

# Early Design Guidance

2429 8<sup>th</sup> Avenue North

8-Unit Townhome Project

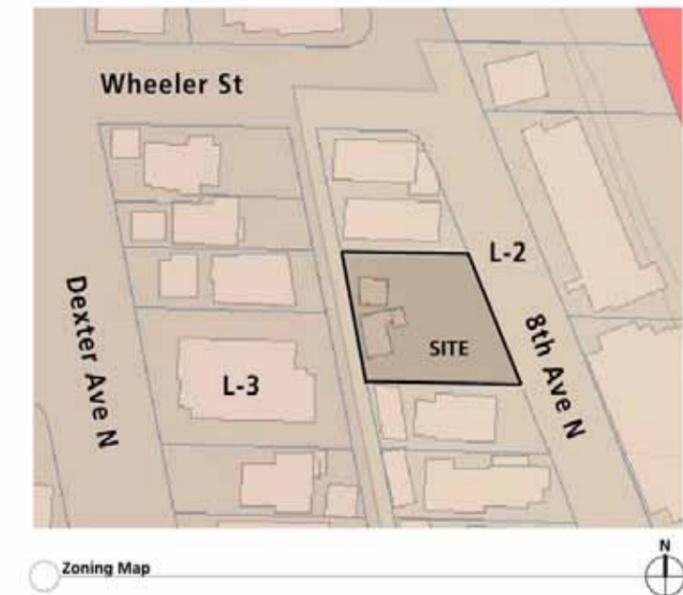
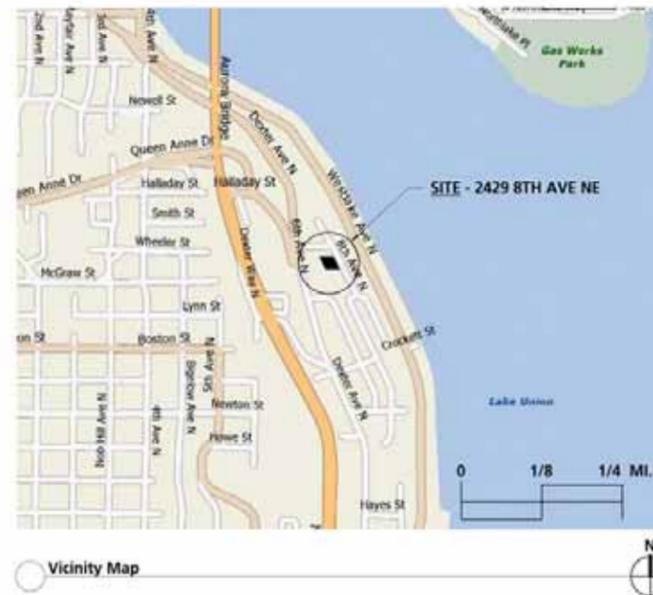
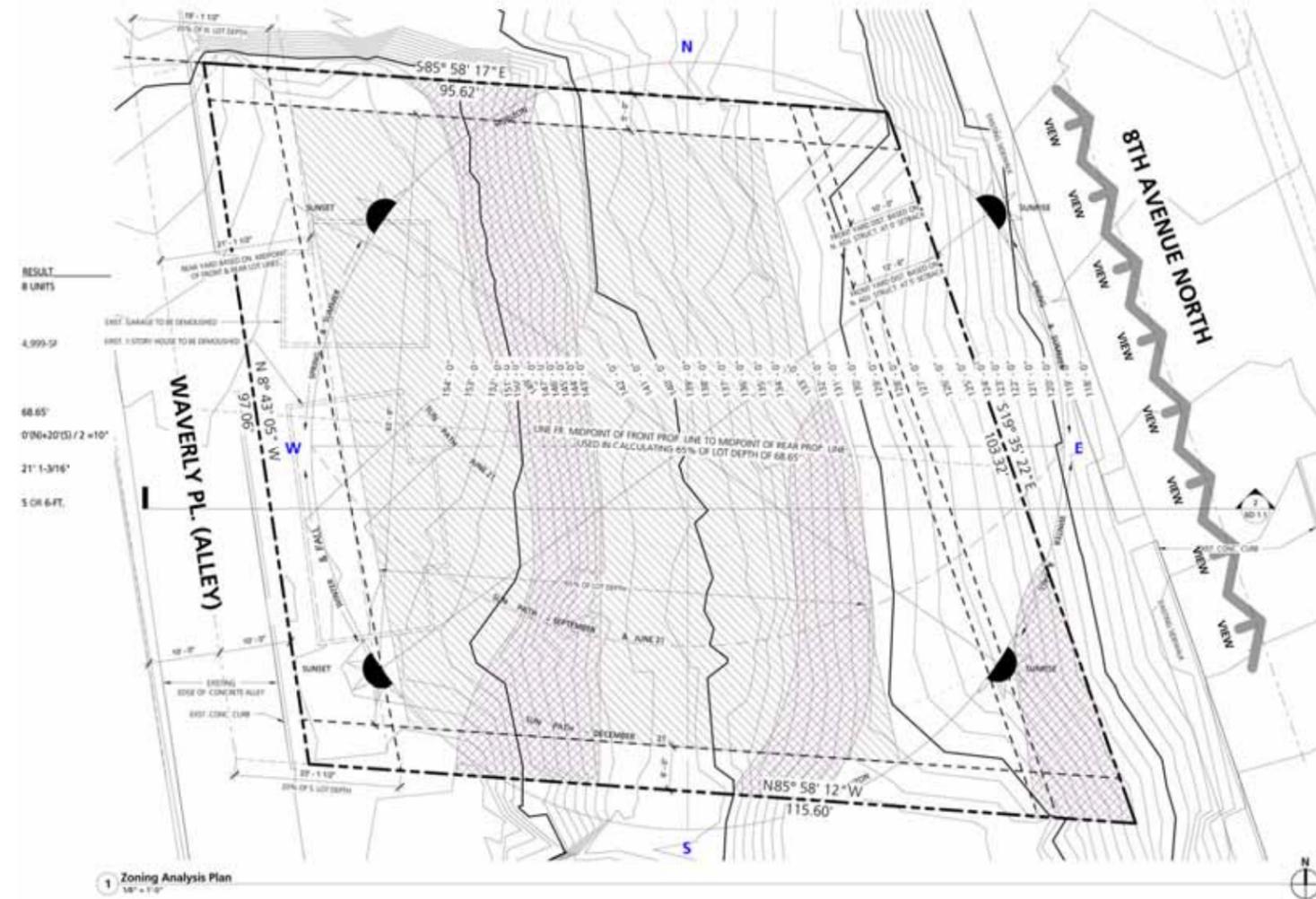


## LAND USE CODE SUMMARY AND REQUIREMENTS

ADDRESS: 2429 8TH AVENUE NE, SEATTLE, WA 98109  
 AREA: 9,998-SF  
 APN/PIN: 3528901050  
 LEGAL DESCRIPTION: LOTS 15 AND 16, BLOCK 14, HUNTERS LAKE UNION ADDITION, VOLUME 7 OF PLATS, PAGE 27, RECORDS OF KING COUNTY, WASHINGTON.  
 ZONING: L-2  
 ECA: 40% STEEP SLOPE

PARAMETER	LUC SECTION	REQUIREMENT
DENSITY:	23.45.008A	1 DWELLING PER 1,200-SF LOT AREA
STRUCTURE HEIGHT:	23.45.009A 23.45.009E	25-FT TOP PL. MAX. + 5' (4:12 ROOF), OR +10' (6:12 ROOF), + 1' PER EA. 6% OF SLOPE, MAX OF 5'
LOT COVERAGE:	23.45.010A	50% (TOWNHOMES ONLY ON LOT)
STRUCTURE WIDTH:	23.45.011A	<u>W/O MODULATION:</u> 30-FT; OR 40-FT W/ ENTRANCE FACING ST. <u>W/ MODULATION:</u> 90-FT (TOWNHOMES ONLY)
STRUCTURE DEPTH:	23.45.011A	65% (TOWNHOMES ONLY)
SETBACK, FRONT:	23.45.014A	AVG. OF EITHER SIDE, BUT NOT < 5-FT(AVG.) OR > 15-FT (AVG).
SETBACK, REAR:	23.45.014B	THE LESSER OF 25-FT OR 20% OF LOT DEPTH; BUT NOT < 15-FT.
SETBACK, SIDE:	23.45.014C	5 OR 6-FT, DEPENDING ON STRUCT. DEPTH & HT. OF SIDE FACADE
OPEN SPACE:	23.45.016A3	AVG. 300-SF PER UNIT (PRIVATE) BUT NOT < 200-SF PER UNIT
PARKING QUANTITY:	23.54.015, CHART B	1.1 SPACES PER UNIT + 0.0002 SPACES PER SF > 500-SF UNIT SIZE +0.25 SPACE PER BEDRM. PER UNIT OVER 3 BEDRMS.
PARKING ACCESS:	23.45.018B3	STREET OR ALLEY ACCESS PERMITTED, WHEN TOPOGRAPHY MAKES ALLEY ACCESS INFEASIBLE
SOLID WASTE STORAGE AREA:	23.45.006K	75-SF, REAR LOAD

STEEP SLOPE CALCULATION	AREA
DELINEATED STEEP SLOPE AREA	APPROX. 2095-SF
30% OF STEEP SLOPE AREA	APPROX. 628.5SF



# Development Objectives

## **Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.**

This mid-block project site consists of two lots bounded by 8th Ave N on the east and Waverly Place N on the west. The site is a skewed trapezoidal shape of approximately 10,000 SF and is situated in a City Environmental Critical Area (steep slope). The slope runs from west down to east with an approximate overall slope of 28% on the south boundary and 27% on the north boundary.

The site currently contains a single family house (of approximately 850 SF on the main floor and another 850 SF in a daylight basement), attached decks, and a detached 2-car garage with some associated surface parking to the northwest corner. The remainder of the site is a somewhat terraced slope with a few fruit trees, bushes and grasses. The slope terminates on the east edge at back of existing sidewalk. However, the east property line is approximately 12 feet west of the sidewalk meaning that the slope also occurs in the right-of-way for 8th Avenue North because this road has never been built out to its full width.

## **Please indicate the site's zoning and any other overlay designations.**

The site is zoned L2: Lowrise, Multi-Family Residential. It is not subject to any Overlay designations.

## **Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.**

The site, and its northern and southern neighbor, is zoned L2, as is the remainder of the block. Across 8th Avenue to the east is also L2. Across Waverly Place to the west is L3.

This property is the last property on the block to face a build out to its site potential. All other properties on this block, as well as properties on the surrounding blocks are built with a combination of apartments and condominium buildings in stacked-flat unit arrangements. This is a primarily residential zone; the closest retail/commercial area is 4 blocks to the south on Dexter Avenue. Average building age in the surrounding uses is approximately 45 years old, although some projects are new (a 1991 condominium to the east and some remodels in the last 15 years). Many of the properties use exterior claddings that was prevalent during the mid-1900's (stucco and lap siding). Newer projects in the immediate vicinity (almost all new projects are townhomes) are slowly replacing older projects. Because this area is on the east slope of Queen Anne Hill, most project are designed around views to the east – view of Gas Works Park, Lake Union, some Downtown views, and some Cascade Mountain views.

In addition to the general characteristic of 3 to 4 story, stacked multi-family buildings, the area is also dominated by parking. Parking for the majority of units in the area is by open air/surface parking built perpendicular to the right-of-way. Some of the parking is in carports, again perpendicular to the right-of-way. Visible parked cars are a dominant characteristic. Some parking appears to be within the required setbacks.

## **Please describe the proponent's development objectives for this site, indicating types of desired uses and approximate structural size(s), as well as any potential requests for departure from development standards.**

The primary design objective of the project is the future construction of townhomes, not condominiums or apartments. The project seeks to incorporate contemporary interior and exterior features and materials, primarily driven by a desire to be built using 'green' materials and unique design rather than traditional design with traditional materials. The additional forecasted cost of the design, materials, and the cost of building on the slope would be offset by value added features such as 1) leveraging the use of the view toward lake Union and Gasworks Park by providing most of the open space on roof decks allowing enjoyment of the view, light, air, and openness, 2) with a combination of two-car and single-car units responding to current market needs and unit pricing required to recover the project costs, 3) cost effective parking solutions which may include parking from both 8th Ave N and Waverly Place N., 4) using some latitude in setbacks/width/depth to respond to the oddly shaped site while still providing well modulated facades, and 5) designing an economically viable project.

Departures for the project are largely driven by the shape and slope of the site with some requested for the economic viability of building on this site.

- Structural Depth. Limited to 65% of the lot.
- Front Setback. Averaging adjacent setbacks would create setbacks between 10 feet and 15 feet on both Waverly Place and 8th Ave. The minimum for a townhome project is 5 feet. We are seeking something between these two parameters.
- Rear Setback. 21-1 ½" required.
- Interior Setback: 20' average required.
- Open Space Required to be at grade. We are suggesting the majority of the open space to be provided in decks that can be used to capture more view, more light, and more air. Providing open space with decks also allows that space to be level. Open space at grade would require large retaining walls, additional footprint in the steep slope areas of the site, and would be mostly shaded and without view. The quality of at-grade open space on this eastward sloping site is not as valuable as open space above grade..
- Access on two streets: Section 23.45.018 suggests that parking be off only one street unless the Director finds that to be unreasonable. Parking on a street slope with one entrance is not optimally feasible for this project – we may request that we park each unit from the street it faces.
- Curb cuts: Number of cuts allowed, distance between curb cuts



2423 8th Ave N - Condominiums



2422 Dexter Ave N - Apartments



2432 Dexter Ave N - Condominiums



2441 8th Ave N - Apartments



2419 8th Ave N - Condominiums



2441 8th Ave N - Apartments



2420 8th Ave N - Condominiums

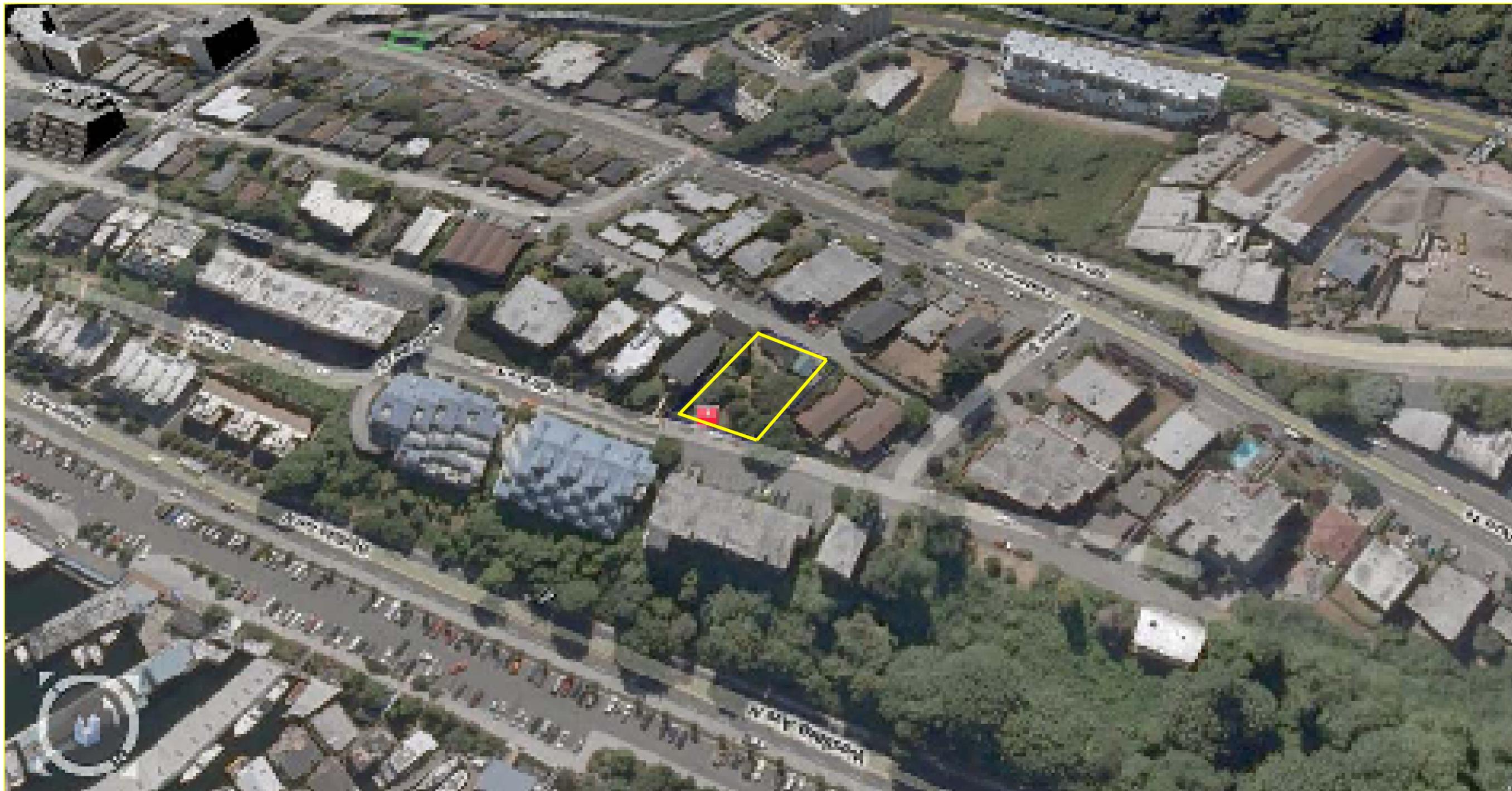


SITE



2442 8th Ave N - Apartments





# Streetscape Photos

## Site



8<sup>th</sup> Ave N (looking west toward site)



8<sup>th</sup> Ave N (looking east from site)

# Streetscape Photos

## Site



Waverly Place N (looking east toward site)



Waverly Place N (looking west from site)

# Site Photos



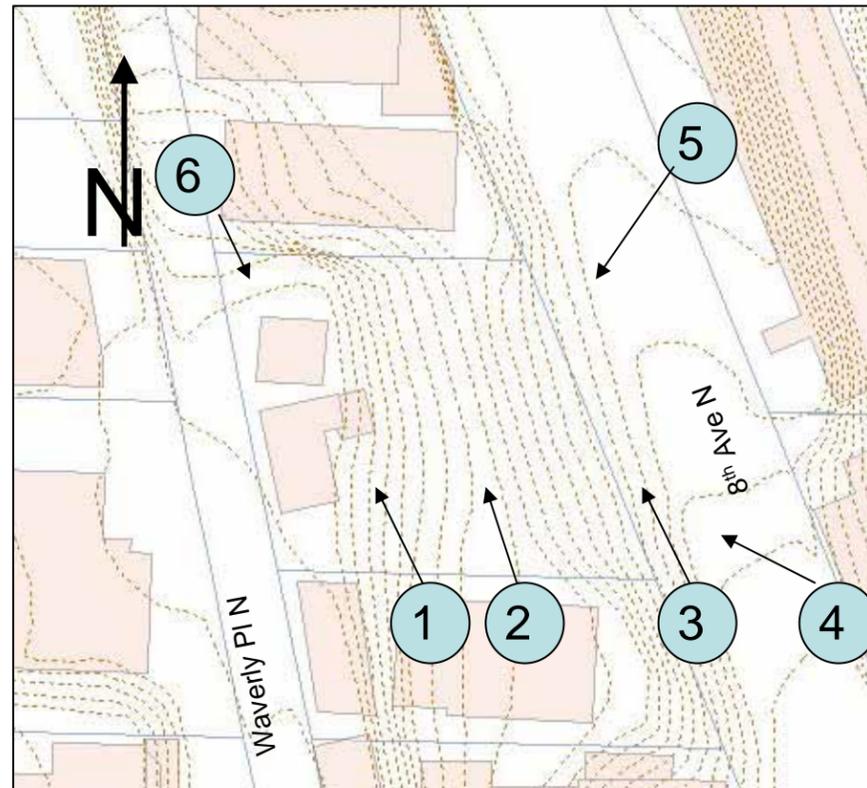
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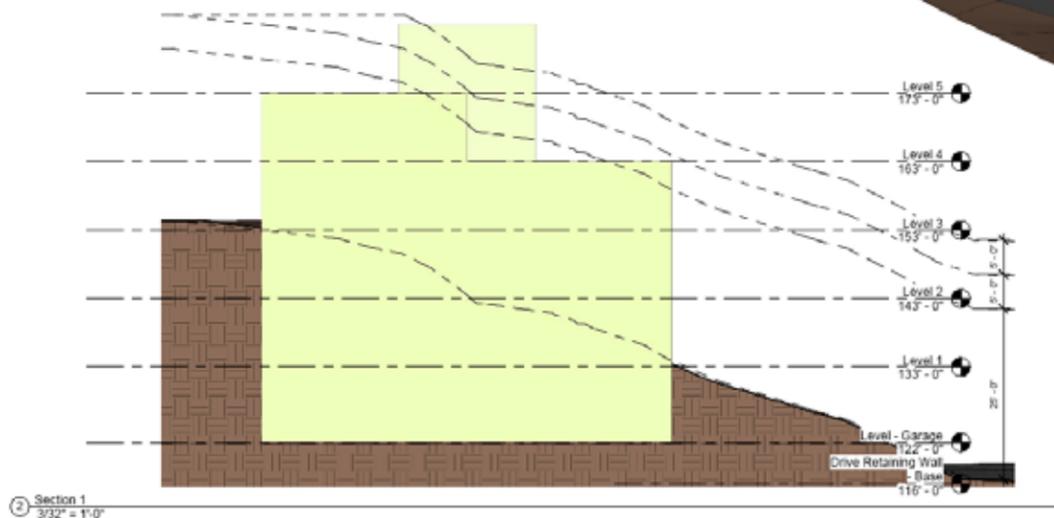
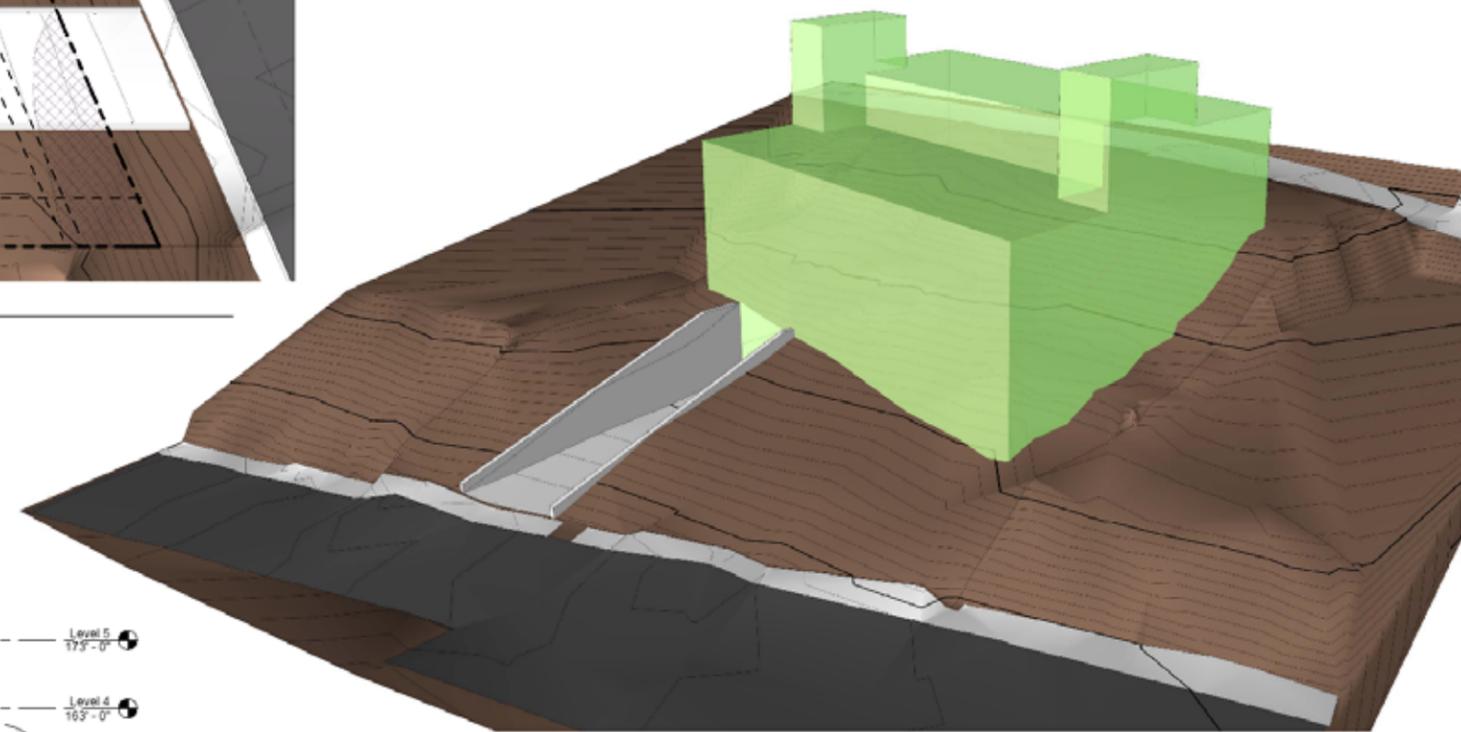
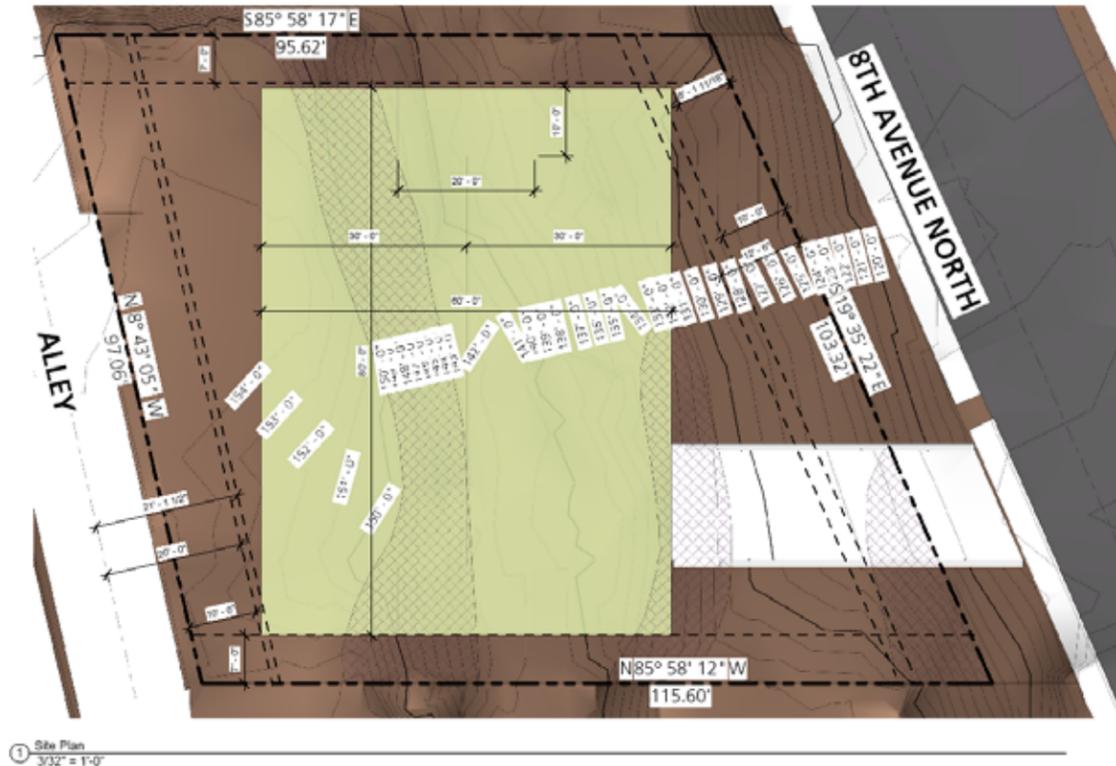


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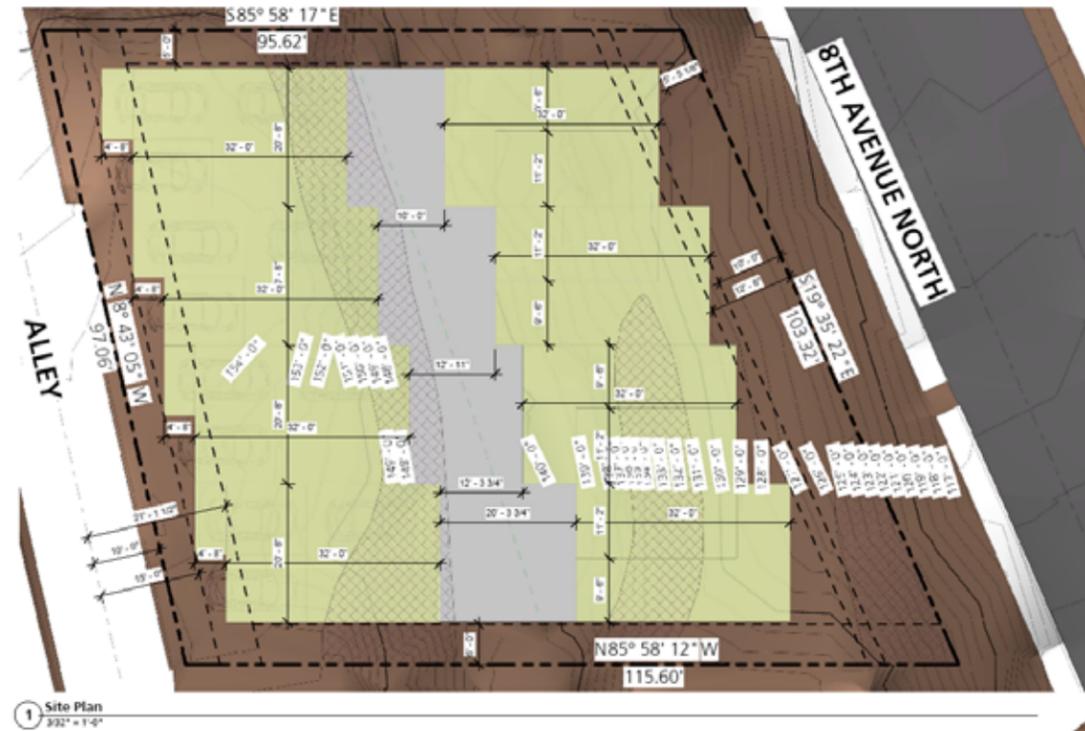
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# CODE DERIVED ALTERNATIVE

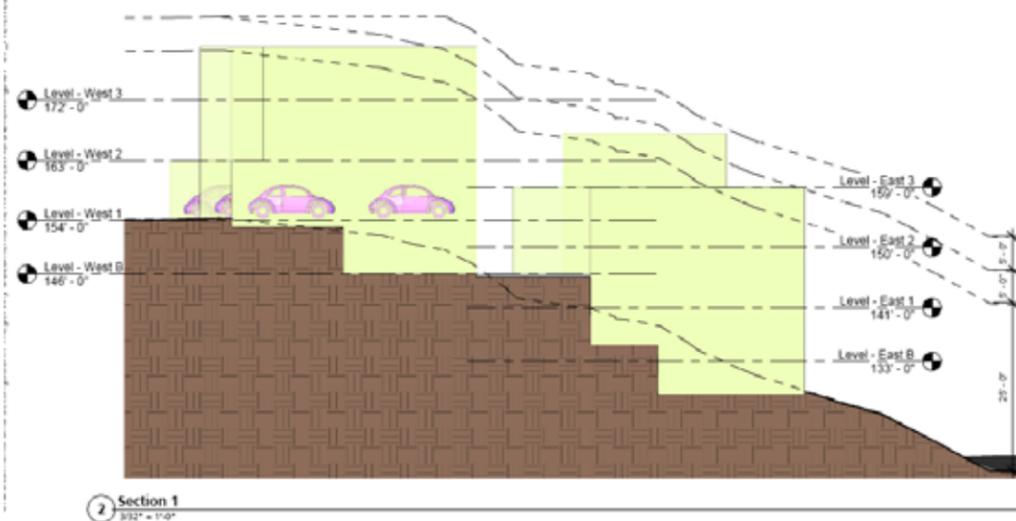
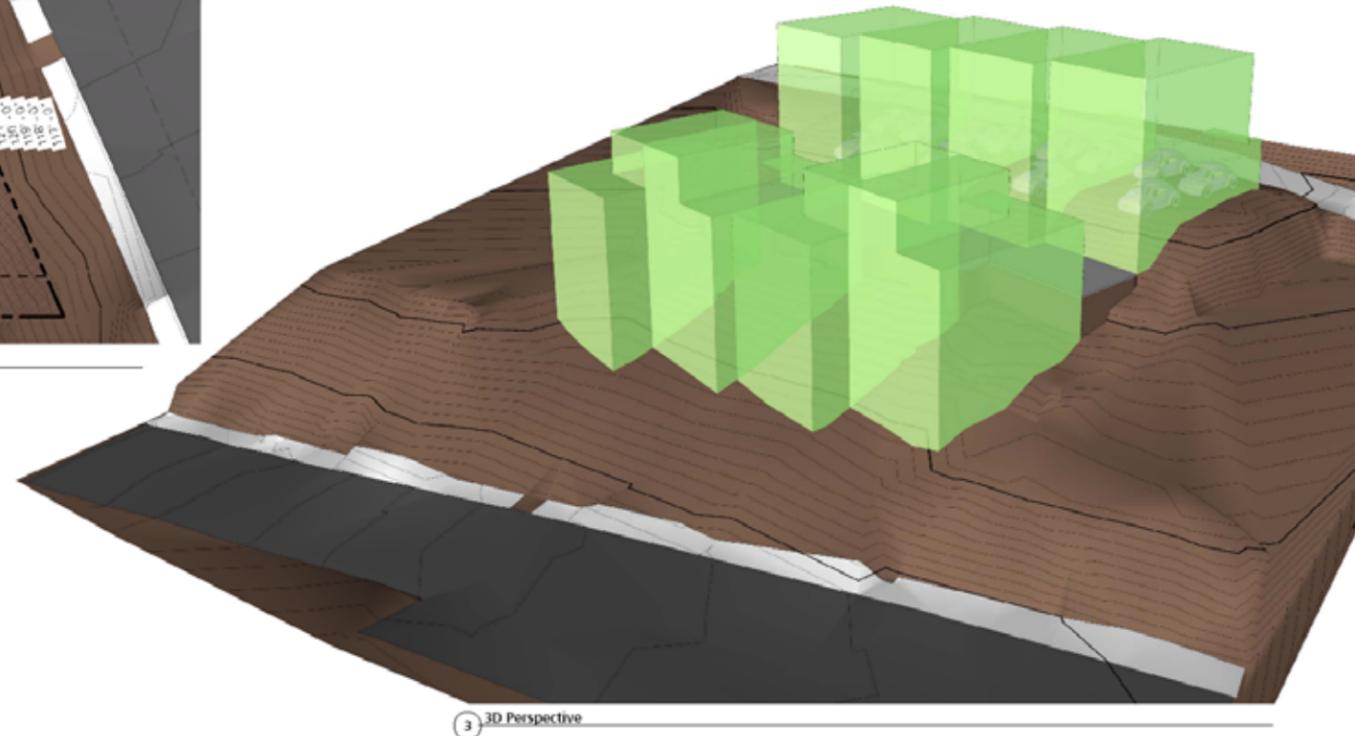


**Option Description:**

As a code derived scheme, the project is forced to become a condominium in a stacked-flat configuration.



# ALTERNATIVE A



### Option Description:

This scenario fits most of the project goals of respecting the existing topography and the creation of an environmentally sensitive site arrangement by requiring less shoring and less soil export than the other schemes. In this scenario cars enter from the alley thereby leaving the 8th Avenue frontage for a pedestrian entry. It allows all street parking spaces to remain. Lifting the lower tier of units up closer in elevation to the upper tier units creates more view for the lower units and slightly less view for the upper units. It also allows for open space at the lower, steepest portion of the site.

### Advantages

- One curb cut from alley - fits context
- Less shoring required.
- Smaller site footprint
- More units have views.
- Fewer design departures than other scenarios.
- Usable courtyard between units

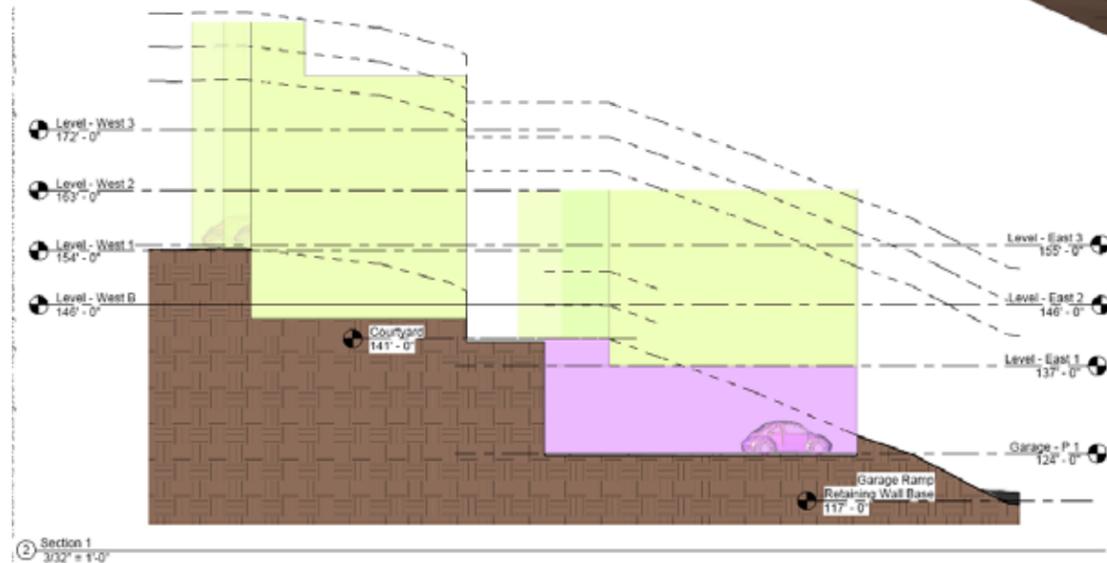
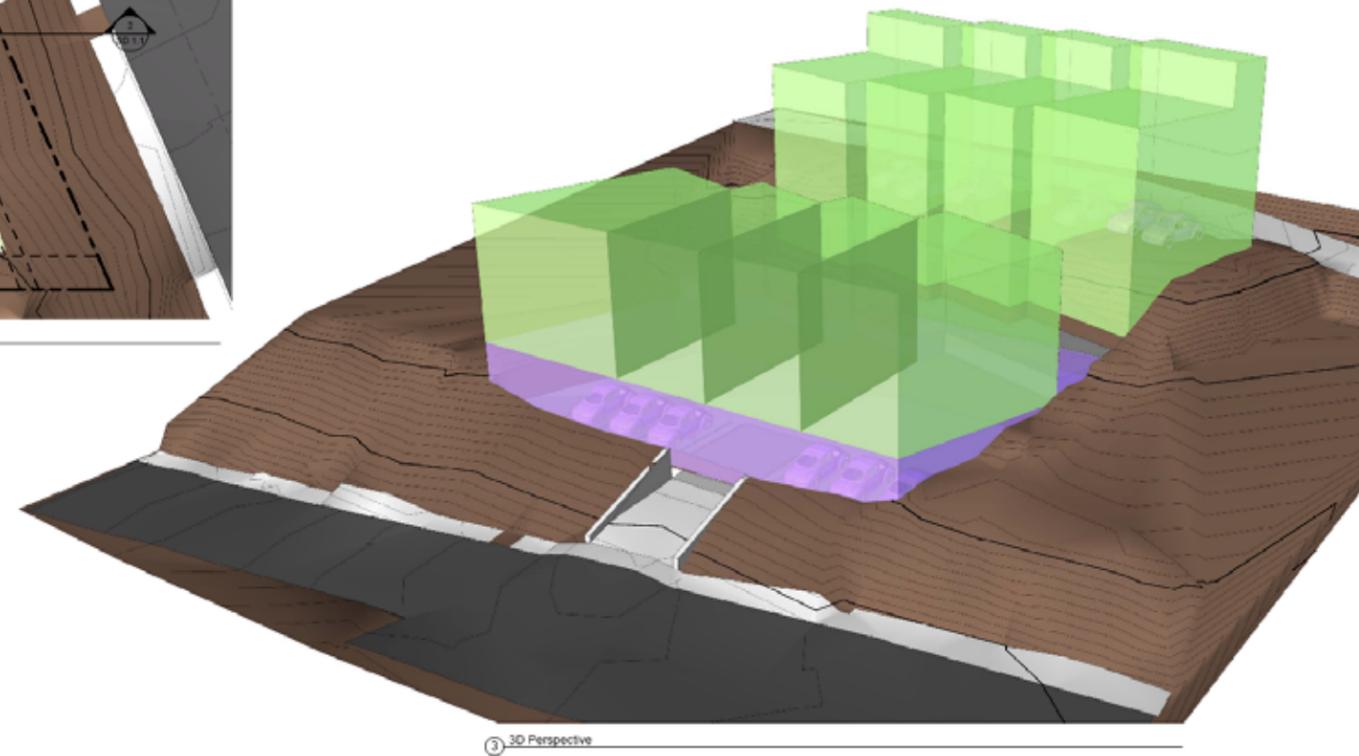
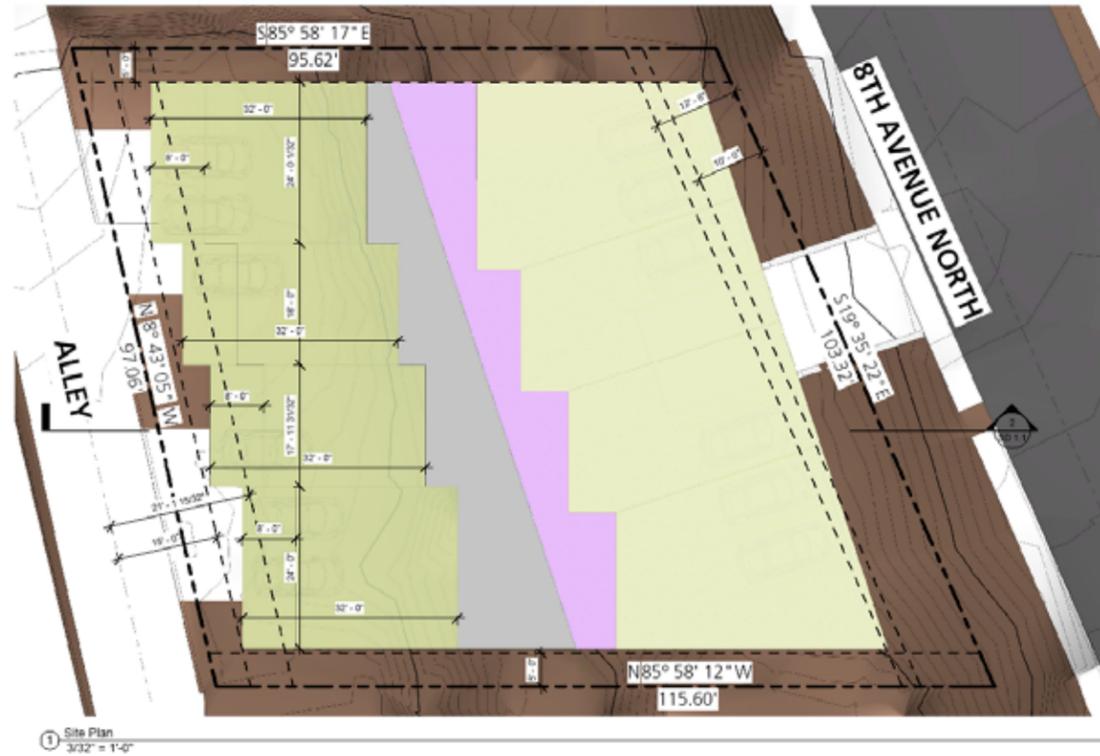
### Disadvantages

- Owner's parking requirement not met.
- Units are tight to each other.
- Access to front doors is pinned tight to property line due to parking.
- Need to mitigate parking visual.
- Units must enter from courtyard - upper tier units will contend with walking multiple levels to answer their front door.

### Departures Requested

- Rear Yard Setback on east side from 21' 1-1/2" to 10'
- Interior Setback, reduction from the required 20-foot average down to 14-foot average.
- Open space for units located on roof decks, not at grade

# ALTERNATIVE B



### Option Description:

This scenario fits the project goals of parking, unit count and views - however it is the most expensive solution requiring significant excavation and shoring as well as a structured parking solution. In this scenario cars enter from the alley for the upper tier units through 2 curb cuts and enter a common garage for the lower tier units. This scenario saves some street parking on 8th Avenue.

### Advantages

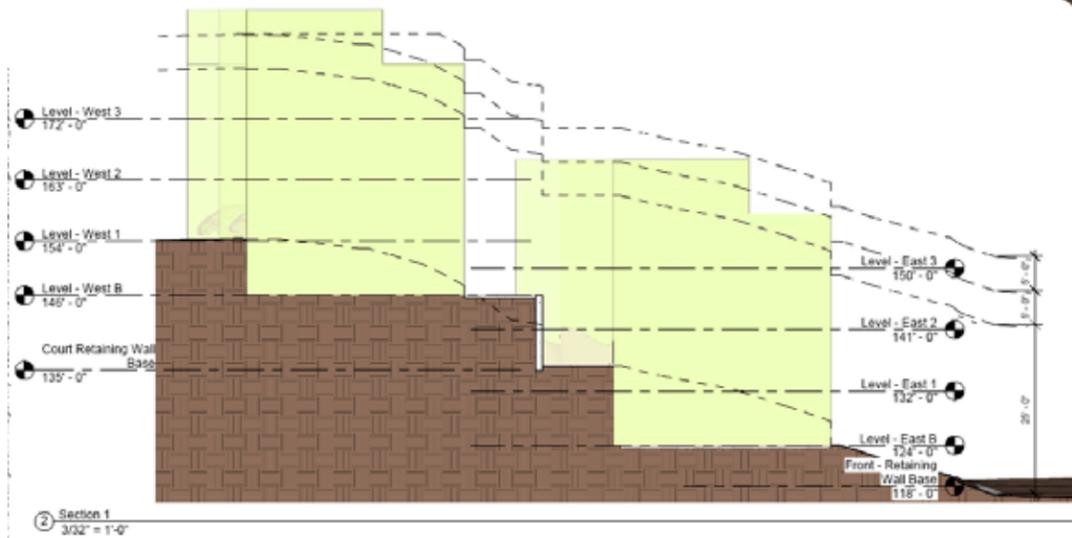
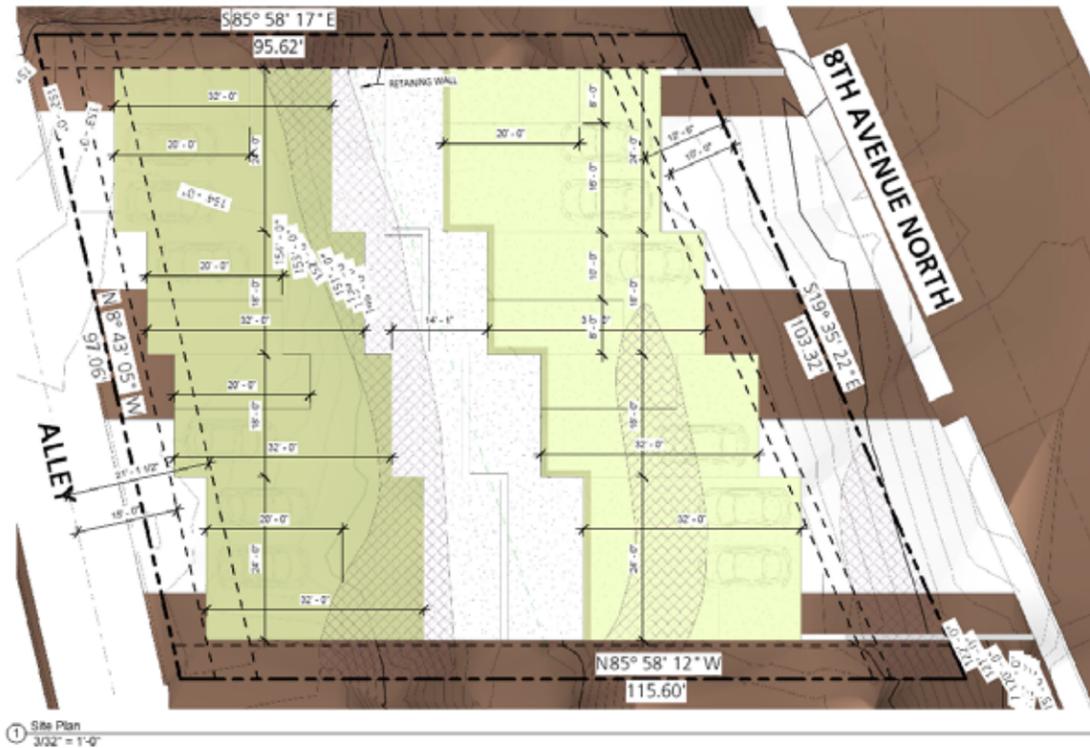
- Achieving owner's parking goals
- Front doors for the lower tier units can be off the courtyard.
- Street and alley are less cluttered.

### Disadvantages

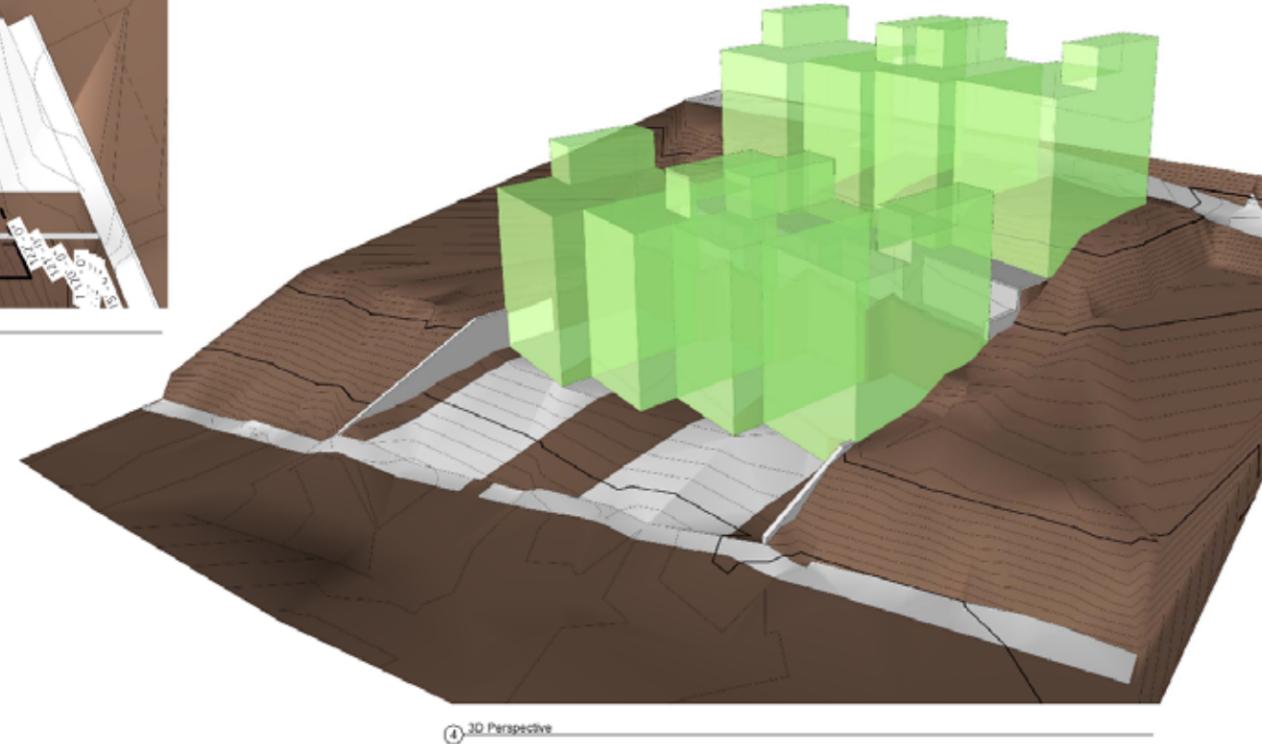
- Need to mitigate parking visual.
- Units must enter from courtyard - upper tier units will contend with walking multiple levels to answer their front door.

### Departures Requested

- Multiple site entry points (enter from street and alley)
- Rear Yard Setback on east side from 21' 1-1/2" to 10'
- Interior Setback, reduction from the required 20-foot average down to 14-foot average.
- Open space for units located on roof decks, not at grade



## ALTERNATIVE C Preferred



This scenario fits most project goals by achieving 8 townhome units. By entering off both 8th Avenue and the alley, curb cuts (which can be ganged in pairs for a total of 3 curb cuts off each street) are greater in this scenario but with more parking and more security for the owner vehicles. Mass excavation and tall retaining walls create cost issues and quality of light and air is compromised.

### Advantages

- Parking within each unit.
- View is maximized for the upper tier of homes.

### Disadvantages

- Little-to-no views from bottom tier of homes.
- Multiple curb cuts (2 at bottom, 2 at top)
- More site excavation and more retaining walls.

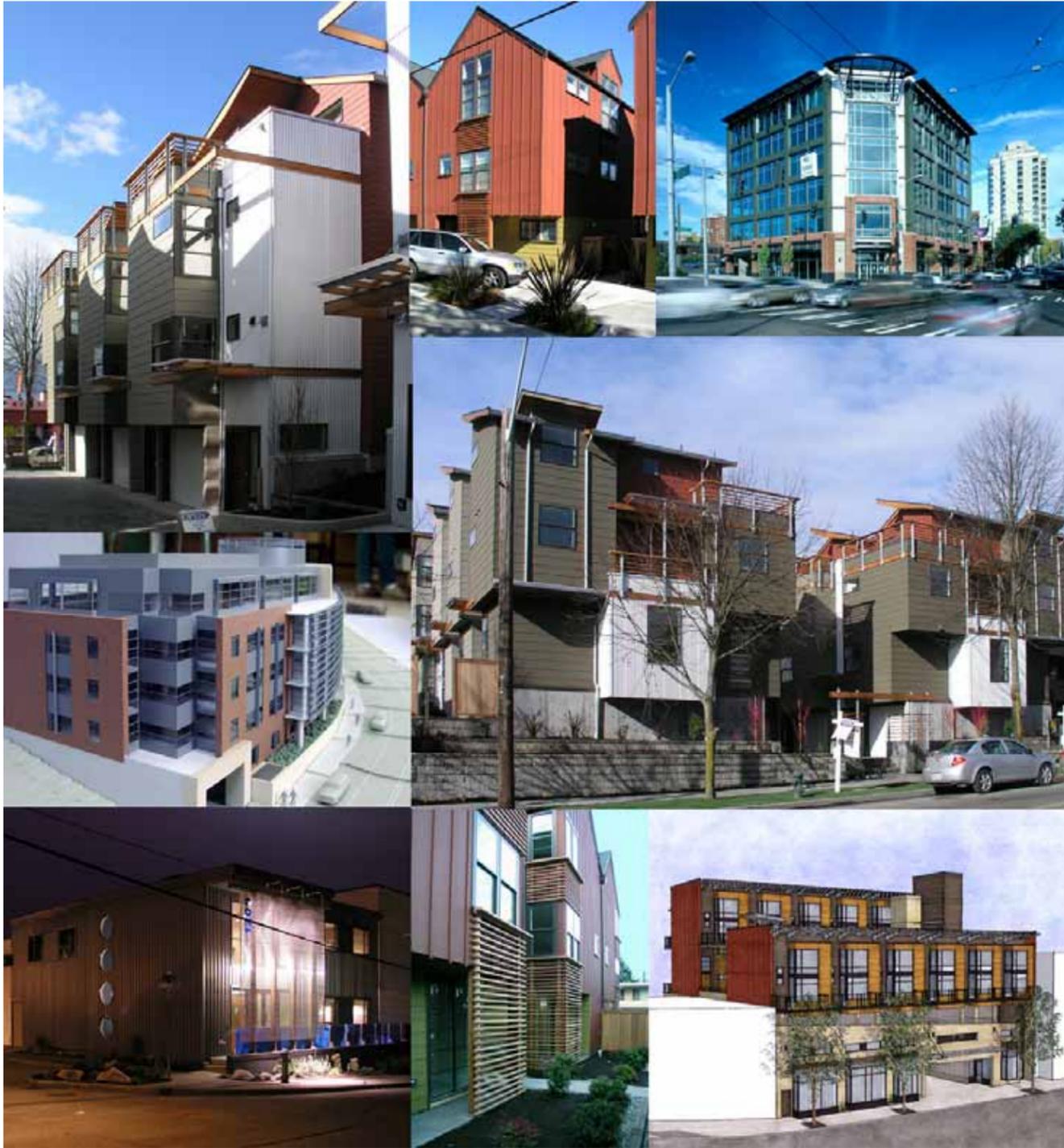
### Departures Requested

- Rear Yard Setback averaging on east side from 21i to 10i
- Number of curb cuts
- Curb cut allow parking from street and alley
- Curb cut proximity (< 30i)
- Interior Setback, reduction from the required 20 foot average down to 14 foot average.
- Open space on roof decks

# Design Images



# JT Architecture Local Images



# Local Images

