



2257 14TH AVE W
ADMINISTRATIVE DESIGN REVIEW
3RD April 2018
SDCI Project: #3027923



d/Arch LLC
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ADMINISTRATIVE DESIGN REVIEW

3rd April 2018

PROJECT ADDRESS :

2257 14th Ave W
Seattle, WA 98119

PROJECT OWNER :

Grace Wang

Architect :

d/Arch LLC
2412 Westlake Ave N, Ste 3
Seattle, WA 98109
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Landscape Architect :

Gelnn Takagi
18559 Firlands Way N. Suite #102
Shoreline, WA 98133
Phone: (206)542-6100
Fax:(206)546-1128

Surveyor :

Tri-County Land Surveying Company
4610 200th St. S.W. Suite A
Lynnwood, WA 98036
Phone: 425.776.2926



PROJECT INFORMATION

Project Description

The proposed project is a three townhouses development. The site is located in LR-3 Zone, while the west side is adjacent to IC-40 zone. The surrounding area is experiencing a rapid housing development, which is largely comprised of single-family homes, townhouses, and mid-size to large apartments/condominium buildings. The site is within walking distance of commercial spaces to the west along 15th Ave. W.

Existing Uses & Structures

The project site is comprised of 1 parcel. The parcel is occupied by one story single family house. All structures and pave surfaces located on the project site are proposed to be demolished with new project occupying the site.

For the adjacent context, to the north, there is a current one single-family house will be replaced by a new row-house project. On the south, there is a five unit townhouse project.

Physical Features

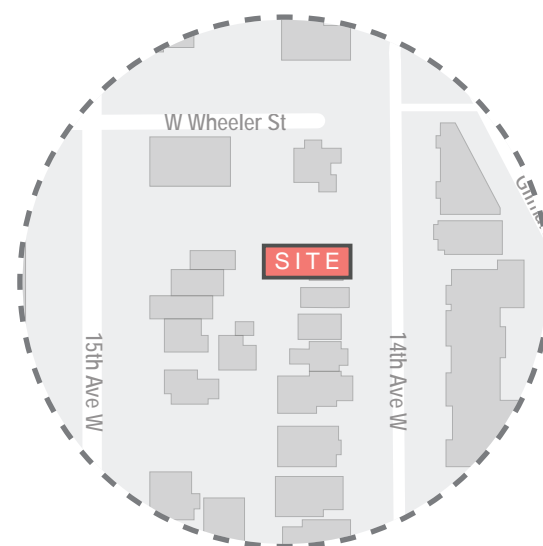
Physically the site has a large slope that drops east to west towards 15th Ave W. There are three site trees on the east of the site. To the north of the site there is a staircase that is used by pedestrians to access 15th Ave. W from 14th Ave. W.

Adjacencies

The site is surrounded by single family and multifamily housing developments on 14th Ave. W. 15th Ave W is primarily occupied by commercial developments and some additional multifamily developments.

Project Details

Units:	3
Total GSF:	4846 SF
FAR:	1.23
Parking Spaces:	3



The project will apply standards of SMC 23.45.510 C, which commits to meet Built Green 4-star and Utilize Max. FAR of 1.3.



1. FIRE STATION 20
2. INTERBAY GOLF CENTER
3. BALMER YARD
4. INTERBAY P-PATCH
5. VICTORY STUDIOS
6. SEATTLE ANIMAL SHELTER
7. WHOLE FOODS MARKET
8. MAGNOLIA BRIDGE SELF STORAGE
9. MAGNOLIA BRIDGE
10. STAPLES
11. EXPEDIA HEADQUARTERS
12. CRUISE TERMINAL 91



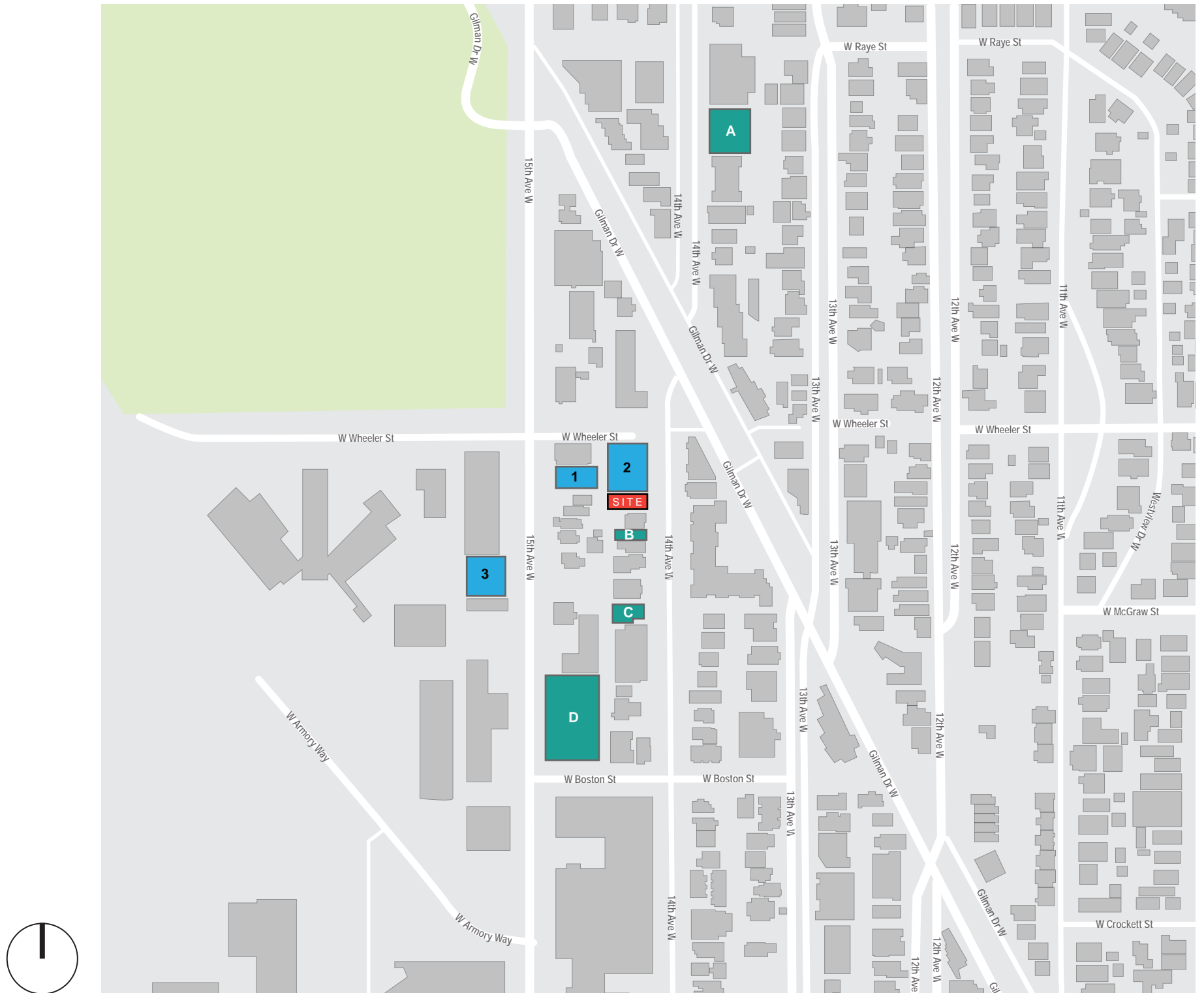
CONTEXT ANALYSIS : NEIGHBORHOOD



CONTEXT ANALYSIS : NEIGHBORHOOD

Vicinity Map

There are a number of recently completed and proposed projects that are in the immediate vicinity of the proposed project. These new projects have elevated the design language present in the area to include more modern and contemporary design languages within the Interbay area. These projects are making use of modern and high quality, texturally interesting, materials that build on their designs. These projects also utilize glazing and their massing to engage with the pedestrian streets. The immediate area of 14th Ave W has also been host to several other small scale residential developments such as those at 2560, 2249, & 2233 14th Ave W. This proposal will be taking design cues from these recent projects to continue the trend of development of high quality residential projects in the interbay.



CONTEXT ANALYSIS : NEIGHBORHOOD

BUILT PROJECTS



A
 2560 14TH AVE W
 3-story
 Mixed-Use
 5 Residential Units



B
 2249 & 2253 14TH AVE W
 2-story
 Townhouse
 5 Residential Units
 5 Parking Stalls



C
 2233 14TH AVE W
 3-story
 Condo
 5 Residential Units



D
 INTERBAY PLACE
 2208 15TH AVE W
 5-story
 Mixed-Use
 97 Residential Units
 12 Parking Stalls

PROPOSED PROJECTS



1
 2258 15TH AVE W
 2258 15TH AVE W
 6-story
 Mixed-Use
 32 Residential Units



2
 1403 W WHEELER ST
 1403 W Wheeler St
 3-story
 Mixed-Use



3
 THE INTERBAY LOFTS
 2235 & 2241 15th Ave W
 5-Story
 Mixed use
 45 Residential Units
 18 Parking Stalls

BUILT PROJECTS

- A. 2560 14TH AVE W
- B. 2249 & 2253 14TH AVE W
- C. 2233 14TH AVE W
- D. INTERBAY PLACE

PROPOSED PROJECTS

- 1. 2258 15TH AVE W
- 2. 1403 W WHEELER ST
- 3. 2235 & 2241 15TH AVE W

CONTEXT ANALYSIS

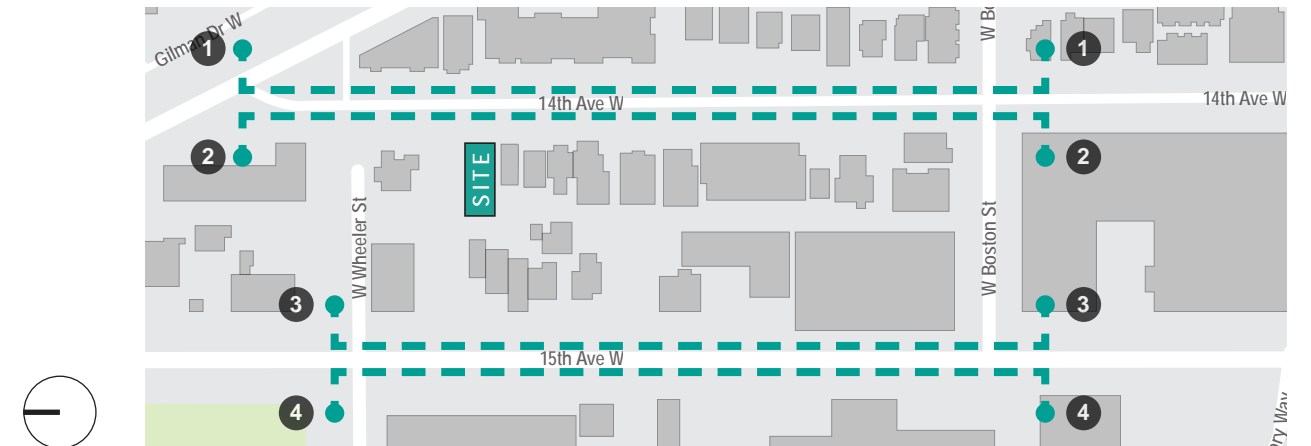
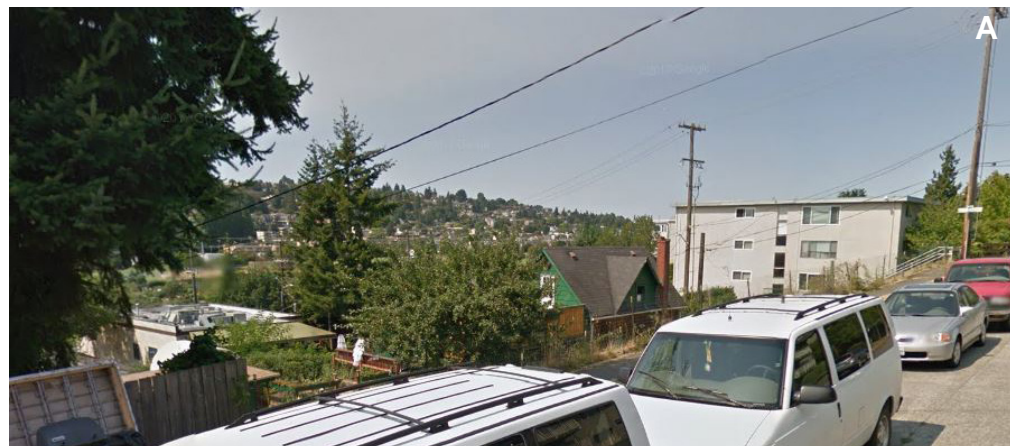
Street Elevations



1 14th Ave W Towards East



2 14th Ave W Towards West



CONTEXT ANALYSIS



3 15th Ave W Towards East



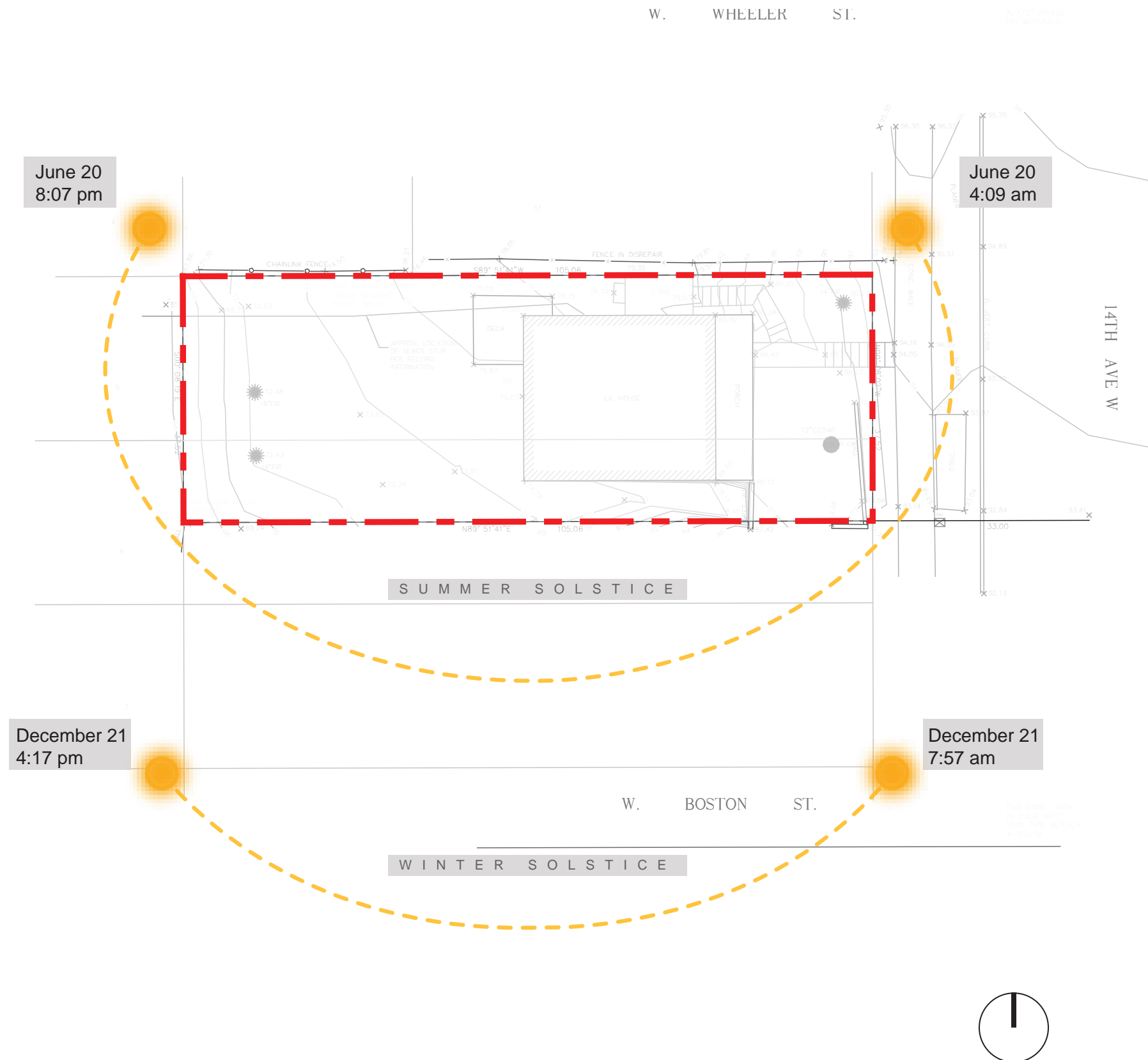
4 15th Ave W Towards West



CONTEXT ANALYSIS

SUN PATH ANALYSIS

The sun path throughout the year will provide natural light into each of the three residential units. The courtyard will get the majority of the direct natural light during the late morning to early afternoon hours. The glazing into the units are designed to minimize the harsh direct sunlight and take advantage of indirect eastern and western lighting. The glazing is also shielded from direct sunlight by overhangs above the glazing at the kitchen and living room spaces.



CONTEXT ANALYSIS

Neighborhood Zoning

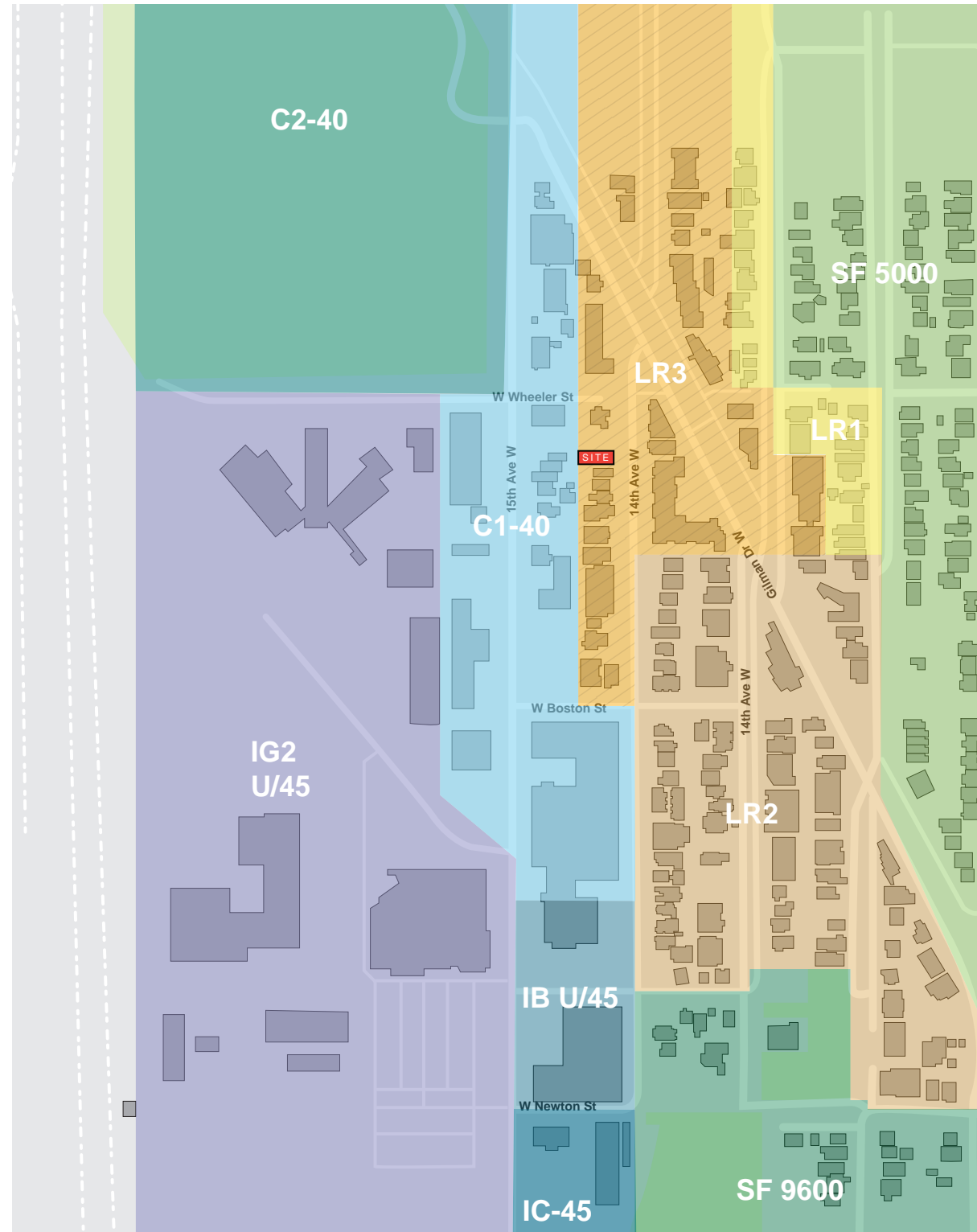
Overview

Project Information

Parcel: 2771601345
Lot Area: 3,832.5 (105' x 36'6") sqf
Zoning: LR3

Overlay: none

Frequent Transit: yes



Zoning: LR 3

CHAPTER 23.45 - MULTI-FAMILY

SMC 23.45.504

PERMITTED AND PROHIBITED USES

SMC 23.45.510

FLOOR AREA RATIO (FAR) LIMITS

- Per Table A 23.45.510 FAR limit for Apartments in LR3 Zone Outside Urban Centers is 1.3, if the project meets standards of subsection 23.45.510.C.

- C.1** - Applicants shall make a commitment that the structure will meet the Green Building Standard, or a substantially equivalent or superior standard, and shall demonstrate compliance with that commitment.

SMC 23.45.512

DENSITY LIMITS - LR ZONES

- Per Table A 23.45.512 density limits in LR Zones footnote (2) townhouses in LR3 Zones are not limited.

SMC 23.45.514

STRUCTURE HEIGHT

- Per Table 23.45.514 Structure Height for LR Zones, Townhouses in LR3 Zones Inside Urban Villages are limited to 30'. Average grade determined per Director's Rule 4-2012.

- J.2** - Parapets on the roofs of principle structures may extend 4 feet above the maximum height limit.

- J.4.a** - In LR Zones, stair penthouses may extend 10 feet above the height limit if the combined total coverage of all features does not exceed 15 percent of the roof area.

SMC 23.45.518

SETBACKS AND SEPARATIONS

- Per Table A 23.45.518 Setbacks in LR Zones, Townhouses in LR3 Zones are required to have the following setbacks:
 - Front - 5' minimum, 7' average
 - Rear - 5' minimum, 7' average
 - Side - 5' for facades less than 40 feet in length.

- H.3** - Bay windows and other features that provide floor area may project a maximum 2 feet into required setbacks and separations if they are: no closer than 5 feet to any lot line; no more than 10 feet in width; and combined with garden windows and other features included in subsection 23.45.518.H.2, make up no more than 30% of the area of the facade.

- H.4** - Unenclosed decks up to 18 inches above existing or finished grade, whichever is lower, may project into required setback.

- J.7.a** - Fences no greater than 6 feet in height are permitted in any required setback, except that fences in the required front setback extended to side lot lines or in street side setbacks extended to the front and rear lot lines may not exceed 4 feet in height. Fences located on top of a bulkhead or retaining wall are also limited to 4 feet. If a fence is placed on top of a new bulkhead or retaining wall used to raise grade, the maximum combined height is limited to 9.5 feet.

- J.7.c** - Fence height may be averaged along sloping grades for each 6 foot long segment of the fence, but in no case may any portion of the fence exceed 8 feet in height when the height permitted by subsection 23.45.518.J.7.a is 6 feet, or 6 feet in height when the height permitted by subsection 23.45.518.J.7.a is 4 feet.

SMC 23.45.522

AMENITY AREA

- A.1** - Amount of amenity area required for Apartments in Low-rise Zones is equal to 25 percent of the lot area. Required amenity area = $(3,937.5SF)(0.25) = 984.4 SF$. A minimum of 50 percent of the required amenity area shall be provided at ground level, except that amenity area provided on the roof of a structure that meets the provisions of subsection 23.45.510.E.5 may be counted as amenity area provided at ground level. For row-house and townhouse developments, amenity area required at ground level may be provided as either private or common space.

SMC 23.45.524

LANDSCAPING STANDARDS

- A.2.a** - Landscaping that achieves a Green Factor score of 0.6 or greater, determined as set forth in section 23.86.019, is required for any lot with development containing more than one dwelling unit in Low-rise Zones. Vegetated walls may not count towards more than 25 percent of a lot's Green Factor score.

SMC 23.45.527

STRUCTURE WIDTH AND FACADE LENGTH LIMITS IN LR ZONES

- Per Table A 23.45.527 Maximum Structure Width for Apartments Inside Urban Centers are limited to 120 feet.

- B.1** - The maximum combined length of all portions of facades with 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line, except as specified in subsection 23.45.527.B.2.

SMC 23.45.529

DESIGN STANDARDS

- C.1.a** - At least 20 percent of the area if each street-facing facade shall consist of windows and/or doors. Only transparent windows count toward the requirement for facade opening in this subsection. Windows composed of glass blocks or opaque glass, garage doors, and doors to utility and service areas, do not count.

- C.1** - If the street-facing facade of a structure exceeds 750 square feet in area, division of the facade into separate facade planes is required (see Exhibit for 23.45.529)

- F.1** - Design Standards for townhouse developments/Building Orientation. Townhouse developments shall maximize the orientation of individual units to the street by complying with one of the following conditions: a. At least 50% of the townhouse units shall be located so that there is no intervening principal structure was established under permit as of October,31, 2001, or was granted a permit on October 31, 2001, and the permit has not expired; or b. All townhouse units shall have direct access to a common amenity area meeting the requirements of section 23.45.522 that either abuts the street or is visible and accessible from the street by a clear pedestrian pathway.

- F.2** - A clear pedestrian pathway from the street to the entrance of each townhouse unit shall be provided. The pedestrian pathway may be part of a driveway, provided that the pathway is differentiated from the driveway by pavement color, texture, or similar technique. Signage identifying townhouse unit addresses and the directions to the unit entrances from the street shall be provided.

- F.3** - Each townhouse unit, with a street-facing facade shall have a pedestrian entry on the street-facing facade that is designed to be visually prominent feature through the use of covered stoops, porches, or other architectural entry features.

CODE ANALYSIS

- F.4** - Architectural detail or composition shall be provided to visually identify each individual townhouse unit, as seen from the public street. Design elements such as trim or molding, modulation, massing, color and material variation or other similar features may be used to achieve visual identification of individual units. Rooftop features such as dormers or clerestories, or roof-line variation may be used to visually identify individual townhouse units.
- C.3** - Exceptions may be allowed for the facade articulation requirement in subsection 23.45.529.C.2 if the project is determined to meet the intent of subsection 23.45.529.A.1.
- G.1** - For each apartment structure, a principal shared pedestrian entrance is required that faces a street.
- G.3** - The shared entrance of each apartment structure shall have a pedestrian entry that is designed to be visually prominent, through the use of covered stoops, overhead weather protection, a recessed entry, or other architectural entry features.

CHAPTER 23.54 - QUANTITY & DESIGN STANDARDS FOR SOLID WASTE STORAGE

SMC 23.54.040

SOLID WASTE AND RECYCLABLE MATERIALS STORAGE AND ACCESS

- Per Table A 23.54.040 residential developments with 16-25 dwelling units require a minimum area for shared space of 225 SF.

- D.1** - For developments with nine dwelling units or more, the minimum horizontal dimension of required storage space is 12 feet.
- G.1** - For each apartment structure, a principal shared pedestrian entrance is required that faces a street.
- G.3** - The shared entrance of each apartment structure shall have a pedestrian entry that is designed to be visually prominent, through the use of covered stoops, overhead weather protection, a recessed entry, or other architectural entry features.

CHAPTER 23.54 - QUANTITY & DESIGN STANDARDS FOR PARKING

SMC 23.54.015

REQUIRED PARKING

- If parking is provided, a. For row-house and townhouse developments, parking shall be totally enclosed within the same structure as the residential use, located in a structure or portion of a structure that meets the requirements of subsection 23.45.510.E.5, or located in a parking area or structure at the rear of the lot.
- Required Parking/Table B, parking or Residential Units 1 space per dwelling unit.

SMC 23.54.030

PARKING SPACE STANDARDS/TOWNHOUSE UNITS

- D.1** For and individual serving a townhouse unit, the minimum required size of parking space shall be a large car. Large car is 8.5 feet by 19 feet. Walls may not encroach into the area for car door opening which is 5 feet from the longitudinal center line of the parking space. Therefore required parking shall be 10 feet by 19 feet.
- D.3** The director may permit a driveway slope more than 15 percent if it is found that: a. The topography or other special characteristic of the lot makes a 15 percent maximum driveway infeasible; b. The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot; c. The driveway is still unstable as access to the lot.
- F** Curb Cuts for Non-Arterial Street or Easement frontage 1 curb cut is allowed for 80 feet or less and curb cuts shall not exceed 10 feet.
- G.1** A sight triangle shall be provided for ten feet on both sides of the driveway from the face of the sidewalk and be clear between 32 inches and 82 inches from the ground.
- G.5** An exception to the sight triangle requirement may be made for driveways serving lots containing only residential uses and fewer than three parking spaces, when providing the sight triangle would be impractical.

REGULATIONS FOR ENVIRONMENTALLY CRITICAL AREAS

SMC 23.09.045

EXEMPTIONS

- When the Director determines that criteria in subsections D to J are met, those activities are exempt from the provisions of this chapter, except Section 25.09.017 and .030 B and as otherwise provided in this section

SMC 23.09.080

LANDSLIDE-PRONE CRITICAL AREAS

- Geo-tech soils report required. Director may required adequate bonds and/or insurance and letter or certification from Geotech (60 days preceding submittal)

DESIGN GUIDELINE PRIORITIES

CS-1 Natural Systems and Site Features

CS2-B Sunlight and Natural Ventilation CS2-C Topography

The site slopes down from east to west with 26' difference at each end of the property. The building massing responds to the topography by breaking down the property area into front and rear portion and steps down the slope toward western edge. The building takes advantage of the sunlight from the east, since north and south is blocked by adjacent buildings. Large glazing openings and skylight features are incorporated into the design to make the building exposed to plentiful natural ventilation and sunlight.

CS-2 Urban Pattern and Form

CS2-B Adjacent Sites, Streets, and Open Space CS2-C Relationship to the Block CS2-D Height, Bulk, and Scale

The site is a mid-block property. On the north, a current single family house will soon be replaced to a 7-units row-house project; while a 5-units townhouse is located on the south. The proposed project will have similar height as the north and south project. There will be a 23 foot serving as courtyard separation between the front and rear buildings. The open space will provide ample light and ventilation to the site, while creating similar scale and proportion as the southern project's courtyard.

The modulation and articulation of facade design aims to respond to the surrounding patterns, but also express it's contemporary characters. The street edge reinforces the pattern of base and upper portion as the southern project has already established, while creating recognizable characters with combination of recessed street level, modern materials. The design also mitigates the visual impact of the driveway by incorporating the structure as part of the base portion, while by using same material in the main facade.

CS-3 Architectural Context and Character

CS3-A Emphasizing Positive Neighborhood Attributes

The surrounding neighborhood is a mix of multi-family projects and some older single family houses. Those new built multi-family projects express strong modern characters. The project presenting with a small scale along the street with two stories above the street level, while presenting interesting contemporary design characters.

PL-1 Connectivity

PL1- B Walkways and Connections PL2-C Outdoor Uses and Activities

There is a courtyard space between the front and rear portion. The courtyard serving as common space and provides clear path to the entries of each townhouse units. The courtyard is slightly higher than the street entry level, a well-defined ramp connecting it with the street. There is one units facing 14th Ave W, which its entry is higher than the adjacent street grade. Low concrete retaining wall, vegetation, porches define a semi-private entry between the street and the units.

PL-3 Street-Level Interaction

PL3-A Entries

The design is restricted by the narrow side along the street, a driveway, main entry passageway, street edge unit entry are programed along 14th Ave W. The design explores ways to balance relationship of private and public, dominate and secondary elements. The main passageway dominates the center portion providing clear path to the courtyard space, while the driveway is located on the south side, with structural columns and beams incorporating into the building design. The entry of the street edge unit is well defined by steps, planters, and porch to separate from the street but visually connecting with each other.

DC-1 Project Uses & Activities

DC1-A Arrangement of Interior Uses

This is a narrow and long site. The layout of the units takes advantage of the long length, with a central courtyard, and two portions on the front and rear side. The courtyard, east and west provide ample sunlight and ventilation. The courtyard serves as common space provides access for all the three units, while major activity space like living and dining room on the ground level is placed towards the courtyard.

DC-1 Architectural Concept

DC2-A Massing DC2-B Architectural and Facade Composition

DC2-E Scale and Texture

The street edge is a two-story structure above ground. The modulation and facade on street level is design through the combination of elements of open structure for driveway, main entry passage ways, porch, and projecting canopy. The upper level is designed with large windows, and interesting massing. The material on the base is using natural wood texture for the open structure, while lighter siding panels, and metal railings; while contrasting with the upper level has darker color and patterning panels. The base and upper level response to each other by using wood texture for the open structure and part of the composition of upper level.

DC-3 Open Space Concept

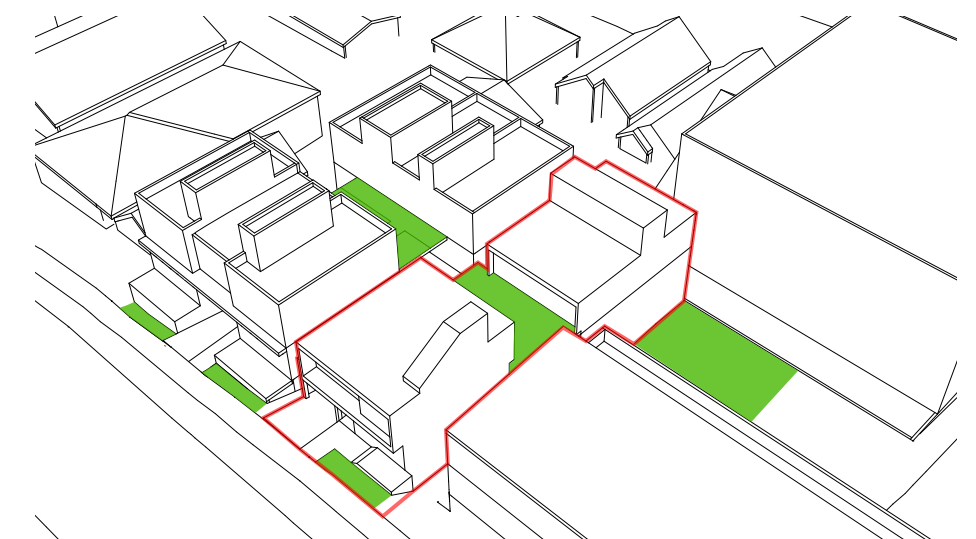
DC3-B Open Spaces Uses and Activities

The central courtyard provides common space and clear entry path for the units. Roof amenity and landscape is incorporated into the design, to provide residents with private amenity space.

DC-4 Exterior Materials and Finishes

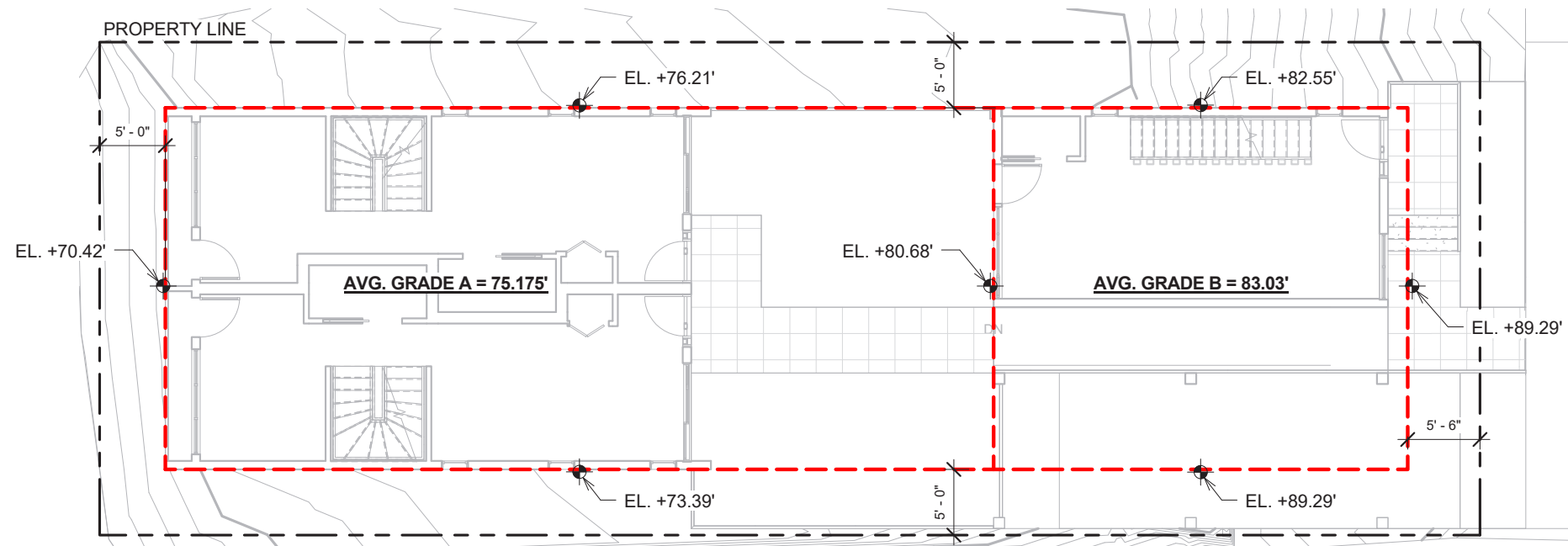
DC4-A Exterior Elements and Finishes

The building is designed to utilize durable contemporary materials with different texture, like wood, glazing, and hardy panel.



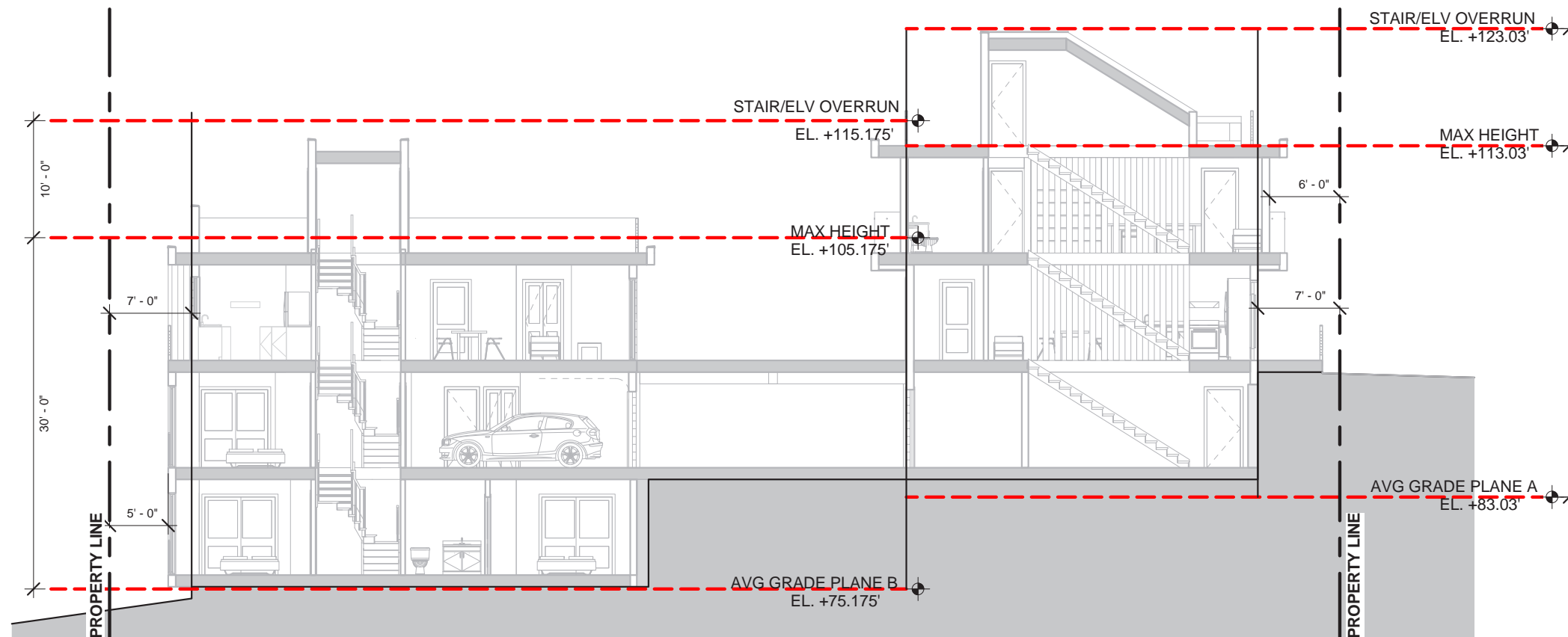
OPEN SPACE AND SURROUNDING CONTEXT

AVERAGE GRADE DIAGRAM

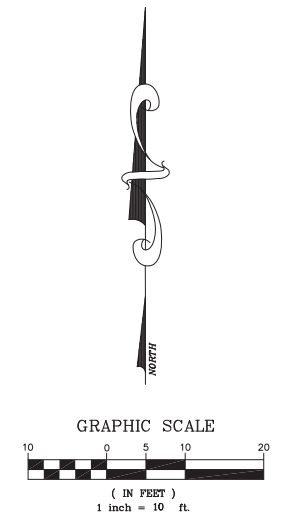
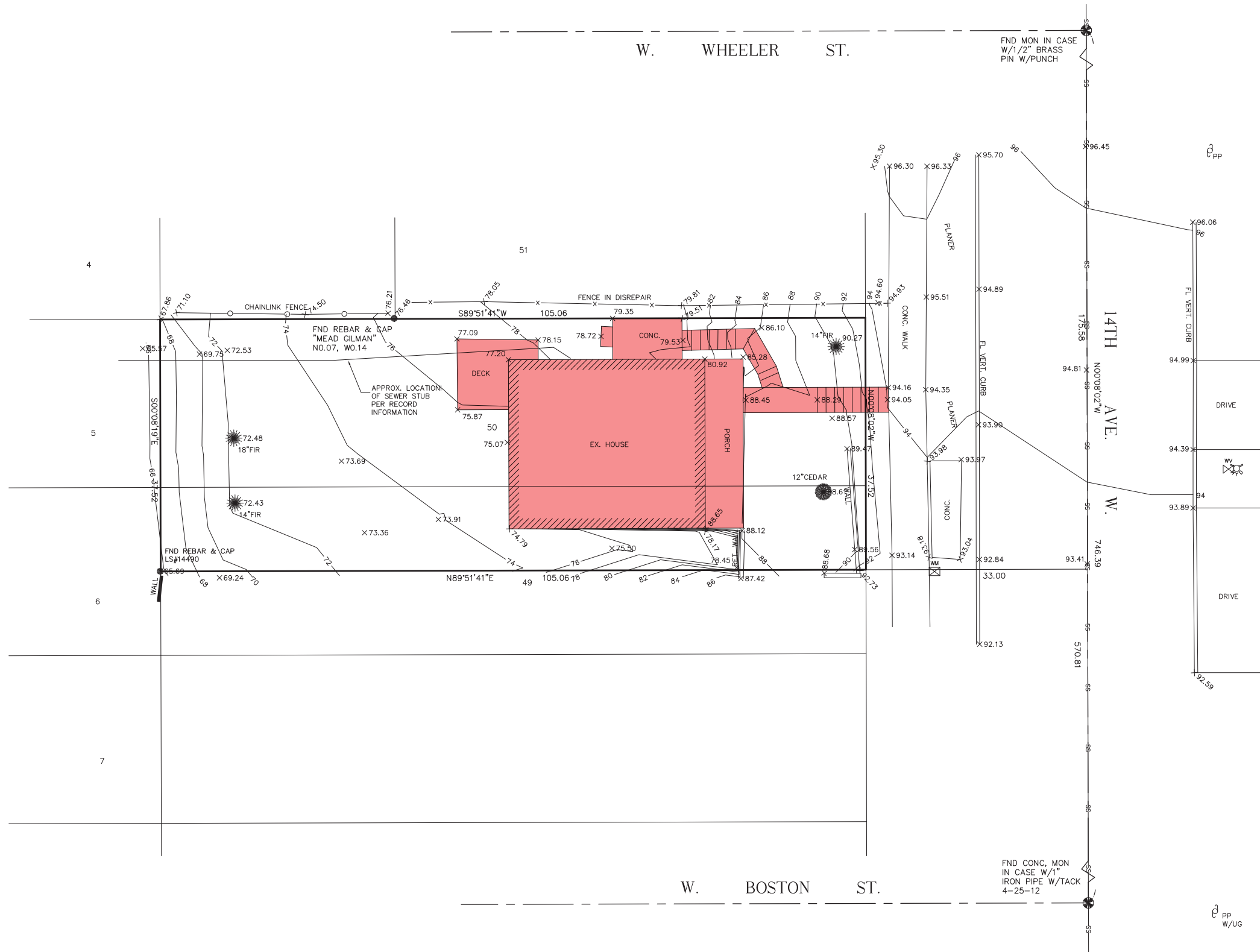


Average Grade Plane Calculations

The heavy slope of the site makes it necessary to break down the site area to calculate the average grade plane of the project. The site is broken into two sections, one east and one west. This locates the first unit at the east section of the site and allows the average grade plane to be utilized to have this section match the massing elevation of the neighboring townhouse. The western section is dropped by one floor and contains units 2 & 3. The average grade plane breaks the mass down into two sections and allows the building to follow the topography.



SITE SURVEY



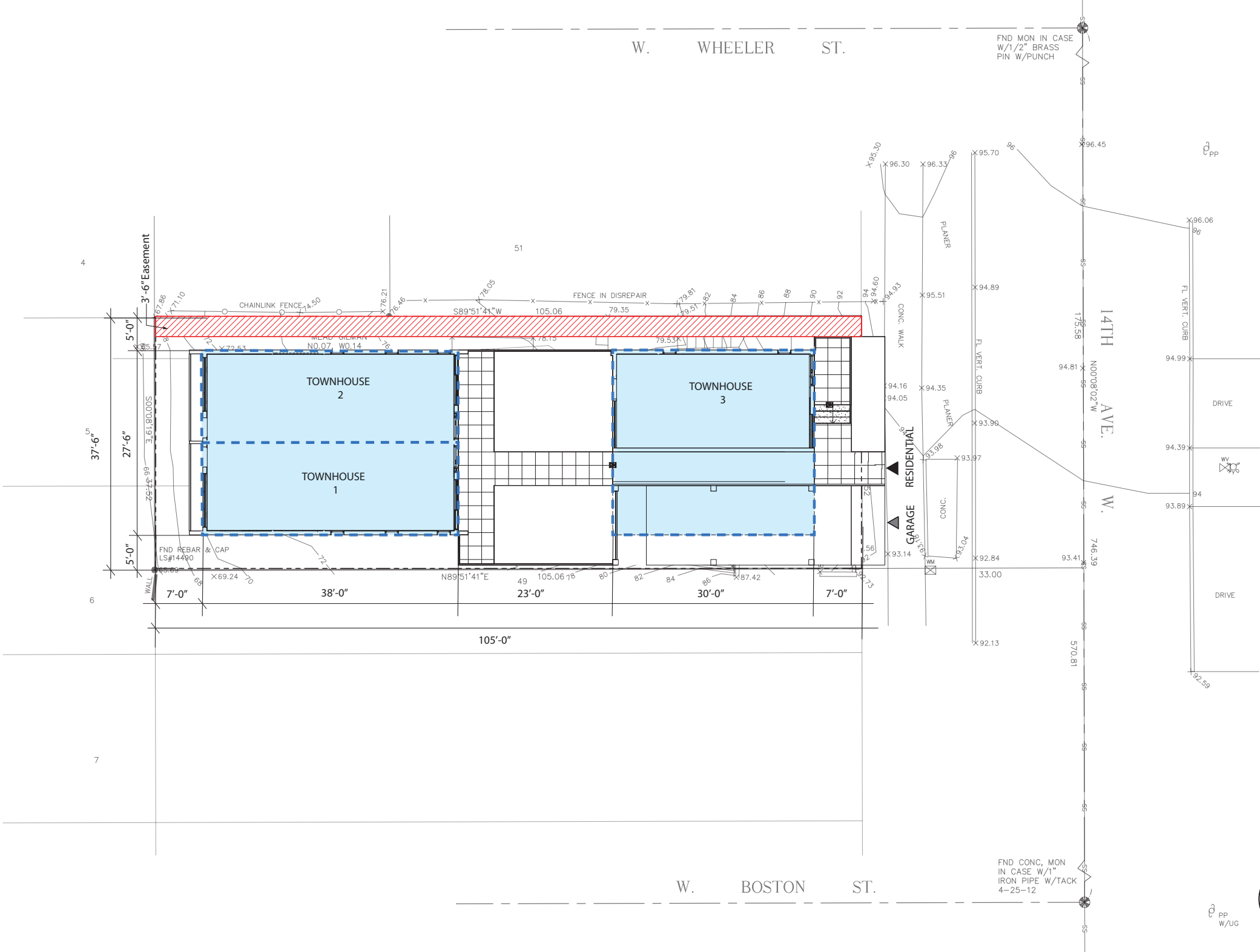
TOPOGRAPHIC SURVEY
for
DAN JENKINS
A Portion of the S.W. 1/4 of the N.W. 1/4 of
Section 24, Township 25 North, Range 3 East, W.M.
King County, Washington

LEGAL DESCRIPTION:
THE NORTH HALF OF LOT 49 AND ALL OF LOT 50,
BLOCK 166, GILMAN'S ADDITION TO THE CITY OF
SEATTLE, AS RECORDED IN VOLUME 5 OF PLATS, PAGE
93, RECORDS OF KING COUNTY, WASHINGTON.
SITUATE IN THE COUNTY OF KING, STATE OF
WASHINGTON
SUBJECT TO CONDITIONS, RESTRICTIONS AND
EASEMENTS OF RECORD IF ANY.

BENCH MARK - DATUM (NAVD 88)
2" BRASS CAP LOCATED IN THE CONCRETE SIDEWALK
AT THE SOUTHEAST QUADRANT OF W. WHEELER ST.
AND 15TH AVE. W.
ELEV. = 48.89

- LEGEND**
- FOUND PROPERTY CORNER AS DESCRIBED
 - ⊗ SANITARY SEWER MANHOLE
 - ⊕ WATER VALVE
 - ⊗ WATER METER
 - ⊕ FIRE HYDRANT
 - ⊕ POWER POLE
 - ⊗ GAS METER

PROPOSED SITE PLAN



DESIGN SUMMARY



Option 01

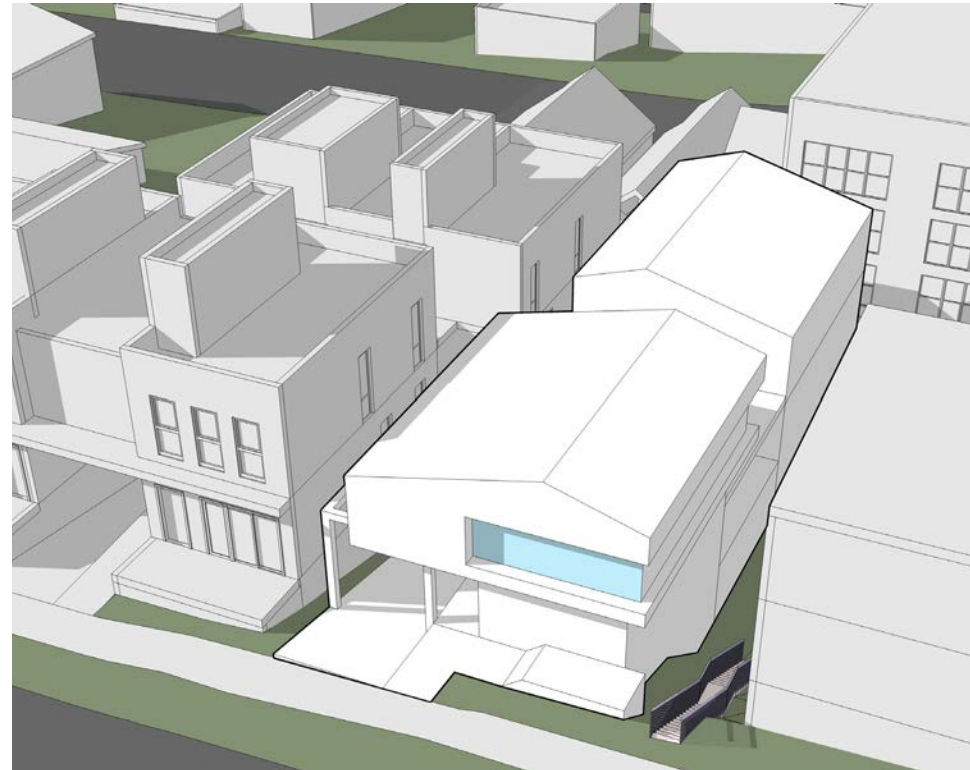
Unit Count	3	
Total Floor Area	4760	GSF
Provided Parking Spaces	3	
FAR Proposed	1.04	

Pros

- + Shed roof on the front and butterfly roof for the backside units, which create interesting design characters..
- + No ramp location and sight triangle departure is required.

Cons

- No roof amenity.
- Due to the garage ramp location, the ground level of the unit along 14th is very narrow, which can barely functioned.
- The garage ramp is located along north to get on both sides sight triangle, and the topography on NE corner is 1 feet higher than SE, which makes the upper floor level only 8 feet floor to floor.
- Along the north, an easement is provided for the neighbor to build a stair running to their ground level, however, the garage entry will conflict with the pedestrian use.
- Departure #2 request, Ramp slope



Option 02

Unit Count	3	
Total Floor Area	4806	GSF
Provided Parking Spaces	3	
FAR Proposed	1.18	

Pros

- + Pitch roof provides similar characters as single family houses presenting in the surrounding context.
- + The base portion, pedestrian main entry and garage entry becomes part of the building massing.

Cons

- No roof amenity.
- Departure #1 request, Open structure in the 5'-0" side setback
- Departure #2 request, Ramp slope
- Departure#3 request, Garage entry sight triangle.



Option 03
(Preferred)

Unit Count	3	
Total Floor Area	4,846	GSF
Provided Parking Spaces	3	
FAR Proposed	1.23	

Pros

- + Massing articulation responds to surrounding building, with presenting interesting contemporary design characters.
- + The base portion, pedestrian main entry and garage entry becomes part of the building massing.
- +Provide Courtyard and roof amenity.

Cons

- Departure #1, Open structure in the 5'-0" side setback
- Departure #2 Ramp slope
- Departure#3 Garage entry sight triangle.

OPTION 01

Unit Count	3	
Total Floor Area	4760	GSF
Provided Parking Spaces	3	
FAR Proposed	1.04	

Pros

+ Shed roof on the front and butterfly roof for the backside units, which create interesting design characters..

+ No ramp location and sight triangle departure is required.

Cons

- No roof amenity.

- Due to the garage ramp location, the ground level of the unit along 14th is very narrow, which can barely functioned.

- The garage ramp is located along north to get on both sides sight triangle, and the topography on NE corner is 1 feet higher than SE, which makes the upper floor level only 8 feet floor to floor.

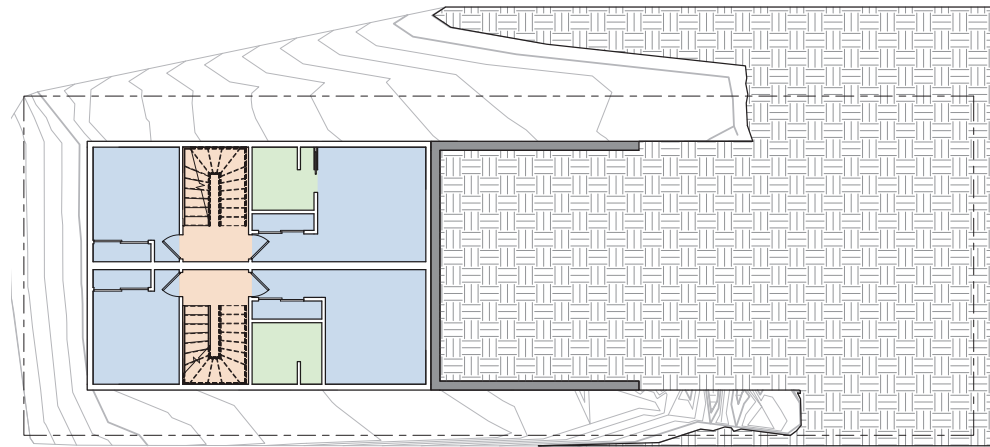
- Along north, an easement is provided for the neighbor to build a stair running to their ground level, however, the garage entry will conflict with the pedestrian use.

-Departure #2 request, Ramp slope

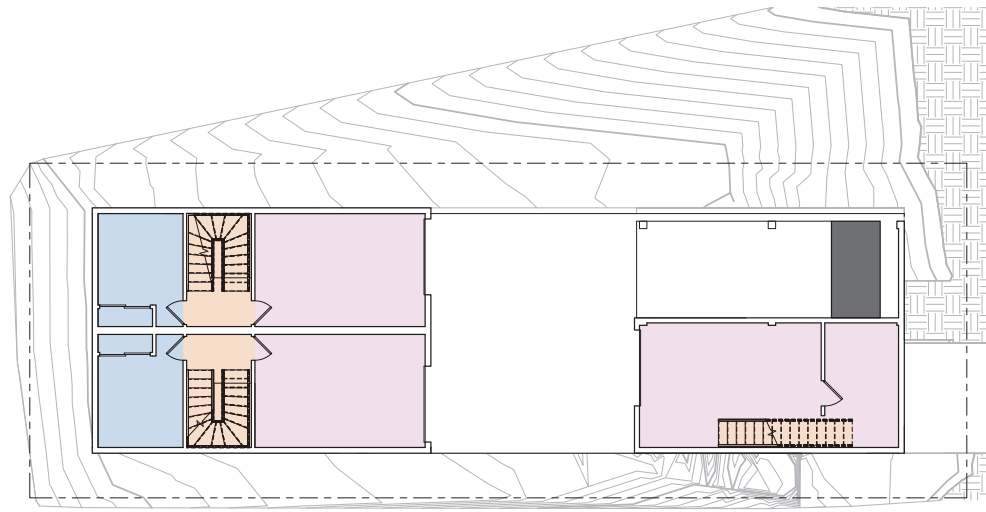


OPTION 01

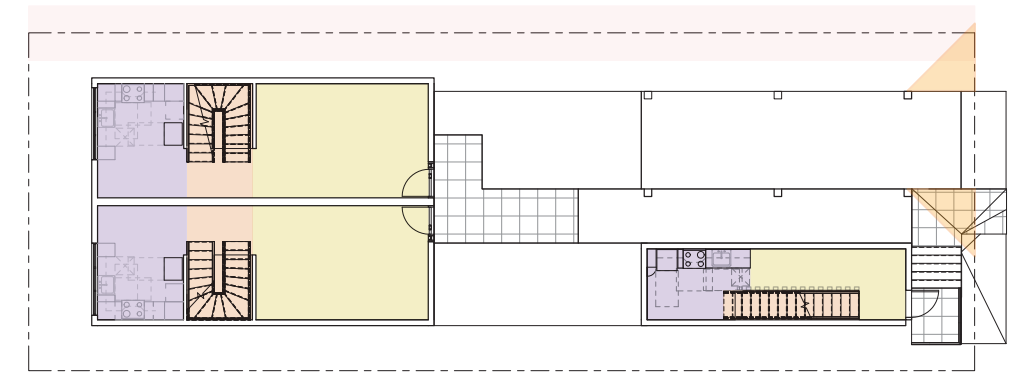
- BEDROOM
- CIRCULATION
- LAUNDRY / GARAGE
- BATHROOM
- GARBAGE / RECYCLE
- LIVING ROOM
- KITCHEN



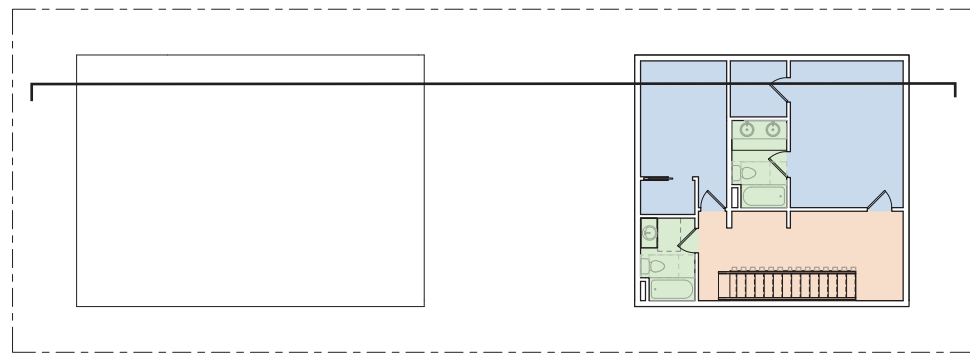
LEVEL 1 - FLOOR PLAN



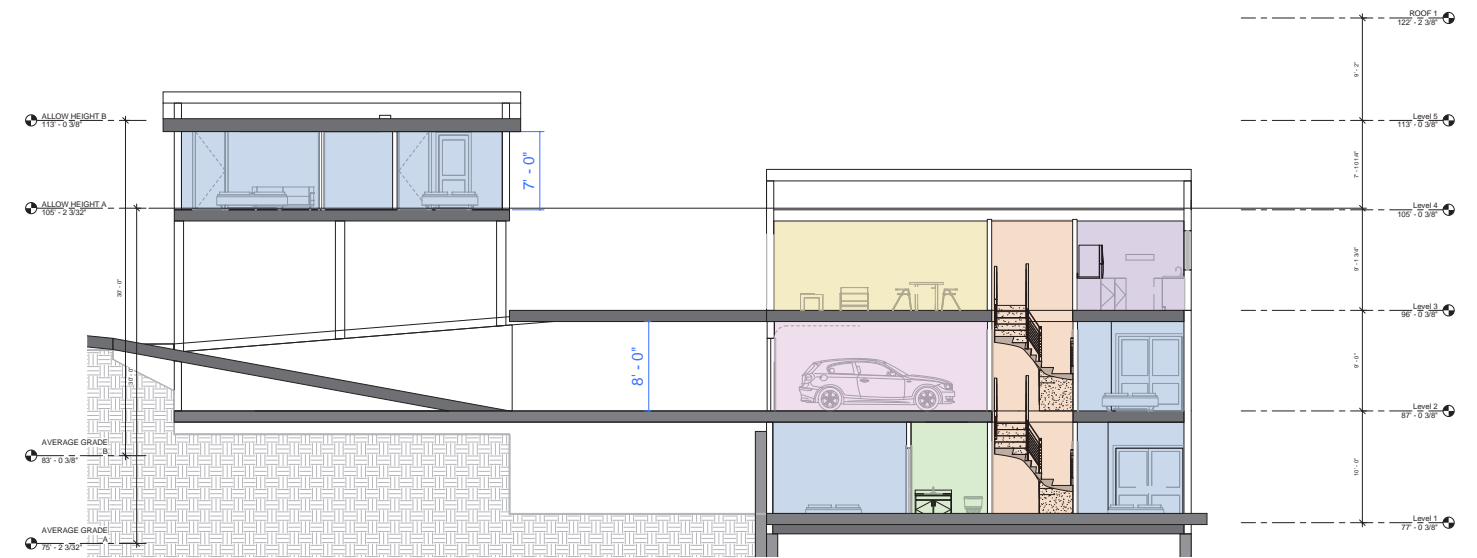
LEVEL 2 - FLOOR PLAN



LEVEL 3 - FLOOR PLAN



LEVEL 4 - FLOOR PLAN



SECTION VIEW

OPTION 02

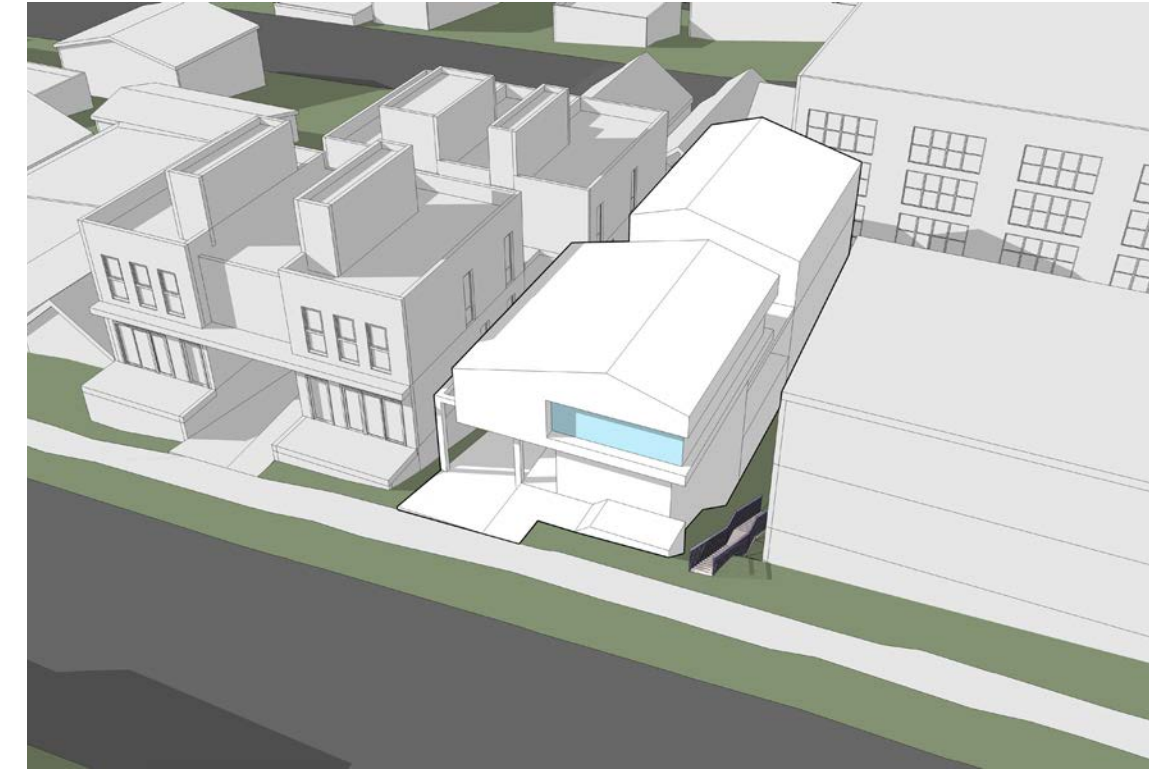
Unit Count 3
Total Floor Area 4806 GSF
Provided Parking Spaces 3
FAR Proposed 1.18

Pros

- + Pitch roof provides similar characters as single family houses presenting in the surrounding context.
- + The base portion, pedestrian main entry and garage entry becomes part of the building massing.

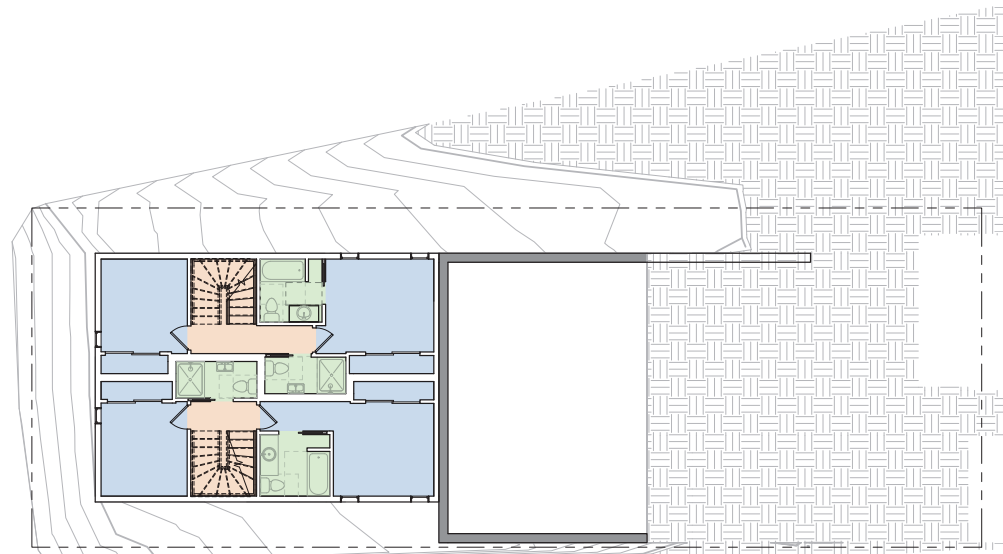
Cons

- No roof amenity.
- Departure #1 request, Open structure in the 5'-0" side setback
- Departure #2 request, Ramp slope
- Departure#3 request, Garage entry sight triangle.

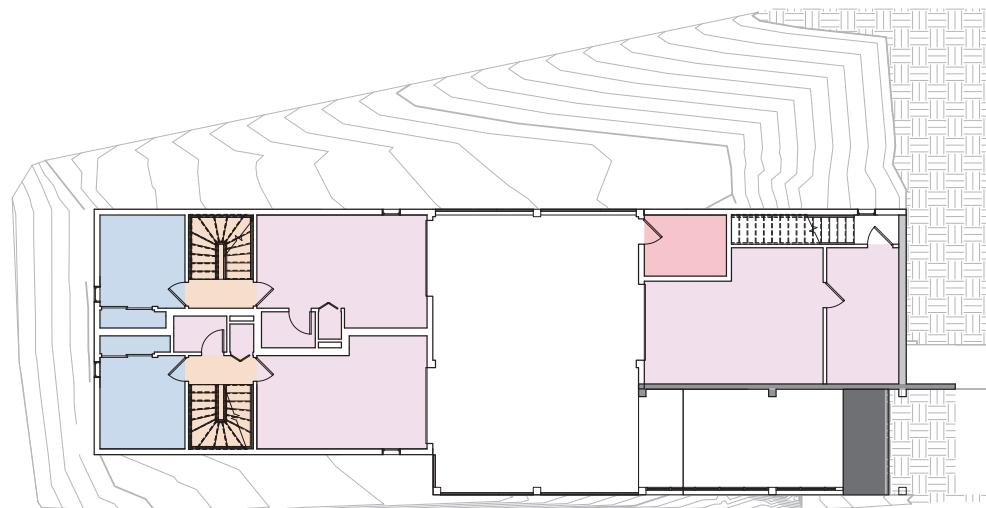


OPTION 02

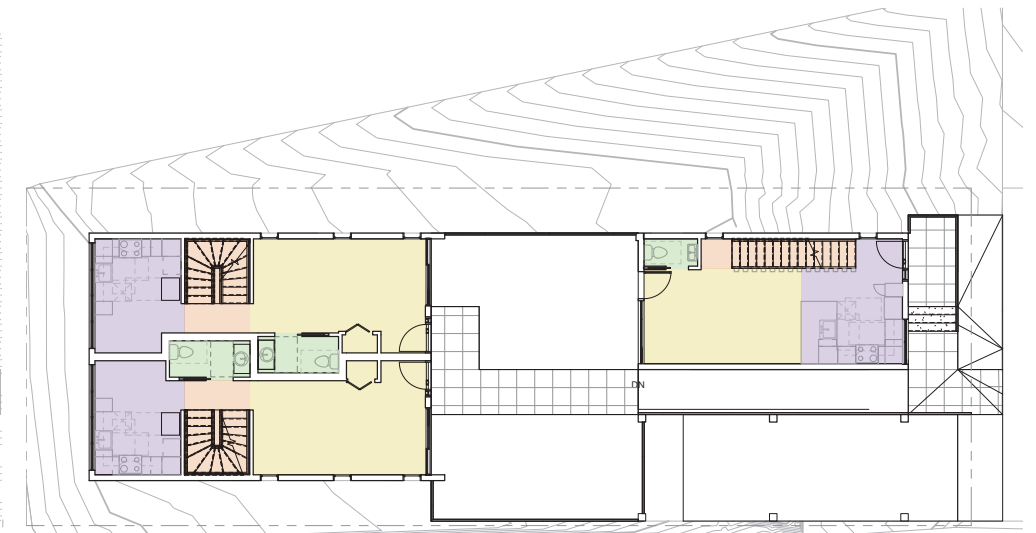
- BEDROOM
- CIRCULATION
- LAUNDRY / GARAGE
- BATHROOM
- GARBAGE / RECYCLE
- LIVING ROOM
- KITCHEN



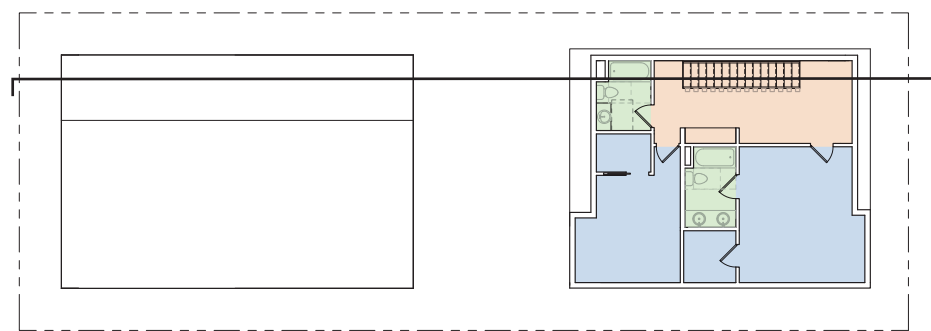
LEVEL 1 - FLOOR PLAN



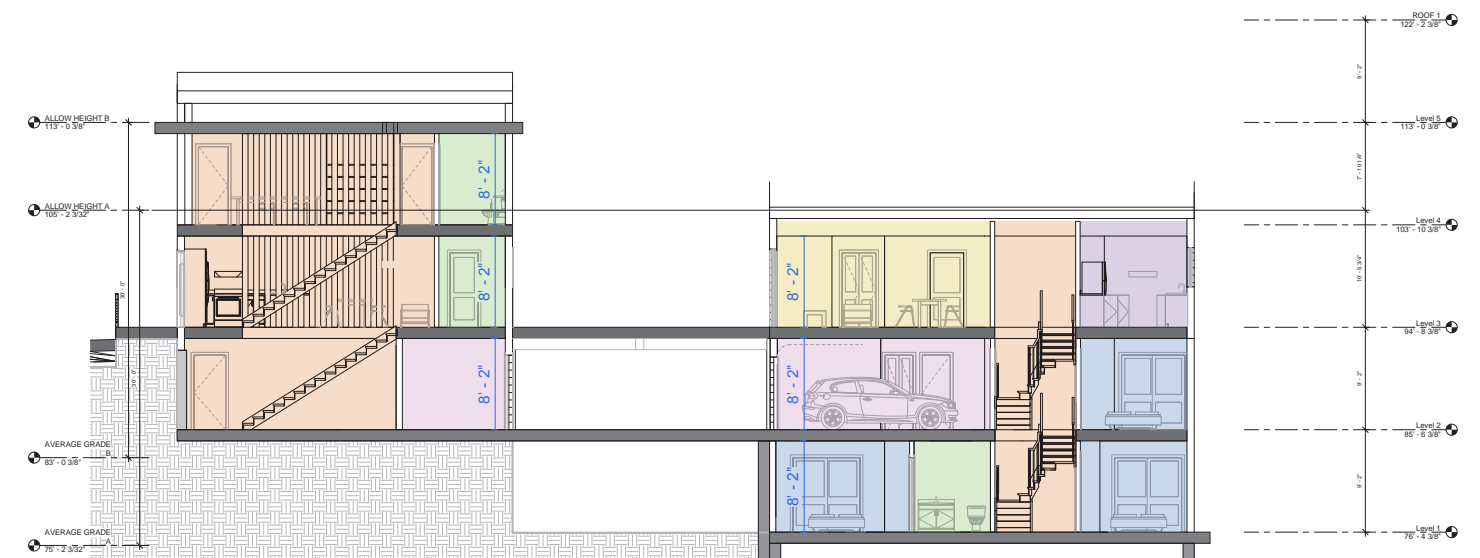
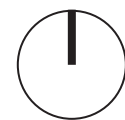
LEVEL 2 - FLOOR PLAN



LEVEL 3 - FLOOR PLAN



LEVEL 4 - FLOOR PLAN



SECTION VIEW

OPTION 03

Unit Count 3
Total Floor Area 4,846 GSF
Provided Parking Spaces 3
FAR Proposed 1.23

Pros

- + Massing articulation responds to surrounding building, with presenting interesting contemporary design characters.
- + The base portion, pedestrian main entry and garage entry becomes part of the building massing.
- + Provide Courtyard and roof amenity.

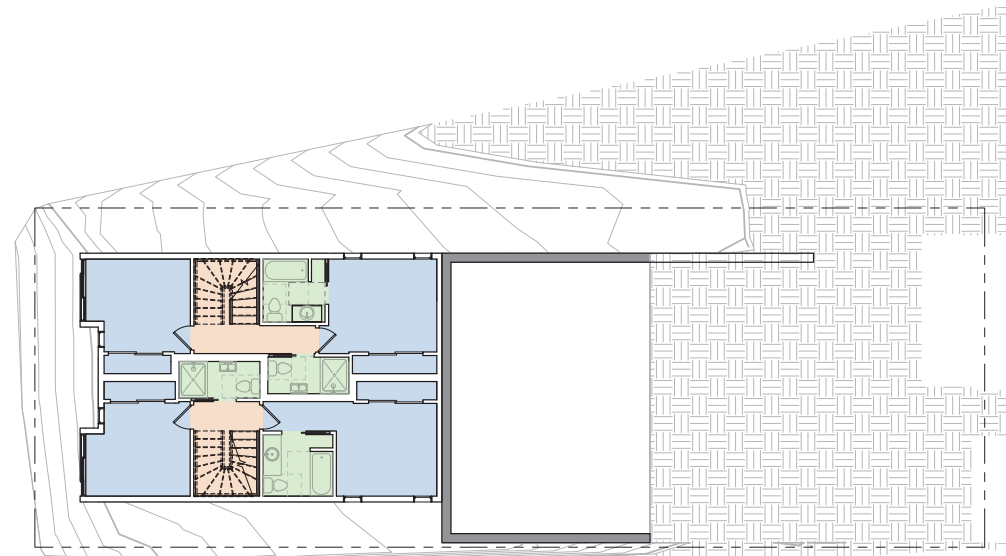
Cons

- Departure #1, Open structure in the 5'-0" side setback
- Departure #2 Ramp slope
- Departure#3 Garage entry sight triangle.

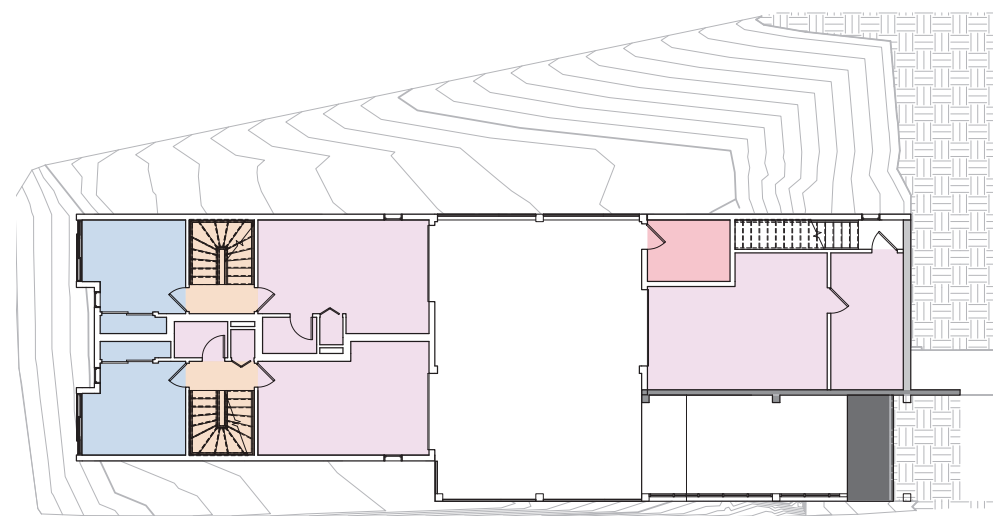


OPTION 03

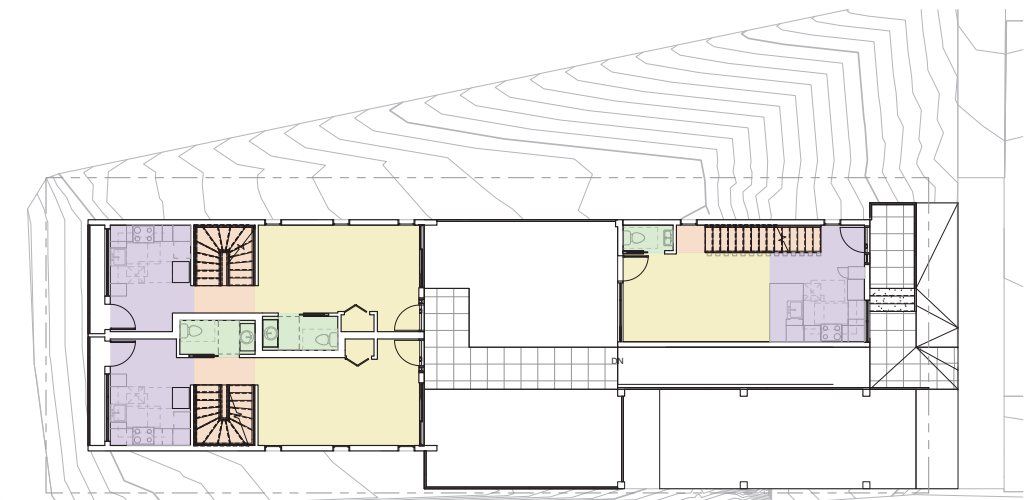
- BEDROOM
- CIRCULATION
- LAUNDRY / GARAGE
- BATHROOM
- GARBAGE / RECYCLE
- LIVING ROOM
- KITCHEN



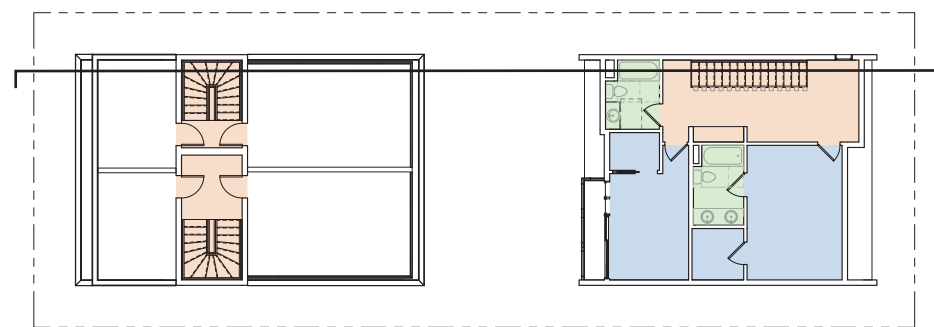
LEVEL 1 - FLOOR PLAN



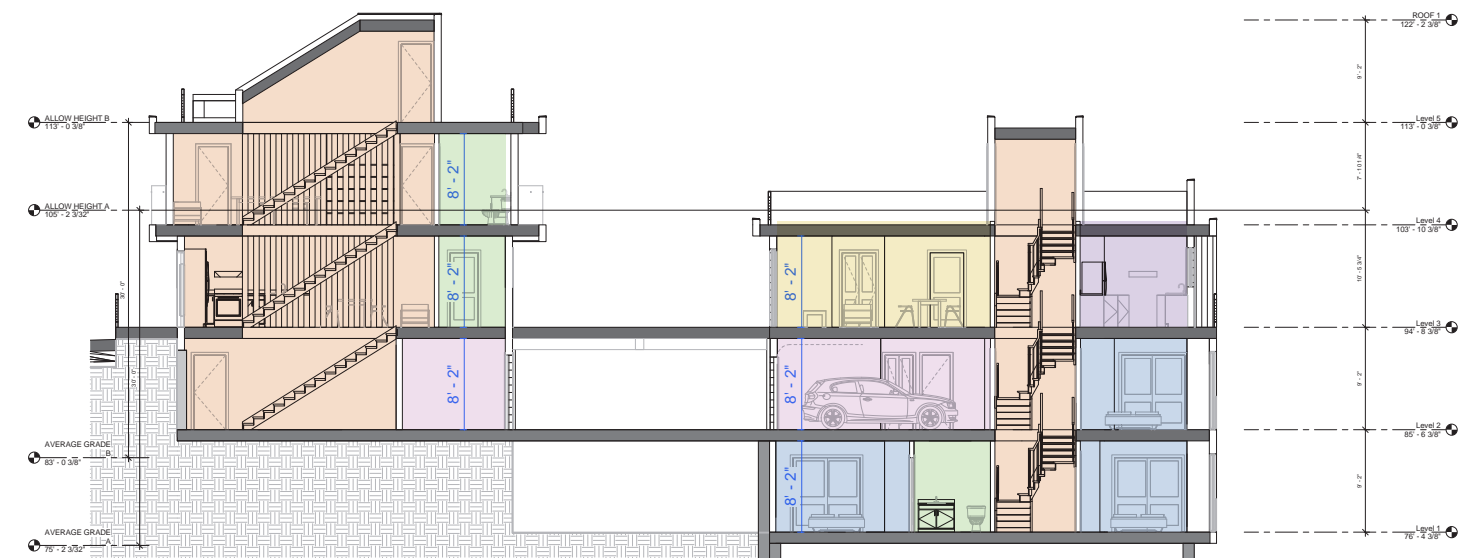
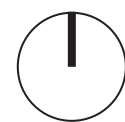
LEVEL 2 - FLOOR PLAN



LEVEL 3 - FLOOR PLAN

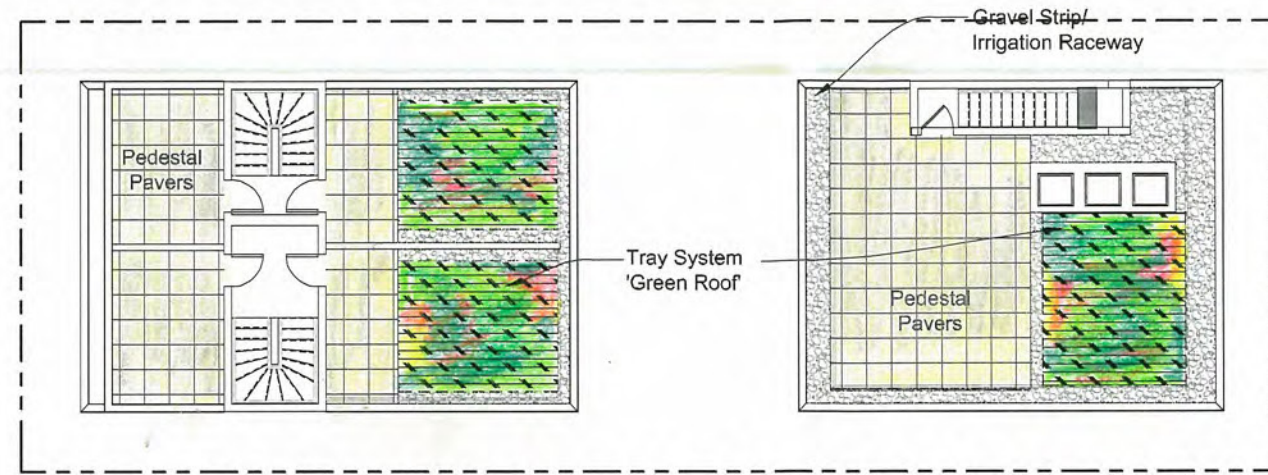


LEVEL 4 - FLOOR PLAN

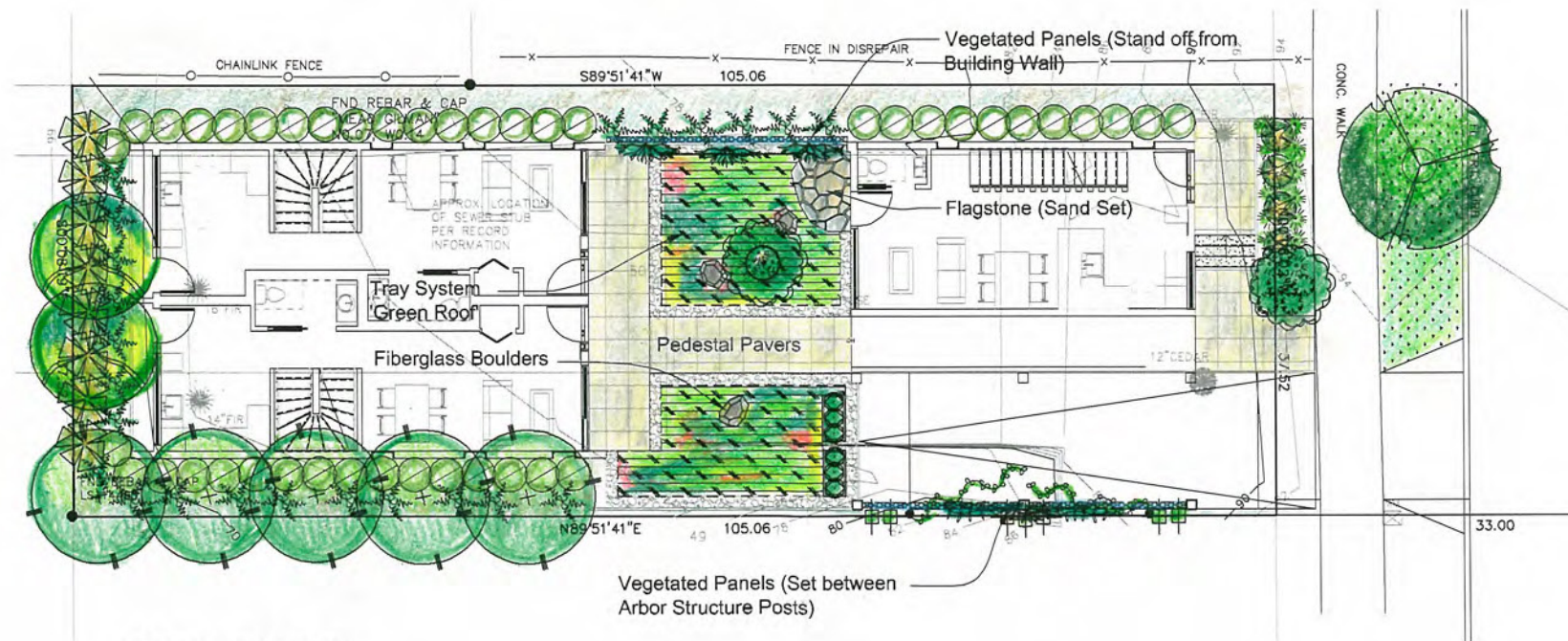


SECTION VIEW

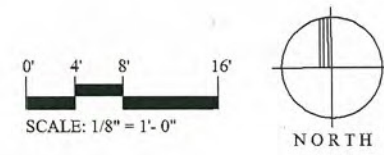
LANDSCAPE



ROOF LEVEL



GROUND LEVEL



14th West Townhome
 2257 14th Ave West
 Seattle, WA 98119

Glenn Takagi
 Landscape Architect
 18550 Firlands Way N.
 Suite #102
 Shoreline, WA 98133
 (206) 542-6100
 FAX: (206) 546-1128

Colored
 Landscape Plan

Project No.: _____
 Drawn: GT
 Checked: GT
 Drawing Issue:
 08.28.17
 Revisions:

Sheet
LX
 1 of 1



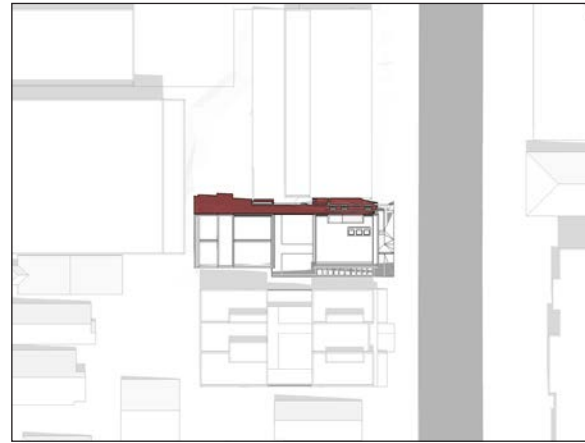
SHADOW STUDY

The shadow studies are based on Alternative C (Preferred). The site has ample sun exposure throughout the year, there's a slight exception in the winter, primarily due to the empty adjacent lot. The shadows cast by the proposed building do not appear to impact surrounding properties significantly.

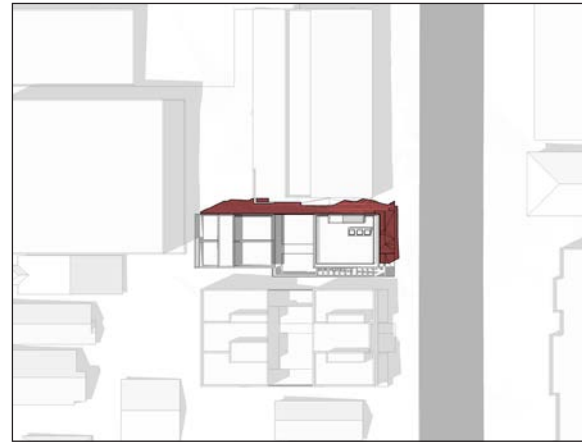
Summer Solstice - June 21 at 10am



Summer Solstice - June 21 at 12pm



Summer Solstice - June 21 at 2pm



Equinox - March/September 21 at 10am



Equinox - March/September 21 at 12pm



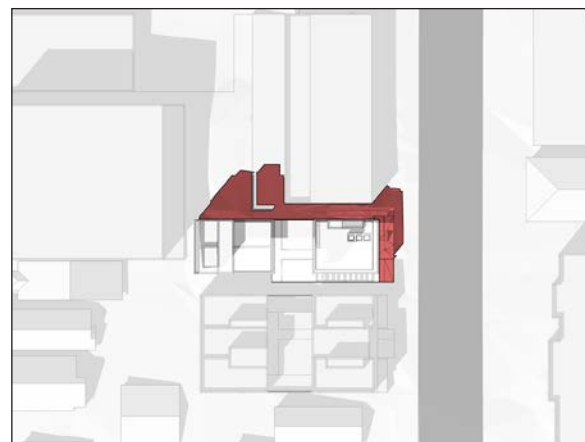
Equinox - March/September 21 at 2pm



Winter Solstice - December 21 at 10am



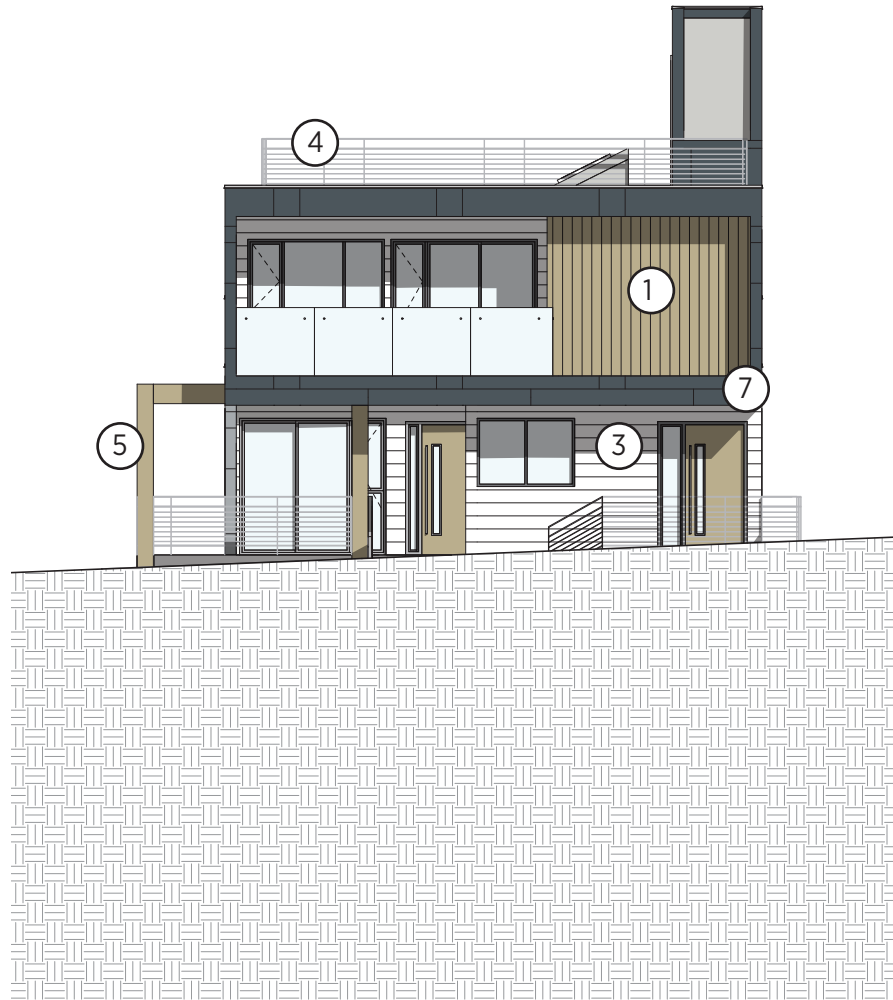
Winter Solstice - December 21 at 12pm



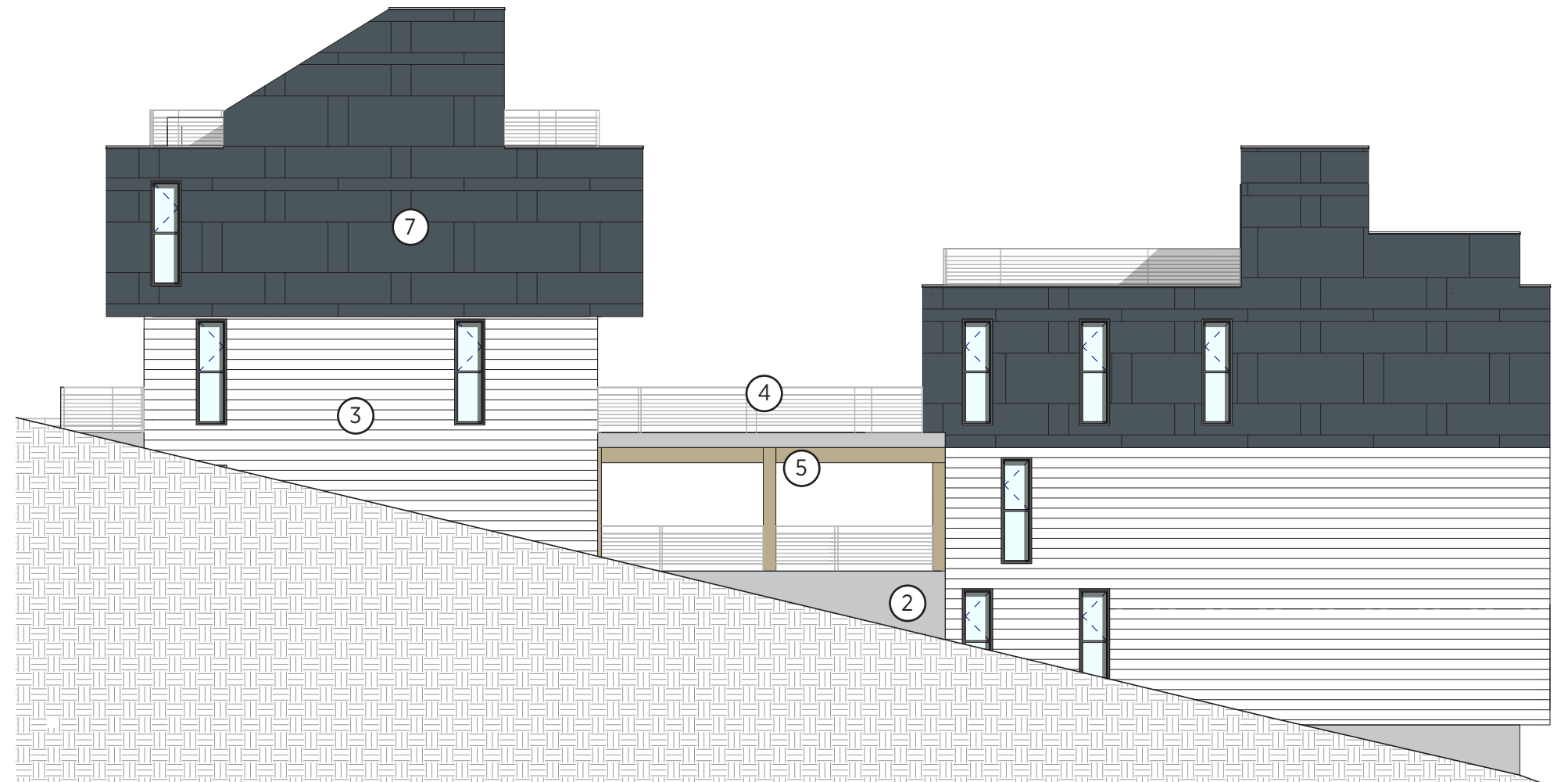
Winter Solstice - December 21 at 2pm



MATERIALS



EAST ELEVATION VIEW - MATERIALS



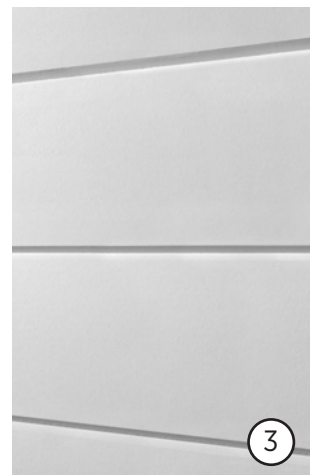
NORTH ELEVATION VIEW - MATERIALS



1 Exterior Wood Siding



2 Concrete



3 Artisan V-Groove Siding



4 Cable Railing



5 Wood Structural Cladding

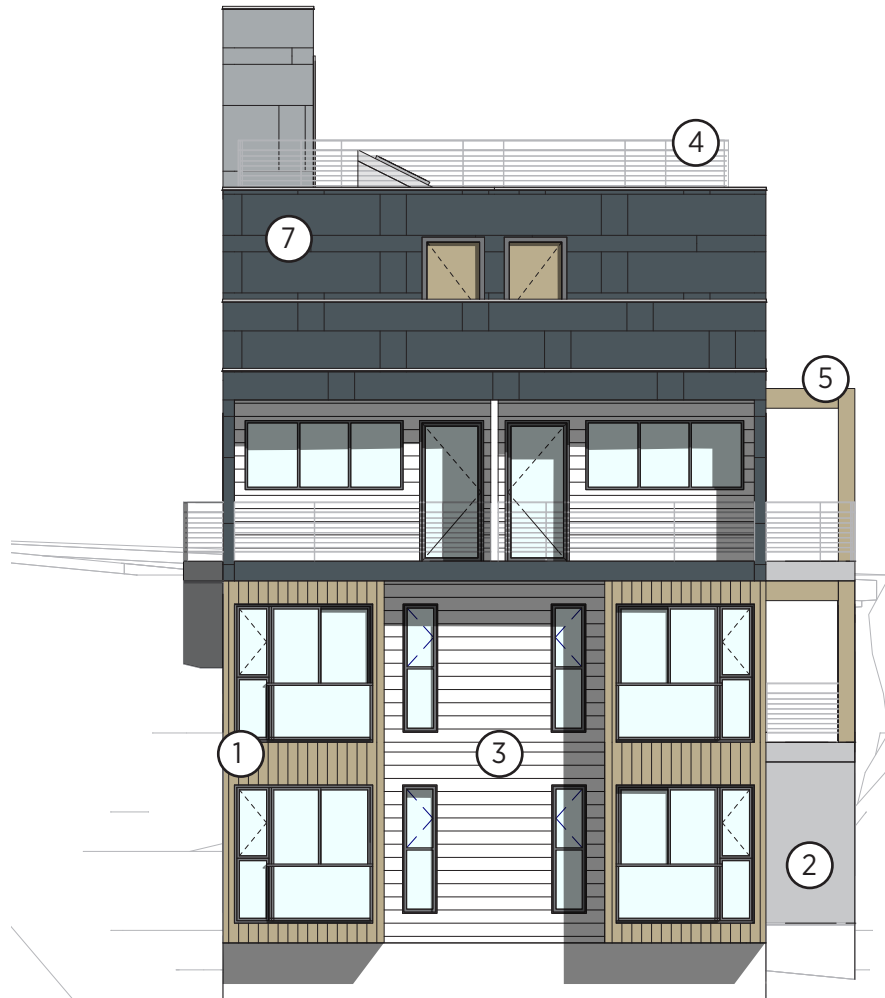


6 Green Wall Screening

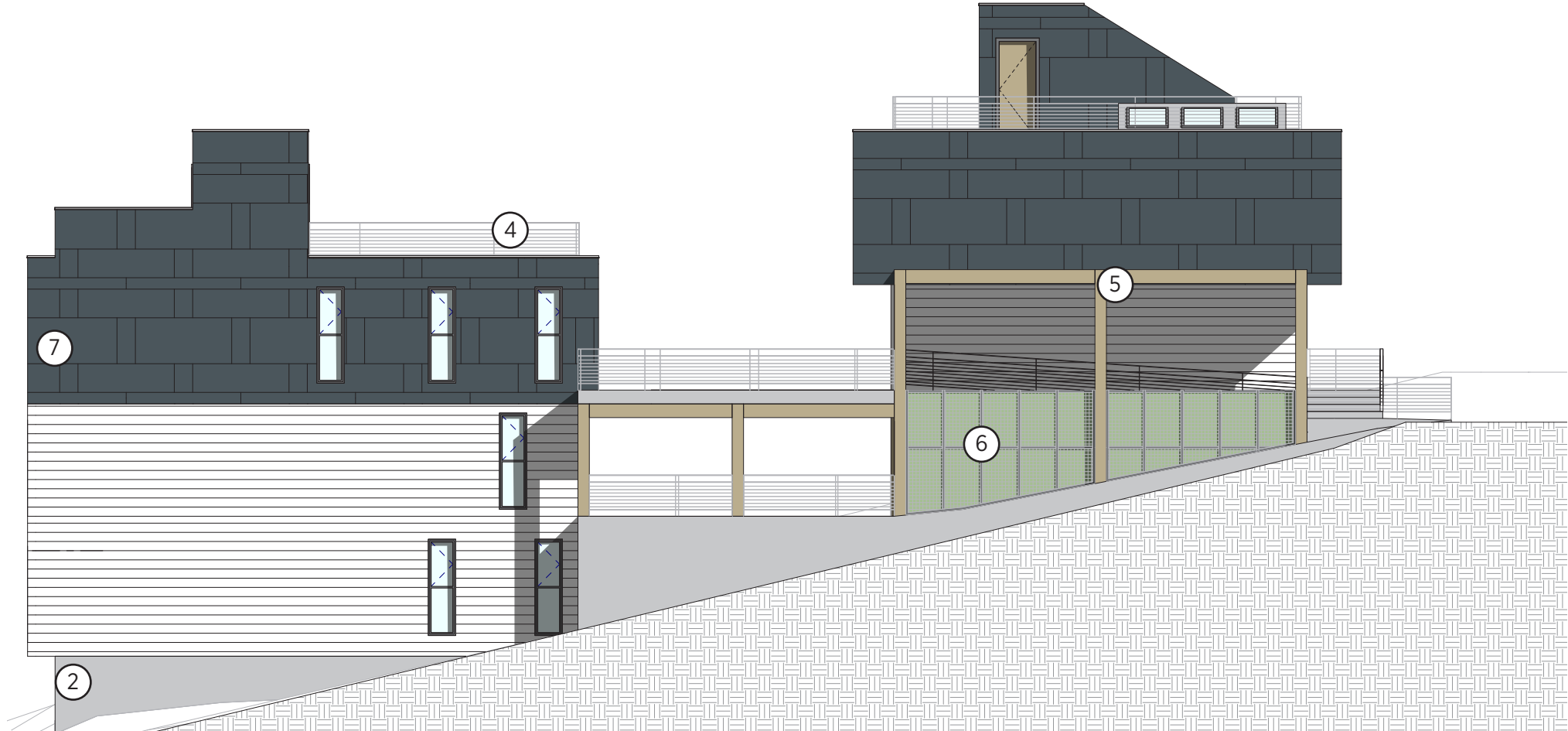


7 Blue/Grey Reveal Panel

MATERIALS



WEST ELEVATION VIEW - MATERIALS



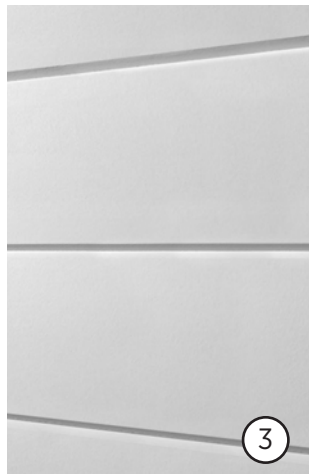
SOUTH ELEVATION VIEW - MATERIALS



1 Exterior Wood Siding



2 Concrete



3 Artisan V-Groove Siding



4 Cable Railing



5 Wood Structural Cladding



6 Green Wall Screening



7 Blue/Grey Reveal Panel

PERSPECTIVES (EXTERIOR)



EAST FACADE PERSPECTIVE VIEW TOWARDS UNIT A



COURTYARD PERSPECTIVE VIEW BETWEEN UNIT A & UNITS B+C

PERSPECTIVES (EXTERIOR)



COURTYARD PERSPECTIVE VIEW TOWARDS UNIT A



WEST FACADE PERSPECTIVE VIEW TOWARDS UNITS B & C

PERSPECTIVES (INTERIOR)



LIVING ROOM / KITCHEN / DINING SPACE - UNIT A



BEDROOM OVERLOOKING COURTYARD - UNIT A



LIVING ROOM / KITCHEN / DINING SPACE - UNIT C



STUDY SPACE UNDER SKYLIGHT - UNIT A

DEPARTURE #1 : 5'-0" STRUCTURE SETBACK

SMC 23.45.518 - Setbacks and Separations

Permitted Side Setback

A. LR zones. Required setbacks for the LR zones are shown in Table A for 23.45.518.

Per Table A 23.45.518 Townhouses required setbacks in LR3 Zones:

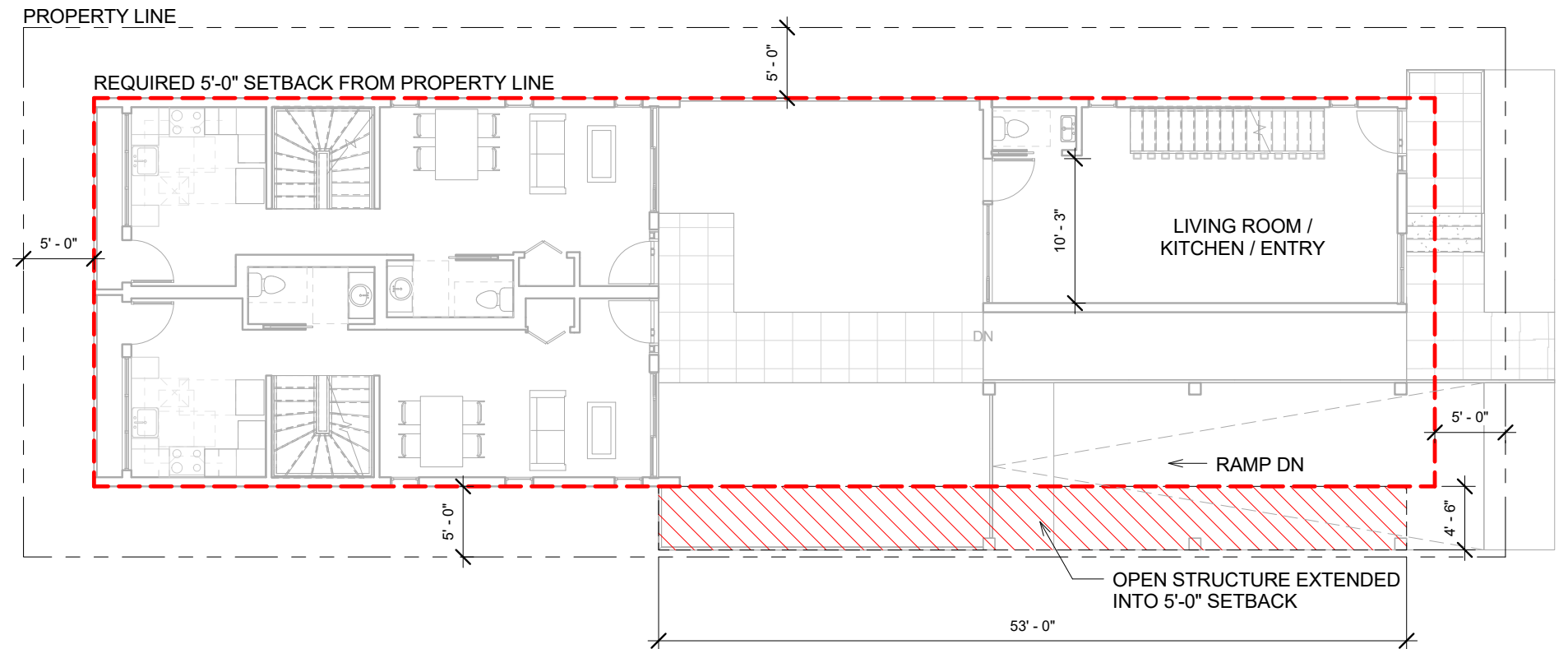
- Front : 5' minimum, 7' average
- Rear : 5' minimum, 7' average
- Side : 5', facades < 40'-0" length;
5' minimum, 7' average; facades > 40'-0" length

Proposed Side Setback

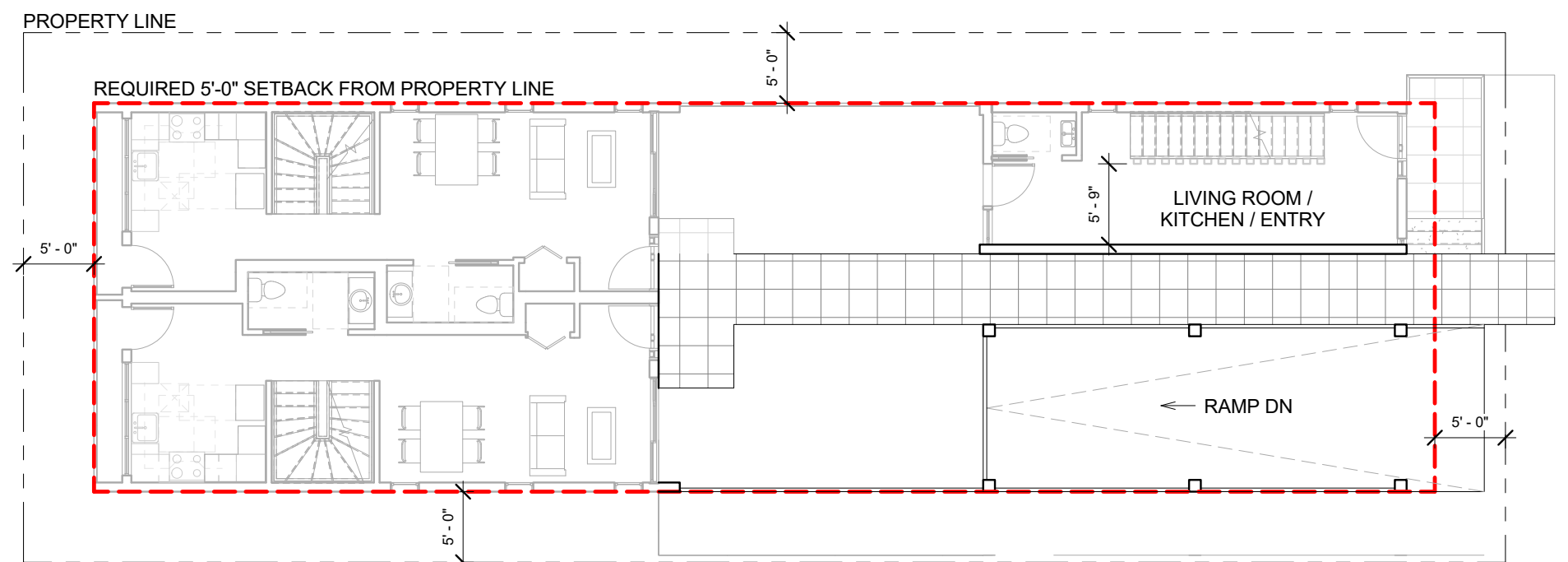
To allow for the open structure over the vehicular entry and the garage ramp to the townhouse to extend into the 5'-0" setback.

Justification

Without the extension the living room / kitchen area of unit A will have to be relocated and would render the first floor too small to be programatically useful and would remove all of the major programmatic elements from the street level. It would also disconnect the living spaces from the building courtyard. Unit A would also be forced to lose a bedroom to compensate for this move. The shift allows the living room and kitchen spaces to be located at the unit entry and create a strong relationship between the unit and the open space of the courtyard. It also creates a much more developed engagement with the street.



PROPOSED OPEN STRUCTURE EXTENSION DEPARTURE - PLAN VIEW



CODE COMPLIANT OPEN STRUCTURE - PLAN VIEW



DEPARTURE 2

DEPARTURE #2: 15% MAXIMUM SLOPE

SMC 23.54.030.D.3 - Parking Space Standards - Driveway Slope

Permitted Driveway Slope

Driveway slope for all uses. No portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent, except as provided in this subsection 23.54.030.D.3. The maximum 15 percent slope shall apply in relation to both the current grade of the right-of-way to which the driveway connects, and to the proposed finished grade of the right-of-way if it is different from the current grade. The ends of a driveway shall be adjusted to accommodate an appropriate crest and sag.

Proposed Driveway Slope

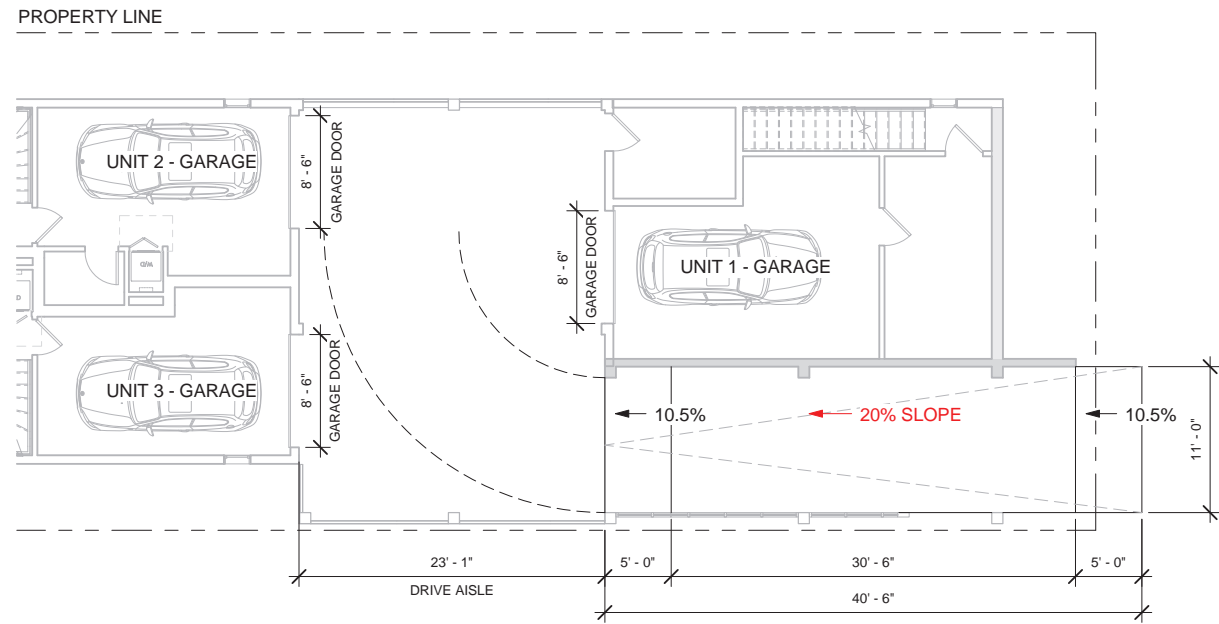
Increase the slope of the driveway to 20% along the main slope of the ramp.

Justification

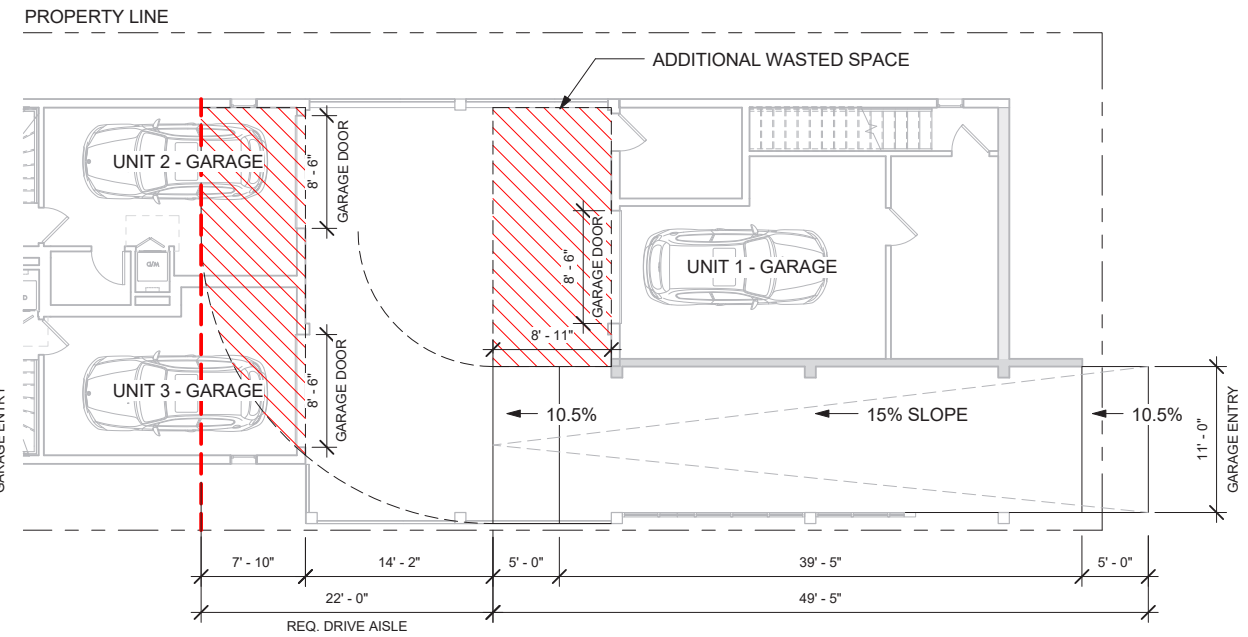
If code compliant, 15% ramp is provided, it would necessitate shifting the drive aisle will eliminate a bedroom from each unit and require the circulation core to be relocated to the west facade which would block any views the unit has to the west of the building. The resulting location of the ramp would also add additional space to Unit A which would be located below grade and be unfit for any major residential uses.

Supported Design Guidance

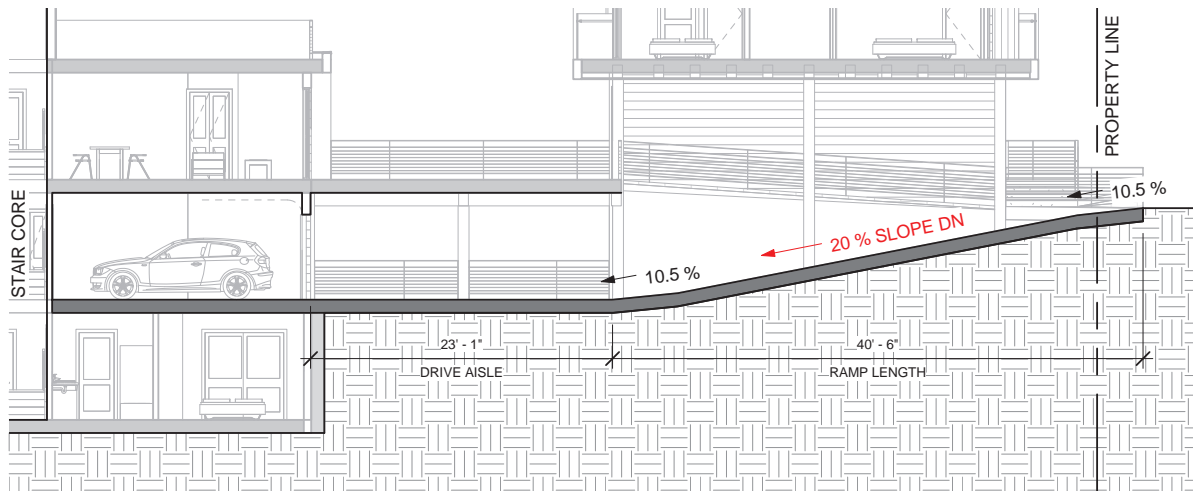
DC1.B.1 : Vehicular Access & Circulation
DC1.C.1 : Below Grade Parking



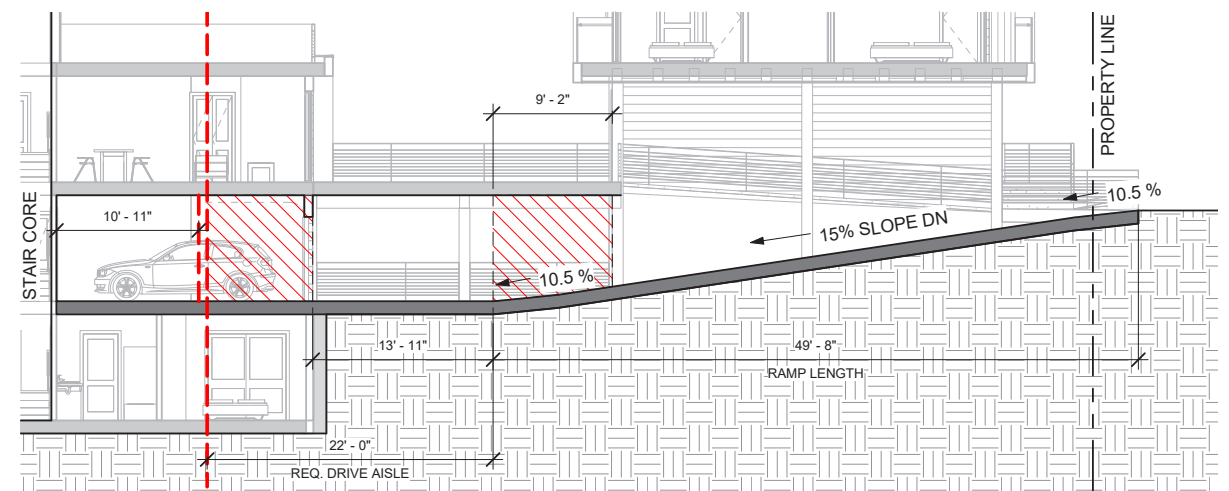
PROPOSED RAMP SLOPE DEPARTURE - PLAN VIEW



CODE COMPLIANT RAMP SLOPE DEPARTURE - PLAN VIEW



PROPOSED RAMP SLOPE DEPARTURE - SECTION VIEW



CODE COMPLIANT RAMP SLOPE DEPARTURE - SECTION VIEW



DEPARTURE #3 : SIGHT TRIANGLE

SMC 23.54.030.G.1 - Sight Triangle

Permitted Sight Triangle

A sight triangle on both sides of the driveway or easement shall be provided and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk, or curb intersection if there is no sidewalk.

Proposed Sight Triangle

A one side sight triangle will be provide.

Justification

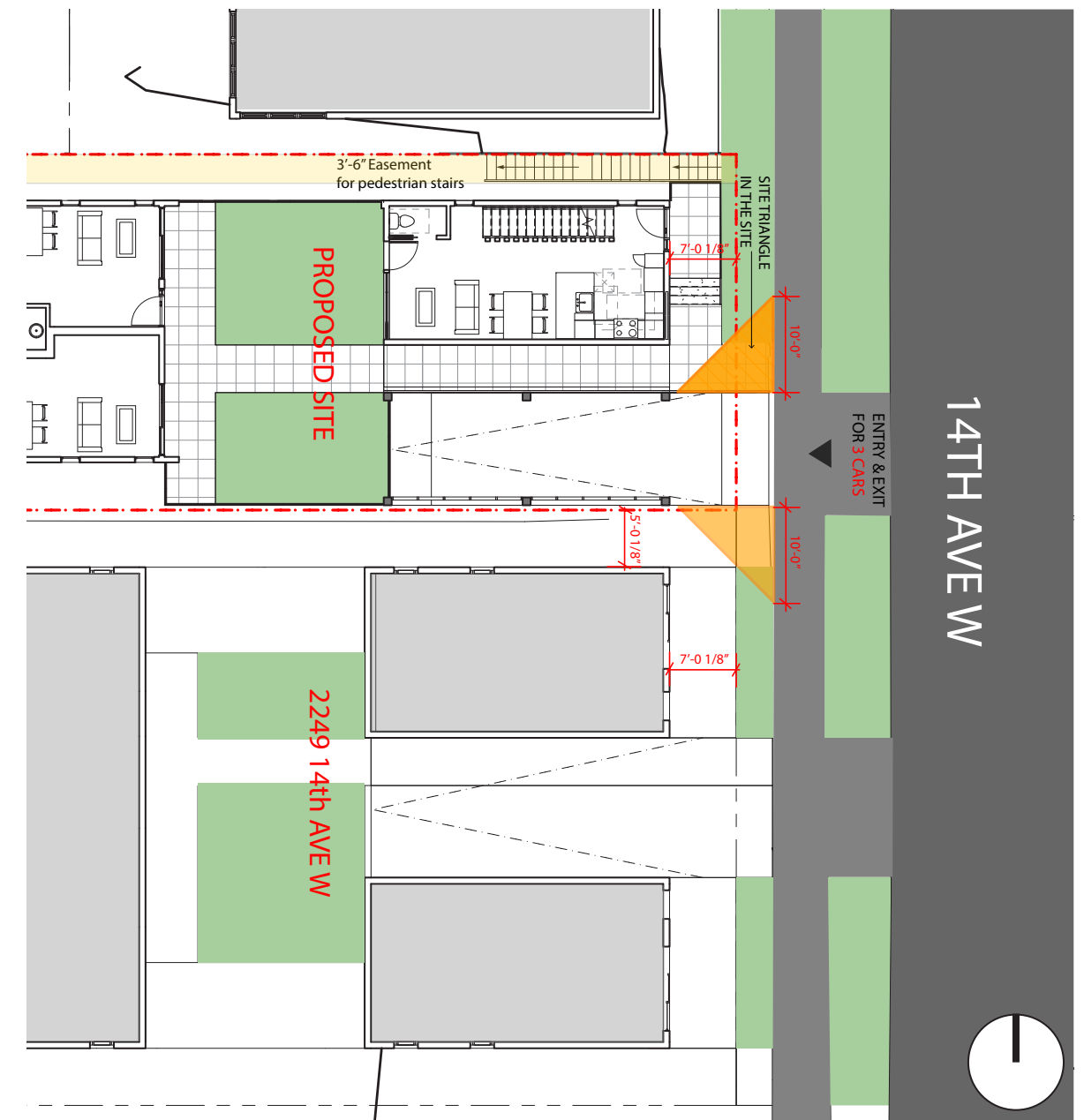
The placement of the ramp at the sidewalk will allow for a more balanced composition of the building, giving a more equal treatment to each unit garage. Shifting the drive aisle will eliminate a bedroom from each unit and require the circulation core to be relocated to the west facade which would block any views the unit has to the west of the building. The adjacent south project has the same front setback as our proposed ground level, which provide enough open space for the parking ramp with sufficient view range and sight triangle.



PROPOSED VISIBILITY INTO GARAGE ENTRY RAMP VIEW LOOKING NORTH



PROPOSED VISIBILITY INTO GARAGE ENTRY RAMP VIEW LOOKING SOUTH



DRIVEWAY SIGH TRIANGLE ILLUSTRATION

