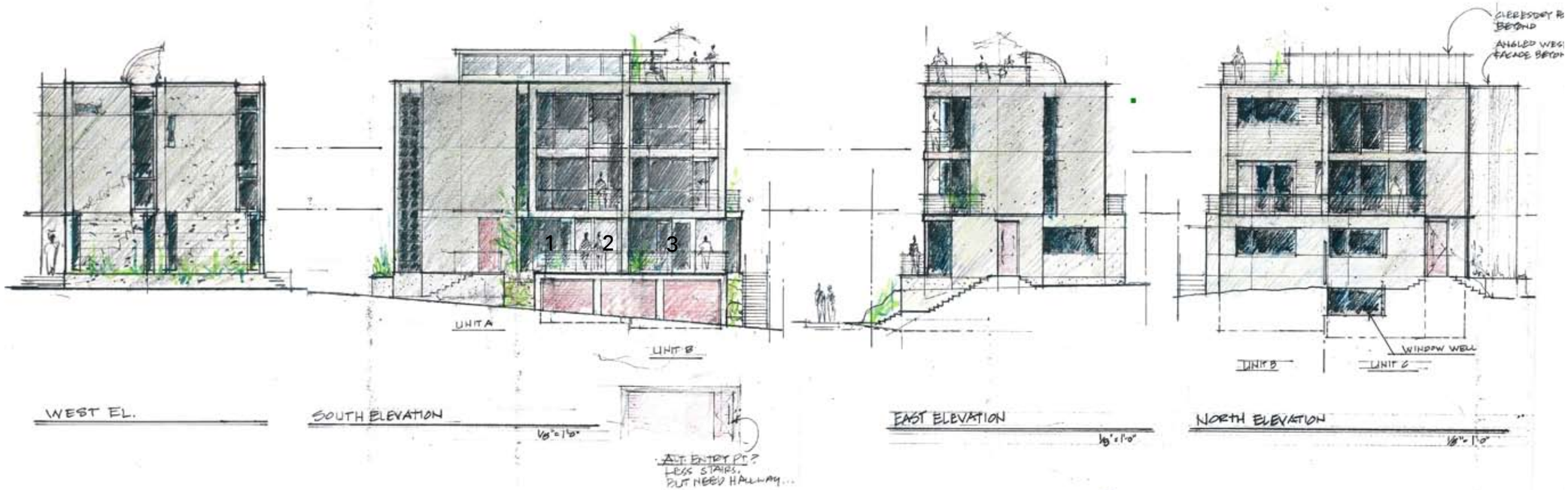

902 N. 72nd STREET: 3 TOWNHOUSES

EARLY DESIGN GUIDANCE PACKET 06/09/2008

DPD PROJECT #3009271

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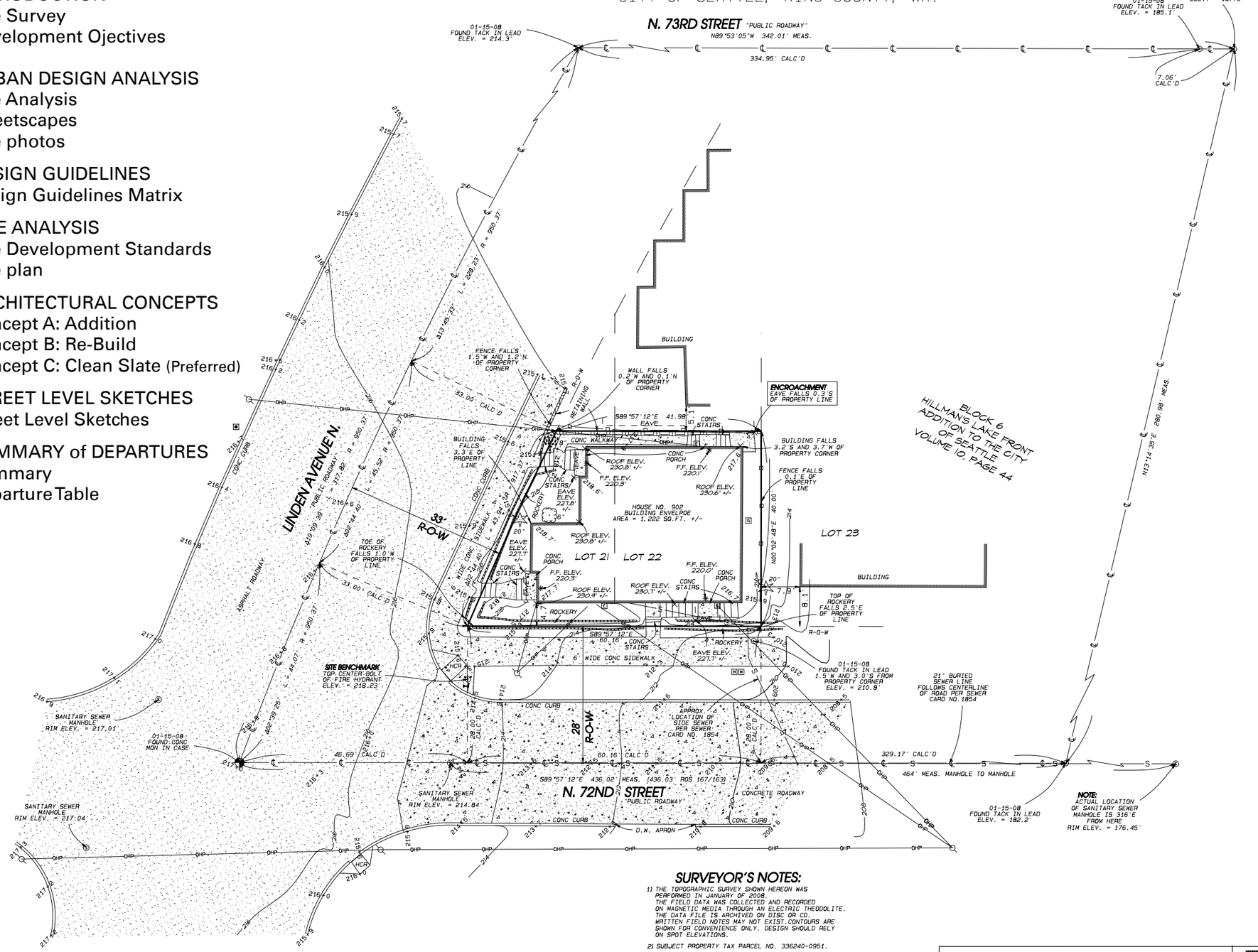
TOPOGRAPHIC & BOUNDARY SURVEY

NE 1/4 OF THE SW 1/4 OF SEC. 6, TWP. 25N., RGE. 4E., W.M.
CITY OF SEATTLE, KING COUNTY, WA.



LEGAL DESCRIPTION:

THE SOUTH 40 FEET OF LOTS 21 AND 22, BLOCK 6, HILLMAN'S LAKE FRONT ADDITION TO THE CITY OF SEATTLE, DIVISION NUMBER 1, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 10 OF PLATS, PAGE 44, RECORDS OF KING COUNTY, WASHINGTON.

VERTICAL DATUM: (VISITED 01/15/2008)
C-O-S BENCH MARK # (SNV-7532) (PT. 113)

(NAVD 88)
FOUND BRASS CAP STAMPED "7532" LOCATED TOP CENTER CURB, EAST SIDE AURORA AVENUE NORTH, OPPOSITE THE PROJECTED SOUTH CURB LINE OF NORTH 71ST STREET.

ELEVATION ON CAP = 176.57'

BEARING MERIDIAN:

A BEARING OF S89°57'12"E ON CENTERLINE OF N. 72ND STREET, PER RECORD OF SURVEY AS RECORDED IN BOOK 167 OF SURVEYS, PAGE 163, RECORDS OF KING COUNTY, WASHINGTON.

LEGEND

- FOUND MONUMENT AS NOTED
- FOUND TACK IN LEAD AS NOTED
- UTILITY POLE
- SANITARY SEWER MANHOLE
- FINISHED FLOOR ELEVATION
- ELECTRIC METER
- SPOT ELEVATION
- WATER VALVE
- WATER METER
- FIRE HYDRANT
- GAS METER
- VAULT "PURPOSE UNKNOWN"
- ASPHALT SURFACE
- RET. WALL
- CONC SURFACE
- STAIRS
- BUILDING LINE
- CENTERLINE OF ROAD
- OHP — OVERHEAD WIRES
- ROCKERY
- WOOD FENCE
- EAVES
- D.W.APRON DRIVEWAY ACCESS
- CONC CONCRETE
- R-O-W RIGHT-OF-WAY
- ( ) RECORD
- HCR HANDICAP RAMP
- DECIDUOUS TREE (NOT SHOWN TO SCALE) TRUNK DIA SHOWN IN INCHES.
- CONIFER TREE (NOT SHOWN TO SCALE) TRUNK DIA SHOWN IN INCHES.
- LAUREL TREE (NOT SHOWN TO SCALE) TRUNK DIA SHOWN IN INCHES.

SURVEYOR'S NOTES:

1) THE TOPOGRAPHIC SURVEY SHOWN HEREON WAS PERFORMED IN JANUARY OF 2008. THE FIELD DATA WAS COLLECTED AND RECORDED ON MAGNETIC MEDIA THROUGH AN ELECTRIC THEODOLITE. THE DATA FILE IS ARCHIVED ON DISC OR CD. WRITTEN FIELD NOTES MAY NOT EXIST. CONTOURS ARE SHOWN FOR CONVENIENCE ONLY. DESIGN SHOULD RELY ON SPOT ELEVATIONS.

2) SUBJECT PROPERTY TAX PARCEL NO. 336240-0951.

3) SUBJECT PROPERTY AREA PER THIS SURVEY IS 2,051 SQ.FT.±.

4) A TITLE REPORT WAS NOT FURNISHED AND THEREFOR, EASEMENTS IF ANY, NOT SHOWN ON THIS MAP.

5) THE BURIED SANITARY SEWER INFO SHOWN ON THIS MAP IS AN APPROX. LOCATION ONLY PER SANITARY SEWER CARD NO. 1854. UPON CONSTRUCTION IF ANY, PLEASE CALL A UTILITY UNDERGROUND LOCATION SERVICE.

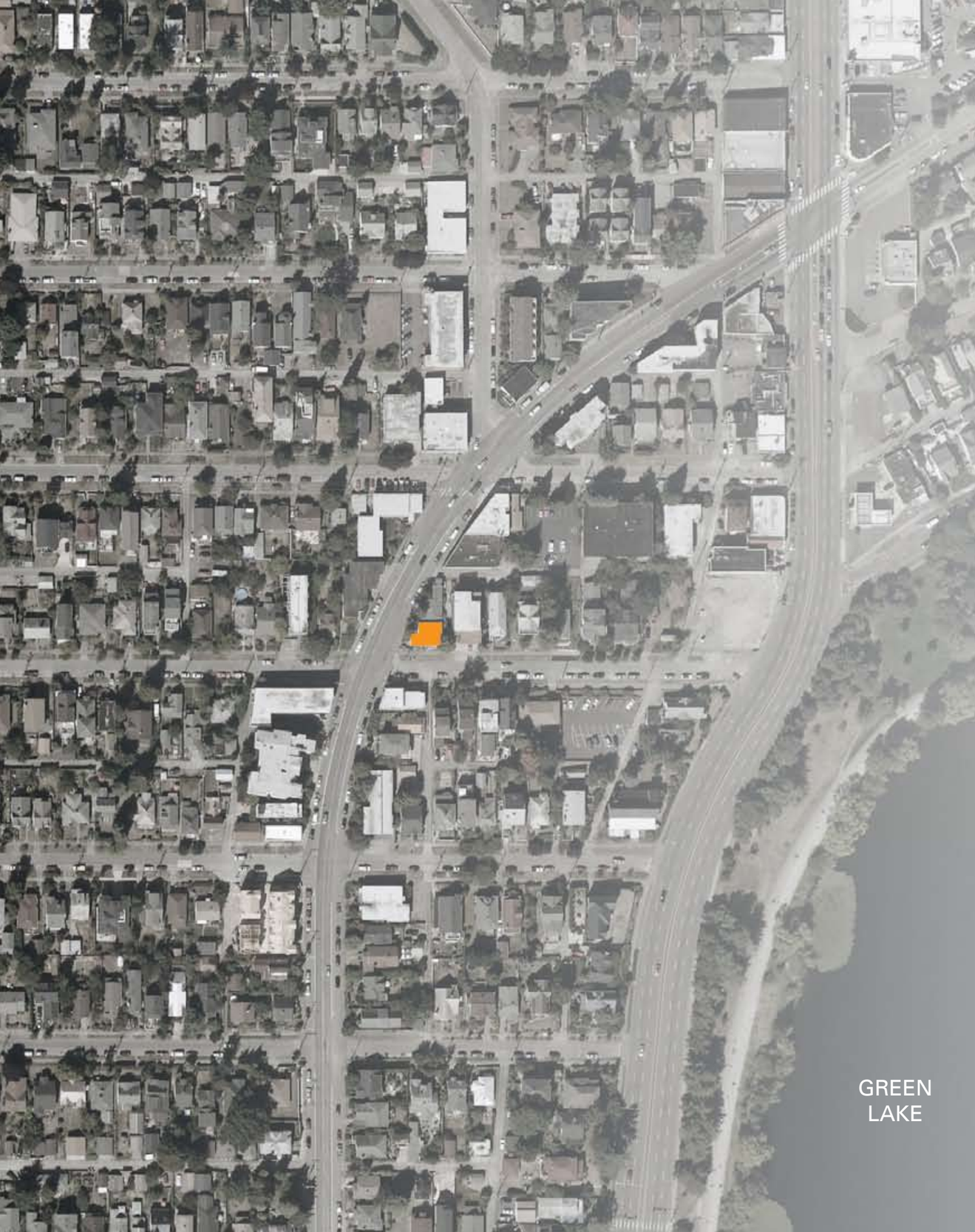
METHOD OF SURVEY:

INSTRUMENTATION FOR THIS SURVEY WAS A LEICA ELECTRONIC DISTANCE MEASURING UNIT. PROCEDURES USED IN THIS SURVEY WERE DIRECT AND REVERSE ANGLES. NO CORRECTION NECESSARY, MEETS, KING COUNTY AND STATE STANDARDS SET BY WAC 332-130-090.

TOPOGRAPHIC & BOUNDARY SURVEY		
SCHENK PROPERTY 902 N. 72ND STREET SEATTLE, WA. 98103		
DWN. BY T.J.B.	DATE 01/21/2008 REV. 01/28/2008	JOB NO. 8007
CHKD. BY E.J.G.	SCALE 1"=10'	SHEET 1 OF 1

GeoDimensions
6210 FAIRWAY PLACE SE
SNOQUALMIE, WA. 98065
PHONE (425) 458-4488
FAX (206) 686-2950

EDWIN J. GREEN JR. STATE OF WASHINGTON 18305 REGISTERED PROFESSIONAL LAND SURVEYOR
EXPIRES 11/26/2008



STATEMENT OF DEVELOPMENT OBJECTIVES

At the corner of Linden Avenue N. and N. 72nd Street, a small, yellow, utilitarian, one-story triplex sits on a small, oddly shaped lot. This aged, stucco clad, un-reinforced masonry building provides no aesthetic value to the neighborhood, nor does it provide any benefits to the public's well being. In our proposal, we plan to transform this neglected and under-utilized triplex into three small, well designed, modern townhouses that will be a benefit to the neighborhood, will reinforce the existing streetscapes along Linden Avenue and 72nd Street, and will anchor a very important corner leading into the "heart" location of Winona/ Linden as identified by the Green Lake Community Master Plan.

The existing building is 1,222 gross square feet comprised of a single story, with (3) at grade entries to (3) distinct residential units. The new building would also be 1,222 gross square feet at the first floor, and include (3) units, but with second and third stories added, as is encouraged by its L-3 land use designation. Properties directly surrounding the project are part of the Linden Corridor, and are zoned L-3 or L-2, with single family residential beyond. No parking is currently provided on the premises, and no commercial square footage exists on the premises or will be added in the proposal.

This packet includes three development options, entitled "A" "B" and "C". A brief summary of each option is listed below, in order of intensity:

Option A: "Addition to Existing"

With Option A, the existing non-conforming structure would be maintained. Two stories would be added above, with setbacks corresponding to current development standards. The upper stories would contain new bathrooms and bedrooms for two of the three existing at-grade units, with existing kitchens and living areas to remain. This project involves the least amount of work, and would be the least expensive to build. Since the units overlap, they would be classified as apartments. No parking would be provided.

Option B: "Re-Build and Expand Existing"

Option B is similar to Option A, but the existing building is torn down and replaced to match its former envelope, plus a second and third stories that correspond to current development standards. Fenestration is improved and internal planning revised to allow for (3) townhouses that are oriented toward 72nd Street. No parking would be provided.

Option C: "Clean Slate" PREFERRED

With Option C, three townhouses, each with a below grade parking space, are developed on the site. The footprint and massing of the building are re-arranged to reinforce streetscapes along Linden Avenue and 72nd Street, to provide better solar access, to orient the residences toward 72nd Street, to add open space on a roof deck, and to allow for parking on the small site. With upper level setback adjustments, unit widths can be increased to between 11 and 13 feet wide, which is critical for salability, and a pro-forma that allows for better quality materials, detailing, and maximized fenestration. Three types of design departures are employed to make the project work: 1) Front and Reverse Corner Lot setbacks are adjusted for better solar orientation and to create coherent streetscapes along Linden Avenue and 72nd Street, 2) parking access standards are adjusted to allow (3) cars to access and park on the small site, and 3) design standards are modified to allow certain aspects of the non-conforming existing structure to be rebuilt, with conditions.

THE NEIGHBORHOOD

The project site is located on a small, angled site at the NE corner of Linden Avenue N. and N. 72nd Street.

Linden Avenue N.:
The Linden Avenue corridor, as it approaches the "heart" district of Winona/Linden from the south, is comprised primarily of 2 and 3 story apartment buildings, none of which have much merit architecturally. Rather than responding to Linden's angled street geometry, most of the buildings, including the subject site, are staggered orthagonally, creating a sense of disorder, as the public-private realm is chopped into a series of mini-triangles (see images directly to right and below).

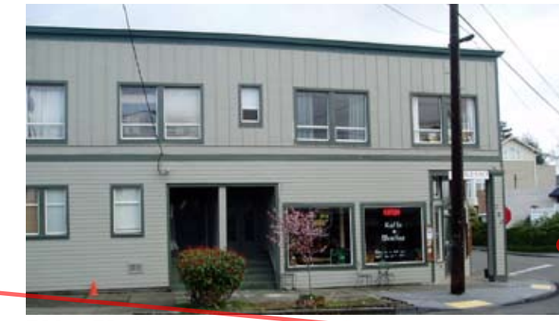
As Linden gets closer to the heart district, street facades begin to form a more coherent and consistent street edge. (See images top right this sheet and bottom right facing page).

N. 72nd Street:
North 72nd street consists of single family residences bracketed on either side by larger scale apartment buildings that serve as a buffer to much busier arterials (Linden and Aurora).

Design Priorities:
Based on the above analysis, the following design priorities for the site emerged:
1) Create an angled façade on Linden Avenue that reinforces the street edge approaching the Linden/Winona Heart district.
2) Screen residences from Linden (busy arterial) and open them up toward 72nd Street to the south for better solar access, energy efficiency, and relationship to quieter residential street.
3) Focus open space on site towards 72nd Street and away from Linden Avenue for better solar access and to avoid traffic.
4) Cars should not access site from Linden (arterial),but from 72nd Street at the low (east) side of the site.

7207 Linden Ave. N
4' Front setback
(directly across Linden Ave.)

7215 Linden Ave. N
2' Front setback



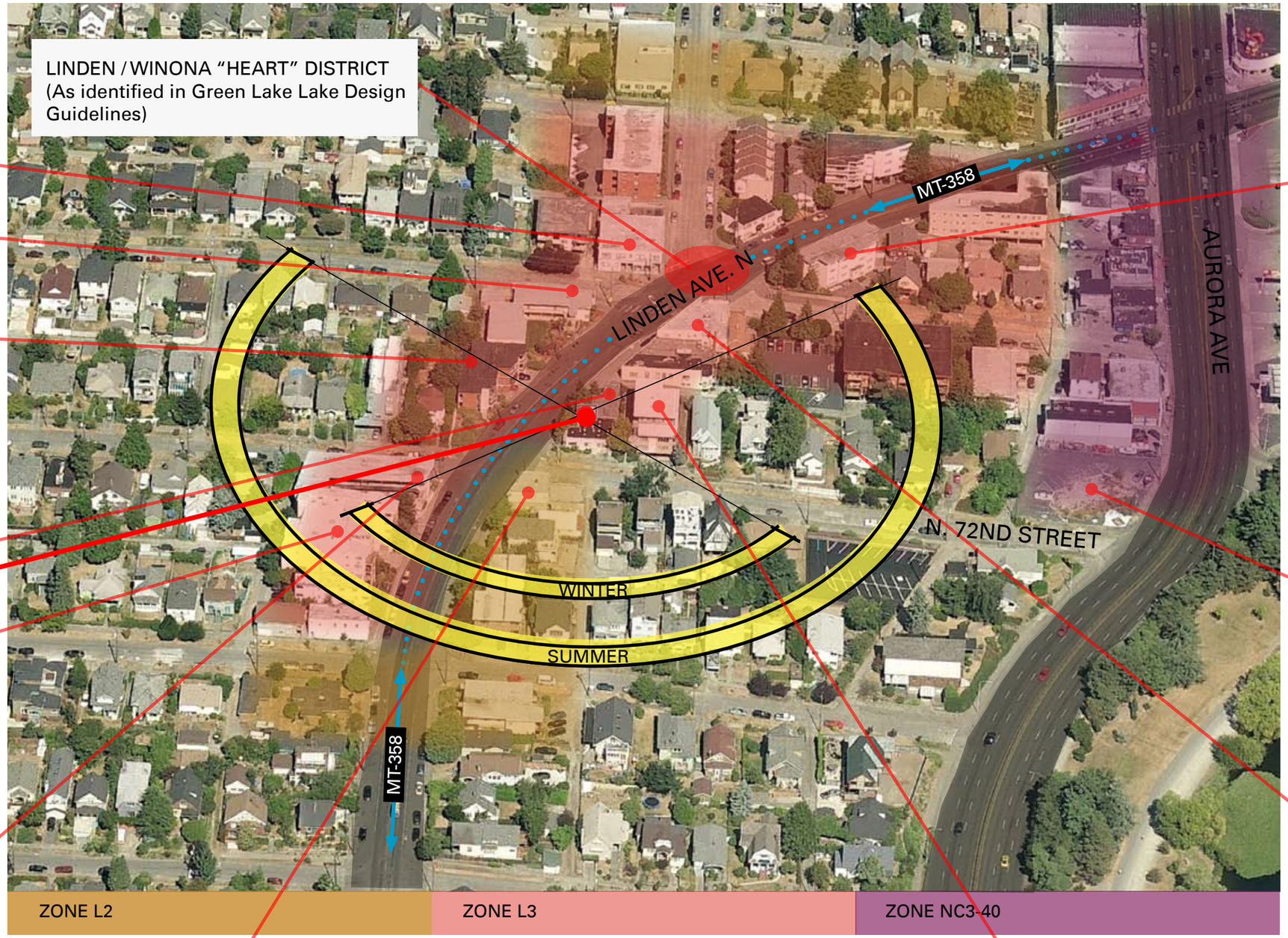
780 N 73rd St.
0' Front setback
0' Reversed corner setback
("heart" district building)

PROJECT SITE
902 N. 72ND ST

7212 Linden Ave. N
0' Front setback
(north neighbor)

7111 Linden Ave. N
8' Front setback

7121 Linden Ave. N
0' Front setback
0' Reversed corner setback



7300 Linden Ave. N
2' Front setback

Tyee Apartments
Under Construction

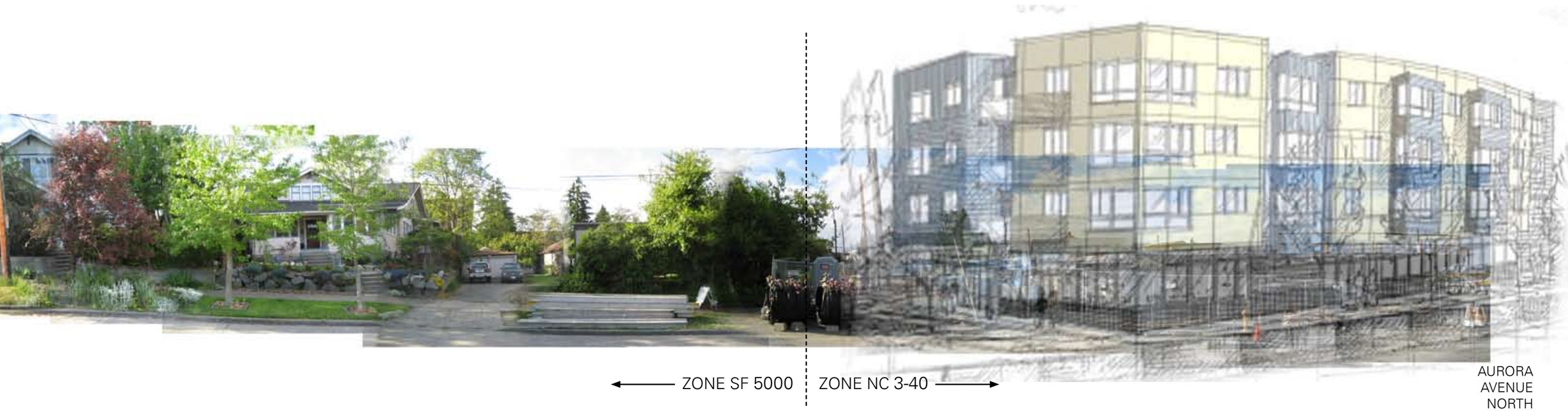
7712 - 7226 Linden Ave. N
0' Front setback,
0' Reversed corner setback
("heart" district building)

7118-7120 Linden Ave. N
0' Front setback,
0' Reversed corner setback
(directly across 72nd Street)

908 N 72nd St.
8' Front setback
(east neighbor)

1 N. 72ND STREET LOOKING NORTH

2 LINDEN AVE N. LOOKING EAST



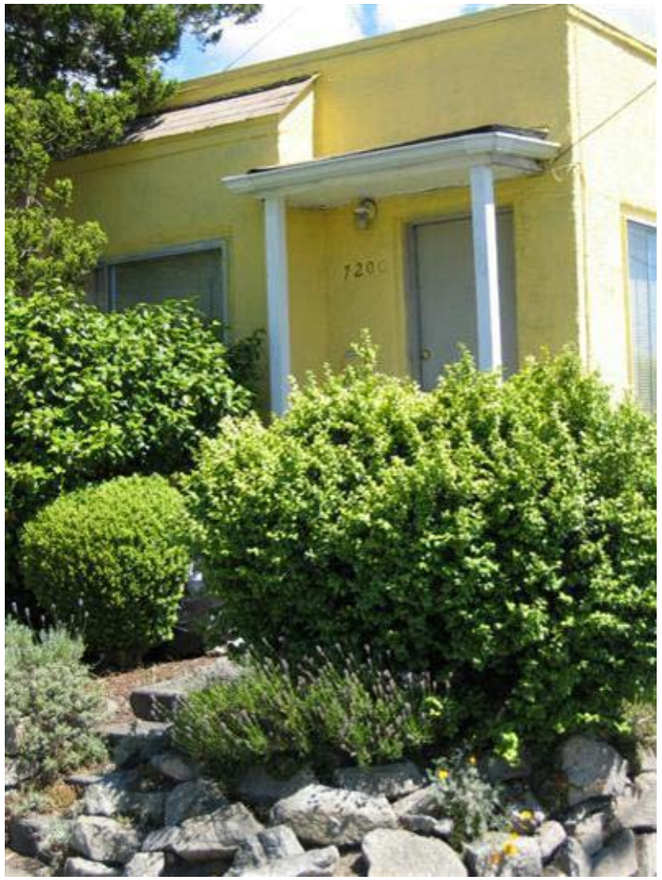
KENNEDY ARCHITECTS

STREETSCAPES

902 N. 72nd Street:
3 TOWNHOUSES

1 N. 72ND STREET LOOKING SOUTH

2 LINDEN AVE N. LOOKING WEST



1

Note:
See 4a: Site Plan
for photo locaitons

3

2

4

MULTI-FAMILY and GREEN LAKE NEIGHBORHOOD DESIGN GUIDELINES

DDR	ITEM	N/A	LOW	HIGH	DESCRIPTION	COMMENTS
	SITE PLANNING					
A-1	**Responding to Site Characteristics**			X	Respond to site specific conditions such as non-rectangular lots, prominent intersections, topography, significant vegetation, views, and solar orientation.	Preferred option shifts building for better solar access, relation to surrounding streetscapes, and corner lot geometry 3-story corner stair window wraps corner.
	GL: Lakefront Orientation	X				
	GL: Views of Lake			X	Consider siting the building to take advantage of views and to enhance views from public right-of-way.	Building will be set back from existing footprint along 72nd Street to increase lake visibility from public right-of-way. Large double height windows will also accentuate lake visibility from unit interiors.
	GL: Entry Locations	X				
	GL: Heart Locations			X	Located on same block as Winona/Linden convergence area. All heart locations sites have a high priority for improvements to the public realm.	Of all the heart locations around Green Lake, this one is the most underdeveloped. A well-conceived modern structure would encourage further development. Complement Tyee complex.
A-2	**Reinforce Existing Streetscape Characteristics**			X	A continuous street wall is an important design consideration within Green Lake's commercial, mixed-use, and pedestrian-oriented areas. Building should reinforce "consistent street edge abutting sidewalk".	Design departures proposed for preferred option in order to maintain a consistent street façade along Linden Avenue, and a consitent setback along 72nd Street.
	GL: Aurora Avenue North	X				
	GL: Multifamily Residential Areas		X		Landscaping in the required front setback should reinforce desirable streetscape continuity.	Linden Avenue contains limited landscaping in front setbacks, but landscaping will be added to site to encourage neighbors.
A-3	**Entry Clearly Identifiable From Street**		X		Entries should be clearly visible from the street.	Entrances will be pronounced and easily identifiable.
A-4	**Human Activity**			X	Pedestrian activity is a high priority in the Green Lake business areas. Linden Avenue is an emerging business area and contains small businesses within close proximity of the site.	Slightly less building transparency, recessed entrances, and hearty landscaping along Linden Avenue will improve privacy. Residential-influenced façade along 72nd will be exaggerated with large windows, increased yard area with landscaping, and better pedestrian visibility.
A-5	**Minimize Privacy Intrusion to Adjacent Sites**		X		Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of neighbors.	Two adjacent sites are zoned L-3. Adjacent property to the north has open space oriented on west property line, and only thin land strip on south border. Adjacent property to the east is a three-story multifamily apartment complex with exterior access balconies facing subject site.
A-6	**Transition Between Residences and Street**			X	Space between building and sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.	See comments directly below.
	GL: Residential Buildings			X	Residences on the ground floor should be raised for residents' privacy, if allowed by site conditions. Well-landscaped, shallow front yard setbacks are also typical and appropriate.	Site topography lends itself nicely to a "high bank" raised ground floor thus bolstering resident privacy. Linden Avenue facing units will be a few feet above the sidewalk, and interior stairs screen between living spaces and busy street. Units on 72nd Street will be well above sidewalk level and provide excellent privacy. Expanded yard area along 72nd street will encourage social interaction on residential street. Both yards will be relatively shallow but will be professionally landscaped.
A-7	**Residential Open Space**			X	Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. The Design Review Board may reduce the amount of open space required by the Land Use Code if project substantially contributes to design objectives.	In preferred option, lack of usable open space on-site to be offset by roof deck, combined with professionally landscaped right-of-way along 72nd Street and the possibility of improvements to the bus stop on Linden Avenue (pending Design Review comment).. Note that site is within 600' of Green Lake, providing easy acess to high-quality open space.
A-8	**Minimize Parking and Auto Impacts**			X	Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian activity.	Site currently contains zero parking spaces. In response to overwhelming neighborhood preference to include parking (majority of comments received during variance process), the preferred option will incorporate three new parking spaces.
A-9	**Discourage Parking in Street Front**	X			Parking on a commercial street front should be minimized and where possible should be located behind the building.	Not applicable- no surface parking proposed.
A-10	**Corner Lots**		X		Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.	In preferred scheme, corner of building comes to an acute angle point, rather than orthagonal geometry that does not relate to Linden Ave. Parking is located away from corner.
	HEIGHT, BULK AND SCALE					
B-1	**Height, Bulk and Scale Compatibility**		X		Projects should be compatible with the scale of development anticipated by applicable Land Use Policies. Design techniques to achieve sensitive transition between higher density zoning and smaller-scale residential zones.	Linden Avenue corridor and surrounding properties to North and East are zoned L-3. Development goal is to build a structure to L3 zoning expectations and is in accordance with the city's growth strategies.
	ARCHITECTURAL ELEMENTS AND MATERIALS					
C-1	**Distinct Architectural Themes and Styles**		X		New buildings proposed for existing neighborhood with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighborhood buildings.	New building will bring modern, vivid architecture to an otherwise dreary and architecturally incoherent neighborhood. Refer to site analysis.
	GL: Aurora Avenue North Corridor	X				
	GL: Residential Urban Village	X				
	GL: Tangletown	X				
	GL: Signage	X				
	GL: Façade Articulation		X		The façade articulation of new multifamily residential buildings (notably in Lowrise zones) should be compatible with the surrounding single-family architectural context.	Site is not directly adjacent to surrounding single-family residential areas and is more directly related to the Linden Avenue corridor. Residential elements such as entries, porches, living rooms, overhangs, balconies, and decks over garages will be oriented to 72nd Street to relate to its residential character.
C-2	**Unified Architectural Concept**			X	Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.	This highly visible corner site deserves strong architecture. The project has a highly developed architectural concept and will provide modern relief to an otherwise dreary intersection.

MULTI-FAMILY and GREEN LAKE NEIGHBORHOOD DESIGN GUIDELINES

DDR	ITEM	N/A	LOW	HIGH	DESCRIPTION	COMMENTS
C-3	**Human Scale and Activity**		X		The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.	Numerous balconies, porches, entry steps, fenestration, and a rooftop deck are few of the items that will achieve better human scale.
C-4	**Exterior Finish Materials**			X	New buildings should feature durable, attractive, and well-detailed finish materials responding to vernacular of surrounding area. Innovative use of materials is encouraged, providing they meet this criterion.	Building will incorporate neighborhood vernacular of masonry products and siding panels. Large windows along 72nd Street will innovatively transform project into a model for modern infill multifamily structures which incorporate cutting edge design techniques.
	GL: Building Materials in Green Lake's Individual Districts	X			Includes Green Lake Residential Village, Tangletown, and 65th at Latona.	
	GL: Special Material Requirements and Recommendations			X	Reflective metal siding, masonry units, and wood siding requirements.	Reflective metal siding will not be incorporated in the project.
	GL: Discouraged Materials			X	Mirrored glass and sprayed-on finish requirements.	We maintain the view of the city that these materials are not only cheap, but vastly hamper the aesthetics of any modern building.
C-5	**Minimize Garage Entrances**		X		The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.	Garage entrances will be centralized as to minimize exposure, and are located at the low point of the site, with decks directly on top of them.
	PEDESTRIAN ENVIRONMENT					
D-1	**Pedestrian Open Spaces and Entrances**				Convenient and attractive access to building's entry should be provided.	
	GL: Make Aurora More Pedestrian Friendly	X				
	GL: Streetscape Amenities			X	New developments are encouraged to work with the DRB and interested citizens to provide features that enhance public realm. The board would be willing to consider a departure in open space requirements if project proponent provides acceptable streetscape amenities.	In exchange for reduction in open space requirements, applicant proposes professional landscaping with street trees in right of way along 72nd Street and possible upgrades to bus stop on Linden (pending DRB review).
D-2	**Avoid Blank Walls**		X		Buildings should avoid large blank walls facing the street, especially near sidewalks.	Blank walls would be completely contrary to one of the primary goals of the project, interior maximization of natural light, and will be minimized.
D-3	**Minimize Height of Retaining Walls**		X		Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Higher retaining walls should be designed to reduce impact on pedestrian comfort and increase visual interest.	Retaining walls will be minimized to only allow for sufficient use. In the event of higher retaining walls, additional design measures will be intergraded to increase pedestrian comfort.
D-4	**Minimize Intrusion of Parking Lots**	X				
D-5	**Minimize Visual Impact of Parking Structures**		X		The parking portion of the structure should be architecturally compatible with the rest of the structure and streetscape.	Garage roofs will most likely be green, i.e. a grass lawn, or be covered by decks.
D-6	**Screen Dumpsters, Utility, and Service Areas**	X				
D-7	**Consider Personal Safety**			X	Project should consider opportunities for enhancing personal safety and security in the environment under review.	Proposed higher first floor will increase street visibility and limit residential access to select points. Exterior building and landscape lighting will be used to also increase visibility and dissuade intruders. Better eyes on street from units will also increase public safety. New structure will also replace existing seismically hazardous un-reinforced masonry building.
	LANDSCAPING					
E-1	**Reinforce Existing Landscape Character of Neighborhood**		X		Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.	Landscape character ill-defined along Linden Avenue, as plant material is generally bare. Project will bolster landscaping by adding greenery to an existing streetscape.
E-2	**Landscape to Enhance Building or Site**		X		Landscaping should be appropriately incorporated into the design to enhance the project.	Professional landscaping will maximize open space and enhance overall aesthetic value of the building.
E-3	**Landscape Design to Address Specific Site Conditions**		X		The landscape design should take advantage of special on-site conditions.	
	GL: Celebrate the Olmsted Heritage		X		Continuous rows of street trees contrasting with informal, asymmetric landscape of open space.	Incorporate row of street trees in right of way on 72nd Street to continue Olmsted heritage and bolster pedestrian experience. Professionally landscape remainder of project.

DESIGN GUIDELINES SUMMARY

The current triplex is a bleak, utilitarian structure composed of un-reinforced masonry blocks. Its windows are small, with little connection to the surrounding neighborhood. It is sited poorly, with a small setback on 72nd Street, a sunlit residential street, and larger saw tooth setbacks facing Linden Avenue, a busy arterial. It also contains no off-street parking, and provides no aesthetic support to an identified prime "heart" location, an area in which exceptional development ideas are encouraged.

This proposal presents a project that enthusiastically supports the design guidelines for both Green Lake and Seattle as a whole. By replacing the current structure, we are providing a unified architectural concept that reinforces the unique streetscape characteristics both along Linden Avenue and 72nd Street, and improving the public's welfare by adding sheltered off-street parking, expanding the view corridor of Green Lake, revamping the existing landscaping and pedestrian corridor, and enhancing public safety by creating better eyes-on-the-street and removing a seismically unstable structure.

This site is perfect for an efficient, in-city, transit-oriented development that could provide quality housing in close proximity to the employment center of downtown Seattle. It deserves nothing less than exquisite architecture which not only celebrates modern design, but enhances the rich character of one of Seattle's most vibrant and historic neighborhoods, Green Lake.

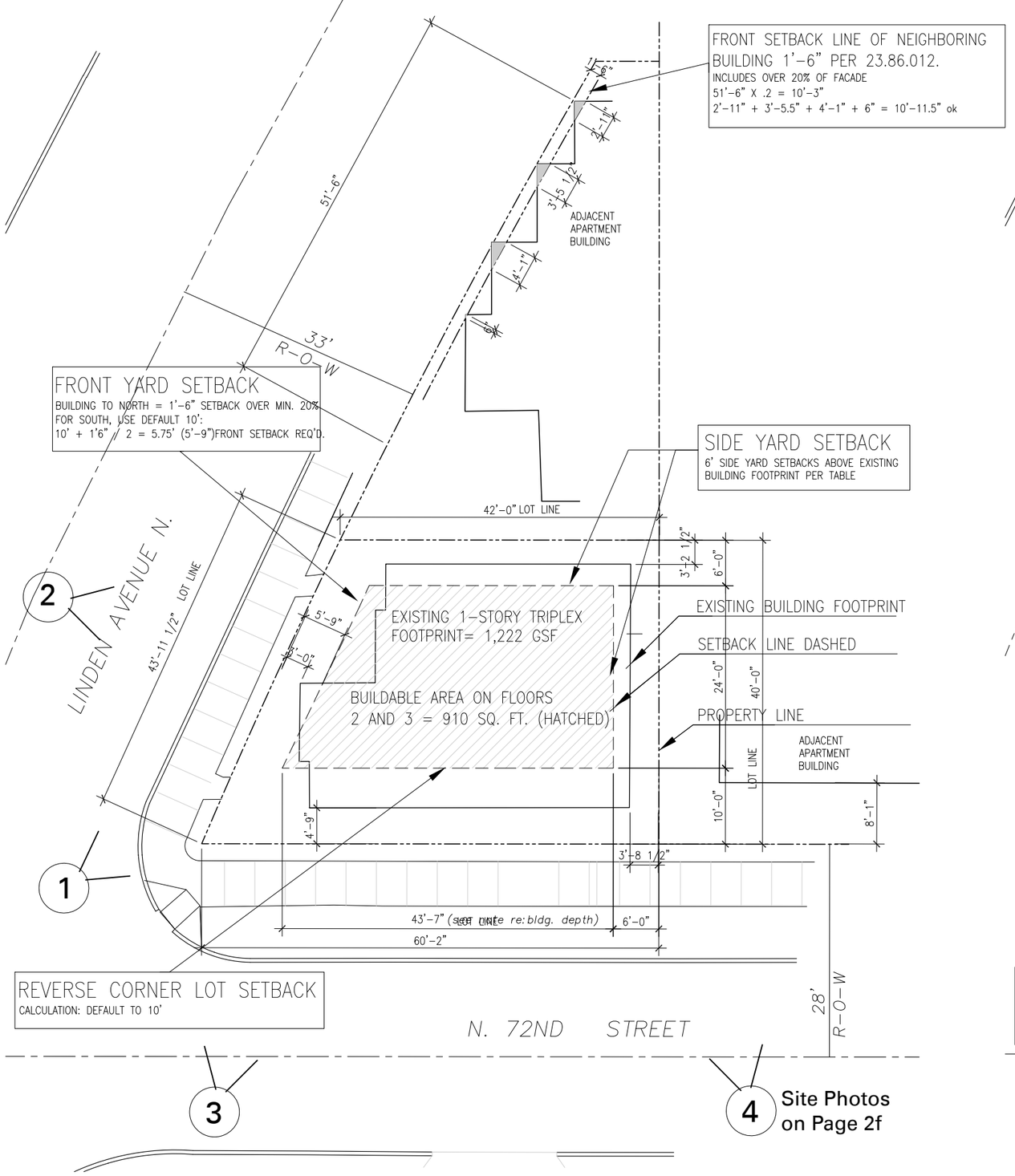
702 N. LINDEN- COMPARISON OF DEVELOPMENT STANDARDS

CITY OF SEATTLE BUILDING CODE

ITEM	CODE SECTION	ZONING CODE REQUIREMENTS	Option A: Addition	Option B: Re-build	Option C: Clean Slate
Non-Conformity with Development Standards	23.42.112.B	A structure nonconforming to development standards and occupied by a residential use may be rebuilt or replaced but may not be expanded or extended in any manner that increases the extent of nonconformity unless specifically permitted by this code. OK to rebuild existing 1-story structure (non-conforming with respect to setbacks and lot coverage: 1,222SF) with two stories above, as long as the upper stories meet current design standards.	Add two floors above existing structure. Addition to meet development standards	Re-build existing structure to match existing envelope, then add two floors above that meet development standards.	Build new structure with Design Departures
Unit Lot Subdivisions	23.24.045 23.45.006G	Development on individual lots may be non-conforming if entire lot conforms. Unit lot development limitations must be noted on plat. Vested non-conformities OK based on existing building if no change of type.	Apartments (no unit lot subdivision)	Subdivide into (3) townhouses	Subdivide into (3) townhouses
Density	23.45.008	L-3 Zoning: 1 dwelling unit per 800 SF of lot area. 2,051 SF lot area / 800 SF = 2.56 units. Round up to 3 units per 23.86.002.b.3	3 Units	3 Units	3 Units
Height Limit	23.45.009.A	L-3 Zoning: 30 feet above existing grade, with 5' for pitched roof	30' plus 5' pitched roof	30' plus 5' pitched roof	30' flat roof
Rooftop Features	23.45.009.D.2	4' above height limit allowed for: parapet walls, fire walls, clerestory windows, open railings, planters. (or, within line of permitted pitched roof)	N/A	N/A	Roof deck with railings, planters, parapets, and clerestory windows
Lot Coverage	23.45.010	L-3 Townhouses: 50%. 2,051 x 50% = 1,025 SF. Existing building is 1,222 SF - non-conforming footprint to remain.	1,222 SF (60%)	1,222 SF (60%)	1,220 SF (60%) + 70 SF deck over garage (3.4%) 2' above grade
Structure Width: N-S	23.45.011	30' or 40' with a principal entrance, 120' with modulation	32' first floor, 24' upper floors	32' first floor, 24' upper floors	29' first floor, 26'-6" upper floors
Structure Width: E-W	23.45.011	STRUCTURE DEPTH NOT APPLICABLE: 30' or 40' with a principal entrance, 120' with modulation	43'-6" first floor, 39'-6" upper floors	43'-6" first floor, 39'-6" upper floors	50'-11" first floor, 48'-9" upper floors
Structure Depth	23.45.011	NOT APPLICABLE DUE TO NO REAR LOT LINE	N/A	N/A	N/A
Modulation: Front Façade	23.45.012.A	30' or 40' with principal entrance facing street. Façade is less than 40'	No Modulation	No Modulation	No Modulation
Modulation: Corner Side Façade	23.45.012.B	Corner lot side façade facing street - 40'	No Modulation	No Modulation	5' wide modulation, with 2'-6" deep decks proposed via departure
Front Setback	23.45.014.A	Front Setback shall be the average of the setbacks of the first principal structures on either side. In no case shall the setback be less than five (5'). 23.86.012 A.1.e When the first principal structure within one hundred feet (100') of the side lot line is not on the same block front…the setback depth for averaging purposes on that side shall be ten feet (10'). 1'-6" + 10' = 11'-6" / 2 = 5'-9" required	5'-9"	5'-9"	2'-0"
Rear Setback	23.45.014.B	NOT APPLICABLE DUE TO NO REAR LOT LINE. Per correspondence log, front and rear lot lines not parallel. N and E lot lines are both classified side lot lines.	N/A	N/A	N/A
Side Setbacks	23.45.014.C	Existing building setbacks can remain, up to height of existing building (230.6'). 6' average per Table 23.45.014.A above existing building height. See correspondence log for clarification re: non-conformity.	3'-3"/3'-9" first floor 6'-0" upper floors	3'-3"/3'-9" first floor 6'-0" upper floors	3'-9" first floor 6'-0" upper floors
Reverse Corner Lot Setback	23.45.014.C3	The side street setback of a reversed corner lot shall be (10) feet or as provided in Table 23.45.014 A, whichever is greater. (Yields 10' required for upper stories over 4'-9" existing first story)	4'-9" first floor, 10'-0" upper floors	4'-9" first floor, 10'-0" upper floors	7'-6" all floors (except 4'-9" at garages)
Screening and Landscaping	23.45.013	Landscape area 3 x 186' total lot perimeter = 558 SF required. 3' minimum landscape strip at street property lines. Per exception #5a, Director may reduce landscape area up to 50% due to size of existing building. 511 SF existing to remain.	511 SF	511 SF	400 SF on site plus 165 SF in right-of-way. 2' landscape depth at Linden Avenue
Open Space Requirements	23.45.016	Existing non-conforming open space due to lot/building size - no portions with 120 SF minimum. (L-3 ground related housing: 300 so per unit of private, usable, open space, at ground level required. 900 SF required. 120 SF minimum, 10' minimum dimension to be considered usable.)	No open space meeting minimum 10' x 12' requirement	No open space meeting minimum 10' x 12' requirement	300 SF roof deck, plus landscaping to be provided in 72nd Street right of way
Parking	23.54.015	No parking required (continuation of existing parking non-conformity allowed per 23.42.148)	0	0	3 underground spaces

COMPARISON OF PROJECT SCHEMES

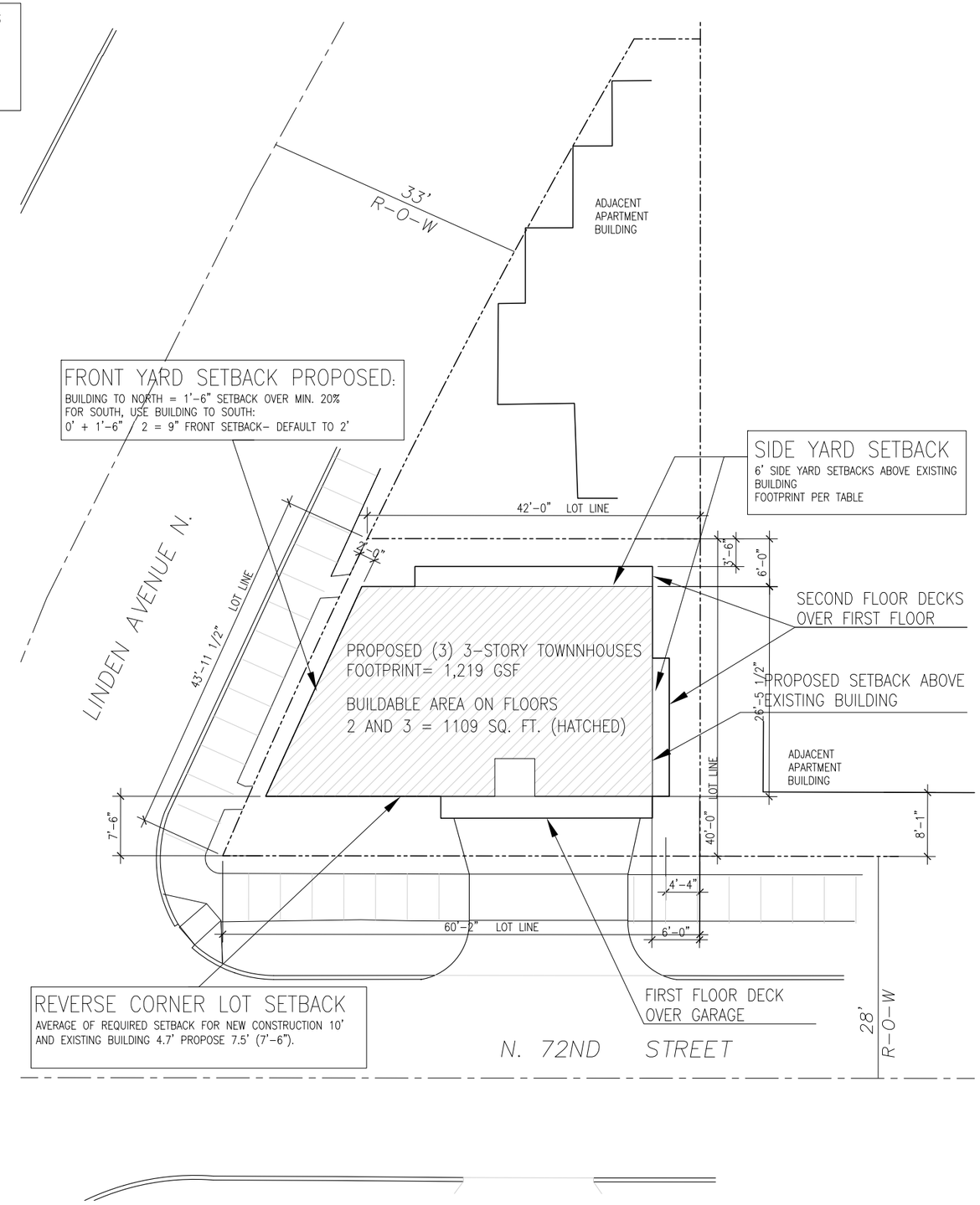
COMPARISON ITEM	Option A: Addition	Option B: Re-build	Option C: Clean Slate
Approximate Project Square Footage			
First Floor	1,222	1,222	1,220
Second Floor	950	950	1,120
Third Floor	950	950	1,120
Total Gross Residential Square Footage	**3,122**	**3,122**	**3,460**
Basement	0	1,050	860
Garages	0	0	540
Total Project Square Footage	**3,122**	**4,172**	**4,860**
Bedrooms	5	7	6



Site Photos on Page 2f

1 PLOT PLAN- OPTIONS A and B
Not to Scale

NORTH



2 PLOT PLAN- OPTION C - PREFERRED
Not to Scale

NORTH

KENNEDY ARCHITECTS

SITE PLAN

902 N. 72nd Street:
3 TOWNHOUSES

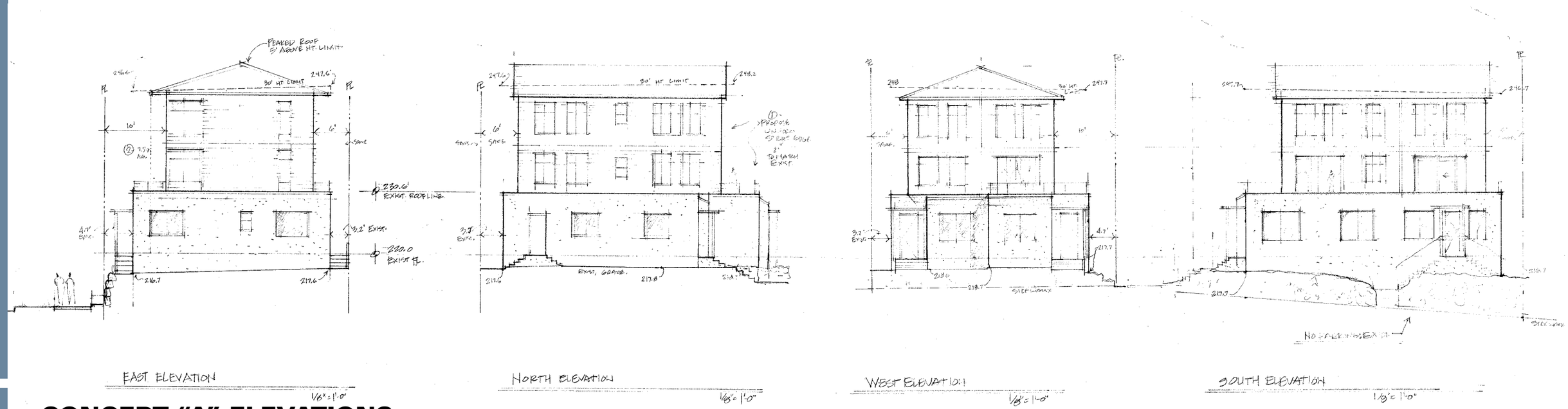
4b

ARCHITECTURAL CONCEPT "A": the ADDITION

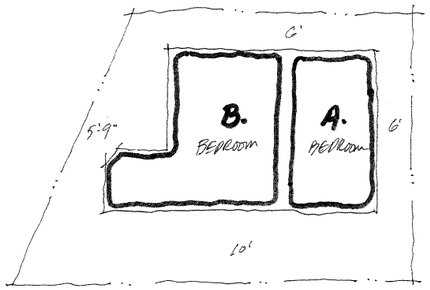
With Option A, the existing non-conforming structure would be maintained. Two stories would be added above, with setbacks corresponding to current development standards. The upper stories would contain new bathrooms and bedrooms for two of the three existing at-grade units, with existing kitchens and living areas to remain. This project involves the least amount of work, and would be the least expensive to build. Since the units overlap, they would be classified as apartments. No parking would be provided..

PROS:
- Addition meets City of Seattle development standards.
- Lowest embodied energy

CONS:
- Disjointed architectural form (new development standards above/existing building below)
- Poor fenestration pattern of existing building remains
- Poor solar orientation (open space at NW corner is in shadow, small setback on 72nd)
- Setbacks not consistent with Linden Avenue North and North 72nd Street streetscapes.
- No parking provided
- Major deck areas located above first floor, removed from street, instead of at first floor living areas.
- Poor relationship to corner and to angled street- building footprint jogs in and out, forming odd shaped triangular areas.
- Open space remains limited



CONCEPT "A" ELEVATIONS



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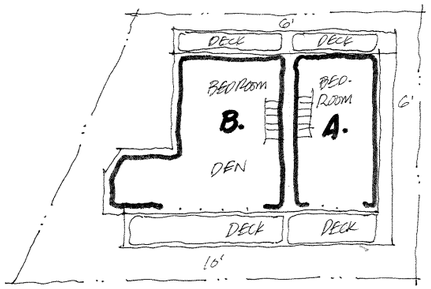

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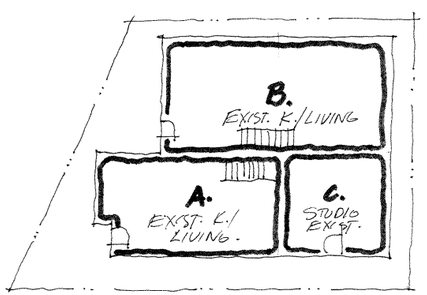

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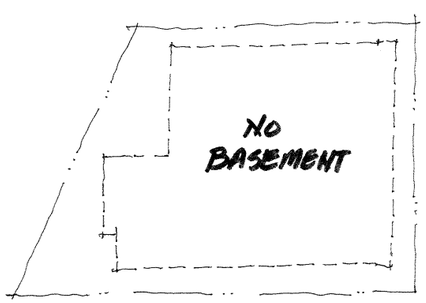
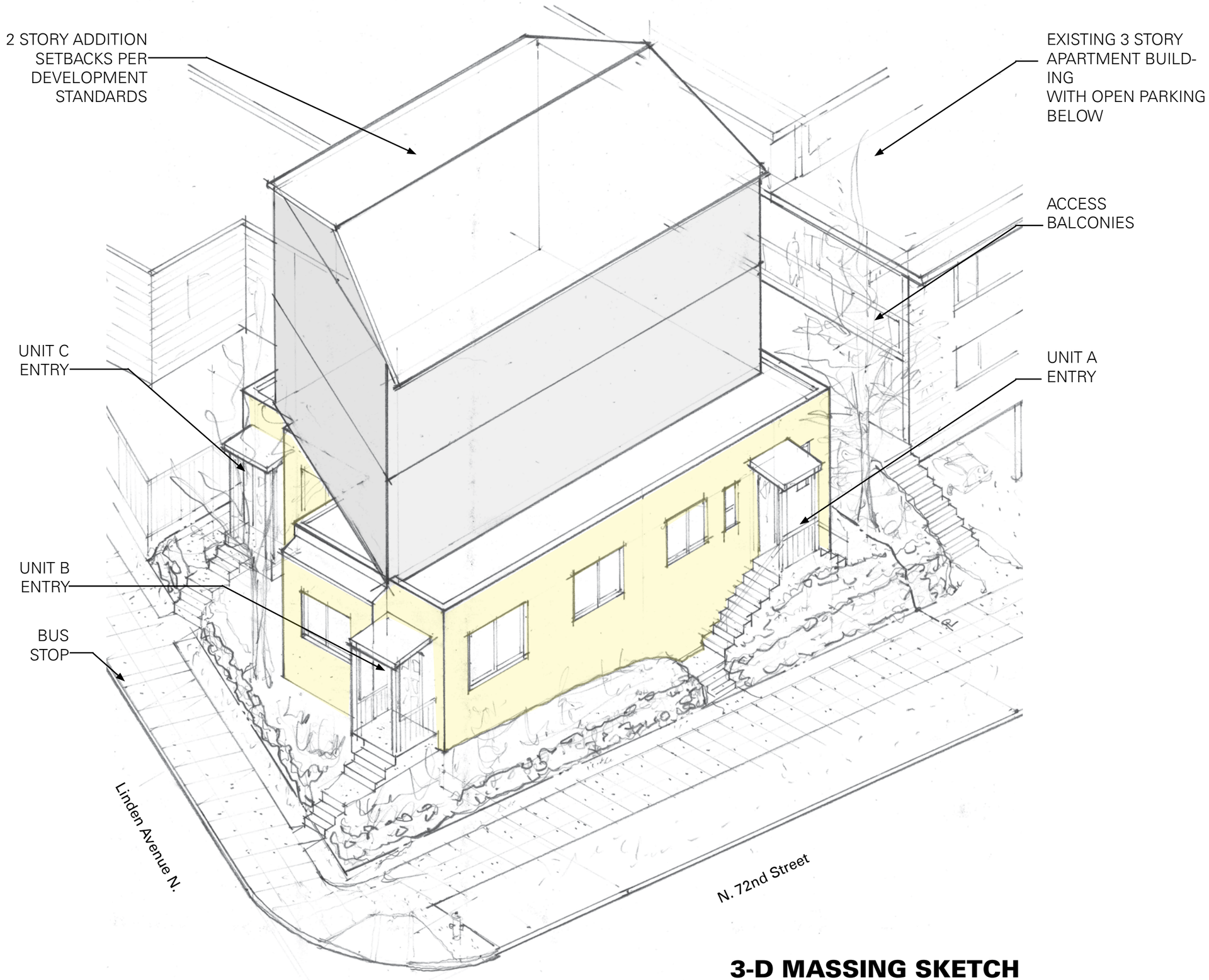


CONCEPT "A" PLANS



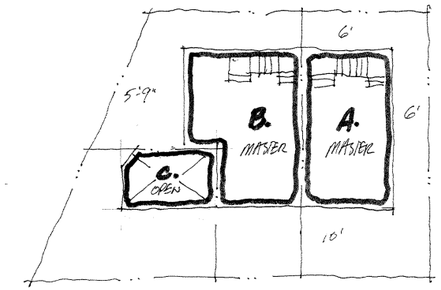
3-D MASSING SKETCH

ARCHITECTURAL CONCEPT "B": RE-BUILD EXISTING

Option B is similar to Option A, but the existing building is torn down and replaced to match its former envelope. Fenestration is improved and internal planning revised to allow for (3) townhouses that are oriented toward 72nd Street. No parking would be provided.

PROS:
- Upper portion of project meets City of Seattle development standards.
- Building re-oriented to south for better solar exposure, with better fenestration
- Design is more coherent than option A.

CONS:
- Poor solar orientation (open space at NW corner is in shadow, small setback on 72nd)
- Setbacks not consistent with Linden, 72nd street streetscapes.
- No parking provided
- Major deck areas end up above first floor, removed from street, rather than with living rooms and related to street.
- Poor relationship to corner and angled street- building footprint jogs in and out, forming odd shaped triangular areas.
- Open space remains limited
- Unit "C" compromised spatially (10' x 12')



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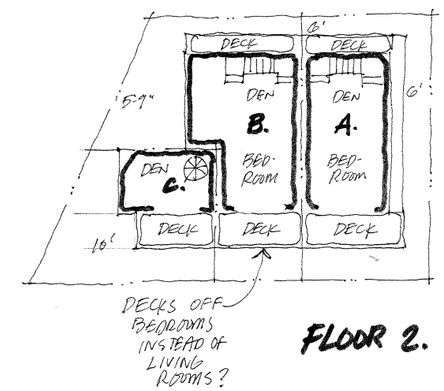

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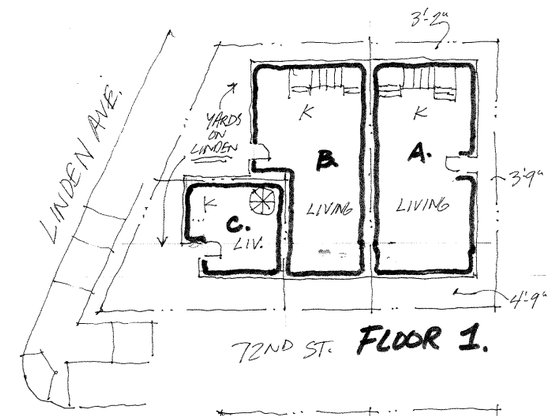

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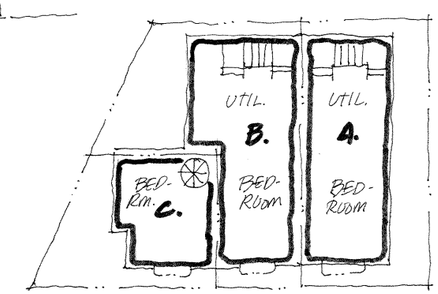
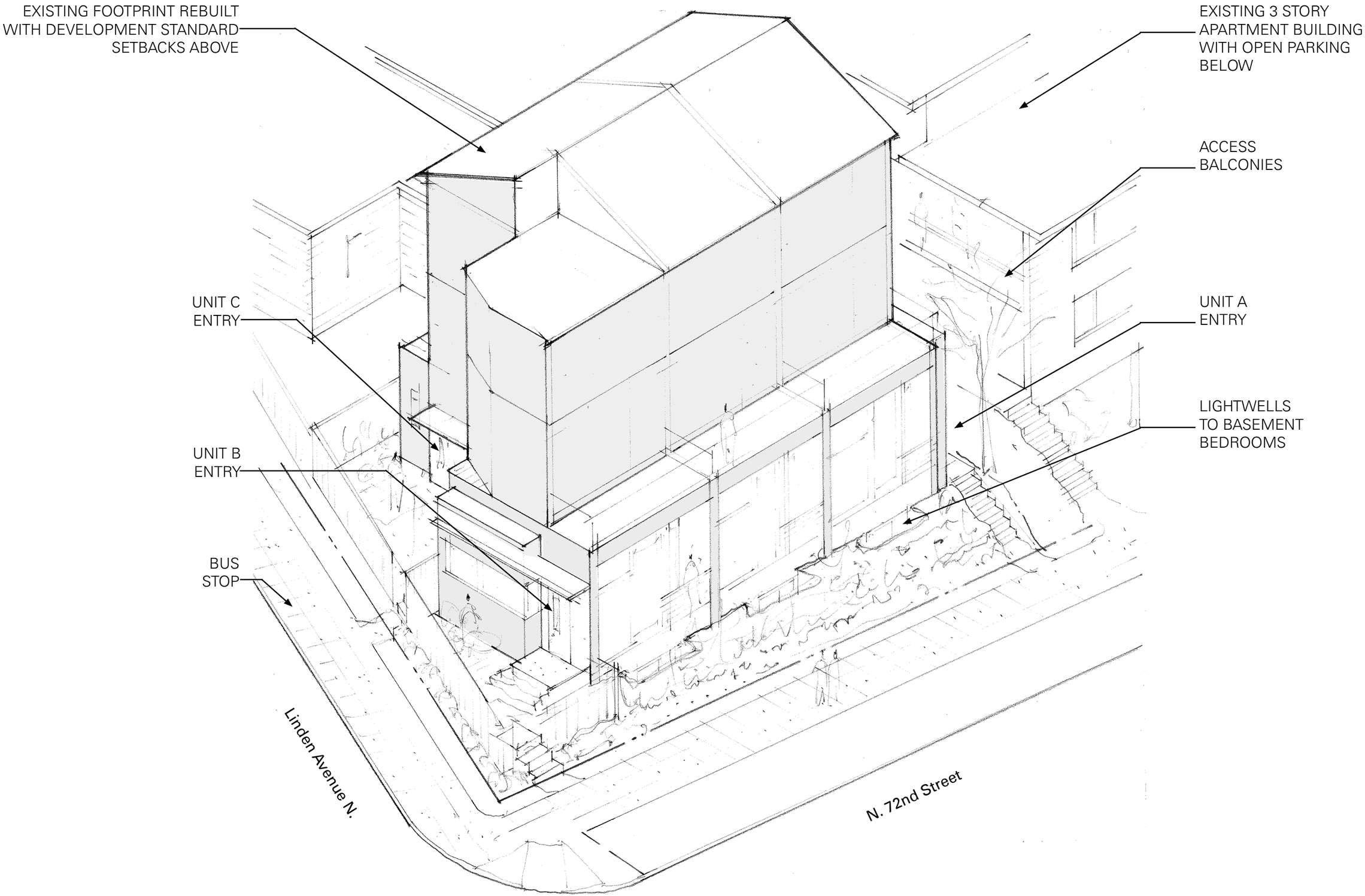


B.

CONCEPT "B" PLANS


EXISTING FOOTPRINT REBUILT WITH DEVELOPMENT STANDARD SETBACKS ABOVE
EXISTING 3 STORY APARTMENT BUILDING WITH OPEN PARKING BELOW
ACCESS BALCONIES
UNIT C ENTRY
UNIT A ENTRY
LIGHTWELLS TO BASEMENT BEDROOMS
UNIT B ENTRY
BUS STOP
Linden Avenue N.
N. 72nd Street

3-D SKETCH

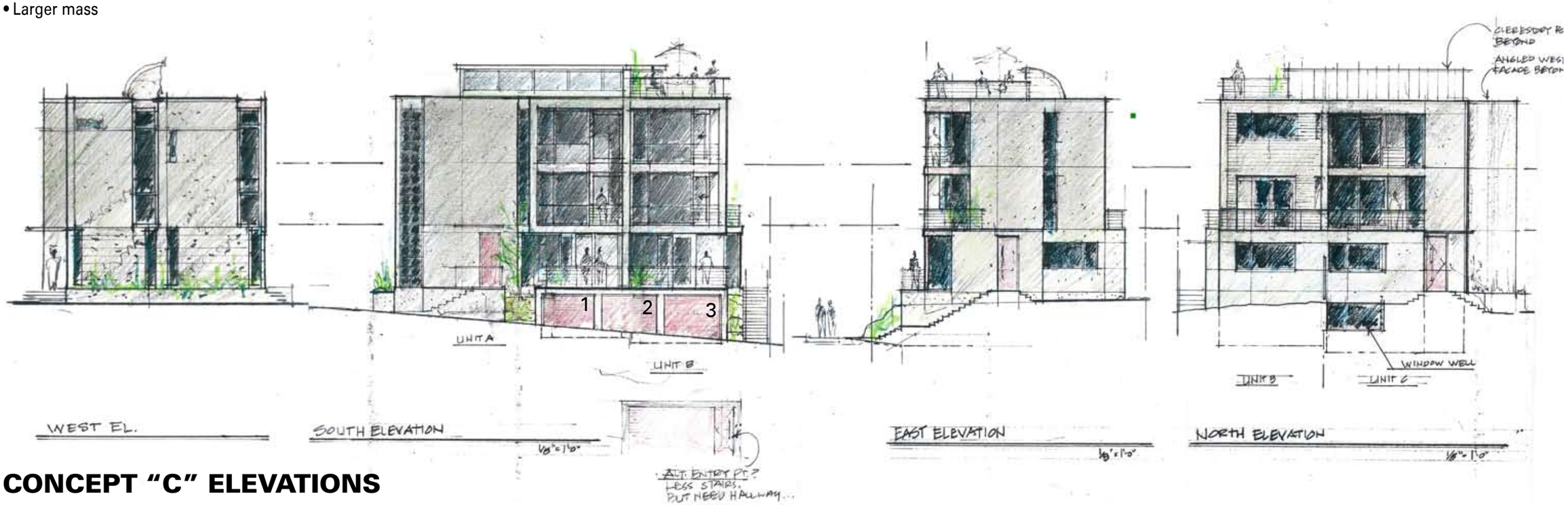
ARCHITECTURAL CONCEPT "C": CLEAN SLATE (PREFERRED)

With Option C, three townhouses, each with a below grade parking space, are developed on the site. The footprint and massing of the building are re-arranged to reinforce streetscapes along Linden Avenue and 72nd Street, to provide better solar access, to orient the residences toward 72nd Street, to add open space on a roof deck, and to allow for parking on the small site. With upper level setback adjustments, unit widths can be increased to between 11 and 13 feet wide, which is critical for salability, and a pro-forma that allows for better quality materials, detailing, and maximized fenestration.

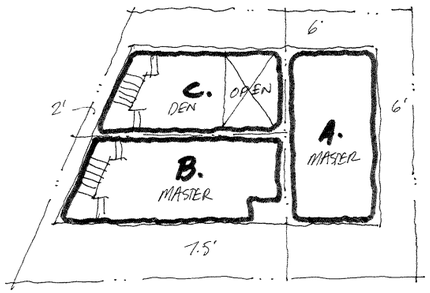
Three types of design departures are employed to make the project work: 1) Front and Reverse Corner Lot setbacks are adjusted for better solar orientation and to create coherent streetscapes along Linden Avenue and 72nd Street, 2) parking access standards are adjusted to allow (3) cars to access and park on the small site, and 3) design standards are modified to allow certain aspects of the non-conforming existing structure to be rebuilt, with conditions.

PROS:
- Building re-oriented to south for better solar exposure
- Setbacks adjusted to be consistent with Linden Avenue North and N. 72nd street streetscapes
- Increased open space with roof deck
- Increased public amenities with landscape improvements on N. 72nd street.
- Off-street parking provided for (3) cars (meets development standards)
- Coherent design, better fenestration
- Stairs placed along Linden as privacy buffer to residences
- South decks are closer to grade, connecting the main first floor living areas to the street.
- Upper level interior unit widths become reasonable (11' to 13' wide) to justify expense of below grade parking.

CONS:
- Curb cut is larger than standard to accomodate (3) cars.
- Garage entries on south side of building- but decks proposed on top to match classic Seattle residential neighborhood design solution.
- Larger mass



CONCEPT "C" ELEVATIONS



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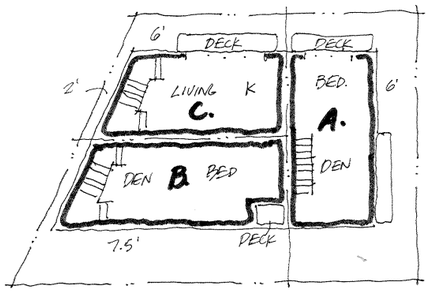

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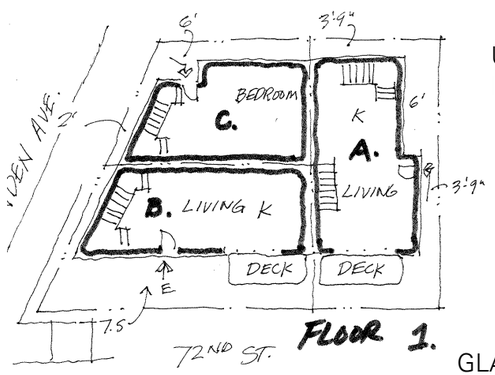

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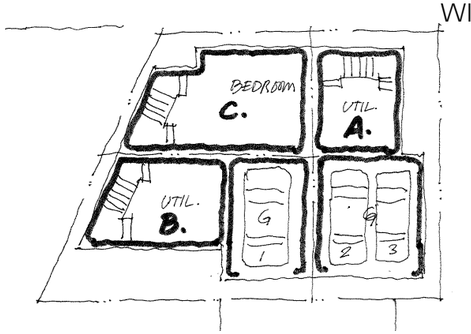
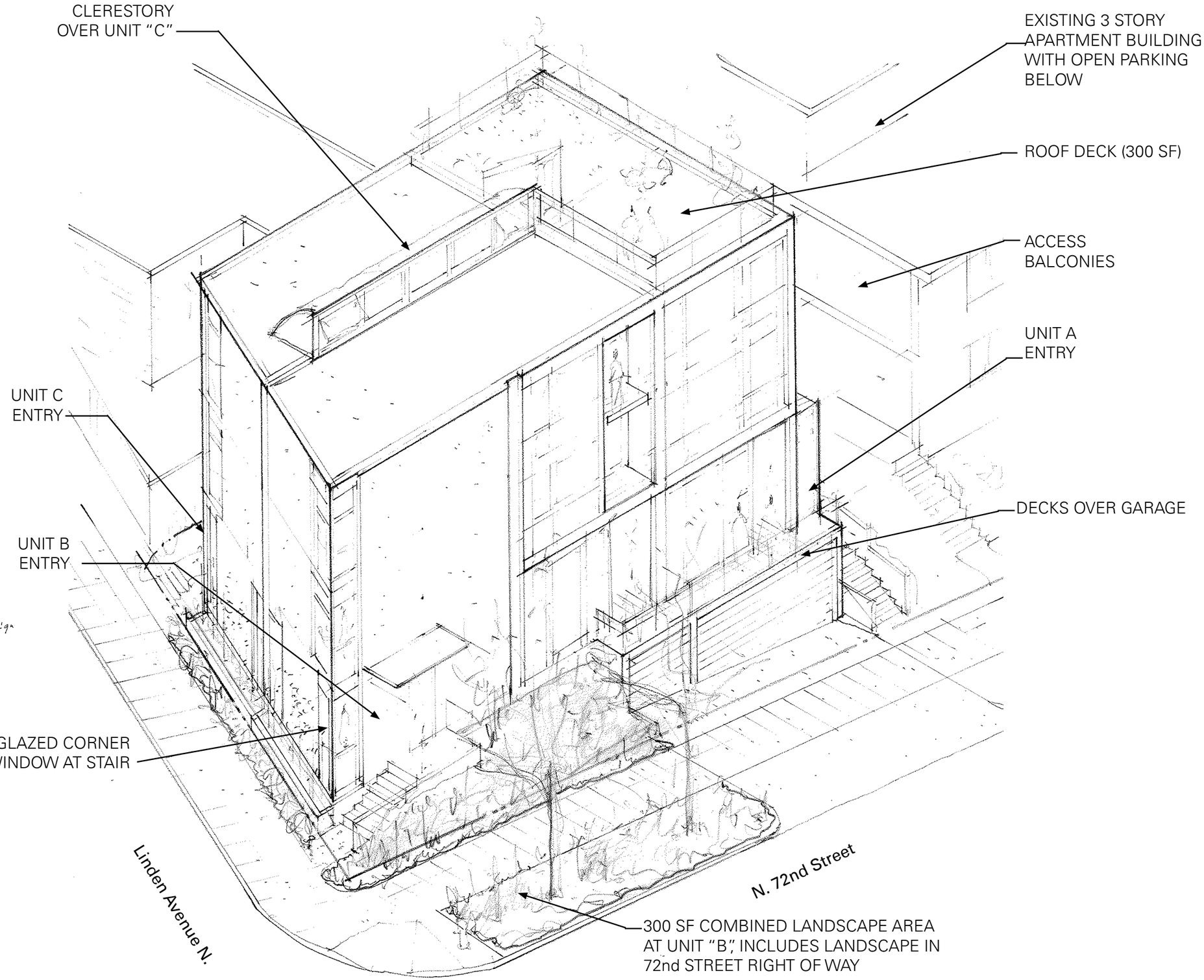
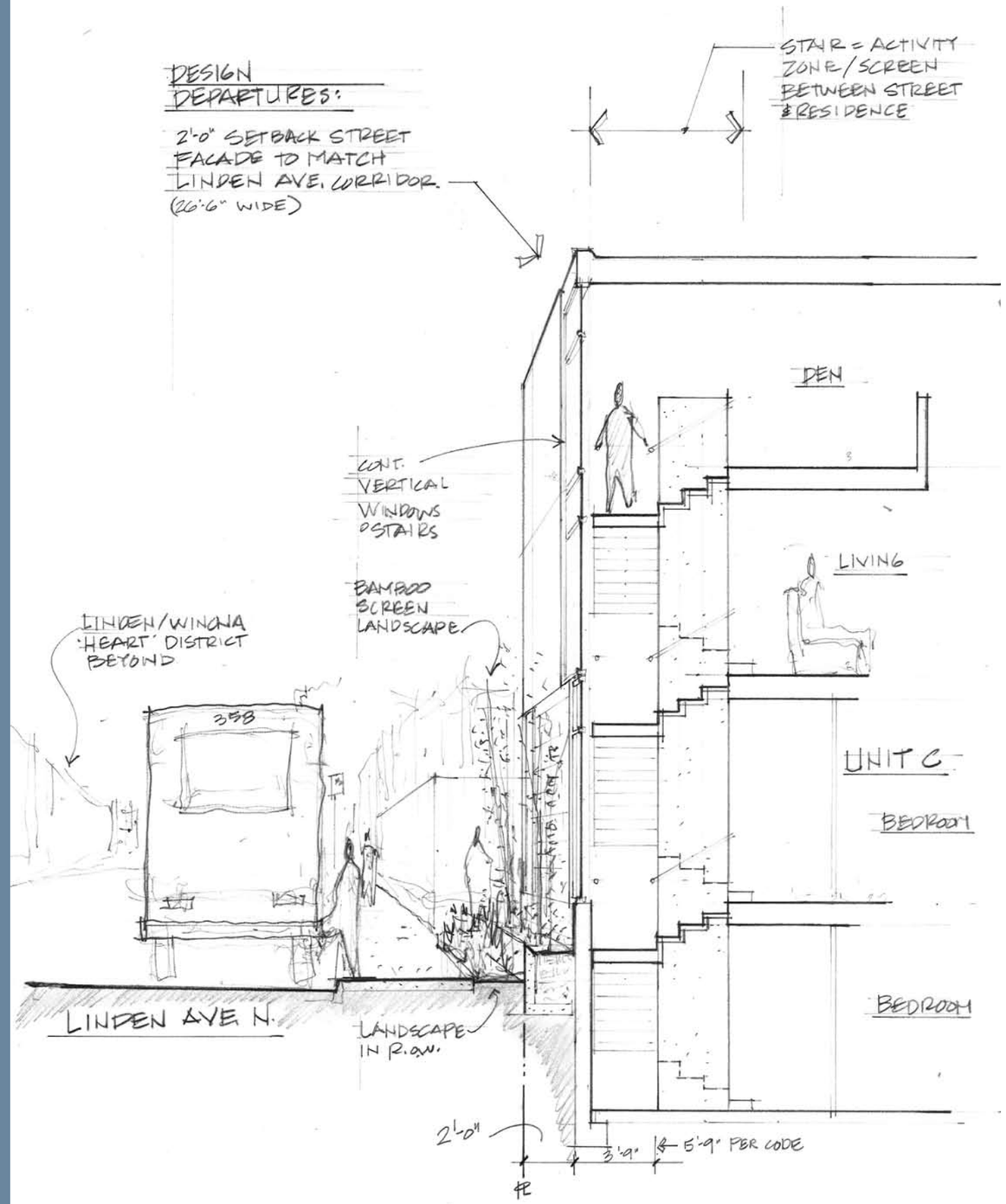


CONCEPT "C" PLANS



3-D SKETCH

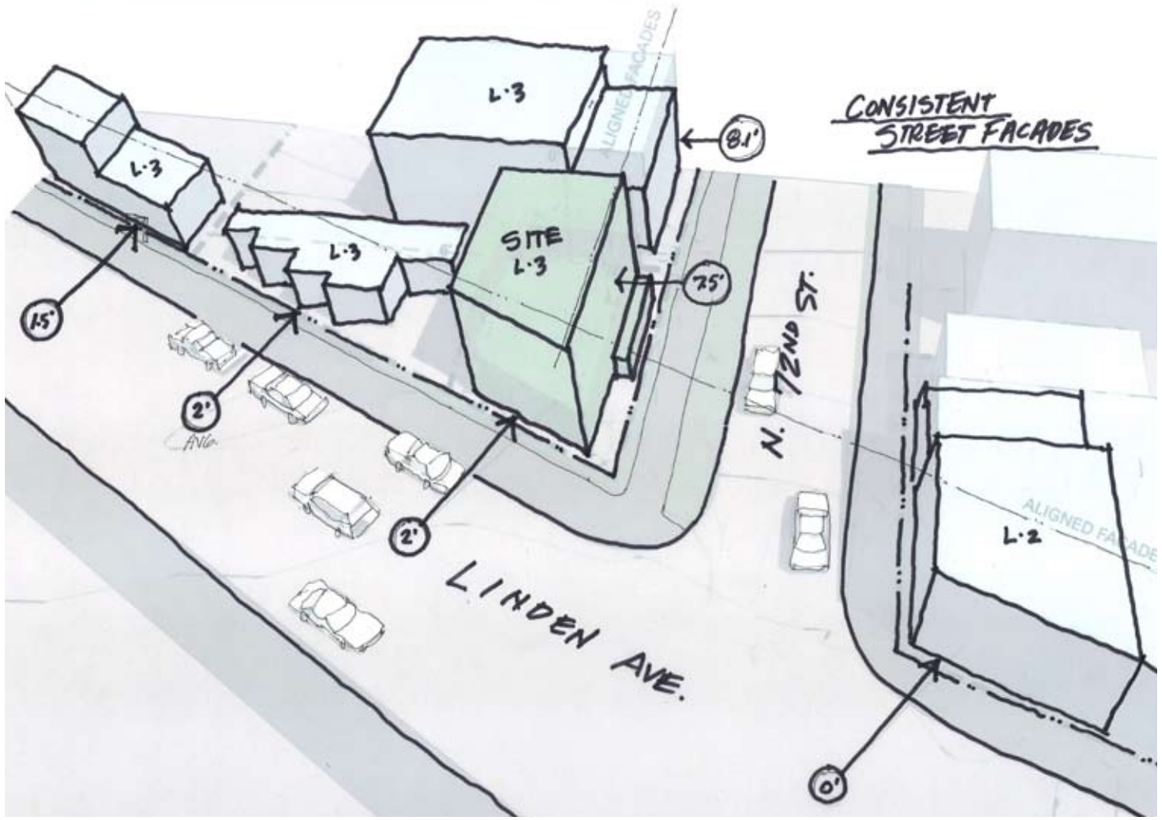


LINDEN AVENUE NORTH

This sketch shows the preferred option as it meets Linden Avenue North. A street facade is proposed to reinforce a consistent street edge along Linden Avenue, but modified for residential use with planters and stairs as public/private screens (total landscape depth 4').

VIEW NORTH TOWARD "HEART" DISTRICT

This view northward along Linden Avenue shows street facades that are beginning to develop a consistent character to the district. Note yellow "sawtooth" facade on left that leaves confusing triangular public/private transition space. Below is an image of a district with a more coherent street edge (11th and Pike)

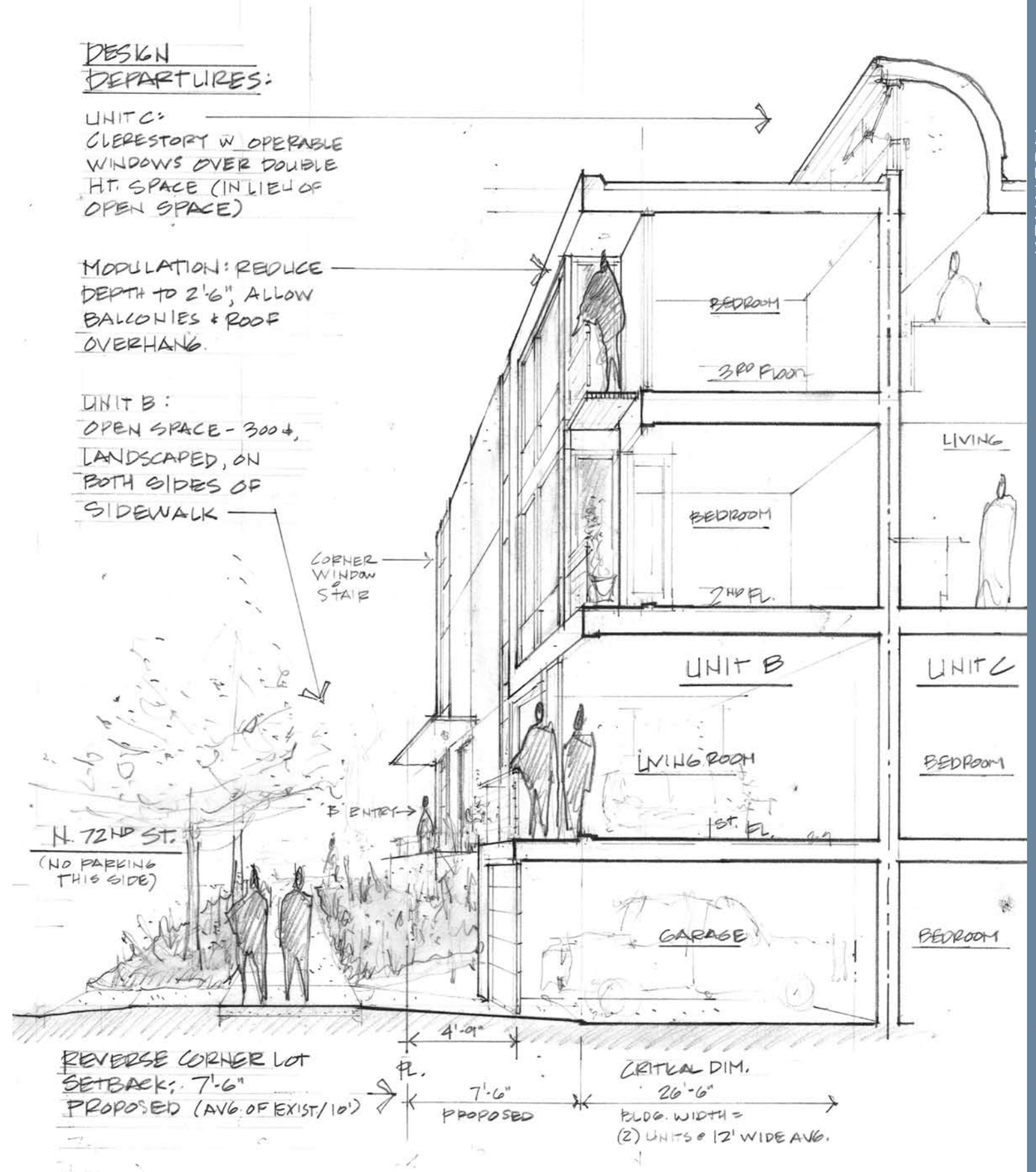


CONSISTENT FACADES

Above, a diagram showing the proposed facade alignment of the preferred scheme with its neighbors on Linden Ave. and N. 72nd Street.

CLASSIC SEATTLE DECK/GARAGE

At left, the classic Seattle deck over garage that is very common in Green Lake residential districts, especially on bermed/sloping sites. It allows for auto access to bermed sites, but adds a deck to maintain pedestrian scale and activity. Preferred scheme proposes a similar design solution on N. 72nd Street.



N.72nd STREET

This sketch shows the preferred option as it meets N. 72nd Street, with design departure requests noted. Deck level in preferred option is brought down to Living Room level, closer to the street.

DESIGN DEPARTURE SUMMARY

The table at right lists Design Departures proposed for the project. The departures, when taken as a unified set, are intended to create a better building than would be possible by adhering strictly to the City of Seattle's design standards.

Individual departures listed by category:

STREET SETBACK ADJUSTMENTS

Design departure #1 proposes to align the building's Linden Avenue facade with others on the street, in support of a coherent streetscape. This removes the shadow area in the site's northwest corner being created by the code-compliant footprint.

Design departure #2 proposes to average the lower and upper level setbacks along 72nd Street to a uniform 7-1/2 feet. This allows more landscaped space at grade on the south side of the building, and places living area decks closer to the street. This would also align the building's 72nd Street façade with others on the street.

Design departure #7 proposes that balconies and roof overhangs be allowed in the modulation zone in order to activate the residential street front and maintain coherent modern architecture. Modulation depth is adjusted based on the small scale of the project and its effect on internal planning.

By aligning the facade with neighboring buildings, the living space decks on 72nd Street are brought down to the street, thus improving human activity. This alignment also provides a uniform development pattern along the Linden Avenue arterial, and improves the neighborhood streetscape leading into the Linden/Winona "heart" district. With these modifications, and by adding covered balconies, the preferred scheme is a more functional and aesthetically pleasing project than the code-compliant scheme.

It should be noted that the setback departures of the project, as a whole, are relatively small. Design Departures #1 and #2, taken together, allow about 220 SF of additional space per the 2nd and 3rd floors, or 440 SF of additional space in total beyond the code-compliant scheme. Departures #1 and #2 represent setback shifts of 3'-9" and 2'-6" respectively. These numbers are the minimum setback required to achieve reasonable unit widths.

RE-BUILDING NON-CONFORMITIES

Design departures #3, #4, #5, #6, and #7 allow certain non-conforming aspects of the existing building to be reinstated within the new building. In each case, the non-conformity is mitigated or improved upon, as noted in the comments column of the table.

By allowing the existing building to be re-built and improved, rather than simply re-built "as-is", the preferred scheme is a better project than the code-compliant scheme, and thus exceeds City of Seattle's design standards.

PARKING ACCESS

Design departures #8, #9, and #10 (#11, if applicable) are modifications required in order to park (3) cars on a very small site with (3) units. This is a tremendous benefit to the neighborhood, as was made clear by resident comments during the previous variance application process.

By allowing departures for (3) on-site parking spaces to feasibly work on this site, the neighborhood parking deficit will be decreased, and thus increase the public's well being. Please note that there is no street parking allowed on the north side of 72nd Street, thus neighborhood street parking will not be reduced by the proposed curb cut.

702 N. LINDEN- DESIGN DEPARTURE REQUEST TABLE

ADMINISTRATIVE DESIGN REVIEW BOARD

DDR	ITEM	CODE SECTION	REQUIREMENT
1	**Front Setback (Linden Avenue)**	23.45.014.A	Front Setback shall be the average of the setbacks of the first principal structures on either side. In no case shall the setback be less than five (5'). 23.86.012 A.1.e When the first principal structure within one hundred feet (100') of the side lot line is not on the same block front…the setback depth for averaging purposes on that side shall be ten feet (10'). 1'-6" + 10' = 11'-6" / 2 = **5'-9" Required**
2	**Reverse Corner Lot Setback (72nd Street)**	23.45.014.C3	The side street setback of a reversed corner lot shall be (10) feet or as provided in Table 23.45.014 A, whichever is greater. **10' Required**
3	**Side Setbacks**	23.45.014.C	**6'-0" Average Required** per Table 23.45.014.A
4	**Lot Coverage**	23.45.010	L-3 Townhouses: **50%** 2,051 x 50% = **1,025 SF Allowed**
5	**Screening and Landscaping**	23.45.015	Landscape area 3 x 186' total lot perimeter = **558 SF Required**. 3' wide minimum landscape strip at street property lines. Exception #5a, allows Director's discretion to reduce by 50%.
6	**Open Space Requirements**	23.45.016	L-3 Ground-related housing: 300SF per unit of private, usable open space at grade required (120 SF minimum, 10' minimum dimension). **900 SF Required.**
7	**Modulation: Side Corner Lot (72nd Street)**	23.45.012.B and D	Modulation required for facades greater than 40' in width. Proposed façade is 54' in width, so modulation is required. **Minimum Width 5', Minimum Depth 4'.**
8	**Curb Cut**	23.45.018 C 4b, 23.54.030 F1a,c	Director may permit variations from development standards for parking location and design, and curb cut quantity and width for lots with less that 80' street frontage or less than 100' deep. Lot meets both criteria. **(1) 10' wide curb cut allowed at 72nd, (1) 23' curb cut allowed at Linden (major arterial).**
9	**Sight Triangles**	23.54.030 G 5	**10' Sight Triangle Required.** An exception to the sight triangle requirement may be made for driveways serving lots containing only residential structures and fewer than (3) parking spaces, when providing the sight triangle would be impractical.
10	**Driveway Crest and Sag**	23.54.030 D 3	**Required:** 6 degrees 24 minutes at crest, 4 degrees 42 minutes at sag, for a distance of 5'.
11	**Stairs in Setbacks**	23.54.014 G 5	Decks no more than 18" above grade may project into required setbacks.

EXISTING BUILDING	PROPOSED- PREFERRED SCHEME	COMMENTS	ACTION BY BOARD
Ranges from 3' to 11' (Linden Avenue)	**2'-0" proposed,** 3'-9" difference.	Applicant proposes reduced front setback to be consistent with surrounding street front facades along Linden Avenue. 2' depth is proposed to allow for bamboo planters. Better solar access than code-compliant options B and C. Ignoring the corner, the average of the two adjacent structures yields a setback less than 1'.	
4'-9"	**7'-6" proposed,** 2'-6" difference. **4'-9" setback proposed at garage/decks** (matches existing building setback)	Applicant proposes reduced reverse corner lot setback to be consistent with adjacent apartment building to east. Proposed setback of 7'-6" is the average of what could be built with code-compliant Options A and B (first floor at 4'-9" setback, second and third floors at 10' setback). Garages are primarily below-grade.	
3'-3" at N, 3'-9" at E	**3'-9" proposed at first floor only.** 2'-3" difference **6'-0" proposed above first floor**	Applicant proposes reduced side yard setbacks at first floor only. These setbacks correspond to the code-compliant options B and C. Maintain existing non-conformity with conditions.	
1,222 SF = 60%	**1,222 SF proposed**, plus 70SF deck over garage at 2' above existing grade line. 63%, 265 SF difference	Lot coverage proposed to correspond with code-compliant options A and B (1,220 SF) footprint, plus 70 SF deck over garages at 2' above existing grade line. Applicant is proposing to maintain SF of existing footprint, but reorganize footprint to better respond to site characteristics.	
511 SF	**400 SF landscape area at grade proposed**, with **2' wide** property line strip at Linden Avenue. 165 SF additional landscape area in 72nd Street Right of Way proposed. Landscape in 2' between property and sidewalk proposed per exception #5a. Total landscape area: **565 so.**	Preferred scheme on small site, with parking access/driveways, walkways, and stairs does not allow for required landscape. Proposal includes as much landscape as possible at grade, with landscaping included in right-of-way to make up the difference.	
None meeting minimum size criteria (10' x 12')	Applicant proposes the following alternate method for private, usable open space: UNIT A: (1) roof deck at **300 SF**, UNIT B: Landscape **300 SF** of area south of Living Room, including area in 72nd Street Right of Way (note: no street parking this area. UNIT C: Provide operable clerestory windows with south facing light over double height space at Kitchen/Living Area.	Small site. Preferred scheme adds roof decks, operable clerestories, and incorporates street right of way at corner of 72nd street into a unified landscape design with the front landscape area of the building. Improvements to Linden Avenue bus stop and landscaping county land along 72nd Street may also be considered, based on DRB review.	
N/A	Applicant proposes depth of **2'-6"**, with balconies and roofline allowed within.	Request is based on narrow floor plan widths and consistency with modern design aesthetic. Proposed balconies in modulation improve human activity on site.	
N/A	Applicant proposes single **(1) 27' wide curb cut** at 72nd to serve (3) back-out parking spaces.	Given site geometry, topography, size, (3) back-out parking spaces on 72nd Street make the most sense. Note that there is no parking on north side of street, i.e. no reduction in adjacent street parking proposed. Due to Linden Avenue being characterized as main arterial, curbs cuts are not allowed per Land Use counter's guidance, but you may include Linden Avenue frontage to increase 72nd Street curb cut to 20'. Applicant proposes an extra 7' to meet parking requirements.	
N/A	**7' sight triangle proposed**.	Allows feasible vehicle access to small site. Parking spaces do not serve general public. Propose considering exception that is only given to projects with fewer than (3) parking spaces.	
N/A	**10% crest/sag proposed** (maximum slope allowed per 23.54.030 D1b)	Helps tuck garages under the project. This is the worst case slope at west edge of driveway, as eastern side of driveway will have less of a slope. Manageable by most cars- no public access. Proposal is for 8" driveway slope in 7'- similar to driving over a curb.	
Steps at north entry in setback	Unit access steps and porches proposed in required setbacks- all less than 18" above existing grade.	Necessary for (3) at grade unit access points. Site does not permit for entrance in any other location.	