

Project Team

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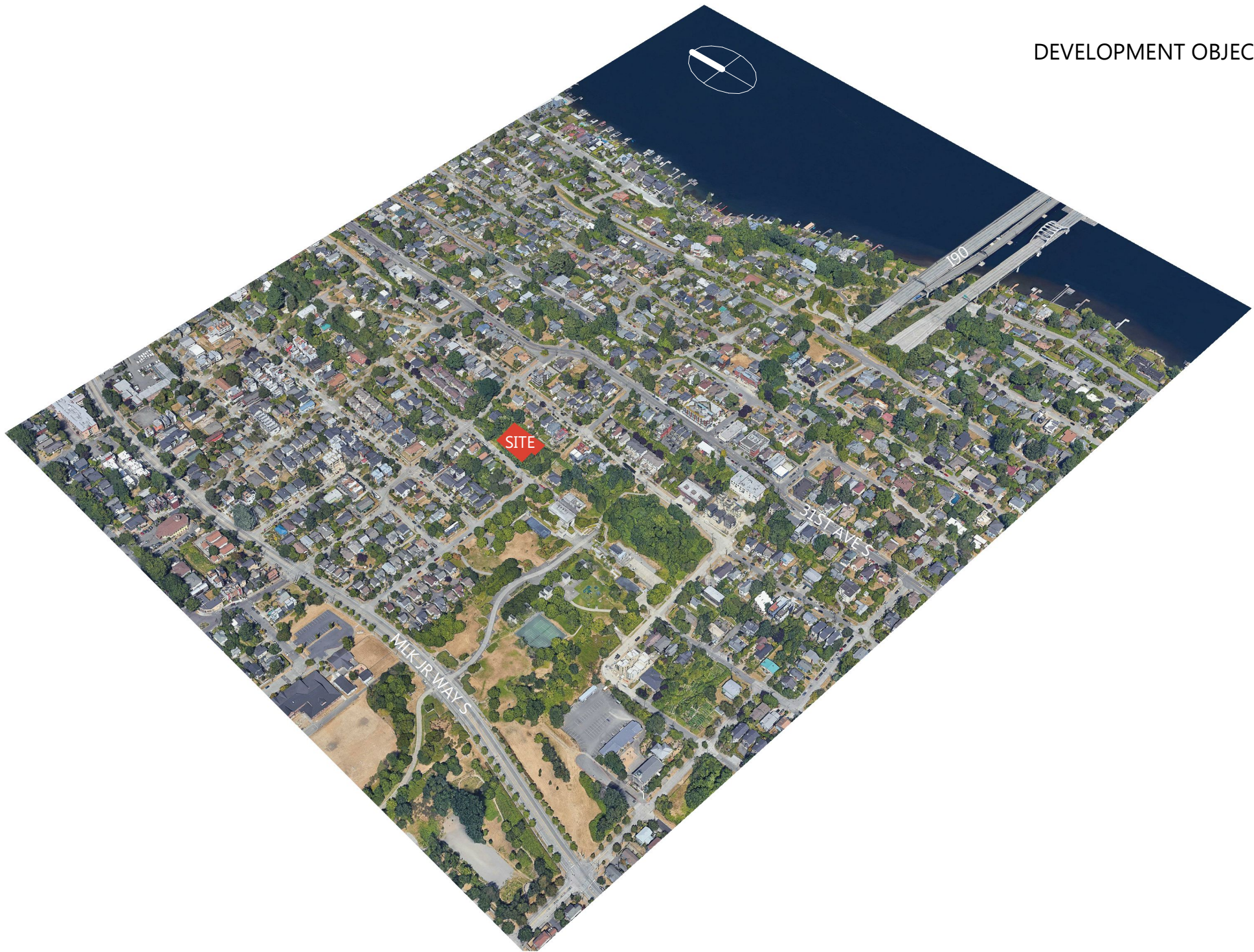
RESIDENTIAL UNITS: 10
COMMERCIAL SPACE: none
PARKING: 4 spaces in enclosed private garages

DEVELOPMENT OBJECTIVES: The project is to construct 10 new rowhouse/townhome dwelling units which continue the pattern of small, 2 to 3 story, residential townhome and single family development in the area.

6 of the units will be subsidized and affordable to those who make less than 80% of area median income. The affordable units will be Homestead Community Land Trust homes stewarded by Homestead and resale-restricted to maintain affordability into the future. The project is being developed by Homestead, a non-profit housing organization, and Edge Developers LLC.

The project will be sustainably developed and will achieve a Built Green 4-Star rating. The homes will be solar ready and, depending on funding availability, may include installed solar panels.

The development team is also developing the lot to the south which fronts on Irving street and which will be similar in design to this lot.



Early Community Outreach Plan

Digital Outreach

- Project Webpage
- Online Survey
- Department of Neighborhoods Blog Post
- Boosted social media advertising (paid) promoting the site walk
- Notification of Community Groups in Mount Baker/North Rainier/Leschi area

In-Person Outreach

- Guided community site walk and summary development presentation held December 8, 2018, 1 to 3 p.m.

Print Outreach

- Direct mailing to homes and businesses within 800 ft radius 14 days in advance of site walk, promoting project webpage and site walk



Summary of Comments

- The majority of feedback was positive, citing our focus on creating permanently affordable home ownership for modest-income individuals and families in the neighborhood. Most of those engaging with our outreach feel there is not enough affordable housing in this neighborhood. During the site walk local neighbors described the loss of affordable homeownership in the neighborhood noting that prior affordable homeownership developments in the area did not remain affordable at resale.
- In addition to permanent affordability, residents appreciated that there would be a homeowners' association and that Homestead would have a perpetual relationship with the homes and homeowners, assuring proper maintenance of the homes and support in neighborhood relations. Many also supported the goal of targeting those who have been or are threatened to be displaced from the neighborhood due to rising housing costs.
- Survey comments and comments at the site walk reflect the sense that people believe the development will provide affordable housing in the neighborhood, eliminate safety issues associated with the now-vacant lot to be used for development, strengthen the community and create opportunities for ownership.
- Characteristics that are important to those who engaged with our outreach include affordability, design of family-friendly homes, and fit with neighborhood character.
- There were fewer negative comments or concerns expressed than positive support for the project. Common concerns expressed during the outreach period had to do with the loss of trees in the neighborhood, and the limited parking spaces built into the project. There was, however, a corresponding observation that currently cars travel through the neighborhood at a high rate of speed, which would be slowed by more traffic and more cars parked on the street. Many shared a relief that the Irving Street pedestrian access would not be closed.
- Neighbors requested that we create communication mechanisms to help us monitor impacts of construction noise and other issues during the active construction phase. We assured them that we will take the necessary steps to mitigate noise and disruption

Existing Site

The existing lot is unmaintained surplus City of Seattle property. Invasive species, such as English Laurel, Himalayan Blackberry, English Ivy, and Holly have all taken a foothold and consumed the understory.

The lot slopes steeply up to the east from Yakima Ave S. The lot is a steep slope ECA. A "relief from prohibition on steep slope development" has been granted by SDCI.

Uphill to the East are single family homes that front on 30th Ave S. Across Yakima to the west the parcels are also in single family use. The parcel immediately to the north is currently under review for the development of 7 rowhouse units. The parcel to the south which fronts both on Yakima and on the unimproved S. Irving St. right of way will be developed by Yakima Avenue Development Partners with an additional 4 affordable and 2 market rate units.



ORIGINAL LEGAL DESCRIPTION:

PER FIRST AMERICAN TITLE INSURANCE COMPANY
SUBDIVISION GUARANTEE ORDER NUMBER 3162911.

LOTS 5 THROUGH 11, INCLUSIVE, BLOCK 3, JACKSON & RAINIER STREET ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 3 OF PLATS, PAGE 65, RECORDS OF KING COUNTY, WASHINGTON.

NEW LOT LEGAL DESCRIPTIONS

PARCEL A

LOTS 5 THROUGH 9, INCLUSIVE, BLOCK 3, JACKSON & RAINIER STREET ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 3 OF PLATS, PAGE 65, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION THEREOF LYING SOUTH AND EAST OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT ON THE NORTH LINE OF SAID LOT 5 A DISTANCE OF 50.93 FEET EAST OF THE NORTHWEST CORNER OF LOT 5 AS MEASURED ALONG THE NORTH LINE;

THENCE SOUTH RUNNING PARALLEL TO THE EAST MARGIN OF YAKIMA AVENUE SOUTH A DISTANCE OF 105.77 FEET;

THENCE WEST, RUNNING PARALLEL TO THE NORTH MARGIN OF SOUTH IRVING STREET, TO A POINT ON THE EAST MARGIN OF YAKIMA AVENUE SOUTH, SAID POINT BEING 5.80 FEET SOUTH OF THE NORTHWEST CORNER OF LOT 9 AS MEASURED ALONG SAID EAST MARGIN, AND THE TERMINUS OF THIS DESCRIPTION.

PARCEL B

LOTS 5 THROUGH 9, INCLUSIVE, BLOCK 3, JACKSON & RAINIER STREET ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 3 OF PLATS, PAGE 65, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION THEREOF LYING SOUTH AND WEST OF THE FOLLOWING DESCRIBED LINE:

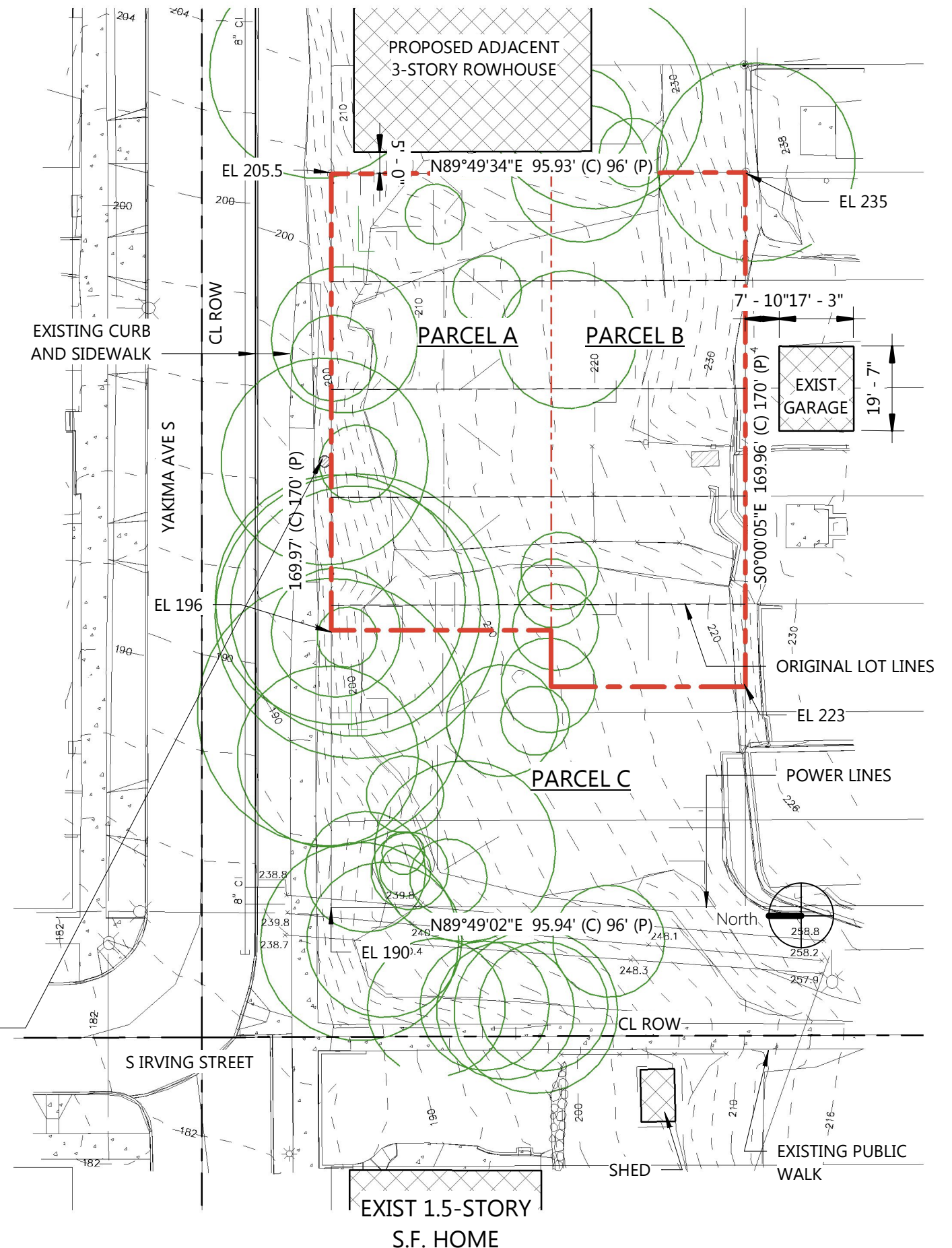
BEGINNING AT A POINT ON THE NORTH LINE OF SAID LOT 5 A DISTANCE OF 50.93 FEET EAST OF THE NORTHWEST CORNER OF LOT 5 AS MEASURED ALONG THE NORTH LINE;

THENCE SOUTH RUNNING PARALLEL TO THE EAST MARGIN OF YAKIMA AVENUE SOUTH A DISTANCE OF 119.13 FEET;

THENCE EAST, RUNNING PARALLEL TO THE NORTH MARGIN OF SOUTH IRVING STREET, TO A POINT ON THE EAST LINE OF SAID LOT 9, SAID POINT BEING 19.15 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 9 AS MEASURED ALONG SAID EAST LINE, AND THE TERMINUS OF THIS DESCRIPTION.

Existing Trees

There is one exceptional tree in the right of way adjacent to the site. SDOT is currently reviewing requirements related to this tree, if any. There are no other exceptional trees within or overhanging the property.



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Streamlined Design Review

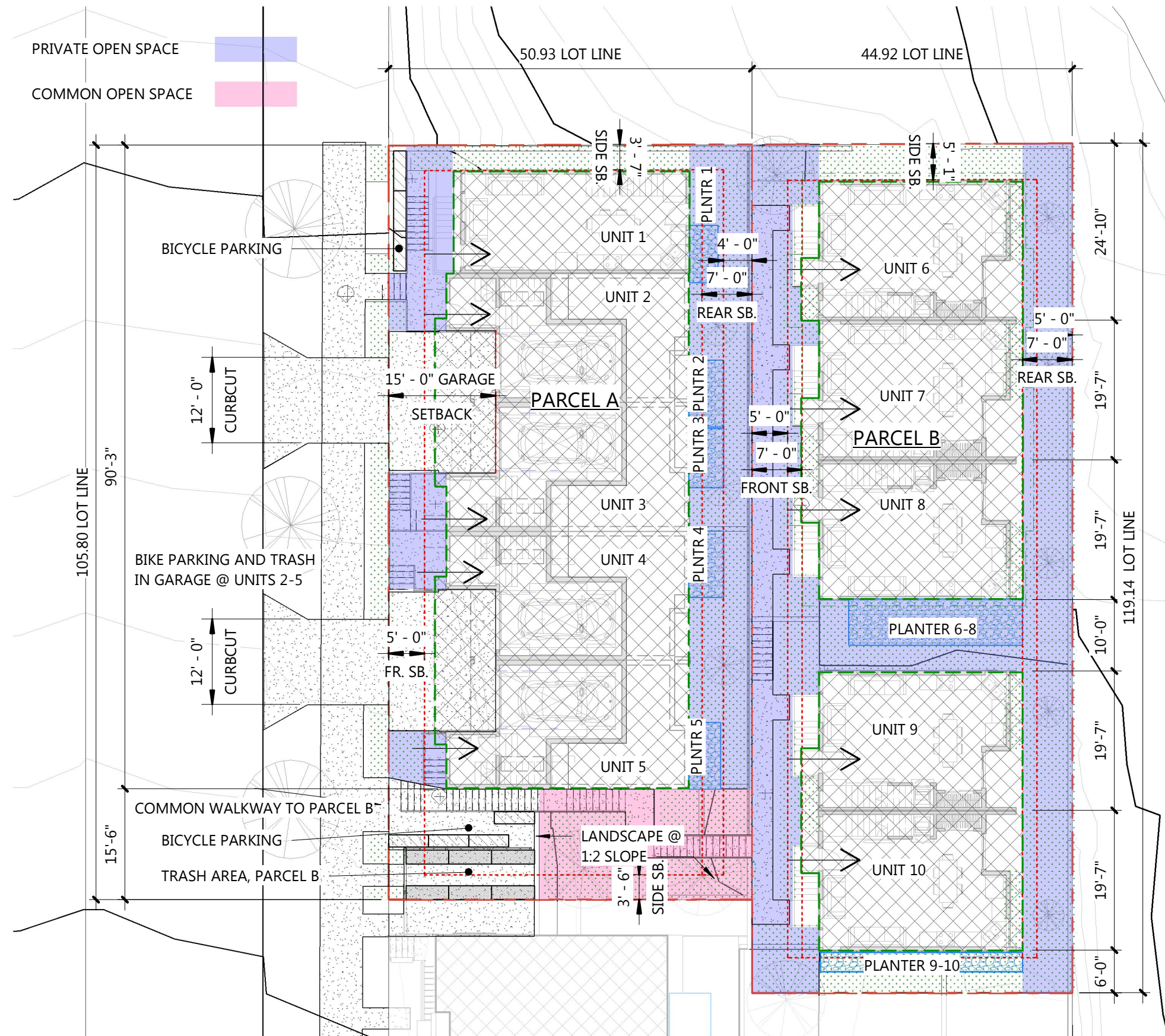
Proposed Site Plan

The proposal is to provide 10 units. 5 units will be on parcel A as a rowhouse development, and 5 units will be on parcel B as townhomes.

4 units will have parking which is provided in paired private garages that face Yakima. Entry for these units will be just above the sidewalk level accessed by short stoops. The remaining unit on Yakima (unit #1) is accessed via an exterior stair.

All of the parcel B units will be accessed by a common stair through a common open space on parcel A. All units have entries that are raised above adjacent grade and accessed via steps.

Trash/recycle storage is in the garage for the units that have parking. The other units share a trash/recycle area at the southwest corner of the site.



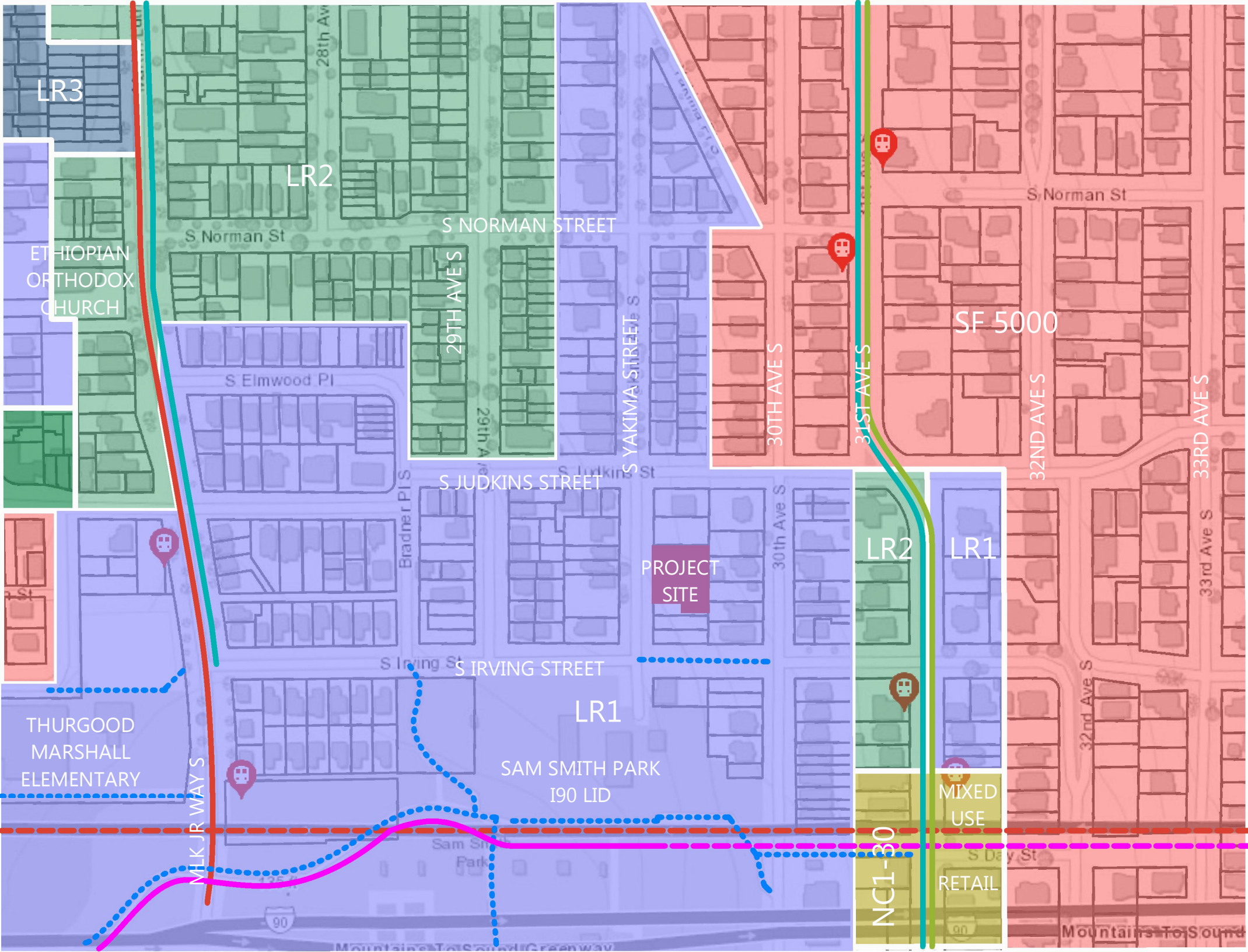
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Streamlined Design Review

Zoning and Uses

The site is situated in a large residential area. Thurgood Marshall elementary is west of MLK JR Way S. Just below Irving Street is the Sam Smith park on the I90 lid which provides access to the I90 bike trail. South and east of the site on 31st Ave S is a small neighborhood commercial area. Otherwise, all of the uses within the area depicted are single family or small multifamily buildings with many of the older single family homes being redeveloped as townhomes.

- BUS SERVICE - ALL DAY - FREQUENT
- BUS SERVICE - ALL DAY
- BIKE TRAIL
- BIKE LANE OR SHARROW
- PEDESTRIAN WALKWAY
- BUS STOP





YAKIMA AVENUE LOOKING EAST



VIEW TO THE SOUTHWEST

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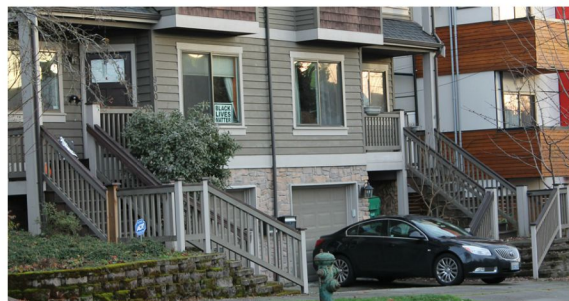
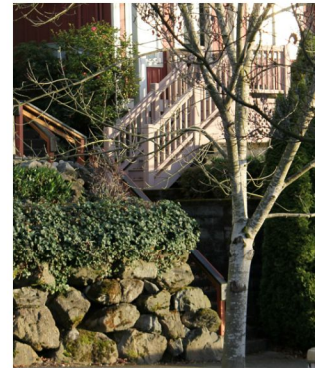
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Neighborhood Design Cues



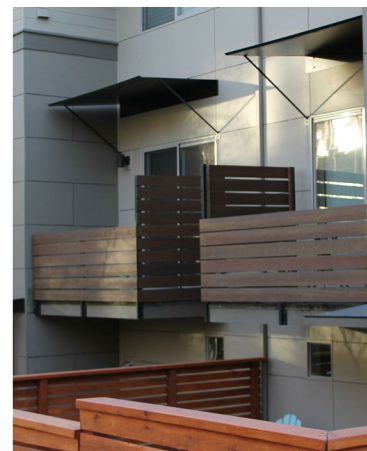
Because of the hillside topography of the neighborhood, steps and raised entry levels figure prominently in many of the neighborhood residences



Although nearly all of the new buildings in the neighborhood have a modern aesthetic, some are more successful than others at achieving a residential scale and fitting in with the smaller older homes. Sloped roofs and facade articulation are important in reducing the scale of the building.



In addition to entry stairs and stoops, balconies and canopies also figure prominently in the newer buildings in the neighborhood.



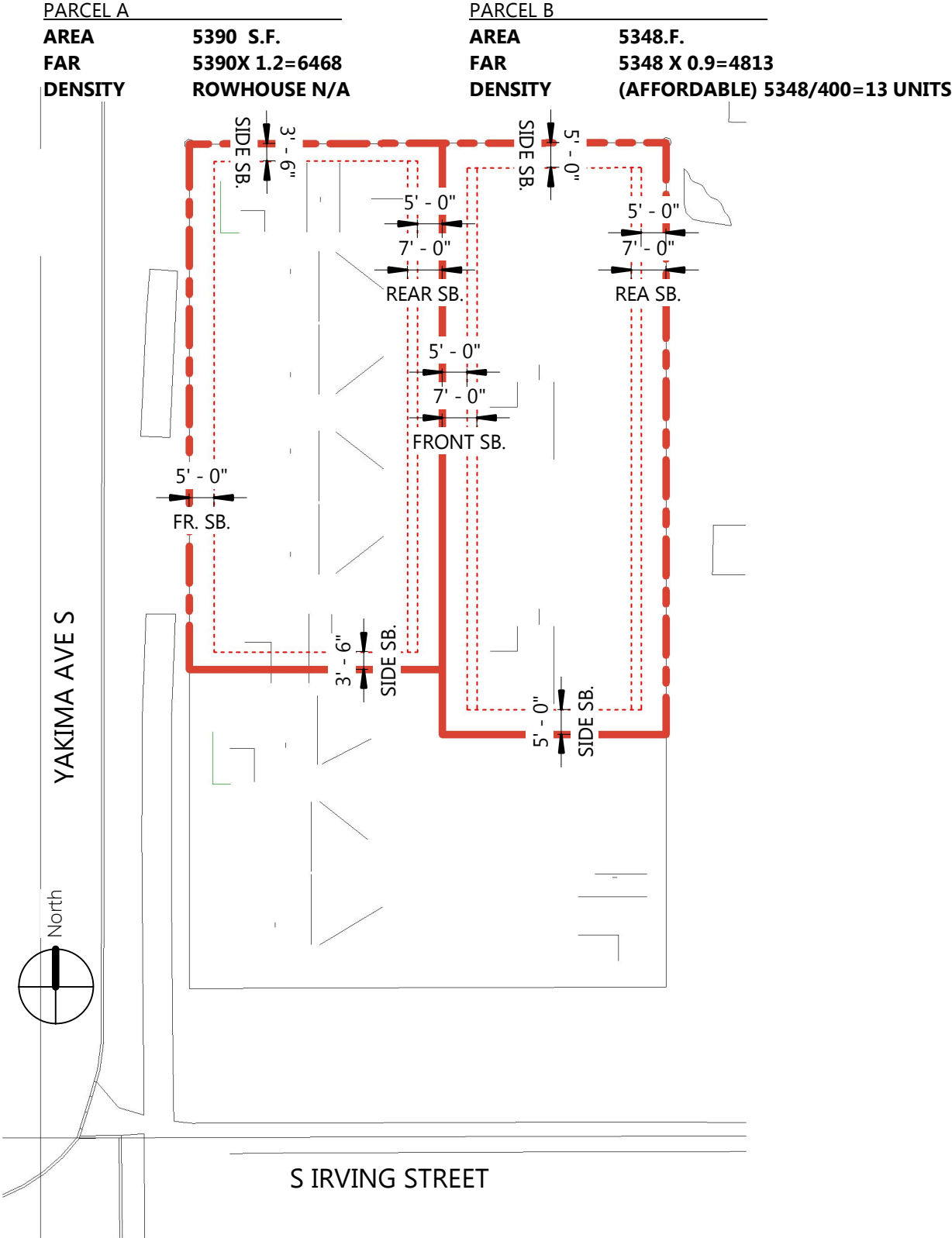
Although it's inevitable that smaller 1~2 story buildings will be somewhat overshadowed by new development, the goal is to be as sensitive as possible to the traditional residential scale of this neighborhood.



ZONING	LR1		
23.45.510 FAR	1.0 FOR ROWHOUSE OR 1.2 (SUSTAINABILITY & PARKING LOCATION APPLIES) 0.9 FOR TOWNHOUSE OR 1.1 (SUSTAINABILITY AND PARKING LOCATION) <i>PER DENSITY PROVISIONS, HIGHER FAR IS NOT AVAILABLE WHEN AFFORDABLE HOUSING DENSITYEXCEPTION APPLIES.</i>		
23.45.512 DENSITY	1/1600 FOR ROWHOUSE OR NO LIMIT (SUSTAINABILITY & PARKING LOCATION APPLIES) B. 1. DENSITY OF 1/400 FOR LOW-INCOME RESIDENTIAL USES, OPERATED BY A PUBLIC AGENCY OR A PRIVATE NONPROFIT CORPORATION , PROVIDED THAT THE LOT DOES NOT QUALIFY FOR THE HIGHER FAR LIMIT SHOWN IN TABLE A FOR 23.45.510		
23.45.514 HEIGHT	30'		
23.45.518 SETBACKS	TH	FRONT REAR SIDE	7'AVE/5' MIN 7'AVE/5' MIN 5' IF FACADE IS >40'
	RH	FRONT REAR SIDE	5' MIN 7' AVE/5' MIN 0' ABUTTING ROWHOUSE 3.5' OTHERWISE
23.45.522 AMENITY AREA	25% OF LOT AREA, 50% OF THAT AT GRADE		
23.45.527 FACADE LENGTH/WIDTH	TOWNHOUSE - 60' MAX WIDTH SIDE LENGTH 65% LOT DEPTH		
23.45.529 DESIGN STANDARDS	20% OF STREET FACING FACADE MUST BE WINDOWS FACADE ARTICULATION REQUIRED FOR FACADE AREAS OVER 750 S.F. 200 S.F. COMMON AMENITY AREA VISIBLE FROM THE STREET REQUIRED FOR TOWNHOME UNITS W/O STREET FACING `` ENTRIES		
23.45.536 PARKING LOCATION	ACCESS IS PERMITTED FROM THE STREET WHERE NO ALLEY IS AVAILABLE		
23.54.015 REQUIRED PARKING	ONE PER UNIT IS REQUIRED NONE IS REQUIRED FOR UNITS @ 80% MEDIAN INCOME 50% REDUCTION IS AVAILABLE FOR FREQUENT TRANSIT CURBCUTS ALLOWED PER LENGTH OF FRONTAGE: (1) UP TO 80', (2) 80-160', (3) 160'-240' ONE BICYCLE SPACE PER UNIT PLUS ONE GUEST SPACE		

GENERAL ZONING COMPLIANCE AND DEPARTURES

AT THE TIME OF SUBMITTAL, IT IS INTENDED THAT THE PROJECT WILL BE COMPLIANT WITH ALL APPLICABLE STANDARDS. NO DEPARTURES WILL BE SOUGHT.



PARCEL LAYOUT

*City Wide Design Standards**Central Area Design Standards***CS1 Natural Systems and Site Features**

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

*1. Local Topography**C. Topography*

The project is located on a steep slope site that is a continuation of the hillside that extends through the park to the south. The elevation of the individual buildings and units will be adjusted as needed to respond to the topography. The height of the slope makes parking impractical for the back units, so all access up the hillside will be pedestrian and will be negotiated with a series of stairs and walkways that will follow the slopes which will be enhanced with landscaping. All unit entries will be elevated from the sidewalk or from the adjacent access walk.

*B. Sunlight and Ventilation*

Solar orientation will be considered for the future installation of solar panels. Most of the units are essentially 2 stories above grade on the interior of the site. This is largely because of the small floor areas and the need to keep the layouts efficient, but it will have the added benefit of reducing building height and improving access to daylight on the interior of the project. The west facing hillside also ensures that eastern units will have better access to afternoon sun than would be the case on a flat site.

CS3 Architectural Context and Character

Contribute to the architectural character of the neighborhood.

*1. Neighborhood Context**A. Emphasizing Positive Neighborhood Attributes*

The intent is for these units to be modern, but with sloped roofs and substantial modulation to create a project with a human scale that will sit comfortably with the smaller older homes in the neighborhood, as well as the new modern projects. Entry steps will be used on all units to negotiate the grade and to animate the street front.

PL1 Public Life

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

*2. Connection Back to the Community**B. Walkways and Connections*

Access to the rear units on this project will be via a common walkway and common open space with enhanced landscaping. All required open space on this project will be at ground level with a priority on the space between the buildings which will be visually accessible to all of the units and will be the link between the back units and the street. This development (and the adjacent development to the south by the same project team) will also seek to enhance the existing pedestrian walkway in Irving street to the south with new landscaping.

*City Wide Design Standards**Central Area Design Standards***PL3 Street Level Interaction**

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

*1. Frontages**B. Residential Edges*

Entry design will include appropriate scaling, modulation, canopies, landscaping, etc. All entries will be raised above the street/sidewalk level to create an stoop or porch that will serve as a transition to the home and encourage interaction with neighbors. Fencing and landscaping will be layered at entries and kept to a height that is appropriate for semi-private space.

**DC2 Architectural Concept**

Develop a unified, functional architectural concept that fits well on the site and its surroundings.

*1. Building Layout and Massing**B. Architectural Facade Composition*

The building form and massing responds to solar angles and to the sloping hillside. The units step down from north to south following the slope of the street and the slope of the main roof mass. The combination of balconies, entry porches, canopies.

**DC3 Open Space Concept**

Integrate open space design with the design of the building so that each complements the other.

1. Common Open Space

The stair and walkway to the rear units is envisioned as a shared open space and an extension of the public sidewalk. The stair lies at the south end of the project and passes through a generous 15'-6" side yard that will be well landscaped to enhance the entry experience for the rear units. The walkway continues to the north between the parcels with landscaped yard space on both sides.

CASEMENT/FIXED VINYL WINDOWS

PANEL SIDING

METAL PANEL RAILINGS @ LIVING LEVELS

OPEN METAL RAILINGS AT STREET LEVEL

MATERIAL AND COLOR SELECTIONS ARE PRELIMINARY. IT IS THE DEVELOPMENT TEAM'S INTENTION TO SOLICIT ADDITIONAL COMMUNITY INPUT BEFORE FINAL COLORS AND MATERIALS ARE CHOSEN.

METAL ENTRY CANOPIES

GLAZED GARAGE DOORS

ASPHALT COMPOSITION SHINGLE ROOFING



PARCEL A FROM YAKIMA



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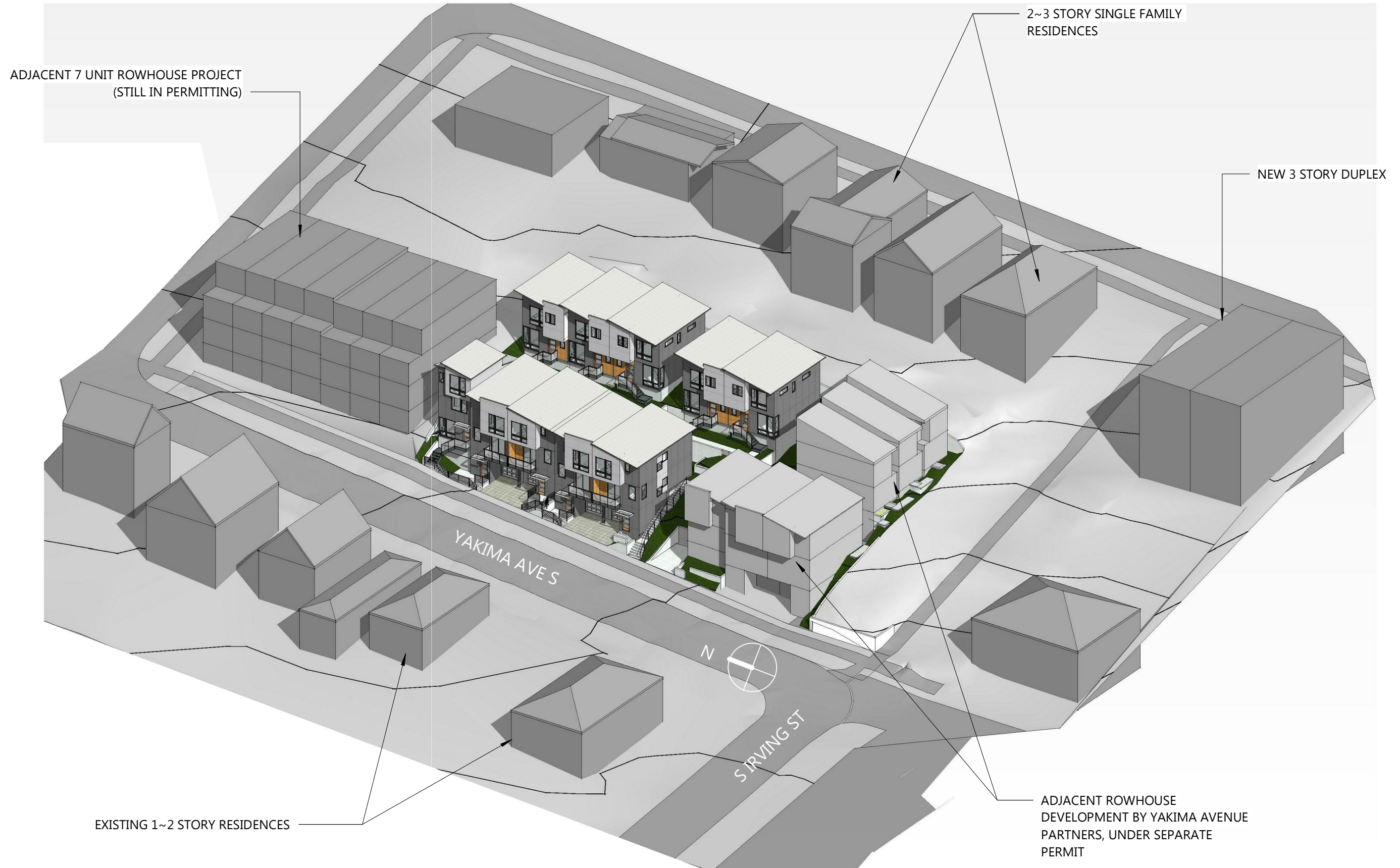


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PARCEL B SECTION

PARCEL B ENTRIES





WEST ELEVATION - PARCEL A



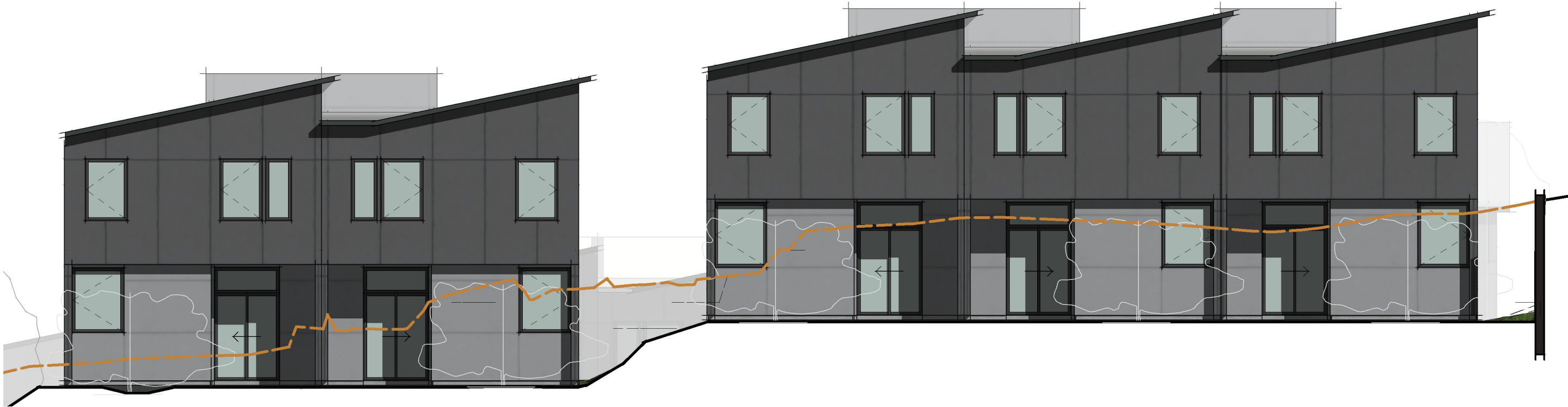
EAST ELEVATION - PARCEL A

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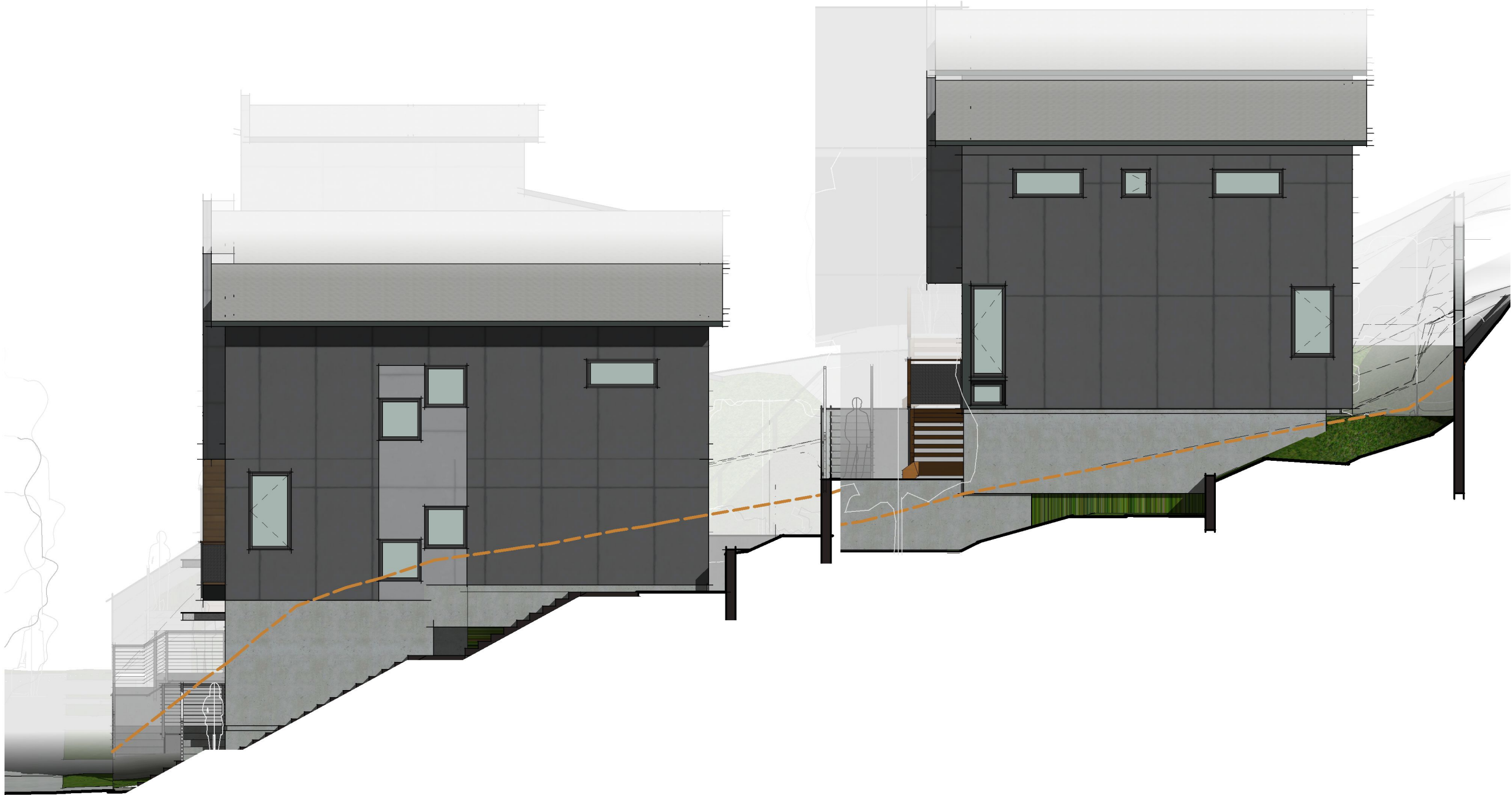
WEST ELEVATION - PARCEL B



EAST ELEVATION - PARCEL B



NORTH ELEVATION

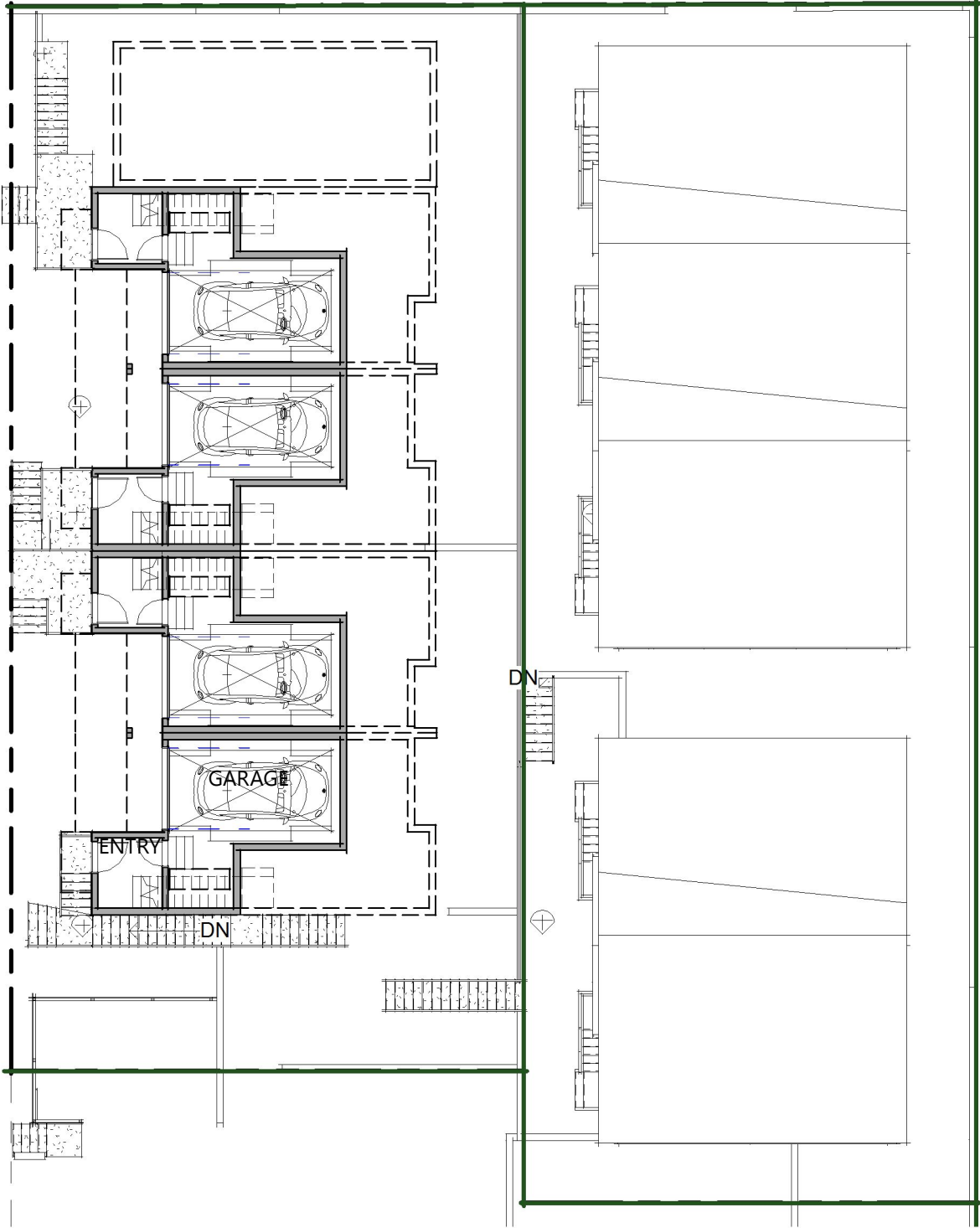


SOUTH ELEVATION

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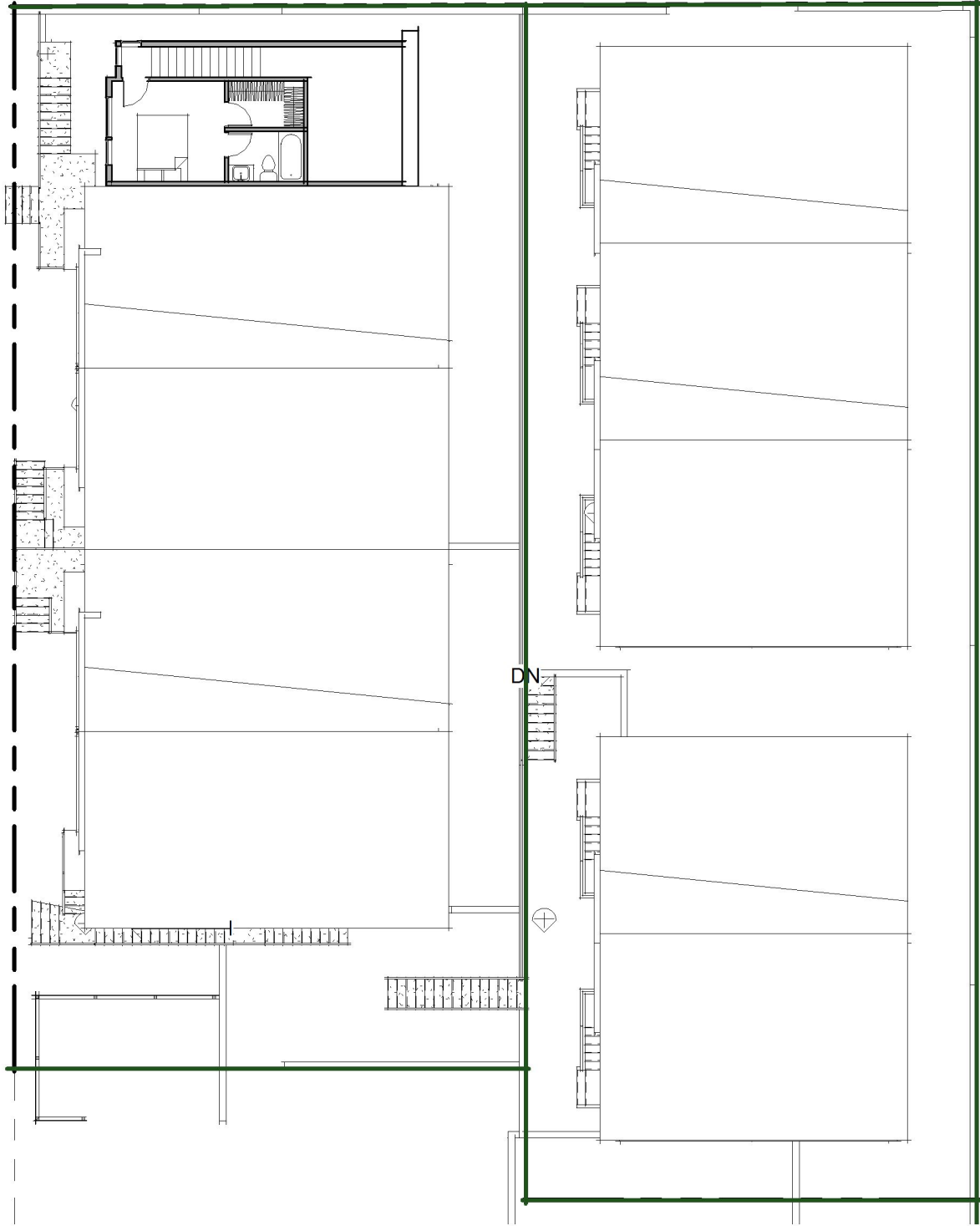


LIVING LEVEL - 1



GARAGE LEVEL - 0

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BEDROOM LEVEL - 3



BEDROOM LEVEL - 2



Vine Maple



Bonhall Maple



Katsura Tree



Danyek Purple Beech



Mahonia Charly



Greenspire Evonymus



Oakleaf Hydrangea



Rainbow Leucotoe



Moss Green Honeysuckle



Everillo Japanese Sedge



Western Sword Fern



Fragrant Sarcococca



Goldenleaf Dogwood



Kelsey Dogwood



Soft Rush