

# Second Early Design Guidance

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

8-Unit Townhome Project



# Development Objectives & Additional Information

**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 construction of 8 townhomes. 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 and steeply sloped 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.

## **Additional Information 11/1/07:**

To reiterate the first stated Development Objectives (above) as well as at the first EDG presentation, this is a townhome project, not a condominium or apartment. Westward Development is neither a condominium nor an apartment builder. Note that condominium and apartment projects will not be economically viable on this site for several reasons including cost of insurance and cost of the land. As the Board knows, land price is based on yield at highest and best use which at this particular juncture is a yield of 8 townhomes. The Applicant also submits that townhomes are a preferred home type in Seattle as they are generally bigger than condos, smaller and less expensive than homes, avoid the stigma of condominium problems, and provide fee simple ownership of the home and land.

## **Single Curb Cut on 8th Avenue North**

The guidance for a single curb cut on 8th and the resulting underground parking garage was an extremely expensive proposition for 4 townhomes. The guidance may have been given based on some incorrect assumptions of how the Land Use Code relates to this site and the economics of an underground garage on a steep slope.

In brief, the code allows for two curb cuts on the street frontage if the alley access for the project is not feasible. In addition, the code addresses the complexity and costs associated with steep slope sites in Lowrise zones, such as this site. Accordingly,

this site may be granted variations for parking standards including curbcut quantity, curbcut widths, and parking layout and design. The City is aware that steep slope sites share some common development problems – specifically that parking is not easy across large grade changes in small L-zoned lots – and has called this need out in the code to allow for flexibility. As noted below, in the near future, the City is changing the code to allow for parking access flexibility.

Underground garages for townhomes are becoming slightly more common in very high priced sections of Seattle (which this area is not) but common underground townhome garages are not being seen on steep slope sites due to required amount of excavation, shoring, and concrete costs. Finally, in order to contemplate adding the costs of an underground garage, there would have to be a simultaneous purging of the Development Objectives. The price the market will pay for a townhome in this area is not infinite, so we cannot simply bump sales price by huge leaps with an expectation the homes will sell (banks would not allow it in any case). Rather, the project would need to shed costs in other areas such as shedding the contemporary design elements and shifting toward tried and true faux craftsman style, delete detailing and materials, delete parking, delete modulation, delete the green elements, and basically strive to be 'just as good' as the next builder who stays under SEPA thresholds to avoid design review.

## **2008 Code Revisions**

The City is currently in the process of adopting code revisions for the multifamily zones of Seattle. As this project site is L2, it falls into that category. These changes are expected to be codified in 2008. Of particular note, only one potential departure, the rear yard setback, would still be relevant to the Preferred Option. Of particular interest:

- Two or more curb cuts would be allowed off 8th Avenue in addition to alley access (no more requirement for alley access only)
- Base structure height would increase to 30'
- Lot coverage no longer limited to 50%.
- Open space requirements drops significantly.
- Structural width and depth no longer have required dimensions.

# Responses to EDG Guidance

## A Site Planning

### A-1 Responding to Site Characteristics

*The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.*

**Response:** The project cascades down the hillside opening all units to light, air and views to the East. The project modulates in plan to accommodate the irregular shape of the site and to maximize views to the Northeast.

### A-3 Entrances Visible from the Street

*Entries should be clearly identifiable and visible from the street.*

**Response:** The townhomes will have distinct entries on Waverly Place North and will be clearly visible from the alley. For the 8th Avenue North side of the project, pedestrian gateways will initiate pathways up to the interior courtyard (and subsequent access to the units) These site entries will bookend the site and become signature elements. They will be clearly visible from the north and south end of the property.

### A-5 Respect for Adjacent Sites

*Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.*

**Response:** The project provides better modulation, better design, and better materials than neighboring projects. This project purposely steps away from the property corners allowing view corridors to open up allowing light, air and views into and out of the site.

### A-6 Transition Between Residence and Street

*For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.*

**Response:** At 8th Avenue, the project creates two semipublic pedestrian entries (one at each end of the property line). These spaces encourage interaction yet create security opportunities. A landscape section in the center of the 8th Avenue façade is created as a privacy buffer and a transition from street to residence.

### A-7 Residential Open Space

*Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.*

**Response:** With the Board's agreement to allow open space at the upper levels of the units, the project achieves more open space and more green in total. The requirement of 2,400 SF of open space is, in reality, increased to more than 4,200 SF. This project contains an interior landscaped courtyard which many 'typical' townhome projects do not have. As stated in A-5 above, significant space has also been opened up at the corners of the site.

### A-8 Parking and Vehicle Access

*Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.*

**Response:** Small steep-slope sites are inherently hard to access and park. The project uses the least disruptive parking possible while remaining an economically viable project. Parking inside the units is 50% greater than required. The project as proposed also provide guest parking which is not required.

## C Architectural Elements and Materials

### C-2 Architectural Concept and Consistency

*Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural context.*

**Response:** This project contains clearly defined architectural elements that will create a well-balanced consistent building form. As recommended by the Board, the project will set a new standard for this neighborhood.

### C-3 Human Scale

*The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.*

**Response:** The project's use of modulation, both in the horizontal and vertical planes, break down the overall massing of the buildings. Materials and landscape features will further enhance the human scale of the pedestrian levels.

### C-4 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.*

**Response:** The project will contain durable materials arranged in contemporary design and detailing.

### C-5 Structured Parking Entrances

*The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage.*

**Response:** The project does not contain structured parking.

## D Pedestrian Environment

### D-1 Pedestrian Open Space and Entrances

*Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian oriented open spaces should be considered*

**Response:** Project entrances are included at street level at both the north and south ends of the property. These entries will be landscaped and sufficiently lighted for use in all weather and at any time of day.

### D-2 Blank Walls

*Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.*

**Response:** The project will avoid blank walls.

### D-3 Retaining Walls

*Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where high retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscape.*

**Response:** Project retaining walls are intended to be seating height and will promote pedestrian interaction with the different levels inherent in this steep slope site.

### D-5 Visual Impacts of Parking Structures

*The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.*

**Response:** Not applicable.

### D-7 Personal Safety and Security

*Project design should consider opportunities for enhancing personal safety and security in the environment under review.*

**Response:** The project design will incorporate defensible landscaping and design that promotes safety and security.

## E Landscaping

### E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

*Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.*

**Response:** The project will respect adjacent landscaping but, in general, will be better than adjacent landscaping.

### E-2 Landscaping to Enhance the Building and/or Site

*Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.*

**Response:** Landscaping is used to highlight access, to create scale, to set the hierarchy of building elements.

### E-3 Landscape Design to Address Special Site Conditions

*The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.*

**Response:** The project's landscaping will reflect the steep slope conditions of the site and will seek to enhance the site access via stairways and the interior courtyard.





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)



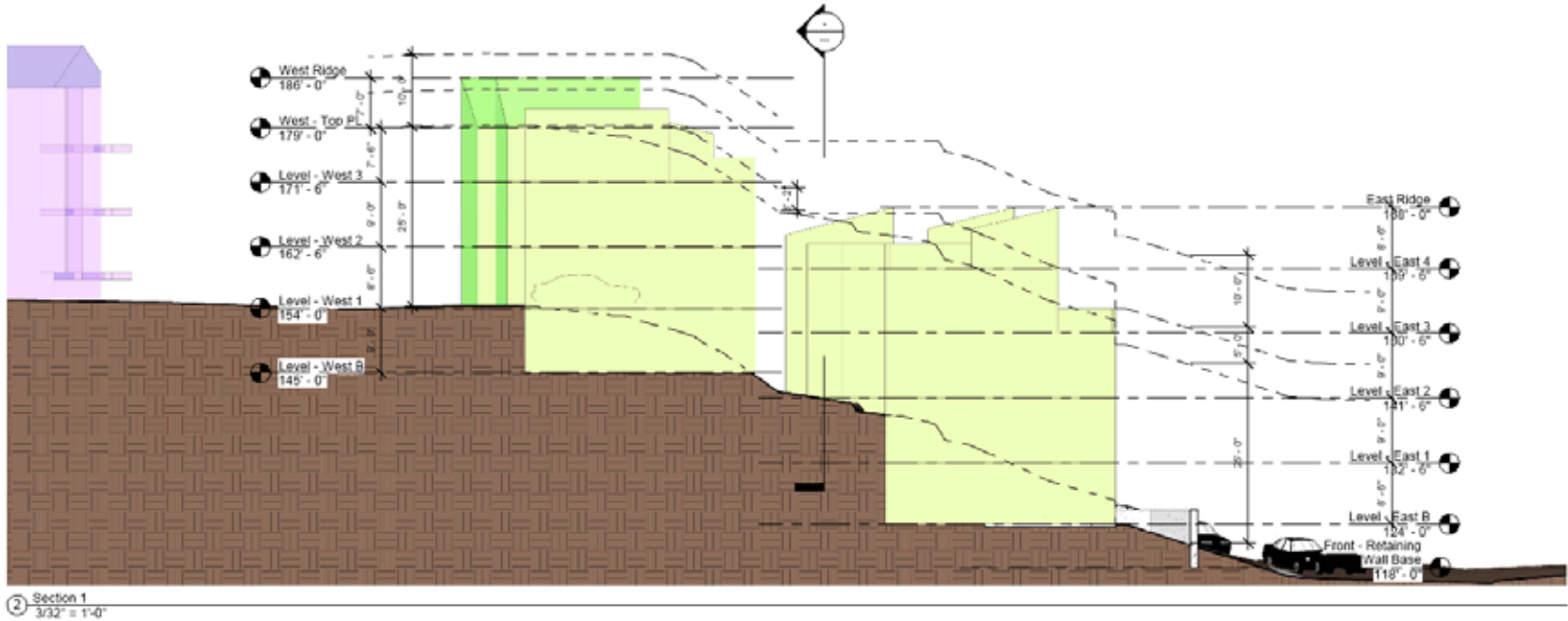
Waverly Place N (looking west from site)



LAND USE CODE SUMMARY AND REQUIREMENTS

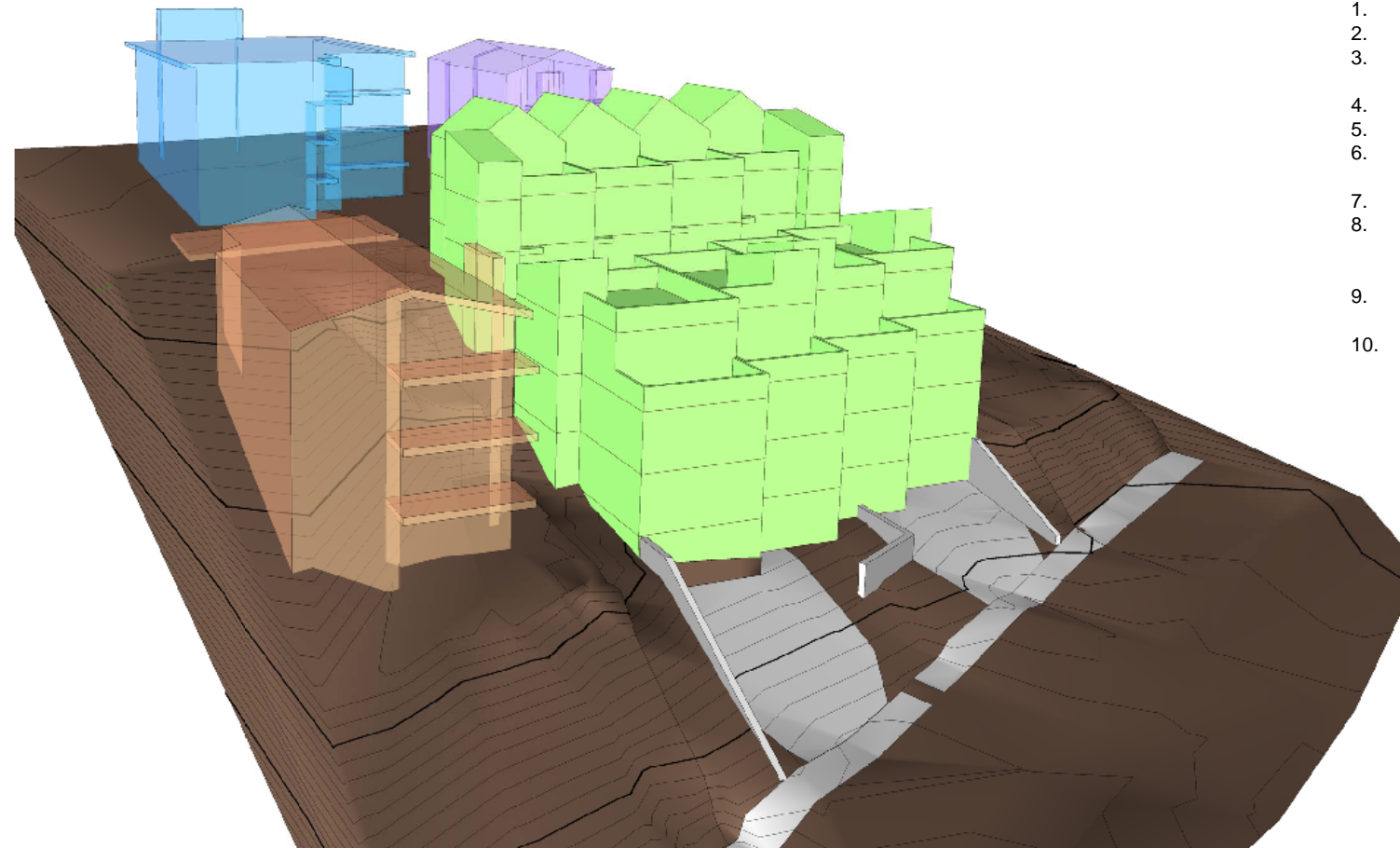
ADDRESS: 2429 8TH AVENUE NE, SEATTLE, WA 98109  
AREA: 9,990-SF  
APN/PIN: 3528901050  
LEGAL DESCRIPTION: LOTS 15 AND 16, BLOCK 14, HUNTERS LAKE UNION ADDITION, VOLUME 7 OF PLATS, PAGE 27, RECORDS OF KING COUNTY, WASHINGTON.  
ZONING: L-2  
ECA: 40% STEEP SLOPE

PARAMETER	LUC SECTION	REQUIREMENT	PROPOSED
DENSITY:	23.45.008A	1 DWELLING PER 1,200-SF LOT AREA	9,990-SF / 1,200 = 8.3 (8 UNITS)
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'	3'-2" SLOPE BONUS REAR BLDG. 5'-0" SLOPE BONUS FRONT BLDG. +10' (6:12 ROOF - REAR BLDG. ONLY)
LOT COVERAGE:	23.45.010A	50% (TOWNHOMES ONLY ON LOT) (4,999-SF)	5,011.5-SF*
STRUCTURE WIDTH:	23.45.011A 23.45.011A	W/O MODULATION: 30-FT; OR 40-FT W/ ENTRANCE FACING ST. W/ MODULATION: 90-FT (TOWNHOMES ONLY)	84' WIDTH W/ MODULATION EVERY 20'
STRUCTURE DEPTH:	23.45.014A	65% (TOWNHOMES ONLY) (68.7')	96.7'*
SETBACK, FRONT:	23.45.014B	AVG. OF EITHER SIDE, BUT NOT < 5-FT (AVG.) OR > 15-FT (AVG.)	12.5'
SETBACK, REAR:	23.45.014C	THE LESSER OF 25-FT OR 20% OF LOT DEPTH, BUT NOT < 15-FT. (21'-1 1/2")	22.4'
SETBACK, SIDE:	23.45.016A3	5, 6, OR 7-FT, DEPENDING ON STRUCT. DEPTH & HT. OF SIDE FACADE (7-FT)	N.W. FACADE - 7.28' N.E. FACADE - 7.28' S.W. FACADE - 7.9' S.E. FACADE - 7.9'
OPEN SPACE:		AVG. 300-SF PER UNIT (PRIVATE) BUT NOT < 200-SF PER UNIT	UNIT 1 - 552-SF UNIT 2 - 480-SF UNIT 3 - 480-SF UNIT 4 - 552-SF UNIT 5 - 200-SF UNIT 6 - 216-SF UNIT 7 - 216-SF UNIT 8 - 200-SF
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.	18 SPACES
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. 628.55F		
* DESIGN DEPARTURE REQUESTED			

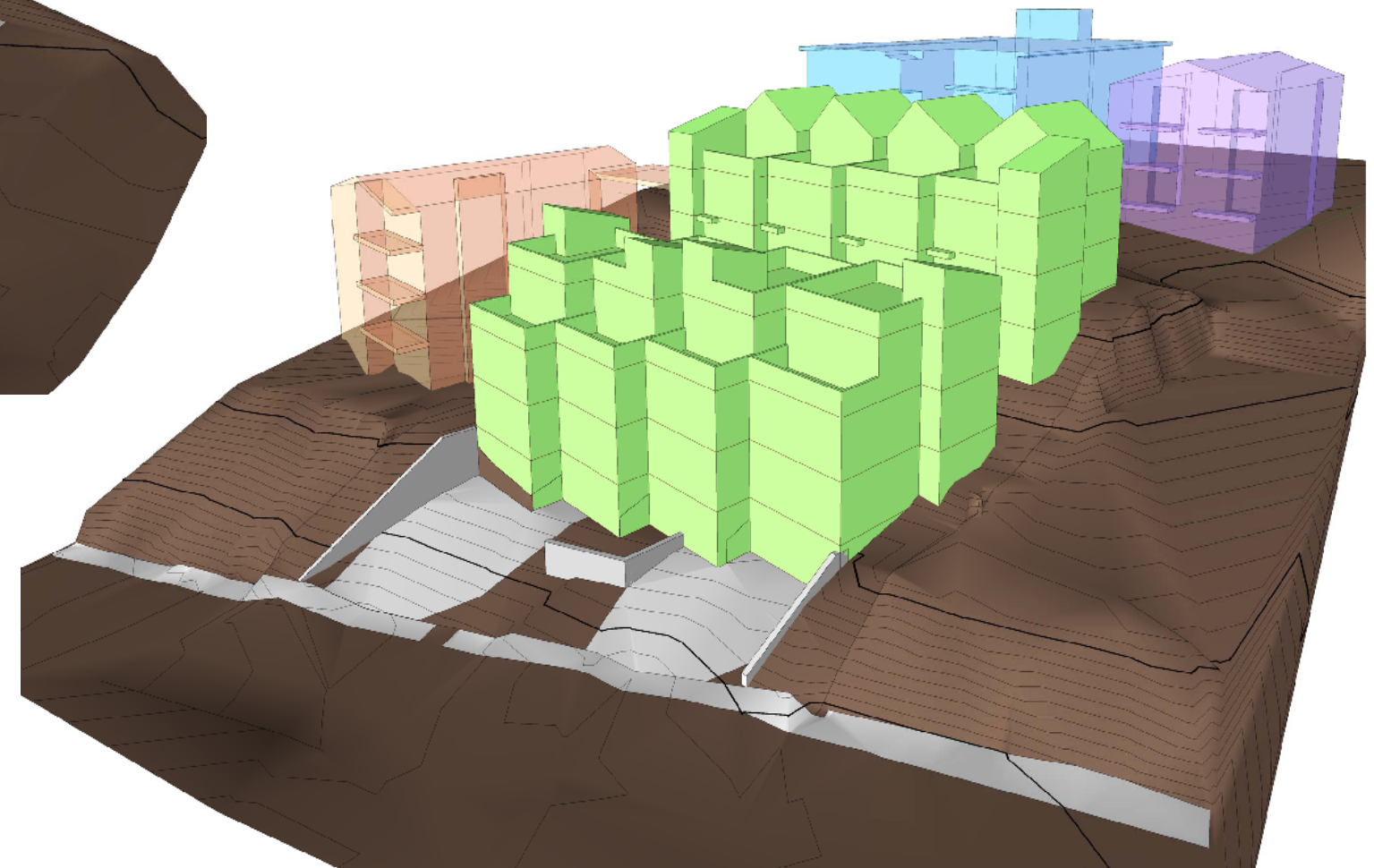


Site Plan & Section

# Site Perspectives



Looking Northwest

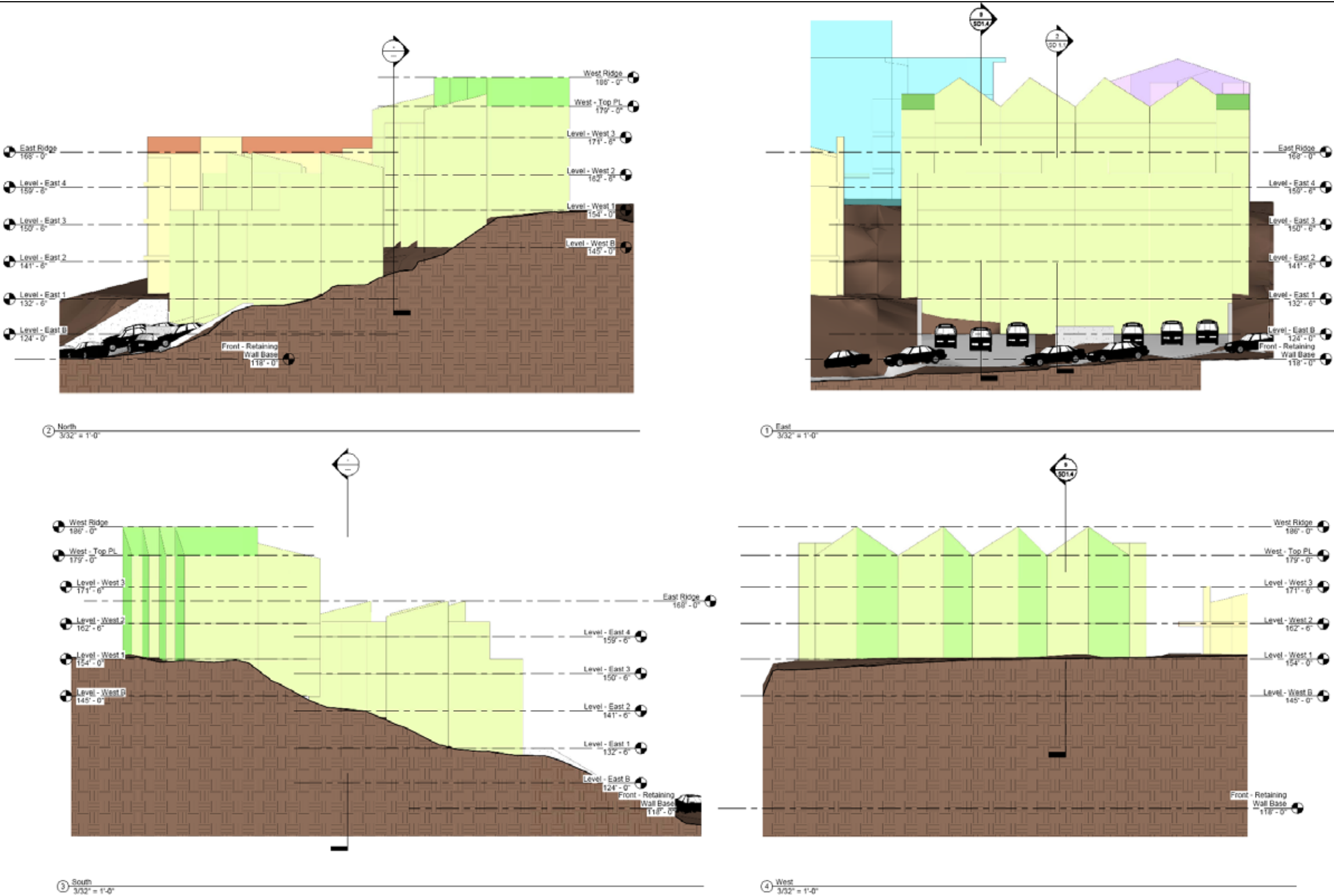


Looking Southwest

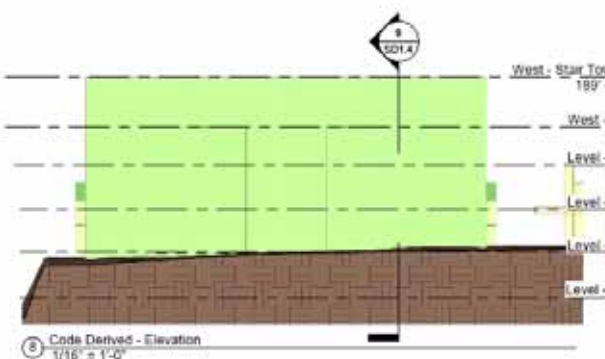
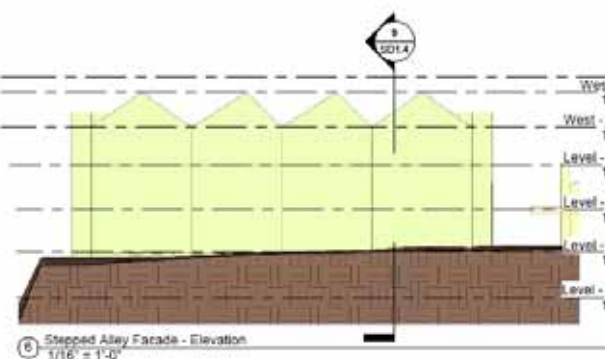
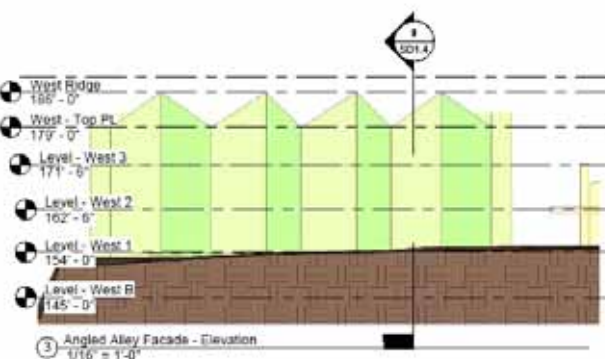
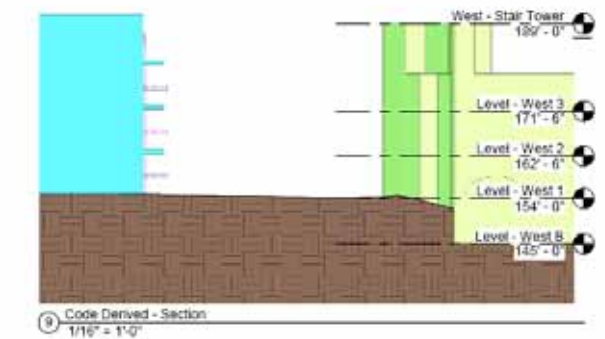
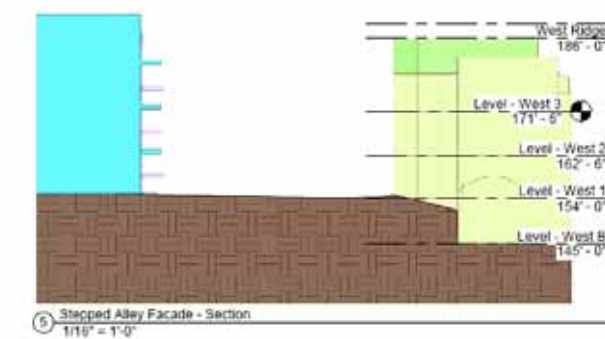
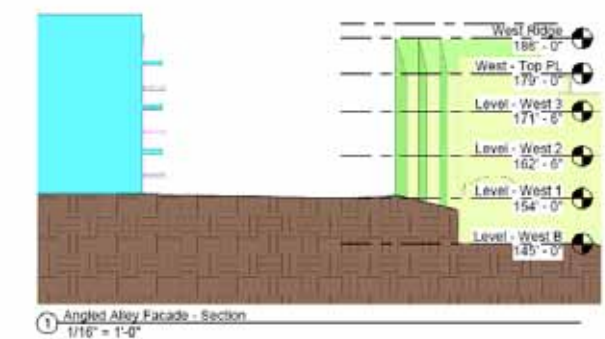
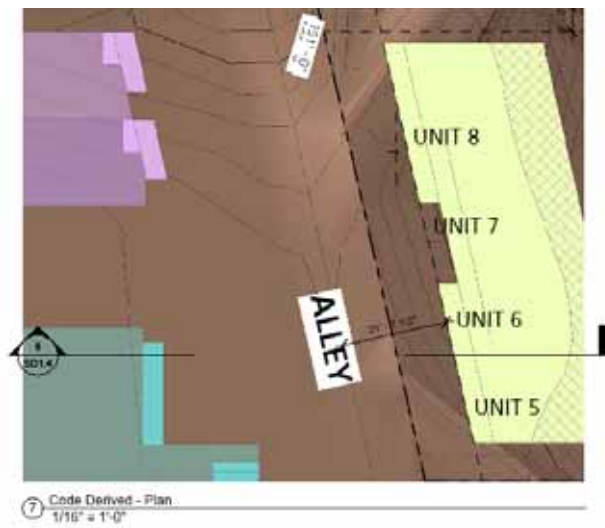
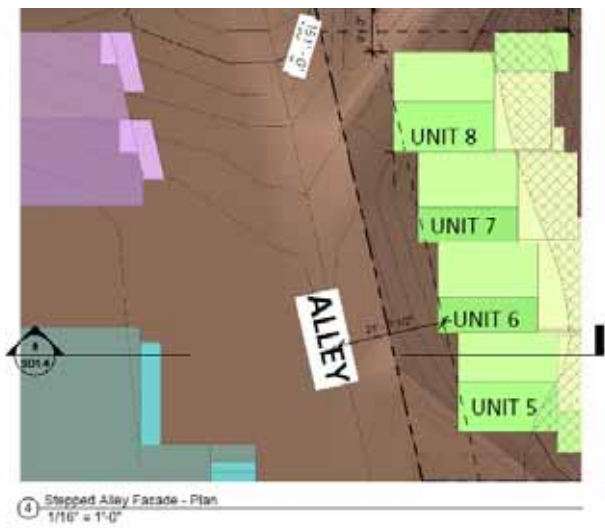
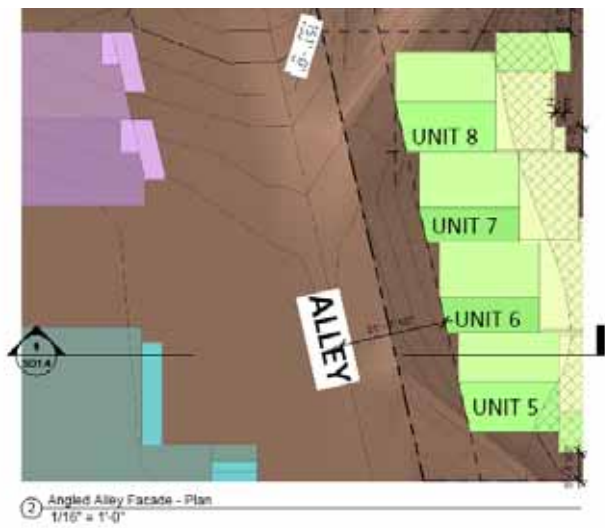
1. Building modulation is greater than required and occurs in both vertical and horizontal planes.
2. Side setbacks are larger than required allowing for a better circulation experience.
3. The project provides more parking than required by code – 50% more internal and 6 additional parking stalls on aprons. This helps alleviate the project's impacts on an already crowded neighborhood.
4. The project responds to the alley as a street rather than a backyard. It presents a better façade to the neighbors across the alley.
5. Better architectural design – not more faux craftsman townhomes. This is better for the neighbors and community.
6. The project will be more attractive than many projects in the surrounding context due to modulation, use of materials, and use of the site.
7. An active, well landscaped, intimate, usable courtyard space rather than small individual backyards chopped up with fences.
8. The project is not a cookie-cutter project built several times before. This is a unique design that would be almost impossible to recreate on a different site. This unique quality costs additional money to create and build but overall presents a better solution to the site than plans that were developed on a different site and modified to fit the current one.
9. The departures will allow more project costs to go toward better environmental design and construction helping to reduce the project's environmental footprint.
10. Moving open space to decks and roof planes will not change the presences of an interior courtyard – consequently, the project will have more landscaping and more green space than required by the spirit of the code.



# Elevations



# Alley Sections

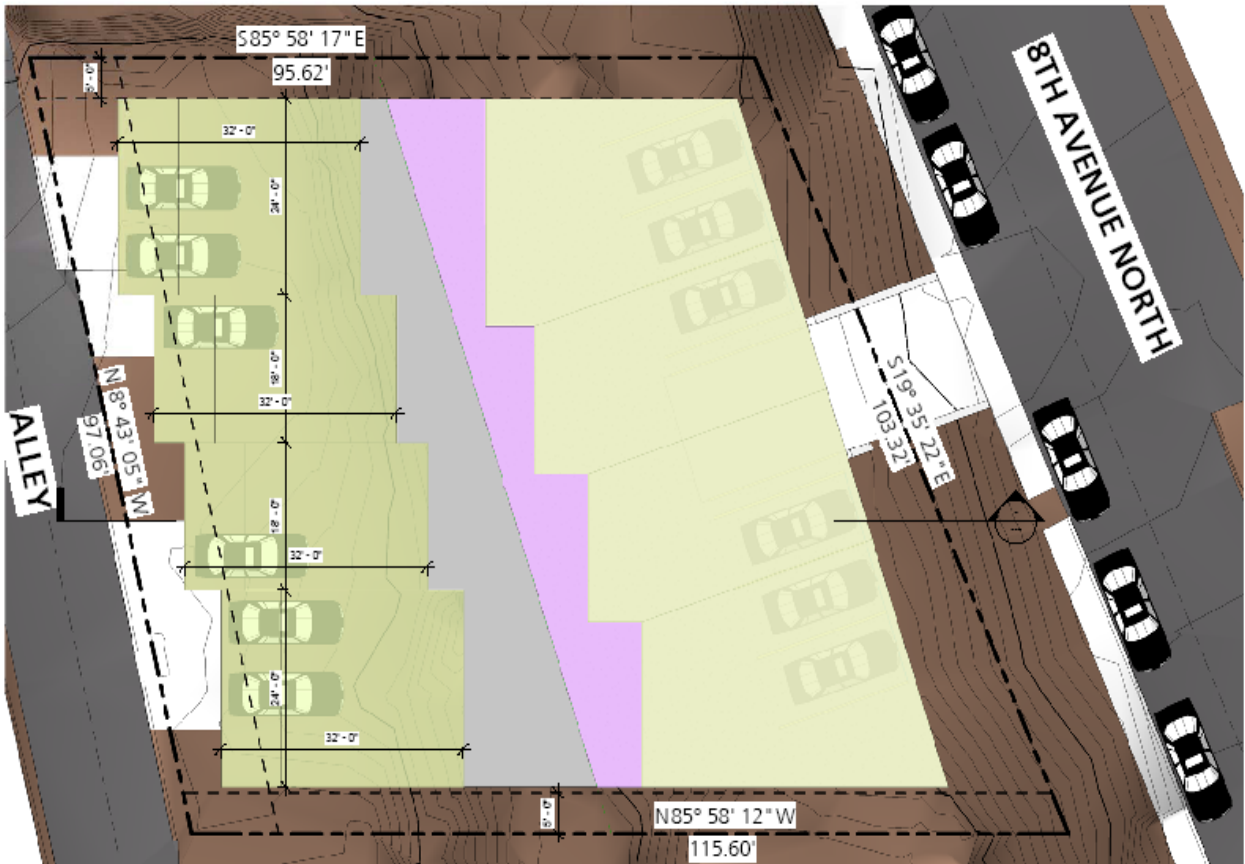




# Landscape Site Plan

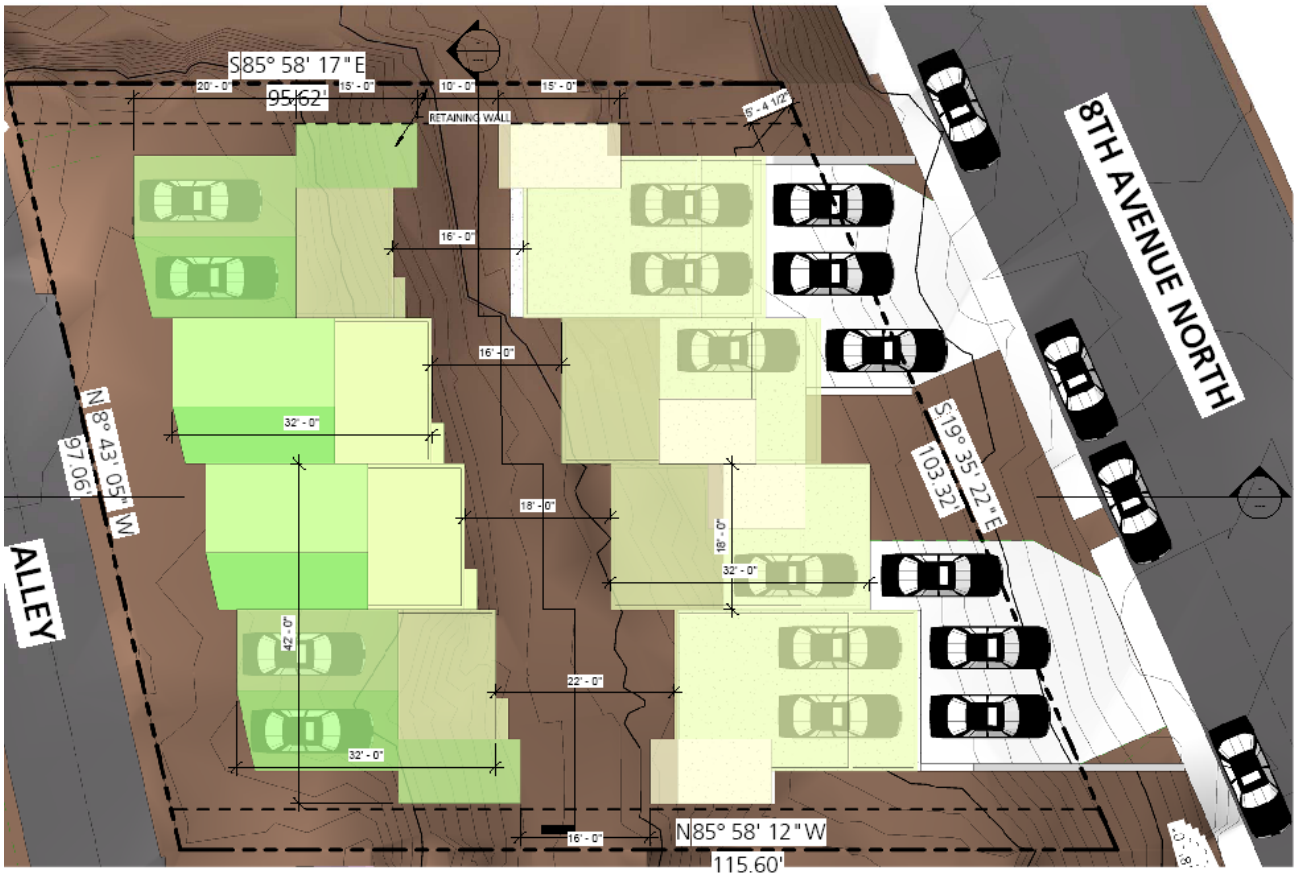


# Parking Diagrams



EDG Guidance Parking Plan

Street stalls = 5  
 Guest parking = 0  
**Total = 5**

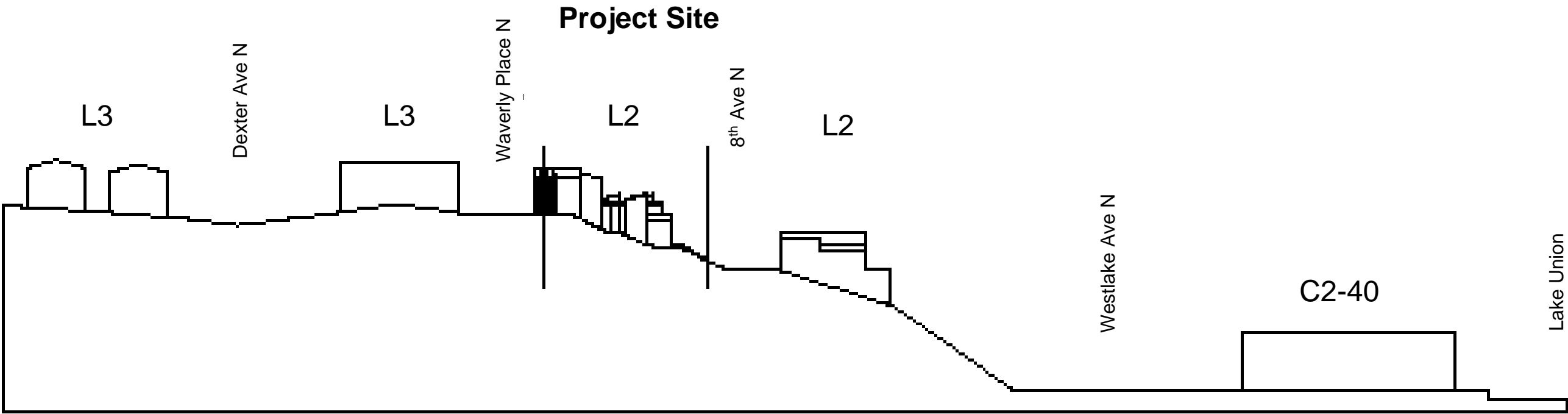


Preferred Option Parking Plan

Street stalls = 4  
 Guest parking = 6  
**Total = 10**



# Neighborhood Topography

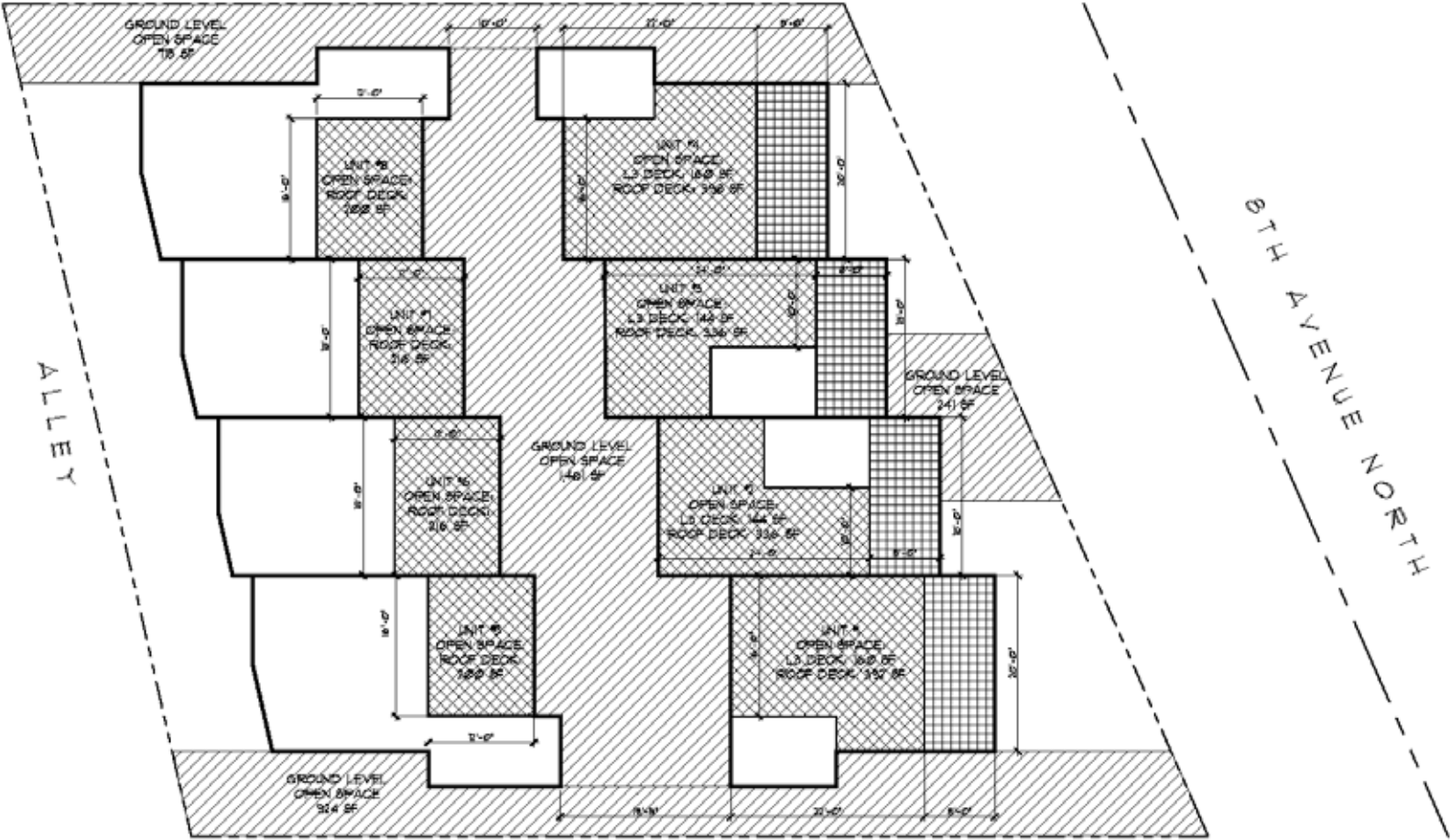


# Departure Matrix

Development Standard	Requirement	Proposed	Departure amount	Comments
<b>Maximum Structure Depth</b> SMC 23.45.011.A	65% depth of lot = (105'-7" x .65 = 68'-7")	97'-1"	28'-6"	This departure amount is more deceiving that it really is. The measurement process actually penalizes highly modulated structures such as this project. The spirit of the code was to address large structures taking up disproportionately large amount of the site from front to back. In the Preferred Option, no back-to-back location on our site is more than the allowable 68'-7" – this project certainly meets the spirit of the code.
<b>Setbacks (Cluster; Average)</b> SMC 23.45.014.D	Average setback = 25'-0"	17'-5"	7'-7"	In the first EDG meeting, the project had an interior courtyard proposed setback average of 14'-0" and the Board generally agreed that the courtyard would be designed to be both functional and intimate. The current Preferred Option has increased the average to 17'-5". The project meets the minimum dimensions, but not the average. Unlike most projects that meet this requirement with driveways at ground plane and ominous overhangs above, this project mitigates its diminished cluster setback using a highly modulated, landscaped courtyard with buildings terracing away from the courtyard allowing more light and air into the space.
<b>Open Space (Location)</b> SMC 23.45.016.A.3.a.1  <b>(dimension)</b> SMC 23.45.016.B.2.a	Location: Ground Level  Dimension: Minimum 10'-0"	Location: Roof Decks/Upper Decks  Dimension: 8'-0"	Location: From Ground to Roof  Dimension: 2'-0" (only @ certain decks)	The Board agreed that open space would be more useful at the upper floors where there was more light and air. The overall space at upper levels is 2,600 SF which exceeds the requirement of 2,400 SF. A few of the upper decks are only 8' wide instead of the required minimum of 10' wide. These numbers do not include the interior courtyard which would add another 1,600 SF of usable open space. Stepping the buildings back at all property corners add real benefit to the project and neighbors by providing view corridors into and out of the site – these areas are also not included toward the required open space. The open space departures are mitigated by providing varied landscaping and open spaces in quantities far exceeding the intent of the code.
<b>Access to Parking</b> SMC 23.45.018.B.3	<u>Either</u> Alley or Street (not both)	<u>Both</u> Alley and Street	To allow parking access from BOTH alley and street	Under Multi-family codes for Lowrise zones – <i>Parking and Access</i> , there exists <i>Location of Parking in Special Circumstances</i> . This section allows the Director to approve additional curb cuts and access from both alley and street for Lowrise zoned properties with steep slopes. In addition, the City is expected to modify the Lowrise codes in 2008 to eliminate the requirements for alley access only and the new codes will allow simultaneous access from both alley and multiple street curb cuts. This site is a steep slope making it virtually impossible to park without access from both street and alley. Given that there is a code provision addressing this particular steep slope challenge, the project design solution mitigates the impacts created by dual access.
<b>Curb Cuts (quantity or width)</b> SMC 23.45.030.F.1.d	(2) 10'-0" wide curb cuts, Or (1) 20'-0" wide curb cut	(2) 20'-0" wide curb cuts	10'-0" for each curb cut or 1 additional 20'-0" wide curb cut	Ganging two driveways together eliminates the request for 4 driveways and reduces the total curb cuts down to the code-allowed amount of two. Ganging the driveways together into a departure request for additional width is ultimately mitigated by the inclusion of guest parking on the site and its subsequent decrease in neighborhood parking demand.
<b>Setbacks – Rear</b> SMC 23.45.014.B	20% depth of lot = (105'-7" x .65) = 21'-1.5", 10'-0" minimum	19'-11" (8'-10" minimum)	1'-2"	The departure request is for 1'-2" decrease while the average setback is actually 1'-2" better than required. At the initial EDG meeting, the project contained a request to reduce the rear setback from 21' down to 10' and the Board recommended further study sections of the rear setback departure request to better evaluate the request. The current rear setback departure is from the required 21.1' to an average of 19.9' appears to be a good trade-off in that it allows for more modulation along the alley façade, it does not diminish the perception of view to the neighbors, and the average setback (22.4') is actually greater than required.
<b>Setbacks – Front</b> SMC 23.45.014.A	Average of adjacent properties (20'+8/2) = 14'-0", 5'-0" minimum	11'-7" average	2'-3"	The Board requested that we shift the project eastward to allow more viewshed to the neighbors across the alley even if this resulted in additional front setback departures. This departure request is to mitigate the movement of the project structures.



# Open Space Diagram

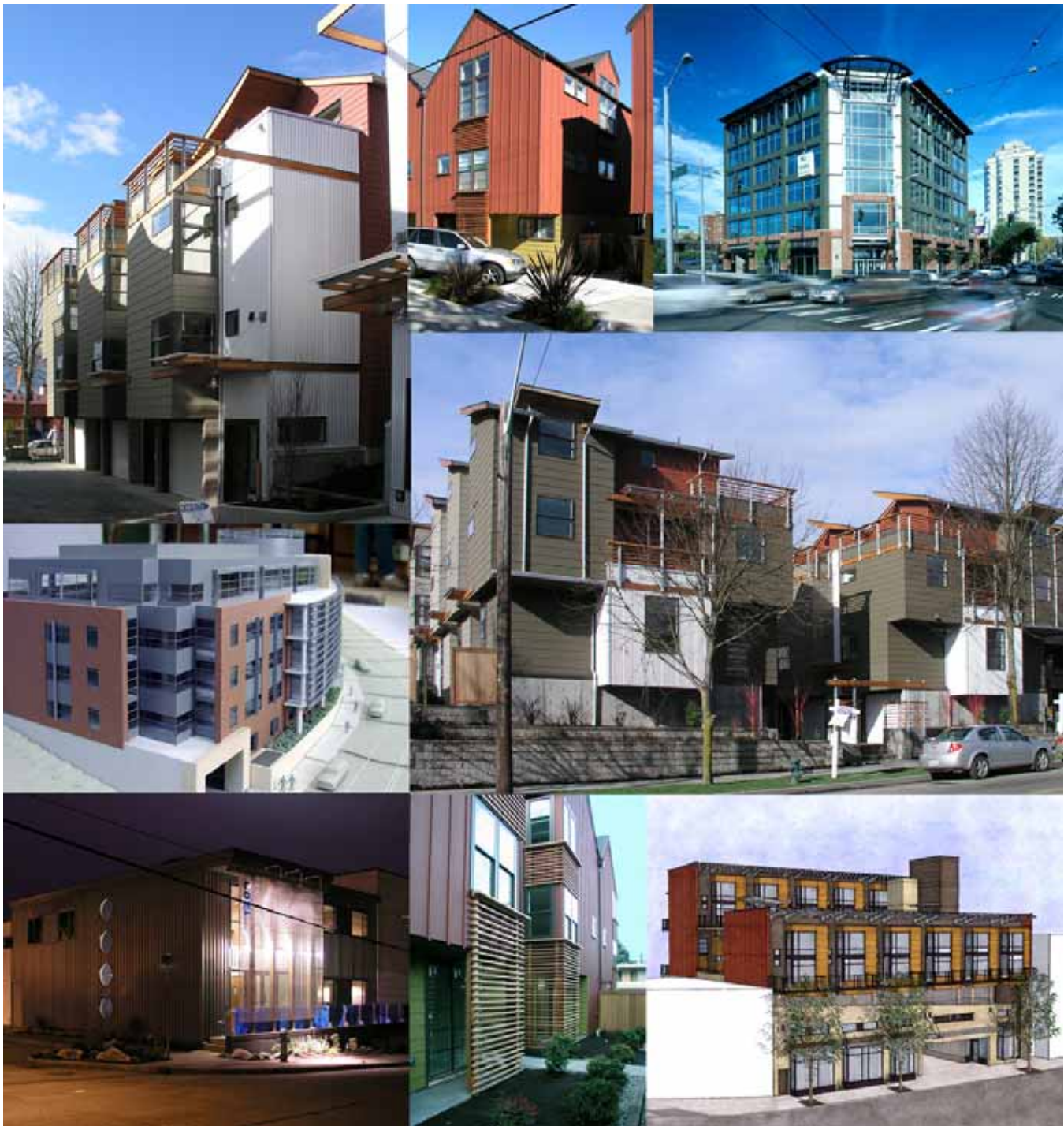


<b>OPEN SPACE:</b>			
300 SF/UNIT AVE REQUIRED = 2,400 SF			
<b>BUILDING #1 DECKS:</b>			
UNIT #1:	392+160=	552 SF	> 200 SF
UNIT #2:	336+144=	480 SF	> 200 SF
UNIT #3:	336+144=	480 SF	> 200 SF
UNIT #4:	392+160=	552 SF	> 200 SF
<b>BUILDING #2 DECKS:</b>			
UNIT #5:		200 SF	> 200 SF
UNIT #6:		216 SF	> 200 SF
UNIT #7:		216 SF	> 200 SF
UNIT #8:		200 SF	> 200 SF
TOTAL:		2,902 SF	
<b>GROUND LEVEL:</b>			
COURTYARD:		1,461 SF	
ALONG 8TH AVE:		241 SF	
NORTH FL:		715 SF	
SOUTH FL:		924 SF	
TOTAL:		3,341 SF	
OPEN SPACE PROVIDED = 6,243 SF			
AVERAGE OPEN SPACE = 780 SF/UNIT			
DEPARTURE REQUIRED FOR OPEN SPACE			
LOCATION & DIMENSION PER SMC 23.45.016			

<b>OPEN SPACE KEY:</b>	
	GROUND LEVEL OPEN SPACE
	LEVEL 3 DECKS
	ROOF TOP DECKS



# JT Architecture Local Images



# Local Images





# Design Images





# Design Images

