35TH AVE S. HOUSING

4735 & 4765 35TH AVENUE S.

DESIGN REVIEW

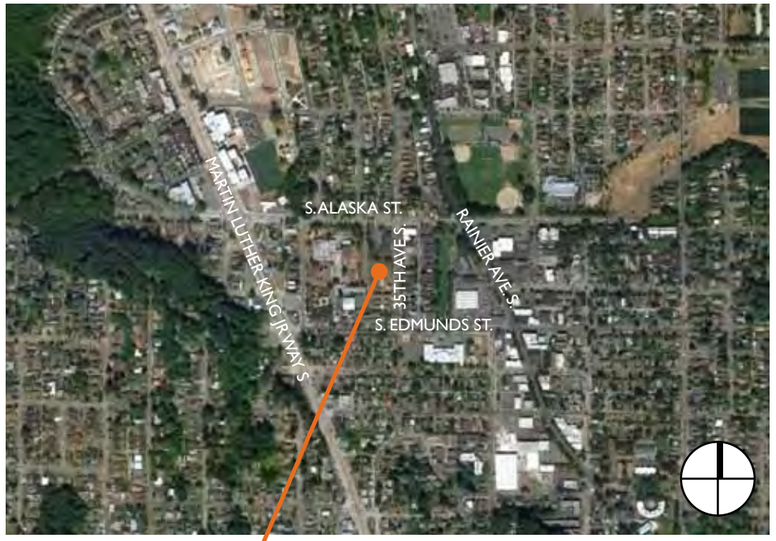
DPD #3013340 & 3014815

JUNE 11, 2013

310 FIRST AVENUE S, SUITE 4S
SEATTLE, WA 98104
206.933.1150
www.nkarch.com

nk
NICHOLSON KOVALCHICK ARCHITECTS

PROJECT DESCRIPTION



SITE LOCATION

CONTENTS

ADDRESS:	4735, & 4765 35th Avenue S
DPD PROJECT #:	3013340 & 3014815
OWNER:	Quadrant Homes
APPLICANT:	Nicholson Kovalchick Architects
CONTACT:	Christy Santos

DEVELOPMENT OBJECTIVES

The property owner's objective is to construct 17 3-story dwelling units made up of a combination of new townhouse, and single family structures with 17 parking stalls, 14 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.

Departure requests from development standards are to develop the site with an overall structure depth greater than 65% of the lot depth, a less than 7' average side yard setback for four of the seven buildings, a garage door setback reduction, and a 2" front average setback reduction for one building.

PROJECT PROGRAM

Number of Residential Units:	17
Number of Parking Stalls:	17
Area of Residential Uses:	Approximately 30,000 sf
Area of Enclosed Individual Garages:	Approximately 3,000 sf
Total Area:	Approximately 33,000 sf

EXISTING SITE

This site carries a previously approved MUP that was still active at the time of our EDG meeting. The site was cleared and some grading took place before construction was halted. Therefore, no substantial vegetation remains. It has since been processed through a lot boundary adjustment that required the application of the original MUP/DPD number to Parcel A and a secondary MUP/DPD # for Parcel B.

The resulting site peripheral boundaries have not changed. The site is rectangular; measures 156 ft North to South along the street face and is roughly 153 feet deep. The site slopes from the highest point on the Southwest corner to the lowest point on the Northeast corner.

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 a 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.

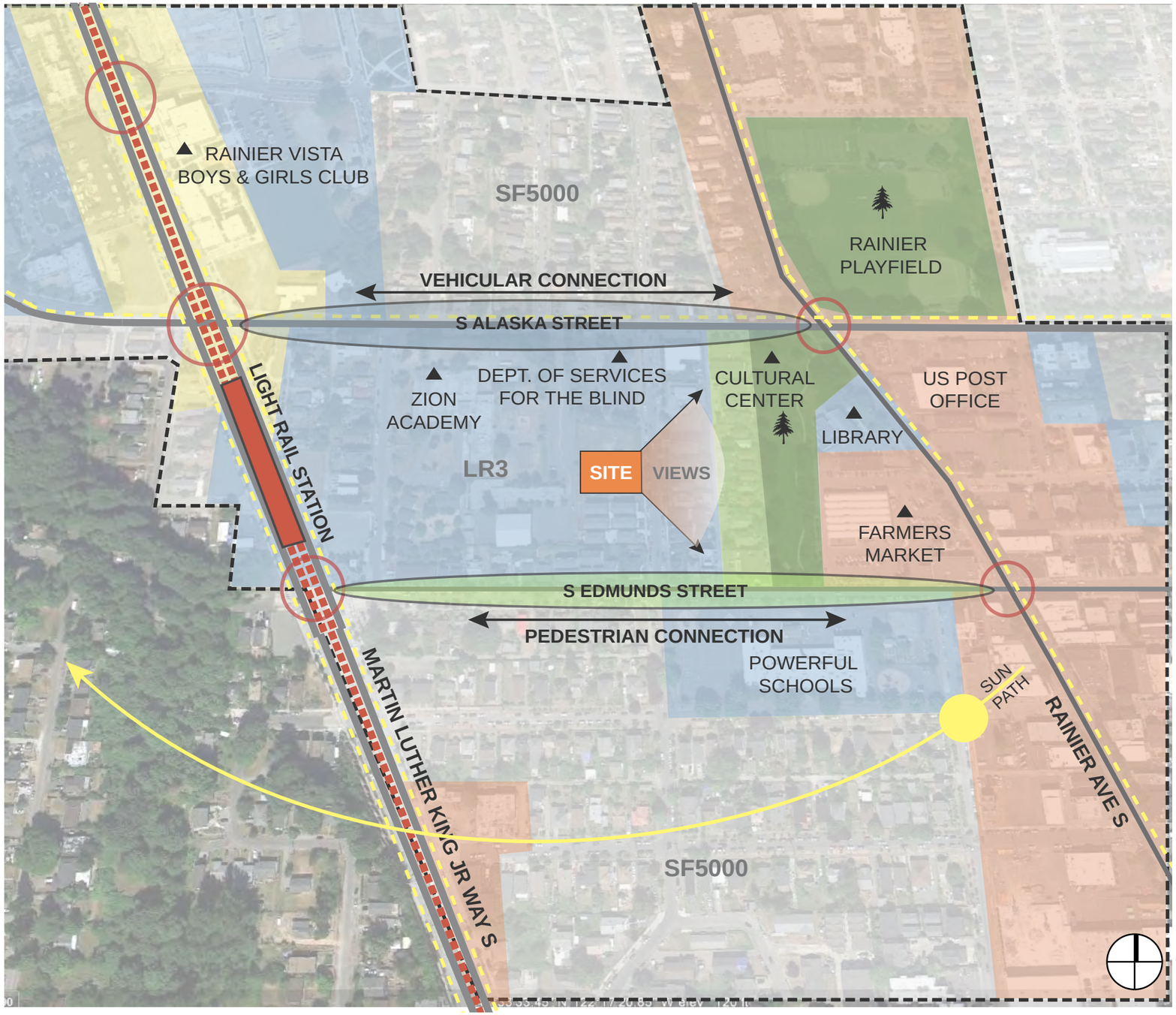
NEIGHBORING DEVELOPMENT

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 multi-family, several education buildings, and a library. There are several parks within easy walking distance of the project. Also noteworthy is the commercial district located along Rainier Avenue S, approximately 1/4 mile 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 adjacent to a townhouse project to the South, and a state owned building to the North. Across the street, to the east, are several single-family structures and a townhouse development. At the project's rear boundary 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 story 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 very pedestrian-friendly, 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 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 with peek-a-boo views of Mt. Rainier. In the 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 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 long building units.

Site Dimensions

Both an opportunity and constraint, the relatively deep site allows for alternative layout strategies to be considered. Rather than a series of narrow, concrete drive aisles running perpendicular to the street, the site's depth allows for the creation of a central drive court designed for dual purpose similar to a plaza and in the "woonerf" tradition. The depth of the lot combined with its topography provides design with the ability to separate the buildings and create internal courtyard spaces with a sense of privacy and openness.

KEY

- OVERALL SITE
- SDR SPECIFIC SITE
- SIGNIFICANT BUILDING
- PARK
- HUB
- LR3 ZONING
- LR2 ZONING
- SF ZONING
- NC1P ZONES
- NC2P & NC3P ZONES
- COLUMBIA CITY URBAN VILLAGE
- MAJOR ARTERIALS
- SUN PATH
- BUS ROUTE
- LIGHT RAIL

ZONING ANALYSIS

LEGAL DESCRIPTION: PARCEL 'A' AND PARCEL 'B' OF SEATTLE LBA #3014703

ZONING: LR-3

OVERLAYS: STATION OVERLAY ZONE, RESIDENTIAL URBAN VILLAGE, COLUMBIA CITY BUSINESS DISTRICT

LOT AREA: 32,069 SF

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
32,069 *SF (1.4)= 44,896 SF*

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

23.54.015 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

23.54.030 PARKING STANDARDS

Curb Cuts: 210' of lot frontage = 3 permitted curb cuts
**Driveways for two attached rowhouse or townhouse units may be paired so that there is a single curb cut providing access. The maximum width of the paired driveway is 18 feet.*
**Curb Cuts shall be a maximum of 10' wide*
**For rowhouse and townhouse developments, the minimum distance between curb cuts is 18'*

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
23,809 SF (25%)= 6,143 SF

6,277 SF of Private and Common amenity area provided

3,362 SF of Woonerf area provided (woonerf portion of total = 35%)

9,639 SF Amenity area provided (40%)

** 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

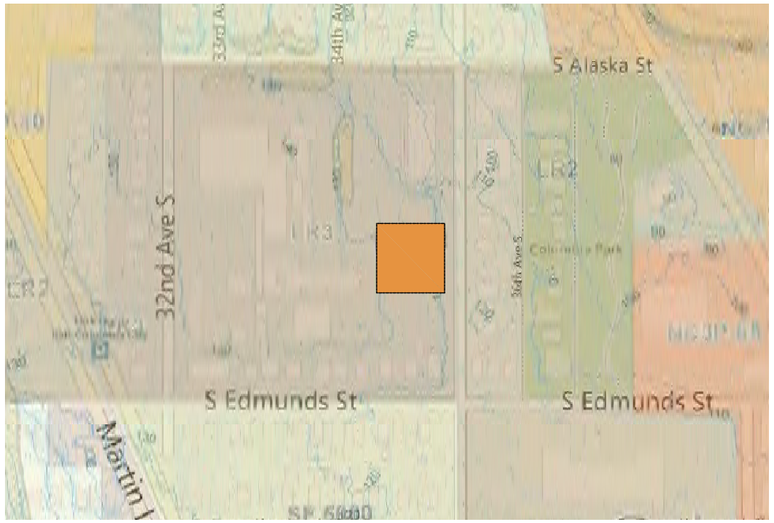
Green Factor score = minimum 0.6
** Vegetated walls may not count towards more than 25% of a lot's Green Factor score.*

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



DPD ZONING MAP


(1) SINGLE FAMILY STRUCTURES


(2) MULTI-FAMILY STRUCTURES


(3) MULTI-FAMILY STRUCTURES


(4) DEPT. OF SERVICES FOR THE BLIND


(5) DEPT. OF SERVICES FOR THE BLIND


(6) LOW-RISE APARTMENTS


(7) ADULT DAY CARE CENTER


(8) SINGLE FAMILY STRUCTURES


(9) MULTI-FAMILY STRUCTURES


(10) MULTI-FAMILY STRUCTURES

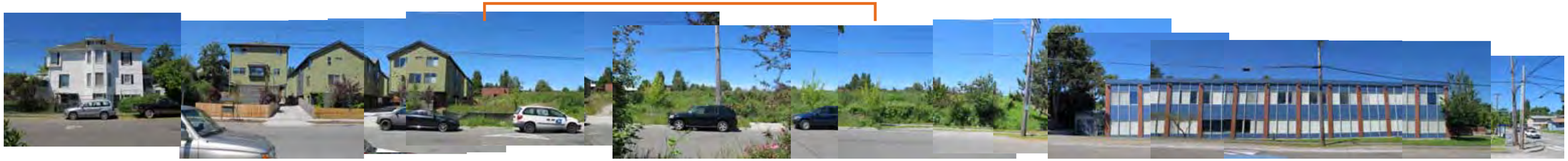

(11) SINGLE FAMILY STRUCTURES


(12) MT. ZION ACADEMY

IMMEDIATE SITE CONTEXT

① EXISTING CURBCUT LOCATIONS PER ALTA SURVEY & AS SEEN IN GOOGLE EARTH

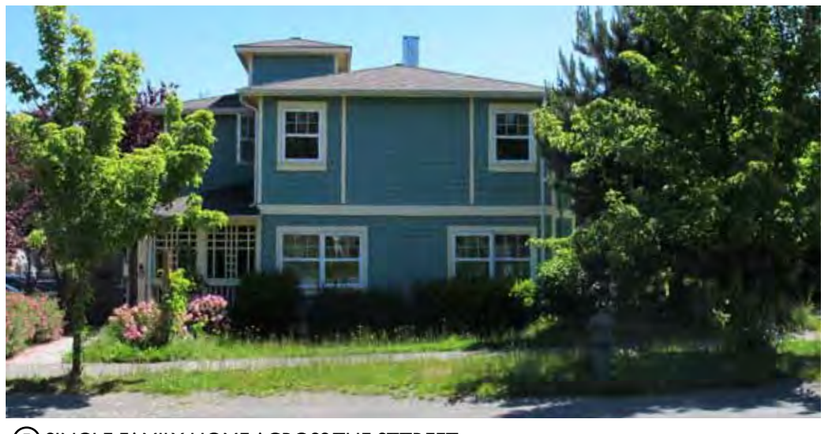
PROJECT SITE



② STREET FACE MONTAGE

③ CAR CANYON TO THE SOUTH

④ TOWNHOUSE TO THE EAST

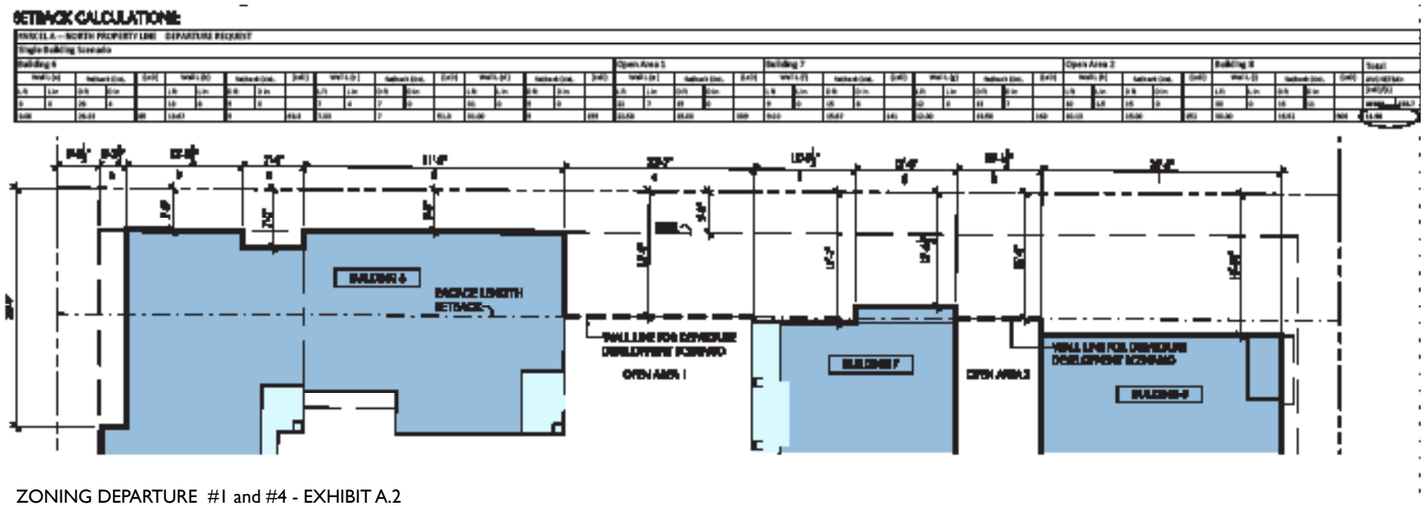


⑤ SINGLE FAMILY HOME ACROSS THE STTREET

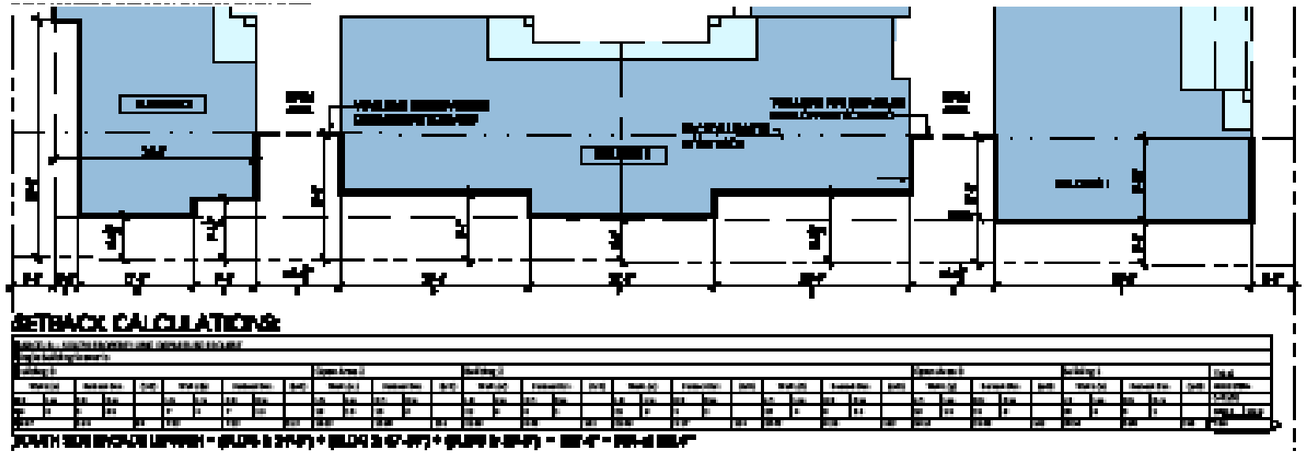
⑥ SINGLE FAMILY HOME ACROSS THE STTREET

35th AVE S TOWNHOUSES DEPARTURE MATRIX							
	Development Standard	Requirement	Proposed	Departure Amount	EDG Board Response	Reason for Departure	Design Review Guidelines
①	Side yard Setbacks (SMC 23.45.518)	SIDE SETBACK FOR TOWNHOUSE FACADES > 40' = 7'AVG / 5' MIN	North Property Line BLDG 6 AVG SETBACK = 6.54' South Property L. BLDG 1 AVG SETBACK =5.08'	For BLDG 6: From a 7' average to a 6.54' average Differential = 6" at one building For BLDG 1: From a 7' average to a 5.08' average Differential = 24" at one building	Favorable	The minimum and average standard for the side yard setback for a townhouse unit in an LR3 zone is to create adequate separation from adjacent properties. In our design, courtyard spaces along the side property line provide the code intended relief. However the provisions of the code do not allow the courtyard spaces to be included in the averaging of the side yard setbacks. Had building walls been placed across the courtyards 15' away from the property line, (as though the three buildings were one) the definition of the code would have been met. (see Exhibit A.1 and A.2 / page 9) Departure request is based on meeting code intent for adequate separation and providing adequate relief for the property line as a whole. (See Exhibit A.1)	A-1 SITE CHARACTER A-5 RESPECT FOR ADJACENT SITES A-7 OPEN SPACE B-1 HEIGHT, BULK, SCALE E-2 LANDSCAPING
②	Side yard Setbacks (SMC 23.45.518)	SIDE SETBACK FOR TOWNHOUSE FACADES > 40' = 7'AVG / 5' MIN	Mid Property Line Building 4 & 5 = ZERO LOT LINE Building 8 & Trash Enclosure = ZERO LOT LINE	From 5' min to 0'	Unknown / Not presented at EDG	Building 4 & 5 are each one-half of a townhouse structure split by the parcel boundary line adjustment. Building 8 & the Community Trash Enclosure are split by the parcel boundary line adjustment. Buildings 4 and Trash Enclosure: Although technically located on a side yard we ask for the departure in view of the full program. In both cases the buildings are set to the inside of the design program facing interior court/woonerf or facing the street on 35th with open space to the rear. In both cases the parcel line created for lot boundary adjustment creates a technical "side lot line" that does not impact properties outside the 35th Ave S Townhouse project. The departure provides for design excellence by allowing open spaces to be larger through contiguous placement of building structures. (See Exhibit B)	A-1 SITE CHARACTER A-5 RESPECT FOR ADJACENT SITES A-7 OPEN SPACE B-1 HEIGHT, BULK, SCALE E-2 LANDSCAPING
③	Screening of PARKING (SMC 23.45.536.D)	Where parking is within structure and garage doors face the street: b. Garage doors shall be set back at least 15' from the street lot line.	BUILDING 1 Garage doors setback 13.5' from street lot line.	From a code requirement of 15' to 13.5' Differential -18"	Unknown / Not presented at EDG	Intent of garage door setback code minimum of 15' at driveway is to allow an average length vehicle parked in the driveway to not extend into the public ROW and impede sidewalk traffic. In the 35th AVE S design the driveway narrows from the point of building entry at garage doors to 10' at street property line. The narrowing of the drive path from garage doors to property line prevents the use of this driveway as a parking location for residents of BLDG 1. By allowing the departure the garage maintains depth needed for vehicle parking, the project interior is relieved of greater parking requirements, and the intent of the code is met by assuring parking occurs within the designed structure and does not encroach on pedestrian walkways. (See Exhibit C)	A-1 SITE CHARACTER A-2 STREETSCAPE COMPATIBILITY A-8 PARKING & VEHICLE ACCESS C-5 STRUCTURED PARKING ENTRANCES
④	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 152.64' = 99.22'	South Property L. COMBINED LENGTH OF BLDGS 1, 2 & 3 = 122.33'	From 65% to 80%	Favorable	Similar in nature to Departure Request #1, the intent of limiting façade lengths within 15' of a side property line is to avoid creating long, continuous facades that crowd neighboring properties. As presented, the design utilizes separate buildings, each with a high degree of modulation, that are separated by landscaped courtyards with a minimum 10' width. These courtyards allow for more light and air into the building 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. (See Exhibit A.2)	A-1 SITE CHARACTER A-5 RESPECT FOR ADJACENT SITES A-7 OPEN SPACE B-1 HEIGHT, BULK, SCALE E-2 LANDSCAPING
⑤	Front Setback (SMC 23.45.518)	FRONT SETBACK FOR TOWNHOUSE FACADES = 7'AVG / 5' MIN	BUILDING 1 6'-10" AVERAGE	Average reduction of 2"	Unknown / Not presented at EDG	Code setback intent is to relieve the frontage between ROW and structures by providing an average of 7' setback. The code reads that the measurement for setbacks in multifamily zones is to be taken from the "point where the building meets the ground". At this location the building has an average setback of 9'-1". Additionally the building as a whole has an average setback of 7'-6" if the average setback of all wall faces is computed. See graphic on page 9. Departure is requested on fully meeting the intent of the code for front setback relief. (See Exhibits C for setback dimensions and Exhibit D for calculations)	A-1 SITE CHARACTER A-7 OPEN SPACE B-1 HEIGHT, BULK, SCALE

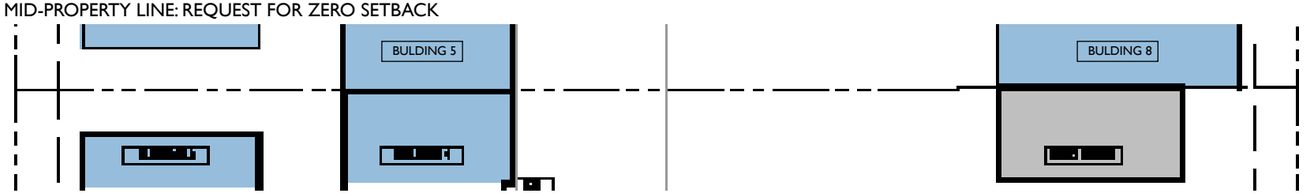
ZONING DEPARTURE #1 - EXHIBIT A.1
#1 NORTH PROPERTY LINE: REQUEST FOR BLDG 6 TO BE ALLOWED A 6'-6" AVERAGE SETBACK



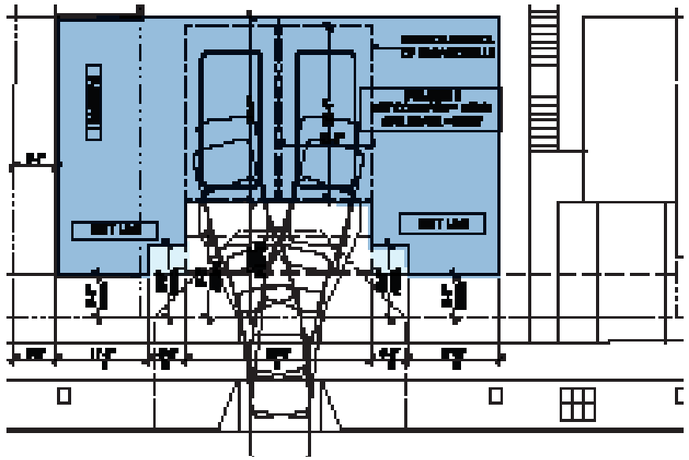
ZONING DEPARTURE #1 and #4 - EXHIBIT A.2
#1 SOUTH PROPERTY LINE: REQUEST FOR BLDG 1 TO BE ALLOWED A 5.48' AVERAGE SETBACK
#5 SOUTH PROPERTY LINE: FACADE LENGTH TO EXCEED 65% LIMIT



ZONING DEPARTURE #2 - EXHIBIT B
#2 MID-PROPERTY LINE: REQUEST FOR ZERO SETBACK

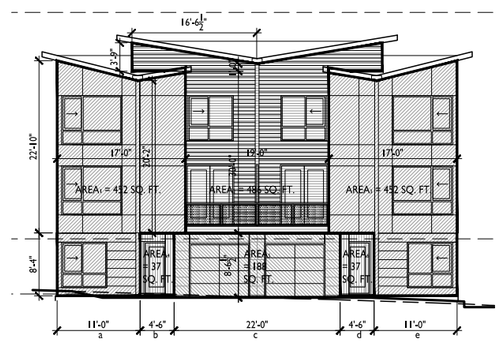


ZONING DEPARTURE #3 & #5- EXHIBIT C
#4 PARKING ACCESS: REQUEST FOR 13.5' GARAGE DOOR SETBACK



35th AVE. S

ZONING DEPARTURE #5 - EXHIBIT D
#5 BUILDING 1: REQUEST FOR FRONT AVERAGE SETBACK REDUCED FROM 7'-0" TO 6'-10"



SETBACK CALCULATION USING FACE OF BUILDING AREAS:
$AREA_1$ x 5.0' + $AREA_2$ x 9.5' + $AREA_3$ x 5.0' + $AREA_4$ x 8.5' + $AREA_5$ x 13.5' + $AREA_6$ x 8.5' =
452 x 5.0 + 486 x 9.5 + 452 x 5.0 + 37 x 8.6 + 188 x 13.5 + 37 x 8.5 = 12,311.4 (FT²)
AVG SETBACK = 12,311.4 / 1652 = 7.5 FT

SETBACK CALCULATION @ "WHERE BLDG MEETS THE GROUND":
11 x 5.0' + 4.5 x 8.5' + 22 x 13.5' + 4.5 x 8.5' + 11 x 5.0' = 483.5
AVG SETBACK = 483.5 / 53 = 9.1 FT

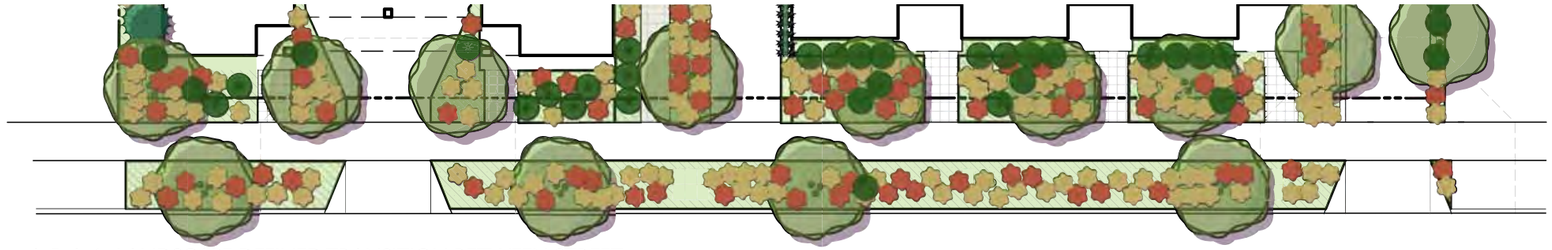
	Relevant Design Guideline
①	**A-1 RESPONDING TO SITE CHARACTERISTICS:** *The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.*
②	**A-2 STREETSCAPE COMPATIBILITY:** *The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.*
③	**A-3 ENTRANCES VISIBLE FROM THE STREET:** *Entries should be clearly identifiable and visible from the street.*
④	**A-4 HUMAN ACTIVITY:** *New development should be sited and designed to encourage human activity on the street.*

A-2: C-1 C-2 DESIGN RESPONSE TO STREETSCAPE COMPATIBILITY, AND DESIGN RESPONSE TO ARCHITECTURAL CONTEXT, CONCEPT AND CONSISTENCY

A-2 A-3 A-4: STREET FRONTAGE ENCOURAGES HUMAN ACTIVITY

A-4: STREET FRONTAGE ENCOURAGES HUMAN ACTIVITY

	Relevant Design Guideline
⑤	**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.*
⑥	**A-6 TRANSITION BETWEEN RESIDENCE AND STREET:** *For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.*
⑦	**A-7 RESIDENTIAL OPEN SPACE:** *Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.*
⑧	**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.*
⑨	**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. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.*



A-5 A-6: LANDSCAPE DEFINED TRANSITION BETWEEN STREET - BUILDINGS LOCATEDTO RESPECT PRIVACY OF ADJACENT SITES

A-6 A-8 B-1 C-5: RECESSED GARAGE AND ENTRY DOORS EMPHASIS ON SECURITY AND PRIVACY WHILE MINIMIZING GARAGE ENTRANCE

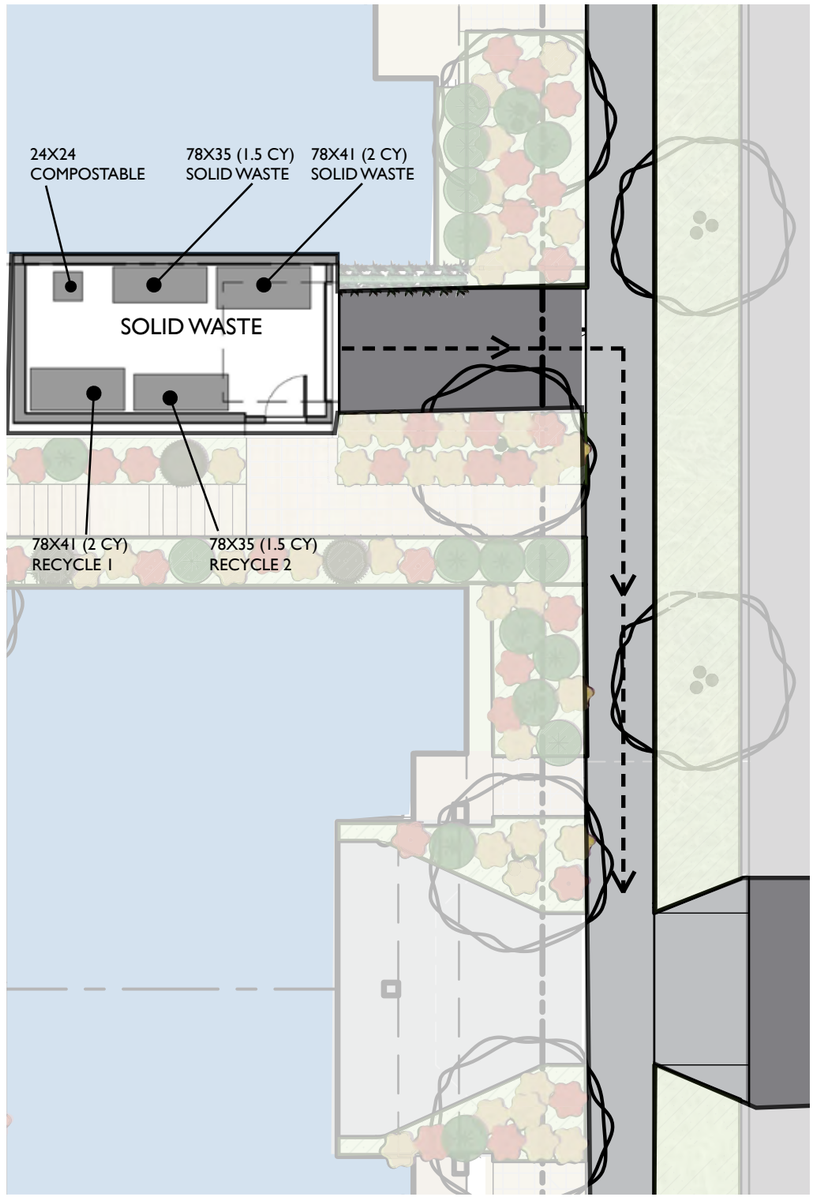
A-7 D-1: WOONERF:
DESIGN RESPONSE TO RESIDENTIAL AND PEDESTRIAN OPEN SPACE

	Relevant Design Guideline
10	**C-1 ARCHITECTURAL CONTEXT;** *New buildings proposed for existing neighborhoods with a well-defined and desireable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.* **C-2 ARCHITECTURAL CONCEPT & CONSISTENCY;** *Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.* *Buildings should exhibit form and features identifying the functions within the building.* *In general, the roofline or top of the structure should be clearly distinguished from its facade walls.* **C-3 HUMAN SCALE:** *The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.*
11	**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.*
12	**C-5 STRUCTURED PARKING ENTRANCES:** *The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.*
13	**D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES:** *Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.*
14	**D-3 RETAINING WALLS:** *Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.*

A-7 D-1: VIEW OF WOONERF AS SEEN FROM THE TOP OF THE ENTRY DRIVEWAY

A-7 D-1: WOONERF:
DESIGN RESPONSE TO RESIDENTIAL AND PEDESTRIAN OPEN SPACE

	Relevant Design Guideline
15	**D-5 VISUAL IMPACTS OF PARKING STRUCTURES:** *The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.*
16	**D-6 SCREENING OF DUMPSTERS, UTILITIES AND SERVICE AREAS:** *Building sites should locate service elements like trash dumpsters loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.*
17	**D-7 PERSONAL SAFETY AND SECURITY:** *Project design should consider opportunities for enhancing personal safety and security in the environment under review.*
18	**E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE:** *Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.*



D-6: SOLID WASTE/ RECYCLE AREA TO ACCOMMODATE BOTH PROJECTS.

- PLAN PROVIDES FOR 23 UNITS
- TRASH & RECYCLE PICKED UP WEEKLY.

A-6 A-8 B-1 C-5 D-5: RECESSED GARAGE DOORS OF STREET FRONTAGE MINIMIZED GARAGE ENTRANCE

A-6 A-8 B-1 C-5 D-5: PAIRED & RECESSED GARAGE DOORS OF BUILDING 7

BASIS OF DESIGN: THE WOONERF

A brief excerpt from Traffic Regulations for the Woonerf, translated from Dutch, illustrates their innovative and rigorous nature:

> Pedestrians may use the full width of the highway within an area defined as a woonerf, playing on the roadway is also permitted. Drivers within a woonerf may not drive faster than a walking pace. They must make allowance for the possible presence of pedestrians, including children at play, unmarked objects and irregularities in the road surface, and the alignment of the roadway.

These regulations were the basis of the guidelines for shared streets adopted shortly thereafter in many other countries: in Germany in 1976, in England, Sweden and Denmark in 1977, in France and Japan in 1979, in Israel in 1981, and in Switzerland in 1982.

By 1990, over 3,500 shared streets had been constructed in The Netherlands and Germany, more than 300 in Japan, and 600 in Israel. In some new residential areas the concept was so popular that it became the major type of street.

In each country it is called by a different name: "wohnstrassen," or "living street," in Germany; "shared street" or "mixed court" in England; "community doro" or "community street" in Japan; and "rehov meshulav" or "integrated street" in Israel. Today, unified street system is a global term that encompasses the basic ideas presented by the original woonerf.

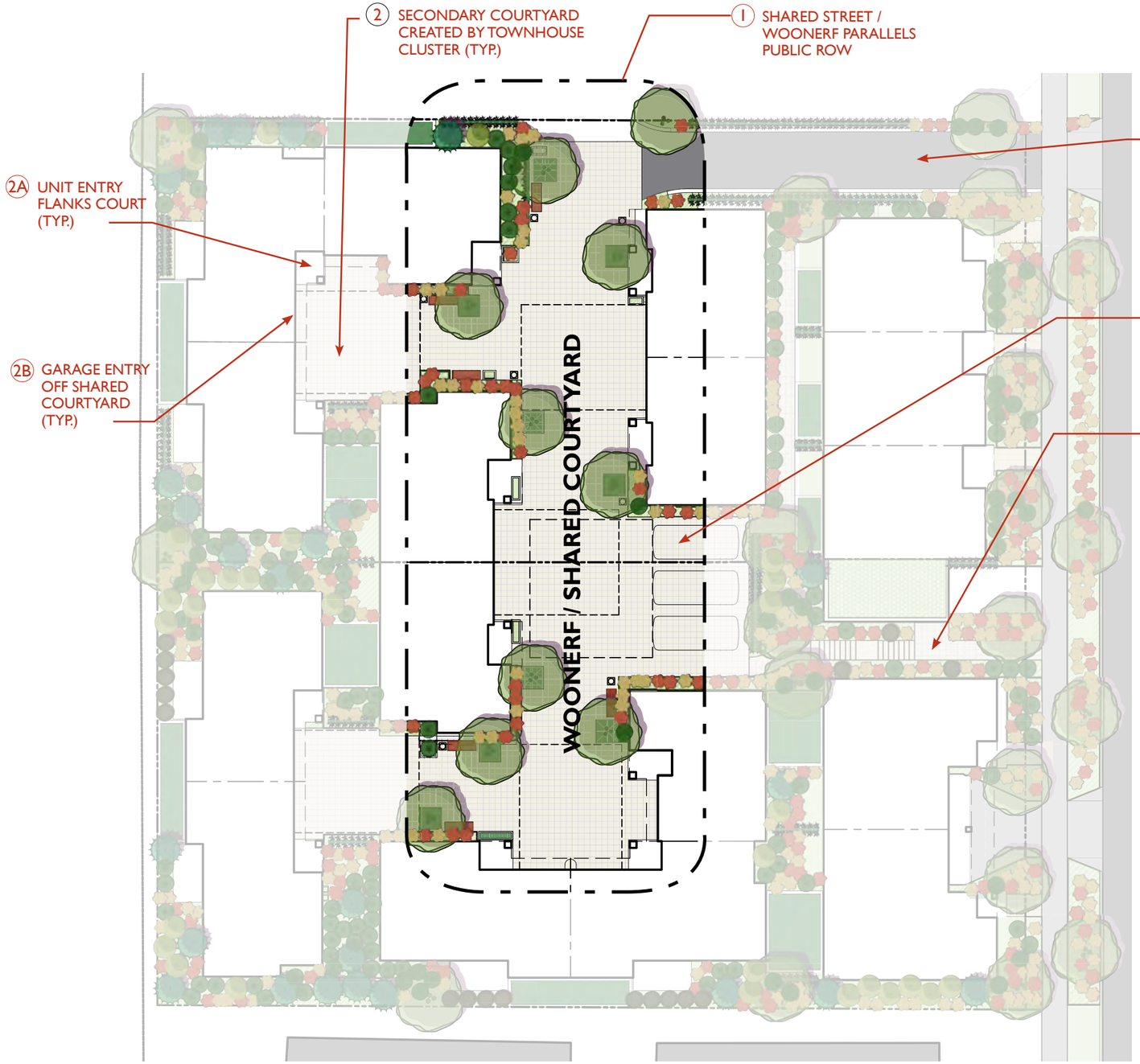
PRINCIPLES:

"Shared Street" is the term that is being commonly used in English. Its origins are based in the concept of a woonerf, which is a Dutch term loosely meaning "street for living." In Seattle and other locations, they are sometimes referred to as "green streets." The core idea is that the street is properly a physical and social part of the living environment, to be used simultaneously for vehicular movement and social contacts. A shared street is a common space created to be shared by pedestrians, bicyclists, and low-speed motor vehicles. They are typically narrow streets without curbs and sidewalks, and vehicles are slowed by placing trees, planters, parking areas, and other obstacles in the street. Motorists become the intruders and must travel at very low speeds below 10 mi/h. This makes a street available for public use that is essentially only intended for local residents.
The National Complete Streets Coalition, a pro-complete streets advocacy group in the United States, defines complete streets as those that are designed and operated to allow all users, not only drivers, to use them safely.

ILLUSTRATIONS OF WOONERF DESIGN

Vehicle storage and driveway areas can be flexible spaces that contribute to and blend with courtyards or patios.

FROM SEATTLE DPD 2009 PUBLICATION:
"KEYS TO SUCCESSFUL TOWNHOUSE DESIGN"



HIERARCHY OF OPEN SPACE

CONSIDERATIONS:

The specific design elements of the 35th South Townhouse woonerf include:

- A very low automobile volume due to high transit area.
- Siting strategies that aid in the creation of a community public space for social interactions and play.
- A balance of plantings, paving and street furniture that keeps vehicle speeds very low in order to make safe places.

DESIGN:

The proposed woonerf design does not have curbs. Residents and cars shall share the same hardscaped surface with the movement of cars delimited by plantings, trees and landscape furniture which describe a meandering path for each automobile. Beyond the physical environment, it is expected that driver behavior will be effectively enforced by neighbors.

SUMMARY:

The proposed design is an attempt to reimagine and repurpose the "car canyon" typical of so many Seattle townhouse developments. In this way, we hope that this design will help realize the social potential of many families living in close proximity and that this configuration will extend benefits to the changing neighborhood beyond.

The Seattle Land Use Code provides a maximum of 50% of the area requirement for Amenity Space may be met by woonerf design in multi-family developments, subject to Design Review Board approval (SMC 23.45.522). We look forward to a discussion with the Board on the merits of the proposed design and seek the Board's approval.

DESIGN RESPONSE - EAST ELEVATION / STREET FRONTAGE

BUILDING #1

WOONERF/ SURFACE PARKING BEYOND

GREEN ROOF OVER FAUX STONE CLAD ENCLOSURE

BUILDING #8

PRIVATE STOOP WITH RECESSED ENTRY

PRIVATE BALCONY

PRIVATE GARAGE DOORS

COMMUNITY PEDESTRIAN ACCESS PATHWAY

COMMUNITY TRASH ENCLOSURE

PRIVATE STOOP WITH RECESSED ENTRY

COMMUNITY DRIVE RAMP

BUILDING #8

BUILDING #7

BUILDING #6

DESIGN RESPONSE - WEST ELEVATION

BUILDING #6

BUILDING #3

PRIVATE UNIT PATIOS

BIORETENTION CELLS PER PLAN

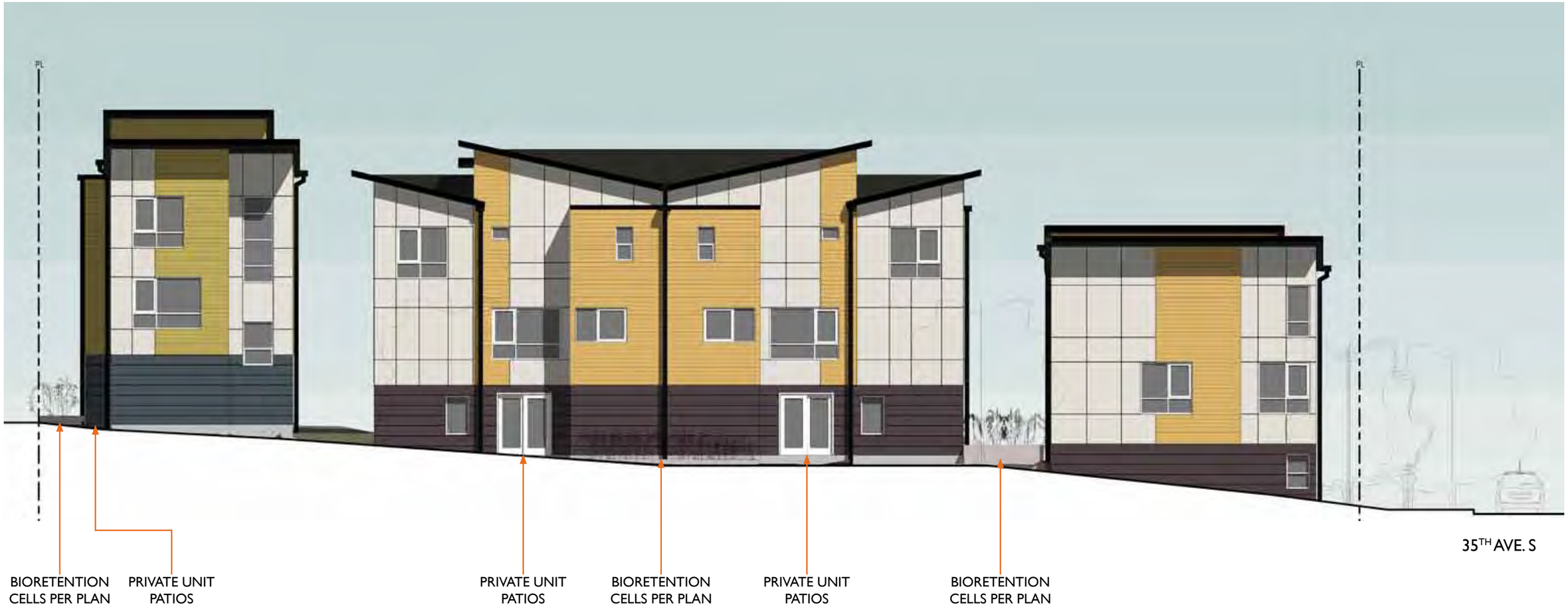
PRIVATE UNIT PATIOS

OPEN COURTYARD AREA FOR COMMUNITY USE

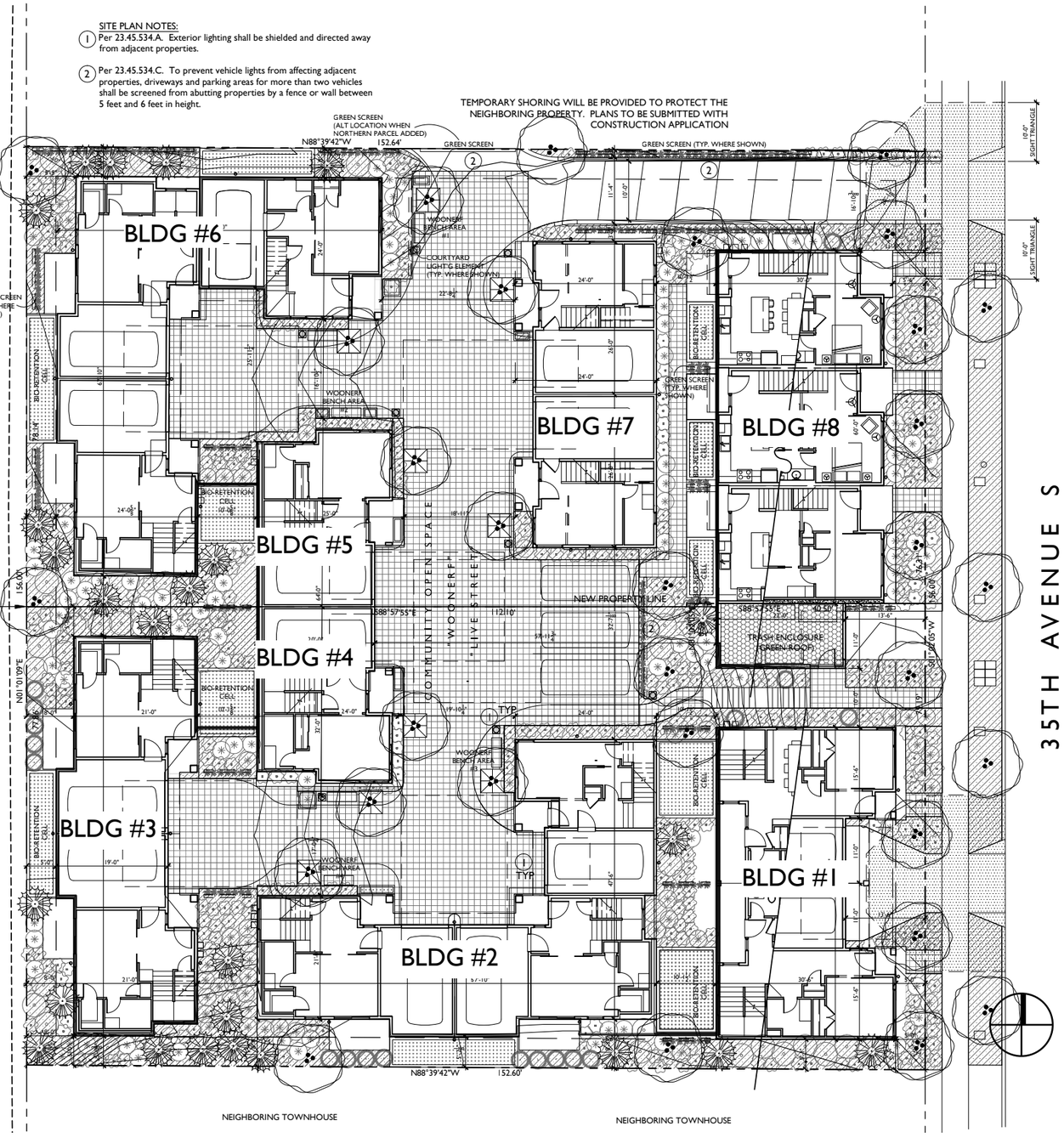
BUILDING #3

BUILDING #2

BUILDING #8



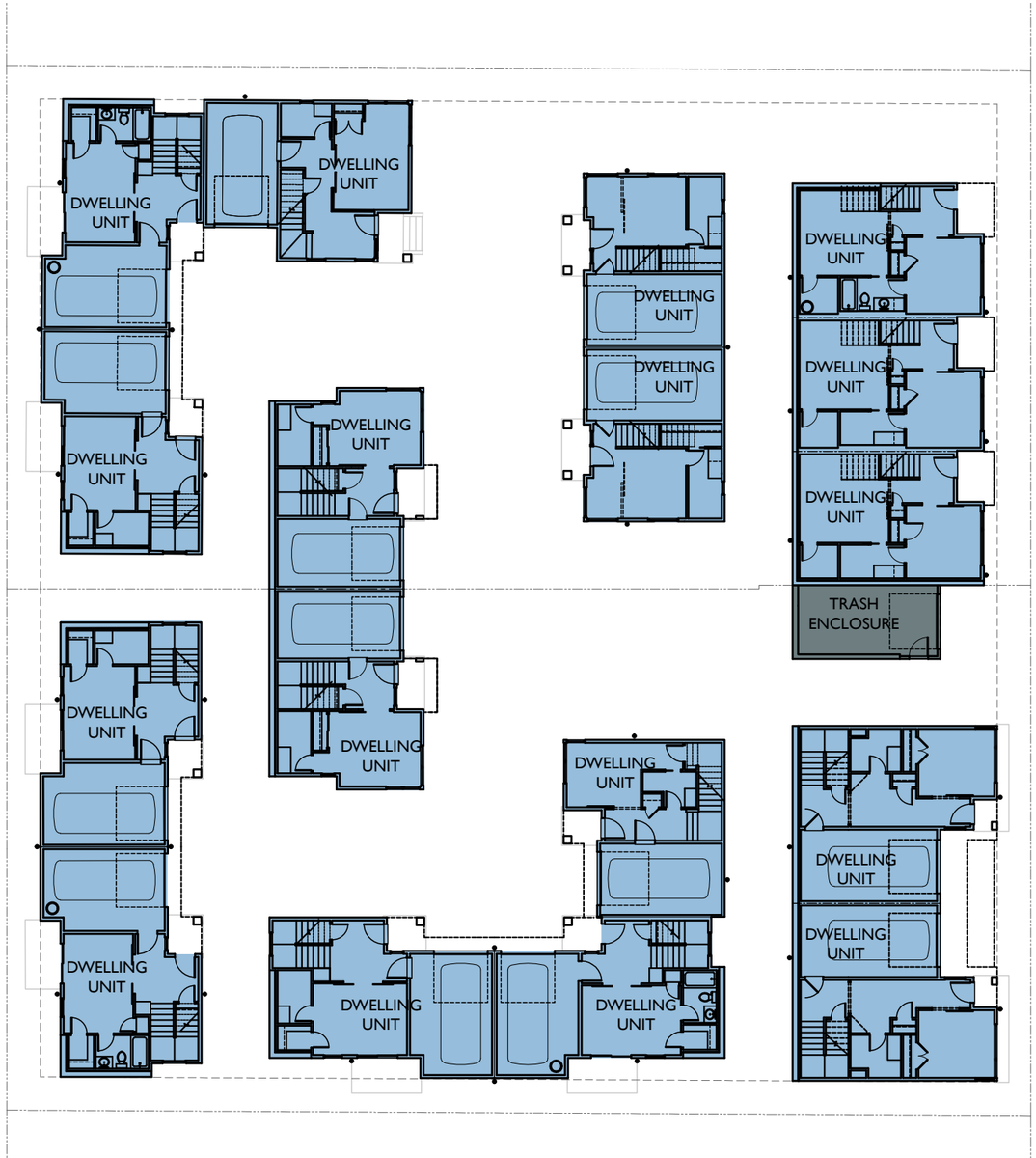
DESIGN RESPONSE - SITE PLAN



LOT BOUNDARY ADJUSTMENT LINE

PARCEL 'A'

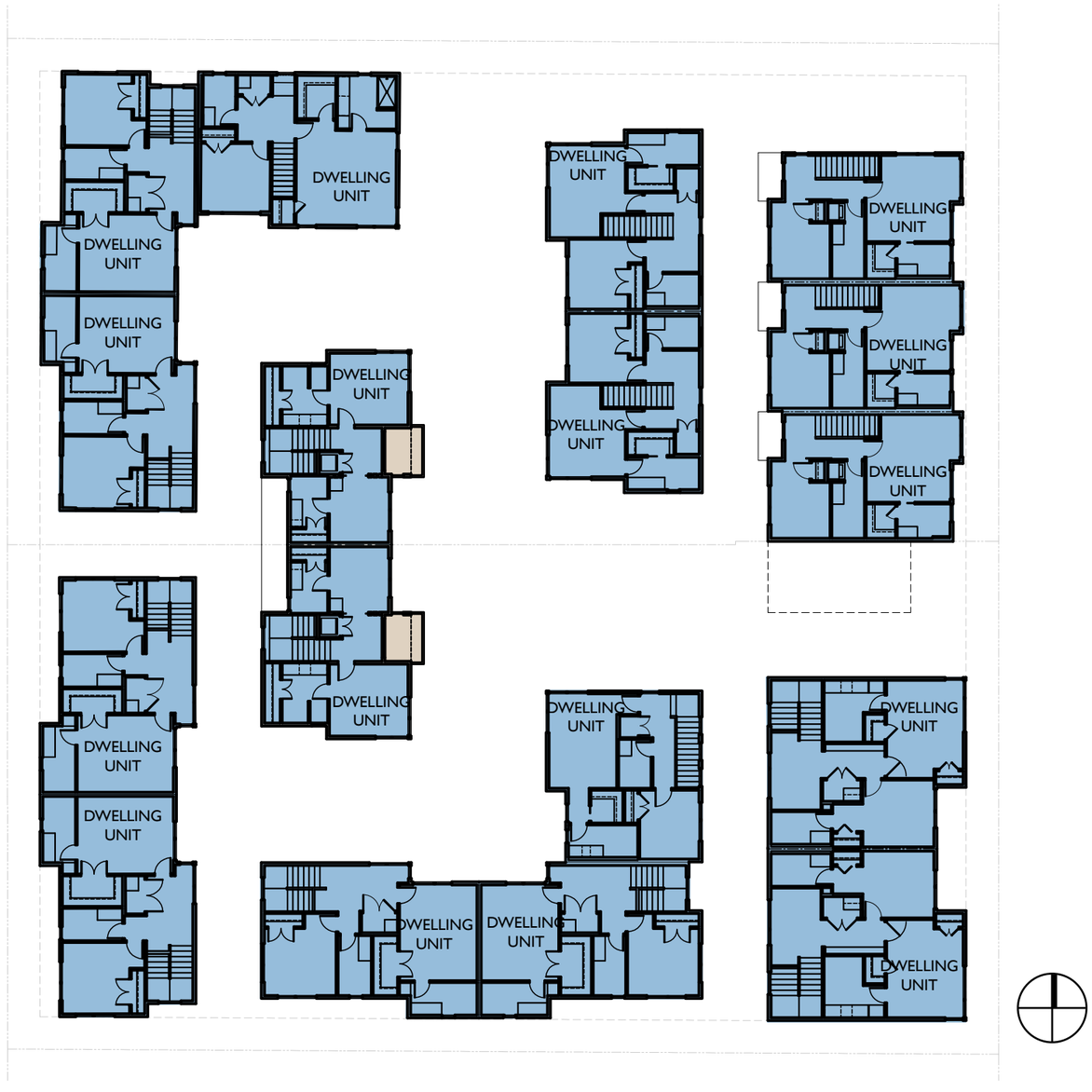
PARCEL 'B'


DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
TRASH ENCLOSURE

LEVEL 1 PLAN


DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
GREEN ROOF OF TRASH ENCLOSURE
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT

LEVEL 2 PLAN


DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT
DWELLING UNIT

LEVEL 3 PLAN

MATERIAL PALETTE

MATERIALS

① Horizontal Cement Board Siding:
Color: SW Eider White

② Hardi Panel Siding
Color: SW Anjou Pear

③ Hardi Panel Siding
Color: SW Plum Brown

④ Full Glass/ Fiberglass Door
Color: SW Show Stopper

⑤ Faux Stone Vinyl Window/Door System
Color: White

⑥ Faux Stone

⑦ Facia / Downspouts
Color: SW Tricorn Black

SW: Sherwin Williams colors (typical)

MATERIALS

① Horizontal Cement Board Siding:
Color: SW Eider White

② Hardi Panel Siding
Color: SW Determined Orange

③ Hardi Panel Siding
Color: SW Urban Bronze

④ Full Glass/ Fiberglass Door
Color: SW Show Stopper

⑤ Faux Stone Vinyl Window/Door System
Color: White

⑥ Facia / Downspouts
Color: SW Tricorn Black

MATERIAL PALETTE

MATERIALS

① Horizontal Cement Board Siding:
Color: SW Eider White

② Hardi Panel Siding
Color: SW Antiquity

③ Hardi Panel Siding
Color: SW Mount Etna

④ Faux Stone Vinyl Window/Door System
Color: White

⑤ Facia / Downspouts
Color: SW Tricorn Black

⑥ Exposed Concrete

EXPOSED CONCRETE WHERE BIO RETENTION CELLS AND EXPOSED FOUNDATION WALLS OCCUR

SAMPLE FAUX ROCK AT TRASH ENCLOSURE

BOLT ON ATTACHED BALCONY

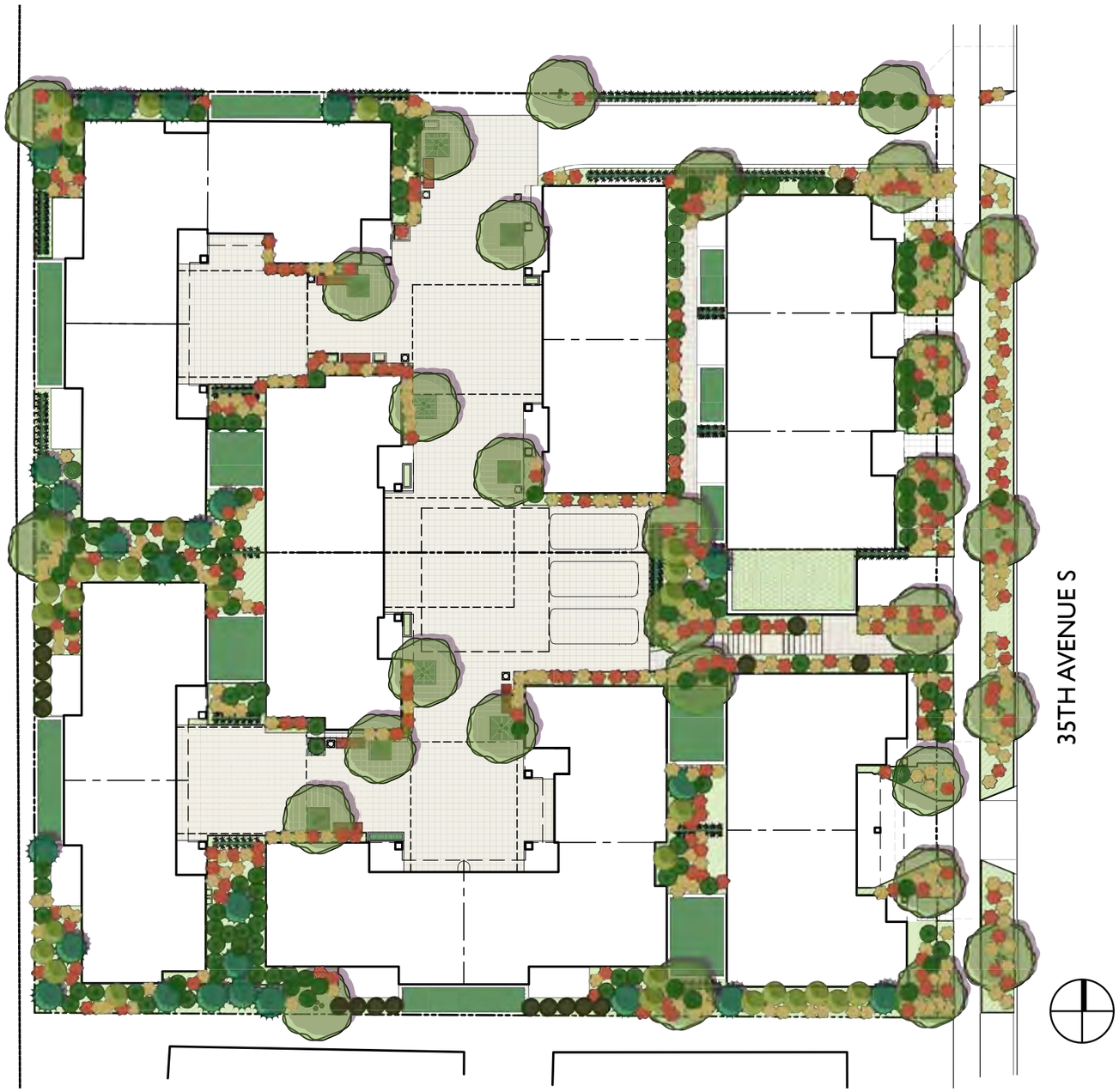
COURTYARD FESTIVAL STYLE LIGHTING

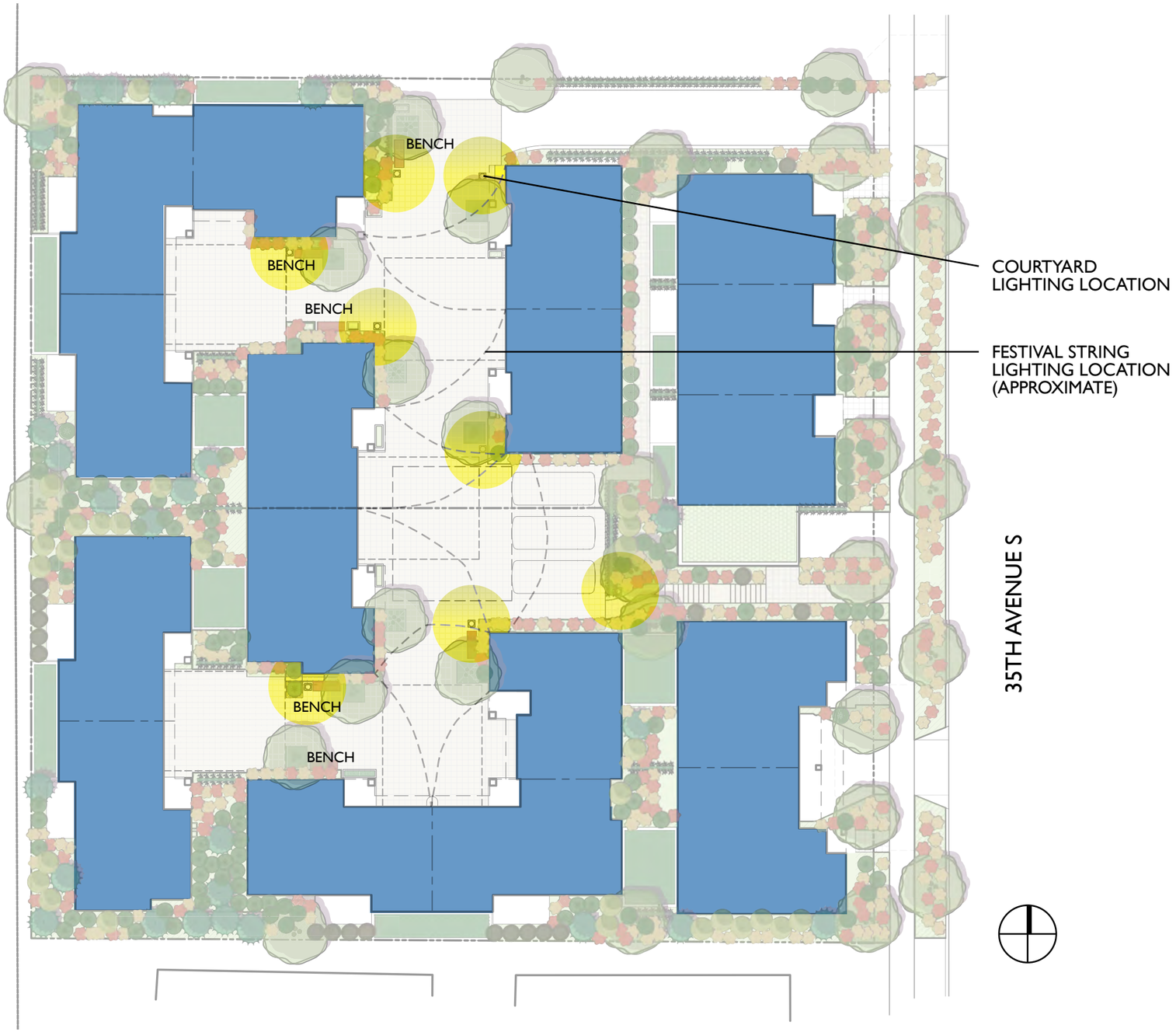
TRANSLUCENT LITES OF OVERHEAD DOORS TO BE USED AT TRASH ENCLOSURE AND PRIVATE GARAGES THAT LINE 35TH AVE S.

EXTERIOR PANEL JOINT &
MIXED MATERIAL JOINT

VINYL WINDOW UNIT

LANDSCAPE SITE PLAN





LIGHT FIXTURES

R1 ATHENS_640_ Pole_Mounted_ Luminare

R2 Benton Post Mount

R3 Carbondale Out-door Postmount

R4 Weston Out-door Postmount by Forecast at Lumens

Optional Festival Lighting package

Revised 5/23/12

Green Factor Score Sheet

SEATTLE green factor

Project title: Quadrant 35th St –Parcel A

		enter sq ft of parcel			
	Parcel size (enter this value first) *	11,844		SCORE	0.000
	Landscape Elements**	**Totals from GF worksheet**		**Factor**	**Total**
A	**Landscaped areas (select one of the following for each area)**				
1	Landscaped areas with a soil depth of less than 24"	enter sq ft 27		0.1	3
2	Landscaped areas with a soil depth of 24" or greater	enter sq ft 2122		0.6	1,273.2
3	Bioretention facilities	enter sq ft 353		1.0	353.0
B	**Plantings (credit for plants in landscaped areas from Section A)**				
1	Mulch, groind covers, or other plants less than 2' tall at maturity	enter sq ft 2502		0.1	350
2	Shrubs or perennials 2'+ at maturity - calculated at 12 sq ft per plant (typically planted no closer than 18" on center)	enter number of plants 341	4092	0.3	1,228
3	Tree canopy for "small trees" or equivalent (canopy spread 5' to 15') - calculated at 75 sq ft per tree	enter number of plants 10	750	0.3	225
4	Tree canopy for "small/medium trees" or equivalent (canopy spread 16' to 20') - calculated at 150 sq ft per tree	enter number of plants 7	1050	0.3	315.0
5	Tree canopy for "medium/large trees" or equivalent (canopy spread of 21' to 25') - calculated at 250 sq ft per tree	enter number of plants 5	1250	0.4	500.0
6	Tree canopy for "large trees" or equivalent (canopy spread of 26' to 30') - calculated at 350 sq ft per tree	enter number of plants	0	0.4	–
7	Tree canopy for preservation of large existing trees with trunks 6"+ in diameter - calculated at 20 sq ft per inch diameter	enter inches DBH 0	0	0.6	–
C	**Green roofs**				
1	Over at least 2" and less than 4" of growth medium	enter sq ft 0		0.4	–
2	Over at least 4" of growth medium	enter sq ft		0.7	–
D	**Vegetated walls**	enter sq ft 1850		0.7	1,295.0
E	**Approved water features**	enter sq ft		0.7	–
F	**Permeable paving**				
1	Permeable paving over at least 6" and less than 24" of soil or gravel	enter sq ft 0		0.2	–
2	Permeable paving over at least 24" of soil or gravel	enter sq ft 2715		0.5	1,357.5
G	**Structural soil systems**	enter sq ft 0		0.2	–
		subtotal of sq ft =	36,717		
H	**Bonuses**				
1	Drought-tolerant or native plant species	enter sq ft 2748		0.1	274.8
2	Landscaped areas where at least 50% of annual irrigation needs are met through the use of harvested rainwater	enter sq ft 0		0.2	–
3	Landscaping visible to passersby from adjacent public right of way or public open spaces	enter sq ft 367		0.1	37
4	Landscaping in food cultivation	enter sq ft		0.1	–
		Green Factor numerator =			7,111

** Do not count public rights-of-way in parcel size calculation.*

*** You may count landscape improvements in rights-of-way contiguous with the parcel. All landscaping on private and public property must comply with the Landscape Standards Director's Rule (DR 6-2009)*

GREEN FACTOR SCORE SHEET–PARCEL A

Revised 4/8/09

Green Factor Worksheet*

SEATTLE green factor

35th St--Parcel A		Planting Area 1	2	3	4	5	TOTAL**
A1	square feet				27		27
A2	square feet	367	513		338	904	2122
A3	square feet		111			242	353
B1	square feet	367	624		365	1146	2502
B2	# of plants	50	84	97	48	62	341
B3	# of trees					10	10
B4	# of trees		2		3	2	7
B5	# of trees	5					5
B6	# of trees						0
B7	# of trees						0
C1	square feet						0
C2	square feet						0
D	square feet			2050			2050
E	square feet						0
F1	square feet						0
F2	square feet	66	165		2484		2715
G	square feet						0
H1	square feet	463	769		565	931	2748
H2	square feet						0
H3	square feet	367					367
H4	square feet						0

** See Green Factor score sheet for category definitions*

*** Enter totals on the Green Factor score sheet*

GREEN FACTOR WORKSHEET--PARCEL A

AMUR MAPLE

HORNBEAM

CHERRY LAUREL

KOREAN BOX

HEAVENLY BAMBOO

ORANGE SEDGE

CAREX 'ICE DANCE'

ROBB'S EUPHORBIA

RED MAPLE

SERVICEBERRY

SWORD FERN

DAVID'S VIBURNUM

SPIRAEA

MISCANTHUS

DAYLILY

AGAPANTHUS

Revised 12/28/19

Green Factor Score Sheet

SEATTLE green factor

Project title: Quadrant 35th St.--Parcel B

enter sq ft of parcel

Parcel size (enter this value first) * 11,985 SCORE 0.613

	Landscape Elements**	Totals from GF worksheet	Factor	Total
A	**Landscaped areas (select one of the following for each area)**			
1	Landscaped areas with a soil depth of less than 24"	enter sq ft 18	0.1	2
2	Landscaped areas with a soil depth of 24" or greater	enter sq ft 2637	0.6	1,582.2
3	Bioretention facilities	enter sq ft 502	1.0	502.0
B	**Plantings (credit for plants in landscaped areas from Section A)**			
1	Mulch, ground covers, or other plants less than 2' tall at maturity	enter sq ft 3370	0.1	337
2	Shrubs or perennials 2'+ at maturity - calculated at 12 sq ft per plant (typically planted no closer than 18" on center)	enter number of plants 399 / 4788	0.3	1,436
3	Tree canopy for "small trees" or equivalent (canopy spread 8' to 15') - calculated at 75 sq ft per tree	enter number of plants 15 / 1125	0.3	338
4	Tree canopy for "small/medium trees" or equivalent (canopy spread 16' to 20') - calculated at 150 sq ft per tree	enter number of plants 7 / 1050	0.3	315.0
5	Tree canopy for "medium/large trees" or equivalent (canopy spread of 21' to 25') - calculated at 250 sq ft per tree	enter number of plants 4 / 1000	0.4	400.0
6	Tree canopy for "large trees" or equivalent (canopy spread of 26' to 30') - calculated at 350 sq ft per tree	enter number of plants / 0	0.4	-
7	Tree canopy for preservation of large existing trees with trunks 6"+ in diameter - calculated at 20 sq ft per inch diameter	enter inches DBH 0 / 0	0.8	-
C	**Green roofs**			
1	Over at least 2" and less than 4" of growth medium	enter sq ft	0.4	-
2	Over at least 4" of growth medium	enter sq ft 214	0.7	149.8
D	**Vegetated walls**	enter sq ft 1024	0.7	716.8
E	**Approved water features**	enter sq ft	0.7	-
F	**Permeable paving**			
1	Permeable paving over at least 8" and less than 24" of soil or gravel	enter sq ft	0.2	-
2	Permeable paving over at least 24" of soil or gravel	enter sq ft 2416	0.5	1,208.0
G	**Structural soil systems**	enter sq ft 0	0.2	-
		subtotal of sq ft = 15,144		
H	**Bonuses**			
1	Drought-tolerant or native plant species	enter sq ft 3326	0.1	332.6
2	Landscaped areas where at least 50% of annual irrigation needs are met through the use of harvested rainwater	enter sq ft 0	0.2	-
3	Landscaping visible to passersby from adjacent public right of way or public open spaces	enter sq ft 306	0.1	31
4	Landscaping in food cultivation	enter sq ft 0	0.1	-
			Green Factor numerator =	7,360

** Do not count public rights-of-way in parcel size calculation.*

*** You may count landscape improvements in rights-of-way contiguous with the parcel. All landscaping on private and public property must comply with the Landscape Standards Director's Rule (DR 6-2009)*

GREEN FACTOR SCORE SHEET--PARCEL B

Revised 4/2020

Green Factor Worksheet*

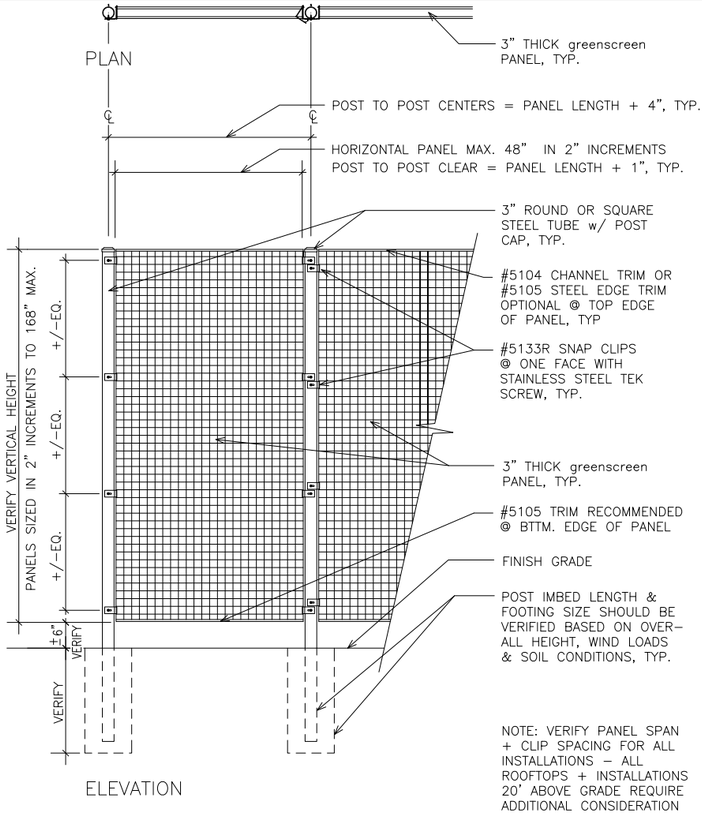
SEATTLE green factor

35th St--Parcel B		Planting Area 1	2	3	4	5	TOTAL**
A1	square feet				18		18
A2	square feet	306	960		266	1105	2637
A3	square feet		323			179	502
B1	square feet	306	1497		284	1283	3370
B2	# of plants	50	104	77	46	122	399
B3	# of trees		5			10	15
B4	# of trees		3		3	1	7
B5	# of trees	4					4
B6	# of trees						0
B7	# of trees						0
C1	square feet						0
C2	square feet		214				214
D	square feet			1024			1024
E	square feet						0
F1	square feet						0
F2	square feet	73	81		2262		2416
G	square feet						0
H1	square feet	405	1299		357	1265	3326
H2	square feet						0
H3	square feet	306					306
H4	square feet						0

* See Green Factor score sheet for category definitions

** Enter totals on the Green Factor score sheet

GREEN FACTOR WORKSHEET--PARCEL B



FREESTANDING FENCE / SCREEN – VERTICAL

GreenScreen Modular Trellis System

Freestanding Green Trellis

3D modular mesh panels used for covering walls, freestanding fences, screens and enclosures.

Standard Sizes:

width: 48" wide

length: 6', 8', 10', 12', 14'

thickness: 3", 2" available

Custom dimensions available in 2" increments, length and width.

INSPIRATION & TOUCH POINTS

AMENDED ATTACHMENT B			
	Relevant Design Guideline	EDG Meeting Board Recommendation	Applicant Response
①	**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.*	Using the rise in grade to take advantage of views and provide differentiation within the cluster of buildings makes the most sense. The Board briefly discussed whether an asymmetrical arrangement of units would have better complemented the site's slope.	The primary characteristic of the site is its sloping topography; the grade rises approximately 18 feet from the northeast corner to the southwest corner. Accordingly, the proposed townhomes are arranged in 3 tiers which parallel the street, stepping up from 35th Ave South. Townhouse blocks fronting 35th Ave South are cut into the slope with main floor elevations aligned with existing sidewalk grades and presenting front doors to the public street. A common driveway ramp at the north property boundary reuses an existing curb cut and provides access to the interior of the site. A second existing curb cut is reused to serve a block of 2 residences on the street frontage. Townhouse blocks located at the upper level are arranged about an interior Shared Street, or Woonerf a number of semi-private entry courts, in turn, connect to the Shared Street, accommodating both unit entries and private garages. Because of this change in elevation, the top 2 tiers of townhouses enjoy an overlook with views of the Cascades and Mount Rainier to the east and southeast along with improved solar access. A stair, at the midpoint of the site provides pedestrian and service access to the elevated interior commons from 35th Ave South.
②	**A-2 STREETSCAPE COMPATIBILITY:** *The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.* 	The board recommended the elimination of the two extra curb cuts on 35th Ave S. See guidance A-4, A-8 and C-5.	Five townhomes present front doors at along 35th Ave South with associated stoops and landscaping. As above, the two buildings are cut into the existing slope to align finish floor elevations and entrances to the public sidewalk. As directed by the Board, the balance of the available 35th Ave S frontage is given to a driveway paralleling the north property line, effecting a larger side yard. The driveway slopes up at approximately 15% to access an internal street beyond. A dedicated pedestrian stair provides additional relief at center-front of the development, while marking the proposed development's primary pedestrian connection to the public right-of-way. Per Board direction, a solid waste depot, adjacent to the stair, centralizes the collection of trash and recyclables within a fully enclosed structure set back from the street. A "landing" in front of the stair and trash enclosure yields a small court at back of sidewalk to encourage social interaction and play at a major project entrance. The two townhomes to the south are served by relocating the southern existing curb cut. The adjacent townhouse development, to the south, provides a negative example for the character of the street by presenting the mouths of a series of "car canyons" deployed at right angles to the street. Taking note of this geometry, the proposed development turns 90 degrees to reflect a more traditional arrangement where the "front" and "back" of residences at the street are legible to all, like the few single-family homes that remain on the block. Small yards separating each front door from the sidewalk reinforce this pattern.
③	**A-3 ENTRANCES VISIBLE FROM THE STREET:** *Entries should be clearly identifiable and visible from the street.*		All five street facing units of 35th Ave S present visible entries to the street. A dedicated pedestrian stair, as described above, represents a visible point of entry for interior units beyond.
④	**A-4 HUMAN ACTIVITY:** *New development should be sited and designed to encourage human activity on the street.* 	With the reduction in driveways on 35th Ave S, the design will do more to encourage human activity along the street.	Please see A-1 and A-2 above. A total of five townhomes overlook the public street, providing a level of surveillance and connection typical of any residential street. The pedestrian stair, attached to both the public right-of-way and the interior commons, offers a natural place of encounter. Here, human activity is important both at the Public Street and interior Shared Street. The later is defined by a series of townhome clusters which connect through semi-enclosed entry courts to the interior street. The series of spaces offer a gradient from the private to semi-public. At the Shared Street, trees and benches provide definition at the scale of the human individual. Festival lighting, above the interior street, is also envisioned. All residents will ultimately circulate through this space. We anticipate that this community Street will accommodate play and communal activities as the residents see fit. Over the combined street frontage (Parcel A and Parcel B) curb cuts have been reduced from our original preferred scheme of three to two. Both design curb cuts re-use existing site curb cuts. Note that the re-used curb cut of Parcel B serves two single car garages exclusively. It is highly unlikely, that the low volume of vehicles will impact human activity at the street negatively. This is analogous to single-family driveways which are often used as informal play areas as basketballs, skateboards and scooters are deployed.

	Relevant Design Guideline	EDG Meeting Board Recommendation	Applicant Response
⑤	**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.*	Eliminating the zero lot line conditions on the north and south proposed by the architect as shown in alternative or revised option #3A increases the distance between the townhouse to the south and future development to the north. The Board preferred this option.	Per Board direction, the zero lot line condition at north and south property boundaries has been eliminated. The primary drive access has been relocated about the north property line. Green screens and fencing shall provide screening at the driveway.
⑥	**A-6 TRANSITION BETWEEN RESIDENCE AND STREET:** *For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.*	To increase the pedestrian orientation of the streetscape, the two additional curb cuts and associated driveways should be eliminated in favor of unit open spaces facing 35th Ave.	Each townhome unit fronting 35th Ave South presents weather-protected stoops to the street. Individual paths lead to stoops, flanked by small planted yards with trees. Plantings shall be selected to balance privacy and visual and social access to the neighborhood. Interior to the site, the connection of each residence to the elevated Shared Street is described by a hierarchy: front door to semi-private entry court, to semi-public commons.
⑦	**A-7 RESIDENTIAL OPEN SPACE:** *Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.*	The revised option #3A with its increase in open space near the rear of the site appealed to the Board. This scheme also respected the side setbacks by providing open space and pedestrian circulation.	The primary open space is a hardscaped Shared Street or Woonerf at the center of the site. The combination of hardscape and planting is exactly intended to function as "usable, attractive, well-integrated" open space. Cars are accommodated but secondary to residents in this space. Plantings, trees, and street furniture shall slow and define the limits of the automobile. Integration is described above under items A4 and A6. Please see a short description of Woonerf and Shared Streets on pages 14-15.
⑧	**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 Board recommended only one curb cut from 35th Ave. The two additional curb cuts appeared unnecessary and impediments for a desirable pedestrian experience. 	The combined development (Parcel A and Parcel B) is comprised of two legal lots, each of which currently has one curb cut. At the EDG meeting, the applicant proposed a total of three curb cuts for the combined development, and the Board response was not favorable. Accordingly, the applicant has reduced the number of curb cuts to one per lot, for a total of two. The existing curb cut on Parcel A will be relocated several feet to the north and will provide vehicular access to 15 of 17 total residences. The existing curb cut on Parcel B will be relocated slightly south to serve two residences in a duplex. Eliminating the curb cut on Parcel B would require additional surface parking on the elevated interior portion of the site, which is not feasible. More importantly, as each street-front residential block was cut into the existing slope to provide better connections to the street as outlined in the other Design Guideline priorities above, any attached parking would have to be provided at the second level of each townhouse. This is unworkable. (Graphic representation of this scenario is shown on page 6.) Two curb cuts represent the best design solution in light of the site characteristics and topography. Moreover, two curb cuts are clearly permitted under Seattle land use code section 23.54.030.
⑨	**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. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.*		Currently the surrounding area is a mix of single-family and institutional structures in transition. The block will very likely "fill out" to the applicable LR3 zoning standard. The subject development is entirely compatible with LR3 zoning.

	Relevant Design Guideline	EDG Meeting Board Recommendation	Applicant Response
⑩	**C-1 ARCHITECTURAL CONTEXT;** *New buildings proposed for existing neighborhoods with a well-defined and desireable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.* **C-2 ARCHITECTURAL CONCEPT & CONSISTENCY;** *Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.* *Buildings should exhibit form and features identifying the functions within the building.* *In general, the roofline or top of the structure should be clearly distinguished from its facade walls.* **C-3 HUMAN SCALE:** *The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.*	Design of the units and the landscaping should possess a careful consideration of detail and texture.	The architectural context of the proposed development is heterogeneous, including institutional buildings, recent multi-family developments and older single-family homes of varying quality within a single block. The proposed townhomes will focus on residential cues and includes many familiar architectural elements such as multi-pane windows, covered porches, boldly painted front doors, painted siding and sloping roofs with overhangs. The intent is to give contemporary expression to a domestic palette of architectural elements. (Please see colored elevations). Site development strategies are described in Items A-1 to A-6 above. Generally, the lowest tier of townhomes fronting 35th Ave South aim to reproduce the front-door-to-sidewalk relationship characteristic of existing homes in the area while the second and third tiers of townhomes, interior to the site, are deployed about a multi-purpose Commons in a cluster configuration. Harmony, legibility and human scale are a priority in the proposed design: all unit entries are defined by overhead cover and stoops, for example, to enhance their "readability". At the next scale, individual blocks are tied together by "butterfly" roof profiles, common to all the proposed structures. Again, the transition from private to public is outlined above in Items A-1 to A-6. The details of lighting paving and plantings shall reinforce these basic architectural concepts.
⑪	**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.*	Provide a colors and materials board for review at the Recommendation meeting.	The primary exterior finish will be painted cement board which is impervious to moisture. Roof overhangs further enhance the long-term durability of the chosen finish systems. Smooth panels are composed with a pattern of reveals and contrast with areas of textured bevel siding. A unified palette of 10 paint colors, rendered in 3 families, is used to amplify the composition of materials and provide visual variety to the proposed structures.
⑫	**C-5 STRUCTURED PARKING ENTRANCES:** *The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.*	The elimination of the two extra curb cuts will relieve the street frontage of parking garages.	Of the 2 curb cuts on 35th Ave S described above, only 1 is a structured parking entrance, serving a pair of private single-width garages in a Siamese configuration. In this case, garage doors are set back from the street and recessed from the building face to reduce their presence. Flanking residential entries also draw attention away from the unit garage doors.
⑬	**D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES:** *Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.*	Based on option 3A, the desire to accommodate vehicular access to garages took precedence over an armature of shared or common open spaces. The Board recommended placing the complex's pathway connections to the street near the north and south property lines. This would also serve to shift two structures away from the north and south property lines.	Individual walkways, through small front yards, lead from sidewalk to stoop along the 35th Ave South frontage. Each unit entry is recessed, providing both weather-protection and spatial definition. Landscape lights illuminate each path and porch lights shall be provided in all cases. The major pedestrian entry to the project is provided by a stair at mid-block with a significant landing at the sidewalk below. Both the stair and court below shall be lit to a secure and comfortable standard. Weather protection is provided at individual unit entries only. The interior Shared Street will be illuminated with a combination of low-level landscape lighting and suspended festival lights above to encourage a safe pedestrian environment. Most unit entries for the interior blocks connect to shared entry courtyards in a cluster configuration to enhance security. This arrangement precludes most blind spots that compromise security.
⑭	**D-3 RETAINING WALLS:** *Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.*	The desire to have the structures and circulation system step up as the grade rises to the west will possibly require retaining walls. The design of the exposed walls will be a consideration at the next meeting.	Exposed concrete walls associated with bio retention cells are provided with green screen throughout the project. Areas where foundation wall exposure occurs height is limited to 3' max.

	Relevant Design Guideline	EDG Meeting Board Recommendation	Applicant Response
15	**D-5 VISUAL IMPACTS OF PARKING STRUCTURES:** *The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.*	Clustering two or more garages has the benefit of reducing the extent of driveways while simultaneously possessing the disadvantage of visually enlarging the size of the garages.	All attached garages are recessed into the building face and flanked by entry porches to minimize their visual impact. The cluster configuration of many of the upper townhouse blocks further internalizes parking entries by minimizing undesirable sight-lines. Select plantings provide additional screening. Site topography, along with direction from the Board to minimize curb cuts, precludes internal garages for 3 homes facing 35th Avenue South. The surface parking stalls provided above shall be screened by landscaping and will difficult to see from the level of the street below.
16	**D-6 SCREENING OF DUMPSTERS, UTILITIES AND SERVICE AREAS:** *Building sites should locate service elements like trash dumpsters loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.*	The Board emphatically dismissed the architect's notion that trash and recycling canisters for 18 units would be lined up along 35th Ave S on pick-up days. By the next meeting, the proposal will need to show one or more enclosed, temporary storage areas off the right of way during solid waste removal days.	As directed by the Board, all trash & recycling has been consolidated into a central depot. This facility is fully enclosed and cut into the natural slope of the site, presenting a green roof at the level of the Shared Street above and a commercial-grade overhead door made of aluminum and glass at the level of the street. The trash depot is flanked by the main entry stair to the project and set back approximately 10 feet from the back of sidewalk, forming a mini court at the street that will be available to residents and neighbors at all times, except collection days.
17	**D-7 PERSONAL SAFETY AND SECURITY:** *Project design should consider opportunities for enhancing personal safety and security in the environment under review.*	Provide a concept lighting plan for the pathways and open spaces for the next design review meeting.	Personal Safety is inherent to the concept of common social space described by the proposed Shared Street outlined above. The cluster configuration of interior townhouse blocks further enhances this and the street orientation of the lowest tier of townhomes are expected to provide a beneficial level of surveillance over the public right-of-way. A lighting plan has been provided for review. Please see page 29.
18	**E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE:** *Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.*	By the Recommendation meeting, make clear the type of materials specified for the driveways and parking areas.	Landscaping has been designed to soften the form of buildings where blank walls occur and provide for increased privacy at levels where private living space interface with pedestrian traffic Green screens have also been provided for additional privacy and block car headlights. At the common area provided by the Woonerf tree and planting slow vehicular in favor of pedestrians and encourage social interaction with the provision of landscape furniture. Please see items A4, A5, A6 and A7 above for further discussion of the integration of landscape elements in this project.

APPENDIX A: ALTERNATE COLOR SCHEMES

CertainTeed Weatherboards - Lap Siding - Maple

Body Paint

Benjamin Moore

Gray 2121-10

Body Paint

Benjamin Moore

Revere pewter HC-172

Accent Paint

Benjamin Moore

Orange 2011-10

Accent Paint

Benjamin Moore

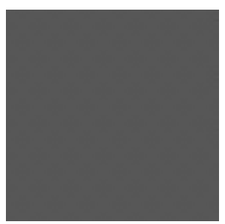
Pear Green 2028-40

Accent paint

Benjamin Moore

Pleasant Grove 552

CertainTeed Weatherboards - Lap Siding - Slate



Body Paint

Benjamin Moore

Gray 2121-10

Body Paint

Benjamin Moore

Revere pewter HC-172

Accent Paint

Benjamin Moore

Carrot Stick 2016-30

Accent Paint

Benjamin Moore

Ashwood Gray 1654

Accent paint

Benjamin Moore

Blue Daisy 2062-40

QUADRANT HOMES - 35TH AVE S TOWNHOMES
STREETSCAPE

BUILDING #1

BUILDINGS #4 & #5

BUILDING #7

EAST ELEVATION / STREET FRONTAGE

NORTH ELEVATION / DRIVEWAY SECTION

EAST ELEVATION / STREET FRONTAGE

NORTH ELEVATION / DRIVEWAY SECTION

ISSAQUAH

ISSAQUAH

EVOKE PRODUCT: ISSAQUAH

HARBOR WORK / LIVE

CREEKSIDE

ADMIRAL LOFT HOMES

SALVEO - LEED H PLATINUM

FOURTH & ROY

WALLINGFORD GREEN