

EARLY DESIGN GUIDANCE MEETING

DECEMBER 5, 2012

DPD #3014079

422 SUMMIT AVE. E

SEATTLE, WA 98102



Contact:
Brian Runberg
Runberg Architecture Group
One Yesler Way, Suite 200
Seattle, WA 98104

APPLICATION FORM

Attachment A
City of Seattle
Application for Early Design Guidance

PART I: CONTACT INFO

1. Property Address	422 Summit Ave E
2. Project number	3014079
Additional related project number(s):	
4. Owner/Lessee Name	Langer Properties
5. Contact Person	
Name	Chris Langer
Firm	Langer Properties
Mailing Address	3216 45th Pl NE, Suite 107
City State Zip	Seattle, WA 98105
Email	langer@incityinc.com
6. Applicant's Name	Brian Runberg
Relationship to Project	Architect
7. Design Professional's Name	Runberg Architecture Group PLLC – Brian Runberg
Address	1 Yesler Way Suite 200, Seattle, WA 98104
Phone	(206) 956-1970
Email address	contact: Brian Runberg; brianr@runberg.com
8. Applicant's Signature	_____
Date	_____

PART II: SITE AND DEVELOPMENT INFO

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

The site is located in the Capitol Hill neighborhood at 422 Summit Ave E. The site occupies one 60' x 120' parcel in the middle of the block between E Harrison St. and E Republican St. The site has 60 feet of frontage on Summit Ave E and is served by a 16 foot wide paved alley.

The site slopes downward approximately 18 feet from east to west. There is an existing Tri-plex structure on the site and covered a parking garage on the alley.

2. Please indicate the site's zoning and other overlay designations, including applicable neighborhood-specific guidelines.

The site is zoned MR (Midrise residential) and is located within the Capitol Hill Urban Center Village. The site is located in the portion of the neighborhood designated as the West Slope District in the Capitol Hill Neighborhood Design Guidelines. All adjacent properties are zoned the same as the subject property.

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

The site is located near the center of a predominantly residential, medium-density area of Capitol Hill. The neighborhood is within walking distance of Broadway and the commercial core of Capitol Hill to the east, as well as Pike/Pine and Downtown to the South. Interstate 5 runs along the west edge of the neighborhood blocking all access to the Cascade neighborhood and South Lake Union to the west. The site is served by Metro bus route 14, connecting to Downtown, and is within walking distance of several other bus routes serving Capitol Hill, as well as the future Sound Transit Light Rail line.

The neighborhood is characterized by small, low- and mid-rise apartment and condominium buildings, most of which date from the early to mid-twentieth century. Older buildings are typically 3-4 story brick structures, while later buildings tend to be wood frame or concrete structures, ranging from 3-5 stories. Recent developments are typically wood frame buildings, 4-6 stories in height. Most of these buildings occupy only one or two parcels, creating a fairly consistent scale of development throughout the neighborhood. Many of the existing buildings are set back from the street and from adjacent property lines, while others, particularly larger buildings, are built out to their property lines. Brick is the most common cladding material, particularly in older buildings, while later buildings are clad in a variety of materials including wood, brick, stone and concrete masonry.

The streetscape throughout much of the neighborhood is small-scaled and residential in character. Almost all streets in the neighborhood have sidewalks and are very pedestrian-friendly. Vehicular traffic in the neighborhood is minimal. Most of the streetscape is heavily landscaped with street trees and planting strips in the right-of-way and many properties have landscaped front setbacks. There are two small parks in the neighborhood, both within 3 blocks of the project site. The neighborhood slopes significantly from east to west, allowing for excellent views to the west, particularly along streets running east-west. Taller buildings along the west edge of the neighborhood partially obstruct views from the site itself.

The properties immediately adjacent to the project site are all currently developed and redevelopment is unlikely to occur in the near future. The property to the north is occupied by a small, 4-story wood-framing apartment building dating from the 1950s. This building spans from Summit Ave E to the alley to the east and its main entry is centered on the south facade, up one level from the street.

The property across the alley to the east contains a 2-story residential structure dating from the 1920s. The building is setback from its west property line with parking on the alley.

The property to the south is occupied by a 3-story, brick apartment building dating from the 1920s. This building is raised up about 5' from street level and appears to have a double-loaded corridor with narrow units on either side.

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx), number of residents (approx), amount of commercial square footage (approx) and number of parking stalls (approx). Please also include potential requests for departure from development standards.

The applicant's development objective is to provide the highest and best use for the site and to create a high-density, workforce/affordable housing development. The proposed project is a 6-story, 70-foot tall structure with 48 apartment units with 10 stalls of underground parking accessed from Summit Ave E, and 4 stalls of covered parking accessed from the alley.

The project intends to take advantage of the height and FAR bonus for providing affordable housing and meeting sustainable building standards.

The project may request a departure from the front, side and rear setback requirements in order to provide upper-level setbacks. It will also request a departure for reduced sight triangles along Summit Ave E.

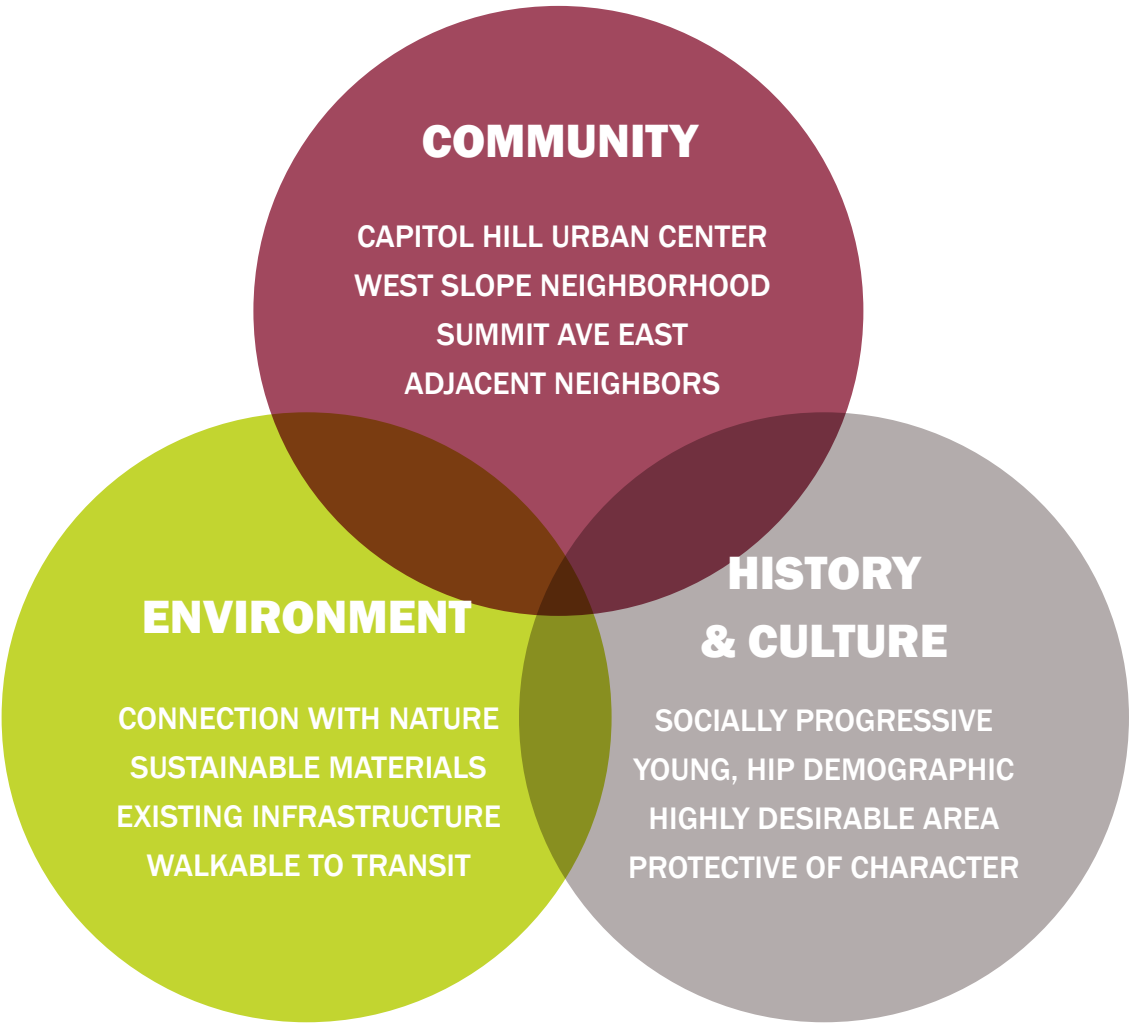
PROJECT DESCRIPTION

- The Owner’s programmatic goals include:
- workforce housing
 - approximately 48 new residential units
 - street-level townhouses
 - underground/ covered parking for 25% of the units
 - LEED certification
- Qualitative design goals for the project include:
- provide affordable housing in a highly desirable neighborhood
 - respect the progressive character of Capitol Hill
 - improve the pedestrian streetscape along Summit Ave E.
 - reduce the impact on the larger environment

Project Data:

total number of stories	6 stories
basement parking levels	1 basement levels
approx. # vehicles	14-18 vehicles
number residential units	48 units
total building sf	approx. 36,000 gsf

PROJECT VISION



SITE ANALYSIS: HISTORICAL DEVELOPMENT IN THE NEIGHBORHOOD

1910s - 1940s



- Traditional building forms: base, middle, top, bays, cornices, ornate facade detailing.
- Exterior fire escapes and small common decks from corridor, but no private decks.
- Masonry and wood exterior siding.
- Wood windows, mostly double hung.
- Minimal setbacks with interior light wells; courtyards/shafts for passive ventilation.
- Little or no on-site parking.

1950s - 1970s



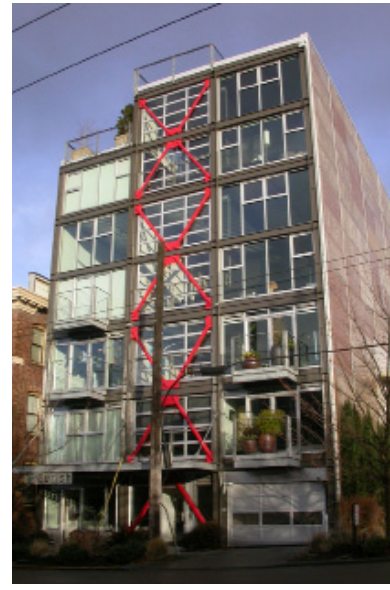
- Fewer, if any, traditional building forms
- More overt expressions of mass/void
- Windows ganged into horizontal or vertical bands.
- Exterior walkways and some private decks.
- Textured veneers: masonry, terracotta, stone
- Aluminum and wood windows
- Underground parking or open air, covered garages with wide, continuous curb cuts.

1980s - 1990s



- Return of traditional forms: pitched roofs, base-middle-top, belly bands expressed with the style of their times
- Large exterior decks.
- Economic siding materials- vinyl siding, Louisiana Pacific (LP) siding, EIFS (drivit)
- White vinyl windows, mostly sliders.
- Mechanical ventilation
- On-site, underground parking.

-----2000 - Present: Development of the Single Lot -----



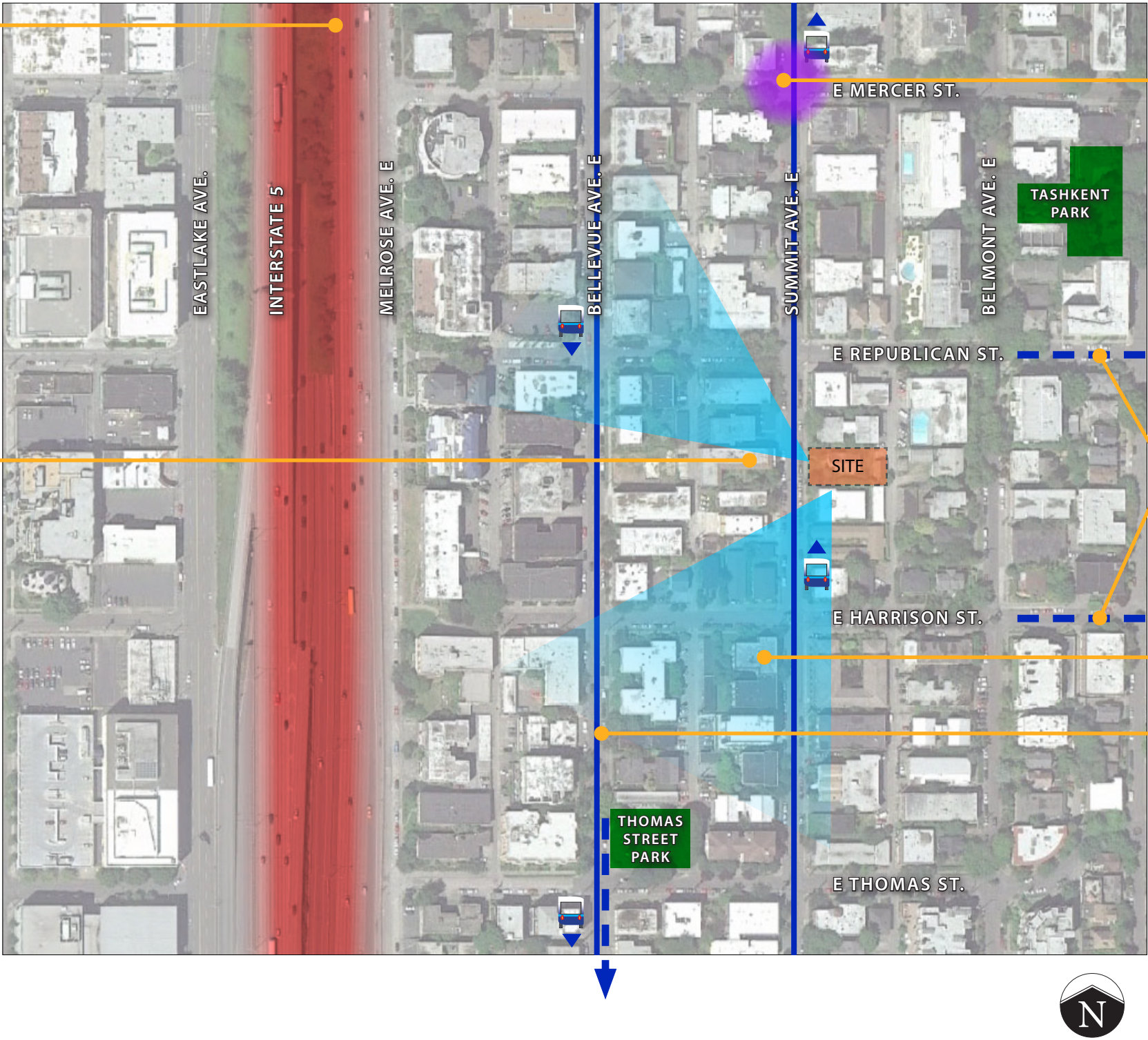
- Modern boxes with more classicly modern expressions.
- Smaller exterior decks.
- Rainscreen siding installations: metal, fibercement panels, wood plank.
- Larger glazing: mostly vinyl, fiberglass, and thermal break aluminum windows.
- Interior corridors with mechanical ventilation.
- Reduced on-site, underground parking.

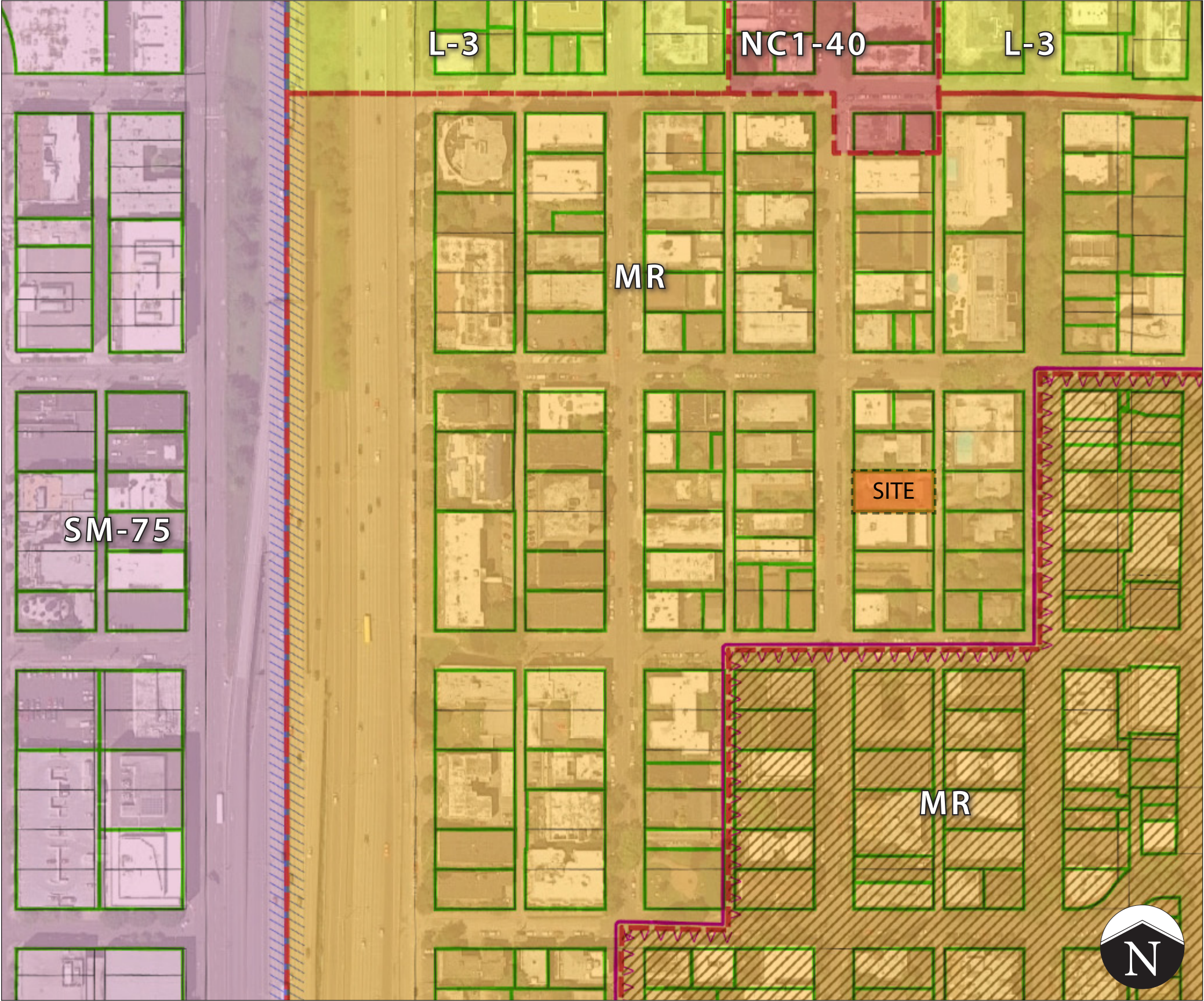
CONSTRAINTS

- I-5: Barrier to pedestrian access and source of noise
- Taller buildings to the west block views and solar access

OPPORTUNITIES

- Low-traffic, pedestrian-friendly streets
- Neighborhood commercial node
- Walking distance to two neighborhood parks.
- Pedestrian connections to Broadway and central Capitol Hill
- Views to south and west
- Connection to Downtown via Metro bus route 14

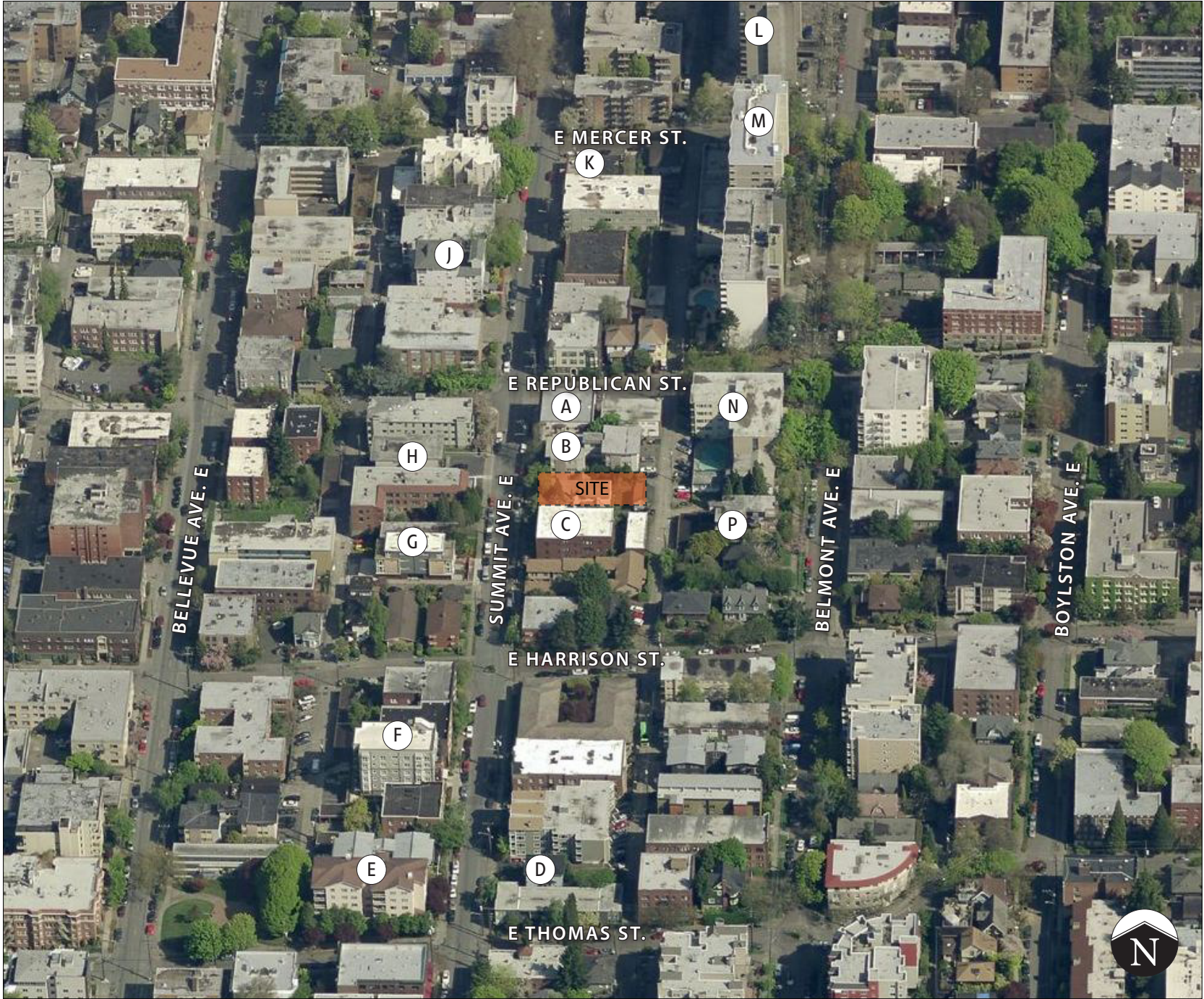




ZONING LEGEND

- Midrise
- Lowrise 3
- Seattle Mixed 75
- Neighborhood Commercial 1-40
- Capitol Hill Light Rail Station Overlay

SITE ANALYSIS: SURROUNDING USES



3D VIEW OF SURROUNDING BLOCKS

- Residential
- Retail



Low-rise Residential



Low-rise Residential



Low-rise Residential



Congregate Housing (Apodments)



Mid-rise Residential



Mid-rise Residential



Low-rise Residential



Low-rise Residential



Mid-rise Residential



Single-story Retail



High-rise Residential



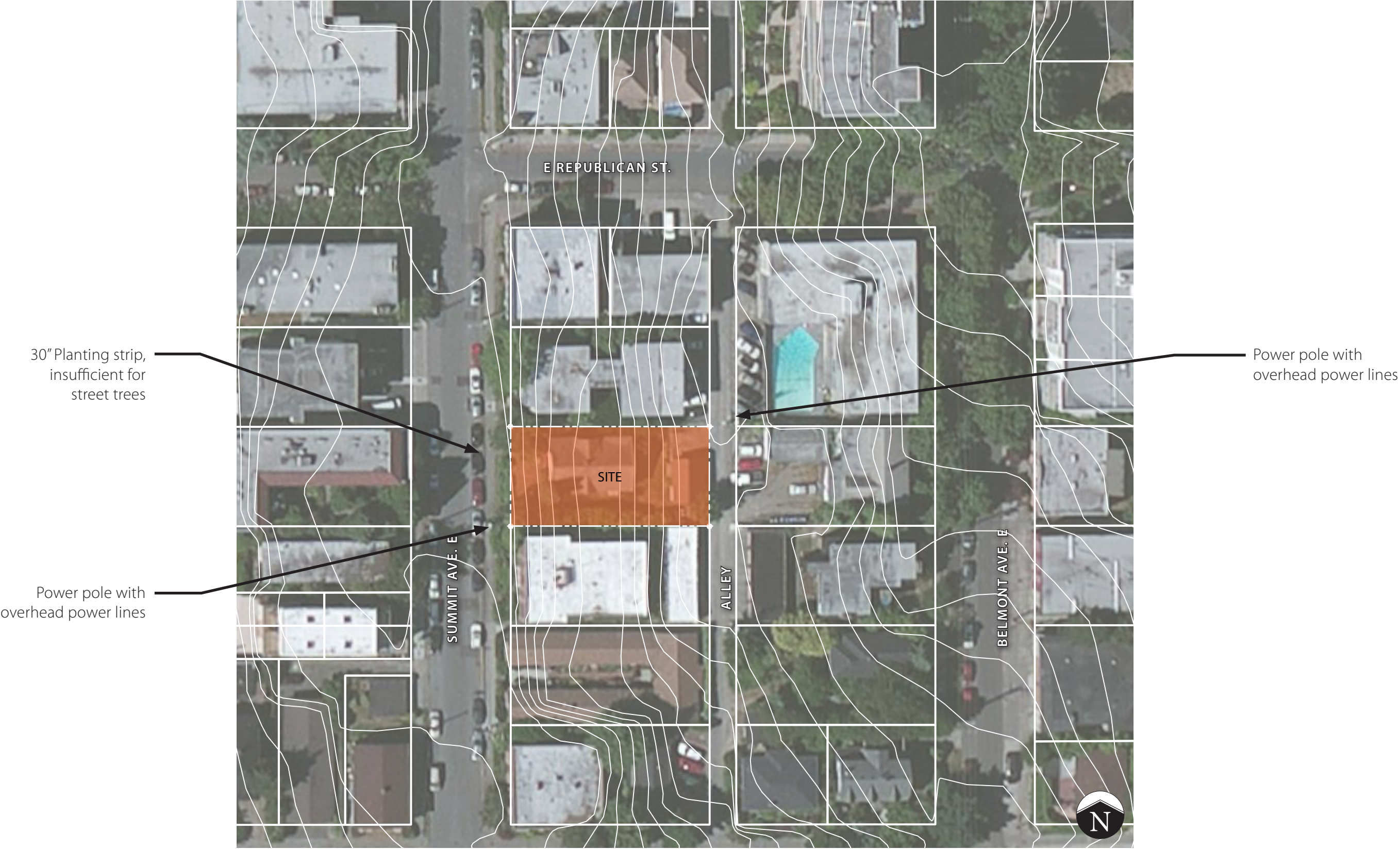
High-rise Residential



Mid-rise Residential



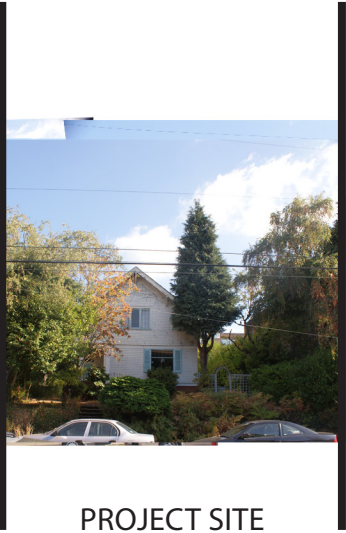
Mid-rise Residential



SITE ANALYSIS: EXISTING STREET FACADES



EAST SIDE OF SUMMIT AVE E.



PROJECT SITE



WEST SIDE OF SUMMIT AVE E.



EAST SIDE OF SUMMIT AVE E.



OPPOSITE PROJECT SITE

WEST SIDE OF SUMMIT AVE E.

INITIAL RESPONSES TO DESIGN REVIEW GUIDELINES

SITE PLANNING

A-1 Responding to Site Characteristics

The massing of the building responds to the close proximity of the adjacent buildings while taking advantage of the views from the site. The size and slope of the site requires vehicle access from both the alley and street.

A-2 Streetscape Compatibility

The building has residential townhouses and entries at ground level, set back from the sidewalk, and the minimum allowable driveway width.

A-3 Entrances Visible from the Street

The main entry lobby is located directly facing the sidewalk. Units at ground level have porches and entries directly accessible from the sidewalk.

A-4 Human Activity

Residential uses at ground level are oriented to and accessed from the sidewalk, creating a more active streetscape.

A-5 Respect for Adjacent Sites

The massing of the building responds to the massing of adjacent buildings and views from adjacent units, providing greater setbacks where needed to maintain daylight for units in neighboring buildings.

A-6 Transition Between Residence & Street

Residential units at ground level are set back to maintain privacy. Stoops and landscaping in the setbacks create a transition from the street to the unit.

A-7 Residential Open Space

Residential units are oriented toward the street or open spaces to the greatest extent possible. A common roof deck will provide ample usable open space for residents.

A-8 Parking & Vehicle Access

Parking is located in an underground garage accessed from Summit Ave E, and additional parking is located along the alley. Other uses are located between the garage and the street, and no parking spaces will be visible from the street or the sidewalk.

HEIGHT, BULK & SCALE

B-1 Height, Bulk & Scale Compatibility

The proposed building occupies a footprint of similar size and shape to most of the neighboring buildings. Proposed modulation on the facades and setbacks at the upper levels reduce the perceived bulk and height of the structure.

ARCHITECTURAL ELEMENTS & MATERIALS

C-1 Architectural Context

Buildings in the neighborhood vary in style and materiality, but have a consistent character of residential use and relationship to the street. The proposed building follows this character by orienting residential units and entries toward the street and creating ground-related units at street level.

C-2 Architectural Concept and Consistency

The building is simple and consistent in form, becoming a piece of the varied character of the neighborhood. The materiality and detailing of the building will be reflective of its function and construction.

C-3 Human Scale

The building will incorporate features such as awnings, shades, screens and landscaping in the streetscape and on the facade to maintain the human scale.

C-5 Structured Parking Entrances

The driveway and parking entrance are kept as narrow as possible to minimize their impact on the streetscape and allow the residential stoops and entry lobby to have greater prominence on the ground level facade.

PEDESTRIAN ENVIRONMENT

D-1 Pedestrian Open Spaces and Entrances

The main entry to the building and to ground level units are located along the sidewalk. The design of the streetscape and other open spaces will prioritize pedestrian access, visually and functionally.

D-7 Personal Safety and Security

Residential units will face onto the street, alley and side yards, creating eyes on the street. Common circulation areas will be open to the exterior, allowing for views in and out.

D-12 Residential Entries and Transitions

Entries to the residential units at ground level are set back to maintain privacy. Stoops and landscaping in the setbacks create a transition from the street to the unit. This space can also be used by residents, creating activity on the street.

LANDSCAPING

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

Landscaping along the street will be consistent with the existing landscape character of the street. Additional landscaping in the right-of-way will create a more attractive streetscape than that which currently exists on the site.

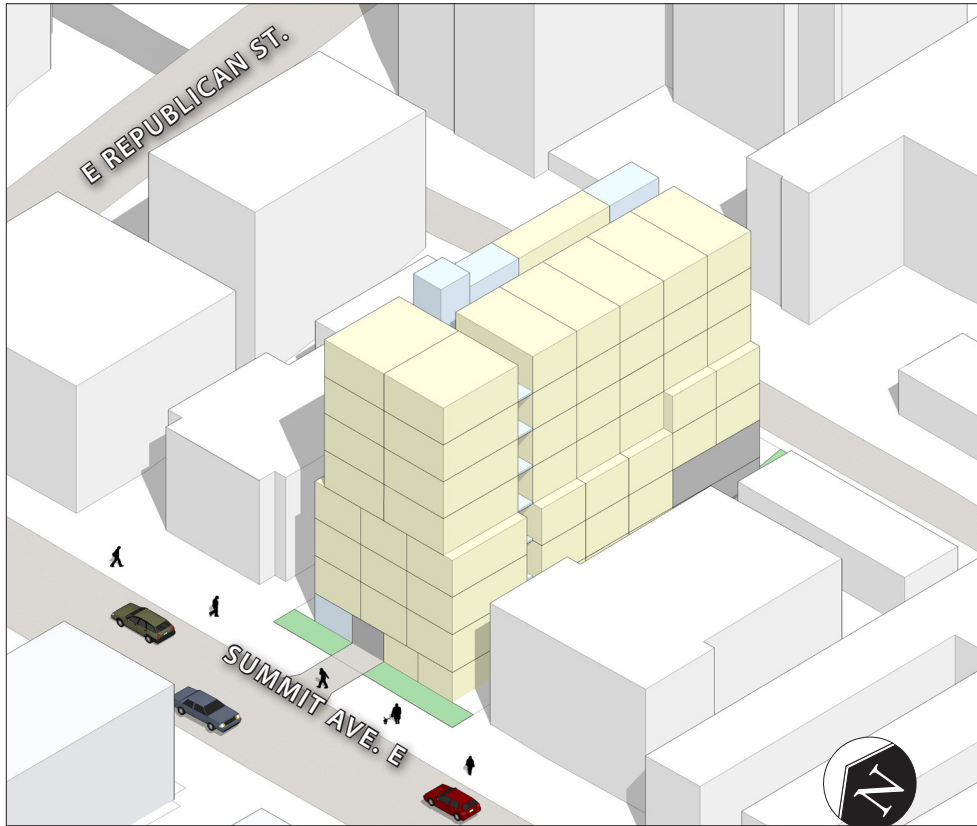
E-2 Landscaping to Enhance the Building and/or Site

Landscaping will be used to enhance transitions between neighboring properties and soften the impacts of the proposed building where necessary. Landscaping will also be used to help screen the ground-level units from the sidewalk.

CAPITOL HILL DESIGN GUIDELINES

- *Retain or Increase the width of Sidewalks.*
- *Vehicle entrances should not dominate streetscape.*
- *Provide street trees with tree grates or in planter strips, using appropriate species to provide year-round visual interest.*
- *Orient townhouse structures to provide pedestrian entrances to the sidewalk.*
- *Break up building mass by incorporating different facade treatments to give the impression of multiple, small-scale buildings, in keeping with established development pattern.*
- *Maximize the amount of sunshine on adjacent sidewalks.*
- *Incorporate signage that is consistent with character of building and neighborhood.*
- *Solid canopies of fabric awnings over sidewalk are preferred.*
- *Use materials that are compatible with structures in vicinity if those represent the desired neighborhood character.*
- *Incorporate building entry treatments that are arched or framed that welcomes people and protects them from elements and emplasizes the building's architecture.*
- *Improve and support pedestrian-orientation by using components such as pedestrian-scaled awnings and architectural detailing on the ground level.*
- *Consider each building as a high-quality, long-term addition to the neighborhood.*
- *Exterior design and materials should exhibit permanence and quality appropriate to the neighborhood.*
- *Provide a clear distinction between pedestrian traffic areas and commercial traffic areas through the use of different paving materials or colors, landscaping, etc.*
- *Building entrances should emphasize pedestrian ingress/ egress.*

OPTION A



CODE-COMPLIANT

Height 75'-0"
6 stories Type-III over 2 stories Type-I

35,460 total gsf
29,172 sf interior, above ground
FAR 4.06

56 units
16 parking spaces

Front, Side, Rear Setbacks per Code
Residential Flats at Street level
Parking access from street and alley
Driveway centered on W Facade
Double-loaded interior corridors

Departures:
None

- Pros:
- Side setbacks allow angle cut excavation and greatly reduce the need for structural shoring.
 - Code compliant, no need for Departures

- Cons:
- Narrow north-facing units
 - No Upper Level Setbacks
 - No Common Roof Deck
 - Greater perceived building height

OPTION B



UPPER LEVEL SETBACKS
TO NORTH, WEST, AND SOUTH

Height 69'-10"
5 stories Type-V over 2 stories Type-I

37,440 gsf
24,356 sf interior, above grade
FAR 3.39

48 units
18 parking spaces

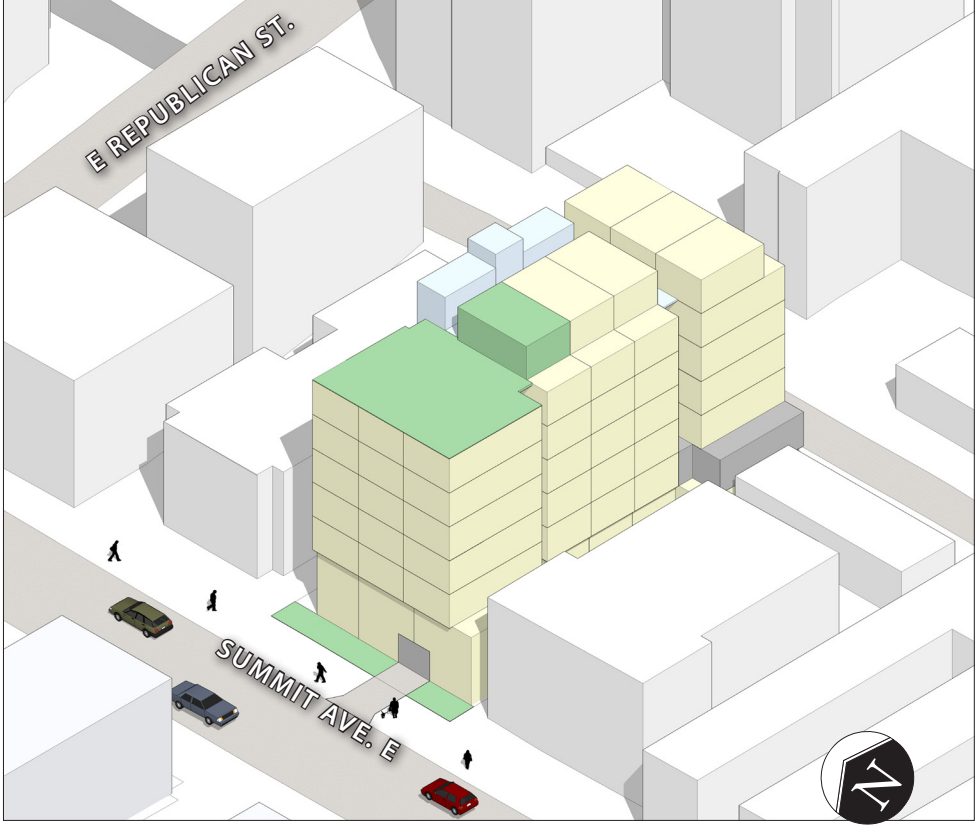
Reduced Front, Side, Rear Setbacks
Res. Townhomes at Street level
Parking access from street and alley
Driveway centered on W Facade
Single-loaded exterior walkways

Departures:
Reduced Front, Side, Rear Setbacks
Reduced Sight Triangles

- Pros:
- Usable unit layout in NW corner
 - Upper Level Setbacks
 - Common Roof Deck
 - Shared courtyard at existing building entrance to north
 - Residential lobby on street frontage

- Cons:
- Blank facade along North
 - Requires Departures for setbacks

OPTION C (PREFERRED)



UPPER LEVEL SETBACKS
TO EAST, WEST, AND SOUTH

Height 69'-10"
5 stories Type-V over 2 stories Type-I

37,300 gsf
25,963 sf interior, above grade
FAR 3.61

48 units
14 parking spaces

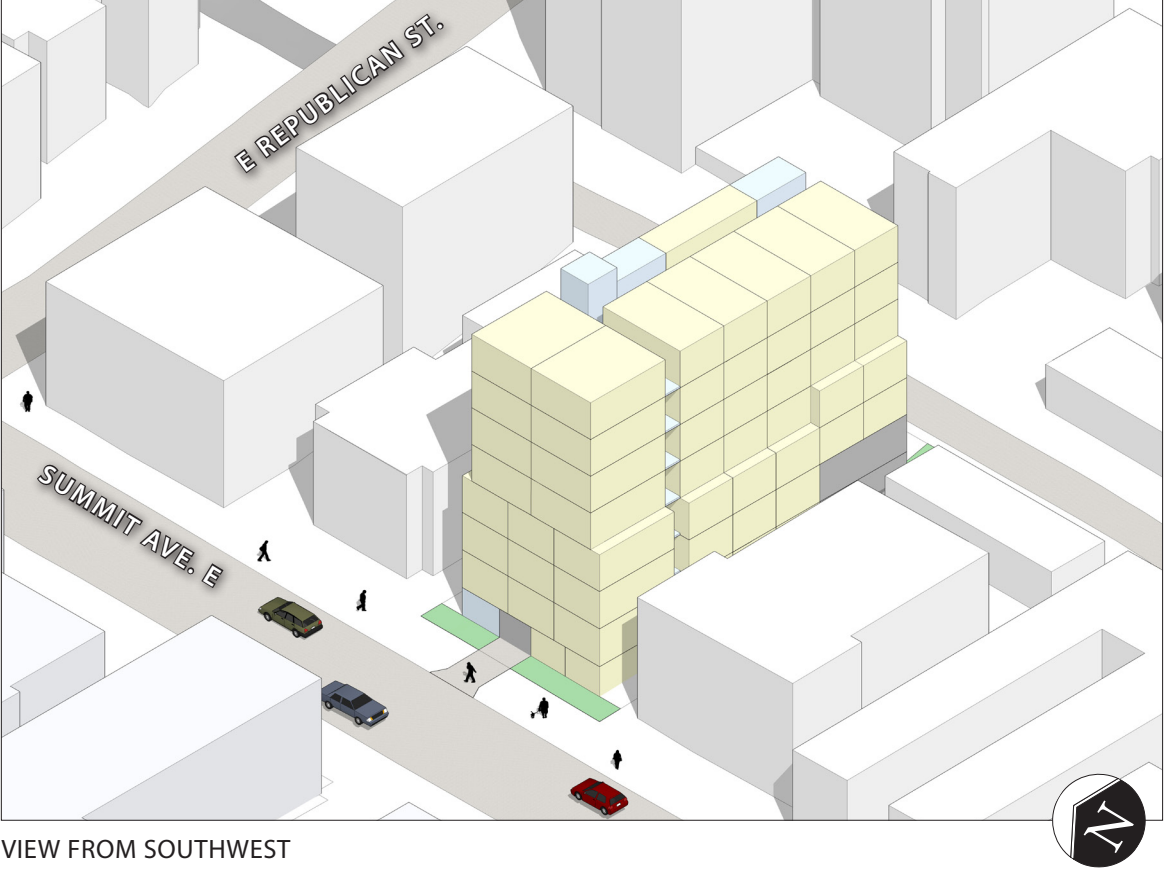
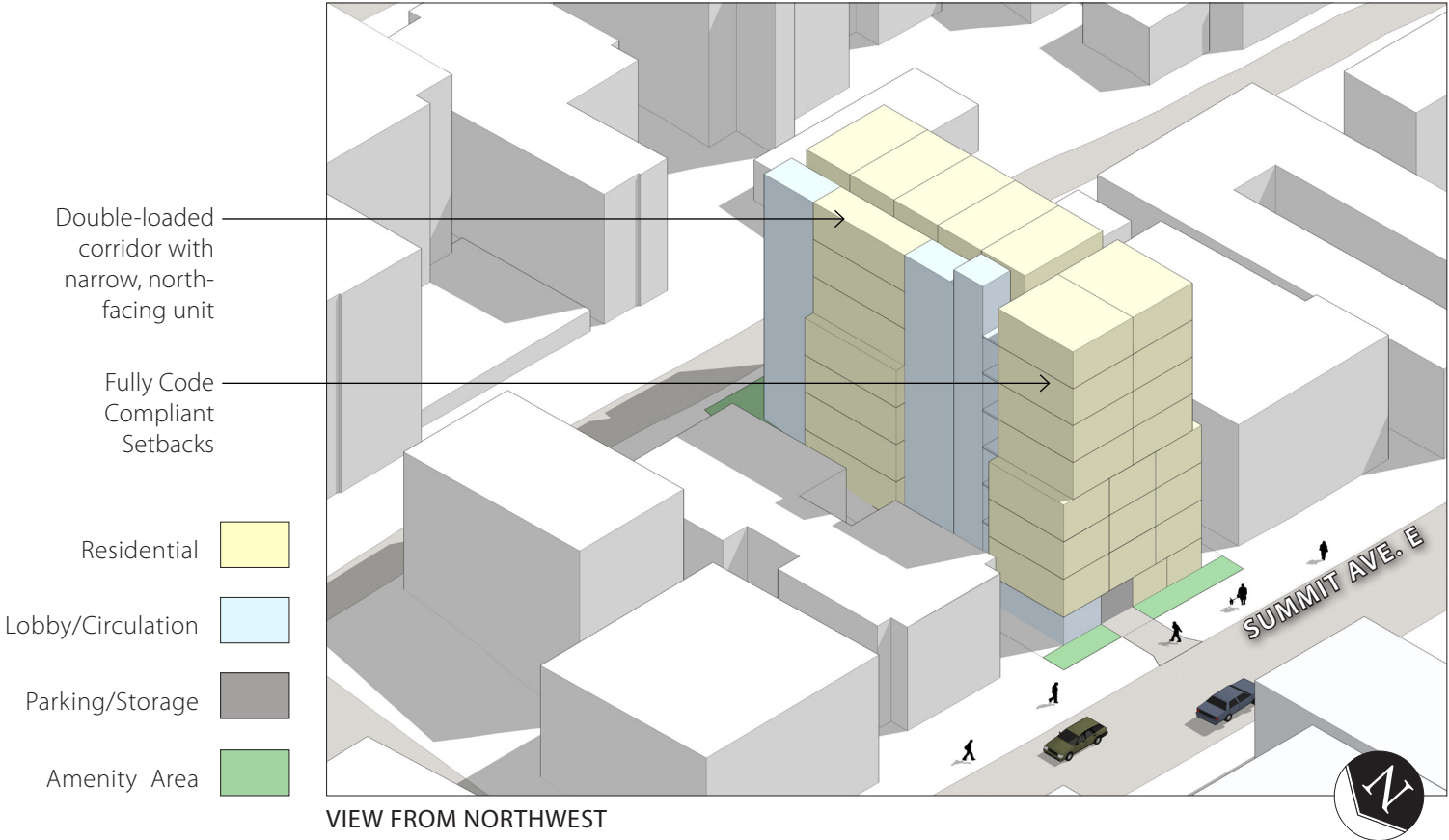
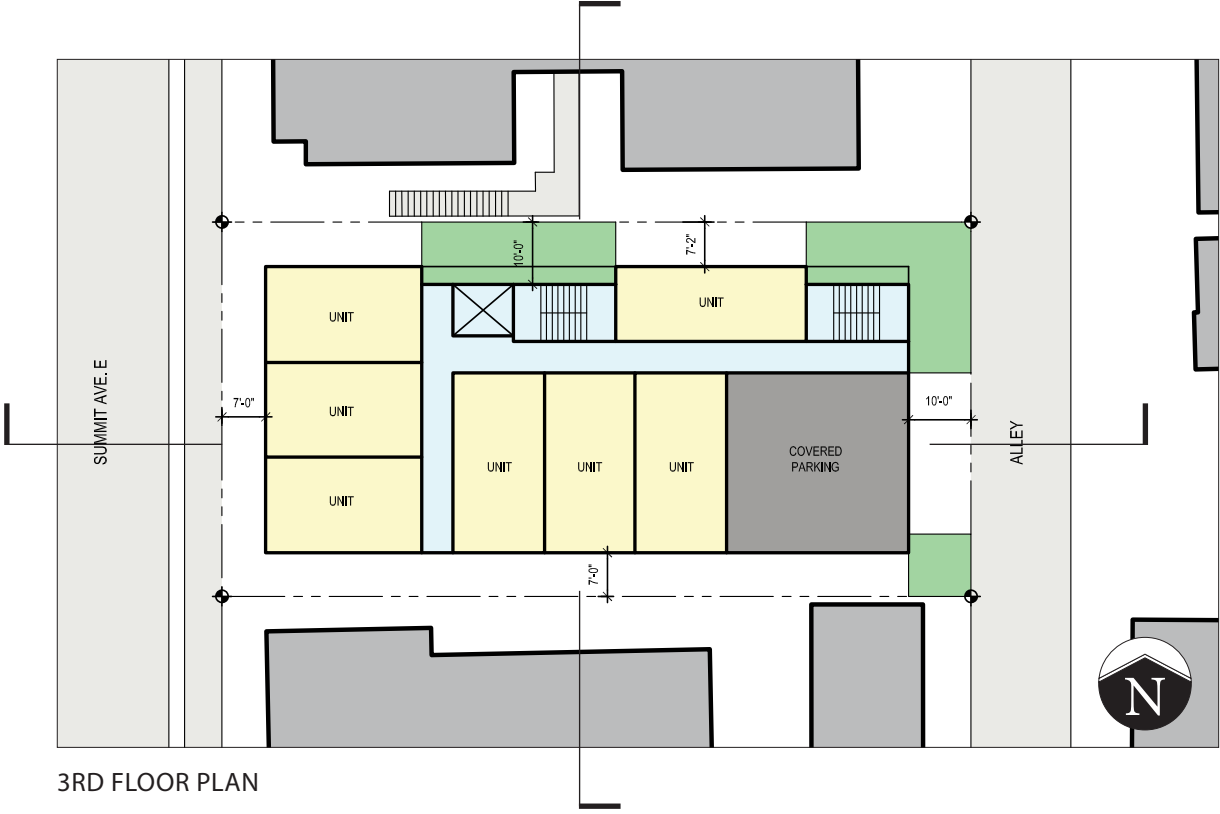
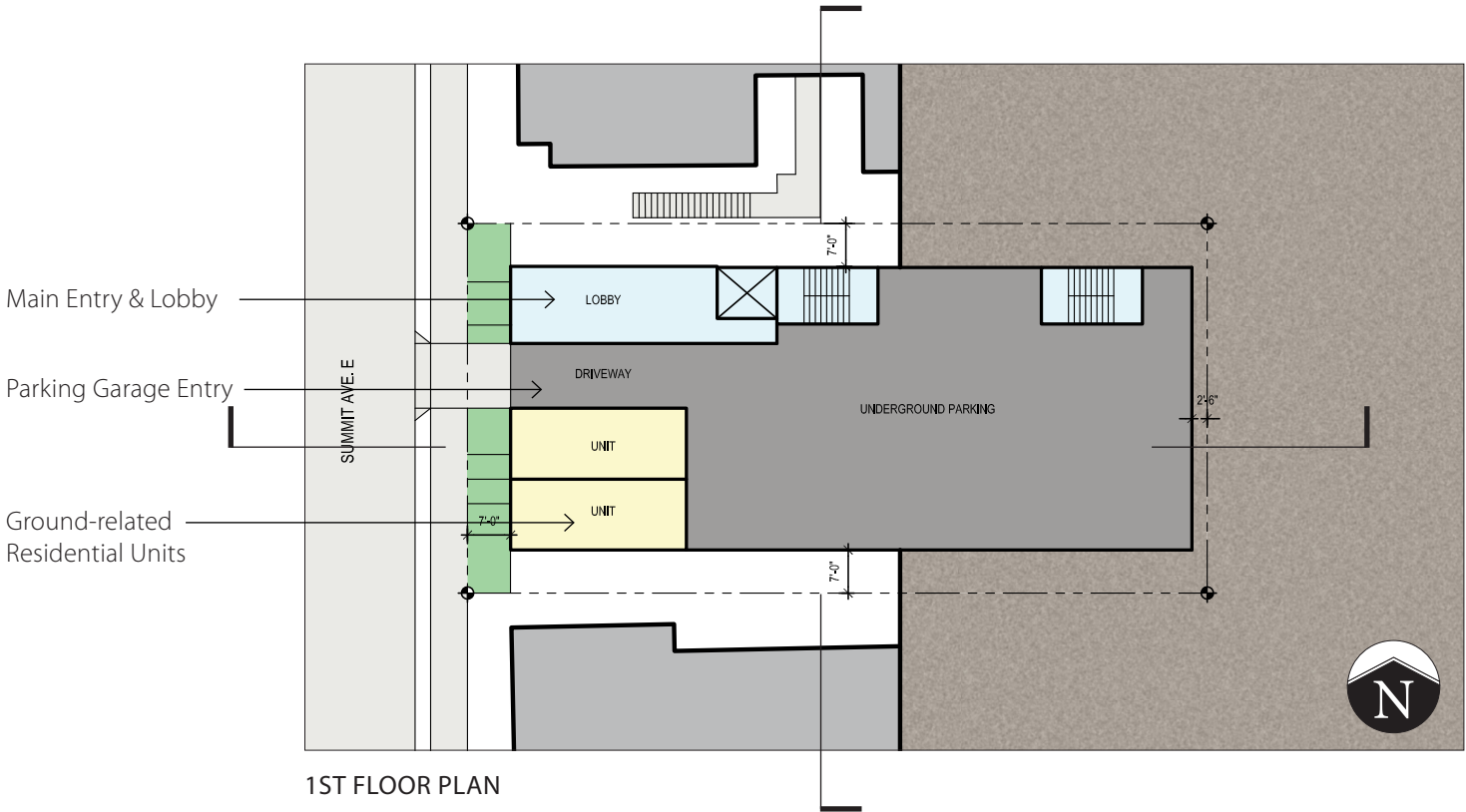
Reduced Side, Rear Setbacks
Res. Townhomes at Street level
Parking access from street and alley
Driveway south of W Facade
Single-loaded exterior corridors

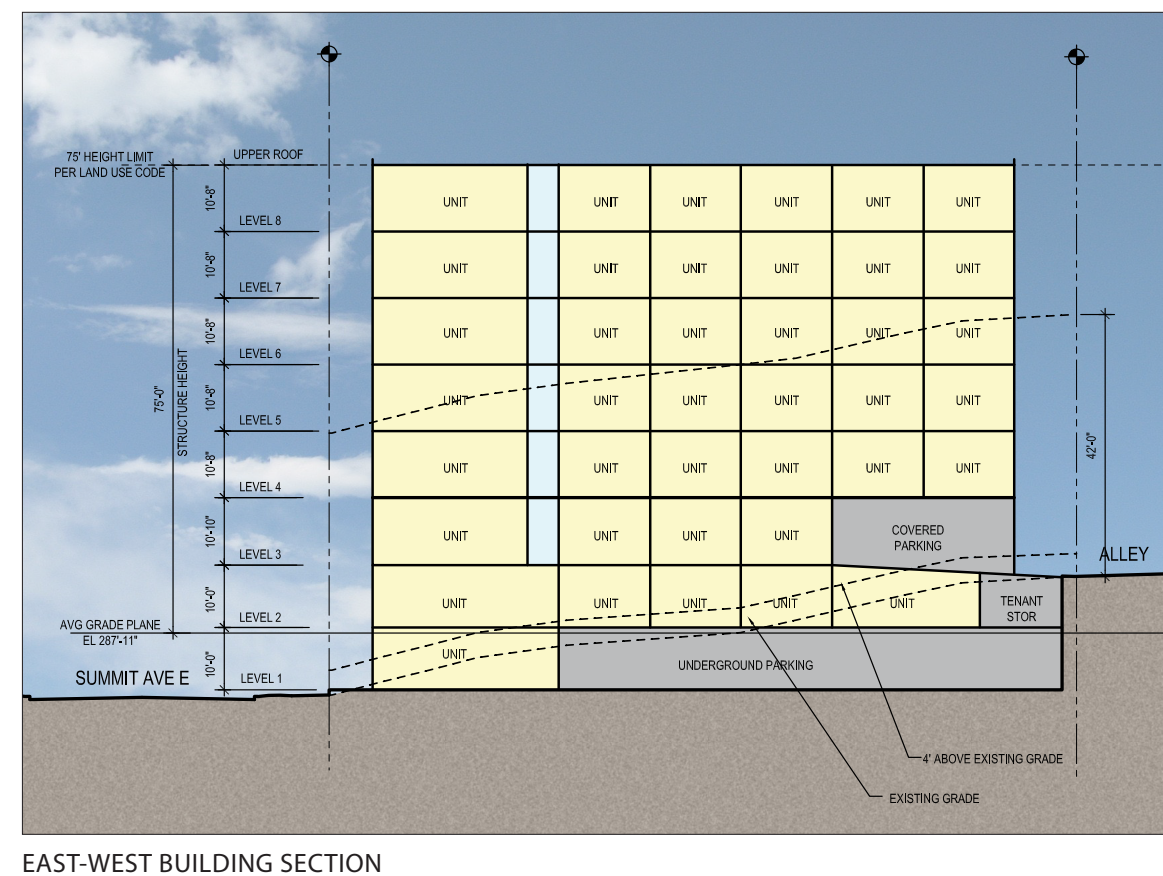
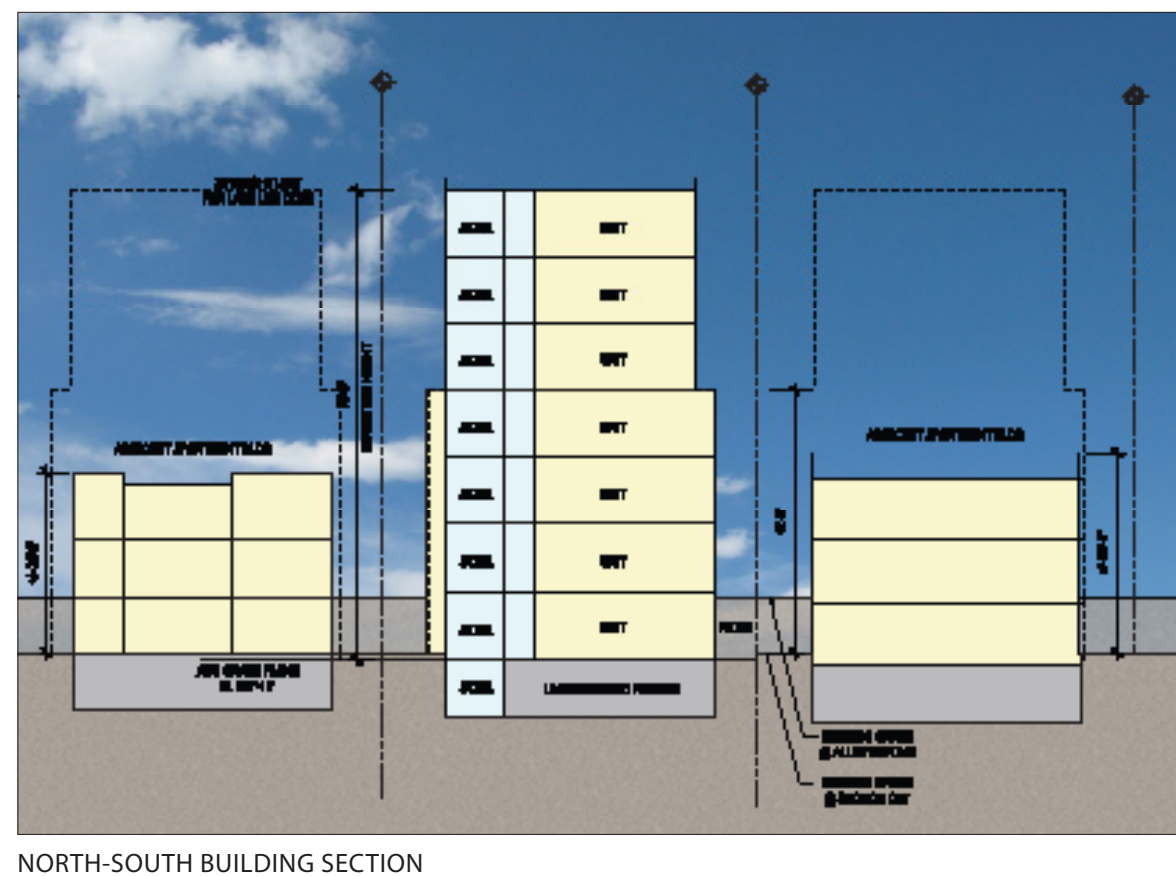
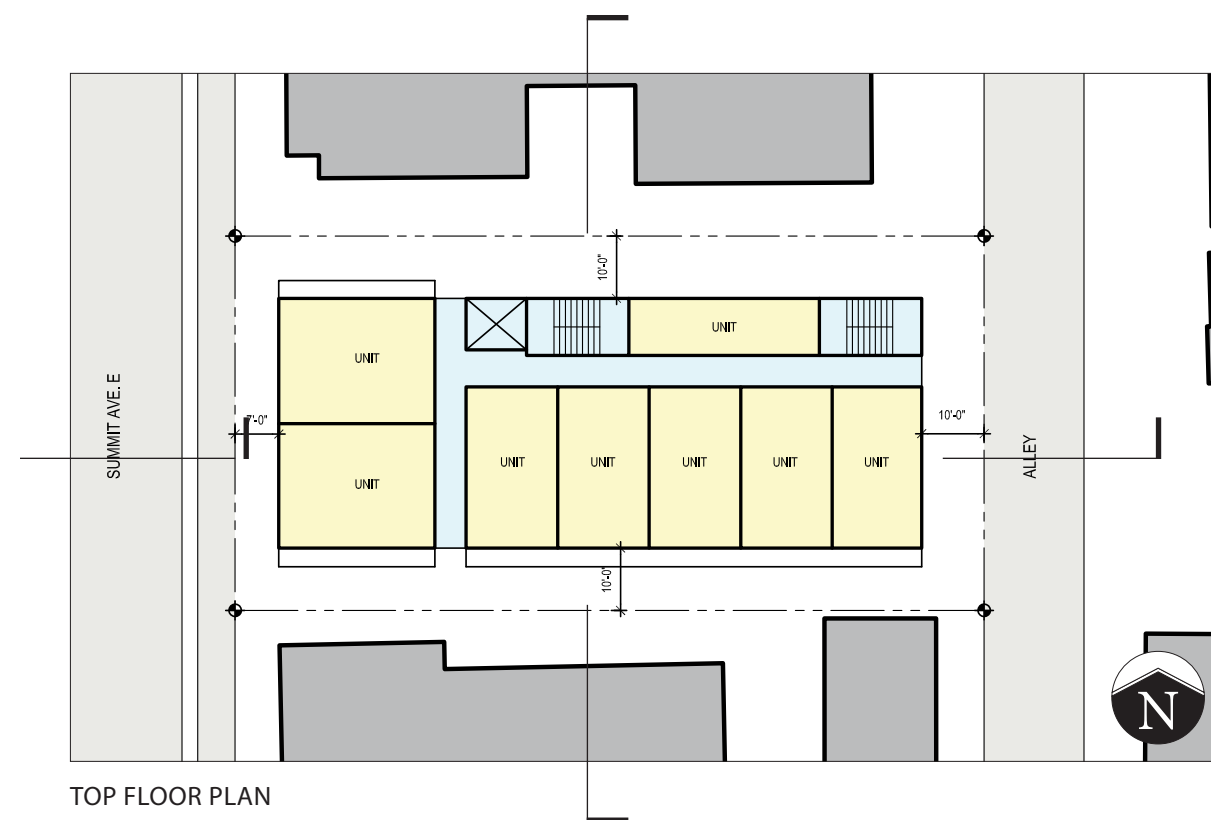
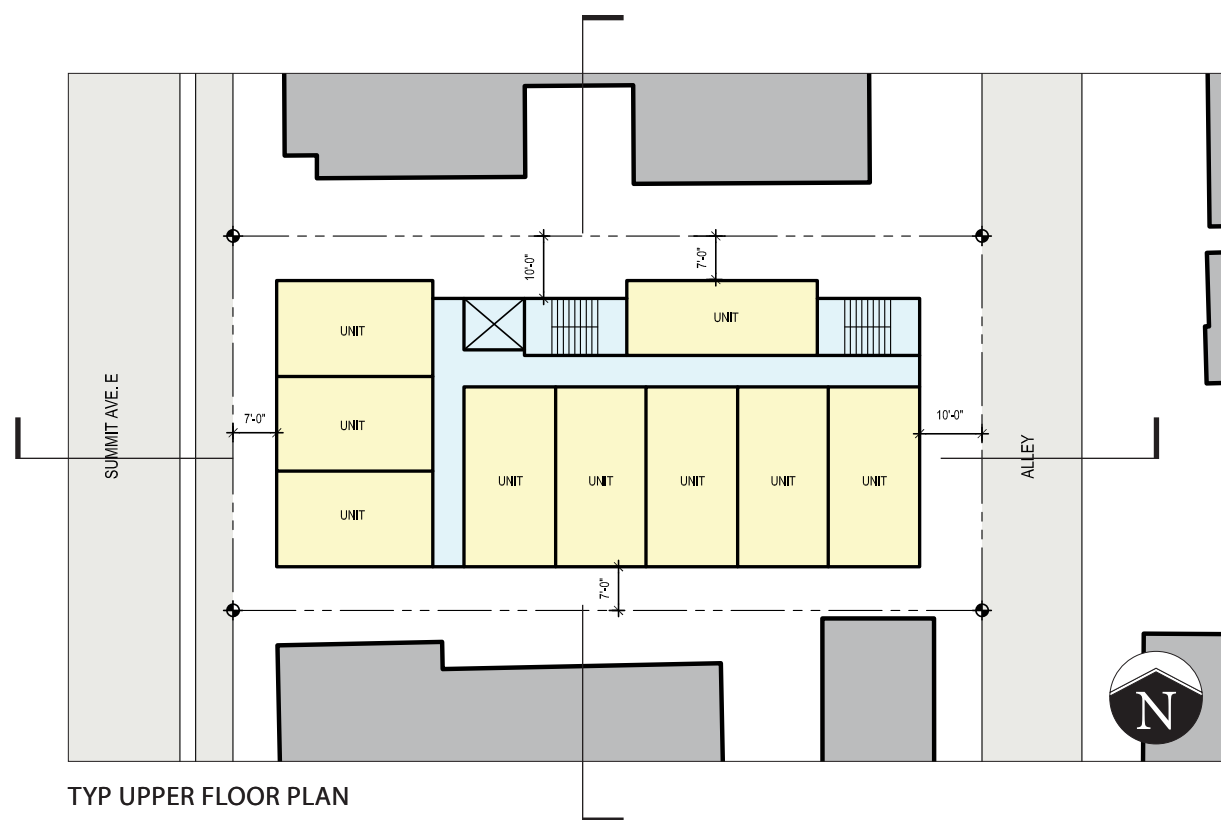
Departures:
Reduced Side, Rear Setbacks
Reduced Sight Triangles

- Pros:
- Usable unit layout in NW corner
 - Upper Level Setbacks
 - Common Roof Deck
 - Residential lobby on north facade, adjacent to existing building entry
 - Additional Townhouse on street frontage

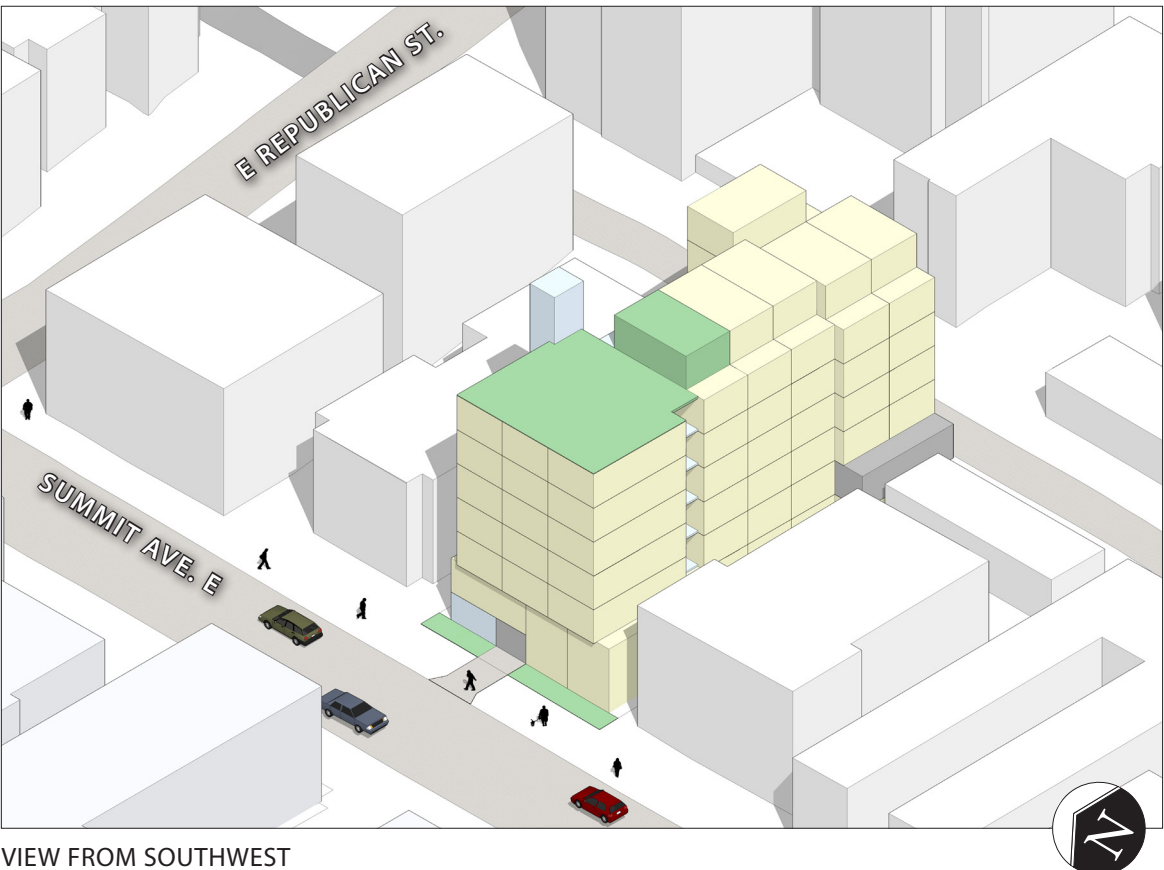
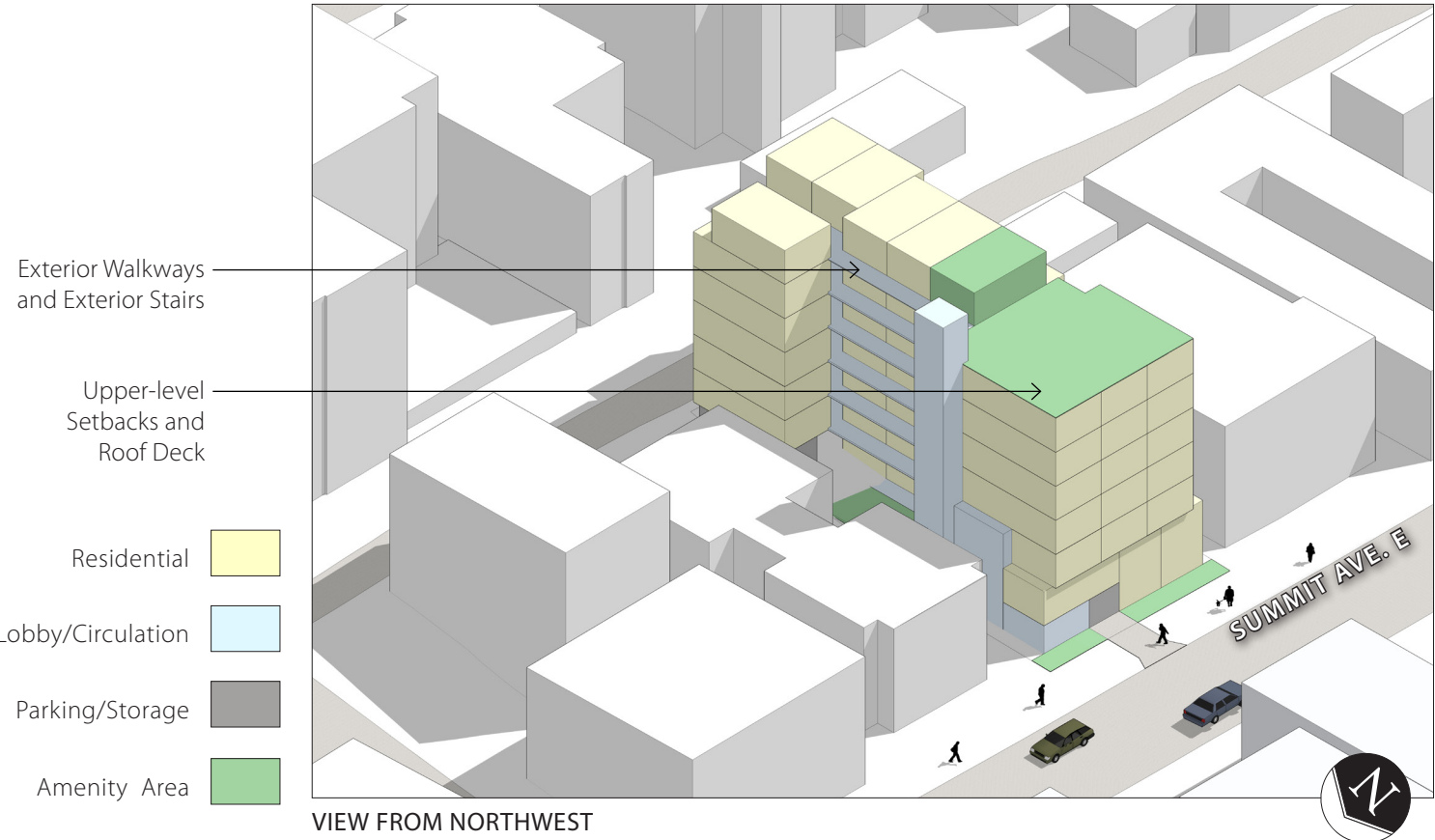
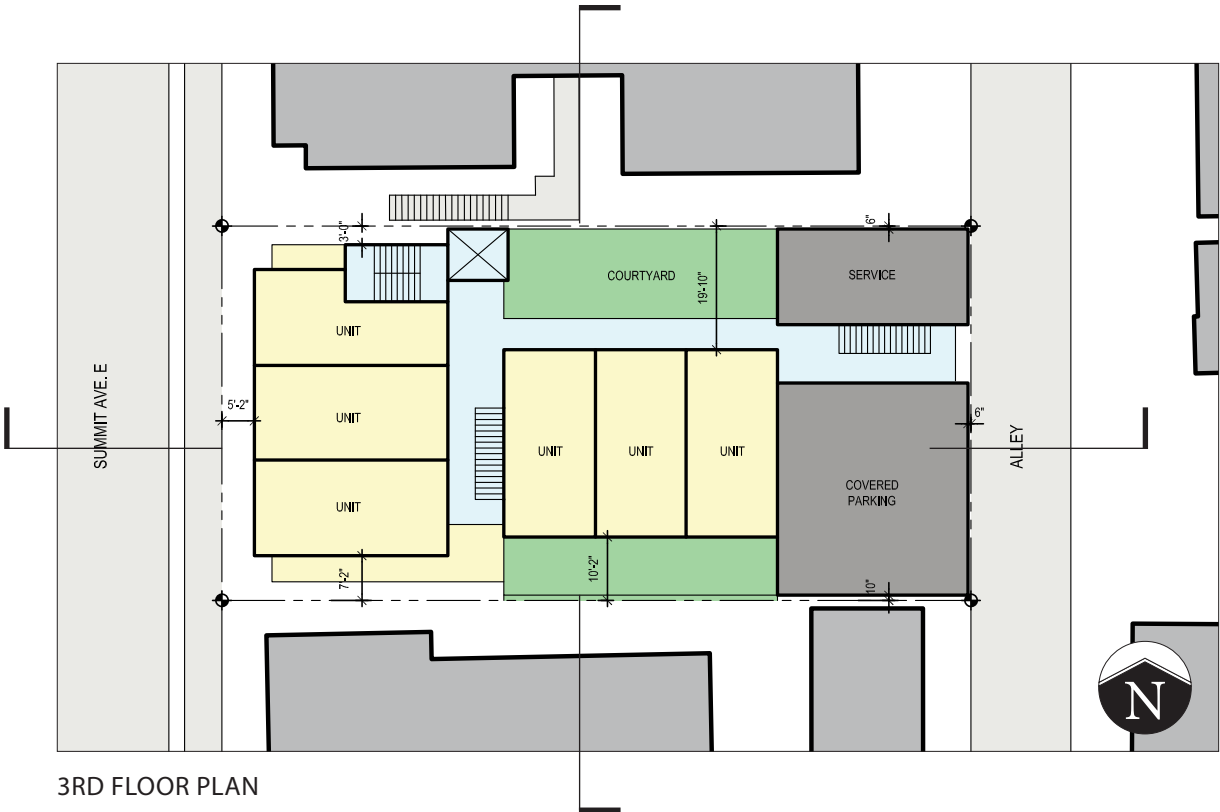
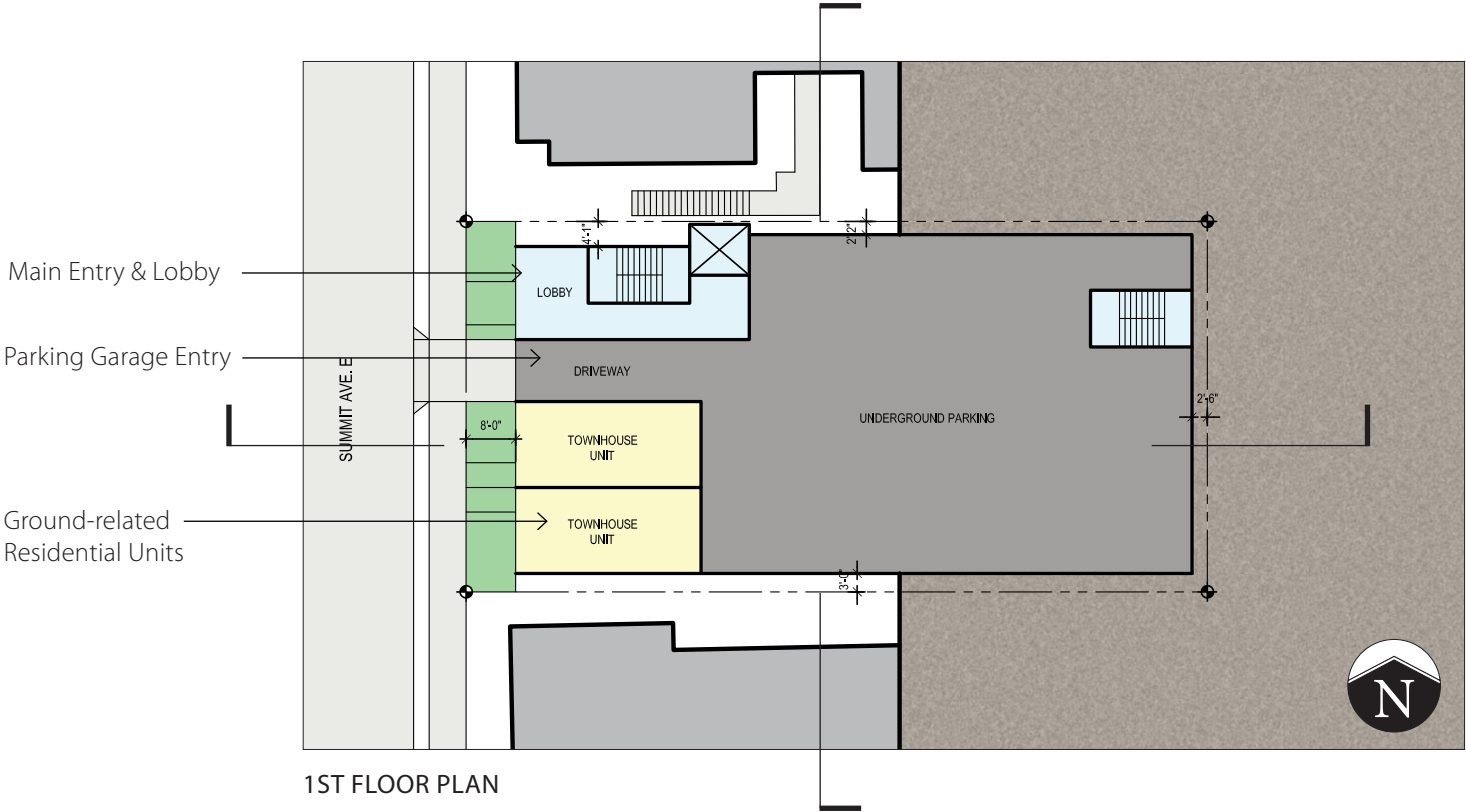
- Cons:
- Blank facade along North
 - Requires Departures for setbacks

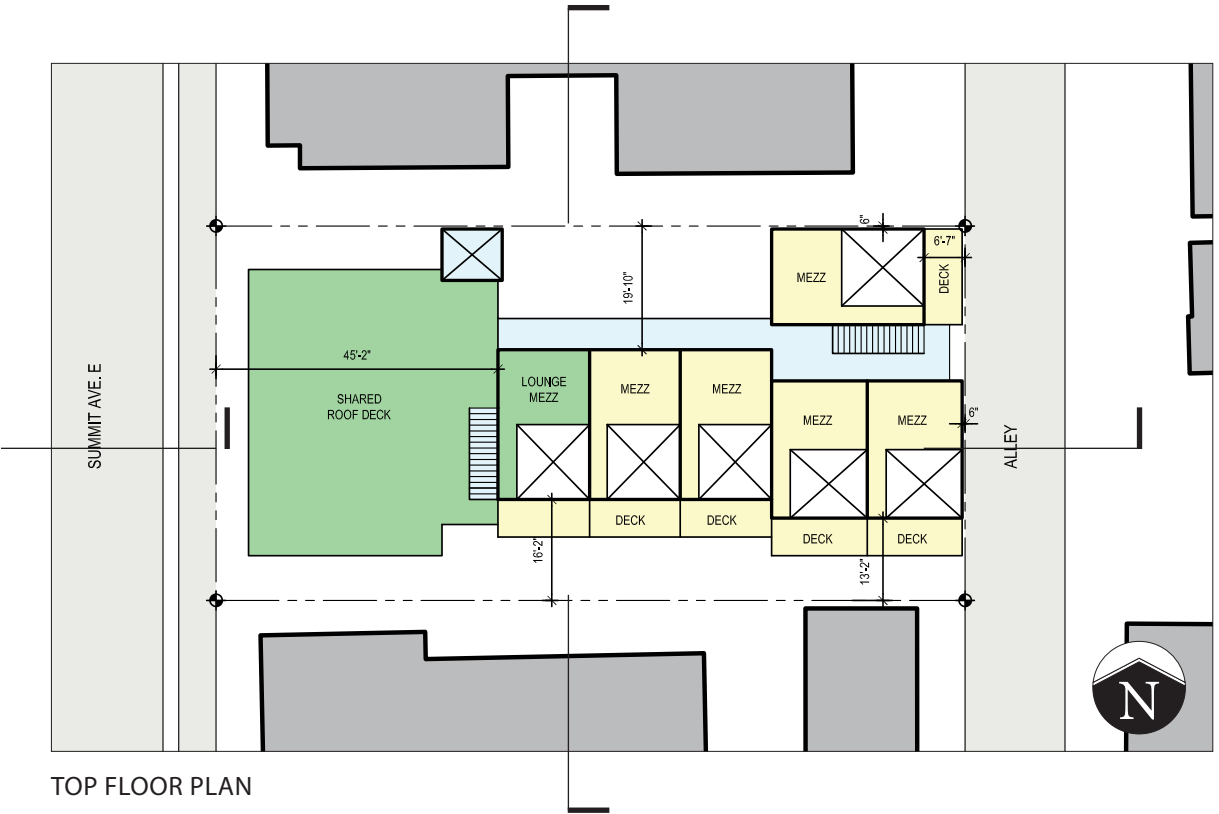
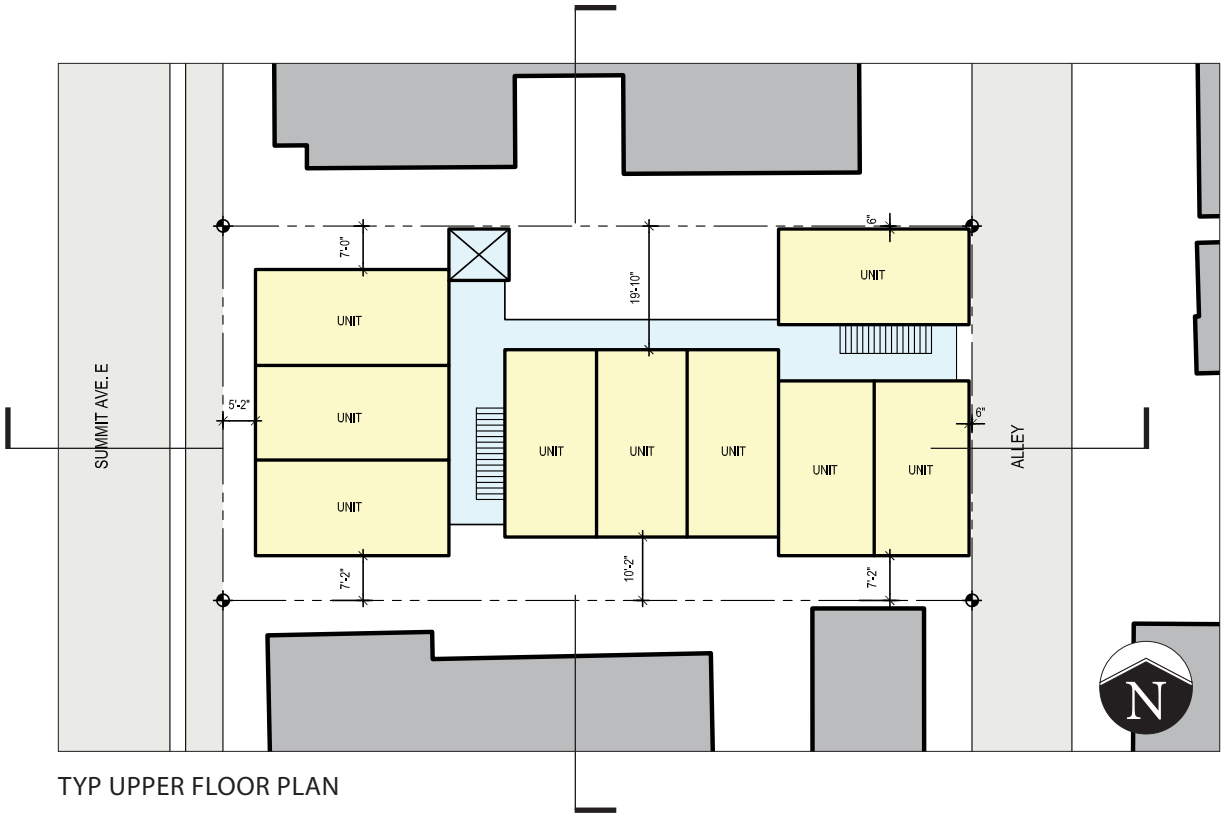
MASSING OPTION A





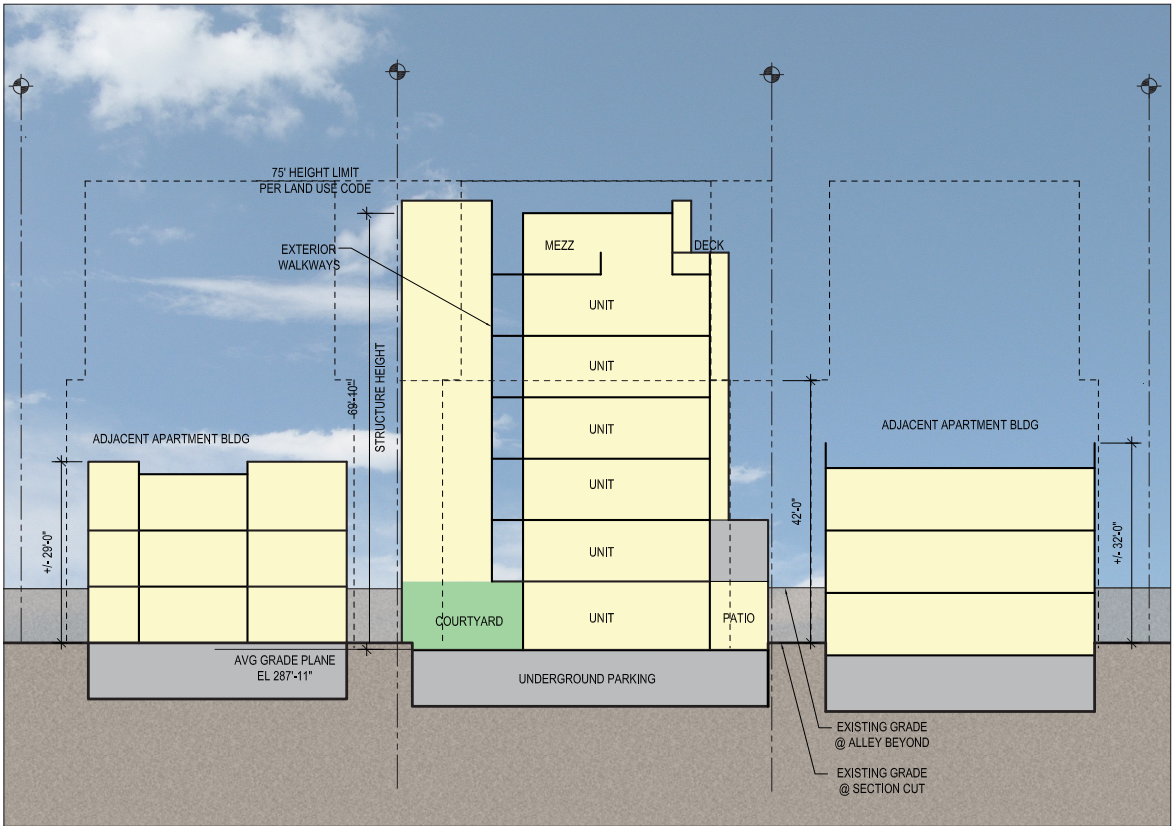
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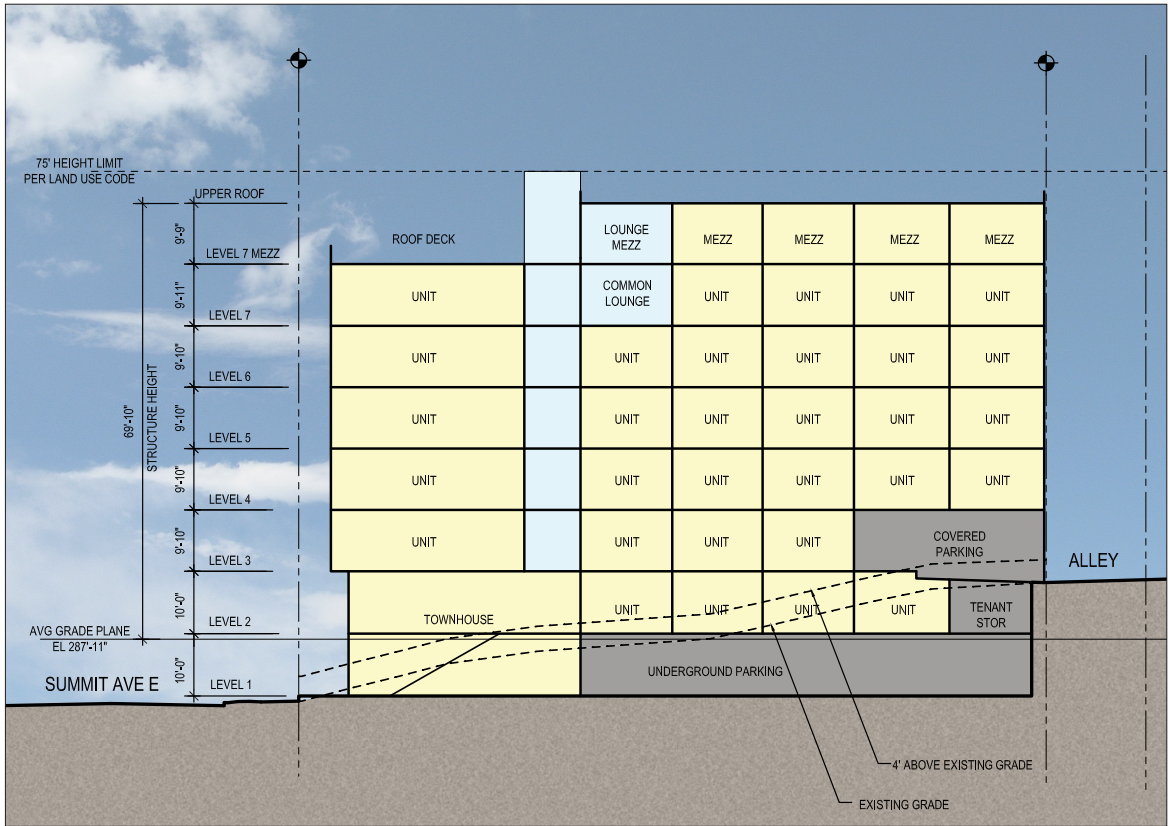


TYP UPPER FLOOR PLAN

TOP FLOOR PLAN

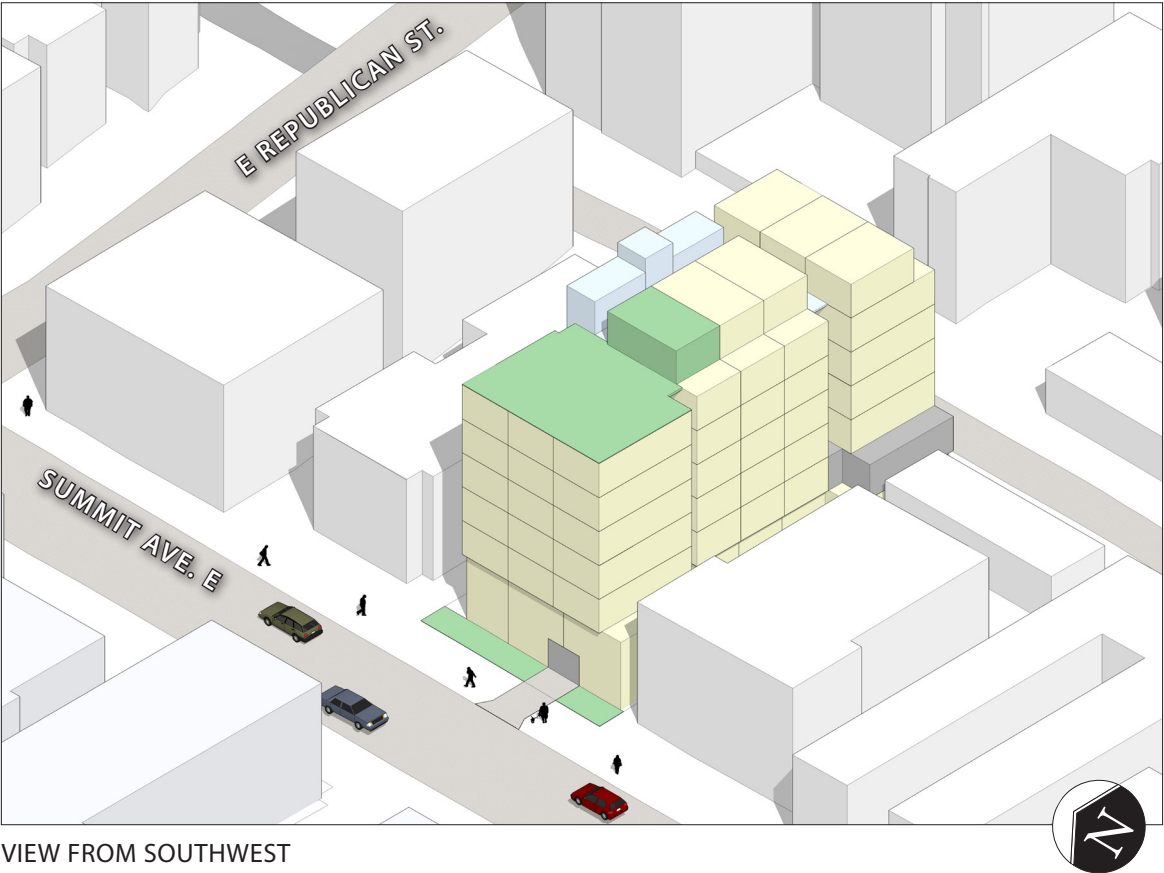
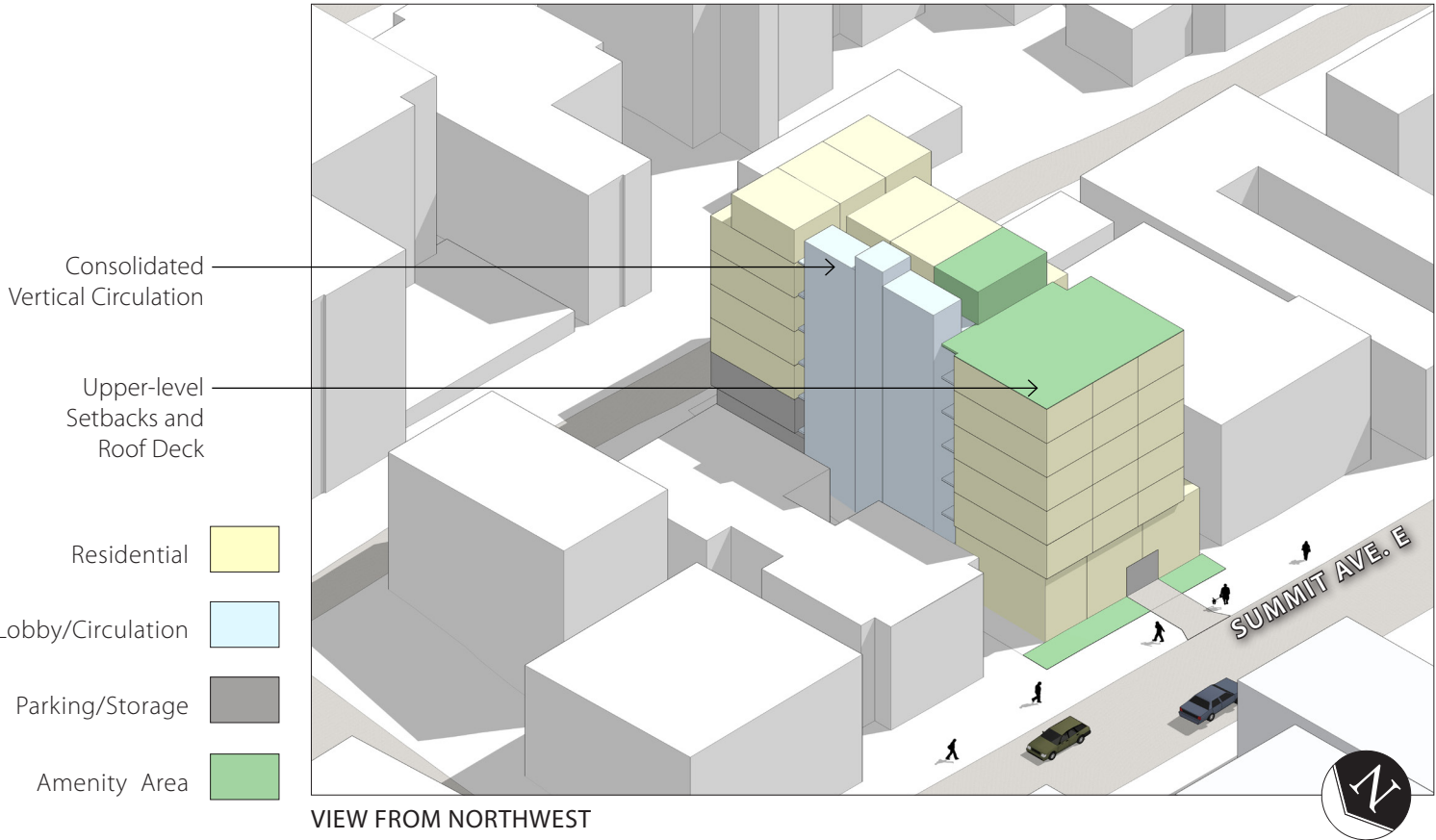
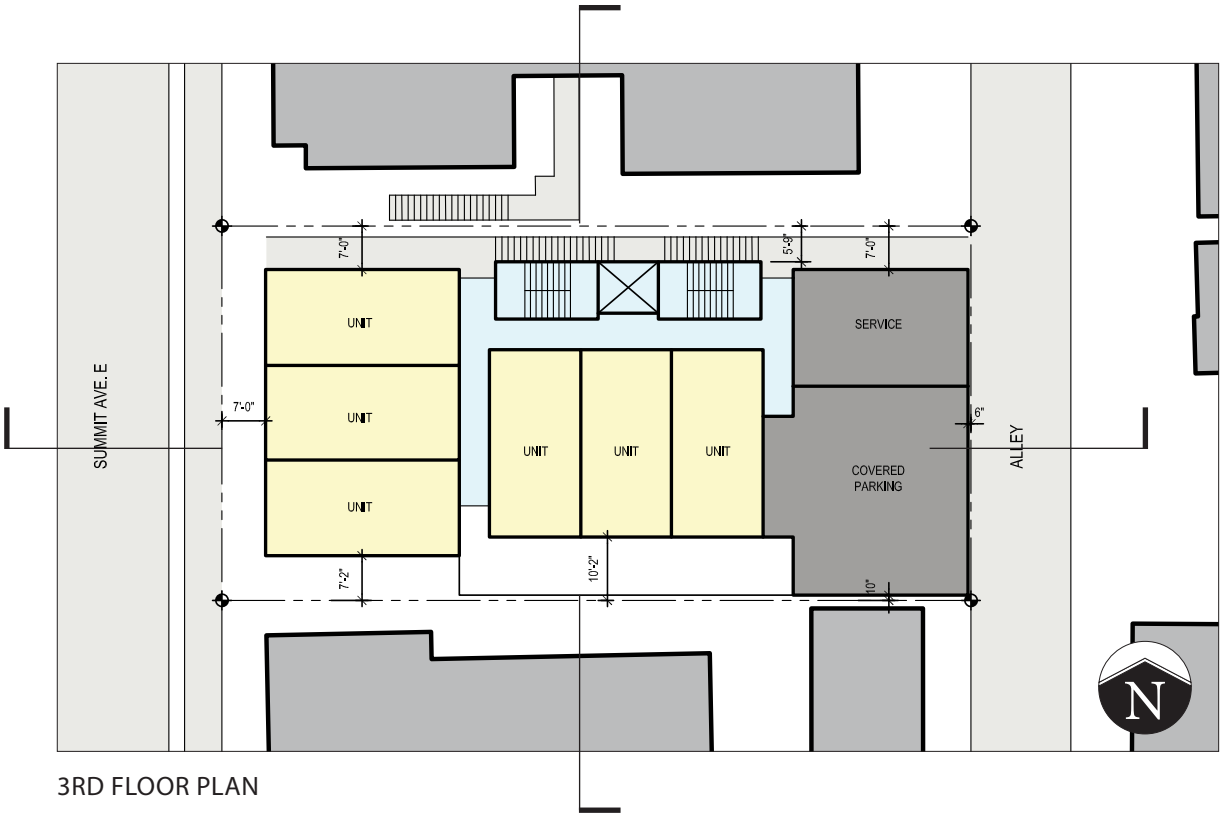
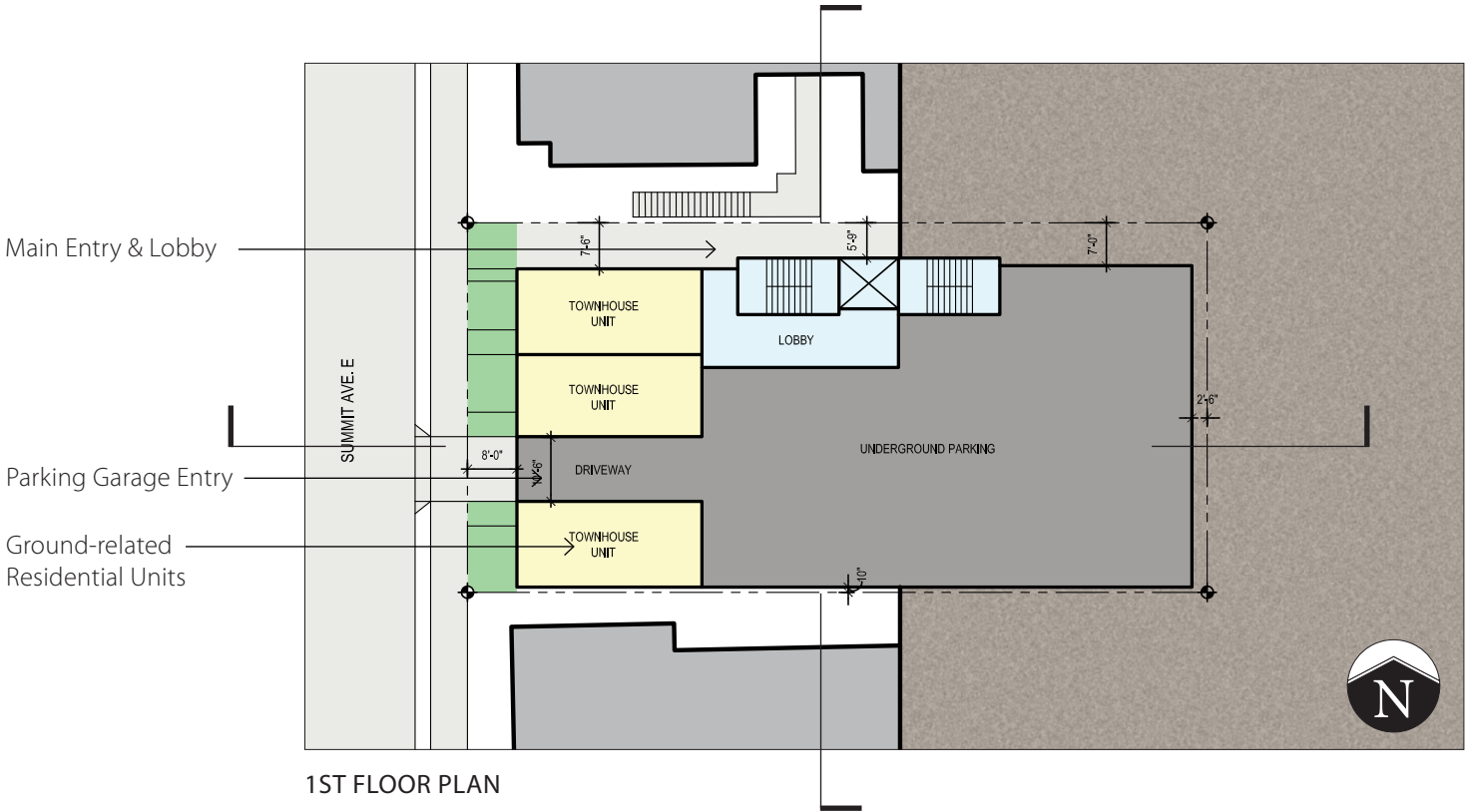


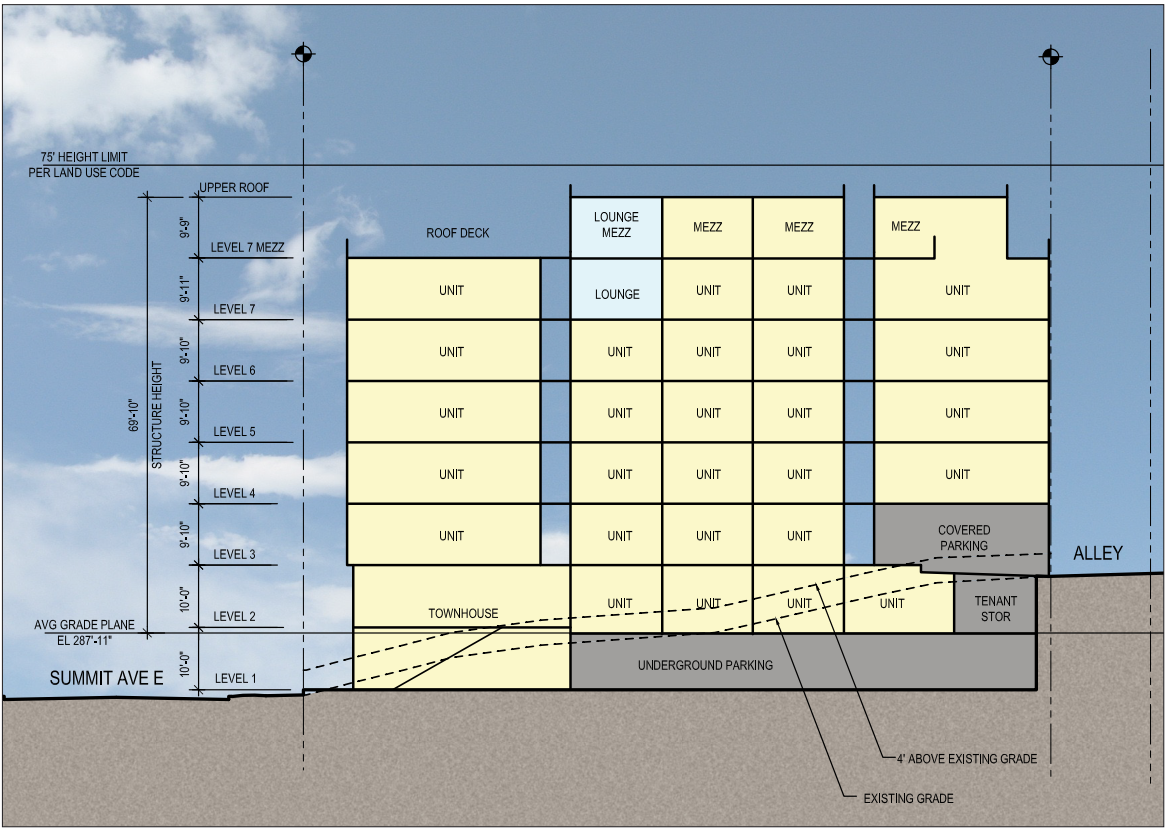
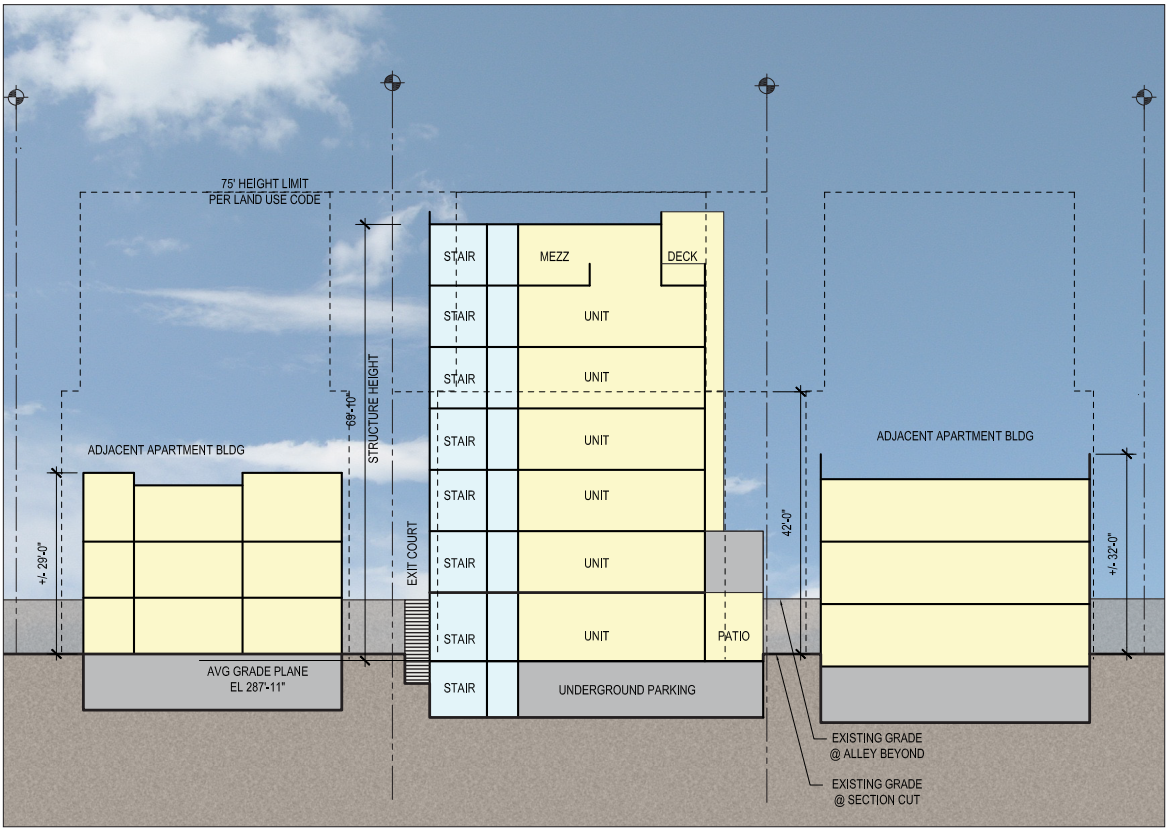
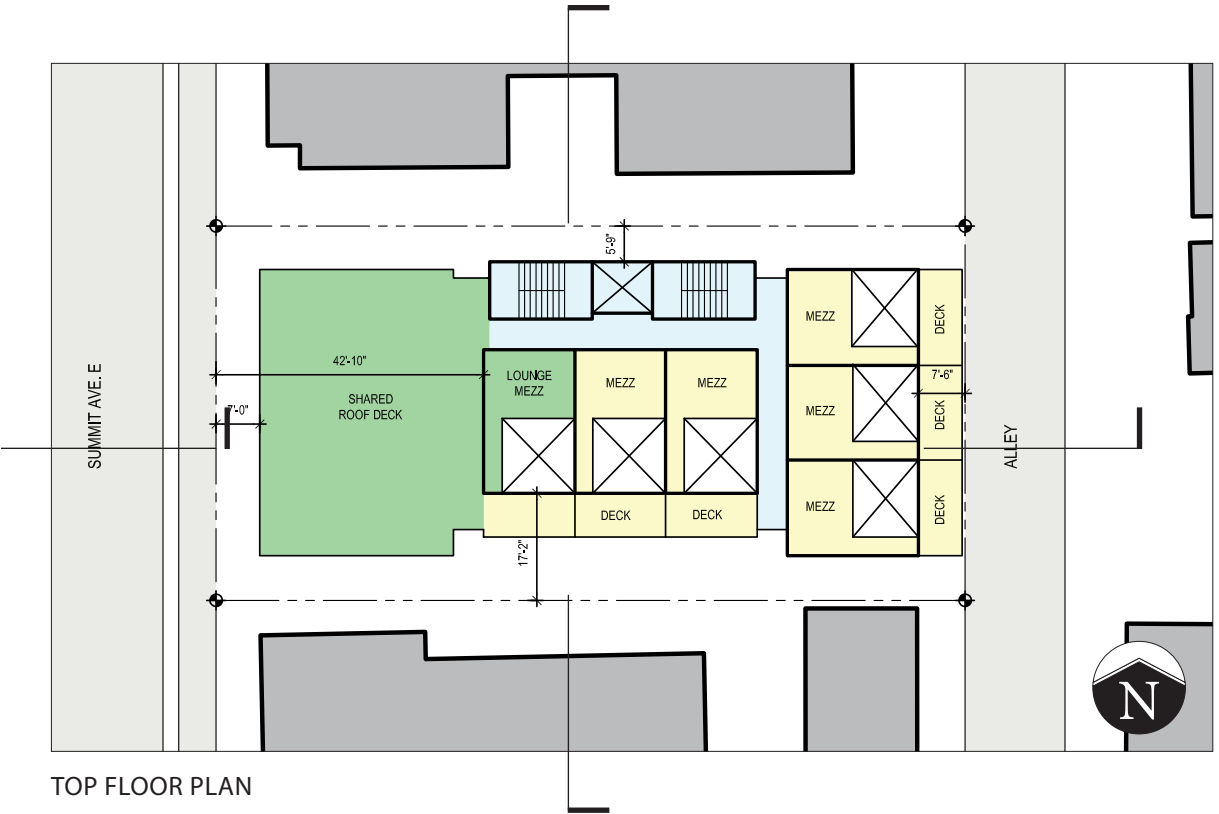
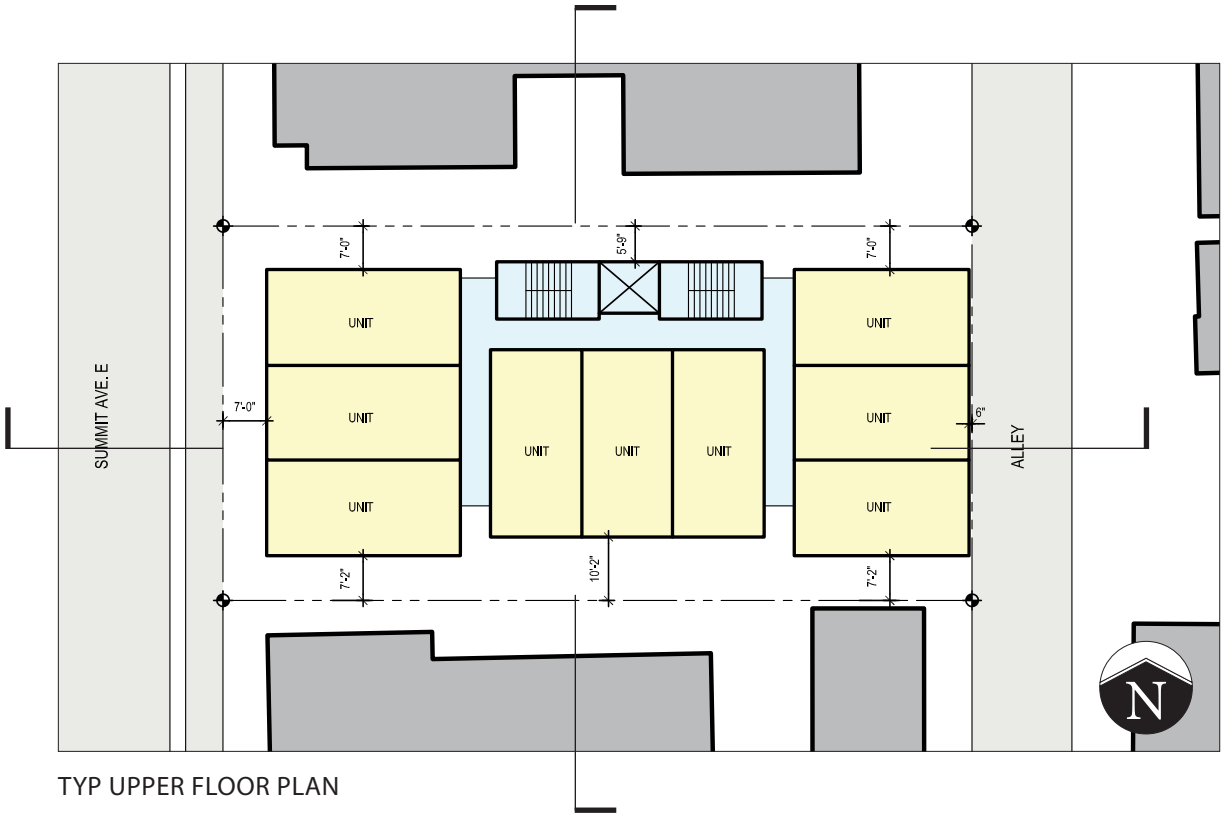
NORTH-SOUTH BUILDING SECTION



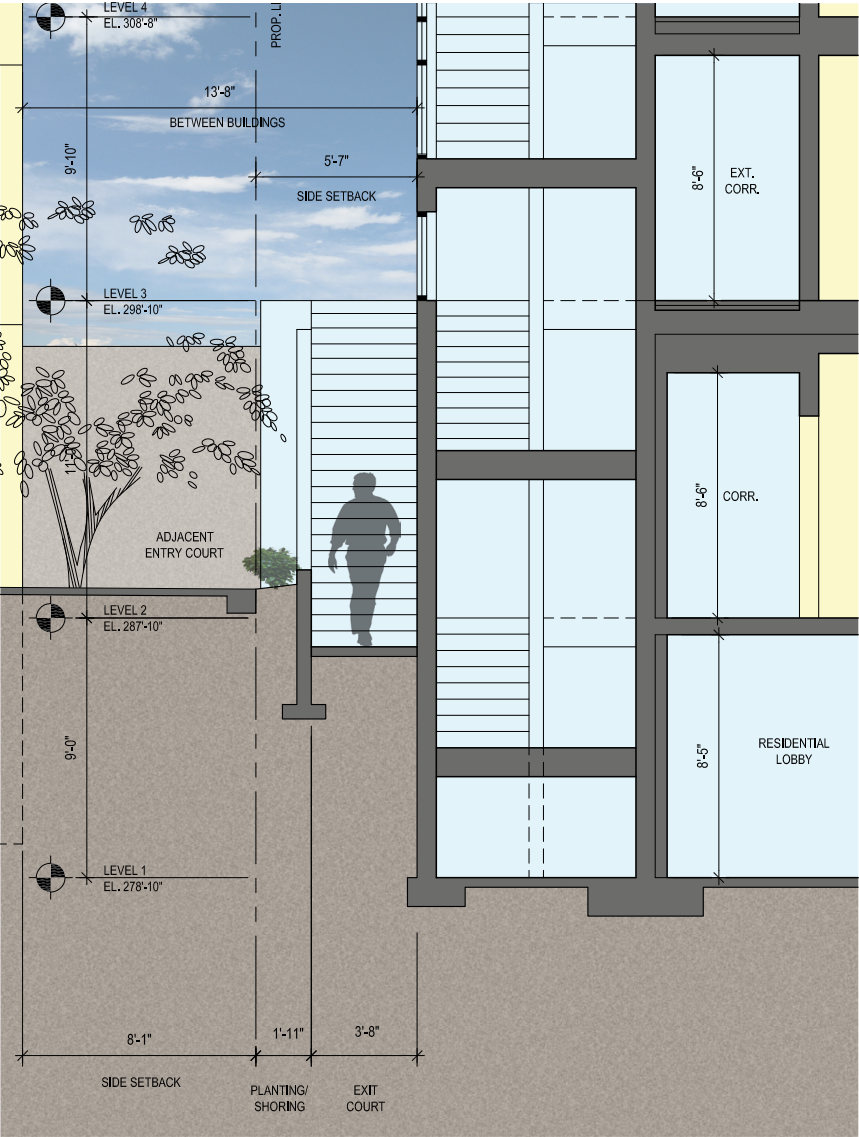
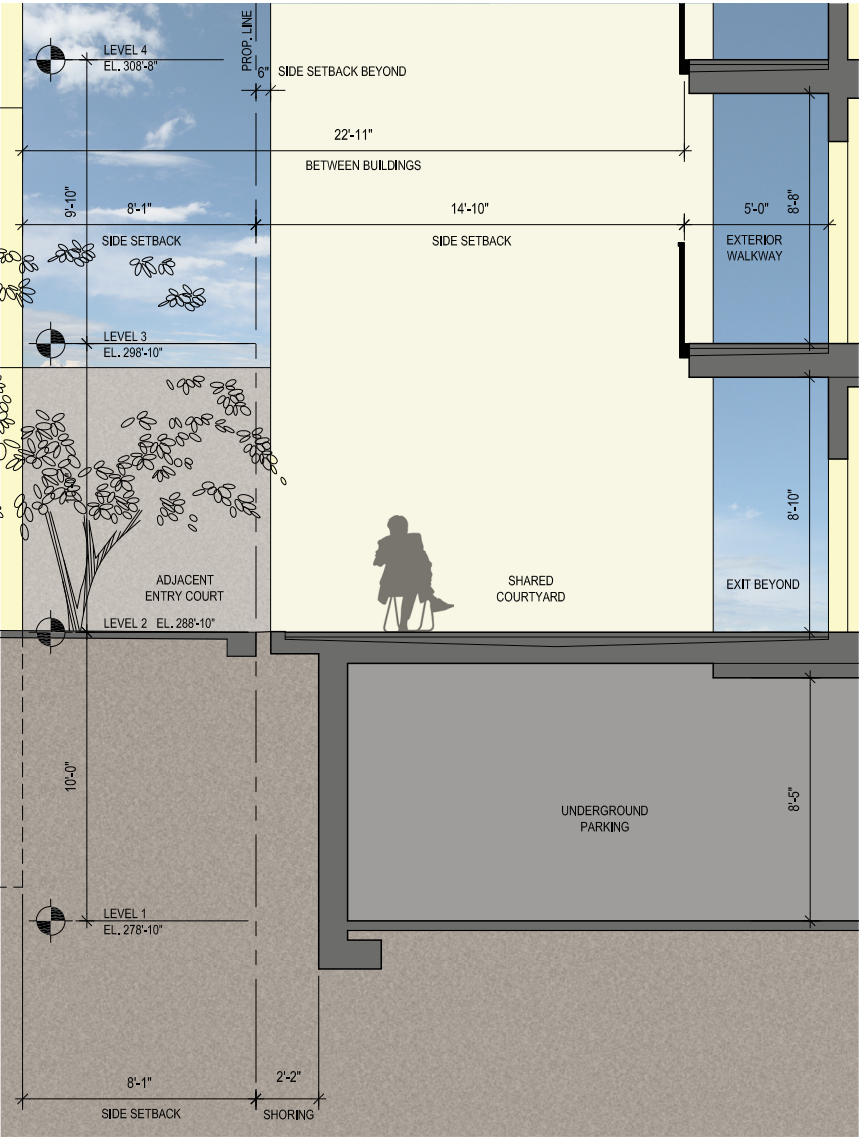
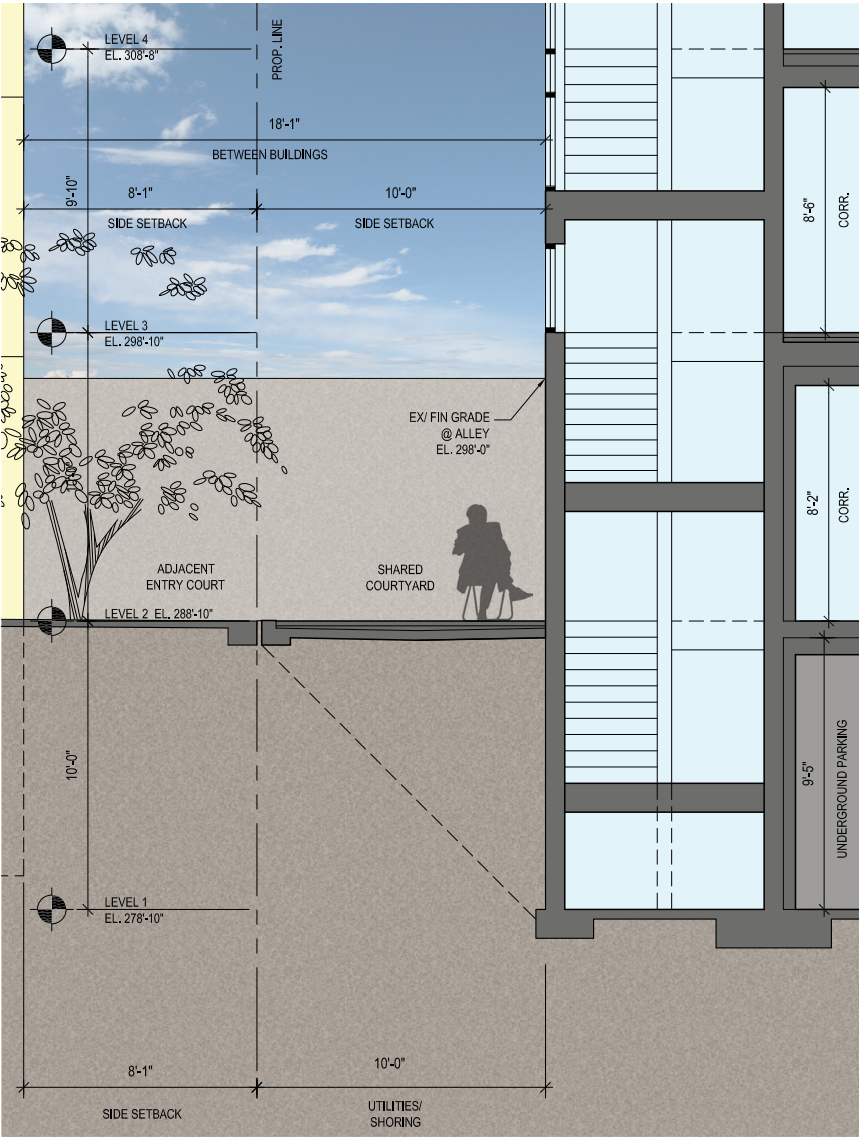
EAST-WEST BUILDING SECTION

MASSING OPTION C (PREFERRED)

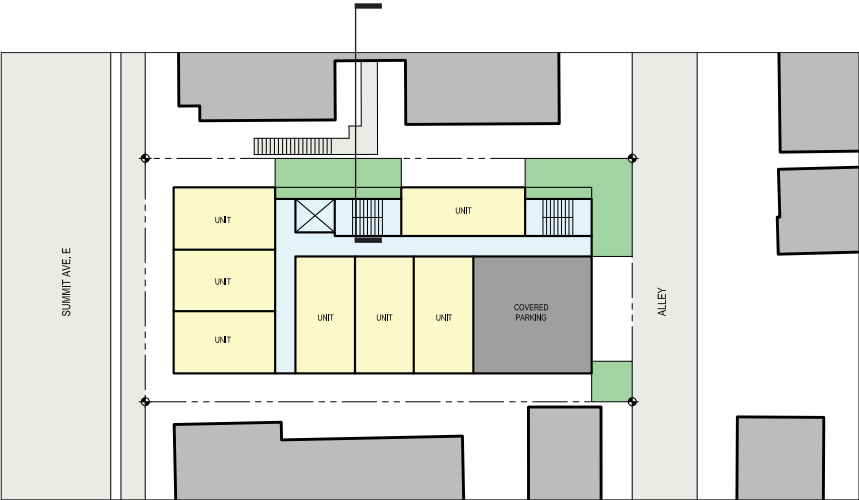




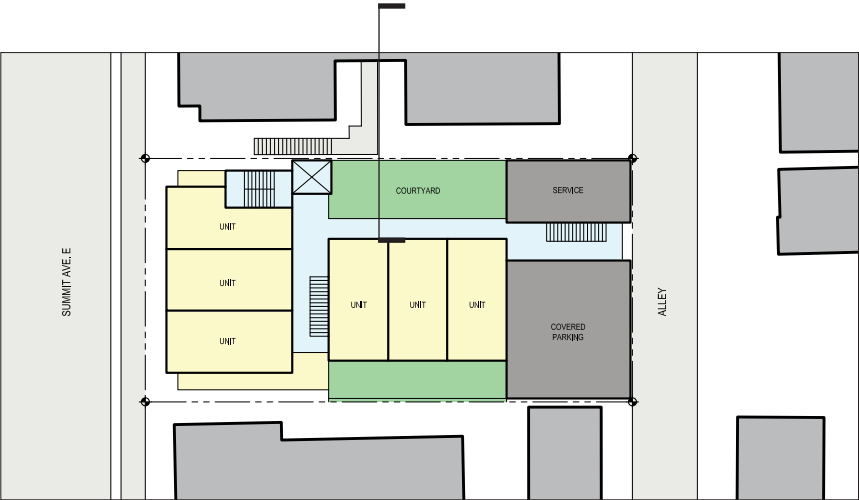
ENLARGED SECTIONS- NORTH PROPERTY LINE



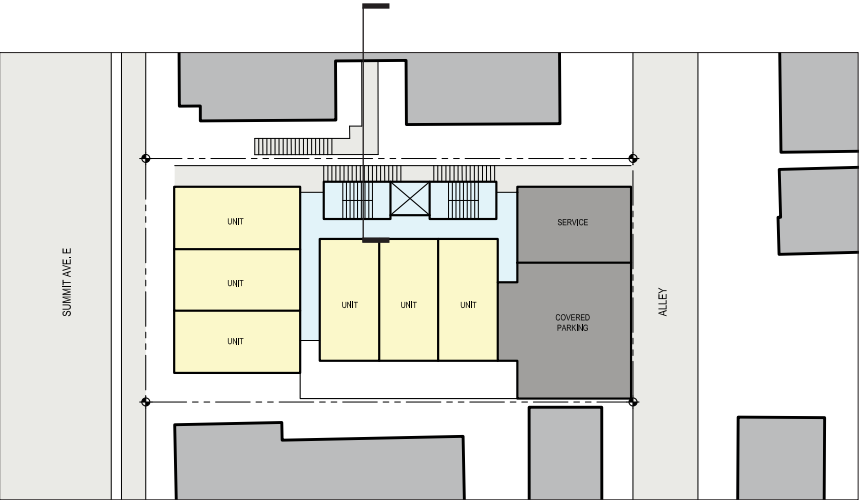
MASSING OPTION A



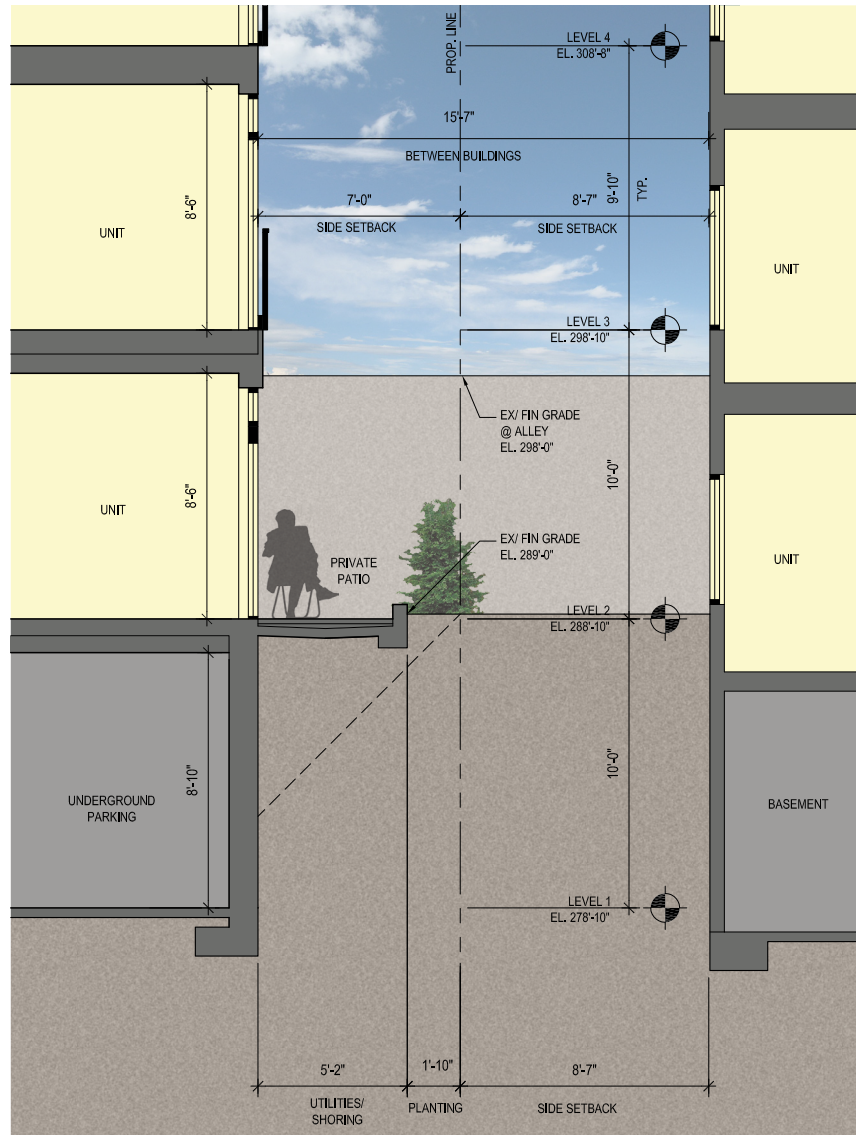
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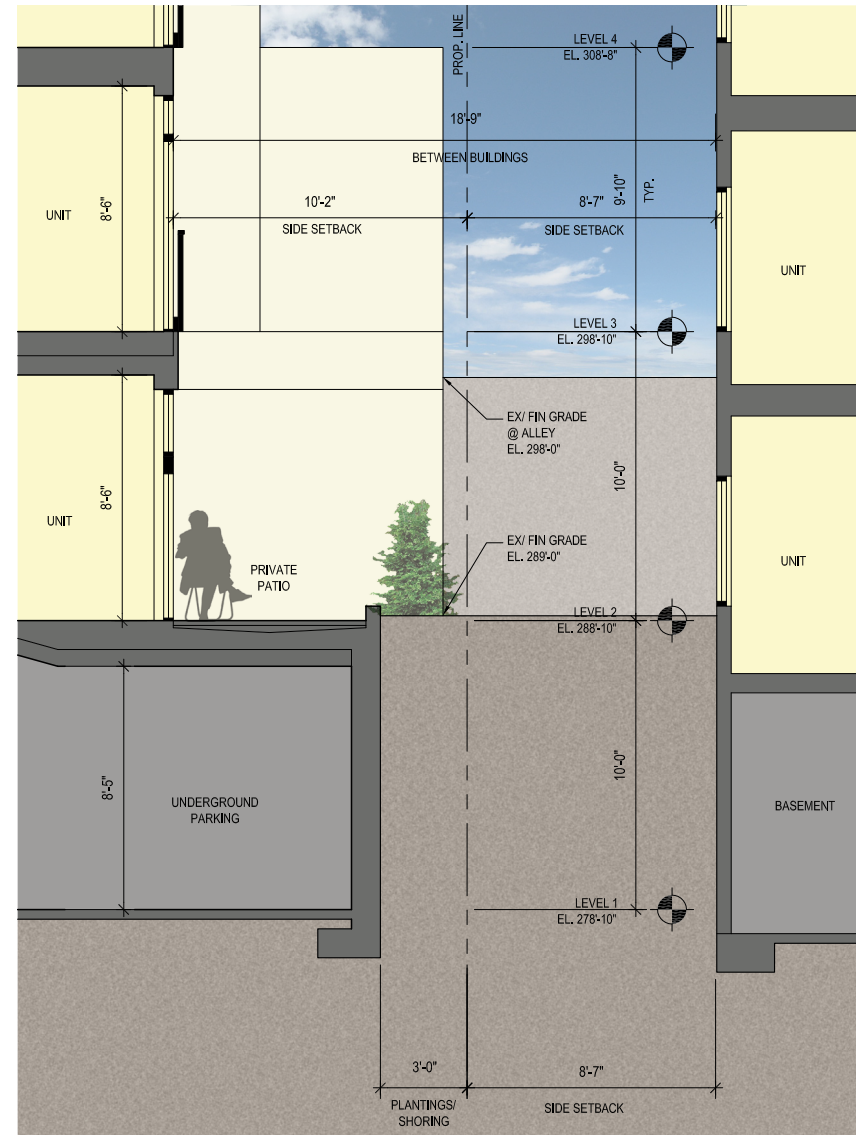
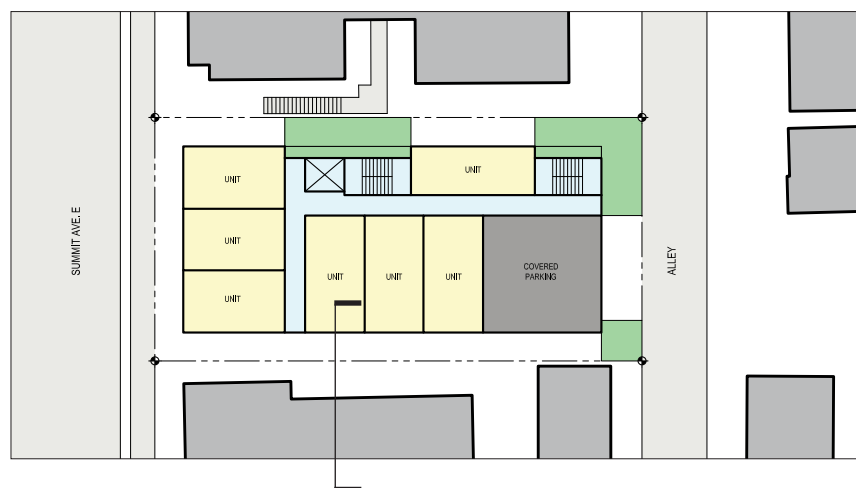
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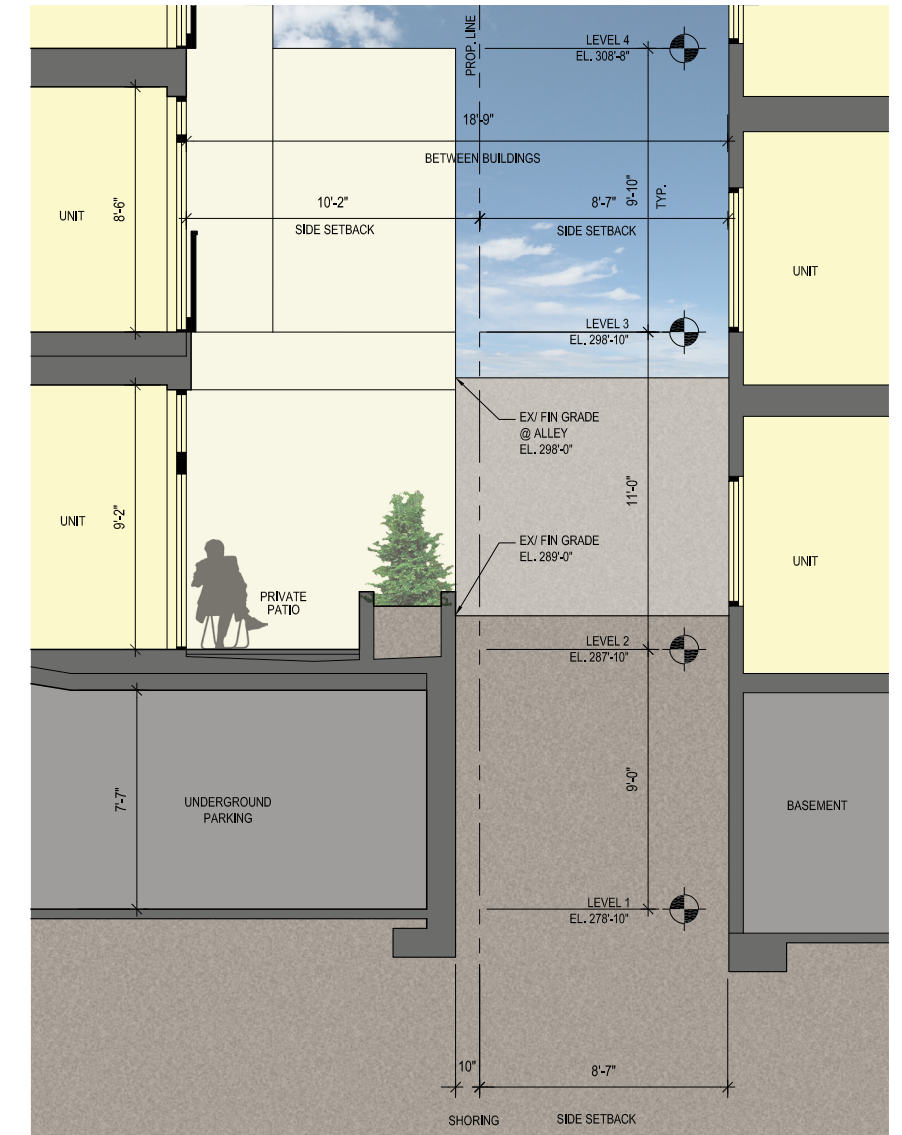
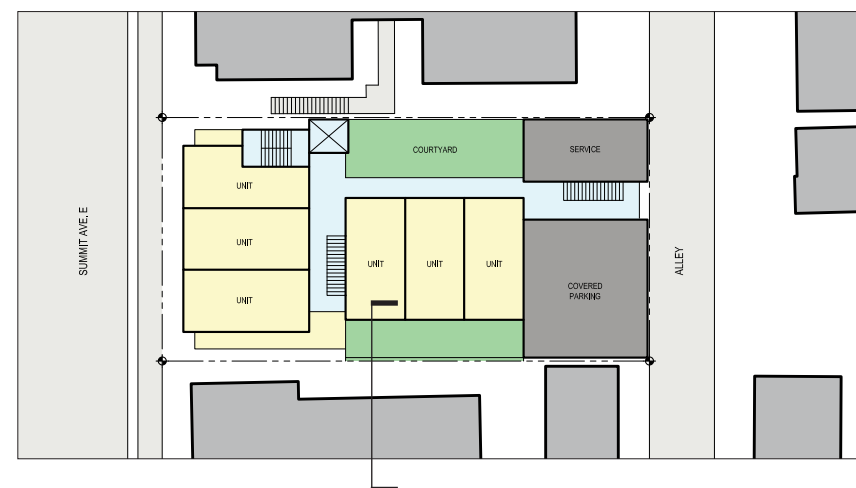
ENLARGED SECTIONS - SOUTH PROPERTY LINE



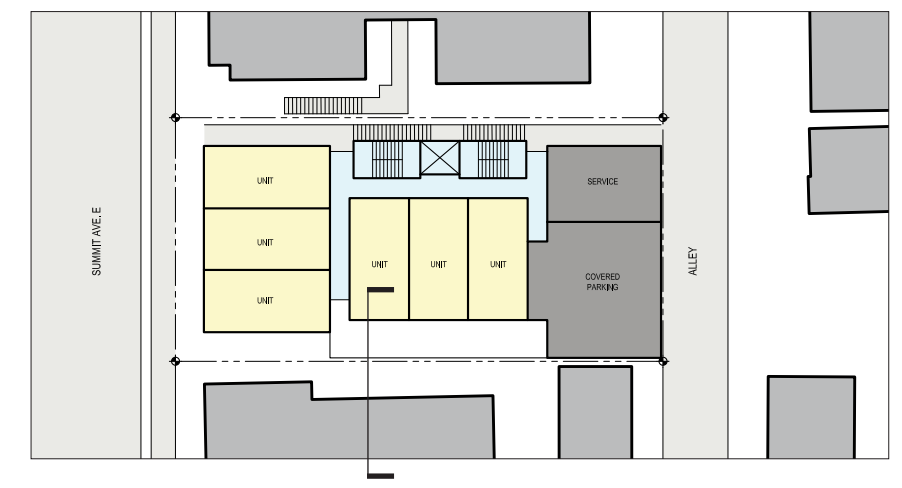
MASSING OPTION A



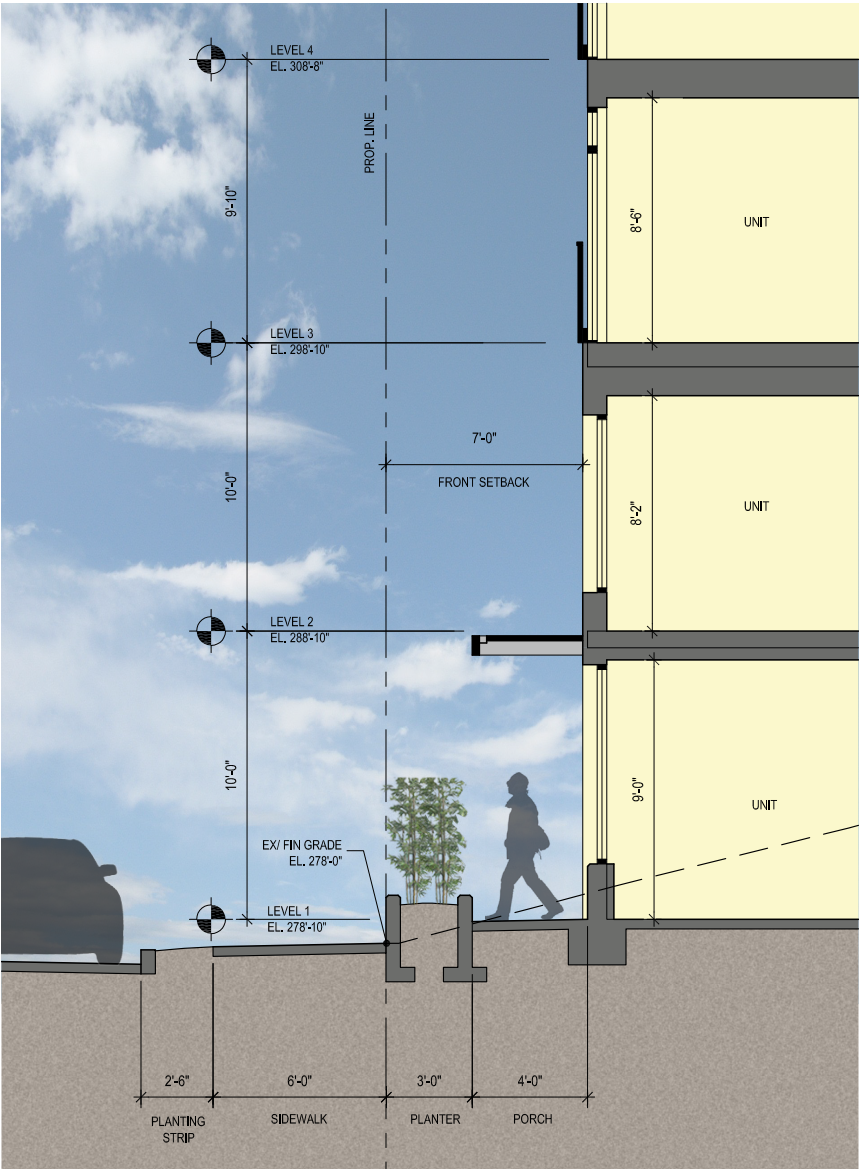
MASSING OPTION B



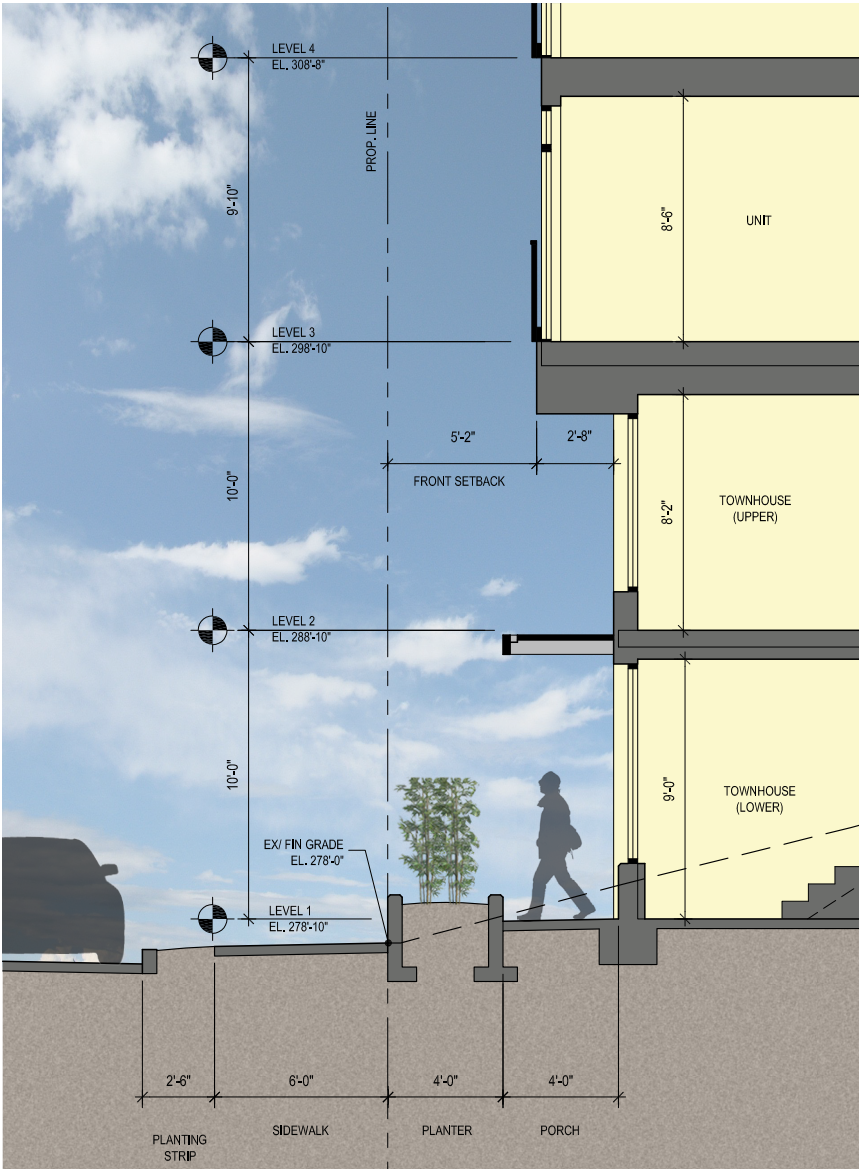
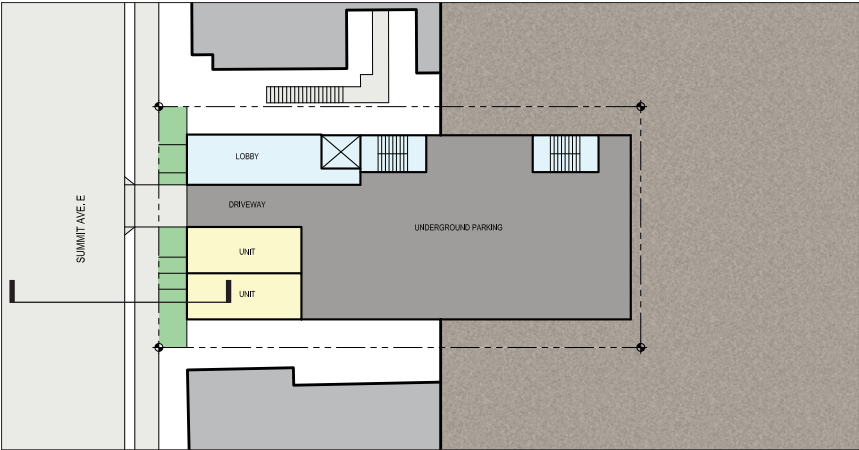
MASSING OPTION C (PREFERRED)



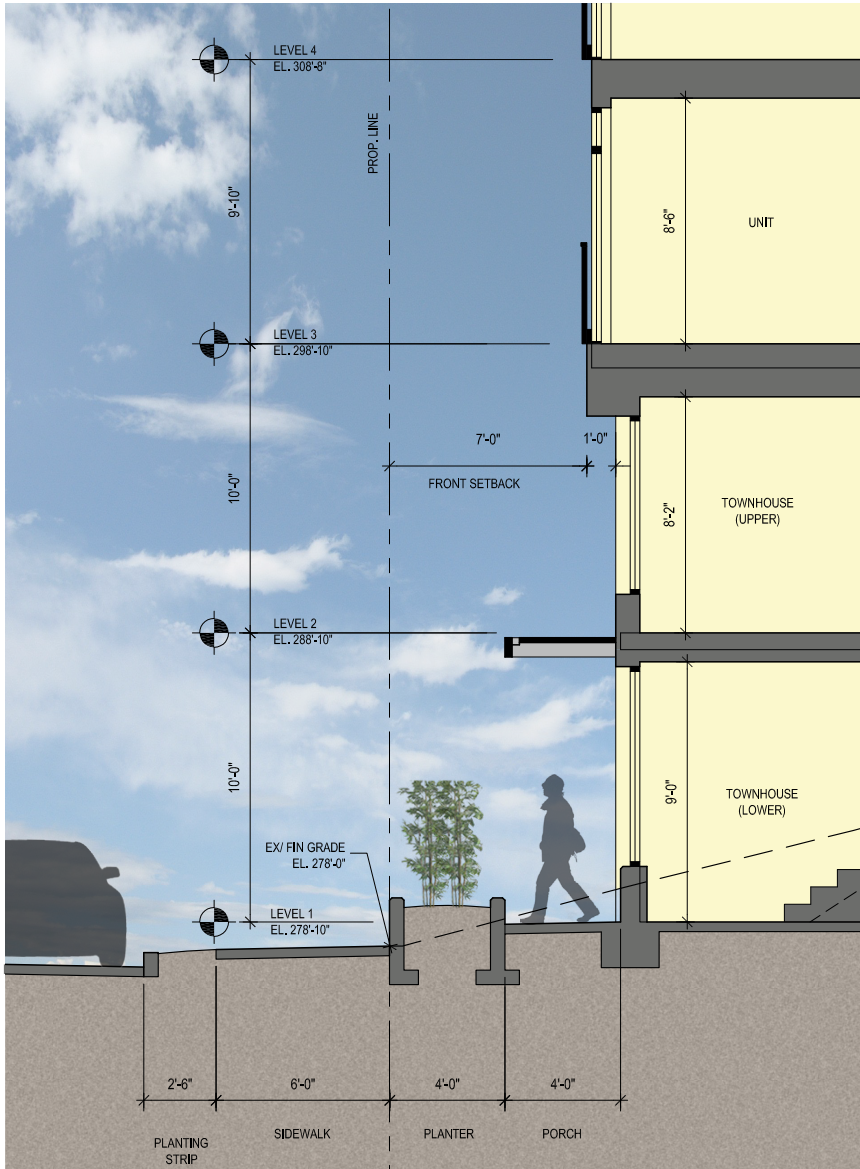
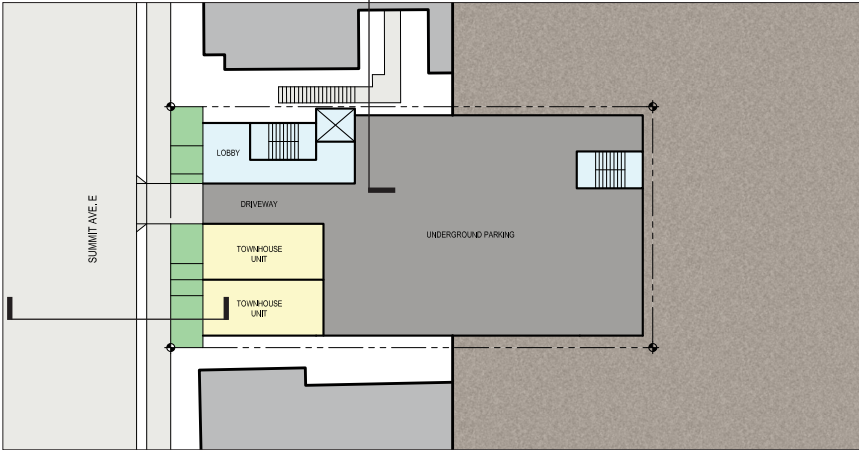
ENLARGED SECTIONS- SUMMIT AVE EAST



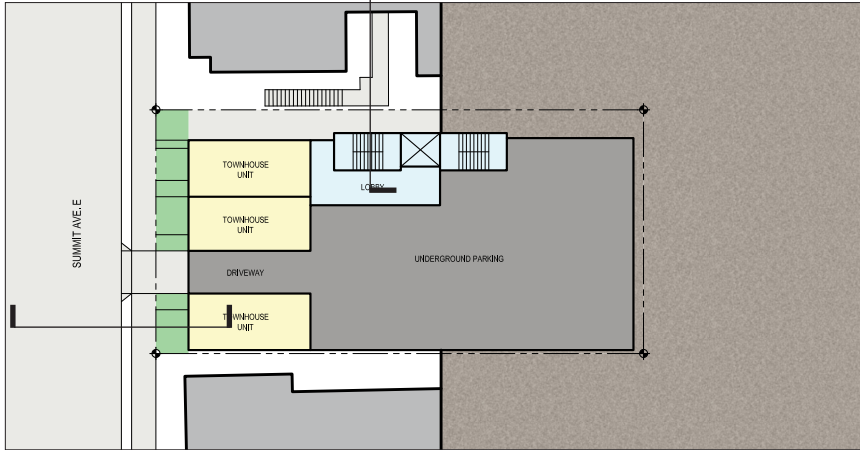
MASSING OPTION A

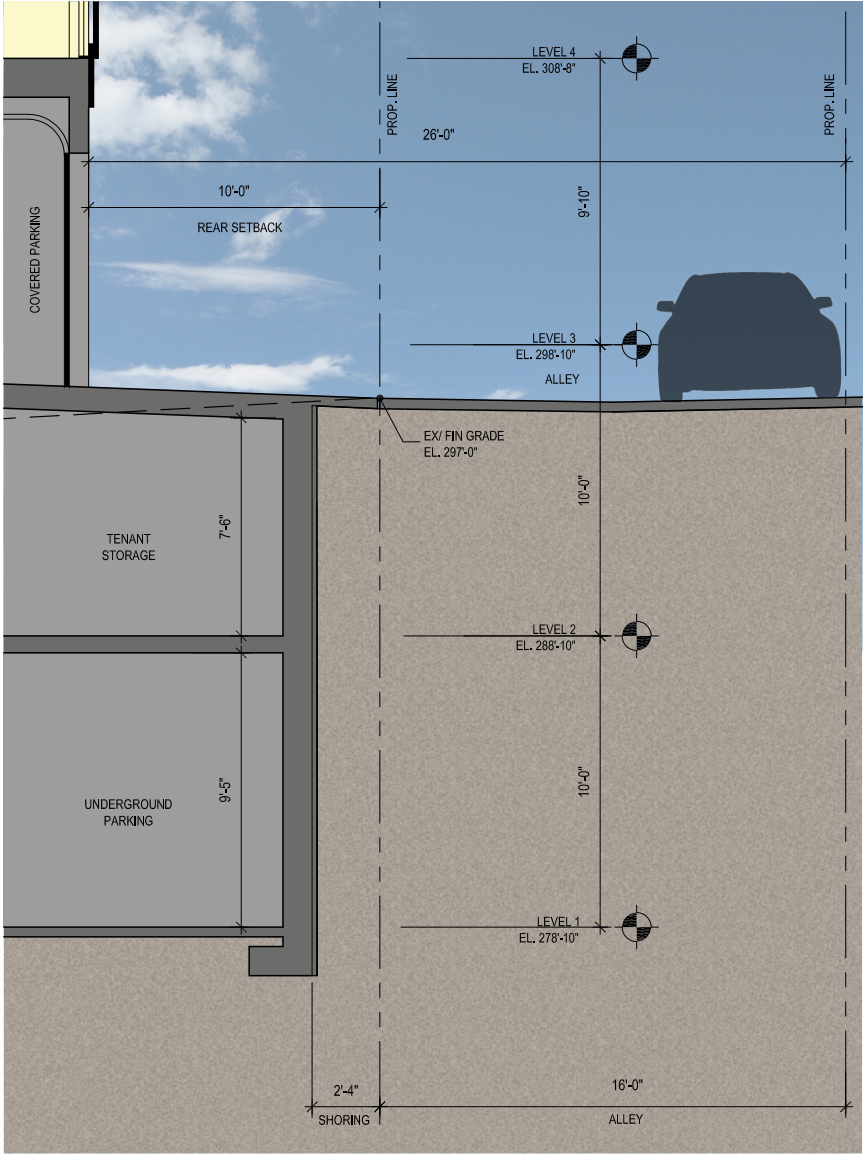


MASSING OPTION B

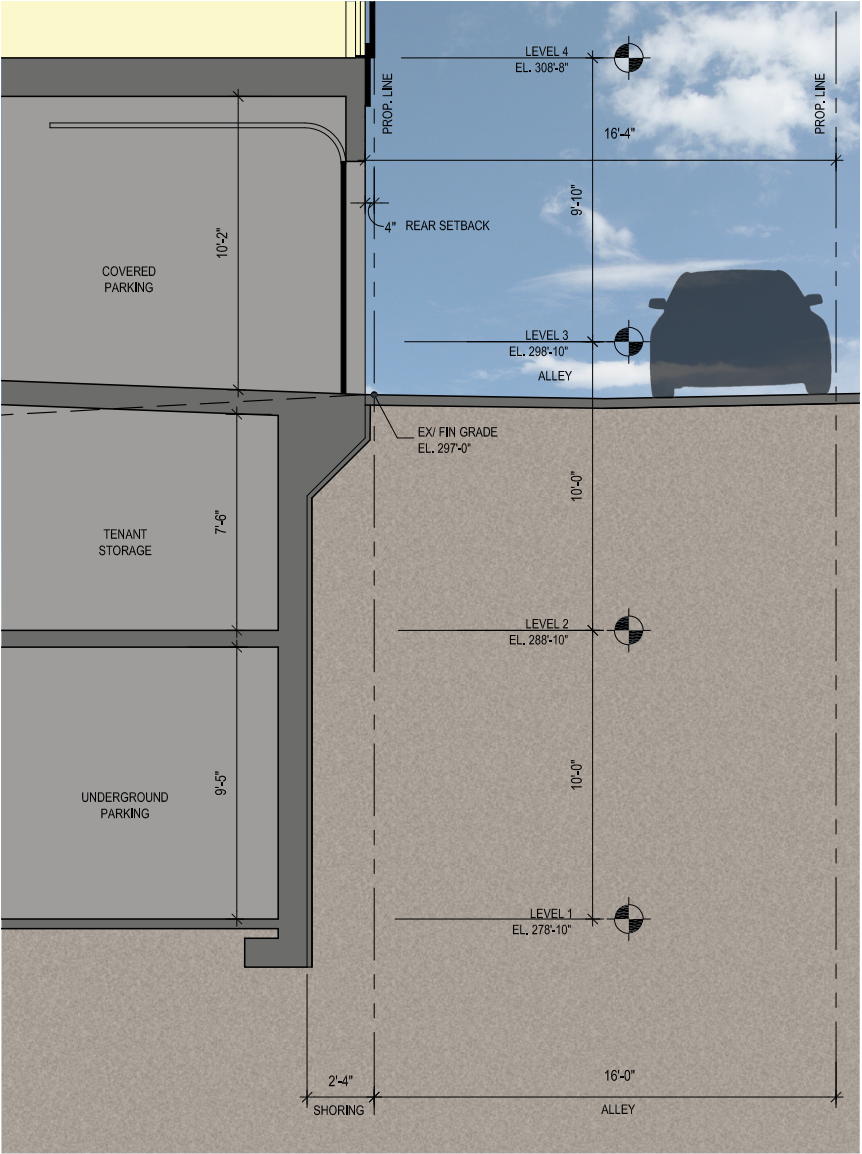


MASSING OPTION C (PREFERRED)

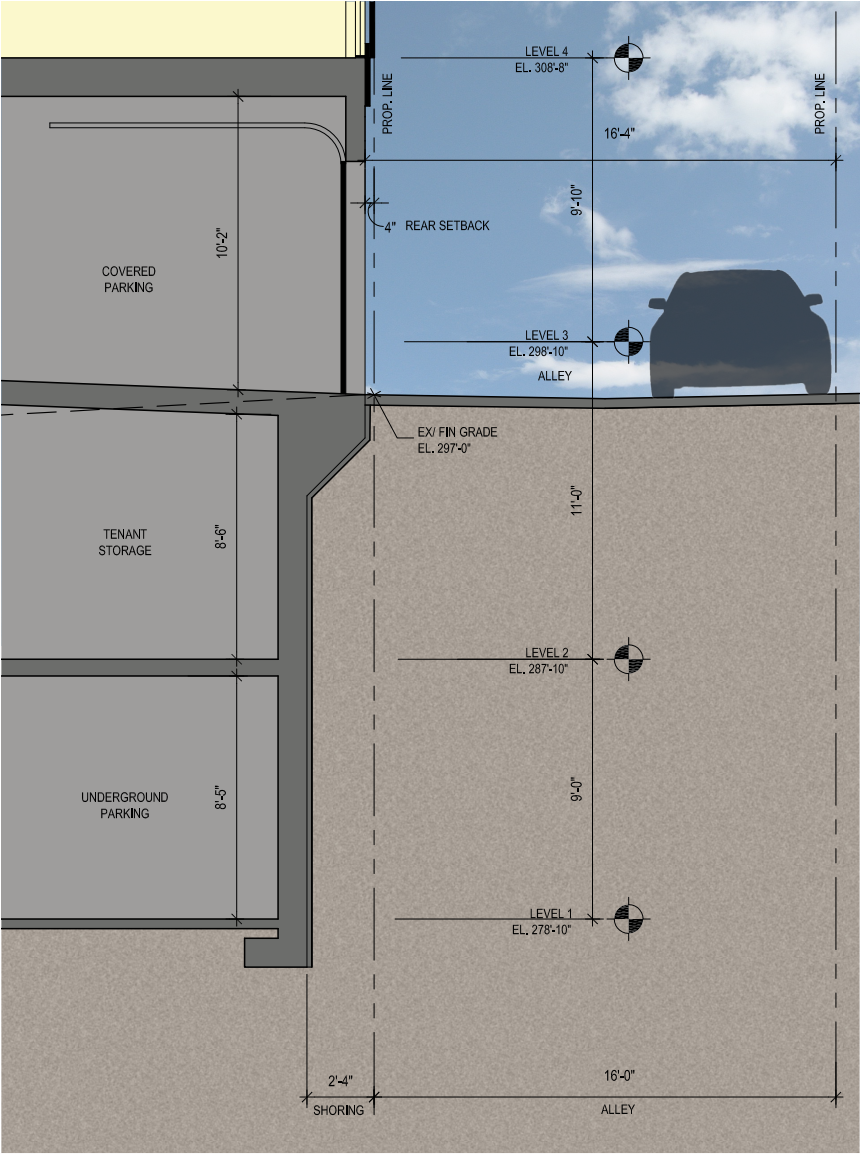




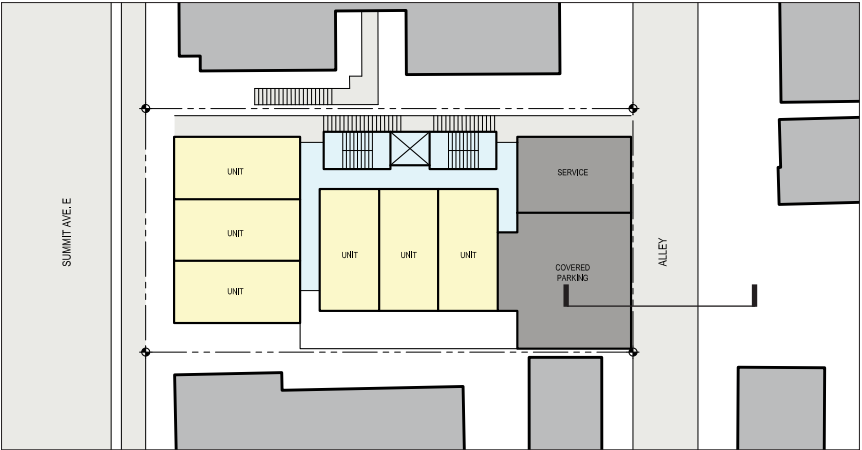
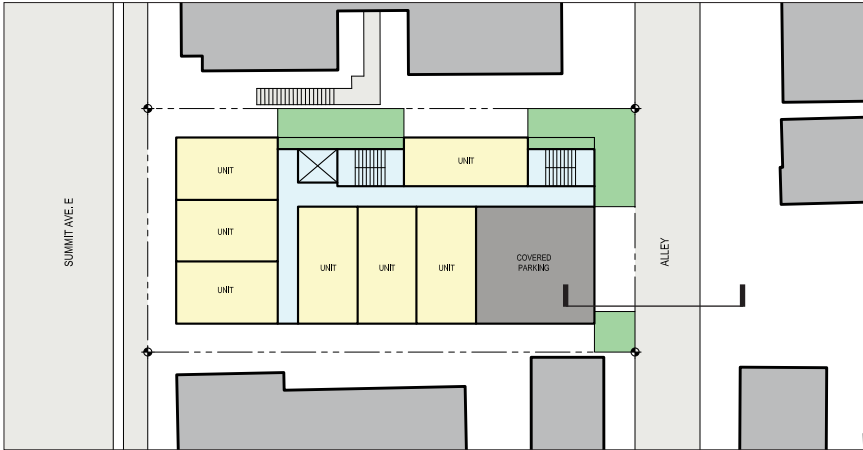
MASSING OPTION A



MASSING OPTION B



MASSING OPTION C (PREFERRED)



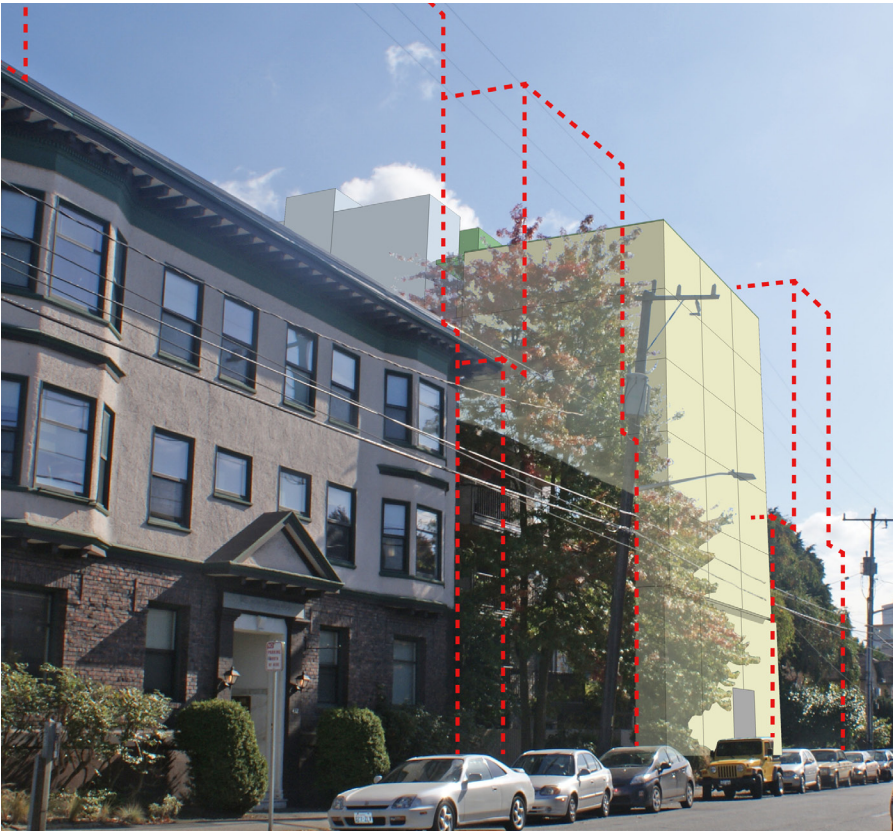
MASSING OPTIONS VIEWED FROM SUMMIT AVE E.



MASSING OPTION A



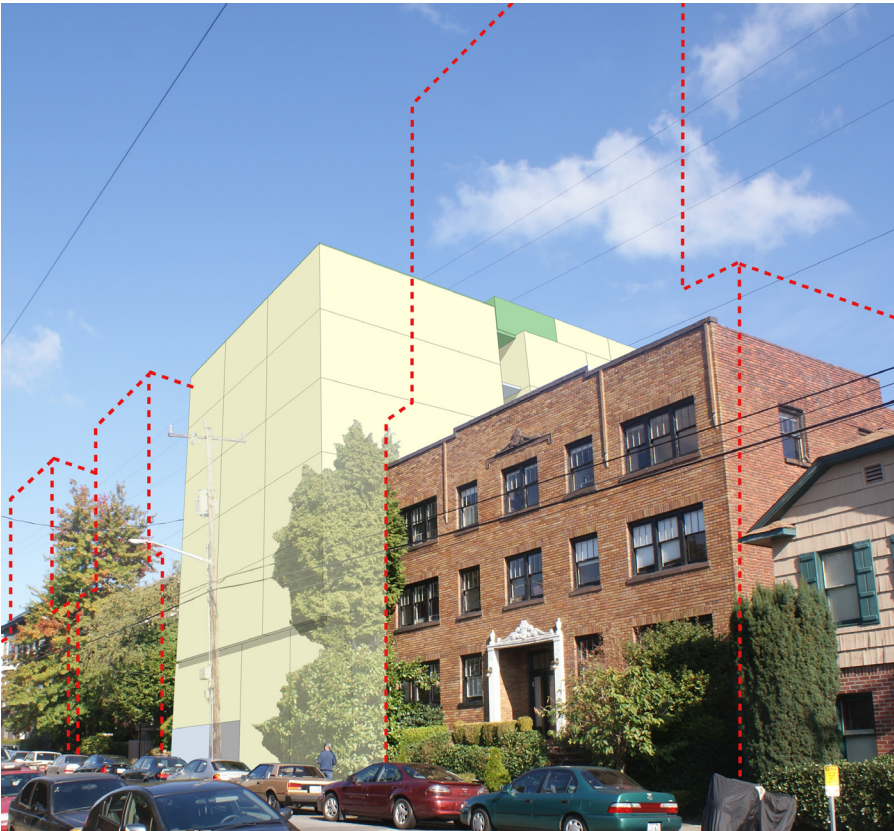
MASSING OPTION B



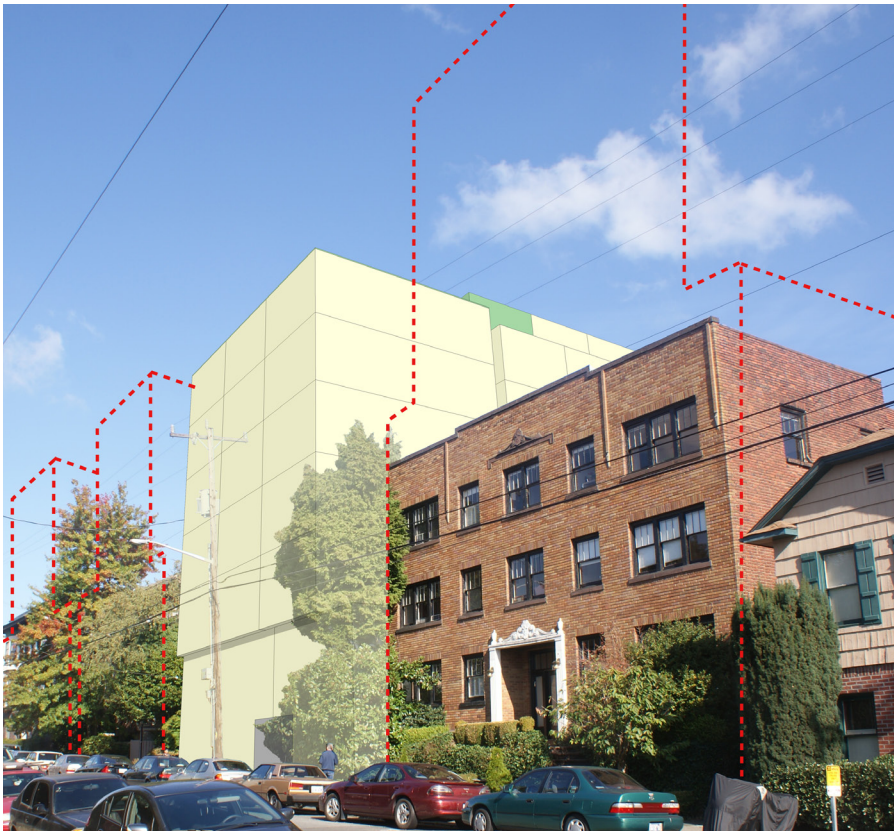
MASSING OPTION C (PREFERRED)



MASSING OPTION A



MASSING OPTION B



MASSING OPTION C (PREFERRED)

SHADOW STUDIES - OPTIONS AT EQUINOX

MASSING OPTION A

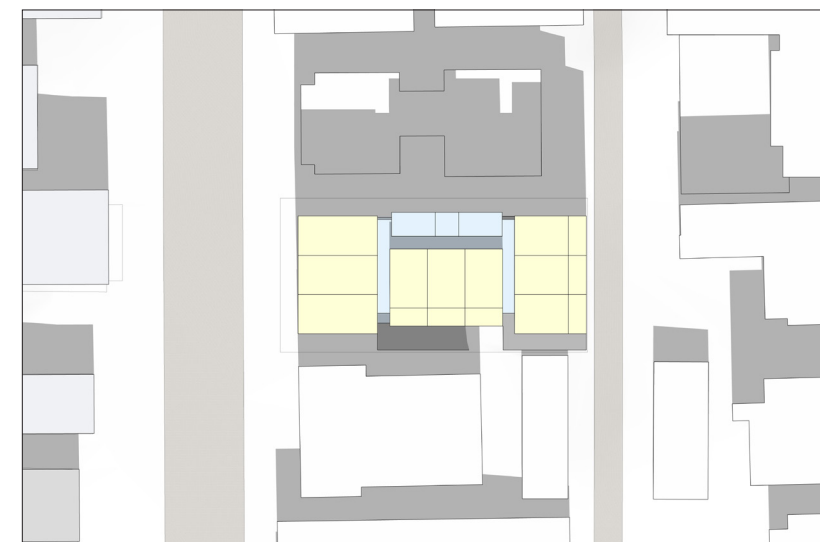
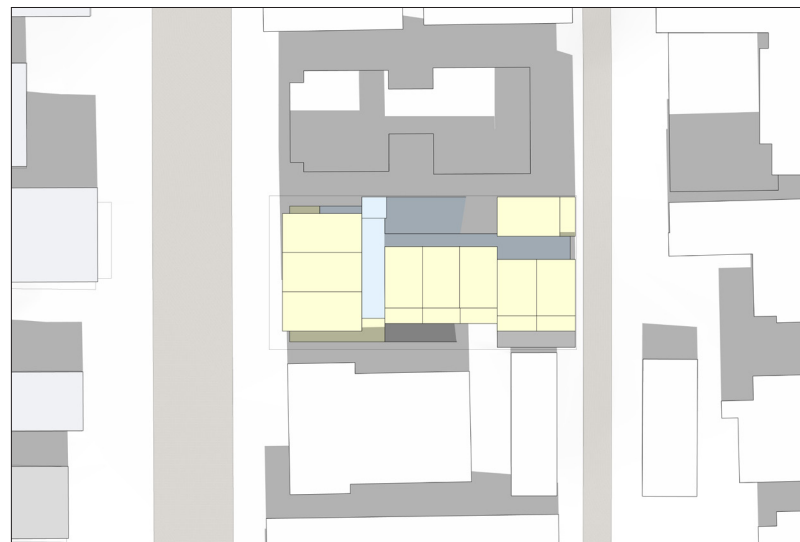
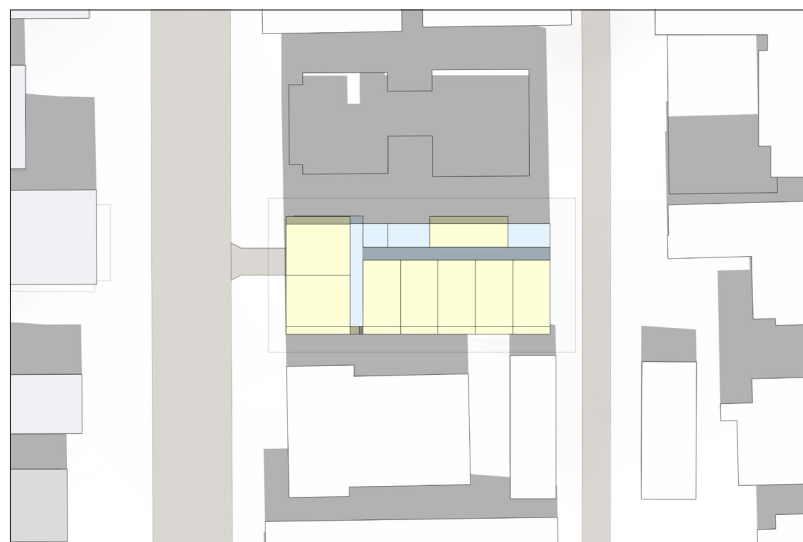
MASSING OPTION B

MASSING OPTION C (PREFERRED)

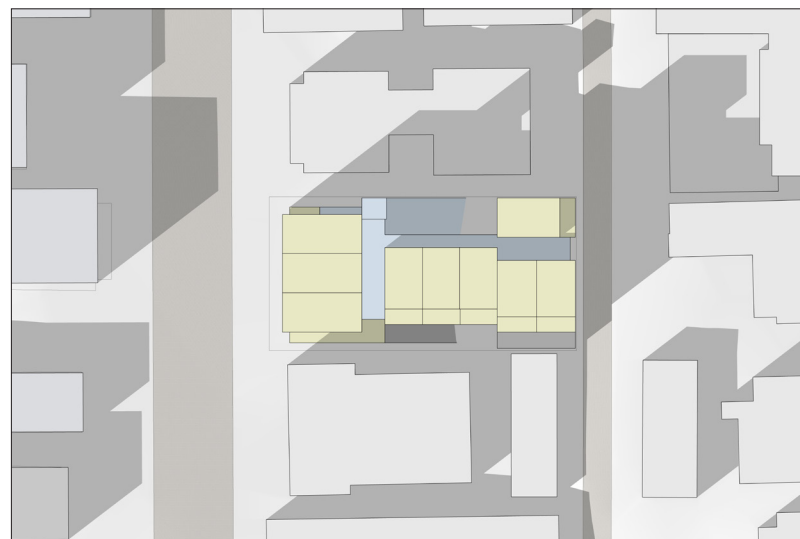
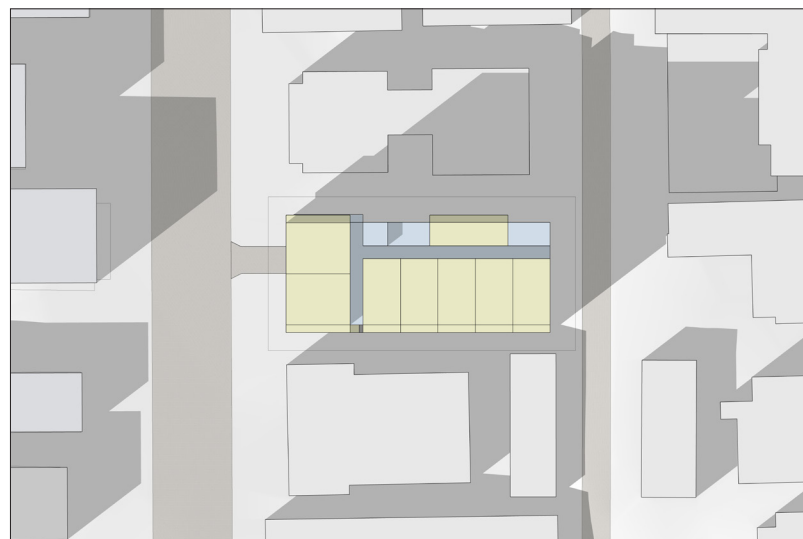
9:00 am



12:00 pm



3:00 pm



CONCEPT IMAGES

SCALE & SIMPLICITY OF FORM



A small infill project on a tight, urban site should be simple in form, such that it will add to the variety of the street as a whole. Using a limited material palette and consistent form with subtle variation gives the building a clear identity without being monotonous.

MATERIALITY & ARTICULATION



The articulation and detailing of the facade is essential to the overall quality and appearance of the building. The treatment of material transitions, window openings, entries and patios can give character to an otherwise simple form. Accentuating horizontal elements on the facade establishes human scale, and expresses the stacked nature of the building construction.

MINIMALIST FACADES



Blank facades should typically be avoided wherever possible, but when necessary, they can be powerful architectural expressions. When used with care, they can highlight building openings, strengthen the building forms, and provide quiet relief to the regular rhythms of mass-void-mass-void that too often dominate facades of multifamily projects.

STREETSCAPE ENTRANCES



Where residential uses meet the street, they should engage and enhance the streetscape, while maintaining privacy for the residential unit. Changes in elevation, landscaping and covered entries all help to create a transition from the street to the residence.

CODE ANALYSIS

The site is zoned Midrise (MR) and is within the Capitol Hill Urban Center Village.

- STRUCTURE HEIGHT (SMC 23.45.514)
- Measured from the average grade level to the highest point on the structure.
 - Stair and elevator penthouses can extend 10' above height limit.

Base height limit: 60'

Max. allowable height limit: 75' (w/ workforce housing incentive)

Proposed structure height: 69'-10" COMPLIANT

- FLOOR AREA RATIO (SMC 23.45.510.E.4)
- Ratio of proposed building area relative to its site area.
 - Effectively limits allowable size of building, while providing design flexibility.
 - Measured to inside face of exterior walls more than 4' above grade.

Base allowable FAR: 3.2

Max. allowable FAR: 4.25 (w/ workforce housing incentive)

Proposed FAR: 3.61 COMPLIANT

- WORKFORCE HOUSING INCENTIVE (City Council adopted Ordinance 122882)
- Allows additional developable height and FAR in exchange for a portion of the development maintaining rents at 80% median income for 50 years.
 - Requires project achieve LEED Silver or Built Green 4-stair certification.
 - Area requirement is 17.5% of the Net Bonus Residential Area (80% of the additional residential area above the Base Allowable FAR).

Bonus Residential Area: 2,958 gsf (x80%=)

Net Bonus Residential Area: 2,367 nsf (x17.5%=)

Required Affordable Area: 414 nsf

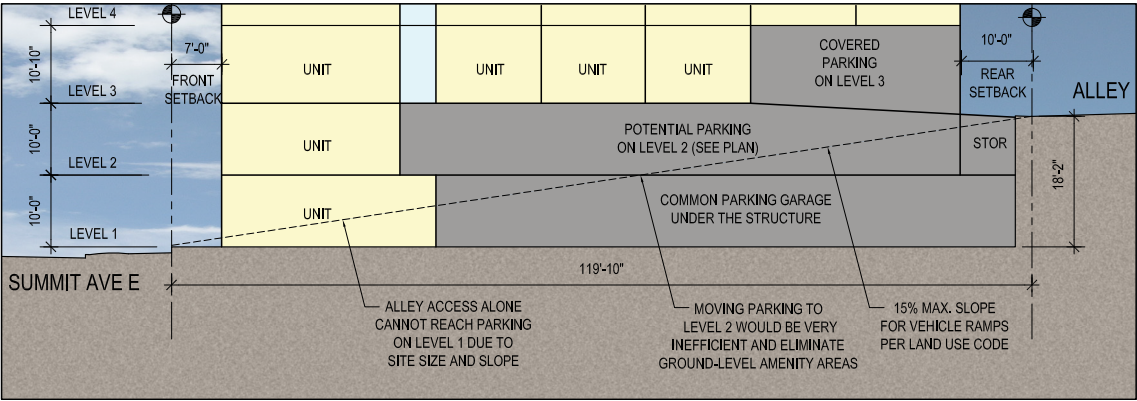
Proposed Affordable Area: 518 nsf COMPLIANT

- PARKING ACCESS (SMC 23.45.536.C.4.b)
- "On steeply sloping lots, the Director may permit the use of both alley and street access provided the access from street is to a common parking garage in or under the structure, is no more than 4' above grade, and the siting of the project results in increased Green Factor, larger ground level amenity areas, and/or reduced surface area than alley access alone".
- COMPLIANT (see page 29)

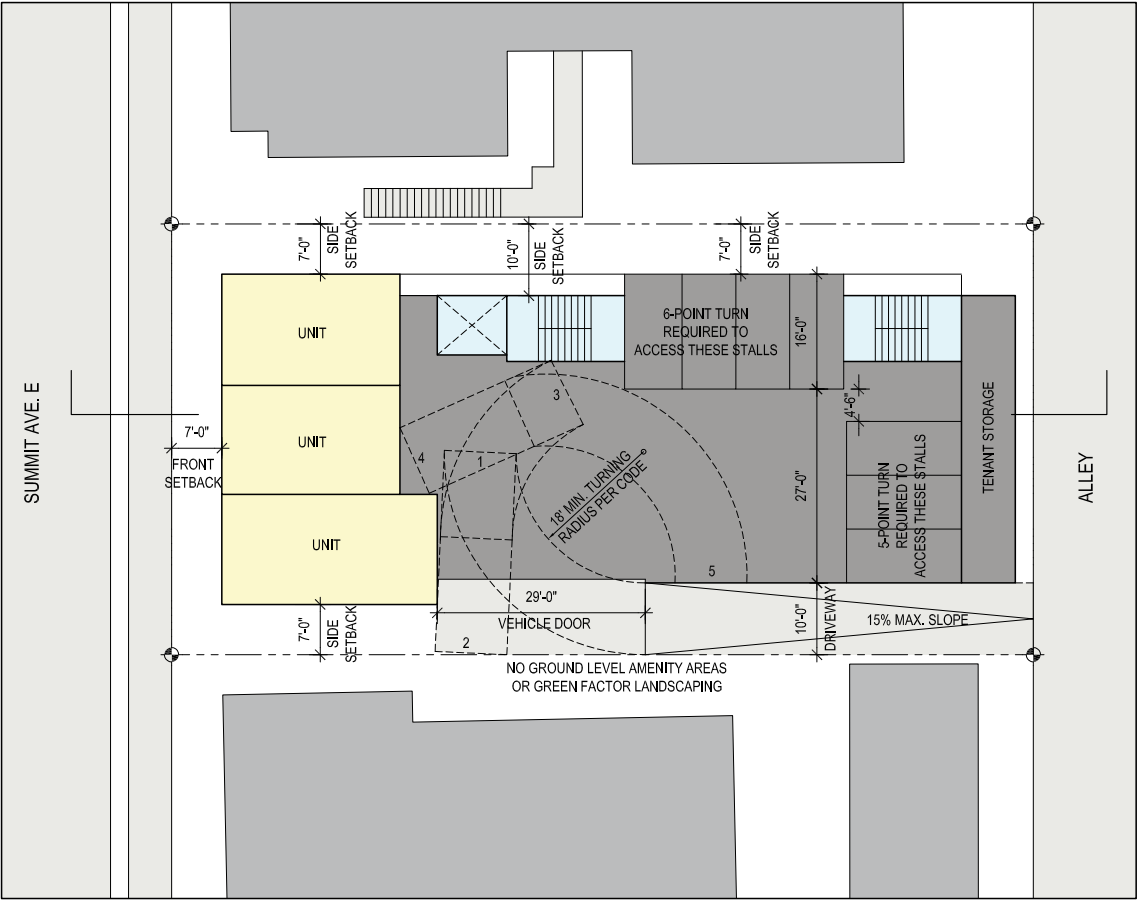
- SETBACKS (SMC 23.45.518)
- Front setback from street lot line: 7' avg, 5' min.
 - Side setback below 42" from grade: 7' avg, 5' min.
 - Side setback above 42" from grade: 10' avg, 7' min.
 - Rear setback from alley lot line: 10' min.
- REQUESTING DEPARTURE FOR REDUCED SETBACKS (see page 31)

- SIGHT TRIANGLE (SMC 23.45.536.C.4.b)
- Driveways serving less than 30 stalls may be 10' wide.
 - Two-way driveways less than 22' wide require sight triangles on both sides
 - When the driveway or easement is less than 10 feet from the lot line, the sight triangle can be accommodated by the driveway or easement beginning 5 feet from the lot iine

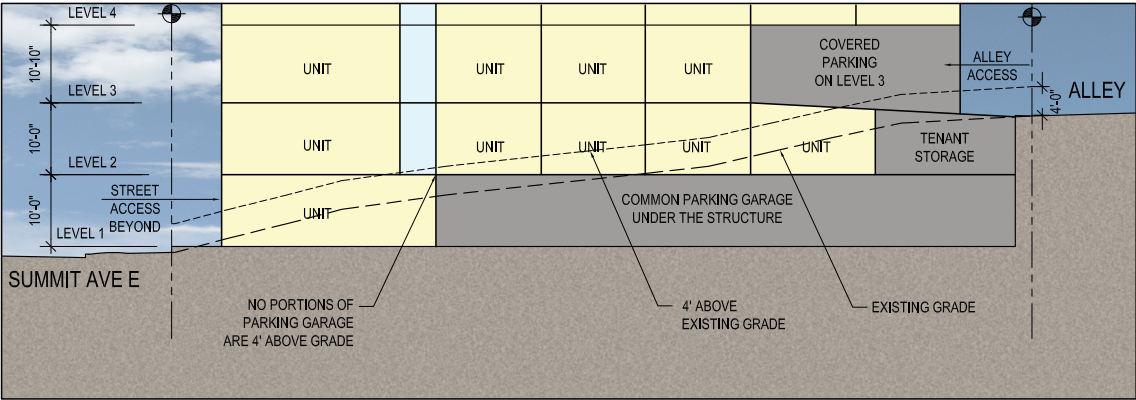
REQUESTING DEPARTURE FOR REDUCED SIGHT TRIANGLES (see page 30)



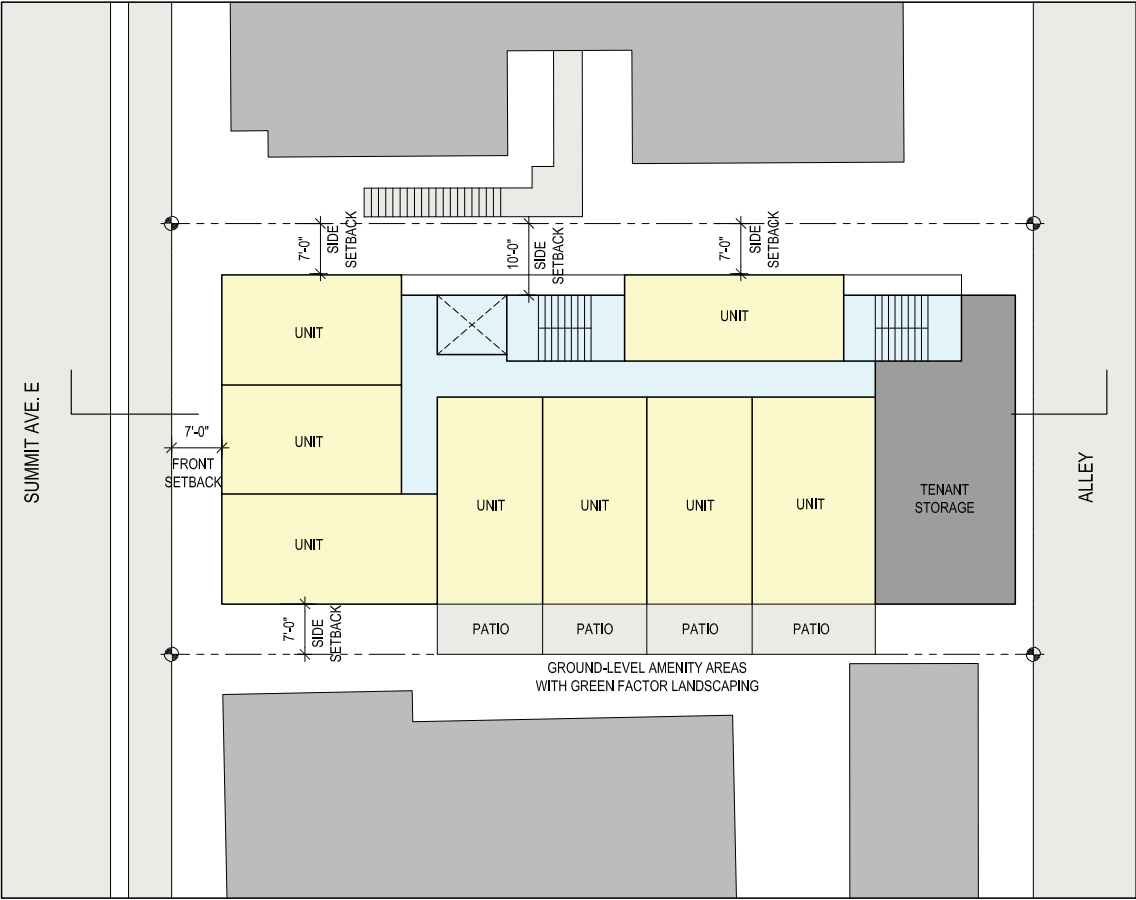
INFEASIBILITY OF ALLEY ACCESS TO PROPOSED PARKING ON LEVEL 1



INFEASIBILITY OF ALLEY ACCESS TO POTENTIAL PARKING ON LEVEL 2



PROPOSED SECTION



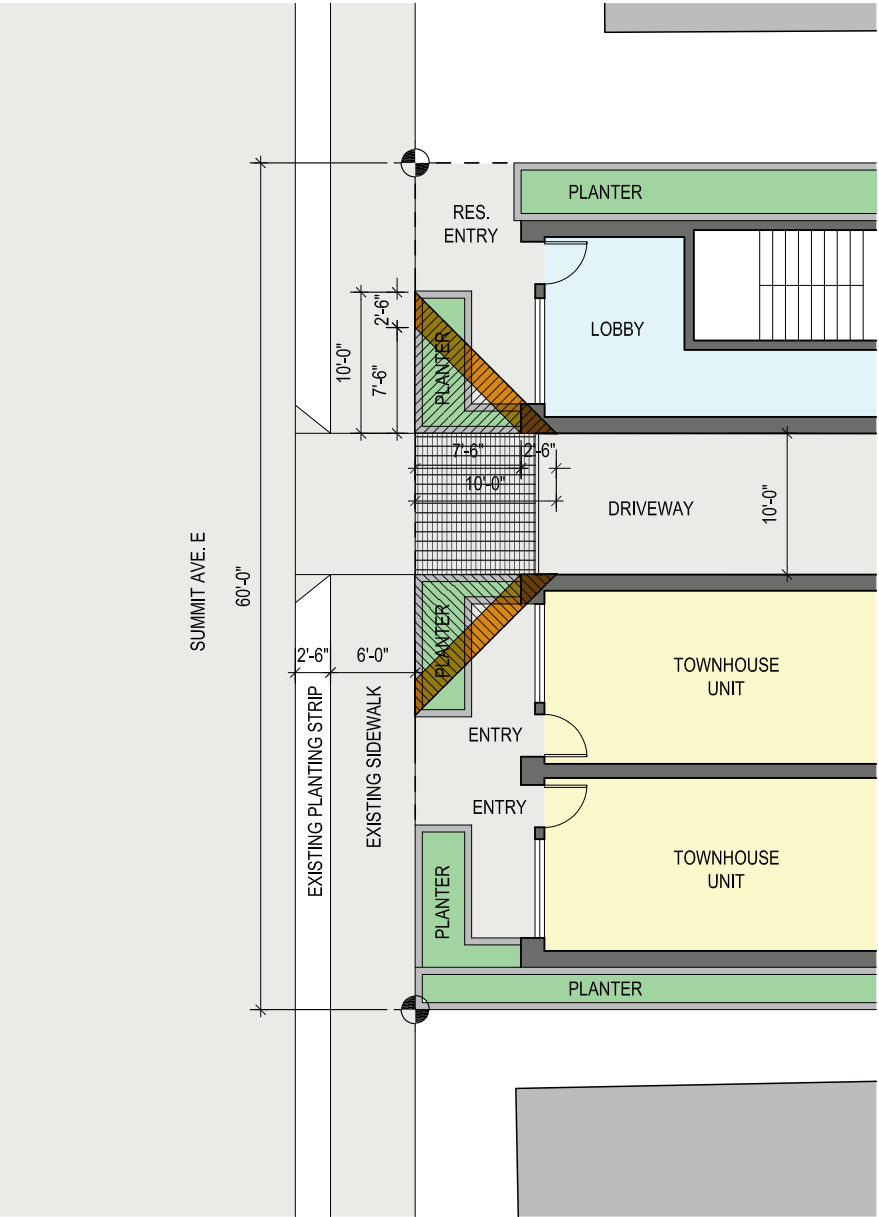
PROPOSED LEVEL 2 PLAN

PARKING ACCESS
SMC 23.45.536.C.4.b

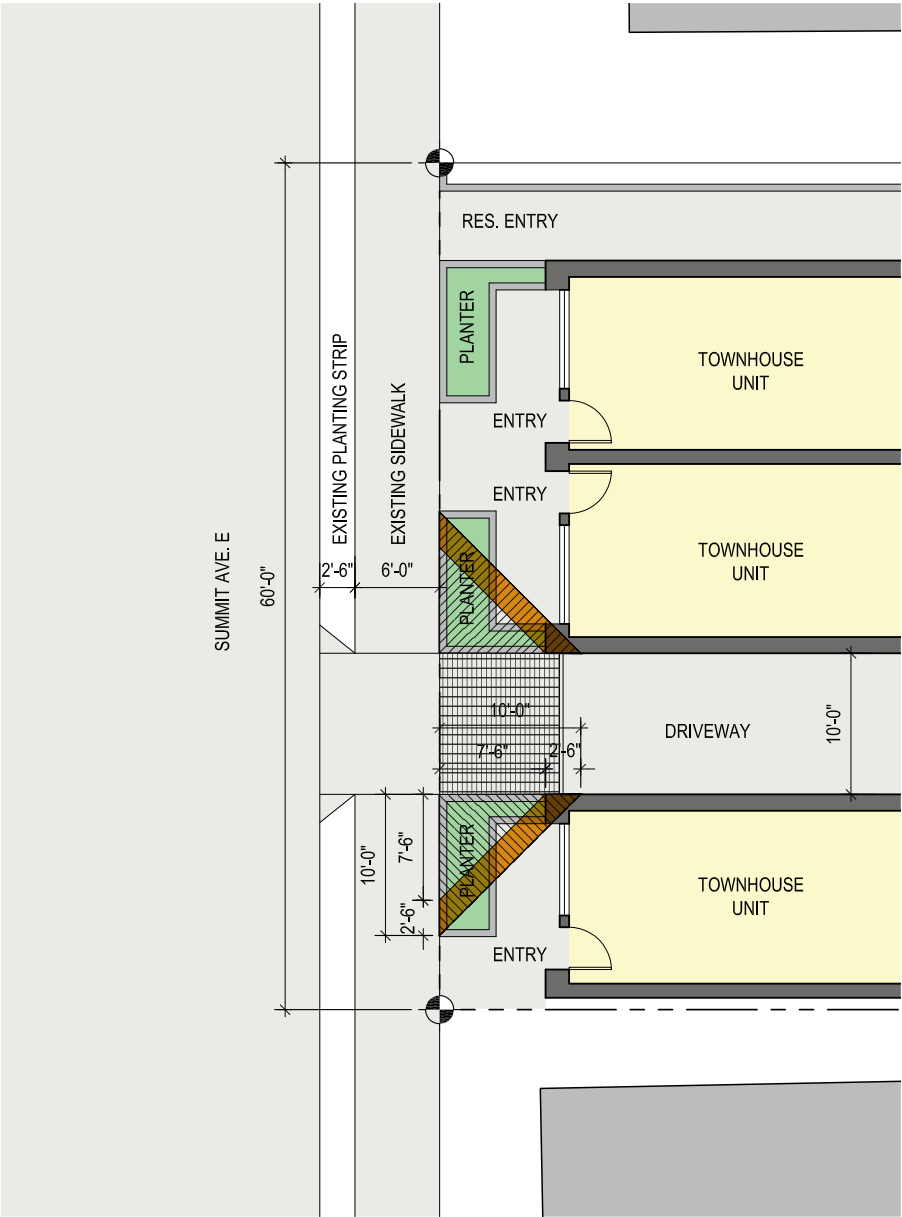
On steeply sloping lots, the Director may permit the use of both alley and street access provided:

1. the access from street is to a common parking garage in or under the structure
2. the common parking garage is no more than 4' above grade, and
3. the siting of the project results in increased Green Factor, larger ground level amenity areas, and/or reduced surface area than alley access alone.

The proposed design meets all 3 criteria.



SIGHT TRIANGLES ON SCHEME B



SIGHT TRIANGLES ON SCHEME C

DEPARTURE 1: DRIVEWAY SIGHT TRIANGLES

SMC 23.54.030.G
For two way driveways or easements less than twenty-two feet wide, a sight triangle on both sides of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of ten feet from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk.

The sight triangle shall also be kept clear of obstructions in the vertical spaces between 32 inches and 82 inches from the ground.

REQUEST:
25% Reduction in the horizontal dimensions of the Sight Triangles and to allow vertical plantings in the western portion of the Sight Triangles.

JUSTIFICATION:
The Land Use code allows 5' min. and 7' average front setback in this Zone.

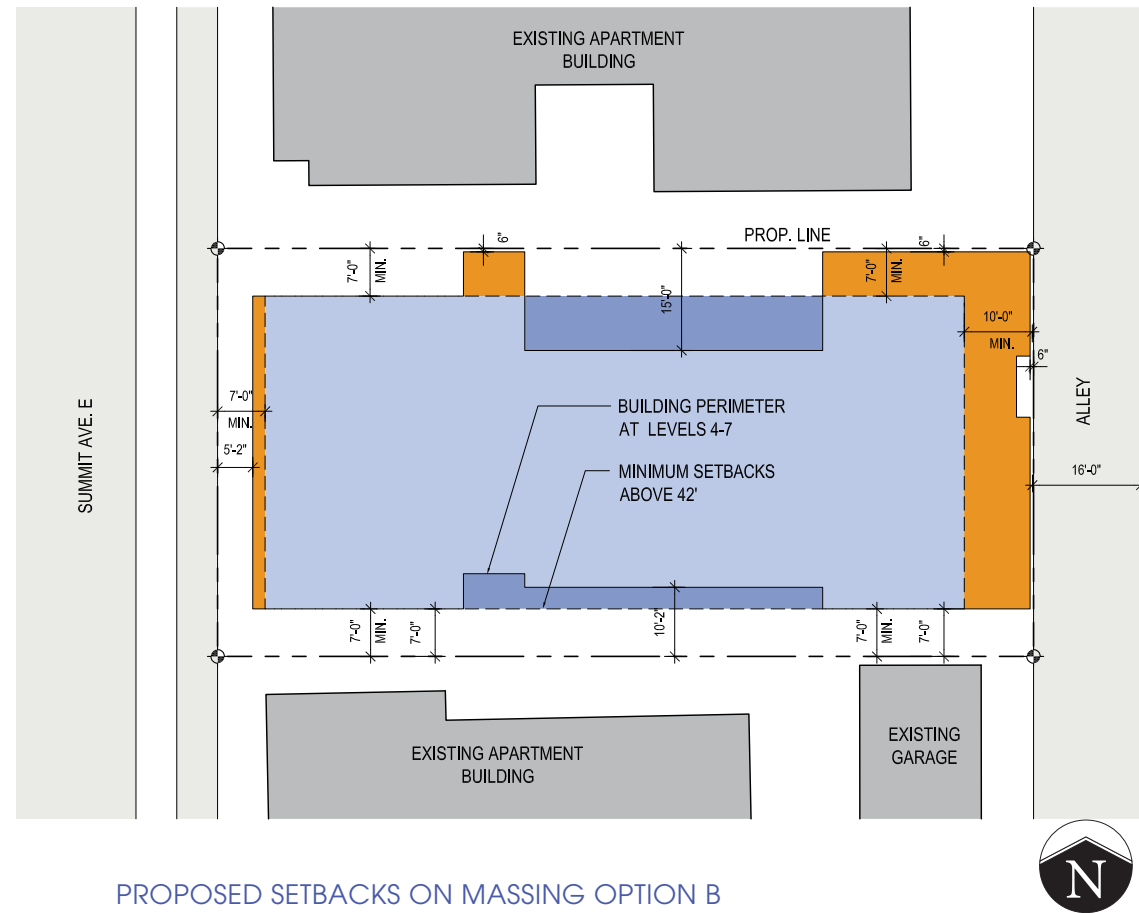
The layout of the underground parking garage and the minimum usable depth for the street-level townhouses require a maximum front setback at ground level of 8'.

Any front setback less than 10' requires truncated walls on either side of the garage entry to accomodate 10' deep sight triangles which would weaken our **Architectural concept (C-2)**.

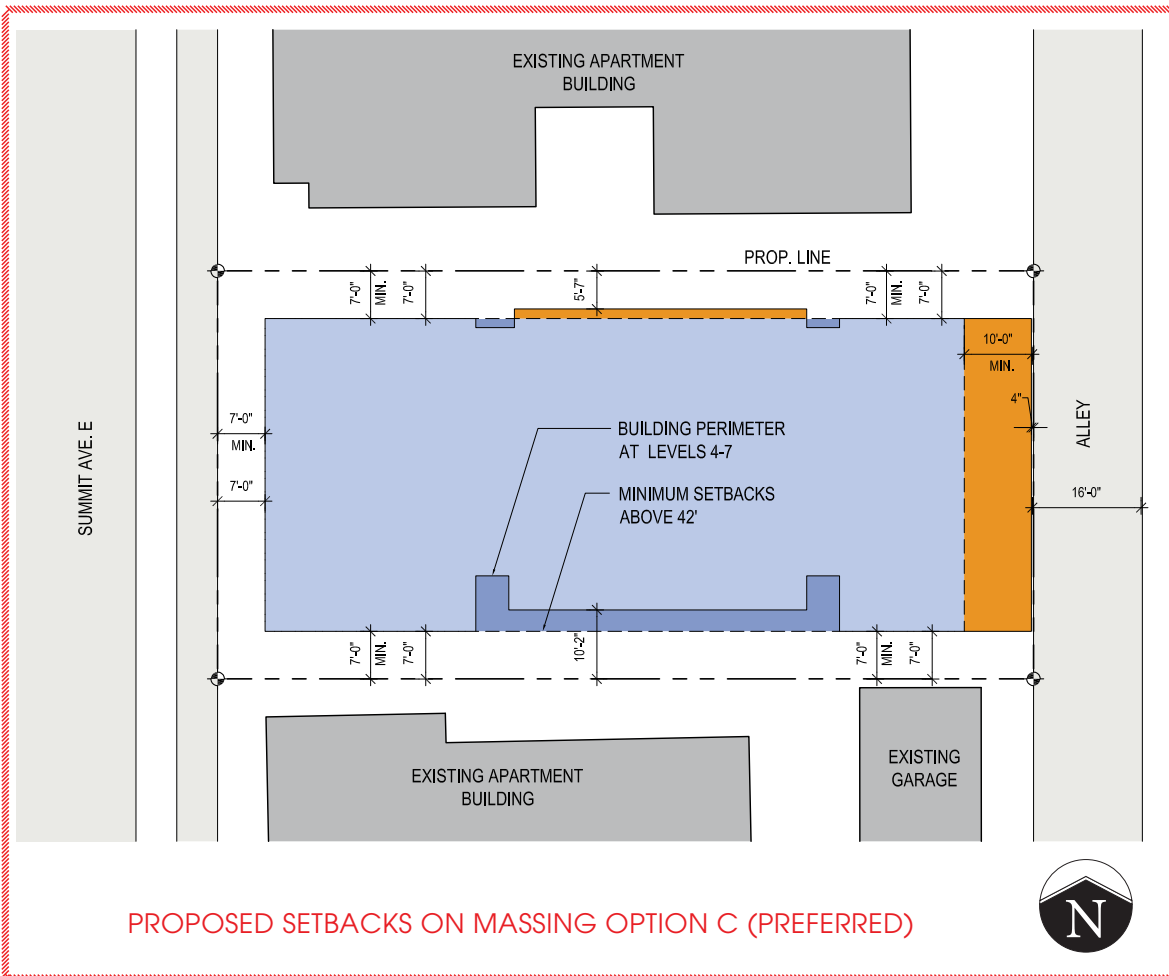
Truncating the walls on either side of the garage entry would also reduce the width of the residential unit facades at street level and increase the perceived width of the garage entry which is in contrast to the nature of the **existing streetscape (A-2)**.

The landscape concept is to provide tall screening plants, perhaps black bamboo, between the sidewalk and the Townhouse units to provide privacy for the **residents along the streetscape (A-6)** and increase **personal safety and security (D-7)**.

Additionally vehicle/pedestrian conflicts at the driveway will be minimal as pedestrian and vehicular traffic on Summit Ave E. is relatively low and the vehicles entering or exiting will be infrequent due to the small size of the garage.



PROPOSED SETBACKS ON MASSING OPTION B



PROPOSED SETBACKS ON MASSING OPTION C (PREFERRED)

- Allowable Building Envelope
- Portions exceeding Min. Setbacks
- Greater Than Required Setbacks

DEPARTURE 2: SETBACKS

SMC 23.45.518)

Front setback from street lot line: 7' avg, 5' min.
Side setback below 42' from grade: 7' avg, 5' min.

Side setback above 42' from grade: 10' avg, 7' min.

Rear setback from alley lot line: 10' min.

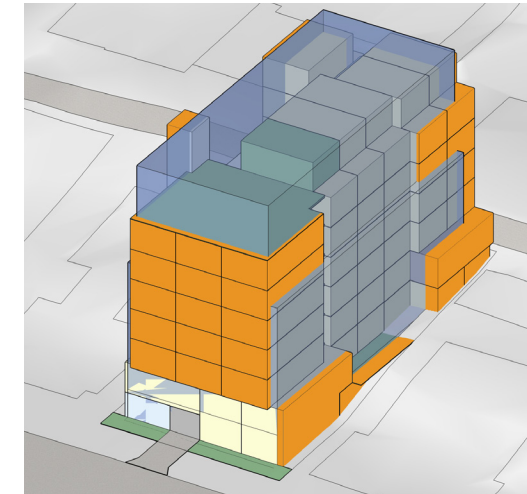
Required

7' avg, 5' min.
7' avg, 5' min.

10' avg, 7' min.

10' min.

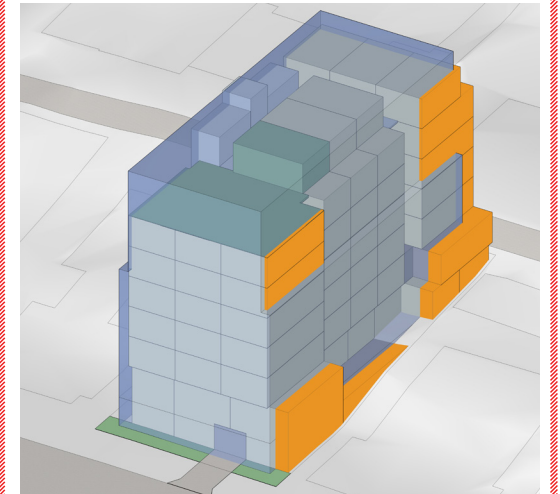
OPTION B



Proposed (OPTION B)

5'-2" avg, 5'-2" min. (@ L3-7)
6'-6" avg, 0'-6" min. (N)
5'-4" avg, 0'-10" min (S @ L1)
7'-9" avg, 0'-6" min. (N)
8'-9" avg, 7'-2" min. (S @ L4-7)
0'-4" min.

OPTION C (PREFERRED)



Proposed (OPTION C)

7'-0" avg, 7'-0" min. (@ L3-7)
6'-6" avg, 5'-7" min. (N)
0'-10" avg, 0'-10" min (S @ L1)
6'-6" avg, 5'-7" min. (N)
9'-2" avg, 7'-2" min. (S @ L4-7)
0'-4" min.

REQUEST:

Allow reduced Rear, Side, and or Front Setbacks depending on the Massing Option.

JUSTIFICATIONS:

The FAR system of calculating overall building area is intended to provide designers freedom in how to distribute the building area on the site.

Allowing reduced setbacks in select areas will allow the project to provide greater setbacks on the upper levels where they help reduce the perceived **height, bulk, and scale (B-1)** and reduce the amount of shadow cast on **adjacent properties (A-5)** to the north and east.

Massing options B and C also provide greater than required setbacks where they are most beneficial to the **adjacent properties (A-5)** to the north and south.

The MR zone only requires 12' wide alleys and the alley in this location is 16' wide, 25% wider than required, making the rear setback a lower priority.

And there are numerous examples of existing buildings in the neighborhood with minimal or no setbacks at all.