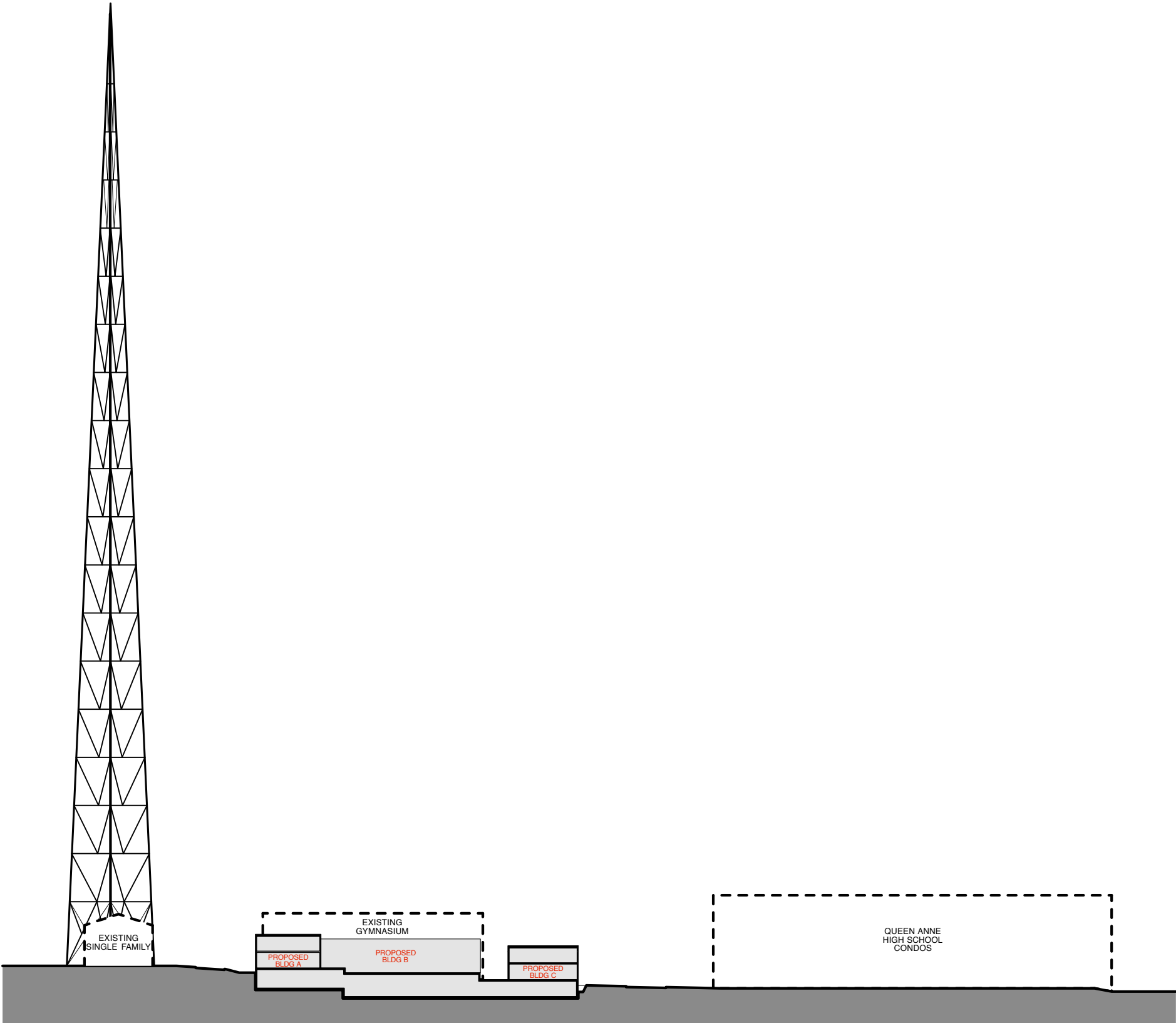
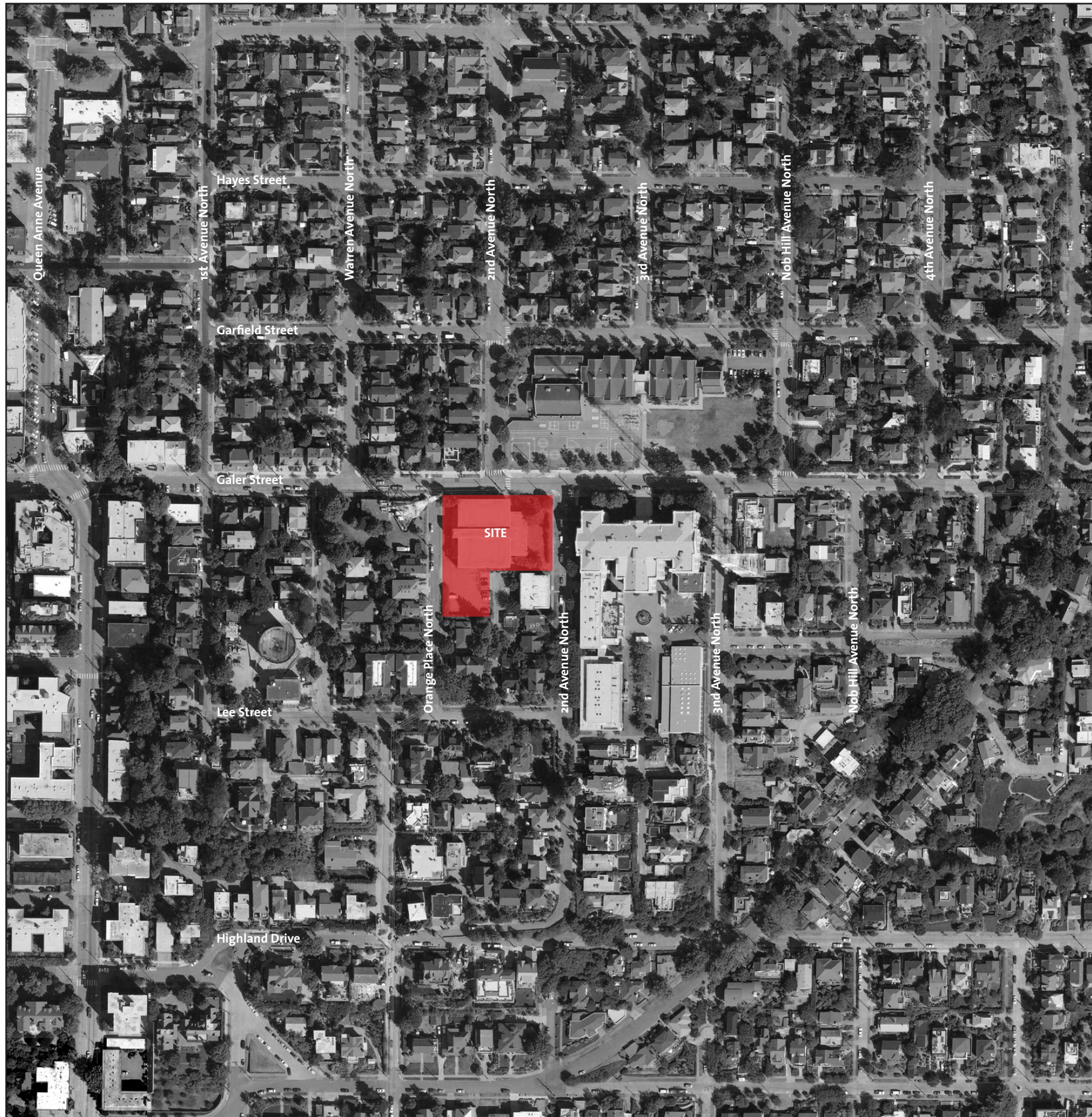


Queen Anne Townhouses

Early Design Guidance

December 3rd, 2008





Property Address:

1431 2nd Ave. N.
Seattle, WA 98109

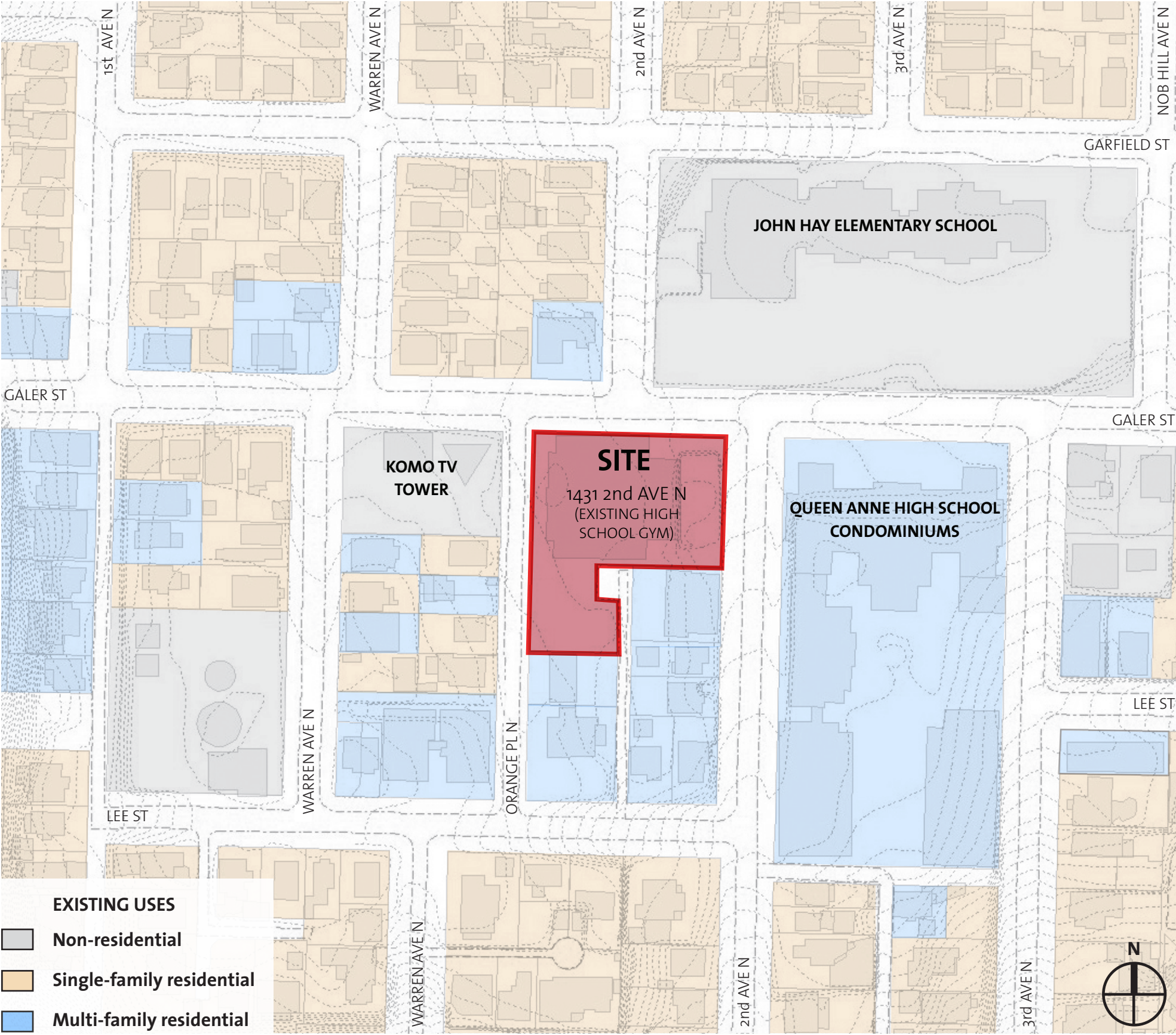
Owner Name:

Queen Anne Gym, LLC

Contacts:

Ed Weinstein, FAIA
Lesley Bain, AIA
Rosa Folla
Tim Crowther

Weinstein A|U LLC
Architects + Urban Designers
T 206/443.8606



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

Location

The subject property is an L-shaped lot located on Galer Street, between Orange Place North and 2nd Avenue North. The site has frontages along all three of these streets; to the south, the site is adjacent to two neighboring lots and to a developed, dead-end alley which exits onto Lee Street.

Existing Uses

The site is currently occupied by the gymnasium for the former Queen Anne High School, a 36'-7" high one-story concrete building with basement (49'-6" if measured from the at-grade basement access). There is surface parking at the southwest corner of the site and in the eastern portion of the site. The immediately adjacent properties are all zoned residential.

Physical Features

There is an overall elevation change in the site of 13'-6", from the high point at the southwest corner to the low point at the southeast corner. The drop in elevation along Orange Place North is 3'-8", from south to north; the drop in elevation along Galer Street is 5'-0", from west to east; and the drop in elevation along 2nd Avenue North is 4'-10" from north to south.

When the existing building was developed, the eastern portion of the site was excavated below the level of pre-existing grades to provide basement access. The site, as surveyed in 1962, did not have this topographical feature.

According to DPD mapping, the site does not fall within an Environmentally Critical Area.

Design Cues from the Site and Its Surroundings

Scale

As discussed later, there are a number of adjacent large scale structures (the KOMO-TV tower and former Queen Anne High School among them) which will influence design decisions. The final design will need to have sufficient presence to hold its own in this environment, but simultaneously be respectful of, and responsive, to the residential scale of the larger neighborhood.

Topography

There is an elevation change of 13’-6” from the southwest to the southeast corner of the site. To meet the 25’-0” height limit, the design must accommodate this gradual slope by stepping, in some manner, the individual structures.

Materiality

The immediate neighborhood contains buildings clad in brick, stone, wood, and stucco and of varying levels of architectural detail and quality. As such, there is no one material choice which would clearly be in harmony with the surroundings. This allows the design some degree of freedom in material choices.

Relationship to the Street

The pedestrian right-of-way surrounding the site varies significantly in width and character. While the sidewalks on Orange Place North are relatively narrow, as befits the proportions of the street, those on 2nd Avenue North are significantly broader. This suggests that buildings could be set back further from the property line on Orange Place North, to create more breathing room, but can be very close to the property lines on Galer and 2nd Avenue North while still enhancing the pedestrian experience with additional landscaping.

Views

The combination of topography, adjacent properties, and mature trees means that there are no significant long-distance views from the site which would influence design decisions.

Landscape

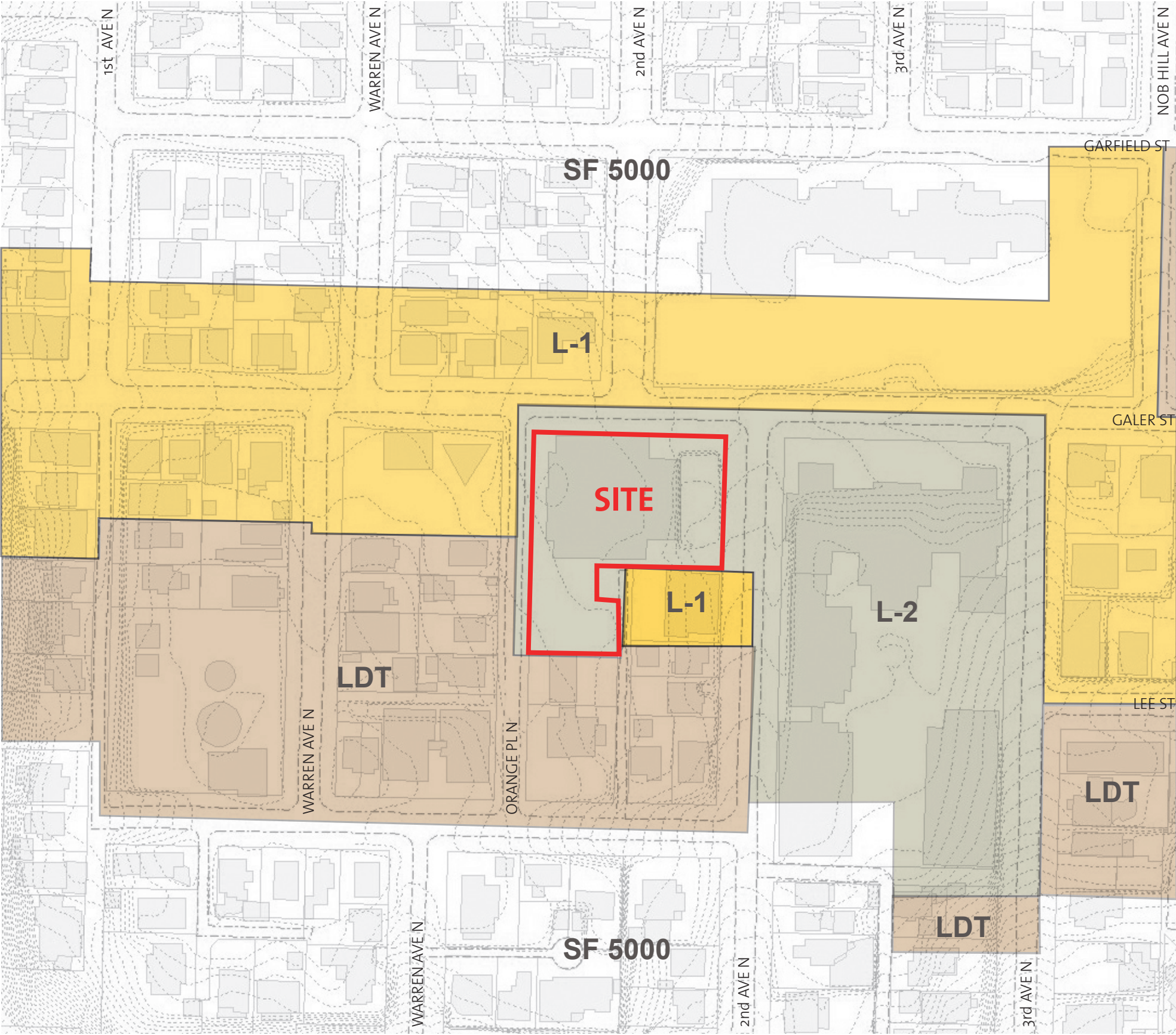
The surrounding neighborhood exhibits a particularly rich landscape. Mature trees provide shelter over sidewalks; gardens are lush, well-tended, and spill out into the public right-of-way. The site, in its current condition, breaks the continuity of these green spaces. The design therefore needs to integrate landscaping which continues and reinforces that of the contiguous streets, both within the property lines and the public right-of-way.

Architectural Style

As is the case with the materiality of the surrounding neighborhood, so it is with the architectural styles: although there are recurring themes, there is also a great deal of diversity. Within adjacent blocks, the architecture ranges from traditional, early 20th century wood-framed housing, through brick tudor and colonial revival, to the stone, federalist former high school. This presents an opportunity in that a new development is not limited to any one style and can therefore work within a contemporary language that is nevertheless appropriate to the context.

Most Pertinent City Design Guidelines

- A.2 Streetscape compatibility
- A.3 Entrances clearly visible from the street
- A.7 Residential open space
- B.1 Height, bulk, and scale compatibility
- C.2 Architectural concept and consistency
- E.1 Landscaping to reinforce design continuity with adjacent sites



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

The site is zoned L2 and surrounded by sites zoned residential: to the north and south, L1 and LDT; to the west, LDT; and to the east, L2. No overlays apply.

The most pertinent zoning issues (see also page 13) are:

Permitted Uses (23.45.004A)

A number of uses are permitted under all multifamily zones. The proposed project is to construct multifamily structures, one of the uses permitted by this section.

Density (23.45.008A)

Density of one dwelling unit per 1,200 sf is permitted in this zone. As the lot is 41,391 sf, 34 units are permitted. The project proposes only 27 units.

Structure Height (23.45.009A)

The maximum height permitted for all structures in the L2 zone is 25 ft. The project proposes structures that fall within this height limit. The project will have flat roofs and will therefore not take advantage of the pitched roof height bonus.

Lot Coverage (23.45.010A)

For townhouse developments in L2 zones, lot coverage is limited to 50%. The project will seek a departure from this, primarily to address issues related to below-grade parking. A portion of the garage is more than 18" above existing grade and therefore counts towards the total lot coverage.

Structure Width and Depth (23.45.011A)

In L2 zones, structure width is limited to 90 ft for townhouses with modulation. Building depth is limited to 65% of lot depth. The project proposes the development of a housing typology, the row house, rarely used in Seattle but which is ideal for the site under consideration. A departure will be necessary to allow for appropriately sized structures which are in harmony with the scale of the surrounding neighborhood.

Setback Requirements (Section 23.45.014)

In L2 zones, the required front setback is

the average of the setbacks of the first principal structures on either side, subject to a minimum setback of 5 ft. The front lot line selected for the project is along Galer Street, thus requiring a setback of 10 ft as the site is bounded by two streets rather than by adjacent structures. Side setbacks are a function of structure depth and height, per table 23.45.014A. Departures will be requested to reduce the setbacks, taking into account the generous pedestrian rights of way on Galer Street and 2nd Avenue North and the appropriate relationship of row houses to the street.

Open Space Requirements (23.45.016)

In L2 zones, ground-related housing requires an average of 300 sf (and minimum of 200 sf) per unit of private, usable open space at ground level and directly accessible to each unit. The project will provide more than the average requirements for private, usable open space, although departures will be required in some cases for the 10 ft horizontal dimension requirement. In addition to the private open space, a generous shared courtyard is proposed.

Parking and Access (23.45.018B)

When the site abuts an improved alley, parking access is required to be from that alley. Although the site is served by an improved alley that connects it to Lee Street to the south, the relationship of the alley to the street system for parking access would create a significant safety hazard (23.45.018B2a). Access to the parking garage from 2nd Avenue North at the site of an existing vehicular entry is therefore proposed.

Parking Quantity (23.54.015A Chart B)

Given the size of the units in this project, L2 zoning requires 1.3 parking spaces per unit. It is anticipated that an average of over two spaces per unit will be provided.



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

Galer Street and to the North

Of the three streets surrounding the site, Galer Street is the busiest, although it is relatively quiet other than during peak periods of traffic generated by John Hay Elementary School. Although the busy Queen Anne Avenue retail corridor is three blocks to the west, it is only directly accessible from Galer Street on foot; vehicular access entails driving one block to the north. The #4 bus travels south along 2nd Avenue North with a bus stop adjacent to the site on Galer Street. The bus continues east along Galer Street

To the northwest is a row of architecturally diverse, single family houses, with curb cuts to Galer Street. These vary from brick, to shingles, to wood siding, and are fronted by well-maintained gardens which spill into the public right-of-way. One block further west is a series of newer townhouses, also served by curb cuts. Along the edge of the site itself is a broad pedestrian right of way, currently devoid of landscaping.

John Hay Elementary School is to northeast of the site, across Galer Street. Although its frontage is tree-lined, the impression is of a large expanse of playground, surrounded by a chain-link fence. In front of it, there is a vehicular drop-off area and a pedestrian walkway across Galer Street to the site.

Continuing north, there is a shift to single-family residential properties, as the zoning changes to SF 5000. The neighborhood character is rather eclectic, with a mix of old and new buildings, displaying a range of materials and differing levels of detail.

In addition to the elementary school, the most prominent feature on Galer Street is the KOMO-TV tower at the northwest corner of Orange Place North. Along with its sister tower two blocks east, it dominates the area. At its base is a parking lot, shielded by sculpted hedges along Galer Street and enclosed by a chain-link fence on Orange Place North.



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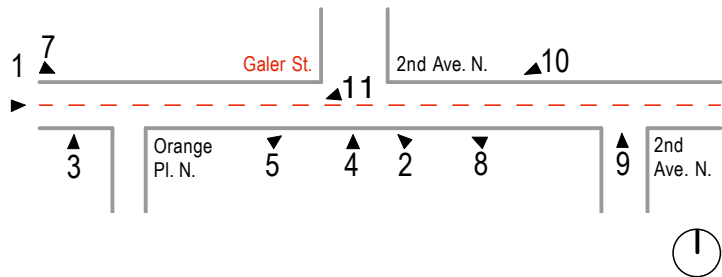
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Second Avenue North

The east side of 2nd Avenue North is dominated by the Queen Anne High School condominiums, which take up the entire block. This light-colored brick and stone building (an older, taller section to the north and a more recent annex to the south) is of a significantly larger scale than its surroundings and is a Queen Anne landmark, visible from around the city. Where it meets the sidewalk, on both Galer Street and 2nd Avenue North, there are a number of mature trees and a large planted area, creating a lush streetscape. Its frontage on 2nd Avenue North is relatively mute: the primary residential entrances are from the courtyard at the rear.

On the west side of the street, there is a three-story brick apartment building immediately adjacent to the site, south of which are three single-family residences. The first floors of these properties are all raised up from the street (the single-family residences have garages beneath), aligning them closely with the first floor of the proposed development.

The sidewalk along this side of 2nd Avenue North is substantially more generous than those of the surrounding streets, allowing for a wide planting strip that accommodates mature trees and other landscaping. The portion next to the gymnasium is poorly maintained and has no vegetation. At the south end of the block, the tree canopy on both sides of the street encloses the sidewalk, creating an attractive, dense tunnel of foliage.

Continuing south down 2nd, you encounter a mix of single- and multi-family housing of varying quality and materiality. Overall, the older buildings, whether clad in brick or stone, tend to be more finely-detailed and to have more established gardens while the newer, multi-family units are less well screened from the street and are of less architectural interest. The street continues on to Highland Drive and connects with Queen Anne Avenue.



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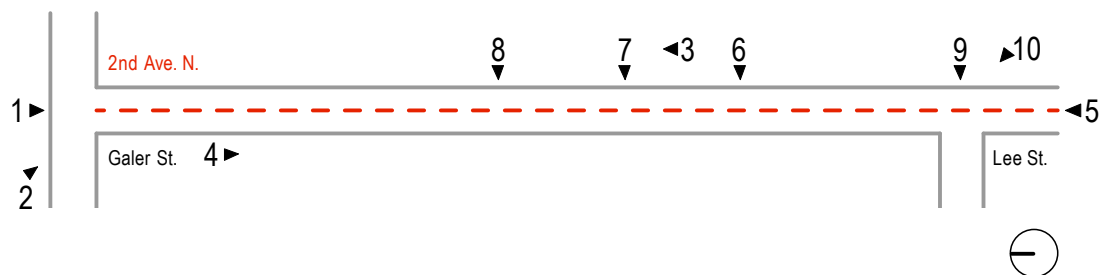
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Urban Design Analysis: Context



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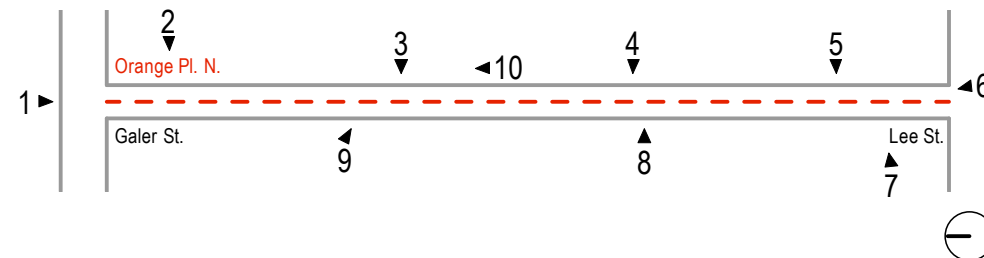
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Orange Place North

The longest frontage of the site is along Orange Place North. This street is the quietest of the three and rather narrow, at less than eighteen feet wide. On the west side of the street, directly south of the tower, is a string of four, older, well-maintained duplex and single-family homes, set almost a full-story above the sidewalk. While there are no substantial trees in front of these properties, their gardens are attractively landscaped. To their south is a more recent three-story apartment building, the scale of which is somewhat out of character with the remainder of the street. Opposite this are two properties: a large, single-family residence on the northeast corner of Orange Place North and Lee Street, and, adjacent to the site, a lower, stucco, multi-family dwelling.

The northern end of Orange Place North is lacking street trees and other significant plantings, while the southern end of the street benefits from lush gardens and large trees overhanging from properties fronting the street. This density of green space is typical of much of the neighborhood surrounding the site.

The architectural character of the street is fairly consistent, with the major exception being the newer apartment building at the corner of Orange and Lee. The older buildings, clad in painted wood siding, exhibit a high level of detail and fine-grained palette of materials.

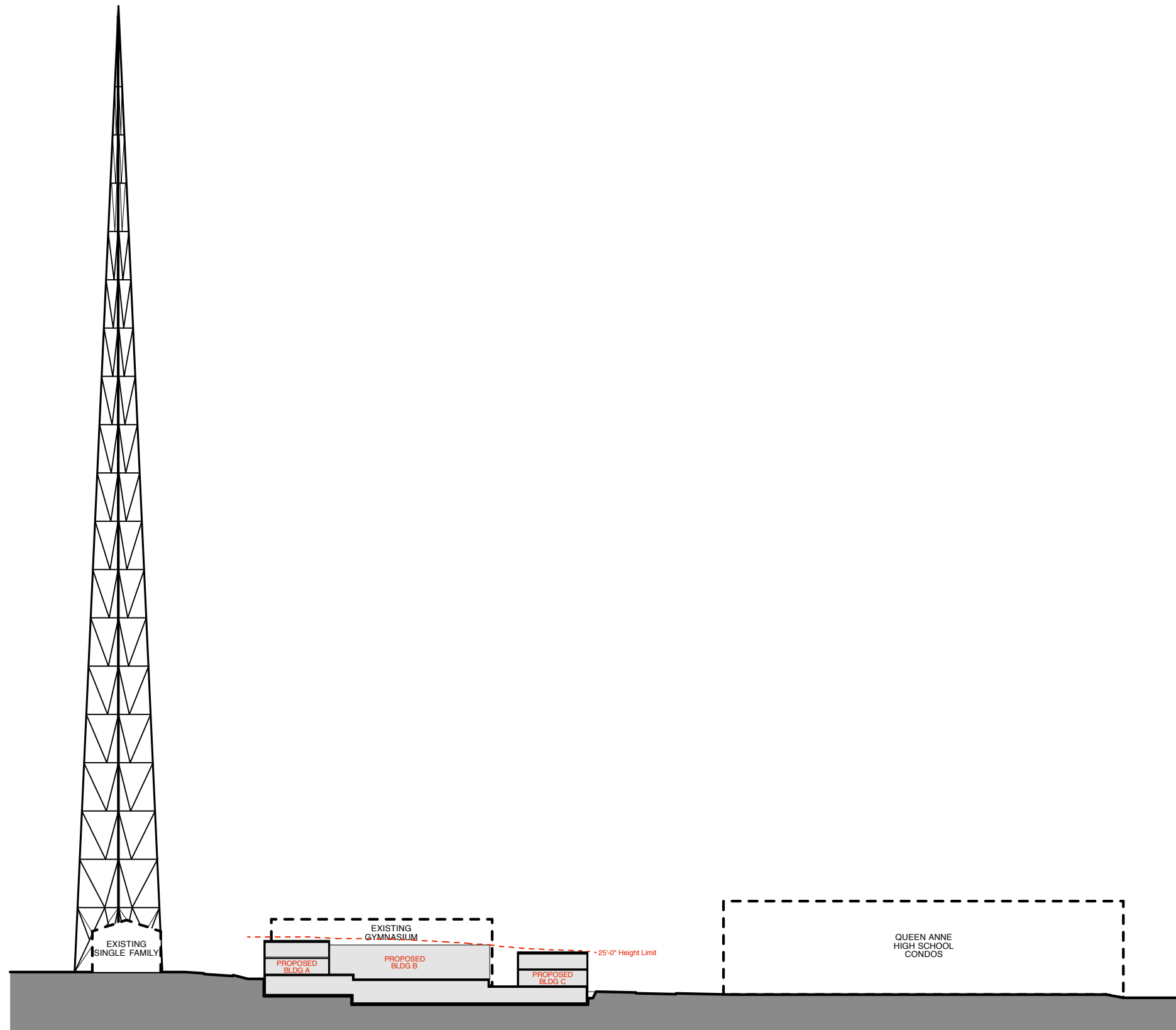
Lee Street and South

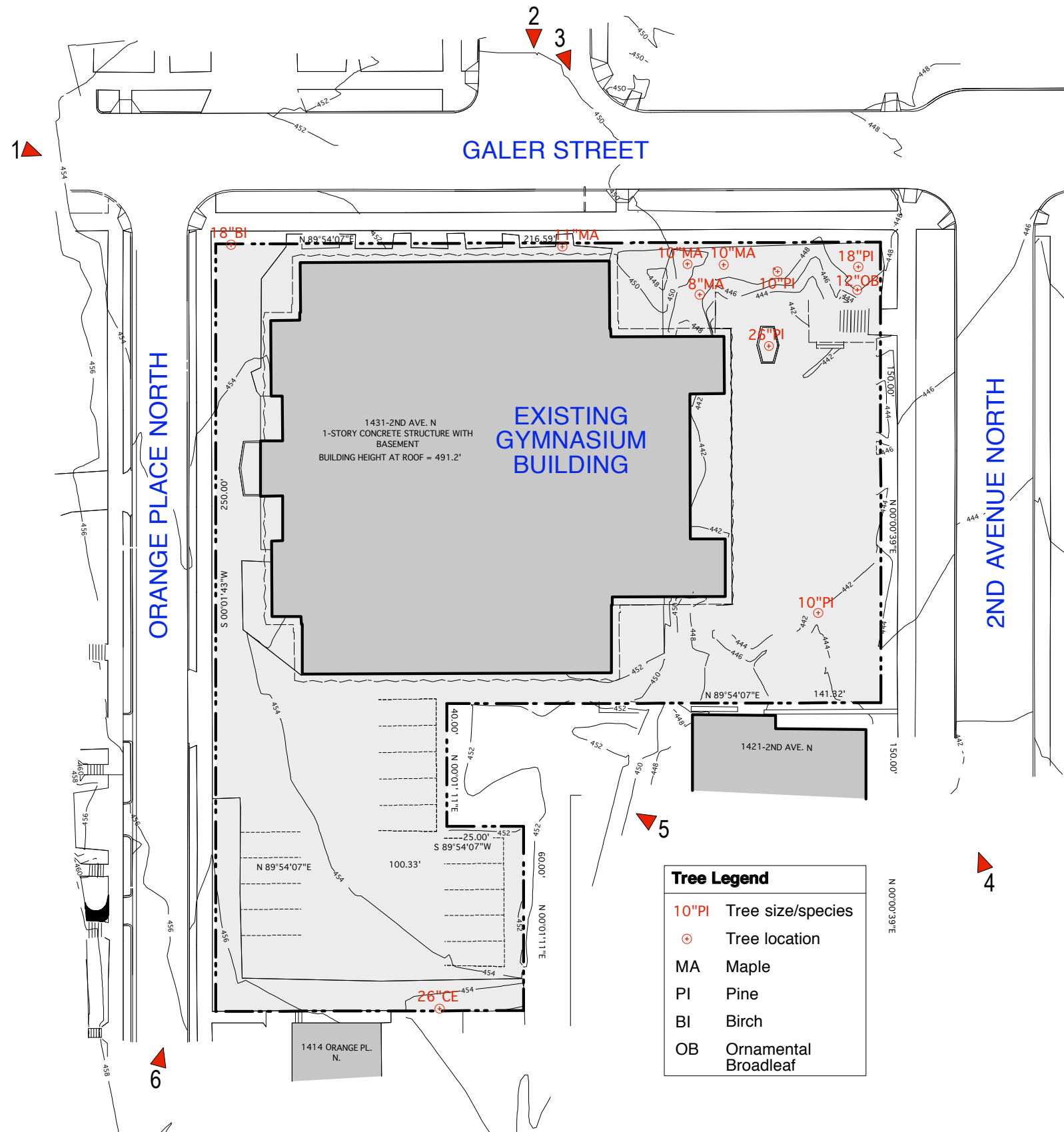
The alley which abuts the site to the south ends at Lee Street, a sloped, brick-paved road lined with attractive, single-family residences set off from the street by attractive gardens. These residences are of a similar vintage, but vary materially from brick to wood siding; many are elevated above the sidewalk grade. As you move further down Queen Anne hill, views over the city open up; the neighborhood continues to be predominantly single-family residences, with a mix of older and newer buildings, architectural styles, and materials. South of Lee Street, the zoning changes to SF 5000.

Neighborhood Scale

Adjacent to the development site are a number of structures that, through their height and mass, exert a powerful influence over their surroundings. At the northwest corner of Orange Place North, the KOMO-TV tower dominates its surroundings. On 2nd Avenue North, the former Queen Anne High School is of a significantly larger scale than any other building in the neighborhood and is visible from around the city. And on Galer Street, north of the site, is the John Hay Elementary School, which occupies two city blocks.

Development of the site, which is zoned L2, is subject to a height limit of 25'-0". Ironically, this will result in a structure that is lower, in elevation, than both the existing gymnasium building and the majority of the adjacent properties, including the single family residences on Orange Place North which are sited above the street. The proposed development is therefore of an appropriate scale to live in harmony with its neighbors.





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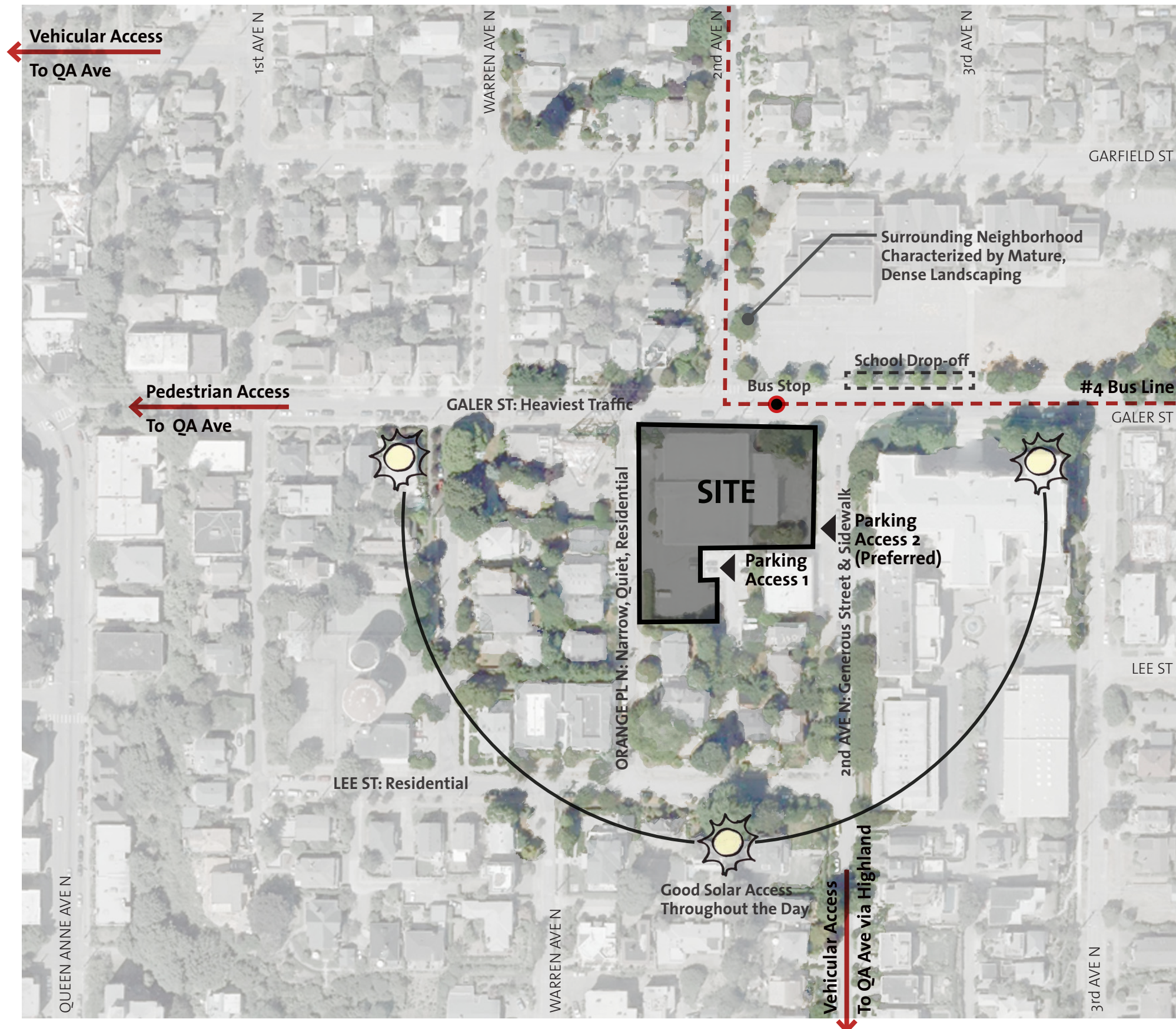
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Site Analysis Summary

Surrounding Neighborhood:

- The site is at the intersection of three land use types: single family residential, multi-family residential, and institutional. Each of them is directly adjacent.
- The scale of the surrounding buildings varies significantly, from the single-family residences on Orange Place North to the massive former Queen Ann High School. Above them all tower the TV/radio masts.
- The architectural character of the neighborhood is mixed, with a variety of materials and scales and fineness of detail.

Street Traffic:

- The majority of the streets surrounding the site serve predominantly residential areas and thus carry light traffic.
- Galer Street is the most heavily trafficked of the adjacent streets; peak activity periods are associated with the Elementary School's schedule. Even so, it is not a busy thoroughfare.
- The site has a direct pedestrian connection to the busy Queen Anne Avenue commercial corridor.

Garage Access for proposed building:

- Parking access from the alley is not desirable due to safety concerns and traffic impacts on quieter, residential streets.
- The preferred parking option is to enter via an existing access point on 2nd Avenue North. This is safer and minimizes traffic impacts on residential streets. It is also more convenient for access to spaces shared with John Hay Elementary School.

Landscape:

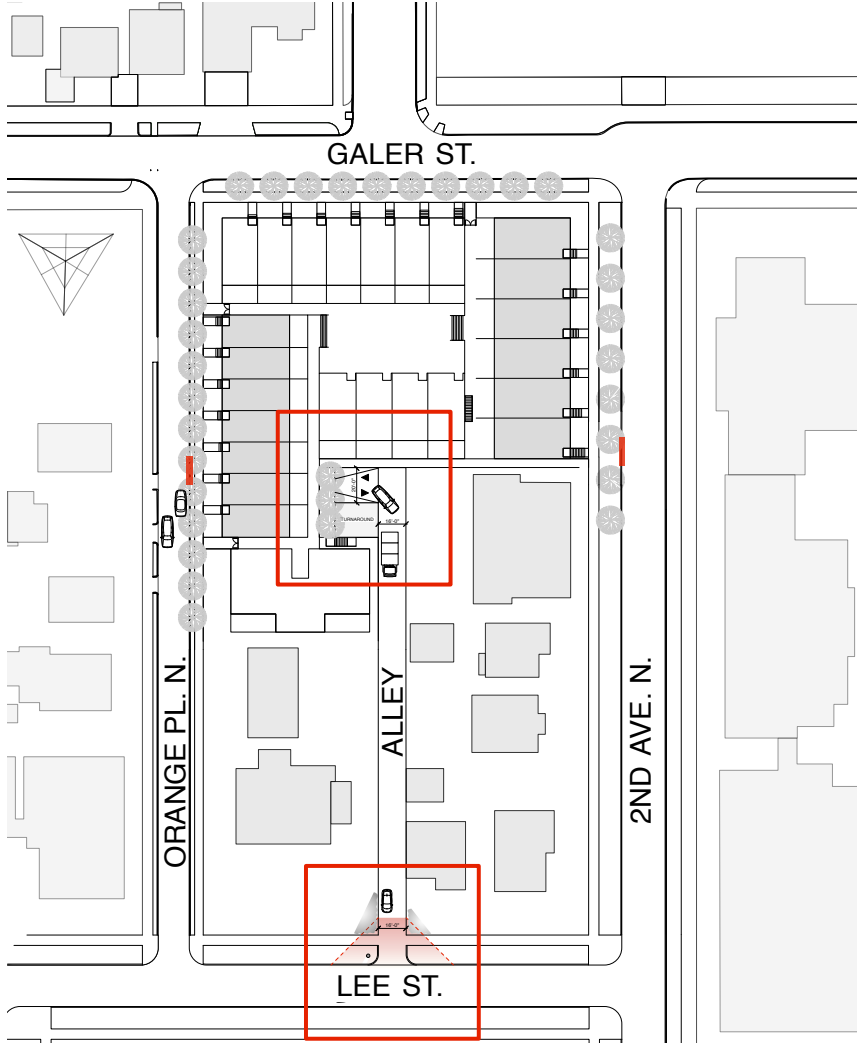
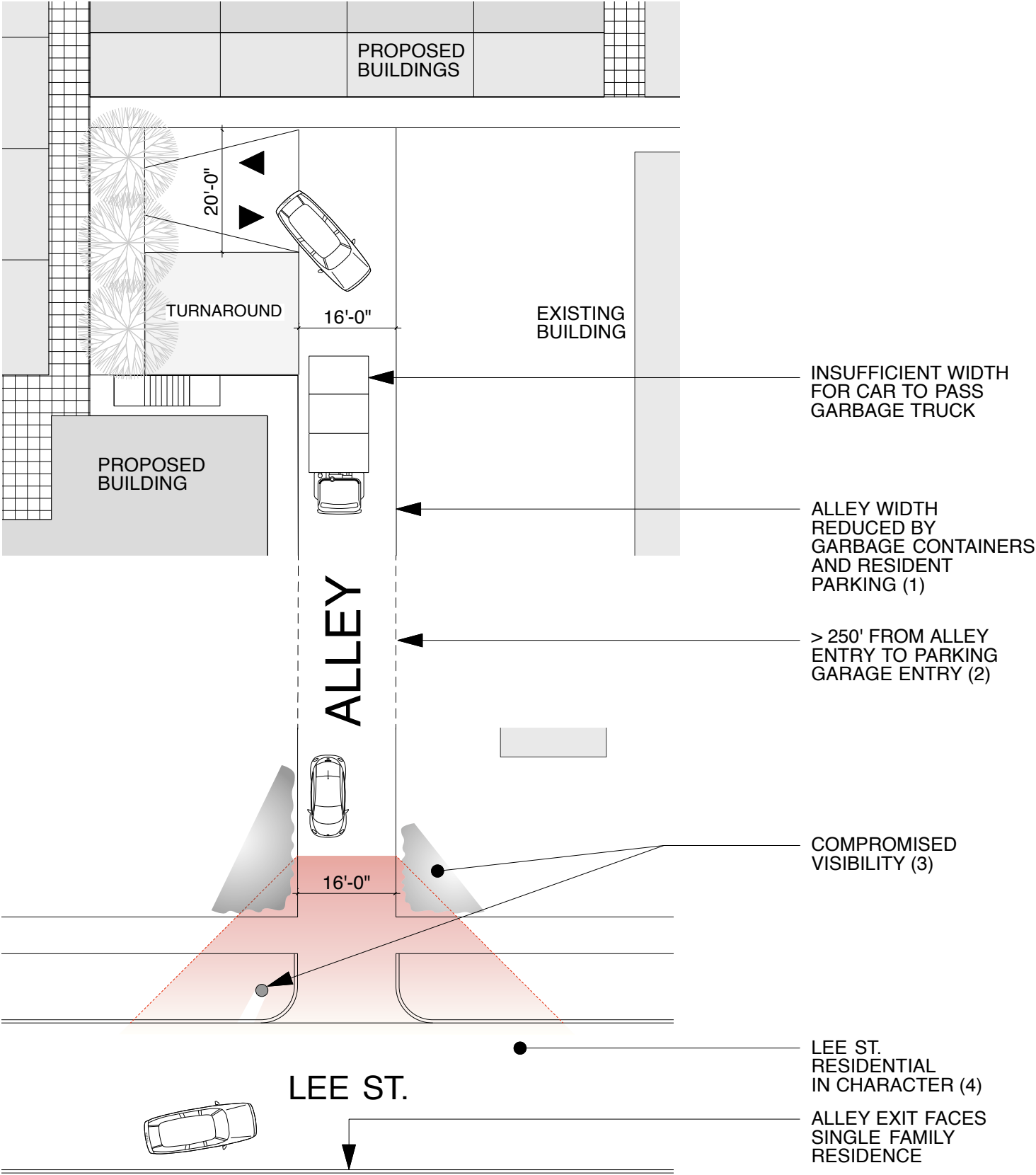
- The neighborhood is characterized by a rich landscape of mature trees and densely planted, carefully tended gardens.

Solar Access:

- The site receives excellent sunlight throughout the day which is not significantly compromised by neighboring buildings.

Building Mass:

- There is a desire to address the scale of the residential buildings immediately to the south and west, while providing a transition between them and the institutional scale buildings to the northeast and east.



Access from the Alley

A 250'+ improved alley connects Lee Street to the south of the site. The alley conditions and likely new traffic patterns lead to the conclusion that the constrained existing alley dimensions make parking access via this route challenging and hazardous.

Existing single and multi-family residences use the alley for access to on-grade parking and garages, with parking for around twenty-two vehicles. If parking for the site were accessed from the alley, the volume of traffic would more than triple. The alley is nominally 16'-0" wide. Existing uses, however, reduce the usable width: garbage containers spill out onto the street (Image 1); cars are often parked so as to impinge on the right-of-way; landscaping extends into the alley. This limited width hinders maneuverability and traffic flow as there is limited room for two cars to pass in opposite directions. Additional traffic will adversely affect the existing users of the alley in terms of noise and light pollution and crowding.

Garbage pickup for existing residences south of the site is also via the alley; the garbage truck backs up the alley. The constrained width of the alley makes it impossible for a car to pass a garbage truck, creating potential congestion and delay.

An important safety concern is created by the limited visibility for traffic exiting the alley. High landscaping and retaining walls (Image 3) interfere with the view of traffic on Lee Street and make it difficult to see pedestrians without pulling out into the sidewalk. An electrical pole to the west further compromises visibility. Finally, there is the issue of traffic flow: if the alley is used, cars will have to travel further from the higher-traffic-volume streets and along Lee Street, which supports less traffic flow and is more residential in character. This is also less convenient for access to the parking spaces reserved for John Hay Elementary.

Per the Seattle Municipal Code, access to off-street parking from a street is permissible when the Director determines that use of the alley for parking access would create a significant safety hazard (23.45.018 B2a). Given this standard, accessing the garage from the alley is not a viable alternative.



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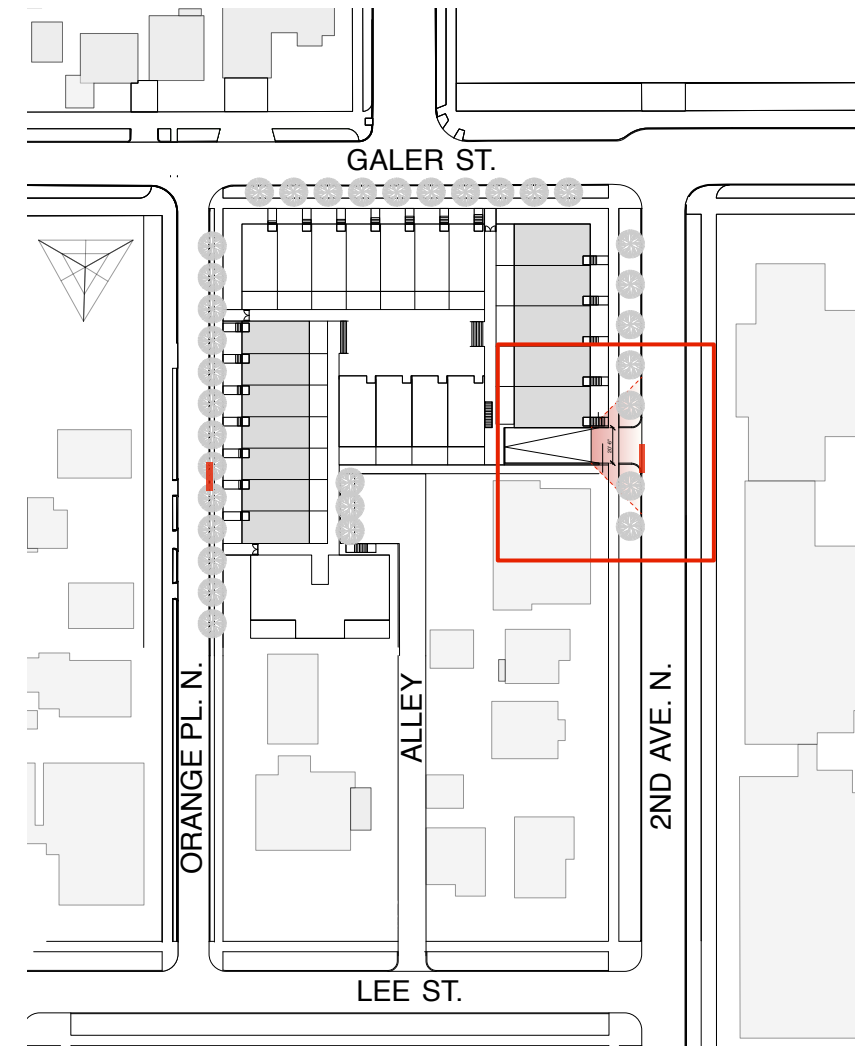
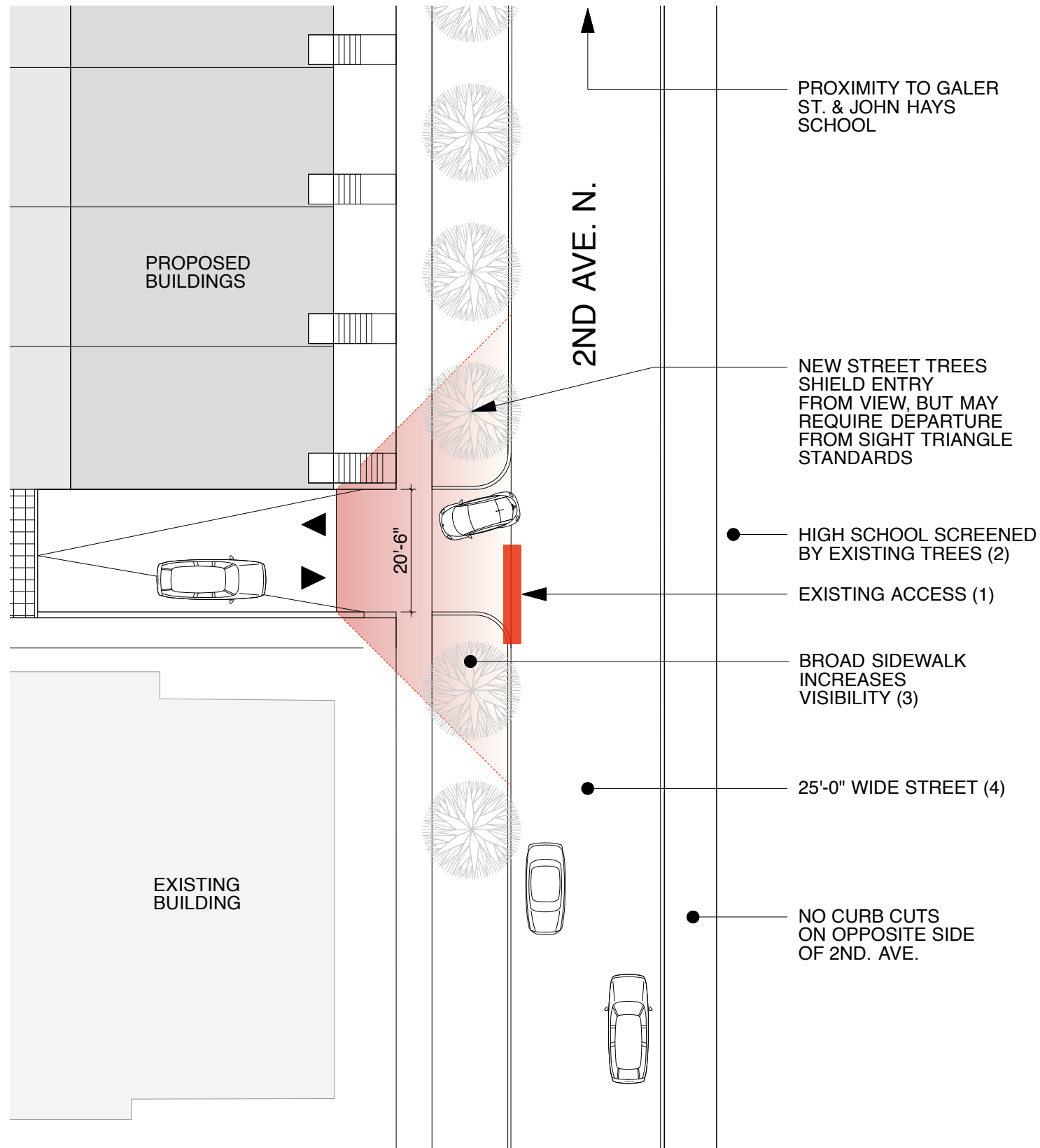
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Access from 2nd Avenue North (preferred)

There are two existing vehicular entries to the site: the major parking access is via a curb cut on Orange Place North and there is secondary access from 2nd Avenue North.

The existing access on 2nd Avenue North is the appropriate garage entrance location. This street is significantly wider, at 25'-0", than the alley, but carries a lower volume of traffic than Galer Street with no bus line. The street width and broad sidewalk on the west side maximizes visibility for vehicles entering and exiting the garage, making it the safest option.

Orange Place North, only 18'-0" wide and residential in character, is not a viable access location. Galer Street, although it is the widest adjacent street, is also not an option: a bus line runs along it, with a stop in the middle of the block; safety issues are a concern due to the location of John Hay Elementary School on the opposite side of the street; and Galer Street carries a large volume of traffic, again making parking access hazardous.

Street trees in the pedestrian right-of-way on the west side of 2nd Avenue North will shield the garage entry from the view of passing traffic, improving the streetscape and bringing it in line with that of the street to the south. The minimal interference with the site triangle (required by SMC 23.54.030 G1) these trees will create is mitigated by a broader than required site triangle allowed by the property setback and open space on the adjacent property. The location of the sidewalk 5'-0" from the property line further enhances visibility for exiting vehicles and provides ample space for vehicles to enter and exit without impeding pedestrians. In compliance with Design Review Guideline C-5, the garage entry will be subordinated to the pedestrian building entries and shielded by landscaping, minimizing its street presence.

Existing trees opposite the proposed garage exit on the east side of 2nd Avenue North (Image 2) will serve to shield residents of the Queen Anne High School Condominiums from light and glare caused by vehicle lights, thus meeting the intent of SMC section 23.45.017 C.



The proposed project draws on the tradition of the rowhouse—a housing typology rarely seen in Seattle—interpreted with a more contemporary sensibility. The rowhouse has historically been employed in urban locations, where it is an efficient model of attached, single-family housing. Typically the buildings sit close to the sidewalk, defining a strong street edge. The units have individual entrances that identify them as single-family residences and create opportunities for enlivening street life. Row-houses are often shielded by a landscape buffer, that provides privacy for residents but still allows for a close relationship with the street. Placing the buildings tight to the street can result in additional open space behind them, creating the potential for a shared courtyard.



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:

- Develop high-quality, single family housing that is sensitive to its context and enhances the value of surrounding properties.
- Create a contemporary revision of a typology, the row house, that is no longer being built in Seattle but that is very much compatible with the city’s housing needs and aspirations.
- Provide twice the required number of parking spaces in a below-grade garage, reducing pressure on street-parking in an already crowded neighborhood and avoiding unnecessary curb cuts that fragment the sidewalk.
- Provide individual entrances from each residence directly to the street, to clearly identify the individual units as single-family residences and to encourage street life.
- Create a building that is compatible, in materiality and scale, with the character of the surrounding neighborhood.
- Design within a modernist vocabulary that nevertheless integrates well with the diverse residential properties in close proximity to the site.
- Use high quality, very durable finish materials that are in tune with the architecture of the neighborhood.
- Continue the neighborhood’s tradition of a rich, layered landscape that continues out onto the sidewalk and provides a transition between the street and the residences.
- Provide setbacks that, in concert with the surrounding pedestrian right-of-way, result in a generous pedestrian environment and appropriate landscaping.
- Create residences that have a close relationship to the surrounding street while maintaining a sense of privacy.

- Build at a significantly lower density than that permitted by the zoning.
- Provide each residential unit with a generous, private open space in addition to a shared courtyard in the center of the development, to encourage a sense of community.
- Provide fourteen parking spaces to be shared with John Hay Elementary School.

Desired Uses:

- Single-family rowhouse residences
- Below-grade parking for approximately 60 vehicles.

Approximate Structure Size:

- The project entails the construction of twenty-three two-story row houses, divided into four buildings, situated above a one story below-grade parking structure. An additional two-story building, in the southwest corner of the site, will contain four flats. The gross area is projected to be approximately 55,000 sf.

Potential Development Departures:

Departures may be sought from the following development standards for the preferred scheme:

Lot coverage (SMC 23.45.010)

As a consequence of making the parking garage work with the site topography, a significant portion of the garage structure projects more than 18” above grade. This results in 66% lot coverage. As the majority of this additional area is, however, contained within the courtyard in the center of this site, this additional coverage is not perceptible. The footprint of the rowhouses

itself covers 55% of the lot, which also necessitates a departure.

Building setbacks (SMC 23.86.012 and 23.45.014)

One of the features of the rowhouse that has made it such a successful housing type is its close relationship to the street, where homes have front stoops and the public realm is animated by its proximity to the private realm. In order to achieve this desired condition, departures from setback requirements are required. The magnitude of the departure varies by lot line (see table on **page 18**). On Galer Street and 2nd Avenue North, where the pedestrian rights-of-way are very generous, the setbacks are smaller. On Orange Place North, a narrower street with a more constrained sidewalk, the proposed setbacks are larger. In all cases, there is sufficient room for a substantial landscape buffer between the sidewalk and the residences.

Interior setbacks (SMC Table 23.45.014 C)

The project meets this requirement in all cases except between Building A and Building E (see **page 18**). The end wall of Building A, however, is likely to contain only secondary windows and Building E’s windows are likely to be oriented primarily to the south, east and west. This minimizes the impact of the close proximity of the two buildings.

Building width and depth (SMC 23.45.011)

Width and depth limits present the project with two challenges: first, the rowhouse type does not fit easily within the current code; second, this particular site exacerbates the problem because of the effects of the “leg” on building depth calculations (building depth is a function of lot depth). Allowing greater lot widths and depths does not change the density of the

project, but it does facilitate the creation of a central courtyard and the use of the rowhouse typology, a building type that effectively provides attached single-family housing in an urban condition and is well-suited to this site which requires a carefully considered transition between the scales of neighboring buildings.

Modulation (SMC 23.45.012)

The proposed buildings will meet all modulation standards with the exception of the ends of the rows, which are slightly longer (at 41’-0” and 44’-0”) than allowable with no modulation. These facades will, however, be articulated with windows, varying materials, and sun shading devices, resulting in a dynamic composition.

Open space (SMC 23.45.016)

Private open space is provided in the form of a screened courtyard to the rear of each residence and a planting area at the front, adjacent to the entry stoop. These areas provide a variety of conditions, from the fully-private to the fully-public, encouraging residents to interact with the community in different ways. In aggregate, the private open areas meet the area requirements of the code, but there are portions that do not meet the 10’-0” horizontal dimension stipulation, thus requiring a departure. In addition to the private open space, there is a shared courtyard at the center of the project, intended to facilitate community.

Parking location and access (SMC 23.45.018)

As discussed on **page 4** (and explained in detail on **pages 11 and 12**), a departure will be requested to allow parking access from 2nd Avenue North rather than the alley to the south. This ensures safe access from an existing site entry point that minimally

impacts the neighborhood.

Sight triangle requirements (SMC 23.54.030 G)

Street trees are proposed which will align with the center of the front windows of each unit, providing a pleasing streetscape rhythm and privacy for residents. If this spacing is to be maintained along 2nd Avenue North, two trees will be within the required site triangle (see **page 12**). The broad sidewalk and relationship of the parking garage exit to the sidewalk, however, mitigate against this and provides the visibility necessary to ensure safe parking access.

Design Proposal: Alternative 1

Code compliant

Units - 20

Parking Spaces - 40

Description

Alternative 1 concentrates the buildings to the north of the site, with a parking lot sited in the “leg” to the south. This allows the creation of a central, shared courtyard accessible from Galer Street. Each town-house has an individual entrance from the street that clearly identifies the individual residence and a large setback that provides a buffer between the residence and the street. The units in three of the buildings have a private open space accessible from the common courtyard. The total number of parking spaces includes fourteen which are shared with John Hay Elementary School.

Advantages

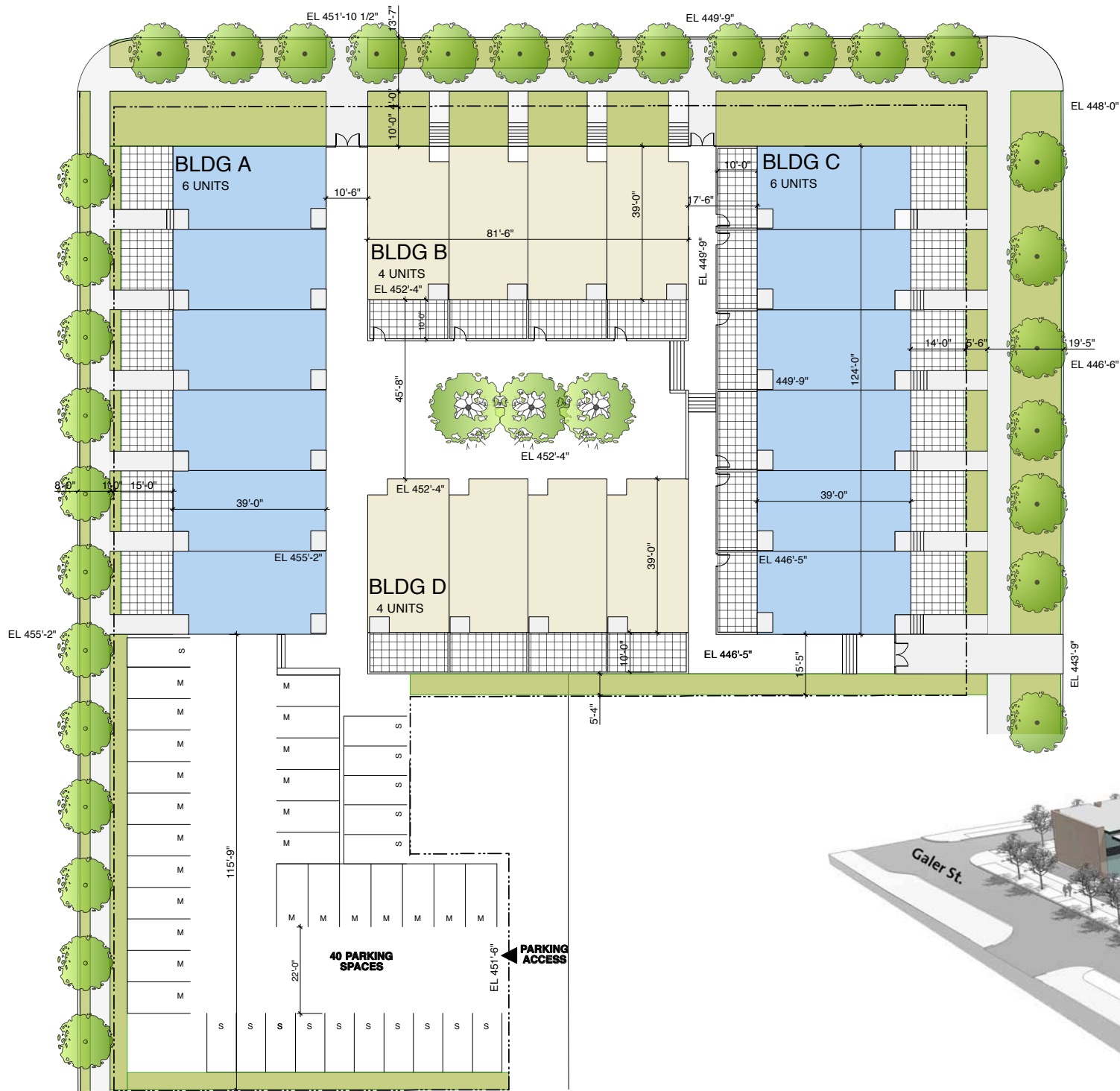
- No departures required.
- Provides large setbacks, particularly on Orange Place North.
- Parking lot access from alley does not require a curb cut.
- Units are sufficiently deep to provide a generous plan configuration.

Disadvantages

- Parking lot entry via the existing alley is inconvenient and hazardous and neighbors have expressed a preference for non-alley access.
- Parking lot visible from the street.
- Surface parking lot increases runoff.
- Providing only the minimum code requirements for parking spaces per unit will increase parking pressure on the surrounding streets.

Departures Required:

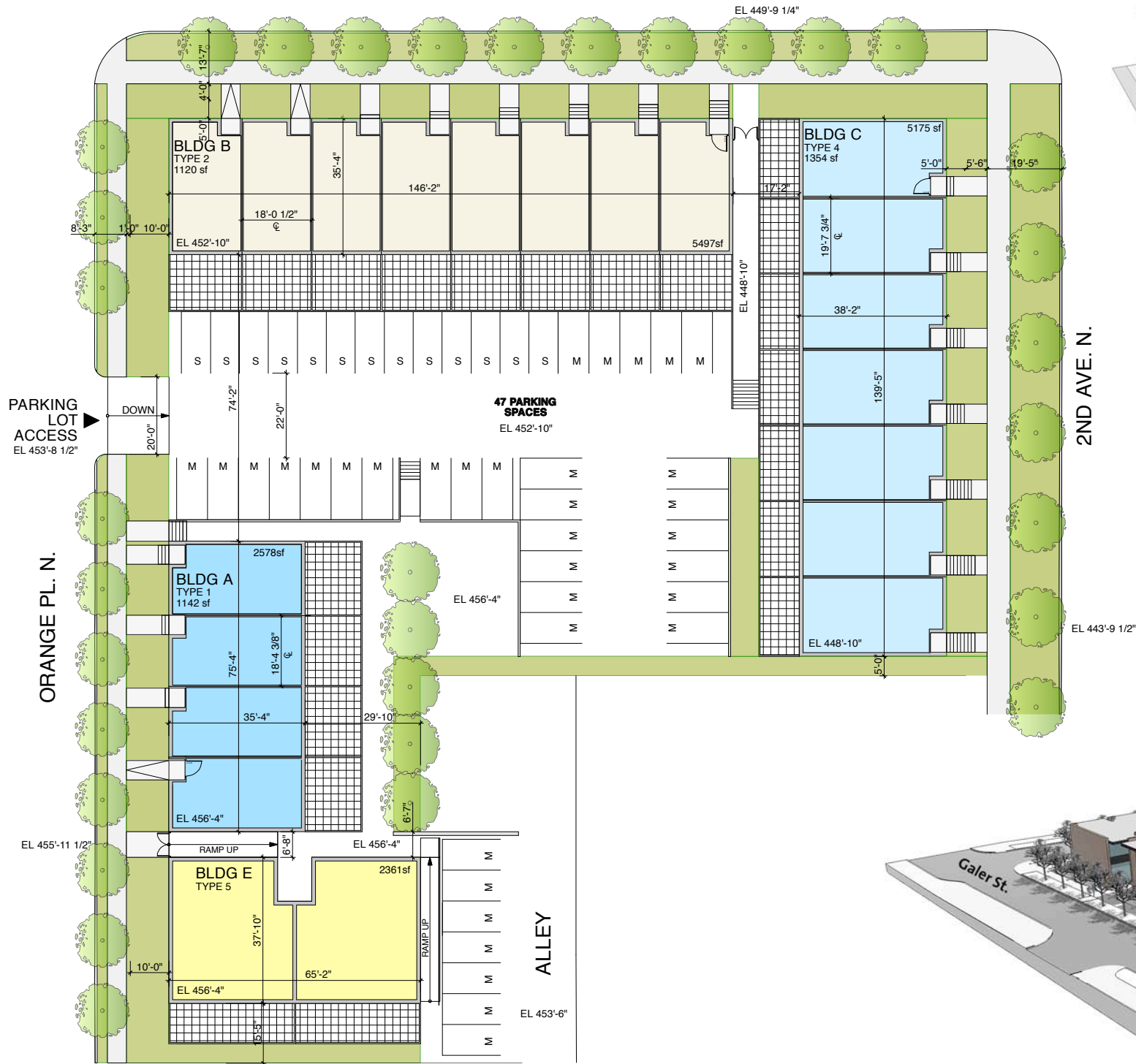
- None



View from Northeast



View from Northwest



View from Northeast



View from Northwest

Departures Required

Units - 21

Parking Spaces - 47

Description

This configuration locates rowhouse buildings along the street edges, the area between them being a parking lot with a curb cut on Orange Place North, where there is an existing curb cut. Additional parking is accessed through the alley. All the residences have an individual entry from the street and private open space. The parking spaces include fourteen shared with John Hay Elementary School.

Advantages

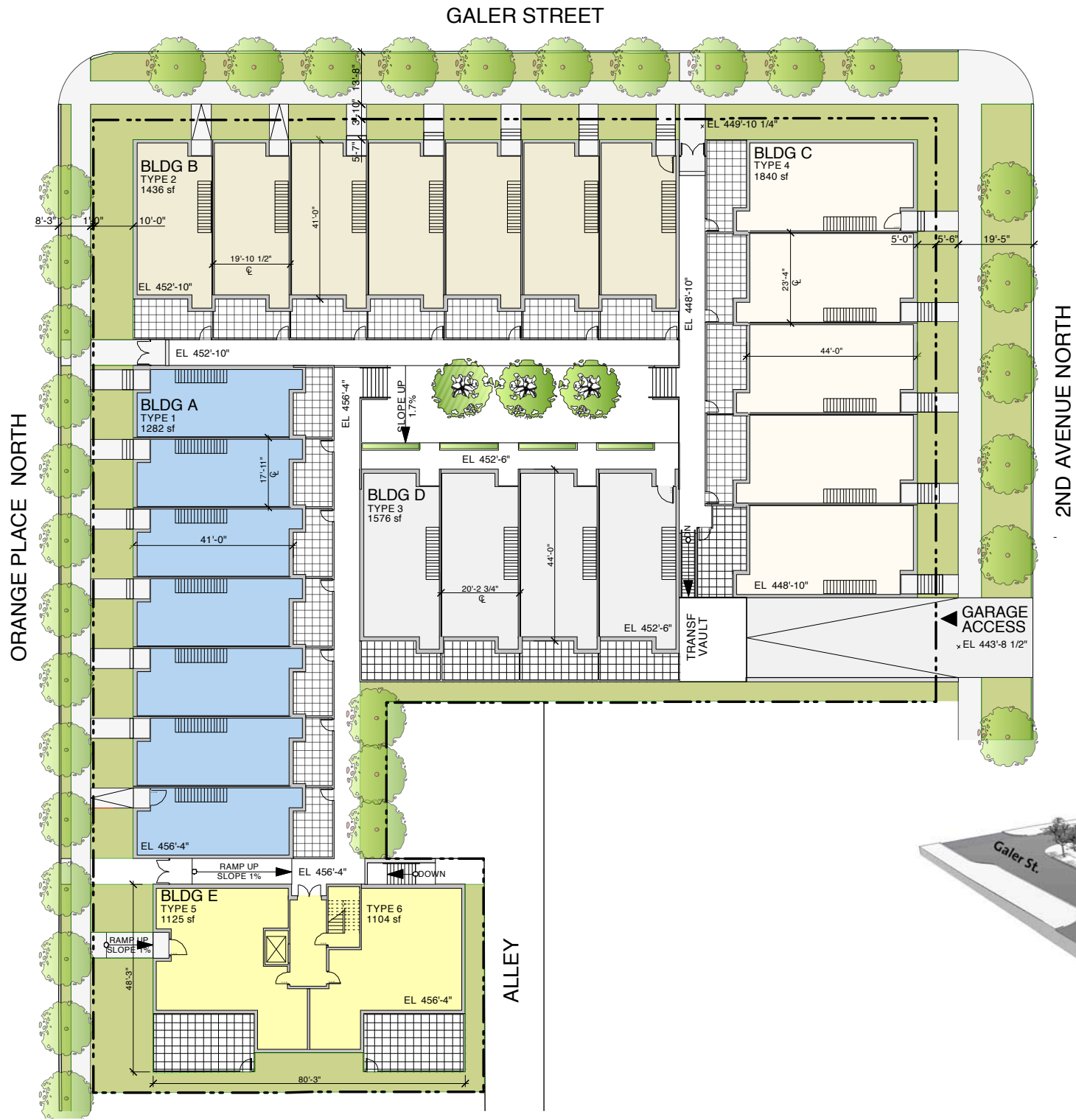
- Reduces amount of site boundary dedicated to parking.
- Buildings create more consistent street edge.
- Reduces alley-accessed parking.

Disadvantages

- No shared common courtyard.
- Retains curb cut on Orange Place North, the narrowest of the surrounding streets.
- Unit depths are too short to provide generous plan configurations.
- Parking lot visible from the street.
- Providing only the minimum code requirements for parking spaces per unit will increase parking pressure on the surrounding streets.
- Parking lot entry via the existing alley is inconvenient and hazardous and neighbors have expressed a preference for non-alley access.

Departures Required:

- Building setbacks (SMC 23.86.012 and 23.45.014)
- Interior setbacks (SMC 23.45.014 C)
- Building Width and Depth (SMC 23.45.011)
- Modulation (SMC 23.45.012)



View from Northeast



View from Northwest

Preferred Scheme

Units - 27

Parking Spaces - 60 +/-

Description

Alternative 3 locates twenty-three, two-story townhouse buildings along the street edge, creating a shared courtyard in the center of the site. The townhouses are divided into four buildings, situated on a one-story underground parking structure. A two-story building in the southwest corner of the site contains four flats, required to provide accessible units. The total number of parking spaces includes fourteen which are shared with John Hay Elementary School.

Advantages

- Below-ground parking structure hides parking from the street.
- The garage minimizes parking pressure on the surrounding streets and provides significantly more parking than is required by the Land Use code.
- All residences have a private open space that is shielded from the street, in addition to a common open space.
- Parking access via 2nd Avenue North is safer and more convenient than from the alley, while minimally impacting adjacent residents. It also maintains an existing access location, while no longer requiring one on Orange Place North.
- The arrangement of the buildings on the site provides a consistent street edge that relates well to the width of the surrounding sidewalks.

Disadvantages

- Requires a significant number of departures.

Attached Single Family Homes

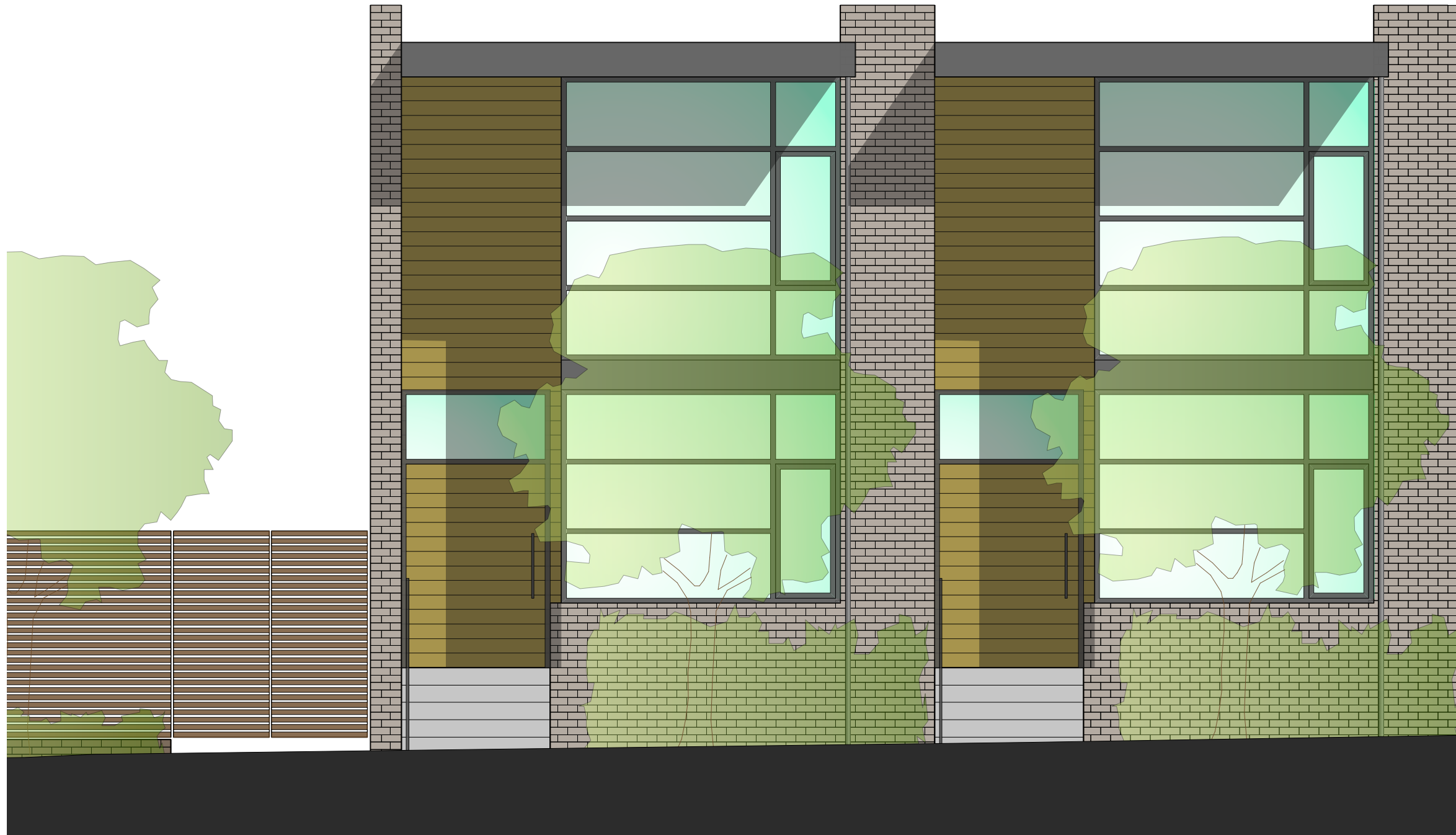
The rowhouse is essentially a single-family housing typology where the units share a common wall. The facades, therefore, will be designed such that the rhythm of the individual units emphasizes their distinct identity, while maintaining a composition that works as a whole. Each residence has a clearly identifiable pedestrian entrance on the street, enhancing the sense of individual dwellings.

Materiality

The intention of these early facade studies is to pick up material cues from neighboring properties (the use of brick and wood), but to compose these traditional residential building materials with a more contemporary feel. The proportion of glazing will be higher than in more traditional residences, reflecting a desire for natural lighting.

Proportion

The facades under consideration are more contemporary in appearance than those of neighboring properties, but are proportioned to fit harmoniously within the diverse context of the neighborhood. One of the central desires is to maintain an appropriate balance between the solid brick elements and the expanse of glass; there needs to be sufficient mass to anchor the buildings to the site.



As described on **page 13**, departures for the preferred scheme zwill be sought from the following development standards:

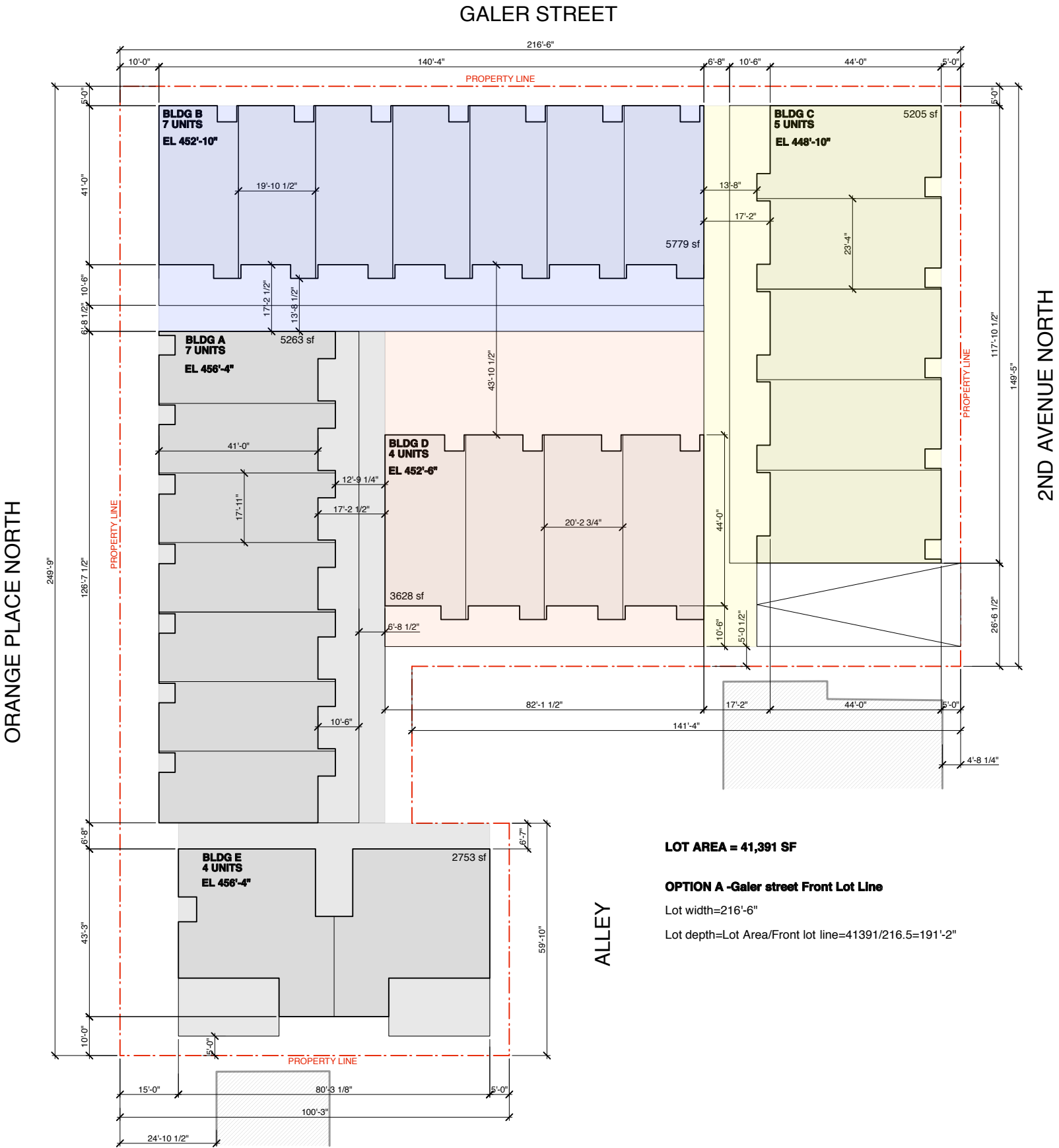
- Lot coverage (SMC 23.45.010)
- Building setbacks (SMC 23.86.012 and 23.45.014)
- Interior setbacks (SMC Table 23.45.014 C)
- Building width and depth (SMC 23.45.011)
- Modulation (SMC 23.45.012)
- Landscape (SMC 23.45.015)
- Open space (SMC 23.45.016)
- Parking location and access (SMC 23.45.018)
- Sight triangle requirements (SMC 23.54.030 G)

The table and diagram to the left describe the required departures in greater detail.

Land Use Code Analysis

	ALLOWED (L2)	PROPOSED
LOT COVERAGE (BUILDINGS ONLY)	50% (20,696 sf)	54.9% (22,722 sf)
LOT COVERAGE (BUILDINGS + DECK ABOVE 18")	50% (20,696 sf)	66.2% (27,394 sf)
HEIGHT	25 ft	25 ft
DENSITY	34 units	27 units
PARKING	1.3 space/unit	2 spaces/unit
BUILDING SETBACKS		
Galer Street (front lot line)	10 ft (SMC 23.86.012 A1e)	5 ft
Orange Place North (side street lot line)	21 ft (SMC Table 23.45.014 A)	10 ft
Second Avenue North (side street lot line)	11 ft (SMC Table 23.45.014 A)	5 ft
Rear lot line	25 ft	10 ft
All other side lot lines	min 5 ft (SMC Table 23.45.014 A)	5 ft, 6-8 ft, 13-9 ft
INTERIOR SETBACKS (SMC Table 23.45.014C)		
Bldg A/Bldg B	15 ft	17.2 ft
Bldg A/Bldg D	15 ft	17.2 ft
Bldg A/Bldg E	10 ft	6.7 ft
Bldg B/Bldg C	15 ft	17.2 ft
Bldg C/Bldg D	15 ft	17.2 ft
Bldg B/Bldg D	25 ft	43.9 ft
BUILDING WIDTH AND DEPTH		
Width	90 ft	140 ft, 44 ft, 41 ft, 82 ft, 80 ft
Depth	124 ft (65% of lot depth)	211 ft
MODULATION		
Exterior facades	5 ft x 4 ft	5 ft x 4 ft
Interior facades	5 ft x 4 ft	5 ft x 4 ft
Side facades	5 ft x 4 ft	none
PRIVATE OPEN SPACE		
	300 sf average (min 200 sf per unit)	282 sf (average) (*)
LANDSCAPE		
Landscaped area	2950 sf	4476 sf
Street Trees	SDOT Standards	SDOT Standards
Trees	41 caliper inches	52 caliper inches
Planting Strips	3' deep along street PL	2'8", 7'-6", 12'-9"

Blue text indicates that a departure is required
(*) some spaces have horizontal dimension < 10 ft



Explain how the proposed design intends to meet or exceed the City’s design guidelines.

The City Design Guidelines identified below are most pertinent to the project. They will be addressed as follows:

A.1 Responding to site characteristics

The rowhouse buildings are stepped down around the boundary of the site in order to respond to the site’s natural topography.

A.2 Streetscape compatibility

The rowhouse typology, built with minimal setbacks, helps to redefine the street edge on a site that is currently occupied by a building that does little for the streetscape. The project, quite literally, fills a hole in the streetscape.

A.3 Entrances clearly visible from the street

Each residence will have a clearly identifiable on-street, pedestrian entrance with a small stoop, as is historically typical of the rowhouse.

A.4 Human activity

The project is within walking distance of the Queen Anne Avenue commercial corridor and has the potential to generate pedestrian traffic that will enliven the streetscape. The provision of individual entrances from each residence directly to the street will maximize street life.

A.5 Respect for adjacent sites

Orange Street North is the only one of the surrounding streets with similarly-scaled, single family residences directly adjacent to the site. Potential impacts on privacy are mitigated here by the difference in elevation across the street, by the increased setback along Orange, and by the provision of street trees aligned with the windows of the new residences.

A.6 Transition between residence and street

The residences will have a landscaped layer between them and the public right-of-way, to allow for interaction with the

street while providing privacy for the residents. Individual entries will be recessed to enhance security and provide weather protection. The rowhouses will be elevated, to varying degrees, above the street, to again enhance privacy while allowing for a close relationship with the street.

A.7 Residential open space

Each residence will have a private open area, directly accesssible from the unit, in addition to a shared interior courtyard.

A.8 Parking and vehicle access

A below-grade parking structure is being proposed for the project. While this presents a design challenge under the current building code, it allows for much-needed parking in a crowded neighborhood instead of an ugly, surface parking lot or numerous, disruptive curb cuts to individual garages, which would be more typical. Access is proposed via an existing driveway on 2nd Avenue North, where it will have the lowest traffic impact on the neighborhood. The building adjacent to the parking garage entrance will screen it from view.

B.1 Height, bulk and scale compatibility

The project is limited by its zoning to a height that will be equal to or substantially less than adjacent structures; it is scaled appropriately for the neighborhood. It provides a transition between the large institutional buildings to the north and east, the multi-family to the south, and the single-family residences to the west and northwest. The mass of the individual rowhouses is appropriate to bridge between these diverse types of housing, sufficiently substantial to not be dwarfed by the Queen Anne High School, but not so large as to overwhelm the single-family dwellings.

C.1 Architectural context

The architectural context that this project will be inserted into is varied in terms of material, scale, articulation, detailing, and

other factors. The project will neither mimic nor be dismissive of its architectural context. The flat roofs proposed, which are not unusual on Queen Anne or for residential design more generally, make reference to adjacent institutional buildings. The modulation of the facades allows the larger scale, individual rowhouse buildings to relate in scale to adjacent single family residential structures. The proposed materials draw on the diversity of the surrounding architectural styles.

C.2 Architectural concept and consistency

The conceptual starting point for this project is the rowhouse. It is a residential building type much-loved in cities around the world but rarely seen in Seattle and not at all recently. The rowhouse is a way of providing single-family residences at a scale and density appropriate to the neighborhood, using resources efficiently. The rowhouses will be well-proportioned, with clear indications of their residential function at the scale of both facade composition and detailing. The project’s contemporary architectural language will unite the various surrounding building types harmoniously.

C.3 Human scale

The overall scale of the buildings is clearly residential and, therefore, intrinsically human in scale; this is reinforced by the relative size, position, and subdivision of the fenestration and the modulation of the entry alcoves.

C.4 Exterior finish materials

The use of durable brick as the dominant material anchors the design to the ground and conveys a sense of permanence. This is juxtaposed with the lightness of the large, glazed areas and the warmth of wood siding.

C.5 Structured parking entrances

The garage entrance is below the pedestrian entrance and at the end of one of the row-

houses, where it is less prominent and the topography helps to conceal it. The height of the structures to the north and west of the entrance serve to downplay its prominence.

D.6 Screening of dumpsters, utilities and service areas

Trash will be stored in the below-grade parking garage and only brought to the curb for collection.

D.7 Personal safety and security

Building with minimal setbacks, with well-lighted entrances, and with large areas of windows facing the street, improves both real and perceived personal safety in a neighborhood with great potential for pedestrian activity.

D-12 Residential entries and transitions

The provision of stoops and the layers of landscaping between the sidewalk and the residences creates semi-public/semi-private spaces and enhances the overall streetscape.

E.1 Landscaping to reinforce design continuity with adjacent sites

In contrast to the surrounding neighborhood, the site currently has limited street tree plantings and pedestrian right-of-way landscaping. The project will bring the site up to the standards of neighboring properties and the abutting streetscape.

E.2 Landscaping to enhance the building and/or site

The plantings along the front elevations will soften the transition between the building and the ground. A larger setback at the southwest corner of the site allows room for a screen between it and the neighbor immediately to the south.