EARLY DESIGN GUIDANCE

8022 15th Avenue N.W.

A Proposed Apartment Development
for GRE Crown Hill L.L.C.
February 14, 2010

studio MENG STRAZZARA

ARCHITECTURE
PLANNING
CONSULTING

Project Contacts

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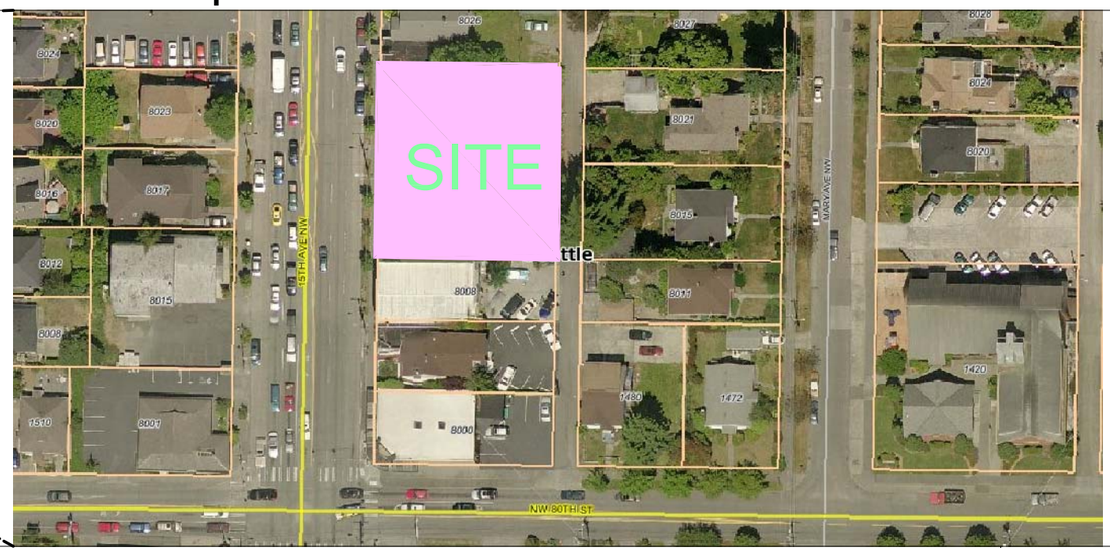
Sheet Index

Vicinity Map

Site Map



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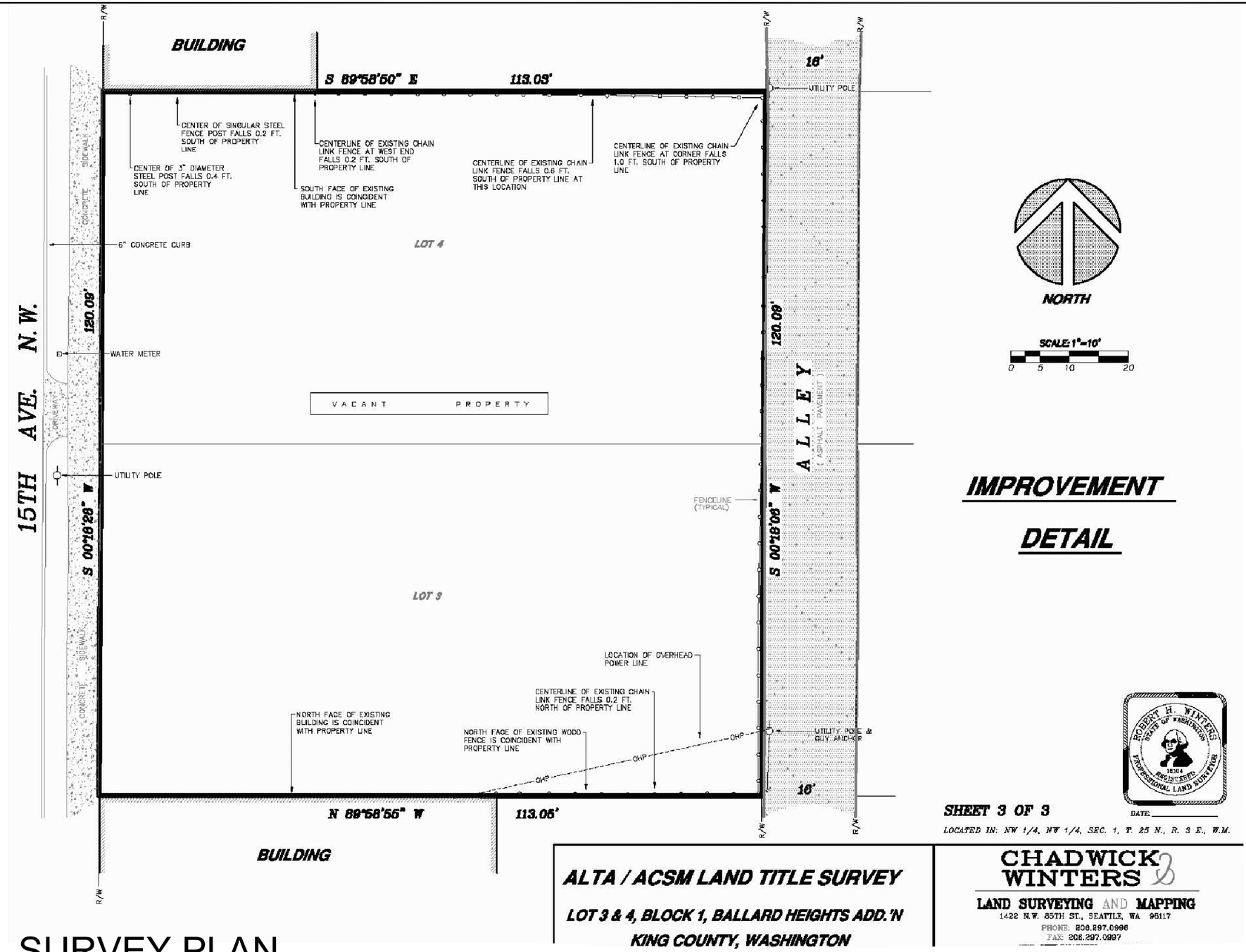

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NORTH

SCALE: 1"=10'

0 5 10 20

IMPROVEMENT DETAIL

ROBERT H. WINTERS STATE OF WASHINGTON 18304 REGISTERED PROFESSIONAL LAND SURVEYOR

DATE: _____

SHEET 3 OF 3

LOCATED IN: NW 1/4, NW 1/4, SEC. 1, T. 25 N., R. 3 E., W.M.

ALTA / ACSM LAND TITLE SURVEY

LOT 3 & 4, BLOCK 1, BALLARD HEIGHTS ADD.'N
KING COUNTY, WASHINGTON

CHADWICK WINTERS
LAND SURVEYING AND MAPPING
1422 N.W. 85TH ST., SEATTLE, WA 98117
PHONE: 206.297.0996
FAX 206.297.0997

1 SURVEY PLAN

SCALE: N.T.S.

NORTH

8022 15th Avenue N.W.: EARLY DESIGN GUIDANCE

SITE SURVEY PLAN

A2

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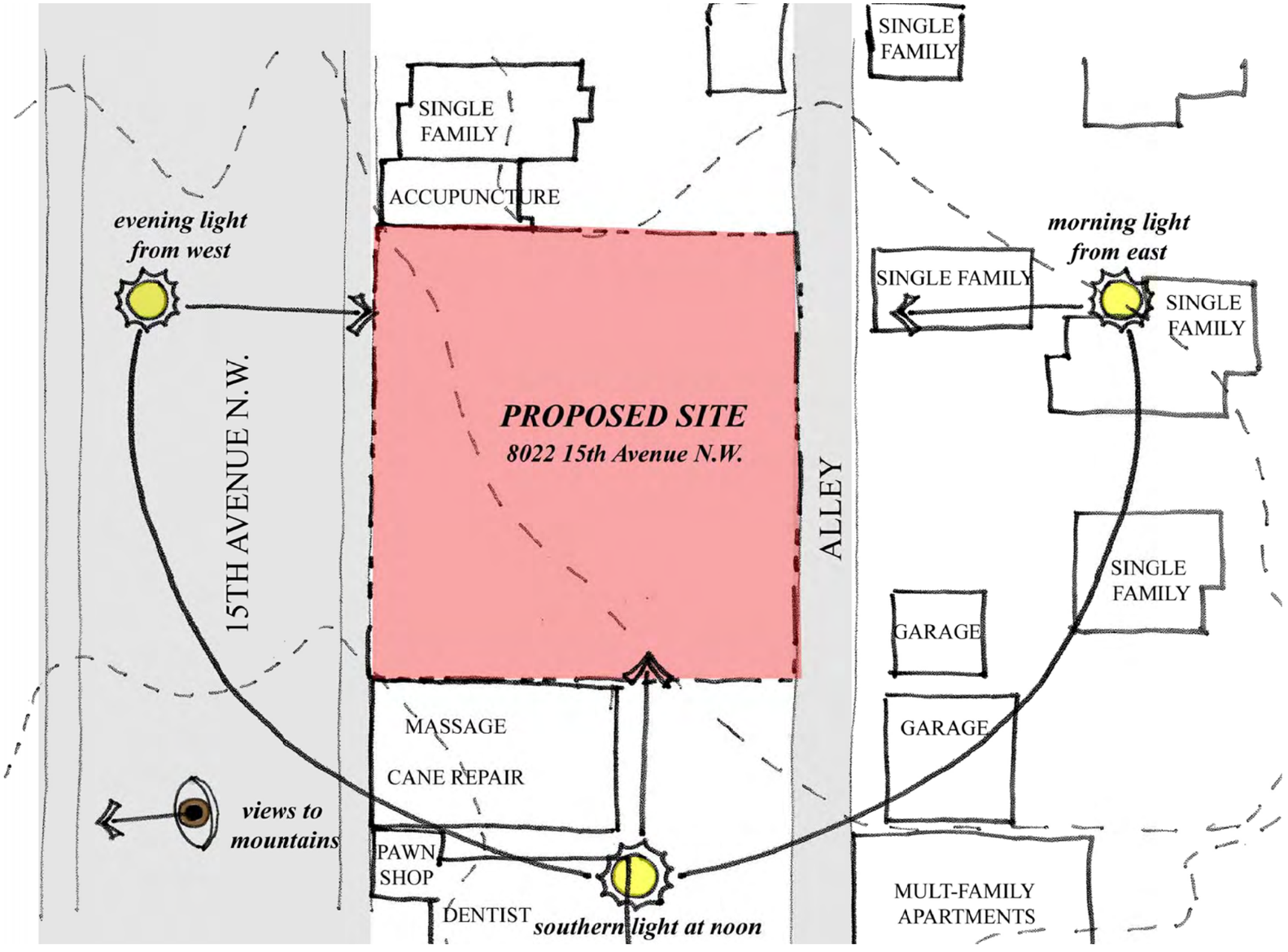

1 SITE ANALYSIS

SCALE: NTS

NORTH

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SITE ANALYSIS

A3

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AERIAL MAP WITH PHOTO KEY

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PHOTO #1
View south along Woodland Park Ave N.

PHOTO #2
View south along Woodland Park Ave N.

PHOTO #3
View south along Woodland Park Ave N.

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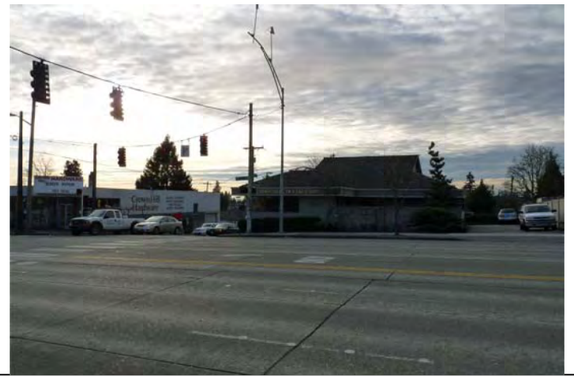

PHOTO #4
View south along Woodland Park Ave N.

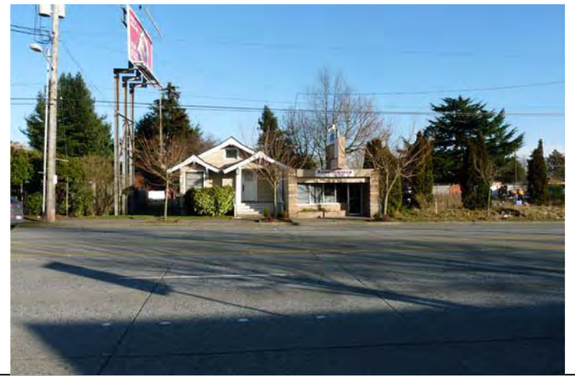

PHOTO #5
View from proposed site across Woodland Park Ave N.

PHOTO #6
View from proposed site across Woodland Park Ave N.

PHOTO #7
View towards proposed site across Woodland Park Ave N.

PHOTO #8
View north along Woodland Park Ave N.

PHOTO #9
View south along Woodland Park Ave N.

PHOTO #10
View north of proposed site from Woodland Park Ave N.

PHOTO #11
Looking south at proposed site

8022 15th Avenue N.W.: EARLY DESIGN GUIDANCE

VICINITY PHOTOS

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DESIGN GUIDELINES

A-7 Residential Open Space
The proposed development of the site does not leave much room for residential open space at the ground level. Balconies can be provided at some units on the upper levels, but create unsightly "outdoor storage" areas for tenants which detract from the appearance of the building when occupied. We propose that the majority of the residential open space/amenity requirement be met via the creation of a roof deck accessible to all building tenants. This deck will be at a high enough elevation that it will have views of the Olympic Mts. and the Puget Sound.

A-8 Parking & Vehicle Access
The site has right-of-way access along the western edge bordering 15th Avenue NW and alley access, allowing vehicular access from the alleyway.

B-1 Height, Bulk & Scale Compatibility
The immediate area surrounding the site is quite eclectic. Due to this fact, there are few, if any, buildings in the immediate area that fill their sites from side lot line to side lot line, similar to the configuration proposed for this project. The commercial building two parcels to the north, commercial building directly to the south, and the commercial building three parcels to the south are built from lot line to lot line. Our proposed building configuration maintains a continuous frontage at the street.

C-2 Architectural Concept & Consistency
We intend to use building form, materials, and fenestration to create a cohesive and engaging design which follows a coherent overall concept. Carving from a simple form with bold, layered geometry and organic color differentiation. Rhythmic proportioning will be used to unify design elements in a total design gestalt.

C-4 Exterior Finish Materials
This project will be designed under very tight budgetary constraints, making it difficult to incorporate higher-end finishes into the design. However, we are committed to creating a design and details with materials which are visually engaging and durable. We refer the Board to examples of our past work as evidence of our ability to fulfill this commitment.

D-2 Blank Walls
Because portions of the proposed building are built directly to the side property lines, there are four internal lot-line fire walls which can have no openings for fire-resistance reasons. These walls will be treated with textural masonry material and color to enhance their appearance and create a pleasing facade that will add to the cohesiveness of the area.

D-6 Screening of Service Areas
The service and garbage collection area is proposed to be located rear center of the site in a full enclosure with a door in order to screen it from the alley and contain odors while allowing easy access for garbage pickup.

D-12 Residential Entrance
The residential lobby and entrance has been located centrally in the façade and recessed partially to create an entrance plaza area at the street. The first-floor walls parallel to 15th Ave., along the live-work spaces, angle in from the north and south building corners toward the residential entrance for spatial and formal emphasis. Color differentiation and signage will also be used to emphasize the "front door" of the project.

DESIGN STATEMENT

This project is the third of several upcoming in which we are trying to develop a new model for the design and development of apartment buildings in a severely-impacted real estate economy. **New economic realities call for innovative approaches.**

As this particular site was being considered for development, the property owner identified the core criteria that would have to be met to result in a successful project. These include:

1. Total construction cost of **less than $120 per square foot**
2. A minimum of **51 dwelling units**
3. Target project for **workforce housing** (100% to 120% of median income)

The first criterion derives from financial feasibility limitations. At construction hard costs over $120/sf, the project is not feasible. The second criterion derives from the challenges of sourcing capital for construction projects in the current economy. Private equity participation is now necessary to make projects of this type happen, and most private equity participants have investment thresholds, one of which is a minimum unit count of 50 dwelling units. The third criterion is driven by demand.

Design Criteria
Following from these two criteria, our design team developed the following design criteria to meet the project requirements:

- ☐ No parking below grade.
- ☐ Mostly wood-frame construction (i.e. no concrete, minimal steel).
- ☐ Use simple building geometry, regular shapes, and compact plans.
- ☐ Take a Systems Approach to design.
- ☐ Use low life-cycle- and first-cost building materials, finishes, and fixtures.
- ☐ Minimize construction waste and material use (e.g. advanced framing, modular geometry, etc.).
- ☐ Maximize building perimeter available for dwelling unit daylighting while maintaining appropriate unit sizes and types.

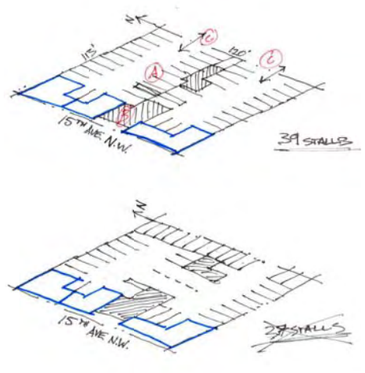

DIAGRAM #1

Issue 1: Parking Layout
Maximum possible parking on site without going underground is thus one of the main design constraints for this project, and defines the parameters for overall building configuration. Even with the allowable 20% reduction in parking allowed for this site via transit service offsets, 39 parking stalls are required by code for the targeted 48 dwelling units.

Optimum efficiency for parking layout requires 90-degree two-way parking aisles. The typical bay width for parking is therefore 56 feet to 59 feet (depending on stall size, one bay must be deeper to accommodate barrier-free parking). The site for this project is rectangular, 120 feet in the north-south dimension, and 113 feet in the east-west direction. It is not possible to park 39 cars on site without having two bays of parking, so the parking layout must therefore orient the bays east-west instead of north-south [A]. This leaves a strip of area along the street approximately 16 feet deep in some areas and 40 feet deep in others, in which live-work units, building service areas, and the project entrance lobby can be located (and which also screen the parking from the sidewalk). [B]

The access driveway is located toward the rear of the site. [C]

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DESIGN STATEMENT

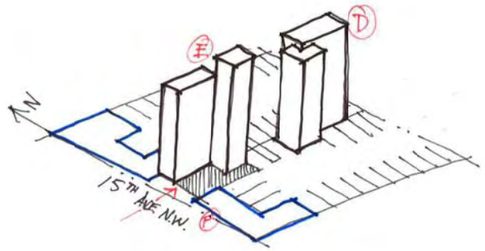

DIAGRAM #2

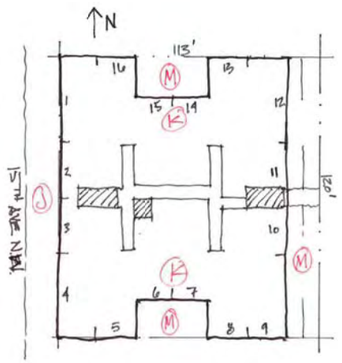

DIAGRAM #3

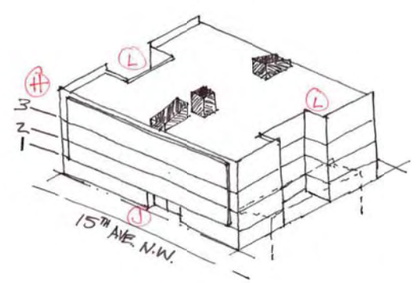

DIAGRAM #4

Issue 2: Access & Circulation

The parking layout then defines the areas where vertical circulation core elements can be located, staying clear of drive aisles and minimizing impact on parking spaces by locating them within the parking module. The main stair and elevator core [E] must be directly accessible from the sidewalk and oriented to minimize hallway circulation on the upper levels. The location proposed for this core allows a lobby area with an inset entry door to emphasize the "front-door" presence of the project and provide weather coverage. The building wall along the sidewalk has been angled slightly toward the entrance for further emphasis and to allow a planting strip [F].

Required exit spacing under the provisions of the Seattle Building Code plus the need to minimize hallway circulation space on the upper levels determines the location of a second stairway [D] within the parking module, aligned with the main stairway.

Three parking stalls are thereby eliminated by vertical circulation elements, leaving us with the required minimum of 39 stalls for 48 units. (Per code, live-work units do not require parking and are therefore not included in this parking/unit calculation.)

Issue 3: Residential Floor Layout

With three units provided as live-work spaces at the ground level, 48 more units must be located in the residential floors above to meet the minimum 51 required for project feasibility. This site is mostly level and has a 40-foot height limit under the provisions of the NC2-40 zoning designation. This allows for three levels of units above [H], or 16 units per level, minimum.

The total site area to the property lines is 13,560 square feet. Subtracting space for core and circulation, this would theoretically allow 16 units of approximately 750 sq. ft. each. However, dwelling units must have windows for light and air access, and windows cannot be located directly on property lines. The site also has a Floor Area Ratio limit of 3.25.

Therefore, some portion of the residential levels must be set back from the property lines.

Maintaining full frontage along the street allows more window area for units facing the street and creates a more unified appearance and massing for the project on the block [J]. To the center, units on both sides [K] must have window frontage, and we have therefore set back the building from both side property lines by approximately 16 feet [L]. This also allows the parking below to qualify as an "open parking garage" under the building code, eliminating the need for costly mechanical ventilation of this area [M].

The adjacent properties on all sides but the rear share the same commercial zoning designation and also have no side yard setback requirements. Overall plan shape is kept simple and regular to avoid cost issues, and is laid out on a four-foot module to reduce construction waste and allow for advanced framing techniques or partial modularization to be used. The firewalls at the side and rear property lines provide excellent shear wall locations.

Limited Building Configuration Options & Early Design Guidance

Following directly from the project feasibility criteria through the dimensional restrictions of the site and use geometries, we find that there is essentially only one way to "skin the cat" when it comes to overall building configuration for this project, yet the Early Design Guidance process recommends that applicants provide three distinct configuration options.

As part of our design proposal, rather than present non-feasible configuration options, our primary task for design review is then to determine alternatives for satisfying the design review guideline criteria within the configurational envelope that satisfies the project parameters. The three schemes shown here investigate how that might be done with exterior skin and fenestration treatment (Option 1), sloped roof elements (Option 2), and feature elements such as clerestory pop-ups (Option 3).

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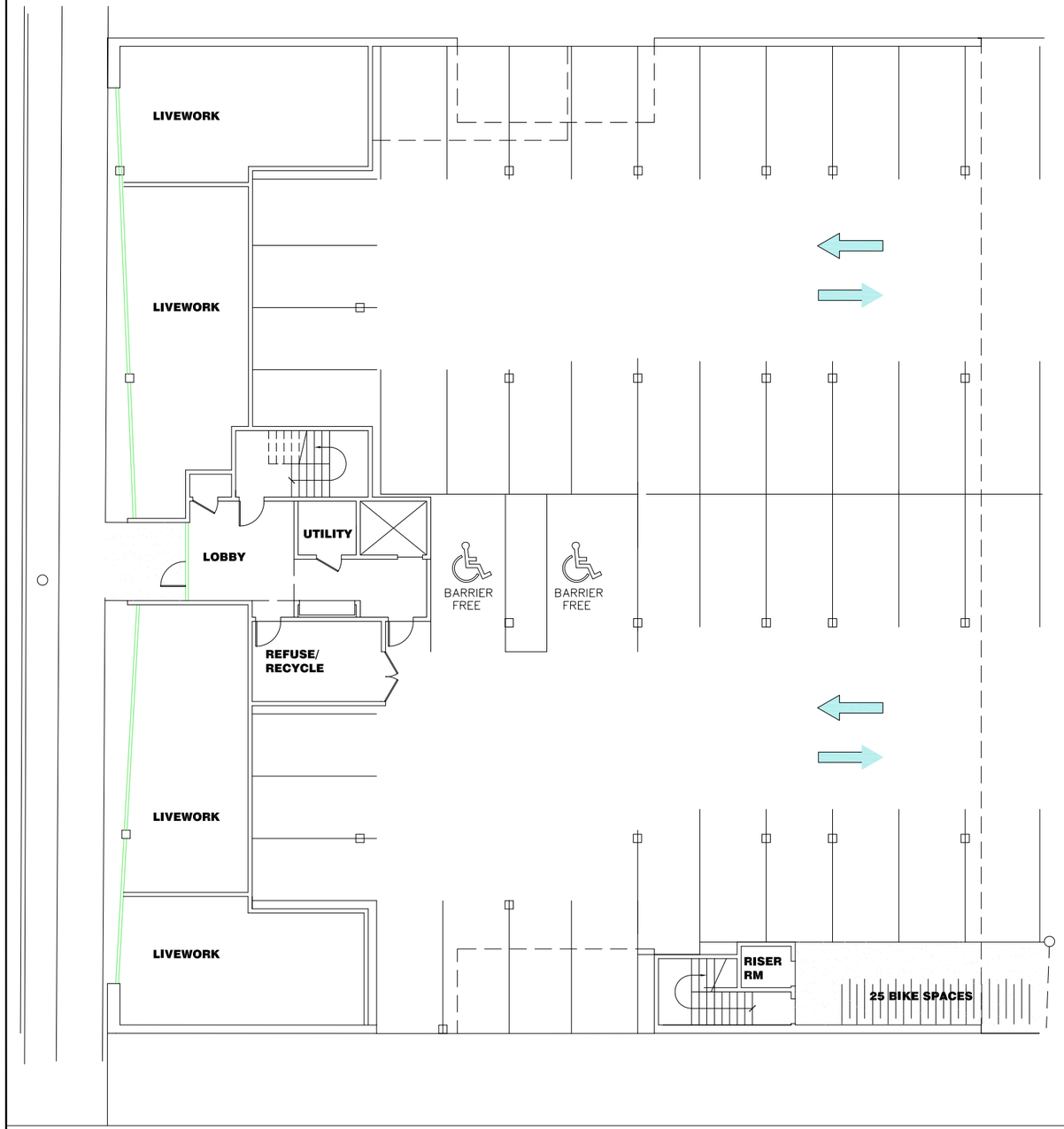
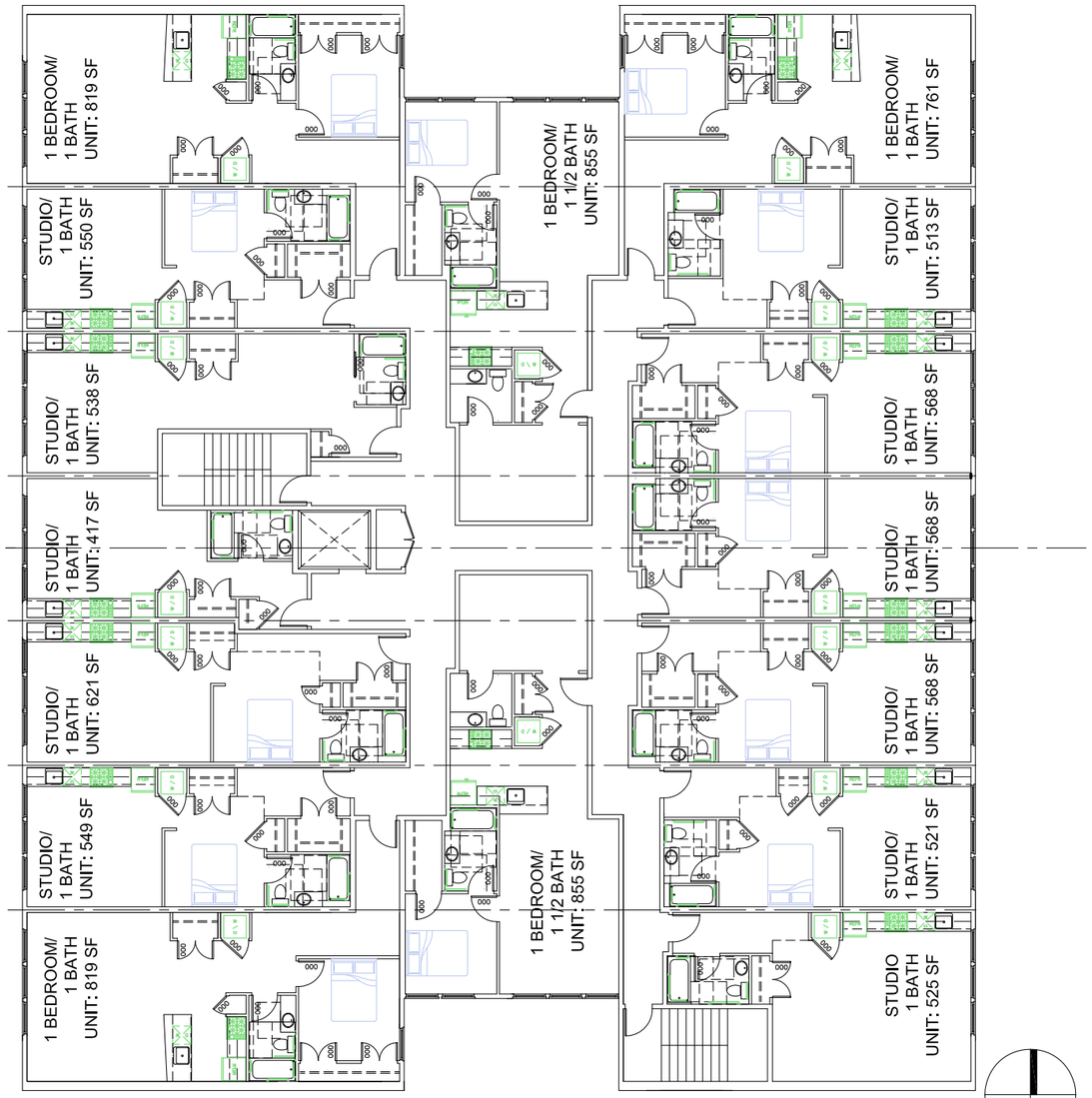
CONCEPTUAL PARKING PLAN



CONCEPTUAL TYP. UNIT PLAN



NORTH

8022 15th Avenue N.W.: EARLY DESIGN GUIDANCE

CONCEPTUAL PLANS

A8

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1 PROPOSED NORTHWEST ELEVATION

SCALE: NOT TO SCALE

2 PROPOSED SOUTHWEST ELEVATION

SCALE: NOT TO SCALE

3 PROPOSED NORTHEAST ELEVATION

SCALE: NOT TO SCALE

4 PROPOSED SOUTHEAST ELEVATION

SCALE: NOT TO SCALE

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OPTION 1

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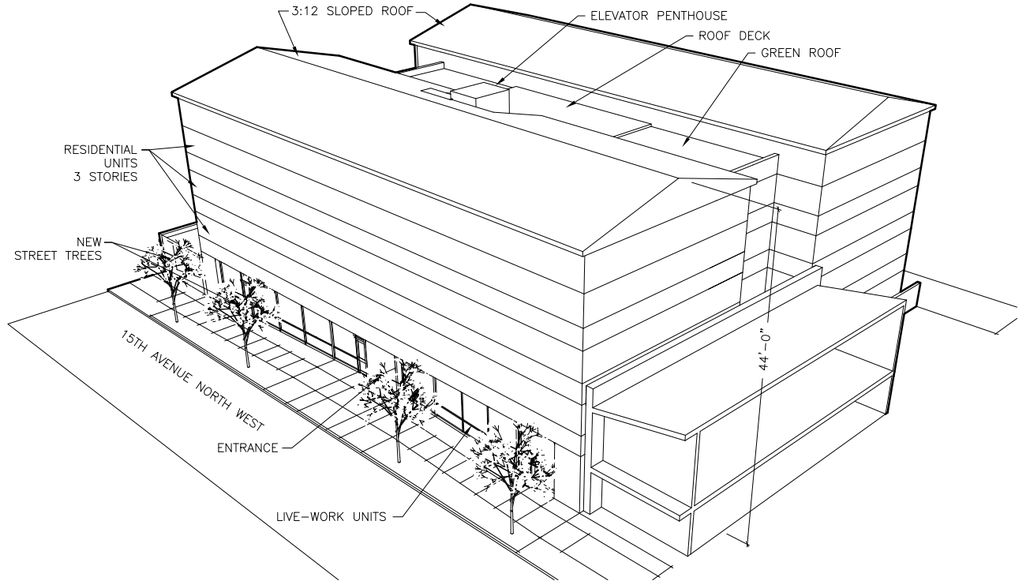
OPTION 2: SLOPED ROOF



1 PROPOSED SOUTHWEST ELEVATION

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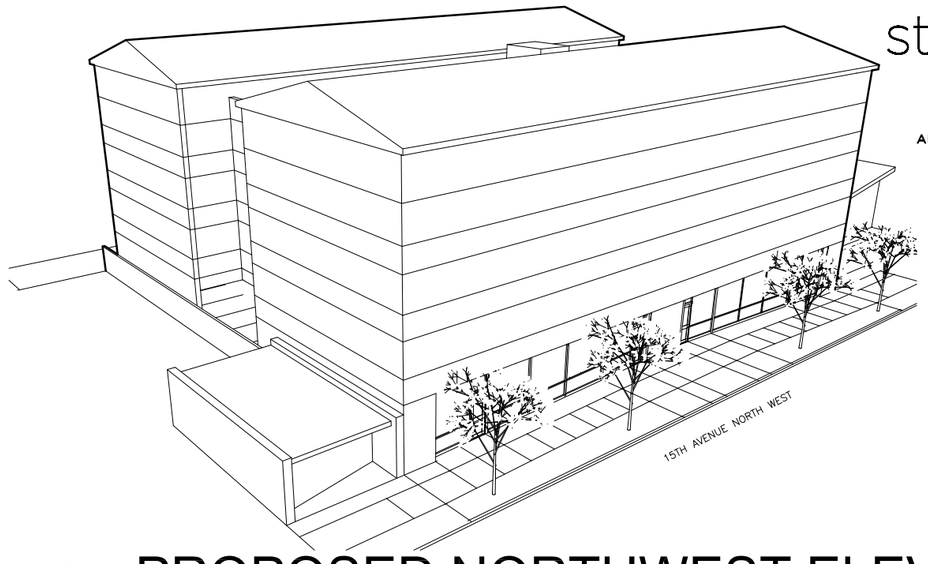

2 PROPOSED NORTHWEST ELEVATION

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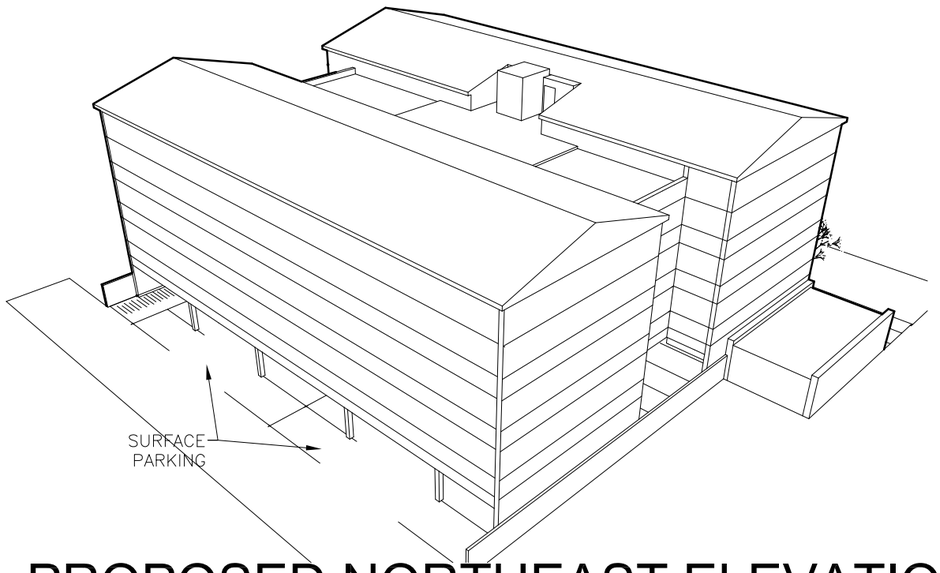

3 PROPOSED NORTHEAST ELEVATION

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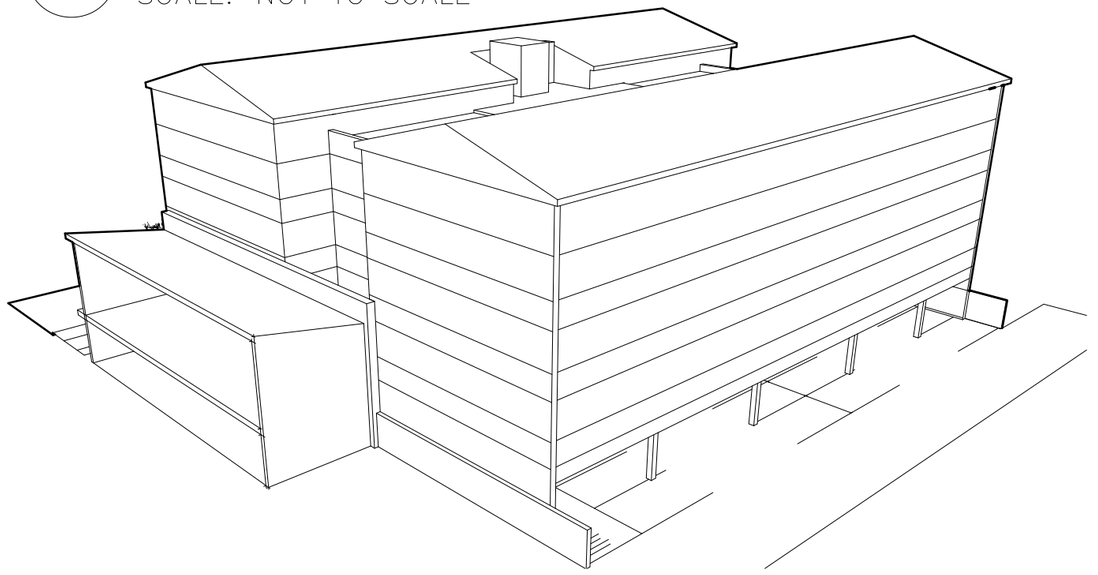

4 PROPOSED SOUTHEAST ELEVATION

SCALE: NOT TO SCALE

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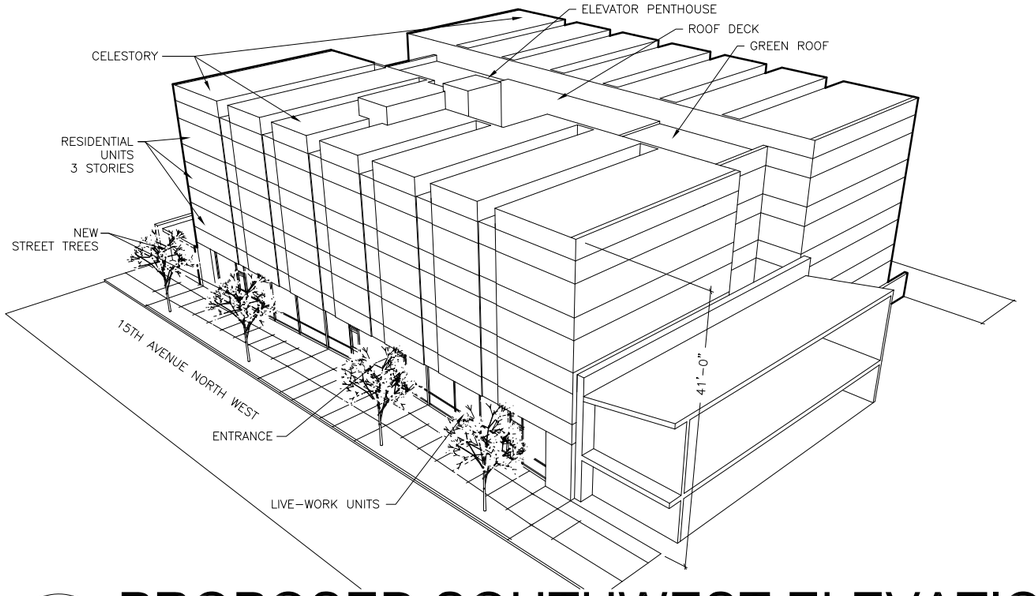
OPTION 3: CLERESTORY AT 4TH FLOOR



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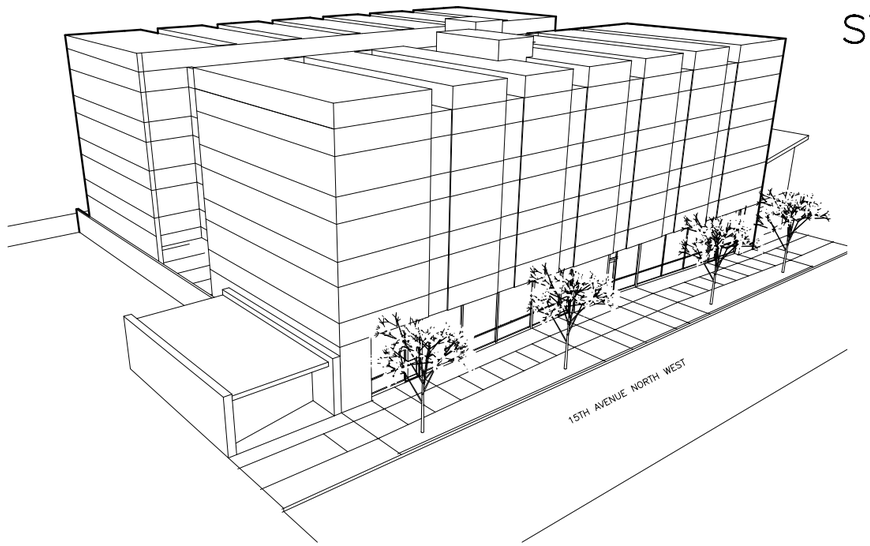

2 PROPOSED NORTHWEST ELEVATION

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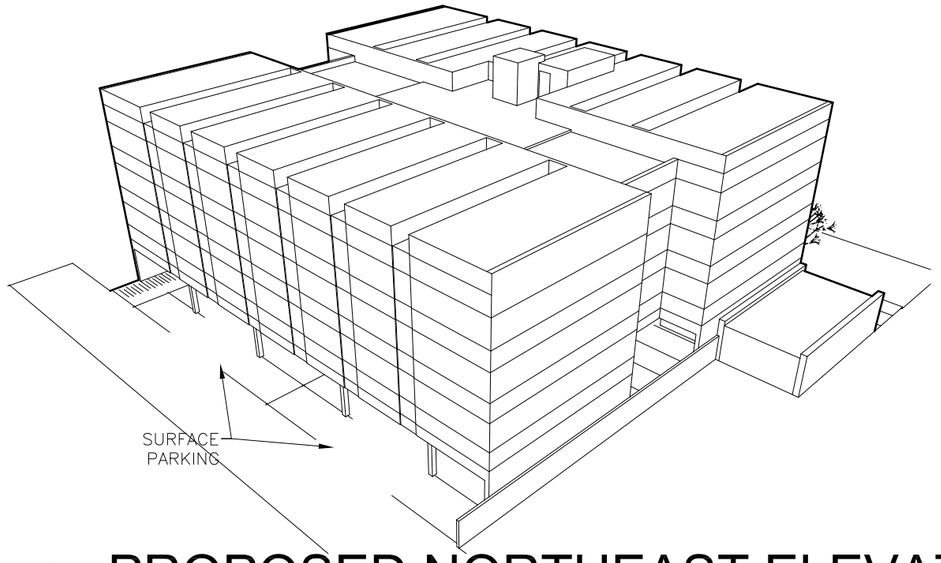

3 PROPOSED NORTHEAST ELEVATION

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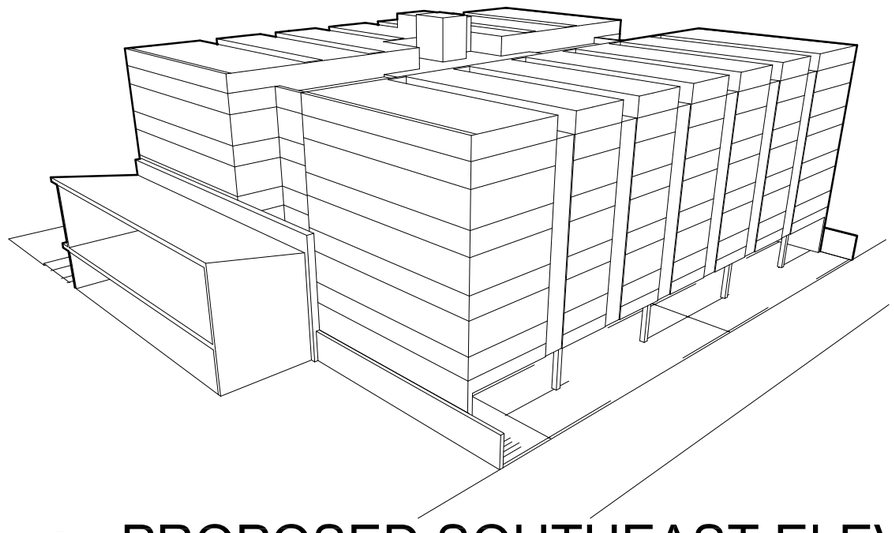

4 PROPOSED SOUTHEAST ELEVATION

SCALE: NOT TO SCALE

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"GREEN" WALL EXAMPLES

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CLADDING & SYSTEM CONSTRUCTION DESIGN DIRECTIONS

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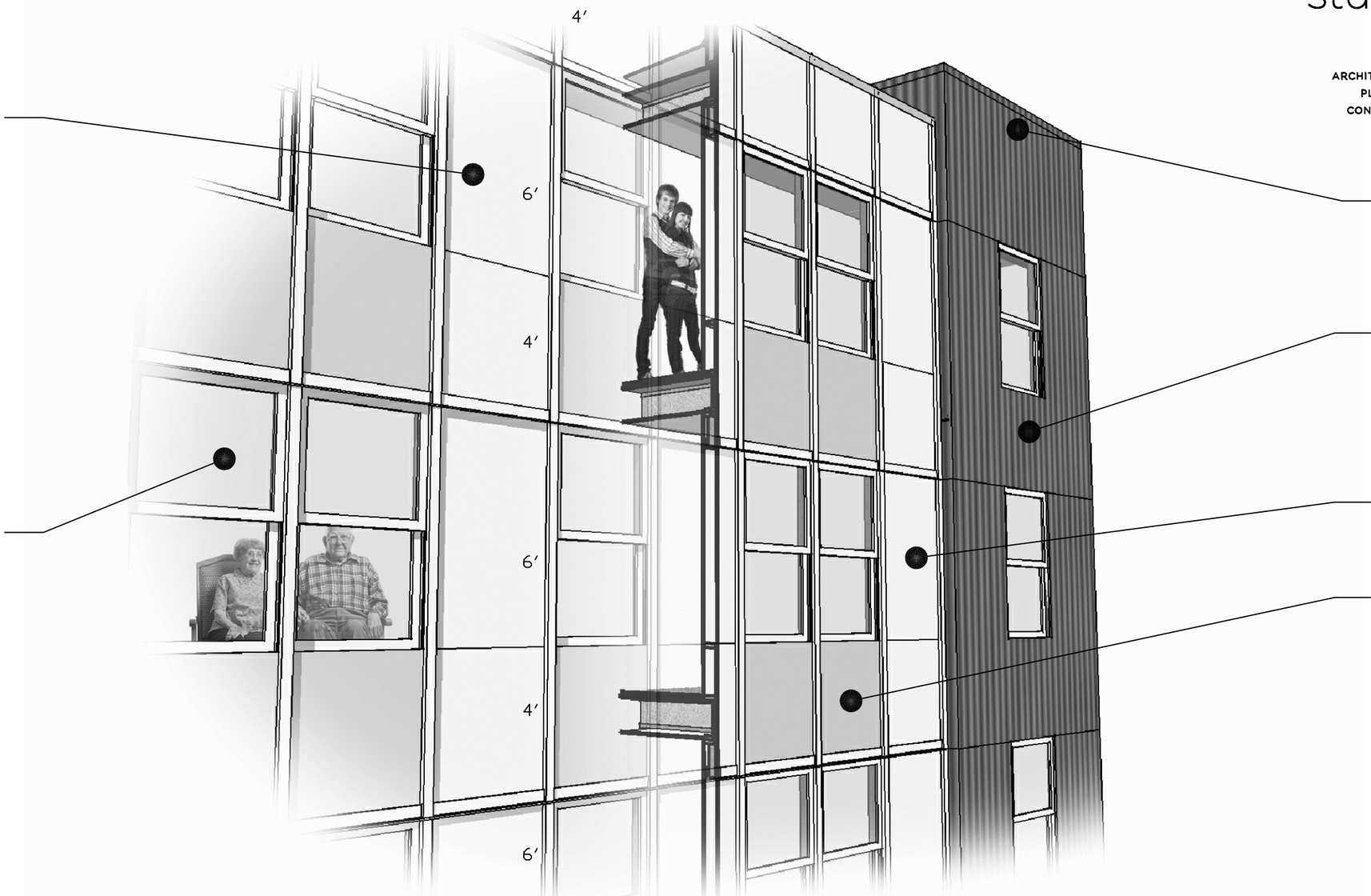

SMOOTH PANELS

* VERTICAL BATTENS
* HORIZONTAL FLASHING LINES ALIGN WITH FENESTRATION
* 4′-0″ GRID FOR DESIGN UNITY & REDUCED CONSTRUCTION WASTE

42″ X72″
DOUBLE-HUNG WINDOWS

* TOP-BOTTOM NATURAL VENTILATION
* ALLOWS LARGER WINDOWS WITH ECONOMICAL FRAMES
* REPETITIVE UNIT SIZES CREATE FACADE RHYTHM IN ALTERNATION
* BETTER SHADOW LINES THAN WITH CASEMENTS

HIGHER PARAPET @ EMPHASIS ELEMENTS

CMU @ EMPHASIS ELEMENTS

* STRONG COLOR
* TEXTURAL EFFECT

NEUTRAL COLOR

ACCENT COLOR @ WINDOW BAYS

* SMOOTH PANEL?
* PAINTED?
* TEXTURED?
* PRE-FINISHED?

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CLADDING & SYSTEM CONSTRUCTION DESIGN DIRECTIONS

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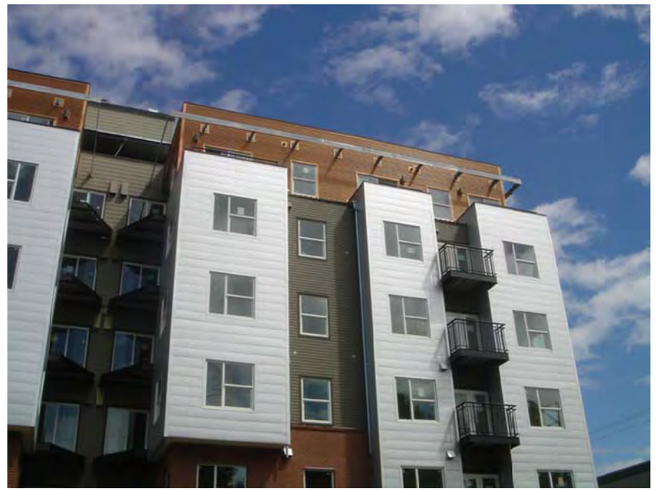
STUDIO MENG STRAZZARA'S PROJECT PORTFOLIO EXAMPLES

BROADWAY ON BROADWAY
MIXED USE, CAPITOL HILL - SEATTLE, WA



DWELL ROOSEVELT
MIXED USE, ROOSEVELT WAY - SEATTLE, WA

SHILSHOLE BAY CONDOMINIUMS
MIXED USE, BALLARD - SEATTLE, WA

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ZONING CODE SUMMARY

PROPERTY ADDRESS:	8022 15th AVENUE NW, SEATTLE, WA
PARCEL NUMBER:	045800-0030
ZONE:	NC2-40
OVERLAYS:	CROWN HILL (RESIDENTIAL URBAN VILLAGE)
MAPPED ECA:	NO
LOT AREA:	13,574 SF
FAR:	3.25
LEGAL DESCRIPTION:	Ballard Heights Less Por For St

PROJECT DESCRIPTION

Construct a four-story apartment building with parking located below on ground level.

REQUIREMENT FOR NC2-40 ZONE

PARKING REQUIREMENTS:
SMC 23.54.015 Chart B- Parking For Residential Uses
1. Use L- Residential uses in commercial zones (1)= One (1) space for each dwelling unit
2. 0 space for live-work units w/ 1,500 sf or less

Parking Quantity Exceptions:
SMC 23.54.020F2a Transit Reductions
In NC zones and C zones, except pedestrian-designated zones, and in the Seattle Mixed (SM) zone, except on Class 1 Pedestrian Streets, the minimum parking requirement for a nonresidential use, except institutions, may be reduced by 20 percent when the use is located within 800 feet of a street with midday transit service headways of 15 minutes or less in each direction. This distance will be the walking distance measured from the nearest bus stop to the property line of the lot containing the use.
Parking Quantity Exceptions Transit Reductions Supporting Document:
A3 Bus Stop Map & Time Table Calculation
A4 Metro Official Bus Time Table
A5 Metro official Bus Route
Required parking:
39 Parking Stalls (48 stalls - (20% of 48 stalls)= 48 stalls - 9.6 stalls= 38.4 stalls= 39 stalls)
Proposed Unit & Parking Stalls:
48 Units
44 parking Stalls

FLOOR AREA RATIO (FAR)
SMC 23.47A.013
Chart A: Maximum Floor Area Ratio (FAR) Outside of the Station Area Overlay District
Total permitted for all uses within a mixed-use structure containing residential and non-residential uses for 40'-0" height limit= 3.25
Calculation:
Allowed Gross Floor Area of Buildings= FAR x Total Area of Lot
Allowed Gross Floor Area of Buildings= 44,115 SF
(3.25 x 13,574 SF)
Proposed Gross Floor Area of Buildings:
Level 1= 3,017 SF
Level 2= 11,637 SF
Level 3= 11,637 SF
Level 4= 11,637 SF
Gross Floor Area= 37,928 SF

RESIDENTIAL AMENITY AREA
SMC 23.47A.024
Proposed Gross Floor Area= 31,900 SF (Level 1, 2 & 3)
Level 1= N/A (Accessory parking + live-work + lobby + storage)
Level 2= 11,637 SF
Level 3= 11,637 SF
Level 4= 11,637 SF
Residential Amenity Area:
5% of Total Gross Floor Area in Residential Use
5% (34,911 SF)= 1,746 SF
Proposed Amenity Area Location:
1.) Private decks with min. 60 SF and min. horizontal dimension of at least six (6) feet. (SMC 23.47A.024B5)
2.) Rooftop areas excluded pursuant to section 23.57.012C1d do not qualify as residential amenity areas. (SMC 23.47A.024B6)
Additional Amenity Area Requirement:
1.) All residents must have access to at least one residential amenity area. (SMC 23.47A.024B1)
2.) Common recreational areas must have a min. horizontal dimension of at least ten (10) feet, and no common recreational areas can be less than two hundred and fifty (250) square feet. (SMC 23.47A.024B4)

PERMITTED AND PROHIBITED USES
SMC 23.47A.004
CHART A: Residential uses are permitted in NC2-40 Zones

STREET-LEVEL USES
23.47A.005
C. Residential uses at street level
1. Residential uses are generally permitted anywhere in a structure in NC1, NC2, and C1 zones.

REQUIREMENTS FOR C1-40 ZONE (CONTINUED)

SETBACK REQUIREMENTS
SMC 23.47A.014
B.3. For structure containing a residential use, a setback is required along any rear lot line that abuts a lot in a residential zone or that is across an alley from a residential zone.
a. 15' for portions of structure above 13' w/ 40' max.
b. For each portion of structure above 40' ht, additional setback of 2' for every 10' above 40' ht/
B.4. One-half width of alley can be counted as part of the setback.
B.5. Fences
a. Fences or freestanding walls are permited within setback. Fences or freestanding walls have to be under 6' ht. Height limit can be average, but cannot exceed 8' ht.
F. Setback for loading adj. to an alley neels 12' setback for loading berth (if parallel to alley) setback measured from centerline of alley (must be maintained for up to 12' ht).

COMMUNICATION REGULATIONS ON COMMERCIAL ZONES ROOFTOP AREA
SMC 23.57.012C1d
Restricted Areas:
1.) The area eight (8) feet from and in front of a directional antenna and the area two (2) feet from and in back of a directional antenna.
2.) The area within eight (8) feet in any direction from an omnidirectional antenna.
3.) Such other areas in the vicinity of paging facilities as determined by the Seattle King County Health Department after review of the Non-Ionizing Electromagnetic Radiation (NIER) report.

LANDSCAPING AND SCREENING STANDARDS
SMC 23.47A.016
Landscaping Requirements:
Landscaping achieves a Green Factor score of .30 or greater, pursuant to the procedures set forth in Section 23.86.019. (SMC 23.47A.016A2)
Street Tree Requirements:
Street trees are required when any development is proposed, except as provided in subsection 23.47A.016.B2 and section 23.53.015. Existing street trees shall be retained unless DOT approved its removal. (SMC 23.47A.016B1)
Screening Requirements for Specific Use:
1.) Surface parking Areas Landscaping Requirements:
Chart C for 23.47A.016: 18SF/parking space (for 20-50 parking spaces) 18SF x 40 (proposed parking spaces)= 720SF
2.) Trees in surface parking areas:
One tree is required for every ten parking spaces (SMC 23.47A.016D1b1) 40 proposed parking spaces / 10= 4 trees
3.) Screening of surface parking requirements:
Three-foot-high screening is required along street lot lines. (SMC 23.47A.016D1c1)
Proposed Landscaping and Screening:
1.) 8'-0" high metal cyclone fence for climbing plants (i.e. ivies) to serve as screening and part of the landscaping requirements.
2.) 352 SF Landscaping area within parking lot with one tree.
3.) Street trees will be provided.
Landscaping and Screening Waiver and Reduction:
1.) When it would not otherwise be feasible to provide the required number of spaces. (SMC 23.47A.016D1d3)

ACCESS TO LOTS
SMC 23.53.005
A.1. For residential uses, at least 10' of a lot line shall abut on a street or private vehicle access easement.

SOLID WASTE & RECYCLABLE MATERIALS STORAGE SPACE
SMC 23.47A.029
For Multifamily Structure Size 26-50 units:
Minimum Area for Storage Space = 150 Square Feet; Container Type = Front-loading containers
a. The storage space shall have no minimum dimensions less than 6 feet
b. The floor of the storage space shall be level and hard-surfaced (garbage or recycling compactors require a concrete surface)
c. Screened from public view if outdoors
d. Front loading containers:
1. Direct access must be provided from alley or street to the containers.
2. Any proposed gates must be 10' wide.
3. When accessed by collection vehicle, must have 21' clearance overhead.

STRUCTURE HEIGHT LIIMIT
SMC 23.47A.012
SMC 23.32 Official Land Use Map= 40'-0" Height Limit
Structure Height Exception:
A.1.a. In zones with a 30' or 40' mapped height limit, the height of a structure may exceed the limit by up to 4' when the first floor of a residential us is located on a street level, street-facing facade and the 4' above sidewalk grade.

STREET-LEVEL DEVELOPMENT STANDARDS
SMC 23.47A.008
A. Basic street-level requirements;
2.b. Blank facades that face towards the street cannot exceed 20' wide at heights between 2'-8' above the sidewalk.
2.c. Total of all blank facade segments cannot exceed 40% of the width of the facade along the street.
3. Street-level street-facing facades must be located within 10' of street lot line unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.
B. Non residential street level requirements:
2.a. 60% of street facing facade between 2'-8' above sidewalk to be transprent.
2.b. Live-work must have display area @ 30" min. @ transperent facade.
3.a. Non-residential uses- extend 30' (avg) & 15' min. in depth from facade.
3.b. Non-residential uses @ street level shall have floor to floor height of at least 13'-0".
D.3. When a dwelling unit is located along the street-facing facade shall be at least 4' above or 4' below sidewalk grade or be set back at least 10' from the sidewalk.
E. When a live-work unit is located on a street-level, street-facing facade, the portion of each live-work unit in which business is onducted must be located between the principal street and the residential portion of the live-work unit.

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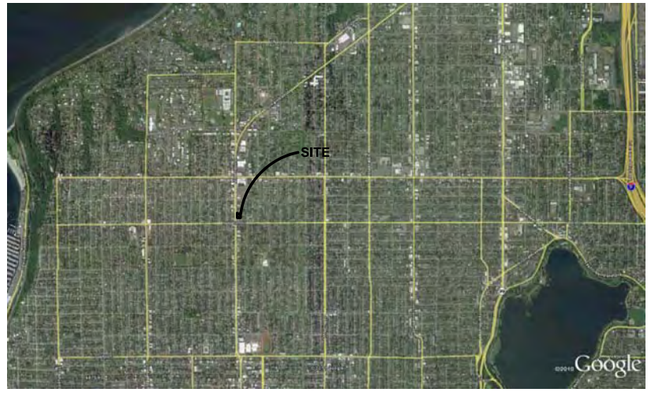

VICINITY MAP

N

8022 15th Avenue N.W.: EARLY DESIGN GUIDANCE

ZONING CODE SUMMARY

Z1

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