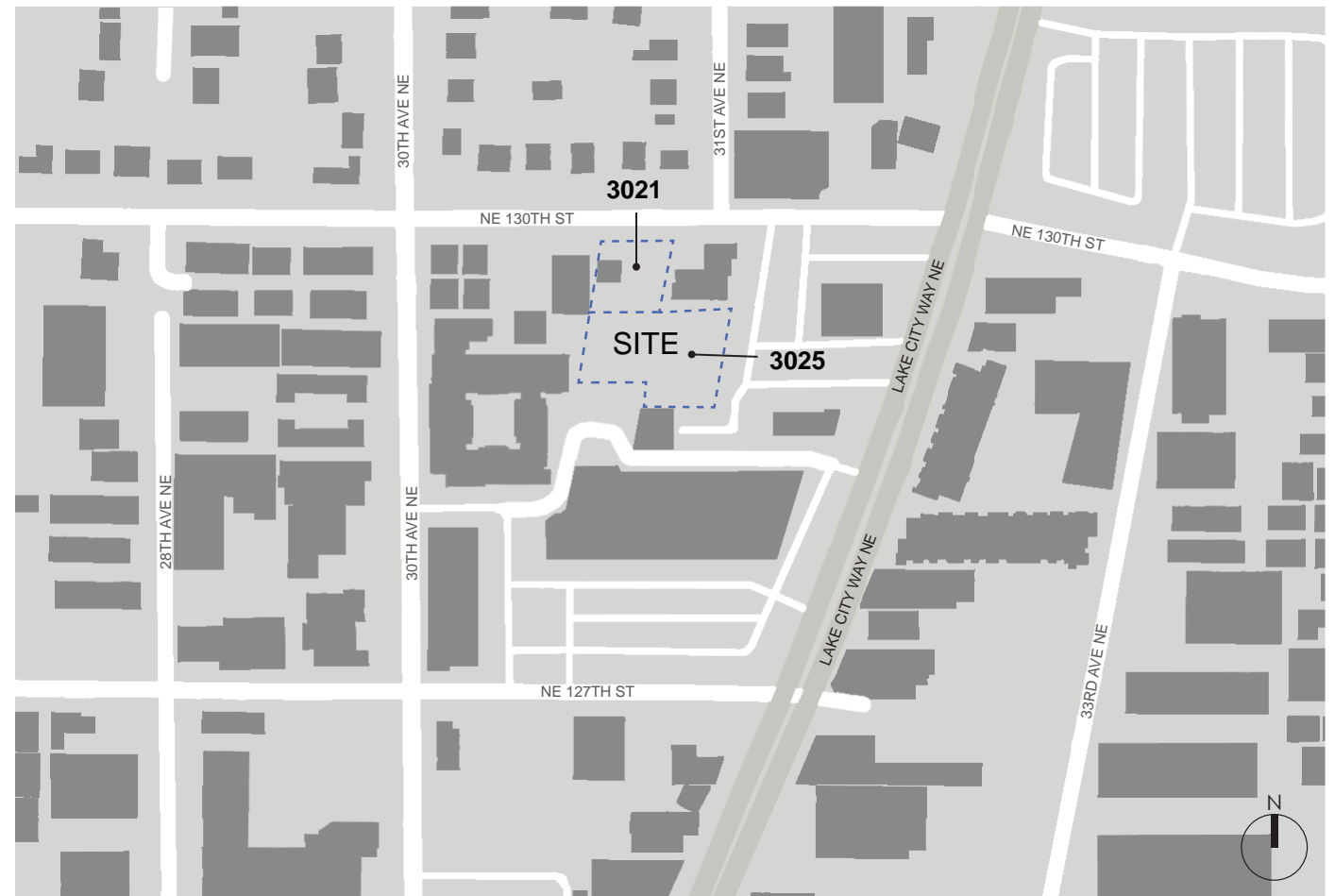


DRAWING INDEX

PROJECT INFORMATION	1
EXISTING SITE CONDITIONS	2
FIRST EDG SUMMARY	3 - 5
ARCHITECTURAL CONCEPTS - SUMMARY	7
ARCHITECTURAL CONCEPTS - RENDERINGS	8
ARCHITECTURAL CONCEPTS - OPTION A	9 - 10
ARCHITECTURAL CONCEPTS - OPTION B	11 - 12
ARCHITECTURAL CONCEPTS - OPTION C (PREFERRED OPTION)	13 - 16
DESIGN GUIDELINES	17 - 20
ARBORIST REPORT	21 - 22
EXISTING SITE PLAN	23
ZONING ANALYSIS	24
SHADOW STUDIES	25 - 27
EXTERIOR LIGHTING PLAN	28
ELEVATIONS, MATERIALS + COLOR PALETTE	29-30
SITE ANALYSIS	31 - 34
CONTEXT ANALYSIS	35 - 36
BUILDING CODE SUMMARY	37 - 38



3021 NE 130TH STREET TOWNHOMES 3025 NE 130TH STREET APARTMENTS

SEATTLE, WA 98125

SECOND EARLY DESIGN GUIDANCE
MARCH 13TH, 2015

DPD #3017341 DPD #3017439



ARCHITECT

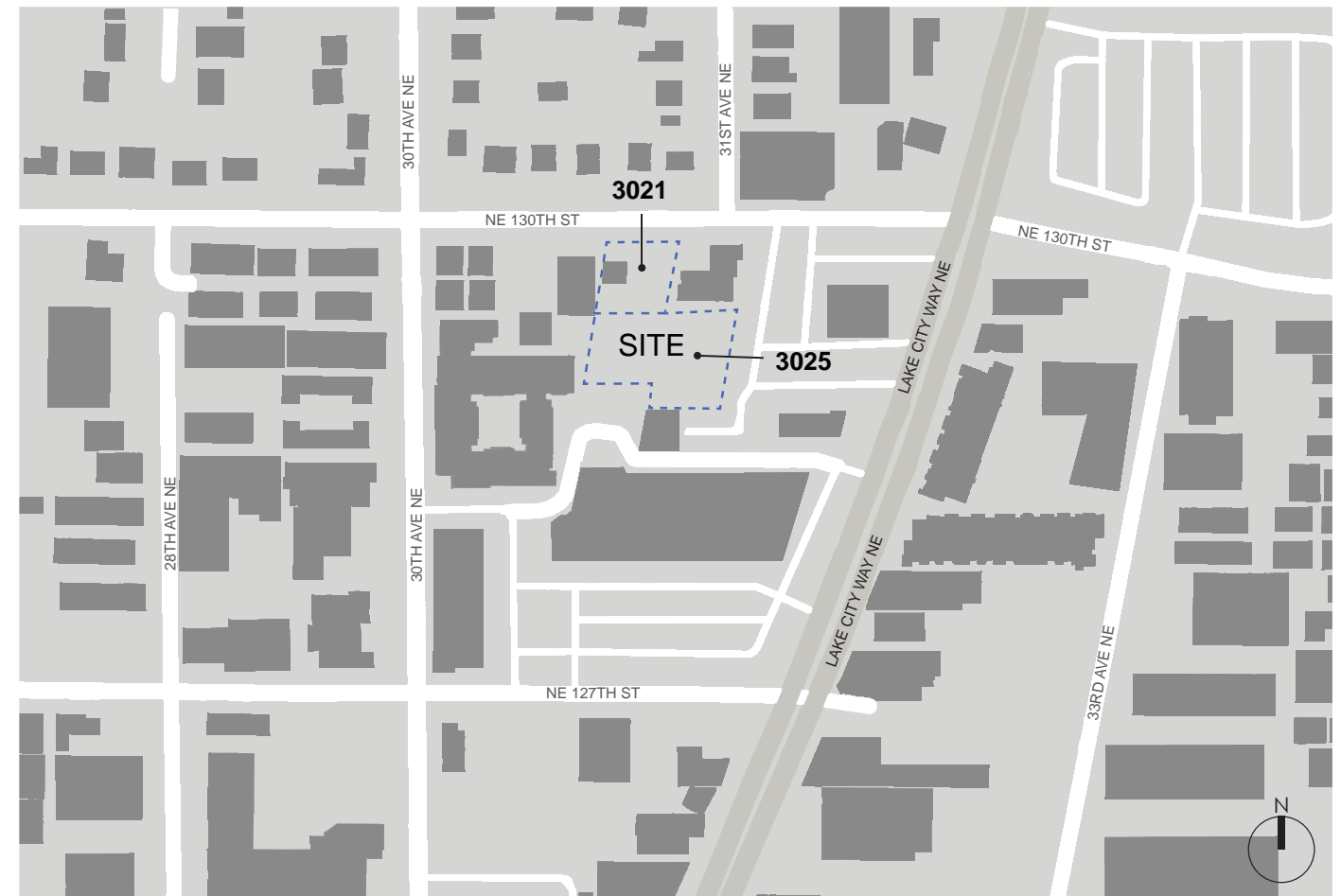
STUDIO19 ARCHITECTS
207 1/2 1ST AVE S, SUITE 300
SEATTLE, WA 98104
PHONE: 206-466-1225
htian@studio19architects.com

OWNER

AMERICAN FAMILY, LLC
PHONE: 206.604.9588

PROJECT INFORMATION

PROPERTY ADDRESS	3021 & 3025 NE 130th Street, Seattle WA 98125
PARCEL NUMBER	1453600665 1453600482 1453600664
ZONES	C1-65 (Commercial 1) LR-2 (Residential, Multifamily, Lowrise 2)
OVERLAYS	Lake City (Hub Urban Village)
APPLICABLE DESIGN GUIDELINES	City of Seattle, North District / Lake City Neighborhood Design Guidelines
FREQUENT TRANSIT	Yes
MAPPED ECA	Yes / Salmon Watershed
LOT AREAS	23,518 SF (C1-65) 9,896 SF (LR-2)
FAR	4.25 Residential use only (23,518 SF X 4.25 = 99,952 SF) 9,896 SF / 1.0 for Townhouses
NUMBER OF RESIDENTIAL UNITS	162 apartments, 5 townhouses
NUMBER OF PARKING STALLS	47 + 5 individual garages for townhouses
BUILDING HEIGHT	Apartment building 65 feet Townhouses 30 feet
DEPARTURES	None



PROJECT DESCRIPTION

The proposal is to construct a 166 unit apartment building on the open commercial lot and to construct 5 attached townhouses along NE 130th with access to the new apartment building. Each townhouse will contain off-street parking in the form of a garage accessed via a private driveway from NE 130th Street with underground access to a parking garage with 55 stalls for the residents in the apartment building. Outdoor residential amenity space is provided through private yards and shared green space at ground level for both the owners of the Townhouses and Apartments including rooftop amenities for the residents in the apartment building.

EXISTING SITE CONDITIONS

Location

Located on NE 130th Street this project sits along the northern edge of the Lake City Civic Core of the Hub Urban Village, near the transition between the commercial center and single family neighborhoods to the north. The area blends retail and offices spaces and multi-family apartments along Lake City Way and NE 30th Avenue with single family homes on adjacent blocks outside of the Hub Urban Village. The combined site is surrounded on three sides by residences. Existing retail is mixture of restaurants, box stores, storage facilities, gas stations, a bank and apartment buildings. The site is just a short walk away from a frequent transit corridor, a major traffic artery, a grocery outlet, and the growing Hub Urban Village.

Existing Uses and Structures

The parcel is comprised of 3 parcels under singular ownership. The lot along NE 130th is the only parcel to have street adjacency. The two land locked parcels have a single vehicle access easement to Lake City Way (LCW) through the adjacent property to the east. The LCW easement allows vehicular access to the south bound lane of Lake City only as there is a meridian preventing egress or ingress from the north bound lanes of traffic. Pedestrian Access is designed to occur

Physical Features

The property is on a small knoll and has a general slope to the south east and a general slope to the north from the center of the site.

Adjacencies

Lake City Way, Metro Public Transit, Post Office and much retail.



CONTEXT ENTITIES

- **SITE**
- **PUBLIC**
 - 1. LAKE CITY PUBLIC LIBRARY
 - 2. LAKE CITY COMMUNITY CENTER
 - 3. FIRE STATION 39
 - 4. USPS POST OFFICE
- **COMMERCIAL**
 - 1. GROCERY OUTLET STORE
 - 2. WELLS FARGO BANK
 - 3. FRED MEYER STORE
 - 4. VALUE VILLAGE STORE
- **MULTI-FAMILY / MIXED-USE**
 - 1. CEDAR PARK APT
 - 2. SOLARA APT
 - 3. REKHI BUILDING APT
 - 4. KING ARTHURS COURT APT
- **GREEN SPACE**
 - 1. ALBERT DAVIS PARK
 - 2. LAKE CITY MINI PARK

FIRST EDG SUMMARY

DESIGN SCHEMES - TOWNHOMES

PROPOSED SITE PLAN

SCALE: 1" = 20'

SITE PLAN
 ADDRESS: 3021 NE 130TH STREET, SEATTLE WA 98125
 OWNER: AMERICAN FAMILY LLC
 LEGAL DESCRIPTION: CEDAR PARK ADD PCL A SEATTLE LBA #2004533
 REC # 20001026900009 SD LBA BEING POR LOTS 2 & 3 & 11 & 12 SD BLK 3
 PARCEL NO: 145369-0664

OPTION A
 NE 130TH ST - LOOKING NORTHWEST
 NE 130TH STREET - LOOKING SOUTH

OPTION B
 NE 130TH ST - LOOKING NORTHWEST
 NE 130TH STREET - LOOKING SOUTH

OPTION C - PREFERRED
 NE 130TH ST - LOOKING NORTHWEST
 NE 130TH STREET - LOOKING SOUTH

The site plan shows a plot bounded by N.E. 130th Street to the north and a future 7-story apartment building to the south. The proposed townhomes are shown in blue, with a new driveway and cross-access easement. Dimensions and setbacks are indicated. The renderings show three design options from a northwest and south perspective, with Option C being the preferred design.

FIRST EDG SUMMARY

DESIGN SCHEMES - APARTMENTS

DESIGN SCHEME : OPTION A

PROS:

- Maximizing development potential
- Better Security due to single use

CONS:

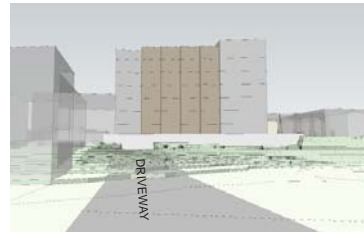
- Limited modulation on north facade



SOUTHEAST CORNER



NORTHWEST CORNER



LAKE CITY WAY - LOOKING WEST



OPTION A

AREA CALCULATIONS:
 (FAR = 23,518 SF x 4.25 = 99,952 SF)
 LEVEL 1: 14,238 SF
 LEVEL 2: 14,238 SF
 LEVELS 3-6: 57,368 SF
 LEVEL 7: 13,358 SF
TOTAL AREA: 99,202 SF
 (4.22 FAR)

TOTAL UNITS: 166

- UNDERGROUND PARKING
- RESIDENTIAL AREA
- RESIDENTIAL COMMON AREA
- AMENITY AREA



DESIGN SCHEME : OPTION B

PROS:

- Mixed-use project
- Lower density

CONS:

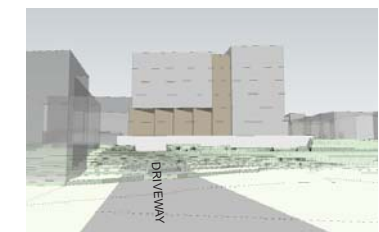
- Retail space as setback and not easily visible from street



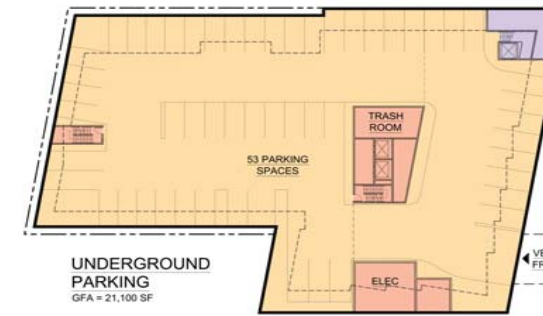
SOUTHEAST CORNER



NORTHWEST CORNER



LAKE CITY WAY - LOOKING WEST



OPTION B

AREA CALCULATIONS:
 (FAR = 23,518 SF x 4.75 = 111,710 SF)
 LEVEL 1: 15,944 SF
 LEVEL 2: 15,560 SF
 LEVELS 3-4: 31,328 SF
 LEVELS 5-6: 15,664 SF X 2 = 31,328 SF
 LEVELS 7-8: 15,227 SF X 2 = 30,454 SF
TOTAL AREA: 93,286 SF
 (3.97 FAR)

TOTAL UNIT: 135

- UNDERGROUND PARKING
- RESIDENTIAL AREA
- RESIDENTIAL COMMON AREA
- AMENITY AREA



FIRST EDG SUMMARY

DESIGN SCHEMES - APARTMENTS

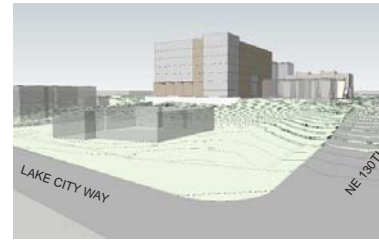
DESIGN SCHEME : OPTION C - PREFERRED

PROS:

- Maximizing development potential
- Better security due to single use

CONS:

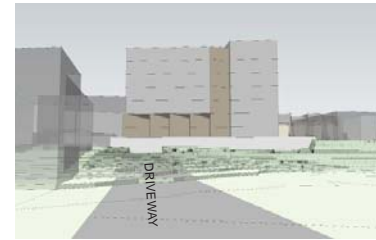
- Limited modulation on north facade



LAKE CITY WAY - LOOKING SOUTHWEST



SOUTHEAST CORNER



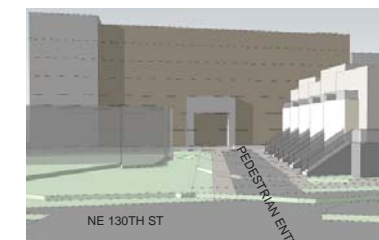
LAKE CITY WAY - LOOKING WEST



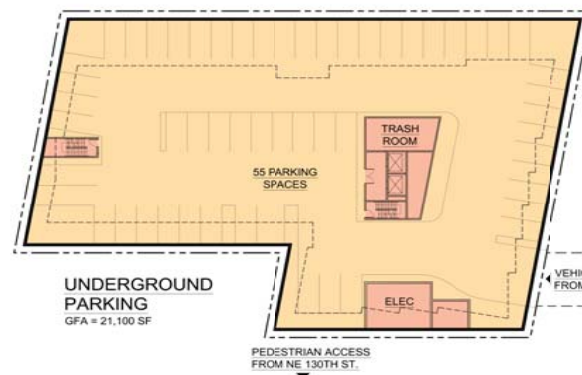
NE 130TH ST - LOOKING SOUTHEAST



NORTHWEST CORNER



NE 130TH ST - LOOKING SOUTH



OPTION A

AREA CALCULATIONS:
(FAR = 23,518 SF x 4.25 = 99,952 SF)

LEVEL 1: 14,238 SF
LEVEL 2: 14,238 SF
LEVELS 3-6: 14,342 SF X 4 = 57,368 SF
LEVEL 7: 13,358 SF

TOTAL AREA: 99,202 SF
(4.22 FAR)

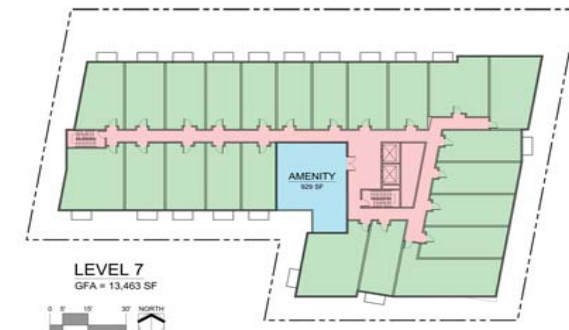
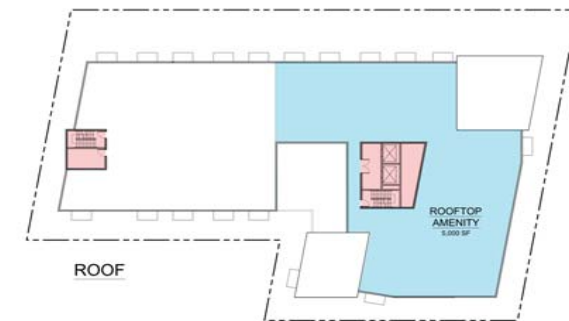
TOTAL UNITS: 165

- UNDERGROUND PARKING
- RESIDENTIAL AREA
- RESIDENTIAL COMMON AREA
- AMENITY AREA



OPTION C - PREFERRED

- UNDERGROUND PARKING
- RESIDENTIAL AREA
- RESIDENTIAL COMMON AREA
- AMENITY AREA



BLANK PAGE

ARCHITECTURAL CONCEPTS - SUMMARY

OPTION A



APARTMENT AREA CALCULATIONS:
(FAR = 23,518 SF X 4.25 = 99,952 SF)

LEVEL 1: 11,342 SF
LEVEL 2: 11,342 SF
LEVELS 3-6:
14,446 SF X 4 = 45,368 SF
LEVEL 7: 11,342 SF

TOTAL AREA: 79,394 SF
(3.38 FAR)

TOTAL UNITS: 112
PARKING: 0 SPACES
BICYCLE : 28 SPACES

TOWNHOUSE TYPICAL PLAN
Level 1 Plan: 1,512 sf + 1,388 sf garage
Level 2 Plan: 2,900 sf + 396 sf entry/deck
Level 3 Plan: 2,900 sf + 216 sf deck
Total Livable Area: 8,933 sf
(4 units / not including garage)
Total Footprint: 2,900 sf
(including garage)

PROS:

- ALL SIGNIFICANT TREES ON SITE WILL REMAIN.
- VEHICULAR ACCESS TO TOWNHOUSES IS LOCATED AWAY FROM PEDESTRIAN ACCESS FOR THE APARTMENTS.
- NO UNDERGROUND PARKING ALLOWS FOR MORE AREA ON SITE TO BE LANDSCAPED.

CONS:

- BUILDING CONFIGURATION WILL LIMIT THE AMOUNT OF SUN LIGHT EXPOSURE TO EXISTING TREES.
- TOWNHOUSES LACK SPACE FOR BACK YARDS AND DUE TO THE LOCATION OF THE PEDESTRIAN ACCESS FOR APARTMENTS PRIVACY WILL BE A CONCERN.
- THE REDUCED NUMBER OF RESIDENTIAL UNITS AND LACK OF APARTMENT PARKING DOES NOT MEET DEVELOPMENT GOALS.

OPTION B



APARTMENT AREA CALCULATIONS:
(FAR = 23,518 SF X 4.25 = 99,952 SF)

LEVEL 1: 14,238 SF
LEVEL 2: 14,238 SF
LEVELS 3-6:
14,446 SF X 4 = 57,784 SF
LEVEL 7: 13,463 SF

TOTAL AREA: 99,723 SF
(4.24 FAR)

TOTAL UNITS: 160
PARKING: 47 SPACES
BICYCLE: 40 SPACES

TOWNHOUSE TYPICAL PLAN
Level 1 Plan: 1,913 sf + 1,734 sf garage
Level 2 Plan: 3,647 sf + 495 sf entry/deck
Level 3 Plan: 3,372 sf + 270 sf deck
Total Livable Area: 8,933 sf
(5 units / not including garage)
Total Footprint: 3,900 sf
(including garage)

PROS:

- LARGE PEDESTRIAN PLAZA PROVIDES AN AREA FOR SOCIAL INTERACTION BETWEEN THE OCCUPANTS OF THE TWO DEVELOPMENTS.
- NO DRIVEWAYS OR SURFACE PARKING ON THE TOWNHOUSE LOT ALLOWS FOR MORE AREAS TO BE LANDSCAPED AND MADE PEDESTRIAN FRIENDLY.

CONS:

- INCREASED TRAFFIC ALONG 130TH STREET.
- COMBINING UNDERGROUND PARKING INCREASES THE COMPLEXITY OF CONSTRUCTION.
- GARAGE AREA LACKS CLEAR SEPARATION AND INCREASES SECURITY CONCERNS.

OPTION C - PREFERRED



APARTMENT AREA CALCULATIONS:
(FAR = 23,518 SF X 4.25 = 99,952 SF)

LEVEL 1: 14,238 SF
LEVEL 2: 14,238 SF
LEVELS 3-6:
14,446 SF X 4 = 57,784 SF
LEVEL 7: 13,463 SF

TOTAL AREA: 99,723 SF
(4.24 FAR)

TOTAL UNITS: 162
PARKING: 47 SPACES
BICYCLE: 41 SPACES

TOWNHOUSE TYPICAL PLAN
Level 1 Plan: 1,913 sf + 1,734 sf garage
Level 2 Plan: 3,647 sf + 495 sf entry/deck
Level 3 Plan: 3,372 sf + 270 sf deck
Total Livable Area: 8,933 sf
(5 units / not including garage)
Total Footprint: 3,400 sf
(including garage)

PROS:

- APARTMENT VEHICULAR TRAFFIC LIMITED TO LAKE CITY WAY THEREFORE REDUCING TRAFFIC IMPACT ON 130TH STREET.
- A CLEARLY DEFINED PEDESTRIAN PATH ON THE TOWNHOUSE SITE OFFERS A SAFE ENVIRONMENT FOR APARTMENT OCCUPANTS TO ACCESS LAKE CITY WAY AND BEYOND.
- PEDESTRIAN PATH ALONG THE PERIMETER OF APARTMENT BUILDING RESPONDS TO SITE CONDITIONS AND SOFTEN THE TRANSITION TO ADJACENT PROPERTIES.
- THE DESIGN WILL ALLOW FOR A PEDESTRIAN CONNECTION TO LAKE CITY WAY IN THE FUTURE.

CONS:

- TOWNHOUSE DRIVEWAY ADJACENT TO PEDESTRIAN PATH TO THE APARTMENT.

ARCHITECTURAL CONCEPTS - RENDERINGS

OPTION A



VIEW TO SITE FROM LAKE CITY WAY

OPTION B



VIEW TO SITE FROM LAKE CITY WAY

OPTION C - PREFERRED



VIEW TO SITE FROM LAKE CITY WAY



VIEW TO SITE FROM 130TH ST



VIEW TO SITE FROM 130TH ST



VIEW TO SITE FROM 130TH ST

ARCHITECTURAL CONCEPTS - OPTION A

TWO APARTMENT BUILDINGS



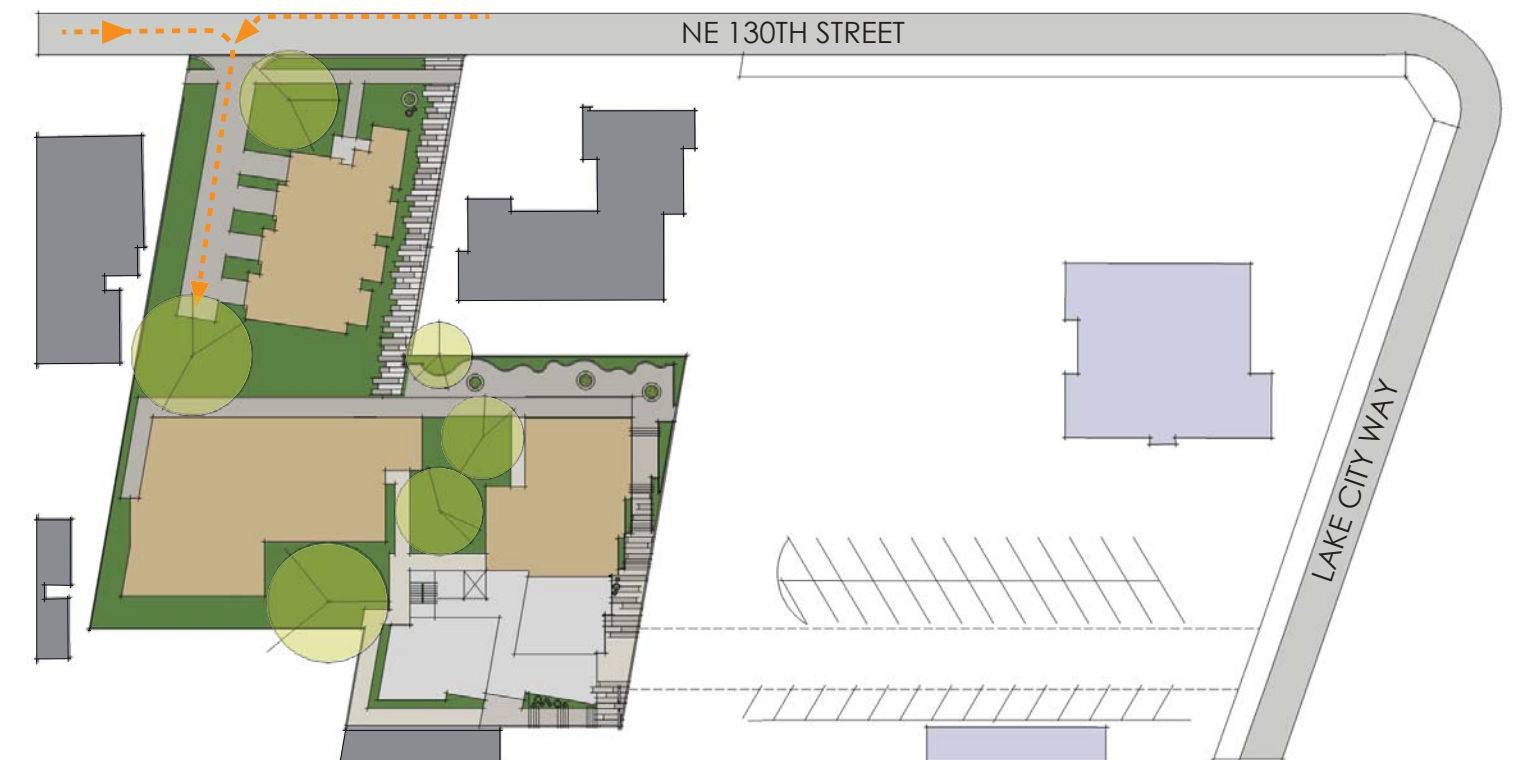
PLAN VIEW OF THE SITE

BOARD RECOMMENDATIONS

- 1** Structure, Massing & Site Response
 - 1a. Facade articulation
 - 1b. Ground Level Transparency
 - 1c. Privacy concerns for adjacent sites
- 2** Significant/Exceptional Trees
- 3** Pedestrian/Vehicle Access and Solid Waste Collection
- 4** Colors, Materials, Safety and Security
 - 4a. visual interest and human scale
 - 4b. design treatments to avoid blank walls
- 5** Security and lighting
- 6** Existing Building



BIRD'S EYE VIEW FROM THE NORTHWEST



VEHICULAR CIRCULATION



VIEW TO SITE FROM NE 130TH ST



VIEW TO SE CORNER OF SITE



VIEW TO SITE FROM LAKE CITY WAY



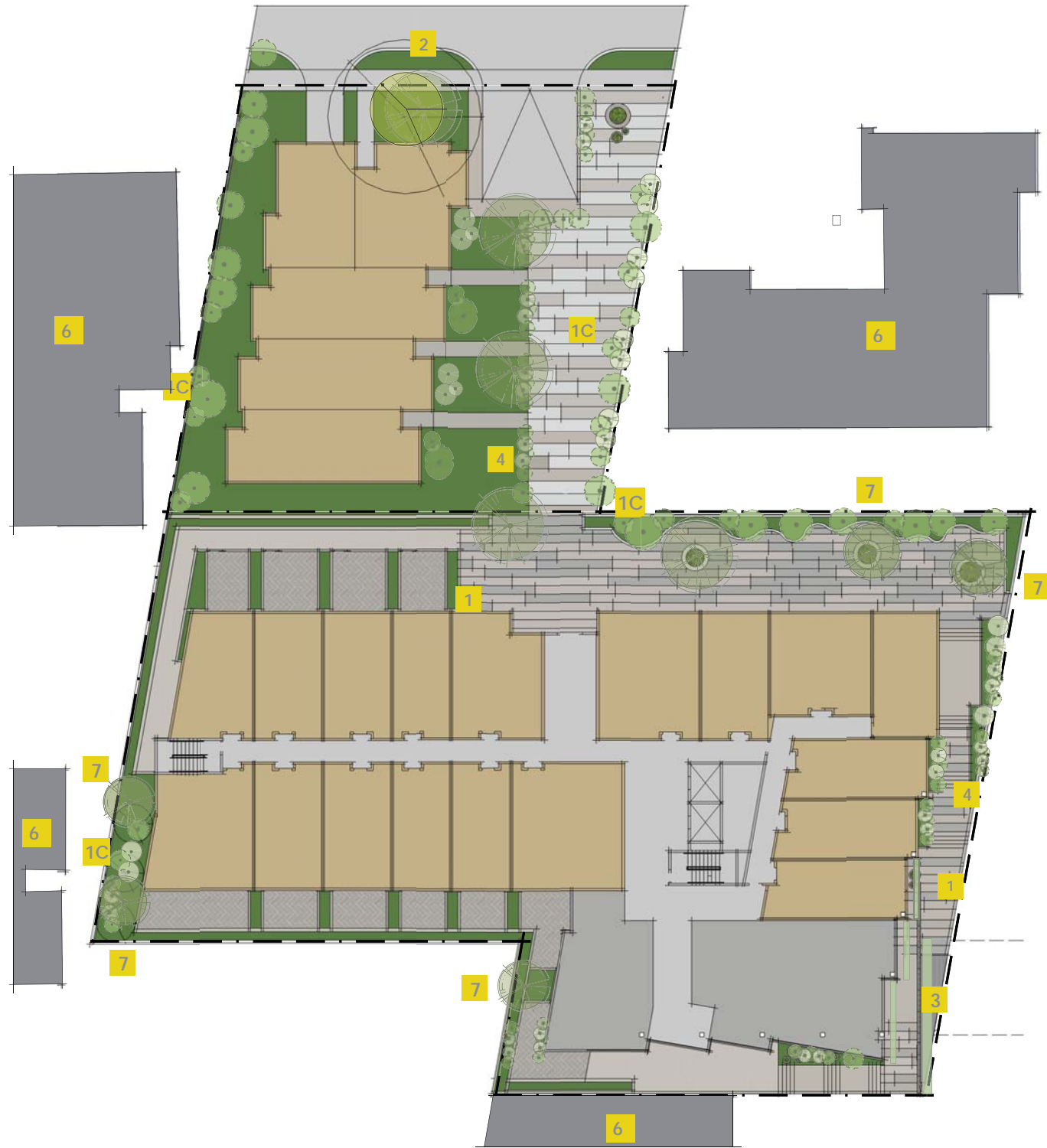
STREET VIEW ALONG NE 130TH



VIEW TO SITE FROM NE 130TH AND LAKE CITY WAY

ARCHITECTURAL CONCEPTS - OPTION B

UNDER GROUND PARKING



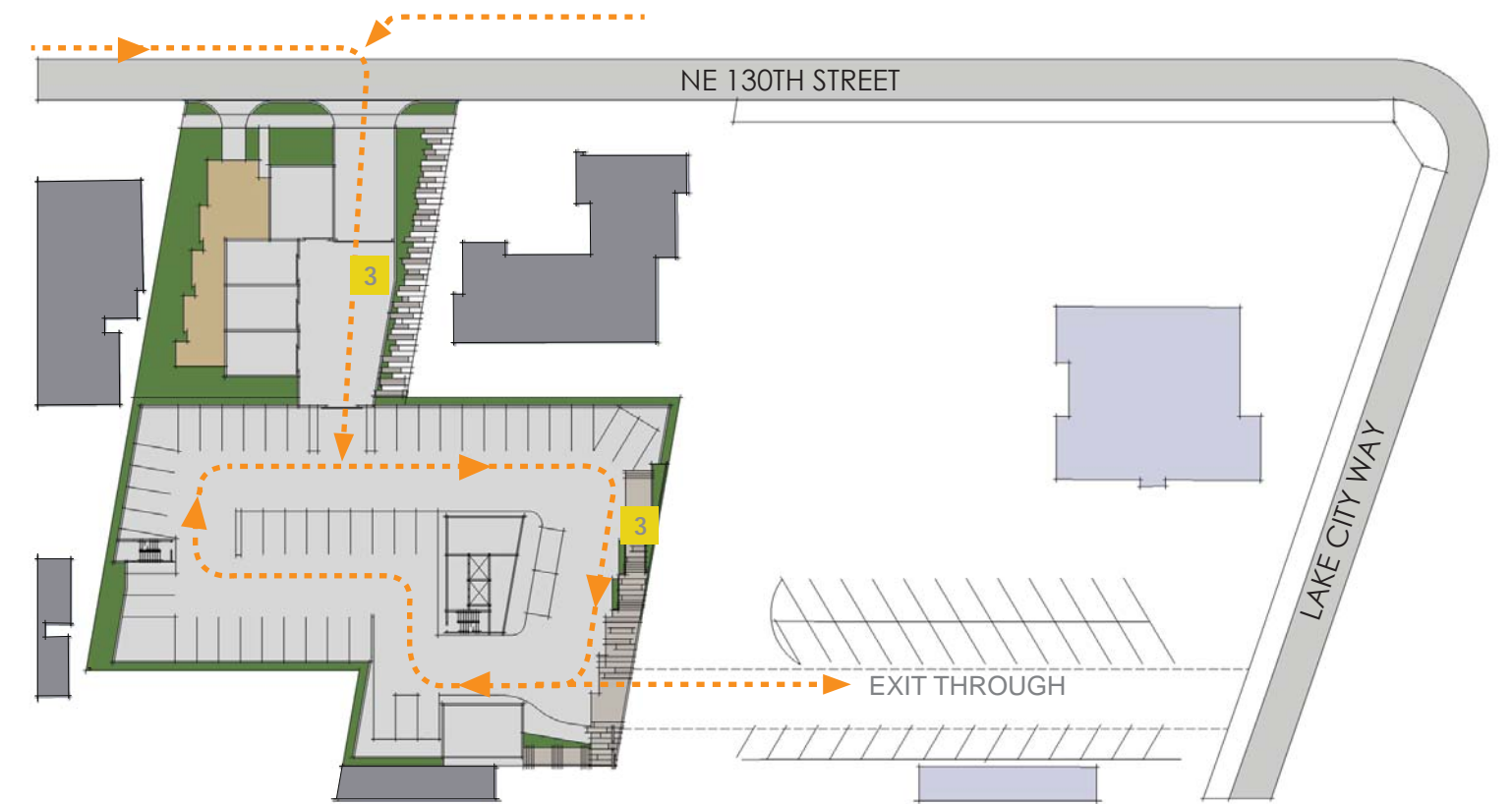
PLAN VIEW OF THE SITE

BOARD RECOMMENDATIONS

- 1** Structure, Massing & Site Response
 - 1a. Facade articulation
 - 1b. Ground Level Transparency
 - 1c. Privacy concerns for adjacent sites
- 2** Significant/Exceptional Trees
- 3** Pedestrian/Vehicle Access and Solid Waste Collection
- 4** Colors, Materials, Safety and Security
 - 4a. visual interest and human scale
 - 4b. design treatments to avoid blank walls
- 5** Security and lighting
- 6** Existing Building
- 7** Replacement tree location



BIRD'S EYE VIEW FROM THE NORTHWEST



VEHICULAR CIRCULATION



VIEW TO SITE FROM NE 130TH ST



VIEW TO SITE FROM LAKE CITY WAY



VIEW TO PEDESTRIAN CIRCULATION



VIEW TO SE CORNER OF SITE



STREET VIEW ALONG NE 130TH

ARCHITECTURAL CONCEPTS - OPTION C

WOONERF (PREFERRED OPTION)



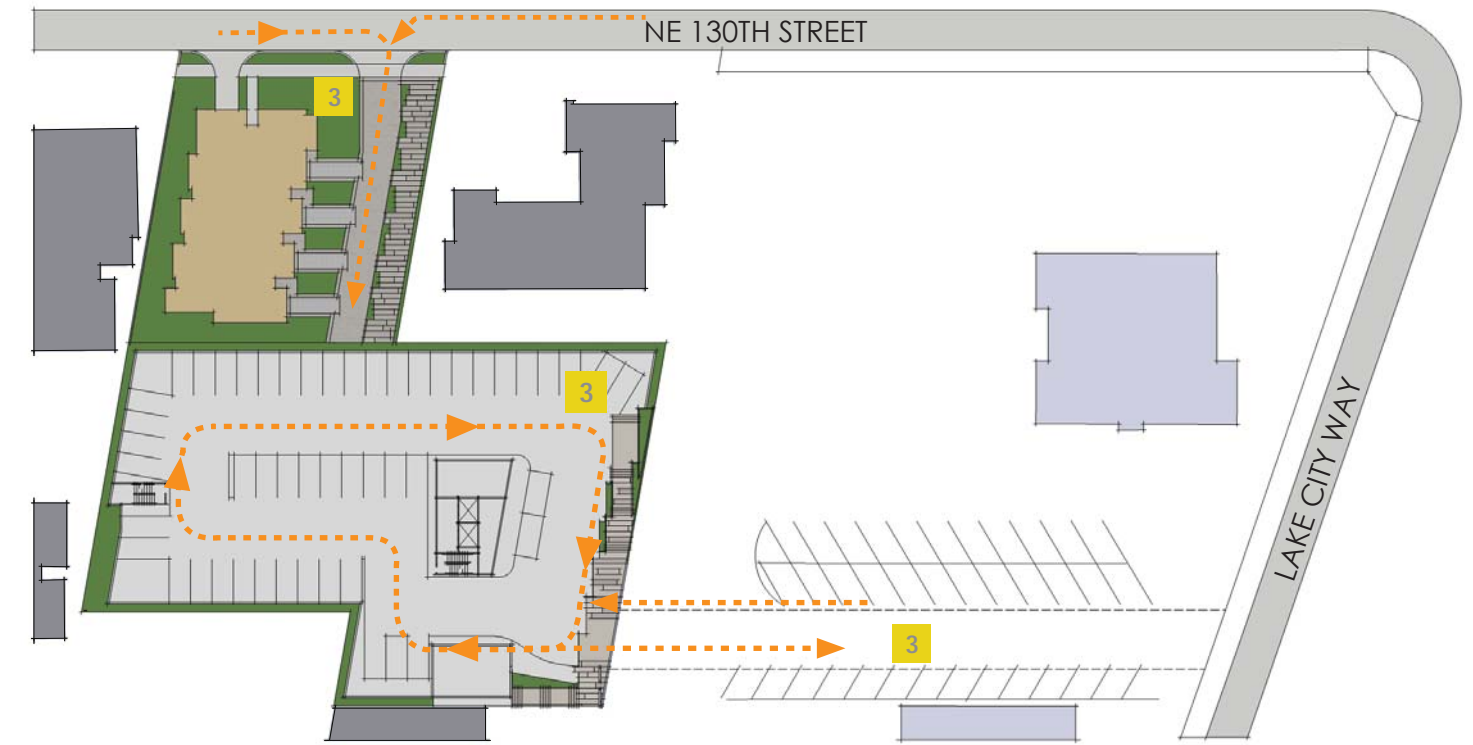
PLAN VIEW OF THE SITE

BOARD RECOMMENDATIONS

- 1** Structure, Massing & Site Response
 - 1a. Facade articulation
 - 1b. Ground Level Transparency
 - 1c. Privacy concerns for adjacent sites
- 2** Significant/Exceptional Trees
- 3** Pedestrian/Vehicle Access and Solid Waste Collection
- 4** Colors, Materials, Safety and Security
 - 4a. visual interest and human scale
 - 4b. design treatments to avoid blank walls
- 5** Security and lighting
- 6** Existing Building
- 7** Replacement tree location



BIRD'S EYE VIEW FROM THE NORTHWEST



VEHICULAR CIRCULATION



STREET VIEW ALONG NE 130TH

OPTION C - WOONERF (PREFERRED OPTION)



VIEW TO PEDESTRIAN CIRCULATION FROM THE SOUTHEAST



VIEW TO SITE FROM THE NORTHEAST



VIEW TO SITE FROM LAKE CITY WAY



VIEW TO SITE FROM NE 130TH ST

DESIGN GUIDELINES

CITY OF SEATTLE AND NORTH DISTRICT / LAKE CITY NEIGHBORHOOD DESIGN GUIDELINE PRIORITIES:

CONTEXT AND SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

► The majority of the residential units are located along the east and south lot lines to increase solar exposure and natural ventilation. The north facade is setback a minimum of 22 feet from neighboring residential areas to provide a greater buffer for light and air.

Although not required to provide parking, the proposed design will provide 47 parking stalls. A portion of the parking provided will be dedicated for visitors only in order to ease potential parking pressure on the neighborhood. Entrance to partially covered parking garage is located at the lowest point of the property to take advantage of existing grades and to reduce the visual impact from the residential neighborhood.

Due to development requirements 4 out of the 5 exceptional trees on site will be removed. Areas around the two developments have been set aside to locate tree replacement.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-C Relationship to the Block

CS2-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

► Located near a busy retail and transit corridor, this project will seek to maximize the development potential of this site while also providing an appropriate transition to the adjacent zones. The north facade is setback a minimum of 22 feet from neighboring residential areas to provide a greater buffer for light and air. Vehicular access will be located away from residential areas to minimize the impact of light and noise on adjacent residents.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

► Although lacking street frontage the massing is consistent with recent and proposed buildings in the neighborhood and will allow the building to blend with future projects along Lake City Way as they are developed.

DESIGN GUIDELINES

CITY OF SEATTLE AND NORTH DISTRICT / LAKE CITY NEIGHBORHOOD DESIGN GUIDELINE PRIORITIES: (CONTINUED)

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

► Access through the adjacent townhouse development to the north off of 130th Street offers the best location for pedestrian connection to this project in an otherwise land-locked site. Vehicular access is restricted to the driveway of an existing parking lot (via a 22 feet ingress and egress easement) off of Land City Way to keep additional traffic away from the low-density residential neighborhood to the north.

An attempt was made to increase the easement by 5' to provide a secondary pedestrian connection to Lake City Way, however negotiations with the adjacent property owner was unsuccessful.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

► Pedestrian entrance to the apartments will be to the north through a pedestrian path within a dedicated easement. The entry path will be designed to reinforce emerging developments patterns in the neighborhood and provide a pedestrian friendly connection to 130th Street and beyond. The pedestrian path extends around the east facade through the garage entry area and connects to a secondary lobby along the south facade. A pedestrian connection to Lake City Way is not possible at the moment, however the design does allow for a connection in the future as development take place on adjacent properties.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

DESIGN GUIDELINES

CITY OF SEATTLE AND NORTH DISTRICT / LAKE CITY NEIGHBORHOOD DESIGN GUIDELINE PRIORITIES: (CONTINUED)

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

► Taking advantage of the site topography, the residential entry level will be a level higher than the vehicular entry level. The partially covered parking garage serves as a security and privacy barrier between the commercial neighbors to the east and south and apartment residents.

An exterior landscaped walkway connects the main lobby entry area with the garage entry and the south lobby. The walkway follows the existing topography down to the southeast corner, reducing the mass at the corner and softening the transition to adjacent properties. The landscaped perimeter provides additional privacy while also serve to soften the transition.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

► Site condition necessitates a clear separation between pedestrian access and vehicular access. The residential entry offers a safe and convenient path for pedestrians to access 130th Street while vehicles are kept away from residential streets by entering and exiting from Lake City Way.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

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

DC1-C Parking and Service Uses

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

► This project will include 47 parking stalls located in a partially underground parking garage to minimize the impact on surrounding residential properties. The driveway access to the garage is located within an existing parking lot located at the southeast corner of the site off of Lake City Way to minimize disruption to pedestrians along 130th Street and to take advantage of the site topography.

Trash will be stored inside the garage and brought out to a partially screened area adjacent to the garage entry on pick-up day.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-B Architectural and Facade Composition

DESIGN GUIDELINES

CITY OF SEATTLE AND NORTH DISTRICT / LAKE CITY NEIGHBORHOOD DESIGN GUIDELINE PRIORITIES: (CONTINUED)

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

► Strongly geometric modulation and a simple organization of the parking level base, vertical circulation and residential blocks organize the facades. A simple yet refined palette of exterior building materials will reinforce architectural concept. A change of material serves to highlight the corner elements and provide visual interest when viewed along Lake City Way. Vegetation along the perimeter serves as a visual and privacy buffer to the adjacent commercial properties.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-C Design

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

► Multiple common amenity areas as well as private balconies and decks offer all residents with both indoor and outdoor venues for physical and social activities.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

► The building will incorporate high quality materials that include substantial use of pre-finished metal panels, commercial grade fiber cement panels, aluminum composite panels, metal railings and canopies and attractive exterior light fixtures.

ARBORIST REPORT



September 5, 2014

Studio 19 Architects
Attn: Iren Fang
705 Second Ave. Suite 505
Seattle, WA 98104

Re: Arborist's Assessment for 3021 and 3025 NE 130th Street, Seattle

This Arborist's Report provides data on seven trees, all over six inches in diameter, located on the above property. The following conclusions and findings are based upon a September 3 site visit, current arboricultural best management practices, and my education and professional knowledge gained during 33 years of tree and landscape management in the Puget Sound area.

Methodology

Trees were identified and given numbers in a counter-clockwise direction starting at the property's north edge. They were not tagged on the site. Numbers and tree information are placed in the table below and trees are numbered on a pdf of the property survey which accompanies this report. Condition ratings were based upon observable characteristics, such as foliage color and density, and trunk characteristics. Exceptional tree designations were based on Director's Rule 16-2008. The pines were listed in Table I of that document. The magnolia was found to be exceptional based upon a threshold diameter that is greater than 75% of the largest documented diameter for a tree of that species as listed in Jacobsen's "Trees of Seattle" Second Edition.

General Observations

Six of the seven trees appear to be in good to excellent condition. Trees #1 to 5 all meet the size requirements to be considered Exceptional. However, Tree #4 shows visible characteristics (trunk damage, co-dominant leaders, and sparse canopy foliage) indicating stress and decline in health. For this reason, I do not recommend establishing Exceptional status to this tree.

¹ DBH = Diameter at Breast Height, 4.5 feet above grade

² DLR = Drip Line Radius

³ Condition is rated from Excellent, Good, Fair, and Poor

4310 Sunnyside Avenue N. 206-545-1726
Seattle, WA 98103-7661 206-280-9740 cell
susanmnicol@gmail.com



Tree Data

Tree #	Species	DBH ¹	DLR ²	Condition ³	Comments
1	<i>Magnolia soulangiana</i> Saucer Magnolia	16"	18'	Good	Exceptional Visible decay on 1 structural branch with extensive wound wood. Overall, tree is healthy and an outstanding specimen.
2	<i>Pinus monticola</i> Western White Pine	33"	24'	Good	Exceptional Sap ooze on north side of trunk, but canopy is healthy and no visible signs of disease.
3	<i>Pinus monticola</i> Western White Pine	28"	22'	Good	Exceptional Vertical seam on NE quadrant, some branch stubs. Canopy needs crown cleaning.
4	<i>Pinus monticola</i> Western White Pine	29"	16'	Fair	Exceptional per size, but is under decline Lower trunk has minor axe damage in several places. Branch stubs and dead wood in the canopy. Co-dominant leaders start at approx. 30 feet. Canopy is sparser than the other pines here. Canopy needs crown cleaning.
5	<i>Pinus monticola</i> Western White Pine	26"	15'	Good	Exceptional Branch stubs and some dead wood. Canopy needs crown cleaning.
6	<i>Thuja plicata</i> Western Redcedar	22"	12'	Excellent	Vigorous redcedar in prime of life.
7	<i>Pseudotsuga menziesii</i> Douglas Fir	8"	12'	Excellent	Vigorous fir in prime of life.

Assumptions & Limiting Conditions

1. Field examinations of the site were made on September 3, 2014. Observations and conclusions are as of that date.
2. This inspection is limited to visual examination of the subject trees without dissection, excavation, probing, or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the subject trees may not arise in the future. All trees possess the risk of failure. Trees can fail at any time, with or without obvious defects, and with or without applied stress.

This report submitted by,

ISA Certified Arborist #PN 5979A
ISA Tree Risk Assessment Qualified

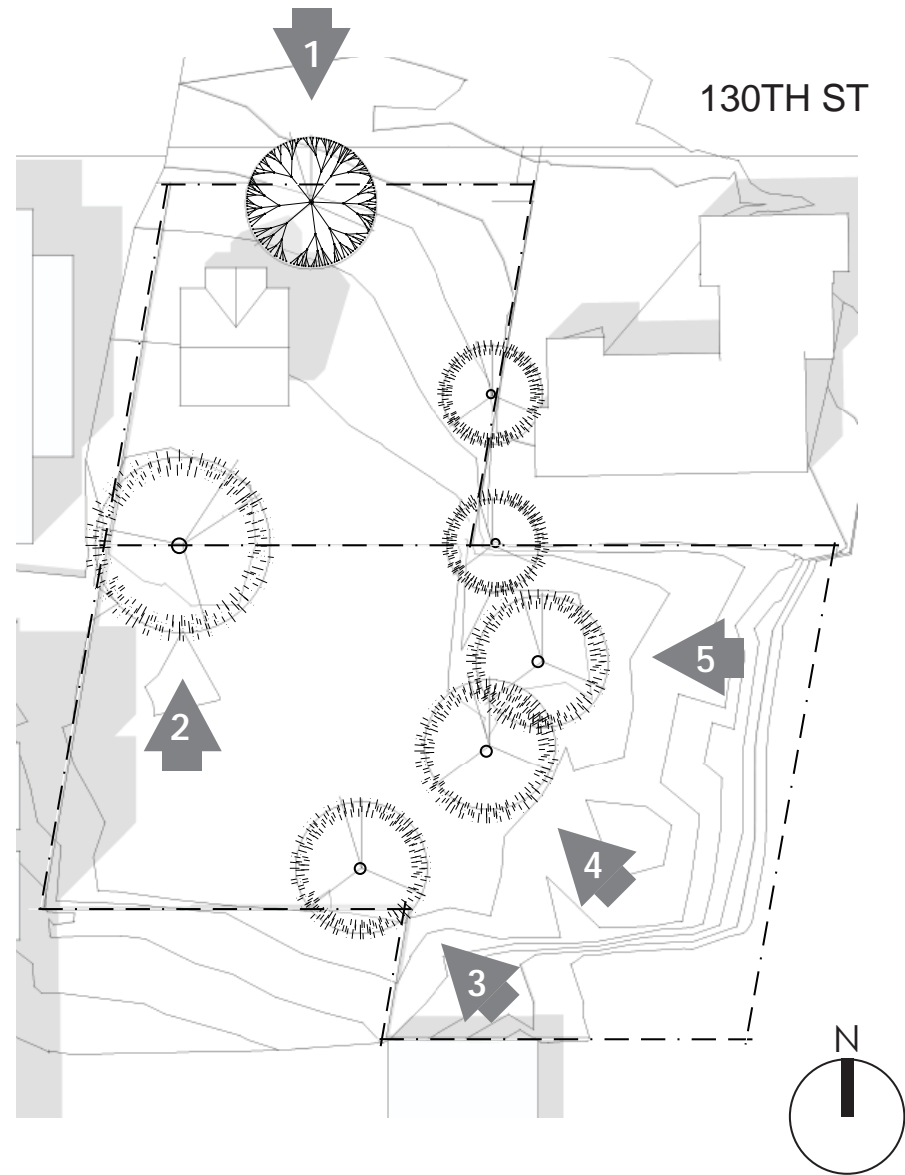
1



2



3



¹ DBH = Diameter at Breast Height, 4.5 feet above grade
² DLR = Drip Line Radius
³ Condition is rated from Excellent, Good, Fair, and Poor

4310 Sunnyside Avenue N. 206-545-1726
 Seattle, WA 98103-7661 206-280-9740 cell
 susanmicol@gmail.com

5



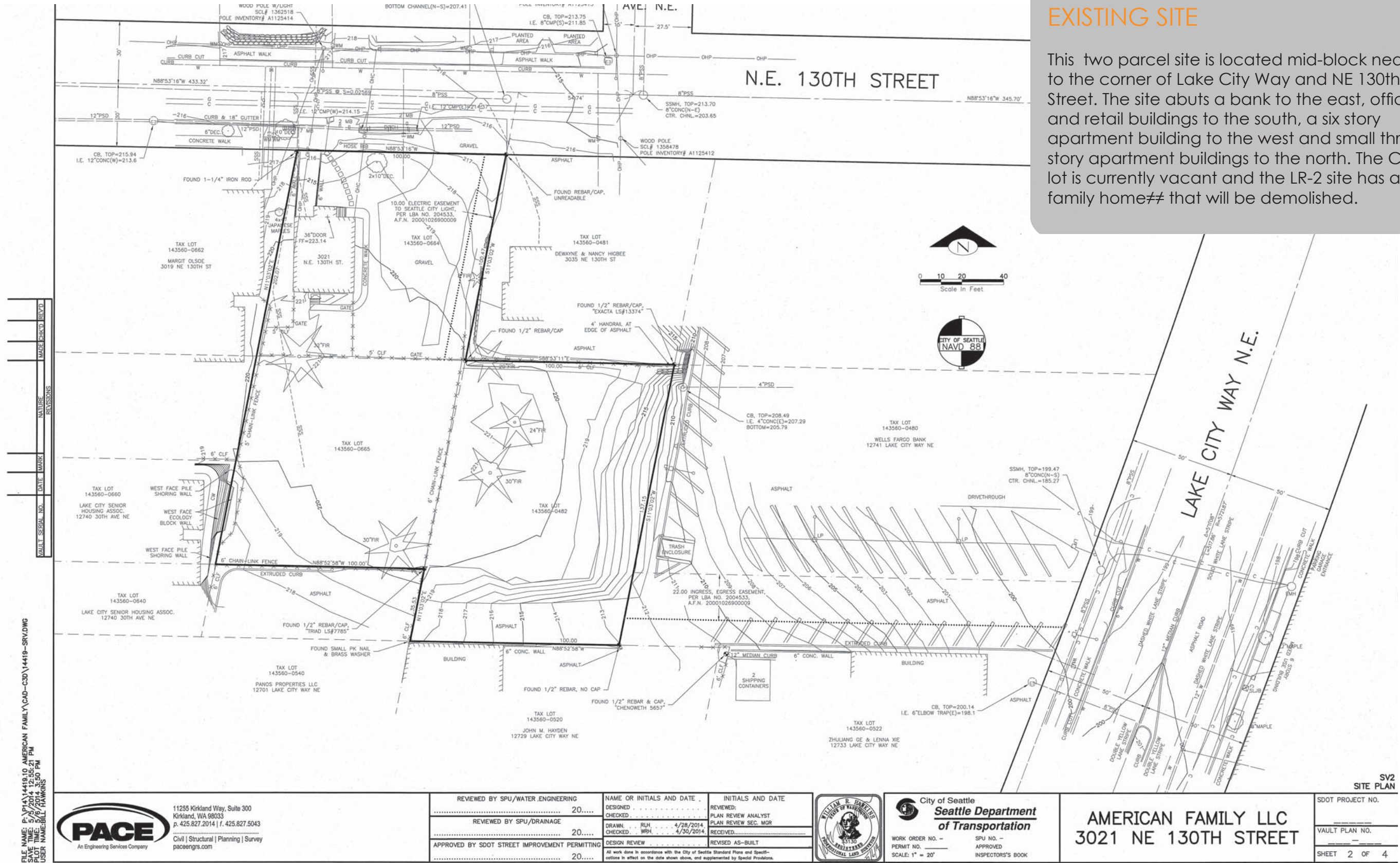
4



EXISTING SITE PLAN (SURVEY)

EXISTING SITE

This two parcel site is located mid-block nearest to the corner of Lake City Way and NE 130th Street. The site abuts a bank to the east, office and retail buildings to the south, a six story apartment building to the west and small three story apartment buildings to the north. The C1-65 lot is currently vacant and the LR-2 site has a single family home that will be demolished.



REVISIONS	DATE	MARK	NATURE	MADE BY	REV'D BY

FILE NAME: P:\141419\10 AMERICAN FAMILY\CAD-CSD\14419-SRV.DWG
 SAVE TIME: 5/20/2014 12:56:21 PM
 USER: NAME: BIL HAWKINS

PACE
 An Engineering Services Company

11255 Kirkland Way, Suite 300
 Kirkland, WA 98033
 p. 425.827.2014 | f. 425.827.5043
 Civil | Structural | Planning | Survey
 paceengs.com

REVIEWED BY SPU/WATER ENGINEERING	NAME OR INITIALS AND DATE	INITIALS AND DATE
DESIGNED	REVIEWED
CHECKED	PLAN REVIEW ANALYST
DRAWN	RLH 4/28/2014	PLAN REVIEW SEC. MGR
CHECKED	WRH 4/30/2014	RECEIVED
DESIGN REVIEW	REVISED AS-BUILT
APPROVED BY SDOT STREET IMPROVEMENT PERMITTING	REVIEWED AS-BUILT

All work done in accordance with the City of Seattle Standard Plans and Specifications in effect on the date shown above, and supplemented by Special Provisions.

City of Seattle
Seattle Department of Transportation

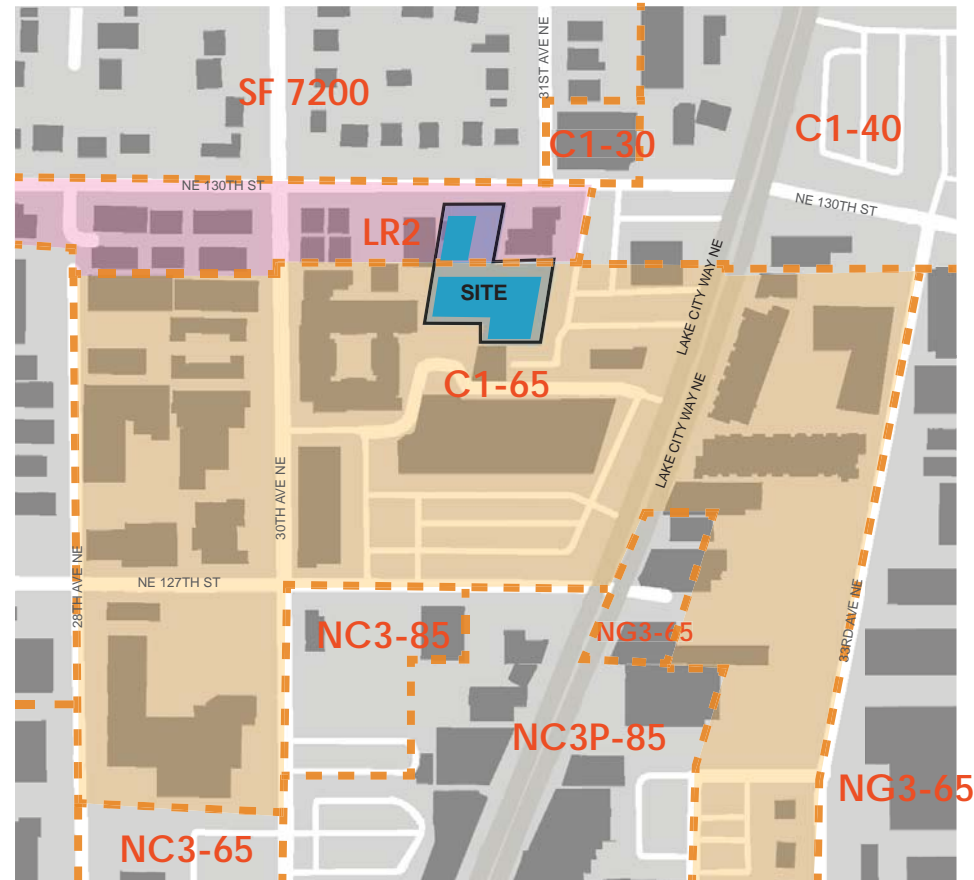
WORK ORDER NO. _____ SPU NO. _____
 PERMIT NO. _____ APPROVED _____
 SCALE: 1" = 20' INSPECTOR'S BOOK _____

AMERICAN FAMILY LLC
3021 NE 130TH STREET

SV2
 SITE PLAN

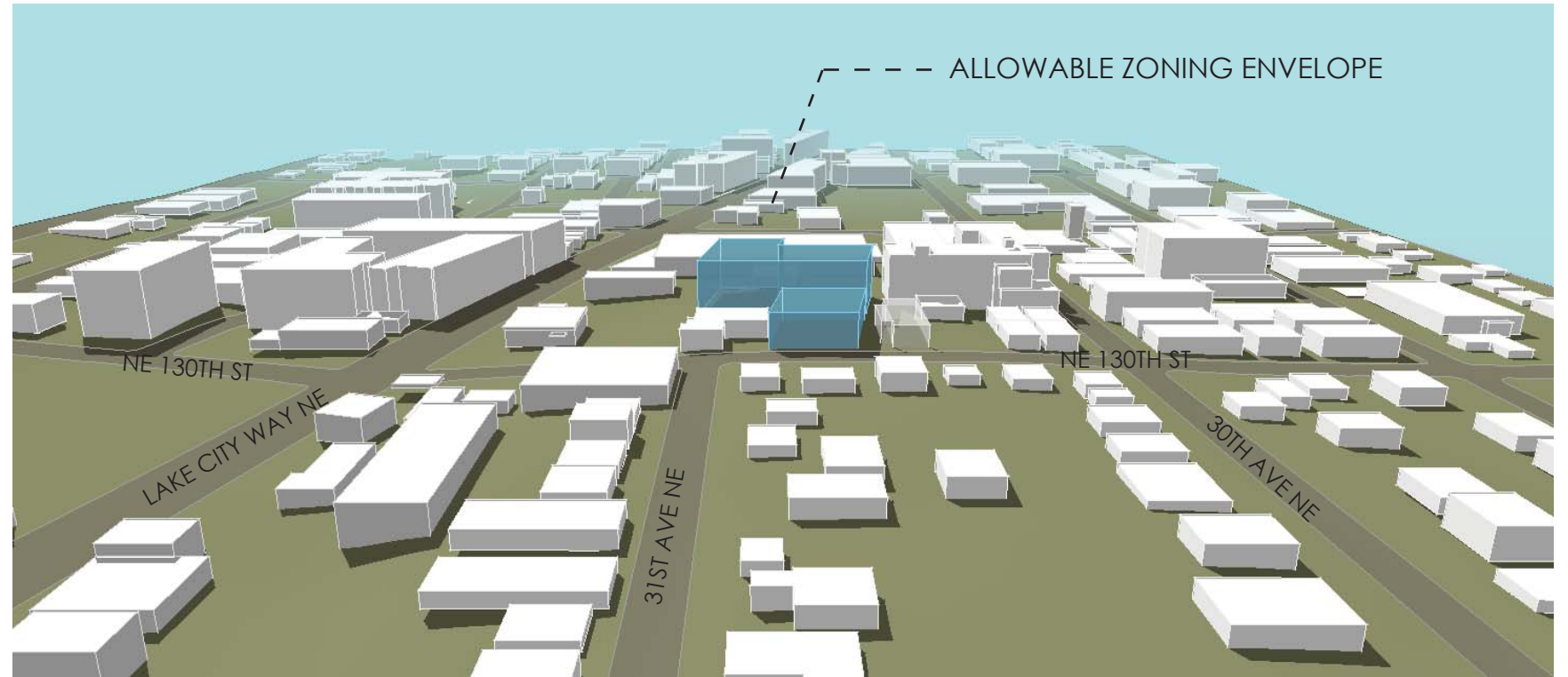
SDOT PROJECT NO. _____
 VAULT PLAN NO. _____
 SHEET 2 OF 4

ZONING ANALYSIS



C1-65 (Commercial) - (SMC 23.54.040)
: Maximum Structure Height is 65'

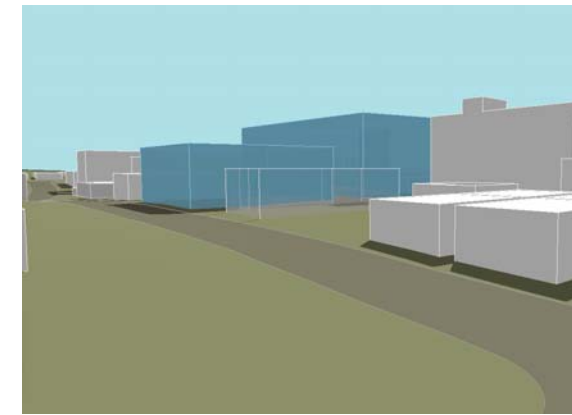
LR2 (Lowrise-Residential) - (SMC 23.54.040)
: Maximum Structure Height is 30'



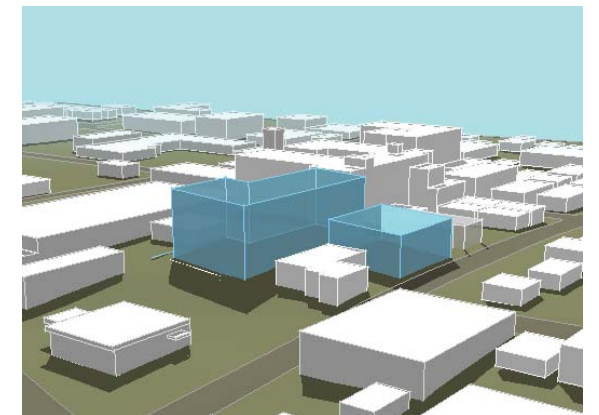
LOOKING SOUTH



LOOKING NORTH



LOOKING SOUTHEAST



LOOKING SOUTHWEST

SHADOW STUDIES - OPTION A

10:00 AM

12:00 AM

02:00 PM

MARCH 21 /
SEPTEMBER 21



JUNE 21



DECEMBER 21



SHADOW STUDIES - OPTION B

10:00 AM

12:00 AM

02:00 PM

MARCH 21 /
SEPTEMBER 21



JUNE 21



DECEMBER 21



SHADOW STUDIES - OPTION C

10:00 AM

12:00 AM

02:00 PM

MARCH 21 /
SEPTEMBER 21



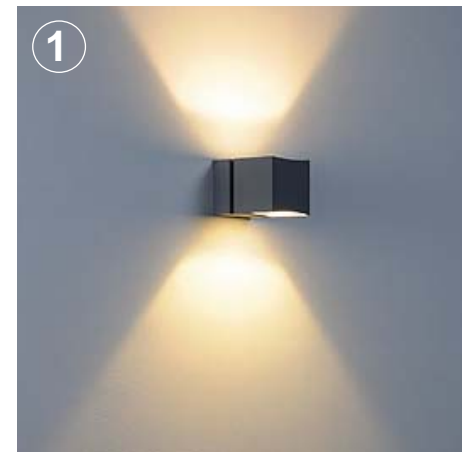
JUNE 21



DECEMBER 21



EXTERIOR LIGHTING PLAN

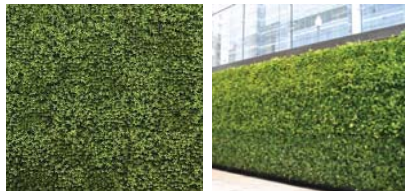


ELEVATIONS, MATERIALS + COLOR PALETTE

1 METAL MESH + GABION
 AEP SPAN PRESTIGE SERIES
 COLOR : COOL ZACTIQUE II
 6" HORIZONTAL PROFILE



2 GREEN WALL SYSTEM PANEL
 STAINLESS STEEL FRAME
 WALL MOUNTING



3 METAL #1
 COLOR: AUTUMN RED



4 FIBER CEMENT PANEL #1
 COLOR: CANYON DRIFT



5 PERFORATED METAL PANEL



6 FIBER CEMENT PANEL #2
 COLOR: OXFORD GRAY




7 FIBER CEMENT SIDING #1
COLOR: TUSCAN CLAY



8 METAL #2
AEP SPAN PRESTIGE SERIES
COLOR : COOL ZACTIQUE II
6" HORIZONTAL PROFILE



9 METAL #3
COLOR: OXFORD GRAY



10 IPE SIDING
AEP SPAN PRESTIGE SERIES
COLOR : COOL ZACTIQUE II
6" HORIZONTAL PROFILE



11 FIBER CEMENT PANEL #3
COLOR: WHITE CHOCOLATE



12 BRICK VENEER
MUTUAL MATERALS
COLOR: EBONY
MISSION TEXTURE

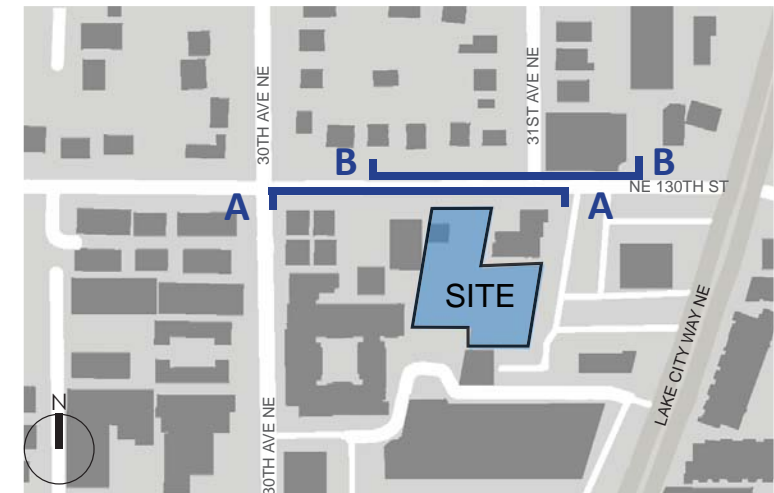



SITE ANALYSIS

NE 130th ST FACING SOUTH



NE 130th ST FACING NORTH



SITE ANALYSIS

LAKE CITY WAY NE FACING WEST

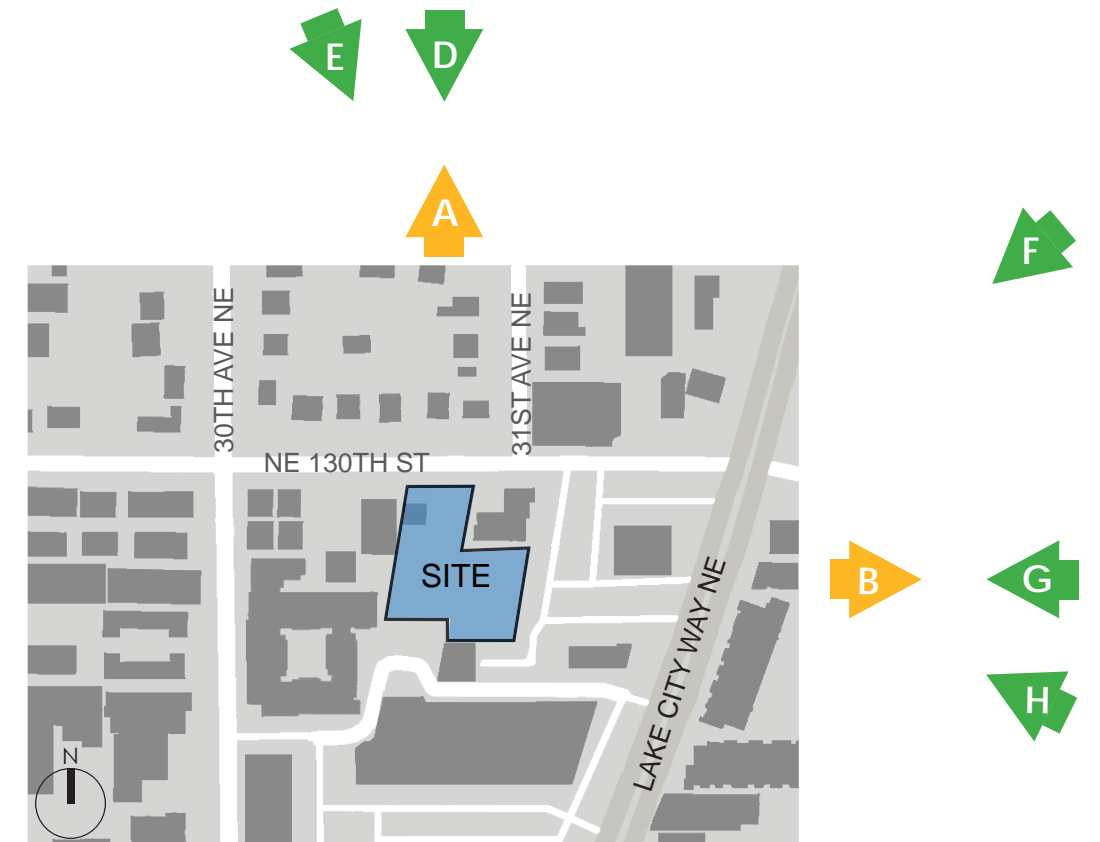


LAKE CITY WAY NE FACING EAST



SITE ANALYSIS

SITE PHOTOS - VIEWS FROM SITE



VIEW FROM SITE

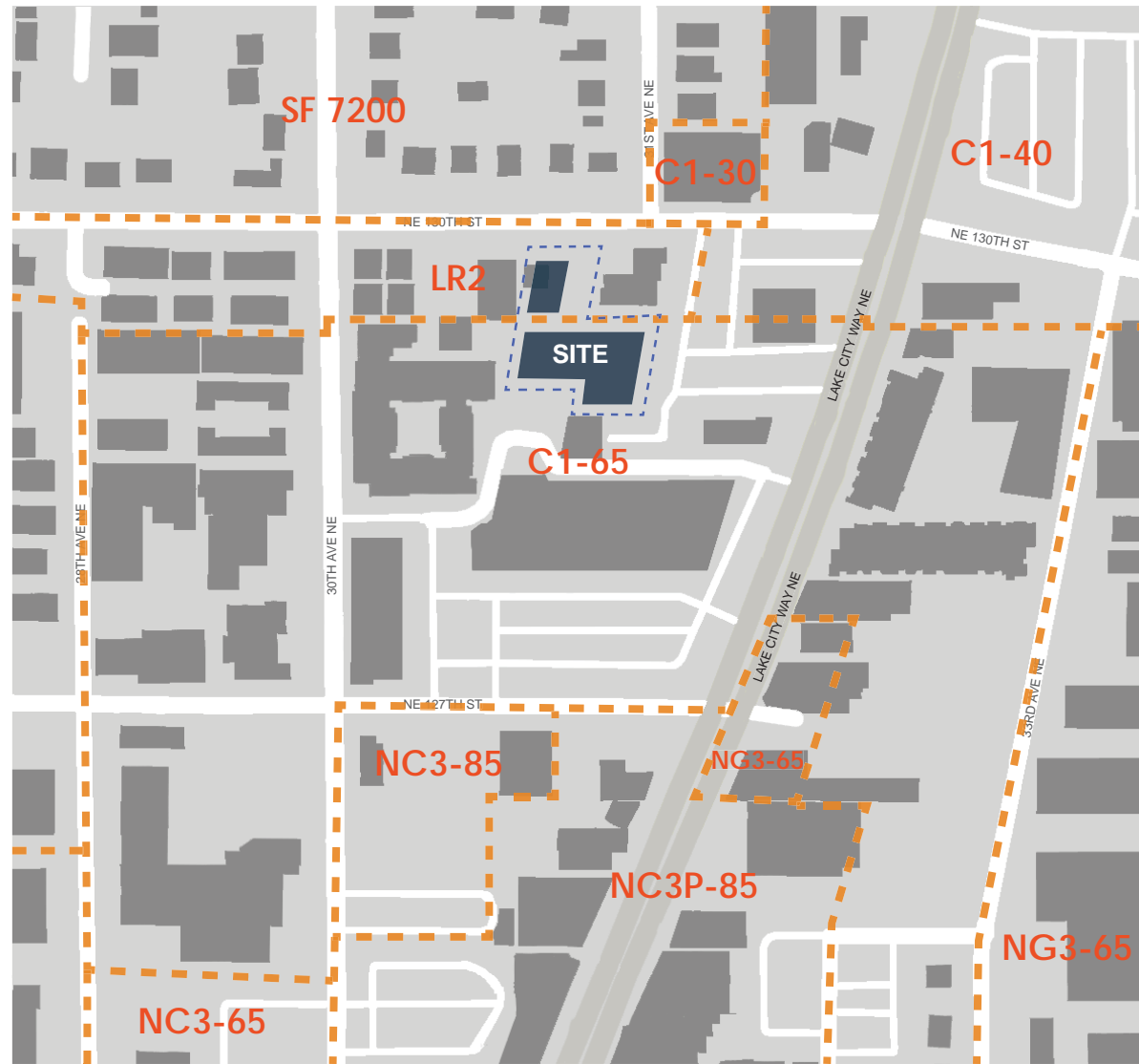
VIEW INTO SITE

SITE ANALYSIS

SITE PHOTOS - VIEWS INTO SITE

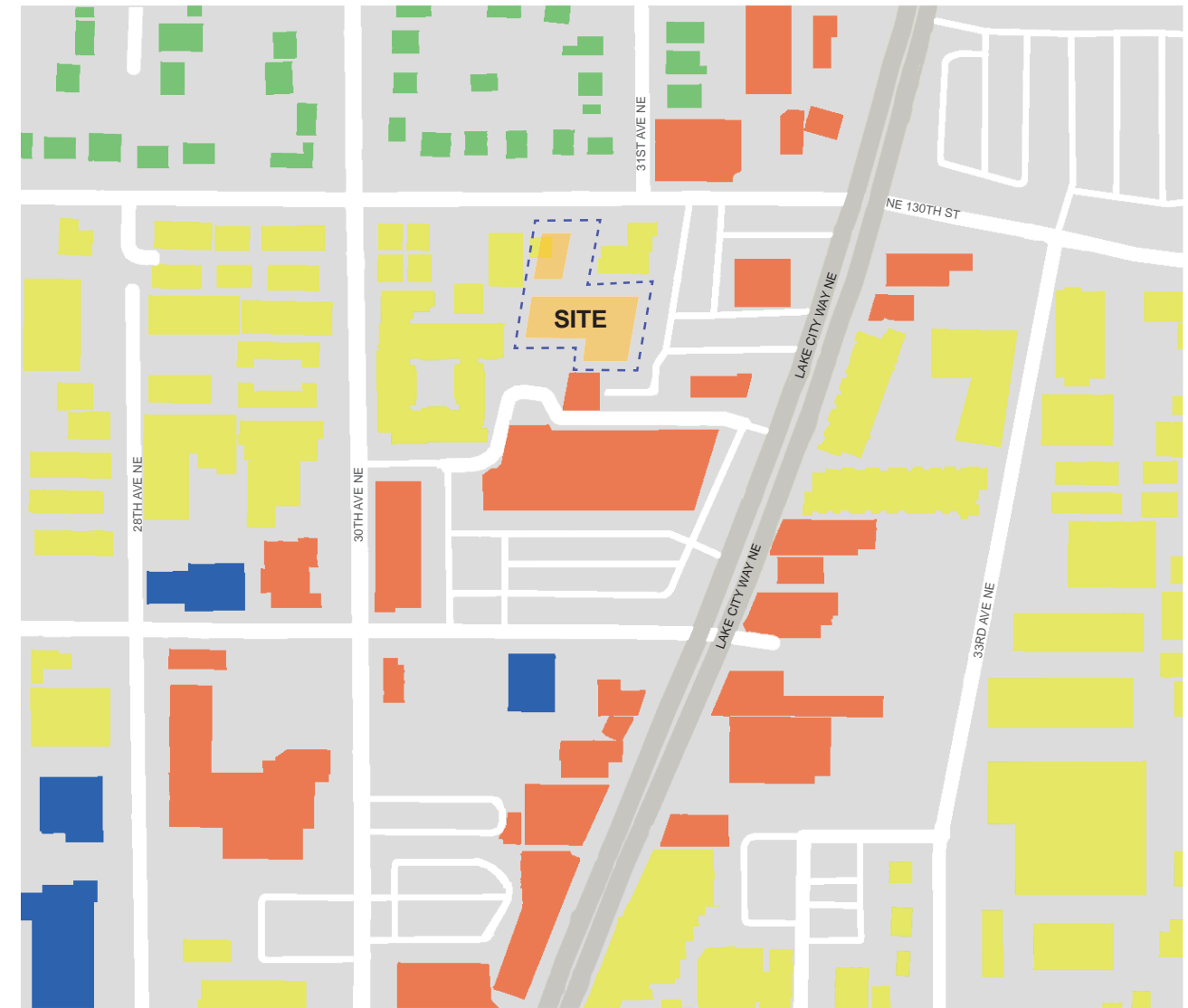


CONTEXT ANALYSIS



Zoning and Overlay Designation

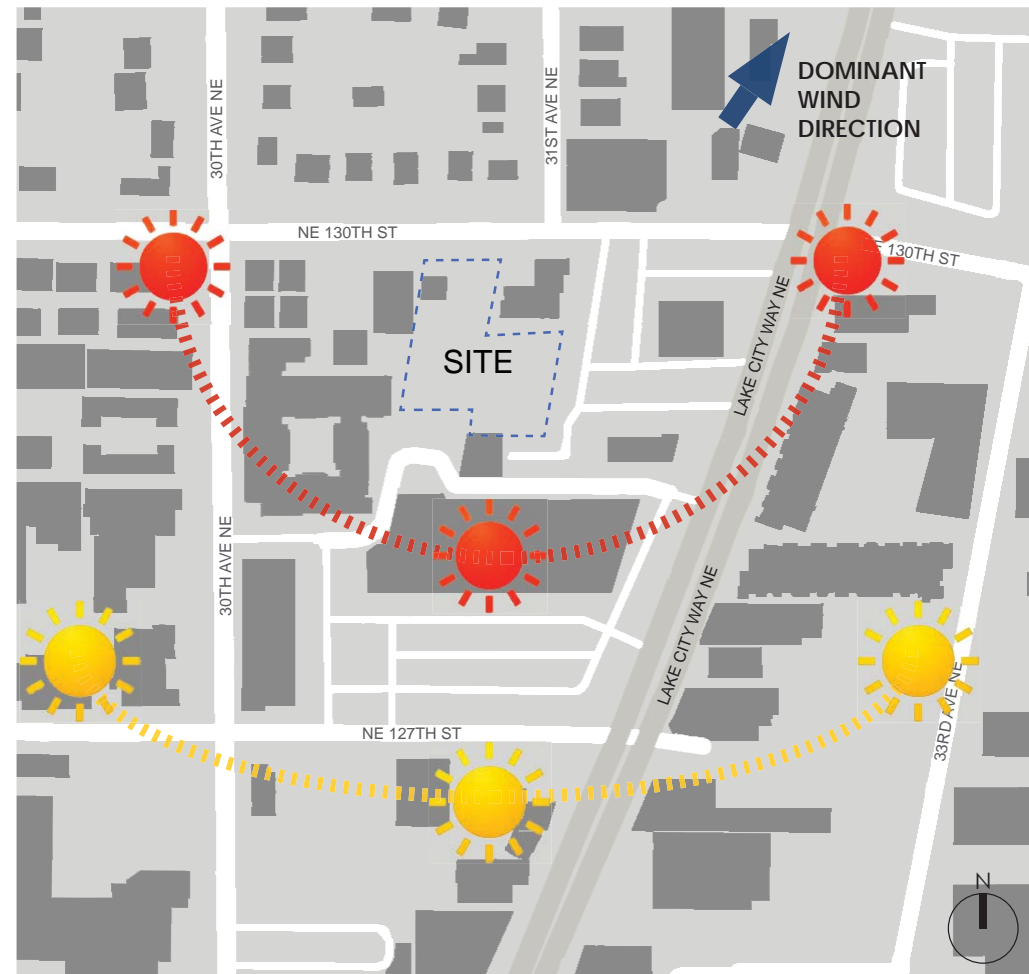
The project site is within the Lake City Hub Urban Village and is zoned C1-65. Parcels to the east, south and west are also zoned C1-65. The properties to the north are zoned LR2 with single family developments beyond.





Surrounding Uses

- SINGLE FAMILY RESIDENTIAL
- MULTI-FAMILY / MIXED-USE
- COMMERCIAL
- PUBLIC

CONTEXT ANALYSIS



Sun Studies

-  Summer Solstice - June 21st
-  Winter Solstice - December 21st

Access Opportunities

The site is located between a principal arterial and a collector arterial. Vehicles will access the project site from Lake City Way while the residential entry offers a convenient path for pedestrians to access from NE 130th St. Bus stops of several routes are along Lake City Way and the 30th Ave NE.

ZONING CODE SUMMARY - APARTMENTS

BASE ZONE	C1-65 (Commercial)
USES SMC 23.54.040	Residential Uses Permitted
STRUCTURE HEIGHT SMC 23.54.040	<ol style="list-style-type: none"> 1. Maximum Structure Height is 65' 2. Open railings, planters, skylight, clerestories, greenhouses, solariums, parapets and firewalls may extend as high as the highest ridge of a pitched roof permitted by subsection 23.47A.012.B or up to 4' above the otherwise applicable height limit, whichever is higher. 3. Stair or elevator penthouses may extend up to 15 feet above the applicable height limit, as long as the combined total coverage of all features gaining additional height listed in subsection 23.47A.012.C.4 does not exceed 25 percent of the roof area.
ALLOWABLE FAR SMC 23.54.040	4.25 FAR for Residential use only
SETBACK REQUIREMENTS SMC 23.54.040	Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet; and for each portion of a structure above 40 feet in height, additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet when abutting a residential lot
LANDSCAPE STANDARDS SMC 23.54.040	Landscaping that achieves a Green Factor score of .30 or greater
AMENITY AREA SMC 23.54.040	5% of GFA in residential use
REQUIRED PARKING SMC 23.54.040	No minimum requirement for all residential uses within Urban Villages if the residential use is located within 1,320 feet of a streets with frequent transit service
REQUIRED BIKE PARKING SMC 23.54.040	1 per 4 units for multi-family structures
SOLID WASTE STORAGE SMC 23.54.040	For more than 100 dwelling units, 575 square feet plus 4 square feet for each additional unit above 100, except as permitted in subsection 23.54.040.C

URBAN DESIGN CUES

The following examples of similar urban infill projects in the area represent well designed attempts at creating an urban fabric in a rapidly growing city. The Lake City Way area, as with many of our neighborhoods, is experiencing rapid growth which presents the challenge to designers of how best to integrate new buildings which offer greater density while still acknowledging the transitional phase of urban growth that Seattle is currently undergoing.



MCDERMOTT PLACE



CEDAR PARK APARTMENTS



REKHI BUILDING



SOLARA APARTMENTS

ZONING CODE SUMMARY - TOWNHOMES

BASE ZONE	LR2 (Lowrise-Residential)
USES SMC 23.54.040	Residential Uses Permitted
STRUCTURE HEIGHT SMC 23.54.040	<ol style="list-style-type: none"> 1. Maximum Structure Height is 30' for Townhomes 2. In LR zones, the high side(s) of a shed or butterfly roof may extend 3 feet above the height limits set in Table A for 23.45.514, provided that the low side(s) of the shed or butterfly roof are no higher than the height limit. 3. The roof line of a shed or butterfly roof may be extended in order to accommodate eaves, provided that the highest point of the roof extension is no more than 4 feet above the height limit.
ALLOWABLE FAR SMC 23.54.040	1.0 for Townhomes
SETBACK REQUIREMENTS SMC 23.54.040	Front: 7 average, 5 minimum / Rear: 7 average, 5 minimum Sides: 7 average, 5 minimum
AMENITY AREA SMC 23.54.040	The required amount of amenity area for rowhouse and townhouse developments and apartments in LR zones is equal to 25 percent of the lot area.
LANDSCAPE STANDARDS SMC 23.54.040	Landscaping that achieves a Green Factor score of .6 or greater.
STRUCTURE WIDTH LIMIT SMC 23.45.527 Table A	<ol style="list-style-type: none"> 1. Maximum Structure Width is 90' for Townhouses 2. The maximum combined length of all portions of facades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line
REQUIRED PARKING SMC 23.54.040	No minimum requirement for all residential uses within Urban Villages if the residential use is located within 1,320 feet of a streets with frequent transit service
DESIGN STANDARDS SMC 23.45.529	<ol style="list-style-type: none"> 1. At least 20 percent of the area of each street-facing facade shall consist of windows and/or doors 2. If the street-facing facade of a structure exceeds 750 square feet in area, division of the facade into separate facade planes is required 3. In order to be considered a separate facade plane for the purposes of this subsection 23.45.529.C.2, a portion of the street-facing facade shall have a minimum area of 150 square feet and a maximum area of 500 square feet, and shall project or be recessed from abutting facade planes by a minimum depth of 18 inches

URBAN DESIGN CUES

The following examples of similar urban infill projects in the area represent well designed attempts at creating an urban fabric in a rapidly growing city. The Lake City Way area, as with many of our neighborhoods, is experiencing rapid growth which presents the challenge to designers of how best to integrate new buildings which offer greater density while still acknowledging the transitional phase of urban growth that Seattle is currently undergoing.

