

35TH AVE S. HOUSING  
4735, 4745, 4755, 4765, 35TH AVENUE S.

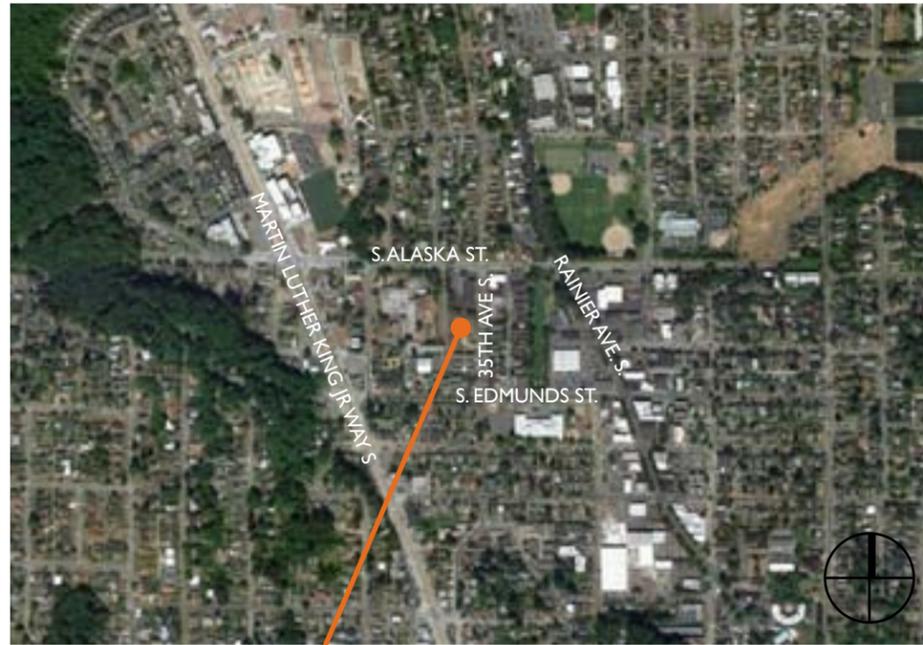


EARLY DESIGN GUIDANCE  
DPD #3013340

4302 SW ALASKA STREET  
SEATTLE, WA 98116  
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## PROJECT DESCRIPTION



SITE LOCATION

**ADDRESS:** 4735, 4745, 4755 & 4765 35th Avenue S  
**DPD PROJECT #:** 3013340  
**OWNER:** Quadrant Homes  
**APPLICANT:** Nicholson Kovalchick Architects  
**CONTACT:** Tom Steidl, AIA

### DEVELOPMENT OBJECTIVES

The property owner's objective is to construct 18 3-story dwelling units made up of a combination of new townhouse, duplex and single family structures with 18 parking stalls, a majority of which will be provided in an enclosed garage that is part of each unit. The intention is to provide housing that encourages social interaction, while incorporating sustainable design strategies to preserve resources.

The vast majority of the parking will be accessed from a common drive court that is entered from 35th Avenue S. Amenity area will be provided in the form of public and private yards and a common woonerf.

Potential departure requests from development standards would be to develop the site with an overall structure depth greater than 65% of the lot depth, a less than 7' average side yard setback and a 22' wide drive court.

### PROJECT PROGRAM

Number of Residential Units:	18-24 (Dependant on scheme selected)
Number of Parking Stalls:	18-24 (Dependant on scheme selected)

Area of Residential Uses:	Approximately 26,800 - 31,500 sf
Area of Enclosed Individual Garages:	Approximately 2,400 - 3,200 sf
Total Area:	Approximately 29,900 - 33,100 sf

### EXISTING SITE

The site is composed of 4 tax parcels located mid block along 35th Avenue S, between S Alaska Street and S Edmunds St. The parcel is rectangular and measures 156 feet wide by 153 feet deep. The site slopes from the highest point on the southwest corner to the lowest point on the northeast corner.

As part of a previously approved project for this site completed by a different owner, the property was subdivided into 24 sublots (6 for each of the 4 parent lots) and the associated MUP is still active. The site was cleared and some grading took place before construction was halted several years ago. Therefore, no substantial vegetation remains.

There is a possibility that one additional parcel to the north (part of the Department of Services for the Blind) could be added to the assemblage. This would increase the site area by approximately 8,260 sf and 54' of frontage along 35th Ave S. Therefore, a second iteration of our preferred Scheme 3 (titled Scheme 3B) has been included in this EDG packet in the event that this additional property is included before an application for MUP is submitted for review by the DPD.

### ZONING AND OVERLAY DESIGNATION

The parcel is zoned LR3 and is located within the Station Overlay Zone, the Columbia City Residential Urban Village and the Columbia City Business District. The area immediately surrounding the project site is zoned LR3. Across S Alaska Street to the north and S Edmunds Street to the south parcels are zoned SF5000. East of 36th Avenue S and west of the Zion academy parcels are zoned LR2.

Per the DPD's GIS map, this area is located within a Frequent Transit Corridor, the Light Rail Station Overlay, the Airport Height Overlay, the Detached Accessory Dwelling Units Allowed Zone and the Southeast Seattle Reinvestment Area.

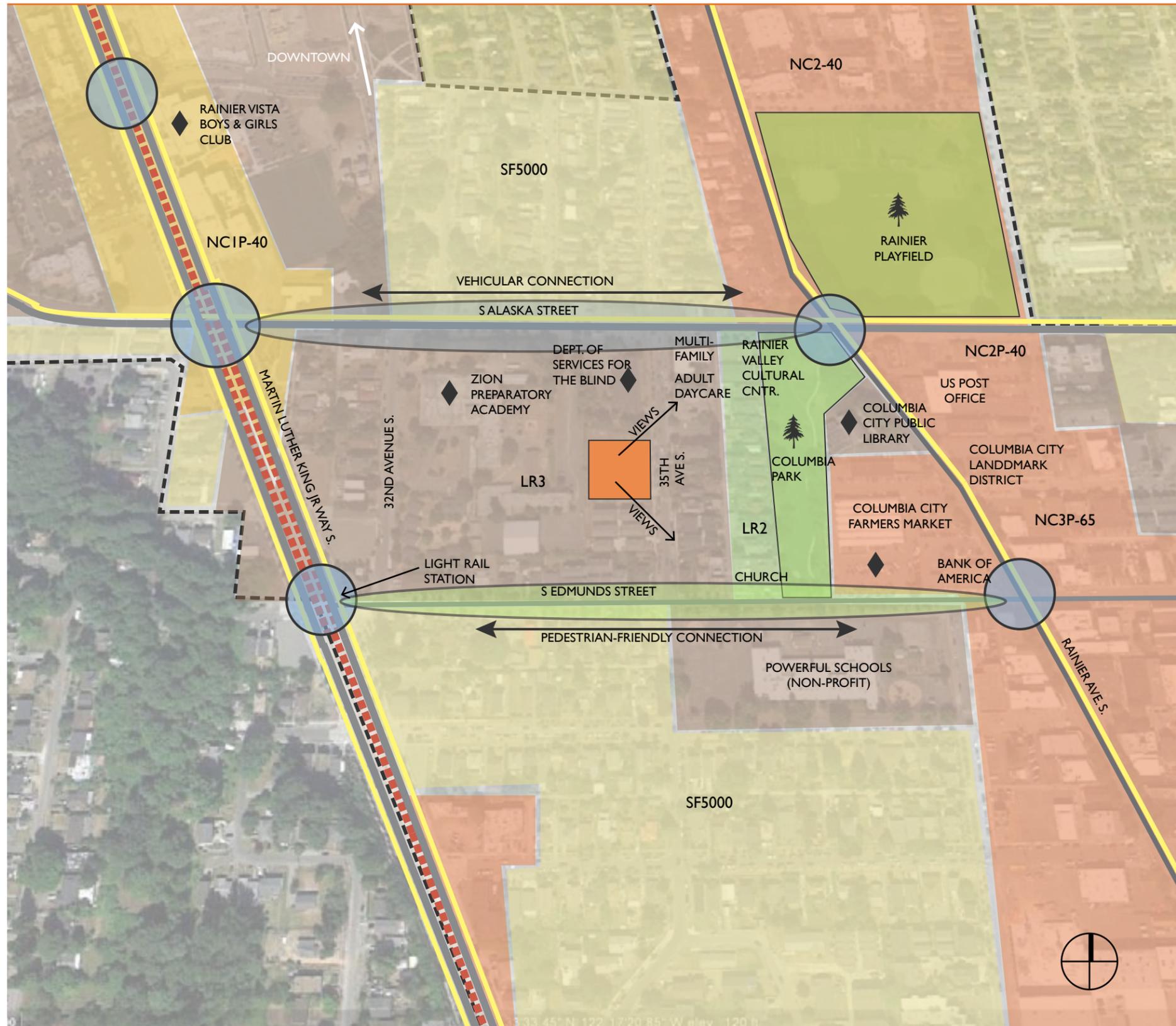
### NEIGHBORING DEVELOPMENT

The site is located in Columbia City, which is an incredibly diverse neighborhood with a wide array of building typologies. In the immediate vicinity of the proposed project there are single-family houses, townhomes, mid-size condominiums, several education buildings, and a library. There are several parks within walking distance of the project. Also noteworthy is the commercial district located along Rainier Avenue S, east of the project and the light rail station located just to the West.

The site is located in an extremely walk-able neighborhood (having a 92% "Walk Score") and would be part of an emerging transit-oriented "urban village." The Columbia City neighborhood is known for its rapid gentrification as well as its historic district status. The area is one of the few parts of Seattle with genuine ethnic and income diversity; some claim that its zip code, 98118, is one of the most diverse in America.

The site is located amongst several residential dwelling structures, both multifamily and single family. Across the street, to the east, are several single-family structures and a townhouse development. Directly to the west lies the Zion Prep Academy site, separated from the project site by a parking lot and private access drive. North of the project is the Rehabilitation Center for the Blind. Immediately south of the site is a recently constructed townhouse project comprised of a series of 3-plex structures.

Rainier Avenue S, located about 2 blocks east of the project, and Martin Luther King Jr Way S, located about 2 blocks west of the project, are major north/south arterials within close proximity of the project with S Alaska Street, a east/west arterial, just north of the site. Both S Alaska Street to the north and Edmunds Street to the south provide key links between the heart of the Columbia City Business District and the light rail station. It is the project team's understanding that Edmunds is envisioned to be a pedestrian-oriented connector between these two nodes. The project site is well served by public transportation in addition to the light rail station; stops for the 7, 8, 39 and 42 bus lines are located within 2 blocks which put the project site in a frequent transit corridor.



OPPORTUNITIES & CONSTRAINTS

**Connectivity**

The project's proximity to transit and retail provides the opportunity to create a more pedestrian-friendly and transit-oriented design. While Alaska and Edmunds create east/west connections between the heart of Columbia City and the light rail station, 35th is quieter in character. As the site is zoned LR3 and within a station overlay district, there is the potential to craft a project where the scope and scale follows the City's goals of reducing on automobile use while respecting the residential character of the immediate surroundings.

**Topography & Views**

The site slopes nearly 2 stories from the front property line along 35th to the rear property line. By locating the units strategically on the site (both laterally and vertically), the upper levels of most units will receive views back toward the heart of Columbia City. In the preferred scheme, physical separations between units allow for view corridors through the site from the lower floors of inboard units.

**Programmatic requirements that allow for creative site layout and massing.**

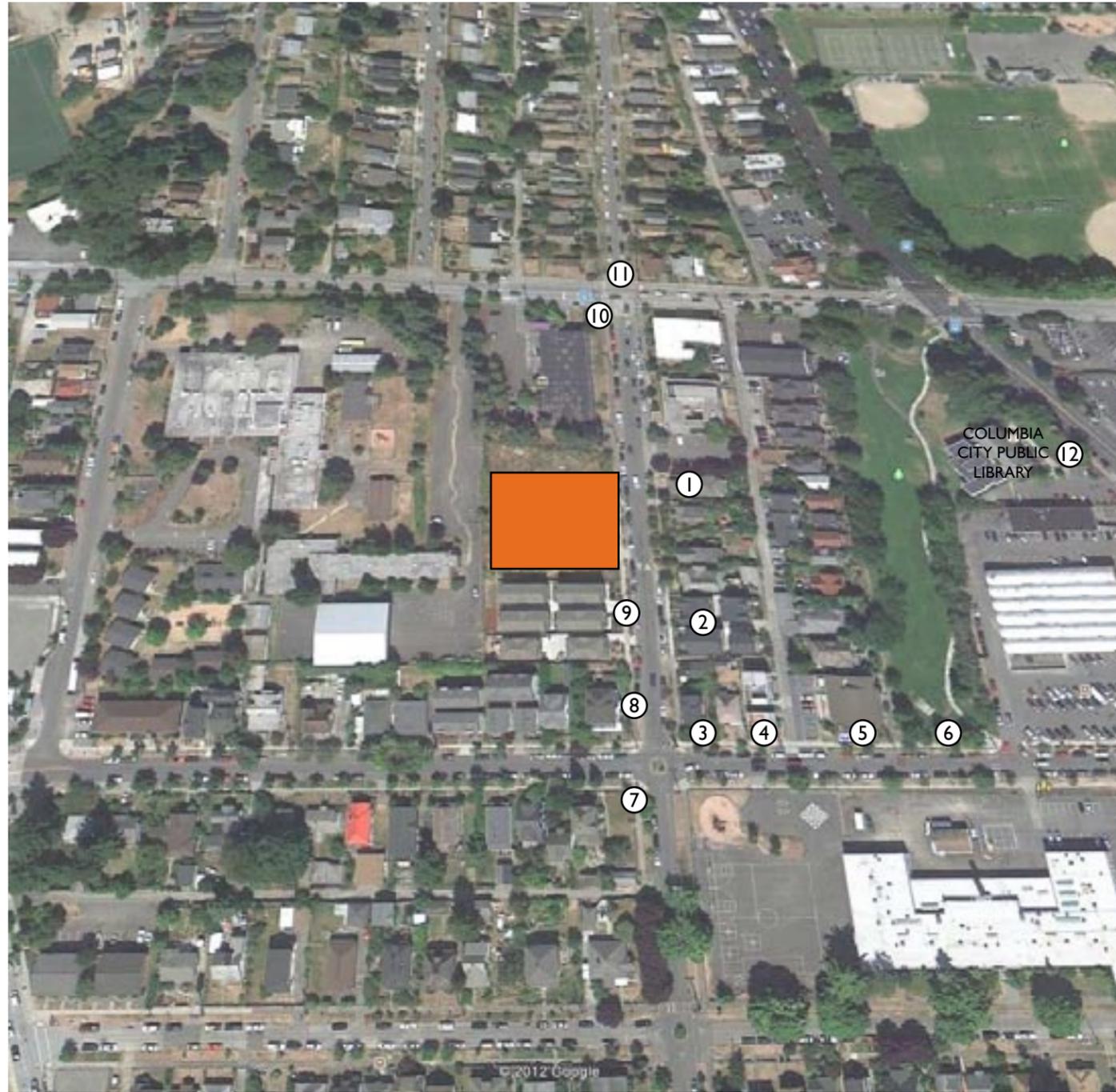
The Owner's desires to maximize natural light and have as many exterior walls per unit as possible. This leads to design options that are not in the conventional "shoulder-to-shoulder" townhouse typology with light and air on the 2 short ends of each unit.

**Site Dimensions**

Both an opportunity and constraint, the relatively deep site allows for alternative layout strategies to be considered. Instead of a series of narrow, concrete drive aisles running perpendicular to the street, the site's depth allows for the creation of a central woonerf that serves a dual purpose as motor court and private common area. While units at the far rear of the site could be a detriment in some instances, the topography and ability to separate the buildings and create internal courtyard spaces creates a sense of privacy and openness.

KEY	
	SITE
	LR3 ZONING
	LR2 ZONING
	SF ZONING
	NCIP ZONES
	NC2P & NC3P ZONES
	HUB
	COLUMBIA CITY URBAN VILLAGE
	MAJOR ARTERIALS
	SIGNIFICANT BUILDING
	BUS ROUTE
	LIGHT RAIL
	PARK

IMMEDIATE SITE CONTEXT



① SINGLE FAMILY STRUCTURES



② MULTI-FAMILY STRUCTURES



③ SINGLE FAMILY STRUCTURES



④ MULTI-FAMILY STRUCTURES



⑤ EDMONDS STREET CHURCH



⑥ COLUMBIA CITY PARK



⑦ SINGLE FAMILY STRUCTURES



⑧ SINGLE FAMILY STRUCTURES



⑨ MULTI-FAMILY STRUCTURES



⑩ DEPT. OF SERVICES FOR THE BLIND



⑪ 35TH AVE S. & ALASKA ST. (NORTH)



⑫ COLUMBIA CITY PUBLIC LIBRARY





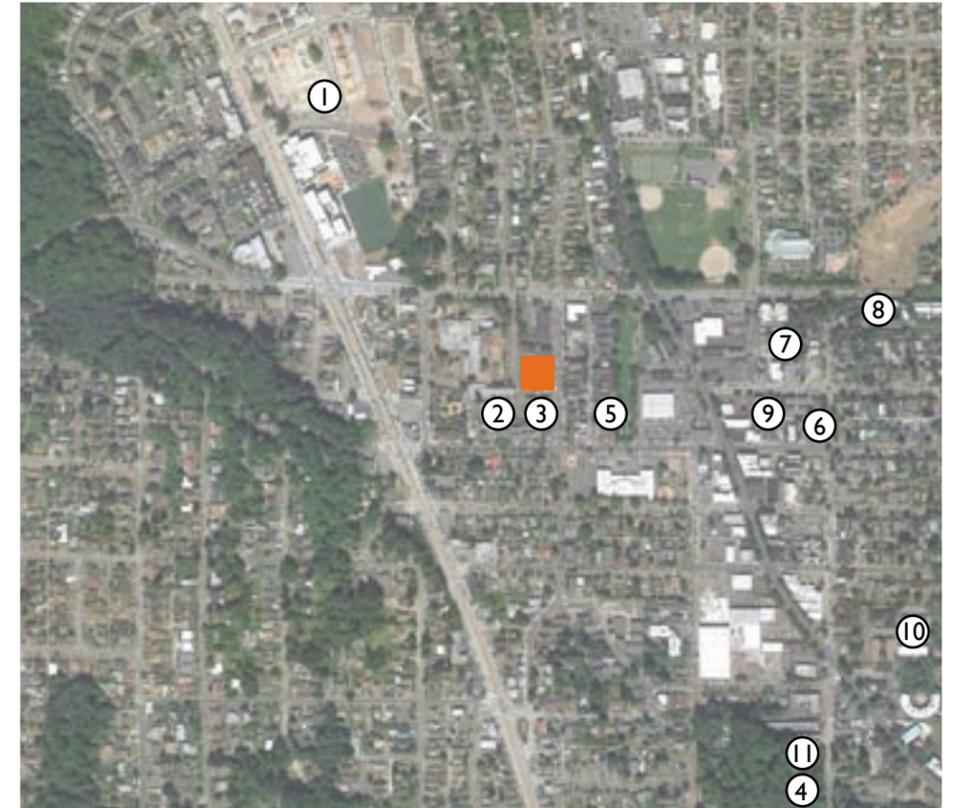
① RAINIER VISTA MICRO COMMUNITY



② MULTI-FAMILY TOWNHOUSES



③ MULTI-FAMILY TOWNHOUSES



④ 5251 39TH AVE S HITTS HILL



⑤ MULTI-FAMILY TOWNHOUSES



⑥ 39TH & S. EDMONDS APARTMENTS



⑦ ANGELINE STREET ROWHOUSES



⑧ 3919 S. ALASKA STREET



⑨ COLUMBIA CITY LIVEABOVES

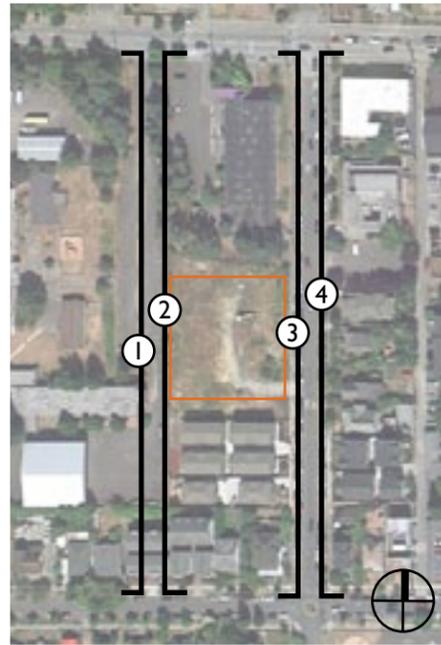


⑩ 3927 PEARL STREET CONDOS



⑪ 5251 39TH AVE S HITTS HILL

STREETSCAPE



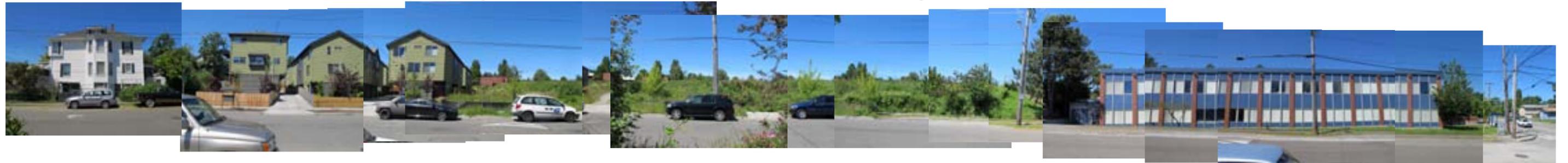
PROJECT SITE

① LOOKING WEST FROM PROJECT SITE



② SCHOOL DRIVE ACCESS LOOKING EAST TOWARD PROJECT SITE

PROJECT SITE

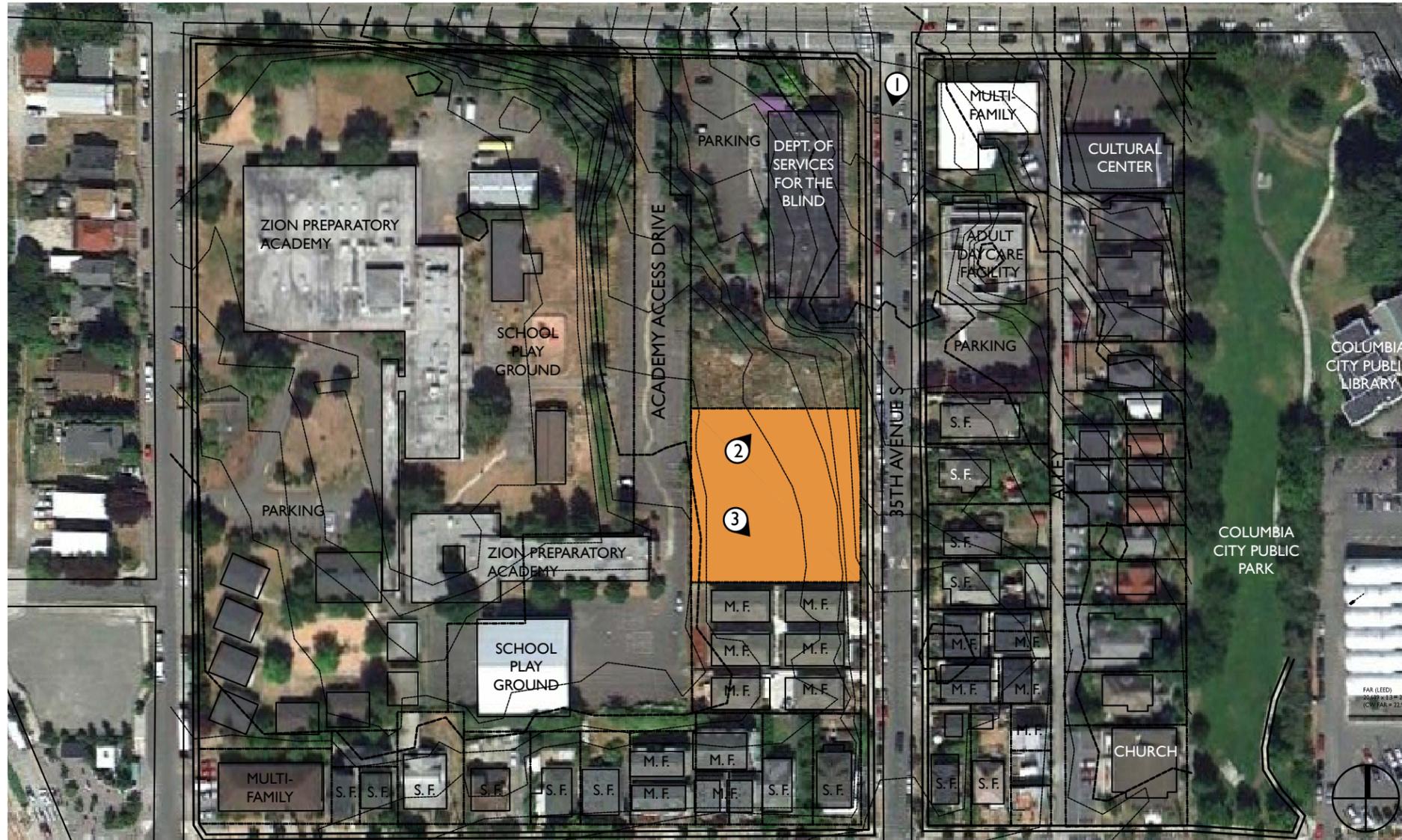


③ 35TH AVENUE S LOOKING WEST



④ 35TH AVENUE S LOOKING EAST

RELEVANT DESIGN GUIDELINE PRIORITIES



**A-1 Responding to Site Characteristics:** The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

- Buildings step up toward the west, following the topography, creating views from the upper floors, even units at the rear of the site.

**A-5 Respect for Adjacent Sites:** Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings

- Orientation of units in the preferred schemes, overlooking central drive court and courtyard spaces between units, allows for primary views to be controlled within the site rather than orienting units to face the side yards and townhouse project directly to the south.

**A-7 Residential Open Space:** Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

- The orientation of units in the preferred schemes around central drive court/woonerf and secondary courtyards maximizes usable, attractive, well-integrated common open spaces while private outdoor areas are dedicated to the perimeter of the site.

**A-8: Parking and Vehicle Access:** Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

- The preferred scheme does not rely on a series of motor courts visible from the street. The driving circulation is primarily contained at the center of the site, hidden from street view.

**B-1 Height, Bulk, and Scale Compatibility:** Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones.

- The project, especially in the preferred scheme balances the Land Use Policies associated with being in a transit and pedestrian-oriented neighborhood while keeping in scale with the surrounding context.

**C-4 Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

- The building materials will be durable and attractive, enhancing the neighborhood while remaining in context with the surrounding structures.

**D-7 Personal Safety and Security:** Project design should consider opportunities for enhancing personal safety and security in the environment under review.

- Orientation of units, in the preferred schemes, around central drive court/woonerf provides 'eyes on the street' which promotes safety and security.

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

- Orientation of units, in the preferred schemes, around central drive court/woonerf provides ample opportunities for lush landscaping and special features to enhance the site and promote human interaction.



① VIEW OF 39TH AVE. S FROM ALASKA STREET



② VIEW OF SITE LOOKING TO THE NORTHEAST

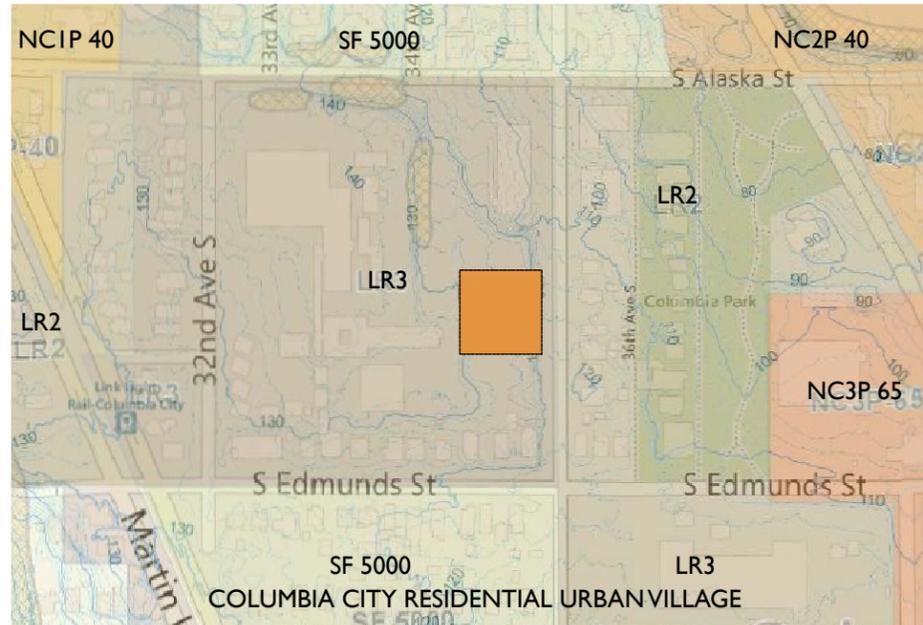


③ VIEW OF SITE LOOKING TO THE SOUTHEAST

## ZONING ANALYSIS

**PARCEL #:** 9344100200-9344100420  
**ZONING:** LR-3  
**OVERLAYS:** STATION OVERLAY ZONE, RESIDENTIAL URBAN VILLAGE, COLUMBIA CITY BUSINESS DISTRICT  
**LOT AREA:** 23,808.7 SF

### DPD ZONING MAP



## CHAPTER 23.45 RESIDENTIAL, MULTIFAMILY

### 23.45.504 PERMITTED USES

Residential Use

#### 23.45.510 FLOOR AREA RATIO

Townhouse/Rowhouse (Inside Urban Village/SAO) = 1.4  
 Higher limit allowed with LEED Silver Rating, or Built Green 4-star rating  
 (23808.7 SF (1.4) = 33332.18 SF

#### 23.54.015 REQUIRED PARKING

Vehicular Parking: No parking is required for uses in LR zones located in a Station Overlay Zone

\*parking shall be totally enclosed within the same structure as the residential use or located in a parking area or structure at the rear of the lot.

Bicycle long-term parking: 1 per 4 units

#### 23.45.512 DENSITY

Minimum lot area: Townhouse = 1/1,600 SF or No Limit if LEED Silver/Built Green 4-star  
 Rowhouse = No limit  
 Single-Family = 1/1,600 SF

### 23.45.514 STRUCTURE HEIGHT

- Station Area Overlay Districts max height = 30'
- A pitched roof may extend up to 5' above height limit with a min roof slope of 6:12
- Shed/butterfly roof may extent 3' above height limit, low side may not exceed height limit
- Parapet roof may extend 4' above height limit to provide for a pitched roof. Pitched roof may not exceed 75 % of parapet height
- Green roofs that covers 50% of roof = additional 2' of height is allowed

### 23.45.518 SETBACK REQUIREMENTS

**FRONT SETBACK:** TH: 7 AVG; 5 MIN RH: 5 MIN  
**REAR SETBACK:** TH/RH: 7 AVG; 5 MIN  
**SIDE SETBACK FOR FACADES <= 40':** TH: 5 MIN RH: 0 MIN  
**SIDE SETBACK FOR FACADES > 40':** TH: 7 AVG; 5 MIN RH: 0 MIN  
**SEPARATION BTWN PRINCIPAL STRUCTURES:** TH/RH: 10' MIN

\* If principal structures are separated by a driveway, the minimum required separation between principal structures is 2' > the required width of the driveway (separation not required to be > 24')

\*\* If principal structures are separated by a driveway, projections that enclose floor area may extend a maximum of 3' into the required separation if they are at least 8' above finished floor.

### 23.45.522 AMENITY AREA

Required amount of amenity area = 25% of the lot area  
 (23808.7 SF (25%) = 5952 SF)

\* 50% minimum @ Ground Level; except that amenity area provided on the roof of a structure may be counted as amenity area provided at ground level

\*Amenity area required at ground level may be provided as private or common space

\*All units shall have access to private or common amenity area

\*Amenity area shall not be enclosed within a structure

\*No min horiz dim for private amenity areas, except 10' at non-street side lot lines

\*No common amenity area shall < than 250 sf, and common amenity areas shall have a min horiz dim of 10'

\*Min. 50% of common amenity area at ground level shall be landscaped

\*A woonerf may provide max 50% of amenity area if design approved

### 23.45.524 LANDSCAPING REQUIREMENTS

Green Factor score = minimum 0.6

\*Vegetated walls may not count towards more than 25% of a lot's Green Factor score.

### 23.45.527 STRUCTURE WIDTH AND FAÇADE LENGTH FOR LOW-RISE ZONES

Maximum Townhouse Structure Width = 150'

Maximum Rowhouse Structure Width = No Limit

\* Max combined length of all portions of facades within 15' of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65% of the length of that lot line

### 23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS

Solid Waste Containers: (16-25 units) 225 SF min area of shared storage space

REQUESTED DEPARTURE	OPTION 1	OPTION 2	OPTION 3A	OPTION 3B
#1 SETBACKS: SIDEYARD			X	X
#2 FAÇADE LENGTH		X	X	X

LR3 ZONING CODE	REQUIREMENT	PROPOSED	DEPARTURE AMOUNT	REASON FOR DEPARTURE	DESIGN REVIEW GUIDELINES
#1 SETBACKS: SIDEYARD (SMC 23.45.518)	Side Setback for Facades > 40' = TH: 7' Avg/5' Min RH: 0 Min	OPTIONS 3A/3B: 2 units = 5' side yard setback 2 units = 7' side yard setback = 6' Average	OPTIONS 3A/3B: 1'-0" AVG	The minimum and average standards for the side yard setback for a townhouse unit in an LR3 zone is to create an adequate separation from adjacent properties. In the preferred Scheme 3, units are arranged in smaller clusters and are separated by courtyard spaces along the side property lines. While the courtyard spaces between buildings of the proposed project provide such relief, the provisions of the code do not allow the courtyard spaces to be included in the averaging of the sideyard setbacks. Had building walls been placed across the courtyards, 15' away from the property line, the definition of the code would have been met. Thus, continuing the courtyard through the site without interruption, the project is penalized despite creating a more appealing site layout. If the depth of the courtyards were included up to a depth of 15', the minimum average side yard setback requirement would be met (7.27'). In addition, the units are designed to orient themselves toward the internal woonerf and courtyards and to views off the site to the east, not toward the side yards and the adjacent townhouse project to the south. Therefore, the project as designed with the courtyards, meets the intent of the code as it relates to light, air and privacy along a side yard.	A-1 Site Character A-5 Respect for adjacent sites A-7 Open Space B-1 Hght, Bulk, Scale E-2 Landscaping
#2 FAÇADE LENGTH (SMC 23.45.527)	Maximum combined length of all portions of facades within 15' of a lot line shall not exceed 65% of length of lot line = .65 x 152'-7" = 99'-2" Allowed	OPTION 2: 115'-0"  OPTIONS 3A/3B: 112'-0"	OPTION 2: 15'-10" (16%)  OPTIONS 3A/3B: 12'-10" (13%)	Similar in nature to Departure Request #1, the intent of limiting facade lengths within 15' of a side property line is to avoid creating long, continuous facades that could crowd neighboring properties. The preferred option proposes separate buildings, each with a high degree of modulation, that are separated landscaped courtyards with a minimum 10' width. These courtyards allow for more light and air into the buildings on the project site while reducing negative impacts to the adjacent properties to the north and south. The units would be primarily oriented away from the adjacent property to the south to maintain privacy.	A-1 Site Character A-5 Respect for adjacent sites A-7 Open Space B-1 Hght, Bulk, Scale E-2 Landscaping

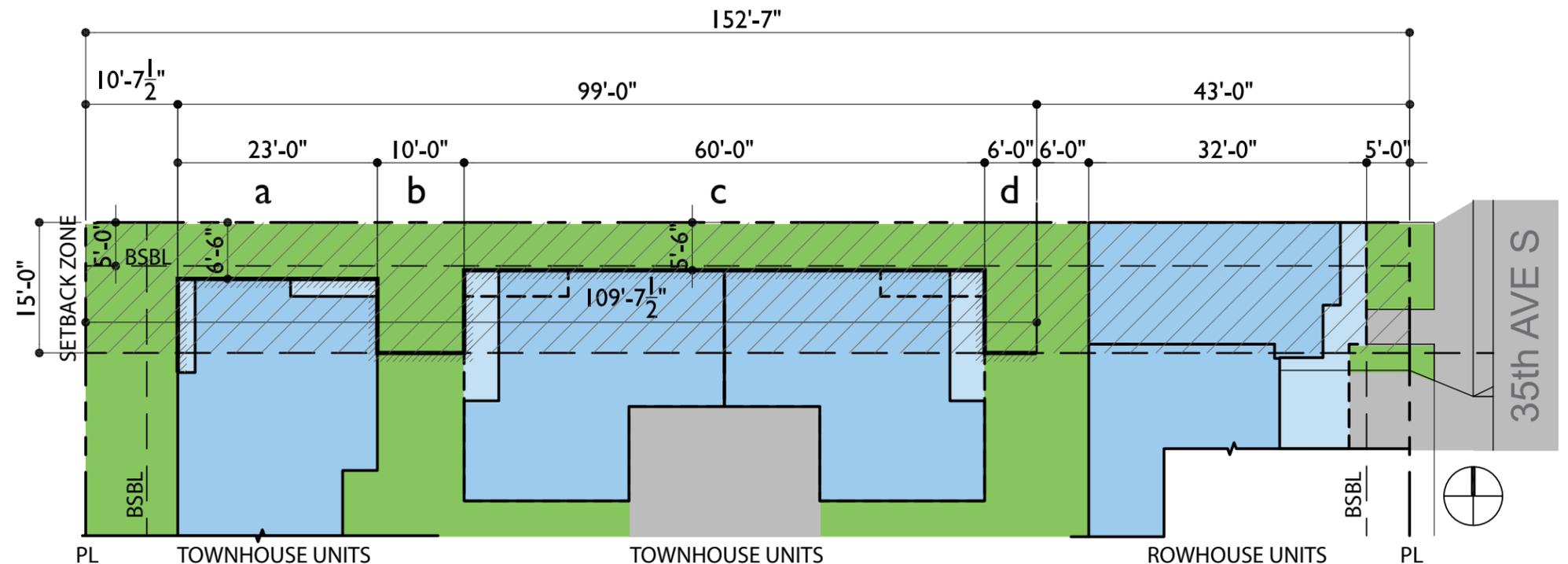
**DEPARTURE RATIONALE**

The two departure requests relate to creating adequate separation between the proposed project and adjacent properties along both of the side yards. The preferred Scheme 3 creates a series of small structures on the site (2-3 units max.), Separated by courtyard spaces, that avoid long, continuous facades from crowding the side property lines. The side yard setback minimums and facade length provisions of the code are in place to prevent undesirable conditions between properties. The project team believes that the design meets the intent of the code.

**DEPARTURE #1: SIDEYARD SETBACK CALCULATION**

Departure request creates a greater average building setback separation than what is required by code.

Where the RH is laid out with a zero side setback allowed by code, we show an imaginary line half way between the rear of the RH and the eastern end of the adjacent townhouse building (to the left as shown in the exhibit). Using the remaining side line as our TH side yard line we can see an average building setback for built line  $a+b+c+d = [(23' \times 6.5') + (10' \times 15') + (60' \times 5.5') + (6' \times 15')] / 99' = 7.27'$



## OPTION I (ZONING COMPLIANT - 24 UNIT TOWNHOUSE)



EAST FACADE



NORTHEAST AERIAL VIEW



SOUTHEAST AERIAL VIEW

### DISTINGUISHING FEATURES

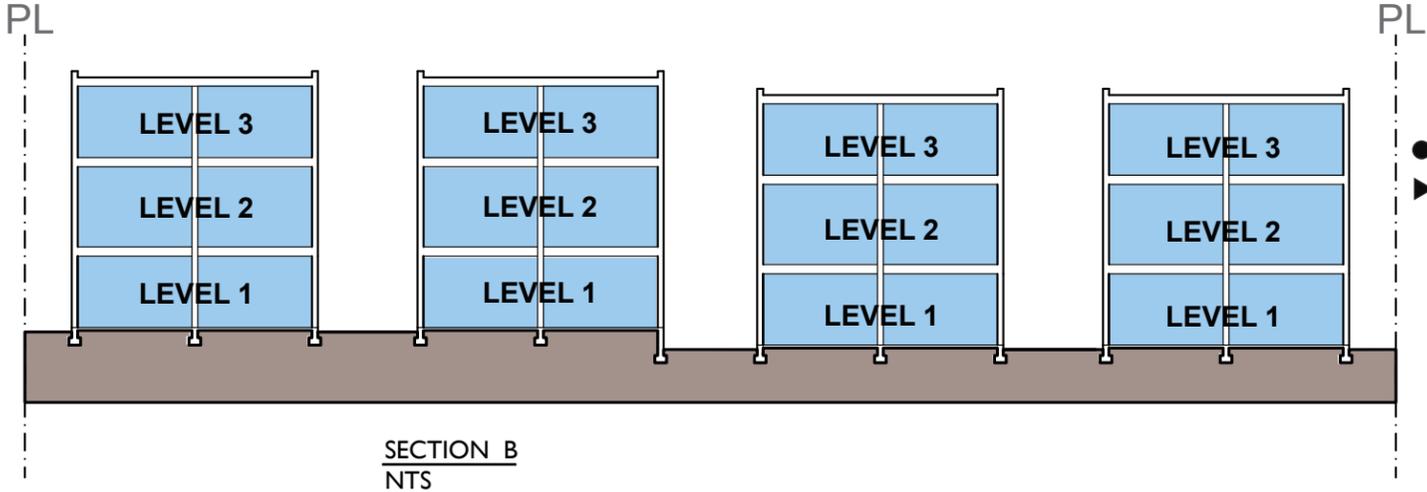
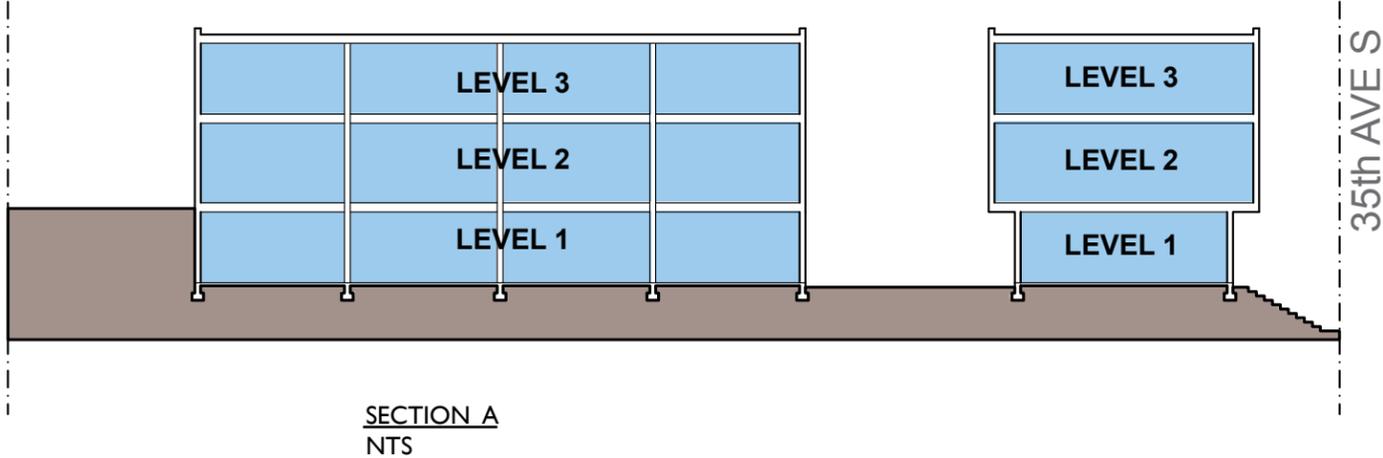
- 24 Townhouse Units
- 24 Parking Stalls
- Follows design of what was originally permitted and mapped on the project site, designed as a second phase of the townhouse project located directly to the south.
- 4 identical buildings separated by 24' grass crete drive court
- 8 Rowhouse type units fronting 35th Avenue S, perpendicular to the 4 identical 4-unit structures behind
- Private entrances to rowhouse units via stairway leading up to Level 2
- Woonerf provided between buildings.

### PROS

- Woonerf amenity area between 4-unit structures along west side of project
- 2 common areas provided. One at the west side and one running down the middle of the property.
- By following what was originally mapped and permitted, the project would respond closely to the adjacent townhouse project.

### CONS

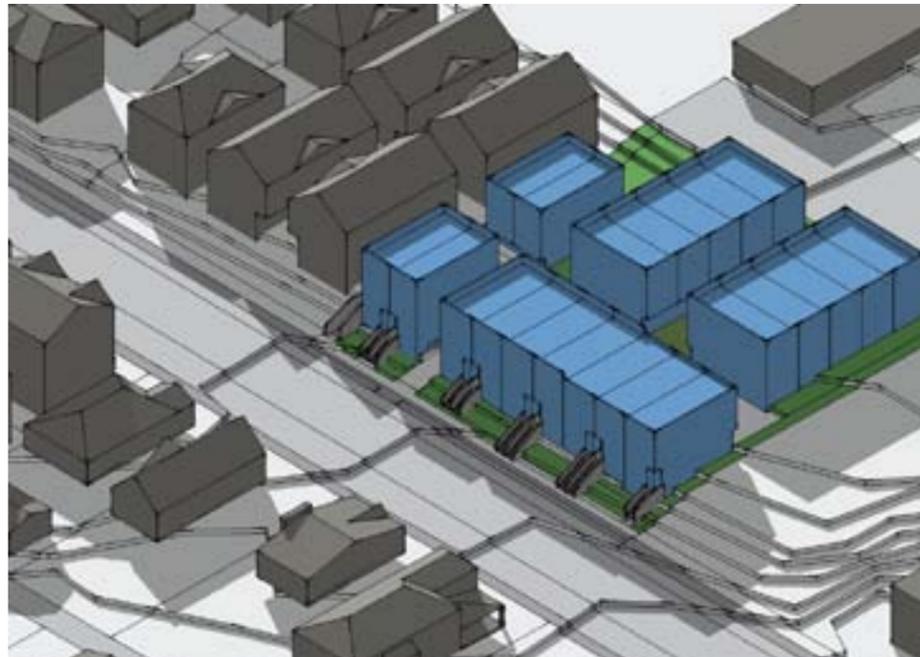
- Central 4-Unit structures have no direct access to private amenity area.
- Motor courts are in the conventional "car canyon" mold, running perpendicular to the street and cover a high percentage of lot area.
- Building blocks are repetitive.
- The street façade has minimal modulation.



## OPTION 2 (21 UNIT TOWNHOUSE)



EAST FACADE



NORTHEAST AERIAL VIEW



SOUTHEAST AERIAL VIEW

### DISTINGUISHING FEATURES

- 21 Townhouse Units
- 21 Parking Stalls
- 2 identical buildings separated by 24' grass crete drive court
- 9 Rowhouse type units fronting 35th Avenue S, perpendicular to the 2 identical 5-unit structures behind
- Private entrances to rowhouse units via stairway leading up to Level 2
- Woonerf provided between buildings.

### PROS

- Spacious common area is at the highest portion of the site with south-westerly exposure.
- All units have access to private or common amenity area.
- View from driveway into complex sees green amenity area.
- Single curbcut onto 35th Ave S.

### CONS

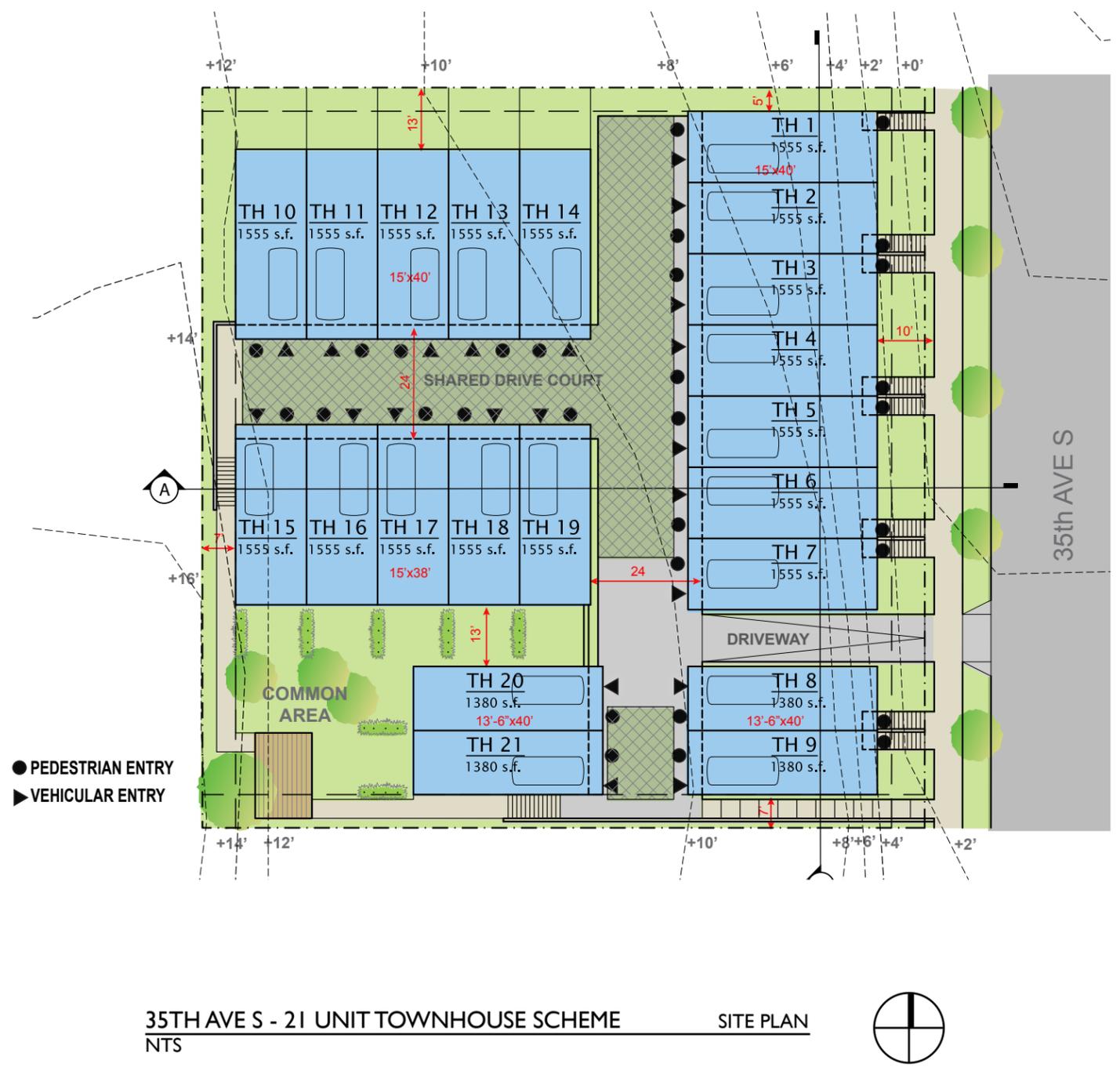
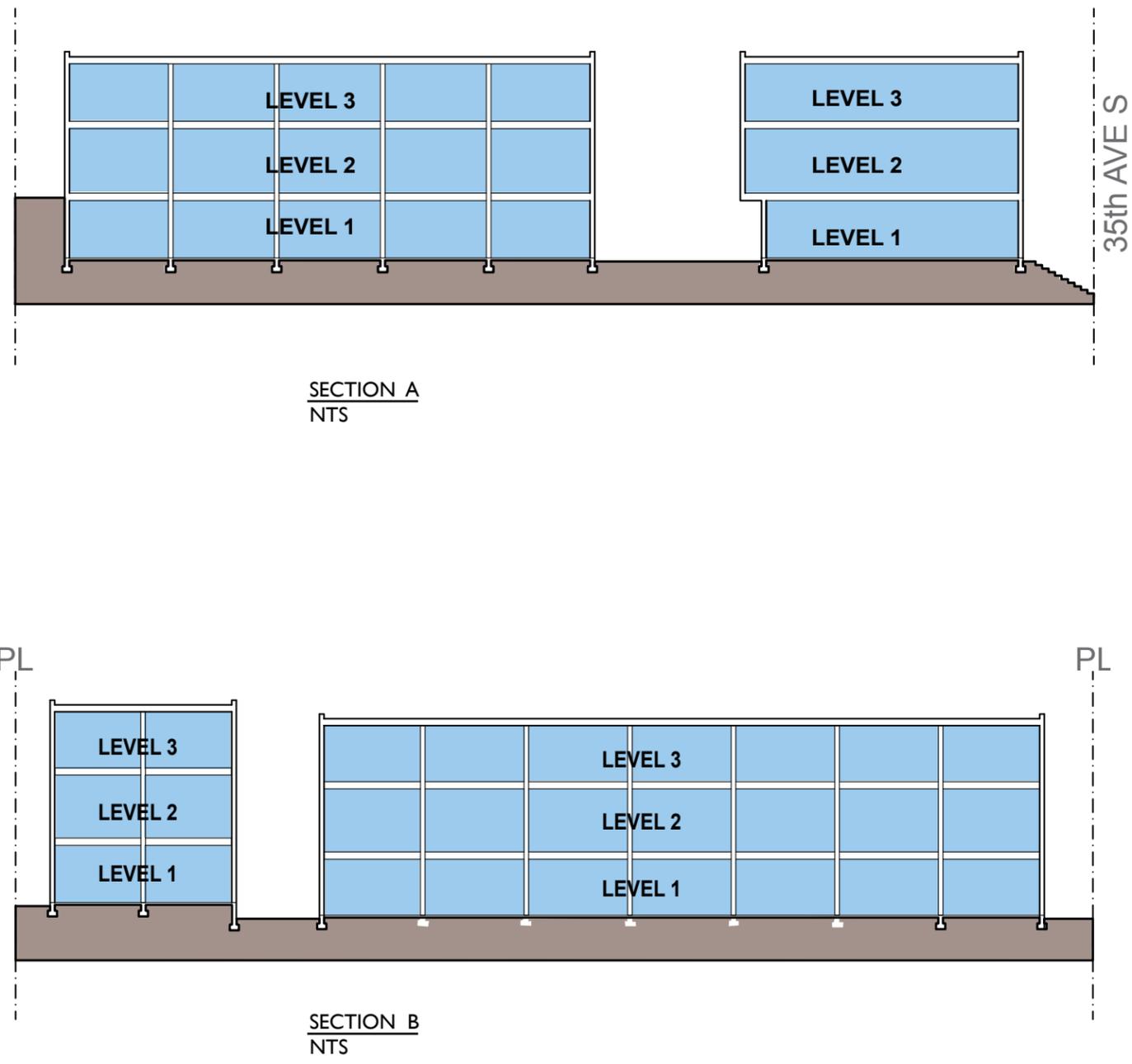
- Amenity area requirement is not met at ground level, private roof top amenity will need to be provided.
- Exceeds allowable overall structure depth.
- A central drive court with enclosed garages ties building heights together and limits views from upper stories, not taking advantage of topography.
- Increased building height along street edge (rowhouse units) due to raised motorcourt and enclosed garages on ground floor of each unit.
- High amount of site area dedicated to vehicular circulation.

### REQUESTED DEPARTURES

- Structure Depth: 15'-8" deeper than the 99'-2" allowed structure depth.

### SIGNIFICANT SEATTLE CITY DESIGN GUIDELINES

- A-4: Transition between residence and street. Rowhouse style units with front stoops provide for pedestrian security and social interaction among residents and guests.
- A-7: Residential Open Space. The spacious resident friendly common area environment, promotes safety while encouraging interaction. and improves the quality of the residential environment.
- D-7: Personal Safety and Security. Each unit is provided with its own garage off of a common drive court / woonerf providing for heightened visibility as residents come and go.



## OPTION 3A (PREFERRED SCHEME)



EAST FACADE



NORTHEAST AERIAL VIEW



SOUTHEAST AERIAL VIEW

### DISTINGUISHING FEATURES

- 18 Residential Units.
- 16 Units with private garage, 2 uncovered parking stalls off central motor court / woonerf.
- Grand entry to woonerf / drive court at ground level, located in the middle of the site.
- Building structure and massing has heightened variety between single units and attached units.

### PROS

- Common and private amenity areas well exceed requirements at ground level providing for greater pedestrian connection to the neighborhood and emphasizes human scale.
- Both vehicular and pedestrian entrances off of 35th Street reduce the amount of surface area dedicated to vehicular circulation.
- Smaller unit buildings follow the natural terrain providing for lower impact on the street facade.
- Every unit has access to green space.
- Views of surrounding terrain provided from top levels of Eastern most units, and upper floors of second and top-most tiers back.

### CONS

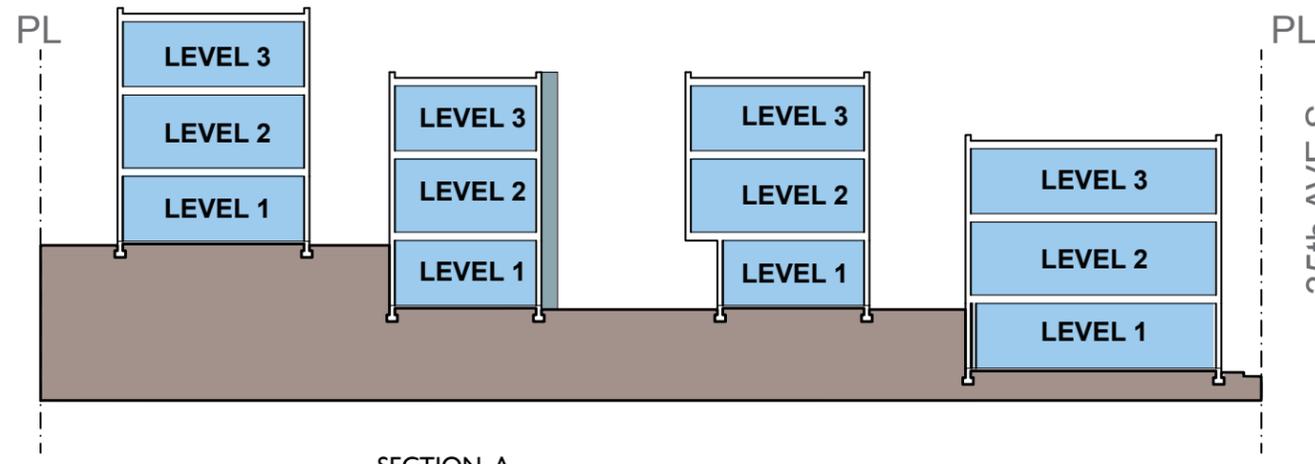
- Exceeds allowable overall structure depth.
- 2 additional curb cuts.

### REQUESTED DEPARTURES

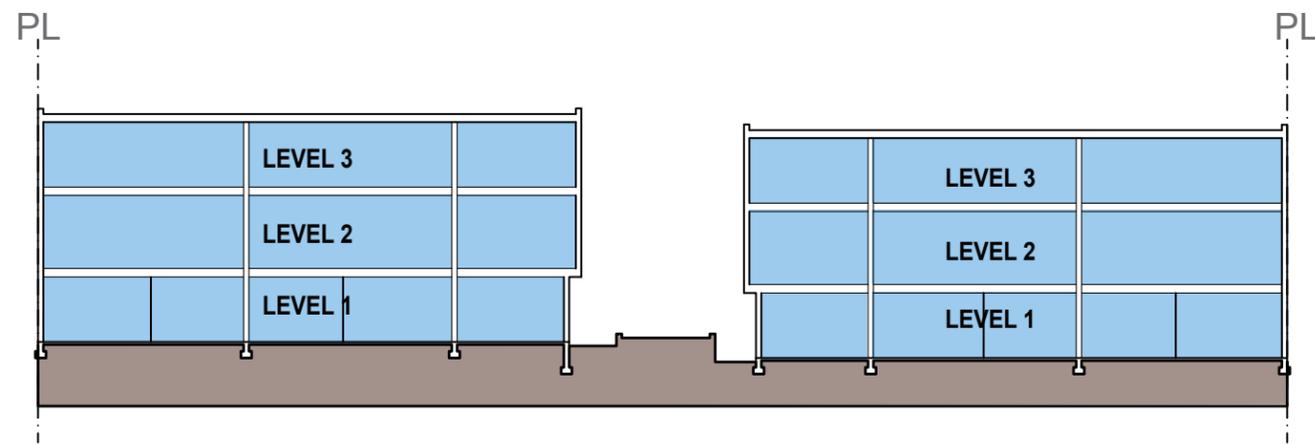
- Structure Depth: 15'-8" deeper than the 99'-2" allowed structure depth.

### SIGNIFICANT UNIVERSITY COMMUNITY DESIGN GUIDELINES

- A-1: Responding to Site Characteristics. Smaller buildings are able to better reflect rather than obscure the natural topography.
- A-4: Transition between residence and street. Rowhouse style units with front stoops provide for pedestrian security and social interaction among residents and guests.
- A-6: Transition between residence and street. Entry stoops, street facing private garages provide a sense of entry to the street side units. Pedestrian access walks on either side of primary driveway create a sense of entry. Interior walkways promote social interaction.
- A-7: Residential Open Space. Orientation of the units around large central drive courts / woonerf create opportunities for spacious, usable, attractive, well-integrated open spaces around individual units and the perimeter.
- D-7: Personal Safety and Security. A common drive court / woonerf providing for heightened visibility as residents come and go.



SECTION A  
NTS



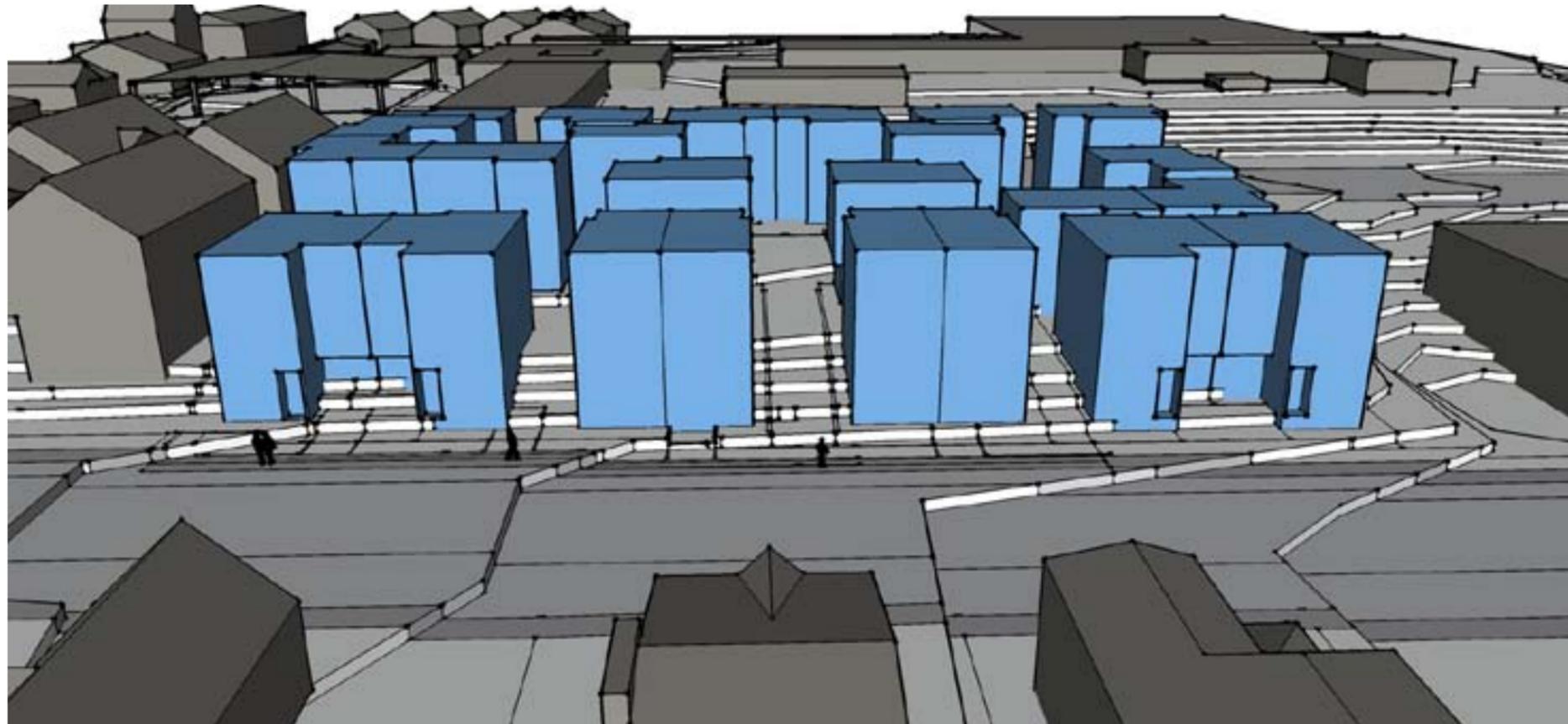
SECTION B  
NTS



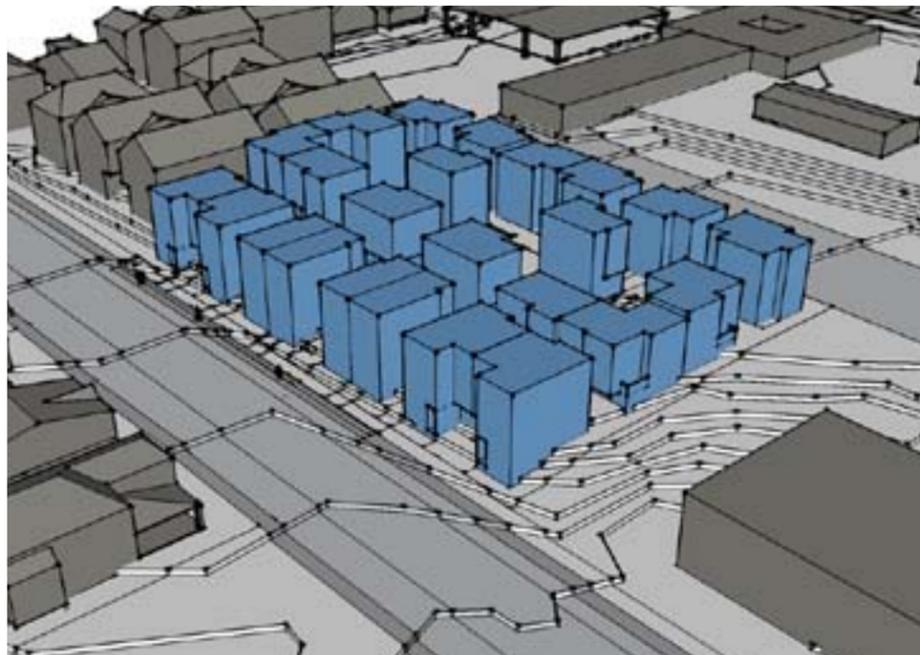
35TH AVE S - 18 UNIT CLUSTER HOUSING SCHEME  
SITE PLAN  
NTS



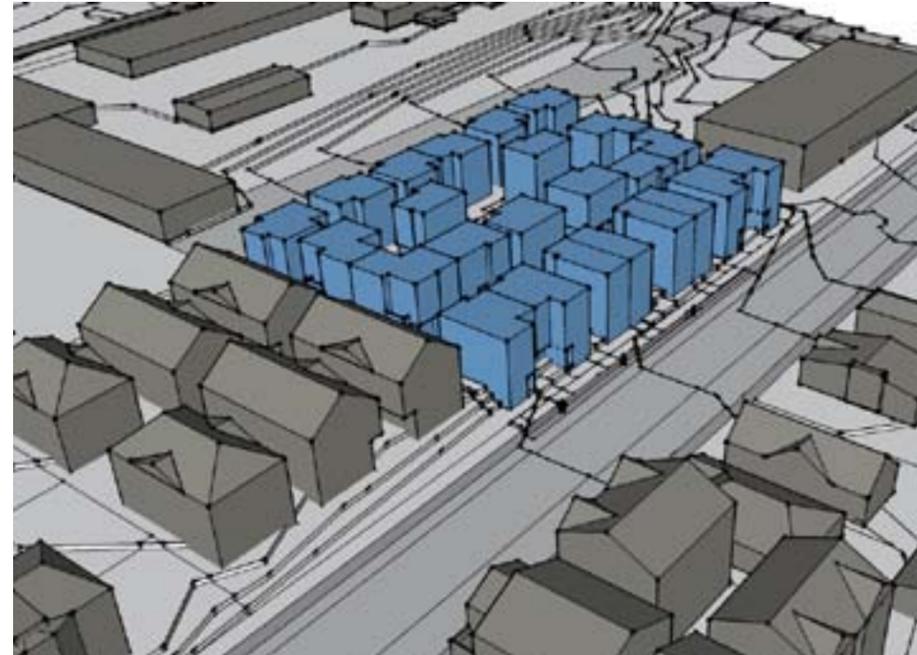
OPTION 3B (PREFERRED SCHEME IF ADDITIONAL SITE IS ADDED)



EAST FACADE



NORTHEAST AERIAL VIEW



SOUTHEAST AERIAL VIEW

DISTINGUISHING FEATURES

- Patterned after preferred Scheme (3A). Would only be considered if additional lot to the north is included in assemblage.
- 24 Residential Units.
- 14 Units with private garage, 10 uncovered parking stalls located off the central motor court / woonerf.
- Grand entry to woonerf / drive court at ground level, located in the middle of the site.
- Building structure and massing has heightened variety between single units and attached units.

PROS

- Common and private amenity areas well exceed requirements at ground level providing for greater pedestrian connection to the neighborhood and emphasizes human scale.
- Both vehicular and pedestrian entrances off of 35th Street reduce the amount of surface area dedicated to vehicular circulation.
- Smaller unit buildings follow the natural terrain providing for lower impact on the street facade.
- Every unit has access to green space.
- Views of surrounding terrain provided from top levels of Eastern most units, and upper floors of second and top-most tiers back.

CONS

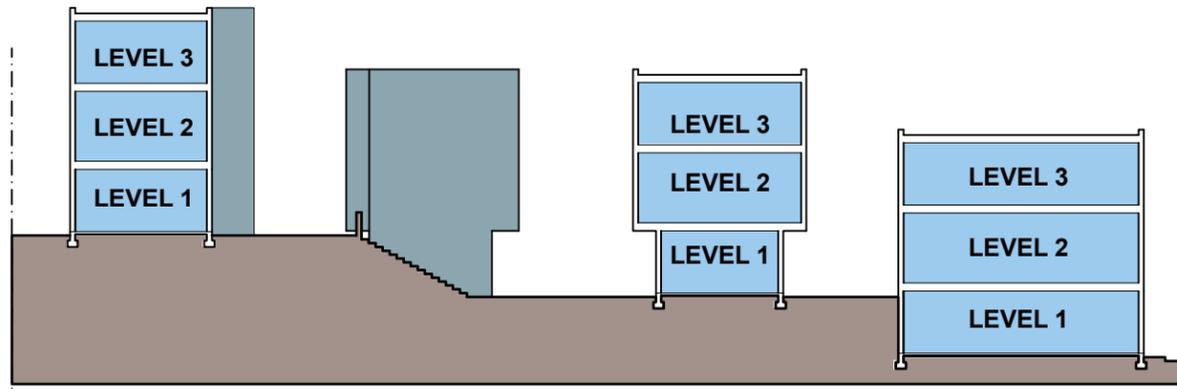
- Exceeds allowable overall structure depth.
- 2 additional curb cuts.

REQUESTED DEPARTURES

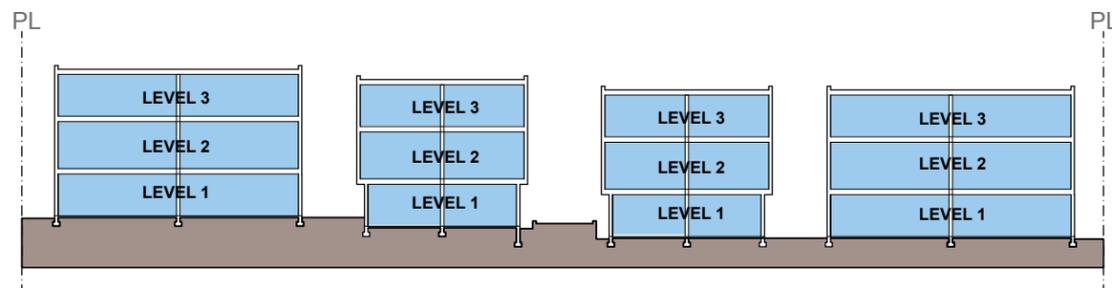
- Structure Depth: 15'-8" deeper than the 99'-2" allowed structure depth.

SIGNIFICANT UNIVERSITY COMMUNITY DESIGN GUIDELINES

- A-1: Responding to Site Characteristics. Smaller buildings are able to better reflect rather than obscure the natural topography.
- A-4: Transition between residence and street. Rowhouse style units with front stoops provide for pedestrian security and social interaction among residents and guests.
- A-6: Transition between residence and street. Entry stoops, street facing private garages provide a sense of entry to the street side units. Pedestrian access walks on either side of primary driveway create a sense of entry. Interior walkways promote social interaction.
- A-7: Residential Open Space. Orientation of the units around large central drive courts / woonerf create opportunities for spacious, usable, attractive, well-integrated open spaces around individual units and the perimeter.
- D-7: Personal Safety and Security. A common drive court / woonerf providing for heightened visibility as residents come and go.



SECTION A  
NTS



SECTION B  
NTS



- PEDESTRIAN ENTRY
- ▶ VEHICULAR ENTRY
- ▭ NEIGHBORING TOWNHOUSE
- ▭ NEIGHBORING TOWNHOUSE

35TH AVE S - 18 UNIT CLUSTER HOUSING SCHEME SITE PLAN  
NTS



OPTION 3A (PREFERRED SCHEME) LANDSCAPE



SITE PLAN - OPTION A



RED MAPLE



CORNUS KOUSA



STRAWBERRY TREE



WITCH HAZEL



SWEET BOX



DAVID'S VIBURNUM



CHERRY LAUREL



KOREAN BOX



SPIRAEA



MISCANTHUS



HEAVENLY BAMBOO



LIRIOPE



DAYLILY



AGAPANTHUS



'ICE DANCE' SEDGE



ROBB'S EUPHORBIA



SITE PLAN - OPTION B



RED MAPLE



SERVICEBERRY



AMUR MAPLE



HORNBEAM



SWORD FERN



DAVID'S VIBURNUM



CHERRY LAUREL



KOREAN BOX



SPIRAEA



MISCANTHUS



HEAVENLY BAMBOO



ORANGE SEDGE



DAYLILY



AGAPANTHUS



CAREX 'ICE DANCE'



ROBB'S EUPHORBIA

QUADRANT PROJECTS



ISSAQUAH



SINGLE FAMILY COTTAGE UNIT



ISSAQUAH



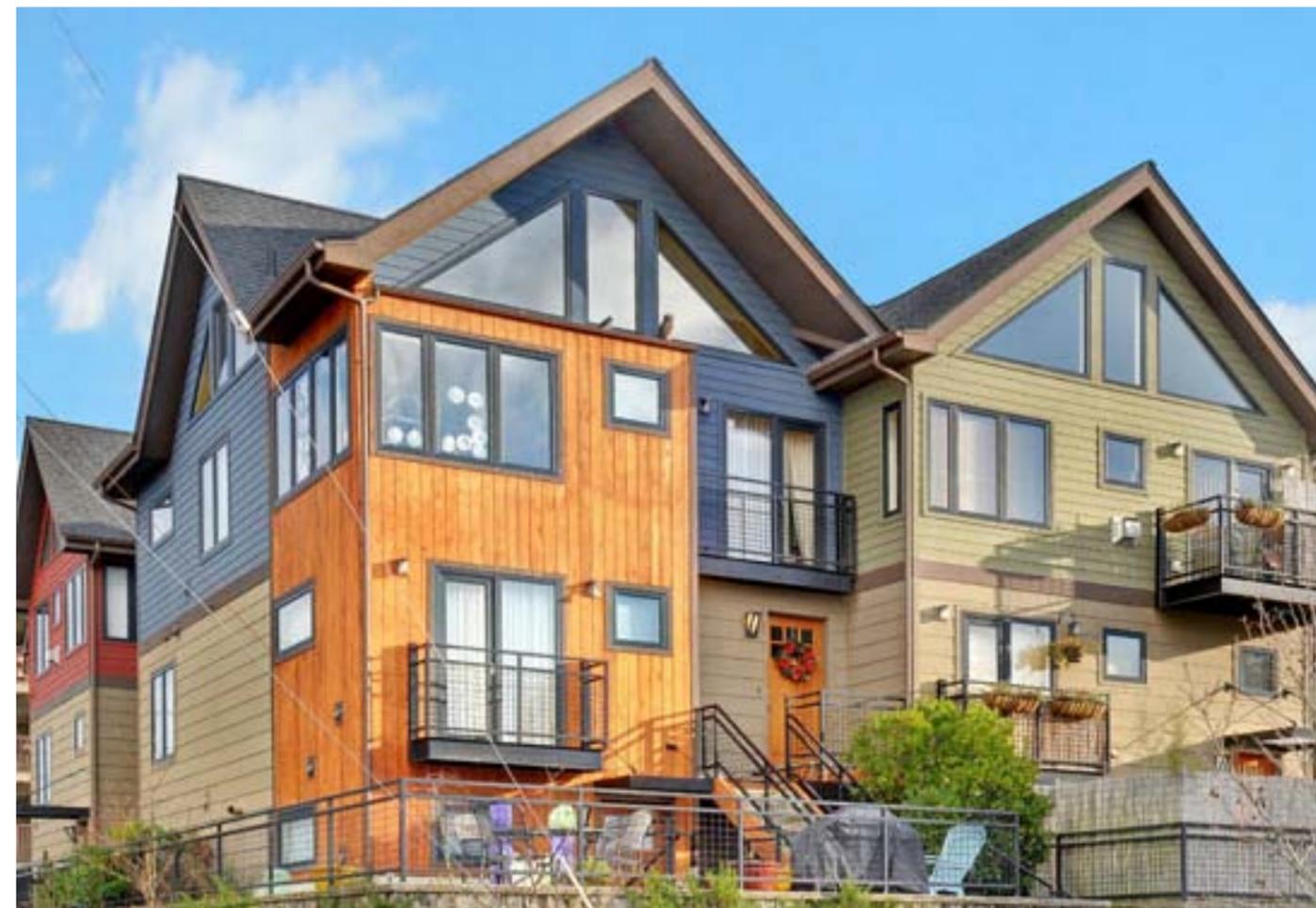
SINGLE FAMILY HOUSING UNITS



HARBOR WORK / LIVE



CREEKSIDE



ADMIRAL LOFT HOMES



SALVEO - LEED H PLATINUM



FOURTH & ROY



WALLINGFORD GREEN

PRELIMINARY DESIGN DIRECTION



COLOR BANDING OF CEMENT FIBER PANEL



BALCONY DETAILING



GLASS GARAGE DOOR



REVEAL W/ WOOD ACCENT



ARTICULATED CORNER MASSING

The design team wanted to include preliminary vignettes of a typical building elevation for initial comment by the design review board. These vignettes include our preliminary thoughts on building massing, fenestration, material palate, color and roof line options. The elevations shown relate to the street-facing rowhouse block of the Preferred Scheme 3. They represent an example of the design direction that would be applied across the project.

The design team seeks to draw from the many strong examples of nearby contemporary townhouse projects in Columbia City while integrating building features, such as pitched roofs, that respond to the surrounding context. The materials, colors and building features shown should be considered as a first draft and may change based on unit plan development, cost considerations and board comments. While the design will certainly be further developed before the Design Recommendation meeting, any preliminary feedback by the board would be greatly appreciated.



PREFERRED SCHEME 3 - TYPICAL ROWHOUSE BLOCK ELEVATION STUDY



ROOFLINE STUDY ALTERNATIVES