



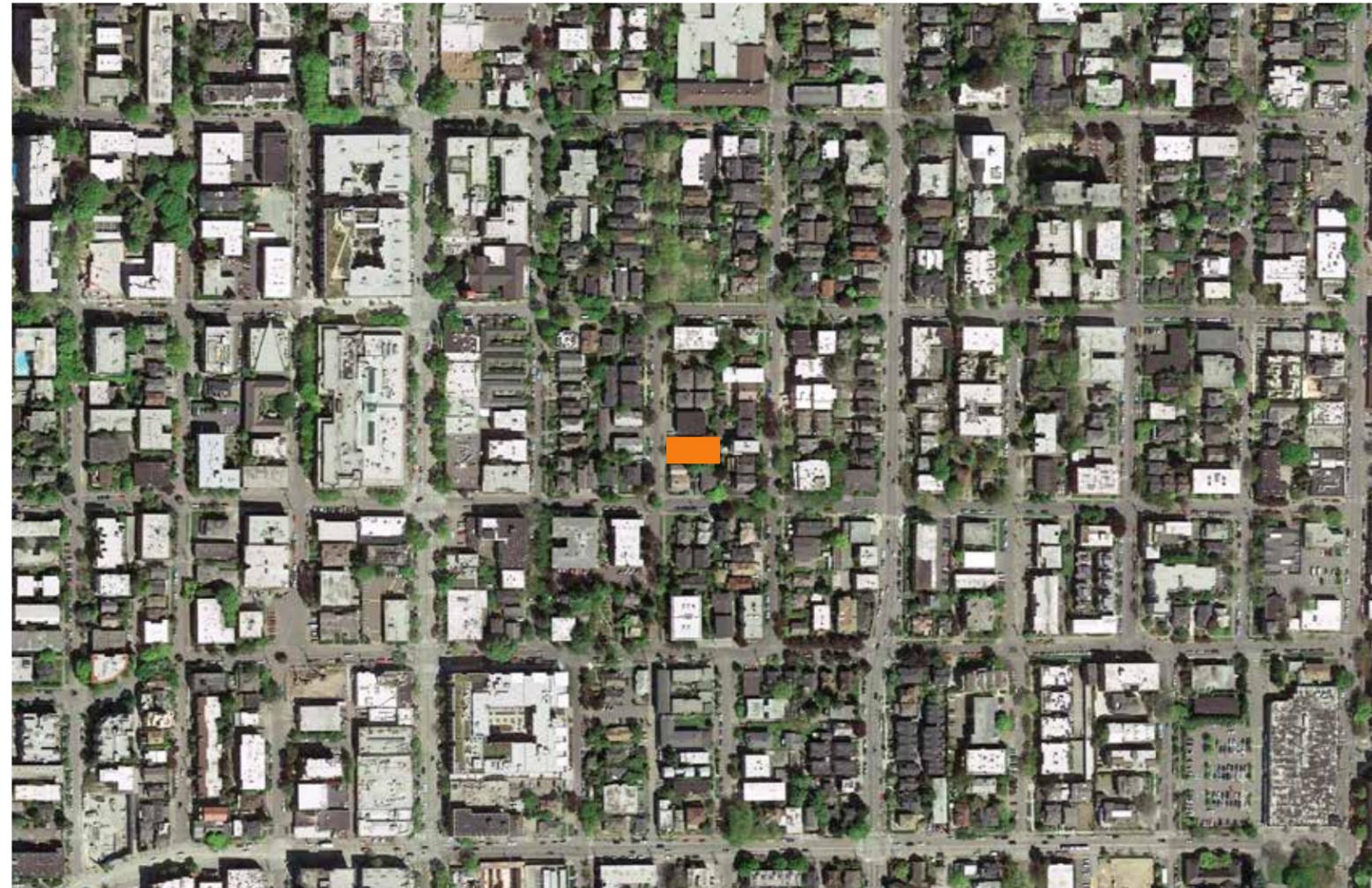
410 Federal Ave E

Streamlined Design Guidance
DPD Project #3019457

b9 architects

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Belmont Ave E Boylston Ave E Harvard Ave E Broadway E 10th Ave E **Federal Ave E** 11th Ave E 12th Ave E 13th Ave E 14th Ave E Malden Ave E 15th Ave E

E Mercer St

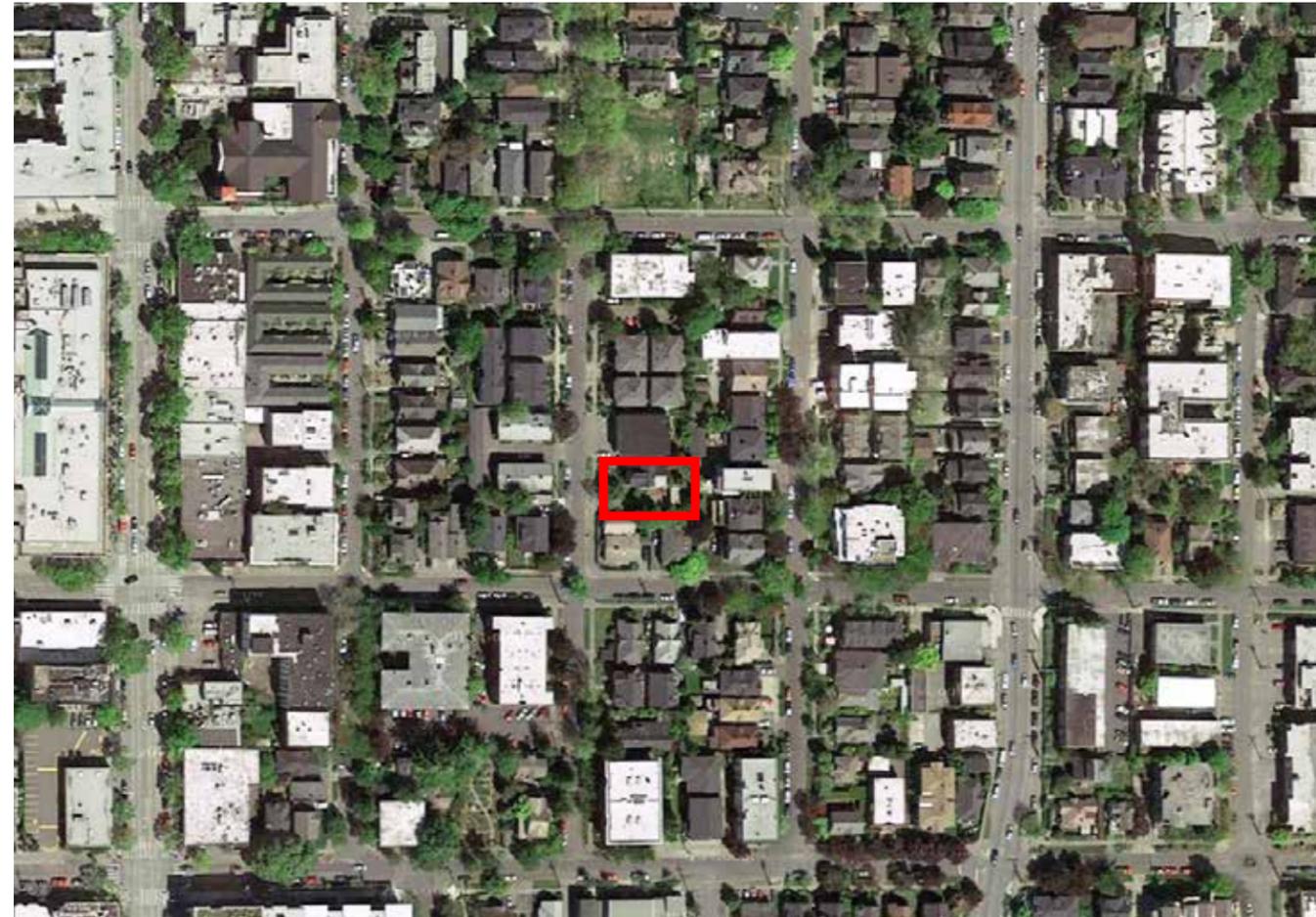
 E Republican St

E Harrison St

 E Thomas St

 E John St





OBJECTIVES

Design and construct two, 3 story triplexes, one at grade and one over a below grade parking garage, providing parking to all units. The existing house and garage on the site will be deconstructed.

Number of Residential Units	6
Structure Height	30'
Number of Parking Stalls	6

Sustainability

Achieve a 4-Star Built Green certification.
Utilize reclaimed materials.

Community

The proposal will be designed around a central courtyard and walkway that connects the site from north to south.

TEAM

ARCHITECT	b9 architects
DEVELOPMENT	Federal Ave Development LLC
STRUCTURAL	Malsam Tsang Structural Engineering
GEOTECHNICAL	PanGEO, Inc.

CITY of SEATTLE

Application for Streamlined Design Guidance

PART I: CONTACT INFORMATION

- | | |
|--|-----------------------------|
| 1. Property Address | 410 Federal Ave E |
| 2. Project number | 3019457 |
| 3. Additional related project number(s): | N/A |
| 4. Owner/Lessee Name | Federal Ave Development LLC |
| 5. Contact Person Name | Bradley Khouri |
| Firm | b9 architects |
| Mailing Address | 610 2nd Ave |
| City State Zip | Seattle, WA 98104 |
| Phone | 206.297.1284 |
| Email address | bgk@b9architects.com |
| 6. Applicant's Name | Bradley Khouri |
| Relationship to Project | Architect |
| 7. Design Professional's Name | Bradley Khouri |
| Address | 610 2nd Ave |
| Phone | 206.297.1284 |
| Email address | bgk@b9architects.com |
| 8. Project Designer Name | Jeffrey Glad |
| Email address | jeff@b9architects.com |

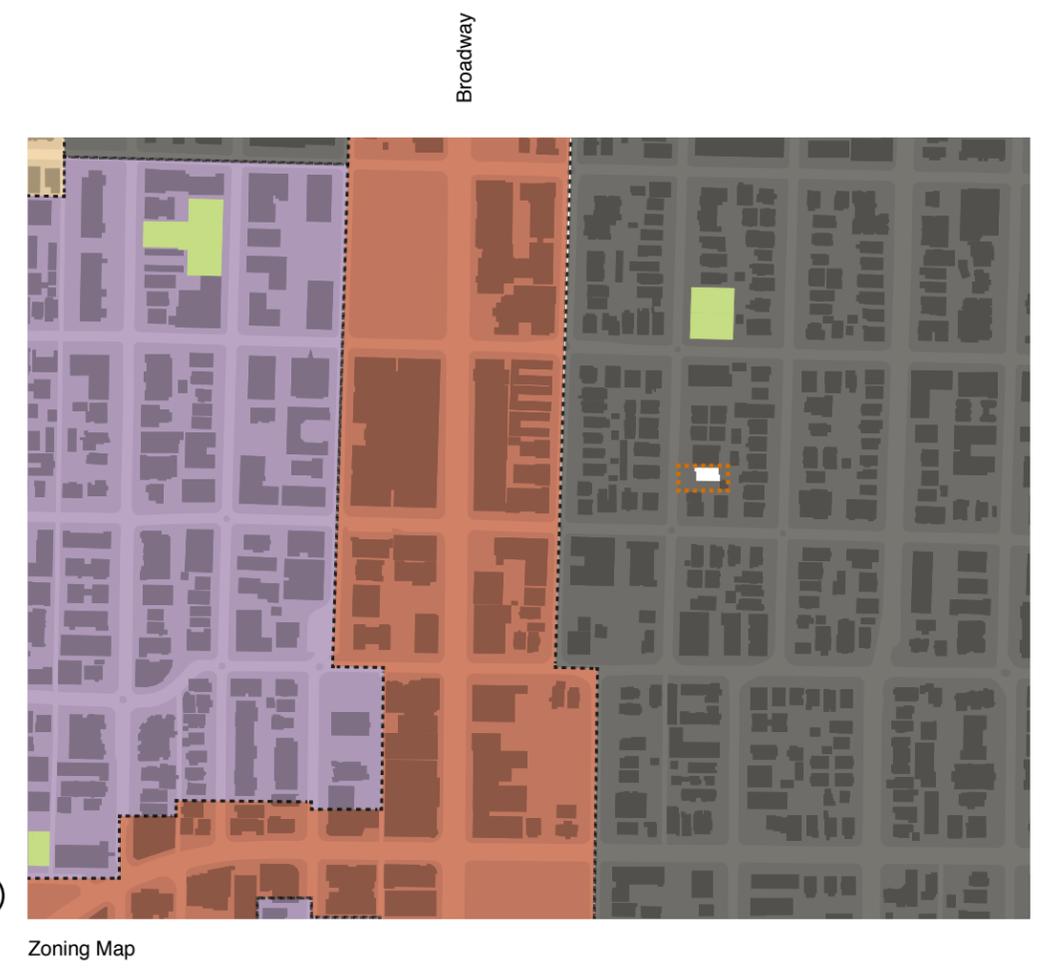


PROJECT SITE: EXISTING TRIPLEX TO BE DEMOLISHED

ZONING ANALYSIS

- The site is located in a low-rise (LR3) zone, adjacent to land zoned neighborhood commercial (NC3-40, CN3P-40, and NC3P-65) and mid-rise (MR). LR3 is the predominant zone to the north, south, and east of the site. An NC3-40 area is directly west of the site, aligning with Broadway Avenue East. Further west is an MR area. The site is located within the Capitol Hill Urban Center Village.

LR1
 LR2
 LR3
 NC1
 NC2
 NC3
 SF5000
 MIO
 MR
 ■ ■ ■ Urban Village
 Address
 410 Federal Ave E Seattle WA
 Lot Size
 6000 square feet.
 Zoning
 LR3
 SEPA Review



Retail Located Along Broadway Avenue E.



Apartment Building Located at 1017 E. Harrison St.



Apartment Building Located at 914 E. Harrison St.

CONTEXT & USE ANALYSIS

- The site dimensions are 60 feet north-south and 100 feet east-west. It fronts Federal Avenue East with no alley access.
- The uses immediately surrounding the site are multifamily and single family, including both newer and older buildings.
- A six unit condominium building is located to the north of the site; an existing single family house and duplex is located to the south.
- The site topography slopes down to the west, towards Federal Avenue East.
- Federal Avenue East is generally flat within the block of the site, between E Republican and E Harrison Streets.
- Cal Anderson Park is located 1/4 mile south of the proposed project.
- Volunteer Park is located a 1/2 mile to the north of the site.
- The design approach responds to the scale of residential fabric, ranging from single family homes to multifamily.
- The site offers potential for views of downtown Seattle.



Single Family Building Located at 1016 E. Harrison St.



4-Plex Located at 415 Federal Avenue E.



Thomas Street Gardens

TRANSIT + ACCESS

- The site has direct access to public transit and vehicular arterials. Bus stops at Broadway Avenue East and East Harrison Street (both a two block walk) provide access to routes 9, 49, and 60.
- Four blocks to the southwest of the site is the future Capital Hill Link Light Rail Station.
- The site is located within the frequent transit corridor.
- Bike lanes are located within two blocks, at Broadway Avenue East to the west and 12th Avenue East to the east.



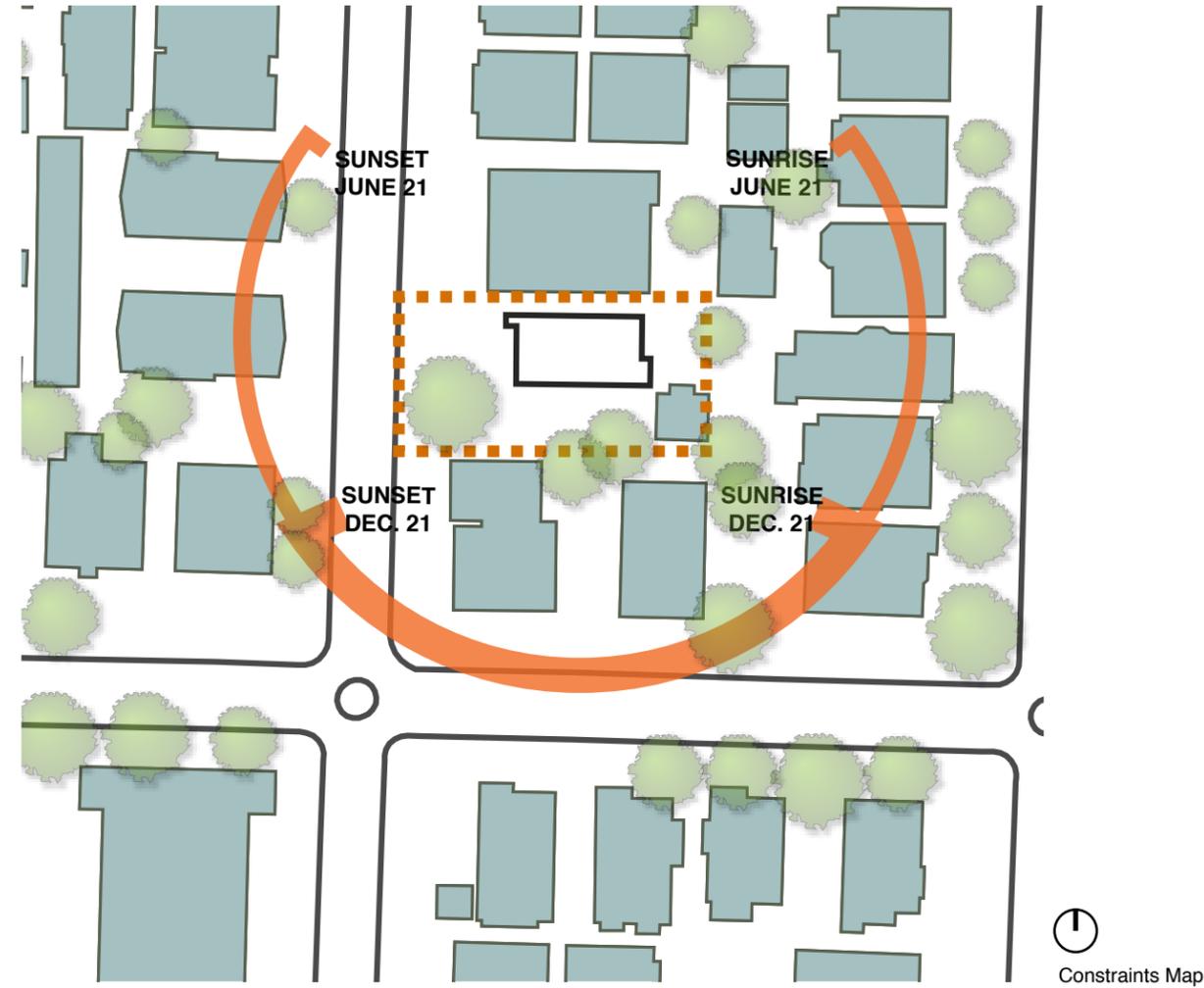
Capitol Hill light rail station construction site at E John St. and 10th Ave. E



Future Streetcar Along Broadway Ave



Broadway Bikeway



OPPORTUNITIES & CONSTRAINTS

Diagram showing solar exposure, density and neighborhood trees, as well as adjacency to Broadway Hill Park to the north. These elements were analyzed in depth and informed building design.



Duplex Located South of Site



Condos Located North of Site



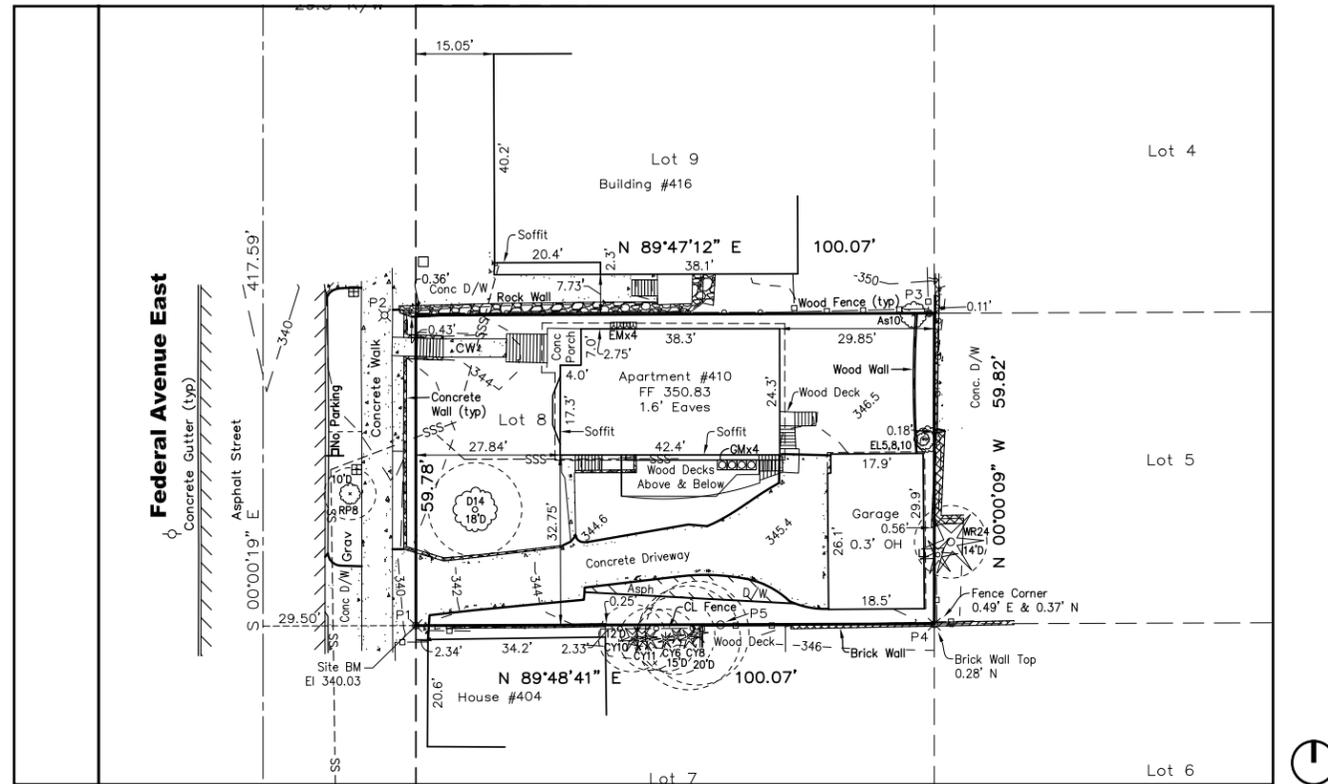
Federal Avenue E. Looking North

SITE ANALYSIS

The site's dimensions are 60 feet north-south by 100 feet east-west, with frontage on Federal Avenue East and no alley access. The lot contains an existing triplex and garage built in 1901, which will be deconstructed. The site has a slight grade change of approximately 8 feet, descending west to Federal Avenue East.

The uses immediately surrounding the site are predominantly residential, both large and small scale, ranging from multifamily developments to duplexes, triplexes, and single family homes. There is a broad range of newer, contemporary developments as well as older, more traditional buildings.

To the north of the proposed project is a six unit condominium building, built in 1967. Immediately south of the site are two parcels, an existing single family home and a duplex, both built in 1901.



①



②



③

10th Ave E

Federal Ave E

11th Ave E

12th Ave E



E Republican St

E Harrison St

NEIGHBORHOOD ANALYSIS

The neighborhood is predominantly residential, with a mix of multifamily and single-family homes. There is an active commercial area near the site, two blocks west at Broadway Avenue East.

The topography is generally flat around the site and ascends to the east more significantly at 11th Avenue East. There are several parks within the immediate neighborhood, the closest being Broadway Hill Park, located less than a block north of the site. Other nearby parks include Cal Anderson, 1/4 mile south, and Volunteer Park, 1/2 mile to the north.

The site is 4 blocks north of the future Capitol Hill light rail station, which will provide easy and quick access to many Seattle neighborhoods and destinations.

There is significant residential development in the area, with several townhome and apartment projects currently under construction and in permitting.

Capitol Hill is an urban neighborhood that is, in part, a lively and diverse commercial corridor, as well as a dense, varied residential area. This combination provides a rich and varied landscape of use, building typology, open space, demographics, and experience.



④



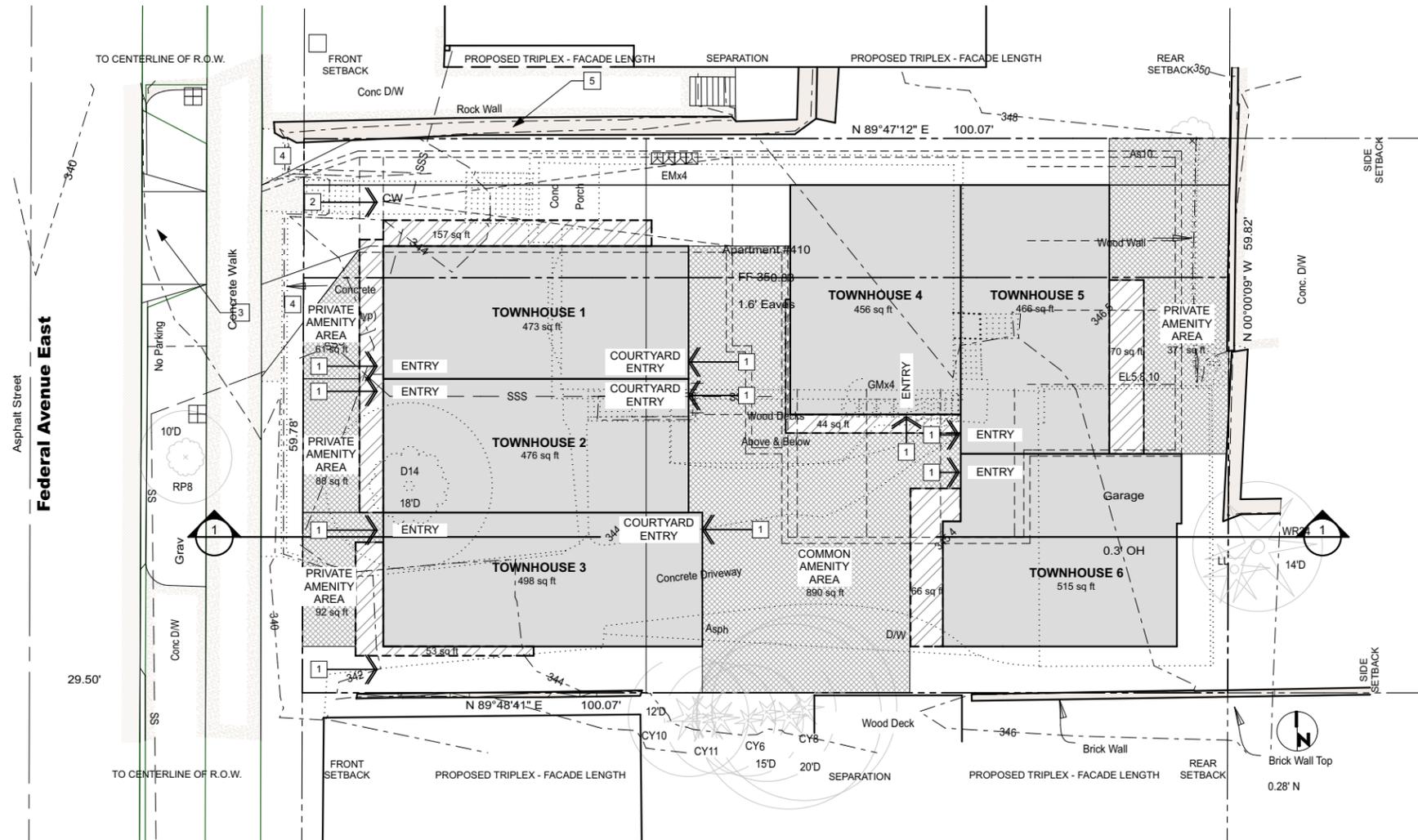
⑤



⑥

SITE PLAN

DESIGN CONCEPT



The project solution responds directly to the challenges of the typical infill lot. Our approach has been defined, in part, by the lack of an alley. Our solution has been driven by eliminating the impact of parking and celebrating the interaction of owners and visitors. Designed to address specific influences, the building proposal consists of two structures that frame a courtyard; three units at the street and three units behind. Parking is buried beneath the rear structure and some of the communal central space. All homes access parking through a covered outdoor stair at grade located at the north edge of the courtyard, activating the shared space and creating opportunities for informal gathering.

Building facades are carefully articulated through the use of varied materials, distinct window design, and modulated massing and deck projections. In concert, these provide for a textured, holistic solution which allows the project to be scaled to its surroundings while responding to natural elements and existing landscape. The articulation is generated by a site-specific approach that improves its compatibility with its environment. Stair penthouses are not used on this site to reduce the impact on the streetscape and adjacent sites. Benches and landscaping frame spaces to encourage lingering and socializing in the courtyard. Varied paving, planters, and larger landscape elements also activate the pedestrian pathway and provide a privacy buffer for adjacent buildings. Decks and roof decks offer the opportunity to interact with the courtyard below while providing private outdoor space. Each unique entry is not only designed to provide weather protection through the use of overhangs and canopies, but also to be distinct and identifiable.

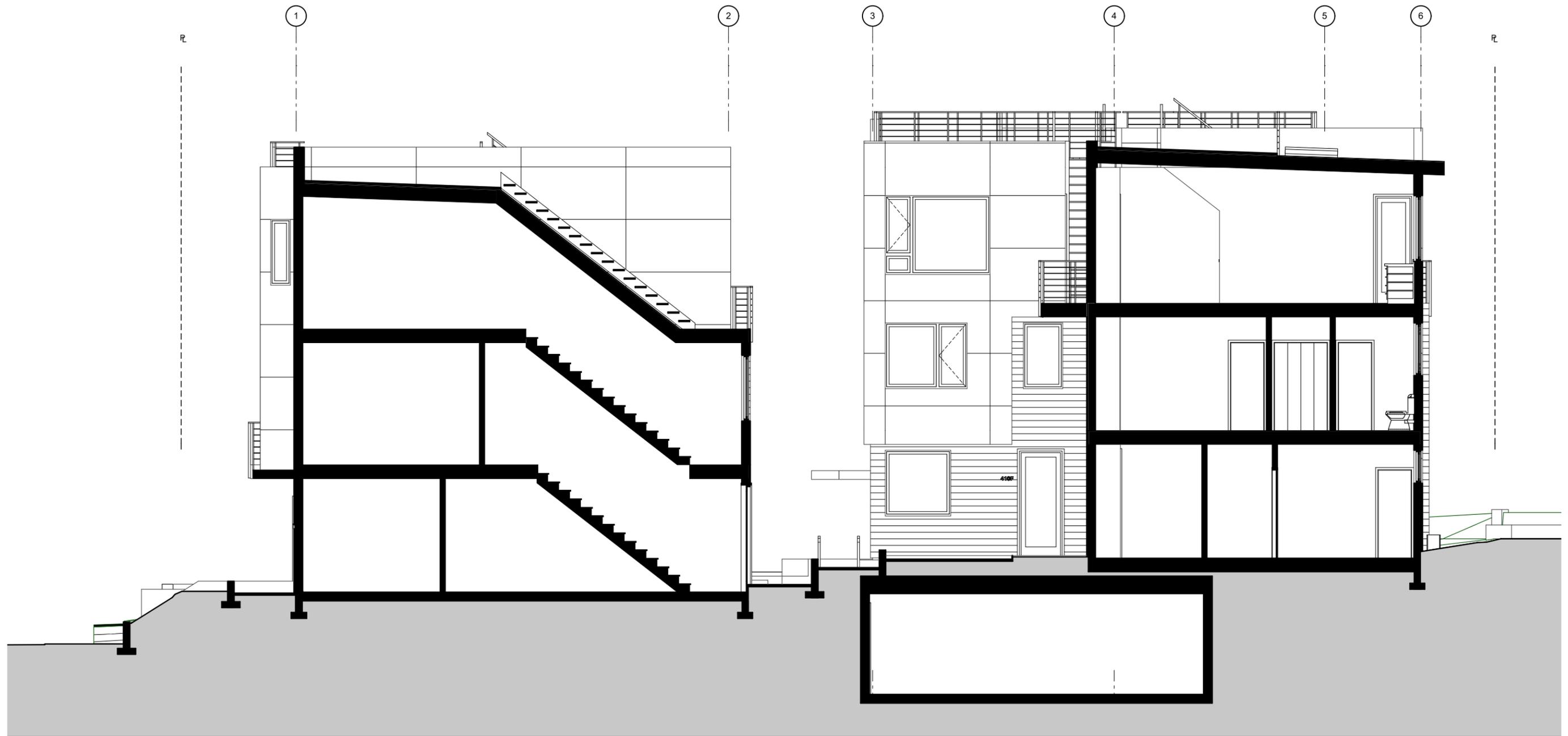
The intent of the design is to create architecture and open space that integrates well into the neighborhood, while creating a new idea of how an infill development project can enhance the community.

LEGEND:

- NEW STRUCTURE FOOTPRINT AT GRADE
- OPEN SPACE AT GRADE
- CANTILEVERED FLOOR SPACE ABOVE GRADE
- CANTILEVERED DECK ABOVE GRADE
- PERMEABLE DRIVEWAY/PARKING SURFACE
- ROOF / PARAPET OUTLINE

PLAN NOTES:

1. PEDESTRIAN ACCESS
2. VEHICULAR ACCESS
3. PROVIDE NEW 10- FOOT CURB CUT PER SDOT STANDARDS
4. PROVIDE SITE TRIANGLE PER SMC 23.54.030.G EXHIBIT F
5. COORDINATION IN PROGRESS TO REMOVE EXISTING ROCK WALL



1 | SECTION

SCALE: 0' 2' 4' 8' 16'

CONTEXT & SITE

- CS1 NATURAL SYSTEMS AND SITE FEATURES**
- CS2 URBAN PATTERN AND FORM**
- CS3 ARCHITECTURAL CONTEXT AND CHARACTER**

GUIDANCE

- Show where existing trees are in relation to the development and how they may influence the design response.
- Look at the adjacent rockery and parking area for street compatibility.

RESPONSE

In response to the above Context & Site guidance, site trees have been added to the diagram showing adjustments and departures. The group of Cypress trees at the south property line were a specific and significant influence in the process locating the central courtyard amenity space. The courtyard is deliberately open to the south to embrace these trees; they form an ideal enclosure to the outdoor space and will also afford the light and space needed for the health of the trees. The trees will also provide a privacy buffer for the courtyard and to neighbors to the south.

Regarding the rockery at the north property line, the design proposes to remove the rock wall in question and replace with landscaping. This solution will minimize the presence of the existing driveway and parking lot on the adjacent site and enhance both properties.

PUBLIC LIFE

- PL1 OPEN SPACE CONNECTIVITY**
- PL2 WALKABILITY**
- PL3 STREET LEVEL INTERACTION**

GUIDANCE

- How does the development relate to the new Link Light Rail station since it is located in the station overlay.
- Show detailed views from the street, showing both the pedestrian and vehicle access to the site.
- Is there a potential for adjacent properties views to be blocked?

RESPONSE

Regarding the guidance on Public Life, the proposed project integrates the proximity to and ideas of the imminent Capitol Hill light rail station into the design. The station is approximately four blocks southwest of the site, allowing inhabitants of the 6 townhomes to, in a brief walk, have access to the greater Seattle area, which will only grow and expand north in years to come. The proposal references this upcoming urban amenity through gestures of access and connection. The project is organized around a courtyard with access via a pedestrian path at the south property line. The shared outdoor space, meant to be a space for regular, impromptu, meaningful interactions will encourage a sense of community; people will get to know each other and a community that could feel large and unknowable, becomes known. The light rail acts in a similar way, with nodes being added to its path, the larger community of Seattle becomes a smaller, more knowable place. The design celebrates this exciting idea and urban development happening in Seattle.

Regarding the request for more detailed street views, two additional renderings have been added representing the experience from the sidewalk looking at the vehicular entry point at the north property line as well as entry to the pedestrian pathway at the south property line.

Lastly, in response to potential for blocked views, the proposed project contains no penthouses and takes advantage of opportunities to minimize any potential for obstructing neighboring views, specifically by modulating building volumes and surfaces and pulling in or out where necessary to achieve appropriate set back from adjacent buildings and their lines of sight. The proposed landscape plan also shows the various plantings and landscape elements that will help provide a privacy buffer.

DESIGN CONCEPT

- DC1 PROJECT USES AND ACTIVITIES
- DC2 ARCHITECTURAL CONCEPT
- DC3 OPEN SPACE CONCEPT
- DC4 EXTERIOR ELEMENTS AND MATERIALS

GUIDANCE

- Look at modulating the north wall of the street unit adjacent to the driveway (does not increase the adjustment request) as a way of further develop that side.
- Address signage should be illustrated in the SDR packet.
- Lighting and safety when accessing the site is important.

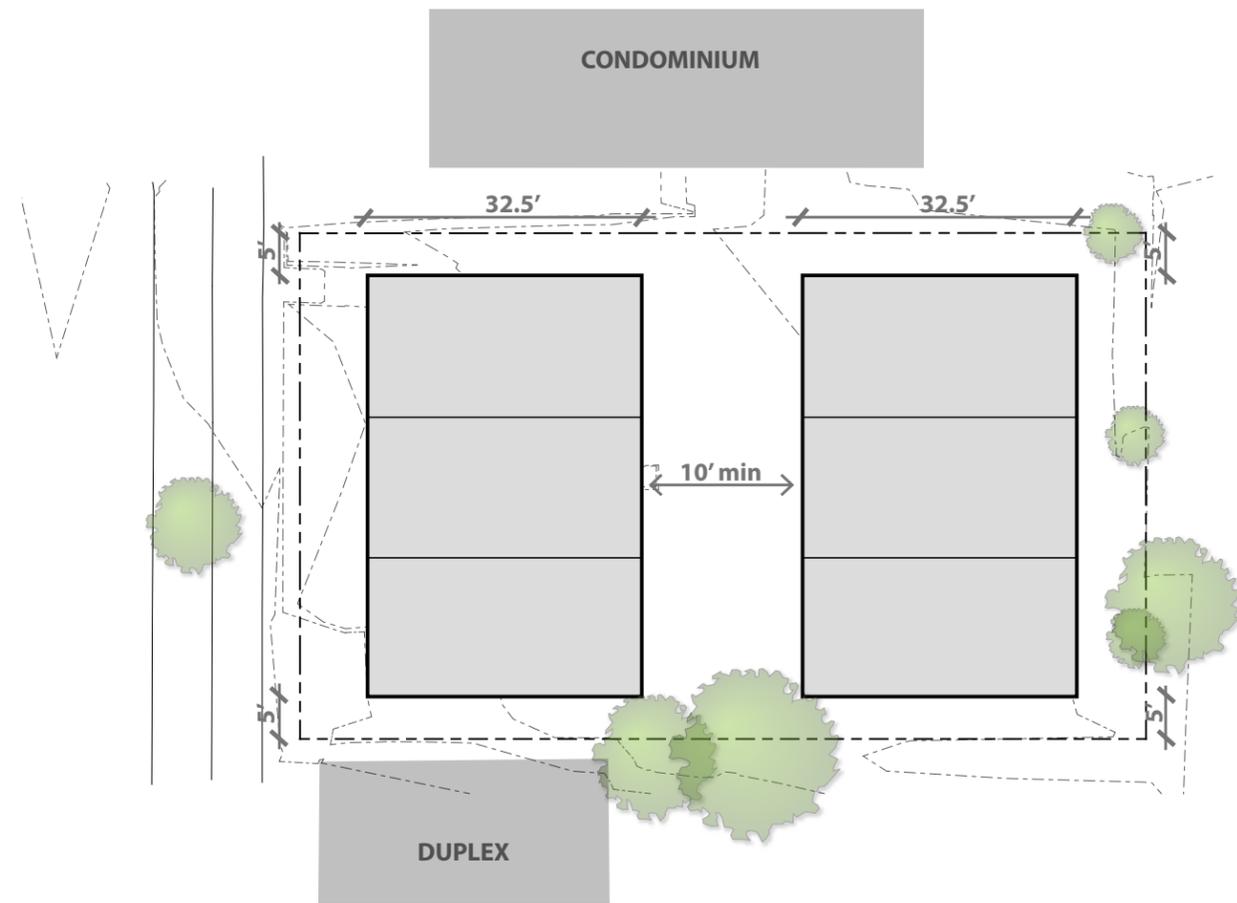
RESPONSE

In response to the guidance provided regarding Design Concept, the proposal has been updated accordingly. The north wall of Townhouse 1 has been further modulated and developed to create a more nuanced and dynamic space at the north property line. This will enhance the immediate space as well as all views of the building from the north.

Regarding signage and lighting, the project will have signage appropriate to the neighborhood scale and character; it is represented in rendered elevations included in the this packet. Lighting will be carefully considered and designed to promote safety and security and add a level of warmth and detail to the pedestrian experience. The proposal also respects adjacent properties by eliminating residual glare.

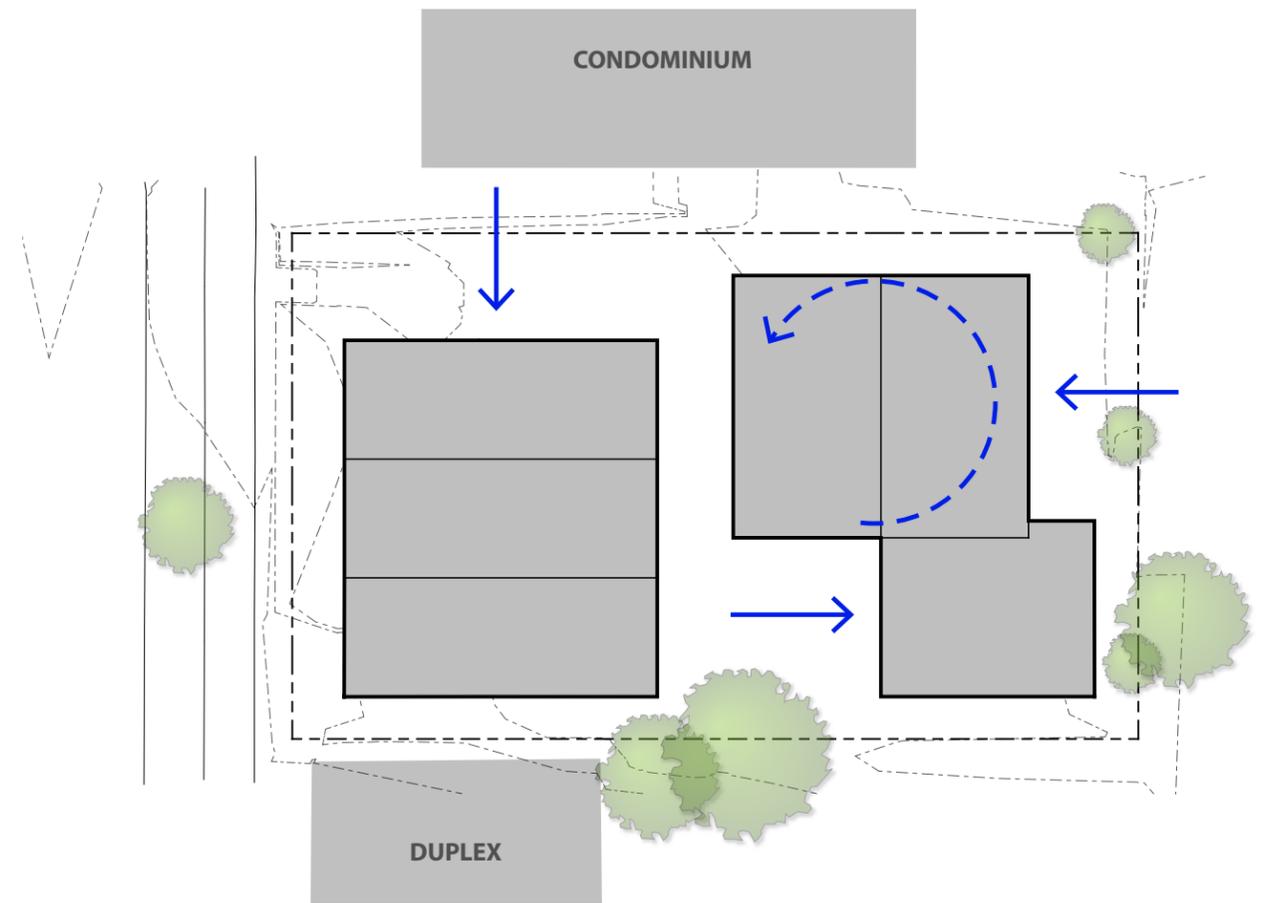
ADJUSTMENT DIAGRAM

Code Compliant Scheme



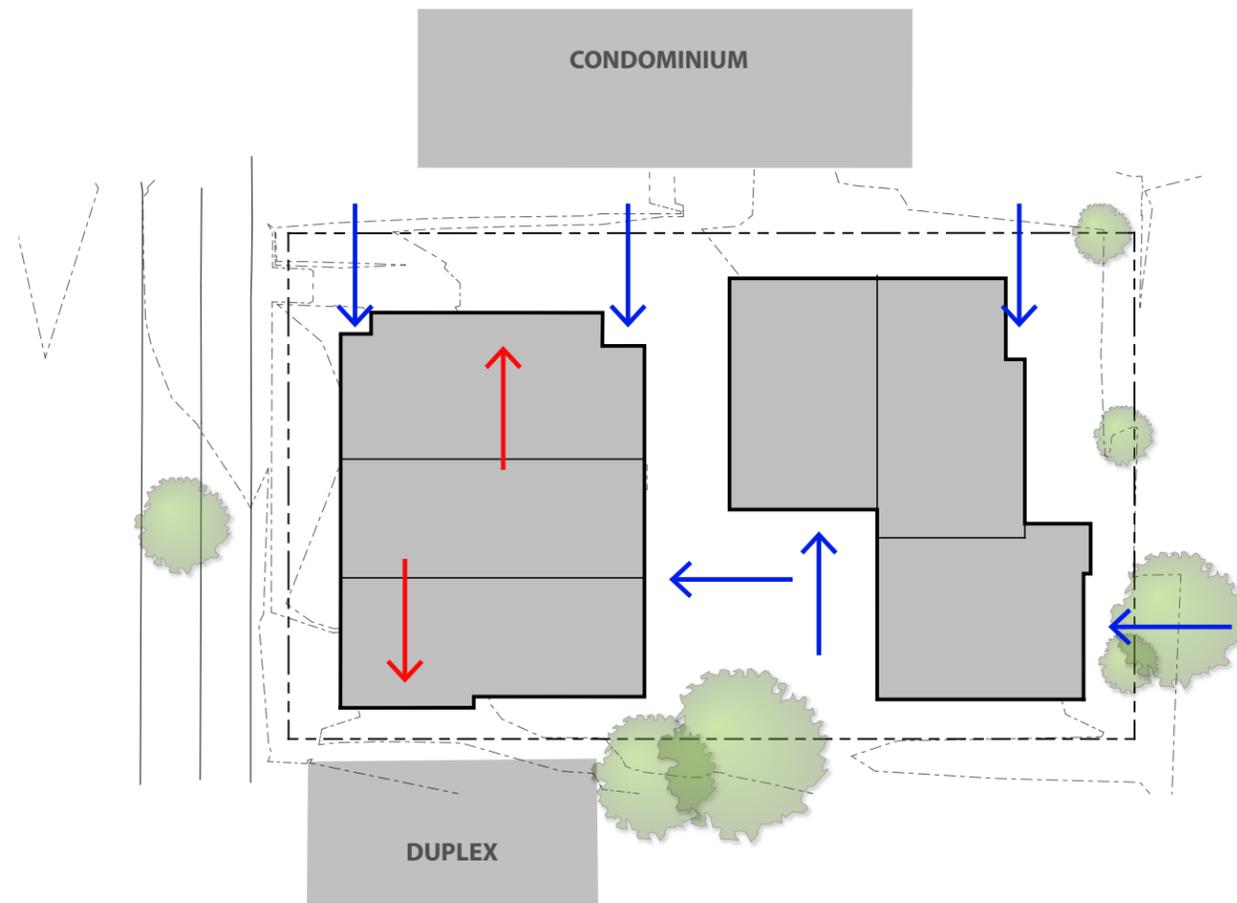
- A code compliant scheme of two triplexes fills the site in the north-south direction.
- This massing solution does little to accommodate the adjacent site conditions or respond to the scale and rhythm of the neighborhood.

Shift and Massing Development



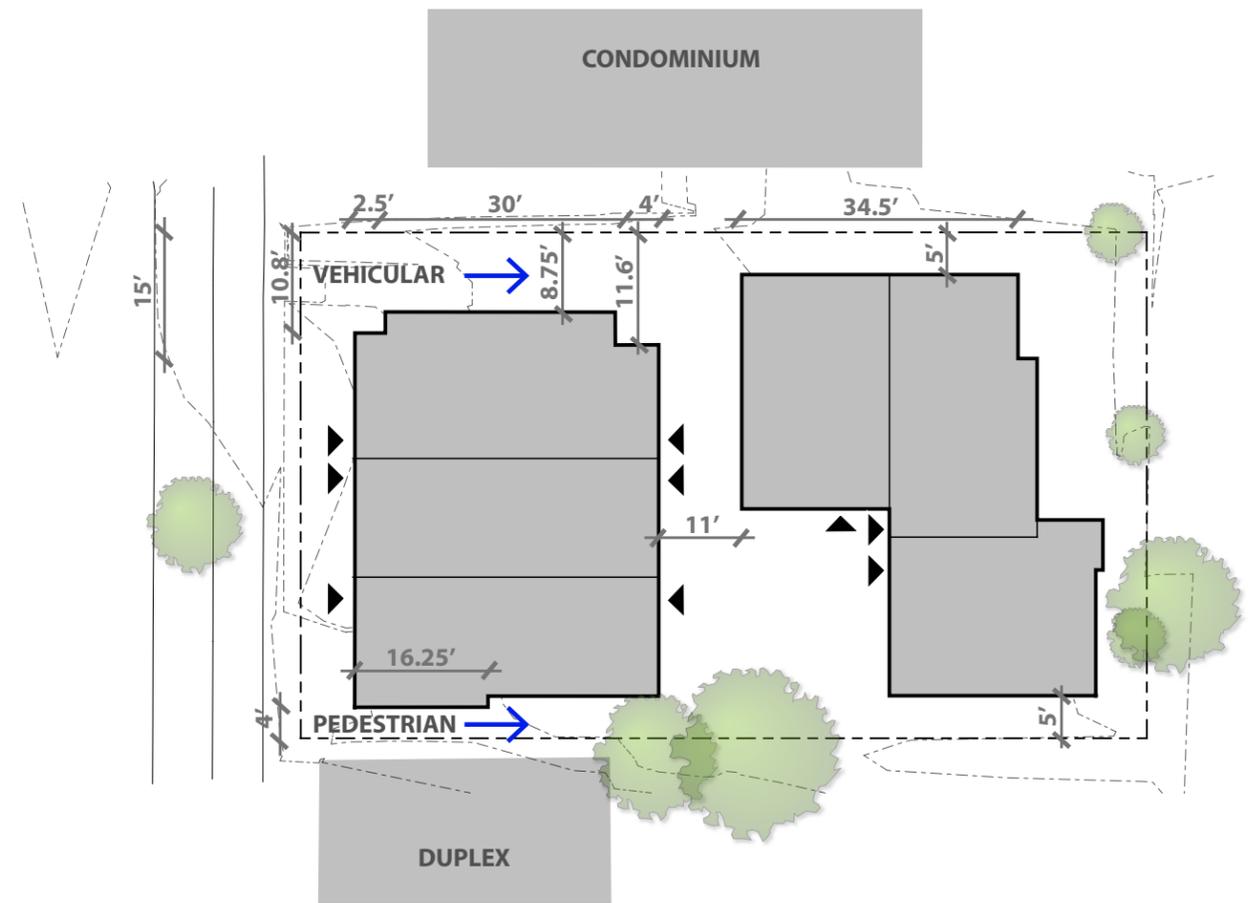
- Rotating two units on the east structure allows for the central courtyard to grow and to open to the south.
- The separation at the courtyard also provides more light and air access for the central courtyard.
- Shifting the west structure south allows for vehicular access to the below-grade garage.
- Shaping the separation provides a larger buffer to the existing tree on the property to the south.

Further Massing Development



- Further modulation along all facades reduce the overall building mass and providing a scale which better responds to surrounding area and immediate neighbor.

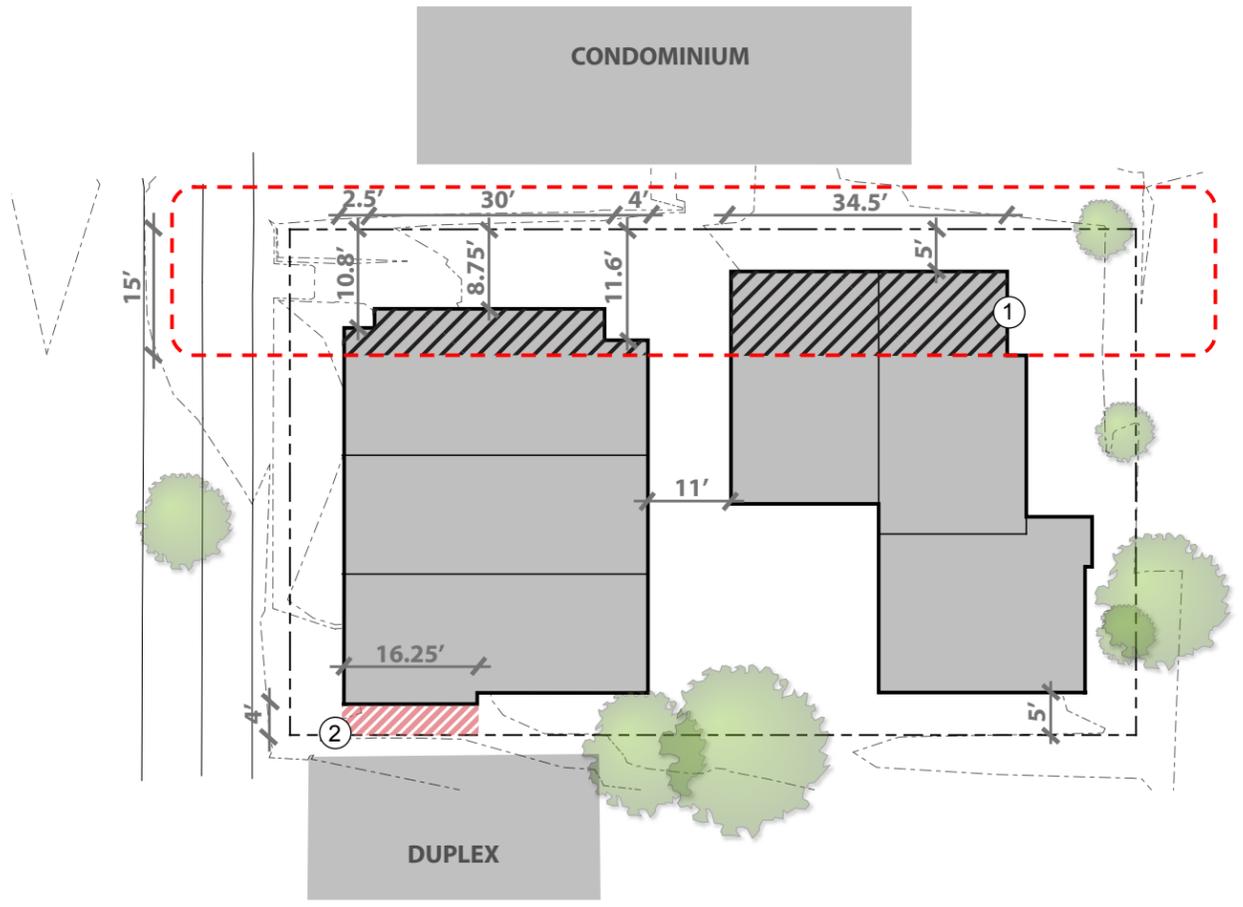
Proposed Scheme



- Pedestrian and vehicular access are separated with the pedestrian path located at the south property line and the vehicular access at the north property line to a shared underground garage.
- Each unit has an individual entrance connected to the shared path and courtyard.
- Modulation on the south and north facades opens up the courtyard to both sides to provide more air and light circulation.

ADJUSTMENT DIAGRAM

Adjustment Plan

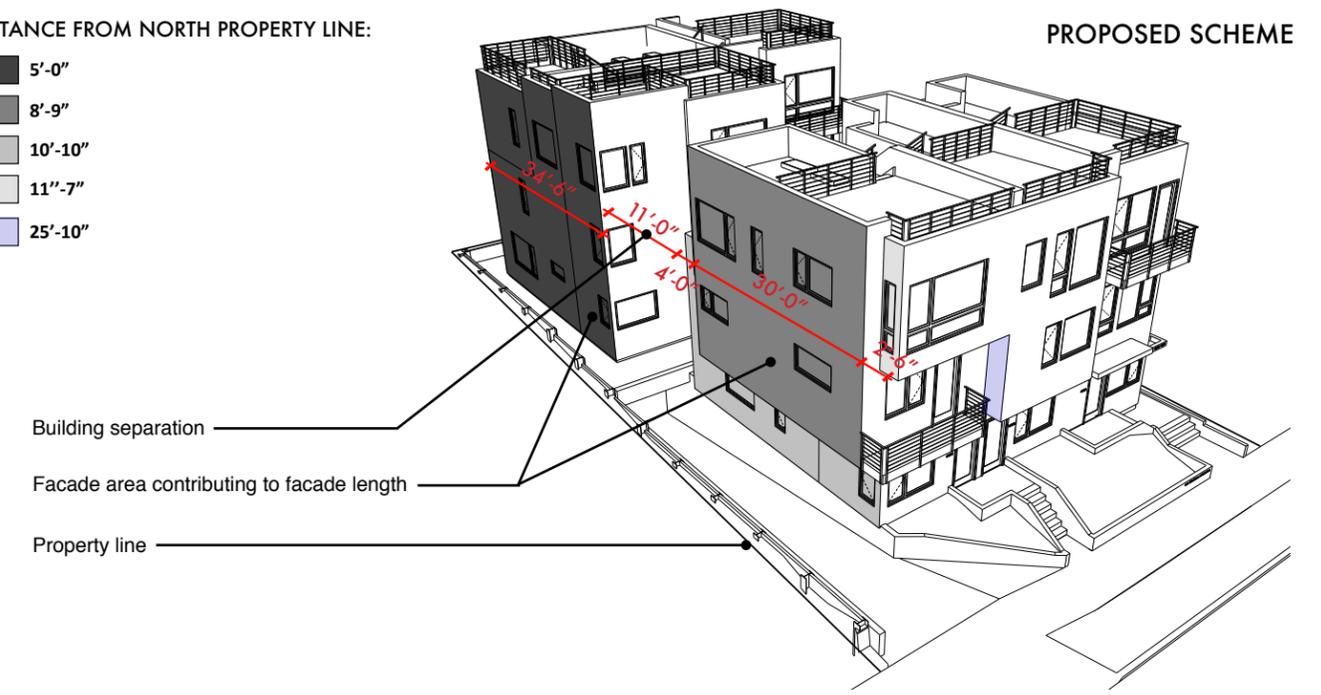


- Facade length adjustment request along the north property line.
- Side setback adjustment request along the southwest corner of the site.

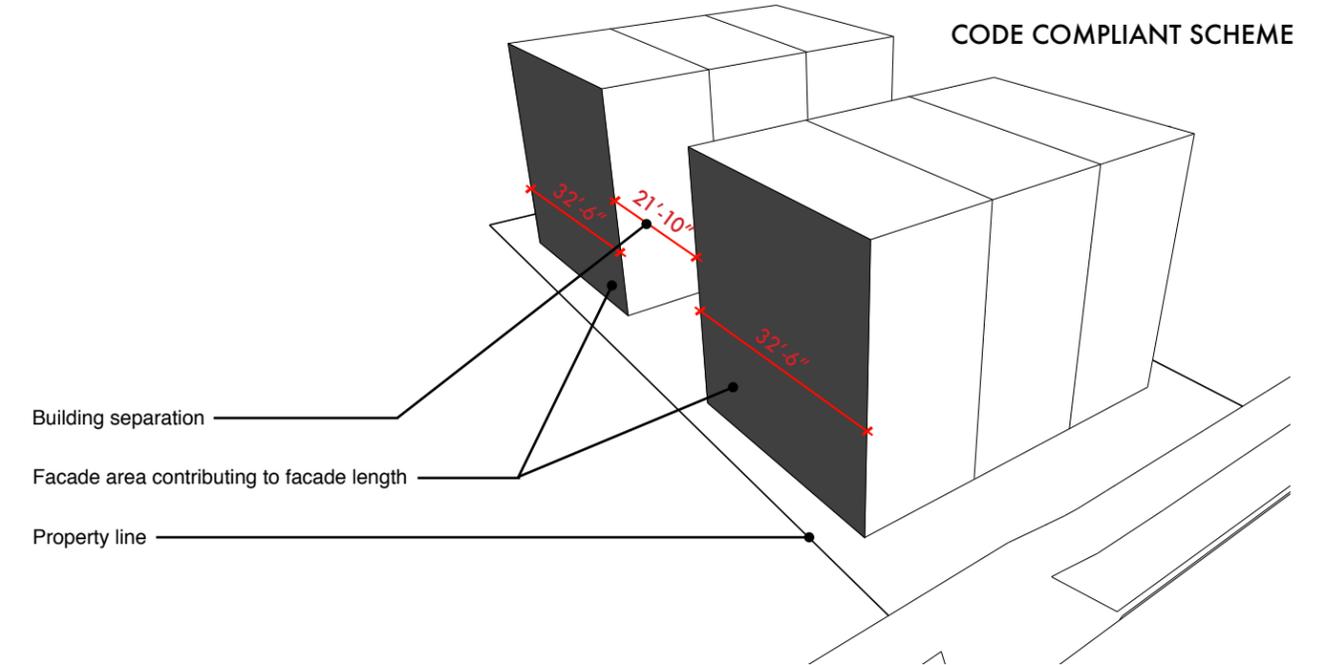
DISTANCE FROM NORTH PROPERTY LINE:

- 5'-0"
- 8'-9"
- 10'-10"
- 11'-7"
- 25'-10"

PROPOSED SCHEME



CODE COMPLIANT SCHEME



ADJUSTMENT TABLE

The modification to the code compliant scheme requires the following adjustments, allowed under the SDR Process:

ITEM	CODE SECTION AND REQUIREMENT NAME	REQUIRED	PROVIDED	AMOUNT OF ADJUSTMENT	JUSTIFICATION	SUPPORTED DESIGN GUIDANCE
1	FACADE LENGTH SMC 23.45.527.B.1	A MAXIMUM OF 65% OF LOT LENGTH, WHICH IS 65'-0"	70% ALONG THE NORTH PROPERTY LINE, FACADE LENGTH IS 70'-0"	5'-0" INCREASE OR A 5% INCREASE IN LENGTH ADJUSTMENTS ARE WITHIN LIMITS ALLOWED PER SMC 23.41.018.D.4.d	THE INCREASE IN FACADE LENGTH RESULTS FROM ARTICULATION AND MODULATION OF THE FACADE TO CREATE AN OPEN CENTRAL COURTYARD ALONG THE SOUTH PROPERTY LINE. THIS ARTICULATION SUPPORTS THE DESIGN CONCEPT AND CREATES MASSES THAT ARE SCALED TO FIT WITH THE ADJACENT STRUCTURE.	CS2.D HEIGHT, BULK, & SCALE, PL.3.C STREET LEVEL INTERACTION RESIDENTIAL EDGES, CS.2.B ADJACENT SITES, STREETS, AND OPEN SPACES, PL.3.A STREET LEVEL INTERACTION ENTRIES
2	SIDE SETBACK SMC 23.45.518	REQUIRED SIDE SETBACK FOR FACADES GREATER THAN 40 FEET IN LENGTH IS 5 FEET MINIMUM AND 7 FEET AVERAGE	PROJECTS 1'-0" TO WITHIN 4'-0" OF THE SOUTH PROPERTY LINE.	SETBACK: 1'-0" REDUCTION TO THE MINIMUM SIDE SETBACK ALONG THE SOUTH PROPERTY LINE FOR A LENGTH OF 16'-3"	THE SETBACK AVERAGE IS COMPLIANT. THE REDUCTION OF THE MINIMUM SETBACK OCCURS AT THE TOP FLOOR AT THE SOUTH SETBACK. THIS WIDENING OF THE STRUCTURE IN THIS SPECIFIC LOCATION SHORTENS THE OVERALL LENGTH OF THE STRUCTURE AND CREATES A LARGER COURTYARD AT THE CENTER OF THE SITE. THIS PROVIDES ACCESS TO INCREASED LIGHT AND AIR FOR THE PROPOSED STRUCTURE. THE REDUCED SETBACK RESULTS IN MODULATION ALONG THE SOUTH FACADE PROVIDING RHYTHM AND SCALE BY BREAKING THE MASSING INTO SMALLER ELEMENTS.	CS2.D HEIGHT, BULK, & SCALE, PL.3.C STREET LEVEL INTERACTION RESIDENTIAL EDGES, CS.2.B ADJACENT SITES, STREETS, AND OPEN SPACES, PL.3.A STREET LEVEL INTERACTION ENTRIES

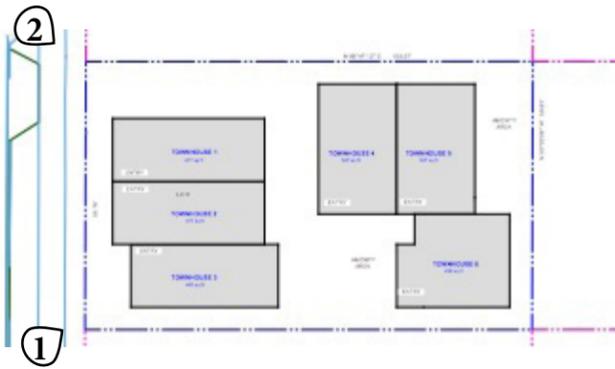
RENDERINGS



Code Compliant Scheme



Project Development



Proposal

1 View from SW

RENDERINGS



Code Compliant Scheme



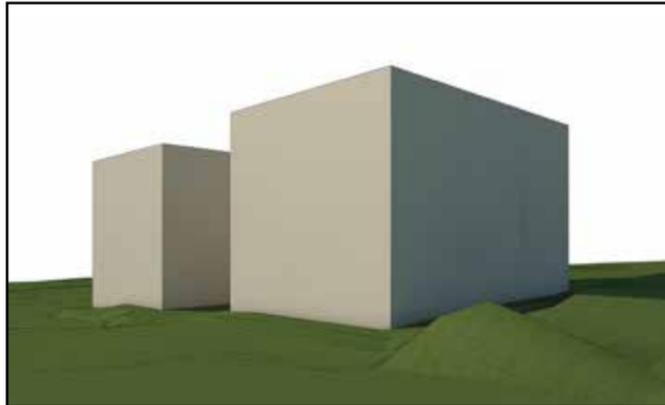
Project Development



Proposal

2 View from NW

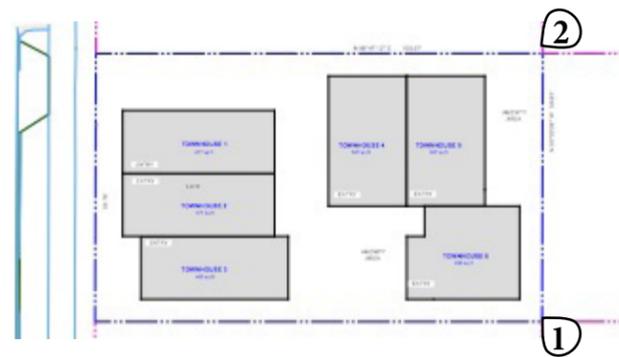
RENDERINGS



Code Compliant Scheme



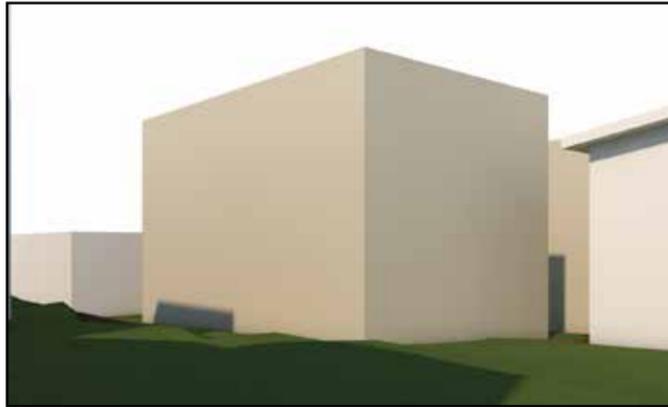
Project Development



Proposal

1 View from SE

RENDERINGS



Code Compliant Scheme



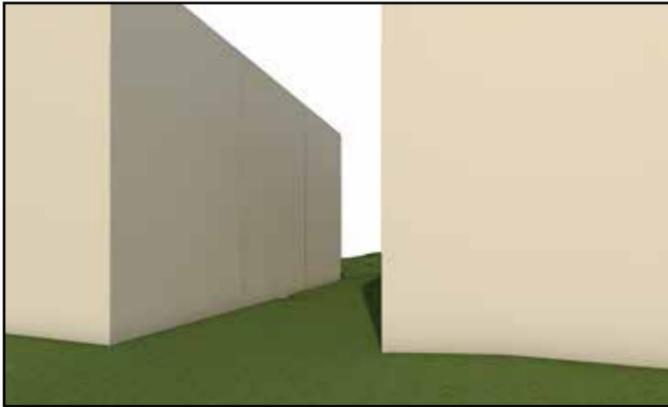
Project Development



Proposal

2 View from NE

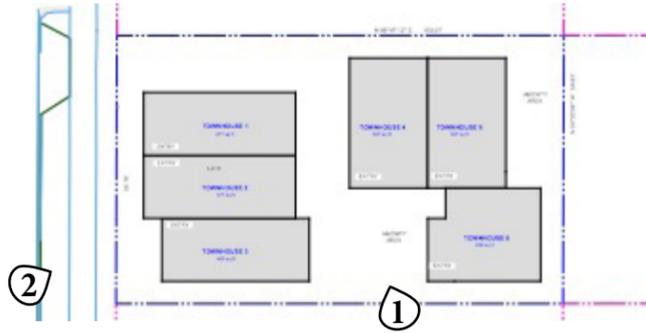
RENDERINGS



Code Compliant Scheme



Project Development



Proposal

1 Courtyard View from SW

RENDERINGS



Code Compliant Scheme



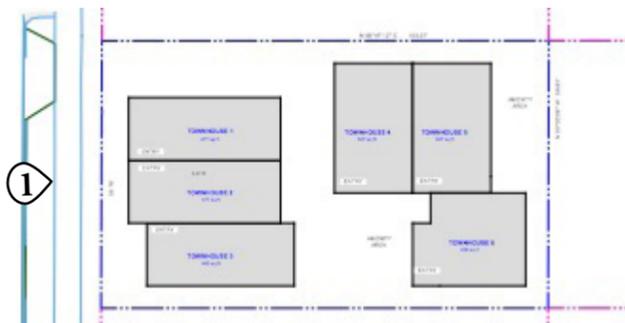
Project Development



Proposal

2 Aerial View from SW

SITE ACCESS



1 View from W

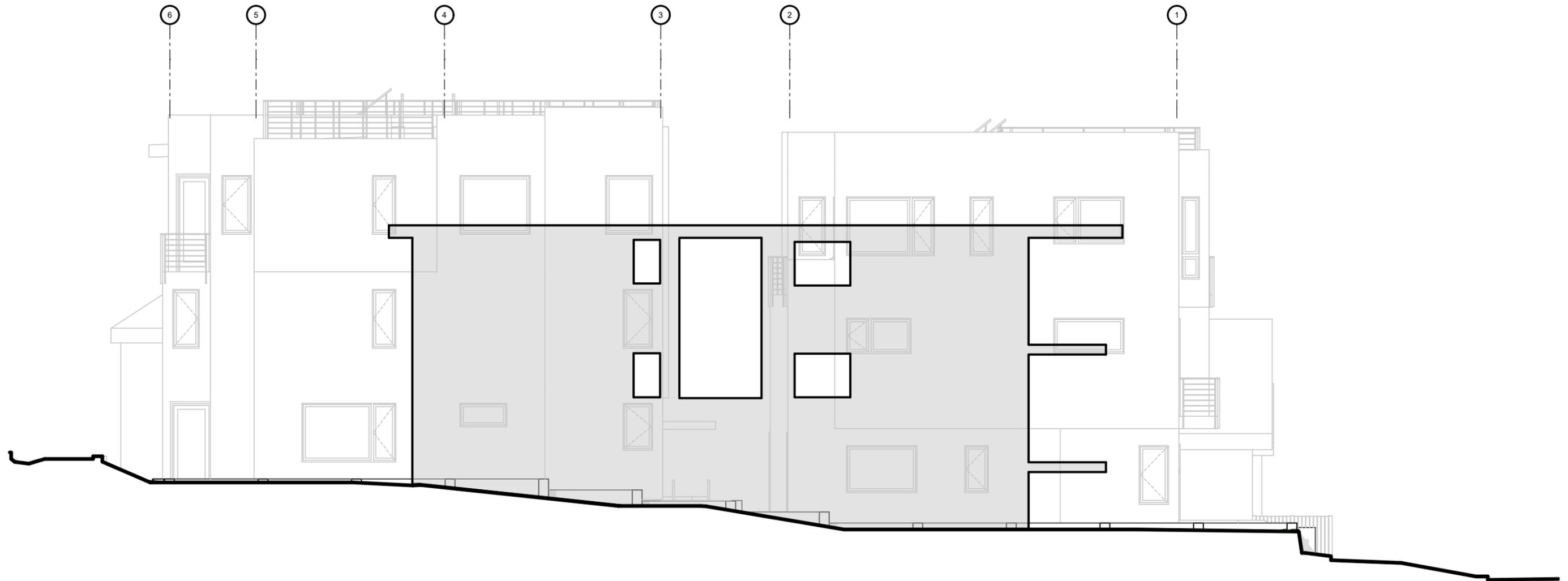


(A) Vehicle Entrance Proposal

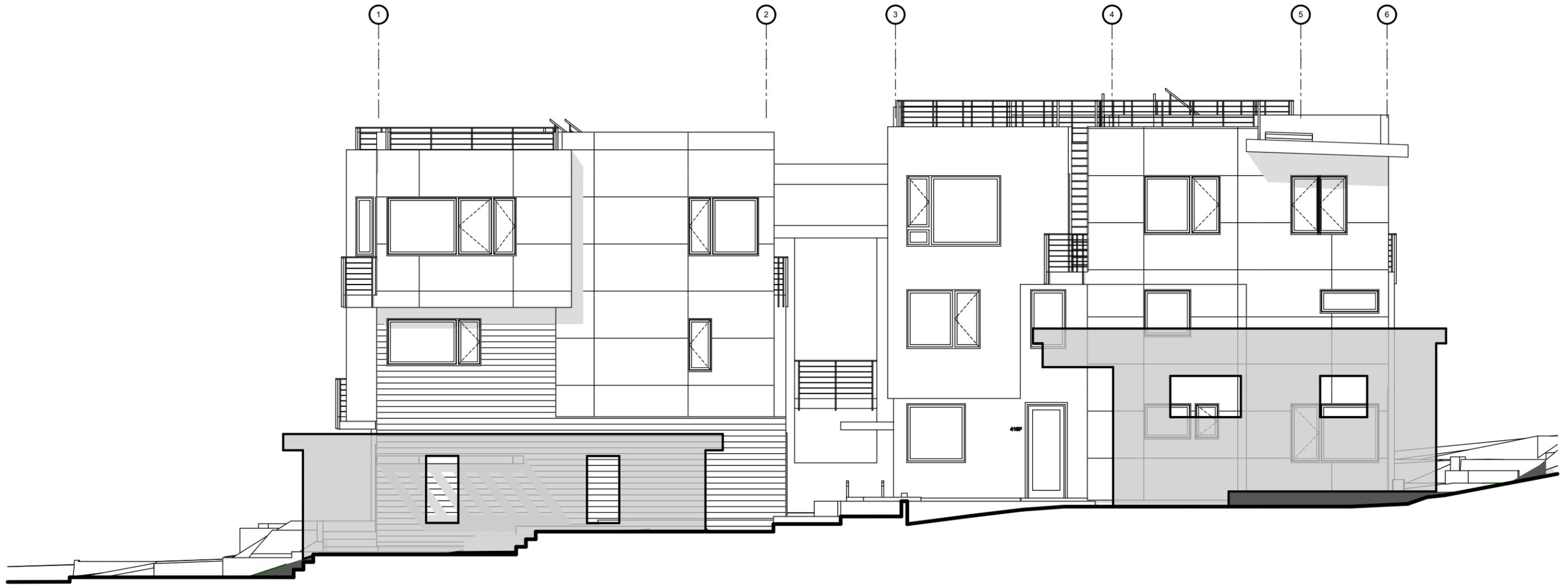


(B) Pedestrian Entrance Proposal

PRIVACY ELEVATIONS



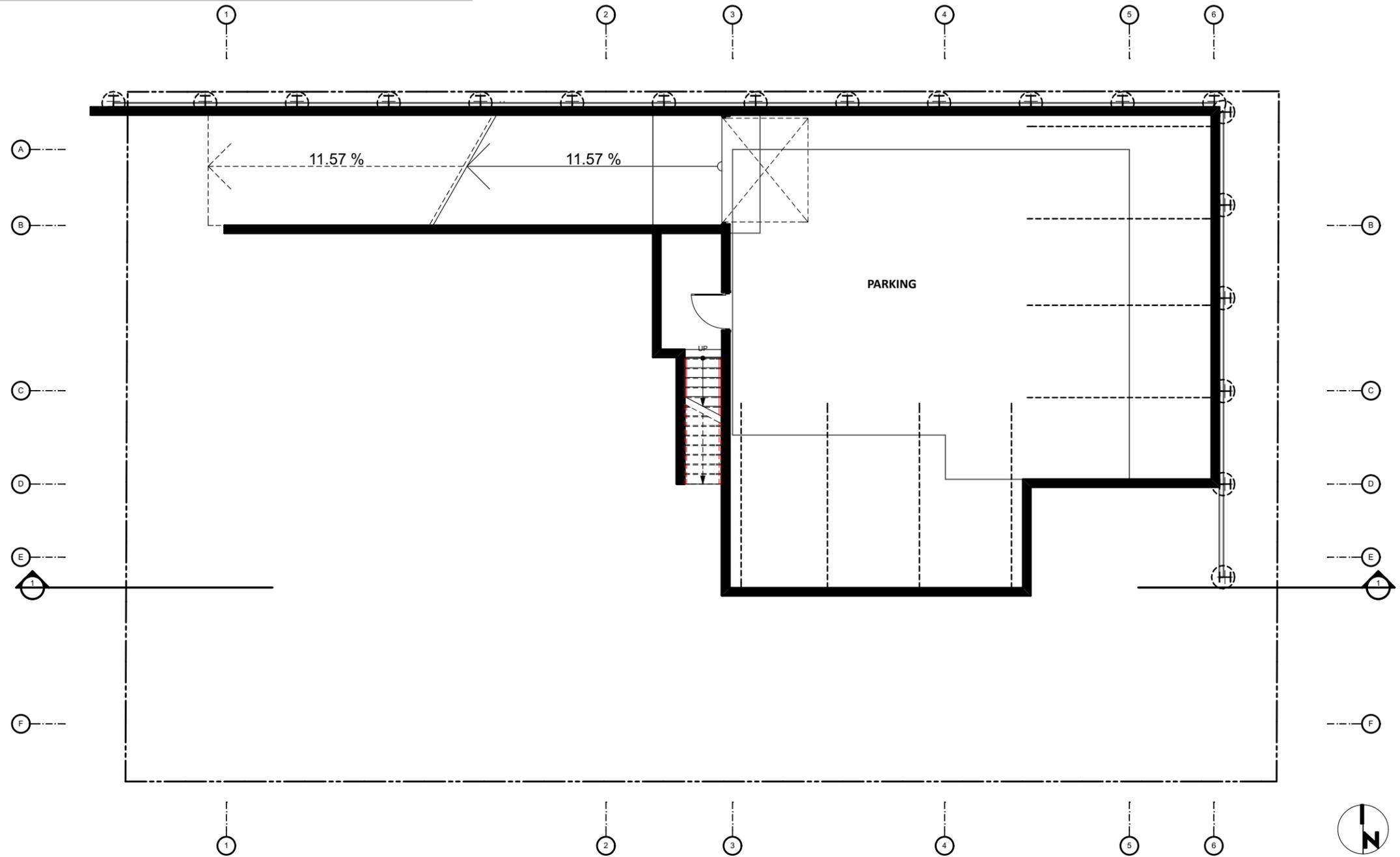
1 | NORTH PRIVACY ELEVATION
SCALE: 0' 4' 8' 16' 32'



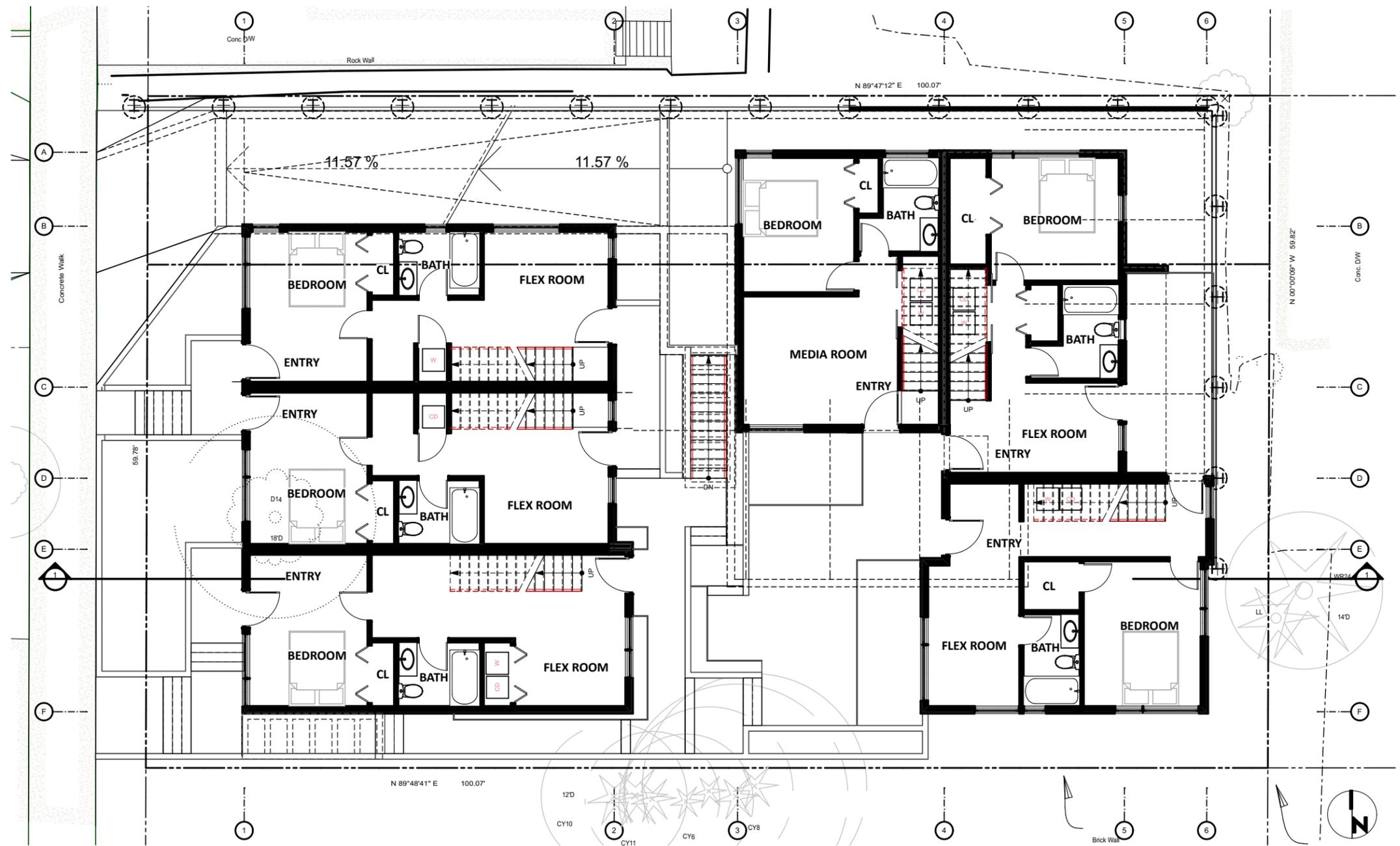
1 | SOUTH PRIVACY ELEVATION

SCALE: 0' 4' 8' 16' 32'

FLOOR PLANS



1 ARCHITECTURAL FOUNDATION PLAN
SCALE: 0' 4' 8' 16' 32'



1 | FIRST FLOOR PLAN

SCALE: 0' 4' 8' 16' 32'

FLOOR PLANS



1 SECOND FLOOR PLAN

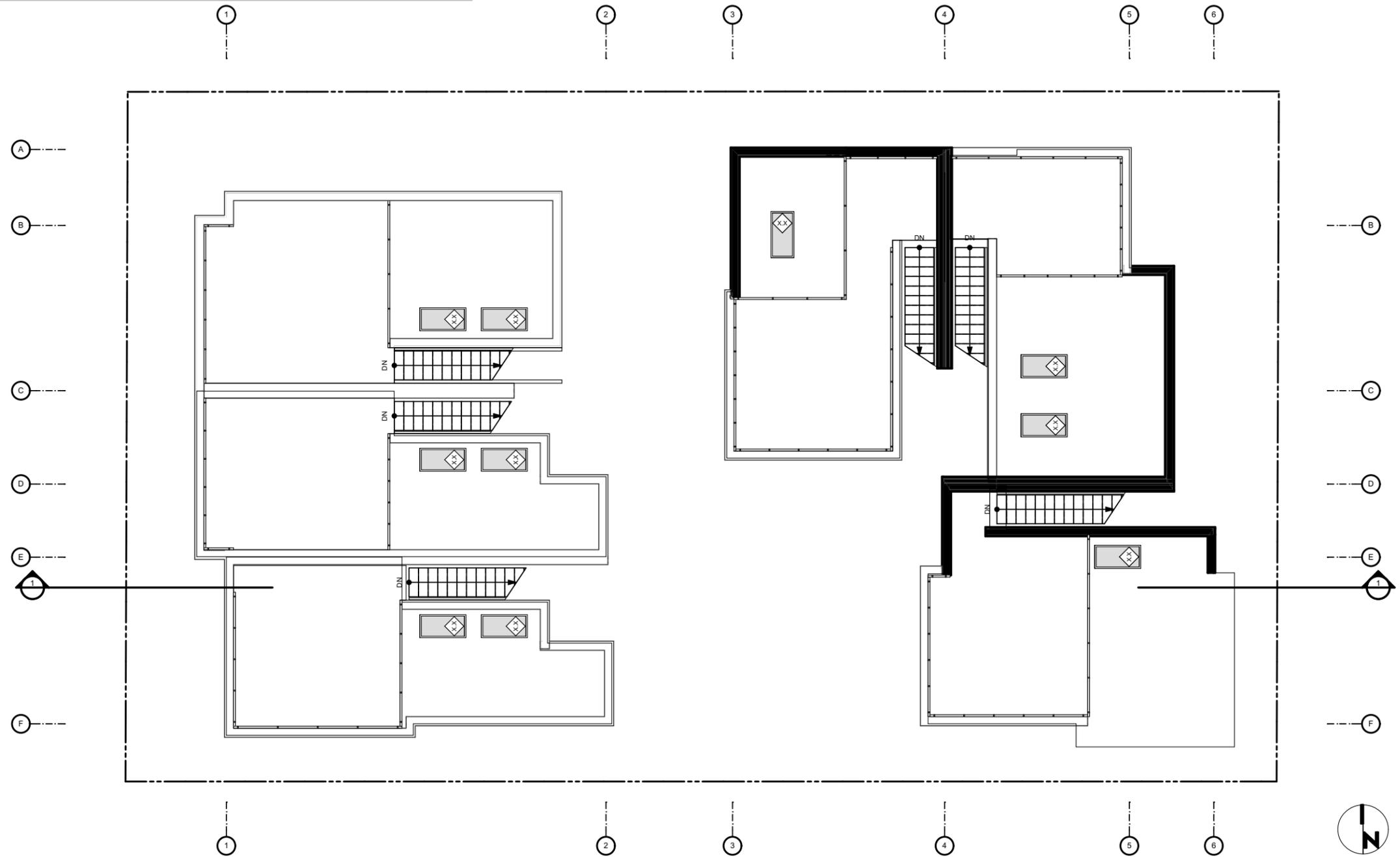
SCALE: 0' 4' 8' 16' 32'



1 | THIRD FLOOR PLAN

SCALE: 0' 4' 8' 16' 32'

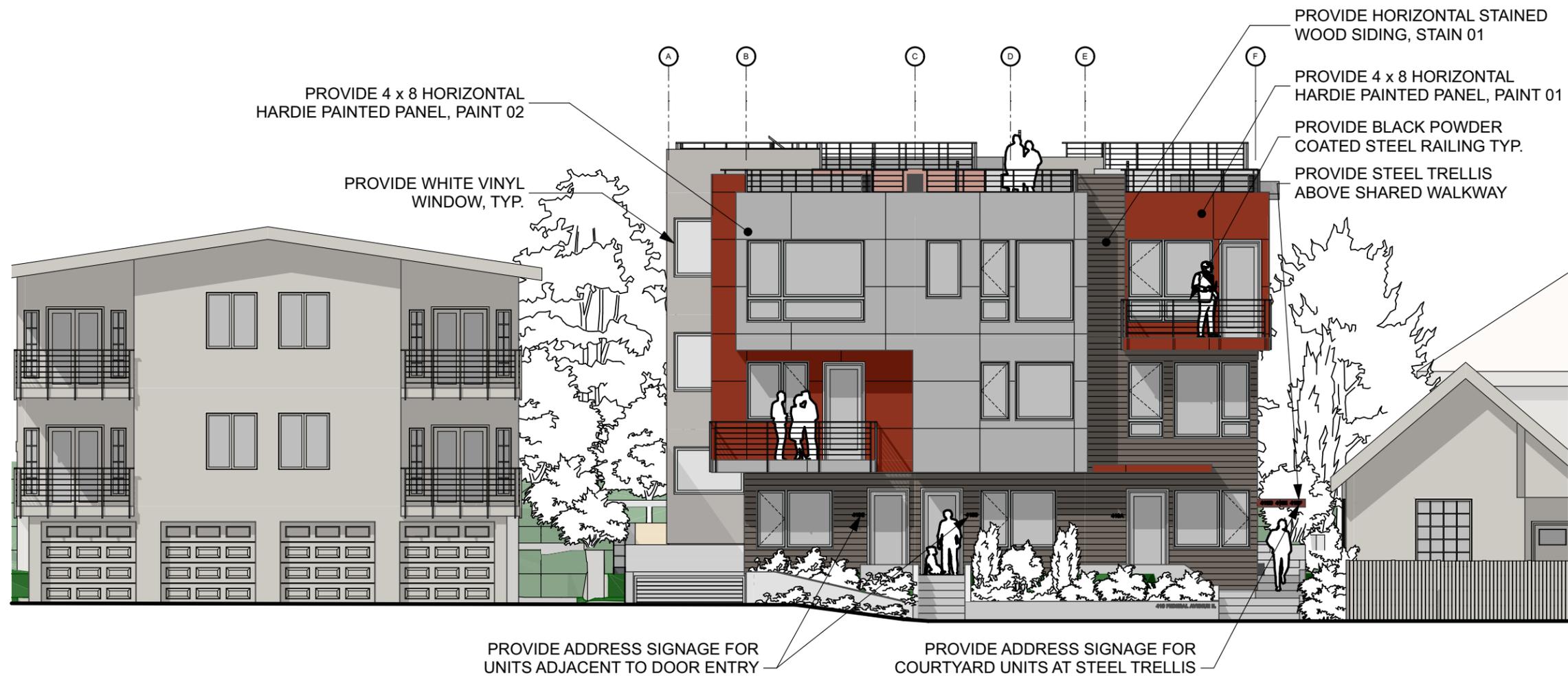
FLOOR PLANS



1 UPPER ROOF PLAN

SCALE: 0' 4' 8' 16' 32'

RENDERED ELEVATIONS



1 RENDERED WEST ELEVATION

SCALE: 0' 4' 8' 16' 32'



1 RENDERED EAST ELEVATION

SCALE: 0' 4' 8' 16' 32'

RENDERED ELEVATIONS



1 RENDERED SOUTH ELEVATION

SCALE: 0' 4' 8' 16' 32'



PROVIDE BLACK POWDER COATED STEEL RAILING TYP.

PROVIDE WHITE VINYL WINDOW, TYP.

PROVIDE 4 x 8 HORIZONTAL HARDIE PAINTED PANEL, PAINT 01

PROVIDE 4 x 8 HORIZONTAL HARDIE PAINTED PANEL, PAINT 02

PROVIDE HORIZONTAL STAINED WOOD SIDING, STAIN 01

1 RENDERED NORTH ELEVATION

SCALE: 0' 4' 8' 16' 32'

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COMPLETED WORKS



① 1530 15th Ave. E. Exterior side view from 15th Ave. E



② 3515-19 Wallingford Ave. N. view from street



③ 90 E Newton. view from street



④ 1530 15th Ave. E. Street view from 15th Ave. E



⑤ 1411 E. Fir St. exterior view from street



⑥ 1411 E. Fir St. interior boardwalk view



⑦ 1911 E Pine St. view at interior of canyon



⑧ 1911 E. Pine St. view from street