

CITY OF SEATTLE
DESIGN REVIEW PRESENTATION

JENKINS DUPLEX ADDITION
8 ETRURIA ST. • SEATTLE, WA. 98109

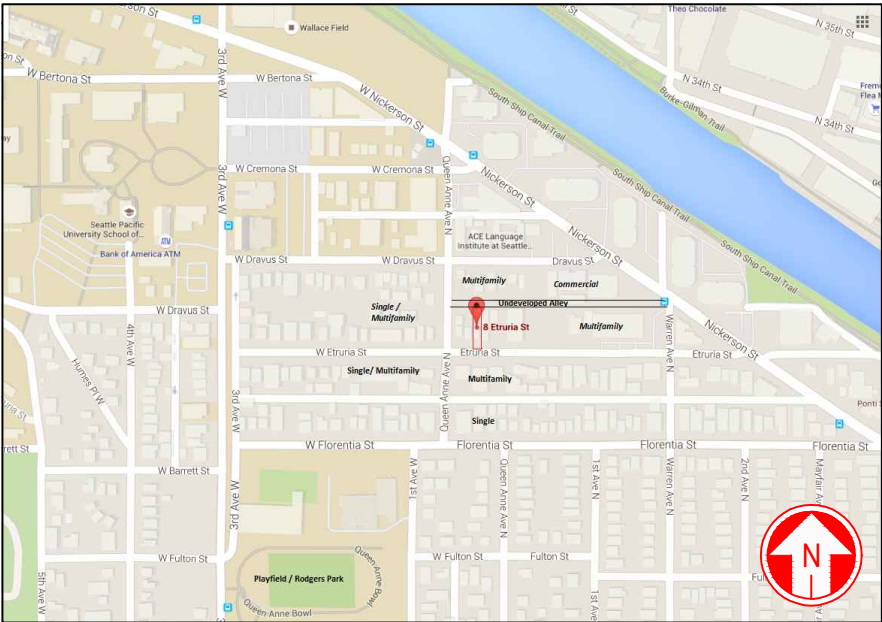


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FEBRUARY 24, 2016
Jenkins Properties, Inc



Project Site Aerial



Vicinity Map

PROPOSAL STATEMENT

Jenkins Properties (“Applicant”) proposes to build a new detached two-story residential duplex in the rear yard of an existing two-story duplex located in an L3 zone on the north side of Queen Anne Hill. The new structure, which effectively creates a four-unit apartment complex, will abut an undeveloped alley. The detached 2 x 2 duplex orientation allows us to build a common exterior amenity space (“Courtyard”) between the two structures.

The project is located in an area of multiple uses that include single family homes (to the immediate west); multi-family apartment complexes of very different sizes; and commercial structures (to the immediate east and north). The project is located within 2 blocks from Seattle Pacific University and one block from a bus stop on Nickerson Street. The project's location minimizes the need for a car and is supportive of the city's policy encouraging the use of public transportation and alternative modes of commuting.

Given the site's topography and limited size of the site, the applicant seeks the following land use adjustments to improve the site's aesthetic and functionality:

1. A reduction in the residential parking requirement from four- to three stalls (a 25 percent reduction).
2. A reduction in the rear setback requirement from ten- to five feet (a 50% reduction).

Please refer to the Development Standards Adjustments on page A12 of this packet.

Vicinity Map/
Site Aerial

JENKINS DUPLEX
ADDITION

DATE	02-24-2016	A1
DRAWN	LHD/MVM	
SCALE	AS NOTED	

ANALYSIS OF CONTEXT - GENERAL

This project site is located near the base of the north slope of Queen Anne Hill and is positioned just south and west of the Nickerson Street transit corridor which is parallel to the Fremont canal. Being near the bottom of the northern slope, solar access is quite limited during three seasons of the year. Solar access to the site is made relatively available due to the fact that the subject property sits on the north edge of Etruria Street and existing houses to east and west of the site are limited to 1-2 stories. Vegetation and tall street trees are abundant along Etruria Street as well as intersecting Queen Anne Ave N to the west and Phinney Ave N to the east. This enhances the aesthetic green feeling of the street but also limits solar access to the site. Estimated tree canopy coverage is approximately 36% per Seattle Parcel Data.



1. Etruria St. Looking North

1 & 2. ETRURIA STREET (Looking North towards front yards):

Typically along the block and westward past Queen Anne Ave., yards are openly landscaped and fenced. They are fronted by residential homes characterized by wood framed, 1.5 - 2 stories and have approximately 6:12 pitched gable roofs with dormers. Typically the buildings include covered front porches, wood lap siding, traditional residential windows, painted trim,

This site is situated in a LR3 zone containing both single family and multifamily uses. Commercial C2-40 zones border just ½ block to the north along Dravus Street and then 3 plat lots to the west. Southward, up Queen Anne Hill ½ block, begin LR1 and LR2 zones. These zones then transition to less dense SF 5000 zones further southward. This site is only 2 blocks from the Seattle Pacific University campus and 1 block from Nickerson Street and bus stop offering bus transit and local shopping conveniences.

Circulation patterns are primarily vehicular with fully developed street front curbs and sidewalks. This site is bound by Etruria Street, Queen Anne Ave, Dravus Street, and Phinney Ave. N. Rear access to the site is available by an undeveloped alley. The alley is used by

both automobiles, city service trucks and pedestrians. The alley is not a pedestrian safe and friendly circulation route at this time.

Views are limited to territorial views downhill toward the north. Due to the commercial uses, multiple industrial like roof tops and underdeveloped rear yards adjoin the adjacent alley to the north, these northward views are visually unappealing.

There are no nearby landmarks of significance or of relationship to this site other than the Seattle Pacific University campus 2 blocks to the west and Roger's Park and sports field located 3 blocks southwest along 3rd Ave. West.

The numbered sections below are keyed to the numbered photo groups on this page.



2 .Etruria St. Looking East

wooden roof brackets and window bays. All are low profile in appearance until further east down the block until the zone changes to C2 where the block opens up to a very large ½ block apartment development under construction. The low profile along this block edge is accentuate by the ground sloping downward and northward from the façade lines of these buildings. These adjacent traditional residential styles are style images the applicant

proposes to emulate for the architectural style of this project.

Structures on both sides of Etruria St. extending westward of Queen Anne Ave. are a consistent pattern of 1-2 story traditional single family homes. These homes incorporate traditional materials that reflect Seattle bungalow home images and textures. Buildings and landscaping are well maintained along this corridor.



3. Etruria St. Looking South

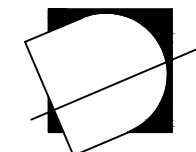
4. Etruria St.& Queen Anne Ave.N. looking South and West

3 & 4. ETRURIA STREET (Looking South toward front yards):

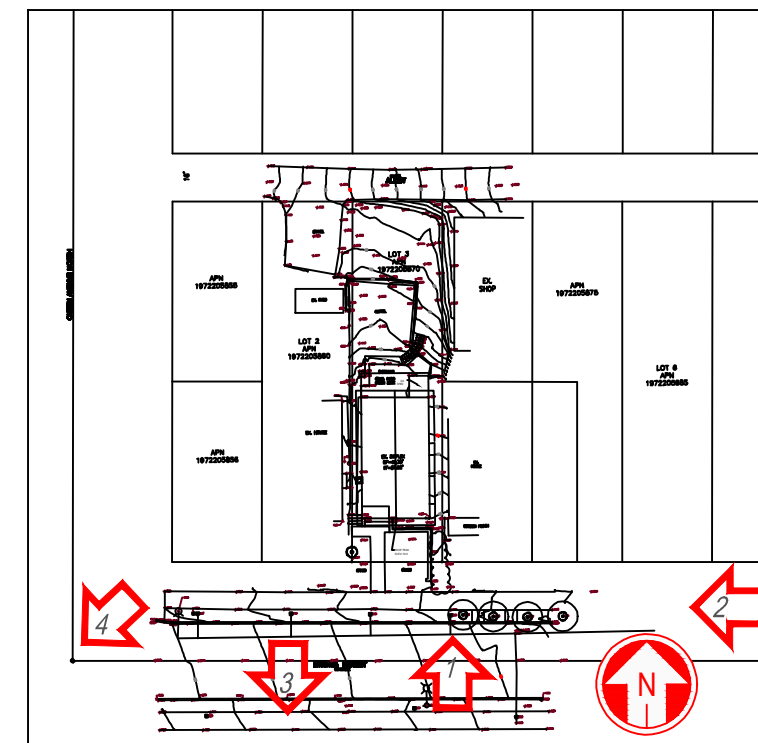
Across the street from the subject property is a continuous row of 4 story multi-family apartment structures. They are characterized by low sloped (or flat) roofs, repetitive

layers of open balconies rimmed by vertical spindle metal & wood railing systems, lap siding or T-111 siding, metal and vinyl windows. These structures present themselves as large and imposingly tall

because they are located on the uphill slope toward the south. They view northward toward territorial views across the tops of the subject lot and adjacent properties on the north side of street.



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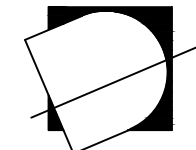


KEY PLAN

Analysis of Context

JENKINS DUPLEX ADDITION

DATE	02-24-2016	A2
DRAWN	LHD/MVM	
SCALE	AS NOTED	



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5. Alley - Looking North

5. ALLEY - (Looking North) Views and features appear random and a bit chaotic. The alley is an undeveloped pattern of unpaved, sparsely vegetated, rear yards and parking lots. Boundaries are ill-defined. This is a rough, highly automobile oriented area with no pedestrian oriented amenities. The alley feels unsafe during day and more so during the evening since there appears to be no street lighting.



6. Alley - Looking South



7. Alley - Mid-block - Looking West



8. Alley West Entrance - Looking East

6, 7, 8. ALLEY (Looking South toward site)

Entering alley off of Queen Anne Ave. heading East, one faces a fairly clean and orderly rear yard of a single family corner house characterized by traditional windows, lap siding, window bays and gable roof.

Progressing eastward and downward, rock and

timber retaining walls capped with old wood fencing are typically viewed. These walls retain the southward uphill ground slope up towards Etruria Street.

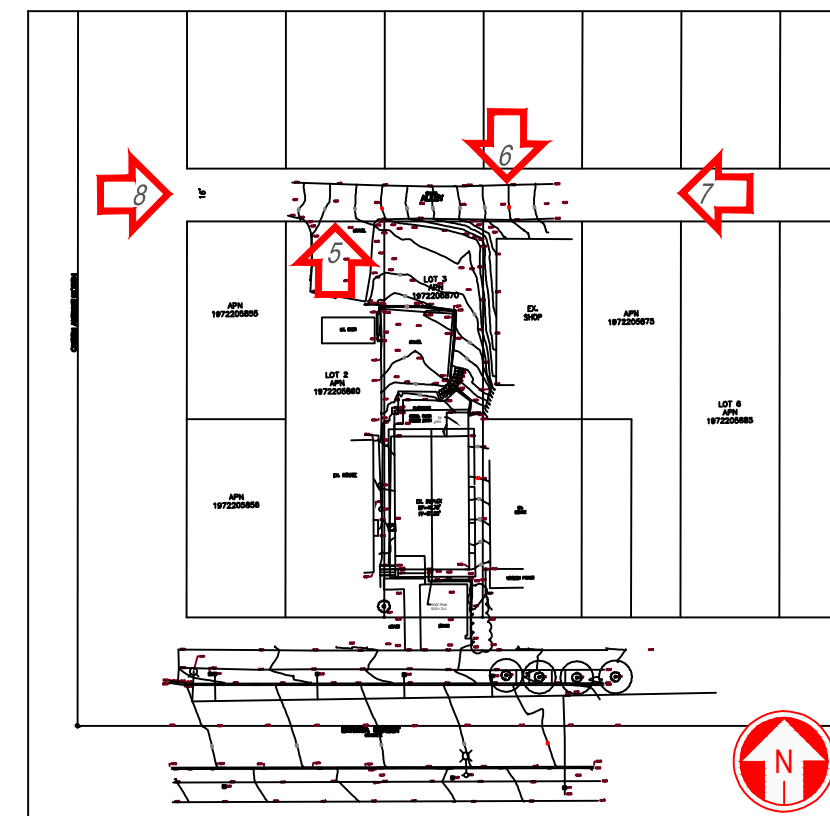
Ground surfaces are typically undeveloped mud/dirt and a little dangerous to navigate by car and by foot.

Multi-level off-alley, rough surfaced parking

pads are found. Rear facades of houses are moderately pitched gabled roofs.

At alley mid-block old large, shed roof, weathered corrugated metal, commercial storage buildings define the alley edge.

Beyond the storage buildings, lays a vast ½ block construction site where a large apartment project is being constructed. Entire alley is very rough and rundown visually punctuated with randomly dispersed recycle and trash containers.



KEY PLAN

Analysis of Context

JENKINS DUPLEX ADDITION

DATE	02-24-2016	A3
DRAWN	LHD/MVM	
SCALE	AS NOTED	



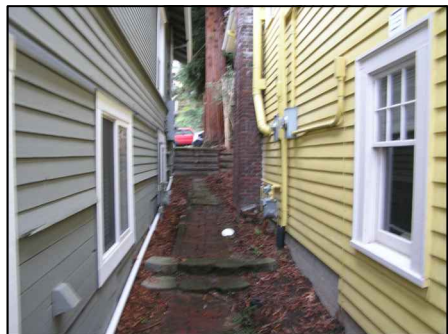
4.Rear Yard - Looking West



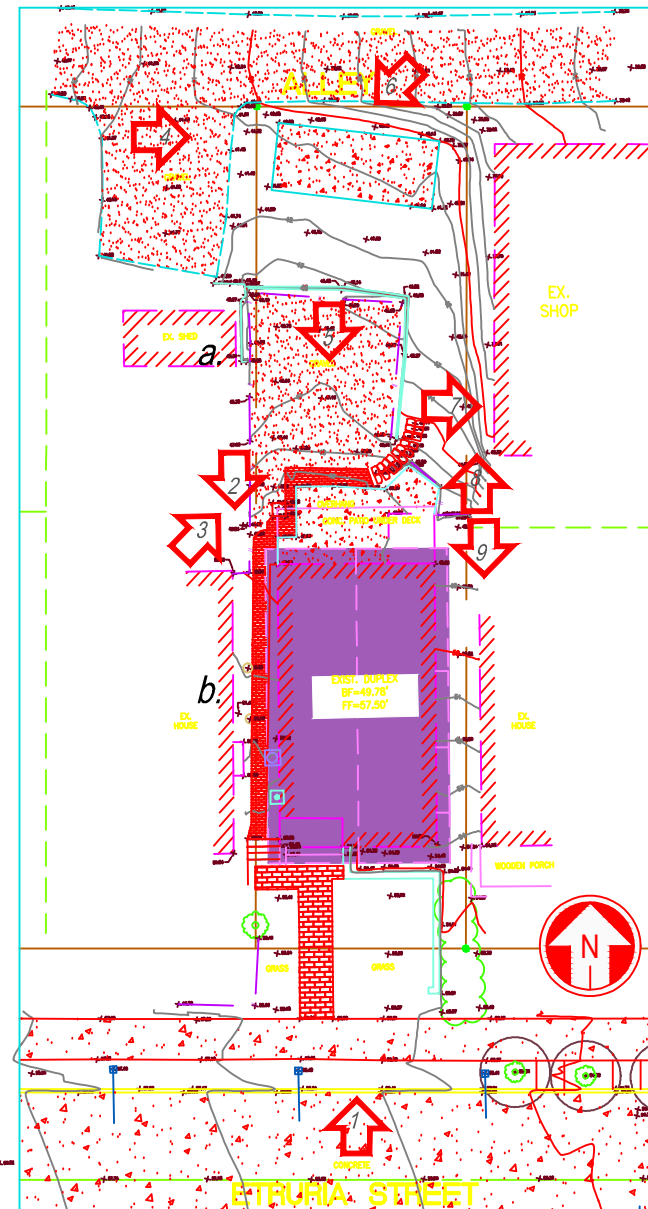
3.West Side Yard Looking Northeast toward existing rear patio



2. West Side Setback - Looking South



5.Existing Duplex - Rear Elevation



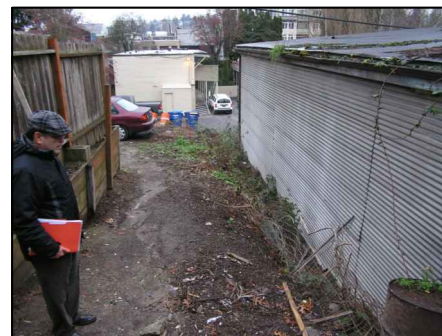
1.Existing Duplex - Etruria St. Elevation



6. Rear Yard - Looking East



7. East Side Yard - Looking East



8. East Side Setback - Looking North



9. East Side Setback - Looking South

SITE CONDITIONS

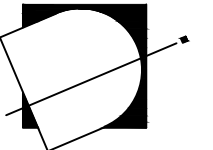
The site is a long narrow urban lot measuring 30' wide and 120' deep. The grade drops northward from front to rear of lot an approximate distance of 18'. Since the site's topography is sloping down northward, and the site being located near the foot of North Queen Anne hill, the solar access is limited during 3 seasons of the year.

An existing 40' x 22' - 1 story (with daylight basement at rear) traditional craftsmen style duplex building is located at the front side of the lot and is set approximately 15' from the front property line. Adjacent houses to East and West are set close to (3-5' feet) side yard lines, and therefore the space between the existing building and adjacent houses is a narrow corridor. However the West side yard is paved to accommodate comfortable pedestrian access to the rear of lot. Portions of side yards are fenced but aging.

The rear side of existing building has a full width deck the East ½ of which is covered. The ground level immediately behind the existing duplex is relatively level and serves as the patio area to the basement unit. This area is the proposed siting and level of the projected common amenity area. There are moderate territorial views to the north from this plateau level. From the rear patio the flanking grades drop 7-9 feet down to the alley level.

The existing duplex structure looks like a single family house (converted to duplex). It is capped with an 8:12 pitch asphaltic tile roof. At the front, the roof is formed into cascading style gables that define the 4' deep recessed front porch and the window bay on the SE corner. Siding is lapped but varies in exposures from 3" to 5". The 10" roof fascia, 5" door and window trim, 4x crafted roof eave brackets and wood columns are painted white wood. Windows are white, tradition residential type. Unit pavers pave the entry walkway, stairs and pathway to the rear of the building.

One significant cedar tree sits on the East side property line several feet forward of building facade in the front yard area. Minimal landscaping is located on the site and is predominantly lawn surfaces.

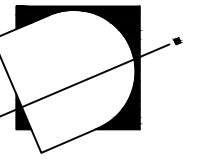


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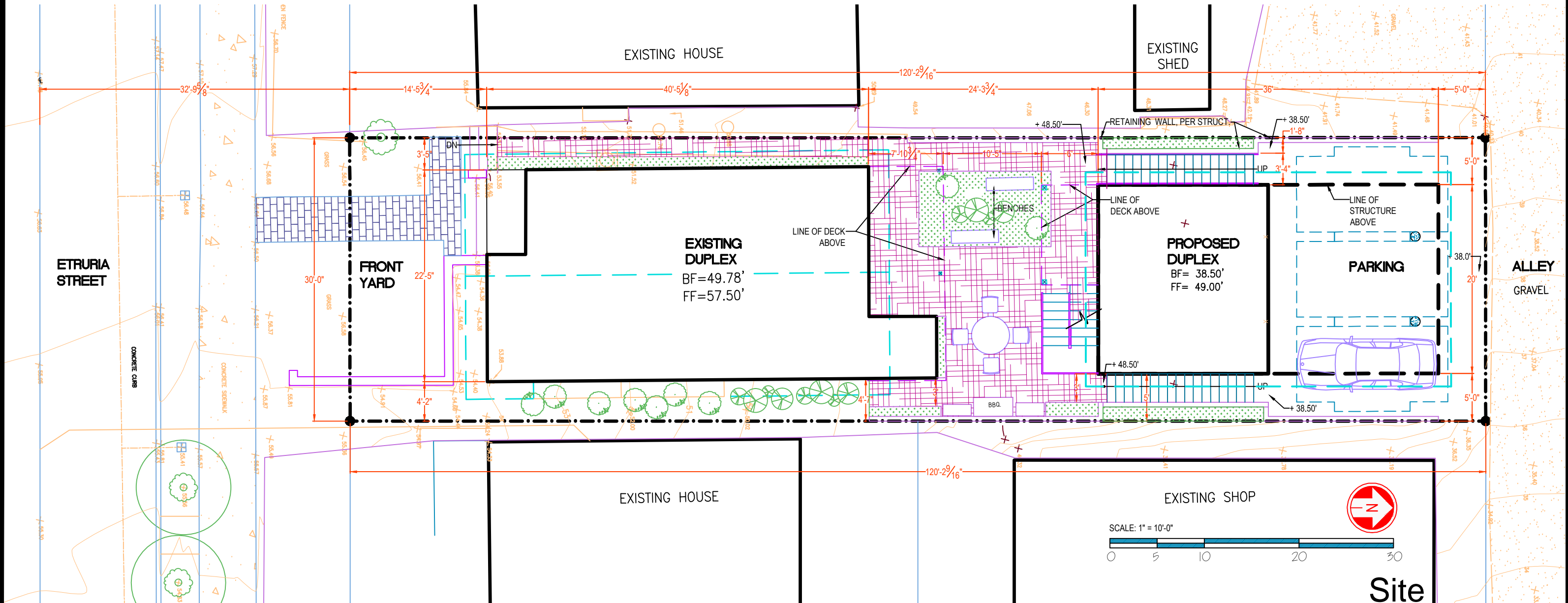
Existing Site Conditions

JENKINS DUPLEX ADDITION

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DRAWN	LHD/MVM	
SCALE	AS NOTED	

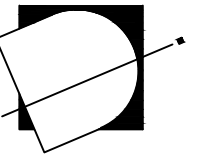


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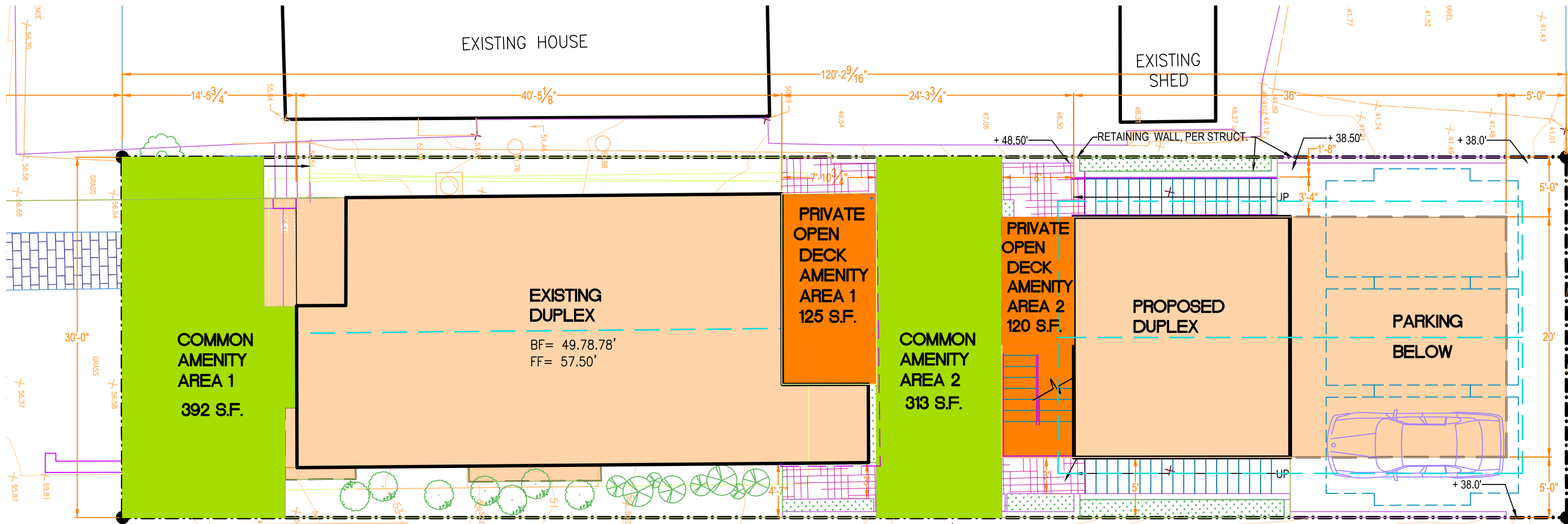


JENKINS DUPLEX ADDITION

DATE	02-24-2016	A5
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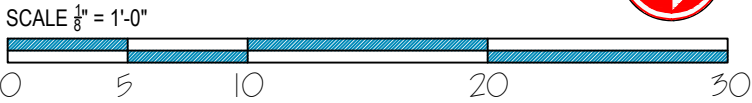


EXISTING HOUSE		
LOT SIZE	=	3,606 S.F.
L 3 APARTMENTS AAR (AMENITY AREA REQUIRED)		
25% OF LOT	=	901.50 S.F.
COMMON AMENITY AREA 1	=	392 S.F.
COMMON AMENITY AREA 2	=	313 S.F.
		705 S.F. SUBTOTAL
PRIVATE AMENITY AREA 1	=	120 S.F.
PRIVATE AMENITY AREA 2	=	125 S.F.
		245 S.F. SUBTOTAL
TOTAL AMENITY AREA PROVIDED	=	950 S.F. TOTAL ~ O.K.

KEY:

COMMON AMENITY AREAS

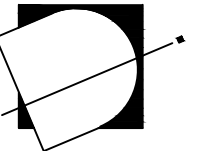
PRIVATE AMENITY AREA



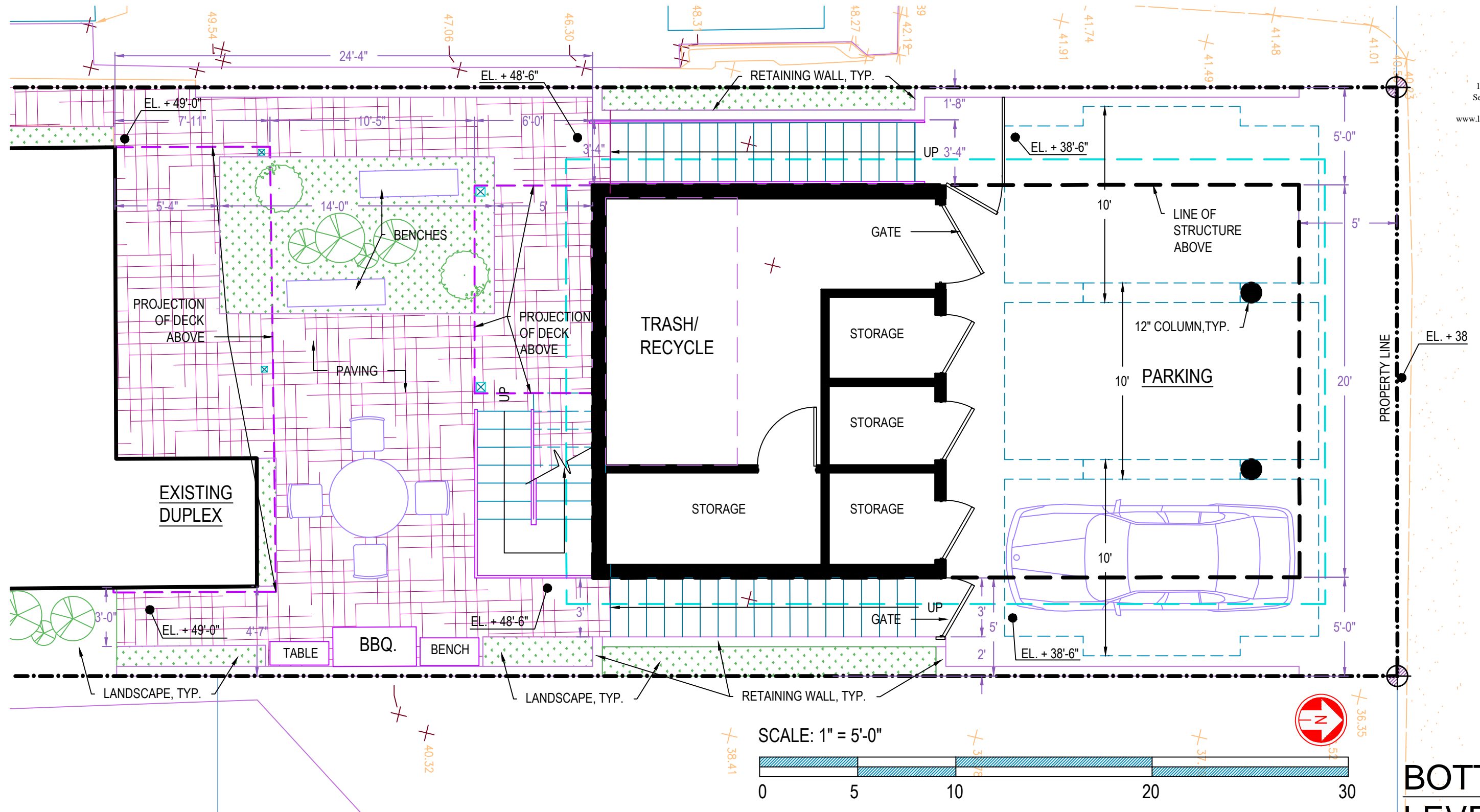
Amenity Area Calculation

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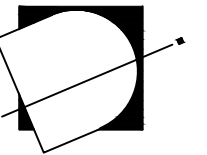
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BOTTOM LEVEL

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DESIGN ELEMENTS



Ⓐ WINDOW TRIM

TYPICAL WINDOW
Ⓑ



Ⓒ WINDOW AT GABLE



Ⓔ GROUPED WINDOWS
Ⓔ BRACKETS



Ⓒ WOOD HANDRAIL



Ⓒ DOUBLE GABLE



Ⓔ STAIRS



Ⓔ SIDING

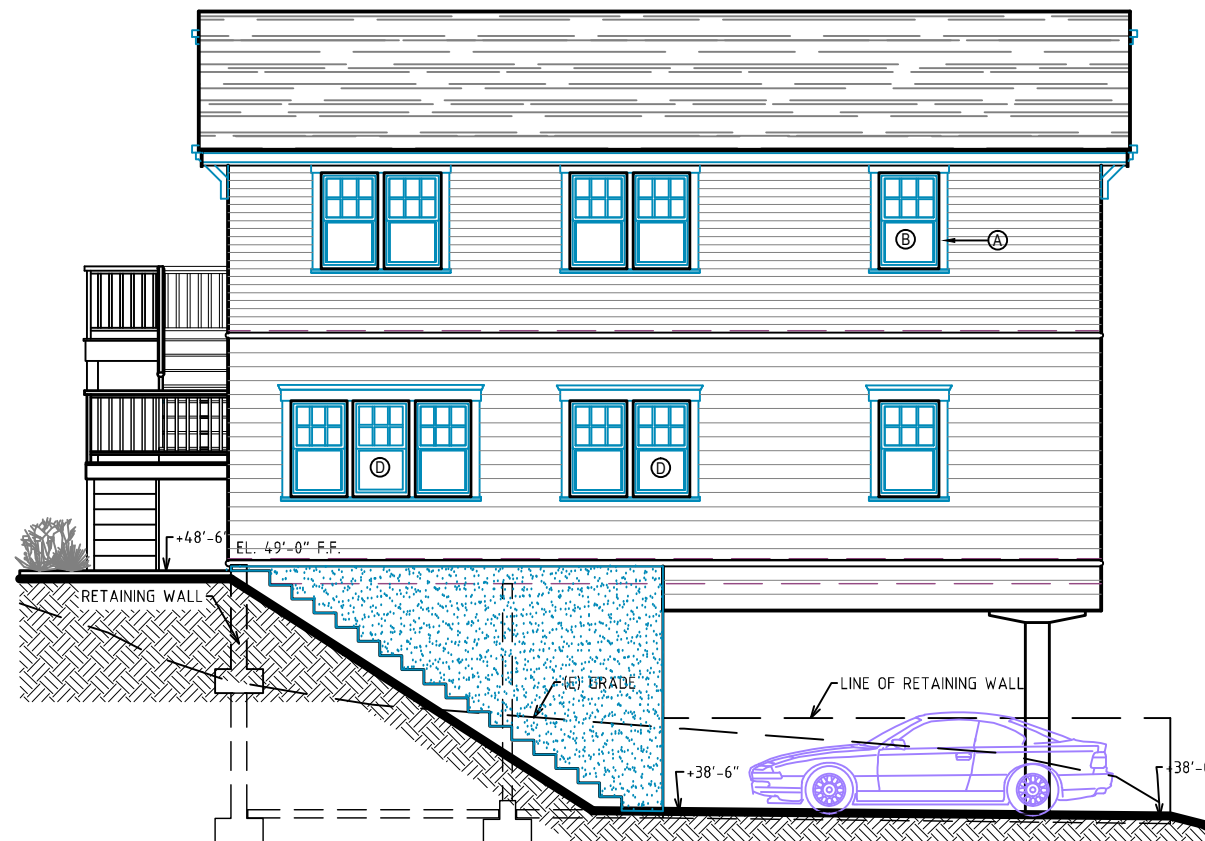
BUILDING ELEVATIONS

JENKINS DUPLEX ADDITION

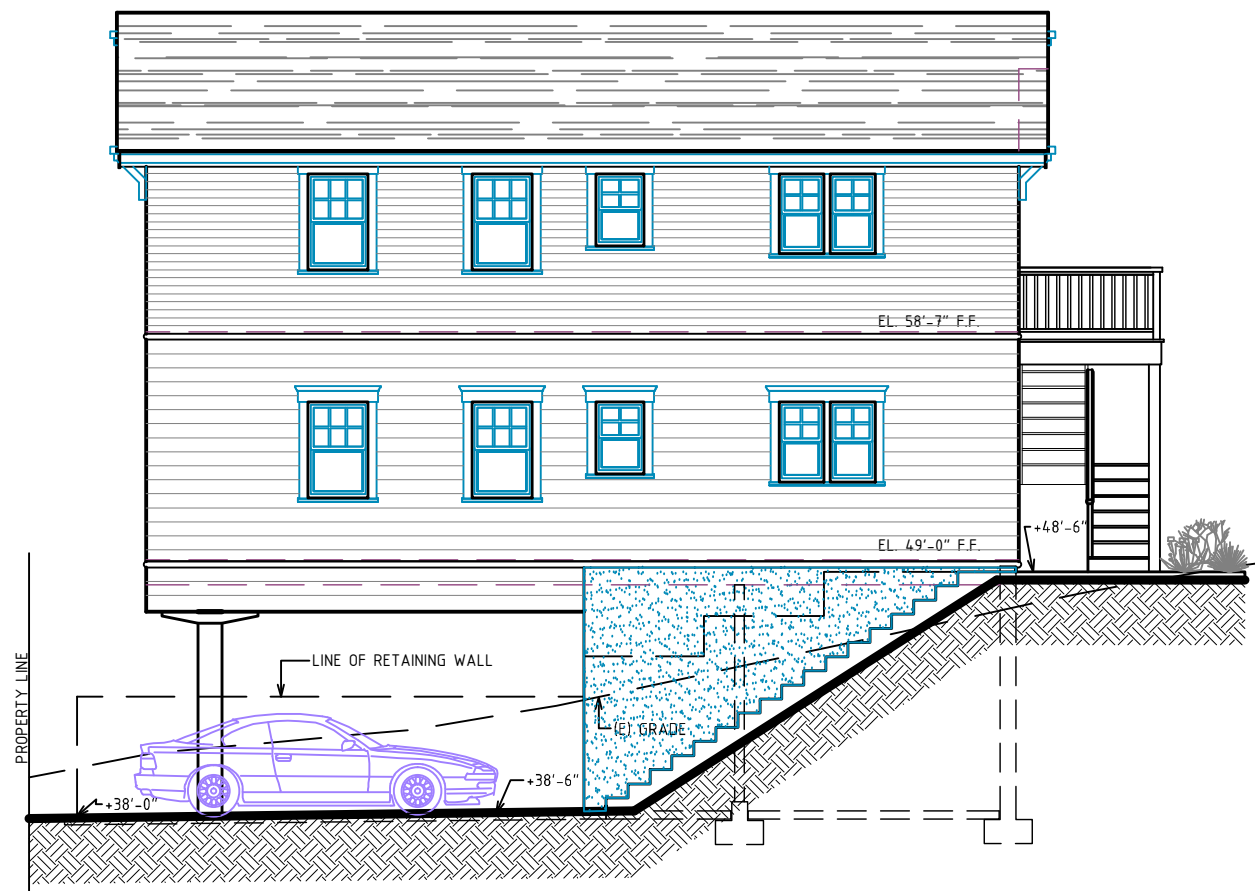
DATE 02-24-2016	A8
DRAWN LHD / MVM	
SCALE AS NOTED	



NORTH ELEVATION (FACING ALLEY)



EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION (FACING COURT YARD)

SCALE $\frac{1}{8}'' = 1'-0''$



SUMMARY ARCHITECTURAL CONCEPT

The applicant proposes to construct a new detached duplex structure including covered parking on a lot that contains an existing residential scaled duplex structure. The new structure will be located in the rear yard of the existing structure. The two buildings will be connected by a shared open air, common area amenity space onto which the 2 new apartment entries will face. The lot shape and size dictate a north-south orientation of the two buildings.



VIEW LOOKING SW

Located on a hillside, the new duplex structure will abut the alley on the low end of the lot. The covered parking will directly access the alley.

The separated structure approach reduces the perceived mass of building - a preferred alternative to a single larger 4 unit apartment structure.

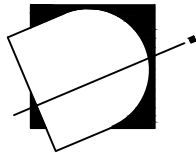
The architectural massing, footprint, roof geometry, and architectural detailing which characterizes the new duplex structure is drawn from the existing duplex structure. The development's goal is to create a compatible and harmonious relationship between the old and new structures, an image that expresses a smaller scale residential character which is consistent with the neighboring single family houses in the area.



VIEW LOOKING NW



PROJECT VIEW LOOKING EAST (NEW STRUCTURE ON LEFT)



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VIEW FROM ALLEY LOOKING SE

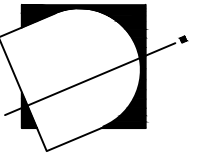


FRONT VIEW FROM ETRURIA STREET

ARCHITECTURAL
CONCEPT

JENKINS DUPLEX
ADDITION

DATE 02-24-2016	A9
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COURT YARD LOOKING NE



FROM ALLEY LOOKING SW



COURT YARD LOOKING EAST



COURT YARD LOOKING WEST

ARCHITECTURAL CONCEPT

JENKINS DUPLEX ADDITION

DATE 02-24-2016	A10
DRAWN LHD / MVM	
SCALE AS NOTED	

DESIGN GUIDELINES DESCRIPTION

CS1.C - NATURAL SYSTEMS AND SITE FEATURES - TOPOGRAPHY
This site is located on a hillside facing north where the front 1/3 of lot is level and the back 2/3 slopes downward at an approximate slope of 18%. This site and the adjacent sites share the same sloping site characteristics. The project design responds to the sloping conditions by locating the on-site parking under the new 2 story duplex structure which is located at the lowest rear edge of site which abuts the alley.

Locating the covered parking at the low, north end of the site 1) minimizes parking and vehicular access disruption to the uphill portion of the lot, 2) locates parking adjacent to the alley, and 3) minimizes foundation excavation into the hillside.

Locating the new duplex structure at the lowest end of the lot accomplishes a lower development profile. The new building mass is perceptually minimized. In turn view blockage from above is minimized.

The lower apartment unit in the new duplex structure (north building) is located immediately above the parking level. Its floor elevation is at the same grade as the new central courtyard (common amenity area) between the two separated duplex structures. This courtyard elevation in turn aligns with the lower apartment unit elevation in the existing duplex structure (south building). This relationship provides a level common amenity space that is fully usable and human scaled.

CS2.B - URBAN PATTERN AND FORM- ADJACENT SITES, STREETS, AND OPEN SPACES
Etruria Street is a quiet residential street. The adjacent lots share the same topographic features as the subject lot. Adjacent residential structures are typically positioned on the uphill front side (south) of their lots, and all face Etruria Street. Accessory structures are typically located toward the alley side (north end) of the lots. The middle portions of the adjacent lots typically are open space and landscaped rear yards. This project site's layout is similarly organized with its open courtyard located near the middle

No structural changes or disruption occur to the existing duplex building which faces the front yard on Etruria Street. The new building's rear façade is perpendicular to the alley which enables easy perpendicular parking access. The side yard stairs adjacent to the new duplex structure run parallel to the side lot lines and provide direct clear access to the parking and the alley downhill.

The new courtyard amenity space is located in the rear ½ of the lot and is positioned so it takes advantage of the “borrowed” open landscape views of the adjacent rear yards to the east and west. As a result the courtyard space feels more open to its natural surroundings while still feeling intimate in scale and humanly proportioned. Landscaping is strategically

located throughout the courtyard and is planned to be kept low to allow maximum daylight access to the courtyard.

PL1.A -WALKABILITY - OPEN SPACE CONNECTIVITY
Three of the four apartment unit entrances face toward the common courtyard area. The fourth existing apartment unit faces Etruria Street. The open courtyard, side yard pathways and stairways comfortably and safely lead pedestrians from the three “interior” unit entrances upward to Etruria Street and downward to the alley and tenant parking. Front and rear pathway entrances will be gated, attractively marked, lighted and landscaped to promote dignified looking and secure entrances from the front and back sides of the property. The upper pathway to Etruria will connect seamlessly to the existing paved walkway. As one proceeds from the front yard to the interior located apartment units, paver material will provide clear visual signaling to the interior apartment entries. Address numbering will be posted at the front and rear of the property that clearly defines apartment addresses and point of entry. The existing front apartment facing Etruria Street is easily accessible from the street sidewalk

PL1.B - WALKABILITY - SAFETY AND SECURITY
The two new apartment entrances are oriented around the central courtyard affording clear sight lines to and from the new courtyard and promotes tenant security and safety. Windows are located on all sides of the existing and new structures enabling visual access and surveillance of the exterior side yards, courtyard, and front and rear of apartment unit facades.

Fencing and landscape screening will be semi-transparent affording limited views through the screens allowing visual access without sacrificing privacy. This safety device will done through trellised style fencing as well low and transparent plant selections. View lines along the side yard paths and stairways will be open and unobstructed. Sconce and landscape lighting will be strategically located along pedestrian pathways and parking areas to provide maximum safety. The covered parking area will be visually screened from the flanking lots on each side, but will be open to the alley. This openness provides safe visual access to the covered parking, storage and recycle areas. Recessed ceiling lights in the parking area will provide additional security.

PL3.A - STREET LEVEL INTERACTION - ENTRIES:
The new apartment entrances face and enter from the new central courtyard. Setback and private space gradients are achieved for the upper apartment flat by an exterior stairway and balcony. The lower unit's entry is defined and setback from the courtyard by the upper balcony structure and supporting columns that define a semi-private entry zone. Entry doors are accented by similar colors which contrast well with the building's body color. The entry color contrast is accentuated by the white door trim color. This is similar to the existing duplex structure color scheme. The shared theme of siding, trim and door colors for each building and apartment

adds to a campus identity. Entrances are clearly viewed from approaching pathways and from the courtyard affording clear entry identification. The upper unit's balcony, stair and articulated roof structure provide human scale to the building and courtyard. Entry porch areas are spacious enough to be personalized by each tenant. The collective organization of apartment entrances around the courtyard coupled with night lighting provides clear visual access and safety for all.

PL3.B - STREET LEVEL INTERACTION - RESIDENTIAL EDGES :
Unit paving, column defined porch and balcony areas, landscaping and bench seating provide pleasant transitions from the public street to semi-public paths to the private entries of the new apartment units. Entries to the 2 new apartment units are located interior of the lot and are comfortably and safely distanced from Etruria Street and the rear alley. Apartment access is by way of side yard paths and steps so as to create a comfortable buffer zone from the public street realm to the private entry of each apartment unit. The public to private layering will be enhanced by low scaled, open gateways.

DC1.B - PROJECT USES AND ACTIVITIES - VEHICULAR ACCESS AND CIRCULATION
Covered parking is located along the lower end of property adjacent to alley. This minimizes vehicular imposition and disruption to the rest of the site. Covered parking will be screened from the above residences and screened from the flanking neighbors by fencing.

The recycle/trash area is located behind the parking spaces which are covered and fully screened from view yet easily accessible from the alley.

Side yard stairways and pathways offer immediate access to the apartment units above. The west stairway from alley will be the main rear stair for daily use from parking and will be formed/paved in concrete. The east stairway from alley will be a “secondary” stair for maintenance and informal access. It will be formed in treated wood timbers and gravel topping.

DC1.C - PROJECT USES AND ACTIVITIES - PARKING AND SERVICE USES
Parking will be covered by the apartment structure above. The parking will be out of sight from all upper portions of the lot. The parking stalls will be screened from flanking neighbors by wood fencing installed along each side.

Tenant storage lockers and recycle / trash containers will be located adjacent to the parking area under the building. This locates these services and storage amenities near vehicular access and near city waste services which are provided along the alley.

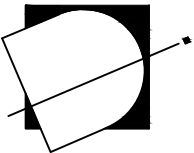
DC2.A - ARCHITECTURAL CONCEPT - MASSING
The new duplex addition is separated from the existing structure to provide two separate buildings on site. The new building is located toward the rear of the property which is at the bottom of the hill. This concept of two buildings approach

has multiple benefits. One is that it minimizes building mass as compared to a large single 4 unit apartment building on the same site. By locating a new detached structure at the bottom of the lot, the new structure's perceived size and bulk will be minimized.

The new duplex structure has a rectangular footprint similar to the existing duplex building and similar to the buildings on neighboring sites. Its scale and shape is consistent with neighboring single family homes. The new structure's roof shape and pitch is the same as the existing duplex structure and is consistent with single family residential buildings on the neighboring blocks. Roof articulation is added over the new apartment entries. This roof articulation style occurs on the existing duplex structure. The upper unit's exterior entry stair and balcony add visual variety to the building's mass and provide modulation to the new structure. The upper unit's entry balcony doubles as the lower unit's entry porch.

DC2.B - ARCHITECTURAL CONCEPT - ARCHITECTURAL AND FAÇADE COMPOSITION
The new duplex entry façade emulates the existing duplex entry façade mainly through roof shape and roof articulation providing an attractive and familiar residential composition. Both building facades are asymmetrical, residentially scaled and punctuated with similar scaled and detailed door and window openings. The two structures have a shared campus feeling. They look like they belong to each other and share the same address identity. Landscaping is added to the existing building's edges along side yards and in the new courtyard to add natural interest and to soften blank wall surfaces.

DC2.C - ARCHITECTURAL CONCEPT - SECONDARY ARCHITECTURAL FEATURES
Secondary architectural features, including siding material and size, trim size, paint color, eave details and roof brackets are borrowed from the existing duplex and repeated throughout in the new duplex structure. These features help visually tie the two buildings together and enhance the residential character of the neighborhood.



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Design Guidelines Narrative

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DRAWN	LHD/MVM	
SCALE	AS NOTED	

LOWRISE 3 - APARTMENTS

	S.F.	UNITS	FEET	STALLS	PROVIDED
LOT SIZE	3606.00				
DENSITY 1/800 S.F.		4.51			2 UNITS
FAR	4687.80				
OPEN AMENITY SPACE 25% OF LOT	901.50				950
COMMOM AMENITY AREA 50% MIN. OF 25% @ GRADE	450.75				705
PRIVATE AMENITY AREA					245
DEDICATION @ ALLY			2.00		
SIDE SETBACK			5.00		
HEIGHT TO PITCH ROOF RIDGE			40.00		29.8
PARKING 1 SPACE / DWELLING EXCEPTION 2354.020 A2				3	3
EXIST.2 UNIT APARTMENTS	1896.67				
EXIST. SHED	48.67				
SUBTOTAL	1945.34				
PROPOSED 2 UNIT APARTMENT	1480.00				
ALLOWED 2 UNIT APARTMENT	2693.79				
EXIST. DECK O.S. ABOVE	125				
SOLID WASTE AREA	84				91

Average Grade Calculations

SIDE	MIDPOINT ELEVATION	RECTANGLE SIDE LENGTH		
A	43.25	a	37	1600.25
B	46.75	b	20	935
C	41.75	c	37	1544.75
D	40.5	d	20	810
42.89 avg grade		114		4890

RIDGE HEIGHT 72.67 Ridge Elevation
29.78 Ridge Height above average grade OK!

DEVELOPMENT STANDARD ADJUSTMENTS

The applicant requests 2 development standard adjustments to be approved for this project. They include:
1. Reduce on-site parking requirement from 4 cars to 3 cars.
2. Reduce required rear yard set-back distance from rear alley property line from 10 feet to 5 feet.

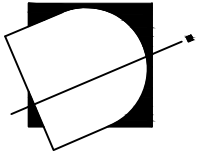
SMC Section 23.41.018.d.3 states that the director may allow the adjustments listed in subsection23.41.018.d.4 if the adjustments are consistent with the SDR Design Guidance Report and the adjustments would result in a development that:
a) better meets the intent of the adopted design guidelines and/or
b) provides a better response to the environmental and/or site conditions, including by not limited to topography, the location of trees, or adjacent uses and structures.

The applicant believes this project meets these criteria.

Relating to parking **item 1** above:
SMC Section23.54.020.a.2.a states that the addition of one additional dwelling unit can be added without additional parking if both following requirements are met:
a. Either the existing parking provided on the lot meets development standards or the lot area is not increased and existing parking is screened and landscaped to the greatest extent practical;
b. Any additional parking shall meet all the development standards for the zone.

The applicant believes the proposed project meets both these requirements. The applicant requests the reduction of parking from 4 to 3 stalls for the following additional reasons:
a) Given that the lot width is 30 feet and parking stall widths are 10 feet wide, a 4th tandem style parking stall will be required. Tandem parking is an undesirable parking format for multi-family use.
b) This property is located within one block of Nickerson Street and a public transit bus stop. It is also within 2 blocks of Seattle Pacific University. As a result of this proximity and given that the tenant profile will likely be a SPU student or employee, the reliance on a single occupancy vehicle will be minimal.
b) Reducing the parking stall number from 4 to 3 will reduce the amount of foundation excavation into the up hillside.

Relating to setback **item 2** above:
the applicant requests that the director adjust the required rear yard setback distance from 10 feet to 5 feet for the following reasons:
a) the accessory structure on the lot immediately to the east is itself set back only 5 feet
b) a 5 foot setback will provide for a larger courtyard (common amenity area) to be located between the existing and new duplex structures. this centrally located courtyard will be easily accessible from all the units on the lot and will offer better privacy and welcomed screening for the unsightly commercial areas downhill to the north.
c) in this designated landslide prone area hillside foundation excavation will be reduced.



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Developement Standards & Adjustments

JENKINS DUPLEX ADDITION

DATE	02-24-2016	A12
DRAWN	LHD/MVM	
SCALE	AS NOTED	