



VOLUNTARY ADMINISTRATIVE DESIGN REVIEW APPLICATION

DPD# 3014558
6341225

1935 42nd Avenue East
Seattle, WA 98112



APPLICANT:
ALLOY DESIGN GROUP

PROJECT NAME:

Mad Twins Rowhouses
Page One

PROJECT TEAM

OWNER:
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ARCHITECT:
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206 325 3041
CONTACT: GREG SQUIRES

PROJECT STATISTICS

LOT SIZE: 2530 SF
ZONE: LR2

EXISTING RESIDENTIAL UNITS: 1
EXISTING RESIDENTIAL UNITS TO BE REMOVED: 1

NEW RESIDENTIAL UNITS: 2
APPROXIMATE BUILDING AREA: 3284 SF (1642 SF PER UNIT)
NEW PARKING SPACES: 2

REFERENCE PROJECT IMAGES



DEVELOPMENT OBJECTIVES

SITE IMPROVEMENT:
THE EXISTING RESIDENCE ON THE SITE IS BEYOND REPAIR, IS AN EYESORE IN THE COMMUNITY, AND CREATES A GAP IN THE CONTINUITY OF THE NEIGHBORHOOD. IT IS OUR GOAL TO REPLACE THE DILAPIDATED RESIDENCE WITH TWO NEW ROWHOUSES, OF A QUALITY THAT CONTRIBUTES POSITIVELY TO THE FABRIC AND USE OF THE NEIGHBORHOOD.

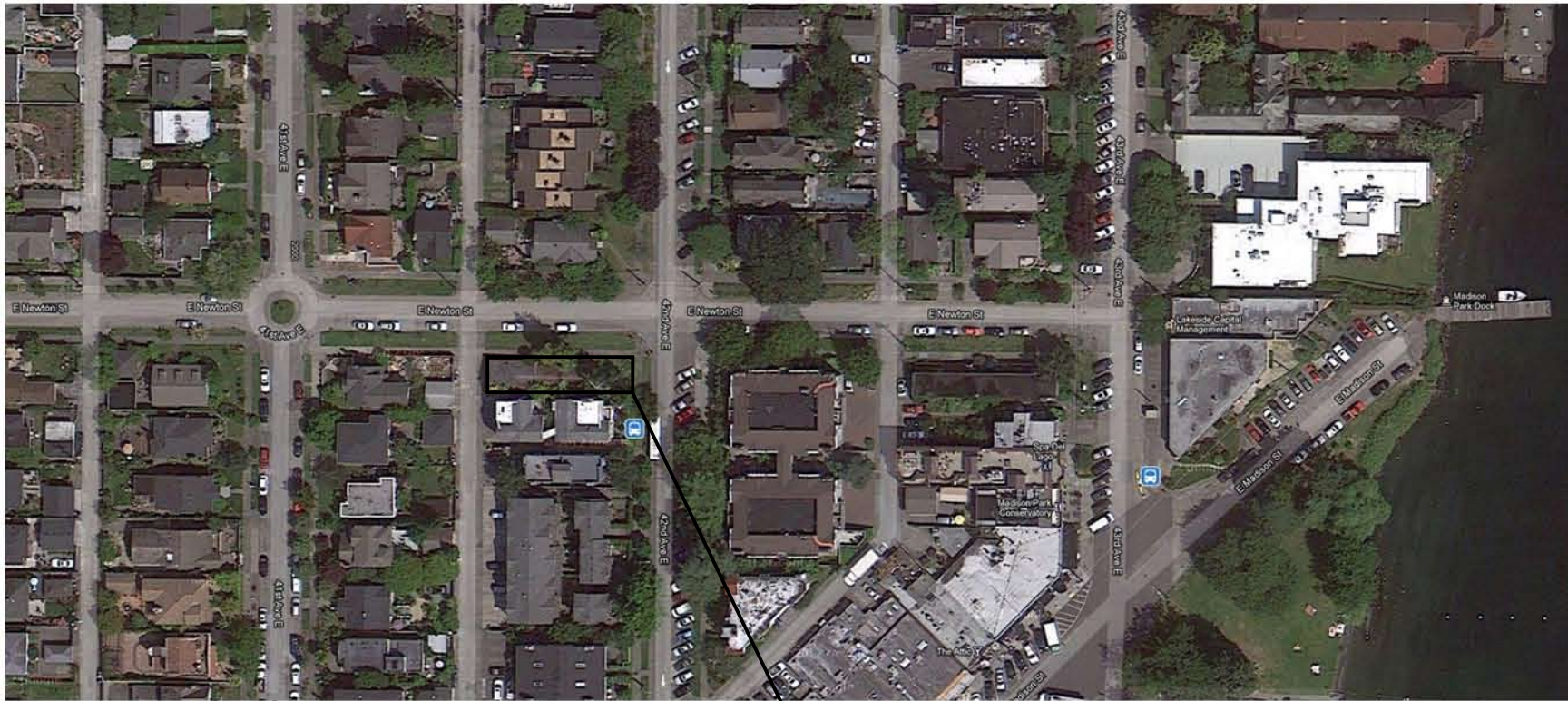
COMMUNITY:
THE NEW HOMES ARE DESIGNED AND ORIENTED TO ENGAGE THE STREET, INTENDED TO STIMULATE ACTIVITY AT THE BUILDING ENTRANCES AND OPEN SPACES. BY ENGAGING THE SIDEWALK AND STREET, THE BUILDING WILL ENHANCE THE STREET WALL, CONTRIBUTING TO A POSITIVE PEDESTRIAN EXPERIENCE. FURTHERMORE, PROVIDING EYES ON THE STREET WILL CONTRIBUTE TO NEIGHBORHOOD SAFETY AND SECURITY.

SUSTAINABILITY
WE INTEND TO CONSTRUCT THESE NEW HOMES TO A FIVE STAR BUILT GREEN STANDARD, EXCEEDING THE FOUR STAR STANDARD. WE HOPE THAT THIS DEVELOPMENT WILL SERVE AS A MODEL FOR FUTURE SUSTAINABLE DEVELOPMENT. SOME COMBINATION OF THE FOLLOWING GREEN BUILDING FEATURES AND STRATEGIES WILL BE INCORPORATED INTO THE PROJECT: SUPER-INSULATED WALLS, TRIPLE PANE GLAZING, RAINWATER ENCATCHMENT, GREEN ROOF, SOLAR PANELS, DUCTLESS MINISPLIT HEAT PUMP, HEAT RECOVERY VENTILATOR, RAINSCREEN WALL CONSTRUCTION, RECLAIMED, RECYCLED, AND REGIONALLY SOURCED MATERIALS, AND DURABLE FINISHES.

STATEMENT:
DEVELOPMENT OBJECTIVES



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AERIAL PHOTO

SITE

URBAN FABRIC:
 THE SITE OCCUPIES THE NORTH EAST CORNER OF THE LR2 ZONE, WHICH IS A TRANSITIONAL ZONE LOCATED BETWEEN NC1P-30 ZONE AND THE LOWER DENSITY SF5000 ZONE. THE LIMITED SIZE OF THE SITE INHERENTLY REINFORCES THE TRANSITIONAL NATURE OF THE LOCATION BY NECESSITATING A BUILDING SMALLER THAN TYPICAL LR2 AND NC1 BUILDINGS.

ZONING AND LAND USE:
 ZONE: LR2
 HOUSING TYPE: ROWHOUSES
 DENSITY ALLOWED: NO LIMIT
 FAR: 1.3 (BUILT GREEN), 2530 SF x 1.3 = 3289 SF MAX
 BASE HEIGHT LIMIT: 30'-0"
 SETBACKS: FRONT 5', SIDE 0', REAR 0' (WITH ALLEY)
 BUILDING WIDTH LIMIT: 60'
 MAX FACADE LENGTH: 65% OF LOT DEPTH (120x0.65=78') FOR PORTIONS OF BUILDING WITHIN 15' OF SOUTH PROPERTY LINE



SITE

ZONING MAP

VIEW FROM SOUTH SITE



VIEW FROM EAST SITE



VIEWS OF ADJACENT PROPERTIES



VIEW FROM WEST SITE



VIEW FROM NORTH SITE





NEARBY CONTEXT: NC1P ZONE, MADISON STREET, LAKE WASHINGTON (1.5 BLOCKS SE)



INTERSECTION OF 42ND AND NEWTON, LOOKING SOUTH

SITE

SITE PROS AND CONS

PROS:

- PLEASANT NEIGHBORHOOD
- WALKABLE LOCATION
- WELL DESIGNED, WELL MAINTAINED, AND INTERESTING ARCHITECTURAL CONTEXT
- VARIETY OF ZONES AND USES IN VICINITY
- PROXIMITY TO COMMERCIAL AMENITIES
- BUS STOP IMMEDIATELY ADJACENT TO SITE
- HAS ALLEY ACCESS
- FLAT SITE, NO ENVIRONMENTAL CRITICAL AREAS

CONS:

- EXISTING RESIDENCE IN DISREPAIR
- UNUSUALLY NARROW LOT
- NORTH FACING (LIMITED SOLAR ACCESS)
- NEIGHBORING BUILDING TO THE SOUTH FURTHER INHIBITS SOLAR ACCESS
- 42ND AVE EAST IS A ONE WAY STREET

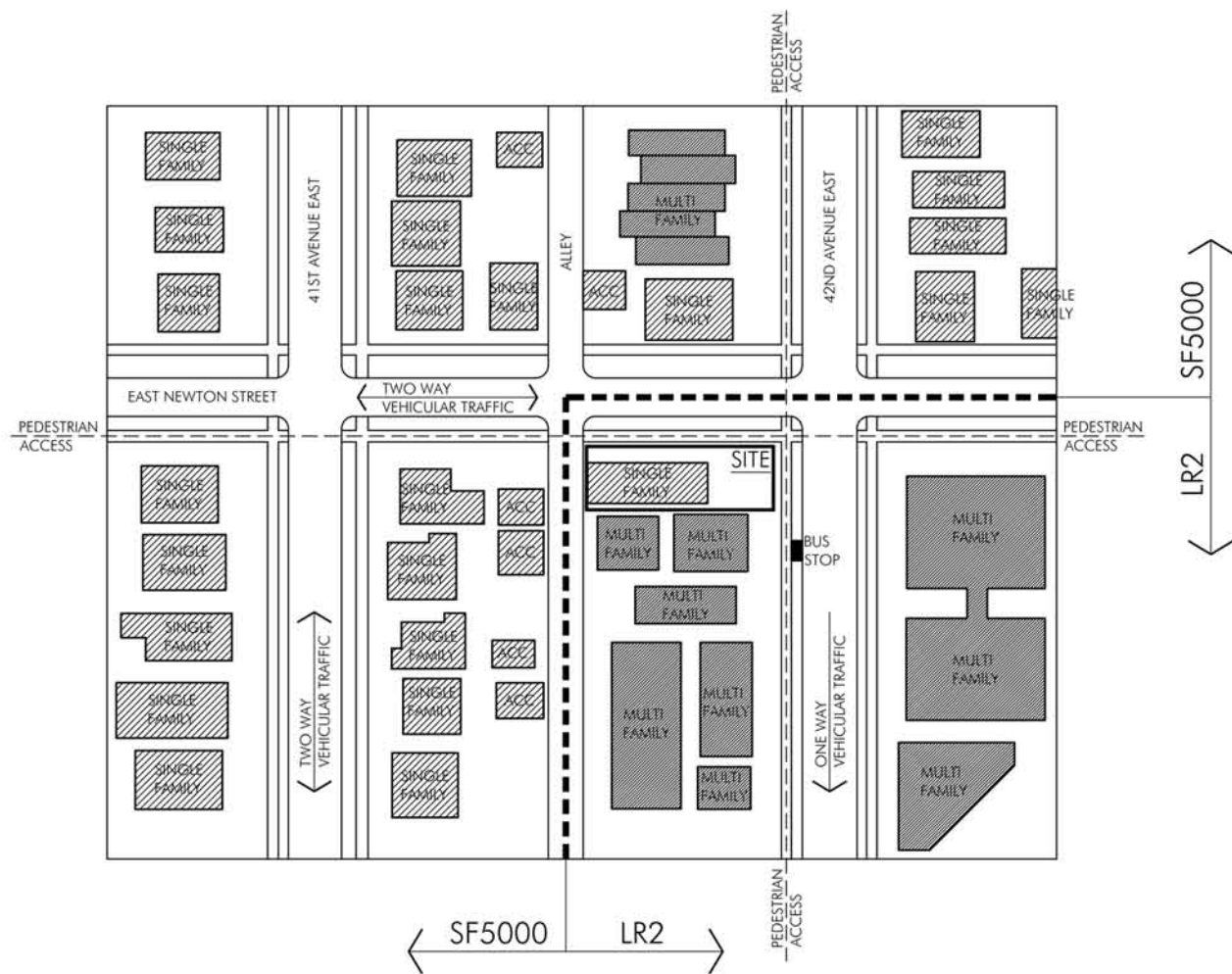
PROJECT SITE



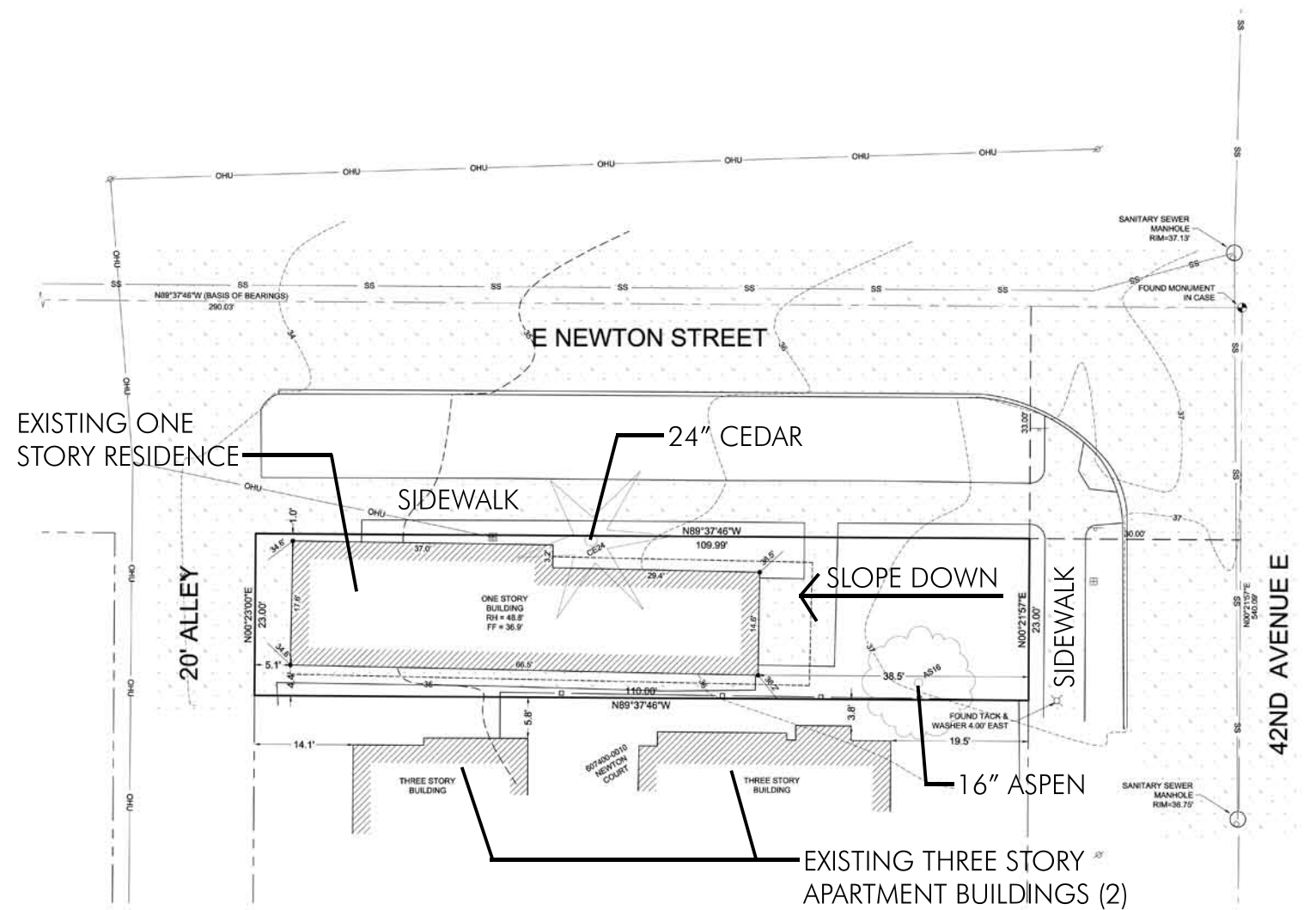
VIEW FROM EAST NEWTON STREET (LOOKING SOUTH)



VIEW FROM EAST NEWTON STREET (LOOKING NORTH)



EXISTING USE AND ACCESS ANALYSIS



SITE SURVEY
1935 42ND AVENUE EAST

- SURVEY NOTES:
1. TWO EXISTING TREES ON PROPERTY: (1) 24" CEDAR, (1) 16" ASPEN.
 2. ONE EXISTING BUILDING ON THE PROPERTY: ONE STORY SINGLE FAMILY RESIDENCE.
 3. SITE GRADUALLY SLOPES DOWN FROM EAST TO WEST, LOSING ABOUT 3' OF ELEVATION OVER LENGTH OF SITE.



BUILDING MASSING FROM NW

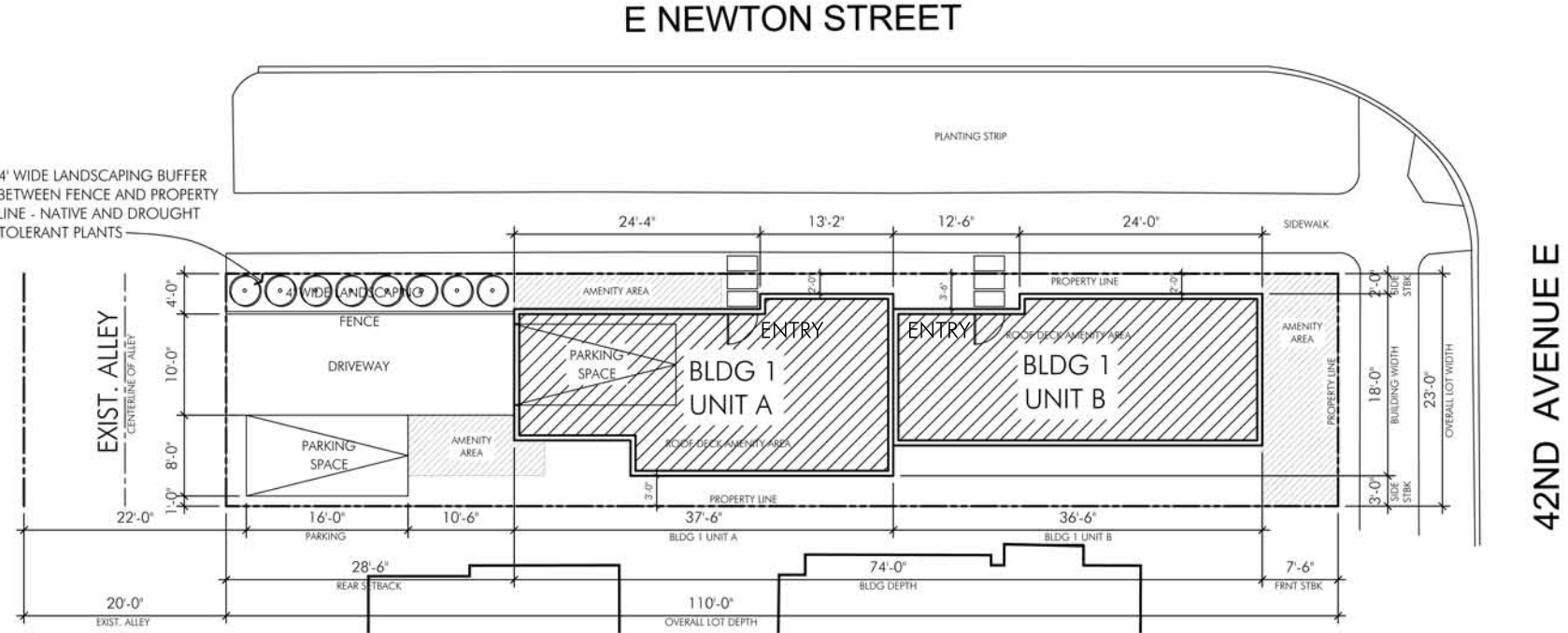


BUILDING MASSING FROM SE

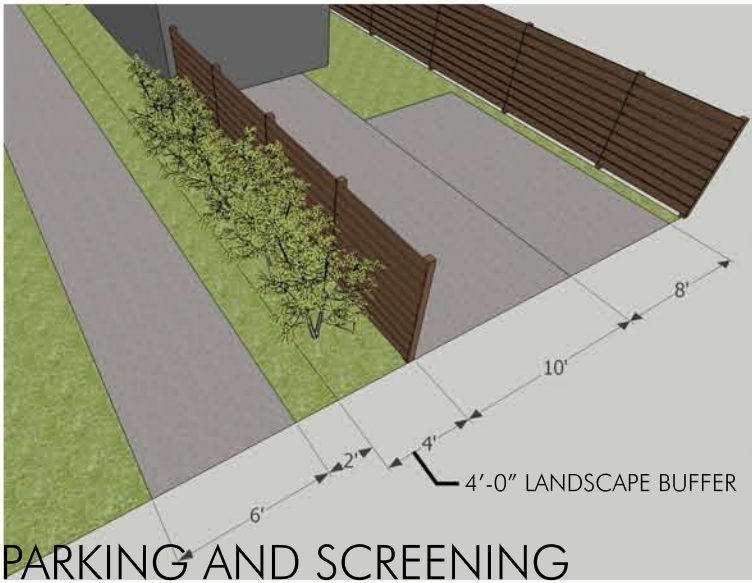
ALTERNATIVE ONE

CODE COMPLIANT
DEPARTURES: NONE

- PROS:
- COMPLIANT WITH LAND USE REGULATIONS
 - PROVIDES GARAGE RATHER THAN SURFACE PARKING
 - ALLOWS LARGER SETBACKS IN SOME AREAS
- CONS:
- IRREGULAR MASSING, DESIGN DICTATED BY LAND USE REGULATIONS (ARCHITECTURAL CONCEPT NOT COHESIVE)
 - ALLOWS LEAST DEPTH OF LANDSCAPING AND SCREENING BETWEEN DRIVEWAY AND PROPERTY LINE AT 4'-0"
 - BUILDING ENTRIES CLOSEST TO PROPERTY LINE AT 3'-6"
 - GARAGE AND STAIR ON STREET SIDE OF BUILDING MINIMIZE STREET FACING WINDOWS
 - POOR ENTRY TRANSITIONS
 - LEAST SIDE STREET SETBACK IS 2'-0"
 - CASTS GREATEST SHADOW ON PUBLIC RIGHT OF WAY
 - ROOF DECKS OVERLOOK PROPERTY TO THE SOUTH MORE THAN OTHER OPTIONS
 - PROVIDES POOR OPEN SPACE IN REAR SETBACK
 - HOMEOWNER MAY PARK IN DRIVEWAY ILLEGALLY
 - GREATER IMPERVIOUS SURFACE AREA DUE TO DRIVEWAY
 - DESIGN OF UNIT A COMPROMISED BY GARAGE



SITE PLAN



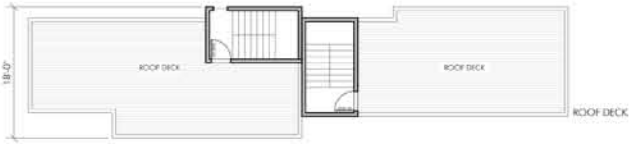
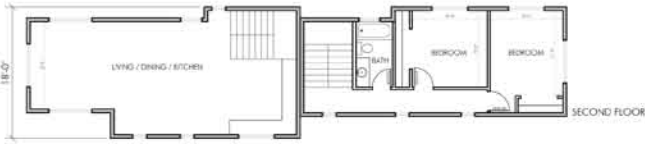
PARKING AND SCREENING



ENTRY AT SIDEWALK



FLOOR PLANS

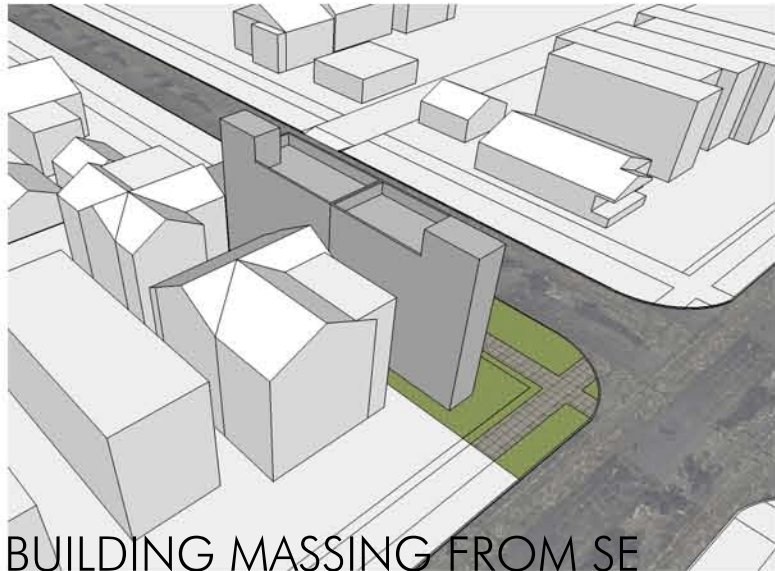


DESIGN:
ALTERNATIVE ONE - CODE COMPLIANT

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BUILDING MASSING FROM NW



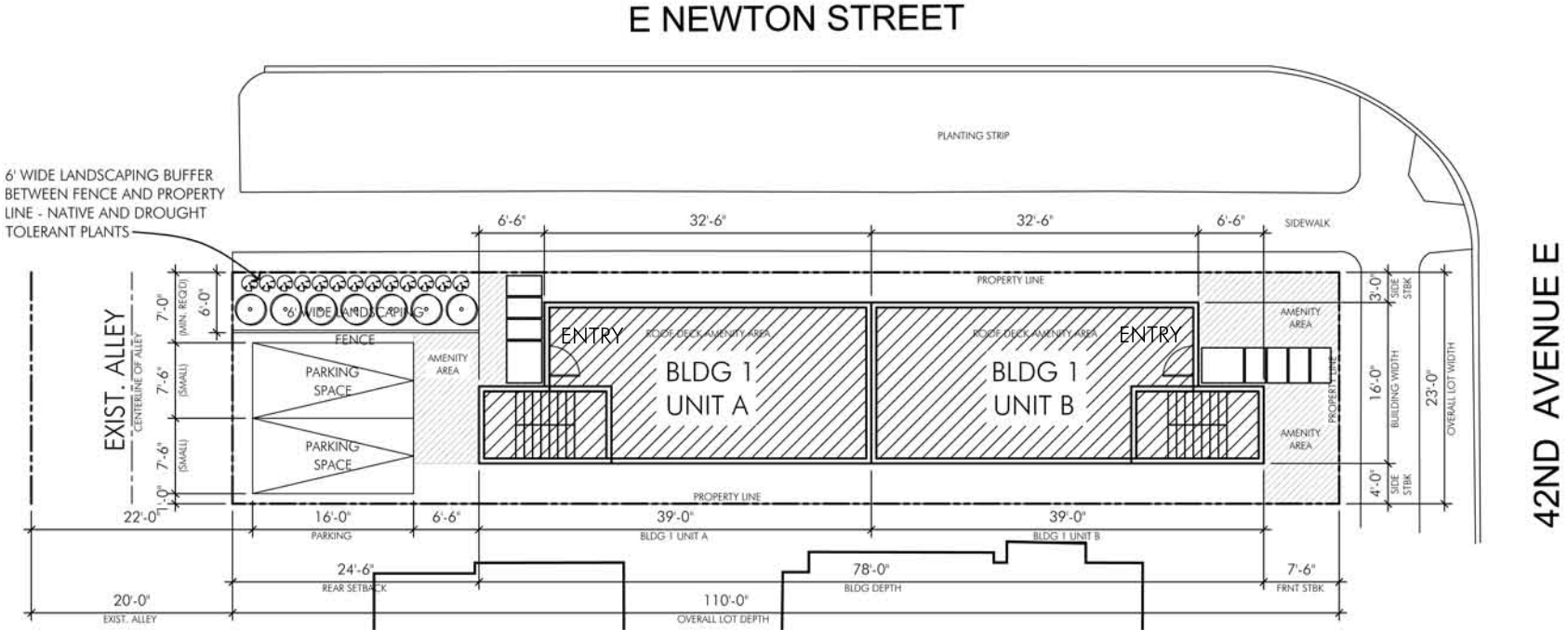
BUILDING MASSING FROM SE

ALTERNATIVE TWO

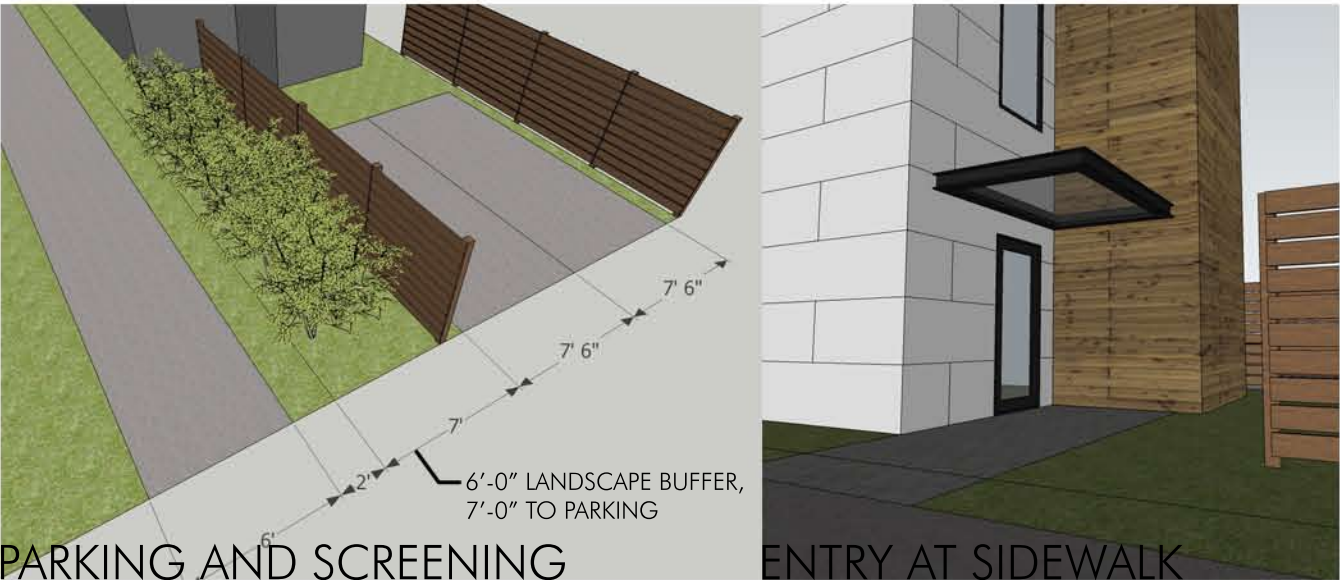
DEPARTURE:
MODIFIED SIZE OF PARKING SPACE

- PROS:
- ALLOWS GREATEST DEPTH OF LANDSCAPING AND SCREENING BETWEEN SIDE STREET PROPERTY LINE AND PARKING AT 7'-0"
 - PROVIDES BETTER OPEN SPACE IN REAR SET-BACK
 - ALLOWS GREATER DISTANCE BETWEEN ENTRIES AND PROPERTY LINE AT +/- 9'-0"
 - ALLOWS FOR BETTER ENTRY TRANSITION, STOOP, CANOPIES, ETC.
 - PROVIDES LARGER SIDE STREET SETBACK
 - PROVIDES BETTER BUILDING MODULATION
 - CASTS SMALLEST SHADOW ON PUBLIC RIGHT OF WAY
 - COHESIVE ARCHITECTURAL CONCEPT
 - NO GARAGE OR STAIR BLOCKING WINDOW ACCESS TO SIDEWALK AND SIDE STREET
 - LEAST IMPERVIOUS SURFACE AT PARKING AREA

- CONS:
- REQUIRES DEPARTURE FROM REQUIRED PARKING SPACE SIZE
 - SMALLER SETBACKS IN SOME AREAS

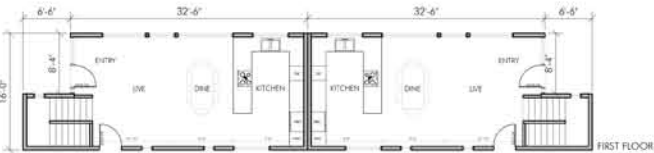


SITE PLAN



PARKING AND SCREENING

ENTRY AT SIDEWALK



FLOOR PLANS





BUILDING MASSING FROM NW



BUILDING MASSING FROM SE

ALTERNATIVE THREE

(PREFERRED)

DEPARTURE:

MODIFIED PARKING LOCATION

PROS:

- ALLOWS GREATER DEPTH OF LANDSCAPING AND SCREENING BETWEEN SIDE STREET PROPERTY LINE AND PARKING AT 6'-0"
- PROVIDES BETTER OPEN SPACE IN REAR SETBACK
- ALLOWS GREATER DISTANCE BETWEEN ENTRIES AND PROPERTY LINE AT +/- 9'-0"
- ALLOWS FOR BETTER ENTRY TRANSITION, STOOP, CANOPIES, ETC.
- PROVIDES LARGER SIDE STREET SETBACK
- PROVIDES BETTER BUILDING MODULATION
- CASTS SMALLEST SHADOW ON PUBLIC RIGHT OF WAY
- COHESIVE ARCHITECTURAL CONCEPT
- NO GARAGE OR STAIR BLOCKING WINDOW ACCESS TO SIDEWALK AND SIDE STREET
- LESS IMPERVIOUS SURFACE AT PARKING AREA

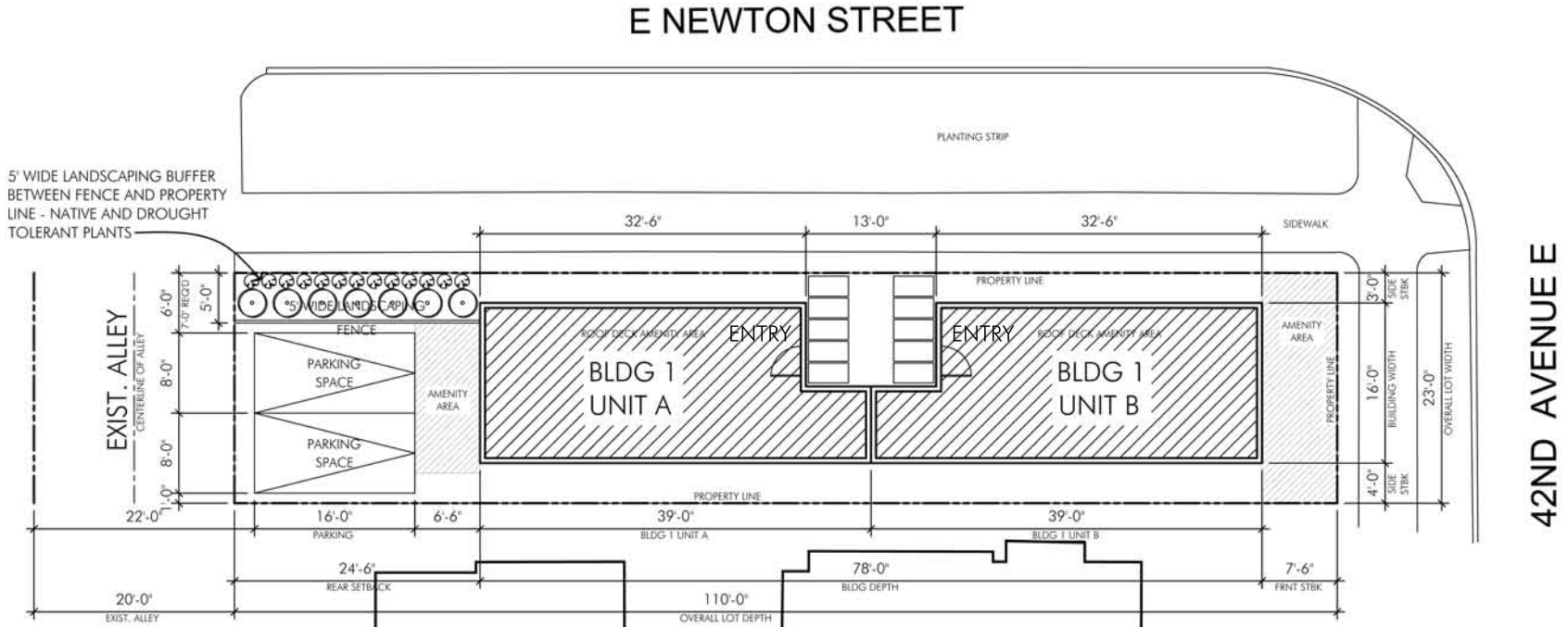
CONS:

- REQUIRES DEPARTURE FROM REQUIRED PARKING LOCATION
- SMALLER SETBACKS IN SOME AREAS

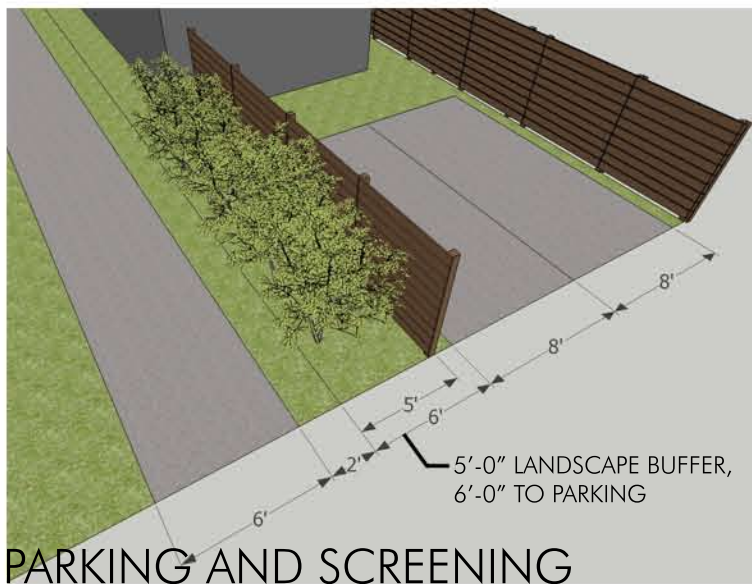
DEPARTURE RELATIVE TO DESIGN GUIDELINES:

MODIFIED PARKING LOCATION

THIS DEPARTURE ALLOWS US TO PROVIDE PARKING WITHOUT A GARAGE. THE ONLY CODE COMPLIANT ROUTE TO PROVIDE PARKING FOR THESE UNITS REQUIRES A GARAGE, WHICH HAS SEVERE IMPACTS ON THE BUILDING AND THE SITE. WITH THE GARAGE, THE DESIGN OF THE BUILDING BECOMES DETERMINISTIC, BASED UPON THE GARAGE. IT PUSHES THE BUILDING CLOSER TO THE STREET, AND MINIMIZES LANDSCAPING BETWEEN THE DRIVEWAY AND THE STREET. BY ALLOWING SURFACE PARKING IN THE REAR, THE BUILDING DESIGN IS MORE FLEXIBLE, ALLOWING FOR A BETTER DESIGNED BUILDING, BOTH AESTHETICALLY AS WELL AS IN ITS FUNCTIONAL RELATIONSHIP TO THE NEIGHBORS, SIDEWALK, AND STREETS. BY ELIMINATING THE GARAGE, WE CAN PROVIDE MORE LANDSCAPE BUFFER BETWEEN THE SIDEWALK AND THE PARKING AREA, THE ENTRIES OF THE BUILDING WILL HAVE A MUCH IMPROVED RELATIONSHIP WITH THE SIDEWALK, AND THE BUILDING WILL SIMPLY BE MUCH BETTER ALL AROUND.



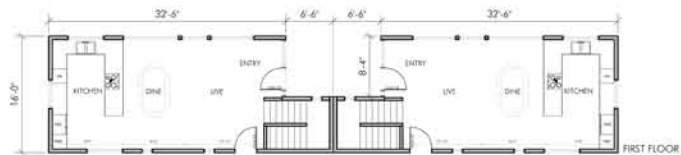
SITE PLAN



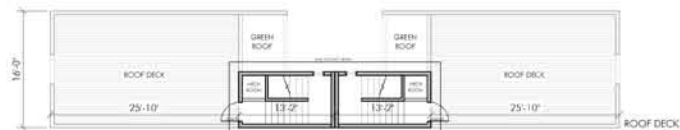
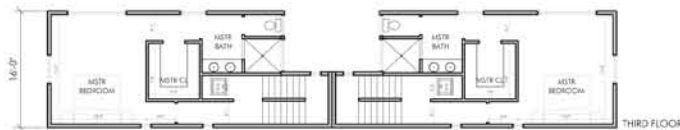
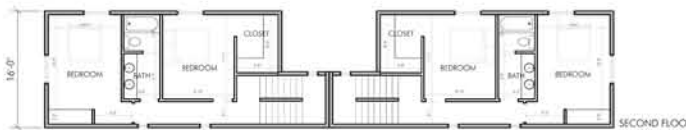
PARKING AND SCREENING



ENTRY AT SIDEWALK



FLOOR PLANS





ALTERNATIVE ONE

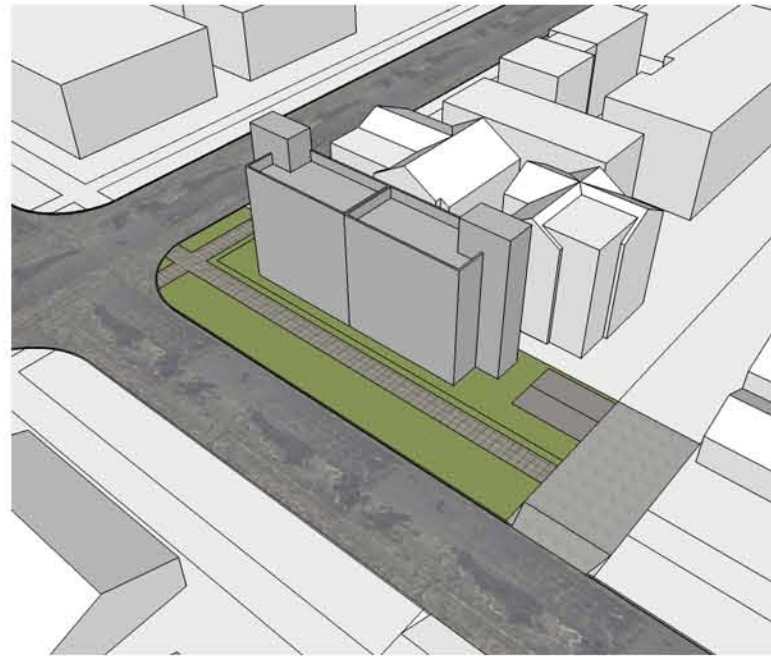
CODE COMPLIANT
DEPARTURES: NONE

PROS:

- COMPLIANT WITH LAND USE REGULATIONS
- PROVIDES GARAGE RATHER THAN SURFACE PARKING
- ALLOWS LARGER SETBACKS IN SOME AREAS

CONS:

- IRREGULAR MASSING, DESIGN DICTATED BY LAND USE REGULATIONS (ARCHITECTURAL CONCEPT NOT COHESIVE)
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- ROOF DECKS OVERLOOK PROPERTY TO THE SOUTH MORE THAN OTHER OPTIONS
- PROVIDES POOR OPEN SPACE IN REAR SETBACK
- HOMEOWNER MAY PARK IN DRIVEWAY ILLEGALLY
- GREATER IMPERVIOUS SURFACE AREA DUE TO DRIVEWAY
- DESIGN OF UNIT A COMPROMISED BY GARAGE



ALTERNATIVE TWO

DEPARTURE:
MODIFIED SIZE OF PARKING SPACE

PROS:

- ALLOWS GREATEST DEPTH OF LANDSCAPING AND SCREENING BETWEEN SIDE STREET PROPERTY LINE AND PARKING AT 7'-0"
- PROVIDES BETTER OPEN SPACE IN REAR SETBACK
- ALLOWS GREATER DISTANCE BETWEEN ENTRIES AND PROPERTY LINE AT +/- 9'-0"
- ALLOWS FOR BETTER ENTRY TRANSITION, STOOP, CANOPIES, ETC.
- PROVIDES LARGER SIDE STREET SETBACK
- PROVIDES BETTER BUILDING MODULATION
- CASTS SMALLEST SHADOW ON PUBLIC RIGHT OF WAY
- COHESIVE ARCHITECTURAL CONCEPT
- NO GARAGE OR STAIR BLOCKING WINDOW ACCESS TO SIDEWALK AND SIDE STREET
- LEAST IMPERVIOUS SURFACE AT PARKING AREA

CONS:

- REQUIRES DEPARTURE FROM REQUIRED PARKING SPACE SIZE
- SMALLER SETBACKS IN SOME AREAS



ALTERNATIVE THREE

(PREFERRED)
DEPARTURE:
MODIFIED PARKING LOCATION

PROS:

- ALLOWS GREATER DEPTH OF LANDSCAPING AND SCREENING BETWEEN SIDE STREET PROPERTY LINE AND PARKING AT 6'-0"
- PROVIDES BETTER OPEN SPACE IN REAR SETBACK
- ALLOWS GREATER DISTANCE BETWEEN ENTRIES AND PROPERTY LINE AT +/- 9'-0"
- ALLOWS FOR BETTER ENTRY TRANSITION, STOOP, CANOPIES, ETC.
- PROVIDES LARGER SIDE STREET SETBACK
- PROVIDES BETTER BUILDING MODULATION
- CASTS SMALLEST SHADOW ON PUBLIC RIGHT OF WAY
- COHESIVE ARCHITECTURAL CONCEPT
- NO GARAGE OR STAIR BLOCKING WINDOW ACCESS TO SIDEWALK AND SIDE STREET
- LESS IMPERVIOUS SURFACE AT PARKING AREA

CONS:

- REQUIRES DEPARTURE FROM REQUIRED PARKING LOCATION
- SMALLER SETBACKS IN SOME AREAS

CODE COMPARISON

FAR
DENSITY
BUILDING HEIGHT
FRONT SETBACK
REAR SETBACK
INTERIOR SIDE SETBACK
STREET SIDE SETBACK
BUILDING WIDTH
FACADE LENGTH
PARKING

ALTERNATIVE ONE

3289 SF MAX, 3284 SF PROPOSED
NO LIMIT, TWO UNITS PROPOSED
30'-0"
5' MIN., 7'-6" PROVIDED
0' REQ'D, 28'-6" PROVIDED
0' REQ'D, 3'-0" MIN PROVIDED
0' REQ'D, 2'-0" MIN PROVIDED
18'-0"
74'-0"
(1) SURFACE, (1) GARAGE, ALLEY ACCESS

ALTERNATIVE TWO

3289 SF MAX, 3284 SF PROPOSED
NO LIMIT, TWO UNITS PROPOSED
30'-0"
5' MIN., 7'-6" PROVIDED
0' REQ'D, 24'-6" PROVIDED
0' REQ'D, 4'-0" MIN PROVIDED
0' REQ'D, 3'-0" MIN PROVIDED
16'-0"
78'-0"
(2) SMALL SURFACE PARKING SPACES (DEPARTURE)

ALTERNATIVE THREE

3289 SF MAX, 3284 SF PROPOSED
NO LIMIT, TWO UNITS PROPOSED
30'-0"
5' MIN., 7'-6" PROVIDED
0' REQ'D, 24'-6" PROVIDED
0' REQ'D, 4'-0" MIN PROVIDED
0' REQ'D, 3'-0" MIN PROVIDED
16'-0"
78'-0"
(2) SURFACE PARKING SPACES (LOCATION DEPARTURE)

ALTERNATIVE ONE:
DESIGN GUIDELINES

A-1 Respond to Site Characteristics
-Alternative One has least potential to respond to site characteristics.

A-2 Streetscape Compatibility
-Setback along Newton poorly relates to existing streetscape.

A-3 Entrances Visible from the Street
-Entrances face the street.

A-5 Respect for Adjacent Sites
-Larger rear setback adjacent to less intensive SF5000 zone.

A-6 Transition Between Residence and Street
-Location of entries provides poor relationship between residence and street.
-Native planting will provide buffer between residence and sidewalk.

A-7 Residential Open Space
-Rooftop deck provided.
-West unit open space compromised by required driveway.

A-8 Parking and Vehicle Access
-Access to parking provided from alley.
-Parking will be screened from sidewalk and adjacent residential uses.
-Permeable paving will be provided.

B-1 Height, Bulk, and Scale
-Larger rear setback adjacent to less intensive SF5000 zone.
-Building is modulated to help break down apparent mass.

C-1 Architectural Context
-Narrowness of site naturally reduces building width to better relate to adjacent SF5000 zone.

C-2 Architectural Concept and Consistency
-Building design largely determined by garage location, resulting in a poorly proportioned, inconsistent design concept.

C-3 Human Scale
-Canopy at entry helps to relate building mass to human scale.

C-4 Exterior Finish Materials
-High quality, durable materials will be used.
-Attention will be paid to texture, pattern, and detailing.
-Cedar siding will be used in some areas.

ALTERNATIVE ONE:
DESIGN GUIDELINES (CONT.)

D-2 Blank Walls
-Garage along sidewalk produces relatively blank wall.

D-4 Design of Parking Lots Near Sidewalk
-Parking area screened from sidewalk.
-Least depth of landscaping between sidewalk and parking area.
-High likelihood owner will park in driveway, further worsening the relationship between parking and sidewalk.

D-5 Visual Impacts of Parking Structures
-Garage structure has significant visual impact.

D-6 Screening of Dumpsters, Utilities, and Service Areas.
-Garbage and recycling will be located away from street front, screened, and incorporated with landscaping.

D-7 Personal Safety and Security
-Entrance and window locations provide eyes on the street.
-Garage limits eyes on the street in that area.

D-8 Treatment of Alleys
-Windows will be provided on upper floors, with a garaged door on the main floor.

D-12 Residential Entries and Transitions
-Little space for activity in front of units.
-Poor entry transition.
-Less opportunity for distinctive paving at entry.
-Entry canopy improves usefulness and scale of the entry space.

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites
-Newton Street setback has least opportunity for landscaping to relate to adjacent sites.
-Street trees will be provided.

E-2 Landscaping to Enhance the Building and/or Site
-Landscaping will be incorporated to visually soften the building.
-Landscape screening will be provided at south property line to provide privacy to and from neighbors.

ALTERNATIVE TWO:
DESIGN GUIDELINES

A-1 Respond to Site Characteristics
-Provides better solar access.
-Takes better advantage of potential views.

A-2 Streetscape Compatibility
-Setback along Newton provides better opportunity to relate to existing streetscape.

A-3 Entrances Visible from the Street
-Entrances are visible from the street.

A-5 Respect for Adjacent Sites
-Larger rear setback adjacent to less intensive SF5000 zone.
-Better opportunities to arrange windows so as to have less impact on privacy of adjacent property to the south.

A-6 Transition Between Residence and Street
-Side street setbacks provide better relationship with street.
-Recessed entries provide transitional space between public and private.
-Native planting will provide buffer between residence and sidewalk.

A-7 Residential Open Space
-Rooftop deck provided.
-Recessed entry and canopy provide areas for activity at entrances.
-Provides better rear yard open space, can directly connect to sidewalk.
-Site planning allows open space elements to better relate to the architecture.

A-8 Parking and Vehicle Access
-Access to parking provided from alley.
-Parking will be screened from sidewalk and adjacent residential uses.
-Permeable paving will be provided.
-Parking lot size minimized, driveway width minimized.
-Provides best opportunity for parking screening and landscape buffer.

B-1 Height, Bulk, and Scale
-Larger rear setback adjacent to less intensive SF5000 zone.
-Articulation at building ends effectively breaks down the apparent mass of the building.
-Provides better modulation at entry.
-Provides better opportunity for landscaping to mitigate building mass.
-Less overall building width.
-Massing has good relationship to sidewalk and street.

C-1 Architectural Context
-Building Articulation. The recessed entry breaks down the mass at the building end, relating better to the SF5000 zone.
-Narrowness of site naturally reduces building width to more better relate to adjacent SF5000 zone.

ALTERNATIVE TWO:
DESIGN GUIDELINES (CONT.)

C-2 Architectural Concept and Consistency
-Architectural concept is cohesive and well proportioned.
-Modulation, articulation, and entries are well designed and proportioned.

C-3 Human Scale
-Canopy at entry helps relate building mass to human scale.
-Better opportunities to provide landscaping to help relate to human scale.

C-4 Exterior Finish Materials
-High quality, durable materials will be used.
-Attention will be paid to texture, pattern, and detailing.
-Cedar siding will be used in some areas.

D-2 Blank Walls
-No blank garage wall as in Alternative One.

D-4 Design of Parking Lots Near Sidewalks
-Parking area screened from sidewalk.
-Screening of parking. Greatest depth of landscaping between parking and sidewalk is possible.

D-5 Visual Impacts of Parking Structures
-No garage as in Alternative One to impact pedestrian environment.

D-6 Screening of Dumpsters, Utilities, and Service Areas.
-Garbage and recycling will be located away from street front, screened, and incorporated with landscaping.

D-7 Personal Safety and Security
-Entrance and window locations provide most eyes on the street.

D-8 Treatment of Alleys
-Windows will be provided on first floor as well as the upper floors, rather than the blank garage door as in Alternative One.

D-12 Residential Entries and Transitions
-Entrance design encourages activity in front of units.
-Recessed entry provides better transitional space.
-Better opportunity for distinctive paving at entry.
-Entry canopy improves usefulness and scale of the entry space.

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites
-Setback along Newton Street provides better opportunities for landscaping to relate to adjacent sites.
-Street trees will be provided.

E-2 Landscaping to Enhance the Building and/or Site
-Landscaping will be incorporated to visually soften the building.
-Landscape screening will be provided at south property line to provide privacy to and from neighbors.
-Entry design provides distinctive landscaping in building modulation areas.



SUMMARY:

DESIGN GUIDELINES AND LAND USE CODE

PROJECT NAME:

Mad Twins Rowhouses
Page Eleven

ALTERNATIVE THREE:
DESIGN GUIDELINES

A-1 Respond to Site Characteristics

- Provides best solar access.
- Takes best advantage of potential views.

A-2 Streetscape Compatibility

- Setback along Newton provides better opportunity to relate to existing streetscape.

A-3 Entrances Visible from the Street

- Entrances are visible from the street.

A-5 Respect for Adjacent Sites

- Larger rear setback adjacent to less intensive SF5000 zone.
- Best opportunity to arrange windows so as to have less impact on privacy of adjacent property to the south.

A-6 Transition Between Residence and Street

- Side street setbacks provide better relationship with street.
- Recessed entries provide transitional space between public and private.
- Native planting will provide buffer between residence and sidewalk.

A-7 Residential Open Space

- Rooftop deck provided.
- Recessed entry and canopy provide areas for activity at entrances.
- Provides better rear yard open space, can directly connect to sidewalk.
- Site planning allows open space elements to better relate to the architecture.

A-8 Parking and Vehicle Access

- Access to parking provided from alley.
- Parking will be screened from sidewalk and adjacent residential uses.
- Permeable paving will be provided.
- Parking lot size minimized, driveway width minimized.
- Provides better opportunity for parking screening and landscape buffer.

B-1 Height, Bulk, and Scale

- Larger rear setback adjacent to less intensive SF5000 zone.
- Provides better modulation at entry.
- Provides better opportunity for landscaping to mitigate building mass.
- Less overall building width.
- Massing has good relationship to sidewalk and street.

C-1 Architectural Context

- Building Articulation. The recessed entry breaks down the mass off the building into two smaller units.
- Narrowness of site naturally reduces building width to more better relate to adjacent SF5000 zone.

ALTERNATIVE THREE:
DESIGN GUIDELINES (CONT.)

C-2 Architectural Concept and Consistency

- Architectural concept is cohesive and well proportioned.
- Modulation, articulation, and entries are well designed and proportioned.

C-3 Human Scale

- Canopy at entry helps relate building mass to human scale.
- Better opportunities to provide landscaping to help relate to human scale.

C-4 Exterior Finish Materials

- High quality, durable materials will be used.
- Attention will be paid to texture, pattern, and detailing.
- Cedar siding will be used in some areas.

D-2 Blank Walls

- No blank garage wall as in Alternative One.

D-4 Design of Parking Lots Near Sidewalks

- Parking area screened from sidewalk.
- Screening of parking. Greater depth of landscaping between parking area and sidewalk is possible.

D-5 Visual Impacts of Parking Structures

- No garage as in Alternative One to impact pedestrian environment.

D-6 Screening of Dumpsters, Utilities, and Service Areas.

- Garbage and recycling will be located away from street front, screened, and incorporated with landscaping.

D-7 Personal Safety and Security

- Entrance and window locations provide most eyes on the street.

D-8 Treatment of Alleys

- Windows will be provided on first floor as well as the upper floors, rather than the blank garage door as in Alternative One.

D-12 Residential Entries and Transitions

- Entrance design encourages activity in front of units.
- Recessed entry provides better transitional space.
- Better opportunity for distinctive paving at entry.
- Entry canopy improves usefulness and scale of the entry space.

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

- Setback along Newton Street provides better opportunities for landscaping to relate to adjacent sites.

- Street trees will be provided.

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

- Landscaping will be incorporated to visually soften the building.
- Landscape screening will be provided at south property line to provide privacy to and from neighbors.
- Entry design provides distinctive landscaping in building modulation areas.

ALTERNATIVE THREE:
DESCRIPTION RELATIVE TO DESIGN GUIDELINES

RATHER THAN HAVING A GARAGE, THIS OPTION PROPOSES PROVIDING PARKING IN THE REAR YARD, OFF THE ALLEY. THE REAR YARD IS CURRENTLY TOO NARROW BY ONE FOOT TO LEGALLY PROVIDE TWO PARKING SPACES, SO WE ARE REQUESTING A DEPARTURE FROM THE REQUIRED 7' DISTANCE FROM SIDE STREET LOT LINE TO PARKING, TO BE REDUCED TO 6'. THIS ACTUALLY ALLOWS A GREATER LANDSCAPE AREA TO BE PROVIDED BETWEEN THE PARKING AND THE SIDEWALK THAN WOULD BE ALLOWED WITH THE CODE COMPLIANT GARAGE OPTION, AS THE REQUIRED DRIVEWAY WIDTH FOR GARAGE ACCESS WOULD REDUCE THE LANDSCAPING WIDTH TO 4'.

THE MAJOR IMPLICATION IN PROVIDING GARAGE PARKING FOR THE WEST UNIT IS HOW IT IMPACTS BUILDING DESIGN. BY INCLUDING A GARAGE IN SUCH A NARROW UNIT ON SUCH A NARROW SITE, THE BUILDING DESIGN AND ARRANGEMENT BECOMES DETERMINED BY THE GARAGE. STAIR, BEDROOM, BATHROOM, LIVING, DECK, AND WINDOW LOCATIONS ALL BECOME ESSENTIALLY DETERMINISTIC DUE TO THE GARAGE. THIS IMPACT TRICKLES THROUGH THE WHOLE BUILDING TO ULTIMATELY DETERMINE HOW CLOSE THE BUILDING IS TO LOT LINES, WHERE ENTRIES CAN BE LOCATED, AND THE OVERALL BUILDING MASS BECOMES NO LONGER AN EFFORT TO CREATE AN OBJECT OF BEAUTY SYMPATHETIC TO IT'S SURROUNDINGS, BUT BECOMES AN EXERCISE IN HOW TO INCORPORATE A GARAGE INTO A SMALL HOME.