

# Administrative Design Guidance Application



OWNER:  
Layne Chinn  
P.O. Box 962  
Mercer Island, WA 98040

PROJECT:  
50th Ave S Townhouses  
9127 50th Ave S  
Seattle, WA 98118

ARCHITECT: Novion Group Inc.  
8634B 3rd Ave NW  
Seattle, WA 98117  
rod@noviongroup.com (206.361.6133)



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# DEVELOPMENT OBJECTIVES

## PROJECT TEAM

**Owner: Layne Chinn**  
P.O. Box 962  
Mercer Island, WA 98040  
Contact: Layne Chinn

**Architect & Applicant: Novion Group Inc.**  
8634B 3rd Ave NW  
Seattle, WA 98117  
Contact: Shaun Novion

**Landscape Architect: GHA Landscape Architects**  
1417 NE 80th St  
Seattle, WA 98115  
Contact: Neil Buchanan

**SDCI Project #3033376-EG**  
Contact: Colin Vasquez

**Existing Site:**  
Address: 9127 50th Ave S  
Location: West of Rainier Ave S—South of S. Henderson St.  
Site Area: 14,162 sf  
Existing Development: Single Family Residence

**Project Proposal:**  
Number of Residential Units: 12 new townhouse units  
Number of Parking Stalls: 8 surface parking stalls  
Gross Floor Area of Residential Use: 19,414.75 sf

**Developmental Objective:**  
To transform an underutilized Lowrise lot from a single family residence to a multifamily lot; providing 12 new townhouse units, in a neighborhood with a plan for increased density and need for additional residential housing, that provides a functional unit layout with easy connection to the neighborhood amenities and public transportation.





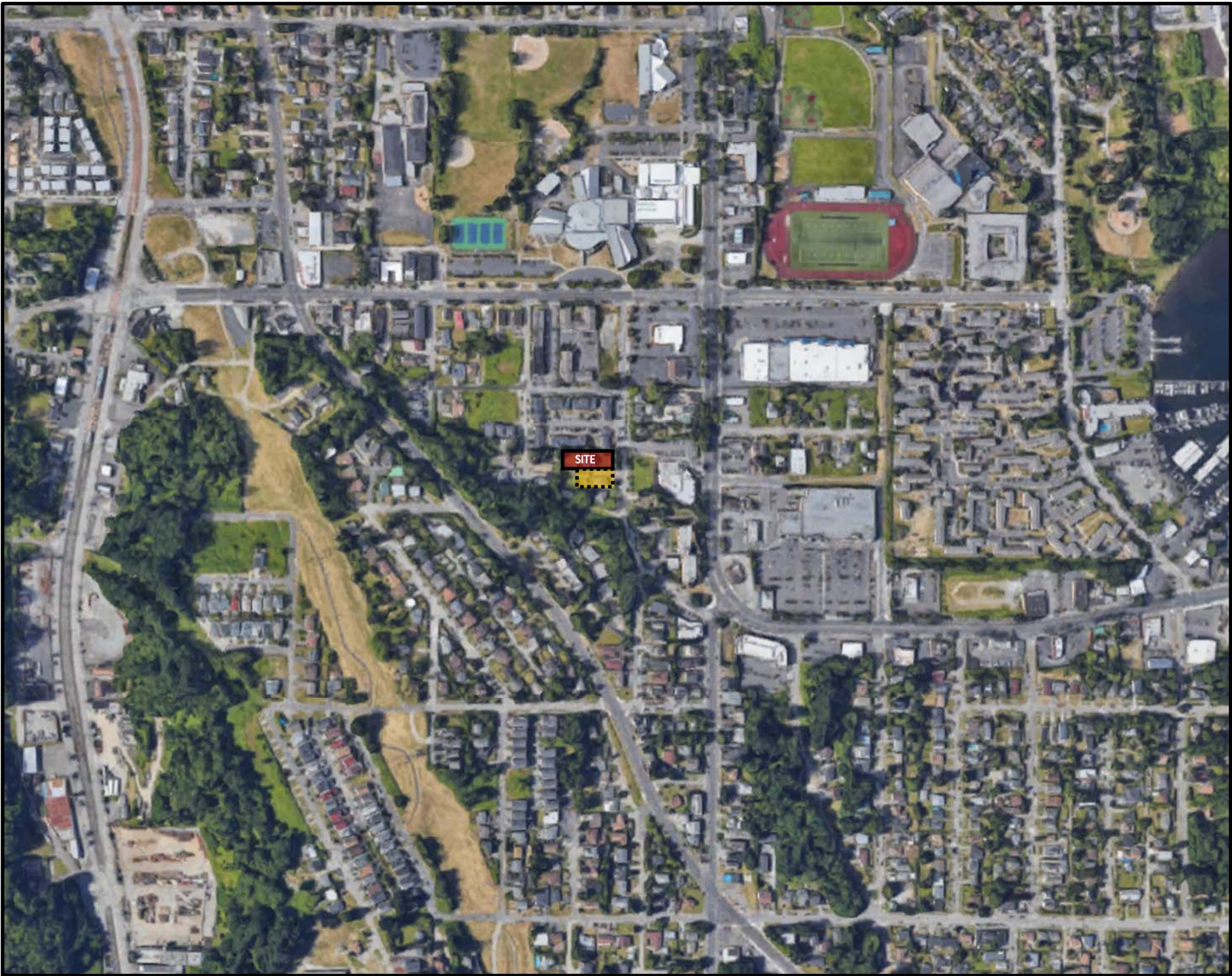
# PROJECT DESCRIPTION

The subject site is currently a single family residence structure on an LR3 zoned lot. It is located near the intersection of S. Henderson St and Rainier Ave S. The project is across the street from the Rainier Beach Library and is part of the Rainier Beach Neighborhood Plan.

With a proposed expansion of the Rainier Beach Residential Urban Village and increased need for housing per density limits, this proposal aims to develop 12 new modern influenced townhouse units available for purchase, with frontage along 50th Ave S.

Site Information:  
City: City of Seattle  
Existing Zoning: LR3  
Site Area: 14,162 sf  
APN Number: 2123700420

Comprehensive Plan Land Use: Rainier Beach Neighborhood Plan  
Neighborhood Planning Area: Rainier Valley—Dunlap  
Urban Village: Rainier Beach Residential Urban Village





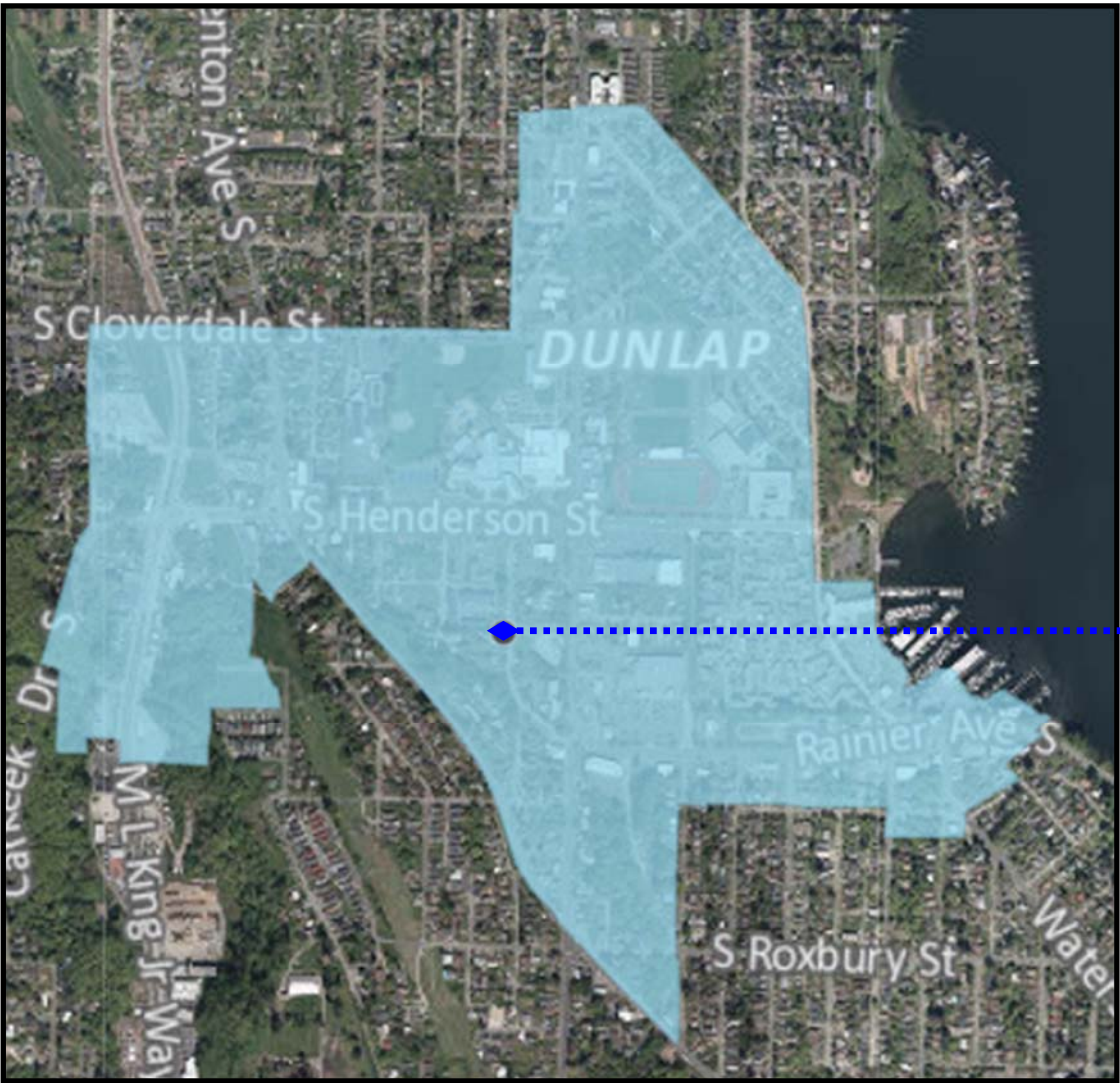




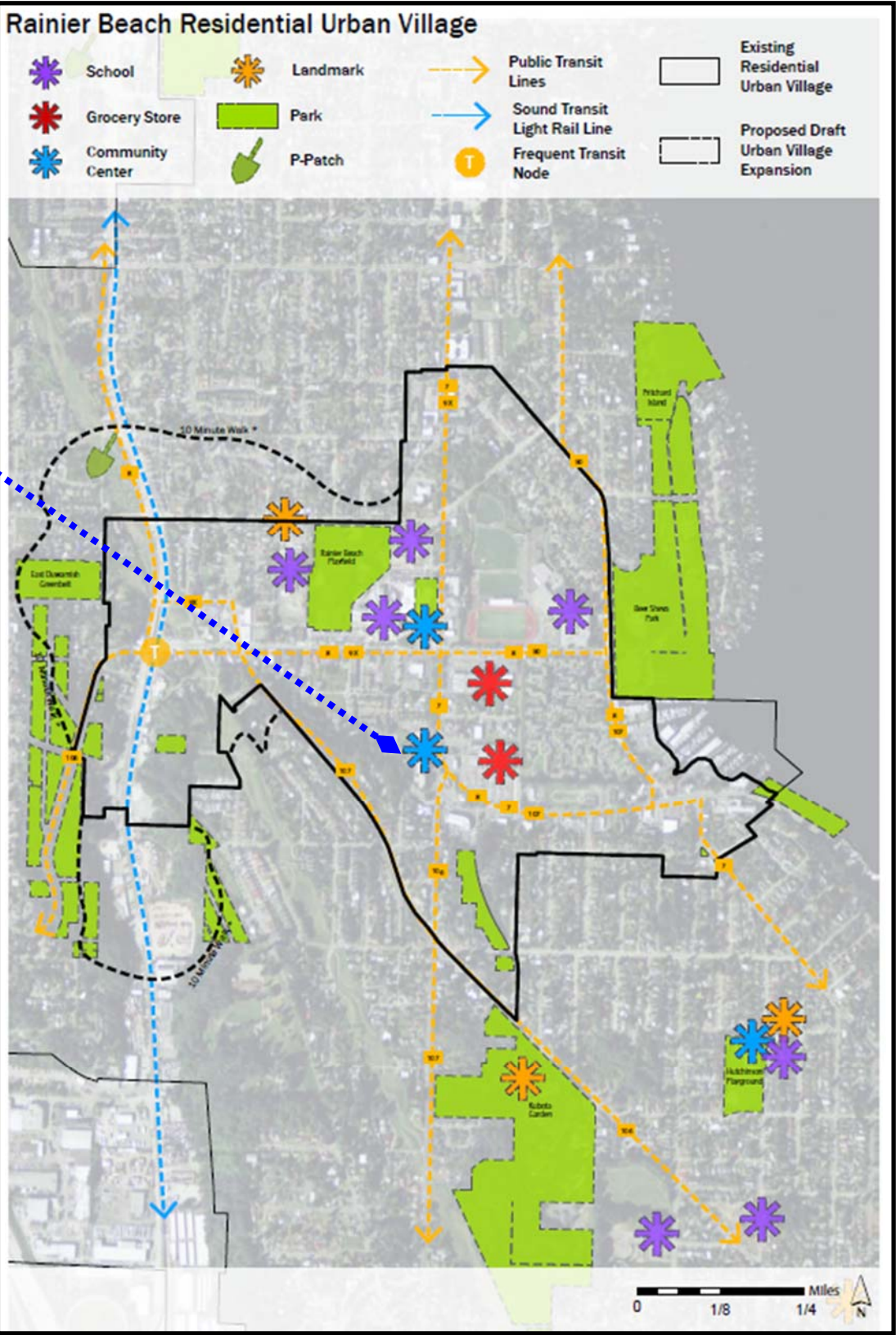
# NEIGHBORHOOD

## RAINIER BEACH RESIDENTIAL URBAN VILLAGE

The Rainier Beach Residential Urban Village is comprised of the South Beacon Hill neighborhood (East of M L King Jr. Way S), the Dunlap neighborhood (Southeast of S. Cloverdale St.), and the Rainier Beach neighborhood (North of S. Roxbury St.). The village centers around S. Henderson St. and Rainier Ave S., where businesses large and small coexist with many public recreational facilities mixed in. In the Rainier Beach Neighborhood Plan, most recently updated in March 2012, the community expressed a desire to develop a means of creating more business opportunities in their community, for the local residents to take part in. The City agreed with the community plan and have implemented some of their own initiatives like the Master Bicycle Plan, which will improve and increase the lanes located in the northern portion of the village. The city also has plans in place to improve the Rainier Valley Neighborhood Greenway, which ends at the Rainier Beach Library, across from the subject lot. Together these elements combined with the ambition of increasing the boundaries of the village, will help create a more healthy and engaged neighborhood.



### CURRENT BORDERS & FUTURE PLANS FOR THE:





# VICINITY MAP

## TRANSIT

There are multiple Metro transit stops within blocks of the subject site. The routes run predominantly north/south; connecting Downtown (#7), Capital Hill (#9), The International District (#106), Beacon Hill (#107), and Leschi (#987), all with the Rainier Beach area. The Rainier Beach Light Rail station is a 10 minute walk or a 7 minute bus ride from the subject site, which increases the number of other neighborhoods future residents can connect with.











## CYCLING

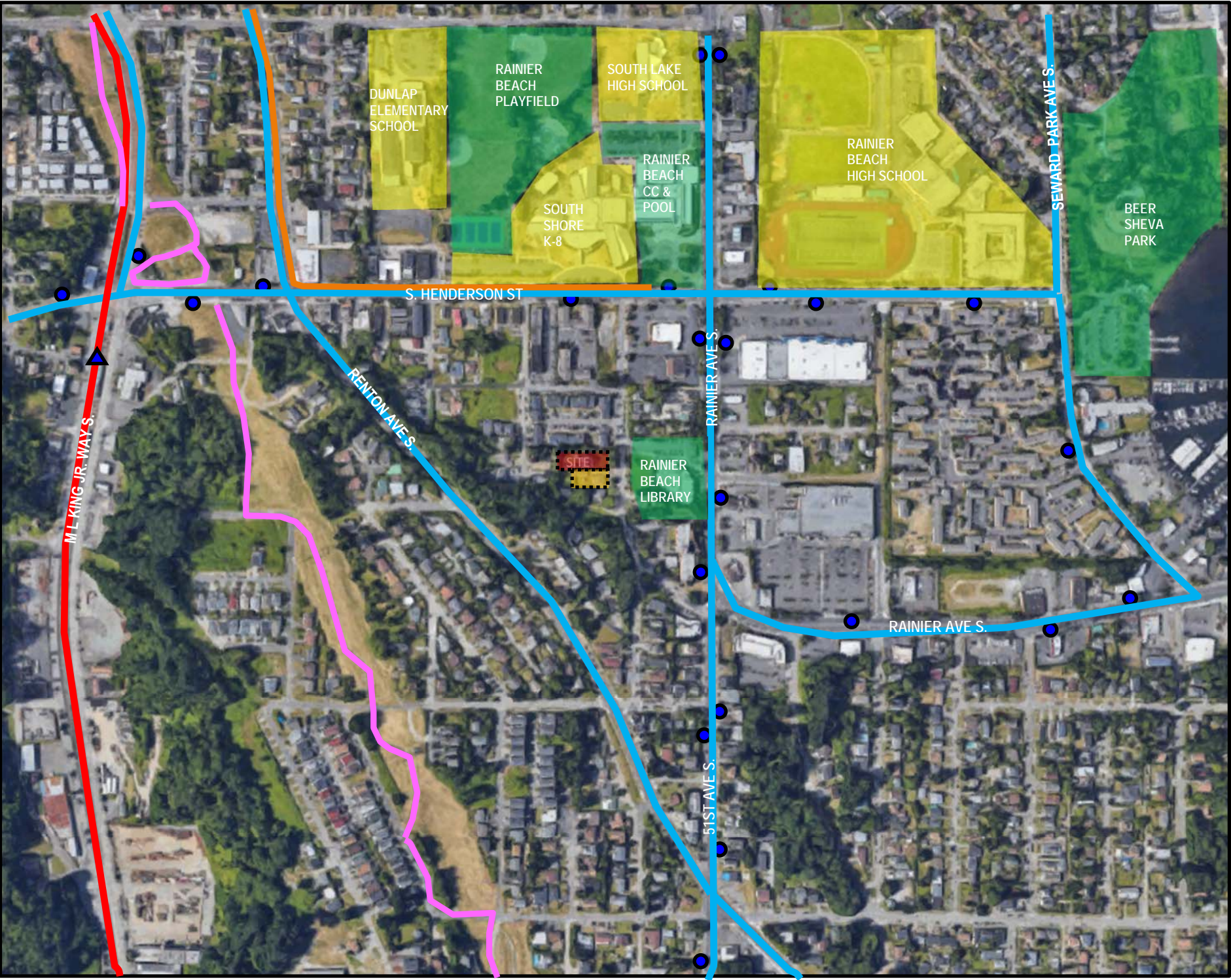
There are designated bike lanes on Renton Ave S. and a portion of S. Henderson St. The Master Bike program has future plans to extend the designated bike lanes in this area.

## RECREATION

The subject site is conveniently located near, and a short travel distance to many public recreational amenities. These include parks, playfields, trails, a Community Center & Pool, and a Library directly across the street. The opportunity for future residents to participate and engage with the community will be easily achieved with an already established presence of off-site amenities

## LEGEND

-  SITE
-  SIMULTANEOUS PERMIT APPLICATION ON ADJACENT LOT
-  METRO TRANSIT STOPS
-  METRO TRANSIT ROUTES
-  LIGHT RAIL STATION
-  LIGHT RAIL ROUTE
-  BIKE LANE
-  MULTI-USE TRAIL
-  RECREATION
-  SCHOOLS





# EXISTING BUILDINGS IN IMMEDIATE CONTEXT



### 1—COMMERCIAL

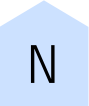
The majority of the buildings to the East of the subject site are commercial in nature. The zones are a mix of NC and NCP. There are numerous services located a short walk from the subject site. Ample parking at these locations provides more street parking for neighborhood residents

### 2—COMMUNITY BUILDINGS

There is a great deal of public facilities within blocks of the subject site. Across 50th Ave S is the Rainier Beach Library. Two blocks north is the Rainier Beach Community Center, Pool and Playfield. There are also an Elementary school, K-8 and high school in the same proximity

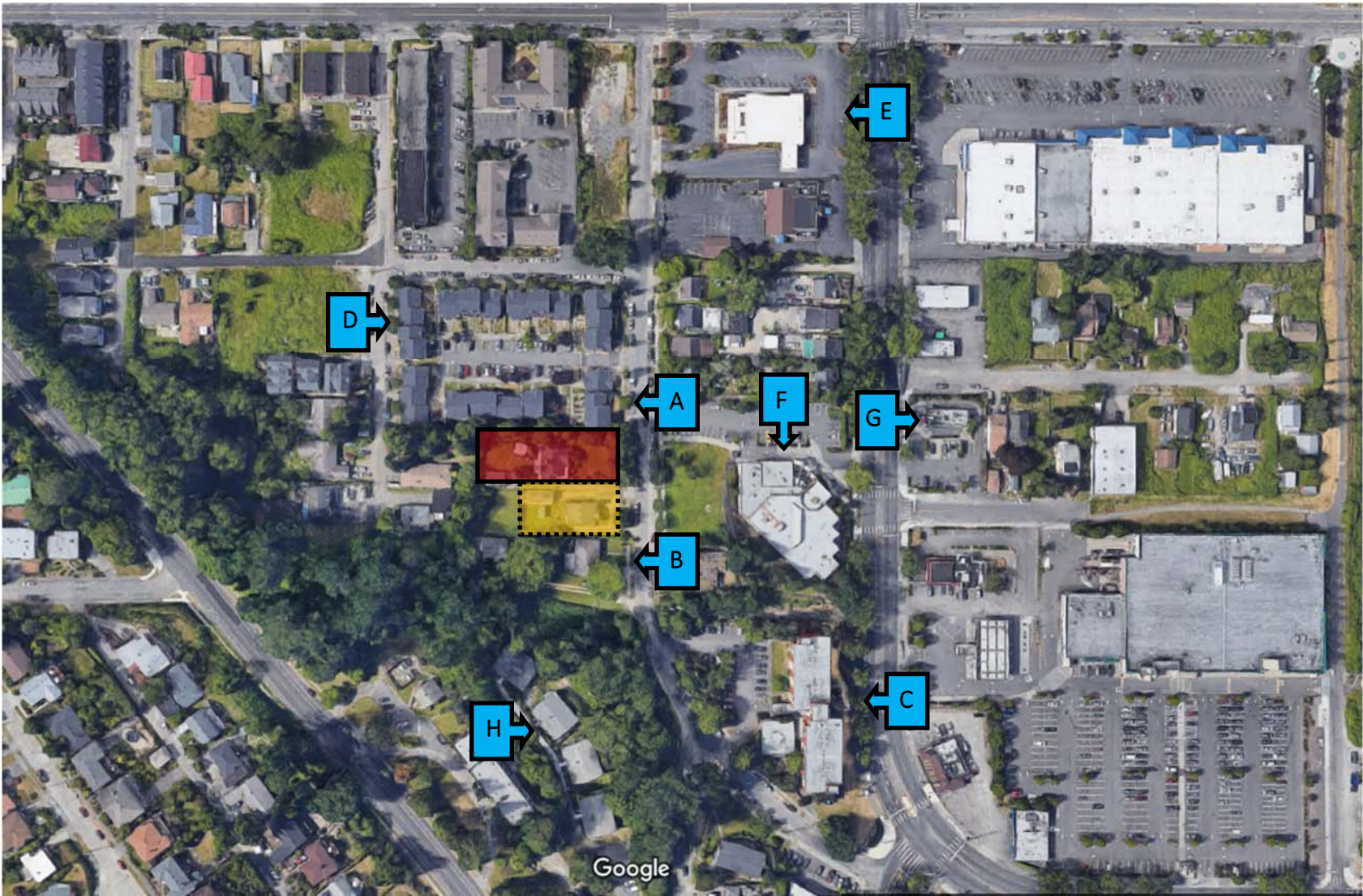
### 3—RESIDENTIAL

Directly adjacent the subject site and to the South are a range of residential zones from SF5000 to LR3. The housing units are a mix of single family, townhouse, condo and apartments. A large number, West of Rainier Ave S. are owned by Seattle Housing Authority.





EXISTING NEIGHBORHOOD STYLE AND CONTEXT



A—9121 50TH AVE S



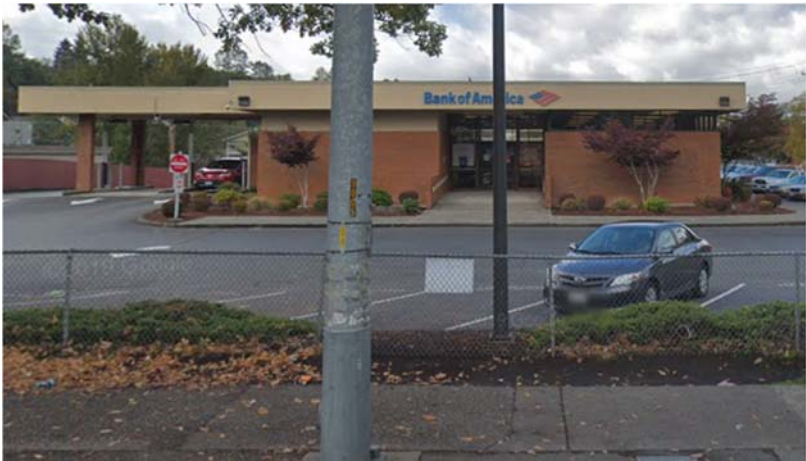
B—9139 50TH AVE S



C—BARTON PLACE



D—9119 48TH AVE S



E—BANK OF AMERICA



F—RAINIER BEACH LIBRARY



G—JACK IN THE BOX



H—THUNDERBIRD TREATMENT



SITE SURVEY

The subject site is a rectangular shaped parcel with approximately 3.5% slope from East to West. The lot fronts 50th Ave S., two blocks south of S. Henderson St. and is located in the Rainier Beach Residential Urban Village. The adjacent parcel to the south (9135 50th Ave S) is under separate ownership but will be built simultaneously with the subject lot (separate EDG application submitted 9135 50th Ave S)

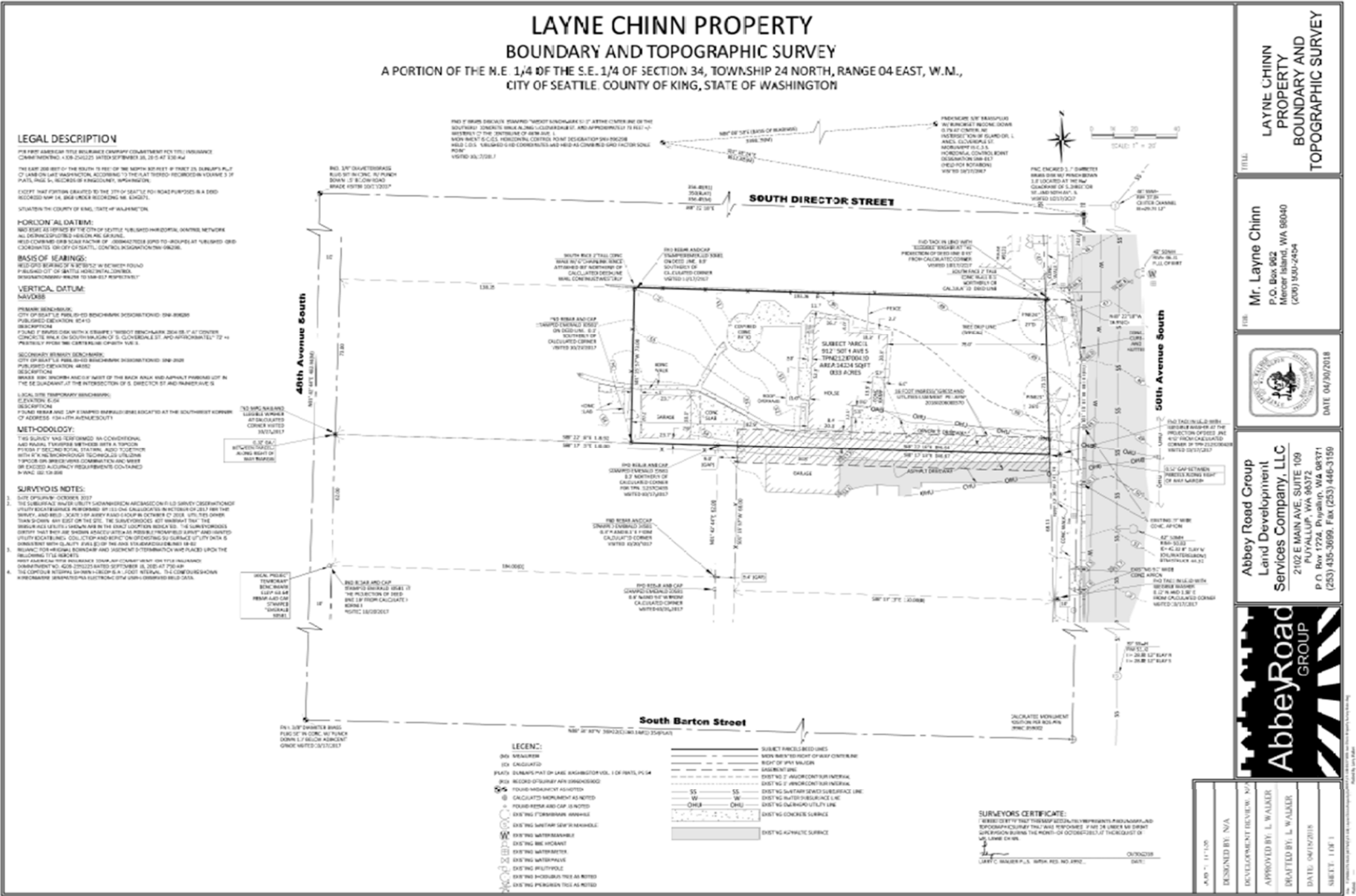
- Existing large Evergreen trees partially in ROW proposed to remain
- Existing Single family centrally located on subject lot to be removed
- Existing hardscapes to be removed and replaced
- Gradually sloping lot
- Existing curbs & sidewalks
- Ample street parking

Legal Description:

The East 200 feet of the south 73 feet of the north 305 feet of tract 25, Dunlap's plat of land on Lake Washington, according to the plat thereof recorded in volume 3 of plats, page 54, records of King County, Washington;

Except that portion granted to the City of Seattle for road purposes in a deed recorded May 14, 1968 under recording No. 6347871.

Situate in the county of King, state of Washington.





# SITE ANALYSIS

The proposed project will be developed on what is presently being used as a single family lot, fronting 50th Ave S. (The applicant is also pursuing an EDG submittal for development next door, to be constructed at the same time as the subject site, under separate ownership). Directly East is the Rainier Beach Library; directly North, South and West are residential structures. The surrounding buildings in the immediate vicinity consist of financial institutions, restaurants, markets, commercial stores, community facilities and a variety of residential housing.

Notable site features include two large Evergreen trees, partially in the ROW, and proposed to remain. The site has a gradual slope from East to West. There are existing side walks and curbs fronting the subject site, with street parking available on both sides of 50th Ave S. The surrounding topography will most likely limit any views, to territorial.

The subject site is one block West of Rainier Ave S. and two blocks East of Renton Ave S.; both are major arterials that connect a good deal of South Seattle neighborhoods. A couple blocks West of the subject site is M L King Jr. Way S, which provides multiple transit options with Metro and Light Rail stations.





50TH AVE S. ELEVATIONS—LOOKING WEST



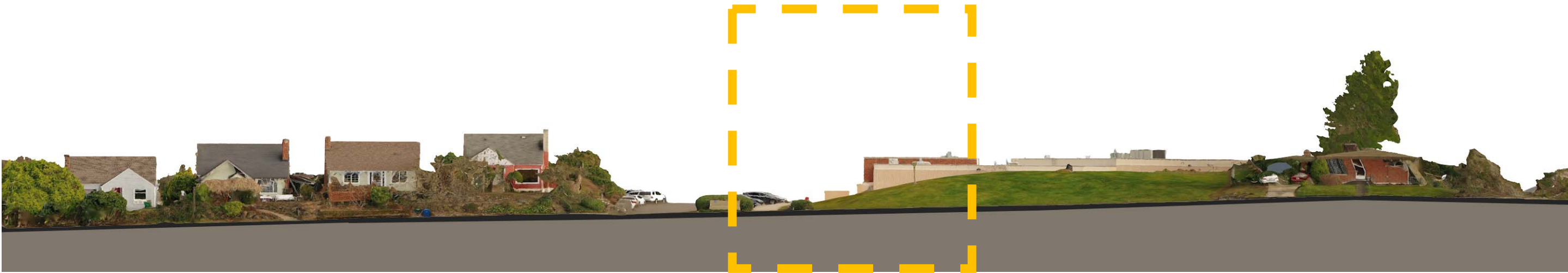
Project Site (Looking West)





50TH AVE S. ELEVATIONS—LOOKING EAST

Across 50th Ave S. from proposed project site



Looking East from proposed project site





ZONING SYNOPSIS

SITE OVERVIEW	
Zoning	LR3 — The surrounding lots are a mixture of residential and commercial, with a high emphasis of pedestrian friendly. There is not a lot of new construction in the immediate vicinity; with most existing structures showing their wear and tear.
Overlay	Rainier Beach Residential Urban Village
Lot Area	14,162 sf (.33 acres)
COMPLIANCE SUMMARY	
Requirement	Permitted Uses — SMC 23.45.504 Table A
	Uses permitted include Residential, Institutions, Uses in existing or former schools, Parks and Playgrounds
Provided	Residential townhomes are proposed. The adjacent lot to the south has also submitted an EDG proposal for townhomes, to be constructed simultaneously with the subject lot.
Requirement	FAR (Floor Area Ratio) — SMC 23.45.510 Table A
	The maximum permitted FAR for townhouses is 1.2 or 1.4 (Project must comply w/ SMC 23.45.510.C for higher FAR)
Provided	The proposed FAR for the preferred option is 1.37
Requirement	Density — SMC 23.45.512 Table A
	The maximum permitted density for townhouses is 1 unit/1600 sf of lot area or No Limit (Project must comply w/ SMC 23.45.510.C for No Limit)
Provided	The proposed density for the preferred option is 12 new townhouse units
Requirement	Structure Height — SMC 23.45.514 Table A
	The maximum permitted height limit for townhouses is 30' from Avg. grade (plus an additional 10' for stair penthouses)
Provided	The proposed height limit is 30' to the roof, 38' to stair penthouse, from FG.

COMPLIANCE SUMMARY	
Requirement	Setbacks — SMC 23.45.518 Table A
	The Required setbacks for townhouses: Front— 7' Average, 5' Minimum Rear— 7' Average, 5' Minimum Side— 5' Minimum for facades less than 40' 7' Average, 5' Minimum for facades greater than 40'
Provided	All options meets or exceeds all the required setbacks
Requirement	Amenity Area — SMC 23.45.522
	The required amount of amenity area for Lowrise zoned lots is 25% of the lot area, with 50% of it located at the ground level. Amenity area can be public or private (Min. area dimensions required in certain setbacks)
Provided	All options propose ground level amenity areas as well as private roof top decks, meeting the required area and dimensions.
Requirement	Landscaping Standards — SMC 23.45.524
	The required amount of landscaping shall meet a Green Factor of .6
Provided	The preferred option proposes a Green Factor of .605 and uses existing trees, new ground cover and shrubs, and permeable pavement surfaces
Requirement	Structure Width & Façade Length — SMC 23.45.527
	The maximum structure width for townhouses is 150ft The maximum façade length for portions of structures within 15' of a side lot line is 65% of the length of the lot line
Provided	All options meet the width and length requirements.
Requirement	Design Standards — SMC 23.45.529
	The required street facing façade standards include at least 20% of the street facing façade be transparent glass, and façade articulation is to be applied to certain sized facades. For townhouses, additional standards apply including specific wayfinding and amenity area requirements.
Provided	All options meet the required design standards for townhouses.



# ZONING SYNOPSIS

COMPLIANCE SUMMARY	
Requirement	<b>Required Parking — SMC 23.54.015 Table B &amp; D</b>
	No vehicular parking is required because the subject site is located in an Urban Village and a Frequent Transit Service area. The required amount of long-term bicycle parking is 1 stall/unit, and The required amount of short-term bicycle parking is 1 stall/20 units
Provided	The preferred option proposes 8 vehicular surface parking stalls located behind all structures at the back of the lot, per SMC 23.45.510.C; and the required amount of bicycle parking at the back of the lot as well.
Requirement	<b>Solid Waste &amp; Recycle — SMC 23.54.040</b>
	Storage requirements for 12 residential units is either individual 2'x6' solid waste storage areas or 150sf of shared storage area
Provided	The preferred option is proposing a shared storage area adjacent the parking, enclosed and screened from view, with direct access for service providers to the containers.



DESIGN GUIDANCE RESPONSES

CS1 Natural Systems & Site Features	
C) Topography D) Plants and Habitat	The subject site has an existing slope of approximately 3.5% from East to West property lines. There are no mapped Environmentally Critical Areas present on the lot, per the SDCI GIS map. There are two existing trees on the East property line that are partially in the ROW, and therefore governed by SDOT. They are Deodar Cedar Trees (29.6" & 28.3" DBH). Per arborist consultation, these trees do not meet the threshold for Exceptional status, but must remain and be protected during construction. The proposed building footprints have been purposefully designed and located, so as to remain outside the designated tree protection area. Construction activities will follow all applicable tree protection measures during the life of the project.
CS2 Urban Pattern & Form	
B) Adjacent Sites, Streets and Open Spaces C) Relationship to the Block D) Height, Bulk, and Scale	The preferred option proposes the street fronting structure's entries face the ROW, buffered by a communal landscaped amenity area between the front units and the street and side walk. There are two large existing street trees that will provide shade and shelter for the communal amenity area. This area will be outfitted with benches surrounded by newly planted shrubs and ground cover. The parking is proposed at the back of the lot, away from view of passersby in the ROW. Window locations are designed to avoid creating the focal point on adjacent properties, providing more opportunity for preserving privacy of adjacent structures. The facades facing adjacent lots and the ROW include modulation, additional architectural features, eaves, and a contrast of material and color for the exterior facades. The structure height will not exceed the limitations set forth in the Municipal code.
CS3 Architectural Context & Character	
A) Emphasizing Positive Neighborhood Attributes B) Local History and Culture	The subject site is located in a well established neighborhood whose character is slowly evolving in style and use. There is a large commercial presence to the East of the subject property. Mixed about the Neighborhood Commercial zoning are varying multi-family sites; most not yet achieving their highest and best use. The preferred option for the subject site will increase the density and add to the contribution and revitalization of the existing businesses. The proposal aims to retain two existing trees partially in the ROW which preserves the environmental history of the lot and aids in mitigating the newly proposed hardscape. Community Outreach with local organizations has been attempted to gain feedback from existing residents regarding the project proposal.

PL1 Open Space Connectivity	
B) Walkways and Connections	The subject site fronts an improved street, complete with parking lanes, curbs and sidewalks. The preferred option proposes the street fronting building have their entries face the ROW. The preferred option reduces the existing curb-cut and provides a 20' wide easement for both vehicular and pedestrian ingress and egress. The pedestrian walkway will differentiate from the vehicular portion, with the use of contrasting colored pavers. Well luminated signage will direct visitors to the locations of the 2nd and 3rd building units. Clearly designated pathways to the individual unit entries are proposed and highlights a communal courtyard atmosphere. Exterior lighting is proposed to illuminate the pathways and entries as well as prevent glare from adjacent sites.
PL2 Walkability	
A) Accessibility B) Safety and Security D) Wayfinding	The subject site has an existing moderately sloped topography. The preferred option proposes following the natural topography and maintain easily manageable finished grades for people of all abilities to gain access to the individual units. Numerous actions are proposed to encourage a sense of safety and security through the use of fencing around the perimeter of the lot, exterior illumination of pedestrian pathways and vehicular access points. The unit design proposes windows that face the street and overlook the entry access. Signage for the back buildings will be provided, and the pedestrian pathways will be differentiated from the vehicular access paving.
PL3 Street Level Interaction	
A) Entries C) Residential Edges	The preferred option proposes the individual residential entries be recessed and weather protected. A sense of semi-privacy is attempted with the placement of small planting beds and bio-retention planters, between the units at ground level. The entries will be well lit with their individual house number prominently displayed. In an effort to increase security and privacy, the proposed buildings are setback from the ROW and buffered by a landscaped area at the public/private threshold. The unit configuration proposes the main living area on the second floor and encourages window placement that will create privacy for and from adjacent parcels.



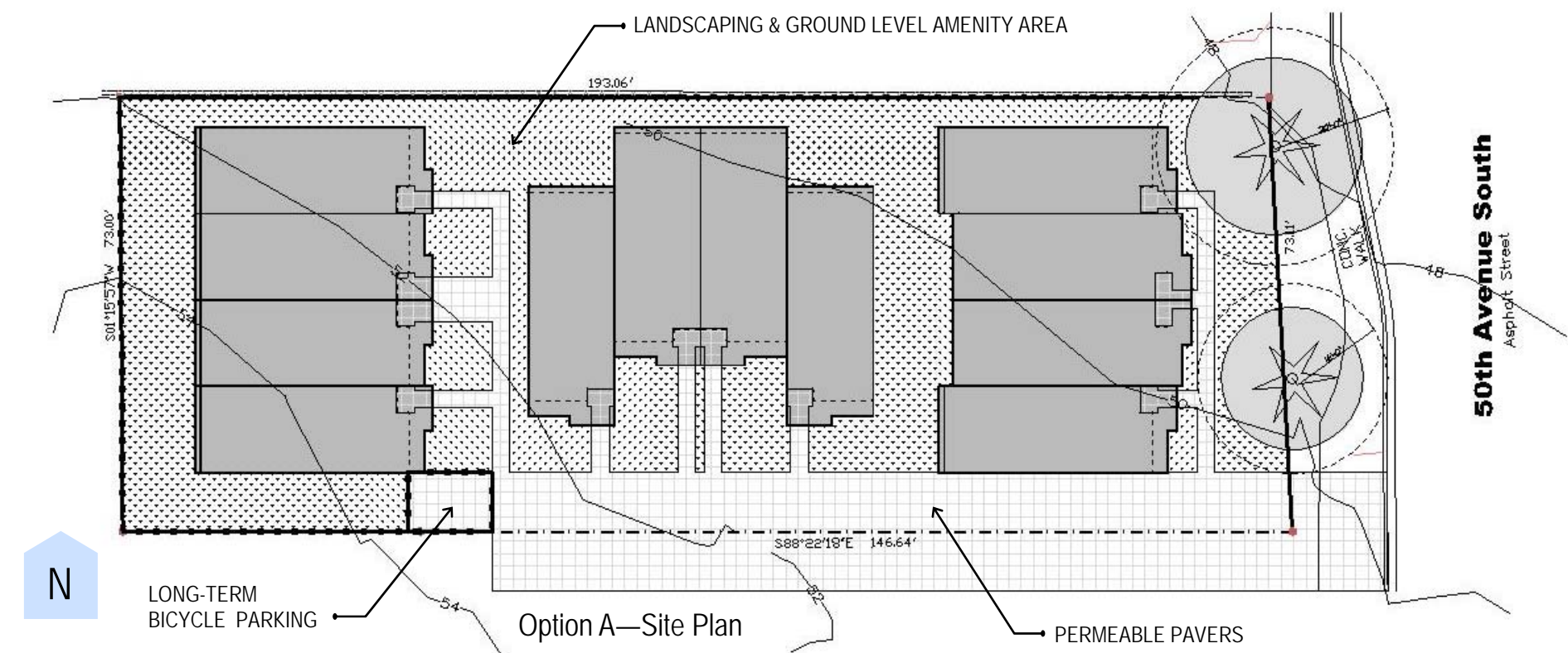
DESIGN GUIDANCE RESPONSES

PL4 Active Transit	
A) Entry Locations and Relationships B) Planning Ahead for Bicyclists C) Planning Ahead for Transit	The preferred option proposes a 20' building setback from the front lot line, with the individual entries recessed further. The entries are located in a courtyard area, separated from the drive aisle and parking area. An enclosed and weather protected long-term bicycle parking area is proposed at the back of the lot, away from the ROW and passersby. The 20' access easement will provide for bicycle ingress and egress as well. The subject site is located in a neighborhood with trails and greenways and designated bicycle lanes, and the proposal aims to encourage bicycle travel with ease of storage and connection. The subject site is located in what is considered a parking flexibility area, and although no parking is required, the proposal identifies 8 vehicular surface parking stalls. With numerous Metro bus stops near the subject site, and Light Rail, a few blocks away, the proposal would appeal to community transit users.
DC1 Project Uses and Activities	
A) Arrangement of Interior Uses B) Vehicular Access and Circulation C) Parking and Service Uses	The preferred option proposes the main interior living spaces encourage privacy with placement on the 2nd floor and consideration of fenestration locations, that direct views away from other units and adjacent parcels gathering areas. The courtyard entry area will be separated from the vehicular access lane, and enhanced with landscaping to break-up the new hardscape. The 20' shared access easement will include a differentiated pedestrian pathway with the use of contrasting pavers. The proposed parking is provided at the back of the lot, behind all structures, and out of public view (this is a requirement of SMC 23.45.510.C). Clearly illuminated address signage will direct delivery and emergency aid services.
DC2 Architectural Concept	
A) Massing B) Architectural and Façade Composition C) Secondary Architectural Features D) Scale and Texture E) Form and Function	The preferred option proposes a reduction in the massing and amount of blank walls by focusing on visually appealing façade compositions by the addition of modulation, eaves, secondary architectural features, window placement, and contrasting exterior materials and colors. The first floor is very identifiable by pedestrian pathways leading to the unit entries, and the proposed unit configuration of the main living area on the 2nd floor, and sleeping rooms on the 3rd floor could be converted in the future to live-work spaces, if the neighborhood commercial zone is ever increased to encompass the subject lot.

DC3 Open Space Concept	
C) Designs	The preferred option proposes to maintain two large evergreen trees partially in the ROW. The area under these trees is proposed as a landscaped area, available to all residents. There will be bench seating surrounded by newly planted ground cover and shrubs. This area will provide useable ground level amenity area and also provide as a buffer between the ROW and the street facing building. The proposal includes new landscaping on all areas not covered by hardscape. Green screens, ground covers, shrubs and trees are part of the proposal to mitigate the new hardscape. Each unit is also designed with a private roof top deck. The views will most likely be limited to territorial, but the deck will provide secure exterior exposure for the residents.
DC4 Exterior Elements and Materials	
A) Exterior Elements and Finishes B) Signage C) Lighting D) Trees, Landscape and Hardscape Materials	The preferred option proposes exterior finishes in a mix of Hardie board design and color. The chosen siding will be installed to maintain durability throughout Seattle's weather cycles. The colors and materials chosen will be modern in nature, but attempt to match the muted and matte like color pallet of the surrounding structures. Alternate colored pavers will be used for the vehicular and pedestrian access, not only for their distinction and drainage purposes, but as well as a play off the extensive use of brick in surrounding structures. Adequate signage for wayfinding will be visually prominent. Illumination for pathways, entries, landscaping and security will be installed to aid residents as well as reduce glare on adjacent parcels. New landscaping is proposed on all areas not considered hardscape. Trees, green screens, bio-planters, shrubs and ground cover are proposed and designed to provide annual vegetation.
Site Reconnaissance	
Identify Existing Trees with an Arborist Report	There are two existing trees, partially located on the subject lot and partially located in the ROW. An arborist identified them as Deodar Cedar Trees (29.6" & 28.3" DBH). Per arborist consultation, these trees do not meet the threshold for Exceptional status, but must remain and be protected during construction because of their location in the ROW. The proposed building footprints have been purposefully designed and located, so as to remain outside the designated tree protection area. Construction activities will follow all applicable tree protection measures during the life of the project.



# OPTION A—SITE LAYOUT AND DESCRIPTION

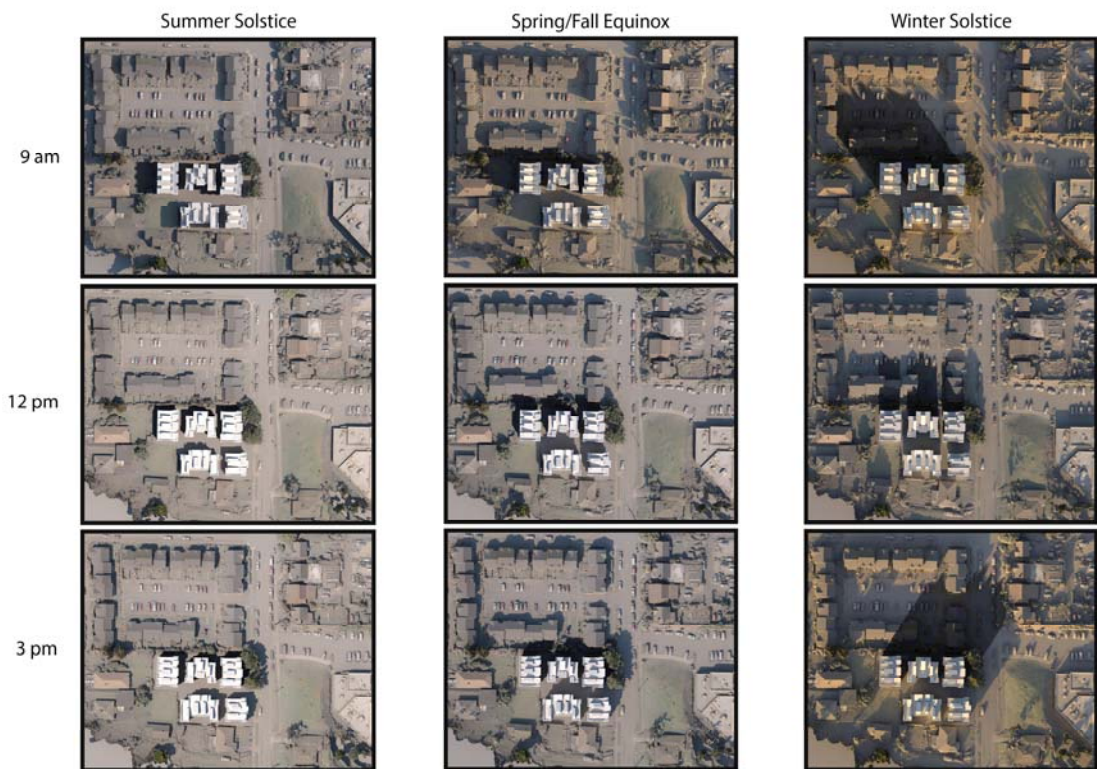


## Option A — Code Compliant

**Proposal:**  
Three 4-unit townhouse structures  
(12 units total, at 1,700 sf per unit)

**Advantages:**  
Less Impervious Area—More Landscaping  
Court Yard Communal Amenity Area  
Strong Street frontage presence

**Disadvantages:**  
No Vehicular parking  
Individual Solid Waste/Recyclable Storage Area



Option A—Shadow Studies

Option A is a code compliant design, and does offer some advantages, however the biggest disadvantage is the lack of on-site vehicular parking. The subject site is located in a parking flexibility area because it is considered to be near frequent transit. There are numerous Metro bus stops within a few blocks of the subject site, as well as a Light Rail Station. The improved street, 50th Ave S. does provide parking lanes on either side of the street, but the lack of off-street parking is a downside for any new development. The building configuration doesn't provide for a convenient shared solid waste storage area which will increase the number of collection containers and associated sight and odor nuisance.

The advantages of this option is almost a contradiction of the biggest disadvantage; in that the absence of parking, there is less hardscape and more opportunity for planting vegetation. The layout creates an easily designated shared ground level amenity area with a courtyard that could house picnic benches, bbqs, play equipment and other elements that promote neighborly engagement. The street facing building does promote a strong street level presence with the entries facing the ROW, yet recessed for security and weather protection.

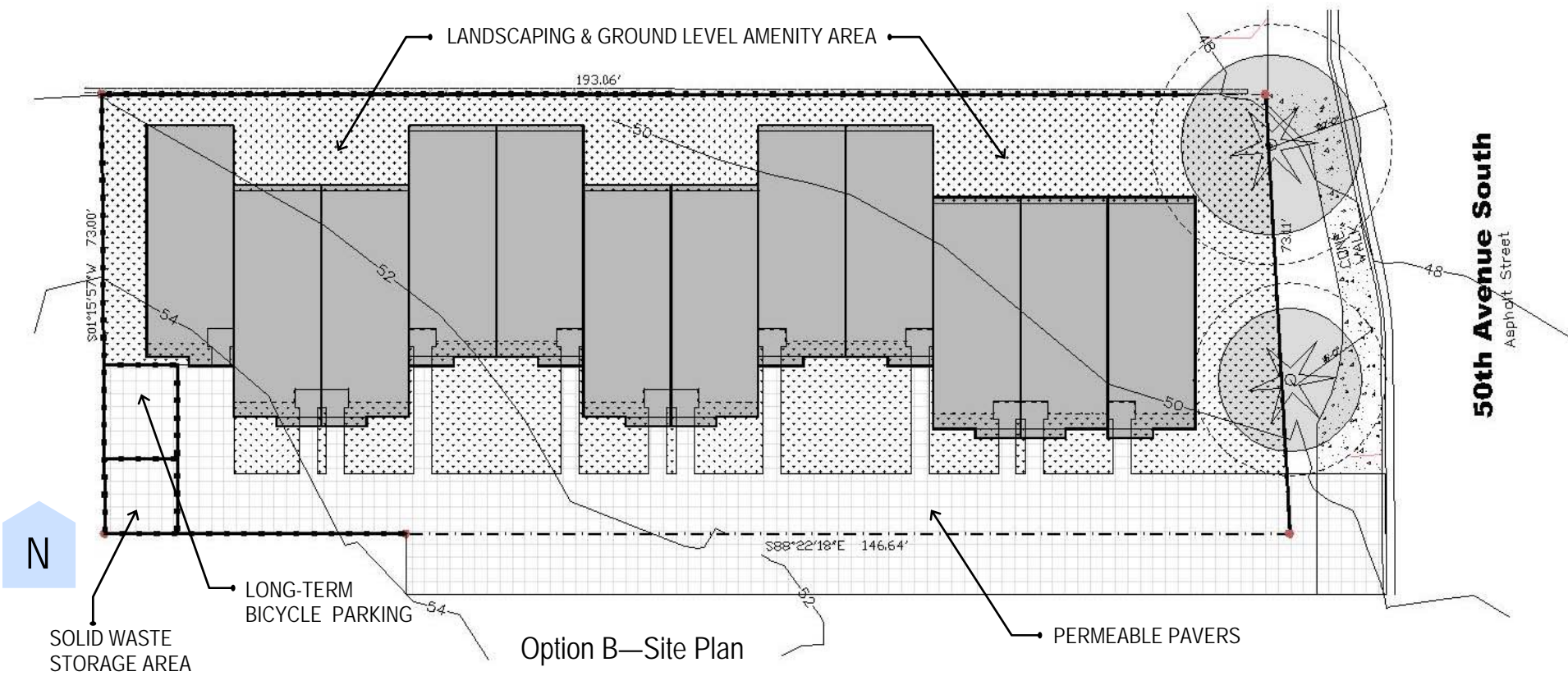


OPTION A—MASSING STUDY





# OPTION B—SITE LAYOUT AND DESCRIPTION



## Option B — Code Compliant

- Proposal:**  
One 12-unit townhouse structure  
(at 1,700 sf per unit)
- Advantages:**  
Less Impervious Area—More Landscaping  
Southern Exposure for all units  
Shared Solid Waste Area

- Disadvantages:**  
No Vehicular parking  
Larger Massing Footprint  
Weak Street Frontage Presence



Option B—Shadow Studies

Option B has the same disadvantage as Option A in the lack of on-site vehicular parking. As already established, even though parking is not required and many community transit options area available in near proximity to the subject site, the presence of off-street parking is a valuable amenity to residential uses. Option B also has a disadvantage of a larger massing footprint. The contiguous connection of all 12 units will create a larger shadow on the adjacent property to the north. It will also orientate the majority of the living area windows, towards the other units or adjacent parcels, reducing the sense of privacy. With the unit entry orientations all facing south, the building creates a weak street presence, and lacks a strong street level appeal.

Option B does have it's advantages when considering the amount of landscaping and vegetation that is proposed on-site. The lack of vehicular parking reduces the hardscape and allows for more plantings around the building footprint. The layout is properly situated to provide an enclosed shared solid waste area and an enclosed long-term bicycle parking area. Both are set at the back of the lot, away from passersby in the ROW. An advantage, in unit design alone, is the southern exposure all the units would enjoy.

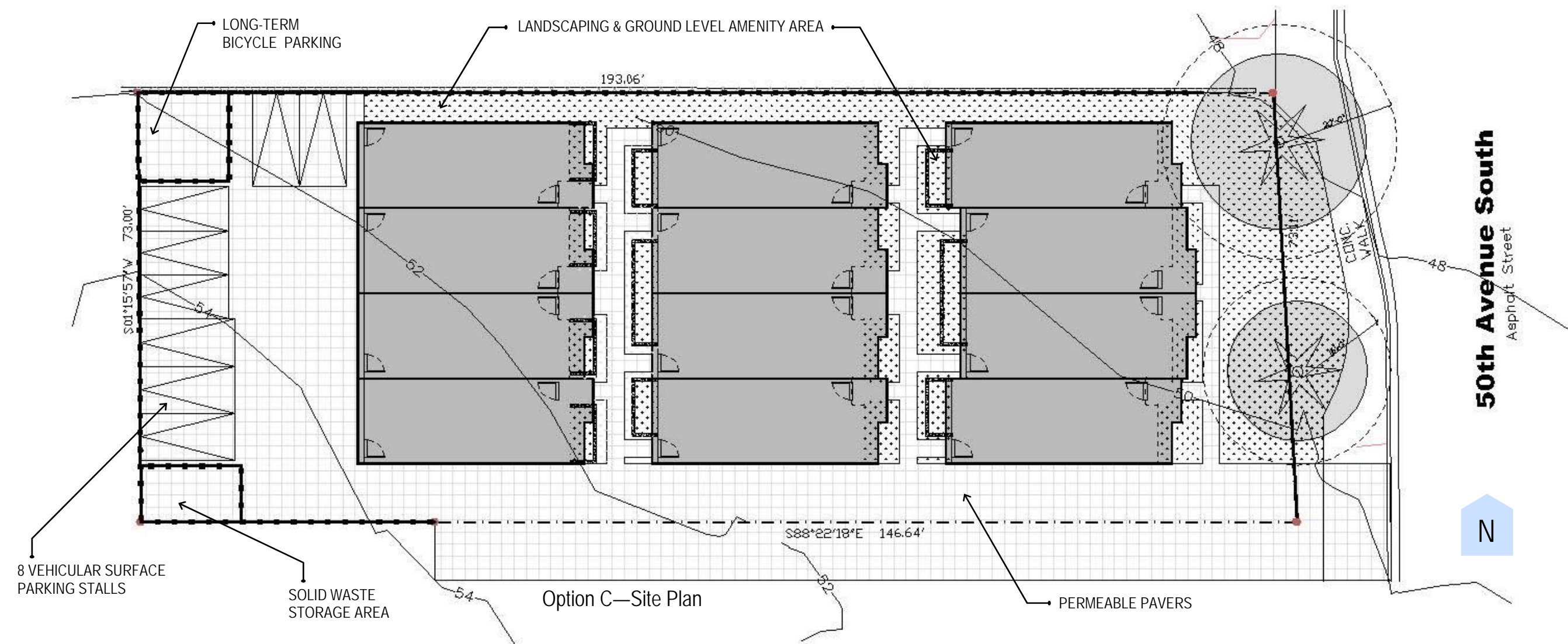


## OPTION B—MASSING STUDY





# OPTION C (PREFERRED OPTION)—SITE LAYOUT AND DESCRIPTION



## Option C — Preferred Option

### Proposal:

Three 4-unit townhouse structures  
(12 units total, at 1,700 sf per unit)

### Advantages:

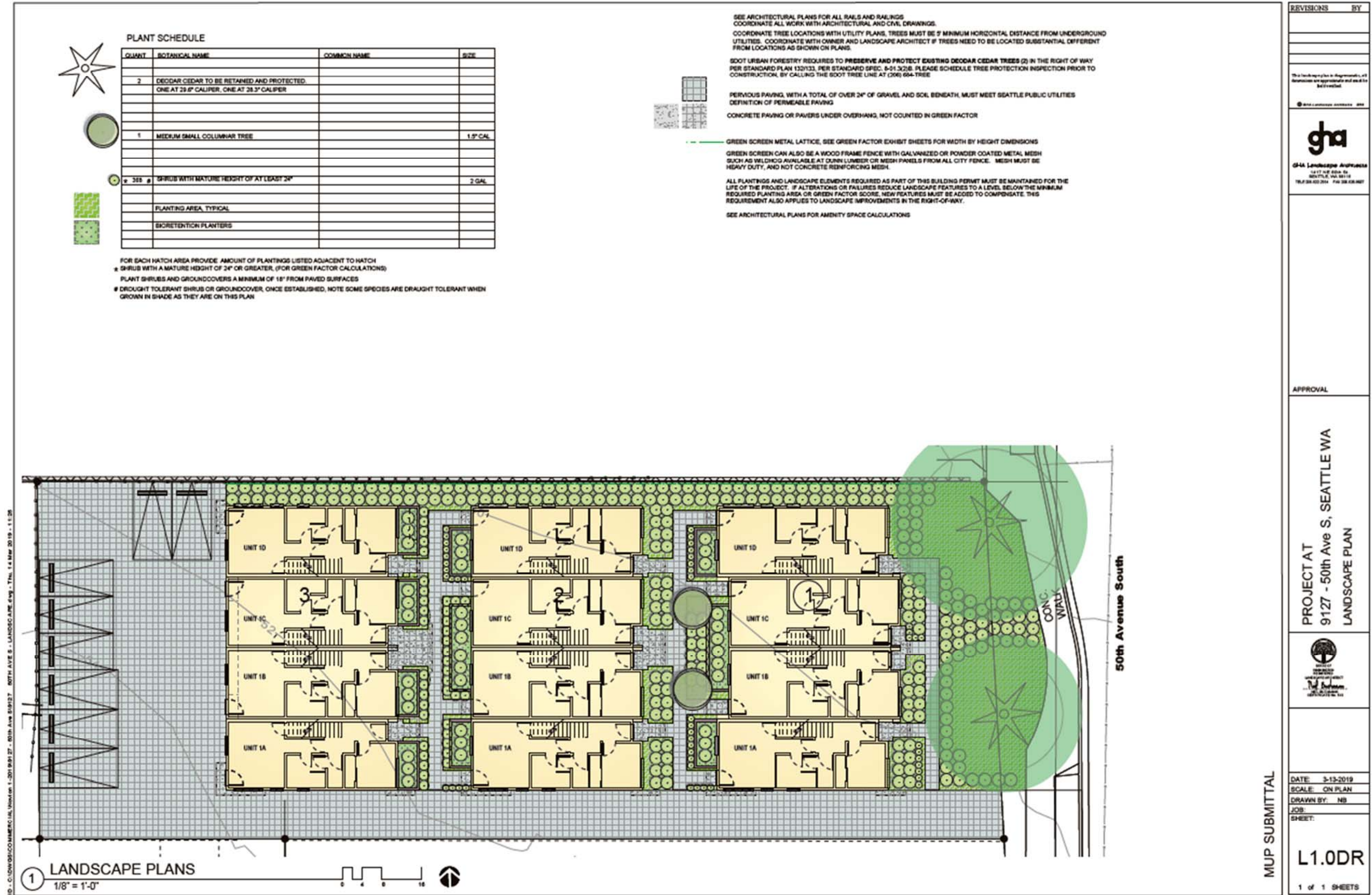
- 8 Vehicular Surface Parking Stalls
- Shared Solid Waste Area located away from units
- Secure Long-term Bicycle Parking Area
- Less Massing along Northern Property Line
- Street Facing Entry & Courtyard Entries

### Option C—the Preferred Option

The biggest advantage to this site layout is the presence of 8 on-site vehicular surface parking stalls, located at the back of the lot, behind all structures. Also located at the back of the lot is an enclosed shared solid waste storage area and an enclosed long-term bicycle parking area. The unit entries are identifiable by the pedestrian pathways, composed of contrasting pavers. The building locations reduce the amount of massing along the north property line, compared to the other options. Natural light will be able to pass through the buildings and at the rear of the lot there will be a large unobstructed area, reducing the shadow cast on the northern property. The street facing building is purposefully designed with increased modulation, larger windows and contrasting exterior finishes. The unit entries face the street and distinguish the lot as residential use. A large front setback with existing and new landscaping will provide a communal amenity area and buffer for the front building units. The courtyards for the other two buildings will have proper signage and illumination for the pathways, landscaping, entries and security. The location of the unit entries away from the parking and solid waste storage area make for a better living environment. This proposals intention is to provide usable multi-family housing in a growing area with an interest on neighborhood involvement and community transit compatible.



## OPTION C (PREFERRED OPTION)—LANDSCAPE PLAN





OPTION C (PREFERRED OPTION)—MASSING STUDY



SIMULTANEOUS CONSTRUCTION PROPOSED ON  
ADJACENT LOT UNDER SEPARATE EDG APPLICATION

50TH AVE S.



OPTION C (PREFERRED OPTION)—ADDITIONAL MASSING STUDY VIEWS



Preferred Option C Massing Study—Looking Northwest



Preferred Option C Massing Study—Looking Northeast



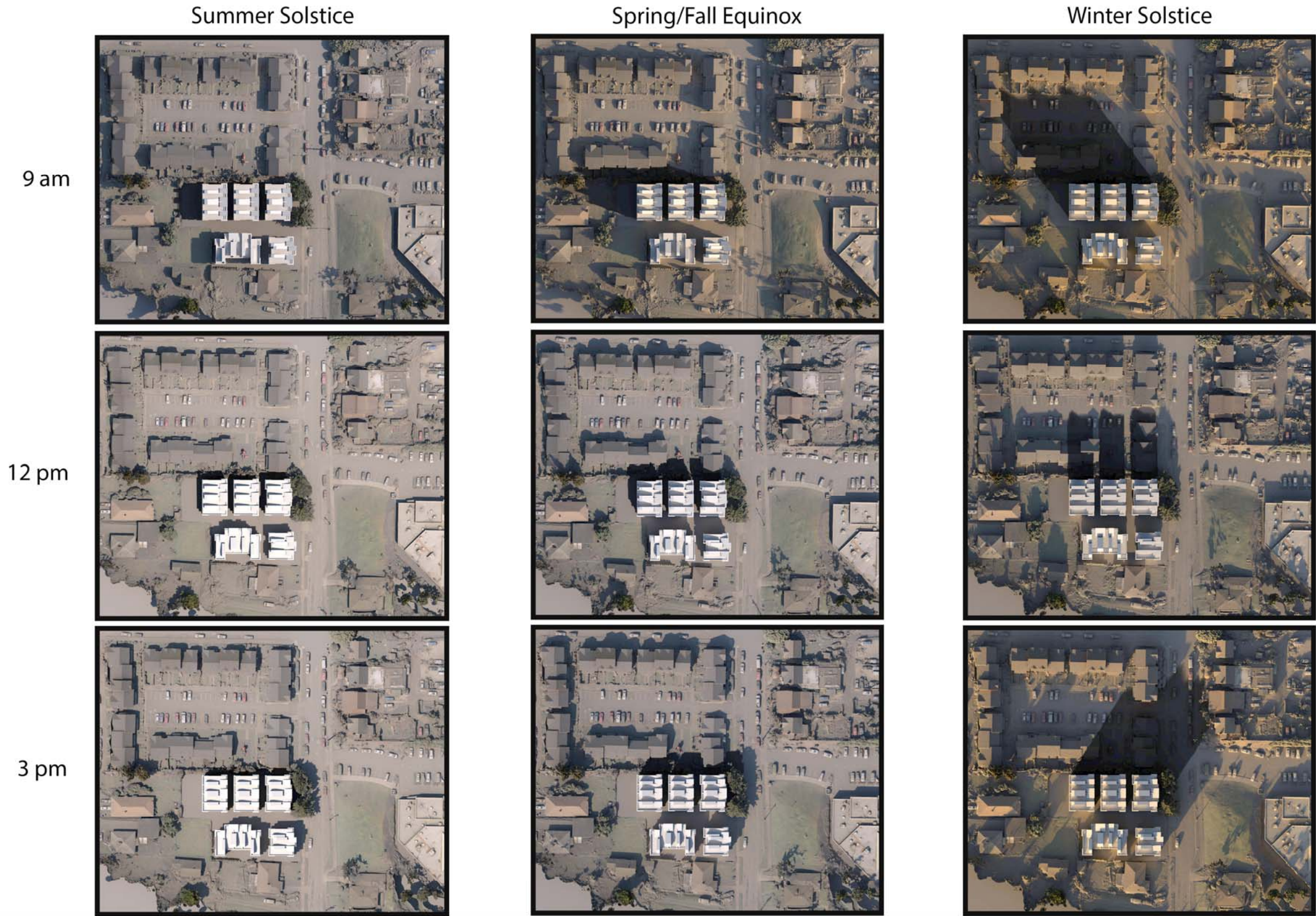
Preferred Option C Massing Study—Looking Northwest in relation to 9135 50th Ave S



Preferred Option C Massing Study—Looking Southeast



OPTION C (PREFERRED OPTION)—SHADOW STUDIES





COMMUNITY OUTREACH MATERIALS

EARLY COMMUNITY OUTREACH REGARDING PROPOSED PROJECT GOING THROUGH DESIGN REVIEW

Brief summary of the proposal:

Two projects are being developed side by side.  
One project, located at 9127 50<sup>th</sup> Ave South, demolish the existing single family structure built in 1940 and construct three new, four-unit townhouse structures with surface parking (3 new structures, 12 new units).  
The other project, located at 9135 50<sup>th</sup> Ave South, demolish the existing single family structure built in 1910 and construct one new five-unit townhouse structure and one new three-unit townhouse structure (2 new structures, 8 new units).

Project/Property Address(s): 9127 & 9135 50<sup>th</sup> Ave South, Seattle, WA  
SDCI Project Number(s): 3033376-EG & 3032056-EG  
Applicant/Contact Person: Andrew Novion – NOVION GROUP INC.  
Website: <http://www.noviongroup.com/9127-9135-50th-ave-s/4594564654>

Feedback can be submitted:

Directly to the Applicant via email. [office@noviongroup.com](mailto:office@noviongroup.com)  
Through our interactive website. [www.noviongroup.com](http://www.noviongroup.com)

Please label your emailed feedback and/or comments as “Feedback for 3033376-EG & 3032056-EG” in the subject line.

Feedback and Comments will be accepted through April 5th, 2019.

Additional information about the project can be found:

SDCI - Seattle Services Portal <https://cosaccela.seattle.gov/portal/welcome.aspx>  
Seattle Department of Neighborhood <https://www.seattle.gov/neighborhoods>

A Community meeting open to the general public will be held at the Rainier Beach Branch of the Seattle Public Library Meeting room on Wednesday, April 3rd, 2019 from 1:30PM-2:30PM. Space is limited, RSVP is appreciated.

Comments and discussion presented at the Community meeting will focus on compliance with the established design guidelines. Applicants may, at their discretion, respond directly to the community about any feedback that is not related to Design Review.

Retention of Public Records. All outreach materials and information sent or gathered as part of this Community Outreach effort are public records subject to the Washington Public Records Act, and may be subject to disclosure to a third-party requestor through the City of Seattle.

Community Outreach Feedback

Synopsis of the feedback generated from the mailer, website and neighborhood meeting held at the Rainier Beach Library

We received comments from both the online survey and the in-person meeting. The concerns raised were from nearby residents; the biggest being that affordable housing is being replaced by expensive condos that don’t fit the neighborhood. There is a concern that the proposed development will harm the current diversity of the neighborhood. The community orientated amenities near the subject site are aspects liked by residents, and there is a hope the new development will be family friendly and community inclusive. There were comments about the lack of proposed on-site parking, admitting that most street parking is taken up by commuters from other neighborhoods connecting to the light rail station down the street. A request was made that SDCI/SDOT consider establishing 50<sup>th</sup> Ave S as permit parking for residents on the block only. There are also current concerns about the traffic safety in the neighborhood. There were comments against the proposal, based on a preconceived notion that new construction will devalue the property around it by changing the context of the neighborhood. But there were also positive comments about improving the lots with new structures and landscaping.



OTHER MODERN DESIGNS BY ARCHITECTURAL FIRM

