

RECOMMENDATION MEETING
ADMINISTRATIVE DESIGN REVIEW

SDCI
3032555-LU
3032666-LU
3032663-LU
3032664-LU
2020 - 2106 NE 85th Street
Seattle, WA 98115

Applicant:
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Seattle, WA 98121
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C O N E ARCHITECTURE

85TH ROWHOUSES AND TOWNHOUSES

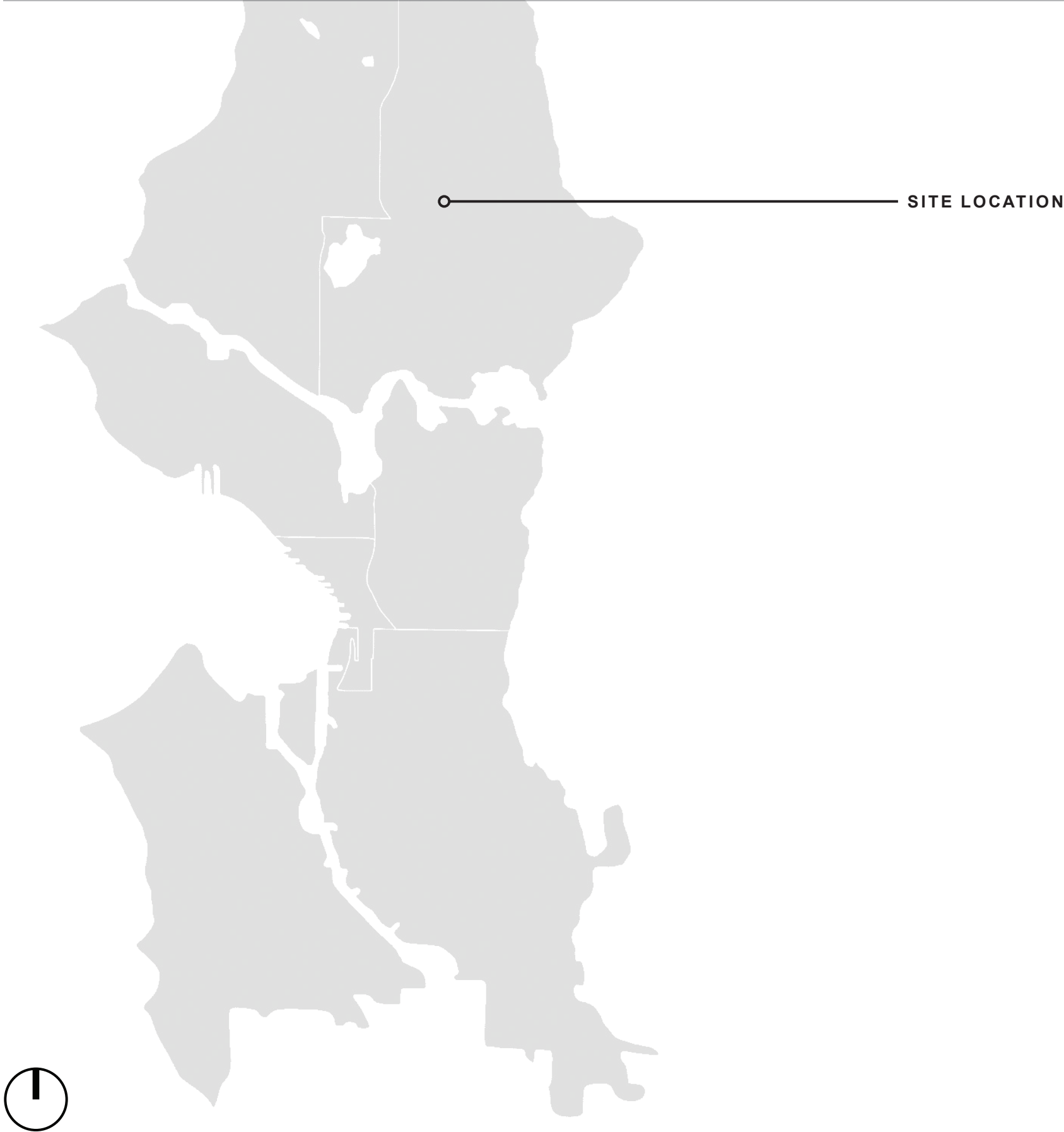


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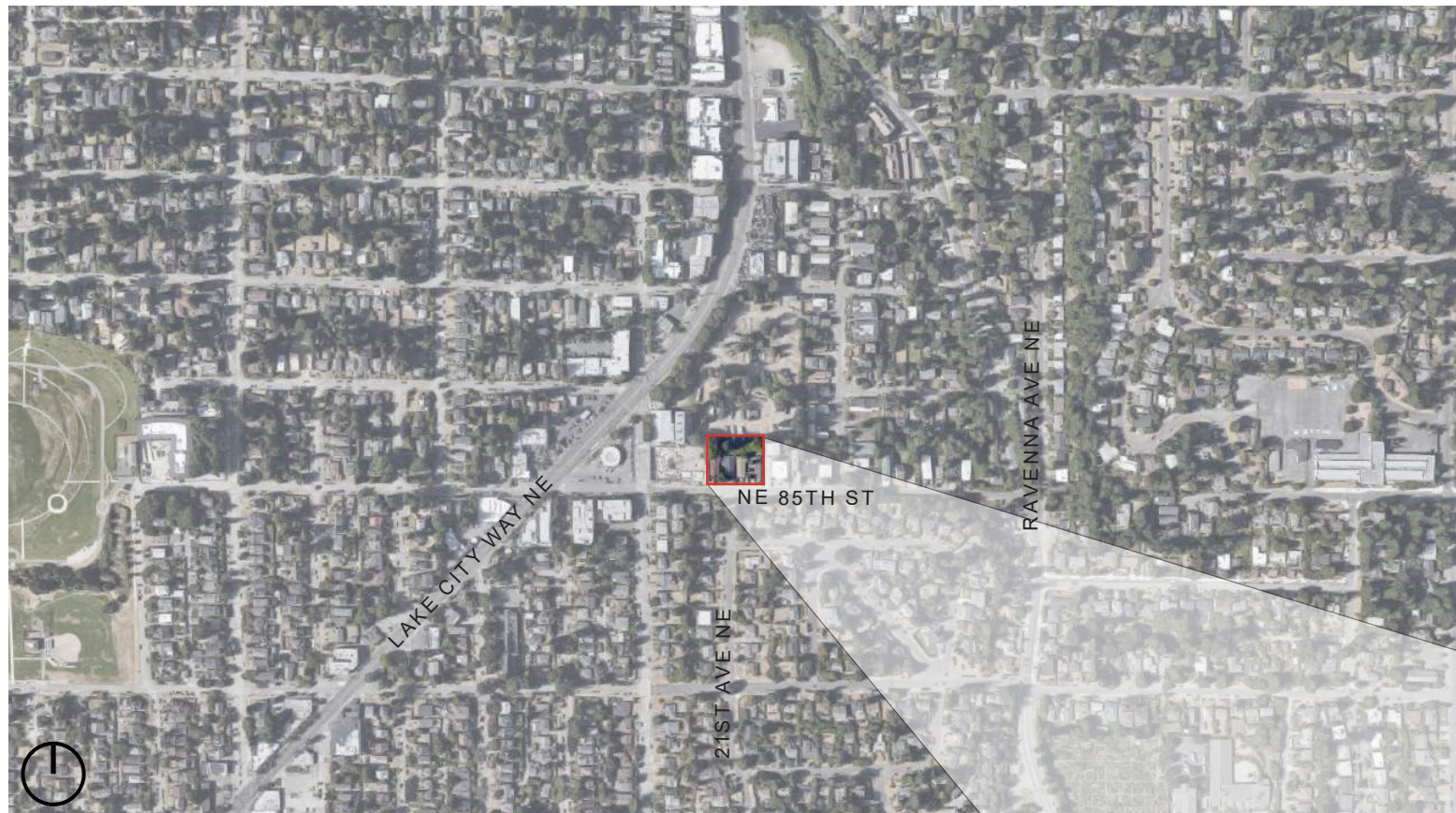
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NOTE: IMAGES ARE A REPRESENTATION OF DESIGN IDEAS, AND SHOULD NOT BE INTERPETED AS EXACT DEPICTIONS OF SECONDARY ELEMENTS.



VICINITY MAP

EXISTING SITE

The project site consists of four parcels (APNs 510140-0405, 510140-0435, 510140-0430, 510140-0425) and is bordered to the south by NE 85th Street. Immediately adjacent to the site to the north and west are two new developments under construction: Ravenna North townhomes to the north, and Sedona apartments to the west. To the east is a small apartment building and a 4-plex. The subject parcels combine to a total of 23,974 SF and have overall dimensions of 176.35' in width and 135.86' in depth. The site slopes approximately 5' from west to east along NE 85th Street, and slopes from approximately 14' from south to north (varying across the site).

ZONING AND OVERLAY DESIGNATION

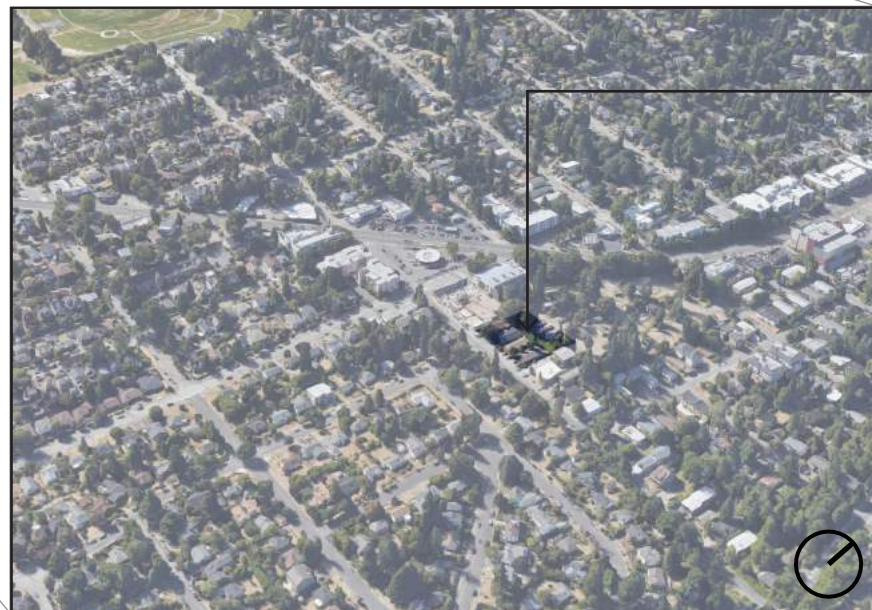
The project parcel is zoned LR2, indicating that the base structure height is 30'-0". The LR2 zoning continues to the north for several blocks, then transitions to C1-65 surrounding Lake City Way as it travels north-east. The C1-65 zoning also borders this parcel to the west. The LR2 zoning continues east for about 4 blocks before transitioning to LR1, and then to SF 5000. The zoning directly across NE 85th St to the south is SF 5000. The subject parcel is not within any overlays, but is near the Northgate overlay (which begins on the west side of Lake City Way).

DEVELOPMENT OBJECTIVES

This project proposes the construction of twenty-six (26) new rowhouse and townhouse units and will be providing one parking space for each dwelling. As this development increases the density of the neighborhood, it aims to respect the existing residential scale through appropriate massing, proportion, and materials. Along NE 85th Street, the new homes will engage the neighborhood with street facing entries, stoops, and upper level decks to activate the pedestrian realm at the sidewalk and right-of-way. Internally, the proposed development creates a micro-community of interaction between pedestrian circulation, residential entries, and light vehicular activity. Overall, the development will add to the variety of housing types in the neighborhood, complementing the existing traditional residential community.

NEIGHBORHOOD DEVELOPMENT

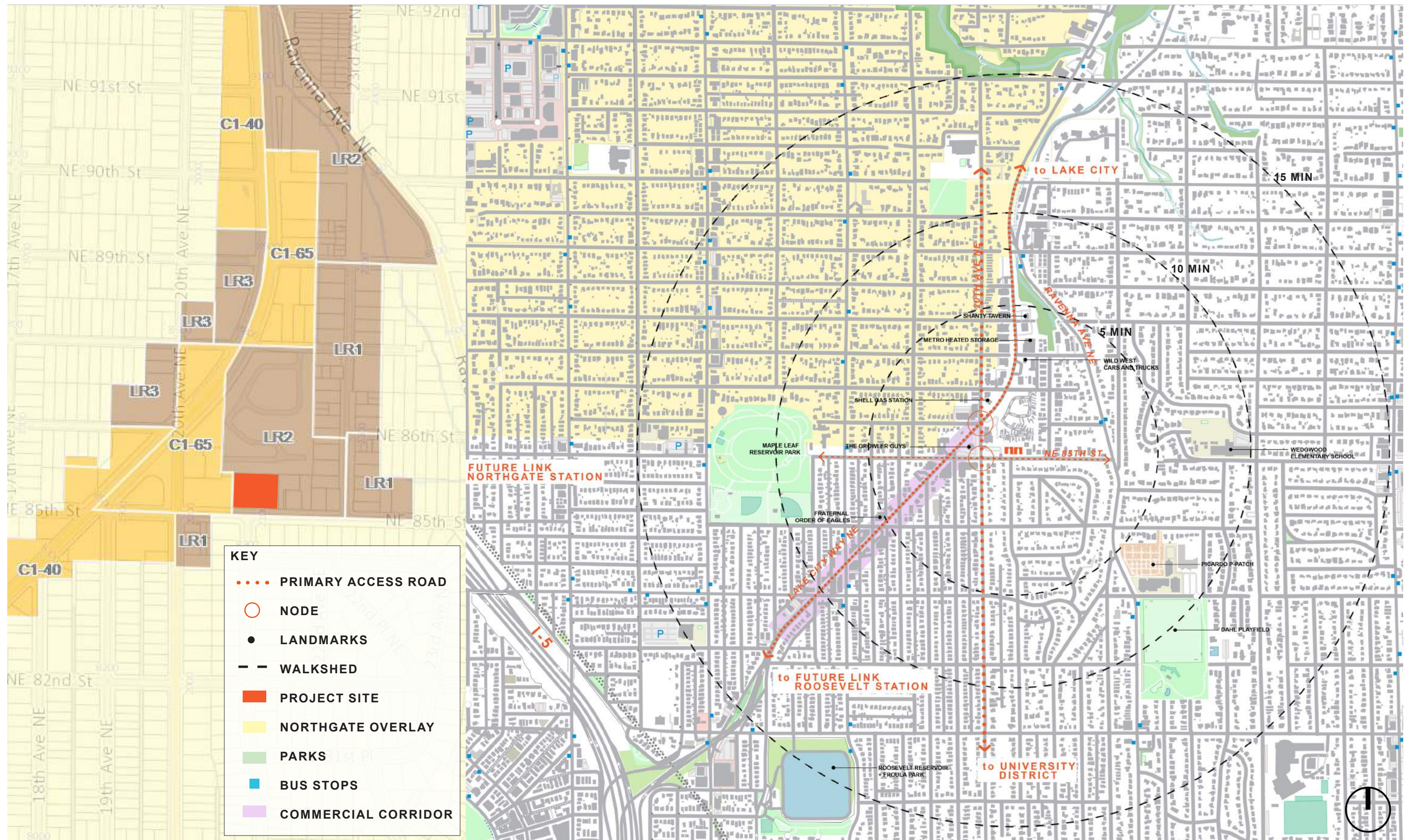
The blocks in the surrounding area contain a mix of multi-family residences, single-family homes, and small commercial structures. A consolidated commercial area is located to the west along Lake City Way. On the south side of the parcels, NE 85th Street connects traffic to Lake City Way and Ravenna Ave. The area to the west is pedestrian friendly with numerous restaurants, bars, shops and offices within walking distance of the project site. There are also several small parks in the immediate area, including Maple Leaf Reservoir Park, the Picardo P-Patch, and Dahl Playfield.



SITE LOCATION

PROJECT PROGRAM

Site Area: 23,974 SF total
 Number of Residential Units: 26
 Number of Parking Stalls: 26
 Required Bike Parking: 26 Long Term Stalls, 2 Short Term Stalls
 Total GFA:
 Total GFA Above Grade (FAR):
 Allowable FAR:





WEDGWOOD ELEMENTARY SCHOOL



MAPLE LEAF RESERVOIR PARK



FRATERNAL ORDER OF EAGLES



METRO HEATED STORAGE



WILD WEST CARS AND TRUCKS



THE GROWLER GUYS

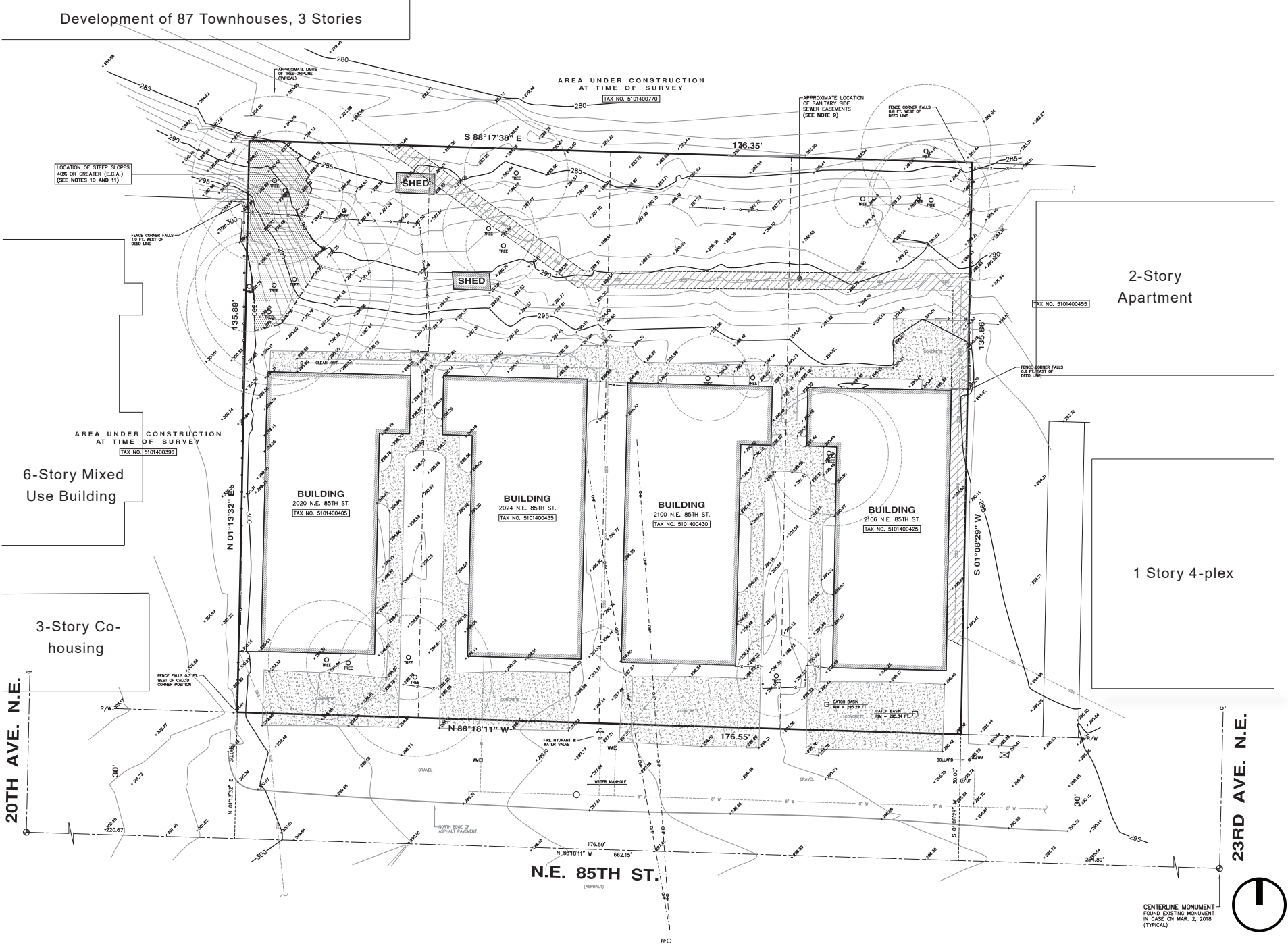


PICARDO P-PATCH



SHANTY TAVERN

SITE CONDITIONS



EXISTING SITE CONDITIONS

PROPOSED PROJECT SITE
Four parcels facing NE 85th Street
Site area: 23,974 SF total

TOPOGRAPHY
Approx. 14'-0" slope across site from south to north
ECA: Steep slope, liquefaction, salmon watershed

ADJACENT BUILDINGS AND USES
North: Under construction 3-story townhouses (87)
West: Under construction 3-story congregate housing and 7-story apartment building
East: Existing 1-story apartment and 4-plex
South: Existing 1-story single-family residences

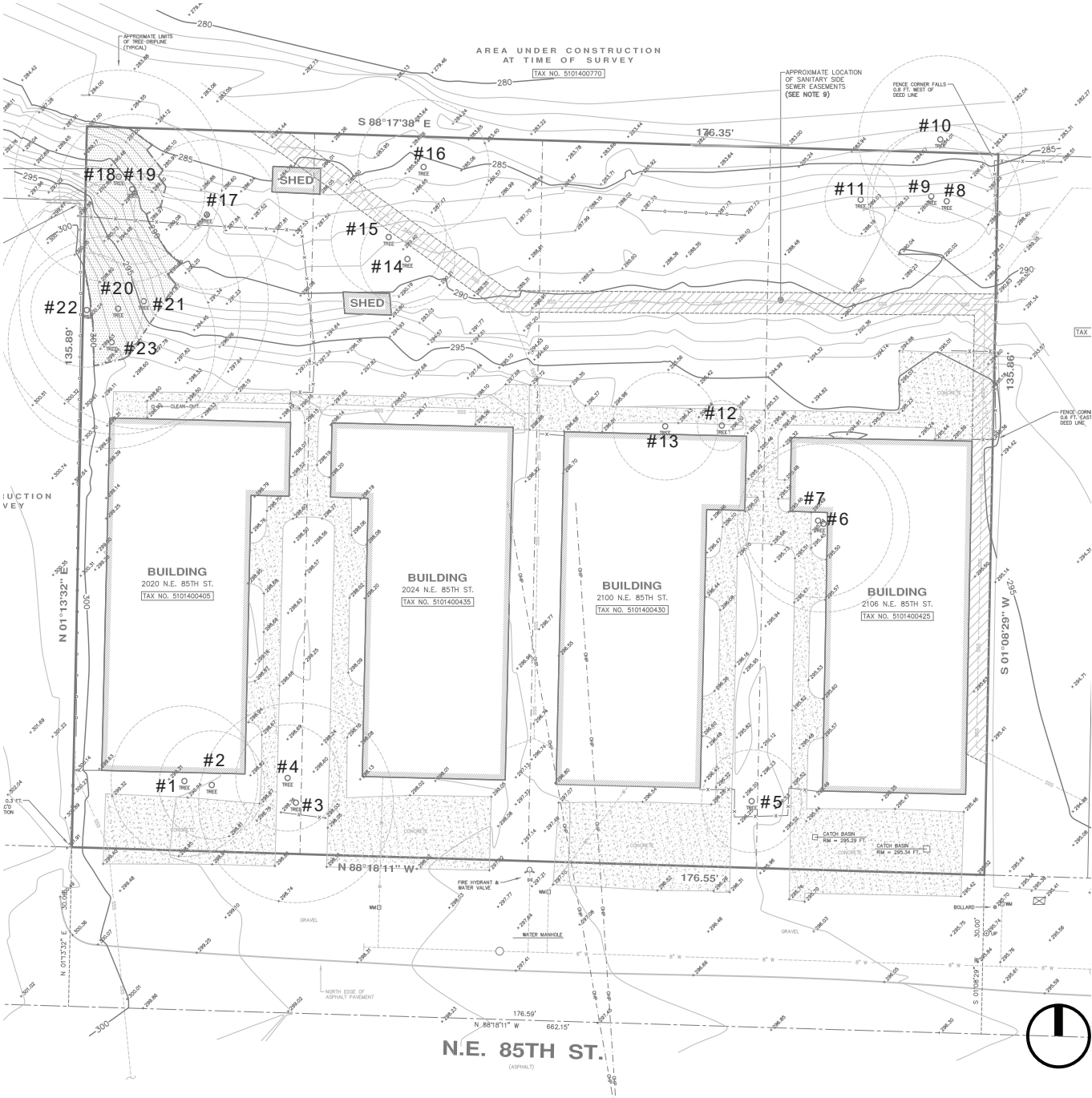
SOLAR ACCESS & VIEWS
The site has good solar access due to existing sloped topography and adjacency to street
Site will have territorial views to the north and south

TRAFFIC CIRCULATION
There are no traffic signals in the immediate site.
There is unregulated street parking along the adjacent 85th street
There are no bus stops at the immediate adjacent street; however, there are several bus stops two blocks west along Lake City Way NE

STREETSCAPE
NE 85TH ST :
Sidewalk: None
Planting Strip: None
Street Trees: None
Parking: Yes, unrestricted parallel parking
A Street Improvement Plan will be implemented to establish sidewalk, planting strip, and curb in front of site.

TREES
There are 20 trees on site, three of which are exceptional and in fair health, per Shoffner Consulting arborist report. See page 14.

LEGAL DESCRIPTION
LOT 4, ACRE 2 AND LOTS 4, 5, AND 6, ACRE 3, TRACT 7, MAPLE LEAF ADDITION TO GREEN LAKE CIRCLE, LESS STREET, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 115, RECORDS OF KING COUNTY, WA.



FROM SHOFFNER CONSULTING ARBORIST REPORT:

Tree Tag #	Species	DBH	Crown Diameter	Rating	Condition Notes and Status	Status
1	Photinia (<i>Photina fraseri</i>)	14	22	1	Good condition and health. Young and vigorous.	Not exceptional
2	Austrian black pine (<i>Pinus nigra</i>)	8	16	1	Good condition and health. Young and vigorous.	Not exceptional
3	Silver birch (<i>Betula pendula</i>)	14	32	2	Generally good condition and health.	Not exceptional
4	Silver birch (<i>Betula pendula</i>)	16	18	4	Dying	Not exceptional
5	Silver birch (<i>Betula pendula</i>)	8	16	2	Generally good condition and health.	Not exceptional
6	Silver birch (<i>Betula pendula</i>)	6	14	2	Generally good condition and health.	Not exceptional
7	Silver birch (<i>Betula pendula</i>)	8	14	2	Generally good condition and health.	Not exceptional
8	English laurel (<i>Prunus laurocerasus</i>)	10	18	1	Good condition and health. Young and vigorous.	Not exceptional
9	English laurel (<i>Prunus laurocerasus</i>)	12	18	1	Good condition and health. Young and vigorous.	Not exceptional
10	Douglas fir (<i>Pseudotsuga menziesii</i>)	18	34	1	Good condition and health. Young and vigorous.	Not exceptional
11	Western red cedar (<i>Thuja plicata</i>)	12	26	1	Good condition and health. Young and vigorous.	Not exceptional
12	Big leaf maple (<i>Acer macrophyllum</i>)	12	22	1	Good condition and health. Young and vigorous.	Not exceptional
13	Silver birch (<i>Betula pendula</i>)	14	23	2	Generally good condition and health.	Not exceptional
14	Western red cedar (<i>Thuja plicata</i>)	20	36	2	Generally good condition and health.	Not exceptional
15	Western red cedar (<i>Thuja plicata</i>)	38	42	2	Generally good condition and health.	Exceptional
16	Douglas fir (<i>Pseudotsuga menziesii</i>)	24	36	2	Fair condition and health. Sustained root damage to north	Not exceptional
17	Western red cedar (<i>Thuja plicata</i>)	20	34	2	Generally good condition and health.	Not exceptional
18/19	Big leaf maple (<i>Acer macrophyllum</i>)	34	62	3	Fair condition and health. Moderate dieback in crown.	Exceptional
20/21	Big leaf maple (<i>Acer macrophyllum</i>)	36	58	3	Fair condition and health. Moderate dieback in crown.	Exceptional
22	Big leaf maple (<i>Acer macrophyllum</i>)	7	24	1	Good condition and health. Young and vigorous.	Not exceptional
23	Big leaf maple (<i>Acer macrophyllum</i>)	48	58	4	Extensive decay in the trunk and deadwood in crown	Exceptional

- Tree Tag # Number assigned to tree on survey tag
- Species
- Dbh Diameter in inches at 54" height
- Crown
- Diameter Crown spread diameter in feet
- Rating Condition Rating. 1=Very good condition and health, young and vigorous; 2=Generally good condition and health, older but defect free; 3=Fair condition and health, older with moderate defects; 4= Poor condition and health, not recommended to be retained.
- Condition Notes and Status Condition notes with specific conditions of concern if present
- Status Exceptional or not exceptional

EARLY DESIGN GUIDANCE RECAP



OPTION ONE- CODE COMPLIANT

Option One contains two rowhouse structures facing NE 85th Street to the south and three townhouse structures to the north. Vehicular access to the site occurs through a code compliant 32' wide vehicular easement (minimum 24' driveway) between the two rowhouse structures. Parking for all units is provided through a combination of surface stalls and private garages. Ground level amenity area for the rowhouses is achieved with private roof decks atop garages for the two western and two eastern units. Pedestrian entries to the rowhouses occur directly off NE 85th St, while the townhomes follow a pedestrian path through the vehicular easement to entries facing the surface parking areas. Individual solid waste storage is provided for each unit and the canisters will be staged along the street for pick up.

In this option, the townhouse buildings at the north of the site are arranged in an effort to retain the three existing exceptional trees. This means that the majority of the open space is relegated to the northern side of the site, where the topography slopes down significantly, and therefore is not as usable to residents. The garages required to provide the ground level amenity area increases bulk and decreases transparency on the east and west sides of the site.

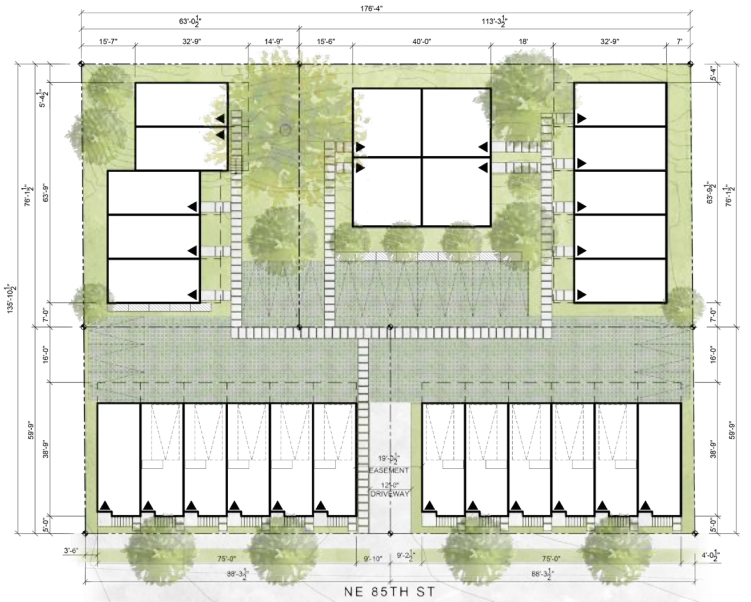


OPTION TWO

Option Two contains two rowhouse structures facing NE 85th Street to the south and two townhouse structures to the north, arranged in the same east-west fashion as the rowhouses. The vehicular access easement is proposed to be reduced in order to have a more minimal impact on the street edge. Parking for all units is provided through a combination of surface stalls and private garages. A departure is being requested for reduced ground level amenity area on the rowhouses (making up the total required amenity at the roof). Pedestrian entries to the rowhouses occur directly off NE 85th St, while the townhomes follow a pedestrian path beside the vehicular easement to entries facing the surface parking areas. Combined solid waste storage is proposed, which will be staged along the street for pick up.

This option proposes to retain two of the exceptional trees. This, combined with the orientation of the units, means that all open space occurs at the north side of the site (within the slope), making it less usable. All townhouse entries facing surface parking, rather than landscaped areas, creates a less desirable entry sequence and few opportunities for interaction.

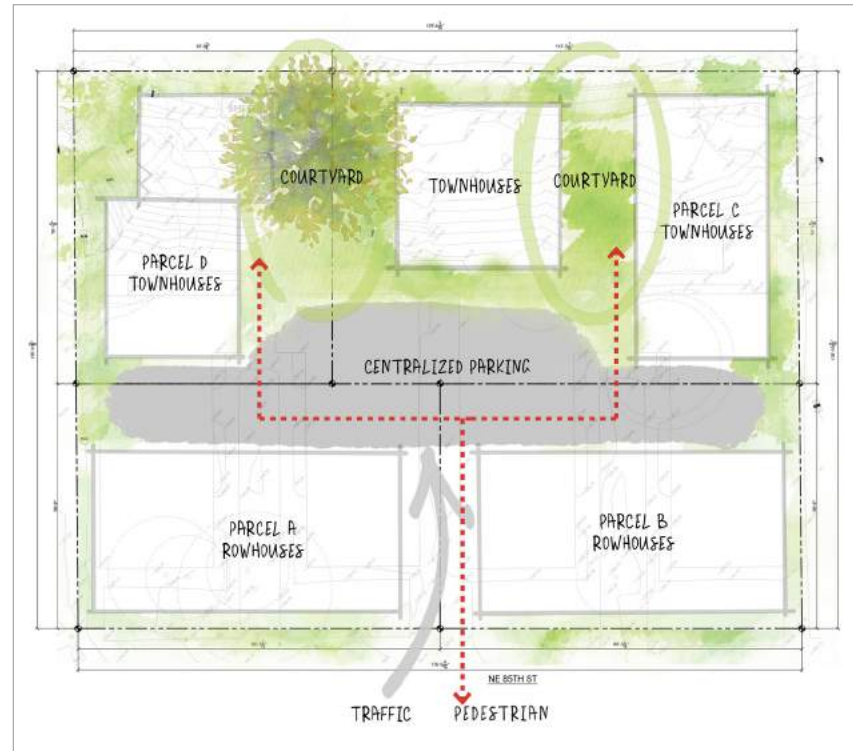
At Early Design Guidance through Administrative Design Review, SDCI staff chose Option 3, the preferred option, as the basis for further refinement.



OPTION THREE - PREFERRED

Option Three, the applicant's preferred option, contains two rowhouse structures facing NE 85th Street to the south and three townhouse structures to the north, arranged in a north-south orientation surrounding two landscaped courtyards. The vehicular access easement in this option is also proposed to be reduced in order to have a more minimal impact on the street edge. Parking for all units is provided through a combination of surface stalls and private garages. A departure is being requested for reduced ground level amenity area on the rowhouses (making up the total required amenity at the roof)- but the overall site design creates communal outdoor space that everyone has access to. Pedestrian entries to the rowhouses occur directly off NE 85th St. The townhomes follow a pedestrian path beside the vehicular easement to entries through the courtyards and away from the surface parking areas. Individual solid waste storage is provided for each unit and the canisters will be staged along the street for pick up.

In this option, one of the exceptional trees is kept, and the western courtyard is designed to frame it. The eastern courtyard will frame new trees of a similar scale. The intention is to bring usable green space forward into the site, pull entries away from the parking area, and create opportunities for interaction with neighbors.



SITE PLANNING DIAGRAM



VIEW FROM SOUTHEAST CORNER OF SITE



VIEW FROM 85TH ST



VIEW FROM NORTHEAST CORNER OF SITE



CONCEPTUAL SITE SECTION

SITE CONCEPT

The site strategy seeks to bring green space through as much of the site as possible in order to create opportunities for interaction and build a sense of community. This is accomplished by centralizing (and minimizing) driveway and parking areas, creating wide courtyards between buildings focused around landscaping, and linking pedestrian pathways throughout the outdoor areas.

OPTION THREE (PREFERRED):

26 UNITS
26 PARKING STALLS PROVIDED

OPPORTUNITIES:

- Retains one existing exceptional tree
- Buildings centered around two large central courtyards
- Green space visible from NE 85th St
- Townhouse entries face courtyards instead of parking stalls
- Exceptional tree retained and new large trees planted in courtyards
- More opportunities for community interaction

CONSTRAINTS:

- Grade change to north of site means residents will take steps down to reach townhouse entries

PROJECT INFORMATION

ADDRESS: 2020 NE 85th St
PARCEL #: 510140-0405
ZONING: LR2
OVERLAYS: NONE
ECA: Steep Slope (2020); Liquefaction, Salmon Watershed
SITE AREA: 5,289.1 SF

DEVELOPMENT STANDARDS SUMMARY

23.45.504 PERMITTED USES
Permitted outright: Residential - Rowhouses, Townhouses
Proposed: Residential - Rowhouses

23.45.514 STRUCTURE HEIGHT

Permitted:

Allowed Maximum Base Height:	30'-0"
3'-0" additional allowed for shed roof:	33'-0"
4'-0" additional allowed for rooftop features	34'-0"
5'-0" additional allowed for gable roof:	35'-0"
10' additional allowed for stair penthouses:	40'-0"

Proposed:
Top of Plate Height: 30'
Gable Roof Height: 34' - 4.5"

23.45.510 FLOOR AREA RATIO

Maximum FAR (per parcel):
Rowhouses: 1.3
Proposed: 1.28

23.45.522 AMENITY AREA

Required: 25% of lot area (1322.25 SF)
A minimum of 50% is required at ground level (661 SF)
Proposed: 1324 SF (429 sf at ground level)
*Departure requested for ground level amenity, see p.85

23.45.527 BUILDING WIDTH LIMIT AND MAXIMUM FACADE LENGTH

Structure width:
Rowhouses: No Limit
Townhouses: 90'-0"

Facade length: 65% of lot depth for portions within 15'-0" of a side lot line that is not a street or alley, and 40'-0" for a rowhouse unit located within 15'-0" of a side lot line that abuts a single family zone (38.84' max.)
Proposed:
Structure Width: 75'-0"
Facade Length: 38'6"

23.45.518 SETBACK REQUIREMENTS

Required:
Front Setback: 5'-0"
Rear Setback: 7' avg. / 5' min.
Side Setback (Facades < 40' in length): 3' - 6" min.

Proposed:
Front: 5'-0"
Rear: 16'-3"
East: 9'-9"
West: 3'-6"

23.45.524 LANDSCAPING AND SCREENING STANDARDS

Required: In LR zones, green factor score of .60 or greater, per Section 23.45.524, is required for any lot with development containing more than one new dwelling unit. Street trees are required when any development is proposed, except as provided in subsection 23.45.524.B.2 and section 23.53.015. Existing street trees shall be retained unless the director of transportation approves their removal.

Proposed: Green factor score of 0.60
Street trees provided - see page 76

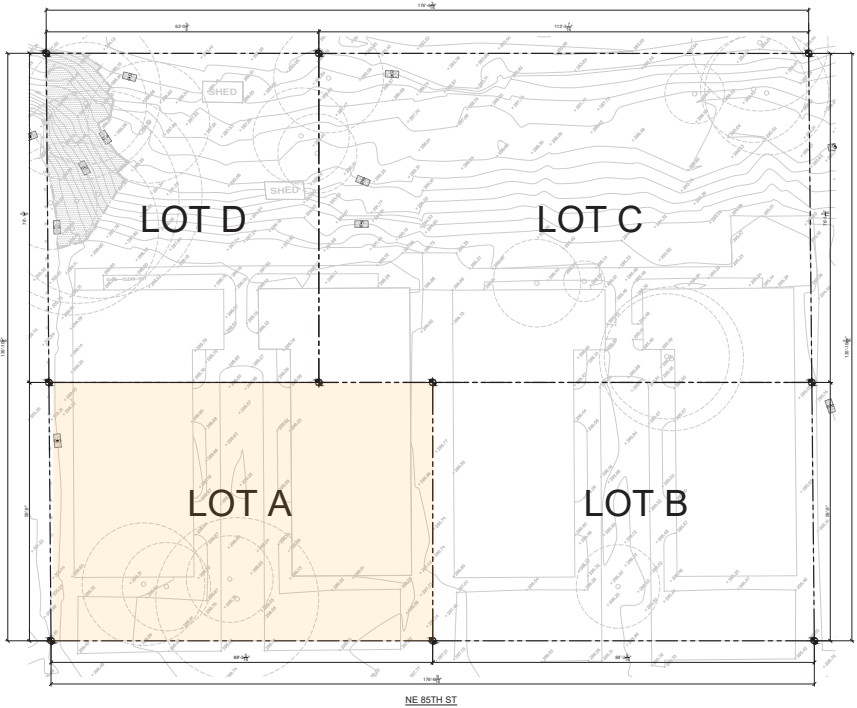
23.54.015 REQUIRED PARKING

Required: One vehicular parking stall per unit.
One long term bicycle parking stall per unit.
One short term bicycle parking stall per 20 units, rounded to nearest even number.

Proposed: 6 units = 6 vehicular parking stalls, 6 long term bicycle parking stalls, 2 short term bicycle parking stalls

LEGAL DESCRIPTION

THAT PORTION OF LOT 4, ACRE 2 AND LOTS 5 AND 6, ACRE 3, ALL IN TRACT 7, MAPLE LEAF ADDITION TO GREEN LAKE CIRCLE, LESS STREET, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 115, RECORDS OF KING COUNTY, WA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:BEGINNING AT THE S. W. CORNER OF SAID LOT 4; THENCE N 01 "13'32" E, ALONG THE WEST LINE OF SAID LOT FOR A DISTANCE OF 59.75 FT.; THENCE S 88"18'11" E, 88.77 FT.; THENCE S 01"41'49" W, 59.75 FT.; THENCE N 88"18'11" W, 88.27 FT. TO THE POINT OF BEGINNING SUBJECT TO AND TOGETHER WITH AN EASEMENT FOR INGRESS, EGRESS, PEDESTRIAN ACCESS AND UTILITIES INCLUDING SEATTLE CITY LIGHT AS SHOWN AND DESCRIBED AS "ACCESS EASEMENT" ON THIS CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT. AND SUBJECT TO AND TOGETHER WITH ALL AGREEMENTS AS SHOWN AND DESCRIBED UPON THIS CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT.



PROJECT INFORMATION

ADDRESS: 2106 NE 85th St
PARCEL #: 510140-0425
ZONING: LR2
OVERLAYS: NONE
ECA: Steep Slope (2020); Liquefaction, Salmon Watershed
SITE AREA: 5,257.1 SF

DEVELOPMENT STANDARDS SUMMARY

23.45.504 PERMITTED USES
Permitted outright: Residential - Rowhouses, Townhouses
Proposed: Residential - Rowhouses

23.45.514 STRUCTURE HEIGHT
Permitted:

Allowed Maximum Base Height:	30'-0"
3'-0" additional allowed for shed roof:	33'-0"
4'-0" additional allowed for rooftop features	34'-0"
5'-0" additional allowed for gable roof:	35'-0"
10' additional allowed for stair penthouses:	40'-0"

Proposed:
Top of Plate Height: 29' - 10'
Gable Roof Height: 34' - 3"

23.45.510 FLOOR AREA RATIO

Maximum FAR (per parcel):
Rowhouses: 1.3
Proposed: 1.29

23.45.522 AMENITY AREA

Required: 25% of lot area (1314.25 SF)
A minimum of 50% is required at ground level (657 SF)
Proposed: 1454 SF(559 sf at ground level)
*Departure requested for ground level amenity, see p.85

23.45.527 BUILDING WIDTH LIMIT AND MAXIMUM FACADE LENGTH

Structure width:
Rowhouses: No Limit
Townhouses: 90'-0"
Facade length: 65% of lot depth for portions within 15'-0" of a side lot line that is not a street or alley, and 40'-0" for a rowhouse unit located within 15'-0" of a side lot line that abuts a single family zone (38.84' max.).
Proposed:
Structure Width: 75'-0"
Facade Length: 38'6"

23.45.518 SETBACK REQUIREMENTS

Required:
Front Setback: 5'-0"
Rear Setback: 7' avg. / 5' min.
Side Setback (Facades <40' in length): 3' - 6" min.

Proposed:
Front: 5'-0"
Rear: 16'-3"
East: 4'-0"
West: 9'-2"

23.45.524 LANDSCAPING AND SCREENING STANDARDS

Required: In LR zones, green factor score of .60 or greater, per Section 23.45.524, is required for any lot with development containing more than one new dwelling unit. Street trees are required when any development is proposed, except as provided in subsection 23.45.524.B.2 and section 23.53.015. Existing street trees shall be retained unless the director of transportation approves their removal.

Proposed: Green factor score of 0.608
Street trees provided - see page 76

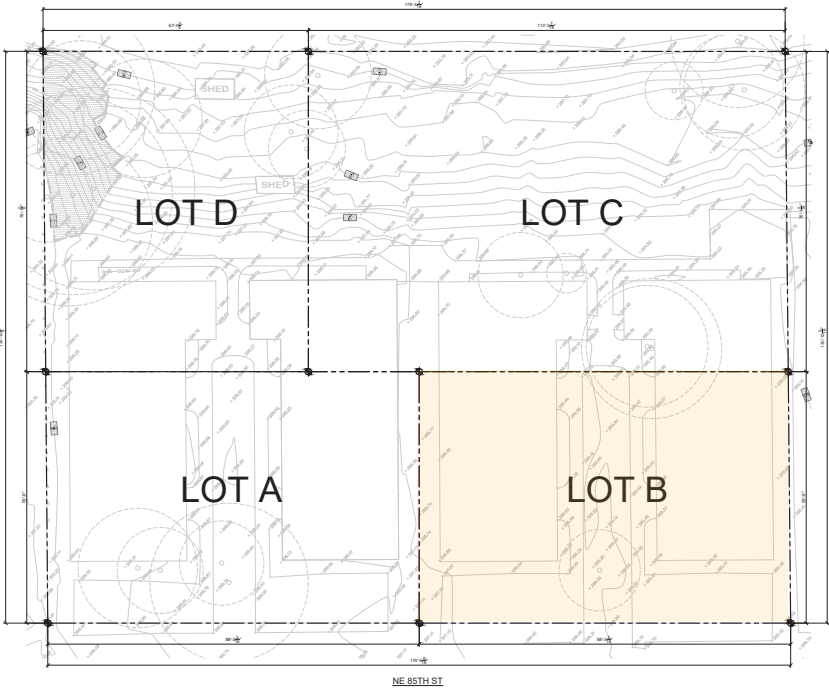
23.54.015 REQUIRED PARKING

Required: One vehicular parking stall per unit.
One long term bicycle parking stall per unit.
One short term bicycle parking stall per 20 units, rounded to nearest even number.

Proposed: 6 units = 6 vehicular parking stalls, 6 long term bicycle parking stalls, 2 short term bicycle parking stalls

LEGAL DESCRIPTION

THAT PORTION OF LOTS 4 AND 5, ACRE 3, TRACT 7, MAPLE LEAF ADDITION TO GREEN LAKE CIRCLE, LESS STREET, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 115, RECORDS OF KING COUNTY, WA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE S.E. CORNER OF SAID LOT 4; THENCE N 88°18'11" W, ALONG THE SOUTH LINE OF SAID LOT FOR A DISTANCE OF 88.27 FT.; THENCE N 01°41'49" E, 59.75 FT.; THENCE S 88°18'11" E, 87.69 FT.; THENCE S 01°08'29" W, 59.75 FT. TO THE POINT OF BEGINNING. SUBJECT TO AND TOGETHER WITH AN EASEMENT FOR INGRESS, EGRESS, PEDESTRIAN ACCESS AND UTILITIES INCLUDING SEATTLE CITY LIGHT AS SHOWN AND DESCRIBED AS "ACCESS EASEMENT" ON THIS CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT. AND SUBJECT TO AND TOGETHER WITH ALL AGREEMENTS AS SHOWN AND DESCRIBED UPON THIS CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT.



PROJECT INFORMATION

ADDRESS: 2100 NE 85th St
PARCEL #: 510140-0430
ZONING: LR2
OVERLAYS: NONE
ECA: Steep Slope (2020); Liquefaction, Salmon Watershed
SITE AREA: 8,651 SF

DEVELOPMENT STANDARDS SUMMARY

23.45.504 PERMITTED USES
Permitted outright: Residential - Rowhouses, Townhouses
Proposed: Residential - Townhouses

23.45.514 STRUCTURE HEIGHT

Permitted:

Allowed Maximum Base Height:	30'-0"
3'-0" additional allowed for shed roof:	33'-0"
4'-0" additional allowed for rooftop features	34'-0"
5'-0" additional allowed for gable roof:	35'-0"
10' additional allowed for stair penthouses:	40'-0"

Proposed:
Top of Roof Height: 28'-10"
Parapet Height: 32'-4"
Penthouse Height: 38'-4"

23.45.510 FLOOR AREA RATIO

Maximum FAR (per parcel):
Rowhouses: 1.2
Proposed: 1.17

23.45.522 AMENITY AREA

Required:25% of lot area (2162.75 SF)
A minimum of 50% is required at ground level (1081 SF)
Proposed: 2896 SF (1281 sf at ground level)

23.45.527 BUILDING WIDTH LIMIT AND MAXIMUM FACADE LENGTH

Structure width:
Rowhouses: No Limit
Townhouses: 90'-0"

Facade length: 65% of lot depth for portions within 15'-0" of a side lot line that is not a street or alley, and 40'-0" for a rowhouse unit located within 15'-0" of a side lot line that abuts a single family zone (49.47' max.)

Proposed:
Structure Width: 72'-9"
Facade Length: 63'3"
**Departure requested to facade length, see page 86.*

23.45.518 SETBACK REQUIREMENTS

Required:
Front Setback: 7' avg. / 5' min.
Rear Setback: 7' avg. / 5' min.
Side Setback (Facades < 40' in lenght): 7' avg. / 5' min.

Proposed:
Front: 5'-0"
Rear: 7'-9"
East: 7'-0"
West: 15'-6"
**Departure requested to average front setback, see page 87.*

23.45.524 LANDSCAPING AND SCREENING STANDARDS

Required: In LR zones, green factor score of .60 or greater, per Section 23.45.524, is required for any lot with development containing more than one new dwelling unit. Street trees are required when any development is proposed, except as provided in subsection 23.45.524.B.2 and section 23.53.015. Existing street trees shall be retained unless the director of transportation approves their removal.

Proposed: Green factor score of 0.624
Street trees provided - see page 76

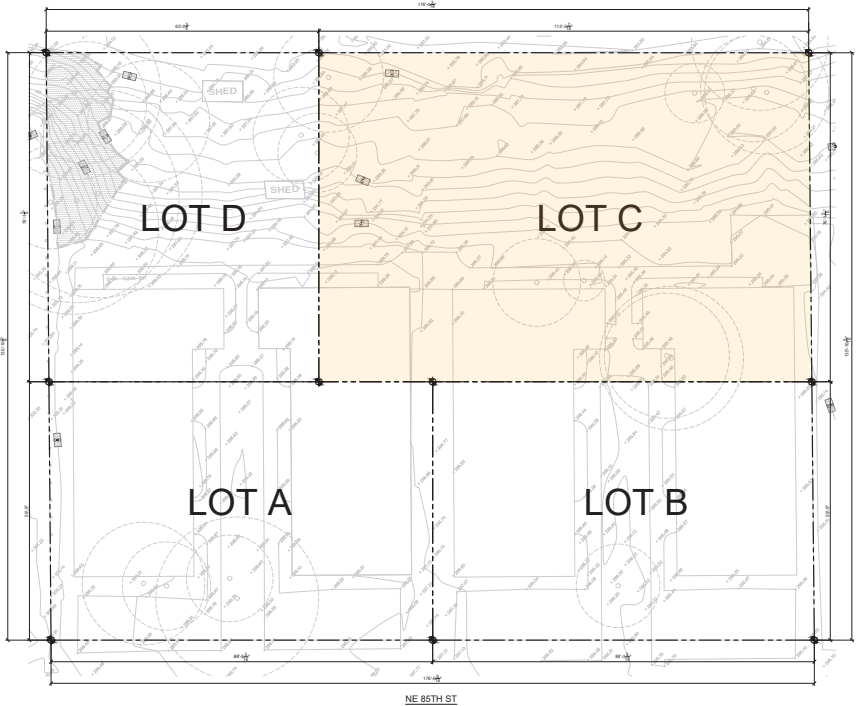
23.54.015 REQUIRED PARKING

Required: One vehicular parking stall per unit.
One long term bicycle parking stall per unit.
One short term bicycle parking stall per 20 units, rounded to nearest even number.

Proposed: 9 units = 9 vehicular parking stalls, 9 long term bicycle parking stalls, 2 short term bicycle parking stalls

LEGAL DESCRIPTION

THAT PORTION OF LOTS 4, 5 AND 6, ACRE 3, TRACT 7, MAPLE LEAF ADDITION TO GREEN LAKE CIRCLE, LESS STREET, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 115, RECORDS OF KING COUNTY, WA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE N.E. CORNER OF SAID LOT 4; THENCE S 01 "08'29" w, ALONG THE EAST LINE OF SAID LOT FOR A DISTANCE OF 76.11 FT.; THENCE N 88"18'11" W, 114.02 FT.; THENCE N 01"41'49" E, 76.13 FT.; THENCE S 88"17'38" E, 113.29 FT. TO THE POINT OF BEGINNING. SUBJECT TO AND TOGETHER WITH AN EASEMENT FOR INGRESS, EGRESS, PEDESTRIAN ACCESS AND UTILITIES INCLUDING SEATTLE CITY LIGHT AS SHOWN AND DESCRIBED AS "ACCESS EASEMENT" ON THIS CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT. AND SUBJECT TO AND TOGETHER WITH ALL AGREEMENTS AS SHOWN AND DESCRIBED UPON THIS CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT.



PROJECT INFORMATION

ADDRESS:2024 NE 85th St

PARCEL #:510140-0435

ZONING:LR2

OVERLAYS:NONE

ECA:Steep Slope (2020); Liquefaction, Salmon Watershed

SITE AREA:4,777.1 SF

DEVELOPMENT STANDARDS SUMMARY

23.45.504 PERMITTED USES

Permitted outright: Residential - Rowhouses, Townhouses

Proposed: Residential - Townhouses

23.45.514 STRUCTURE HEIGHT

Permitted:

Allowed Maximum Base Height:30'-0"

3'-0" additional allowed for shed roof:33'-0"

4'-0" additional allowed for rooftop features34'-0"

5'-0" additional allowed for gable roof:35'-0"

10' additional allowed for stair penthouses:40'-0"

Proposed:

Top of Roof Height: 29'-4"

Parapet Height: 33'-4"

Penthouse Height: 38'-10"

23.45.510 FLOOR AREA RATIO

Maximum FAR (per parcel):

Rowhouses: 1.2

Proposed: 1.18

23.45.522 AMENITY AREA

Required:25% of lot area (1194 SF)

A minimum of 50% is required at ground level (597 SF)

Proposed: 2461 SF (1139 sf at ground level)

23.45.527 BUILDING WIDTH LIMIT AND MAXIMUM FACADE LENGTH

Structure width:

Rowhouses: No Limit

Townhouses: 90'-0"

Facade length: 65% of lot depth for portions within 15'-0" of a side lot line that is not a street or alley, and 40'-0" for a rowhouse unit located within 15'-0" of a side lot line that abuts a single family zone (49.47' max.)

Proposed:

Structure Width: 40'-9"

Facade Length: 38'-0"

23.45.518 SETBACK REQUIREMENTS

Required:

Front Setback: 7' avg. / 5' min.

Rear Setback: 7' avg. / 5' min.

Side Setback (Facades < 40' in lenght): 7' avg. / 5' min.

Proposed:

Front: 10'-6" avg.

Rear: 14'-0" avg.

East: 19'-9" avg.

West: 10'-3" avg.

23.45.524 LANDSCAPING AND SCREENING STANDARDS

Required: In LR zones, green factor score of .60 or greater, per Section 23.45.524, is required for any lot with development containing more than one new dwelling unit. Street trees are required when any development is proposed, except as provided in subsection 23.45.524.B.2 and section 23.53.015. Existing street trees shall be retained unless the director of transportation approves their removal.

Proposed: Green factor score of 0.823

Street trees provided - see page 76

23.54.015 REQUIRED PARKING

Required:

One vehicular parking stall per unit.

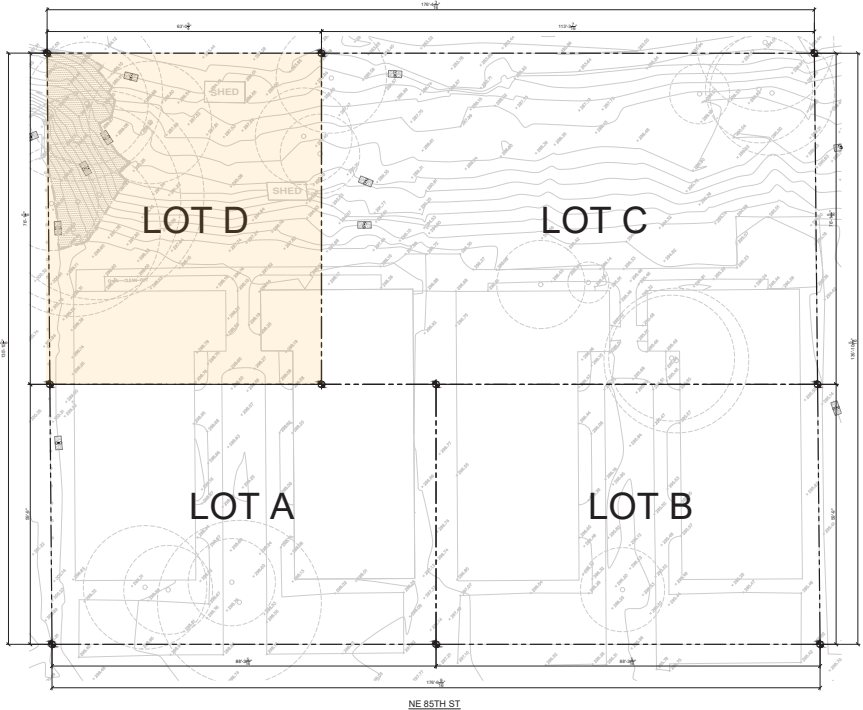
One long term bicycle parking stall per unit.

One short term bicycle parking stall per 20 units, rounded to nearest even number.

Proposed: 5 units = 5 vehicular parking stalls, 5 long term bicycle parking stalls, 2 short term bicycle parking stalls

LEGAL DESCRIPTION

THAT PORTION OF LOT 4, ACRE 2 AND LOT 6, ACRE 3, ALL IN TRACT 7, MAPLE LEAF ADDITION TO GREEN LAKE CIRCLE, LESS STREET, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 115, RECORDS OF KING COUNTY, WA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE N. W. CORNER OF SAID LOT 4; THENCE S 88°17'38" E, ALONG THE NORTH LINE OF SAID LOT FOR A DISTANCE OF 63.06 FT.; THENCE S 01°41'49" W, 76.13 FT.; THENCE N 88°18'11" W, 62.44 FT.; THENCE N 01°13'32" E, 76.14 FT. TO THE POINT OF BEGINNING. SUBJECT TO AND TOGETHER WITH AN EASEMENT FOR INGRESS, EGRESS, PEDESTRIAN ACCESS AND UTILITIES INCLUDING SEATTLE CITY LIGHT AS SHOWN AND DESCRIBED AS "ACCESS EASEMENT" ON THIS CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT. AND SUBJECT TO AND TOGETHER WITH ALL AGREEMENTS AS SHOWN AND DESCRIBED UPON THIS CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT.

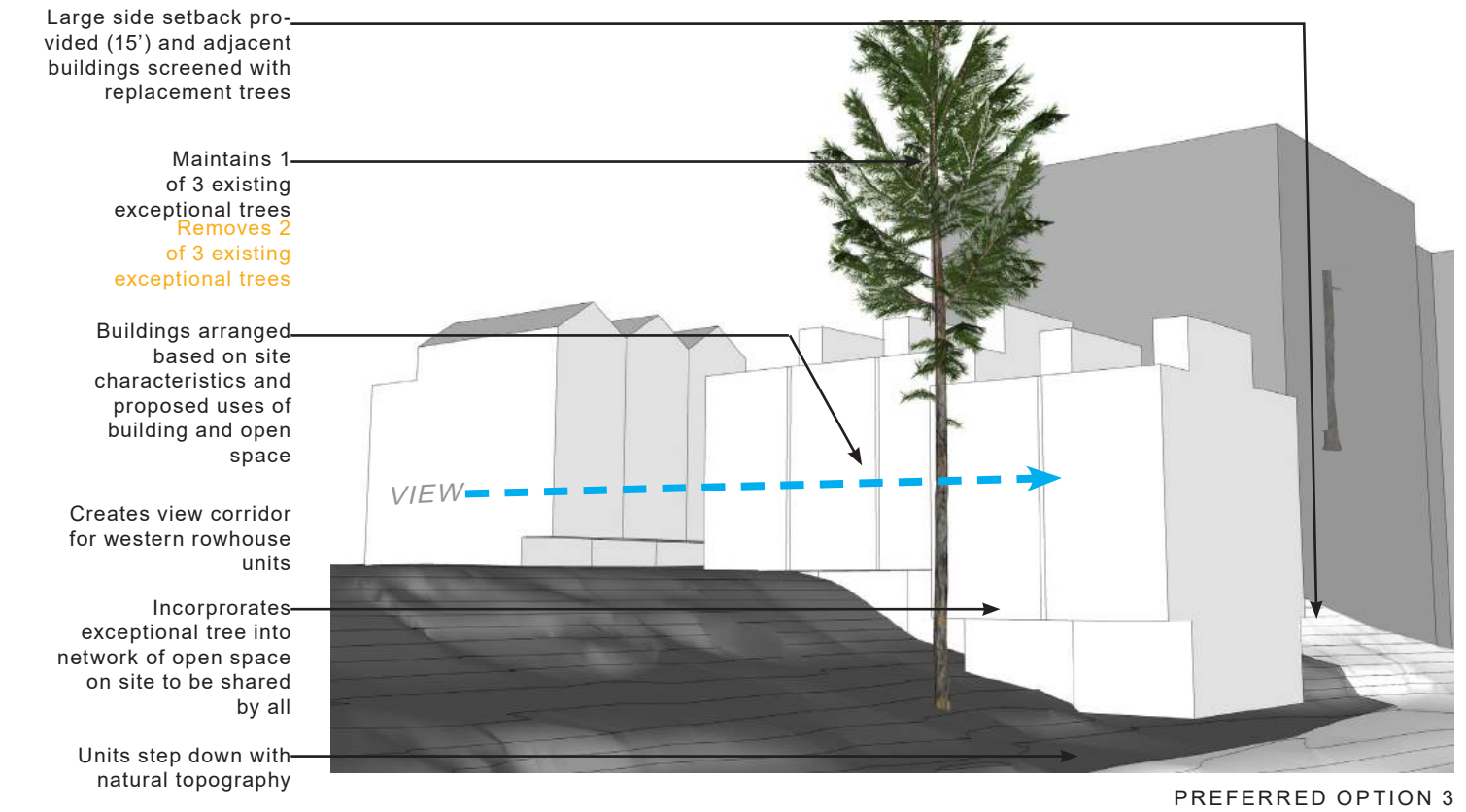
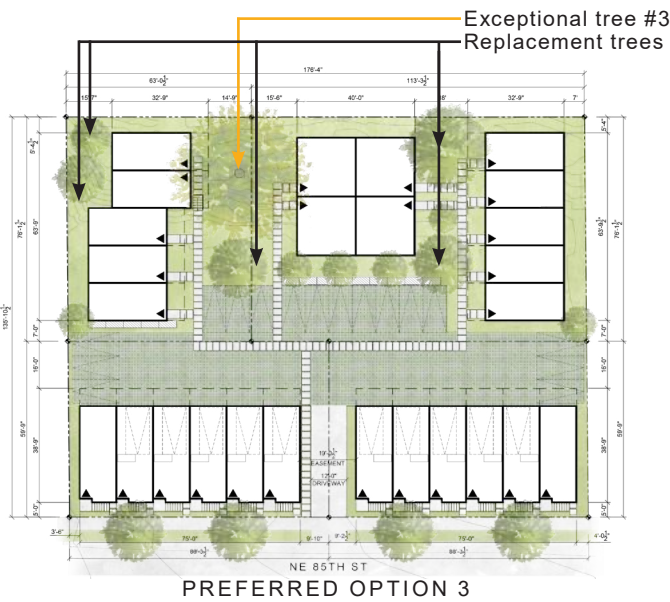
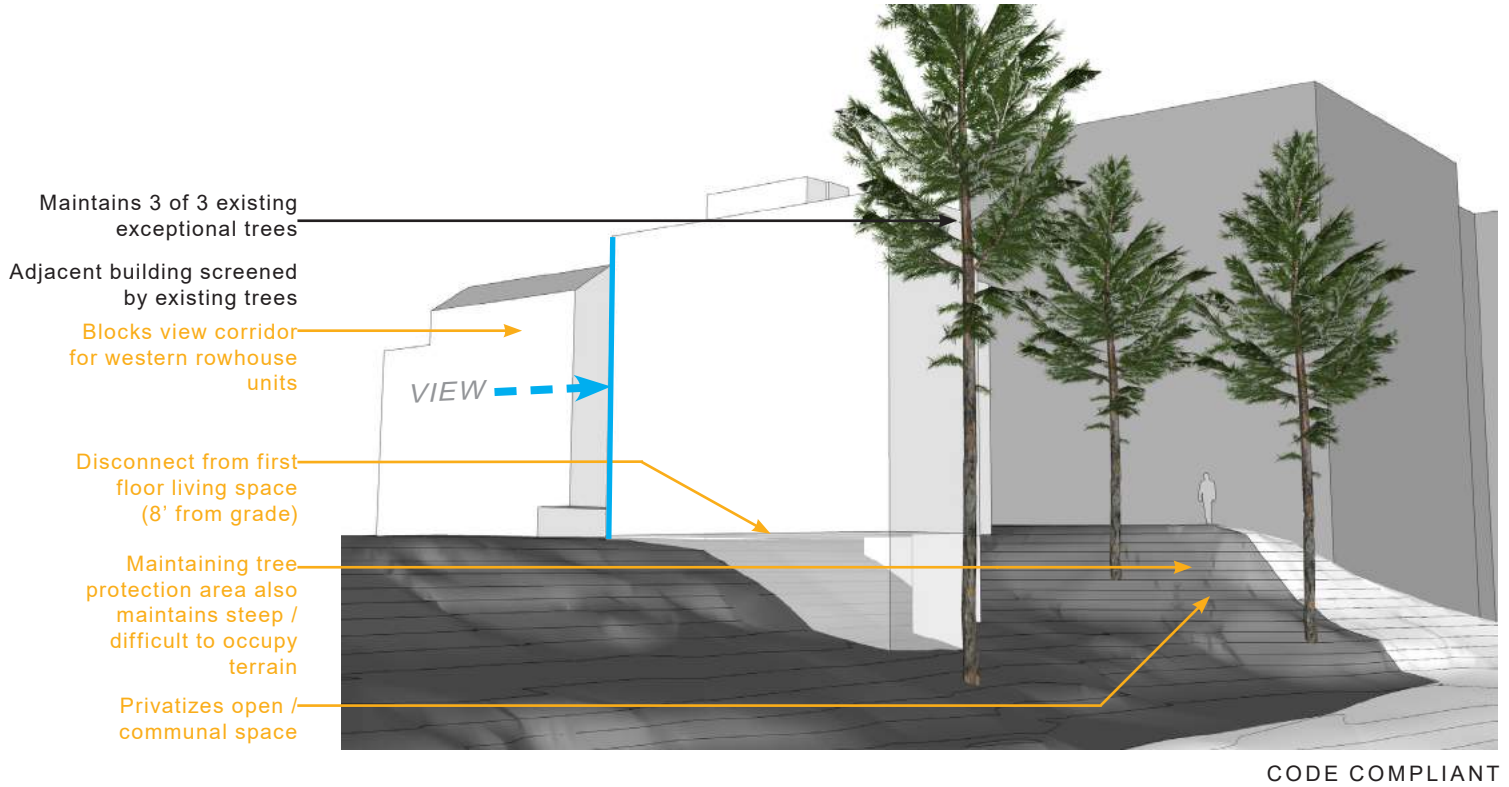
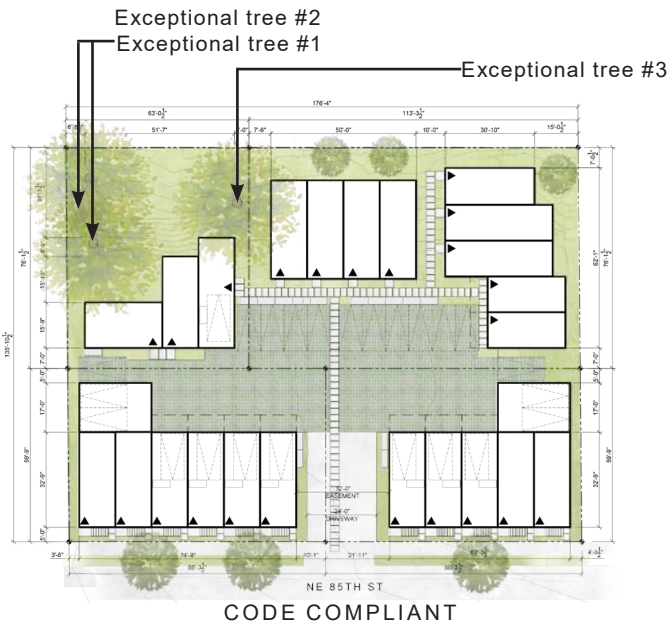


ITEMIZED RESPONSE TO EDG

RESPONSE TO EARLY DESIGN GUIDANCE

1. MASSING:
Staff supports the applicant’s preferred massing scheme, option 3. The rowhouse massing at the street with pitched roofs continues the pattern established by the adjacent new development to the west and is appropriate for the single-family context that begins across the street to the south. The arrangement of the townhouses at the rear of the site fosters a sense of community by orienting the units around shared open space. However, this massing scheme fails to protect two of the three existing exceptional trees on site. Mitigation of this loss is necessary to respond to design guidelines and is further described below under the open space section. (CS1-c, CS3-a-1, DC3-b-4)

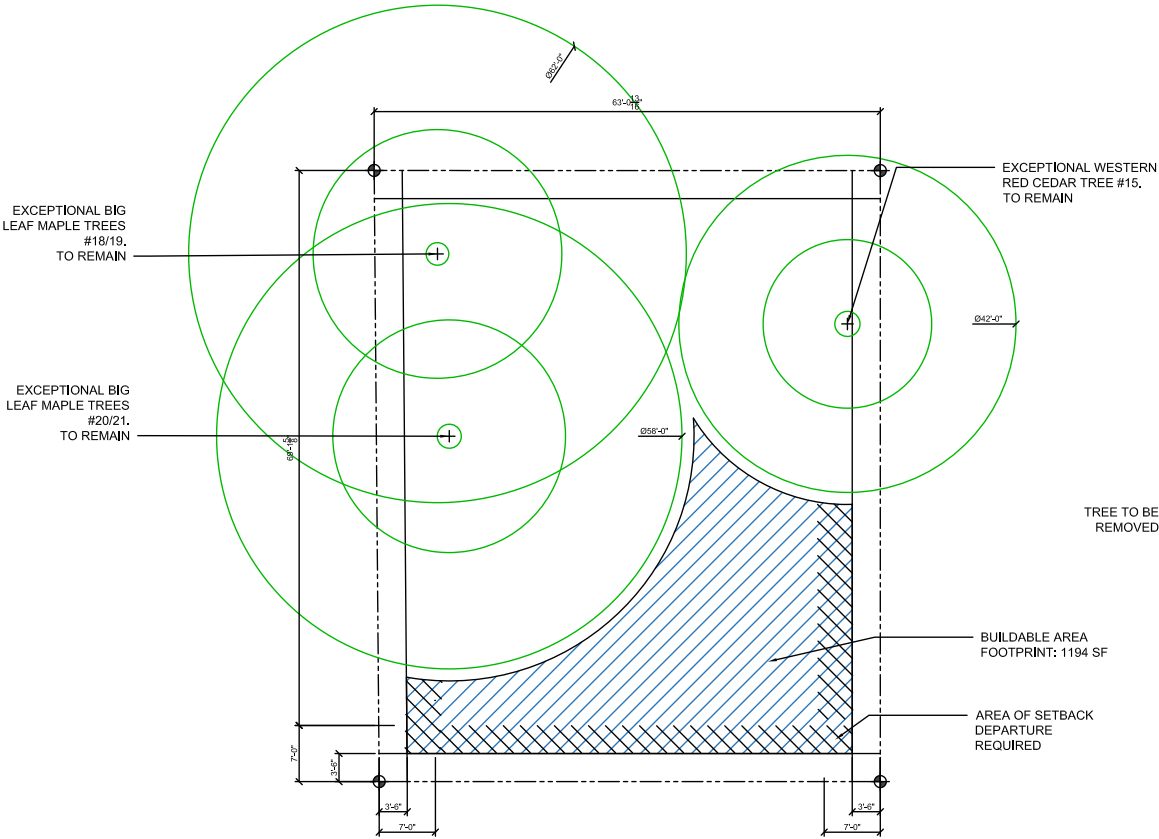
APPLICANT RESPONSE:
Thank you for supporting our preferred scheme. The diagrams on this page and the next were shared with SDCI staff after EDG as supplemental context to further justify the removal of the other two exceptional trees. Please see pages 25 and 26 for responses to items 3b and 3c.



BELOW: VIEW OF EXCEPTIONAL TREE #15 ON ARBORIST REPORT (PROPOSED TO KEEP ON PREFERRED OPTION)

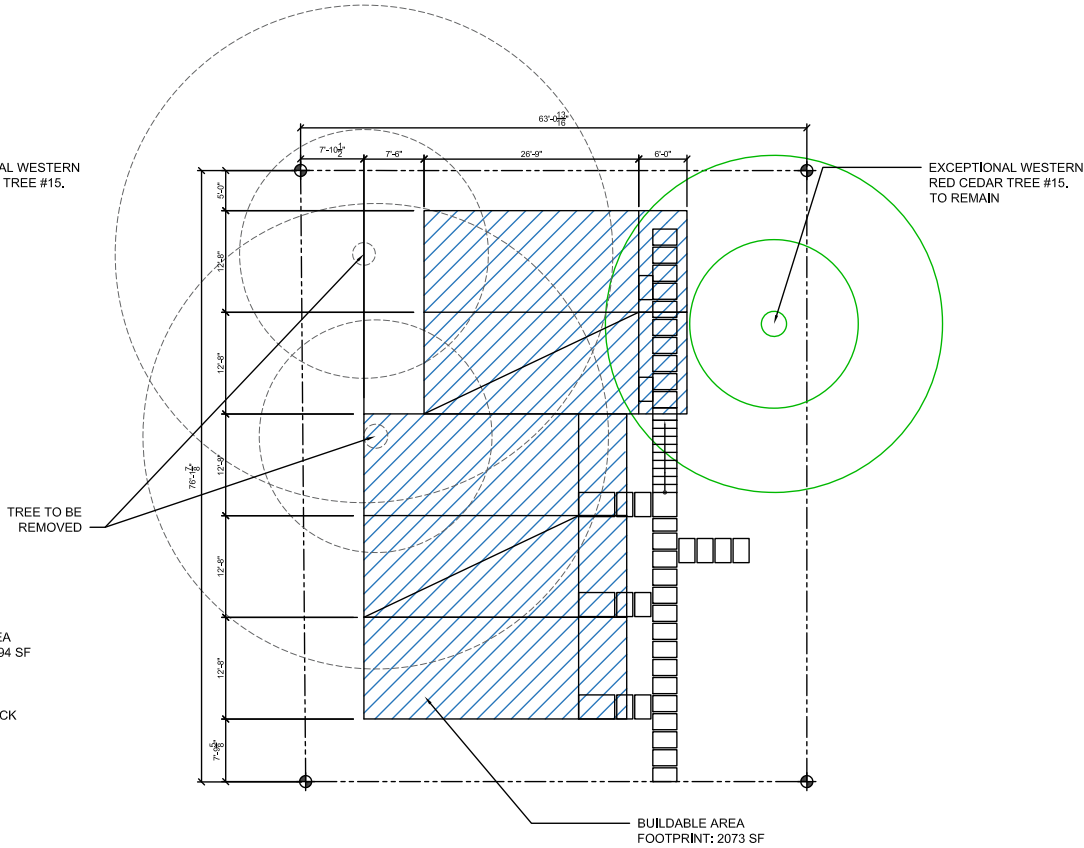


BELOW: VIEW OF EXCEPTIONAL TREE #18/19 ON ARBORIST REPORT



A. BUILDABLE AREA DIAGRAM - AVOIDS TREE PROTECTION AREA

1,194 SF
x 3 FLOORS
3,582 SF TOTAL BUILDABLE AREA



B. BUILDABLE AREA DIAGRAM - PREFERRED OPTION

2,073 SF
x 3 FLOORS
6,219 SF TOTAL BUILDABLE AREA

Seeks departure to reduce side and rear setbacks from 7'-0" average to 3'-6" (50% reduction)

Note: "Tree protection area" extends to drip line / outer root zone.

25.11.070 - Tree protection on sites undergoing development in Lowrise zones

ons in this [Section 25.11.070](#) apply in Lowrise zones.

A. Exceptional trees

1. If the Director determines that an exceptional tree is located on the lot of a proposed development, which is not a major institution use within a Major Institution Overlay zone, and the tree is not proposed to be preserved, the development shall go through streamlined design review as provided in [Section 23.41.018](#) if the project falls below the thresholds for design review established in [Section 23.41.004](#).
2. The Director may permit the exceptional tree to be removed only if the total floor area that could be achieved within the maximum permitted FAR and height limits of the applicable Lowrise zone according to [Title 23](#) cannot be achieved while avoiding the tree protection area through the following:
 - a. Development standard adjustments permitted in [Section 23.41.018](#) or the departures permitted in [Section 23.41.012](#).
 - b. An increase in the permitted height as follows under subsection 25.11.070.A.3.

SUMMARY:

Despite using all of the tools available under SMC 25.11.070.2, the scheme that avoids the tree protection area (option A) falls **2,637 SF** shy of the floor area achieved by the preferred option B.

Per 25.11.070.2, total floor area that could be achieved within max. permitted FAR and height limits cannot be achieved while avoiding tree protection area.

RESPONSE TO EARLY DESIGN GUIDANCE

2. ARCHITECTURAL CONCEPT:

A. The drive aisle that separates the two rowhouse structures provides a view into the interior of the site from the public realm. Study this view opportunity (as viewed from the sidewalk) and provide perspective renderings at recommendation. Special attention is needed to design this visible portion of the site in a way that adds interest and is aesthetically pleasing. (PL1-c, DC1-a-4, DC1-c-2, DC2-b-1)

B. The proposed block of four, square-shaped townhouse units at the rear differ considerably from the proportions found throughout the rest of the project. Use significant modulation, material application, fenestration pattern, and other design elements to ensure that these units are contextual and attractive, especially given their high visibility through the central drive aisle (DC2-b-1, DC2-c)

APPLICANT RESPONSE:

The square townhomes have been (re)designed with the view from the drive aisle and connection to the rowhouses in mind. The width of the unit is broken down by material placement, fenestration pattern, and a gable roof form so that it proportionally relates to the rowhouses. Entries are recessed at the first floor, adding modulation to the facade, and are visible from NW 85TH ST, facilitating wayfinding. Two large trees frame the entries to the two townhomes facing the drive aisle to provide a view of greenery from the R.O.W.



VIEW FROM SOUTH WEST CORNER OF SQUARE TOWNHOMES



VIEW DOWN DRIVE AISLE FROM NE 85TH ST



VIEW OF ENTRY SEQUENCE FOR SQUARE TOWNHOMES

RESPONSE TO EARLY DESIGN GUIDANCE

2. ARCHITECTURAL CONCEPT:

C. The raised entries proposed for the rowhouses provide an attractive urban aesthetic and opportunities for personalization, adding interest and life to the streetscape. Expand on this concept by increasing the size of the landing to the maximum extent possible, encouraging its use as an amenity space. Consider coupling entries as a way to extend landing areas, allowing some steps to be shared between units. Coupled entries can also encourage increased social interaction between residents and should be considered for the townhouse units at the rear of the site as well. (PL1-a-2, DC3-a-1)

APPLICANT RESPONSE:

The landing size for the rowhouses has been expanded. Each landing has increased in width by 10" and, thanks to the granted departure, has also been expanded south toward the property line. The landing is designed to cantilever out to the south, allowing plantings to still occur underneath at the ground level adjacent to the street. The additional space will provide each resident space for personalization. We chose not to couple entries, as we felt the individual entries along the street create a strong residential pattern and increase chances for personalization without diminishing the opportunity for interaction. At the request of the zoning reviewer at MUP, the expanded landing area (per land use planner guidance) requires another departure to maximize facade length measurement. This new departure is documented on page 90 of this packet.



AERIAL VIEW OF EXPANDED LANDING AREA



STREET LEVEL PERSPECTIVE OF EXPANDED LANDING AREA WITH PLANTINGS BELOW

RESPONSE TO EARLY DESIGN GUIDANCE

2. ARCHITECTURAL CONCEPT:

D. The character rendering of the rowhouse structure shows large glazing facing the street. While this composition is desirable and should be pursued, the interior uses proposed behind these windows are not appropriate. At a minimum, reprogram the third floor such that the bathroom does not front onto the street, since the current arrangement limits glazing at the street frontage. Reprogramming of the second floor to locate living or dining areas closer to the street is also encouraged as a way of better engaging the street. (PL2-b-1, DC2-a-1)

APPLICANT RESPONSE:

The intention of the rowhouse design is to engage with both sides at various levels. On the second floor, kitchen bar seating creates an active use that connects with the entry and the street beyond, and a roof deck above further engages with street activity. On the north side of the unit, the bedrooms and living room open up to the interior of the community and territorial views beyond with large window groupings. Addressing concerns of privacy on the third level, the glazing strategy proposes frosted glass on the bottom pane of the window. With these windows going all the way to the ceiling in this space, you can have a quite tall window and the sill height stays pretty high. In this case, we've also broken the window up with mullions, having a bottom pane that's 1'-6" tall. We anticipate frosting just the bottom pane of this window, which would allow light to pass through but would obscure visibility. This means the sill height plus the bottom pane of the window are totally private- creating an overall opaque height of 5'-2". With that lower pane frosted, we feel confident that residents of these units would maintain their privacy. It is also worth noting that across 85th St, the street edge consists of a berm with a fence atop it and dense landscaping, so there will be almost no visibility from neighboring homes across the street.



VIEW FROM INTERIOR OF ROWHOUSE AT KITCHEN LEVEL



ROWHOUSE BATHROOM WINDOW DETAIL



PRIVACY STUDY OF VARIOUS PERSPECTIVES FROM NE 85TH ST

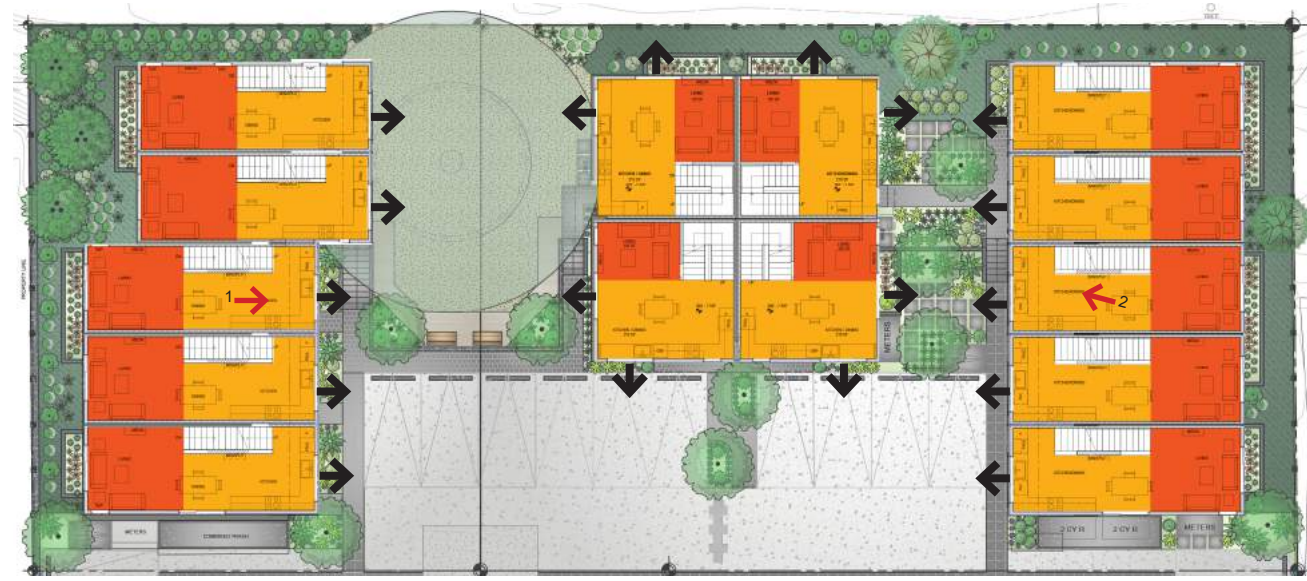
RESPONSE TO EARLY DESIGN GUIDANCE

2. ARCHITECTURAL CONCEPT:

E. One of the benefits of option 3 stated by the applicant is that the townhouses are oriented around communal green spaces instead of the parking lot. However, this benefit does not translate to the interior programming of these units which places the least active uses (bathrooms and kitchen) facing into these areas. This decision limits passive surveillance and diminishes the relationship between the green spaces and the townhouse units. Rearrange interior spaces, orienting the most active interior uses around the proposed green spaces. (PL2-b-1, DC2-a-1, DC3-a-1)

APPLICANT RESPONSE:

As discussed above, the kitchen is an active use and the heart of the home. The eastern and western townhouses have large windows above the sink that will connect with the courtyard spaces. In order to further engage with the courtyard, the two southern square townhomes have been rotated (as mentioned in response to 2a/2b) so that their living rooms and bedrooms now face the green spaces (east-west). the varying spaces and window treatments facing the courtyards allow all units to enjoy it while maintaining privacy between them. The large trees in each courtyard will also provide screening between units.



USE VS. VIEWS DIAGRAM AT SECOND FLOOR (LIVING LEVEL)

- KITCHEN / DINING
- LIVING



WESTERN UNITS:VIEW FROM INTERIOR OF KITCHEN LEVEL



EASTERN UNITS:VIEW FROM INTERIOR OF KITCHEN LEVEL

RESPONSE TO EARLY DESIGN GUIDANCE

3. OPEN SPACE:

A. The cantilevered top floors on the northeast and northwest townhouse structures encroach into the shared courtyard areas, compromising the quality of these essential spaces. The amount of projecting mass is inappropriate and needs to be reduced significantly. Slight projections into the courtyard are acceptable and provide welcome modulation for the facade, but emphasis should be on openness. Balconies or decks are encouraged. (CS1-b-2, DC2-c-1, DC3-a-1)

APPLICANT RESPONSE:

Please see that the cantilever depth has been reduced. The new cantilever depth of 4' serves multiple functions - it provides weather protection above the entries, and provides cover for bike parking, which helps activate the entry spaces and creates opportunities for interaction within the courtyard. As seen in the rendering to the right, this cantilever depth will not impact the usability of the courtyard spaces.



WESTERN COURTYARD LOOKING NORTH



EASTERN COURTYARD LOOKING NORTH

RESPONSE TO EARLY DESIGN GUIDANCE

3. OPEN SPACE:

B. The preferred massing scheme provides the most usable common amenity space for residents, but requires the removal of two exceptional trees. An attention to detail and an emphasis on quality of these spaces will be necessary to justify the loss of these mature trees. Provide high quality landscaping and built-in features (e.g. benches, barbecues, water features, etc.) Plan the size, use, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function (DC3-b-1)

APPLICANT RESPONSE:

We envision these courtyard areas as places for children to play or pets to be walked or played with. Elements such as raised planter beds, wood boardwalk, benches, bike parking, hardscaping, and landscaping will enhance the aesthetic and usefulness of these outdoor spaces; as seen in the renderings to the right.



WESTERN COURTYARD LOOKING SOUTH



EASTERN COURTYARD LOOKING SOUTH

RESPONSE TO EARLY DESIGN GUIDANCE

3. OPEN SPACE:

C. Mitigation for the loss of two exceptional trees will need to be integrated into the MUP plan set and should include replacement trees of substantial size (36" box or larger at time of planting. Select species that will reach similar heights at maturity to those that are proposed for removal so that the aesthetic benefits to the community are restored over time (DC4-d)

APPLICANT RESPONSE:

Please see combined landscape plan to the right for the locations. Species and replacement calculations can be found in the landscape plans in the MUP sets for each parcel.



COMPOSITE LANDSCAPE PLAN

RESPONSE TO EARLY DESIGN GUIDANCE

4. SERVICE USES:

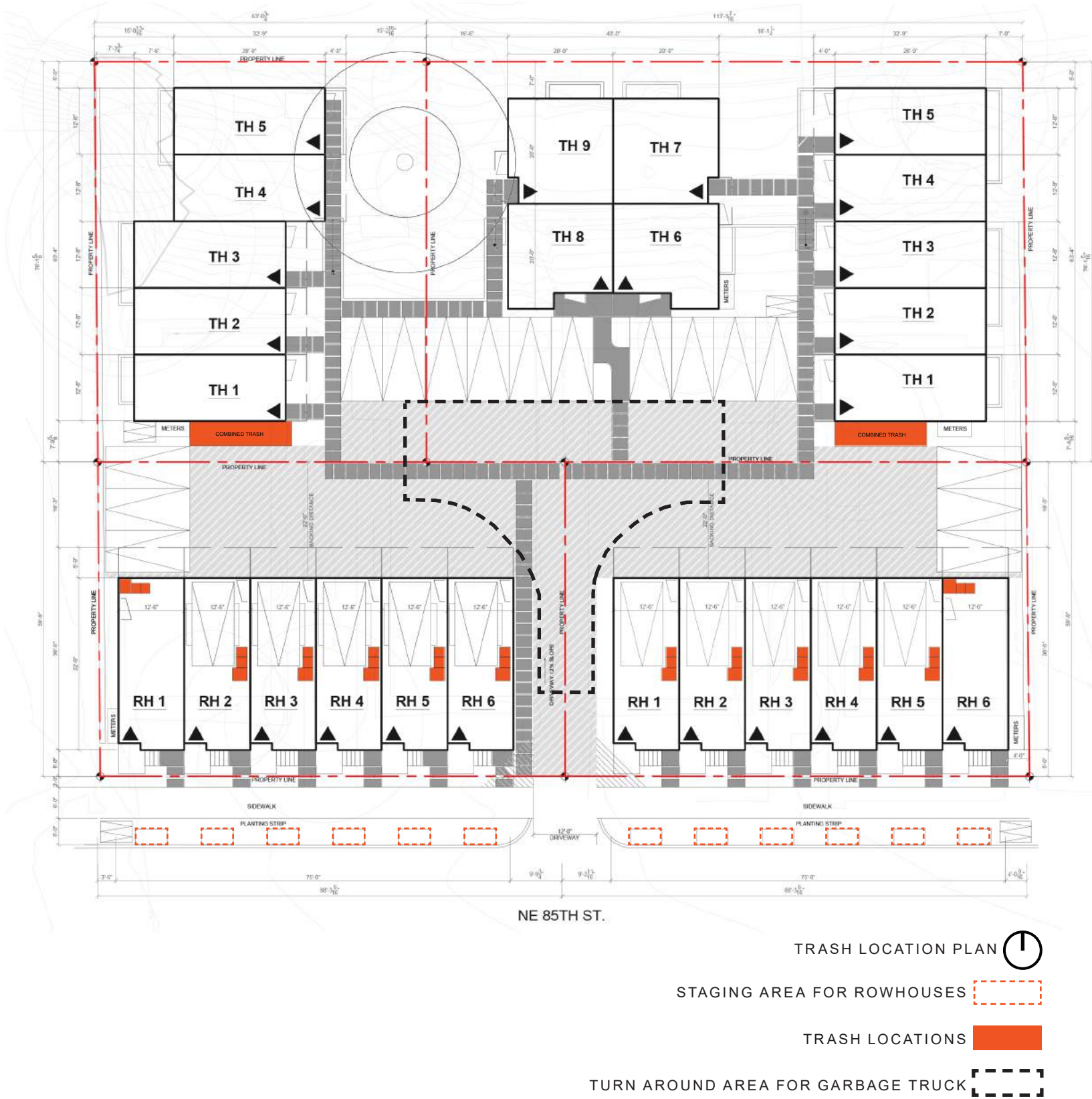
A. The proposed use of individual waste receptacles would result in 78 containers staged in the right of way on collection days and occupies excessive amounts of the site’s area. Consolidate into shared receptacles, as proposed in option 2, and identify an area for staging. Ensure that storage areas are well screened and located away from amenity areas. (DC1-c-4)

APPLICANT RESPONSE:

We have worked with Angela Wallis at SPU to establish a trash arrangement that functions for all residents. The rowhouses will have individual trash that will be kept inside each unit’s garage and staged in the R.O.W. On pickup day the townhouses will share combined dumpsters, collected by trash trucks that will come on site so that no staging area is needed. The turnaround area required for the truck required some shifting of the hardscaping on site to the north - planter boxes with trees that reach into the parking area have been added to offset this needed clearance. Please see this truck turnaround clearance reflected on the site plan of each MUP set.



PROPOSED COMBINED SOLID WASTE STORAGE FOR TOWNHOMES



RESPONSE TO EARLY DESIGN GUIDANCE

5. ACCESS AND CIRCULATION:

A. The proposed orientation of units around a central vehicle court results in a large, and highly visible, portion of the site covered in paving. Study alternative vehicle circulation options to be included in the recommendation packet. If the proposed location is determined to be the most appropriate solution, special attention will be needed to diminish the visual dominance of this area. Abundant landscaping and attractive paving materials will be essential to the success of these areas. (DC1-b-1, DC1-c)

APPLICANT RESPONSE:

A variety of paving materials, landscaping, and amenity features will be added to offset the visual dominance of the parking area. We want this area to be able to be used for play or sport when it is not in use by vehicles, and for it to be as green as possible. The area of the parking stalls will be turf-stone or similar, allowing it to have an appearance closer to grass than paving. The drive aisle must be paved with permeable pavement in order for the solid waste vehicle to collect the combined trash (see response to item 4a). See diagrams on next page for illustrations of how this space can be used for activities when not in use by vehicles. We also have incorporated painted 4-square and hopscotch courts into the parking court to further reinforce this function.

B. The proposed drive aisle width reduction assists in reducing the dominance of vehicle circulation areas. However, the reduced width results in a drive aisle that is too narrow to allow for simultaneous ingress and egress, potentially impacting on-street traffic. Traffic impacts will be assessed during SEPA review of the master use permit and may necessitate a widening of the drive aisle or other circulation changes (DC1-b-1, DC1-c-2)

APPLICANT RESPONSE:

We have provided a traffic study evaluating the traffic impacts of one-way traffic, supporting the reduced drive aisle width. Additionally as requested during MUP corrections, a supplemental report has been created to address parking demand. These will be uploaded to the portal with the recommendation packet.

C. The pedestrian path needs to be protected from vehicle traffic. Use a raised walkway, bollards, landscaping, and/or other methods to minimize conflicts between pedestrian and vehicular traffic (DC1-b-1)

APPLICANT RESPONSE:

Please see landscape plans for change in paving and details on how the pedestrian pathway will be differentiated in order to minimize conflicts.





AERIAL VIEW OF PARKING USES



AERIAL VIEW OF ACTIVITY USES

RESPONSE TO EARLY DESIGN GUIDANCE

6. BICYCLE FACILITIES:

A. Bicycle parking is not shown. Ensure that bicycle parking is provided in a safe and convenient location. Consider grouped bicycle parking areas as a way to encourage social interaction between residents. (DC1-b-2)

APPLICANT RESPONSE:

Bike parking for each rowhouse has been included in each unit's garage, as a safe and convenient location. The bike parking for the townhomes being located beside each unit entry under the cantilever brings another active use to engage the courtyard area and encourages interaction amongst residents. Short term stalls are conveniently located in front of and throughout the site for visitors. The rendering below illustrates the bike parking at townhouse entries.



VIEW FROM WESTERN COURTYARD



BIKE PLAN

- LONG TERM BIKE PARKING
- SHORT TERM BIKE PARKING



VIEW FROM NE 85TH ST



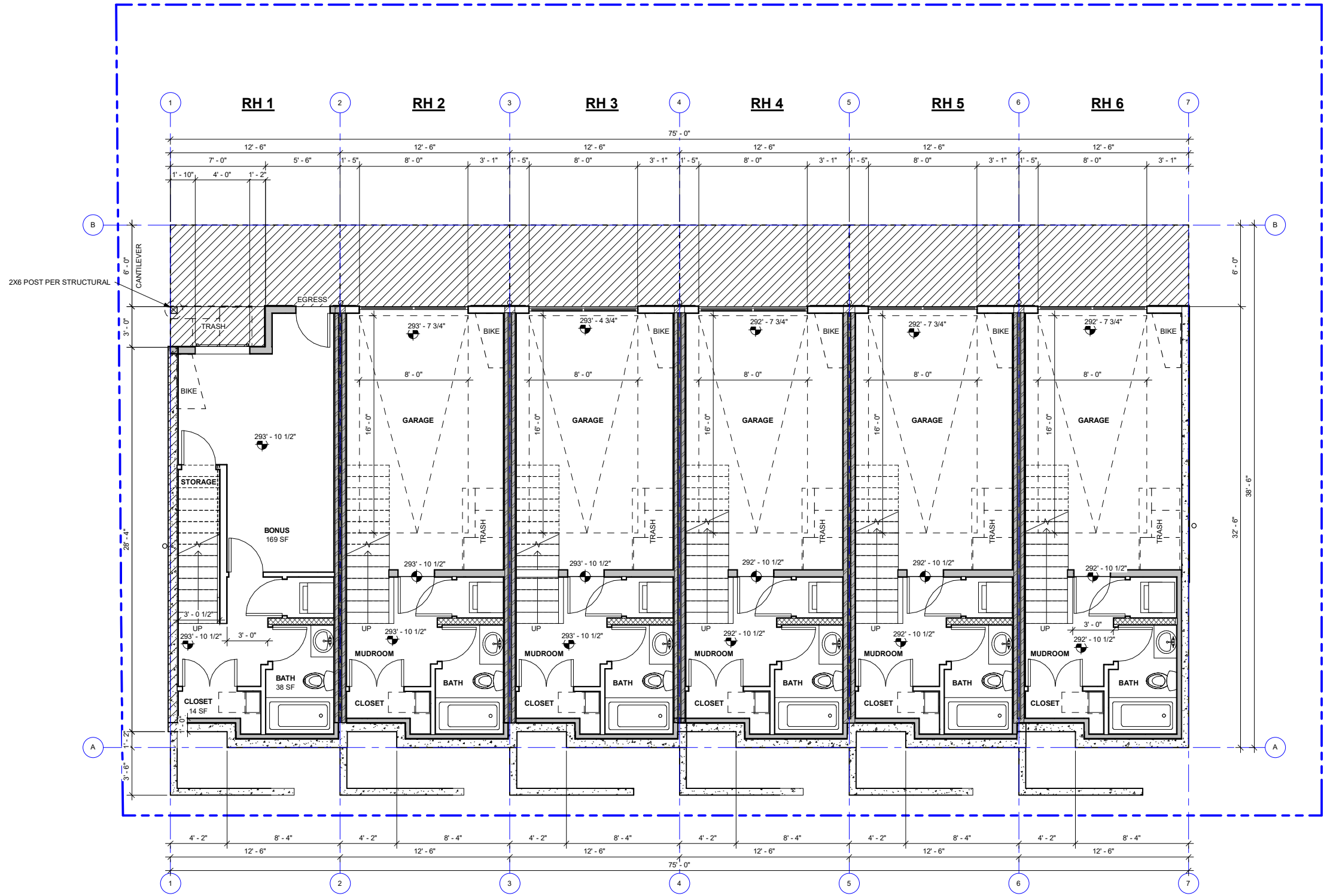
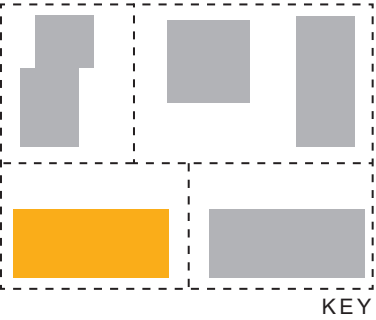
AERIAL VIEW OF SOUTHEAST CORNER OF THE SITE

PROJECT DRAWINGS

ARRANGEMENT OF GROUND LEVEL USES:

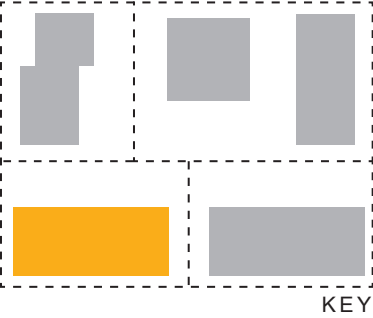
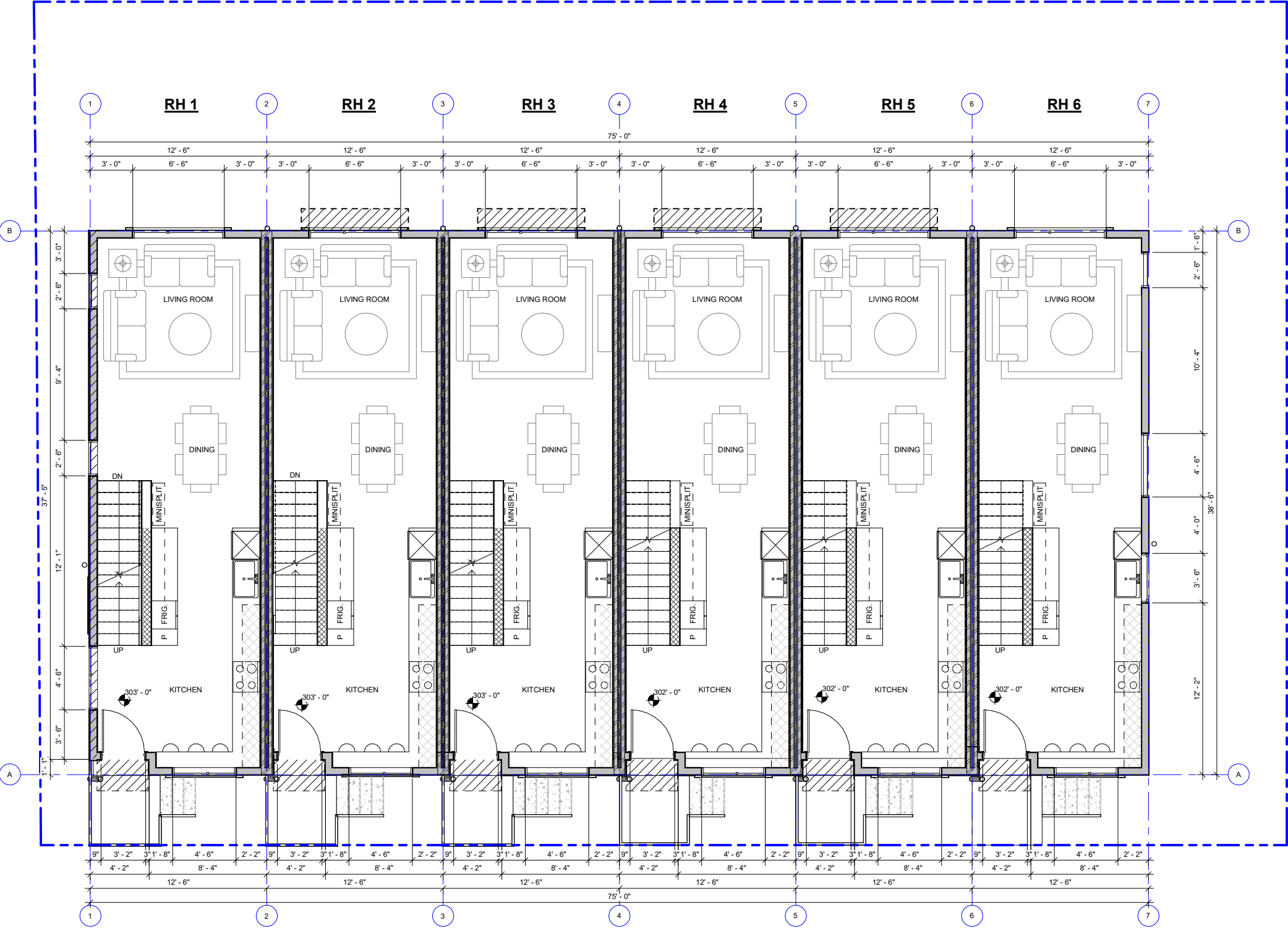
- BIKE PARKING
- VEHICULAR PARKING
- PEDESTRIAN PATHWAYS
- TRASH LOCATIONS
- LANDSCAPING
- PERMEABLE PAVING





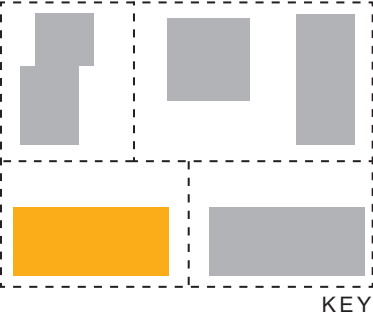
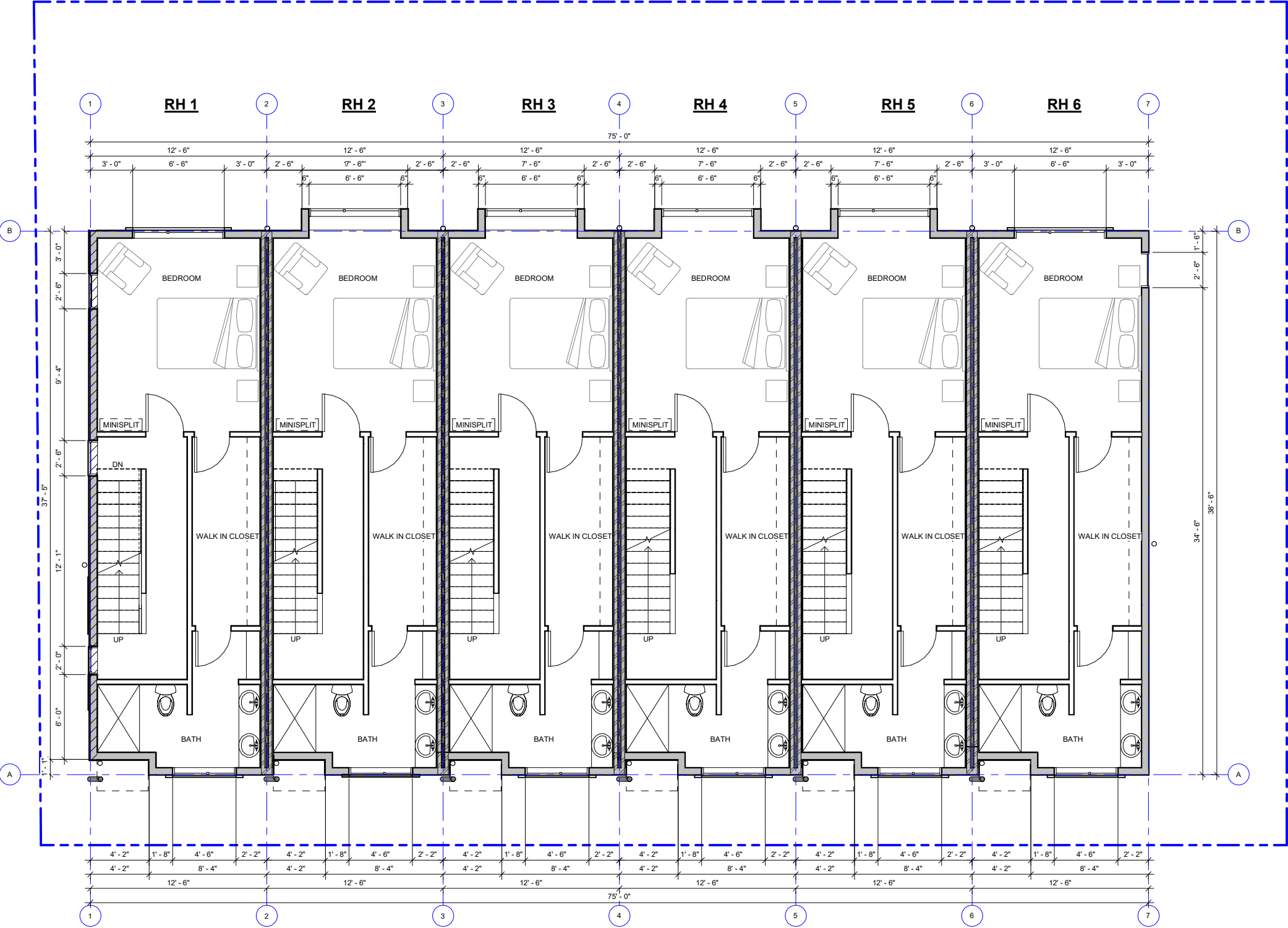
NE 85TH ST

LOT A - BASEMENT PLAN



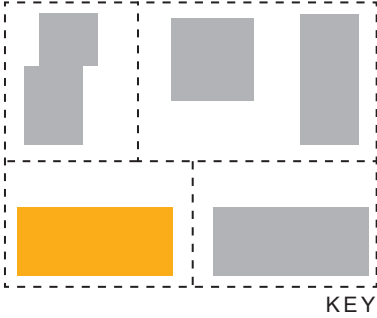
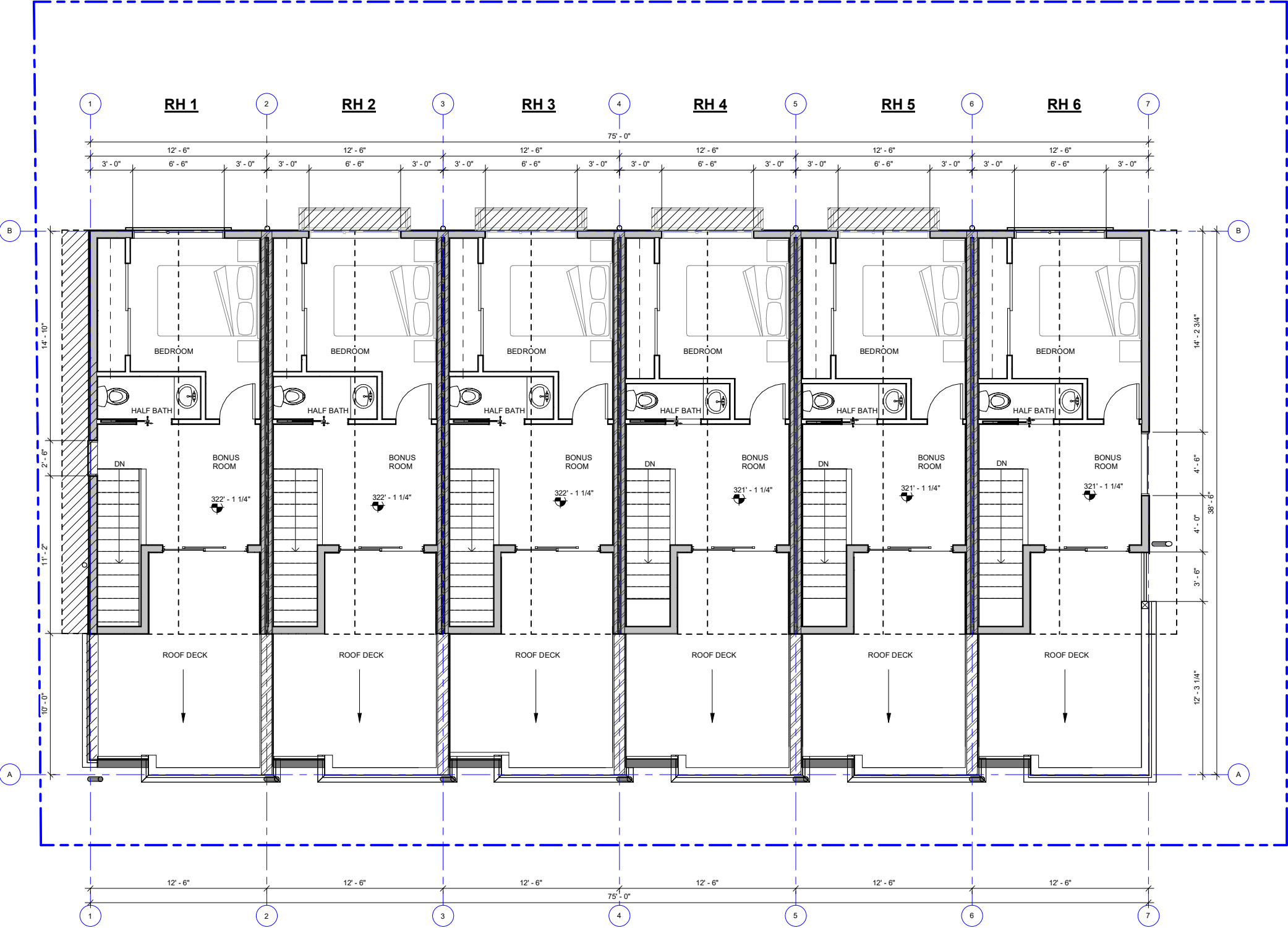
NE 85TH ST

LOT A - FIRST FLOOR PLAN



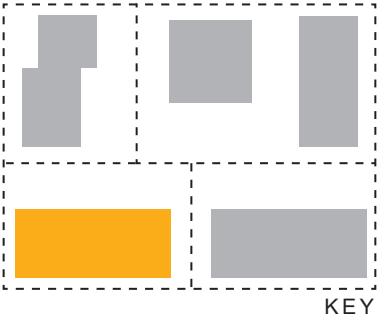
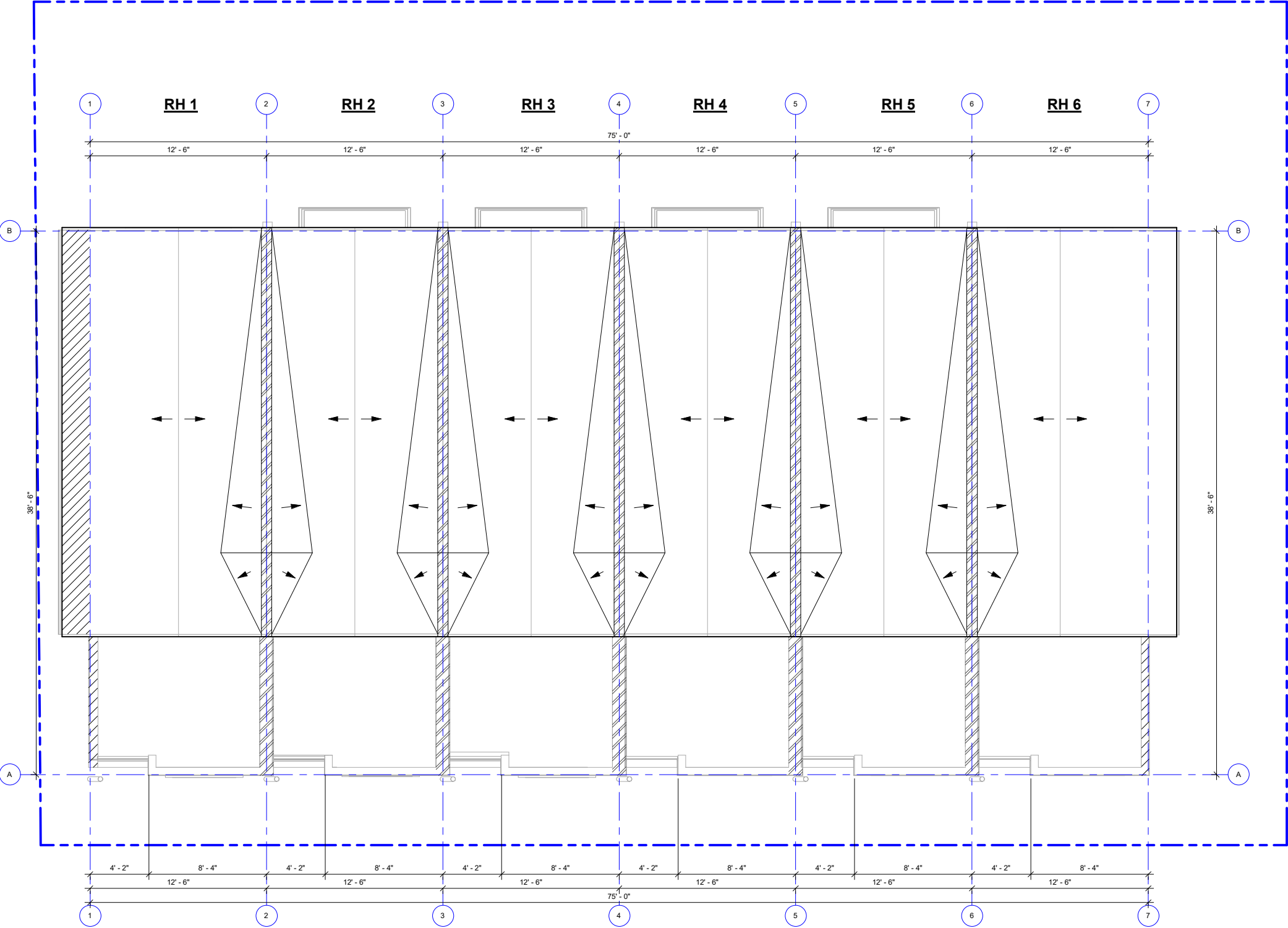
NE 85TH ST

LOT A - SECOND FLOOR PLAN



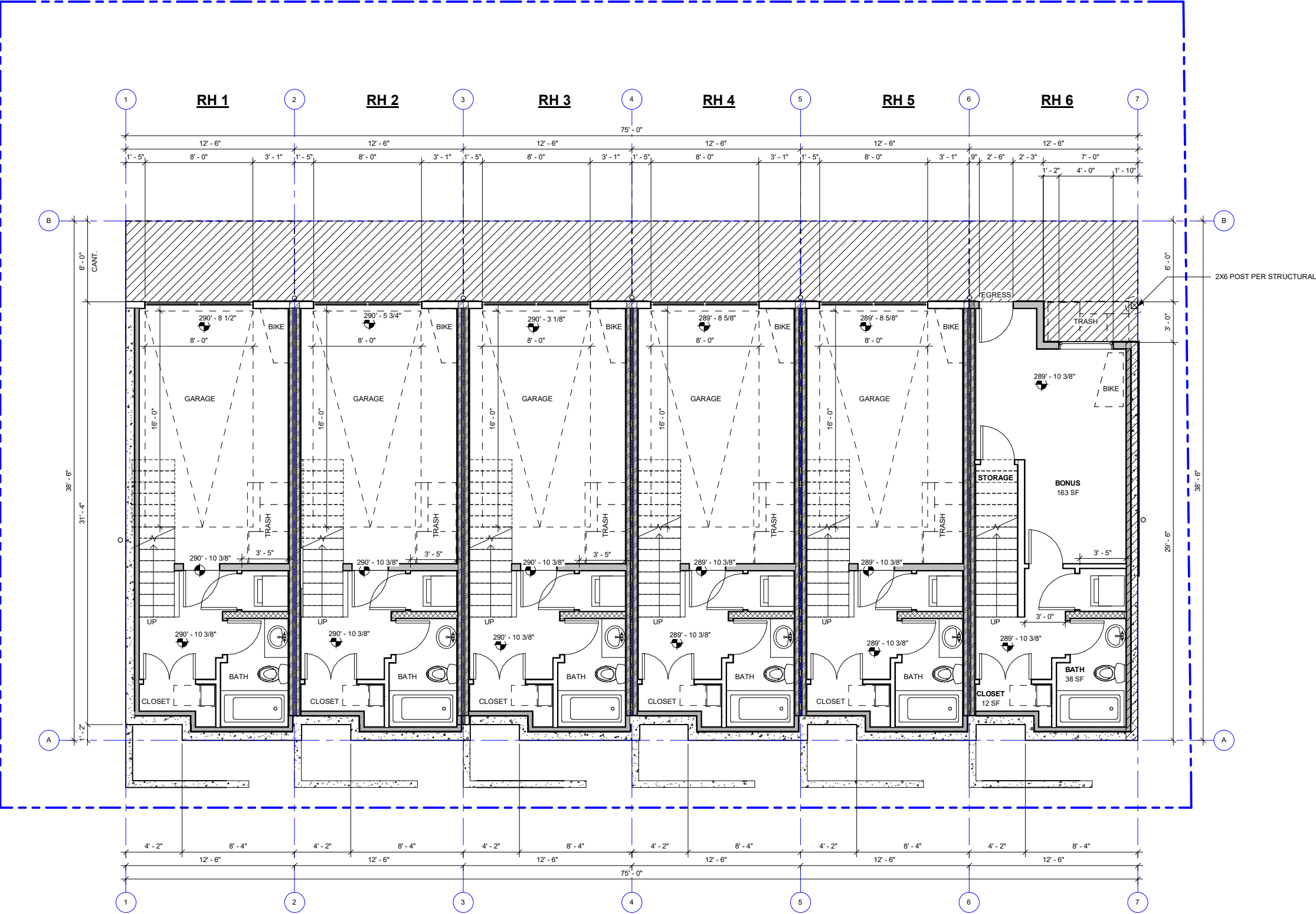
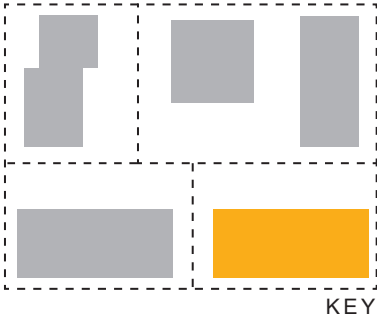
NE 85TH ST

LOT A - THIRD FLOOR PLAN

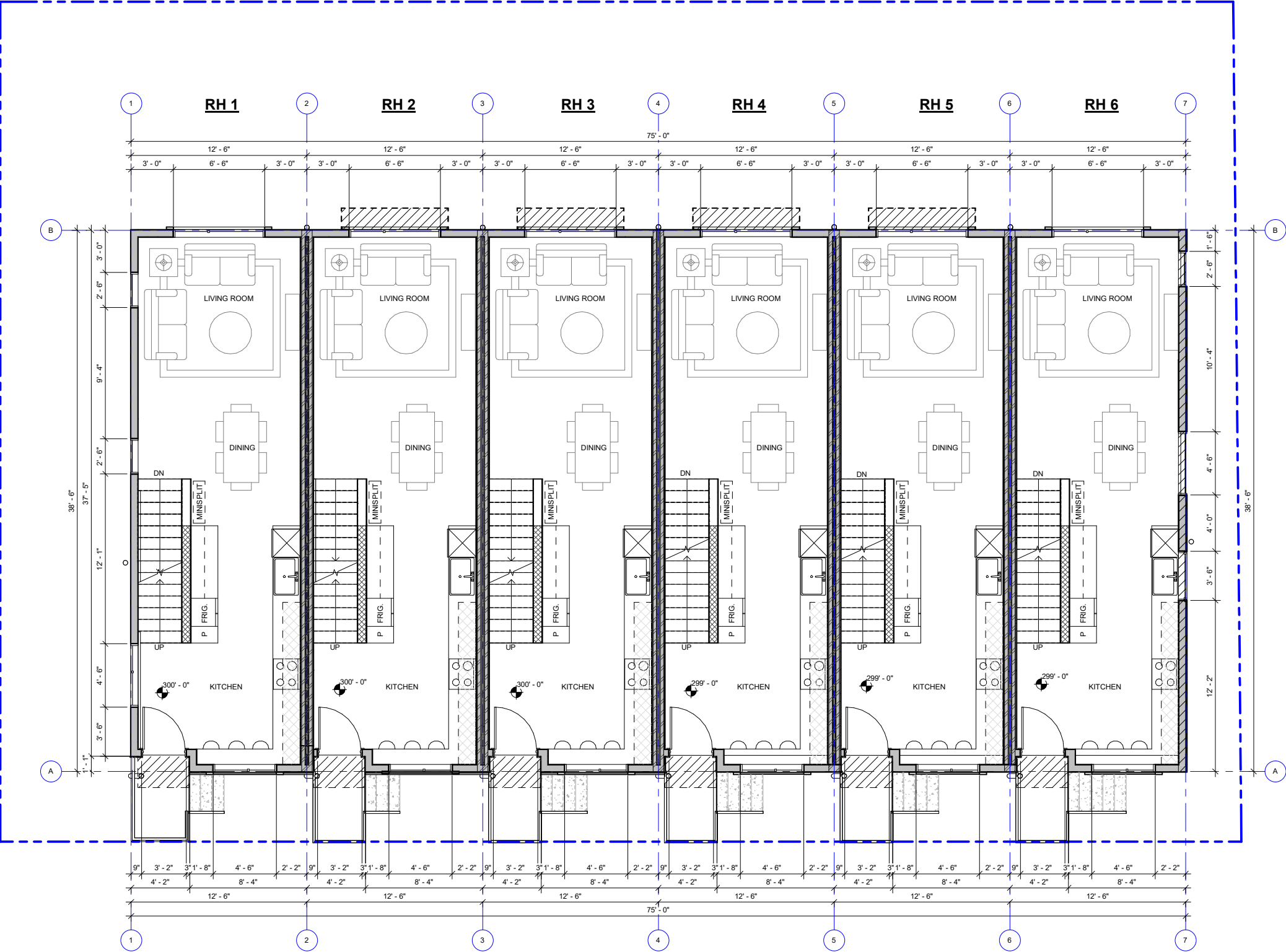
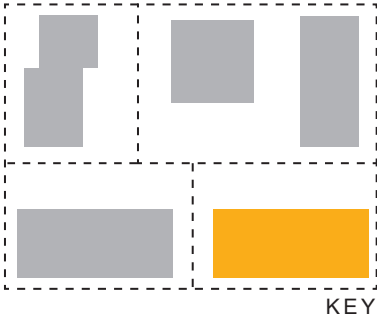


NE 85TH ST

LOT A - ROOF PLAN

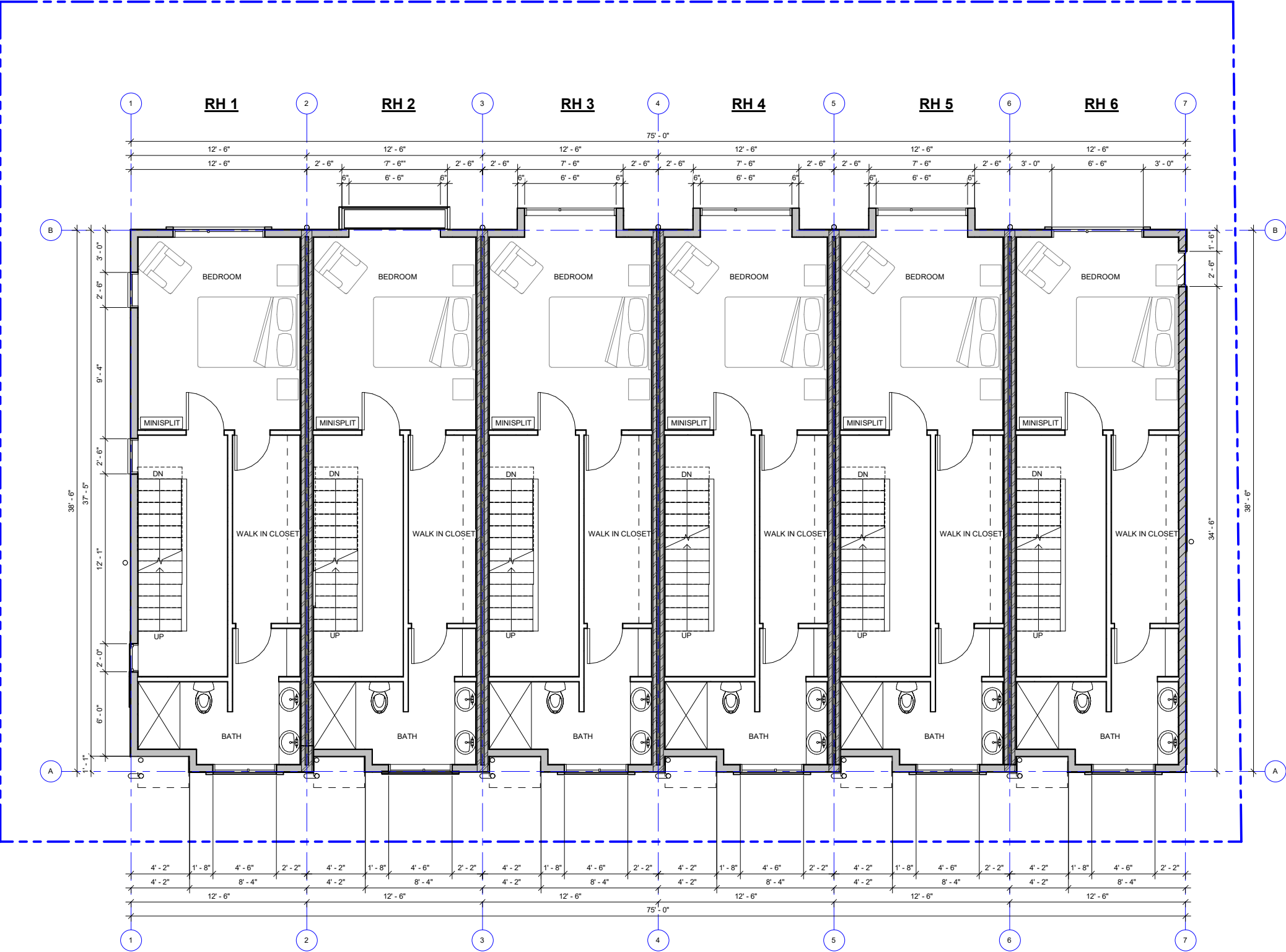
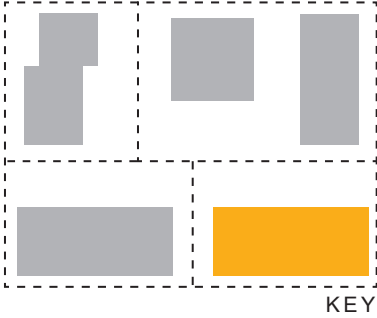


LOT B - BASEMENT PLAN



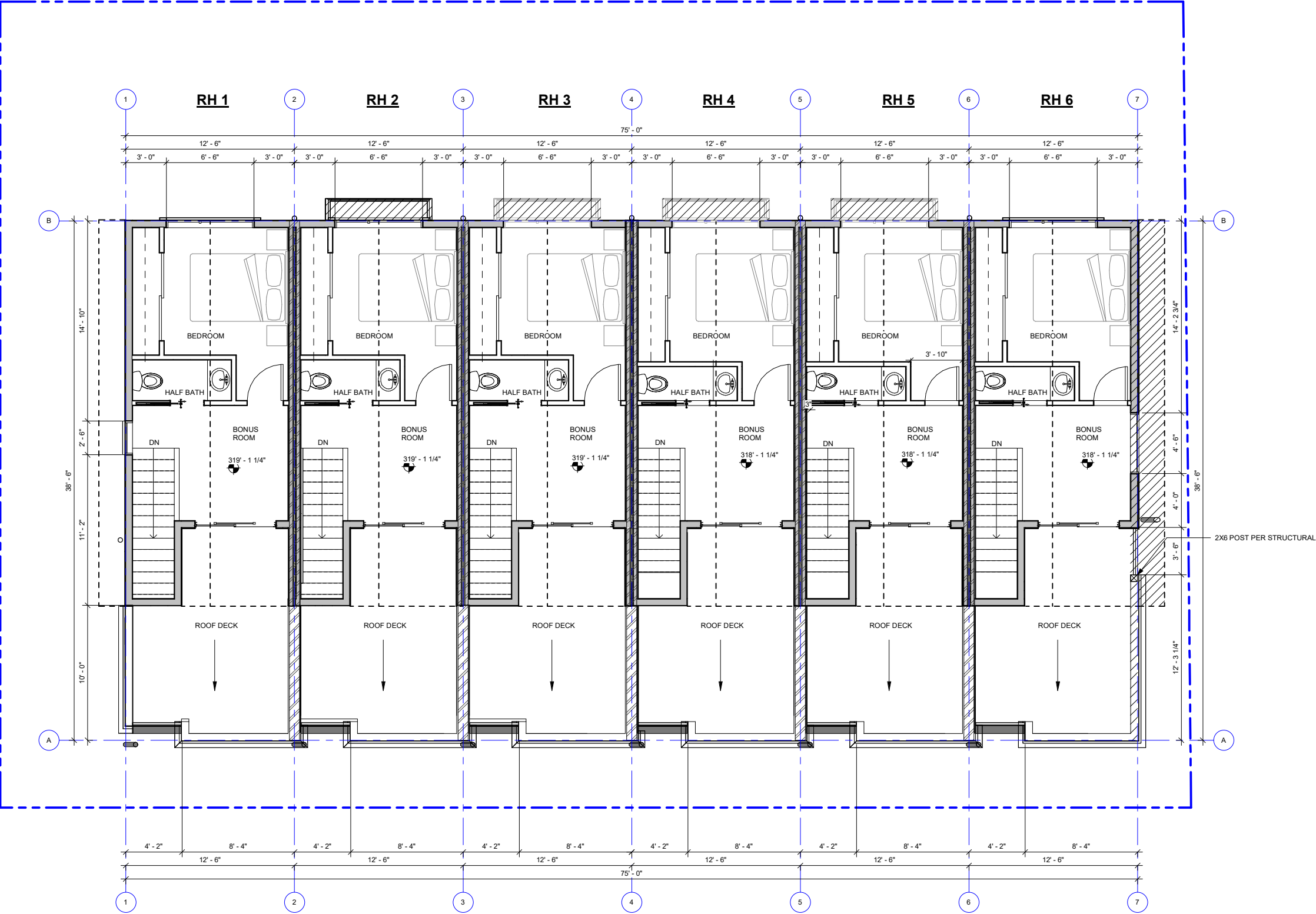
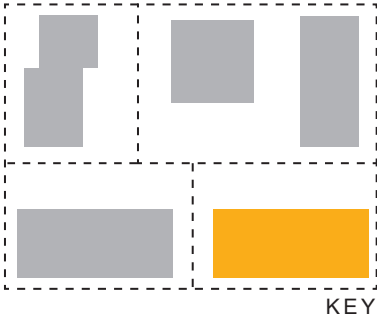
NE 85TH ST

LOT B - FIRST FLOOR PLAN



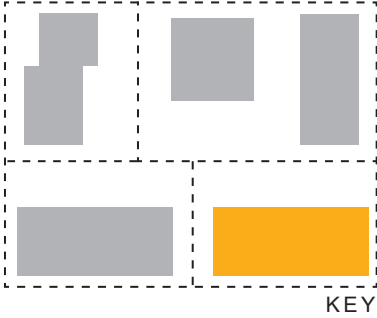
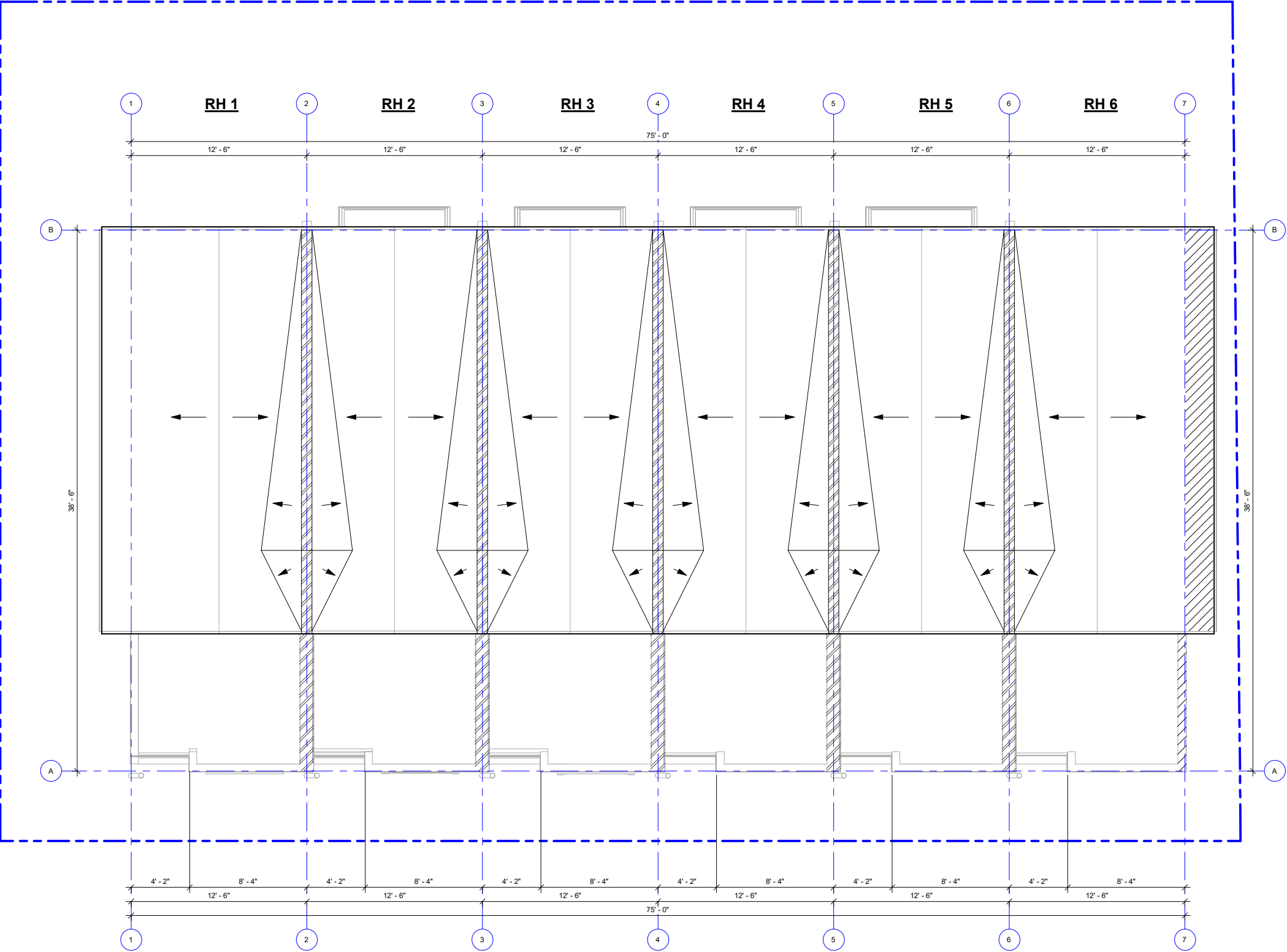
LOT B - SECOND FLOOR PLAN

NE 85TH ST

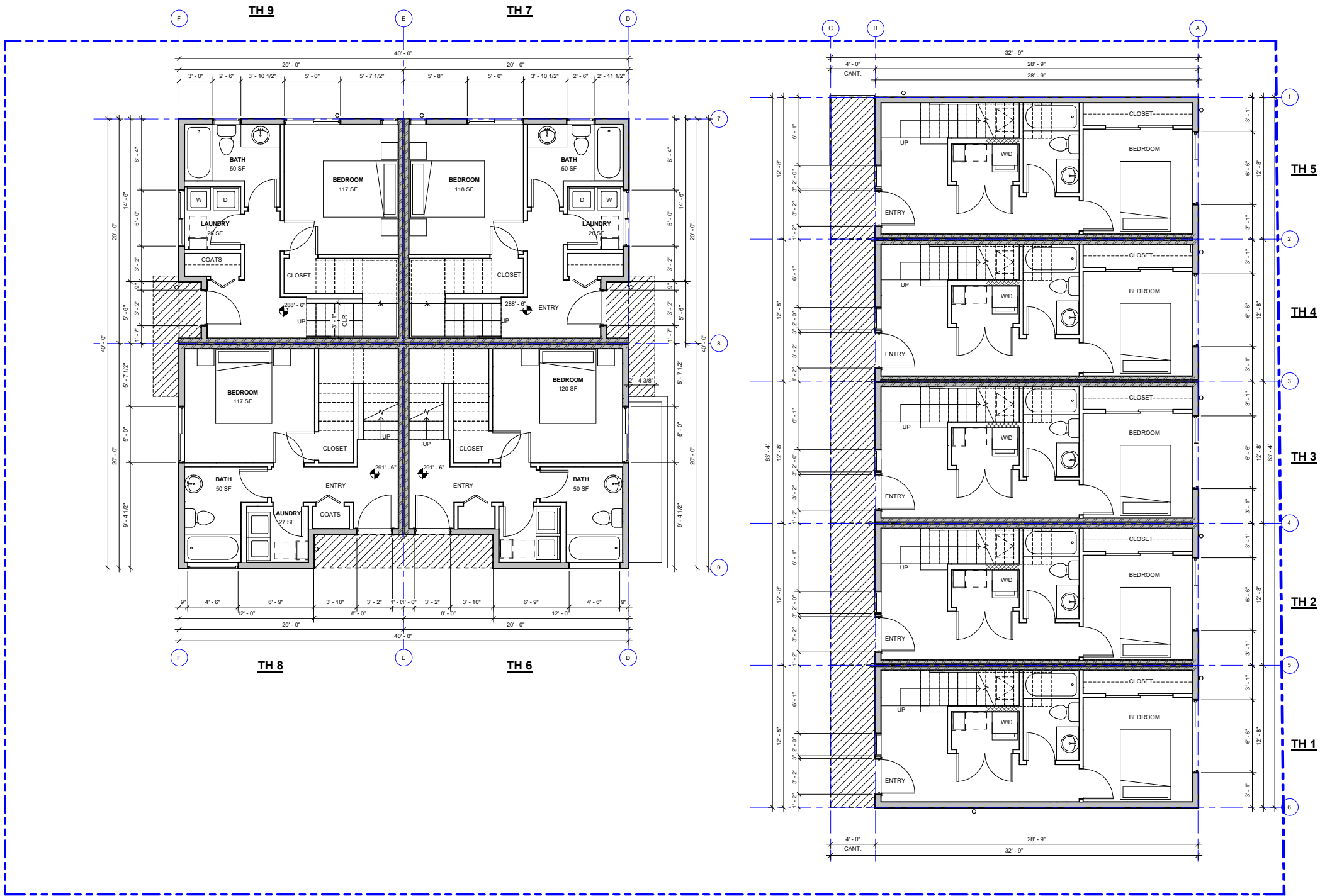
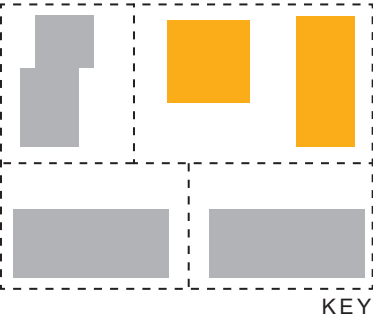


NE 85TH ST

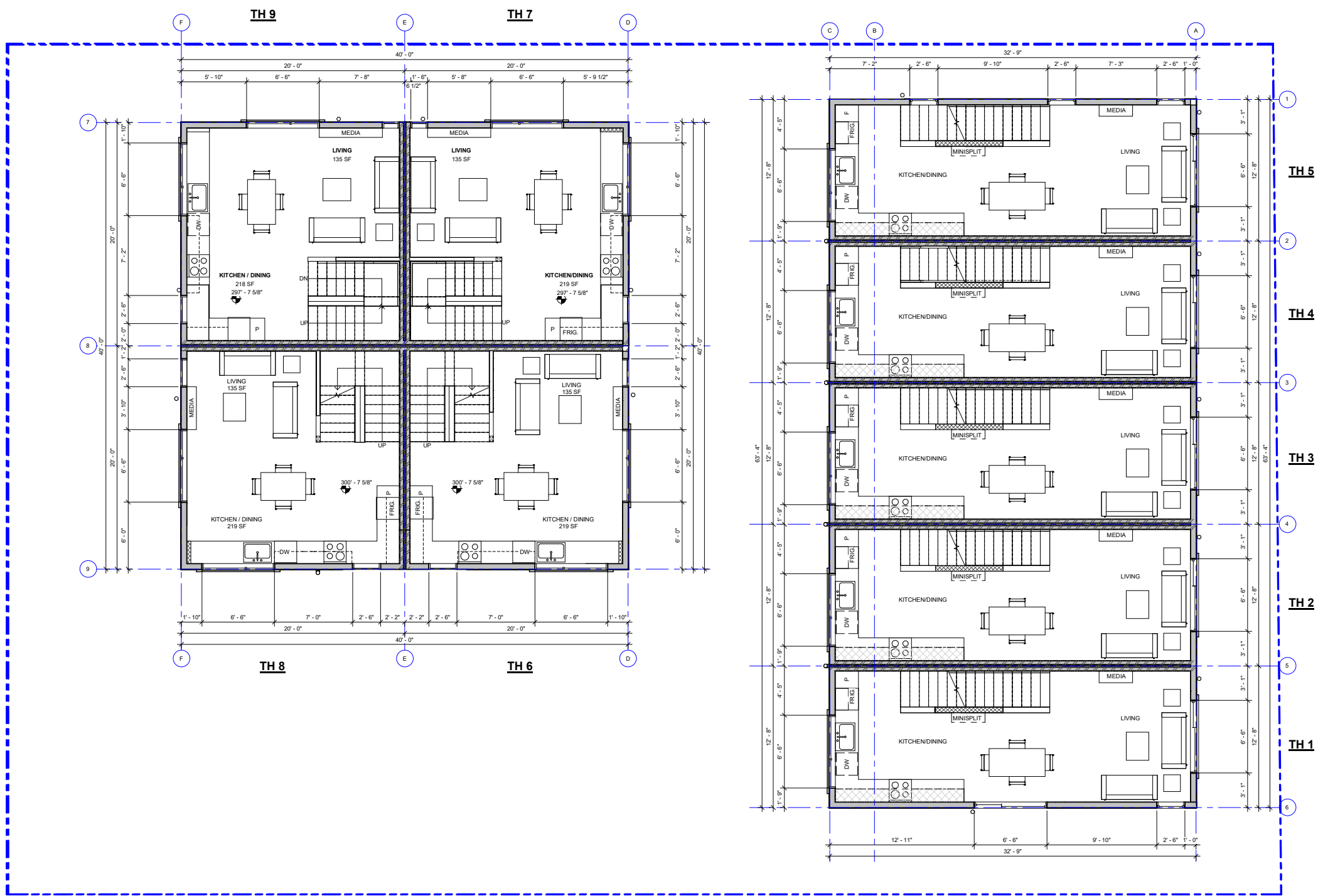
LOT B - THIRD FLOOR PLAN



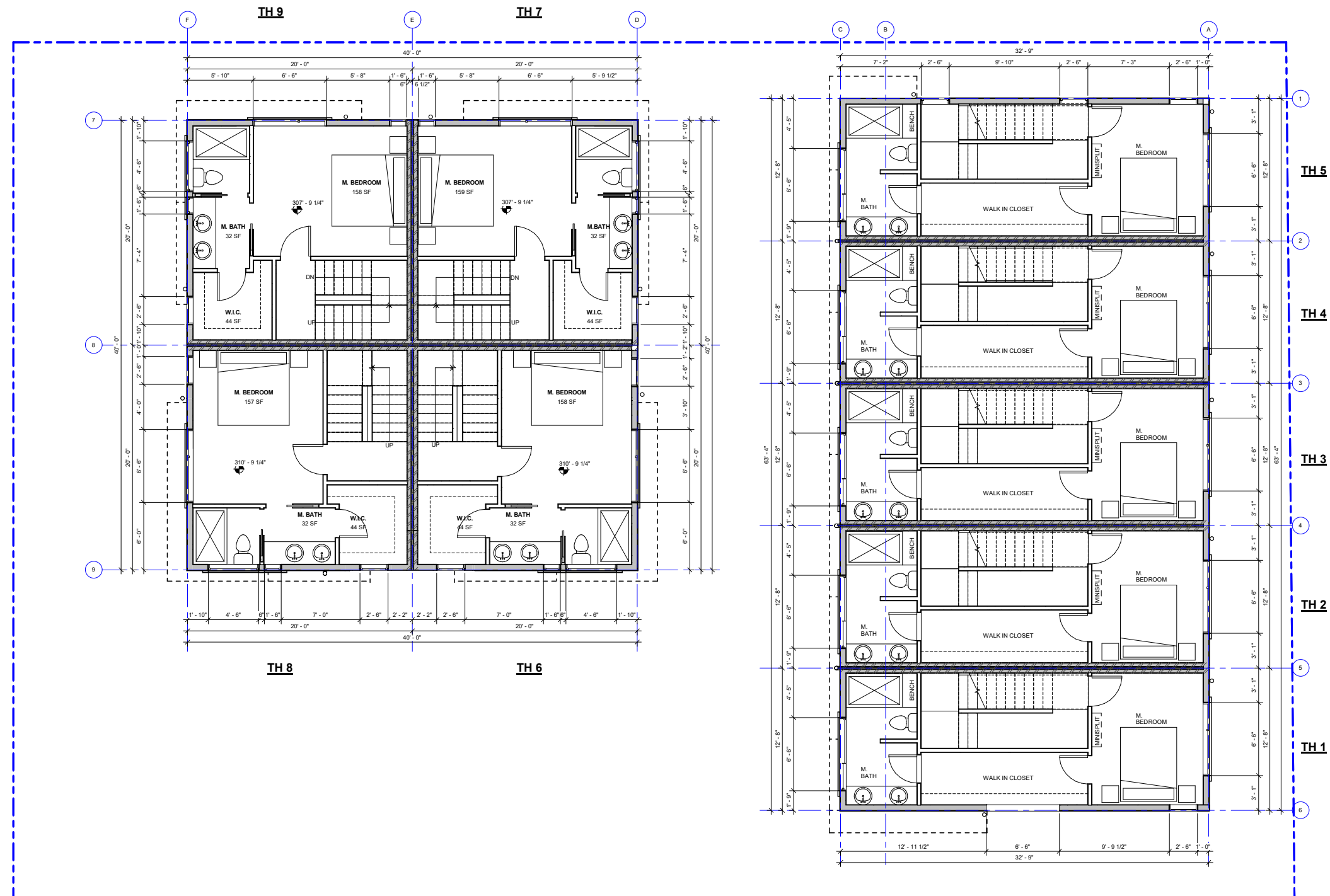
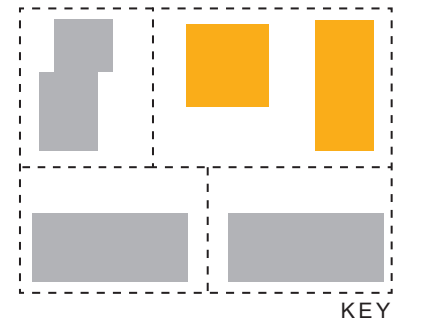
LOT B - ROOF PLAN



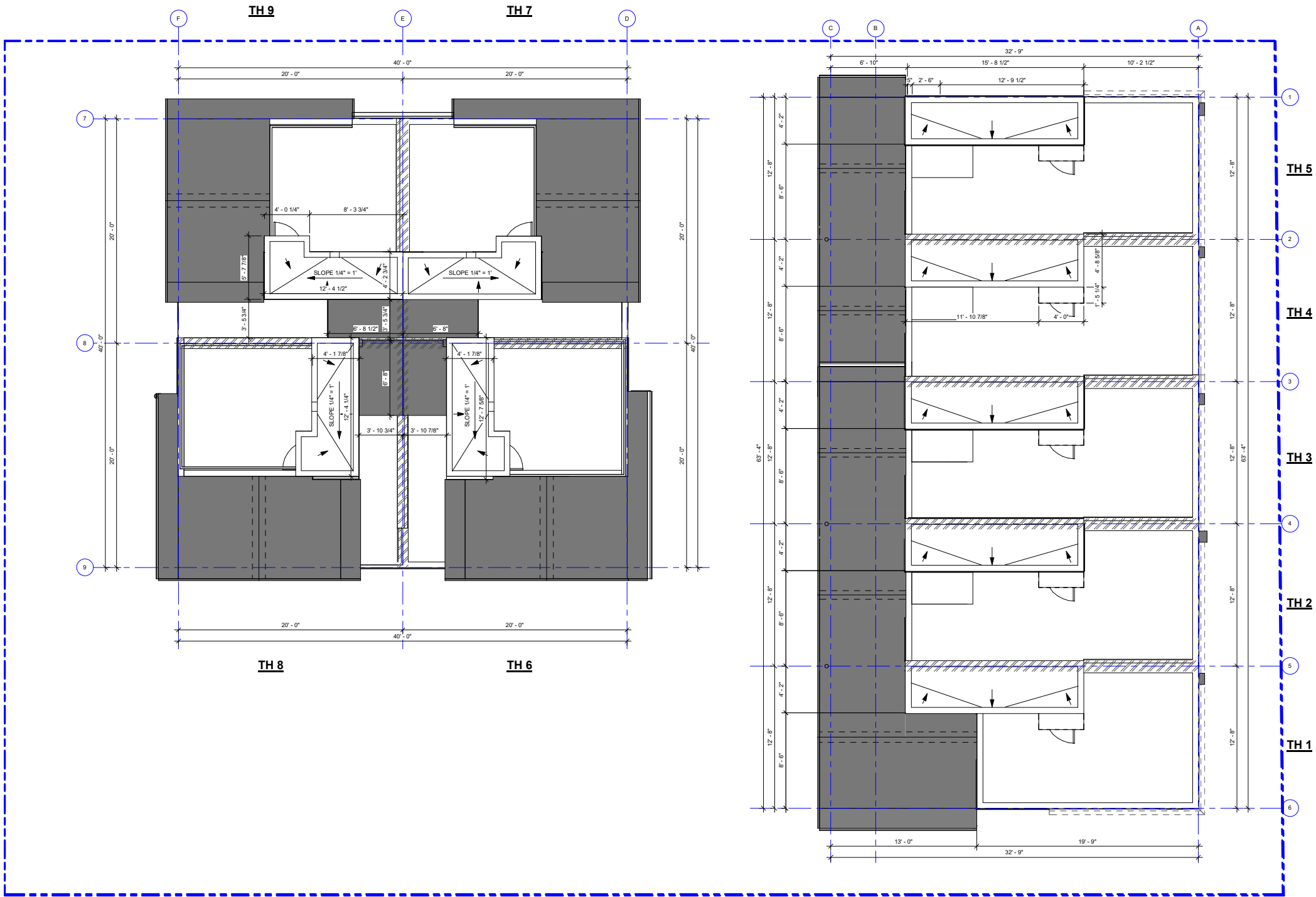
LOT C - FIRST FLOOR PLAN



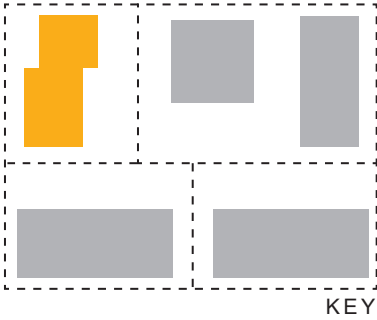
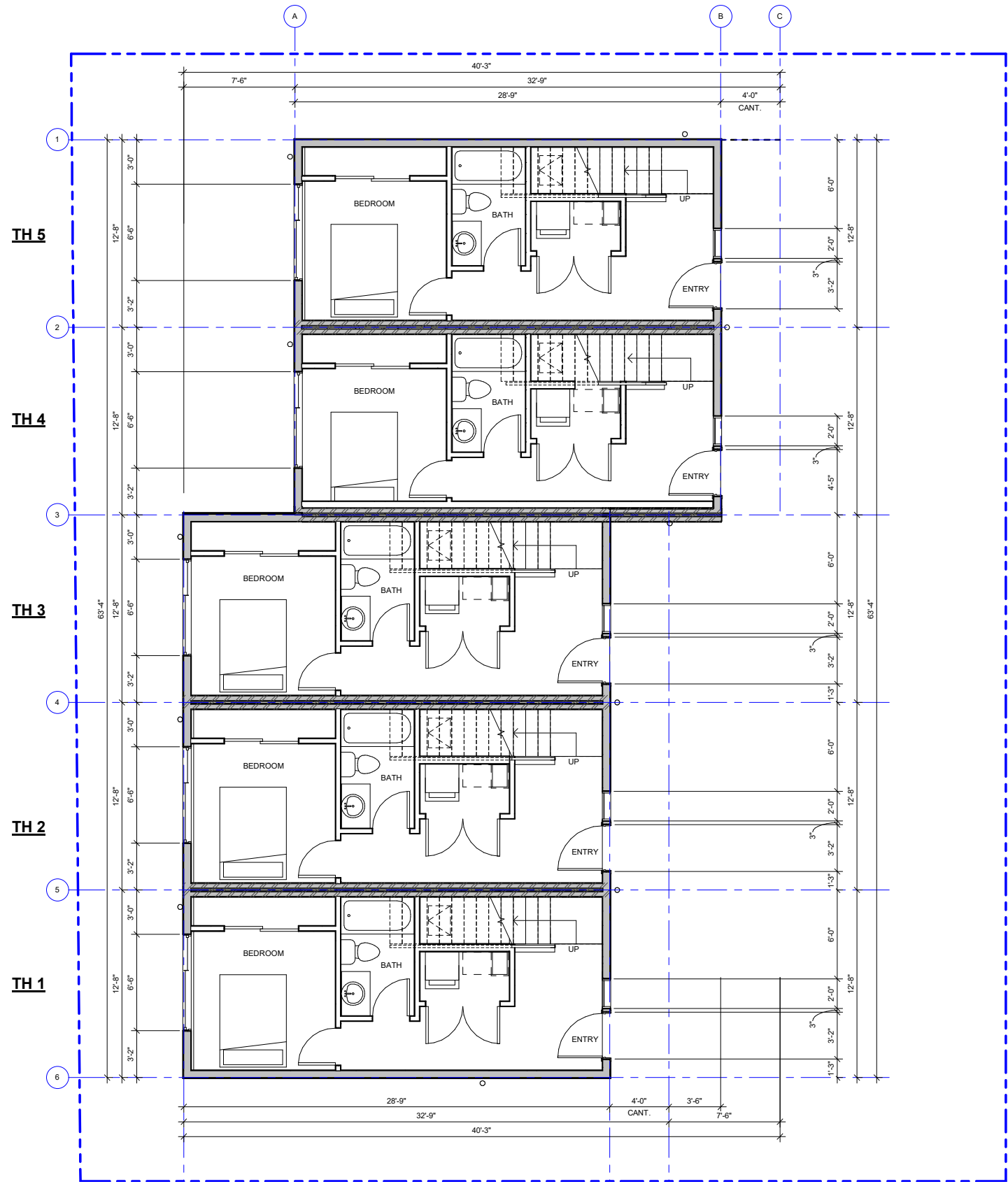
LOT C - SECOND FLOOR PLAN



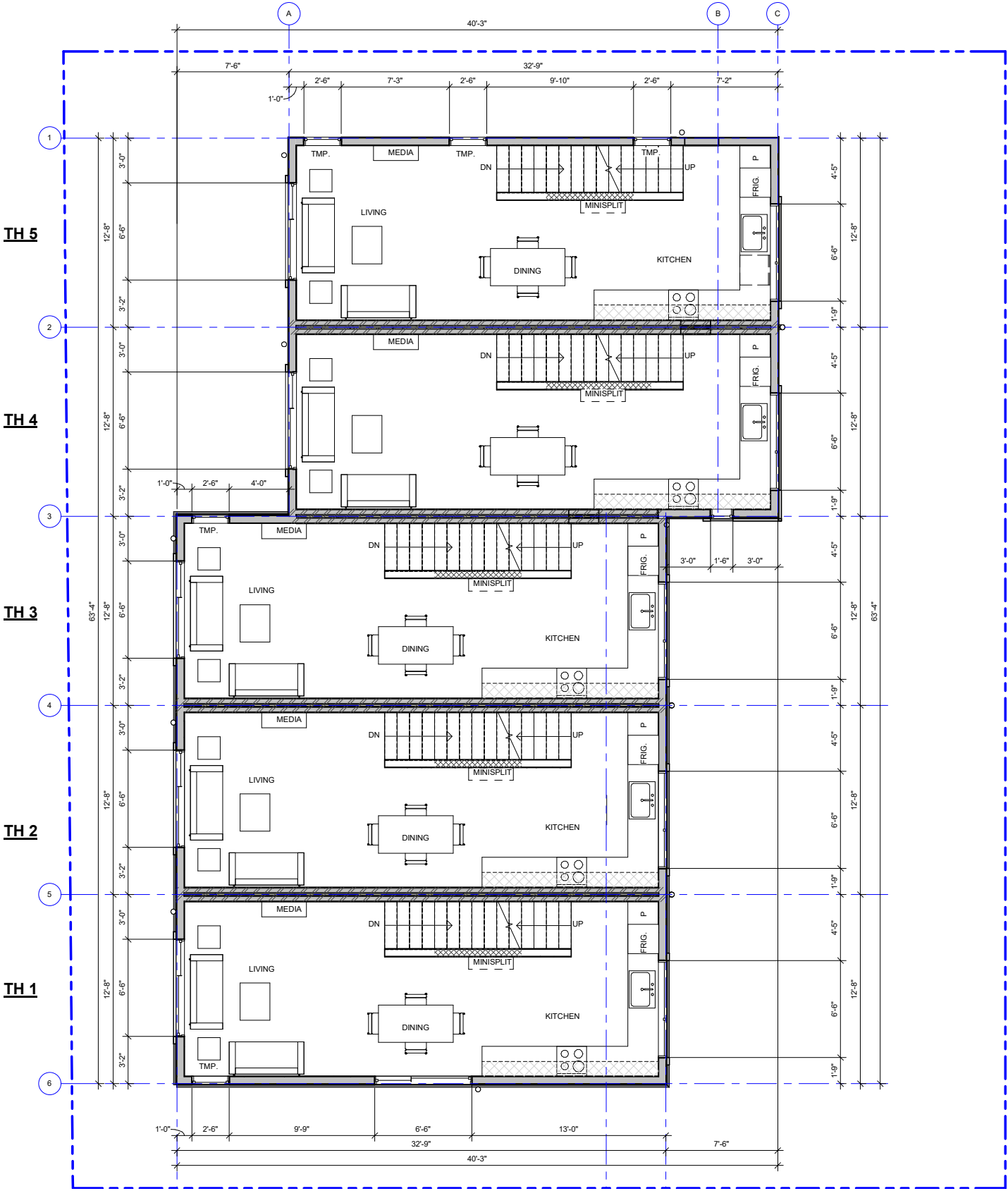
LOT C - THIRD FLOOR PLAN 



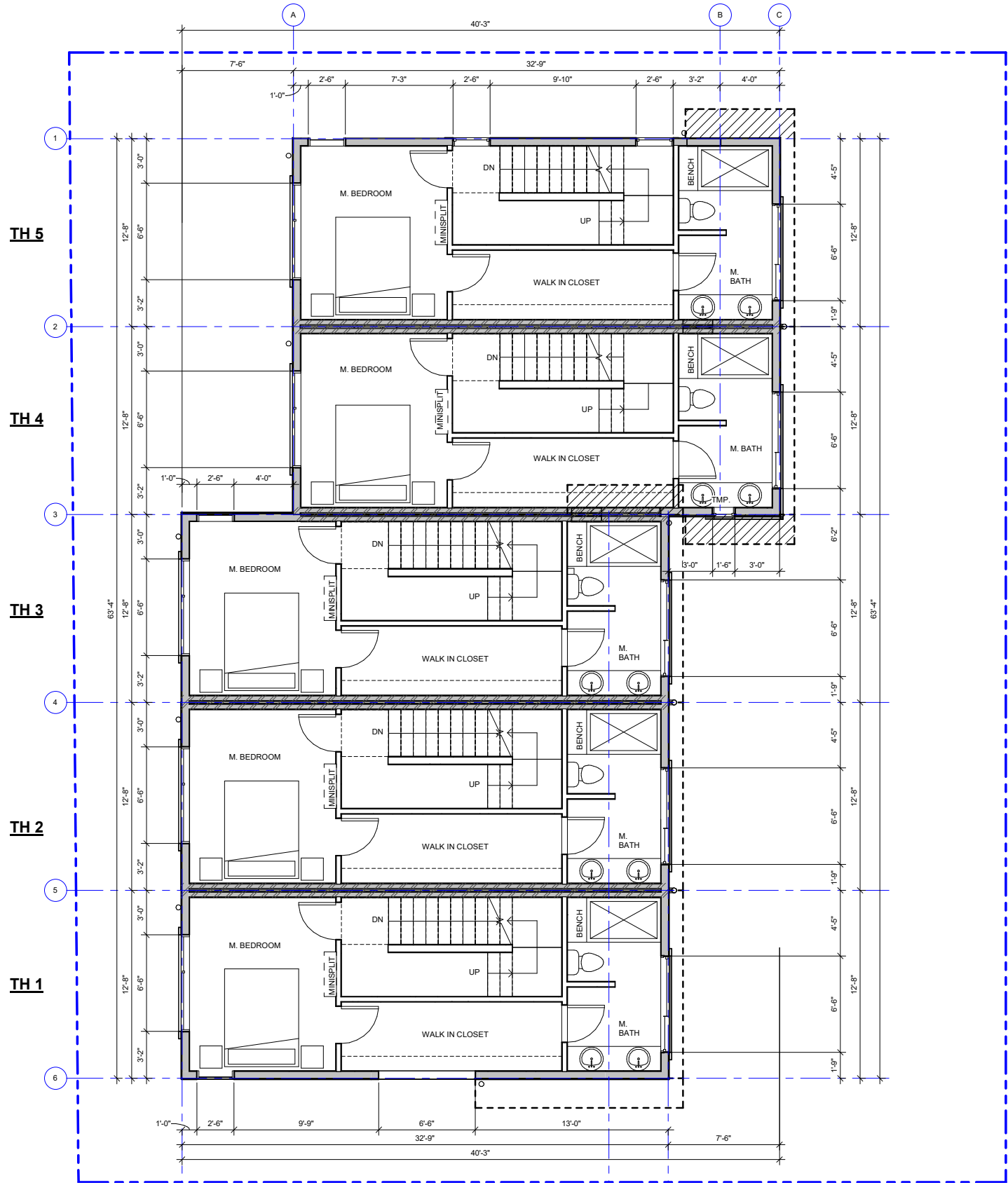
LOT C - ROOF PLAN



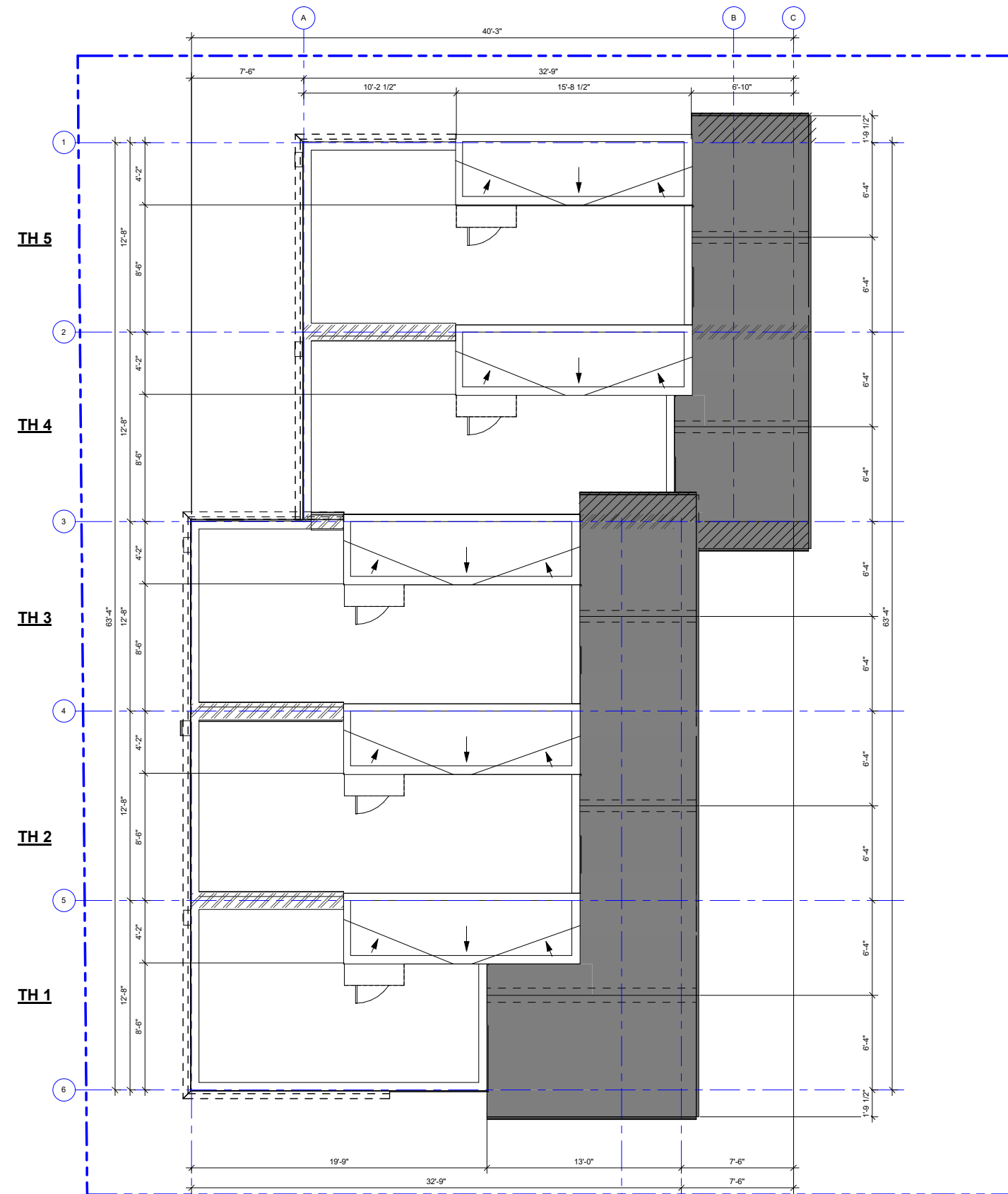
LOT D - FIRST FLOOR PLAN



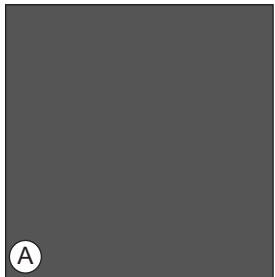
LOT D - SECOND FLOOR PLAN



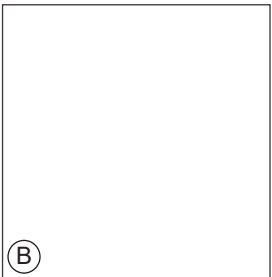
LOT D - THIRD FLOOR PLAN



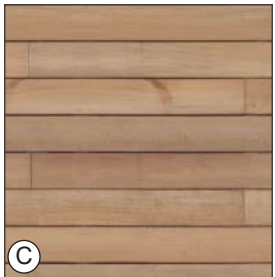
LOT D - ROOF PLAN 



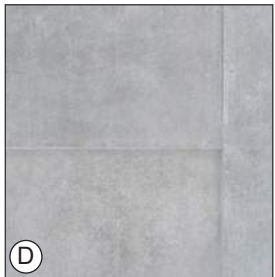
FIBER CEMENT
PANEL+TRIM
SMOOTH
(IRON ORE)



FIBER CEMENT
PANEL+TRIM
SMOOTH
(HIGH REFLECTIVE
WHITE)



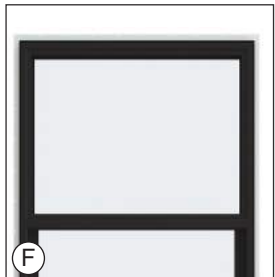
CEDAR 4" T&G
TIGHT KNOT



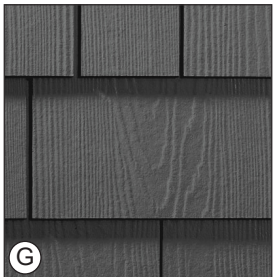
EXPOSED
CONCRETE



VINYL WINDOW
(WHITE)



VINYL WINDOW
(BLACK)



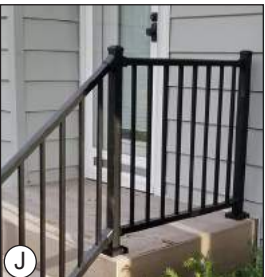
FIBER CEMENT
SHINGLES
STRAIGHT-EDGE
(BLACK MAGIC)



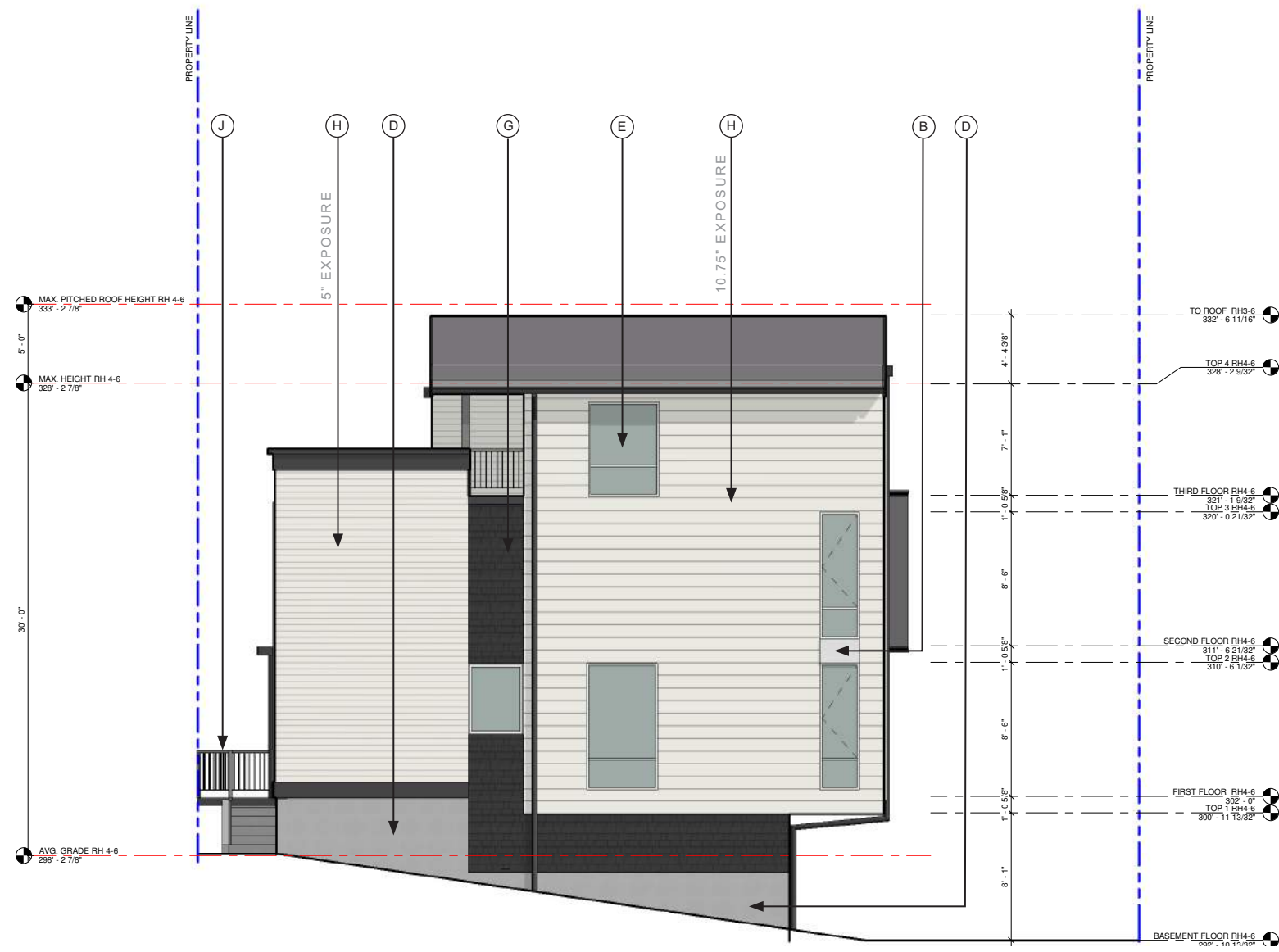
FIBER CEMENT LAP
SELECT CEDARMILL
(WINTER WHITE)



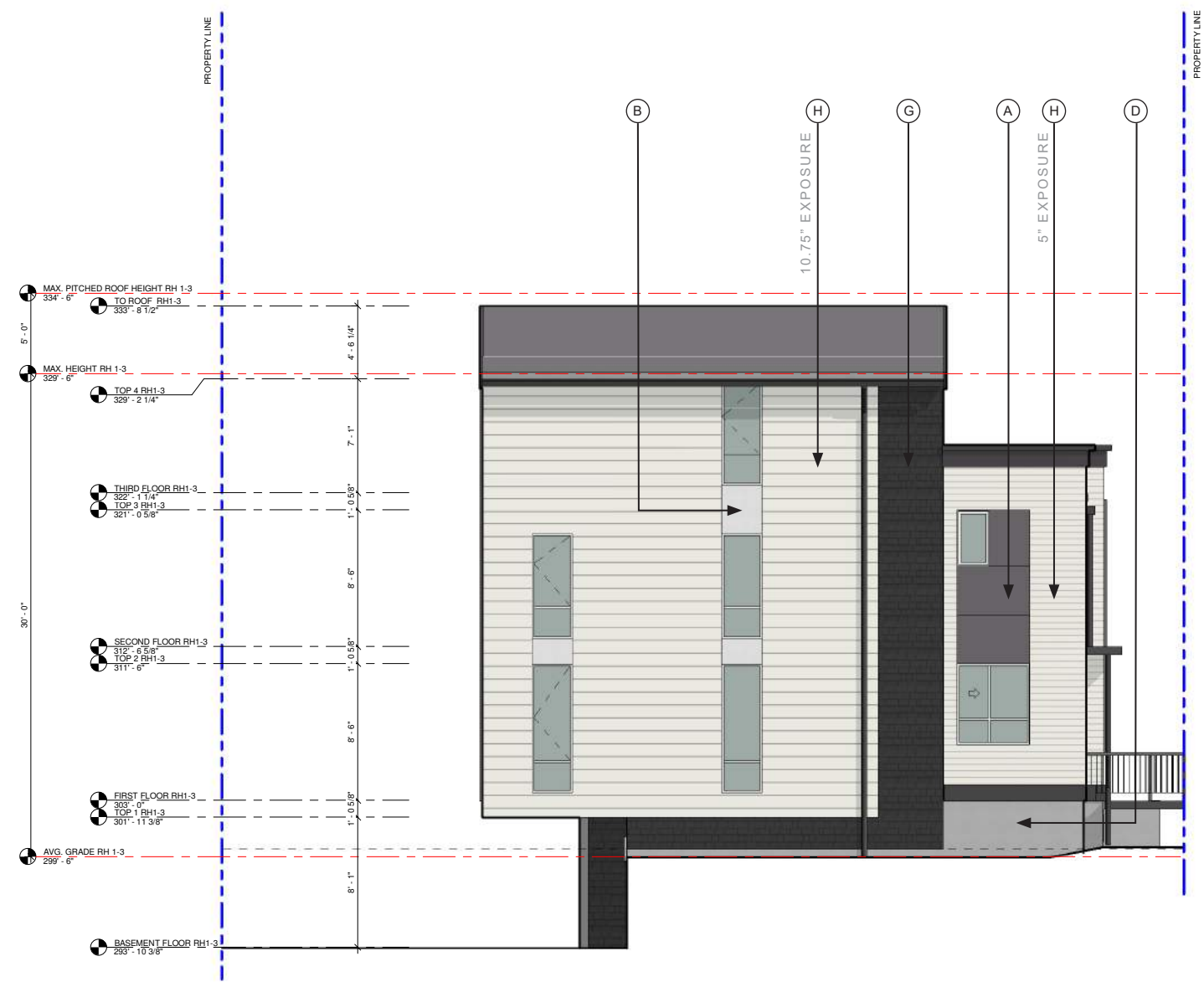
FIBER CEMENT LAP
SELECT CEDARMIL
10.75" EXPOSURE
(PEWTER CAST)



METAL RAILING
(BLACK)



EAST ELEVATION
LOT A

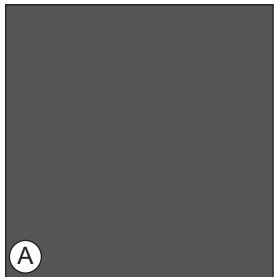


WEST ELEVATION
LOT A

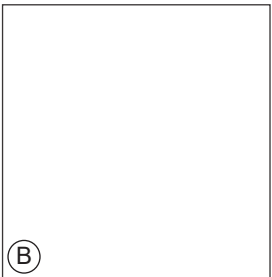
A FIBER CEMENT PANEL+TRIM SMOOTH (IRON ORE)	B FIBER CEMENT PANEL+TRIM SMOOTH (HIGH REFLECTIVE WHITE)	C CEDAR 4" T&G TIGHT KNOT	D EXPOSED CONCRETE	E VINYL WINDOW (WHITE)	F VINYL WINDOW (BLACK)	G FIBER CEMENT SHINGLES STRAIGHT-EDGE (BLACK MAGIC)	H FIBER CEMENT LAP SELECT CEDARMILL (WINTER WHITE)	I FIBER CEMENT LAP SELECT CEDARMIL 10.75" EXPOSURE (PEWTER CAST)	J METAL RAILING (BLACK)



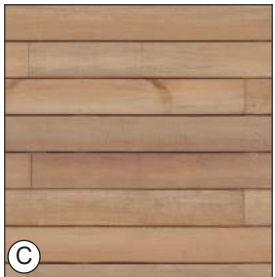
NORTH ELEVATION
LOT A



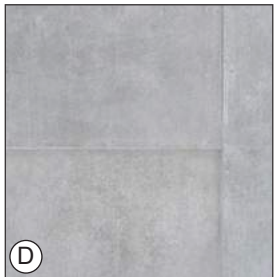
FIBER CEMENT
PANEL+TRIM
SMOOTH
(IRON ORE)



FIBER CEMENT
PANEL+TRIM
SMOOTH
(HIGH REFLECTIVE
WHITE)



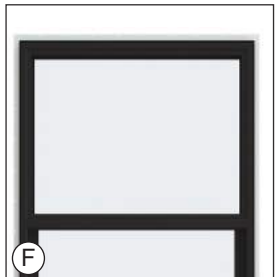
CEDAR 4" T&G
TIGHT KNOT



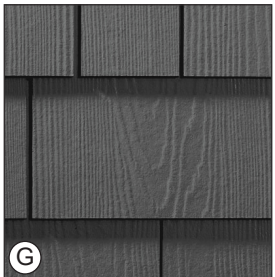
EXPOSED
CONCRETE



VINYL WINDOW
(WHITE)



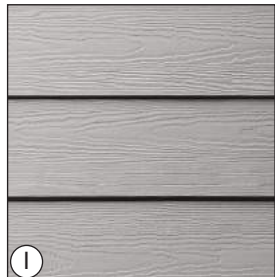
VINYL WINDOW
(BLACK)



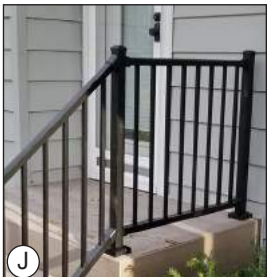
FIBER CEMENT
SHINGLES
STRAIGHT-EDGE
(BLACK MAGIC)



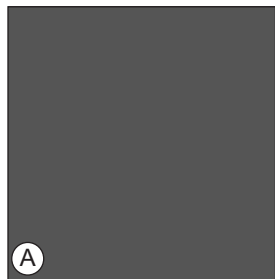
FIBER CEMENT LAP
SELECT CEDARMILL
(WINTER WHITE)



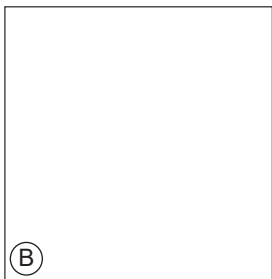
FIBER CEMENT LAP
SELECT CEDARMIL
10.75" EXPOSURE
(PEWTER CAST)



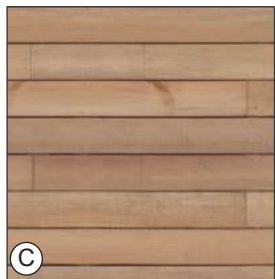
METAL RAILING
(BLACK)



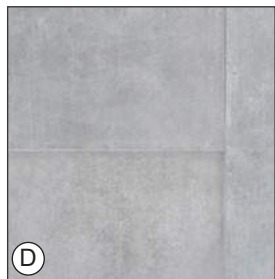
A
FIBER CEMENT
PANEL+TRIM
SMOOTH
(IRON ORE)



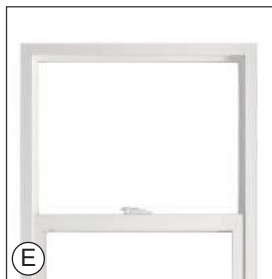
B
FIBER CEMENT
PANEL+TRIM
SMOOTH
(HIGH REFLECTIVE
WHITE)



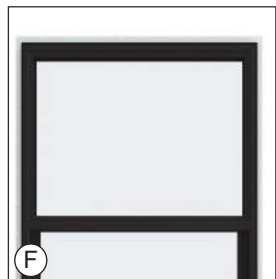
C
CEDAR 4" T&G
TIGHT KNOT



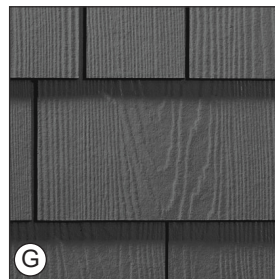
D
EXPOSED
CONCRETE



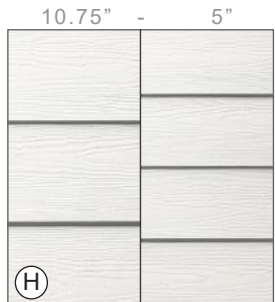
E
VINYL WINDOW
(WHITE)



F
VINYL WINDOW
(BLACK)



G
FIBER CEMENT
SHINGLES
STRAIGHT-EDGE
(BLACK MAGIC)



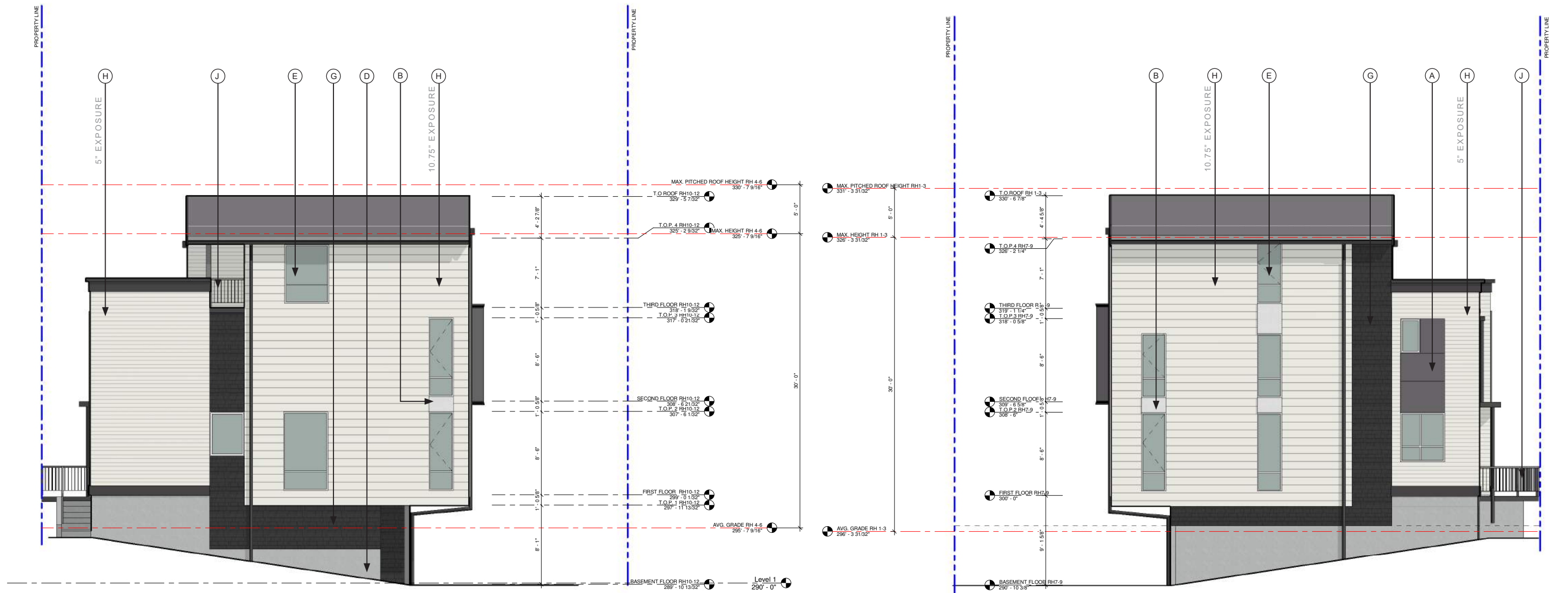
H
FIBER CEMENT LAP
SELECT CEDARMIL
(WINTER WHITE)



I
FIBER CEMENT LAP
SELECT CEDARMIL
10.75" EXPOSURE
(PEWTER CAST)



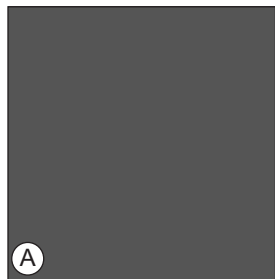
J
METAL RAILING
(BLACK)



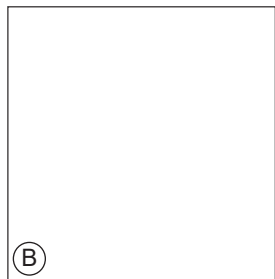
EAST ELEVATION
LOT B

WEST ELEVATION
LOT B

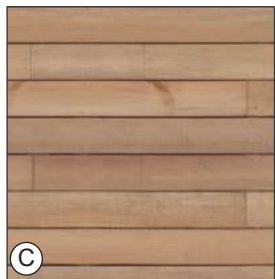
A	B	C	D	E	F	G	H	I	J
FIBER CEMENT PANEL+TRIM SMOOTH (IRON ORE)	FIBER CEMENT PANEL+TRIM SMOOTH (HIGH REFLECTIVE WHITE)	CEDAR 4" T&G TIGHT KNOT	EXPOSED CONCRETE	VINYL WINDOW (WHITE)	VINYL WINDOW (BLACK)	FIBER CEMENT SHINGLES STRAIGHT-EDGE (BLACK MAGIC)	FIBER CEMENT LAP SELECT CEDARMILL (WINTER WHITE)	FIBER CEMENT LAP SELECT CEDARMILL 10.75" EXPOSURE (PEWTER CAST)	METAL RAILING (BLACK)



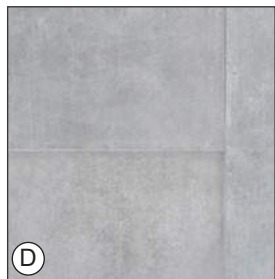
A
FIBER CEMENT
PANEL+TRIM
SMOOTH
(IRON ORE)



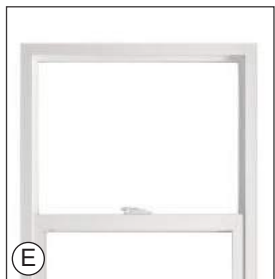
B
FIBER CEMENT
PANEL+TRIM
SMOOTH
(HIGH REFLECTIVE
WHITE)



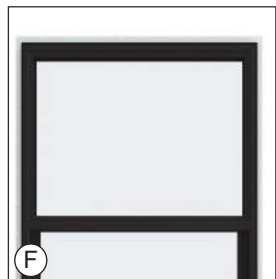
C
CEDAR 4" T&G
TIGHT KNOT



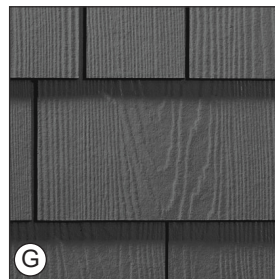
D
EXPOSED
CONCRETE



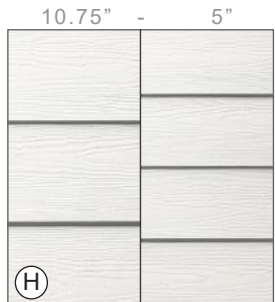
E
VINYL WINDOW
(WHITE)



F
VINYL WINDOW
(BLACK)



G
FIBER CEMENT
SHINGLES
STRAIGHT-EDGE
(BLACK MAGIC)



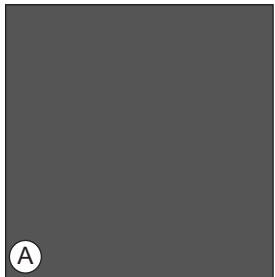
H
FIBER CEMENT LAP
SELECT CEDARMIL
(WINTER WHITE)



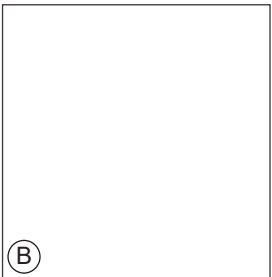
I
FIBER CEMENT LAP
SELECT CEDARMIL
10.75" EXPOSURE
(PEWTER CAST)



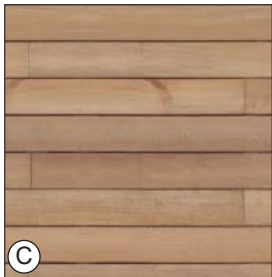
J
METAL RAILING
(BLACK)



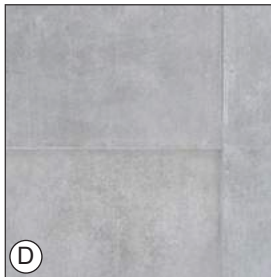
FIBER CEMENT
PANEL+TRIM
SMOOTH
(IRON ORE)



FIBER CEMENT
PANEL+TRIM
SMOOTH
(HIGH REFLECTIVE
WHITE)



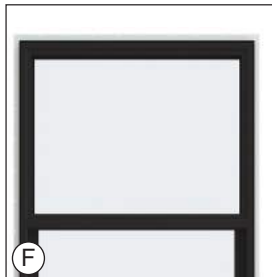
CEDAR 4" T&G
TIGHT KNOT



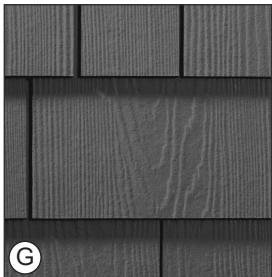
EXPOSED
CONCRETE



VINYL WINDOW
(WHITE)



VINYL WINDOW
(BLACK)



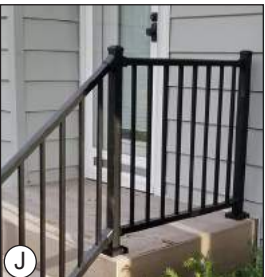
FIBER CEMENT
SHINGLES
STRAIGHT-EDGE
(BLACK MAGIC)



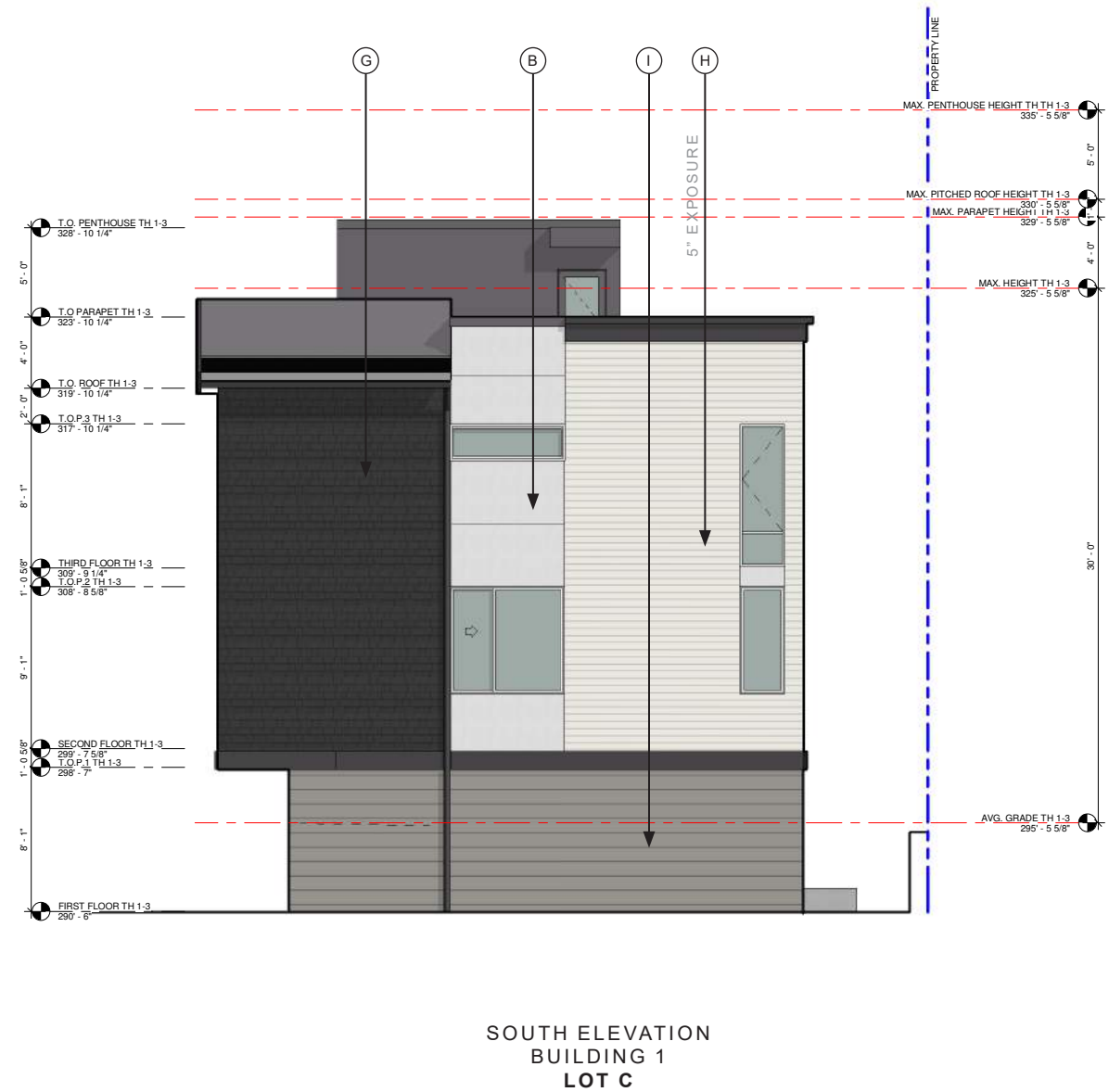
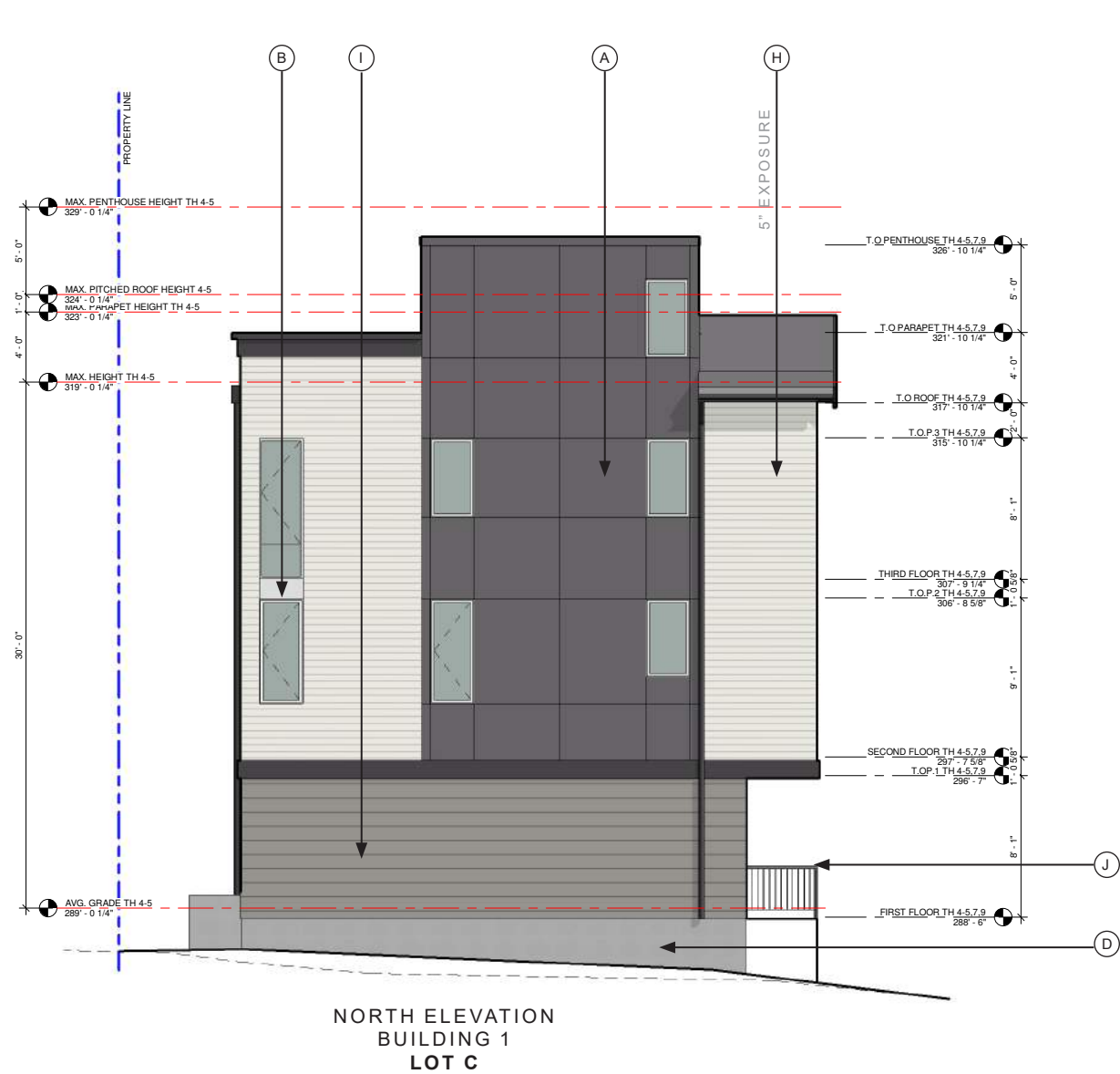
FIBER CEMENT LAP
SELECT CEDARMIL
(WINTER WHITE)



FIBER CEMENT LAP
SELECT CEDARMIL
10.75" EXPOSURE
(PEWTER CAST)



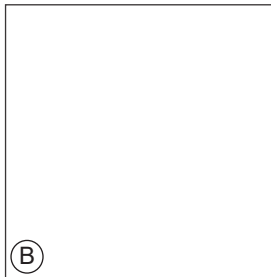
METAL RAILING
(BLACK)



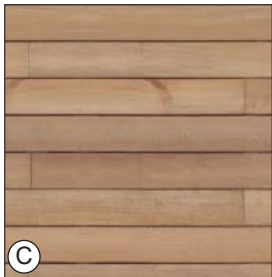
A	B	C	D	E	F	G	H	I	J
FIBER CEMENT PANEL+TRIM SMOOTH (IRON ORE)	FIBER CEMENT PANEL+TRIM SMOOTH (HIGH REFLECTIVE WHITE)	CEDAR 4" T&G TIGHT KNOT	EXPOSED CONCRETE	VINYL WINDOW (WHITE)	VINYL WINDOW (BLACK)	FIBER CEMENT SHINGLES STRAIGHT-EDGE (BLACK MAGIC)	FIBER CEMENT LAP SELECT CEDARMIL (WINTER WHITE)	FIBER CEMENT LAP SELECT CEDARMIL 10.75" EXPOSURE (PEWTER CAST)	METAL RAILING (BLACK)



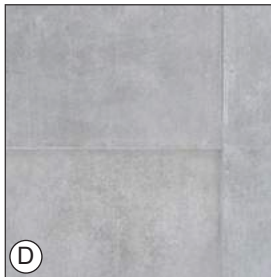
A
FIBER CEMENT
PANEL+TRIM
SMOOTH
(IRON ORE)



B
FIBER CEMENT
PANEL+TRIM
SMOOTH
(HIGH REFLECTIVE
WHITE)



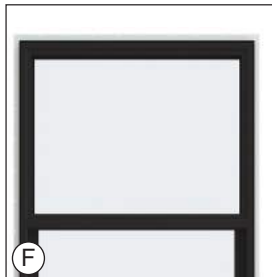
C
CEDAR 4" T&G
TIGHT KNOT



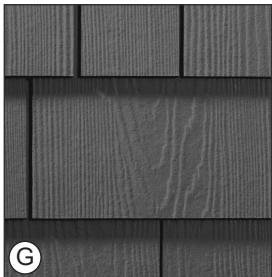
D
EXPOSED
CONCRETE



E
VINYL WINDOW
(WHITE)



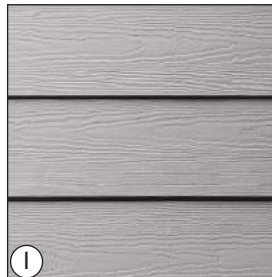
F
VINYL WINDOW
(BLACK)



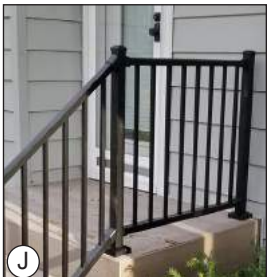
G
FIBER CEMENT
SHINGLES
STRAIGHT-EDGE
(BLACK MAGIC)



H
FIBER CEMENT LAP
SELECT CEDARMIL
(WINTER WHITE)



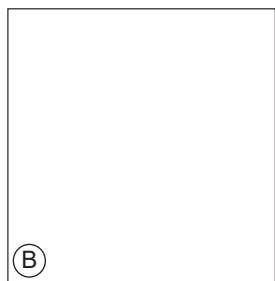
I
FIBER CEMENT LAP
SELECT CEDARMIL
10.75" EXPOSURE
(PEWTER CAST)



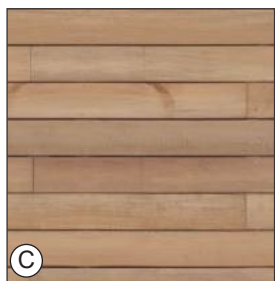
J
METAL RAILING
(BLACK)



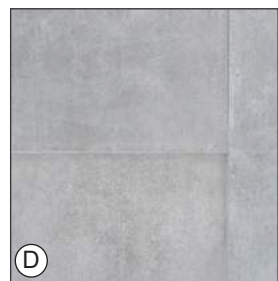
A
FIBER CEMENT
PANEL+TRIM
SMOOTH
(IRON ORE)



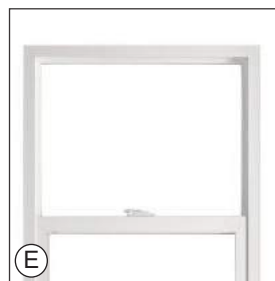
B
FIBER CEMENT
PANEL+TRIM
SMOOTH
(HIGH REFLECTIVE
WHITE)



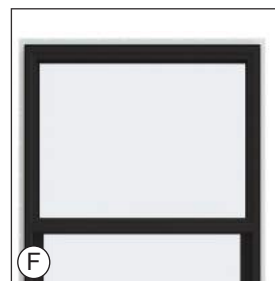
C
CEDAR 4" T&G
TIGHT KNOT



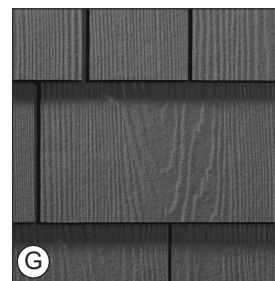
D
EXPOSED
CONCRETE



E
VINYL WINDOW
(WHITE)



F
VINYL WINDOW
(BLACK)



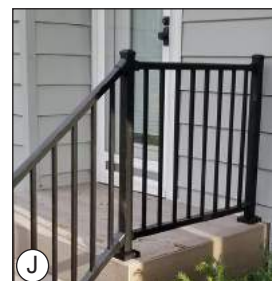
G
FIBER CEMENT
SHINGLES
STRAIGHT-EDGE
(BLACK MAGIC)



H
FIBER CEMENT LAP
SELECT CEDARMILL
10.75" EXPOSURE
(WINTER WHITE)



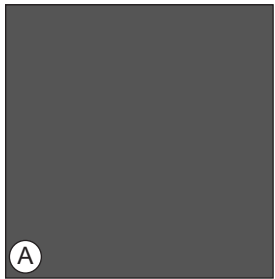
I
FIBER CEMENT LAP
SELECT CEDARMIL
10.75" EXPOSURE
(PEWTER CAST)



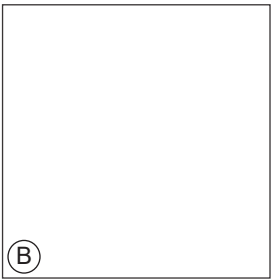
J
METAL RAILING
(BLACK)



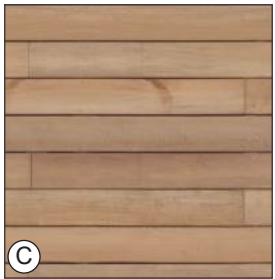
EAST ELEVATION
BUILDING 2
LOT C



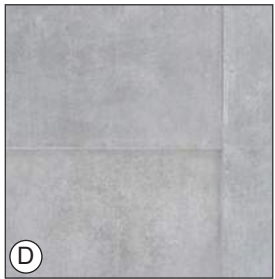
FIBER CEMENT
PANEL+TRIM
SMOOTH
(IRON ORE)



FIBER CEMENT
PANEL+TRIM
SMOOTH
(HIGH REFLECTIVE
WHITE)



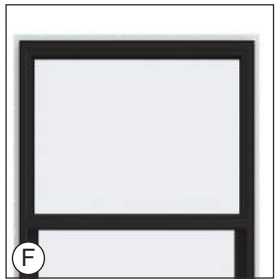
CEDAR 4" T&G
TIGHT KNOT



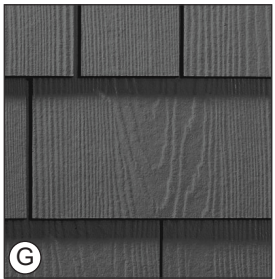
EXPOSED
CONCRETE



VINYL WINDOW
(WHITE)



VINYL WINDOW
(BLACK)



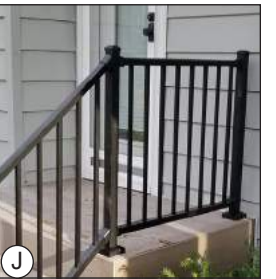
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SHINGLES
STRAIGHT-EDGE
(BLACK MAGIC)



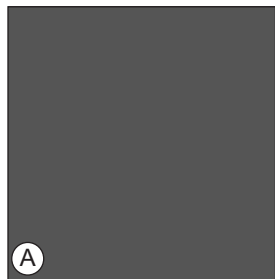
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SELECT CEDARMILL
(WINTER WHITE)



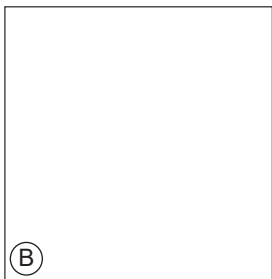
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10.75" EXPOSURE
(PEWTER CAST)



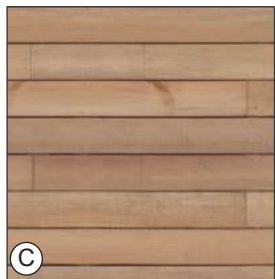
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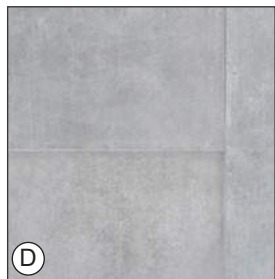
A
FIBER CEMENT
PANEL+TRIM
SMOOTH
(IRON ORE)



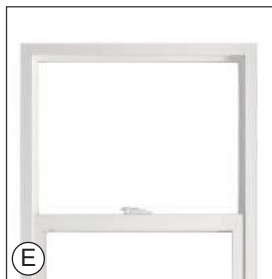
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FIBER CEMENT
PANEL+TRIM
SMOOTH
(HIGH REFLECTIVE
WHITE)



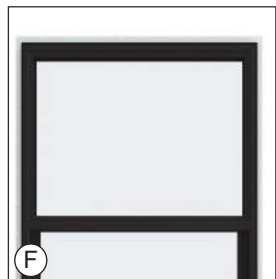
C
CEDAR 4" T&G
TIGHT KNOT



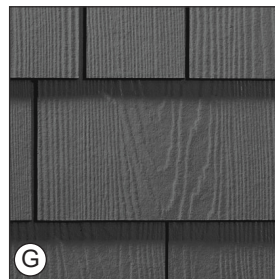
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EXPOSED
CONCRETE



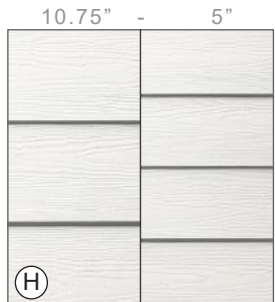
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(WHITE)



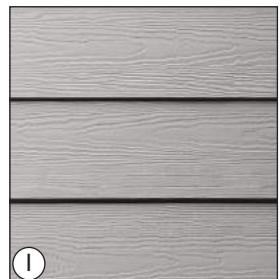
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(BLACK)



G
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SHINGLES
STRAIGHT-EDGE
(BLACK MAGIC)



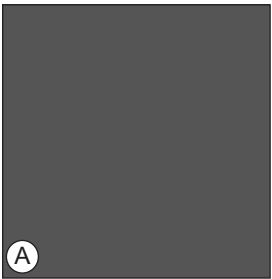
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SELECT CEDARMILL
(WINTER WHITE)



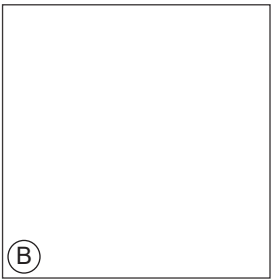
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10.75" EXPOSURE
(PEWTER CAST)



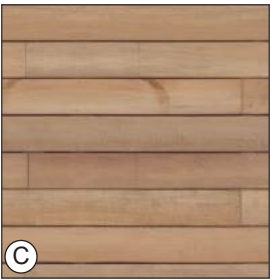
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(BLACK)



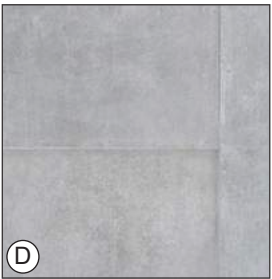
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PANEL+TRIM
SMOOTH
(IRON ORE)



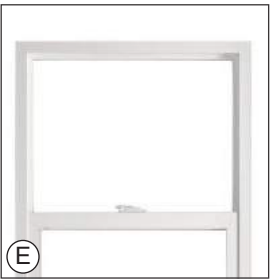
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PANEL+TRIM
SMOOTH
(HIGH REFLECTIVE
WHITE)



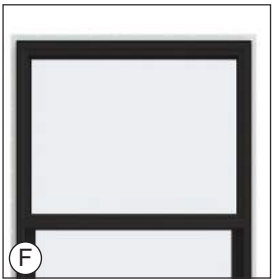
C
CEDAR 4" T&G
TIGHT KNOT



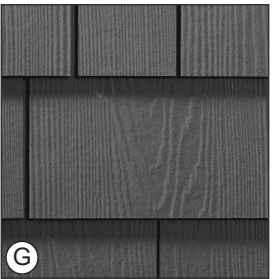
D
EXPOSED
CONCRETE



E
VINYL WINDOW
(WHITE)



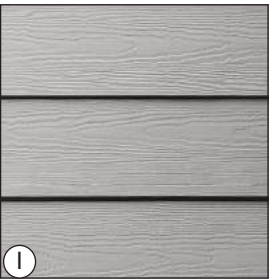
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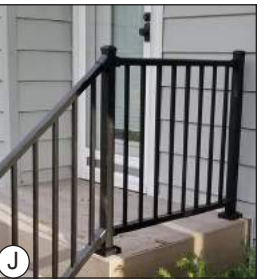
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SHINGLES
STRAIGHT-EDGE
(BLACK MAGIC)



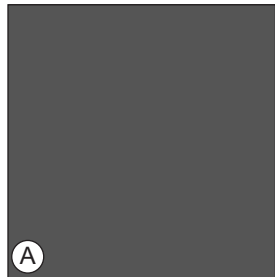
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(WINTER WHITE)



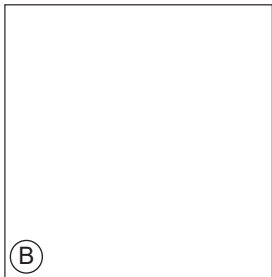
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SELECT CEDARMIL
10.75" EXPOSURE
(PEWTER CAST)



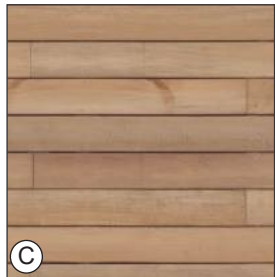
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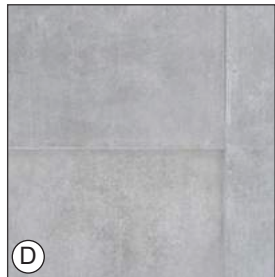
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PANEL+TRIM
SMOOTH
(IRON ORE)



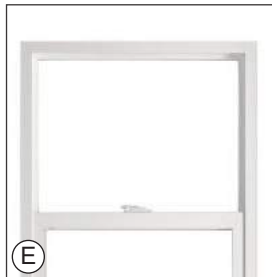
B
FIBER CEMENT
PANEL+TRIM
SMOOTH
(HIGH REFLECTIVE
WHITE)



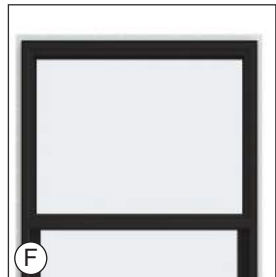
C
CEDAR 4" T&G
TIGHT KNOT



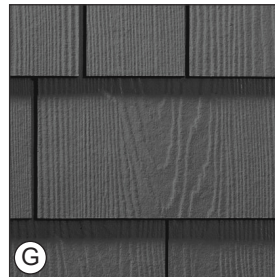
D
EXPOSED
CONCRETE



E
VINYL WINDOW
(WHITE)



F
VINYL WINDOW
(BLACK)



G
FIBER CEMENT
SHINGLES
STRAIGHT-EDGE
(BLACK MAGIC)



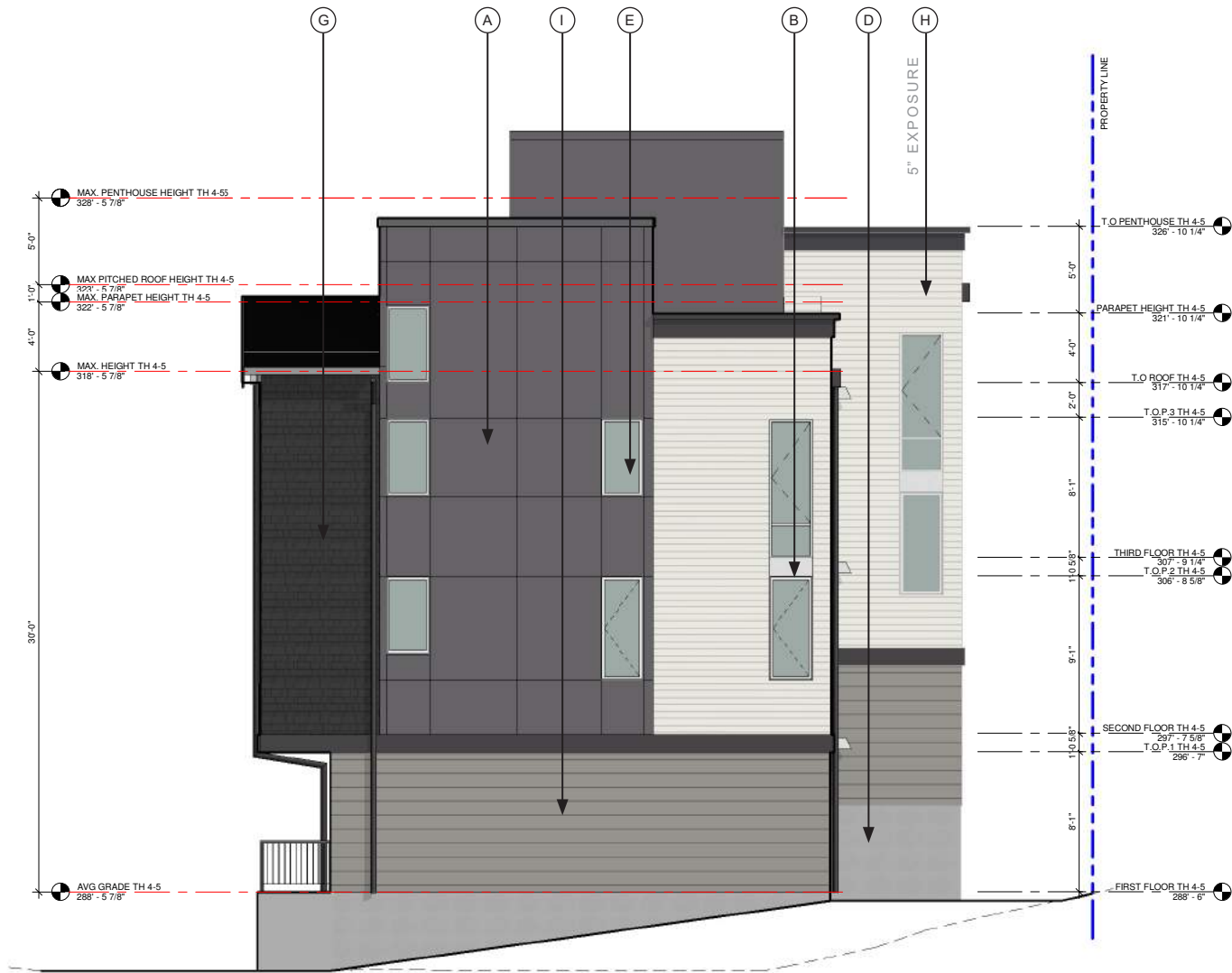
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(WINTER WHITE)



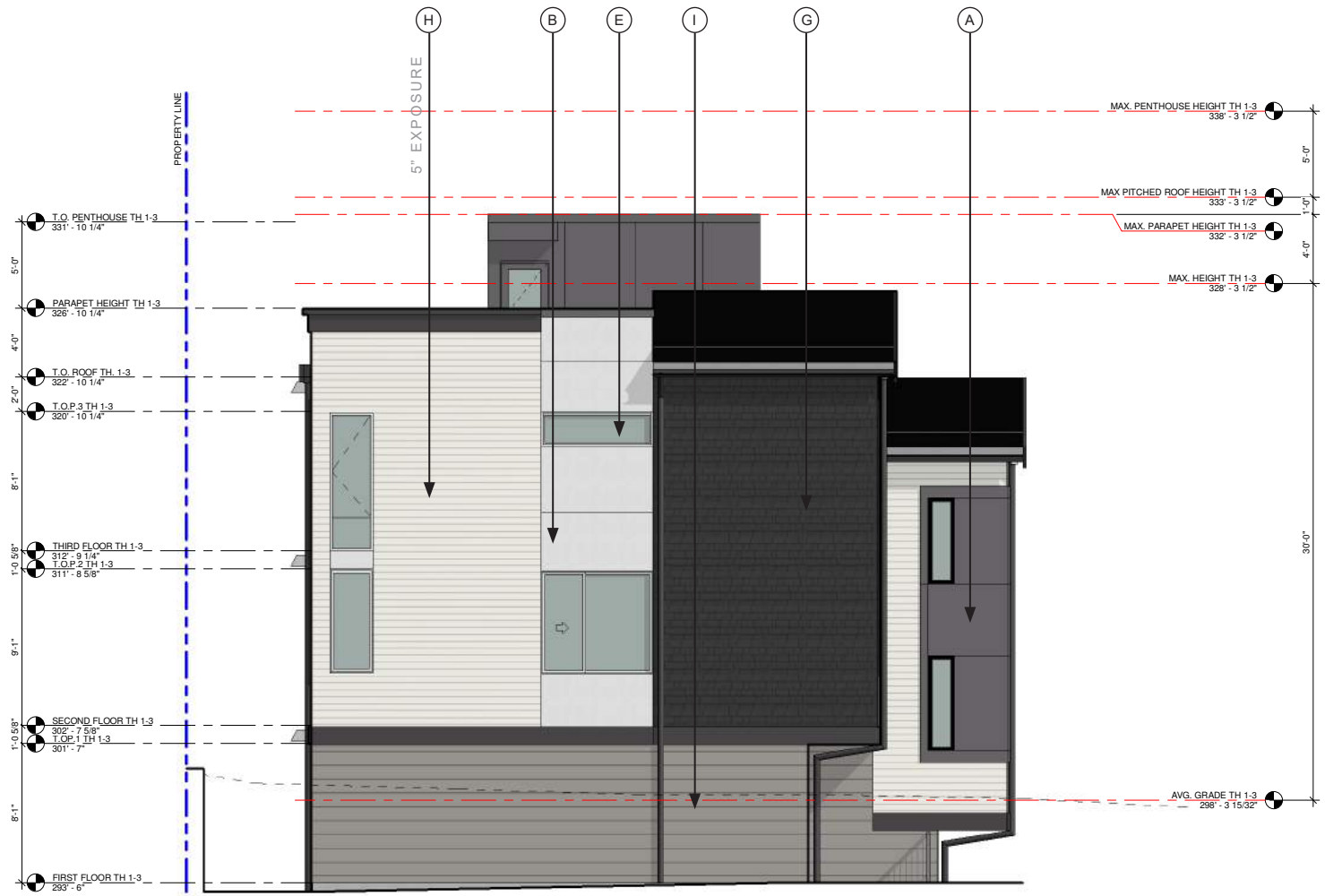
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10.75" EXPOSURE
(PEWTER CAST)



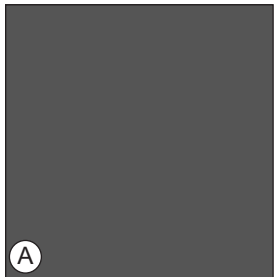
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METAL RAILING
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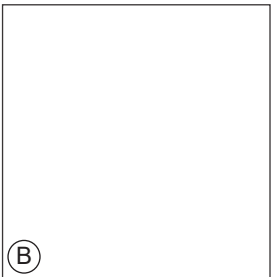
NORTH ELEVATION
LOT D



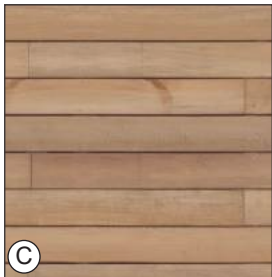
SOUTH ELEVATION
LOT D



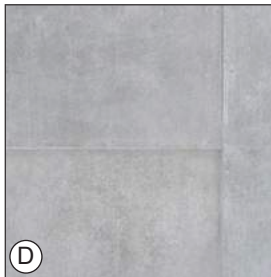
FIBER CEMENT
PANEL+TRIM
SMOOTH
(IRON ORE)



FIBER CEMENT
PANEL+TRIM
SMOOTH
(HIGH REFLECTIVE
WHITE)



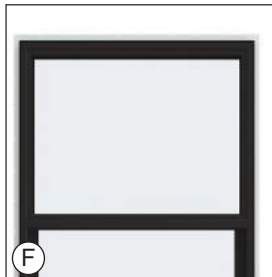
CEDAR 4" T&G
TIGHT KNOT



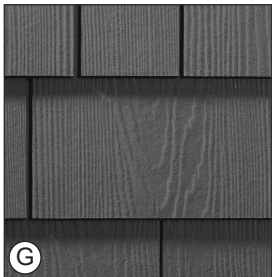
EXPOSED
CONCRETE



VINYL WINDOW
(WHITE)



VINYL WINDOW
(BLACK)



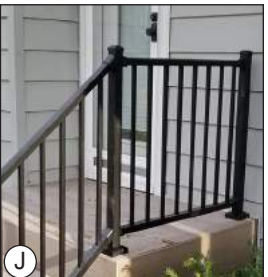
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SHINGLES
STRAIGHT-EDGE
(BLACK MAGIC)



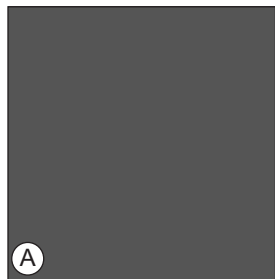
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SELECT CEDARMILL
(WINTER WHITE)



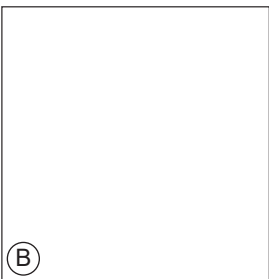
FIBER CEMENT LAP
SELECT CEDARMIL
10.75" EXPOSURE
(PEWTER CAST)



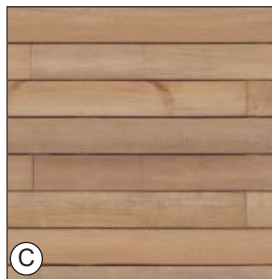
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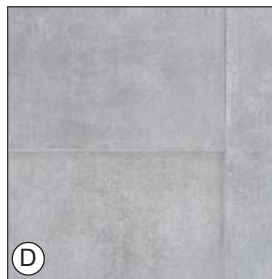
A
FIBER CEMENT
PANEL+TRIM
SMOOTH
(IRON ORE)



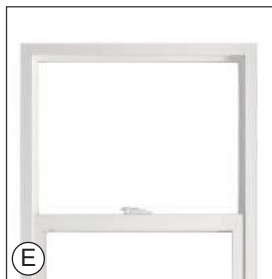
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FIBER CEMENT
PANEL+TRIM
SMOOTH
(HIGH REFLECTIVE
WHITE)



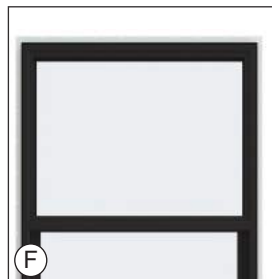
C
CEDAR 4" T&G
TIGHT KNOT



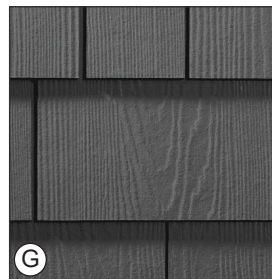
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EXPOSED
CONCRETE



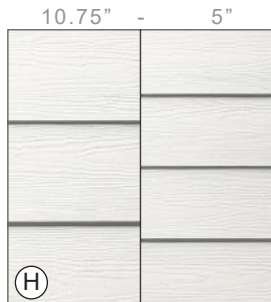
E
VINYL WINDOW
(WHITE)



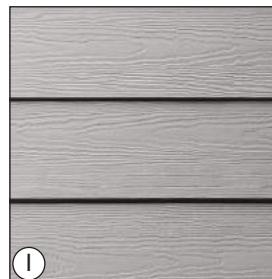
F
VINYL WINDOW
(BLACK)



G
FIBER CEMENT
SHINGLES
STRAIGHT-EDGE
(BLACK MAGIC)



H
FIBER CEMENT LAP
SELECT CEDARMIL
(WINTER WHITE)



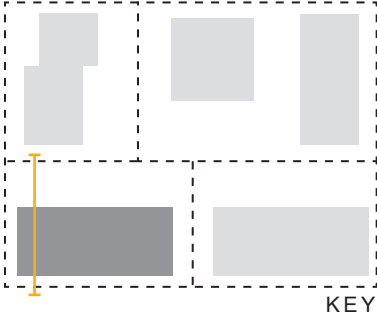
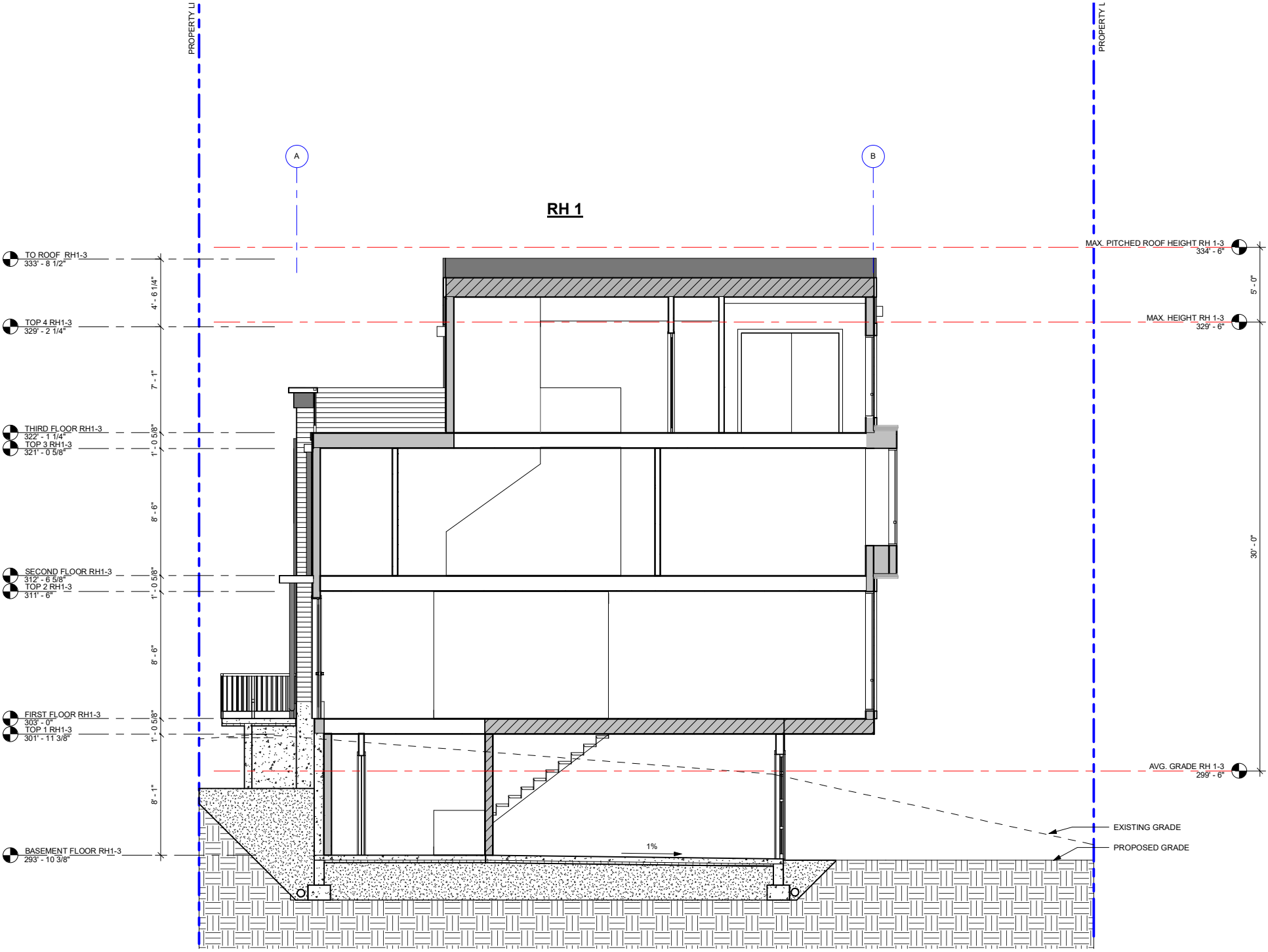
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SELECT CEDARMIL
10.75" EXPOSURE
(PEWTER CAST)



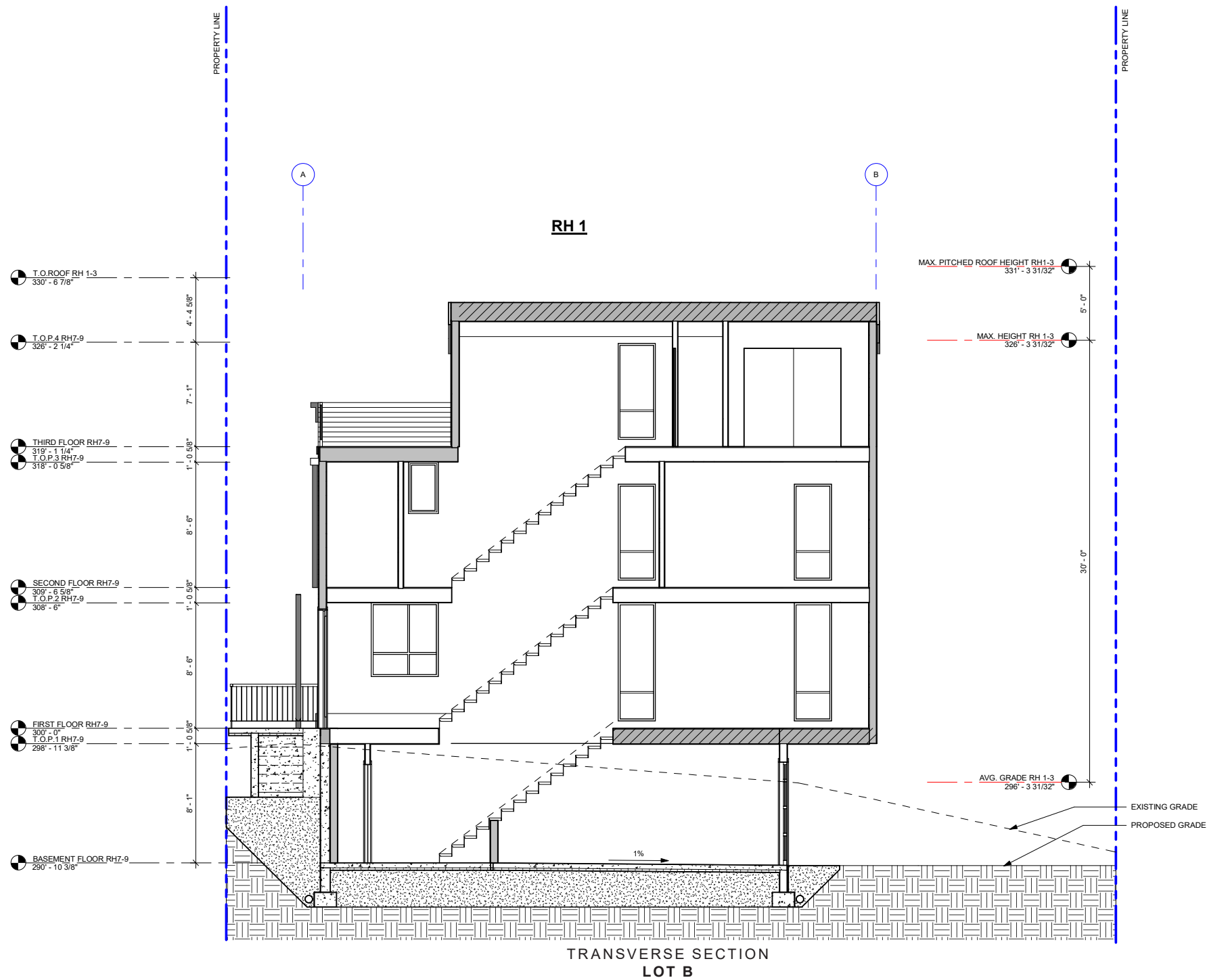
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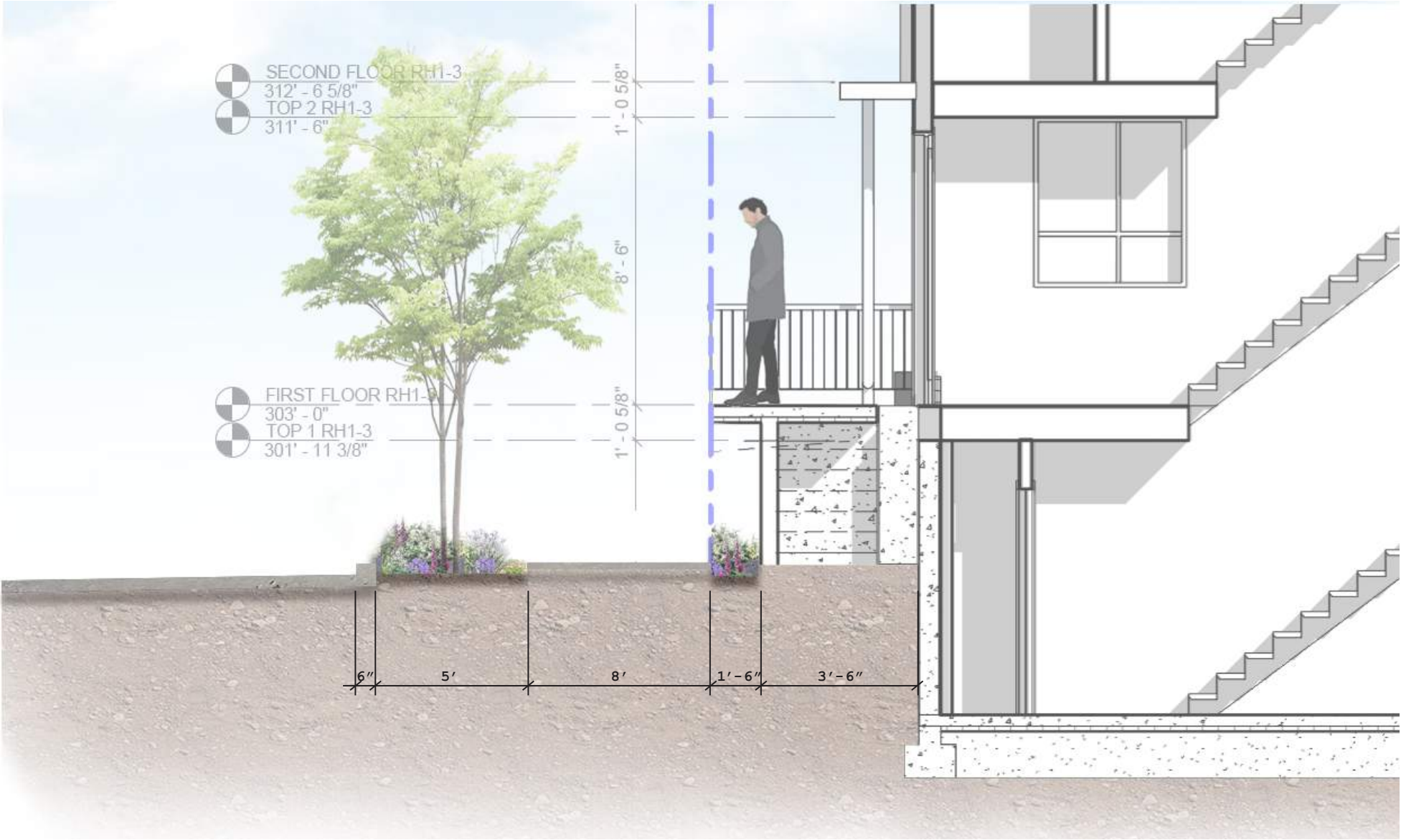
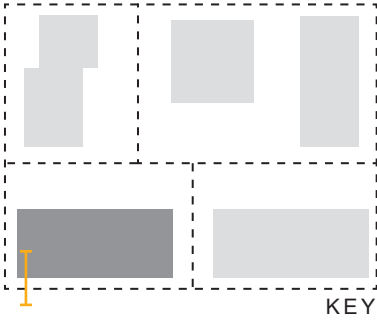


LONGITUDINAL SECTION
LOT A

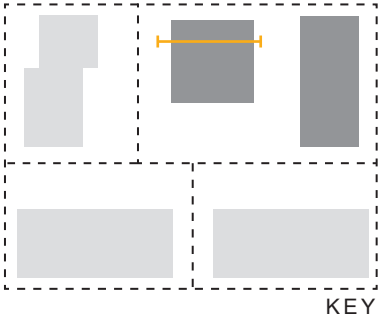
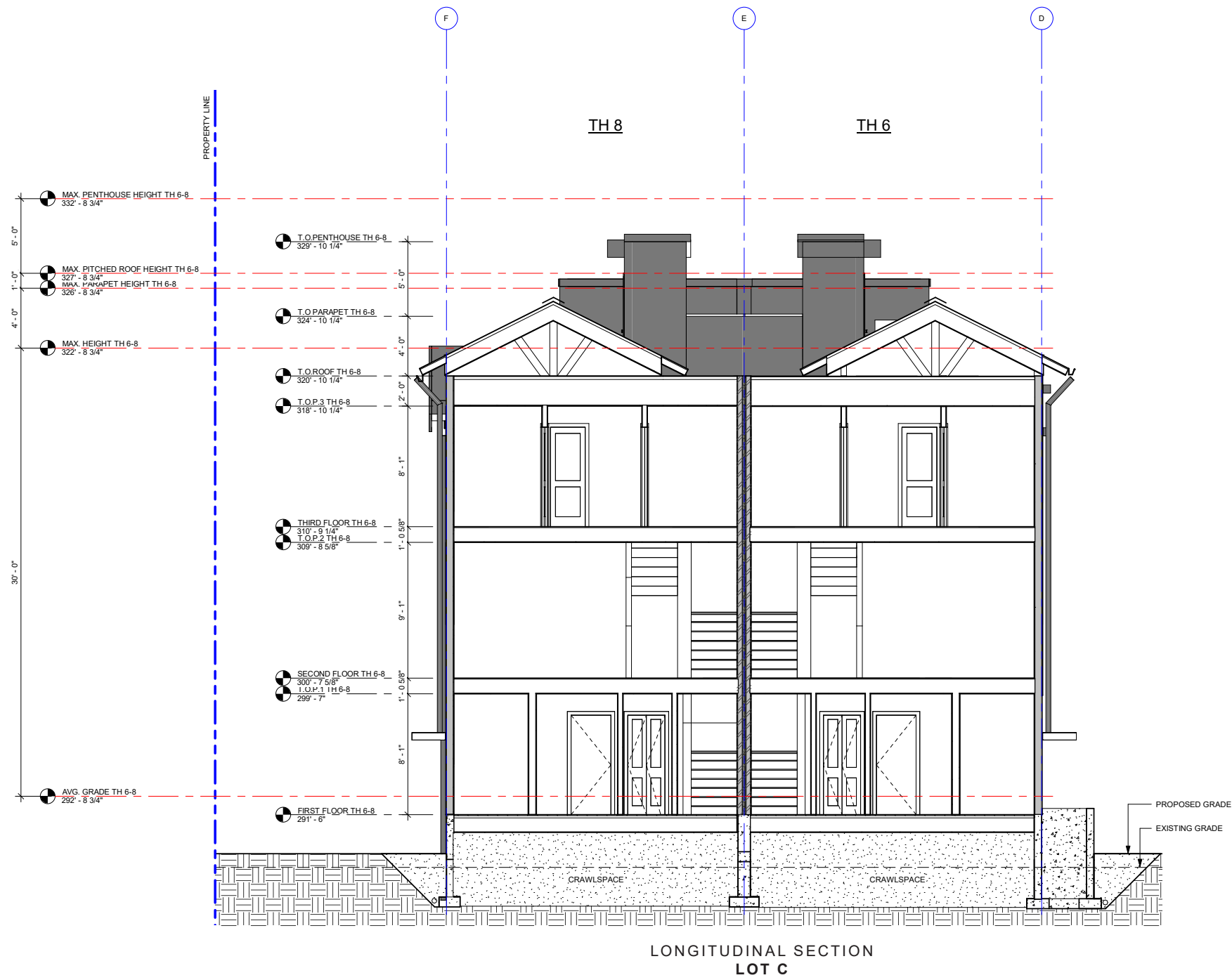


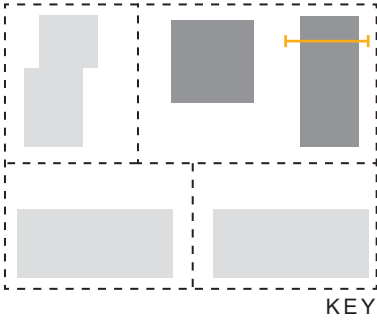
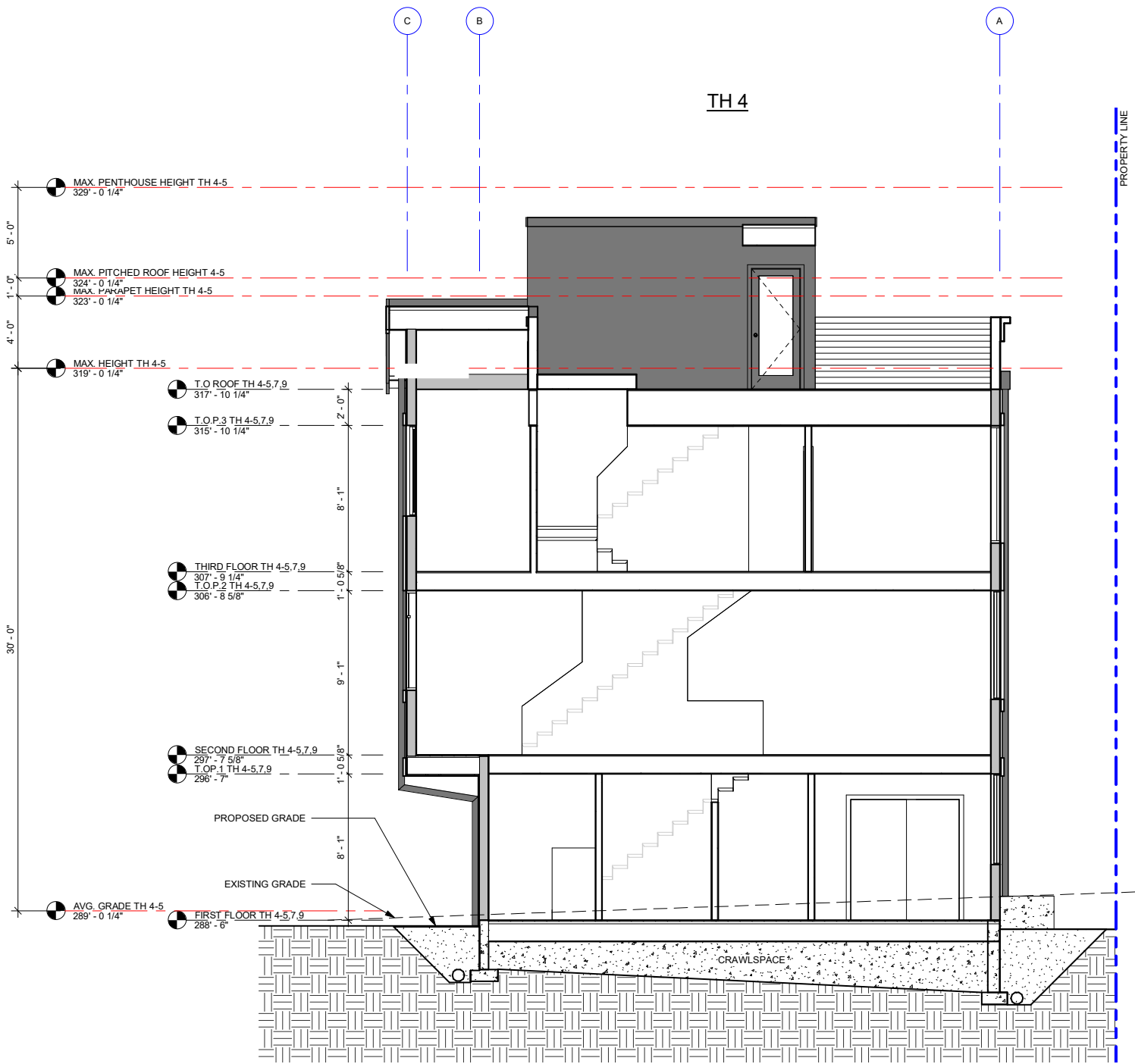


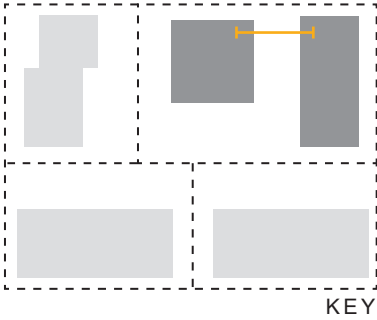


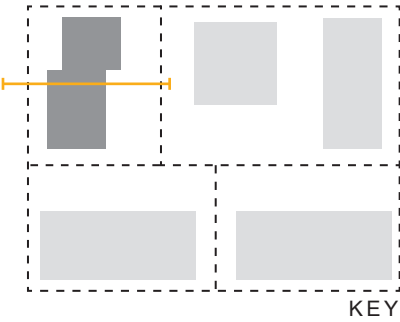
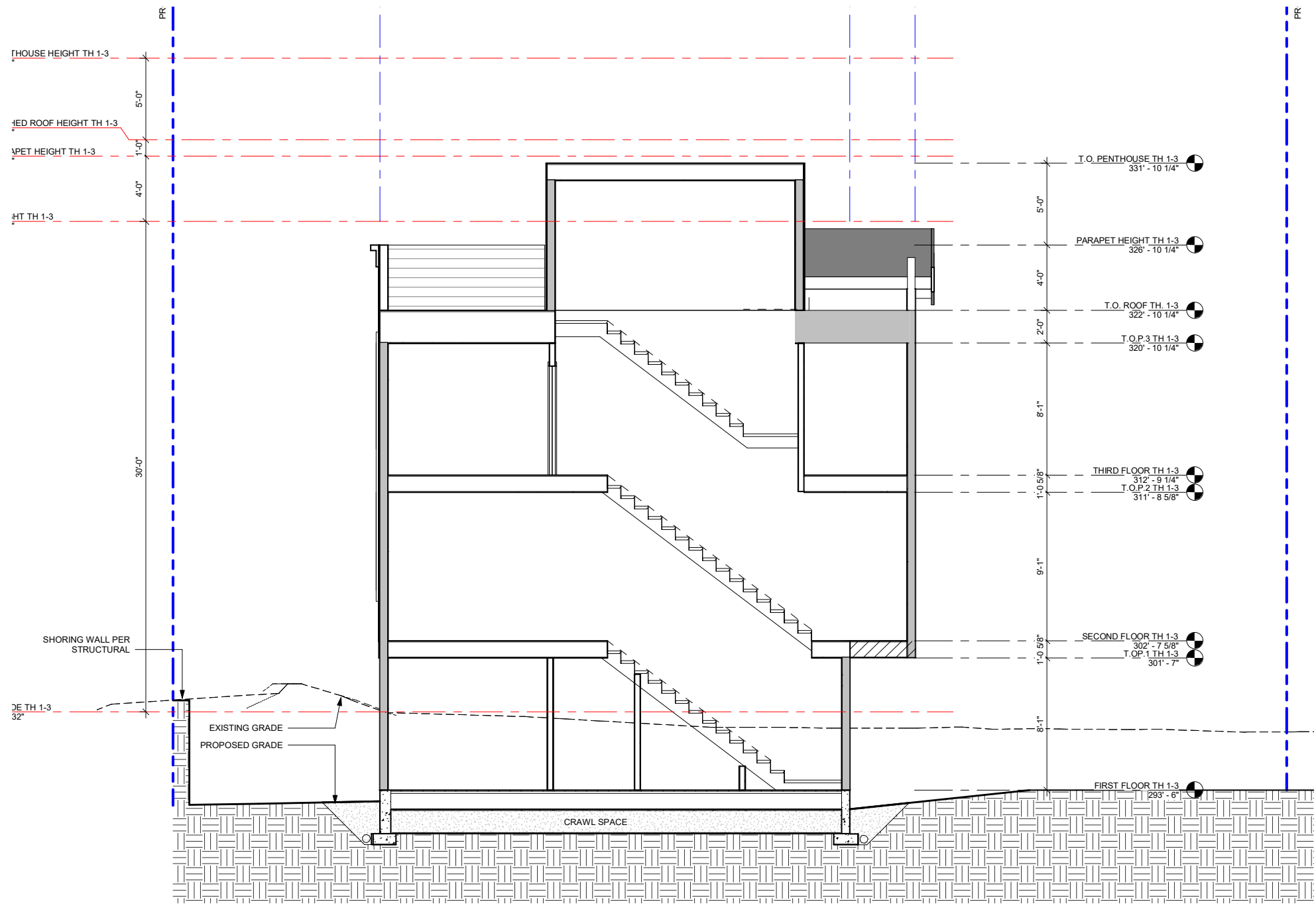


PEDESTRIAN ENTRY SECTION
LOT A/B

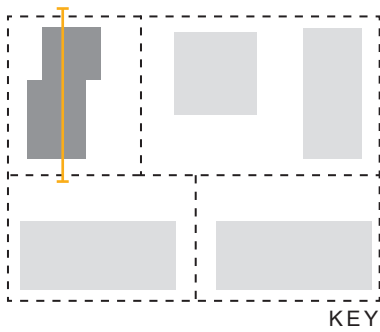


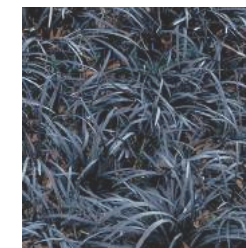






LONGITUDINAL SECTION
LOT D





OPHIOPOGON
PLANISCAPUS



CAREX OBNUPTA



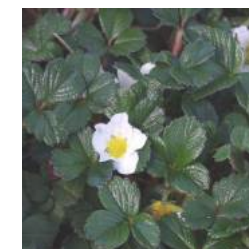
CORNUS ALBA
'GOUCHAULTII'



CORNUS 'KELSEY'



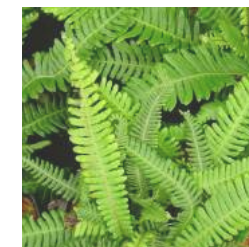
CORNUS SERICEA



FRAGARIA CHILOENSIS



GAULTHERIA SHALLON
- SALAL



BLECHNUM SPICANT



LIRIOPE MUSCARI 'BIG
BLUE'



HAKONECHLOA MACRA
'AUREOLA'



PIERIS JAPONICA
'BROUWER'S BEAUTY'



PRUNUS 'MNT VERNON'





SIGNAGE CONCEPT PLAN

The strategy is to provide a variety of address signs that best fit each location and the various types of buildings located in the site. The street facing rowhouses will each have their own address signage, mounted next to the front doors, while all the townhomes will have their address signage printed on each of the entry doors. For better wayfinding within the site, two other signs will be provided, centrally located along the pedestrian pathways.



VIEW OF TOWNHOUSE ENTRY LOCATED AT WEST SIDE OF LOT



VIEW FROM SIDEWALK, LOOKING TO ROWHOUSES



VIEW OF ENTRY DRIVEWAY AS POSSIBLE LOCATION FOR SIGNAGE

SIGNAGE PRECEDENTS



WALL MOUNTED LIGHT AND ADDRESS NUMBER



STANDING METAL SIGN



DECAL ON GLASS DOOR

DEPARTURES

KEY

DEPARTURE REQUEST

CODE COMPLIANT

REQUESTED AT EARLY DESIGN GUIDANCE

1

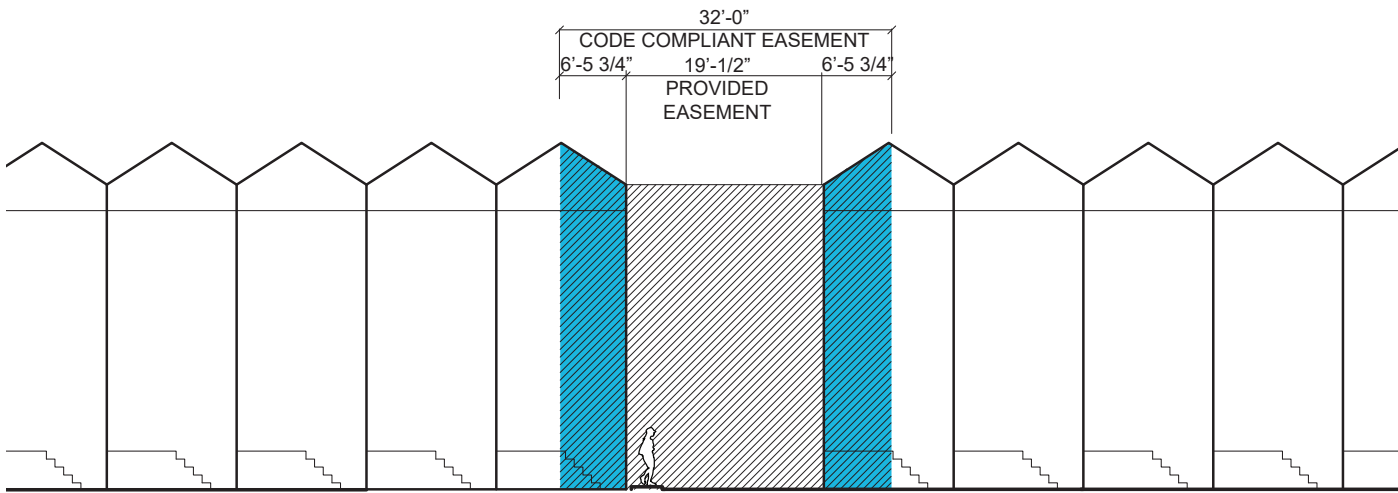
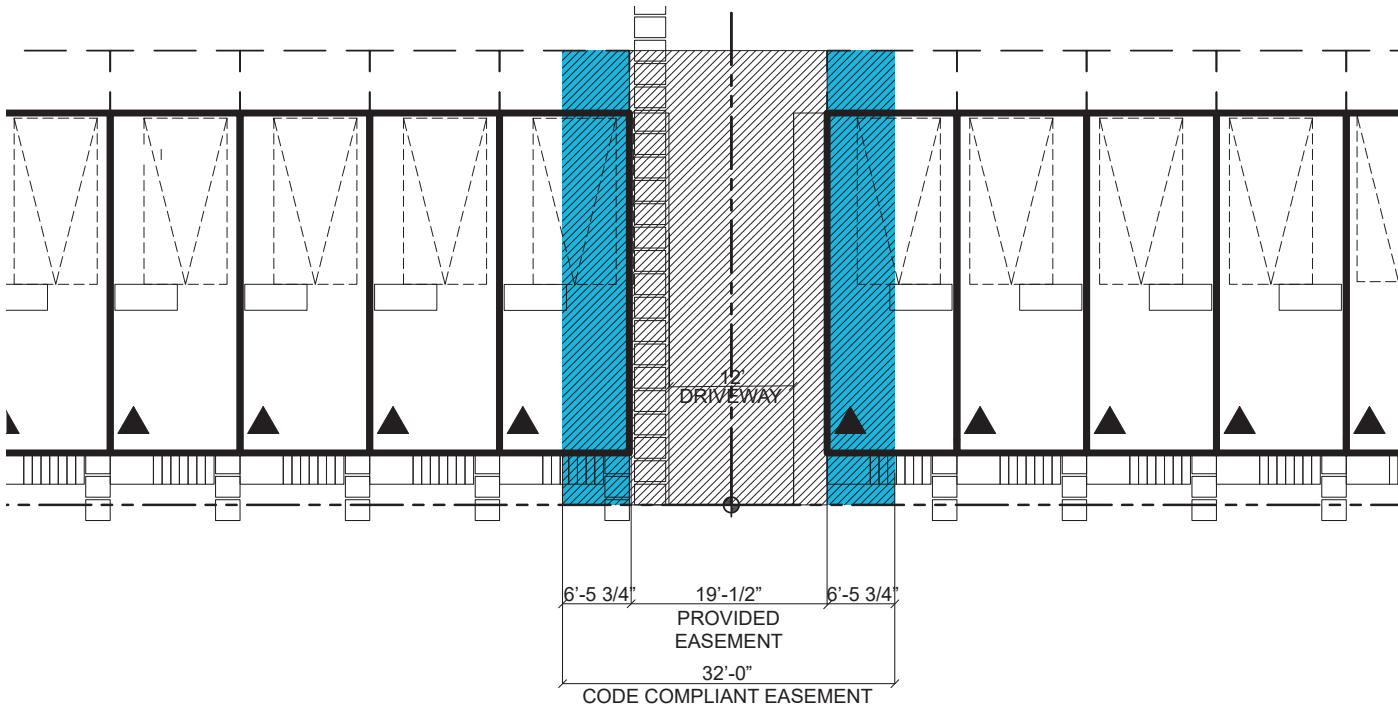
OVERALL DEVELOPMENT
DESIGN STANDARD
SMC 23.53.025.D
ACCESS EASEMENT STANDARDS

CODE REQUIREMENT:
Vehicle Access Easements Serving Ten or more Residential Units. Easement width shall be a minimum of 32 feet; The easement shall provide a surfaced roadway of at least 24 feet wide...

DEPARTURE REQUEST:
To allow for the driveway to be a minimum of 12' with a minimum 3' pedestrian walkway, with a provided easement of 19' 1/2" total.

RATIONALE FOR DEPARTURE:
The code compliant easement would mean that a large portion of the street edge would be dedicated to paving, rather than landscaping or pedestrian scaled elements. This project would better align with the design guidelines by reducing the width of the driveway in order to minimize the visual impact that vehicular access and circulation has on the street edge.
Design Guideline: PL2.A.1, DC1.C.2

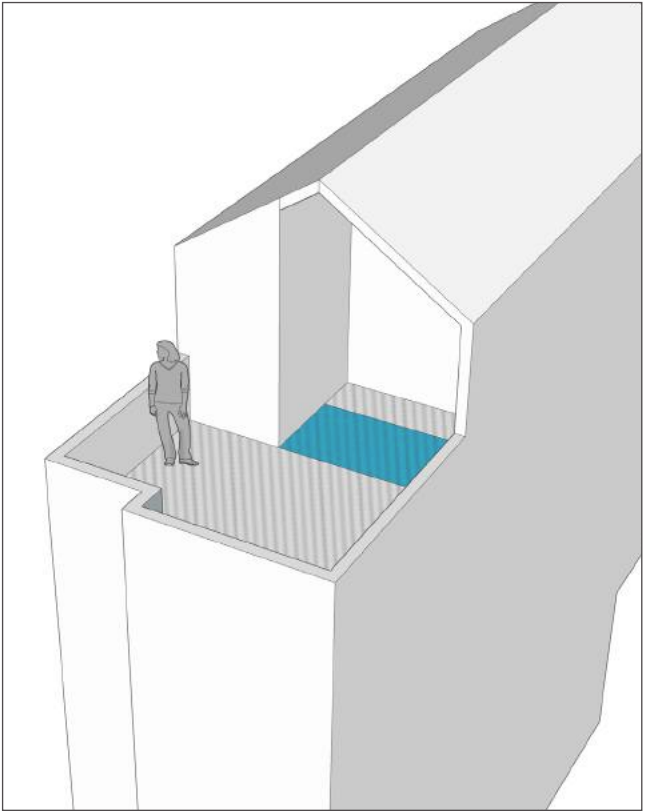
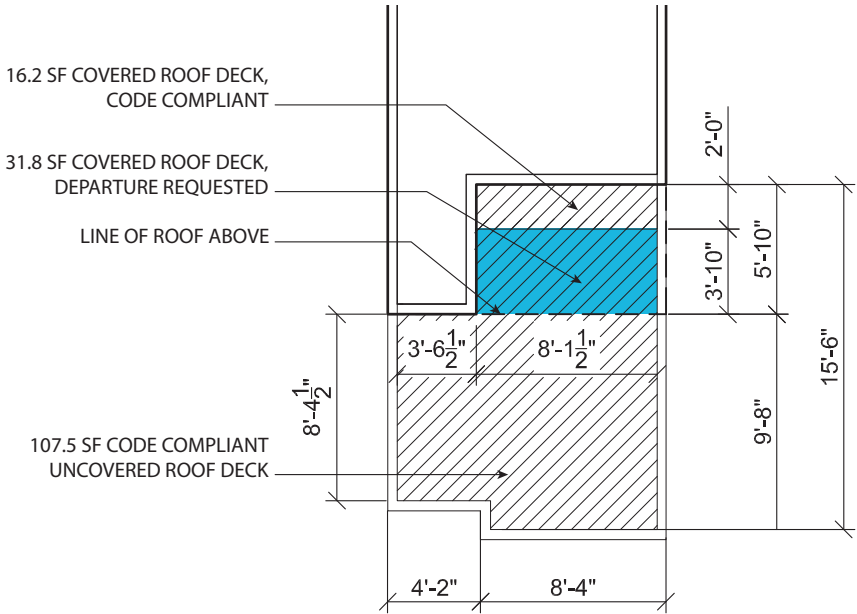
PLANNER'S RESPONSE:
Vehicle access easement standards (SMC 23.53.025.D): The code requires an access easement with a minimum width of 32 feet and a surfaced roadway of at least 24 feet in width. The applicant proposes an easement measuring 19 feet in width and a 12 foot wide surfaced roadway. Staff notes that the reduced driveway width helps to reduce the dominance of vehicle-related uses on the streetscape. However, traffic impacts will need to be studied further to determine if safety and traffic concerns are present and outweigh this benefit. Staff is supportive of the requested departure, pending the findings and recommendations of the SEPA review with the master use permit.



KEY

DEPARTURE REQUEST

CODE COMPLIANT



REQUESTED AT EARLY DESIGN GUIDANCE

2

PARCELS A & B
DESIGN STANDARD
SMC 23.45.522.D
PROJECTIONS INTO AMENITY AREAS

CODE REQUIREMENT:
Structural projections that do not provide floor area, such as garden windows, may extend up to 2 feet into an amenity area if they are at least 8 feet above finished grade.

DEPARTURE REQUEST:
To allow for the roof overhang to extend 5'-10" into the roof deck amenity area.

RATIONALE FOR DEPARTURE:
The code restricts the ability for projections (including roof overhangs) to extend more than 2' into an amenity area. In the Seattle climate, weather protection over a portion of the deck extends its usability throughout all seasons.
Design Guideline: DC3.B.2

PLANNER'S RESPONSE:
Projections into amenity areas (SMC 23.45.522.d): the code allows structural projections that do not provide floor area to extend up to two feet into an amenity area. The applicant proposes a roof overhang that extends five feet ten inches into the roof deck amenity area. The proposed overhang extends the usability of the amenity area by providing a small amount of overhead weather protection while largely remaining uncovered. In addition, the common amenity areas located at grade will be accessible to the rowhouse units, providing a desirable mix of amenity choices available to these residents. For these reasons, staff supports the requested departure.

KEY

DEPARTURE REQUEST

CODE COMPLIANT

REQUESTED AT EARLY DESIGN GUIDANCE

3

PARCELS A & B
DESIGN STANDARD
SMC 23.45.518.H
PROJECTIONS PERMITTED IN REQUIRED SETBACKS

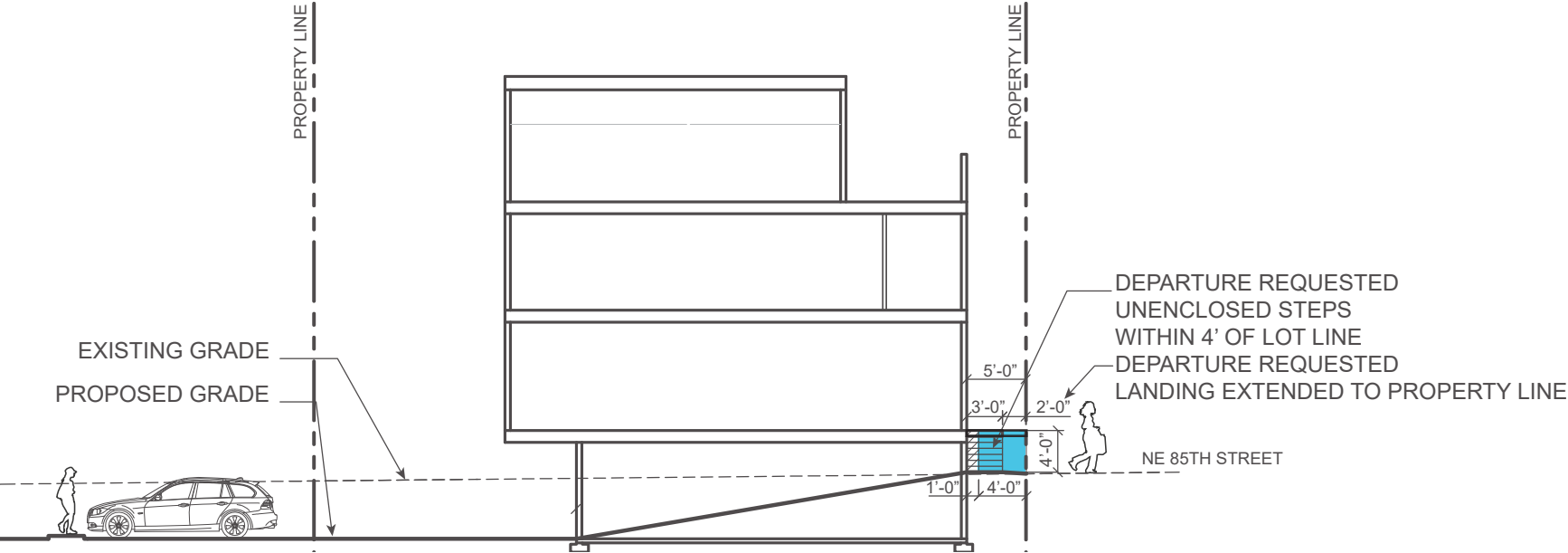
CODE REQUIREMENT:
Unenclosed porches or steps no higher than 4’ above existing grade... May extend to within 4 feet of a street lot line...

DEPARTURE REQUEST:
To allow for unenclosed steps 3’-6” high to be within 2’ of the street lot line and the extension of the landing to extend to the street lot line.

RATIONALE FOR DEPARTURE:
The rowhouses on this project seek to provide a stoop up to each entry as a transitional element between public and private space. The extension of the landing ensures that the space is both usable/functional as well as more engaged with the street and public realm. This helps the proposed units to better fit with the design guidelines as well as the surrounding neighborhood. The code limits how close stairs can be to the property line- the addition of these stairs/stoops would help add to the collection of elements at each entry, enhancing the pedestrian experience and providing opportunity for personalization.
Design Guideline: DC2.B.1

PLANNER’S RESPONSE:
Projections permitted in required setbacks (SMC 23.45.518.H): The code limits the location of unenclosed steps to no closer than four feet from a street lot line. The applicant proposes unenclosed steps within two feet of the street lot line. The raised entries provide an opportunity for additional connection to the public realm and a small amenity area that can be used by residents. These added benefits contribute positively to the streetscape, but are not fully realized in the current proposal. Landings should be extended to provide space for planters and/or small furniture, allowing for personalization and increased engagement with the public realm. Staff is supportive of the proposed departure, dependent on the design being further developed to accommodate more activity and engagement with the street.

UPDATE AT RECOMMENDATION
Per SDCI guidance above, this departure has been updated to request the landing extending to the property line. This additional extension requires another departure to facade length measurement, which can be seen on page 90 of this packet.



REQUESTED AT EARLY DESIGN GUIDANCE

4

PARCELS A & B
DESIGN STANDARD
SMC 23.45.522.A
AMENITY AREA REQUIRED

CODE REQUIREMENT:
A minimum of 50 percent of the required amenity area shall be provided at ground level...

DEPARTURE REQUEST:
To allow for the ground level amenity area to be reduced by the percentages below, while making up the remainder of the total required amenity at the roof level.

Parcel A:
Required: 1322 sf, 661 sf ground
Provided: 1324 sf, 429 sf ground (35.1% reduction)

Parcel B:
Required: 1314 sf, 657 sf ground
Provided: 1454 sf, 559 sf ground (14.9% reduction)

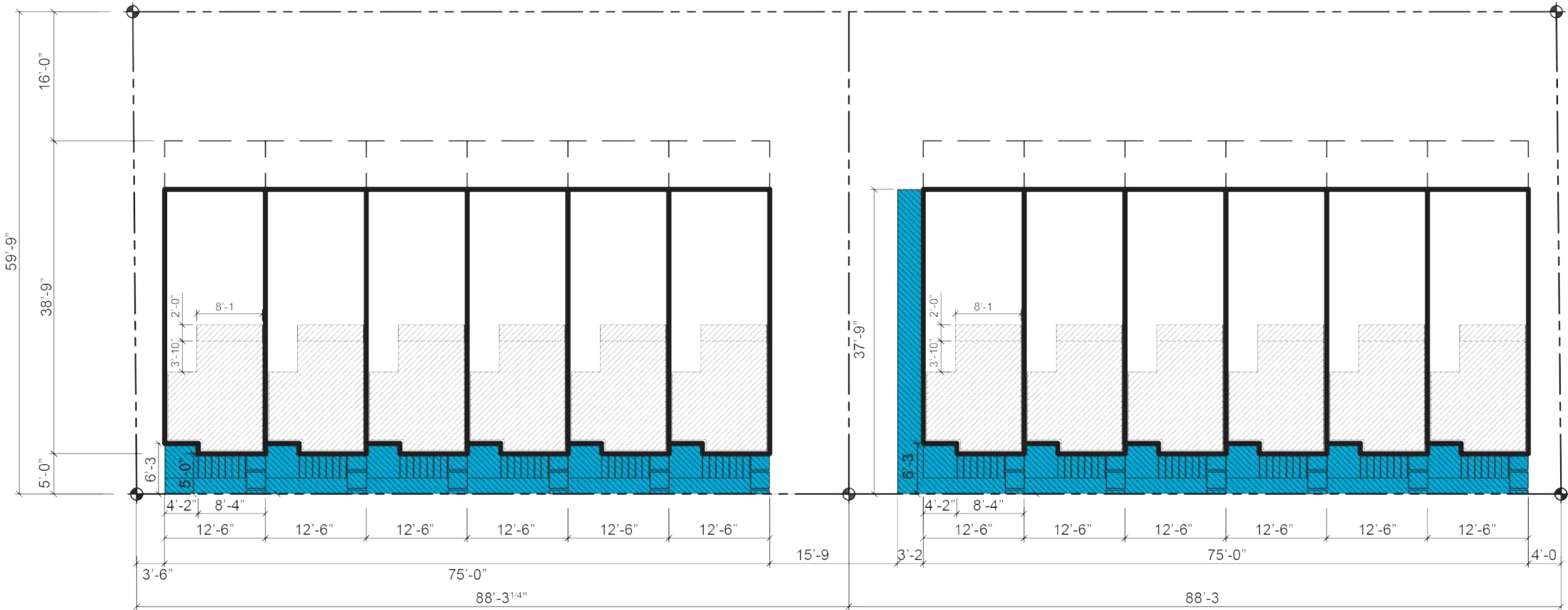
RATIONALE FOR DEPARTURE:
While this project is asking for a reduction to the ground level amenity area, the remainder of the required amenity area will be made up at the roof level. The available outdoor amenity space for each rowhouse will consist of a front yard with a stoop and a private roof deck with weather protection. Both spaces offer the opportunity for personalization and year round use.
Design Guideline: DC3.C.2

PLANNER’S RESPONSE:
Amenity area (SMC 23.45.522.a): the code requires that at least 50% of required amenity areas be provided at ground level. The applicant proposes to provide approximately 33% of the required area at ground level on parcel A and approximately 42% on parcel B. Staff agrees that the quality of open space provided can compensate for deficiencies in quantity. Staff recommends the improvements to the raised entries as described above as an adequate method of improving the ground-level amenity areas for these units. Staff is supportive of the proposed departure dependent on the design being further developed to accommodate more activity and engagement with the street.

KEY

DEPARTURE REQUEST

CODE COMPLIANT



KEY

DEPARTURE REQUEST

CODE COMPLIANT

REQUESTED AT EARLY DESIGN GUIDANCE

5a

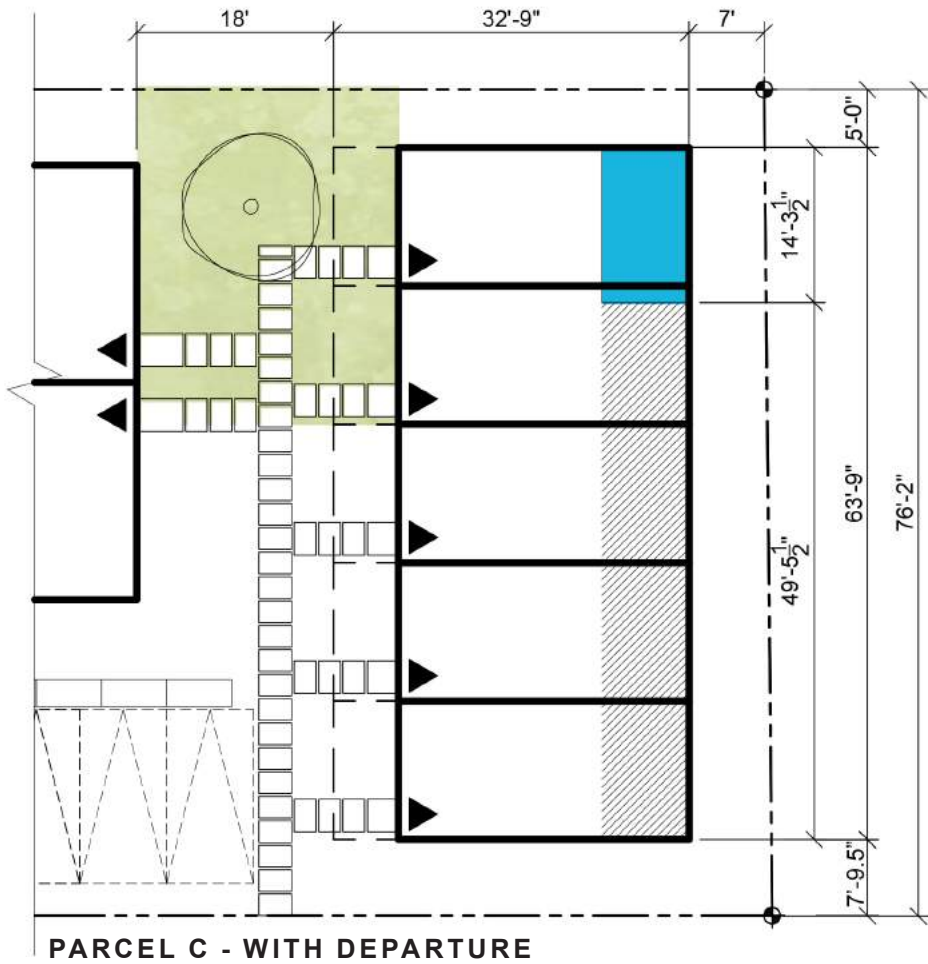
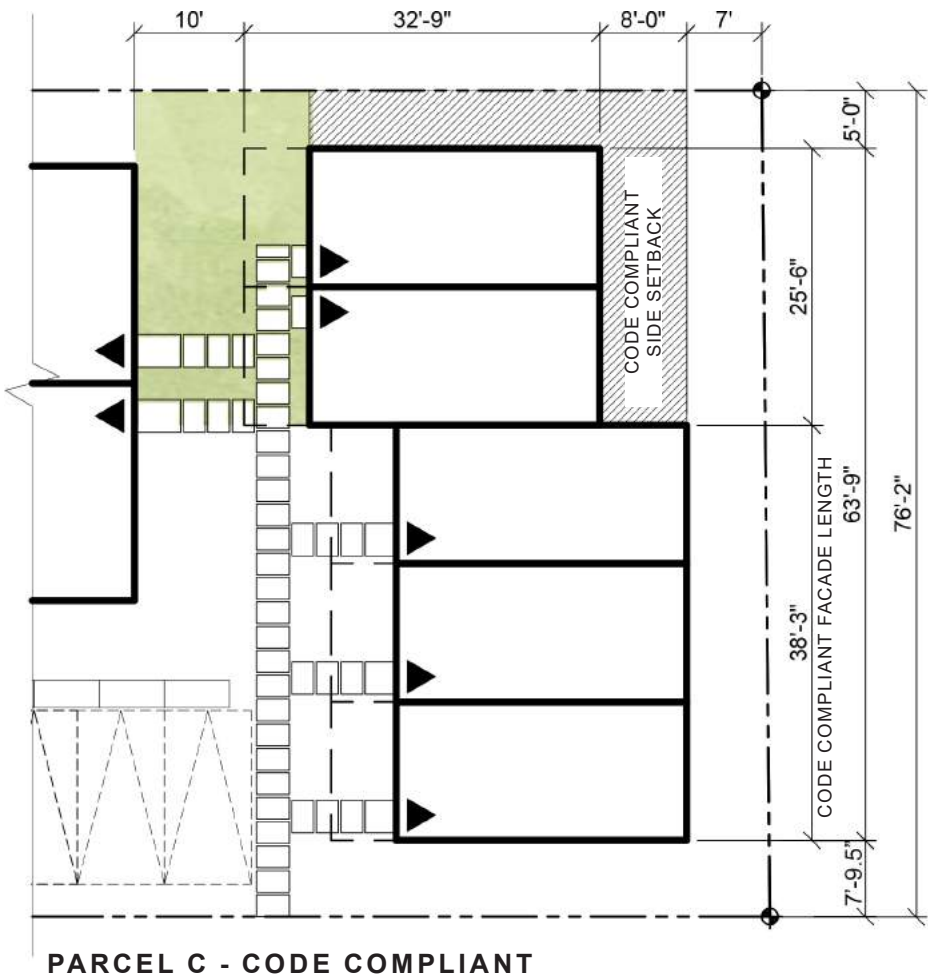
PARCEL C
DESIGN STANDARD
SMC 23.45.527
FACADE LENGTH

CODE REQUIREMENT:
The maximum combined length of all portions of facades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line...

DEPARTURE REQUEST:
To allow for the maximum facade length to be increased from 49'-5.5" to 63'-3" (27.7% increase)

RATIONALE FOR DEPARTURE:
The diagram to the left illustrates the building arrangement that would be code compliant for facade length. This results in a decreased courtyard size between buildings at the north end (10'). By shifting the two northern units to align with the others (diagram above), the 18' courtyard width is maintained across the site, providing the ability to focus the courtyard around a large tree and creating more usable outdoor space for residents.
Design Guideline: DC4.D.4, DC3.C.1

PLANNER'S RESPONSE:
Facade length (SMC 23.45.527): The code limits the maximum facade length of parcel C to no more than 49 feet, five inches. The applicant proposes a facade length of 63 feet, nine inches. Staff agrees that the proposed departure results in a wider, more usable green space than a code compliant option. In addition, the location of the structure on the site is minimally visible from the public right of way, reducing the need for modulation on this particular facade. For these reasons, staff supports the requested departure.



KEY

DEPARTURE REQUEST

CODE COMPLIANT

REQUESTED AT EARLY DESIGN GUIDANCE

5b

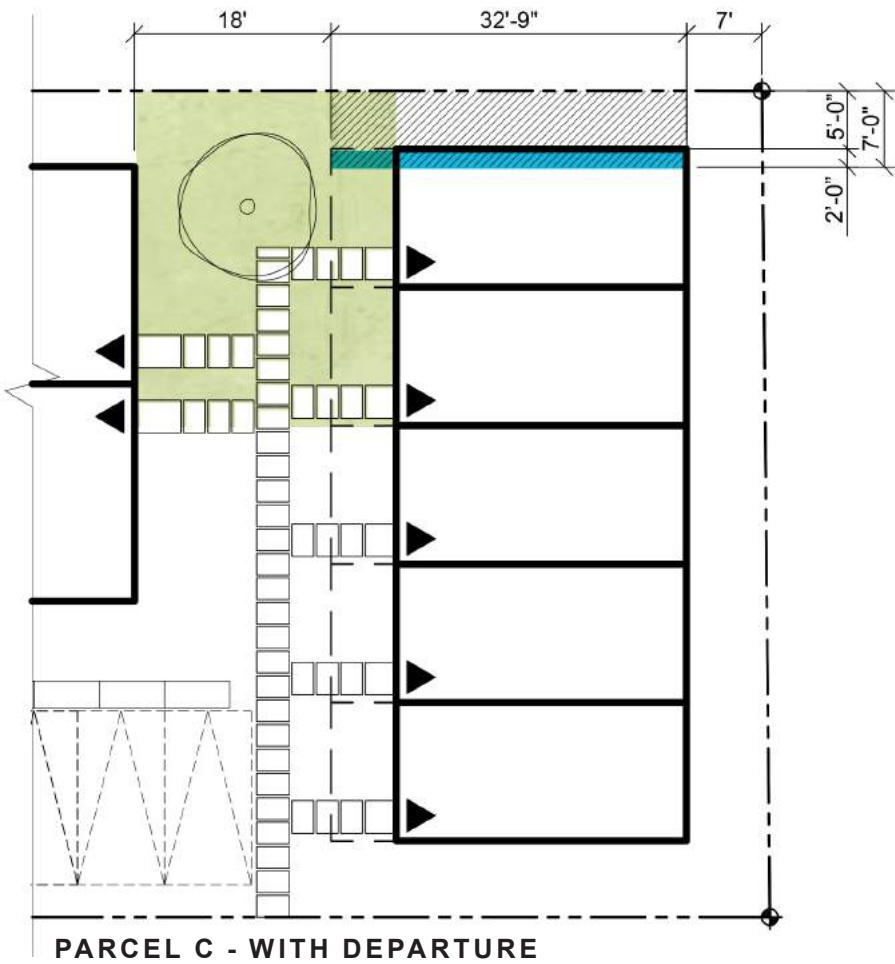
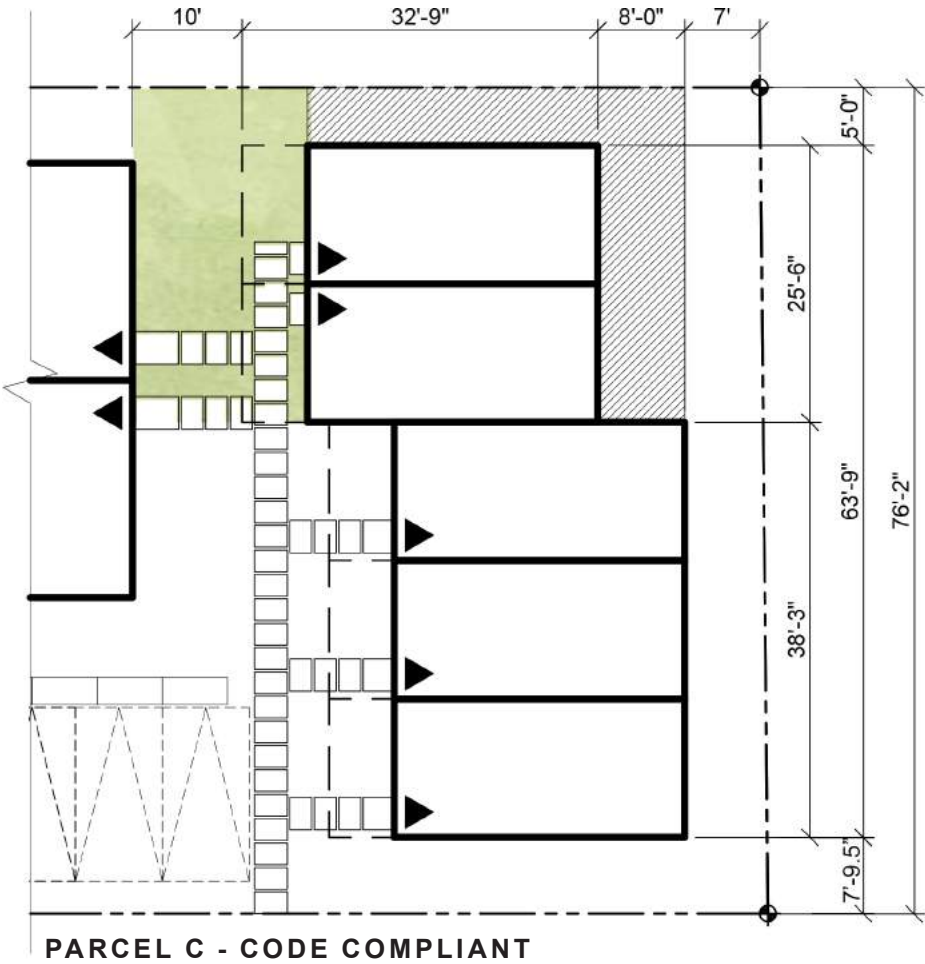
PARCEL C
DESIGN STANDARD
SMC 23.45.518
SETBACKS AND SEPARATIONS

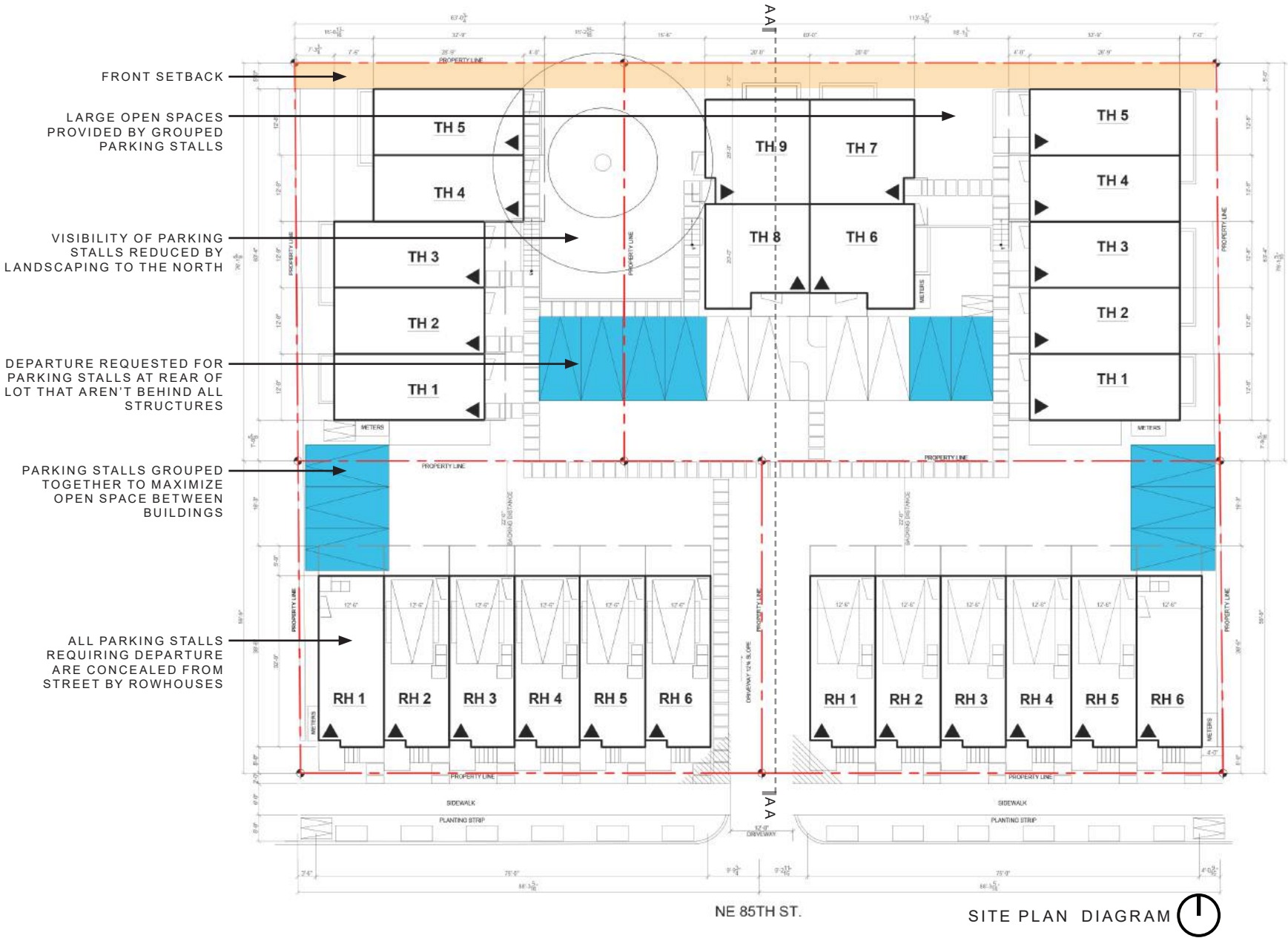
CODE REQUIREMENT:
Front Setback, Townhouse Developments: 7' average, 5' minimum

DEPARTURE REQUEST:
To allow for the front setback to be reduced from 7' average to 5'-0"
(28.57% reduction)

RATIONALE FOR DEPARTURE:
The shifting of the two northern units also means the required 7' average setback isn't met. This departure requests that the setback be reduced for all the aforementioned reasons: to provide a wider courtyard, have space to center the courtyard around a tree, and create more usable outdoor space for residents.
Design Guideline: DC4.D.4, DC3.C.1

PLANNER'S RESPONSE:
Front setback (SMC 23.45.518): The code requires a front setback with a five-foot minimum depth and a seven-foot average depth. The applicant proposes a front setback with an average depth of five feet, four inches. Staff agrees that the proposed departure results in a wider, more usable green space than a code compliant option. In addition, the location of the structure on the site is minimally visible from the public right of way, reducing the need for modulation on this particular facade. For these reasons, staff supports the requested departure.





KEY

DEPARTURE REQUEST

CODE COMPLIANT

REQUESTED AT RECOMMENDATION

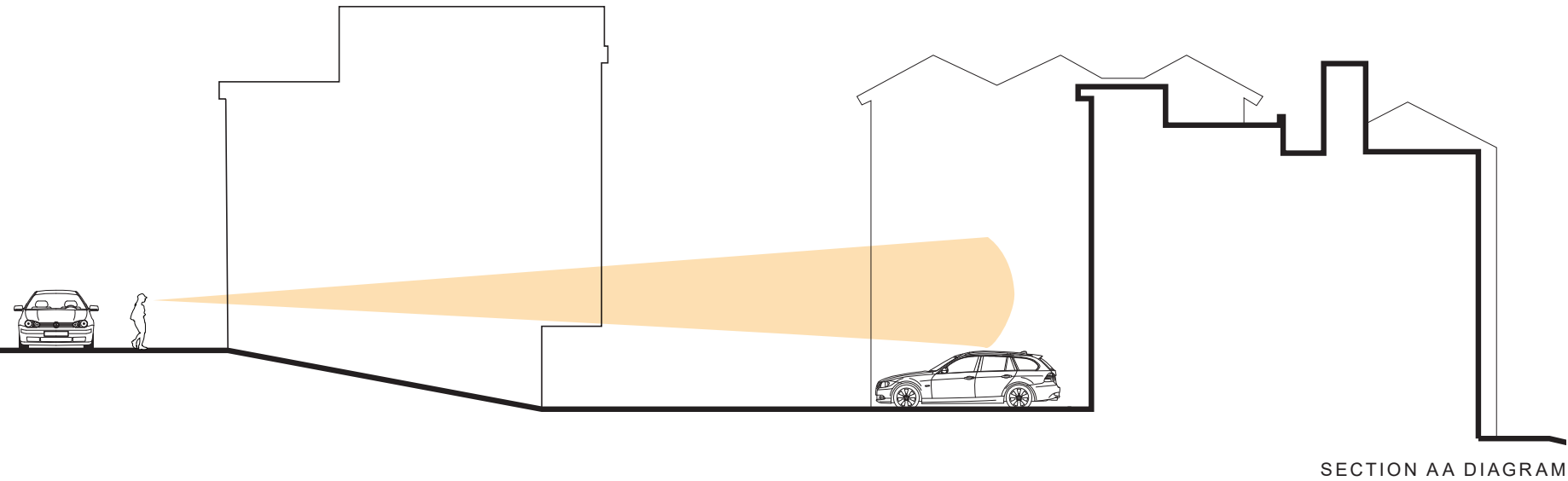
6

PARCEL C + D
DESIGN STANDARD
SMC 23.45.510.C.3.a
FLOOR AREA RATIO

CODE REQUIREMENT:
For rowhouse and townhouse developments, parking shall be totally enclosed within the same structure as the residential use, located in a structure or portion of a structure... Or located in a parking area or structure at the rear of the lot. A parking area not within a structure that is located at the rear of the lot shall be located behind all structures...

DEPARTURE REQUEST:
To allow the parking stalls highlighted in blue that don't meet the letter of the "behind all structures" portion of the code (in relations to the lot's front setback) but are fully concealed from the street.

RATIONALE FOR DEPARTURE:
Per the design guidelines, the width of the driveway was minimized to reduce its visual dominance along the street. In addition to minimizing the driveway width, the parking stalls were also grouped tightly together to allow for larger courtyards and amenity space. With the larger courtyards, the amenity space becomes usable open space that can encourage social interaction amongst tenants. In these courtyards, landscaping is utilized to help reduce the visual impact of the parking stalls from all points on the site. While these stalls don't meet the letter of "behind all units" portion of the code, they meet the intent as all of the stalls highlighted in blue are concealed from the R.O.W. by the rowhouses and the reduced driveway width. Ironically, the two stalls visible down the driveway meet the code requirement. Lastly, the parking area is well below the street level as seen in section AA to the left, which further reduces the impact of the parking as seen from NE 85th St. Design Guideline: DC1.B.1, DC1.C.1, DC1.C.2, DC3.C.2



REQUESTED AT RECOMMENDATION

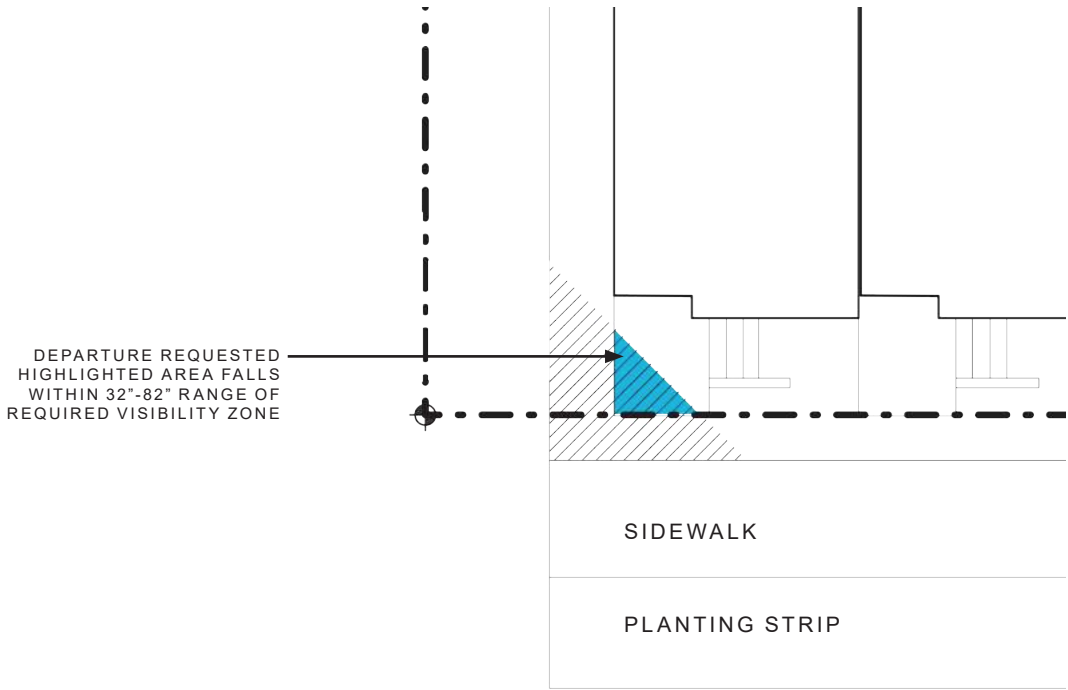
7

PARCEL B
DESIGN STANDARD
SMC 23.54.030.G
PARKING SPACE AND ACCESS STANDARDS, SIGHT TRIANGLE

CODE REQUIREMENT:
For two way driveways and easements less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection. The sight triangle shall also be kept clear of obstructions in the vertical spaces between 32 inches and 82 inches from the ground.

DEPARTURE REQUEST:
For only the railing of lot B, RH 1 entry porch to extend into the vertical sight triangle clearance.

RATIONALE FOR DEPARTURE:
The porch at RH1 exists below 32", therefore the only visibility issue would potentially be the railing. If the railing allows for visibility due to it's porous nature, then pedestrian visibility would be maintained with the current design. As illustrated in the renderenig to the right.
Design Guideline: DC1.B.1, DC1.C.1, DC1.C.2



KEY

DEPARTURE REQUEST

CODE COMPLIANT



VIEW OF DRIVEWAY AND SIDEWALK FROM NE 85TH ST

KEY

DEPARTURE REQUEST

CODE COMPLIANT

REQUESTED AT RECOMMENDATION

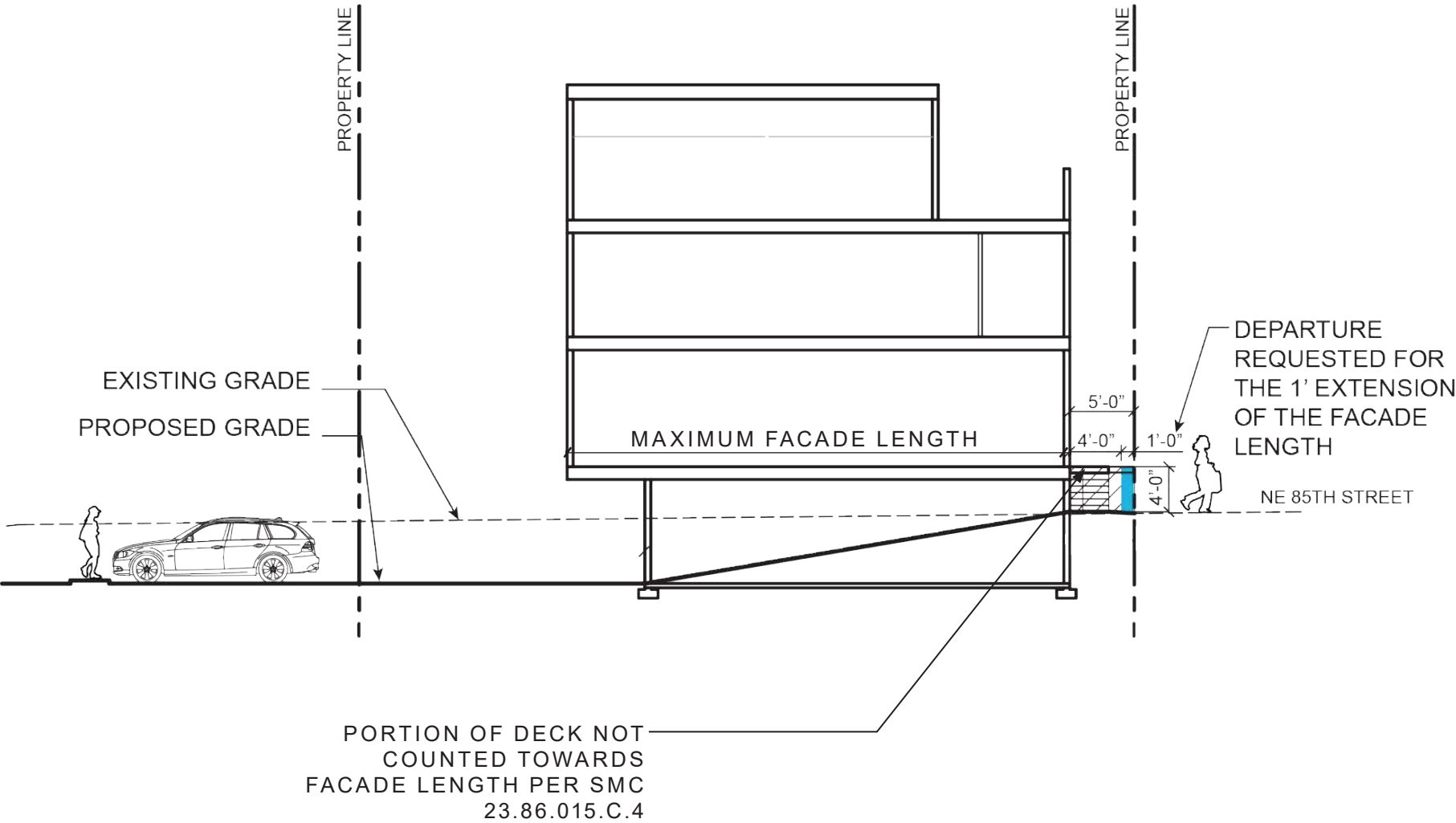
8

PARCEL A + B
DESIGN STANDARD
SMC 23.86.015.C.4
STREET FACADE LENGTH, STRUCTURE DEPTH

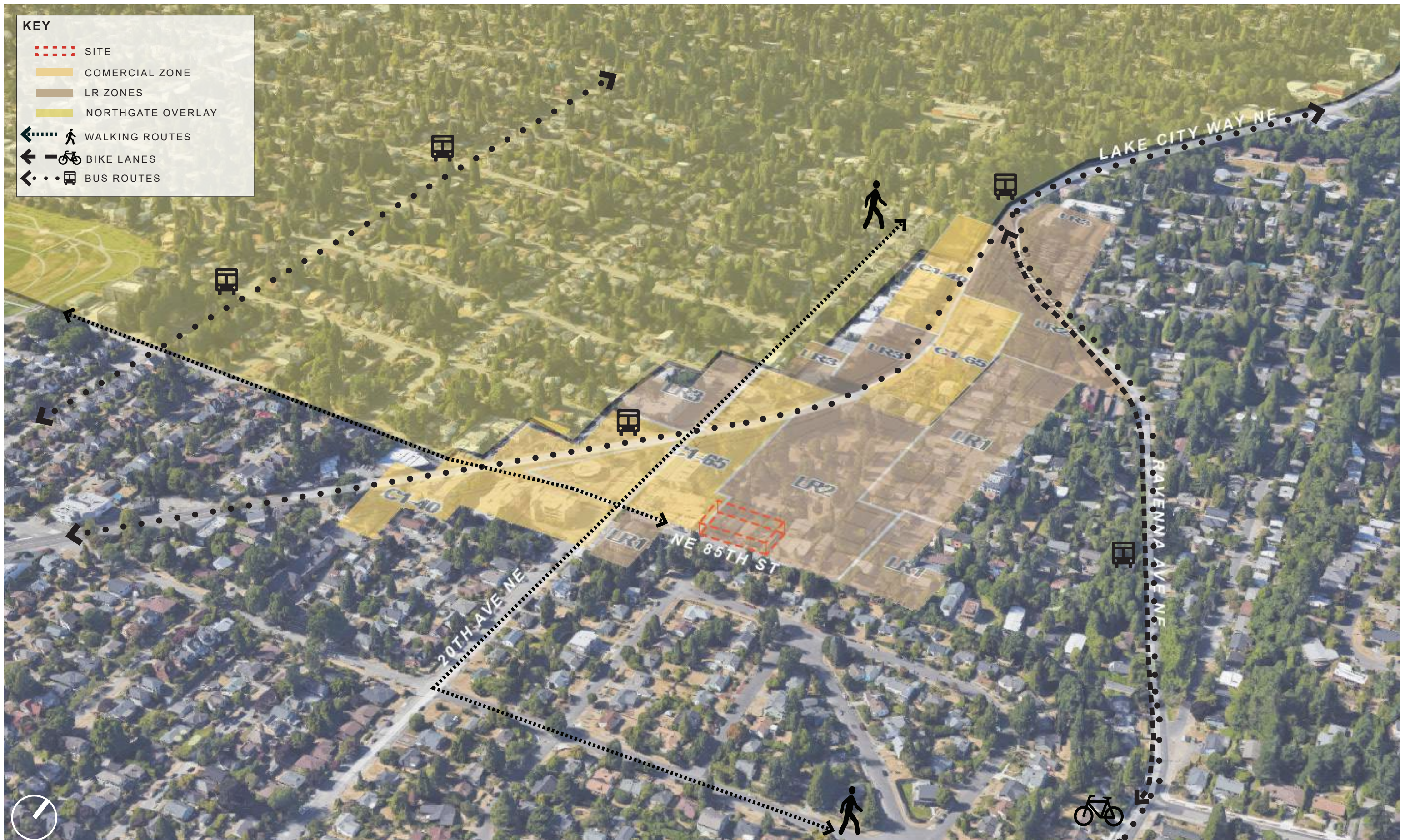
CODE REQUIREMENT:
...Portions of a structure not included in facade length measurement include...The first 4 feet of unenclosed decks, balconies and porches...

DEPARTURE REQUEST:
To allow for the additional 1 foot in the facade length.

RATIONALE FOR DEPARTURE:
Per SDCI staff suggestion, we have extended the rowhouse landings to the property line to further expand the usability of these amenities. This puts us one foot over the allowed four feet exemption of front decks / porches from facade length. Therefore an additional departure is being requested. As this change was requested by SDCI staff, we hope it can be supported. Design Guideline: DC2.B.1



APPENDIX



TOWNHOUSE PRECEDENTS

**RESIDENTIAL CONTEXT:**

The residential character of the Wedgwood neighborhood is very eclectic, ranging from traditionally detailed homes (pitched roofs, lap siding, trim) to modern homes (cementitious panel, flat roofs, and cedar siding). Older homes tend to have a more neutral color palette, while the newer developments often use bright colors. This proposal seeks to align itself with the strong traditional detailing seen in the neighborhood while providing modern amenities such as floor to ceiling windows, roof decks, and street facing balconies.



1 STREET-FACING DECK



2 FACADE MODULATION AND SHED ROOF



3 SIMPLE MASSING, CONTRASTING USE OF MATERIAL



4 FENESTRATION PATTERN, UNIQUE ROOF, AND SIMPLE COLOR BLOCKING



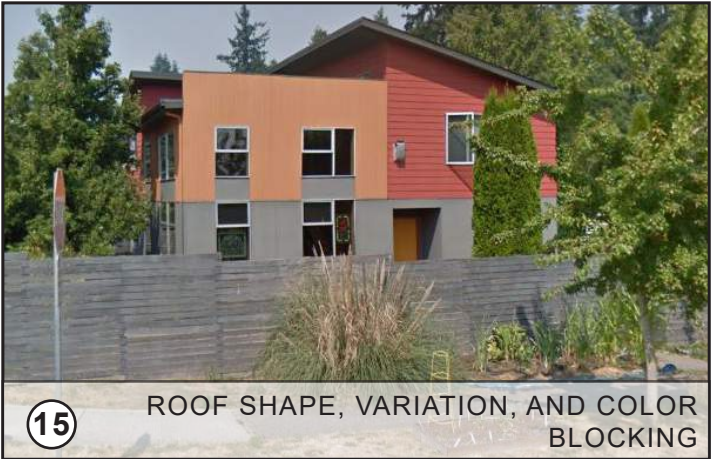
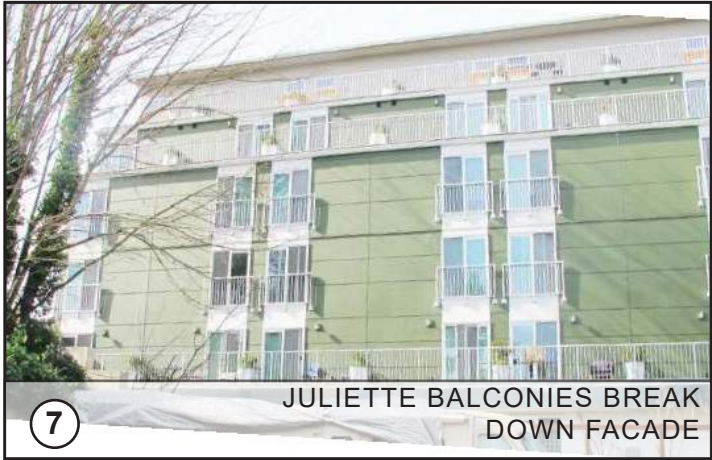
5 GABLE ROOF FORM, STREET FACING DECK, AND RESIDENTIAL MATERIAL



6 GABLE ROOF FORM, STREET FACING DECK, AND RESIDENTIAL MATERIAL

APARTMENT PRECEDENTS

SINGLE FAMILY PRECEDENTS





NEIGHBORING CONSTRUCTION TO THE WEST



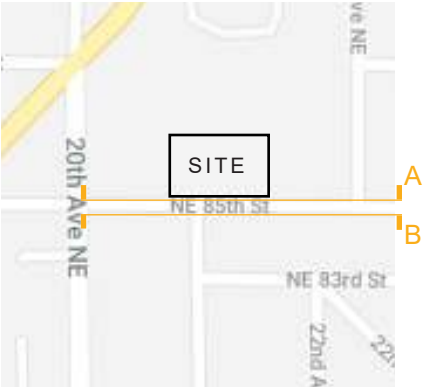
SITE FACING NORTH FROM 85TH AVE



EXCEPTIONAL TREE ON SITE TO THE NORTH



NEIGHBORING CONSTRUCTION TO THE NORTH



SITE



NE 85TH ST LOOKING NORTH (A)

ACROSS FROM SITE



NE 85TH ST LOOKING SOUTH (B)



CS1. NATURAL SYSTEMS AND SITE FEATURES

CS1-C. Topography

Use natural systems and features of the site and its surroundings as a starting point for project design.

1. Land Form: Use the natural topography and/or other desirable land forms or features to inform the project design.

The existing topography will inform the circulation and vehicular approach through the site and influence massing towards the north of site.



CS2. URBAN PATTERNS AND FORM

CS2-B. Adjacent Site, Streets and Open Spaces

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area

2. Connections to the Street: Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm.

Rowhouses create strong connections to the street. Streetscape improvements will follow the neighboring new development standards on the west side of site.

CS2-D. Height, Bulk, and Scale

2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

The proposed design bridges the scale between single-story residences and multi-story apartments in the neighborhood.



PL1. CONNECTIVITY

PL1-B. Walkways and Connections

Complement and contribute to the network of open spaces around the site and the connections among them.

3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks.

The proposed design will provide seating, planting, and other pedestrian elements to create an active and usable pedestrian area, that matches the quality of neighboring new developments.



PL2. WALKABILITY

PL2-B. Safety and Security

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

Windows and balconies will generally be oriented towards the streets and towards the views. Rowhouses will have roof decks facing 85th street.



PL3. STREET-LEVEL INTERACTION

PL3-A. Entries

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

2. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

The units that are accessed directly from the streets will have entries located off of the sidewalk. The interior units will have covered entries that are distinguished through landscaping, seating, and lighting.



DC1. PROJECT USES AND ACTIVITIES

DC1-B. Vehicular access and circulation

Optimize the arrangement of uses and activities on site.

1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

The proposed design features a central vehicular access, that connects all 4 parcels, and has a strong relation to the perpendicular 21st NE street. Strong separation between pedestrian and vehicular access within site circulation.



DC2. ARCHITECTURAL CONCEPT

DC2-C. Secondary Architectural Features

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the facade design.

Canopies/awnings will be used in rowhouses to break down the scale of the facade at a pedestrian level.

DC2-D. Scale and Texture

1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept.

Street level unit entries and proposed high quality material will provide texture at the pedestrian scale.

2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture."



DC4. EXTERIOR ELEMENTS AND FINISHES

DC4-D. Trees, Landscape and Hardscape

Use appropriate and high quality elements and finishes for the building and its open spaces.

1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.
2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials.
4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

Landscaping and hardscaping will complement the architectural concept and be strategically located to create a sense of place and community by connecting common spaces within lots.

Street trees will be provided as well as additional trees throughout the site as can be accommodated

COMMUNITY OUTREACH SUMMARY:


The neighborhood has two large new developments that are currently under construction. Due to the recent changes, the community is concerned with the higher density and the implications it could bring to the neighborhood. The people living near the site have great interest in taking care of the neighborhood. This includes taking action into their own hands to clean up NE 85th St, along with working closely with authorities to keep the neighborhood safe.

NE 85th Rowhouses and Townhouses Community Meeting

Address of Development Project: 2020 NE 85th Street

Meeting Location: Northeast Branch Library - Northeast Meeting Room
6801 35th Ave NE, Seattle, WA 98115

Meeting Date: October 10, 2019 4pm - 4 pm



PLEASE PRINT LEGIBLY

First Name	Last Initial	Zip Code	Email Address (if you would like to be on our mailing list for this project)	How did you hear about this meeting?
Sarah	C	98115	sarahc@gmail.com	Neighborhood
Suzanne	L	98115	smundquist6@gmail.com	Neighbor
Aria	E	98115	annelfors@hotmail.com	Flier
Michael	C	98115	chrzasto@illinois.edu	Flier
Beauvan	A	98115	bmmbrmg12345@yahoo.com	Flier
Rosemary	E	98115	None	Neighbor

Note: This information is being collected by Cone Architecture but may be submitted to the City of Seattle. Therefore, personal information entered on this form may be subject to disclosure to a third-party requestor pursuant to the Washington Public Records Act.

Tel: (206) 683-3130

2020 9th Ave, Suite 1100, Seattle, WA 98121

www.cone-arch.com

ELECTRONIC/DIGITAL OUTREACH: CONE ARCHITECTURE RECEIVED FIVE RESPONSES TO THE SURVEY THAT WAS CREATED THROUGH SURVEY MONKEY. THE RESPONSES RECEIVED ARE AS FOLLOWS:

- WHAT IS YOUR CONNECTION TO THIS PROJECT?
100% I live very close to the project.
- WHAT IS MOST IMPORTANT TO YOU ABOUT A NEW BUILDING ON THIS PROPERTY?
100% That it is designed with environmental sustainability in mind
80% That it is nice looking
80% That it is designed to be family-friendly
10% That it brings new services or amenities to the area (businesses, open space, etc.)
- WHAT CONCERNS DO YOU HAVE ABOUT THIS PROJECT?
100% Construction noise/impacts
100% That it may feel out of scale with other buildings nearby
100% That it will make driving and parking in the neighborhood more difficult
- IS THERE ANYTHING SPECIFIC ABOUT THIS PROPERTY OR NEIGHBORHOOD THAT WOULD BE IMPORTANT FOR US TO KNOW?
 - All five responded to the question
 - All comments mention the negative presence of the ongoing developments adjacent to site
 - Concerns about density impact, traffic, parking, safety, trash and environmental changes are mentioned in comments
- WOULD YOU LIKE TO BE CONTACTED ABOUT THIS PROJECT IN THE FUTURE? IF SO, PLEASE PROVIDE YOUR EMAIL ADDRESS.

Question answered by four people who provided contact information

IN-PERSON OUTREACH: THE IN-PERSON OUTREACH BROUGHT UP A RANGE OF DISCUSSION POINTS:

MISCELLANEOUS COMMENTS:

- Everyone was concerned about the change in density in the neighborhood, in a short amount of time.
- One person shared that there is no grocery store near the neighborhood.
- One person was concerned about site drainage and how that will be mediated with existing system.
- A few people said 85th Street has drainage problems after heavy rain, concerns were voiced about storm water.
- Neighbors shared that most of the upkeep of 85th St is done by a community effort to keep their neighborhood clean and safe.
- Concern expressed about whether a fire truck will have full access to townhouses were expressed.

NEW ADJACENT DEVELOPMENTS COMMENTS:

- Many people shared that ongoing developments located north and west of the site have caused disturbance to neighborhood during construction.
- Concern for delineation of public and private space, especially for security, was expressed.
- A few people suggested that the property line of adjacent developments has not been respected, due to misplacing of construction trash on neighbor's property
- Everyone present was concerned with the potential interaction of new residents adding to the traffic of the local streets.

PARKING AND TRAFFIC COMMENTS:

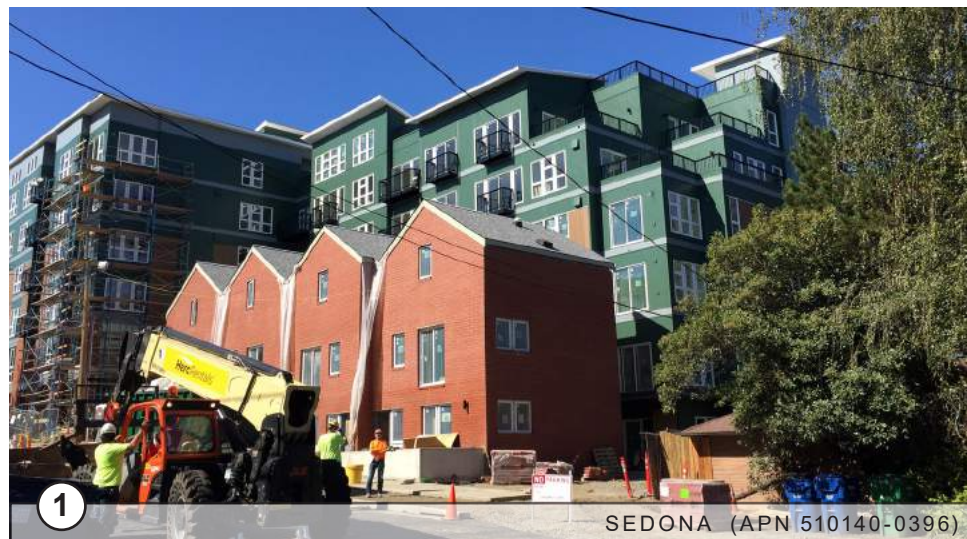
- Several people voiced concerns about street parking, whether parking will continue to be allowed on 85th St and on 21st St with no restrictions.
- A few people mentioned that 85th street is dark and not safe for pedestrians.
- Everyone expressed concerns about the safety of 85th street, how the speed of vehicles might change with the new residents.
- Lack of infrastructure on local streets in the neighborhood concerned everyone present at meeting.
- Neighbors expressed desires for the following street improvements: sidewalks, stop signs, traffic lights, crosswalks, speed bumps...
- A few people were concerned with the garage sizes, and backing distances provided for on-site parking.

TRASH COMMENTS:

- Most of the neighbors expressed concerns about where the trash will be staged, since there is no sidewalk on both sides of 85th St.
- Neighbors said they would prefer a combined trash solution.

MASSING STRATEGY COMMENTS:

- One person questioned if the rowhouse's roof decks could face the inside of development due to privacy concerns.
- One person asked if site will be fully fenced in, concerned about safety and the overall neighborhood feeling.
- One person is concerned about how the units will look on the exterior after being owned individually.
- Neighbors mentioned how most of the context around site is traditional, and they voice their opinion about how they would like to see a more traditional approach to the design.
- Several people liked the proposed site plan and the courtyard proposed around the existing tree.



ADJACENT DEVELOPMENTS

This proposal is located adjacent to two new large developments, both currently under construction. To the west is a project called Sedona, consisting of a mixed use building (commercial space with apartments above) and some congregate housing. To the north is a project called Ravenna North, consisting of 87 townhomes. These large developments have resulted in a rapid increase in density in this neighborhood. While our proposal will continue to increase this density, it seeks to do so in a way that will maintain the residentially scaled street edge that is already present along NE 85th St and keep the visual impacts of vehicular traffic and solid waste storage to a minimum.





MARCH / SEPTEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



MARCH / SEPTEMBER 21, 5 PM



JUNE 21, 9 AM



JUNE 21, 12 PM



JUNE 21, 5 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 5 PM



VIEW OF ROWHOUSES FROM NE 85TH STREET

**MATERIAL
INSPIRATION**



VIEW OF WEST TOWNHOUSE COURTYARD