

u r b a n s i g h t

urbansight is the fruitful collision of passions and talents of gProjects, the builder, and b9 architects, the project architect.





① View looking southeast on 15th Avenue E.

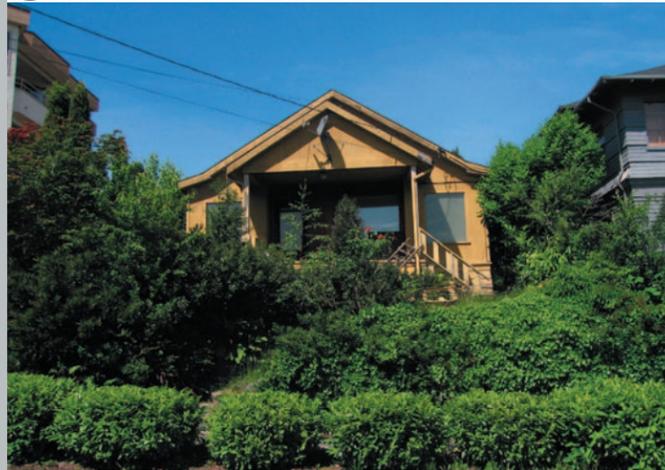


② Looking northeast on 15th Avenue E.



③ Looking south on Grandview Pl. E.

④ Looking west on Grandview Pl. E.



⑤ Looking east on 15th Avenue E.



⑥ Looking northwest on Grandview Pl. E.



⑦ Looking southwest on Grandview Pl. E.



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

EXISTING SITE

Uses

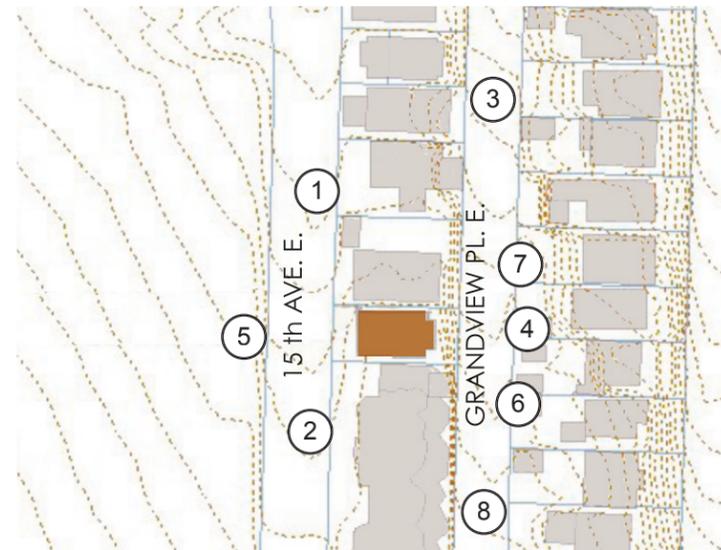
The site is located between 15th avenue east and Grandview place east, and is approximately 91 feet east-west and 40 feet north-south. The lot contains a somewhat dilapidated duplex house.

Topography

The site begins equal in topography at 15th avenue east, then climbs approximately 2 feet where it roughly levels off before dropping approximately 8 feet to Grandview place east. The site has spectacular lake and mountain views to the east, north east, and south east. From upper floors there is the possibility of west and north views.

Access

The site is bounded by 15th Avenue E to the west and Grandview Place E to the east. 15th avenue east is a minor arterial. While Grandview is narrow and one way (northbound) it does offer Metro bus service.



⑧ Looking north on Grandview Pl. E.



Site analysis summary:

15th avenue E

- Slopes slightly downhill to the north immediately in front of the site, then slopes down steeper to ship canal.

Grandview Place E

- Slopes slightly downhill to the north, ending at E Garfield St.

15th avenue E traffic

- Minor arterial connecting Capitol Hill to north Eastlake and the Univeristy area.

Solar access

- The south, and east and west sides of the site have great solar orientation. The north side has excellent ambient lighting.

Building mass

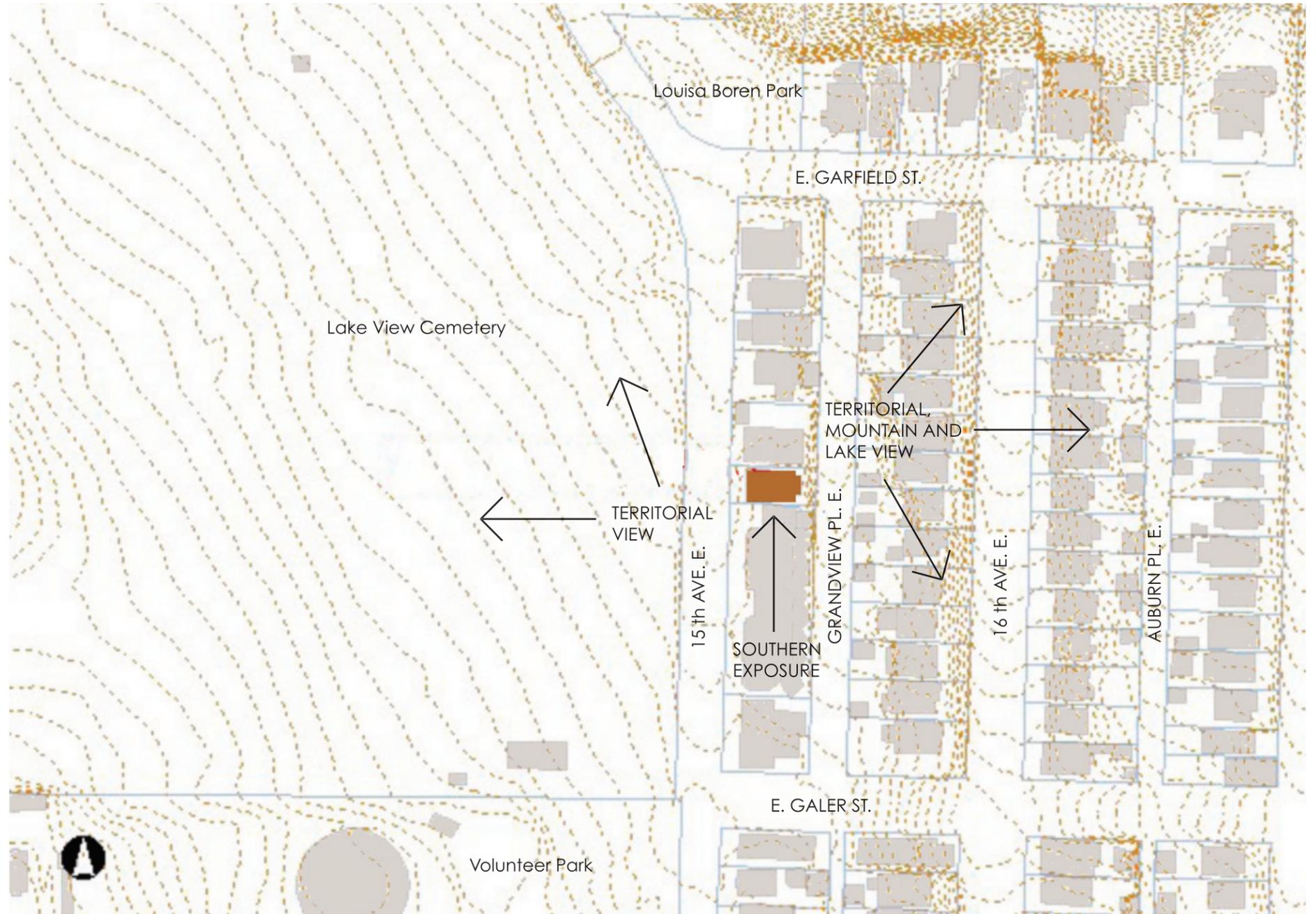
- Desire to address both 15th avenue E and Grandview Place E with modulation along its side elevations.

Views

- Striking views to northeast, east and southeast with additional territorial views to the west and northwest over Lake View Cemetery.

Parking access

- Propose new, 10 foot curb cut at Grandview Place E for access to below grade parking.



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

The site has a Lowrise-3 . Further description below.

Site location:	1530 15th Avenue E 3647 square feet
Site Zoning:	Lowrise 3
SEPA Review: CAM 208	Not required; see density calculation below (23.45.008).
Permitted Uses: 23.47.004 23.45.004	Residential
Height: in Multi-family zone 23.45.009	A. Maximum height is 30 feet C3. In Lowrise 3 zones the ridge of pitched roofs on principal structures may extend up to five (5) feet above the maximum height limit. All parts of the roof above thirty (30) feet in Lowrise 3 zones shall be pitched at a rate of not less than four to twelve (4:12). C4. No portion of a shed roof shall be permitted to extend beyond the maximum height limit under this provision.
Height: Rooftop features: 23.45.009 23.47.012	D4. May extend 10 feet above the maximum height limit, so long as the combined total coverage of all features does not exceed 15% of the roof area or 20% of the roof area if the total includes stair and elevator penthouses. H4. The following rooftop features may extend up to 15 feet above the maximum height limit, so long as the combined total coverage of all features listed in this subsection does not exceed 20 percent of the roof area or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment.
Lot Coverage: 23.45.010	A1. For townhouses, the lot coverage in Lowrise 3 is 50%; for this parcel of 3647 SF, 50% lot coverage = 1824 SF. For other uses 45% lot coverage = 1641 SF.
Density: 23.45.008	A. In Lowrise 3, density can be 1 dwelling unit per 800 sf of lot area; for 3647 sf, 4.56 units = 5 units allowable.
Structure Width/Depth: Table 23.45.011 A	Structure width for a building with modulation in L-3 is 120 feet maximum for townhouses, 75 feet maximum for apartments. Without modulation 30 feet or 40 feet with a principal entrance facing a street. Structure depth for L-3 is 65% depth of lot.
Setbacks: 23.45.014 Table 23.45.014 C	A1. Front Setback – The required front setback shall be the average of the setbacks of the first principal structures on either side, subject to the following: L-3, In no case shall the setback be less than 5 feet and it shall not be required to exceed 15 feet. B. Rear Setbacks – 25 feet or 15 percent of lot depth, whichever is less, but in no case less than 15 feet. C1. Side Setbacks – The required setback for structures in L-3 shall be determined by structure height and depth; refer to table 23.45.014 A. When the height of the side façade at its highest point is between 26-30 feet and structure depth is 65 feet or less, the side setback shall be an average of 6 feet with a minimum of 5 feet. When the height of the side façade at its highest point is between 26-30 feet and structure depth is 66 to 80 feet, the side setback shall be an average of 6 feet with a minimum of 5 feet. D. Required setbacks for cluster developments – In L-3 where 2 or more principal structures are located on a lot, the required setback between those portions of interior facades which face each other shall be 10 feet when the length of the facing portions of facades is 40 feet or less and 15 feet average when facing facades are 41 to 60 feet in length. D3. Setbacks shall apply only to those portions of the facades that are directly across from each other. F2. Unenclosed Decks and Balconies – may project a maximum of 4 feet into the required front setback provided they are a minimum of 8 feet from the front lot line in L-3.

Parking:
23.54.015 Required Parking
23.54.030 Parking Space Standards
23.45.018 Parking and Access - Lowrise Zones

Landscaping:
23.45.015

Open Space:
23.45.016

Modulation:
23.45.012

Chart A. 1 space for each dwelling unit for L-3
B1A. Residential Uses – When 5 or fewer parking spaces are provided the minimum required size of a parking space shall be for a medium car.
B2b. Street access required when the lot does not abut a platted alley;
C1. Parking Location and Access – Parking shall be located on the same site as the principal use.
C2. Parking may be located in or under the structure, provided that:
a. For ground-related housing, the parking is screened from direct street view by the street-facing facades of the structure (see Exhibit 23.45.018 A), by garage doors, or by a fence and landscaping as provided in subsection D of Section 23.45.018 (see Exhibit 23.45.018 B).
b. For apartments, the parking is screened from direct street view by the street-facing facades of the structure. For each permitted curbcut, the facades may contain one (1) garage door, not to exceed the maximum width allowed for curbcuts (see Exhibit 23.45.018 A).

A1. A minimum landscaped area equivalent in square footage to 3 feet times the total length of all property lines provided shall be provided.
A4. Street trees shall be provided in the planting strip according to SDOT Planting Standards, unless it is not possible to meet the standards.

A3a. Ground-related Housing - In L-3 zones an average of 300 square feet per unit of private, usable open space, at ground level and directly accessible to each unit, shall be required. No unit shall have less than 200 square feet.
A3a(2). Apartments – Lowrise 3
i. A minimum of twenty-five (25) percent of the lot area shall be provided as usable open space at ground level, except as provided in subsection A3b(2)ii.
ii. A maximum of 1/3 of the required open space may be provided above ground in the form of balconies, decks, individual unit decks on roofs or common roof gardens if the total amount of required open space is increased to 30% of lot area.
B1c(1). In L-3 the required open space for each ground-related dwelling unit is not required to be in 1 contiguous area, but no open space area shall be less than 120 square feet. No horizontal dimension of the open space shall be less than 10 feet.

A1. Modulation shall be required if the front façade width exceeds 40 feet with a principal entrance facing the street;
D1a. (1) The minimum depth of modulation shall be 4 feet;
(2) When balconies are part of the modulation and have a minimum dimension of at least 6 feet and a minimum area of at least 60 sf, the minimum depth of modulation shall be 2 feet;
b. The minimum width of modulation shall be 5 feet.

① nearby Volunteer Park





① entrance to Lake View Cemetery



② Volunteer Park - Black Sun by Isamu Noguchi



③ single family house on E. Olin Pl.



④ multifamily building on Grandview Pl. E. and E. Galer St.

⑦ Cafe on 17th Ave. E, and E. Galer St.



⑥ Louisa Boren park

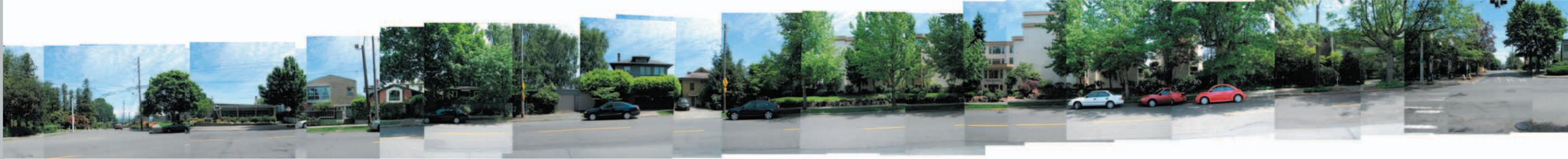


⑤ Volunteer Park Conservatory





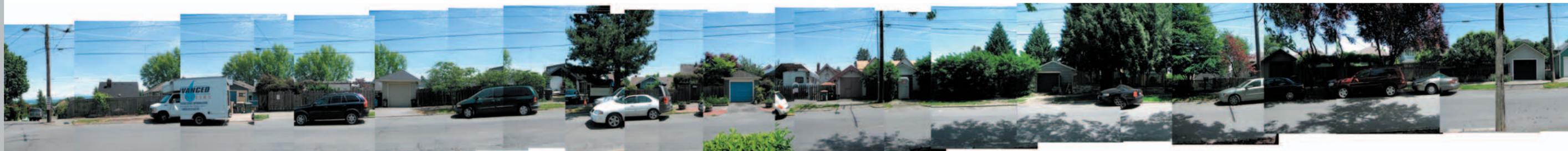
① panoramic view along 15th Ave. E, looking west



② panoramic view along 15th Ave. E, looking east



③ panoramic view along Grandview Pl. E, looking west



④ panoramic view along Grandview Pl. E, looking east

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

Neighborhood Context and Adjacent Zoning

Land Use

The site sits towards the north end of a 2 block strip of L-3 zoning along 15th avenue east. Generally, to the south are large condominium buildings and to the north are single family and duplex residences. The site is virtually surrounded by parks and open space, including Volunteer park, Interlaken park, Lake View Cemetery, I-5 Colonnade Pro Park (Howe Street park), and Louisa Boren Park at the end of the street.

Architecture

The architecture varies dramatically in this neighborhood with a wide range of building types. Along 15th avenue east, there are older apartment or condominium buildings, single family and duplex homes, a recently built townhome project, and Lake View Cemetery office, all of various architectural types. Four large blocks south is the north end of the vibrant commercial district along 15th Avenue E. Across Grandview place east the neighborhood is marked by turn of the century single family homes.

Topography and Views

The land generally slopes from 15th avenue east to Grandview place east, which affords views of Lake Washington, the Cascade range, and the University of Washington. There are territorial views over Lake View Cemetery to the west and northwest.



① Volunteer Park entrance from 15th Ave. E.



④ view of typical single family houses in SF5000 zoning



② view of Parke Grandview on 15th Ave. E.



③ view of apartment building in L-3 zoning on Grandview Pl. E

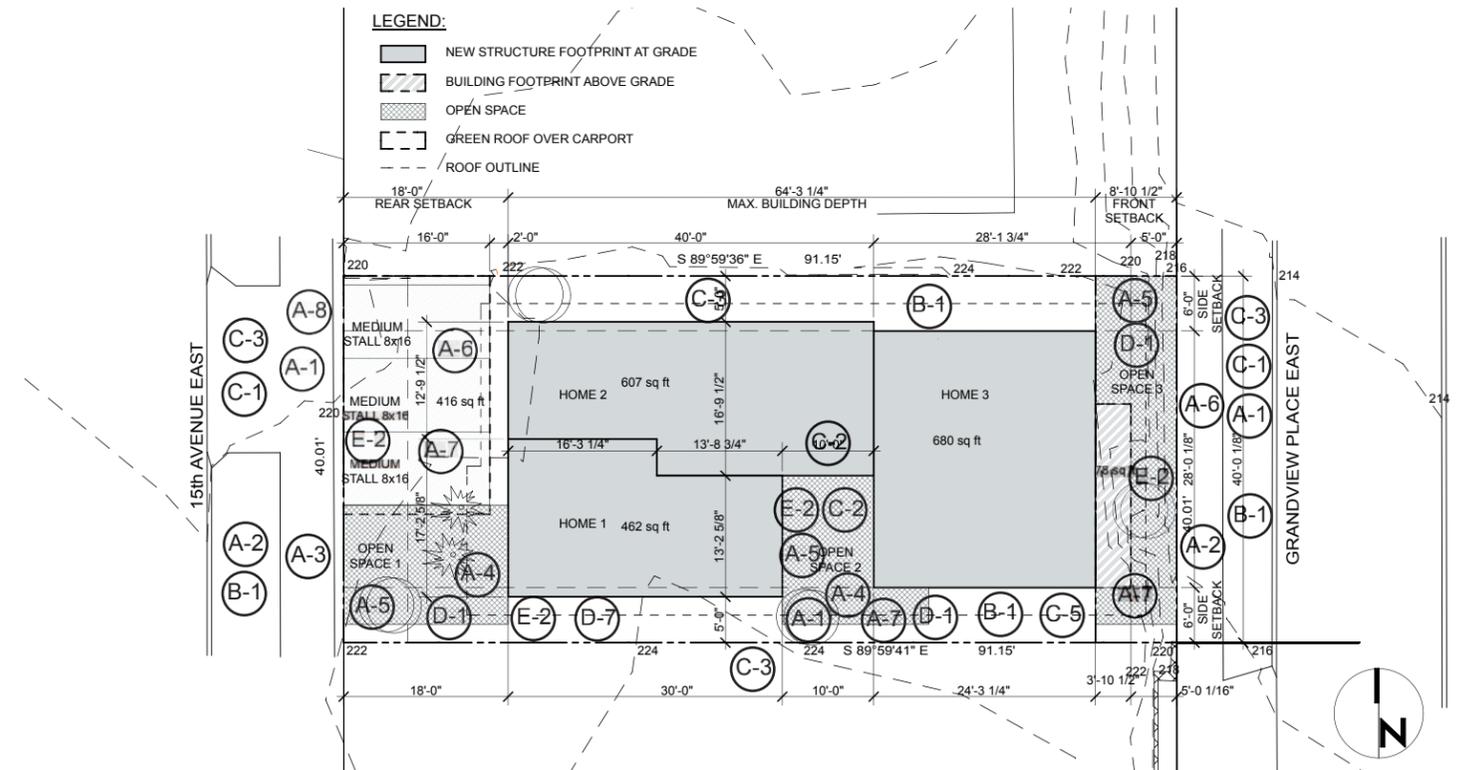
⑤ view of office building on corner of Grandview Pl. E & E. Garfield St.



Design Review Guidelines for Multifamily and Commercial Buildings.

A-1. Responding to Site Characteristics:	The building's massing reflects the slope of the site, with a reduction in massing at the sloped end of the site. In addition, the roof of the building slopes down to the south to provide adequate slope and area for a photo voltaic array.
A-2. Streetscape Compatibility: B-1 Height, Bulk and Scale Compatibility:	The 15th Avenue E façade and the structure's height are planned to continue the eclectic mix of building heights and series of single family, duplex and condominium buildings immediately adjacent and in the adjacent blocks. The portion of the building facing onto E Grandview Place will be designed to respect the adjacent single family zone to the east and to bridge the difference between the two zones on our site. In addition, we intend to reduce the bulk and scale to be respective of the surroundings by taking allowable floor area from the third floor and relocating it to the first and second floors. This reduction in mass above requires a departure for structure depth.
A-3 Entrances Visible from the Street: A-4 Human Activity: D-1 Pedestrian Open Spaces and Entrance:	Entrances to the homes will be primarily off the central courtyard at the interior of the site with additional doors facing the streets. A sense of community will be created among the residents by commonly using the courtyard for access and decks that connect to and extend into it from the third floor of the three homes.
A-5 Respect for Adjacent Sites:	The combination of shrunken open spaces at grade, increased structure depth, and the center courtyard for primary access will minimize disruptions of privacy for neighboring residents. The courtyard focuses the social activities of this project towards the center of the property, and therefore not near neighbors. By reducing open space requirements, potentially disruptive behavior is relocated to all the adjacent parks.
A-6 Transition Between Residence and Street:	We believe that interaction between the residents and the neighbors will happen along both street fronts, 15th Ave E and Grandview Place E, in the home's entrances and at the central courtyard. The courtyard is particularly being designed to encourage social interaction. There will be decks looking into the courtyard as well as to both 15th Avenue E and E Grandview Place to promote a connection to the street.
A-7 Residential Open Space: D-1 Pedestrian Open Spaces and Entrance: D-7 Personal Safety and Security:	Within several adjacent parks there are as much as 114 acres of attractive, usable open space; at Volunteer Park across 15th Ave E, Louisa Boren Park at E Galer and 15th Ave E, a half block to the north, at Intellocken Park two blocks to the northeast. In addition there are 285 acres of greenspace directly across 15th Ave E in Lake View Cemetary. It is our belief that by limiting private open spaces at grade, use of this multitude of parks will be encouraged. Additional residential open spaces proposed is in decks above grade facing east accessing fantastic views from the site.
A-8 Parking and Vehicular Access:	Autobmobile parking shall be at grade, accessed from a widened existing driveway along 15th Avenue E. This will essentially mimic the existing parking condition, which currently provides access to two at grade stalls. The proposal seeks to provide one additional stall. In order to minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety we are proposing selective landscaping adjacent and a green roof above.
C-1 Architectural Context:	There is not a dominant architectural context along 15th Ave E or E Grandview Place. To the extent possible we will respect character and scale while designing a project that provides thoughtful fenestration and massing aware of the L-3 context along the streetfronts and the adjacent single-family surrounding to the east.
C-2 Architectural Concept and Consistency:	The design approach is informed by three primary concepts: create a net zero energy building, design opportunities for shared community interaction, and manipulate unique volumes for living spaces that interact with each other and the community spaces. The roof design is directly informed by the desire to provide maximum area for PV and daylight through clerestories, the building's entry and courtyard offer spaces for planned and informal interactions, and the homes, each unique, are arranged around the courtyard in a manner that allows connection and privacy simultaneously.

C-3 Human Scale:	At the streetscape along 15th Ave E and E Grandview Pl as well as in the courtyard and along the north and south façades the massing is modulated with recesses and decks to respond to the human scale.
C-4 Exterior Finish Materials:	We will use durable and maintainable materials at the buildings' exterior that also respect the need for sustainability.
D-1 Pedestrian Open Spaces and Entrance:	The home's entrances shall be featured on both the 15th Ave E façade and the Grandview E façade and in the courtyard, and shall be reinforced by specific modulation and roof design. The space between the street and building wall shall be well lit and landscaped to provide comfort and a feeling of security. The interior courtyard will be visibly connected to the building's street entrance and will provide additional natural light and landscaping to enhance the open spaces around the entry.
D-2 Blank Walls:	There shall be no blank walls facing the street or neighbors.
D-6 Screening of Dumpsters, Utilities, and Service Areas:	Trash and recycling will be screened from the street and be located in the garage below grade.
D-7 Personal Safety and Security:	We intend to have all access come from the south edge of the property and be well lit and have a direct view from the home entrances.
E-2 Landscaping to Enhance the Building and/or Site:	Landscaping, including living plant material, special pavements, trellises, green roof over carport, screen walls, planters, site furniture shall be incorporated into the design of the ground and outdoor decks above grade in the project. The landscaping, broadly defined to include existing and new trees, the plants in the reduced open spaces, and the plantings in the courtyard shall enhance and help stitch together the project site with its surroundings.



4. Please describe the proponent's development objectives for the site, indicating types of desired uses and approximate structure sizes, as well as any potential requests for departures from development standards:

Objectives

Our primary objective is to construct a small, zero energy townhome building containing three units with at grade parking. We would seek to achieve zero energy by utilizing roof top photo voltaic panels (PV) for electricity generation and geothermal heat pumps for water heating. The architecture will reflect the building's progressive leanings. The need for a massive array of PV will be expressed in the architecture of the building.

Desired Uses

Townhomes

Three townhomes, ranging from 1300 to 2420 square feet, will provide the opportunity for people to live in the highly desirable north Capital Hill neighborhood in a zero energy building. The preferred design will allow opportunities for the home to express their progressive thinking and individuality through the architecture and zero energy features. Further environmental consciousness will be expressed through material choice, building practices, and site planning. Natural light will reach deep into the homes because of thoughtful fenestration, double height spaces, and massing choices. Thoughtful architecture and green building practices will demonstrate that these homes are informed by time and place. These homes will be certified built-green and we are exploring a LEEDs certification. While addressing 15th avenue east, for security and circulation reasons the homes will center onto an interior, rather vertical courtyard space from which people will come and go. Beyond security, this courtyard will serve as a place for people to experience informal interaction and bring additional natural light into the homes. The individual homes will all have direct access to the central courtyard in order to activate the communal space as much as possible. Further development of the building's exterior through modulation of the exterior wall combined with decks and variation in materials and window treatment will express individual spaces and reduce the mass of the building.

Approximate Structure Size

Zoning allows 30 feet in height, with additional 4 feet for a parapet and/or clerestory, It is our intent to utilize the full height permitted in order to achieve our goal of net zero energy for the project.

Access and Parking

The proposed access is through a widened existing curb cut on 15th Avenue E to a permeable driveway. This driveway will be paved with grass-crete or similar, allowing vegetation to paint the area green. There will be parking for at least 3 vehicles at grade that will back out onto 15th Avenue E.

Potential Design Departures

Open Space, Structure Depth, Lot Coverage and Driveways

It is our understanding that the City is moving towards reducing or eliminating small, virtually unusable private open space (typically found in the front and rear setbacks of more traditional townhouse developments) in favor of common areas and reliance on the City's public park network. In anticipation of this change, and because of the development's proximity to Volunteer park, Interlaken park, Lake View Cemetery, I-5 Colonnade Pro Park (Howe Street park), and Louisa Boren Park, we are proposing to reduce the amount of at grade open space in exchange for providing additional space above grade in the form of private decks.

While each family will have a private deck(s) and access to potentially shared decks and open space at ground level, close proximity to a number of parks is for virtually all recreating needs. A brief list of amenities by park follows:

- Volunteer park (48.3 acres) contains tennis courts, a wading pool/ water feature, Volunteer park conservatory, Seattle Asian Art Museum, children's play area, water tower, sculptures and a band stand.
- Louisa Boren Park (7.2 acres) contains a scenic viewpoint, benches and a sculpture.
- Interlaken park (51.7 acres) contains a bike trail, hiking trail and walking paths and is densely wooded.
- I-5 Colonnade (7.5 acres) contains pedestrian walkways, bike commuter trails and a mountain bike course.
- Lake View Cemetery (285 acres) contains Garfield monument, Wade chapel, Rockefeller monument, and Bruce Lee resting in peace.

By reducing open space, families will choose from the multitude of parks for relaxing, running and chasing, hiking, biking, their cultural amenities, for birthday parties, and perhaps, croquet or similar games. The families' quality of life is improved, and the parks are improved by more people taking advantage of their incredible features.

Permitting an increase in structure depth allows for a reduction of the building mass at the third floor which is then redeposited at the first two floors. Because this floor area occupies the center of the site and projects as a cantilever four feet into the required front setback at least eight feet above finished grade, we do not require a departure for setbacks. The additional structure depth creates at the first two stories minimizes the impact on the neighbors to the north and south as we intend to preserve views and exposure as much as possible. In addition, this relocation of floor area supports the creation of the vertical courtyard area within the building. It is an amenity space at multiple levels 'within' the building (though it is an exterior space), functioning as an outdoor room and fostering a community between the owners at grade and when possible at the decks on the third floor.

While the proposed principal structure meets the required 50% lot coverage, we are seeking a departure for lot coverage in order to provide a green roof over at grade parking. The potential to capture rainwater and to minimize the visible impact of the parking support the need for this minor departure. In order to locate parking along 15th Avenue E and to maintain the access presently provided through a curb cut onto 15th, we require a departure for driveways. Currently two vehicles from the existing duplex back onto the minor arterial. We can demonstrate that it is appropriate to provide parking access from 15th Ave E with only providing the need for one additional stall to back out onto 15th.

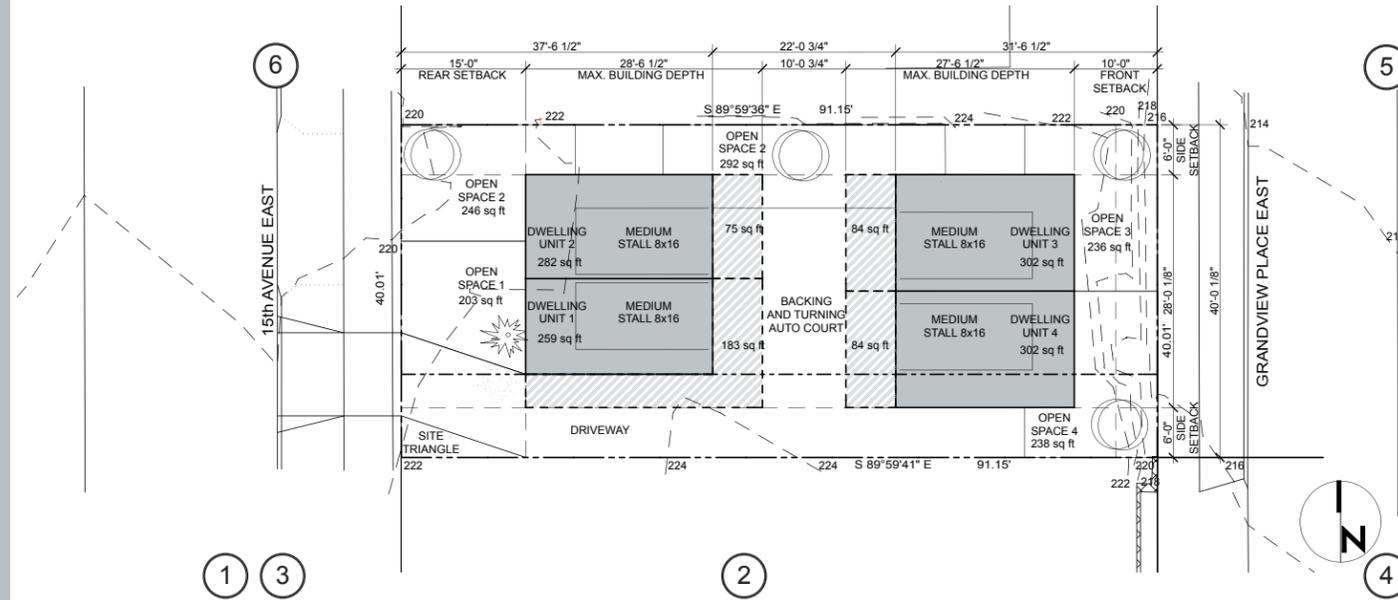
Additionally because of our desire to have the architecture reflect the ideals of project, we seek to extend some of the solar arrays further into the setback along 15th Avenue E. We have engaged in discussions with the neighbors and have attempted to address their concerns in our preferred alternative. We believe through this process that the proposed departures will improve the development, and improve the neighborhood.

Description Site Plan

Alternative 1 offers a design of two duplexes centered around a central parking court and 22-foot wide access driveway. This is a vehicle oriented configuration with small homes. The open space and setbacks on the conform to requirements of the land use code.

Description Building Design Massing

The massing maximizes the permitted heights with gabled roofs. Structure width at the ground level is limited by the 10-foot wide driveway from 15th Avenue E. Structure depth is limited by the front and rear setbacks and 22-foot wide parking access at the center of the site. The two buildings are essentially identical and cantilever over the parking access.



1 aerial view from southwest



2 view from south



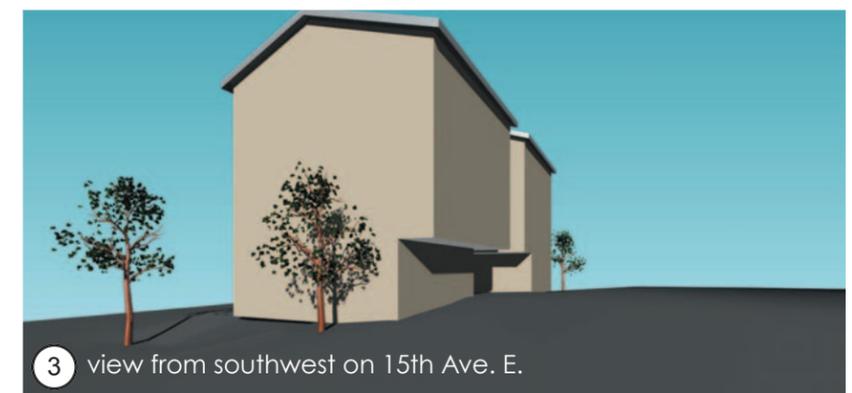
6 view from northwest on 15th Ave. E.



5 view from northeast on Grandview Pl. E.



4 view from southeast on Grandview Pl. E.



3 view from southwest on 15th Ave. E.

10 Sept. 2008

1530 15th ave. e.

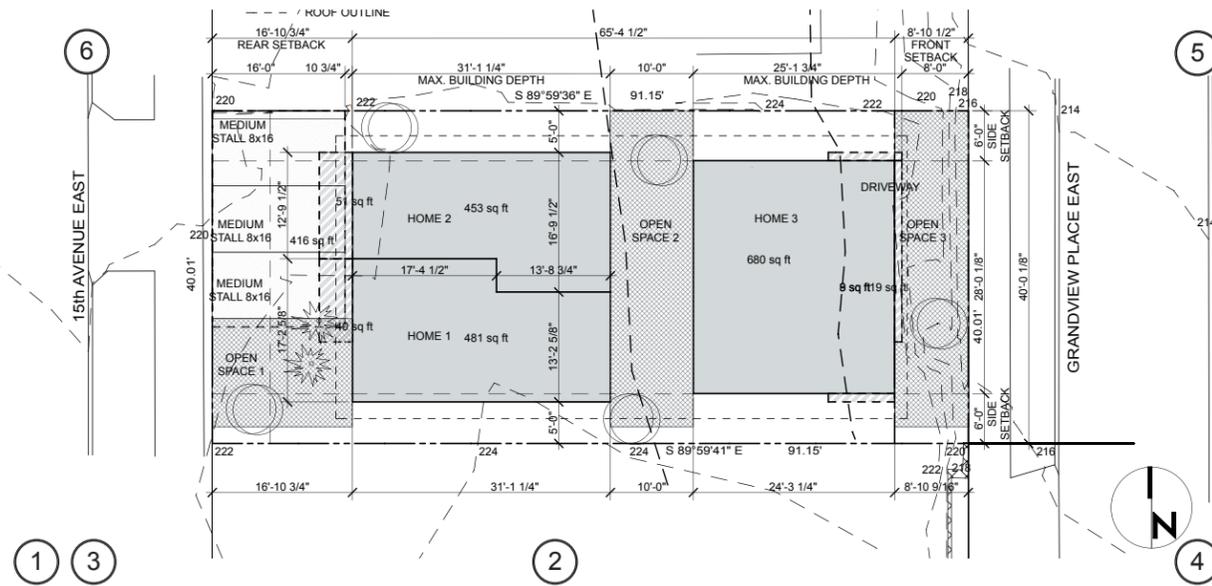
early design guidance 1530 15th avenue e.

Description Site Plan

Alternative 2 offers a design with two three-story structures separated by a 10-foot courtyard. Grandview Place E becomes the front of the project, with the single-family home sited towards the east end of the lot. Facing on to 15th Avenue E and the center courtyard is a duplex, separated from the minor arterial by three at grade parking stalls. Pedestrian access is from 15th Avenue E for the duplex, along the south side of the building, and into the open-air courtyard at the building's center. All homes will have doors off this common space, with additional doors facing the streets. Although no departures are required for this structure, a departure for additional lot coverage and parking access will allow for covered parking beneath a green roof at 15th Ave E.

Description Building Design Massing

The massing is designed to the permitted height limit and takes advantage of the additional height allowed by parapets and clerestories. The roof, designed as two sheds that slope down to the south and extend over the central courtyard dictate the building's primary massing approach. Facing 15th Avenue E, the massing is three stories, in anticipation of future larger development. Facing E Grandview Place, the massing is also three stories, stepped down from the massing beyond to be respectful of the single-family dwellings across the narrow street. In addition the reduced massing on the Grandview side allows for a deck with territorial, mountain and water views. Facing onto 15th are decks for the duplex that provide for anticipated territorial and mountain views. The carport is detached from the duplex, will have a green or vegetated roof. After considering sight lines, the structure will be hidden by dense plantings on its north and south sides.



1 aerial view from southwest



2 view from south



6 view from northwest on 15th Ave. E.



5 view from northeast on Grandview Pl. E.



4 view from southeast on Grandview Pl. E.



3 view from southwest on 15th Ave. E.

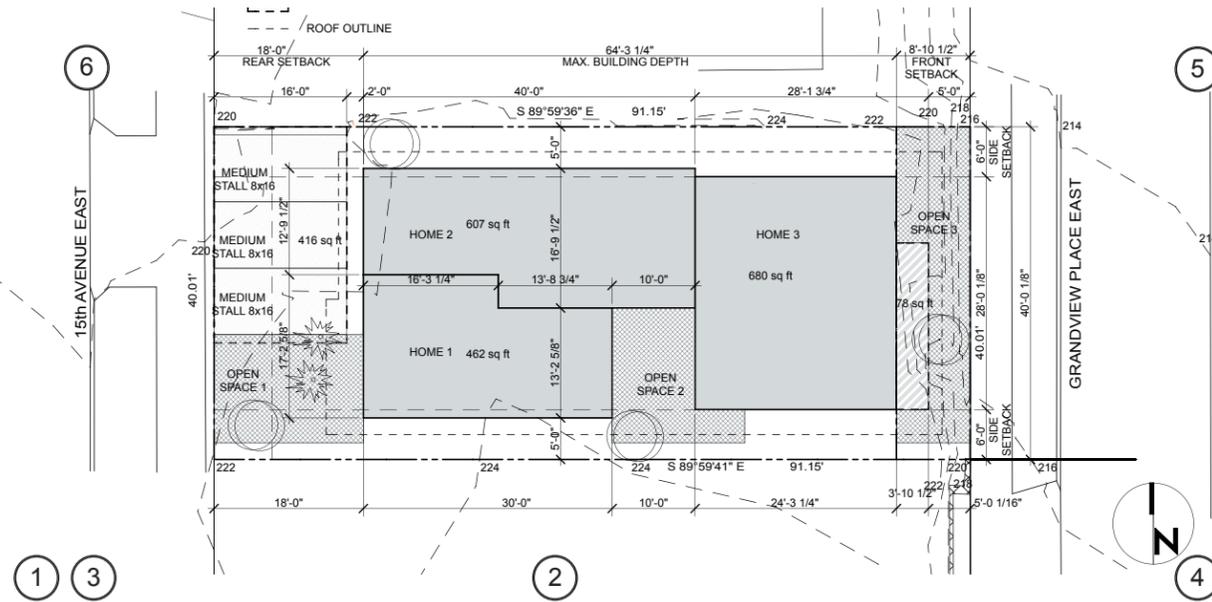
alternative 2

Description Site Plan

Alternative 3, the preferred option, offers a design with a single three-story structure with a 10-foot by 18-foot courtyard open to the south. Grandview Place E becomes the front of the project, with the largest home sited towards the east end of the lot. Facing on to 15th Avenue E are two smaller homes; all of the homes take access and additional daylight from the courtyard at its center. Pedestrian access will be from either street along the south side of the building and into the open-air courtyard at the building's center, with guests encouraged to enter from Grandview Place E. All homes will have doors off this common space, with additional doors facing the streets. Although it provides less total square footage than Alternative 2, this scheme requires a departure for structure depth. As in Alternative 2, a departure for additional lot coverage will allow for covered parking beneath a green roof at 15h Ave. E.

Description Building Design Massing

The massing is designed to the permitted height limit and takes advantage of the additional height allowed by parapets and clerestories. The roof, designed as a shed that slopes down to the south provides the maximum surface for a solar photo voltaic array as a component of the building's design to achieve net zero energy use. To primarily benefit neighboring properties, we are proposing to shift nearly half the third floor massing down to the first two floors. This bulding mass connects the two structures from Alternative 2 at the ground and second levels, creating the south-facing courtyard. Shifting the building mass is an elegant solution that mitigates neighbors' view and massing concerns, while creating a shared space for future owners at grade. While not painless (this is valuable view square footage that is moving to the viewless center of the project), this approach appears to be an appropriate solution for the neighborhood. This approach, however, triggers several departures including structure depth, open space (distribution only), lot coverage (parking structure only), and parking access.



1 aerial view from southwest



2 view from south



6 view from northwest on 15th Ave. E.



5 view from northeast on Grandview Pl. E.

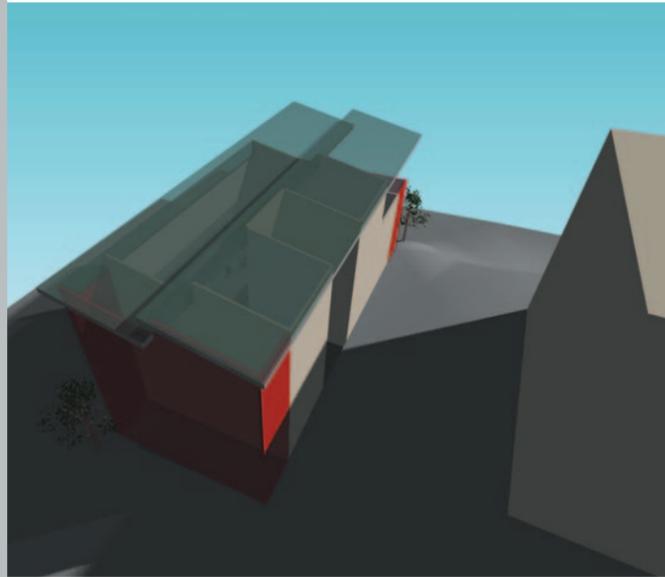


4 view from southeast on Grandview Pl. E.

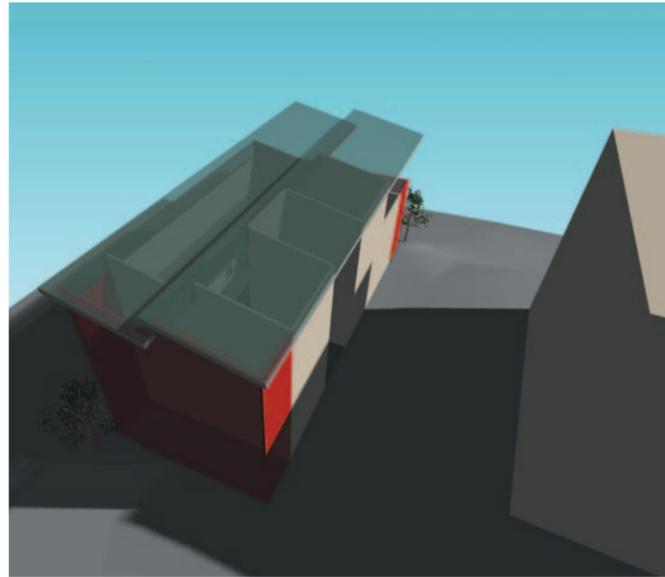


3 view from southwest on 15th Ave. E.

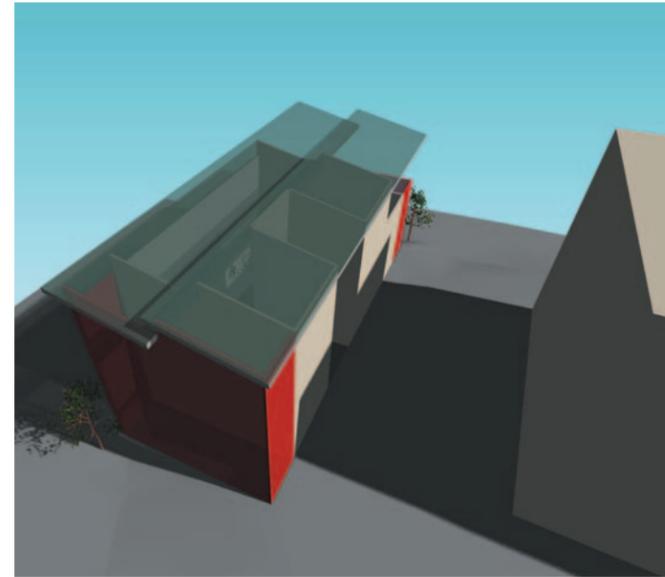
alternative 3 preferred option



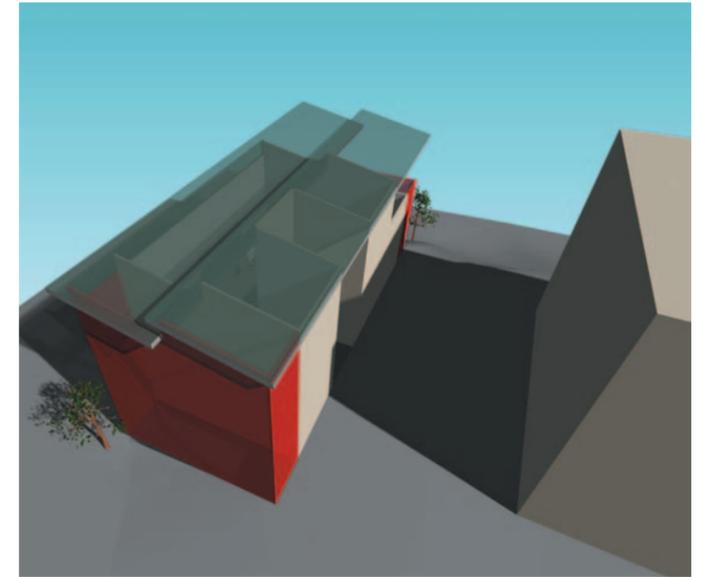
① 10 am



② 11 am



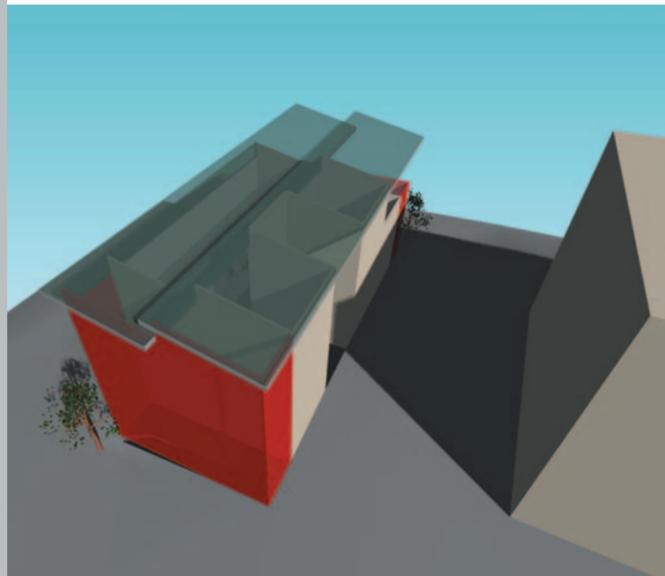
③ 12 pm



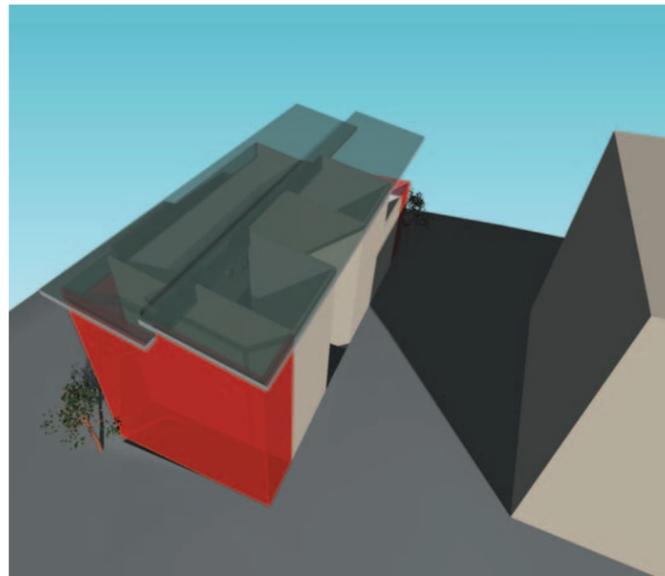
④ 1 pm

Illustrated on this page are renderings of the building's roof exposure, hourly between 10 am and 5 pm on March 15. These images demonstrate that the roof will have adequate exposure for the solar array to be effective. It is expected to have enough electricity generated by the PV panels to power most if not all of the building's requirements. The departures requested in the preferred scheme provide additional roof area that to support the solar needs.

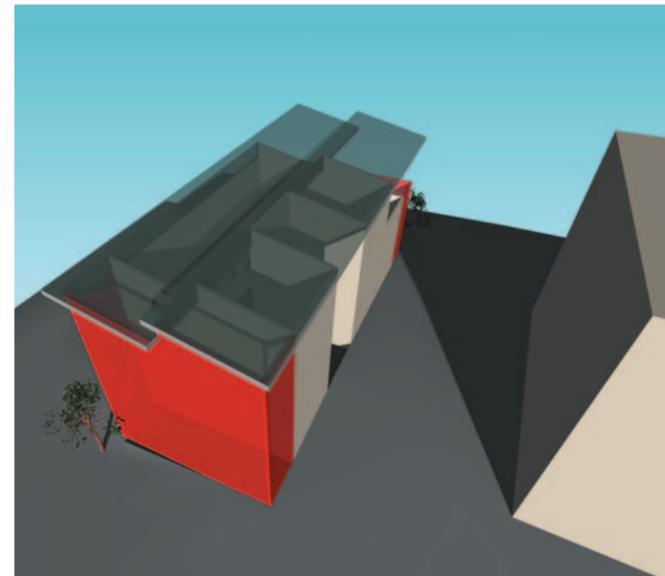
⑤ 2 pm



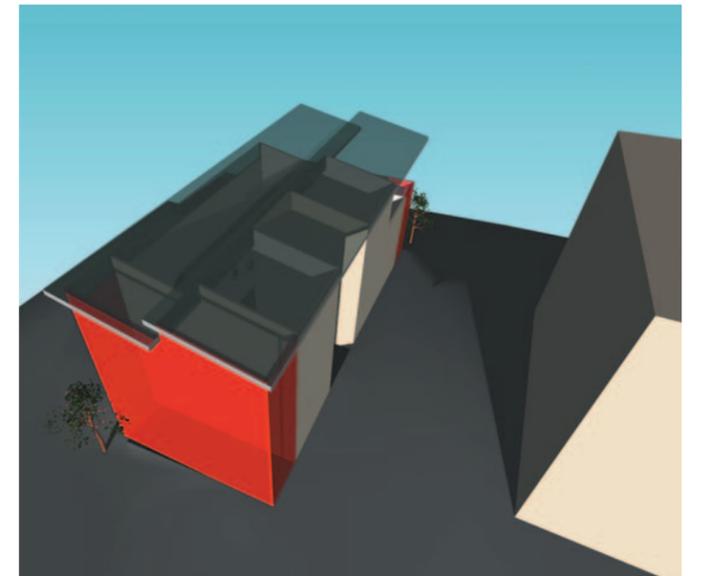
⑥ 3 pm

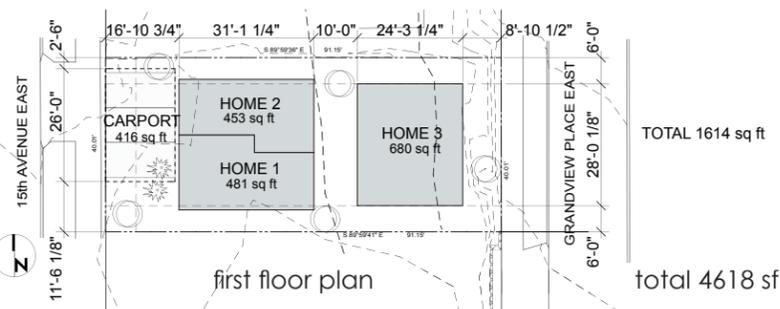
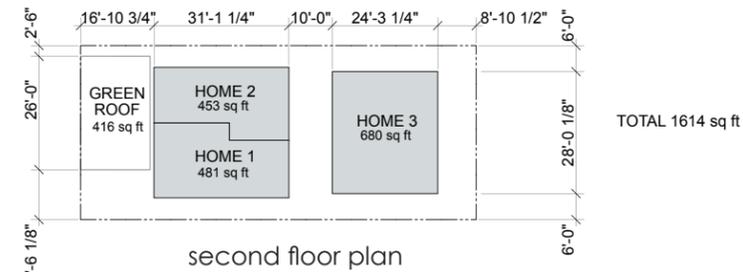
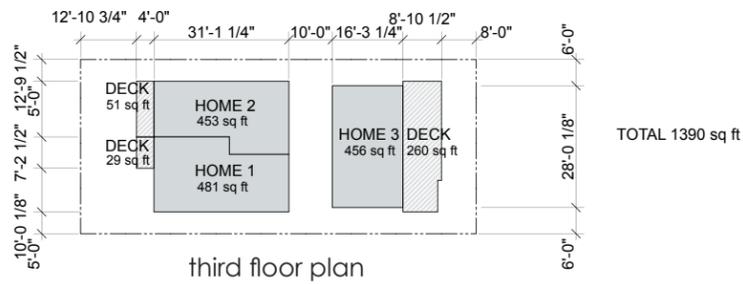


⑦ 4 pm



⑧ 5 pm





3 Alternative 2 massing diagrams



Alternative Comparisons

The design of the building is informed by three primary concepts: create a net zero energy building, design opportunities for shared community interaction, and manipulate unique volumes for living spaces that interact with each other and the community spaces. The roof design is directly informed by the desire to provide maximum area for PV and daylight through clerestories, the building's entry and courtyard offer spaces for planned and informal interactions, and the apartments, each unique, are arranged around the courtyard in a manner that allows connection and privacy simultaneously.

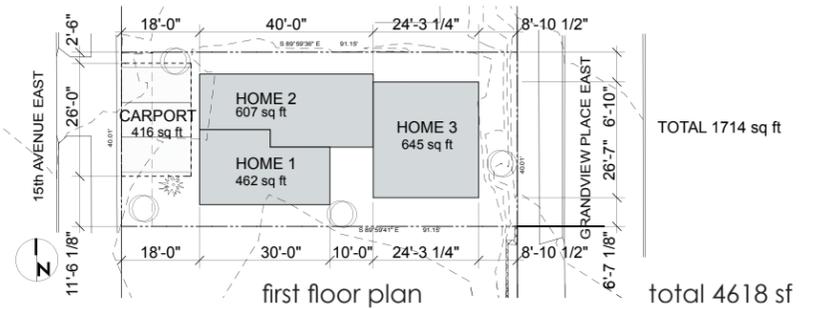
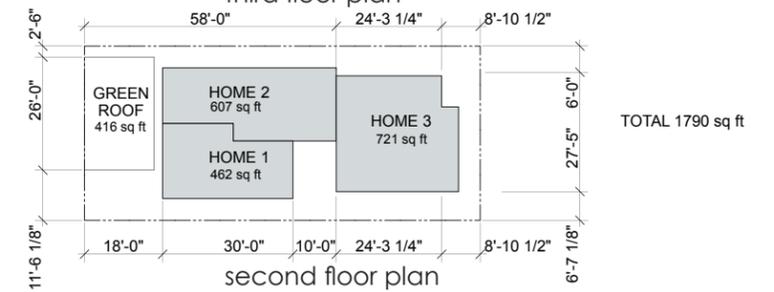
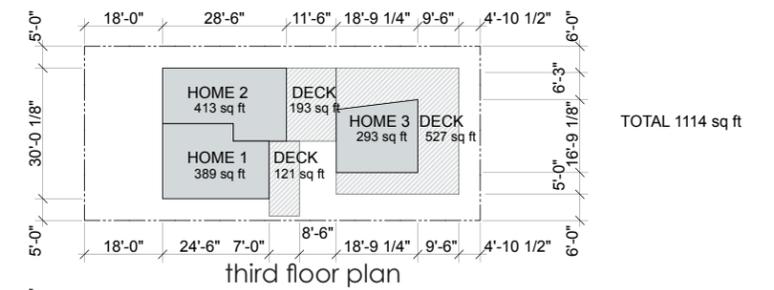
The images on this page demonstrate the differences between the two desired alternatives that feature three homes around a common courtyard. Each home is unique in its design, specific to its location in the building aggregate. All have a direct connection to the building's circulation and to the courtyard and will access additional daylight from the courtyard. The modulation of the building in both schemes is schematic at this point, reflective of the Early Design Guidance phase.

Alternative 2, on the left of the page provides a courtyard that runs the entire width of the lot at the property's center, 10 feet in width open up to the solar panels above. The building is designed to the full allowable height by the code along its north and south façades, illustrated in images 1 and 2 below left. The third floor of the single-family dwelling is steps back from Grandview Place E as required by code because of the grade change from the street.

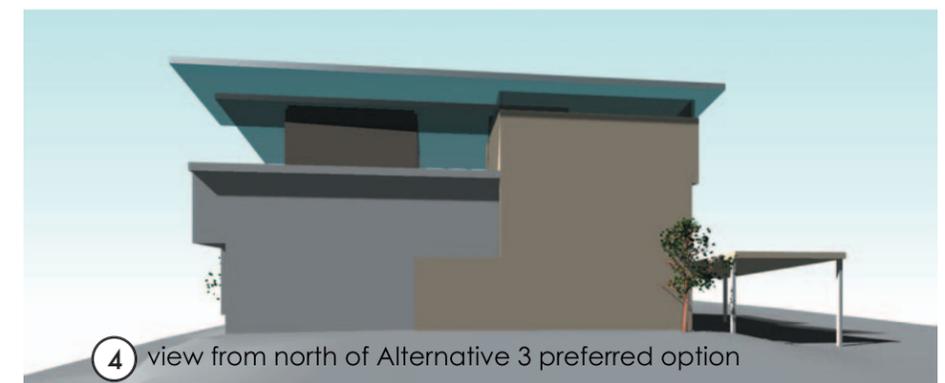
Alternative 3, our preferred option, on the right of this page provides a courtyard open to the south, approximately 10 feet by 18 feet that creates a community space at the ground level. Image 5 demonstrates the potential character of this space, differently from Alternative 2. As described earlier in the packet, our intent, requiring several departures, is to provide a site specific solution that is considerate of the concerns and adjacencies of our neighbors. This approach has resulted in a reduction of building mass at the third floor (as noted earlier, the most valuable interior space in the project). The mass is then redepicted at the first two floors, in the space between the two buildings in Alternative 2 and in additional allowable interior space above the ground floor in the front setback on Grandview Place E. This scheme requires departures in lot coverage, structure depth, open space and driveways (parking access) as described below.

DEPARTURE MATRIX FOR ALTERNATIVE 3 FROM DEVELOPMENT STANDARDS:

Development Standard	Requirement	Proposed	Comment/Rational BY Architect	Board Recommendation
1. Lot coverage. 23.45.010.A	Maximum lot coverage for townhouses is 50%	Building: 1823 sf/3646 sf = 50% W/ Carport: 2239 sf/3646 sf = 61%	The building alone meets the allowable lot coverage. Seeking departure for carport negating impact by providing a green roof above.	The board will continue to entertain this departure but needs to show clear evidence of how the overall design meets these priority guidelines.
2. Structure depth. 23.45.011.A	Maximum building depth 65% of depth of lot.	68.27 feet or 75% of lot depth	Shift some of the building mass from the third story to the first and second stories to avoid creating a monolithic building, preserving and thereby allowing more light, air, view and access to neighbors.	The board will continue to entertain this departure but needs to show clear evidence of how the overall design meets these priority guidelines.
3. Open space 23.45.016	An average of 300 square feet of private usable open space per unit, but no unit shall have less than 200 square feet.	Less than 200 square feet per unit and less than 300 square foot average per unit at grade.	Roof decks are proposed to provide the additional required open space. A reduction in ground related open space is justified due to proximity to Volunteer Park and other parks and further mitigated by extensive landscaping.	The board will continue to entertain this departure but needs to show clear evidence of how the overall design meets these priority guidelines.
4. Driveways 23.54.030.D	Vehicles may back onto a street from a parking area serving five (5) or fewer vehicles, provided that: (1) the street is not an arterial; (3)...the Director may waive the requirements above and may modify the parking access standards based upon a safety analysis, addressing visibility, traffic volume and other relevant issues	3 vehicles will back onto 15th Ave E, an arterial	Currently two vehicles from the existing duplex back onto the minor arterial. We can demonstrate that it is appropriate to provide parking access from 15th Ave E with one additional stall backing out.	The board will continue to entertain this departure but needs to show clear evidence of how the overall design meets these priority guidelines.



6 Alternative 3 preferred option massing diagrams



comparison of alternatives 2 and 3



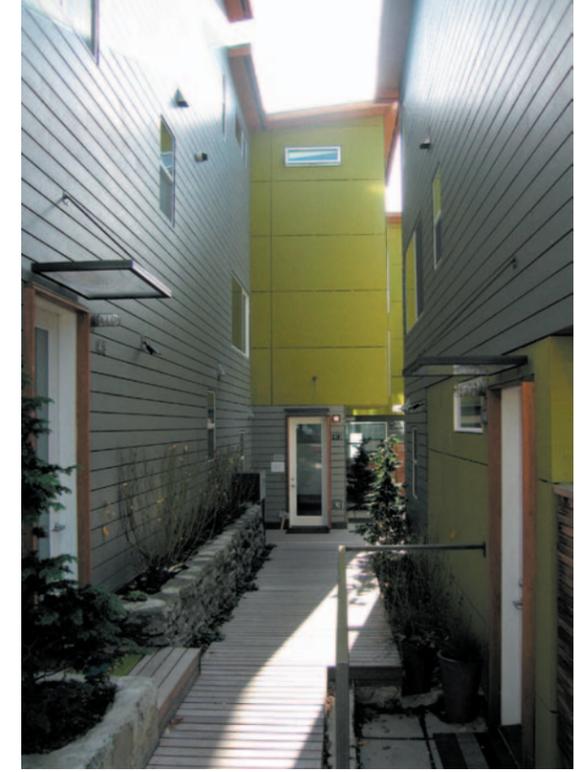
① 208 18th Ave. E. exterior view from street



② 208 18th Ave. E. interior courtyard view



③ 1411 E. Fir St. exterior view from street



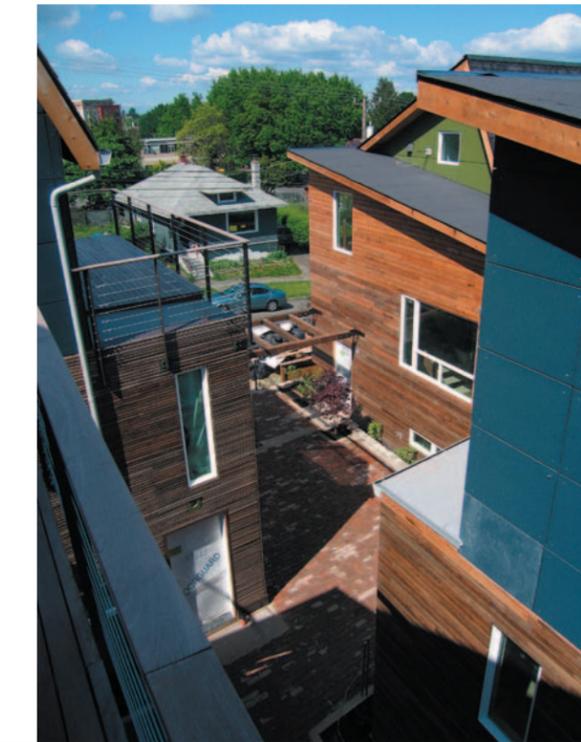
④ 1411 E. Fir St. interior boardwalk view



⑤ 1521 19th Ave. exterior view from project entry



⑥ 1521 19th Ave. view of a private open space



⑦ 1911 E. Pine St. courtyard view from a deck



⑧ 1911 E. Pine St. view from street