



CARKEEK TOWNHOMES

DESIGN RECOMMENDATION MEETING
SDCI #3032702-LU | 02 DECEMBER 2019

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PROJECT INFORMATION

CARKEEK TOWNHOMES

Address:	9712 7th Ave NW Seattle, WA 98117
SDCI Project Number	3032702-LU
Number of Residential Units	21
Number of Parking Stalls	17
Total Lot Area	20,702 SF
Total Proposed Building Area	29,380 SF gross floor area

DESIGN & DEVELOPMENT OBJECTIVES

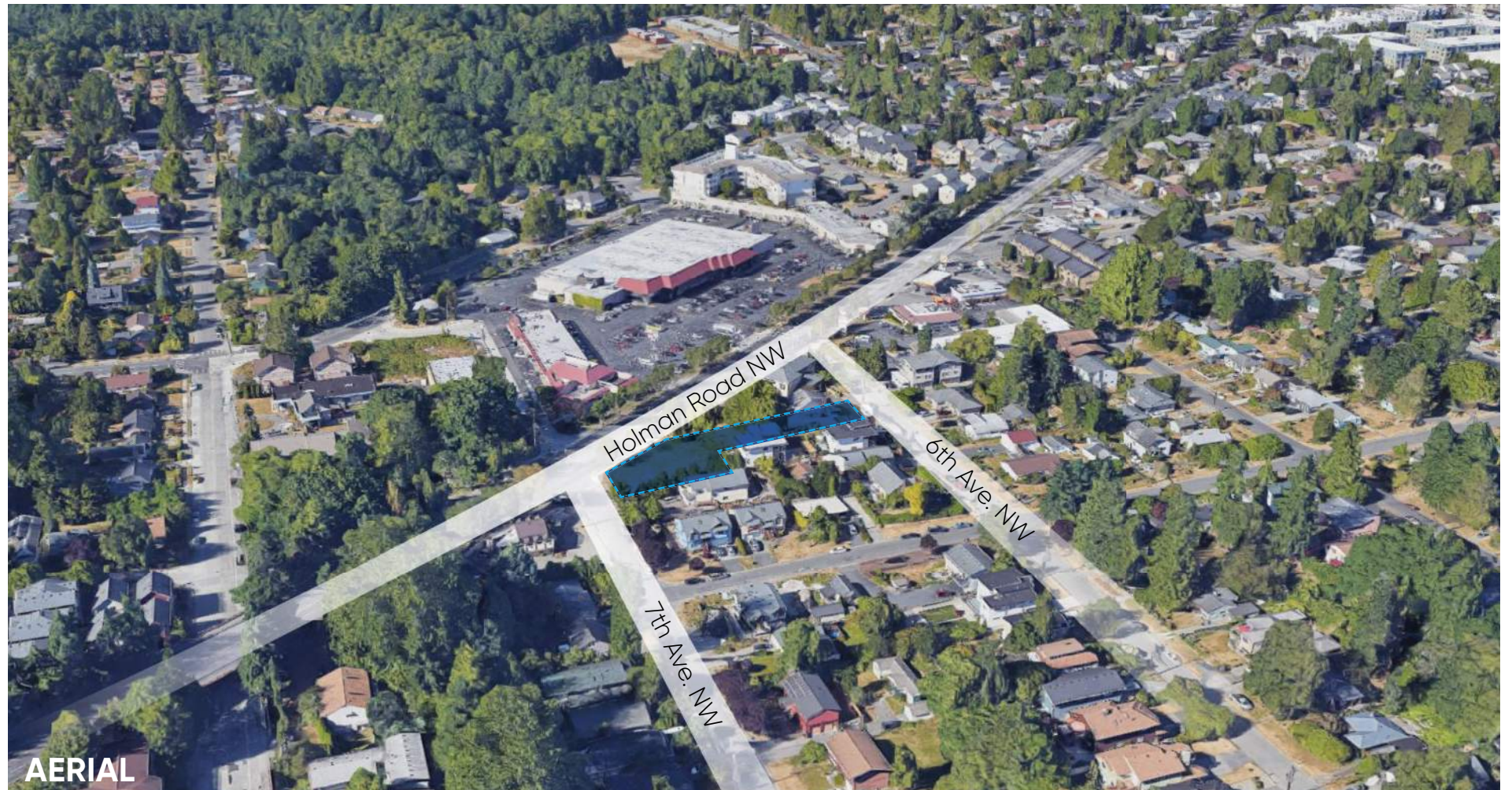
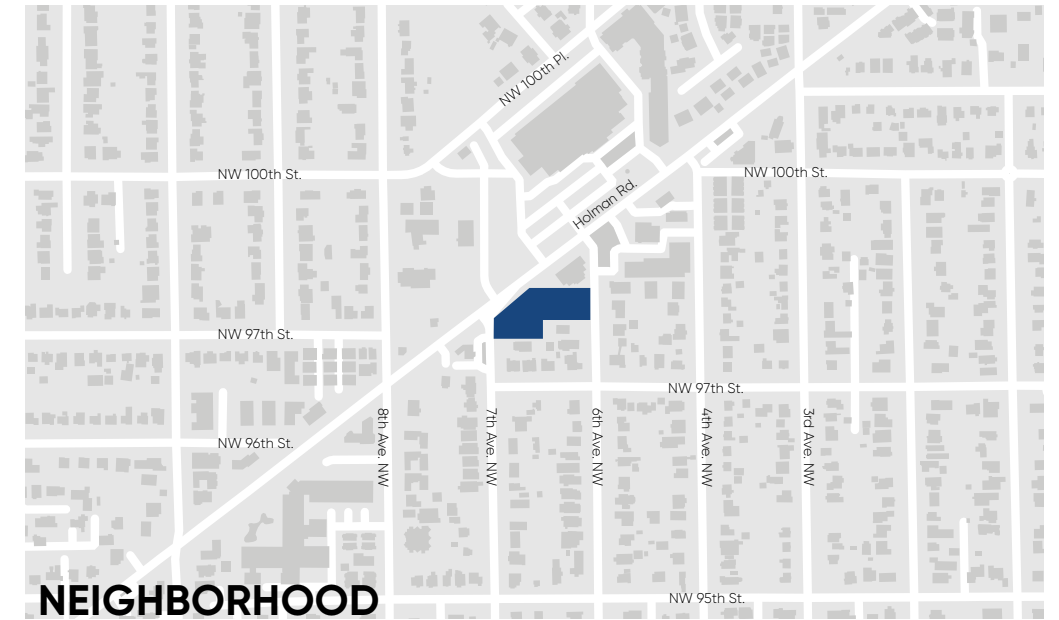
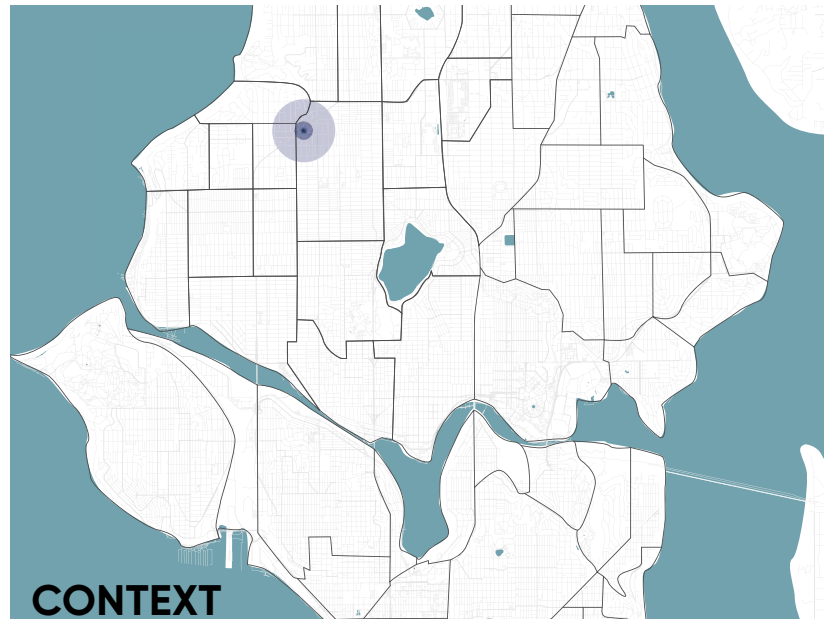
The applicant's development objective is to infill three under-utilized lots that occupy a transition in the urban fabric where predominately single family residential development gives way to commercial uses. The preferred development proposal includes 21 townhouse units in three separate structures. The site is zoned commercial with limited setbacks, a generous FAR maximum and 40 foot height limit. Despite minimal land use constraints, the applicant believes low rise, multi-family style development is the appropriate response in this transitional zone that contains single family residences all the way to big box retail in the immediate vicinity.

Specifically, the design proposes to achieve the following:

- Occupy a series of lots that are currently vacant or under-utilized and in doing so strengthen the local community while improving neighborhood security.
- Enhance street frontage where the site meets Holman Road NW, 7th Ave NW and 6th Ave NW.
- Provide a variety of quality landscaped outdoor spaces that are common to the project as a whole, as well as transitional planting private to individual dwelling units.
- Inhabit the site in a neighborly fashion by limiting height, bulk, and scale relative to what is allowed on the lot by code, easing the transition between adjacent zones.

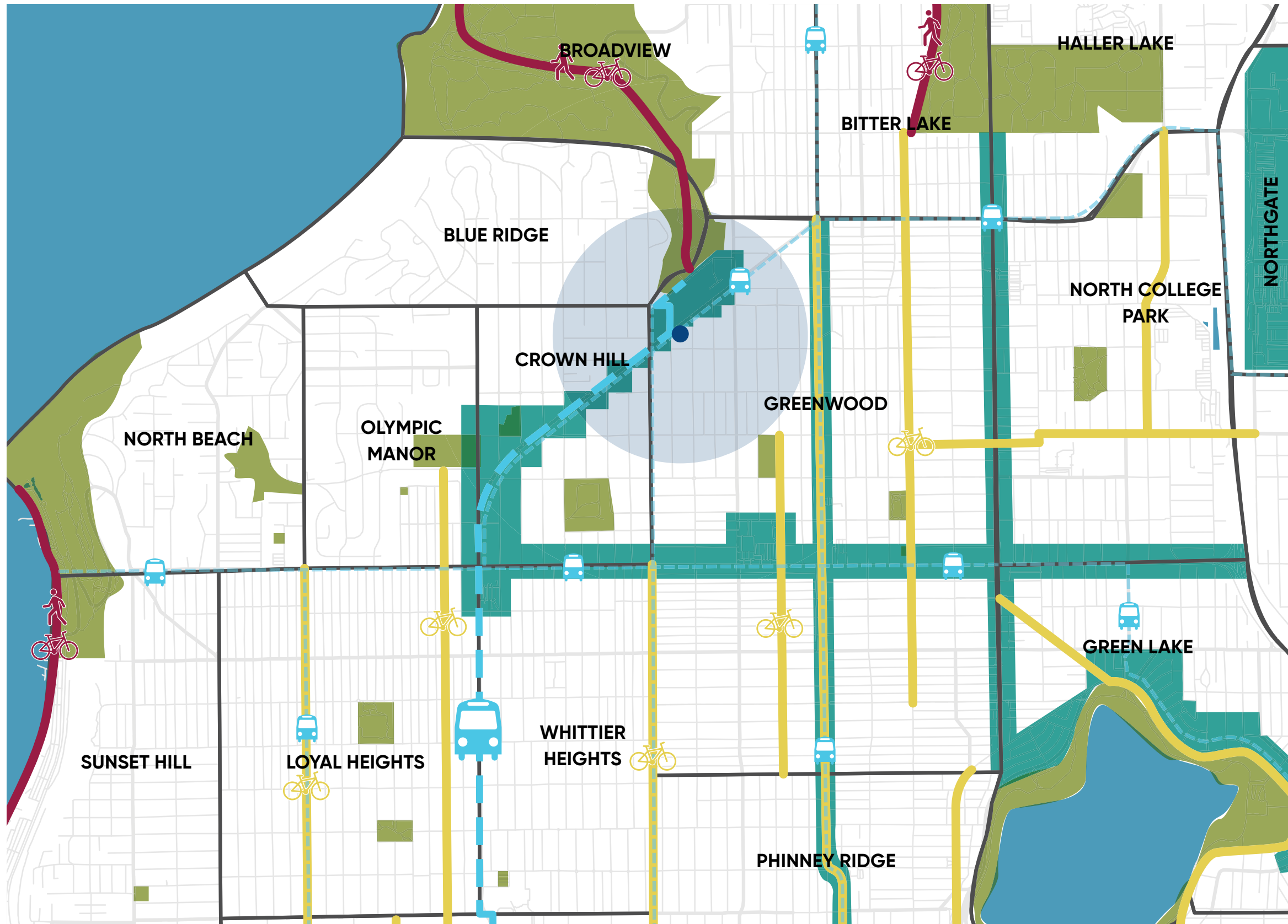
COMMUNITY OUTREACH

Prior to beginning design, community outreach methods included project poster distribution, establishing a project hotline, and hosting a guided site tour. These efforts to obtain community input did not yield copious responses. However, during the guided site walk on October 3, 2018, a small number of community members expressed their desire to see the site developed and improved. Most community members questions related primarily to the impact on neighboring property values as a result of development at 9712 7th Ave NW.



EXISTING URBAN PATTERN

Located along the northwest edge of the Greenwood neighborhood, the site has easy access to shopping areas, public parks, major bus routes, and walkable avenues. This connectivity enables engagement with the surrounding neighborhoods. Holman Road NW, along the northwestern property line, is an active, high speed thoroughfare lined with shopping, grocery stores, and dining options. Carkeek Park is less than one mile from the site, providing easy entrance to the multiuse park with views of Puget Sound and beach access. Major bus routes, including the Rapid Ride, travel along Holman Road which promotes easy travel through the city.

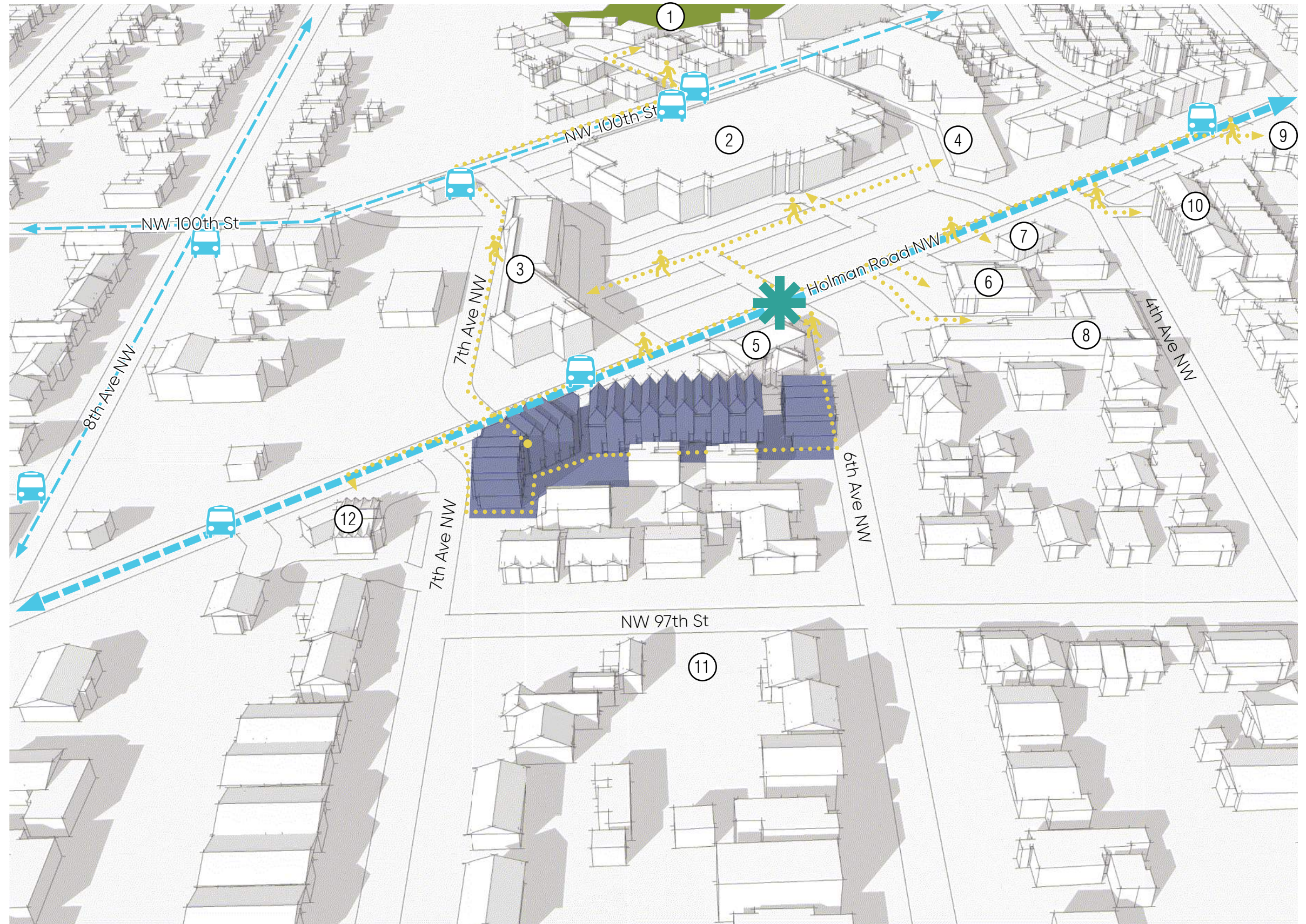


- Site
- 20 - Minute Walkshed
- Public Park
- Body of Water
- Areas of Interest (Commercial, Dining, Shopping)
- Major Bus Route
- Minor Bus Route
- Protected Bike Lane or Bike/ Climbing Lane
- Multiuse Trail
- Neighborhood Boundary

ADJACENCY ANALYSIS

Neighborhood elements within the immediate proximity of the site provide many options for dining, shopping, recreation and access to nature. Quality Food Center grocery store is just across Holman Road NW, a three-minute walk from the site. A Veterinary Clinic and a Dental office are immediately adjacent to the north and west. Sidewalks surround the site, enabling pedestrian access to all nearby shops and restaurants. Single-family residences occupy the neighborhood fabric to the south and east of the site. The townhouse design proposal suggests an urban transition between the fine grain single-family residences and larger scale commercial spaces along Holman Road NW.

- Site
- Public Park
- Principal Arterial
- Collector Arterial
- Typical Pedestrian Patterns
- Transit Stop
- Primary Pedestrian crossing at Holman Rd NW





① CARKEEK PARK

7 min. 3 min.

- 0.25 Miles from Holman Rd. face of site
- Parking access available at trail entry



② QFC

3 min. 1 min.

- Quality Food Center adjacent to site
- Ample parking available



③ COMMERCIAL

3 min. 1 min.

- Dining, banking, salon, and barber options along southwest portion of parking lot



④ COMMERCIAL

3 min. 1 min.

- Pet care, dining, massage, and salon options along north portion of parking lot



⑤ CARKEEK VET HOSPITAL

2 min. 1 min.

- Veterinary hospital adjacent to site, surrounded by parking lot



⑥ LUISA'S MEXICAN GRILL

3 min. 1 min.

- Mexican grill along Holman Road, adjacent to sidewalk and office park



⑦ GAS STATION & CONVENIENCE STORE

3 min. 1 min.

- Gas station and convenience store along Holman Road, with parking spaces



⑧ OFFICES & COMMERCIAL

3 min. 1 min.

- Hearing aid store, insurance companies, nail salon, dentist office, and smoothie bar



⑨ MR. & MRS. WOK

4 min. 2 min.

- Locally-owned restaurant along Holman Road, surrounded by parking



⑩ LOW RISE MULTIFAMILY

4 min. 2 min.

- Six separated low rise multifamily structures one block east of Holman Road



⑪ SINGLE FAMILY

5-10 min. 3-5 min.

- Majority of development East and South of site is single family residential



⑫ CARKEEK DENTAL

1 min. 1 min.

- Carkeek Dental adjacent to west property line, along Holman Road

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PROJECT INFORMATION

CONTEXT AND SITE: 6TH AVE SITE

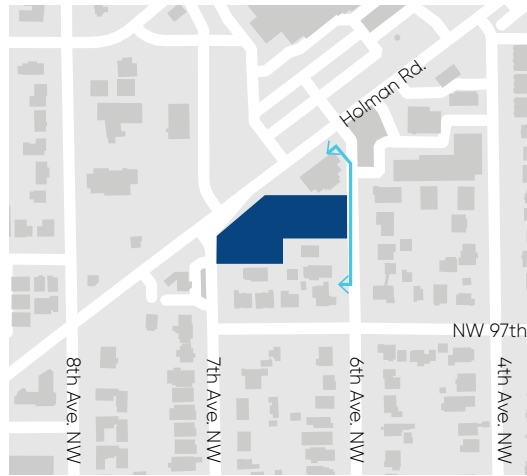


CONTEXT AND SITE: HOLMAN RD. SITE

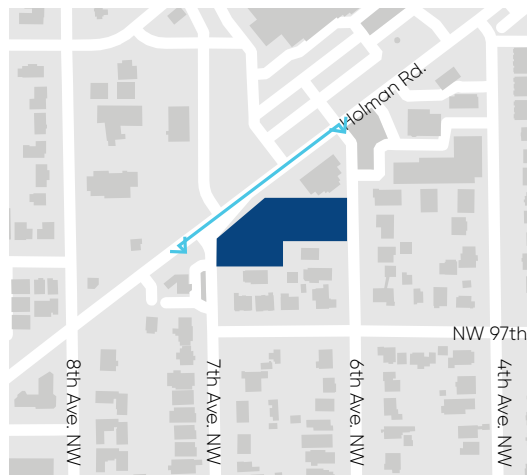


CONTEXT AND SITE: 7TH AVE SITE

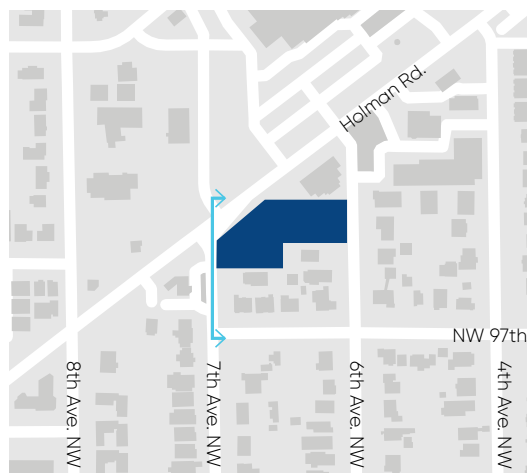




- Land use transition from single-family homes to the south, to an active commercial zone to the North.
- Two new homes south of the site, both built in 2015, with materials and massing that are typical of modern spec development that is happening throughout the city.
- Immediately north of the site is a veterinary clinic on a triangular lot between Holman Road NW and 6th Ave. NW.
- Street trees line the sidewalk adjacent to the veterinary clinic.
- Sidewalk curves around a telephone pole east of the site, terminating on the northern property line.
- Current topography of the site rises quickly above 6th Ave NW, elevating the existing home from sidewalk activity.



- Topography along Holman Road NW comes down a low-sloped hill that terminates at the southwest corner of the Carkeek Townhomes site.
- Southwestern portion of the site is currently vacant, undeveloped, with landscape vegetation that is un-maintained.
- Northwest corner of the site is a covered bus stop, which is the northern termination of a Metro Rapid Ride route.
- Veterinary Clinic borders the site to the North, acting as a buffer between the site and a large intersection that provides entrance to Quality Food Center.
- Eastern sidewalk includes intermittent landscape buffers between the 6-vehicular lanes on Holman Road NW and the pedestrian walkways.
- Street trees exist on the sidewalks adjacent to the site, providing shade and protection from vehicular activity on Holman Road NW.



- Southwest edge of the site extends off of Holman Road NW, and provides a quick transition from busy and noisy Holman Road NW, to a quiet and slow-paced single family residential neighborhood.
- Southwest corner of the site is currently vacant and undeveloped, with landscape vegetation that is un-maintained.
- No sidewalks along the eastern side of 7th Ave. NW., however, the slow-paced nature of the street allows it to be walkable.
- Topography along the Southern edge of the side slopes up, disengaging the neighboring houses from street activity.

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PROJECT INFORMATION

CONTEXT AND SITE: 6TH AVE NEIGHBOR

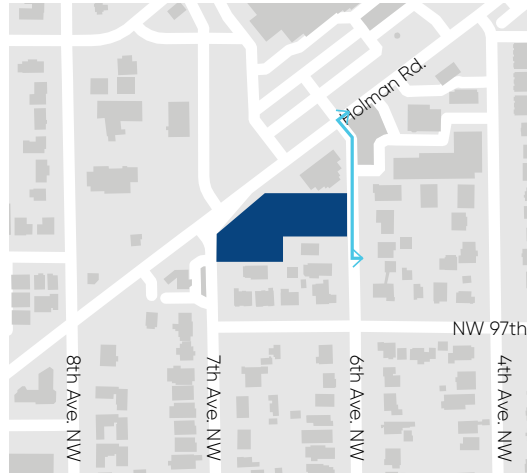


CONTEXT AND SITE: HOLMAN RD. NEIGHBOR

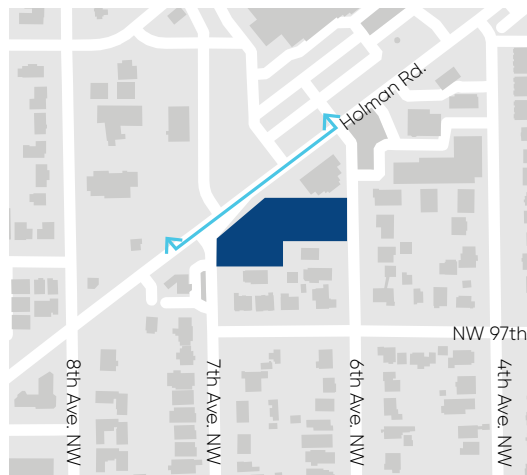


CONTEXT AND SITE: 7TH AVE NEIGHBOR

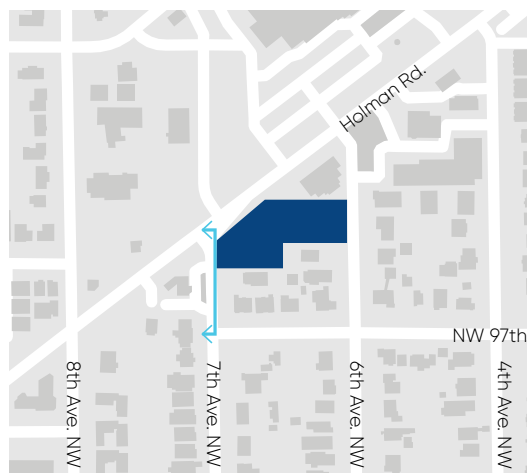




- Eastern side of 6th Ave. NW also involves a land use transition from single-family homes to the south to an active commercial zone to the north.
- Intersection of Holman Road NW and 6th Ave NW includes a variety of small restaurants, salons, insurance offices, and health service centers.
- Single-story development is separated from Holman Rd. NW by a flat parking lot.
- Low-rise multifamily structures occupy the site immediately south of the commercial development, reinforcing the transition from single-family to commercial.
- Well-maintained single-family structures occupy the remainder of the block opposite the Carkeek Townhome site.



- Urban development opposite of the site on Holman Road NW illustrates the stark transition from single-family residences to low-rise commercial uses with a high level of activity.
- Southwest corner of Holman Road NW involves a vegetated gully, which surrounds low-rise multifamily developments north of Holman Road NW.
- North of 7th Ave. NW includes a large commercial shopping center, which is home to several dining, salon, pet care, and bank businesses, as well as a Quality Foods Center.
- Commercial hub is lined by surface parking along Holman Road NW., and includes two bus stops.
- Sidewalk is lined with trees and vegetation buffers, separating the sidewalk from the 6-lanes of traffic on Holman Road NW.



- Dental clinic is on the corner of Holman Road NW and 7th Ave. NW and is surrounded by surface parking, and buffers the adjacent single-family residences from the noise of Holman Road NW.
- Single-family residences along 7th Ave. NW include mainly one-story, modest homes that are well-maintained.
- The homes are set back from the road significantly, enabling large front yards and significant space between the residences and the street.

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PROJECT INFORMATION

ZONING

The site occupies a transitional swath in the city's land use regulations as a variety of zoning designations string along Holman Road NW. Homogeneous chunks of single family residential zoning are found northwest and southeast of Holman Road NW as it cuts along at a diagonal. In the immediate vicinity of the site there is single family residential zoning to the south, low rise multi-family zoning to the east and west, with 65' commercial zoning directly north. As noted in SMC Title 23: 23.34.080 - Commercial 1 (C1) zones are typical in the "Presence of edges that buffer residential or commercial areas of lesser intensity, such as changes in street layout or platting pattern".

 SITE (C1-40)

 C1-65

 C1-40

 LR1

 LR2

 LR3

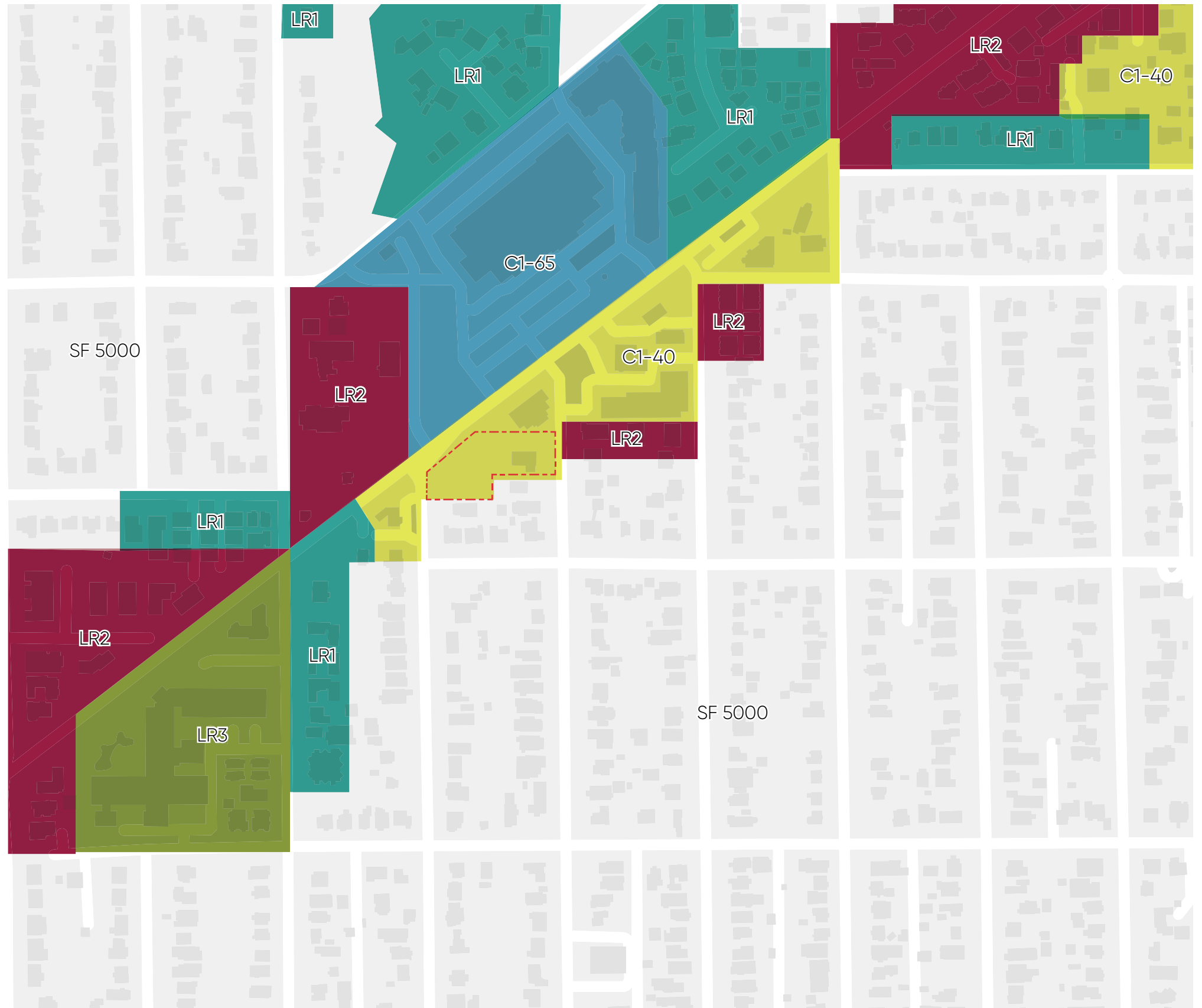
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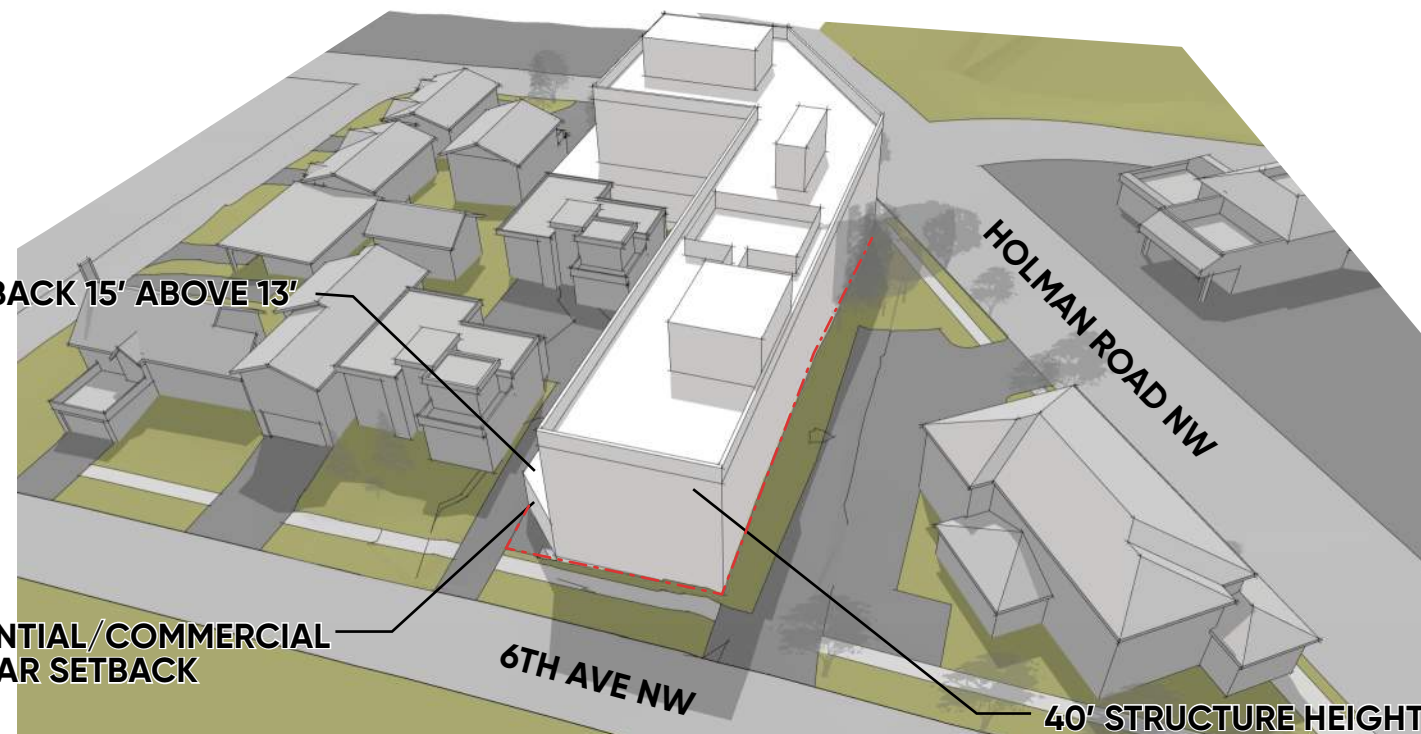
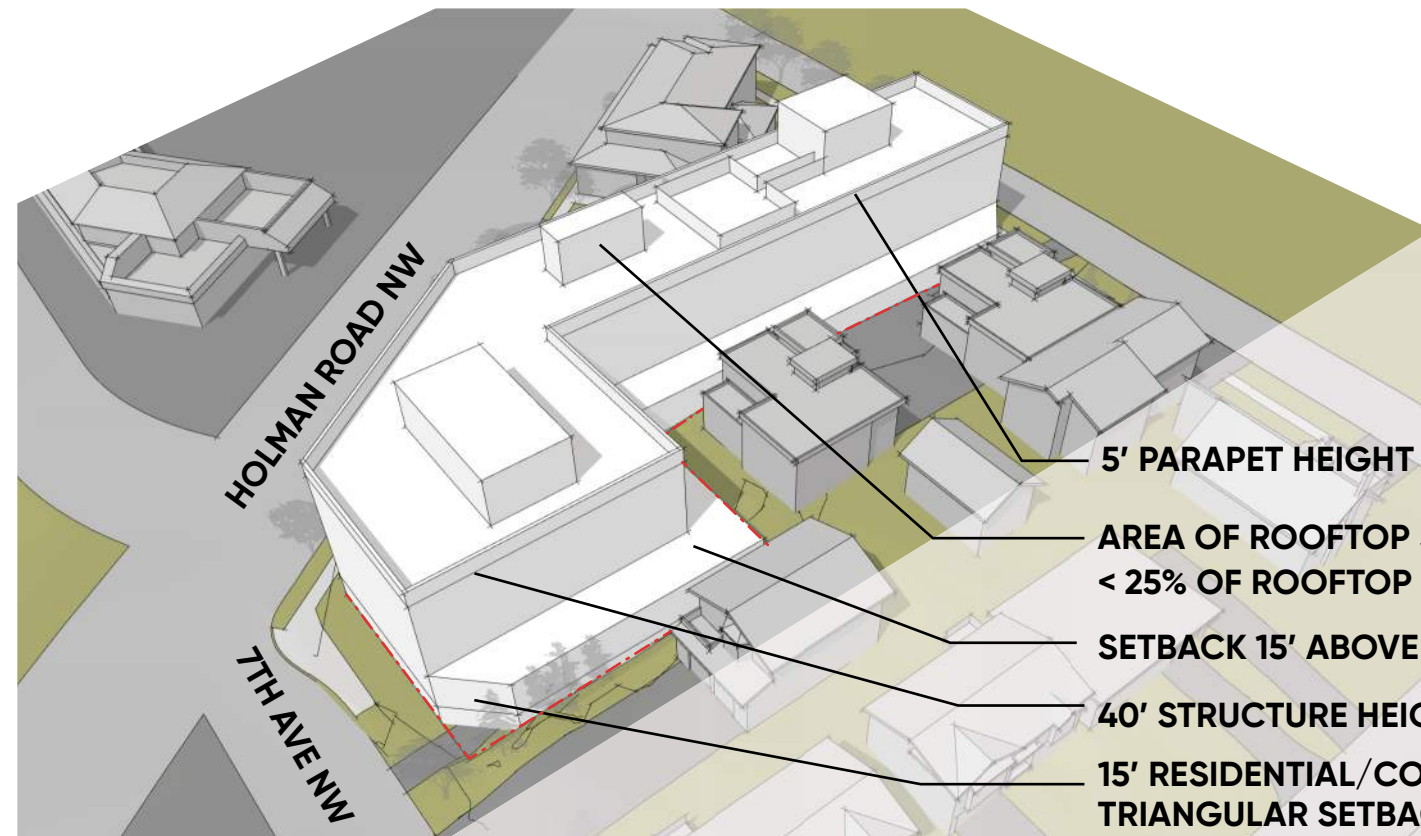
ALLOWED USES & HEIGHTS

Commercial Zones allow for height limits ranging between 30' - 65', depending on locational criteria. Floor Area Ratio limit of 3.0 if all residential use, or 3.25 if mixed use. Landscaping is required to have a Green Factor score of 0.30 or higher. Amenity Area equal to 5% of lot area required. Upper level setbacks required when adjacent to SFR lots. Planting buffers and vegetated screening is required to buffer parking areas from adjacent SFR lots.

Low-Rise Multifamily Zones allow for building heights of 35', or 45' for an apartment in LR3. Floor Area Ratio limit of .9-1.4. Landscaping is required to have a Green Factor score of 0.6 or higher. Amenity Area equal to 25% of lot area required. Articulated facades are required for street facing elevations.

Single Family Zones shall not exceed a lot coverage limit of 35% of the lot area. Building heights to 35', depending on the width of the lot. One parking space per dwelling unit is required, and must be located in the structure or the rear or side yard. Typical building setbacks are 20' front yard, 25' rear yard, 5' side yard.





ZONING ENVELOPE ANALYSIS - MAXIMUM USE OF SITE PER LAND USE CODE

ZONING: C1-40

OVERLAYS: N/A

PEDESTRIAN-DESIGNATED ZONE: N/A

SMC SECTION

PROVISION

23.47A.004	<p>PERMITTED USES</p> <ul style="list-style-type: none"> - Residential, commercial, and live-work units permitted outright
23.47A.005.C	<p>RESIDENTIAL USES AT STREET LEVEL</p> <ul style="list-style-type: none"> - No restrictions for residential uses along street-facing facades
23.47A.008.D	<p>STREET-LEVEL DEVELOPMENT STANDARDS</p> <ul style="list-style-type: none"> - At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry. - The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or below sidewalk grade or be set back at least 10 feet from the sidewalk.
23.47A.012	<p>STRUCTURE HEIGHT</p> <ul style="list-style-type: none"> - Base height limit of 40' above average grade level. - The ridge of a 4:12 min. pitched roof may extend 5 feet above base height. - Selected rooftop features, including parapets, may extend 5 feet. - Stair & elevator penthouses may extend up to 16 feet & 25% of roof area.
23.47A.013.B	<p>FLOOR AREA RATIO</p> <ul style="list-style-type: none"> - Total FAR solely occupied by residential use: 3 - Site area = 20,702 SF; Total FAR = 20,702 x 3 = 62,106 SF
23.47A.014	<p>SETBACK REQUIREMENTS</p> <ul style="list-style-type: none"> - 15' triangle @ street lot line where commercial abuts residential. - Abutting residential lot, 15' above 13' up to 40'; then 2' per 10' ht.
23.47A.016	<p>LANDSCAPING & SCREENING STANDARDS</p> <ul style="list-style-type: none"> - Green Factor of 0.3 or greater. - Street trees required. - One tree for every ten parking spaces @ surface parking. - Surface screening abutting residential lot: 5'-deep landscaped area & 6' fence.
23.47A.024	<p>AMENITY AREA</p> <ul style="list-style-type: none"> - Required: 5% of total gross residential floor area Maximum: 62,106 x 5% = 3105 SF Max. Proposed: 31,200 x 5% = 1,560 SF - They shall not be enclosed; parking areas don't count; common areas min. dim. of 10' & not < 250 SF; private balconies & decks min. dim. of 6' & not < 60 SF. - See Site Plan for amenity area locations.
23.54.015 Table B.I	<p>REQUIRED PARKING & MAXIMUM LIMITS</p> <ul style="list-style-type: none"> - 1 per unit; 23.54.020.F2a: 50% reduction for frequent transit service. - For 21 units, 21x.5 = 11 parking spaces required, 17 proposed (preferred option) - Bicycle parking: long-term = 1 per unit; short term = 1 per 20 dwelling units - For 21 units, 2 short term bicycle required
11461-18PA PAR CAM 1301	<p>SOLID WASTE & RECYCLING</p> <ul style="list-style-type: none"> - 8+ units, City of Seattle encourages centralized container services - Townhome developments require the same per-unit capacity for recycling and garbage as single-family homes (1/2 yard/unit/every other week). - For 21 townhomes, = 5.25 cubic yards/week. 95 gallon compost per 10 units.

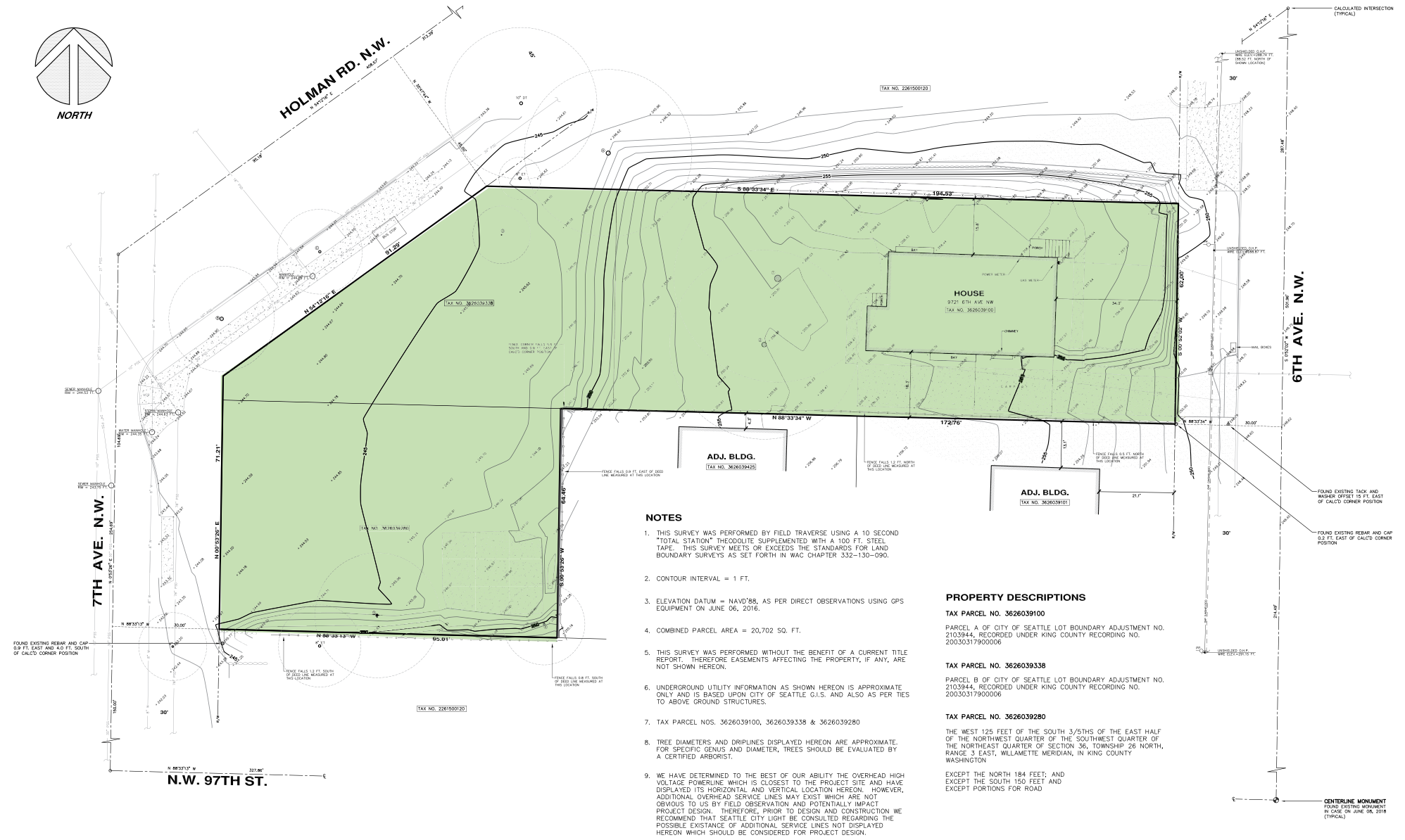
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PROJECT INFORMATION

PROPERTY SUMMARY

The "L" shaped site is made up of three parcels, two vacant and one occupied by a single family residence. Street frontage includes 6th Ave NW on the east, 7th Ave NW on the west and a portion of diagonal frontage along Holman Rd NW at the northwest corner of the site. The site slopes 8'-10' in an east-west direction from a high point at the center of the site. There is also 4'-6' of slope at the south property line of the southwestern parcel. The site is zoned commercial but is adjacent to SF5000 zoned property to the south and west. This has setback implications.

Project Addresses	9721 6th Ave NW 9712 7th AVE NW 9746 Holman Rd NW
Parcel Numbers	3626039100 (9721 6th Ave NW) 3626039280 (9712 7th AVE NW) 3626039338 (9746 Holman Rd NW)
Legal Descriptions	PCL A SEATTLE LBA #2103944 REC # 20030317900006 SD LBA BEING POR OF NW 1/4 OF SW 1/4 OF NE 1/4 LY SELY OF HOLMAN RD NW (3626039100) W 125 FT OF S 3/5 OF E 1/2 OF NW 1/4 OF SW 1/4 OF NE 1/4 OF SECTION 36, TOWNSHIP 26 N, RANGE 3 E, WILLAMETTE MERIDIAN, IN KING CO WA (3626039280) PCL B SEATTLE LBA #2103944 REC # 20030317900006 SD LBA BEING POR OF NW 1/4 OF SW 1/4 OF NE 1/4 LY SELY OF HOLMAN RD NW (3626039338)
Present Use	Vacant, Vacant, & Single Family Residence
Year Built	1915 (to be demolished)
Building Area	2,560 SF (to be demolished)
Zoning	C1-40
Zoning Overlay	None
Parking Flexibility Area	Yes
Combined Parcel Area	20,702 SF
FAR Limit	3 (residential only) or 3.25 (mixed use - residential cannot exceed 3): 3 x 20,702 SF = 62,106 SF max building area



CS1 NATURAL SYSTEMS AND SITE FEATURES

CS1-B SUNLIGHT AND NATURAL VENTILATION

- CS1-B-1. Sun and Wind
- CS1-B-2. Daylight and Shading

RESPONSE

From a site planning perspective, a central feature of the design proposal is to synthesize a zoning constraint - setbacks from SFR zones - with a natural opportunity to create south facing public space. Optimized for solar orientation, a sunny courtyard will be a shared amenity with terraced landscaping, allowing residents pedestrian access through the site. The design also takes advantage of the depth of the site in arranging the dwelling units predominately in the N/S direction. In doing so, access to direct sunlight and southern orientation is equitably distributed across the greatest number of units. The linear floor plan with exterior wall and operable windows on both the north and south sides of the building allows for natural ventilation through the structure.

CS1-C TOPOGRAPHY

- CS1-C-1. Land Form
- CS1-C-2. Elevation Changes

RESPONSE

Working with the change of grade at the center of the site, an elegant cascade of rowhouse style units is proposed for Building 2. With each unit stepping a gentle 1'-9", the south common walk is pleasant to traverse, while the changes in elevation establish a degree of ownership over the each unit's front yard. For Building 1, grade is lower at the property lines along 7th Ave NW and Holman Rd NW and higher at the southwest corner of the site. This allows the dwelling units to sit raised off of the street over 2' but still provide flush access to the parking area behind.



CS2 URBAN PATTERN AND FORM

CS2-A: LOCATION IN THE CITY AND NEIGHBORHOOD

- CS2-A-1. Sense of Place

RESPONSE

Adjacent development to the site is either one and two story single family residences or commercial and office uses that are primarily one-story, auto-oriented structures with surface parking located along the perimeter of the site. In establishing a recognizable architectural character the design proposes to occupy the site with a strong street wall appropriate to the commercial zoning designation. The street facing facades are then textured with secondary architectural details like generous glazing, bays, recesses, decks, and canopies over raised entries with robust landscaping. Repeating gable roofs cap the units, and in association with the glazing composition, provide the structures a pleasing rhythmic quality. The gable roof also offers a more distinctly domestic character that is intentionally in contrast with the now ubiquitous hardie-clad modern boxes that fill Seattle's low-rise zones.

CS2-B: ADJACENT SITES, STREETS, AND OPEN SPACES

- CS2-B-1. Site Characteristics
- CS2-B-2. Connection to the Street
- CS2-B-3. Character of Open Space

RESPONSE

Street facing units on Holman Rd NW, 6th Ave NW, and 7th Ave NW take advantage of existing topographic conditions to sit 2'-4' above the sidewalk. The small change of elevation provides an impactful sense of separation from street activity while also offering the opportunity for planting, stairs, a recessed entry and other secondary elements to define individual unit entrances.

Avoiding garages on first floor and keep public domestic spaces - kitchen, living, and dining rooms - at ground level allow residents to survey the site and engage the street more effectively. Open space at the dwelling unit entries is used to provide threshold areas that allow for a more graceful transition from public to private.



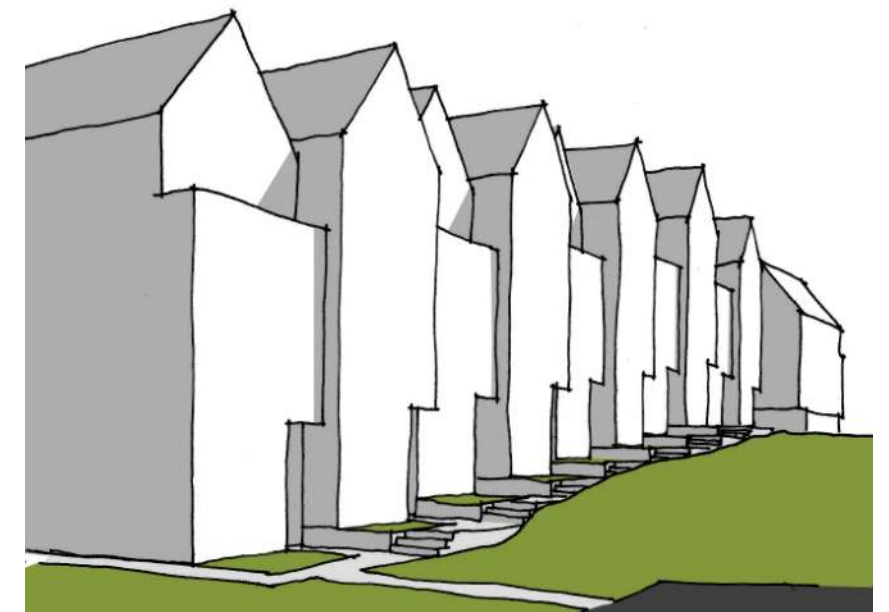
CS2 URBAN PATTERN AND FORM (CONT.)

CS2-D: HEIGHT, BULK, AND SCALE

- CS2-D-1. Existing Development and Zoning
- CS2-D-2. Existing Site Features
- CS2-D-3. Zone Transitions
- CS2-D-4. Massing Choices
- CS2-D-5. Respect for Adjacent Sites

RESPONSE

The site is located at a transitional area in the urban fabric with 65' commercial zoning to the north and 30' SFR zoning to the south. Zoned as C1-40, the site has a generous FAR limit and a height limit allowing four stories. Townhouse style development is proposed as the most appropriate response to the transitional nature of the site. Accordingly, the proposed height, bulk, and scale are dramatically less than what is allowed by code. The zone allows for a maximum FAR of 62,102 SF on four stories. The current design proposal indicates approximately 31,200 SF of building area on only three stories. The increased porosity of the site, pitched gable roofs, surface parking area, among other features, preserve access to sunlight and occupy the lot in a more neighborly fashion.



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PRIORITY DESIGN GUIDELINES

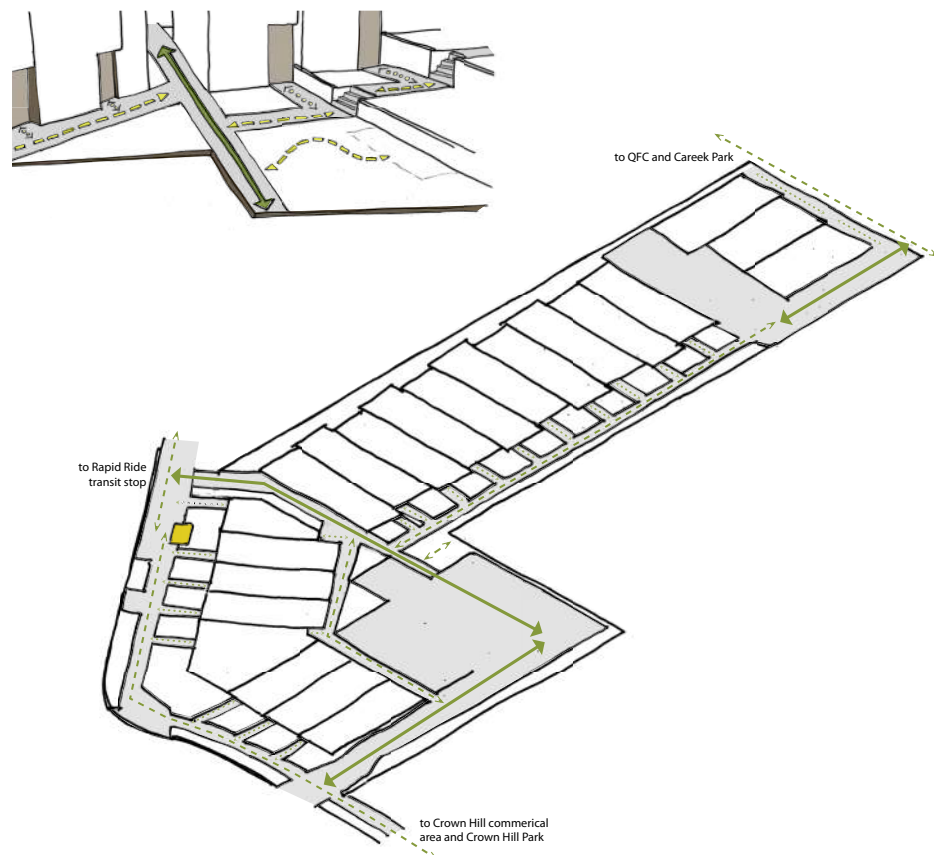
PL1 CONNECTIVITY

PL1-B: WALKWAYS AND CONNECTIONS

- PL1-B-1. Pedestrian Infrastructure
- PL1-B-2. Pedestrian Volumes
- PL1-B-3. Pedestrian Amenities

RESPONSE

The site's elongated shape - narrow in the north-south dimension and long in the east-west dimension, connects 6th and 7th Ave NW. This dual street frontage allows for pedestrian access points to neighborhood nodes and attractions based on convenience. In designing pedestrian access through the site, a legible hierarchy of pathways exist. Primary routes from common parking areas traverse through landscaped common space to the perimeter of the site and the neighborhood beyond. These primary routes connect common features like parking, trash enclosures and common amenity area. Secondary paths connect the primary routes to individual unit entries through privately owned transitional spaces that act as a threshold between public and private. This hierarchy of walkways provides clear differentiation between common outdoor space and private outdoor space allowing residents to be individually responsible for their piece of the community.



PL2 WALKABILITY

PL2-B: SAFETY AND SECURITY

- PL2-B-1. Eyes on the Street
- PL2-B-2. Lighting for Safety
- PL2-B-3. Street-Level Transparency

RESPONSE

Designing for safe and secure pedestrian access through the site occurs at a variety of scales. At the building planning scale, locating public domestic spaces - kitchen, living, and dining rooms - at ground level allows residents to survey and engage the site more effectively. Large windows and clear views back onto the street, offer engagement between the dwelling unit and the right of way or site beyond. Secondary landscape elements like thoughtful planting, attractive hardscape, places to stop and linger insure that the pedestrian paths will be well used. Thoughtful pathway lighting insures a well-lit route.

PL2-D: WAYFINDING

PL2-D-1. Design as Wayfinding

RESPONSE

In designing pedestrian access through the site, a legible hierarchy of pathways exist. Primary routes from common parking areas traverse through landscaped common space to the perimeter of the site and the neighborhood beyond. These primary routes connect common features like parking, trash enclosures and common amenity area. Secondary paths connect the primary routes to individual unit entries through privately owned transitional spaces that act as a threshold between public and private. This hierarchy of walkways provides clear differentiation between common outdoor space and private outdoor space allowing residents to be individually responsible for their piece of the community.



PL3 STREET LEVEL INTERACTION

PL3-A: ENTRIES

PL3-A-1. Design Objectives

- d. Individual entries to ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-2. Ensemble of Elements

RESPONSE

Residential entries facing 7th Ave NW and Holman Rd NW and are set back at least 10' from the sidewalk edge and 2'-4' above the sidewalk elevation. Secondary roof canopies over raised and recessed entries with robust landscaping are provided. Small front yards and change of elevation offer an impactful sense of separation from street activity while clearly differentiating between public and private space. Threshold areas that include planting, steps with handrail, individual canopies and other secondary detail elements define each unit entrances. Kitchen, dining, and living spaces occupy the first floor of these units, activating the ground plane with domestic activity. At Building 2, individual terraced yards sculpt the site while providing unique landscaping that is legibly assigned to each unit

PL3-B: RESIDENTIAL EDGES

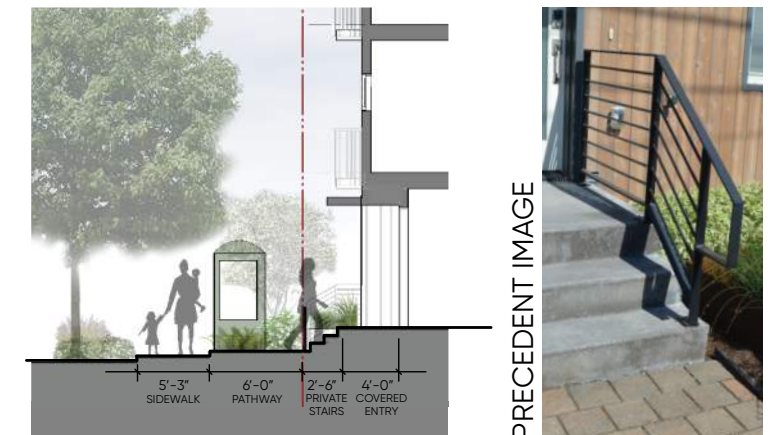
PL3-B-1. Security and Privacy

PL3-B-2. Ground-level Residential

PL3-B-4. Interaction

RESPONSE

See previous responses to Design Guidelines: PL1-B, PL2-B, PL2-D, PL3-A, PL3-B. Further, the choice to provide surface parking instead of individual garages allows the common parking lot to act as a social mixer where spontaneous interaction can occur as residents come and go. Providing legible pedestrian access through the site from 6th Ave NW, 7th Ave NW and Holman Rd again create the opportunity for interaction as residents traverse the site and either arrive from or depart for destinations beyond.



PL4 ACTIVE TRANSPORTATION

PL4-C PLANNING AHEAD FOR TRANSIT

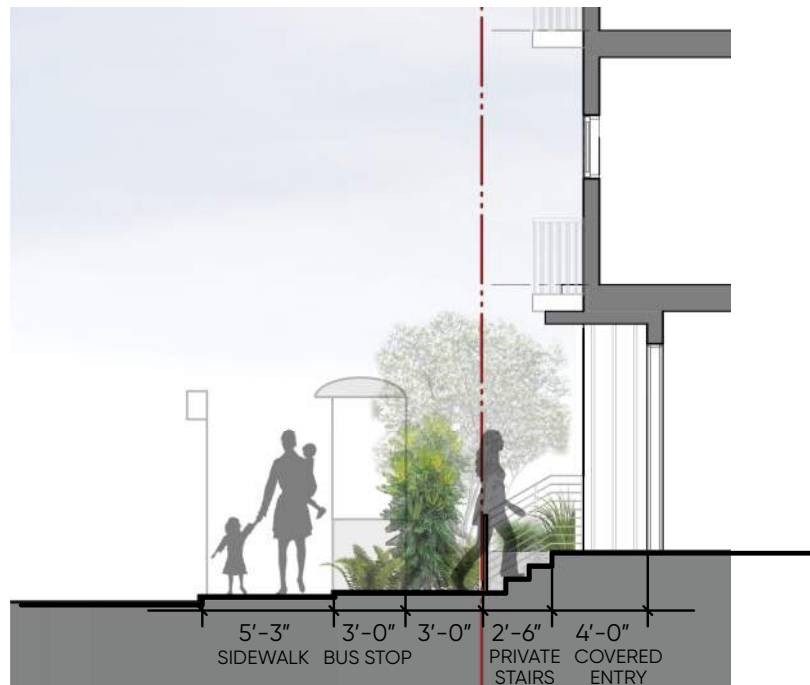
PL4-C-1. Influence on Project Design

PL4-C-2. On-site Transit Stops

RESPONSE

An existing Metro bus stop and shelter are located on Holman Rd NW adjacent to the site's northwest property line. To provide residents' convenient access to the bus stop, the proposed building mass splits between building 1 and building 2, delivering pedestrians to Holman Rd a mere 20 feet from the bus shelter. The passageway from the interior of the site, between buildings 1&2, out to Holman Rd is attractively landscaped and improved with the building sides clad in a high quality attractive accent material. The combination of high quality building siding, a planting mix of shrubs, small trees, and vines, and thoughtful lighting design will elevate this area as a common amenity space that will be a pleasing to pass through.

At the bus shelter itself, the dwelling unit entries split to avoid conflict with the shelter structure. Despite flipping the entries, care is given to maintain the building elevation's composition and overall design concept such that façade modulation is not interrupted in an awkward fashion – per DC2-B-1. At building 1, unit 7 interacts most closely with the bus shelter. In an effort to mitigate the impact of the bus stop on the dwelling unit, the building entry is raised and robust landscaping is proposed between the building and the bus stop. At the upper levels, the façade both steps back into a recess and also projects with a deck. The combined effect helps to screen the bedroom spaces from the bus shelter and provide additional privacy.



DC1 PROJECT USES AND ACTIVITIES

DC1-B: VEHICULAR ACCESS AND CIRCULATION

DC1-B-1. Access Location and Design

RESPONSE

Access to parking is located along southern property lines off of both 6th and 7th Ave NW. These access points are on side streets, as far from the high traffic flows of Holman Rd as possible. Locating the parking drives along the southern property lines also provides a spatial buffer at the SFR zones adjacent to the site. At 6th Ave NW, the parking access drive is paired with the neighbor's existing drive to minimize the overall impact on the street.

DC1-C: PARKING AND SERVICE USES

DC1-C-1. Below-Grade parking:

DC1-C-2. Visual Impacts

DC1-C-3. Multiple Uses

DC1-C-4. Service Uses

RESPONSE

The primary surface parking lot is located on the southernmost portion of the site and eastern side thereof. At the south and east sides of the parking area there is an existing change in grade of 4'-8' between the proposed elevation of parking area and the adjacent properties. This change of elevation dramatically reduces the impact of automobiles and specifically headlights on the adjacent parcels. Along the south side of the parking area a 5' vegetated buffer is provided per code and the proposed Pacific Wax Myrtle hedge will augment the existing change of grade in screening the parking from the south. At the east side of the parking area a departure is requested to reduce the required 5' vegetated buffer down to 1'-3". At this location there is an existing, recently constructed concrete retaining wall 4'-5' in height. On top of the concrete retaining wall is an additional existing 6' cedar fence. The existing condition effectively screens the eastern neighbor from the impacts of parking. In considering how to improve this condition for the new development a green screen of Japanese Hydrangea vines is proposed to soften the existing retaining wall and fence.



DC2 ARCHITECTURAL CONCEPT

DC2-A: MASSING

DC2-A-1. Site Characteristics and Uses

DC2-A-2. Reducing Perceived Mass

RESPONSE

The basic massing strategy responds to three primary areas of the site: the 7th Ave NW/Holman Rd NW street frontage, the elongated south facing central area, and the 6th Ave NW street frontage. Each of these areas possess certain contextual conditions desiring an architectural response. 7th Ave NW and Holman Rd NW represent the busiest street frontage and high traffic activity. The building massing responds with a consistent street wall and elevated, recessed entries. In the central area of the site, orienting toward solar exposure, the building mass stretches east-west with unit entries engaging a landscaped courtyard. The building mass steps in response to existing grade here and facade modulation reinforces the landscape terracing to define unit entries. 6th Ave NW is more residential in character, with existing topography pushing the building up off the sidewalk. In response to the topography, unique unit types are proposed. Gabled roofs are a conscious design choice to move away from the flat roof "box" aesthetic with more traditionally domestic design cues.

DC2-B: ARCHITECTURAL AND FAÇADE COMPOSITION

DC2-B-1. Façade Composition

DC2-B-2. Blank Walls

RESPONSE

In establishing an architectural character the design proposes to occupy the site with a strong street wall appropriate to the commercial zoning designation. The street facing facades of buildings 1 & 3, on 6th and 7th Ave NW are then textured with secondary architectural details like generous glazing, bays, recesses, decks, and canopies over raised entries with robust landscaping. Repeating gable roofs cap the units, and in association with the glazing composition, provide the structures a pleasing rhythmic quality. The gable roof also offers a more distinctly domestic character that is intentionally in contrast with the now ubiquitous hardie-clad modern boxes that fill Seattle's low-rise zones. At building 2, the dwelling units step back and forth 2 feet in an alternating fashion providing clear differentiation between units. Further augmenting this modulation is a repetitive change in cladding material and a third floor setback at every other unit.

2.0

PRIORITY DESIGN GUIDELINES

DC2 ARCHITECTURAL CONCEPT (CONT.)

DC2-E: FORM AND FUNCTION

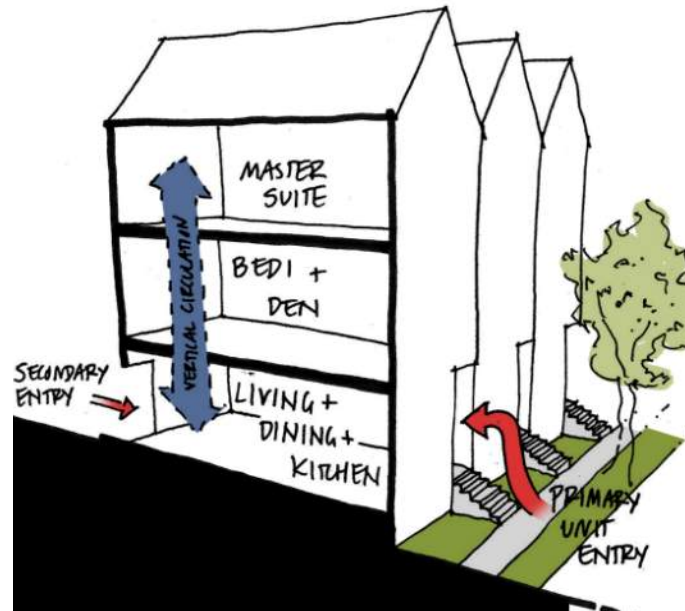
DC2-E-1. Legibility and Flexibility

RESPONSE

See previous responses to Design Guidelines: DC2-B and CS2-A.



Precedent Image



DC3 OPEN SPACE CONCEPT

DC3-B: OPEN SPACE USES AND ACTIVITIES

- DC3-B-1. Meeting User Needs
- DC3-B-2. Matching Uses to Conditions
- DC3-B-3. Connections to Other Open Space
- DC3-B-4. Multifamily Open Space

RESPONSE

Open space is organized according to existing topography, solar orientation, parking location and street frontage. Common outdoor spaces are linked by a network of primary pedestrian paths with secondary paths accessing individual units. Setting the building mass back from street facing property lines allows for transitional zones from public to private. At building 2, a landscaped, terraced courtyard is provided on the south side of the building where growing conditions for vegetation are best. Clear sight lines are provided to 7th Ave NW, Holman Road NW and 6th Ave NW. Circulation through the site encourages residents to spontaneously interact and engage each other while also providing adequate space to comfortably move through the site. Embedding thoughtful moments where residents have the option to linger and chat or pass through provides opportunity for social interaction as well as individual reflection.

DC3-C: DESIGN

DC3-C-2. Amenities and Feature

RESPONSE

At the south side of building 2, a terraced, landscaped path connects the east and west sides of the site. A hierarchy of plantings is employed with trees and decorative low vegetation augmenting the terracing at the building facade. At the south property line, on the opposite side of the sidewalk, bushes and shrubs screen the neighboring property.



DC4 EXTERIOR ELEMENTS AND FINISHES

DC4-C: LIGHTING

- DC4-C-1. Functions
- DC4-C-2. Avoiding Glare

RESPONSE

See landscape lighting plan on page 45 for further description of how the landscape lighting is tailored to site circulation and different uses around the project. The landscape lighting reinforces terracing at building 2, functionally illuminates trash area, provides security in surface parking lots, and is screened to comply with 23.47A.022 - Light and glare standards

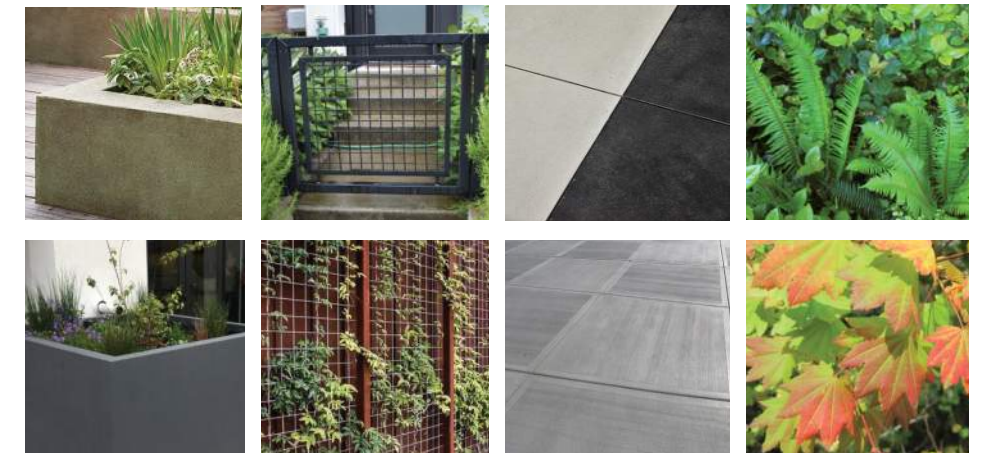
DC4-D: TREES, LANDSCAPE AND HARDSCAPE MATERIALS

- DC4-D-1. Choice of Plant Material
- DC4-D-2. Hardscape Materials
- DC4-D-3. Long Range Planning
- DC4-D-4. Place Making

RESPONSE

The project uses native and adaptive plants to provide a landscape that feels authentically northwest and references nearby Carkeek Park. The trees, shrubs, and groundcover selected require minimal care and irrigation and are situated according to expected sun and shade conditions. These plants will grow to an appropriate size to provide full planting beds but will not overgrow and disrupt site lines. Along the buildings, planting and durable hardscape materials have been configured to identify each building entry while maintaining a uniform aesthetic across the overall site.

PRECEDENT IMAGES



1. MASSING & ARCHITECTURAL CONCEPT

- a. The Board unanimously supported massing Option 3, the applicant’s preferred massing option, as it responds well to site topography, maximizes the connection to the public realm by locating living spaces at the street-level, and includes thoughtful pedestrian circulation on site. (CS1-C, CS2-B, PL1-B)
- b. The Board supported the clear and orderly articulation of the mass, the expression of individual units through the gabled roof form, and the design intent and precedent imagery on page 17 of the EDG Packet. The Board, however, directed further resolution of the mass at the corners along Holman Road NW in a manner consistent with the overall architectural concept. (DC2)
- c. The Board was concerned that Unit 1C complicated the building form and recommended further development in a manner that provides relief to the pedestrian pathway and bus stop. (PL1-B, DC2)
- d. The Board supported horizontal modulation expressed in the precedent imagery and noted that massing Option 3 appears to be developing in the right direction. The Board specifically prioritized Design Guideline DC2-B, Architectural and Façade Composition. (DC2, DC2-B)
- e. The Board supported the move to shift the bulk of the mass away from the single family zone, as shown in massing Option 3. The Board specifically prioritized Design Guidelines CS2-D, Height, Bulk, and Scale, and DC2-A, Massing. (CS2-D, DC2-A)
- f. The Board noted that massing Option 1 has a similar frontage along 6th Ave NW and works without a departure from upper-level setback requirements. The Board questioned whether the requested departure for massing Option 3 was appropriate along the single family zone transition. The Board was not inclined to support the requested departure without further study and a stronger design rationale. Demonstrate that all alternative solutions have been explored. (CS2-D, DC2-A)
- g. The Board specifically prioritized Design Guidelines CS1-B, Sunlight and Natural Ventilation, and CS1-C, Topography. The Board noted detailed sections will be critical to understanding the response to topography, and requested they be provided at the Recommendation phase. (CS1-B, CS1-C)
- h. The Board supported the location of active living spaces at the ground-level along the street frontage. The Board specifically prioritized Design Guidelines CS2-B, Adjacent Sites, Streets, and Open Spaces, and DC2-E-1, Legibility and Flexibility. (CS2-B, DC2-E-1)

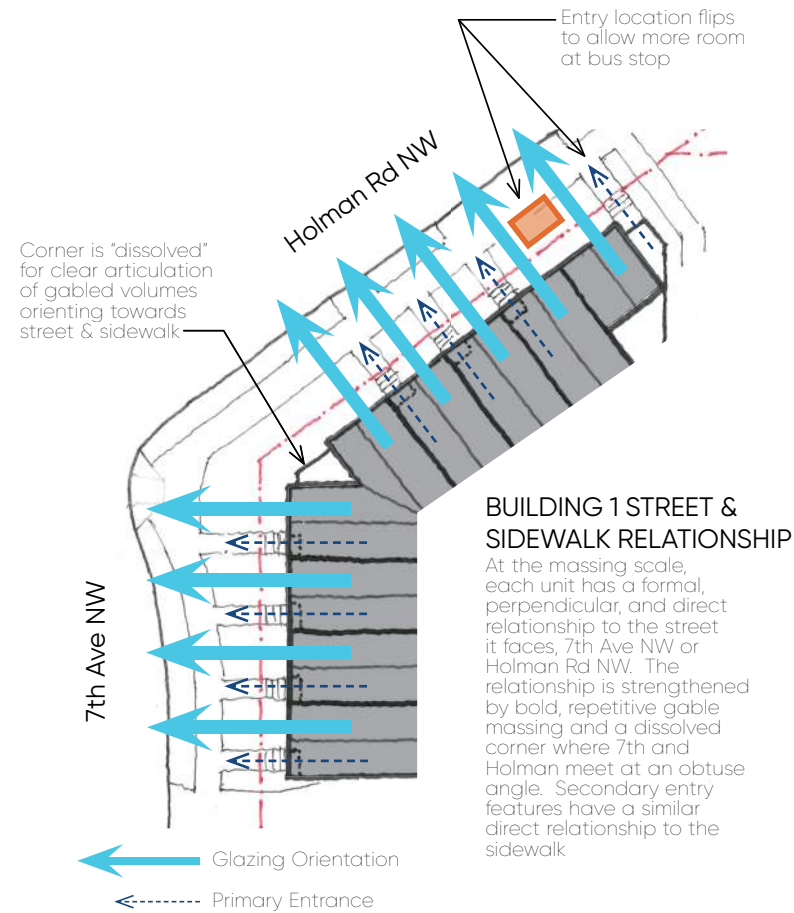
RESPONSE

The overall massing and architectural concept addresses a variety of site conditions on an unusually shaped lot. Street facing entries are maximized where street frontage is available at buildings 1 & 3. In the center of the site, away from streets, solar orientation is maximized and dwelling units trace the site’s topography in a graceful cascade at building 2. Simple gable roofs define individual dwelling units with a distinctly domestic character and break down the overall mass of each building. The gables, in association with the glazing composition, provide the structures a pleasing rhythmic quality. Building facades are then textured with secondary architectural details like generous glazing, bays or recesses, decks, and canopies over raised entries with robust landscaping.

Building 1 is defined by occupying the obtuse angle created at the intersection of 7th Ave NW and Holman Rd. Maintaining the repetitive gable roof articulation through this geometry presents a unique challenge. In order to maintain a consistent module across both Holman Rd and 7th Ave, the corner is “dissolved” to provide a buffer between the two sets of gabled roof masses. Reducing the presence of the corner is accomplished by stepping back, holding the roof down a story, and cladding is a contrasting accent material.

Building 2 occupies a portion of the site with the most topographic change; from west to east across the building, existing grade rises about 12’. The proposed design uses this grade change to terrace individual dwelling units and smooth the existing slope into even 1’-9” steps. The terracing is accentuated through the use of stepping bioplanters, thoughtfully placed site stairs and coordinated lighting. The result is an elegant cascade experienced along a common pedestrian path connecting east and west sides of the development.

See also Departure Request, #1 on Page 48 for further discussion of item f.



NE corner held down, recessed, and clad in contrasting accent material. The resulting shape allows the 13' gable module to terminate cleanly. Also moves the entry of unit 8 away from the bus shelter



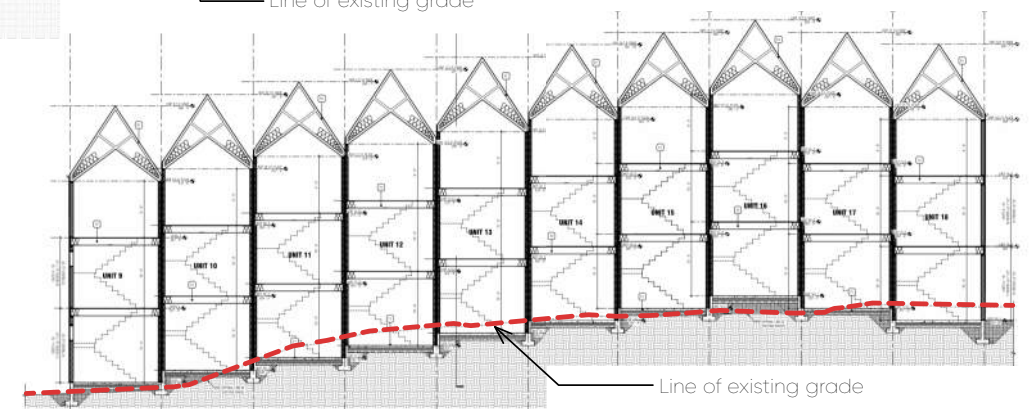
"Knuckle" held down as an open deck at 3rd floor level and clad in contrasting accent material. The resulting shape allows the rhythm of gables to read clearly on both Holman Rd and 7th Ave



BUILDING 1 MASSING



BUILDING 2 SOUTH ELEVATION



BUILDING 2 E-W SECTION

3.0

RESPONSE TO EARLY DESIGN GUIDANCE

2. OPEN SPACE, CIRCULATION & ENTRIES

- a. The Board specifically prioritized Design Guidelines CS2-A-1, Sense of Place; PL2-D-1, Design as Wayfinding; DC3-B, Open Space Uses and Activities; and DC4-D, Trees, Landscape, and Hardscape Materials, to be applied to the development of the open space and landscape plan. (CS2-A-1, PL2-D-1, DC3-B, DC4-D)
- b. The Board requested more information on the various individual entry experiences and site accessibility, including perspectives and sections. Particularly, at Building 2. The Board specifically prioritized Design Guideline PL3-A, Entries. (PL3-A)
- c. The Board questioned the response to the bus stop on Holman Rd NW and was concerned about impacts to the privacy of future residents. The Board requested more information regarding how the mass and entries are thoughtfully designed in response this concern. The Board specifically prioritized Design Guidelines PL4-C, Planning Ahead for Transit, and PL3-B, Residential Edges. (PL4-C, PL3-B)
- d. The Board appreciated the massing gap and pedestrian pathway between Building 1 and Building 2, but noted the pathway felt pinched. The pathway should be well designed and the relationship to the adjacent structures should be thoughtfully considered. The Board specifically prioritized Design Guideline PL1-B, Walkways and Connections. (PL1-B, DC2-A-1)
- e. In response to public comment, the Board was hesitant to support the departure request from landscape buffer requirements without additional information. The Board noted that light impacts on adjacent sites are partially mitigated by topography, but landscaping is also important in this location to improve the experience for future residents of the proposed development. The Board requested more information on how the reduced buffer would be designed and documentation of all alternative solutions explored. (CS2-D-2, DC4-D)
- f. In response to public comment, the Board noted that the site should be well lit for safety and security, while minimizing lighting impacts on adjacent sites. The Board specifically prioritized Design Guidelines PL2-B, Safety and Security, and DC4-C, Lighting. (PL2-B, DC4-C)

RESPONSE

In designing pedestrian access through the site, a legible hierarchy of pathways exist. Primary routes from common parking areas traverse through landscaped common space to the perimeter of the site and the neighborhood beyond. These primary routes connect common features like parking, trash enclosures and common amenity area. Secondary paths connect the primary routes to individual unit entries through privately owned transitional spaces that act as a threshold between public and private. See Pages 41 & 42 for a more detailed description of individual unit entries.

Presenting a coherent massing strategy and thoughtful facade design facing Holman Rd and 7th Ave NW are paramount to the project. Incorporating the awkward angle created by the intersection into the building mass increases the challenge. Accordingly, the proposed design strikes a balance between providing a legible building form while still accommodating the existing bus shelter on Holman Rd. Subtle moves are employed like splitting the unit entries about the bus shelter, the placement of unit 8's stair as a buffer, and planting carefully layered green screening between the building and shelter. This way, the project recognizes the bus shelter's presence while maintaining a composed and orderly facade.

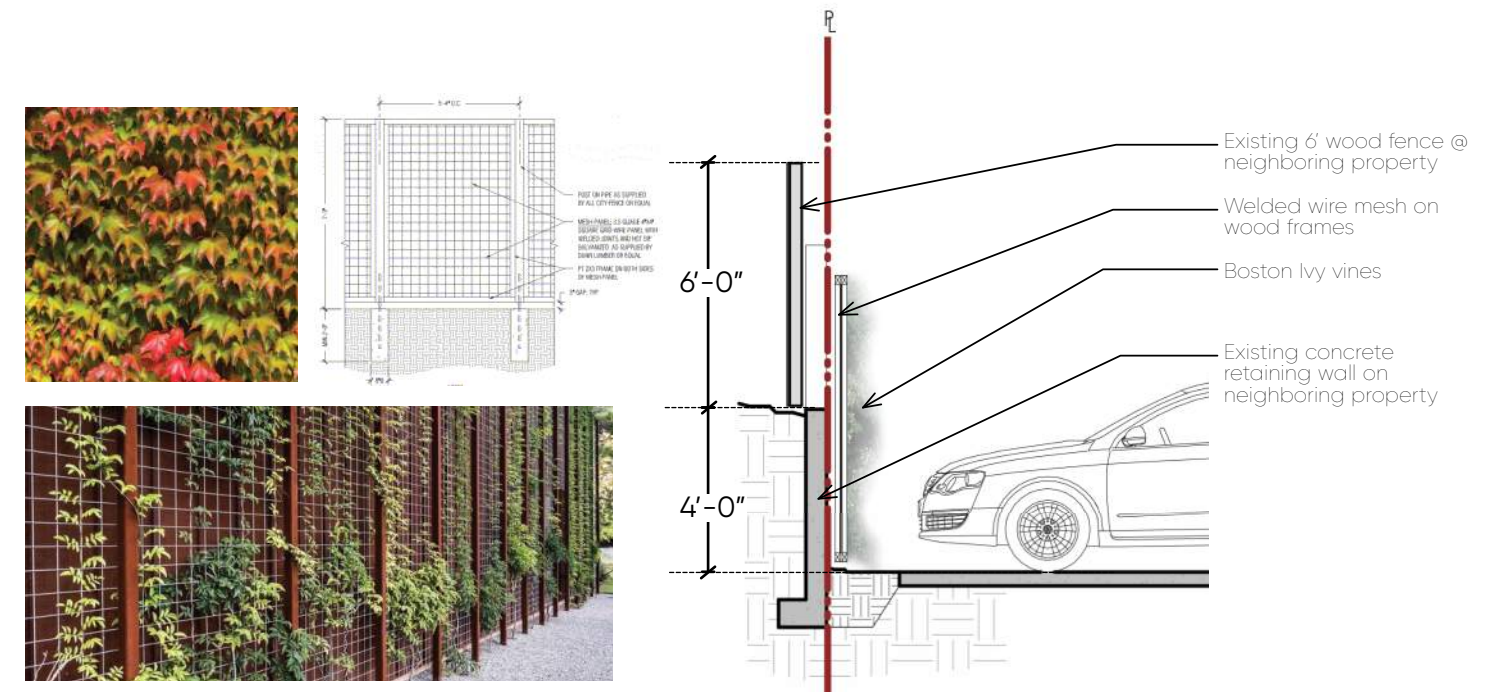
Circulating through the pedestrian pathway between buildings 1 & 2, while somewhat narrow in width, is greatly enhanced through a series of design moves. Most importantly, the walls are clad in a high quality, durable siding material that can be appreciated at close range and will not deteriorate over time. This siding also serves as a backdrop for planting of different types and heights. On the east, Japanese Hydrangea vines climb the walls to provide a strong vertical presence with out taking up too much space. On the west, a deeper planting bed is occupied by three small columnar trees with a base of shrubs and groundcover.

Regarding the departure request to reduce the landscape buffer along the east side of the surface parking lot, additional landscaping is proposed to enhance this area. The existing concrete retaining wall and cedar fence on the neighbor's property provide a 10' opaque backdrop. In front of which, wire mesh panels are proposed that will allow Boston Ivy vines to climb and eventually provide an attractive green screen with seasonal color change.

See landscape lighting plan on page 45 for further description of how the landscape lighting is tailored to site circulation and different uses around the project. The landscape lighting reinforces terracing at building 2, functionally illuminates trash area, provides security in surface parking lots, and screened to comply with 23.47A.022 - Light and glare standards



SITE PLAN W/ TRANSIT ACCESS WALK AND BUS SHELTER



SITE SECTION @ (E) RETAINING WALL & FENCE W/ WIRE MESH PANELS AND BOSTON IVY

3. PARKING & SERVICE USES

- a. The Board specifically prioritized Design Guideline DC1-C, Parking and Service Uses.(DC1-C)
- b. The Board was concerned about the vast surface parking area and noted this area should be attractively designed with a special paving treatment to create a usable, common amenity. The Board supported the design intent and pervious surface treatment depicted in the precedent image on page 17 of the EDG Packet. Support for the requested departures from parking space and screening requirements is dependent on the resolution of this guidance. (DC1-C, DC3-B, DC3-C-2)
- c. The Board indicated preliminary support for the requested departure to allow two curb cuts, as well as the creation of two separate parking area, as it prioritizes the pedestrian experience over the vehicle. (DC1-B-1, DC1-C)
- d. The Board noted that the departure from parking space requirements results in reduced pavement onsite and allows for street-level living spaces to connect to the public realm; however, they were hesitant to support the request as proposed without additional information. The Board requested detailed turning studies and more information on the facades facing the east parking area. (DC1-C, DC3-B)
- e. In response to public comment, the Board did not support the proposed location of the east trash storage area along the south property line and directed the applicant to explore alternative locations that minimize visual and odor impacts on the adjacent single family zone. (CS2-D-3, DC1-C-4)
- f. In response to public comment, the Board requested more information on screening and security of the west trash storage area, including a section that depicts how the storage area will fit with site topography and relate to the adjacent site. (CS2-D-3, DC1-C-4)

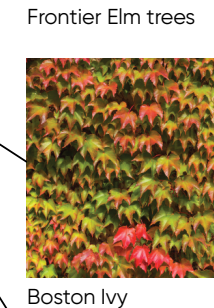
RESPONSE

In response to the Board's concern over the surface parking lot, a series of site design features are offered as improvements to this area. The proposed paving is scored concrete, stained in a two tone fashion, differentiating between parking spaces and maneuvering area. The maneuvering area is scored with a greater density to break down the scale of this area. At the east property line, a green screen of Boston Ivy vines are proposed on wire mesh panels. The seasonal color change of the ivy will provide a dynamic backdrop to the parking lot. The north portion of the parking lot is defined by two larger Frontier Elm trees to further enhance the vegetated edges of the lot.

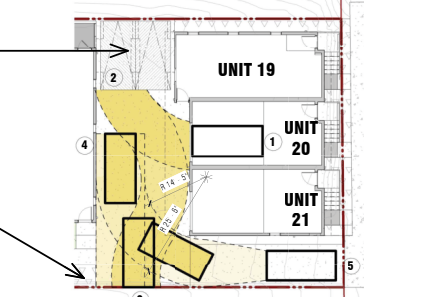
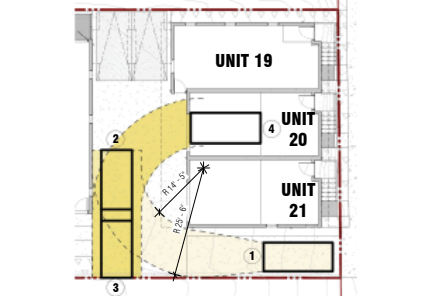
The eastern trash storage area has been eliminated and favor of enlarging the western trash storage area. Consolidating all trash at the western trash storage area places it in a location where the impacts are more easily mitigated. The western trash storage area is located at an elevation 4'-5' below the adjacent property to the south, all but eliminating the view of this area from the neighbor's property. Presence of the trash is further screened by a wooden property line fence on top of the cast concrete trash enclosure.

Eliminating the eastern trash storage area loosens up the vehicular maneuvering between buildings 2 and 3, allowing easier turning in and out of the two garage and two surface parking spaces. The surface parking spaces have also been shifted north providing additional automobile maneuvering area and easing access to the garage of unit 20. At the east façade of building 2 – facing the vehicular maneuvering area – the first floor window sills are held 5' above the level of the driveway to prevent automobile headlights from shining directly into the dwelling unit. See additional discussion of this topic on page 50 for Departure Request #3.

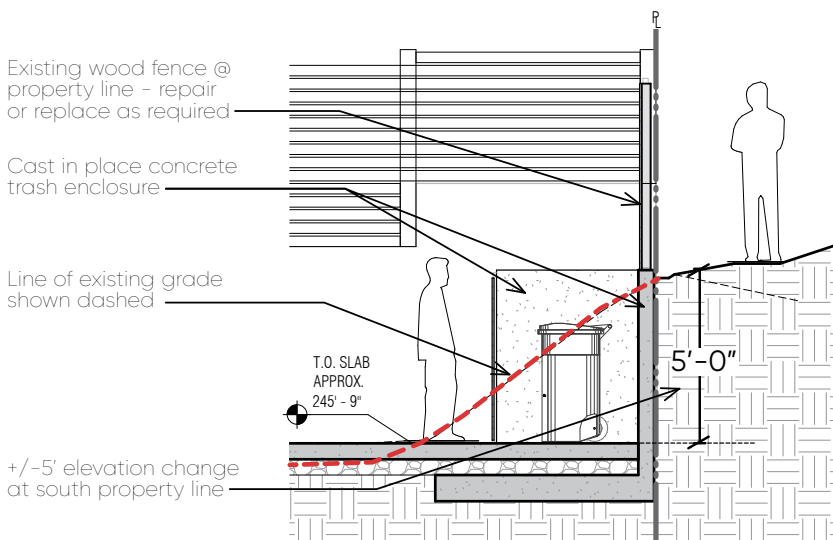
SURFACE PARKING SITE IMPROVEMENTS



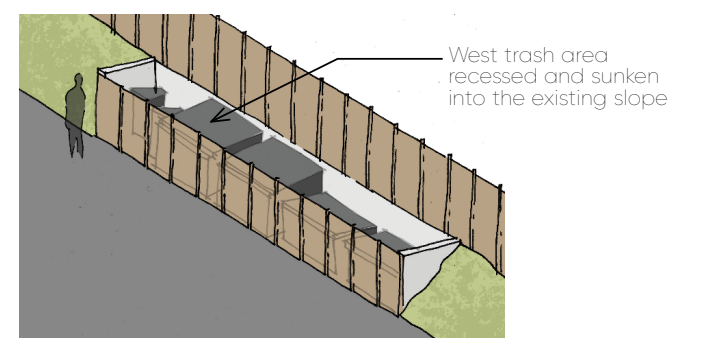
EAST ELEVATION BUILDING 2



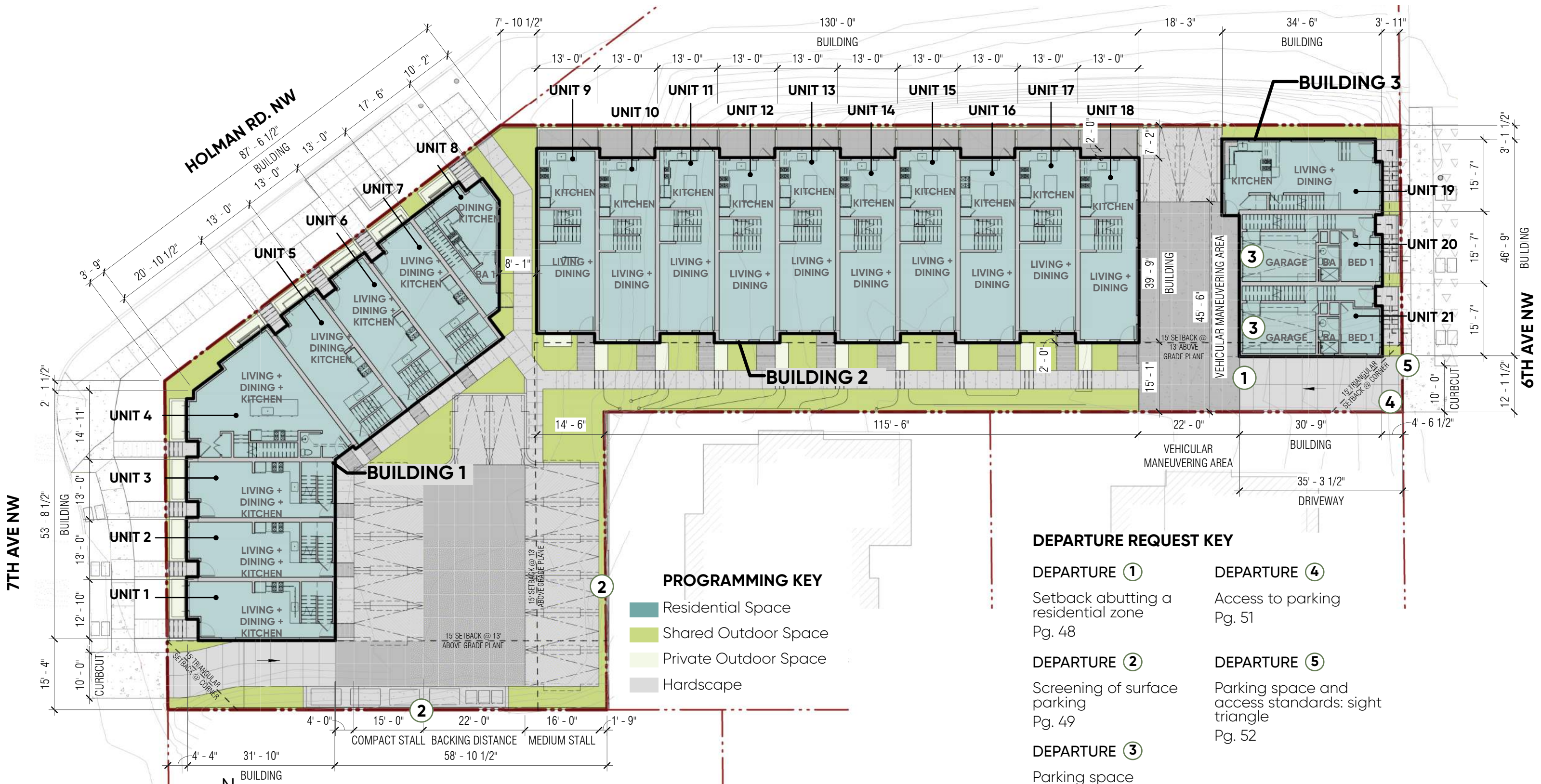
EAST MANEUVERING AREA



WEST TRASH AREA - SECTION @ SOUTH PROPERTY LINE



WEST TRASH AREA



PROGRAMMING KEY

- Residential Space
- Shared Outdoor Space
- Private Outdoor Space
- Hardscape

DEPARTURE REQUEST KEY

- | | |
|--|--|
| <p>DEPARTURE ①
Setback abutting a residential zone
Pg. 48</p> <p>DEPARTURE ②
Screening of surface parking
Pg. 49</p> <p>DEPARTURE ③
Parking space requirements - townhouse units
Pg. 50</p> | <p>DEPARTURE ④
Access to parking
Pg. 51</p> <p>DEPARTURE ⑤
Parking space and access standards: sight triangle
Pg. 52</p> |
|--|--|

LEVEL 1 PLAN





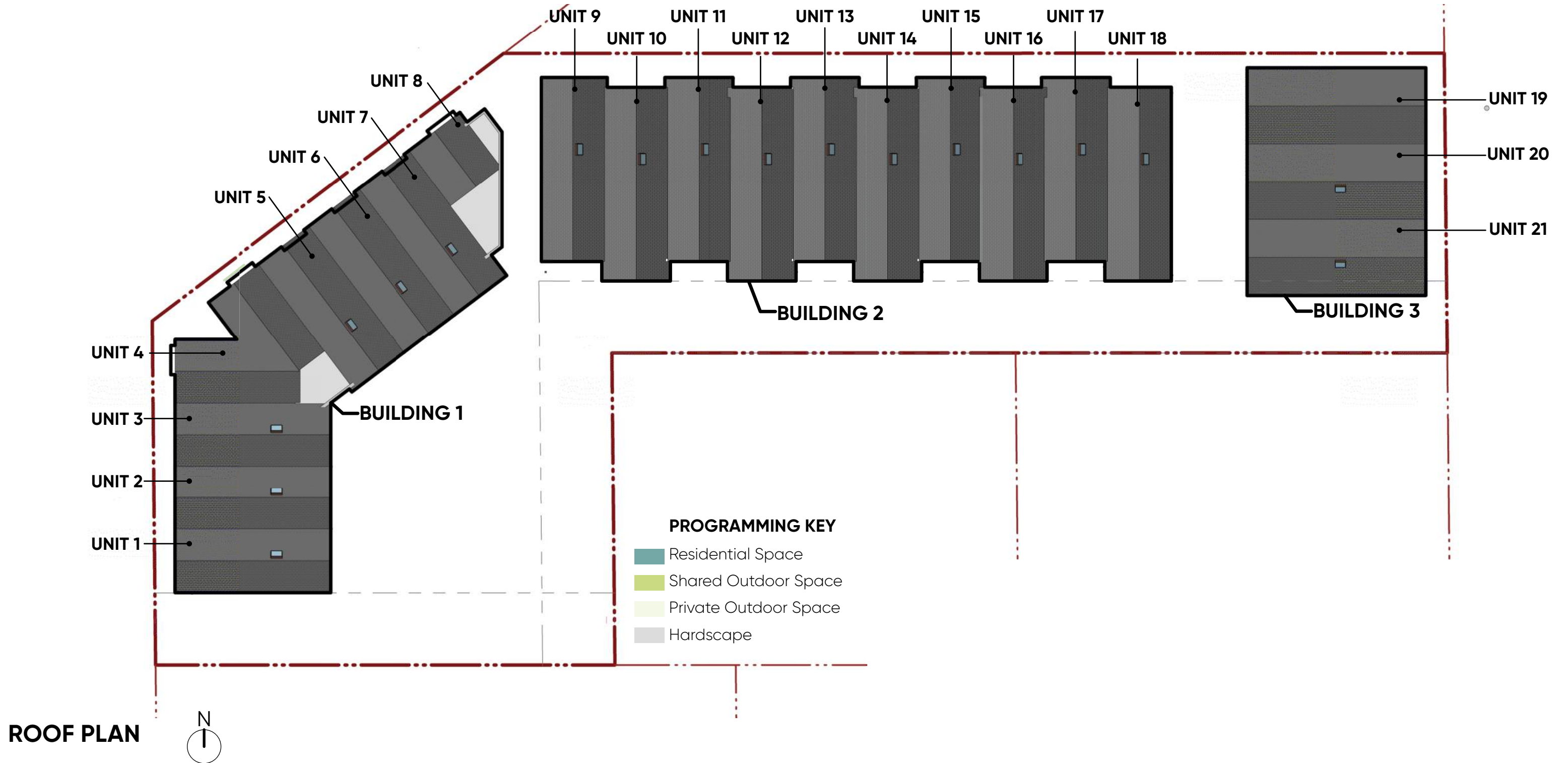
LEVEL 2 PLAN





LEVEL 3 PLAN



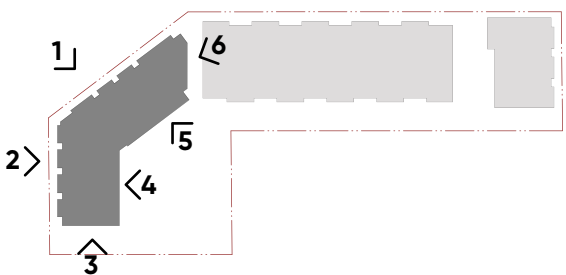


ROOF PLAN

5.0

ELEVATIONS + MATERIALS

BUILDING 1 - EXTERIOR ELEVATIONS



MATERIAL PALETTE

- | | | | | | | |
|--|--|--|--|---|---|---|
| <p>1</p>  <p>Vertical Board & Batten
Painted White</p> | <p>2</p>  <p>Fiber Reinforced Hybrid Wall Cladding (Resysta)
Light Taupe stain</p> | <p>3</p>  <p>Bioplanter Exposed Concrete</p> | <p>4</p>  <p>Vinyl Windows
Black</p> | <p>5</p>  <p>Metal Gutters & Downspouts
Black</p> | <p>6</p>  <p>Entry Awning
Black</p> | <p>7</p>  <p>Metal Railings
Black</p> |
|--|--|--|--|---|---|---|



5.0

ELEVATIONS + MATERIALS

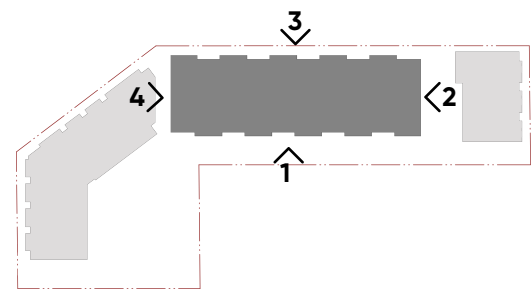
BUILDING 2 - EXTERIOR ELEVATIONS



1 - SOUTH ELEVATION



2 - EAST ELEVATION



MATERIAL PALETTE

1	 Vertical Board & Batten Painted White	2	 Fiber Reinforced Hybrid Wall Cladding (Resysta) Light Taupe stain	3	 Bioplanter Exposed Concrete	4	 Vinyl Windows Black	5	 Metal Gutters & Downspouts Black	6	 Entry Awning Black	7	 Metal Railings Black
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3 - NORTH ELEVATION

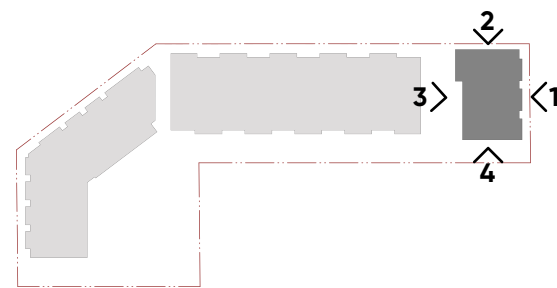


4 - WEST ELEVATION

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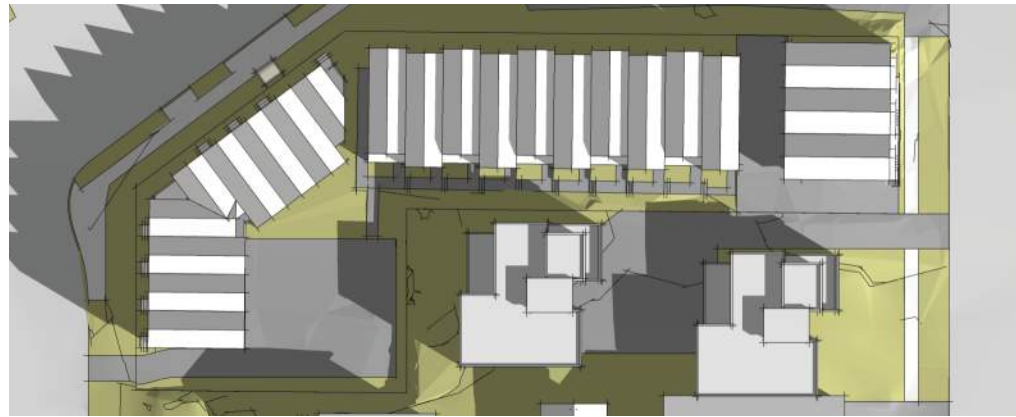
ELEVATIONS + MATERIALS

BUILDING 3 - EXTERIOR ELEVATIONS



MATERIAL PALETTE

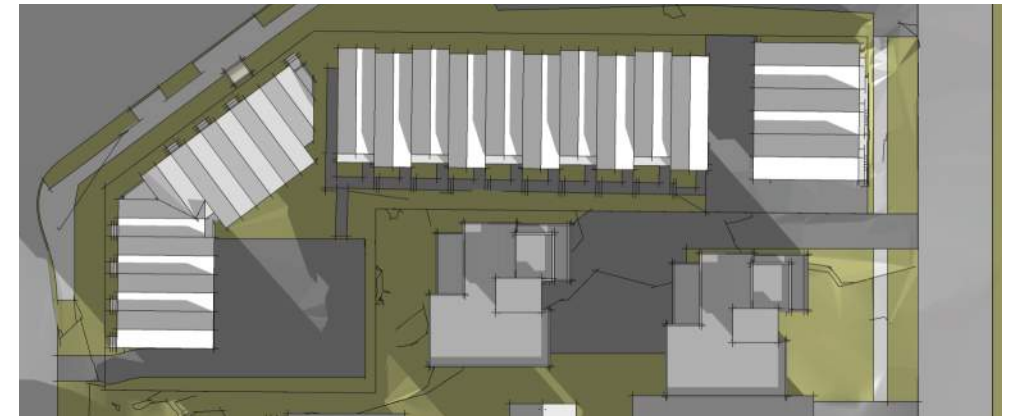
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|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|  |  |  |  |  |  |  |
| Vertical Board & Batten
Painted White | Fiber Reinforced Hybrid Wall Cladding (Resysta)
Light Taupe stain | Bioplanter
Exposed Concrete | Vinyl Windows
Black | Metal Gutters & Downspouts
Black | Entry Awning
Black | Metal Railings
Black |



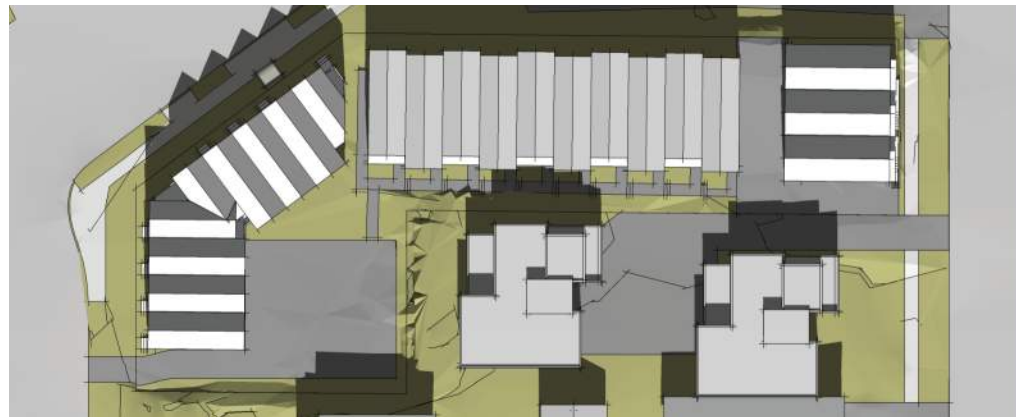
MARCH + SEPTEMBER 21ST
9:00 AM



JUNE 21ST
9:00 AM



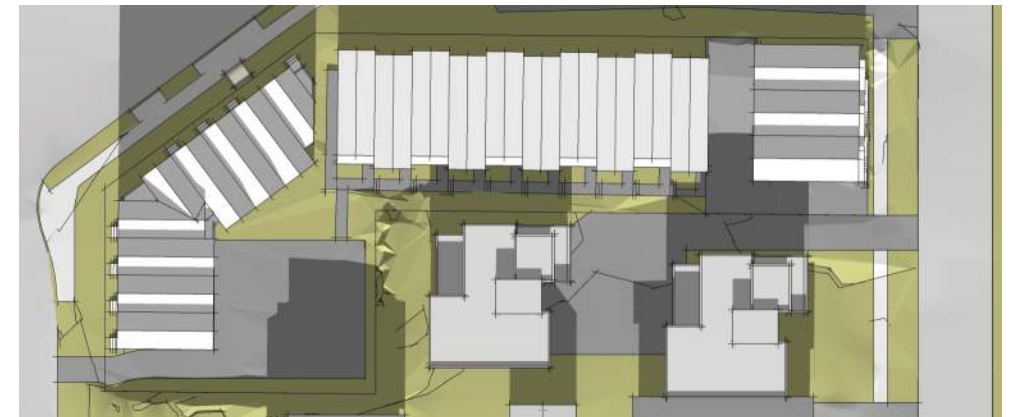
DECEMBER 21ST
9:00 AM



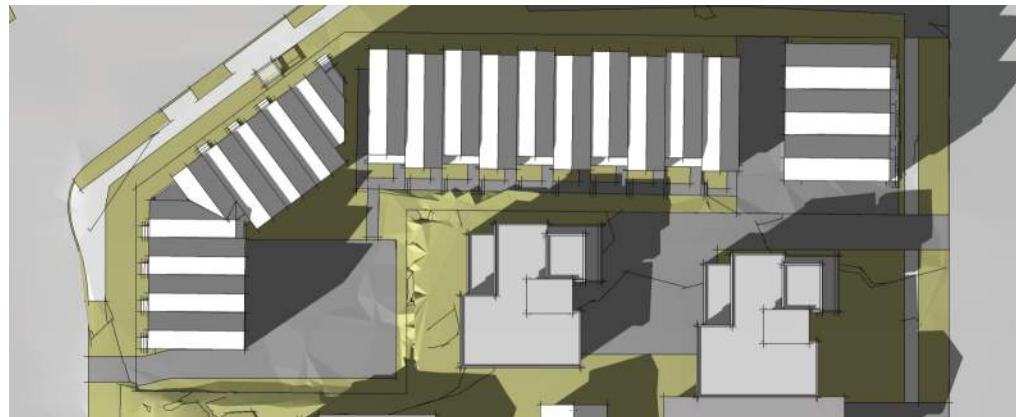
MARCH + SEPTEMBER 21ST
12:00PM



JUNE 21ST
12:00PM



DECEMBER 21ST
12:00PM



MARCH + SEPTEMBER 21ST
3:00PM

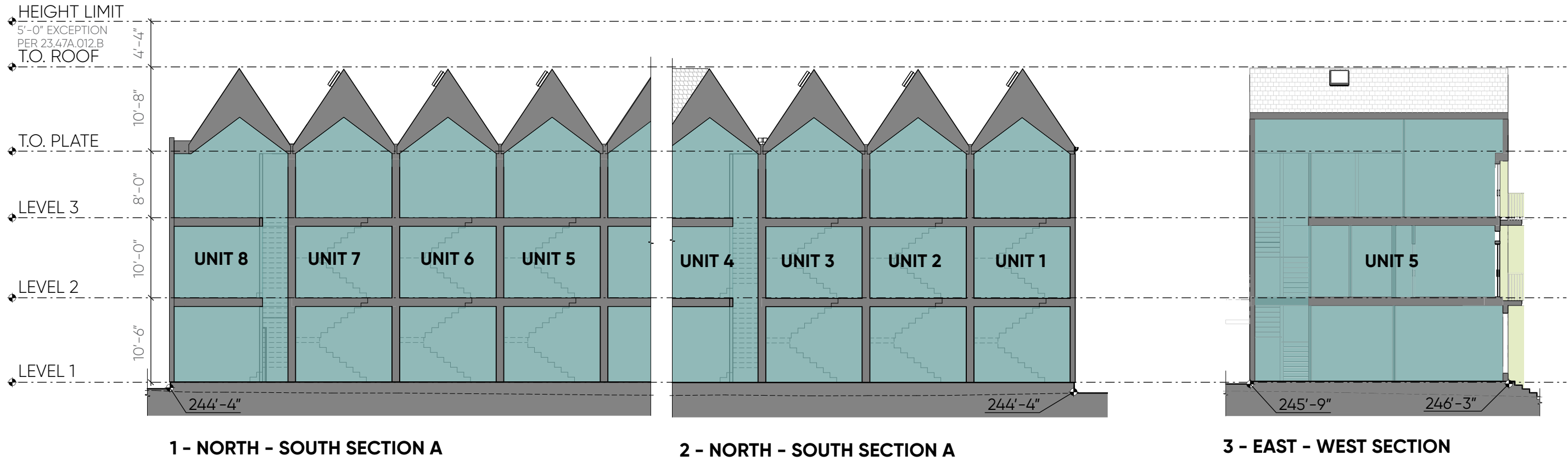


JUNE 21ST
3:00PM



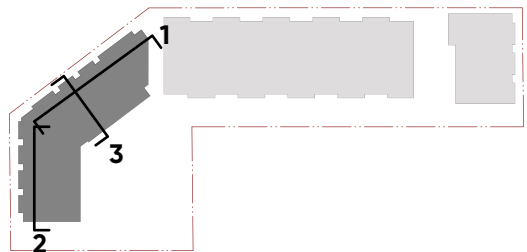
DECEMBER 21ST
3:00PM

BUILDING 1 - SECTIONS

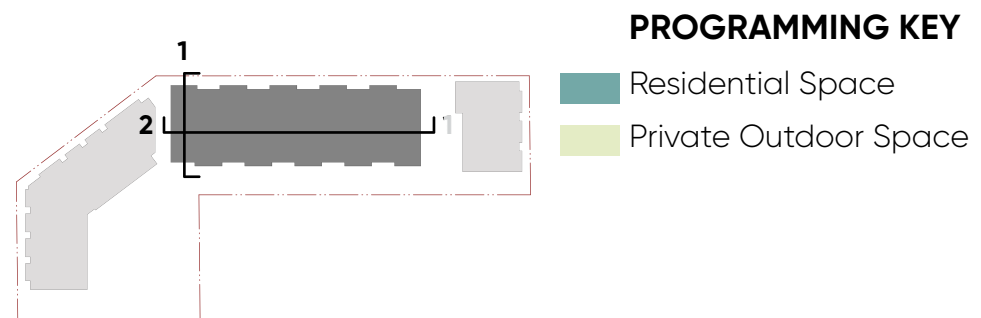
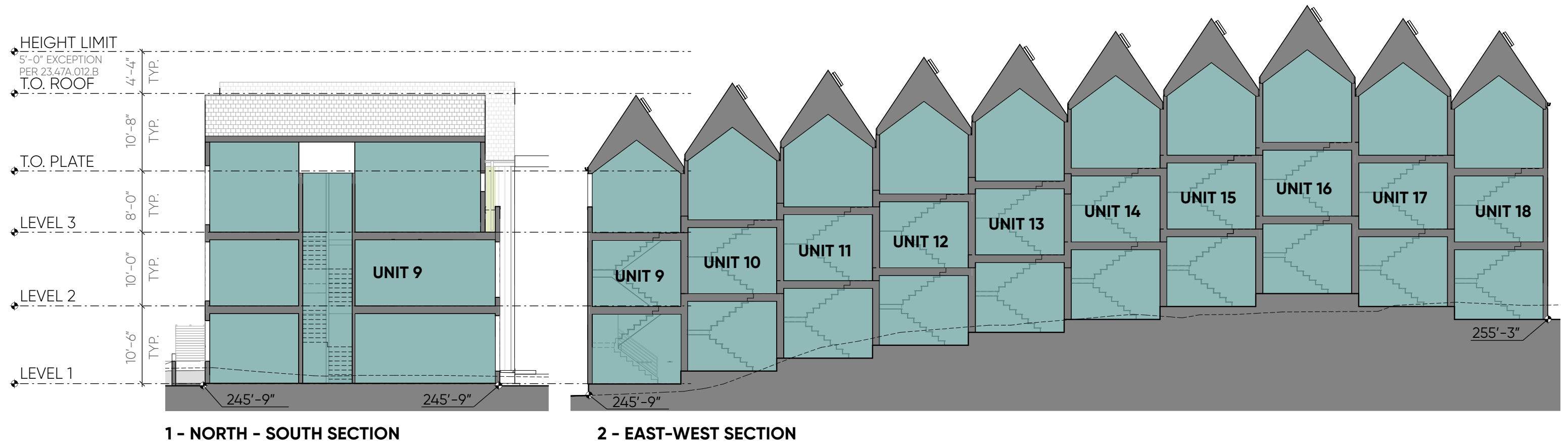


PROGRAMMING KEY

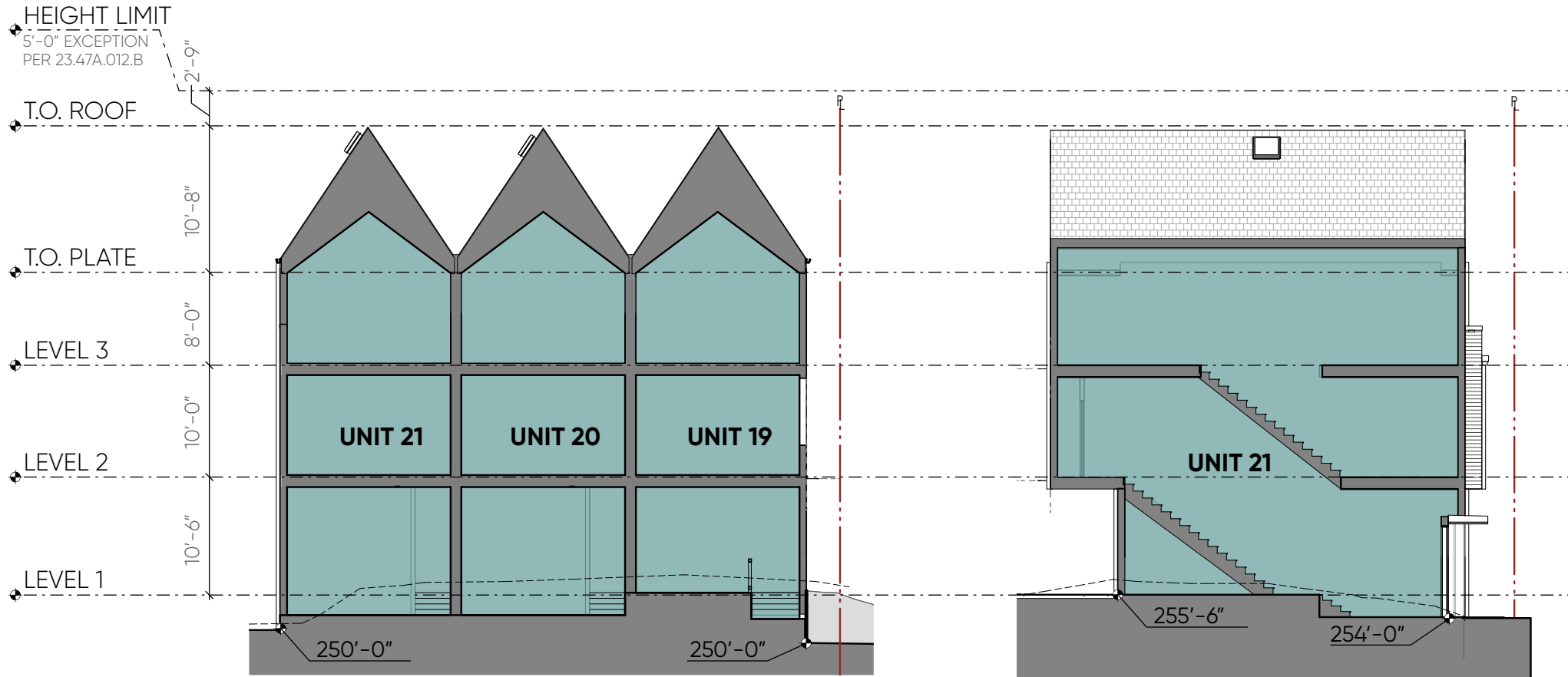
- Residential Space
- Private Outdoor Space



BUILDING 2 - SECTIONS



BUILDING 3 - SECTIONS

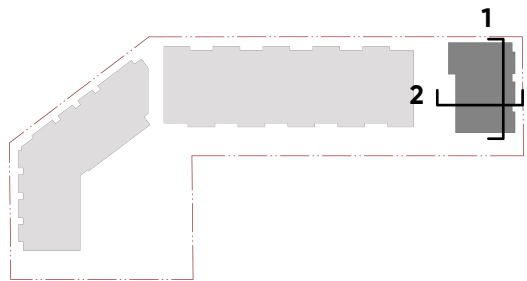


1 - NORTH - SOUTH SECTION

2 - EAST - WEST SECTION

PROGRAMMING KEY

- Residential Space
- Private Outdoor Space











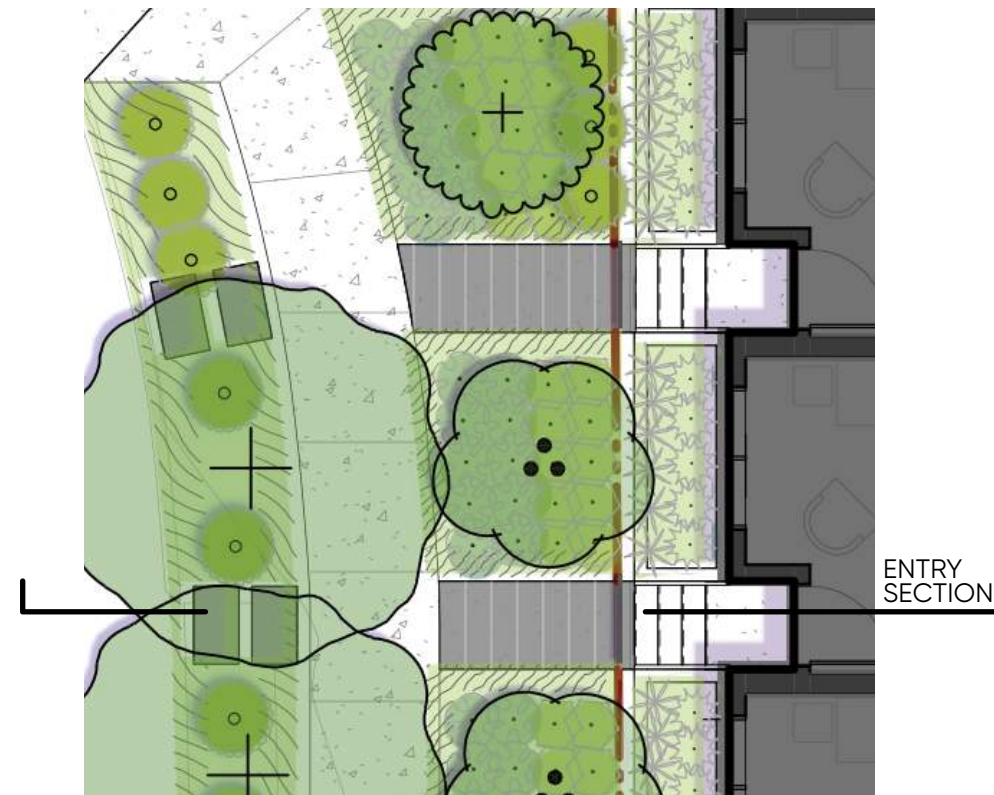




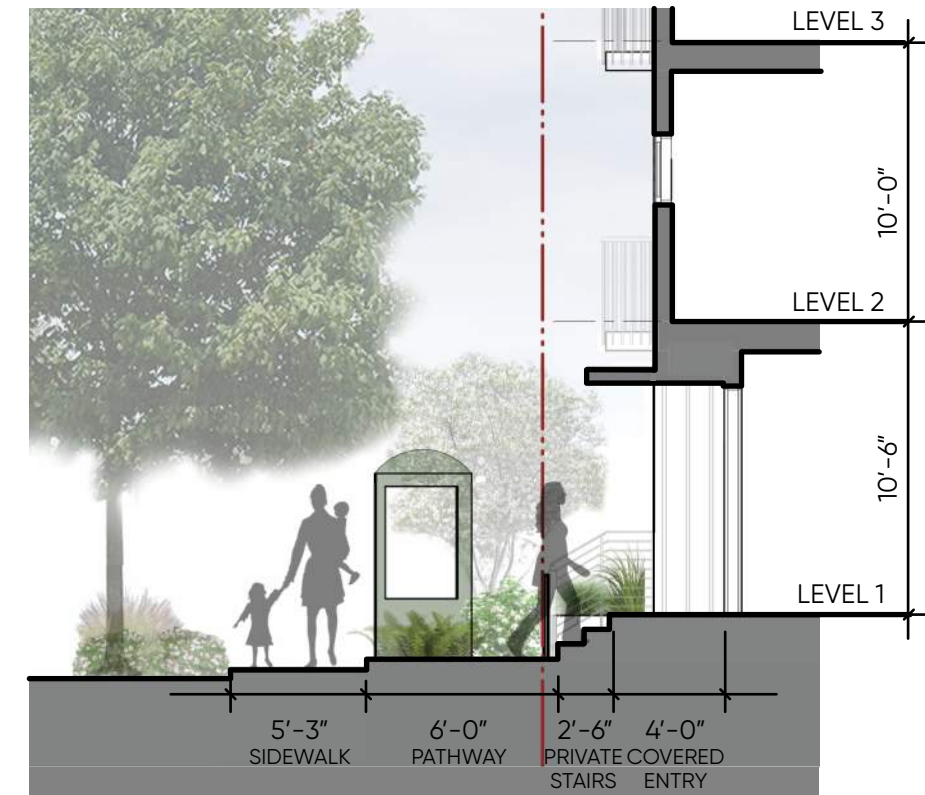
BUILDING 1 ENTRY

Designing for safe, secure pedestrian access to and around the site occurs at a variety of scales. At the building planning scale, locating public domestic spaces - kitchen, living, and dining rooms - at ground level allows residents to survey and engage the site more effectively. Large windows and clear views back onto the street, offer engagement between the dwelling unit and the right of way or beyond.

Residential entries facing 7th Ave NW and Holman Rd NW and are set back at least 10' from the sidewalk edge and 2'-4' above the sidewalk elevation. Secondary roof canopies over raised and recessed entries with robust landscaping are provided. Small front yards and the change of elevation offer an impactful sense of separation from street activity while clearly differentiating between public and private space. Threshold areas that include planting, steps with handrail, individual canopies and other secondary detail elements define each unit entrance. Kitchen, dining, and living spaces occupy the first floor of these units, activating the ground plane with domestic activity.



ENTRY PLAN



ENTRY SECTION

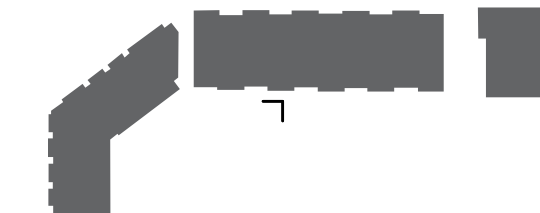


7.0

3D RENDERINGS & ENTRY ANALYSIS

BUILDING 2 ENTRY

Building 2 occupies a portion of the site with the most topographic change; from west to east across the building, existing grade rises about 12'. The proposed design uses this grade change to terrace individual dwelling units and smooth the existing slope into even 1'-9" steps. The terracing is accentuated through the use of stepping bioplanters, thoughtfully placed site stairs and coordinated lighting. The result is an elegant cascade experienced along a common pedestrian path connecting east and west sides of the development.



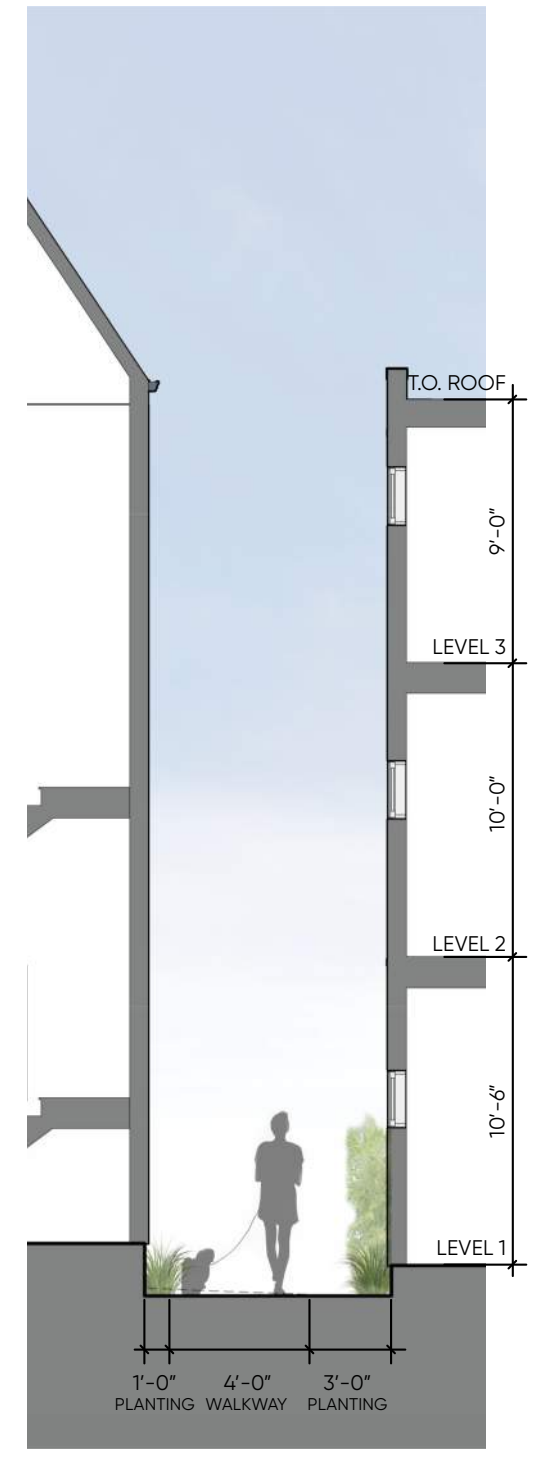
BUILDING 1 + 2 TRANSIT ACCESS WALK

Providing residents convenient access to the bus stop, the proposed building mass splits between building 1 and building 2, delivering pedestrians to Holman Rd a mere 20 feet from the bus shelter. To support more frequent use of the passageway from the interior of the site out to Holman Rd it will be attractively landscaped, and thoughtfully considered.

Circulating through the pedestrian pathway between buildings 1 & 2, while somewhat narrow in width, is greatly enhanced through a series of design moves. Most importantly, the walls are clad in a high quality, durable siding material that can be appreciated at close range and will not deteriorate over time. This siding also serves as a backdrop for plantings of different types and heights. On the east, Japanese Hydrangea vines climb the walls to provide a strong vertical presence with out taking up too much space. On the west, a deeper planting bed is occupied by three small columnar trees with a base of shrubs and groundcover.



TRANSIT ACCESS WALK PLAN

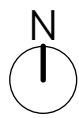


TRANSIT ACCESS WALK SECTION

8.0

SITE DESIGN + LANDSCAPE

LANDSCAPE LAYOUT PLAN



1 LOW METAL GATE



2 CONCRETE BIORETENTION



3 METAL BIORETENTION



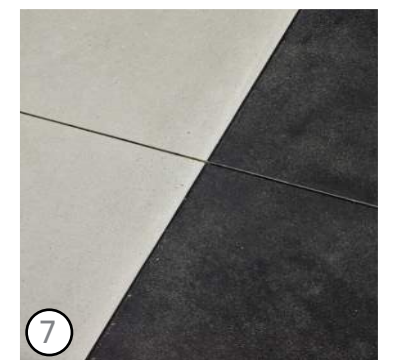
4 WOOD FENCE



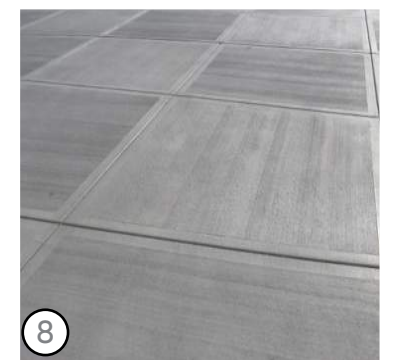
5 LOOP BIKE RACK



6 MESH PANEL VINE SCREENS



7 CONCRETE PAVING, TWO TONE



8 CUSTOM SCORING & FINISH

LANDSCAPE LIGHTING PLAN



① LED PATH LIGHT



② LED UP LIGHT



③ LED SCONCE



④ LED SHIELDED AREA LIGHT

Lighting to meet SMC 23.47A.022 requirements

8.0

SITE DESIGN + LANDSCAPE



MISCANTHUS 'Little Kitten'



DAVID'S VIBURNUM



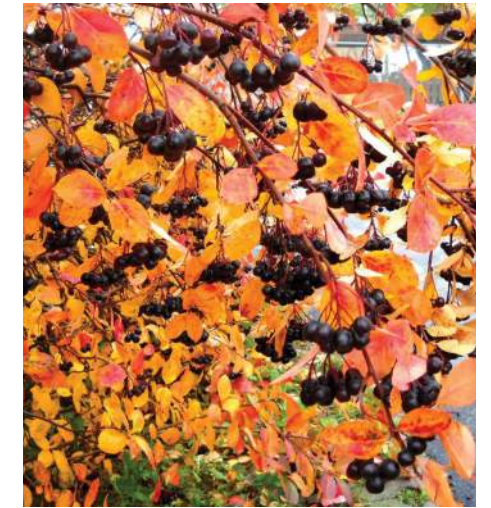
SALAL



PACIFIC WAX MYRTLE



RED FLOWERING CURRANT



ARONIA 'Autumn Magic'



MAHONIA X 'Charity'



MAHONIA 'Compacta'



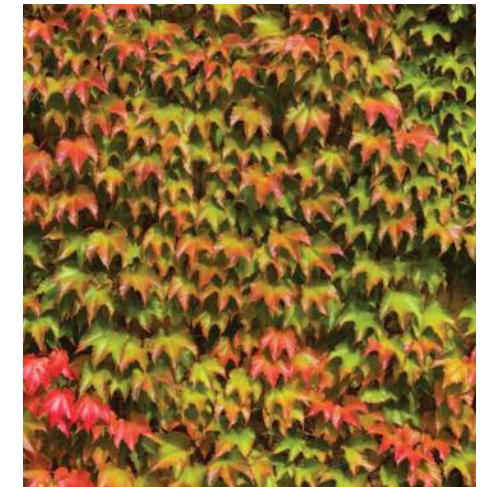
FRAGRANT SWEETBOX



PACIFIC WAX MYRTLE



HYDRANGEA VINE 'Moonlight'



BOSTON IVY VINE



EVERGREEN SPURGE



CREeping LAUREL 'Mount Vernon'



CREeping SUMAC 'Gro Lo'



HARDY GERANIUM 'Bio Kovo'



SLOUGH SEDGE



ELK'S BLUE RUSH

PLANTING PALETTE



AMERICAN ELM | *Ulmus x 'Frontier'*



Street trees, parking lot trees



SUGAR MAPLE | *Acer 'Green Column'*



Street trees to match existing on Holman



SERVICEBERRY | *Amelanchier x grandiflora*



Small trees, unit entry screening



SWEETBAY | *Magnolia virginiana*



Small trees, unit entry screening



BOXLEAF AZARA | *Azara 'Variegata'*



Narrow trees, canyon walkway



VINE MAPLE | *Acer circinatum*

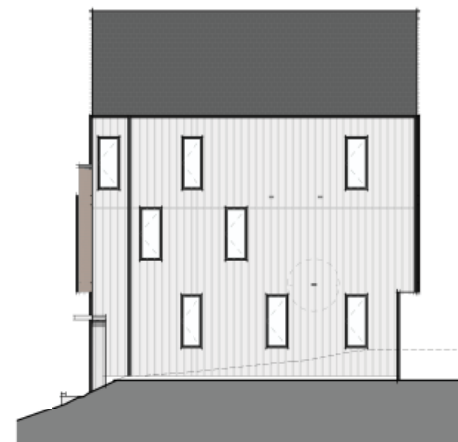
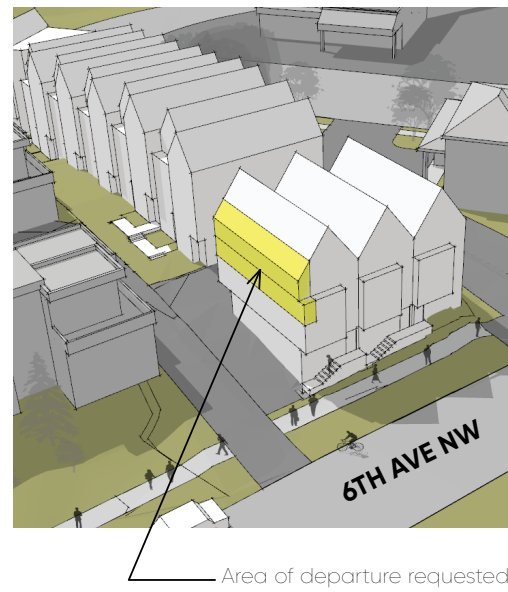
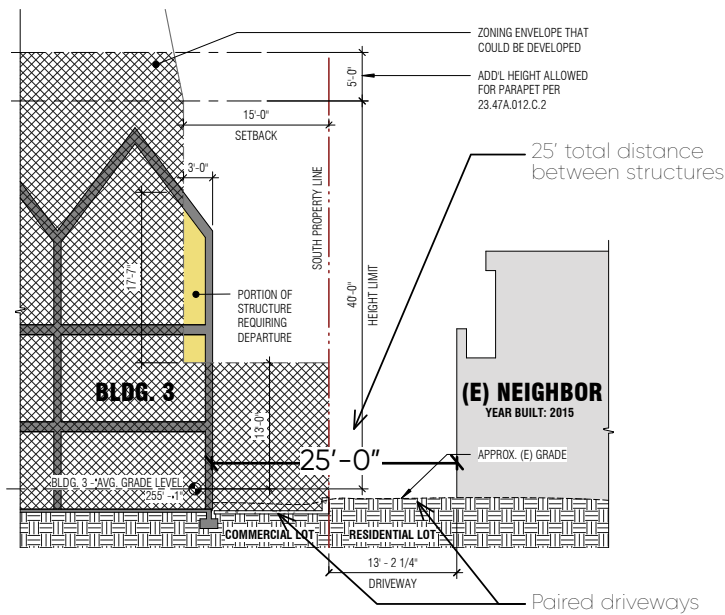


Small trees, bioretention planters

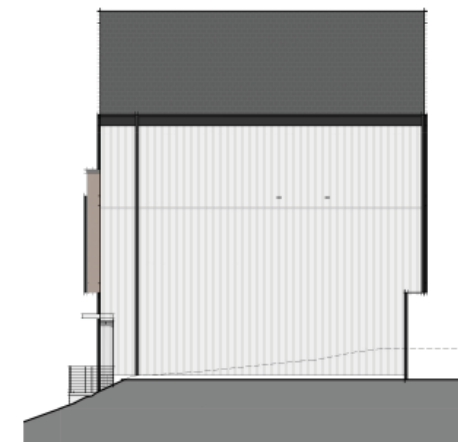
PLANTING PALETTE

DEPARTURE #1

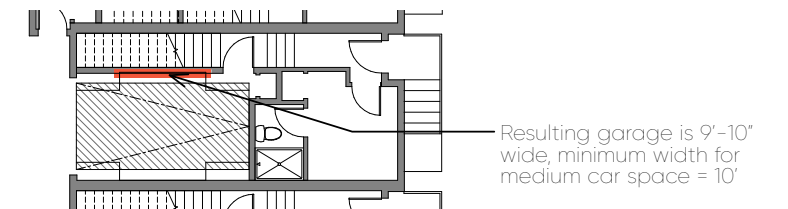
CODE CITATION	CODE REQUIREMENT	PROPOSED DEPARTURE	DESIGN RATIONALE
<p>23.47A.014.B.3(a)</p> <p>SETBACK ABUTTING A RESIDENTIAL ZONE</p>	<p>For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone... ..as follows: Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet.</p>	<p>Allow a 3' deep by 31' wide portion of Building 3 to project into the south setback above 13 feet.</p>	<p>Building 3 is located 3'-½" south of the north property line. This location relative to the property line allows for windows per SBC fire protection requirements. Moving the structure any further north would eliminate windows in the north façade of the building and create an exposed blank façade. DC2.B2</p> <p>The alternative to moving the building is shrinking the width. Reducing the width of the units overall would result in substandard interior spaces with unusually small dimensions for domestic use. At the first floor level, removing 1' of width from units 21 and 22 would reduce the garage size to less than the required 8'x16' (SDCI medium size). Alternative stair locations and configurations will not allow for a usable bedroom, bathroom, and closet at the ground floor. Providing ground level spaces that are decent and usable is necessary to insure that they are inhabited and provide life and connection at the street. CS2.B2, PL3.B2</p> <p>Orienting building 3 towards the 6th Ave NW maximizes the total number of dwelling units facing the street. CS2.B2, CS2.C2</p> <p>Accommodating an existing slope of nearly 5' into the floor plan requires incorporating an interior stair run between two levels on the first floor. Further reducing the unit width would inhibit the design's ability to incorporate this stair and effectively complement the existing topography. CS1.C2</p>



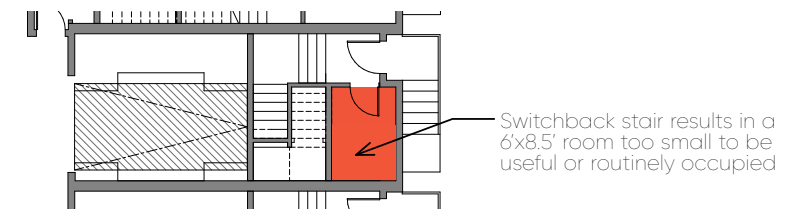
NORTH FACADE WITH WINDOWS WHEN LOCATED MORE THAN 3' FROM PROPERTY LINE



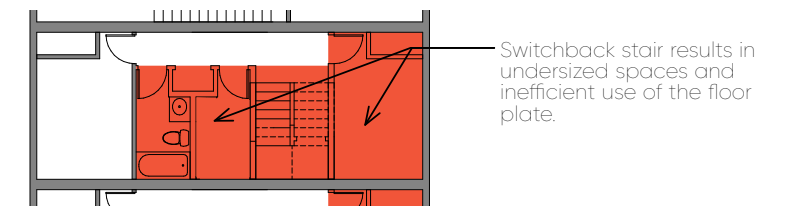
NORTH FACADE WITHOUT WINDOWS WHEN LOCATED LESS THAN 3' FROM PROPERTY LINE



ALTERNATE FLOOR PLANS: NARROW UNIT WIDTH = TOO SMALL FOR MEDIUM CAR STALL



ALTERNATE FLOOR PLANS: NARROW UNIT WIDTH + SWITCHBACK STAIR = BROKEN FIRST FLOOR



ALTERNATE FLOOR PLANS: NARROW UNIT WIDTH + SWITCHBACK STAIR = BROKEN THIRD FLOOR

DEPARTURE #1: SECTION DIAGRAM - LOOKING EAST

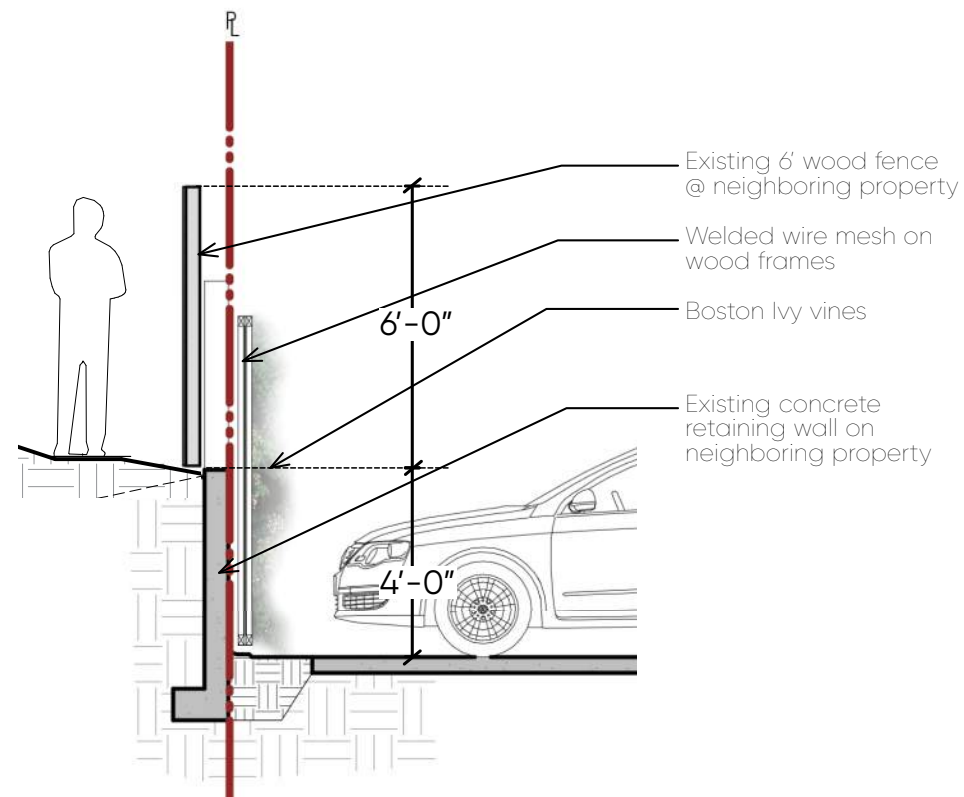
DEPARTURE #1: VIEW FROM SE

DEPARTURE #2

CODE CITATION	CODE REQUIREMENT	PROPOSED DEPARTURE	DESIGN RATIONALE
<p>23.47A.016.D.1.d(2): SCREENING OF SURFACE PARKING</p>	<p>Screening of surface parking areas: Surface screening is required for parking abutting or across an alley from a lot in a residential zone... Such parking shall have 6-foot-high screening along the abutting lot line and a 5-foot-deep landscaped area inside the screening.</p>	<p>Allow a 5-foot-deep landscaped area to be reduced to 1-foot-deep landscaped area.</p>	<p>An existing change of grade, concrete retaining wall, and property line fence provide adequate screening from headlights and other vehicular impacts. Using the space offered by the departure as larger setbacks from 7th Ave NW and Holman Rd directly allows for a significantly improved streetscape. This space is then used for exterior stairs, recessed entries, planters, and other secondary detail that improves connection to the public R.O.W. DC3.A1 & B4, PL3.B1 & B2</p> <p>At the existing concrete retaining wall, and property line fence, a smaller - 1' wide - planting area will be used to install a green screen of Boston Ivy vines on wire mesh panels. This vegetated buffer further enhances both screening for the neighboring property and the parking lot generally. DC1.C & DC3.B & DC3.C2</p>



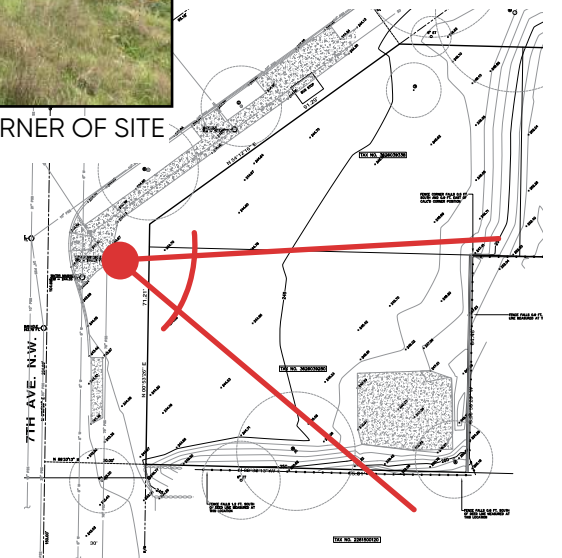
DEPARTURE #2: SITE PLAN



DEPARTURE #2: SECTION



DEPARTURE #2: PHOTO OF (E) SE CORNER OF SITE

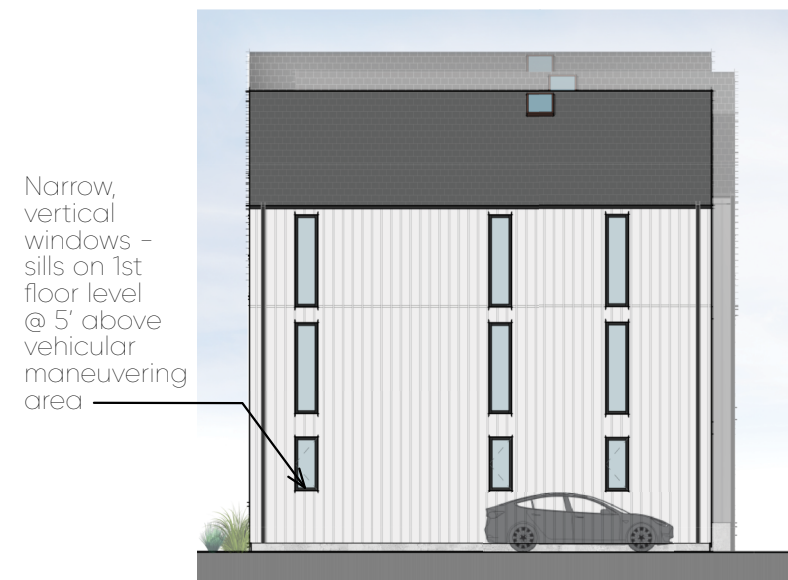


9.0

DEPARTURE REQUESTS

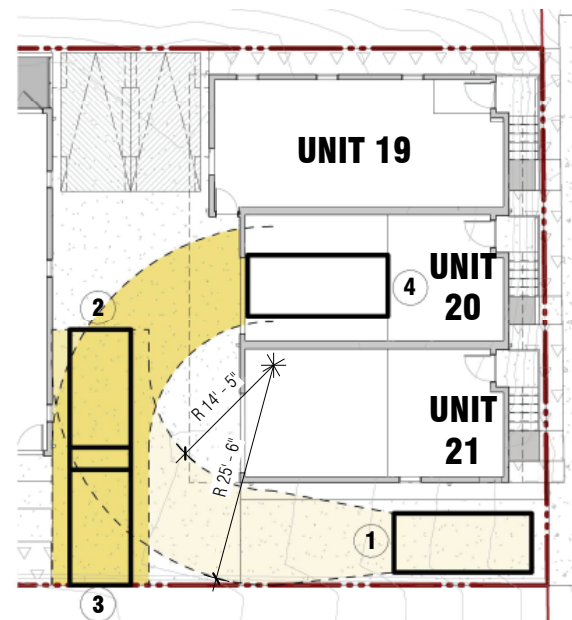
DEPARTURE #3

CODE CITATION	CODE REQUIREMENT	PROPOSED DEPARTURE	DESIGN RATIONALE
<p>23.54.030.B.1.d</p> <p>PARKING SPACE REQUIREMENTS - TOWNHOUSE UNITS</p>	<p>Townhouse units. For an individual garage serving a townhouse unit, the minimum required size of a parking space shall be for a large vehicle, as described in subsection 23.54.030.A (i.e. 8.5 feet in width and 19 feet in length + 24 feet backing distance).</p>	<p>Allow two townhouse units to have garages for medium-sized vehicles rather than large-sized vehicles.</p>	<p>Providing units 20 and 21 with medium-sized vehicle parking spaces and the required 22 feet of backing distance, allows for functional unit plans in building 2 and a wider transit access walk between buildings 1&2. PL4.C & DC1.A</p> <p>Providing units 20 and 21 with medium-sized vehicle parking spaces and the required 22 feet of backing distance, allows for less paving and more landscaping area at the center of the site. DC1.C2 & DC3.C3</p> <p>Providing units 20 and 21 with medium-sized vehicle parking spaces and the required 22 feet of backing distance, allows for a significantly improved streetscape. This additional setback from 6th Ave NW is used for exterior stairs, recessed entries, landscaping, and other secondary detail that provides threshold while and improves connection to the public R.O.W. PL3.B1 & B2</p> <p>Medium-sized vehicle parking spaces and the required 22 feet of backing distance are allowed by code when the proposed development is a rowhouse or single family residence. The townhouse designation has no practical bearing on dimensional constraints for parking. 16' space + 22' backing works and is proven.</p>

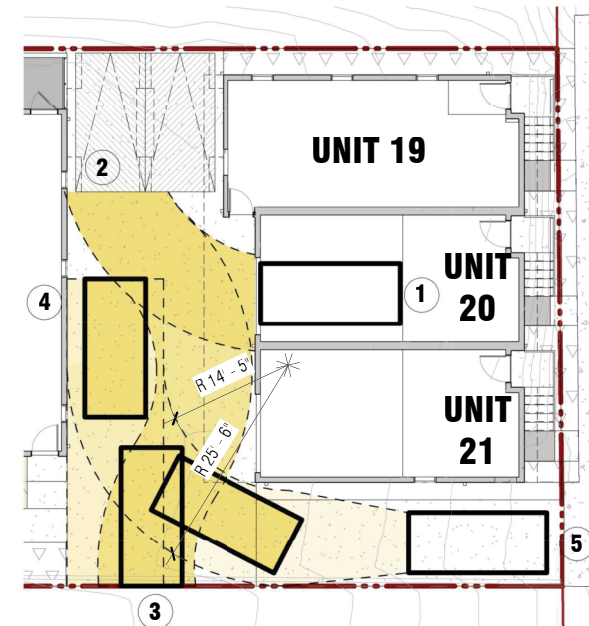


EAST ELEVATION BUILDING 2

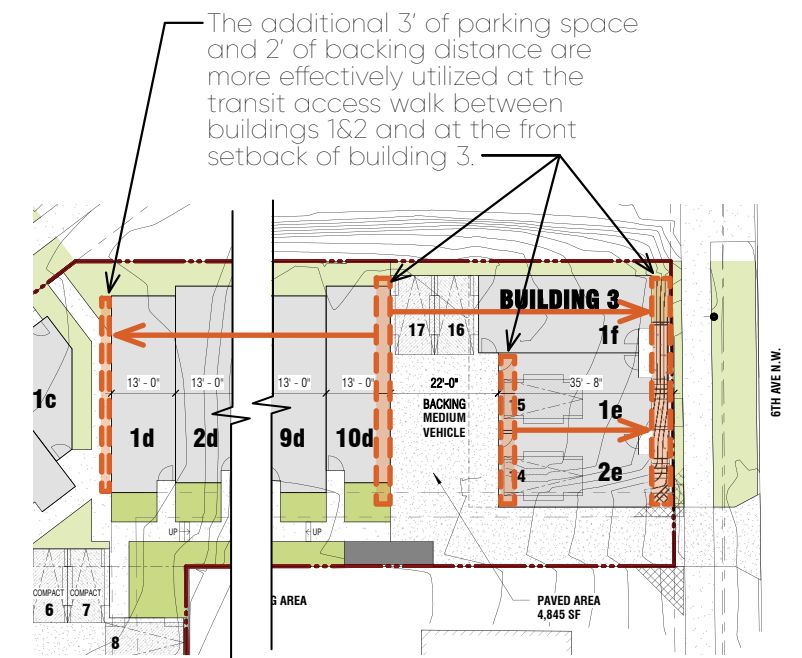
Narrow, vertical windows - sills on 1st floor level @ 5' above vehicular maneuvering area



EAST MANEUVERING AREA - getting in



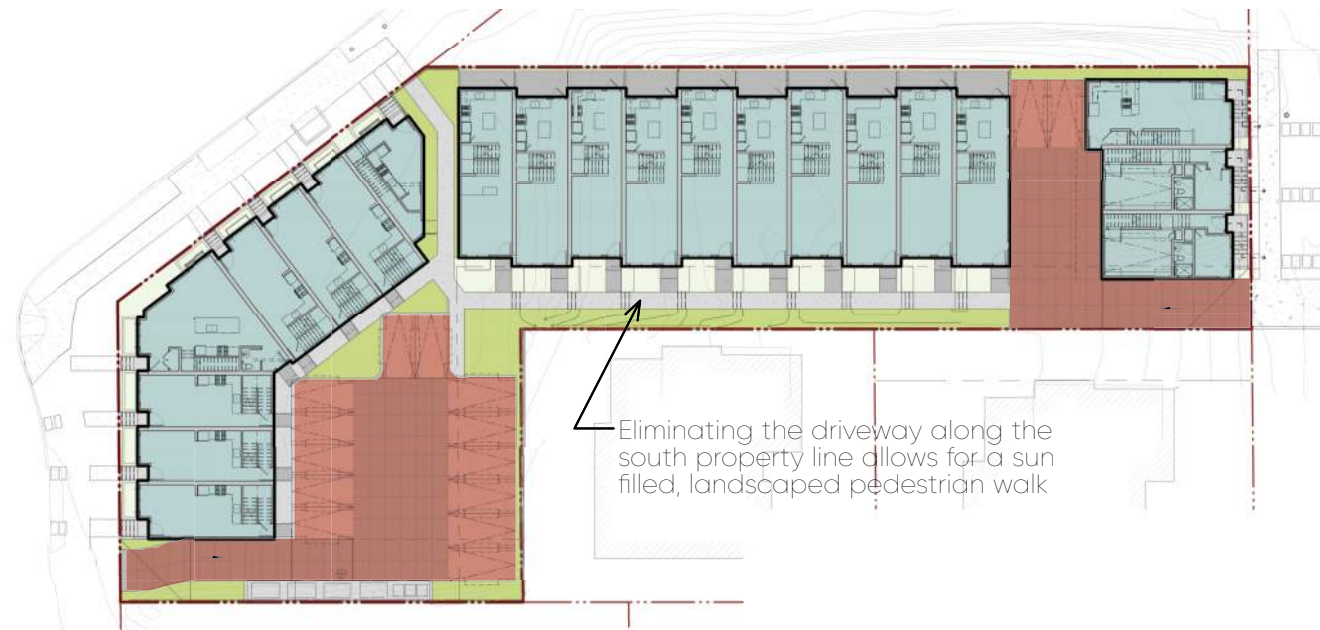
EAST MANEUVERING AREA - getting out



DEPARTURE #3: SITE PLAN SHOWING PARKING AREA REALLOCATED TO MORE BENEFICIAL AREAS OF THE SITE

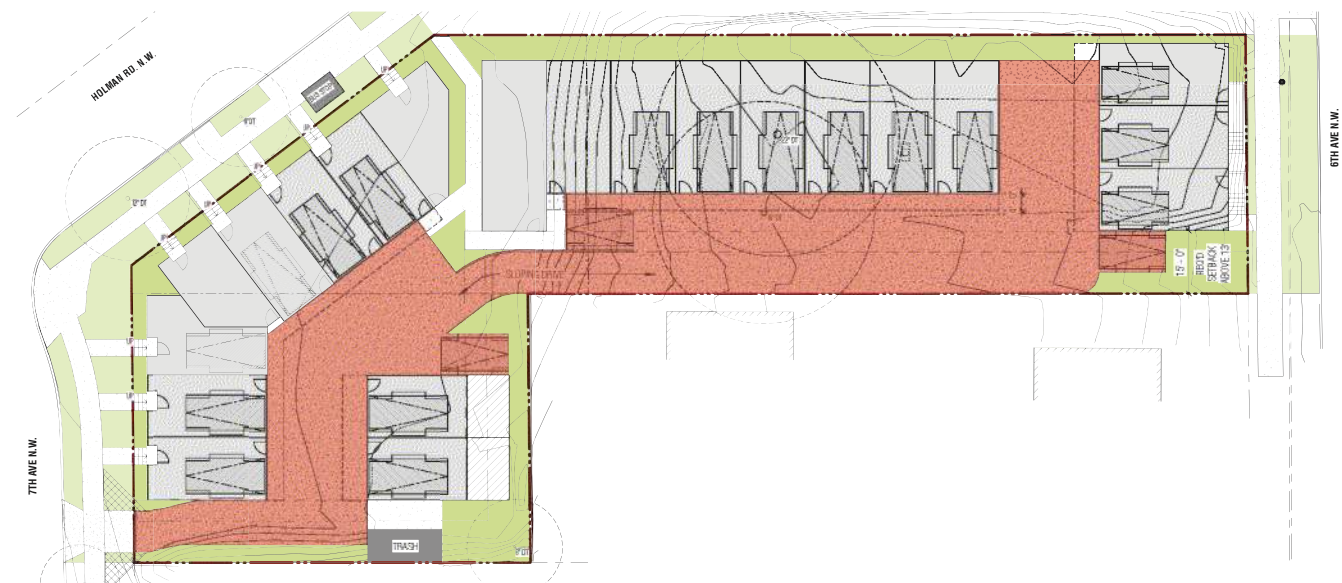
DEPARTURE #4

CODE CITATION	CODE REQUIREMENT	PROPOSED DEPARTURE	DESIGN RATIONALE
<p>23.47A.032.A.3 ACCESS TO PARKING</p>	<p>In C1 and C2 zones...structures in C zones with residential uses ...shall meet the requirements for parking access for NC zones. If two or more structures are located on a single site, then a single curb cut shall be provided according to the standards in Sections 23.47A.032.a.1, 23.47A.032.a.2, and 23.54.030.F.2</p>	<p>Allow access to parking via two curb cuts, one each on 6th and 7th Ave NW.</p>	<p>Curb cuts already exist near both of the preferred locations.</p> <p>Per 23.54.030.F.1.a Table A, for street frontage of less than 80 feet, 1 curb cut is permitted. 6th Ave NW and 7th Ave NW are both experienced as street frontage of the lot. Permitting one curb cut off of each street appears to follow the intent of the section.</p> <p>The departure allows for units in Building 2 to open onto landscaped areas on the south. Building 2 and the landscaped areas along the south property line highlight the natural grade change on site. CS1.B1 & 2, C1 & 2 & CS2.B1</p> <p>The preferred option provides more landscaped area (and less paving) than the code compliant option, and in more central locations than EDG concept 1.</p> <p>The departure allows for more pedestrian uses at the center of the site, and fewer visual obstructions within the site, enhancing security. PL1.B & PL2.B</p> <p>The departure helps minimize conflicts between vehicles and non-motorists on site. DC1.B1</p>



DEPARTURE #4: SITE PLAN - 2 CURB CUTS - PROPOSED

Proposed Plan - double curbcut = **4,840 SF** of parking and car maneuvering area and that is with 15 surface spots. Only 2 cars are in garages.



DEPARTURE #4: SITE PLAN - EDG CONCEPT 1 - CODE COMPLIANT

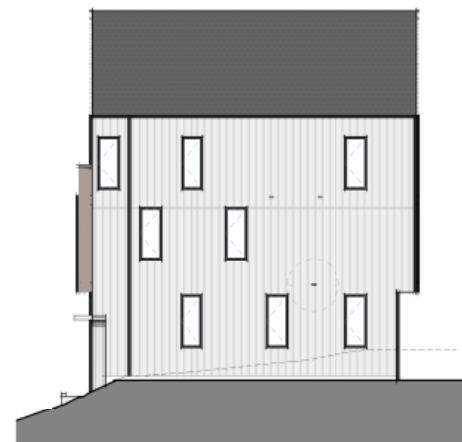
EDG Concept 1 - single curbcut = **6,850 SF** of parking and car maneuvering area and that is with only 3 surface spots. most of the cars are in garages.

DEPARTURE #5

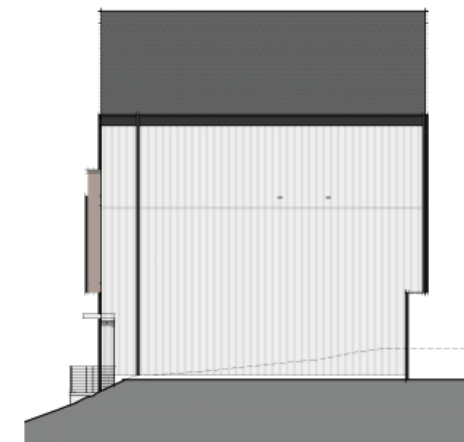
CODE CITATION	CODE REQUIREMENT	PROPOSED DEPARTURE	DESIGN RATIONALE
<p>23.54.030.G.1</p> <p>PARKING SPACE AND ACCESS STANDARDS - SIGHT TRIANGLE</p>	<p>For two way driveways less than 22 feet wide, a sight triangle on both sides of the driveway shall be provided, and shall be kept clear of any obstruction for a distance of 10 ft from the intersection of the driveway with a driveway, easement, sidewalk or curb intersection</p>	<p>Allow a 20" intrusion into the required sight triangle at the SE corner of Building 3.</p>	<p>Building 3 is located 3'-½" south of the north property line. This location relative to the property line allows for windows per SBC fire protection requirements. Moving the structure any further north would eliminate windows in the north façade of the building and create an exposed blank façade. DC2.B2</p> <p>Reducing the width of the units overall would result in substandard interior spaces with unusually small dimensions for domestic use. At the first floor level, removing 1' of width from units 21 and 22 would reduce the garage size to less than the required 8'x16' (SDCI medium size). Alternative stair locations and configurations will not allow for a usable bedroom, bathroom, and closet at the ground floor. Providing ground level spaces that are decent and usable is necessary to insure that they are inhabited and provide life and connection at the street. CS2.B2, PL3.B2</p> <p>Chamfering the corner at this location would negatively impact an otherwise nicely composed facade that is attractive and well-proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. DC2.B.1</p>



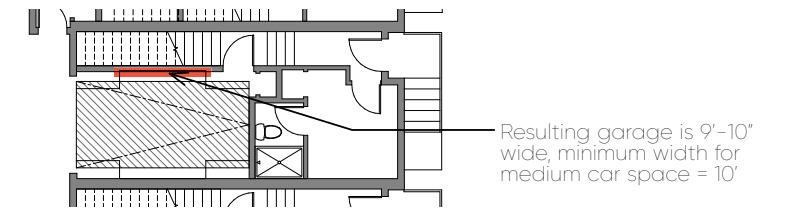
DEPARTURE #5: SIGHT TRIANGLE



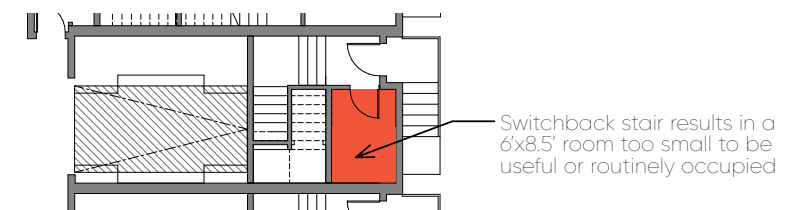
NORTH FACADE WITH WINDOWS WHEN LOCATED MORE THAN 3' FROM PROPERTY LINE



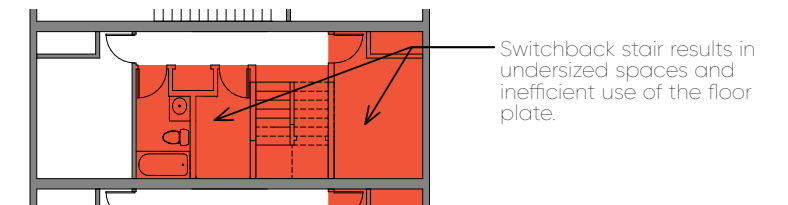
NORTH FACADE WITHOUT WINDOWS WHEN LOCATED LESS THAN 3' FROM PROPERTY LINE



ALTERNATE FLOOR PLANS: NARROW UNIT WIDTH = TOO SMALL FOR MEDIUM CAR STALL



ALTERNATE FLOOR PLANS: NARROW UNIT WIDTH + SWITCHBACK STAIR = BROKEN FIRST FLOOR



ALTERNATE FLOOR PLANS: NARROW UNIT WIDTH + SWITCHBACK STAIR = BROKEN THIRD FLOOR