

#3026514

506-520 12TH AVE E RECOMMENDATION MEETING



ADDRESS

506-520 12TH AVE EAST
SDCI# 3026514-LU

PROJECT TEAM

OWNER	MIRRA HOMES
ARCHITECT	SHW
LANDSCAPE	ROOT OF DESIGN
SURVEYOR	TERRANE

PROJECT INFO

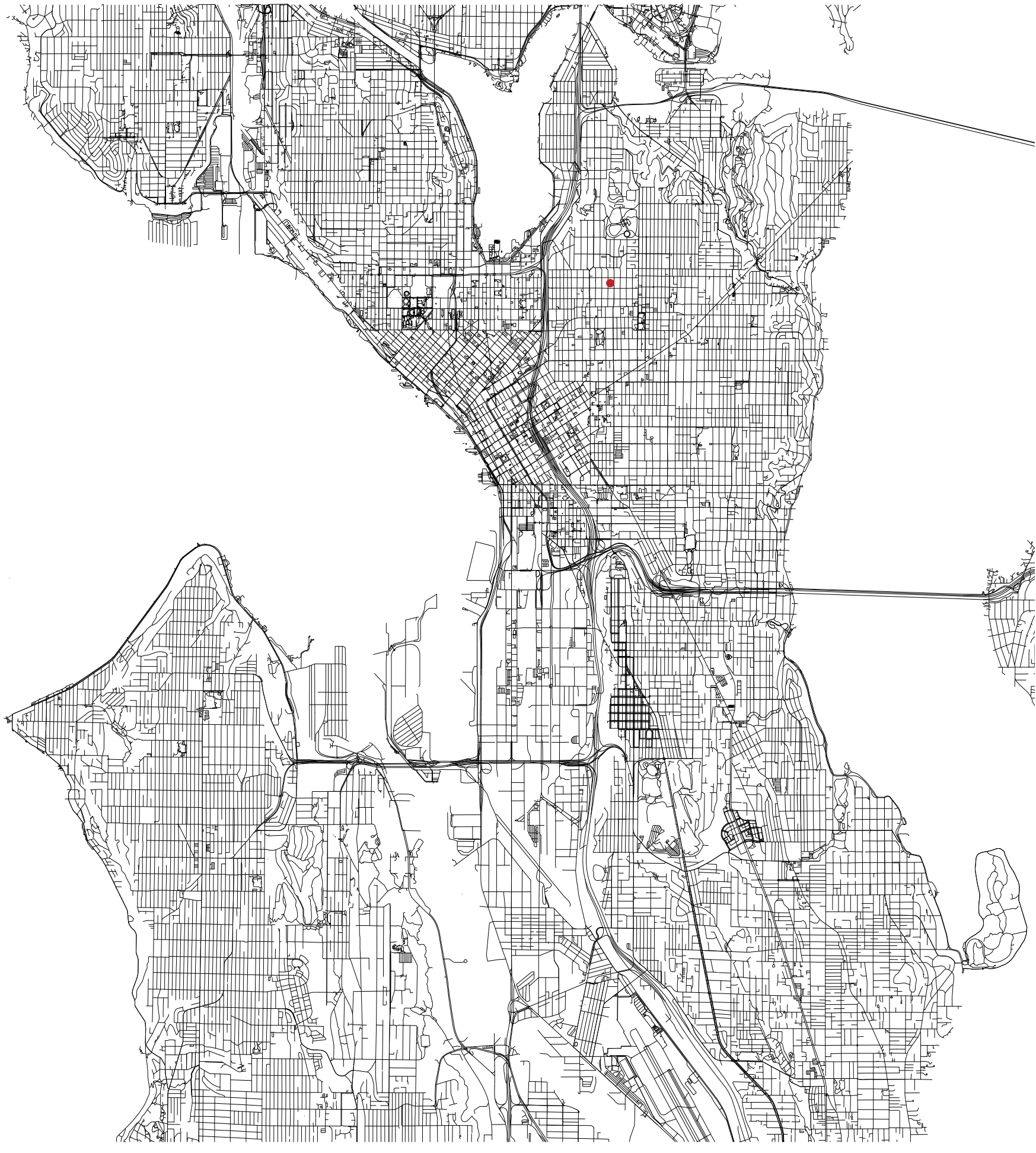
ZONING	LR3
OVERLAYS	CAPITOL HILL URBAN CENTER VILLAGE, FREQUENT TRANSIT
LOT SIZE	15,112 sf
FAR	1.4
ALLOWABLE GFA	21,157 sf
PROPOSED GFA	20,827 sf
PROPOSED FAR	1.38
PROPOSED UNITS	19
PARKING STALLS	19

PROJECT DESCRIPTION

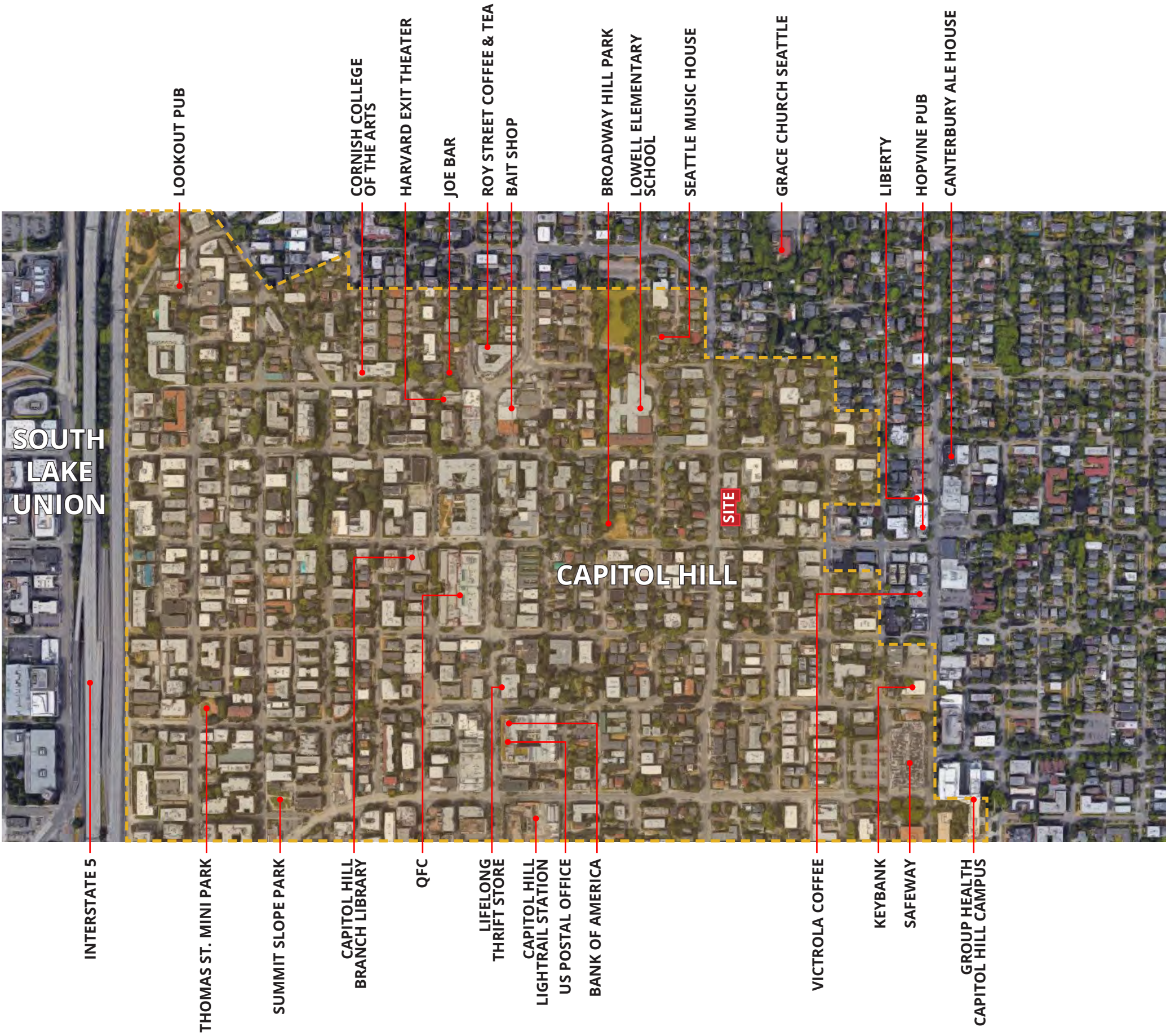
The proposed development consists of 19 townhouses with 19 parking stalls contained within the structures. The project will be Built Green 4-star certified. Existing structures to be removed.

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VICINITY ANALYSIS



Capitol Hill is a vibrant neighborhood in Seattle. It offers the community an outstanding variety of restaurants, shopping, living, and working hubs that make it an attractive destination for residents of all demographics.

The proposed project is located in the central portion of the Capitol Hill Urban Center Village. The site is situated between the Broadway and 15th Ave commercial strips and just north of the Pike/Pine corridor. This site is well served by the Capitol Hill Transit Center, buses to Downtown Seattle, and Interstate 5.

LEGEND

 CAPITOL HILL URBAN CENTER VILLAGE (UCV)

ZONING

The project is zoned LR3, and all adjacent zoning for several blocks is zoned LR3. The site is within the Capitol Hill Urban Center Village and a little over a block from the Station Area Overlay District. Prominent commercial zones are located at Broadway to the west and 15th Ave to the East.

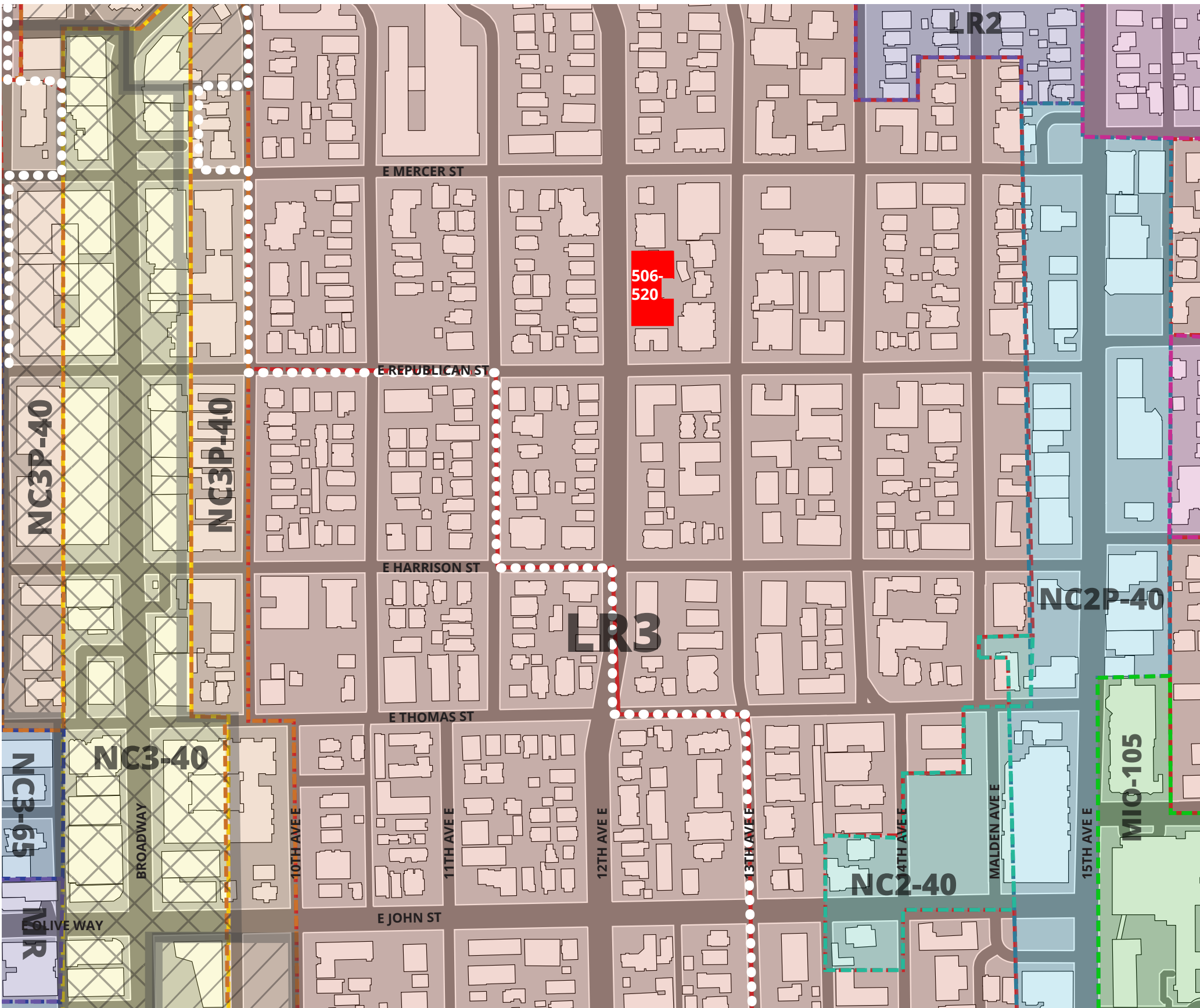
LR3 Zoning: “The LR3 zone provides for a variety of multifamily housing types in existing multifamily neighborhoods of moderate scale. A mix of small to moderate scale multifamily housing is encouraged including apartments, townhouses and rowhouses.” -SDCI Handout

OVERLAYS

- CAPITOL HILL STATION AREA OVERLAY DISTRICT
- ADDITIONAL 25’ HEIGHT PERMITTED SMC 23.47.012.A2
- TRANSIT STATION 85’ HEIGHT LIMIT

ZONING

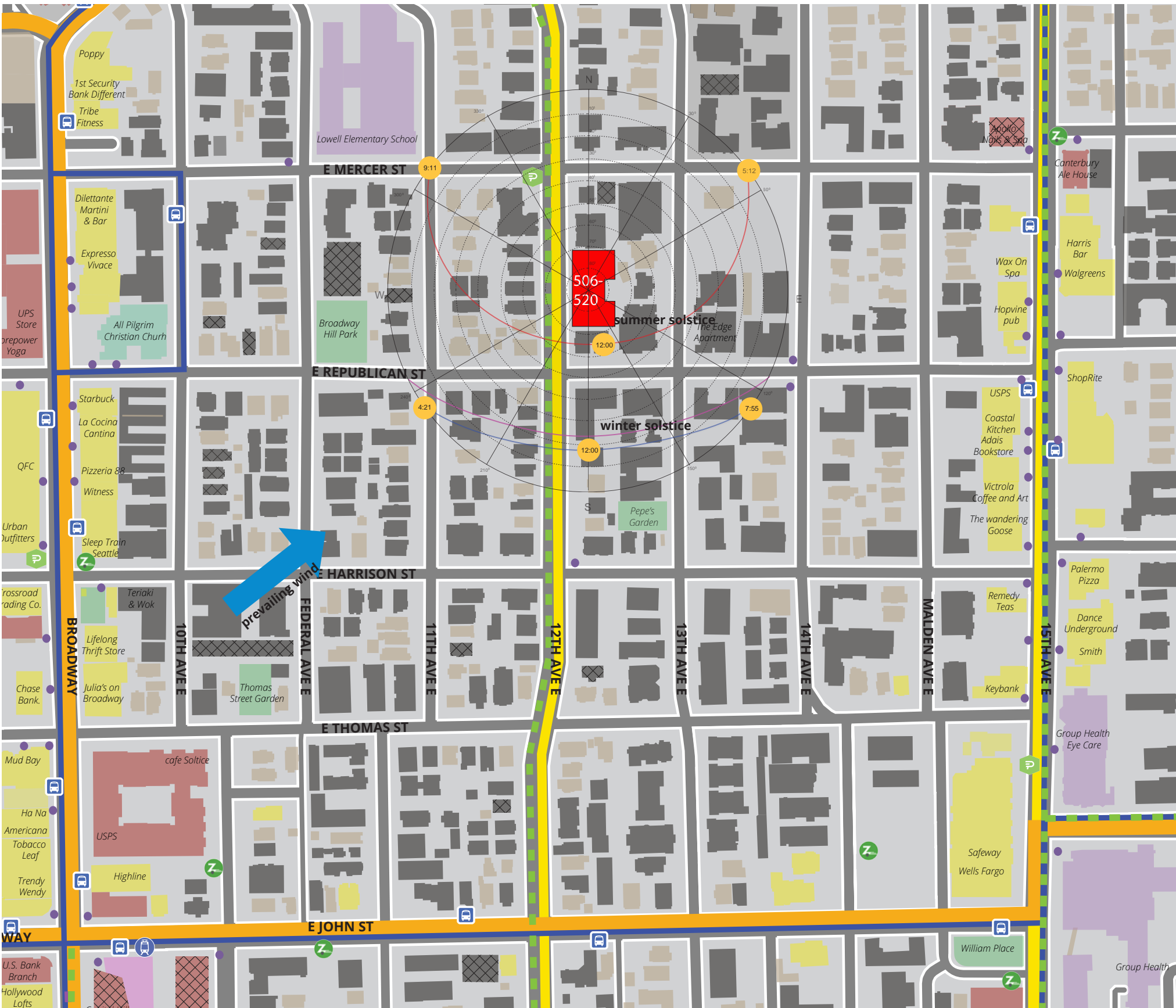
- MR1
- NC2-40
- NC3-40
- NC3-65
- LR1
- LR3
- MIO-105-NC2-40
- SF 5000



ADJACENCIES / CIRCULATION

The site is located on 12th Ave E, which is a moderately busy arterial connecting to other arterials. The Capitol Hill Light Rail Station is within five blocks and major bus lines run close by, providing easy access to surrounding neighborhoods.

Adjacent buildings are largely multi-family with a few single-family homes scattered in. The nearest commercial areas are Broadway to the west and 15th Ave to the east.



TYPOLOGY

- PERMITTING/PERMITTED / UNDER CONSTRUCTION
- COMMERCIAL
- MIXED-USE
- MULTI-FAMILY
- INSTITUTIONAL
- OFFICE
- SINGLE FAMILY
- RELIGIOUS
- PUBLIC PARK
- PUBLIC FACILITY

CIRCULATION

- Walk Score 93
- Transit Score 77
- Bike Score 65
- MAJOR ARTERIAL
- MINOR ARTERIAL
- SHARED BICYCLE LANE
- TRANSIT ROUTE
- DESIGNATED BUS STOP
- ZIPCAR LOCATIONS
- CITY OWNED BIKE RACKS
- LIGHTRAIL STATION

EXISTING CONDITIONS: SITE

EXISTING CONDITIONS

The site is a combination of four parcels located on the east side of 12th Ave E. Four buildings will be demolished as well as a garage, stairs, and retaining walls. The site has steep slope ECA's in the front and the rear of the site that were created by previous grading. Soil quality on site will require extensive excavation. High voltage lines run along 12th Ave E directly in front of the parcels.

The existing sidewalk will be widened to 8 feet to provide a safer pedestrian experience next to traffic on 12th Ave E. Because of existing retaining walls to the north and south SDOT has determined that a wider sidewalk that abuts the curb line maintains better alignment with existing sidewalks. A 5-foot R.O.W. setback for landscaping and street trees will be provided on site, adjacent to the sidewalk. This configuration moves required street trees away from the power lines allowing more street trees to be planted.

LEGAL DESCRIPTION

(PER WARRANTY FULFILLMENT DEED NO. 8604300384) LOT 8, BLOCK 15, SUPPLEMENTAL PLAT OF FRANK PONTIUS ADDITION TO THE CITY OF SEATTLE, AS PER PLAT RECORDED IN VOLUME 8 OF PLATS, PAGE 40, RECORDS OF KING COUNTY, SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

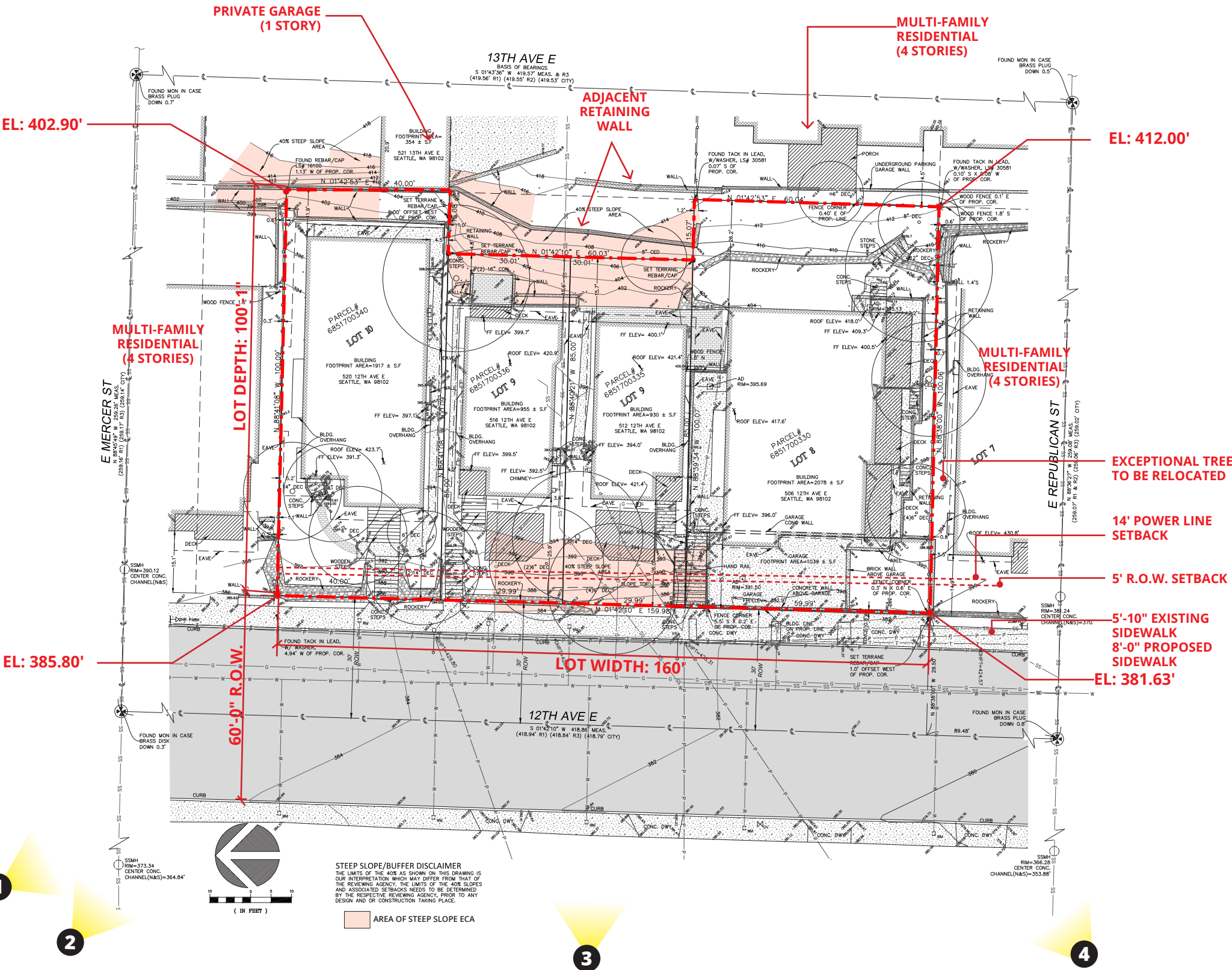
(PER STATUTORY WARRANTY DEED AFN.907200553) THE SOUTH HALF OF THE WEST 85 FEET OF LOT NINE(9), BLOCK FIFTEEN (15), SUPPLEMENTAL PLAT OF FRANK PONTIUS ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT RECORDED IN VOLUME 8 OF PLATS, PAGE 40, IN KING COUNTY, WASHINGTON.

(PER STATUTORY WARRANTY DEED AFN. 7909280031) THE NORTH HALF OF THE WEST 85 FEET OF LOT 9, BLOCK 15, SUPPLEMENTAL PLAT OF FRANK PONTIUS ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT RECORDED IN VOLUME 8 OF PLATS, PAGE 40, IN KING COUNTY, WASHINGTON.

(PER STATUTORY WARRANTY AFN 7801180945) THE SOUTH 40 FEET OF LOT 10, BLOCK 15, SUPPLEMENTAL PLAT OF FRANK PONTIUS ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 8 OF PLATS, PAGE 40, IN KING COUNTY, WASHINGTON.

EXCEPTIONAL TREES

Per Arborist Anthony Shoffner's report, one exceptional tree exists on site. This tree will be retained but relocated on site.





Looking at the northwest property corner



Looking at the midpoint of property

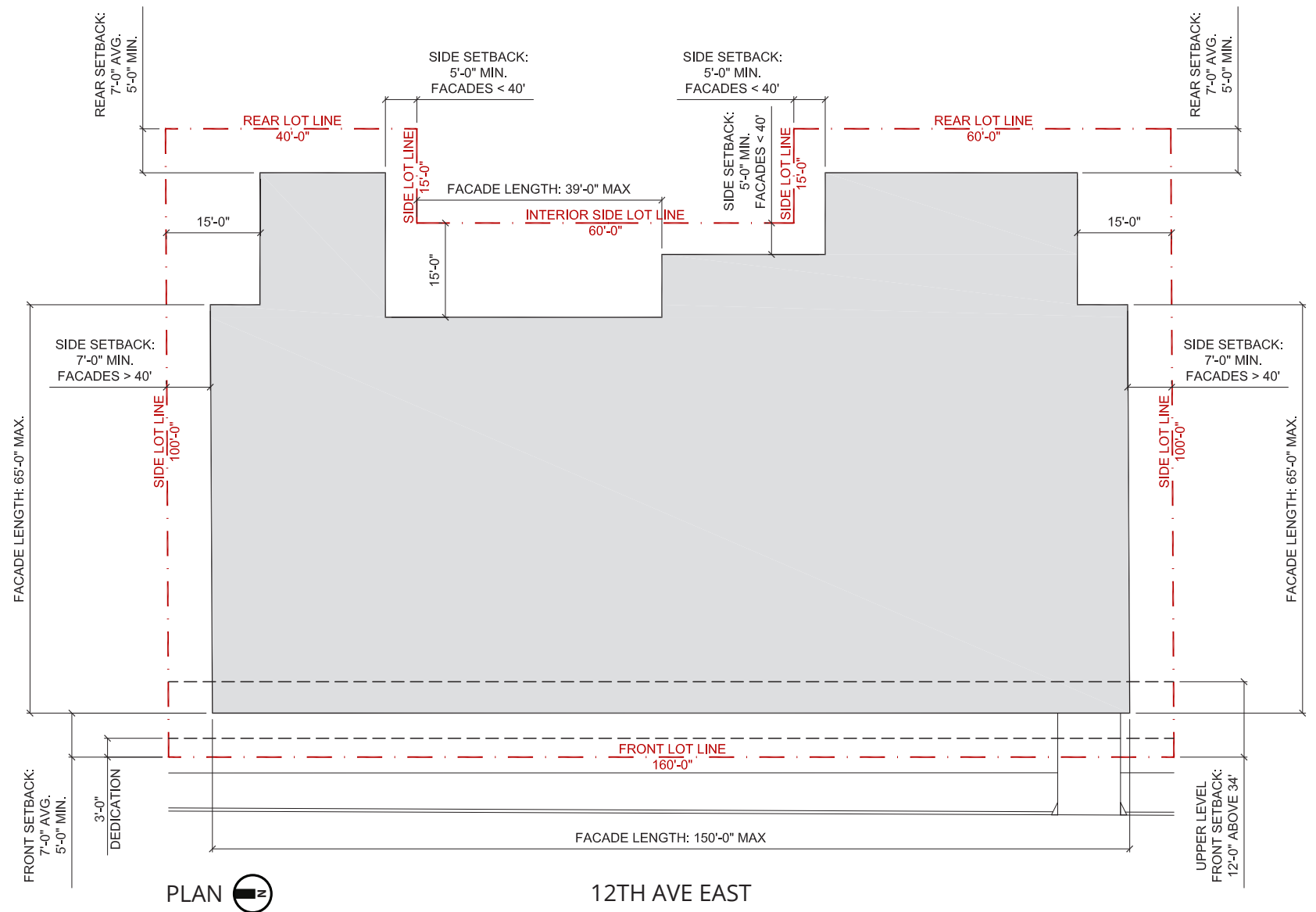


Looking at the southwest property corner

ZONING ANALYSIS

ZONING: LR3
OVERLAYS: CAPITOL HILL URBAN CENTER VILLAGE, FREQUENT TRANSIT

SMC	Code	Definition
SMC 23.45.504		PERMITTED USES Residential Use permitted outright.
SMC 23.45.510.B,E		FLOOR AREA RATIO
SMC 23.45.510.C		- 1.2 or 1.4 allowed.
SMC 23.58D.004		* 1.4 FAR allowed with Green Building Standard and parking requirements. <i>Proposal intends to meet Built-Green 4-star requirements. Parking is enclosed, provided within the same structure as the use and one driveway is provided from the street.</i>
SMC 23.45.512.A		DENSITY LIMITS - 1/1,600 or no limit with Green Building Standard and parking requirements. <i>See language above.</i>
SMC 23.45.514.		HEIGHT - Base height limit of 30' above average grade. - Parapets, railings etc. may extend 4' above the allowed height limit. - Stair penthouses may extend 10' above the allowed height limit. <i>Proposal meets height limit requirements and stair penthouses are no longer proposed.</i>
SMC 23.45.518.		SETBACKS & SEPARATIONS
A,F,L		- Front: 7' average; 5' minimum <i>Compliant</i> - Rear: 7' average; 5' minimum <i>Compliant</i> - Side: 5' minimum for facades <40' in length or 7' average, 5' minimum for facades >40' in length <i>Compliant</i> - 10' minimum required separation between principal structures <i>Compliant</i> - 16' minimum required separation above 8' between structures separated by a driveway. <i>DEPARTURE REQUEST – SEE PAGE 30</i> - Upper level setback: 12' >34' in height from front lot line. <i>DEPARTURE REQUEST – SEE PAGE 30</i>
SMC 23.45.522.A.		AMENITY AREA
1,2,3,5		- 25% of total lot area shall be provided as amenity area. - 50% of total amenity area shall be provided at the ground level. - Amenity area at ground level may be provided as either private or common space. - Common Amenity: minimum 250 sf, 10' min. dimension, accessible to all units. <i>Proposal includes a package of common and private landscaped amenity at grade. All units are provided with a private amenity deck at the roof of each unit.</i>
SMC 23.45.524.		LANDSCAPING - 0.60 Green Factor required / Street trees are required. <i>Proposed landscaping exceeds the Green Factor requirements. 10 street trees are provided.</i>
SMC 23.45.527.A,B		STRUCTURE WIDTH/FACADE LENGTH - Width of principal structures shall not exceed 150'. <i>Compliant</i> - Maximum combined length of all portions of facades within 15' of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65% of the length of that lot line. <i>DEPARTURE REQUEST – SEE PAGE 31</i>
SMC 23.45.534		LIGHTING AND GLARE - Exterior lighting shall be shielded and directed away from adjacent properties.
SMC 23.54.015		REQUIRED PARKING - No vehicular parking required (Urban Center Village + Frequent Transit). - Bicycle Parking: 1 space per 4 units. <i>Each unit is provided with a garage large enough to park a vehicle and a bicycle.</i>
SMC 23.54.040		SOLID WASTE & RECYCLING - One 2'x6' solid waste storage area per unit. <i>Waste and Recycling for the entire development is centrally located in an enclosure off of the drive aisle. Location and bin sizing has been reviewed and approved by Seattle Public Utilities and will be managed by a Home Owner's Association.</i>



EDG SCHEME SUMMARY

*ALL DRAWINGS NOT TO SCALE

SCHEME A: CODE COMPLIANT

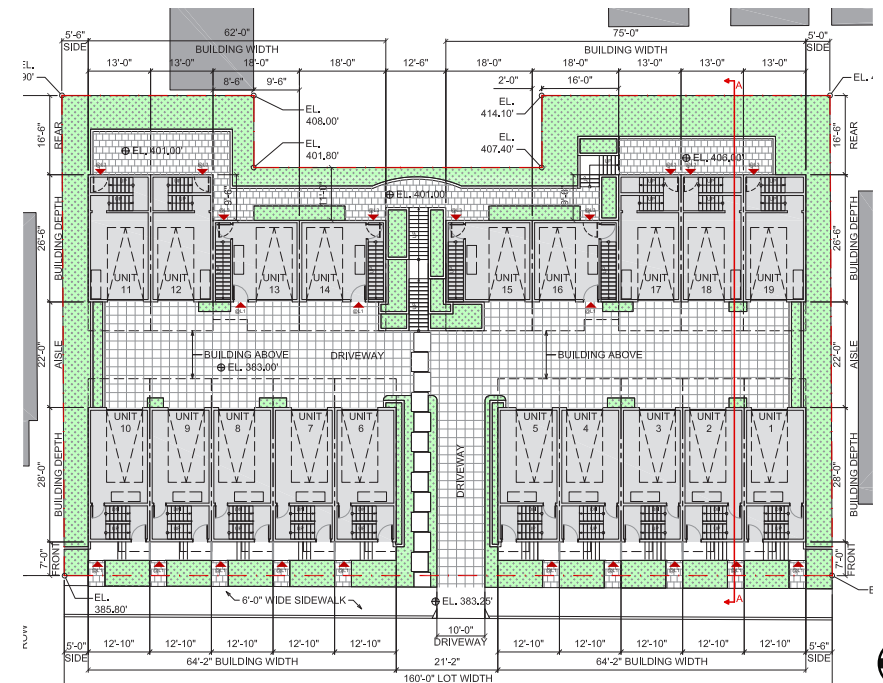
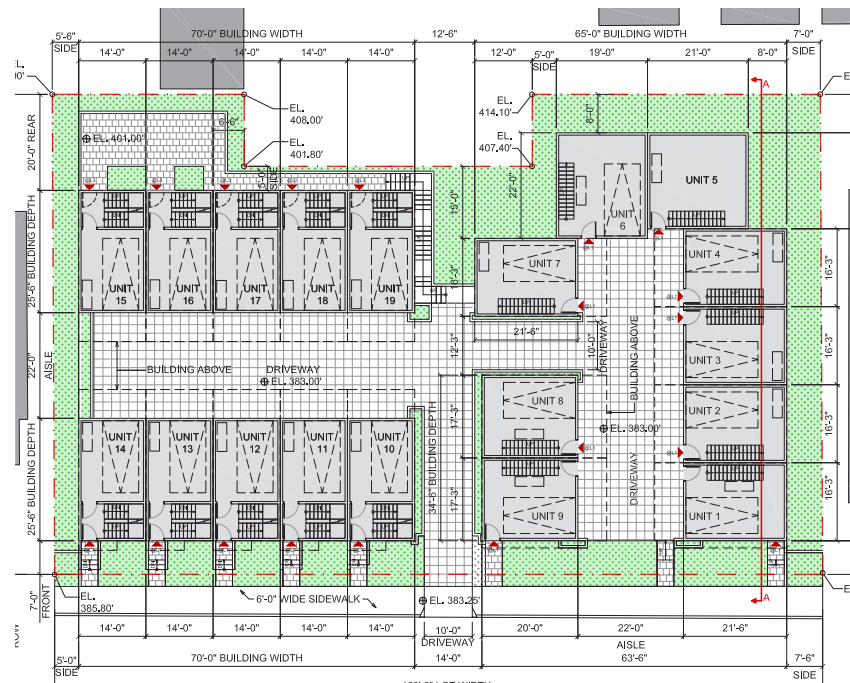
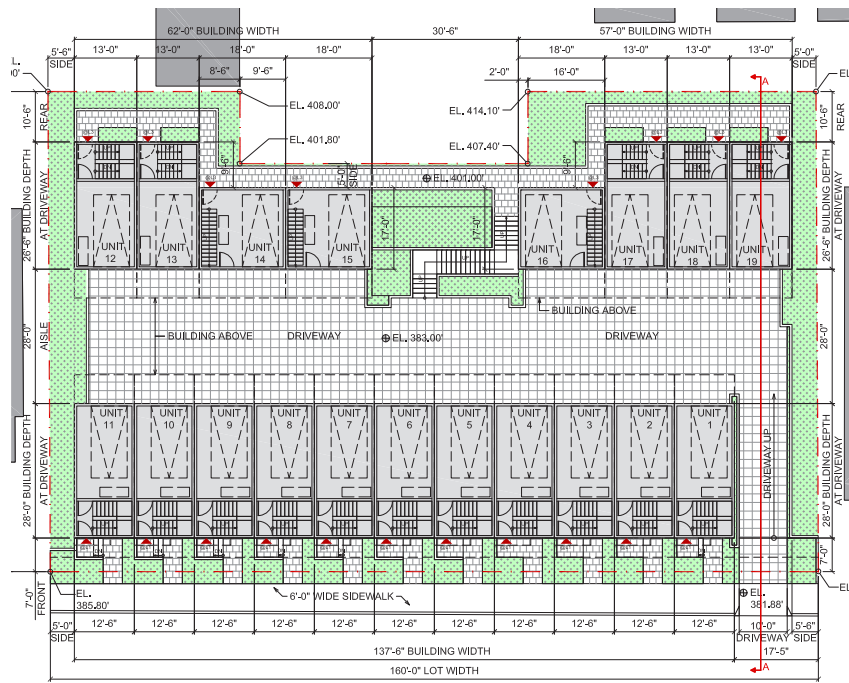
SCHEME B

SCHEME C: PREFERRED

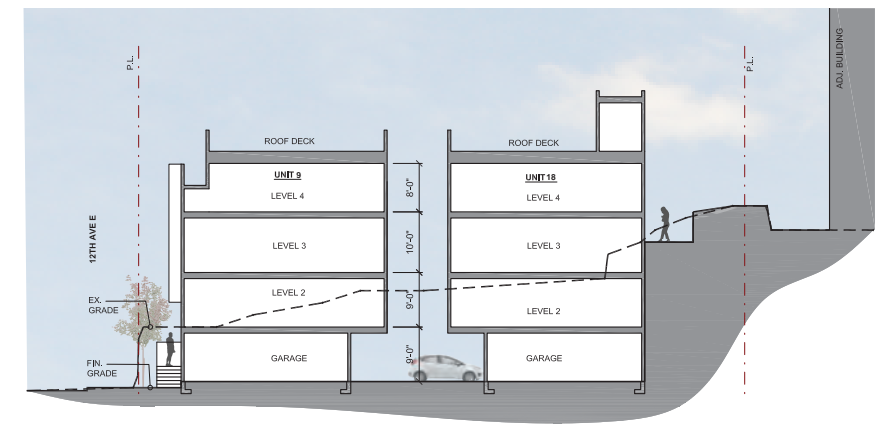
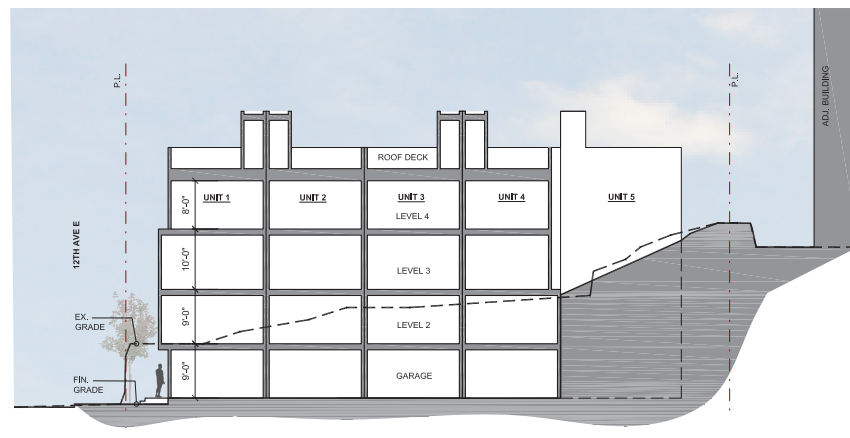
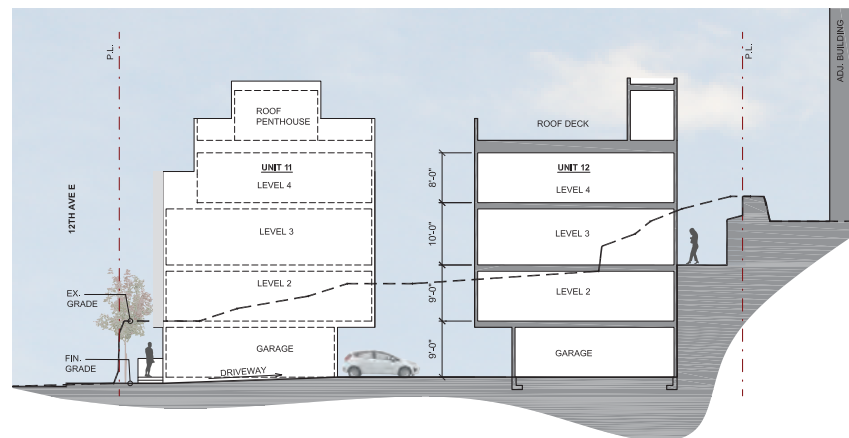
BIRD'S EYE PERSPECTIVE



SITE PLAN



SECTION



EDG PERSPECTIVES: SCHEME C: (PREFERRED)



PERSPECTIVE LOOKING AT SOUTHWEST CORNER



PERSPECTIVE LOOKING AT NORTHWEST CORNER



AERIAL LOOKING WEST



SCHEME C BIRDSEYE

BOARD FEEDBACK/GUIDANCE

1 HEIGHT/BULK/SCALE

GUIDELINES: CS2-D5

A. The majority of the Board favored the proposed massing of Scheme C, the applicant’s preferred option, to move forward to a recommendation meeting with changes as recommended by the Board.

2 MATERIALS

GUIDELINES: DC4-II, CS3-A

A. The Board supported the applicant’s conceptual material palette that included white brick along the street facing units with black window trim. The Board noted that the recommendation packet materials should be similar to the concept materials shown on page 34 of the EDG packet. The Board also requested the applicant detail the materials proposed for the bay windows along the street facing facades.

3 STREETScape

GUIDELINES: PL1-B, CS2-I, PL3-A, PL2-B, DC1-A

A. Several of the Board members liked the proposed stoops along 12th Avenue East and the entry sequence it provides to each unit. In addition, Board members felt the conceptual landscape plan, that included a tree in front of each of the units facing the street, was appropriate.

B. The Board had concerns with the stairwell on the west side (street facing front) of the units along 12th Avenue East and how this will engage the street. Several Board members commented that the idea of “eyes on the street” does not tend to happen when a stairway is located on the street facing façade of the units. Other Board members requested more information during the recommendation phase on how the proposed windows would interact with the street facing stairwell, commenting that some livable space should be incorporated in the stairwell to assist in engaging the street facing façade.

4 PEDESTRIAN ACCESS

GUIDELINES: DC1-B, DC2-D

A. The Board felt strongly that it was important the pedestrian path from the sidewalk along 12th Avenue East be separated and not shared with the vehicle driveway off the street.

B. The Board had concerns with the front door access to the rear units, noting that the vehicle parking required residents or their guests to access the front door from the east side of the units where the doors would face a relatively high retaining wall, creating an outdoor space that is not very friendly or usable. The Board would like to see this entrance addressed and how the retaining wall can be softened through the use of materials, landscaping or both.

5 TRASH/RECYCLING

GUIDELINES: DC1-II

A. The Board reiterated the public comment regarding individual trash and recycling collection. The Board agreed with the developer that trash and recycling for all units should be consolidated and taken care of by the homeowner’s association. The Board requested additional information as part of the recommendation phase regarding the trash/recycling collection strategy, location, and proposed screening of the trash area.

6 INTERIOR COURTYARD

GUIDELINES: DC3-A

A. The Board had concerns that the interior courtyard, being a major component of the development site, sits in a canyon, leading to dark spaces and potentially limited areas where landscaping could thrive. See departure discussion 2 (Driveway Overhang Separation in LR3 Zone) on page 6 of this report.

7 SITE TOPOGRAPHY

GUIDELINES: DC2-B, DC3-B, DC3-II

A. The Board recommended the application include material call outs for the retaining walls and detailed landscaping to help soften the visual impact high retaining walls can have and, in turn, create a livable interior courtyard space. Please include cross-sections of the walls proposed on the north and south sides of the interior courtyard demonstrating how the wall heights will be broken up.

The Board requested the recommendation phase include renderings of how the retaining walls would look from the interior courtyard of the project, for both the north and south retaining walls.

The Board acknowledged public comments and requested the applicant coordinate the design and future construction of the retaining walls with the neighboring property owner to the south.

8 SECURITY GATES

GUIDELINES: PL3-A

A. The Board stated that the project would be better without incorporating a security gate at its driveway entrance into the interior courtyard.

9 ROOFTOP AMENITY SPACE

GUIDELINES: DC2-B

A. The Board agreed with public comments about the importance of the rooftops for all of the units since the site will be lower than the adjacent development to the east. The rooftops should include as many green factors as possible.

EDG RESPONSE OVERLAYS



- REFINED UPPER-LEVEL ARTICULATION.
- MOVED STAIRS TO THE REAR AT STREET-FACING UNITS. ACTIVE PROGRAM NOW FACES THE STREET.
- INCREASED TRANSPARENCY AT UNITS FOR MORE CONNECTION TO THE STREET.
- INCREASED FRONT SETBACK AND SIDEWALK WIDTH FOR MORE RIGHT-OF-WAY SEPARATION.
- CENTRAL PEDESTRIAN AND VEHICULAR ENTRY MAINTAINED.
- RIGHT-OF-WAY STREET TREE RHYTHM MAINTAINED AND ENHANCED.

*UPDATES APPLY TO ALL WEST UNITS

PERSPECTIVE LOOKING AT SOUTHWEST CORNER

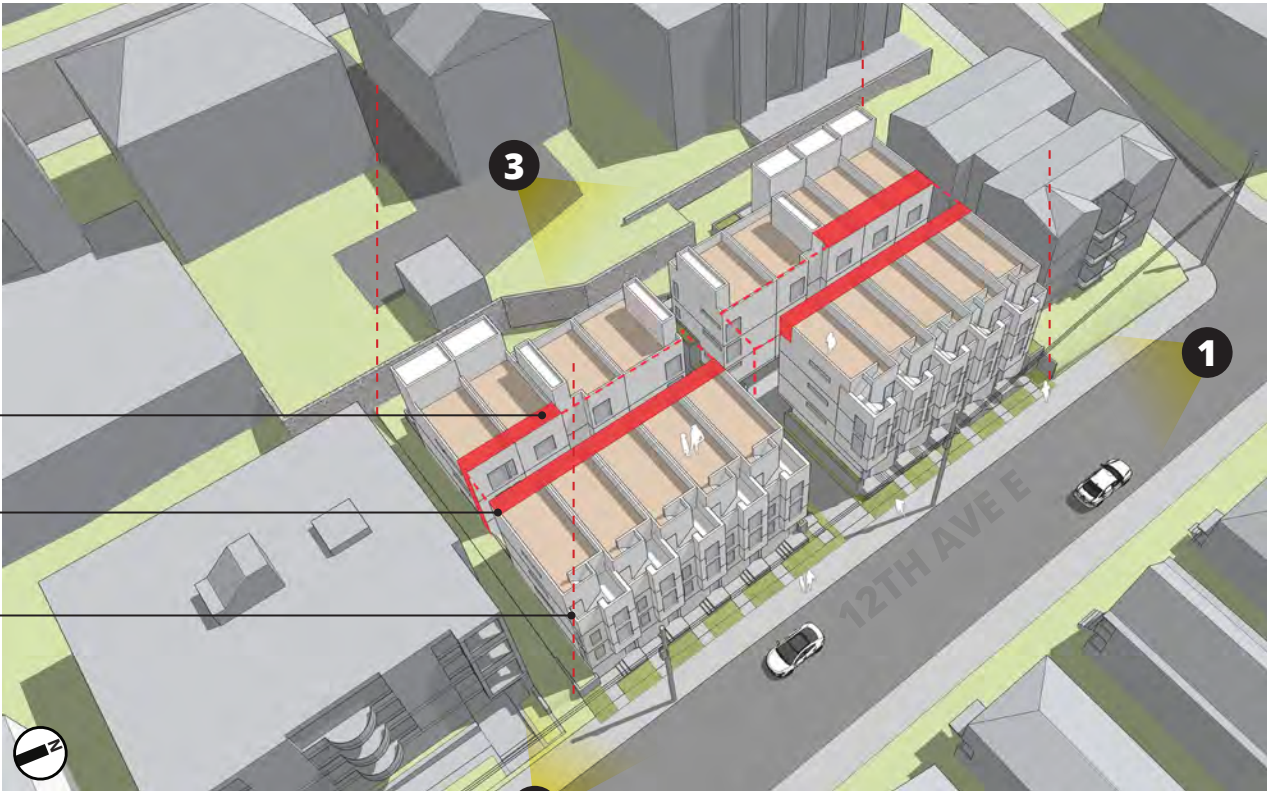


PERSPECTIVE LOOKING AT NORTHWEST CORNER



- MAINTAINED CENTRAL STAIR ALIGNMENT.
- ADDITION OF LANDSCAPE ELEMENTS AT ROOF DECKS.
- REMOVED ROOF PENTHOUSES BUT MAINTAINED ROOF ACCESS.
- BUILDING SEPARATION INCREASED BETWEEN ALL UNITS FACING COURTYARD.
- PARAPETS STEP DOWN FURTHER REDUCING HEIGHT AND BULK.
- STAIRWELLS MOVED TO REAR OF UNIT.

AERIAL LOOKING WEST



SCHEME C BIRDSEYE

APPLICANT RESPONSE

1 HEIGHT/BULK/SCALE

- A.** The siting relationship of the four buildings and overall massing concepts are maintained. Additional measures to mitigate height, bulk and scale impacts on the neighbors include:
- Increased front setbacks along the street, providing more landscape buffer and a more gradual transition to the neighboring properties.
 - Refined upper-level parapet articulation to maintain a cohesive experience along the street edge.
 - Eliminated roof penthouses at east units, and incorporated exterior stairways to all roof decks, reducing the overall building height and allowing more light and air between the proposed buildings and neighbors.

APPLICABLE REFERENCE PAGE NUMBERS: 12, 22-23, 24, 31

2 MATERIALS

- A.** The material palette is consistent with the EDG concept images:
- White brick with contrasting black windows is proposed at street facing units.
 - Bay windows facing the street are treated with a dark fiber cement panel to contrast both in texture and color from the brick. The bay articulation has been simplified to create a strong street-front rhythm.
 - Board & batten is included to provide scale and texture on secondary facades.
 - Canopies, railings and downspouts are incorporated into the street front elevation as part of the overall composition.
 - The contrasting material palette extends around all facades to acknowledge the visibility of the project from multiple neighbors.
 - Bright finishes are applied to the interior parking court to enhance ambient light.

APPLICABLE REFERENCE PAGE NUMBERS: 12, 16-21

3 STREETScape

- A.** The entry stoops are maintained at each entry facing the street:
- Additional architectural elements, including canopies, lighting, and addressing define the individual units and provide legibility from the street.
 - Proposed sidewalk widening accommodates a street tree at each entry. Species with low and high canopies alternate along the street edge.
- B.** The stairwells facing the street have been relocated to the rear of buildings A and B. The result is livable spaces at all levels with direct access to views, more eyes on the street and activation of the units as seen from the street.

APPLICABLE REFERENCE PAGE NUMBERS: 12, 14, 24

4 PEDESTRIAN ACCESS

- A.** Primary pedestrian access to the site has further developed:
- East unit access has been maintained separately from the driveway, distinguished with contrasting paving and plantings.
 - The pedestrian pathway aligns with the stairway to the east unit entries for a clear circulation parti.
 - Signage and lighting are incorporated to enhance wayfinding, and shared service areas (mail and trash collection) are centrally located.
- B.** The east unit entries have been further enhanced:
- The entry level of the units has been raised to mitigate the height of the east retaining walls.
 - Tiered plantings create visual interest and spatial relief along the walkway; planting groupings vary from north/south to compliment unit wayfinding.
 - The incorporation of concrete walls and exposed shoring walls provide textural interest and visual contrast.

APPLICABLE REFERENCE PAGE NUMBERS: 14, 24-25

5 TRASH/RECYCLING

- A.** Trash will be consolidated in shared bins along the south side of the driveway. The location is within the allowable pickup distance from a curbcut eliminating the need for a staging area or individual cans along the street. The collection area is designed into the building structure and screened by a 7-foot high enclosure. Landscaping is proposed above and along the sides of the enclosure to soften the structures edges and help integrate it into the development's overall design. Trash location and sizing has been coordinated with Seattle Public Utilities.

APPLICABLE REFERENCE PAGE NUMBERS: 14, 21, 25

6 INTERIOR COURTYARD

- A.** The massing at the interior parking court has been modified to significantly reduce the departure requested at EDG:
- The separation between the buildings has been increased at the upper levels, allowing more light and views through the court.
 - The west unit configuration is reversed, putting the interior stair and exterior roof deck access facing the parking court, which reduces the overall height, and creating programmatic privacy between units.
 - The roof decks of the east units are held away from the parking court, which allow lowered parapets to decrease the overall building height.
 - Terraced planters at each end of the court are considered and composed to frame the experience.
 - The use of white cladding within the parking court enhances ambient light, and the organization of program elements allow the east units to have their primary view to the courtyard with more privacy.
 - Signage, lighting, and paving are incorporated into the court to assist with wayfinding through the site.

APPLICABLE REFERENCE PAGE NUMBERS: 14, 26

7 SITE TOPOGRAPHY

- A.** The configuration and composition of the north and south retaining walls have been developed with the following considerations:
- Terraced planters at each end of the parking court include concrete retaining walls and exposed shoring walls, creating visual texture and interest. The proposed configuration also maximizes the potential planting beds.
 - The proposed plantings respond to the variety of daylighting conditions throughout the day. Plantings include columnar shrubs and vines that will contrast/compliment the architectural nature of the retaining walls.

APPLICABLE REFERENCE PAGE NUMBERS: 26-27

8 SECURITY GATES

- A.** No security gate is proposed at the driveway entrance. The Applicant agrees with the Board's direction to exclude this element. Elements to enhance this entry experience and circulation around the site have been discussed above.

APPLICABLE REFERENCE PAGE NUMBERS: 14

9 ROOFTOP AMENITY SPACE

- A.** The rooftop amenity area has been further developed:
- All units are provided with roof top planters. Planters are used to define amenity spaces, and separate them from unoccupied portions of the roof.
 - Massing at the top of the west units has been modified to decrease bulk at street-level and provide additional relief to the upper-level setback departure request.
 - Penthouses at the east units have been removed entirely and replaced with exterior stair access, greatly reducing the building bulk and scale from the east neighbors. It also eliminates shadows cast by penthouses on viable planter areas at the roof.

APPLICABLE REFERENCE PAGE NUMBERS: 5, 22-23

PROJECT RENDERINGS



VIEW LOOKING SOUTHEAST

*POWERLINES NOT SHOWN FOR CLARITY

DESIGN RESPONSE

- INCREASE TO THE FRONT BUILDING SETBACK PROVIDES A GREATER RIGHT-OF-WAY SEPARATION AND INCREASED VISIBILITY TO NEIGHBORING PROPERTIES. *CS2.C.2: MID-BLOCK SITES*
- MAINTAINED MATERIAL PALETTE, COMBINING MODERN AND TRADITIONAL ELEMENTS, PROPOSED AT EDG: WHITE BRICK, CONTRASTING DARK WINDOWS, BOARD & BATTEN AT SECONDARY MASSING, FIBER CEMENT PANELS. *DC4.A.1: EXTERIOR FINISH MATERIALS*
- FACADE ARTICULATION HAS BEEN SIMPLIFIED AND WINDOW AREA INCREASED WHERE INTERIOR PROGRAM CHANGES OCCURRED. STAIRS HAVE BEEN MOVED TO THE BACK OF ALL STREET-FACING UNITS. *CS2.A.2: CONTEMPORARY DESIGN*
- VERTICAL MODULATION WITH CONTRASTING MATERIALS BOTH IN COLOR AND TEXTURE. FENESTRATION PATTERNS REINFORCE MATERIAL-TO-MASSING APPLICATION. *PL3.B.2: GROUND LEVEL RESIDENTIAL*
- DOWNSPOUTS, CANOPIES, ENTRY RAILINGS AND LIGHTING ARE CAREFULLY CONSIDERED TO ADD ORGANIZATION TO THE FACADE DESIGN. *C2.C.1: VISUAL DEPTH AND INTEREST*
- WIDENED RIGHT-OF WAY INCLUDING 8 FOOT SIDEWALKS AND ALTERNATING STREET TREES AT EACH UNIT ENTRY. ONE CONSOLIDATED SITE ENTRY POINT FOR VEHICLES HAS BEEN MAINTAINED, LIMITING IMPACTS ON THE STREET EXPERIENCE. *CH-CS2.I: STREETScape COMPATIBILITY*



VIEW LOOKING SOUTHEAST FROM SIDEWALK



VIEW LOOKING NORTH FROM INTERIOR DRIVE AISLE



VIEW LOOKING SOUTH FROM EAST WALKWAY



VIEW FROM DRIVEWAY LOOKING EAST

COMPOSITE SITE PLAN

SCALE: 1/16" = 1'-0"

DESIGN RESPONSE

- OVERALL MASSING CONFIGURATION FROM EDG MAINTAINED WITH FORMAL ROWHOUSE TYPOLOGY ALONG THE STREET EDGE. *PL3.B.2: GROUND-LEVEL RESIDENTIAL*
- ADDITIONAL SETBACKS AT THE STREET PROVIDE GREATER SEPARATION FROM THE RIGHT-OF-WAY, MORE LANDSCAPE BUFFER AND ADDITIONAL RELIEF AT CORNERS WHERE THE DEVELOPMENT TRANSITIONS TO NEIGHBORS AT THE NORTH AND SOUTH. *CS2.D.1: EXISTING DEVELOPMENT & ZONING*
- LANDSCAPING IS PROVIDED THROUGHOUT THE SITE IN A VARIETY OF APPLICATIONS. TREE VARIETY CREATES INTEREST ALONG THE STREET AND MARKS THE INDIVIDUAL ENTRIES. BUFFER PLANTINGS AT THE SIDE AND REAR LOT LINES OFFER PRIVACY AND SOFTEN EDGES AT RETAINING WALLS AND FENCING. *CH-DC3.II: LANDSCAPE DESIGN*
- LEGIBILITY AT THE PRIMARY SITE ENTRY IS ACHIEVED THROUGH ARTICULATED MASSING AND LANDSCAPING THAT FRAMES THE THOROUGHFARE. DISTINCT PAVING DELINEATES PATHWAYS FOR PEDESTRIANS AND VEHICLES. THE PEDESTRIAN PATH IS ALIGNED WITH THE CENTRAL STAIR LEADING TO THE EAST UNITS FOR VISIBILITY AND WAYFINDING. AS DIRECTED BY THE BOARD, NO SECURITY GATE IS PROPOSED. *CH-DC1.I: PARKING AND VEHICLE ACCESS, DC4.D.2: HARDSCAPE MATERIALS*
- INCREASED BUILDING SEPARATION (ADDITIONAL 3'-0" TO 6'-0") AT ALL UNITS FACING THE PARKING COURT ALLOWING MORE LIGHT AND VIEWS INTO THE SPACE. TERRACED RETAINING WALLS ARE DISCUSSED IN MORE DETAIL ON PAGE 26.
- TRASH WILL BE CONSOLIDATED IN SHARED BINS ALONG THE SOUTH SIDE OF THE DRIVEWAY. THE LOCATION IS WITHIN THE ALLOWABLE PICKUP DISTANCE FROM A CURBCUT ELIMINATING THE NEED FOR A STAGING AREA OR INDIVIDUAL CANS ALONG THE STREET. THE COLLECTION AREA IS DESIGNED INTO THE BUILDING STRUCTURE AND SCREENED BY A 7-FOOT HIGH ENCLOSURE. *DC1.C.4: SERVICE USES*



PRIMARY UNIT ENTRANCE



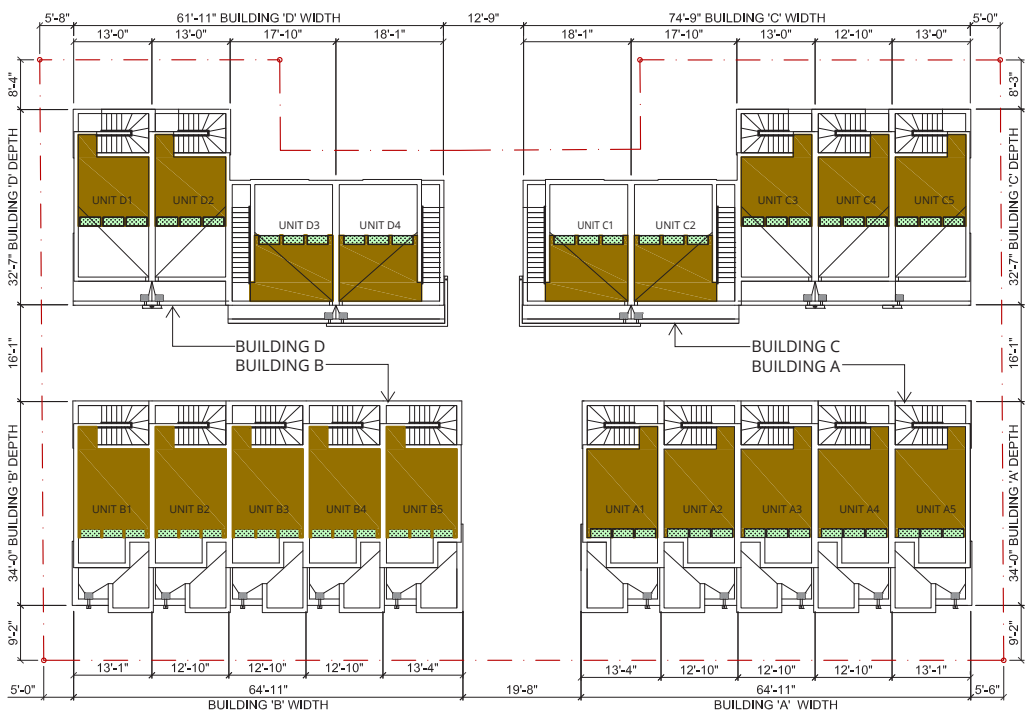
BUILDING PLANS

SCALE: 1/32" = 1'-0"



12TH AVE EAST

LEVEL 3 (4 SIM) BUILDINGS A+B
LEVEL 2 (3 SIM) BUILDINGS C+D



12TH AVE EAST

ROOF



12TH AVE EAST

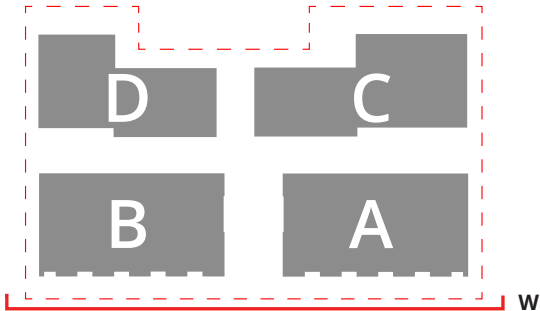
LEVEL 2 BUILDINGS A+B
LEVEL 1 BUILDINGS C+D



AERIAL VIEW
SCALE: N.T.S.

BUILDING ELEVATIONS

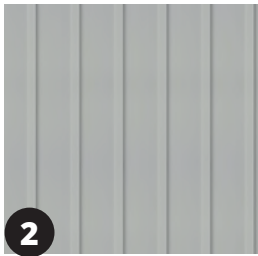
SCALE: 1/16" = 1'-0"



KEY PLAN



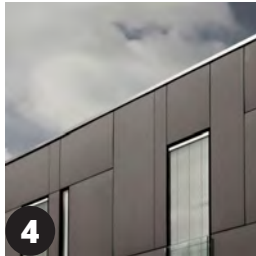
1 BRICK VENEER
(DESERT WHITE)



2 BOARD AND BATTEN
SIDING
(LIGHT GRAY)



3 FIBERGLASS DOOR
(WALNUT FINISH)



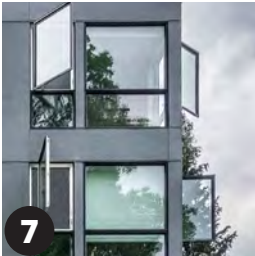
4 FIBER CEMENT PANEL,
SMOOTH FINISH
(DARK GRAY)



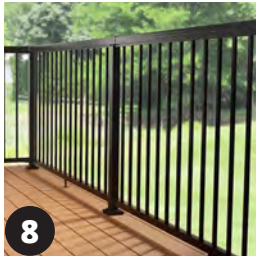
5 BENT METAL CANOPY
(BLACK)



6 CONCRETE
(UNPAINTED)



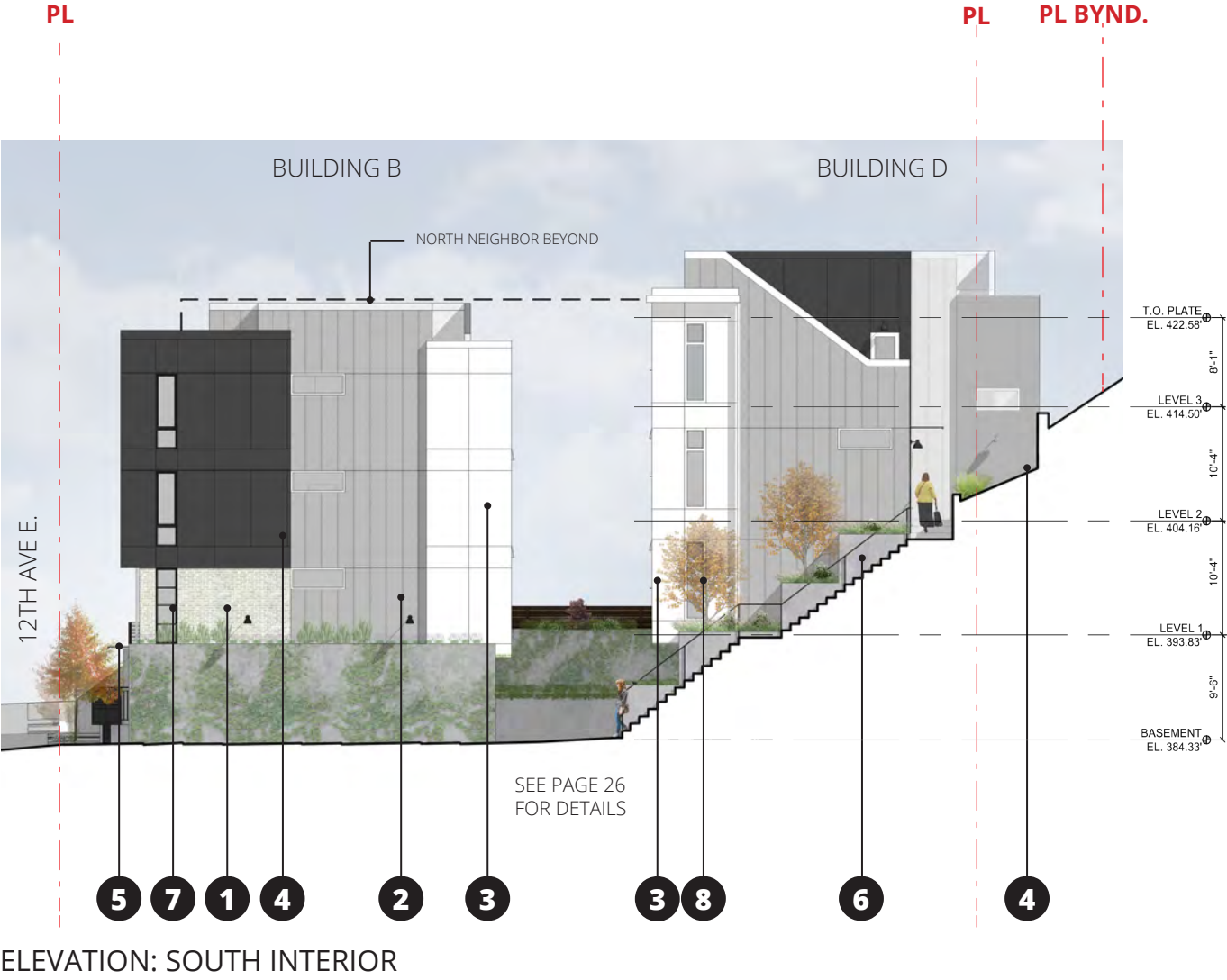
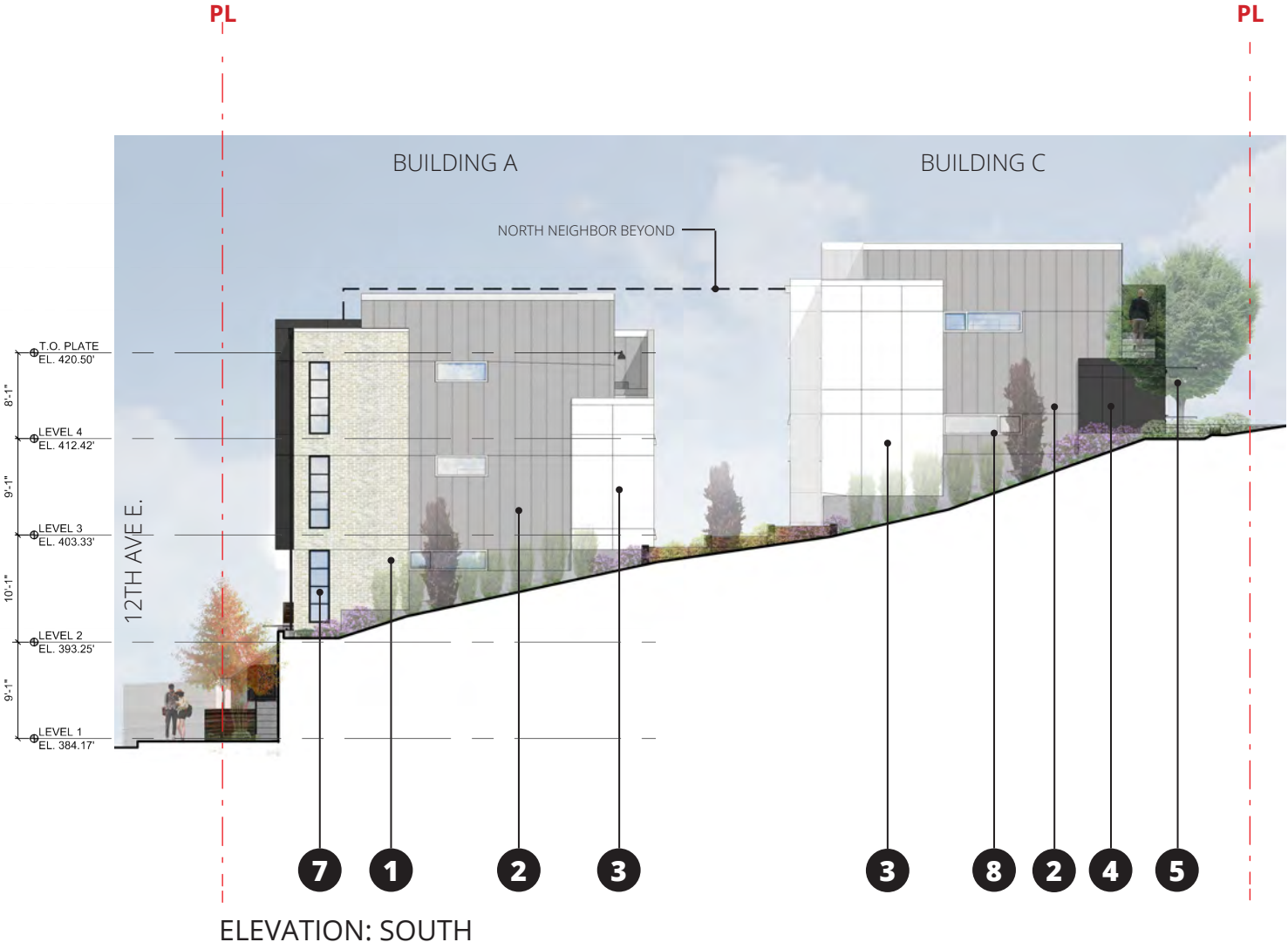
7 VINYL WINDOW
(BLACK)



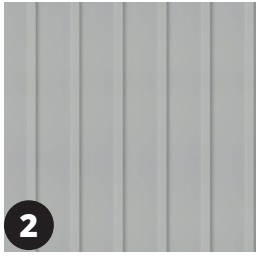
8 METAL RAILING
(BLACK)

BUILDING ELEVATIONS

SCALE: 1/16" = 1'-0"



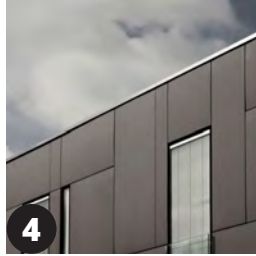
1 BRICK VENEER (DESERT WHITE)



2 BOARD AND BATTEN SIDING (LIGHT GRAY)



3 FIBER CEMENT PANEL, SMOOTH FINISH (WARM WHITE)



4 FIBER CEMENT PANEL, SMOOTH FINISH (DARK GRAY)



5 BENT METAL CANOPY (BLACK)



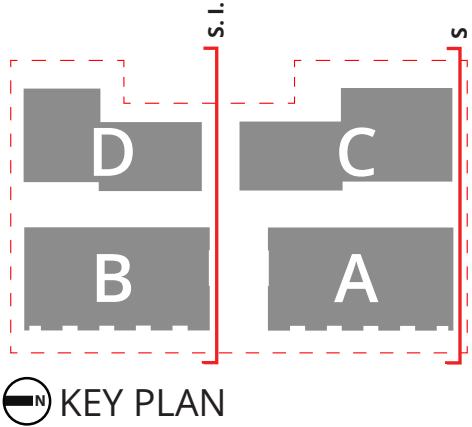
6 CONCRETE (UNPAINTED)



7 VINYL WINDOW (BLACK)

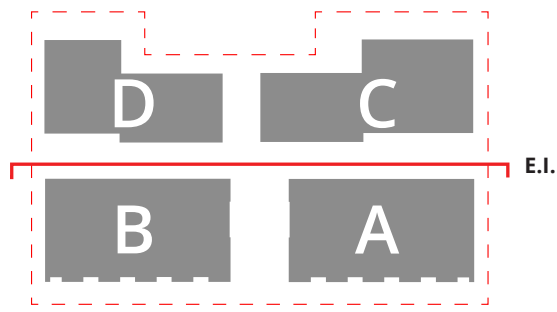


8 VINYL WINDOW (WHITE)

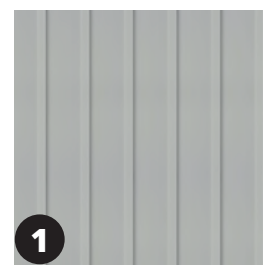


BUILDING ELEVATIONS

SCALE: 1/16" = 1'-0"



KEY PLAN



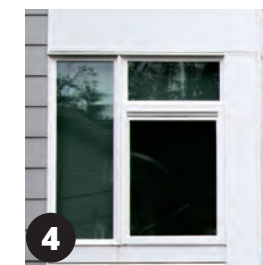
1
BOARD AND BATTEN
SIDING
(LIGHT GRAY)



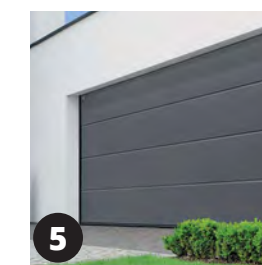
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FIBER CEMENT PANEL,
SMOOTH FINISH
(WARM WHITE)



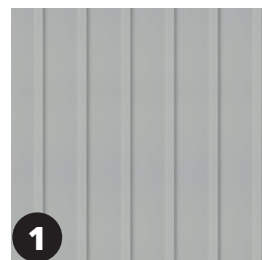
3
CONCRETE
(UNPAINTED)



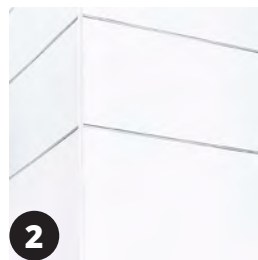
4
VINYL WINDOW
(WHITE)



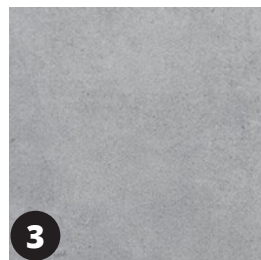
5
GARAGE DOOR,
(BLACK)



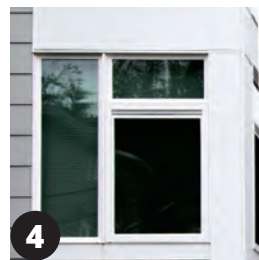
1
BOARD AND BATTEN
SIDING
(LIGHT GRAY)



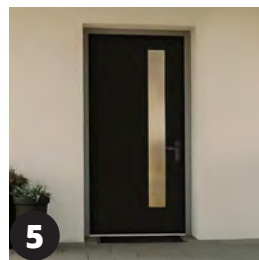
2
FIBER CEMENT PANEL,
SMOOTH FINISH
(WARM WHITE)



3
CONCRETE
(UNPAINTED)



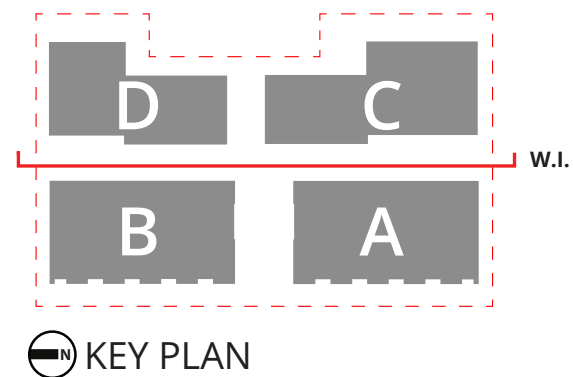
4
VINYL WINDOW
(WHITE)



5
DOOR, PAINTED
(BLACK)

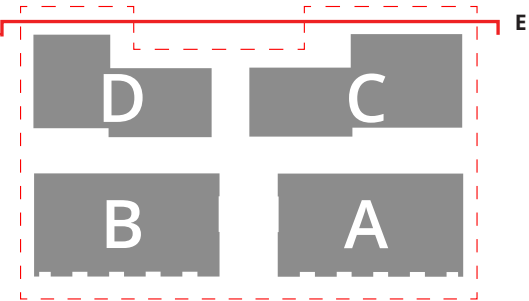


6
GARAGE DOOR,
(BLACK)

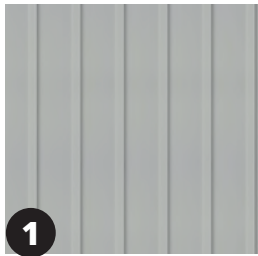


BUILDING ELEVATIONS

SCALE: 1/16" = 1'-0"



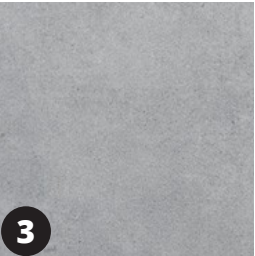
KEY PLAN



1 BOARD AND BATTEN SIDING (LIGHT GRAY)



2 FIBER CEMENT PANEL, SMOOTH FINISH (WARM WHITE)



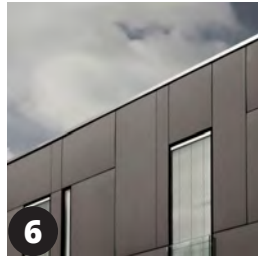
3 CONCRETE (UNPAINTED)



4 VINYL WINDOW (WHITE)



5 FIBERGLASS DOOR (WALNUT FINISH)

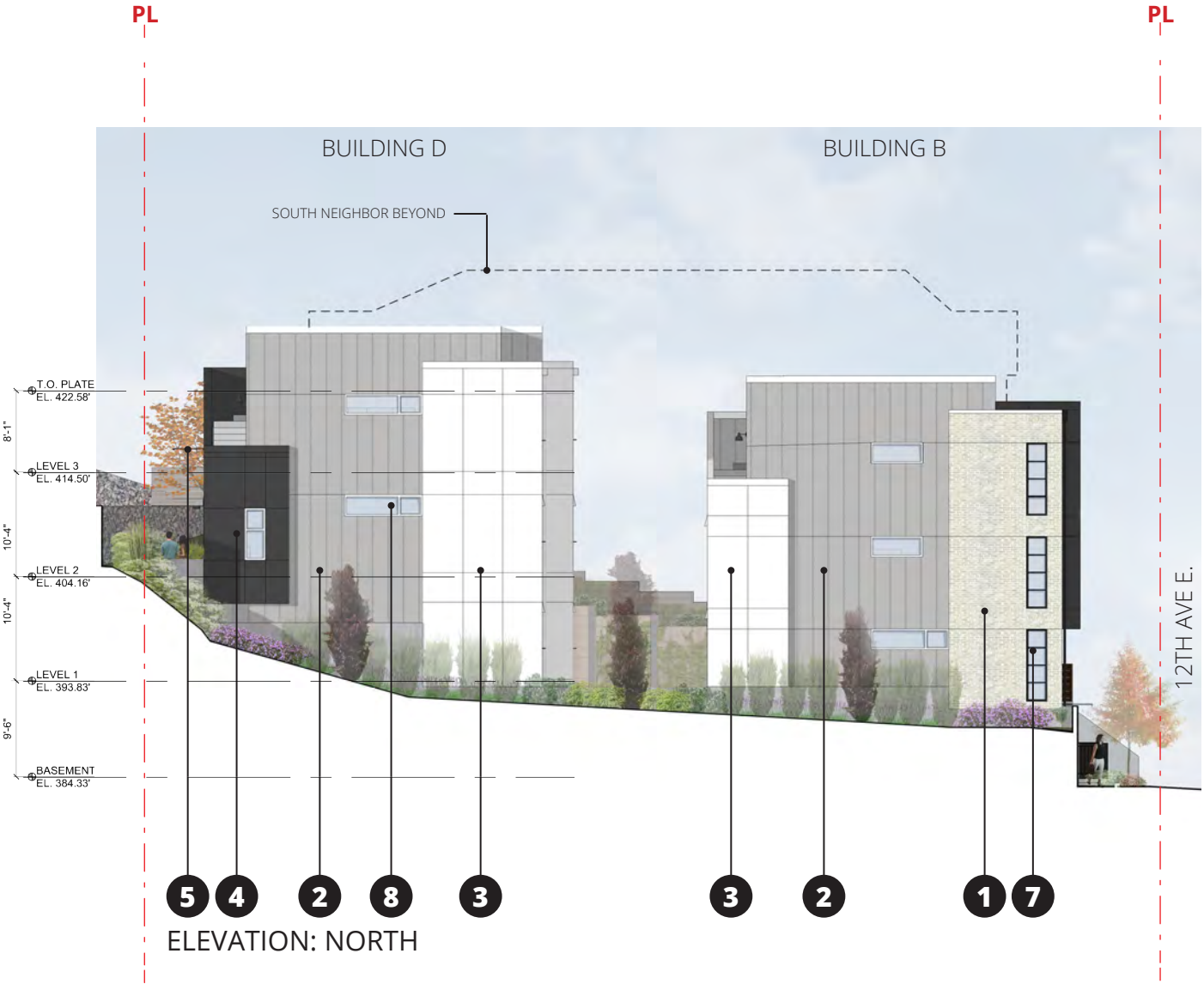


6 FIBER CEMENT PANEL, SMOOTH FINISH (DARK GRAY)

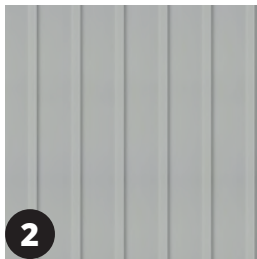


7 BENT METAL CANOPY (BLACK)

BUILDING ELEVATIONS
SCALE: 1/16" = 1'-0"



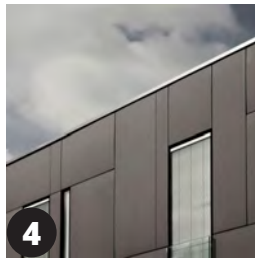
1 BRICK VENEER (DESERT WHITE)



2 BOARD AND BATTEN SIDING (LIGHT GRAY)



3 FIBER CEMENT PANEL, SMOOTH FINISH (WARM WHITE)



4 FIBER CEMENT PANEL, SMOOTH FINISH (DARK GRAY)



5 BENT METAL CANOPY (BLACK)



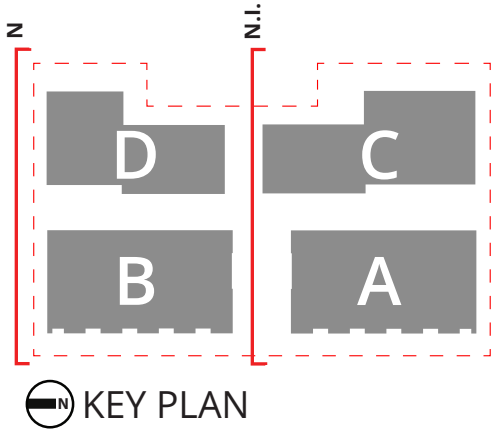
6 CONCRETE (UNPAINTED)



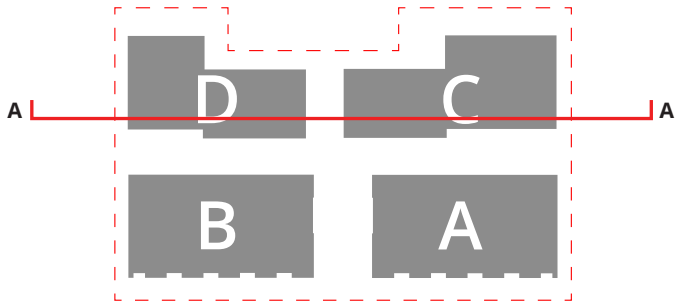
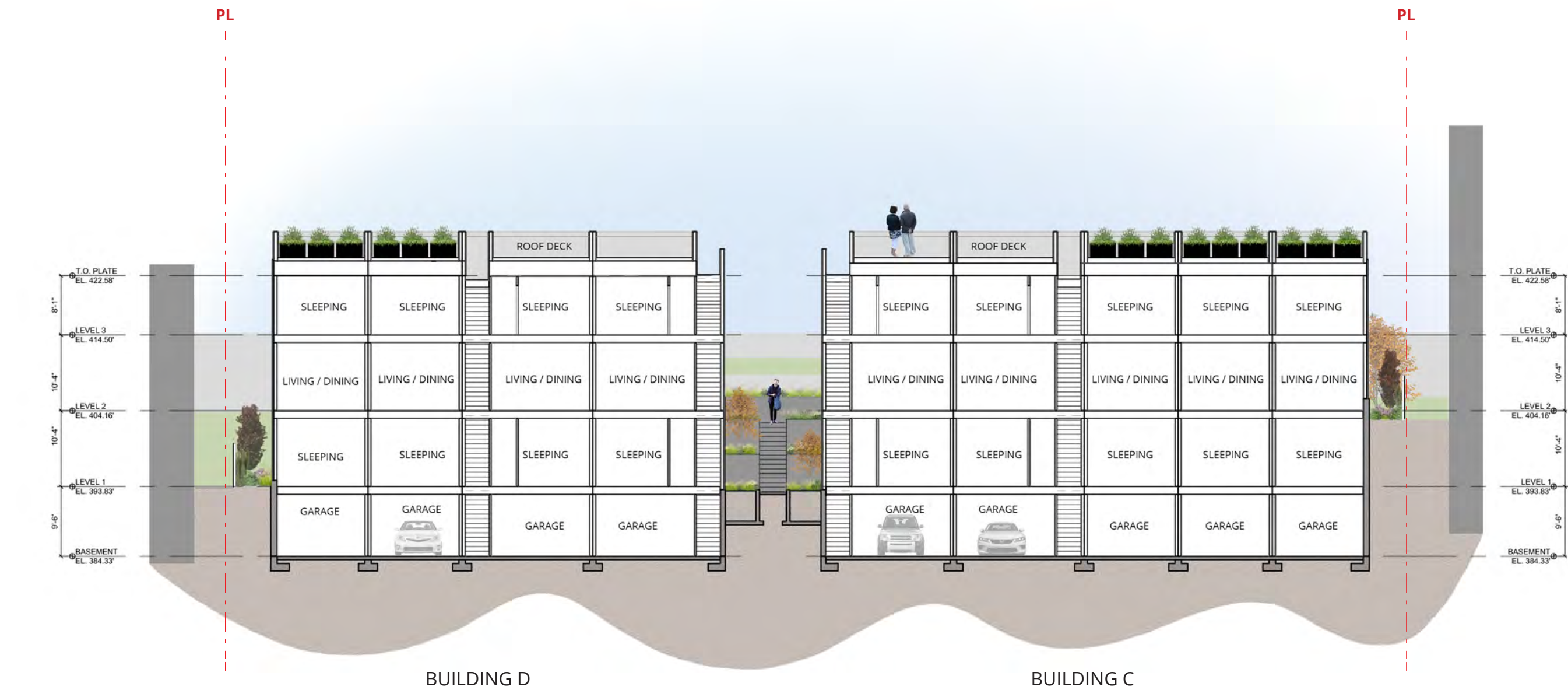
7 VINYL WINDOW (BLACK)



8 VINYL WINDOW (WHITE)

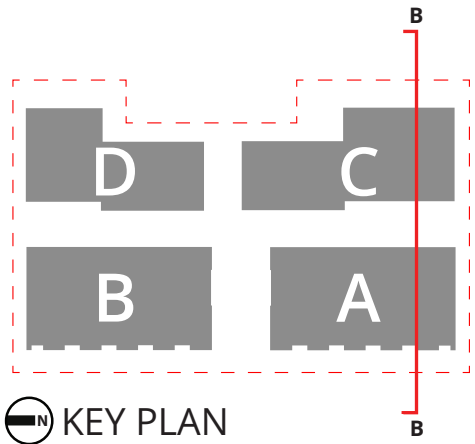


BUILDING SECTION A



KEY PLAN

BUILDING SECTION B



CONCEPT DEVELOPMENT: STREET-LEVEL EXPERIENCE



A VIEW LOOKING SOUTHEAST FROM SIDEWALK

DESIGN RESPONSE

ENHANCED CONNECTION TO THE PUBLIC REALM WITH INCREASED VISIBILITY AT STREET-FACING FACADE
PL2.B.2: STREET LEVEL TRANSPARENCY

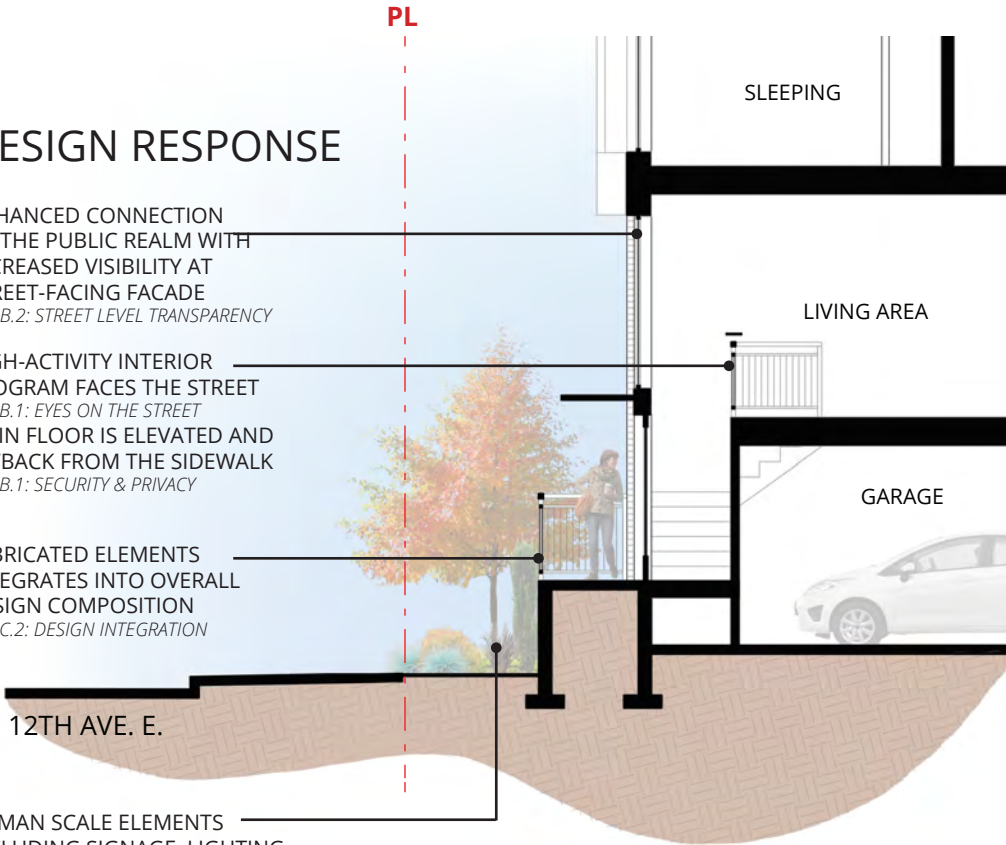
HIGH-ACTIVITY INTERIOR PROGRAM FACES THE STREET
PL2.B.1: EYES ON THE STREET
MAIN FLOOR IS ELEVATED AND SETBACK FROM THE SIDEWALK
PL3.B.1: SECURITY & PRIVACY

FABRICATED ELEMENTS INTEGRATES INTO OVERALL DESIGN COMPOSITION
PL2.C.2: DESIGN INTEGRATION

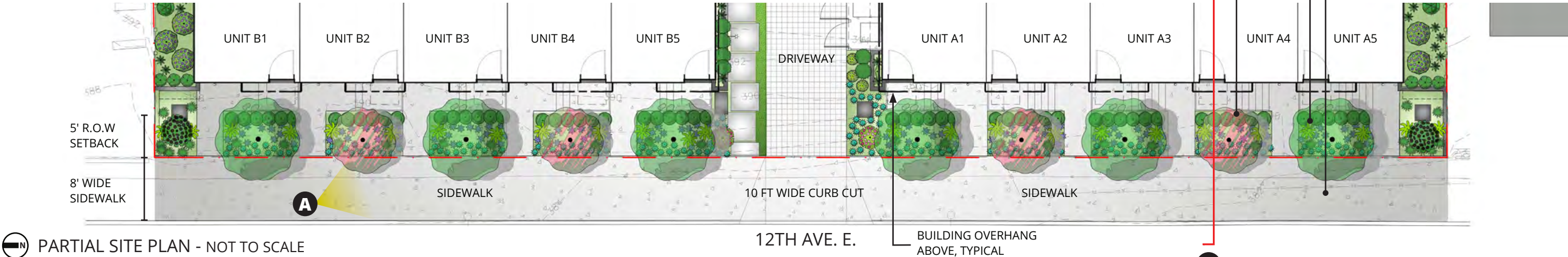
HUMAN SCALE ELEMENTS INCLUDING SIGNAGE, LIGHTING, CANOPIES, LANDSCAPING AND ENTRY STOOPS ADD TO THE INDIVIDUALITY AND CLEAR EXPRESSION OF UNIT ENTRIES
CH-PL2.I: HUMAN SCALE

SEMI-PRIVATE LANDSCAPE BUFFER ADDS VISUAL INTEREST AT THE STREET AND AIDS THE TRANSITION FROM PUBLIC RIGHT-OF-WAY TO PRIVATE RESIDENCE
PL3.B.1: SECURITY & PRIVACY

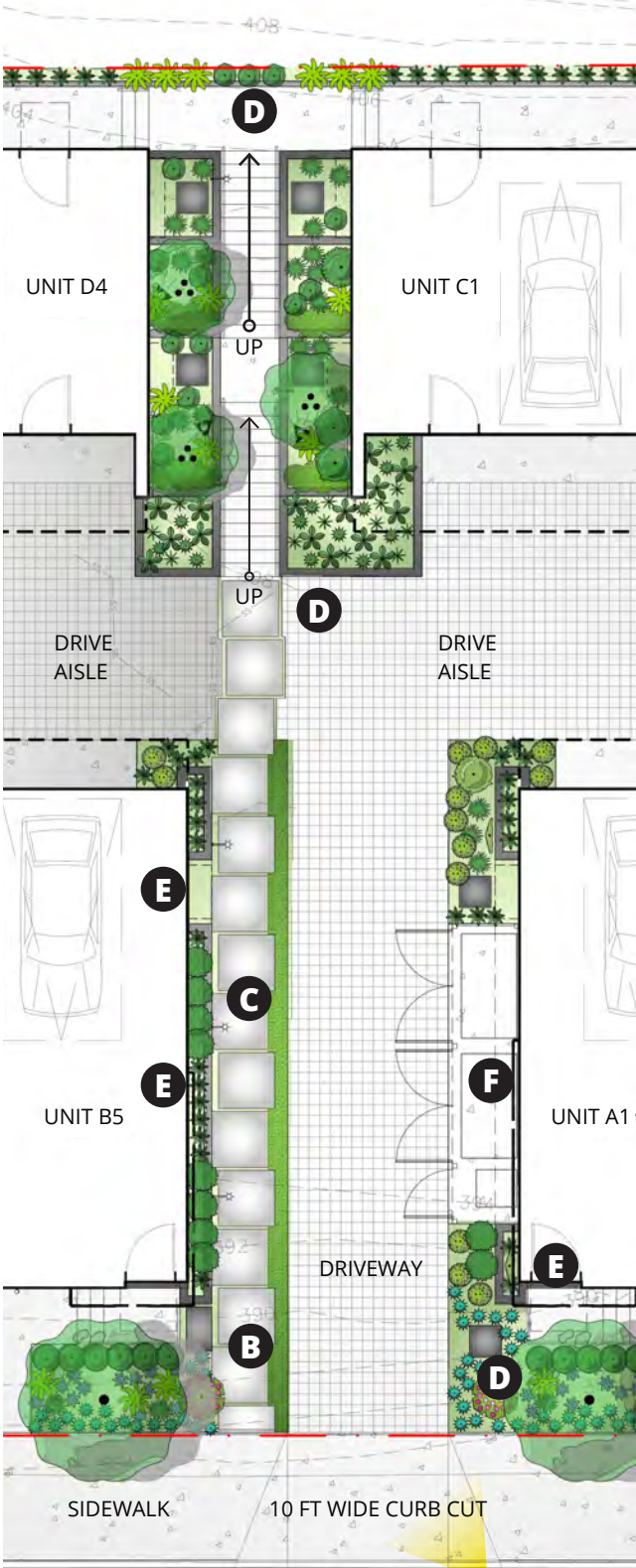
B TYPICAL UNIT ENTRY SECTION



ALTERNATING STREET TREES
CH-CS2.I: STREETScape COMPATIBILITY
GENEROUS 8-FT WIDE SIDEWALK WITH INCREASED FRONT SETBACK FOR MORE RIGHT-OF-WAY SEPARATION
CH-CS2.I: STREETScape COMPATIBILITY



PARTIAL SITE PLAN - NOT TO SCALE



PARTIAL SITE PLAN - NOT TO SCALE



A VIEW FROM DRIVEWAY LOOKING EAST
PEDESTRIAN ELEMENTS



B CLUSTER MAILBOXES



D COMPLEX SIGNAGE



C STAGGERED
ARCHITECTURAL PAVERS



E PATHWAY LIGHTING



F TRASH ENCLOSURE
- CLEAR WOOD SLATS, POSTS AND FRAME, EBONY STAIN
- LATCH HARDWARE, BLACK FINISH

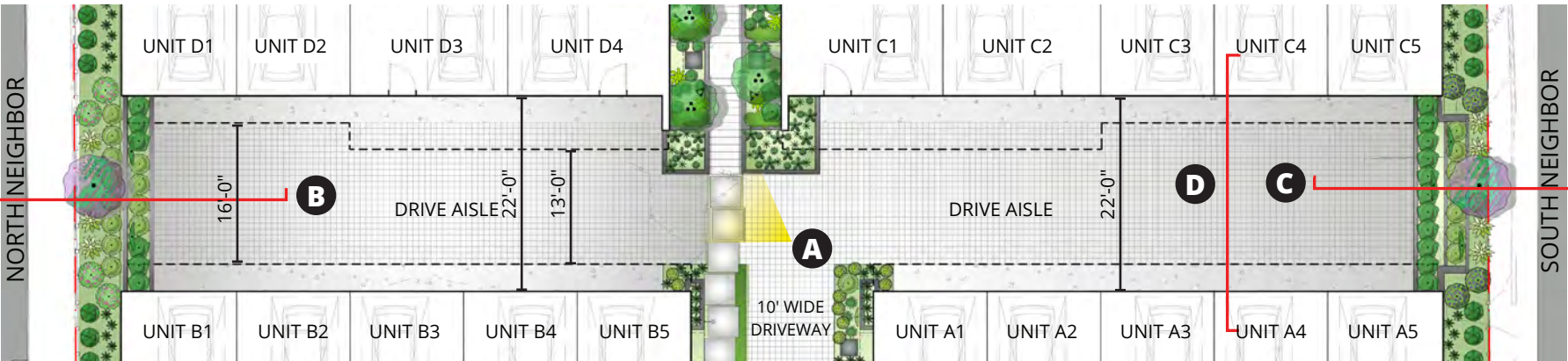
DESIGN RESPONSE

- COMMON PEDESTRIAN ELEMENTS ARE LOCATED BETWEEN BUILDINGS AND ARE HIGHLY VISIBLE TO ENCOURAGE INTERACTION AMONG RESIDENTS. LANDSCAPING ENHANCES THE EXPERIENCE. *PL3.B.4: INTERACTION*
- CENTRAL SITE ENTRY AND ALIGNMENT WITH STAIR TO EAST UNITS IS MAINTAINED. LIGHTING AND SIGNAGE AID IN WAYFINDING. *PL2.D.1: DESIGN AS WAYFINDING*
- DISTINCT PAVING AND LOW-LEVEL PLANTING SEPARATE VEHICLE AND PEDESTRIAN PATHWAYS CREATING SAFE AND ATTRACTIVE CONDITIONS FOR PEDESTRIANS. *DC1.B.1: ACCESS LOCATION AND DESIGN*
- TRASH ENCLOSURE IS RECESSED INTO SITE RETAINING TO MINIMIZE VISIBILITY AT THE STREET. THE EXPOSED EDGES ARE INTEGRATED INTO THE OVERALL SITE DESIGN. *DC1.C.4: SERVICE USES*
- PATHWAY LIGHTING IS PROVIDED TO DISTINGUISH PRIMARY SITE ENTRY, INCREASE SITE SAFETY AND ILLUMINATE SERVICE AREAS. *DC4.C.1: LIGHTING FUNCTION*
- LANDSCAPE MATERIALS ARE COMPATIBLE WITH THE ARCHITECTURE AND SOFTEN BUILDING AND RETAINING WALL EDGES. *DC4.D.1: CHOICE OF PLANT MATERIALS*

CONCEPT DEVELOPMENT: PARKING COURT



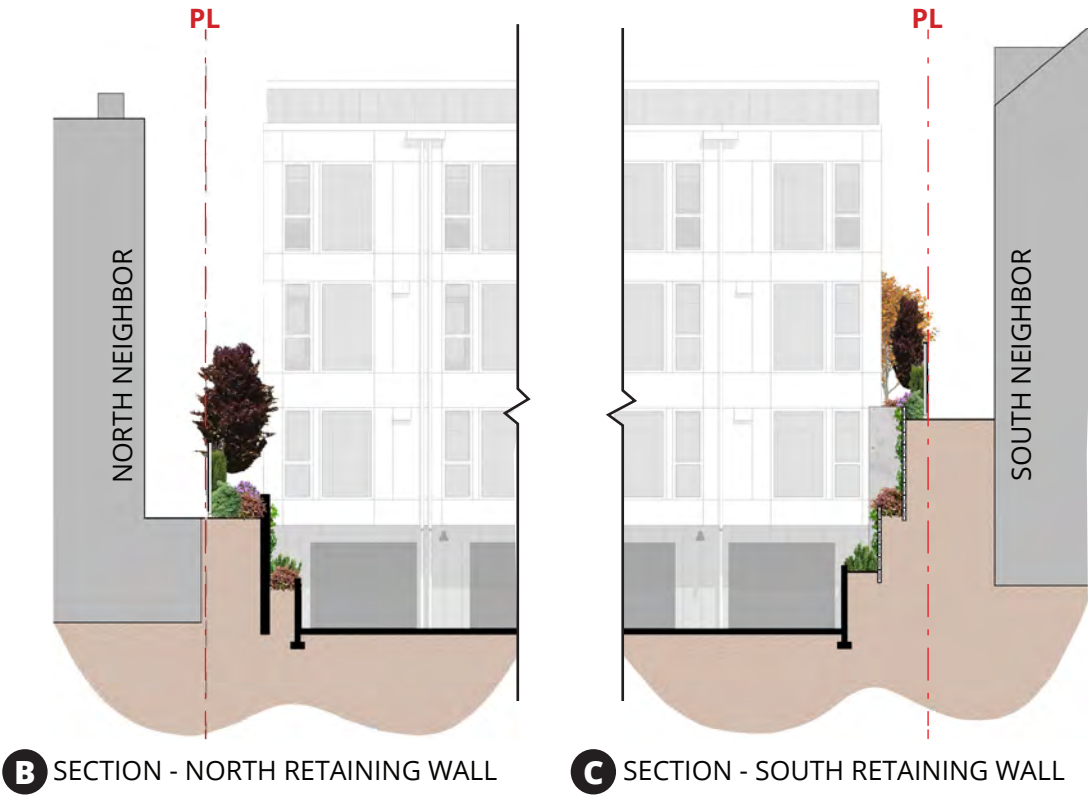
A VIEW LOOKING NORTH FROM INTERIOR DRIVE AISLE



PARTIAL SITE PLAN - NOT TO SCALE

DESIGN RESPONSE

- MASSING SEPARATION WAS INCREASED BY 3 FEET ALONG THE ENTIRE WEST BUILDING(S) EDGE. EXTERIOR STAIRS TO ROOF DECKS AT WEST UNITS FACE DRIVE AISLE, REDUCING MASS ALONG THE COURT AND INCREASING LIGHT AND AIR BETWEEN BUILDINGS. *CSI-B: SUNLIGHT & NATURAL VENTILATION*
- ROOF DECKS AT EAST UNITS ARE HELD BACK FROM THE WEST EDGE, REDUCING PARAPET HEIGHTS ALONG THE DRIVE AISLE. *DC2-A: MASSING*
- THE USE OF WHITE PANELS ON FACADES FACING THE DRIVE AISLE INCREASES AMBIENT LIGHT BENEFITING ALL UNITS. *DC2-B: FACADE COMPOSITION*
- TERRACED PLANTERS AT EACH END OF THE DRIVE AISLE INCLUDE PLANTING THAT WILL RESPOND TO THE VARIETY IN DAYLIGHTING THROUGHOUT THE DAY. CLIMBING PLANTS ARE INCORPORATED TO TREAT LARGE RETAINING WALLS. *DC2.B.2: BLANK WALLS*
- USE OF CIP CONCRETE AND EXPOSED SHORING WALLS ADD TEXTURE AND INTEREST AT THE ENDS OF THE DRIVE AISLE. *DC2.D.2: TEXTURE*
- PAVING MATERIALS ARE VARIED AND DURABLE. PERMEABLE PAVING IS THE DOMINANT APPLICATION AND IS PROVIDED AS A MEANS TO TREAT STORMWATER ON SITE. *DC4.D.2: HARDSCAPE MATERIALS*



B SECTION - NORTH RETAINING WALL

C SECTION - SOUTH RETAINING WALL



D SOUTH AISLE VIEW

DESIGN RESPONSE

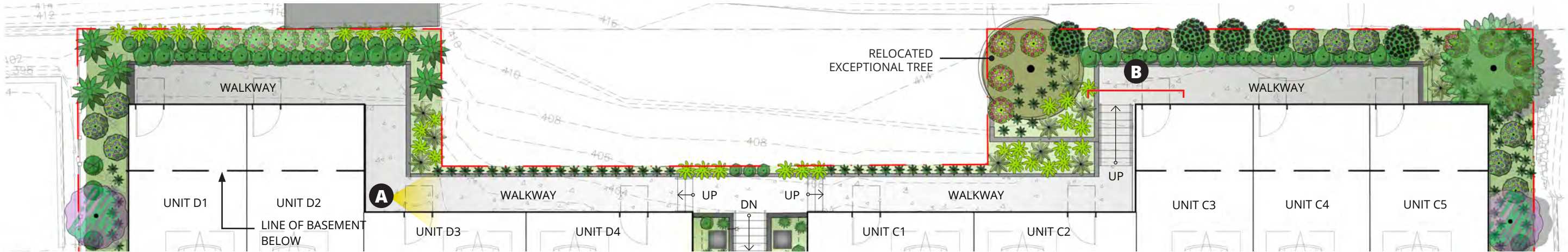
- ENTRY LEVEL TO EAST UNITS IS RAISED TO REDUCE OVERALL RETAINING WALL HEIGHTS. *CS1.C.2: ELEVATION CHANGE*
- PENTHOUSE BULK REMOVED FROM EAST UNITS WHILE MAINTAINING ROOF ACCESS. SIGNIFICANTLY REDUCING MASS AT THE REAR OF THE SITE PROTECTS NEIGHBOR'S VIEWS WEST AND CREATES A UNIQUE, VARYING ROOFLINE. *CS2.D.5: RESPECT FOR ADJACENT SITES*
- USE OF CIP CONCRETE AND EXPOSED SHORING WALLS ADD TEXTURE AND INTEREST ALONG THE EAST WALKWAY. *DC2.D.2: TEXTURE*
- CONTRASTING MATERIALS, SIGNAGE, LIGHTING, CANOPIES, AND LANDSCAPING ARE COMPOSED TO DEFINE UNIT ENTRIES *PL3.A.2: ENSEMBLE OF ELEMENTS*
- EXCEPTIONAL TREE (VINE MAPLE) WILL BE RELOCATED TO THE EAST EDGE OF THE SITE FOR ENHANCED LANDSCAPING.
- PEDESTRIAN SCALE LIGHTING PROVIDED TO ENHANCE UNIT ENTRIES AND ILLUMINATE WALKWAYS FOR A SAFER RESIDENT EXPERIENCE. *PL2.B.2: LIGHTING FOR SAFETY*



B UNIT ENTRY ELEMENTS



A VIEW LOOKING NORTH FROM EAST WALKWAY



N PARTIAL SITE PLAN - NOT TO SCALE

CONCEPT DEVELOPMENT: LANDSCAPE PLAN



LANDSCAPE ELEMENTS



- R.O.W. PLANTINGS**
- 1. Black Tupelo - Sour Gum Street Tree
 - 2. Japanese Stewartia Street Tree
 - 3. Black Mondo Grass
 - 4. Blue Fescue Shrub
 - 5. Sky Pencil Japanese Holly



- RESIDENT-LEVEL ONSITE PLANTINGS**
- 6. Vine Maple Tree
 - 7. Virginia Creeper Vine
 - 8. Greenspire Upright Euonymus
 - 9. Wickwar Flame Heather Shrub
 - 10. Christmas Rose Shade Plant



- REAR PERIMETER PLANTINGS**
- 11. Green Vase Zelkova Tree
 - 12. Ramapo Rhododendron
 - 13. Mariesii Double Vine Viburnum
 - 14. Oakleaf Hydrangea Shade Plant
 - 15. Golden Variegated Hakonechloa



- BUFFER PLANTINGS**
- 16. Dawyck Beech Tree
 - 17. H.M. Eddie Yew
 - 18. Bid Blue Lilyturf Shade Plant
 - 19. Rainbow Leucothoe Shrub
 - 20. Climbing Hydrangea Vine

LIGHTING: PLANS AND ELEMENTS

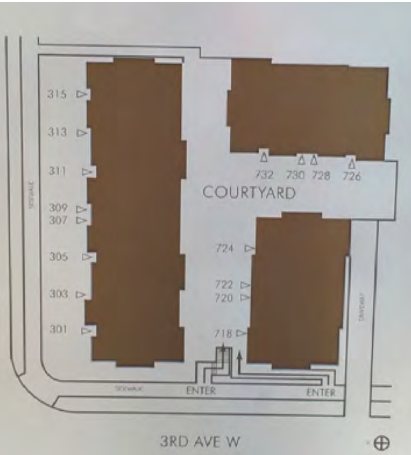
SCALE: N.T.S.



SIGNAGE CONCEPTS



A UNIT ADDRESSING

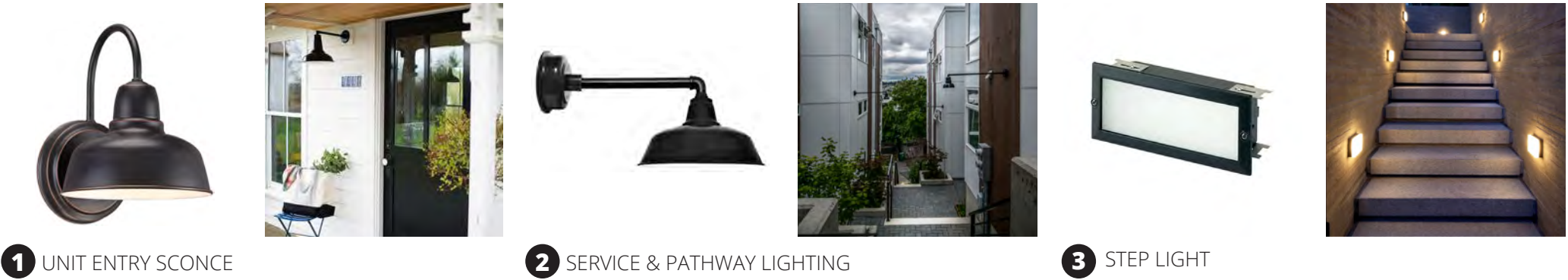


B COMPLEX PLACARD



C UNIT DIRECTIONAL

LIGHTING CONCEPTS

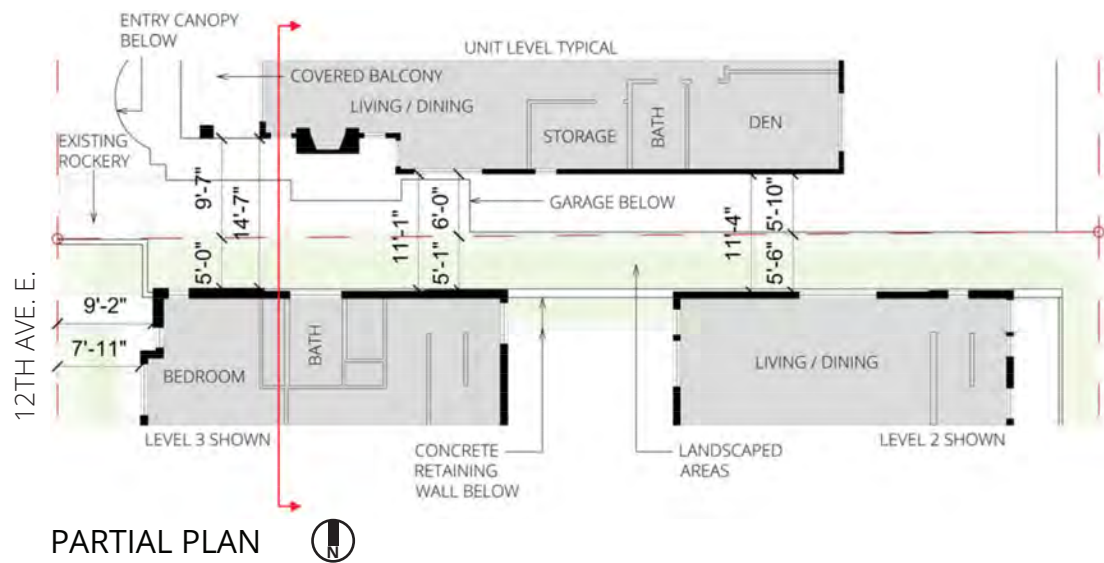


1 UNIT ENTRY SCONCE

2 SERVICE & PATHWAY LIGHTING

3 STEP LIGHT

ANALYSIS: ADJACENCIES



NORTH NEIGHBOR RELATIONSHIP

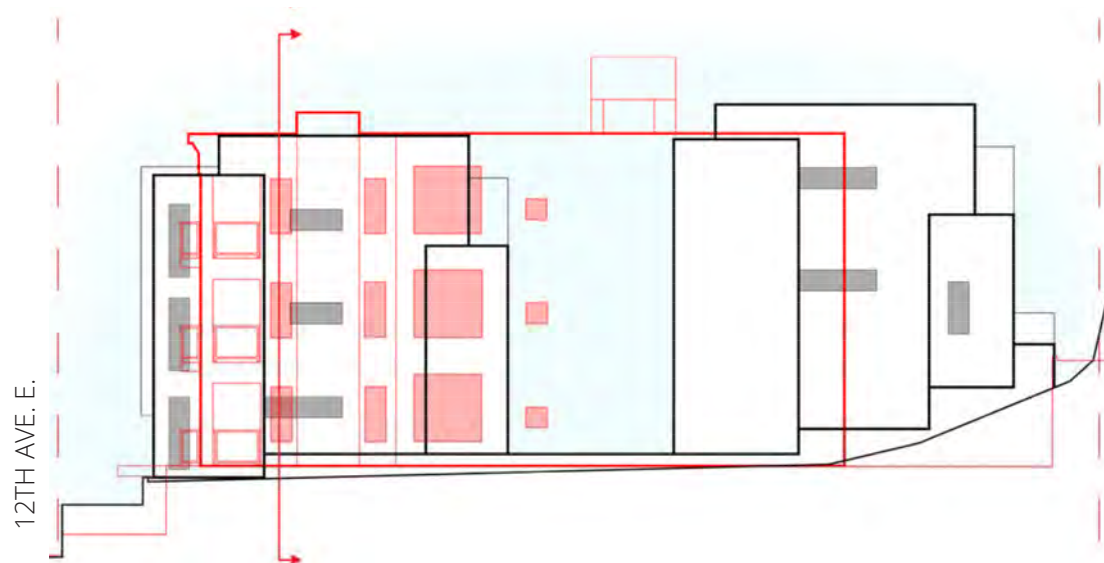
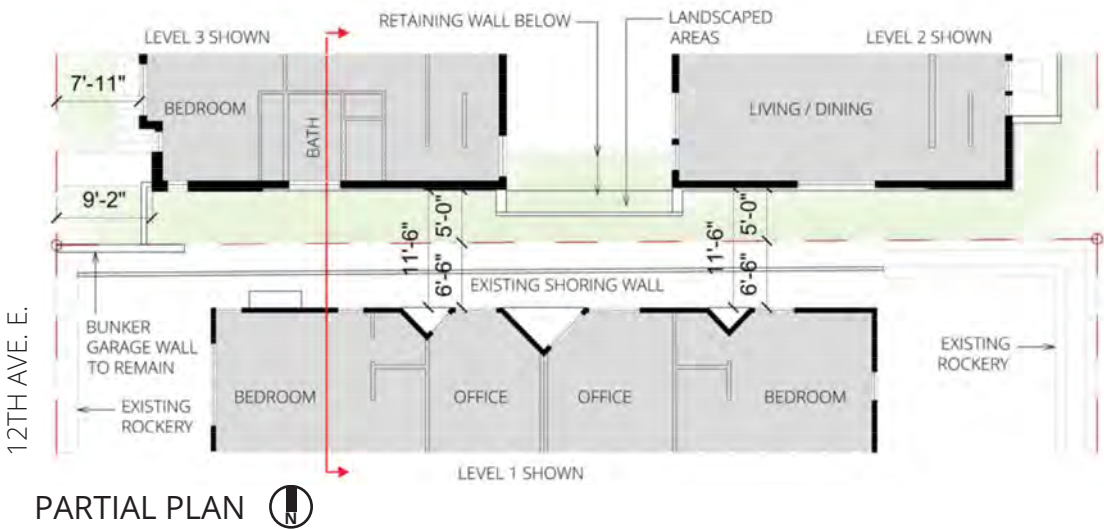
STRUCTURE SETBACKS & HEIGHT:

- INCREASED FRONT SETBACK FOR ADDITIONAL RELIEF AT PROPERTY CORNER.
- ELIMINATED ROOF PENTHOUSES AT EAST UNITS REDUCING HEIGHT & BULK AT THE REAR OF THE SITE. ALLOWS MORE SOUTHEASTERLY LIGHT TO REACH NEIGHBORING PROPERTY.
- INCREASED BUILDING SEPARATION BETWEEN STRUCTURES FACING COURTYARD.
- PROPOSED BUILDING HEIGHTS ARE WELL BELOW ALLOWABLE LIMITS AND ARE IN KEEPING WITH EXISTING STRUCTURE ON SITE.

SOUTH NEIGHBOR RELATIONSHIP

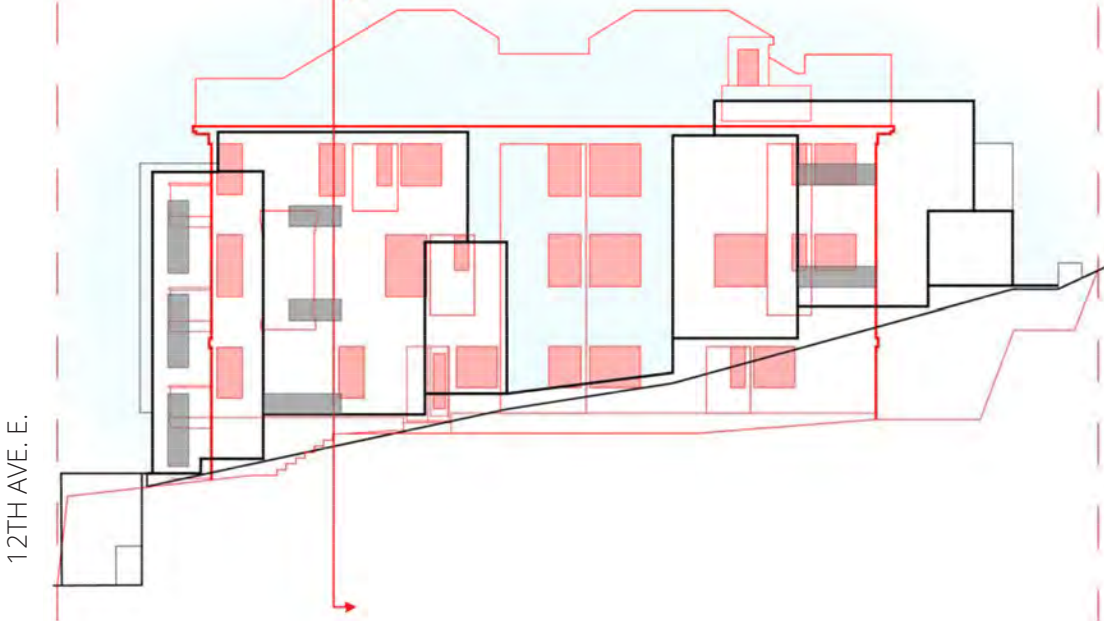
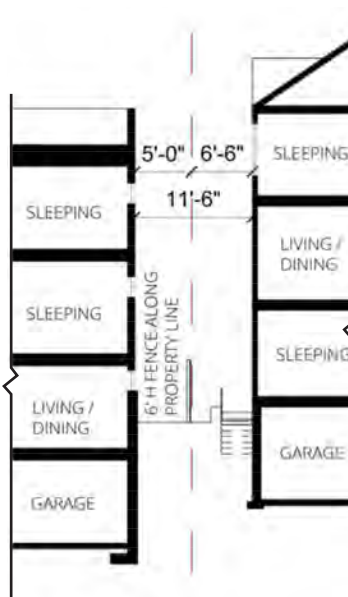
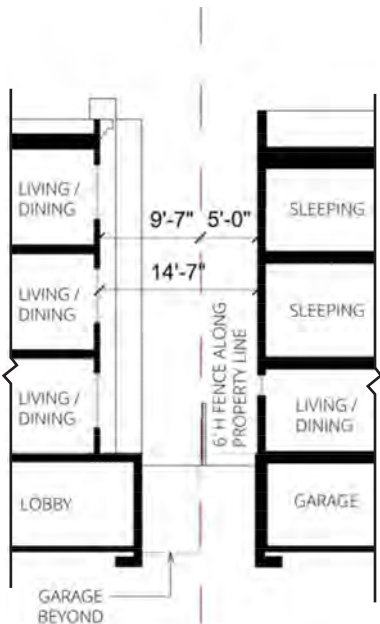
STRUCTURE SETBACKS & HEIGHT:

- INCREASED FRONT SETBACK FOR ADDITIONAL RELIEF AT PROPERTY CORNER.
- ELIMINATED ROOF PENTHOUSES AT EAST UNITS REDUCING HEIGHT & BULK AT THE REAR OF THE SITE. ALLOWS MORE LIGHT TO REACH THE SOUTH NEIGHBOR'S PATIO AT REAR GRADE.
- INCREASED BUILDING SEPARATION BETWEEN STRUCTURES FACING COURTYARD.
- PROPOSED BUILDING HEIGHTS ARE WELL BELOW ALLOWABLE LIMITS AND NEIGHBORING STRUCTURE.



ELEVATION: NORTH - WINDOW OVERLAP

KEY: ■ NEIGHBORING STRUCTURE OPENINGS ■ PROPOSED STRUCTURE OPENINGS



ELEVATION: SOUTH - WINDOW OVERLAP

KEY: ■ NEIGHBORING STRUCTURE OPENINGS ■ PROPOSED STRUCTURE OPENINGS

NORTH NEIGHBOR RELATIONSHIP

MITIGATING PRIVACY CONCERNS

- WINDOW PLACEMENT CONSIDERED FOR LIMITED OVERLAP.
- UNITS ORIENTED EAST AND WEST AT BOTH STRUCTURES.

SHARED EDGE

- LANDSCAPE BUFFER PROVIDED ALONG ENTIRE NORTH PROPERTY LINE. PLANTINGS SELECTED TO PROVIDE VISUAL INTEREST TO BOTH PROPERTIES.
- 6-FOOT TALL WOOD FENCE PROVIDED ALONG THE ENTIRE NORTH PROPERTY LINE.
- TRASH ENCLOSURE MOVED TO CENTER OF SITE AWAY FROM NORTH NEIGHBOR.

RELATIONSHIP AT THE STREET

- CONCRETE WALL PROVIDED TO RETAIN GRADE AND EXISTING ROCKERY AT ADJACENT PROPERTY.
- PLANTINGS PROVIDED AT CORNER TO SOFTEN THE TRANSITION AT THE RIGHT-OF-WAY.

SOUTH NEIGHBOR RELATIONSHIP

MITIGATING PRIVACY CONCERNS

- WINDOW PLACEMENT CONSIDERED FOR LIMITED OVERLAP.
- MAJORITY OF NEIGHBORING INTERIOR PROGRAM IS ORIENTED EAST AND WEST. INTERIOR PROGRAM FACING NORTH BENEFITS FROM INCREASED STRUCTURE SEPARATION AT THE COURTYARD.

SHARED EDGE

- LANDSCAPE BUFFER PROVIDED ALONG ENTIRE SOUTH PROPERTY LINE. PLANTINGS SELECTED TO PROVIDE VISUAL INTEREST TO BOTH PROPERTIES.
- 6-FOOT TALL WOOD FENCE PROVIDED ALONG THE ENTIRE SOUTH PROPERTY LINE.

RELATIONSHIP AT THE STREET

- THE SOUTH WALL OF THE EXISTING BUNKER GARAGE IS TO REMAIN TO RETAIN GRADE AND EXISTING ROCKERY AT ADJACENT PROPERTY. ADDITIONAL FORMWORK WILL BE PROVIDED IF NEEDED STRUCTURALLY AND FOR AESTHETIC PURPOSES.
- PLANTINGS PROVIDED AT CORNER TO SOFTEN THE TRANSITION AT THE RIGHT-OF-WAY.

DEPARTURES: PROPOSED

1 DEPARTURE:
SMC 23.45.518.L - UPPER LEVEL SETBACK FROM STREET LOT LINE
REQUIRED:

12' - 0" SETBACK ABOVE 34' - 0"
(MEASUREMENT TAKEN FROM FINISHED GRADE AT STREET FACING PROPERTY LINE)

PROPOSED:

BUILDING A: 7' - 11" SETBACK = 219 SF
9' - 2" SETBACK = 146 SF
TOTAL = 365 SF DEPARTURE AREA
BUILDING B: 7' - 11" SETBACK = 155 SF
9' - 2" SETBACK = 86 SF
TOTAL = 241 SF DEPARTURE AREA

JUSTIFICATION:

- INCREASED FRONT SETBACK TO 7' - 11" AND 9' - 2" – PREVIOUSLY 5' - 0" AND 7' - 0" AT EDG.
- THE INCREASED RIGHT-OF-WAY SEPARATION AND REFINEMENT OF UPPER-LEVEL ARTICULATION MAINTAINS THE PROJECTS GOAL TO PROVIDE A CONSISTENT ARCHITECTURAL FORM ALONG THE STREET AND NOT ERODE THE STREET WALL.
- CH-CS2.I: STREETScape COMPATIBILITY, DC2.C.1: VISUAL DEPTH & INTEREST**
- ROOF DECK PARAPETS ARE HELD BACK FROM THE WEST FAÇADE TO FURTHER REDUCE THE IMPACT OF THIS REQUEST.
- DC2.A.2: REDUCING PERCEIVED MASS**
- OVERALL HEIGHT OF BUILDINGS (DEPARTURE AREA INCLUDED) IS BELOW THAT OF NEIGHBORING BUILDINGS TO THE NORTH AND SOUTH. THE PROPOSED HEIGHT IS IN KEEPING WITH EXISTING CONTEXT.
- CH-CS2.II: HEIGHT, BULK AND SCALE COMPATIBILITY, CS2.A.2:ARCHITECTURAL PRESENCE**

2 DEPARTURE:
SMC 23.45.518.F - STRUCTURE SEPARATION W/ DRIVEWAY
REQUIRED:

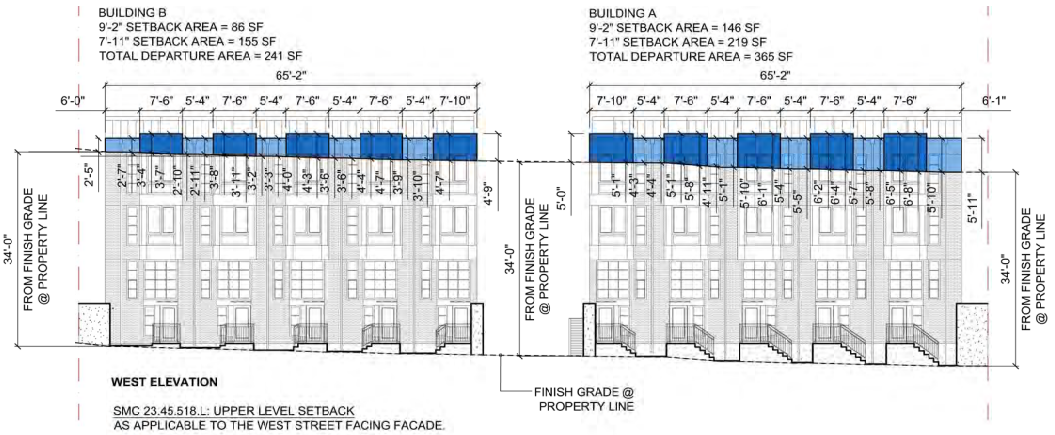
16' - 0" PRIMARY STRUCTURE SEPARATION IF AT LEAST 8' - 0" ABOVE GRADE.
22' - 0" PRIMARY STRUCTURE SEPARATION UP TO 8' - 0" ABOVE GRADE (COMPLIANT)

PROPOSED:

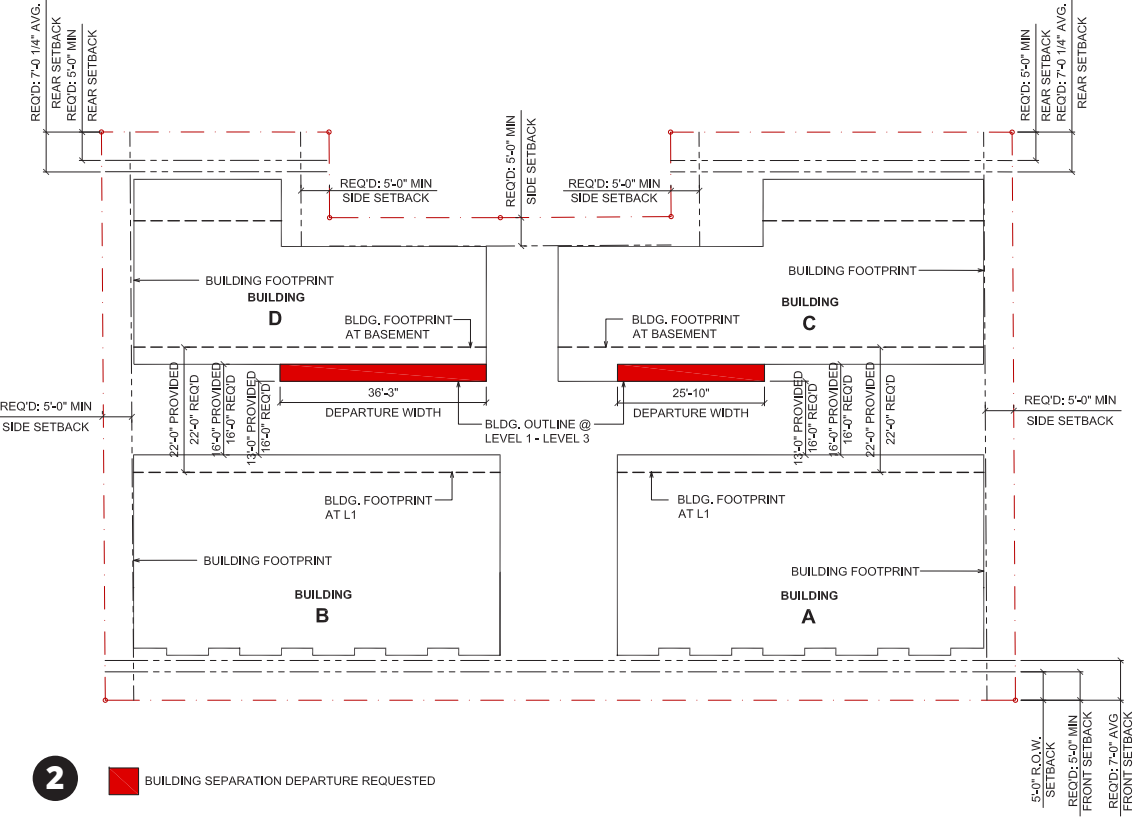
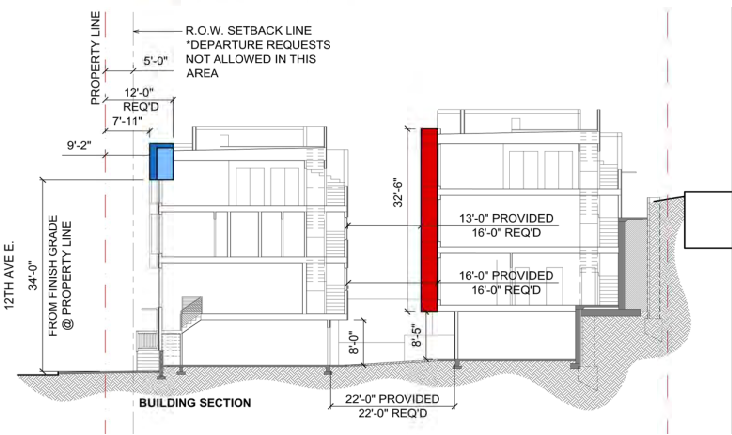
BUILDING C: 13' - 0" SEPARATION AT 8' - 0" ABOVE GRADE FOR 25' - 10" OF FAÇADE LENGTH
BUILDING D: 13' - 0" SEPARATION AT 8' - 0" ABOVE GRADE FOR 36' - 3" OF FAÇADE LENGTH
(NO DEPARTURE REQUIRED FOR BUILDING A OR B OR UP TO 8' - 0" ABOVE GRADE)

JUSTIFICATION:

- INCREASED BUILDING SEPARATION 6' - 0" BETWEEN UNITS AT THE NORTH AND SOUTH. INCREASED BUILDING SEPARATION 3' - 0" BETWEEN CENTRALLY LOCATED UNITS. ELIMINATED DEPARTURE REQUEST AT 15 OF 19 UNITS FACING THE COURTYARD. BUILDINGS A AND B ARE NOW COMPLIANT.
- AT BUILDINGS A & B EXTERIOR ROOF ACCESS HAS BEEN RELOCATED TO FACE THE COURTYARD. LOWERED, STEPPING PARAPET/GUARDRAILS REDUCES THE IMPACT OF THIS REQUEST AND ALLOWS MORE LIGHT INTO COURTYARD.
- AT BUILDINGS C & D ROOF DECK PARAPETS ARE HELD BACK SO THE ROOF FORM CAN STEP DOWN TO FURTHER REDUCE THE IMPACT OF THIS REQUEST.
- DC2.A.2: REDUCING PERCEIVED MASS**
- AT BUILDINGS C & D, THE ROOF PARAPET IS LOWERED TO REDUCE THE IMPACT OF THIS REQUEST – ALLOWS MORE LIGHT INTO COURTYARD.
- CS1.B.2: DAYLIGHT AND SHADING**
- WINDOW LOCATIONS AND ARRANGEMENT OF USES FACING THE COURTYARD HAVE BEEN ORGANIZED TO MITIGATE PRIVACY ISSUES BETWEEN UNITS.
- DC1.A.4: VIEWS AND CONNECTIONS**



1 DEPARTURE REQUESTED
UPPER LEVEL SETBACK = 9'-2"
DEPARTURE REQUESTED
UPPER LEVEL SETBACK = 7'-11"



2 BUILDING SEPARATION DEPARTURE REQUESTED

3 DEPARTURE: SMC 23.45.527.B - FACADE LENGTH

REQUIRED:

DEPTH OF THE STRUCTURE WITHIN 15' OF LOT LINE SHALL NOT EXCEED 65% OF LOT DEPTH
NORTH + SOUTH: $100' - 1" \times 0.65 = 65' - 0"$ MAX
EAST: $60' - 0" \times 0.65 = 39' - 0"$ MAX

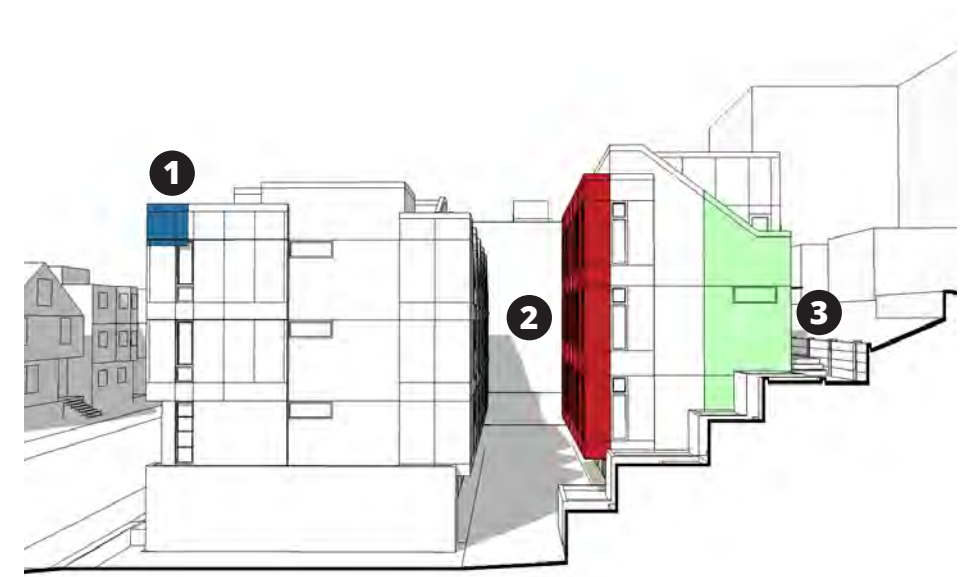
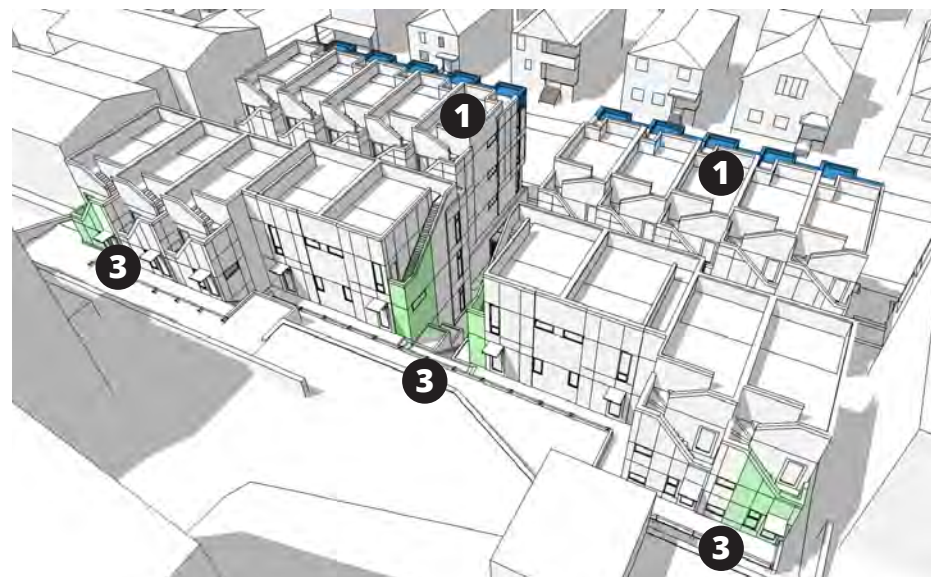
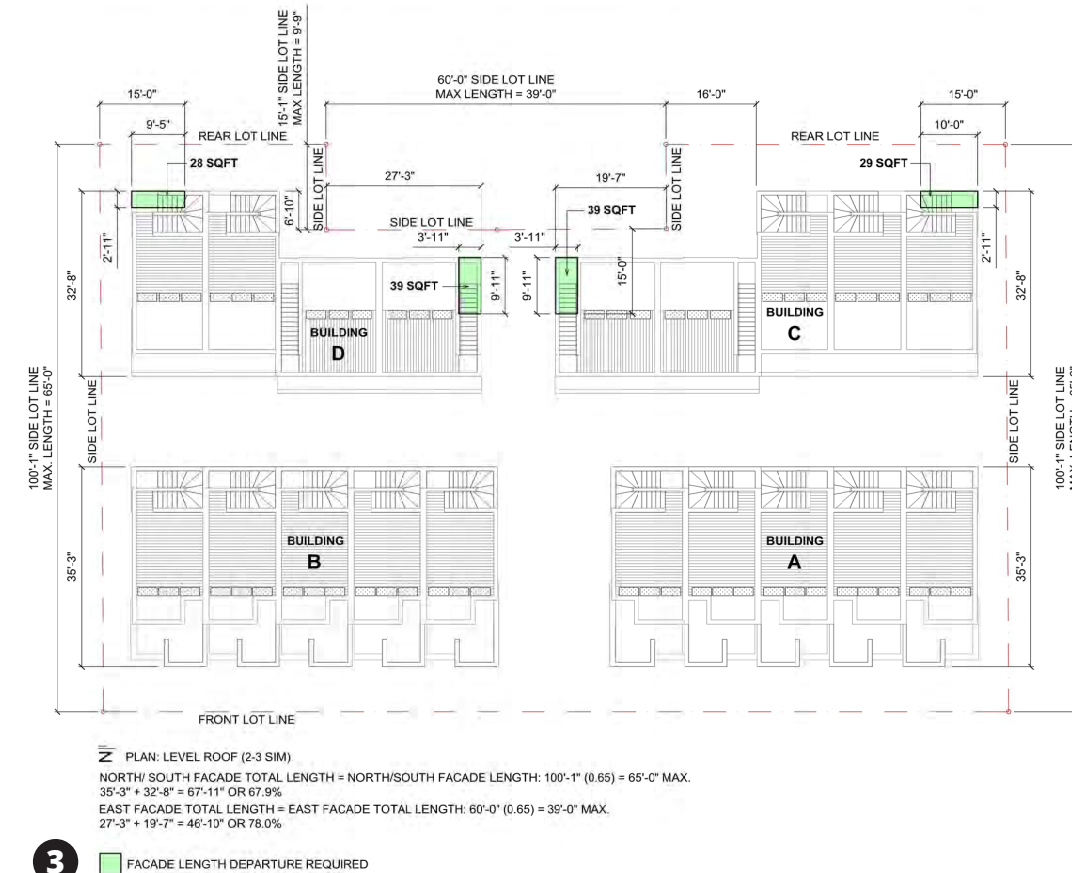
PROPOSED:

NORTH + SOUTH: 67.9% OR ADDITIONAL 2'-11"
EAST: 78.0% OR ADDITIONAL 7'-10".

JUSTIFICATION:

- THE UNIQUE PROPERTY SHAPE YIELDS AN INTERIOR SIDE LOT LINE WHERE THERE IS EXPERIENTIALLY A REAR LOT LINE. THE DEPARTURE REQUEST ALLOWS FOR AN EFFICIENT SITE DESIGN AND CONTRIBUTES TO THE COHESIVENESS ALONG THE ENTIRETY OF THE EAST EDGE.
- DC2.A.1: SITE CHARACTERISTICS AND USES, CS2.B.1: SITE CHARACTERISTICS**
- EVEN THOUGH REAR SETBACKS HAVE BEEN REDUCED TO INCREASE BUILDING SEPARATION AT THE COURTYARD, THIS DEPARTURE REQUEST HAS NOT SIGNIFICANTLY CHANGED, AND THE PROPOSED SETBACK STILL EXCEEDS THE MINIMUM REQUIRED. THE EXPERIENCE ALONG THE EAST EDGE HAS BEEN FURTHER ENHANCED, IN ITS RELATIONSHIP TO GRADE, LANDSCAPING, MATERIALS AND OVERALL EXPERIENCE.
- CS2.D.5: RESPECT FOR ADJACENT SITES**
- PENTHOUSES HAVE BEEN ELIMINATED AND REPLACED WITH LOWERED PARAPET/GUARDRAILS AT EXTERIOR ROOF ACCESS, SIGNIFICANTLY REDUCING THE HEIGHT AND BULK IMPACTS OF THIS REQUEST. EXPERIENTIALLY THESE UNITS LOOK LIKE A STORY AND A HALF ABOVE GRADE, PREVIOUSLY THEY APPEARED TO BE THREE STORIES WITH PENTHOUSES.

DC2.A.2: REDUCING PERCEIVED MASS, CH-CS2.II: HEIGHT, BULK AND SCALE COMPATIBILITY



DEVELOPER RECENT WORK



DEVELOPER WITH SHW



SHW RECENT WORK



