



STREAMLINED DESIGN REVIEW

2801 S. Dearborn Street
Seattle, WA 98144

SDCI PROJECT NO.:

3032866-EG

PRE-APP MEETING DATE:

July 25, 2018

APPLICANT CONTACT:

Marsha Mawer-Olson, Senior Project Manager
Caron Architecture

CARON

CARON REF #2018.019



EAST PERSPECTIVE

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PROJECT TEAM

OWNER
Jane Corcoran, BDR Urban 21 LLC

CARON ARCHITECTURE CONTACT
Marsha Mawer-Olson, Senior Project Manager
Caron Architecture
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206.367.1382

SITE INFORMATION

ADDRESS:
2801 S. Dearborn Street, Seattle, WA 98144

SDCI PROJECT NO.:
3032866-EG

ASSOCIATED PARCEL:
636290-0265

SITE AREA:
7,946 SF

OVERLAY DESIGNATION:
Parking Flexibility Area

PARKING REQUIREMENT:
Property may be eligible for a reduced parking requirement based on the zone and proposed uses. Seattle Municipal Code SMC 23.54.045 and 23.54.020 - (50% Reduction)

DEVELOPMENT STATISTICS

ZONING:
LR2

RESIDENTIAL UNITS:
7 Rowhouses

PARKING STALLS:
7 Parking Stalls

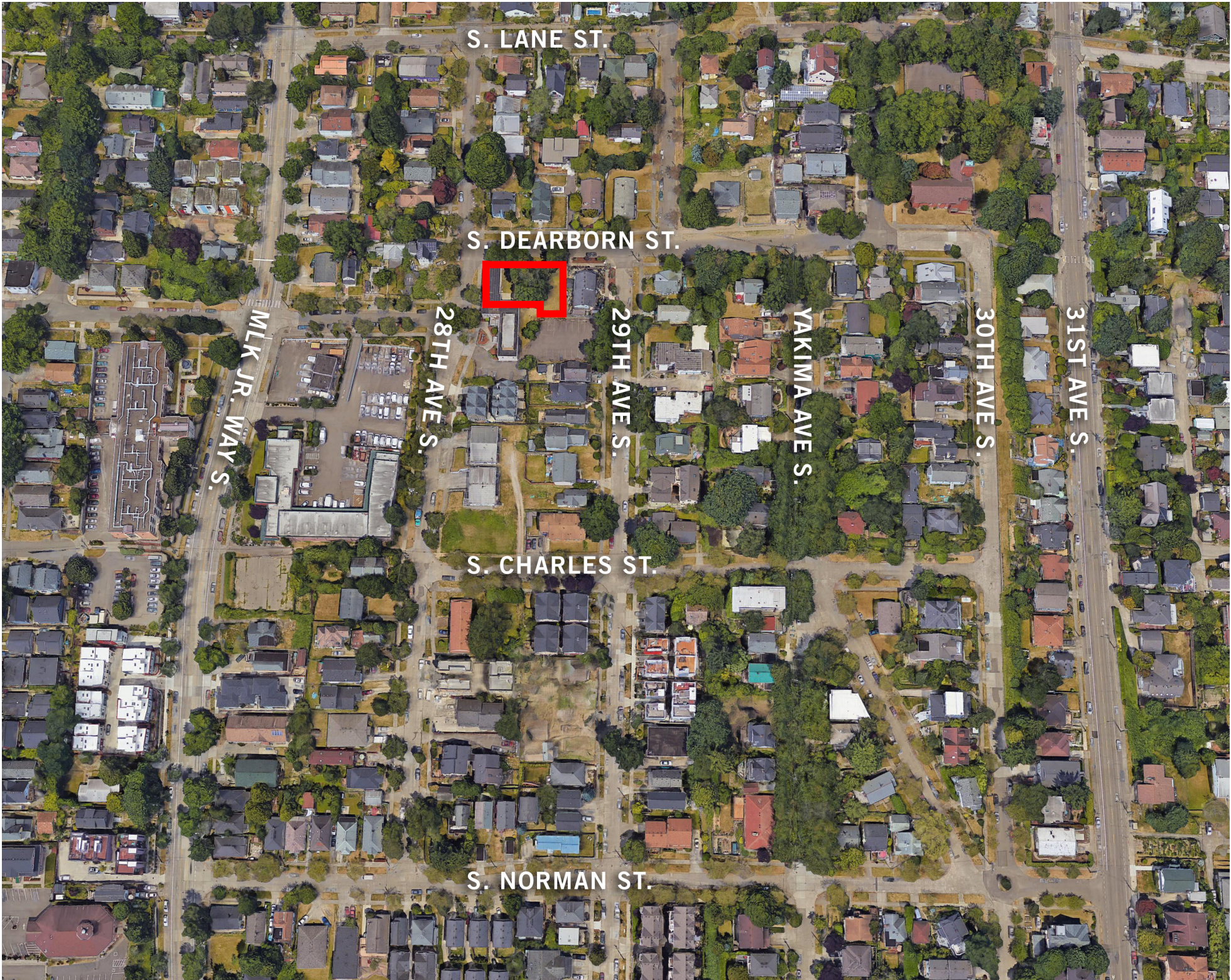
BIKE STALLS:
7 Bike Stalls

DISCLAIMER: RENDERINGS AND ELEVATIONS ARE FOR ILLUSTRATIVE PURPOSES ONLY.

3.0 DEVELOPMENT OBJECTIVES

DEVELOPMENT OBJECTIVES

The proposed multi-family development will create 7 Rowhouse units, 3 stories each with a roof top deck. The goal of the project is to add to this residential neighborhood, and create an attractive, modern development for home-buyers in the Judkins Park area. The proposed development will have some back decks and/or yards with a roof top deck amenity space. Although the site is within a Parking Flexibility Area where parking can be reduced up to 50%, the surface parking will be provided behind the proposed rowhouses—1 stall per unit.



9-BLOCK AERIAL MAP



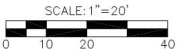
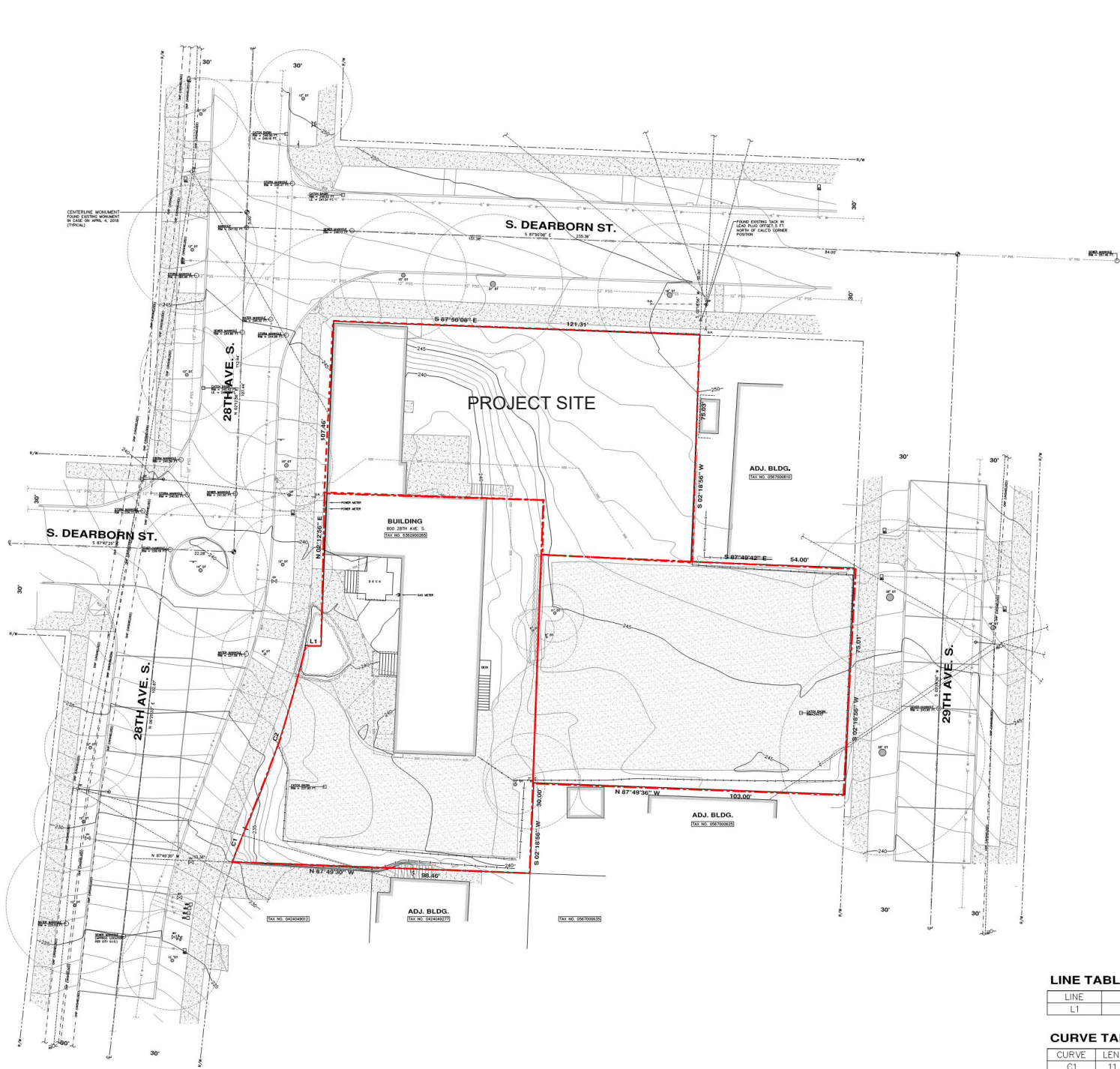
3.0 SUMMARY OF DESIGN RELATED COMMENTS DURING PUBLIC OUTREACH

As a part of the department of neighborhood Community outreach program, the project team hosted a community meeting with public information regarding the proposed project in the neighborhood within 500 SF, as well as Online survey. We received comments from the public during the community meeting and through the survey.

DESIGN RELATED COMMENTS RECEIVED DURING COMMUNITY MEETING AND ONLINE SURVEY

“The community comments received during the community meeting as well as the online survey, are as follow; requested that the proposed structures have good, unique, interesting design, and blend in with the surrounding neighborhood. Suggested, the use of more landscape areas and keep existing street trees as much as possible with providing open areas in front of the building as a connection between the proposed structure and the street. Concerned about parking availability and requested landscape area at parking areas. Requested the use of quality materials to enhance the design, consider the use of color, and an interest in the buildings being designed as family-friendly and with environment sustainability in mind.”

4.0 SURVEY



NOTES

1. THIS SURVEY WAS PERFORMED BY FIELD TRAVERSE USING A 10 SECOND "TOTAL STATION" THEODOLITE SUPPLEMENTED WITH A 100 FT. STEEL TAPE. THIS SURVEY MEETS OR EXCEEDS THE STANDARDS FOR LAND BOUNDARY SURVEYS AS SET FORTH IN WAC CHAPTER 332-130-090.
2. CONTOUR INTERVAL = 1 FT.
3. ELEVATION DATUM = NAVD'88, AS PER DIRECT OBSERVATIONS USING GPS EQUIPMENT ON APRIL 04, 2018.
4. PARCEL AREA = 25,450 SQ. FT.
5. THIS SURVEY IS RELIANT UPON THE INFORMATION CONTAINED WITHIN CHICAGO TITLE COMPANY TITLE ORDER NO. 0117108-06, DATED FEB. 16, 2018.
6. UNDERGROUND UTILITY INFORMATION AS SHOWN HEREON IS APPROXIMATE ONLY AND IS BASED UPON, CITY OF SEATTLE G.I.S.. TIES TO UTILITY LOCATE PAINT MARKS AND ALSO AS PER TIES TO ABOVE GROUND STRUCTURES.
7. TAX PARCEL NO. 6362900265
8. TREE DIAMETERS AND DRIPLINES DISPLAYED HEREON ARE APPROXIMATE. FOR SPECIFIC GENUS AND DIAMETER, TREES SHOULD BE EVALUATED BY A CERTIFIED ARBORIST.
9. WE HAVE DETERMINED TO THE BEST OF OUR ABILITY THE OVERHEAD HIGH VOLTAGE POWERLINE WHICH IS CLOSEST TO THE PROJECT SITE AND HAVE DISPLAYED ITS HORIZONTAL AND VERTICAL LOCATION HEREON. HOWEVER, ADDITIONAL OVERHEAD SERVICE LINES MAY EXIST WHICH ARE NOT OBVIOUS TO US BY FIELD OBSERVATION AND POTENTIALLY IMPACT PROJECT DESIGN. THEREFORE, PRIOR TO DESIGN AND CONSTRUCTION WE RECOMMEND THAT SEATTLE CITY LIGHT BE CONSULTED REGARDING THE POSSIBLE EXISTANCE OF ADDITIONAL SERVICE LINES NOT DISPLAYED HEREON WHICH SHOULD BE CONSIDERED FOR PROJECT DESIGN.

PROPERTY DESCRIPTION

PARCEL A:
LOT 1 AND THE NORTH 15 FEET OF LOT 2, BLOCK 7, BAXTER'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 2 OF PLATS, PAGE 36, RECORDS OF KING COUNTY, WASHINGTON.

EXCEPT THAT PORTION DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 1; THENCE WEST ALONG THE NORTH LINE OF SAID LOT, 54.00 FEET; THENCE SOUTH PARALLEL TO THE EAST LINE OF SAID LOTS, 75.01 FEET; THENCE EAST ALONG THE NORTH LINE OF THE SOUTH 45 FEET OF SAID LOT 2, 54.00 FEET; THENCE NORTH ALONG THE EAST LINE OF SAID LOTS, 75.01 FEET TO THE POINT OF BEGINNING.

(ALSO KNOWN AS A PORTION OF PARCEL A OF SEATTLE LOT BOUNDARY ADJUSTMENT NO. 8401732 RECORDING NO. 8406200700)

PARCEL B:
LOTS 1 AND 2, BLOCK 6, OLIVE ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 2 OF PLATS, PAGE 94, RECORDS OF KING COUNTY, WASHINGTON; AND THAT PORTION OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 24 NORTH, RANGE 4 EAST, W.M., LYING EASTERLY OF 28TH AVENUE SOUTH, AND LYING WEST OF BLOCK 7, SAID BAXTER'S ADDITION AND LYING SOUTH OF BLOCK 6, SAID OLIVE ADDITION AND LYING NORTH OF THE SOUTH LINE OF LOT 3, BLOCK 7, SAID BAXTER'S ADDITION EXTENDED TO THE WEST; AND THE SOUTH 45 FEET OF LOT 2 AND NORTH 30 FEET OF LOT 3, BLOCK 7 OF BAXTER'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 2 OF PLATS, PAGE 36, RECORDS OF KING COUNTY, WASHINGTON.

(ALSO KNOWN AS A PORTION OF PARCEL B OF SEATTLE LOT BOUNDARY ADJUSTMENT NO. 8401732 RECORDING NO. 8406200700)

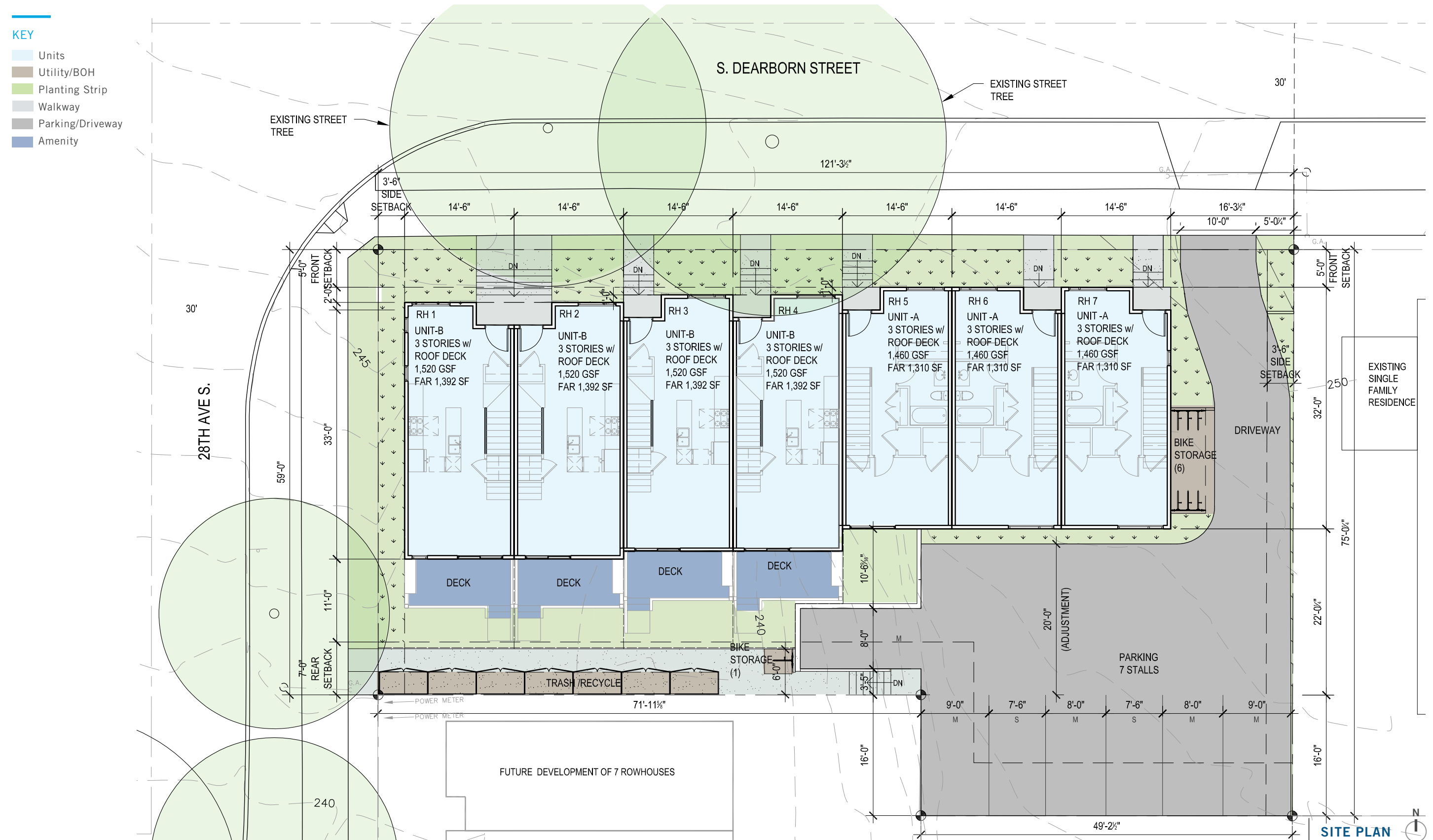
LINE TABLE:

LINE	BEARING	LENGTH
L1	S 87°47'25" E	5.16'

CURVE TABLE:

CURVE	LENGTH	RADIUS	DELTA ANGLE
C1	11.90	140.00	4°52'13"
C2	63.86	325.00	11°15'29"

4.0 SITE PLAN



5.0 SITE PHOTOS

OPPORTUNITIES / CONSTRAINTS

The site is a corner lot at the intersection of S. Dearborn Street and 28th Ave S., in a quiet residential area. The site is currently occupied by a church building, facing 28th Ave S. The site slopes about 5' down from the east to the southwest of the property.

Located in the Central Area neighborhood, the area is being redeveloped with the greater density of townhouses and rowhouses.



1 LOOKING AT PROJECT SITE FROM 28TH AVE S.



2 LOOKING AT PROJECT SITE FROM 28TH AVE S.



3 LOOKING AT PROJECT SITE FROM S. DEARBORN ST.



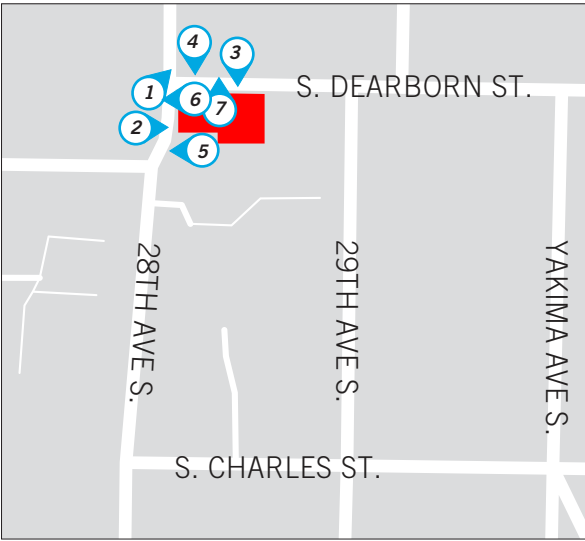
4 LOOKING AT PROJECT SITE FROM S. DEARBORN ST.



5 WEST OF PROJECT SITE ON 28TH AVE S.



6 WEST OF PROJECT SITE ON 28TH AVE S.



MAP KEY

- Project Site
- View



7 LOOKING NORTH OF PROJECT SITE ON S. DEARBORN ST.

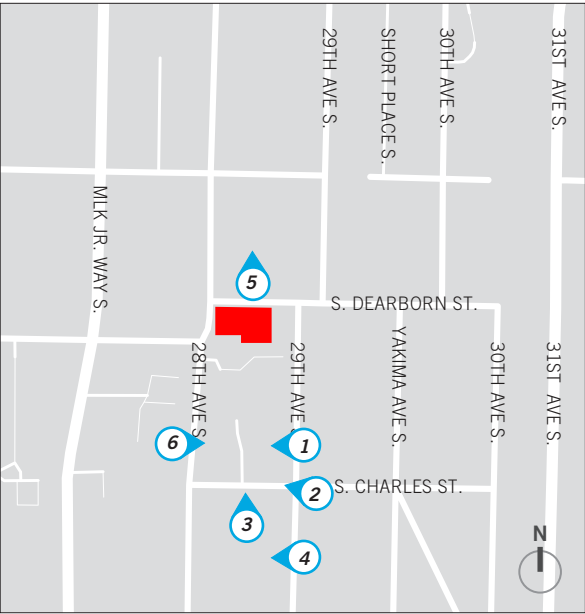
5.0 DESIGN CUES

NEIGHBORHOOD VICINITY

This corner site is surrounded with traditional residential characteristics on each adjacent street. The surrounding neighborhood is one of increasing density whereby some of the former single family houses have been replaced by townhouse developments along S. Dearborn, 28th Ave S., S. Charles St., and 29th Ave S. The Central Area neighborhood is mostly residential with a few churches and parks.

DESIGN CUES

The architectural styles vary from the standard gable roof of existing single family houses and existing townhouse design and developed under the previous zoning code, to the current modern style architecture with framed boxes and big windows, and contemporary color pairings. New development strives to find a balance through building scale, material selection and architectural features.



MAP KEY

- Project Site
- View



1 TOWNHOUSES ALONG 29TH AVE S.



2 TOWNHOUSES ALONG 29TH AVE S.



3 TOWNHOUSES ALONG S. CHARLES ST.



4 SINGLE FAMILY HOUSE ALONG S. 29TH ST.



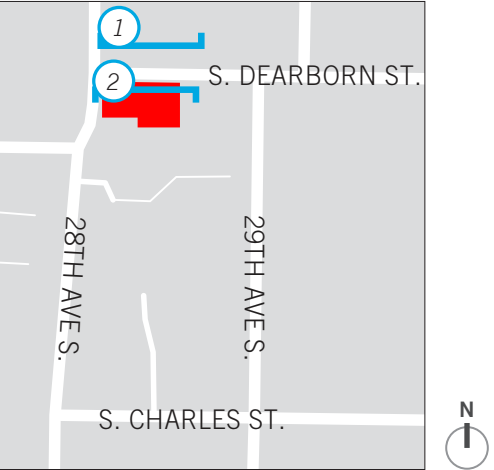
5 SINGLE FAMILY HOUSE ALONG S. DEARBORN ST.



6 TOWNHOUSES ALONG 28TH ST & S. CHARLES ST.

5.0 SITE STREETSCAPES

1 S. DEARBORN ST. LOOKING NORTH

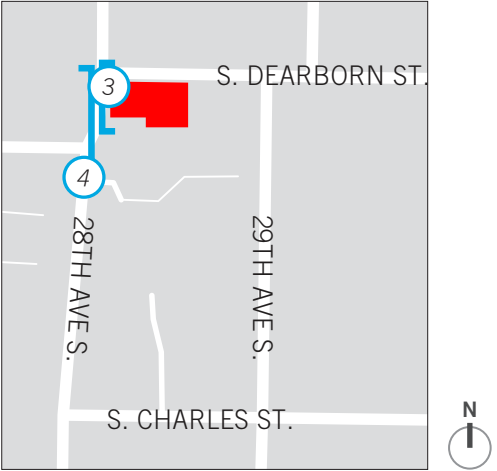


2 S. DEARBORN ST. LOOKING SOUTH



5.0 SITE STREETSCAPES

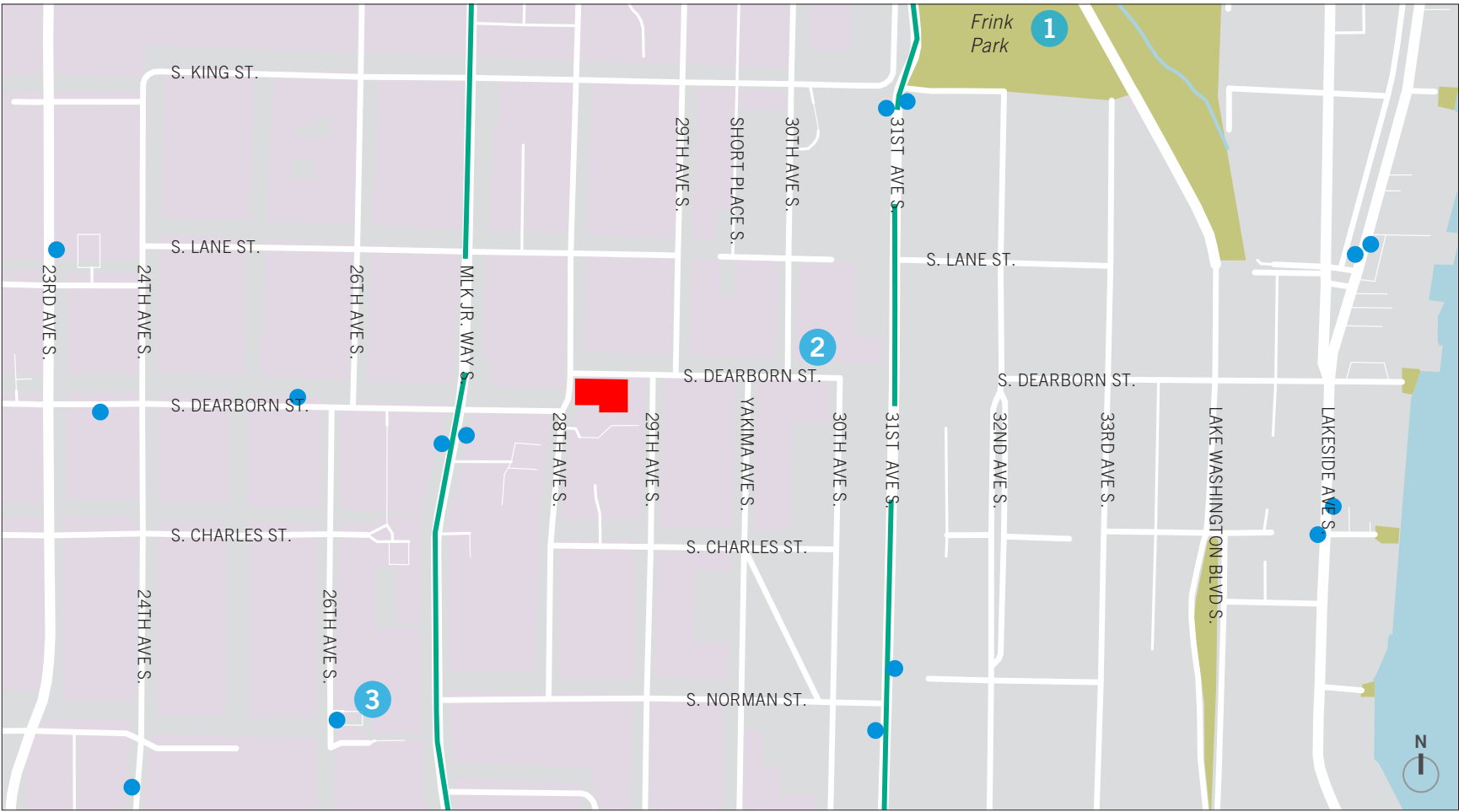
3 28TH AVE S. LOOKING EAST



4 28TH AVE S. LOOKING WEST



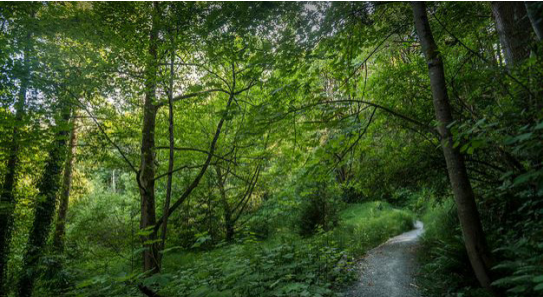
5.0 CONTEXT & URBAN DESIGN ANALYSIS



VICINITY MAP KEY

- Project Site
- Park
- Parking Flexibility Area
- Bus Stops
- Dedicated Bike Lanes
- View (reference images)

COMMUNITY NODES



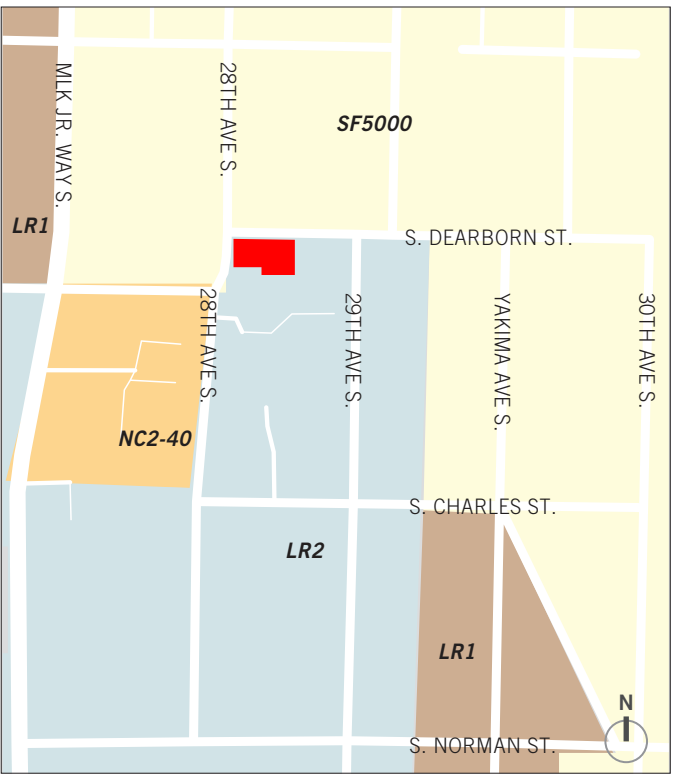
1 FRINK PARK
0.6 MILE FROM PROJECT SITE



2 GRACE UNITED METHODIST CHURCH
0.1 MILE FROM PROJECT SITE

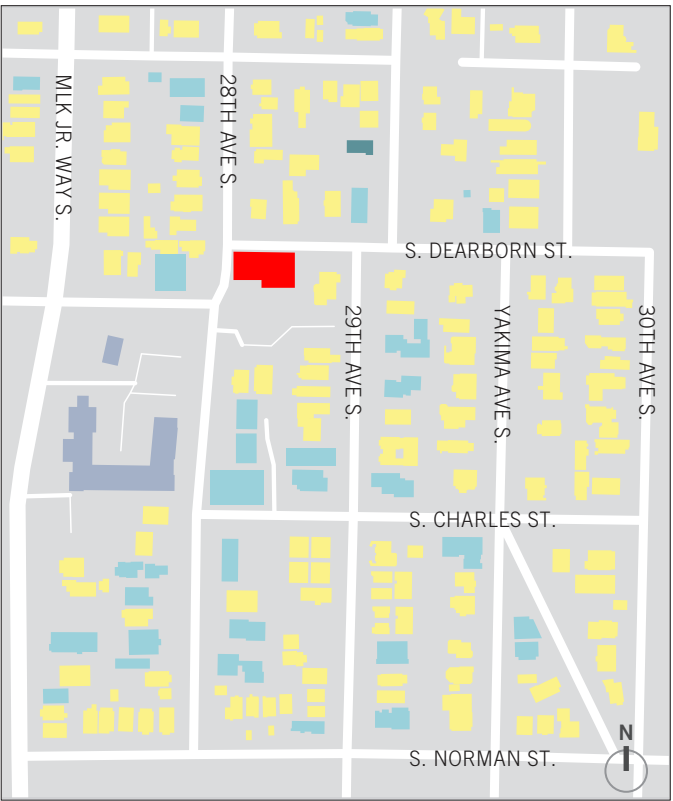


3 ST. GABRIEL ETHIOPIAN CHURCH
0.2 MILE FROM PROJECT SITE



ZONING

- Project Site
- SF 5000
- LR1
- LR2
- NC2-40



SURROUNDING USES

- Project Site
- Single Family
- Multi-Family
- Service Building
- Office

6.0 ZONING DATA

APPLICABLE ZONING	SMC-SECTION	SMC REQUIREMENT	COMPLIANCE
Floor Area Ratio (FAR) Limits	23.45.510	1.1 or 1.3 FAR limit in LR-2 zone for rowhouses	√
Density Limits- Low-rise Zones	23.45.512	Rownhouse development: no limit.	√
Structure Height	23.45.514	30' height limit	√
Setbacks & Separations	23.45.518	Front setbacks are 5' minmum and rear setbacks: 7' average, 5' minimum Side setbacks 0' if abutting another rowhouse, otherwise 3.5'	√
Amenity Area	23.45.522	25% of lot area: 50% of required amenity space to be at ground level (10: min. dim. from side lot lines). Amenity areas on roof structures that meet the provisions of subsection 24.45.510 may be counted as amenity area provided at ground level.	√
LEED, Built Green & Evergreen Sustainable Development Standards	23.45.526	To achieve a higher far limit, rowhouse will meet GREEN building performance standards (Built GREEN 4 star rating).	√
Structure Width & Facade Length Limits in LR Zones	23.45.527	Rowhouses inside LR2 no building width limit Maximum combined length of all portions of facades within 15' of a side lot line shall not exceed 65% of the lot line length	√
Light & Glare Standards	23.45.534	All light to be shielded and directed away from adjacent / abutting properties: parking to have 5' - 6' screen or hedge.	√
Parking Location, Access & Screening	23.45.536	No alley. Parking requirement per 23.45.510C	√
Pedestrian Access & Circulation	23.53.006	Pedestrian access and circulation required, sidewalks required per R.O.W. Improvements manual.	√
Solid Waste & Recyclable Materials Storage & Access	23.54.040	(1) 3' X 6' area for each unit (units will be billed separately by utility). Bins will be pulled to street by owners on collection day. Storage areas. Minimum 84 sf for 2-8 unit.	√
Required Parking	23.54.015	Parking Flexibility Area (eligible for 50% parking reduction) Bicycle Parking: 1 space per 1 dwelling units	√

7.0 ARCHITECTURAL DESIGN RESPONSE

CENTRAL AREA NEIGHBORHOOD SUPPLEMENTAL GUIDANCE

CS1 NATURAL SYSTEMS AND SITE FEATURES

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

Architect Response:

The site slopes down to the southwest corner which will allow for the building to step down along S. Dearborn Street, helping to break down the massing. The design includes separate entrances to each rowhouse to add more character to the building with a front landscape strip to transition from the sidewalk to the proposed development. Overhang above the entrance doors provides weather protection and facade articulation. The building mass will step back at S. Dearborn St. & 28th Ave S. corner to give an open feeling into the street corner.

CS2. URBAN PATTERN & FORM

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

Architect Response:

The surrounding neighborhood is one of increasing density; supporting an eclectic range of architectural styles. Adjacent buildings and those across the street range from 2 to 3 stories in height with landscape areas in the front setback. As a corner lot project, the proposed development will stay in the 3-story height range in line with the neighborhood standards. Street trees and front landscape strip will be integrated. Proposed stair penthouses will be located away from the street facing facades to maintain the scale of the surrounding developments.

CS3 ARCHITECTURAL CONTEXT & CHARACTER

Contribute to the architectural character of the neighborhood.

Architect Response:

28th Ave S. contains a diverse collection of interesting shapes and material selections, ranging from shake and lap siding to flat panels and large windows. To maintain the same scale of architecture as the existing townhouses and single-family houses, the proposed building is articulated through the proportions of the modulation, materials and window design. The proposed building facade will create a sense of unified overall massing while also introducing some fine details into the facade.

PL1 CONNECTIVITY

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

Architect Response:

The proposed rowhouses development will have an open landscape area in the front of each rowhouse tying to the main entrance to provide a welcoming open space. On the opposite side of the lot, covered patio spaces and back landscape areas are given to the 4 of the rowhouses on the west side accessed from level 1. Proposed 2nd level decks to the 3 rowhouses on the east side, and roof top deck amenity areas to all units will include some vegetation and seating areas.

PL3 STREET-LEVEL INTERACTION

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

Architect Response:

The proposed rowhouses will be accessed directly from the street sidewalk with a recessed front entry with individual steps to each rowhouse and overhangs creating a gracious, defined entry, that provide privacy and yet interact with the street. Each unit will be illuminated with exterior light fixtures that complement the design and provide interests and safety. Addresses will be mounted to buildings at the

entry door to clearly identify each unit and help in way-finding. Each unit entry will have a landscape area.

DC2 ARCHITECTURAL CONCEPT

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

Architect Response:

The design concept is to pair rowhouses together to divide up the massing and provide a repeated element to maintain desirable building scale. Using different colors and materials to break up the mass of the building and introduce more interest and reduce the large wall planes. The design proposed a change of plane and materials at the North elevation (Street Elevation) with an over-frame wood look element to break the facade and provide interest in the overall look of the structure. The design provides architectural interest on the west side facade where the building wraps the corner of S. Dearborn ST. & 28th Ave S.

DC3 OPEN SPACE CONCEPT

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

Architect Response:

The proposed development will step back in a sequence to create front open spaces that create a welcoming and inviting entry for the units along the front street. Private open space is integrated in the unit design through rear yards, patios, and roof top decks.

CD4 EXTERIOR ELEMENTS & FINISHES

Use appreciated and high-quality elements and finishes for the building and open spaces.

Architect Response:

The proposed development makes use of high-quality materials and colors to ensure longevity and to create a varied texture to the street facades. Wood /wood-like siding is used as repeat element to break up the front facade and add warmth.

ADDRESSING COMMENTS FROM PRE-APP MEETING

Bike storage

Architect Response:

The proposed development provides 7 bike storage in a combined covered, screened area, that will allow resident to secure their bikes on the provided bike rack. The storage bike location provides a secure location not visible from the street, yet provides an easy and convenient access to the resident.

Parking area

Architect Response:

The proposed project provides 7 parking stalls behind the structure. Providing screening at the entrance driveway with fences and landscape to block parking area from being visible from the street. By providing 2 separate fences along both sides of the driveway and angling the driveway, will be able to achieve the required screening and appealing look that complement the design of the structure.



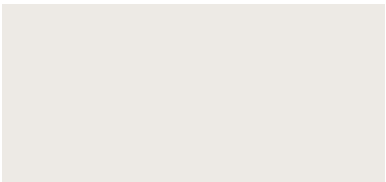
ENTRANCE PERSPECTIVE

8.0 NORTH ELEVATION | MATERIALS



NORTH ELEVATION

MATERIALS



FC1 Fiber Cement Panel
White - panel and lap siding



FC2 Fiber Cement Panel
Charcoal Gray



FC3 Fiber Cement Panel
Gray



R1 Asphalt shingles Roof
Gray

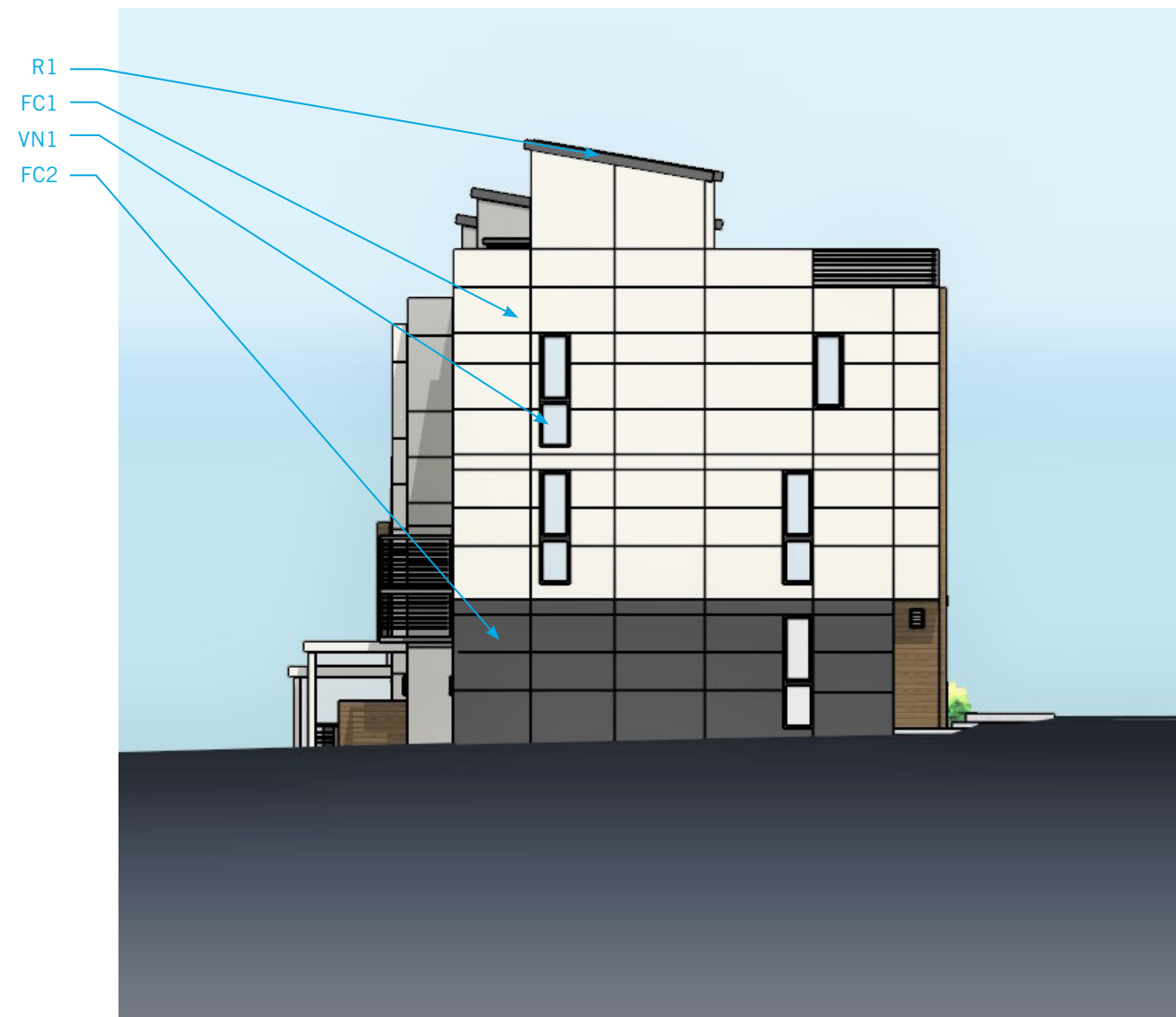


VN1 Vinyl Window
Black



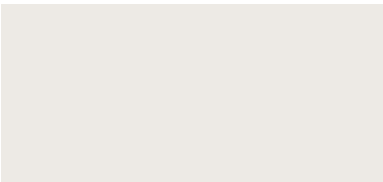
WD1 Wood / Wood-like Siding

8.0 EAST ELEVATION | MATERIALS



EAST ELEVATION

MATERIALS



FC1 Fiber Cement Panel
White - panel and lap siding



FC2 Fiber Cement Panel
Charcoal Gray



FC3 Fiber Cement Panel
Gray



R1 Asphalt shingles Roof
Gray



VN1 Vinyl Window
Black



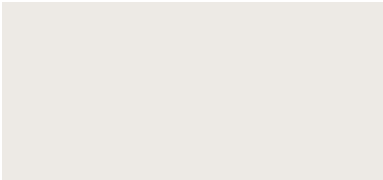
WD1 Wood / Wood-like Siding

8.0 SOUTH ELEVATION | MATERIALS



SOUTH ELEVATION

MATERIALS



FC1 Fiber Cement Panel
White - panel and lap siding



FC2 Fiber Cement Panel
Charcoal Gray



FC3 Fiber Cement Panel
Gray



R1 Asphalt shingles Roof
Gray



VN1 Vinyl Window
Black



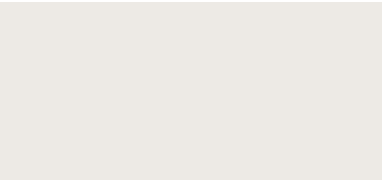
WD1 Wood / Wood-like Siding

8.0 WEST ELEVATION | MATERIALS



WEST ELEVATION

MATERIALS



FC1 Fiber Cement Panel
White - panel and lap siding



FC2 Fiber Cement Panel
Charcoal Gray



FC3 Fiber Cement Panel
Gray



R1 Asphalt singles Roof
Gray

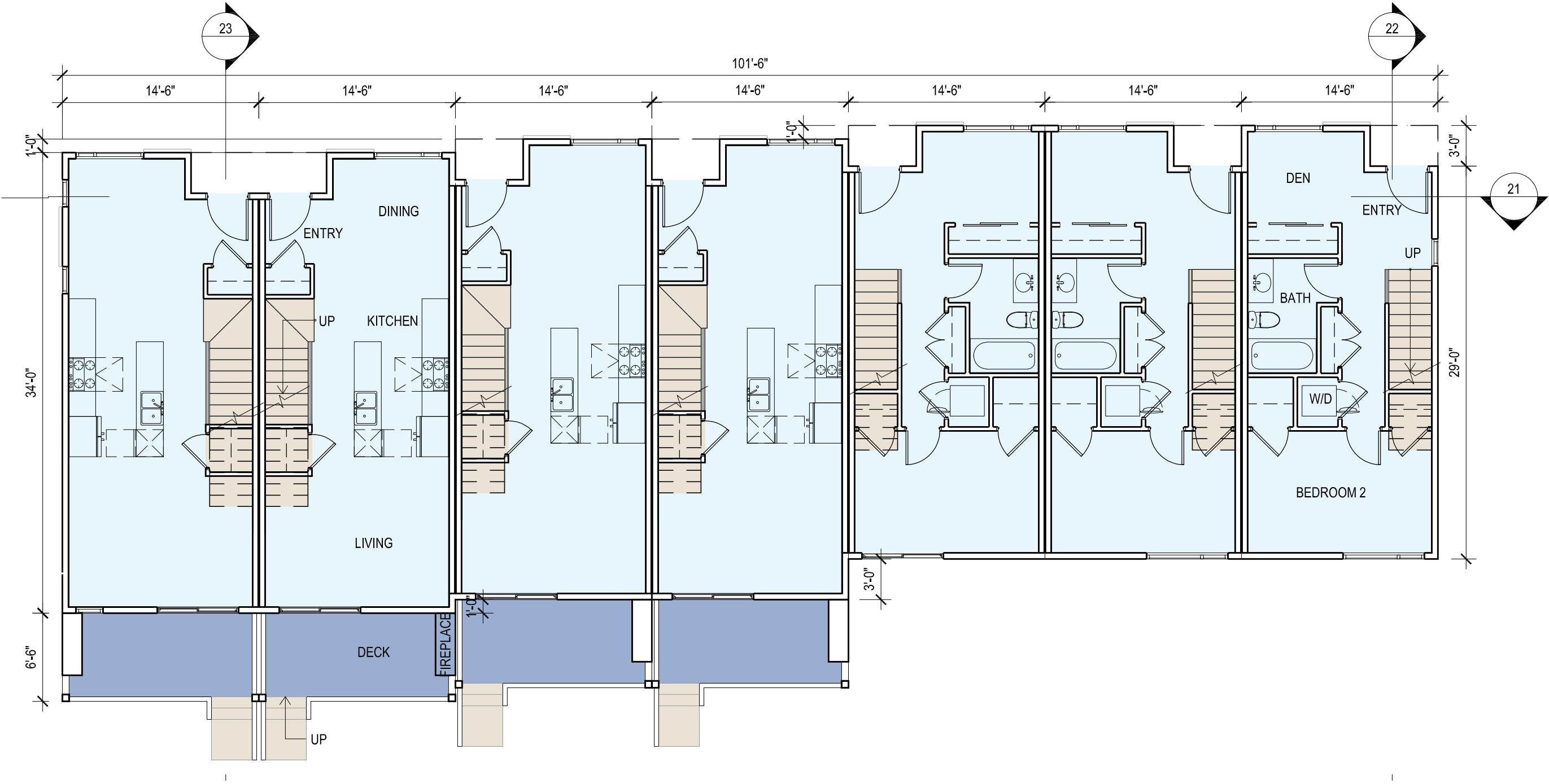


VN1 Vinyl Window
Black



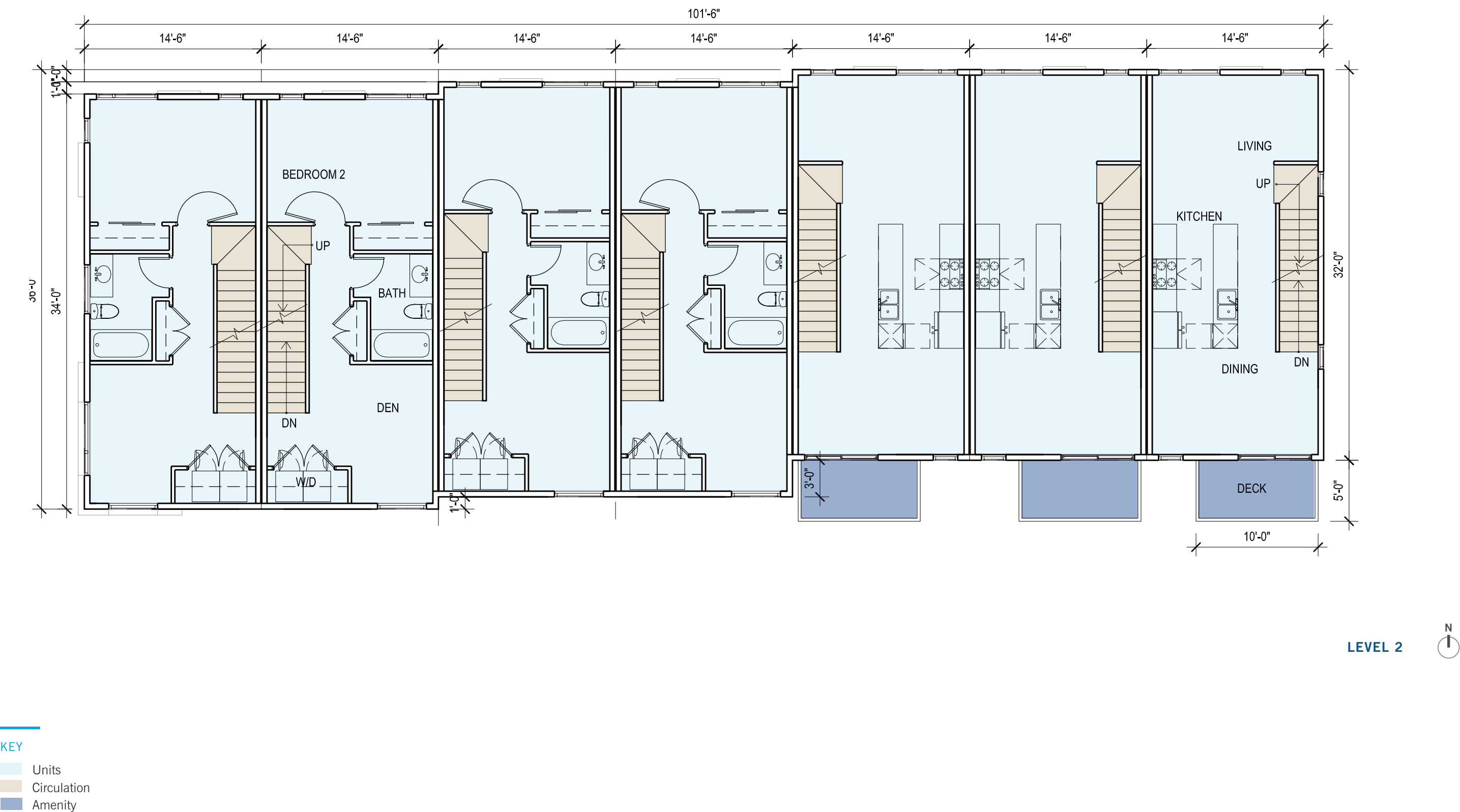
WD1 Wood / Wood-like Siding

8.0 FLOOR PLANS

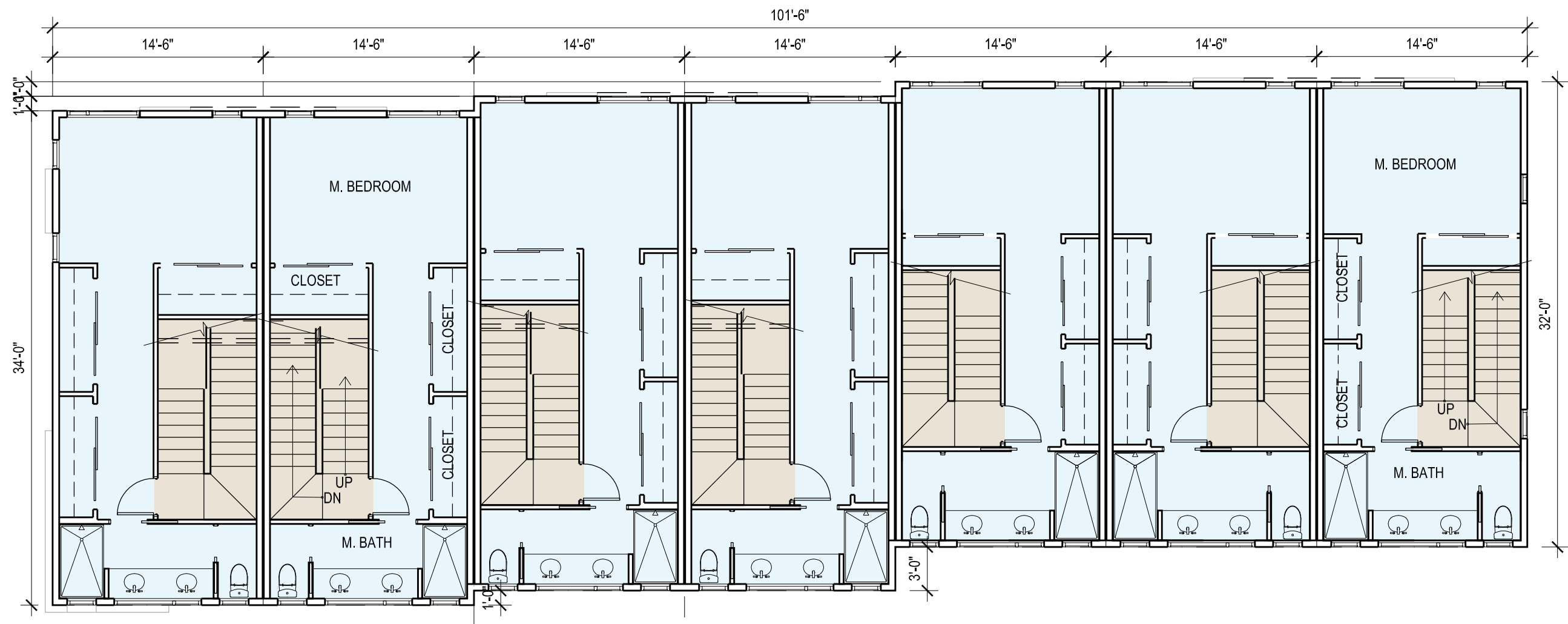


- KEY
- Units
 - Circulation
 - Amenity

8.0 FLOOR PLANS



8.0 FLOOR PLANS



LEVEL 3

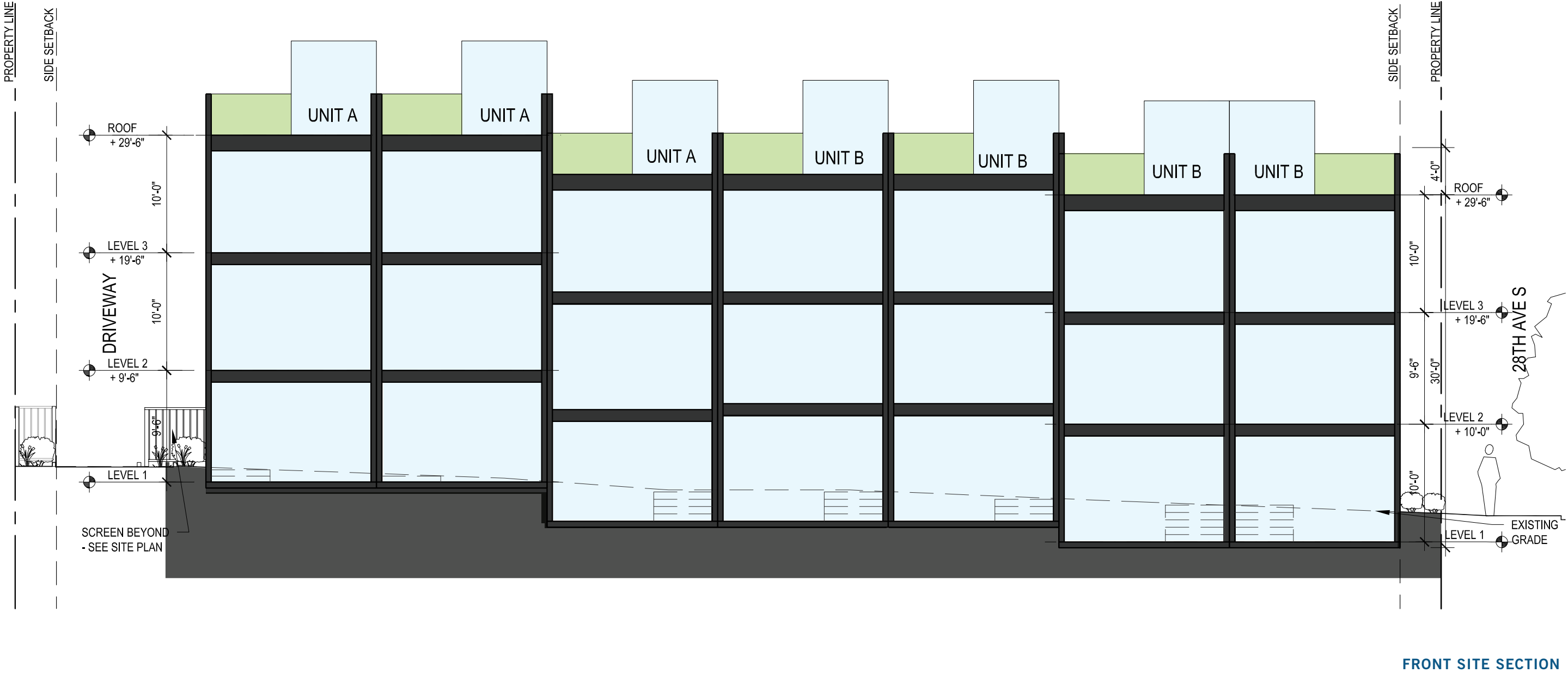


- KEY
- Units
 - Circulation

8.0 FLOOR PLANS

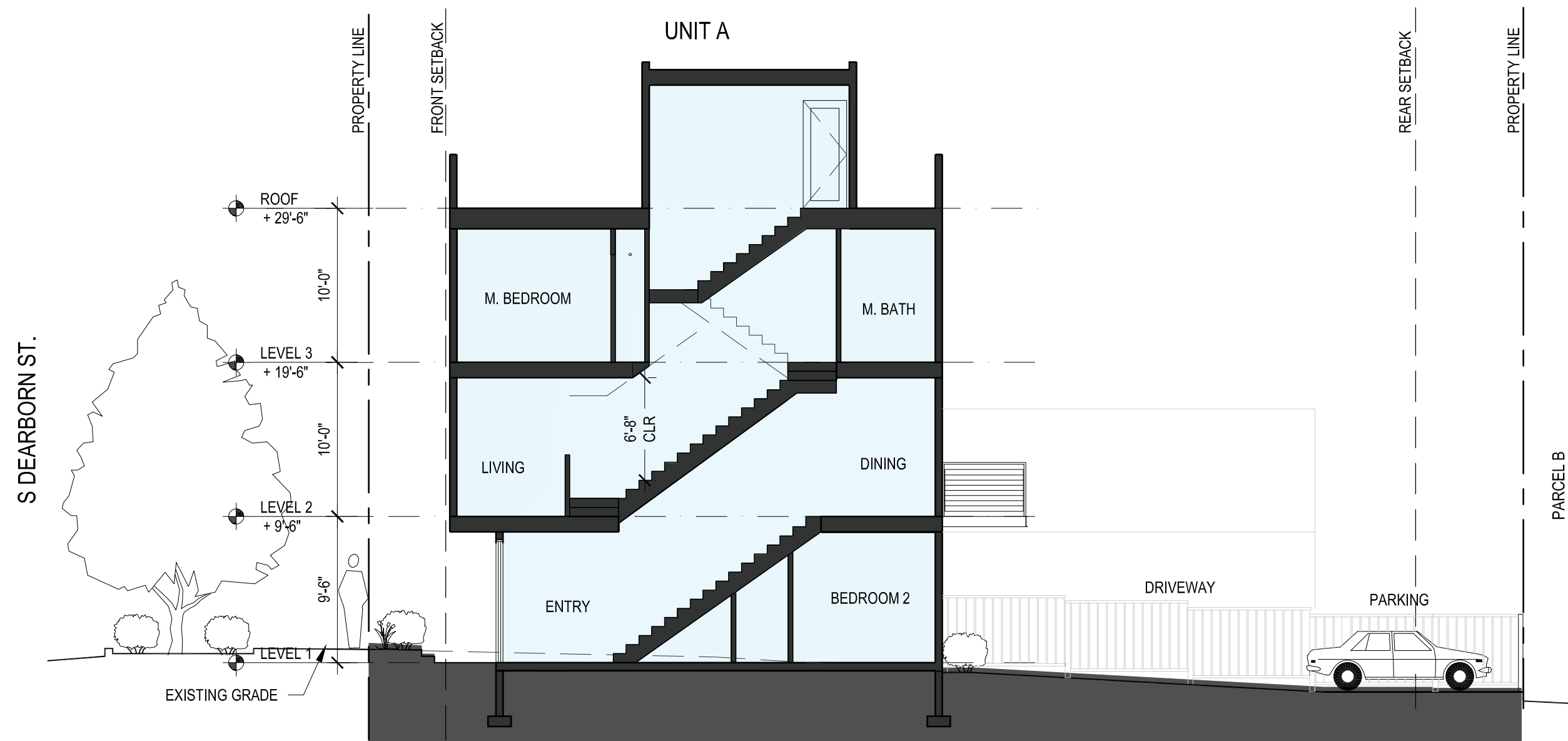


8.0 BUILDING SECTION



- KEY
- Units
 - Circulation
 - Roof Deck

8.0 BUILDING SECTION

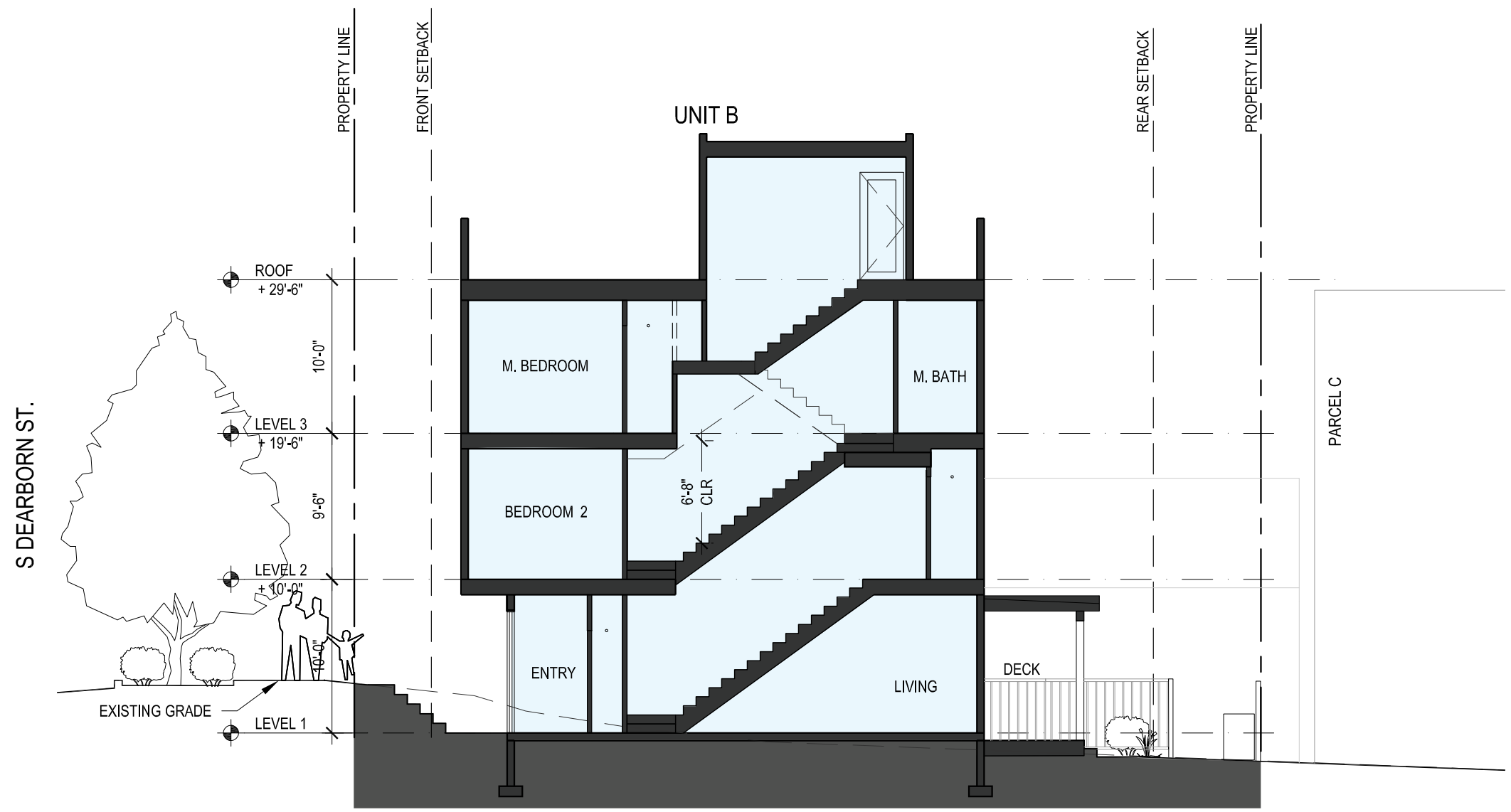


UNIT A SECTION

KEY

- Units
- Circulation

8.0 BUILDING SECTION



UNIT B SECTION

KEY

- Units
- Circulation

8.0 RENDERING



FRONT ELEVATION

8.0 RENDERING



EAST PERSPECTIVE

8.0 RENDERING



BACK PERSPECTIVE