STREAMLINED DESIGN REVIEW APPLICATION

DCI # 3029539
14335 Stone Ave North
Seattle, WA 98133

Applicant:
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Contact: John Jackels

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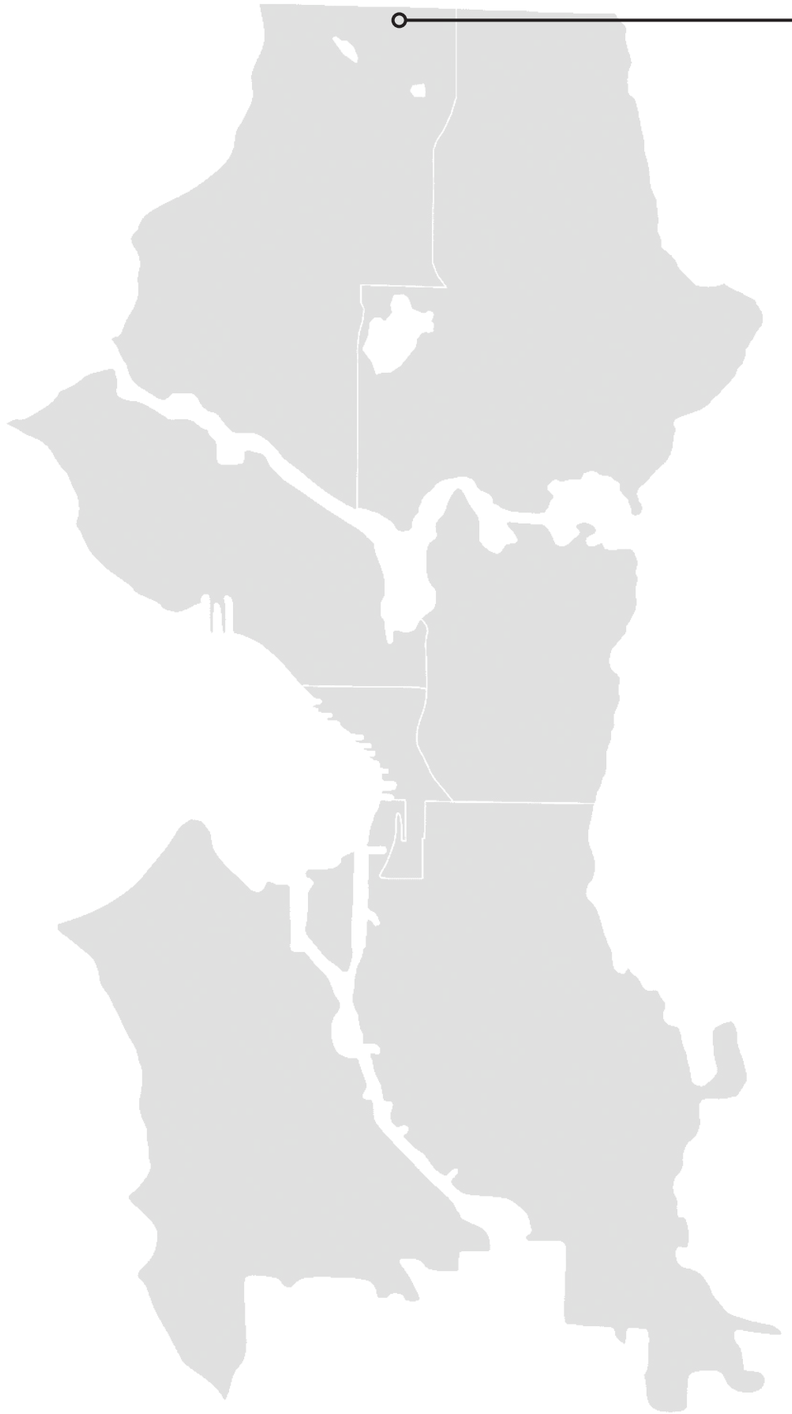
C O N E ARCHITECTURE



VICINITY MAP

EXISTING SITE

The project site (APN: 6450300650) is located along Stone Ave N between N 145 th St to the north and Roosevelt Way N to the south. The site's current use is a duplex. To the south is a single family home. To the north is a separate project currently undergoing streamlined design review (DCI #3029538). To the east across Stone Ave N are a variety of multifamily developments. To the west are a mix of multifamily and single family homes. The site is mostly flat, with a slight grade change of approximately 2 feet sloping from east to west.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned LR2 and is located in the Bitter Lake Hub Urban Village and Frequent Transit Overlay. Low-rise zoning continues east for 0.5 block and west for 2 blocks on either side of Stone Ave N, and transitions to Commercial zoning to the west surrounding Aurora Ave N / Highway 99. Low-rise zoning also continues north from this project to the Seattle city limit (N 145th St) and south for about 1 block. The remaining zoning in the area is primarily single family.

DEVELOPMENT OBJECTIVES

The project proposes the construction of (1) new multi-family residential building containing (6) total townhouse units. The existing duplex will be demolished as a result of this proposal. This project site, due to its location in a desirable neighborhood and proximity to a principal arterial street with commercial zoning and public transit, is prime for denser development.

Due to this site's urban village and frequent transit designations, no parking is required to be provided. As parking remains a valuable commodity, (3) parking stalls are proposed at the rear of the site, with driveway access from Stone Ave N.

NEIGHBORHOOD CUES

This project sits at the north boundary of the Bitter Lake Neighborhood, just a few blocks from the commercial corridor along Aurora Ave N. This neighborhood has a strong residential history with denser development occurring north to south on either side of Aurora. Amenities in the area include Bitter Lake Playfield, Jackson Park Golf Course, and several schools. The major bus lines in the area are the E Rapid Ride Line along Aurora and the 304 along N 145th St.

SITE LOCATION
14335 Stone Ave N
Seattle, WA 98133

ZONING SUMMARY
Zone: LR-2
Overlay: Bitter Lake Hub Urban Village,
Frequent Transit
ECA: None

PROJECT PROGRAM
Site Area: 5,100 SF
Number of Residential Units: 6
Number of Parking Stalls: 3
Approx. FAR (Overall) = 6,090 SF
Approx. FAR Per Unit = 1,015 SF

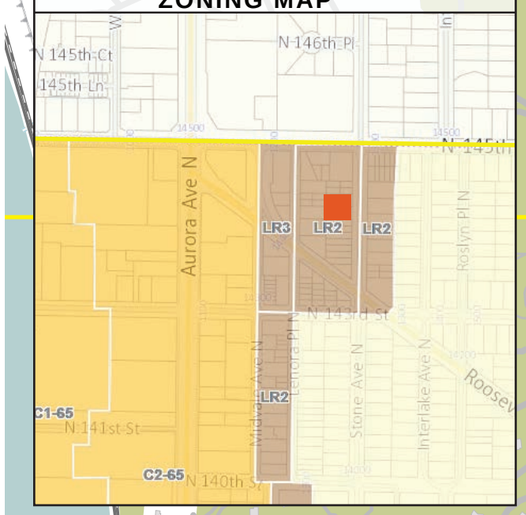
ADJUSTMENTS REQUESTED
SMC 23.45.527.B.1
Max. Facade Length in LR Zones
Allowed: 101.97' x 65%
= 66.28'
Proposed:
= 67.00' (1% Increase)

See Adjustment Diagram, p. 10

URBAN ANALYSIS KEY

- PRIMARY ACCESS ROAD
- POINT OF INTEREST
- WALKSHED
- PROJECT SITE
- BUS STOP
- SEATTLE CITY LIMITS

ZONING MAP



PUGET SOUND

15 MIN

10 MIN

5 MIN

⑤ AURORA SQUARE

⑦ PARKWOOD ELEMENTARY SCHOOL

② ST DUNSTAN'S OF THE HIGHLANDS PARISH

⑥ LOCAL DRUG STORE

N 145TH ST

⑧ LOCAL POST OFFICE

① NEW RESIDENTIAL PROJECT

ROOSEVELT WAY N

LINDEN AVE N

AURORA AVE N

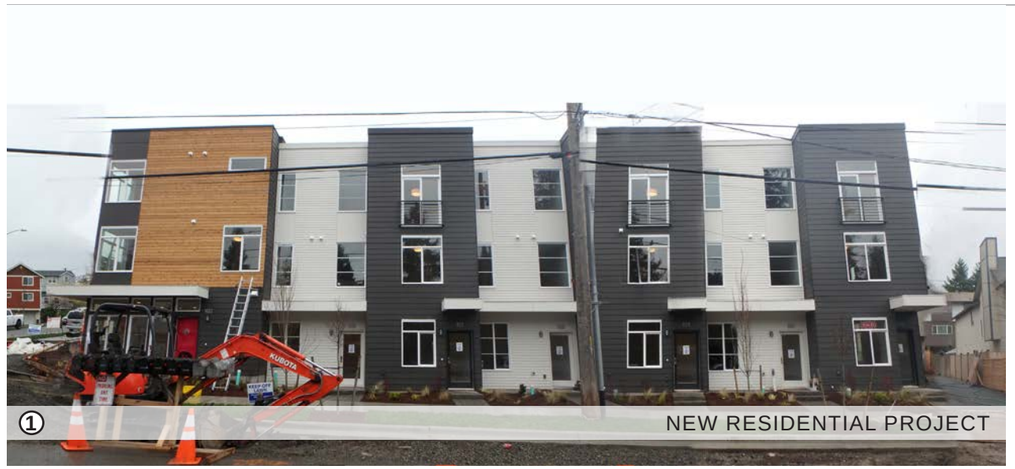
BITTER LAKE

④ INGRAHAM HIGH SCHOOL

③ LOCAL ASIAN MARKET

⑨ BITTER LAKE PLAYFIELD

N 130TH ST



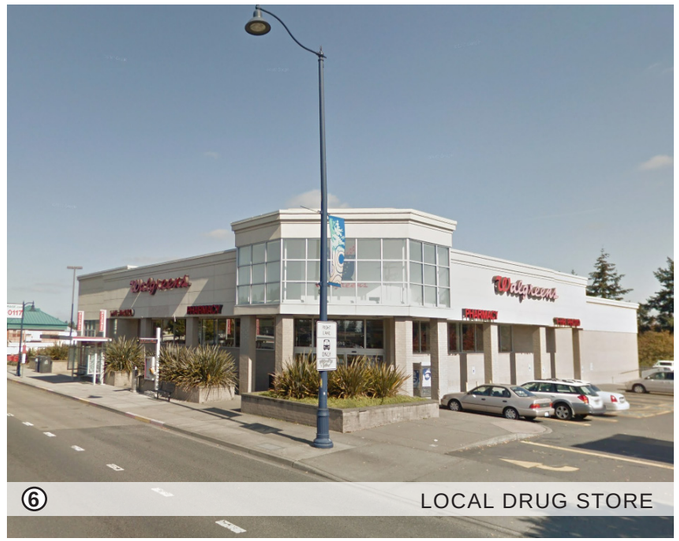
① NEW RESIDENTIAL PROJECT

② ST DUNSTAN'S CHURCH OF THE HIGHLANDS PARISH

③ LOCAL ASIAN FOOD MARKET

④ INGRAHAM HIGH SCHOOL

⑤ AURORA SQUARE



⑥ LOCAL DRUG STORE

⑦ PARKWOOD ELEMENTARY SCHOOL

⑧ LOCAL POST OFFICE

⑨ BITTER LAKE PLAYFIELDS

KEY

SITE

STONE AVE N LOOKING WEST (A)

ACROSS FROM SITE

STONE AVE N LOOKING EAST (B)

EXISTING SITE CONDITIONS

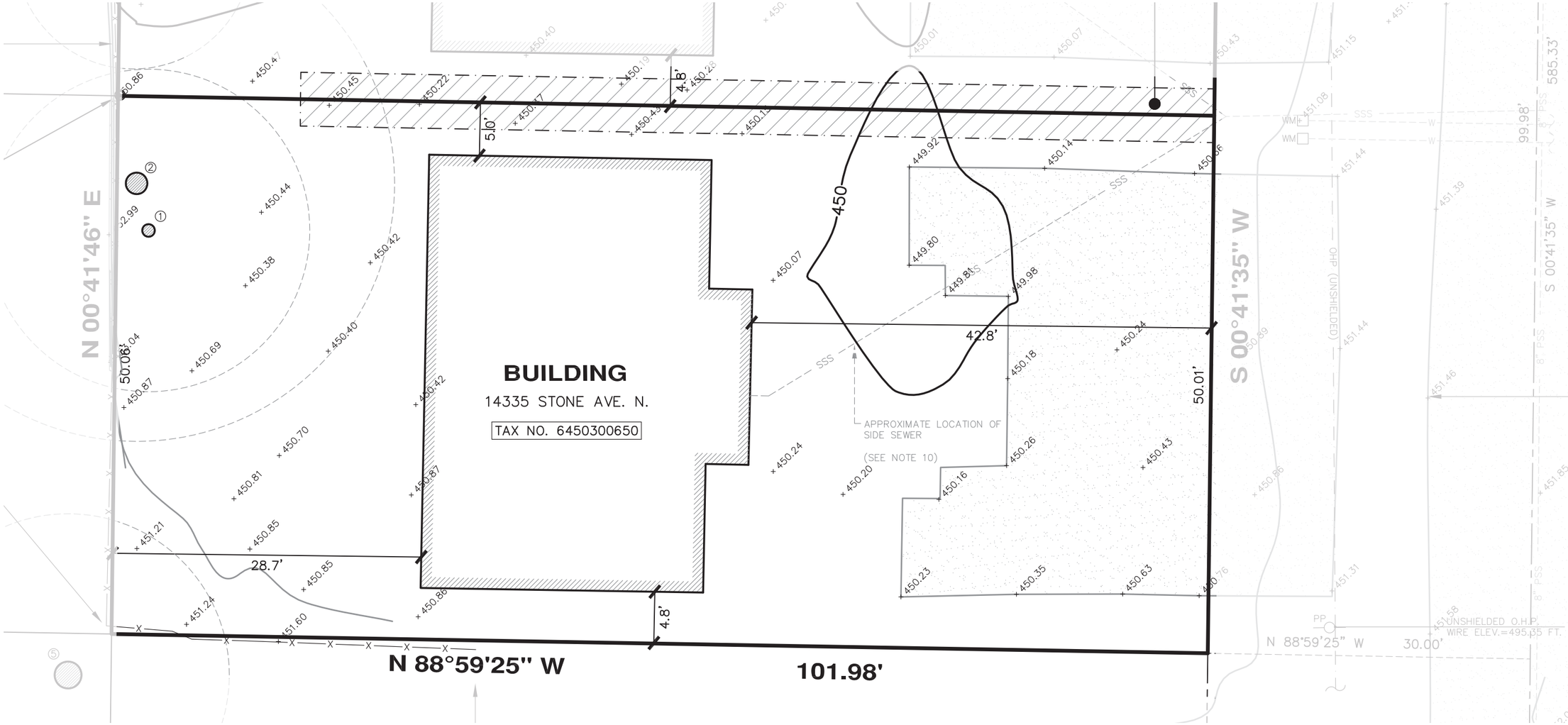
The project site is located along Stone Ave N between N 145th St to the north and Roosevelt Way N to the south. The site's current use is a duplex, which will be demolished as a result of this project. The lot measures 50.00' wide by 101.98' deep, and slopes slightly from east to west with an approximate grade change of 2 feet in this direction. The project site is zoned LR-2.

There is currently no sidewalk and curb in the right-of-way between this project and the street. A Street Improvement Plan is in progress to establish sidewalk, planting strip, and curb locations.

There are two trees located at the rear of the site. Neither are considered exceptional per a certified arborist report. No street trees currently exist along Stone Ave N- trees will be proposed in the R.O.W. as part of this project. There is one exceptional tree located off-site near the southwest property corner - see site plan on p. 8 of this packet for illustration of tree protection.

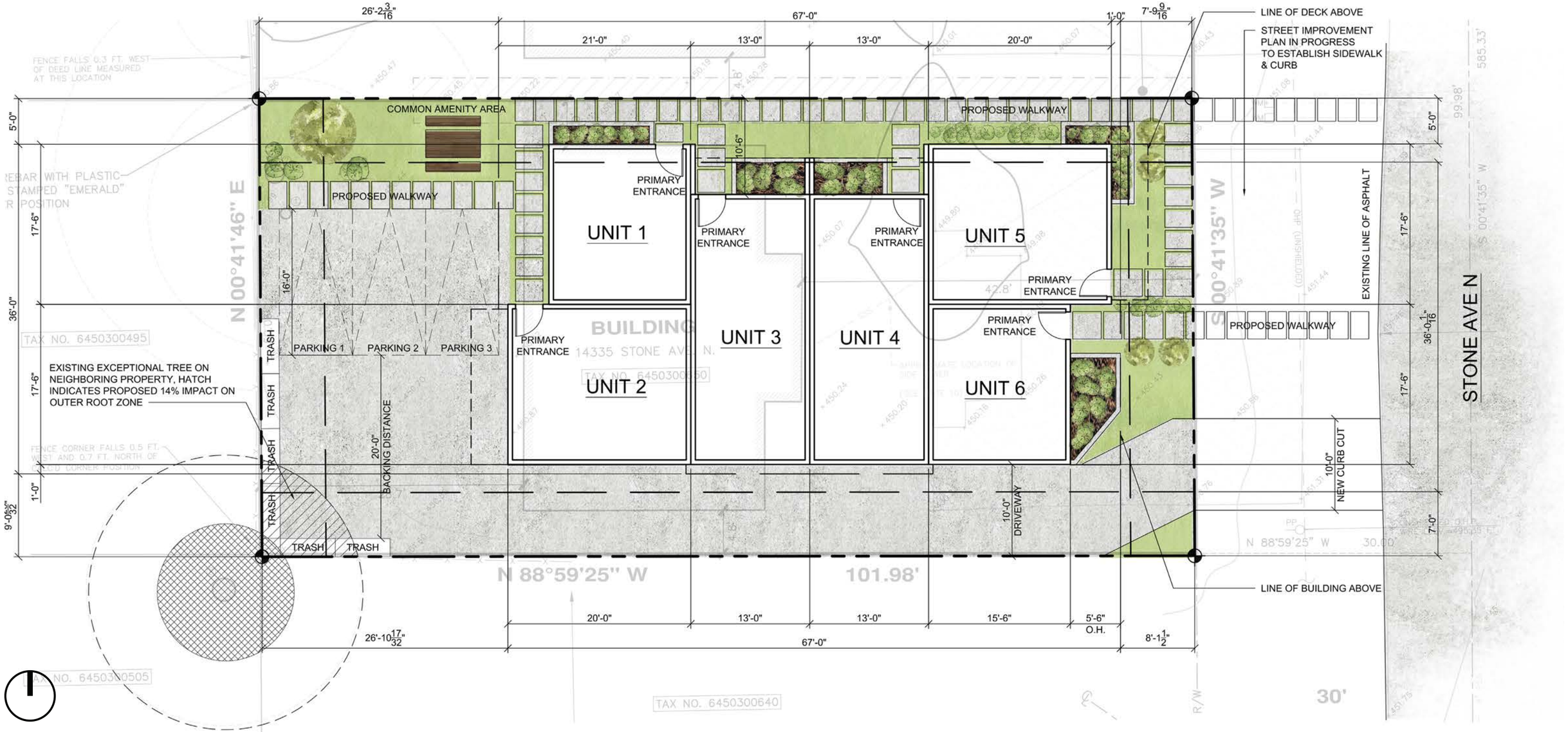
LEGAL DESCRIPTION

LOTS 44 & 45, BLOCK 3, OVERLAND PARK, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 26 OF PLATS, PAGE 44, RECORDS OF KING COUNTY, WA.



SITE PLANNING + LANDSCAPE APPROACH

The 6 proposed units are clustered together and set back ten feet from the south property line in order to allow for a ten foot drive aisle to access parking at the rear. In order to separate vehicular access from pedestrian circulation, the shared pedestrian path is located along the north property line. The street facing entry to unit 6 is accessed from its own independent path directly off of the public sidewalk while all other entries are accessed perpendicular to the shared pedestrian path such that all entries are easily visible from the path. Bioretention planters are employed at the street-facing facade and within each private amenity space - with the exception of unit 2 - at the north of the site as a landscape feature to mitigate storm water. A small common amenity space is located at the rear of the site to allow units 1 & 2 access to ground-level amenity and to encourage interaction between residents. The exceptional tree to the southwest will have no disturbance within the inner root zone, and will disturb approximately 14% of the outer root zone, less than the 33% allowed. Only surface improvements will occur within this outer root zone.



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PROPOSED LIGHTING PLAN

The lighting concept is intended to provide safety for pedestrians, 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, along common walkways, and adjacent to parking. Fixtures will be ground and entry related and shielded from interfering with neighboring buildings.

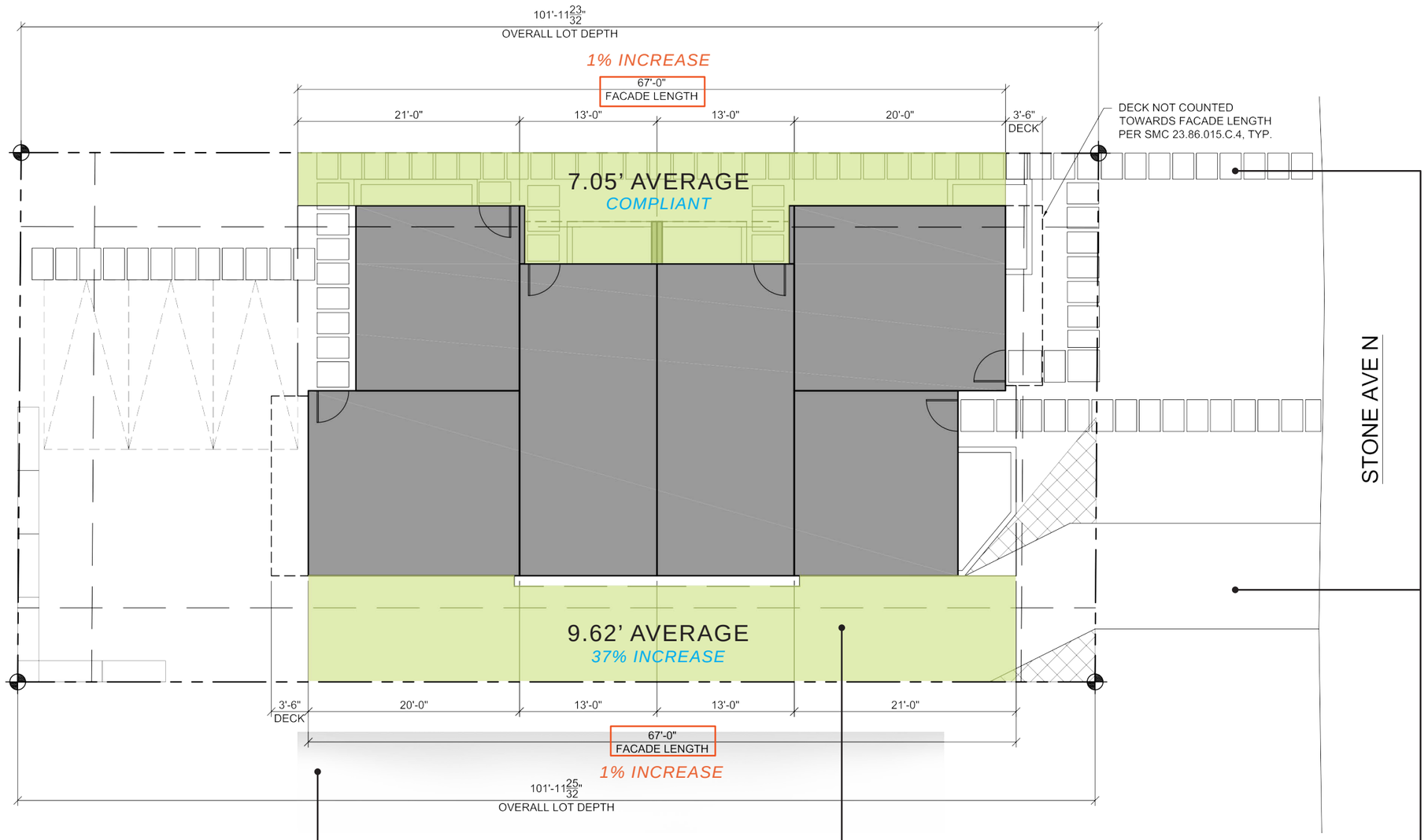
REQUESTED ADJUSTMENT

SMC 23.45.527.B.1
MAX FACADE LENGTH IN LR ZONES
"The 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..."

ALLOWED:
101.97' x 65% = 66.28'

PROPOSED = 67.00' (1% INCREASE)

This project seeks a 1% increase to the allowable facade length along the north and south facades of this building. In exchange for a minor increase to the facade length, a large south side setback has been provided, 37% more than is required by this zone. A code compliant 7.05' average north side setback is created by pulling back the center units, reducing bulk along the north property line, and creating larger opportunities for landscaping at the ground level. This small adjustment combined with the increased south side setback helps this project better address Seattle Design Guidelines in the following ways:

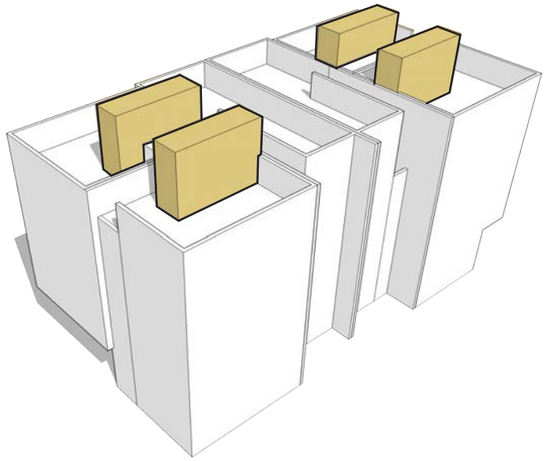


ADJUSTMENT RATIONALE:

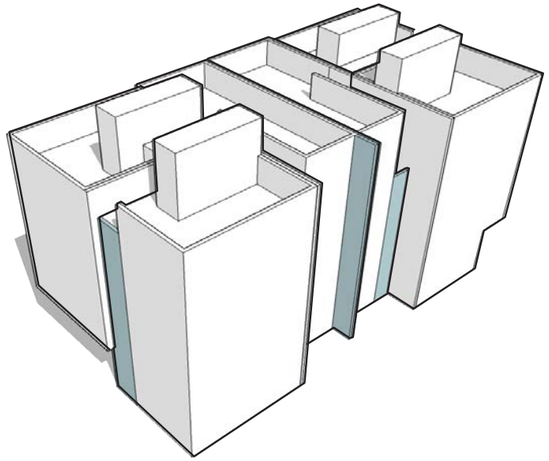
CS1-B-2 DAYLIGHT & SHADING
Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design or structures on the site.
A slight extension in the facade length of the building allows the building width to decrease, creating larger side yards. This, in turn, helps reduce bulk and shadow on neighboring properties.

CS2-D-5 RESPECT FOR ADJACENT SITES
Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.
The increased south side setback contains a driveway, which is moving, rather than static, space. Providing more space here, which will be circulated through rather than occupied, increases privacy at the ground level for the south neighbors.

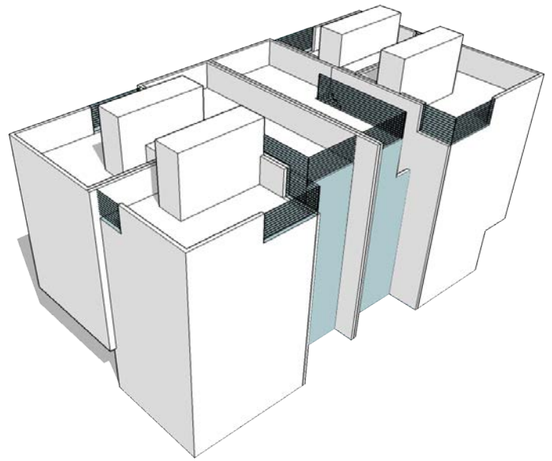
DC1-B-1 ACCESS LOCATION & DESIGN
Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible...
Increasing the allowable facade length of the building- thus decreasing the width- allows vehicular and pedestrian circulation space to occupy separate spaces along the south and north side of the site, respectively. This approach provides safety for pedestrians and creates an attractive, landscaped entry experience.



HEIGHT, BULK, & SCALE
Stair tower footprints for the four exterior townhouses have been minimized and pulled away from building edges to reduce height, bulk, and scale above the roof level. The two center units provide access to the roof deck with exterior stairs, further reducing bulk and increasing transparency at the center of the building.

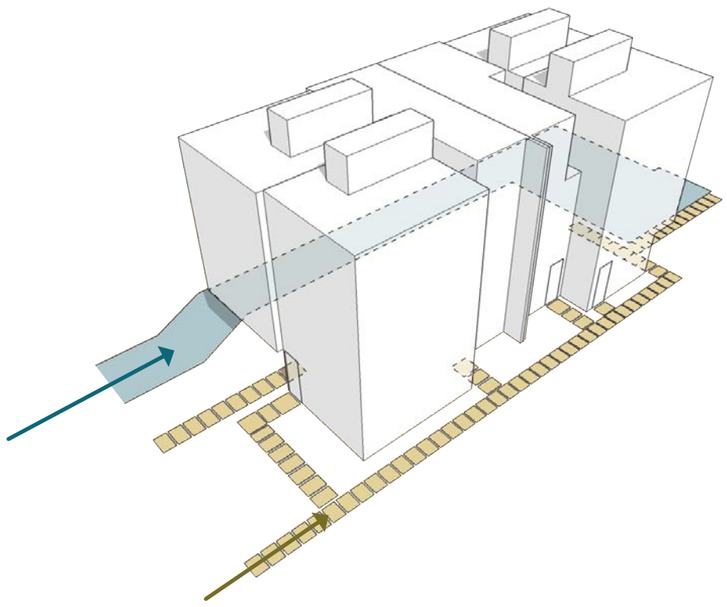


UNIT DIFFERENTIATION
A change in material in addition to reducing the height of the parapet between units creates obvious visual differentiation between residences and promotes wayfinding.

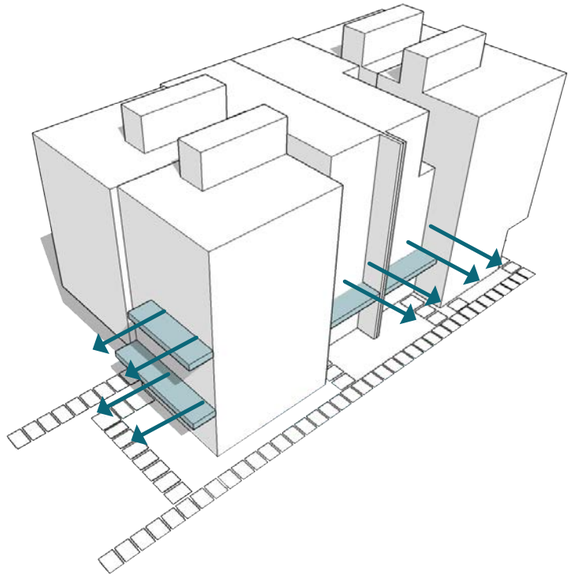


REDUCING PERCEIVED MASS
Portions of the parapet at the roof deck have been eliminated and replaced with open rail in order to provide visual interest, reduce perceived mass and maintain as much natural light as possible at the ground level. The center units and portions of the first floor have been pulled back to further reduce mass.

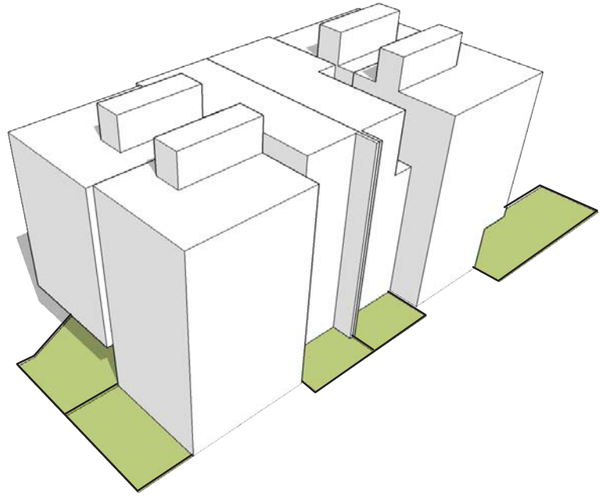
SEPARATION OF VEHICULAR ACCESS AND CIRCULATION
All pedestrian traffic has been located to the north of the building, while vehicular traffic has been located to the south so as to restrict vehicular/ pedestrian interaction.



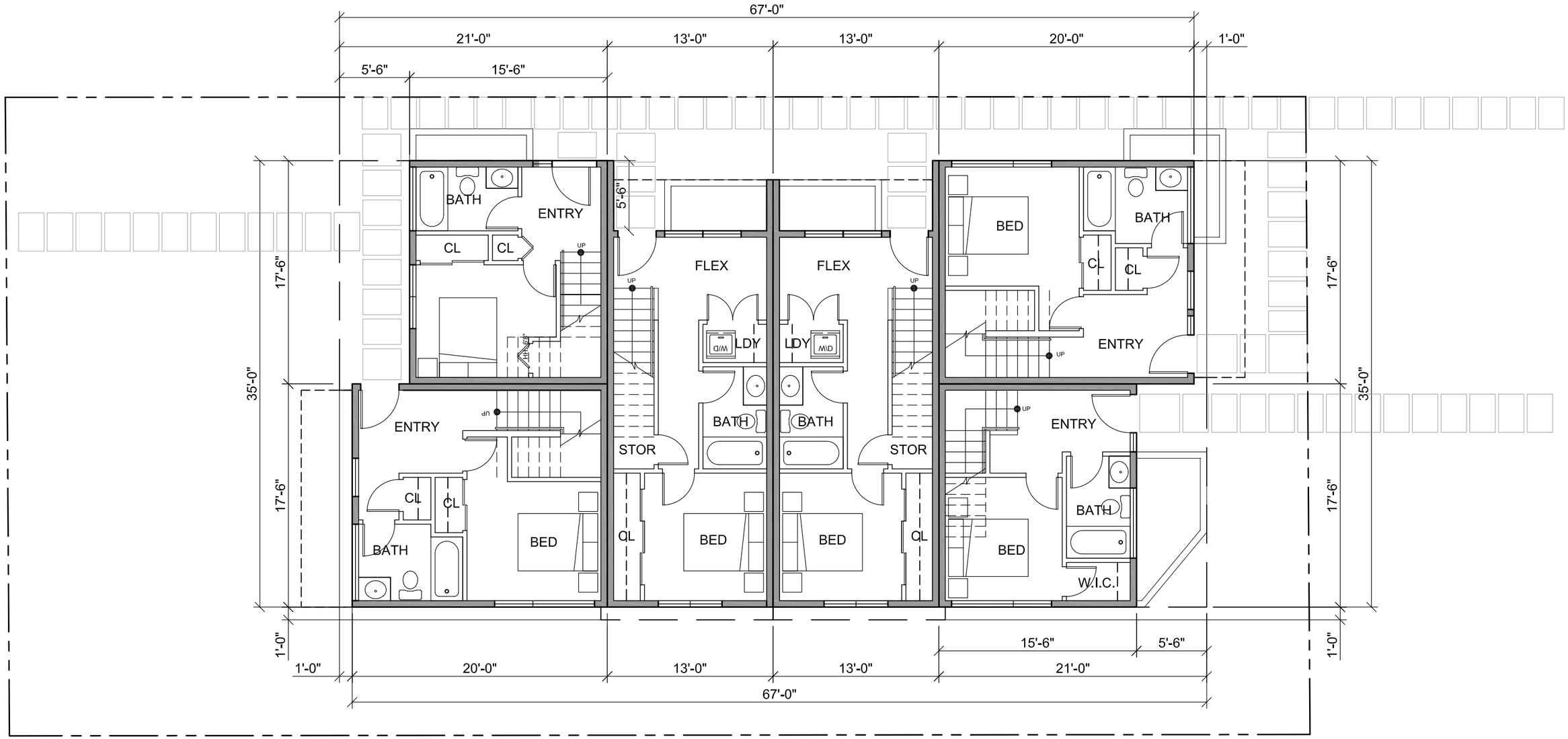
SAFETY AND SECURITY
Balconies have been provided at the street facing facade as well as the facade facing the shared pedestrian path in order to encourage “eyes on the street”.



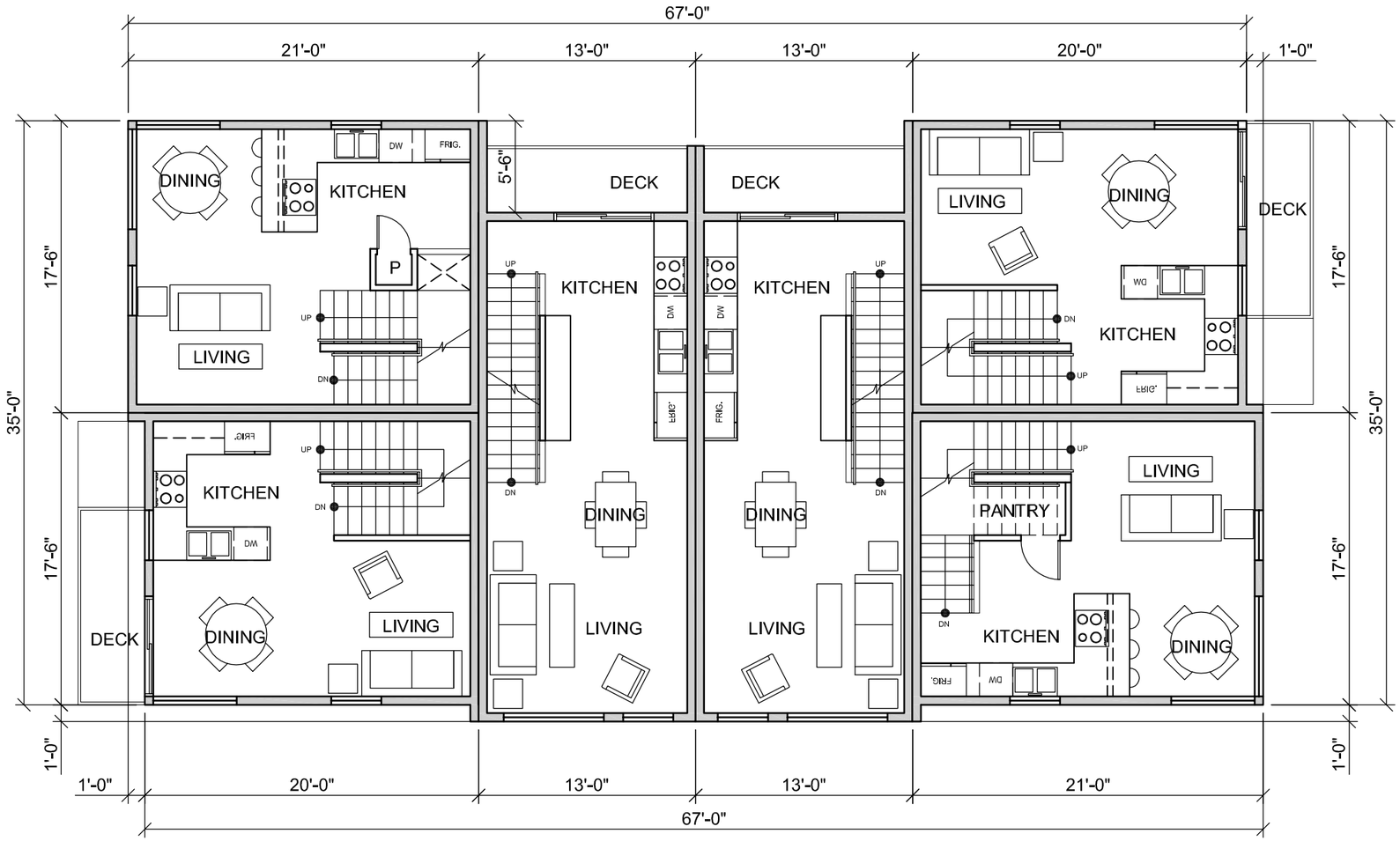
PRIVATE AMENITY SPACE
Each unit - with the exception of unit 2 - is provided with a private amenity space adjacent to the entry of its unit. A common amenity space is located at the rear of the site to encourage social interaction and provide unit 2 access to ground level amenities.



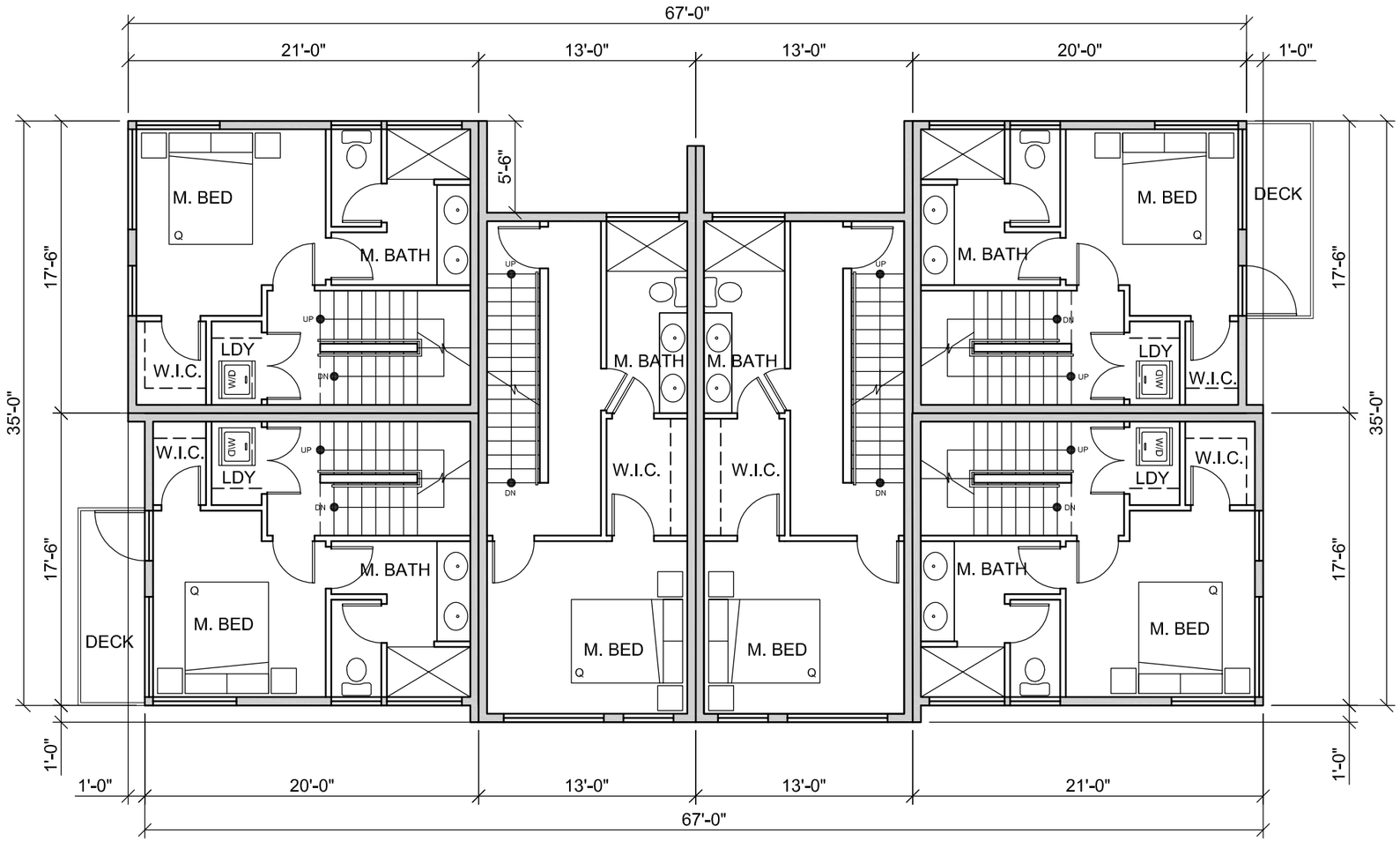
GUIDELINE	DESCRIPTION	SUB-GUIDELINE	NOTES	EARLY RESPONSE
PL2. Walkability	Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.	B. Safety and Security C. Weather Protection D. Wayfinding	PL2.B.1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies, and street-level uses. PL2.C.1 Overhead weather protection is encouraged and should be located at or near...entries. Integrate weather protection...into the design of the structure as a whole. PL2.D.1 Design as Wayfinding. Use design features as a means of wayfinding wherever possible.	Significant glazing is provided at the street facing facades of units 5 & 6 in order to encourage surveillance. Additionally, balconies have been placed to face pedestrian paths at units 2, 3, 4 & 5 in order to maintain eyes on the street. The balconies at units 2,3,4 & 5 simultaneously provide weather protection at entries. The second floor at units 1 & 6 has also been cantilevered to provide weather protection. Wayfinding has been made simple by providing street-facing entries at units 5 & 6. All other entries are north facing and have been visibly located off of the pedestrian path.
PL3. Street-Level Interaction	Encourage human interaction and activity at street-level with clear connections to building entries and edges	A. Entries B. Residential Edges	PL3.A.1.d. The (entry) design should contribute to a sense of identity, opportunity for personalization, offer privacy and emphasize personal safety and security for building occupants. PL3.A.2. Design entry as collection of coordinated elements. PL3.B.2. Ground-level Residential: Consider providing a greater number of transition elements...choose materials to clearly identify the transition from public sidewalk to private residence.	Units 3-6 are provided with a small private amenity space adjacent to their individual entries in order to create a buffer between public and private space and offer opportunity for personalization. A combination of balconies/ awnings, changes in material at ground level, strategically placed planters, and overhangs create well-defined entries.
DC1. Project Uses and Activities	Optimize the arrangement of uses and activities on site.	B. Vehicular Access and Circulation	DC1.B.1. Access Location and Design: Choose locations for vehicular access...that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of sidewalk for pedestrians and create safe and attractive conditions for pedestrians.	All units will access rear parking via one shared driveway at 10’-0” wide so as to minimize visual impact of vehicular access and minimize pedestrian/vehicular interaction. Additionally, all pedestrian traffic has been located to the north of the building, while vehicular traffic has been located to the south so as to further restrict vehicular/ pedestrian interaction.
DC2. Architectural Concept	Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.	A. Massing B. Architectural and Facade Composition C. Secondary Architectural Features	DC2.A.2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass. DC2.B.1. Facade Composition: Design all building facades considering the composition and architectural expression of the building as a whole. DC2.C.1. Visual Depth and interest: Add depth to facades...by incorporating balconies, canopies, awnings, decks, or other secondary elements. DC2.C.2. Dual Purpose Elements: Consider architectural features that can be dual purpose - adding depth, texture and scale as well as serving other project functions.	Portions of the parapet wall have been pulled down to allow for open rail to both reduce perceived mass and provide visual interest. The units at the rear of the project are mirrored plans of the units at the street-side so we’ve maintained the same glazing/material language on both sides of the building, allowing us to achieve a cohesive facade composition. Balconies have been employed as secondary elements to provide visual depth as well as to provide weather protection at the entries below.
DC3. Open Space Concept	Integrate open space design with the design of the building so that each complements the other.	A. Building-Open space Relationship B. Open Space Uses and Activities	DC3.A.1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept. DC3.B.4.Multifamily Open Space: Design common and private open spaces in multi-family projects for use by all residents to encourage physical activity and social interaction.	Units 3-6 have been provided a planted, private amenity space off of the shared pedestrian path and adjacent to the entry of each unit. The location of the amenity space off of the path encourages social interaction. We’ve also provided a common, shared amenity space at the rear of the site in order to provide units 1 & 2 access to ground level amenity and to encourage interaction between residents.
DC4. Exterior Elements and Finishes	Use appropriate and high quality elements and finishes for the building and its open spaces.	A. Building Materials C. Lighting	DC4.A.1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials. Materials that have texture, pattern or lend themselves to high quality of detailing are encouraged. DC4.C.1. Functions: Use lighting to increase site safety in all locations used by pedestrians and to highlight architectural details...such as entries.	Durable, high quality materials, such as cementitious panel and cedar, will be the primary exterior materials. These materials are weather appropriate for Seattle and easy to maintain. All pedestrian paths will be lined with exterior lights to increase safety and all entries will be lit with sconces.



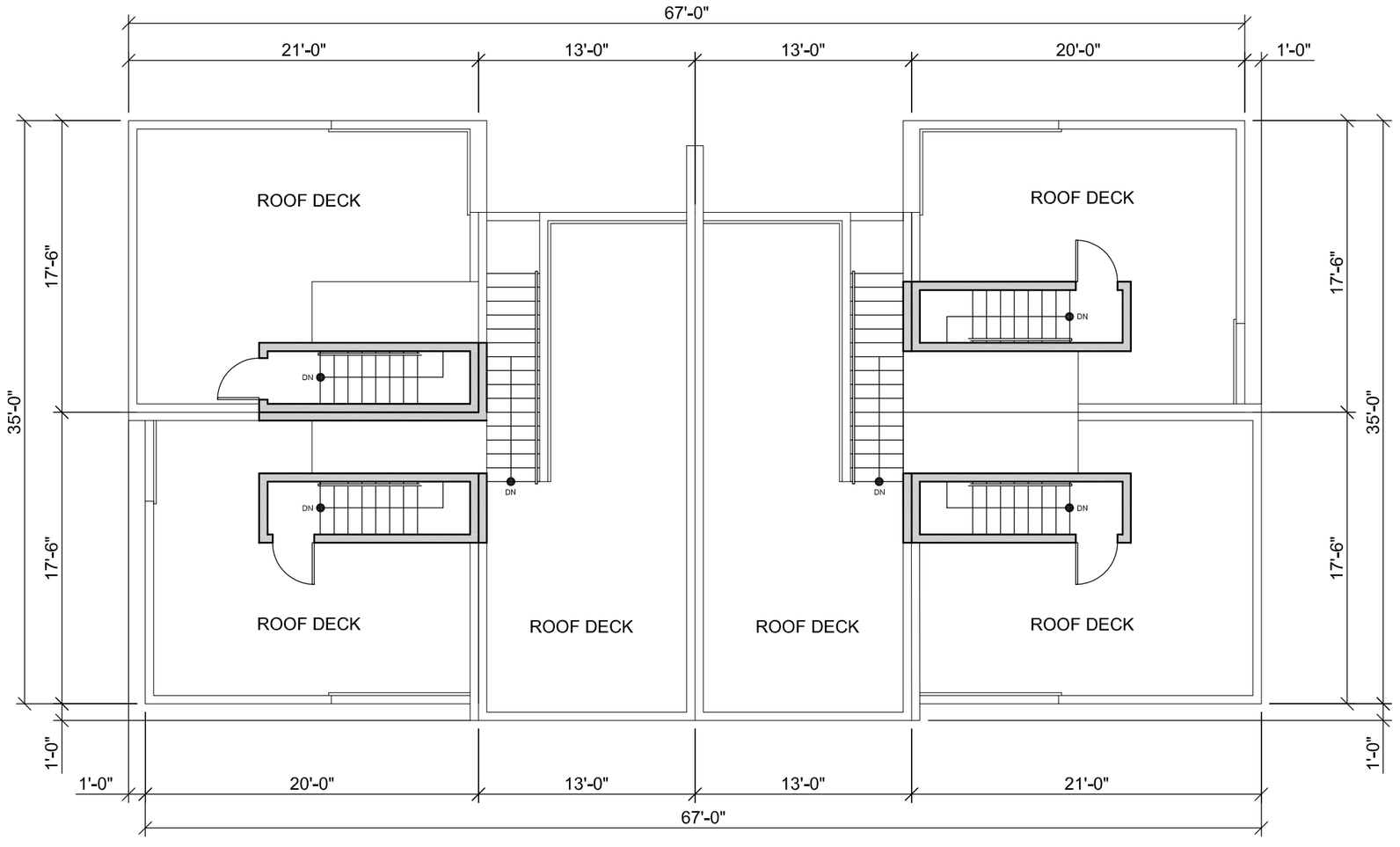
FIRST FLOOR PLANS



SECOND FLOOR PLANS



THIRD FLOOR PLANS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20'-0"
13'-0"
13'-0"
21'-0"
67'-0"

ROOF PLANS

EAST ELEVATION

WEST ELEVATION

NORTH ELEVATION

MATERIAL PALETTE

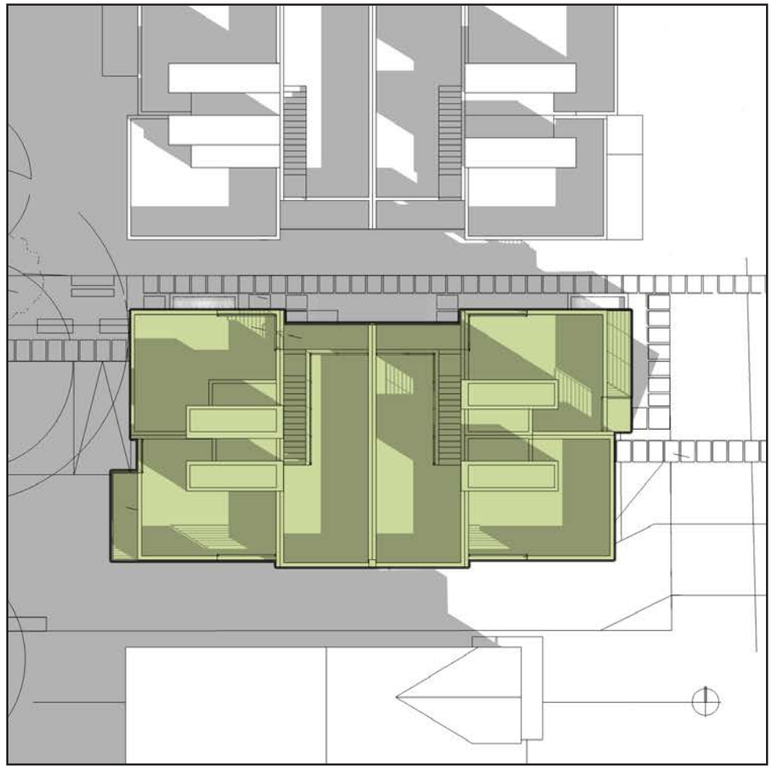
① LAP SIDING ② HARDIE PANEL ③ CEDAR ④ CONCRETE ⑤ OPEN METAL RAILING

PROPOSED MATERIALS

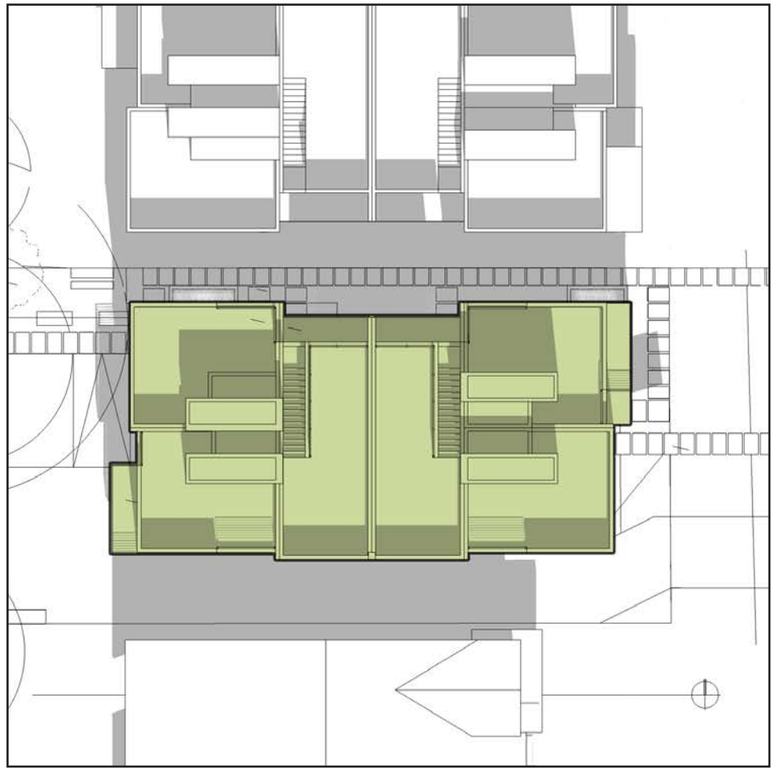
The material palette for this project seeks to capture a neutral, highly textured, modern aesthetic. Primary cladding materials are lap siding and cementitious panel. The lap siding will provide texture to break up the smooth cementitious panel. Accent materials are open metal railing and cedar siding to break up the facades, define individual units and provide warmth to the otherwise cool palette.

SOUTH ELEVATION

SOUTH PRIVACY STUDY



MARCH / SEPTEMBER 21, 9 AM



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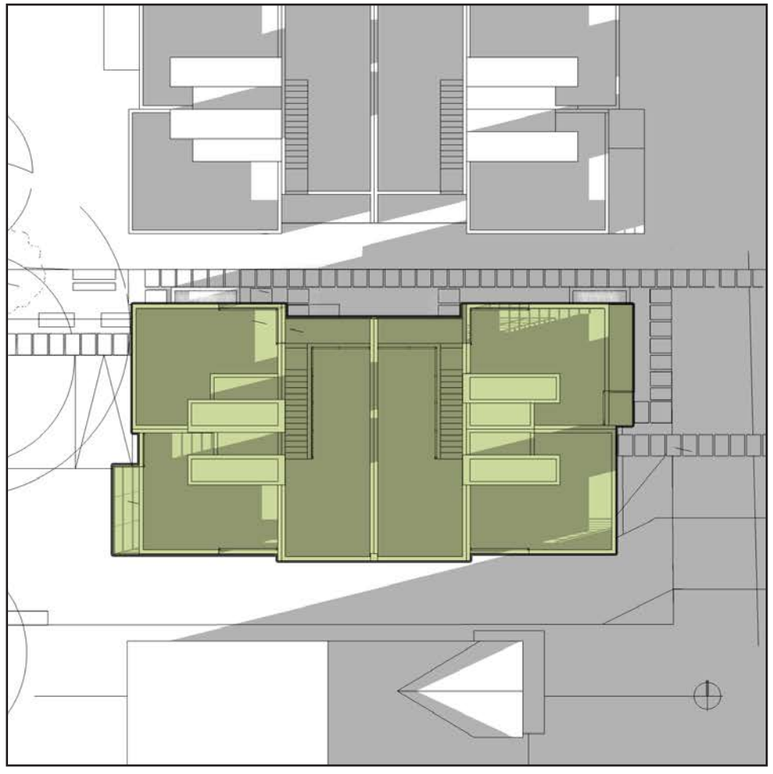

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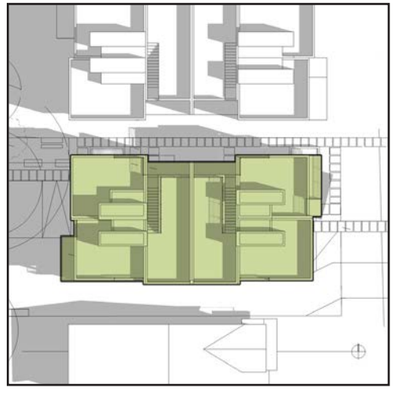

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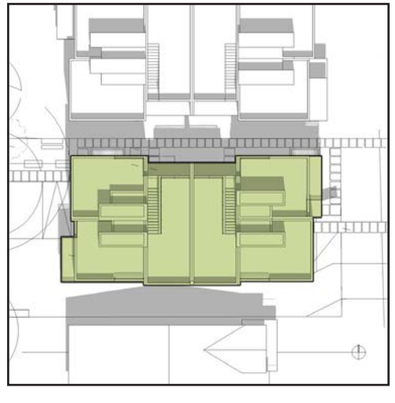

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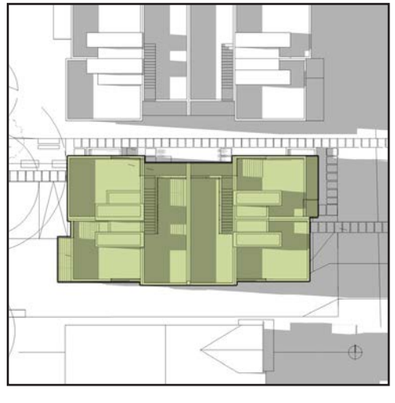

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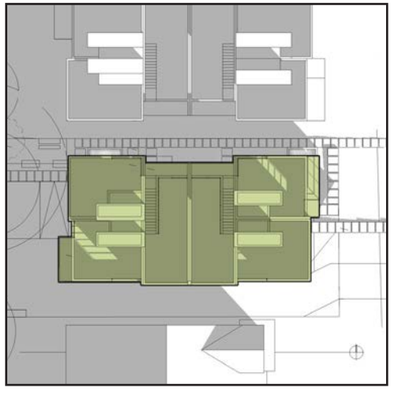

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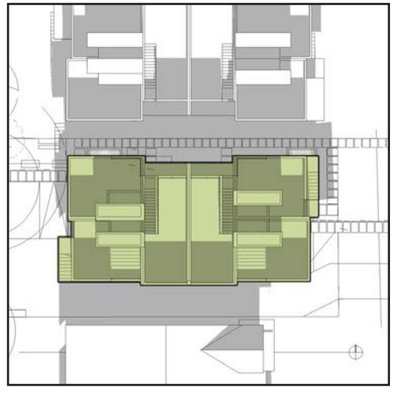

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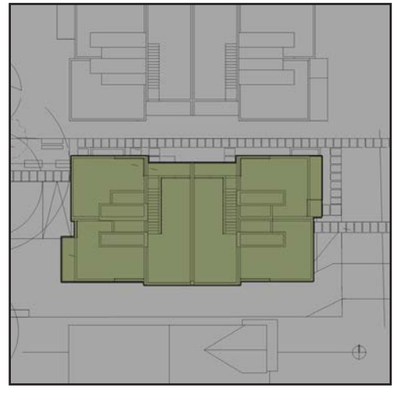

DECEMBER 21, 5 PM

MATERIALS
All units are separated by cedar accents so as to provide visual differentiation and promote wayfinding. Lap siding and cedar provide texture to break up the smooth cementitious panel. Open metal rail is utilized to reduce perceived mass and provide visual interest.

GLAZING STRATEGY
Large window groupings facing the street provide light and views to the interior of the units and “eyes on the street”.

BALCONIES
Balconies have been employed at the street facing facade in order to provide visual depth, weather protection at entries and to encourage “eyes on the street”

ENTRIES
All street-facing units have entries oriented towards the street to make wayfinding simple and intuitive. In addition, address numerals will be provided adjacent to each entry and to assist in wayfinding to the rear units.

VIEW FROM NORTHEAST CORNER OF SITE ON STONE AVE N

AERIAL VIEW FROM NORTHEAST

VIEW FROM NORTH PEDESTRIAN PATHWAY

VIEW FROM NORTHWEST CORNER OF SITE FROM COMMON AMENITY

VIEW FROM SOUTHWEST CORNER OF THE SITE

VIEW FROM SOUTHEAST CORNER OF SITE ON STONE AVE N