

HINDS STREET APARTMENTS.

2704 SOUTH HINDS STREET.

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2704 SOUTH HINDS STREET. APARTMENTS.



PROJECT DESCRIPTION.

Our proposed apartment building is located on South Hinds Street which dead ends off of Martin Luther King Jr. Way South in South East Seattle. It is in an LR3 zone and sited within the Mt. Baker Hub Urban Village. The property is composed of (2) adjacent lots: 2704 S Hinds Street and 3332 27th Avenue S. There is an existing single family residence located at 2704 S Hinds Street which will be removed as part of our project. 3332 27th Avenue S is currently undeveloped.

Our project will create (37) small efficiency dwelling units or SEDU's and (8) 2-bedroom apartments on five levels (four stories over a daylight basement). Auto parking is not required at this site and none will be provided. We will provide ample secure bicycle storage and on-site facilities for laundry. There will be a large shared amenity area provided as well as individual balconies for some of the dwelling units.

This site is served by an alley East of the site.

PROJECT #.	3032338-EG
LOT AREA.	7,722 SF
PROPOSED DWELLING TYPE.	APARTMENT (MIX OF S.E.D.U. & 2-BEDROOM UNITS)
RESIDENTIAL UNIT #.	45 UNITS
FLOOR AREA (GROSS).	19,505 SF
FLOOR AREA (FAR).	15,355 SF
BUILDING HEIGHT.	ALLOWED = 15,444 SF 44' (4 STORIES)
AUTO PARKING.	NONE PROVIDED / REQ.

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9-BLOCK STUDY. SURROUNDING COMMUNITY.

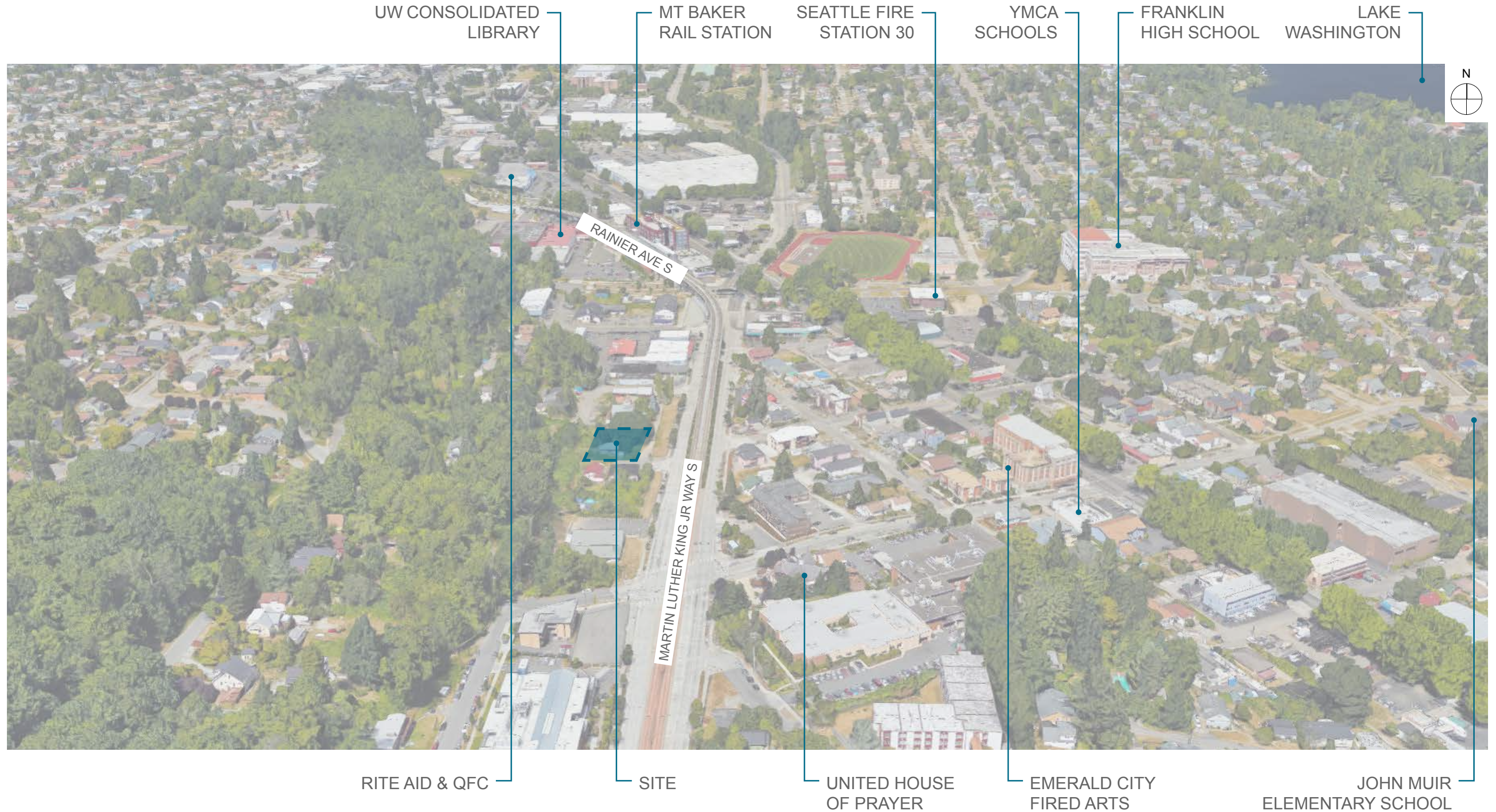
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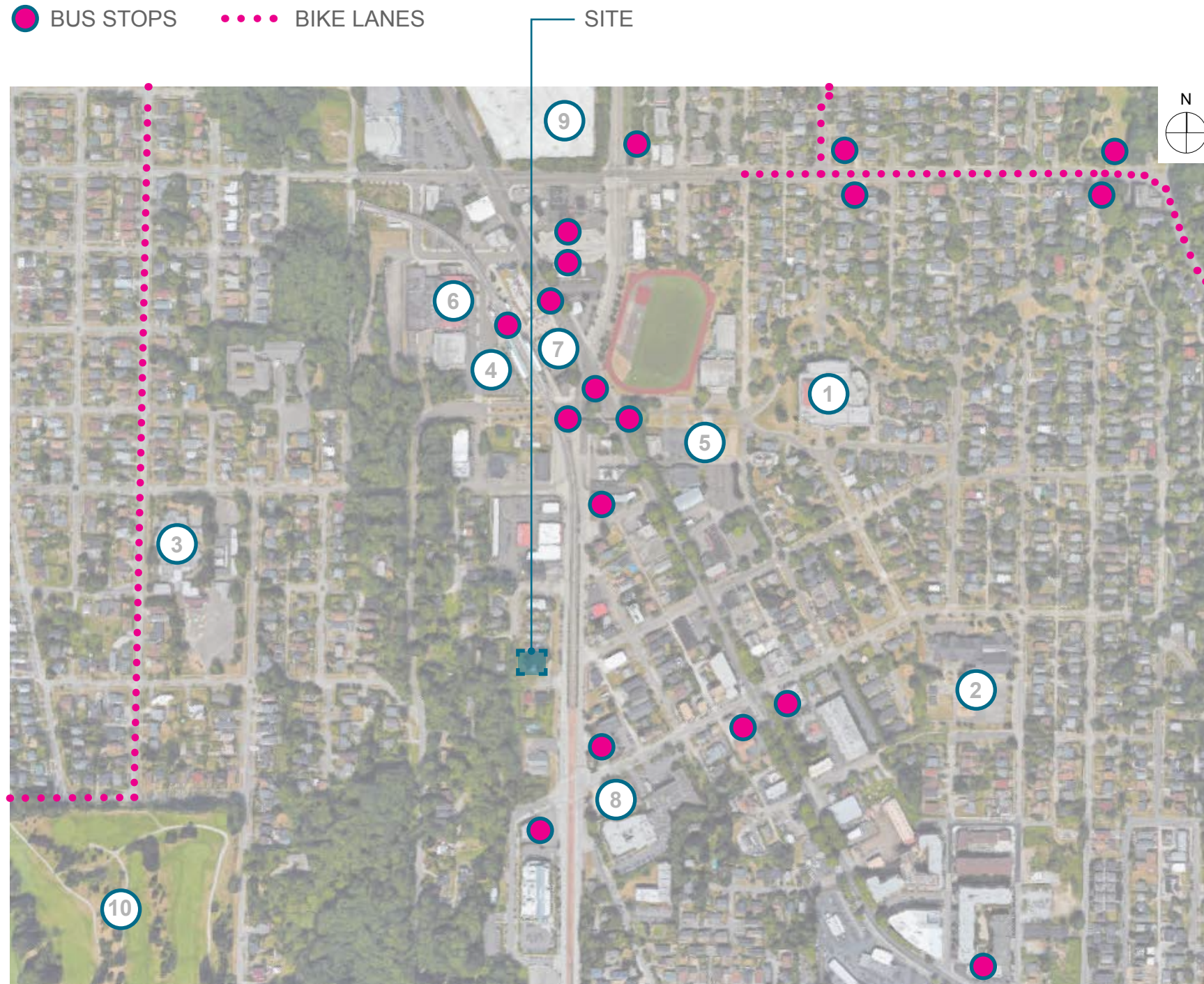
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VICINITY MAP. LANDMARKS & TRANSPORTATION.



1. FRANKLIN HIGH SCHOOL



2. JOHN MUIR ELEMENTARY



3. KIMBALL ELEMENTARY



4. MT BAKER LIGHT-RAIL STATION



5. SEATTLE FIRE DEPARTMENT



6. UW CONSOLIDATED LIBRARY



7. MIXED USE BUILDING



8. UNITED HOUSE OF PRAYER



9. LOWES HOME IMPROVEMENT



10. JEFFERSON GOLF COARSE

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VICINITY MAP.

PROPOSED SITE CONDITIONS. SITE PLAN.

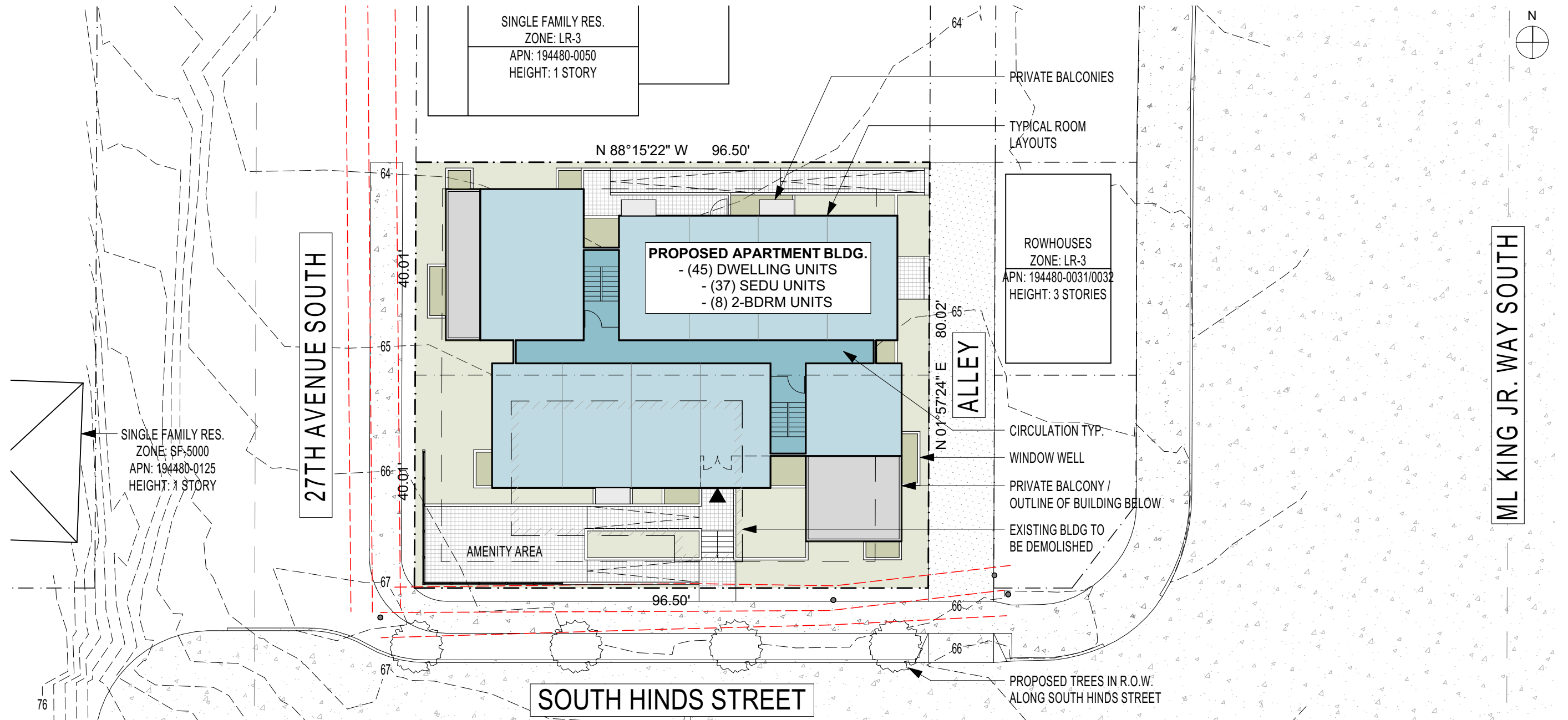
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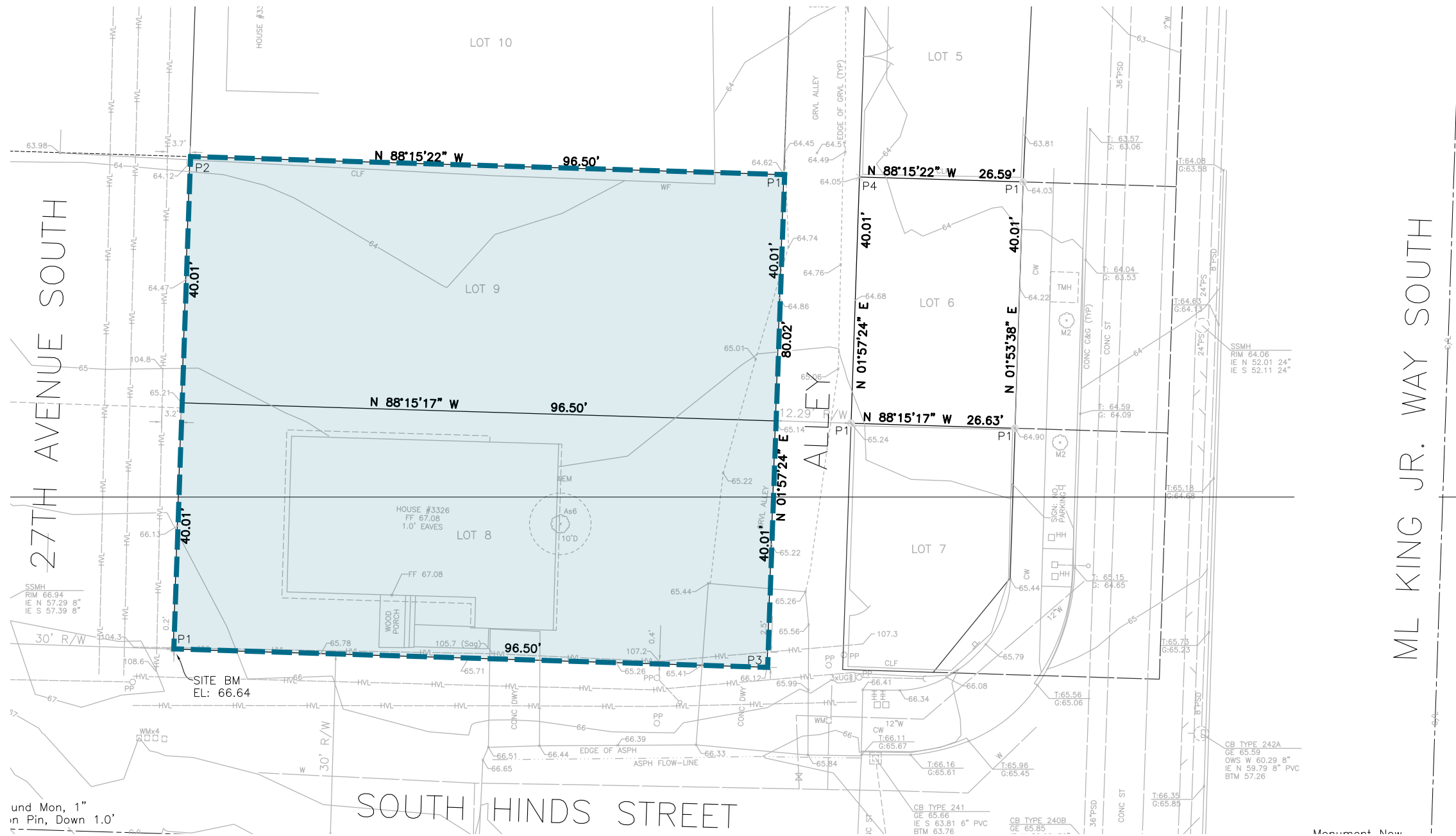
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EXISTING SITE CONDITIONS. SURVEY.



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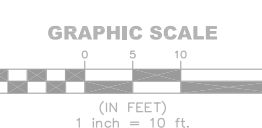
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**MERIDIAN
NAD 83-91**



TREE DESCRIPTIONS

- CT Cottonwood (*Populus deltoides*)
- L Laurel (*Laurus nobilis*)
- LO Locust (*Robina*)
- M Maple (*Acer*)

PROPERTY CORNERS:

- P1 Set Rebar & Cap, LS 30581
- P2 Set Rebar & Cap, LS 30581, 1' Offset
- P3 Set PK Nail w/ Tag, LS 30581
- P4 Found 1" IP w/ Tack & Tag, 0.04' S

OPPORTUNITIES & CONSTRAINTS.

IMMEDIATE AREA MAP.

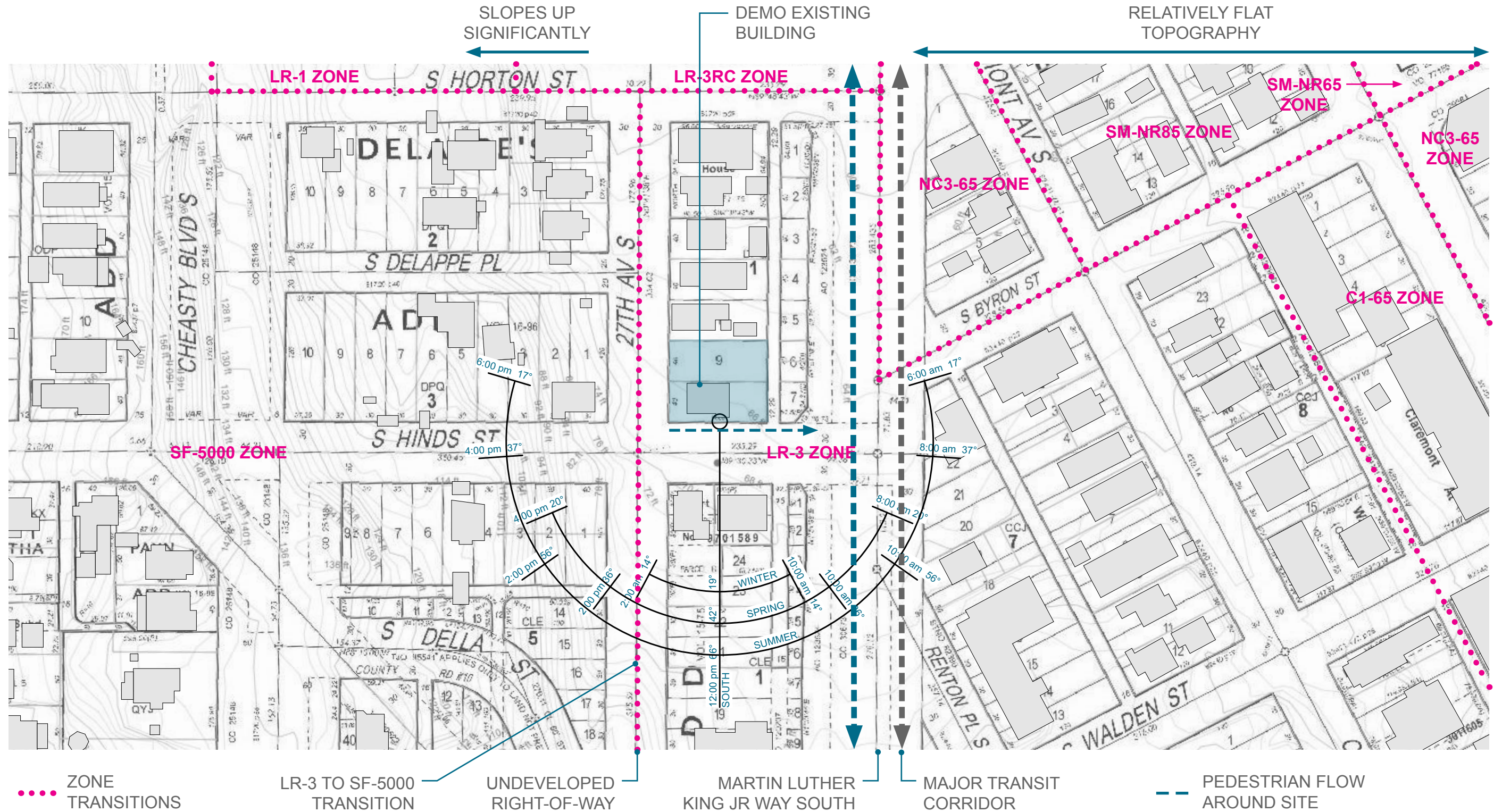
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VIEWS FROM THE SITE. SITE PHOTOS



1. ALLEY LOOKING SOUTH



2. ALLEY LOOKING NORTH



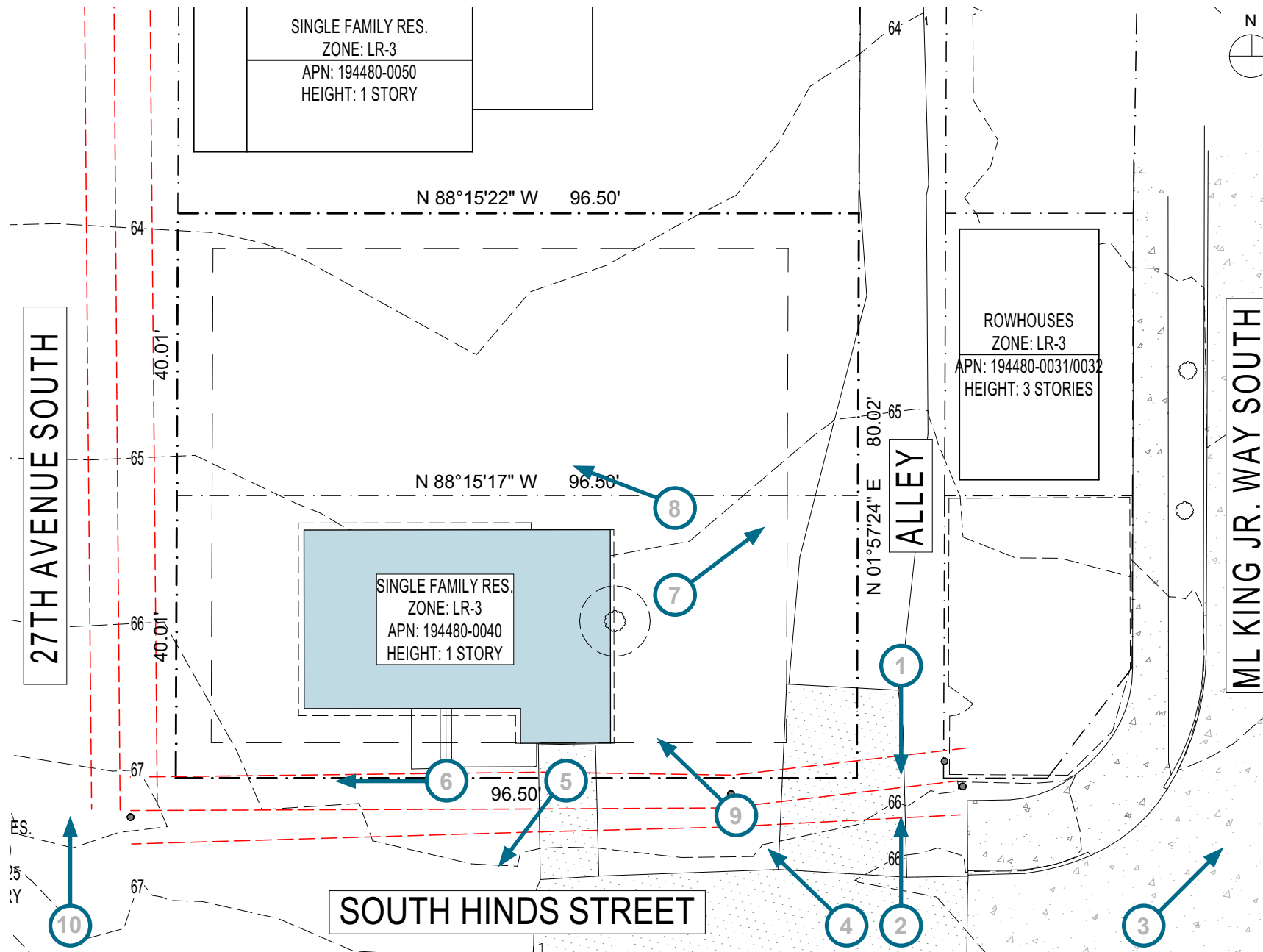
3. HINDS STREET LOOKING NE



4. HINDS STREET LOOKING NW



5. FROM SITE LOOKING SW



6. ONSITE LOOKING WEST



7. ONSITE LOOKING NE



8. ONSITE LOOKING NW



9. ONSITE LOOKING NW



10. HINDS STREET LOOKING NORTH

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BLOCK FACE STUDY. ALLEY.

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VIEW FROM ALLEY. LOOKING WEST



VIEW FROM ALLEY. LOOKING EAST

BLOCK FACE STUDY. ALLEY.

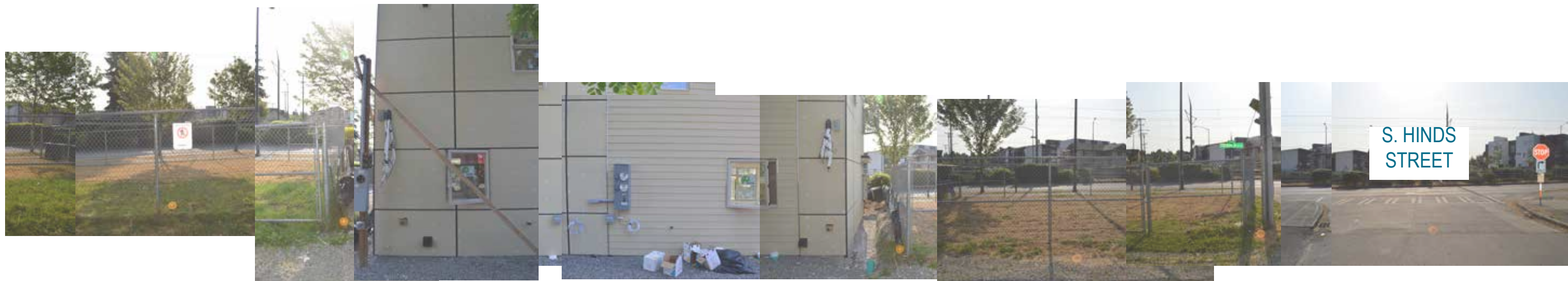


VIEW FROM ALLEY. LOOKING WEST

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BLOCK FACE STUDY. SOUTH HINDS STREET.

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VIEW FROM SOUTH HINDS STREET. LOOKING SOUTH

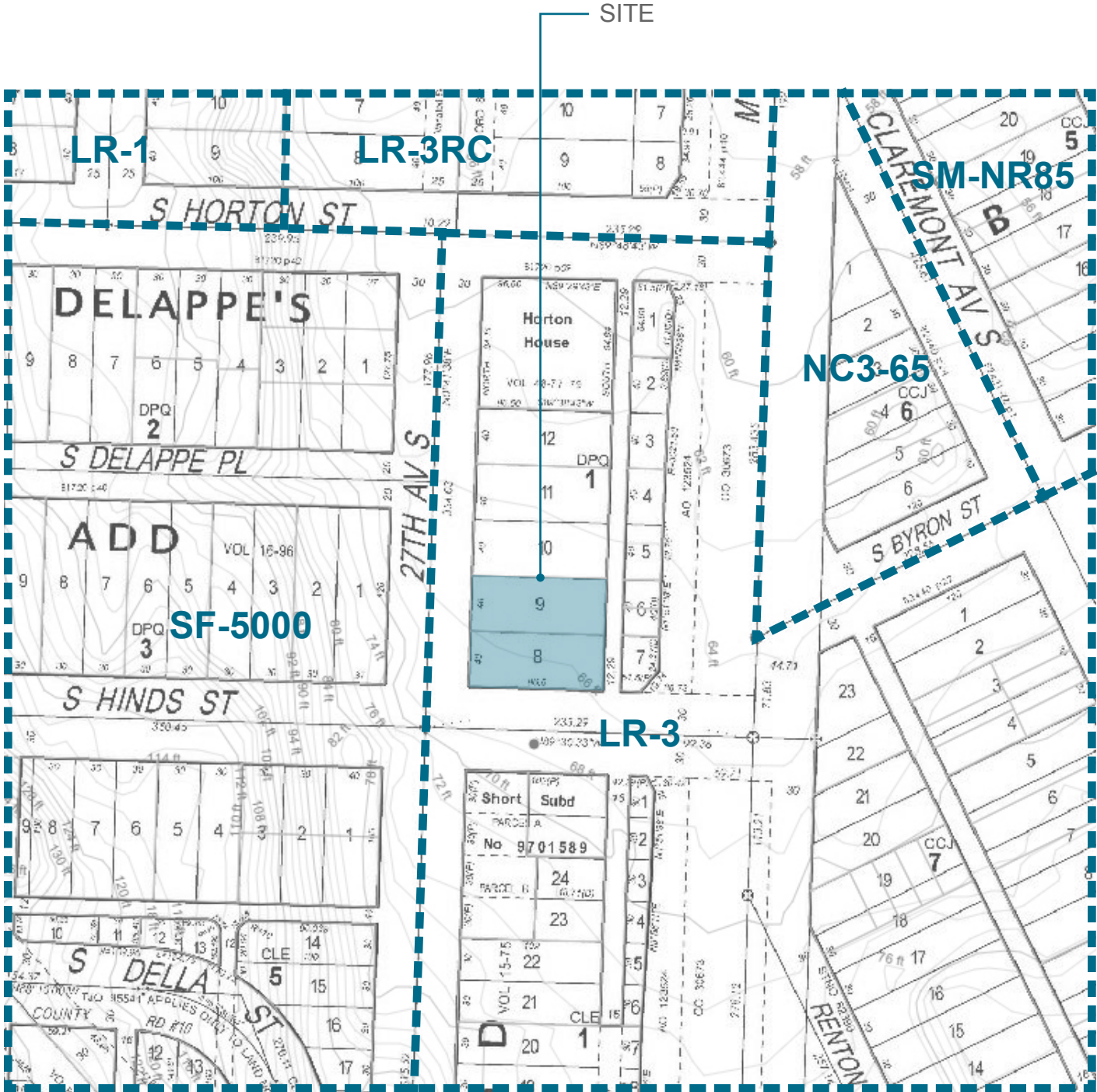
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VIEW FROM SOUTH HINDS STREET. LOOKING NORTH

CODE RESEARCH.
ZONING DATA.



Lot Area:	7,722 SF
Zoning:	LR-3
ECA:	LIQUEFACTION ZONE
Commercial Use:	N/A
Residential Use:	45 UNITS TOTAL: (37) SEDU UNITS & (8) 2 BEDROOM UNITS
FAR:	2.0 PER TABLE A 23.45.510
HEIGHT:	40' PER TABLE A 23.45.514 44' PER TABLE A 23.45.514.F
SETBACKS:	FRONT: 5' MINIMUM PER TABLE A 23.45.518 SIDES: 7' AVERAGE / 5' MINIMUM PER TABLE A 23.45.518 REAR: 10' PER TABLE A 23.45.518 (WITH ALLEY)
PARKING:	NONE REQUIRED PER TABLE B 23.54.015 M
BICYCLE PARKING:	1 BIKE PARKING SPACE PER UNIT PER TABLE D 23.54.015 1 SHORT TERM BIKE PARKING SPACE PER 20 UNITS PER TABLE D 23.54.015
AMENITY AREA:	25% OF LOT AREA, HALF OF WHICH IS REQUIRED AT GROUND LEVEL PER 23.45.522 A
GREEN FACTOR:	A GREEN FACTOR SCORE OF 0.6 IS REQUIRED FOR THIS SITE PER 23.45.524.A.2

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SUN / SHADOW STUDY.

IMPACTS ON SURROUNDINGS.



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MARCH 21ST. 9:00 AM



MARCH 21ST. NOON



MARCH 21ST. 3:00 PM



JUNE 21ST. 9:00 AM



JUNE 21ST. NOON



JUNE 21ST. 3:00 PM





SUN / SHADOW STUDY. IMPACTS ON SURROUNDINGS.

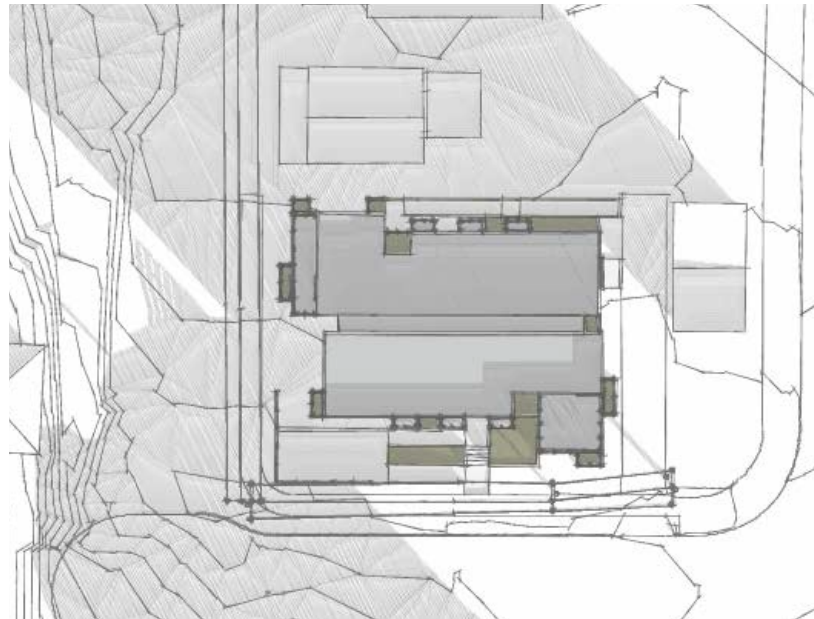
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DECEMBER 21ST. 9:00 AM



DECEMBER 21ST. NOON



DECEMBER 21ST. 3:00 PM

DESIGN STANDARDS.

DESIGN NARRATIVE.

01. PROJECT INFORMATION

CS2: Urban Pattern & Form

C. Relationship to the Block

C1. Corner Sites:

This project is located on the corner of South Hinds Street and 27th Avenue South. Though technically a corner site, 27th Avenue South is an unimproved right-of-way that is highly vegetated with large brush and trees. As part of the proposal, South Hinds will be paved with a sidewalk, planting strip and cul-de-sac turnaround. We have chosen to take access to the site from S Hinds, given its proximity to the site access, which will always be from MLK. To improve pedestrian flow around the site, we are proposing a pedestrian walkway that will extend from the turnaround in South Hinds along our frontage in 27th Avenue.

02. SITE ANALYSIS

03. DESIGN STANDARDS

D. Height, Bulk & Scale

D1. Existing Development & Zoning

The proposed development is located in an LR-3 zone. Generally, the surrounding structures were built from 1920-1960. They are composed of a variety of single-family and duplex structures that exist far below their zoning and density limits. Our project will be one of the first in the immediate area to be built to its zoning density in an area that is undergoing a quick pace of change and redevelopment. With the amount of change in the greater surrounding area we anticipate more adjacent sites will be re-developed to meet the current zoning potential.

D.3 Zone Transitions

This project is located in an LR-3 zone, but we abut an SF-5000 zone across 27th Avenue South. Though the scale potentials between the 2 zones varies greatly the large buffer created by high-voltage powerline setbacks onsite, the unimproved right-of-way (27th Avenue South) and the 12-15' of grade change are all mitigating effects that reduce the impacts on the SF-5000 zone to the west. By being located to the east of the SF-5000 zone we will have no shading impacts on these properties.

04. BUILDING DESIGN

05. CODE DEPARTURES

PL1: Connectivity

C. Outdoor Uses & Activities

C.1 Selecting Activity Areas

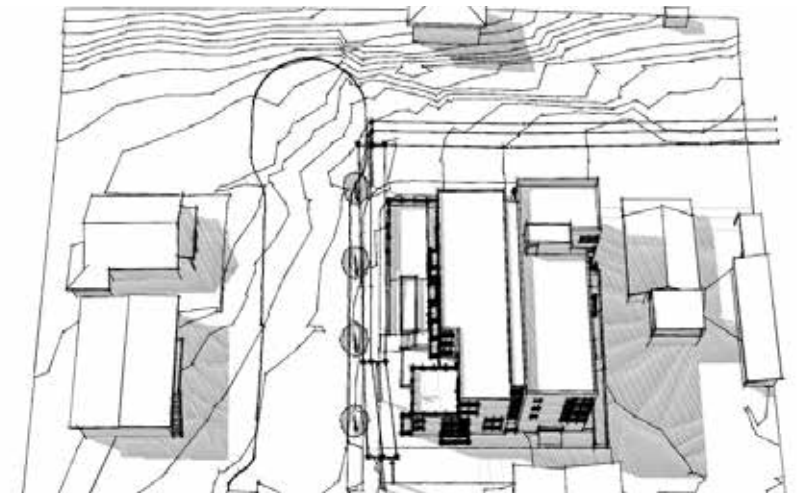
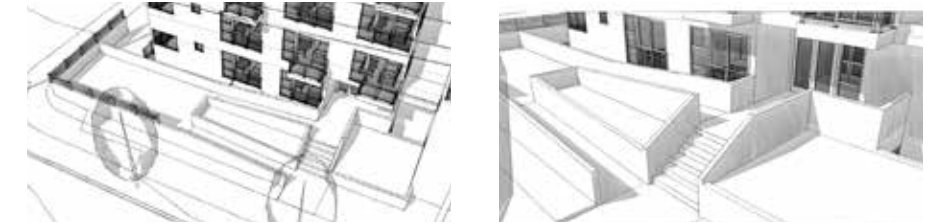
By locating our common amenity area on the corner of South Hinds Street & 27th Avenue South, our outdoor activities will enjoy unobstructed southern exposure and daylight. If 27th Ave is not improved, the existing lush vegetation will provide a greenbelt as a backdrop. By raising the paved portion of the gathering space above the elevation of the sidewalk, we can increase the security of the amenity area which still allowing it to have a strong visual connection to the street while minimizing privacy impacts to ground floor units fronting the common amenity area.

PL2: Walkability

A. Accessibility

A.1 Access for All

Our entire site has been designed in a way that allows for people of all abilities to access the building. The common amenity areas, primary / secondary entrances and all service entries will be fully accessible. We have carefully integrated our entry ramp so that it is used by all as a way to access the common amenity area and will actually be used instead of serving a single function of point A to point B travel.





PL3: Street-Level Interaction

A. Entries

A.1 Design Objectives

Our primary entry is located centrally along our frontage and is composed of a set of stairs and entry ramp that connect to the street edge, the common amenity area and the main entry. By setting the building back off the street, we allow for a series of landscape buffers between the street and building entry. We also utilize a change of elevation from the sidewalk which helps to increase security and privacy for occupants while still maintaining a welcoming entry for visitors. The entrance is recessed which provides protection from the elements while a glazed vestibule increases energy efficiency and provides an indoor space for occupants to wait for a friend, delivery or Uber.

B. Residential Edges

B.1 Security and Privacy

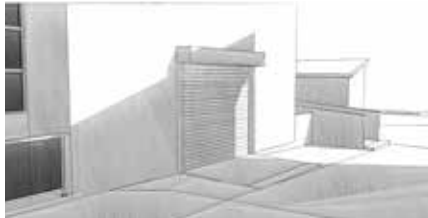
Several subtle design features increase not only the design but the security of the building. By elevating the main floor roughly 3.5' above the sidewalk, providing landscape buffers, buffer spaces like the common amenity area and site walls we increase privacy and security of the site. Additionally, the secure, glazed vestibule provides a high level of transparency from the public access point to the building.

DC2: Architectural Concept

A. Massing

A.1 Site Characteristics & Uses

There are high voltage power lines along both S Hinds St and 27th Ave S. These power lines demand signification setbacks which impact our massing choices. We have taken advantage of these limitations by vertically stepping the building at key points along the west and south edges. These steps help to break down the building on both of these facades, creating a lower scale along both the entry façade, and the façade which faces the SF across 27th Ave S.



C. Secondary Architectural Features

C.1 Visual Depth & Interest

To add depth to our façade we have incorporated sliding glass doors to every unit that allow us to use a combination of Juliet and extended balconies to create a unique pattern along the North & South façades. While our building has a flat roof set at a single height throughout we utilize varied height parapets to differentiate and define the different forms from one another and add depth to the façade.

DC4: Exterior Elements & Finishes

A. Building Materials

A.1 Exterior Finish Materials

While our pallet of exterior materials is yet to be selected at this point in the process it is likely to be a combination of lap and panel siding that will be not only attractive but fit in with the surrounding buildings and be highly durable.

OPTION 1.

DESIGN NARRATIVE / RENDERING.

01. PROJECT INFORMATION

LINEAR BAR DESIGN:

This option is organized off of a central circulation system that looks to maximize the amount of area for dwellings. The building entry is centrally located and accessed off of SW Hinds Street with the central circulation spine running East / West off of the entry. The amenity area is raised above the street and located in the South East corner of the site. Waste / Recycling is located off of the alley to the east and is 3.75' below the main floor elevation to allow containers to be staged in the alley. Bike parking is located along the North facade and is accessed via a ramp running parallel to the north property line that doubles as an egress courtyard for our secondary building exit. Dwellings are laid out along the 2 sides of the corridor allowing windows at corridor ends to bring in natural light and ventilation. Units face North and South with minimal glazing to the East and West. The building maintains a simple exterior massing and roof form to downplay the building in relations to its surroundings.

02. SITE ANALYSIS

03. DESIGN STANDARDS

POSITIVES:

- Well defined entry w/ weather protection.
- The amenity court takes advantage of southern exposure.
- Naturally lit and ventilated corridors.

04. BUILDING DESIGN

NEGATIVES:

- Form does not reduce perception of height, bulk & scale.
- Half of the above grade units will face neighboring properties.
- Half of the above grade units will face the North.
- Requires a departure for setback averaging along the North Facade.
- Requires a departure for structure depth along the North Facade
- Requires a departure for rear yard setback reduction to 5'.

05. CODE DEPARTURES



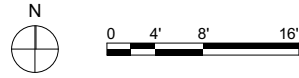
VIEW FROM S. HINDS STREET LOOKING NW.



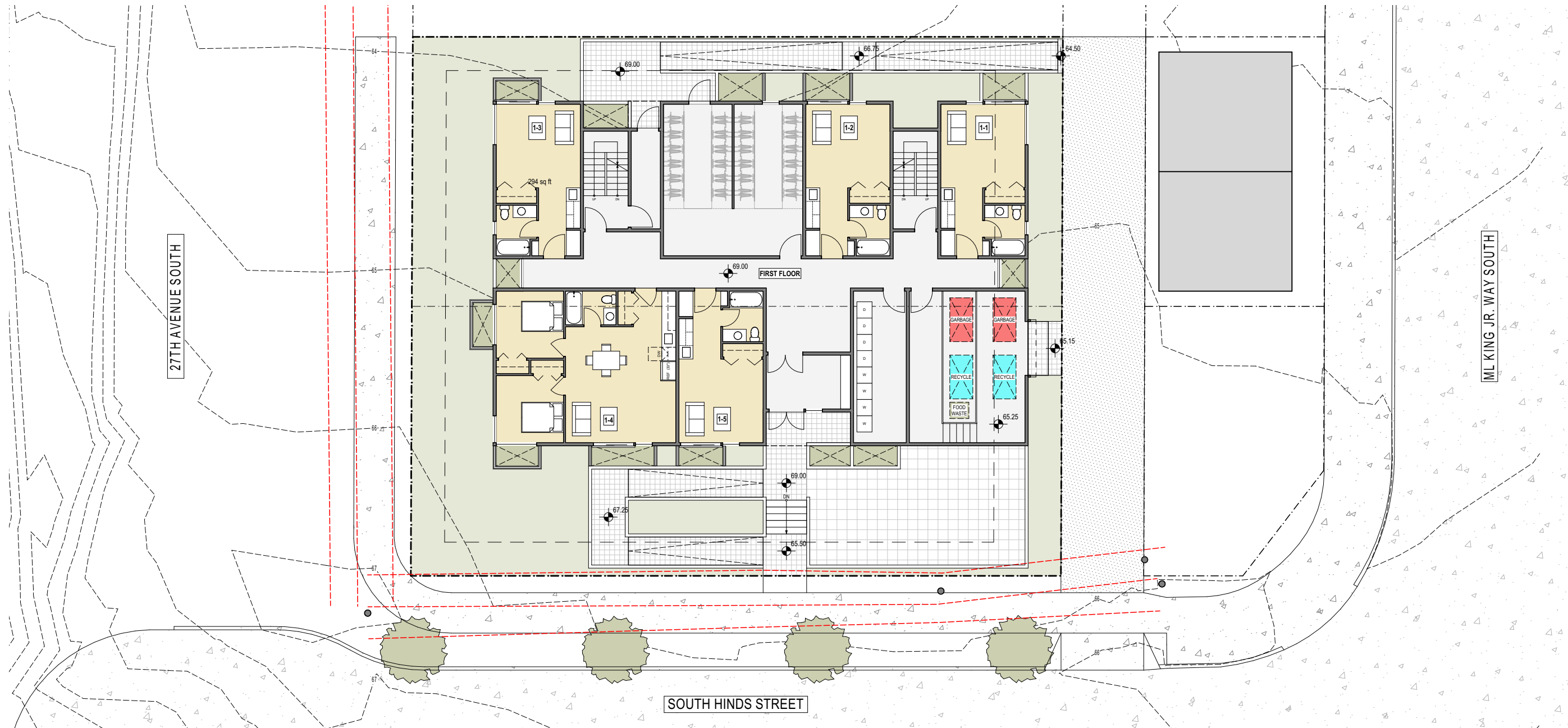
VIEW FROM S. HINDS STREET LOOKING NE.



AERIAL OF ALLEY LOOKING SW.



OPTION 1. FLOOR PLANS.



COMPOSITE FIRST FLOOR PLAN.

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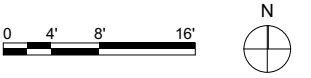
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OPTION 1. FLOOR PLANS.



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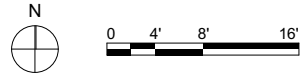
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SECOND FLOOR PLAN.



THIRD FLOOR PLAN.



OPTION 1. FLOOR PLANS.

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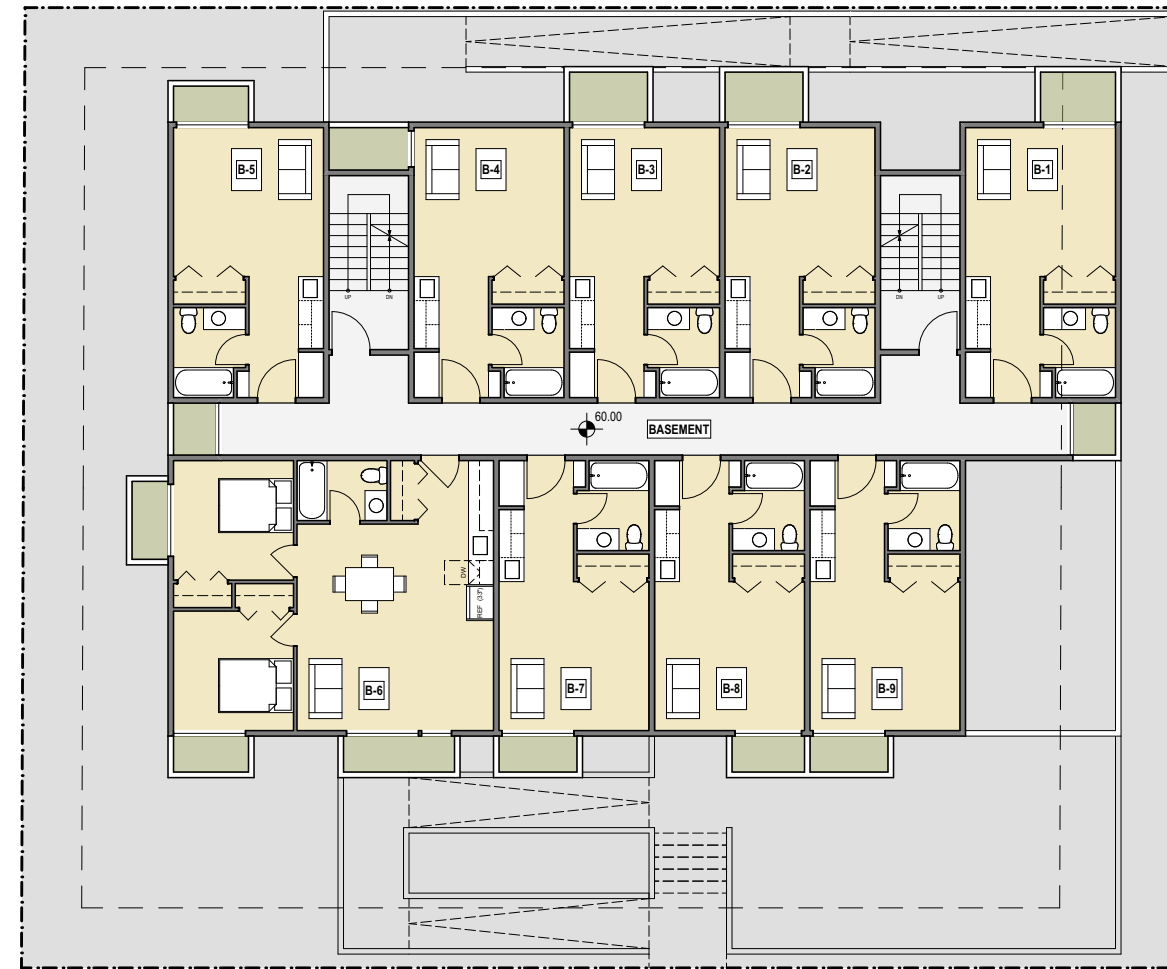
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FOURTH FLOOR PLAN.



BASEMENT FLOOR PLAN.

OPTION 2. DESIGN NARRATIVE / RENDERING.

01. PROJECT INFORMATION

MODIFIED “U” DESIGN: CODE COMPLYING

This option is organized off of a “U” shaped circulation system that looks to maximize the number of units with Southern and Western exposure. The building entry is centrally located with users passing through a raised common amenity area off of SW Hinds Street on their way to the entry. Waste / Recycling & Bike parking are located off of the alley to the east and are 3.75’ below the main floor elevation to allow containers to be staged in the alley. The building massing along S Hinds Street steps back above the second floor to account for HVP lines that run along both street-fronts. Dwellings are laid out around the “U” shaped circulation with units facing North, South, East and West. Due to the shape of the building our perimeter length and access to light is greatly increased and allows for greater number of corner units. The building maintains stepped facade along S Hinds Street with varied height parapet roofs to distinguish the different masses.

02. SITE ANALYSIS

03. DESIGN STANDARDS

POSITIVES:

- Staggered units reduce height, bulk and scale.
- 18 of 35 above grade units are corner units w/ better access to light and views.
- Dynamic form with varied height parapet roofs.
- Well defined entry w/ weather protection.
- No Departures are required for this scheme.

04. BUILDING DESIGN

NEGATIVES:

- Corridors will be artificially lit and ventilated.
- Reduced Southern Exposure
- Bike storage along frontage
- Reduction of unit count (3 less units than preferred)
- Enclosed amenity area

05. CODE DEPARTURES



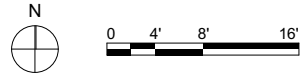
VIEW FROM S. HINDS STREET LOOKING NW.



VIEW FROM S. HINDS STREET LOOKING NE.



AERIAL OF ALLEY LOOKING SW.



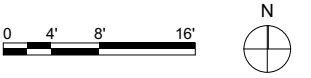
OPTION 2. FLOOR PLANS.



COMPOSITE FIRST FLOOR PLAN.

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OPTION 2. FLOOR PLANS.



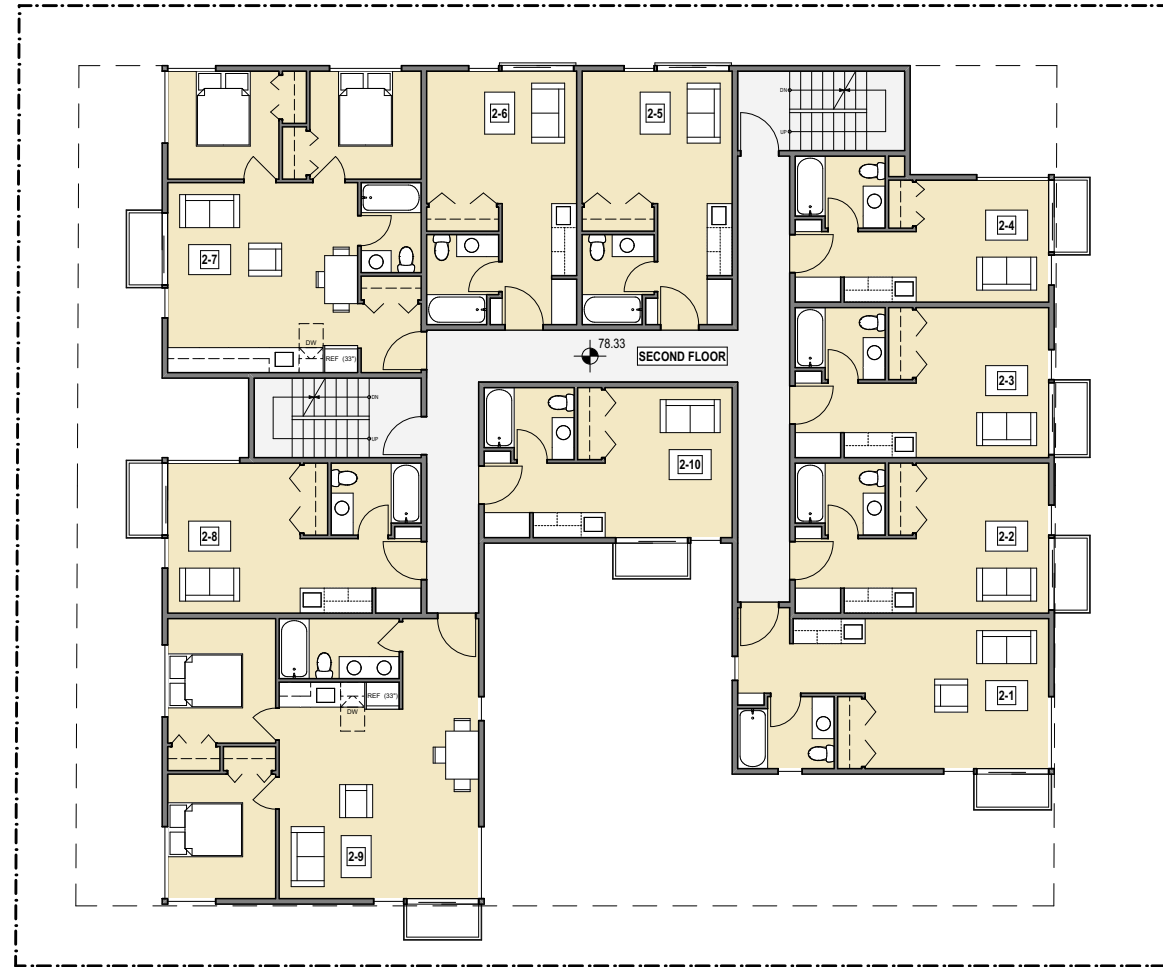
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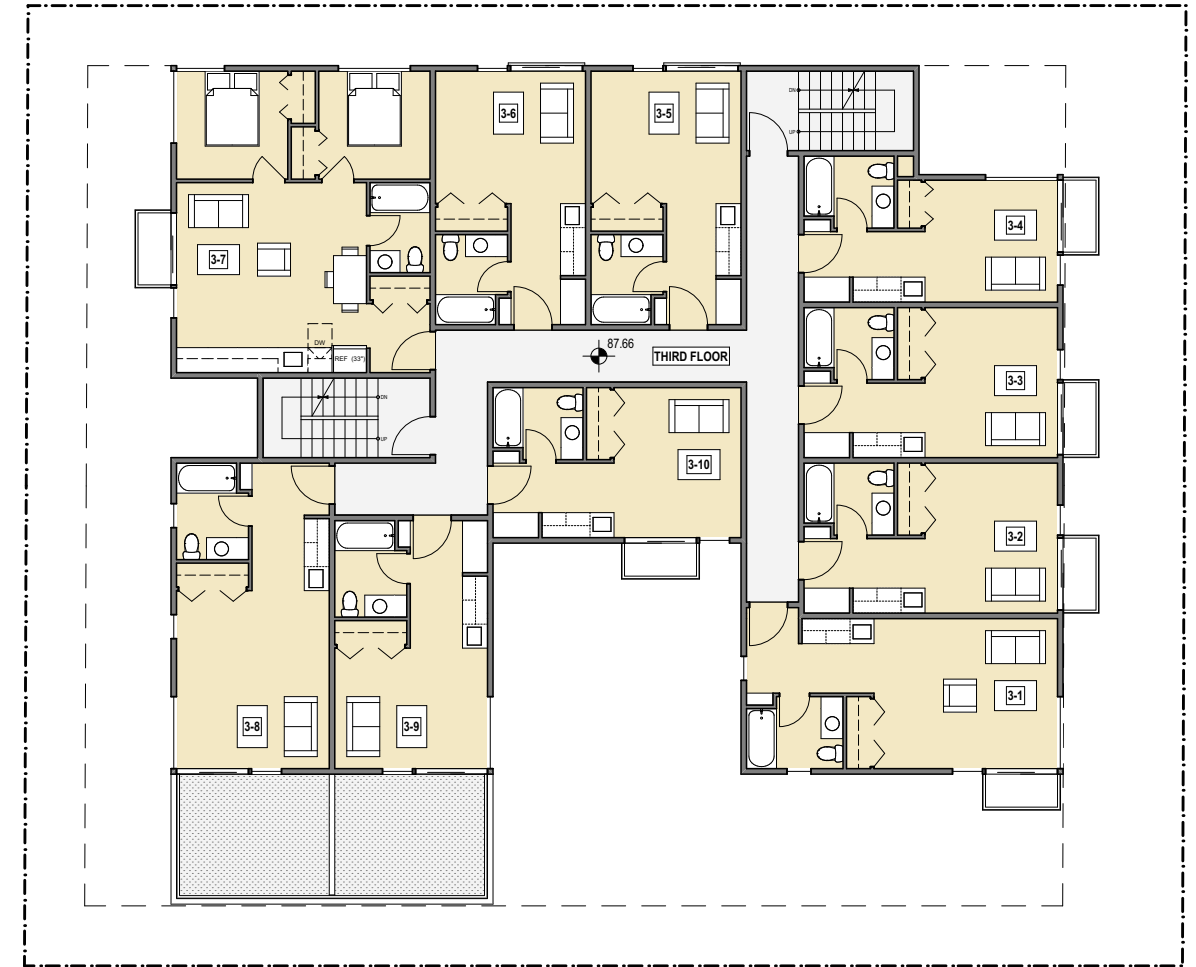
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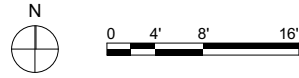
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SECOND FLOOR PLAN.



THIRD FLOOR PLAN.



OPTION 2. FLOOR PLANS.

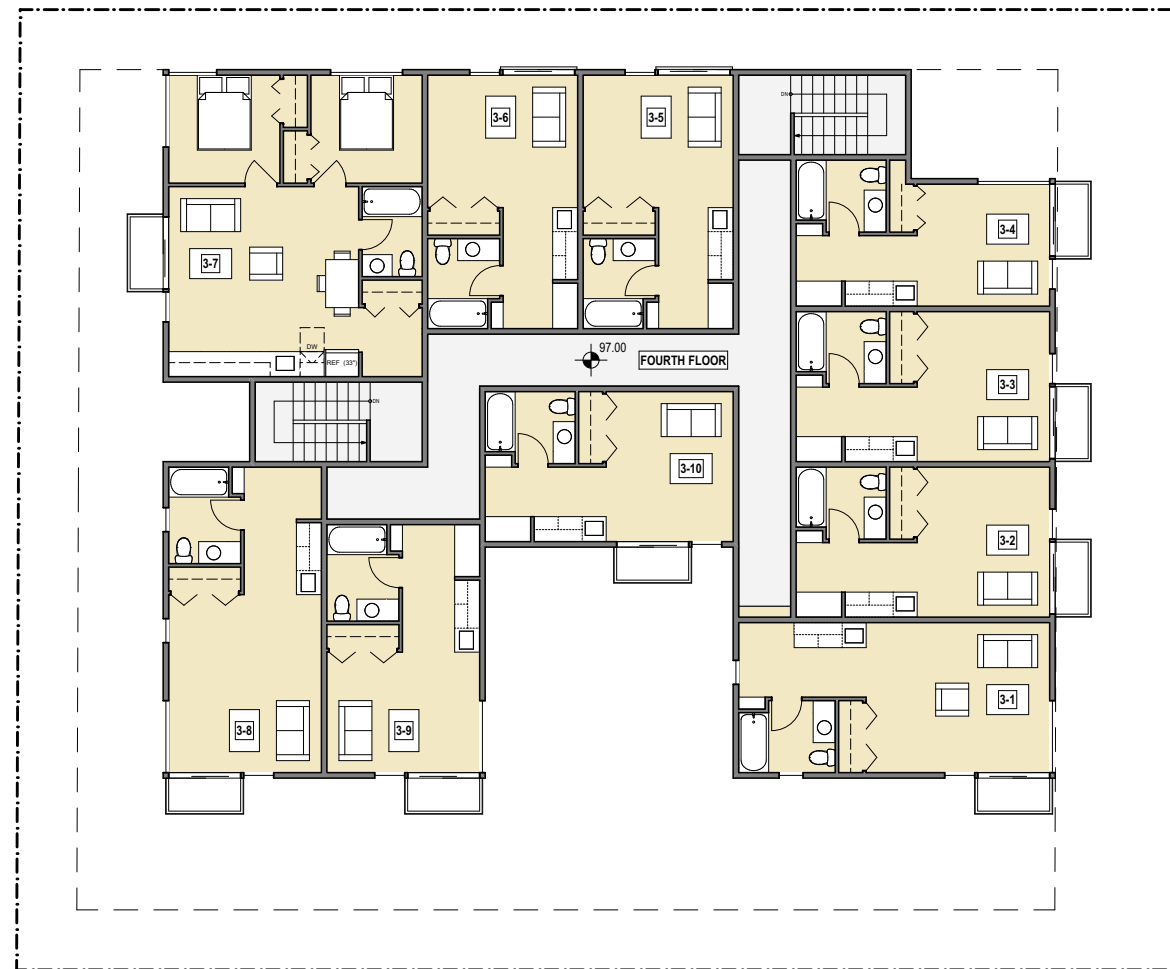
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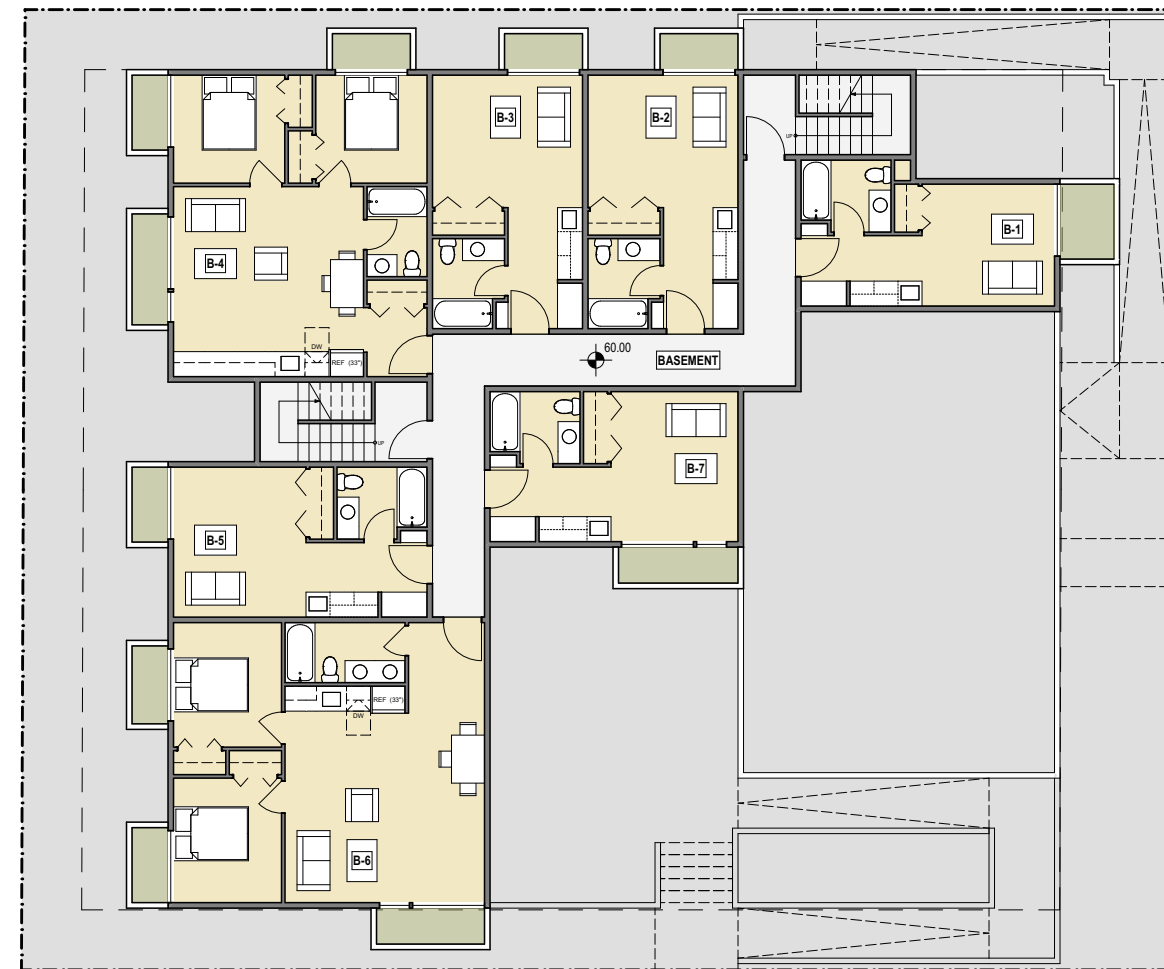
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FOURTH FLOOR PLAN.



BASEMENT FLOOR PLAN.

OPTION 3.

DESIGN NARRATIVE / RENDERING.

01. PROJECT INFORMATION

MODIFIED BAR DESIGN: *PREFERRED*

The preferred design is culmination of the things that we thought were working well in the first 2 design options. From Option 1 it takes the linear circulation spine that allows for natural light and ventilation of the corridor. It also looks to place the bike parking along the North Facade freeing up units with better access to natural light and views. From Option 2 it takes the idea of stepping the facade which allows it not only to comply with practical restrictions from the HVP lines but also reduces the perceived mass while providing larger decks for some units. By extending parts of bar form we increase our perimeter and thus our access to natural light, number of corner units and overall design. Varied height parapet roofs help to distinguish the different masses.

02. SITE ANALYSIS

The building entry is centrally located and accessed off of SW Hinds Street with the central circulation spine running East / West off of the entry. The amenity area is raised above the street and located in the South West corner of the site giving it privacy and security from the bustling transit corridor of MLK JR Way S. Waste / Recycling is located off of the alley to the east and is 3.75' below the main floor elevation to allow containers to be staged in the alley.

03. DESIGN STANDARDS

POSITIVES:

- Staggered units reduce height, bulk and scale.
- Well defined entry w/ weather protection.
- The amenity court takes advantage of southern and western exposure.
- Amenity area is shielded from traffic / noise from MLK Jr Way S.
- 23 of 35 above grade units are corner units w/ better access to light and views.
- Naturally lit and ventilated corridors.
- Dynamic form with varied height parapet roofs.

04. BUILDING DESIGN

NEGATIVES:

- Requires a departure for structure depth along the North Facade
- Requires a departure for rear yard setback reduction to 5'.

05. CODE DEPARTURES



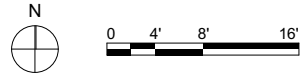
VIEW FROM S. HINDS STREET LOOKING NW.



VIEW FROM S. HINDS STREET LOOKING NE.



AERIAL OF ALLEY LOOKING SW.



OPTION 3. FLOOR PLANS.



COMPOSITE FIRST FLOOR PLAN.

01.
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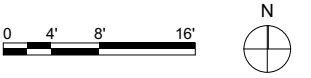
02.
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OPTION 3. FLOOR PLANS.



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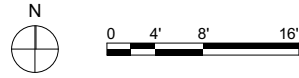
05.
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SECOND FLOOR PLAN.



THIRD FLOOR PLAN.



OPTION 3. FLOOR PLANS.

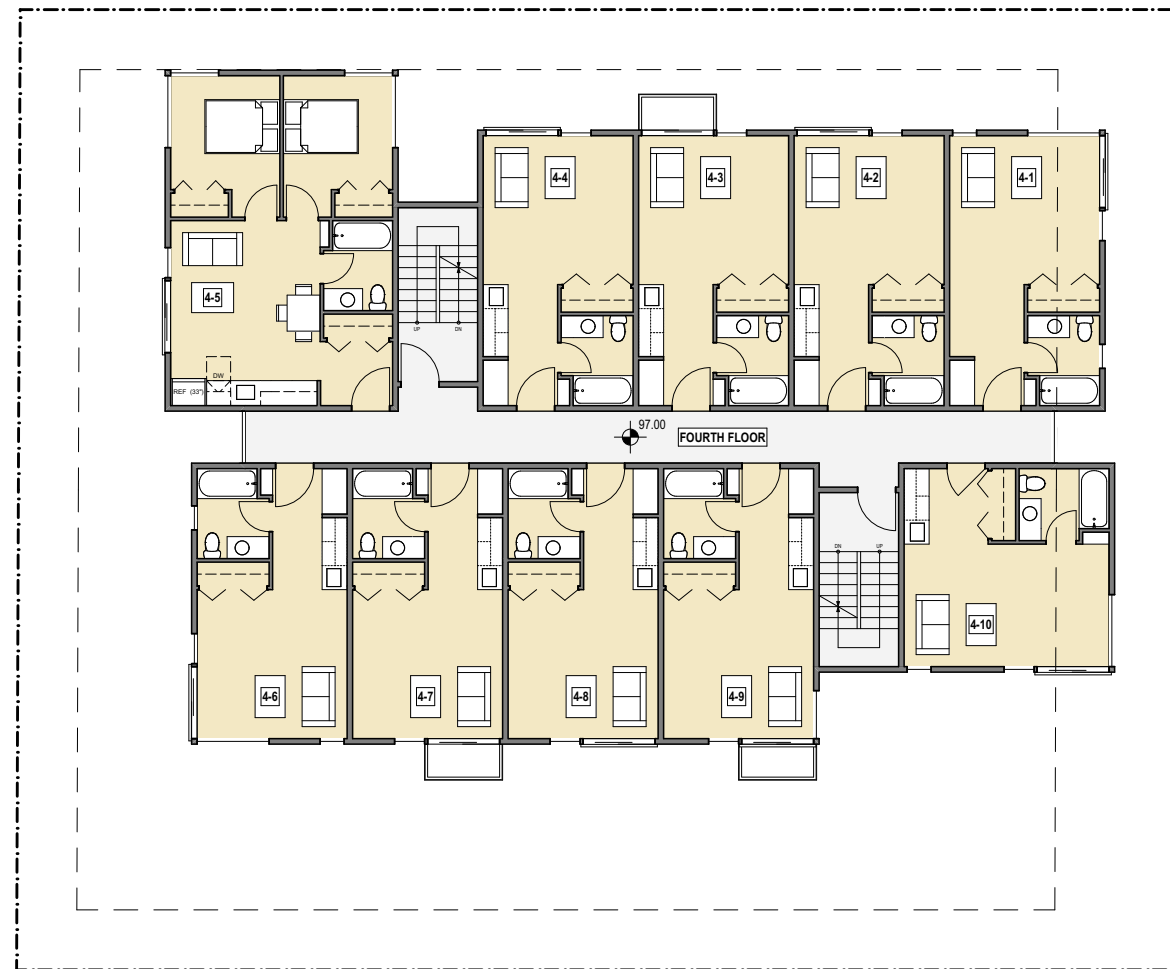
01.
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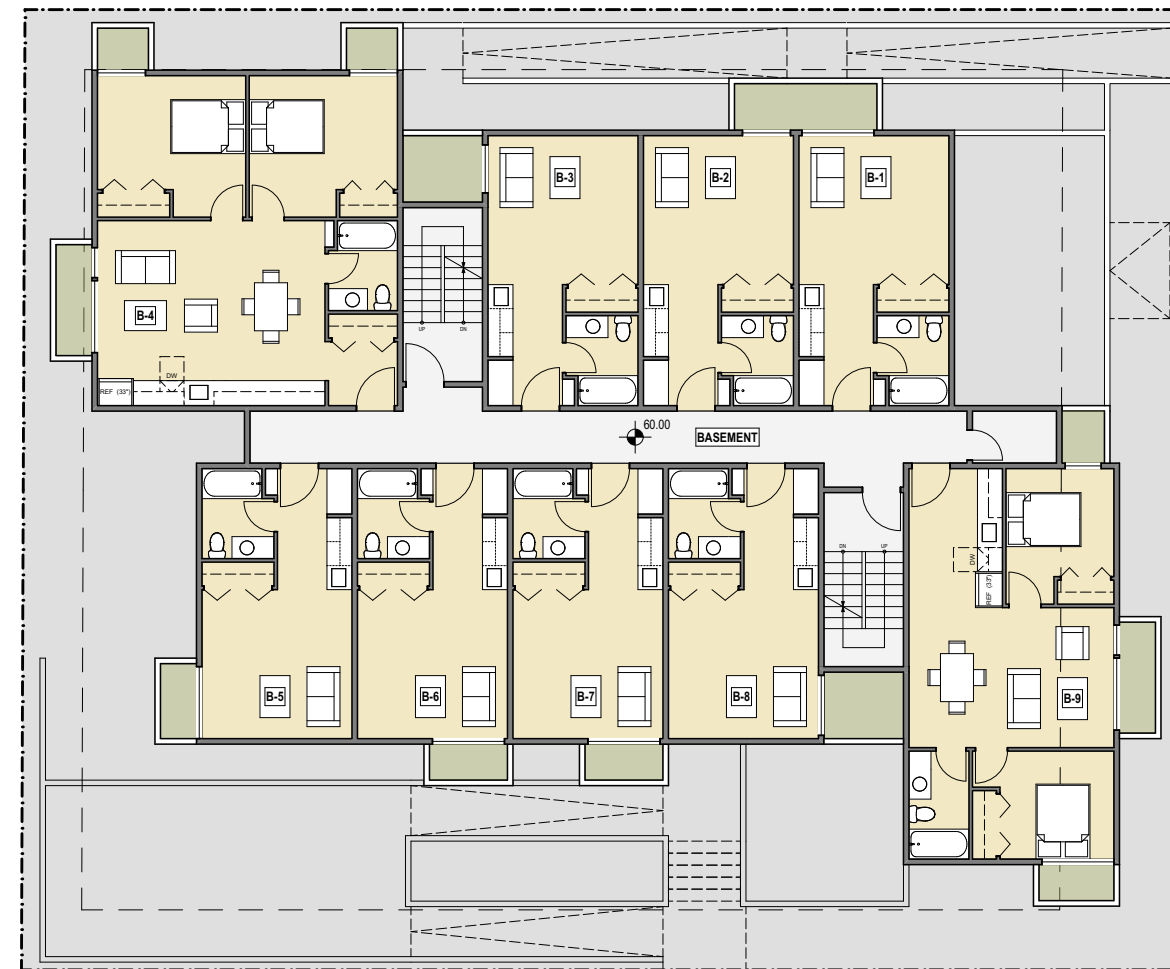
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FOURTH FLOOR PLAN.



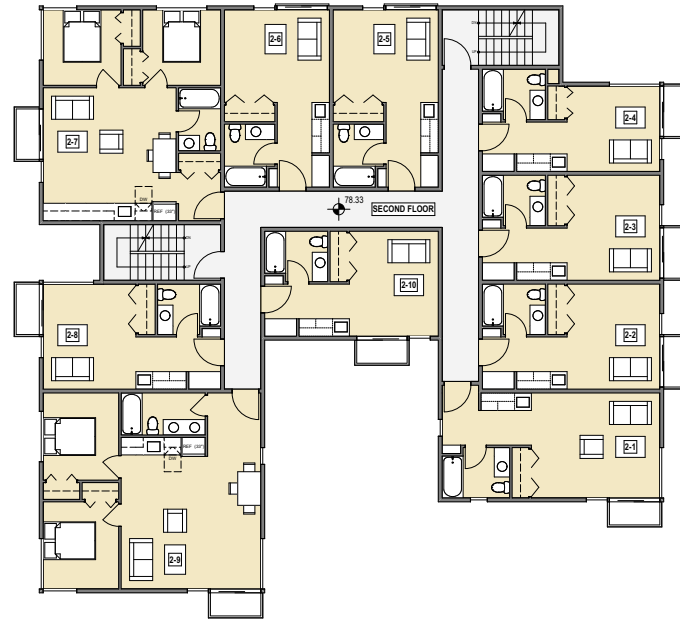
BASEMENT FLOOR PLAN.

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OPTION 1.
BAR DESIGN.



OPTION 2.
CODE CONFORMING DESIGN.



OPTION 3.
PREFERRED DESIGN.



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PROPOSED DEPARTURES.

NORTH P.L. FACADE LENGTH.

01. PROJECT INFORMATION

NORTH FACADE LENGTH INCREASE: DEPARTURE REQUEST

23.45.527.B.1 - Code text:
65% Maximum Facade Length within 15'-0" of any property line that is not a rear, street or alley lot line.

02. SITE ANALYSIS

Departure request:
Increase in the Maximum Facade Length from 65% to 81%, a total facade length of 78'-2 1/2" along the North Property Line

03. DESIGN STANDARDS

CS1.B.1: Sun and Wind.
Given the opportunity of this site to have excellent solar orientation, we feel that it is important to stretch the plan east and west, maximizing exposure to the south. It is also important to locate our shared outdoor amenity area at ground level facing south (again for solar access). In order to accomplish both of these design objectives, it would be best to increase the north facade length that is within 15' the north property line. The north facade has been modulated and sensitively planned to maximize privacy against the existing structure on the adjacent site.

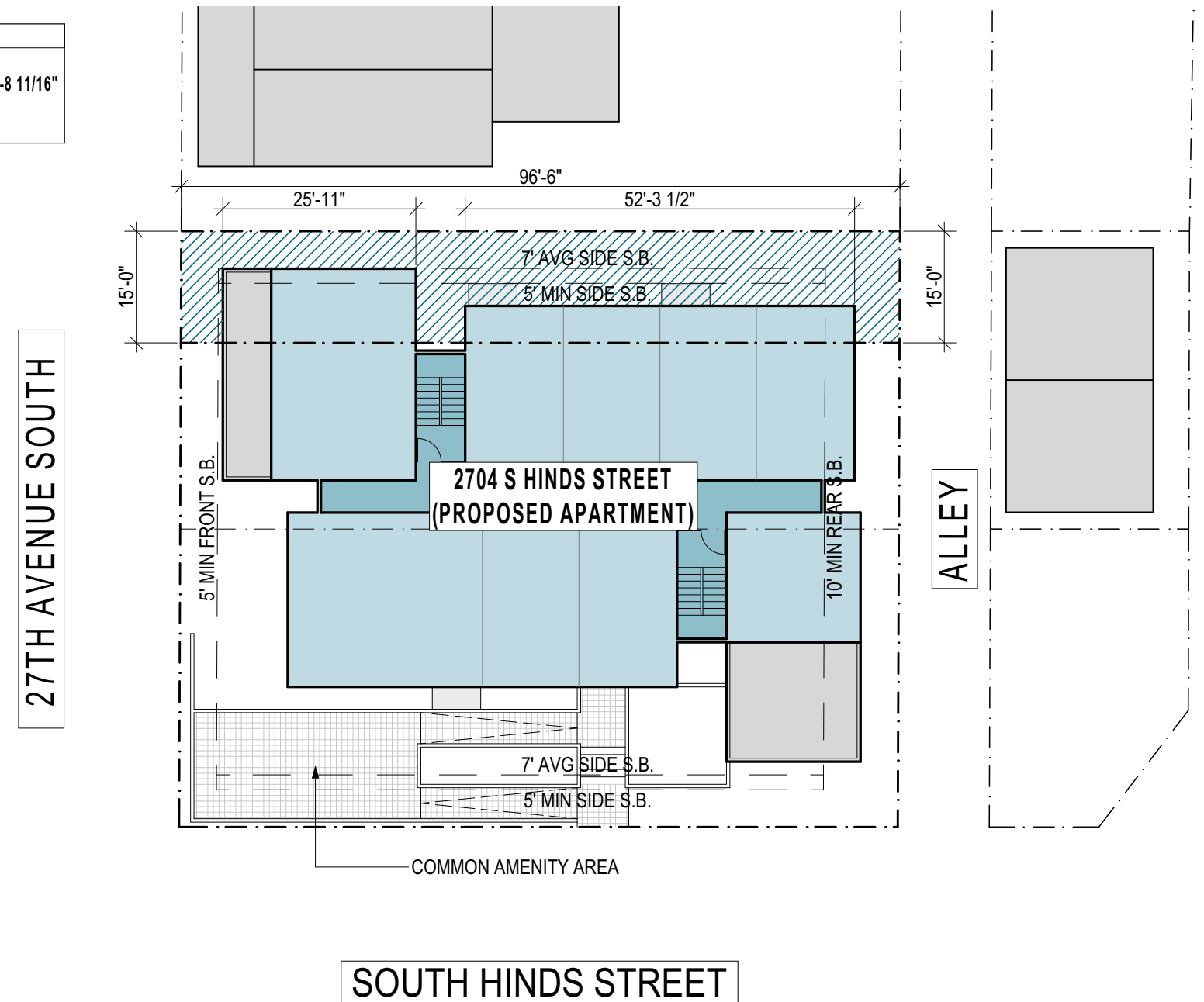
04. BUILDING DESIGN

PL3.B.1: Residential Edges- Security / Privacy.
The ground level amenity space will be a semi-private gathering space and will provide a transition from the sidewalk to the dwelling units along S Hinds street. The floor level of the patios will be elevated, there will be multiple layers of landscaping and screening that will help with this transition. In order to utilize this security design guideline, the amenity area must be sited on the south side as we have illustrated and the north facade of the building must be allowed to extend past 65% of the north lot line.

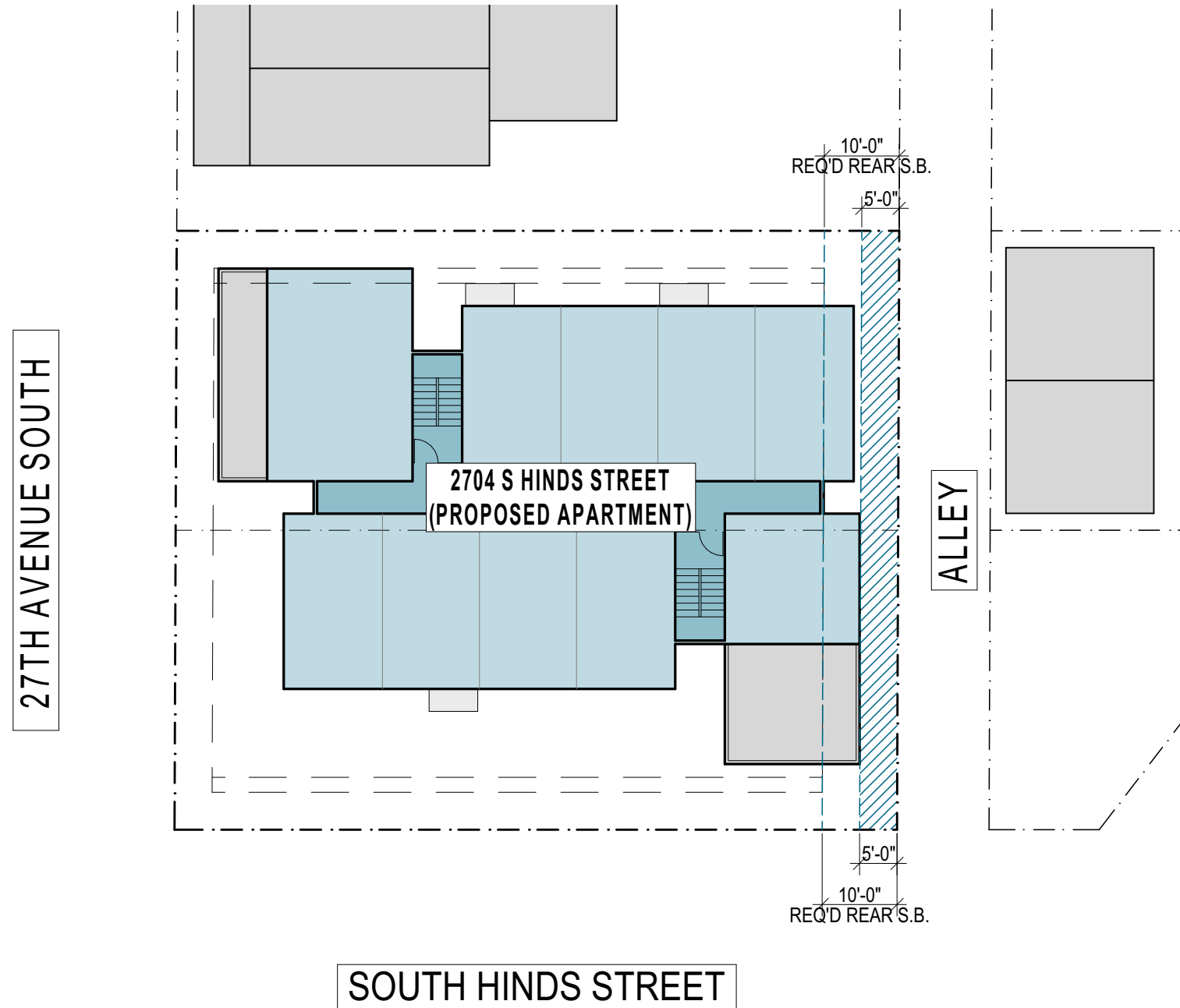
05. CODE DEPARTURES

DC1.A.2: Gathering spaces:
Our intent is to plan the at-grade amenity space adjacent to S Hinds Street, where it will experience the highest level of pedestrian traffic. This will also be the most secure location, since the main building entry will be immediately adjacent to it, and since many balconies and dwelling units will have visual connection. By placing the amenity area at this location, the mass of the building will be sited further north, necessitating a longer facade within 15' of the north property line.

NORTH FACADE LENGTH:	
MAX. FACADE LENGTH:	65%
	96.5' X .65 = 62'-8 11/16"
PROP. FACADE LENGTH:	78'-2 1/2"
DEPARTURE REQUIRED	



PROPOSED DEPARTURES. REAR SETBACK.



REAR SETBACK REDUCTION:	
REQUIRED REAR SB:	10'-0" W/ ALLEY
PROPOSED REAR SB:	5'-0"
REQUIRES DEPARTURE	

REAR SETBACK REDUCTION: DEPARTURE REQUEST

23.45.518.TABLE A - Code text:
10' Minimum Rear Setback w/ Alley

Departure request:
Reduction of the minimum rear yard setback from 10'-0" to 5'-0"

CS2.D.5: Respect for Adjacent Sites:
By pushing the building to the East we increase our distance from the SF-5000 zone to the West, greatly reducing our impact on these properties. The only property that will be affected is the newly built rowhouses to the East across the alley which have very limited glazing along their West facade and are oriented to their frontage along MLK Jr. Way South.

DC2.A.2: Reducing Perceived Mass
Moving the building over to the East we are able to step the mass along the west and transition from a 2-story massing to a 4-story massing, helping to further ease the transition from the SF-5000 zone to the West.

CS1.B.1: Sun & Wind
Given the opportunity of this site to have excellent solar orientation, we feel that it is important to stretch the plan east and west, maximizing exposure to the south. It is also important to locate our shared outdoor amenity area at ground level facing south (again for solar access). In order to accomplish both of these design objectives, it would be best to reduce the required rear setback along the alley.

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INFORMING DESIGN. DESIGN PRECEDENTS.

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FORM / MASSING.



MATERIAL VARIATION.



MATERIAL VARIATION.



FORM / MASSING.



FORM / MASSING.



MATERIAL VARIATION.

DAVID VANDERVORT ARCHITECTS.
MULTI-FAMILY WORK SAMPLES.



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