



EARLY DESIGN GUIDANCE

ADMINISTRATIVE DESIGN REVIEW

SDCI #3033260-EG
2521 29th Avenue S
Seattle, WA 98144

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PROJECT SITE

C O N E ARCHITECTURE

MT. BAKERSVILLE



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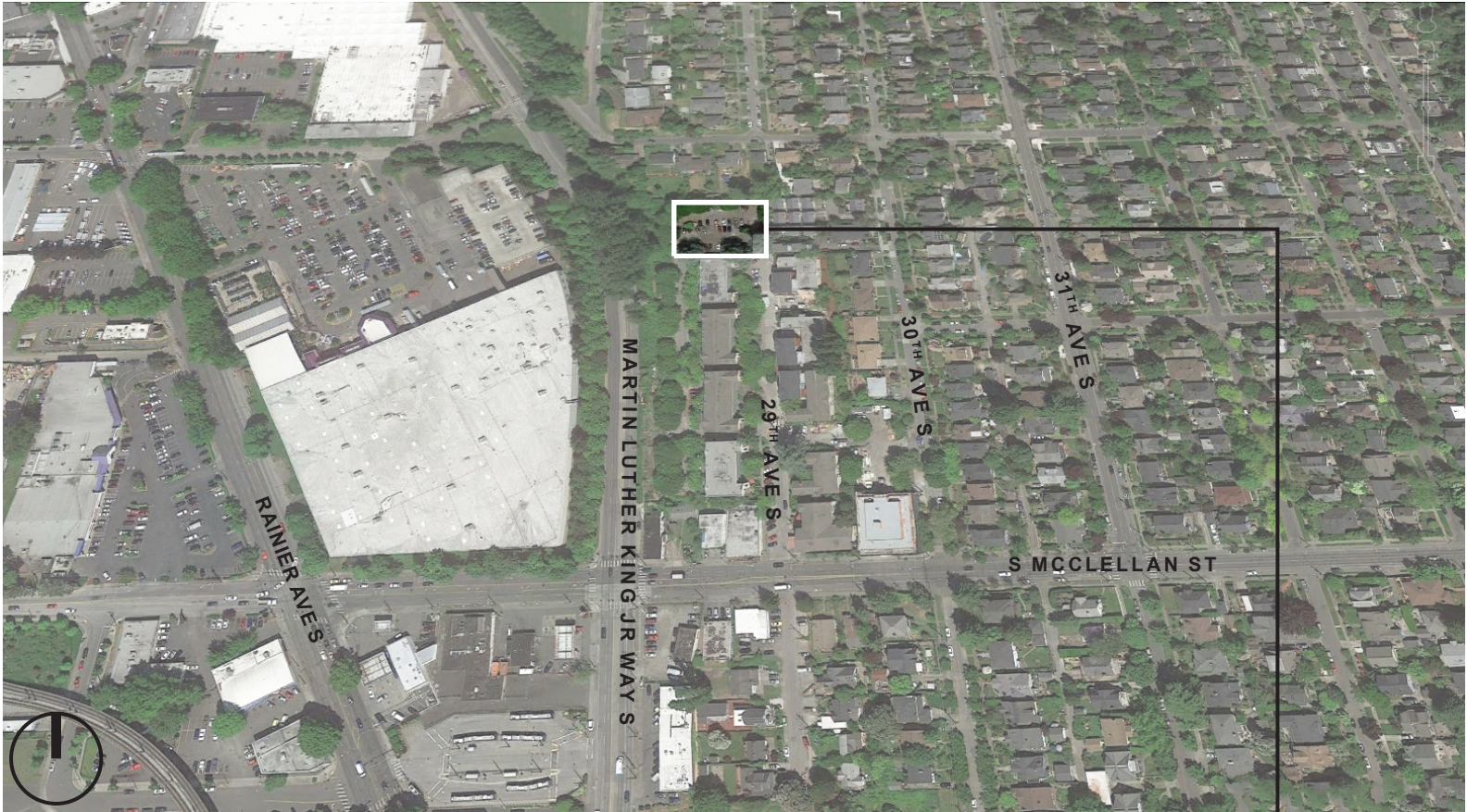
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VICINITY MAP

DEVELOPMENT OBJECTIVES

This project proposes a new residential townhouse community with 21 dwelling units. The Mount Baker Village Apartments to the south along 29th Ave S contain a mix of one to four bedroom units, totaling 156 apartments over nine buildings. Though this development will increase the density of the project site it will also serves as an appropriate transition from the apartments to the south to the single family homes and townhouses o the north and east. It aims to respect the existing neighborhood through appropriate massing, proportion, and material.

NEIGHBORHOOD DEVELOPMENT

The North Rainier Urban Village is culturally, economically, and architecturally diverse. It is bisected by Rainier Ave S and Martin Luther King Jr Way S, providing vehicular access to southeast Seattle and fostering what has become an auto-oriented neighborhood with few pedestrian-oriented spaces and a lack of architectural definition. Recent construction and projects in planning within the Mount Baker Town Center have begun to introduce a modern aesthetic with multi-story mixed use and residential buildings such as Art Space Mt. Baker Lofts and Maddux North and South. The proximity to Mount Baker Station reduces the reliance on vehicular transportation and makes access to downtown, the University of Washington and the airport affordable and convenient. Numerous parks, green-spaces, and trails, such as Martin Luther King Jr. Memorial Park and the Cheasty Greenbelt are within walking distance of the project site.

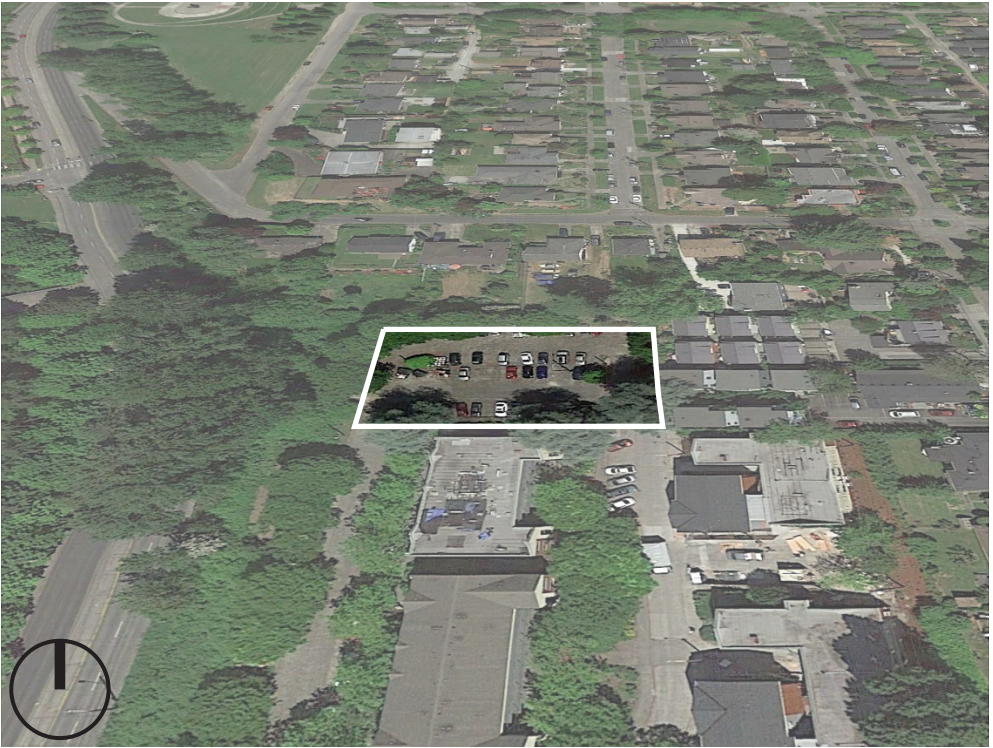
EXISTING SITE

The project site consists of a single parcel (APN 000360-0025) at the north terminus of 29th Ave S. The site is currently occupied by a surface parking lot serving the Mount Baker Village Apartments to the south. The Mount Baker Village Apartments, owned by Mt. Baker Housing Authority, occupy the entirety of the buildings that front 29th Ave S from S McClellan Street north to the project site. Mt. Baker Housing Authority is currently pursuing a Lot Boundary Adjustment between what are known as Parcels D (the project site) and B (the lot to the south) under SDCI #3031245-LU. This LBA application also contains pedestrian, vehicular, utility, and fire truck access easements. After adjustment under LBA #3031245, the subject parcel is a total of 19,345 SF and measures approximately 181' in the east-west direction and 107' in the north-south direction. The site slopes downward from northeast to southwest with an approximate grade change of 20 feet. Additionally, the northwest corner of the site is mapped steep slope and drops an additional 10 feet in grade. There is one existing exceptional tree, a Pacific Madrone, in the northeast corner that will remain. All existing parking lot infrastructure will be removed. Immediately adjacent to the site are a three-story Mount Baker Village apartment building to the south, two three story townhouses to the east, four single family homes to the north and a heavily wooded steep slope area to the west.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned LR3, indicating that structures may go up to 30'-0" plus applicable height bonuses. The LR3 zoning continues one parcel to the both the east and west as well as south along the east side of 29th Ave S until it transitions to NC1-40 at S McClellan Street. Directly to the north and also to the east of the LR3 zone is a SF5000 zone. Immediately south of the site the zoning increases to MR until the intersection with S McClellan where is increases again to SM-NR 65.

The subject parcel is located within the Mount Baker Station Area Overlay, the North Rainier Urban Village, and the Mount Baker Town Center, as defined by the Mount Baker Neighborhood Design Guidelines. Due to the proximity to the light rail station no parking is required.



SITE LOCATION

2521 29th Ave S
Seattle, WA 98144

ZONING SUMMARY

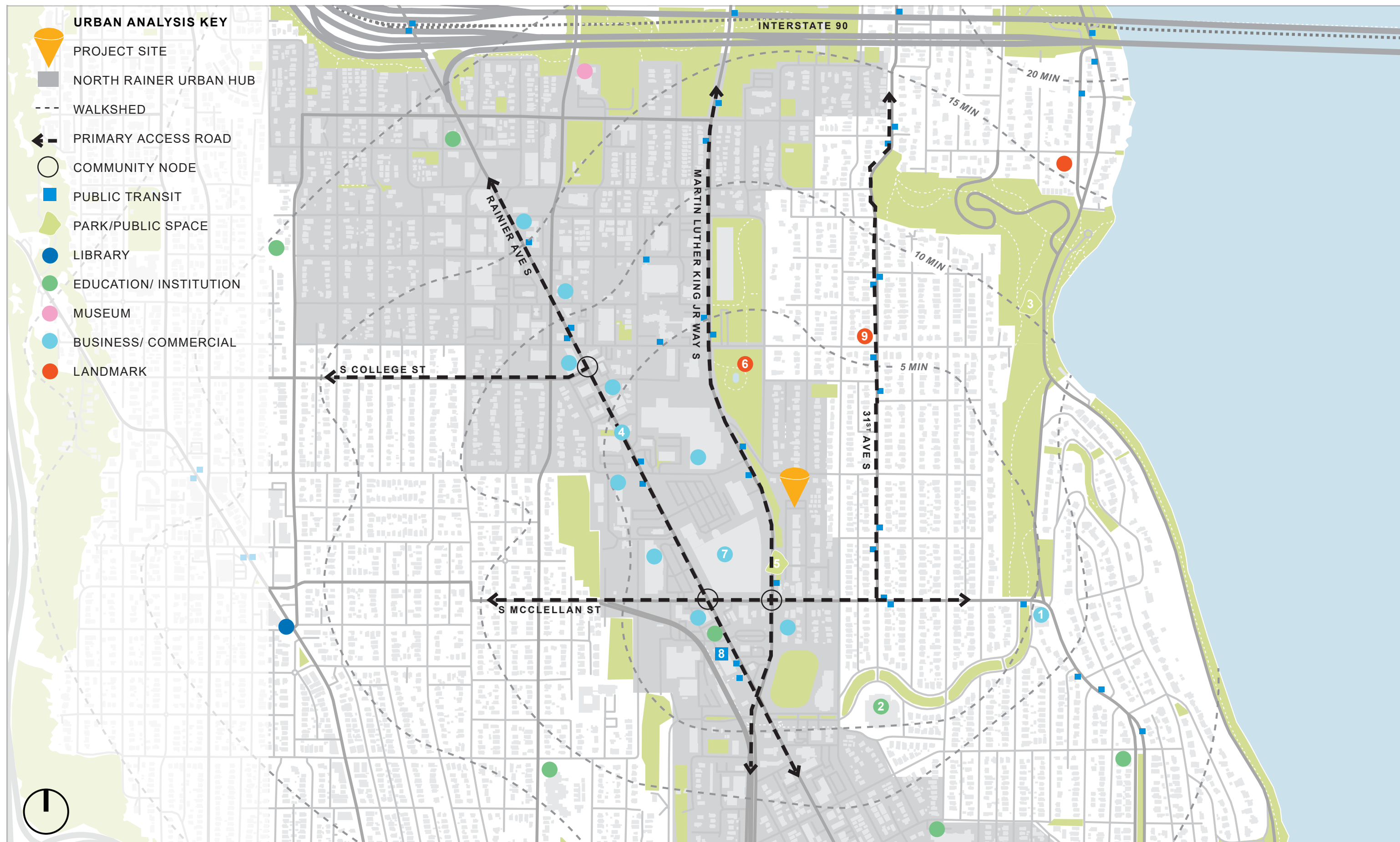
Zone: LR3
Overlay: Mt Baker Station Area \ North Rainier Hub Urban Village

PROJECT PROGRAM

Site Area: 19,345 SF
Number of Residential Units: 21
Number of Parking Stalls: 14
Allowable FAR= 1.4, 27,083 SF
Approx. FAR= 23,344 SF
Approx. SF Per Unit= 1,111.6 SF

DEPARTURES REQUESTED

None





1 MIOPOSTO - LOCAL RESTAURANT



2 FRANKLIN HIGH SCHOOL



3 MOUNT BAKER PARK



4 RAINIER AVE S - COMMERCIAL



5 HILLSIDE P-PATCH COMMUNITY GARDENS



6 MARTIN LUTHER KING JR MEMORIAL PARK



7 LOWE'S

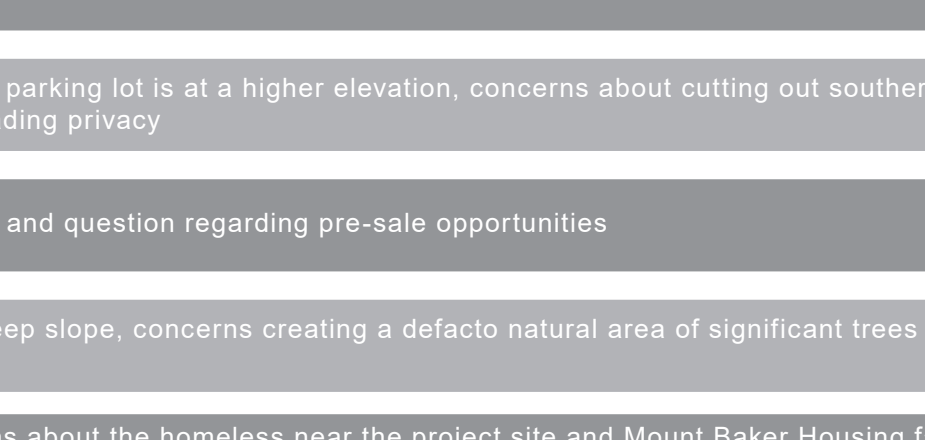


8 MT. BAKER/ BEACON HILL LIGHT RAIL STATION



9 CHARLES P. DOSE HOUSE - LANDMARK

IS THERE ANYTHING SPECIFIC ABOUT THIS PROPERTY OF NEIGHBORHOOD THAT WOULD BE IMPORTANT FOR US TO KNOW?



Concerns about abutting backwards of single family homes

Existing parking lot is at a higher elevation, concerns about cutting out southern sun and invading privacy

Excited, and question regarding pre-sale opportunities

On a steep slope, concerns creating a defacto natural area of significant trees and habitat

Concerns about the homeless near the project site and Mount Baker Housing failing to address matter. Concerned that the project will make this a bigger issue

[illegible]

OUTREACH METHODS

- Fliers mailed to residents and businesses with a 500' radius of the project site as well as hand delivered to all residents of the Mt. Baker Village Apartments. The fliers were translated into Vietnamese, Cambodian, Amharic, and Somali
- Link to online surveys were provided on flier. Surveys were available in English, Vietnamese, Cambodian, Amharic, and Somali.
- An in person meeting was held on Thursday, January 10th, 2019 at Mount Baker Village 2580 S McClellan St., Seattle, WA 98199. Vietnamese and Cambodian interpreters were present

COMMUNITY MEETING SUMMARY

Key Messages Relayed:

- Purpose of meeting is to inform neighbors about proposal and hear feedback which becomes part of official project record
- Next steps:
 - Submitting packet for early design guidance at the end of the month
 - Construction estimated to begin Spring 2020
- Project Description
 - 20-22 Townhouses, three stories
 - Each unit is approximately 1300 square feet with three bedrooms and two bathrooms.
 - Approximately 17 Parking Stalls – shared easement with Mt. Baker Village.
 - Site is located with the Mt. Baker Light Rail Station Overlay so no parking is required to be provided.
 - Solid Waste Storage Area at SE site enclosed with fences. Haulers will pick up the dumpsters from this location.
 - Bike parking provide for each unit, plus two for visitors, located along east property edge.
 - Steep slope located at the NW corner of the site – no building will take place here.
 - Open, common amenity space located adjacent and exploring opportunities of planting, paving, seating, lighting, children’s play structure, etc.
 - Possibility of roof decks-- penthouses and flat roof. In the process of studying roof forms.

COMMUNITY FEEDBACK

Parking and Traffic Comments

- One person was thankful that parking is being provided.
- A few people are concerned that there are not enough parking spots on site since the residents around the area used to park on the proposed site.
- One person asked how the residents split the parking since there are less parking spot on site than the proposed units.
- One person asked if there will be access to 30th Ave.

Miscellaneous Comments

- One neighbor asked about the plans for dealing with storm-water drainage as the neighboring sites have issues and currently a lot of storm-water runs across the existing parking lot.
- One person was concerned about the preservation of the trees on site.
- A few people requested that impervious surfaces be kept to a minimum and that pathway redundancies be reduced.
- One neighbor raised concerns of privacy to the existing homes and future townhouses.
- One person was concerned about the height of units.
- One person asked how long the public comment period will be open.
- One person was curious about who will be the builder for the project.
- One person asked if the builder has done other projects in the city and wanting to see the previous projects.
- One person was curious how the project will relate to the bigger picture of city development. He specifically asked if there will be a zoning change, and if so will it change the design of the project.
- One person asked if the project will be built green.
- One person asked how long the construction will last.
- One person asked when the final EDG packet be submitted to the city.
- One person asked how much the townhouses would be sold for.

Option 3 Specific Questions and Comments

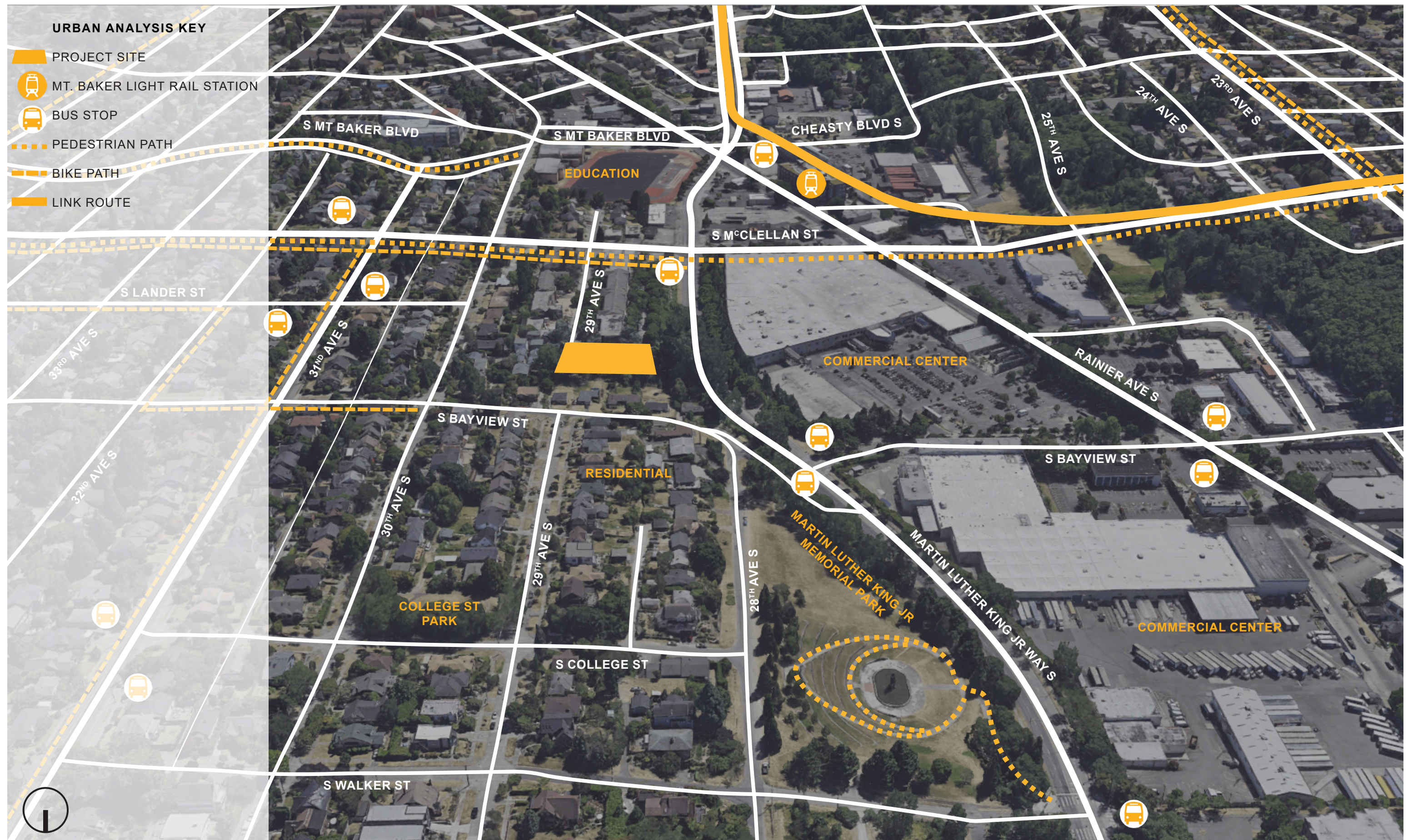
- One person said it “looks like a cool community”.
- One person asked how many bathrooms and bedrooms the units will contain. Another asked for the total area of each unit.
- One person asked if there will be landscape and planters on site.
- One person asked if there will be retaining walls on the steep slope side of the property.
- One person was concerned about the massing blocking light to the northwest side of the property.
- One person disliked the single townhome in the northeast corner of the site.
- One person asked that trash be well planned to prevent it from going into the neighbor’s property.

RESPONSE TO FEEDBACK

Much of the meeting was focused on answering neighbor questions. Of the feedback received a majority revolved around parking and traffic, storm-water and impervious surfaces and massing as it relates to neighborhood fit and the privacy of adjacent units.

Items that are being addressed by the proposal are:

- Shadow studies to reduce impact to shading of neighboring properties.
- Retention and protection of existing exceptional tree at the northeast corner of the site.
- Reduction of paving to maximum extent feasible. Use of permeable paving where possible.
- No disturbance to the steep slope area.
- Location of trash, recycling and compost receptacles in a convenient location for storage and staging to avoid unsightliness.
- Removal of single family unit from the plans.



ADDRESS: 2521 29th Avenue S, Seattle, WA, 98144
PARCEL #: 0003600025-EG
ZONING: LR3
OVERLAYS: North Rainier Urban Hub Village, Mount Baker Station Area Overlay
SITE AREA: 19,345 SF

23.45.504 PERMITTED USES

Permitted outright: Residential

23.45.514 STRUCTURE HEIGHT

Allowed Maximum Base Height:	30'-0"
4'-0" for a structure in LR3 zones including a story that is partially below-grade	34'-0"
4'-0" additional allowed for rooftop features (parapets, clerestories, etc.)	38'-0"
10'-0" additional allowed for stair penthouses:	44'-0"

23.86.006 STRUCTURE HEIGHT MEASUREMENT

The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level. ("Average grade level" means the average of the elevation of existing lot grades at the midpoint, measured horizontally, of each exterior wall of the structure, or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure.)

23.45.510 FLOOR AREA RATIO

Maximum FAR: 1.4 (23,344.3 SF)

23.45.518 SETBACKS REQUIREMENTS

Front Setback:	7'-0" average/5'-0" minimum
Rear Setback:	7'-0" average/5'-0" minimum
Side Setback for Facades <40' in length:	5'-0"
Side Setback for Facades ≥ 40' in length:	7'-0" average/5'-0" minimum

23.45.524 LANDSCAPING AND SCREENING STANDARDS

- Green Factor score of .60 or greater, per Section 23.45.524, is required for any lot within an LR zone if construction of more than new dwelling unit or a congregate residence is proposed on the site.
- Street trees are required when any development is proposed, except as provided in subsection 23.54.524.B.2-3 and Section 23.53.015.
- Existing street trees shall be retained unless the Director of Transportation approves their removal.
- The Director, in consultation with the Director of Transportation, will determine the number, type and placement of street trees to be provided.

23.45.522 AMENITY AREA

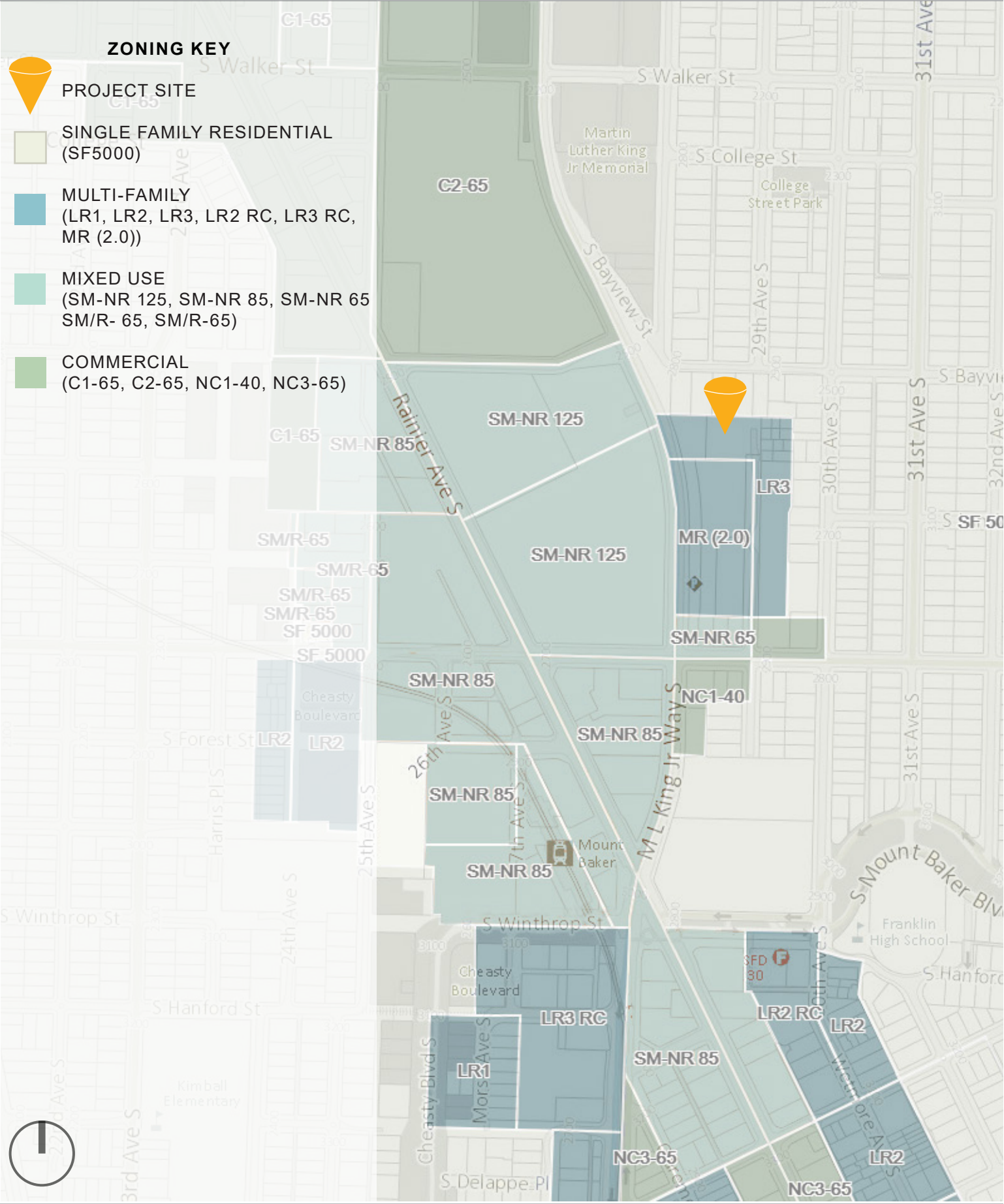
Required: 25% of lot area (50% provided on ground level)
25% x 19,345 SF = 4,836.25 SF (2,418.13 SF at ground level)

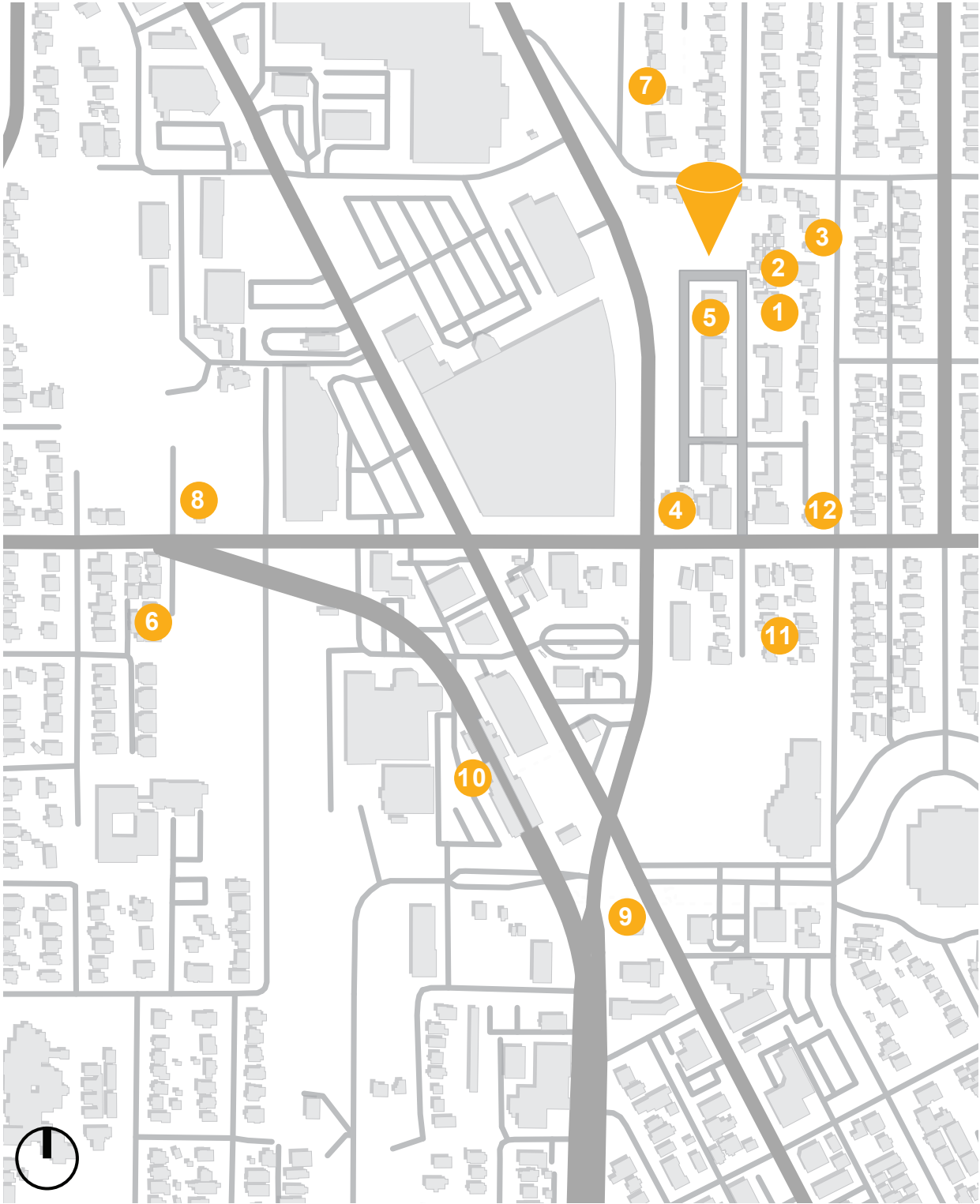
23.54.015 REQUIRED PARKING

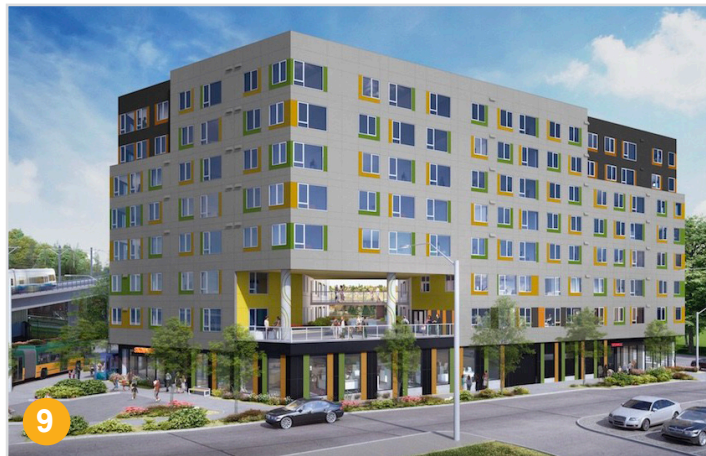
The project is located within a Station Area Overlay, therefore no parking is required.

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS

Residential, 16-25 dwelling units: 225 SF
The minimum horizontal dimension of required storage space is 12 feet.







NEIGHBORHOOD IN TRANSITION

The North Rainier Urban Village and Mt. Baker Town Center have historically been auto-oriented, consisting of large commercial buildings with expansive parking lots along MLK and Rainier, with single family homes in the surrounding blocks containing large yards and plenty of parking. With the opening of the light rail station the neighborhood has seen a transition to higher density apartments, mixed-use buildings, and townhouse developments, with less of a priority on parking and a higher priority on public transportation and pedestrian amenities.

This parcel is located between the single family homes to the north/east, the apartments to the south, and to the mixed use and commercial zoning along MLK and Rainier. This parcel has the opportunity to serve as a transition zone between these three different uses.

ROOF FORMS

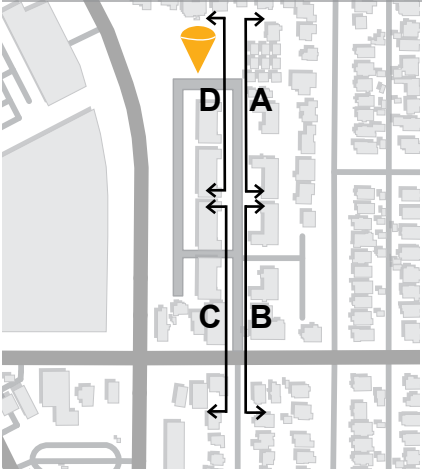
Older homes in the neighborhood are predominantly capped by gable roofs. The Mt. Baker Village apartments similarly use a gable roof to provide a residential scale to the large development. Newer townhomes were built with a mix of gable and shed roofs while new apartment and mixed-use buildings are being proposed with flat roofs to accommodate roof decks.

This project aims to strike a balance between old and new with a combination of modern gable roofs on a majority of the units with flat roofs accommodating roof decks on the western most units.

PALETTE OF MATERIALS

The single family homes in the area are predominantly clad in lap siding in a variety of colors. More recent townhomes adjacent to the site use a combination of lap siding, board and batten, shingles, and smooth fiber cement panels while the new, larger apartments are predominantly smooth fiber cement panels, and metal siding.

As a transitional townhouse development, the project will lean toward the use of more traditional siding in a combination of lap siding and board and batten and also smooth fiber cement board in limited locations. High quality, textural materials like natural wood or concrete will be considered as accent materials at the pedestrian realm.



EAST VIEW FROM SITE



← (A) 29TH AVE S LOOKING EAST →



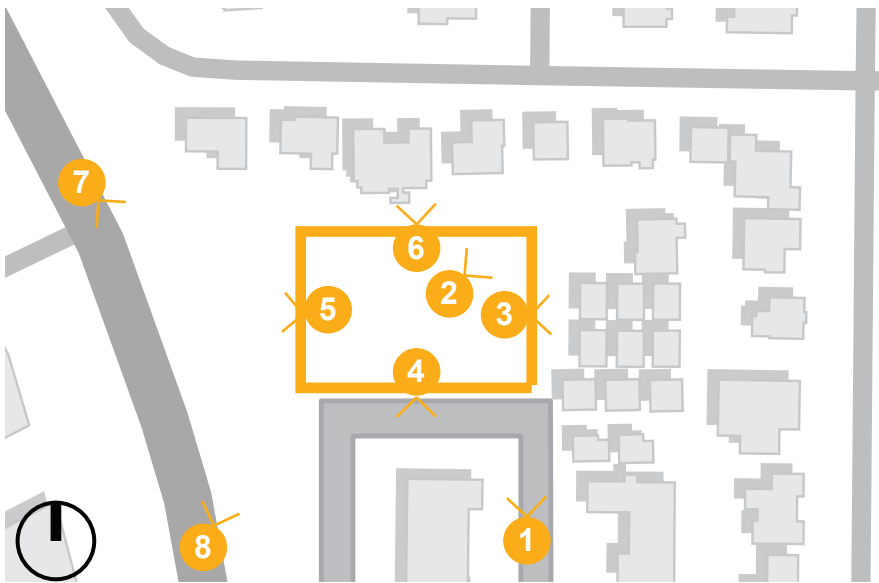
← (C) 29TH AVE S LOOKING WEST →



← (B) 29TH AVE S LOOKING EAST →

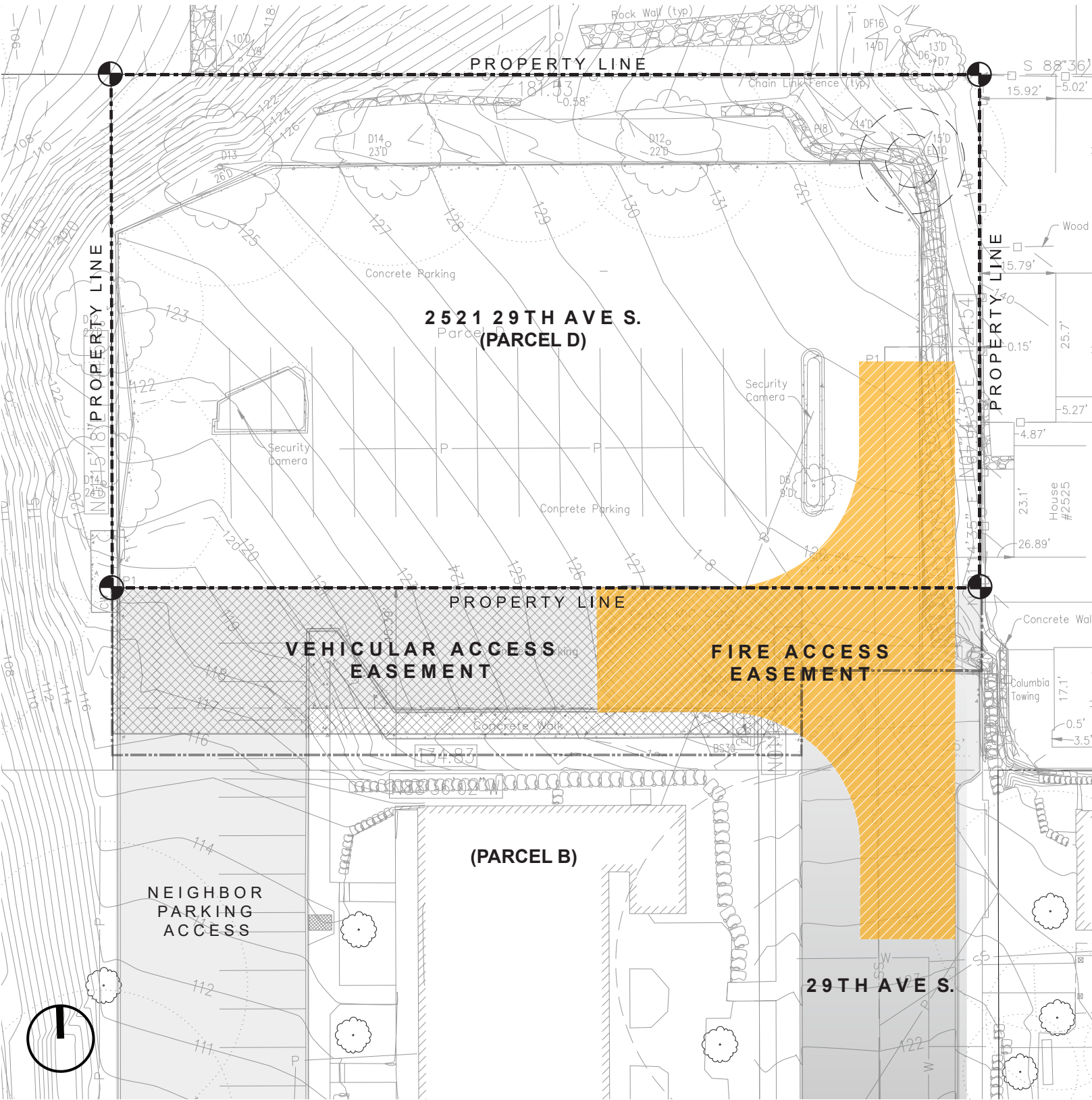


← (D) 29TH AVE S LOOKING WEST →



EXISTING SITE CONDITION IMAGERY KEY





LOT BOUNDARY ADJUSTMENT AND EASEMENTS

Under Lot Boundary Adjustment #3031245-LU, the property line of the project site (Parcel D) has been moved to the north and squared off to create a rectangular lot. The townhouse development will be located on what currently serves as a surface parking lot for the Mt. Baker Village Apartments to the south.

Due to the abrupt termination of 29th Ave S south of the parcel, a Fire Apparatus Access Road is required. A 120' Hammerhead per the Seattle Fire Code Appendix D will be provided. Additionally, a vehicular access easement is being granted by Parcel B to provide access to the proposed parking for the townhouse development.

KEY

- NEW PROPERTY LINES PER #3031245-LU
- PREVIOUS PROPERTY LINES
- VEHICULAR ACCESS EASEMENT
- FIRE ACCESS EASEMENT

LOT BOUNDARY ADJUSTMENT
NUMBER 3031245-LU

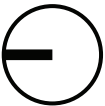
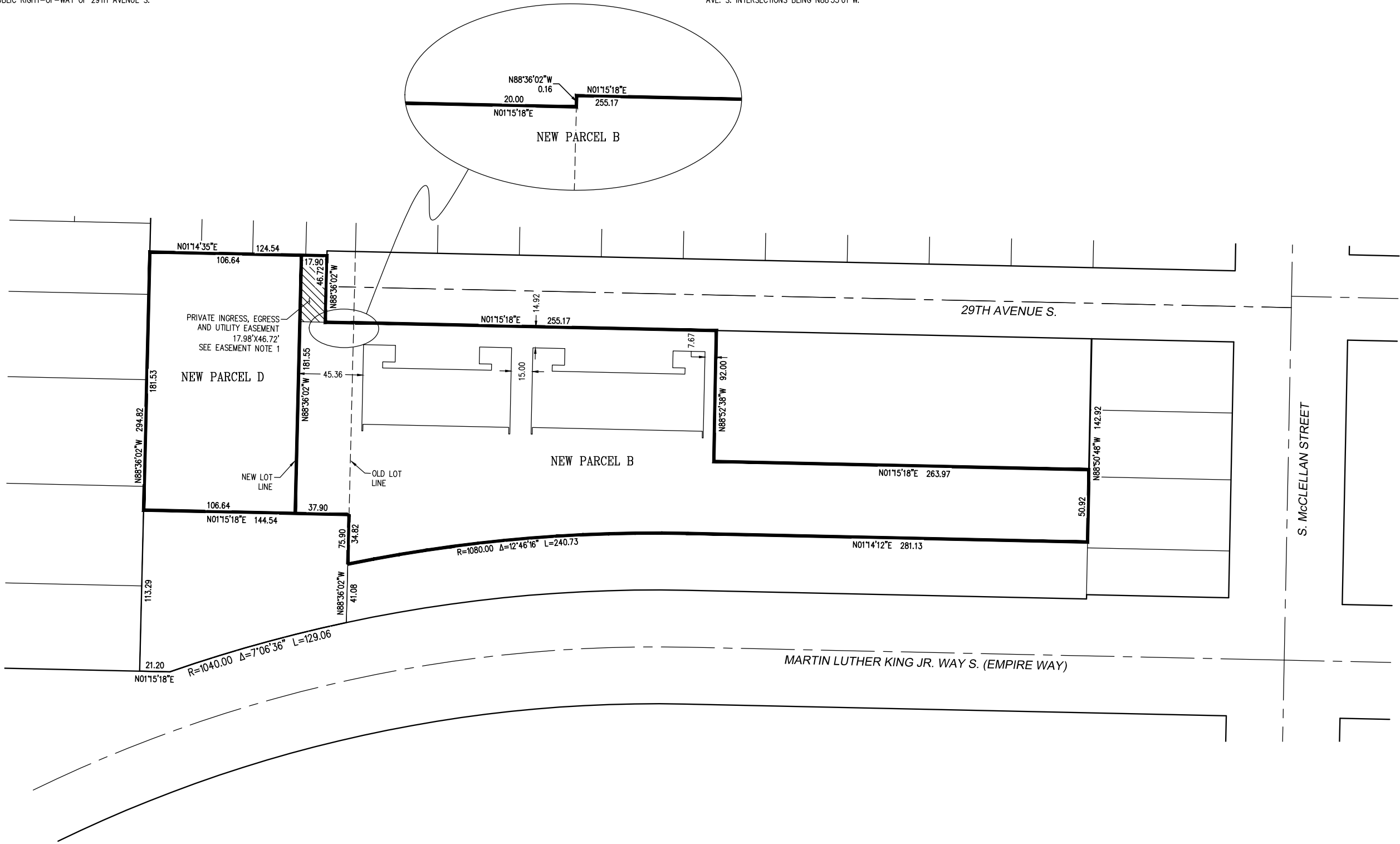
EASEMENT NOTES

- 1. THE PRIVATE INGRESS, EGRESS AND UTILITY EASEMENT SHOWN ON NEW PARCEL B IS FOR THE BENEFIT OF NEW PARCEL D FOR PRIVATE PEDESTRIAN AND VEHICULAR ACCESS AND UTILITY SERVICE FROM THE PUBLIC RIGHT-OF-WAY OF 29TH AVENUE S.

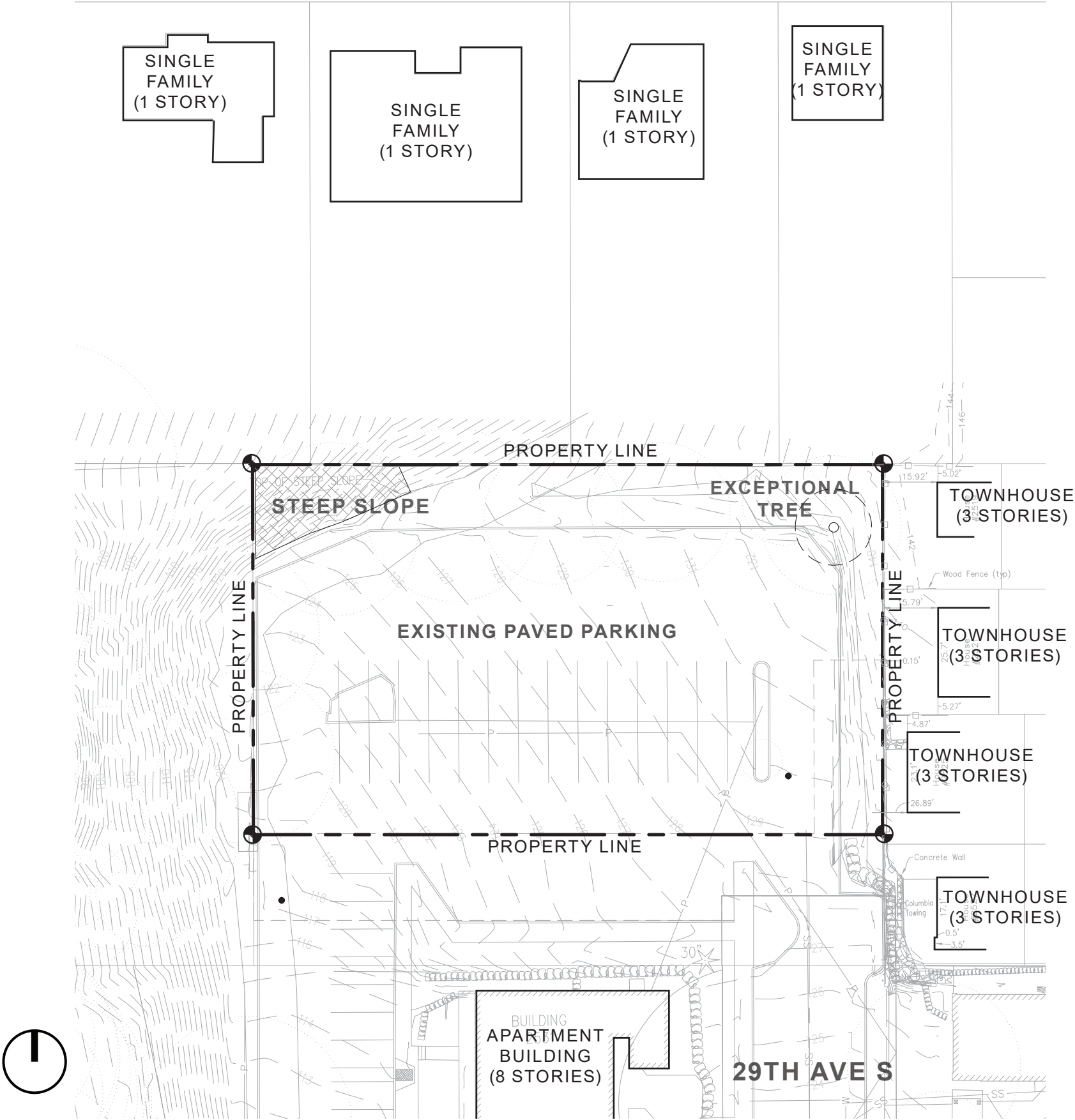
BASIS OF BEARINGS

WASHINGTON STATE PLANE COORDINATE SYSTEM - NORTH
ZONE NAD83 (2011) PER GPS DERIVED LOCATION.
CENTERLINE OF SOUTH MCCLELLAN STREET BETWEEN
MONUMENTS FOUND IN PLACE AT 29TH AVE S. AND 30
AVE. S. INTERSECTIONS BEING N88°53'01"W.

DETAIL - NOT TO SCALE



LOT BOUNDARY ADJUSTMENT SITE PLAN



EXISTING CONDITIONS SITE PLAN

PROPOSED PROJECT SITE

- Single parcel located at the terminus of 29th Ave S
- Total Site Area = 19,345 SF and measures roughly 181' wide by 107' deep

TOPOGRAPHY

- 20'-0" slope down across site from northeast corner to southwest corner
- Additional 10' grade change at northwest corner of the site, mapped as steep slope

ADJACENT BUILDINGS AND USES

- Existing 3-story apartment immediately south of site (MR)
- Existing 3-story townhouses immediately east of site (LR3)
- Existing single family homes immediately north of the site (SF5000)

TRAFFIC PATTERNS

- 29th Ave S is a dead-end, terminating at the project site
- Angled street parking is provided in few locations
- Street Improvement Plan under review for improvements to 29th Ave S

STREET-SCAPE

- Existing sidewalks run the length of 29th Ave S. on both sides of the street. The sidewalks terminate approximately 20' south of the project parcel

TREES

- One existing exceptional tree, Pacific Madrone (arbutus menziesii) located at the northeast corner will remain.
- One existing Japanese Zelkova (zelkova serrata) located within the steep slope area will remain

LEGAL DESCRIPTION

PCL D SEATTLE BLA #3021757 REC #20170201900012 SD BLA BEING LOTS 1 THRU 10 BLOCK 1 STADIUM VISTA ADD TGW POR VAC RD ADJ & TGW POR HANFORD E-D-C #44 ADJ

SITE CONCEPT

- Bundle townhomes in small clusters
- Separate bundles on all four sides to allow for pedestrian pathways, air, light, and open space
- Push waste services, bike parking, and car parking to south-east property boundary for equal ease of access to all units
- Pedestrian access continues from 29th Ave S and through the Fire and Vehicular Access Easements
- Units are located outside of the steep slope area and remain within the extents of the existing parking lot
- Townhomes are kept a safe distance from the exceptional tree in the north-east corner

CONCEPTUAL SITE KEY

PEDESTRIAN PATH

SPACE FOR AIR & LIGHT

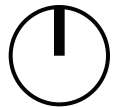
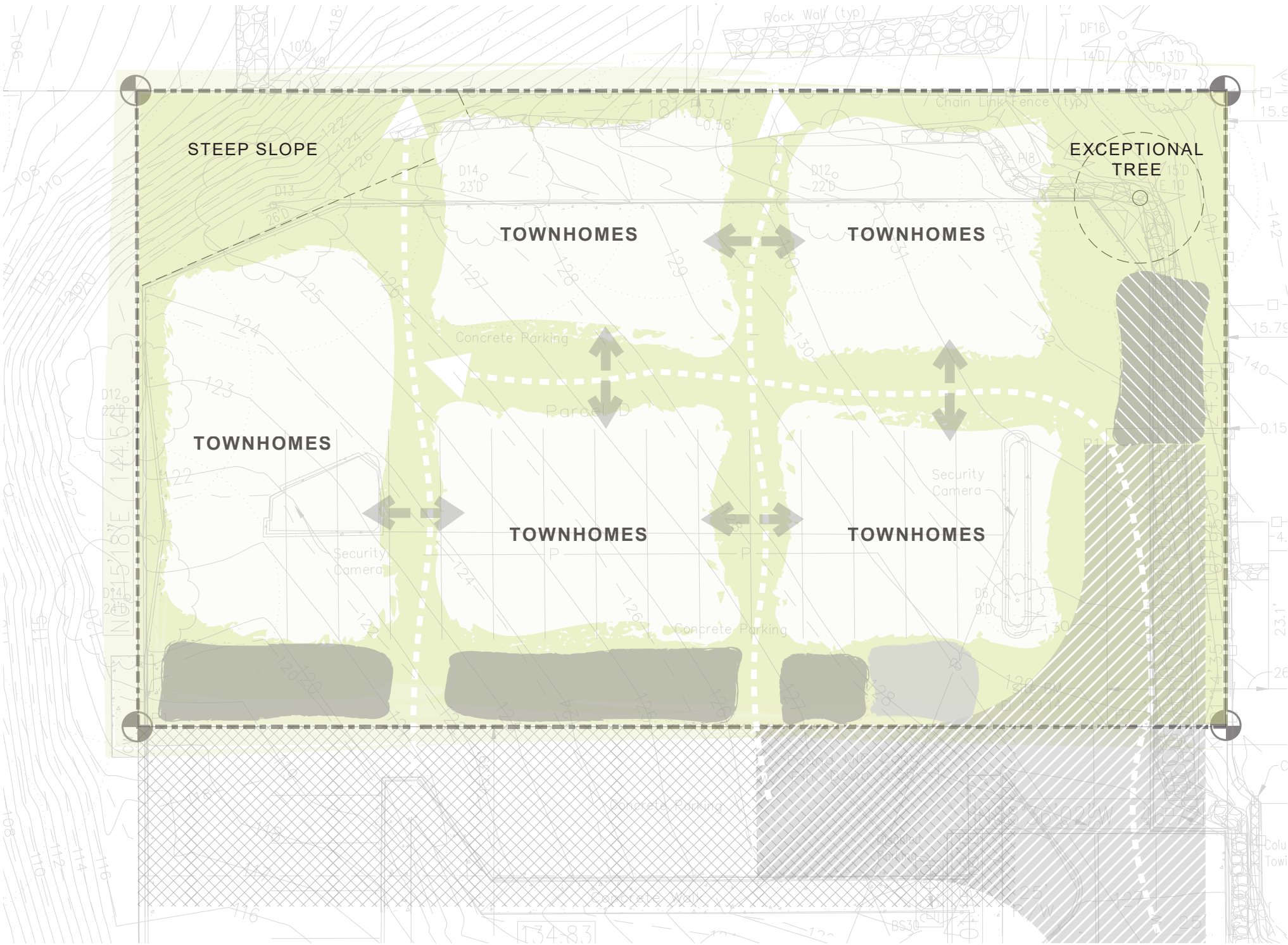
PARKING

BIKE PARKING

SERVICE (WASTE)

FIRE ACCESS EASEMENT

VEHICULAR ACCESS EASEMENT



**MOUNT BAKER
DESIGN GUIDELINES**

**CITYWIDE
DESIGN GUIDELINES**

CS1. NATURAL SYSTEMS AND SITE FEATURES	Use natural systems and features of the site and its surroundings as a starting point for project design.	
CS1-II. Topography	i. Pay particular attention to the ground plane of building facades along a slope to support a good pedestrian environment.	Buildings will step to compliment the existing topography and pathways will be comfortably sloped or stepped to facilitate pedestrian circulation through the site.
CS1-III. Plants + Habitat	iii. Preservation of significant trees on private property is highly encouraged.	The exceptional tree will be preserved and not encroached upon.
CS1-C. Topography	2. Buildings should be located and designed to take advantage of potential views, and also to enhance views from the public right-of-way.	Buildings will step to compliment the existing topography. Some units will have roof decks that take advantage of the north-west views to downtown.

CS2. URBAN PATTERN AND FORM	Strengthen the most desirable forms,characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.	
CS2-D. Height, Bulk, and Scale	1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. 2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties... 3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). 4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone. 5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings.	Our site is located at the edge of a transition zone. Buildings will be three stories, similar to other residential buildings in the area and utilize similar roof forms to complement the surrounding context.

PL1. CONNECTIVITY	Complement and contribute to the network of open spaces around the site and the connections among them.	
PL1-B. Walkways and Connections	1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project. 2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area. 3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building’s entry should be provided.	Though the sidewalk concludes south of the project site a material transition (color, texture, etc.) through the vehicular and fire access easements will connect the sidewalk to the unit's pedestrian pathways. Multiple pathways running north-south and east-west will be provided to increase ease of pedestrian traffic. The ground level will be landscaped and programmed to provide pedestrian friendly spaces.

PL2. WALKABILITY	Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.	
PL2-II. Safety and security	i. All streets, open spaces, walkways and connections should be designed to ensure clear sightliness, such as pedestrian lighting, low or see-through fencing, or landscaping.	All amenity spaces, walkways, and entries will provide lighting for safety and security.
PL2-B. Safety and security	1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses. 2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.	Unit windows will face pedestrian pathways that are well-lit, providing a natural and secure "eyes on the street" condition.
PL2-IV. Wayfinding	ii. When located on sites where wayfinding would be beneficial, new building designs should explore ways of integrating useful wayfinding displays. Employ interior displays for building users, as well as exterior displays directed towards people in the public realm.	Wayfinding displays will be provided to help residents and visitors navigate throughout the site.

PL4. ACTIVE TRANSPORTATION	Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.	
PL4-B. Planning ahead for cyclists	1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel. 2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety	For equal access to all units, bike parking is consolidated to the south and east property line, where the only abutting street meets the site. Bike parking is also grouped together to provide security, safety, and shelter.
DC2. ARCHITECTURAL CONCEPT	Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.	
DC2-A. Massing	2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.	Perceived mass will be reduced by highlighting building entries with canopies, lighting, signage and landscaping and by providing modulation with material changes to the building facades.
DC2-B. Architectural and facade composition	1. Facade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement.	The townhouses will be visible from all sides and will be thoughtfully detailed with a refined material palette throughout.
DC2-D. Scale and texture	1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front. 2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.	Stoops, weather protection, signage, lighting and railings will all be of appropriate human scale and provide a layer of fine grained texture. Materials will be of a simple palette with textural materials used at entries and within the pedestrian realm.
DC3. OPEN SPACE CONCEPT	Integrate open space design with the design of the building so that each complements the other.	
DC3-I. Building-open space relationship	i. Semi-private and private open spaces should provide building residents with more intimate places to socialize than public open spaces, access to sunlight and air, and foster community within and between buildings. These spaces include private yards, patios and balconies; communal courtyards; community gardens; rooftop patios; and forecourts and entry courtyards ii. Private yards, patios and balconies should integrate with the building design, and with adjacent semi-private or public open spaces iii. Buildings with courtyards, gardens and rooftop patios should provide a mix of passive places (e.g. sitting) and active areas (e.g. play) to support residents of all ages and needs. v. Use native, drought-tolerant, and regionally adapted plants. vii. Apply passive and active design strategies for making spaces safe and secure, such as incorporating natural surveillance techniques and adequate lighting. x. Entry courtyards may extend all the way through a project site and effectively become a pedestrian pathway; this is encouraged in order to break up building mass and provide pedestrian permeability.	Semi-private and private amenity spaces will be well-lit and have a mix of active and passive programming. Native and drought tolerant plants will be used where possible Hardscaping will be textured and patterned to differentiate pathways from amenity areas. Units with roof decks will have a mix of passive and active areas.
DC4. EXTERIOR ELEMENTS AND FINISHES	Use appropriate and high quality elements and finishes for the building and its open spaces.	
DC4-A. Building materials	1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive...Materials that have texture, pattern or lend themselves to a high quality of detailing are encouraged.	Chosen materials will be high quality, durable and easily maintainable materials.
DC4-C. Lighting	1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art. 2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.	Lighting will not cause glare to the neighboring residential units and will light pedestrian pathways, parking areas, and bike/trash storage to increase safety, and highlight entries and adjacent landscaping.
DC4-D. Trees, landscape, and hardscape materials	1. Choice of Planter Materials: Choose plants that will emphasize or accent the design... 2. Hardscape Materials: Use...hard surfaced areas as an opportunity to add color, texture and/or pattern... 4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.	Native and drought tolerant plants will be used where possible. Hardscaping will be textured and patterned to differentiate pathways from amenity areas.

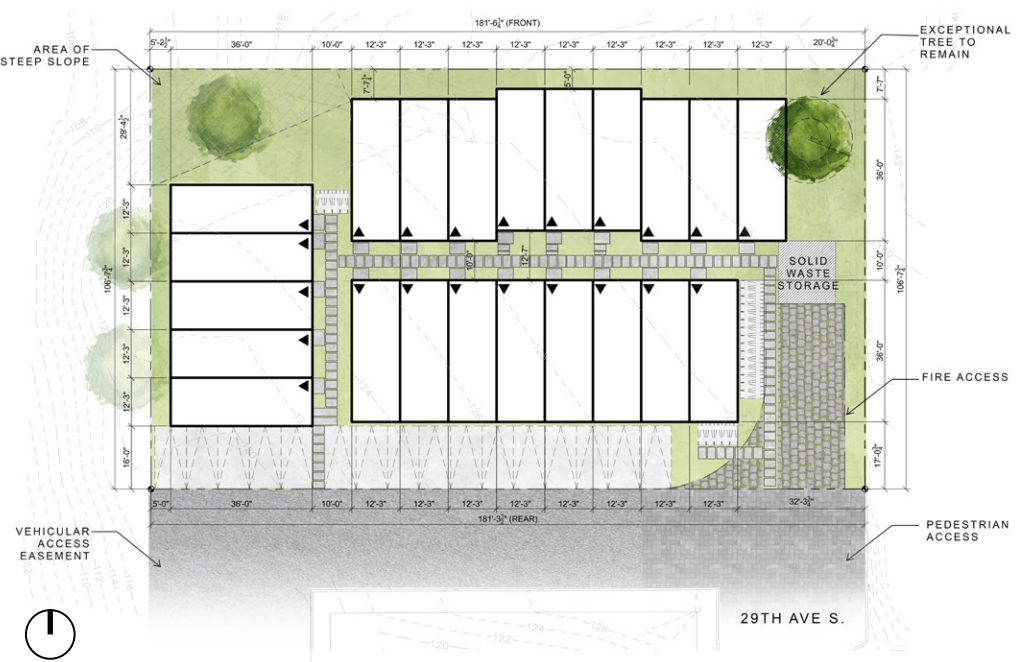


OPTION ONE

Option One contains 21 units in four buildings oriented north-south. The units are oriented east-west, with the exception of the east duplex which has been rotated to preserve the exceptional tree. 13 parking stalls are located along the south property line adjacent the vehicular access easement.

Three main pathways, running north-south, provide pedestrian access to the units, and one additional pathway provides access to the bicycle parking along the east edge of the site. There is no east-west through-site access connecting the buildings to another or to the bikes or solid waste storage. Residents will use the vehicular access easement as the connection between their entries and bike parking, trash storage and 29th Ave S.

Privacy is a concern as minimal building separation is provided between units. There is minimal ground level amenity area outside of the steep slope and the exceptional tree areas, which cannot be disturbed. The three northern most units of the three buildings to the west will be provided with roof decks. The remaining units will have shed roofs.

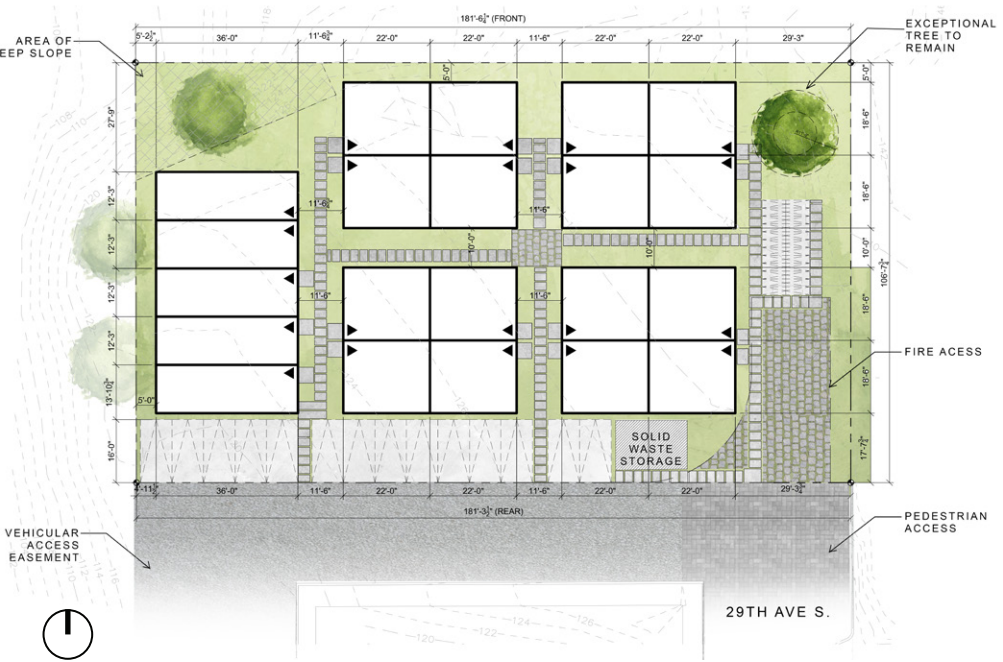


OPTION TWO

Option Two contains 22 units in three buildings, two buildings oriented east-west and the west building oriented north-south. The exceptional tree will be preserved, however, though code compliant the north building encroaches into the drip line (outer root zone). 16 parking stalls are located along the south property line adjacent the vehicular access easement.

Two main pathways, running north-south, connect the unit entries to 29th Ave S and the parking stalls. An east-west pathway allows for through-site connections and provides convenient access to the bike parking and solid waste storage areas. Bike parking is dispersed throughout the site and due to topography changes transporting a bike through the site may be inconvenient for some.

Privacy is a concern between units, though the center units of the north building step back from the central pedestrian pathway, providing additional light and space. There is minimal ground level amenity space outside of the steep slope and exception tree areas. The outer three west units and outer three east units of the northern building will be provided with roof decks while the remainder of the units will be capped with shed roofs.



OPTION THREE (PREFERRED)

Option Three, the applicant's preferred option, contains 21 townhouses in five buildings. The buildings are clustered in groups of four units, with one five-unit building oriented north-south located at the west edge of the property. The exceptional tree will be preserved. 14 parking stalls are located along the south property line adjacent the vehicular access easement.

Three north-south pathways provide access to the units from 29th Ave S and the parking area. A central east-west pathway provides convenient access between all buildings and the bike and solid waste storage areas. Bike parking is located along the east edge of the site, adjacent the fire the connection to 29th Ave S.

Two different unit types help mitigate privacy concerns and the square unit footprints allow for more access to interior light. Increased building separations provide more ground level amenity space, though a majority is also located within the steep slope and exceptional tree. The five west facing units will contain roof decks and the remainder of the roofs will be offset gable roofs.

OPTION ONE**DISTINGUISHING FEATURES**

- 21 Townhouses + 13 parking stalls
- 3-story units in 4 buildings
- Shed roofs + 3 roof decks
- 23,727.9 SF FAR (26,929.8 GFA)
- Code compliant

OPPORTUNITIES

- Centralized bike parking located near main access point to development
- Only 3 units have privacy and glare conflicts with the surface parking stalls and trash storage
- Preservation of exceptional tree without encroachment

CONSTRAINTS

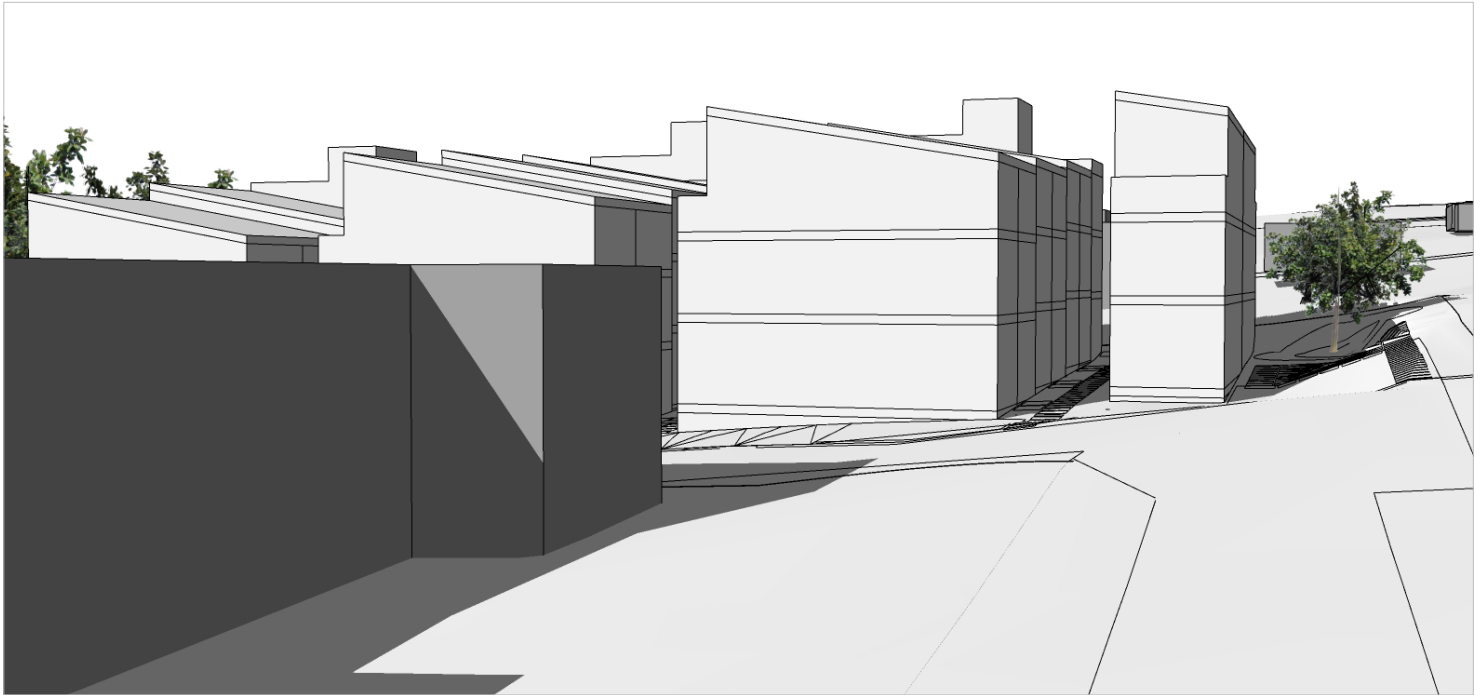
- Three main pathways run north-south connecting unit entries to parking and pedestrian/vehicular access easements
- No central pathway connecting east-west for more convenient access to bikes and trash storage locations
- 13 units are considered "tunnel" units and only have access to light on the short ends
- Minimum separation between buildings throughout site
- Privacy conflicts with units located in rows facing one another
- Limited non-steep slope ground level amenity
- Roof decks at north units create awkward massing and break roof rhythm
- No unit or program variation

DEPARTURE REQUESTED:

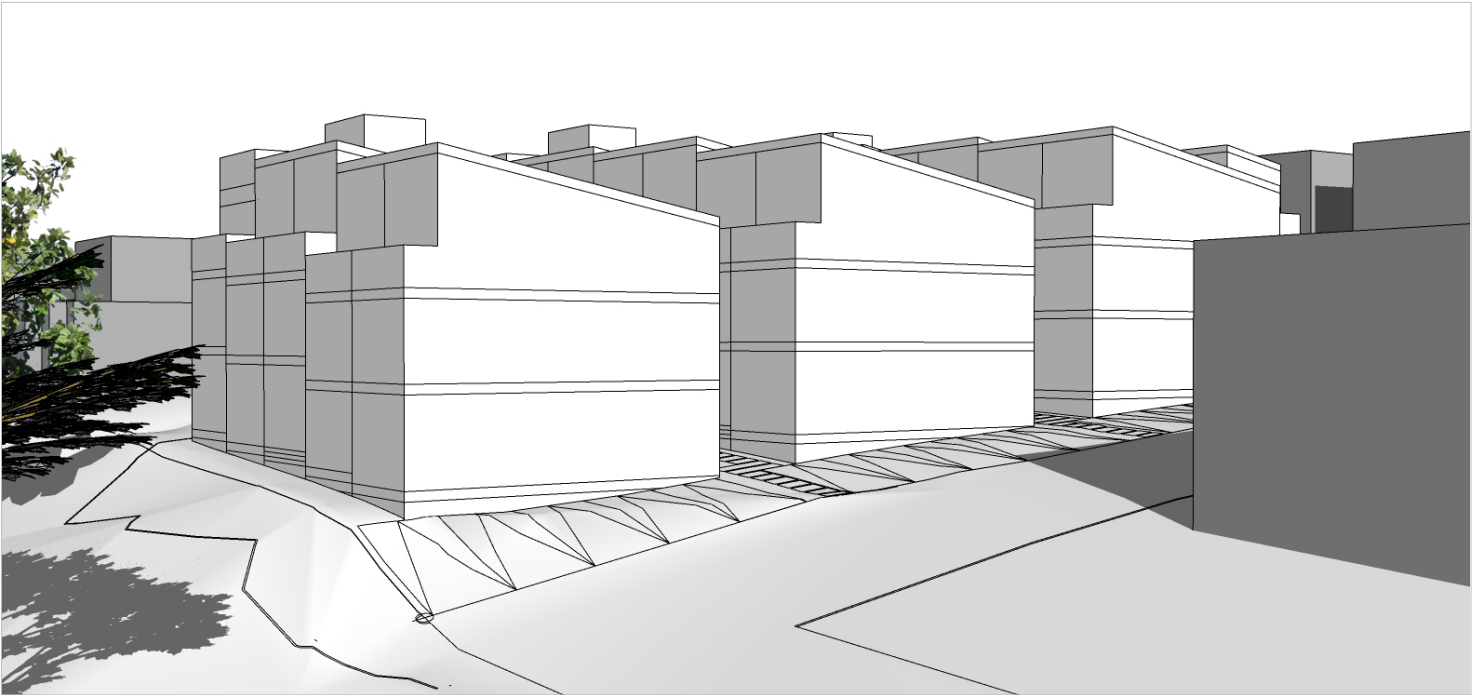
- No departures requested



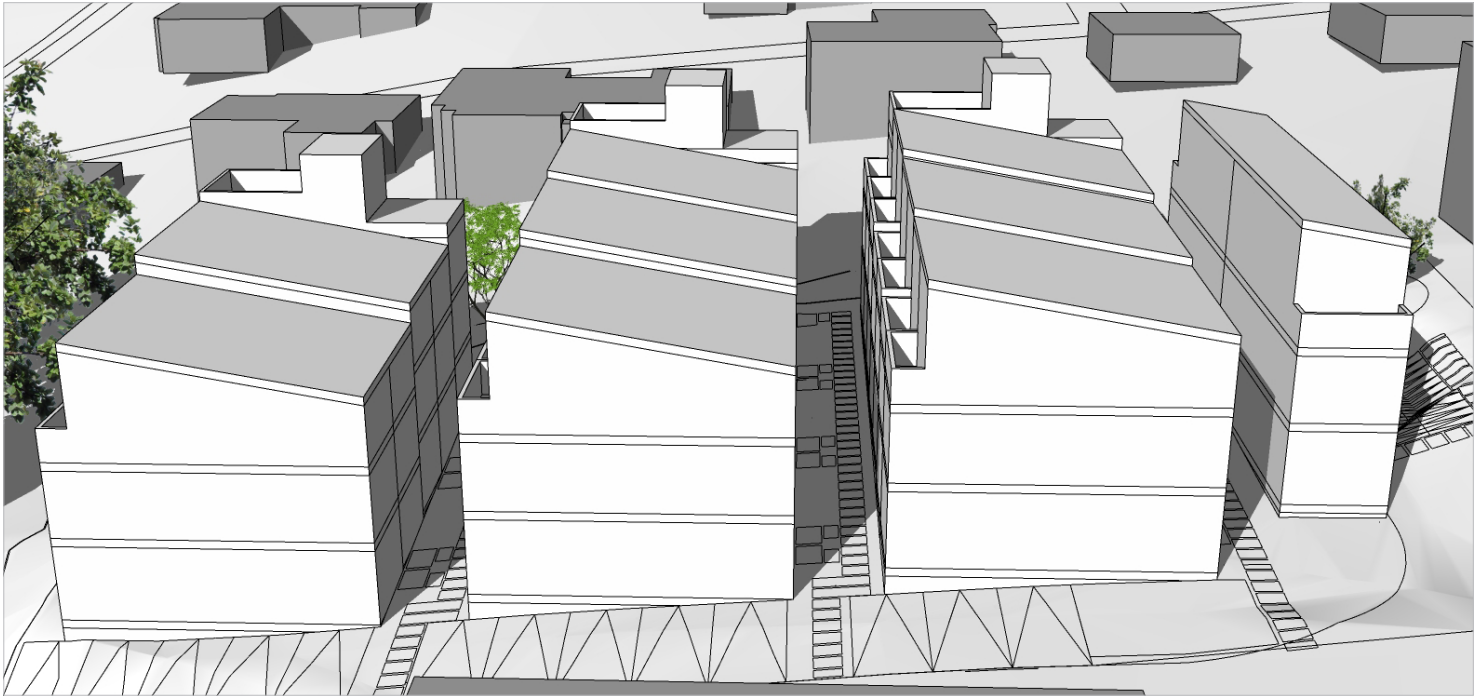
VIEW OF SOUTHEAST CORNER



VIEW OF SOUTHEAST APPROACH FROM 29TH AVE. S



VIEW OF SOUTHWEST CORNER



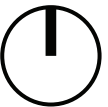
AERIAL VIEW FROM SOUTH



AERIAL VIEW OF NORTHWEST CORNER

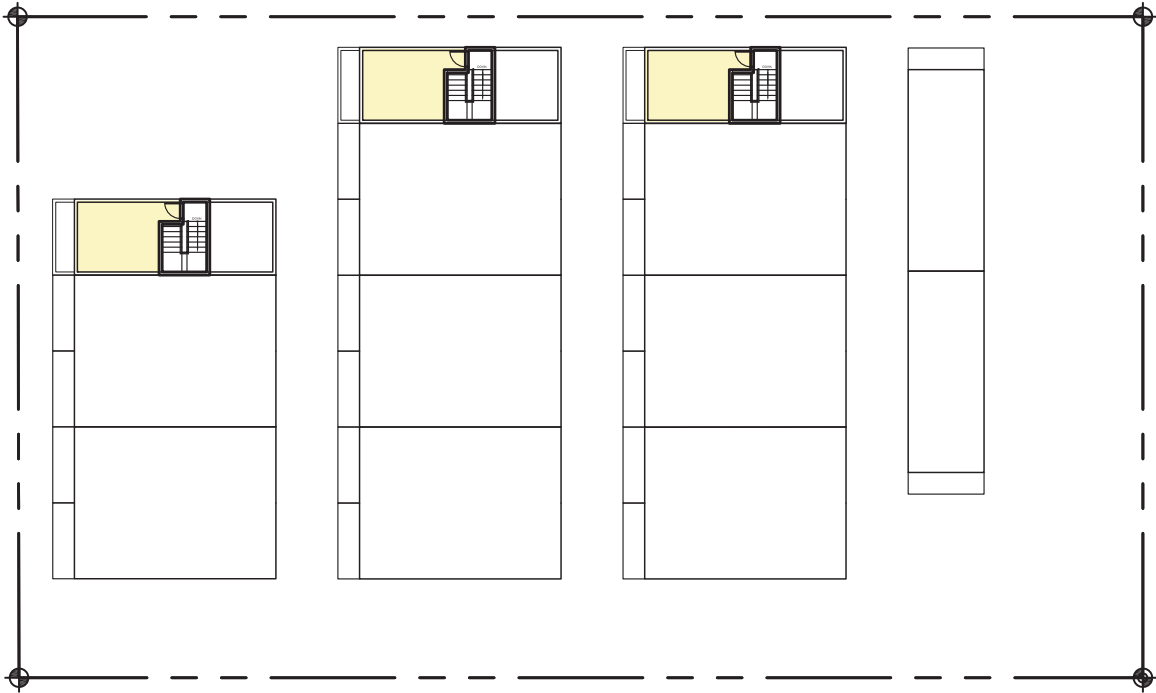


OPTION ONE SITE PLAN

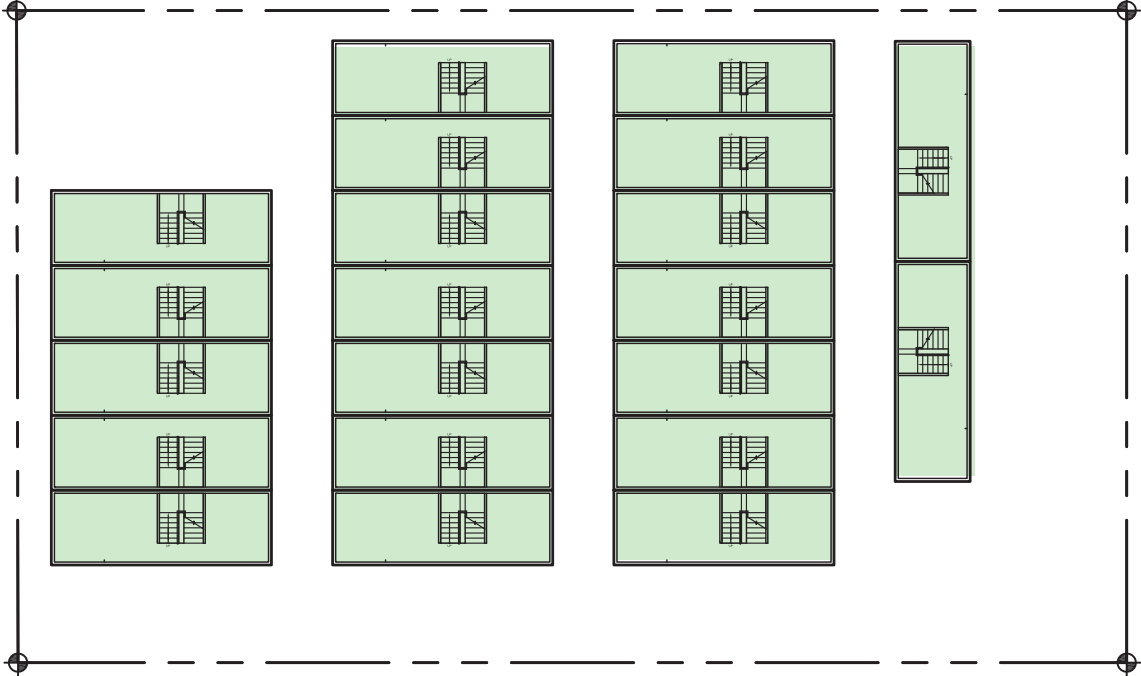


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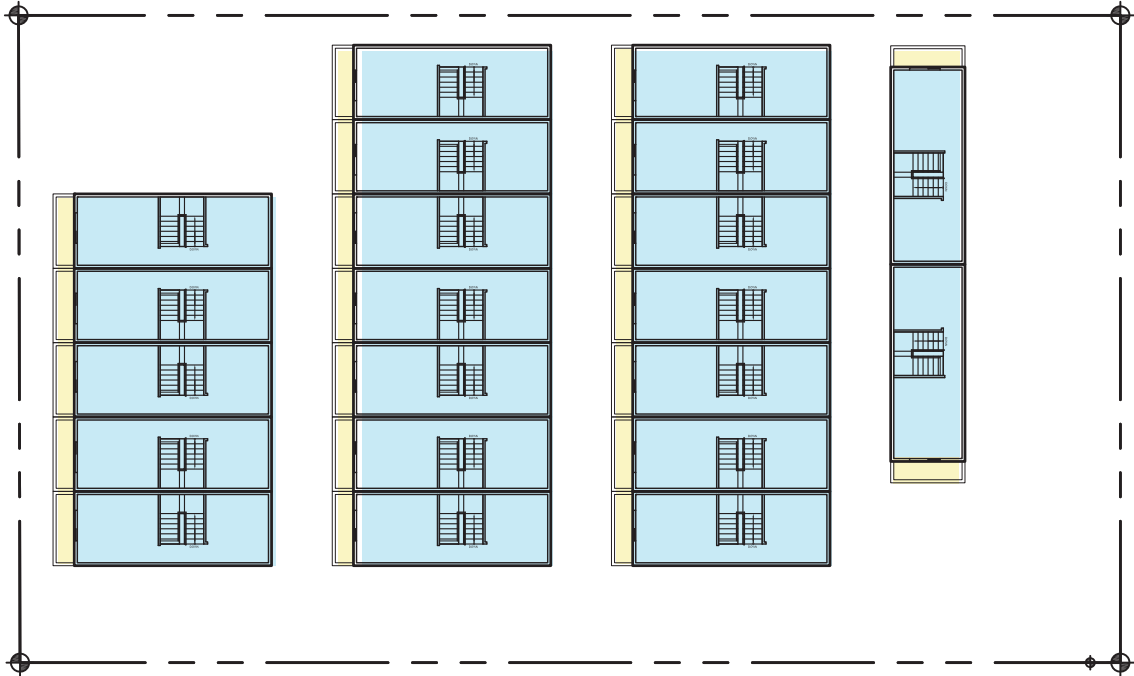
- 2 BEDROOM/BATH
- LIVING/DINING/KITCHEN
- MASTER SUITE
- DECK



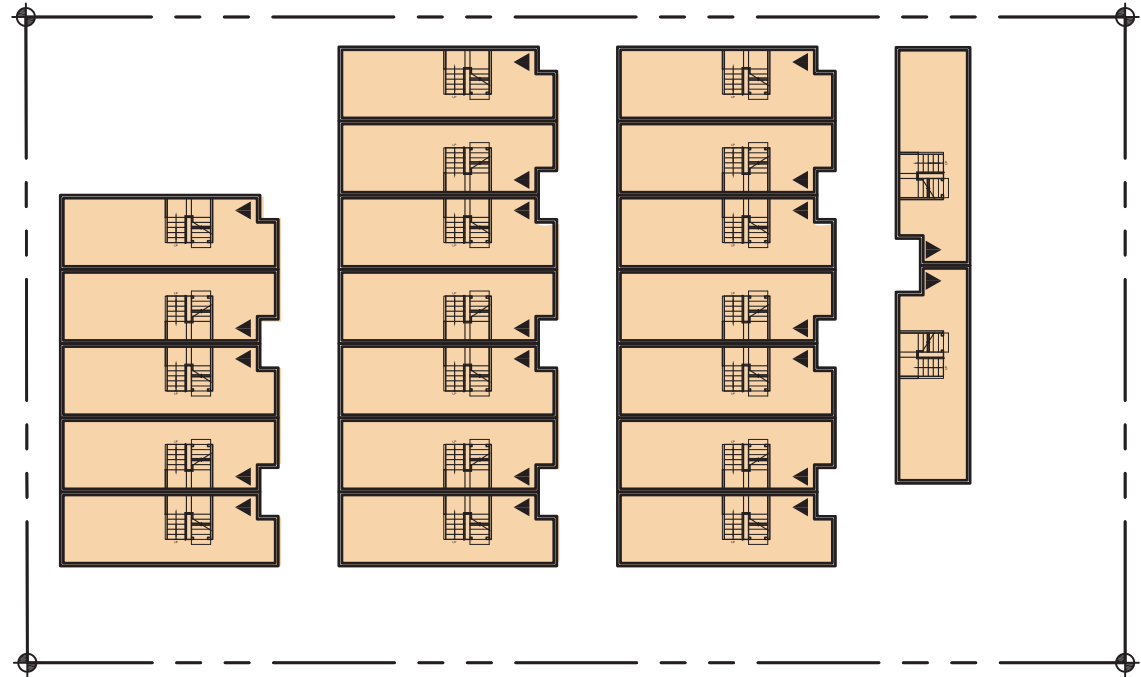
ROOF PLAN



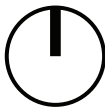
SECOND FLOOR PLAN



THIRD FLOOR PLAN



FIRST FLOOR PLAN





MARCH / SEPTEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



MARCH / SEPTEMBER 21, 5 PM



JUNE 21, 9 AM



JUNE 21, 12 PM



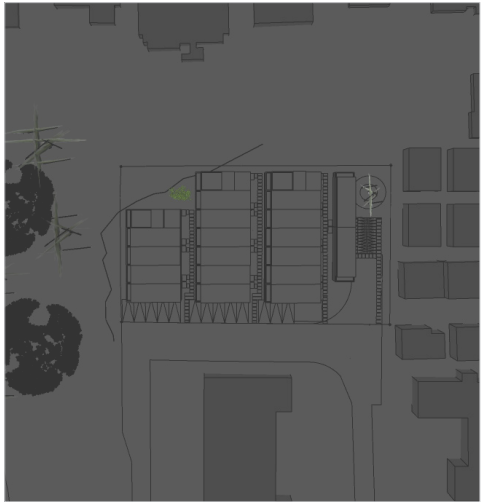
JUNE 21, 5 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 5 PM



OPTION TWO

DISTINGUISHING FEATURES

- 22 Townhouses + 16 parking stalls
- 3-story units in 3 buildings
- Shed roofs + 6 roof decks
- 24,849 SF FAR (27,230.1 GFA)
- Code compliant

OPPORTUNITIES

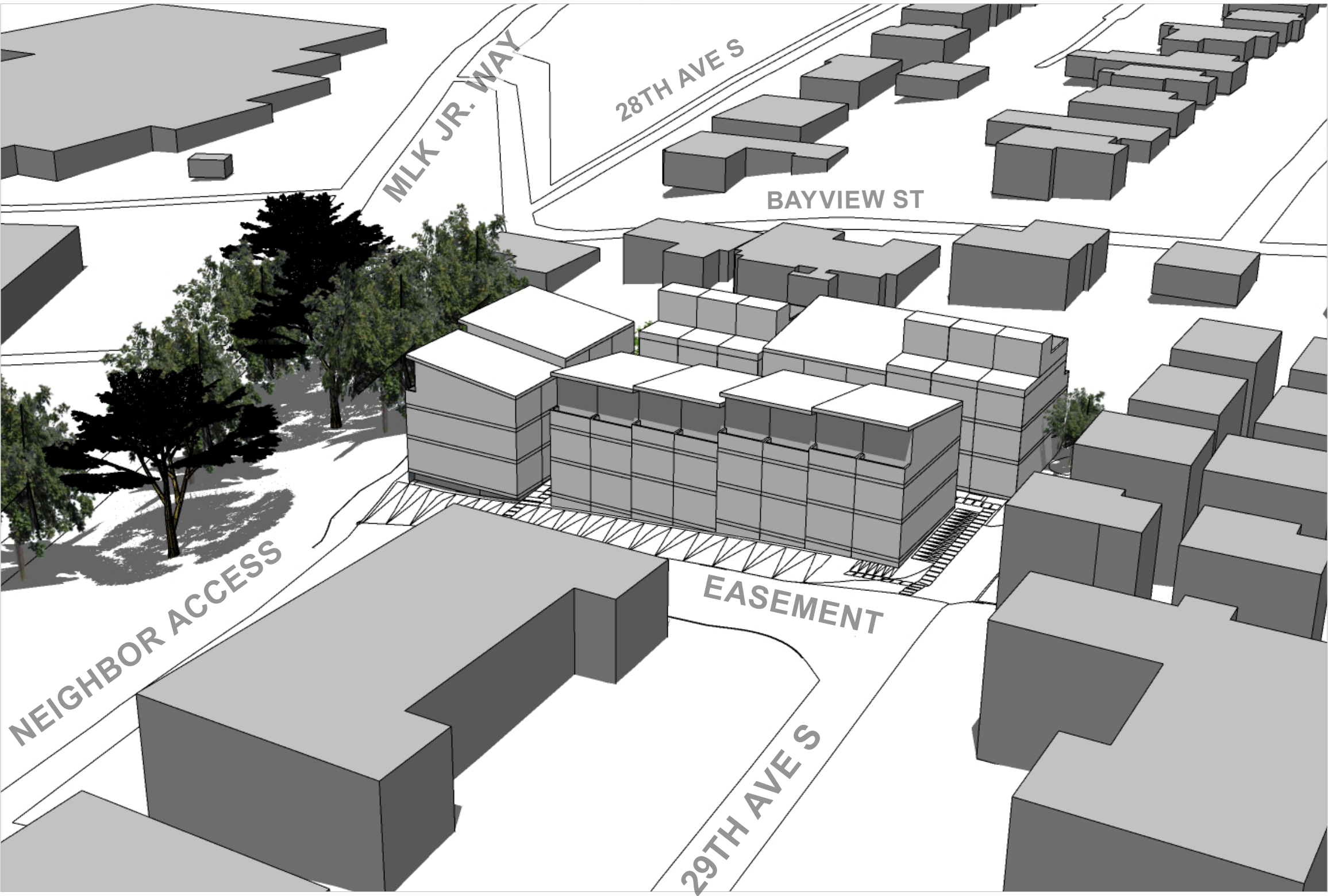
- Centralized east-west pathway connects all buildings, create a sense of community, as well as providing more convenient access to bike parking and trash storage
- Preservation of exceptional tree
- Unit modulation of north building increases separation between north and south buildings

CONSTRAINTS

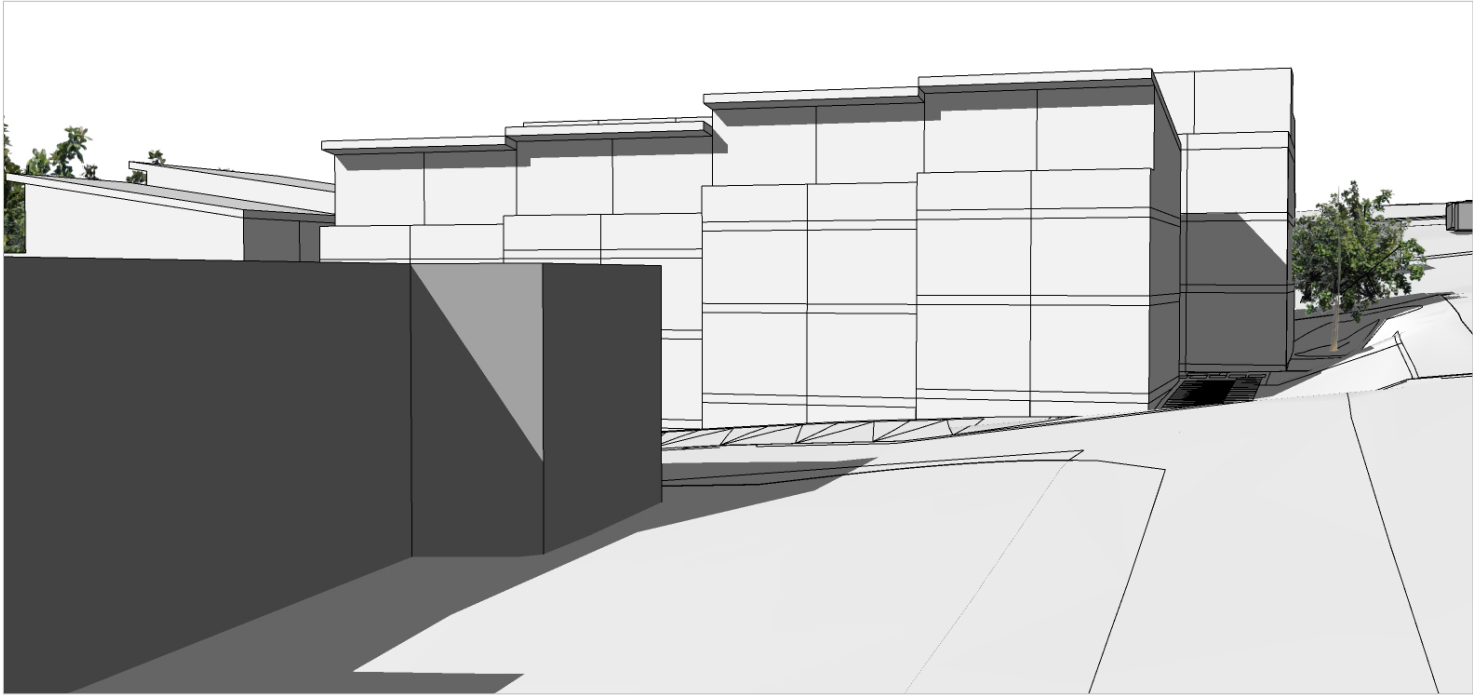
- Solid waste storage location adjacent to exceptional tree, blocks visual and physical access to tree
- Bike parking is located throughout the site. Topography changes across the site circulation will be inconvenient
- 16 units are "tunnel" units and only have access to light on the short ends
- 9 units have privacy and glare conflicts with the surface parking and bike parking stalls
- Though code compliant, the northeast townhouse encroaches into the exceptional tree
- Limited non-steep slope ground level amenity.
- No unit or program variation

DEPARTURE REQUESTED:

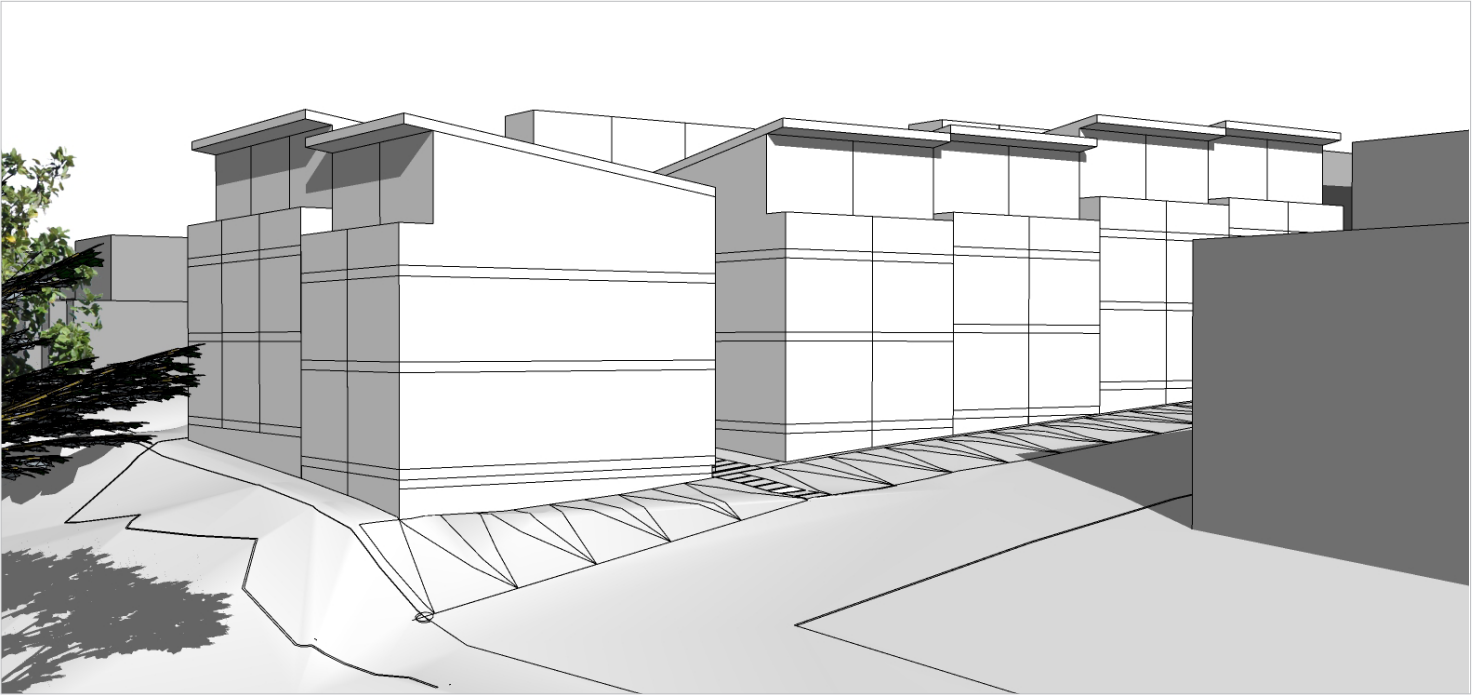
- No departures requested



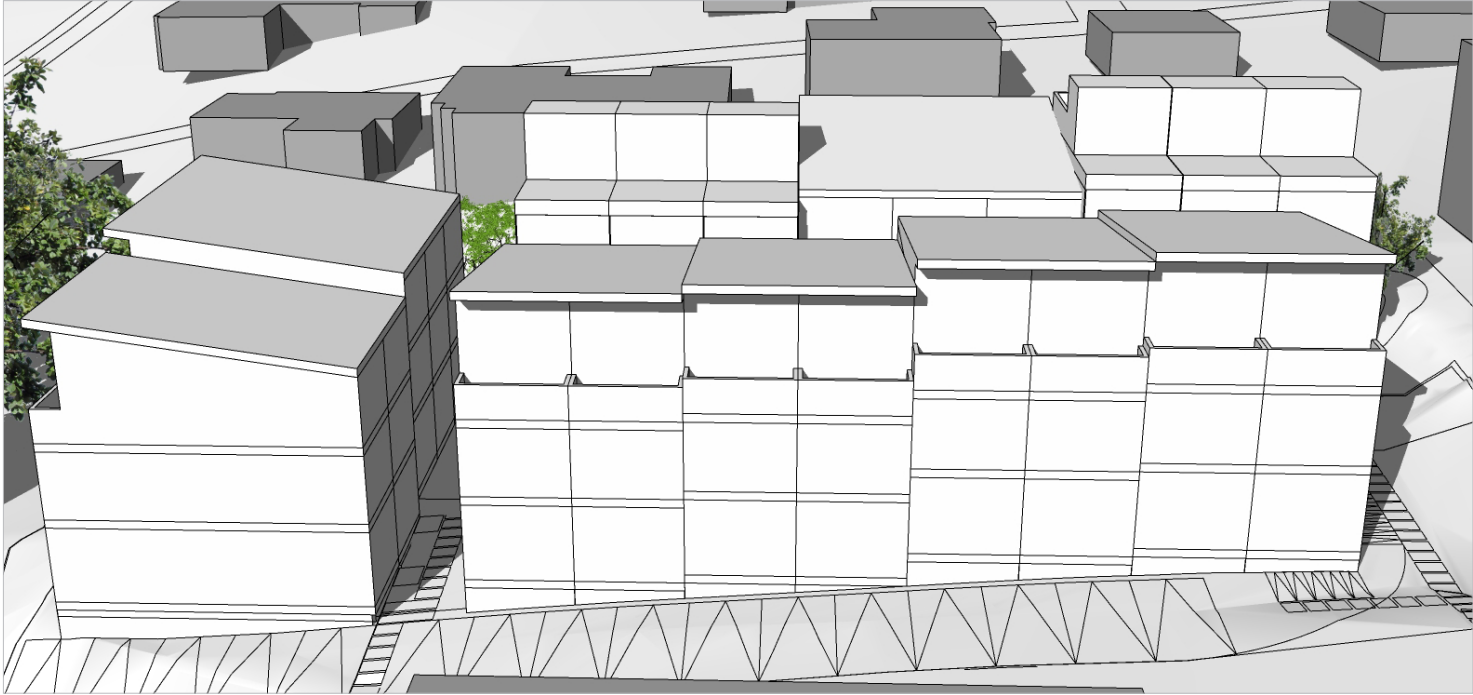
VIEW OF SOUTHEAST CORNER



VIEW OF SOUTHEAST APPROACH FROM 29TH AVE. S



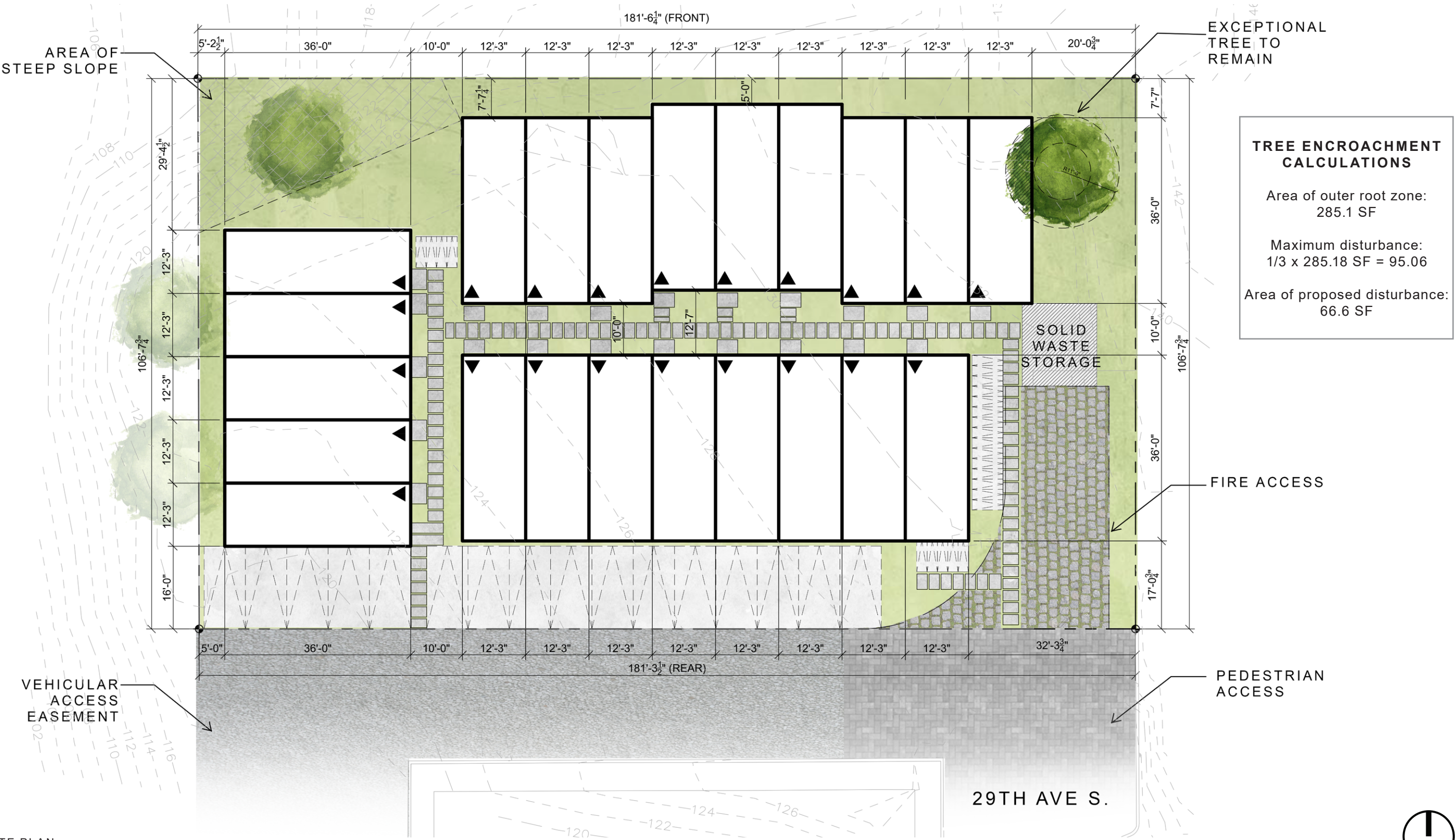
VIEW OF SOUTHWEST CORNER



AERIAL VIEW FROM SOUTH



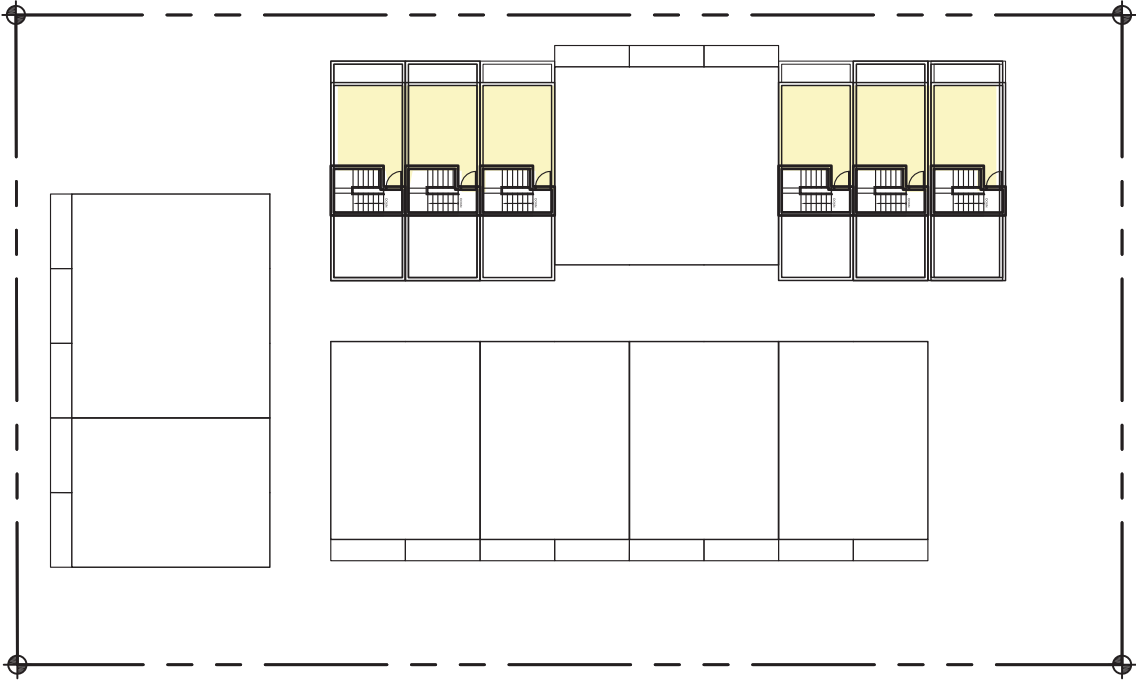
AERIAL VIEW OF NORTHWEST CORNER



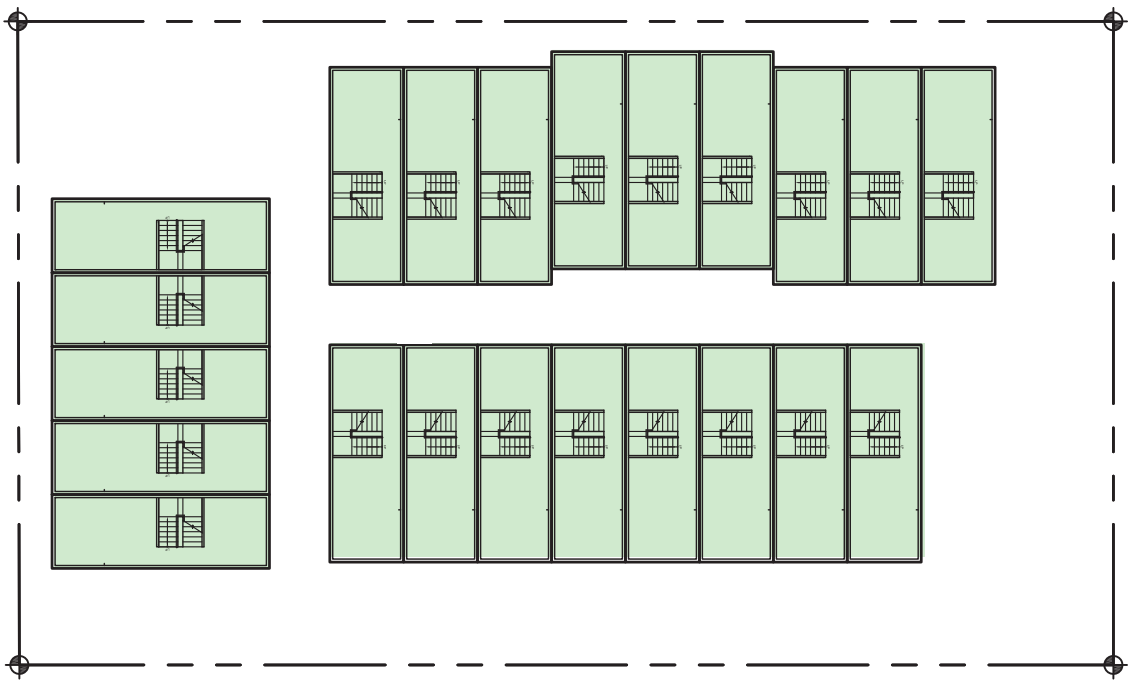
OPTION TWO SITE PLAN

KEY

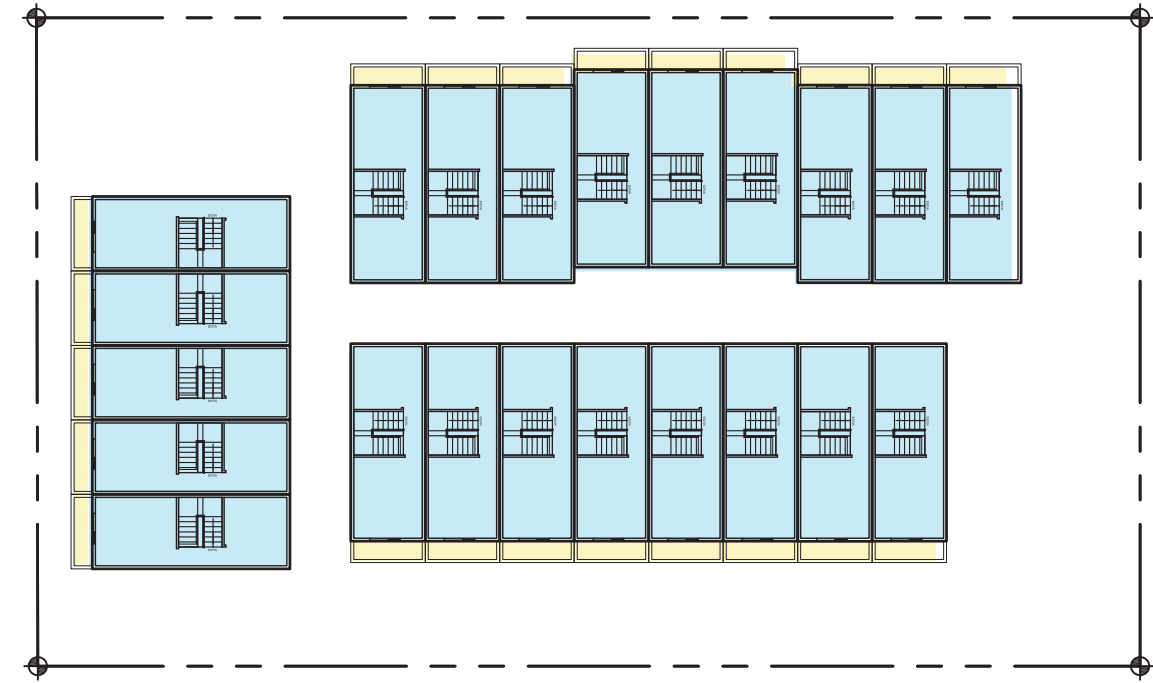
- 2 BEDROOM/BATH
- LIVING/DINING/KITCHEN
- MASTER SUITE
- DECK



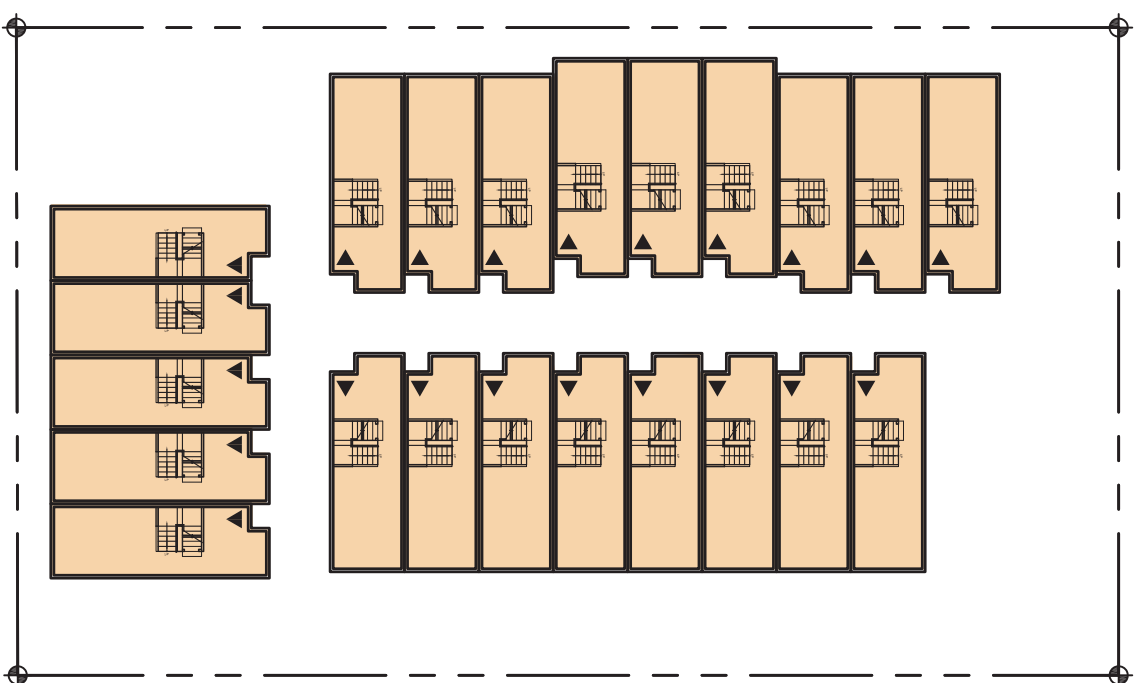
ROOF



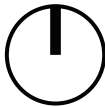
SECOND FLOOR PLAN



THIRD FLOOR PLAN



FIRST FLOOR PLAN





MARCH / SEPTEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



MARCH / SEPTEMBER 21, 5 PM



JUNE 21, 9 AM



JUNE 21, 12 PM



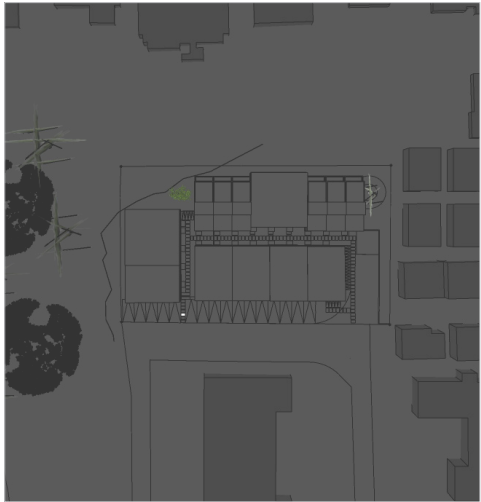
JUNE 21, 5 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 5 PM



OPTION THREE - PREFERRED**DISTINGUISHING FEATURES**

- 21 Townhouses + 14 parking stalls
- 3-story units in 5 buildings
- Modern gable roofs + 5 roof decks
- 23,344.3 SF FAR (26,929.8 GFA)
- Code compliant

OPPORTUNITIES

- Centralized east-west pathway connects all buildings, creating a sense of community, as well as providing more convenient access to bike parking and trash storage
- Preservation of exceptional tree with no encroachment into drip line
- Clustered square units provides more access to light and air for each unit
- Varying building separation from 10'-0" minimum to 11'-6"
- Two unit types varies program and reduces privacy conflicts between units
- Combined bike parking conveniently located near main entry to development and main east-west connecting pathway through site
- Bike parking also adjacent exceptional tree providing for visual and physical access to this amenity space
- Only 3 units are "tunnel" units with access to light on the short ends
- Small landscape buffer between south units and parking/trash storage.

CONSTRAINTS

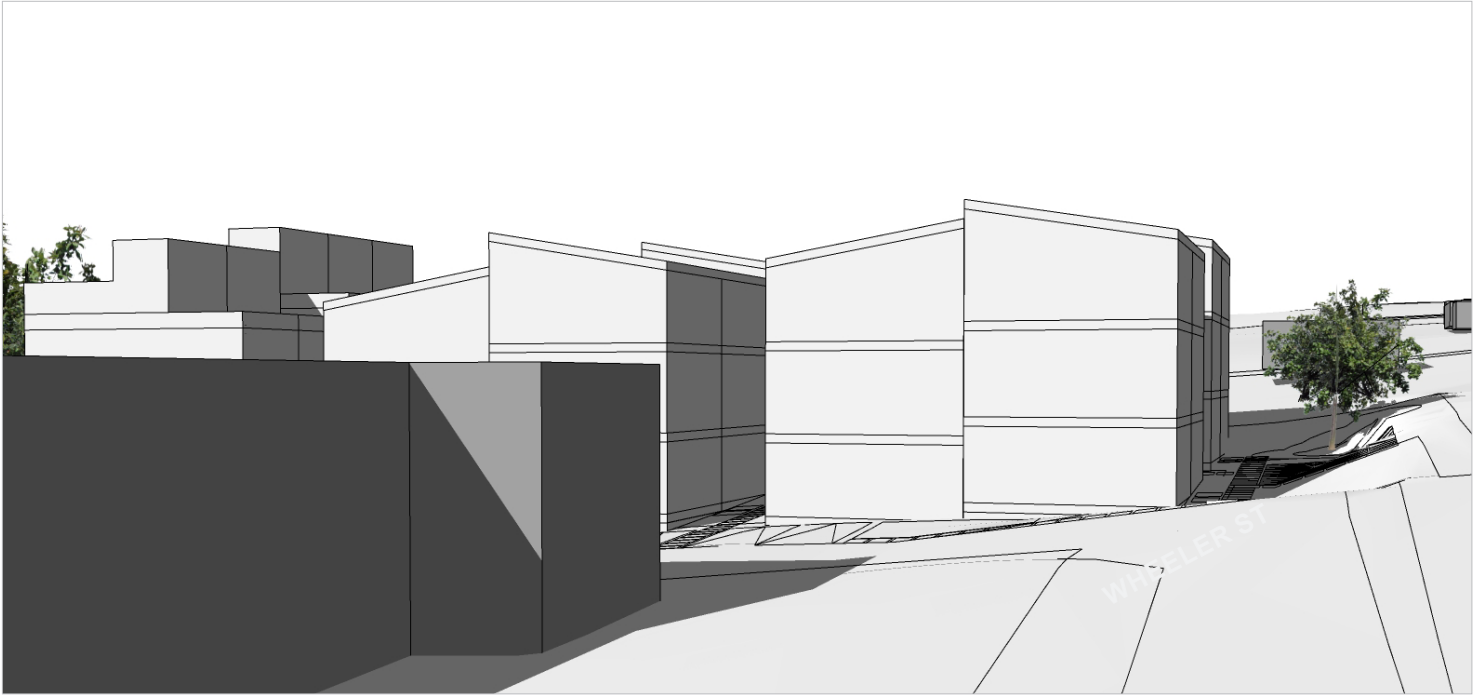
- 5 units have privacy and glare conflicts with the surface parking stalls and trash storage

DEPARTURE REQUESTED:

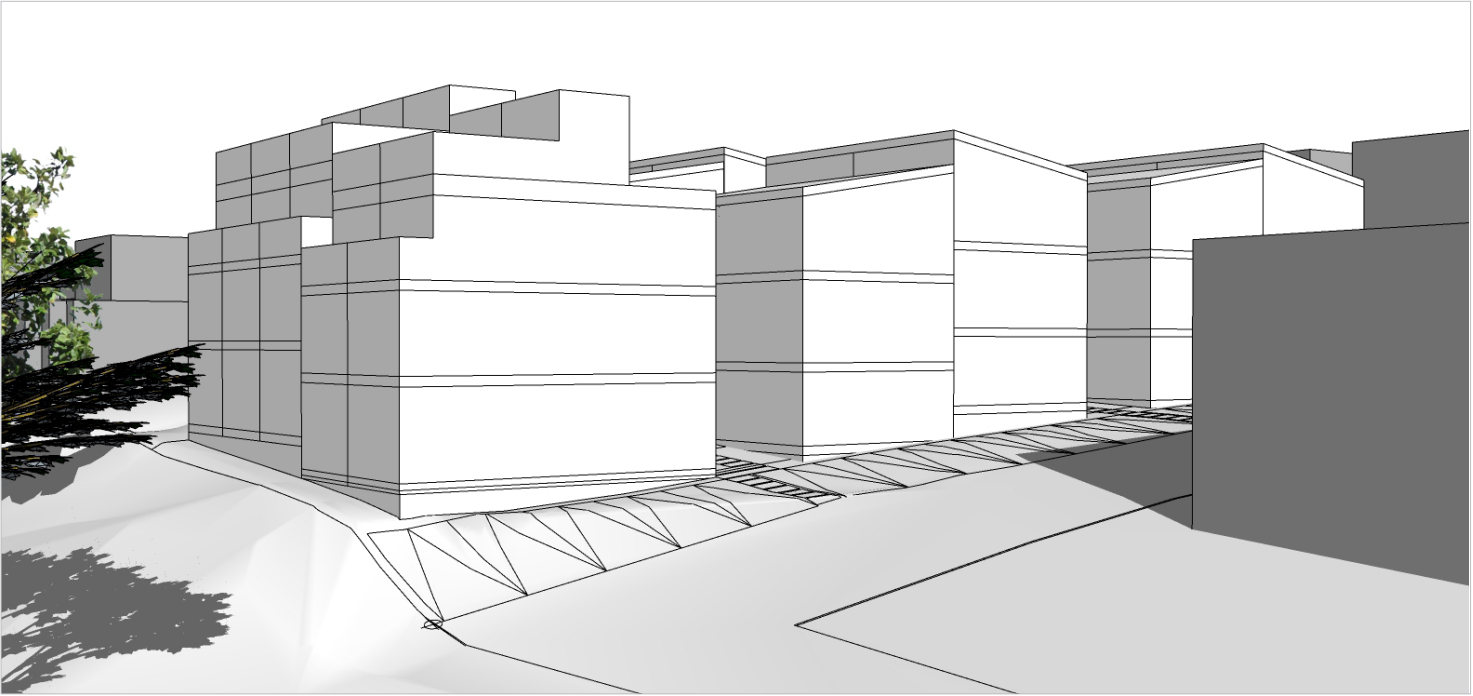
- No departures requested



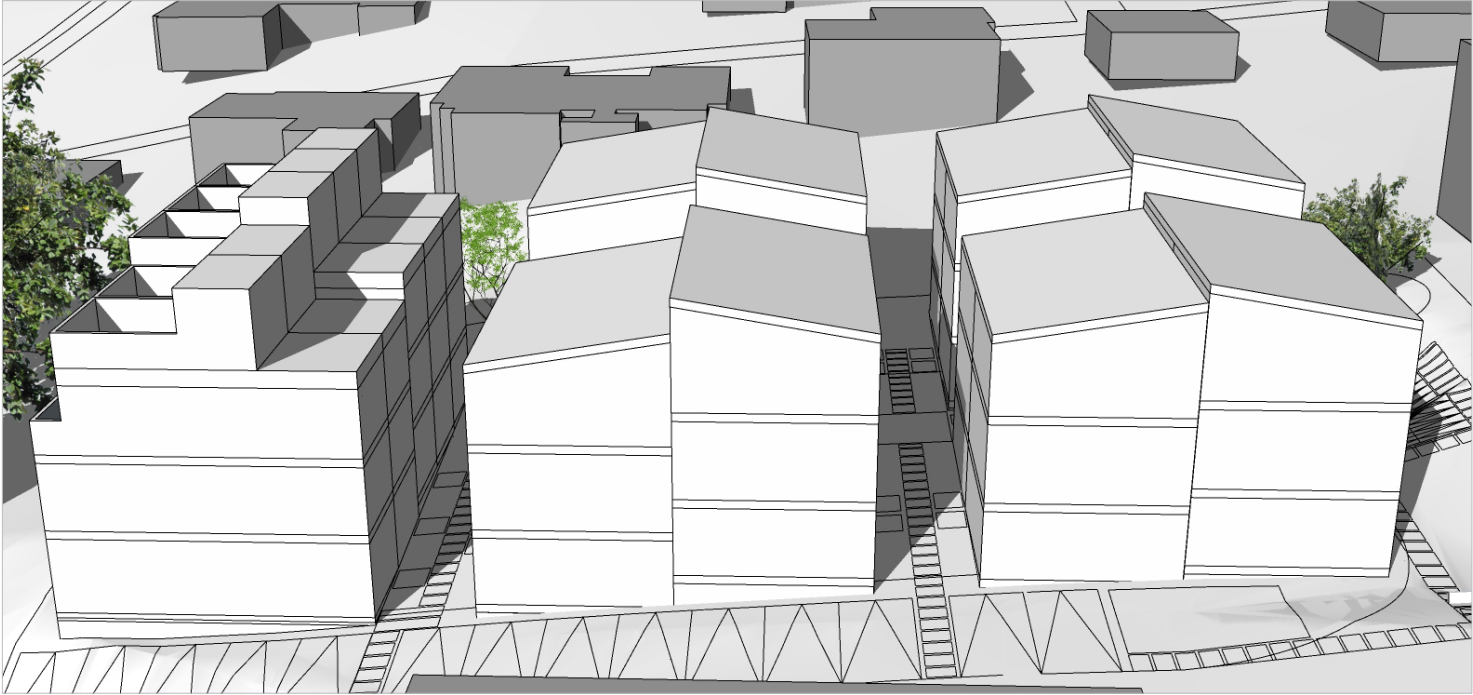
VIEW OF SOUTHEAST CORNER



VIEW OF SOUTHEAST APPROACH FROM 29TH AVE. S



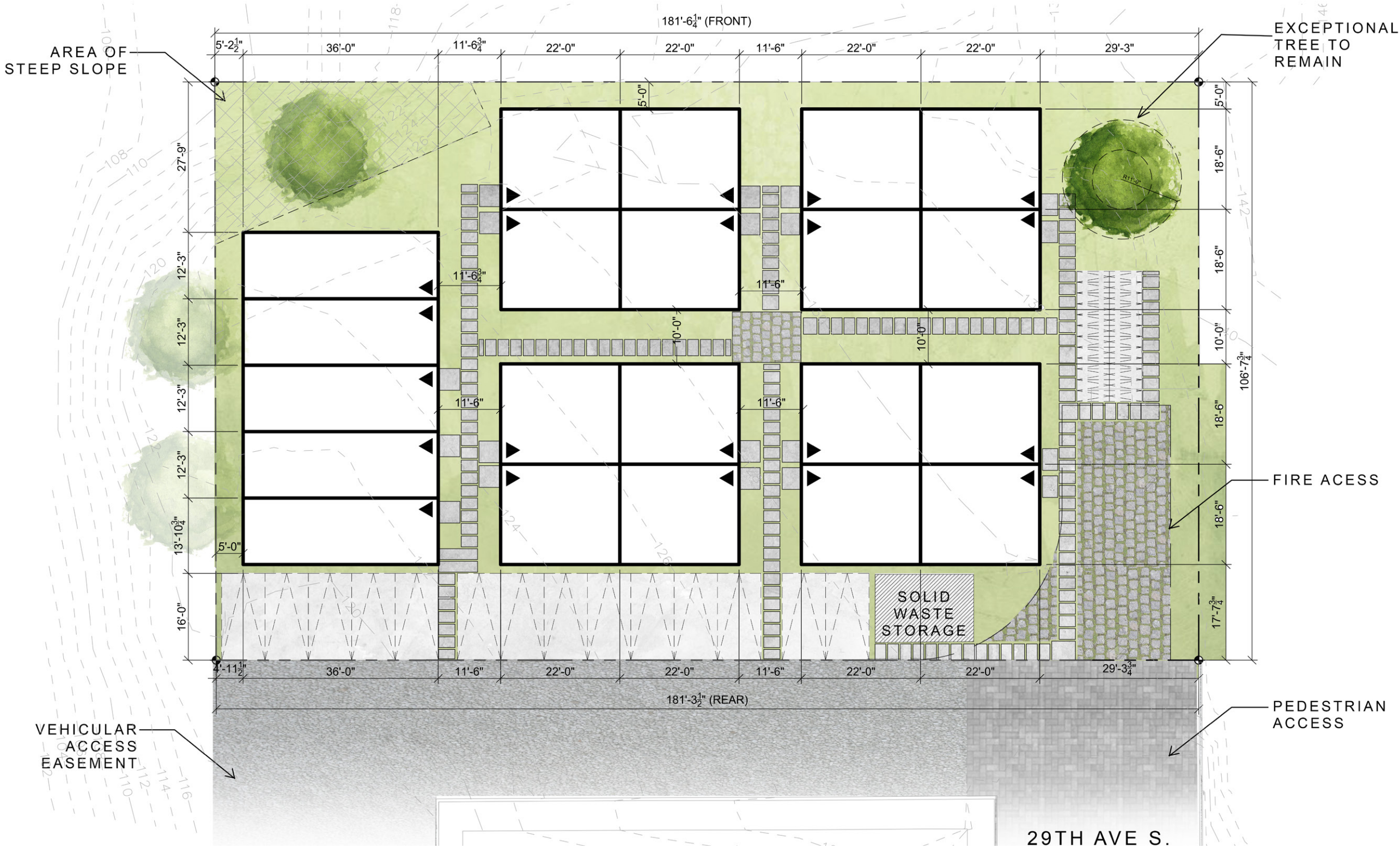
VIEW OF SOUTHWEST CORNER



SOUTH AERIAL VIEW



AERIAL VIEW OF NORTHWEST CORNER

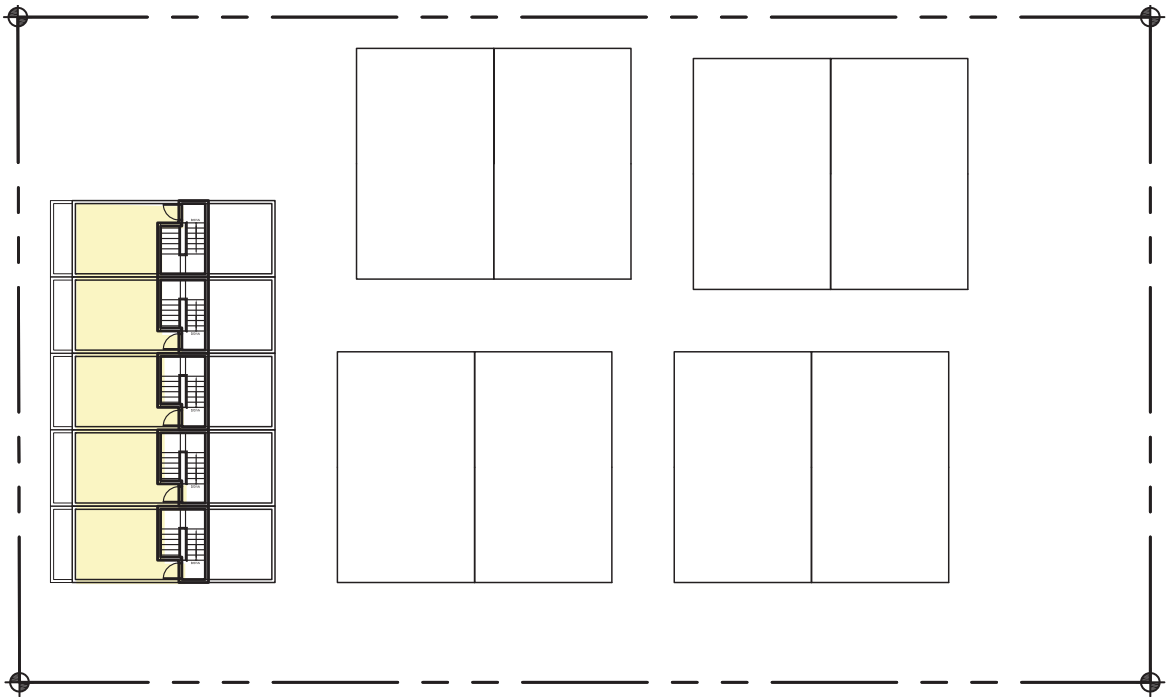


OPTION THREE (PREFERRED) SITE PLAN

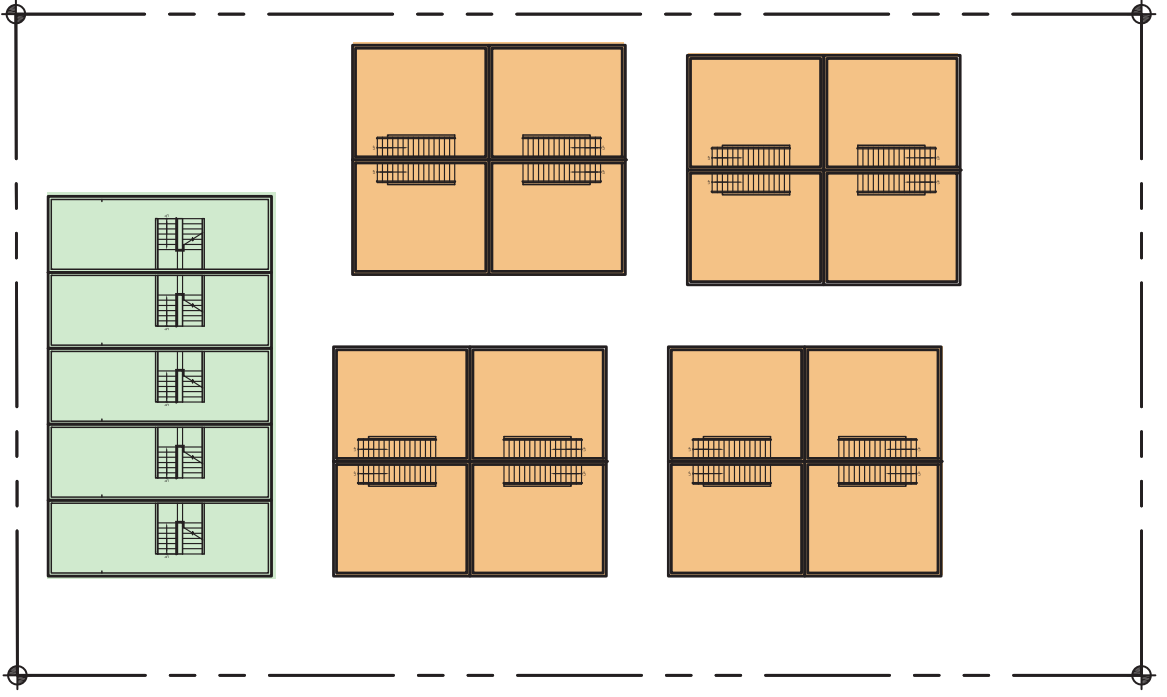


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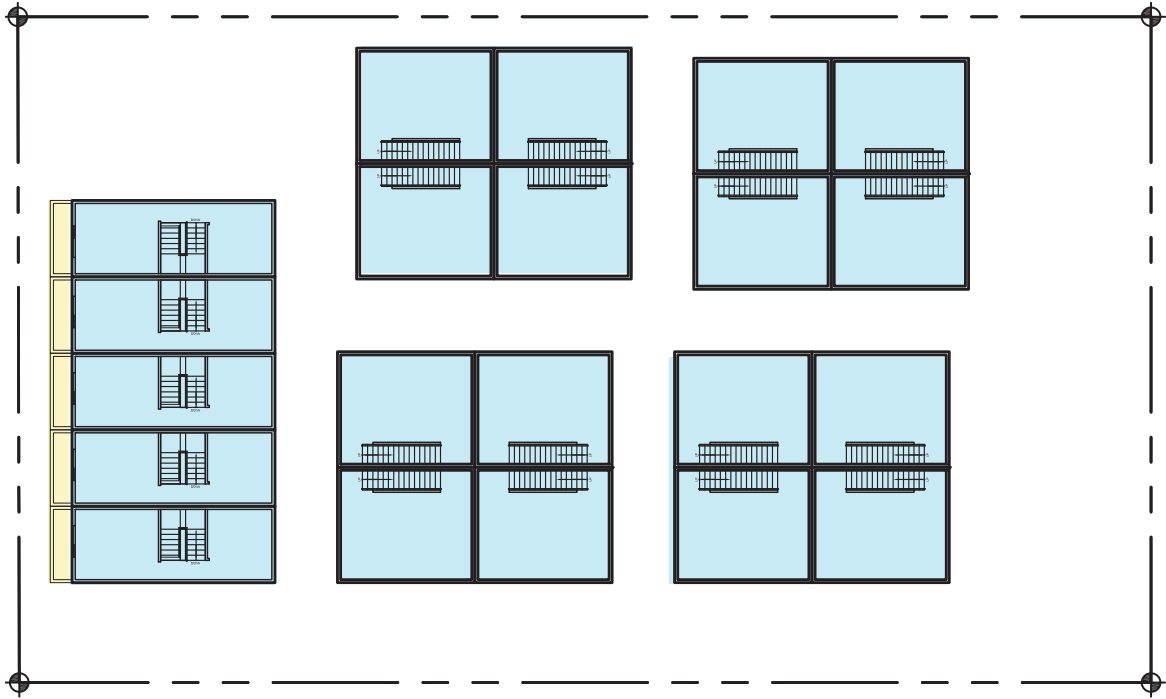
- 2 BEDROOM/BATH
- LIVING/DINING/KITCHEN
- MASTER SUITE
- DECK



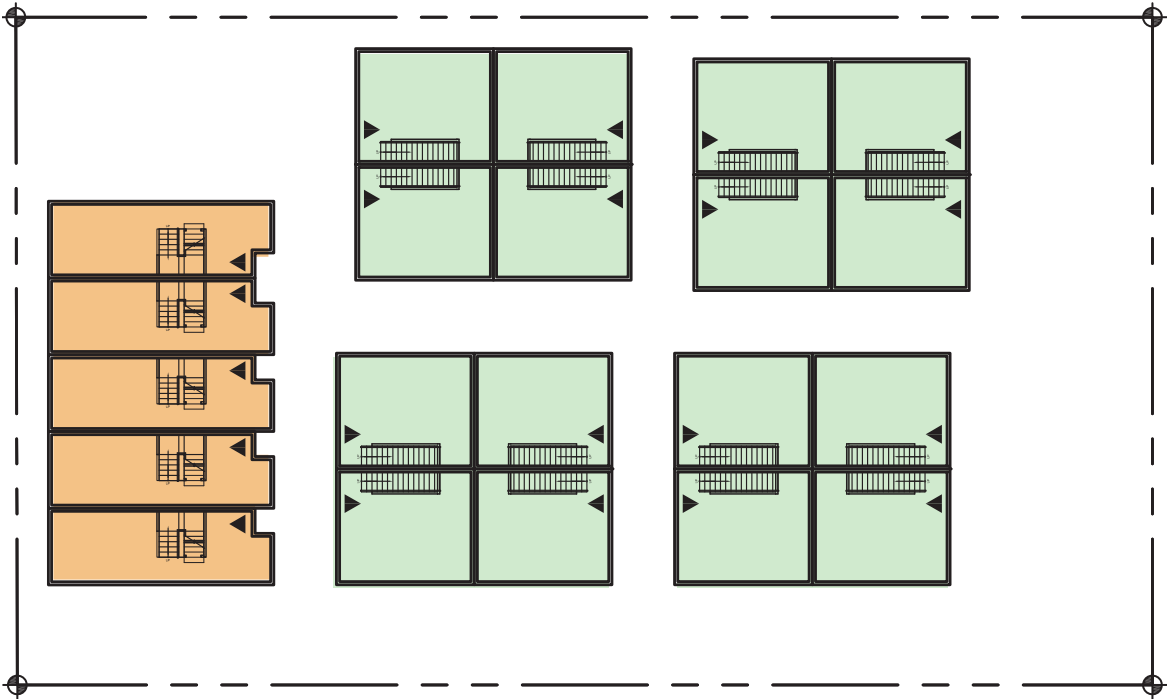
ROOF PLAN



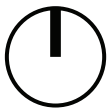
SECOND FLOOR PLAN



THIRD FLOOR PLAN



FIRST FLOOR PLAN





MARCH / SEPTEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



MARCH / SEPTEMBER 21, 5 PM



JUNE 21, 9 AM



JUNE 21, 12 PM



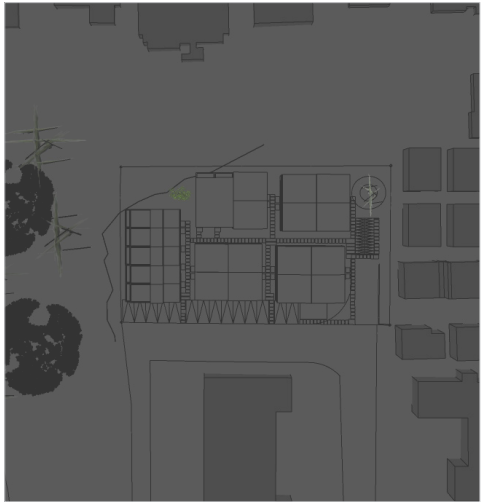
JUNE 21, 5 PM



DECEMBER 21, 9 AM

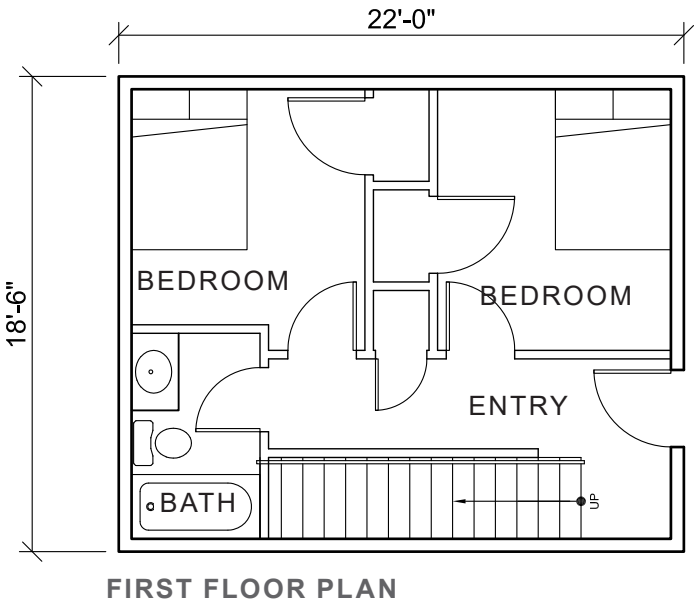
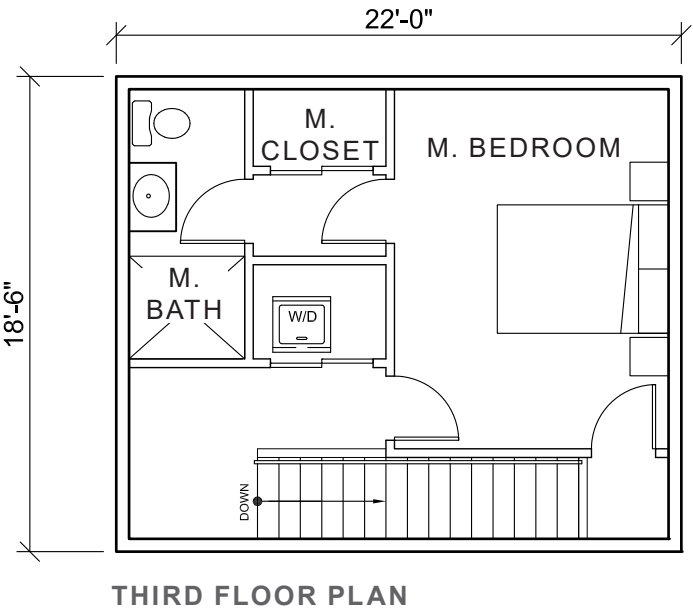
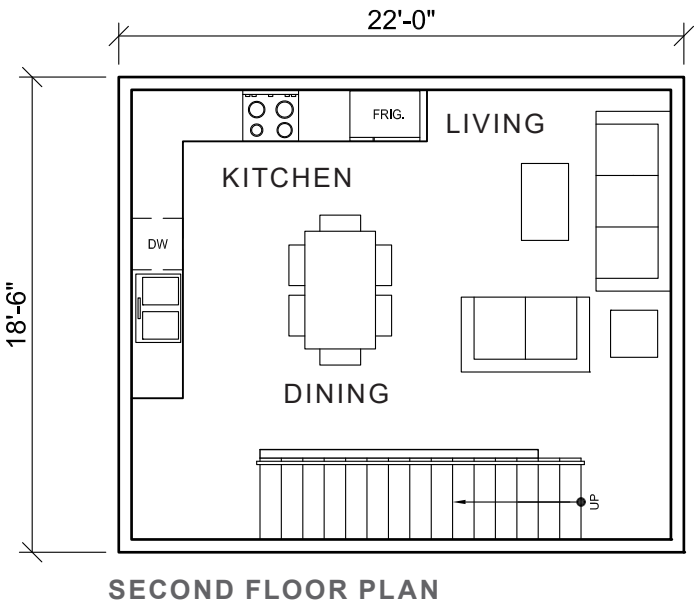
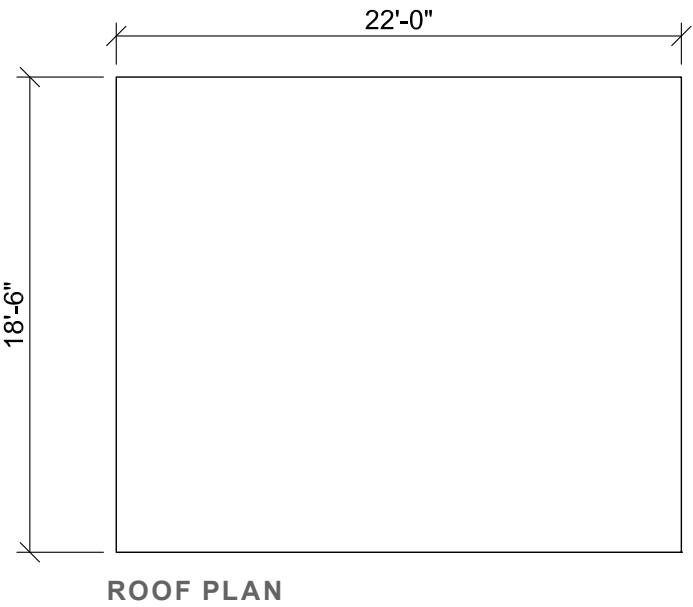
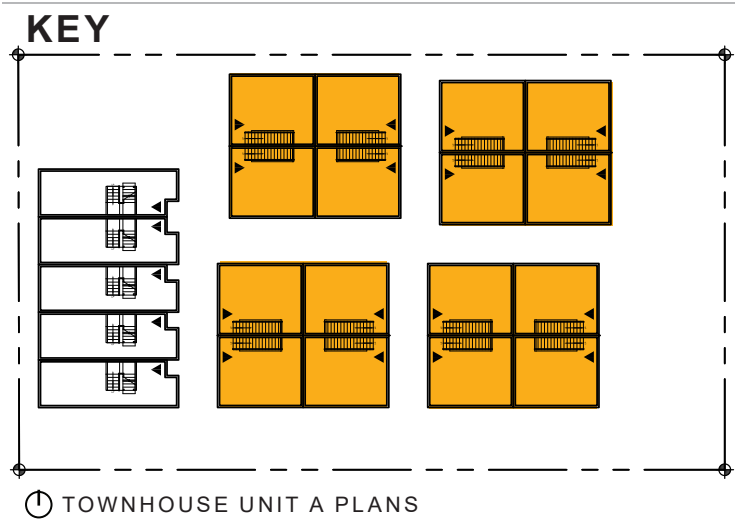


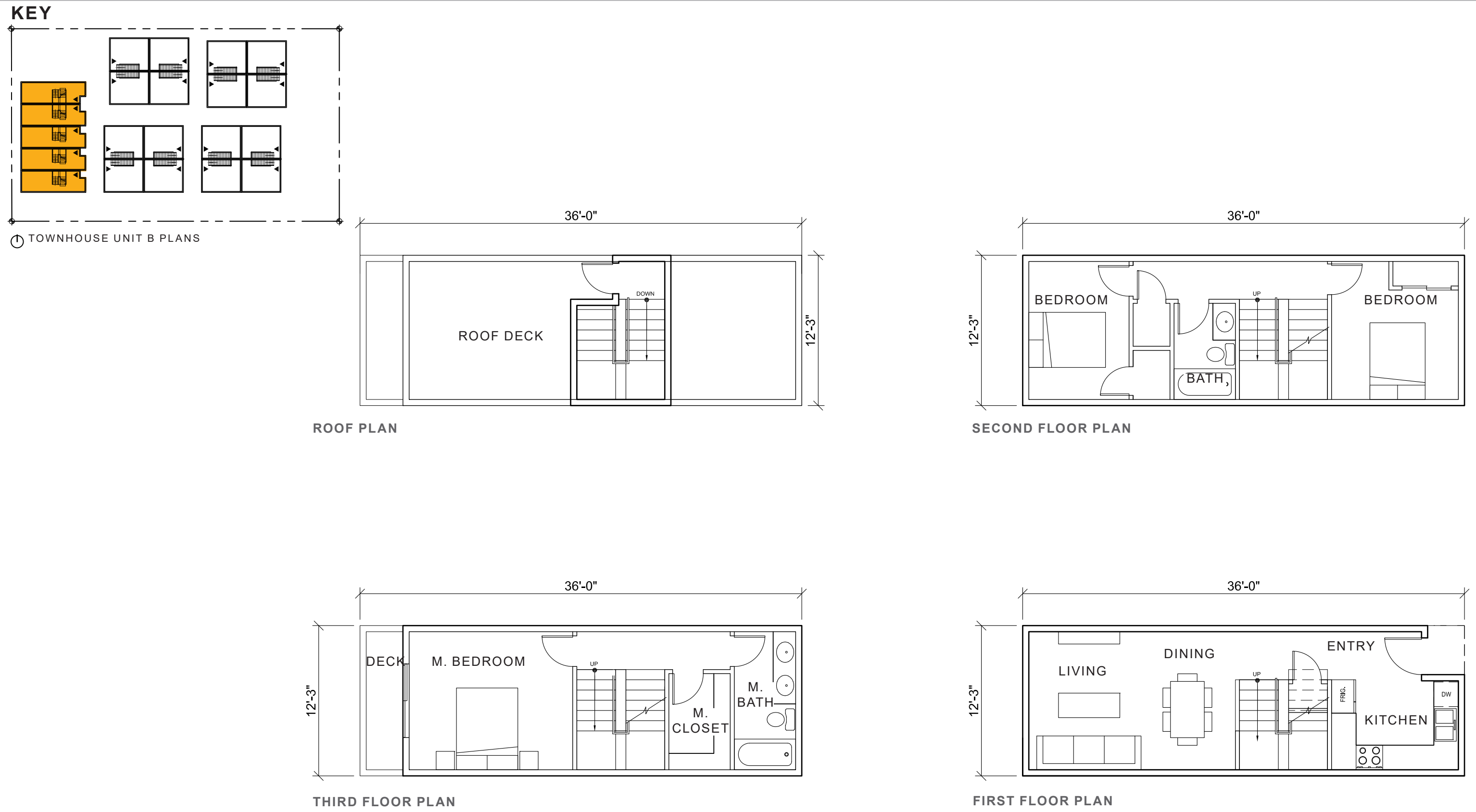
DECEMBER 21, 12 PM



DECEMBER 21, 5 PM







MOUNT BAKERSVILLE TOWNHOUSES: ROOF STUDIES

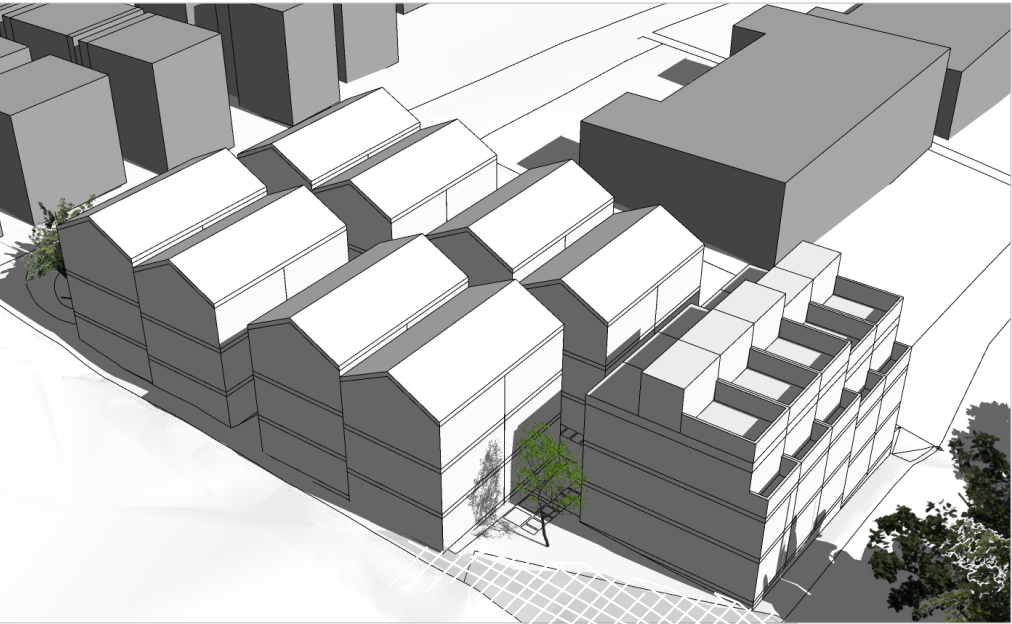
The modern gable is the applicant's preferred option. Two alternative roof configurations, a shed roof and a traditional gable, were studied as well. The design inspiration images illustrate how simple material variety, either with subtle modulation or within the same plane, can create an elegant facade.



MODERN GABLE: NORTHWEST AERIAL VIEW



SHED: NORTHWEST AERIAL VIEW



TRADITIONAL GABLE: NORTHWEST AERIAL VIEW



DESIGN INSPIRATION

