

TOLL BROTHERS-CHILDREN'S HOME REDEVELOPMENT - QUEEN ANNE
901 W MCGRAW STREET



STREAMLINED DESIGN REVIEW
DPD #3015522

5865 Owens Drive
Pleasanton, CA 94588
925.251.7282
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PROJECT INTRODUCTION



PROJECT VISION

- Provide an attractive, lowrise, residential development that compliments the surrounding neighborhood and responds to SDR 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.

ZONING AND OVERLAY DESIGNATION

This project is located within an LR1 zone, and is in the Airport Height Overlay: Outer Approach Surface. It is not within an Urban Village or Urban Center, or mapped within a Frequent Transit area. The site has an exemption from the mapped 40% Steep Slope ECA.

NEIGHBORING DEVELOPMENT

The existing site served as a home to the Seattle Children's Home until its relocation in 2014. The neighboring blocks to the east, west, and south host a mix of apartments, townhomes, duplexes and single family dwellings, with several new multifamily projects recently constructed or in planning stages. The properties to the north of the site are zoned SF-5000 with small parks and a playground nearby.

PROJECT PROGRAM

• Number of Residential Units:	58
• Number of on-site parking spaces:	103
• Floor Area Ratio:	1.15
• Parcel s.f.	107,997 s.f.
• Total Floor Area:	124,039 s.f.
• Number of Stories:	3 Stories

PROJECT TEAM

OWNER/APPLICANT

Toll Brothers
9720 NE 120th Place, Suite 100
Kirkland, WA 98020
Contact: Bryon Ziegler

ARCHITECT

Dahlin Group
5865 Owens Drive
Pleasanton, CA 94588
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CONSULTING ARCHITECT

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Contact: Chris Jones

SITE ANALYSIS

URBAN CONTEXT

SITE CONTEXT

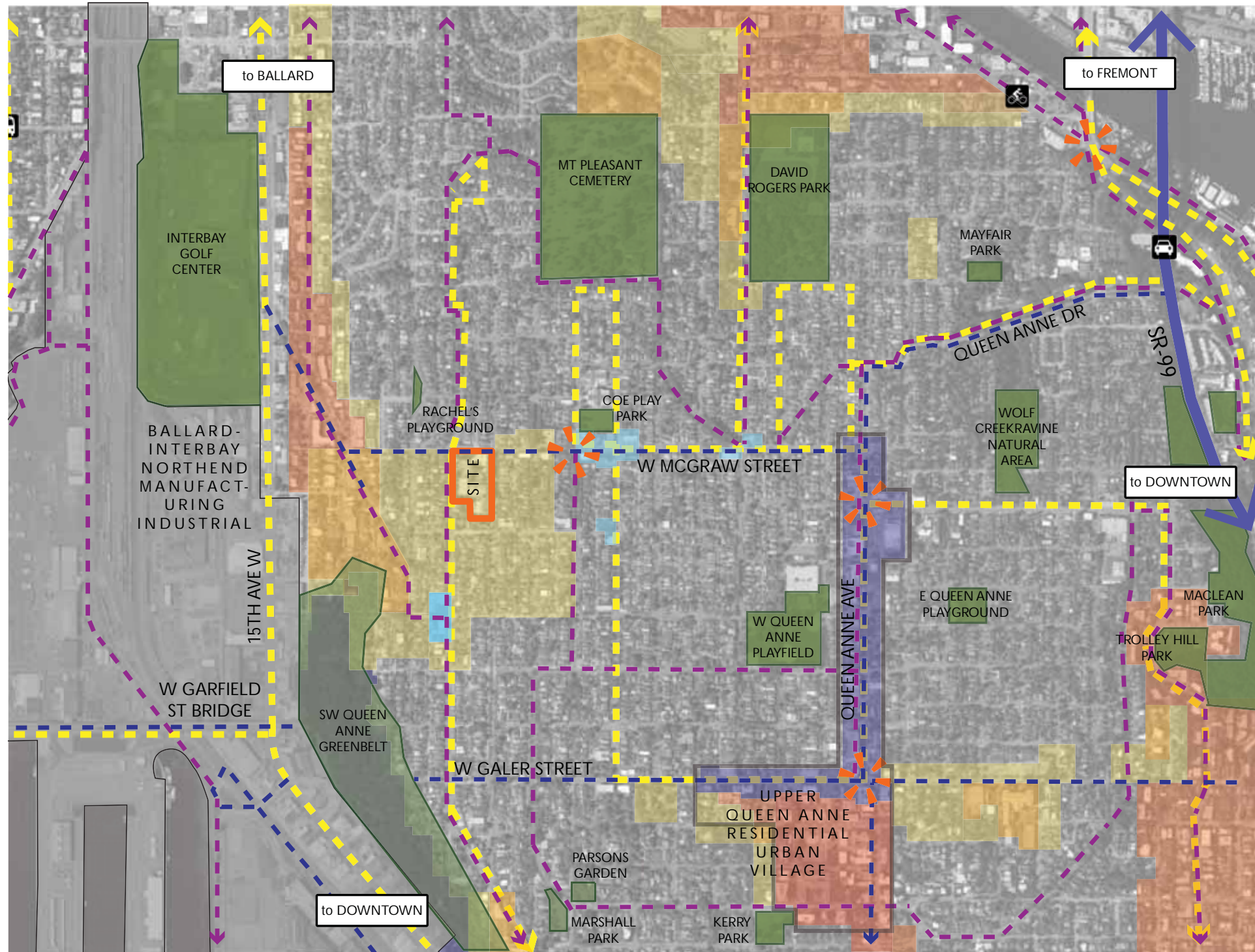
STREETSCAPES

PROPOSED SITE PLAN








ZONING SUMMARY









SITE ANALYSIS

URBAN CONTEXT



COMMUNITY CONNECTIVITY KEY

-  SITE
-  PARKS
-  NODES
-  FREQUENT TRANSIT BUS ROUTE
-  BICYCLE ROUTE
-  MAIN ARTERIAL ROUTE
-  INTERSTATE ROUTE

-  MR
-  LR3
-  LR2
-  LR1
-  NC1-30
-  NC1-40
-  NC2-40
-  IG2 U/45

ZONING, OVERLAY, & USES MAP
NTS



SITE ANALYSIS

EXISTING SITE & CONTEXT



9-BLOCK ZONING EXISTING USES MAP
NTS

TOLL BROTHERS - CHILDREN'S HOME SITE QUEEN ANNE - DPD # 3015522

STREAMLINED DESIGN REVIEW

SITE ANALYSIS

EXISTING STREETSCAPES

PROJECT SITE ACROSS W MCGRAW



① W MCGRAW ST LOOKING NORTH



MONTAGE KEY MAP 

PROJECT SITE



② W MCGRAW ST LOOKING SOUTH

PROJECT SITE

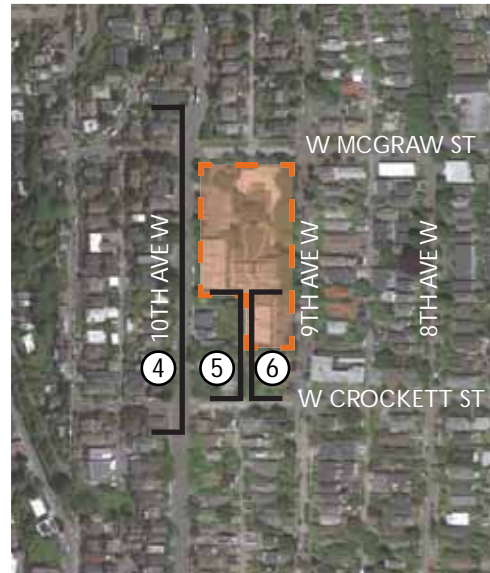


COTTAGE TO STAY, SEE P. 13

③ 10TH AVE W LOOKING EAST

SITE ANALYSIS

EXISTING STREETSAPES



MONTAGE KEY MAP 

PROJECT SITE



⑥ ALLEY LOOKING EAST

PROJECT SITE ACROSS ALLEY



⑤ ALLEY LOOKING WEST

PROJECT SITE ACROSS 10TH AVE W



④ 10TH AVE W LOOKING WEST
STREAMLINED DESIGN REVIEW

SITE ANALYSIS

EXISTING STREETSCAPES



MONTAGE KEY MAP 



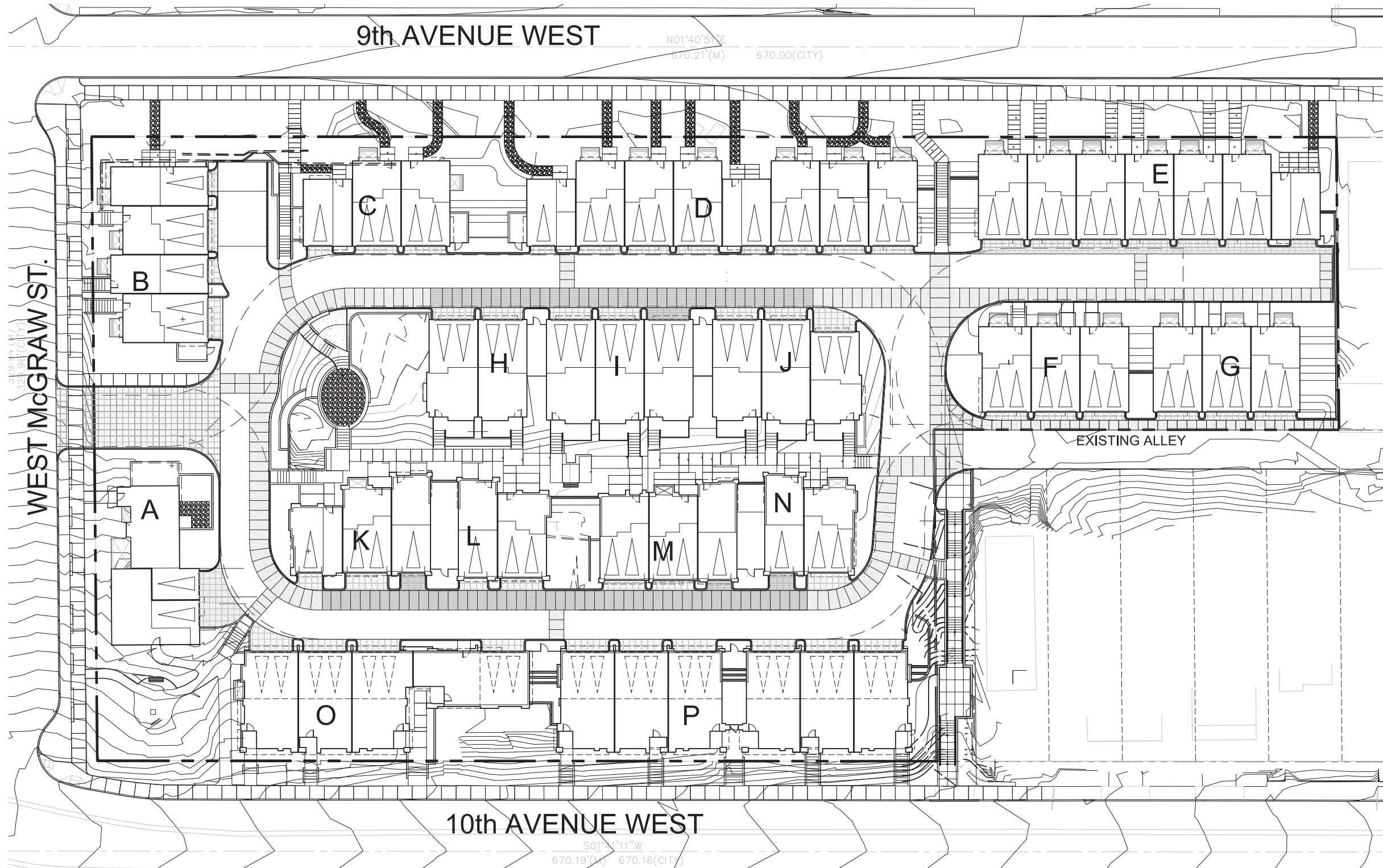
⑦ 9TH AVE W LOOKING WEST



⑧ 9TH AVE W LOOKING EAST

SITE ANALYSIS

PROPOSED SITE PLAN



PROPOSED SITE PLAN
NTS



SITE ANALYSIS

ZONING SUMMARY



PARCEL #: 701120-0200

ZONING: LR1

OVERLAYS: Arterial within 100 ft, Airport Height District - Outer Approach Area

LOT AREA: 107,997 sf

URBAN CENTER OR VILLAGE: None

MAPPED ECA: 40% steep slope, Critical Areas Exception Granted Aug 26, 2013

CHAPTER 23.45 RESIDENTIAL, MULTIFAMILY

23.45.504 PERMITTED USES: Residential Use

23.45.510 FLOOR AREA RATIO

Allowable Rowhouse FAR: 1.2 (Built Green 4 Star will satisfy 23.45.510.C.1)

Rowhouse Area: 61,123.89 s.f.

Total Rowhouse Floor Area = 72,755.98 s.f.

Rowhouse FAR = 1.19

Allowable Townhouse FAR: 1.1*

Townhouse area: 46,873.55 s.f.

Total Floor Area = 51,282.82 s.f.

FAR = 1.09

Total Area: 107,997.44 s.f.

Total Floor Area = 124,038.8

FAR = 1.15

23.45.512 DENSITY

Rowhouse: No limit

Townhouse: 1/1600*

Townhouse area: 46,873.55 s.f.

Density allowed = 29 Density = 24 units

23.45.514 STRUCTURE HEIGHT

30' above average grade

Applicable Exceptions:

+5' for roof w/ minimum 6:12 pitch

+3' for shed or butterfly where low end does not extend above the height limit

+4' for roof enclosed by a parapet where low end of roof surface does not extend

above the height limit and high end does not exceed 75% of parapet height

+10' Stair penthouse where total coverage does not exceed 15% of roof area

23.54.015 REQUIRED PARKING

Required: Multifamily residential use: 1 space per dwelling unit = 58 spaces

Provided: 103 vehicle spaces

23.54.030 PARKING STANDARDS

Rowhouse Required: Min. Medium parking space (when five or fewer parking spaces)

Rowhouse Provided: Medium or Large parking space

Townhouse Required: Large parking space

Townhouse Provided: Large parking space

23.28.030 EXISTING ALLEY ACCESS TO LOTS

Required: If an adjusted lot is adjacent to an alley, and the adjacent alley is either improved or required to be improved according to the standards of Section 23.53.030, then no adjusted lot shall be proposed that does not provide alley access.

Proposed: A 20' alley access easement will provide alley access to any new lots created that require alley access

23.53.005 ACCESS TO LOTS

Required: For residential uses, at least 10 feet of a lot line shall abut a street or a private permanent vehicle access easement meeting the standards of Section 23.53.025.

Proposed: A 32 foot wide easement meeting the stated requirements shall be provided

to any new lots created.

23.54.030.D.1.A DRIVEWAY WIDTH

Required: 10' min. for driveway less than 100' in length that serves 30 or fewer spaces.

Provided: 10' for one-car garage, 17' for two-car garage

23.45.518 SETBACK REQUIREMENTS

Rowhouse Required Front: 5' min *ADJUSTMENT REQUESTED

Rowhouse Rear (with no alley): 7' avg + 5' min

Rowhouse Side: 0'

Townhouse Front: 5' min + 7' Avg

Townhouse Rear: 7' avg + 5' min

Townhouse Side: 5' if façade < 40 feet in length or 7 ft avg, 5 ft min

Required Min. Separation Between Principal Structures: 10'

*ADJUSTMENT REQUESTED

23.45.527 STRUCTURE WIDTH

Rowhouse Structure Width = no limit

Max. Townhouse Structure Width = 60' *ADJUSTMENT REQUESTED

23.45.527.B.1 FACADE LENGTH

Required: 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. *ADJUSTMENT REQUESTED

23.45.522 AMENITY AREA

Required amount of amenity area = 25% of the lot area

Required Amenity Area = 107,997.44 s.f. x 25% = 26,999.36 s.f.

Proposed Common Amenity Area = 19,280 s.f.

Proposed Private Amenity @ Ground Level = 9,548 s.f.

Proposed Private Amenity @ Roof Deck = 5,231 s.f.

Total Proposed Private Amenity = 14,779 s.f.

Total Amenity Proposed = 34,059 s.f.

* 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

ARCHITECTURAL CONCEPT

DESIGN GUIDELINES
ELEVATIONS
RENDERINGS
DESIGN PRECEDENTS
LANDSCAPE DESIGN
TREE PROTECTION

DESIGN GUIDELINES

PRIORITIES SUMMARY

SECTION A - SITE PLANNING

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.

A-2 STREETScape COMPATIBILITY

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

A-3 ENTRANCES VISIBLE FROM THE STREET

Entries should be clearly identifiable and visible from the street.

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.

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.

A-7 RESIDENTIAL OPEN SPACE

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

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.

RESPONSE TO GUIDELINES:

A-1: The existing cottage has been retained and will be remodeled into two rowhouses with minor modifications to the exterior facades, mostly to accommodate new entry porches and a garage on the south side for parking access from the interior driveway. While not granted landmark status, maintaining the cottage is an important component of the project's character that has remained through every iteration. The entry to the easternmost rowhouse in Building B has been reoriented to face McGraw as previously requested.

The greenspace at the corner of 10th and McGraw has been preserved and will be enhanced with new plantings. The internal pocket park remains with building locations adjusted to balance between protecting all currently and formerly described exceptional trees, while providing substantially more planted area for residents. This space works in conjunction with the adjacent pedestrian mews to serve as the central gathering area as well as a welcoming sight upon arrival from McGraw. Combined with the mid-block hillclimb, abundant existing and new trees, a new greenspace around the preserved tree on 10th, and multiple interior pedestrian pathways, there are ample user-friendly outdoor spaces.

A-2: A previously requested reduction in the required setback along 9th has been removed from the project and all setbacks along this east side of the site are within code requirements. These setbacks combined with layered plantings and welcoming entrances will work to create a character that is compatible with the surrounding development.

A-3: The entries along 9th and McGraw will have substantial planted areas with a mix of trees and smaller plantings for texture and scale as shown on the landscaping plans beginning on page 51. The homes facing 10th have a slightly more urban feel, are closer to the sidewalk, and take advantage of the slope to raise the entries several feet above car and pedestrian traffic while maintaining appealing landscaping and several new trees in the right of way. The entry to the rowhouse at 9th and McGraw has been re-oriented as previously requested.

A-5: In response to previous guidance, additional landscaping and privacy fencing have been provided as screening between the rowhouse and the adjacent home at the southeast corner of the site. The site plans have been updated to show these additional amenities on pages 9 and 51.

A-6: As stated in A-3 above, this project's plan is for entrance spaces that are generously landscaped, work with grades to provide privacy along 10th, and keep eyes on the street for safety. Entrances to homes on 10th have been reorganized to face the street, and the rendered views emphasize the high degree of visibility this orientation provides.

A-7: Multiple open spaces have been provided and each is well integrated into the internal circulation paths as well as to the mid-block hill climb provided as a benefit to the residents and neighborhood alike. The total amount of amenity area provided on the site is 7,060 sf over the required 25% of lot area. The central mews has been refined to provide wider clearances and attractive facade modulation.

A-8: Access to the site is limited to a new curb cut from McGraw (which aligns with the alley access to the north) and to the existing alley at the south end of the site. This results in one less curb cut for pedestrians to cross than the existing condition on the site. Parking is provided to each unit through private garages with almost twice the required parking provided, minimizing the parking impact on the neighborhood. The main internal drives are bordered with a mix 4' scored concrete and pervious paving walkways that also serve as accent strips to frame the paved areas and break them into a smaller panels. By not using a curb between these two areas, greater pedestrian ownership of the paved areas is implied for use as gathering and activity areas.

SECTION B - HEIGHT, BULK AND SCALE

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.

RESPONSE TO GUIDELINES:

The colored perimeter elevations begin on page 16, and present a collection of buildings that are varied in style but compatible with each other and the neighborhood. These buildings work with the existing slope to present a smaller scale to 9th and a more substantial presence along 10th, an arterial. By preserving the McGraw cottage and providing a substantial setback from the corner at 9th and McGraw, the scale of development facing the single-family zone to the north is ideal. Development has been intensified on the interior of the site in order to maintain additional open spaces, opportunities for views, and reduction of building massing at the street.

SECTION C - ARCHITECTURAL ELEMENTS & MATERIALS

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.

C-3 HUMAN SCALE

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

RESPONSE TO GUIDELINES:

The details and colors buildings along 9th and McGraw have been refined to minimize repetition while presenting a harmonious series of buildings to the street. These facades are well modulated to allow for individual homes to be identifiable and provide opportunities for character and shadow lines. The corner rowhouses on McGraw step with the grade, and meet the driveway and McGraw cottage with a suitable residential scale.

The massing of the buildings along 10th have evolved such that the mid-block homes have been combined into one structure that wraps around a courtyard-like space that highlights the preserved trees. These homes feature contemporary styling and a subtle variety of textures and colors. An adjustment requested on page 56 allows for reduced setbacks at this location to accommodate the ample surface modulation proposed.

Combined together, The design of these buildings maintains a richness of detail, composition, and modulation that will work together with the existing and built landscape to provide a collection of homes that are attractive, appropriately scaled, and in character with their surroundings.

SECTION D - PEDESTRIAN ENVIRONMENT

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.

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.

D-7 PERSONAL SAFETY AND SECURITY

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

RESPONSE TO GUIDELINES:

The driveways integrate pedestrian pathways at the same grade but with a clearly defined change in paving material provide spaces that are welcoming and easy to navigate on foot while still allowing for needed access for parking, trash collection, and fire trucks. The project will provide lighting at individual entries

and garages to present a safe and easily navigated space at night. Street facing entry doors and large windows provide lots of eyes on the street.

Instead of a central dumpster area that will add paved area and an undesirable concentration of noise and odors each home will have space allocated in their garage for garbage and recycle bins and will move them to the driveway as scheduled for private collection.

SECTION E - LANDSCAPING

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.

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.

RESPONSE TO GUIDELINES:

This project preserves all of the exceptional trees on site and combines them with a series of interconnected greenspaces, a central mews, pedestrian friendly driveways, and a community hill climb to provide an attractive and engaging set of outdoor spaces. In addition to the exceptional trees, many other mature trees are being preserved and enhanced with new trees and plantings, create a layered and attractive landscape immediately upon project completion. Several of these greenspaces are located to allow views through the site to the Olympic mountains beyond. At the driveways, pavement patterning is used to give a smaller scale to driveways, and a lack of curbs blurs the line between pedestrian and automotive areas, slowing traffic and allowing the paved spaces to also serve as gathering and play areas. Please see the landscape plan on sheet 51 for additional details.

ELEVATIONS

SITE PERIMETER - 9TH AVE W



BUILDING E

BUILDING D

ELEVATIONS

SITE PERIMETER - 9TH AVE W



BUILDING C

BUILDING B

ELEVATIONS

SITE PERIMETER - MCGRAW STREET



9TH AVE W

BUILDING B

ELEVATIONS

SITE PERIMETER - MCGRAW STREET



ELEVATIONS

SITE PERIMETER - 10TH AVE W



W MCGRAW STREET

BUILDING O

ELEVATIONS

SITE PERIMETER - 10TH AVE W



BUILDING P

ELEVATIONS

BUILDING A - MCGRAW COTTAGE



NORTH ELEVATION (STREET)



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

ELEVATIONS

BUILDING A - MCGRAW COTTAGE



ELEVATIONS

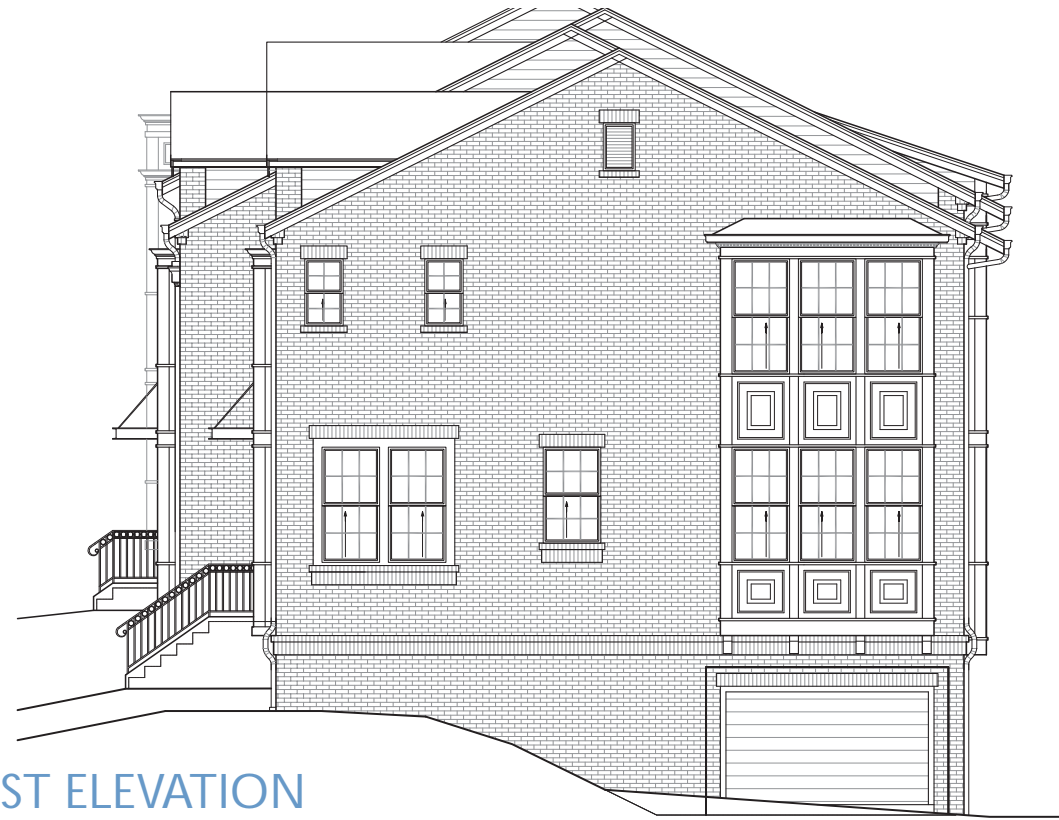
BUILDING B - TYPICAL BRICK STYLE BUILDING



EAST ELEVATION (STREET)



NORTH ELEVATION



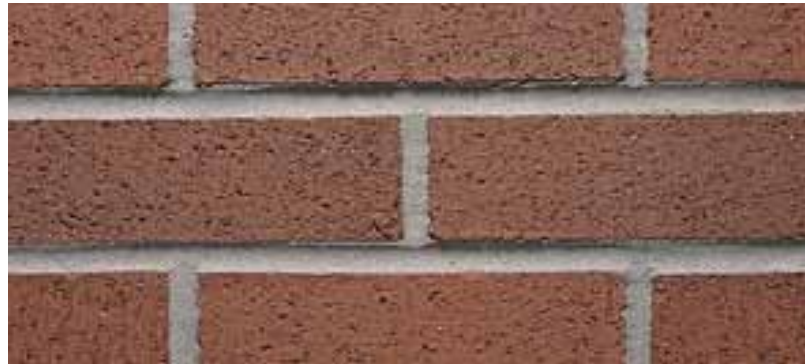
WEST ELEVATION



SOUTH ELEVATION

ELEVATIONS

BUILDING B



BRICK VENEER: MUTUAL MATERIALS PACIFIC
HANDMOLD & MADRONA SPRINGS



SHERWIN WILLIAMS ROYCROFT PEWTER: CEMENT
FIBER PANELS & TRIM, DOORS, DOWNSPOUTS



ASPHALT SHINGLE ROOF: GAF
CHARCOAL



ELEVATIONS

BUILDING C - TYPICAL SHINGLE BUILDING



EAST ELEVATION (STREET)



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION

ELEVATIONS

BUILDING C - TYPICAL SHINGLE BUILDING



CEMENT FIBER SHINGLE SIDING:
SHERWIN WILLIAMS OYSTER BAR



SHERWIN WILLIAMS BLACK FOX: CEMENT FIBER
PANELS, SIDING, & TRIM, DOORS, DOWNSPOUTS



ASPHALT SHINGLE ROOF: GAF
CHARCOAL



ELEVATIONS

BUILDING K - CONTEMPORARY INTERIOR



EAST ELEVATION (MEWS)



NORTH ELEVATION



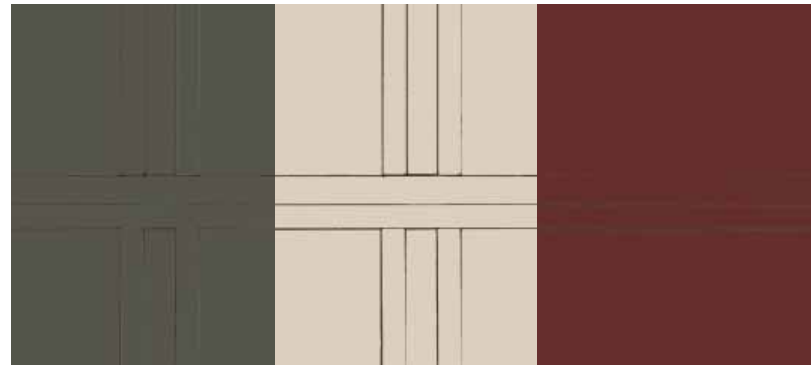
WEST ELEVATION



SOUTH ELEVATION

ELEVATIONS

BUILDING K



PAINTED CEMENT FIBER PANELS: SHERWIN WILLIAMS
BRONZE GREEN OYSTER BAR, ROCKWOOD RED



SHERWIN WILLIAMS BLACK MAGIC: LAP
SIDING, DOORS, AWNINGS



PAINTED CEDAR WOOD SLAT OVER PAINTED
CEMENT FIBER PANELS



ELEVATIONS

BUILDING P - CONTEMPORARY 10TH AVE



WEST ELEVATION (STREET)



SOUTH ELEVATION



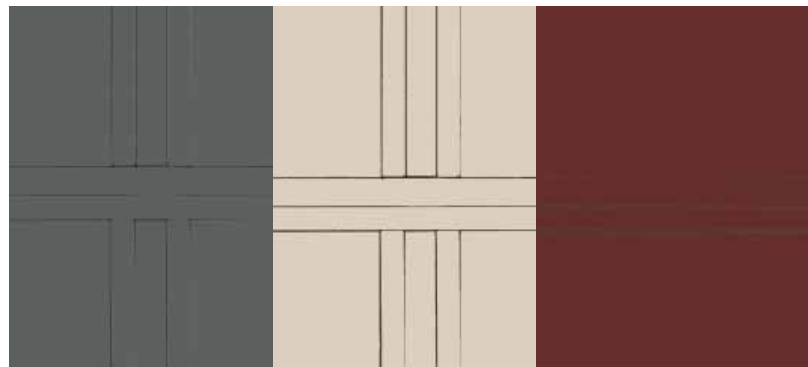
EAST ELEVATION



NORTH ELEVATION

ELEVATIONS

BUILDING P



PAINTED CEMENT FIBER PANELS: SHERWIN WILLIAMS ROYCROFT PEWTER, OYSTER BAR, ROCKWOOD RED



PAINTED CEDAR WOOD SLAT OVER PAINTED CEMENT FIBER PANELS



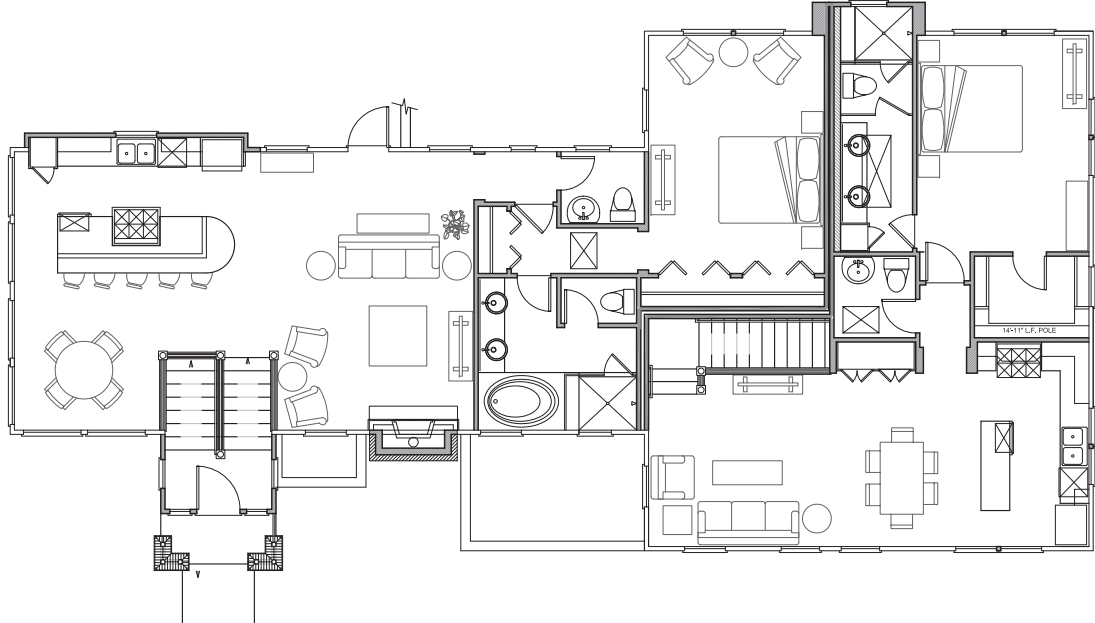
CORONADO STONE, IDAHO DRYSTACK, CAPE COD GREY (BUILDING O, NOT PICTURED)



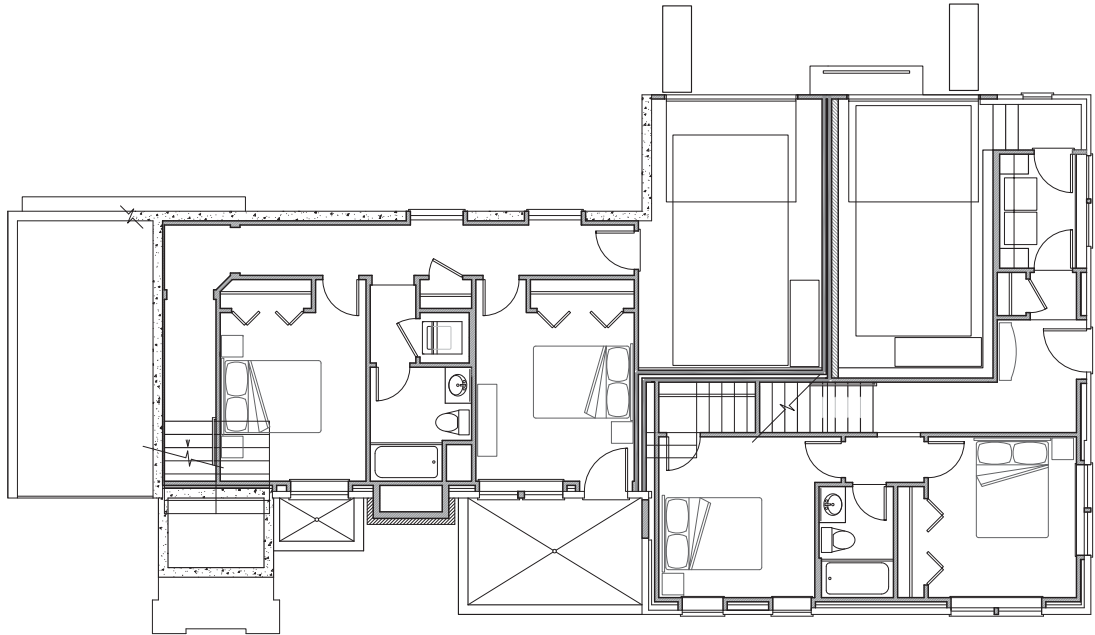
FLOOR PLANS

BUILDINGS A, B, & C

BUILDING A

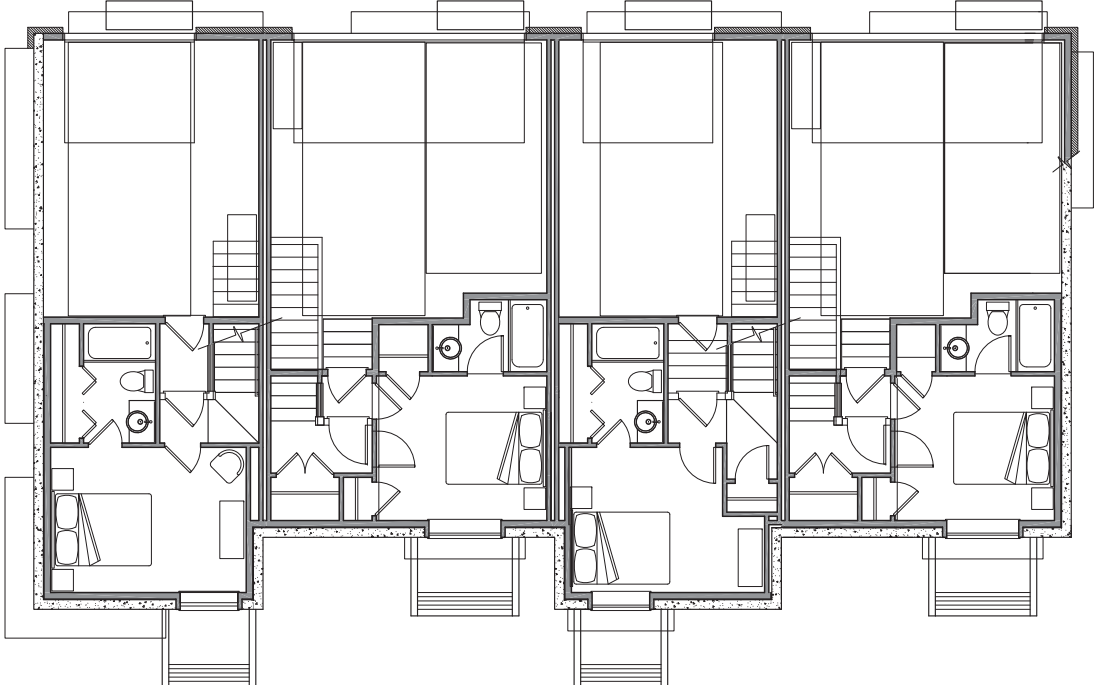


LEVEL 2



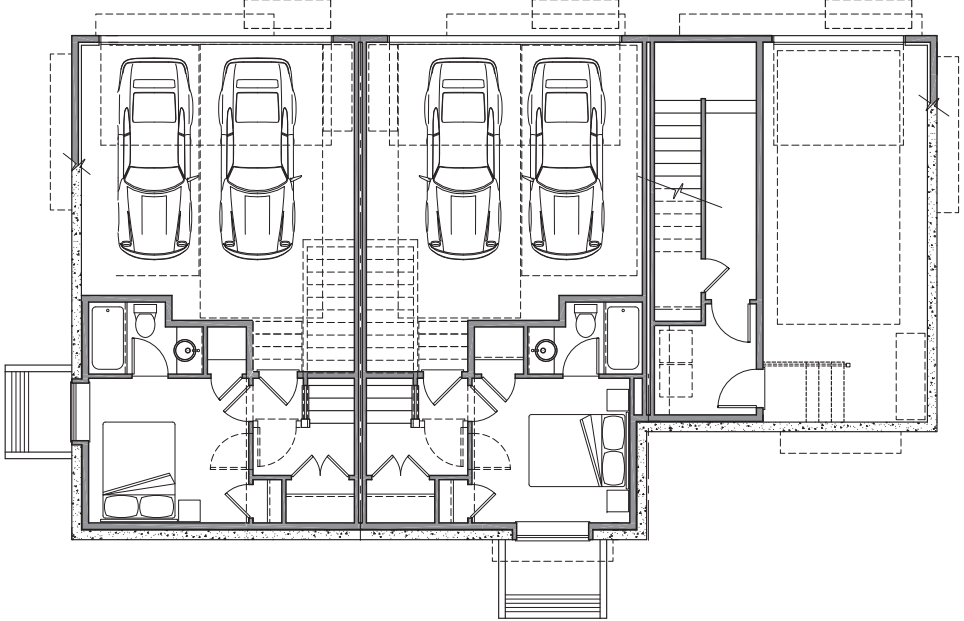
LEVEL 1

BUILDING B



LEVEL 1

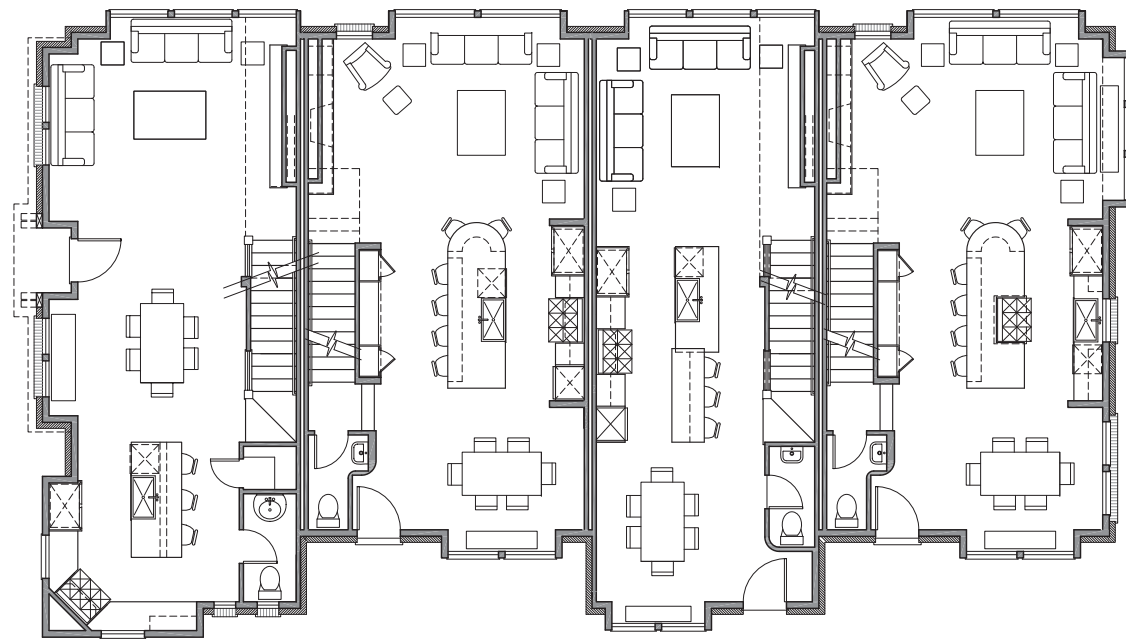
BUILDING C



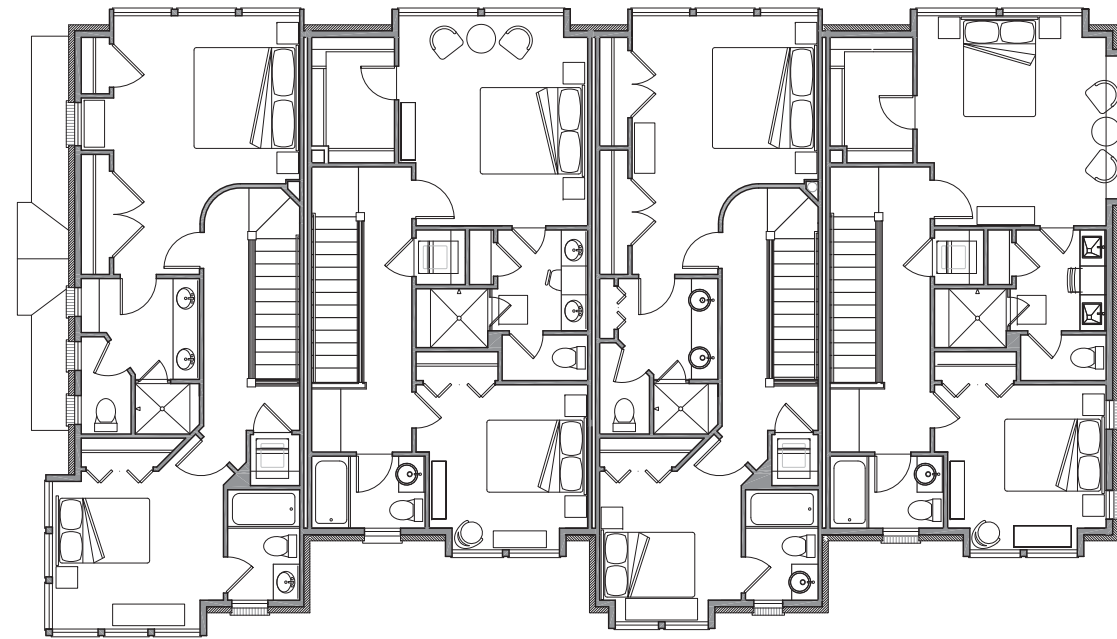
LEVEL 1

FLOOR PLANS

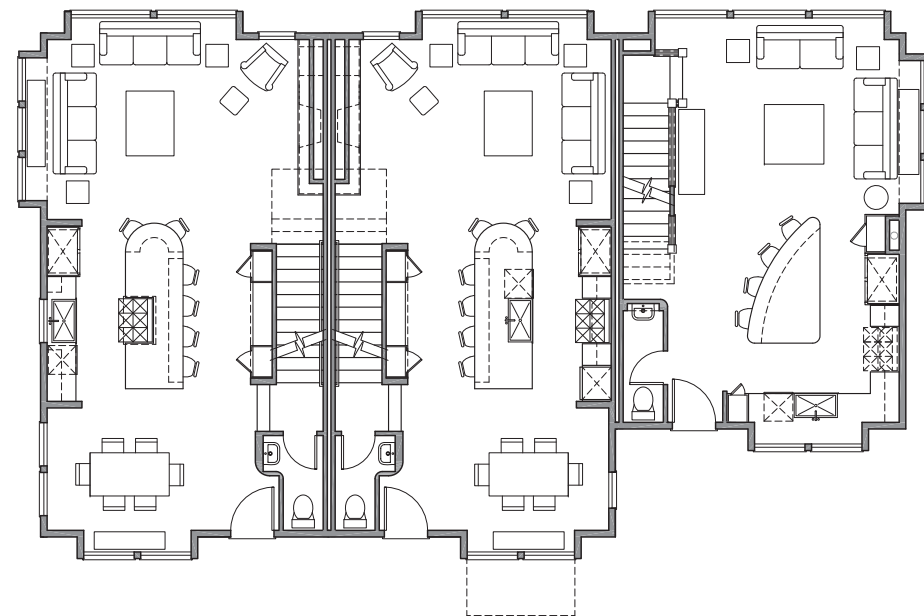
BUILDINGS B & C



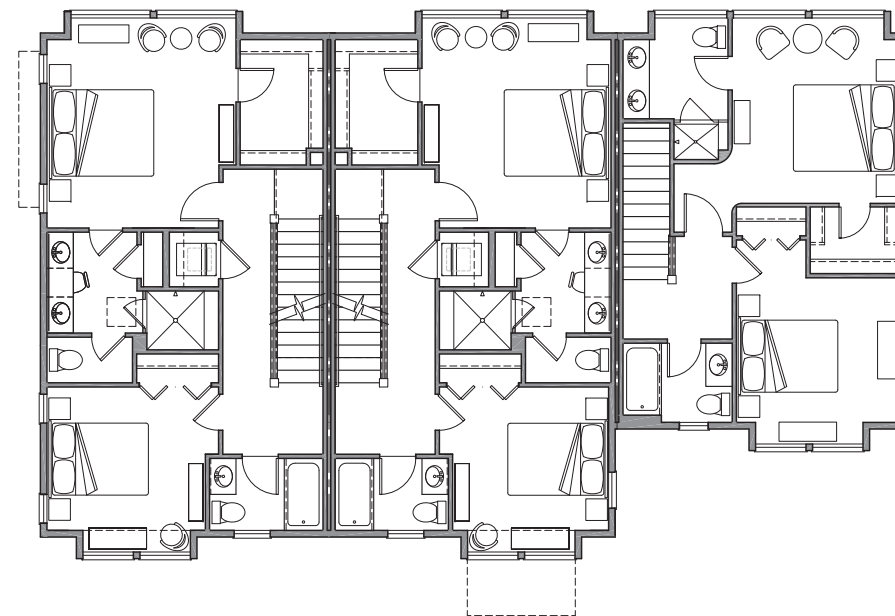
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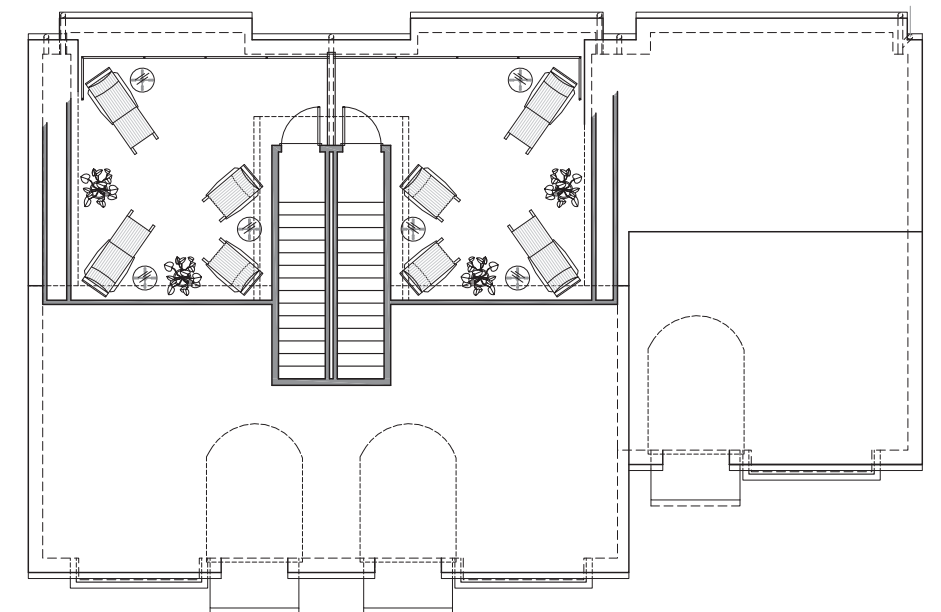
LEVEL 3



LEVEL 2



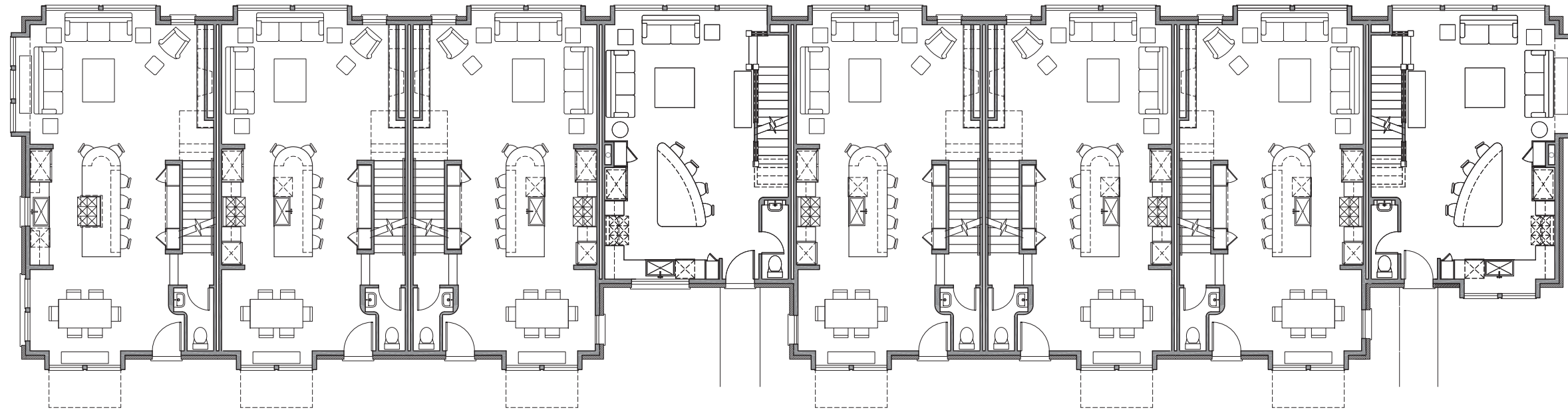
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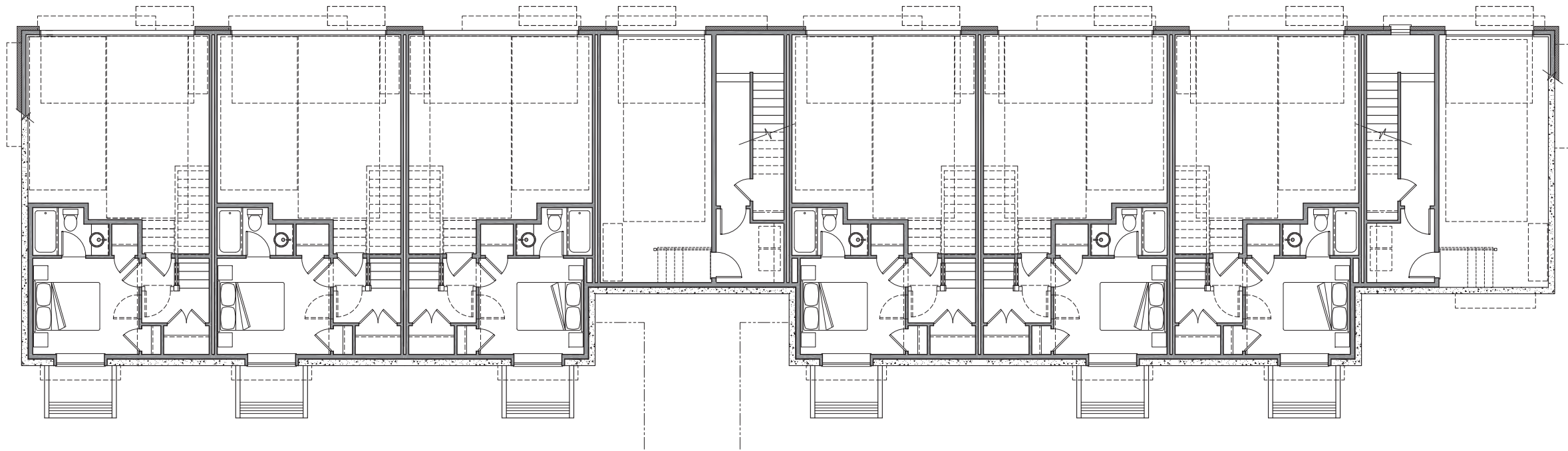
ROOF

FLOOR PLANS

BUILDING D



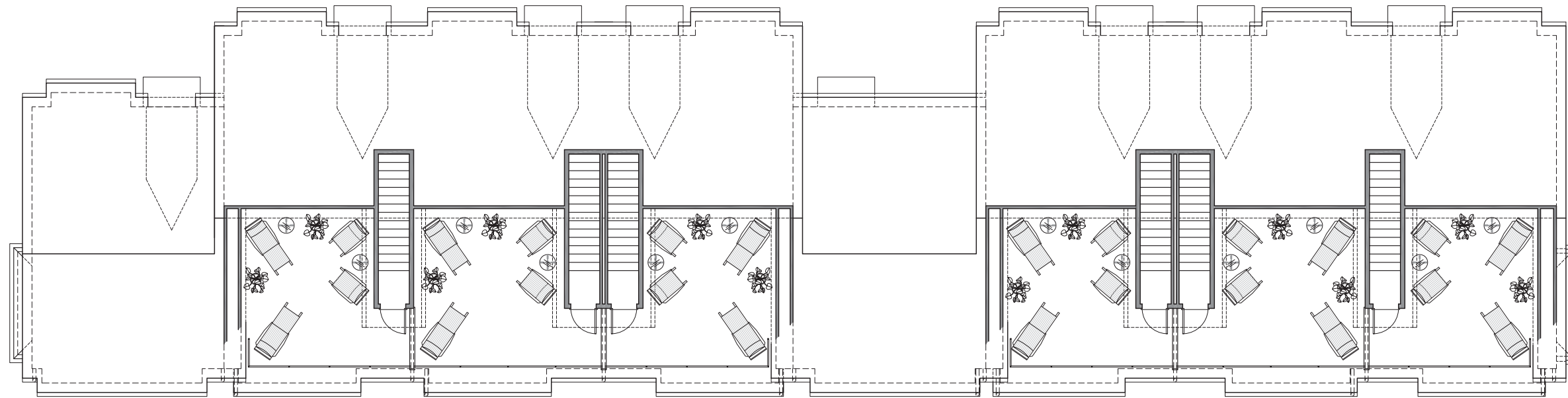
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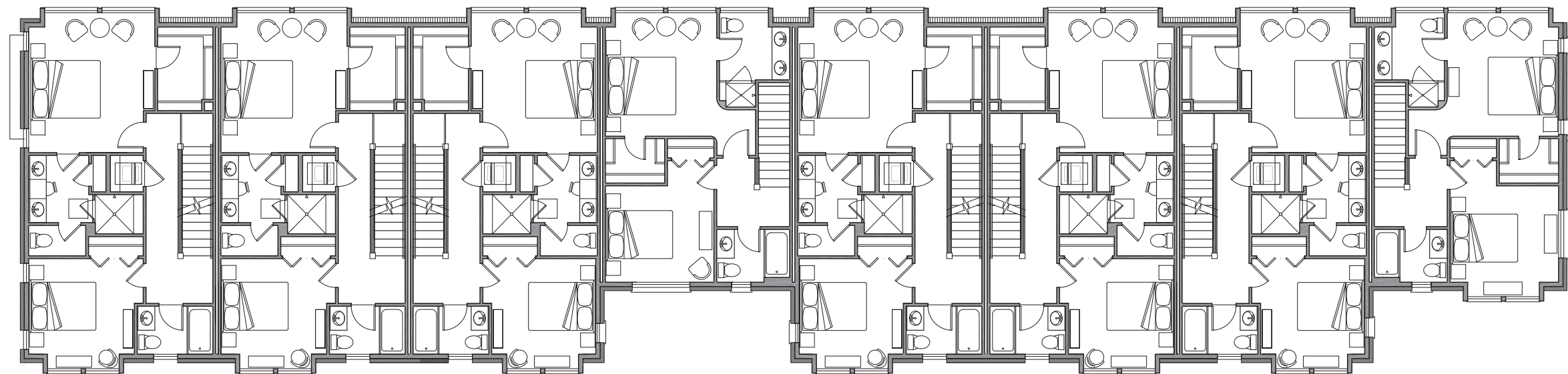
LEVEL 1

FLOOR PLANS

BUILDING D



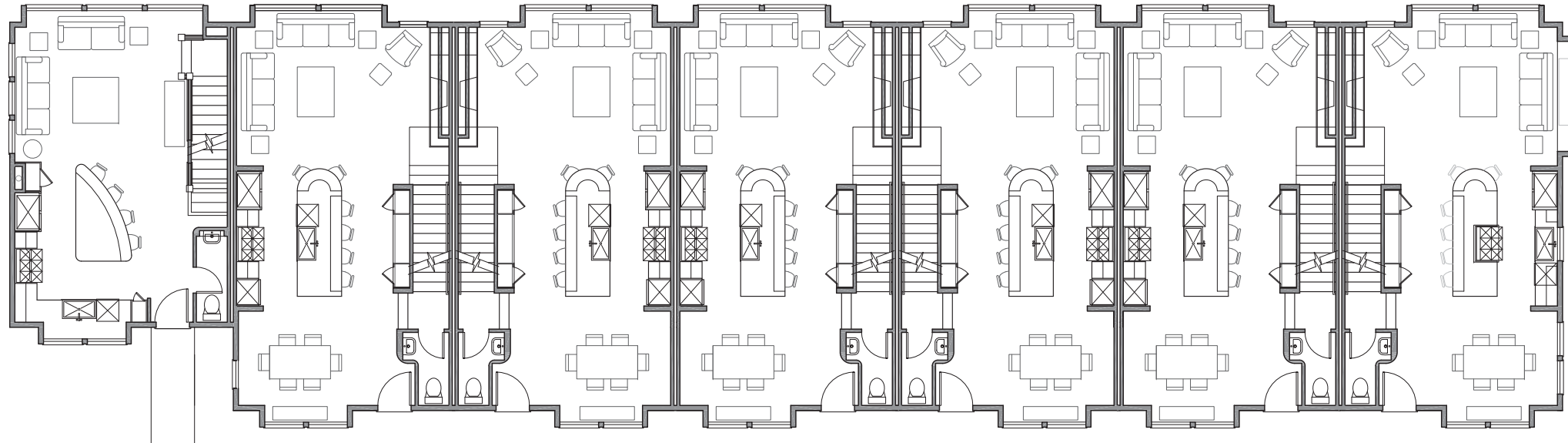
ROOF



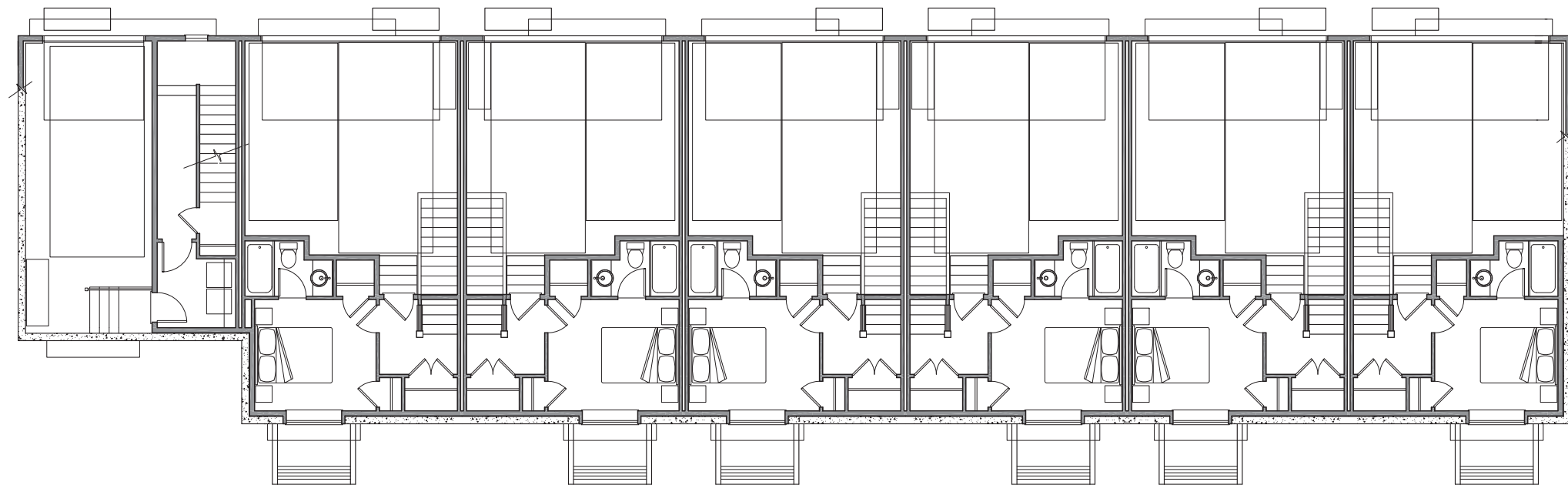
LEVEL 3

FLOOR PLANS

BUILDING E



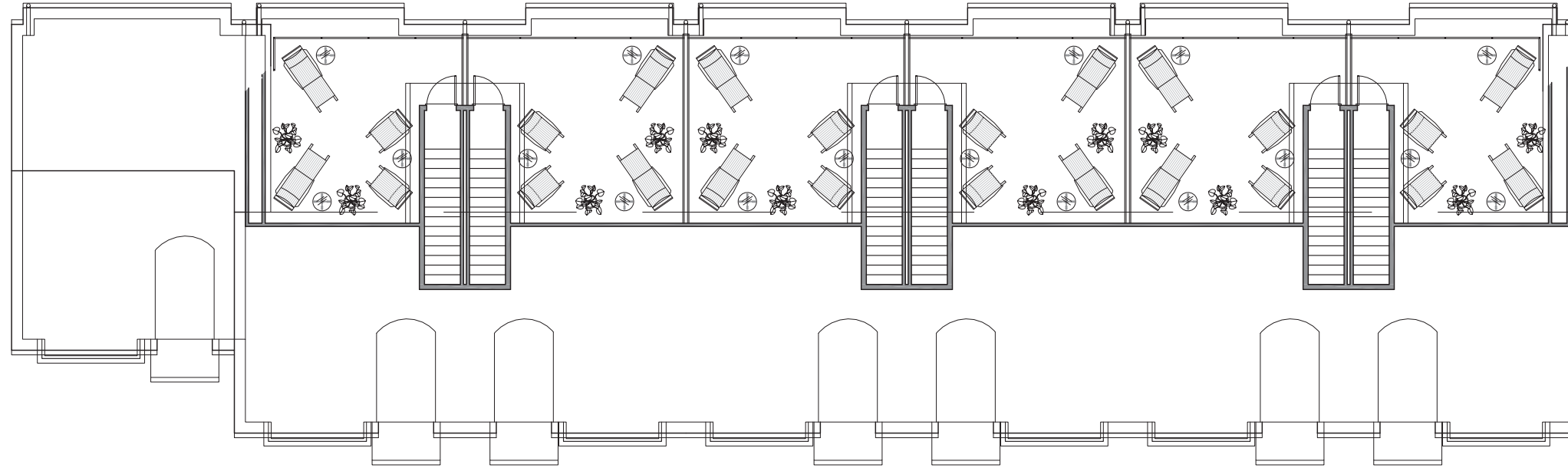
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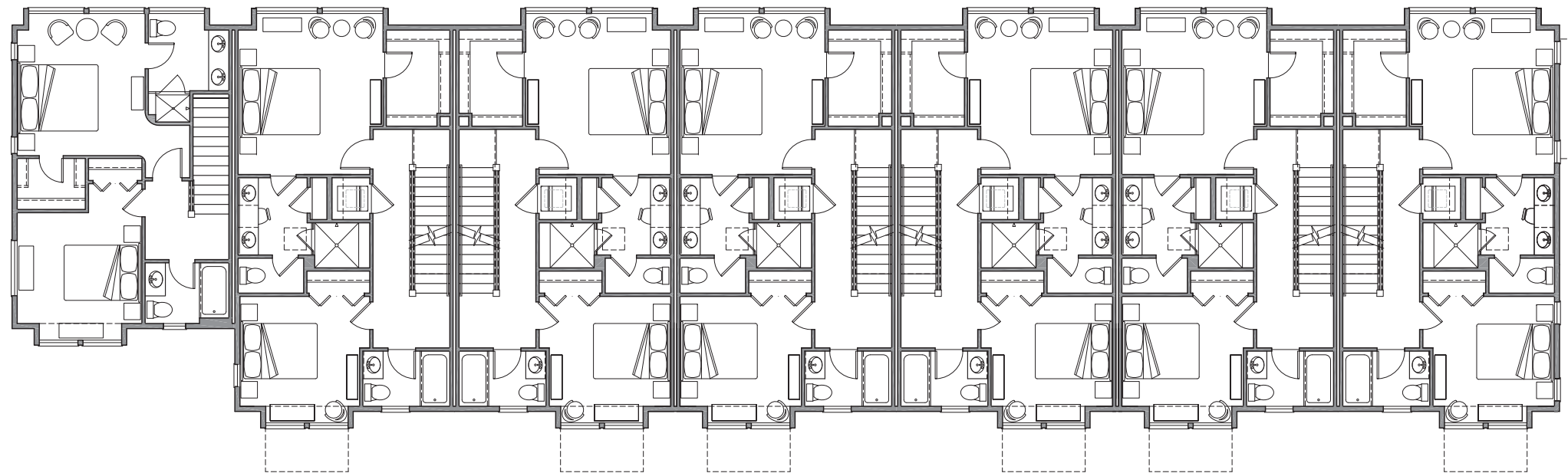
LEVEL 1

FLOOR PLANS

BUILDING E



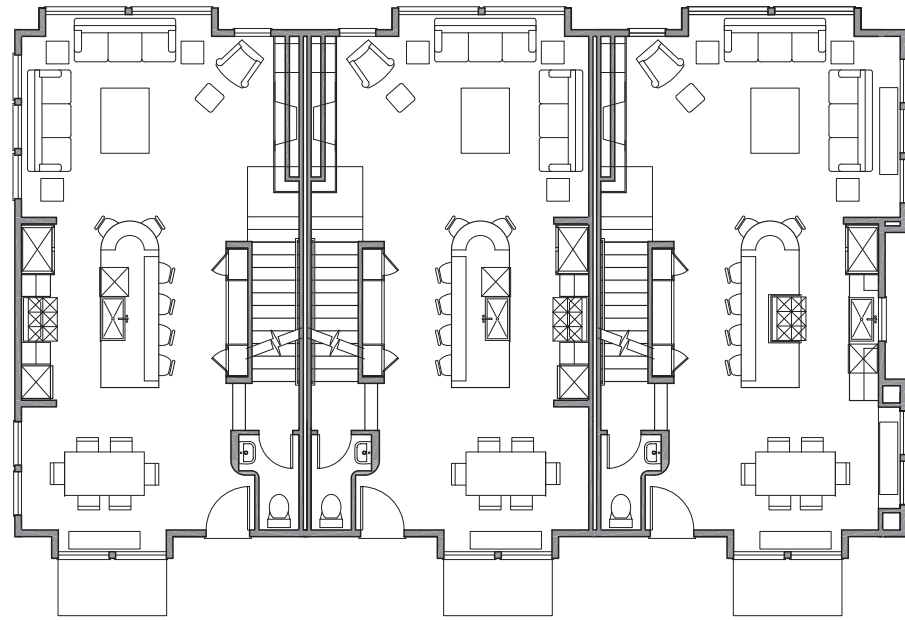
ROOF



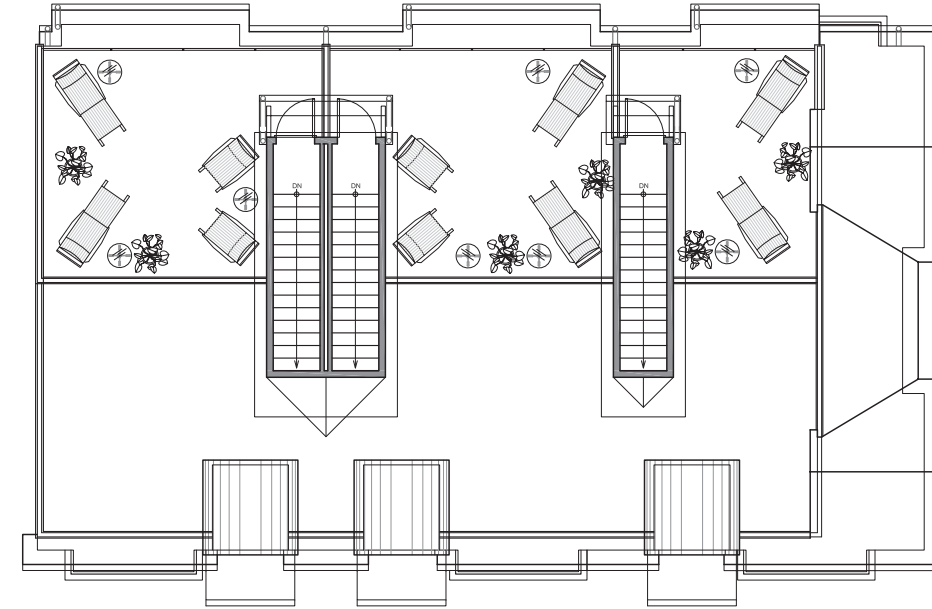
LEVEL 3

FLOOR PLANS

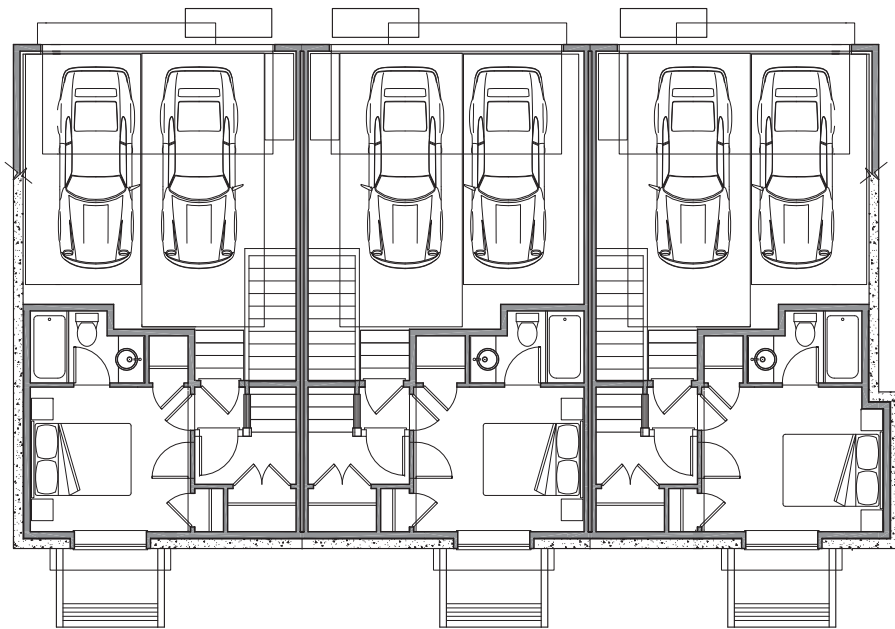
BUILDING F



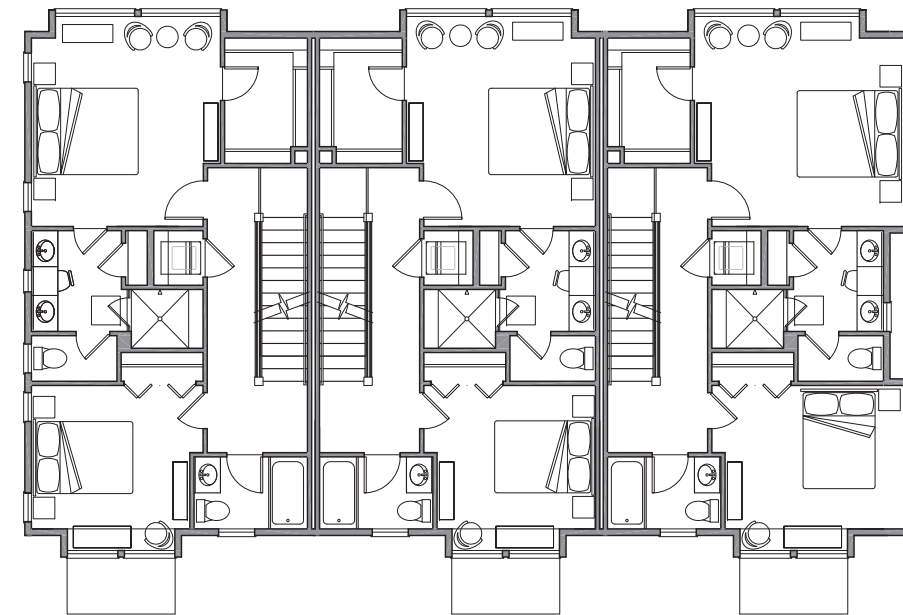
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ROOF



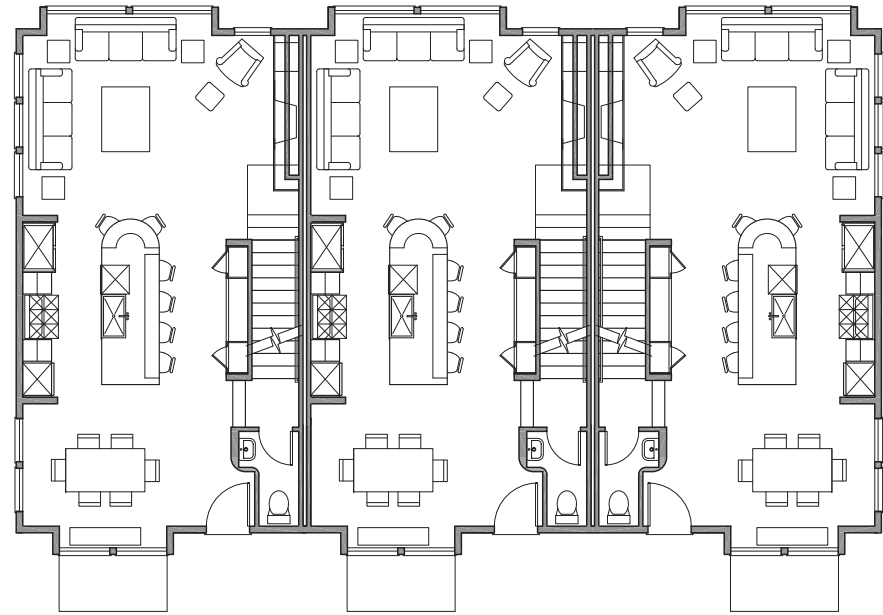
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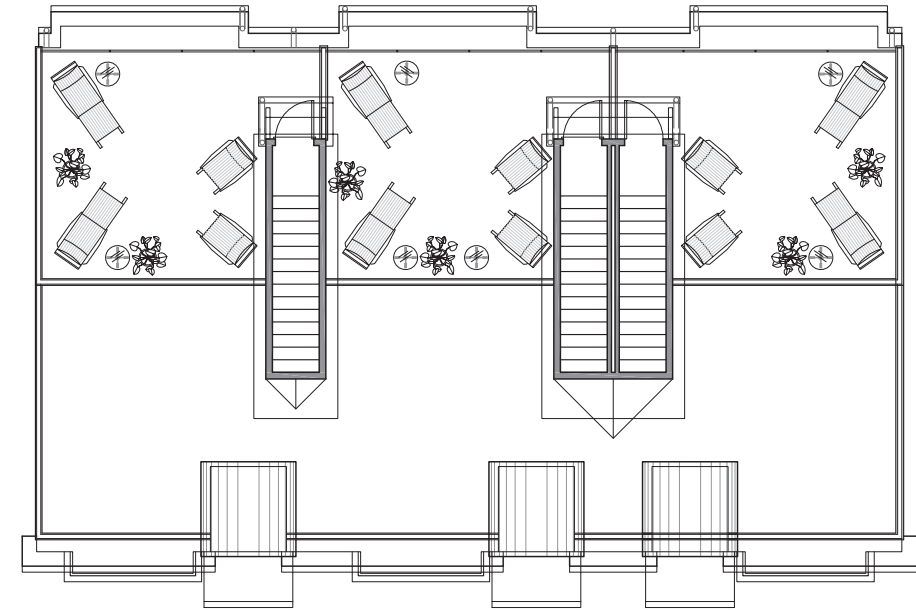
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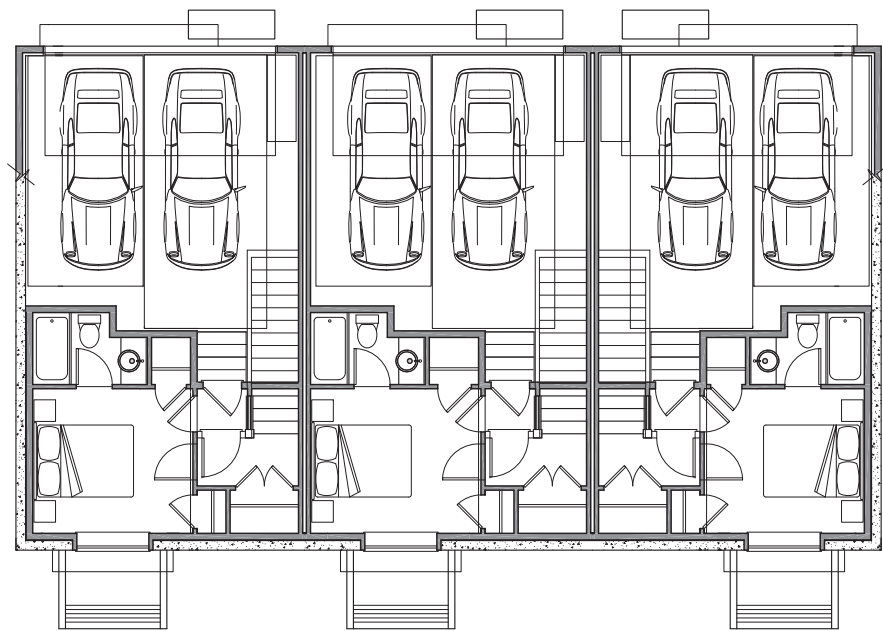
BUILDING G



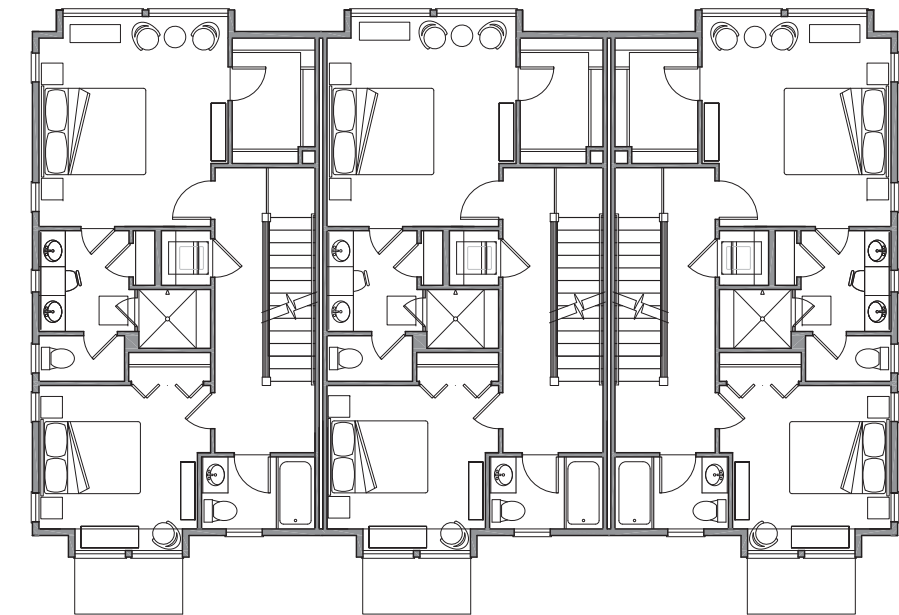
LEVEL 2



ROOF



LEVEL 1

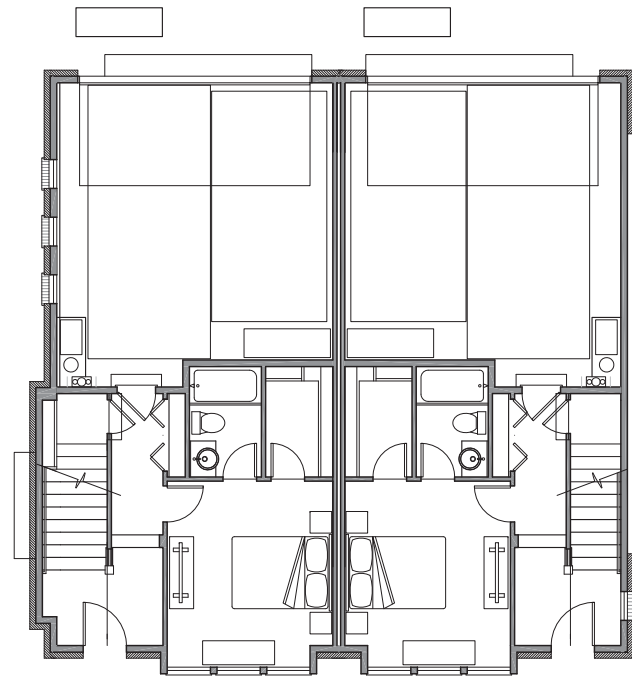


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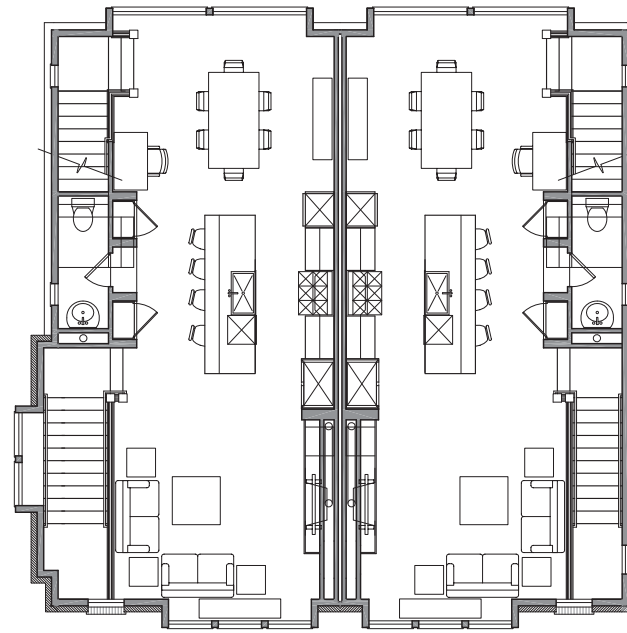
FLOOR PLANS

BUILDINGS H & I

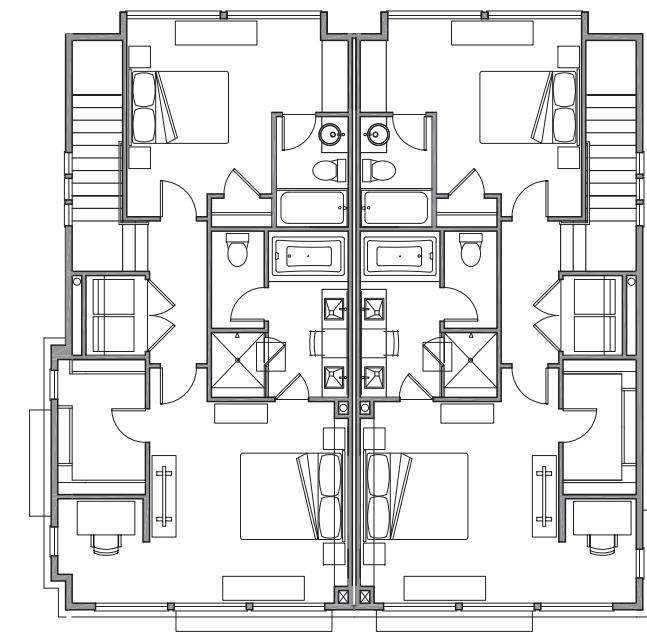
BUILDING H



LEVEL 1

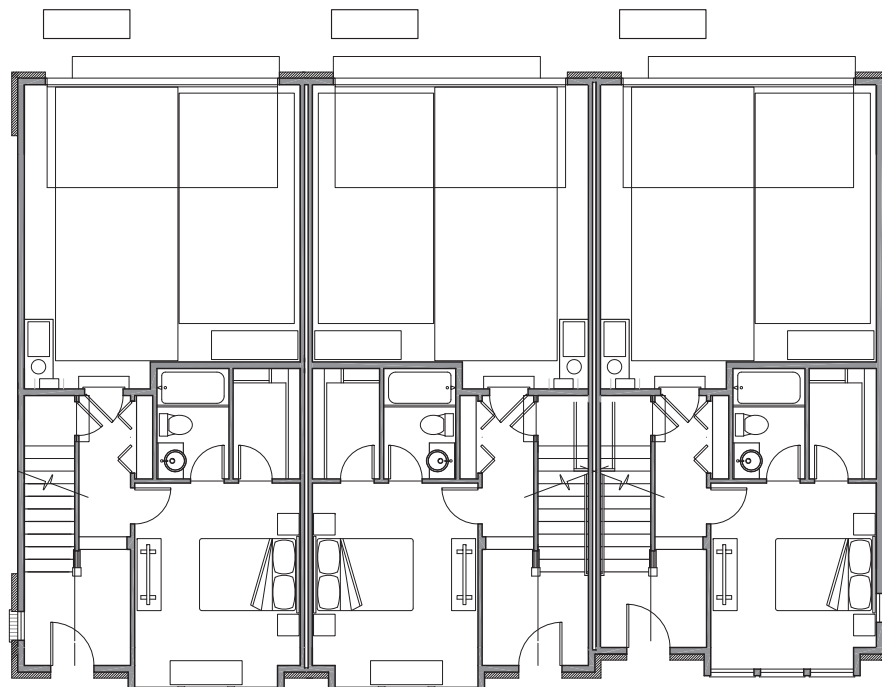


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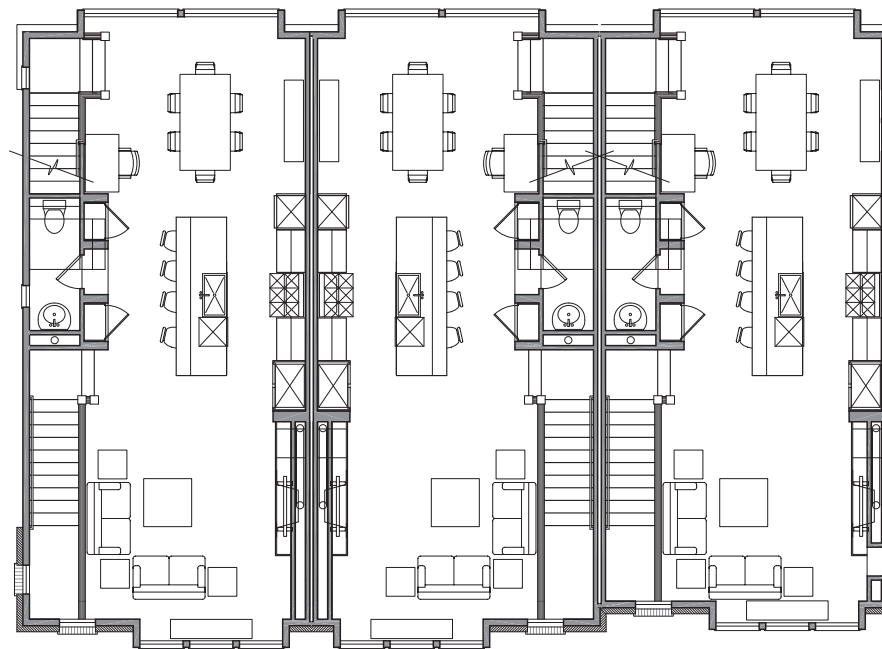


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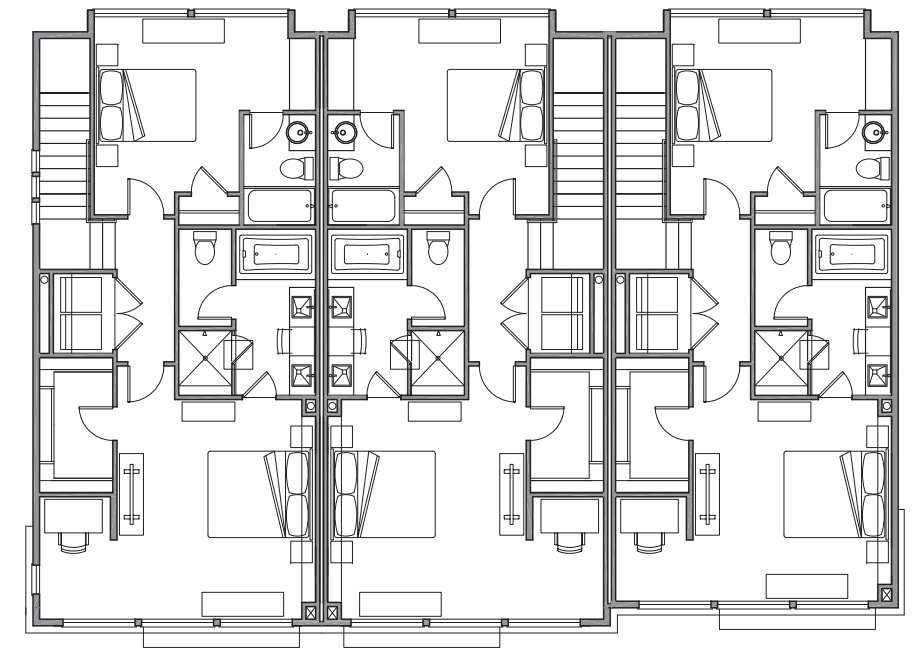
BUILDING I



LEVEL 1



LEVEL 2

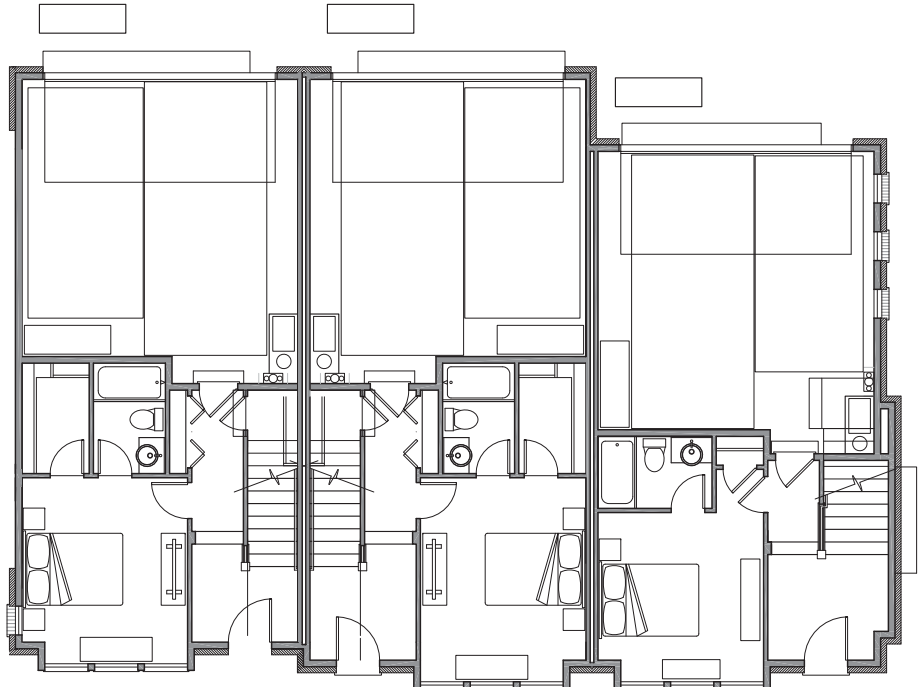


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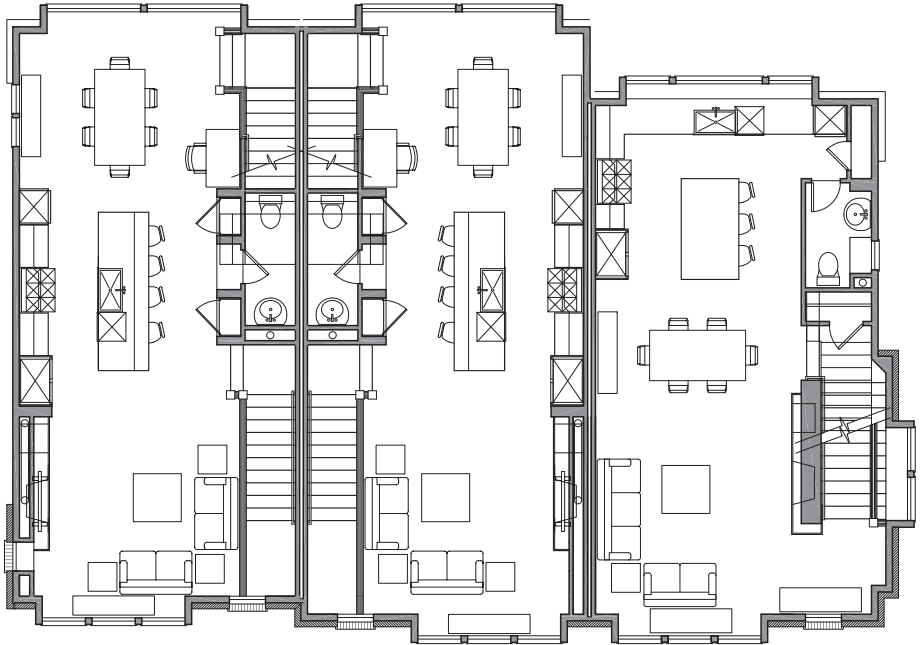
FLOOR PLANS

BUILDINGS J & K

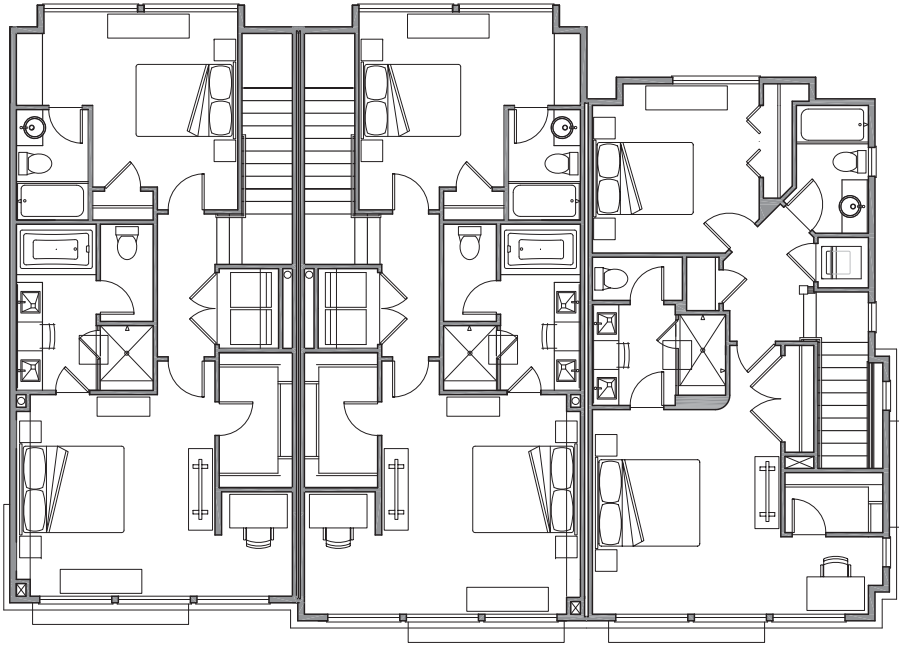
BUILDING J



LEVEL 1

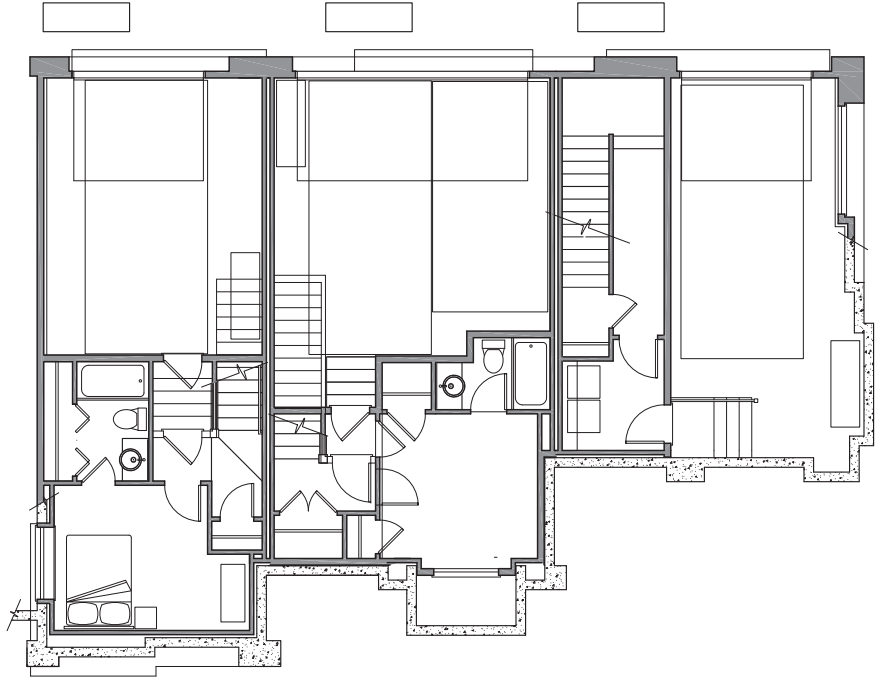


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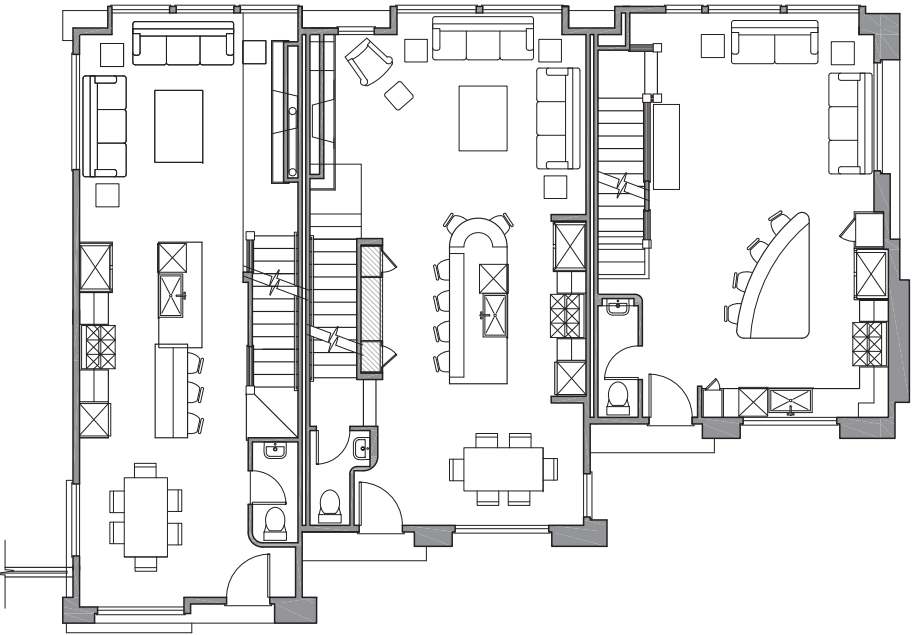


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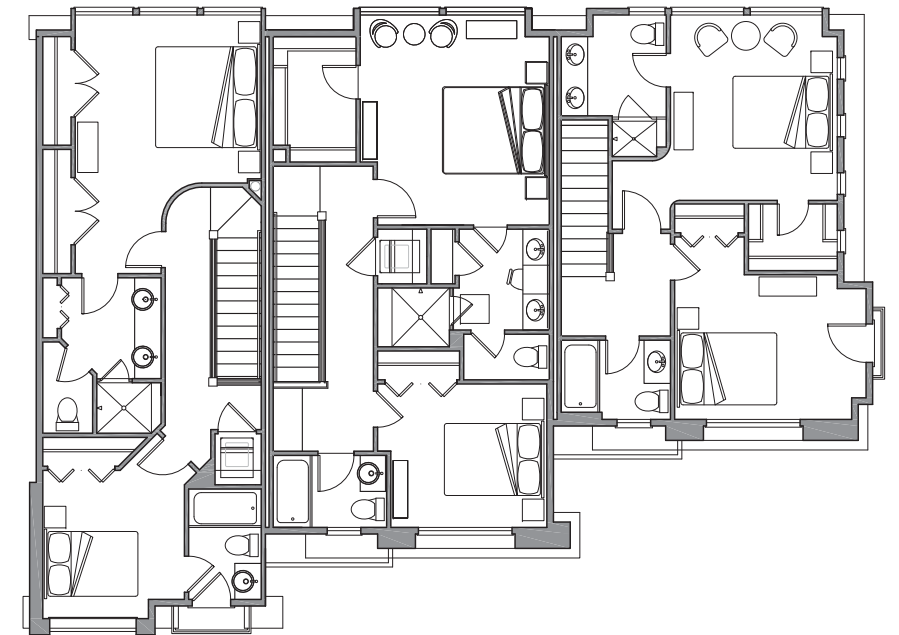
BUILDING K



LEVEL 1



LEVEL 2

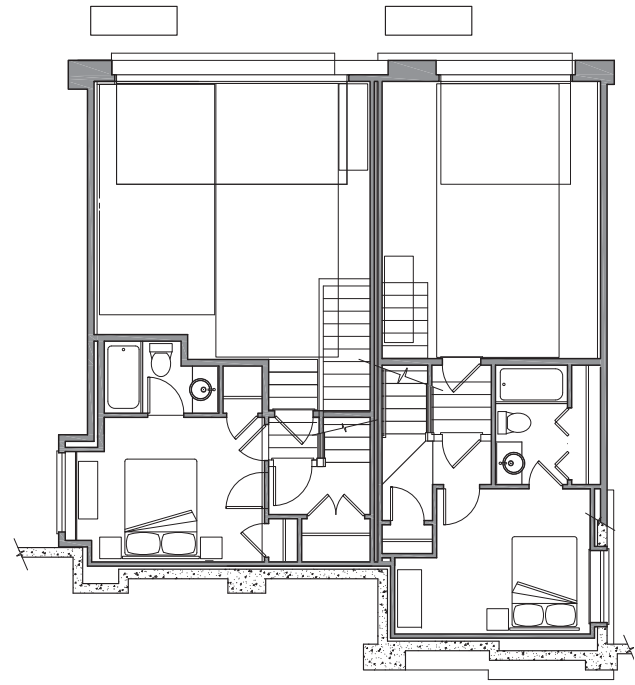


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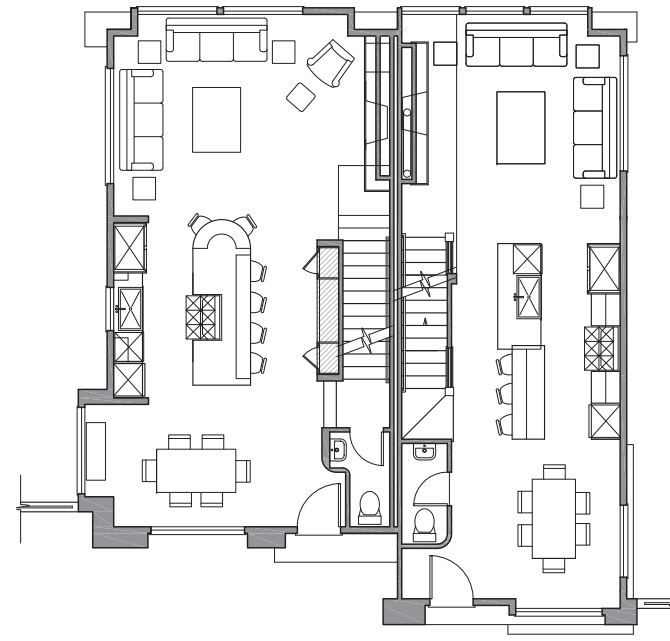
FLOOR PLANS

BUILDING L & M

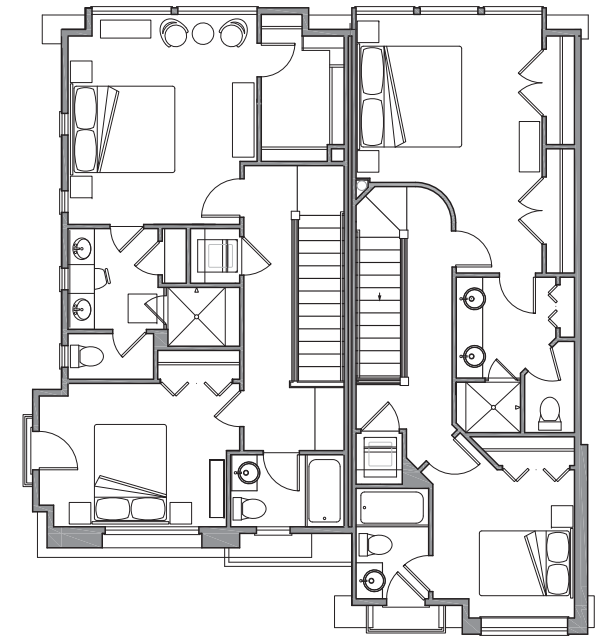
BUILDING L



LEVEL 1

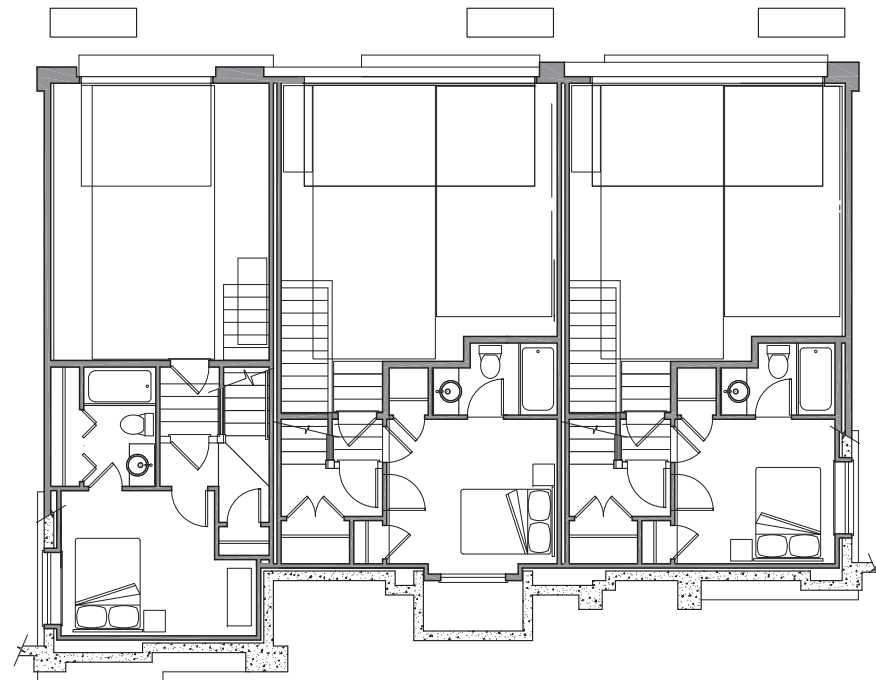


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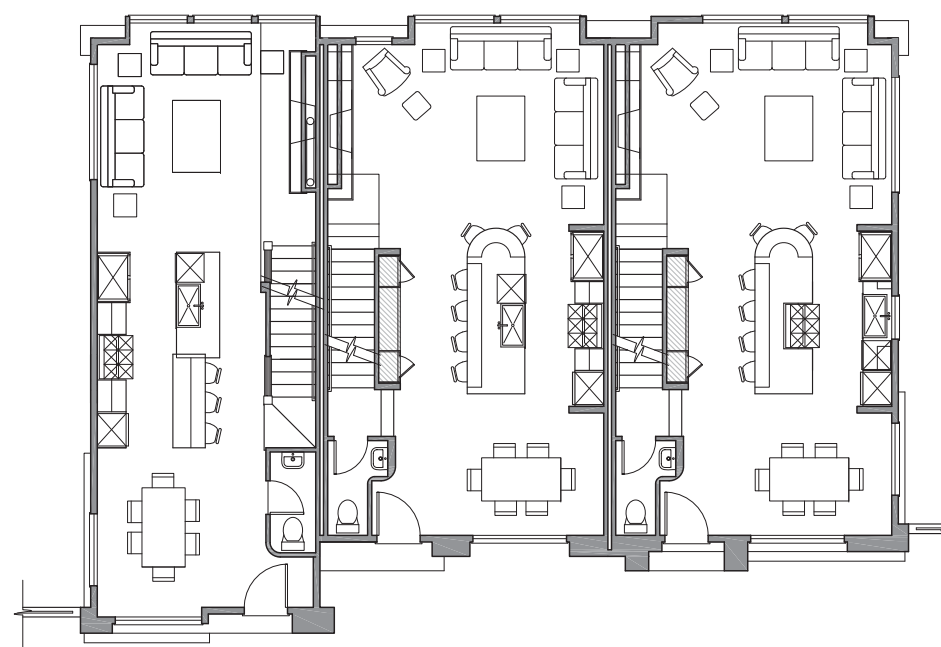


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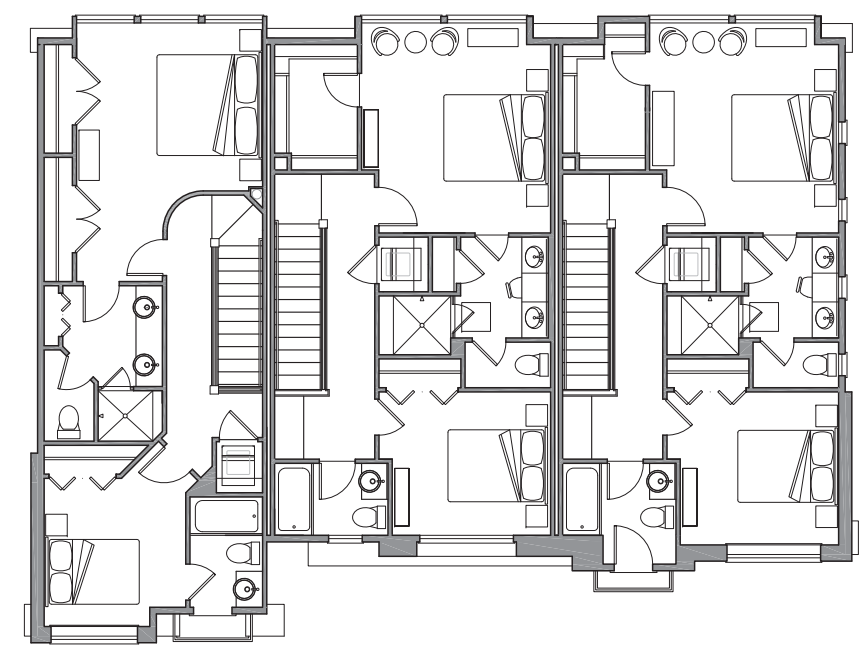
BUILDING M



LEVEL 1



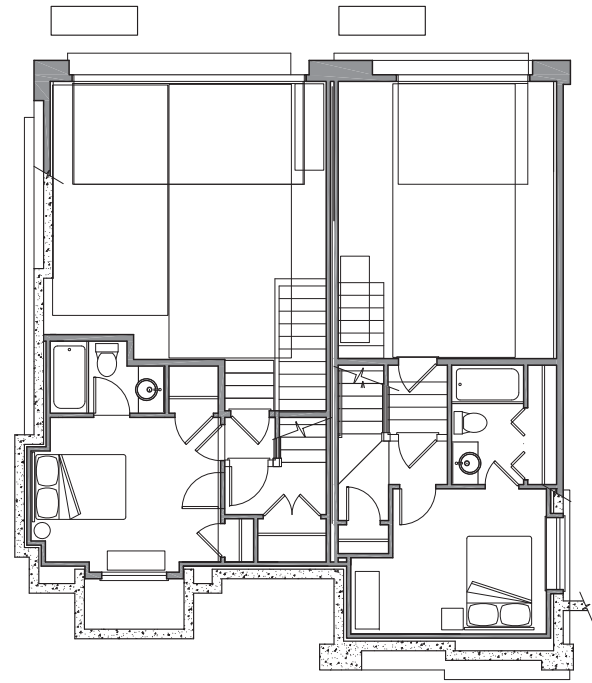
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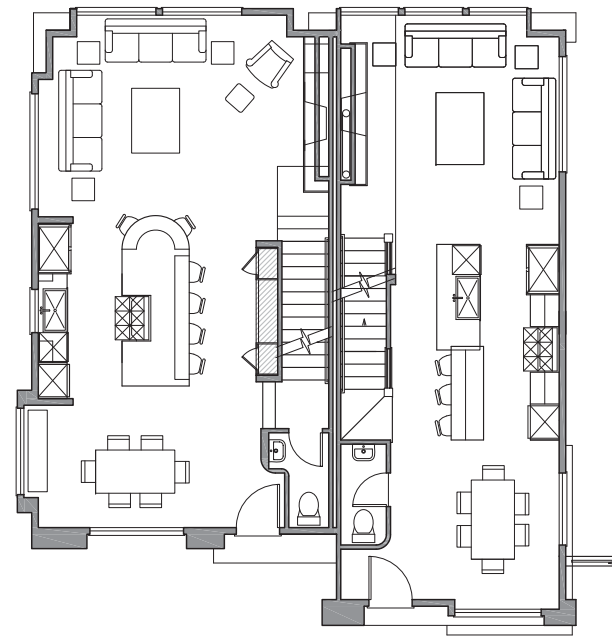
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FLOOR PLANS

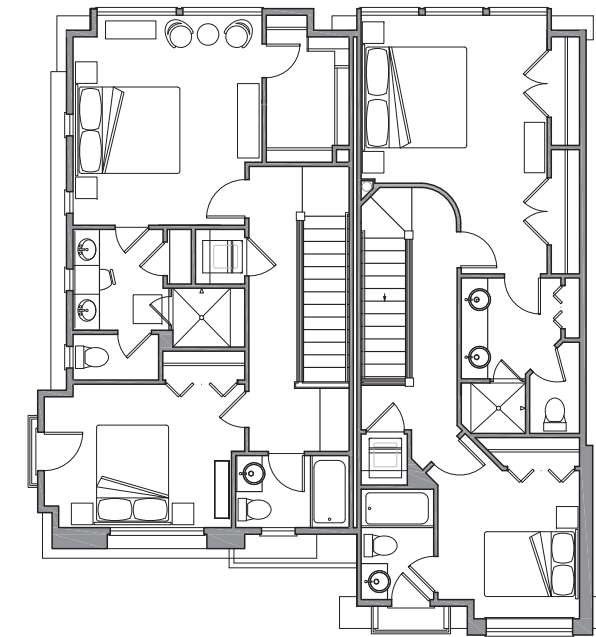
BUILDING N



LEVEL 1



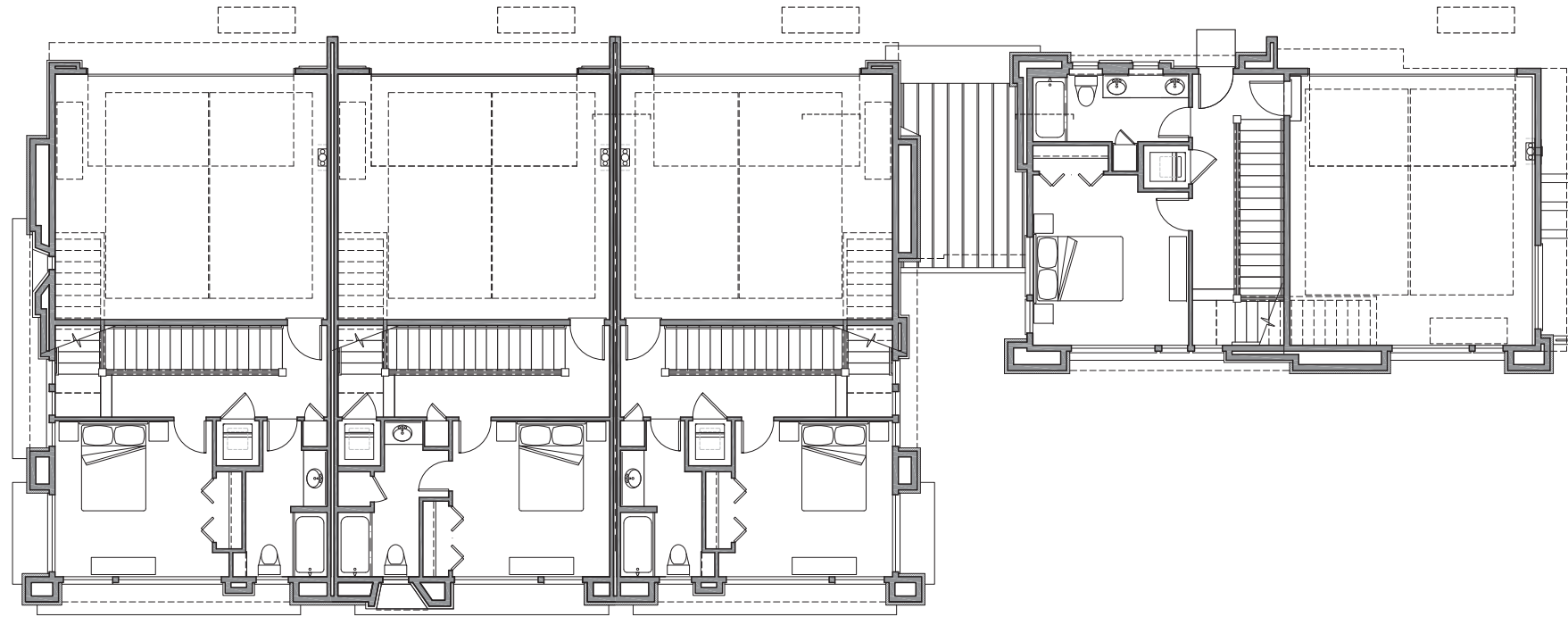
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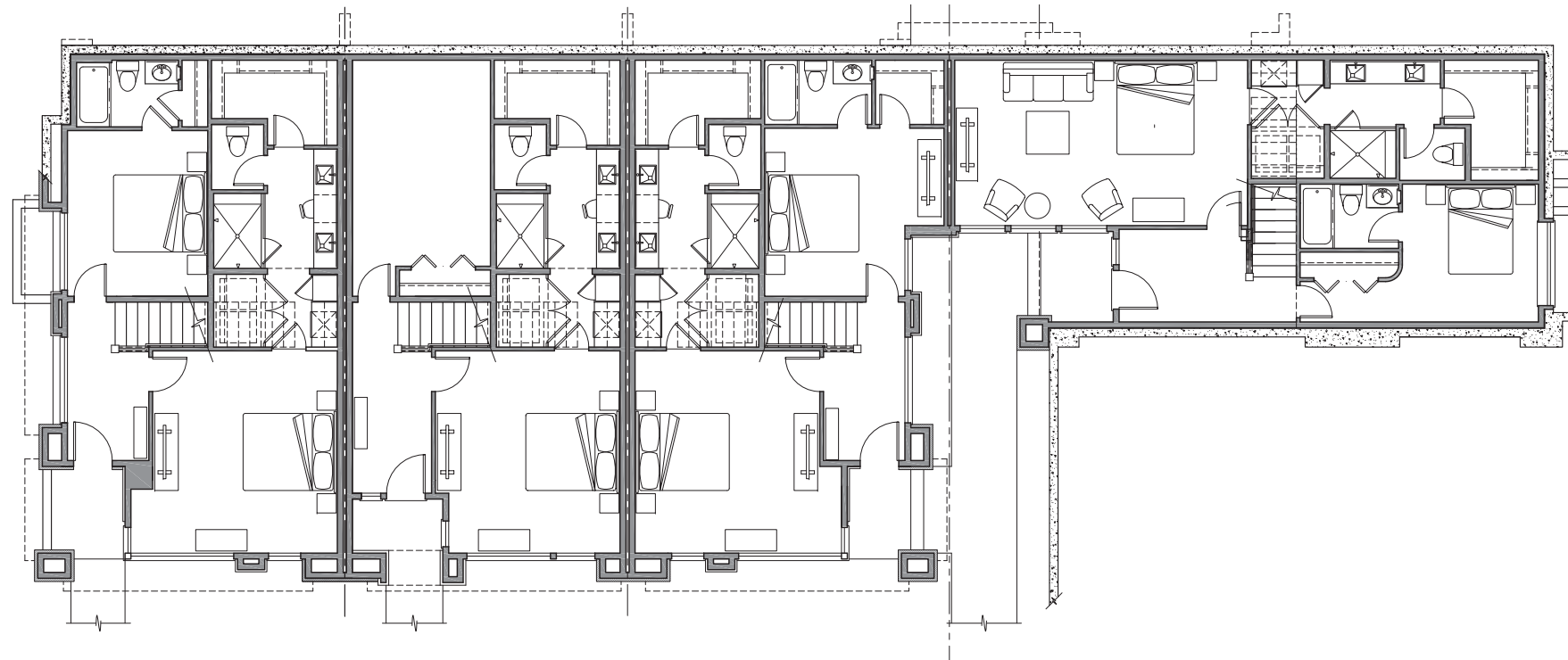
LEVEL 3

FLOOR PLANS

BUILDING O



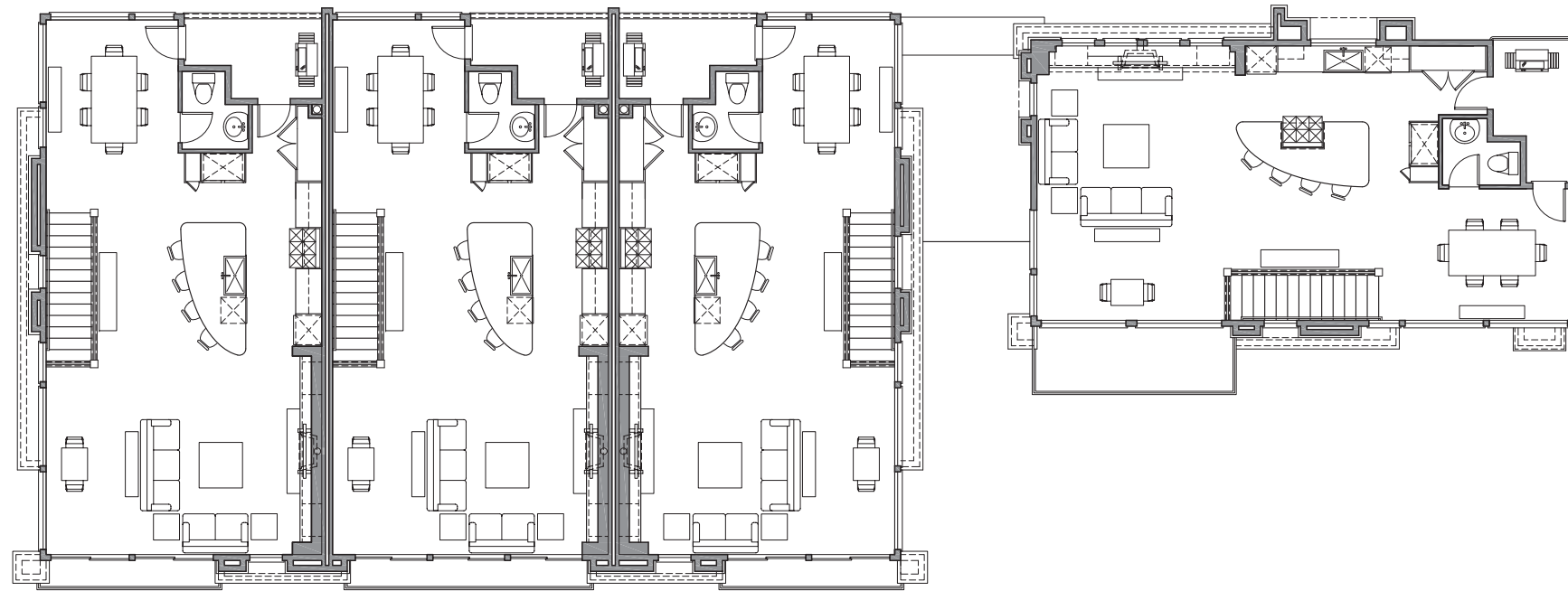
LEVEL 2



LEVEL 1

FLOOR PLANS

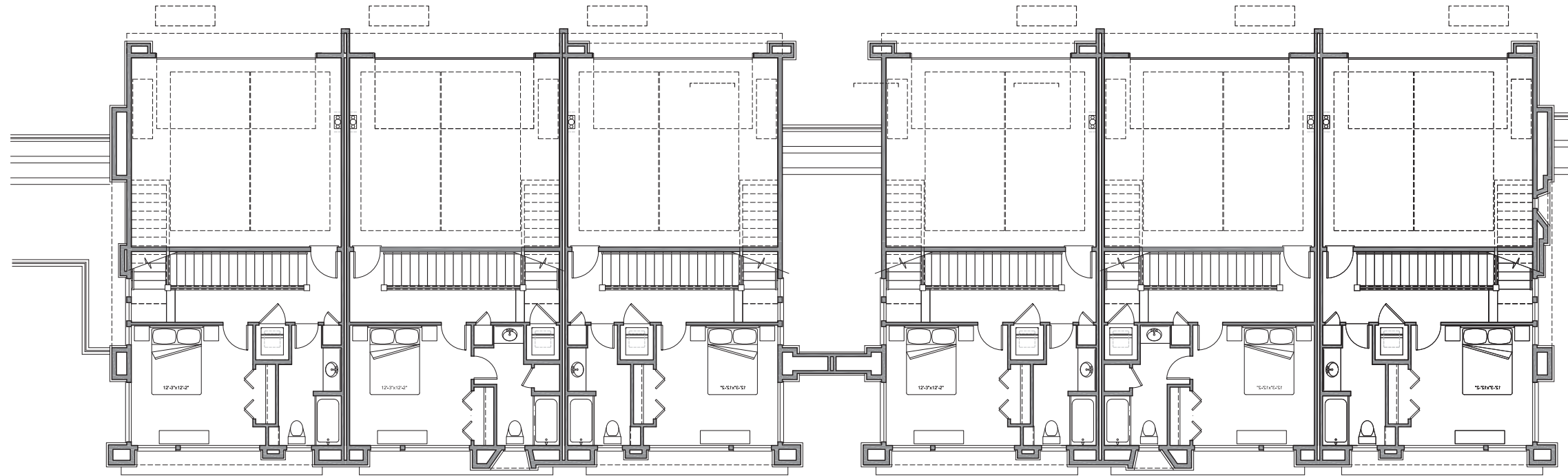
BUILDING O



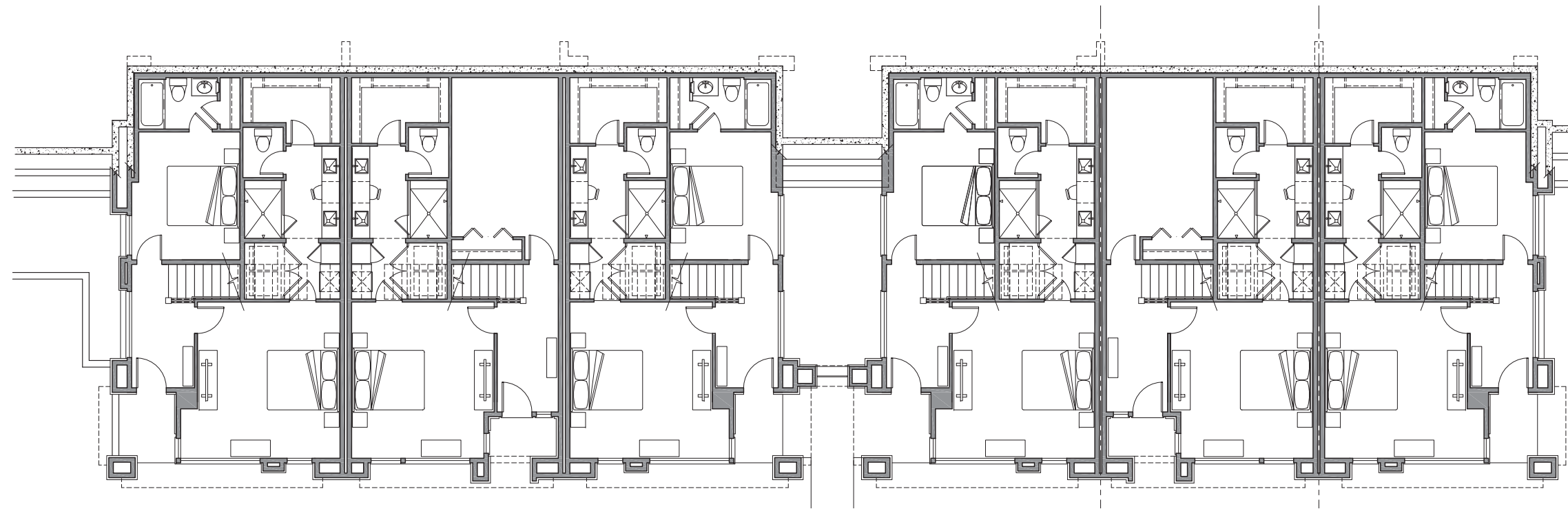
LEVEL 3

FLOOR PLANS

BUILDING P



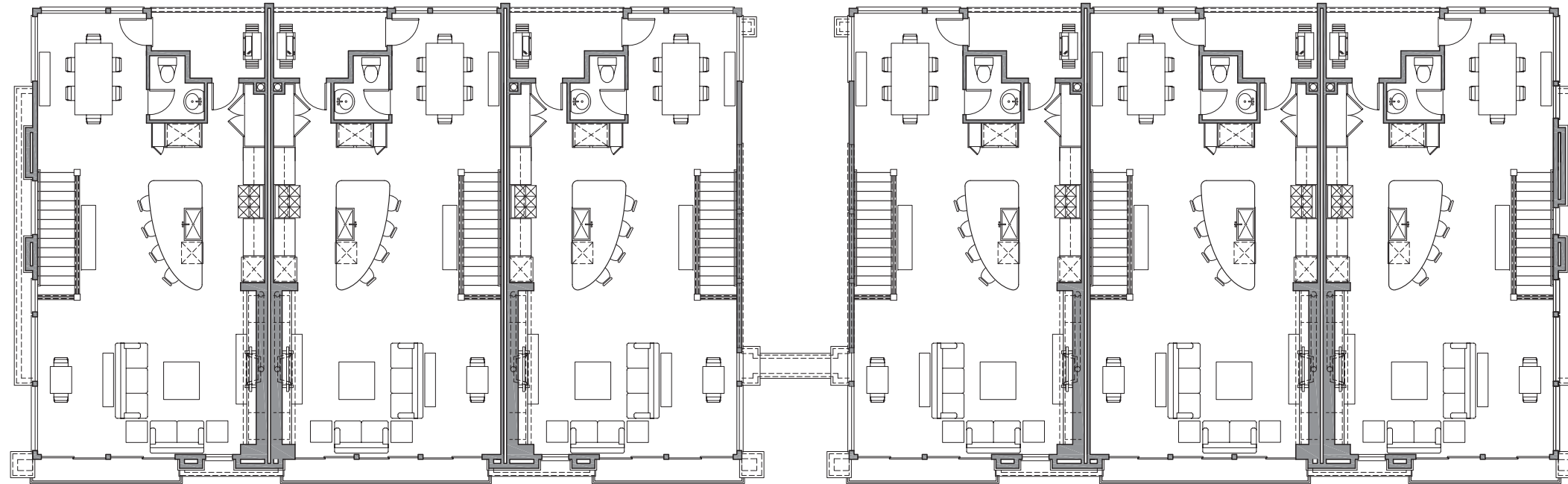
LEVEL 2



LEVEL 1

FLOOR PLANS

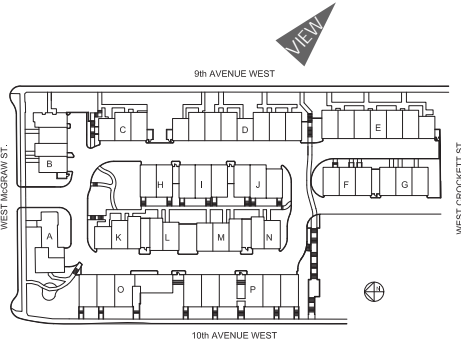
BUILDING P



LEVEL 3

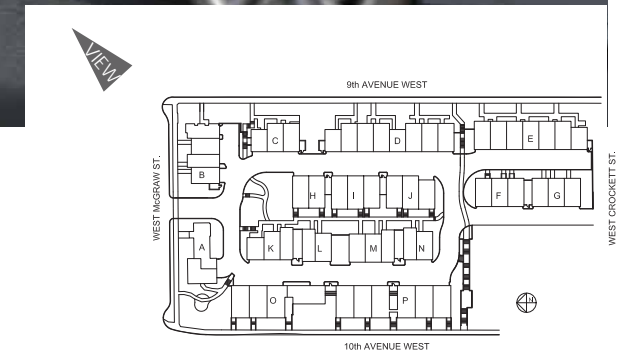
RENDERINGS

9TH AVENUE



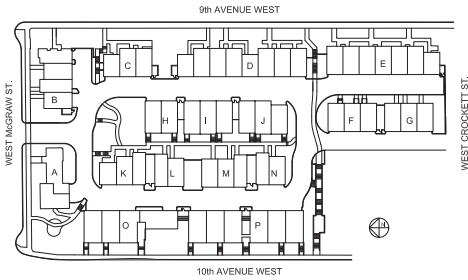
RENDERINGS

9TH AVENUE & MCGRAW



RENDERINGS

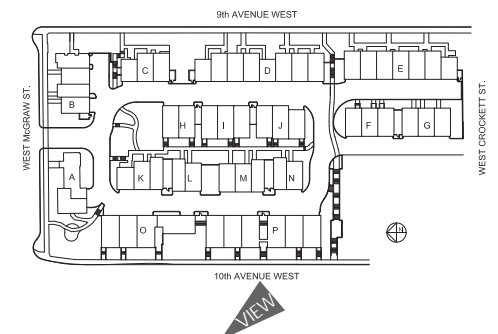
10TH AVENUE & MCGRAW



VIEW

RENDERINGS

10TH AVENUE MIDBLOCK



DESIGN PRECEDENTS



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



▲ 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.



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



LANDSCAPE

HARDSCAPE PLANS



LANDSCAPE

PLANTING PALETTE



Strawberry Tree



Bailey Dogwood



Kelsey Dogwood



Mock Orange



Magic Carpet Spirea



Salal



Hosta



Lavender



Cone Flower



Black-Eyed Susan



Mondo Grass



Orange Sedge



New Zealand Flax



Forest Grass



Dwarf Fountain Grass



Needle Grass



Silvervein Creeper



Clematis

LANDSCAPE PLANTING PALETTE



English Oak



Katsura



Stewartia



Elm



Vine Maple



Flowering Pear



Coral Bark Maple



Coast Silktassel



Azalea



Azalea



Azalea



Azalea



Camelia



Rhododendron



Pee Wee Hydrangea



Sword Fern



David's Viburnum



Flowering Currant

TREE PROTECTION

ARBORIST'S TREE SURVEY



TREE PROTECTION

ARBORIST'S LEGEND

RETAINED TREE PROTECTION STRATEGY

See Arborist Report for Tree Specific Analysis and Recommendations

See Arborist Report for General Tree Protection Measures

SUMMARY OF GENERAL TREE PROTECTION MEASURES

- After the site has been surveyed, project arborist will visit the site to determine the actual placement of tree protection.
- Tree Protection Zone (TPZ) fencing or other barriers shall be installed along all clearing limits to protect the Critical Root Zones (CRZ) of trees that are to be preserved. Optimal CRZ areas should be the greater of the drip line or calculated at 1-foot radius for every 1-inch of tree diameter.
- TPZ fencing shall not be moved without authorization from the project arborist or the site supervisor. All fencing is to be left in place until the completion of the project.
- Work required for removal of unwanted vegetation with the CRZ areas will be hand work only. No heavy equipment shall be used in the TPZ.
- Supplemental irrigation for all protected trees is required during the summer months or prolonged periods of dry weather. In the absence of adequate rainfall, apply at least 1 inch of water per week by deep soaking methods.
- All trees, especially those exposed to new environmental conditions such as exposure to wind, sun, or deep shade, should be monitored during construction and annually for several seasons following construction to check for adverse changes to the tree health or stability.
- The Elm Trees along 9th are susceptible to Dutch Elm Disease (DED). To assure the trees do not become infected they will need to be treated in spring at the time of leaf expansion.

TREE LIST

EXISTING TREE I.D.	SPECIES	DIAMETER @ STANDARD HEIGHT (INCHES)	DRIP LINE RADIUS (FEET)				"OVER 6" IN DIA." DESIGNATION	"EXCEPTIONAL" DESIGNATION	TO BE REMOVED
			NORTH	EAST	SOUTH	WEST			
706	ENGLISH HOLLY	12.1	8	8	8	8	X		X
707	JAPANESE MAPLE	6.5	7	7	7	7	X		
708	PURPLE LEAF PLUM	7	12	12	12	21	X		
709	DOUGLAS FIR	30.8	19	18	21	17		X	
710	DOUGLAS FIR	22.1	18	18	18	18	X		
711	NORWAY MAPLE	7.7	8	8	8	8	X		X
712	AUSTRIAN BLACK PINE	13.2	11	11	11	11	X		X
713	AUSTRIAN BLACK PINE	11.8	10	10	10	10	X		X
714	WESTERN HEMLOCK	17.2	10	10	10	10	X		X
715	SCOTCH PINE	17.5	12	12	12	12	X		X
716	SCOTCH PINE	18	18	18	18	18	X		X
717	SHORE PINE	12.5	12	6	7	10		X	
718	SCOTCH PINE	16.8	20	14	10	8	X		
720	SCOTCH PINE	10.8	15	15	15	15	X		
721	PACIFIC MADRONE	8.9	9	16	9	7	X		
722	DOUGLAS FIR	23.9	16	14	15	15	X		
723	TABLE MOUNTAIN PINE	12.6	16	18	10	0	X		
724	SCOTCH PINE	11.6	7	7	7	7	X		X
725	DOUGLAS FIR	14	11	11	9	10	X		
726	EUROPEAN ELM	26	26	30	28	21	X		
727	EUROPEAN ELM	15.6	6	2	7	14	X		X
728	EUROPEAN ELM	24.1	13	30	28	25	X		
729	PACIFIC MADRONE	13.5	9	2	10	19		X	
730	PACIFIC MADRONE	9.3	4	6	8	18		X	
731	PACIFIC MADRONE	6.8	6	6	7	8	X		
732	ENGLISH ELM	12.8	20	20	20	20	X		
733	SHORE PINE	8.3	7	7	7	7	X		X
734	DEODOR CEDAR	23.1	20	20	20	20	X		
735	AMERICAN ELM	27.3	28	32	17	32	X		
736	JAPANESE PINE	27.4	25	25	25	25	X		
737	AMERICAN ELM	29.2	24	28	23	33	X		
738	ENGLISH HOLLY	15.8	6	6	6	6	X		X
739	PACIFIC MADRONE	11.6	13	8	12	7		X	
740	PACIFIC MADRONE	11.8	9	9	9	9	X		
741	PACIFIC MADRONE	9.2	8	0	11	17		X	
742	ENGLISH YEW	6.5	2	2	2	2	X		X
743	AMERICAN ELM	30.7	20	37	29	31	X		
744	AMERICAN ELM	31.6	36	36	23	27	X		
745	AMERICAN ELM	25.6	23	36	17	28	X		
746	AMERICAN ELM	29.5	14	47	24	20	X		
747	AMERICAN ELM	34.4	26	30	37	32	X		
748	ENGLISH HOLLY	13.1	6	6	6	6	X		X
749	STAGHORN SUMAC	10	10	10	10	10	X		X
750	SHORE PINE	15.6	6	15	18	11	X		X
751	JACK PINE	9.5	4	13	12	5	X		X
752	JACK PINE	9.4	4	10	9	5	X		X
753	JACK PINE	10.5	8	9	14	10	X		X
754	DOUGLAS FIR	11	7	12	11	13	X		X
755	DOUGLAS FIR	23.2	15	16	19	17	X		
756	EASTERN DOGWOOD	7	6	6	6	6	X		X
757	APPLE	17.2	8	8	8	8	X		X
758	JAPANESE MAPLE	7.1	5	5	5	5	X		X
759	JAPANESE MAPLE	5.8	5	5	5	5	X		X
760	JAPANESE MAPLE	6.4	5	5	5	5	X		X

EXISTING TREE I.D.	SPECIES	DIAMETER @ STANDARD HEIGHT (INCHES)	DRIP LINE RADIUS (FEET)				"OVER 6" IN DIA." DESIGNATION	"EXCEPTIONAL" DESIGNATION	TO BE REMOVED	
			NORTH	EAST	SOUTH	WEST				
761	ENGLISH HOLLY	9.2	8	8	8	8	X		X	
762	WESTERN RED CEDAR	12.9	10	10	10	10	X		X	
763	COMMON PHOTINIA	15.5	13	13	13	13	X		X	
764	RED ALDER	8.2	9	9	9	9	X		X	
765	RED ALDER	7.5	9	9	9	9	X		X	
766	SCOUER WILLOW	12	9	12	13	7		X		
767	DOUGLAS FIR	13.7	8	8	8	8	X		X	
768	WESTERN RED CEDAR	26.8	15	18	13	15	X			
769	FLOWERING PLUM	7.2	7	7	7	7	X		X	
770	PACIFIC MADRONE (DEAD)	10.1	NA	NA	NA	NA	X		X	
771	AMERICAN ELM	10.6	15	15	15	15	X		X	
772	NORWAY MAPLE	27	18	18	18	18	X		X	
773	PACIFIC MADRONE	15.3	12	0	11	10		X		
774	PACIFIC MADRONE	16.7	11	15	10	16		X		
775	SCOTCH PINE	8.9	5	5	5	5	X		X	
776	PACIFIC MADRONE	13.7	4	1	15	23	X		X	
777	SCOTCH PINE	14.2	15	15	15	15	X		X	
778	SCOTCH PINE	23	12	18	30	17	X		X	
779	DEODOR CEDAR	19.1	12	12	12	12	X		X	
780	DEODARA CEDAR	17.5	12	12	12	12	X			
781	DEODARA CEDAR	27.1	26	28	26	9	X			
782	ENGLISH HOLLY	8.3	7	7	7	7	X		X	
783	FLOWERING PLUM	7.2	8	8	8	8	X		X	
784	STRAWBERRY TREE	9.4	8	8	8	8	X		X	
785	STRAWBERRY TREE	15.4	8	8	8	8	X		X	
786	MUGO PINE	5	5	5	5	5			X	
787	FLOWERING PLUM	7.7	8	8	8	8	X		X	
788	SHORE PINE	9.5	10	10	10	10	X		X	
789	SCOTCH PINE	15.3	20	20	20	20	X		X	
790	SCOTCH PINE	15.8	15	15	15	15	X		X	
791	NORWAY SPRUCE	16.6	17	17	17	17	X		X	
792	JAPANESE MAPLE	17.7	19	15	17.5	20		X		
793	FLOWERING CHERRY	15.6	9	10	12	13	X		X	
794	FLOWERING CHERRY	5.5	8	10	8	8			X	
795	FLOWERING CHERRY	6.5	12	11	11	11	X		X	
ALLEY 1	DEODOR CEDAR	30	DRIP LINE IS OFF-SITE					X		
ALLEY 2	DEODOR CEDAR	36	DRIP LINE IS OFF-SITE					X		

ADJUSTMENTS

ADJUSTMENT SUMMARY

#	REQUESTED ADJUSTMENT	REQUIREMENT	# SUBSET	PARCEL	BUILDING	SHEET REFERENCE	PROPOSED ADJUSTMENT	ADJUSTMENT AMOUNT	REASON FOR ADJUSTMENT	
1	STRUCTURE WIDTH SMC 23.45.527 - Table A - Structure width in LR zones may not exceed the width indicated on Table A for 23.45.527 - ("Zone LR1, 60' for Townhouse Developments")	Maximum structure width for Townhomes: 60'-0"	1A	Parcel 2	F	ASP.9 - Exhibit #1	61'-7"	1'-7" (2.64%) over the maximum structure width	(1A & 1D) These buildings are street-facing on the sides. Bays have been added to the side elevations to make these buildings more appealing to the overall community. See elevation examples attached to Exhibit #1 "Structure Width Adjustment Diagrams." We are also showing one of our unenhanced sides (currently between buildings only) for comparison. (See Exhibit #1 on Sheet ASP.9)	
			1B	Parcel 2	G	ASP.9 - Exhibit #1	60'-1"	1" (0.14%) over the maximum structure width		
			1C	Parcel 3	I	ASP.9 - Exhibit #1	60'-1"	1" (0.14%) over the maximum structure width	(1B & 1C) The 60'-1" length that we're requesting allows us to provide a building with openings that are uniformly spaced for an aesthetically pleasing façade and uniform interior dimensions of the three units. (See Exhibit #1 on Sheet ASP.9)	
			1D	Parcel 3	J	ASP.9 - Exhibit #1	62'-7"	2'-7" (4.31%) over the maximum structure width		
2	SEPARATIONS BETWEEN MULTIPLE STRUCTURES SMC 23.45.518.F.1 - ("In LR and MR zones, the minimum required separation between principal structures at any two points on different interior facades is 10 feet, except for cottage housing developments, and principal structures separated by a driveway or parking aisle.")	Minimum required separation between principal structures: 10'-0"	2A	Parcel 3	H and I	ASP.10 - Exhibit #2	8'-0"	2'-0" (20%) less than the minimum required separation between principal structures	The adjustment provides a larger pocket park north of Building H, retains more non-exceptional trees and reduces the root zone disturbance of existing trees located at the central pocket park. (See Exhibit #2 on Sheet ASP.10) (Better complies with DRB Guidelines A-1, A-7, D-1, E-3)	
			2B	Parcel 3	I and J	ASP.10 - Exhibit #2	8'-0"	2'-0" (20%) less than the minimum required separation between principal structures		
3	FRONT YARD SETBACK SMC 23.45.518.A - ("Front yard setbacks for Rowhouses in an LR Zone shall be 5'-0" minimum")	Minimum front yard setback for Rowhouses: 5'-0"	3A	Parcel 4	O	ASP.10 - Exhibit #3	Habitable building is at setback. Architectural contemporary framing projects Intermittently and varyingly into the setback as much as 1'-9 1/2"	Setback is less by up to 1'-9 1/2" (35.8%) of the required	This adjustment is necessary to provide an enhanced façade along the major arterial, 10th Avenue W. All habitable space is located behind the setback line. The actual separation between the sidewalk and the setback line is 15', horizontal and approx. 6' vertical. This transition zone will be heavily landscaped. The approximate 1.75' projection into this zone is entirely for architectural elements that create shadow line, interest, material breaks and modulation. A non-exceptional cedar tree was retained along this frontage in addition to a corner park area, resulting in buildings that need to maximize depth to preserve width. (see Exhibit #3 on Sheet ASP.10 and Exhibit #7 on Sheet ASP.12) (Better complies with DRB Guidelines A-6, A-7 & E-3)	
			3B	Parcel 4	P	ASP.10 - Exhibit #3	Habitable building is at setback. Architectural contemporary framing projects Intermittently and varyingly into the setback as much as 1'-8 3/4"	Setback is less by up to 1'-8 3/4" (34.6%) of the required		
4	PROJECTIONS PERMITTED IN ALL REQUIRED SETBACKS AND SEPARATIONS SMC 23.45.518.H.1 - ("Cornices, eaves, gutters, roofs and other forms of weather protection may project into required setbacks and separations a maximum of 4 feet if they are no closer than 3 feet to any lot line.")	Maximum projections of eaves, gutters, roofs and other forms of weather protection: 4'-0" if they are no closer than 3'-0" to any lot line	A. First Floor Low Roof Overhangs							
			4A-1	Parcel 4	O	ASP.11 - Exhibit #4	Low roof overhangs project to a distance of 2'-6 1/4" from the front lot line	Low roof overhangs project 5'-3/4" (16.0%) closer to the front lot line than permitted	This adjustment is necessary to provide an enhanced façade along the major arterial, 10th Avenue W. All habitable space is located behind the setback line. The actual separation between the sidewalk and the setback line is 15', horizontal and approx. 6' vertical. This transition zone will be heavily landscaped. The roof projections of up to 1 foot into this zone is entirely for architectural purposes to create an appropriately scaled cap and overhang for the buildings. A non-exceptional cedar tree was retained along this frontage in addition to a corner park area, resulting in buildings that need to maximize depth to preserve width. (see Exhibit #4 on Sheet ASP.11 and Exhibit #7 on Sheet ASP.12) (Better complies with DRB Guidelines A-6, A-7 & E-3)	
			4A-2	Parcel 4	P	ASP.11 - Exhibit #4	Low roof overhangs project to a distance of 2'-7 3/4" from the front lot line	Low roof overhangs project 4 1/4" (11.8%) closer to the front lot line than permitted		
			B. Roofs and Gutters							
4B-1	Parcel 4	O	ASP.11 - Exhibit #4	Roof overhangs project to a distance of 2'-0 1/4" from the front lot line	Roof overhangs project 11'-3/4" (32.6%) closer to the front lot line than permitted					
4B-2	Parcel 4	P	ASP.11 - Exhibit #4	Roof overhangs project to a distance of 2'-1 3/4" from the front lot line	Roof overhangs project 10'-1/4" (28.5%) closer to the front lot line than permitted					
5	UNENCLOSED DECKS AND BALCONIES SMC 23.45.518.I - ("Unenclosed decks and balconies may project a maximum of 4 feet into required setbacks if each one is no closer than 5 feet to any lot line, no more than 20 feet wide, and separated from other decks and balconies on the same facade of the structure by a distance equal to at least 1/2 the width of the projection.")	Maximum projections of unenclosed decks and balconies: 4'-0" if they are no closer than 5'-0" to any lot line	5A	Parcel 4	O	ASP.11 - Exhibit #5	Third floor open decks project to a distance of 3'-0 1/4" from the front lot line	Open Decks project 1'-11 3/4" (39.6%) closer to the front lot line than permitted	This adjustment is necessary to provide an enhanced façade along the major arterial, 10th Avenue W. All habitable space is located behind the setback line. The actual separation between the sidewalk and the setback line is 15', horizontal and approx. 6' vertical. This transition zone will be heavily landscaped. The approximate 2' projection into this zone is entirely for a balcony element that will provide "eyes on the street" activation of the public realm (bus stop and safe walk route). In addition a non-exceptional cedar tree was retained along this frontage in addition to a corner park area, resulting in buildings that need to maximize depth to preserve width. (see Exhibit #5 on Sheet ASP.11 and Exhibit #7 on Sheet ASP.12) (Better complies with DRB Guidelines A-6, A-7 & E-3)	
			5B	Parcel 4	P	ASP.11 - Exhibit #5	Third floor open decks project to a distance of 3'-0" from the front lot line	Open Decks project 1'-11" (38.3%) closer to the front lot line than permitted		
6	MAXIMUM FAÇADE LENGTH IN LOWRISE ZONES SMC 23.45.527.B.1 - ("The maximum combined length of all portions of facades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line, except as specified in subsection 23.45.527.B.2.")	Maximum façade length: 65% of the lot line		Parcel 4	P	ASP.12 - Exhibit #6	42'-6"	2'-0" (3%) over the maximum façade length	Building P is sited 1'-1/2" away from the side (south) lot line in order to retain and minimize disturbance to the exceptional tree #766. Also the front elevation articulation discussed in Adjustment #3, #4 & #5. (see Exhibit #6 on Sheet ASP.12)	

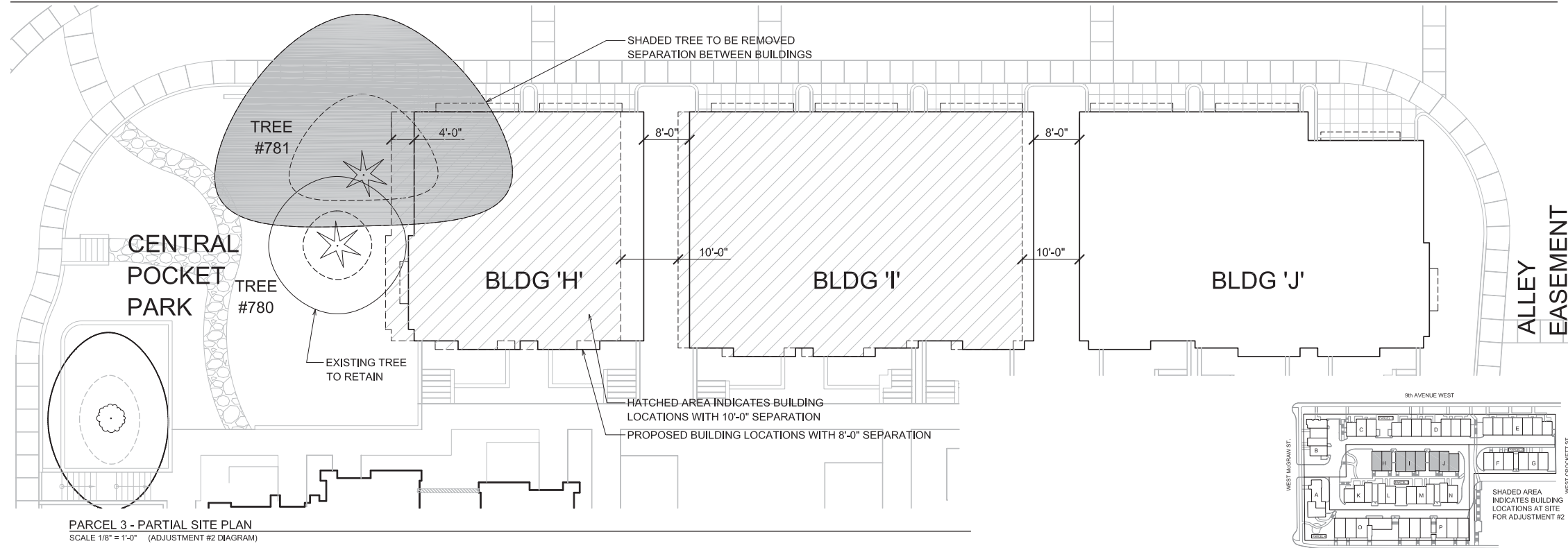
ADJUSTMENTS

ADJUSTMENT GRAPHICS

#1: STRUCTURE WIDTH ADJUSTMENT DIAGRAMS



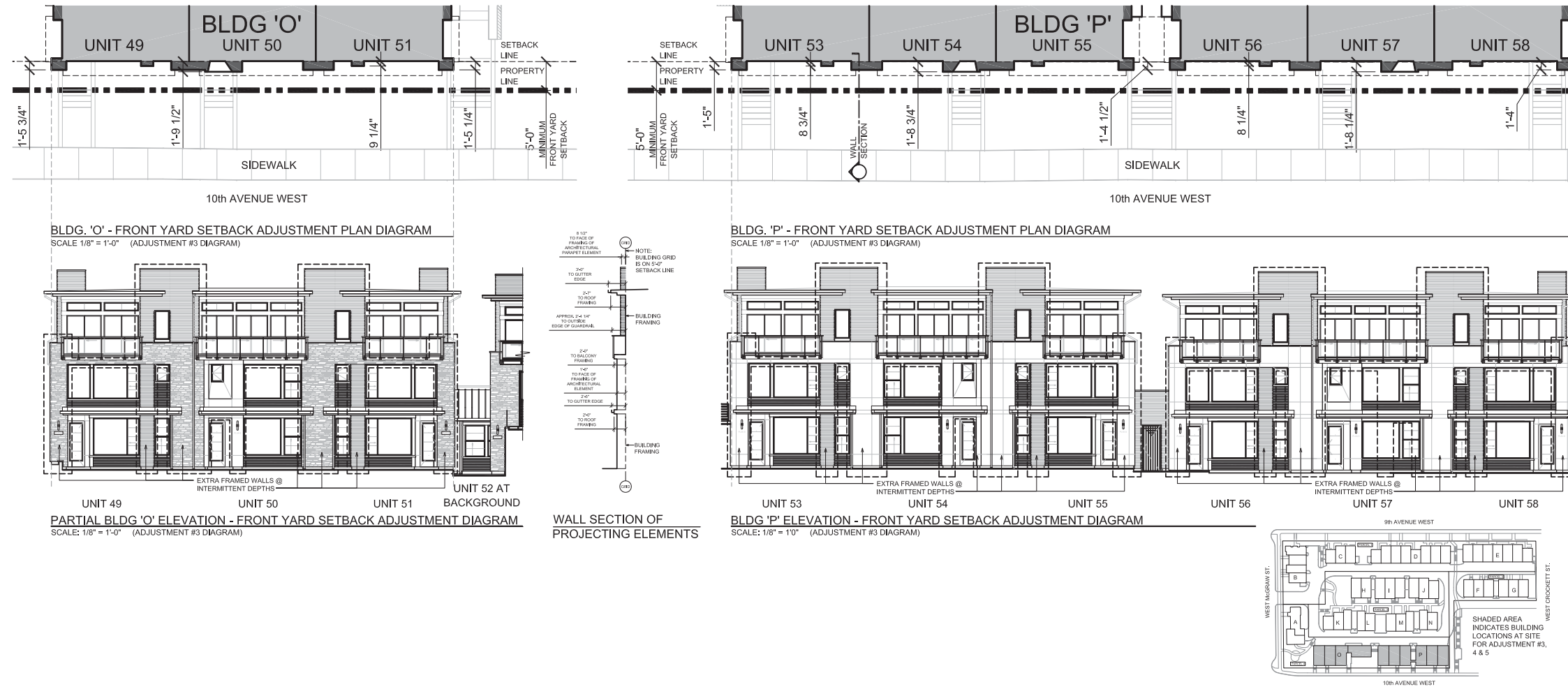
#2: SEPARATIONS BETWEEN MULTIPLE STRUCTURES ADJUSTMENT DIAGRAM



ADJUSTMENTS

ADJUSTMENT GRAPHICS

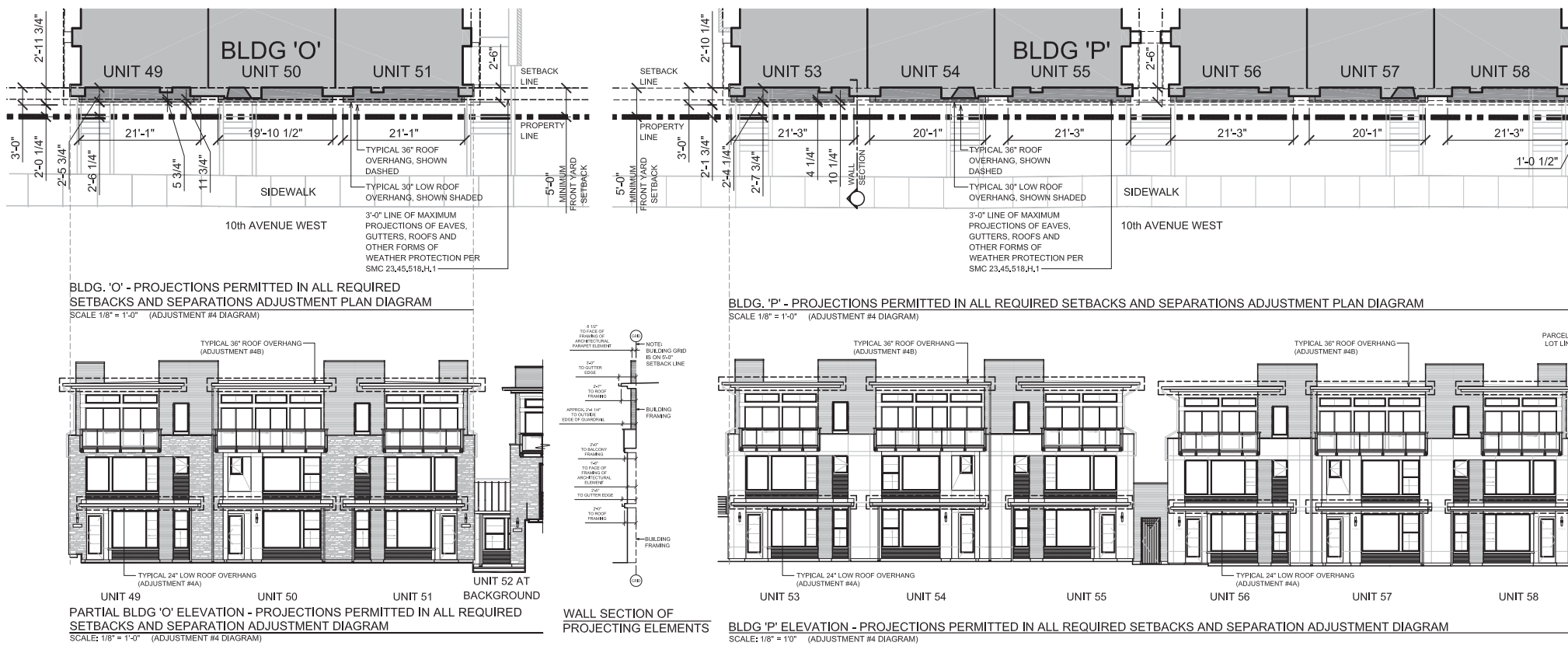
#3: FRONT YARD SETBACK ADJUSTMENT DIAGRAMS



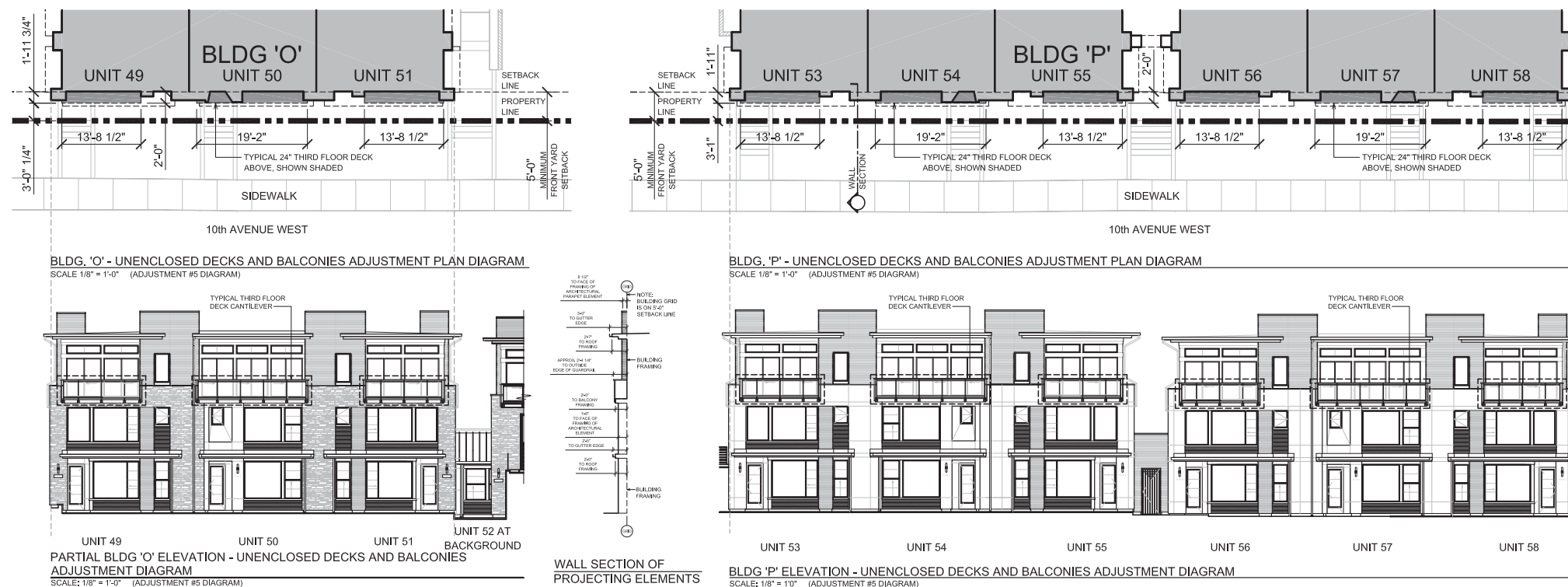
ADJUSTMENTS

ADJUSTMENT GRAPHICS

#4: PROJECTIONS PERMITTED IN ALL REQUIRED SETBACKS AND SEPARATIONS ADJUSTMENT DIAGRAMS



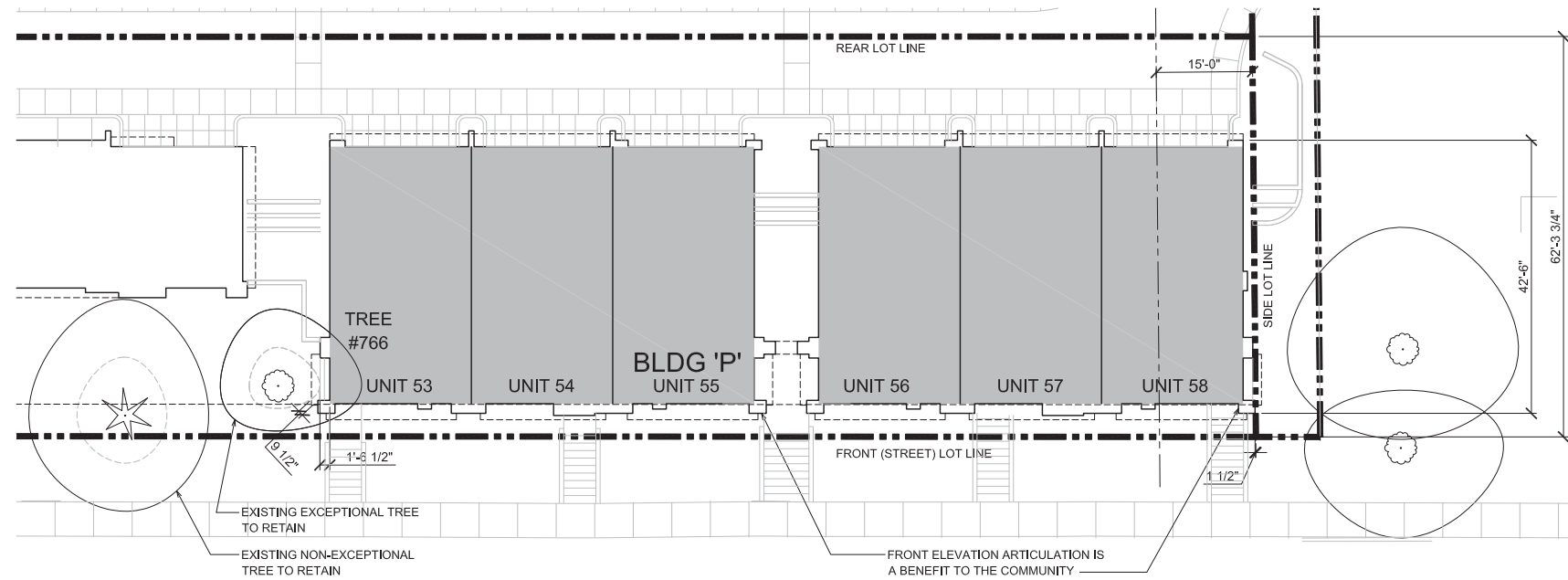
#5: UNENCLOSED DECKS AND BALCONIES ADJUSTMENT DIAGRAMS



ADJUSTMENTS

ADJUSTMENT GRAPHICS

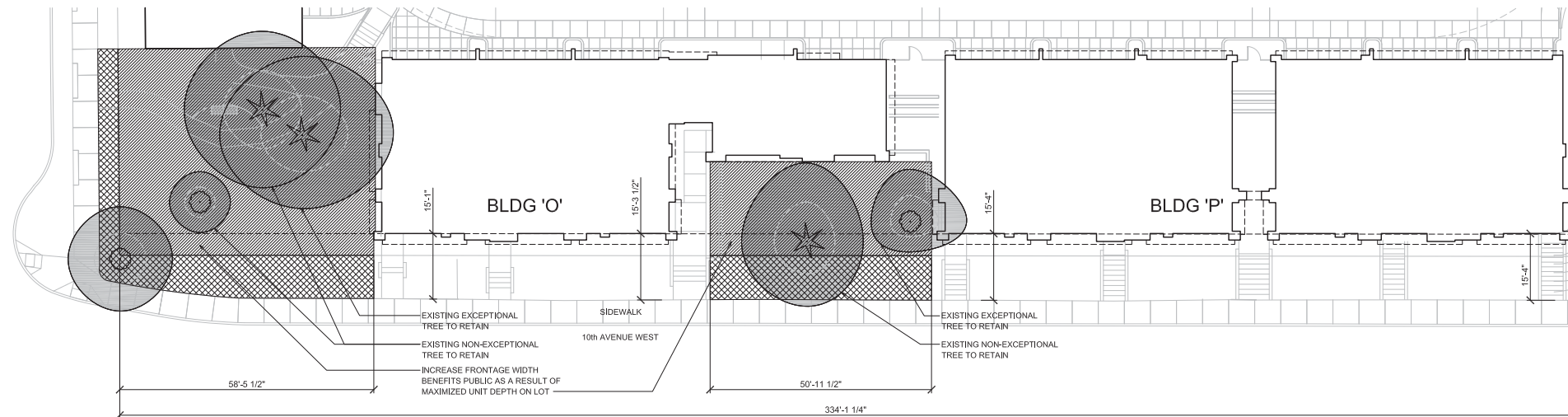
#6: MAXIMUM FACADE LENGTH ADJUSTMENT DIAGRAM



BLDG. 'P' - MAXIMUM FACADE LENGTH ADJUSTMENT PLAN DIAGRAM
SCALE 1/8" = 1'-0" (ADJUSTMENT #5 DIAGRAM)

FACADE LENGTH CALCULATIONS	
SSC 23.45.22(B)	
LOT LINE LENGTH (LL1) = 62'-3 3/4"	
ALLOWED FACADE LENGTH = 62'-3 3/4" x 65% = 40'-6"	
TOTAL FACADE = 42'-6" (68% x 65% LL1)	

#7: PARK AREA ALONG 10TH AVENUE WEST DIAGRAM



OPEN AREA ALONG 10TH AVENUE WEST DIAGRAM
SCALE 1/16" = 1'-0" (ADJUSTMENT #3, 4 & 5 DIAGRAM)

