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C O N E ARCHITECTURE



VICINITY MAP

EXISTING SITE

The project site (APN: 3025049011) is located on 5th Ave N between Lee Street to the north and Highland Drive to the south. Opposite the project site on 5th Ave N is a four-story apartment building and Bhy Kracke Park. Immediately to the north of the project is a 1940's apartment building that is three and a half stories tall and to the south is a late 1950's apartment building that is two stories tall. To the immediate east is another apartment building, completed in the 1950's that is also two stories tall. The site slopes down from west to east with approximately 20-feet of grade change. Currently, there is (1) single family residence on the site that is two stories high with a basement, with surface parking at the rear of the site, accessed through an existing easement on the neighboring property to the north. The subject parcel is mapped Steep Slope on the east side of the site and has been granted an ECA Exemption as of December 29, 2016.

ZONING AND OVERLAY DESIGNATION

The project parcel is zone LR3 and is located on the east side of the Queen Anne neighborhood. Lowrise zoning continues south along 5th Ave N until it reaches the Uptown Urban Center and transitions to Neighborhood Commercial zoning. Low-rise zoning also continues to the east down the hillside to Aurora Ave N. One block west of the site the zoning transitions to Single Family. The site is located eight blocks east of the Upper Queen Anne Residential Urban Village, home to restaurants, cafes, grocery stores, small commercial business and churches, among other amenities and one and a half blocks north of the Uptown Urban Center. At the project parcel 5th Ave N is categorized as an Access Street and connects to Mercer Street. Buses 3, 4 and 82 are located one block east and travel along Taylor Ave, with a northbound bus stop located one block south and one block east, and a southbound stop located directly across the street. The frequency of the bus routes makes the site eligible for a 50% reduction in parking under the SDCI's definition of Frequent Transit. Two parking spaces are required to be provided and two enclosed parking spaces are proposed.

DEVELOPMENT OBJECTIVES

The project proposes the construction of (2) new multi-family residential buildings containing a total of (5) townhouses with (2) attached garages. The existing single family residence on the parcel will be demolished. The proposed townhouses promote thoughtful density in Seattle while responding to the existing character and scale of the neighborhood. The proposed units, due to their proximity to the Upper Queen Anne Residential Urban Village and the Uptown Urban Center are prime for denser development.

NEIGHBORHOOD CUES

This east side of this portion of 5th Ave N, between Lee Street and Highland Drive, has a very strong multifamily block face. This project proposes to continue this street edge by presenting a scale, proportion and texture similar to the existing neighbors, especially the 1940's brick apartments to the North. The location of the project site on the east side of Queen Anne, approximately halfway down the hill as it falls from Queen Anne Ave N toward Lake Union, positions the project to captures views primarily to the south and east. 180 degree views of Lake Union, from Gas Works to South Lake Union and across to the Eastlake and Capitol Hill neighborhoods will be visible to the east, along with views of downtown and the Space Needle to the south/ southwest. The project is across the street from Bhy Kracke Park, about a 10 minute walk from the commercial activities on Mercer and less than one mile from Lower Queen Anne and the Seattle Center. The proximity to stops for Buses 3 and 4 put the Seattle Center, Downtown Seattle, First Hill, Madrona and Judkins Park within easy reach by one bus. A guick transfer to the Light Rail downtown makes south Seattle and the airport easily accessible.



O SITE LOCATION

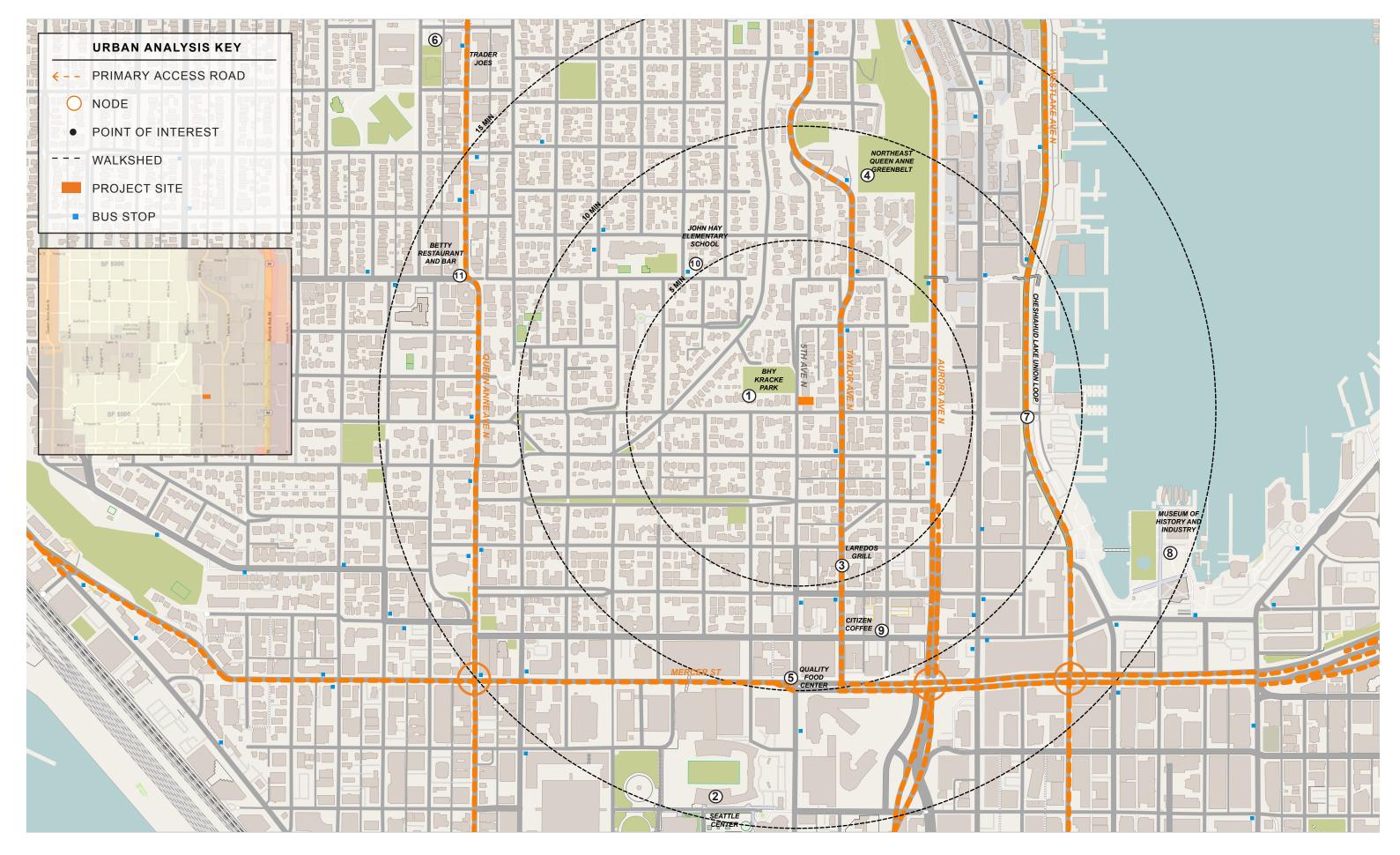
1202 5th Ave N Seattle, WA, 98109

PROJECT PROGRAM

Site Area: 5,667 SF Number of Residential Units: 5 Number of Parking Stalls: 2 Approx. FAR (Overall) = 7360 SF Approx. FAR Per Unit = 1472 SF (AVG)

ADJUSTMENTS REQUESTED

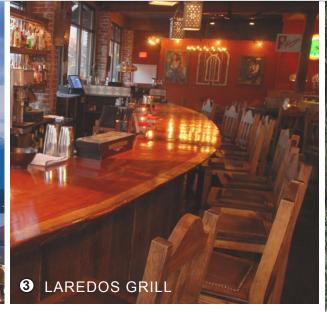
33.75% reduction of the required minimum front setback



C O N E ARCHITECTURE











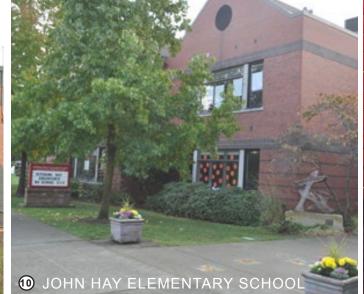












5TH AVE N TOWNHOMES #3026570





STREET LOOKING EAST (A)



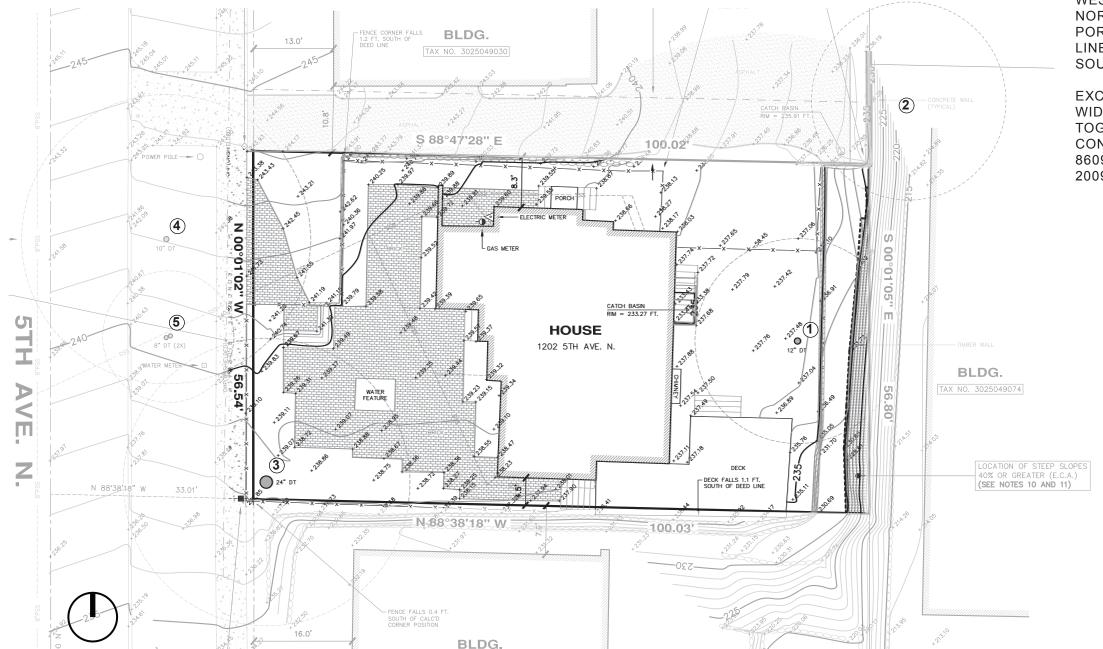
STREET LOOKING WEST (B)

EXISTING SITE CONDITIONS

As stated previously, the project site is located on 5th Ave N between Lee St to the north and Highland Drive to the south. The subject parcel is 5,667 SF and measures roughly 56'-6" wide by 100'-2" deep. Immediately to the north of the project is the Lakecrest Apartments, a 4-story, 15-unit apartment building built in 1948 and to the south is a 2-story, 5-unit apartment building built in 1958. The project site is zoned LR3.

The site slopes down from west to east, with an overall grade change of approximately 20 feet. A concrete retaining wall exists on the east side of the site, approximately 7-feet from the property line. The City of Seattle has mapped the subject parcel as Steep Slope. The survey indicates that the top of the steep slope is located between 7 and 3-feet from the retaining wall and continues to the neighboring property. A geotechnical engineering study indicates that the slope is stable and an ECA Exemption was approved in December of 2016.

Currently there is (1) single-family home that is approximately 2,500 SF and surface parking for (1) vehicle at the east side of the site. The topography of the site provides good solar exposure as well as excellent views to the west toward Lake Union and the south to Downtown Seattle and the Space Needle.



LEGAL DESCRIPTION

THAT PORTION OF GOVERNMENT LOT 5, SEC. 30, T. 25 N., R. 4 E., W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH BOUNDARY LINE OF THAT CERTAIN TRACT OF LAND DEEDED TO IOLA J. HERRON ON AUGUST 29, 1902 UNDER RECORDING NO. 240359, 156 FT. WESTERLY FROM INTERSECTION OF SAID SOUTH LINE WITH WESTERLY LINE OF TAYLOR AVE. AS ESTABLISHED BY ORDINANCE NO. 7150 OF CITY OF SEATTLE; THENCE NORTHERLY ALONG LINE PARALLEL TO AND 156 FT. WESTERLY FROM WESTERLY LINE OF TAYLOR AVE. TO A POINT 200 FT. SOUTHERLY, MEASURED ALONG SAID PARALLEL LINE FROM NORTHERLY BOUNDARY LINE OF SAID HERRON TRACT; THENCE WESTERLY PARALLEL TO AND 200 FT. SOUTHERLY FROM THE NORTHERLY LINE OF SAID HERRON TRACT 133 FT. TO THE WESTERLY PORTION THEREOF; THENCE SOUTHERLY ALONG SAID WESTERLY LINE TO THE S.W. CORNER THEROF; THENCE EASTERLY ALONG THE SOUTHERLY LINE TO THE POINT OF BEGINNING;

EXCEPT THAT PORTION THEREOF DEEDED TO THE CITY FOR WIDENING OF 5TH AVE.; EXCEPT THE SOUTHERLY 50 FT. THEREOF. TOGETHER WITH AN EASEMENT FOR INGRESS AND EGRESS AS CONTAINED IN INSTRUMENT RECORDED UNDER RECORDING NO. 8609030828. (AS PER DEED RECORDED UNDER KING CO. REC. NO. 20091222000846)

ARBORIST REPORT

- 1) Prunus americana, American Plum:
 - 13" DBH, 24' Tall, 30' Drip Line
 - Not Exceptional except in grove.
- 2) Ilex aquifolium, Holly, Common Holly, English Holly:
 - 6" DBH, 30' Tall, 12' Drip Line
 - NOT Exceptional. (Invasive species / noxious weed)
- 3) Acer platanoides, Norway maple:
 - 24" DBH, 34' Tall, 36' Drip Line
 - Not Exceptional (30" Trunk Diameter Threshold)
- 4) Crataegus monogyna, Common Hawthorn:
 - 13" DBH, 30" Tall, 30" Drip Line
 - Not Exceptional (16" Trunk Diameter Threshold)
- 5) Prunus emarginata, Bitter Cherry:
 - 13" DBH, 12' Tall, 18' Drip Line
 - Not Exceptional except in grove.

For Arborist Tree Risk Assessment, please reference report from 10.27.2016 by Steve Cushing.

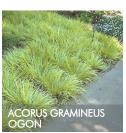
SITE PLANNING + LANDSCAPE APPROACH

The five proposed units are arranged in two clusters; two units face the street and three are located at the rear of the site. The curb cut and driveway are located along the south edge of the site with two garages sharing an autocourt at the center of the site between the two buildings. Designated pedestrian pathways are located at the north and south edge of the site for access to Units 3, 4, and 5. Access to Unit 5 is shared with the driveway but differentiated by a change in paving material. A generous front setback allows for robust planting and landscape and the rear and south yard will be landscaped to the maximum extent allowed adjacent to the top of a steep slope.



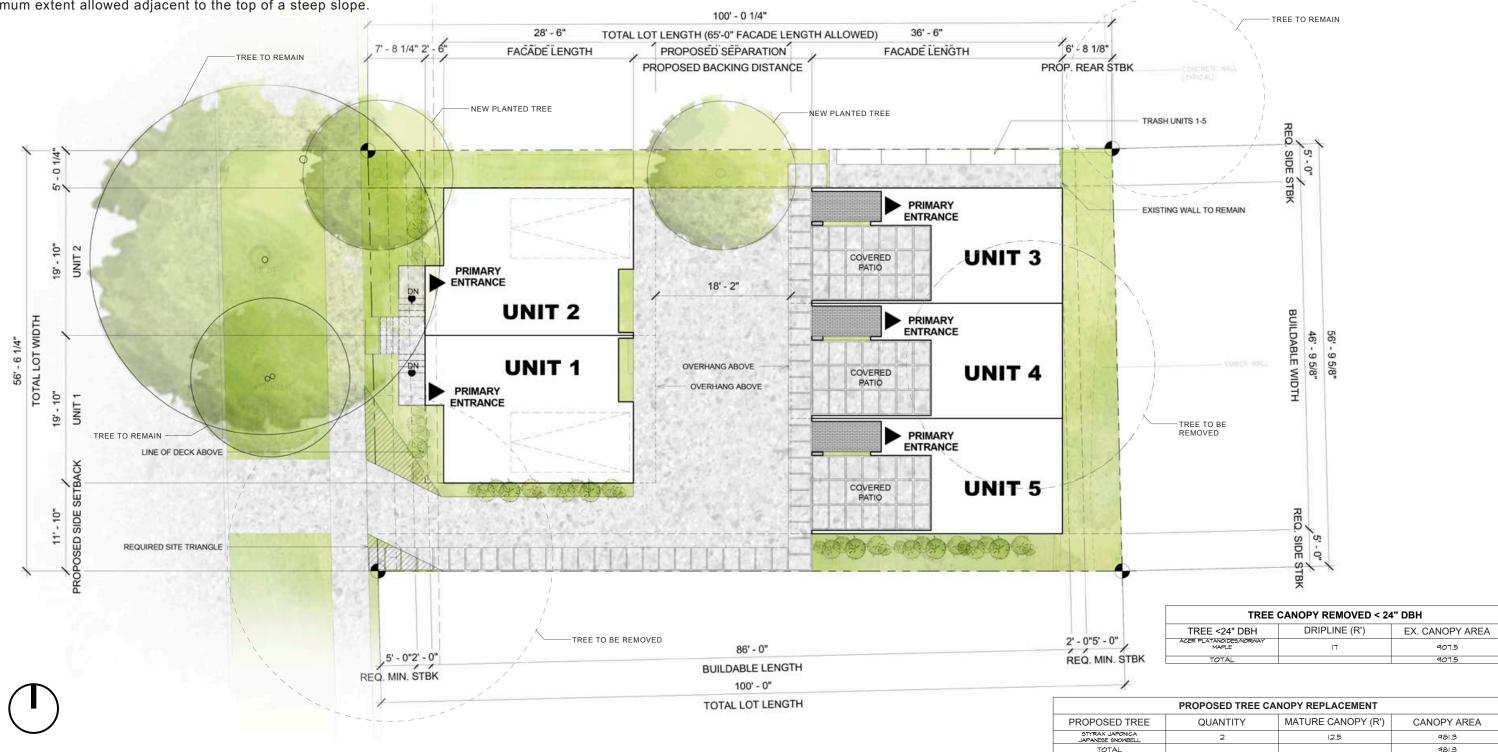












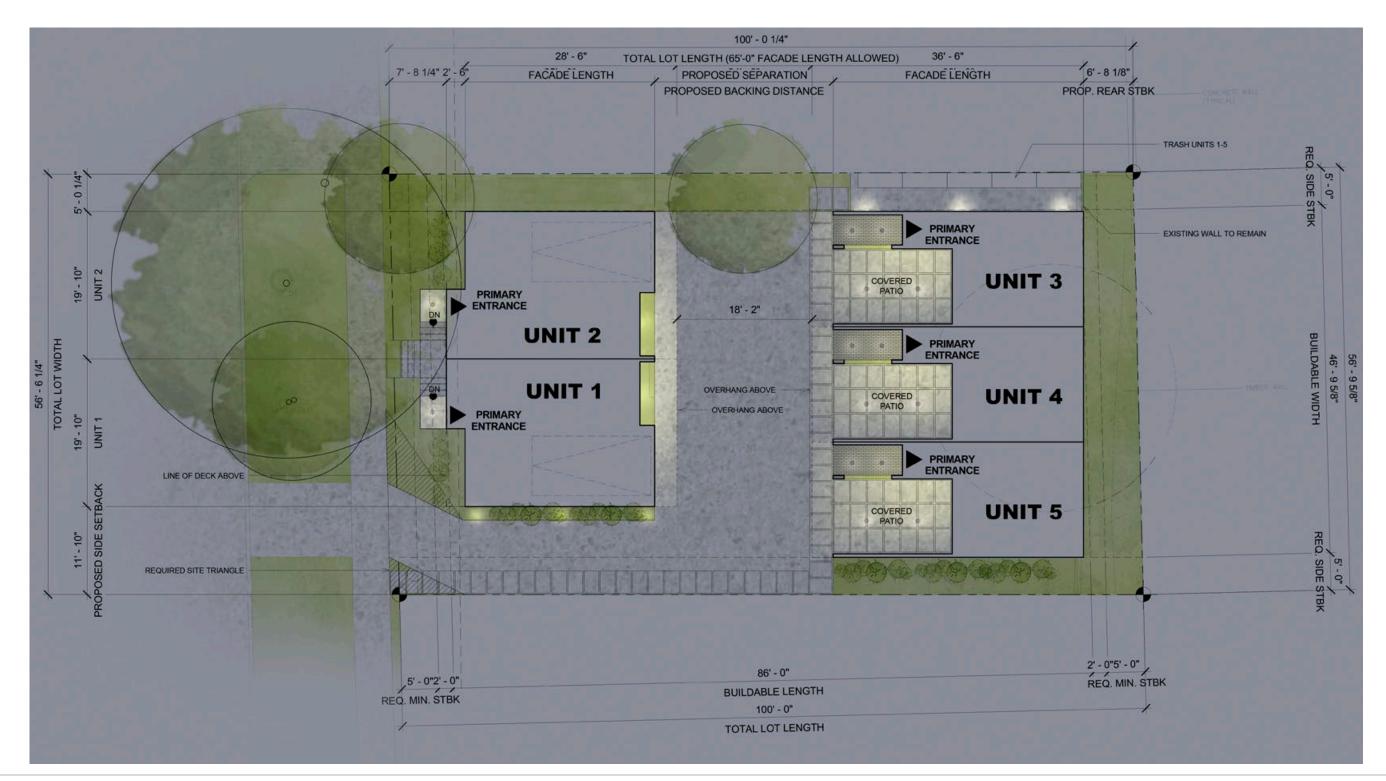




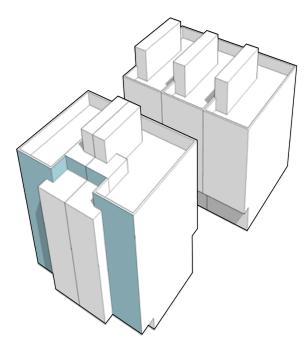


PROPOSED LIGHTING PLAN

The lighting concept is intended to provide safety for pedestrians and vehicles, facilitate easy wayfinding for both residents and visitors, and enhance the form and features of the buildings. Primary lighting will be provided at all unit entries, garage entries, and along common walkways. Soffited lighting will be provided in the upper level cantilevers and at the garages of Unit 1 and Unit 2.



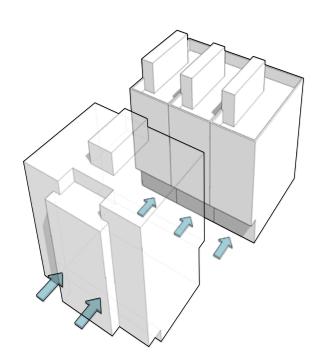




MODULATION

Modulation is created at the front facade by pushing a vertical portion of the away from the street lot line. The modulation is intended to break down the massing of the structure and offer more space for landscape at the edge of the sidewalk

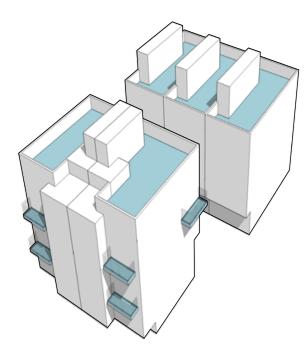
DC4-D, DC2-A, DC2-B



ENTRY POINTS

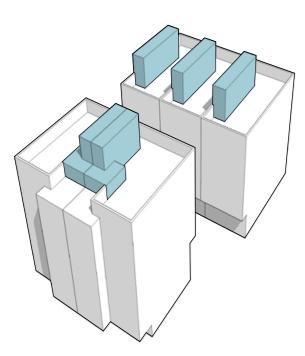
Entries to the street-facing units are elevated from the street and separated to create a sense of individuality. Entries to the rear units are oriented toward the street and covered to help guide pedestrians to the unit entries and provide protection from the weather.

PL2-D, PL3-A, DC2-B



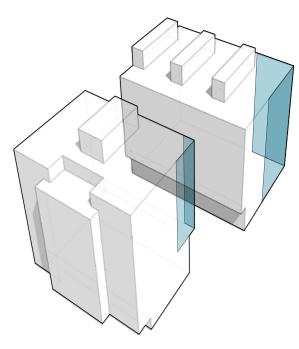
OPEN SPACE

Balconies and roof decks have been designed to provide an abundance of amenity spaces strengthen the relationship between the unit interiors and the street and add visual interest to the street-facing facade. DC3-A, DC2-C-A, PL1-A



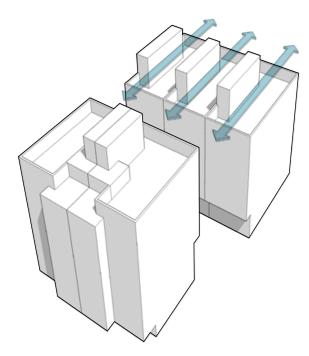
PENTHOUSES

Each unit has penthouse access to a roof deck. Where possible the penthouse are located centrally, and paired together to minimize their visibility from the street, cast minimal shadows on neighboring properties and obstruct views as little as possible. CS2-D, CS2-B



GLAZING

The glazing strategy has been oriented to capture views and provide privacy from the existing neighboring structures. CS2-D, DC2-C, DC2-E



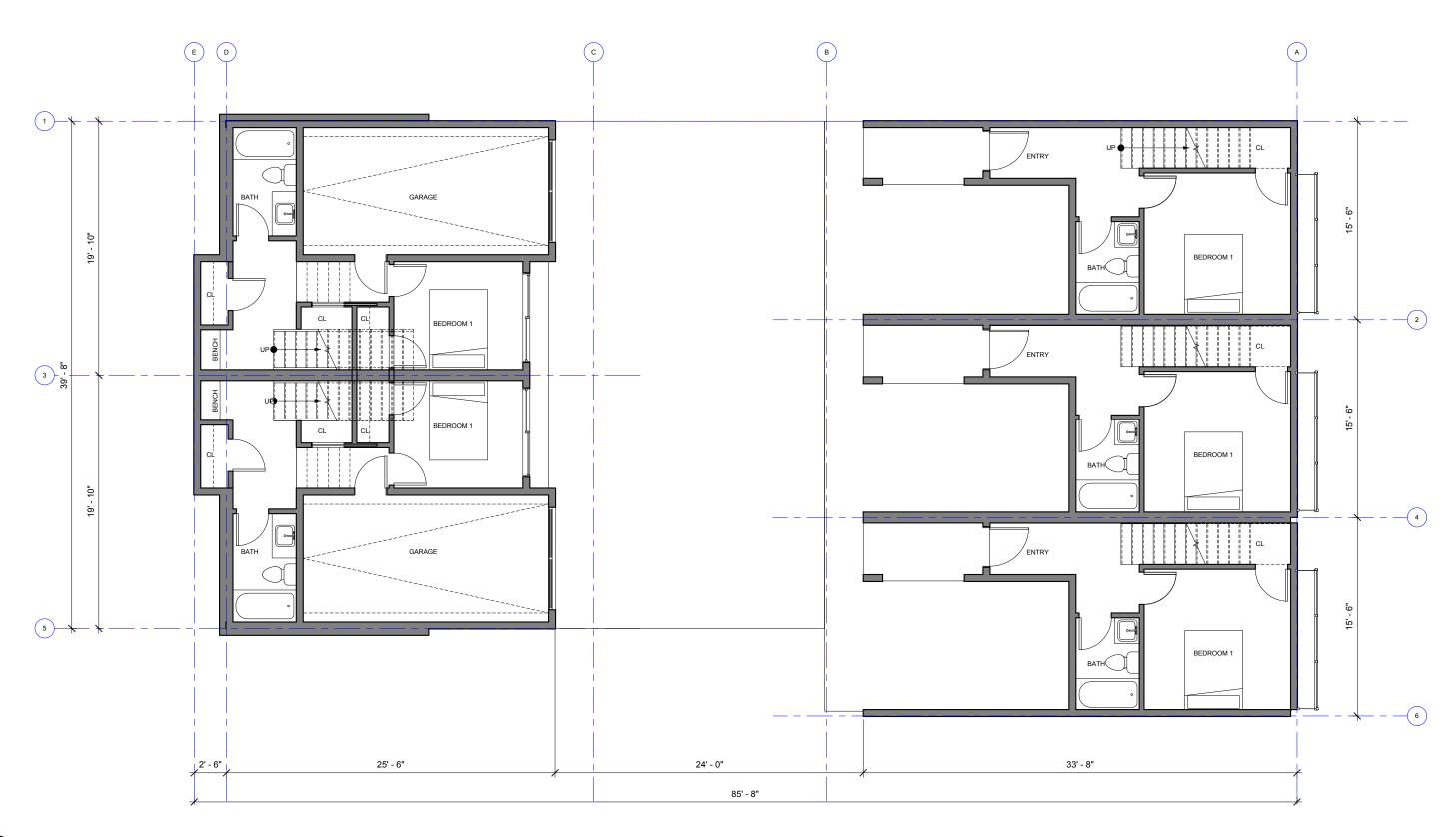
SITING

Both structures are positioned to take advantage of the existing topography. Units 3-5 are lowered to allow adjacent structures to maintain views to the greatest extent possible.

CS2-B, CS2-C, CS2-D, CS3-A

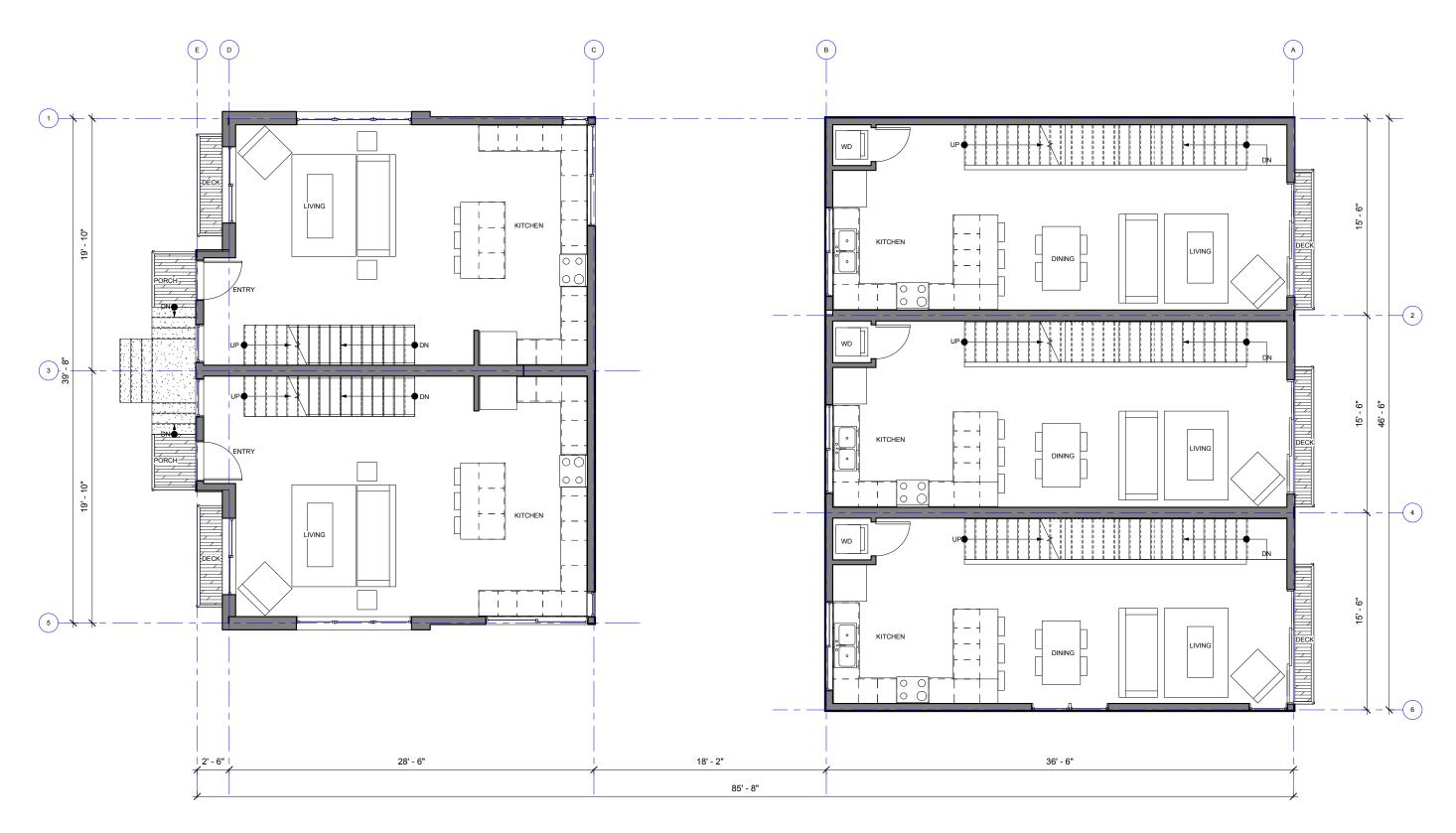
GUIDELINE	DESCRIPTION	SUB-GUIDELINE	NOTES	EARLY RESPONSE
CS1. Natural Systems and Site Features	Use natural systems and features of the site and its surroundings as a starting point for project design.	C. Topography	CS1.C.1. Land Form: Use the natural topography and/or otherfeatures to inform the project design. CS2.C.2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site	The driveway and pedestrian pathways follow the topography of the site, falling as you enter from west to east. The two buildings take advantage of the change in topography, providing nearly unobstructed views from the roof decks of all units and helping to preserve the views from neighboring apartments.
CS2. Urban Pattern and Form	Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.	C. Relationship to the Block D. Height, Bulk, and Scale	CS2.C.2. Mid-Block Sites:Continue a strong street edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. CS2.D.2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties	The front setback of the proposed building is increased to better align with the neighboring buildings on the site. The volume, massing and character is informed by the prominent apartment buildings to the north and south, continuing the existing strong street edge.
CS3. Architectural Context and Character	Contribute to the architectural character of the neighborhood.	A. Emphasizing Positive Neighborhood Attributes	CS3.A.1 Fitting Old and New Together: Create compatibility between new projects; and existing architectural context CS3.A.2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms	The facade design of the street facing elevation is inspired by the existing single family residence on the site, referencing the use of red brick. Additionally, the neighboring structures on the parcels to the north and south of the subject site feature brick and lap siding.
PL3. Street Level Interaction	Encourage human interaction and activity at the street-level with clear connections to building entries and edges.	A. Entries	PL3.A.1.d. 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 to a sense of identity, opportunity for personalization, offer privacy and emphasize personal safety and security for building occupants.	The street facing units have separate entries to create an individual sense of identity and offer privacy to each unit. The northeast unit is accessed by a private pathway and the southeast units share a pathway to their entries, all of which are protected from the weather by an overhang at level 2. Cedar soffits are utilized at the entries of Units 3-5 to create a feeling of warmth, with red brick pavers to relate to materials used at Units 1-2 and the existing single family residence. Signage and landscaping further clarify the entry sequences.
DC1. Project Uses and Activities	Optimize the arrangement of uses and activities on site.	B. Vehicular Access and Circulation	DC1.B.1.b. Where driveways and curb cuts are unavoidable, minimize the number and width as much as possible DC1.C.4 Where service facilities abut pedestrian areas or the perimeter of the property, maintain an attractive edge through screening, plantings, or other design treatments.	One 10-foot wide curb cut is proposed at the south side of the site to avoid the existing power pole to the north and create an even rhythm facing the street between the two existing neighboring structures. Low landscaping elements are proposed where possible near the driveway to minimize visual impact from the street. Solid waste and recycling storage area is proposed at the northeast corner of the site, away from pedestrian activity and out of view from the street. The proposed location is adjacent to the storage area for the neighboring parcel so as not to disrupt the flow of functions between the new and existing structures.
DC2. Architectural Concept	that will result in a unified and	B. Architectural and Facade Composition C. Secondary Architectural Features D. Scale and Texture	DC2.B.1. Facade Composition: Design all building facadesconsidering the composition and architectural expression of the building as a whole. DC2.C.3. Fit with Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.	The two buildings are designed cohesively, sharing materials and architectural features, in consideration of their visibility from multiple locations. High-quality materials along the street elevation are continued around building corners and are reintroduced at the entries of the rear units to enhance the pedestrian experience. The composition of the street elevation uses design elements from its neighbors to create a contemporary but cohesive continuation of the existing street face.
DC4. Exterior Elements and Materials	Use appropriate and high quality elements and finishes for the building and its open spaces.	A. Exterior Elements and Finishes D. Trees, Landscape and Hardscape Materials	DC4.A.1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. DC4.D.1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.	Durable, high quality materials, such as brick, board and batten, and lap siding will be the primary exterior materials. These materials are weather appropriate for Seattle and easy to maintain. Concrete and open metal railings add visual interest and texture to the material palette. Native and drought-resistant plantings will be used throughout the site, in conjunction with pavers other textural elements.

5TH AVE N TOWNHOMES #3026570





FIRST FLOOR PLANS

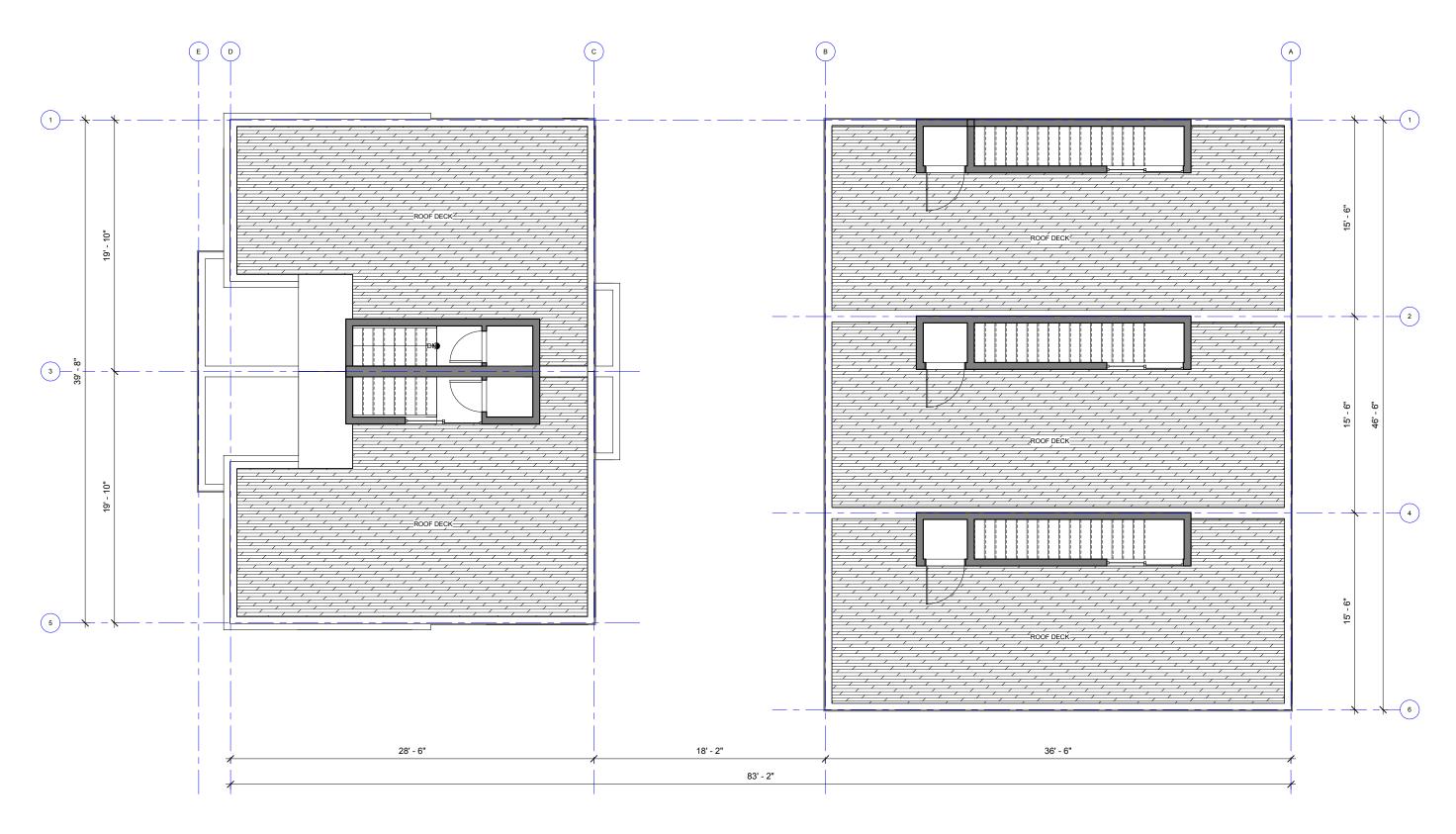








THIRD FLOOR PLANS

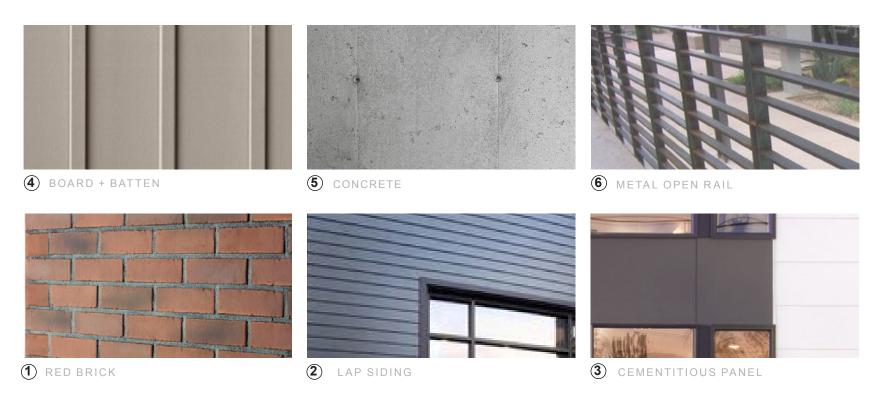


ROOF PLANS





NORTH ELEVATION SOUTH ELEVATION





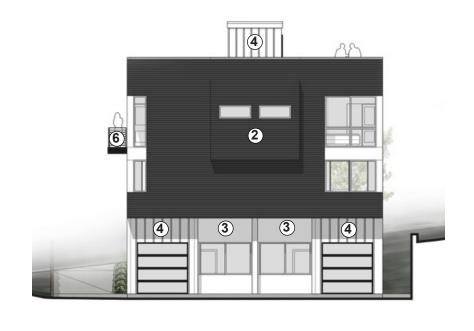
C O N E ARCHITECTURE







WEST ELEVATION (COURTYARD)



EAST ELEVATION (COURTYARD)



COVERED PATIO - PRECEDENT



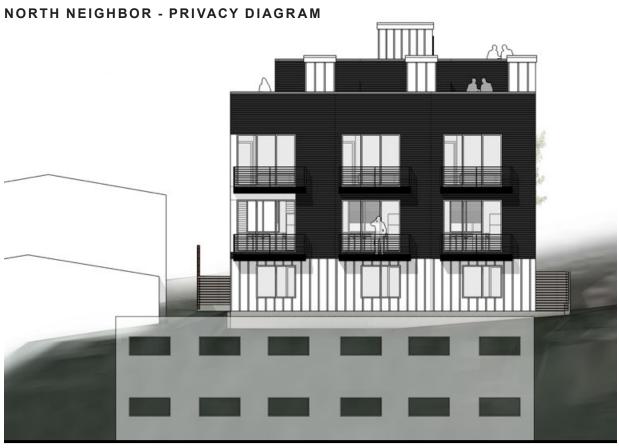
COVERED PATIO - PRECEDENT

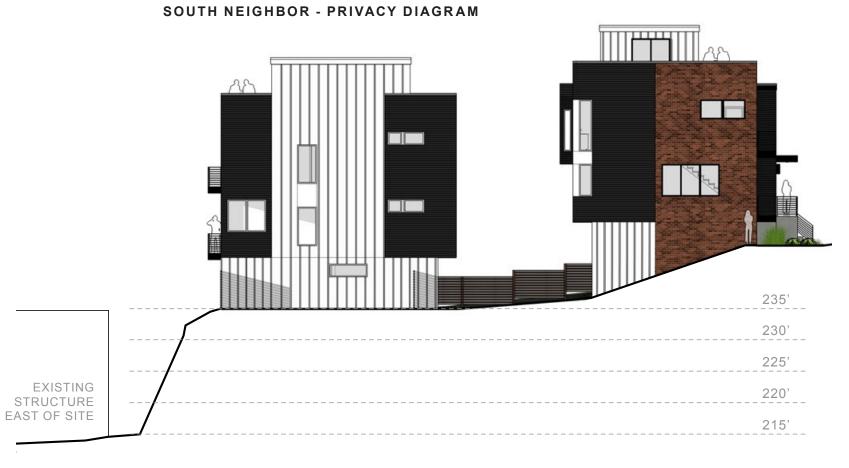


CONCEPT RENDERING









SITE SECTION - EAST NEIGHBOR

EAST NEIGHBOR - PRIVACY DIAGRAM

GUIDELINE RATIONALE CS1. Natural Systems and Site Features CS1.C.2. Elevation Changes:... Units 1 and 2 step down to the east to relate to the existing Consider "stepping up or down" topography. The proposed floor elevations place the living level of the units approximately 5-feet above the existing hillsides to accommodate significant changes in elevation. grade at the street lot line. The project is proposing steps and porches at the entries for Units 1 and 2 that are greater than 48" in some areas within the required 5'-0" minimum setback to allow the building to relate to the existing topography. Additionally, the project proposes to reinforce and reuse an existing site wall below units 3-5. While the project is proposing to use an existing site feature, the location of the existing wall eliminates the option to move any of the units CS2. Urban Pattern and Form CS2.B.2. Connection to the Street: The project proposes to locate a portion of the front steps Identify opportunities for the project and entry porches within the minimum required setback and to make a strong connection to the proposed building location is approximately 7'-0" from the the street and carefully consider front property line, which is 2'-0" greater than the required how the building will interact with minimum. Additional modulation has been added to offer a

PL3. Street Level Interaction

building.

the public realm. Consider the

qualities and character of the streetscape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other

amenities) and its function (major

retail street or quieter residential street)—in siting and designing the

PL3.A.1: Design Objectives: (d) 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 to a sense of identity, opportunity for personalization, offer privacy, and emphasize personal safety and security for building occupants.

The elevated front porches and steps offer greater sense of privacy and security from the street, while providing an improved vantage point from inside the unit to allow the resident to have eyes on the street from the living level to improve safety at the street edge.

greater area for robust landscaping along the street lot line.

REQUESTED ADJUSTMENTS

SMC 23.45.518.A: REQUIRED SETBACKS IN LR ZONES

SETBACK TOWNHOUSE DEVELOPMENT FRONT 7' AVERAGE / 5' MINIMUM

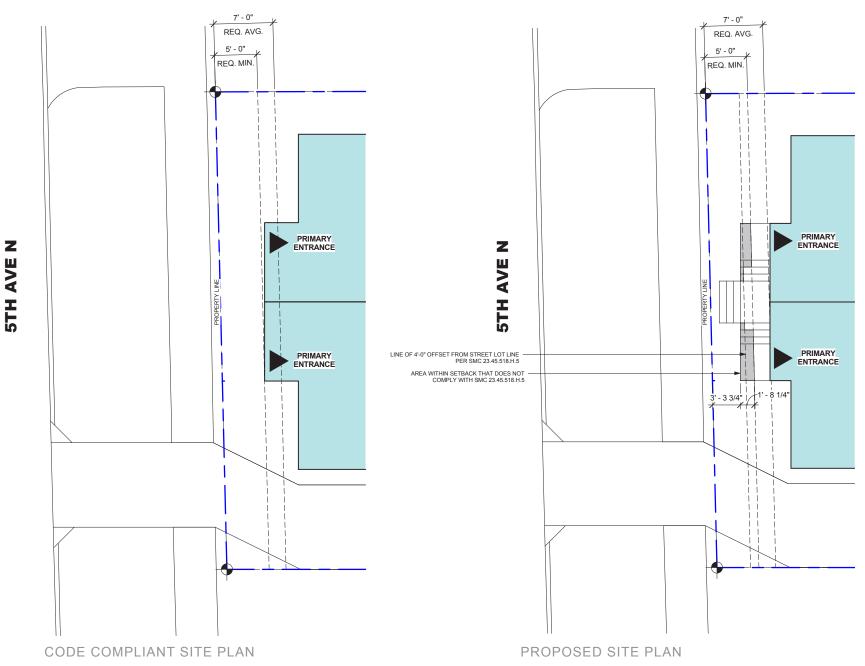
DESIGN PROPOSAL

SETBACK TOWNHOUSE DEVELOPMENT **FRONT** 7'-4" AVERAGE / 3'-3 3/4"' MINIMUM

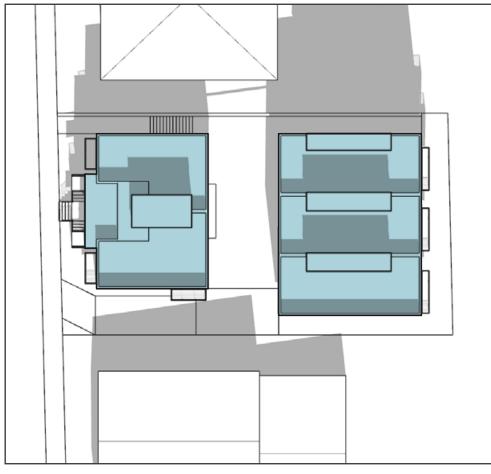
REQUESTED ADJUSTMENT:

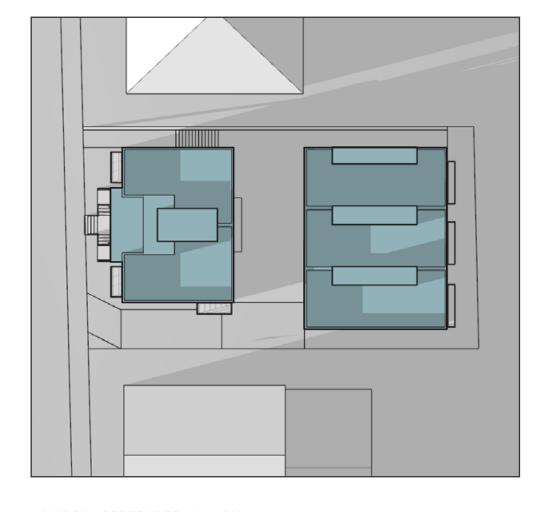
Requesting a 33.75% decrease to the required front setback from 5-'0" to 3'-3 3/4" to accommodate the entry porches and

To the left are the Design Guidelines this project is better able to address through the granting of this adjustment.

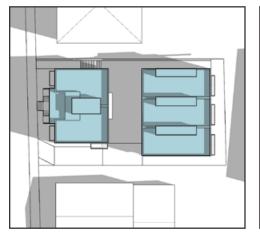


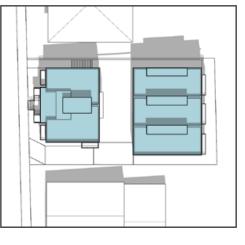


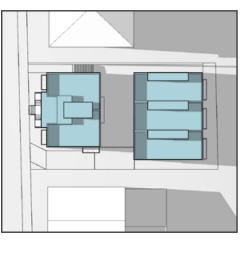


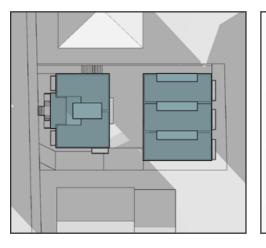


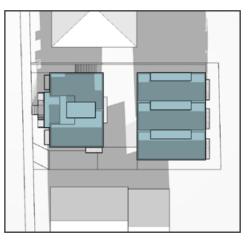
MARCH / SEPTEMBER 21, 9 AM MARCH / SEPTEMBER 21, 12 PM MARCH / SEPTEMBER 21, 5 PM

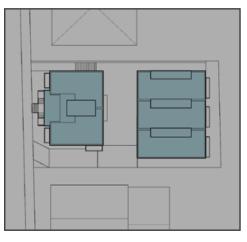


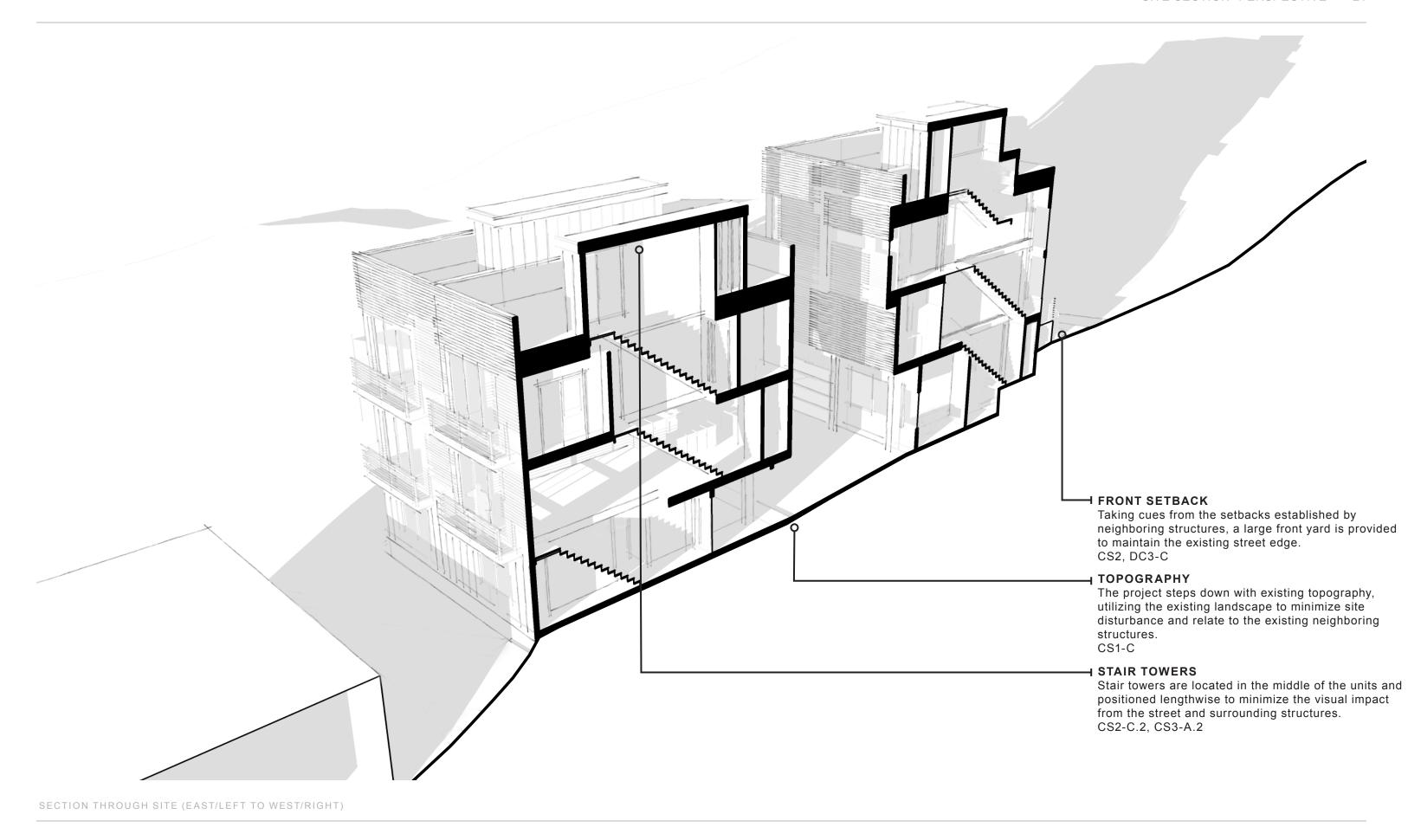














C O N E ARCHITECTURE



MASSING -

DC2-A

Parapets and solid planes step back from the street at the roof deck to reduce the massing at the street facing facade. Unit 1 and Unit 2 penthouses are grouped together and pushed east to minimize their appearance from the street.

HIGH QUALITY MATERIALS -

Red brick at the street facing facade references the design of the existing single family residence and relates to the brick in the building located on the neighboring parcels to the north and south.
CS3-A

ARCHITECTURAL FEATURES

Balconies are proposed on the east facade to provide additional outdoor space on levels 2 and 3, and break up the scale of the facade using horizontally oriented linear members.

GLAZING STRATEGY -

Glazing is maximized at street-facing facades and oriented toward views of Lake Union and downtown Seattle. Glazing is reduced along the north and south elevations to provide neighboring structures with privacy and minimize disruption. CS2-B

LANDSCAPING F

A greater setback at the street offers more space for robust landscaping to frame unit entries and provide a pleasant experience at the pedestrian level.

5TH AVE N TOWNHOMES #3026570



VIEW FROM NORTHEAST CORNER OF SITE



VIEW OF UNITS 4 & 5FROM NEIGHBORING APARTMENT BUILDING PARKING LOT



AERIAL PERSPECTIVE