



## QUADRANT PEARL

5153 & 5159 42ND AVENUE S.

## STREAMLINED DESIGN REVIEW

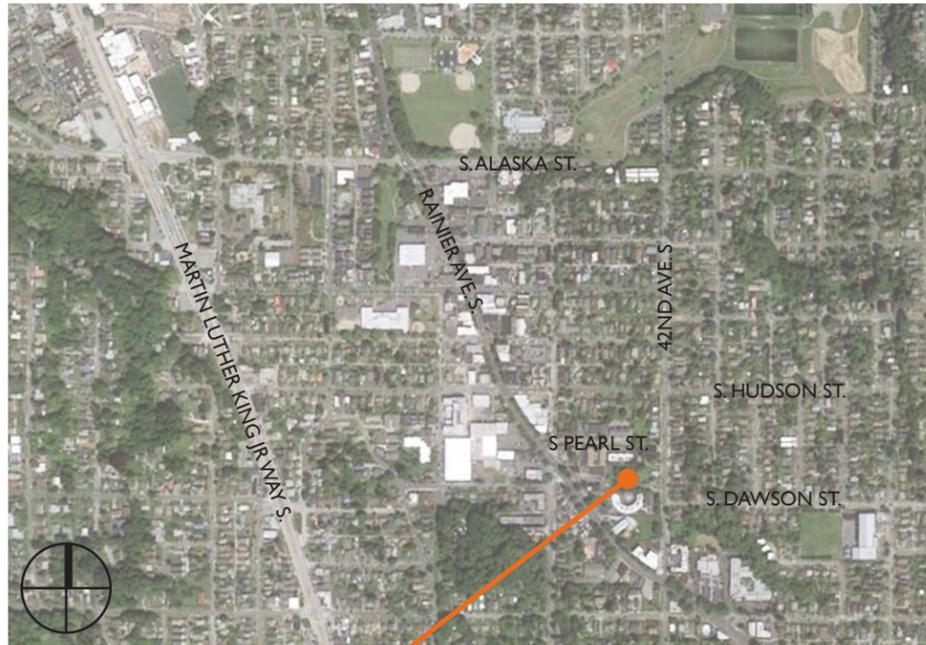
DPD #3014787

DPD #3014794

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



PROPOSAL



SITE LOCATION

ADDRESS: 5153 + 5159 42nd Avenue S.  
 DPD PROJECT #: 3014787, 3014794  
 OWNER: Quadrant Homes  
 APPLICANT: Nicholson Kovalchick Architects  
 CONTACT: John Ales

PROJECT SUMMARY

LOT SIZE: Rowhouses Lot A - 9,175 SF  
 Townhouses Lot B - 12,587 SF

ZONING: LR-2  
 TOWNHOUSE FAR: 1.0  
 ROW HOUSE FAR: 1.3 (Using Built Green 4 star standard)

FAR PROVISIONS:	LOT A (RH)	LOT B (TH)
LEVEL 1 TOTAL:	3,200 sf*	2,928 sf
LEVEL 2 TOTAL:	4,010 sf	3,192 sf
LEVEL 3 TOTAL:	4,226 sf	3,192 sf
LEVEL 4 TOTAL:	472 sf	-
TOTAL FAR :	1.3	0.74

\*Reduction for floor over flex room being with 4' of grade

DEVELOPMENT OBJECTIVES

The property owner's objective is to develop a project that revitalizes the Rainier and 42nd Ave S neighborhood through attractive residential architecture

that encourages social interaction, is livable and incorporates sustainable design strategies.

The project proposes (12) new 3-story dwelling units developed within a combination of structures. The 42nd Ave S street face hosts a 6-unit Rowhouse structure containing private garages with parking stalls for a total of 10 vehicles. Within the property are two townhouse structures; (1) 4-unit structure and (1) 2-unit structure. Townhouse units are provided with one space per unit surface parking. All garages and parking stalls are accessed via a common drive court with curb cut located on 42nd Ave S.

The property overlooks and contains a beautiful wetland buffer to be protected throughout the project. Amenity areas are designed into the remaining property in the form of community green space and private yards.

ZONING AND OVERLAY DESIGNATION

Both parcels in this project are zoned LR-2 and are located within the Columbia City Residential Urban Village. Zoning around the project site is as follows: North of Farrar is LR-2; East of 42nd Ave S is SF-5000; South of the southern property line is NC2-40 and LR-2; and West of the western property line is LR-3.

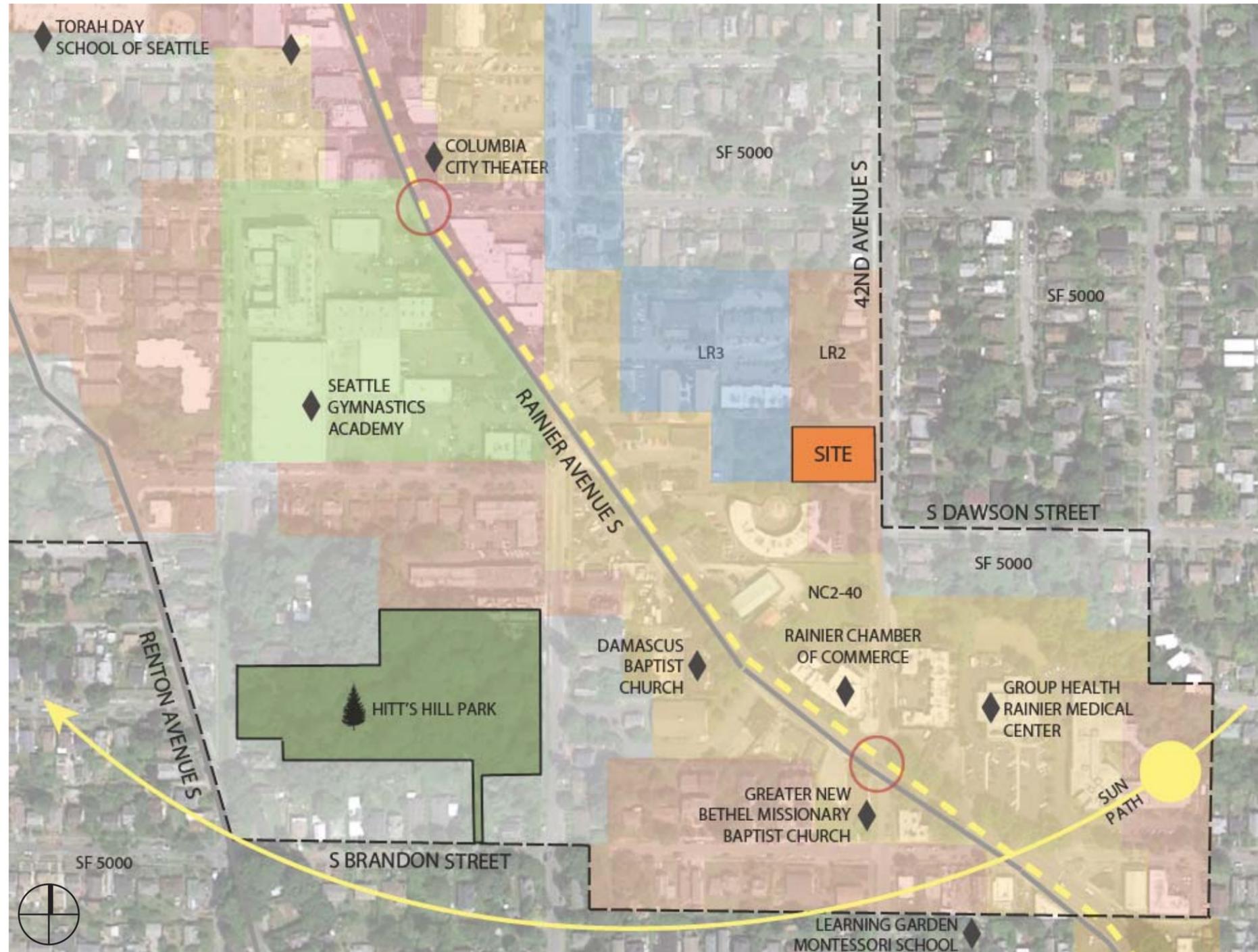
Overlays associated with this site include Frequent Transit Corridor, Airport Height Overlay, Detached Dwelling Units Allowed Zone and the SE Seattle Reinvestment Area. Additionally the project is affected by a wetland buffer in the SW corner of the lot.

NEIGHBORING DEVELOPMENT

The site is located within Columbia City's incredibly diverse neighborhood with its wide array of building typologies. Northeast and east of the site are single family dwelling structures and an occasional duplex. Several multifamily complexes have been established to the northwest, west and directly south of the site. Of note among the multifamily structures is the Crescent Apartment building located on the neighboring south property. The area also contains within walking distance a shopping center, several religious assemblies, cafés, public schools, a large health center, and the Rainier Chamber of Commerce.



PROPOSED FRONT FACADE OF ROWHOUSE UNITS FACING 42ND AVE S



OPPORTUNITIES & CONSTRAINTS

**Connectivity**

The project's proximity to transit provides the opportunity to create a more pedestrian-friendly and transit-oriented design in a frequent transit area. As the site is zoned LR2 and within the Columbia City Urban Village, 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**

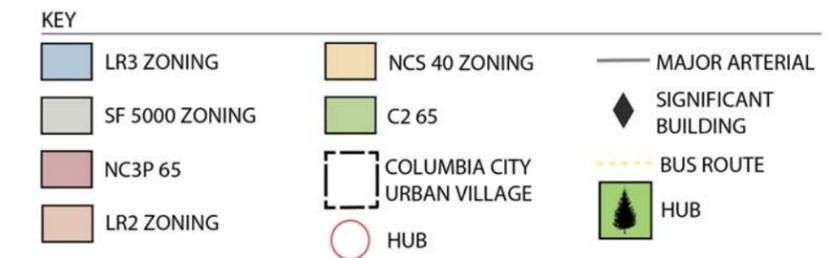
The site slopes approximately 4 stories (43') from the NE corner at the intersection of S Farrar Street to the SW corner at the rear property line. By locating the units strategically on the site (both laterally and vertically), the upper levels of most units will receive views back toward the wetland buffer at the SW corner of the site. Physical separations between the two lower TH structures allow for a view corridor through the site from the lower floors of the exterior rowhouse units.

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

The Owner's desire to provide each unit with usable private exterior space and views of the wetland and associated buffer directed the design toward strongly stepped units located strategically in the vertical parameter to preserve views over lower units. Additionally the lower two townhouse buildings are strategically broken and located to produce interesting private and common areas at the ground level.

**Site Dimensions**

The site is 141' wide by approximately 154' deep. The north and east property lines are located on public right of way for Farrar and 42nd Ave S respectively. In addition the site development capacity is constrained by a wetland buffer with a radius that significantly extends into the site's south west corner.



# EXISTING-SITE CONDITIONS



DPD ZONING MAP

## PROJECT PROGRAM

Number of Residential Units: 12  
 Number of Parking Stalls: 16  
 Structure Height : 3-Story: Type V  
 Building Permit will be under the SRC

## MARKET AREA

Area of Residential Uses: Approximately 20,236 sf  
 Area of Enclosed Individual Garages: Approximately 2,168 sf  
 Total Area: Approximately 22,404 sf

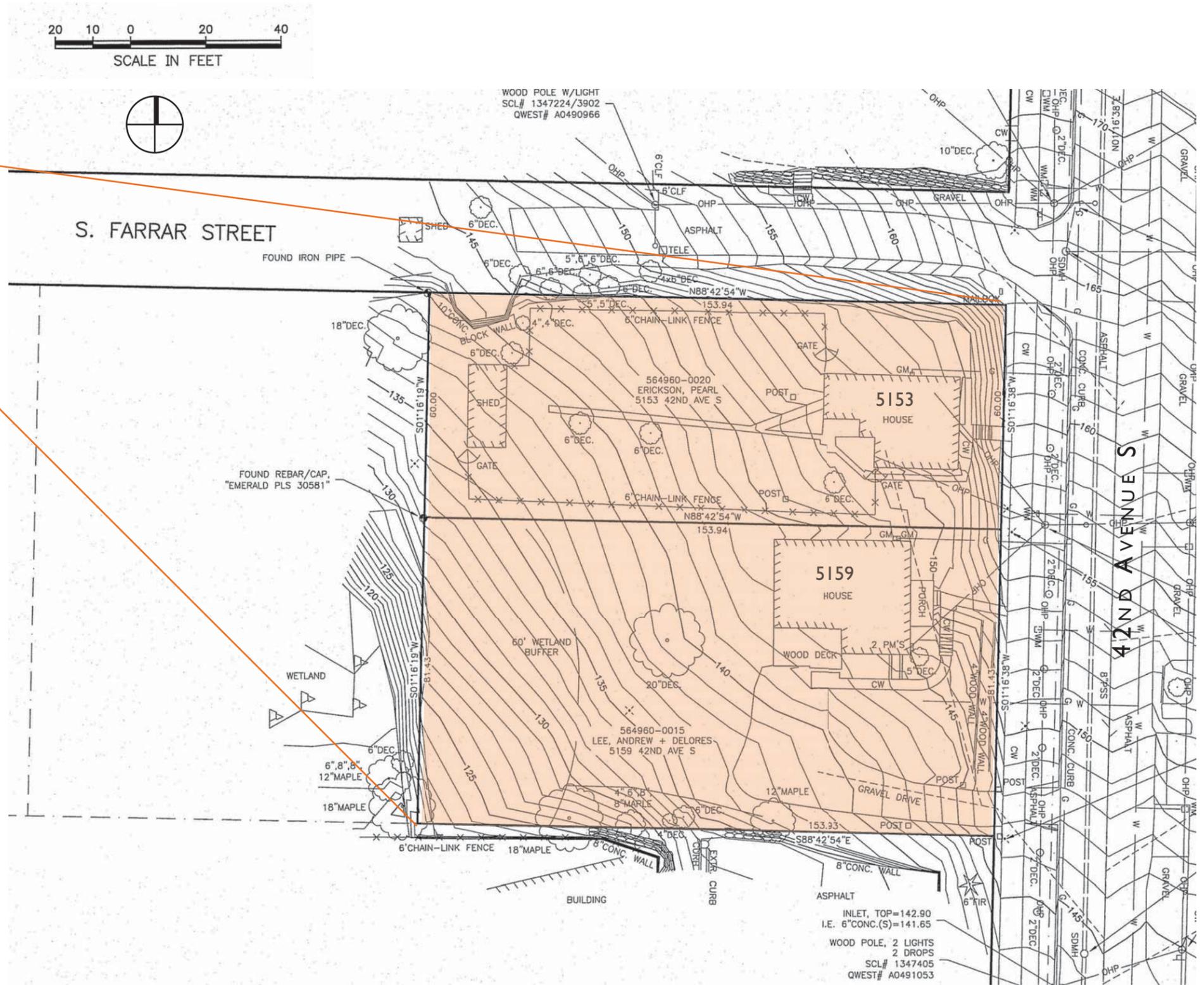
## EXISTING SITE

The project will employ a Lot Boundary Adjustment to re-compose the existing 2 tax parcels located on the southwest corner of 42nd Avenue S and S Farrar Street. The overall site is rectangular and measures 141 feet wide by 154 feet deep. The site slopes from the highest point on the northeast corner to the lowest point on the southwest corner. The overall average grade from lowest point on the site to the highest point on the site is 20%.

There are approximately 9-10 trees on the property with boles measuring 6" or greater in diameter, along with two existing single family houses, one on each existing parcel. The residence on 5159 42nd Ave S has a curb cut and drive from 42nd Ave S. 5153 42nd Ave S residence has a detached shed to the west side of the property and there is a shed in S Farrar that may be utilized by one of the adjacent properties.

PARCEL #: 5649600015 + 5649600020  
 ZONING: LR-2  
 OVERLAYS: COLUMBIA CITY RESIDENTIAL URBAN VILLAGE,  
 LOT AREA : 21,762 SF

**nk** NICHOLSON KOVALCHICK ARCHITECTS



EXISTING SITE PLAN  
 NTS



① NORTHWEST OF PROJECT SITE - LOOKING SOUTHEAST



② SOUTH OF PROJECT SITE - LOOKING NORTH

PROJECT SITE



③ 42ND AVENUE S LOOKING WEST

ACROSS FROM PROJECT SITE



④ 42ND AVENUE S LOOKING EAST

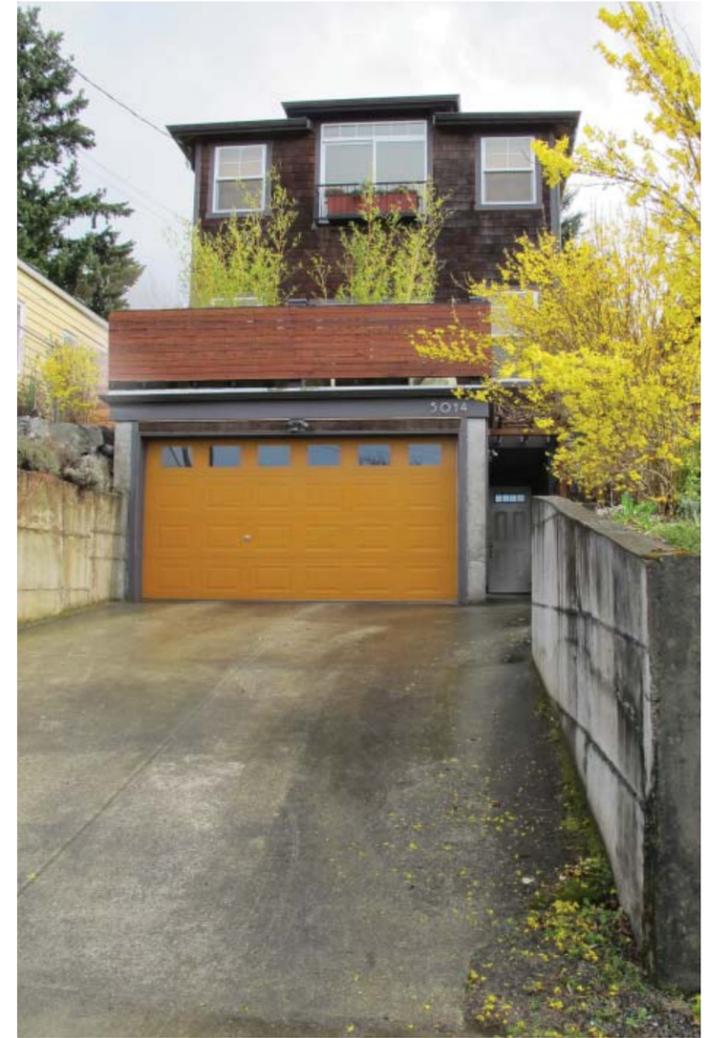
IMMEDIATE SITE CONTEXT



② SINGLE FAMILY STRUCTURES



③ SINGLE FAMILY STRUCTURES



⑥ SINGLE FAMILY STRUCTURE



① COMMERCIAL STRUCTURES



④ PEARL STREET CONDOS



⑤ 3927 PEARL STREET CONDOS



⑦ CRESENT APARTMENTS



⑧ CRESENT APARTMENTS



⑨ MULTI FAMILY STRUCTURE



① RAINIER VISTA MICRO COMMUNITY



② 3919 S. ALASKA STREET



③ COLUMBIA CITY LIVEABOVES



④ MULTI-FAMILY TOWNHOUSES



⑥ 5251 39TH AVE S HITTS HILL



⑦ MULTI-FAMILY STRUCTURES



⑤ LOW-RISE APARTMENTS

# ZONING ANALYSIS

## CHAPTER 23.45 RESIDENTIAL, MULTIFAMILY

### 23.45.504 PERMITTED USES

Residential Use

### 23.45.510 FLOOR AREA RATIO

Rowhouses 1.1 or 1.3\* | Lot A area: 9,175 s.f. FAR<sub>max</sub> = 1.3 x 9175 = 11,927.5 s.f.  
Townhouses 1.0 or 1.2\* | Lot B area: 12,587 s.f. FAR = 12,587 s.f. FAR<sub>max</sub> = 1.2 x 12,587 = 15,104 s.f.

### 23.45.512 DENSITY

Rowhouse: No limit | Lot A area: Rowhouse design  
Townhouse: 1/1600 or No limit\* | Lot B area: 12,587 s.f. D = 12,587/1600 = 7.9

### 23.45.514 STRUCTURE HEIGHT

- 30' above average grade
- +5' for roof w/ minimum 6:12 pitch
- +3' for shed or butterfly where low end does not extend above the height limit
- +10' Stair penthouse where total coverage does not exceed 15% of roof area

### 23.54.015 REQUIRED PARKING

No parking is required.  
Site is Multifamily zone located in urban villages and within 1,320 feet of a street with frequent transit service.  
\*parking shall be totally enclosed within the same structure as the residential use or located in a parking area or structure at the rear of the lot.  
Bicycle long-term parking: 1 per 4 units

### 23.54.030 PARKING STANDARDS

Curb Cuts: 141 feet of lot frontage along 42nd Ave S = 2 permitted curb cuts  
\*Driveways for two attached rowhouse or townhouse units may be paired so that there is a single curb cut providing access. The maximum width of the paired driveway is 18 feet.  
\*Curb Cuts shall be a maximum of 10' wide  
\* One curb cut greater than 10' but no greater than 20' may be substituted for each curb cut permitted  
\*For rowhouse and townhouse developments, the minimum distance between curb cuts is 18'

### 23.45.518 SETBACK REQUIREMENTS

FRONT: 5' min (Rowhouse) 5' min + 7' Avg (Townhouse)  
REAR: 7' avg + 5' min (RH & TH)  
SIDE: (Rowhouse) 0', 5' on lots next to SF zone  
SIDE: (Townhouse) 5' if façade < 40 feet in length or 7 ft avg, 5 ft min  
SEPARATION BETWEEN 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 grade.



**SITE PLAN**  
NTS

● PEDESTRIAN ENTRY  
▶ VEHICULAR ENTRY

### 23.45.522 AMENITY AREA

Required amount of amenity area = 25% of the lot area  
(Note: A woonerf has been designed into the site plan but has not been used to meet amenity space requirements.)  
Lot A 9,175 SF x 25% = 2,294 SF  
2308 SF of private and common amenity area including roof top decks (25%)  
Lot B 12,587 SF x 25% = 3,147 SF  
3292 SF of private and common amenity area (26%)  
\* 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 horizontal dim for private amenity areas, except 10' at non-street side lot lines  
\*An unenclosed porch that is a minimum of 60 sf and faces a street or common amenity areas may be counted as part of the private amenity area.  
\*No common amenity area shall be < 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  
\*Parking, vehicular access easements and driveways do not qualify as amenity areas  
\*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

WIDTH: Rowhouse = No Limit Townhouse = 90'  
FACADE LENGTH: Rowhouse and Townhouse 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: (9-15 units) 150 SF min area of shared storage space  
\*Min horizontal dim of required storage space for 9 dwelling units or more is 12'.  
\* if located outdoors, storage space need to be screened from public view



LANDSCAPE PLAN  
SCALE: NTS



TYPICAL LANDSCAPE PLANTS

**LANDSCAPE DESIGN**

QUADRANT PEARL TOWNHOMES - DPD #3014787 & 3014794

**ANDREWS LANDSCAPE ARCHITECTS**

STREAMLINED DESIGN REVIEW

UNIT FLOOR PLANS

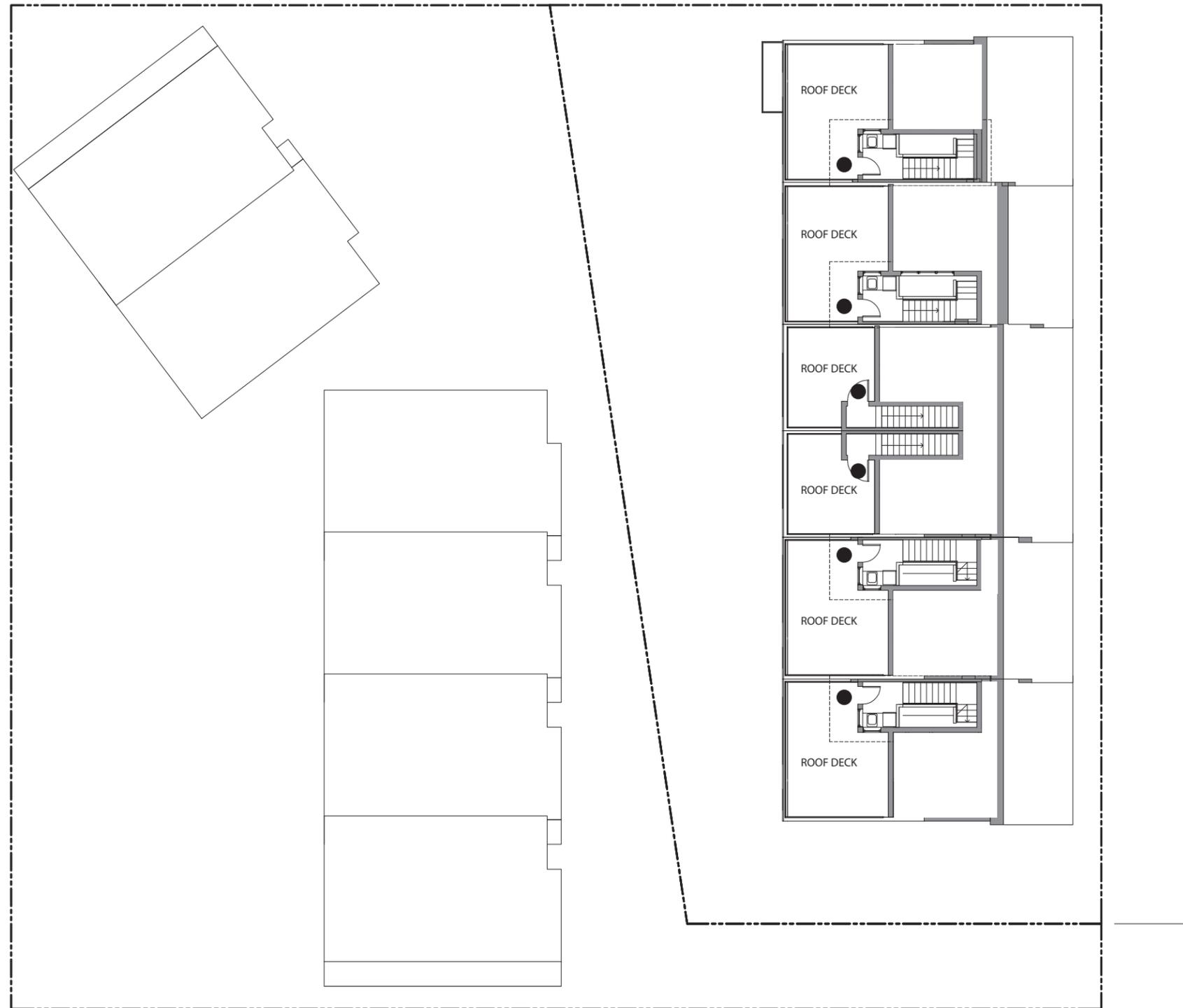


FIRST FLOOR PLAN  
SCALE: NTS





THIRD FLOOR PLAN  
SCALE: NTS



ROOF / ROOF DECK PLAN  
SCALE: NTS

ARCHITECTURAL CONCEPT - ELEVATIONS



EXPOSED CONCRETE WHERE EXPOSED FOUNDATION WALLS OCCUR



SAMPLE FAUX ROCK AT TRASH ENCLOSURE



BOLT ON ATTACHED BALCONY



COURTYARD FESTIVAL STYLE LIGHTING IN CONSIDERATION



EXPANDED METAL W/ NATURAL VENTING OVERHEAD DOOR TO BE USED AT TRASH ENCLOSURE AT 42ND AVE S



VINYL WINDOW UNIT

EXTERIOR PANEL JOINT & MIXED MATERIAL JOINT

ARCHITECTURAL CONCEPT - ELEVATIONS

The design team wanted to include preliminary vignettes of typical building elevations for your review and comment. These vignettes include our preliminary thoughts on building massing, fenestration, material palette color and roof line options. The elevation shown on this page relates to the street facing rowhouse block on 42nd Ave S. This represents the current design direction that will be applied across the project.

The design team seeks to draw from the many strong examples of nearby contemporary townhouse projects in Columbia City while integrating building features, such as pitched roofs, that respond to the surrounding context. The materials, colors and building features shown should be considered as a draft and may change based on unit plan development, cost considerations and review comments.



EAST ELEVATION OF SITE

# ARCHITECTURAL CONCEPT - ELEVATIONS



CertainTeed Weatherboards - Lap Siding - Slate



Body Paint  
Benjamin Moore  
Gray 2121-10



Body Paint  
Benjamin Moore  
Revere pewter HC-172



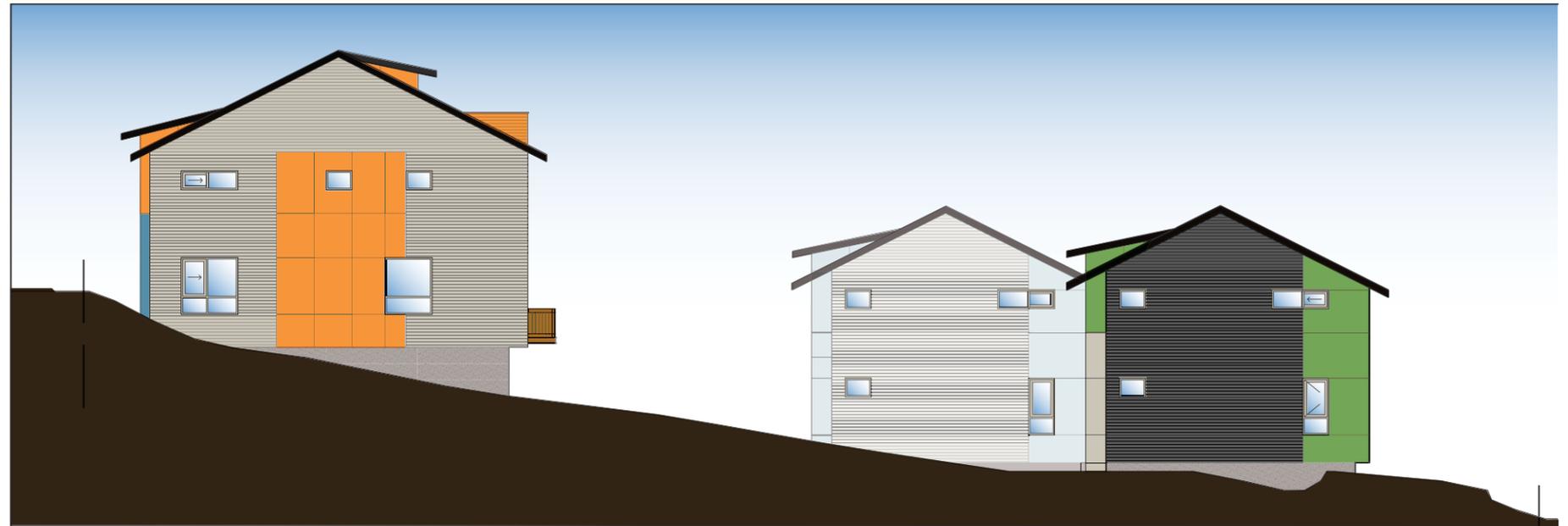
Accent Paint  
Benjamin Moore  
Carrot Stick 2016-30



Accent Paint  
Benjamin Moore  
Ashwood Gray 1654



Accent paint  
Benjamin Moore  
Blue Daisy 2062-40



FARRAR STREET - PROPERTY LINE ELEVATION - NORTH



BUILDINGS 2 & 3 - DRIVE COURT VIEW LOOKING WEST

ARCHITECTURAL CONCEPT - ELEVATIONS

PROPERTY LINE ELEVATION - WEST



CertainTeed Weatherboards - Lap Siding - Maple



Body Paint  
Benjamin Moore  
Gray 2121-10



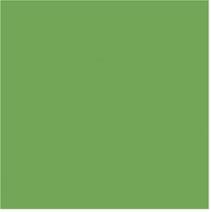
Body Paint  
Benjamin Moore  
Revere pewter HC-172



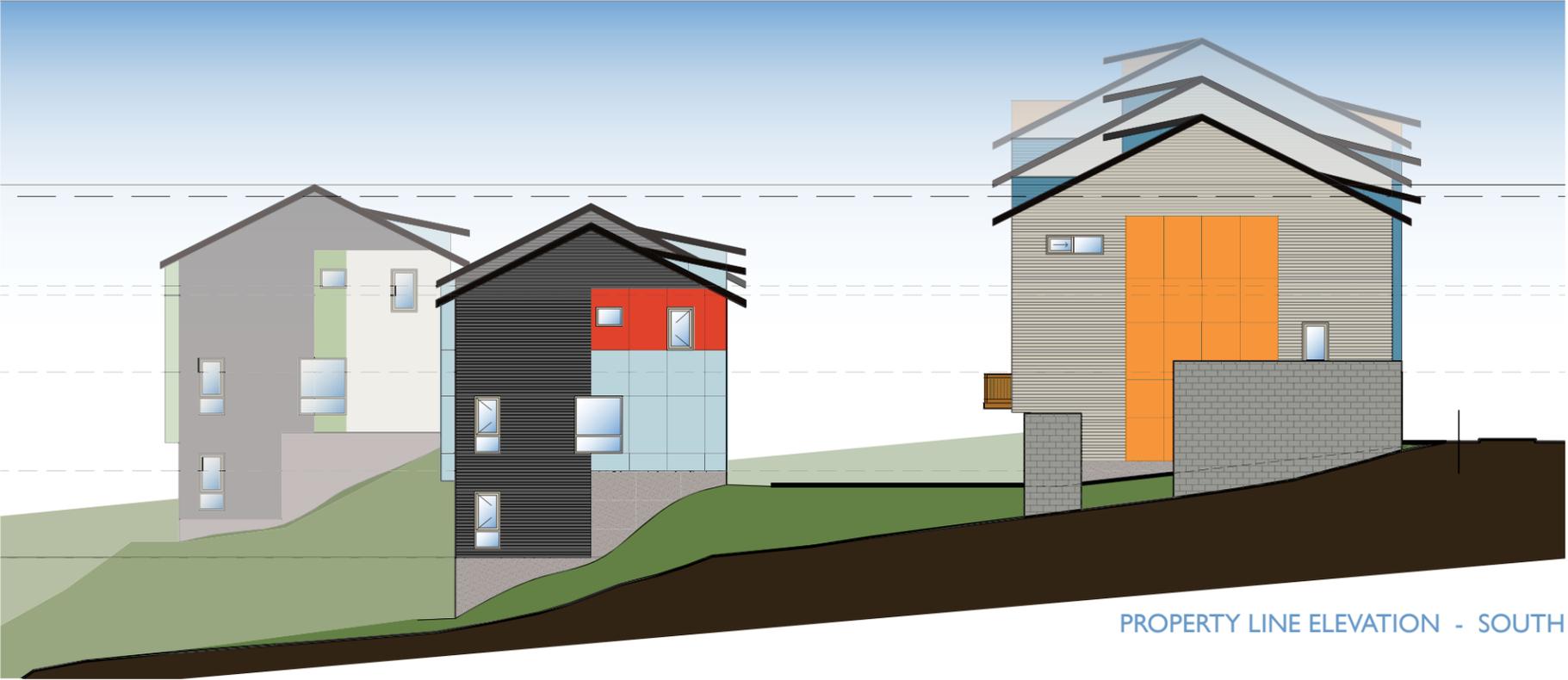
Accent Paint  
Benjamin Moore  
Orange 2011-10



Accent Paint  
Benjamin Moore  
Pear Green 2028-40



Accent paint  
Benjamin Moore  
Pleasant Grove 552



PROPERTY LINE ELEVATION - SOUTH

Relevant Design Guideline	
①	<p><b>A-1 RESPONDING TO SITE CHARACTERISTICS:</b></p> <p><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></p>
②	<p><b>A-2 STREETScape COMPATIBILITY:</b></p> <p><i>The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.</i></p>
③	<p><b>A-3 ENTRANCES VISIBLE FROM THE STREET:</b></p> <p><i>Entries should be clearly identifiable and visible from the street.</i></p>
④	<p><b>A-4 HUMAN ACTIVITY:</b></p> <p><i>New development should be sited and designed to encourage human activity on the street.</i></p>

**A-2 STREETScape COMPATIBILITY**

A rowhouse structure comprised of six units present front doors at the street with associated stoops and landscaping. As above, this particular block is set into the existing slope to align 2nd level finish floor elevations and entrances to the public sidewalk. A solid waste depot, adjacent to the driveway on the site's southern boundary, centralizes the collection of trash and recyclables within a fully enclosed structure set back from the street. A "landing" in front of the trash enclosure yields a small paved court at back of sidewalk to encourage social interaction and play at the project entrance. The proposed development reflects a traditional arrangement where the "front" and "back" of residences at the street are legible to all, like the single-family homes that remain on the block. Small yards separating each front door from the sidewalk reinforce this pattern.

**A-3 ENTRANCES VISIBLE FROM THE STREET**

Rowhouse units present visible entries to the street. A dedicated pedestrian stair parallel with the driveway represents a visible point of entry for interior units beyond.

**A-1 RESPONDING TO SITE CHARACTERISTICS**

The primary characteristic of the site is sloping topography; the grade rises approximately 45 feet from the southwest corner to the northeast corner. Accordingly, the proposed townhomes are arranged in tiers which both parallel the street and step parallel with 42nd Ave S. Rowhouse blocks fronting 42nd Ave South are set into the slope with main floor elevations aligned with existing sidewalk grades and presenting front doors to the public street. A common driveway ramp at the south property boundary provides access to the interior of the site. Townhouse blocks and the rear of the Rowhouse block located at the inner lower level are arranged about an interior Shared Street, or Woonerf. Because of this change in elevation, the top tier of rowhouse units enjoy an overlook with views of the wetland along with improved solar access.



**A-4 HUMAN ACTIVITY**

Please see A-1 and A-2 above. A total of six rowhouse units overlook the public street, providing a level of surveillance and connection typical of any residential street. The pedestrian stair, attached to both the public right-of-way and the interior commons, offers a natural place of encounter. Here, human activity is important both at the Public Street and interior Shared Street. The later is defined by a series of two townhomes which connect through private entry courts to the interior street. The series of spaces offer a gradient from the private to semi-public. At the Shared Street, trees and amenities such as benches provide definition at human scale. All residents will ultimately circulate through this space. We anticipate that this community Street will accommodate play and communal activities as the residents see fit. One curb cut has been employed off of 42nd Ave S, it is highly unlikely, that the low volume of vehicles will impact human activity at the street negatively. This is analogous to single-family driveways which are often used as informal play areas as basketballs, skateboards and scooters are deployed.



SITE PLAN  
SCALE: NTS

**A-5 RESPECT FOR ADJACENT SITES**

The primary drive access has been located at the south property line. Green screens, plantings and private fencing shall provide light and privacy screening at the driveway.

**A-6 TRANSITION BETWEEN RESIDENCE AND STREET**

Each rowhouse unit fronting 42nd Ave South presents weather-protected stoops to the street. Individual paths lead to stoops, flanked by small planted yards or patio 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 lower Shared Street is described by a hierarchy: front door to semi-private entry court, to semi-public common woonerf area.

**A-7 RESIDENTIAL OPEN SPACE**

The primary open space is a hardscaped Shared Street or Woonerf at the center of the site. The combination of hardscape and planting is designed to function as “usable, attractive, well-integrated” open space. Cars are accommodated but secondary to residents in this space. Low radius corners, plantings, trees, and street furniture shall slow and define the limits of the automobile. Integration is described above under items A4 and A6. Please see a short description of Woonerf and Shared Streets in, Amended Attachment B, Part 2b.

**A-8 PARKING AND VEHICLE ACCESS**

A single curb cut is proposed for the project, providing vehicular access to all residences in a 2-parcel assembly. The street-front residential block was set into the existing slope, to provide better connections to the street as outlined in other Design Guideline priorities above, all attached parking is located subgrade of the Rowhouse block.

**B-1 HEIGHT, BULK AND SCALE COMPATIBILITY**

Currently the surrounding area is a mix of single-family and multifamily structures. The subject development is entirely compatible with LR2 zoning.

	Relevant Design Guideline
⑤	<p><b>A-5 RESPECT FOR ADJACENT SITES:</b></p> <p><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></p>
⑥	<p><b>A-6 TRANSITION BETWEEN RESIDENCE AND STREET:</b></p> <p><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></p>
⑦	<p><b>A-7 RESIDENTIAL OPEN SPACE:</b></p> <p><i>Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.</i></p>
⑧	<p><b>A-8 PARKING AND VEHICLE ACCESS:</b></p> <p><i>Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.</i></p>
⑨	<p><b>B-1 HEIGHT, BULK AND SCALE COMPATIBILITY:</b></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 nearby, 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>

	Relevant Design Guideline
10	<p><b>C-1 ARCHITECTURAL CONTEXT;</b>  <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><b>C-2 ARCHITECTURAL CONCEPT &amp; CONSISTENCY;</b> <i>Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.</i>  <i>Buildings should exhibit form and features identifying the functions within the building.</i>  <i>In general, the roofline or top of the structure should be clearly distinguished from its facade walls.</i></p> <p><b>C-3 HUMAN SCALE:</b> <i>The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.</i></p>
11	<p><b>C-4 EXTERIOR FINISH MATERIALS:</b>  <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>
12	<p><b>C-5 STRUCTURED PARKING ENTRANCES:</b>  <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>
13	<p><b>D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES:</b>  <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>
14	<p><b>D-3 RETAINING WALLS:</b>  <i>Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.</i></p>



SAMPLE FAUX ROCK AT TRASH ENCLOSURE



EXPANDED METAL W/ NATURAL VENTING OVERHEAD DOOR TO BE USED AT TRASH ENCLOSURE AT 42ND AVE S

- C-1 ARCHITECTURAL CONTEXT
- C-2 ARCHITECTURAL CONCEPT & CONSISTENCY
- C-3 HUMAN SCALE

The architectural context of the proposed development is heterogeneous, including relatively new institutional buildings at the corner of Rainier and 42nd Ave S, historic multi-family developments and older single-family homes of varying quality within a single block. The proposed development will focus on residential cues and includes many familiar architectural elements such as multi-pane windows, covered porches, boldly painted front doors, painted siding and sloping roofs with overhangs. The intent is to give contemporary expression to a domestic palette of architectural elements. (Please see colored elevations).

Site development strategies are described in Items A-1 to A-6 above. Generally, the two story street level façade that follows 42nd Ave S aims to reproduce the front-door-to-sidewalk relationship characteristic of existing homes in the area while the lower tiers of townhomes, interior to the site, are deployed about a multi-purpose Commons.

Harmony, legibility and human scale are a priority in the proposed design: for example, all unit entries are defined by overhead cover and stoops, to enhance their “readability”. At the next scale, individual blocks are tied together by exterior materials and colors, 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.

**C-4 EXTERIOR FINISH MATERIALS**

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 lap siding. A unified palette of paint colors, rendered in families, is used to amplify the composition of materials and provide visual variety to the proposed structures.

**C-5 STRUCTURED PARKING ENTRANCES**

Structured parking entrances are not visible from the street. The only garage door that will present on 42nd Ave S will be a high grade translucent glass overhead door needed for delivery of solid waste and recycle material dumpsters to the curb on pick up day. This garage door is set back from the street and recessed from the building face to reduce its presence. Residential entries and scale draw the eye away from the solid waste enclosure and activity through the driveway further maintains its obscurity.

**D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES**

Individual walkways, through small front yards, lead from sidewalk to stoop along the 42nd Ave South frontage. Each unit entry is recessed, providing both weather-protection and spatial definition. Landscape lights illuminate each path and porch lights shall be provided in all cases.

The major pedestrian entry to the project is provided by a stair at the project south boundary with a landing at the sidewalk below where mail will be both delivered and left for pickup. Both the stair and small court below shall be lit to a secure and comfortable standard.

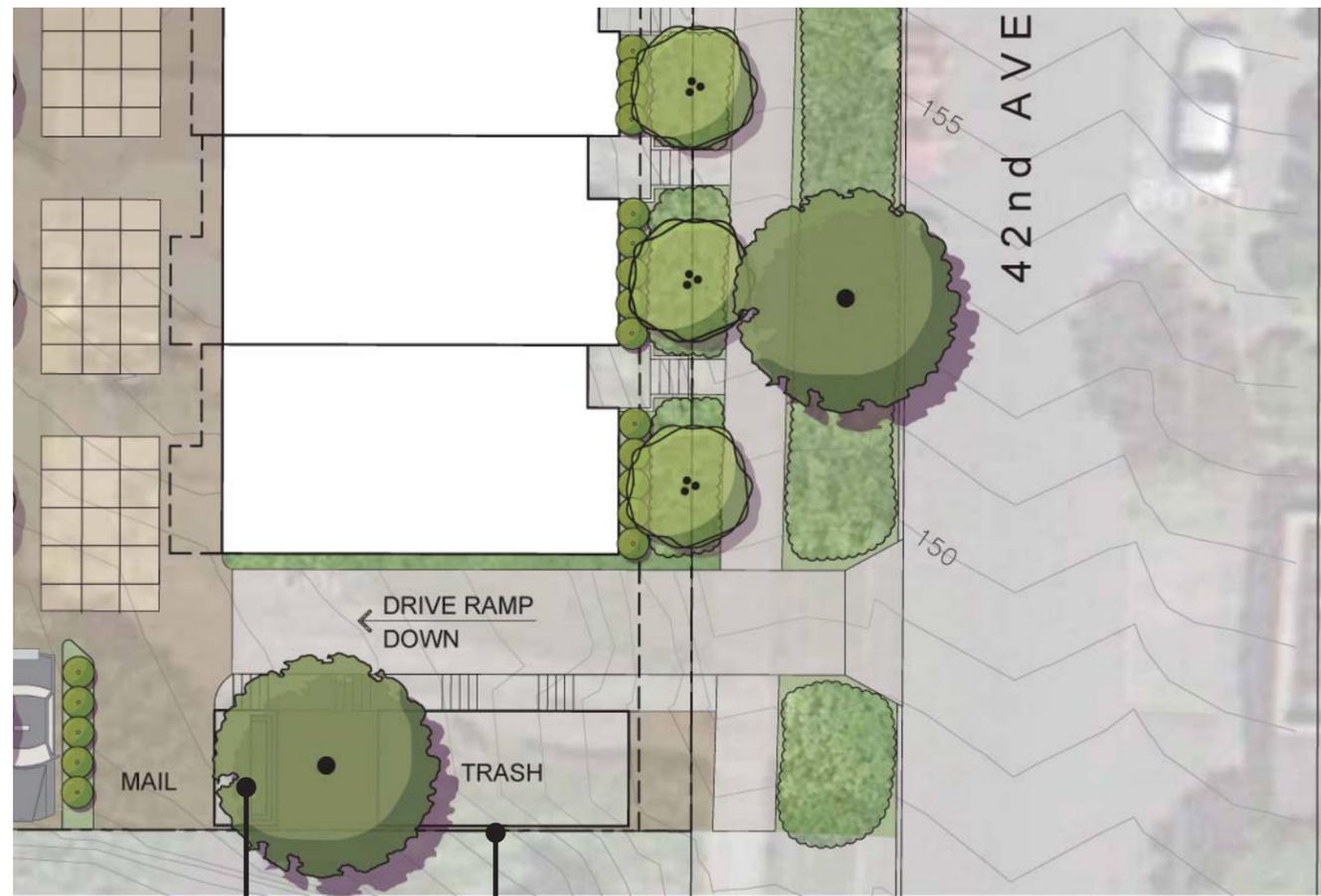
The interior Shared Street will be illuminated with building mounted lighting sufficient to encourage a safe pedestrian environment. Unit entries for the interior block connect through private entry courtyards with landscaping to both shield automobile lights and enhance security.

**D-3 RETAINING WALLS**

Retaining walls where used on 42nd Ave S are lower than eye level and provide for private front courtyard spaces for rowhouse units. At the lower common areas selected locations for retaining walls provide for rear patio or front entry configurations in response to grade. Detailing for these elements will be provided in the landscape submittal set.

COLOR BANDING OF CEMENT FIBER PANEL





Solid Waste to be enclosed in single structure with 8' overhead door available to SPU for removing dumpsters on pickup days.

Unit mail boxes located at a centralized station to encourage community and simplify UPS delivery. Dedicated surface parking stall for mail carrier also provides convenient gathering point for community use.

**D-5 VISUAL IMPACTS OF PARKING STRUCTURES**  
All attached garages are recessed into the building face through the use of upper floor overhangs to minimize their visual impact. Site topography precludes internal garages for 6 homes in the lower court. The surface parking stalls provided at this lower level shall be screened by scattered landscaping and will difficult to see from the level of the street above.

**D-6 SCREENING OF DUMPSTERS, UTILITIES AND SERVICE AREAS**  
All trash & recycling has been consolidated into a central depot. This facility is fully enclosed and sets alongside the driveway for the site, presenting at the level of the Shared Street above with a commercial-grade overhead door made of expanded metal with natural ventilation at the level of the street. The trash depot is flanked by the main entry stair to the project and set back approximately 8 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.

**D-7 PERSONAL SAFETY AND SECURITY**  
Personal Safety is inherent to the concept of common social space described by the proposed Shared Street outlined above. The configuration of the interior townhouse blocks with the lower level of the rowhouse block further enhances this. The street orientation of the upper levels of the rowhouse block is expected to provide a beneficial level of surveillance over the public right-of-way.

**E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE**  
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 and vehicular traffic. Trees and tall shrubbery is provided for additional privacy and to block car headlights at the common drivecourt. At the common area provided by the Woonerf tree and planting slow vehicular in favor of pedestrians and encourage social interaction with the provision of landscape furniture. Please see items A4, A5, A6 and A7 above for further discussion of the integration of landscape elements in this project.

Relevant Design Guideline	
15	<p><b>D-5 VISUAL IMPACTS OF PARKING STRUCTURES:</b></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>
16	<p><b>D-6 SCREENING OF DUMPSTERS, UTILITIES AND SERVICE AREAS:</b></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>
17	<p><b>D-7 PERSONAL SAFETY AND SECURITY:</b></p> <p><i>Project design should consider opportunities for enhancing personal safety and security in the environment under review.</i></p>
18	<p><b>E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE:</b></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>

## WOONERF DESIGN - BONUS AMENITY SPACE

### BOUNUS AMENITY SPACE - THE WOONERF :

In our proposed design the required amenity space has been met without counting the woonerf area, however it is the developer's desire to provide the homeowners of this project with the beauty and comfort of a common community plaza.

### BASIS OF DESIGN:

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

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

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

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

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

### PRINCIPLES:

"Shared Street" is the term that is being commonly used in English. Its origins are based in the concept of a woonerf, which is a Dutch term loosely meaning "street for living." In Seattle and other locations, they are sometimes referred to as "green streets." The core idea is that the street is properly a physical and social part of the living environment, to be used simultaneously for vehicular movement and social contacts. A shared street is a common space created to be shared by pedestrians, bicyclists, and low-speed motor vehicles. They are typically narrow streets without curbs and sidewalks, and vehicles are slowed by placing trees, planters, parking areas, and other obstacles in the street. Motorists become the intruders and must travel at very low speeds below 10 mi/h. This makes a street available for public use that is essentially only intended for local residents.

The National Complete Streets Coalition, a pro-complete streets advocacy group in the United States, defines complete streets as those that are designed and operated to allow all users, not only drivers, to use them safely.



ILLUSTRATIONS OF WOONERF DESIGN



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

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



### CONSIDERATIONS:

The specific design elements of the 42nd Ave South project woonerf include:

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

### DESIGN:

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

### SUMMARY:

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

(The Seattle Land Use Code provides a maximum of 50% of the area requirement for Amenity Space may be met by woonerf design in multi-family developments, subject to Design Review approval SMC 23.45.522 ).



**INSPIRATION & TOUCH POINTS**

QUADRANT PEARL TOWNHOMES - DPD #3014787 & 3014794

**ANDREWS LANDSCAPE ARCHITECTS**

STREAMLINED DESIGN REVIEW

QUADRANT RELATED PROJECTS



ISSAQUAH



ISSAQUAH



EVOKE PRODUCT: ISSAQUAH



HARBOR WORK / LIVE



CREEKSIDE



ADMIRAL LOFT HOMES



SALVEO - LEED H PLATINUM



FOURTH & ROY



WALLINGFORD GREEN

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STREAMLINED DESIGN REVIEW