



**DAVID NEIMAN ARCHITECTS**

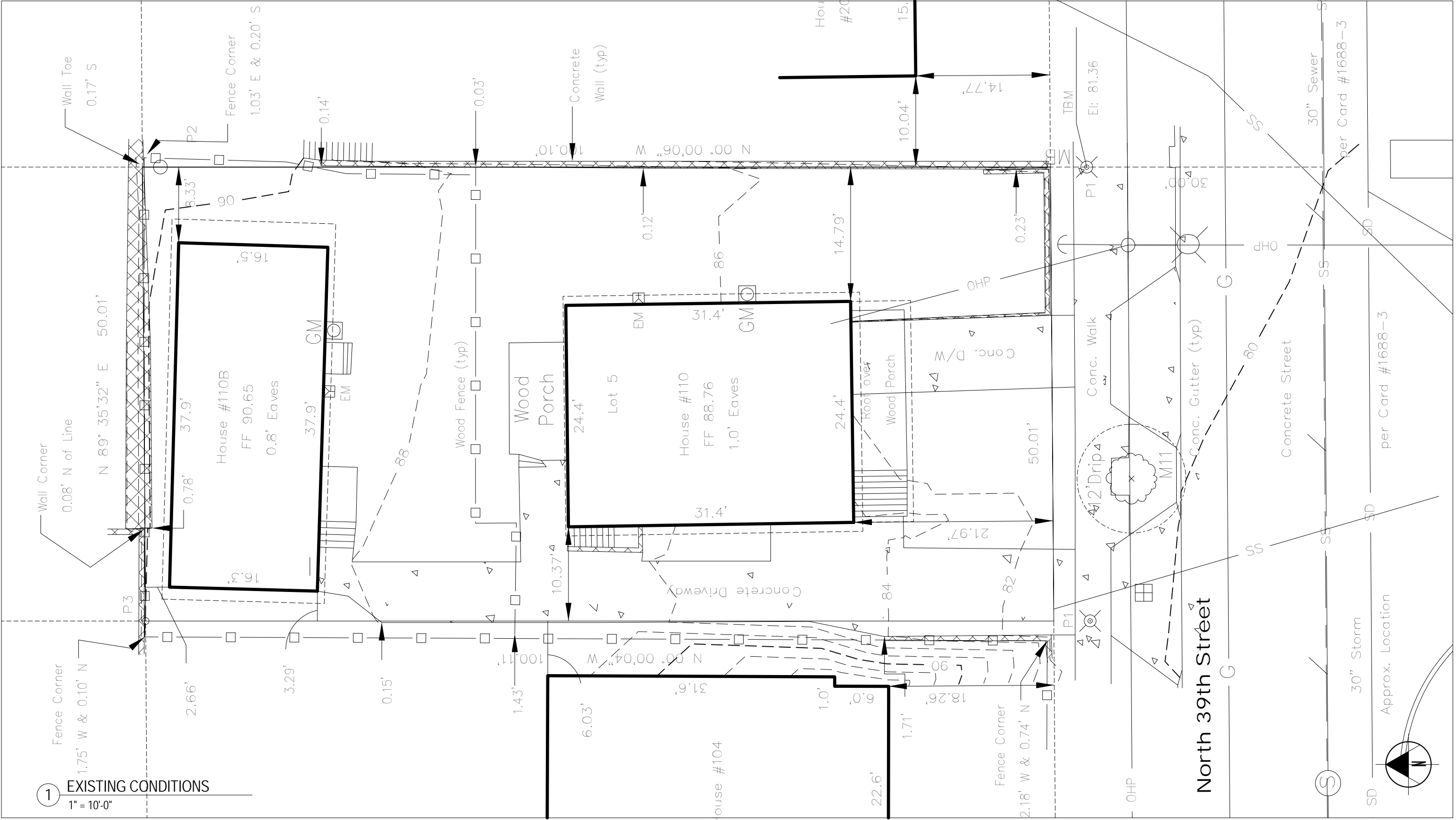
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**HABERNETZLE TOWNHOMES - 110 N 39TH ST**

**PROJECT NUMBER 3012414**

**STREAMLINED DESIGN REVIEW**

**SEPTEMBER 20 2011**







AERIAL VIEW LOOKING NORTH



HOUSE NEXT DOOR (WEST)



TOWNHOUSE NEXT DOOR (EAST)



39TH STREET ELEVATION LOOKING NORTH





AERIAL VIEW

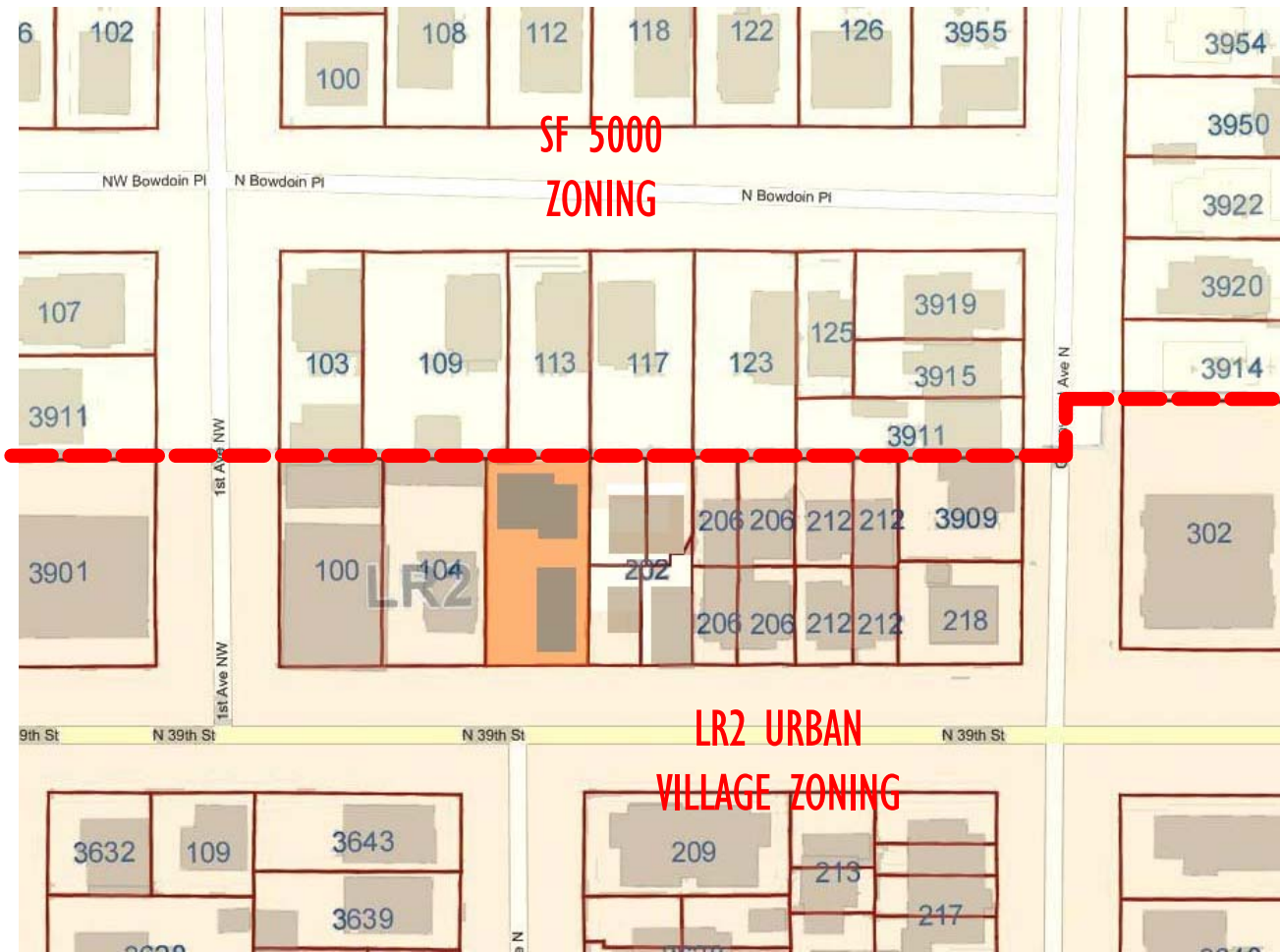
SITE AND DEVELOPMENT INFORMATION

*I. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.*  
The Project site fronts on N 39th Street, a fairly busy local arterial street that serves as a connector between the Wallingford, Fremont and Ballard Neighborhoods. The site and neighborhood terrain slopes from north to south toward the ship canal. Existing uses along 39th street are an eclectic mix of single family homes, older apartments buildings, and new townhouse construction.

*II. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood Specific Guidelines.*  
The Base zoning is LR2. The Project site sits on the northern edge of the Fremont Hub Urban Village. Fremont does not have neighborhood specific design guidelines. Immediately to the north, the zoning changes to SF 5000.

*III. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.*  
The property to the east was redeveloped into townhomes in 2008. The single family home to the west is in disrepair and will likely be re-developed in the near future. The properties to the north are single family homes. These homes front on N 40th St, have very small front setbacks and large backyards. There is about 20' of grade change between N39th St and N 40th St. Existing single family homes in the neighborhood tend to be fairly modest in scale, typically 1-2 stories in height, less than 2000sf. Apartment development from before L-zone land use codes came into effect is typically zero lot line. Newer development (post-1989) is generally 3- story townhouses arranged in a typical parking court configuration.

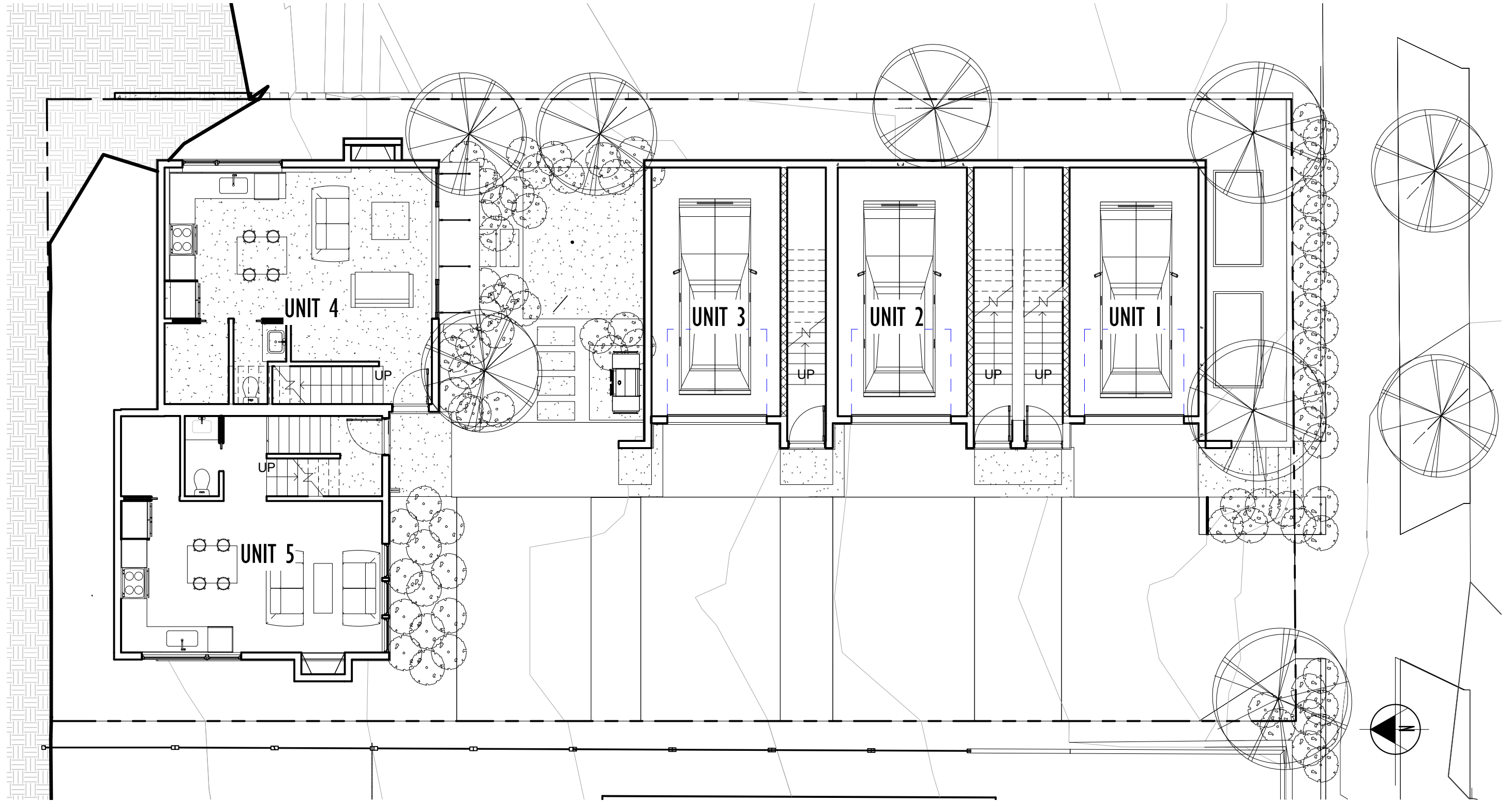
*IV. Please describe the applicant's development objectives, indicating types of desired uses, structure height, number of residential units, amount of commercial square footage and number of parking stalls. Please also include potential requests for adjustments or departures from development standards.*  
The applicant is exploring townhouse development schemes that provide an alternative to the typical 4-pack central parking court. Five townhouses are provided with parking for three cars. The reduced parking count keeps cars out of the center of the site, creating an opportunity for a shared community courtyard between the two clusters of townhouses. Open spaces are provided at grade as well as on the roof, totalling about twice that required by code. Four units are built up to the 30' height limit. One unit is reduced in height by one story in order to provide a view corridor for uphill neighbors. The project will be Built Green 4 star certified and comply with 23.45.510.C in order to gain higher FAR and a waiver from density limits. See page 18 for a compliance summary and list of adjustments.



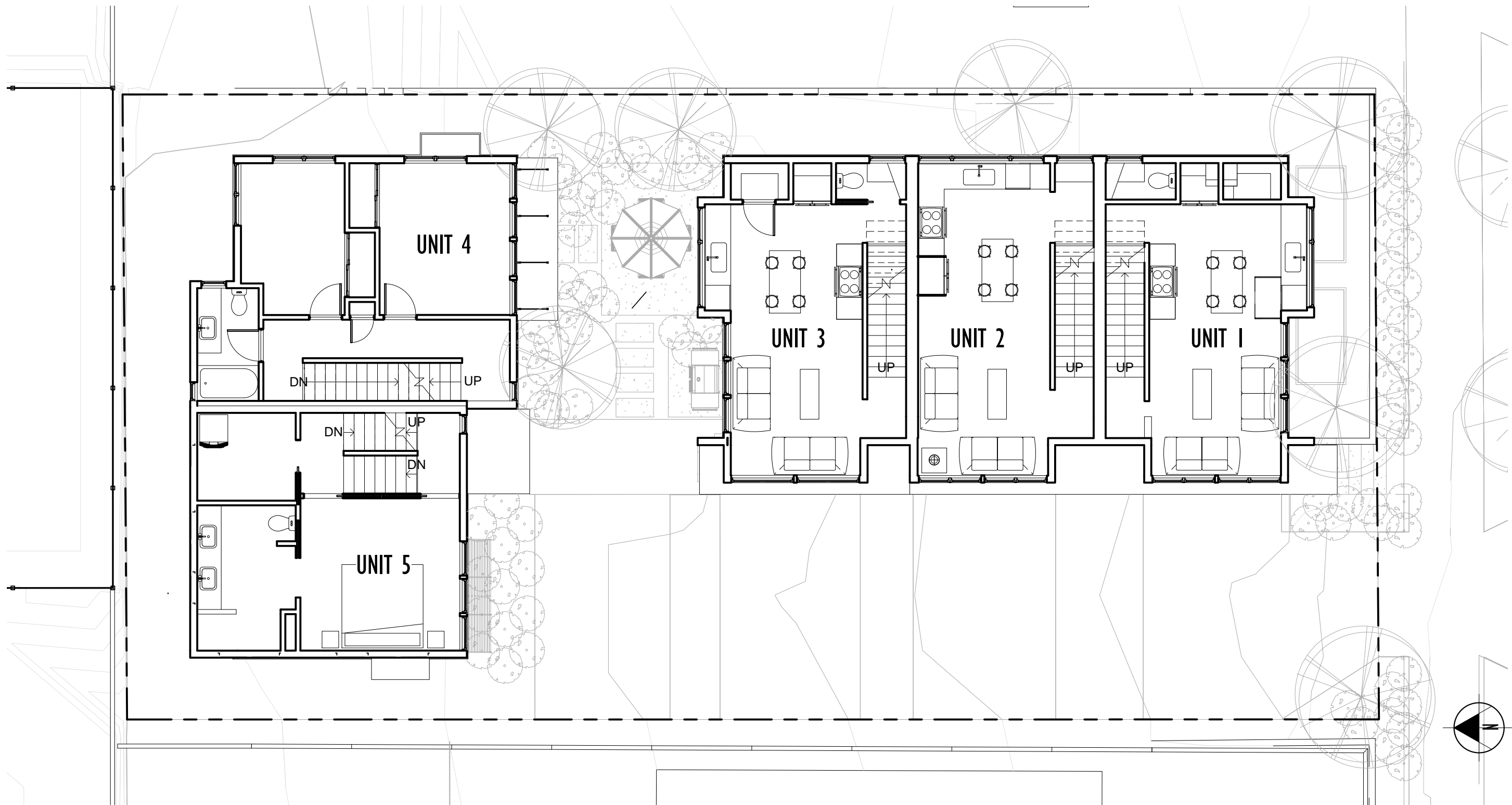
BUILDING PATTERN AND ZONING



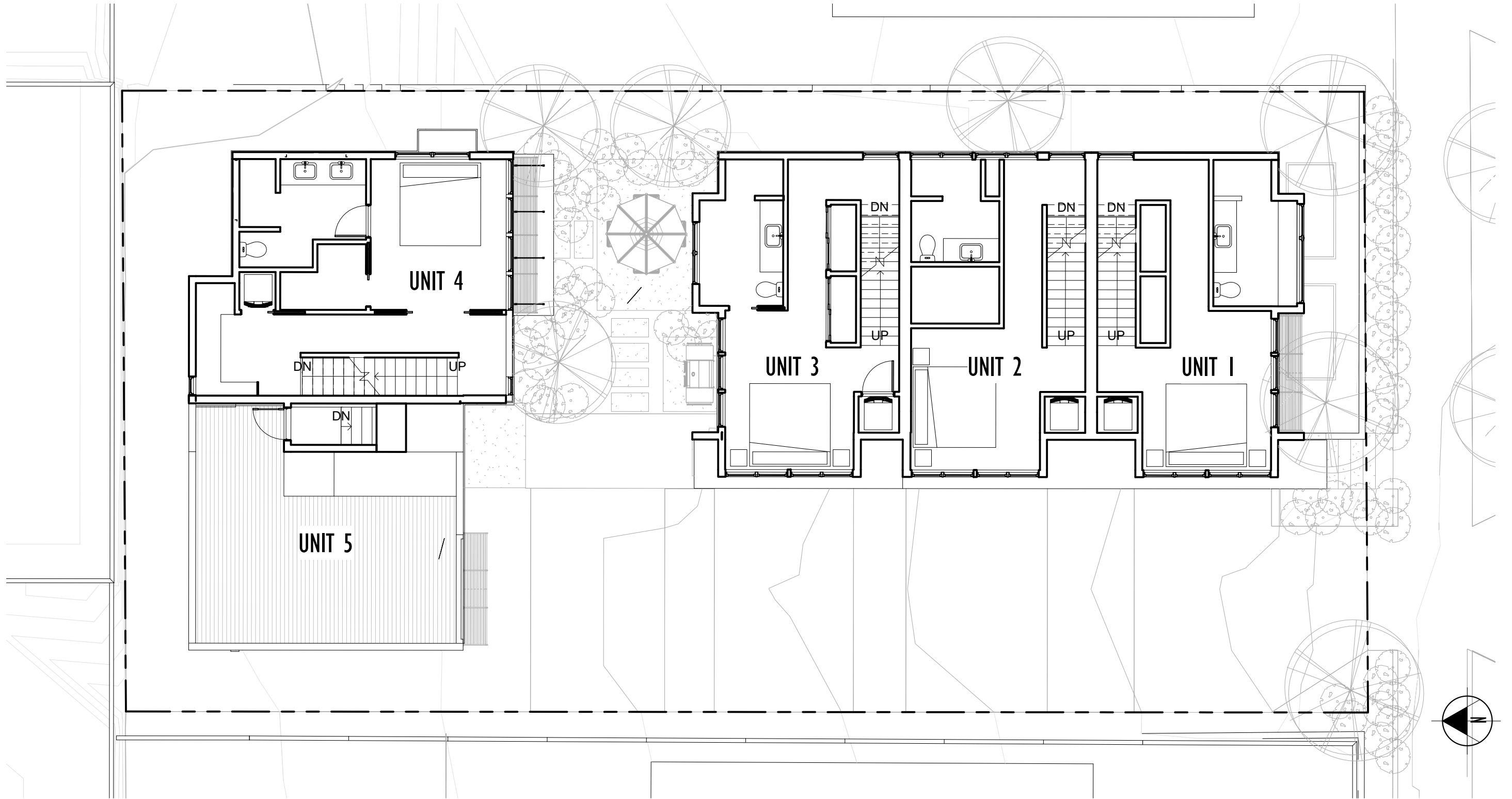




1 LEVEL 1 PLAN  
1/8" = 1'-0"

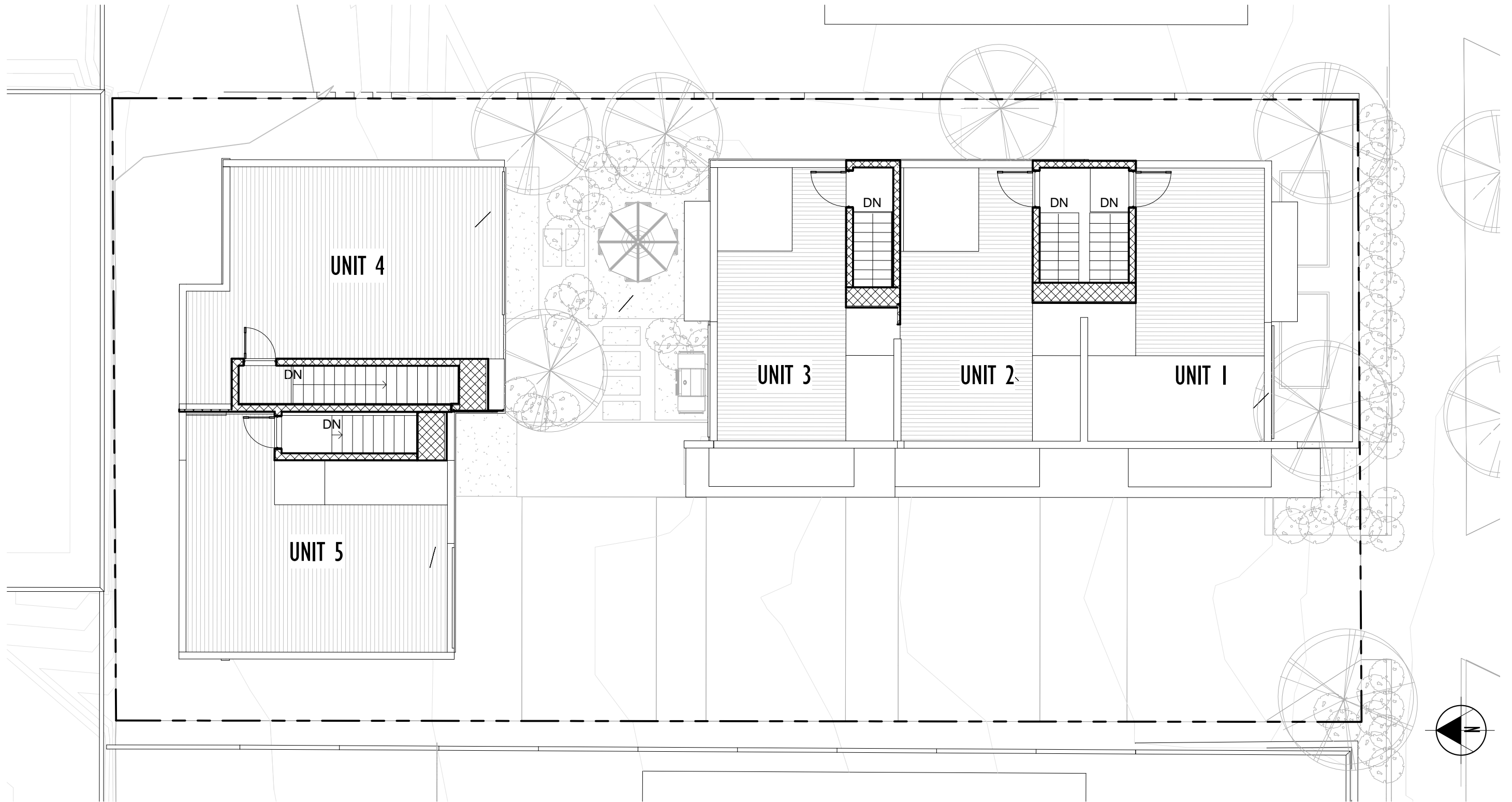


① LEVEL 2 PLAN  
1/8" = 1'-0"



1 LEVEL 3 PLAN  
1/8" = 1'-0"





① LEVEL 4 ROOF PLAN  
1/8" = 1'-0"







1

SOUTH ELEVATION - STREET

1/8" = 1'-0"



① WEST ELEVATION  
1/8" = 1'-0"

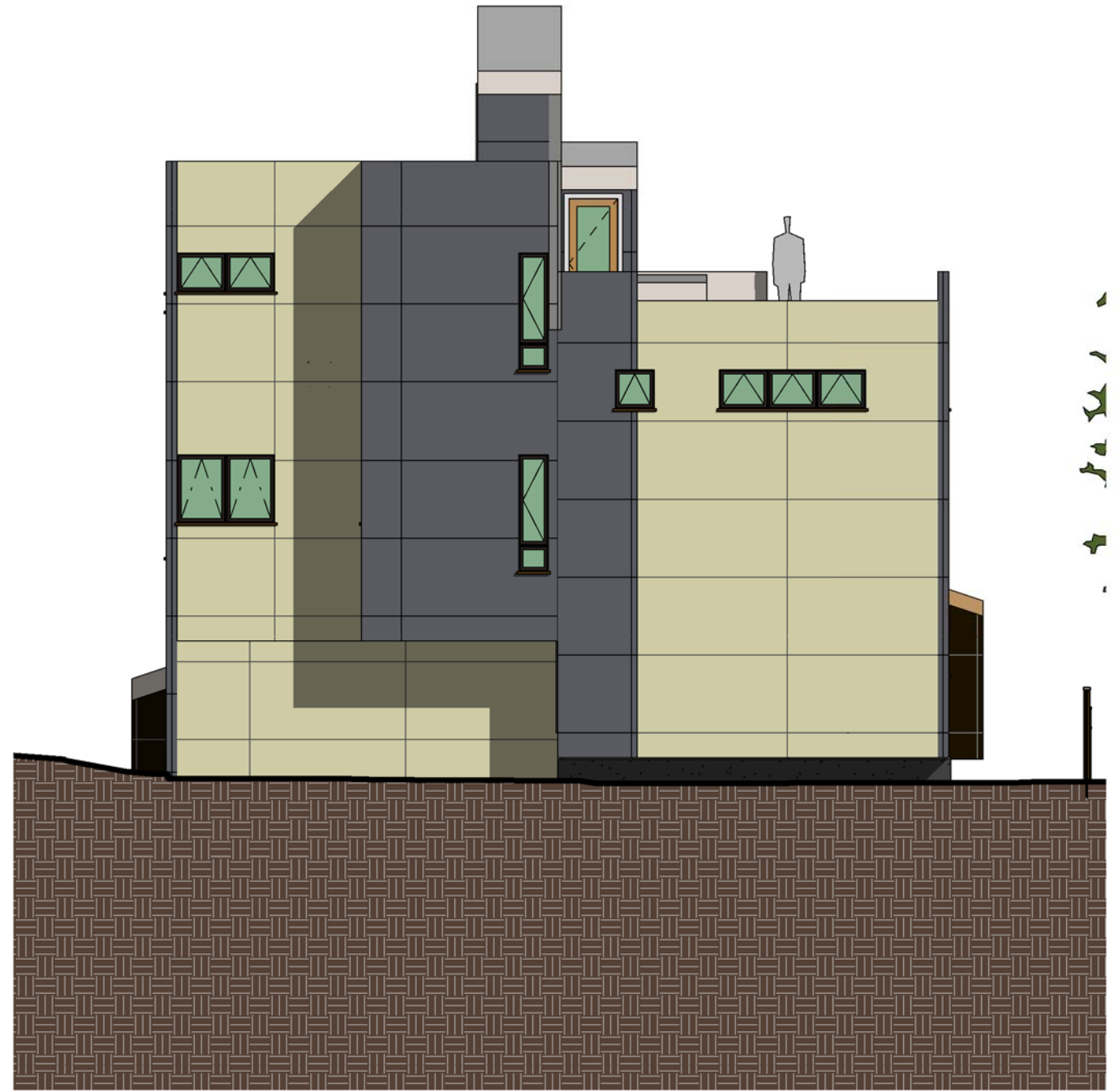




① EAST ELEVATION  
1/8" = 1'-0"



① SOUTH ELEVATION - COURTYARD  
1/8" = 1'-0"



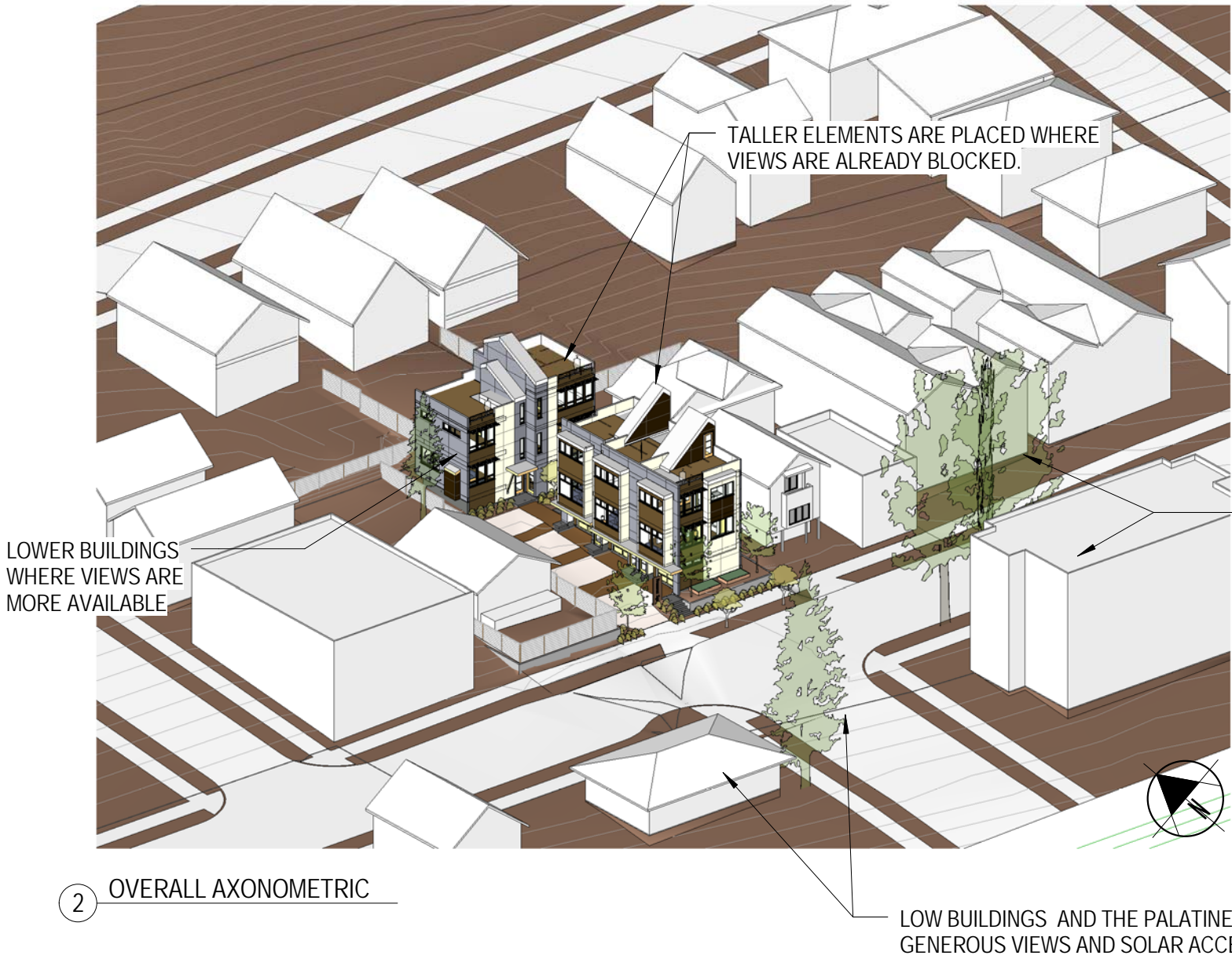
② NORTH ELEVATION - UNITS 4 AND 5  
1/8" = 1'-0"



A-1 Respond to site characteristics; A-5 Respect for adjacent sites:

DPD Early Design Guidance: Break down massing to create view corridor for the single family neighbor above.

Response: The neighborhood slopes to the south toward the ship canal, providing regional views. This project will be taller than the single-family houses behind it and will affect the views of the neighbors directly behind to the north. Their existing views to the SE are obscured by large trees and an existing apartment building. The massing of the project is designed to put the tallest elements on the east side of the site, where the views are already compromised. One story is dropped off of unit 5 in order to suppress its height & preserve the west side of the site as a view corridor.





A-1 Respond to site characteristics; A-5 Respect for adjacent sites:

DPD Early Design Guidance: Study window locations of adjacent townhouse to respect privacy issues.

Response: The adjacent houses to the east and west do not have many windows that face our development. Window locations of the adjacent townhome development are shown on the project model and have been analyzed with respect to protecting privacy. Trees are provided along the east side of the property to provide privacy screening between the homes.



1 VIEW OF EAST NEIGHBOR FROM UNIT 2 KITCHEN

A-7 Residential Open Space:

DPD Early Design Guidance: Create a generous, inviting community courtyard for the use of all residents

Response: A 570sf common courtyard is provided for the use of all residents. The courtyard will be landscaped with simple, contemporary plantings and surfaces that are compatible with the architectural design. The courtyard will include some hardscaped dining and grilling areas to facilitate communal gatherings and events.



SIMPLE, CONTEMPORARY HARDSCAPE AND PLANTINGS



2 COURTYARD



A-2 Streetscape Compatibility; A-4 Human Activity; A-6 Transition Between Residence and Street:

DPD Early Design Guidance: The street facing unit should be developed with a front porch with friendly character that enhances the streetscape.

Response: The street façade has been developed with a high degree of modulation, and detail to provide the project with an inviting character and a rich material palette.

Response: The street facing unit has parking at ground level and a narrow stair up the living levels of the unit. If we place the entrance (and the stair) on the street face, the stair becomes the street façade of the project, creating a utilitarian façade, cutting off the interior of the unit from the street, and forcing the stair penthouse onto the façade. By flipping the entry and stair to the drive court, we were able to create a much more friendly, well composed façade.

Response: The pedestrian entry to the project is signaled by a large overhang, a decorative monument, and reinforced by landscaping and a path way of pavers that marks the pedestrian path along the drive-court.



2 VIEW FROM 39TH



1 VIEW AT PEDESTRIAN ENTRY

AN EARLY VERSION OF THE PROJECT WAS DESIGNED WITH THE ENTRY TO UNIT ONE ORIENTED TOWARD THE STREET, PER DPD'S EARLY DESIGN GUIDANCE.

THE RESULTING PLAN FORCED THE STAIR TO THE SOUTH FACE OF THE BUILDING, WHICH CUT OFF THE BUILDING INTERIOR FROM LIGHT AND VIEW, PREVENTED MODULATION OF THE FACADE, PLACED THE STAIR PENTHOUSE ALONG THE STREET, AND GENERALLY INTERFERED WITH THE COMPOSITION OF AN ORDERLY AND PLEASING FACADE.

FOR THESE REASONS, THE STAIR AND THE ENTRY TO UNIT ONE HAVE BEEN MOVED AWAY FROM THE STREET TO THE INTERIOR OF THE PROJECT.



C-1 Architectural Context; C-2 Architectural Concept and Consistency

DPD Early Design Guidance: Study the character of the 39th street block face. While the context is eclectic and without a defined character, balconies and bays that are compatible with the existing streetscape are encouraged.

Response: The buildings have flat roofs and parapets, similar to the zero lot line apartments to the east and west. A projecting bay is provided on the street façade, similar to the townhouses to the east. The roof parapet at the south façade is notched down to allow for some open railing to provide a balcony expression & show that the rooftops are habitable. While the buildings are flat roofed, the penthouses have peaked roofs, so that the distance view of the project picks up some of the visual rhythm of its peaked roof neighbors.



EXISTING VIEW UP PALATINE



1 VIEW UP PALATINE



A-8 Parking and Vehicle Access

DPD Early Design Guidance: Show entry driveway, and create a friendly environment for pedestrians. Show garage doors & how the visual impacts of parking entries are mitigated.

Response: The drive court will be paved with a mixture of light washed concrete and decorative bands of pavers or stained concrete. A pedestrian path along the building edge is accentuated in the paving pattern and reflected in the roof overhang above.

Response: All garage doors are finished in stained wood with a mixture of wood and glass panels. No garage doors face the street.

Response: Unit 5 is designed to provide an attractive building face at the end of the driveway. Unit 5 is designed as a split level to lift the main floor up high enough to block headlight glare into the unit & give the occupants greater privacy.

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites; E-2 Landscaping to Enhance the Building and/or Site.

DPD Early Design Guidance: Note the character of the existing landscaping; create continuity with existing landscape beds.

Response: A landscaping bed is provided at the base of the retaining wall along 39th, similar to the eastern portion of the block. Street trees are provided in the planting strip and more trees are provided in the front setback to provide a visual frame for the entry to the project.



2 STREET LANDSCAPING



1 DRIVE COURT & PEDESTRIAN WALKWAY

ADJUSTMENT REQUESTS

SMC 23.45.518: Side setbacks.  
Required: 7'average front, rear, and sides  
Provided: 5'-6" at east property line, 5'-11" at north property line, 6'-2" at south property line  
Allowable adjustment: Up to 50% reduction

Reason for east setback reduction: Reduced side setbacks allows units 1-3 to be wider and less deep, which allows the community courtyard to be more generous. If the design were changed to eliminate the setback reduction, the re-allocation of space would create a community courtyard that was 5 feet narrower. The neighboring building to the east is set back 10 feet from the property due to the driveway, so there is already a generous buffer established between the two buildings. There is very little window on the side façade of the east neighbor, and landscape screening is provided to mitigate any privacy issues from facing windows.

Reason for west setback reduction: The project massing gives up a story from Unit 5 in order to preserve views for the neighbors to the north. A 2' setback reduction allows the project to gain back a little bit of that lost development potential. The houses to the north are located on the north side of their lot, approx. 50 feet from the new development, so the 2' change doesn't have an appreciable impact of their sense of proximity, but the reduction in height provides a major benefit by preserving their access to light and view.

Reason for front setback reduction: Units 1-3 are pushed as far as possible toward the street to maximize the size of the community garden. The 2' setback reduction provides some room for modulation and overhangs

SMC 23.45.527.B.1: Maximum Façade length.  
Required: 65% maximum.  
Provided: 71.5% (10% increase)  
Allowable adjustment: Up to 10% increase.

Reason for façade length increase: Having a long façade on one side is in the nature of an L-shaped configuration. Without the increase in façade length, we would be unable to build the fifth unit. The façade length on the west is quite small by comparison (22%). If the façade lengths are considered together, they average out to a rather modest 47%. As noted above, the neighboring development that faces the long facade has almost no windows along that face and a drive aisle separates the two projects, so the slight increase in facade length has minimal impact.

COMPLIANCE NOTES  
Zoning LR2 – Fremont Hub Urban Village  
Project will comply with 23.45.510.C to qualify for higher FAR & no density limits  
Items shown in bold require adjustments per 23.41.018.D.4

SMC Section	Issue	Requirement	Provided
23.45.510	FAR	1.2 maximum	1.0
23.45.512	Density Limit	No limit	5 Units
23.45.514	Structure height	30'-0" max.	29'-9"
23.45.514.J.4	Penthouse height	10'-0" above H.L.	10'-0"
23.45.514.J.4	Penthouse area	15% of roof area max.	12.3%
23.45.518.A	<b>Front Setback</b>	7'-0" Avg.	<b>5'-11" Avg.</b>
23.45.518.A	West Side Setback	7'-0" Avg.	13'-9" Avg.
23.45.518.A	<b>East Side Setback</b>	7'-0" Avg.	<b>5'-6" Avg.</b>
23.45.518.A	<b>Rear Setback</b>	7'-0" Avg.	<b>6'-2" Avg.</b>
23.45.522	Amenity area	625sf min. @ grade	1160sf
23.45.522	Amenity area	1250sf min. total	2387sf
23.45.524.2.b.	Green Factor	0.6 min.	0.64
23.45.526	Built Green	4 Star min.	4 Star
23.45.527	<b>Facade length</b>	65% max	<b>71.5%</b>
23.45.545	Parking Location	Must be enclosed	Enclosed
23.54.015	Parking	None required	3 spaces

FAR CALCULATION					
ENCLOSED FLOOR AREAS					
UNIT	LEVEL 0	LEVEL 1	LEVEL 2	ROOF	TOTAL
1	287	357	357	11	1012
2	287	340	340	11	978
3	287	357	357	12	1013
4	393	441	441	13	1288
5	333	399	0	13	745
				GRAND TOTAL	5036
				LOT AREA	5000
				FAR	1.01