STREAMLINED DESIGN REVIEW APPLICATION

DCI # 3024454
3029 3rd Ave W
Seattle, WA 98199

June 30, 2016

Applicant:
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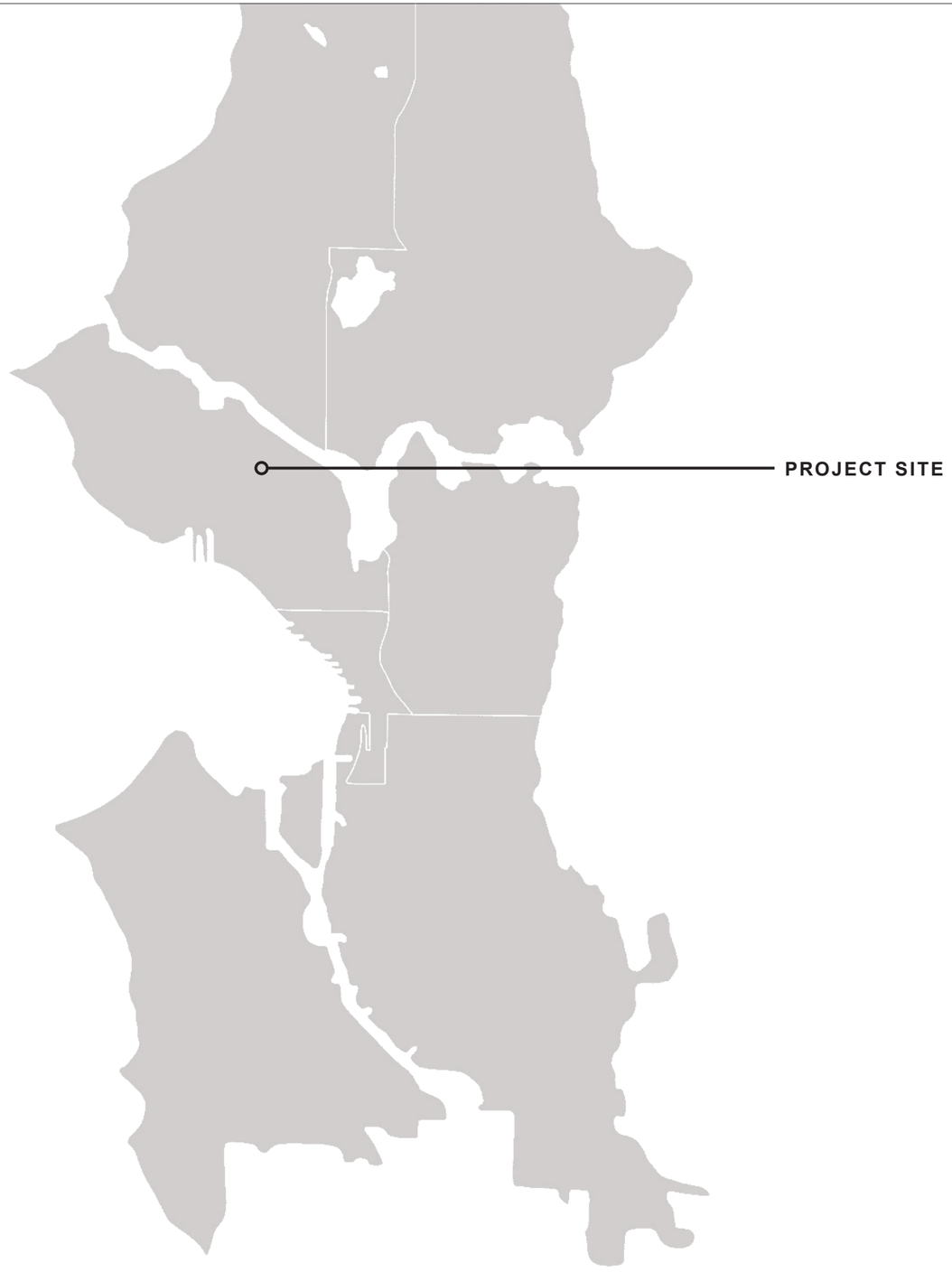
C O N E ARCHITECTURE



VICINITY MAP

EXISTING SITE

The project site (APN: 890000-0035) is located on 3rd Avenue W. between W. Dravus Street to the north and W. Barrett Street to the south. Opposite the project parcel on 3rd Avenue W. is a large retaining wall that spans the length of the block. The subject parcel is approximately 3,995 SF and measures approximately 35’0” wide by 112’-0” deep. The site slopes from west to east, with an overall grade change in this direction of approximately 15 feet. Currently there is one single-family dwelling on the site; a single-family residence of approximately 1,280 SF.

ZONING AND OVERLAY DESIGNATION

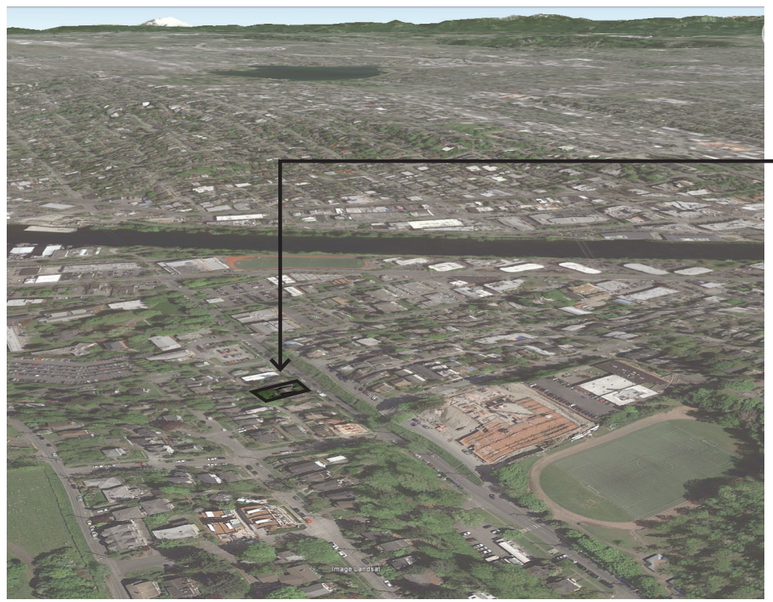
The project parcel is zoned LR3. Low-rise zoning continues South along 3rd Ave. W. for several blocks. At that point, the zoning transitions to single-family zoning. Immediately to the west of the site is LR1 zoning, and to the east of the site is LR2 and more LR3 zoning. Seattle Pacific University is to the north, and therefore is under MIO-50-LR1 and CF294426 zoning restrictions. Parking is required and four spaces will be provided per unit at the rear of the site along the existing elevated alley.

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 arterials, educational institutions, 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 3rd Ave W. Immediately to the north is Seattle Pacific University, and adjacent to that is the Fremont Cut. There is some nearby commercial located along Nickerson Street, but the prime commercial core accessible from this site is the downtown Fremont area which is a short 20-minute walk away. The Fremont shopping district boasts a wide variety of local shops, bars, restaurants, a grocery store, and the weekly Sunday Market. There are also a several buses available at a stop one block to the north, which include the 13 (which connects to downtown Seattle) and the 29 (which connects downtown Seattle to Ballard via Queen Anne.) There are several pocket parks in the area, and the site is immediately to the north of both Mt. Pleasant Cemetery, David Rogers Park, and is a short walk to the waterfront trails to the north.

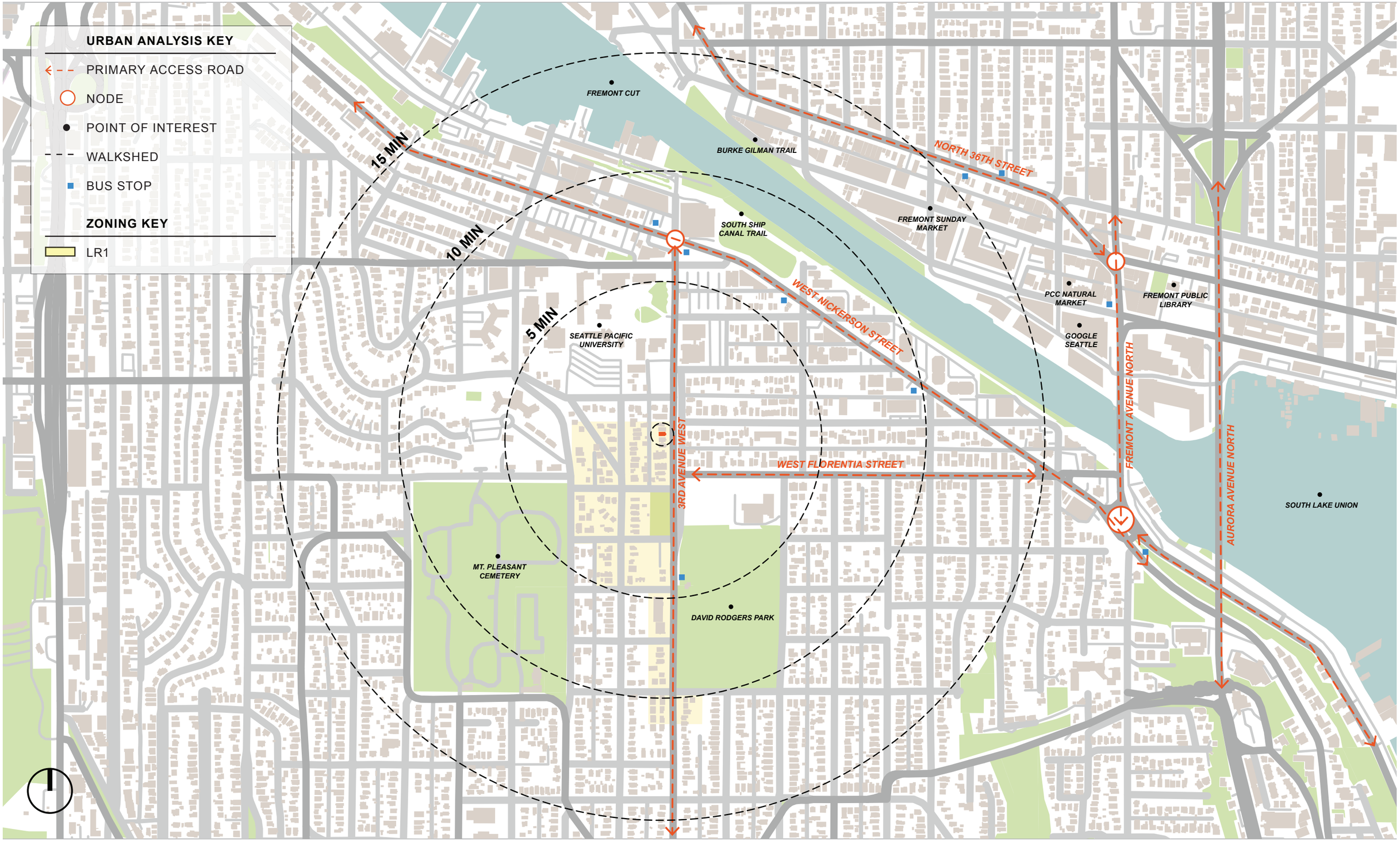


SITE LOCATION

3029 3rd Ave W.
Seattle, WA 98119

PROJECT PROGRAM

Site Area: 3995 SF
Number of Residential Units: 4
Number of Parking Stalls: 4

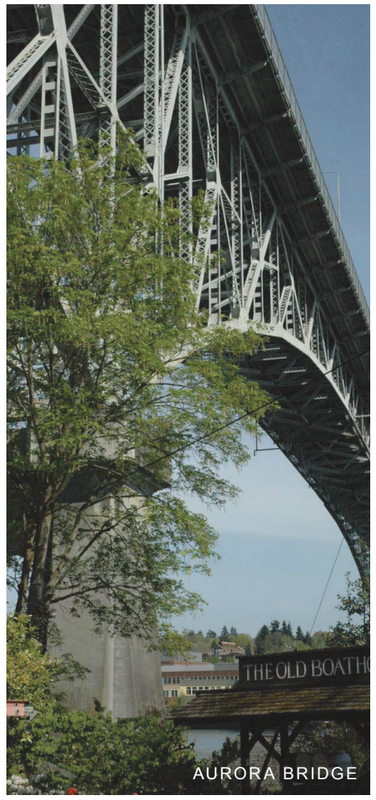

URBAN ANALYSIS KEY
PRIMARY ACCESS ROAD
NODE
POINT OF INTEREST
WALKSHED
BUS STOP
ZONING KEY
LR1
15 MIN
10 MIN
5 MIN
FREMONT CUT
BURKE GILMAN TRAIL
SOUTH SHIP CANAL TRAIL
FREMONT SUNDAY MARKET
NORTH 36TH STREET
WEST NICKERSON STREET
PCC NATURAL MARKET
FREMONT PUBLIC LIBRARY
GOOGLE SEATTLE
SEATTLE PACIFIC UNIVERSITY
3RD AVENUE WEST
FREMONT AVENUE NORTH
AURORA AVENUE NORTH
WEST FLORENTIA STREET
SOUTH LAKE UNION
MT. PLEASANT CEMETERY
DAVID RODGERS PARK


SOUTH SHIP CANAL + BURKE GILMAN TRAILS

NEIGHBORHOOD BUSINESSES

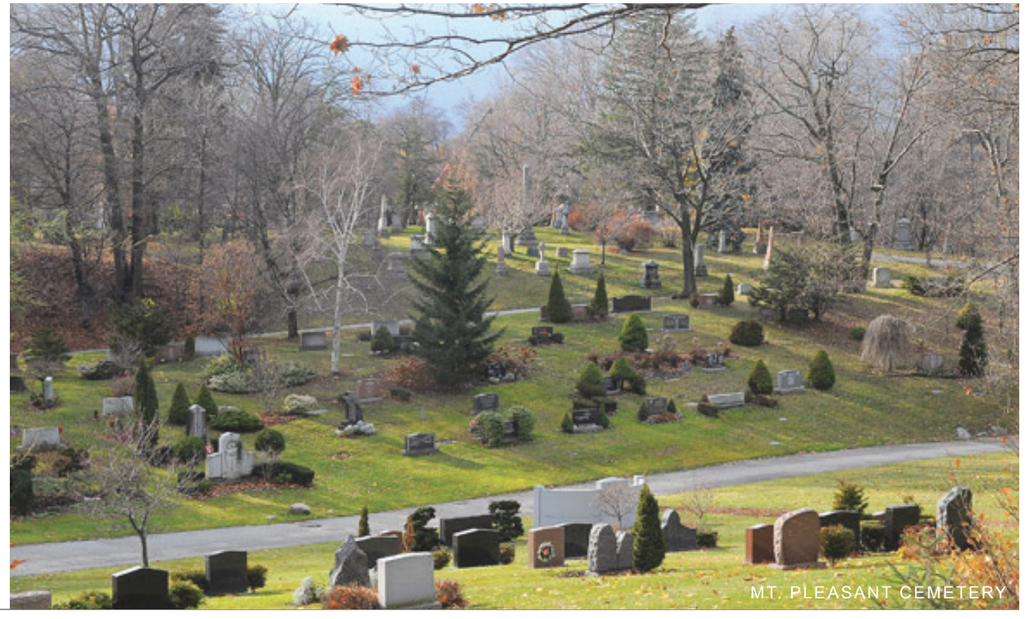
POCKET PARKS

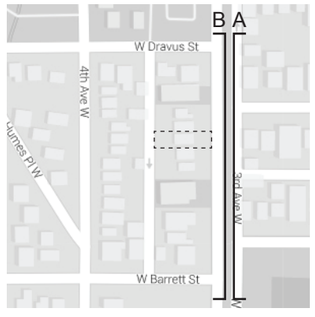
SEATTLE PACIFIC UNIVERSITY



AURORA BRIDGE

PROXIMITY TO FREMONT FARMER'S MARKET

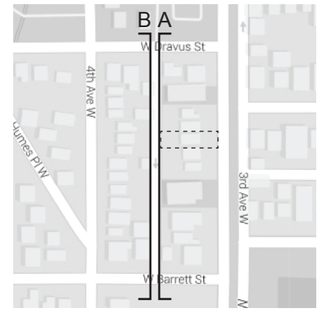

MT. PLEASANT CEMETERY



STREET LOOKING EAST (A)

SITE

STREET LOOKING WEST (B)

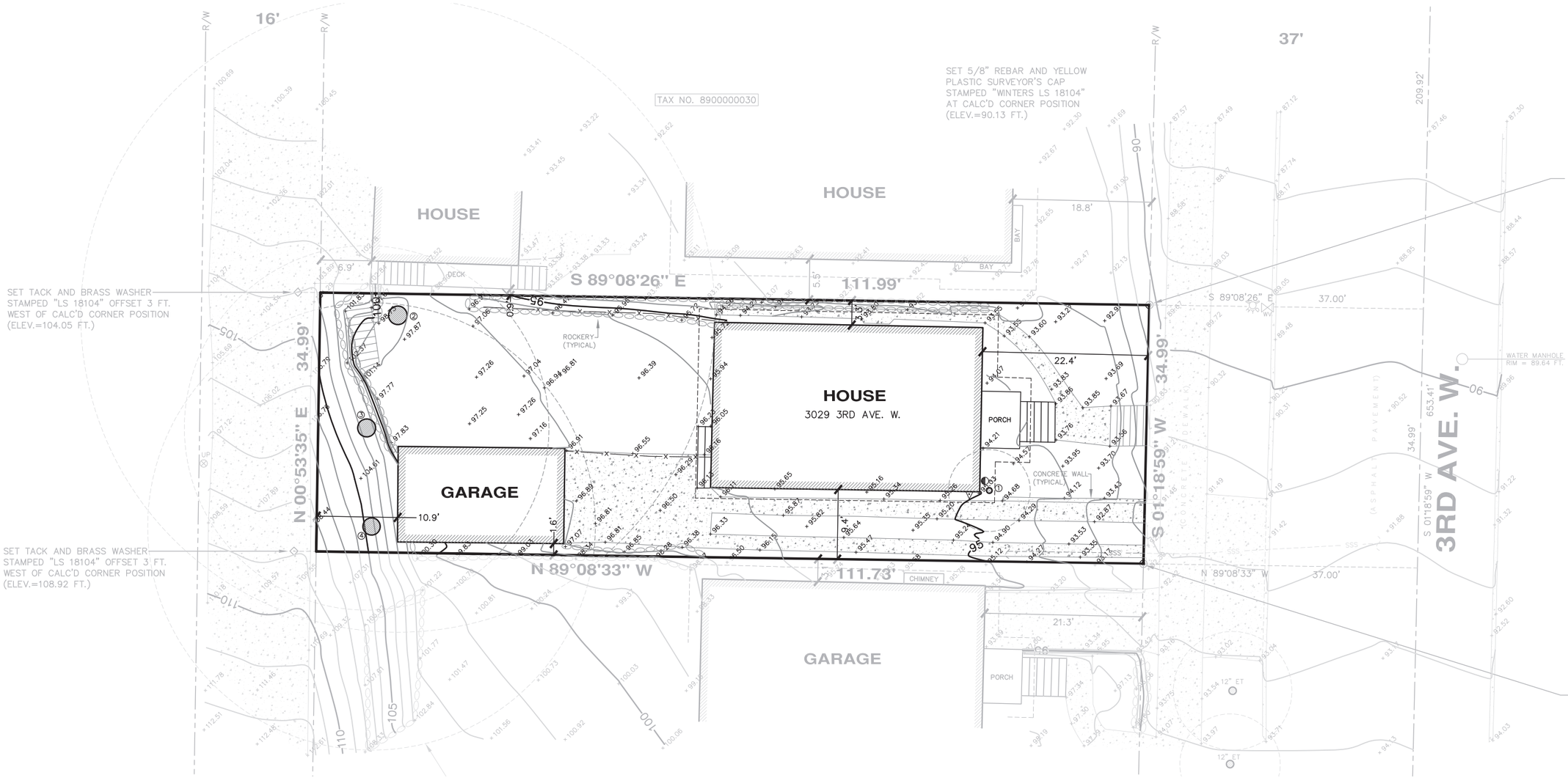


SITE

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. Relation ship to the block	CS2.B.2 Connection to Street: Identify opportunities for the project to make a strong connection to the street. CS2.C.2 Mid-block site C2.D.1: Height, bulk and scale - Existing and anticipated development.	The front unit has been purposely oriented towards the street thereby establishing a strong connection to the street scape. The front yard will be terraced providing an open landscape area. Large bay windows facing the street are provided to further strengthen the street connection. Since the proposed building is located mid-block, and due to the site's steep topography, the project captures a variety of forms, patterns and open spaces from the surroundings. Also, the west-east circulation path connects the street to the alley and provides direct access to the parking. Two separate structures have been designed in order to divide the allowable building envelope. This division allows for an open amenity space and reduces the overall building mass and scale. In addition, all stair towers at roof level are recessed, considerably reducing the building height from all angles including the ground level pedestrian perspective.
CS3. Architectural Context and Character	Contribute to the architectural character of the neighborhood.	A. Emphasizing positive neighborhood attributes	CS3.A.1 Create compatibility between new projects and existing architectural context	The project is compatible with a transitional zoning. An array of existing projects including SFR, LR and condos add a variety to the context and character to the neighborhood.
PL3. Street-Level Interaction	Encourage human interaction and activity at the street-level with clear connections to building entries and edges.	A. Entries	PL3.A1 Entries: Design primary entries to be obvious, identifiable and distinctive. PL3.A2 Entries: Design entries as collection of coordinated elements	Every primary unit entry is recessed making it identifiable from the street and alley. Awnings directly above the entrance marks the path to each unit. Front yard planters and side landscaping direct pedestrians and funnels them from the sidewalk to the entrance of the project. Signage and wayfinding enhances the entry of each unit. Primary entrances face the front and side of the building along a linear path. The linear approach encourages interaction and activity with clear connections to building entries. Coordination of canopies, landscape and lighting along this path creates a procession and pedestrian experience.
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 B. Architectural and Façade composition D. Scale and Texture	DC2.A&B: Massing & architectural and facade composition - expand on design concept and evolution in the packet. DC2.D: Incorporate architectural features, elements and details that are of human scale into the building facades, texture at pedestrian level	Architectural concept was developed from site factors mainly a steep site. The result is a unified and functional building with architectural features including bay windows, awnings, recessed entries, signage, site lighting, quality materials, roof decks, stair and railing details that fits well within its surroundings.
DC4. Exterior Elements and Finishes	Use appropriate and high quality elements and finishes for the building and its open spaces.	A. Exterior elements and finishes	DC4.1.A: High quality materials - building exteriors should be constructed of durable and maintainable material	Durable and high quality exterior materials are proposed in the project including cedar siding, metal railings and awnings. Quality signage and enhanced exterior lighting will be included to highlight the user journey through out the building.



EXISTING SITE CONDITIONS

As previously stated, the project site is located on 3rd Avenue W. between W. Dravus Street to the north and W. Barrett Street to the south. The subject parcel is approximately 3,995 SF and measures approximately 35’0” wide by 112’-0” deep. The site slopes from west to east, with an overall grade change in this direction of approximately 15 feet. Currently there is one single-family dwelling on the site; a single-family residence of approximately 1,280 SF which will be demolished. The project parcel is zoned LR3. The site is primarily oriented towards and north and the south, and has primarily territorial views of the surrounding area, as well some potential northern views towards the university and the Fremont Cut.

① 9.7” AMERICAN ARBORVITAE

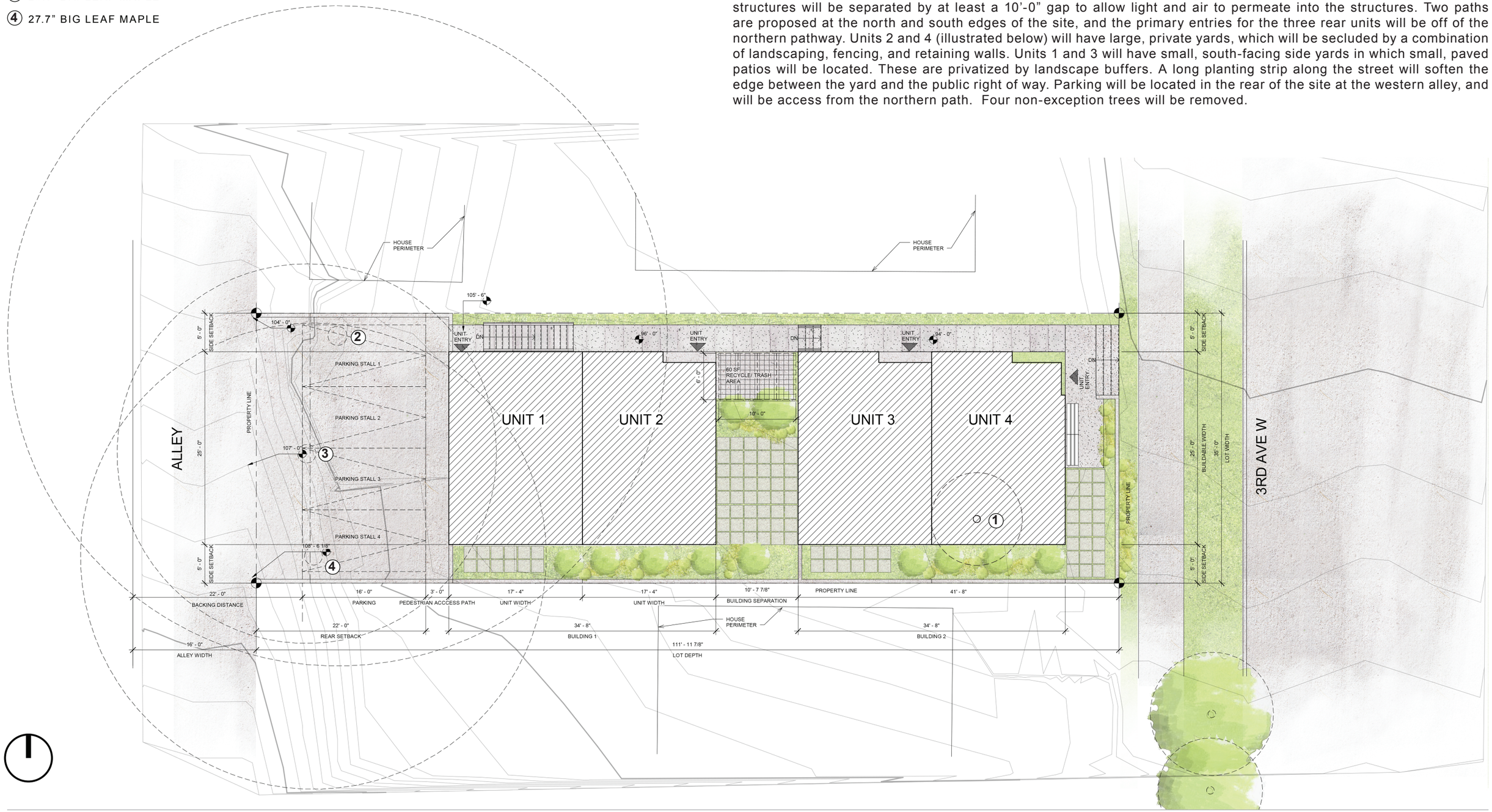
② 25.8” ENGLISH WALNUT

③ 29.1” BIG LEAF MAPLE

④ 27.7” BIG LEAF MAPLE

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, and the primary entries for the three rear units will be off of the northern pathway. Units 2 and 4 (illustrated below) will have large, private yards, which will be secluded by a combination of landscaping, fencing, and retaining walls. Units 1 and 3 will have small, south-facing side yards in which small, paved patios will be located. These are privatized by landscape buffers. A long planting strip along the street will soften the edge between the yard and the public right of way. Parking will be located in the rear of the site at the western alley, and will be access from the northern path. Four non-exception trees will be removed.



① PLANTER LIGHTING

② PATH LIGHTING

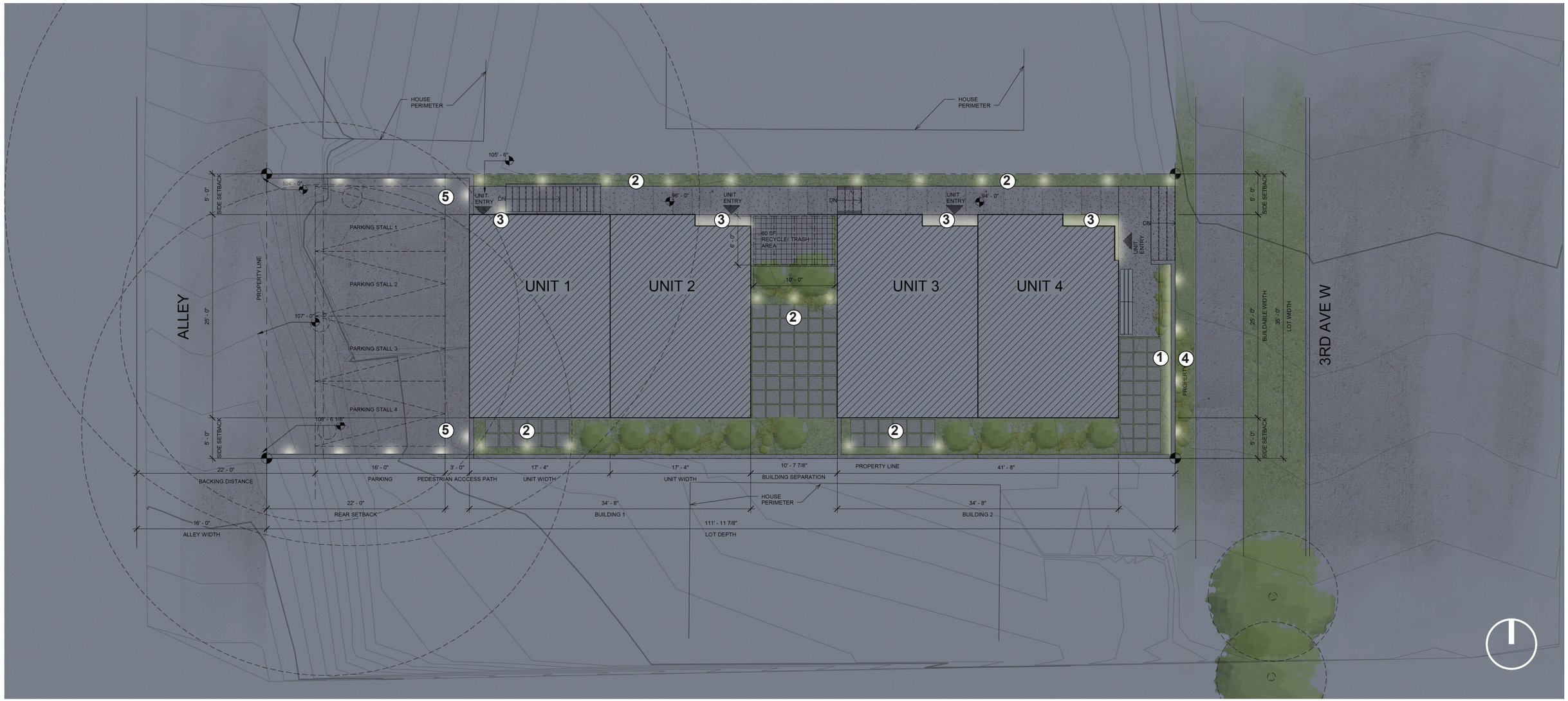
③ SCONCE

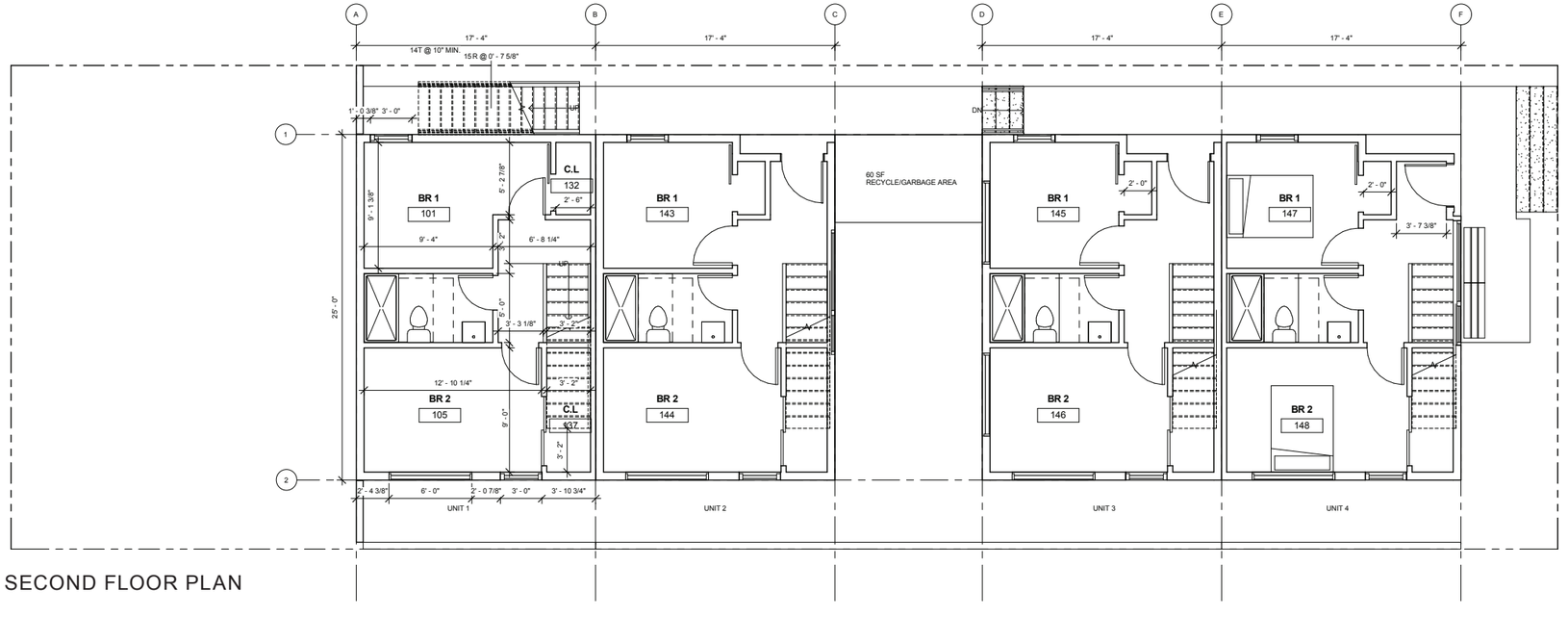
④ UPLIGHTING

⑤ UPLIGHTING

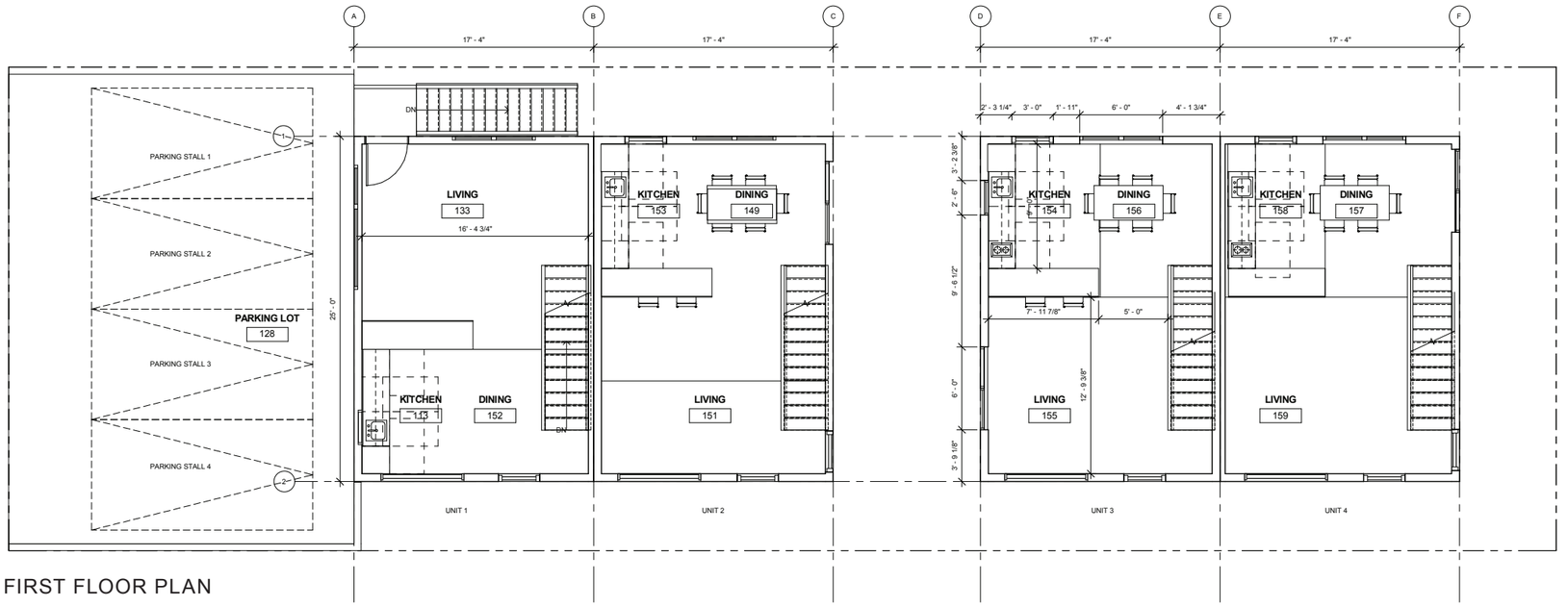
PROPOSED LIGHTING PLAN

Lighting will be provided for both safety and aesthetic purposes. The primary pedestrian path to the north will be lit by small exterior lighting fixtures placed along the total length of the path. The entries will be lit in such a manner as to give the appearance of “glowing.” There will also 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 street-facing retaining wall will be uplit for safety and to highlight the incorporated signage. The rear parking will have lighting incorporated into the concrete walls for constant safety lighting.

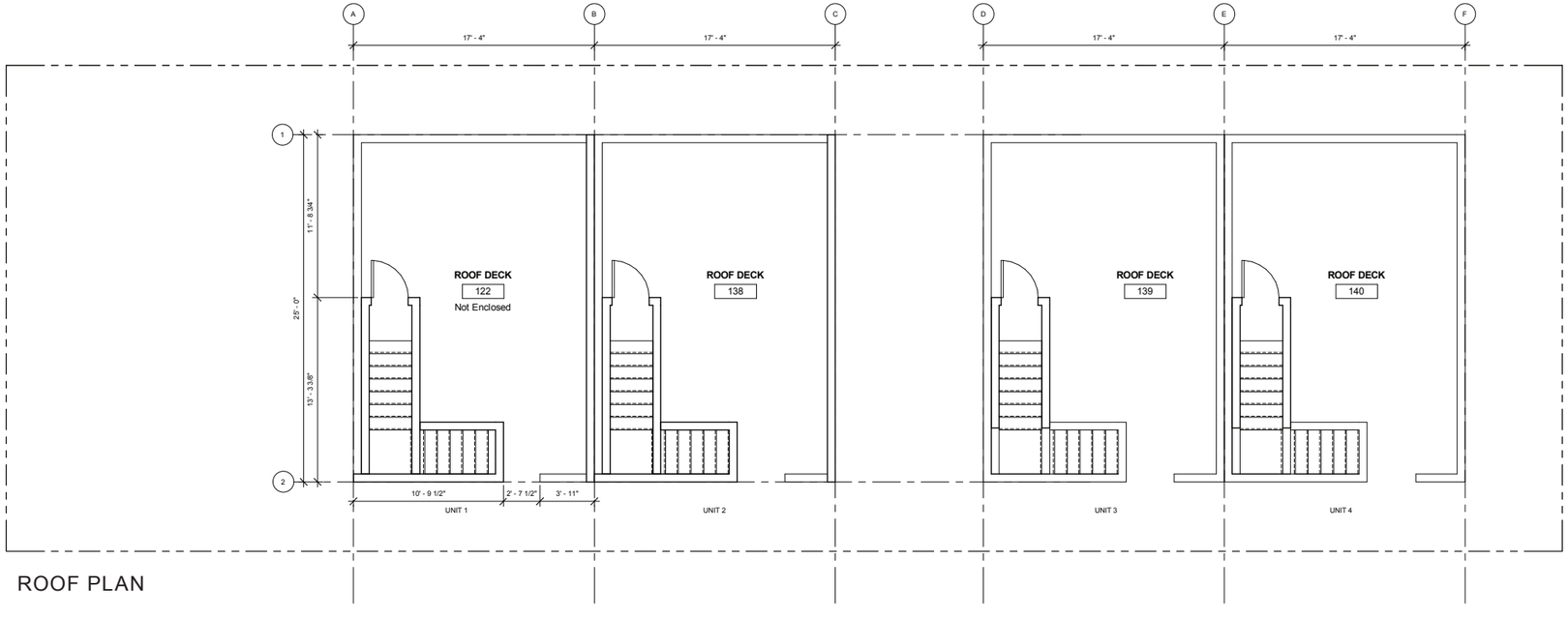




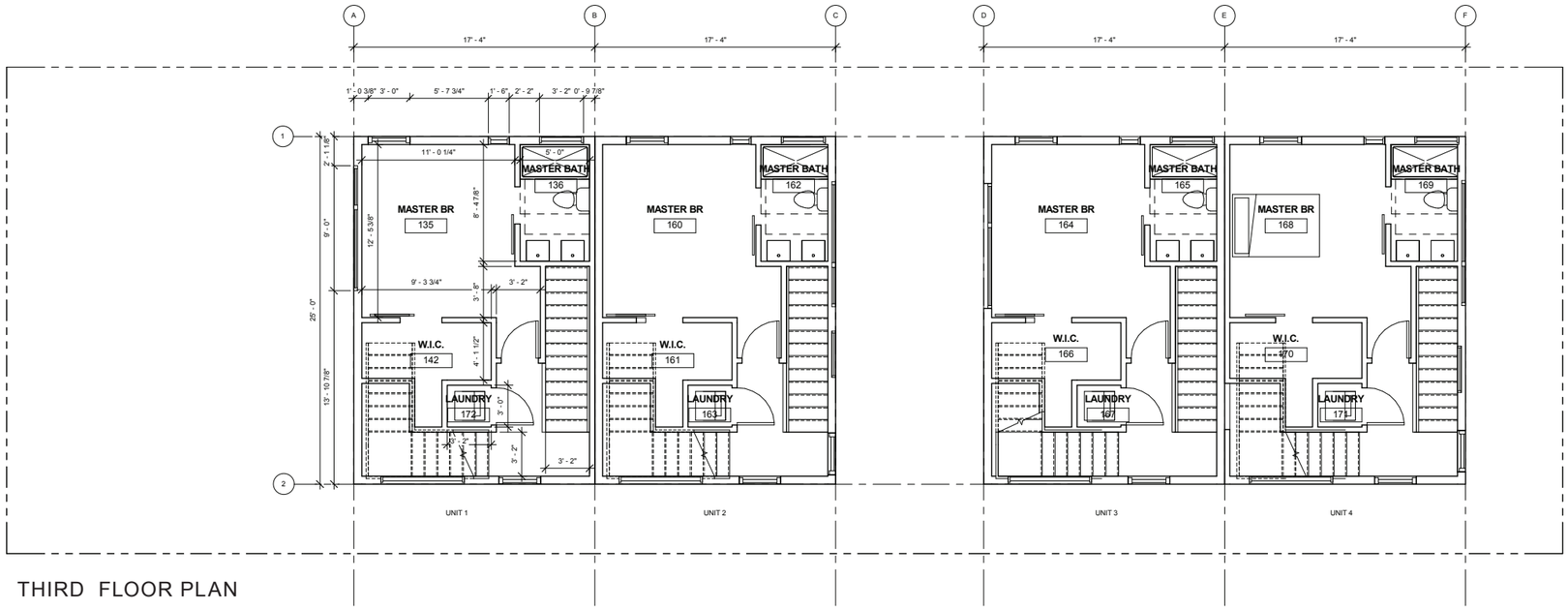
SECOND FLOOR PLAN



FIRST FLOOR PLAN

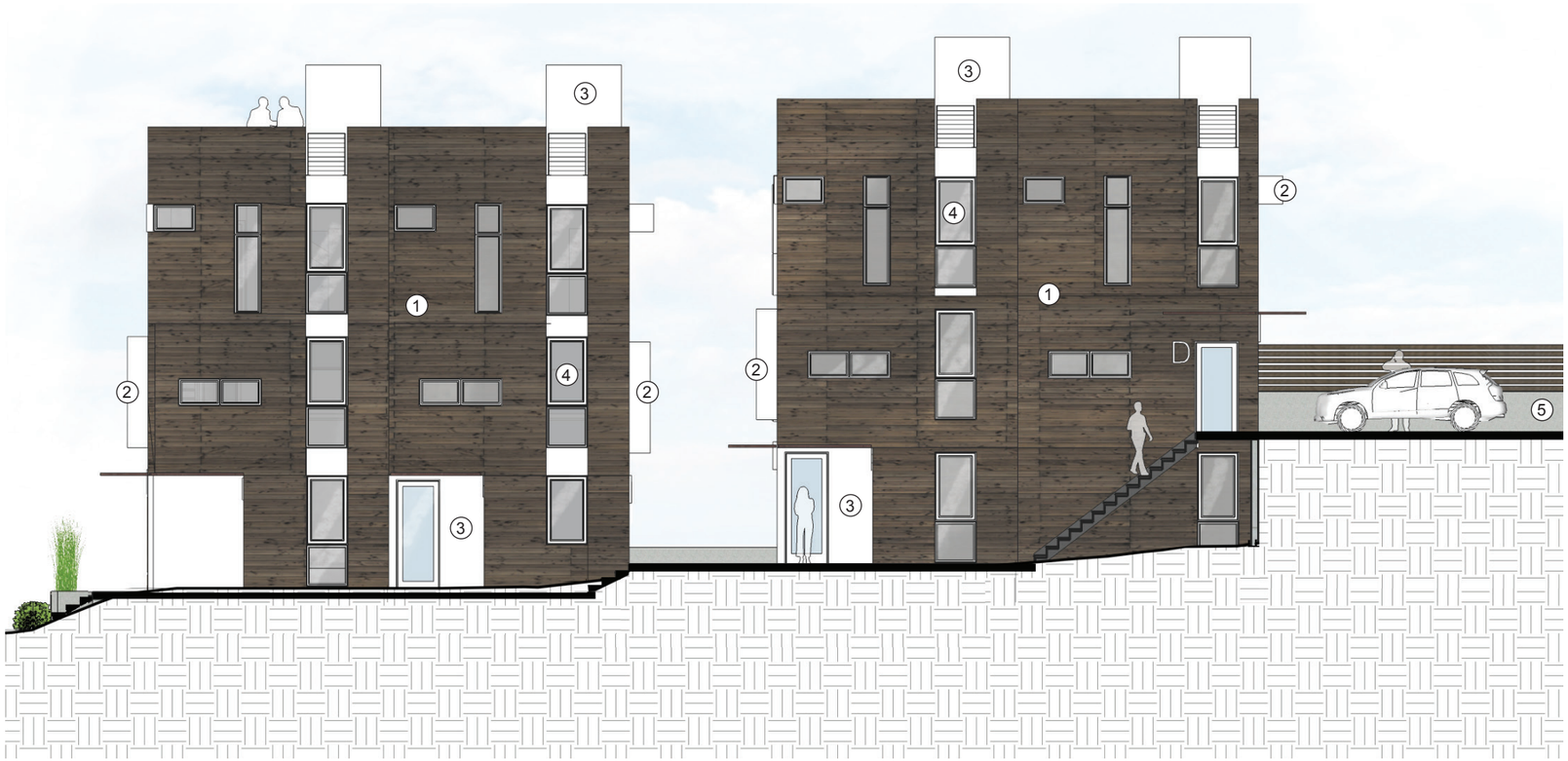


ROOF PLAN



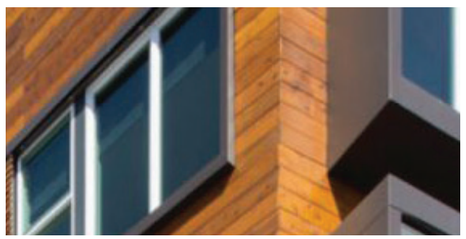
THIRD FLOOR PLAN

EAST ELEVATION



NORTH ELEVATION

① FENCE-BOARD RAINSCREEN

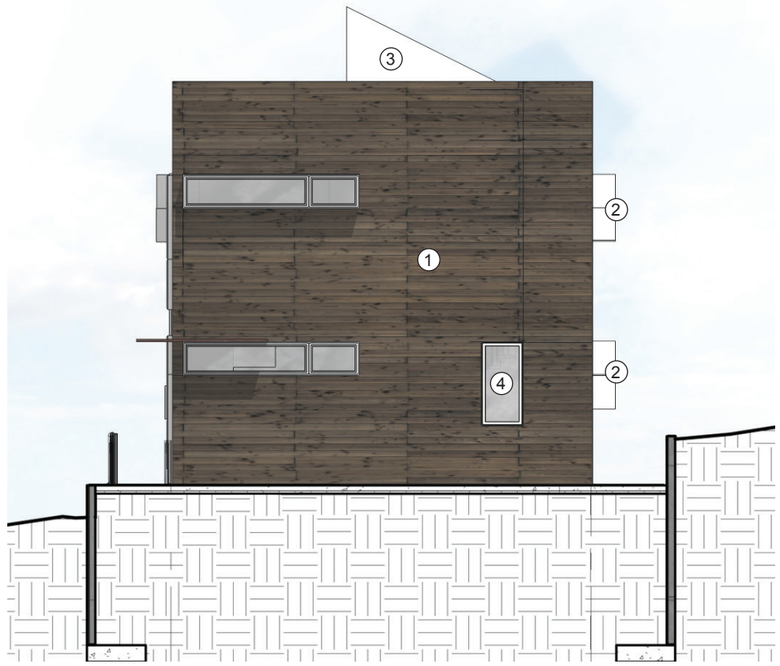


② HARDIE-CLAD BAY WINDOWS (WHITE)

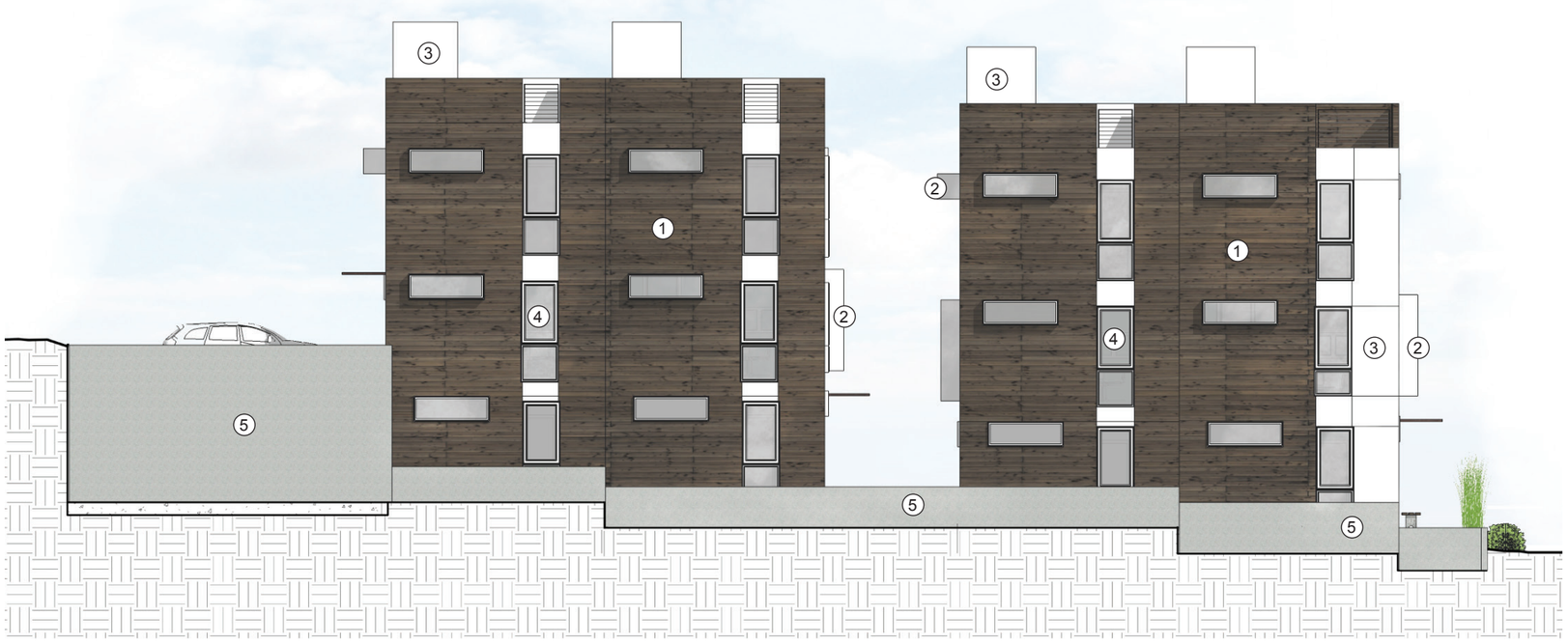
③ HARDIE PANEL (WHITE)

④ VINYL WINDOWS (WHITE)

⑤ CONCRETE

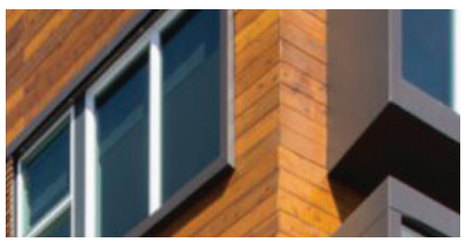


WEST ELEVATION

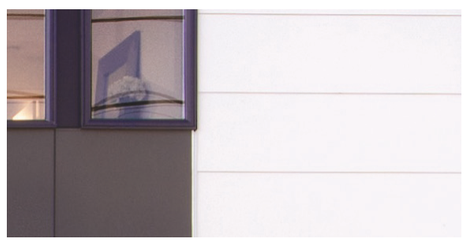


SOUTH ELEVATION

① FENCE-BOARD RAINSCREEN



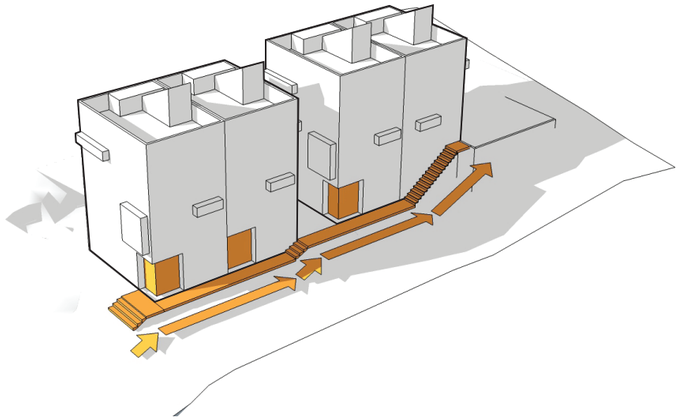
② HARDIE-CLAD BAY WINDOWS (WHITE)



③ HARDIE PANEL (WHITE)

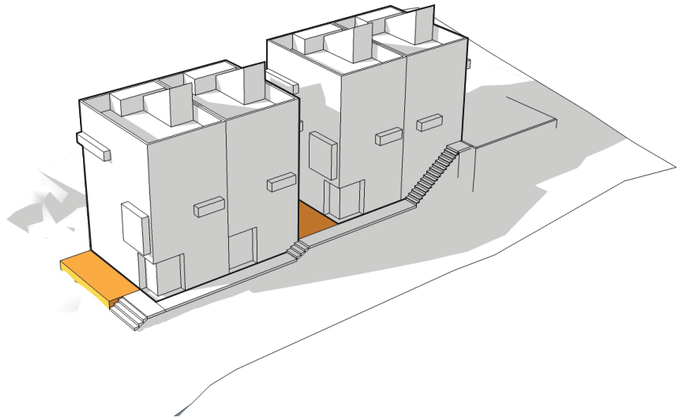
④ VINYL WINDOWS (WHITE)

⑤ CONCRETE



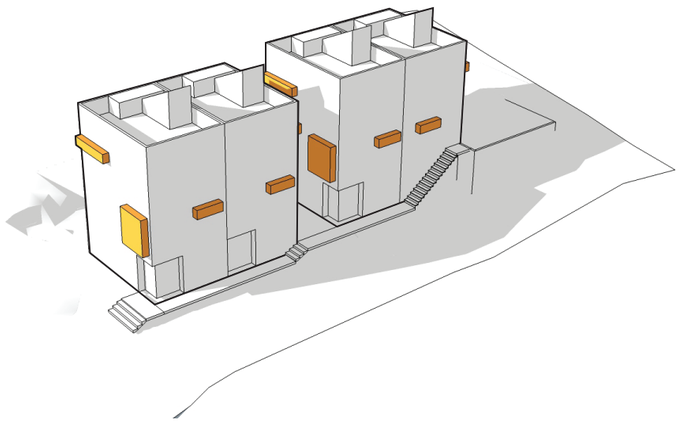
SITE ACCESS

The exterior circulation is along the north side of the site. It connects the street to the alley and provides direct access to the parking. This exterior path abuts a front yard and an open space in between the buildings. The path provides the primary entrance to each unit and it steps in order to adjust to the site conditions.



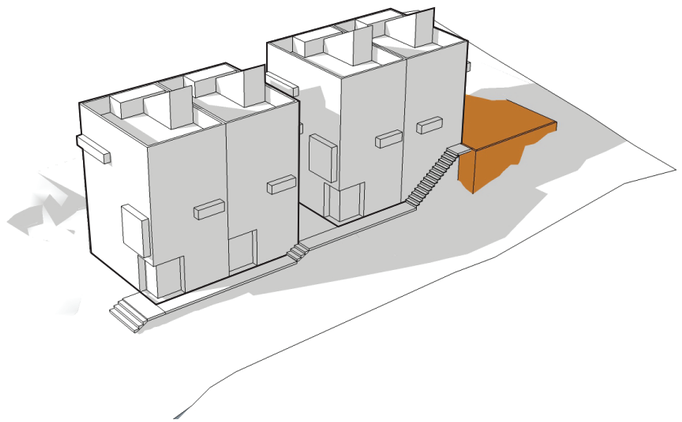
INTERSTITIAL YARDS

A spatial buffer is created in between the buildings with the division into two buildings. This space will be landscaped and designed to create an amenity private space. A similar condition occurs in front yard providing an open reception for pedestrians to the project.



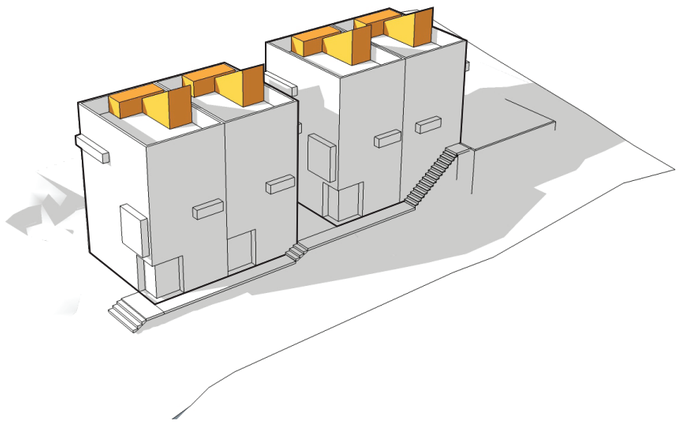
MODULATION ELEMENTS

The building incorporates a variety of bay and garden windows in every elevations. These elements add depth to the facades and decrease the appearance of the overall mass. This gesture begins to modulate the building and express a smaller human scale component on the exterior.



REAR PARKING

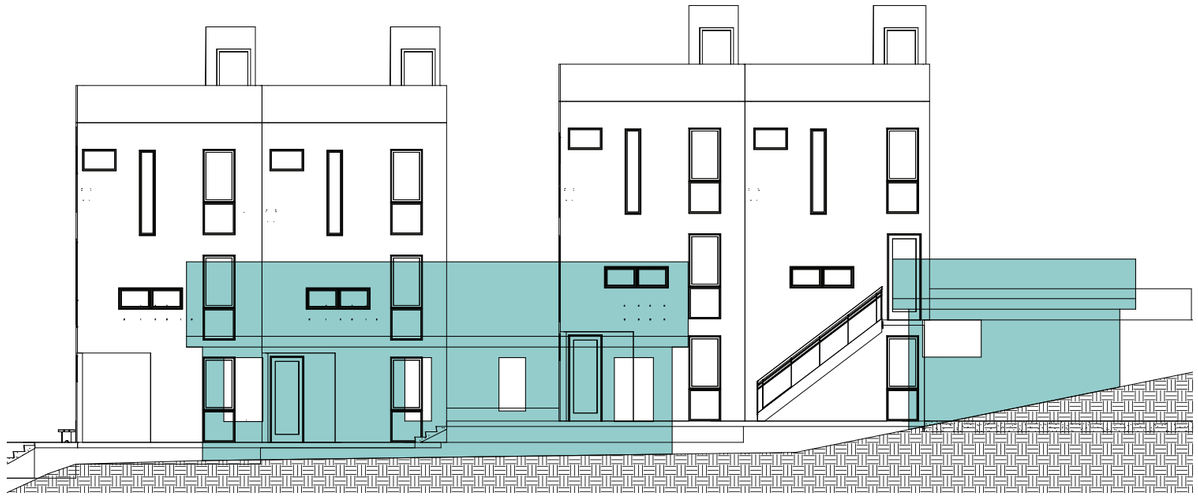
Parking has been positioned in the back of the site with direct access to the alley. This allows vehicles to be screened from the front and shifts the buildings closer to front streetscape.



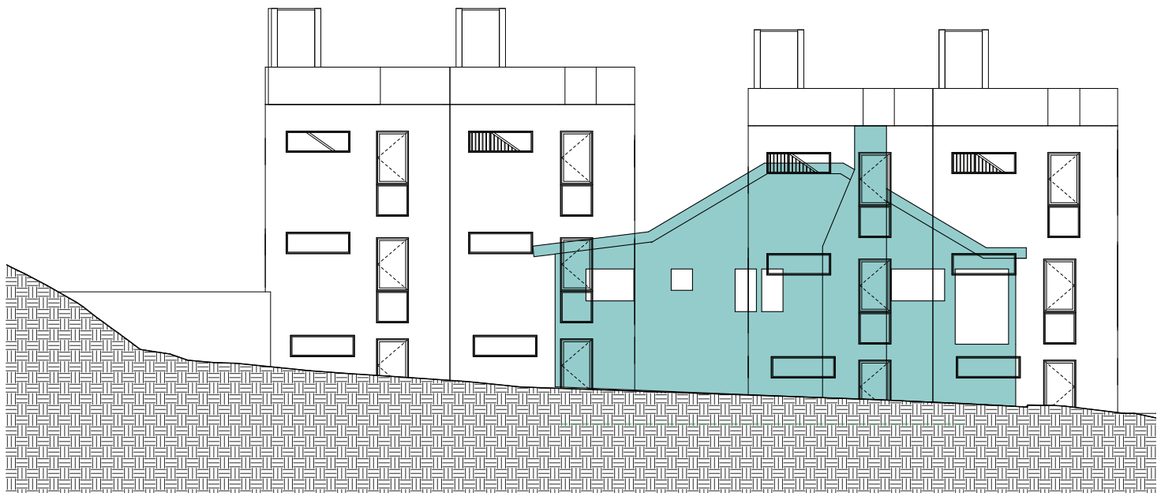
ROOFTOP PENTHOUSES

The stair penthouse is lowered and recessed in order to decrease the appearance of the units and in an attempt to relate to the scale of the surrounding single-family residences. There are also minimized to avoid view obstruction at the roof level.

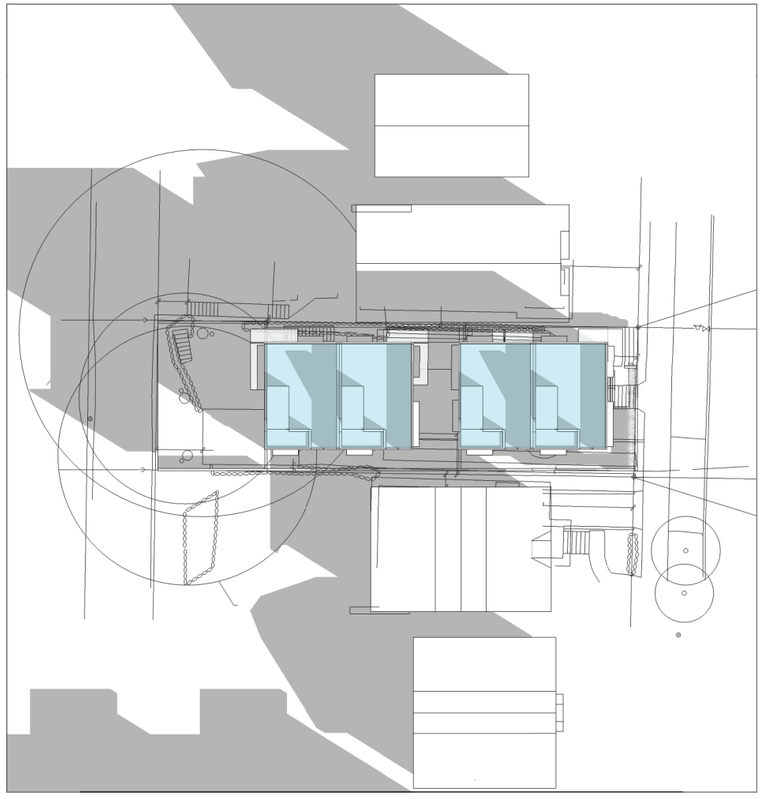

ALLEY
PARKING
UNITS
YARD
UNITS
SIDEWALK



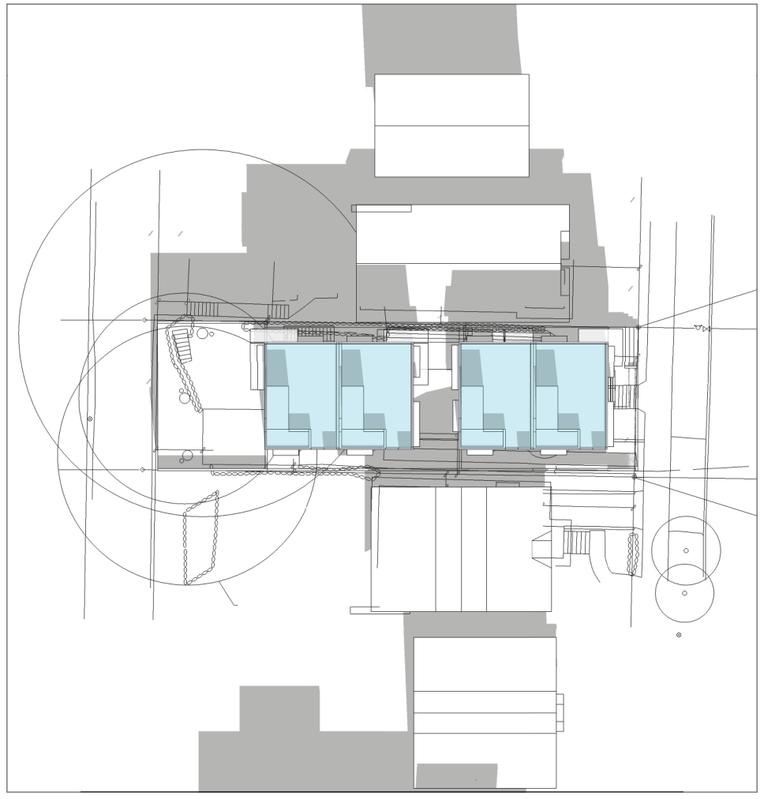
PRIVACY STUDIES - NORTH NEIGHBOR



PRIVACY STUDIES - SOUTH NEIGHBOR



MARCH / SEPTEMBER 21, 9 AM



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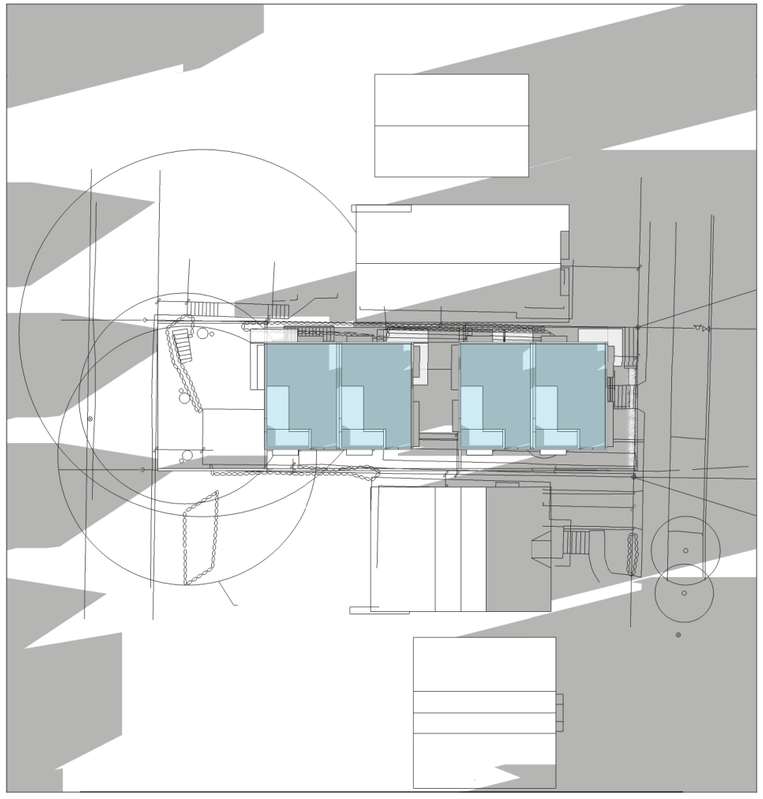

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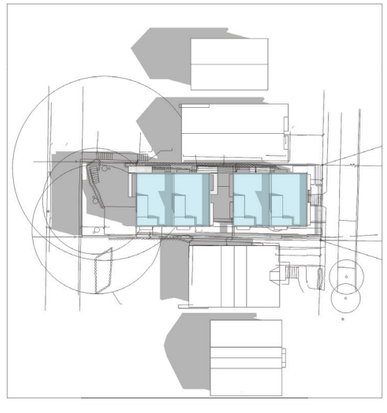
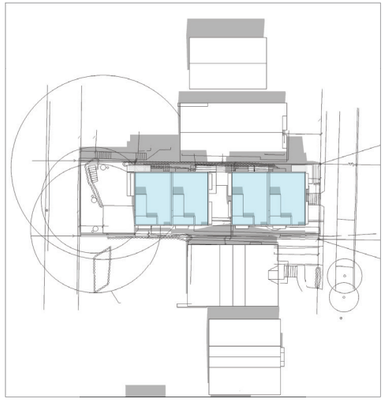


JUNE 21, 9 AM



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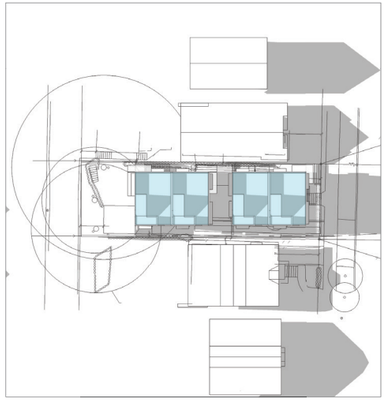

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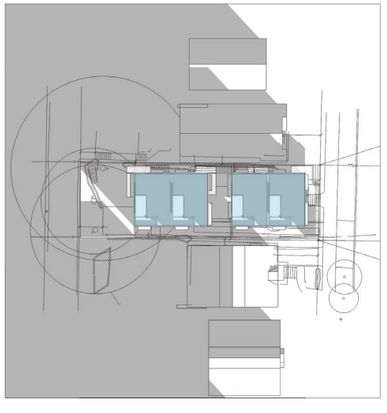

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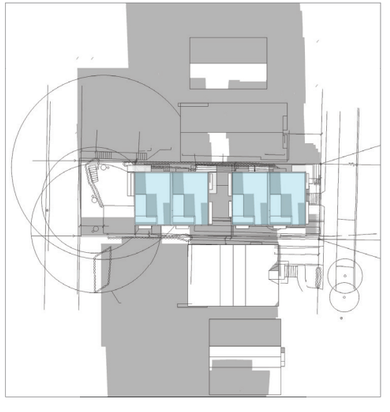

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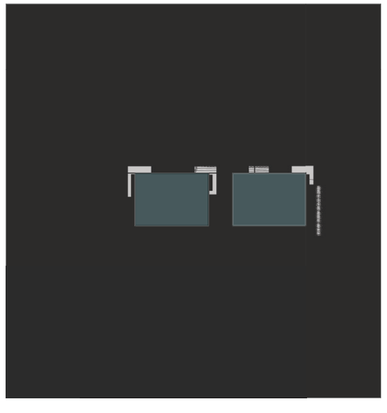

DECEMBER 21, 5 PM

VIEW FROM STREET

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
An awing is provided above each entry to distinguish one unit from another.

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

MODULATION
Low parapets are proposed to reduce the perceived building scale and bay windows add depth to the facades.

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

INDIVIDUAL ENTRIES
Individual entries are recessed to provide intimate 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.

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

VIEW OF ENTRIES

VIEW FROM STREET

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

RECESSED PENTHOUSE
Recessing and lowering the height of each penthouse decrease the overall scale of the massing while providing rooftop views of all units.

CS2-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

BIRDSEYE VIEW

VIEW FROM ALLEY

DURABLE MATERIALS

The main material for the building will be a horizontal cedar board rainscreen system. In addition, fiber cement panels will be used to accent key locations. Concrete planters and hardscape provide a polish and durable look and feel.

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

QUALITY MATERIALS @ PEDESTRIAN LEVEL

Cedar fence boards will be used at the pedestrian level. This is a warm, tactile, and high quality material that enhances the pedestrian experience

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

PARKING

Parking for all four units is proposed at the rear of the site, accessible by the existing alley. This follows the pattern of parking for the overall neighborhood.

DC1-B, DC1-C

VIEW FROM SIDEWALK ACROSS 3RD AVE. W.