

ROJECT INTRODUCTION	Table Of Contents	2
SITE INFORMATION	Site Location Urban Analysis Neighborhood Character Street Views Alley Views	3 4 5 6 7
DESIGN REVIEW	Priority Design Guidelines	8
DESIGN PROPOSAL	Existing Site Conditions Site Planning + Landscape Approach Proposed Lighting Plan Floor Plans Elevations + Materials Generative Diagrams Site Section Perspective Privacy Studies Shadow Studies Character Renderings	9 1 1 1 1 1 1 1 2



DEVELOPMENT OBJECTIVES

The owner proposes the construction of two new multi-family residential buildings containing 4 total townhouse units. The existing single-family residence on the project parcel will be demolished. These proposed buildings promote the desired density in Seattle and help to create affordable, yet desirable, housing that is ideal for a small family. These proposed units, due to their proximity to a major arterial and commercial zoning, are prime for denser development.

NEIGHBORHOOD CUES

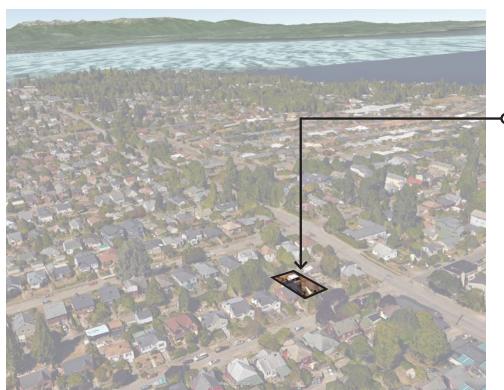
The buildings in the immediate vicinity are primarily single-family homes, with some multi-family structures located along the NW 85th Street arterial. A vibrant commercial area is located less than two blocks east on 15th Ave. NW, including several restaurants, some community stores, a variety of commercial chains, and two grocery stores. There are a variety of buses that travel 15th Ave NW., one of which is the D-Line of the Rapid Ride which connects directly to downtown. The 15, 18 and 40, which are within walking distance, also connects downtown, while the 45 on NW 85th Street travels to and from the University of Washington. There are several pocket parks in the area, and is a short 30 minute walk to Golden Gardens to the west, Carkeek Park to the north, and a 30 minute walk to the heart of Ballard to the south.

EXISTING SITE

The project site (APN: 054600-0385) is located on 18th Ave. NW between NEW 85th St. To the north and NW 83rd St. To the south. Opposite the project parcel on 18th Ave. NW are single-family residences, as are the units to the immediate north and south of the site. To the west of the site is a paved alley, across from which are several other single-family residences. The subject parcel is 4,010 SF and measures roughly 41'-6" wide by 96'-8' deep. The site slopes from the east to the west, with an overall grade change in this direction of approximately 6 feet. Currently there is one singlefamily dwelling on the site; a single-family residence of approximately 1,440 SF that is located near the rear of the site.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned LR2. Low-rise zoning continues along NW 85th Street for a single block to the west and for three blocks to the east. At that point, the zoning transitions to neighborhoodcommercial and commercial zoning. Immediately to the south of the site is SF 5000 zoning that continues for several blocks. NW 85th is a major arterial that connects to 15th Ave. NW. Parking is required and four spaces will be provided per unit at the rear of the site along the existing alley.

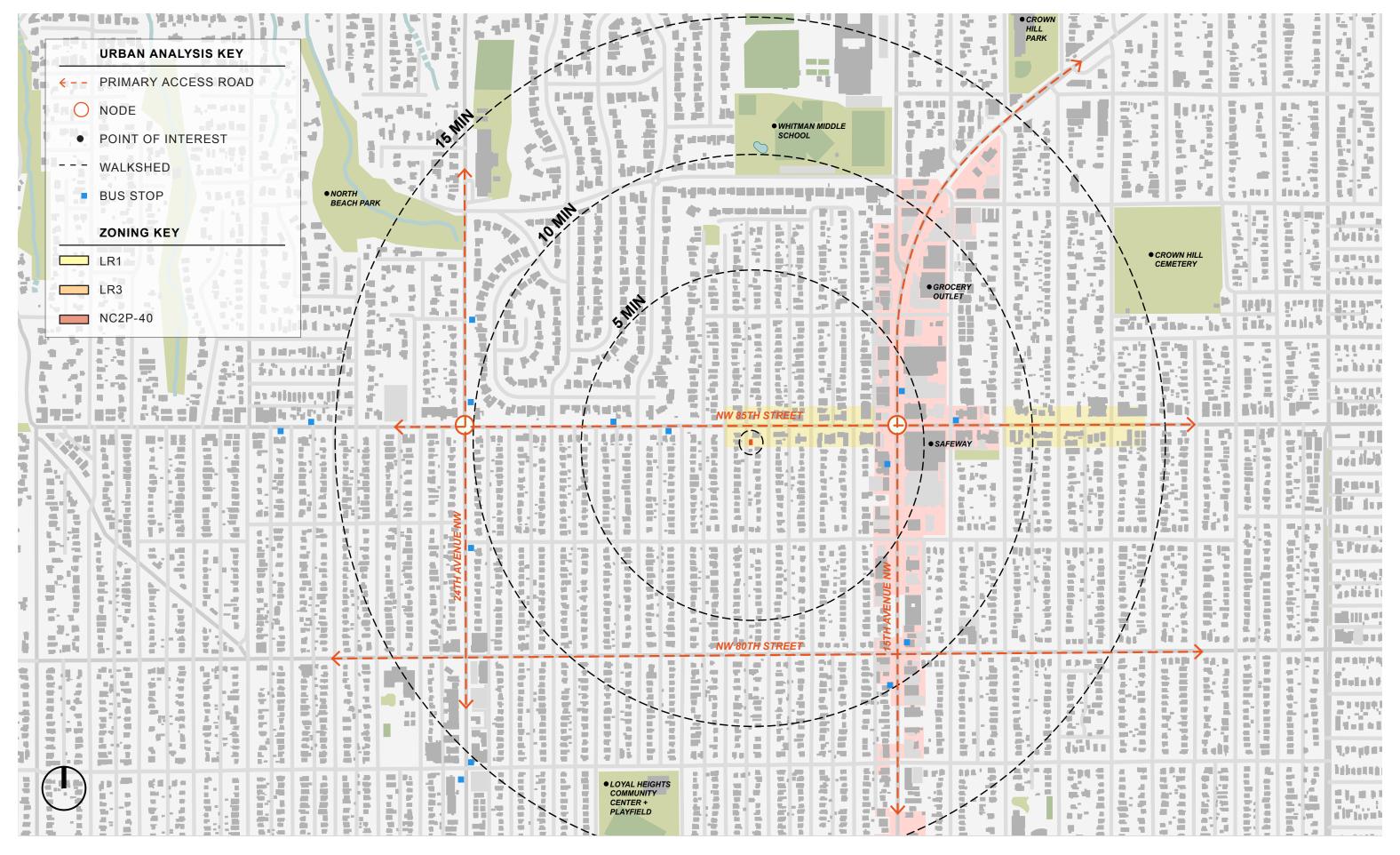


O SITE LOCATION

8353 18th Ave NW Seattle, WA 98117

PROJECT PROGRAM

Site Area: 4,010 SF Number of Residential Units: 4 Number of Parking Stalls: 4 Anticipated FAR (Overall) = 4807 SF Approx. FAR Per Unit = 1176 SF









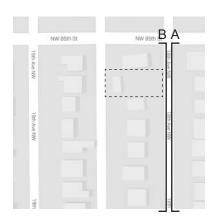








C O N E ARCHITECTURE CALI4NIA TOWNHOMES #3022406

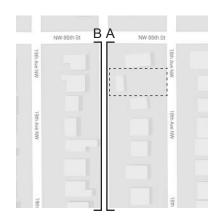




— STREET LOOKING EAST (A) —



— STREET LOOKING WEST (B) —





— ALLEY LOOKING EAST (A) —

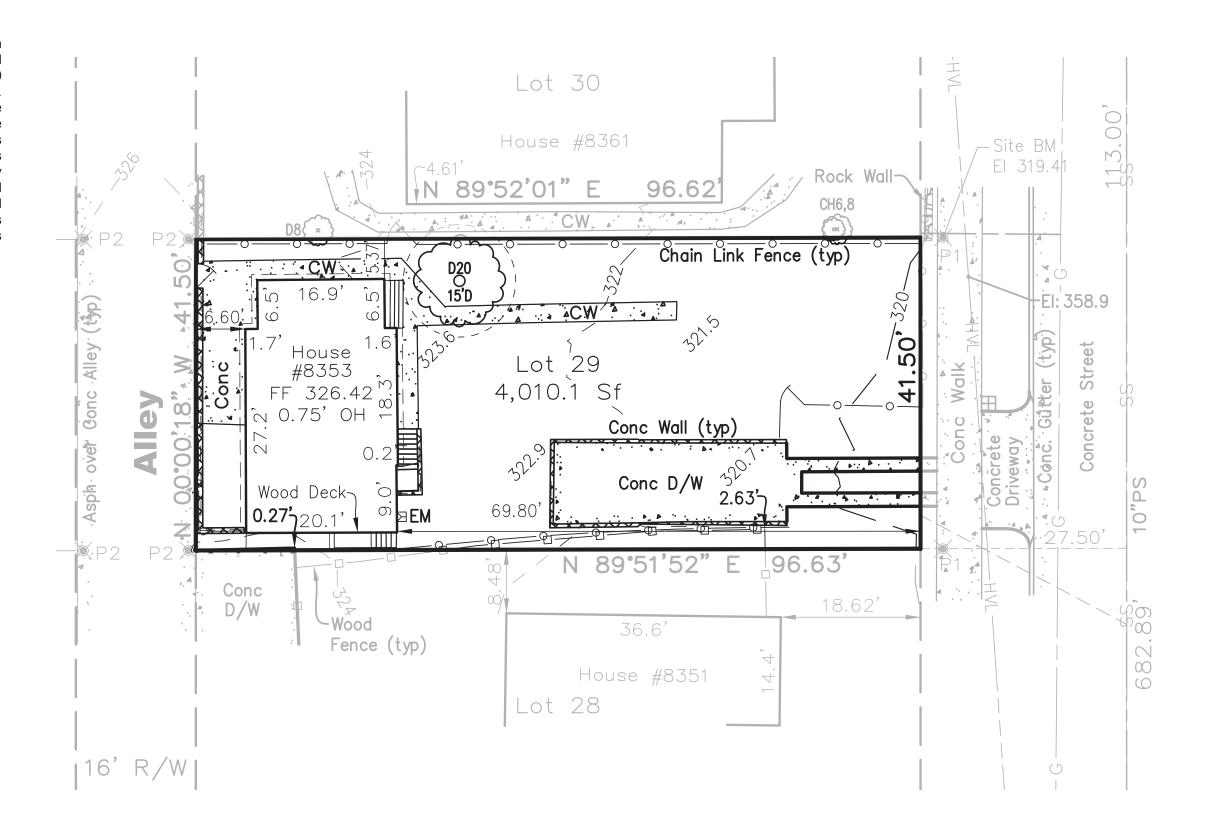


————— ALLEY LOOKING WEST (B)

GUIDELINE	DESCRIPTION	SUB-GUIDELINE	NOTES	EARLY RESPONSE
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.	B. Adjacent Sites, Streets, and Open Spaces C. Relationship to Block D. Height, Bulk, and Scale	CS2.B.2. Identify opportunities to make a strong connection to the street – front units should be orientated to street, visual connections/ques for back units. CS2.D.3-5: Zone Transitions, Massing Choices, Respect for Adjacent Sites: reduce perceived height, bulk, and scale to create an appropriate transition to the SF zone; minimize disrupting the privacy of adjacent buildings.	Front units oriented towards street, and glazing focused to the street and alley respectively. Where possible and logical, we have provided slight variations in modulation to distinguish entries and minimize the visual impact of parking. Window studies can be found on a later page to analyze the impact that the new construction will have on existing neighbors.
PL2. Walkability	Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.	D. Wayfinding		Lighting, warm materials, and the front cantilever are all used to suggest entry and facilitate wayfinding to the side-approach entries.
PL3. Street Level Interaction	Encourage human interaction and activity at the street-level with clear connections to building entries and edges.	A. Entries C. Residential Edges	PL3.A.1.d Entries should be obvious, identifiable, with a strong connection to the street. Individual entries should be scaled and detailed to provide a more intimate type of entry. PL3.B.2. Include transitional elements and spaces to transition from the public sidewalk to the shared onsite walkway to the individual units.	A combination of elements will assist in defining the side-approach entries. First, the previously mentioned cantilever will allows the entry recess to be visually connected to the street. This cantilever is treated with a warm material and/ or color to promote an inviting appearance. Secondary elements such as seating, lighting, planting, etc. are used to further define this transitional space. Secondary entries are proposed off of the front units to enhance the connection between the units and the public street.
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.	A. Massing C. Secondary Architectural Features	DC2.C.1&2 Use secondary architectural features to add visual depth and interest.	Secondary architectural features such as integrated seating, awnings at the rear units, and elevated decks at the front units are proposed. Open railings further express modulation of the buildings. The extension of fin walls are an important secondary elements that distinguish one unit from it's neighbor.
DC4. Exterior Elements and Materials	Use appropriate and high quality elements and finishes for the building and its open spaces.	A. Exterior Elements and Finishes	DC1.A.1. Exterior Finish Materials should be constructed of durable materials with high quality detailing.	Durable, high quality materials are proposed throughout. Cedar rainscreen is proposed at the pedestrian level to maximize the pedestrian interaction with and experience of this material.

EXISTING SITE CONDITIONS

As previously stated, the project site is located on 18th Ave. NW between NEW 85th St. to the north and NW 83rd St. to the south. The subject parcel is 4,010 SF and measures roughly 41'-6" wide by 96'-8' deep. Immediately to the north and south of the project are single-family residences. The site slopes from the east to the west, with an overall grade change in this direction of approximately 6 feet. Currently there is one single-family dwelling on the site; a single-family residence of approximately 1,440 SF that is located near the rear of the site. The project parcel is zoned LR2. The site receives good sun exposure, and has primarily territorial views of the surrounding area, as well as western views towards the sound.

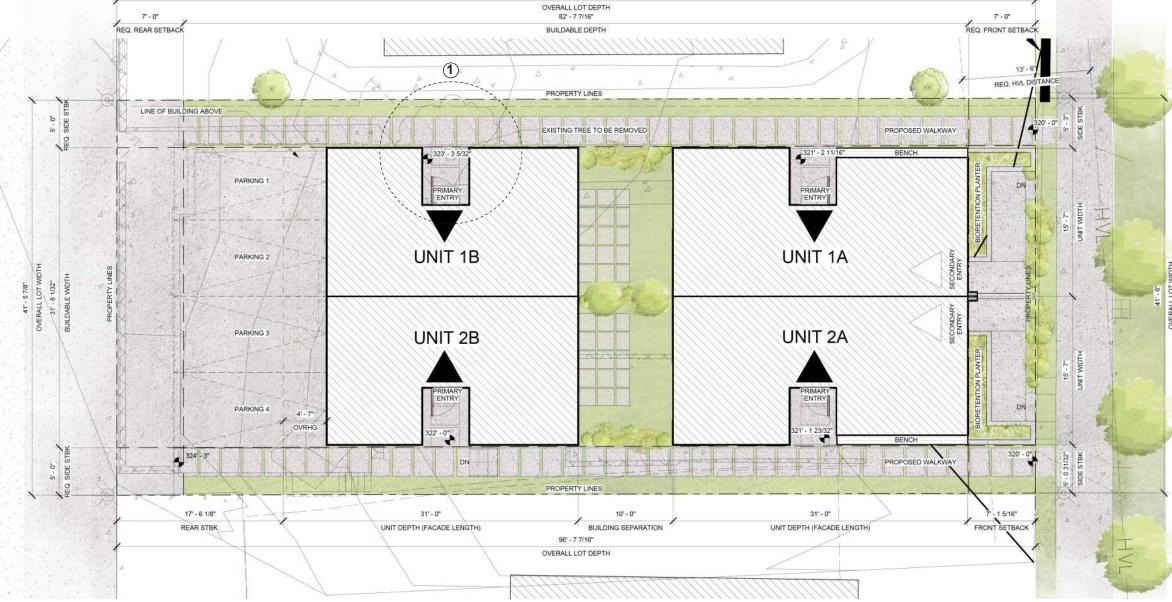




SITE PLANNING + LANDSCAPE APPROACH

The four proposed units will be arranged in clusters of two, each facing the street and alley respectively. These two structures will be separated by at least a 10'-0" gap to allow light and air to permeate into the structures. Two paths are proposed at the north and south edges of the site, along which the primary entries for the units will be located. The street-facing front of these paths will be heavily landscaped to provide privacy but to also create a soft and inviting entrance to the structures. Bioretention planters will also be utilized to separate spaces and define pathway and entry. The front two units will have small porch spaces along the street, and the space between the buildings will be reserved as private yards for the rear two units, with an access walkway along the western edge. Parking will be located in the rear of the site at the western alley.

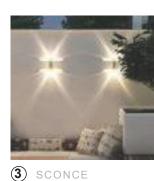










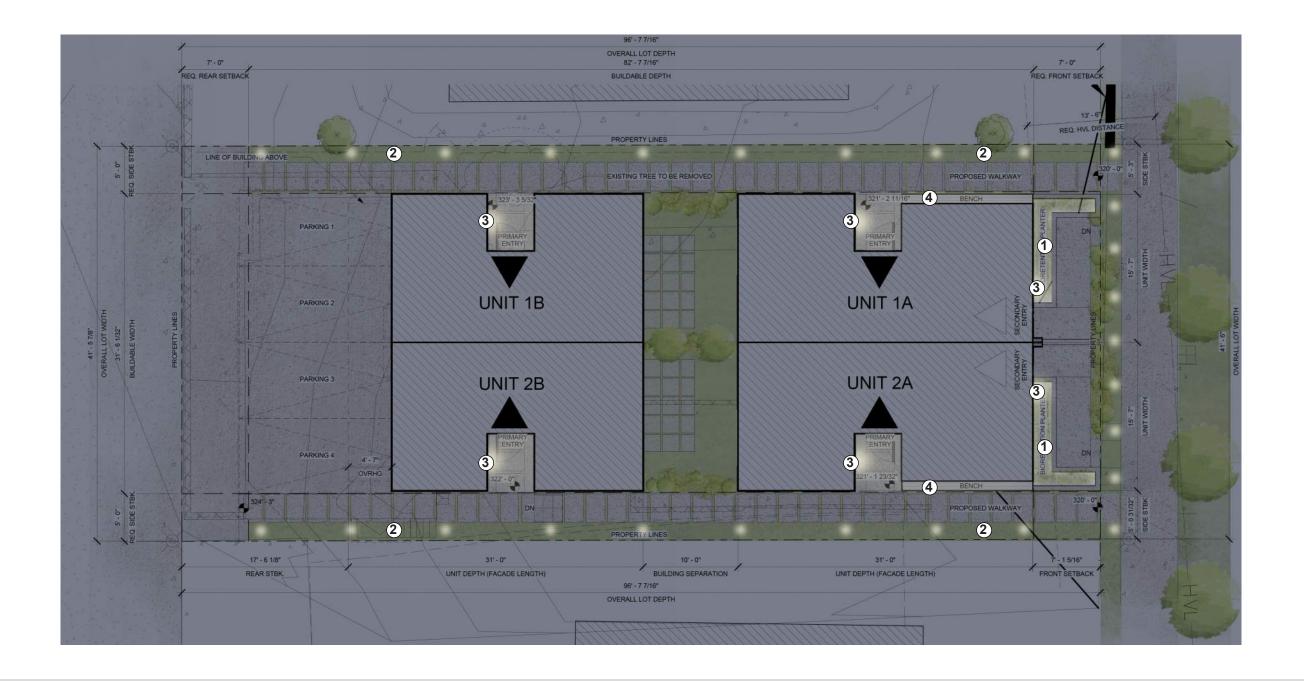




4 UPLIGHTING

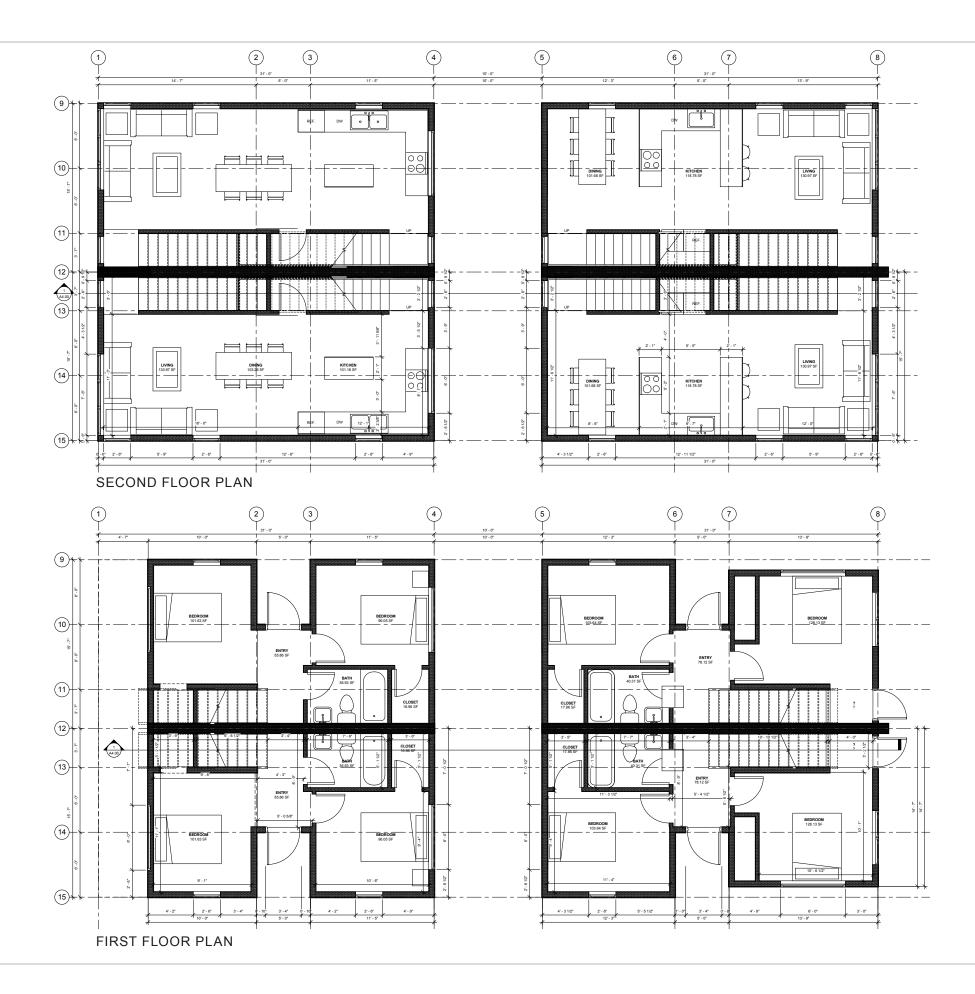
PROPOSED LIGHTING PLAN

Lighting will be provided for both safety and aesthetic purposes. The primary pedestrian paths will be lit by small exterior lighting fixtures placed along the total length of the path. At points along this path, lighting may also be incorporated into the building form. There will be sconces at entries, doors, and other points of access to assist in wayfinding. The proposed planters will have linear rope lights along the interior edge to illuminate the planting and create visual interest. The painted soffit will be uplit to also give the appearance of entry "glow".

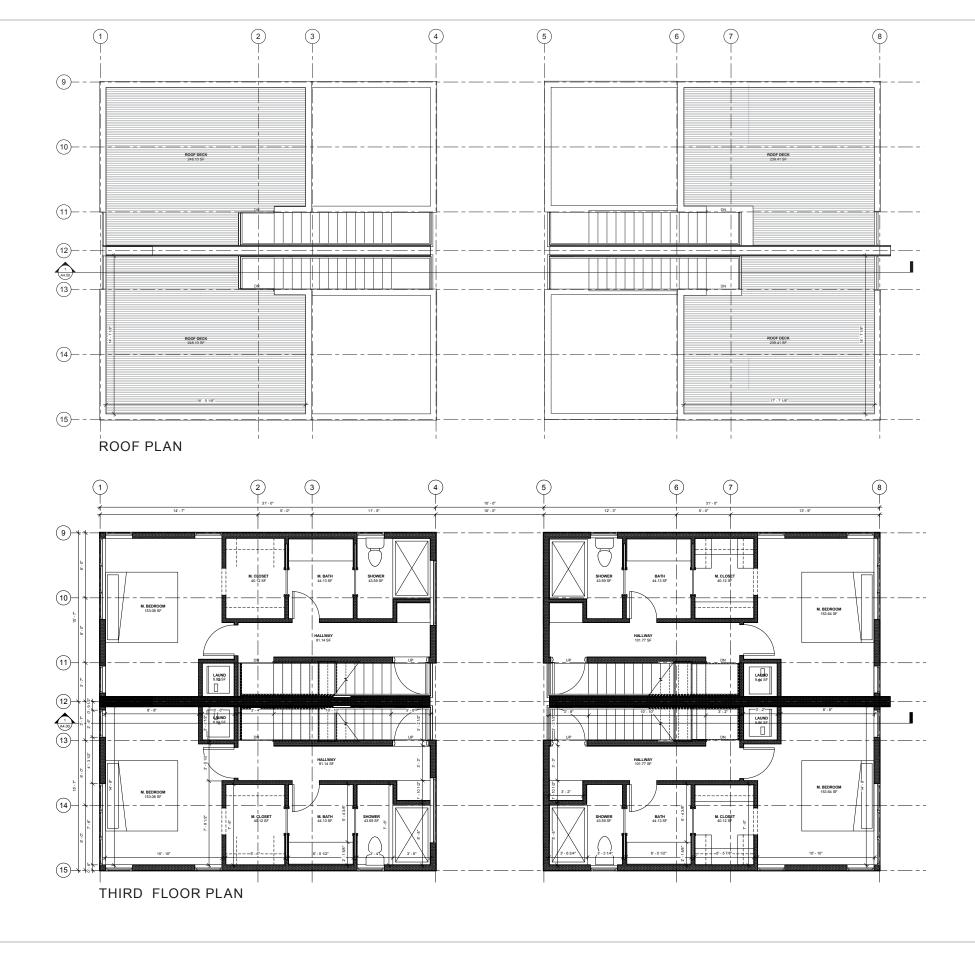




CALI4NIA TOWNHOMES #3022406















EAST ELEVATION

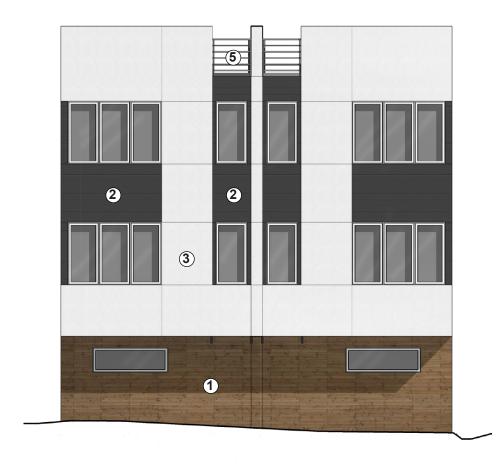
NORTH ELEVATION













WEST ELEVATION

SOUTH ELEVATION



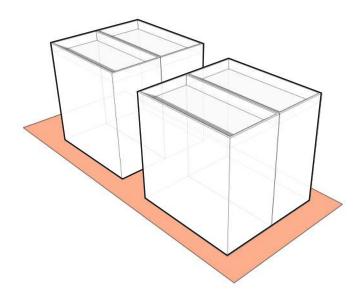
5 METAL OPEN RAIL @ DECKS



6 ACCENT COLOR @ ENTRY AND SOFFIT

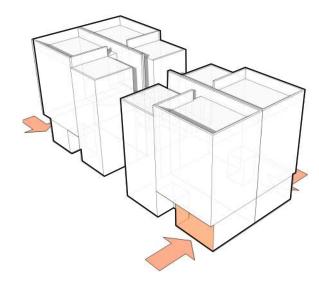
PROPOSED MATERIALS

Cedar is proposed as an accent to add warmth to the exterior design. Cementitious panel is durable and cost-effective material. Two toned panels will be used; a lighter "volume" panel and a dark "infill" panel. The darker panels will be lap siding to increase the textural quality of the buildings. Concrete will be used at any site retaining locations, as well as at other landscaping points. The primary entries will be painted a bright accent color to assist in wayfinding and create a warm and inviting entrance.



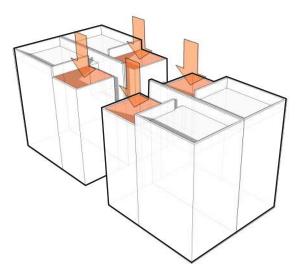
MAXIMIZING DEVELOPMENT POTENTIAL

The setback and FAR requirements strongly dictate the overall massing and appearance of the four proposed structures. They are currently maximizing their development potential on the site.



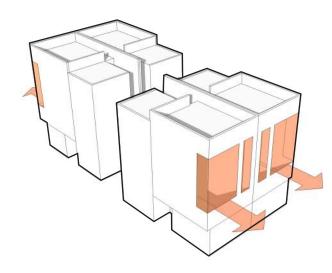
DEFINING OVERHANGS

Further modulation is explored on the ground level by pushing in the rear units approximately 4'-0" and the front units by 1'-0". Although slight, these modulations are important to the practicality of the design. The rear units use the space beneath for parking, while the front units use the modulation to express the entry pathway.



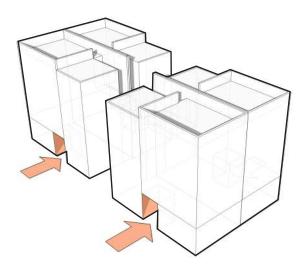
MODULATION + DECREASING SCALE

Where possible, the parapet is lowered to decrease the appearance of the units and in an attempt to relate to the scale of the surrounding single-family residences. This begins to modulate the building, and starts to express "volumes" on the exterior.



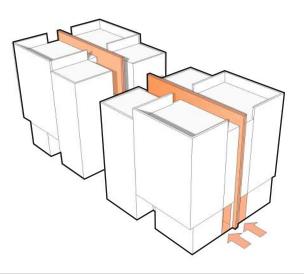
STREET-FOCUSED GLAZING

The glazing on the front and rear units are primarily focused towards the street and the alley, respectively. This increases the visual connectivity to the street, and also respects the existing single-family residences to the immediate north and south.



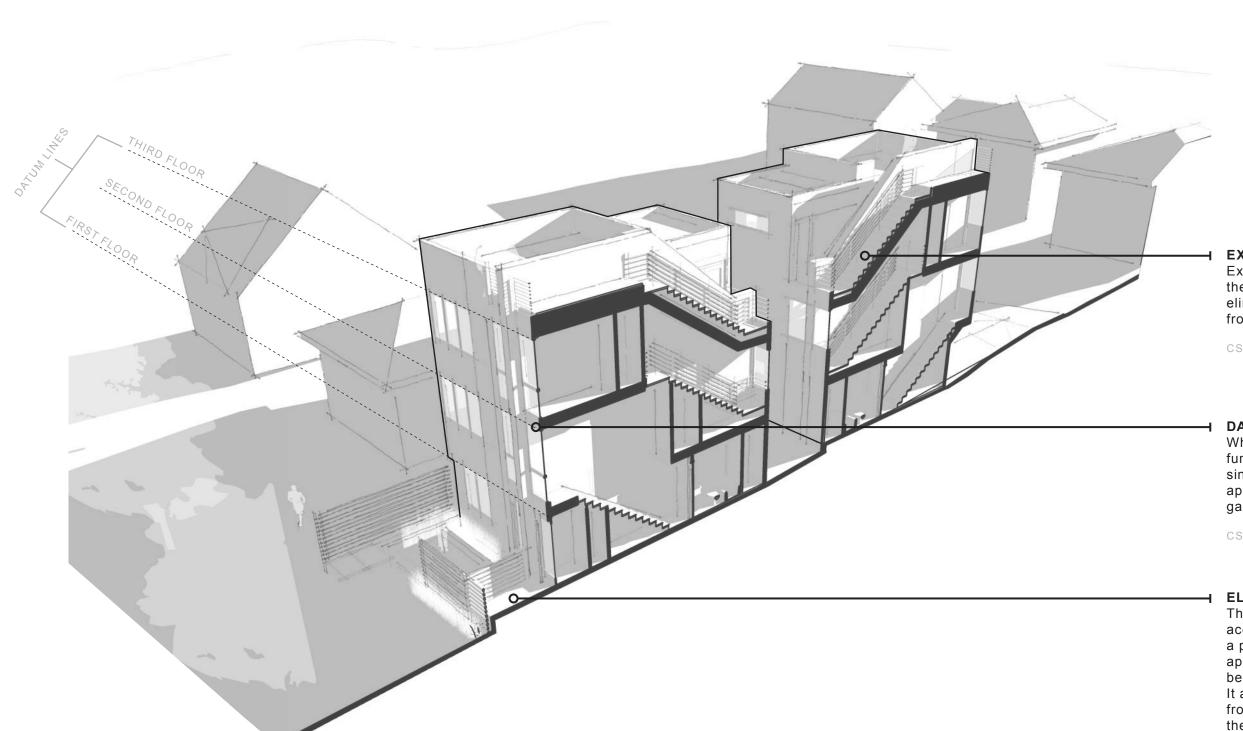
PRIVATIZED ENTRIES

The recessed entries on the side not only provide a covered, private method of entering the individual units, but are also vital to the elimination of FAR square footage to make these proposed units viable.



STREET APPEARANCE

Finally, to delineate the units, a fin wall protrudes from the front facade and breaks the structure into two distinct residences. Secondary doorways are also added to the front facades to define the units and visually connect to the street.



EXTERIOR STAIRCASES

Exterior staircases to the roof deck decrease the overall scale of the proposed project by eliminating the appearance of the penthouse from the street.

CS2-D, DC2-A

DATUM LINES

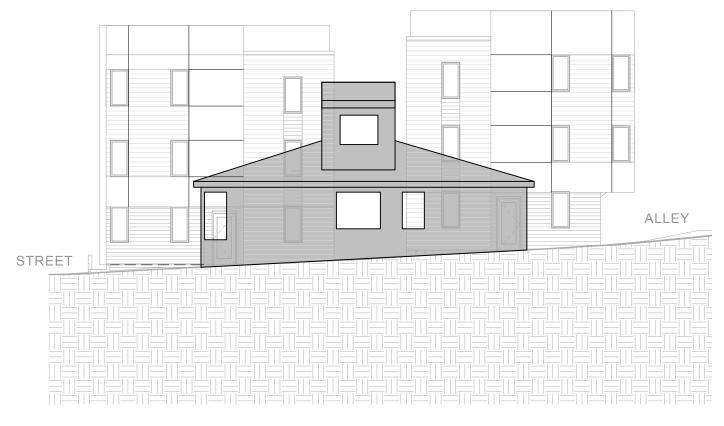
While the proposed developement is fundamentally larger than the surrounding single-family residences, the second story (at approximately 17'-0" aligns with many of the gabled single-family roofs.

CS2-D-4

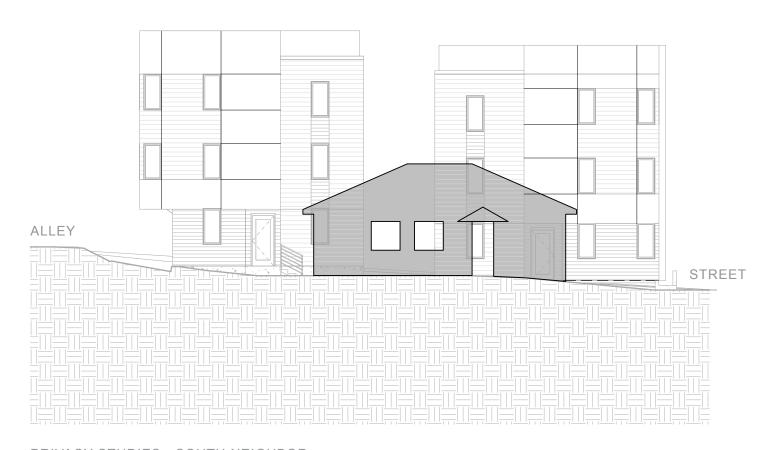
ELEVATED FRONT PATIOS

The elevated patios along the front units accomplish several goals. While providing a platform on which the secondary door appears, the deck also helps separate this bedroom space from the public right-of-way. It also negotiates the change in topography from the front of the site and the first floor of the unit.

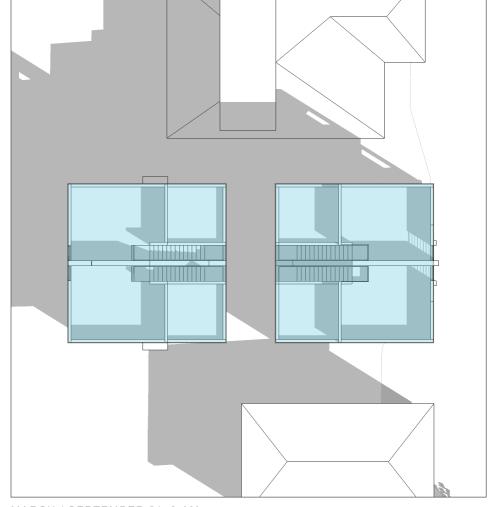
CS2-B, CS2-D-3, PL1-B, PL2-B, PL3-A-1, PL3-B-4

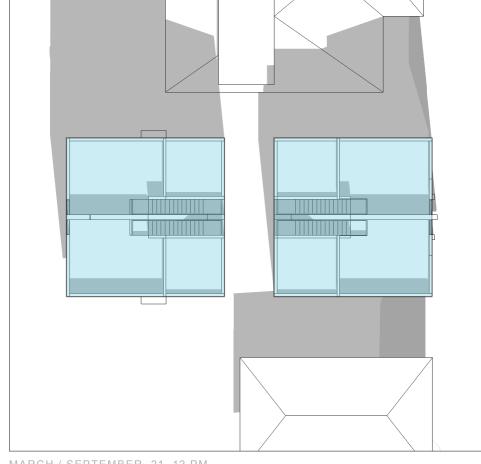


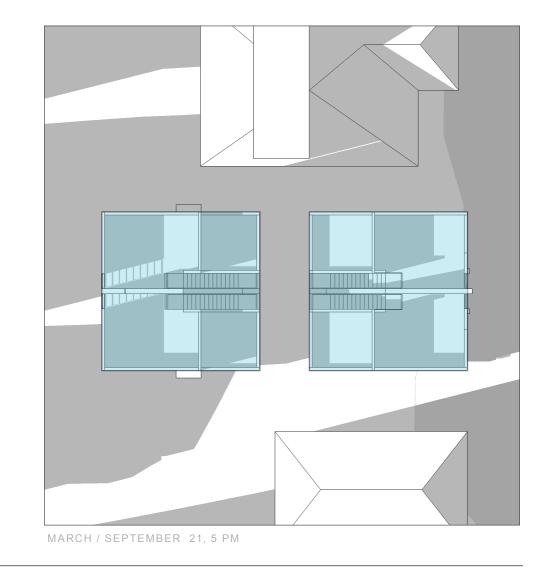
PRIVACY STUDIES - NORTH NEIGHBOR



PRIVACY STUDIES - SOUTH NEIGHBOR

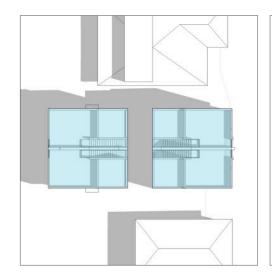


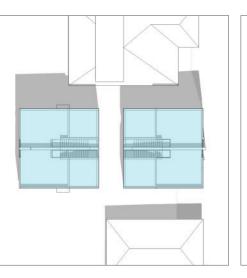


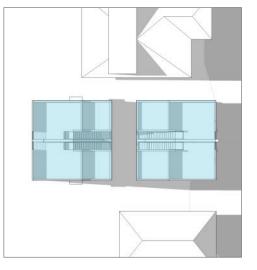


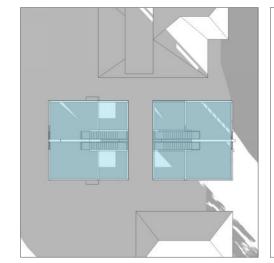
MARCH / SEPTEMBER 21, 9 AM

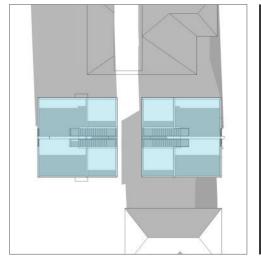
MARCH / SEPTEMBER 21, 12 PM

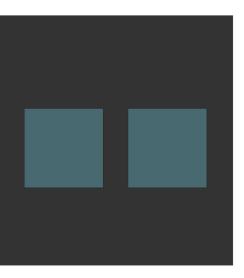












JUNE 21, 9 AM JUNE 21, 12 PM

JUNE 21, 5 PM

DECEMBER 21, 9 AM

DECEMBER 21, 12 PM

DECEMBER 21, 5 PM



OPEN RAIL

Steel open rail is proposed at the top of the cedar rainscreen to provide the illusion of two volumes and decrease the appearance of the massing.

CS2-D, DC2-A, DC2-B, DC2-C

UNIT DISTINCTION

A fin wall is extended as an architectural feature to distinguish one unit from another.

CS2-D, DC2-A, DC2-B, DC2-C

MODULATION

Slight modulation is proposed to reduce the percieved scale, indicate entry, and create a distinct pathway transition.

CS2,DC2-A, DC2-B, DC2-C

INDIVIDUAL ENTRIES ⊢

Individual entries are recessed to provide intamate entry experience. However, the recess will also be treated with a distinct material color to highlight and draw attention to it.

PL3-A, PL2-D

ENTRY PROCESSION ⊢

Secondary, transitional elements such as seating, signage, and lighting will help define the entry approach. These pedestrian-friendly features will create an inviting approach to the side entries.

PL2-D, PL3-A, PL3-B, DC2-C, DC2-D

STREET-FACING DOOR ⊢

A single door will be provided off of the front bedroom to interact with the street level. This door, however, will be screened and frosted to preserve interior privacy.

CS2-B, PL3-A, PL3-B





PARAPET WITH ROOF DECK

Parapet is lowered where a full height parapet is not necessary to decrease the scale of the project and further define the building modulation and organization.

CS2-D,DC2-A, DC2-B, DC2-C

EXTERIOR STAIRCASES |

Exterior staircases eliminate need for penthouses, which decreases the overall scale of the massing. They also preserve the western rooftop views of all units.

CS2-D

CANTILEVER @ PARKING ⊢

A 4'-0" cantilever on the rear units allows for concealed/"tucked" parking that has less of a visual impact. This additional modulation also further reduces the scale and provides visual interest to the form.

CS2.D; DC1-C-2







The upper levels of the proposed units will be fiber cement panel and lap siding. These are both durable materials, and lap siding is a ubiqutious material in the neighborhood.

DC2-B-1, DC2-D-2, DC4-A DC2-B-1, DC2-D-1, DC2-D-2, DC4-A

FROM FROM SIDEWALK ACROSS 18TH AVE NW