



Link Townhomes / West

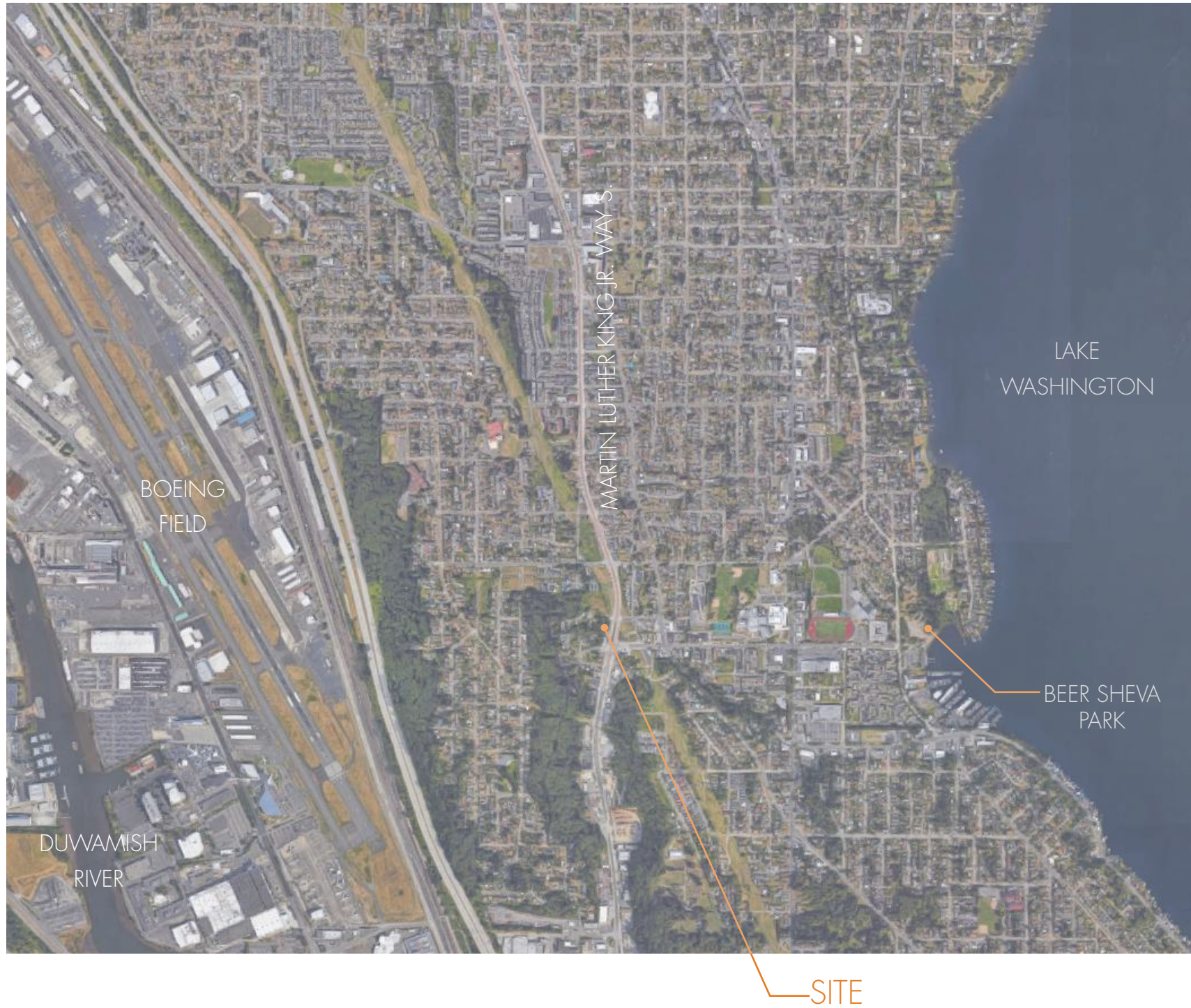
Full Design Review / Early Design Guidance

4215 S. Trenton St.

SDCI #3025113

nk

NICHOLSON KOVALCHICK ARCHITECTS



Index

Context Analysis	
Development Objectives	4
Zoning	5
Neighborhood Landmarks	6
Transportation Analysis	8
Surrounding Uses	10
Site Analysis	
Code Summary	13
Streetscapes	14
Current Conditions	16
Survey	17
Design Guidelines	18
Design Concepts	
Option 1	22
Option 2	26
Preferred Option 3	30
Landscape Studies	36
Tree Analysis	38
Appendix	
Previous Work	40

CONTEXT ANALYSIS

DEVELOPMENT OBJECTIVES

ZONING

NEIGHBORHOOD LANDMARKS

TRANSPORTATION ANALYSIS

HENDERSON CORRIDOR

SURROUNDING USES

Context Analysis

Development Objectives

PROJECT TEAM:

Applicant: IS Property Investments LLC
 411 First Avenue S, Suite 650
 Seattle, WA 98104

Architect: NK Architects
 310 First Ave S.
 Suite 4S
 Seattle, WA 98104
 Contact: David Peterson

Landscape Architect: Weisman Design Group Inc
 2329 E. Madison St
 Seattle, WA 98112
 Contact: Nick Hagan

SDCI Project #3025113
 Contact: Tami Garrett

EXISTING SITE:

Address: 4215 S Trenton St.
 Location: SW corner of Martin Luther King Jr. Way S and S Trenton St.
 Site Area: 43,828 sqft
 Existing Development: One single-family residential structure

PROJECT PROGRAM:

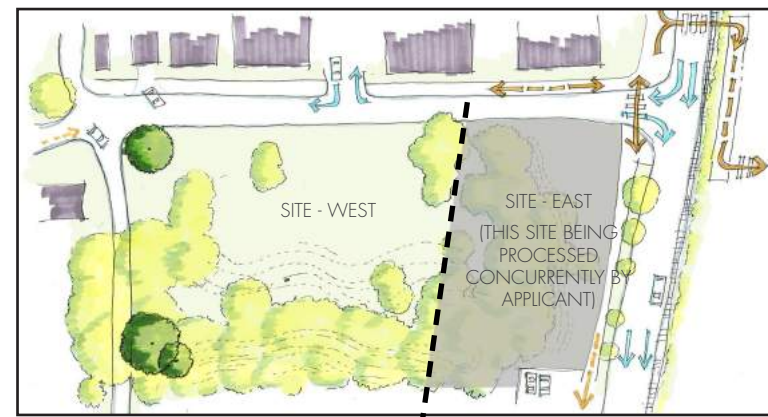
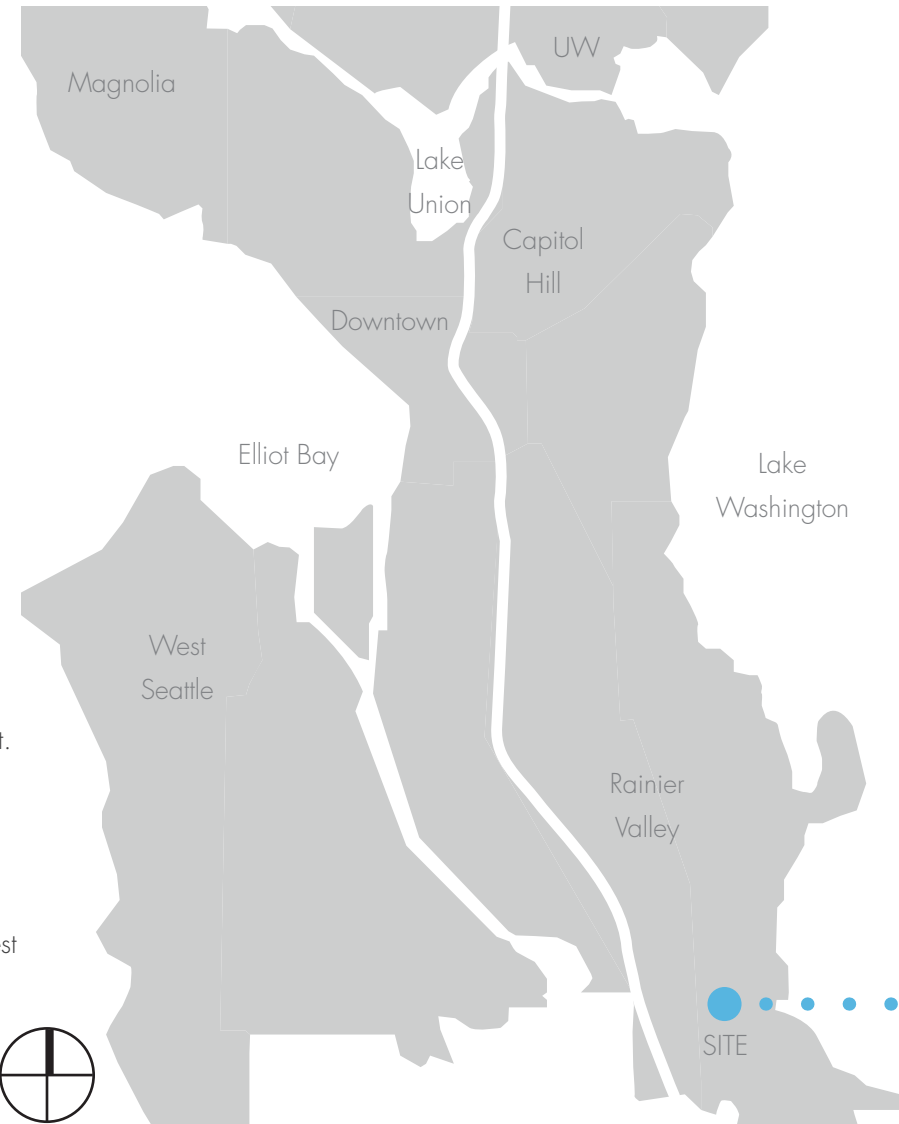
Number of Residential Units: 34
 3 total units to be designated as Affordable between sites East & West
 Number of Parking Stalls: 41 (21 tandem + 20 surface)

CONCURRENT DEVELOPMENT:

New property line proposed per short plat 3026975

DEVELOPMENT OBJECTIVE:

To provide a community of attractive, owner-occupied townhomes that combine a clean and contemporary style with active outdoor spaces, resulting in a project that enhances and further connects the neighborhood while promoting use of public transportation.



Context Analysis

Zoning

SITE

- Located in the Rainier Beach Residential Urban Village
- Comprehensive plan designates the parcel as Multifamily
- Currently zoned SF5000
- The applicant is applying for a contract re-zone to LR2 and has applied to short plat the site into 2 parcels
- Parcels to the North zoned LR2
- Parcels to the South zoned SF5000 and NC3P-40
- Parcels to the West zoned SF5000
- Parcels to the East zoned SF5000 and NC2P-40

NEIGHBORHOOD DEVELOPMENT:

The project site is at a crossroads of multiple zoning designations. The Rainier Beach Neighborhood Plan Update encourages more infill development and consistency in zoning designations. For that reason, the applicant will apply for a contract re-zone to LR3 to better match the development of the site to the North across S. Trenton. St.

First, what is a Neighborhood Pearl?

A neighborhood pearl is broadly described as an area where Rainier Beach residents shop, gather, live and recreate. In neighborhood planning meetings, residents identified areas with clusters of destinations, resulting in 4 neighborhood pearls; Station Area, Rose St, Beach Square, and the Historic Business District.

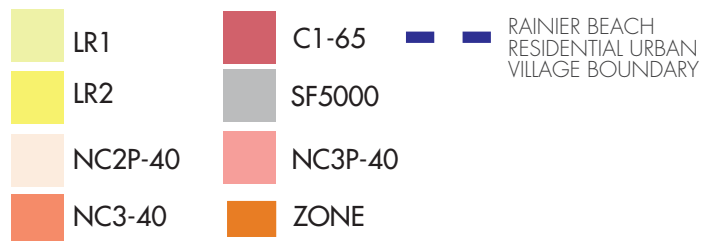
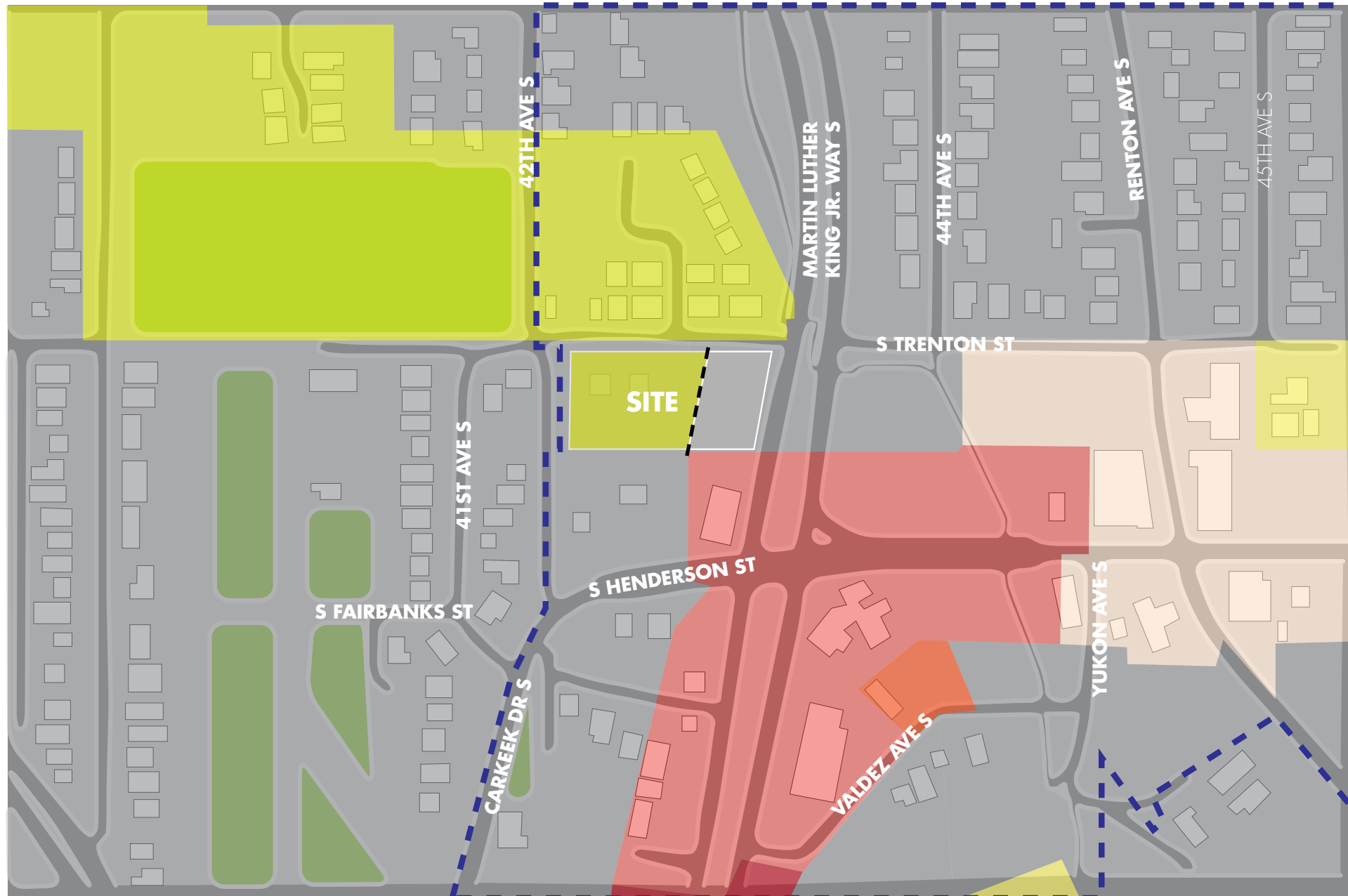
The Station Area Neighborhood Pearl:

“The overall objective... is to foster development that provides opportunities for Rainier Beach community. A measure of success should be that the youth of Rainier Beach can envision themselves as living and/or working in an area around the station that provides: a safe and attractive environment; affordable housing; and opportunities for employment and entrepreneurship.”

Purpose

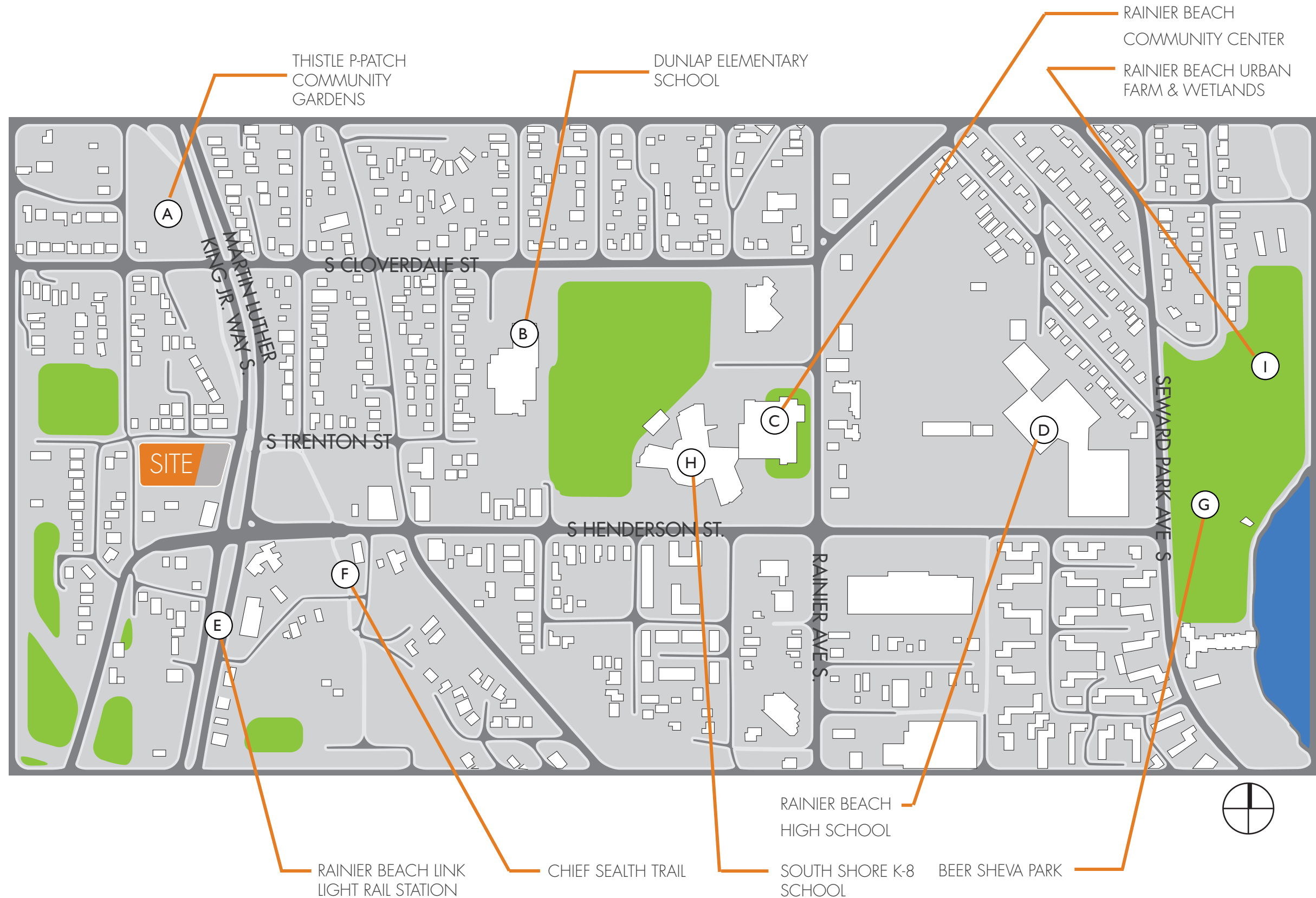
- To encourage more infill development near station and Beach Square, and to increase consistency of zoning.
- Encourage development to achieve the envisioned high-quality, dense residential building.

The site sits directly north of the Vegetable Bin, and directly south of a townhouse project still under construction. Further south along MLK Jr. Way S. lies smaller commercial spaces, and is zoned to encourage future development of Live/Work and Mixed Use buildings. Development to the north and west is proposed to remain as residential development to help better transition from single family neighborhood to urban environment.



Context Analysis

Neighborhood Nodes & Landmarks



Context Analysis

Neighborhood Nodes & Landmarks



A. Thistle P-Patch Community Gardens



B. Dunlap Elementary School



C. Rainier Beach Community Center



D. Rainier Beach High School



E. Rainier Beach Link Light Rail Station



F. Chief Sealth Trail



G. Beer Sheva Park



H. South Shore K-8 School



I. Rainier Beach Urban Farm & Wetlands

Transportation Analysis

TRANSIT

The project site is located in a frequent transit corridor and is served by both King County Metro and Link Light Rail. The Link Light Rail Rainier Beach Station is 2 blocks South of the site. Bus stops serving routes 9X, 106, and 107 are located at the intersection of Martin Luther King Jr. Way S. and S. Henderson Street.













CYCLING

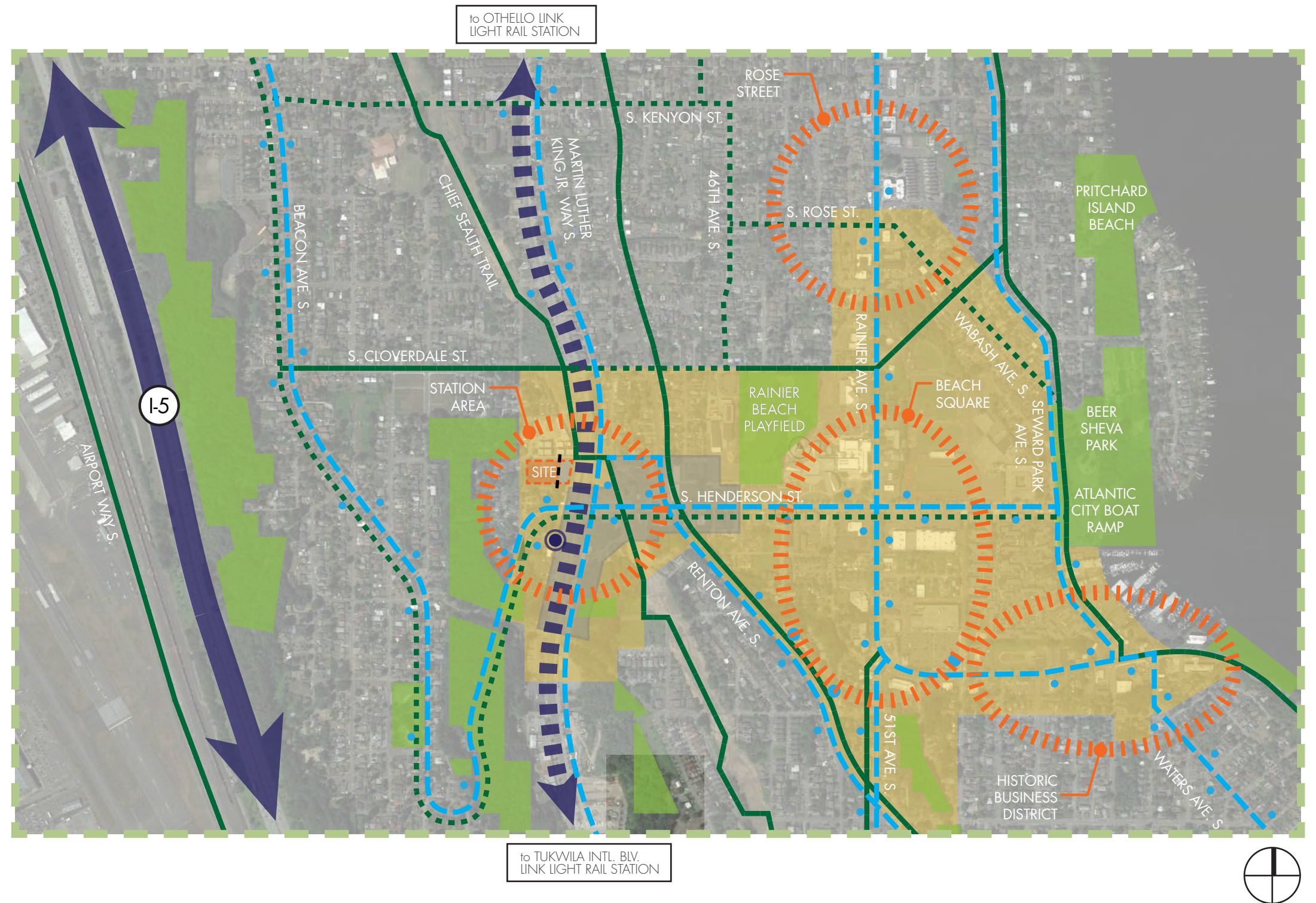
The Chief Sealth Trail crosses Martin Luther King Jr. Way S at S. Trenton Street in front of the site, providing a separated bikeway running North to S. Angeline Street and South to the Kubota Gardens. There are a number of other North-South streets nearby including Renton Avenue S, Seward Park Avenue S and Beacon Avenue S with buffered bike lanes or shared-lane markings.

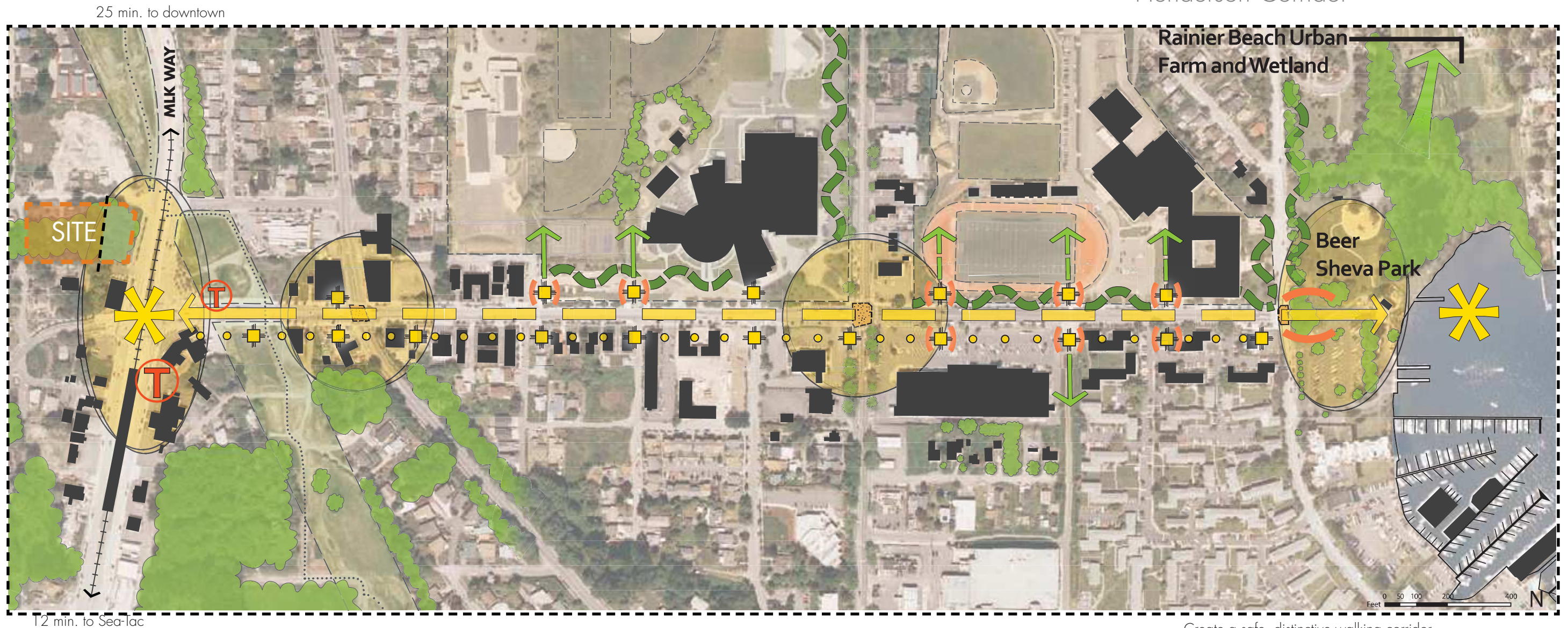
PEARLS

The Pearls identified on the map by the orange circles have been identified in the Rainier Beach Neighborhood Plan Update as a node of places where community members go to shop, socialize, or attend religious or cultural gatherings. The four Pearls include: Beach Square, Historic Business District, Station Area, and Rose Street. The project site is located in the Station Area Pearl.

MAP KEY

- | | |
|---|---|
|  SITE |  BUS ROUTE |
|  PARK/
GREENBELT |  BUS STOP |
|  RAINIER BEACH
RESIDENTIAL
URBAN VILLAGE |  DEDICATED BIKE
LANES |
|  FREQUENT TRANSIT
CORRIDOR |  BIKE FRIENDLY
LANES |
|  PEARLS |  INTERSTATE
HIGHWAY |
| |  LIGHT RAIL |
| |  LIGHT RAIL
STOP |





From the Rainier Beach Neighborhood Plan Update:

Implement Transit Master Plan recommendations to:

- Extend the #7 trolley from Rainier Ave. S to the light rail station. It is a City priority that Metro should provide frequent service along S Henderson St.
- Configure a turn-around for trolley at the light rail station area. The trolley will help connect the Station Area neighborhood pearl to Beach Square, the Historic Business District, and the Rose St. District.
- Install Transit Signal Priority at the intersection of S Henderson St. and Rainier Ave. S.
- Create a layover for four buses to accommodate the extended #7 service adjacent to the light rail station.
- Implement station access and wayfinding program to improve visibility of station, improve intermodal connections, and increase legibility of pedestrian and bicycle approaches to stations.

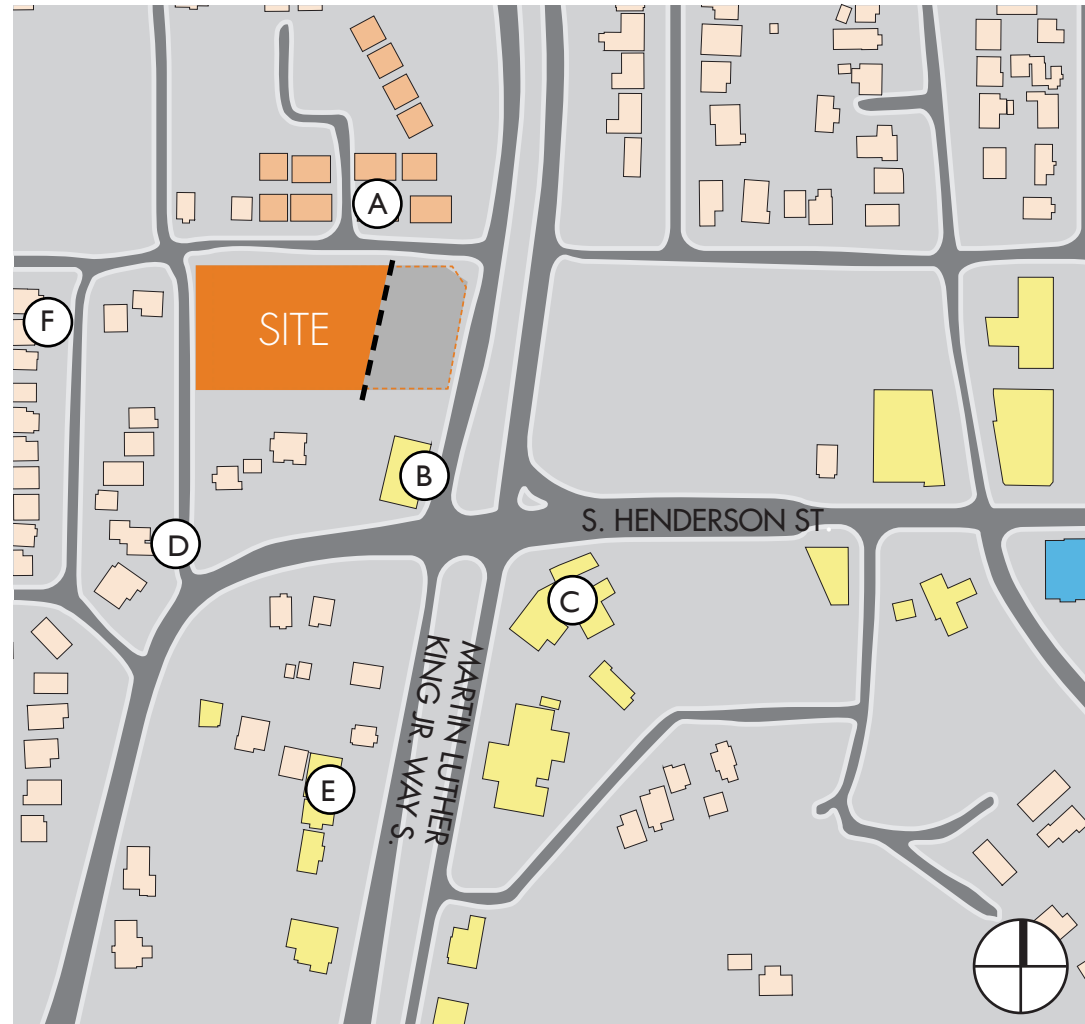
Create a safe, distinctive walking corridor.
(Image from Rainier Beach Neighborhood Plan Update.)

Legend

- | | | | |
|-------|----------------------------------|-----|---|
| +++++ | Light Rail | ⚡/● | Signature Mini Light Tower |
| ▬ | Light Rail Station | ✱ | Major Light Feature |
| | Existing Trail | ■ | Existing Building |
| --- | City of Seattle Owned Properties | ■ | Key Intersection |
| --- | Superblocks | 🌳 | Existing Tree |
| → | Existing Pedestrian Linkages | T | Transit |
| → | Future Pedestrian Linkages | ⌋ | Physical Gateways to Key Future Pedestrian Gateways |
| | | ⌋ | Soften and Open Edge of School Property |

Site Analysis

Surrounding Uses



MAP KEY

- SINGLE-FAMILY
- MULTIFAMILY
- MIXED-USE
- COMMERCIAL

The site is bordered by a residential neighborhood to the West and North. Across S. Trenton Street is a new development of townhomes. To the East and South of the site is a mix of single-family residences and businesses. Directly South of the site is the Vegetable Bin, a grocery store and deli. Buddy's, located at the intersection of Martin Luther King Jr. Way South and S. Henderson Street, is a home furnishing store.



A. Townhomes



B. Vegetable Bin



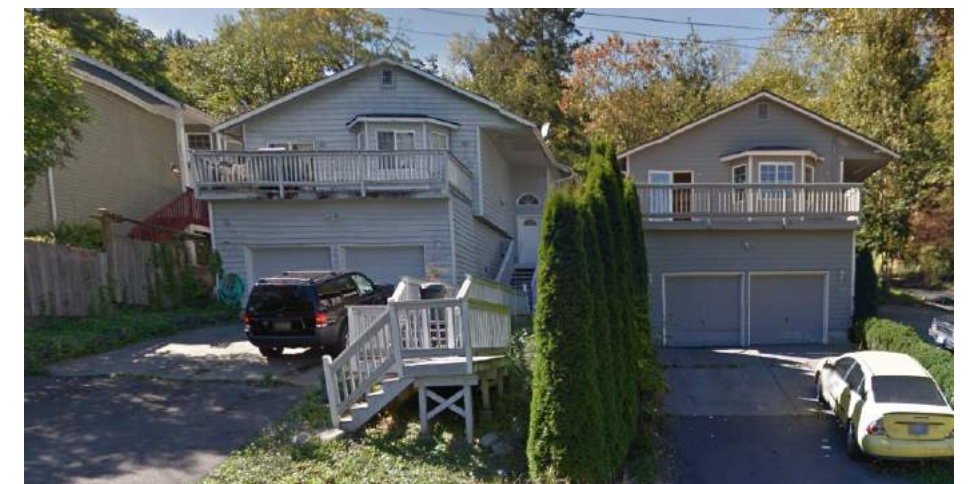
C. Buddy's



D. Single Family House



E. Flock Christian Church



F. Single Family Homes

PAGE INTENTIONALLY LEFT BLANK

SITE ANALYSIS

CODE ANALYSIS

STREETSCAPES

CURRENT CONDITIONS

SURVEY

DESIGN GUIDELINES

CODE ANALYSIS

PARCEL #: 212370-0305 (New Parcel A)

ZONING: LR2 (Proposed Re-Zone, currently SF5000)

Note: The comprehensive plan for the city of Seattle indicates this site is to be zoned multifamily for future zoning changes.

OVERLAYS: Rainier Beach Residential Urban Village, Airport Height District Overlay

LOT AREA: Approximately 44,000 Sq Ft

ECA: Steep Slope

PERMITTED USES (23.45.504)

Permitted Outright: Residential

FLOOR AREA RATIO (23.45.510):

Rowhouse Development: 1.1 or 1.3*

Townhouse Development: 1.0 or 1.2*

DENSITY LIMIT (23.45.512):

Rowhouse Development: No Limit

Townhouse Development: 1/1600 or No Limit*

* In LR zones, in order to qualify for the higher FAR & density limit shown, green building performance and other site access and parking standards shall be met.

STRUCTURE HEIGHT (23.45.514):

30' base height limit

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

+4' for parapets

+10' for stair penthouses (total coverage not to exceed 15%)

SETBACKS (23.45.518):

Rowhouse Development:

Front: 5' min

Rear: 0' with alley, 7' avg + 5' min with no alley

Side: 7' avg + 5' min

Townhouse Development:

Front: 7' avg + 5' min

Rear: 7' avg + 5' min

Side (Up to 40' façade): 5' min

Side (Over 40' façade): 7' avg + 5' min

Minimum separation between principle structures: 10'

If principle structures are separated by a driveway the minimum required separation is 2' greater than the required width of the driveway (need not be greater than 24'). Max projections of 3' into the required separation if they are at least 8' above finished grade.

AMENITY AREA (23.45.522):

25% of the lot area = Approximately 11,000 SF required amenity area

Minimum 50% at ground level (roof amenities = ground level amenity area)

GREEN FACTOR (23.45.524):

Landscaping that achieves a Green Factor score of 0.6 or greater

STRUCTURE WIDTH & FACADE LENGTH (23.45.527):

Rowhouse Developments: No Limit

Townhouse Developments: 90' max

Max façade length: 65% of the lot line for all portions of a facade within 15' of a lot line that is neither a rear lot line nor a street or alley lot line.

AUTOMOBILE PARKING (23.45.536):

.5 stall per unit due to location within Residential Urban Village

Transit Reductions: In MF zones minimum parking requirements for all uses is reduced by 50% if the use is located within 1,320' of a street with Frequent Transit Service. This site is within 600' of Frequent Transit Service. Required parking = 0 stalls for site.

BICYCLE PARKING (23.54.015) Table D:

1 space per every 4 units

SOLID WASTE (23.54.040):

Shared storage space for solid waste containers:

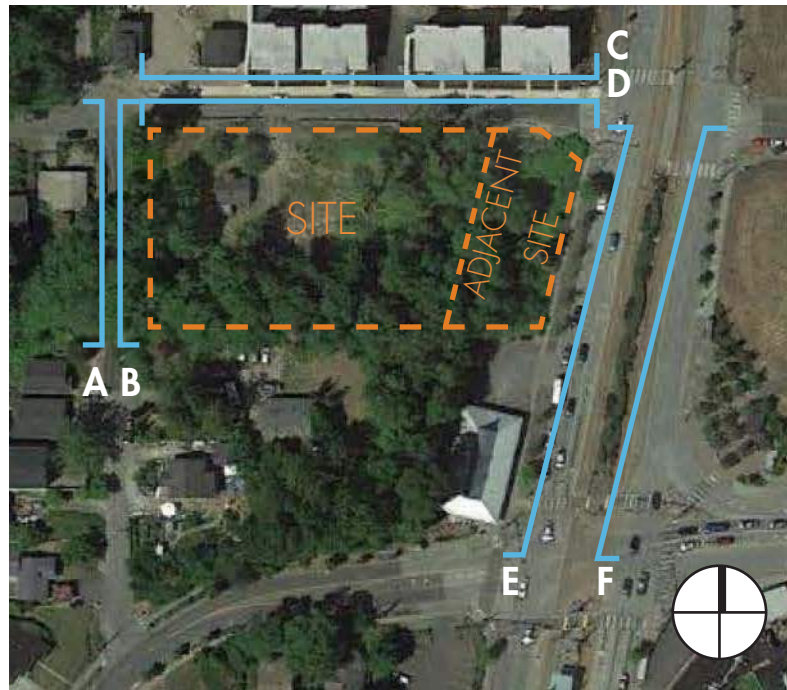
26-50 units = 375 sqft.

Or 2.5' x 6' individual unit storage area

Separate platted lots, for which each dwelling unit will be billed separately for utilities, shall provide one storage area per dwelling unit at least 2' x 6'.

Site Analysis

Streetscapes



Streetscapes



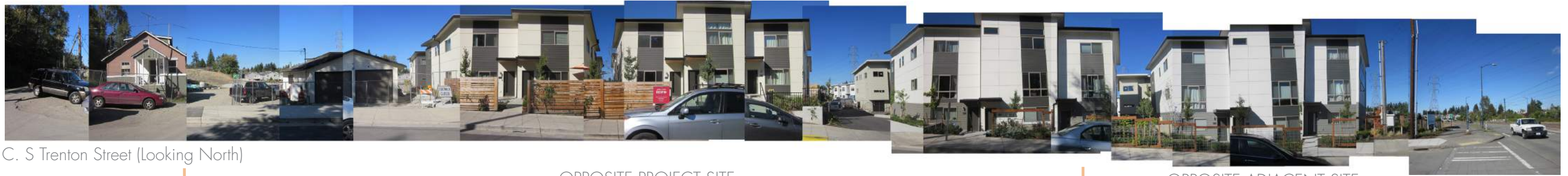
OPPOSITE PROJECT SITE

A. 42nd Avenue S (Looking West)



PROJECT SITE

B. 42nd Avenue S (Looking East)



C. S Trenton Street (Looking North)

OPPOSITE PROJECT SITE

OPPOSITE ADJACENT SITE



ADJACENT SITE

NEW PROPERTY LINE PROPOSED PER SHORT PLAT 3026975

PROJECT SITE

D. S Trenton Street (Looking South)



EAST EDGE OF ADJACENT SITE

E. Martin Luther King Jr. Way S (Looking West)



OPPOSITE EAST EDGE OF ADJACENT PROJECT SITE

F. Martin Luther King Jr. Way S (Looking East)

Site Analysis

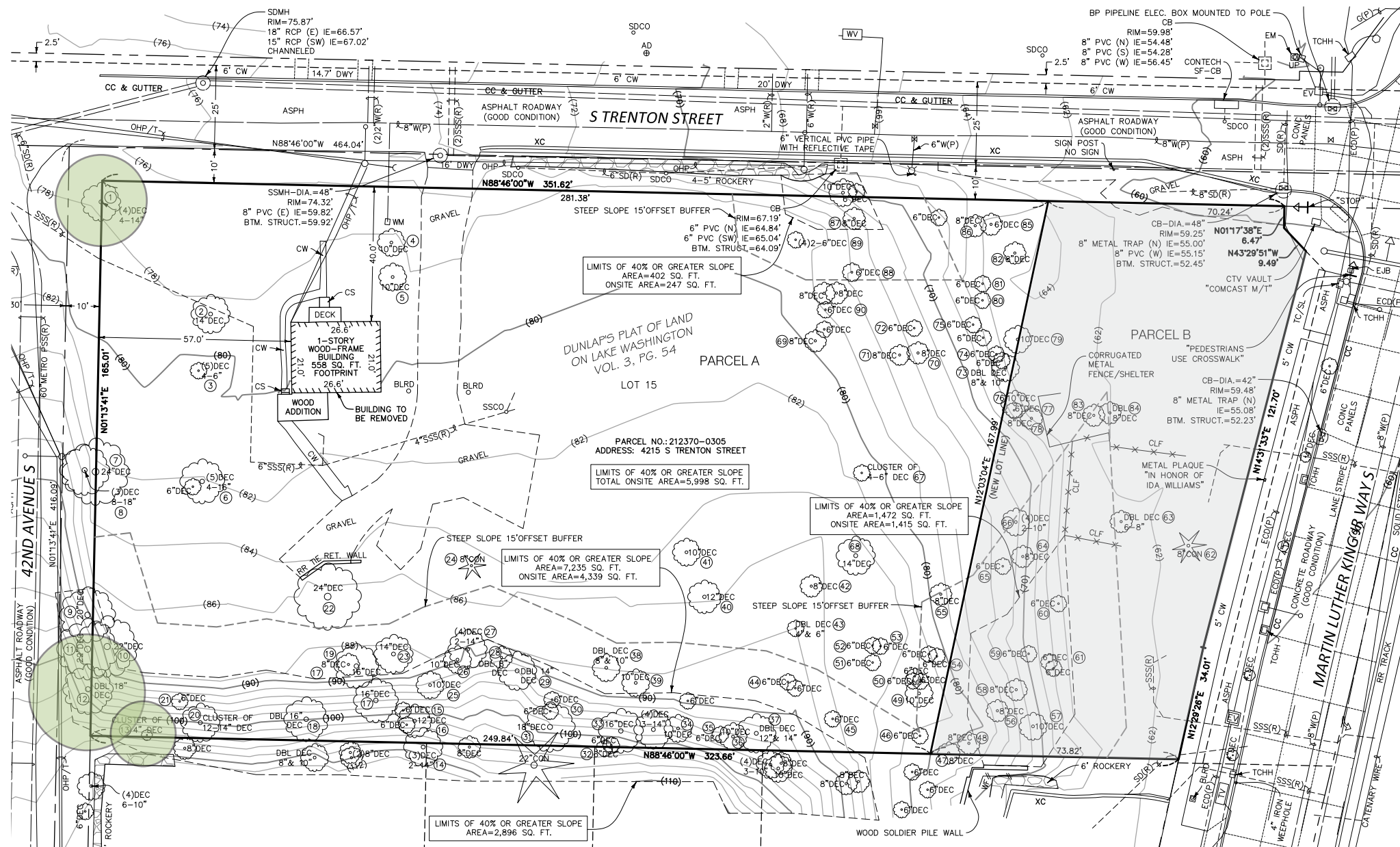
Current Conditions



SITE

ADJACENT PROJECT SITE

(THIS SITE BEING PROCESSED CONCURRENTLY BY APPLICANT)



EXCEPTIONAL TREES



Site Analysis

Survey

SITE FEATURES - EXISTING

The development site at 4215 S. Trenton St. consists of a large irregularly shaped parcel without underlying, historic parcels from the original neighborhood plat. The property has frontage on 3 sides; on the west side facing 42nd Ave S, on the north side facing S. Trenton St. and on the east side facing Martin Luther King Jr Way S. The majority of the south property line consists of ECA steep slope, and abuts both a parking lot for the Vegetable Bin and a single family home. The applicant has applied for a short plat to divide the site into 2 parcels.

The site slopes from the southwest down towards the northeast, and features three areas of steep slope that were created as part of previous grading operations. There are numerous trees on and adjacent to the site, as well as a substantial number that provide screening from the properties to the south and buffer the existing single family residence on-site from MLK Way. An unpaved driveway serves the site and is accessed from S. Trenton St, which is improved along the north half of the road.

Although one parcel originally, the owner has started the short plat application process to split the parcel into 2 lots, as shown in this graphic. The early design guidance for this parcel focuses on Parcel A.

ROW and street improvements will be implemented along with development of the site. Both 42nd Ave S. and S. Trenton St will undergo the street improvement process.

Site Analysis

Design Guidelines

CONTEXT AND SITE

CS1 - Natural Systems and Site Features

- C. Topography
- D. Plants & Habitat

CS2 - Urban Pattern & Form

- A. Location in the City and Neighborhood
- B. Adjacent Sites, Streets, & Open Spaces
- C. Relationship to the Block
- D. Height, Bulk, and Scale

CS3 - Architectural Context & Character

- A. Emphasizing Positive Neighborhood Attributes

Located in the Rainier Beach community at the intersection of Martin Luther King Jr. Way S. and S. Trenton St, the site is currently hidden from view of passers-by by a series of large shrubs and trees. This 1.3 acre site currently hosts one single family home. Surrounded on three sides by Right-Of-Way, and a single family house and parking lot to the south, we see this as an outwardly focused project that responds to both intersections and the property across the street to the north.

The topography of the site has a significant slope of 40-45' from the south west corner to the south east corner, but has a more gradual slope of approximately 20' in grade along S. Trenton St. The site hosts 3 exceptional trees. The fate of these trees will be determined during the Street Improvement process, but are shown as being maintained for EDG planning purposes. The interior of the site will be regraded to allow the change to a layout conducive to townhomes, resulting in a removal of interior plantings to be replaced with well-considered landscaping that is sustainable in the long term.

Front doors for homes on site will face 2 of the 3 street frontages, and will be accessed directly from the public sidewalk and work with the topography to present a three-story facade to the street. Welcoming landscaped open space at the entry to each home creates opportunity for interaction between residents, their guests, and the neighborhood. The homes to the West of our site take their frontage along S. Trenton, with 42nd acting as their side yard. Our site mimics this approach.

Site access is from S. Trenton St, drawing from the patterning of the development across the site to the North. Access from MLK Way is undesirable due to heavy traffic, and 42nd is an undesirable access point due to the steep slope.

Finally, the new townhomes across S. Trenton St. to the North face the development site; with a contemporary design our task for the new project is to build off of and respond to their site with a respectful design that further contributes to the neighborhood.

PUBLIC LIFE

PL1 - Connectivity

- A. Network of Open Spaces
- B. Walkways and Connections
- C. Outdoor Uses and Activities

PL2 - Walkability

- B. Safety & Security
- D. Wayfinding

PL3 - Street-Level Interaction

- A. Entries
- C. Residential Edges

PL4 - Active Transportation

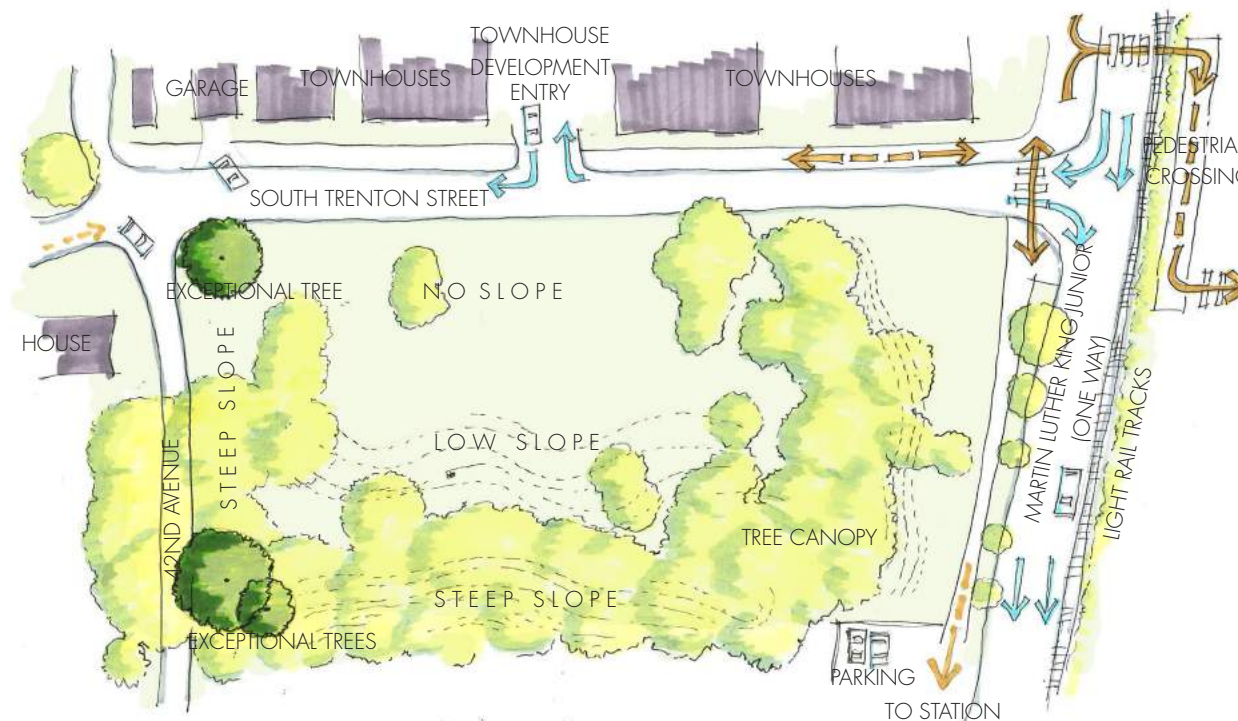
- A. Entry Locations & Relationships

While most people will access this site by car due to its location next to a noisy, high-volume arterial, the Rainier Beach Link Station will be the secondary means of accessing the site by transit. Our intention is to improve the condition of S. Trenton St and 42nd Ave S. in accordance with SDOT street improvement requirements to connect the existing sidewalk along MLK Way to the site for pedestrian access. We feel controlling vehicular access to a single point provides improved pedestrian vs. vehicle safety as well as heightened security for residents both within and adjacent to the development.

The development site focuses the pedestrian network through a network of pathways that direct residents towards the Light Rail station in an effort to encourage the use of mass transit. This network of pathways will connect all areas of the site to the surrounding neighborhood by way of all three streets surrounding the site.

The site will be regraded to gently slope with the grade of S. Trenton St. Although S. Trenton St. is the front for zoning and setback purposes, the site attempts to respond to both MLK and S. Trenton St and address each as a "front door" to the site. The site attempts to respectfully address the corner with vegetation to help make the transition from major arterial to home front.

Residential entries will be designed to feel as Individual as possible. On a site of this scale it will be important to highlight individual aspects of each unit to encourage a sense of place and ownership for residents and visitors alike. Similarly to the Townhouse site to the North of this site, we will be introducing an urban street-like feel within our development for surface parking and garage access. This allows for a variety of unit types that will appeal to a diverse range of buyers, and encourage neighbor interaction on our site.



DESIGN CONCEPT

DC1 - Project Uses & Activities

- A. Arrangement of Interior Uses
- B. Vehicular Access and Circulation
- C. Parking and Service Uses

DC2 - Architectural Concept

- A. Massing
- D. Scale and Texture

DC3 - Open Space Concept

- B. Open Spaces Uses and Activities
- C. Design

DC4 - Materials

- A. Exterior Elements and Finishes
- C. Lighting
- D. Trees, Landscape and Hardscape Materials

As previously described, the vehicular access to the site emulates the site to the North. Beyond the driveway and surface parking area, the site plan focuses solely on pedestrian travel and encourages residents toward Light Rail and mass transit usage by providing a connection in the middle of the site toward MLK Way.

The project anticipates a contemporary aesthetic and will utilize a shed or flat roof. This approach matches contemporary projects throughout the area, and helps to reduce the perceived massing of the buildings to better relate to the human scale. The buildings themselves are kept moderate in size, are intended to step with the sloping grade, and will have their surfaces modulated by bays, material transitions, porches, and other such elements allowing the individuality of each unit to be expressed while still harmonious to the building as a whole.

Private amenity area is planned for through private patios at the second level of the townhomes at the south of the site. Private patios will be separated from each other with fencing or railings that will be approximately 4' tall - short enough to encourage neighborly interaction, but tall enough to instill a sense of privacy. Common pathways connect residential entryways to the Public ROW and encourage additional social interaction on site.

Materials will be textured and durable, and colors will vary to provide distinction between buildings or clusters of buildings while staying within a shared overall palette to prevent a checkerboard appearance. Individual porch fixtures will provide primary wayfinding lighting, supplemented by post and path lights as needed for safety. Light fixtures will be shielded to prevent spillover to neighboring properties. Accents such as architectural railings and fixtures, landscape seating and equipment, and hardscape surfaces will be chosen to enhance and unify the project aesthetic.



DESIGN OPTIONS

OPTION COMPARISON

OPTION 1

OPTION 2

OPTION 3 - PREFERRED

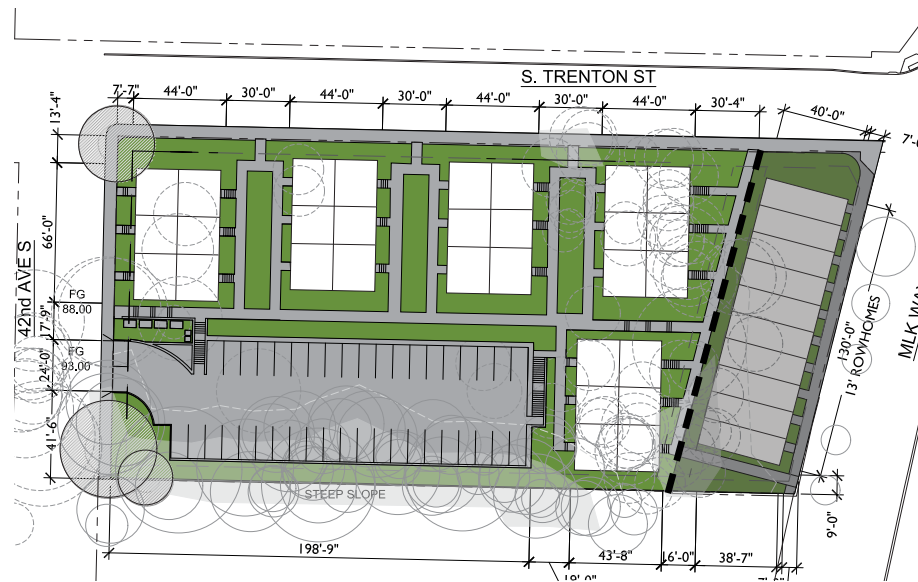
CONCEPTUAL LANDSCAPE PLAN

TREE ANALYSIS

APPENDIX

Design Options

Option Comparison

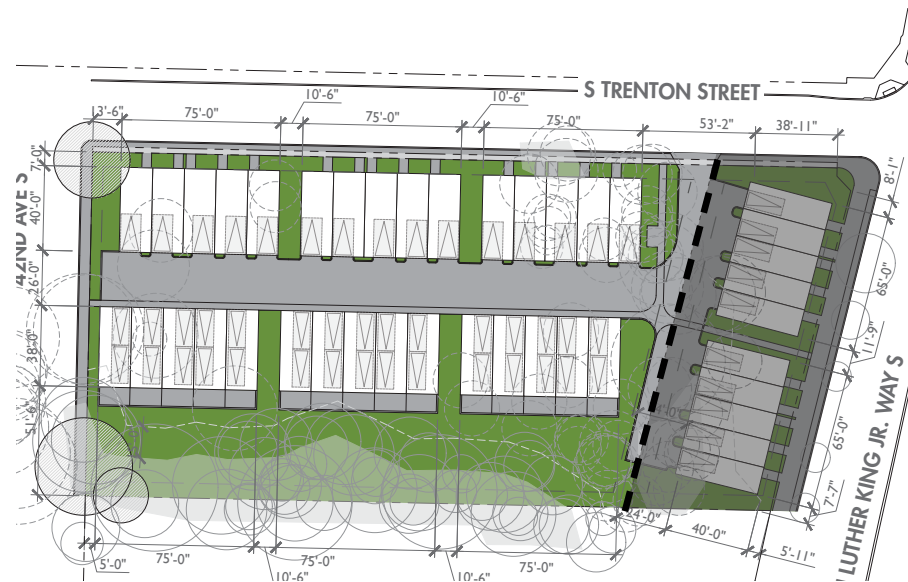


OPTION 1 - CODE COMPLIANT

Option 1 utilizes a surface parking area in the southwest corner, eliminating the majority of existing planting along the south property line, while separating vehicular and pedestrian traffic on site.

Units typically face a shared common courtyard or street front. Middle 18' wide units will only have 1 wall of windows, limiting daylight, but providing an affordable option for the neighborhood.

The network of pathways connects the site to MLK at the South East corner on Site B, the least visible connection for all 3 options.

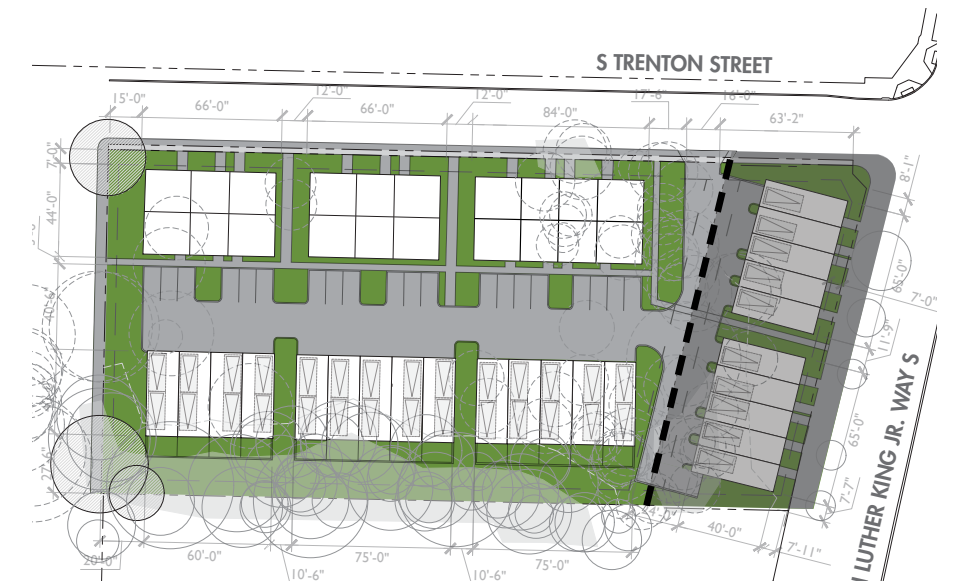


OPTION 2 - CODE COMPLIANT

Option 2 proposes vehicular access from S. Trenton St. and proposes each unit be garage-parked. Units to the south are provided with 2nd level patios and tandem garages, while units to the north are single-car garages with no decks or patios proposed.

Units front either a shared auto court or street front.

The network of pathways connects the site from 42nd Ave S. to MLK at the center of the site through the auto court and the middle of Site B.



OPTION 3 - CODE COMPLIANT

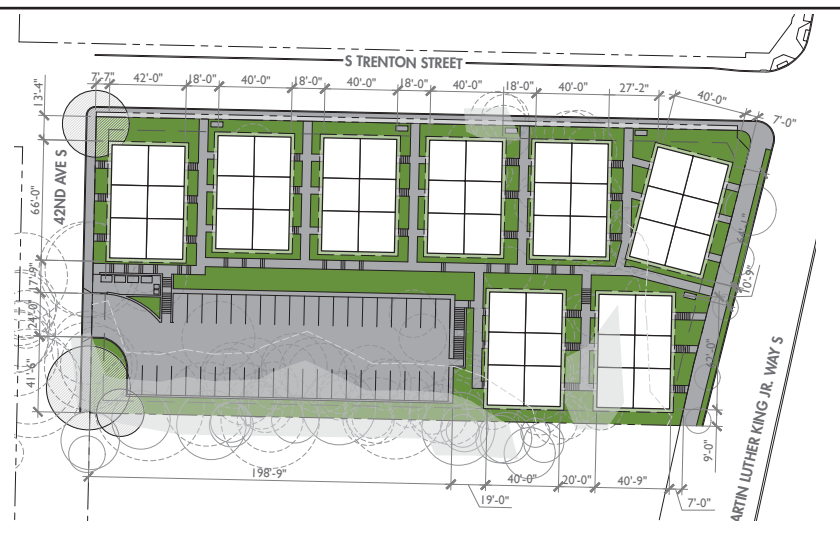
Option 3 also proposes vehicular access from S. Trenton St. and proposes a mix of tandem garage parking and surface parking; creating an opportunity for a lively urban alley experience. Units to the south are provided with 2nd level patios and tandem garages, while units to the north provide 3 levels of heated living space and a variety of unit types to help promote a diverse community of homeowners.

Units front either a shared auto court or street front.

The network of pathways connects the site from 42nd Ave S. to MLK at the center of the site through the auto court and the middle of Site B. Additionally, pathway connections between buildings along the North property line connect S. Trenton St. with this pedestrian network of pathways. Pedestrian pathways are primarily separated from the autocourt, increasing pedestrian safety.

FULLY DEVELOPED, NON-SHORT PLATTED SITE

If the client were to proceed without short platting the site, the site would ONLY allow for vehicular access at the South West corner of the site due to the requirements associated with code section 23.45.510.C.4.C.1. This code section is not departable. This site plan, although code-compliant, results in a site plan with 48 densely-packed units and 41 surface parking stalls. This layout provides little privacy for neighbors, limited community amenity space, and due to a significant grade change still provides a cliff-like wall at the parking area. Additionally, the owner prefers to fully park the site for future homeowners. The logical vehicular access point is clearly along S. Trenton St, and therefore the client has elected to proceed with a Short Plat.



Design Options

Option 1 - Surface Parking & Courtyard Scheme

DISTINGUISHING FEATURES

(Code Compliant)

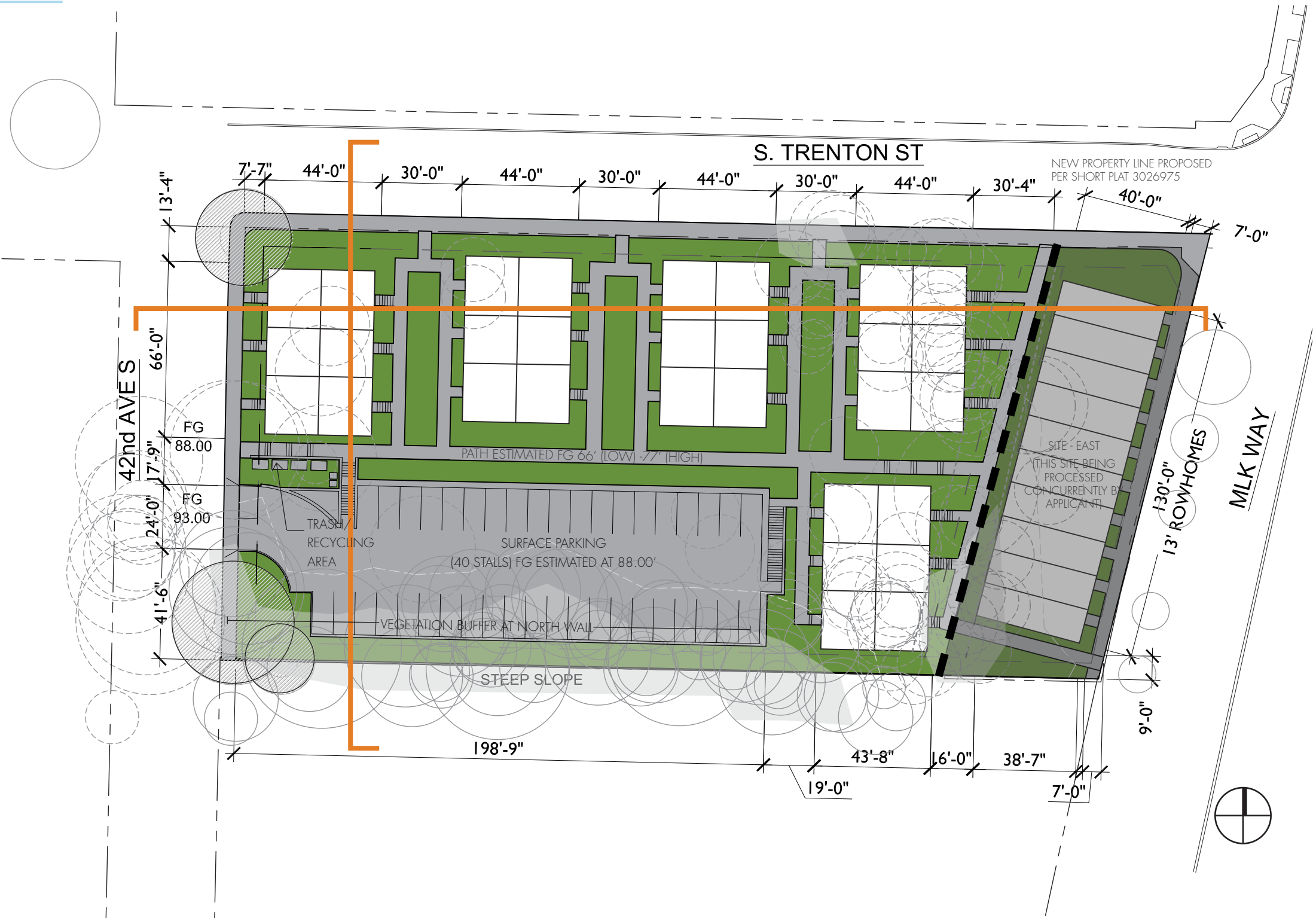
Total Units: 30 (18' x 24' and 24' x 24')
 Resident Parking Stalls: 40 (40 surface parking stalls - 1 per unit on both site A and B)
 Average Unit Size: 1460 Sq Ft
 FAR Achieved: 37,800 / 44,000 = 0.85
 FAR Target: 1.20

PROS

- Parks 100% of the site
- Units focused on communal courts
- Separates pedestrian and vehicular traffic
- Encourages pedestrian connections to transit
- Network of pedestrian paths create links between units, parking and public realm
- Each unit has opportunity for small private patio
- Residential entries face all public streets
- Large central green amenity space
- Six-unit design provides more corner units

CONS

- Least dense of all 3 options
- Pathway connection to MLK is least visible connection of all 3 options
- S. Trenton St. acts as side, not as front, improperly responding to TH development across S. Trenton St.
- Large paved parking area covers SW corner of site
- Parking area is elevated above pedestrian area, creating cliff-like wall due to grading challenges
- Isolated parking area needs additional safety measures
- Loss of most of the trees along south property line
- Auto access off of 42nd Avenue S, least advantageous point from grading perspective



Design Options

Option 1



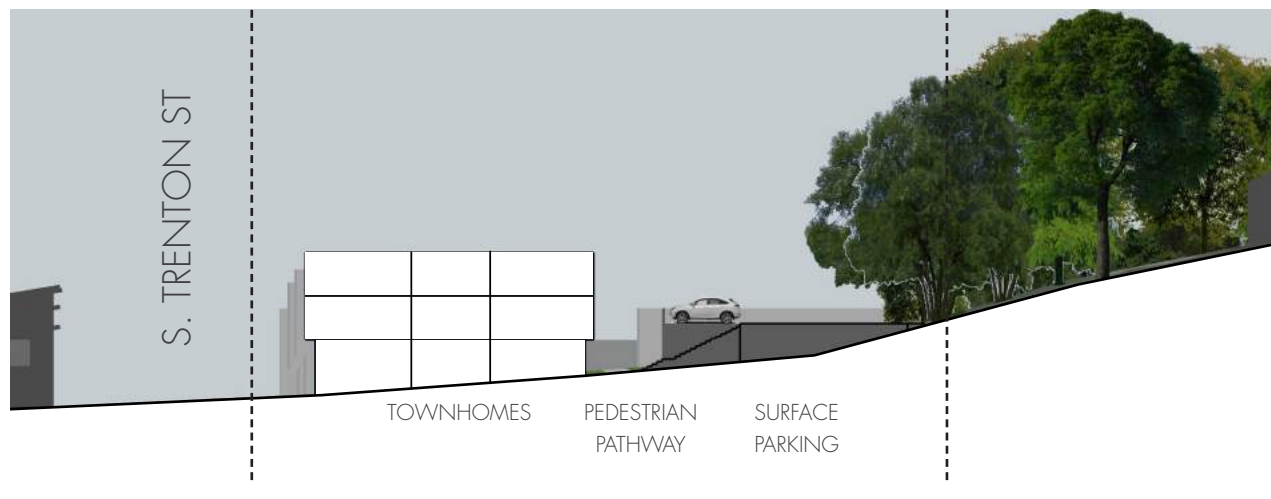
Aerial looking Northwest towards site



View looking at site from crosswalk at S. Trenton St.



View looking East down S Trenton Street



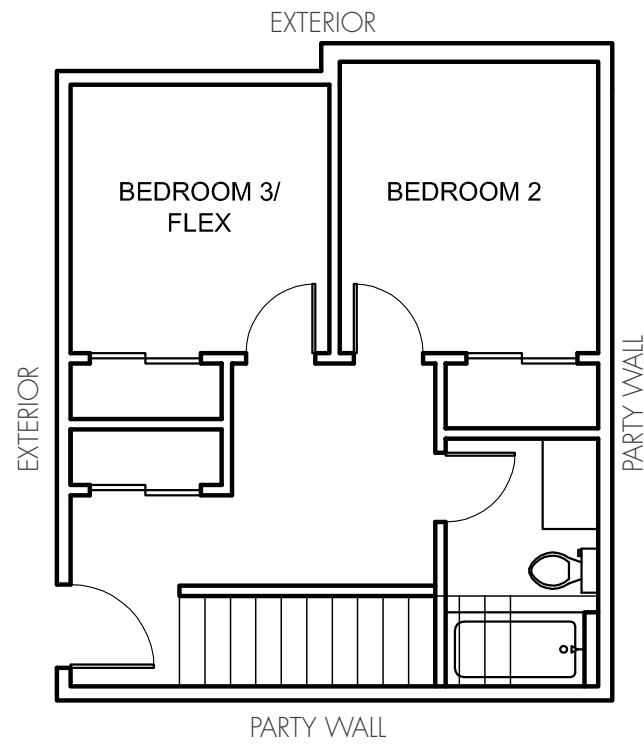
Section: N/S Looking East



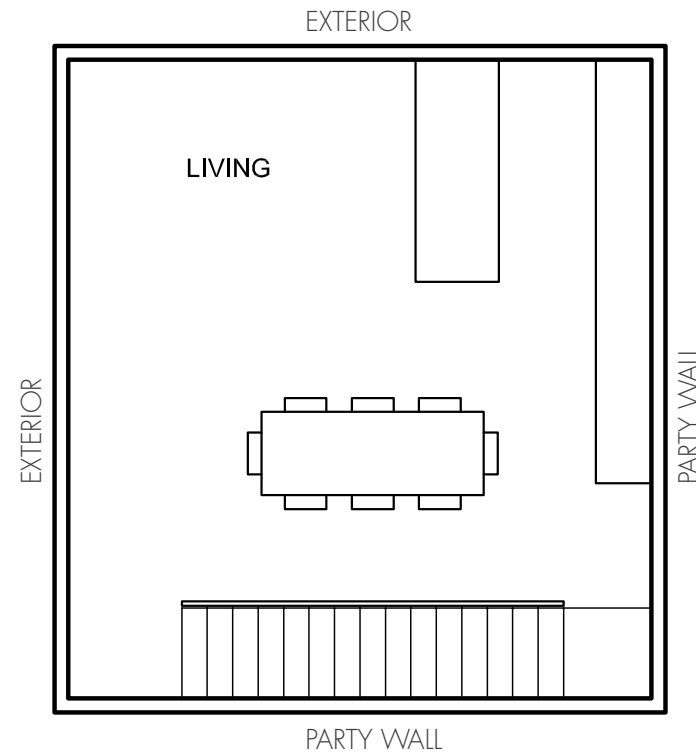
Section: E/W Looking North

Design Options

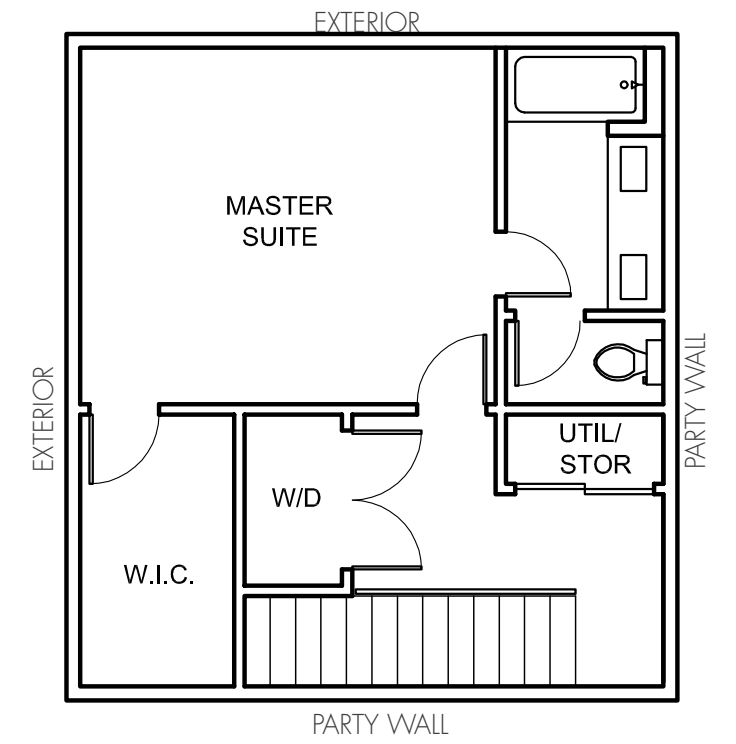
Option 1 - Conceptual Floor Plans



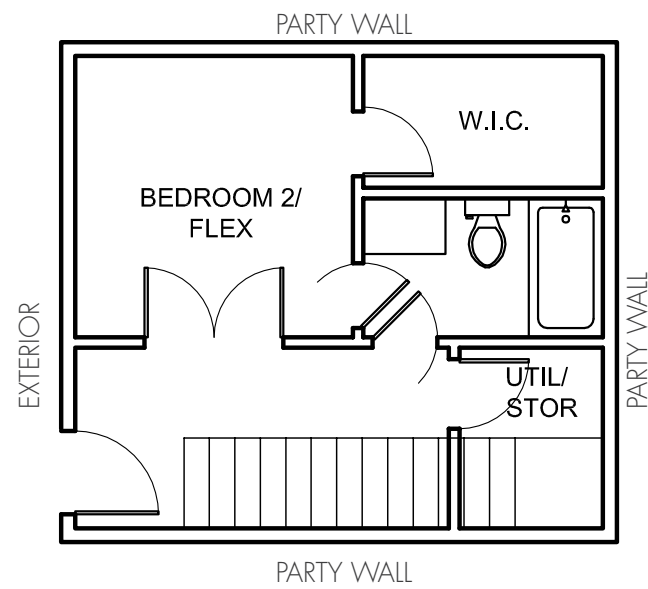
CONCEPTUAL PLAN - CORNER UNIT - LEVEL 1



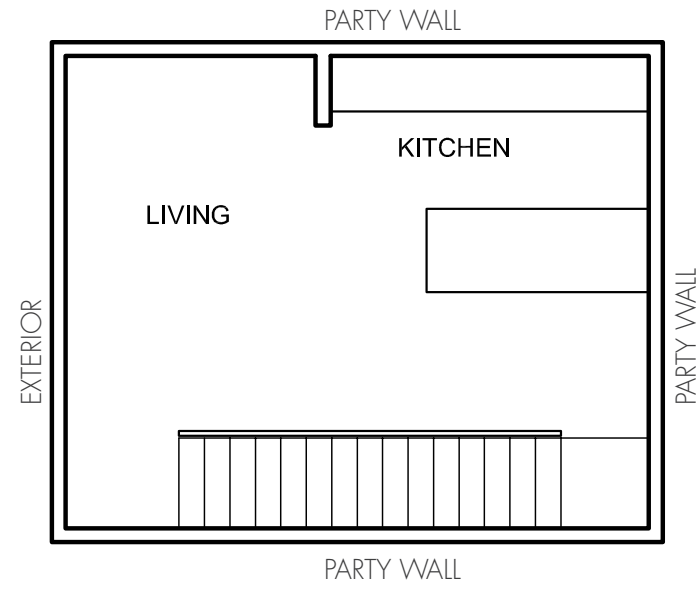
CONCEPTUAL PLAN - CORNER UNIT - LEVEL 2



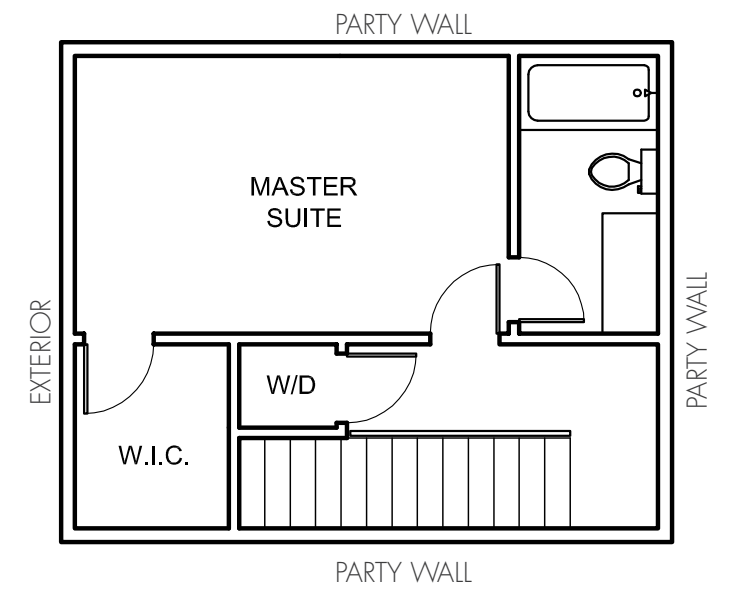
CONCEPTUAL PLAN - CORNER UNIT - LEVEL 3



CONCEPTUAL PLAN - MIDDLE UNIT - LEVEL 1



CONCEPTUAL PLAN - MIDDLE UNIT - LEVEL 2



CONCEPTUAL PLAN - MIDDLE UNIT - LEVEL 3

9:00 AM

NOON

3:00 PM

JUNE



MARCH/SEPTEMBER



DECEMBER



Design Options

Option 2 - Garage and Auto-court Oriented Scheme

DISTINGUISHING FEATURES

Short Subdivision & Code Compliant

Total Units: 30 (15' x 40')

Resident Parking Stalls: 45 (15 two-car garages & 15 1-car garages)

Average Unit Size (includes garage): 1,795 Sq Ft

FAR achieved: 52,740 / 44000 = 1.19

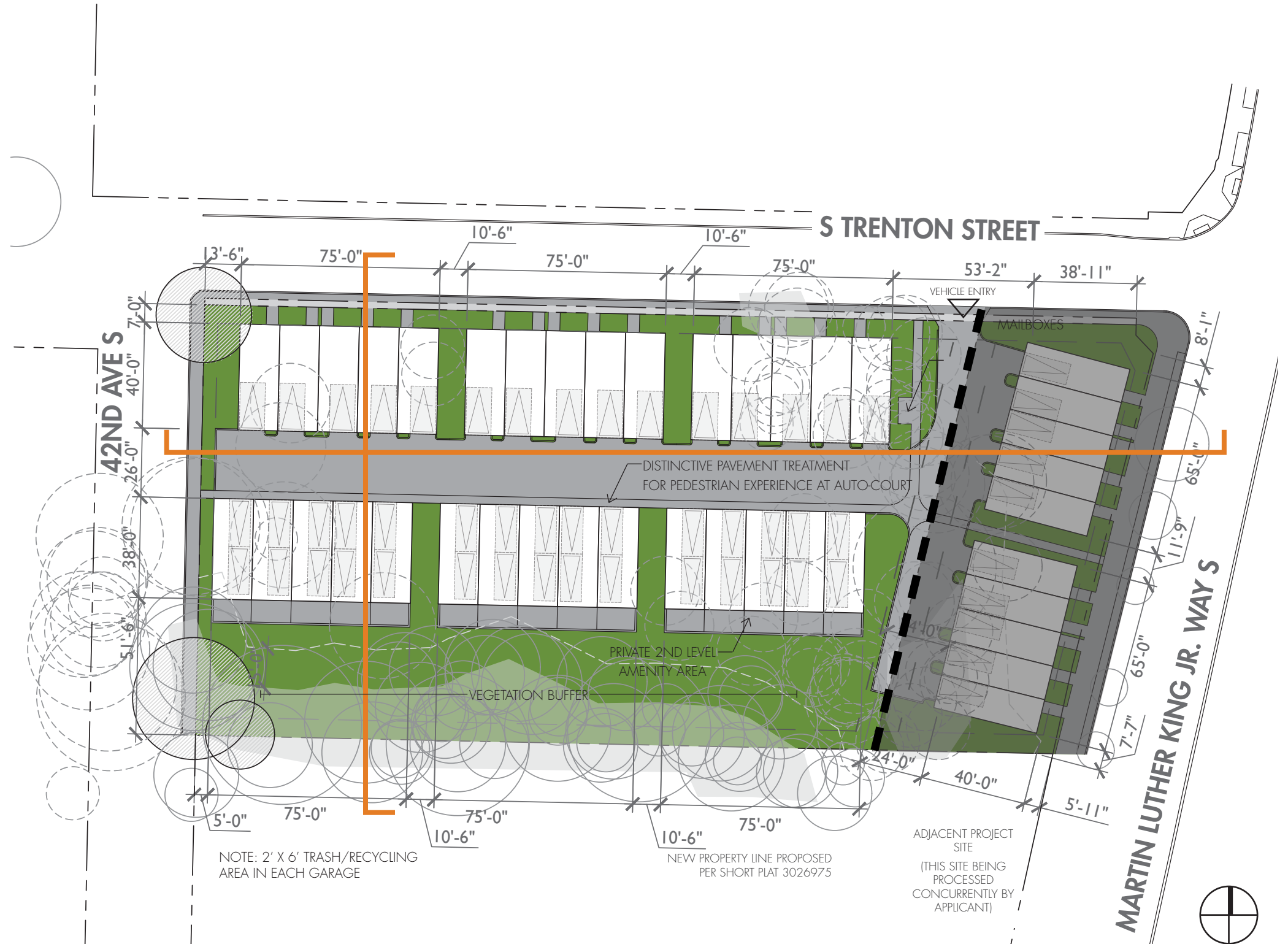
Target FAR: 1.20

PROS

- Parks 100% of units, in enclosed garages
- Maximizes available square footage
- Residential unit entries face Trenton and inner courtyard
- Network of pedestrian paths create links between units and public realms
- South units offer dedicated 2nd level private patio
- Large green amenity space along south property line preserves many existing trees
- Large distance between unit facades
- Auto access from 42nd mimics development across Trenton

CONS

- Minimal setbacks between units
- Combines auto and pedestrian access
- Preservation of tree limits open space opportunities
- Traditional townhouse configuration limits neighborhood interaction
- Trenton facing units have limited private patios



Design Options

Option 2



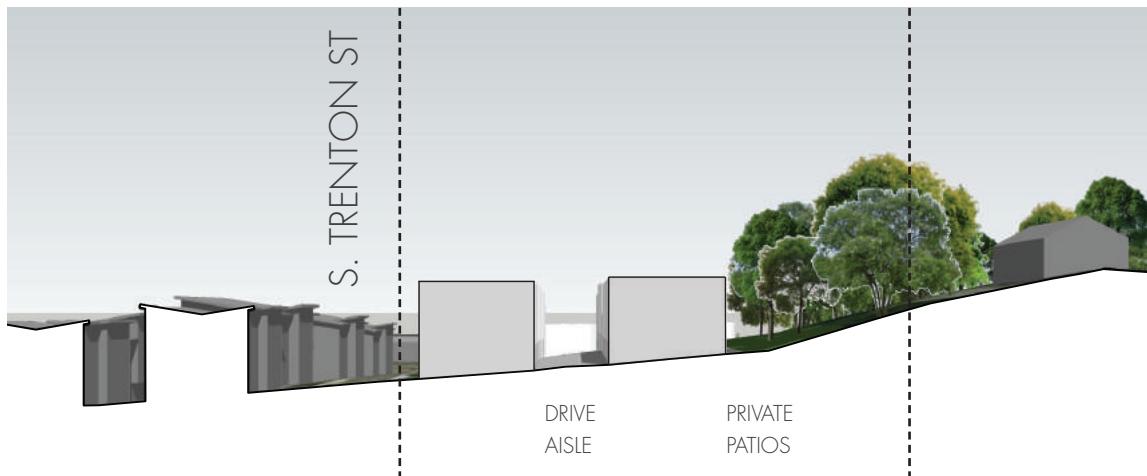
Aerial looking Northwest towards site



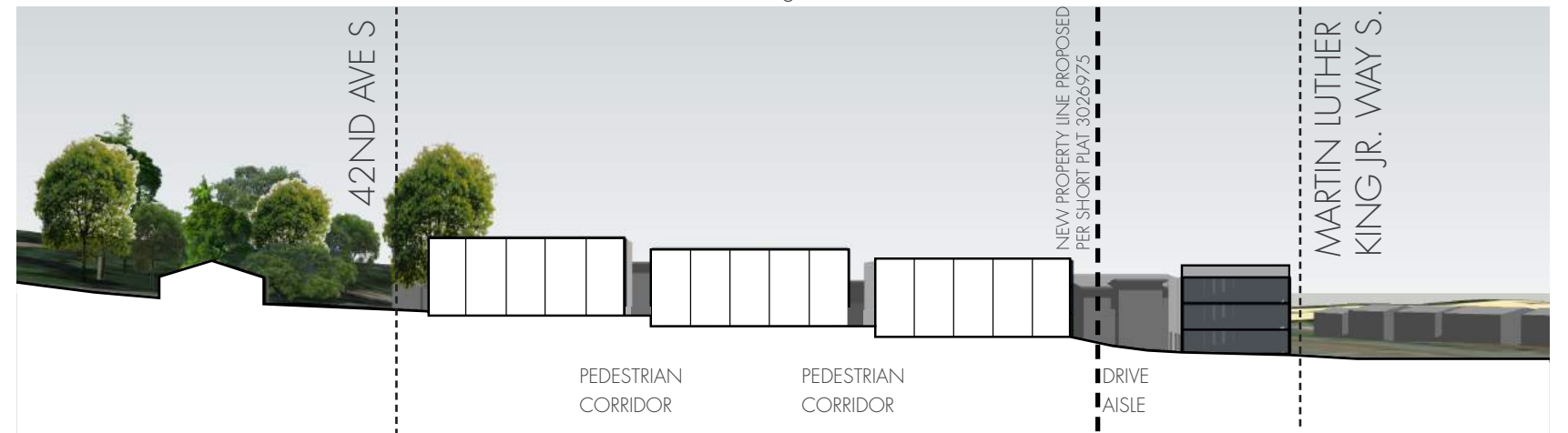
View looking at site from crosswalk at S. Trenton St.



View looking East down S Trenton Street



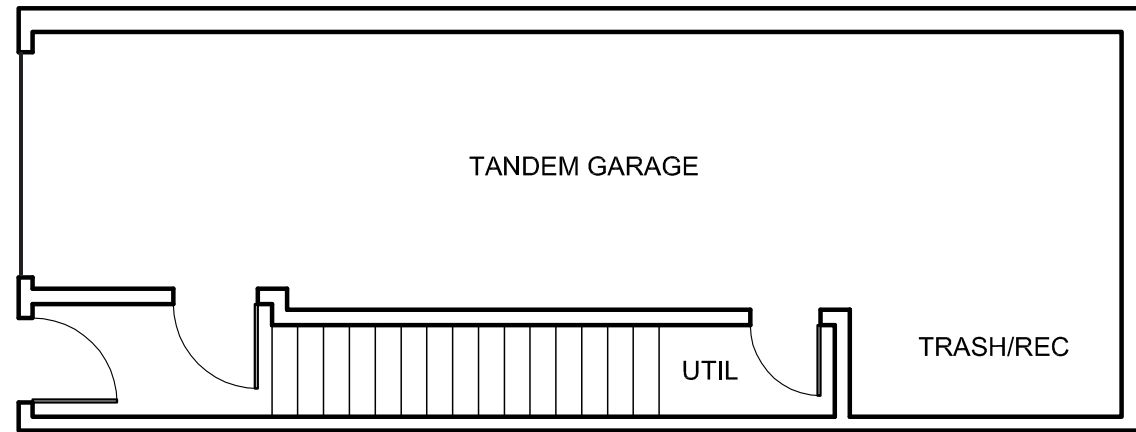
Section: N/S Looking East



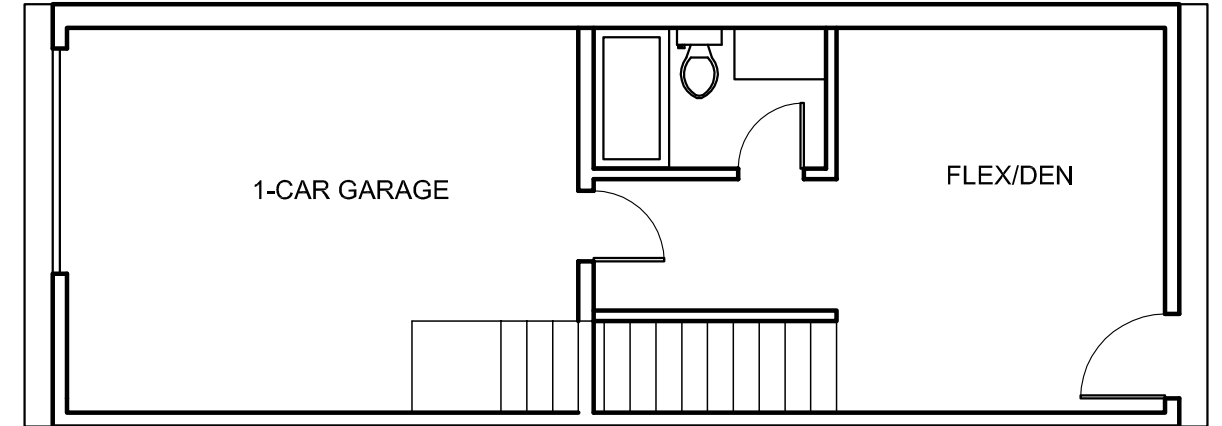
Section: E/W Looking North

Design Options

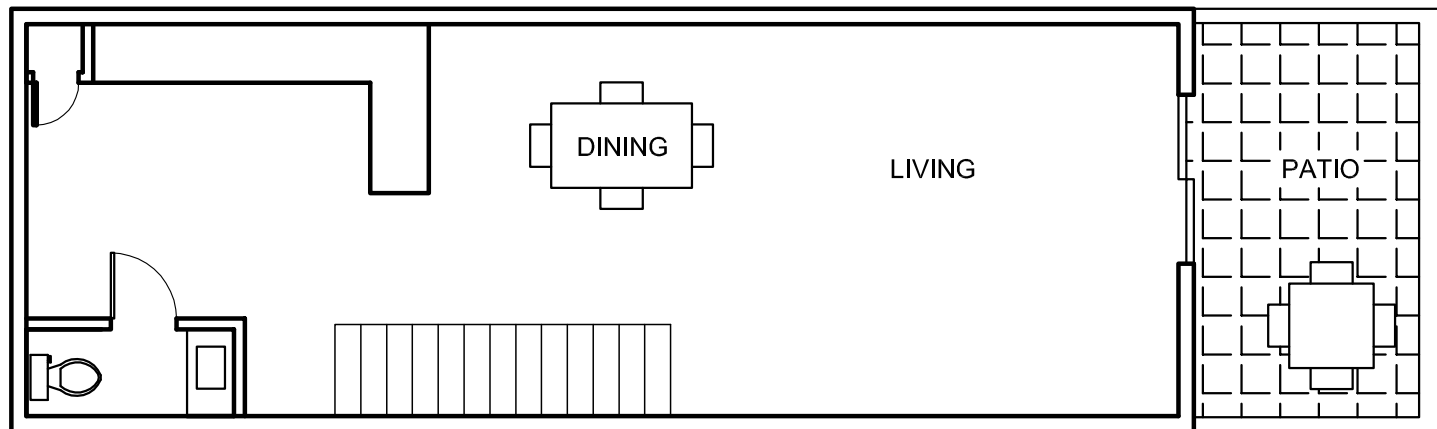
Option 2 - Conceptual Floor Plans



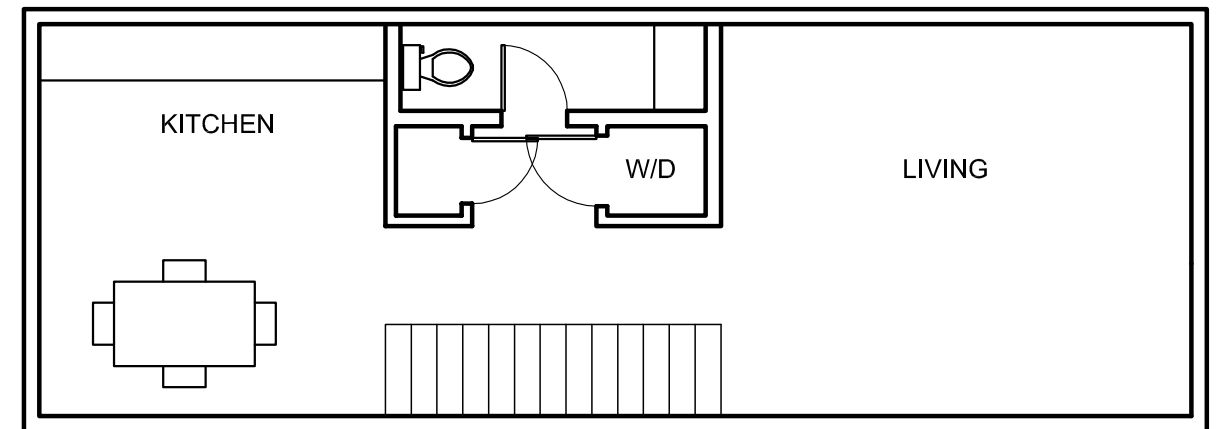
CONCEPTUAL PLAN - SOUTH UNITS - LEVEL 1



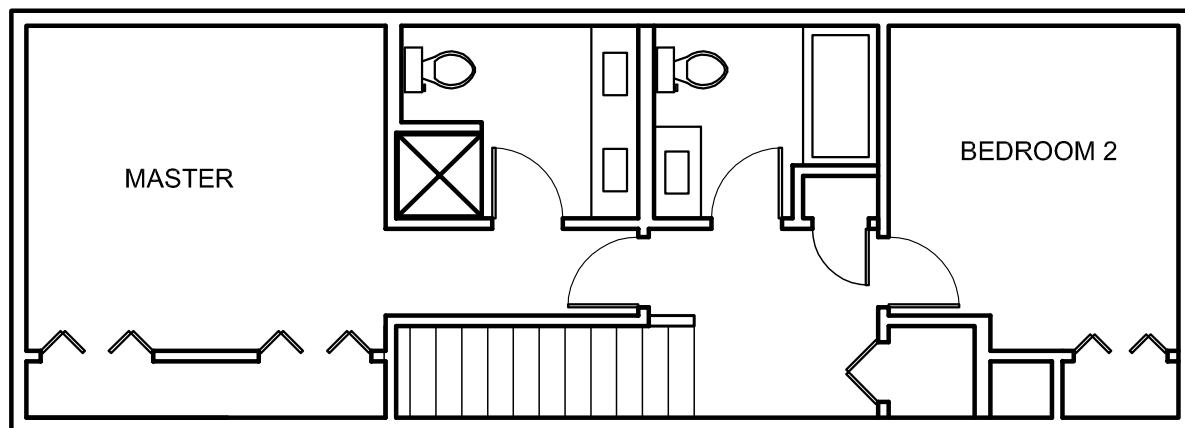
CONCEPTUAL PLAN - NORTH UNITS - LEVEL 1



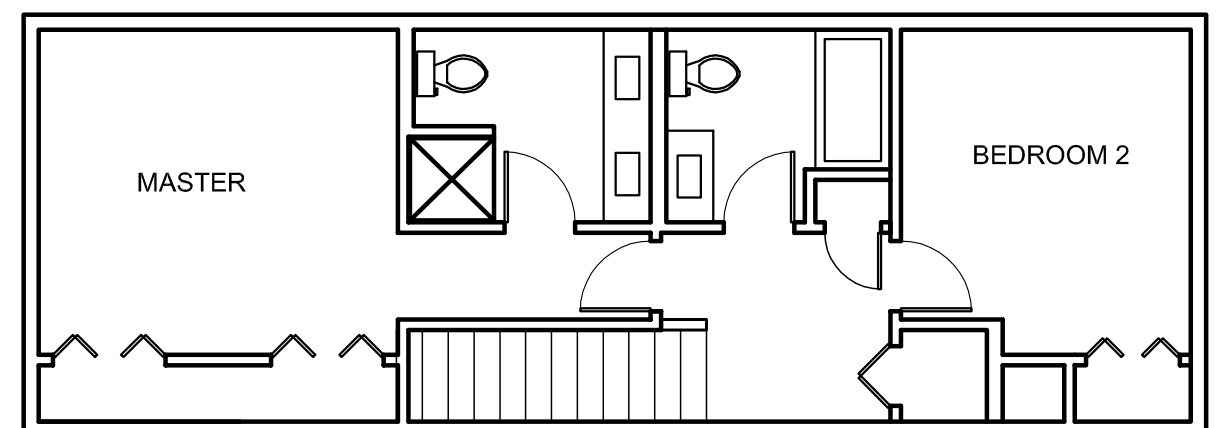
CONCEPTUAL PLAN - SOUTH UNITS LEVEL 2



CONCEPTUAL PLAN - NORTH UNITS - LEVEL 2



CONCEPTUAL PLAN - SOUTH UNITS - LEVEL 3



CONCEPTUAL PLAN - NORTH UNITS - LEVEL 3

9:00 AM

NOON

3:00 PM

JUNE



MARCH/SEPTEMBER



DECEMBER



Design Options

Option 3 - Blended & Preferred Scheme

DISTINGUISHING FEATURES

Total Units: 34 (15' x 40', 20' x 22' and 18' x 22')
 Resident Parking: 48 (28 two-car garages, 10 1-car garages & 20 parking stalls)
 Average Unit Size (includes garage): 1,795 Sq Ft
 FAR achieved: 52,740 / 43,992 = 1.19
 Target FAR: 1.20

PROS

- Parks 100% units, in combination of surface and enclosed garage parking
- South townhouse units have tandem garages
- Multiple unit types allow for building diversity
- Maximizes available square footage
- Residential unit entries face Trenton and inner courtyard
- Encourages pedestrian connections to transit
- Network of pedestrian paths create links between units and public realm
- Each unit has opportunity for dedicated, usable private patios
- Green amenity space along south property line preserves a buffer line of existing trees
- Larger distance between unit facades
- Auto access from 42nd mimics development across Trenton
- Creation of internal street with generous planting, trees, and pedestrian connections acts as urban alley experience
- Offers the most diverse unit product mix with 4 distinctly different unit types and floor plans.
- Has the largest central drive/parking area providing opportunities for a mix of materials and highly detailed textures.
- Shared amenity space with the adjacent project site encouraged neighborly interaction.





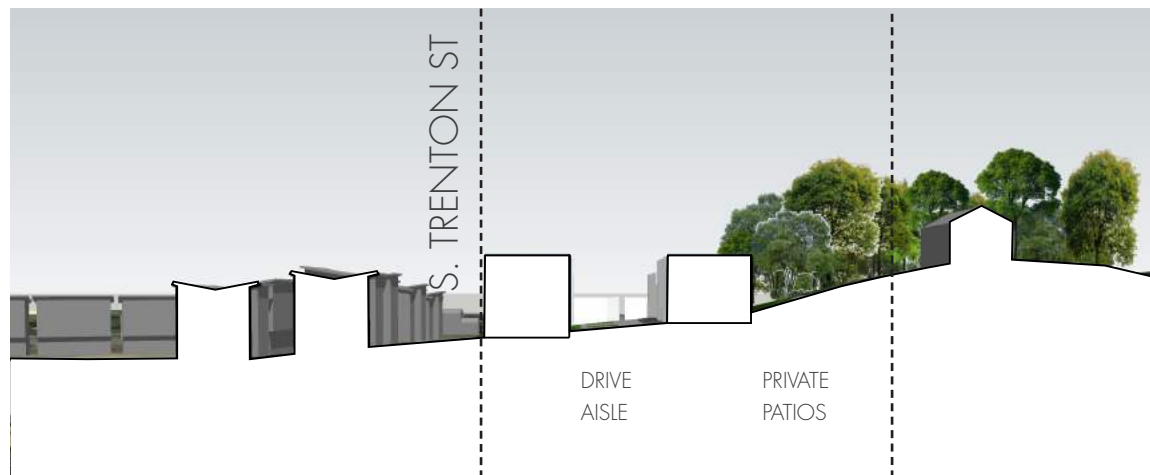
Aerial looking Southeast towards site



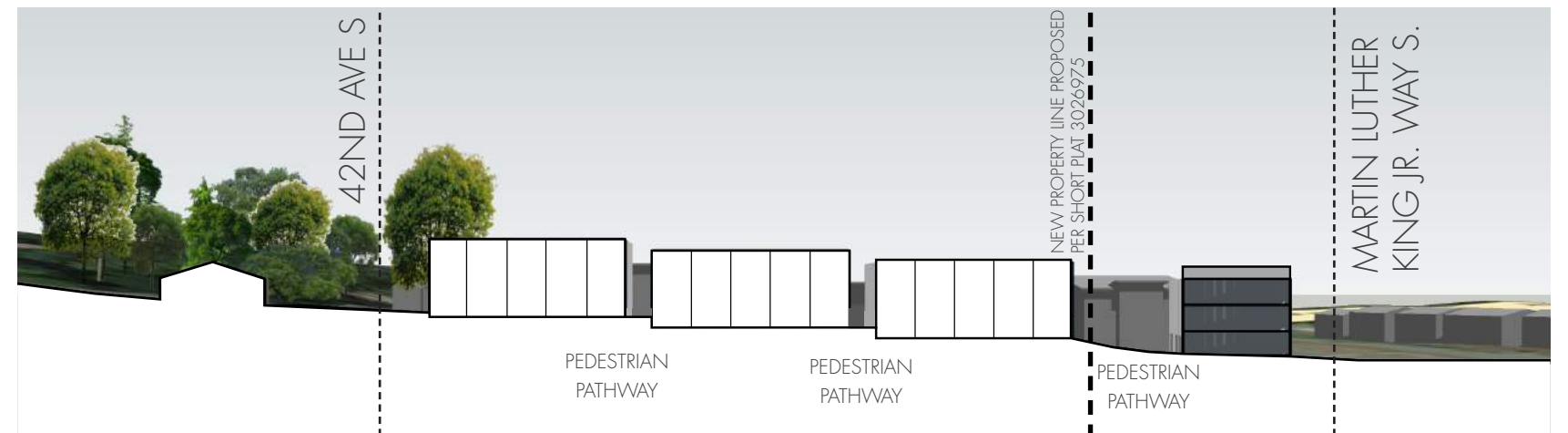
View looking at site from crosswalk at S. Trenton St.



View looking at site across Martin Luther King Jr. Way S.



Section: N/S Looking East



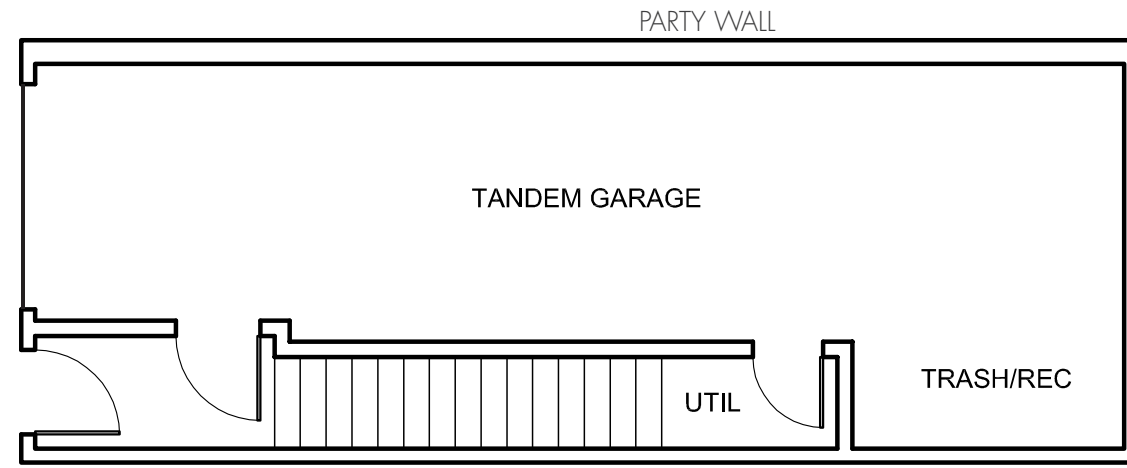
Section: E/W Looking North

Design Options

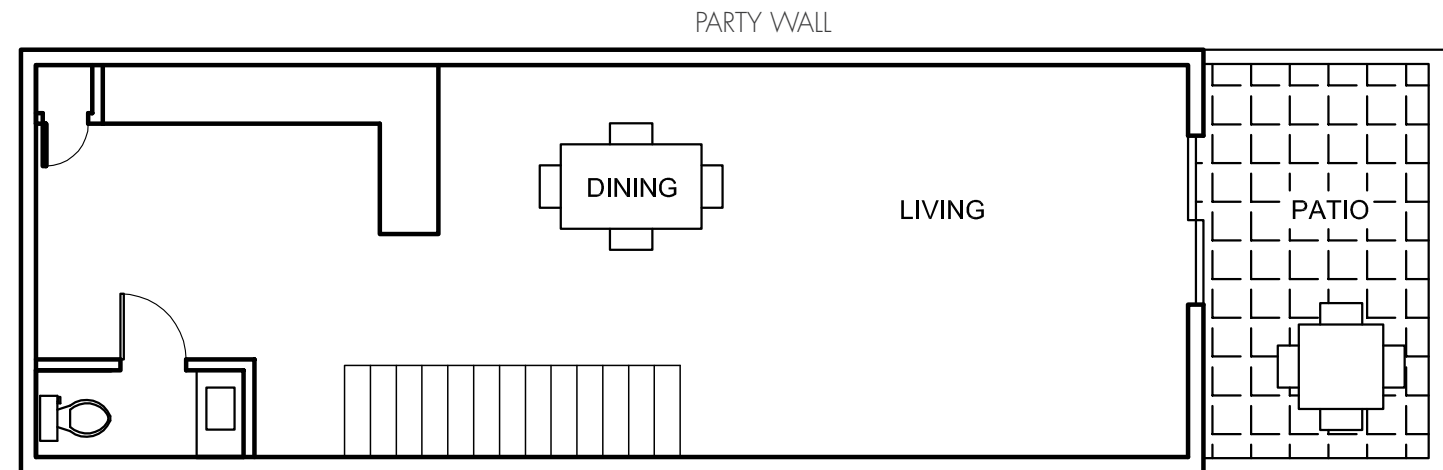
Option 3 - Conceptual Floor Plans

Option 3 allows for the greatest variety of floor plan options, encouraging a diverse mix of family types on site.

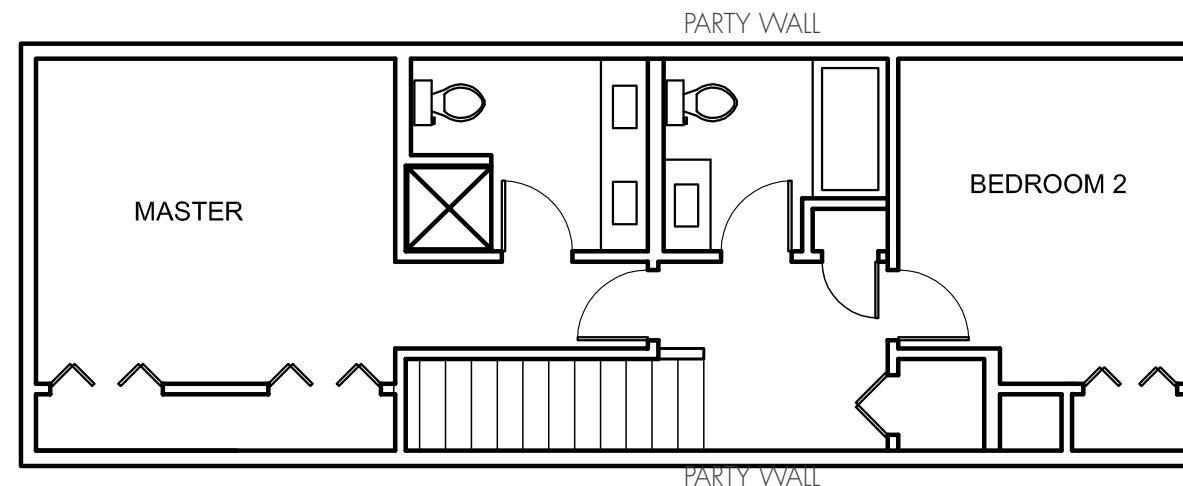
Additionally, the conceptual plan for the corner unit plan (next page) allows the flexibility to swap levels 1 and 2. This would allow us to propose ground level patios off of the main living area when the plan has it at level 1, and a juliette balcony when the main living area is at level 2. This has the opportunity to create very dynamic neighborly interactions on site.



CONCEPTUAL PLAN - SOUTH UNITS - LEVEL 1

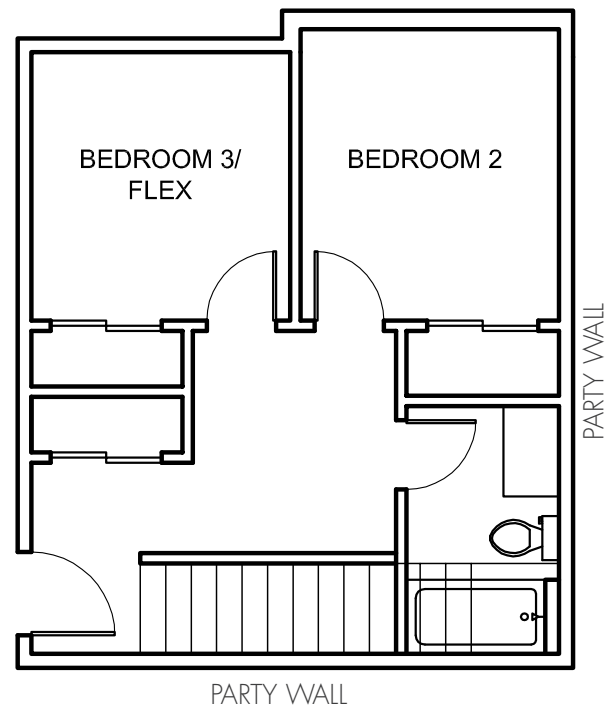


CONCEPTUAL PLAN - SOUTH UNITS LEVEL 2

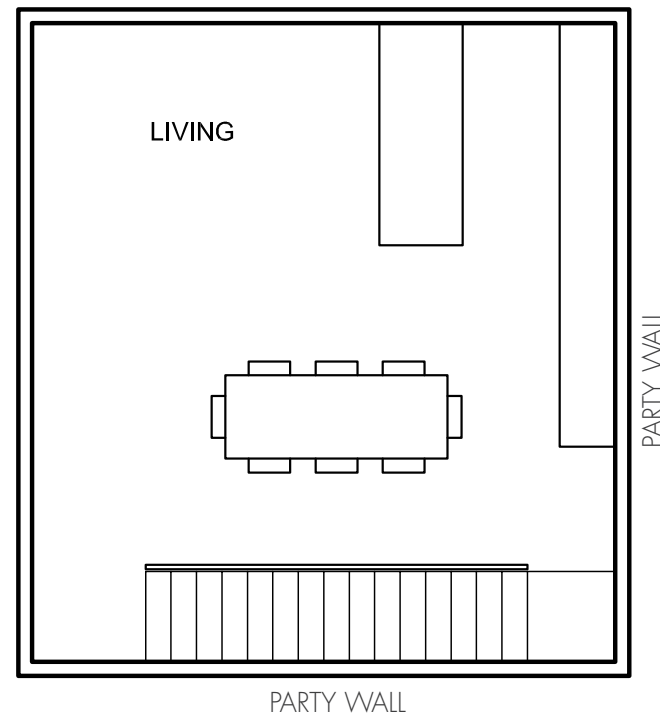


CONCEPTUAL PLAN - SOUTH UNITS - LEVEL 3

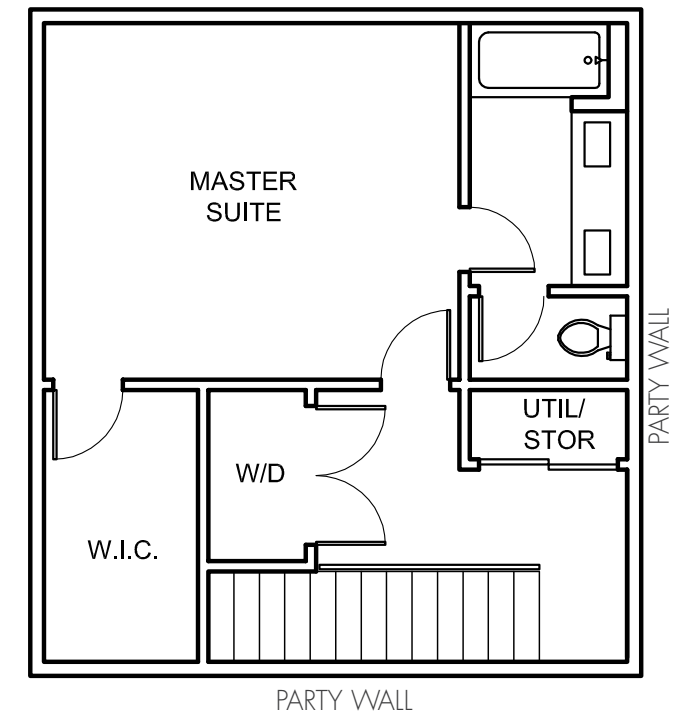
Option 3 - Conceptual Floor Plans



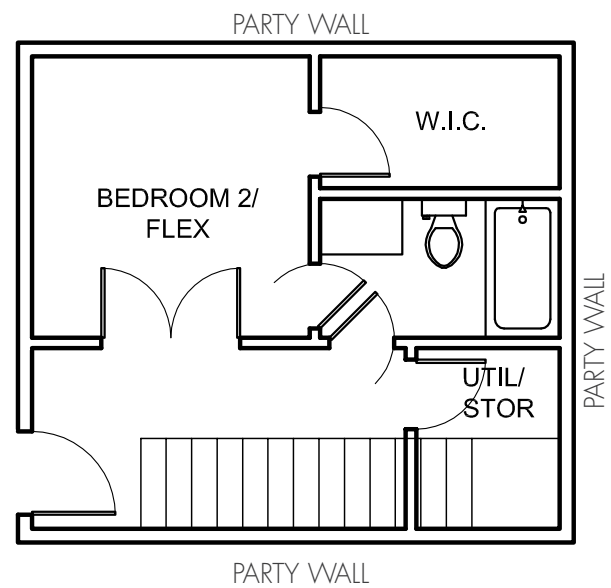
CONCEPTUAL PLAN - CORNER UNIT - LEVEL 1



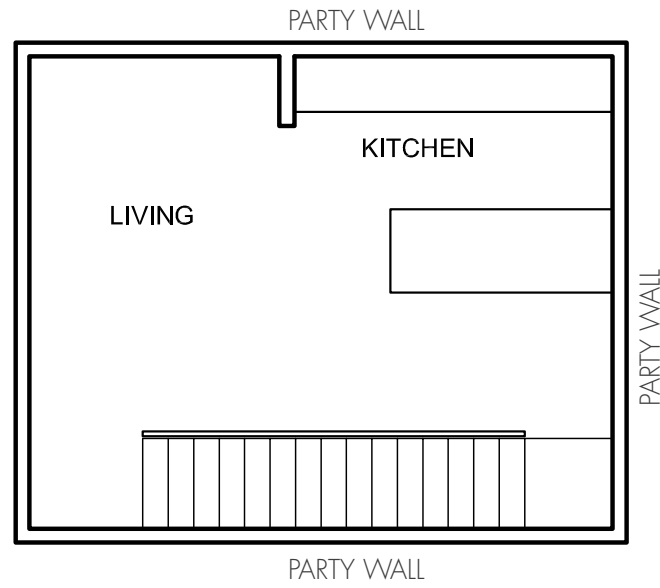
CONCEPTUAL PLAN - CORNER UNIT - LEVEL 2



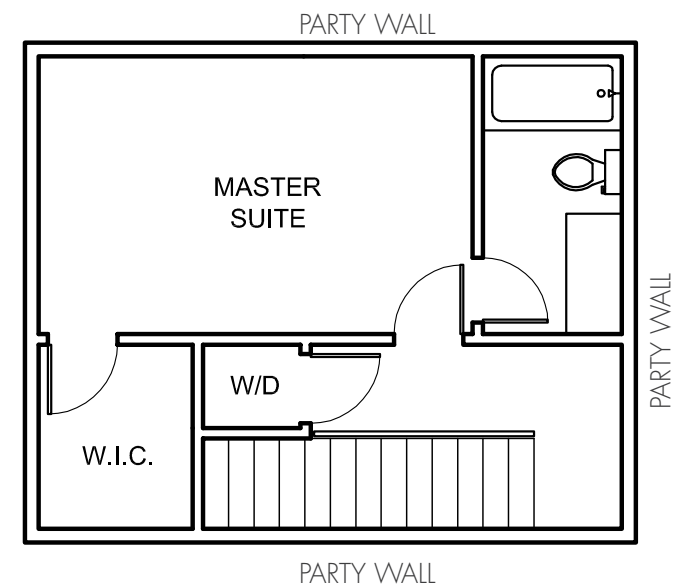
CONCEPTUAL PLAN - CORNER UNIT - LEVEL 3



CONCEPTUAL PLAN - MIDDLE UNIT - LEVEL 1



CONCEPTUAL PLAN - MIDDLE UNIT - LEVEL 2



CONCEPTUAL PLAN - MIDDLE UNIT - LEVEL 3

Design Options

S. Trenton Ave - Edge Treatment

PL3 Street-Level Interaction

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

Design Objectives: Individual entries to ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute sense of identity, opportunity for personalization, offer privacy, and emphasize personal safety and security for building occupants.

Design Response: Trenton Ave. S. is a residential edge along a side street just west of MLK Jr. Way S. The design team feels a softer edge with a low fence will help residents transition from home to sidewalk, and will help neighbors transition from neighborhood to heavy arterial at MLK Jr. Way S. These low fence elements will also help establish a sense of individuality between units and create a physical barrier to increase sense of privacy at the ground level, while still encouraging neighborly interaction.



9:00 AM

NOON

3:00 PM

JUNE



MARCH/SEPTEMBER



DECEMBER



Preferred Option Landscape Concept Plan



WEISMANDESIGNGROUP

Landscape Plan & Palette



At-Grade Decks



Concrete or Stone Benches



Metal Mesh Fencing



Monument Sign



Raised Concrete Plant Beds



Footbridge / Bioretention Planting



Colored / Scored Concrete



Greenscreen Patio Dividers

WEISMANDESIGNGROUP



Parthenocissus tricuspidata
Boston Ivy



Clematis armandii
Evergreen Clematis



Campsis radicans
Trumpet Vine



Carex morrowii
Japanese Sedge



Cornus sericea 'Isanti'
Redosier Dogwood



Cornus stolonifera 'Kelseyii'
Kesley Dogwood



Deschampsia cespitosa
Tufted Hairgrass



Gaultheria shallon
Salal



Geranium macrorrhizum
Hardy Geranium



Hemerocallis
Daylily



Heuchera
Coral Bells



Juncus effesus
Common Rush



Mahonia nervosa
Low Oregon Grape



Acer freemanii 'Autumn Blaze'
Autumn Blaze Maple



Cercidiphyllum japonicum
Katsura



Ginkgo biloba 'Princeton Sentry'
Princeton Sentry Ginkgo



Amelanchier x grandiflora
'Autumn Brilliance'



Acer circinatum
Vine Maple



Pseudotsuga menziesii
Douglas Fir



Thuja plicata
Western Red Cedar



Hydrangea quercifolia
Oakleaf Hydrangea



Mahonia x media 'Arthur
Menzies'



Philadelphus lewisii
Mock Orange



Physocarpus opulifolius
'Diablo'



Ribes sanguineum
Red Flowering Currant



Spiraea betulifolia 'Tor'
Birch-leaf Spirea



Vaccinium ovatum
Evergreen Huckleberry



Symphoricarpos albus
Snowberry

Tree Analysis - Site Plan

ARBORIST ANALYSIS & RECOMMENDATIONS

Ninety (90) trees currently exist on site; three (3) of which meet the Exceptional status per Seattle Director's Rule 16-2008. No Exceptional Groves exist on site.

Eight (8) trees located on adjacent private property or within the public right-of-way (ROW) had canopies overhanging the site and were therefore assessed.

From the Arborist:

"The southern property line is very steep and heavily covered in native and invasive species. This portion of the site is a designated ECA due to steep slope."

"Many of the trees are declining in health and structural condition due to heavy invasive ivy (Hedera sp.) coverage and trunk decay."

"The eastern portion of the site consists of a relatively young alder tree grove in varying health and structural condition. This area does not meet the Exceptional Grove criteria for the City due to small tree sizes."

PROJECT IMPLEMENTATION

The preferred site plan option retains the perimeter exceptional trees as recommended by the arborist. Exceptional trees at the ROW of S. Trenton St and 42nd Ave S are assumed to be maintained; however the official determination will be made by SDOT through the Street Improvement process. New street trees will be planted in accordance with SDOT standards. The design team proposes to replace removed trees with new plantings that are sustainable over time and with the new development. Perimeter trees along the southern property line will be maintained to the extent made possible by the site plan, or will be replaced with new perimeter planting in an effort to maintain the vegetated buffer between properties.

Maintaining the perimeter trees is in accordance with Design Guidelines CS1.D, CS2.B3, PL3.A, DC2.A, & DC3.C3.



Tree Analysis - Tree List

Tree ID	Common Name	DSH (inches)	Health Condition	Exceptional (y/n)
1	Oregon ash	26.4	good/fair	yes
2	Black cherry	14.5	good/fair	no
3	Bigleaf maple	12.3	fair/poor	no
4	Common plum	10.9	good/fair	no
5	Common plum	10.8	good/fair	no
6	Bigleaf maple	25.1	fair/poor	no
7	Bigleaf maple	26.1	good/good	no
8	Bigleaf maple	29.8	fair	no
9	Bigleaf maple	23.3	good	no
10	Bigleaf maple	21.5	fair	no
11	Bigleaf maple	25.8	fair/good	no
12	Bigleaf maple	32.1	fair	yes
13	Vine maple	11.2	good	yes
14	Bigleaf maple	26.1	fair	no
15	Bigleaf maple	6.0	fair	no
16	Bigleaf maple	13.5	fair	no
17	Bigleaf maple	17.5	good/fair	no
18	Bigleaf maple	31.2	fair/poor	no
19	Bigleaf maple	17.5	poor	no
20	Bigleaf maple	28.0	poor	no
21	Bigleaf maple	6.8	good	no
22	Bigleaf maple	23.6	good	no
23	Bigleaf maple	16.0	fair	no
24	Western redcedar	10.8	poor/good	no
25	Bigleaf maple	11.9	fair	no
26	Bigleaf maple	11.5	poor	no
27	Bigleaf maple	18.8	fair/poor	no
28	Bigleaf maple	12.2	fair	no
29	Bigleaf maple	23.3	good/fair	no
30	Bigleaf maple	7.4	fair	no
31	Bigleaf maple	22.5	fair/poor	no
32	Bigleaf maple	10.7	fair	no
33	Bigleaf maple	18.0	good/fair	no

Tree ID	Common Name	DSH (inches)	Health Condition	Exceptional (y/n)
34	Bigleaf maple	27.9	fair	no
35	Bigleaf maple	13.5	fair	no
36	Bigleaf maple	13.0	fair	no
37	Bigleaf maple	19.0	good/fair	no
38	Bigleaf maple	16.2	fair	no
39	Bigleaf maple	12.0	good/fair	no
40	Bigleaf maple	13.5	good	no
41	Red alder	13.5	poor	no
42	Black cottonwood	10.2	good	no
43	Red alder	6.4	good	no
44	Red alder	7.4	fair/poor	no
45	Red alder	7.3	fair	no
46	Red alder	6.0	good/fair	no
47	Red alder	7.8	fair/good	no
48	Red alder	6.5	fair	no
49	Bigleaf maple	11.2	fair	no
50	Bigleaf maple	6.0	fair	no
51	Red alder	6.0	poor/fair	no
52	Red alder	6.3	poor/fair	no
53	Red alder	9.0	fair	no
54	Bigleaf maple	8.5	good/fair	no
55	Red alder	8.6	good/fair	no
56	Red alder	11.0	fair/poor	no
57	Bitter cherry	11.0	poor	no
58	Red alder	9.0	good	no
59	Bigleaf maple	8.8	good	no
60	Red alder	8.8	good	no
61	Red alder	6.3	good	no
62	Douglas-fir	11.4	good	no
63	Orchard apple	9.2	good/fair	no
64	Red alder	9.3	good/fair	no
65	Bigleaf maple	7.9	fair	no
66	Bigleaf maple	20.5	good/fair	no

Tree ID	Common Name	DSH (inches)	Health Condition	Exceptional (y/n)
67	Bigleaf maple	15.2	fair/poor	no
68	European pear	16.7	fair	no
69	Common hawthorne	6.8	fair	no
70	Red alder	7.5	fair	no
71	Red alder	8.0	good/fair	no
72	Red alder	6.7	poor	no
73	Red alder	7.3	good	no
74	Red alder	7.0	good	no
75	Red alder	6.3	fair	no
76	Red alder	10.8	good/fair	no
77	Red alder	7.0	good/fair	no
78	Red alder	8.0	good	no
79	Red alder	9.1	good	no
80	Red alder	7.6	good	no
81	Red alder	6.5	poor/fair	no
82	Red alder	7.8	fair	no
83	Red alder	8.4	good	no
84	Red alder	14.2	good/fair	no
85	Red alder	7.3	poor/fair	no
86	Red alder	7.5	fair/good	no
87	Red alder	9.2	fair	no
88	Red alder	6.8	poor	no
89	Common hawthorne	11.6	good/fair	no
90	Common hawthorne	8.3	fair	no
Adjacent Site Trees				
A	Bigleaf maple	9.6	good	no
B	Bigleaf maple	16.4	fair/poor	no
C	Bitter cherry	10.9	poor	no
D	Bigleaf maple	22.2	good/fair	no
E	Red alder	9.8	fair	no
F	Red alder	8.5	fair	no
G	Red alder	7.3	good	no
H	Red alder	11.8	good	no

Notes:

Refer to Arborist Report for additional details

Appendix

NK Project Examples



DWELL 61ST



HARBOR LIVE/WORK



KIRKLAND VI



CREEKSIDE TOWNHOMES



DEP HOMES 35TH



GREENBRIDGE TOWNHOMES



ADMIRAL LOFT TOWNHOMES



WOODLAND PARK TOWNHOMES



SALVEO TOWNHOMES



CENTERRA



SPRING PEAK TOWNHOMES



PERSPECTIVE AT TERRAINE & WEST JULIAN STREET



RALLY TOWNHOMES



ELEMENT



COPPERIDGE