



**8015 15th Ave NW**  
**SECOND EARLY DESIGN GUIDANCE MEETING**

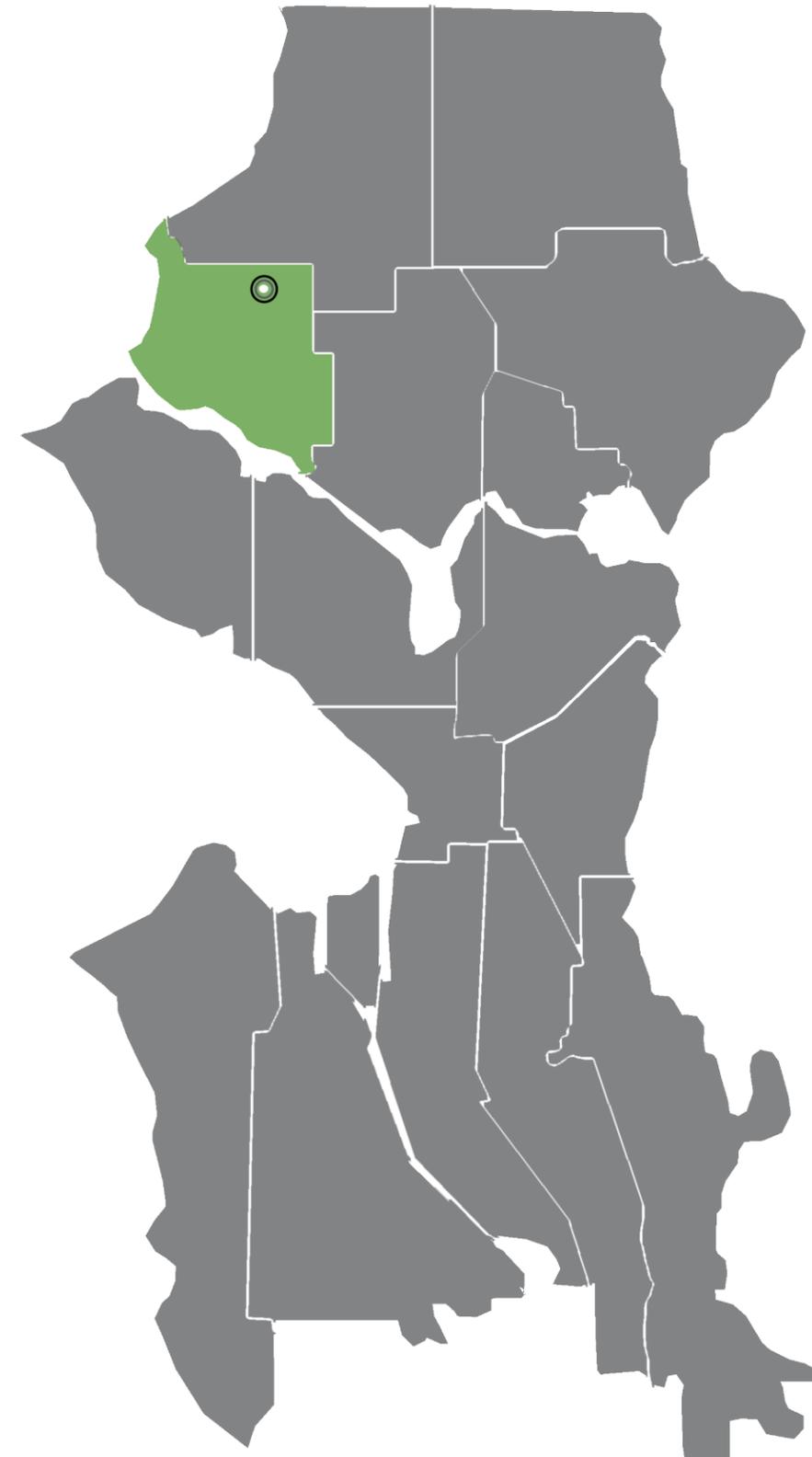
EARLY DESIGN GUIDANCE - 8015 15TH AVE NW #3023574  
EARLY DESIGN GUIDANCE - 8023 15TH AVE NW #3024001



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**DESIGN OBJECTIVES:** 18 Townhouses  
18 Open parking stalls  
0 SF commercial

- Promote density within neighborhood commercial community in NW Seattle.
- Emphasizes the benefits of dense urban living while still providing parking for each household.
- Enhance street with contemporary architecture that connects directly to the street.

**KEY METRICS**

**ADDRESS:** 8015 15th Ave NW, Seattle, Washington 98117  
8023 15th Ave NW, Seattle, Washington 98117

**PROJECT NUMBERS:** 8015 15th Ave (Lot B) - #3023574  
8023 15th Ave (Lot A) - #3024001

**PARCEL NUMBER:** 8015 15th Ave (Lot B) - 7588700055  
8023 15th Ave (Lot A) - 2389100070

**ZONE:** NC2-40

**LOT SIZE:** 8015 15th Ave (Lot B) - 9,060 SF  
8023 15th Ave (Lot A) - 8,500 SF

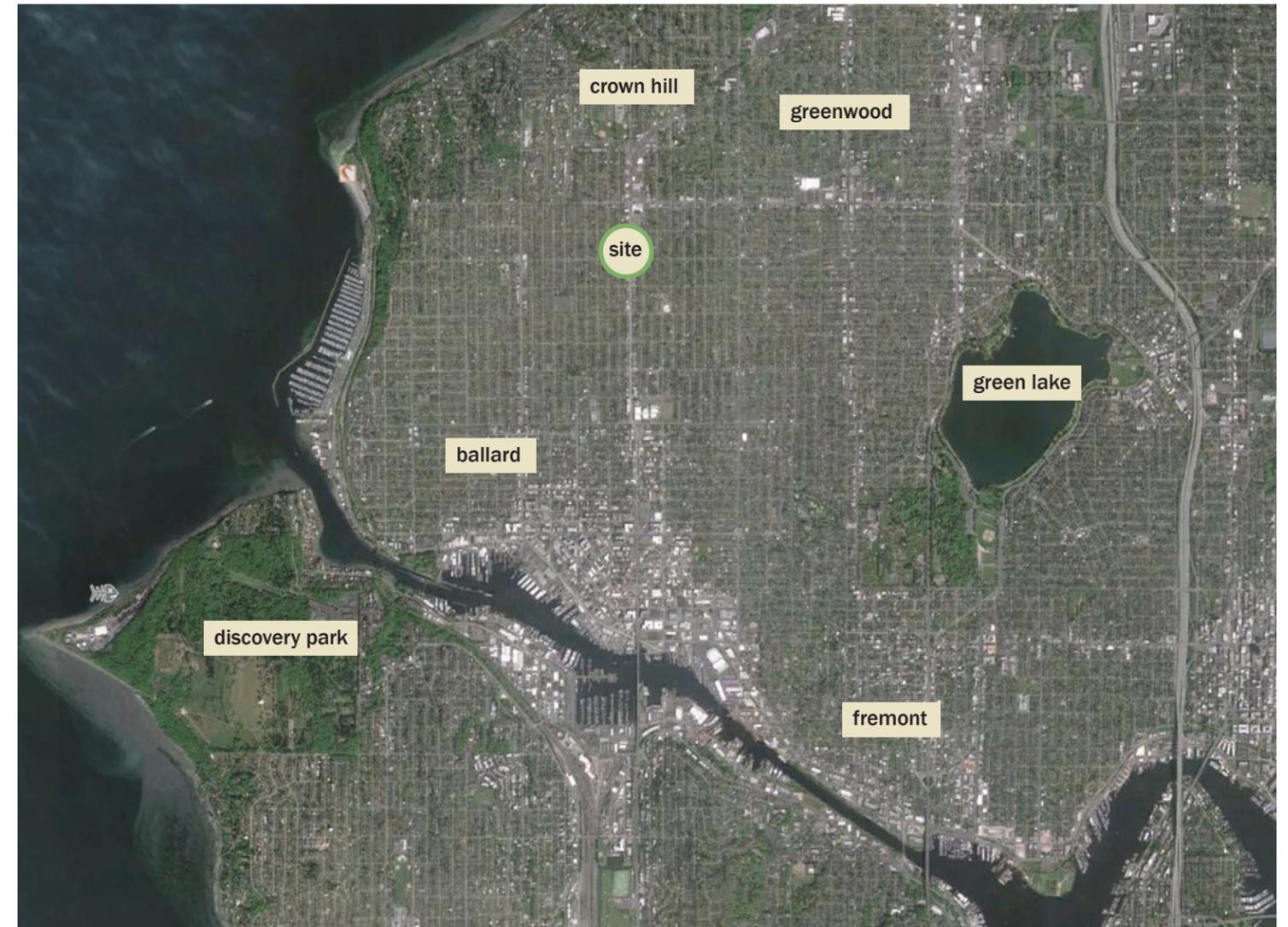
**OVERLAYS:** Crown Hill (Residential Urban Village)

**ALLOWED FAR:** 8015 (Lot B): 3.0 x 9,060 SF = 27,180 SF  
8023 (Lot A): 3.0 x 8,500 SF = 25,500 SF

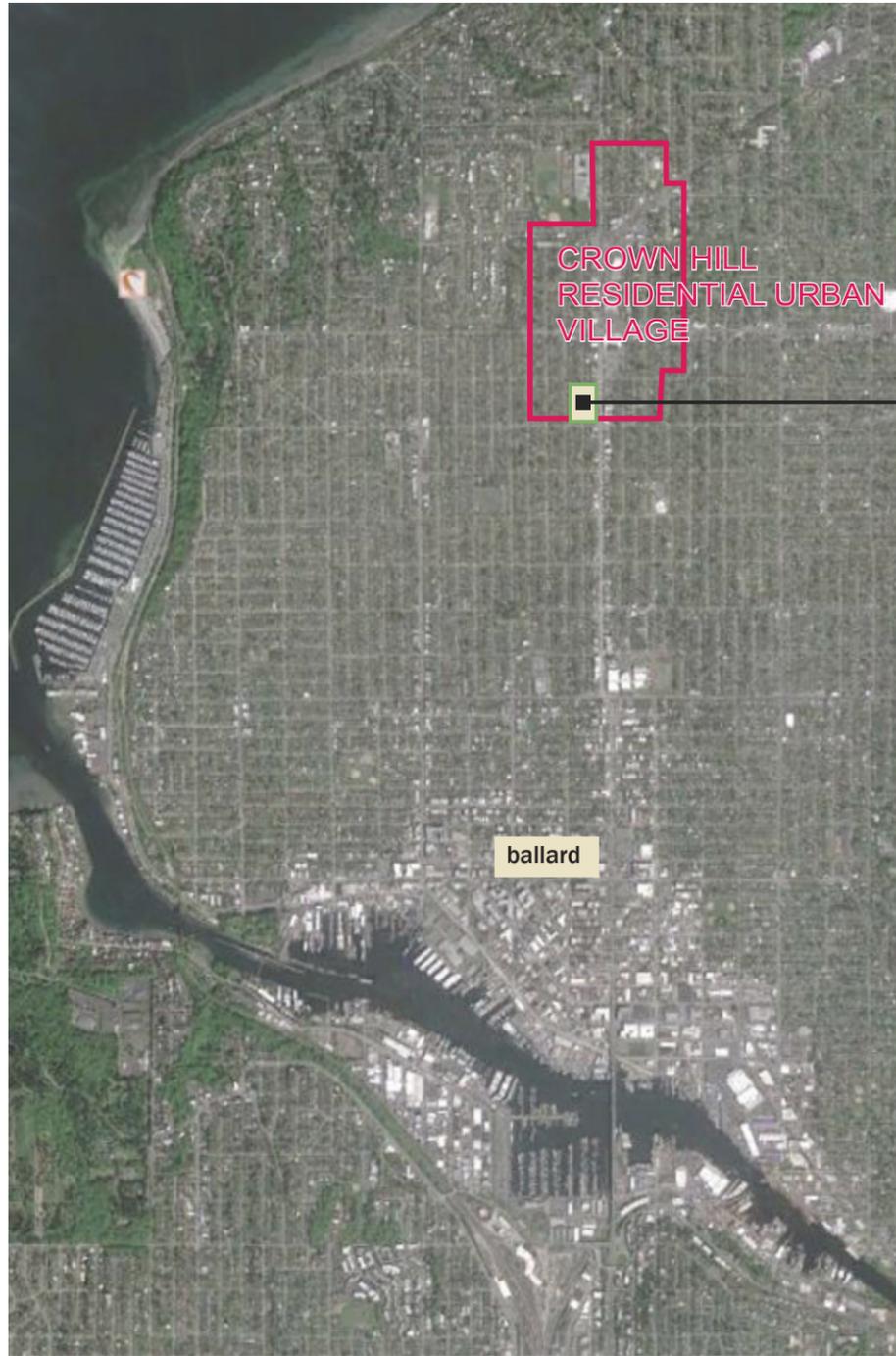
**ALLOWED HEIGHT:** 40' in NC2-40 + 4' street facing residential bonus; 5' pitched roof bonus; 4' parapet bonus; & 16' penthouse bonus.

**ANALYSIS OF SITE:** Currently on the site, is a commercial building, a duplex, and a triplex. The site slopes gently to the south, however the west portion of the site slopes generously down to the west.

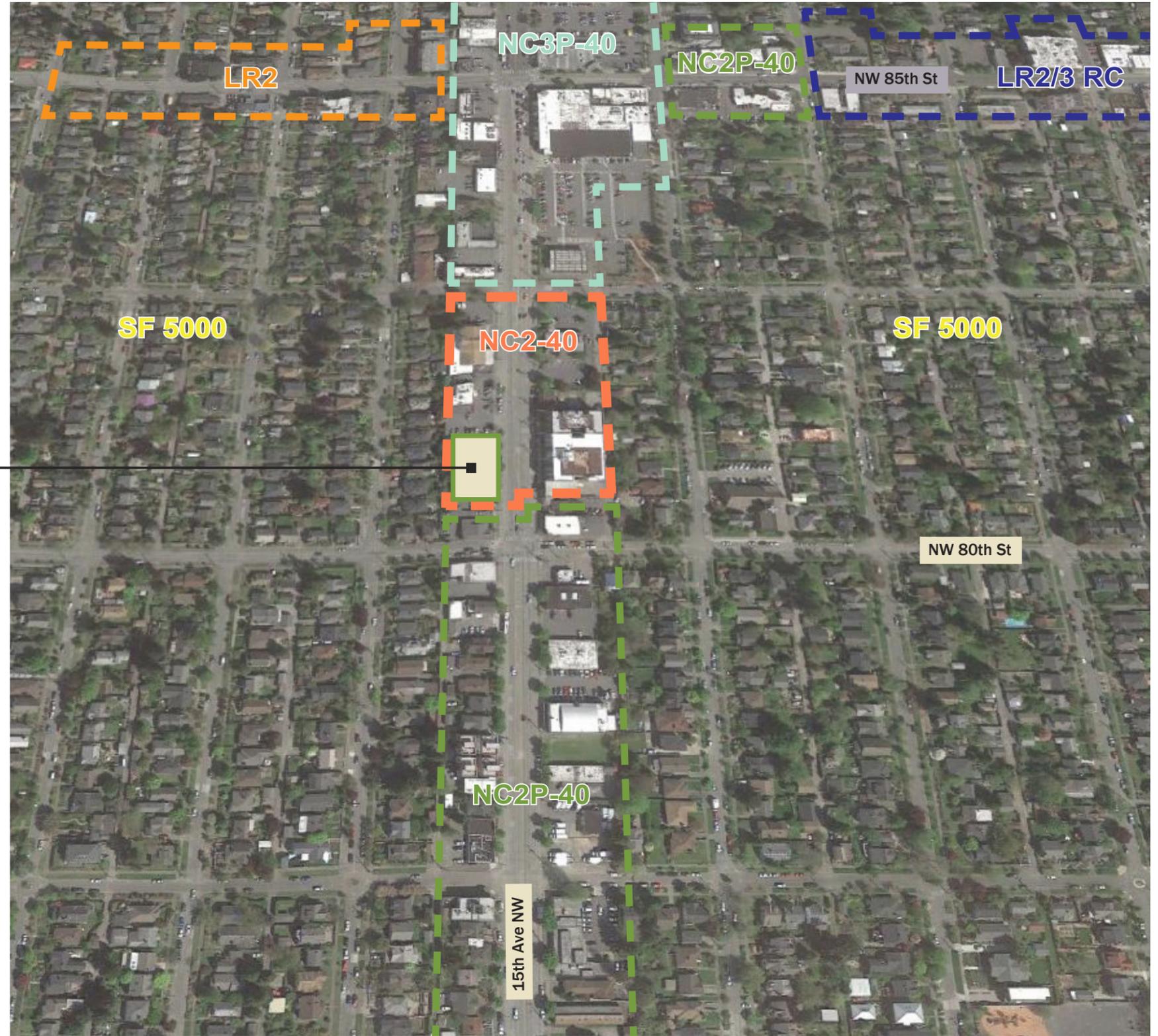
**ANALYSIS OF CONTEXT:** This project is located along 15th Ave NW in the Crown Hill Residential Urban Village just north of Ballard. The site has excellent access to multiple forms of transit making it an ideal location for an urban development. The project site is zoned NC2-40. The neighboring zones are SF-5000, NC2P-40 and NC3P-40. Multiple stores and restaurants are situated along 15th Ave NW which makes it easy for residents to contribute to the neighborhood economics.



## SITE ANALYSIS

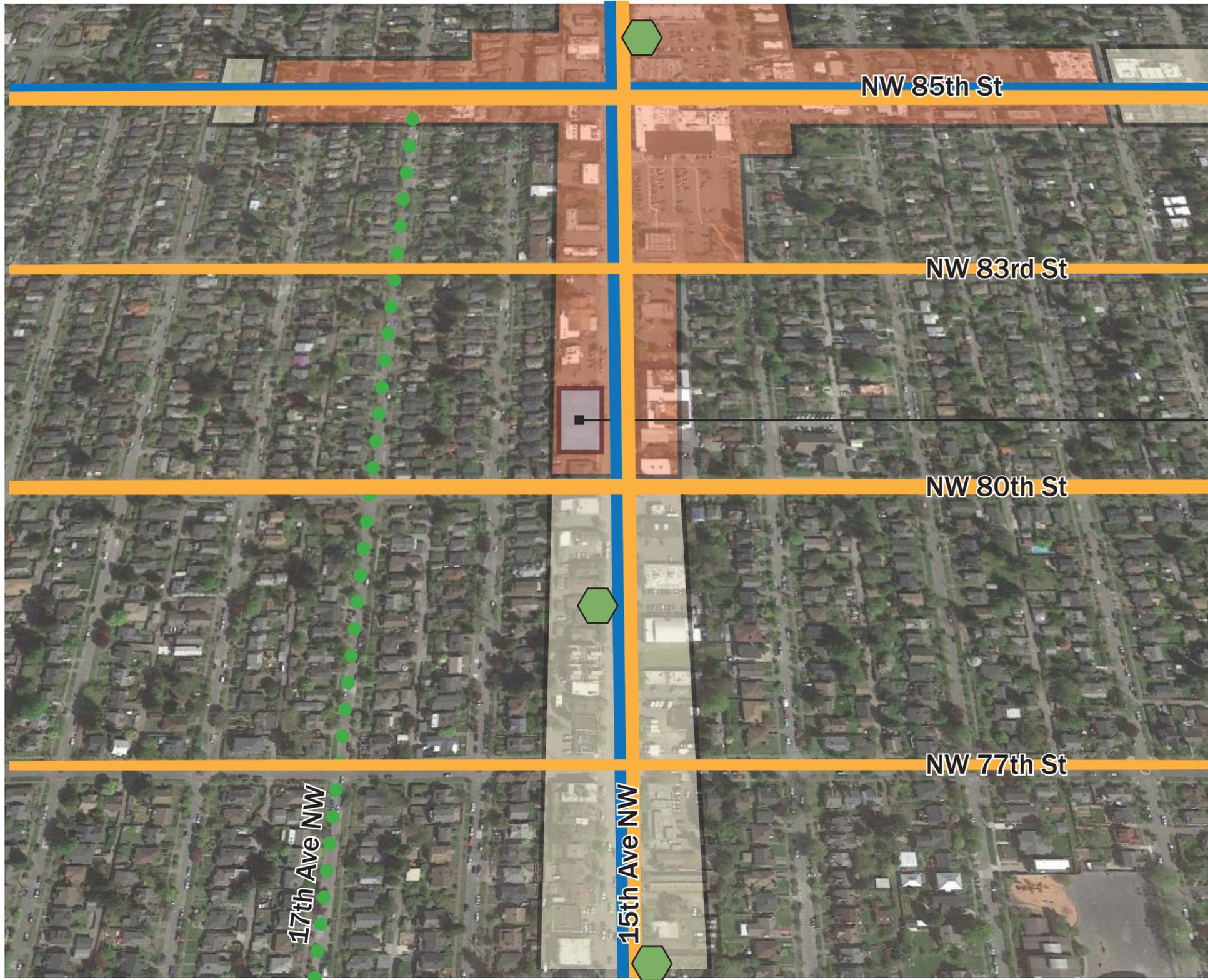


SITE



The site is located along a commercial corridor along 15th Ave NW. Due to the strong presence of the commercial buildings, the intent is to keep with the scale of buildings along 15th Ave NW while also fully developing the site to promote more density within the neighborhood.

## ZONING & URBAN VILLAGE MAP



**Vehicular Access:** The site has access directly from NW 15th Ave. It is also close to NW 80th St which provides access from the East.

**Transit Access:** The D Line (Downtown Seattle Uptown Route) runs along NW 15th Ave and stops 430 feet South of the site. The 48 (Loyal Heights Route) runs along NW 85th St which is only a couple blocks north.

**Bicycle Access:** NW 17th Ave is designated as a bicycle-friendly road that runs from NW 85th St down to Ballard Ave NW. The bicycle-friendly road crosses other bicycle routes along the way.

**SITE**

 50% reduction in min. parking due to Frequent Transit within 1/4 mile

 Flexibility to provide no min parking for non-institutional uses if Frequent Transit within 1/4 mile.

 Vehicular Arterials/Collectors

 Bus Lines

 Bicycle-friendly road

 Bus Stop

## TRANSIT & SITE ACCESS



**1** MORGAN ELECTRIC & PLUMBING



**2** NOBA APARTMENTS



**3** ICONIC



**4** UNITED EVANGELICAL FREE CHURCH



**5** SINGLE FAMILY RESIDENCE



**6** LIVE-WORK UNITS

PETCO ANIMAL SUPPLIES

GROCERY OUTLET

RADIO SHACK

BANK OF AMERICA

VALUE VILLAGE THRIFT STORE

PIZZA HUT

WALGREENS

STARBUCKS  
SAFEWAY

FEDEX OFFICE PRINT & SHIP CENTER

RESTAURANTE MICHOACAN

WELLS FARGO BANK

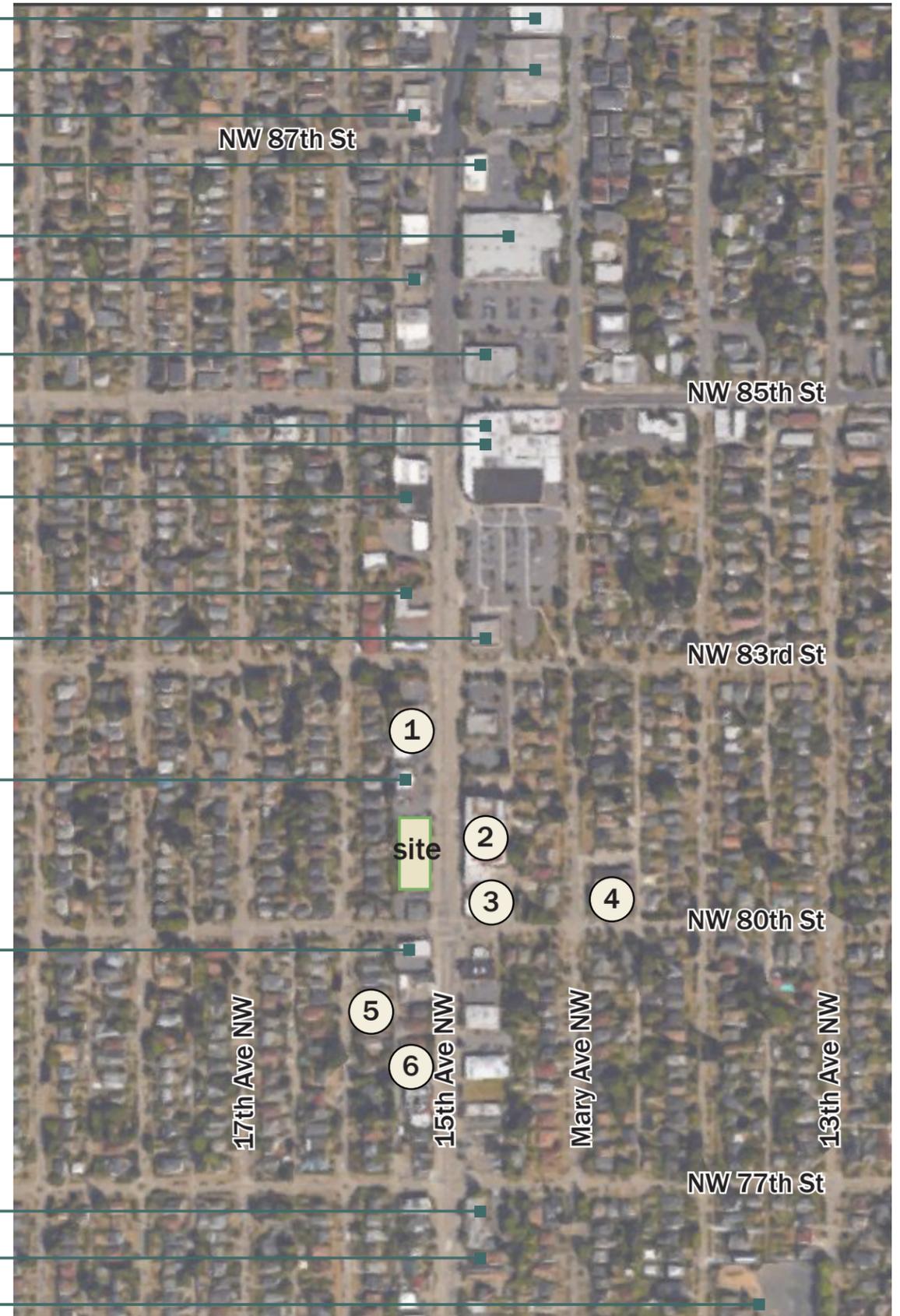
THE ORIGINAL PANCAKE HOUSE

CROWN HILL HARDWARE

NELSON ORTHODONTICS

BALLARD PEDIATRIC CLINIC

WHITTIER ELEMENTARY SCHOOL



## NEIGHBORHOOD CONTEXT

**A** 8559 MARY AVE NW  
 21-unit, 4-story townhouse units.  
 By: JW Architects  
 Status: Project Under Review



**B** 8559 MARY AVE NW  
 3-story, 4-unit townhouse.  
 By: Alloy Design Group, LLC  
 Status: Project Under Review



**C** 8026 15TH AVE NW  
 24-unit, 4-story structure with 1-live/work unit.  
 By: Studio Meng Strazzara  
 Status: Construction Permit Issued



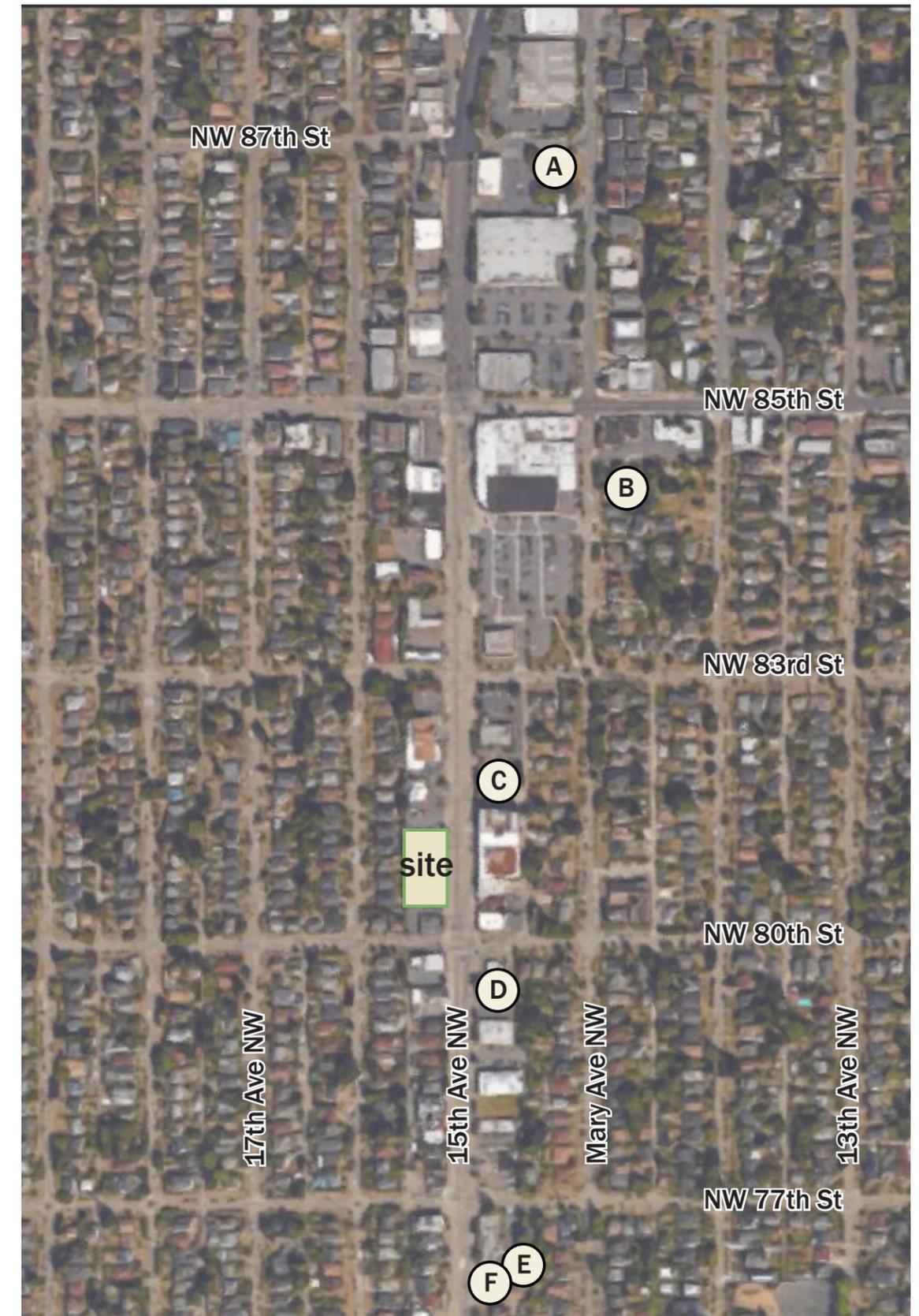
**D** 7330 15TH AVE NW  
 4-story structure, 66-unit w/ground floor retail.  
 By: Johnston Architects, PLLC  
 Status: Application Accepted



**E** 7534 15TH AVE NW  
 3-story, 3-unit townhouse.  
 By: Playhouse Design Group  
 Status: Early Design Guidance



**F** 7530 15TH AVE NW  
 20 live-work units, 33 townhouses.  
 By: Nicholson Kovalchick Architects  
 Status: Project Under Review



## NEAR-BY DESIGN REVIEW PROJECTS



LOOKING EAST DOWN NW 80TH ST FROM 15TH AVE NW



VIEW OF SITE LOOKING NORTHWEST



LOOKING SOUTH DOWN 15TH AVE NW



LOOKING NORTH UP 15TH AVE NW



VIEW OF SITE LOOKING SOUTHWEST

## STREET LANDSCAPES



NC2-40

CLOSE UP VIEW OF SITE

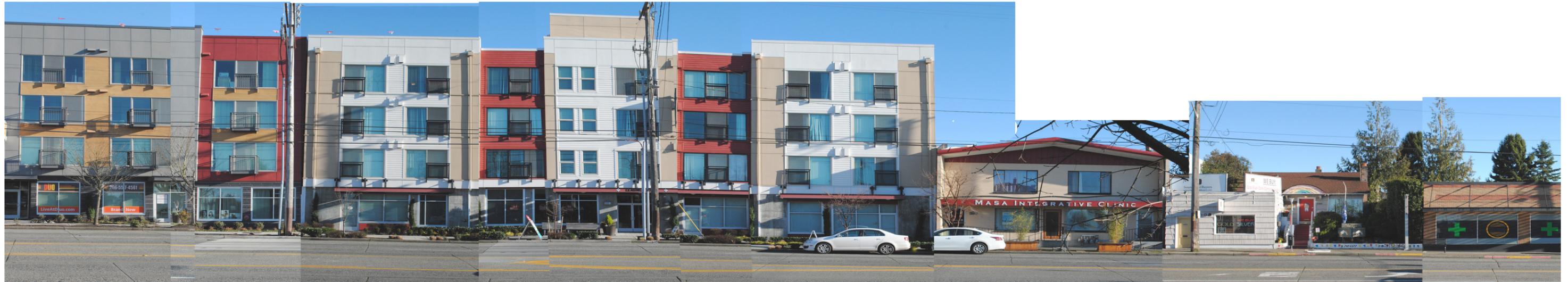
THE SITE



THE SITE

15TH AVE NW - WEST FACING

## 15TH AVE NW FACADES



ACROSS FROM THE SITE

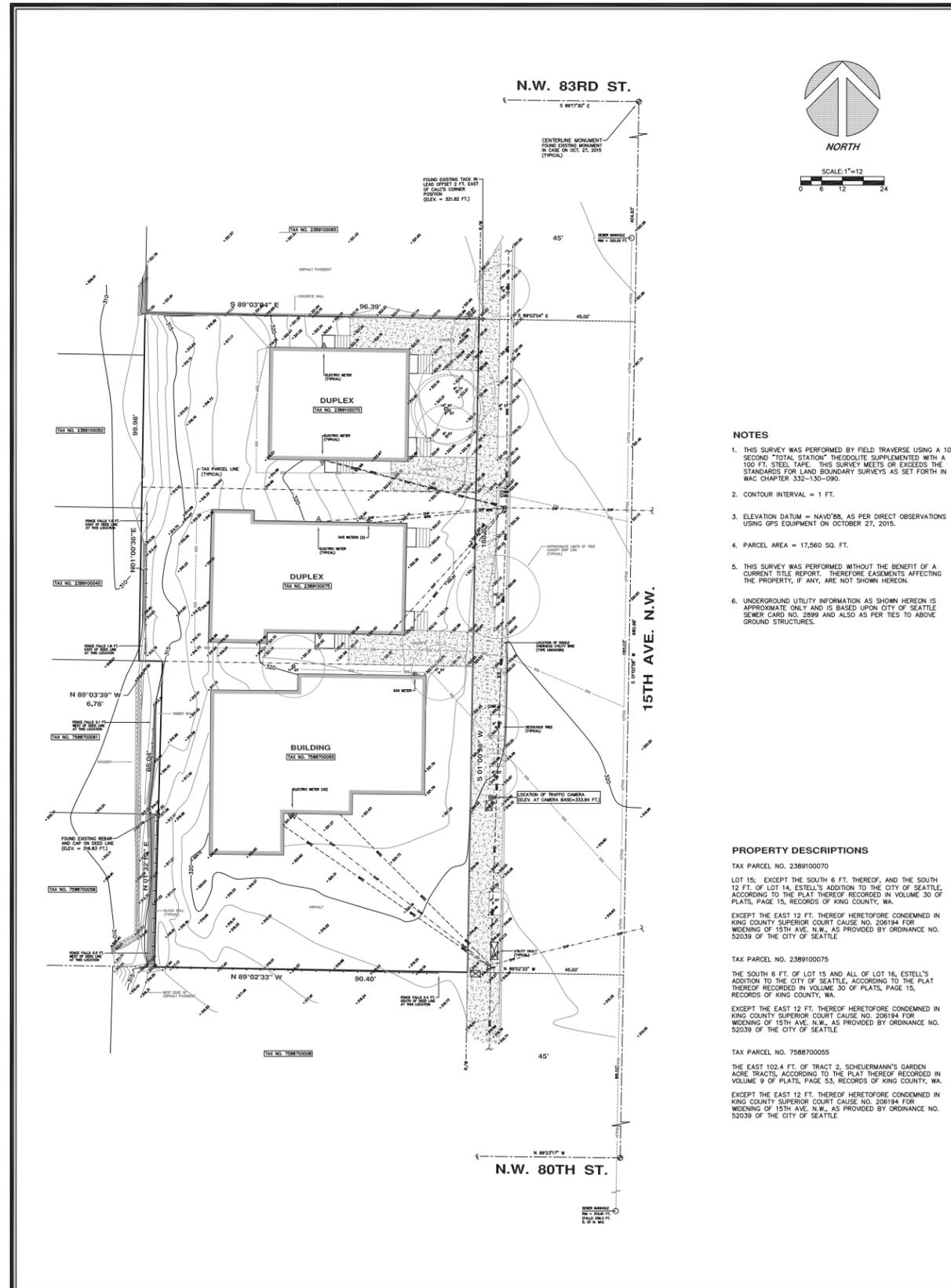
CLOSE UP OF ACROSS FROM THE SITE



15TH AVE NW - EAST FACING - ACROSS FROM SITE

ACROSS FROM THE SITE

## 15TH AVE NW FACADES



**NOTES**

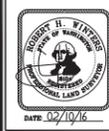
1. THIS SURVEY WAS PERFORMED BY FIELD TRAVERSE USING A 10 SECOND "TOTAL STATION" THEODOLITE SUPPLEMENTED WITH A 100 FT. STEEL TAPE. THIS SURVEY MEETS OR EXCEEDS THE STANDARDS FOR LAND BOUNDARY SURVEYS AS SET FORTH IN WAC CHAPTER 332-130-090.
2. CONTOUR INTERVAL = 1 FT.
3. ELEVATION DATUM = NAVD'83, AS PER DIRECT OBSERVATIONS USING GPS EQUIPMENT ON OCTOBER 27, 2015.
4. PARCEL AREA = 17,560 SQ. FT.
5. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A CURRENT TITLE REPORT. THEREFORE EASEMENTS AFFECTING THE PROPERTY, IF ANY, ARE NOT SHOWN HEREON.
6. UNDERGROUND UTILITY INFORMATION AS SHOWN HEREON IS APPROXIMATE ONLY AND IS BASED UPON CITY OF SEATTLE SEWER CARD NO. 2899 AND ALSO AS PER TIES TO ABOVE GROUND STRUCTURES.

**PROPERTY DESCRIPTIONS**

TAX PARCEL NO. 2389100070  
 LOT 15; EXCEPT THE SOUTH 6 FT. THEREOF, AND THE SOUTH 12 FT. OF LOT 14, ESTELL'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 30 OF PLATS, PAGE 15, RECORDS OF KING COUNTY, WA.  
 EXCEPT THE EAST 12 FT. THEREOF HERETOFORE CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 206194 FOR WIDENING OF 15TH AVE. N.W., AS PROVIDED BY ORDINANCE NO. 52039 OF THE CITY OF SEATTLE.

TAX PARCEL NO. 2389100075  
 THE SOUTH 6 FT. OF LOT 15 AND ALL OF LOT 16, ESTELL'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 30 OF PLATS, PAGE 15, RECORDS OF KING COUNTY, WA.  
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TAX PARCEL NO. 7588700055  
 THE EAST 102.4 FT. OF TRACT 2, SCHEUERMANN'S GARDEN ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 9 OF PLATS, PAGE 53, RECORDS OF KING COUNTY, WA.  
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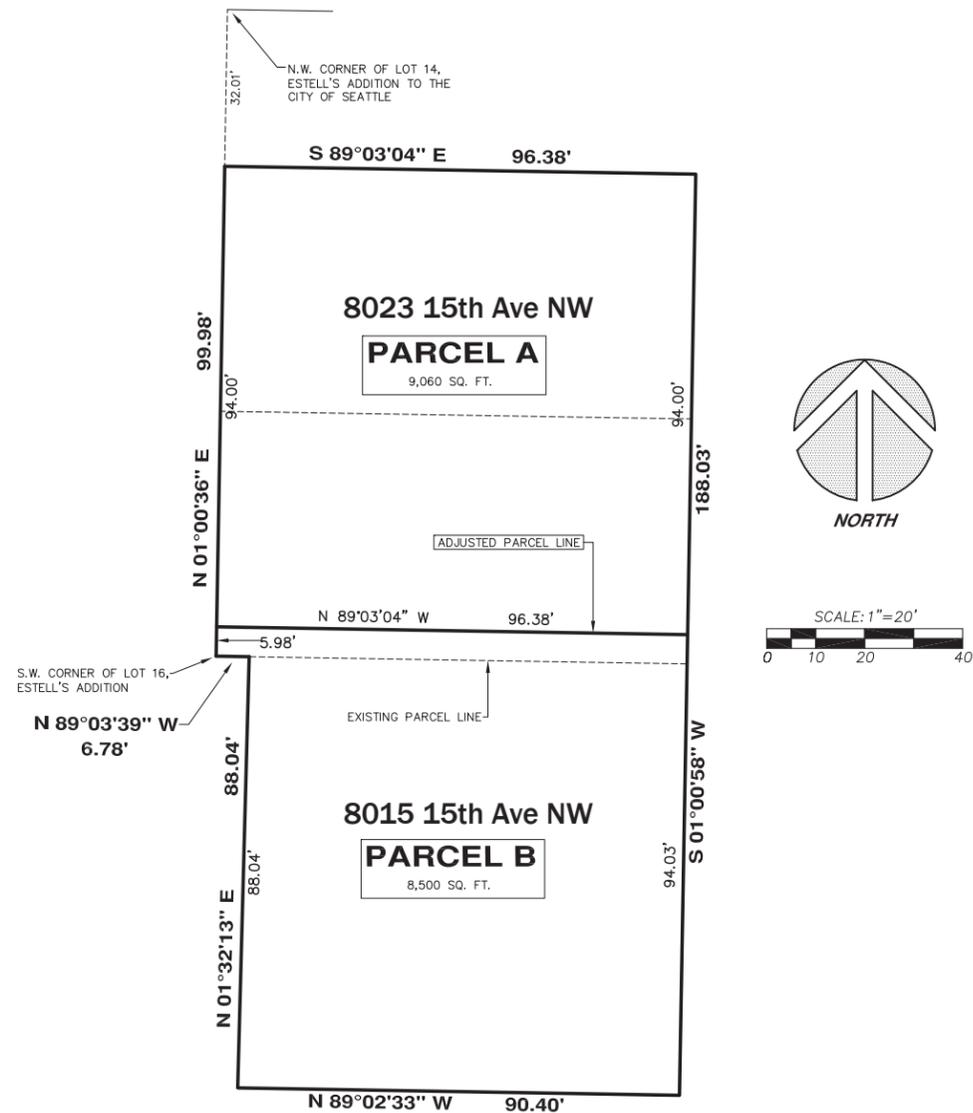


**TOPOGRAPHIC SURVEY**  
**8015 15TH AVE. N.W.**  
**SEATTLE, WASHINGTON**

**CHADWICK WINTERS**  
 LAND SURVEYING AND MAPPING  
 1422 N.W. 85TH ST., SEATTLE, WA 98117  
 PHONE: 206.297.0996  
 FAX: 206.297.0997  
 WEB: WWW.CHADWICKWINTERS.COM

PROJECT # 15-5326  
 DRAWING: 15-5326TOPO.DWG  
 CLIENT: SAGE HOMES NW  
 DRAWN BY: ACH

**LOT BOUNDARY ADJUSTMENT NO. 3023748**



**EXISTING LEGAL DESCRIPTIONS**

**TAX PARCEL NO. 2389100070**

LOT 15; EXCEPT THE SOUTH 6 FT. THEREOF, AND THE SOUTH 12 FT. OF LOT 14, ESTELL'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 30 OF PLATS, PAGE 15, RECORDS OF KING COUNTY, WA.

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**ADJUSTED PARCEL DESCRIPTIONS:**

**PARCEL A** (9,060 SQ. FT.)

THAT PORTION OF LOTS 14, 15 AND 16, ESTELL'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 30 OF PLATS, PAGE 15, RECORDS OF KING COUNTY, WA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE N.W. CORNER OF SAID LOT 14; THENCE S 01°00'36" W, ALONG THE WEST LINE OF SAID LOT FOR A DISTANCE OF 32.01 FT. TO THE **POINT OF BEGINNING**; THENCE S 89°03'04" E, 96.38 FT.; THENCE S 01°00'58" W, 94.00 FT.; THENCE N 89°03'04" W, 96.38 FT.; THENCE N 01°00'36" E, 94.00 FT. TO THE **POINT OF BEGINNING**.

**PARCEL B** (8,500 SQ. FT.)

THAT PORTION OF LOT 16, ESTELL'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 30 OF PLATS, PAGE 15, AND TRACT 2, SCHEUERMANN'S GARDEN ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 9 OF PLATS, PAGE 53, RECORDS OF KING COUNTY, WA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE S.W. CORNER OF SAID LOT 16; THENCE N 01°00'36" E, ALONG THE WEST LINE OF SAID LOT FOR A DISTANCE OF 5.98 FT.; THENCE S 89°03'04" E, 96.38 FT.; THENCE S 01°00'58" W, 94.03 FT.; THENCE N 89°02'33" W, 90.40 FT.; THENCE N 01°32'13" E, 88.04 FT.; THENCE N 89°03'39" W, 6.78 FT.; TO THE **POINT OF BEGINNING**.

**ADJUSTED PARCEL DETAIL**



**CHADWICK WINTERS**  
 LAND SURVEYING AND MAPPING  
 1422 N.W. 85TH ST., SEATTLE, WA 98117  
 PHONE: 206.297.0996  
 FAX: 206.297.0997  
 WEB: WWW.CHADWICKWINTERS.COM

**SURVEY IN:**  
 NE 1/4, NE 1/4, SEC. 2, T. 25 N., R. 3 E., W.M.  
 KING COUNTY, WASHINGTON  
 FOR: SAGE HOMES NORTHWEST, LLC

DRAWN BY: ACH	DATE: 02-12-16	PROJECT #: 15-5326
CHK. BY: RHW	SCALE: 1" = 20'	SHEET: 4 OF 4

**LOT BOUNDARY ADJUSTMENT**

**ADDRESS:** 8015 & 8023 15TH AVE NW

**PROJECT NUMBERS:** 8015 (LOT B) - #3023574  
8023 (LOT A) - #3024001

**PARCEL NUMBER:** 8015 (LOT B) - 7588700055  
8023 (LOT A) - 2389100070

**ZONE:** NC2-40

**LOT SIZE:** 8015 (LOT B) - 9,060 SF  
8023 (LOT A) - 8,500 SF

**OVERLAY:** CROWN HILL RESIDENTIAL URBAN VILLAGE

#### 23.47A.004 - PERMITTED USES

Permitted outright:

- residential

#### 23.47A.005 - STREET LEVEL USES

Residential uses at street level:

- Residential use may occupy all of street-level street-facing facade since not in pedestrian-designated zone

#### 23.47A.008 - STREET-LEVEL DEVELOPMENT STANDARDS

- Blank segments of street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width
- The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street
- Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.
- The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk

#### 23.47A.012 - STRUCTURE HEIGHT

Allowed maximum base height

40'-0"

4' allowed for residential use at street-level street-facing facade

5' allowed for pitched roofs

16' allowed for penthouses (max 20% of roof coverage)

#### 23.86.006 - STRUCTURE HEIGHT MEASUREMENT

The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level. "Average grade level" means the average of the elevation of existing lot grades. Average grade level is calculated at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure.

#### 23.47A.013 - FLOOR AREA RATIO

Total FAR permitted on a lot that is solely occupied by residential use - 3.0 (17,560 SF x 3 = 52,680 SF)

#### 23.47A.014 - SETBACK REQUIREMENTS

- A minimum 5 foot landscaped setback may be required under certain conditions and for certain uses according to Section 23.47A.016, Screening and landscaping standards.
- For structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone - 15 feet for portions of structures above 13 feet in height to a maximum of 40 feet. For each portion of a structure above 40 feet in height, additional setback at a rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet.
- No entrance, window, or other opening is permitted closer than 5 feet to an abutting residentially-zoned lot.
- Decks with open railings may extend into the required setback, but are not permitted within 5 feet of a lot in a residential zone. Decks that are accessory to residential uses and are no more than 18 inches above existing or finished grade, whichever is lower, are permitted within 5 feet of a lot line in a residential zone.
- Fences, freestanding walls and other similar structures 6 feet or less in height above existing or finished grade, whichever is lower, are permitted in required setbacks. The 6 foot height may be averaged along sloping grade for each 6-foot long segment of the fence, but in no case may any portion of the fence exceed 8 feet.

#### 23.47A.016 - LANDSCAPING AND SCREENING STANDARDS

- Landscaping that achieves a Green Factor score of 0.3 or greater, pursuant to Section 23.86.019, is required for any lot with a development containing more than four new dwelling units or a congregate residence
- Street trees are required when any development is proposed, except as provided in subsection 23.47A.016.B.2 and Section 23.53.015. Existing street trees shall be retained unless the Director of Transportation approves their removal. The Director, in consultation with the Director of Transportation, will determine the number, type and placement of street trees to be provided.

#### 23.47A.024 - AMENITY AREA

- Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use.
- All residents shall have access to at least one common or private amenity area. Common amenity areas shall have a minimum horizontal dimension of 10 feet, and no common amenity area shall be less than 250 square feet in size. Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.

#### 23.47A.032 - PARKING

- If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut.
- Parking shall not be located between a structure and a street lot line

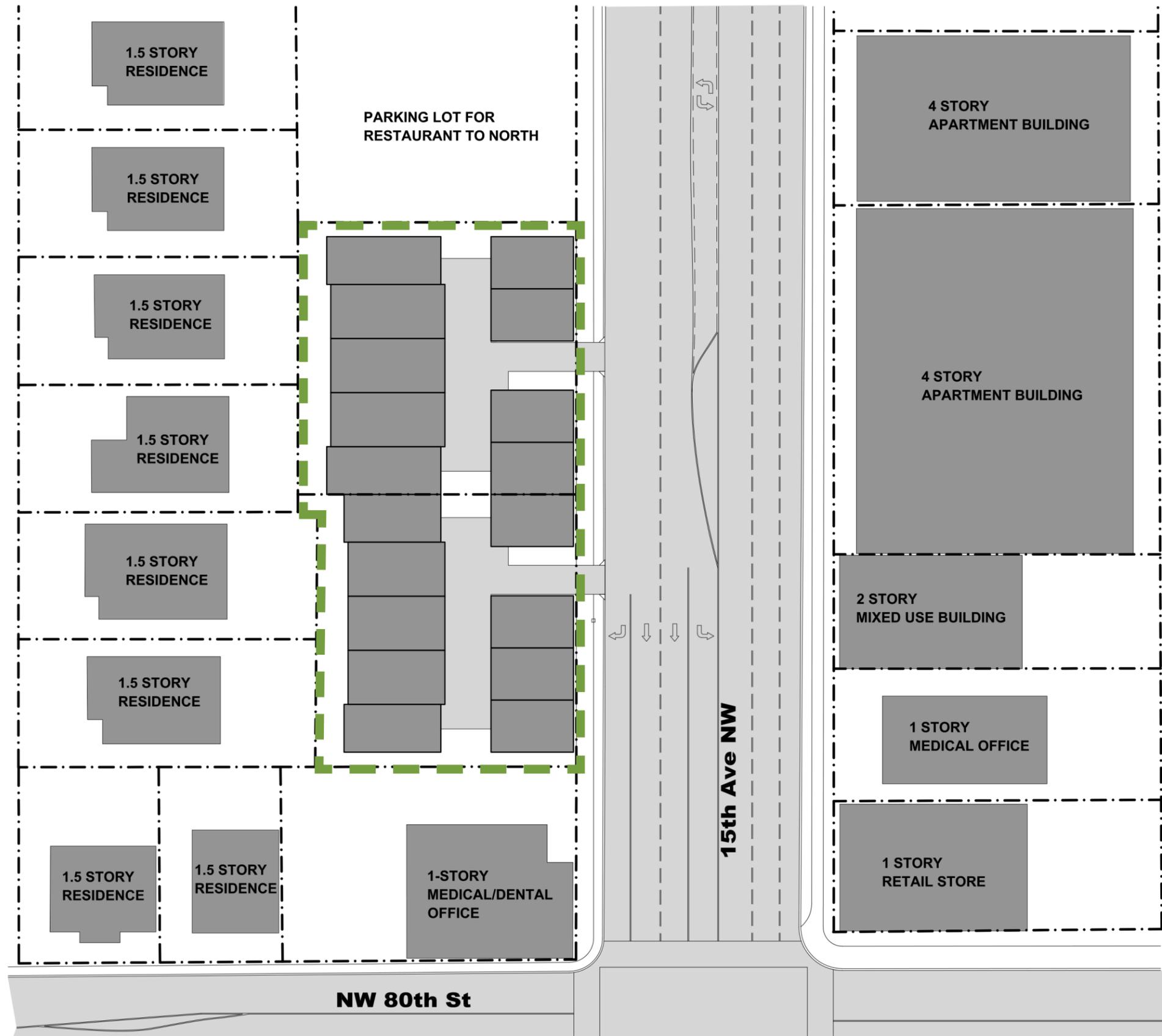
#### 23.54.015 - REQUIRED PARKING

- All residential uses in commercial and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within 1,320 feet of a street with frequent transit service, measured as the walking distance from the nearest transit stop to the lot line of the lot containing the residential use - No minimum requirement.
- Driveway width - driveways less than 100 feet in length that serve 30 or fewer parking spaces shall be a minimum of 10 feet in width for one-way or two-way traffic.
- Sight Triangle - For exit-only driveways and easements, and two way driveways and easements less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk.

#### 23.54.040 - SOLID WASTE AND RECYCLING MATERIALS STORAGE AND ACCESS

- 16-25 dwelling units - 225 square feet
- Storage space for solid waste and recyclable materials containers shall be provided as shown in Table A for 23.54.040 for all new structures, and for existing structures to which two or more dwelling units are added.

## APPLICABLE DEVELOPMENT STANDARDS



**NEIGHBORHOOD ANALYSIS**



**LOT A - TOWNHOUSES**  
ADDRESS: 8023 15th Ave NW  
LOT SIZE: 9,060 sf  
ZONE: NC2-40  
ADDRESS: 8015 15th Ave NW  
EDG PROJECT: #3023574  
PROPOSED USE: 9 TOWNHOUSES

**LOT B - TOWNHOUSES**  
ADDRESS: 8015 15th Ave NW  
LOT SIZE: 8,500 sf  
ZONE: NC2-40  
ADDRESS: xxxx 15th Ave NW  
EDG PROJECT: #3024001  
PROPOSED USE: 9 TOWNHOUSES



## LOT SPECIFICATIONS & SIZES

**LOT A #3024001**

**LOT SIZE:** 9,060 sf

**ZONE:** NC2-40

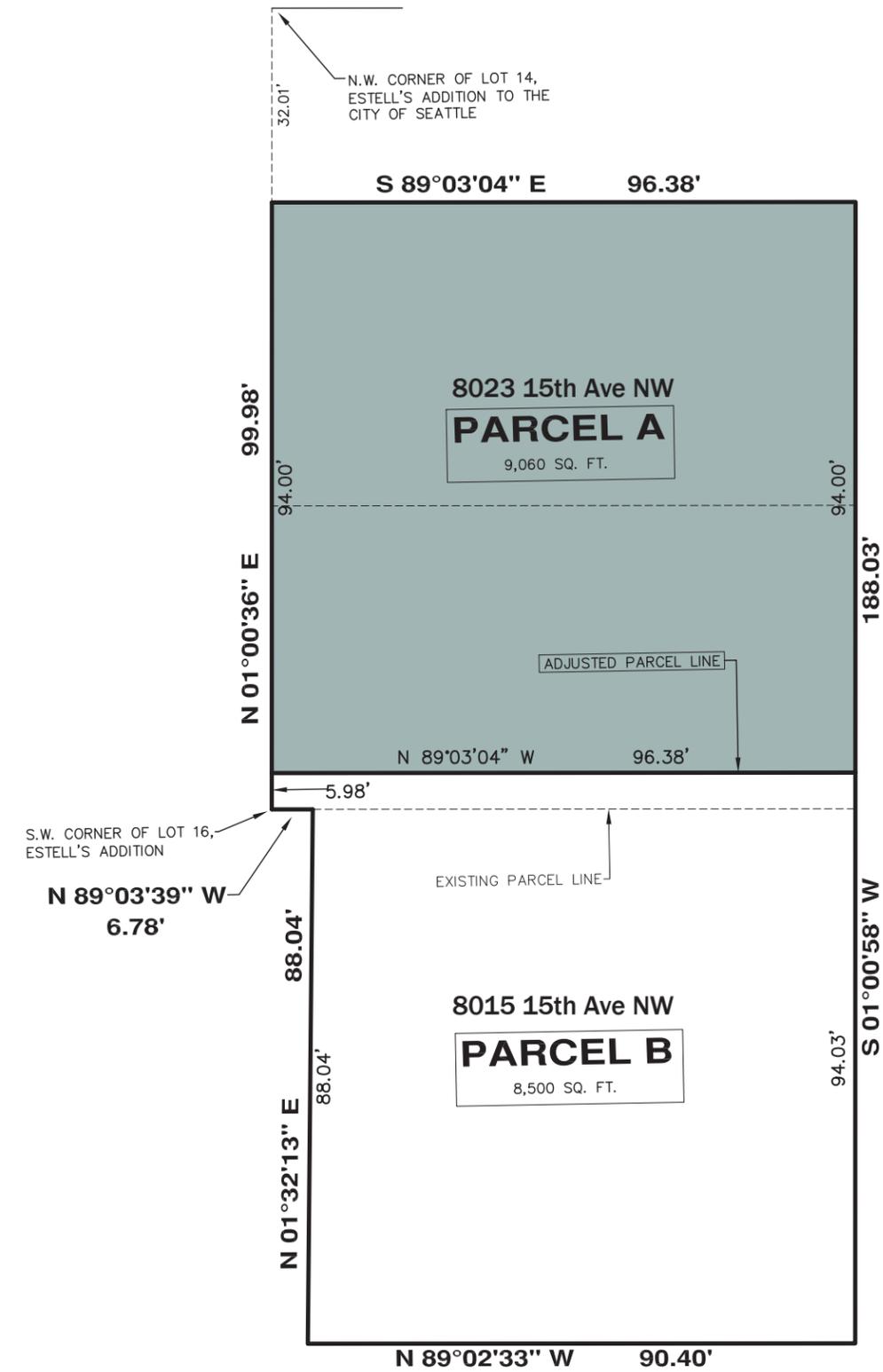
**ALLOWED FAR:** 9,060 sf x 3.0 = 27,180 sf  
(THs + garages + green building)

**SETBACKS:** 0' setbacks  
15' setback above 13' where abuts SF5000 zone to the West

**ALLOWED HEIGHT:** 40' + 4' Residential Street-facing Bonus; 4' Parapet Bonus; 5' Pitched Roof Bonus; & 16' Penthouse

**LEGAL DESCRIPTION:** THAT PORTION OF LOTS 14, 15, and 16, ESTELL'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 30 OF PLATS, PAGE 15, RECORDS OF KING COUNTY, WA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE N.W. CORNER OF SAID LOT 14; THENCE S 01°00'36" W, ALONG THE WEST LINE OF SAID LOT FOR A DISTANCE OF 32.01 FT. TO THE POINT OF BEGINNING; THENCE S 89°03'04" E, 96.38 FT.; THENCE S 01°00'58" W, 94.00 FT.; THENCE N 89°03'04" W, 96.38 FT.; THENCE N 01°00'35" E, 94.00 FT. TO THE POINT OF BEGINNING.

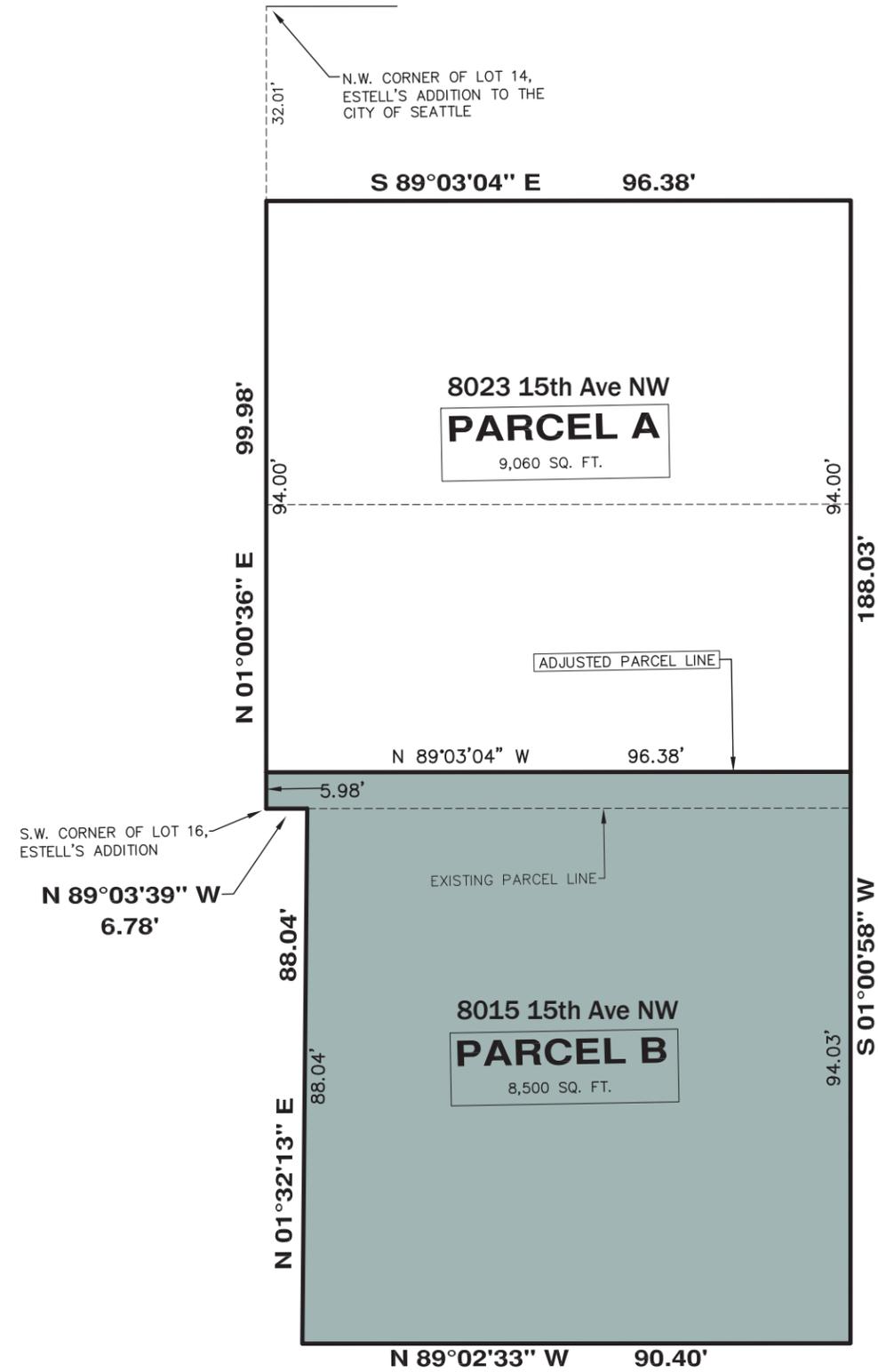


## LOT A - SIZE & FAR

**LOT B #3023574**  
**LOT SIZE:** 8,500 sf  
**ZONE:** NC2-40  
**ALLOWED FAR:** 8,500 sf x 3.0 = 25,500 sf  
 (THs + garages + green building)  
**SETBACKS:** 0' setbacks  
 15' setback above 13' where abuts SF5000 zone to the West  
  
**ALLOWED HEIGHT:** 40' + 4' Residential Street-facing Bonus; 4' Parapet Bonus; 5' Pitched Roof Bonus; & 16' Penthouse

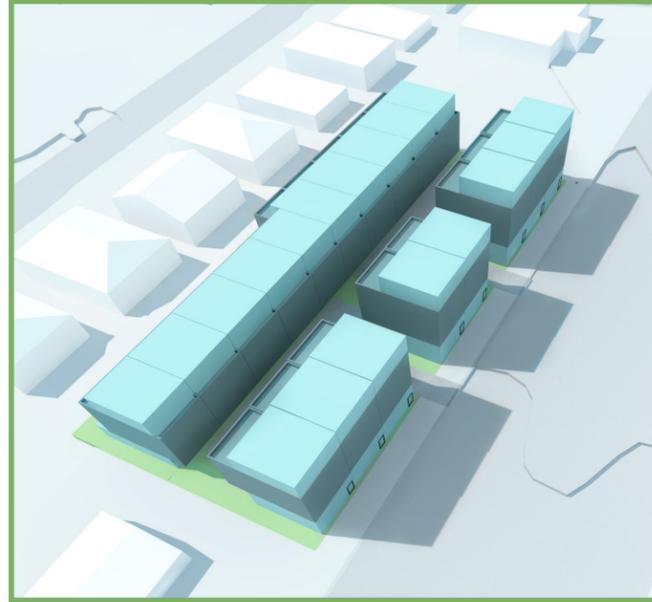
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BEGINNING AT THE S.W. CORNER OF SAID LOT 16; THENCE S 01°00'36" E, ALONG THE WEST LINE OF SAID LOT FOR A DISTANCE OF 5.98 FT.; THENCE S 89°03'04" E, 96.38 FT.; THENCE S 01°00'58" W, 94.03 FT.; THENCE N 89°02'33" W, 90.04 FT.; THENCE N 01°32'13" E, 88.04 FT.; THENCE N 89°03'39" W, 6.78 FT.; TO THE POINT OF BEGINNING.



**LOT B - SIZE & FAR**

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### FIRST OPTION - code compliant

The first option for this site intends to create a street friendly community with easy access into the site. The project utilizes it's full development potential with four-story townhouses with penthouse for the roof decks and minimal facade articulation. The parking for all the townhouses is located at the center of the site - there are (6) garages and (12) open parking spaces. The street-facing residential units have their floor plate 4'-0" above the sidewalk grade. The design of the project intends to relate to the commercial developments along 15th Ave NW.

### SECOND OPTION

The second option begins to push and pull the shape of the buildings reducing the height and scale. The townhouses are three-and-a-half-stories, with the decks located on the fourth floor. More articulation is provided at the townhouses along the west adjacent to SF5000 and providing appropriate locations for material changes. The parking is still located in the middle of the site with (6) garages and (12) open parking spaces. The rhythm of the east townhouses helps relate the project to the surrounding context of mostly commercial buildings.

One departure is requested for a reduction in the sight triangles.

### THIRD OPTION

The third option provides a project that provides transition from the commercial character along 15th Ave NW and the residences to the west. The buildings along 15th Ave NW provide a scale rhythm that provides articulation and personalization for the residences. The buildings along the west portion of the site have gable roofs to match the character of the SF5000 zone to the west. The gables push and pull along the west side to provide privacy, shading, and modulation to the facade. The parking is located in the middle of the site with (6) garages and (12) open parking spaces. The units without garages along the west are pushed back slightly to create an undulating effect along the facade and provide more space at the common area between the two parking courts.

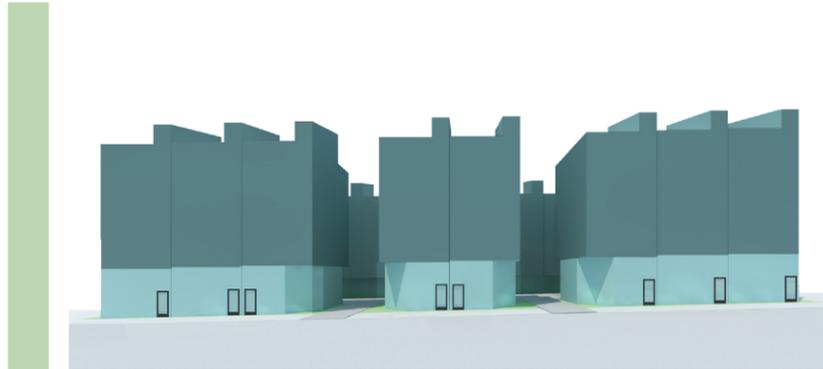
Two departures are requested to reduce the height of the floor plate for street-facing residential units, and to reduce the sight triangles.

### FOURTH OPTION - preferred

The fourth option provides a project that responds to both the public and board's concerns from our first EDG meeting. Unit 13 was shifted down to increase distance between the driveways from 49' to 67'. This creates more safety for both pedestrians and vehicles. The corners of units 12 and 16 have been chamfered to prevent obstructions into the sight triangles. The parking area is still open, however the common amenity space has been redesigned to become a landscape buffer. The units along the East have been pushed back from the property line on the first floor. Stoops are integrated to create a buffer from the street as well as provide privacy for the units. Pathways were added to the north and south to provide a safe area for pedestrians to enter and exit the site.

## OPTION OVERVIEW

# OPTION 1: CODE COMPLIANT



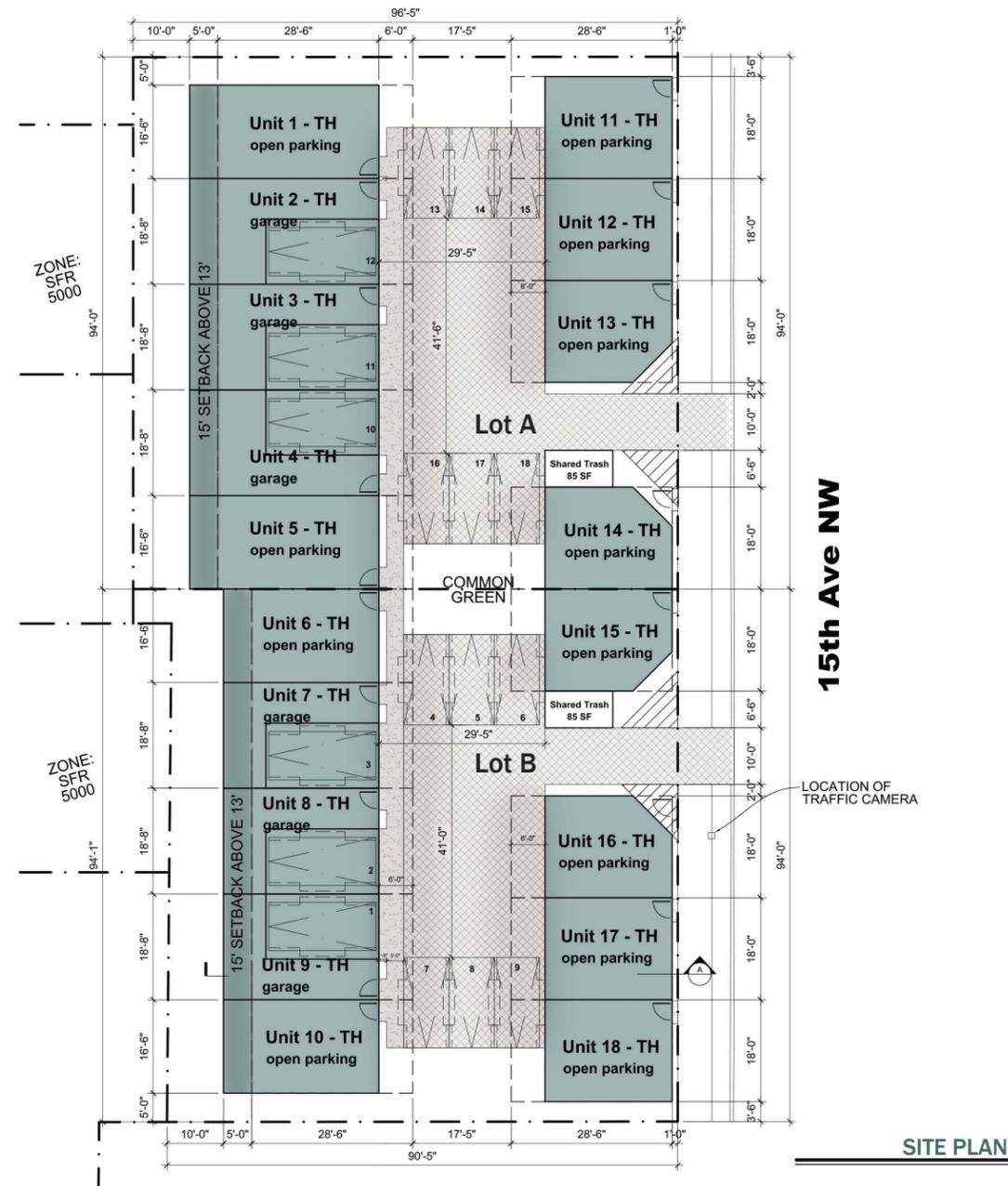
### DISTINGUISHING FEATURES:

- 4 STORIES PLUS PENTHOUSES
- FLAT ROOFS ALLOWING FOR ROOF DECKS
- 18 TOWNHOUSE UNITS
- 6 GARAGES; 12 OPEN PARKING SPACES
- 10' DRIVEWAY WIDTH
- STREET-FACING TOWNHOUSES RAISED ABOVE SIDEWALK

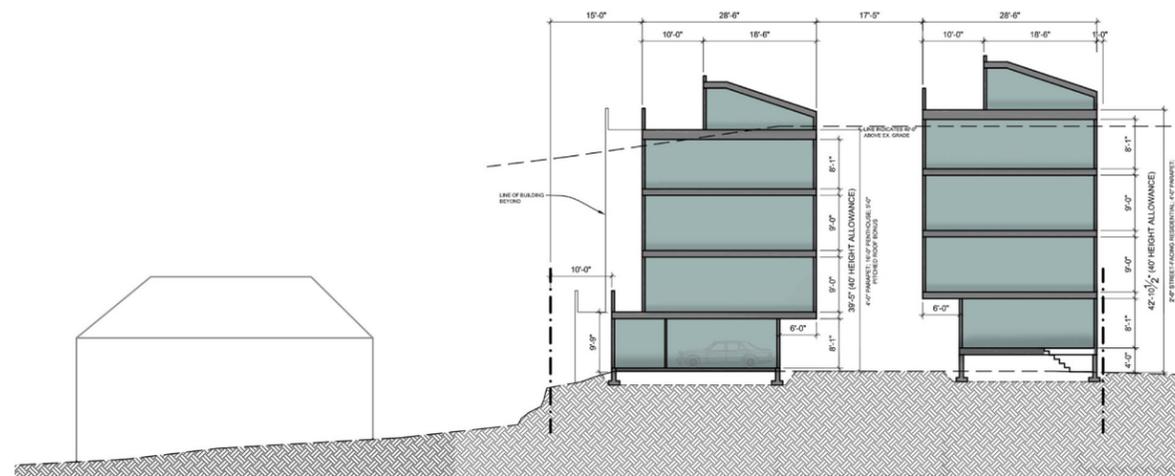
### REQUESTED DEPARTURES:

- No departures requested

The first option for this site intends to create a street friendly community with easy access into the site. The project utilizes it's full development potential with four-story townhouses with penthouse for the roof decks and minimal facade articulation. The parking for all the townhouses is located at the center of the site - there are (6) garages and (12) open parking spaces. The street-facing residential units have their floor plate 4'-0" above the sidewalk grade. The design of the project intends to relate to the commercial developments along 15th Ave NW.



SITE PLAN



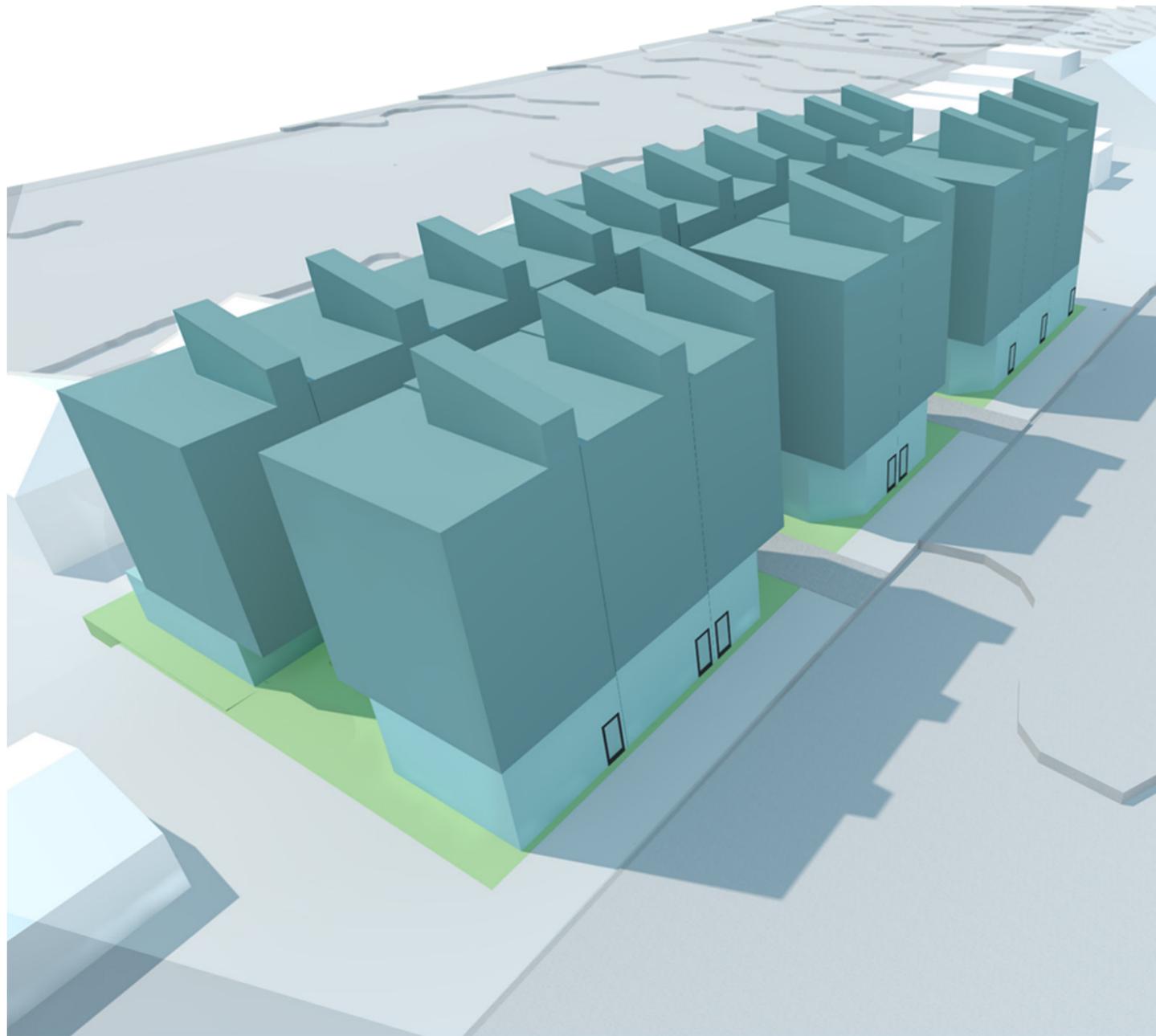
SECTION

### LOT A - Project #3024001

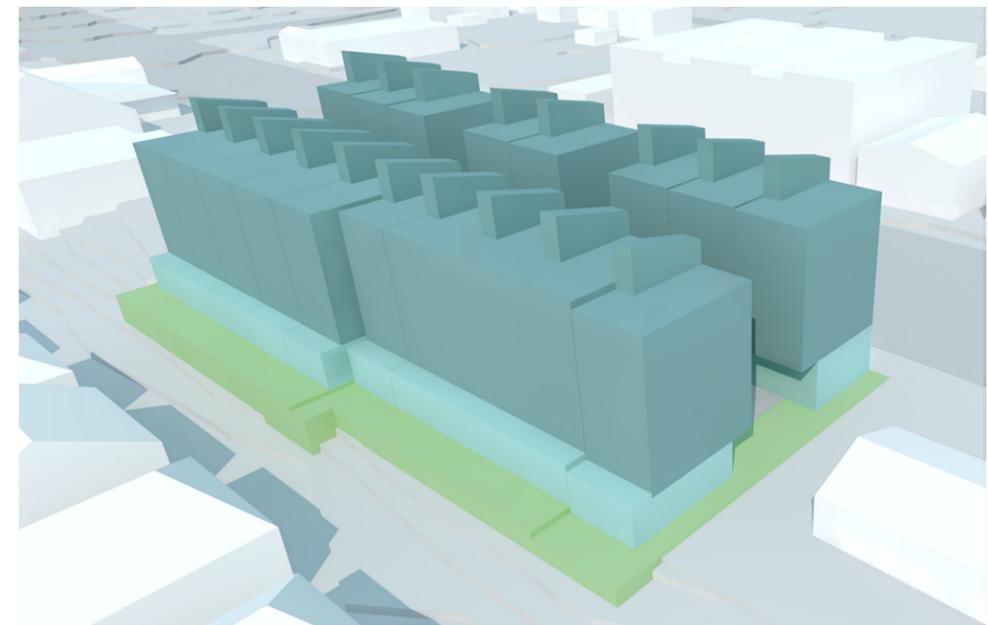
The first option for Lot A on this site includes (9) townhouses. (3) townhouses have garages and the other units have a designated open parking space within the parking court. The townhouses are a full 4-stories with penthouses for the roof decks. The street-facing units have their first-floor plates located 4'-0" above the sidewalk grade. The west building is pushed back on the second floor and up to allow for the 15'-0" setback since abutting a residential zone. There is a shared trash area for (8) of the units, while unit 1 is provided with their own trash storage. Units 13 and 14 have a unique shape to accommodate for the sight triangle.

### LOT B - Project #3023574

The first option for Lot B on this site includes (9) townhouses. (3) townhouses have garages and the other units have a designated open parking space within the parking court. The townhouses are a full 4-stories with penthouses for the roof decks. The street-facing units have their first-floor plates located 4'-0" above the sidewalk grade. The west building is pushed back on the second floor and up to allow for the 15'-0" setback since abutting a residential zone. There is a shared trash area for (8) of the units, while unit 10 is provided with their own trash storage. Units 15 and 16 have a unique shape to accommodate for the sight triangle.



BIRDSEYE LOOKING NORTHWEST



BIRDSEYE LOOKING NORTHEAST



APPROACH FROM 15TH AVE NW

## OPTION 1

## OPTION 2



### DISTINGUISHING FEATURES:

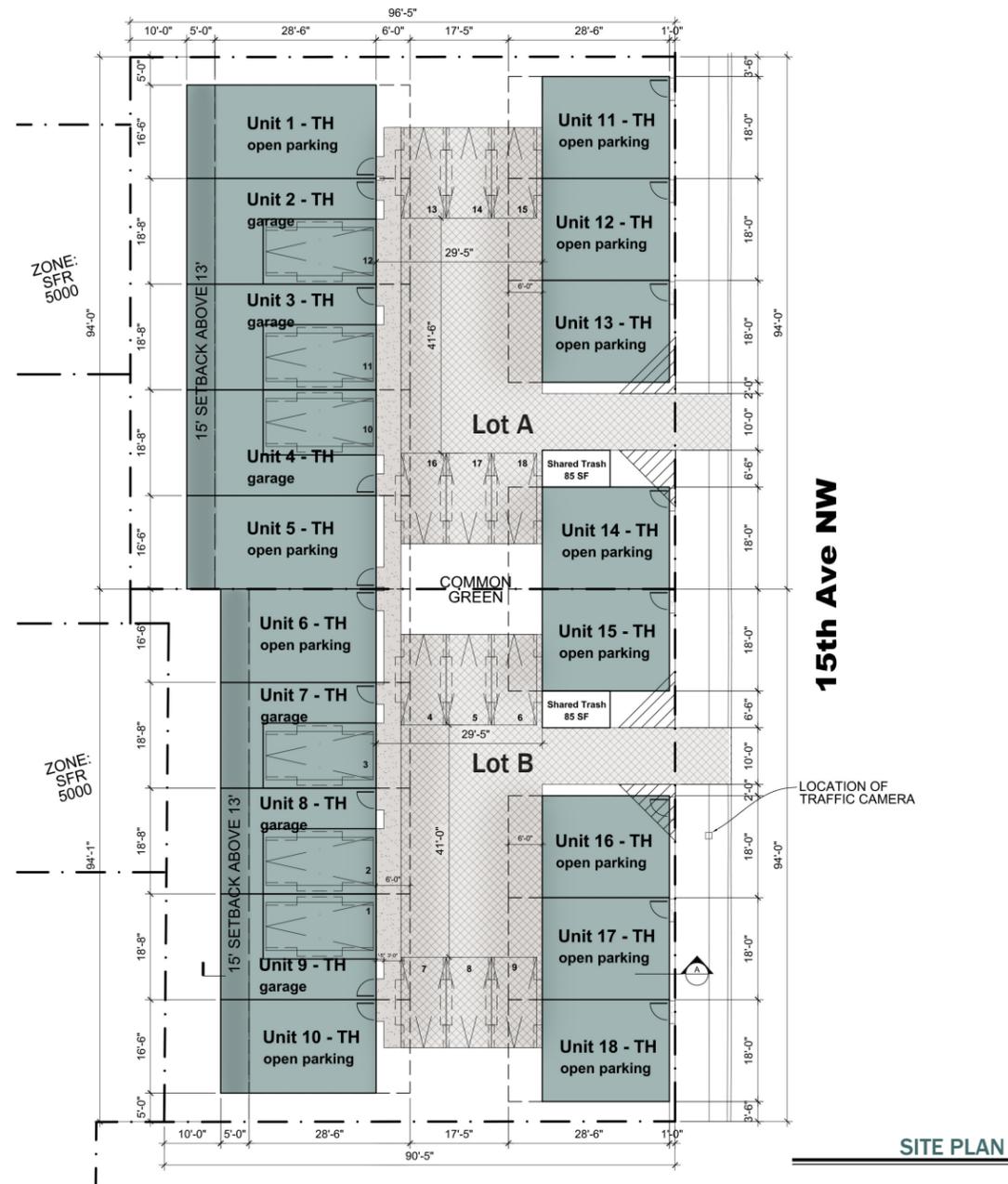
- 4 STORIES
- FLAT ROOFS
- 18 TOWNHOUSE UNITS
- 6 GARAGES; 12 OPEN PARKING SPACES
- 10' DRIVEWAY WIDTH
- STREET-FACING TOWNHOUSES RAISED ABOVE SIDEWALK

### REQUESTED DEPARTURES:

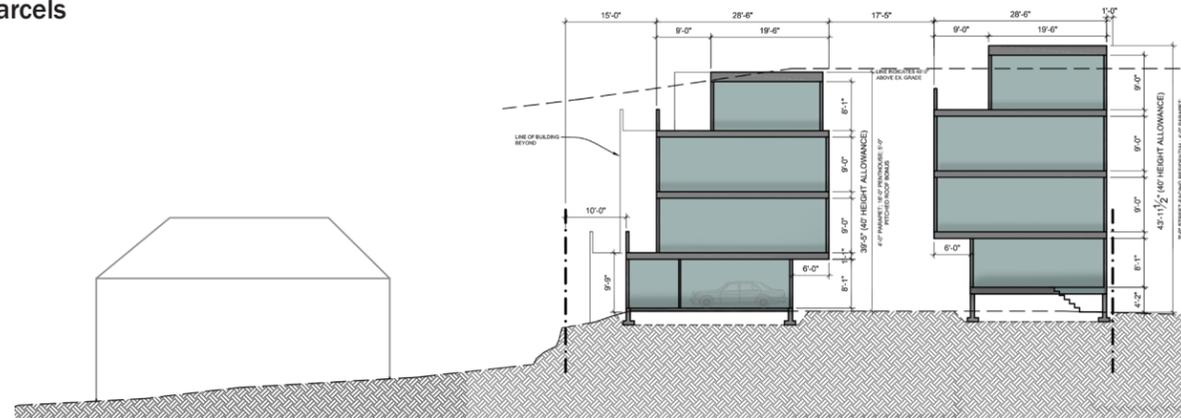
- Reduced sight triangle (Lot A & B)

The second option begins to push and pull the shape of the buildings reducing the height and scale. The townhouses are three-and-a-half-stories, with the decks located on the fourth floor. More articulation is provided at the townhouses along the west adjacent to SF5000 and providing appropriate locations for material changes. The parking is still located in the middle of the site with (6) garages and (12) open parking spaces. The rhythm of the east townhouses helps relate the project to the surrounding context of mostly commercial buildings.

One departure is requested to reduce the sight triangle on both parcels for units 13, 14, 15, and 16.



SITE PLAN



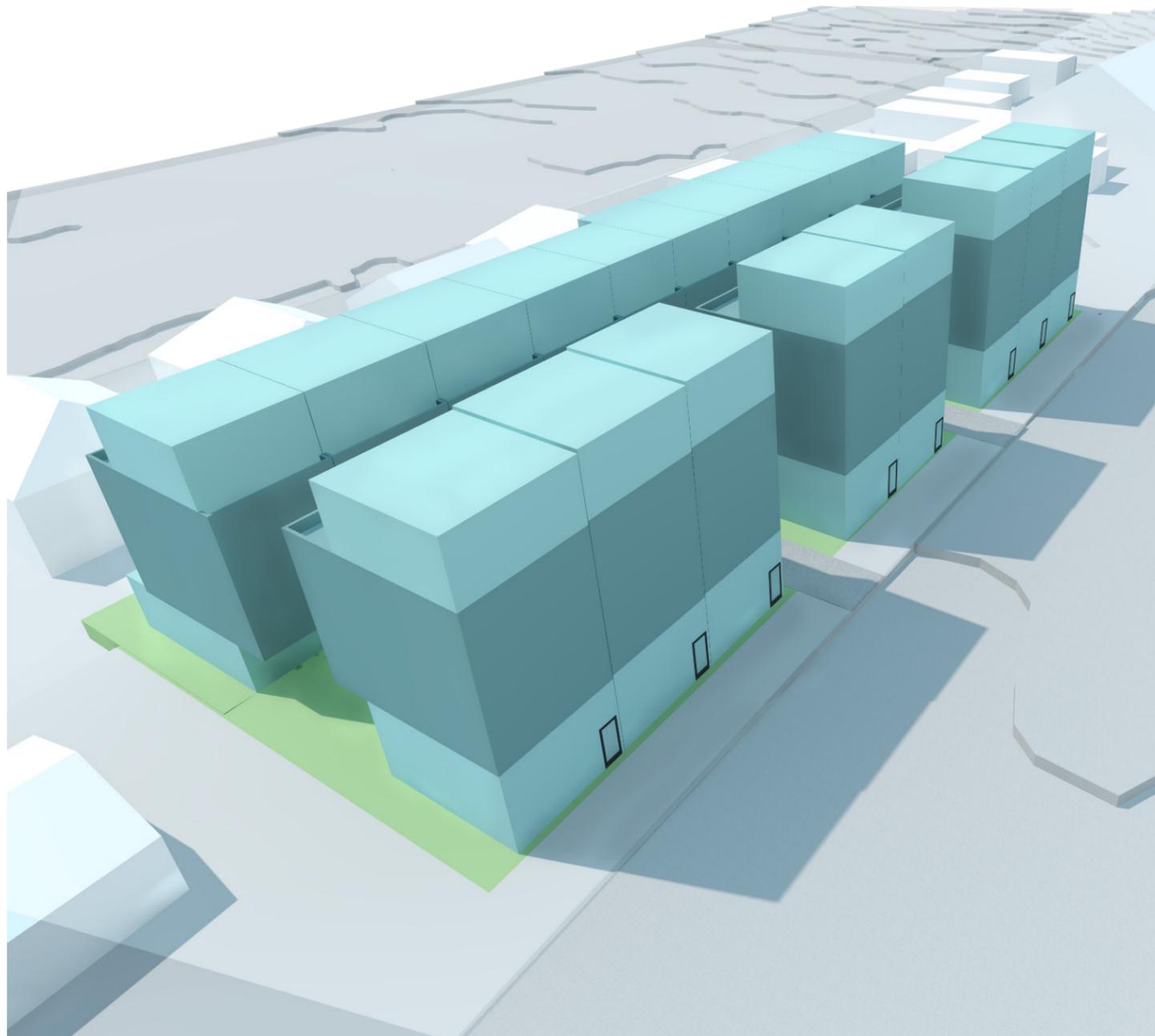
SECTION

### LOT A - Project #3024001

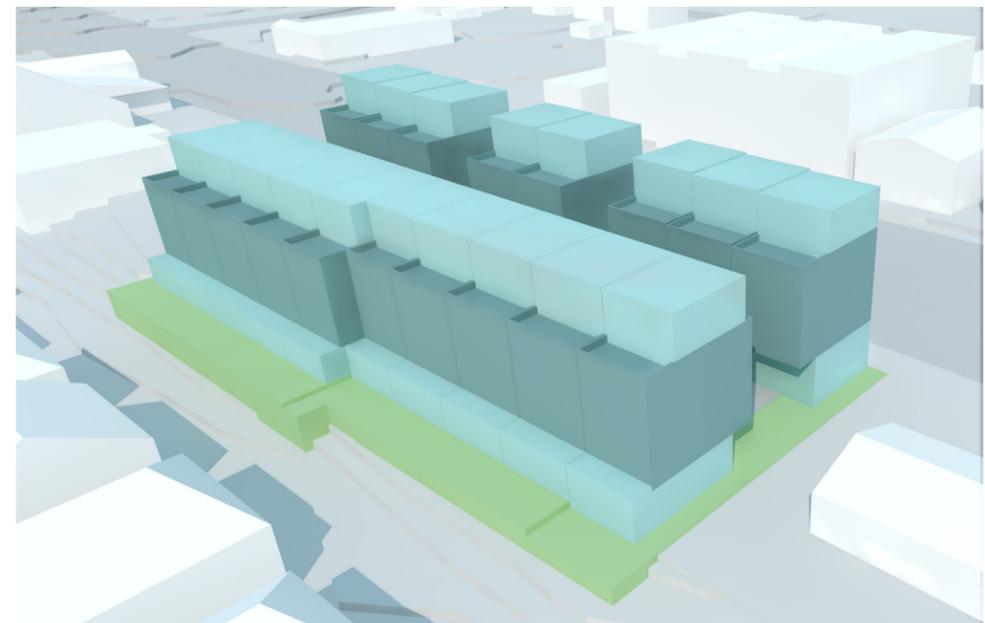
The second option for Lot A on this site includes (9) townhouses. (3) townhouses have garages and the other units have a designated open parking space within the parking court. The townhouses are a 3-1/2 stories with decks on the fourth level. This helps to reduce the massing for the east buildings adjacent to the courtyard. The street-facing units have their first-floor plates located 4'-0" above the sidewalk grade. The west building is pushed back starting at the second floor to allow for the 15'-0" setback abutting a residential zone. It is pushed further back on the fourth floor for the decks to reduce the scale even more. There is a shared trash area for (8) of the units, while unit 1 is provided with their own trash storage. A departure reduction for the sight triangle is requested for units 13 and 14.

### LOT B - Project #3023574

The second option for Lot B on this site includes (9) townhouses. (3) townhouses have garages and the other units have a designated open parking space within the parking court. The townhouses are a 3-1/2 stories with decks on the fourth level. This helps to reduce the massing for the east buildings adjacent to the courtyard. The street-facing units have their first-floor plates located 4'-0" above the sidewalk grade. The west building is pushed back starting at the second floor to allow for the 15'-0" setback abutting a residential zone. It is pushed further back on the fourth floor for the decks to reduce the scale even more. There is a shared trash area for (8) of the units, while unit 10 is provided with their own trash storage. A departure reduction for the sight triangle is requested for units 15 and 16.



BIRDSEYE LOOKING NORTHWEST



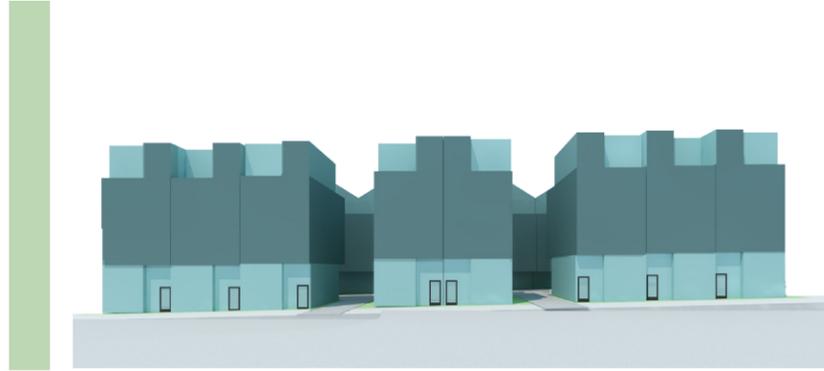
BIRDSEYE LOOKING NORTHEAST



APPROACH FROM 15TH AVE NW

## OPTION 2

# OPTION 3



### DISTINGUISHING FEATURES:

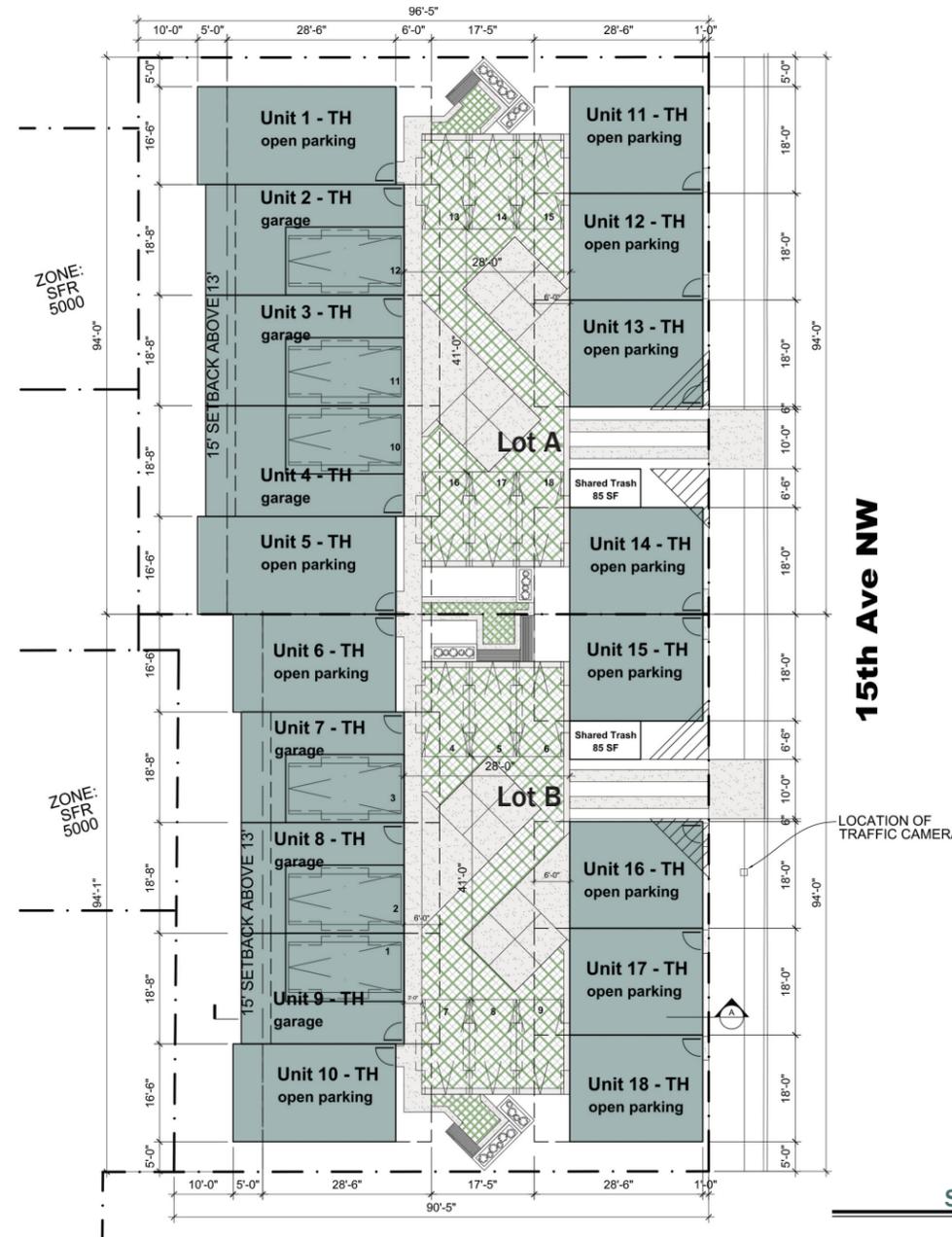
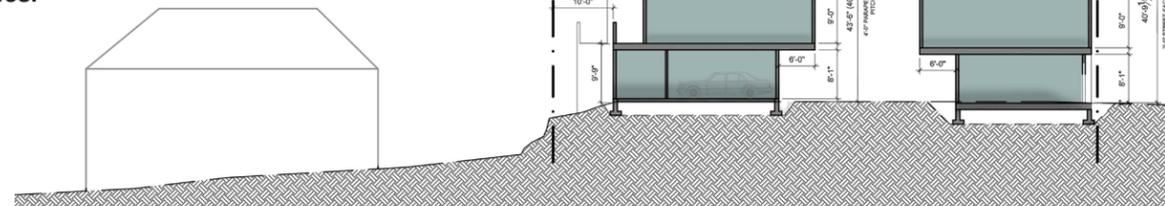
- 4 STORIES
- FLAT ROOFS
- 18 TOWNHOUSE UNITS
- 6 GARAGES; 12 OPEN PARKING SPACES
- 10' DRIVEWAY WIDTH
- STREET-FACING TOWNHOUSES RAISED ABOVE SIDEWALK

### REQUESTED DEPARTURES:

- Reduced sight triangle (Lot A & B)
- Reduced raise from sidewalk to unit entry from 4' to 2' (Lot A & B)

The third option provides a project that provides transition from the commercial character along 15th Ave NW and the residences to the west. The buildings along 15th Ave NW provide a scale rhythm that provides articulation and personalization for the residences. The buildings along the west portion of the site have gable roofs to match the character of the SF5000 zone to the west. The gables push and pull along the west side to provide privacy, shading, and modulation to the facade. The parking is located in the middle of the site with (6) garages and (12) open parking spaces. The units without garages along the west are pushed back slightly to create an undulating effect along the facade and provide more space at the common area between the two parking courts.

Two departures are requested to reduce the height of the floor plate for street-facing residential units, and to reduce the sight triangles.



SITE PLAN

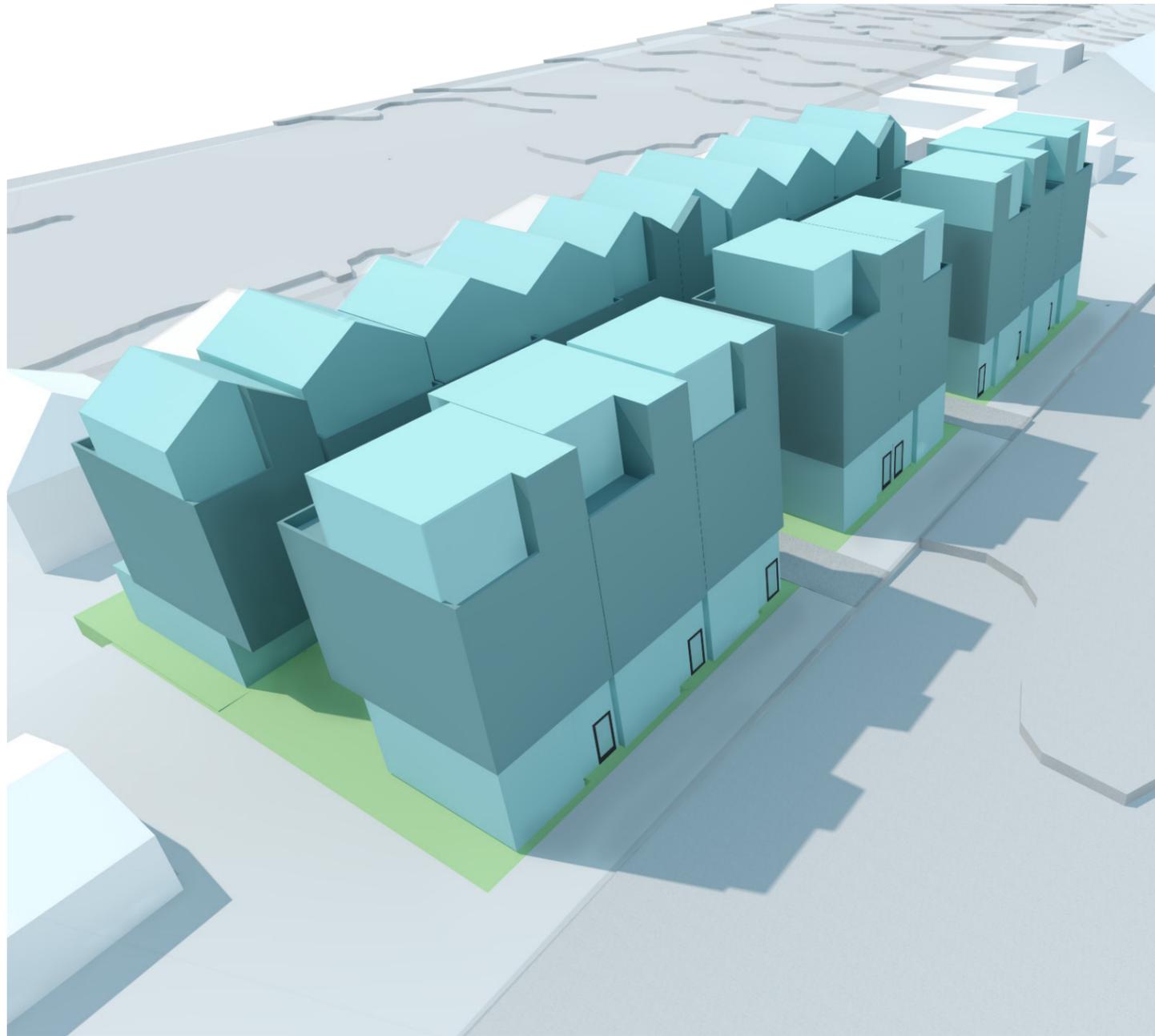
SECTION

## LOT A - Project #3024001

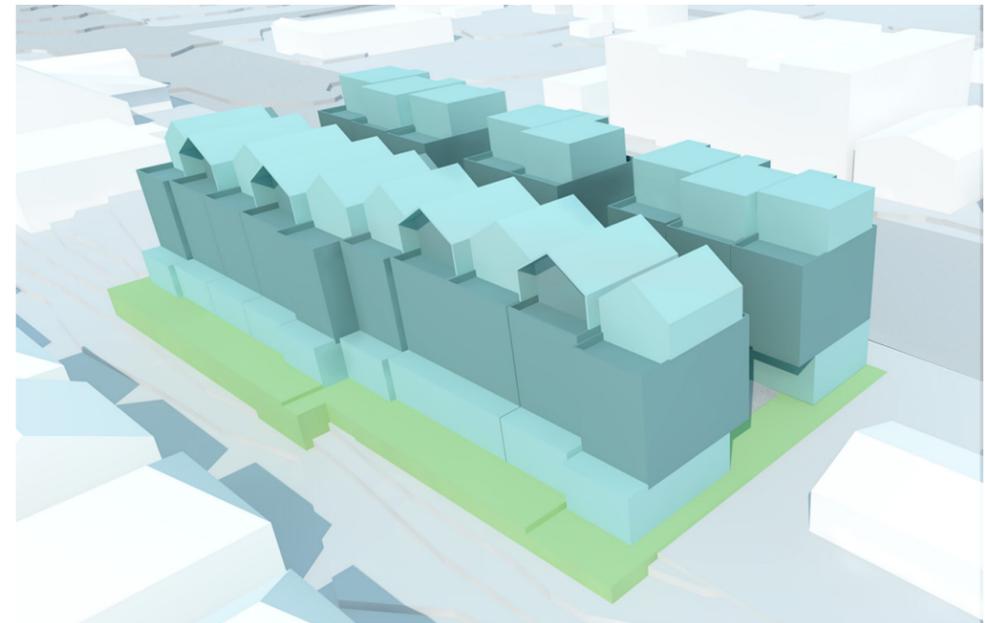
The third option for Lot A on this site includes (9) townhouses. (3) townhouses have garages and the other units have a designated open parking space within the parking court. The townhouses are a 3-1/2 stories with decks on the fourth level. This helps to reduce the massing for the east buildings. More articulations are made to the facades of the building to create interest and reduce the scale of the building visually. A departure is being requested to reduce the street-facing units first-floor plates to 2'-0" above the sidewalk grade. The west building is pushed back starting at the second floor and up to allow for the 15'-0" setback since abutting a residential zone. It is pushed further back on the fourth floor for the decks to reduce the scale even more. There is a shared trash area for (8) of the units, while unit 1 is provided with their own trash storage. A departure reduction for the sight triangle is requested for units 13 and 14.

## LOT B - Project #3023574

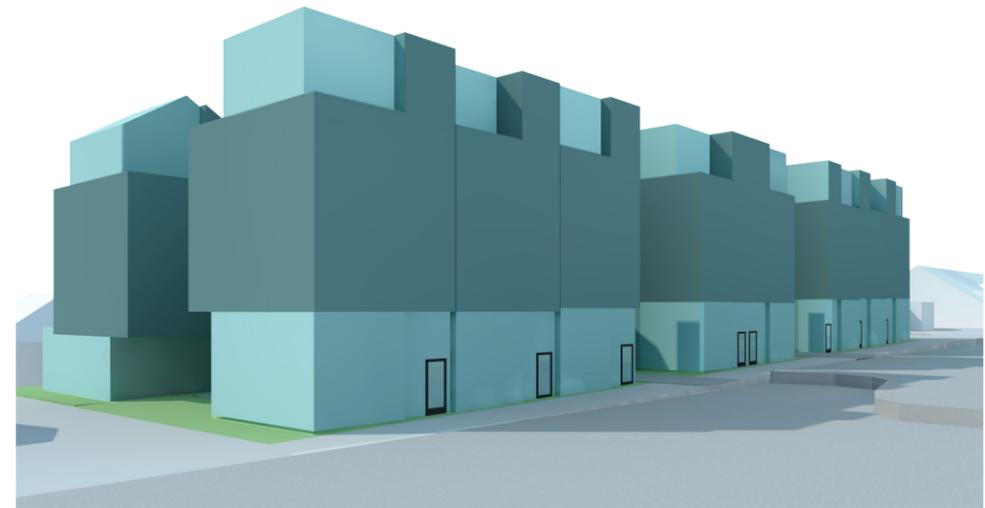
The third option for Lot B on this site includes (9) townhouses. (3) townhouses have garages and the other units have a designated open parking space within the parking court. The townhouses are a 3-1/2 stories with decks on the fourth level. This helps to reduce the massing for the east buildings. More articulations are made to the facades of the building to create interest and reduce the scale of the building visually. A departure is being requested to reduce the street-facing units first-floor plates to 2'-0" above the sidewalk grade. The west building is pushed back starting at the second floor and up to allow for the 15'-0" setback since abutting a residential zone. There is a shared trash area for (8) of the units, while unit 10 is provided with their own trash storage. A departure reduction for the sight triangle is requested for units 15 and 16.



BIRDSEYE LOOKING NORTHWEST



BIRDSEYE LOOKING NORTHEAST



APPROACH FROM 15TH AVE NW

## OPTION 3

## PUBLIC COMMENTS/CONCERNS

- Not activating the street
- Does not provide adequate buffering for the ground floor units along 15th Ave NW
- Impacts of the proposed reduced sight triangles on both vehicular and pedestrian safety
- Single drive access along 15th Ave NW
- Height and privacy impacts to the west of the project site
- Slope of the property and maintaining a retaining wall along the western edge of the property line where the site abuts single family
- Lack of guest parking
- Viability of the proposed amenity space located between the proposed structures
- Actual retail uses was preferred along the street
- Explore a chamfered edge at the first floor to improve the visibility of the access drive-ways
- Lack of notification of proposed project to the existing tenants of the project site

## NORTHWEST BOARD COMMENTS

### 1 - Circulation/Access/Interior Area

- The board echoed the public's concerns regarding the proposed single access driveways and reduced sight triangles
- The board encouraged further exploration of site plan layouts that would increase sight triangles, improve the parking circulation and respond better to site constraints
- The board expressed concerns related to the viability of the proposed interior amenity space located between parking spaces with limited connection to the units
- The lack of vehicular and pedestrian separation from sidewalks along 15th to the rear units and suggested that this connection be improved to provide a safe and functional pedestrian connection

### 2 - 15th Avenue and Street Edge

- The intended use along 15th Ave need to be clarified
- The board discussed the need to buffer residential units along the ground floor with an appropriate landscaped setback and/or raised ground floor units
- The composition of the street facing facade should reflect the intended use while still providing appropriate buffering and glazing
- The board discussed the need to further analyze and explore how the design will create a strong connection to the street and address street activation

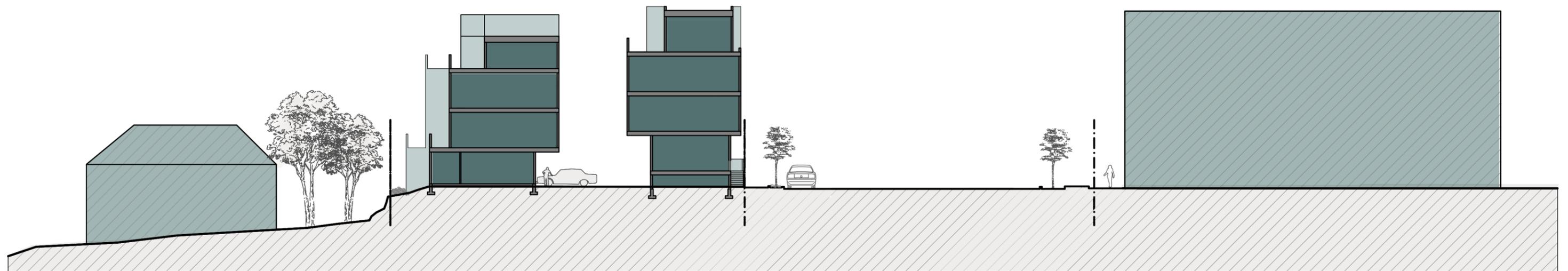
### 3 - West Residential Edge

- The board supported pulling back the massing along the single family residential edge
- The board encouraged further exploration of massing options to reduce the height, bulk, and scale along the west edge
- At the next meeting, provide additional analysis of possible lighting and glare impacts to adjacent residential neighbors
- At the next meeting, provide additional analysis of possible privacy impacts to adjacent residential neighbors

# DESIGN CONCEPT

The project site exists between the **PRIVATE** and **PUBLIC** domains of everyday life. The site begins to act as a distinct **THRESHOLD** between an active 15th Ave NW to the east and the quiet single family neighborhood to the west. Because of these polarizing site conditions, buffers in the form of building mass, landscape, and hardscape must be placed to appropriately respond to the site's diverse conditions.

The project responds to both conditions and becomes an overall transitional element between low density single family dwellings and high density multi-family development. Two distinct site conditions book end the site. The intermediate space is open for both pedestrian and vehicular circulation.



## SINGLE FAMILY HOMES

- low density
- 1.5-2 stories

## PRIVATE REAR YARDS

- greater setbacks
- minimal rear-yard presence

## QUIET

- owner pedestrian traffic only



## MULTI-FAMILY DEVELOPMENT

- high density
- 3-4 stories

## PUBLIC STREET FRONTAGE

- minimal setbacks
- strong street presence

## ACTIVE

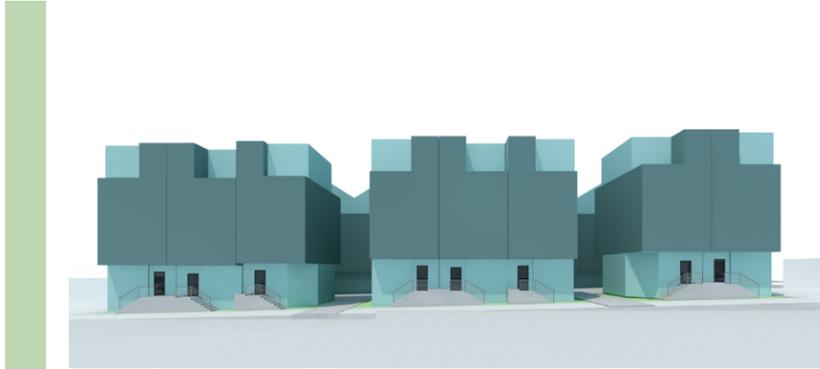
- pedestrian and vehicular traffic
- multi-user zone

## DESIGN CONCEPT

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# OPTION 4: PREFERRED



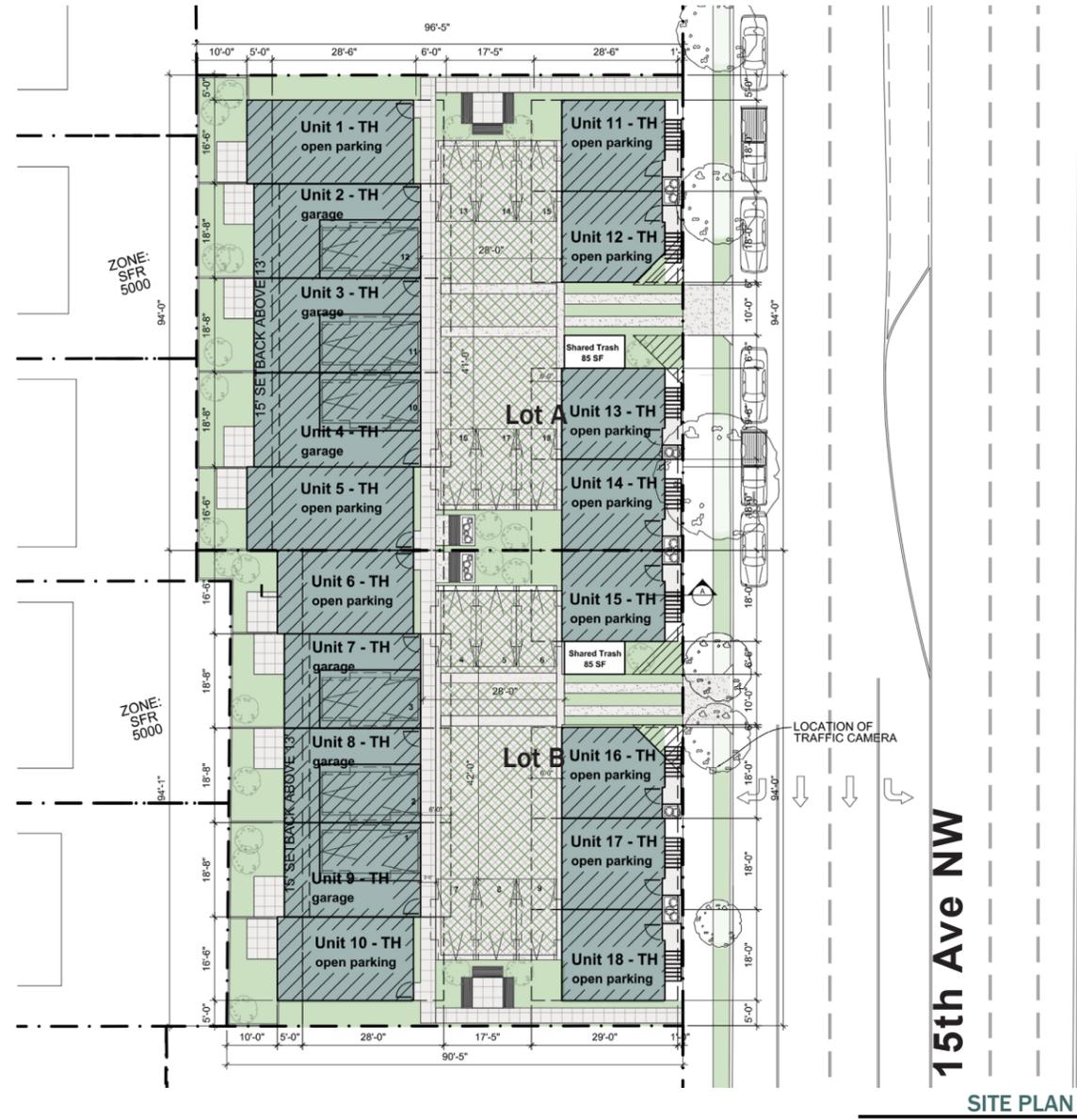
### DISTINGUISHING FEATURES:

- 4 STORIES
- FLAT ROOFS
- 18 TOWNHOUSE UNITS
- 6 GARAGES; 12 OPEN PARKING SPACES
- 10' DRIVEWAY WIDTH
- STREET-FACING TOWNHOUSES RAISED ABOVE SIDEWALK

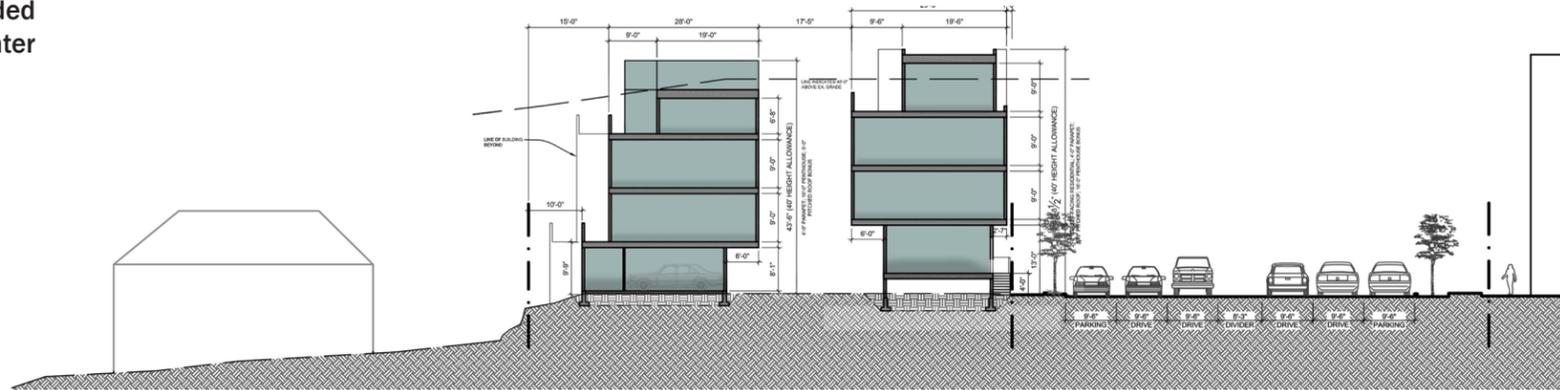
### REQUESTED DEPARTURES:

- NONE

The fourth option provides a project that responds to both the public and board's concerns from our first EDG meeting. Unit 13 was shifted down to increase distance between the driveways from 49' to 67'. This creates more safety for both pedestrians and vehicles. The corners of units 12 and 16 have been chamfered to prevent obstructions into the sight triangles. The parking area is still open, however the common amenity space has been redesigned to become a landscape buffer. The units along the East have been pushed back from the property line on the first floor. Stoops are integrated to create a buffer from the street as well as provide privacy for the units. Pathways were added to the north and south to provide a safe area for pedestrians to enter and exit the site.



SITE PLAN



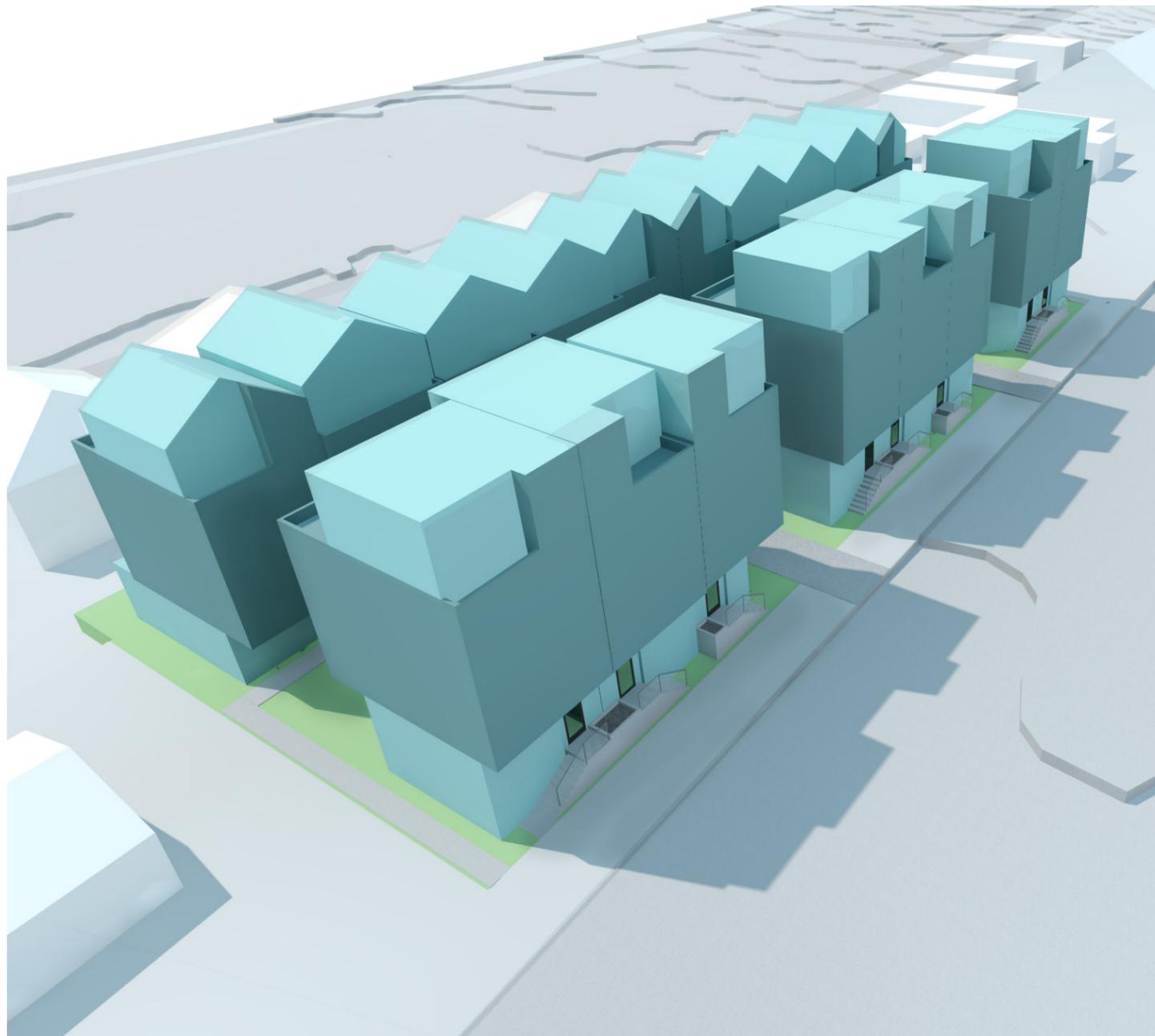
SECTION

### LOT A - Project #3024001

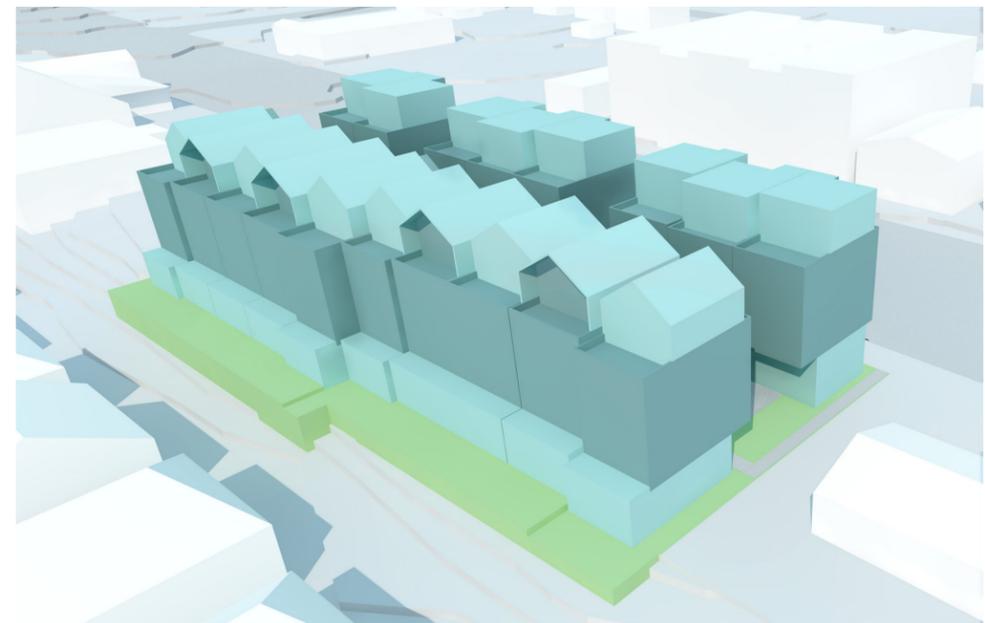
The fourth, and preferred, option for Lot A on this site includes (9) townhouses. (3) townhouses have garages and the other units have a designated open parking space within the parking court. The townhouses are a 3-1/2 stories with decks on the fourth level. This helps to reduce the massing for the east buildings. More articulations are made to the facades of the building to create interest and reduce the scale of the building visually. The west building is pushed back starting at the second floor and up to allow for the 15'-0" setback since abutting a residential zone. It is pushed further back on the fourth floor for the decks to reduce the scale even more. The corner of unit 12 has been chamfered to prevent any obstructions into the sight triangle, promoting safe pedestrian and vehicle access. A path goes along the north part of the site for access to the rear units.

### LOT B - Project #3023574

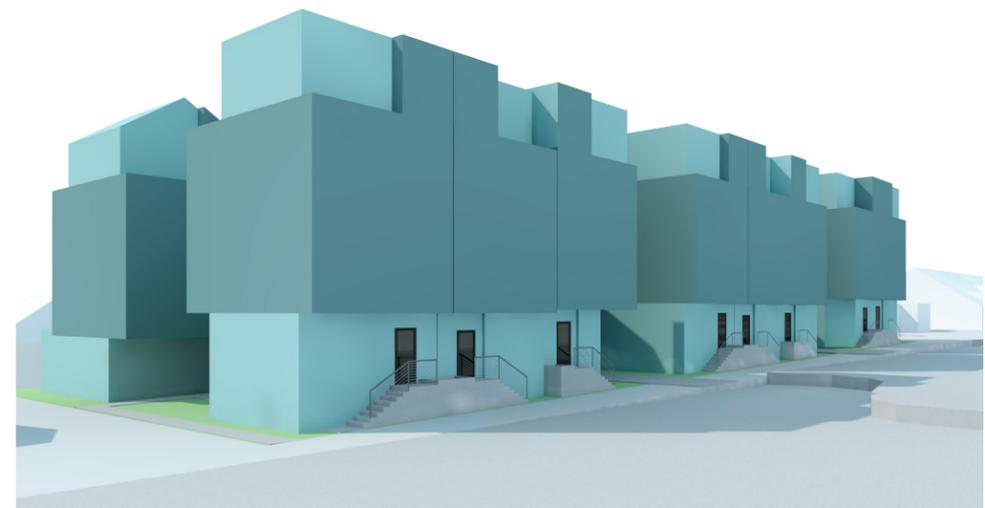
The fourth, and preferred, option for Lot B on this site includes (9) townhouses. (3) townhouses have garages and the other units have a designated open parking space within the parking court. The townhouses are a 3-1/2 stories with decks on the fourth level. This helps to reduce the massing for the east buildings. More articulations are made to the facades of the building to create interest and reduce the scale of the building visually. The west building is pushed back starting at the second floor and up to allow for the 15'-0" setback since abutting a residential zone. The corner of unit 16 has been chamfered to prevent any obstructions into the sight triangle, promoting safe pedestrian and vehicle access. A path goes along the south part of the site for access to the rear units.



BIRDSEYE LOOKING NORTHWEST



BIRDSEYE LOOKING NORTHEAST



APPROACH FROM 15TH AVE NW

## OPTION 4: PREFERRED

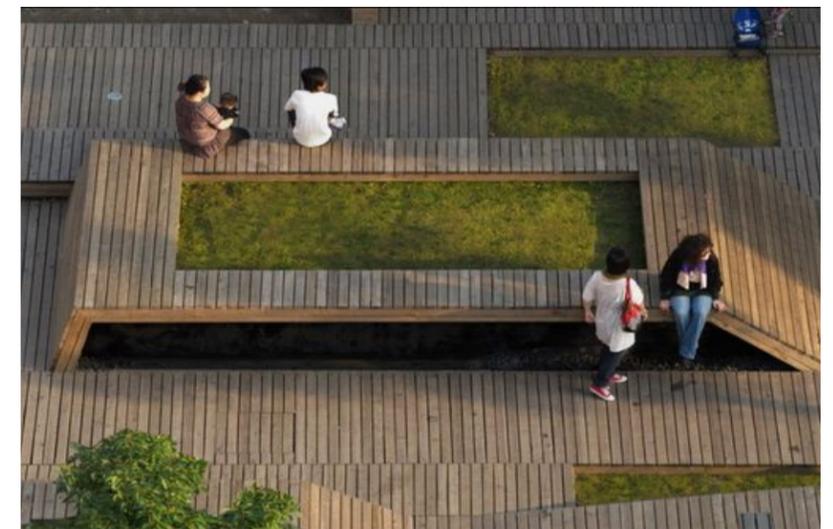
**BUILDING / MATERIALS**



**HARDSCAPE / LANDSCAPE**



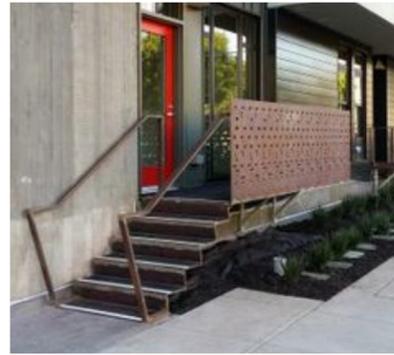
**DETAIL/ EXPERIENCE**



**PROJECT INSPIRATION**

# LANDSCAPE CONCEPT

The landscape for the project plays a significant role in activating outdoor space and delineating between public and private realms. Specific details in the form of hardscape and landscape are used throughout the project to help with both distinction and mitigation of each zone.



## 1. FRONT STOOPS:

Acting as a transitional buffer between an active, public 15th Ave NW and the private front door of a home, the stoops create a sense of privacy and security for the entire along the eastern property line. Landscape is integrated to soft the materials and create a buffer between the stoop and the sidewalk.



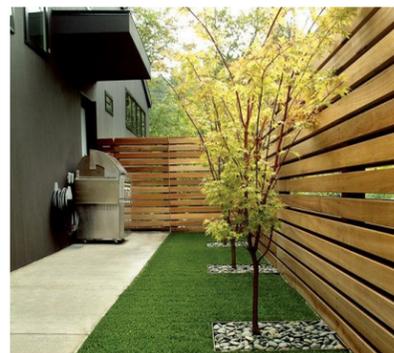
## 2. PARKING COURTS:

The central parking courts are designed to act as a platform for a flexible, multi-use space. Because they are interacting between vehicular and pedestrian traffic, the area is softened with grasscrete, distinguishing it from designated pedestrian pathways, which consists of various hardscapes.



## 3. LANDSCAPE BUFFERS:

The parking courts are book-ended between common green spaces. The (3) areas help bring activity outside, acting as small gathering spaces for the residents. Native plantings that are shade tolerant will bring color and texture.



## 4. REAR YARDS:

All units will have access to small rear yards. The proposed design will utilize the existing retaining wall. A fence will be integrated along the property line along with landscaping to increase privacy. Deep footings will be used to reduce additional loads on the existing wall.



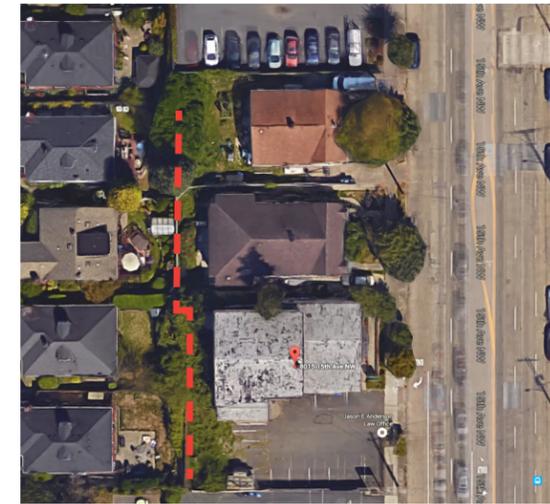
# LANDSCAPE CONCEPT

# NEIGHBORHOOD MEETING

During the neighborhood meeting, we spoke with nearby business owners and homeowners regarding the relationship between our site and the surrounding properties. Some topics of conversation included:

1. The structural integrity of the existing retaining wall
2. The overgrown landscape and the lack of up-keep along the existing wall
3. The new site conditions created by new development along the western property line

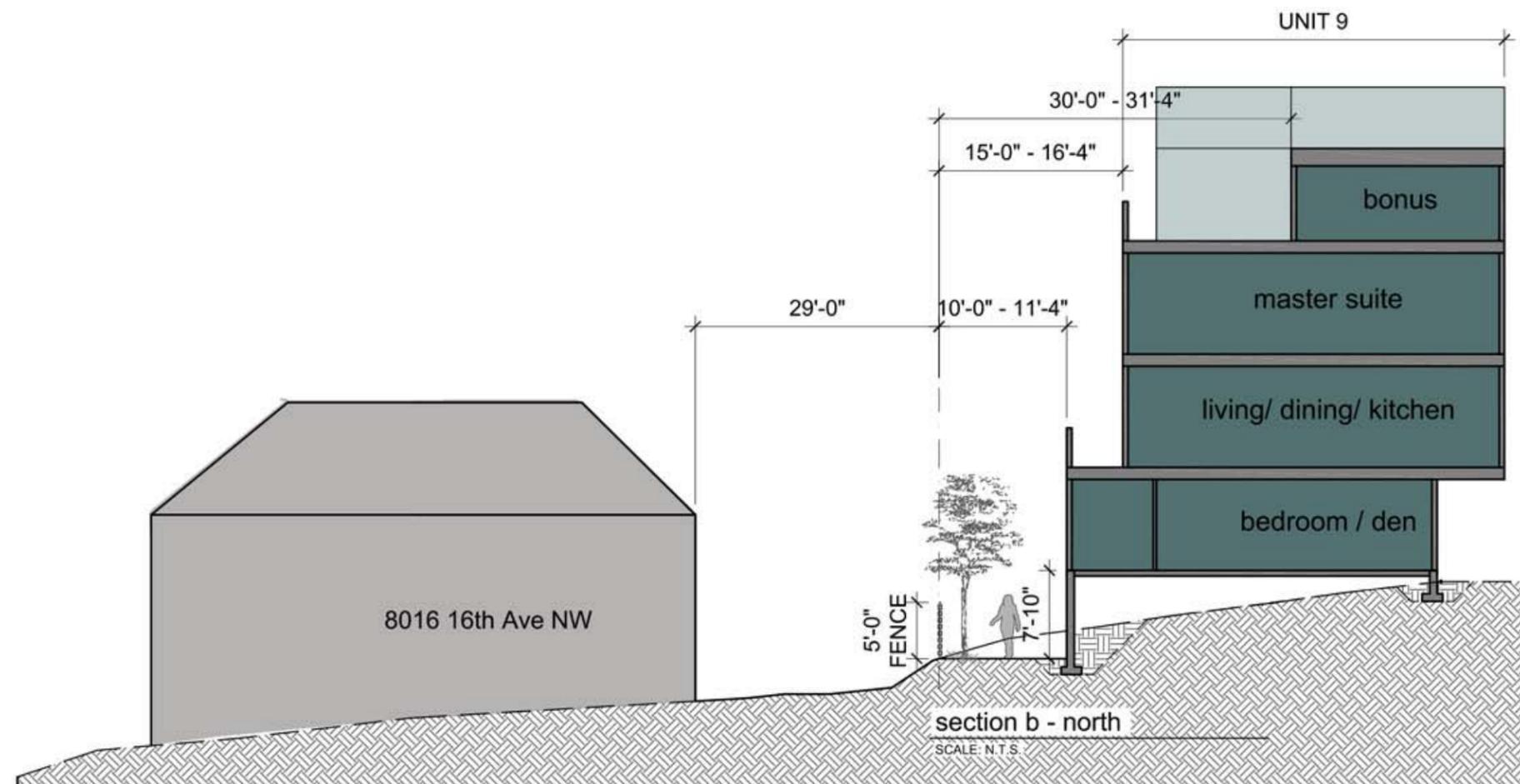
The rear yards of the town-homes vary due to the topography of the site, allowing some units to have access to small yards. Deep footings will be used along with leveling out behind the wall to reduce additional loads on the existing wall. Existing overgrown shrubbery on our property will be fully removed. Our development will include some kind of fencing and landscape buffers to provide privacy along the property line.



Existing retaining wall location



View of existing backyard



Example image of rockery with fence



Example image of fence with landscaping

# NEIGHBORHOOD MEETING



## EXPERIENTIAL RENDERINGS



## Central Courtyard

- Place to pause
- Landscape buffer for parking courts
- Helps with site drainage
- Shade tolerant planting

## EXPERIENTIAL RENDERINGS

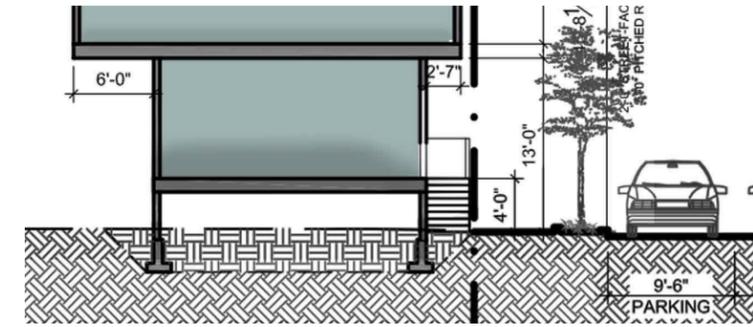
## Vehicular and Pedestrian Traffic

- Sight Triangles are unobstructed
- Pedestrian safety considered while exiting and entering site
- Reducing vehicle and pedestrian risks



## Residential Stoops

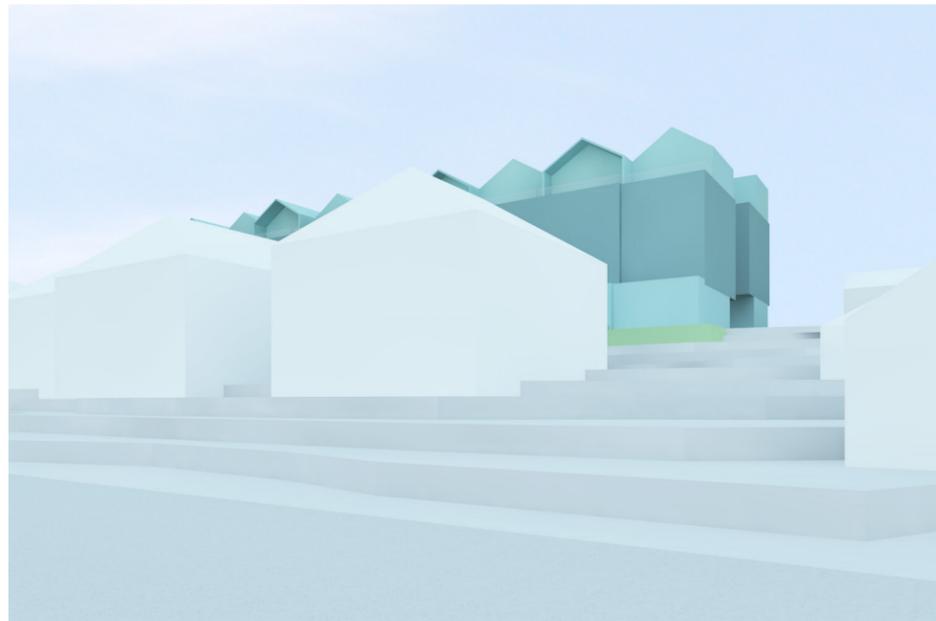
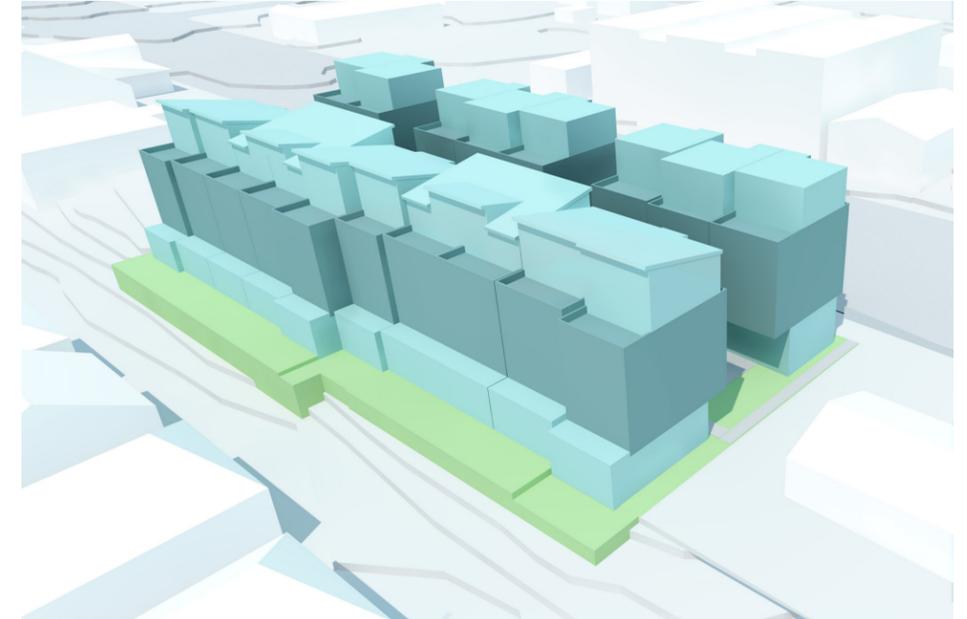
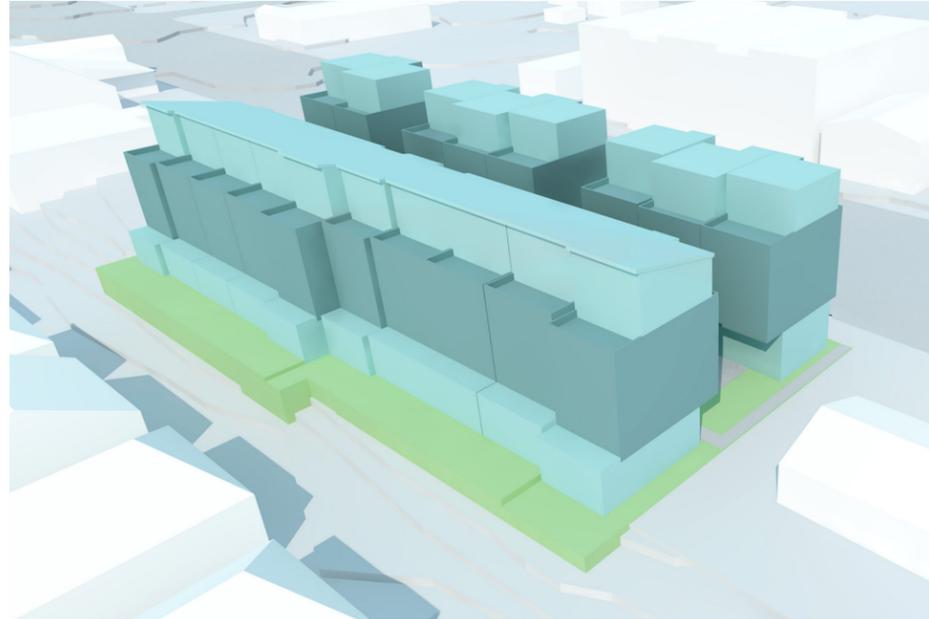
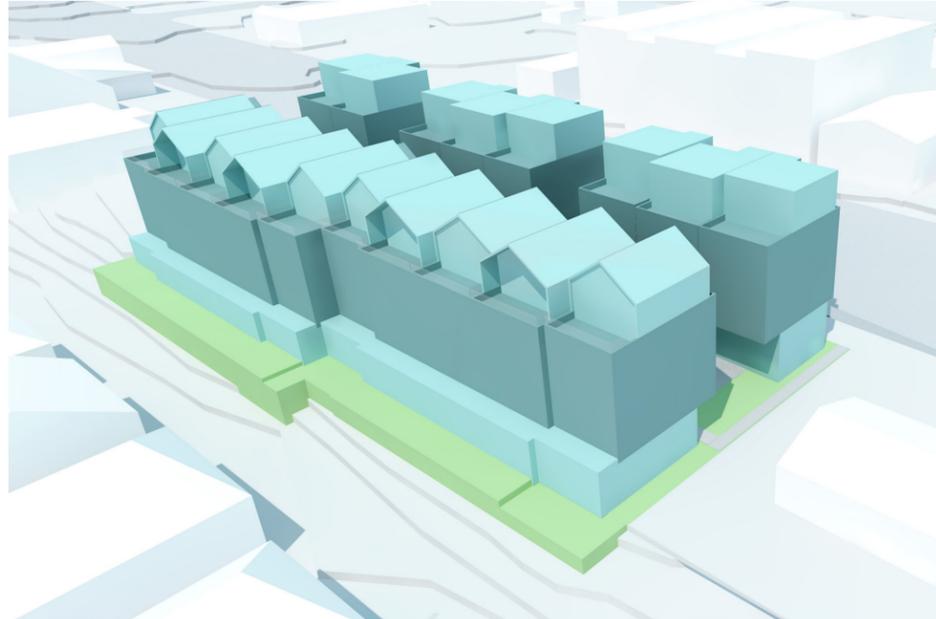
- This design is code compliant and incorporates stoops for the residential entries
- The entries are raised 4'-0" above sidewalk grade
- The interior ceiling height is 9'-0"
- Bioplanters are incorporated to create privacy between the entries
- Landscape buffers are incorporated between the front entries and the street
- There is a 3'-5" planting strip between the sidewalk and curb



## EXPERIENTIAL RENDERINGS

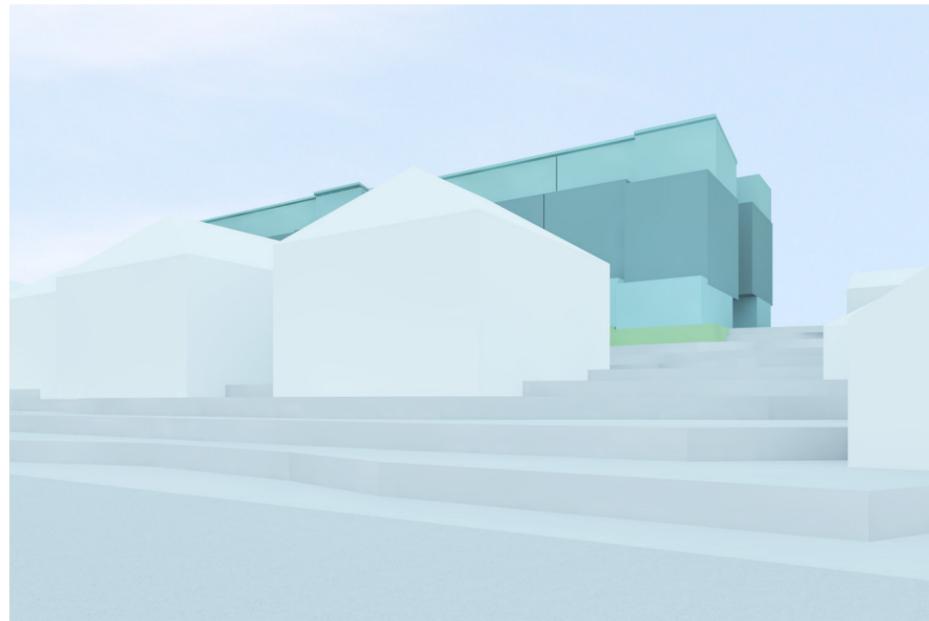
## West Building - Roof Options

- The buildings along the west property line are sensitive to the neighboring SF-5000 zone - the buildings step back at multiple levels to reduce the bulk and massing
- There are (3) options for how the roof forms can be articulated:



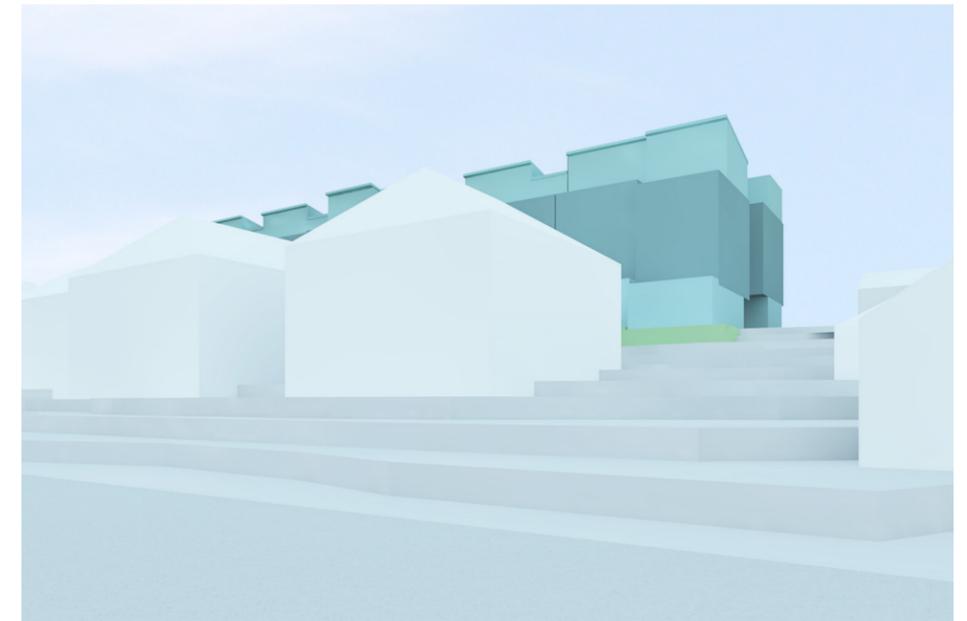
### Gable Roof - preferred

The gable roofs are the preferred option as they respond the residential character in the neighborhood. They create rhythm along the building and help to create privacy between the individual units. Alternating gables are pulled to screen the decks from the other units.



### Single Shed Roof

A single shed roof unifies the building as one and creates one long roof line along the west. Although the views to the west are highlight, it lacks in creating rhythm along the facade.



### Alternating Shed Roofs with Dormers

Alternating shed roofs help in creating more rhythm along the facade and incorporate dormers to highlight the views to the west. The buildings are paired to keep the rhythm quiet and allows for a modulating roof form.

## WEST BUILDING ROOF FORM OPTIONS

## SEATTLE DESIGN GUIDELINES

### CS2. Urban Pattern and Form

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

#### Adjacent Sites, Streets, and Open Spaces

**B2 Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm.

#### Relationship to the Block

**C2 Mid-Block Sites:** Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means.

#### Height, Bulk, and Scale

**D4 Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing.

### CS3. Architectural Context and Character

Contribute to the architectural character of the neighborhood.

#### Emphasizing Positive Neighborhood Attributes

**A4 Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

### PL1. Connectivity

Complement and contribute to the network of open spaces around the site and the connections among them.

#### Walkways and Connections

**B1 Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections with and outside the project.

### PL3. Street-Level Interaction

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

#### Residential Edges

**B2 Ground-level Residential:** Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk.

### DC1. Project Uses and Activities

Optimize the arrangement of uses and activities on site.

#### Parking and Service Uses

**C2 Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible. Consider breaking large parking lots into smaller lots, and/or provide trees, landscaping or fencing as a screen. Design at-grade parking structures so that they are architecturally compatible with the rest of the building and streetscape.

### DC2. Architectural Concept

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

#### Architectural and Facade Composition

**B1 Facade Composition:** Design all building facades -- including alleys and visible roofs -- considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements...

#### Secondary Architectural Features

**C1 Visual Depth and Interest:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the facade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life...

#### Scale and Texture

**D1 Human Scale:** Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept.

### DC4. Exterior Elements and Finishes

Use appropriate and high quality elements and finishes for the building and its open spaces.

#### Building Materials

**A1 Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, patter, or lend themselves to a high quality of detailing are encouraged.

## DESIGN RESPONSE

The preferred design is intended to be a feature along 15th Ave NW. The busy street does not lend itself to much activity along the sidewalks. Our intent it to create an attractive edge that people will activate and the building will stand out to passersby. The building is setback 1' from the street which creates a strong street edge.

The buildings along 15th Ave NW are broken up with the parking court entries splicing the massing - the buildings still create a strong street-presence. The neighboring lot to the south is a medical office with their driveway separating our site from the office building. The neighboring lot to the north is a parking lot for the restaurant. Both of the edges on the north and south are designed with fenestrations and material choices to provide visual interest.

The west side of the lot is abuts SF5000 zoning. The design is sensitive to this transition by having multiple setbacks as the building increases in height to help reduce the massing and allow the building to have outdoor spaces to take advantage of the views. At the first level, the building is set back 10'; at the second level, the building steps back to 15' from the property line; and at the fourth level, the building is set back 24' from the property line.

Our intent for the project is to make a statement along 15th Ave NW. The design creates an attractive edge that will be activated by people - both residents and passersby. Since the area is mostly underdeveloped, the project stands at the forefront of development in the area. It sets a tone for a strong-street presence and holds the urban edge along 15th Ave NW.

The entries for the units all face towards the East. Each entry contains an awning or is pushed back so a building cantilever covers the vestibule. Pathways through the site are shared for access to the units on the West. The hollywood drive acts as both car access and pedestrian access. Internal pedestrian paths also allow the residences to access the multiple amenity areas on the site.

The proposed design asks for a departure to reduce the floor at the street-facing units to 2 feet above the sidewalk in lieu of 4 feet. We believe this will help in providing a safe environment and to have more 'eyes on the street'. The only entry into the house is from the street, which will create activity as residents enter and exit their units.

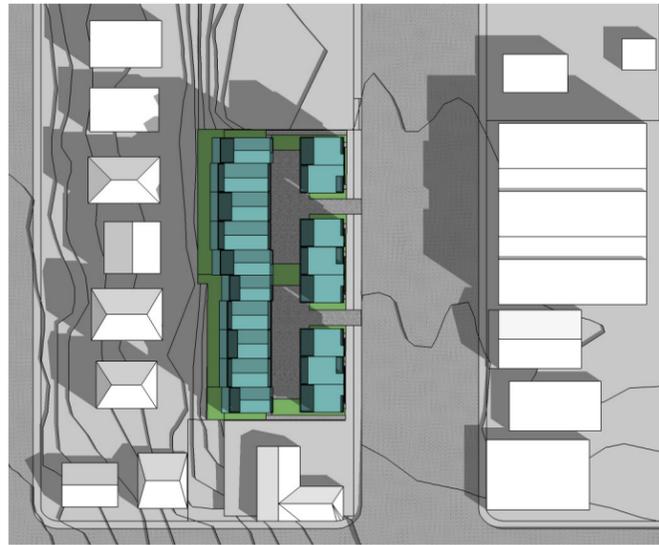
The parking for the townhouses is located in between the two buildings. It is broken up into two parking courts. Six of the townhouses have garages, and the other 12 units have open parking stalls. The courts are broken up to reduce the amount of impervious surfaces as well as to create a common green space in-between the courts. There are common spaces at the North and South ends of the site as well. The vehicles are hidden from the street and the residents have a safe place to park their cars and access their units.

The preferred design scheme has a couple levels of articulation on the facades to help break down the massing create a more human scale design along 15th Ave NW. The materials are intended to create a band at the middle of the building - this reduces the visual massing. The windows are larger on the first floor of the street-level street-facing units to respond to the commercial aesthetic of the neighborhood. The lighter material on the third floor of the street-facing units allows the building to feel lighter. The units along the West are gabled with the material wrapping up over the roof - this enhances the gable form highlighting the response to the residential neighborhood to the west. The street-facing facade has a pop-in at the entries to create a vestibule for the resident before they enter their unit. The third floors are setback at all of the units to break the massing and create visual interest.

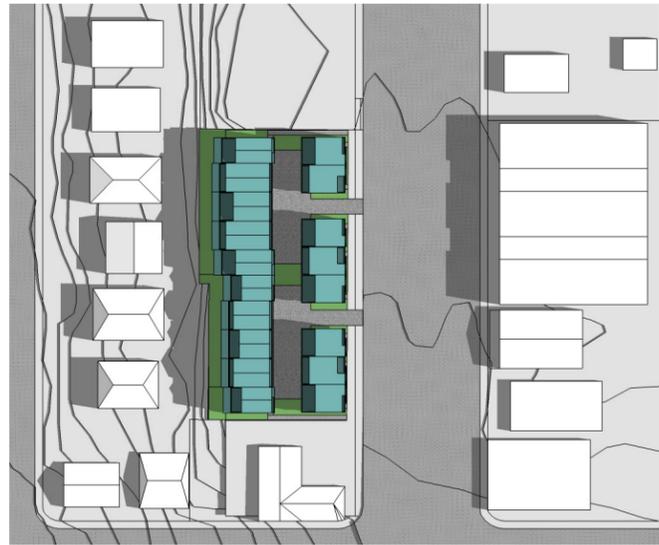
To incorporate details that are of human scale, the design includes awnings at each street-facing entry; various plants will be planted along the sidewalk against the building; a departure requests to lower the buildings to have the first floor of the street-facing units be 2' rather than 4' above sidewalk grade; and placing light materials along the first floor of the building.

The materials to be used in the preferred scheme are cementitious wood siding and cedar siding. The cedar siding is meant to recall the days of logging at the turn of the century. The other siding lets the cedar stand out as a material. They texture of the cedar and the cementitious siding is appealing at the pedestrian level.

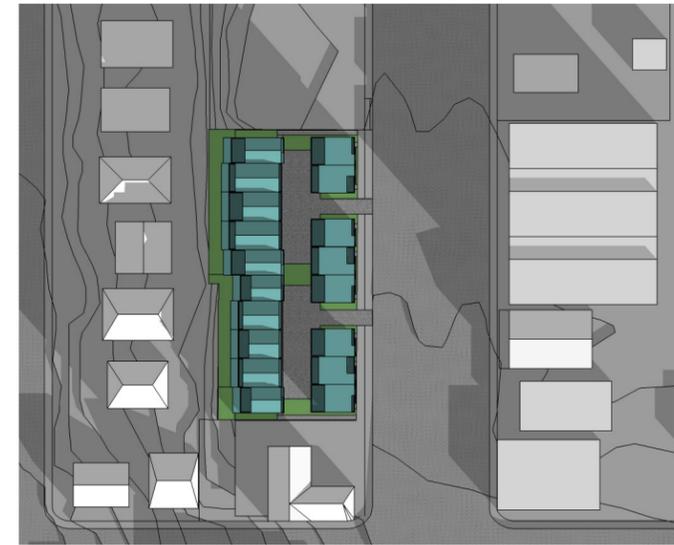
## DESIGN GUIDELINES



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9AM



JUNE 21  
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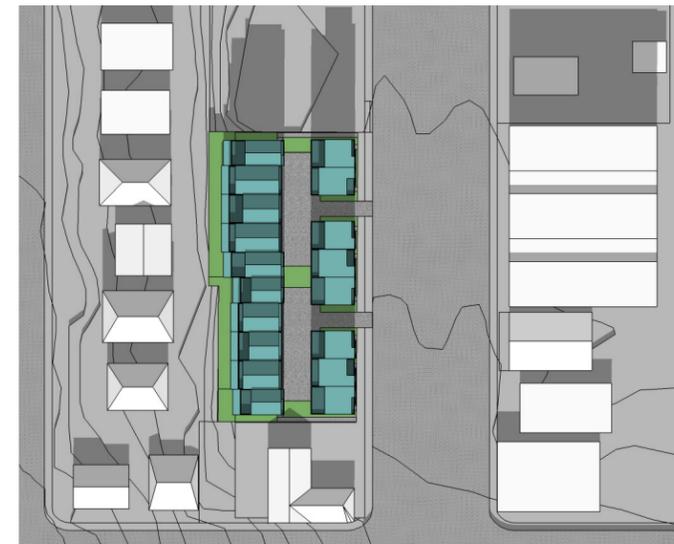
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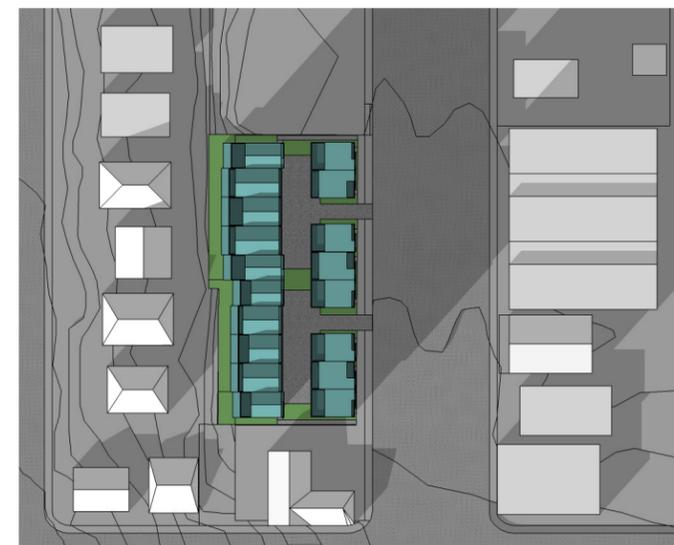
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## PREFERRED SCHEME SHADOW DIAGRAMS



## RECENT JWA PROJECTS