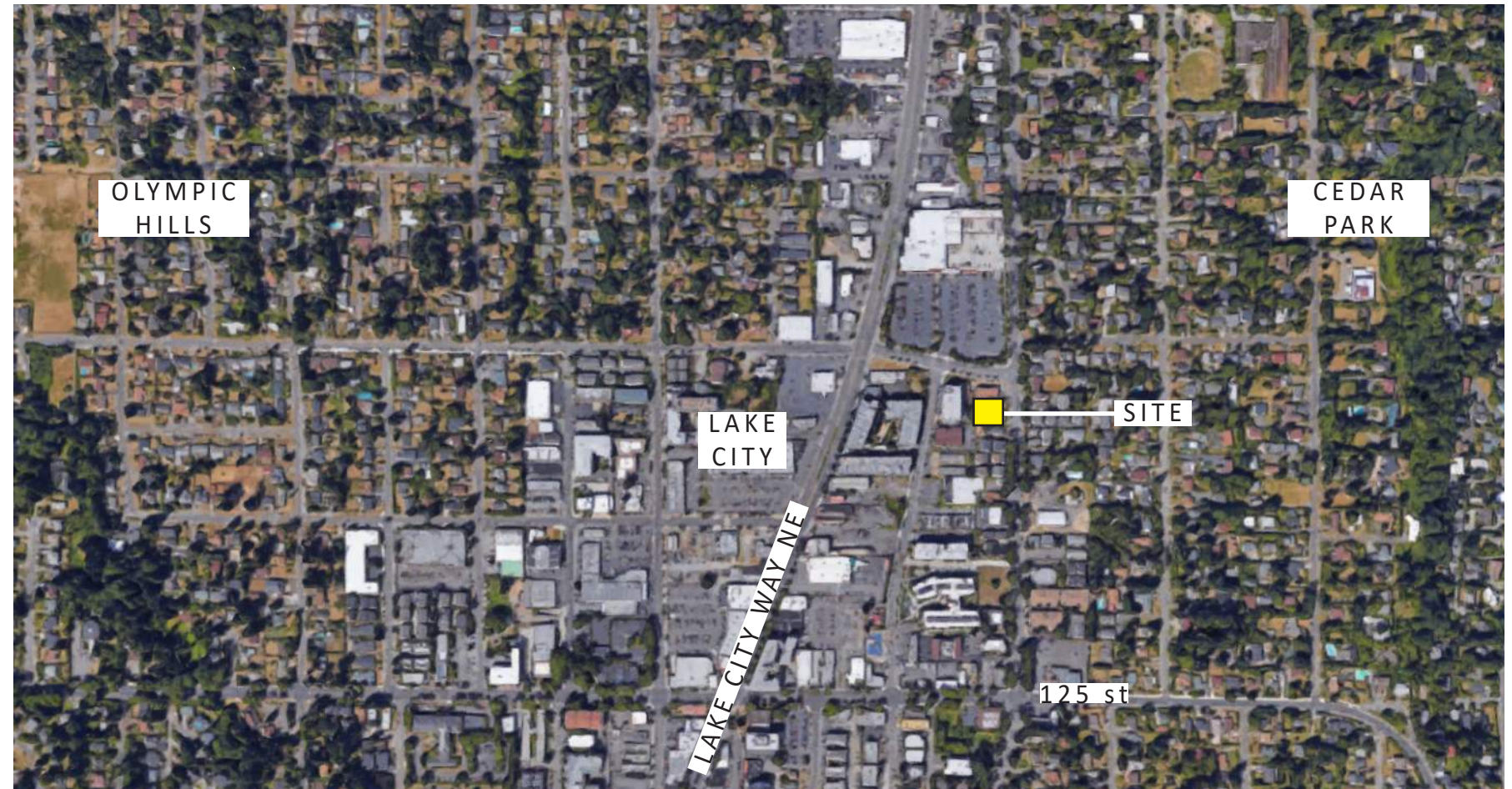






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PROJECT INFORMATION

ADDRESS:	12737 35th Ave NE Seattle 98125
DPD #:	3027214
OWNER:	Greenbuild Development LLC
APPLICANT:	Cleave Architecture and Design
CONTACT:	Justin Kliewer

PROJECT PROGRAM

LOT SIZE:	6750 sf
BUILDING TYPE:	Townhouses (1 Duplex, 1 Triplex)
APPROX FAR:	7158.12 sf (higher FAR of 1.2 used)
UNIT COUNT:	5
UNIT SIZES:	+/- 1600 sf gross each unit
ABOVE-GROUND STORIES:	3
PARKING STALLS:	5

PROJECT DESCRIPTION

The proposed project will demolish the existing structure and construct one duplex and one triplex townhouse with rooftop decks.

The project will achieve a 4-star Built Green certification to maximize allowable F.A.R.

HIGHEST PRIORITY DESIGN GUIDELINES

- CS1    C: TOPOGRAPHY**

The site slopes down to the west, away from 35th Ave NE. The triplex units will each step down with the grade. This stepping differentiates the two buildings and decreases the perceived building height.
- CS2    D: HEIGHT, BULK AND SCALE**

The triplex west facade adjacent to the parking area is visible from the neighboring apartment building, and should not present a blank facade. The composition and material variation scheme will continue on to the west facade.
- PL3    A: ENTRIES**

The front duplex entries are oriented towards the street to provide a visual connection to the street. The rear (west) triplex entries are oriented to the south pedestrian walkway, oriented to provide maximum light and open space on the south. The triplex entries have been recessed and the building has been shifted to the north to increase the distance between entries and the driveway and provide clearance pedestrian walkway differentiated from the driveway.
- PL3    B: RESIDENTIAL EDGES**

Vertical modulation of building massing and materials serve to highlight building entries. Large amounts of glazing enhance security by providing opportunities for “eyes on the street”.
- PL4    B: PLANNING AHEAD FOR BICYCLISTS**

The parking area has been shifted to the south to provide a bicycle storage location screened from the street.
- DC1    B: VEHICULAR ACCESS AND CIRCULATION**

**C: PARKING AND SERVICE USES**

The parking is located at the rear of the lot and accessed by the existing curb cut. This area is approximately 13’ below and 120’ away from the sidewalk. The triplex unit has been shifted north to allow additional space between the unit entries and the driveway,

- to enhance the pedestrian experience. The parking has also been shifted south to provide a screen trash and bicycle storage area. While this means one vehicle parking space is within the site line of the street, the review team believed teh distance and grade difference provided adequate screening.
- DC2    A: Massing**

**B: Architectural and Facade Composition**

**C: Secondary Architectural Features**

**D: Scale and Texture**

The building massing steps down in response to the site conditions and includes recessed entries to provide fluctuation in the perceived mass as well as highlight the entries. Metal railing a the building corners further breaks down the street facing facade.
- DC4    A: EXTERIOR ELEMENTS AND FINISHES**

Treatment of the proposed facades consists of 3 colors per building (one light and one dark, with a vibrant accent) and wood. The contrasting scale of the wood boards and the Hardie plank and panel (or similar) siding provides visual interest. The wood siding is used on all facades to indicate unit entries, and to provide additional texture and composition to the west facade visible from the adjacent apartment building.
- DC4    B: SIGNAGE**

**C: LIGHTING**

**D: TREES, LANDSCAPE, AND HARDSCAPE MATERIALS**

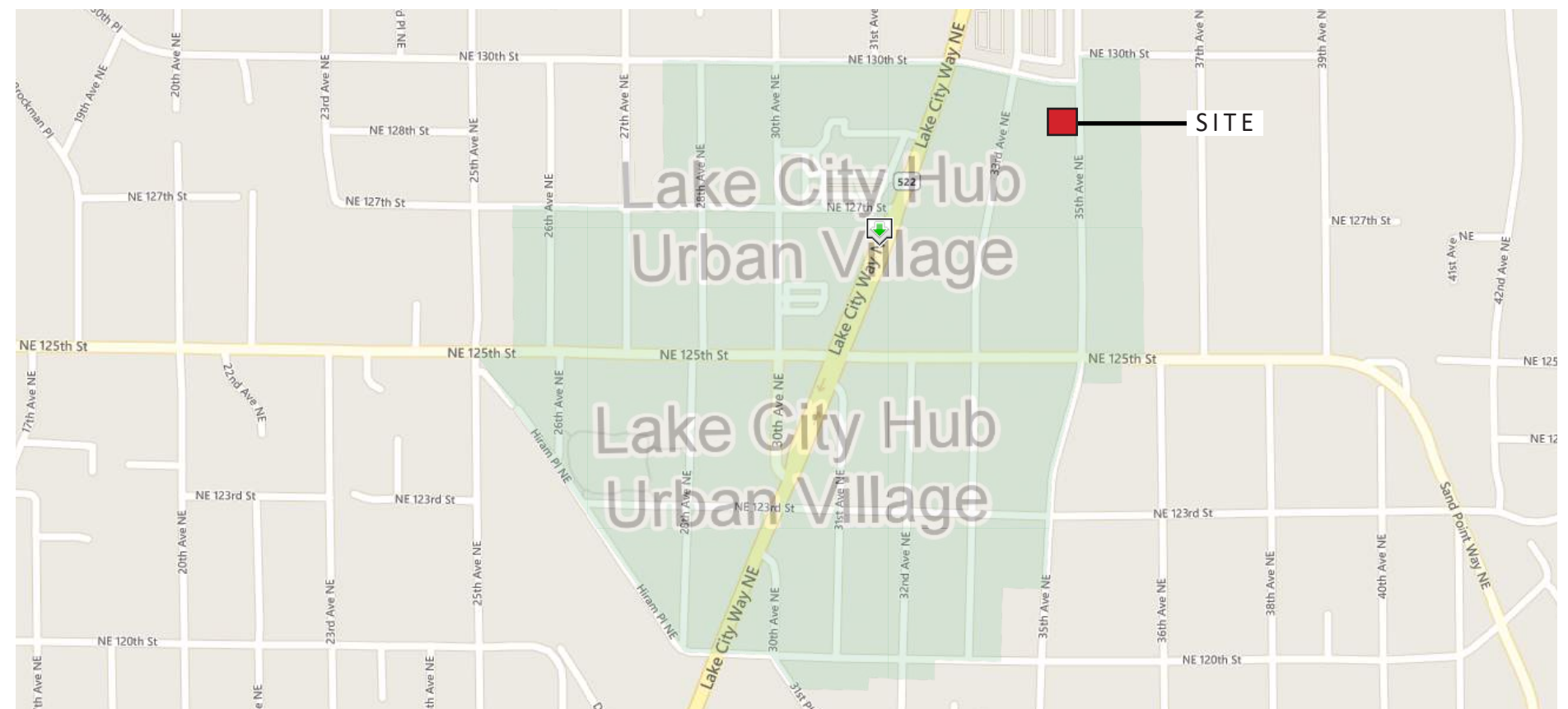
A prominent address sign will be located at the top of the driveway providing direction to the rear units. Indirect lighting will provide a secure pathway while minimizing impacts on neighboring properties.. Landscaping will provide a visual buffer between the street and the private entries. The pedestrian pathway will be distinguished from teh the driveway by the use of inset pavers or other contrasting pavement material.

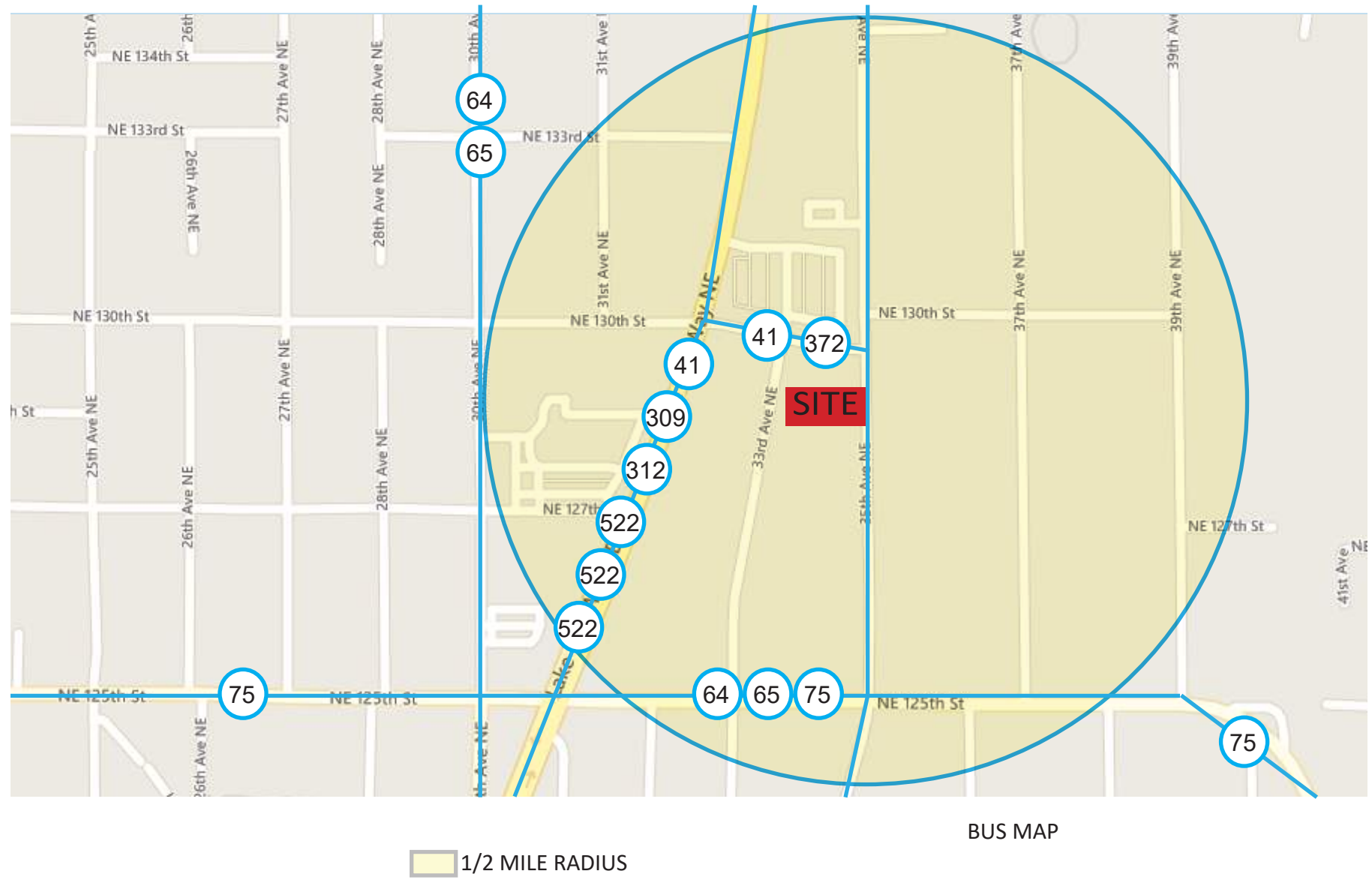


The site is located on a split zone lot. All units will be located on the LR2 zoned portion of the parcel, and the parking will be located in the NC3-65 portion. It is in the Lake City Urban Village and a frequent transit area. No parking is required, however parking spaces for all units will be provided.

SMC 23.45.510 - FAR

0 parking spaces required- Lake City Urban Village  
5 parking spaces required





**PUBLIC TRANSPORTATION**

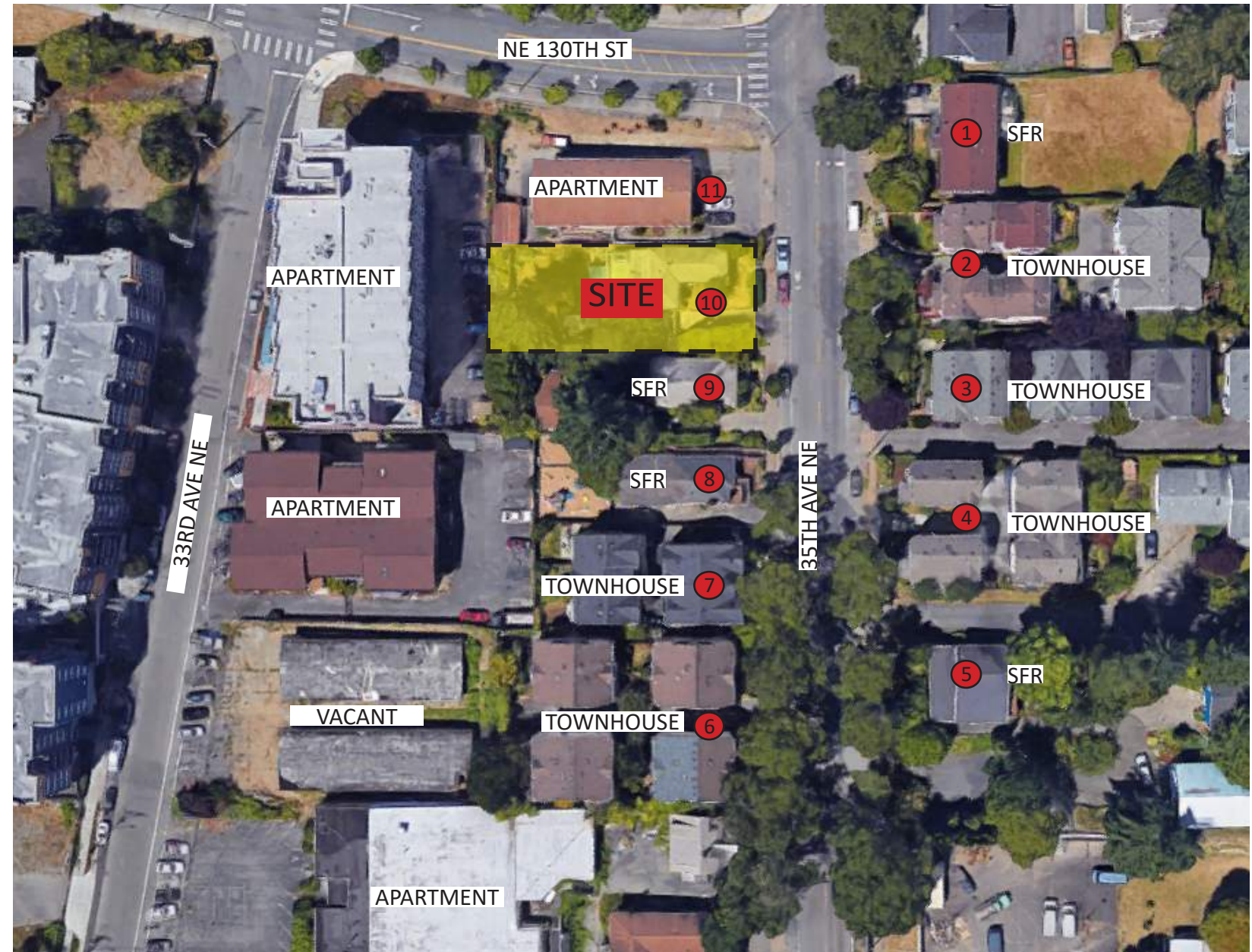
The project is located in an area with access to several public transit routes within a 1/4 mile radius. The site is also within easy walking distance to the shops and restaurants in the Fremont neighborhood.



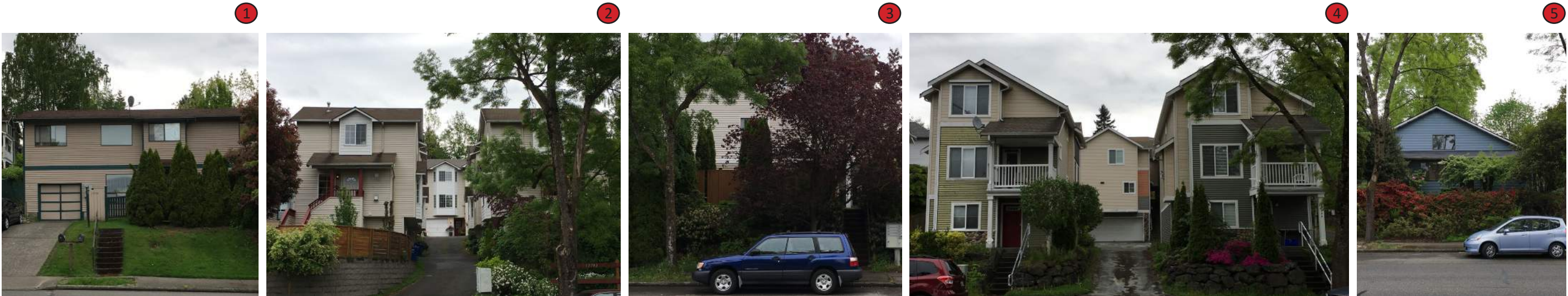
## NEIGHBORHOOD DESCRIPTION

The site is surrounded by a mixture of single family houses, duplex/triplex units and apartment buildings. The buildings are in a variety of styles and scales. The major arterial streets are 35th Ave NE and Lake City Way NE

EXISTING HOUSE





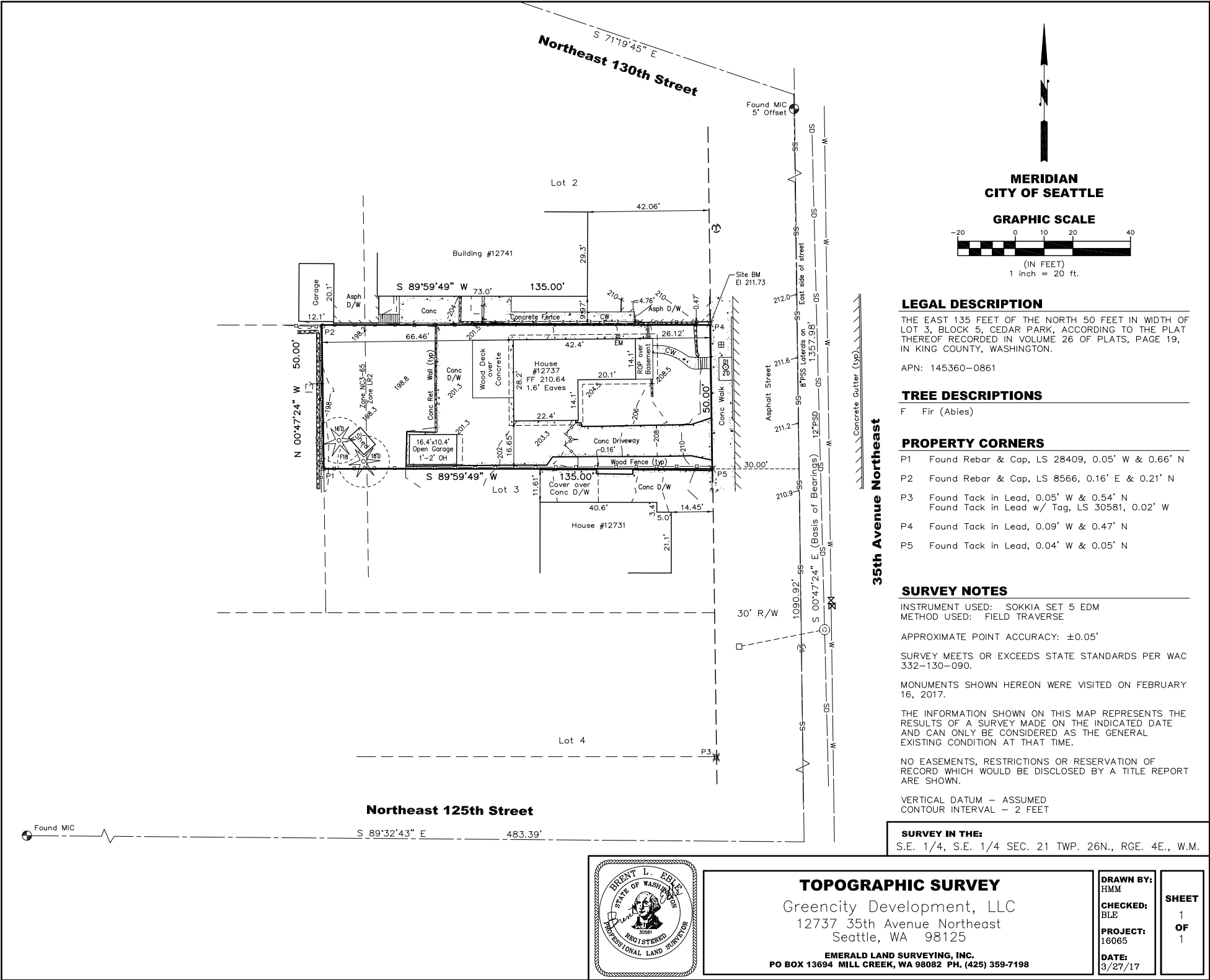


35TH AVE NE PANORAMA LOOKING EAST

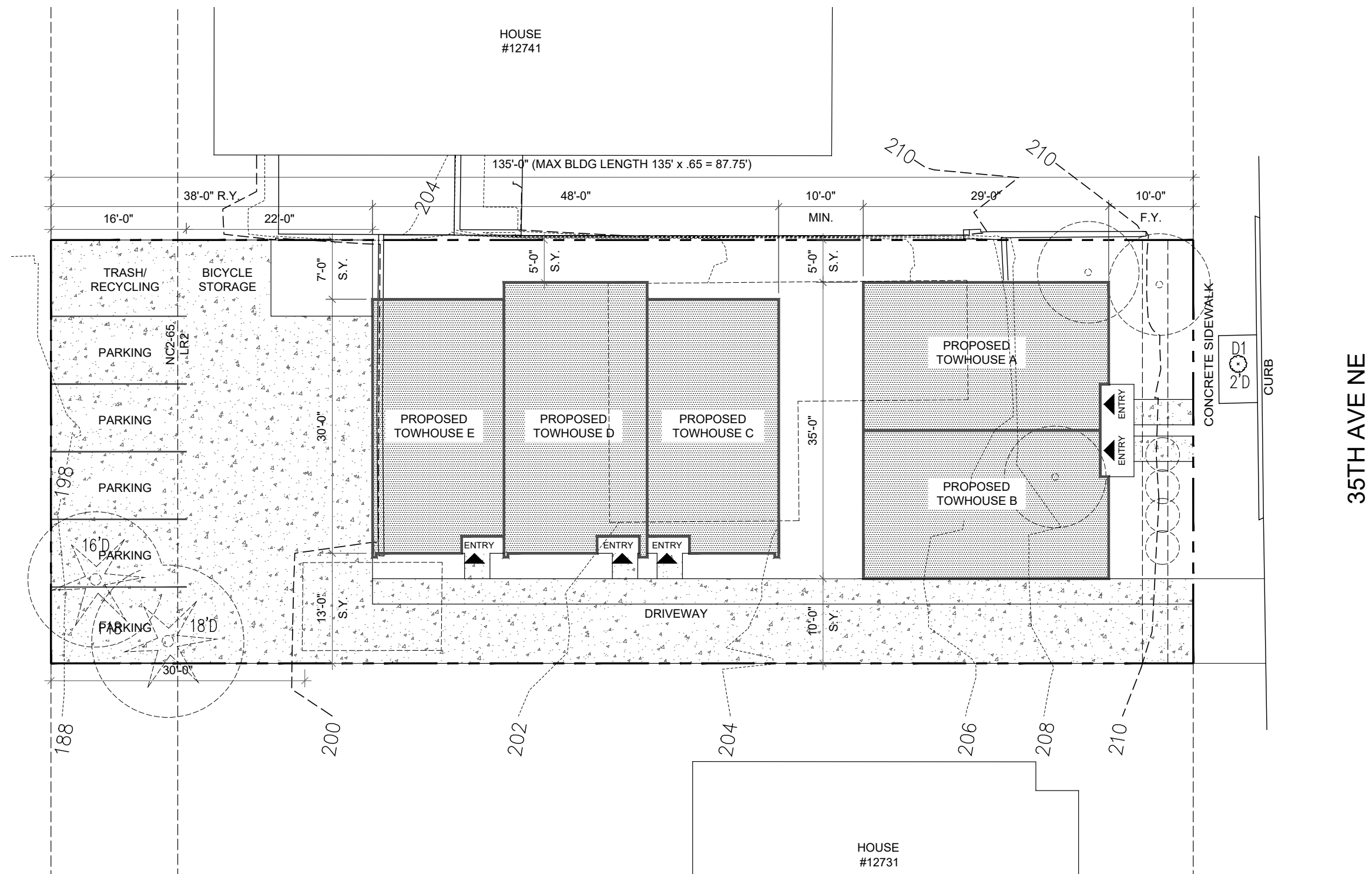


35TH AVE NE PANORAMA LOOKING WEST



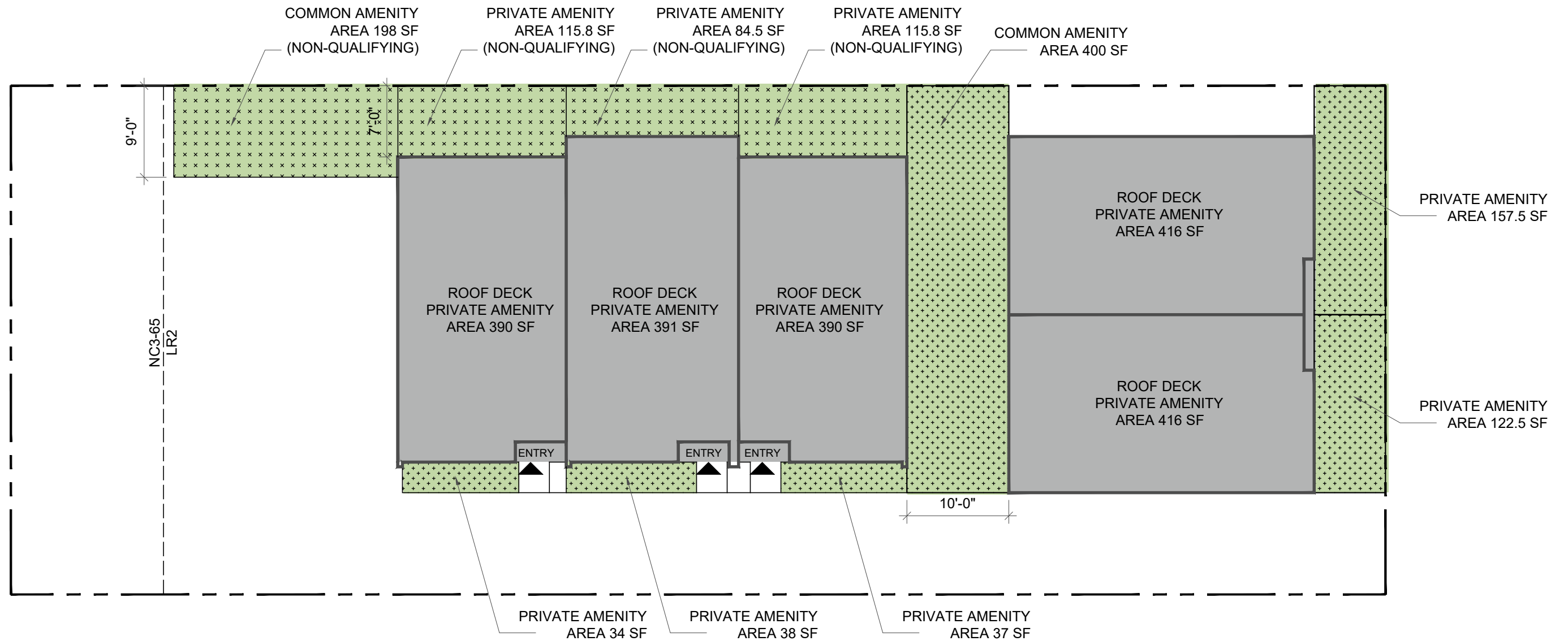








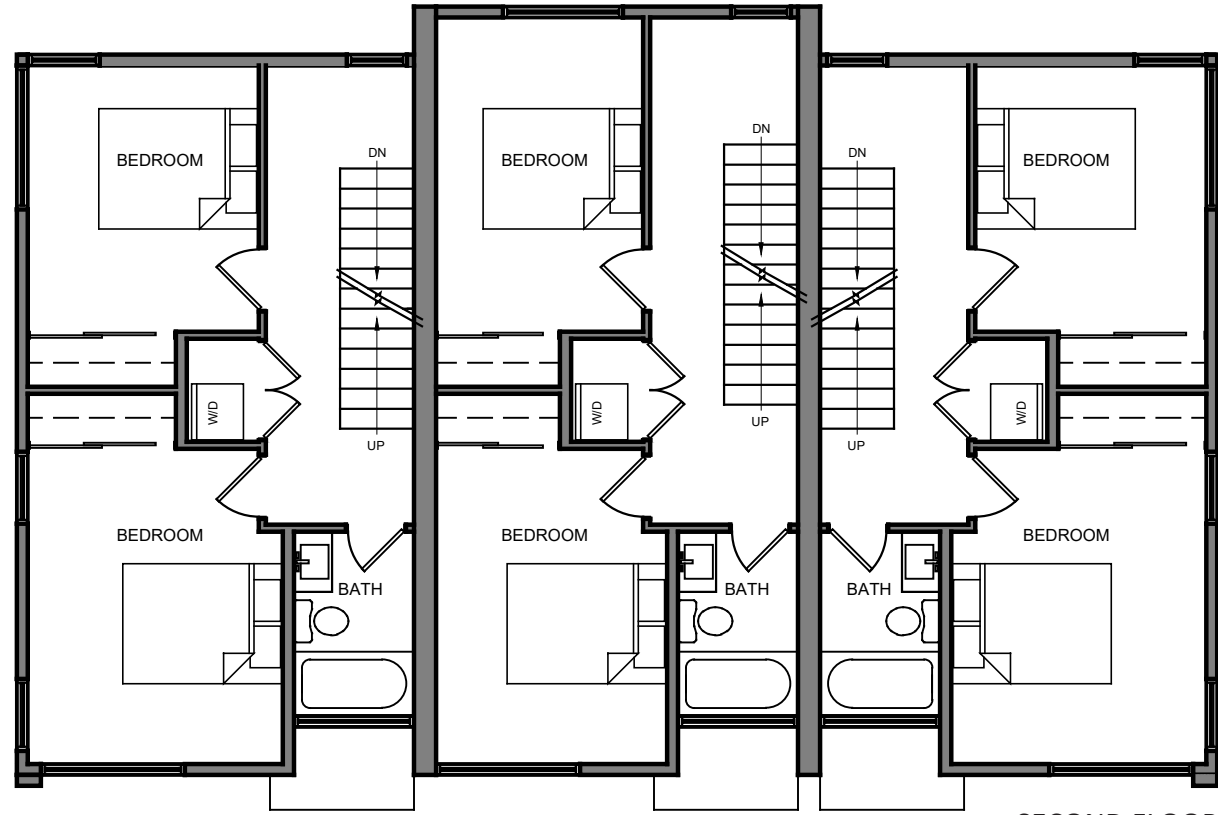




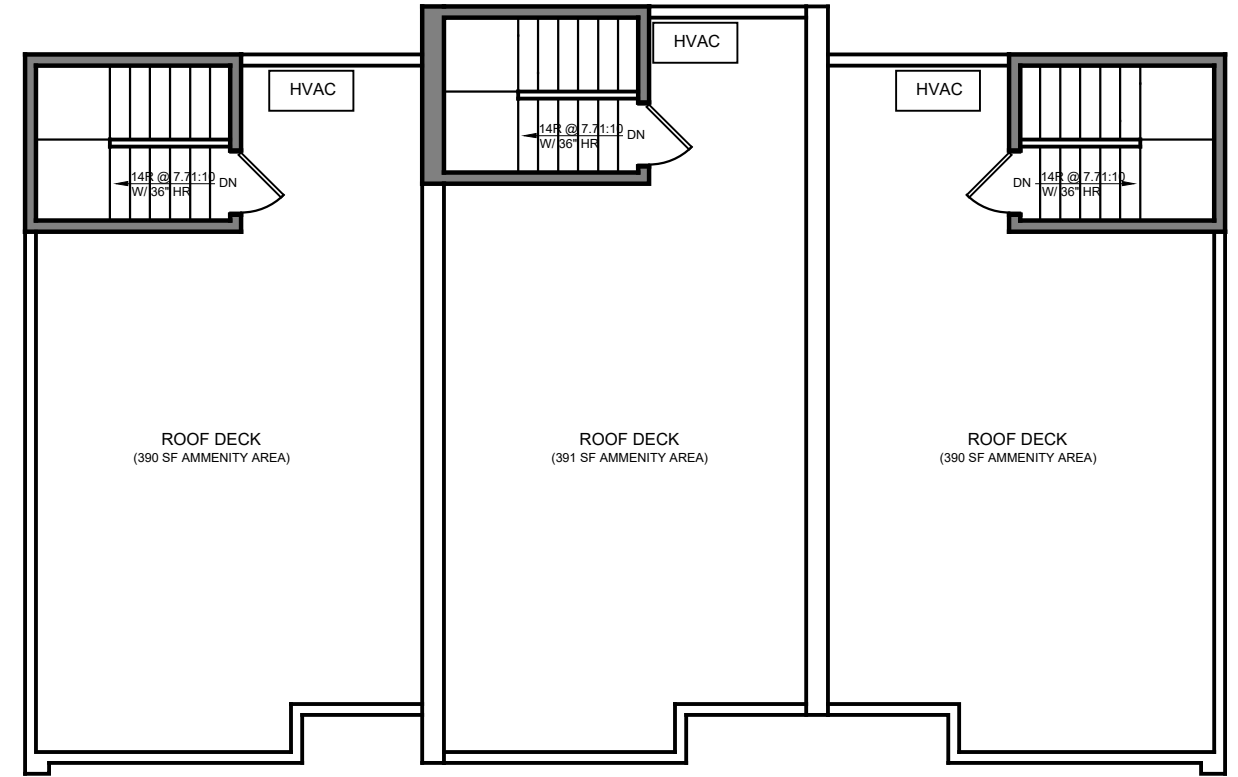
AMENITY DIAGRAM

1500.16 sf ( 750.09 sf at ground level) required  
2792 sf (789 sf at ground level) provided

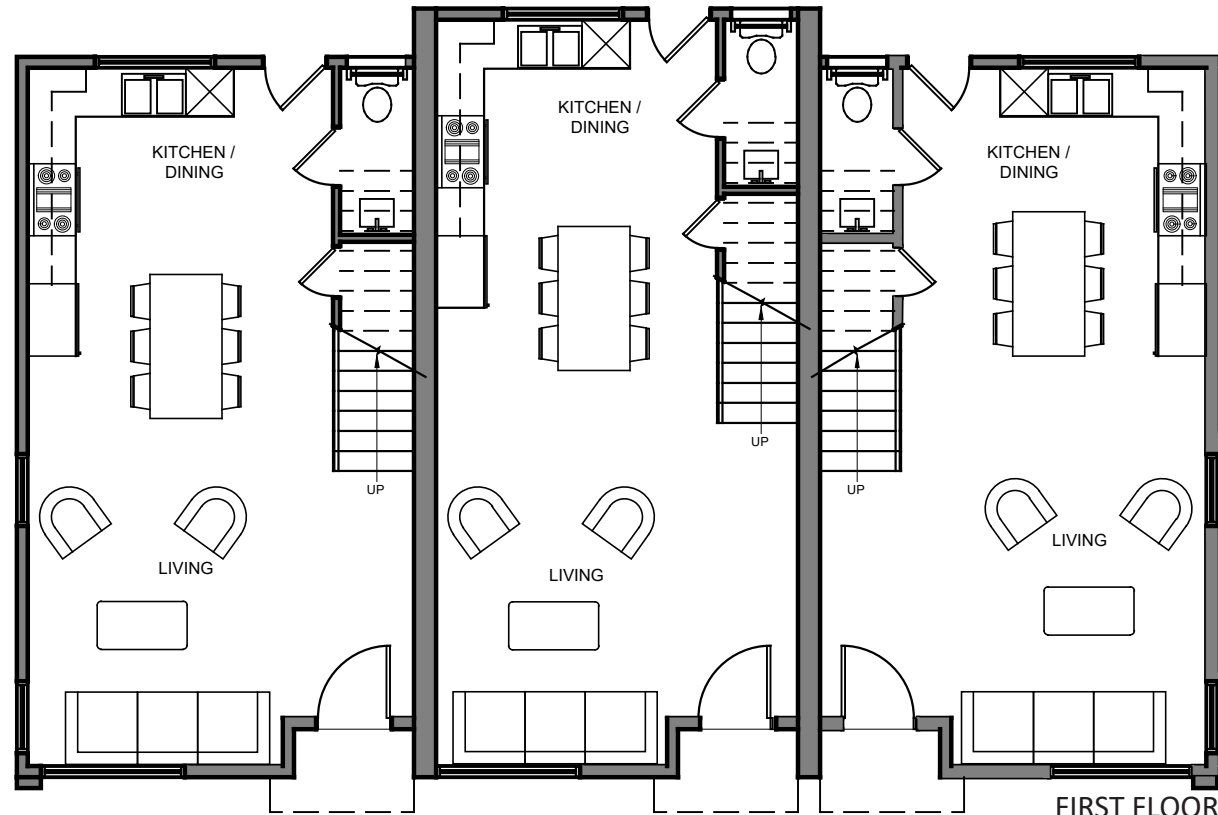
Note: additional ground level amenity space does not meet the 10' min horizontal dimension for amenity space located at side lot line per SMC 23.45.522.D.4.a



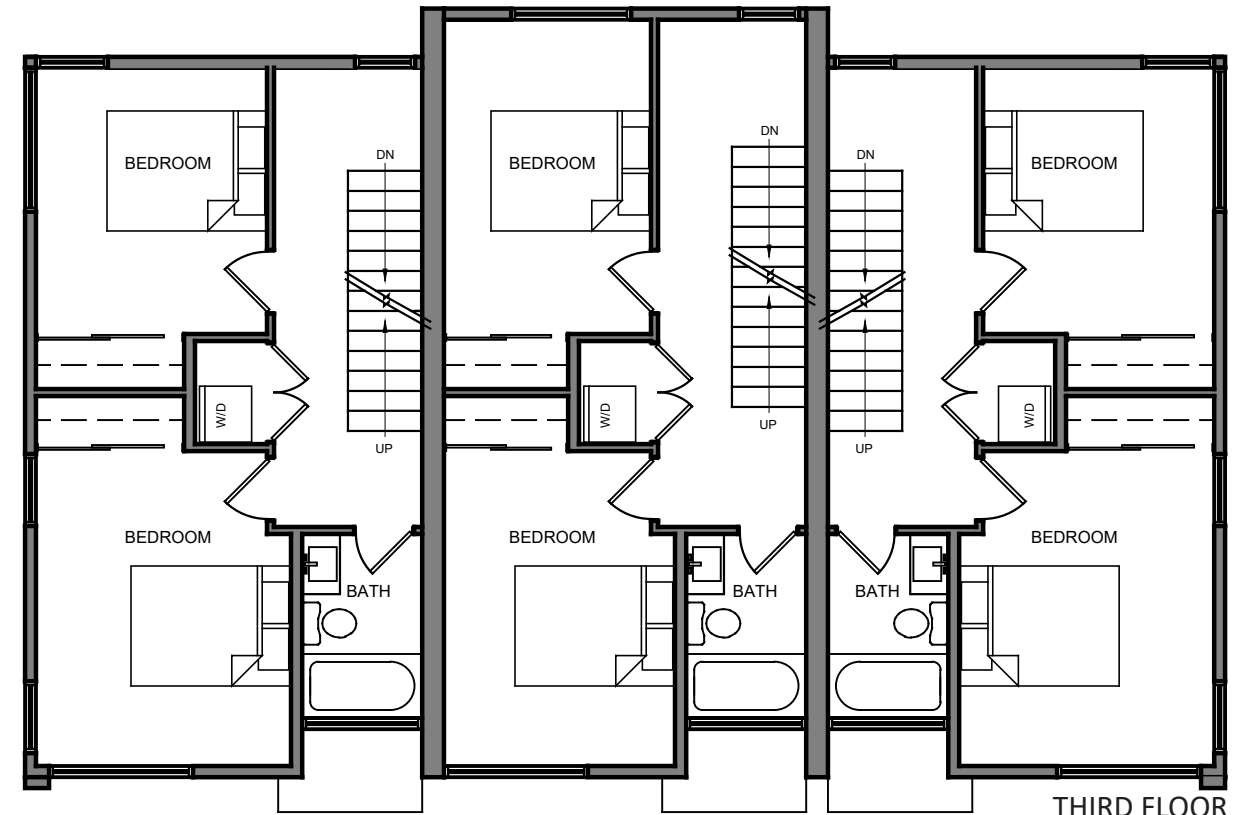
SECOND FLOOR



ROOF DECK



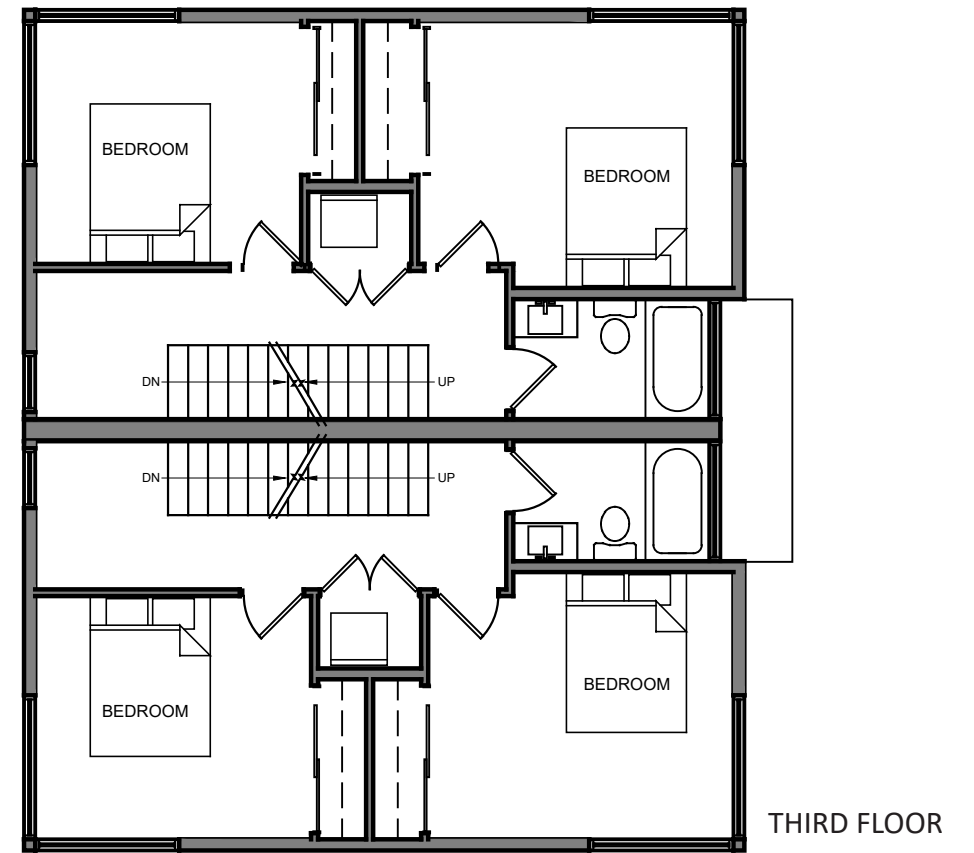
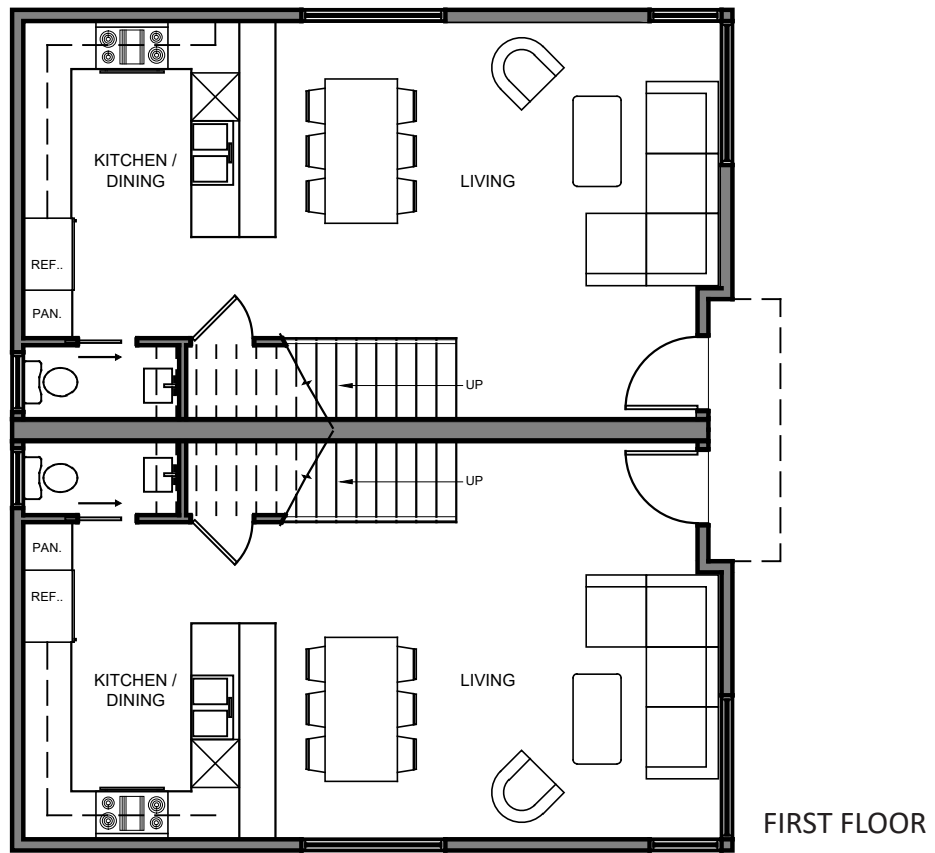
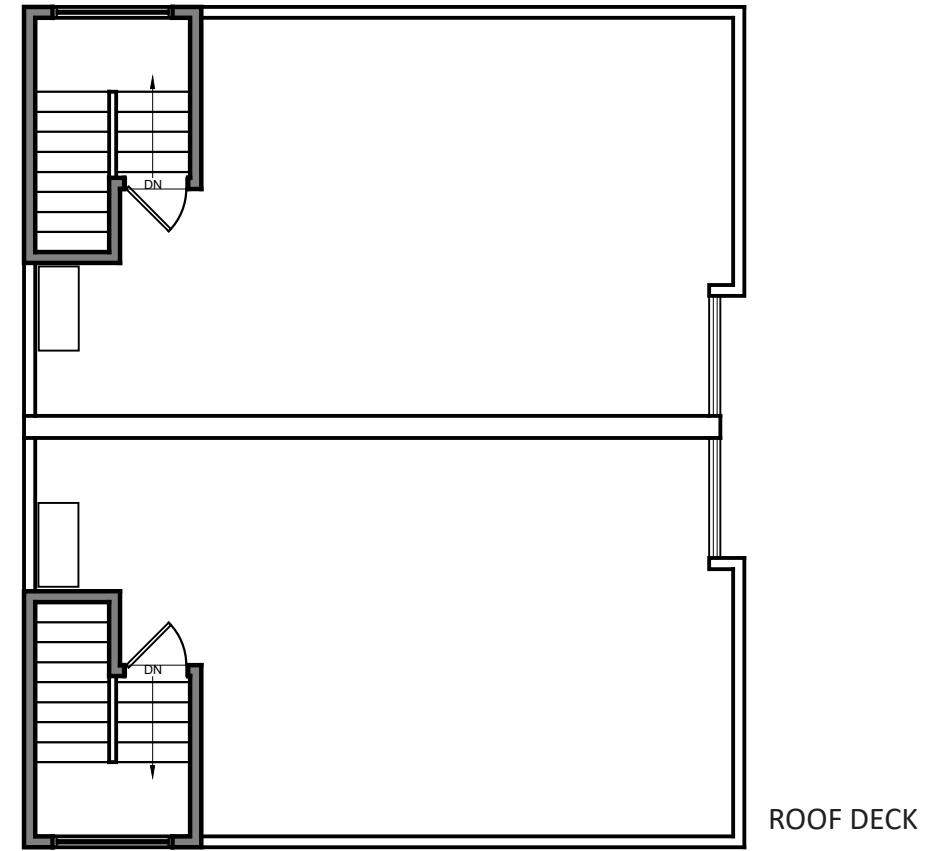
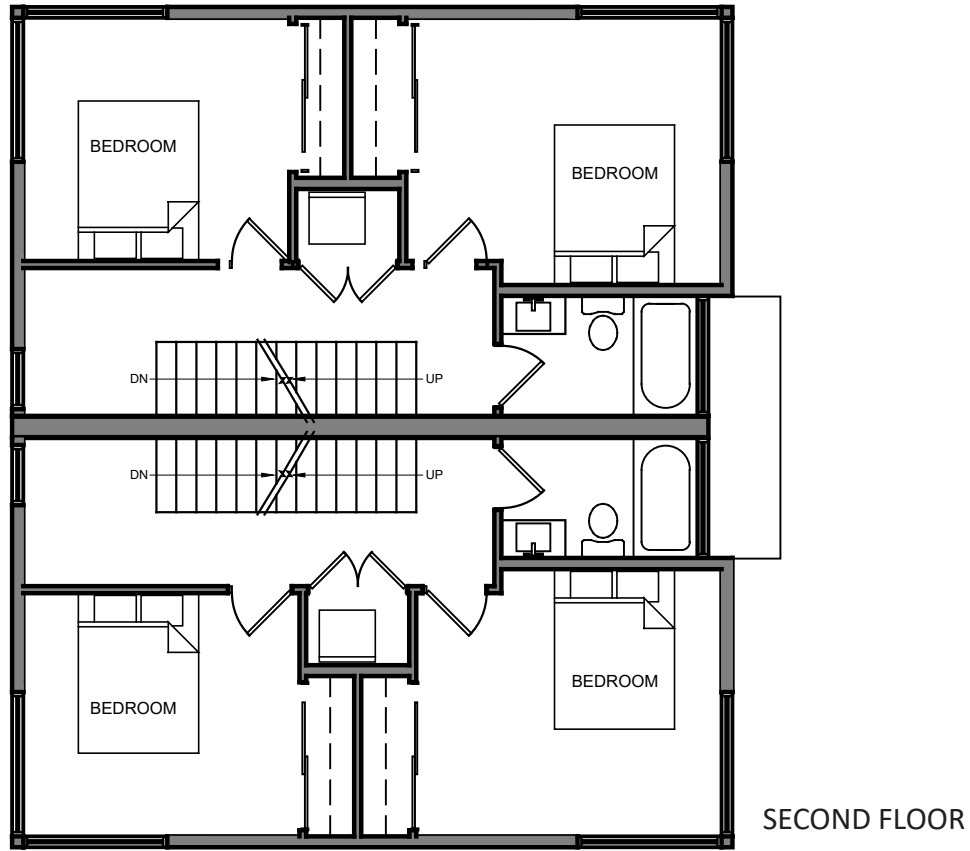
FIRST FLOOR



THIRD FLOOR

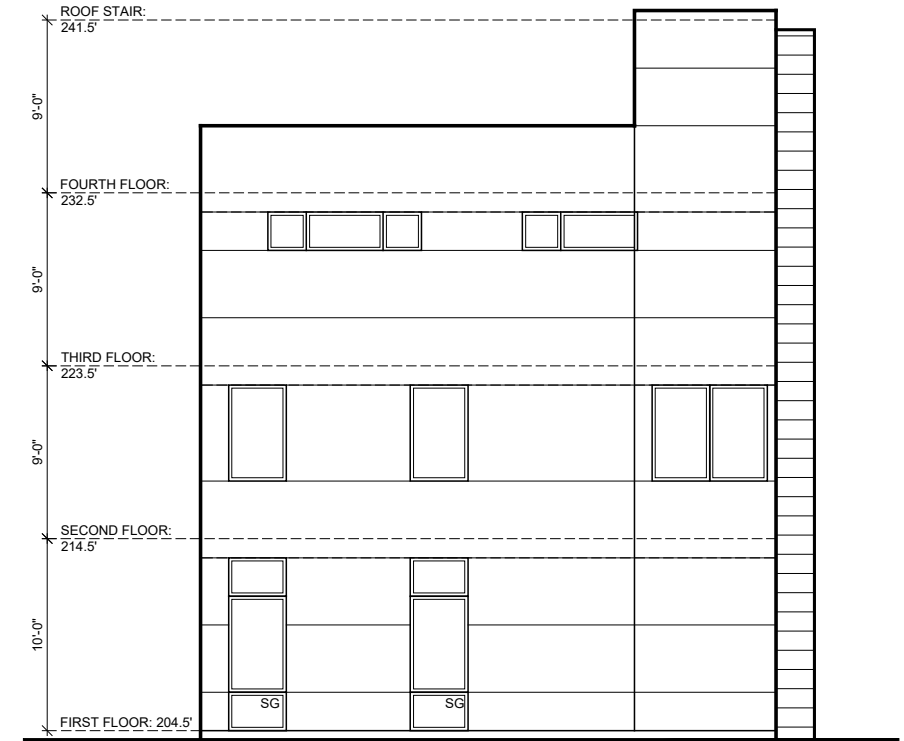








SOUTH ELEVATION (DRIVEWAY)



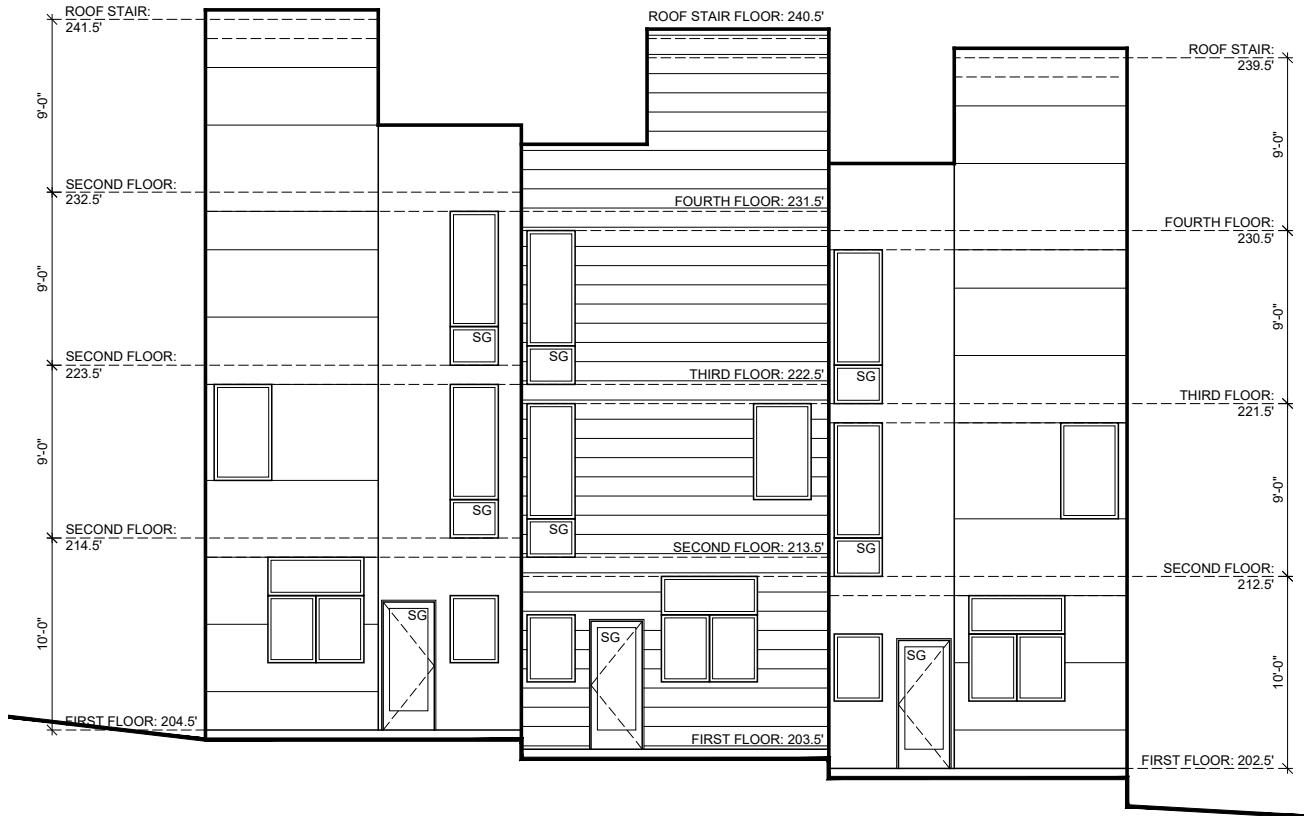
EAST ELEVATION



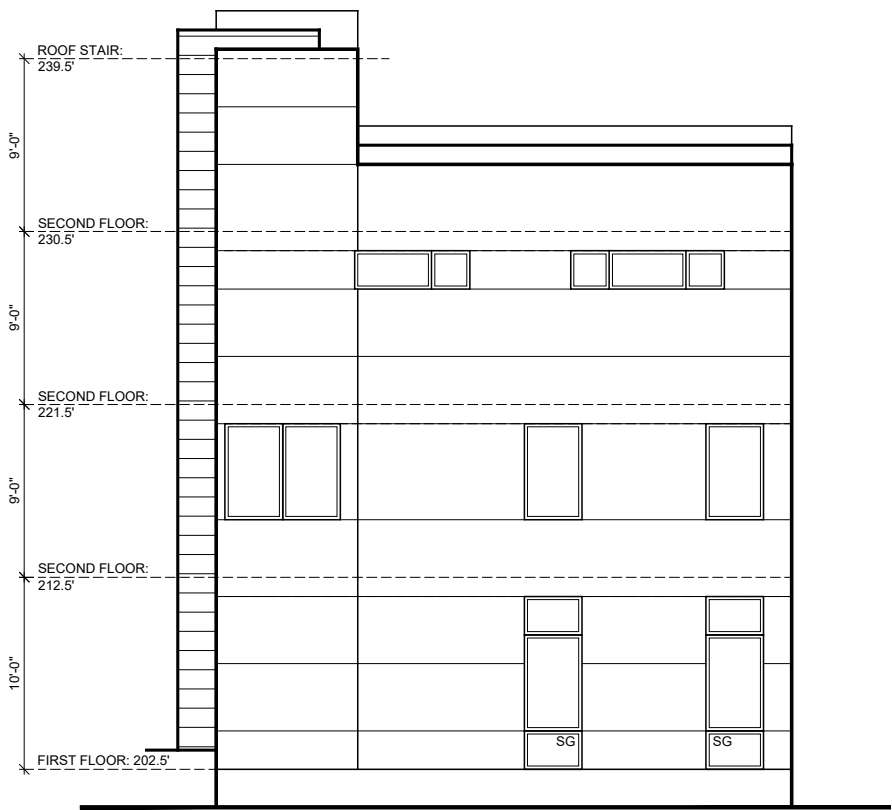




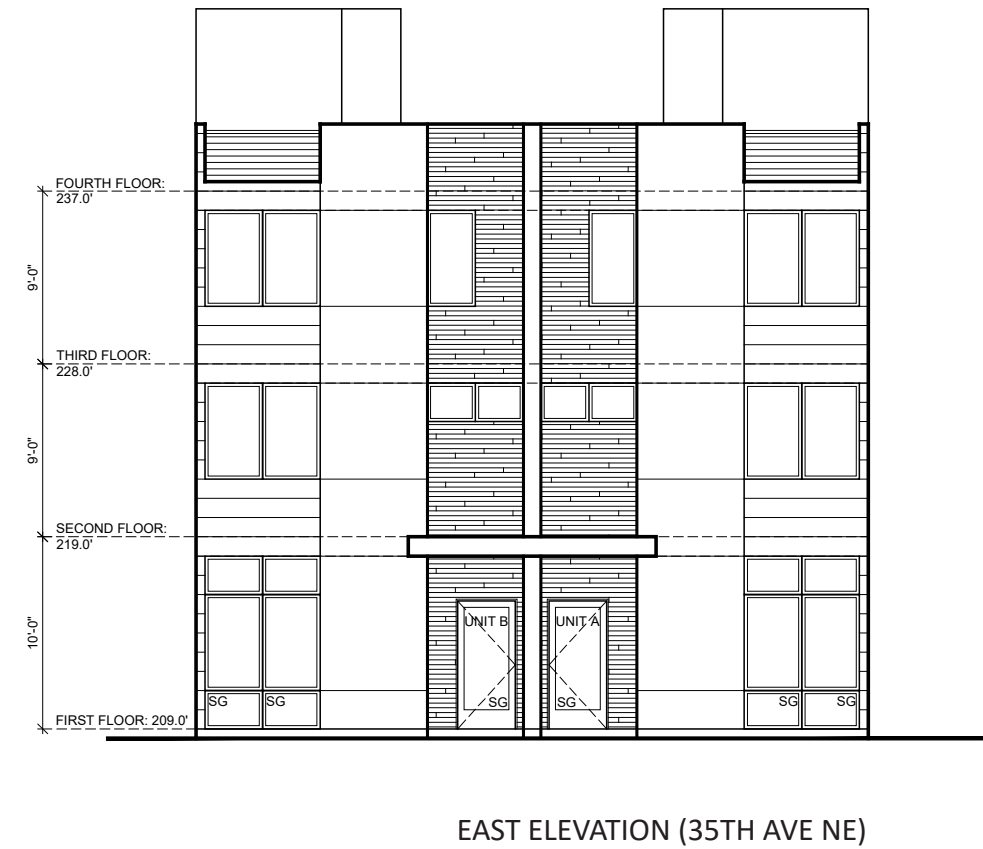
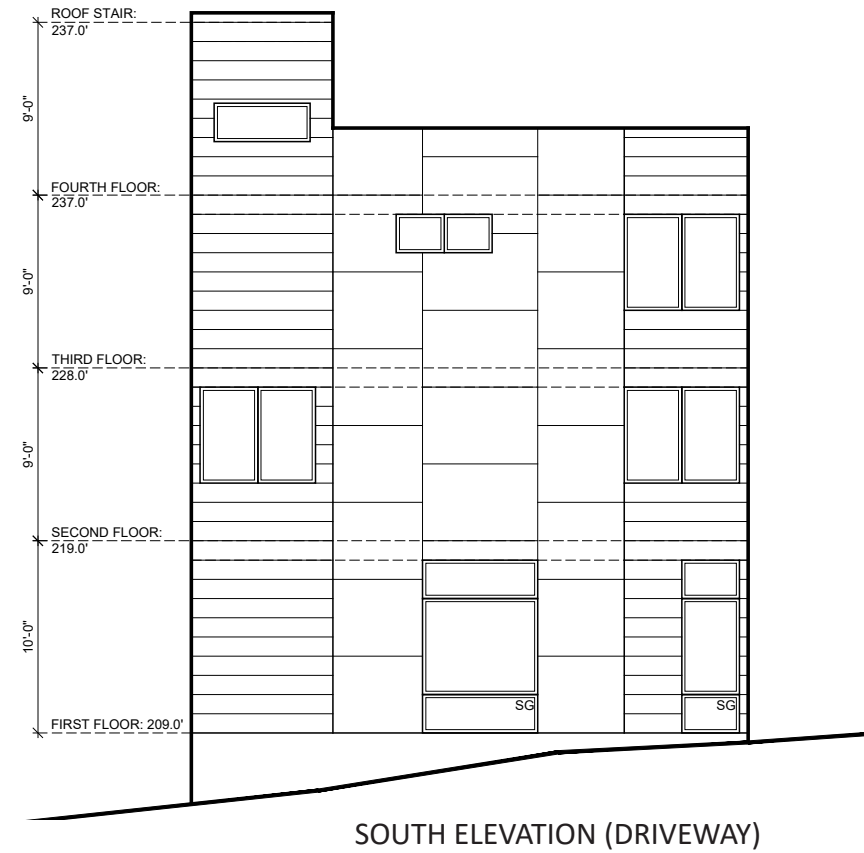
EAST ELEVATION (LINDEN AVE S)



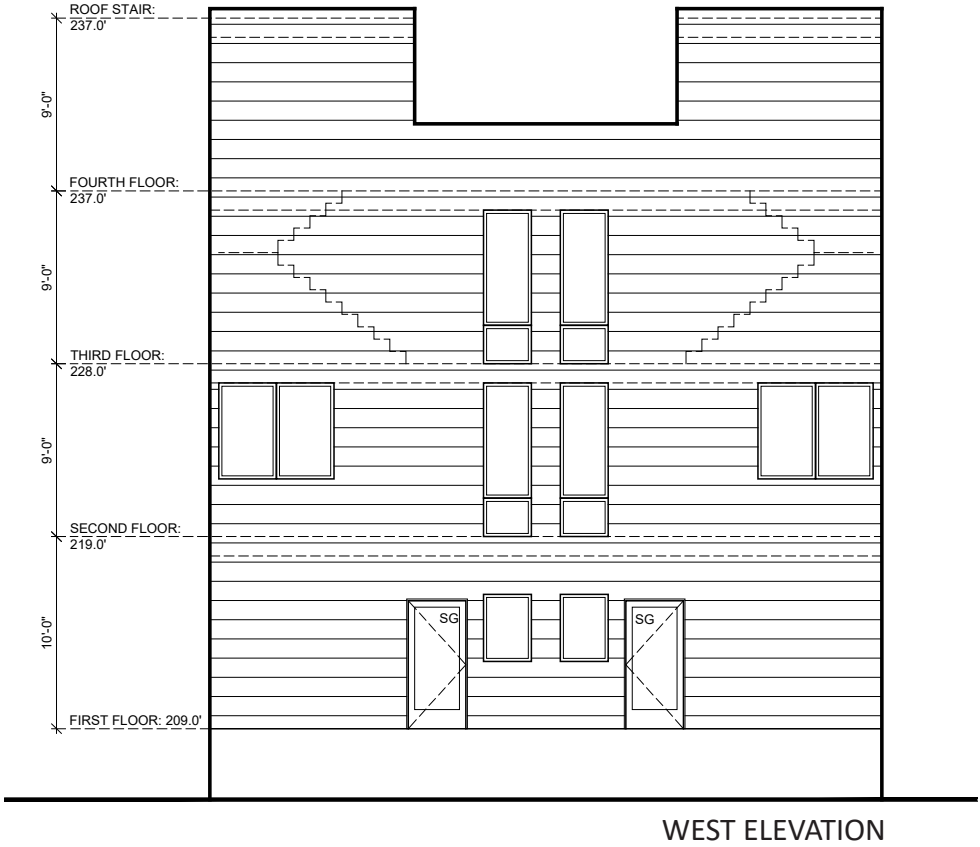
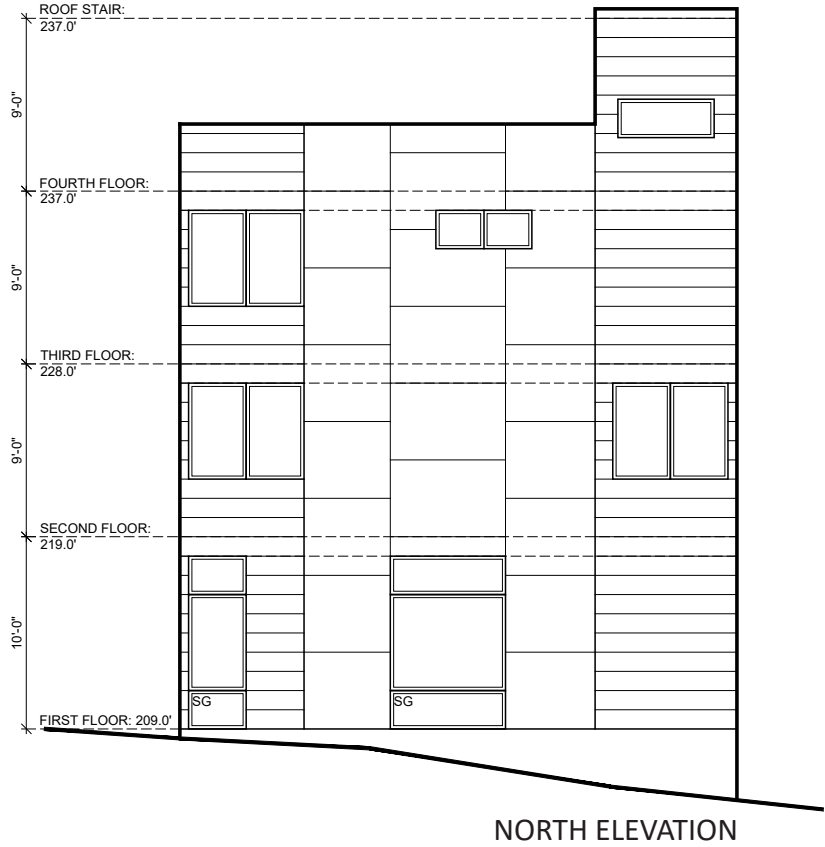
NORTH ELEVATION



WEST ELEVATION









WOOD CLADDING



HARDIE PANEL AND WOOD CLADDING



PERMEABLE CONCRETE OR GRASS PAVERS



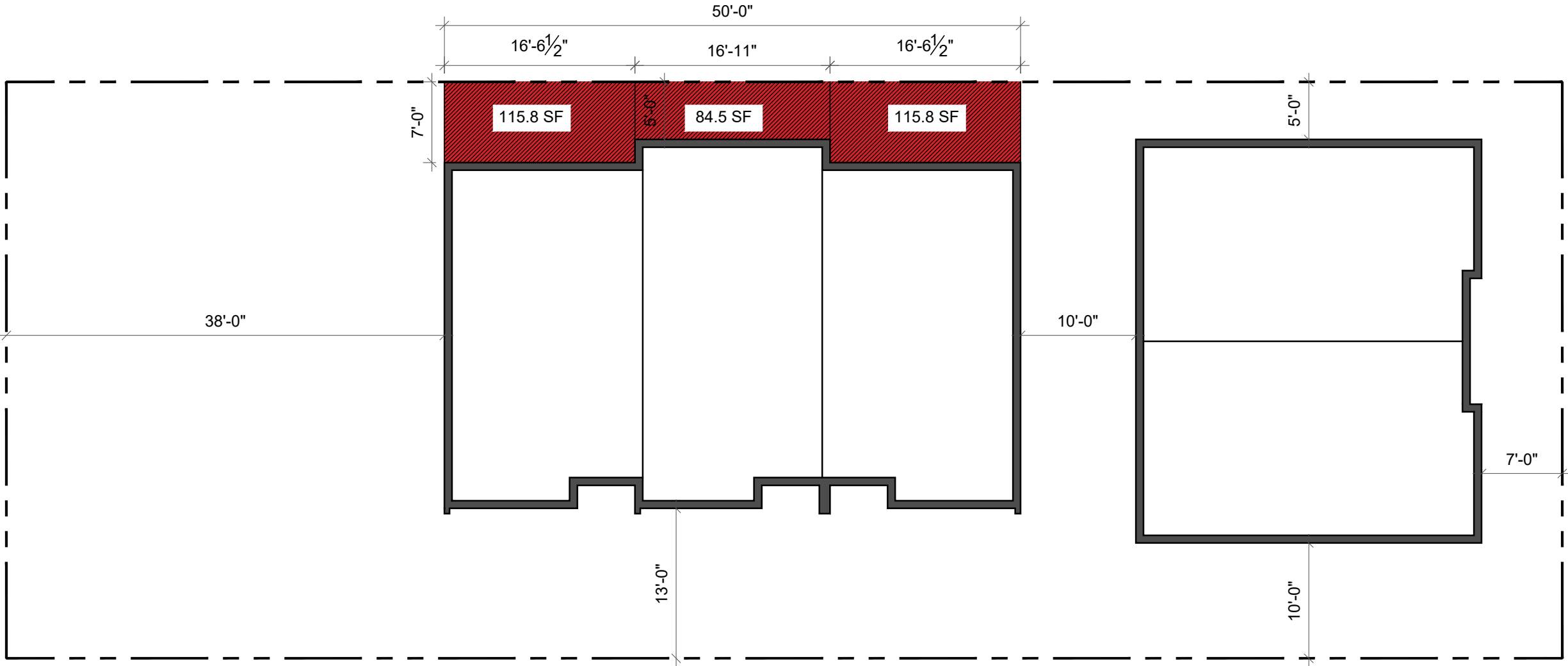




NORTH ELEVATION



SOUTH ELEVATION



ADJUSTMENT : AVERAGE SIDE YARD SETBACK  
(DESIGN GUIDELINE PL3 A & B, DC1 B & C, DC2 A, and DC3 B)  
Red highlighted areas indicate the proposed side yard setbacks.  
The reduction in north side yard will allow the building to shift north, providing additional space for landscaping and walkways to enhance pedestrian circulation. This also shifts the building away from the smaller one-story single family residence towards the uphill two-story apartment building, reducing the impact of increased massing adjacent to single family structures.

REQUIRED SETBACK: 7'-0" average, 5'-0" minimum for buildings greater than 40' in length  
PROPOSED SETBACK:  $(115.8 + 84.5 + 115.8) / 50' = 316.1 / 50 = 6.32'$  average setback  
 $7 - 6.32 = .68$   
 $.68 / 7 = 0.097 = 9.7\%$  Reduction



