

CAMWEST - CHILDREN'S HOME SITE - QUEEN ANNE

901 MCGRAW STREET

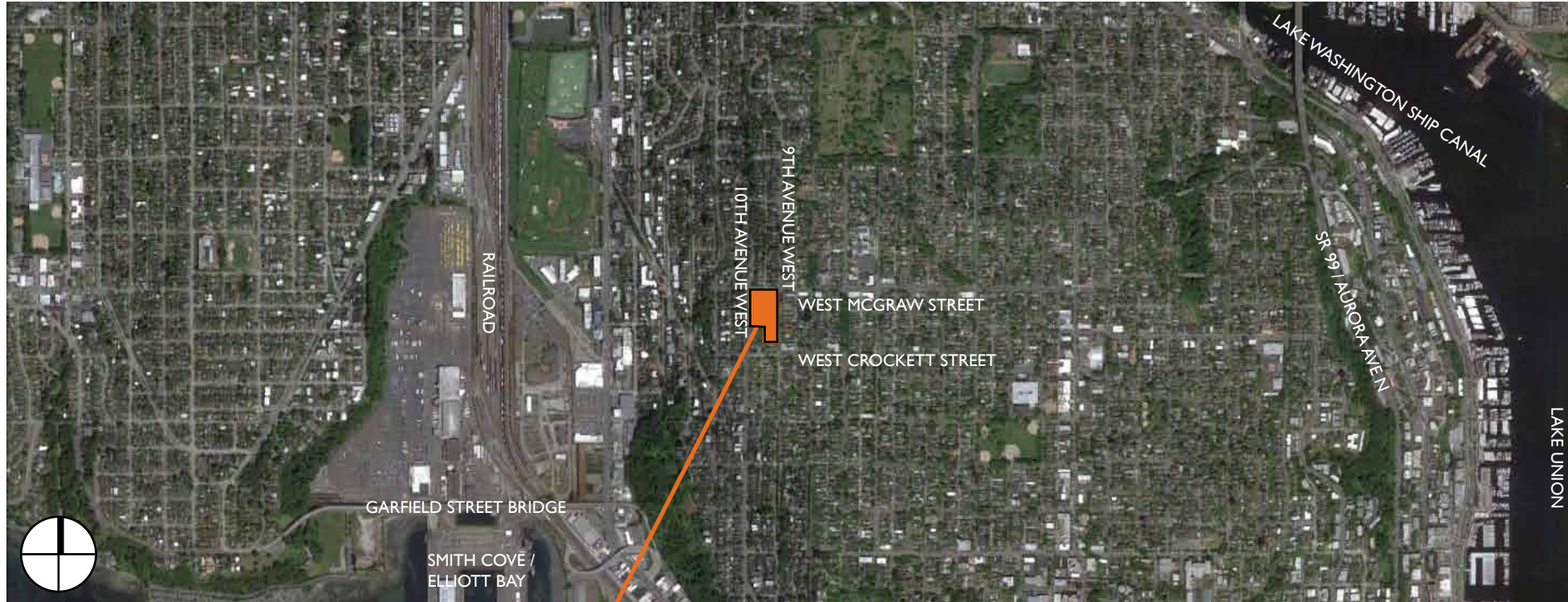


SECOND EARLY DESIGN GUIDANCE
WEST DESIGN REVIEW BOARD
MEETING: MARCH 19, 2014
DPD #3015522

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



PROJECT DESCRIPTION



SITE LOCATION

PROJECT VISION

- Provide an attractive, lowrise, residential development that compliments the surrounding neighborhood and responds to DRB guidance.
- Provide desirable homes and common areas for residents that respond to site conditions including exceptional trees
- Enhance the surrounding pedestrian environment.
- Provide an outward looking residential project that enlivens and enhances the streetscape.
- Retain the McGraw cottage.

PROJECT TEAM

OWNER

Camwest - A Toll Brothers Company
9720 NE 120th Place, Suite 100
Kirkland WA 98020
Contact: Andrew Miller

ARCHITECT

Nicholson Kovalchick Architects
310 1st Avenue S, Suite 4S
Seattle, WA 98104
Contact: Steve Fischer

DPD CONTACT

Garry Papers
garry.papers@seattle.gov
206.684.0916

EXISTING SITE

Historically the site has been the home for the Seattle Children's Home since 1905 when an orphanage was constructed on the site. The original orphanages have long been demolished and in the 1960's several modern low-rise structures were constructed that for the most part still occupy the site today. The 29 parcels that make up the site are bound by 10th Avenue W to the west, W McGraw Street to the north, and 9th Avenue W to the east. Several parcels to the south of the site are developed with single family homes as well as a duplex and an undeveloped lot intended for townhouses, all divided by an alley that terminates at the subject property.

The site is made up of a larger rectangle with a smaller rectangle in the southeast corner with a total site area of 107,997 square feet. The site slopes approximately 40 feet from 9th Avenue W down to 10th Avenue W. The site contains many large adult trees in a variety of species located on and off of the property, and many of these trees are designated exceptional as defined by the City of Seattle.

ZONING DESIGNATION

The project site is zoned LR-1 in its entirety. Abutting parcels to the south and across the street to the west and east are also LR-1. Properties across W McGraw St. to the north are zoned SF-5000.

NEIGHBORHOOD RESOURCES

Two small commercial nodes are located two blocks to the east on 7th Avenue W at both McGraw Street and Crockett Street while the much larger and popular thriving neighborhood related service and retail uses along Queen Anne Avenue are just 9 blocks to the east. Also on 7th Avenue W just north of McGraw Street is Frantz Coe Elementary School and the associated playground. Commercial services are also available to the west on 15th Avenue W although this area is less neighborhood related. The site is also served by King County Metro bus #1 with service to downtown Seattle.

PROJECT PROGRAM

Number of Residential Units:	Approximately 61
On site parking provided:	Approximately 122
Area of Residential Uses:	Approximately 107,997 Sq. Ft.

EXISTING SITE PLAN

- EXCEPTIONAL TREE
- NON-EXCEPTIONAL TREE



RESPONSE TO DESIGN GUIDELINES

A-1 RESPONDING TO SITE CHARACTERISTICS

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

EDG Board Guidance:

The board discussed this topic at length and as a prime determinant of the project; how the site plan works with the slope, retains trees, and maintains a selectively permeable perimeter for incidental westward views by pedestrians. The Board requested numerous east-west site cross sections, showing tree canopies and sightlines to scale, and also requested view simulations from key site locations including points along the 9th Avenue sidewalks. A large format picture montage of the 9th Avenue view looking west is requested, including all trees.

In order to assist the Board in understanding the project along 9th Avenue West, we have included several perspectives on pages 32-38 to demonstrate the pedestrian experience along the street as well as numerous site sections on pages 19-23 indicating the relationship of the street and sidewalk to the existing trees and the new rowhomes. In addition, we have included a 2-page spread on page 30 to show the existing (photo montage) and the proposed (rendering) streetscape along 9th. The spacing between buildings has almost doubled from the prior EDG meeting based on Board input to move density from 9th Avenue West to McGraw and 10th Avenue West.

As can be seen in the elevations, perspectives, preferred site plan, and sections, the 9th Avenue building modulate around the trees, providing visual interest to the pedestrian experience. In addition, the use of brick and shingle style buildings enhances variety while bringing in materials that help the project fold into the existing neighborhood context. Some of the buildings are setback 10' from the street property line (twice the code requirement) whereas some of the units would use a design departure to reduce the front setback down to 0' – the total increased setback is approximately 1,050sf and the requested reduced setback is approximately 500sf. Again, modulating and working with the existing trees, when combined with front doors and well designed buildings activating the street, the streetscape is much more vibrant than current site conditions.

A-2 STREETScape COMPATIBILITY

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

EDG Board Guidance:

The Board agreed the length of masses along 9th Avenue should be shortened, with larger gaps included, and the massing along 10th could be more continuous, because it is downslope and on an arterial. To improve the permeability on 9th, the Board is receptive to even more density on the west and in the middle of the site (see Departure #2), but not if it prevents all sightlines to sea and sky beyond from the key gaps along the 9th sidewalk; this is what the view studies requested in A-1 must confirm.

The massing along 9th Avenue has been refined, with unit count dropping from 23 to 19, in order to provide larger openings between buildings (increased over 80% in total, with the preferred option average spacing at 33' wide and the smallest opening is now approximately 23' wide) that engage with the existing grove and exceptional trees along 9th. The view through these openings preserves territorial views across the site as well as through to Puget Sound beyond. The project has been redesigned so that the two primary view opening on 9th Avenue do not obstruct territorial views through the site: this is best shown in the provided site sections on pages 19 – 23. The connection from 9th Avenue to the interior park space with its exceptional trees has been preserved, and a hill-climb has been located through the southern portion of the site to function as a mid-block connector between 9th and 10th. To accommodate this increase in greenspace, additional units were shifted to 10th Avenue (2 additional units) and McGraw (2 additional units).

A-3 ENTRANCES VISIBLE FROM THE STREET

Entries should be clearly identifiable and visible from the street.

EDG Board Guidance:

The Board assumed rowhouses will obviously have visible entrances to the three streets, but reinforced how these must be designed with care to create diverse, sociable spaces, with high-quality landscaping and materials (see A-6 below). The Board also requested the internal units have clear and generous paths to the adjacent sidewalks for visitors, and to offset the large pavement areas proposed (even if they are reduced per comments under A-8).

The rowhouses along 9th Avenue and McGraw are modulated to respect both the root protection zones and canopies of the exceptional trees located along 9th Avenue, but also to create a distinct sense of entry at each unit. Drawing on traditional materials, a variety of building forms, and rich and substantial landscaping, these homes create engaging and welcoming faces to the street. The rowhouses along 10th Avenue have been given a more unified massing appropriate to their placement along an arterial, creating the request, more urban streetscape while still drawing from a rich material and landscaping palette. With the network of sidewalks connecting residents to multiple greenspace nodes, the sidewalks beyond, and combined with the addition of the hill-climb serving as a mid-block connector, there is ample safe and engaging access for all residents throughout the site.

The middle townhomes are connected by a greenway designed around intimate spaces and layered landscaping to enhance the pedestrian experience. This interior greenway provides a readily understandable arrangement of the front doors while maintaining connectivity to the overall community by beginning and ending at different and interesting focal points (the pocket park on one end and the hill climb at the other).

A-5 RESPECT FOR ADJACENT SITES

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

EDG Board Guidance: The Board discussed how the proposed building at the southeast corner should be setback about 10ft from the south property line to create a pathway from the alley to 9th, and a privacy buffer for the adjacent house.

The proposed Hill-Climb will serve as a substantial buffer between the rowhouses along 10th and the existing single-family home to the south, and continues east to serve the homes in the southeast corner of the property. A 5' planting strip at the southwest corner matches the adjacent size and scale of the other southern neighbor and has been maintained to allow for the larger open spaces requested along 9th Avenue and instead of moving pedestrians through a private area that could lead to disturbance of residents in adjacent homes.

A-6 TRANSITION BETWEEN RESIDENCE AND STREET

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

EDG Board Guidance:

The Board agreed the street edge transitions are crucial to make any long building masses (even if reduced per A-2) fit the street context and provide eyes on the street. The setbacks must be sized to afford sociable and quality landscaped spaces for project residents and neighbors to interact. The Board expects large scale cross sections and partial elevations to confirm such details at the next meeting. The 9th Avenue setbacks should be coordinated with the Exceptional tree grove and its required Protection Area (see E-3)

As mentioned in our response to A-3 above, the rowhouses along 9th Avenue are modulated to protect the exceptional trees and use that modulation to enhance the front yard spaces. The site benefits from wide right-of-ways on 9th Avenue so that the distance from curb line to property line is approximately 24' (and approximately 15' from back edge of sidewalk to property line). The required front yard setback is 5' and as cited in the A-1 response above, many of the units setback even further to avoid the tree root zones. Distances from back of sidewalk to building edges range from 15' to 25'. This can be seen in the sections on pages 19 – 23. The setbacks across the site work in combination with an already substantial planting strip between the sidewalks and property lines to create unique greenspaces that will be an asset to the homeowners and neighborhood alike. Covered stoops, ample windows, and appropriate lighting will help keep the area safe and provide opportunities for engagement with neighbors.

A-7 RESIDENTIAL OPEN SPACE

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

EDG Board Guidance:

The Board applauded the northwest corner entry court, and the north/central interior court under the retained trees, both with lush landscaping.

RESPONSE TO DESIGN GUIDELINES

C-1 ARCHITECTURAL CONTEXT

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.

EDG Board Guidance:

The Board discussed how the neighboring context is widely diverse in style, and the project should draw from examples in the surrounding context, but not attempt to break down into exact 30 or 40 ft single family stylistic increments. Yet, the large site warrants more than one repetitive style on all streets and for all buildings.

The applicants should refine the '3 styles' approach based on the revised building forms from A-2 and B-1 above, and devise a strategy informed by the patterns in this specific-context. The Board suggested that some traditional elements might focus on 9th and McGraw, and the more 'contemporary' character be found along the arterial 10th Avenue. The Board was receptive to the two more contemporary expressions of the precedent images shown, but not the aggressively modern Galer 8 or Harbor Townhomes.

We agree with the Board that architectural styles can be developed by using materials currently found in the neighborhood. Further, we agree that breaking rowhomes and townhomes into smaller increments to mimic single family detached homes would create inappropriate dissonance. Our Preferred Option achieves the Board's goals by establishing a shingle and brick vocabulary on the 9th Avenue and McGraw streets. For the more urban context of 10th Avenue, being a wide arterial, we have created a more urban vocabulary and pattern. Please see the multiple elevations and perspectives on pages 27 – 38.

C-3 HUMAN SCALE

The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

EDG Board Guidance:

The Board discussed how this guideline must be achieved in a sophisticated, non-repetitive way during future design development. The Board cautioned that human scale is especially important when rebuilding a half block with three different street frontages, and impacting such a large portion of a neighborhood fabric. In this specific setting, human scale means a variety of street edge and architectural treatments, not the repetitive east-coast rowhouse language.

By responding to each street with a building type that addresses its character while presenting a variety of porches, bays, rooflines, and open spaces, this project has broken down what could otherwise be very large masses into a relatable human scale. This is evidenced in the provided views and will remain intact as this project evolves.

But the Board was concerned all other open spaces are narrow, residual, and too small to afford usable space. At about 20 ft, the central north-south walkway between buildings appears too narrow, especially if filled with required stair transitions. The Board agreed some unit lengths and overall footprints might need to decrease to create pleasant and functional open space.

As described in A-2 above, the greenspaces between buildings along 9th Avenue have been substantially increased to create meaningful outdoor spaces that serve the residents and pedestrians well. To allow for this increase, units were moved from 9th Avenue and shared between McGraw (where they step down with the grade) and 10th Avenue (where the board indicated a preference for increased density).

A-8 PARKING AND VEHICLE ACCESS

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

EDG Board Guidance:

The Board discussed how the majority of the site interior is devoted to vehicle maneuvering driveways, and no matter how cleverly designed with pavers and patterns, these are basically dead spaces, fronted by continuous garage doors. The Board requested site studies that reduce the amount of paving area and increase the landscaped area (see A-7), including one that explores a structured parking level with single access off 10th Avenue, the arterial. Shared parking for at least some of the units reduces garage door frontage, increases ground surface for open space, and shifts the curb cut off steep McGraw. A rowhouse precedent with shared parking was cited by the Board; individualized garages are not code required.

The Board requested that we consider a structured parking level with access off 10th in order to achieve additional ground surface for open space. Immediately following the 1st EDG meeting, we looked at several underground garage concepts represented by the example on page 12. One of the bigger challenges was the slope of the site – with an overall fall of more than 40' from 9th to 10th, the grade of the site works against the concept causing large excavations and significant shoring. In addition, building code issues related to fire separations and sprinklers also added project costs.

However, we recognized that the Board was working toward additional open space and less visible driving surfaces, so we looked at structured garages that, due to topography, became underground garages with additional open space on top. See pages 10 and 11. The structured garage concept does create additional open space for the future home owners, but because these spaces are on top of structures, large areas will be pavers to allow for patios and drainage and contained plantings would be strategically placed to work with the structural supports – these spaces become very much like an elevated courtyard on a mid-rise building with large garage openings at the pedestrian level (see page 11).

We believe the Preferred Option provides advantages while being an economically viable concept. The driveways provide openness on all aboveground levels and therefore provide light and air to all exposed level. The driveways are designed to be

visually interesting with a pattern of bay windows (a design departure request), trees planted between each garage, changes of materials from one building to the next, and texture and material changes at ground level to decrease the appearance of the drive aisles.

In addition, the garage doors are rarely seen from the public. The view openings on 9th look west, not north-south. The Board suggested we move the curb cut on McGraw further to the west – the resulting benefit is that the garage doors are no longer visible from this main vehicle access way. The Hill Climb on the southern edge from 10th to the alley way sees little of the lower garages. As per the land use code, units face the street and hide the cars and garages on the interior.

B-1 HEIGHT, BULK AND SCALE COMPATIBILITY

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

EDG Board Guidance:

The Board supported the basic LRI zone density and 30 ft height as reasonable, provided the building forms, footprints and resulting ground plane treatment are refined to meet all the priority guidelines. The Board tentatively supported Option 3 as the better of 3 site plan schemes, but shorter building increments along 9th, deep modulations, and roofline breaks are the key to ensuring the bulk is mitigated. The Board stated the applicant-preferred FAR might be reduced, and that the code allowed FAR is a maximum depending on site specific design resolution, not an entitlement. The Board agreed that retaining the 2-story house at the northwest corner is a superior building transition to the SF zone across the street, and any new structures along McGraw should follow a similar scale. The Board invited exploration of a building that intentionally turns the northeast corner (rather than a cut-off rowhouse) and steps down in height along McGraw, with any curb cut possibly more mid-block.

The revised design on 9th Avenue is well described under A-1, A-2, A-3, A-6 and A-7 and the project now provides more permeability along the 9th Avenue streetscape. The 23 units facing 9th in the 1st EDG Preferred Option are now 19 units facing 9th in the 2nd EDG Preferred option with three large view openings. Per Board guidance, units were moved to 10th Ave and McGraw. The McGraw cottage is still retained in all schemes.

The Rowhouses at the northeast corner, while not wrapping the corner, are setback 27' from the sidewalk on 9th and are placed to provide a large opening between the adjacent building along 9th. These homes step with the grade as they progress down McGraw Street. The curb cut has been moved south to mid-block and better aligns with the alley across McGraw. This improves the pedestrian experience because it shields drive aisles from direct view.

RESPONSE TO DESIGN GUIDELINES

D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

EDG Board Guidance:

The Board supported the through-block pathway shown at the north end on pg 23 of the booklet, and encouraged a similar pathway be developed at the mid-block near the 16 ft east-west right of way. Also see comments under A-3 and A-7.

The northern pathway has been redesigned in the Preferred Option with acknowledgement to the existing grades and the change in the vehicle access from McGraw. A new, mid-block, Hill-Climb connector has been added at the southern end of the project.

D-6 SCREENING OF DUMPSTERS, UTILITIES AND SERVICE AREAS

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

EDG Board Guidance:

The Board requested a specific study of concealed trash locations (preferably not visible trash sheds) and the on-site pick-up routes.

The intention of this project is for trash collection to be provided to individual residences using trash cans stored in garages, not taken to a shared dumpster facility. The garbage truck would access the site from McGraw or the alley, make the loop, and continue on.

D-7 PERSONAL SAFETY AND SECURITY

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

EDG Board Guidance:

The Board applauded the intention to not have a gated site, and discussed how a more permeable perimeter, more pronounced pedestrian paths, and an activated building street frontage all provide added security. Typical lighting, sightline and CPTED principles will be essential throughout the project.

As in our response to A-6 above, covered stoops, ample windows, and appropriate

lighting will help keep the area safe and provide opportunities for engagement with neighbors. A project of outward facing rowhomes will have more eyes on the street and will be more active than the site's current use. Creating a safe and desirable neighborhood is an important goal of this project.

E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

EDG Board Guidance:

The Board discussed how the project does not need to match a single-family character or setback condition, but the perimeter landscaping should be lush and create sociable transitions to the sidewalk, incorporating stoops and other layering techniques.

Please refer to the rendered views and landscaping plan for a sense of the outdoor environment planned for this project. With the scope and scale of trees on the site, the project requires a landscape that best complements this compelling feature.

E-3 LANDSCAPING DESIGN TO ADDRESS SPECIAL SITE CONDITIONS

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

EDG Board Guidance:

The Board agreed the steep slopes and Exceptional trees warrant special technical care, and should inform and drive the design, not simply be constraints. For example, the Board suggested tree canopies and groves should inspire where open space amenities and building gaps and deep setbacks should be located. The Board also requested more detailed plan and section drawings of the arborist recommended Tree Protection Areas (SMC 25.11.050) for all city-classified Exceptional trees and groves, and how all the proposed structures fully respect these areas for all Exceptional trees. The incidental westward views are also a special condition of this site (also see A-1 and A-2 comments).

The Board must consider all Exceptional trees, especially any proposed to be removed. At the next meeting the applicants must provide a site plan alternative that retains ALL exceptional trees, for Board review. Also provide comparative documentation (plans, perspectives, sections) of retained vs. proposed removed trees, showing the quantitative impact to development area, design guideline impacts, and any departures needed to allow Exceptional tree retention and recovering development area elsewhere.

The rowhouses along 9th Avenue are carefully modulated to protect the Grove and all other exceptional trees along the street. The openings between buildings provide physical and visual connection between these trees and the interior of the site, as well as views through the property to Puget Sound beyond. The Preferred option protects and celebrates the cluster of exceptional trees at the north-central area of the site as a community open space. The Option Four scheme shows a project that preserves all exceptional trees, however it does so at the expense of the Board's other stated goals. In order to keep the two trees currently proposed to be removed, density is substantially increased on both 9th and 10th Avenues.

Per SMC 25.11.070, the removal of exceptional trees is permitted when full FAR cannot be achieved, even with design departures. Although FAR and exceptional tree retention can be achieved as shown in Option Four, the Board's guidance to provide larger open spaces, pedestrian connections to those spaces and across the site, and preserve the McGraw cottage, is not achieved. It is the Applicant's desire to design a project that respects the majority of these exceptional trees (approximately 92%) while achieving the other Board goals. The Removal of these two trees in the preferred Option Six better complies with the intent of the Design Guidelines to meet the Board's guidance for:

- A-1 Responding to Site Characteristics
- A-2 Streetscape Compatibility
- A-6 Transition Between Residence and Street
- A-7 Residential Open Space
- B-1 Height, Bulk, and Scale Compatibility.
- D-1 Pedestrian Open Spaces and Entrances

Please refer to the diagrams and analysis on page 41 for additional information.

3 MASSING OPTIONS

OPTION FOUR
NO EXCEPTIONAL TREE REMOVAL



Option Four Summary

- 62 units in 11 buildings.
- Access to the site from W McGraw Street near 9th and from the existing alley.
- 20' wide curb cut width (Departure Request).
- Parking in private garages accessed from shared driveways.
- Building masses broken up into 4 clusters along 9th Avenue W.
- The cottage building to remain.
- No exceptional trees to be removed.
- Rowhouse development at the perimeter and townhouses in the central portion of the site via lot boundary adjustments.
- Townhouse structures exceed 60' maximum width (Departure Request).

OPTION FIVE
COVERED GARAGES WITH GREENSPACE ABOVE



Option Five Summary

- 62 units in 14 buildings.
- Access to the site from W McGraw Street mid-block and from the existing alley.
- 20' wide curb cut width (Departure Request).
- A portion of driveways built as covered garages with greenspace above.
- Building masses broken up more along 9th Avenue W., with some units relocated to 10th Avenue W.
- The cottage building to remain.
- 2 exceptional trees to be removed.
- Rowhouse development at the perimeter and townhouses in the central portion of the site via lot boundary adjustments.
- Townhouse structures exceed 60' maximum width (Departure Request).

OPTION SIX - **PREFERRED**
9TH AVENUE GREENSPACE



Option Six Summary

- 62 units in 12 buildings
- Access to the site from W McGraw Street mid-block and from the existing alley.
- 20' wide curb cut width (Departure Request).
- Parking in private garages accessed from shared driveways.
- Larger gaps between units along 9th Avenue W., with some units relocated to 10th Avenue W.
- Increased permeability through wider view openings.
- The cottage building to remain.
- 2 exceptional trees to be removed.
- Rowhouse development at the perimeter and townhouses in the central portion of the site via lot boundary adjustments.
- Townhouse structures exceed 60' maximum width (Departure Request).

OPTION FOUR - NO EXCEPTIONAL TREE REMOVAL



DISTINGUISHING FEATURES

- All exceptional trees to remain.
- The existing cottage structure is to remain.
- Building masses along 9th Avenue W are broken into 4 clusters.
- Central park/greenspace preserves large trees and creates a pedestrian node.
- New curb cut location on W McGraw Street. Curb cut is limited to 20' in width.

PROS

- Massing and density moved to the interior portion of the site as much as possible to preserve trees at the perimeter.
- Building massing steps down following existing topography.
- Curb cut is held to only 20' in width.
- Provides a two-way and fire accessible entrance to the site.
- All exceptional trees are saved.

CONS

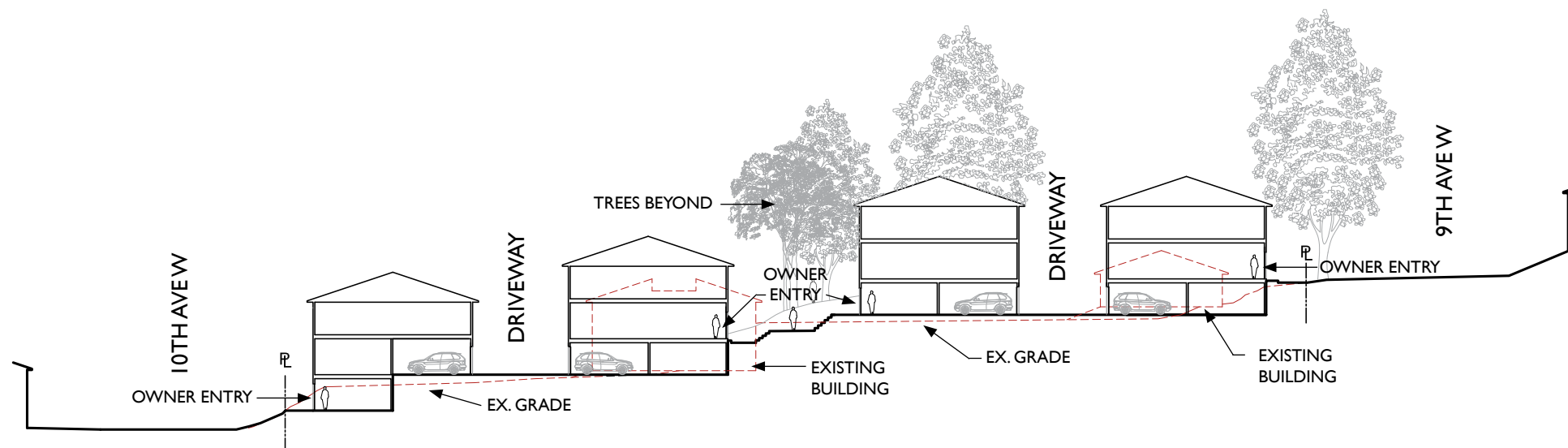
- Higher density along 9th Avenue W than preferred Option Six.
- Narrow greenspaces between buildings along 9th
- More driveway area than Option 2, but would be mitigated though use of Woonerfs.
- The exceptional tree in the center of the site is bordered by an 11' retaining wall to the east.
- Multiple recommendations made by the Board are not achievable.

NOTES

- Per SMC 25.11.070, the removal of exceptional trees is permitted when full FAR cannot be achieved through use of design departures.

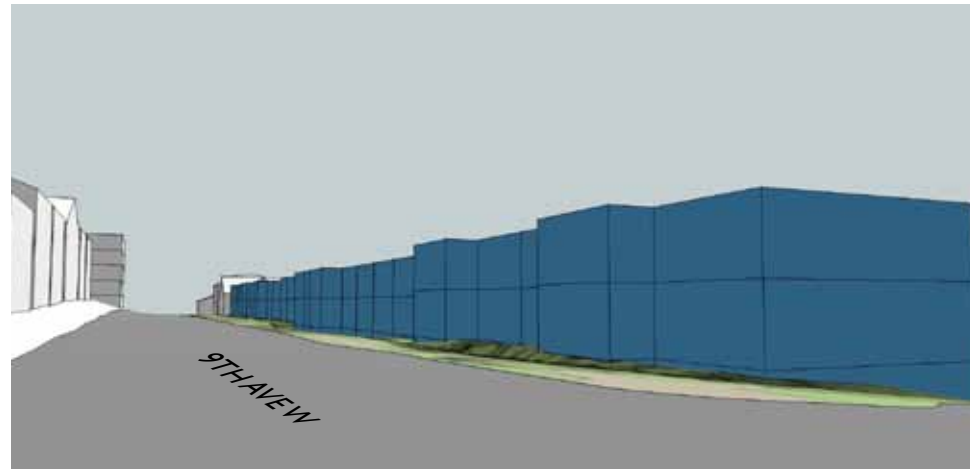
REQUESTED DEPARTURES

- Vehicular Access Width - SMC 23.53.025
- Structural Width - SMC 23.45.527.
- Front Yard Setback - SMC 23.45.518
- Bay Window Projections - SMC 23.53.025
- See pages 42-43.



TYPICAL SITE SECTION - WEST TO EAST

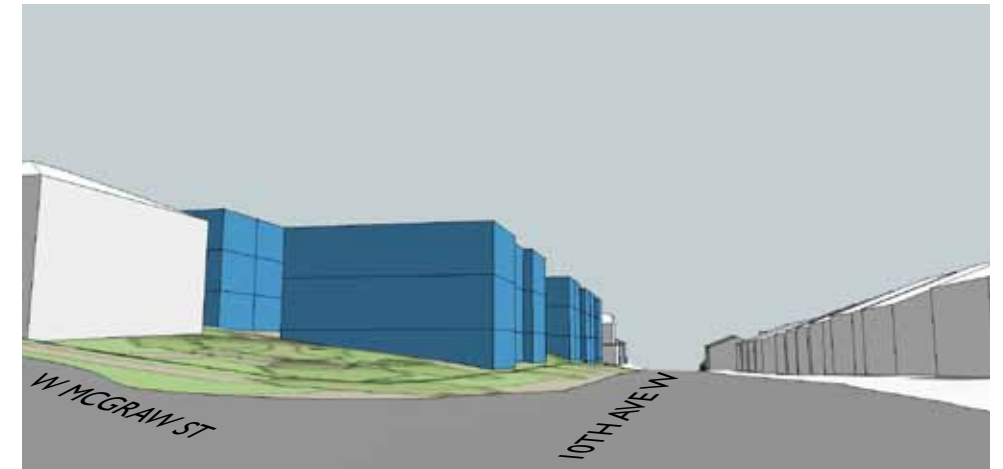
OPTION FOUR - NO EXCEPTIONAL TREE REMOVAL



VIEW SOUTH DOWN 9TH AVENUE WEST



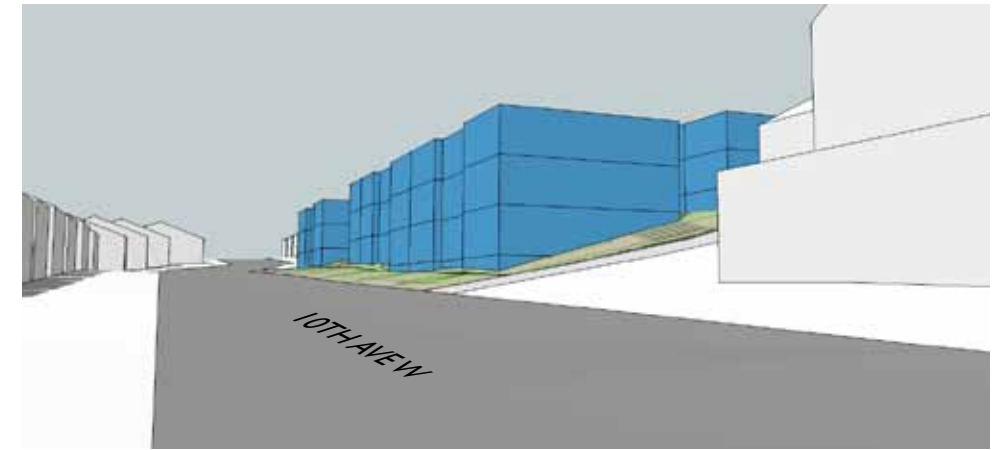
AERIAL VIEW FROM THE NORTH



VIEW SOUTH DOWN 10TH AVENUE WEST



VIEW NORTH UP 9TH AVENUE WEST



VIEW NORTH UP 10TH AVENUE WEST



AERIAL VIEW FROM THE NORTHWEST
CAMWEST MCGRAW - DPD # 3015522



AERIAL VIEW FROM THE SOUTH



AERIAL VIEW FROM THE SOUTHWEST

OPTION FIVE - COVERED GARAGES WITH GREENSPACE ABOVE



DISTINGUISHING FEATURES

- Nearly all exceptional trees to remain.
- The existing cottage structure is to remain.
- Building masses along 9th Avenue W are broken into 5 clusters.
- Central park/greenspace preserves large trees and creates a pedestrian node.
- New curb cut location on W McGraw Street. Curb cut is limited to 20' in width.
- Portions of driveways along east and west sides of the property are covered with a landscaped roof.

PROS

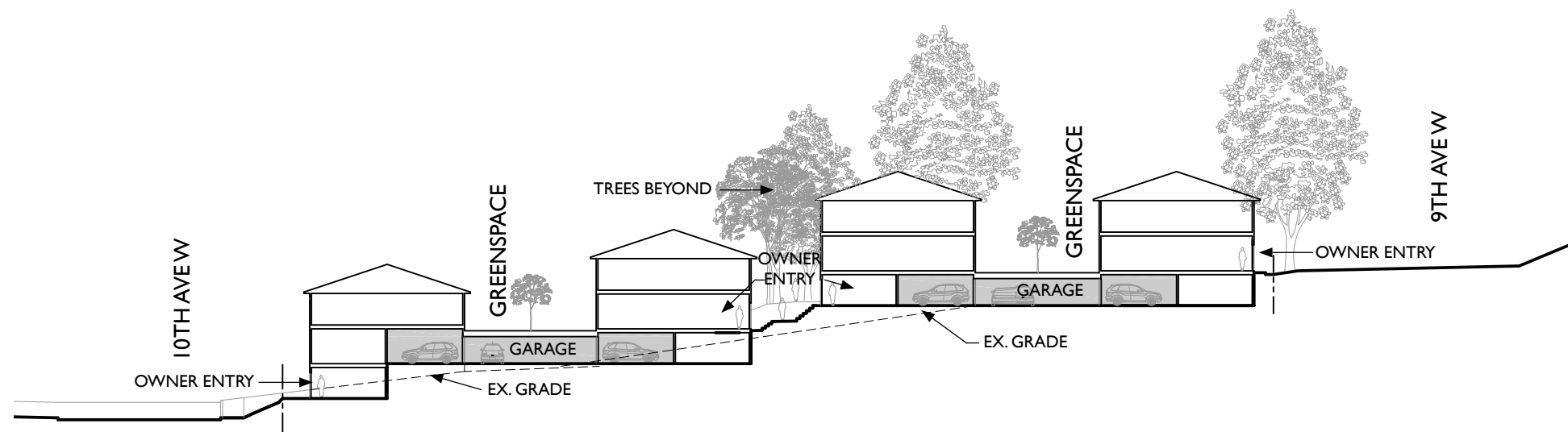
- Massing and density moved to the interior portion of the site as much as possible to preserve trees at the perimeter.
- Building massing steps down following existing topography.
- Curb cut is held to only 20' in width.
- Covered garages create additional greenspace for tenants.
- All but 2 exceptional trees are saved.

CONS

- Covered garages create obstacles to pedestrians movement through site.
- Covered garages reduce opportunities for daylighting into units.
- Inability to effectively serve the site for moving vans, garbage trucks, and emergency vehicles.
- Requires fire separation and sprinklers.
- Site is less porous than in Options 4 & 6.

REQUESTED DEPARTURES

- Vehicular Access Width - SMC 23.53.025
- Structural Width - SMC 23.45.527.
- Front Yard Setback - SMC 23.45.518
- Bay Window Projections - SMC 23.53.025
- See pages 42-43.



TYPICAL SITE SECTION - WEST TO EAST

OPTION FIVE - COVERED GARAGES WITH GREENSPACE ABOVE



VIEW SOUTH DOWN 9TH AVENUE WEST



AERIAL VIEW FROM THE NORTH



VIEW SOUTH DOWN 10TH AVENUE WEST



VIEW NORTH UP 9TH AVENUE WEST



VIEW NORTH UP 10TH AVENUE WEST



AERIAL VIEW FROM THE NORTHWEST
CAMWEST MCGRAW - DPD # 3015522



AERIAL VIEW FROM THE SOUTH



AERIAL VIEW FROM THE SOUTHWEST

OPTION FIVE - REJECTED UNDERGROUND GARAGE STUDY

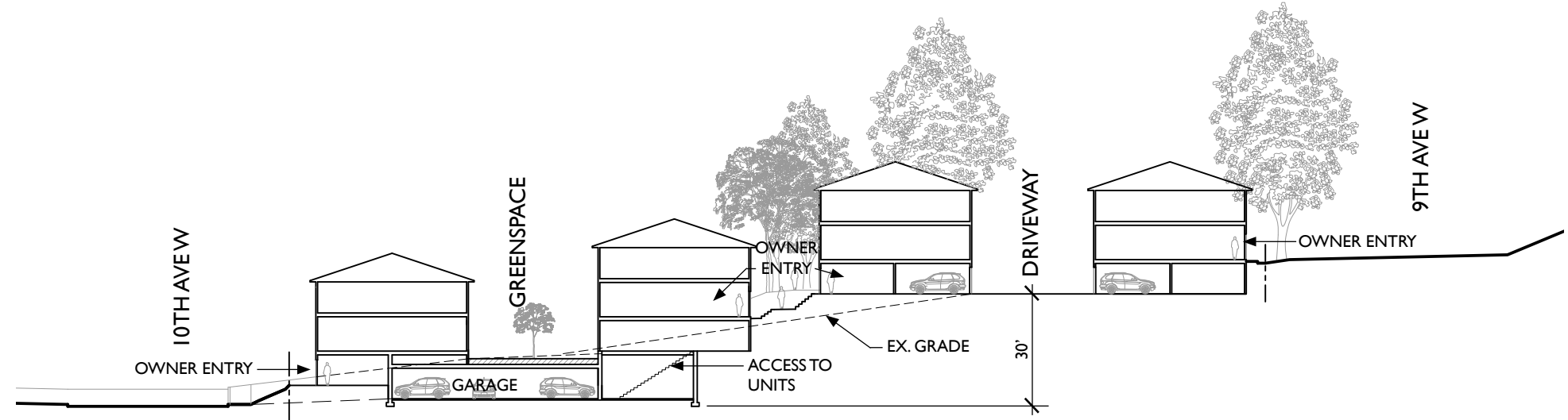


PROS

- Reduced driveways, more greenspace.

CONS

- Garage has to be small and serves only a portion of the units.
- Garage is too far from uphill units to be usable.
- Cannot enlarge garage further north to serve all units without impacting the exceptional tree cluster at the northwest corner or the McGraw Cottage.
- Garage cannot be expanded uphill due to steep slope making excavation unfeasible and the impact to the exceptional trees at the center of the site.
- Excavation would impact the cluster of exceptional trees at the center of the site without expensive pilings and retaining systems.
- Requires fire separation of interior units and sprinklers.
- Not financially viable due to increased costs.



TYPICAL SITE SECTION - WEST TO EAST

OPTION FIVE - REJECTED UNDERGROUND GARAGE STUDY



AERIAL VIEW FROM THE NORTH

CAMWEST MCGRAW - DPD # 3015522

2nd EARLY DESIGN GUIDANCE

OPTION SIX (PREFERRED) - 9th AVENUE GREENSPACE



DISTINGUISHING FEATURES

- Nearly all exceptional trees to remain.
- The existing cottage structure is to remain.
- Building masses along 9th Avenue W are broken into 4 clusters.
- Central park/greenspace preserves large trees and creates a pedestrian node.
- New curb cut location on W McGraw Street. Curb cut is limited to 20' in width.
- Large greenspaces along 9th Avenue W.

PROS

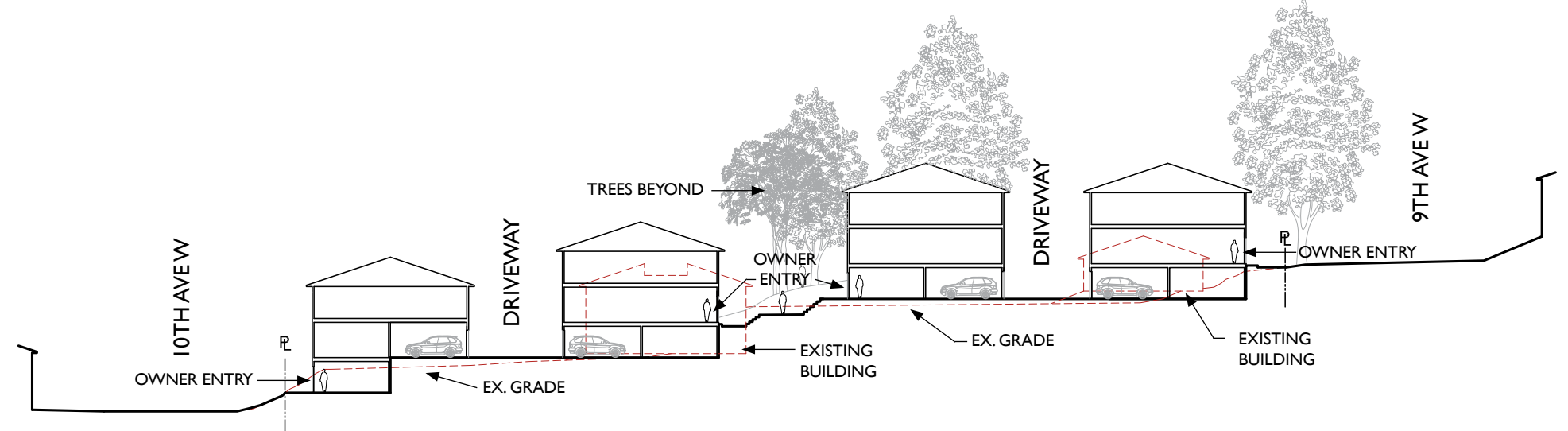
- Massing and density moved to the interior portion of the site as much as possible to preserve trees at the perimeter.
- Locating additional units along 10th Avenue W allows for larger open spaces along 9th Avenue West.
- Building massing steps down following existing topography.
- Curb cut is held to only 20' in width.
- All but 2 exceptional trees are saved.
- Best integrates the guidance provided by the DR Board.

CONS

- Increased density along 10th Avenue W.
- Moving McGraw curb cut further west creates internal grading challenges.

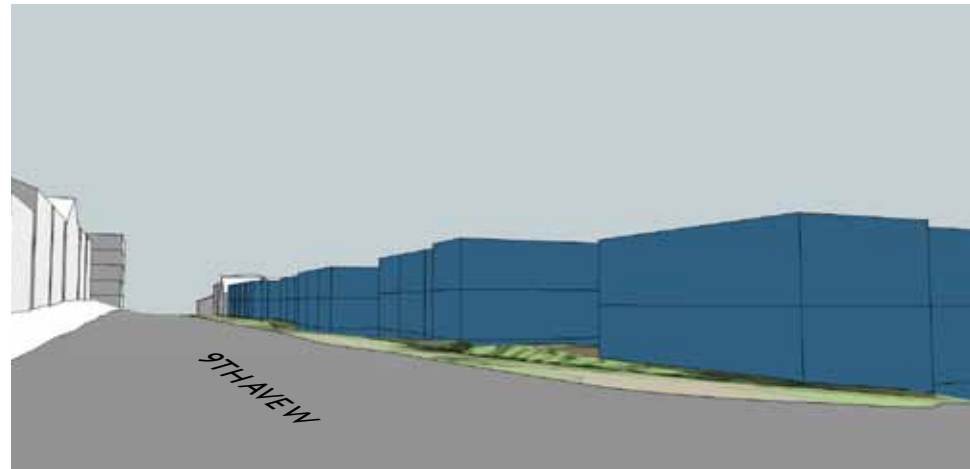
REQUESTED DEPARTURES

- Vehicular Access Width - SMC 23.53.025
- Structural Width - SMC 23.45.527.
- Front Yard Setback - SMC 23.45.518
- Bay Window Projections - SMC 23.53.025
- See pages 42-43.



TYPICAL SITE SECTION - WEST TO EAST

OPTION SIX (PREFERRED) - 9th AVENUE GREENSPACE



VIEW SOUTH DOWN 9TH AVENUE WEST



AERIAL VIEW FROM THE NORTH



VIEW SOUTH DOWN 10TH AVENUE WEST



VIEW NORTH UP 9TH AVENUE WEST



VIEW NORTH UP 10TH AVENUE WEST



AERIAL VIEW FROM THE NORTHWEST
CAMWEST MCGRAW - DPD # 3015522



AERIAL VIEW FROM THE SOUTH



AERIAL VIEW FROM THE SOUTHWEST

2nd EARLY DESIGN GUIDANCE

OPTION SIX (PREFERRED) - 9th AVENUE GREENSPACE



VIEW SOUTH DOWN 9TH AVENUE WEST



AERIAL VIEW FROM THE NORTH



VIEW SOUTH DOWN 10TH AVENUE WEST



VIEW NORTH UP 9TH AVENUE WEST



VIEW NORTH UP 10TH AVENUE WEST



AERIAL VIEW FROM THE NORTHWEST



AERIAL VIEW FROM THE SOUTH



AERIAL VIEW FROM THE SOUTHWEST

OPTION SIX (PREFERRED) - 9th AVENUE GREENSPACE



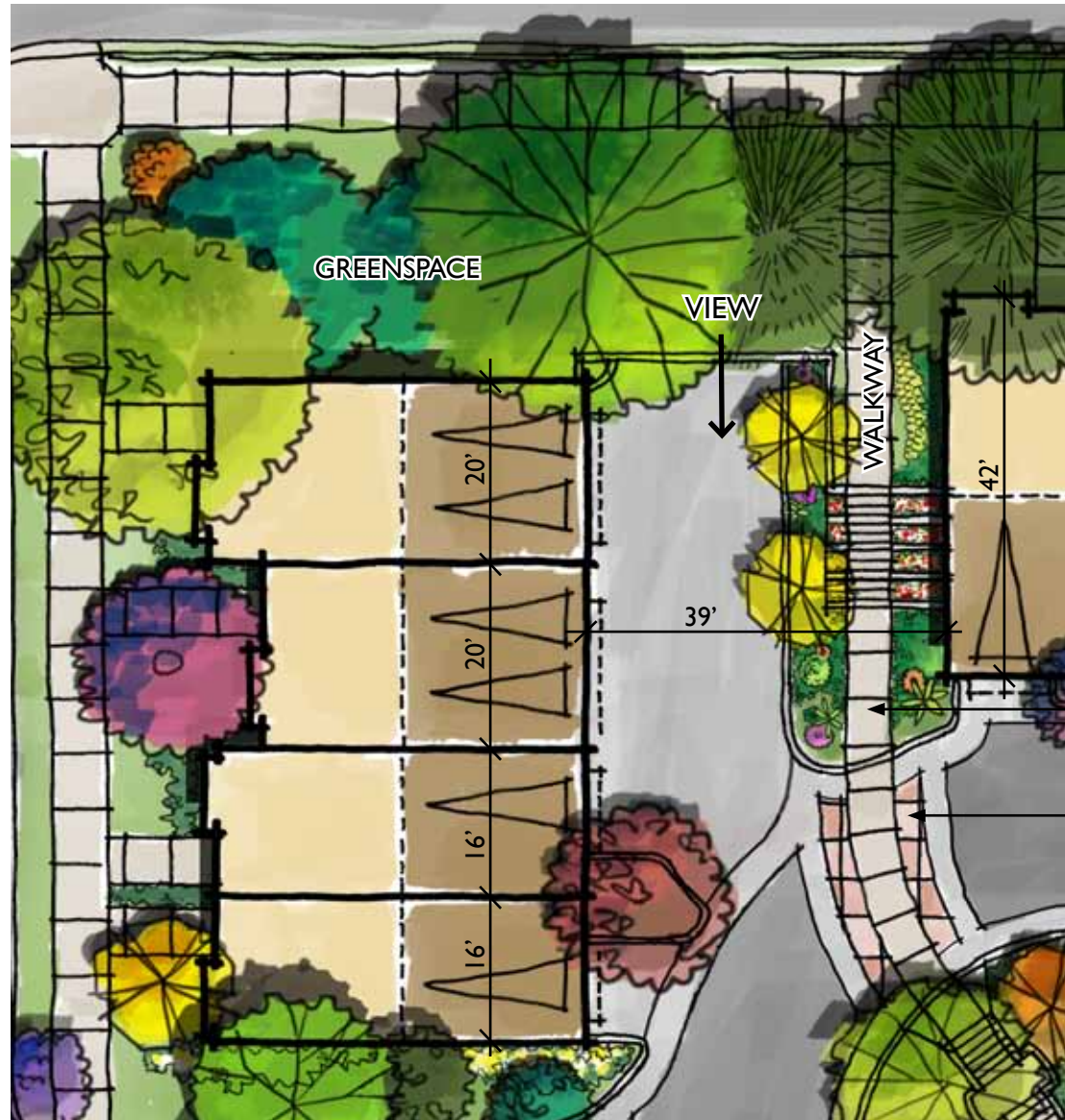
AERIAL VIEW FROM THE SOUTHWEST

OPTION SIX (PREFERRED) - COLORED SITE PLAN



COLORED SITE PLAN

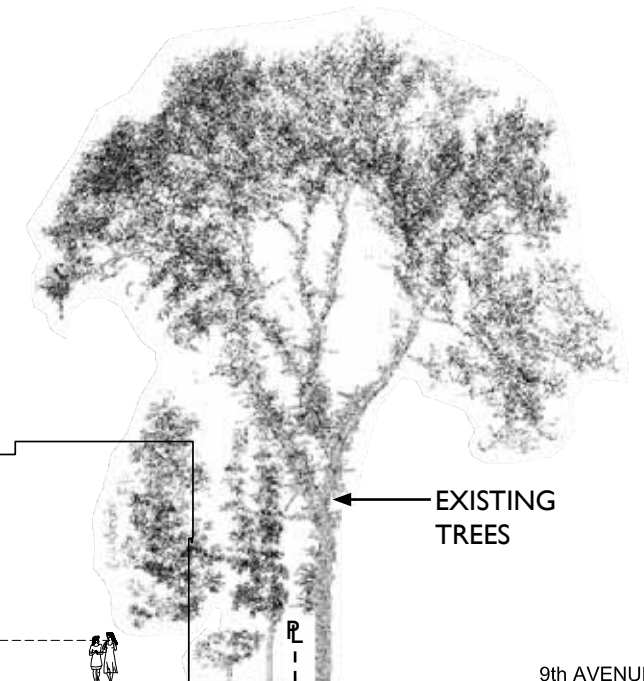
OPTION SIX (PREFERRED) - NORTHEAST GREENSPACE PLAN VIGNETTE & SITE SECTION



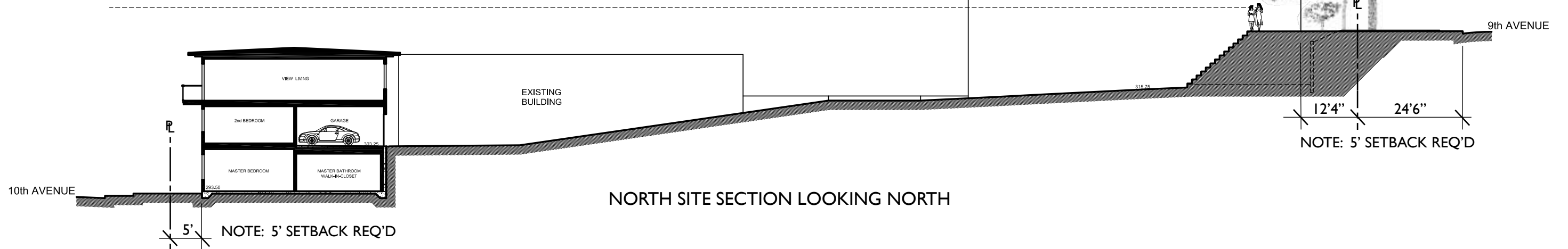
NORTHEAST GREENSPACE PLAN VIGNETTE



WALKWAY/STAIR UP TO 9TH AVE
PAVING CHANGE AT WALKWAYS



EXISTING TREES

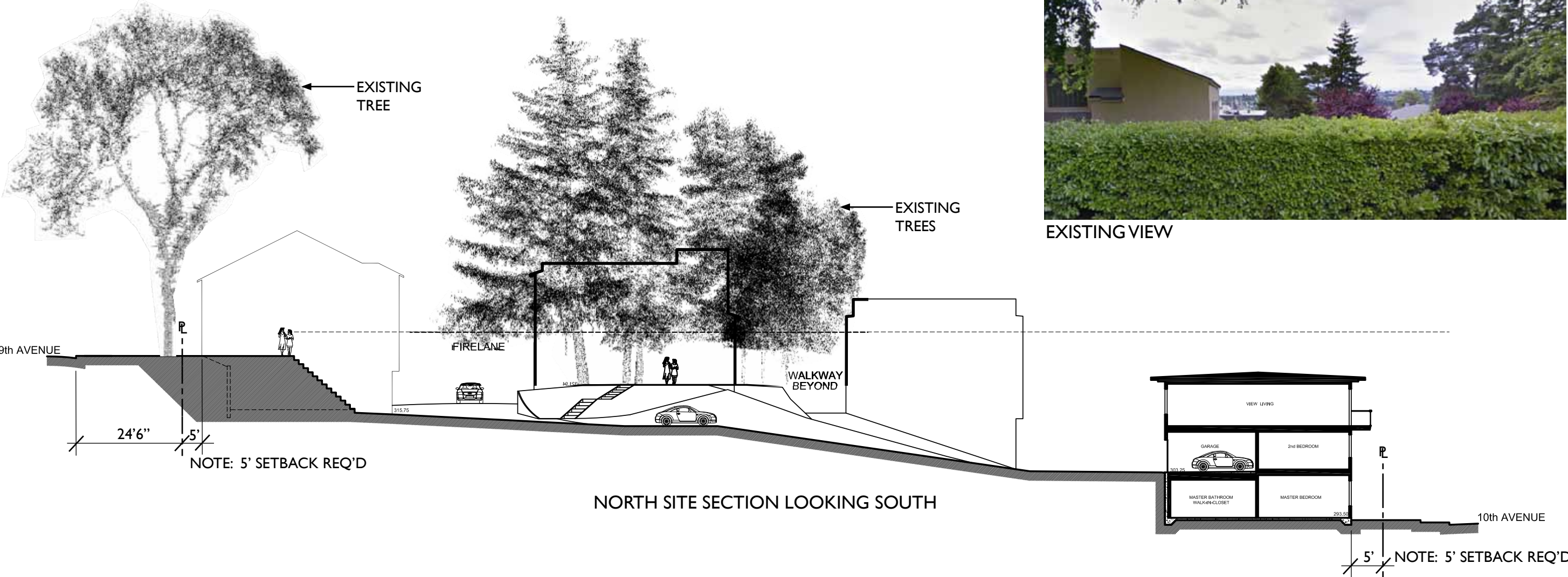


NORTH SITE SECTION LOOKING NORTH

OPTION SIX (PREFERRED) - NORTH GREENSPACE CROSS SECTION & EXISTING VIEW



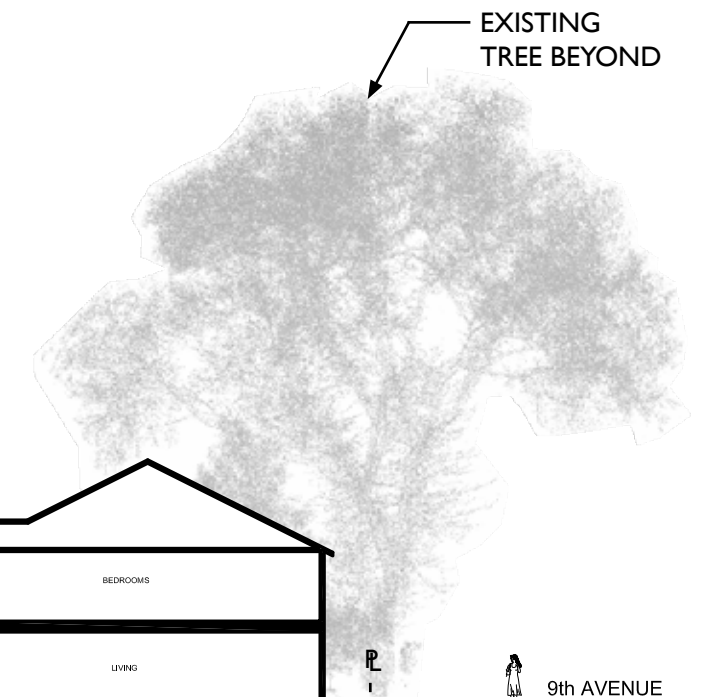
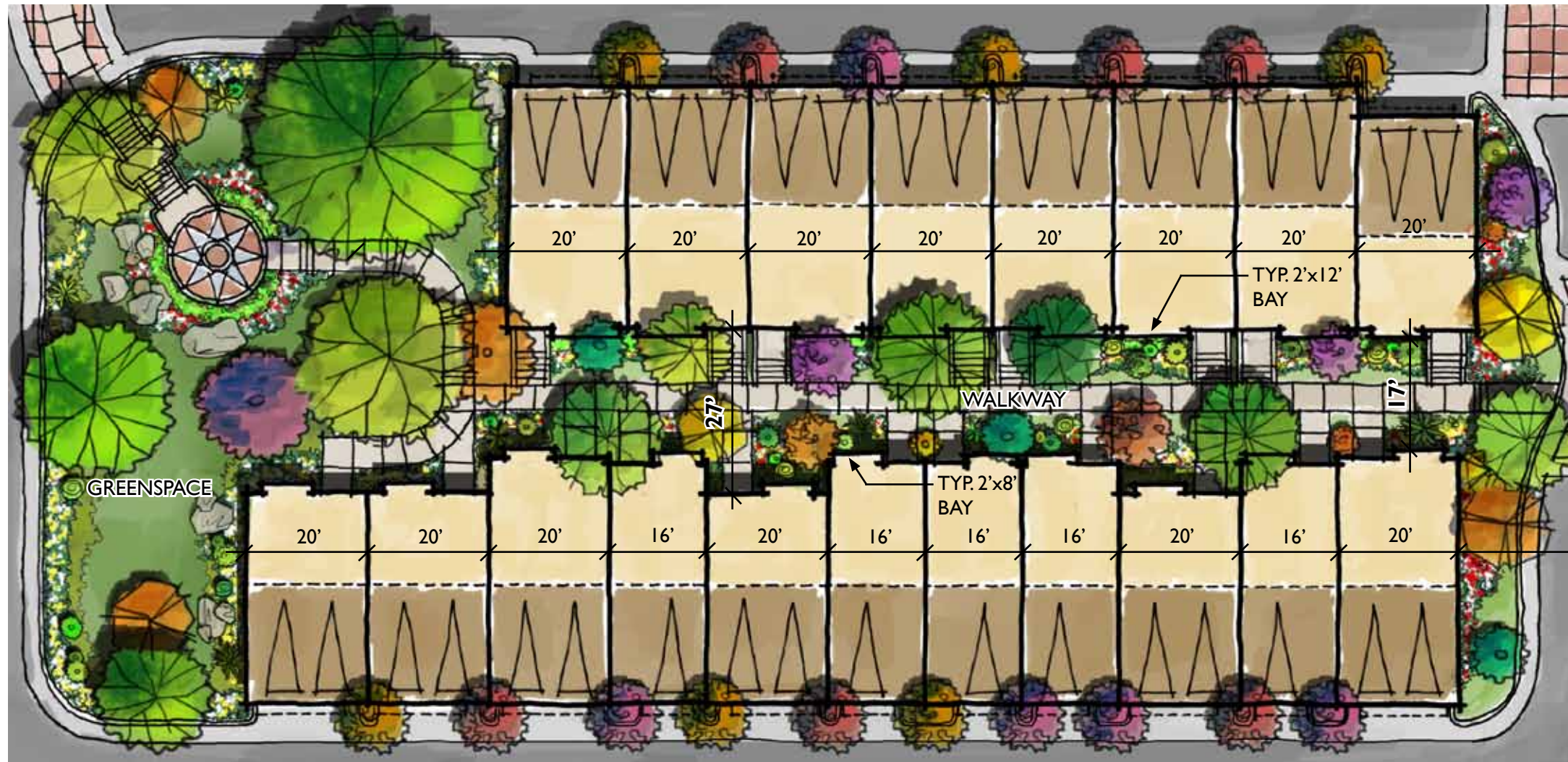
EXISTING VIEW



NORTH SITE SECTION LOOKING SOUTH

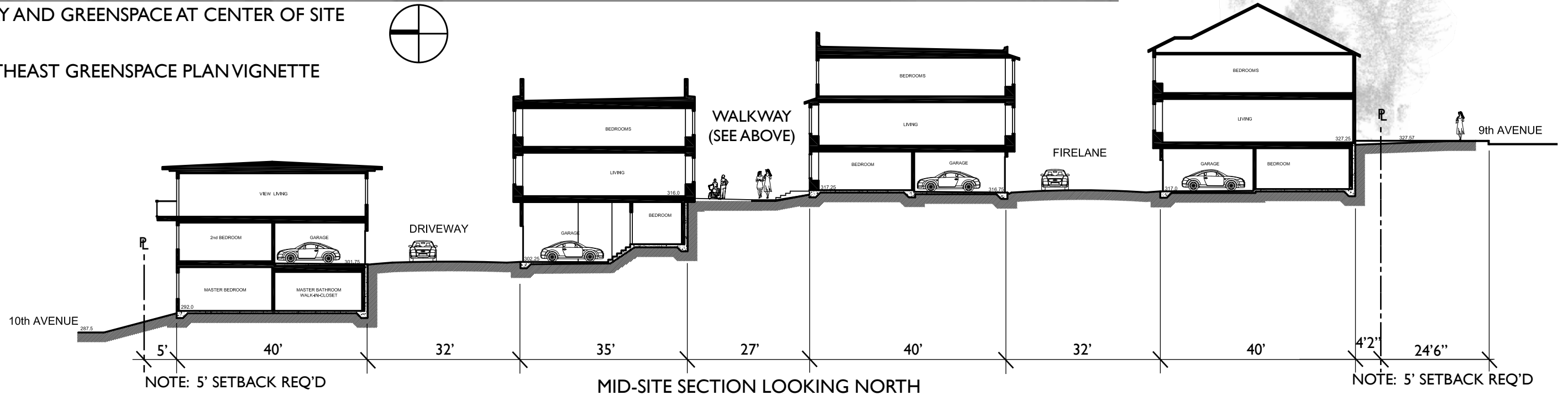


OPTION SIX (PREFERRED) - WALKWAY PLAN VIGNETTE & MID-SITE SECTION



WALKWAY AND GREENSPACE AT CENTER OF SITE

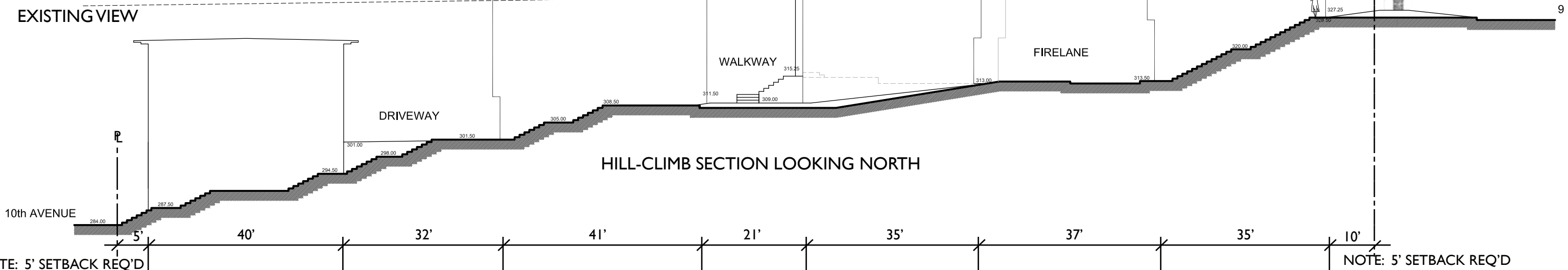
NORTHEAST GREENSPACE PLAN VIGNETTE



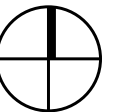
OPTION SIX (PREFERRED) - HILL-CLIMB PLAN VIGNETTE & NORTH-SITE SECTION



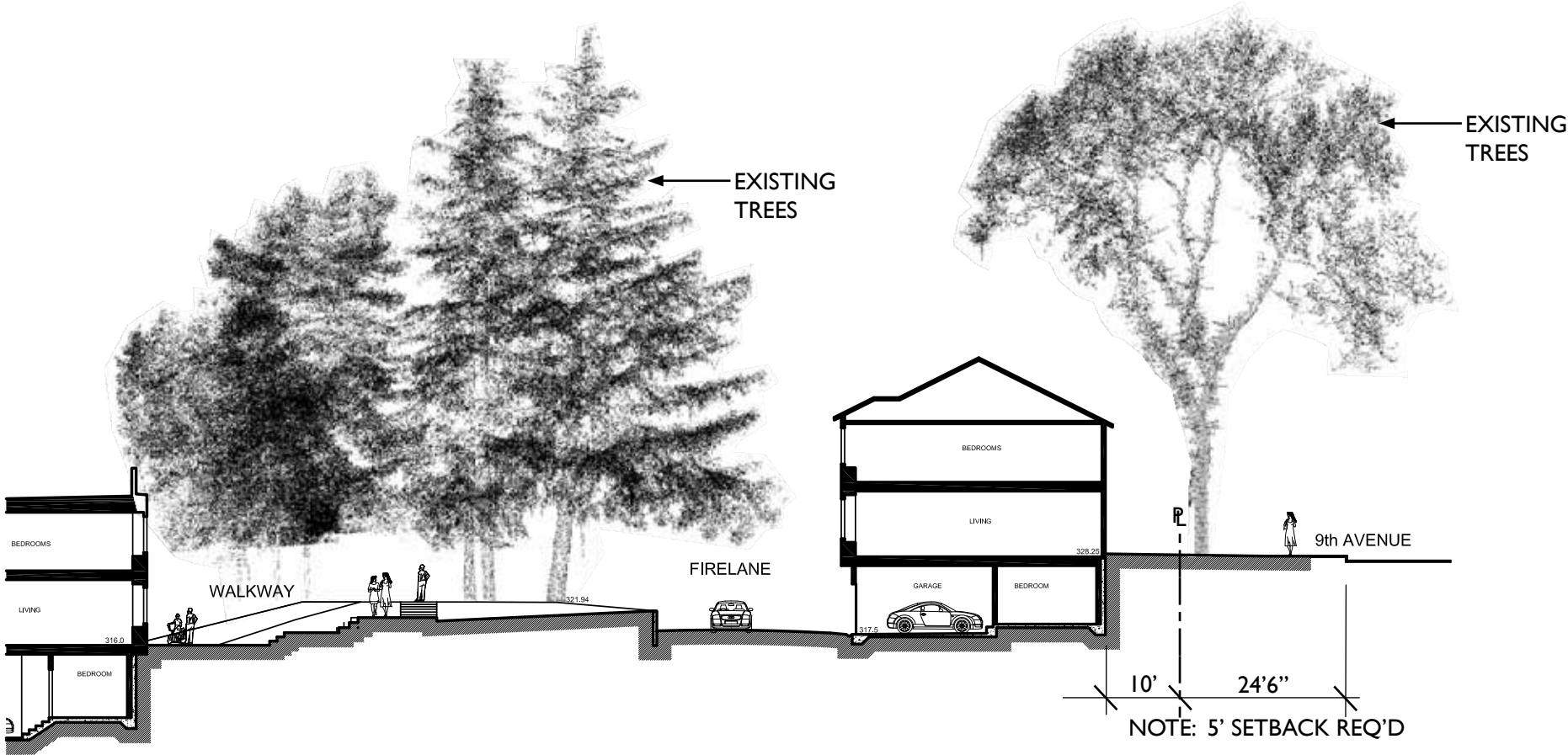
EXISTING VIEW



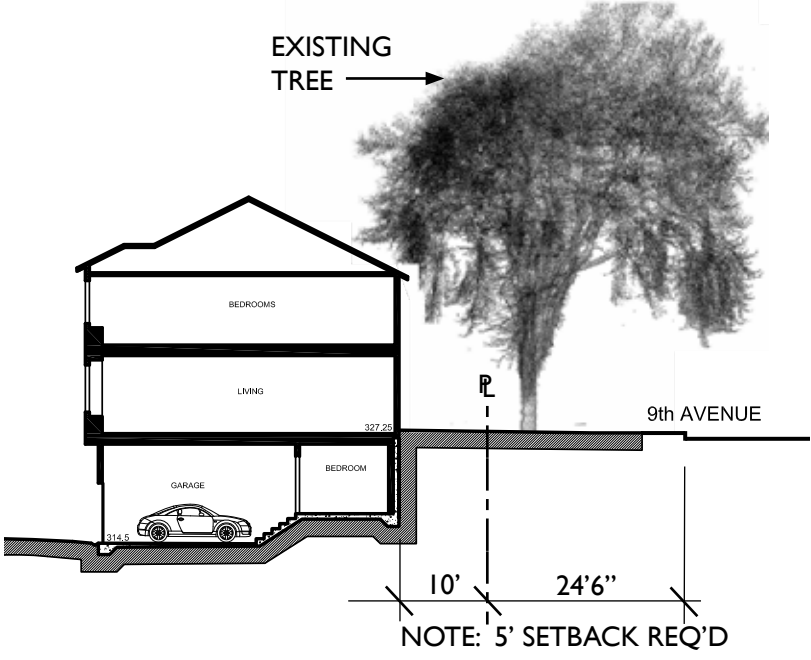
MID-BLOCK HILL-CLIMB ALONG UNUSED ALLEY RIGHT-OF-WAY



OPTION SIX (PREFERRED) - 9TH AVE & GREENSPACE SECTIONS



9TH AVE & GREENSPACE SECTION LOOKING NORTH



9TH AVE SECTION

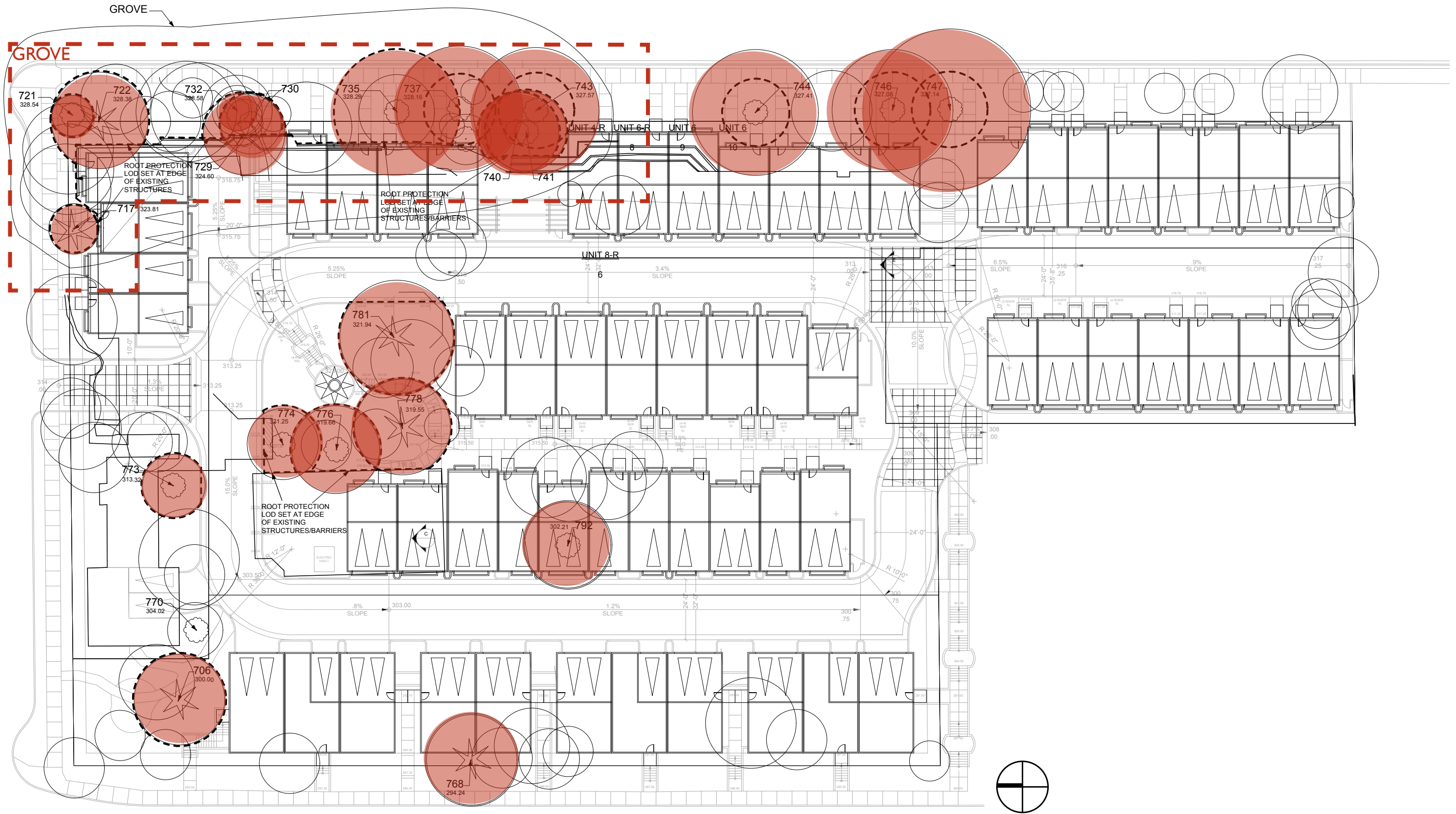


CAMWEST MCGRAW - DPD # 3015522



2nd EARLY DESIGN GUIDANCE

ARBORIST'S TREE SURVEY: SITE PLAN WITH OPTION SIX (PREFERRED) OVERLAY



RETAINED TREE PROTECTION APPROACH

The approach to protecting the roots of a majority of the retained Exceptional trees, as well as the significant trees located within the grove in the along the northeast and east perimeters of the property is to maintain below-ground impacts outside (toward the project site interior) of existing root constraining structures (building foundations) and barriers (retaining walls constructed of railroad beams and rockeries) and outside a distance to maintain protection of the rootplate, the region wherein the main structural roots are located. The foundations impede the growth of roots of trees at the same grade as the surface of the foundation and retaining walls act as above ground foundations/barriers by preventing further growth of the roots beyond the outer edge of the retaining walls/barriers. In all locations where trees are near retaining walls impeding their root growth, there is no cracking or lifting of pavement or other evidence of root growth beneath the asphalt or concrete at the base of the retaining walls demonstrating that the roots of the trees adjacent to the walls cease growth at the walls and do not grow down well below their normal root zone and proceed under the walls and the concrete/asphalt. The information provided is for those trees that have been classified as Exceptional that are proposed to be retained and those that are significant located within the grove. Additional non-Exceptional trees that are in areas where there is the potential to be retained will be addressed upon further analysis of project-related impacts and constraints.

LIMITS OF DISTURBANCE - RETAINED SIGNIFICANT TREES WITHIN GROVE

The following are significant trees retained within the grove with the nearest existing impacts and those proposed.

Tree LOD Constraints and Protection Zone

- 718 Roots to the south are currently constrained by a retaining wall within 2' and existing foundation within 13'. LOD is set at outer edge of existing constraining barriers.
- 719 Roots to the south are currently constrained by a retaining wall within 2'. LOD is set at outer edge of existing constraining barriers.
- 720 Roots to the south are currently constrained by a retaining wall within 2'. LOD is set at outer edge of existing constraining barriers.
- 723 No impacts are proposed within the dripline.
- 724 Roots to the west are currently constrained by a retaining wall 2' within dripline. LOD is set at outer edge of existing constraining barriers.
- 725 Roots to the west are currently constrained by a retaining wall 5.5' within the dripline, 6.5' from trunk. LOD is set at outer edge of existing constraining barriers.
- 726 No impacts are proposed within the dripline.
- 727 Roots to the west are currently constrained by a retaining wall 9' from the tree, 1' within dripline. LOD is currently set at the outer edge of existing constraining barriers.
- 728 Roots to the west are currently constrained by a retaining wall 6.5' from the tree, 5.5' within dripline. LOD is set at outer edge of existing constraining barriers.
- 731 No impacts are proposed within the dripline.
- 733 No impacts are proposed within the dripline.
- 736 No impacts are proposed within the dripline.
- 738 No impacts are proposed within the dripline.

LIMIT OF DISTURBANCE SPECIFICATIONS - RETAINED EXCEPTIONAL TREES

The limits of disturbance for impacts of underground features on certain sides of the following trees are affected and reduced due to the presence of existing structures/barriers within their driplines. Following are the retained trees with structures/barriers within their driplines that impede root growth and affect the recommended LODs.

Tree LOD (underground) constraints and protection zone

- 706 The LOD is set at the dripline edge and no major impacts are proposed within the dripline.
- 717 Roots to the south are currently constrained by the foundation of the existing building at approximately 9.5 feet south of the tree, therefore, the LOD for underground impacts is set at that location. There is a slight encroachment of the building into the crown spread which may require minor pruning to provide clearance.

- 721 The LOD is set outside the crown to provide protection for the full spread of this low crown.
- 722 Roots to the west are currently constrained by a 4 foot high retaining wall at approximately 9.5 feet, therefore, the LOD for the underground impacts is set at that location. There is slight encroachment of the building into the crown spread which may require minor pruning to provide clearance.
- 729 Roots to the west are currently constrained by a 4+ foot high retaining wall within approximately 1 foot.
- 730 Roots to the west are currently constrained by a 4+ foot high retaining wall within approximately 4 feet.
- 732 This tree has a very narrow crown. The LOD is set beyond the crown at the existing retaining wall.
- 735 Roots to the west are currently constrained by a 6' high rock retaining wall just inside the dripline. The proposed building is within the dripline. The lower branches of the crown are high enough to not conflict with the proposed building.
- 737 Roots to the west are currently constrained by a 6' high rock retaining wall just inside the dripline. The proposed building is within the dripline. The lower branches of the crown are high enough to not conflict with the proposed building.
- 740 Roots to the west are currently constrained by a 4' high retaining wall at a distance of 9'. No encroachment into the dripline proposed.
- 741 Roots to the west are currently constrained by a 4' high retaining wall at a distance of 9'. No encroachment into the dripline is proposed.
- 743 Roots to the west are currently constrained by a retaining wall at a distance of approximately 18'. The LOD is at 15' from the tree, outside the location of a proposed structure to the southwest of the tree, however, there are no impacts planned to the immediate west of the tree.
- 744 The below ground LOD to the west is at a distance of 13' from the tree, at the edge of the proposed building foundation, sufficient to protect the main structural roots. The lower branches of the crown are high enough to not require pruning to provide clearance.
- 746 The below ground LOD to the west is at a distance of 14' from the tree, at the edge of the proposed building foundation, sufficient to protect the main structural roots. The lower branches of the crown are high enough to not require pruning to provide clearance.
- 747 The LOD for this tree is set at 15' from the trunk and there are no proposed impacts within the LOD. Corner portions of two structures are proposed to be located within its broad dripline. The lower branches of this tree's crown are high enough that it is likely no pruning will be necessary to provide clearance.
- 773 The below ground LOD to the south is reduced to 11', approximately 2' into the dripline, for a proposed curb and road cut. Some pruning may be necessary to provide clearance over the road. *Removal of the existing building to the east will provide additional rooting soil space.
- 774 Roots to the north are currently constrained by an existing building at 4' from the trunk. The LOD is at 8' from the trunk for curb and road cut. Some pruning may be necessary to provide clearance over the road. *Removal of existing building to the west will provide additional rooting soil space.
- 776 Roots to the west are currently constrained by an existing building at 8' from the trunk. The LOD is set at this location. Some pruning may be necessary to provide clearance for a proposed building within a small portion of its dripline.
- 778 Roots to the west are currently constrained by an existing foundation edge at 16' from the tree, 2' within the dripline. Proposed building is outside the dripline.
- 781 The LOD is reduced to 15'8" from the tree for curb and road cut, sufficient to protect the main structural roots. Some pruning will be necessary to provide clearance for the road.
- 768 Proposed to be removed.
- 792 Proposed to be removed.

OPTION SIX (PREFERRED) - LANDSCAPE CONCEPT



LANDSCAPE DESIGN

The conceptual landscape design for the project is actually very basic. This is due to the fact that a very large component of the landscape design is already installed on site in the form of exceptional trees. One visit to the site and it becomes very apparent that the trees play an important role in the character of the project and for this reason we propose to keep most of them. The exceptions in the preferred scheme are the removal of two exceptional trees to allow increased development at the interior and along the 10th Avenue West arterial in order to provide increased open space along 9th Avenue West. These two trees are proposed for removal in Option Five as well, whereas Option Four requires no exceptional tree removal.

The next layer of landscape will be the on-site ground cover. These plantings will fill in interior portions of the site with an attractive natural landscape of a character that will compliment the exceptional trees and residential structures. The interior plantings will consist of draught tolerant native species highlighted with flowering accents and tall grasses. Beyond the interior of the site, the landscape character in the right-of-ways are pretty much already established. It is our intent to leave the right-of-way plantings as is except where new pedestrian pathways will cut through the existing landscape. Note that the City may require adjustment to the right-of-way plantings meet city standards including the addition of new street trees on the standard on center spacing.

This project is not a gated community. Several pedestrian pathways and access points are proposed across and around the property. These pedestrian pathways will originate at the public sidewalk and pass through the site meandering through the exceptional trees and tall grasses. Soft low level lighting will illuminate these interior pathways providing a safe environment. To emphasize the pedestrian experience within the site, the interior vehicular drive aisles are to be woonerfs thus enhancing the pedestrian realm and de-emphasizing the importance of the automobile. The woonerfs will be surfaced with accent pavings and will be further accented with pockets of landscaping between building entrances and the same low level lighting will also be applied in the woonerfs to provide a safe pedestrian environment.

OPTION SIX (PREFERRED) - ELEVATION CONCEPTS: SHINGLE



CONCEPT FOR TRADITIONAL SHINGLE STYLE TOWNHOUSES

CAMWEST MCGRAW - DPD # 3015522



2nd EARLY DESIGN GUIDANCE

OPTION SIX (PREFERRED) - ELEVATION CONCEPTS: BRICK



CONCEPT FOR TRADITIONAL BRICK TOWNHOUSES

OPTION SIX (PREFERRED) - ELEVATION CONCEPTS: URBAN



CONCEPT FOR URBAN STYLE TOWNHOUSES

OPTION SIX (PREFERRED) - NEW & EXISTING 9TH AVE WEST STREETSCAPES



KEY MAP 



PROPOSED STREETSCAPE ELEVATION: 9TH AVENUE W

PROJECT SITE



EXISTING STREETSCAPE: 9TH AVENUE W

OPTION SIX (PREFERRED) - NEW & EXISTING 9TH AVE WEST STREETSCAPES



PROJECT SITE



OPTION SIX (PREFERRED) - PERSPECTIVE: 9TH AVENUE AT TOP OF STAIR-Climb



OPTION SIX (PREFERRED) - PERSPECTIVE: 9TH AVENUE MID-BLOCK



OPTION SIX (PREFERRED) - PERSPECTIVE: 9TH AVENUE & MCGRAW



OPTION SIX (PREFERRED) - PERSPECTIVE: MCGRAW MIDBLOCK



OPTION SIX (PREFERRED) - PERSPECTIVE: MCGRAW TOWARDS 9TH



OPTION SIX (PREFERRED) - PERSPECTIVE: 10TH & MCGRAW



OPTION SIX (PREFERRED) - PERSPECTIVE: 10TH AVENUE MIDBLOCK



DESIGN PRECEDENTS



▲ CLEAN, UPDATED SHINGLE STYLE WITH SIMPLE, STRONG MASSING - PULLING TRADITIONAL COLORS AND MATERIALS COMMONLY USED IN QUEEN ANNE.

▲ MODERN VERSION OF CLASSIC SHINGLE STYLE CURRENTLY USED ON THE BLOCK. INTRODUCES MORE MODERN MATERIALS AND DETAILS WHILE MAINTAINING CLASSIC FORM.

▼ CLASSIC STONE/SHINGLE ROWHOME WITH STRONG BALANCE AND MASSING. ACTIVATES THE STREET.

▼ CLEAN, BRICK FORMS, FLAT ROOF, WITH SIMPLE DETAILING EVOKING ROWHOME ARCHITECTURE.

▲ CONTEMPORARY ELEVATION USING COMMON MATERIAL WITH MODERN BOLD LINES, FORMS AND COLORS.



▶ UPDATED BROWNSTONE INFLUENCED DESIGN WITH STRONG, DEEP COLORED BAY WINDOWS WITH REPETITIVE MASSING AND MODULATION.



OPTION SIX (PREFERRED) - SHADE AND SHADOW STUDIES

MARCH/SEPTEMBER 21 - 10AM



MARCH/SEPTEMBER 21 - 12PM



MARCH/SEPTEMBER 21 - 2PM



JUNE 21 - 10AM



JUNE 21 - 12PM



JUNE 21 - 2PM



DECEMBER 21 - 10AM



DECEMBER 21 - 12PM



DECEMBER 21 - 2PM



OPTION FOUR - NO EXCEPTIONAL TREE REMOVAL

9th Avenue West:

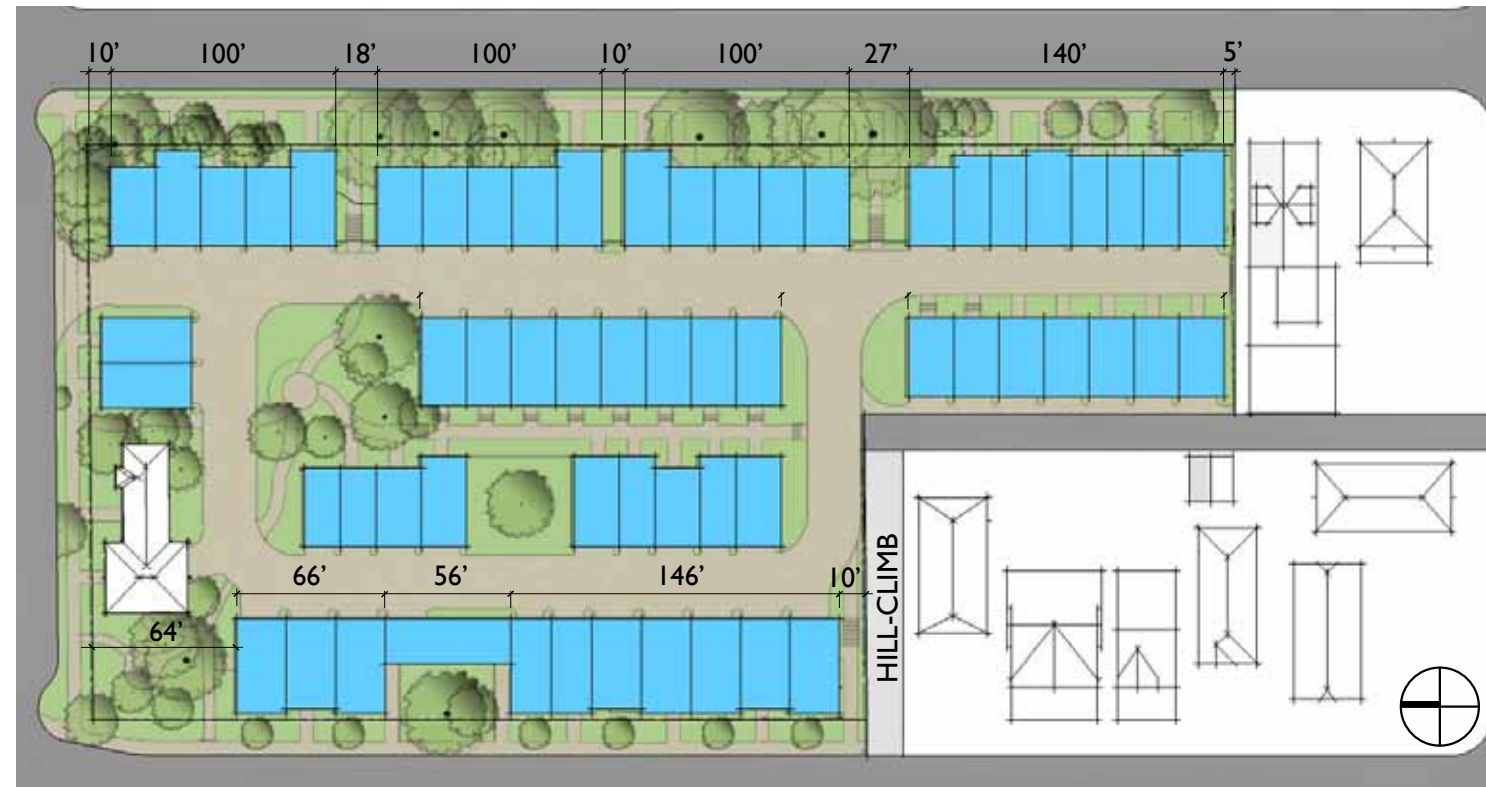
- 55' of open space in three openings between buildings along 9th Ave W measuring 18', 10', and 27'
- Four buildings along 9th combined are 440'.
- $55' / 440' = 12.5\%$ greenspace between buildings

Site Interior:

- Exceptional tree is enclosed by structures to north & south and an 11' concrete retaining wall to the east.

10th Avenue West:

- Pocket greenspace created around exceptional tree.
- There is 62' of greenspace in front of McGraw Cottage and 10' of greenspace next to hill-climb.
- No full-depth greenspaces to break up building along 10th Avenue W.
- Building length is 268'
- $0' / 268' = 0\%$ greenspace between buildings.



OPTION SIX - PREFERRED

9th Avenue West:

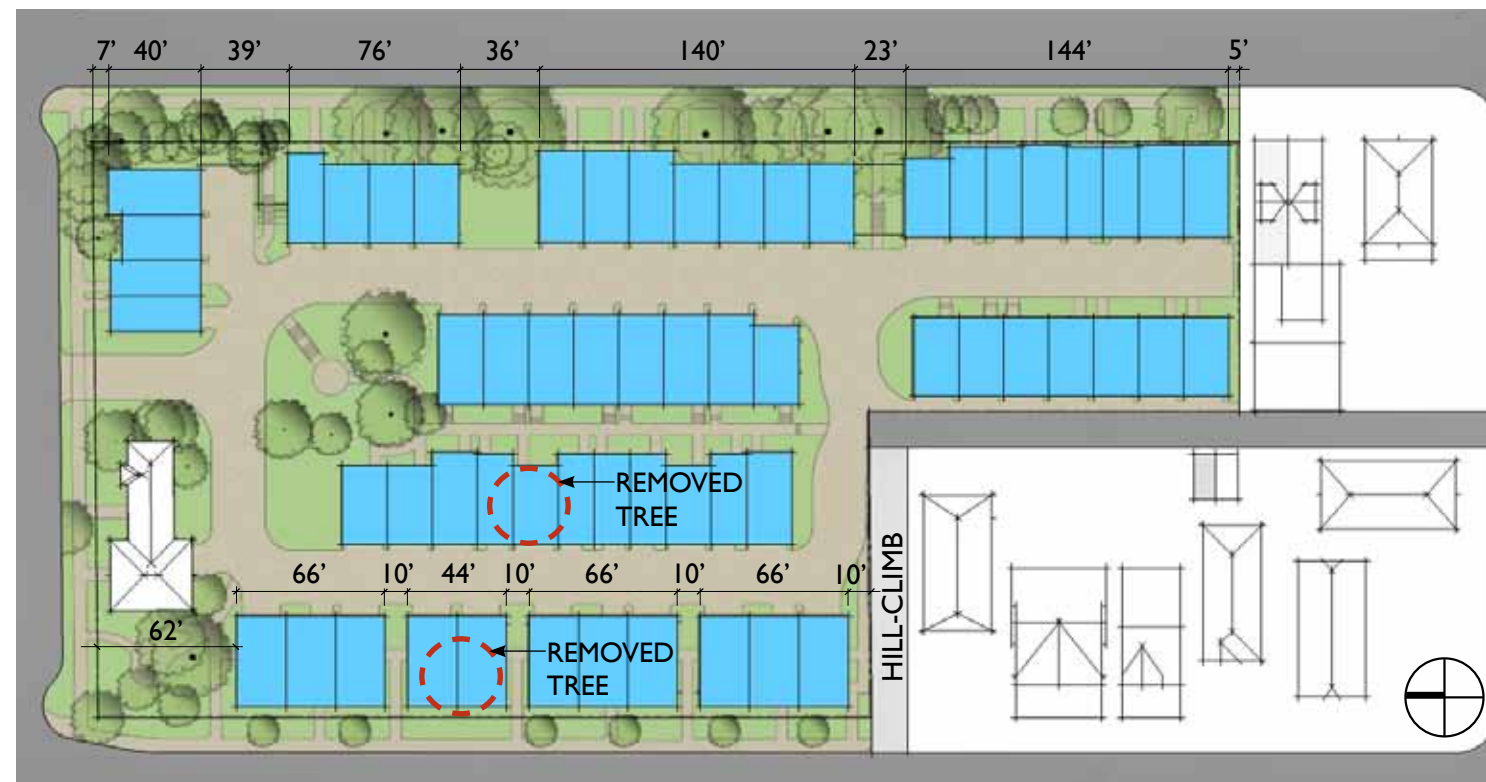
- 98' of open space in three openings between buildings along 9th Ave W measuring 39', 36', and 23'. This is 43' more than Option Four.
- Four buildings along 9th combined are 400'.
- $98' / 400' = 24.5\%$ greenspace between buildings.
- Greenspace along 9th Ave W between buildings has been increased 96%

Site Interior:

- Exceptional tree removed to allow FAR while decreasing density at the site perimeter.

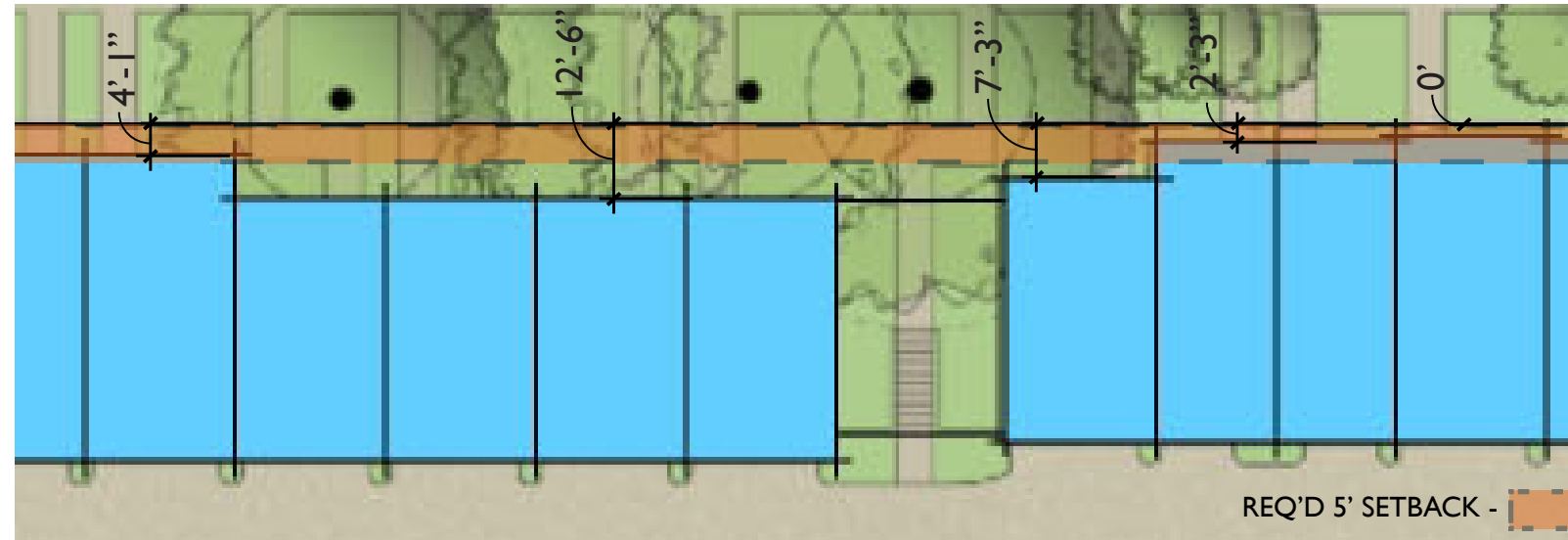
10th Avenue West:

- Exceptional tree removed to allow FAR while maintaining greenspaces.
- There is 62' of greenspace in front of McGraw Cottage and 10' of greenspace next to hill-climb.
- Three openings between buildings.
- Four buildings combined length is 242'
- $30' / 242' = 12.4\%$ greenspace between buildings.
- Greenspace along 10th Ave W between buildings has increased from zero to 30'

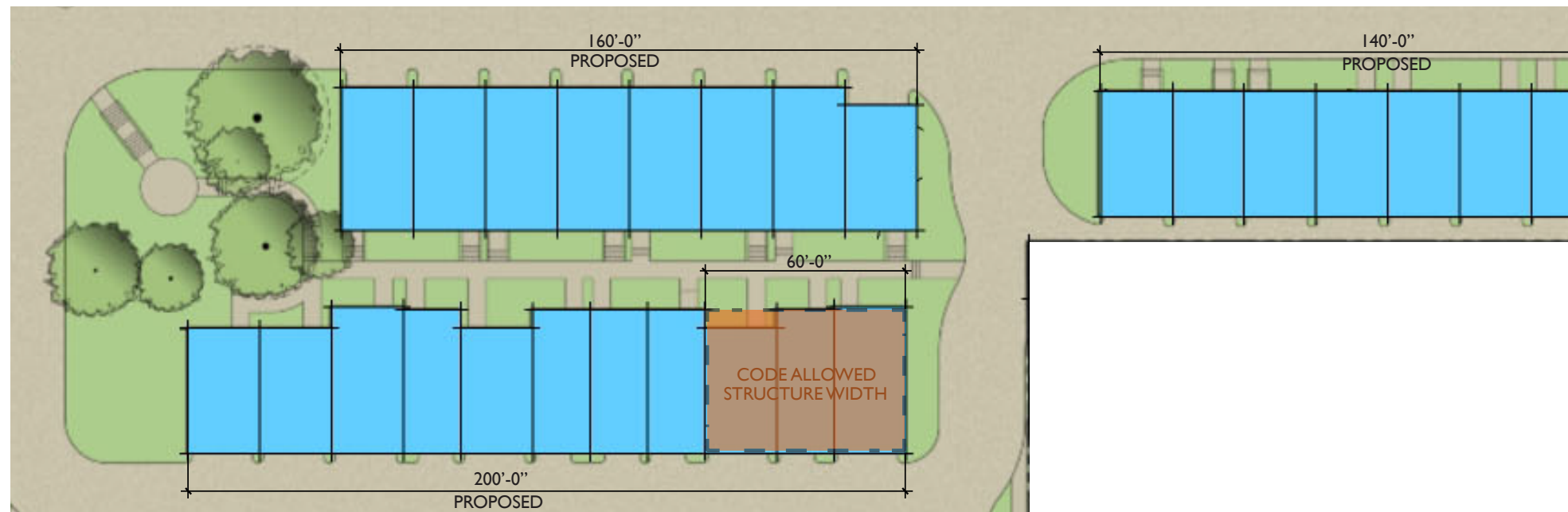


DEPARTURES: STRUCTURE WIDTH & FRONT YARD SETBACKS

REQUESTED DEPARTURE	REQUIREMENT	PROPOSED	DEPARTURE AMOUNT	REASON FOR DEPARTURE
STRUCTURE WIDTH (SMC 23.45.527)	Maximum Townhouse Structure Width: 60'-0"	All Options: 140', 160', & 200'	133%, 166%, & 233%	Increasing the structure width of the townhouses allows development capacity to be reallocated from the perimeter row houses and moved to the interior townhouses thus reducing the amount of massing and increased density at the perimeter of the site. Better complies with Design Guidelines B-1, A-2, A-7.
FRONT YARD SETBACKS (SMC 23.45.518)	Minimum Front yard setback for row-houses: 5'-0"	All Options: Up to 0' front yard setback for limited portions of the row-houses.	Less by 5' or 100% of the required setback for limited portions of the front yard setback.	Reducing the front yard setback will further increase the flexibility of where development massing occurs on the site. Increasing the setbacks in some areas to preserve existing trees, then reducing setbacks in other areas increases building modulation and creates a more inviting streetscape. Better compliance with Design Guidelines A-2, A-6, A-7, and B-1,



FRONT YARD SETBACKS DIAGRAM



STRUCTURE WIDTH DEPARTURE DIAGRAM

DEPARTURES: VEHICULAR ACCESS WIDTH & BAY WINDOW PROJECTIONS

REQUESTED DEPARTURE	REQUIREMENT	PROPOSED	DEPARTURE AMOUNT	REASON FOR DEPARTURE
VEHICULAR ACCESS WIDTH (SMC 23.53.025)	Easement width shall be 32' and roadway surface width shall be 24' wide.	All Options: Easement width to be 32', roadway surface width to be 20'.	Less by 4' or 83.3% of the required width.	Reducing the roadway width at the vehicular access point and at selected locations for interior drive-ways will provide a more quaint entry that is consistent with the surrounding uses, will slow traffic and provide a better transition to the woonerfs, will minimize the feeling of an institutional development, and will reduce the amount of roadway crossing by pedestrians thus making the pedestrian experience safer. Provides better compliance with Design Guidelines A-8.
BAY WINDOW PROJECTIONS (SMC 23.53.025)	Easement width shall be 32' and roadway surface width shall be 24' wide.	All Options: Bay windows up to 16' wide to project 2' into easement on both sides above 8' from grade.	Less by 4' or 87.5% of the required width.	Allowing bay window projections into the setback provides increased vertical and horizontal modulation of the structure, reducing bulk and scale. Provides better compliance with Design Guidelines A-7 and A-8.



VEHICULAR ACCESS WIDTH DIAGRAM



BAY WINDOW PROJECTIONS DIAGRAM