



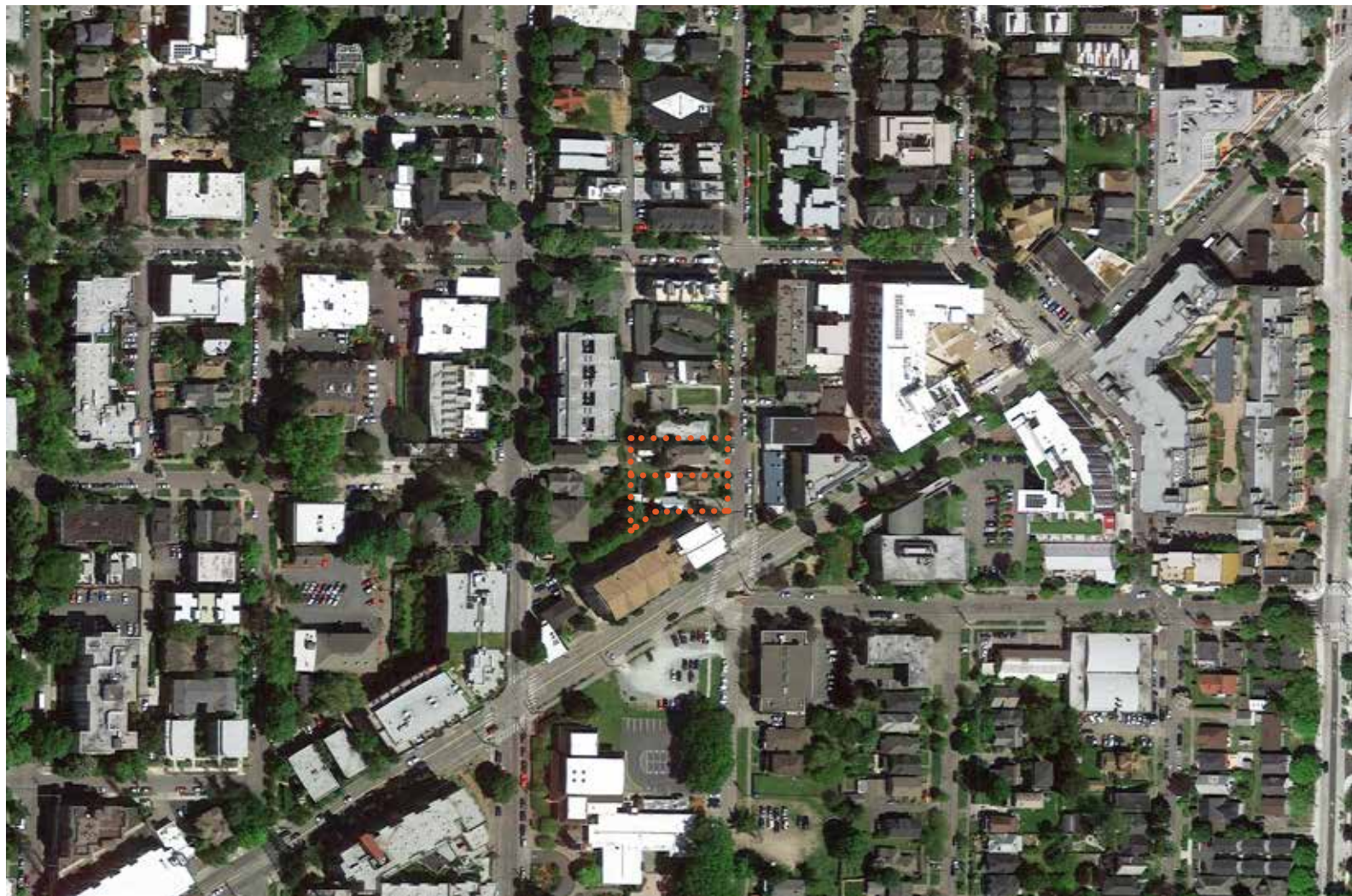
1711 20th Avenue | 1715 20th Avenue

Design Review MUP Recommendation Packet | Project #3029632, #3029633 | February 13, 2019

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17th Ave 18th Ave 19th Ave 20th Ave 21st Ave 22nd Ave 23rd Ave

E Madison St
E Denny Way
E Howell St
E Olive St





19th Ave

E Madison St

20th Ave

E Olive St



OBJECTIVES

1711 20th Ave: Construct (8) three to four story townhouse units over shared parking. Access to (13) parking stalls provided from access off of 20th Avenue. Existing structures to be demolished.

1715 20th Ave: Construct (8) three to four story townhouse units. Access to (2) parking stalls in a private garage provided from access off of 20th Ave. Existing structures to be demolished.

Project Number/Address	1711 20th Ave #3029632	1715 20th Ave #3029633
Number of Units	8	8
Number of Parking Spaces	13	2
Number of Bike Parking Spaces	9	9

Sustainability
Design and construct new structure to achieve a LEED Silver certification.

TEAM

ARCHITECTS	b9 architects
DEVELOPER	Flanigan Group Development LLC
STRUCTURAL	Malsam Tsang
GEOTECHNICAL	Pangeo Inc.
LANDSCAPE	True Scape Design

PART I: Contact Information

1. Property address: 1711 20th Ave | 1715 20th Ave
2. Project number: #3029632 | #3029633
3. Additional related project number(s): #6624395 | #6624397
3029514 (LBA)
4. Owner Name: Flanigan Group Development LLC
5. Contact Person Name: Bradley Khouri
 - Firm: b9 architects
 - Mailing Address: 610 2nd Avenue
 - City, State Zip: Seattle, WA 98104
 - Phone: 206.297.1284
 - Email Address: office@b9architects.com
6. Applicant's Name: Bradley Khouri
 - Relationship to Project: Architect
7. Design Professional's Name: Bradley Khouri
 - Email Address: bgk@b9architects.com
 - Address: 610 2nd Avenue
 - Phone: 206.297.1284

PART II: Site and Development Information

1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

The existing site is located mid-block on 20th Avenue in the Capitol Hill neighborhood, between E Denny Street to the north and E Madison Street to the south. The site's topography descends from east to west with an approximate twelve foot change in elevation. An existing alley with access from E Denny Street partially abuts the site to the north, 1715 20th Avenue. Two 2-story single family structures currently exist on both site with parking accessed by existing curb cut along 20th Avenue.

2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood Specific Guidelines.

The lot is zoned NC2-40, located within the Madison-Miller Urban Village and is subject to the citywide Seattle Design Guidelines.

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

The neighborhood is a mix of residential, commercial and office buildings with predominantly apartment and multifamily buildings as the immediate context with a number of office buildings close by. Apartments range from a 6-story, 40,000 sf mixed-use structure constructed in 1998 to a 2-story, 8 unit building constructed in 1904. The 64-unit, 6-story Samuel Berry McKinney Manor Apartments is located immediately to the south of the site. There are a few townhouse projects located closer to E Denny Way, and in between is a new mixed-use structure containing live-work, office and rooming house uses.

A mix of residential and commercial structures are located along E Madison Street and feature a variety of brick/block masonry siding. The Mount Zion Baptist Church campus is located along the south side of E Madison Street and includes a mix of masonry structures.

Views of Lake Washington and the Cascade mountains can be seen from the subject site.

Adjacent zones include LR3 to the north and NC3P-65 to the south along E Madison Street.

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx), number of residential units (approx), amount of commercial square footage (approx), and number of parking stalls (approx). Please also include potential requests for departure from development standards.

The proposal of both sites provides two 4-story triplexes and two 4 story 5-plex for a total of (16) townhouse units. A shared below grade parking garage on the south parcel with 13 small parking stalls is provided with a shared access easement with 1715 20th Avenue. A shared private garage is provided on the north parcel for Units 1 and 2. Approximate structure heights are 40' per SMC 23.47A.012.

A departure is requested in order to achieve the project goals, specifically, to reduce the street-level street-facing facade setback along 20th Avenue E. This is responsive to the wide planting strip in the right of way which already provides a large buffer and allows the site planning to offer a generous and welcoming shared courtyard located at the center of the project.

ZONING SUMMARY

23.47A.004 PERMITTED USES:

- Residential use permitted outright

23.47A.013 FLOOR AREA RATIO:

- 1711 20th Ave - Allowable FAR 3
3 X 6,838 = 20,514 square feet allowable for projects that meet the Standards of SMC 23.47A.013.B Table A
- Underground stories and portions of a story that extend no more than 4 feet above existing or finished grade, whichever is lower, are exempt from far limits.

23.47A.012 STRUCTURE HEIGHT:

- Base max height for NC zones = 40'-0"
- Additional 4'-0" per 23.47A.012.C.2
- Additional 16'-0" per 23.47A.012.C.4.f

23.47A.014 SETBACKS AND SEPARATIONS:

- NA

23.47A.024 AMENITY AREA: :

- The required amount of amenity area is equal to 5 percent of the total residential gross area.
- All residents shall have access to at least one common or private amenity area.
- Amenity areas shall not be enclosed.
- Parking areas, vehicular access easements, and driveways do not qualify as amenity areas, except that a woonerf may provide a maximum of 50 percent of the amenity area if the design of the woonerf is approved through a design review process pursuant to Chapter 23.41.
- Common amenity area shall be minimum 250 square feet and have a minimum horizontal dimension of 10 feet
- Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.
- Rooftop areas excluded because they are near minor communication utilities and accessory communication devices, pursuant to subsection 23.57.012.C.1.d, do not qualify as amenity areas.

Required amenity area 1711 = 17,377 x 5% = 869 square feet

23.47A.005 STREET LEVEL USES:

- No restrictions for residential uses at street level per SMC 23.47A.005

23.47A.008 STREET LEVEL STANDARDS:

- BLANK FACADES:
Per SMC 23.47A.008.A.2, blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.

The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.

Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

- RESIDENTIAL STREET LEVEL REQUIREMENTS:
Per SMC 23.47A.008.D.1 at least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry.

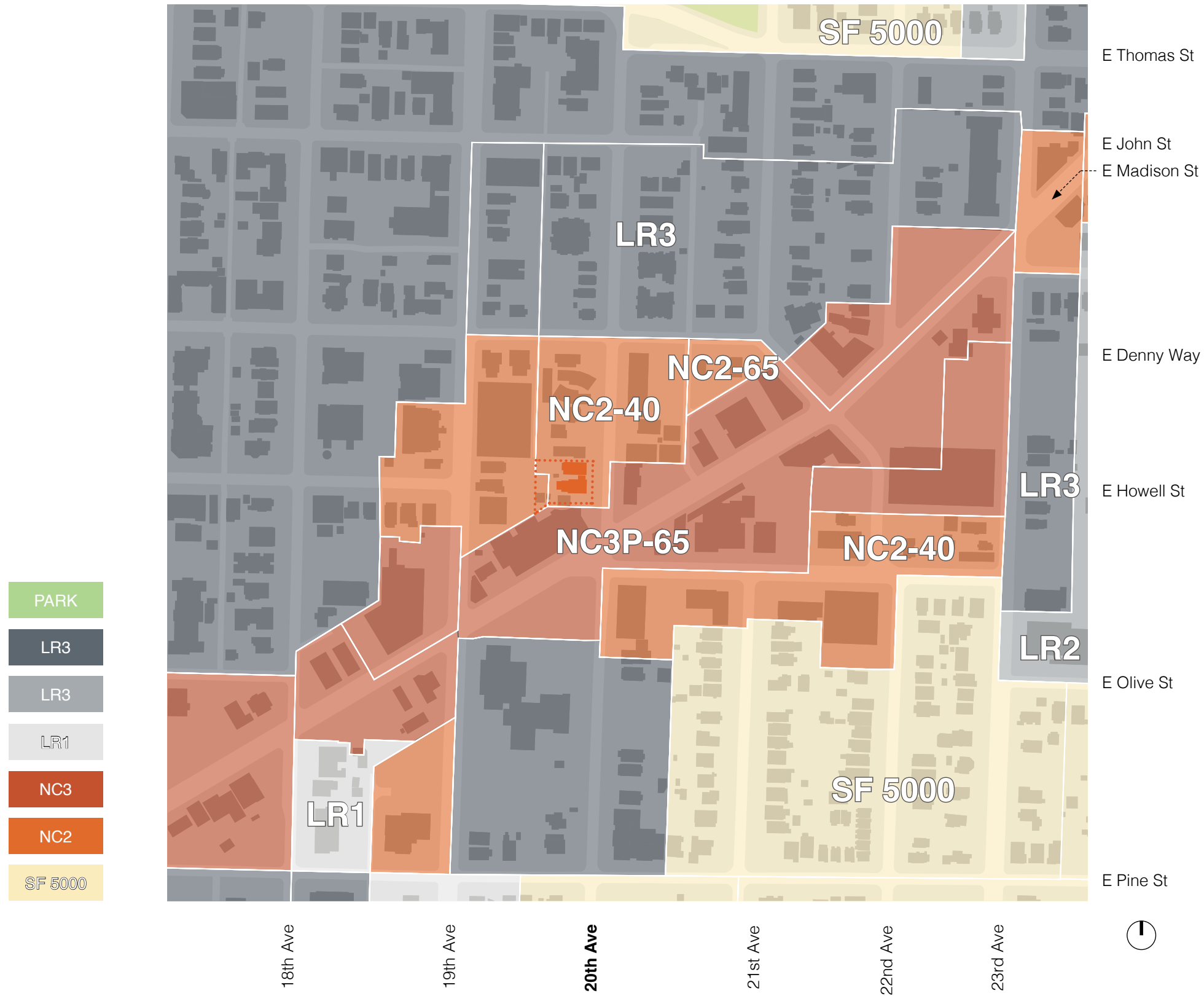
Per SMC 23.47A.008.D.2 the floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

23.47A.016 LANDSCAPING

- Achieve a Green Factor score of 0.3 or greater

23.54.040 TRASH AND RECYCLING STORAGE:

- Residential units: 2-8 units = 84 square feet of storage area



ADDRESS
1711 20th Ave | 1715 20th Ave

PARCEL #
332504-9009, 332504-9053, 332504-9056

TOTAL LOT SIZE
1711 20th Ave: 6,871 SF
1715 20th Ave: 6,208 SF

ZONE
NC2-40

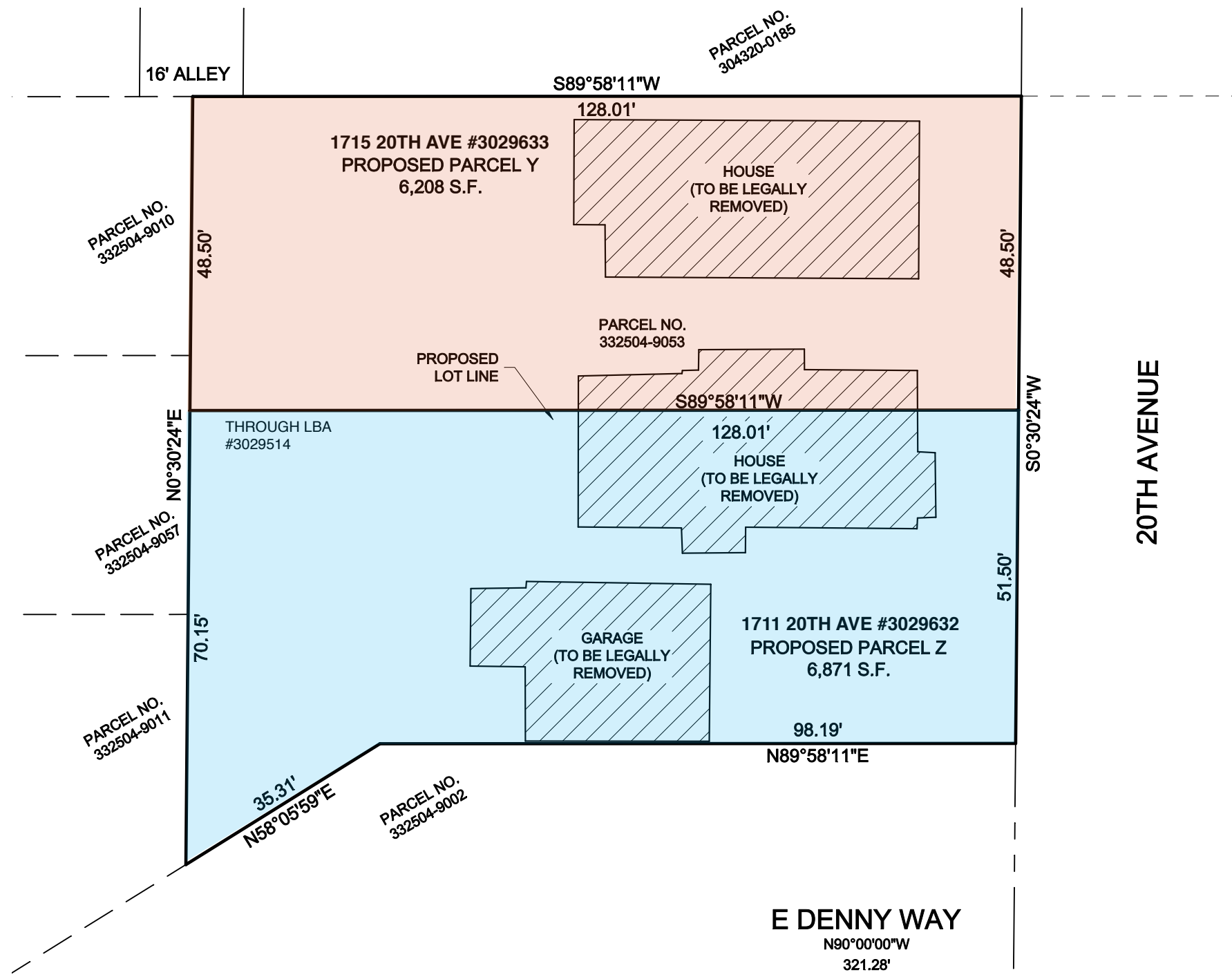
URBAN VILLAGE OVERLAY
Madison-Miller

- PARK
- LR3
- LR3
- LR1
- NC3
- NC2
- SF 5000

NEIGHBORHOOD CONTEXT



LOT BOUNDRY ADJUSTMENT



LEGAL DESCRIPTION

PARCEL Y OF LBA 3029514, OTHERWISE KNOWN AS, THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE WEST MARGIN OF 20TH AVENUE AND THE NORTH LINE OF SAID SUBDIVISION; THENCE, ALONG SAID WEST MARGIN OF 20TH AVENUE, S00°30'24"W 48.50 FEET; THENCE, PARALLEL TO THE NORTH LINE OF SAID SUBDIVISION, S89°58'11"E 128.01 FEET; THENCE, PARALLEL TO SAID WEST MARGIN OF 20TH AVENUE, N00°30'-24"E 48.50 FEET; THENCE, PARALLEL TO THE NORTH LINE OF SAID SUBDIVISION, N89°58'11"E 128.01 FEET TO THE POINT OF BEGINNING.

(BEING KNOWN AS A PORTION OF TRACTS 8 AND 9 OF THE UNRECORDED PLAT OF STEWART ESTATE TRACTS.)

PARCEL Z OF LBA 3029514, OTHERWISE KNOWN AS, THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M. IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE WEST MARGIN OF 20TH AVENUE AND TO NORTH LINE OF SAID SUBDIVISION; THENCE, ALONG SAID WEST MARGIN OF 20TH AVENUE, S00°30'24"W 48.50.00 FEET; TO THE POINT OF BEGINNING; THENCE, CONTINUING ALONG SAID WEST MARGIN OF 20TH AVENUE, S00°30'24"W 51.50 FEET; THENCE, PARALLEL TO THE NORTH LINE OF SAID SUBDIVISION, S89°58'11"W 98.19 FEET; THENCE, S58°05'59"W 35.31 FEET; THENCE, PARALLEL TO SAID WEST MARGIN OF 20TH AVENUE, N00°30'24"E 70.15 FEET; THENCE, PARALLEL TO THE NORTH LINE OF SAID SUBDIVISION, N89°58'11"E 128.01 FEET TO THE POINT OF BEGINNING.

(BEING KNOWN AS A PORTION OF TRACT 9 OF THE UNRECORDED PLAT OF STEWART ESTATE TRACTS.)



- 1715 20th Ave
- 1711 20th Ave

ARCHITECTURAL CONTEXT



The architectural context in the surrounding neighborhood varies in scale and architectural style.

Along Madison Avenue E are larger scaled mixed-use, apartment, condominium and office structures (8, 9) which include a mix of modern and contemporary style and references to classical details (gables, trim, lap siding, symmetry) in a palette that includes cement panel, lap siding, metal siding and brick/masonry.

A classic 3-story brick apartment building, built in 1927 (2), with simple massing and color accents at the window frames is located on the east side of 20th Ave and adds to the layered character of the neighborhood.

A mix of modern and traditional townhouse projects (4, 6) are also found in the surrounding context and include cement panel and wood siding palettes.

Traditional craftsman single family homes (7) add to the layer of the architectural context in use, scale and character.

These examples of the neighborhood demonstrate how the architectural context is deeply layered in style, execution, and is evolving with the neighborhood.



② Apartment Building
1818 20th Ave
Built: 1927



③ Mt Zion Baptist Church
1634 19th Ave
Built: 1962



④ Townhouses
1823 E Denny
Built: 2016



5 19th Ave Lofts Condominiums
1802 19th Ave
Built: 2004



6 Townhouses
1815 20th Ave
Built: 1997



7 Single Family Residence
118 20th Ave E
Built: 1908



8 Mixed-Use Apartments
1818 E Madison
Built: 2012

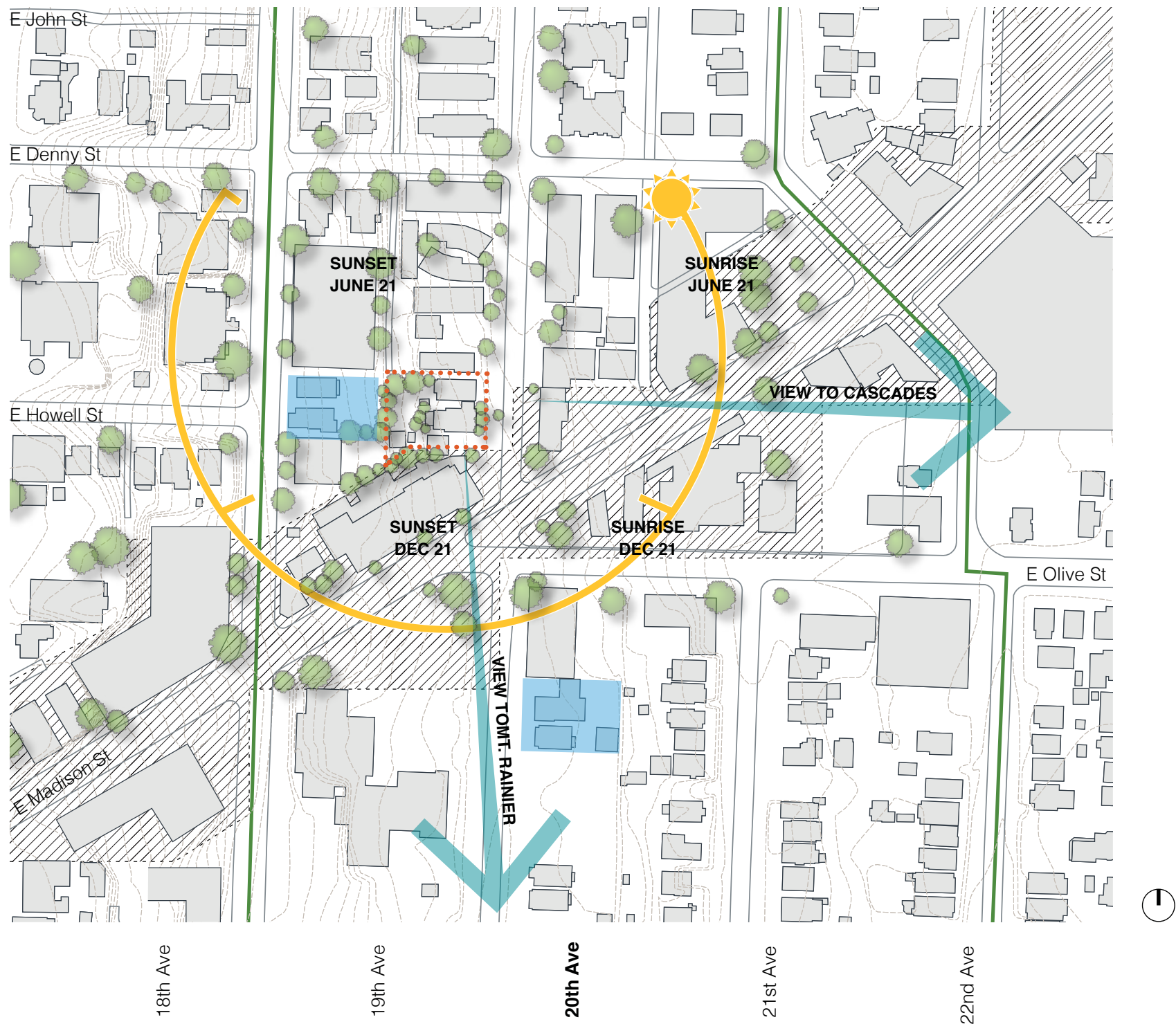


9 Planned Parenthood Offices
2001 E Madison St
Built: 1999



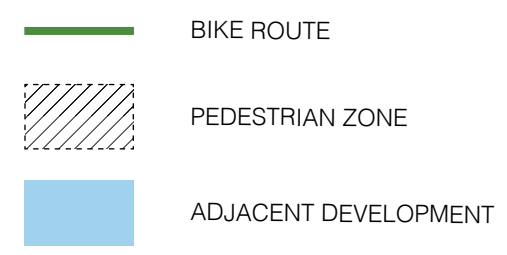
10 4-Plex Apartments
122 20th Ave E
Built: 1978

SITE CONDITIONS & CONSTRAINTS



Constraints

- The site is located adjacent to Principal Arterial, E Madison Street, an Urban Village Main Street connecting the site to Downtown and Madison Park
- The site is located on 20th Avenue near the intersection of E Madison Street, a short distance from the Capitol Hill Urban Center Village
- The existing use includes one single family structure with a detached garage structure on the site.
- Pedestrian access is proposed to be from 20th Ave, with vehicular access from the alley off of E Denny Street.
- The site context contains commercial use along E Madison Street and residential use along 20th Avenue, including single family homes, low-mid rise apartments, and townhomes.
- The site is bordered by a 6-story senior-living apartments with commercial use at ground level built in 1998 to the south. Across the street is a single family home and apartment building. A new, 4-story apartment structure is proposed at the adjacent site to the west under project #3029087.
- The adjacent site to the north, 1715 20th Avenue, is under common ownership and is to be developed concurrently under project #3029633 and 6624397. The development proposal includes (8) three to four story townhouse units over shared parking with access to (7) parking stalls provided from alley access off of E Denny Way. The existing duplex structure is to be demolished.
- The site is rectangular shaped with an additional triangle of space in the southwest corner. The total site is approximately 127 feet wide along 20th Ave by 50 feet deep.
- The site is located in zone NC2-40. The allowable building height is 40'-0".



EXISTING CONDITIONS

The project site is approximately 50 feet wide by 127 feet deep and currently contains a 1.5-story single family structure and detached garage. The existing structures are proposed to be demolished and removed.

The adjacent site to the north, 1715 20th Avenue, is under common ownership and currently contains a 1.5-story duplex structure. The existing structure is to be removed and the adjacent site is to be developed concurrently under project #3029633 and 6624397.

A 6-story, mixed use apartment structure built in 1998 bounds the site to the south. Currently, a mix of multifamily structures bound the site to the west. The adjacent two sites to the west are proposing a new 4-story apartment structure under project #3029087.

An asphalt alley ends at the north property line of the adjacent 1715 20th Avenue site. A shared

access easement with adjacent sites 1715 20th Avenue and 1726-1730 19th Avenue is provided to allow parking for all sites to be accessed from the alley and meet the 10 foot driveway width requirement per SMC 23.54.030.D.1.a. Pedestrian access will be provided from 20th Avenue and the existing curb cut along 20th Avenue is to be restored per SDOT requirement.

The site's topography descends approximately 12 feet from the west property line to the east property line along 20th Avenue and has the potential for views to the east of Lake Washington and the Cascades and Mt. Rainier beyond.

The site is located mid-block on 20th Avenue in the Capitol Hill neighborhood, between E Denny Street to the north and E Madison Street to the south, has good access to the transit and shops along E Madison Street and is located 0.3 miles south of Miller Park.



① View to Southeast property line condition



② View looking East to adjacent site property line



3 View of site looking Southwest on 20th Ave



4 View of South property line condition



5 View looking North on 20th Ave



6 View of adjacent sites looking West on 20th Ave



7 View to Southwest on 20th Ave

SUMMARY OF GUIDANCE

PREFERRED OPTION

The Board agreed that Option 3 had the most potential to meet the criteria of the Design Review Guidelines but had significant reservations, some of which they saw better resolved in option 1 (detailed in the following).

a. The Board directed the applicant to proceed with development of Option 3 in conjunction with their guidance in the following areas.

- The proposed project has been developed from the preferred massing option to address the Board's concerns and solve specific site related challenges.
- The site plan has been updated to relocate the below grade parking garage to be accessed from 20th Avenue. The rear townhomes have been turned to face inward, creating a large continuous courtyard space for residents and visitors.
- Upper-level setbacks have been integrated throughout the proposed design to mitigate the overall scale particularly at the street and provide more access to light and air particularly in the courtyard spaces.

MASSING / HEIGHT, BULK, AND SCALE

The Board agreed that the overall scale of the project was in an appropriate range for this zone and neighborhood but were concerned by the height and monolithicity of the continuous four-story expression at the street.

a. The Board directed the applicant to modulate the street-edge to achieve a more residential scale and to consider stepping back the top story.

- The preferred Option 3 has been developed in conjunction with the Board's guidance and has maintained the overall scale of the project. The design response addresses guidance regarding height and the monolithic nature of the four-story expression at the street.
- The site plan has been updated to relocate the below grade parking garage to be accessed from 20th Avenue. The rear townhomes have been turned to face inward, creating a large continuous courtyard space for residents and visitors.
- The massing of the street-facing façade features a more direct expression of the individual units, complemented by the use of high quality masonry for the majority of the façade. Its design is also improved by incorporating upper-level setbacks, changes in height and shifts between adjacent units in plan, all of which include strategic material variation. In addition, the masonry acts as a grounding element and provides high quality materials at street level.
- Its design is also improved by incorporating upper-level setbacks, changes in height and shifts between adjacent units in plan, all of which include strategic material variation.
- These design strategies create a better scaled proposal that achieves the residential scale desired by the Board.
- The building facades along the courtyard pedestrian entry from 20th Avenue have been updated to include windows at each side.
- At the street facing façade, an upper level setback and contrasting materials are provided at units 2 and 3 of the south parcel. This massing approach extends to the courtyard as well, and achieves a consistency across the project.
- Private decks and material variation add elements of human scale consistent with precedents presented at EDG



- CS2** URBAN PATTERN AND FORM
 - A. LOCATION IN THE CITY AND NEIGHBORHOOD
 - A-1. SENSE OF PLACE
 - D-1. EXISTING DEVELOPMENT AND ZONING
- CS3** ARCHITECTURAL CONTEXT AND CHARACTER
 - A-1. FITTING OLD AND NEW TOGETHER
- DC2** ARCHITECTURAL CONCEPT
 - A. MASSING

SUMMARY OF GUIDANCE

FACADE COMPOSITION AND STREETScape

The Board was concerned with the continuous 4-story façade at the street, the narrowness of the central stair and its unrelieved single-run to courtyard elevation. The Board agreed that the current design read more as an apartment block, and that the irregular fenestration weakened the project's ability to connect to rowhouse typology. The Board appreciated the precedents included in the packet, particularly the rowhouses featuring stoops and the materiality and composition of the Mercer Street project.

- The project has developed a regular fenestration pattern to better align with the traditional rowhouse language that the Board preferred at the EDG meeting.
- Modulation and material expression highlight the individual units which reinforces the typology of traditional rowhouses and breaks up the more continuous facade proposed at EDG.

The Board recommended developing a better articulated street-edge, akin to those with stoops in the precedents. The particular qualities they noted were;

- i. Their potential as scale-mitigating elements,
- ii. the creation of usable space at the street front,
- iii. the potential to add 'eyes on the street', and
- iv. the welcoming quality they impart.

- Stoops have been modified to create a stronger connection to the street. More usable areas, including seating and planters, have been created in conjunction with the stoops. These provide scale mitigating elements, usable space at the street and better connect the project to the sidewalk.
- Canopies have been added at all street and courtyard entry doors. These add elements of scale, weather protection, fine detail and better identify entry locations.
- Upper level decks along the street-facing facade are provided to add additional "eyes on the street", modulation and relief along the length of the façade. They are highlighted at moments of contrasting materials and express a design approach that extends into the courtyard.

The Board strongly recommended the development of a holistic solution around the central stair, one that broke up the single-run and used the recommended modulation to open the courtyard to the street and highlight this as the threshold and portal to the interior units.

- i. The Board agreed that a solution like this could justify potential departures.

- To create a visual connection between the courtyard and the street, the stair has been widened and reimagined to become a more celebrated and active space. It incorporates multiple runs and landings in response to the Board's suggestions, winding its way up the now wider, 8-foot gap, between the buildings. To add texture and color, wood or composite decking is used at all landings and connects to the street as a landscape element in the planting strip between the sidewalk and the curb to highlight the shared entry path to the courtyard. The spaces are layered with benches and planters to soften and activate them further. In addition, the façades that face into the stair include variations in material, with masonry wrapping the corner from the street façade up the first run and landing of the stair. In response to the widening of the space, the units now benefit from thoughtful window placement for access to daylight while maintaining privacy for residents and adding more visual interest along the stair.
- The courtyard pedestrian entry path has been widened by 2 feet in order to provide a stronger visual connection between the street and the courtyard. This results in an 8-foot wide space, where visitors and residents can circulate, gather and interact, creating an informal space between the active streetscape and courtyard beyond.
- The courtyard pedestrian entry features a steel arbor that steps up following the landings of the stair that highlights the shared entry and contributes to clear wayfinding to the courtyard for all residents and visitors.

The Board stressed the importance of the other project elevations and asked to have the same level of rigor brought to their composition.

- All project elevations have been carefully considered and treated consistently with material variation corresponding to volumetric expression. Refer to courtyard elevations in the following section that highlight the proposed material variation, unit entries, upper level setbacks and secondary architectural features such as stoops, canopies and deck projections.

CS2 URBAN PATTERN AND FORM
A-2. ARCHITECTURAL PRESENCE

DC1 PROJECT USES AND ACTIVITIES
A. ARRANGEMENT OF INTERIOR USES

DC2 ARCHITECTURAL CONCEPT
A-2. MASSING
B. ARCHITECTURAL AND FACADE COMPOSITION
B-1. FACADE COMPOSITION

PL1 CONNECTIVITY
B-3. PEDESTRIAN AMENITIES

PL2 WALKABILITY
B-1. EYES ON THE STREET

PL3 STREET-LEVEL INTERACTION
A. ENTRIES



SUMMARY OF GUIDANCE

COURTYARD

The Board agreed that while the courtyard precedents on pages 28-29 were successful, they all had two and three-story ‘edges’, and that the four-story scale in this project would require mitigation to make the courtyard function in the manner intended.

- Since the EDG proposal, the project has evolved to simplify and strengthen the design of the courtyard space. A singular central space now connects from the street to the rear of the site, open to the west to receive additional daylight. In addition, the design proposes a varied massing with primarily two and three-story volumes that minimize the impact of the structures on the internal courtyard.
- a. The Board asked the applicant to modulate the uniform height and expression of the courtyard to create a space with more human scale elements, as in the precedents.**
- See above. The courtyard is continuous from east to west, connecting the street to the west boundary of the site. This orientation allows all units to connect to the courtyard directly and benefit from the shared space.
 - Human scale elements such as front porch stoops, planters, benches, and canopies further activate and define the usable and inviting exterior spaces throughout the project.
 - All street-facing units have direct access to 20th Avenue at their first floor and to the courtyard from their second floor living space. Canopies orient visitors and residents to all entry doors in the courtyard as well as at the street. Material variation and facade treatment express the consistent design approach throughout the site, with individual units articulated through material changes, and metal detailing.
- b. For the next meeting, The Board asked to see detailed drawings of the space (plan, section, elevation, perspective) with enough information to understand the quality and character of the space.**
- The packet contains detailed drawings of the courtyard space, including plan, section, elevation and perspectives to demonstrate the quality of the design proposal.

- CS1** NATURAL SYSTEMS AND SITE FEATURES
B. SUNLIGHT AND NATURAL VENTILATION
- CS2** URBAN PATTERN AND FORM
B-3. CHARACTER AND OPEN SPACE
- DC3** OPEN SPACE CONCEPT
A. BUILDING OPEN-SPACE RELATIONSHIP
B. OPEN SPACE USES AND ACTIVITIES
C. DESIGN
- PL1** CONNECTIVITY
A-1. ENHANCING OPEN SPACE



LANDSCAPING

The Board was disappointed not to see a conceptual landscape plan, as two critical elements (the courtyard and the front-yard departure) were predicated on it.

- a. The Board encouraged the applicant to include a complete landscape plan in the next packet.**
- A complete landscape plan is provided in the packet, on pages 66-67.
 - The landscape plan integrates a variety of ground surface textures to highlight individual spaces. Its design complements the architecture and engages the public realm along the 20th Avenue streetscape.
 - The landscape plan proposes an integration of plantings and hardscape among a composition of planters, benches, and stoops to create usable and inviting exterior spaces.

- PL3** STREET-LEVEL INTERACTION
- DC3** OPEN SPACE CONCEPT
B-4. MULTIFAMILY OPEN SPACE
- DC4** EXTERIOR ELEMENTS AND FINISHES
D. TREES, LANDSCAPE AND HARDSCAPE MATERIALS



DEPARTURES

The Board agreed that at present there was not a compelling argument for the proposed front-yard departure but remained open to the possibility if one were presented.

- A departure is requested for the street-level street-facing facade setbacks of units 1 and 2 of the south parcel and unit 3 of the north parcel
- A departure from the site triangle is requested at the south parcel driveway
- A departure is requested for the parking stall sizes in the shared garage of the south parcel

SUMMARY OF GUIDANCE

EXTERIOR MATERIALS

The Board appreciated the high-quality materials evident in the 20th Avenue character sketch and encouraged the applicant to retain this approach

- High quality materials are critical to the success of the design proposal. The 20th Avenue sketch from EDG proposed masonry and wood and this approach has been retained for the project.
- Brick is now proposed at all unit street-facing facades, which is more consistent with the rowhouse typology the project uses as a precedent. The brick extends from street level for three to four stories at all units, with a contrasting material at the fourth floor or at the lower level as an "infill" element similar to one of the precedent images from EDG. The biggest change is that the brick extends to grade at four of the six units with the brick sitting on a base of board-formed concrete at the remaining units. This provides high quality, durable materials at all units adjacent to the pedestrian realm. This replaces areas of painted cement board panel. The extension of the brick to the street level results in grounding the masonry material at the base of the façade.
- In response to the large green buffer proposed in the planting strip, we are proposing a reduced setback at a few units, unit 3 on the north parcel and units 1 and 2 on the south parcel. This results in a better design solution with brick continuous at these units at the street level. We are requesting a small departure for these, similar to EDG and provide more documentation of the relationship of the stoop to the street level. In addition, we are requesting a departure for a portion of sight triangle and have proposed driveway made of pavers to slow vehicular traffic down in and out of the shared garage.
- The steel arbor at the shared access stair between the structures is powder coated red to complement the brick facades and provide a clear wayfinding path to the courtyard. All entry canopies and decks at the courtyard are also highlighted red to match the stair arbor. At the street facade all canopies and decks are lighter, to contrast the brick and allow the courtyard arbor to stand out. These detailed elements add visual interest to the project, along the street and courtyard facades.
- Also, all site walls have are proposed to be board formed concrete, providing more texture adjacent to the street-edge.

DC4 EXTERIOR ELEMENTS AND FINISHES

A. BUILDING MATERIALS

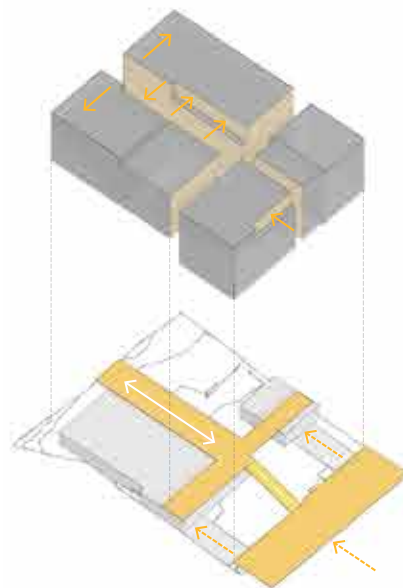
GARAGE ACCESS

The Board encouraged the applicant to improve the vehicular access and to ask for any mitigating departures, as they would likely look favorably on them.

- The design proposal has evolved since EDG. All access is now proposed to be from 20th Avenue for pedestrians and vehicles. The project was unable to secure an easement with the adjacent neighbor to allow vehicular access from the rear of the site. As a result, the west edge of the proposal has opened up to receive more afternoon daylight and provide a landscape buffer along the west edge. Parking access is provided at the north and south edges of the development site, with pedestrian access in between to the street-facing units and the courtyard. The driveway to the south of the site provides access to the below grade shared garage which contains the majority of the parking for the proposal. Two parking stalls are accessed beneath two units at the north edge of the site.
- The garage doors have been designed to compliment the design of the 20th Avenue facade, with high-quality recessed, glass and aluminum overhead residential doors for both garages.

DC1 PROJECT USES AND ACTIVITIES

B. VEHICULAR ACCESS AND CIRCULATION



BICYCLES

The Board would like to see how bikes come to the site and are stored and how the design of that sequence supports their use.

- Bicycle parking is provided in multiple locations on site to encourage their use and respond to a variety of end user preferences. Locations include easy to access covered bicycle parking adjacent to the entry to the garage, covered parking in the courtyard as well as individual bike parking within the units themselves.

PL4 ACTIVE TRANSPORTATION

B. PLANNING AHEAD FOR BICYCLISTS

ROOF TOP AMENITY SPACE

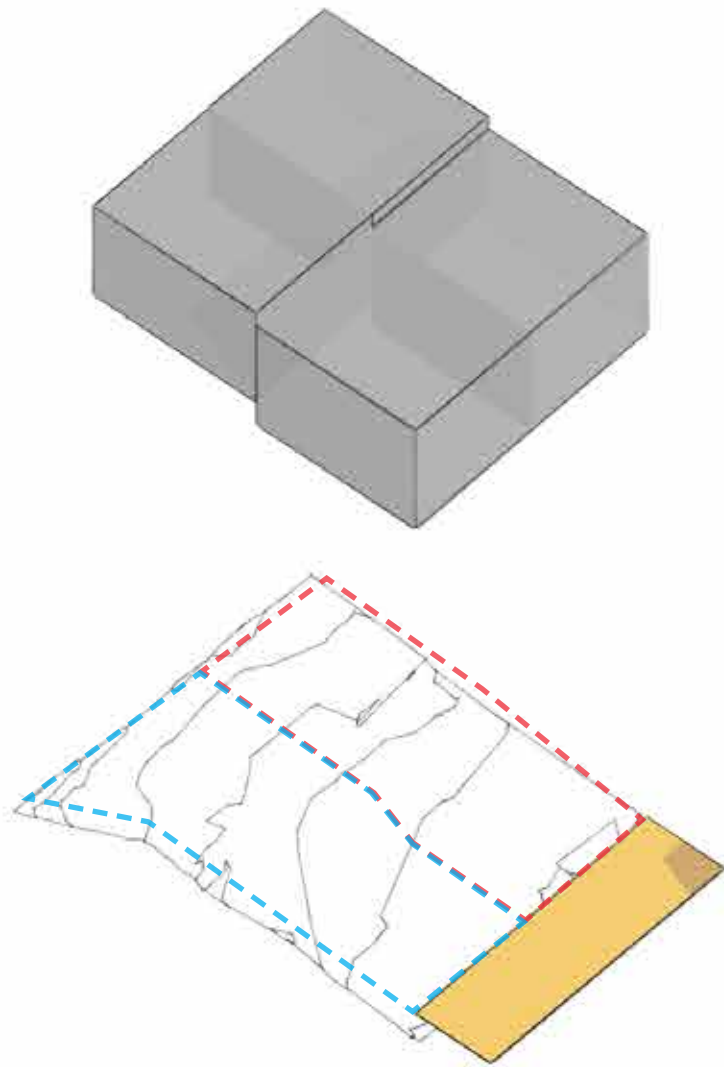
The Board asked the applicant to locate these areas to minimize noise and privacy issues for neighboring residential uses.

- The roof top amenity spaces are all private decks, accessed from individual stairs in each unit. They have been located away from property line edges to minimize impact on neighboring residential uses.
- All private stair penthouses have been chamfered at the top to minimize their overall height, bulk and mass.

CS2 URBAN PATTERN AND FORM

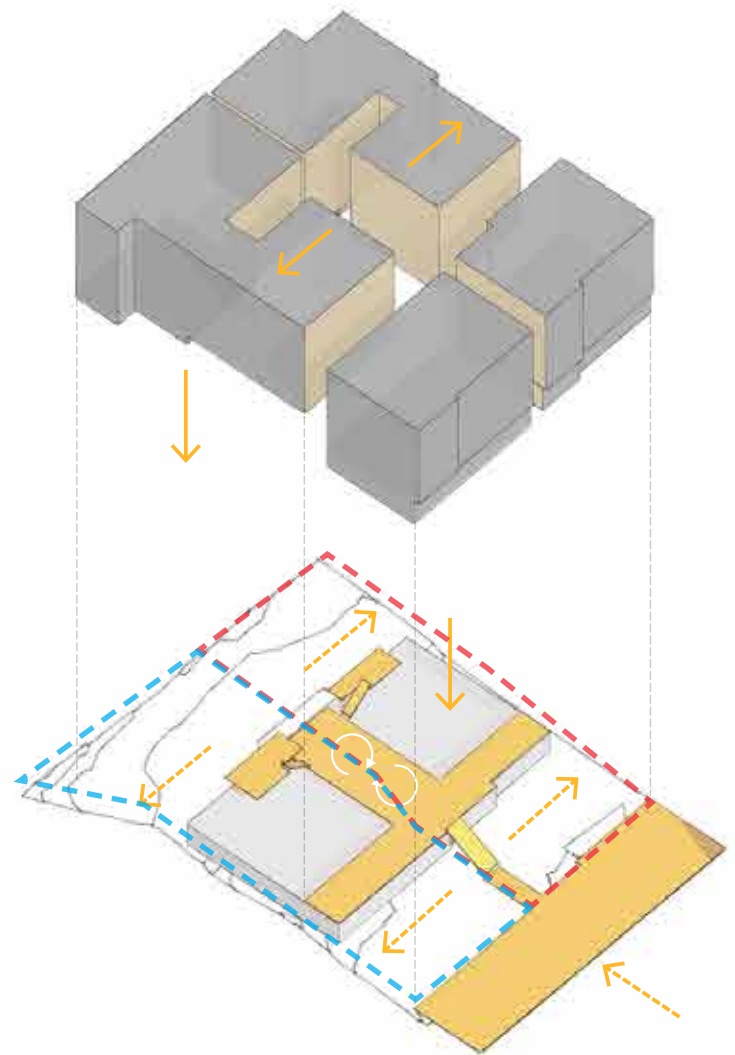
D-5. RESPECT FOR ADJACENT SITES

DESIGN EVOLUTION



- Solid Massing
 - Generous right-of-way space between site and curb
- - - 1711 20TH AVE | PROJECT #3029632
- - - 1715 20TH AVE | PROJECT #3029633

Design Proposal at EDG Meeting



EDG PROPOSAL

- Shared parking garages are provided at the rear with access from the alley
- Side Setbacks for light and Air to neighbors and proposal
- Circulation corridors are carved at the center of each structure for access
- Exterior space is oriented in one direction
- All exterior space is primarily circulation

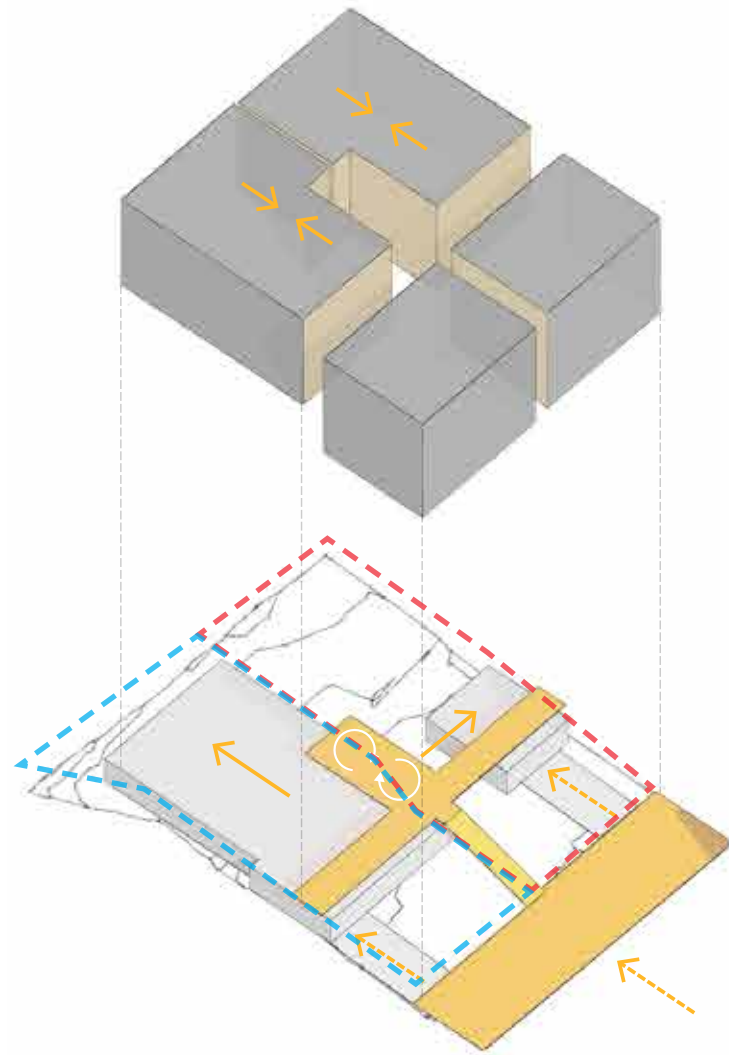


ALLEY



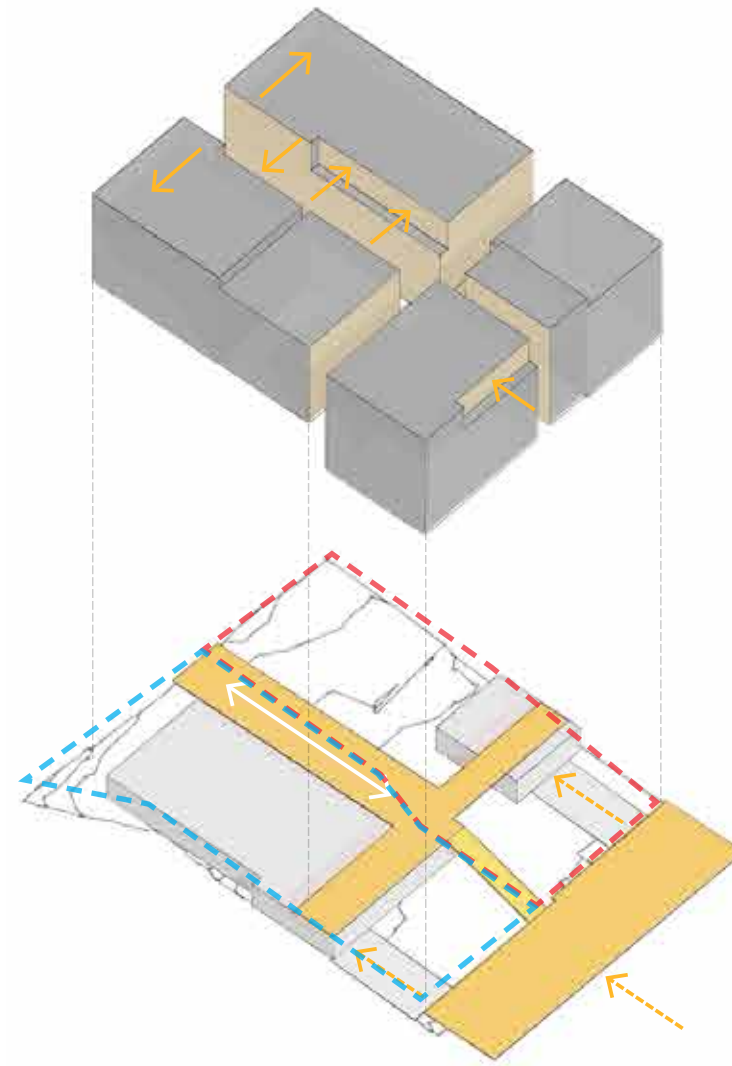
PROJECT VEHICULAR ACCESS

- Following EDG, the project was unable to secure an easement with the neighbor to the west in order to allow alley access
- Parking on site has been reconfigured to have a large shared garage for 13 stalls located on the south site, and a smaller garage for 2 stalls on the north site, providing a total of 15 stalls shared between two sites via easement.
- With alley access, both garages will be accessed from 20th Avenue.



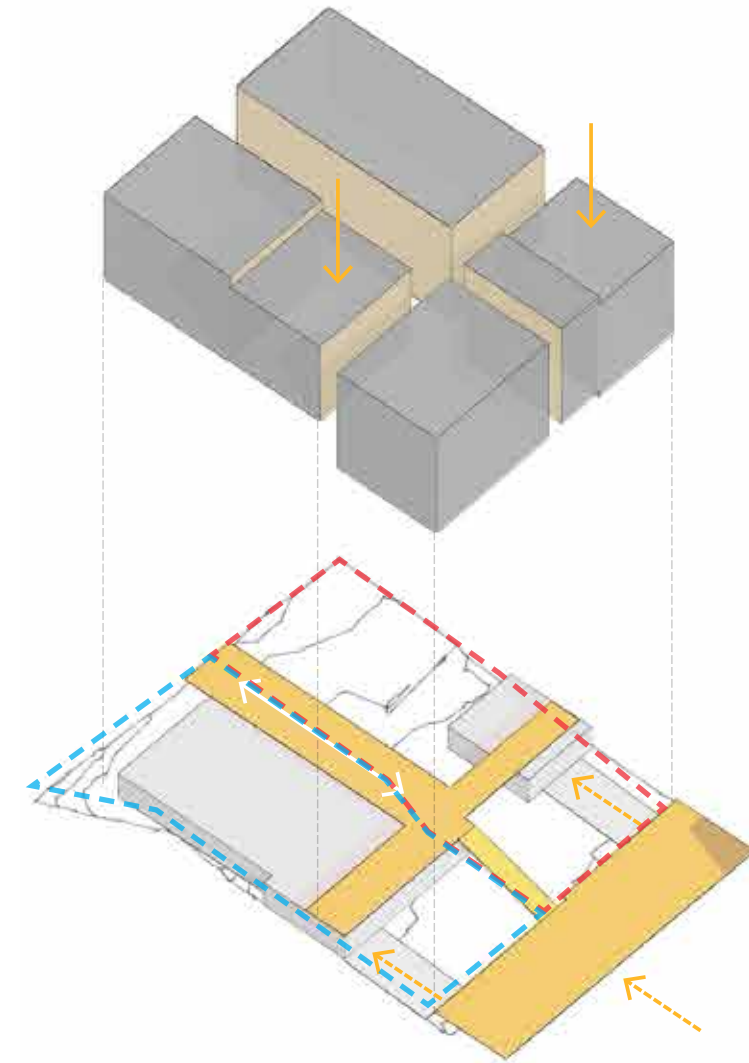
PLAN SHIFT FOR A SINGULAR COURTYARD EXPRESSION

- The courtyard space has evolved to simplify and strengthen the overall design
- The singular courtyard space now connects from the street to the rear of the site, open to the west to receive additional daylight.



SETBACKS TO REDUCE PERCEIVED MASS

- Upper level setbacks have been integrated throughout the proposed design to mitigate overall scale.
- The setbacks help to provide more access to light and air particularly in the courtyard spaces.



MASSING SHIFT TO REDUCE HEIGHT, BULK, SCALE

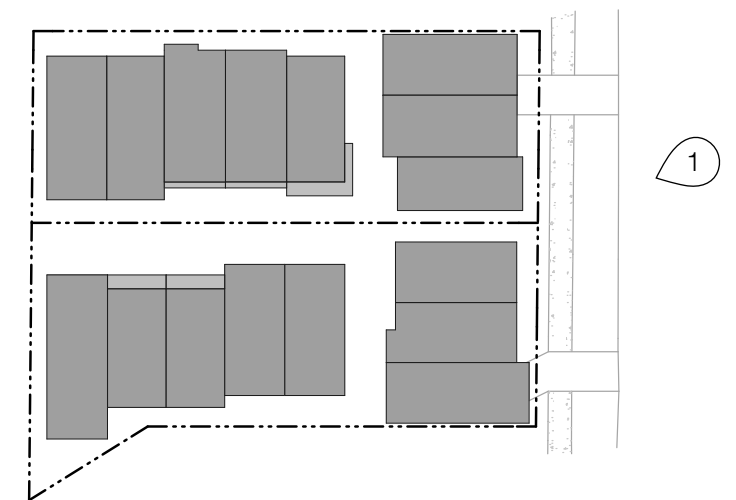
- In the internal courtyard, the design proposes a varied massing with primarily two and three story edges to minimize the impact of the structures.
- Along 20th Avenue, changes in height and shifts between adjacent units in plan help to reduce the height, bulk, and scale of the structures.

MASSING / HEIGHT, BULK, AND SCALE

Response to Guidance

- The preferred Option 3 has been developed in conjunction with the Board's guidance and has maintained the overall scale of the project. The design response addresses guidance regarding height and the monolithic nature of the four-story expression at the street.
- The site plan has been updated to relocate the below grade parking garage to be accessed from 20th Avenue. The rear townhomes have been turned to face inward, creating a large continuous courtyard space for residents and visitors.
- The massing of the street-facing façade features a more direct expression of the individual units, complemented by the use of high quality masonry for the majority of the façade. In addition, the masonry acts as a grounding element and provides high quality materials at street level.
- Its design is also improved by incorporating upper-level setbacks, changes in height and shifts between adjacent units in plan, all of which include strategic material variation.
- These design strategies create a better scaled proposal that achieves the residential scale desired by the Board.

Design Guidelines Supported - CS2-A, CS2-A-1, CS2-D-1, CS3-A-1, DC2-A





- (A) Brick is grounded and distributed between two volumes
- (B) Mass has been shifted to provide upper level setbacks and variations in height

① Street View looking Southwest



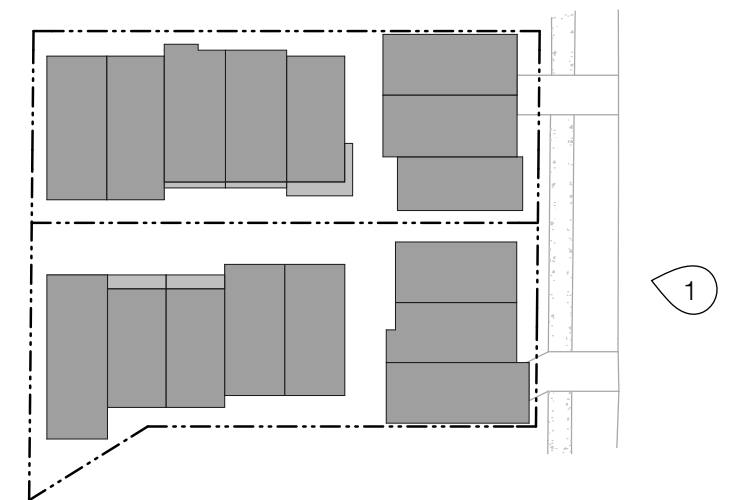
Street View looking Southwest at EDG

MASSING / HEIGHT, BULK, AND SCALE

Response to Guidance

- The building facades along the courtyard pedestrian entry from 20th Avenue have been updated to include windows at each side.
- At the street facing façade, an upper level setback and contrasting materials are provided at units 2 and 3 of the south parcel. This massing approach extends to the courtyard as well, and achieves a consistency across the project.
- Private decks and material variation add elements of human scale consistent with precedents presented at Early Design Guidance.

Design Guidelines Supported - CS2-A, CS2-A-1, CS2-D-1, CS3-A-1, DC2-A





- Ⓒ Central stairway is widened allowing fenestration and occupiable space
- Ⓓ Human scale elements incorporated at ground level, including canopies, arbors, stoops, planters, and benches

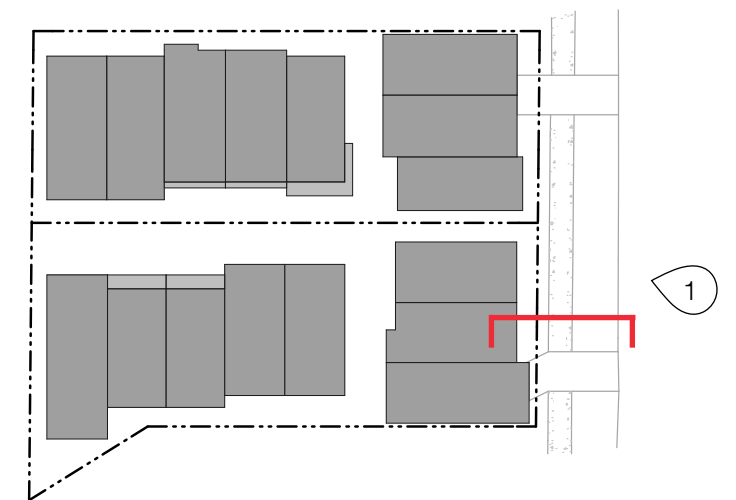
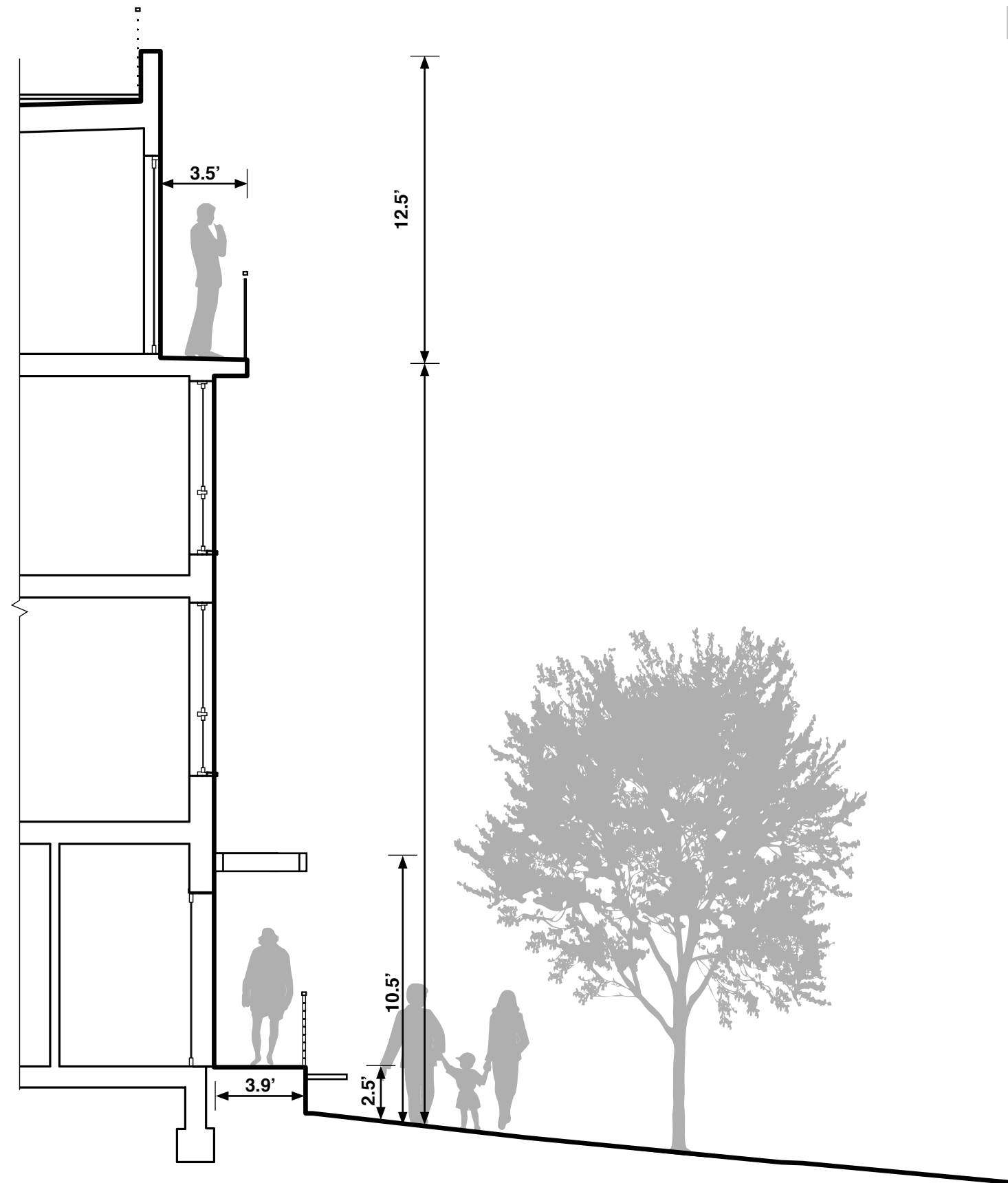
① Sidewalk View looking West

FACADE COMPOSITION AND STREETSCAPE

Response to Guidance

- The project has developed a regular fenestration pattern to better align with the traditional rowhouse language that the Board preferred at the EDG meeting.
- Modulation and material expression highlight the individual units which reinforces the typology of traditional rowhouses and breaks up the more continuous facade proposed at EDG.
- Stoops have been modified to create a stronger connection to the street. More usable areas, including seating and planters, have been created in conjunction with the stoops. These provide scale mitigating elements, usable space at the street and better connect the project to the sidewalk.
- Canopies have been added at all street and courtyard entry doors. These add elements of scale, weather protection, fine detail and better identify entry locations.
- Upper level decks along the street-facing facade are provided to add additional “eyes on the street”, modulation and relief along the length of the facade. They are highlighted at moments of contrasting materials and express a design approach that extends into the courtyard.

Design Guidelines Supported - CS2-A-2, DC1-A, DC2-A-2, DC2-B, DC2-A-2, DC2-B, DC2-B-1, PL1-B-3, PL2-B-1, PL3-A





① Sidewalk View looking West

FACADE COMPOSITION AND STREETScape

Response to Guidance

- To create a visual connection between the courtyard and the street, the stair has been widened and reimagined to become a more celebrated and active space. It incorporates multiple runs and landings in response to the Board's suggestions, winding its way up the now wider, 8-foot gap, between the buildings. To add texture and color, wood or composite decking is used at all landings and connects to the street as a landscape element in the planting strip between the sidewalk and the curb to highlight the shared entry path to the courtyard. The spaces are layered with benches and planters to soften and activate them further. In addition, the façades that face into the stair include variations in material, with masonry wrapping the corner from the street façade up the first run and landing of the stair. In response to the widening of the space, the units now benefit from thoughtful window placement for access to daylight while maintaining privacy for residents and adding more visual interest along the stair.
- All project elevations have been carefully considered and treated consistently with material variation corresponding to volumetric expression. Refer to courtyard elevations in the following section that highlight the proposed material variation, unit entries, upper level setbacks and secondary architectural features such as stoops, canopies and deck projections.

Design Guidelines Supported - CS2-A-2, DC1-A, DC2-A-2, DC2-B, DC2-A-2, DC2-B, DC2-B-1, PL1-B-3, PL2-B-1, PL3-A



1 Site Plan



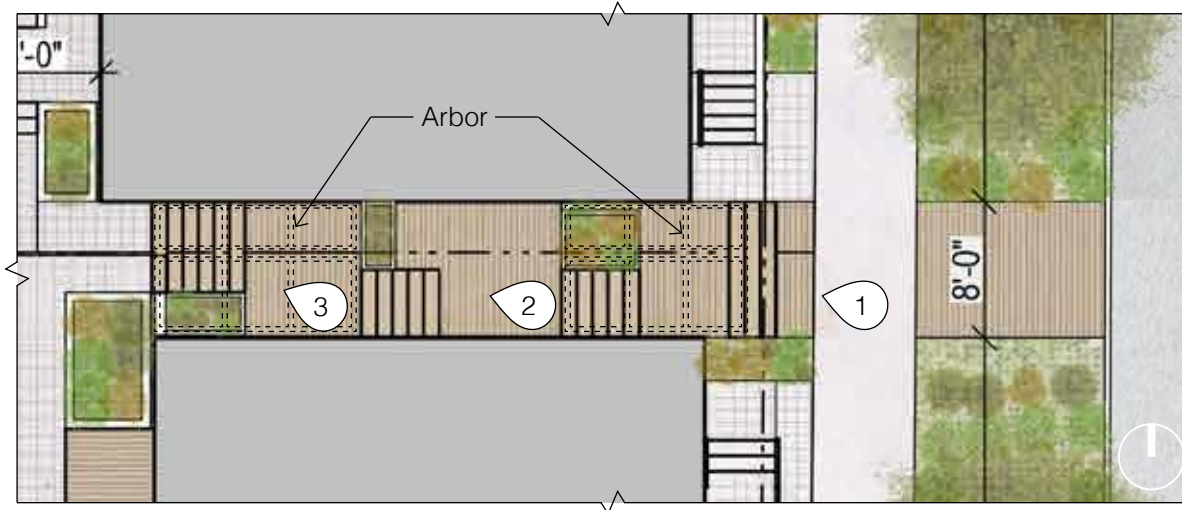
② Central Stair and Courtyard Axonometric View

FACADE COMPOSITION AND STREETSCAPE

Response to Guidance

- The courtyard pedestrian entry path has been widened by 2 feet in order to provide a stronger visual connection between the street and the courtyard. This results in an 8-foot wide space, where visitors and residents can circulate, gather and interact, creating an informal space between the active streetscape and courtyard beyond.
- The courtyard pedestrian entry features a steel arbor that steps up following the landings of the stair that highlights the shared entry and contributes to clear wayfinding to the courtyard for all residents and visitors.

Design Guidelines Supported - CS2-A-2, DC1-A, DC2-A-2, DC2-B, DC2-A-2, DC2-B, DC2-B-1, PL1-B-3, PL2-B-1, PL3-A



Central Stair Plan View



① View looking West up central stair



② View looking West up central stair



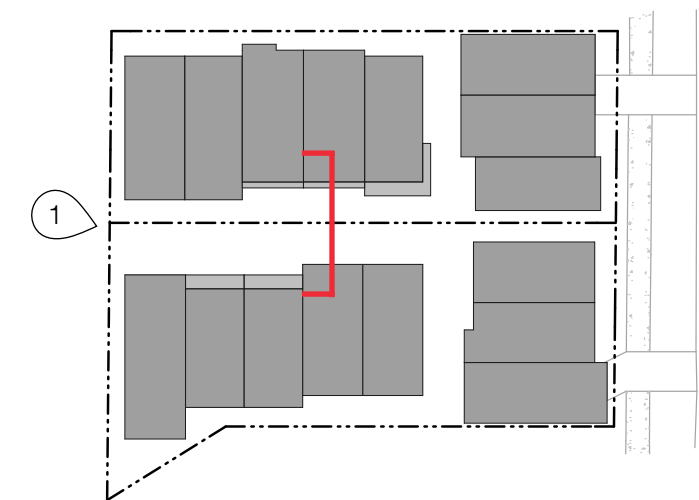
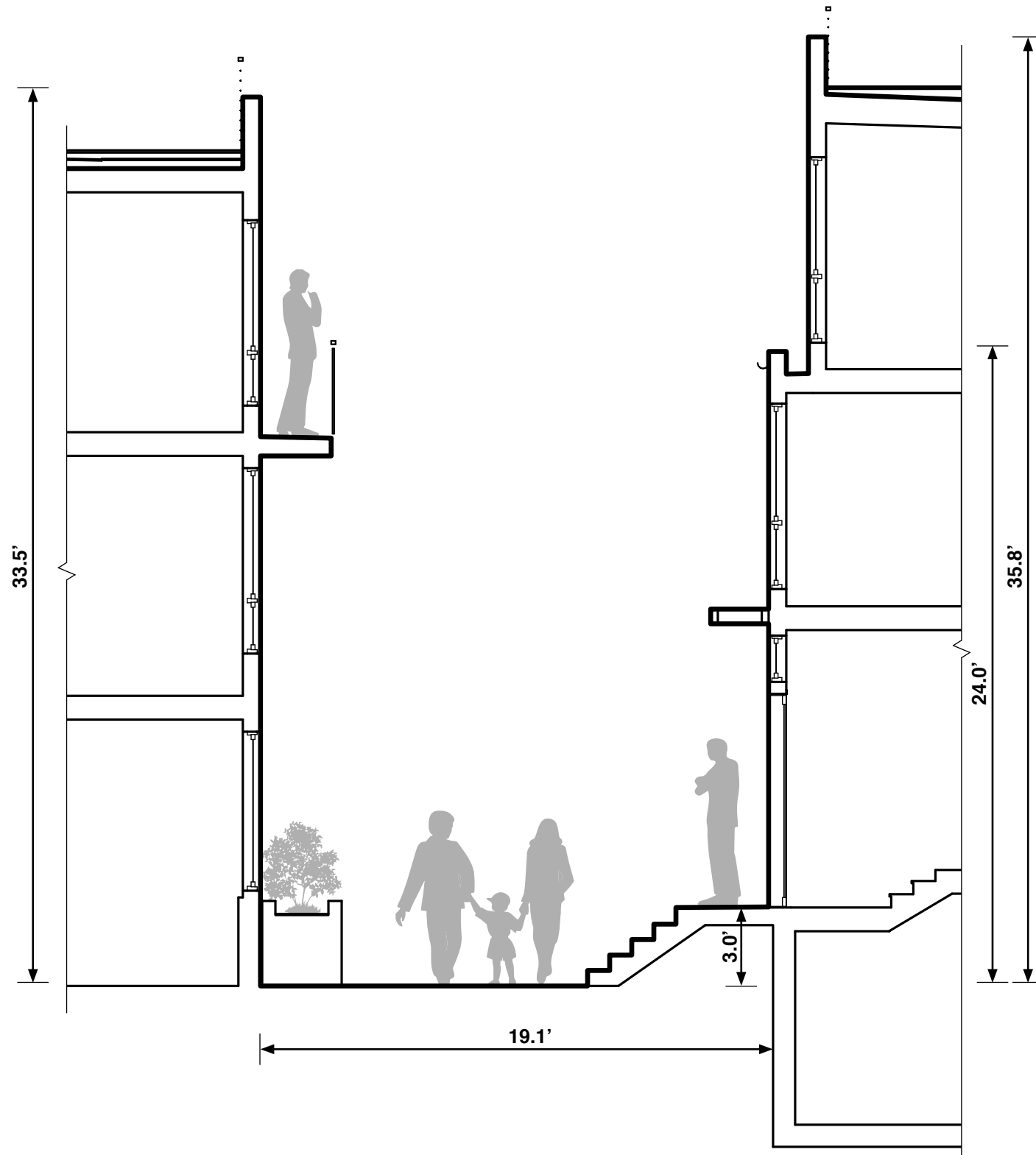
③ View looking West up central stair

COURTYARD

Response to Guidance

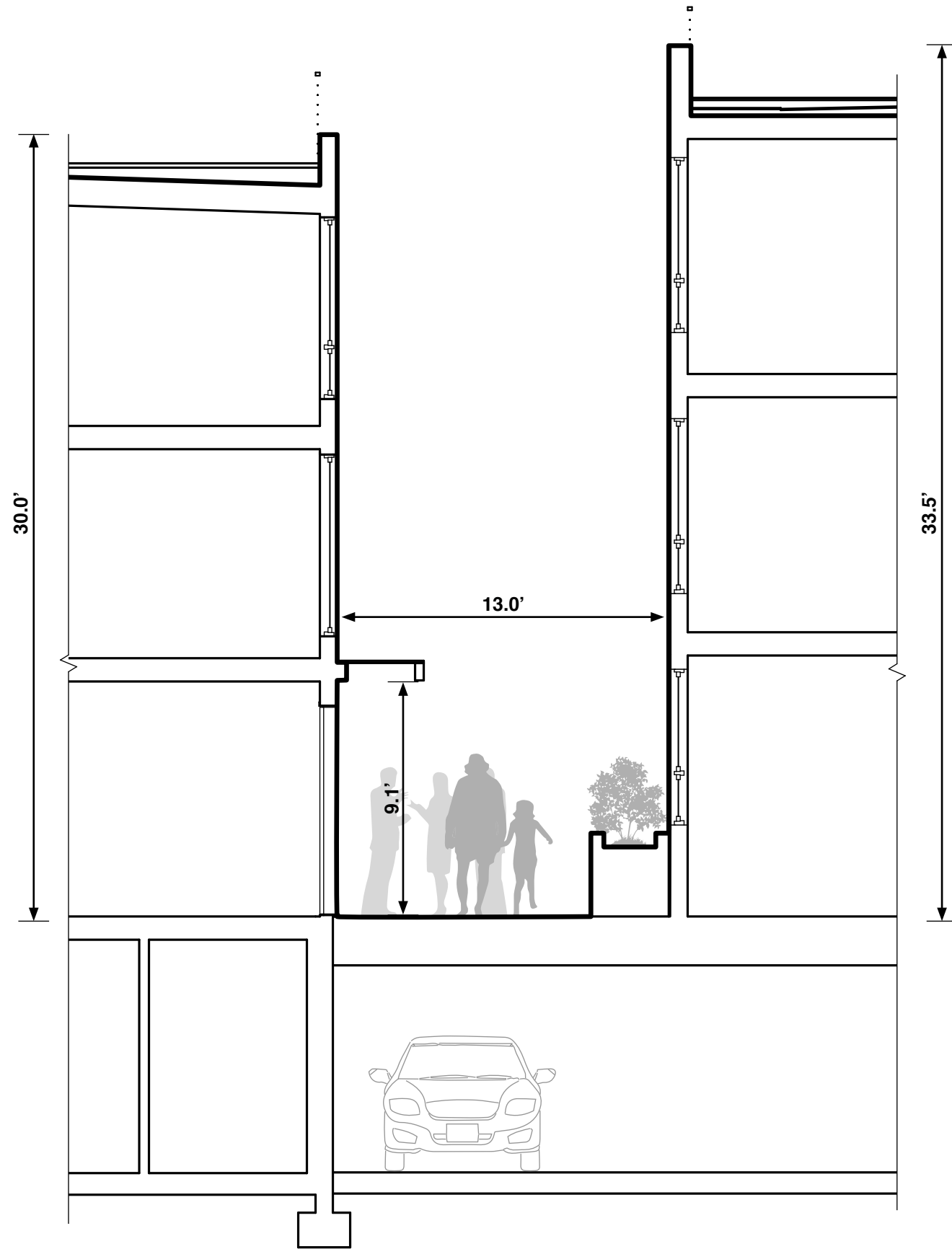
- Since the EDG proposal, the project has evolved to simplify and strengthen the design of the courtyard space. A singular central space now connects from the street to the rear of the site, open to the west to receive additional daylight. In addition, the design proposes a varied massing with primarily two and three-story volumes that minimize the impact of the structures on the internal courtyard.

Design Guidelines Supported - CS1-B, CS2-B-3, DC3-A, DC3-B, DC3-C, PL1-A-1





① Courtyard View looking East

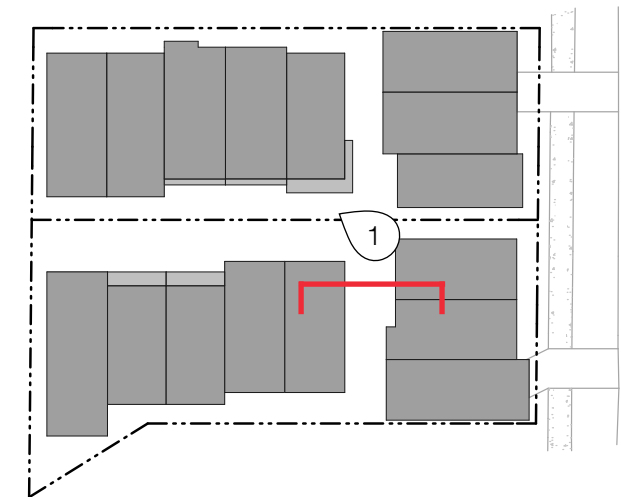


COURTYARD

Response to Guidance

- As noted on the previous spread, the courtyard is continuous from east to west, connecting the street to the west boundary of the site. This orientation allows all units to connect to the courtyard directly and benefit from the shared space.

Design Guidelines Supported - CS1-B, CS2-B-3, DC3-A, DC3-B, DC3-C, PL1-A-1





① Courtyard View looking North West

COURTYARD

Response to Guidance

- Human scale elements such as front porch stoops, planters, benches, and canopies further activate and define the usable and inviting exterior spaces throughout the project.

Design Guidelines Supported - CS1-B, CS2-B-3, DC3-A, DC3-B, DC3-C, PL1-A-1



① Section Perspective looking North



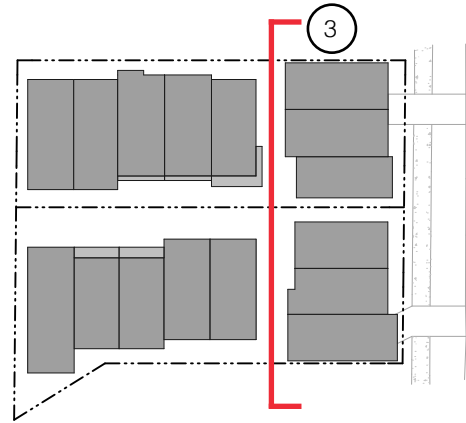
1

2



BELOW GRADE GARAGE

2 Section Perspective looking South



COURTYARD

Response to Guidance

- All street-facing units have direct access to 20th Avenue at their first floor and to the courtyard from their second floor living space. Canopies orient visitors and residents to all entry doors in the courtyard as well as at the street. Material variation and facade treatment express the consistent design approach throughout the site, with individual units articulated through material changes, and metal detailing.

Design Guidelines Supported - CS1-B, CS2-B-3, DC3-A, DC3-B, DC3-C, PL1-A-1



3 Section Perspective looking North

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1 Street View looking Northwest

EXTERIOR MATERIALS

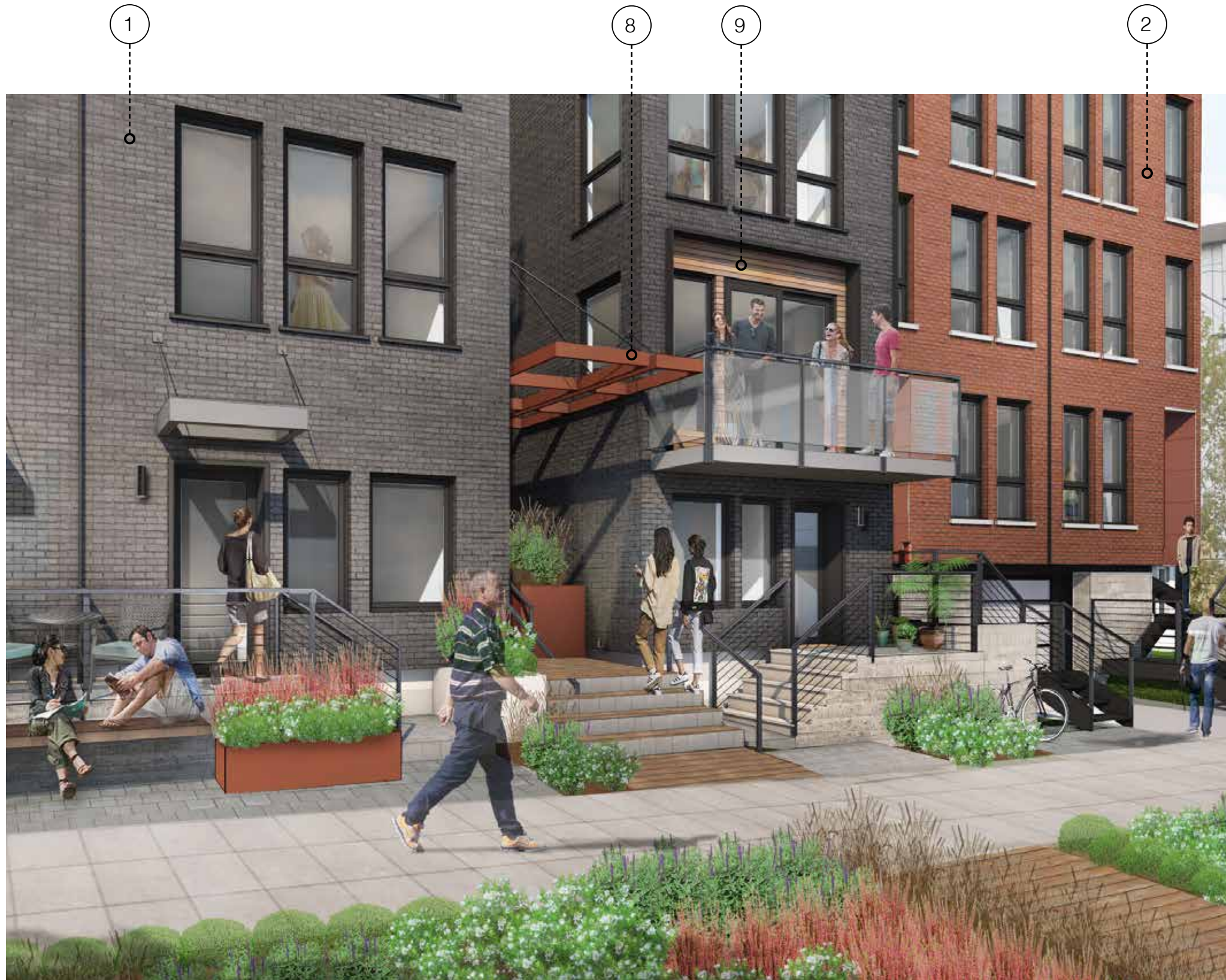
Response to Guidance

- High quality materials are critical to the success of the design proposal. The 20th Avenue sketch from EDG proposed masonry and wood and this approach has been retained for the project.
- Brick is now proposed at all unit street-facing facades, which is more consistent with the rowhouse typology the project uses as a precedent. The brick extends from street level for three to four stories at all units, with a contrasting material at the fourth floor or at the lower level as an “infill” element similar to one of the precedent images from EDG. The biggest change is that the brick extends to grade at four of the six units with the brick sitting on a base of board-formed concrete at the remaining units. This provides high quality, durable materials at all units adjacent to the pedestrian realm. This replaces areas of painted cement board panel. The extension of the brick to the street level results in grounding the masonry material at the base of the façade.
- In response to the large green buffer proposed in the planting strip, we are proposing a reduced setback at a few units, unit 3 on the north parcel and units 1 and 2 on the south parcel. This results in a better design solution with brick continuous at these units at the street level. We are requesting a small departure for these, similar to EDG and provide more documentation of the relationship of the stoop to the street level. In addition, we are requesting a departure for a portion of sight triangle and have proposed driveway made of pavers to slow vehicular traffic down in and out of the shared garage.
- The steel arbor at the shared access stair between the structures is powder coated red to complement the brick facades and provide a clear wayfinding path to the courtyard. All entry canopies and decks at the courtyard are also highlighted red to match the stair arbor. At the street facade all canopies and decks are lighter, to contrast the brick and allow the courtyard arbor to stand out. These detailed elements add visual interest to the project, along the street and courtyard facades.
- Also, all site walls have are proposed to be board formed concrete, providing more texture adjacent to the street-edge.

Design Guidelines Supported - DC4-A



Street View looking Northwest at EDG



1 Sidewalk View looking West



1 **BRICK**
MUTUAL MATERIALS
COAL CREEK



2 **BRICK**
MUTUAL MATERIALS
INCA



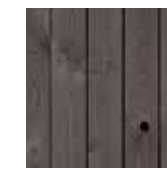
3 **CEMENT PANEL**
4' X 8' HORIZONTAL
SW 7065 - ARGOS



4 **CEMENT PANEL**
4' X 8' HORIZONTAL
SW 7067 - CITYSCAPE



5 **CEMENT PANEL**
2' X 8' VERTICAL
SW 7069 - IRON ORE



6 **WOOD SIDING**
VERTICAL TIGHT
KNOT CEDAR, PRE-
STAINED CABOT SEMI-
TRANSPARENT, EBONY



7 **METAL SIDING**
STANDING SEAM
MATTE BLACK



8 **PAINT**
SW 6335 - FIRED BRICK



9 **WOOD SIDING**
HORIZONTAL TIGHT KNOT
CEDAR

GARAGE ACCESS

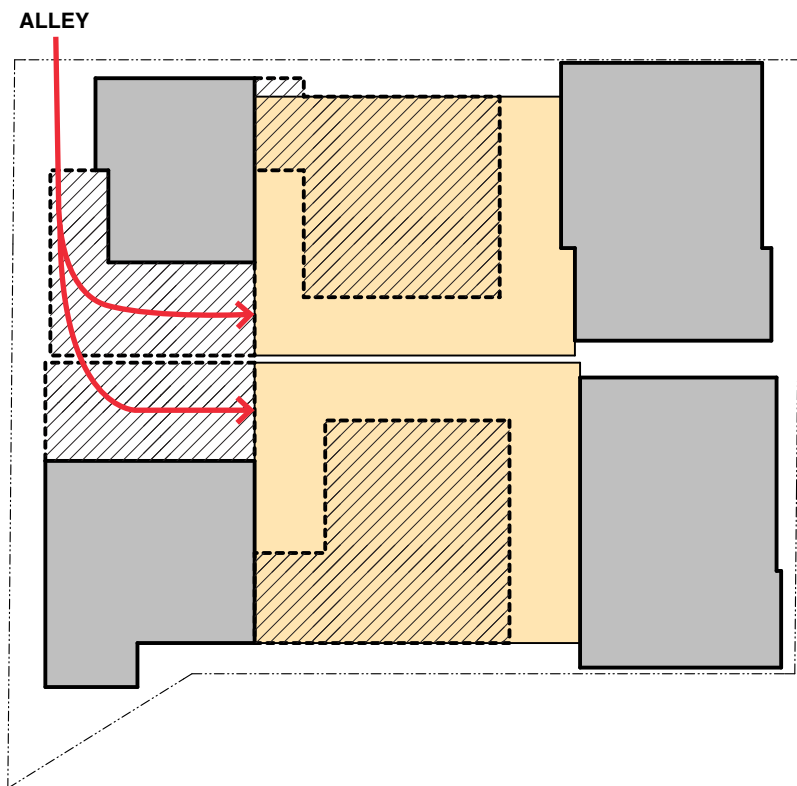
Response to Guidance

- The design proposal has evolved since EDG. All access is now proposed to be from 20th Avenue for pedestrians and vehicles. The project was unable to secure an easement with the adjacent neighbor to allow vehicular access from the rear of the site. As a result, the west edge of the proposal has opened up to receive more afternoon daylight and provide a landscape buffer along the west edge. Parking access is provided at the north and south edges of the development site, with pedestrian access in between to the street-facing units and the courtyard. The driveway to the south of the site provides access to the below grade shared garage which contains the majority of the parking for the proposal. Two parking stalls are accessed beneath two units at the north edge of the site.
- The garage doors have been designed to compliment the design of the 20th Avenue facade, with high-quality recessed, glass and aluminum overhead residential doors for both garages.

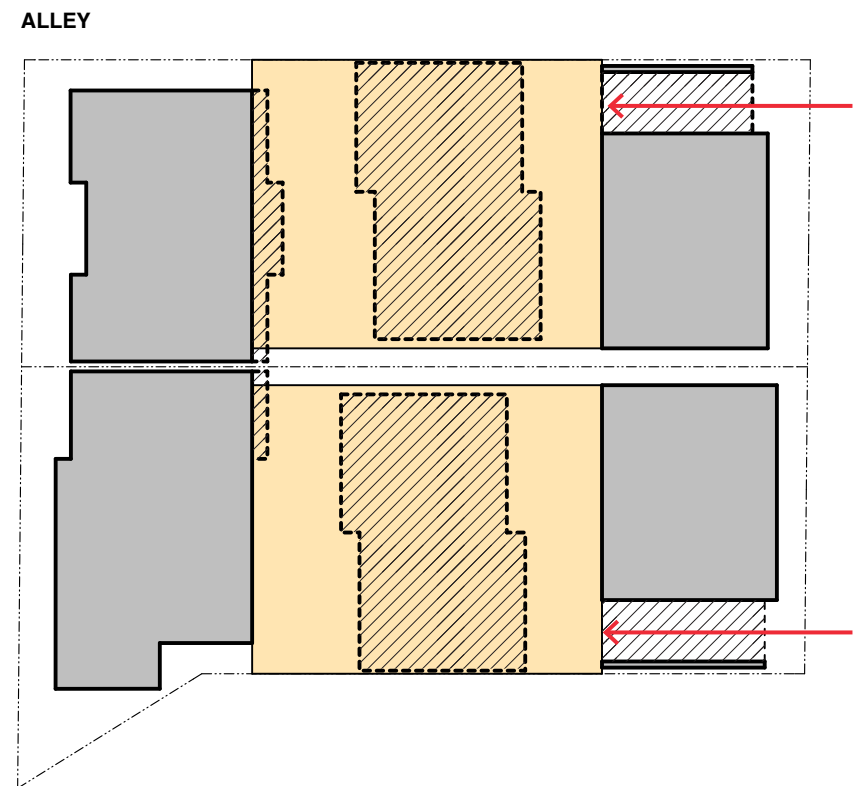
Design Guidelines Supported - DC1-B



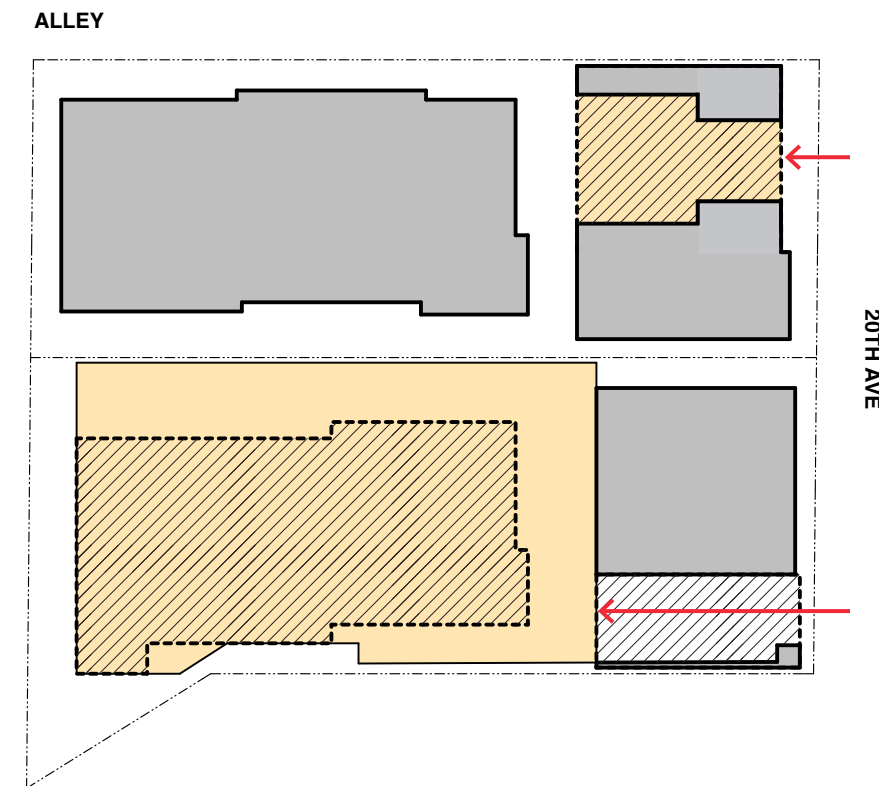
Proposed Access Street View



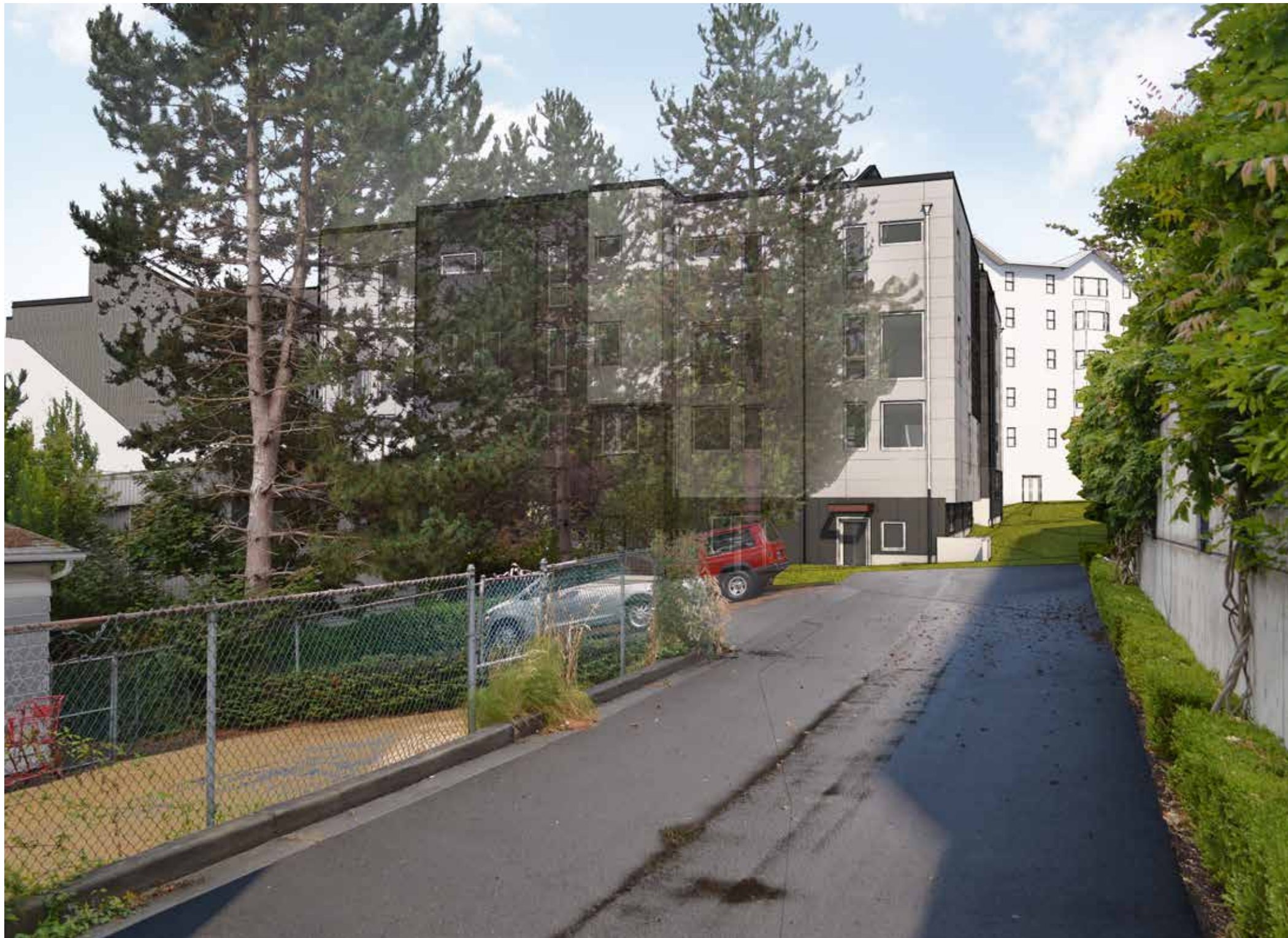
(A) Proposal 1 Presented at EDG
Alley Access to shared parking is not feasible without a shared access easement with the site to the west. Topography and specific project needs prevented it from working.



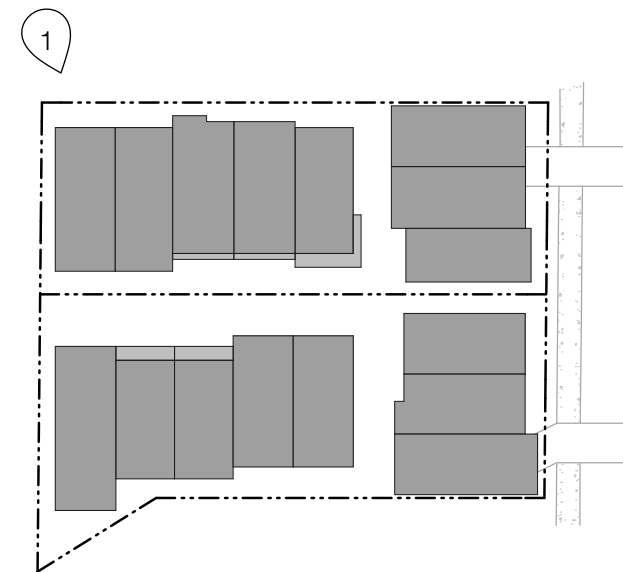
(B) Proposal 2
Shared parking garage on each site, accessed from 20th Avenue



(C) Current Proposal
Larger shared parking on south site, with smaller shared garage on north site.



1 Alley View looking South



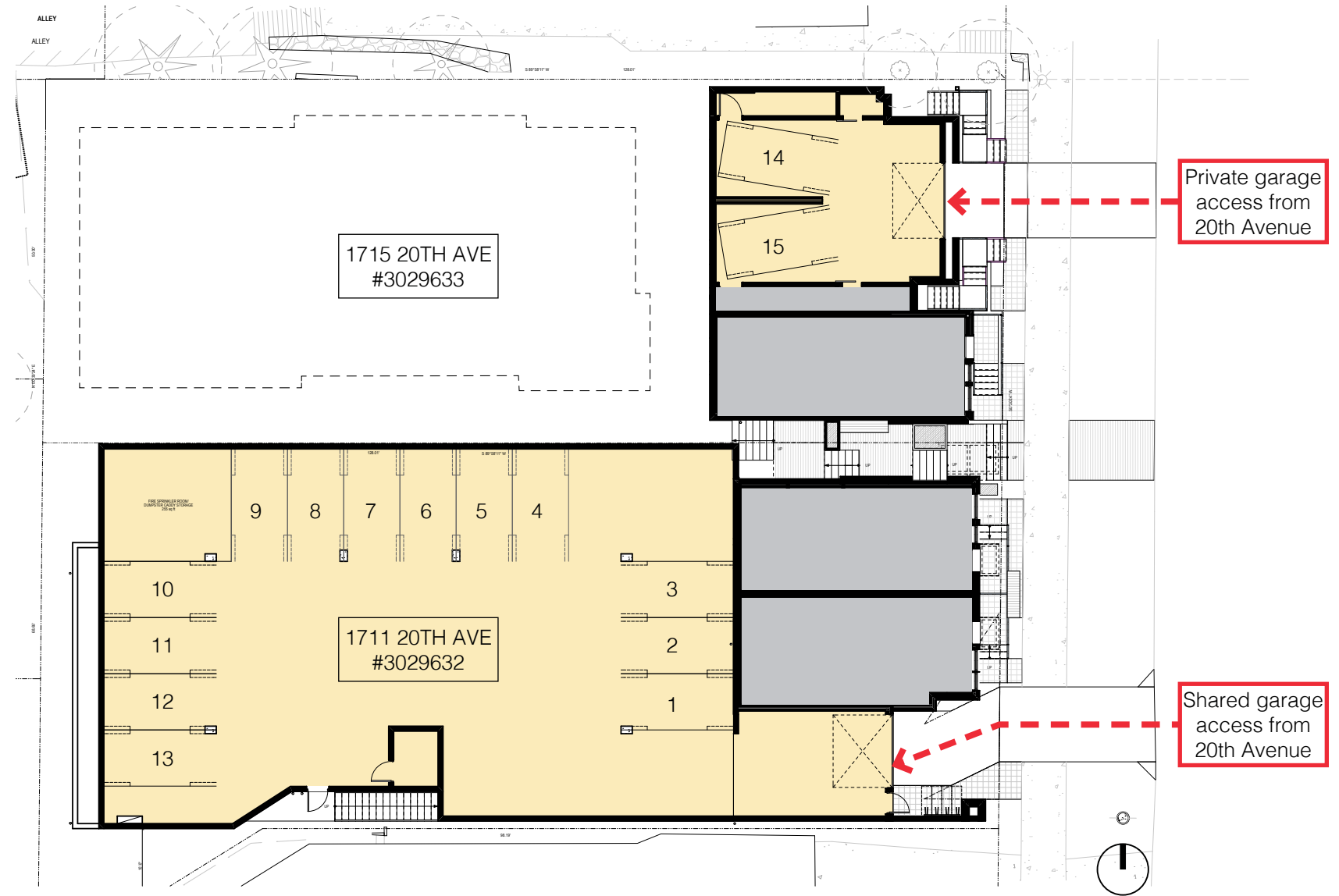
Alley View looking South at EDG

ACCESS AND BICYCLES

Response to Guidance

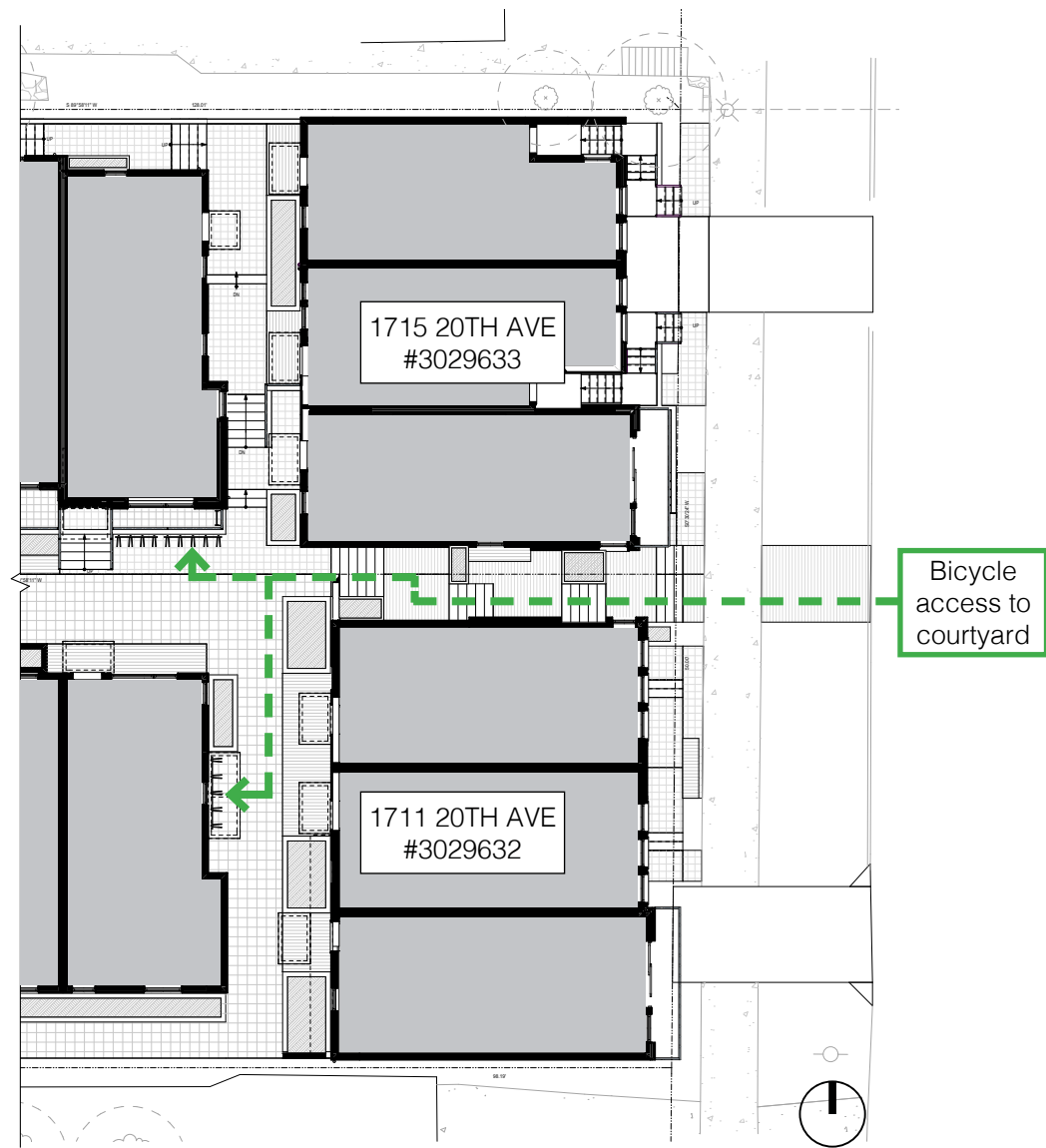
- Bicycle parking is provided in multiple locations on site to encourage their use and respond to a variety of end user preferences. Locations include easy to access covered bicycle parking adjacent to the entry to the garage, covered parking in the courtyard as well as individual bike parking within the units themselves.

Design Guidelines Supported - PL4-B

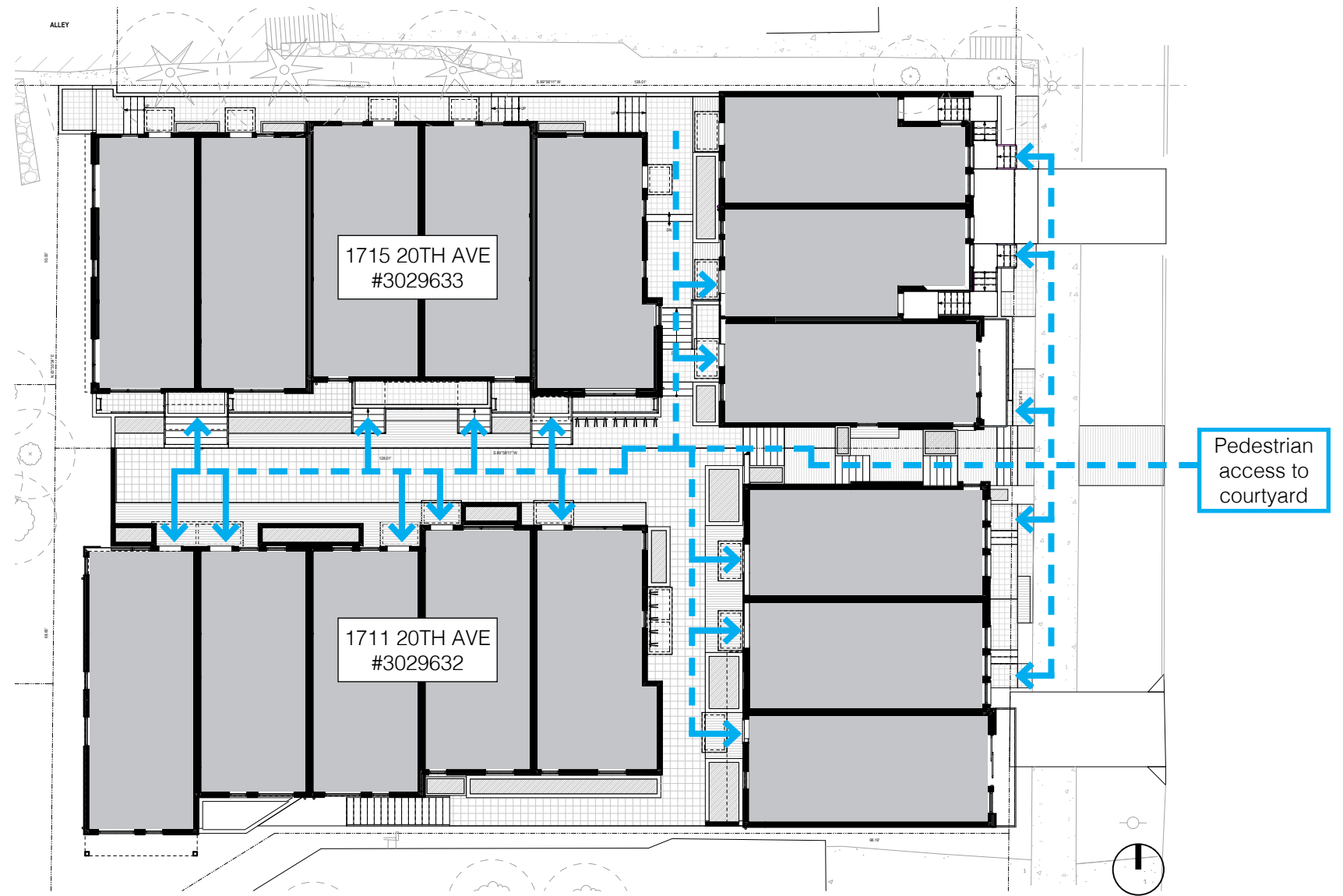


1 Vehicle Access Diagram

- KEY**
- VEHICLE ROUTE
 - BICYCLE ROUTE
 - PEDESTRIAN ROUTE



2 Bicycle Access Diagram



3 Pedestrian Access Diagram

ROOFTOP AMENITY SPACE

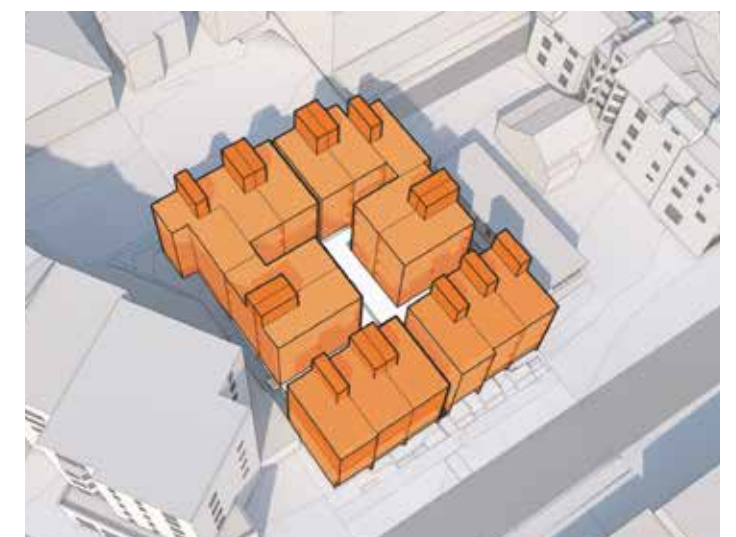
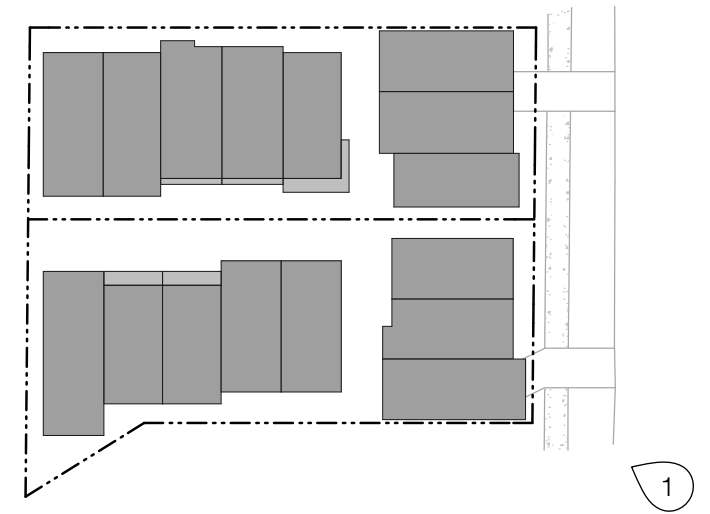
Response to Guidance

- The roof top amenity spaces are all private decks, accessed from individual stairs in each unit. They have been located away from property line edges to minimize impact on neighboring residential uses.
- All private stair penthouses have been chamfered at the top to minimize their overall height, bulk and mass.

Design Guidelines Supported - CS2-D-5



1 Aerial View looking Northwest



Aerial View looking Northwest at EDG

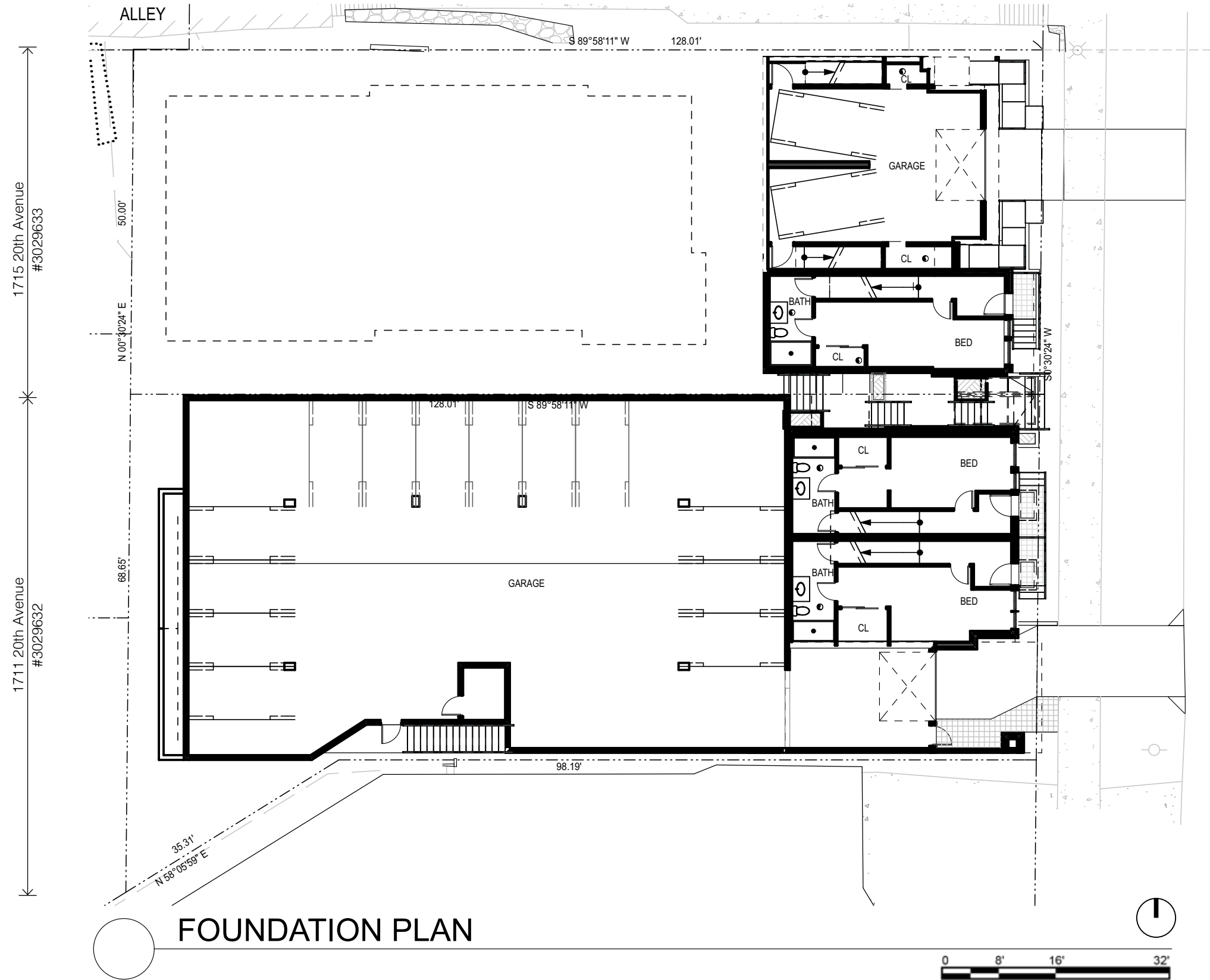
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SITE PLAN



SITE PLAN

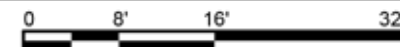
FLOOR PLANS

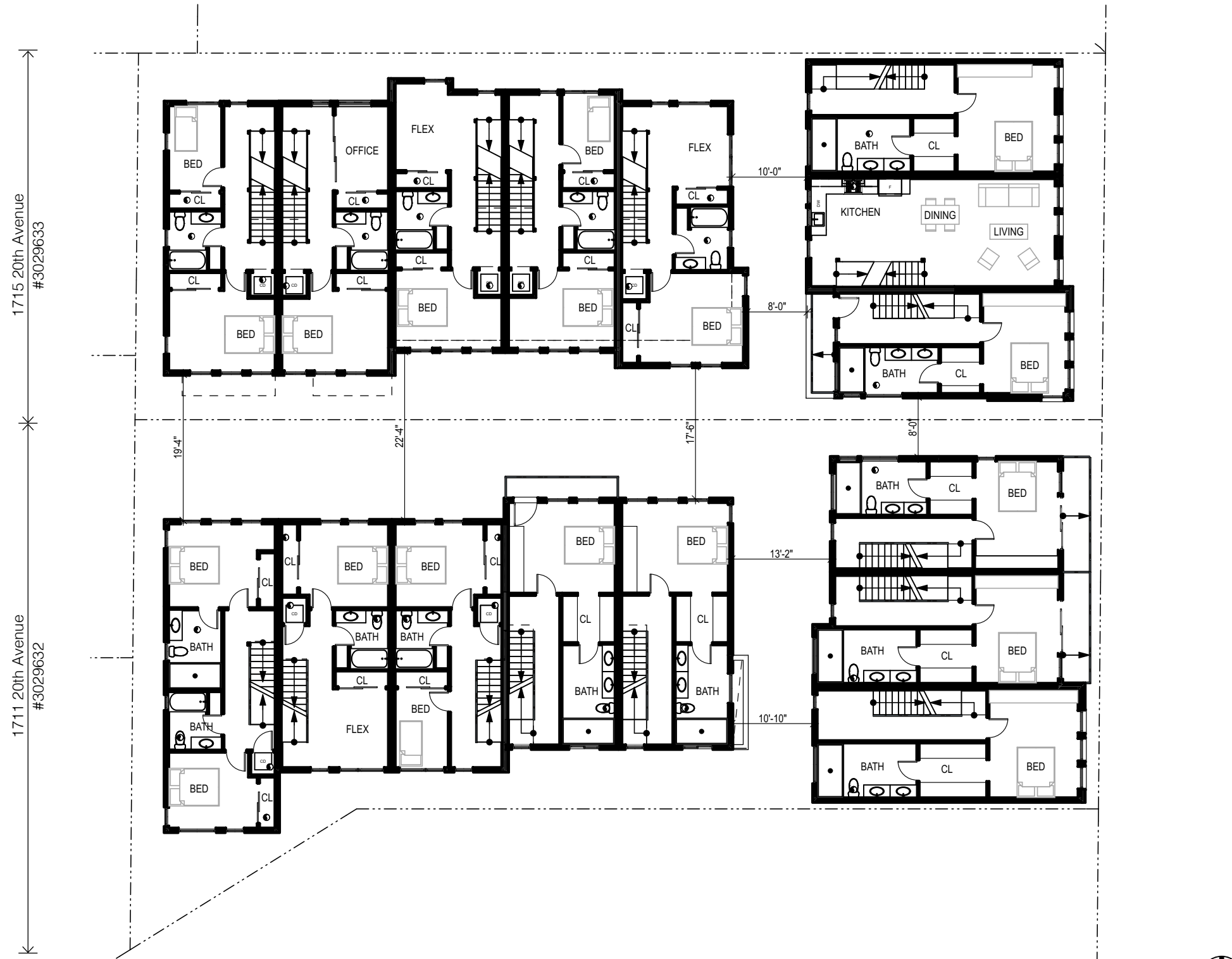


FOUNDATION PLAN



GROUND FLOOR PLAN

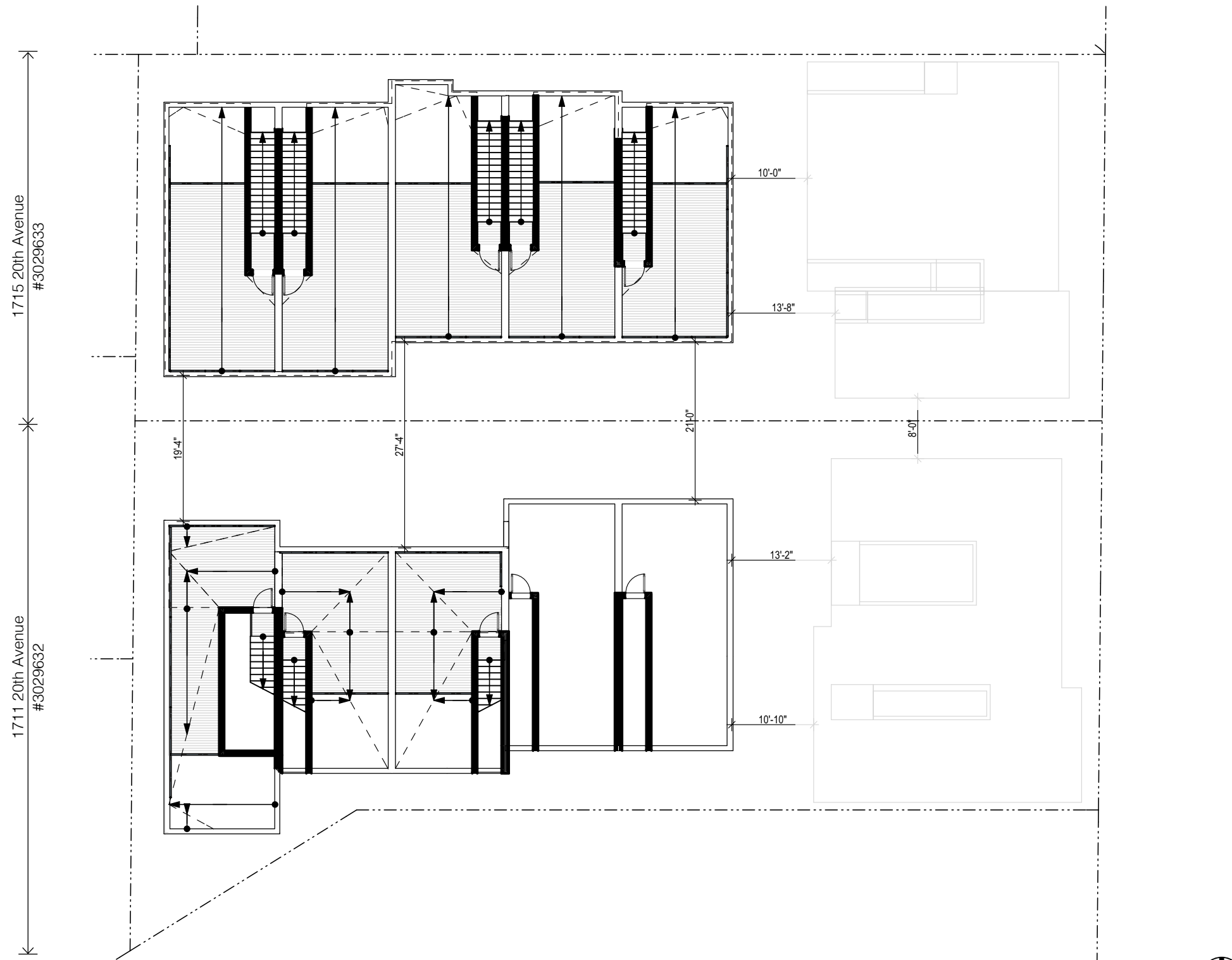




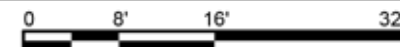
SECOND FLOOR PLAN

FLOOR PLANS

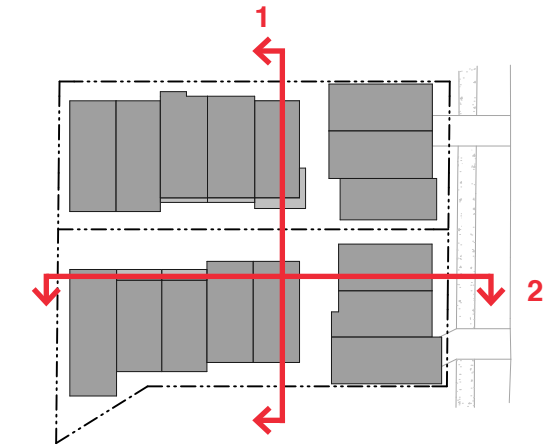
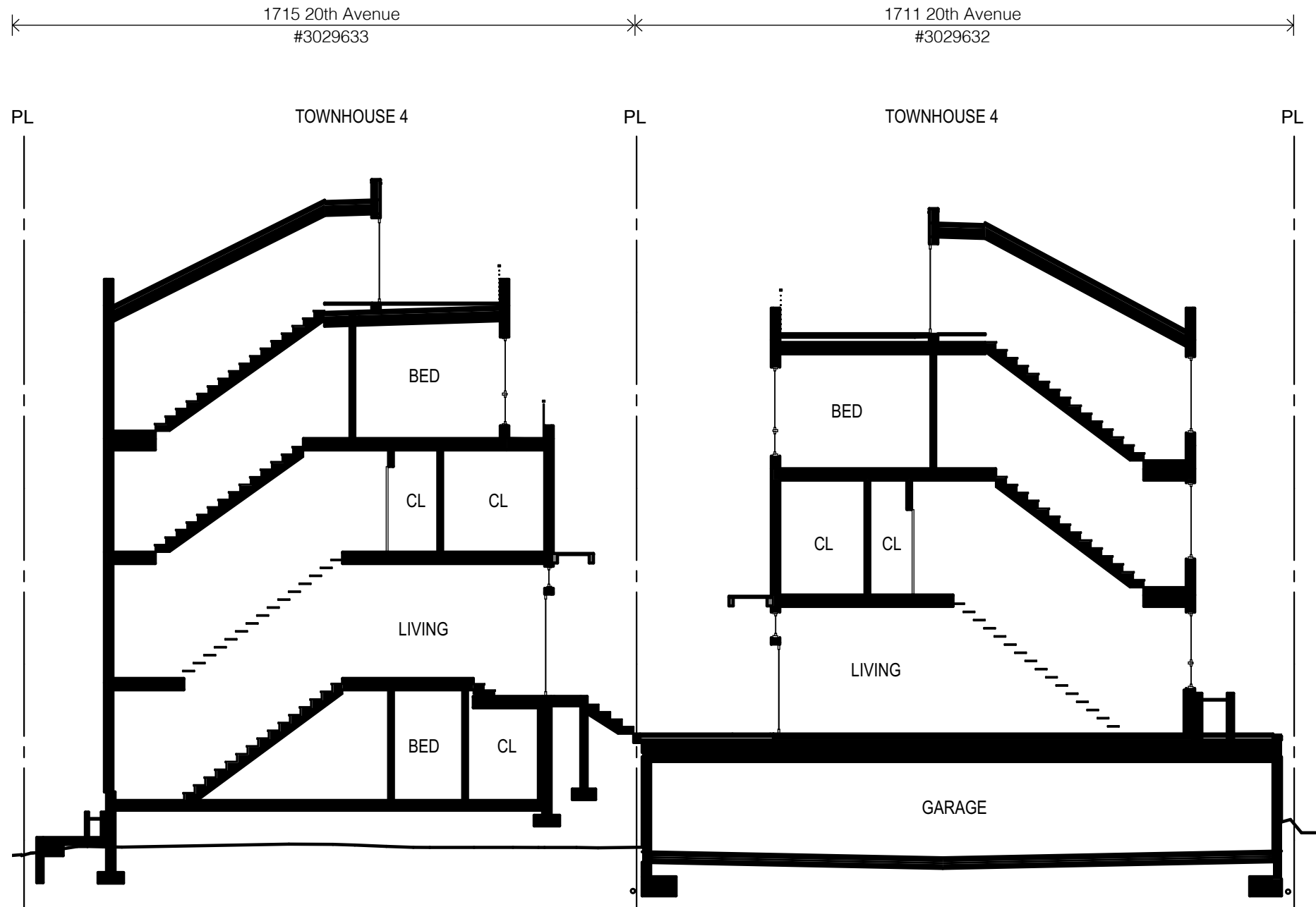




FOURTH FLOOR/LOW ROOF PLAN



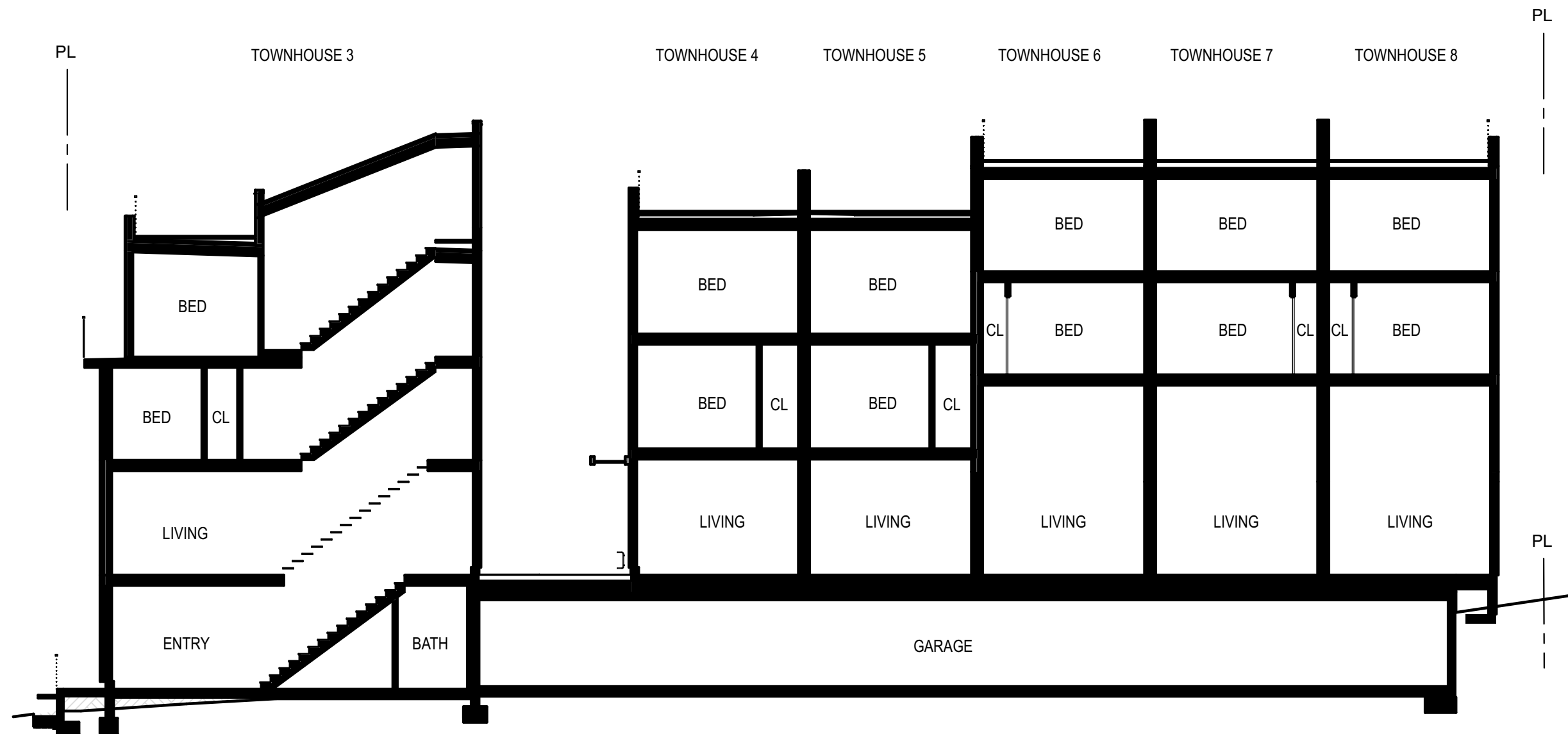
SECTIONS



1 TRANSVERSE SECTION



1711 20th Avenue
#3029632

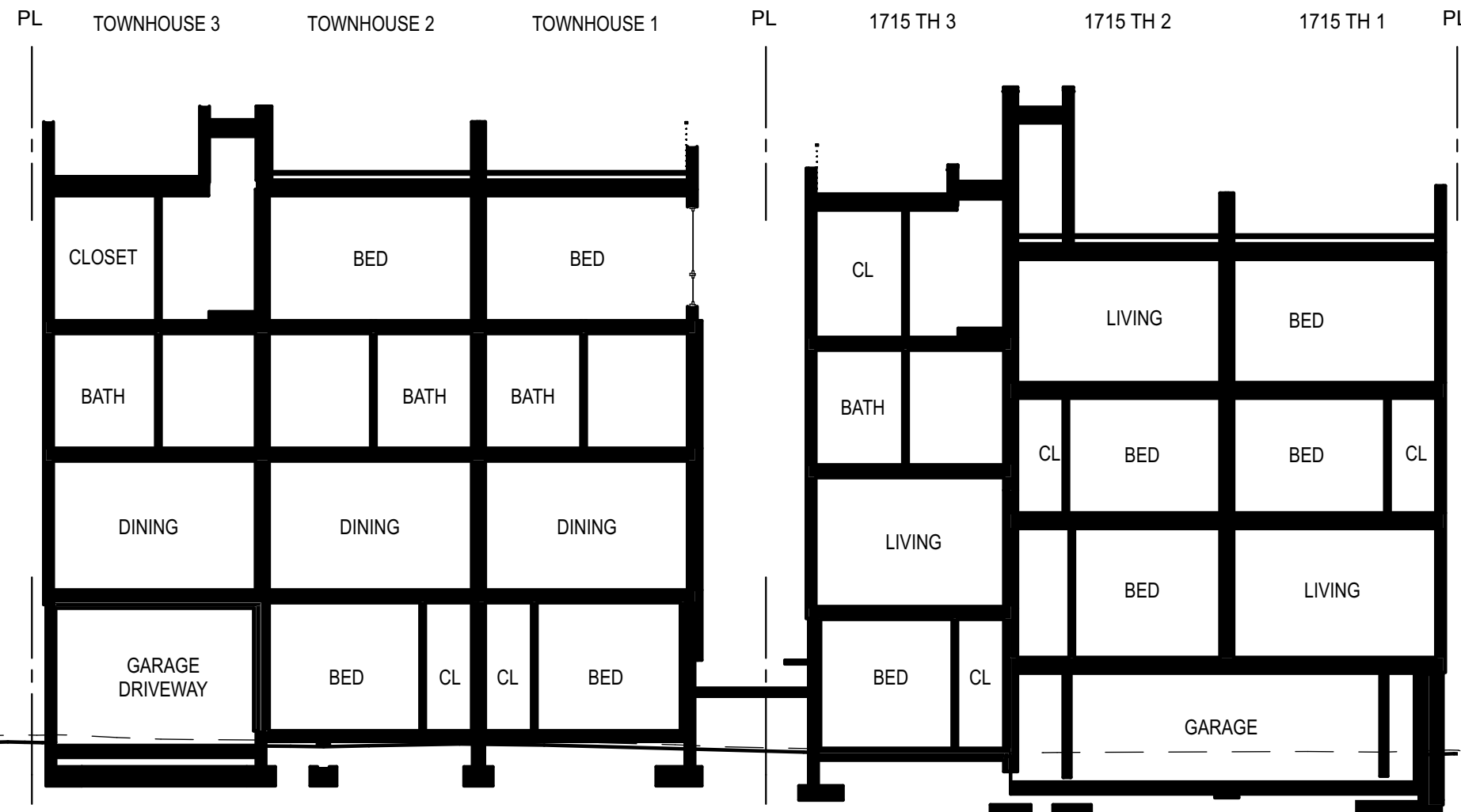
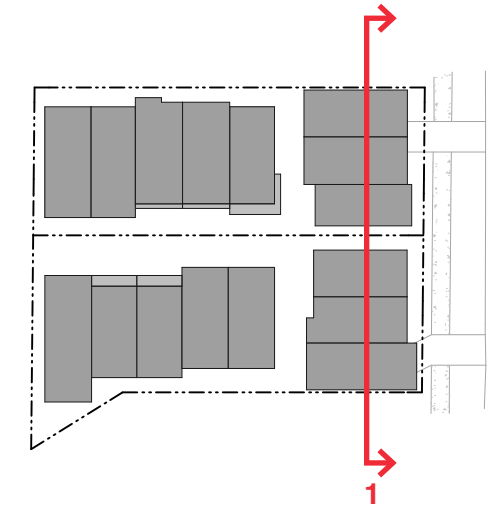
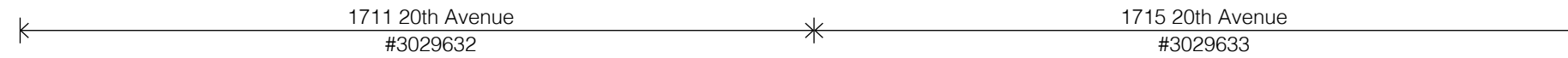


2 LONGITUDINAL SECTION

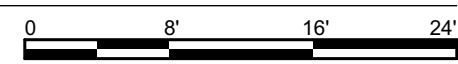


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SECTIONS



1 TRANSVERSE SECTION



ELEVATIONS



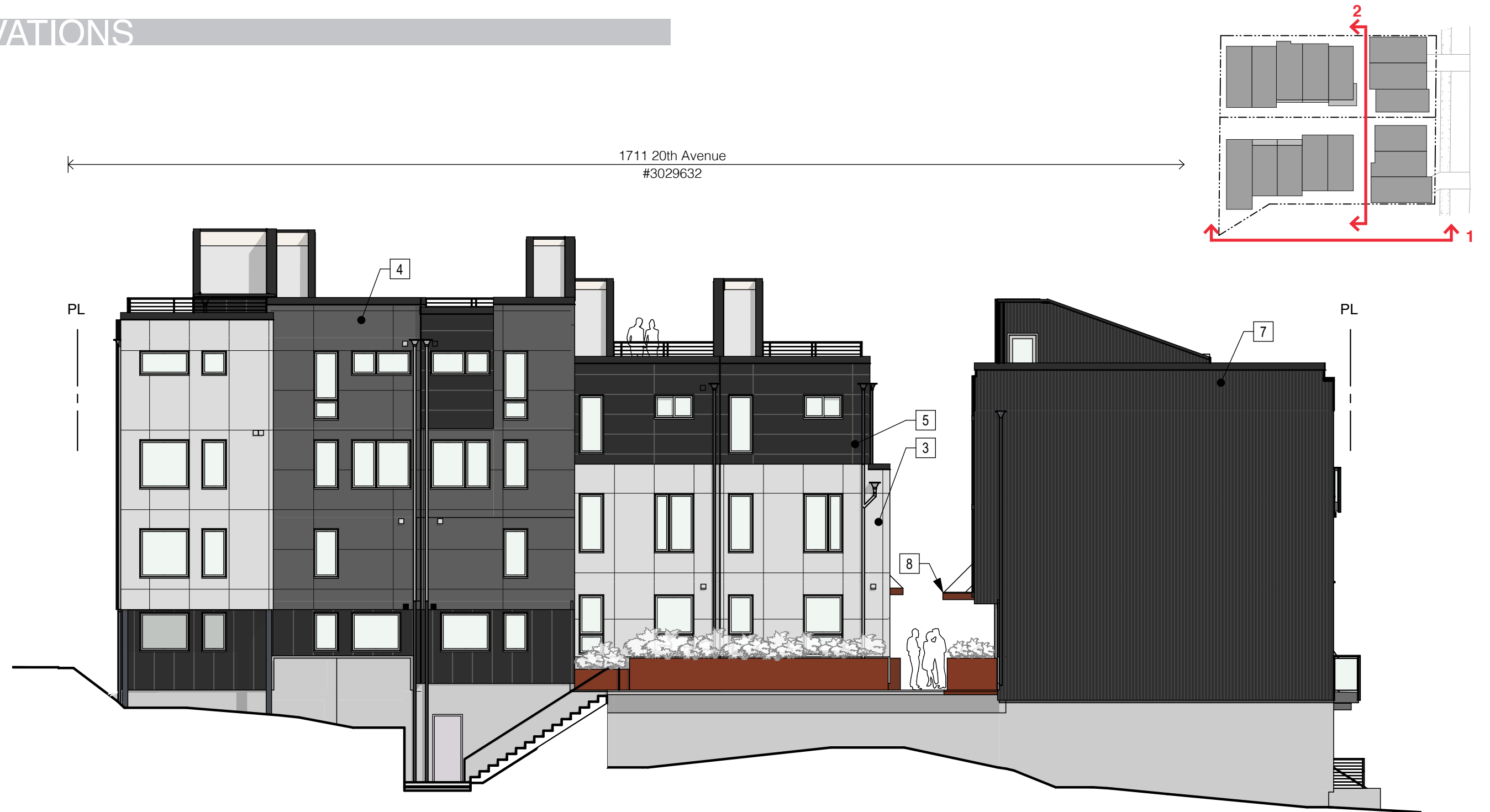
1 EAST ELEVATION





2 COURTYARD WEST ELEVATION RENDERED

ELEVATIONS



1 SOUTH ELEVATION





ELEVATIONS



1 NORTH ELEVATION

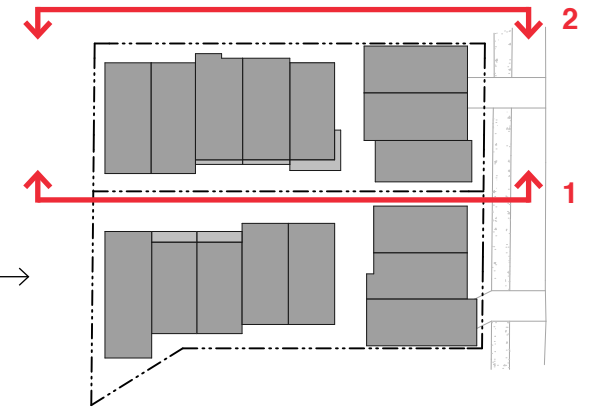




2 WEST ELEVATION

ELEVATIONS

1715 20th Avenue
#3029633



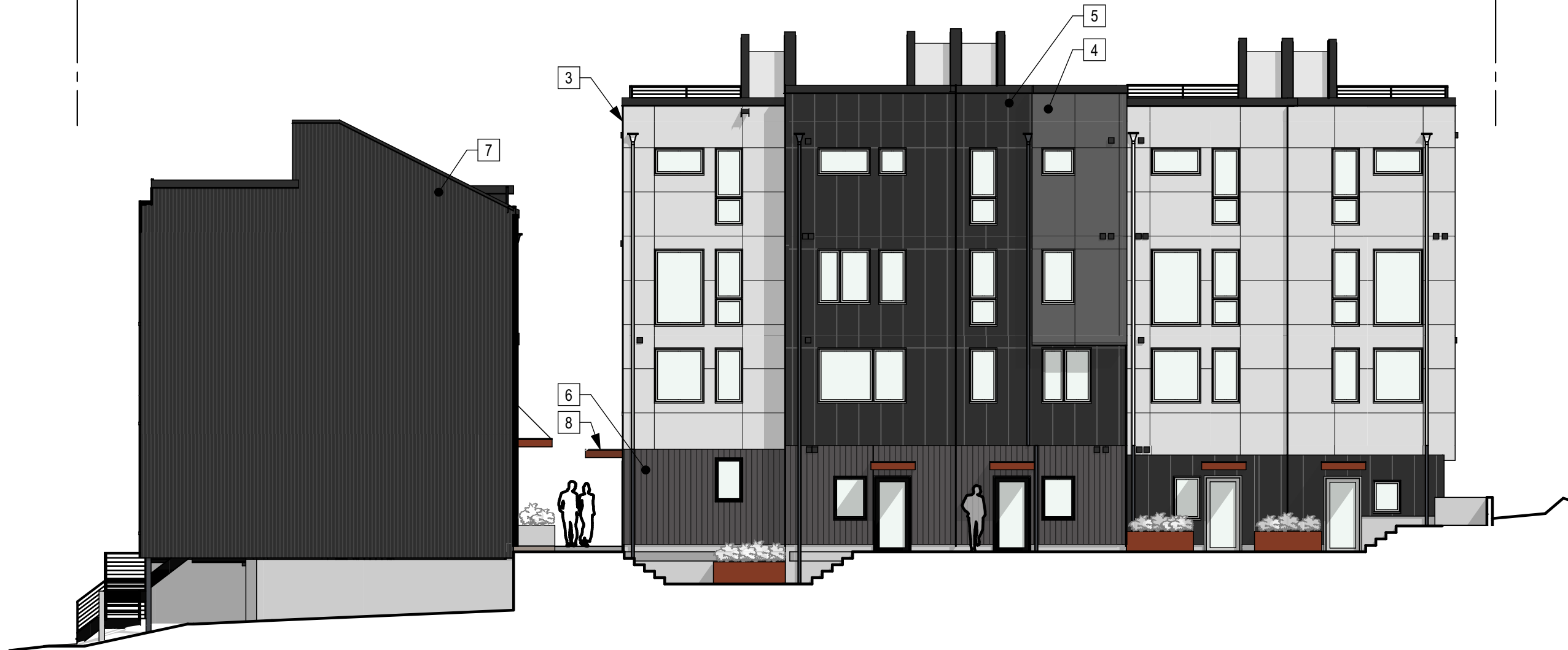
1 SOUTH ELEVATION



1715 20th Avenue
#3029633

PL

PL



2 NORTH ELEVATION



LANDSCAPE PROPOSAL

Response to Guidance

- The landscape plan integrates a variety of ground surface textures to highlight individual spaces. Its design complements the architecture and engages the public realm along the 20th Avenue streetscape.
- The landscape plan proposes an integration of plantings and hardscape among a composition of planters, benches, and stoops to create usable and inviting exterior spaces.

Design Guidelines Supported - PL3, DC3-B-4, DC4-D



Spreading Rush



Kelseyi Dogwood



Blue Star Juniper



Eulalia Grass



Dwarf Heavenly Bamboo

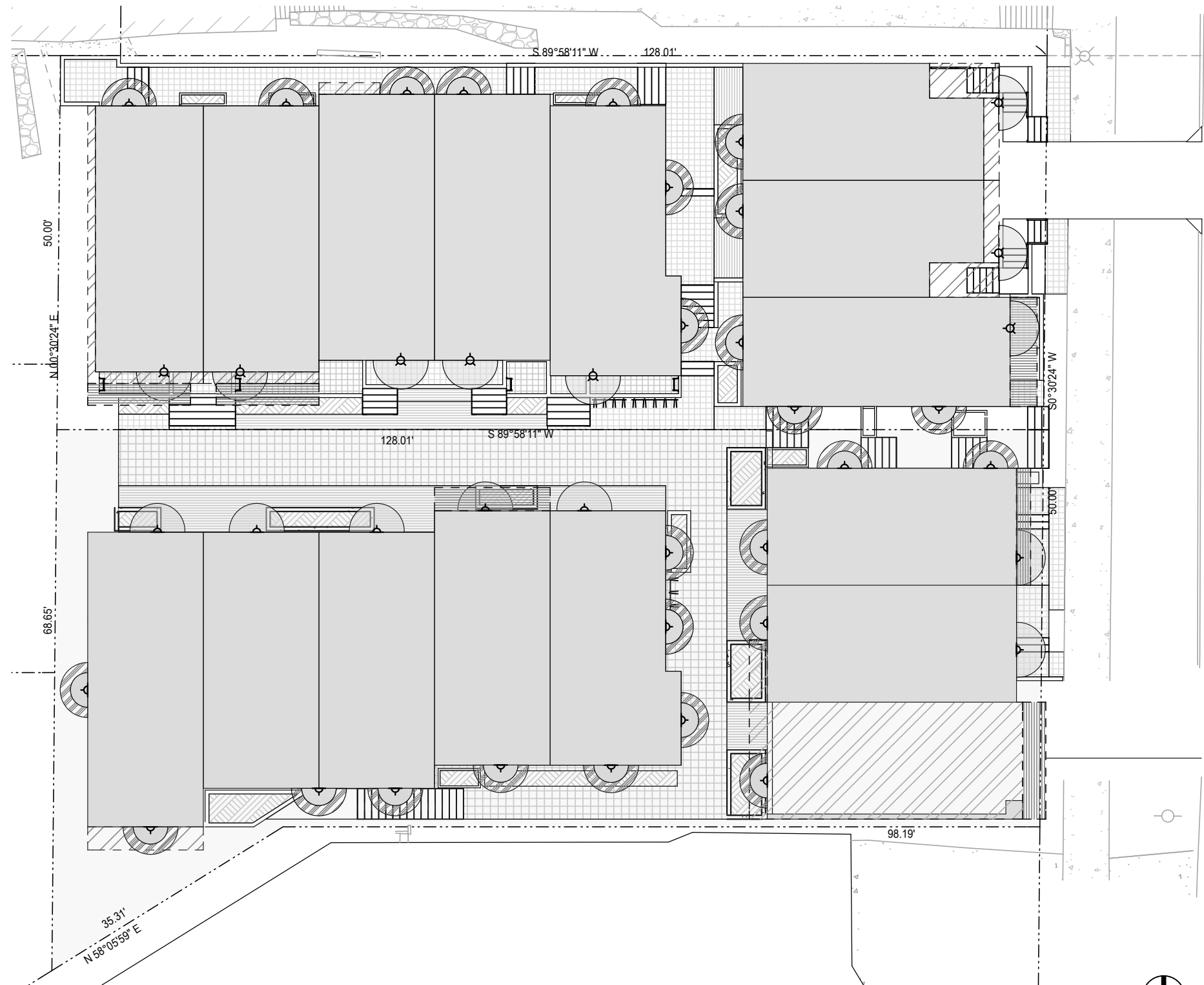


Deer Fern



1 Landscape Plan Scale: 1/8" = 1'-0" (24x36" Sheet Size)

LIGHT AND GLARE PLAN







Outdoor Jelly Jar Light with baffle light down only



Mini LED Step Light
Outdoor wall/tread light

KEY

-  Outdoor Jelly Jar Light at entry door, with baffle to light down only
-  Outdoor Wall/Tread Light, automatic on at night, brighter w/motion sensor w/baffle to light down only
-  Light Cone
-  Light Cone for fixture brighter with motion sensor

1 LIGHT AND GLARE PLAN

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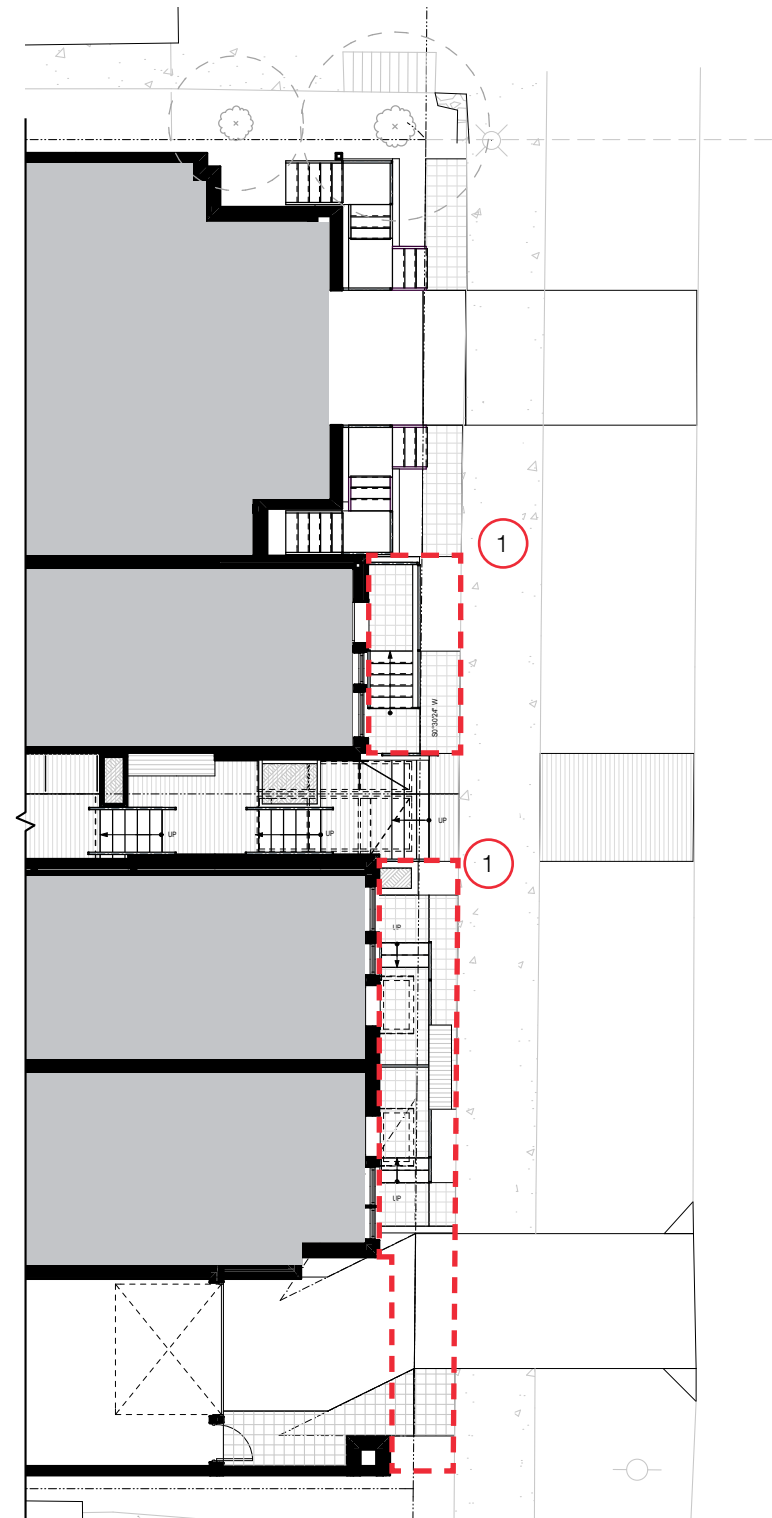
DEPARTURE MATRIX

ITEM	CODE SECTION	REQUIRED	PROVIDED	AMOUNT OF DEPARTURE	JUSTIFICATION	SUPPORTED DESIGN GUIDANCE
1	STREET LEVEL DEVELOPMENT STANDARDS SMC 23.47A.008.D.2	THE FLOOR OF A DWELLING UNIT LOCATED ALONG THE STREET-LEVEL STREET-FACING FAÇADE SHALL BE AT LEAST 4 FEET ABOVE OR 4 FEET BELOW SIDEWALK GRADE OR BE SET BACK AT LEAST 10 FEET FRONT THE SIDEWALK	STREET-LEVEL STREET-FACING FAÇADE SETBACK AT GRADE: MIN. 5'-3"	MAX 4'-9"	<p>THE PROPOSED DESIGN ENGAGES THE PUBLIC RIGHT OF WAY WITH A ROW OF TOWNHOUSES, EACH WITH ITS OWN ENTRY PORCH/STOOP. THERE IS A LARGE BUFFER TO THE STREET DUE TO A LARGER THAN NORMAL PLANTING STRIP, INCREASING THE SPACE BETWEEN THE ENTRY OF THE UNIT AND THE ADJACENT SIDEWALK/CURB. THE PROPOSED DESIGN ENGAGES THE PUBLIC RIGHT OF WAY WITH A ROW OF TOWNHOUSES, EACH WITH ITS OWN ENTRY PORCH/STOOP. THERE IS A LARGE BUFFER TO THE STREET DUE TO A LARGER THAN NORMAL PLANTING STRIP, INCREASING THE SPACE BETWEEN THE ENTRY OF THE UNIT AND THE ADJACENT SIDEWALK/CURB. EACH UNIT HAS A FRONT PORCH LOCATED 2'-4" ABOVE THE SIDEWALK GRADE WITH ITS FRONT FAÇADE SET BACK 5'-3" FROM THE SIDEWALK EDGE. THIS CREATES A BUFFER CONDITION THAT IS CONSISTENT WITH THE INTENT OF THE CODE. THE CUMULATIVE EFFECT IS SIMILAR TO EITHER THE REQUIRED 10-FOOT SETBACK FROM THE SIDEWALK EDGE OR THE CRITERIA THAT IT BE LOCATED 4 FEET ABOVE THE SIDEWALK GRADE, WITHOUT ANY SETBACK REQUIREMENT. THE SETBACK PROVIDES SPACE FOR AN ENTRY PORCH/STOOP THAT ENGAGES THE SIDEWALK AND IS RAISED UP ABOVE THE LEVEL OF THE SIDEWALK.</p> <p>THIS SMALL DEPARTURE REQUEST AND DESIGN APPROACH IS SUPPORTED BY THE INCLUSION OF HIGH QUALITY MATERIALS AND A LARGE COURTYARD AT THE CENTER OF THE PROJECT. IN CONTRAST WITH MOST NEW TOWNHOUSES IN SEATTLE, THE PROPOSAL INCLUDES A MODULATED AND RESTRAINED STREET-FACING FAÇADE THAT IS ALMOST EXCLUSIVELY BRICK. THE FAÇADE IS BROKEN INTO ONE-STORY AND THREE-STORY VOLUMES, WITH THE THREE-STORY VOLUMES OF BRICK, GROUNDED AT THE ENTRY STOOPS WITH BRICK WRAPPING AROUND THE CORNER TO DEFINE THE COURTYARD ENTRY WALKWAY. THE MASONRY HIGHLIGHTS A STRONG, GROUNDED ELEMENT AT THE BASE OF THE RESIDENTIAL UNITS, CONSISTENT WITH OTHER HIGH-QUALITY STRUCTURES IN THE NEIGHBORHOOD. A NETWORK OF LARGE COURTYARD SPACES BALANCES THE REDUCED FRONT SETBACK FOR THE RESIDENTIAL USE. A 13-FOOT WIDE COURTYARD CONNECTS NORTH TO SOUTH AND PROVIDES COURTYARD ENTRANCES TO THE STREET-FACING UNITS. THE CENTRAL EAST-WEST COURTYARD VARIES IN WIDTH FROM 17'-6" TO 22'-4" WIDE, SHARED WITH THE ADJACENT SITE AT 1715 20TH AVENUE, PART OF THE SAME DESIGN REVIEW PROCESS. THE DEPARTURE REQUEST ALSO SUPPORTS THE BOARD'S SUGGESTION TO SEE MORE VARIATION OF MODULATION ALONG THE STREET FACADE THAT CONTRIBUTES TO THE RESIDENTIAL DESIGN SUPPORTING THE ROWHOUSE/TOWNHOUSE TYPOLOGY.</p>	<p>CS2-D: HEIGHT, BULK AND SCALE PL3-A-1: STREET-LEVEL INTERACTION - ENTRIES DC2-B-1: FAÇADE COMPOSITION DC3-A-1: OPEN SPACE CONCEPT - INTERIOR/EXTERIOR FIT DC3-B-4: MULTIFAMILY OPEN SPACE DC4-A-1: EXTERIOR FINISH MATERIALS</p>

DEPARTURE DIAGRAMS



Street View looking at Street-Facing Facade

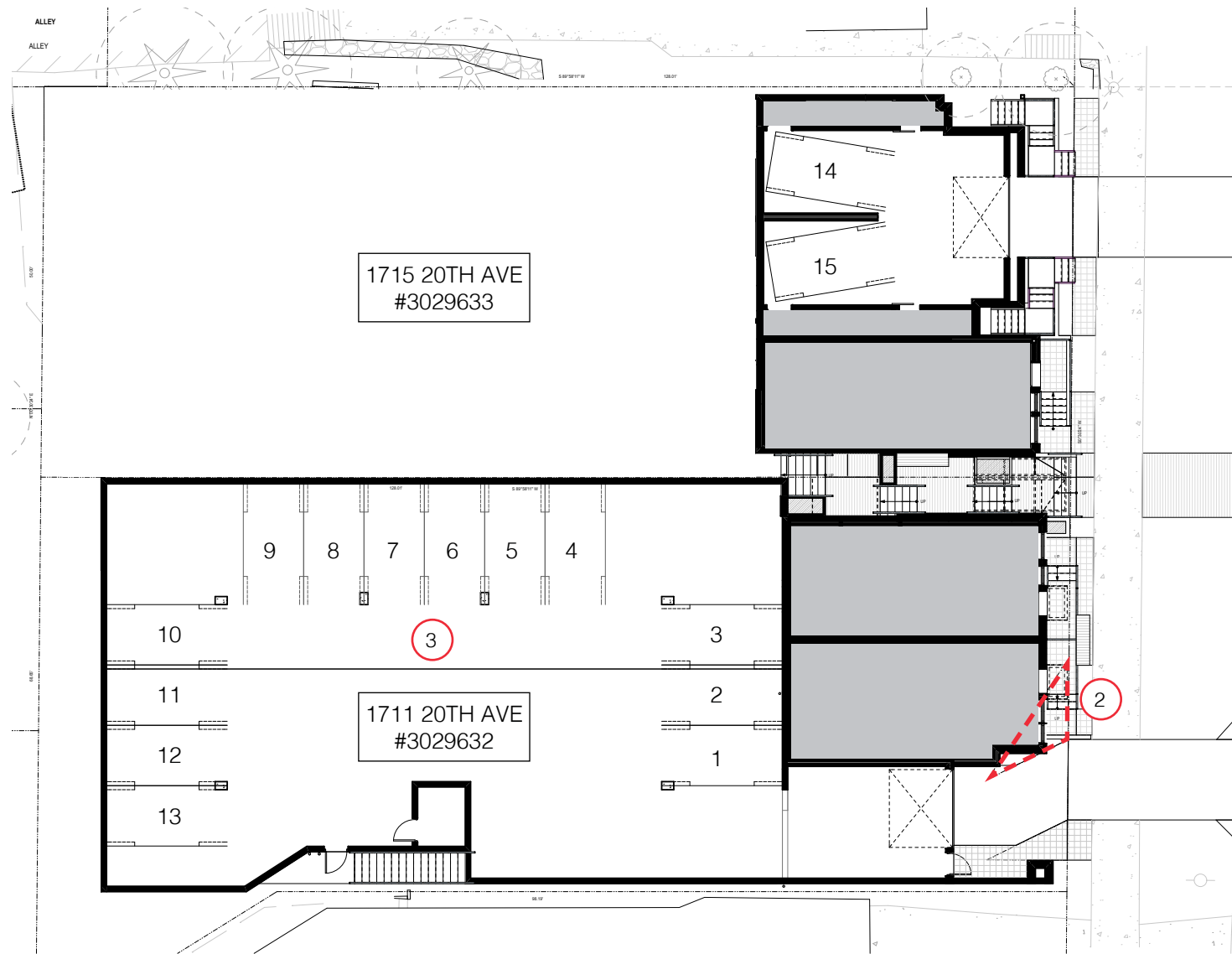


Ground Floor Plan

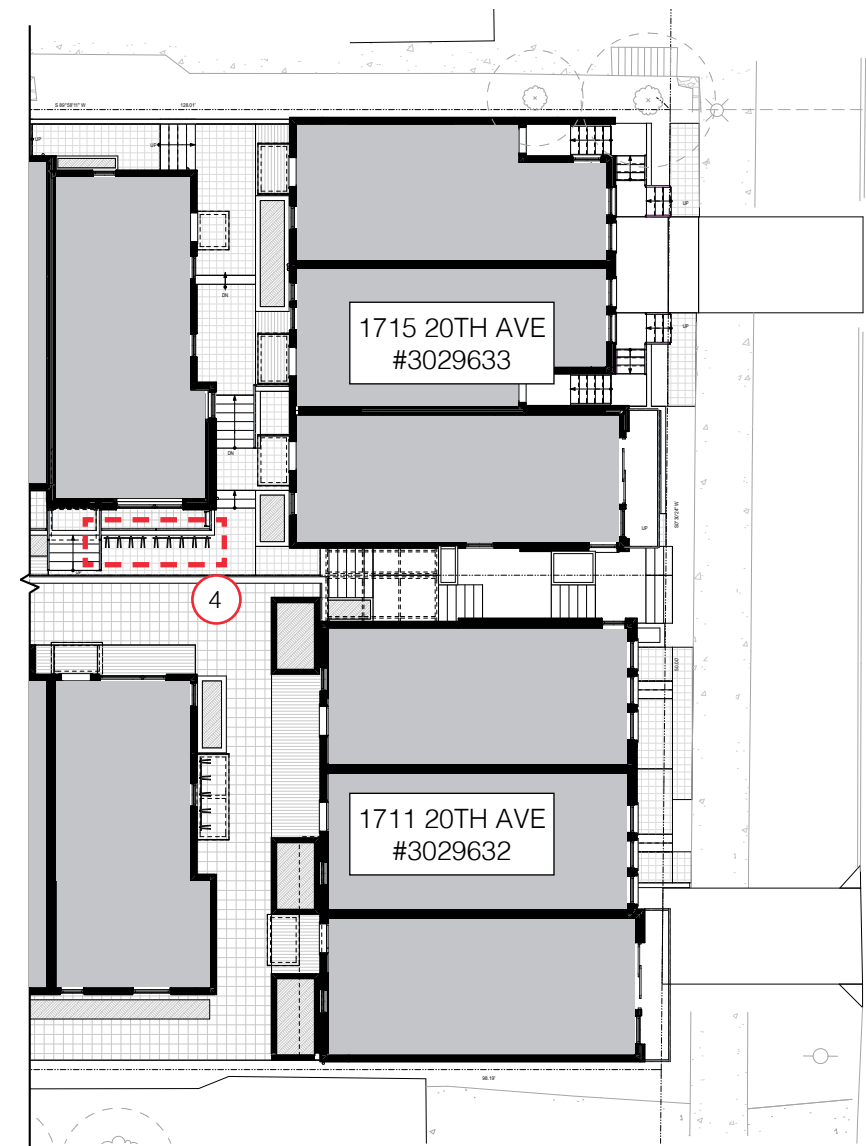
DEPARTURE MATRIX

ITEM	CODE SECTION	REQUIRED	PROVIDED	AMOUNT OF DEPARTURE	JUSTIFICATION	SUPPORTED DESIGN GUIDANCE
2	SIGHT TRIANGLE SMC 23.54.030.G.1	PROVIDE SIGHT TRIANGLES ON BOTH SIDES OF A TWO WAY DRIVEWAY	SIGHT TRIANGLE PROVIDED TO THE SOUTH OF DRIVEWAY PER EXHIBIT F SMC 23.54.030, SIGHT TRIANGLE TO THE NORTH IS REDUCED SO THAT THE EASTERNMOST 5'-6" IS PROVIDED PER CODE	SIGHT TRIANGLE REDUCED BY 4'-4" AT THE WESTERNMOST PORTION	THE PROJECT PROPOSES A REDUCED SIGHT TRIANGLE TO THE NORTH OF THE DRIVEWAY. THIS RESPONDS TO THE MASONRY ROWHOUSE/TOWNHOUSE TYPOLOGY, WHICH TYPICALLY PROVIDES A STRONG BASE TO THE DWELLING UNIT'S STRUCTURE. IN THIS INSTANCE, THE MASONRY CLADDING FOR THE UNIT IS GROUNDED AT BOTH SIDES OF THE DRIVEWAY TO MINIMIZE THE PRESENCE OF THE DRIVEWAY AT THE STREET FAÇADE AND ANCHOR THE DESIGN CONSISTENT WITH THE HOUSING TYPOLOGY. THIS REDUCES THE PERCEIVED HEIGHT, BULK AND SCALE OF THE FAÇADE BY ARTICULATING EACH UNIT AND CREATING RESTRAINED MODULATION. THE HIGH QUALITY SIDING MATERIAL ALONG THE STREET LEVEL FACADES TREATS THE GROUND FLOOR MORE CONSISTENTLY ACROSS THE STREET-FACING FAÇADE AND IN TURN, CONTRIBUTES TO THE PUBLIC REALM, IN CONJUNCTION WITH THE ACTIVE BENCH, STOOPS AND PLANTER ELEMENTS ALONG THE STREET FACING UNITS. IN ADDITION, THE DRIVEWAY SURFACE WILL BE MADE OF TEXTURED PAVERS IN ORDER TO ENCOURAGE THE SLOWING DOWN OF VEHICLES IN AND OUT OF THE GARAGE.	CS2-D: HEIGHT, BULK AND SCALE PL3-A-1: STREET LEVEL INTERACTION - ENTRIES DC4-A-1: EXTERIOR FINISH MATERIALS
3	RATIO OF PARKING STALL SIZES SMC 23.54.030.B.1.b	A MINIMUM OF 60 PERCENT OF THE PARKING SPACES SHALL BE STRIPED FOR MEDIUM VEHICLES	ALL PARKING PROVIDED TO BE STRIPED AS SMALL STALLS	13 PARKING SMALL PARKING STALLS	PER SMC 23.47A.032 NO PARKING IS REQUIRED. IN ORDER TO TO ALLOW FLEXIBILTY TO THE RESIDENTS TO HAVE PARKING WITHIN THE SITE, THE PROJECT PROPOSES THIRTEEN SMALL PARKING STALLS BELOW GRADE TO GET AS MUCH PARKING AS POSSIBLE. A LOWER QUANTITY OF PARKING STALLS SHALL BE ACHIEVED IF THE REQUIRED RATIO IS APPLIED.	DC1-C-1: PARKING AND SERVICE USES
4	BICYCLE PARKING PERFORMANCE STANDARDS SMC 23.54.015.K.2.h	PROVIDE FULL WEATHER PROTECTION FOR ALL REQUIRED LONG-TERM BICYCLE PARKING	FOR THE NORTH PARCEL NO FULL WEATHER PROTECTION IS PROVIDED FOR ALL REQUIRED LONG-TERM BICYCLE PARKING	WEATHER PROTECTION FOR ALL REQUIRED LONG-TERM BICYCLE PARKING	THE INTENT OF THE CODE IS TO PROVIDE COVERED BICYCLE PARKING FOR MULTIFAMILY PROJECTS. IN THIS INSTANCE, A TOWNHOUSE PROJECT PROVIDES MANY MORE OPPORTUNITIES FOR BICYCLE PARKING THAN A MULTIFAMILY APARTMENT PROJECT. UNITS ARE LARGE WITH AMPLE SPACE AT THEIR INTERIOR FOR BICYCLE PARKING. ACROSS THE ENTIRE PROPOSED DEVELOPMENT, A VARIETY OF BICYCLE PARKING OPTIONS EXIST, FROM COVERED AT STREET LEVEL TO COVERED IN THE COURTYARD. ADDITIONAL BICYCLE PARKING OCCURS AT THE COURTYARD WHERE IT IS UNCOVERED AND VISIBLE WITHIN THE SHARED EXTERIOR SPACE.	DC3-A-1: OPEN SPACE CONCEPT - INTERIOR/EXTERIOR FIT PL1-C-2: INFORMAL COMMUNITY USES PL4-B-3: BIKE FACILITIES

DEPARTURE DIAGRAMS



Ground Floor Plan



First Floor Plan

COMPLETED WORK b9 ARCHITECTS



Townhomes at 208 25th Ave E



Townhomes at 414 12th Avenue E



Townhomes at 414 12th Avenue E



Townhomes at 1911 E Pine St



Rowhouses at E Mercer St



Townhomes on N 5th Ave