



35TH AVENUE S. TOWNHOMES

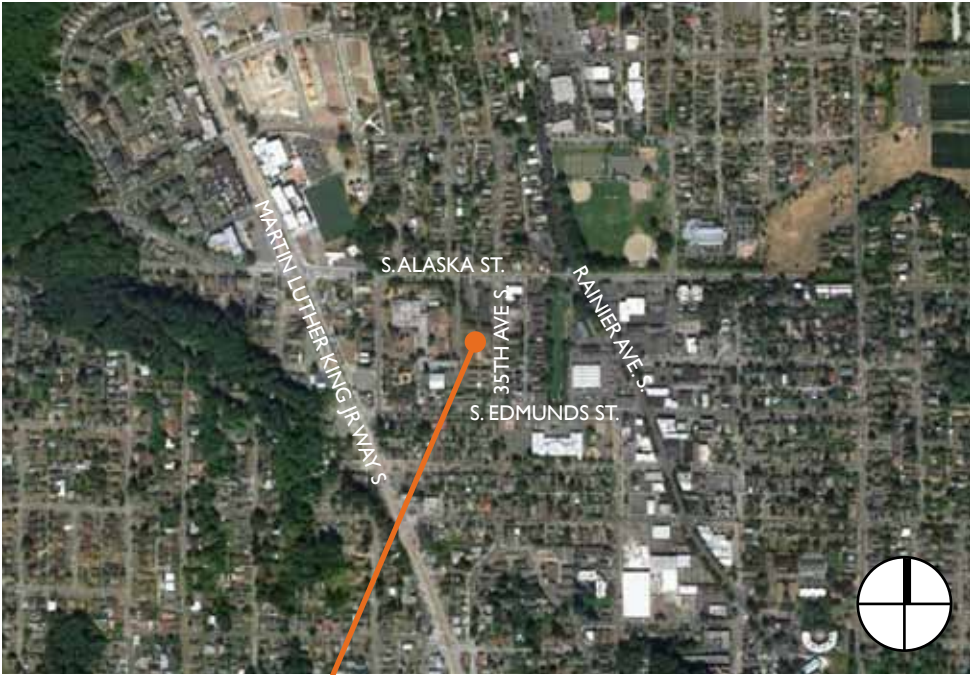
4715 35TH AVENUE S.

STREAMLINED DESIGN REVIEW
DPD #3014412

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



PROPOSAL



SITE LOCATION

ADDRESS: 4715 35th Avenue S
DPD PROJECT #: 3014412
OWNER: Quadrant Homes
APPLICANT: Nicholson Kovalchick Architects
CONTACT: Christy Santos

PROJECT SUMMARY

LOT SIZE: 9,770 sf
ZONING: LR-3
TOWNHOUSE FAR: 1.2 or 1.4* (Built Green 4 Star)

FAR PROVISIONS:

LEVEL 1 TOTAL: 3,023 sf
LEVEL 2 TOTAL: 3,691 sf
LEVEL 3 TOTAL: 3,885 sf
TOTAL FAR : 10,599 sf

DEVELOPMENT OBJECTIVES

The property owner desires to add this project to a larger development directly south of this parcel using the additional open green space within this design for the larger 35th AVE S TOWNHOUSE community enjoyment. This design further plans to add to the 35th AVE S TOWNHOUSE assemblage six three-story dwelling units within three new townhouse structures. An additional six parking stalls will be provided in enclosed garages that are part of each unit . Our design intention is to provide housing that encourages social interaction, provides for community safety, and incorporates sustainable design strategies for the preservation of natural resources.

The two upper buildings containing a total of four units will be accessed from a common drive court that is entered from 4735 35th Avenue S. Amenity area will be provided in the form of public green space and private yards. Requests for adjustments to 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 setback and a garage door setback of 13.5' for Bldg 9.

ZONING AND OVERLAY DESIGNATION

All parcels are zoned LR3 and 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.

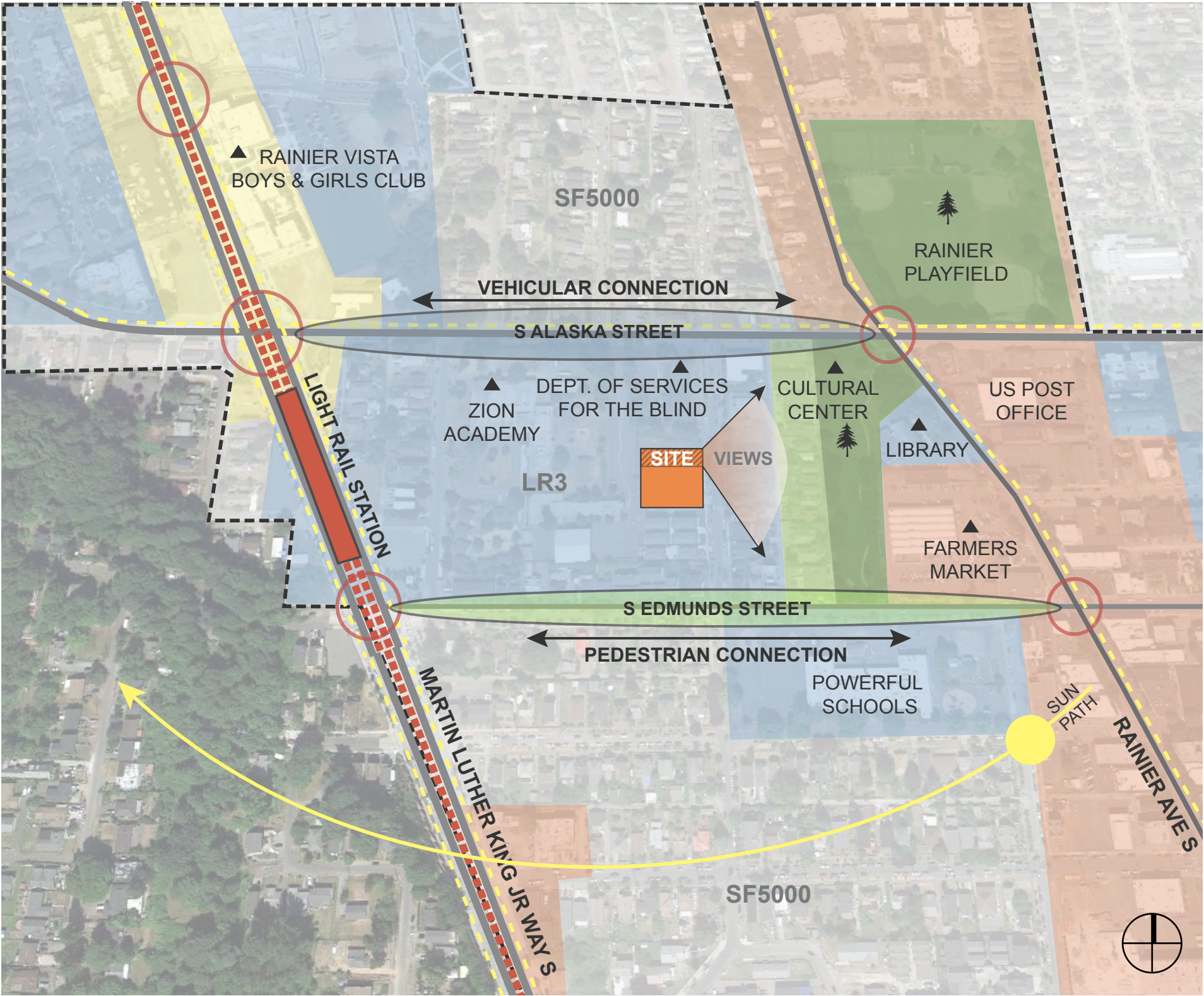
NEIGHBORING DEVELOPMENT

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 condominiums, several education buildings, and a library. There are several parks within easy walking distance (Columbia Park is only 0.1 mile) of the project. Also noteworthy is the commercial district located along Rainier Avenue S, east of the project and the light rail station located within 1/4 mile to the West.

The site is located amongst several residential dwelling structures, both multifamily and single family. Across the street, to the east, are several single-family structures and a townhouse development. Directly to the west lies the Zion Prep Academy site, separated from the project site by a parking lot and private access drive. North of the project is the Rehabilitation Center for the Blind. Immediately south of this is the larger related MUP project to whose assemblage this will be added.

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.





OPPORTUNITIES & CONSTRAINTS

Connectivity

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

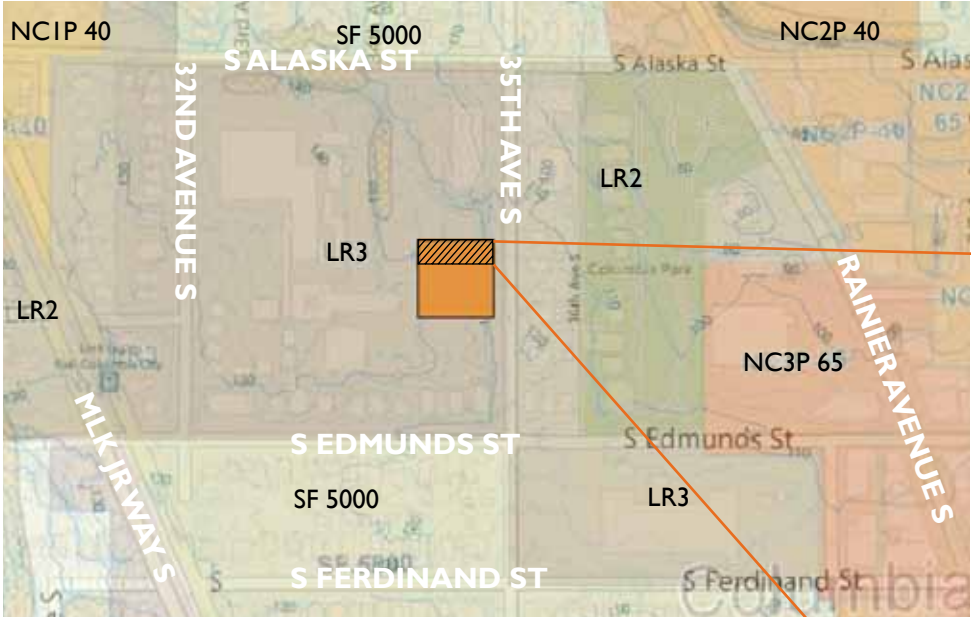
The Owner desires to maximize natural light and have as many exterior walls per unit as possible. This leads to design options that are not in the conventional "shoulder-to-shoulder" townhouse typology with light and air on the 2 short ends of each unit. In this design we have used townhouse structures of two units per building which provides all units with three exterior faces for air and light.

Site Dimensions

Both an opportunity and constraint, the narrow, deep site depends on alternative layout strategies to be considered. As an addition to the 35th Avenue South townhomes of MUP #3013340 the assemblage is completed. The upper units are accessed through a central driveway provided in the larger southern project. This driveway serves a community drivecourt - woonerf that serves a dual purpose as motor court and private plaza for all residents of the 35th Ave. S community. While units at the far rear of the site could be a detriment in some instances, the topography and ability to separate the buildings and create internal courtyard spaces creates opportunity for community gardens, and open green spaces.

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

EXISTING-SITE CONDITIONS



DPD ZONING MAP

PROJECT PROGRAM

Number of Residential Units: 6
Number of Parking Stalls: 6
Structure Height : 3-Story: Type VI
Building Permit will be under the SRC

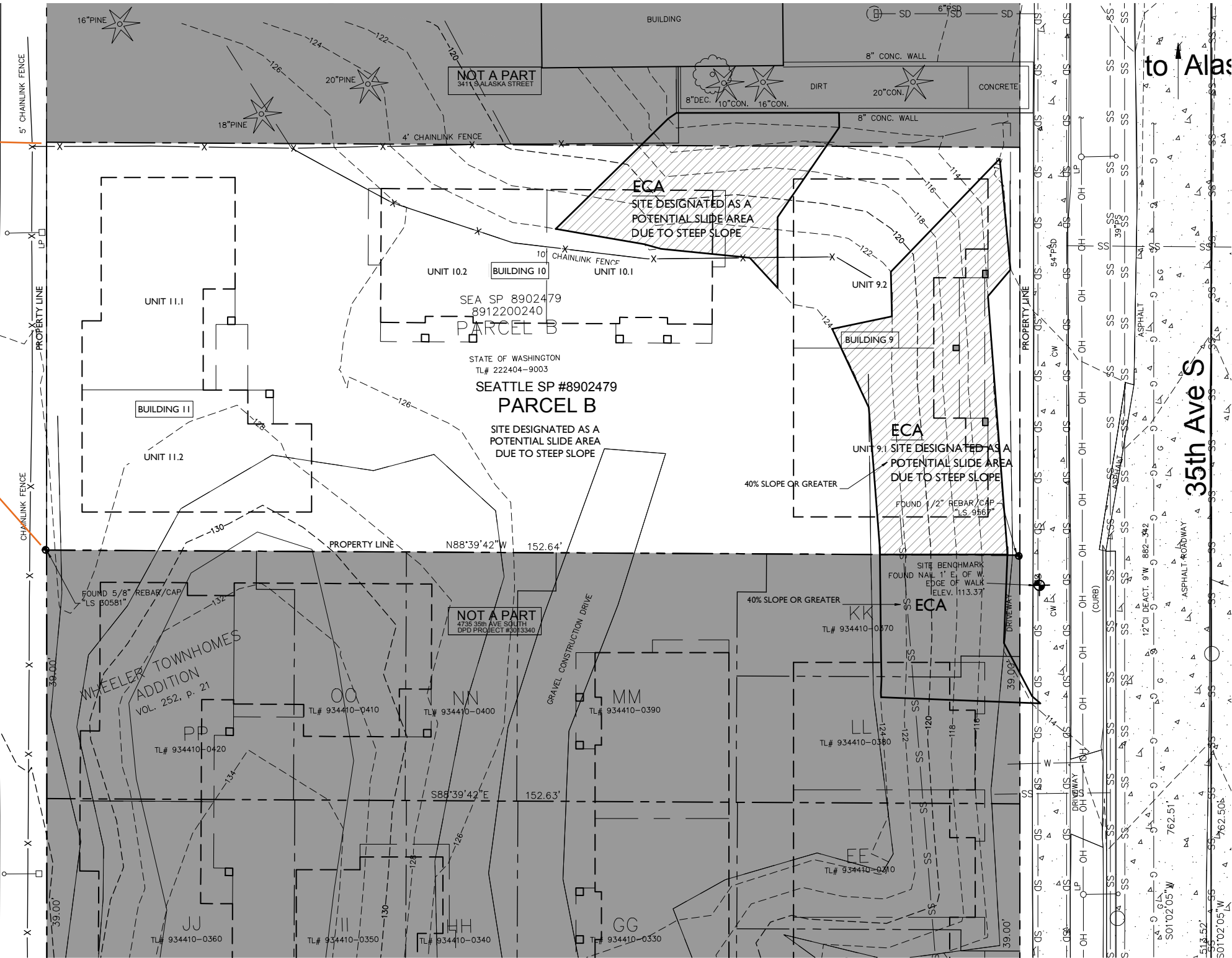
MARKET AREA

Area of Residential Uses: Approximately 10390 sf
Area of Enclosed Individual Garages: Approximately 1354 sf
Total Area: Approximately 11744 sf

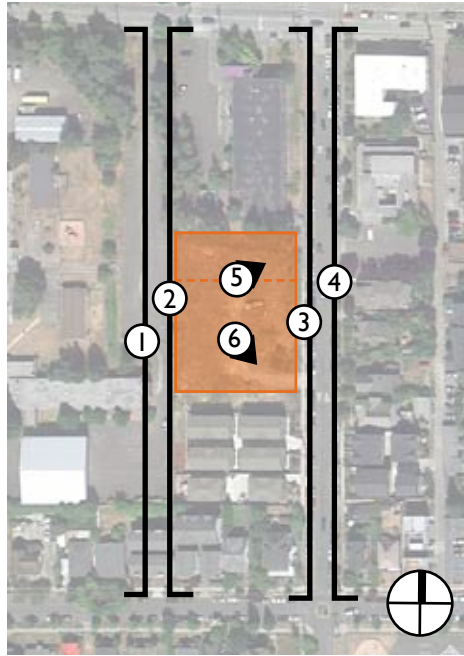
EXISTING SITE

This northern parcel has been added to a previous project, under DPD# 3013340, increasing the site area by approximately 9,770 sf and 64' of frontage along 35th Ave S. The site is rectangular and measures 64 feet wide by 153 feet deep. No substantial vegetation exists on the site.

ZONING: LR-3
OVERLAYS: STATION OVERLAY ZONE, RESIDENTIAL URBAN VILLAGE, COLUMBIA CITY BUSINESS DISTRICT
LOT AREA: 9,770 SF



EXISTING SITE PLAN
NTS



⑥ LOOKING SE FROM PROJECT SITE



① LOOKING WEST FROM PROJECT SITE



⑤ LOOKING EAST FROM PROJECT SITE

PROJECT SITE



② SCHOOL DRIVE ACCESS LOOKING EAST TOWARD PROJECT SITE

PROJECT SITE

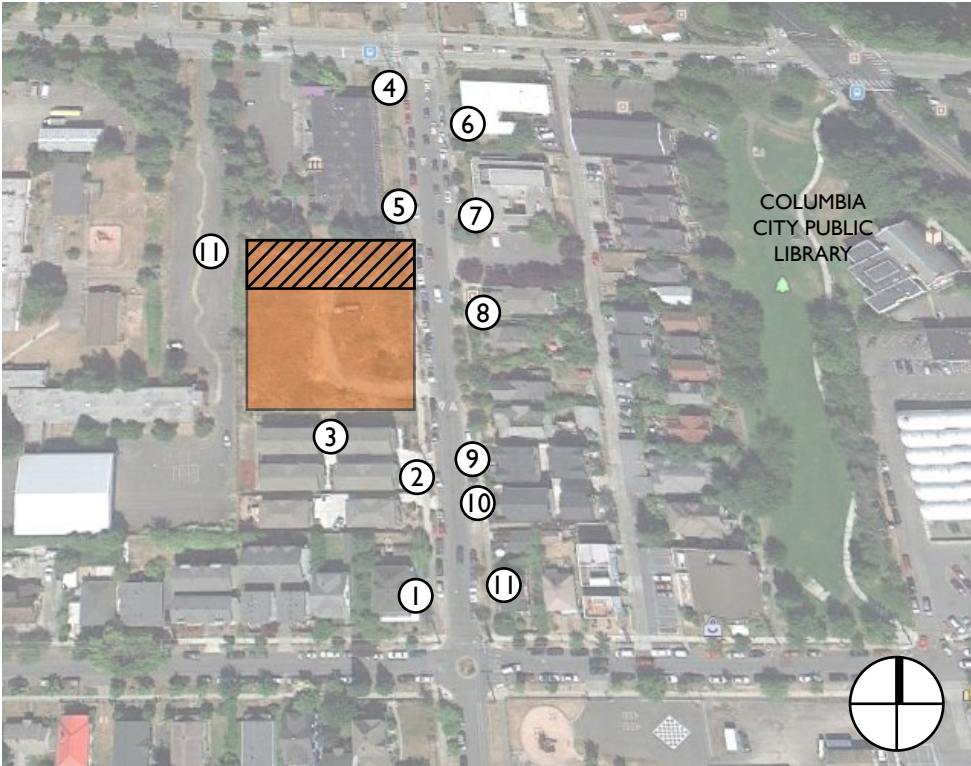


③ 35TH AVENUE S LOOKING WEST



④ 35TH AVENUE S LOOKING EAST

IMMEDIATE SITE CONTEXT



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 MULTI-FAMILY STRUCTURES



⑦ ADULT DAY CARE CENTER



⑧ SINGLE FAMILY STRUCTURES



⑨ MULTI-FAMILY STRUCTURES



⑩ MULTI-FAMILY STRUCTURES



⑪ MT. ZION ACADEMY



① RAINIER VISTA MICRO COMMUNITY



② MULTI-FAMILY TOWNHOUSES



③ MULTI-FAMILY TOWNHOUSES



⑤ MULTI-FAMILY TOWNHOUSES



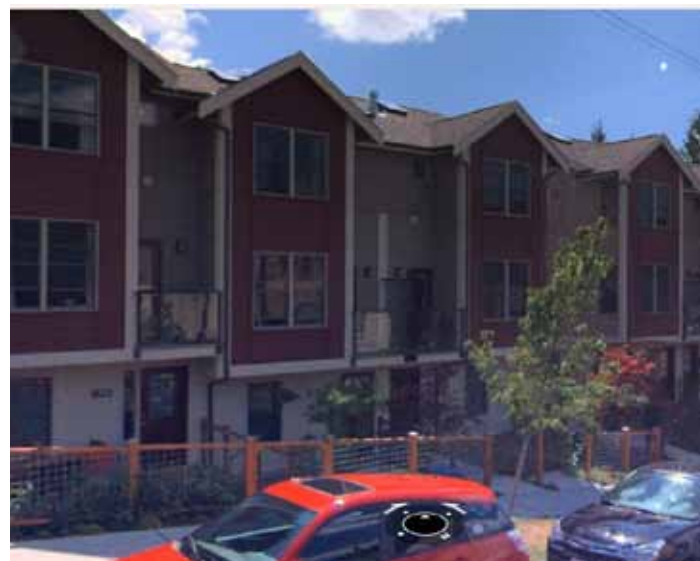
⑥ 39TH & S. EDMONDS APARTMENTS



⑪ 5251 39TH AVE S HITT'S HILL



④ 5251 39TH AVE S HITT'S HILL



⑦ ANGELINE STREET ROWHOUSES



⑧ 3919 S. ALASKA STREET



⑨ COLUMBIA CITY LIVEABOVES



⑩ 3927 PEARL STREET CONDOS

ZONING

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
9,770 SF (1.4)= 13,678 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'

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.

23.54.030 PARKING STANDARDS

Curb Cuts: 210' of lot frontage = 1 permitted curb cut
*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

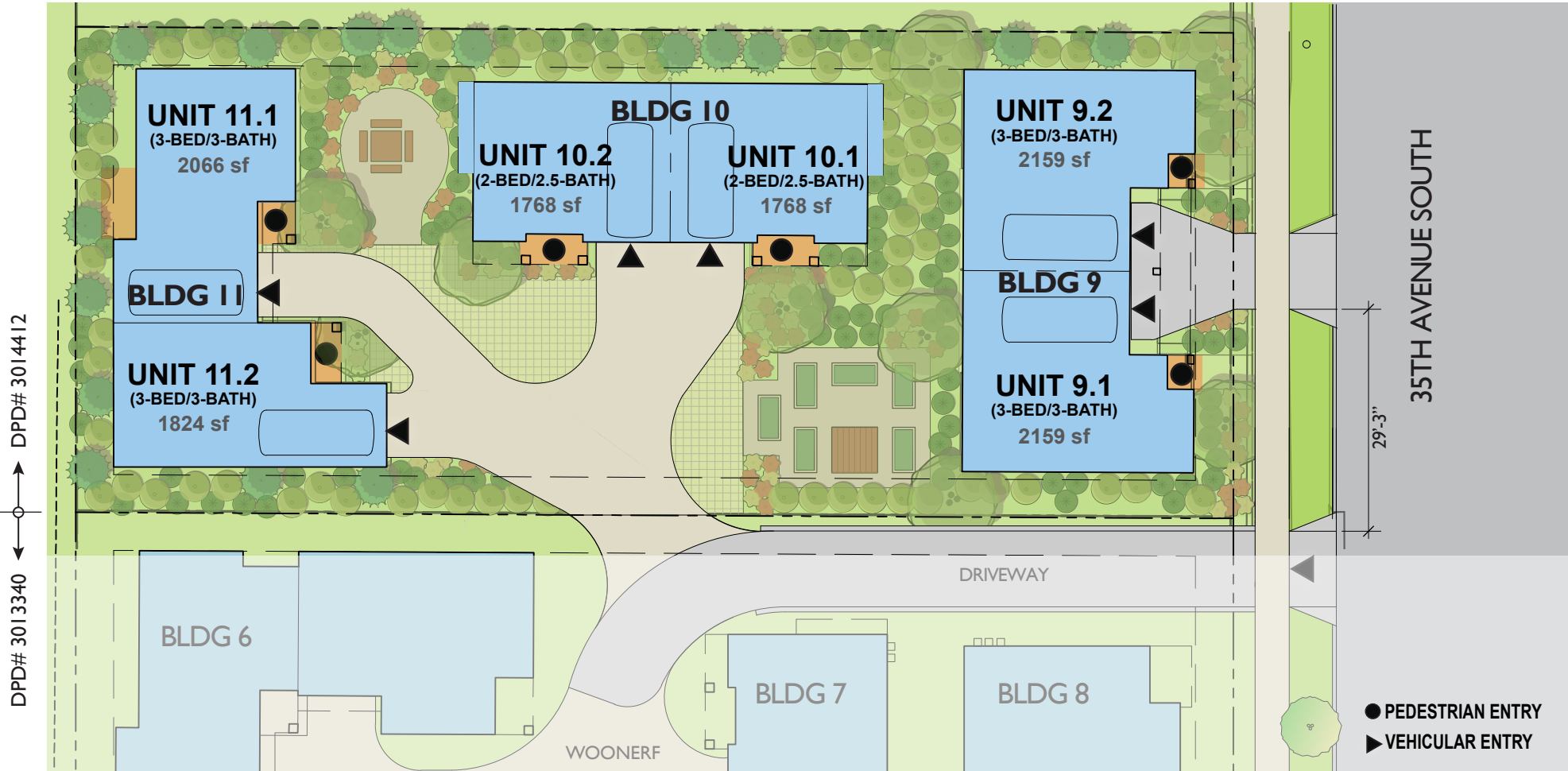
FRONT SETBACK: TH: 7 AVG; 5 MIN RH: 5 MIN
REAR SETBACK: TH/RH: 7 AVG; 5 MIN
SIDE SETBACK FOR FACADES <= 40': TH: 5 MIN RH: 0 MIN
SIDE SETBACK FOR FACADES > 40': TH: 7 AVG; 5 MIN RH: 0 MIN
SEPARATION BTWN PRINCIPAL STRUCTURES: TH/RH: 10' MIN

* 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
32,069 SF (25%)= 8017 SF
7,350 SF of private and common amenity area provided
668 SF of Woonerf (1,336 / 2 = 668)
8,018 SF provided



SITE PLAN
NTS

- * 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: (0-8 units) 225 SF min area of shared storage space

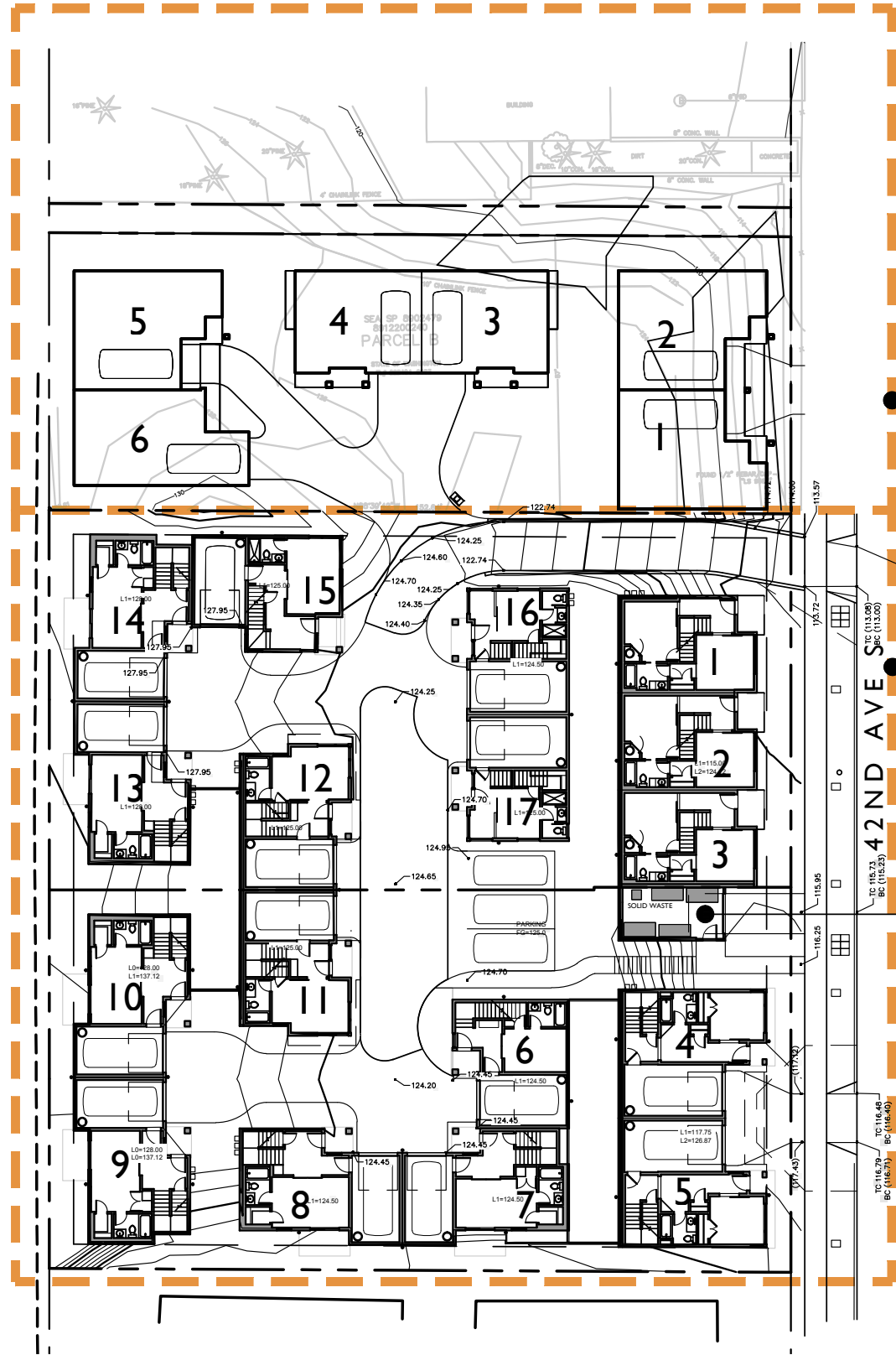
	Relevant Design Guideline	Applicant Response
①	A-1 RESPONDING TO SITE CHARACTERISTICS: <i>The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.</i>	Townhouse blocks fronting 35 th Ave South are cut into the slope with main floor elevations aligned with existing sidewalk grades and presenting front doors to the public street. By placing our lowest structure at street level and employing a curb cut we successfully create a first tier of building placement which also accesses the second tier of elevation through the dwelling's second level western face. The second tier of elevation is accessed through the driveway of the related adjacent project. This second tier provides for automobile access and storage and unit entry. This level also access community open space available through larger program woonerf design and community garden/landscaped green space provided in this project. The third floor of these upper tiered structures takes full advantage of the opportunity to look over the roof levels of the first tier and access views not otherwise available.
②	A-2 STREETScape COMPATIBILITY: <i>The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.</i>	<p>Desirable spatial characteristics of the right-of-way include single family and townhouse units presenting front doors and stoops to the street frontage, many of these units have private garages also accessed from the street, existing units directly to the south provide the street face with a “car canyon” and are relatively void of unit to street interaction and an example of undesirable characteristics we have strived to avoid.</p> <p>The deep narrow parcel easily contains two townhomes presenting front doors at the street with associated stoops and landscaping. Using an adjacent project's driveway the remaining 4 units present entry stoop to a common drive.</p>
③	A-3 ENTRANCES VISIBLE FROM THE STREET: <i>Entries should be clearly identifiable and visible from the street.</i>	Both townhomes on the street face present visible entries to the street. Two additional townhomes, on Parcel B also 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: <i>New development should be sited and designed to encourage human activity on the street.</i>	Street activity in residential zones includes pedestrians, bicyclists, and automobiles. We have strived to keep the residentially owned parked automobile off the street by providing private garage for each residence. With design providing for private automobile storage the street line remains open for bicyclists, pedestrian view of street, mail carrier access to boxes, and encourages stronger human activity along the street line. By utilizing one curb cut for the property and accessing the remaining buildings through the driveway provision of the joint southern project we have successfully provided for all residentially owned auto storage. By employing only one curb-cut at building 9 and locating the front doors, porches, balconies, and family gathering rooms so that they face the street design encourages human interaction and activity at street line.

⑤	A-5 RESPECT FOR ADJACENT SITES: <i>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.</i>	The site's north property line falls roughly in line with an existing chain link fence. This parcel, once a part of the Department of Blind property, is separated naturally from the balance of the Department's property by a retaining wall. The townhouse structures of this design are situated to provide access from and attention to the drive court and community green spaces. By minimizing rear access doors along the northern boundary separation and respect for the privacy of the institutional site is promoted.
⑥	A-6 TRANSITION BETWEEN RESIDENCE AND STREET: <i>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.</i>	Each townhome unit fronting 35 th 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: <i>Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.</i>	<p>Residential and community open space is the heart of our site design work. By focusing our design of exterior spaces toward a plaza-like street designed for flexible use both vehicular access and residential open space needs are accommodated.</p> <p>Additional areas that this property offers the larger community of 35th AVE S TOWNHOMES are found in the larger reserved areas for community garden, and yard space to each side of the interior drive.</p>
⑧	A-8 PARKING AND VEHICLE ACCESS: <i>Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.</i>	<p>The primary, vehicular circulation occurs within the site and is not visible from the street.</p> <p>On-site parking has been maximized to keep cars off the street.</p> <p>The scheme has one new, code-allowed curb cut for 6 units on one lot. Although not required, we have provided this non-driveway curb cut a sight-triangle the same as that which is required for the driveways for increased pedestrian safety.</p> <p>Per design guideline recommendations, the driveway has been paired to minimize paving.</p>



9	<p>B-1 HEIGHT, BULK AND SCALE COMPATIBILITY:</p> <p><i>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.</i></p>	<p>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.</p>
10	<p>C-1 ARCHITECTURAL CONTEXT; <i>New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.</i></p> <p>C-2 ARCHITECTURAL CONCEPT & CONSISTENCY; <i>Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.</i></p> <p><i>Buildings should exhibit form and features identifying the functions within the building.</i></p> <p><i>In general, the roofline or top of the structure should be clearly distinguished from its facade walls.</i></p> <p>C-3 HUMAN SCALE: <i>The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.</i></p>	<p>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).</p> <p>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.</p>
11	<p>C-4 EXTERIOR FINISH MATERIALS:</p> <p><i>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.</i></p>	<p>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.</p>
12	<p>C-5 STRUCTURED PARKING ENTRANCES:</p> <p><i>The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.</i></p>	<p>The only curb cut employed in this project is a structured parking entrance, serving a pair of private single-width garages in a Siamese configuration. 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.</p>

13	<p>D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES:</p> <p><i>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.</i></p>	<p>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 both cases.</p>
15	<p>D-5 VISUAL IMPACTS OF PARKING STRUCTURES:</p> <p><i>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.</i></p>	<p>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.</p>
16	<p>D-6 SCREENING OF DUMPSTERS, UTILITIES AND SERVICE AREAS:</p> <p><i>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.</i></p>	<p>All trash & recycling has been consolidated into a central depot. This facility is located on the joint project to the south, 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 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.</p>
19	<p>D-7 PERSONAL SAFETY AND SECURITY:</p> <p><i>Project design should consider opportunities for enhancing personal safety and security in the environment under review.</i></p>	<p>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.</p>
18	<p>E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE:</p> <p><i>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.</i></p>	<p>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</p> <p>Please see items A5, A6 and A7 above for further discussion of the integration of landscape elements in this project.</p>



NEW PROJECT:
"35th AVE S--NORTH"

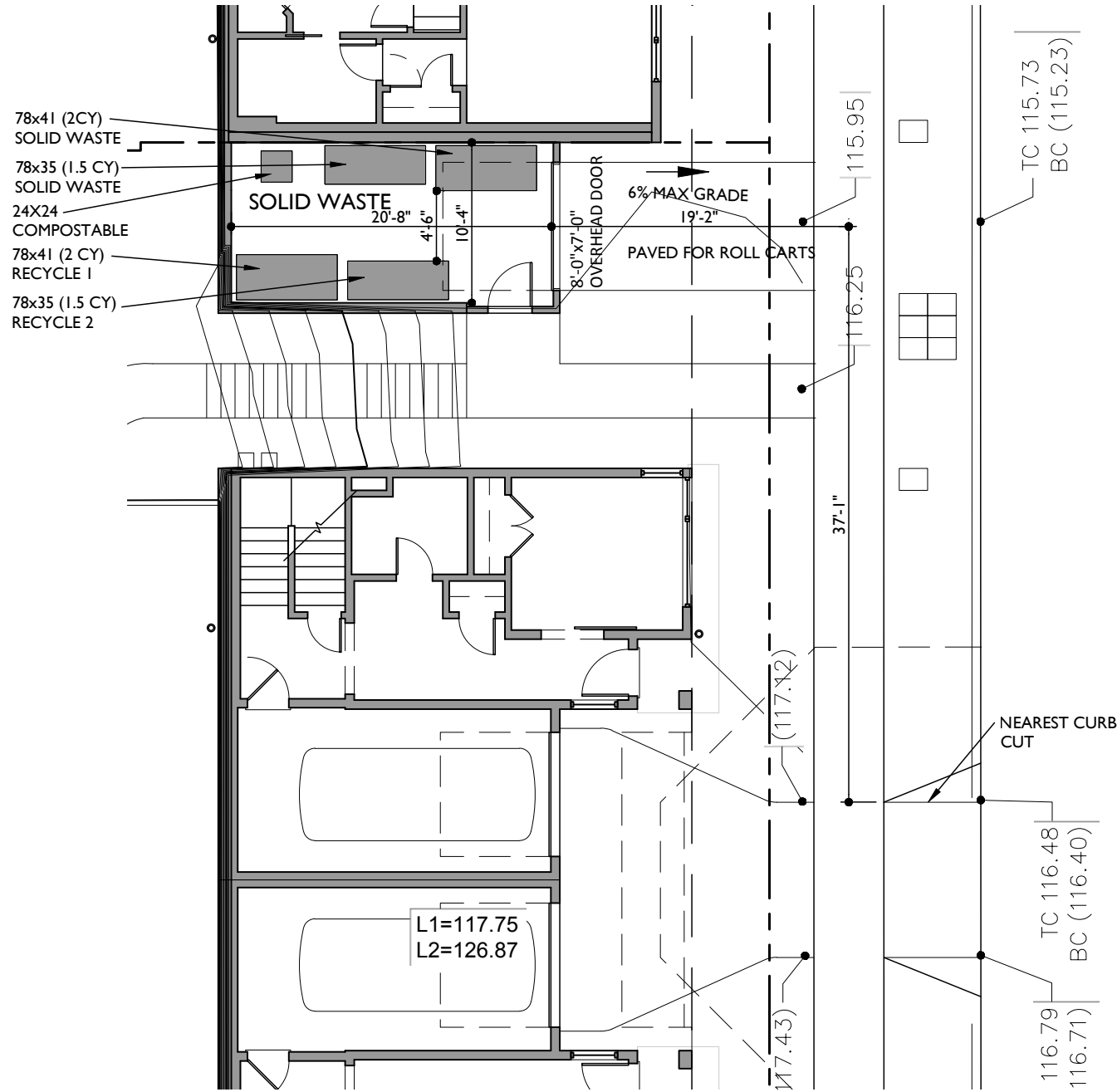
CURRENT PROJECT:
"35th AVE S"

SOLID WASTE/
RECYCLE AREA TO
ACCOMMODATE BOTH
PROJECTS.

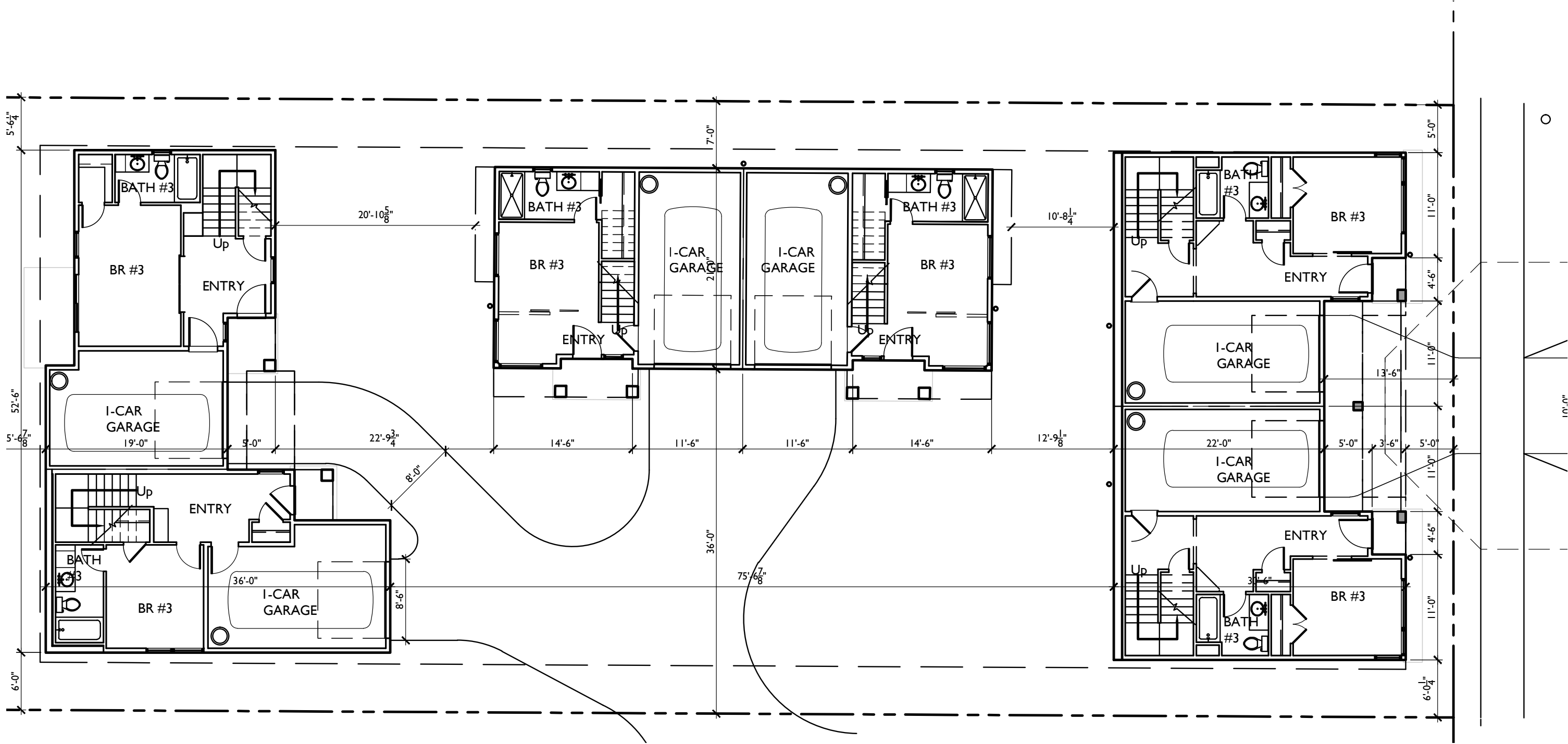
23 UNITS -- ~ 2.5 CYd / WEEK

TRASH & RECYCLE NEED TO
BE PICKED UP WEEKLY.

SEE SHEET 2 FOR ENLARGED
VIEW OF SOLID WASTE
ENCLOSURE.




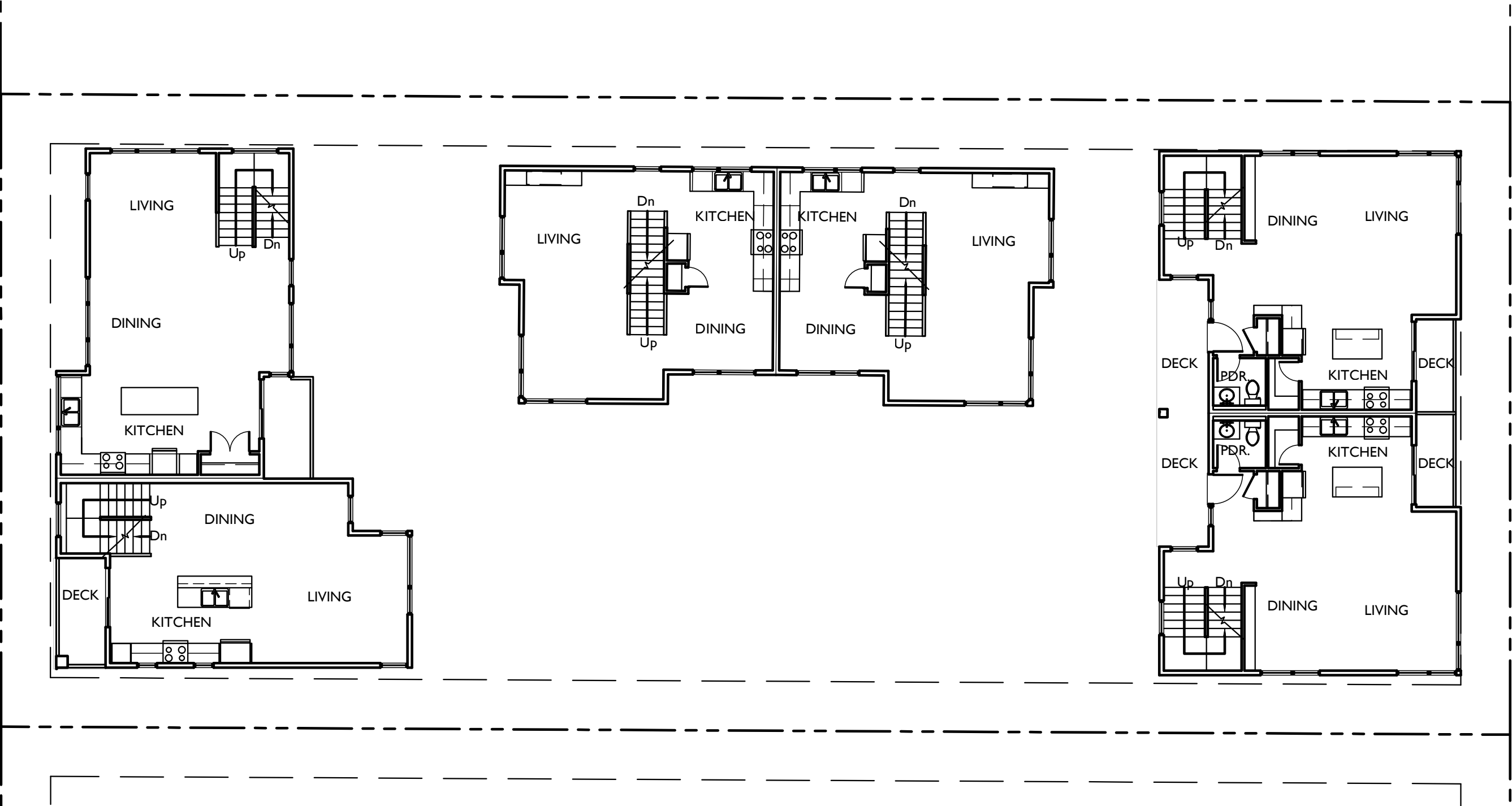
ENLARGED VIEW OF SOLID WASTE ENCLOSURE



FIRST FLOOR PLAN
NTS

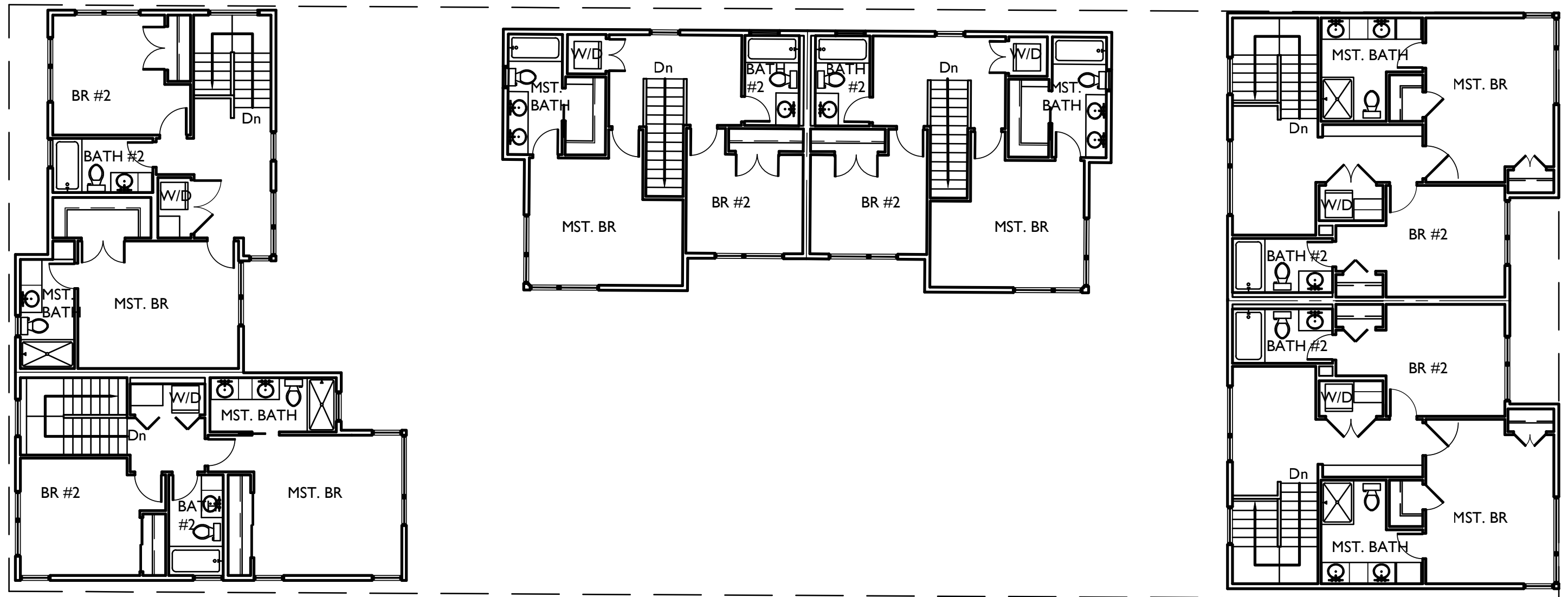
● PEDESTRIAN ENTRY
▶ VEHICULAR ENTRY



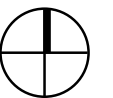


SECOND FLOOR PLAN
NTS





THIRD FLOOR PLAN
NTS







WEST ELEVATION





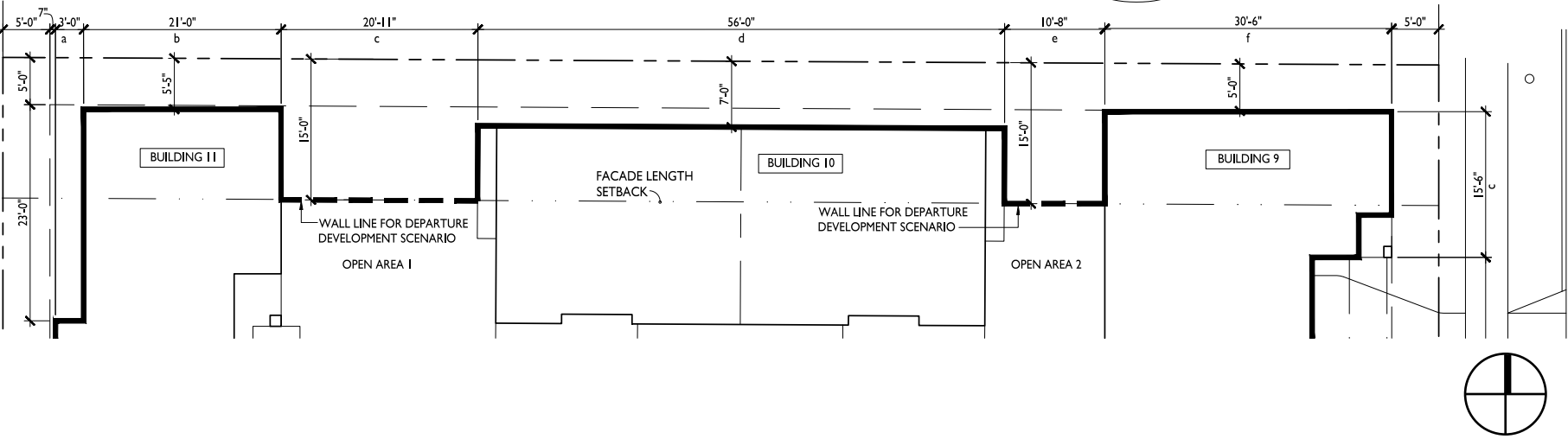
ADJUSTMENT REQUEST MATRIX

	Development Standard	Proposed	Reason for Adjustment	Design Review Guidelines
①	<p>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.</p> <p>65% x 152.64' = 99.22'</p>	<p><u>North Property L.</u> SMC 23.41.018.D.d Structure width, structure depth, and facade length may be increased by a maximum of 10 percent</p> <p>99.22'x 10% = 9.92' 99.22' + 9.92' = 109.14' Max Adjustment</p> <p>COMBINED LENGTH OF BLDGS 9, 10, 11 = PROPOSED FAÇADE L. = 107'-6"</p>	<p>The intent of limiting façade lengths within 15' of a side property line is to avoid creating long, continuous facades that crowd neighboring properties.</p> <p>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 property to the north. A better response to both topography and adjacent structure use. Oriented away from the adjacent property to the north and its waste / recycle center, the project's C shape directs activity and attention to the inner court space where community green and gathering spaces have been provided.</p> <p>EXHIBIT A</p>	<p>A-1 SITE CHARACTER A-5 RESPECT FOR ADJACENT SITES A-7 OPEN SPACE B-1 HEIGHT, BULK, SCALE E-2 LANDSCAPING</p>
② ③	<p>Side yard Setbacks (SMC 23.45.518)</p> <p>SIDE SETBACK: TOWNHOUSE FACADES > 40' = 7'AVG / 5' MIN</p>	<p><u>#2 North Property L. & #3 South Property L.</u> SMC 23.41.018.D.a Setbacks and separation requirements may be reduced by a maximum of 50 percent</p> <p>7' AVG (50%)= 3.5' AVG Max Adjustment</p> <p>PROPOSED: BLDG 9 AVG SETBACK = 5' (NORTH) BLDG 9 AVG SETBACK = 6' (SOUTH) BLDG 11 AVG SETBACK = 6' (SOUTH)</p>	<p><u>#2</u> 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 / open 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.</p> <p>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. Departure request is based on meeting code intent for adequate separation and providing adequate relief for the property line as a whole.</p> <p>EXHIBIT A</p> <p><u>#3</u> This project is an addition to the assemblage of DPD#3013340 and #3014815. Within the entirety of the 35th AVE S TOWNHOUSES program the southern boundary of this project forms a technical property line. The overall design of the assemblage provides for needed, common, amenity spaces within each parcel of the program; here in DPD#3014703 we have located a two community green spaces. Allowing this adjustment provides the design with strong north-south placement of buildings 9 and 11 preserving the "C" shape and opportunity for larger program community open space.</p> <p>EXHIBIT B</p>	<p>A-1 SITE CHARACTER A-5 RESPECT FOR ADJACENT SITES A-7 OPEN SPACE B-1 HEIGHT, BULK, SCALE E-2 LANDSCAPING</p>
④	<p>Screening of PARKING (SMC 23.45.536.D) Where parking is within structure and garage doors face the street:</p> <p>b. Garage doors shall be set back at least 15' from the street lot line.</p>	<p><u>BUILDING 9</u> SMC 23.41.018.D.a Setbacks and separation requirements may be reduced by a maximum of 50 percent</p> <p>Garage doors setback 13.5' from street lot line.</p>	<p>Where this same distance is applied at SF Zones to private driveways; it provides for 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 entry at BLDG 9 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 9. By allowing the departure the garage maintains depth for vehicle parking and the intent of the code is met by assuring parking occurs within the designed structure.</p> <p>EXHIBIT C</p>	<p>A-1 SITE CHARACTER A-2 STREETScape COMPATIBILITY A-8 PARKING & VEHICLE ACCESS C-5 STRUCTURED PARKING ENTRANCES</p>

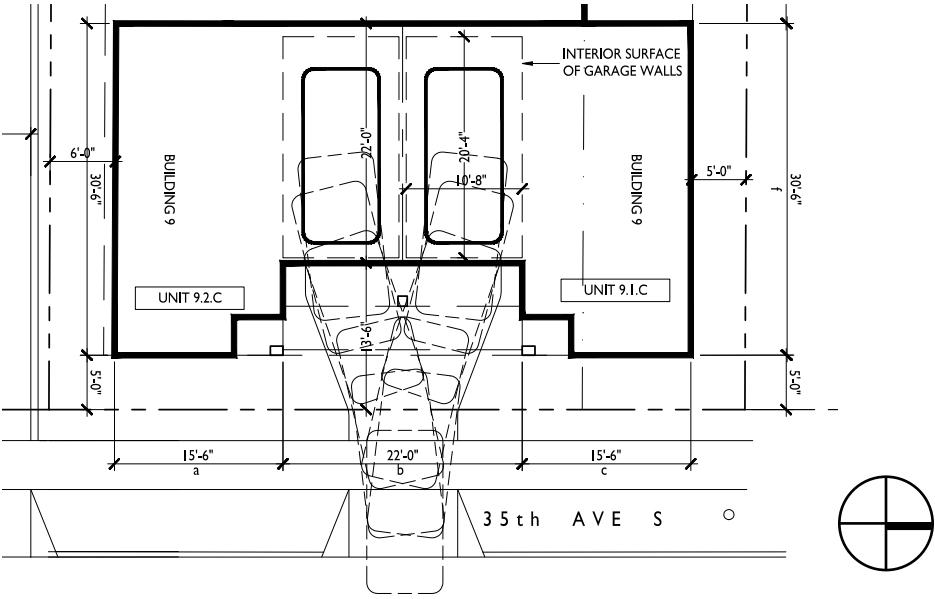
ZONING ADJUSTMENT #1 & #2 - EXHIBIT A
NORTH SIDE: REQUEST FOR ADJUSTMENT TO COMBINED FACADE LENGTH & REQUEST FOR SETBACK ADJUSTMENT

NORTH SIDE FACADE LENGTH = (BLDG 11: 21'-0") + (BLDG 10: 56'-0") + (BLDG 9: 30'-6") = 107'-6" = 70% of 152.6"
SETBACK CALCULATIONS

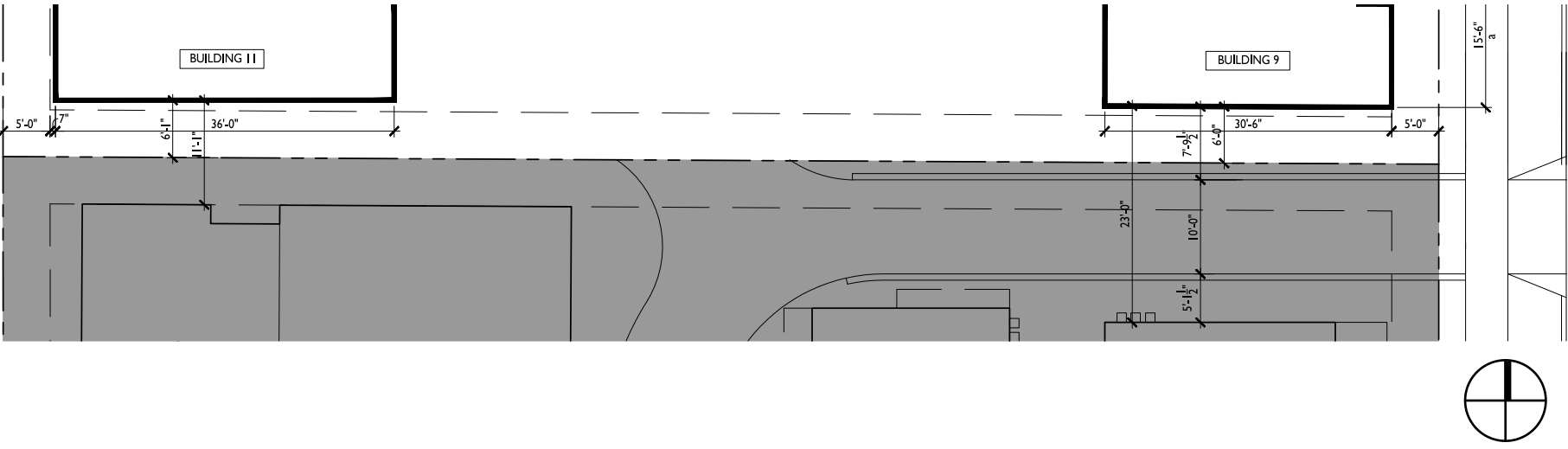
NORTH PROPERTY LINE ADJUSTMENT REQUEST																							
Single Building Scenario																							
Building 11						Open Area				Building 10				Open Area				Building 9				Total	
Wall L (a)		Setback Dist.		(LxD)		Wall L (b)		Setback Dist.		(LxD)		Wall L (d)		Setback Dist.		(LxD)		Wall L (e)		Setback Dist.		(LxD)	
L ft	L in	D ft	D in			L ft	L in	D ft	D in			L ft	L in	D ft	D in			L ft	L in	D ft	D in		
3	0	28	0			21	0	5	5			20	11	15	0			56	0	7	0		
3.00		28.00		84.00		21.00		5.42		113.75		20.92		15.00		313.75		56.00		7.00		392.00	
																			Avg SETBK=		(LxD)/N		
																			1216.0		142.1		
																			8.56				



DEPARTURE #4 - EXHIBIT C
ACCESS: REQUEST FOR 13.5' GARAGE DOOR SETBACK



ZONING ADJUSTMENT #3 - EXHIBIT B
SOUTH PROPERTY LINE: REQUEST FOR ZERO SETBACK





LANDSCAPE PLAN



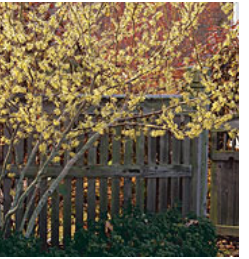
RED MAPLE



CORNUS KOUSA



STRAWBERRY TREE



WITCH HAZEL



SWEET BOX



DAVID'S VIBURNUM



CHERRY LAUREL



KOREAN BOX



SPIRAEA



MISCANTHUS



HEAVENLY BAMBOO



LIRIOPE



DAYLILY



AGAPANTHUS



'ICE DANCE' SEDGE



ROBB'S EUPHORBIA



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

EAST ELEVATION OF SITE

35TH AVENUE S.TOWNHOMES - DPD #3014412

STREAMLINED DESIGN REVIEW

QUADRANT PROJECTS



ISSAQUAH



SINGLE FAMILY COTTAGE UNIT



ISSAQUAH



SINGLE FAMILY HOUSING UNITS



HARBOR WORK / LIVE



CREEKSIDE



SALVEO - LEED H PLATINUM

35TH AVENUE S.TOWNHOMES - DPD #3014412



ADMIRAL LOFT HOMES



FOURTH & ROY



WALLINGFORD GREEN

STREAMLINED DESIGN REVIEW