EARLY DESIGN GUIDANCE

ADMINISTRATIVE DESIGN REVIEW

SDCI NO. 3034474-EG
7150 44th Ave S
Seattle, WA 98118

APPLICANT
Green Canopy Homes
1131 Poplar Place S
Seattle, WA 98144
contact: Jessica Tranquada

OWNER
GB Investments LLC
1131 Poplar Place S
Seattle, WA 98144

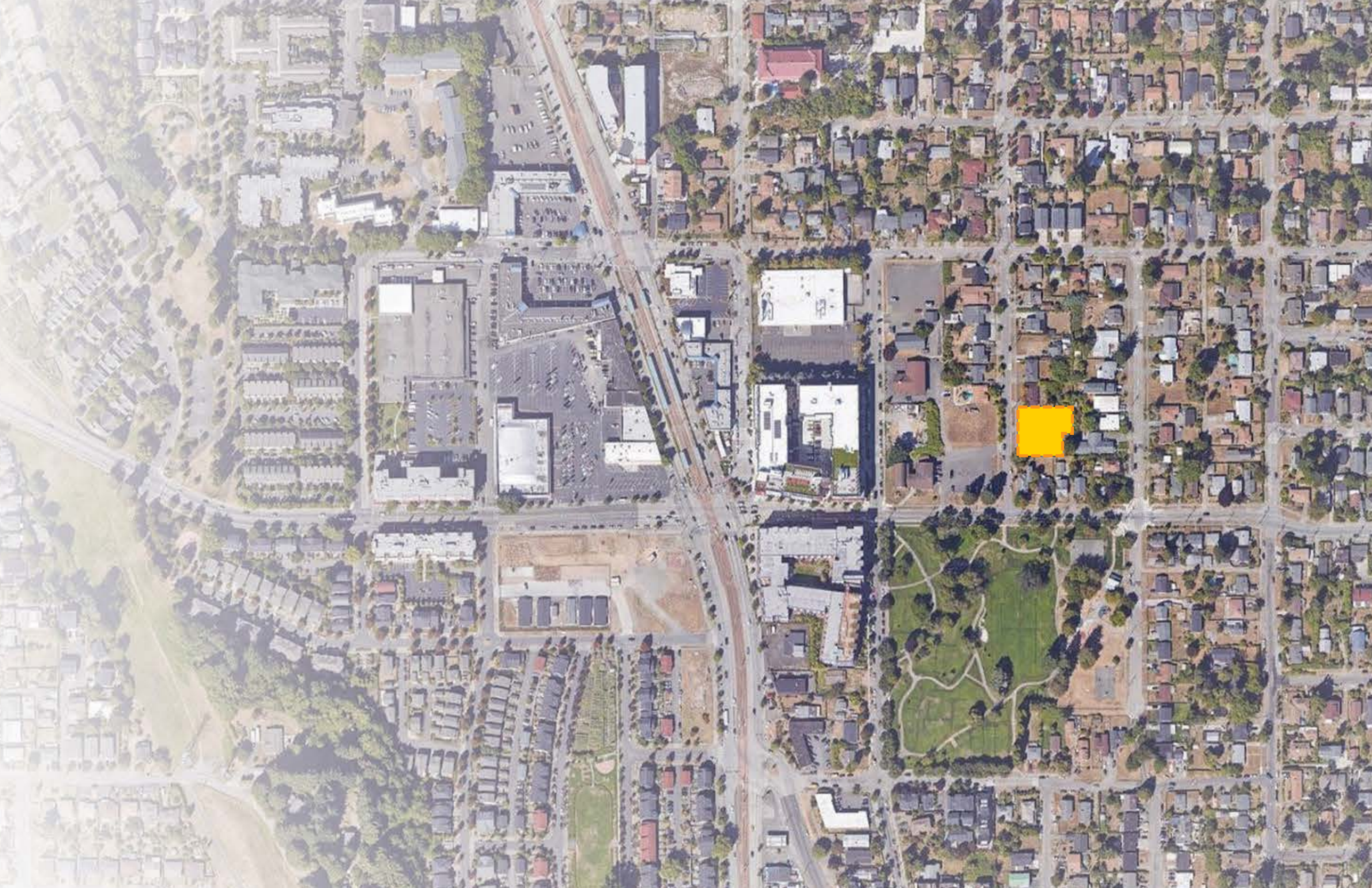
DEVELOPER / ARCHITECT
Green Canopy Homes
1131 Poplar Place S
Seattle, WA 98144

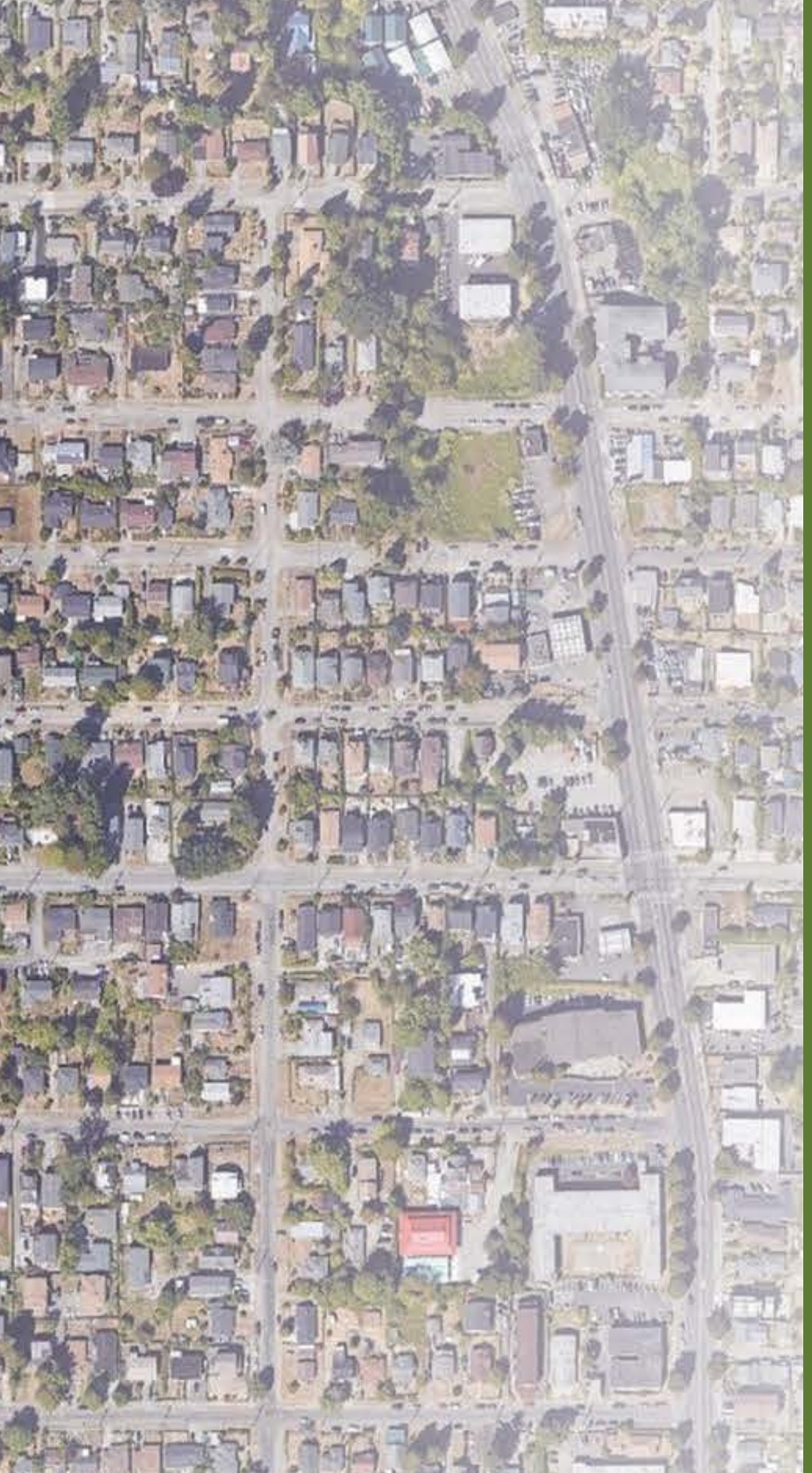
SDCI PLANNER
Ellen Aebischer

PRE-SUBMITTAL MEETING
2:30pm 06/27/2019

RE-SUBMITTAL DATE
08/13/2019

GREEN CANOPY HOMES





GREEN CANOPY HOMES

PROJECT INFORMATION

This development proposal consists of a total of 12 townhome units located on 2 existing lots, an LBA will be performed to revise the lot configuration and each lot will be permitted separately but are functionally related via shared pedestrian and vehicular access to the sites.

SDCI PROJECT NUMBERS:

LOT BOUNDARY ADJUSTMENT:	**3034364-LU**
EARLY DESIGN GUIDANCE:	**3034363-EG** (Parcel A / 7146 44th Ave S) **3034474-EG** (Parcel B / 7150 44th Ave S)
MASTER USE PERMIT:	**3034799-LU** (Parcel A / 7146 44th Ave S) **3034473-LU** (Parcel B / 7150 44th Ave S)
CONSTRUCTION PERMIT:	**6724308-CN** (Parcel A / 7146 44th Ave S) **6728422-CN** (Parcel B / 7150 44th Ave S)

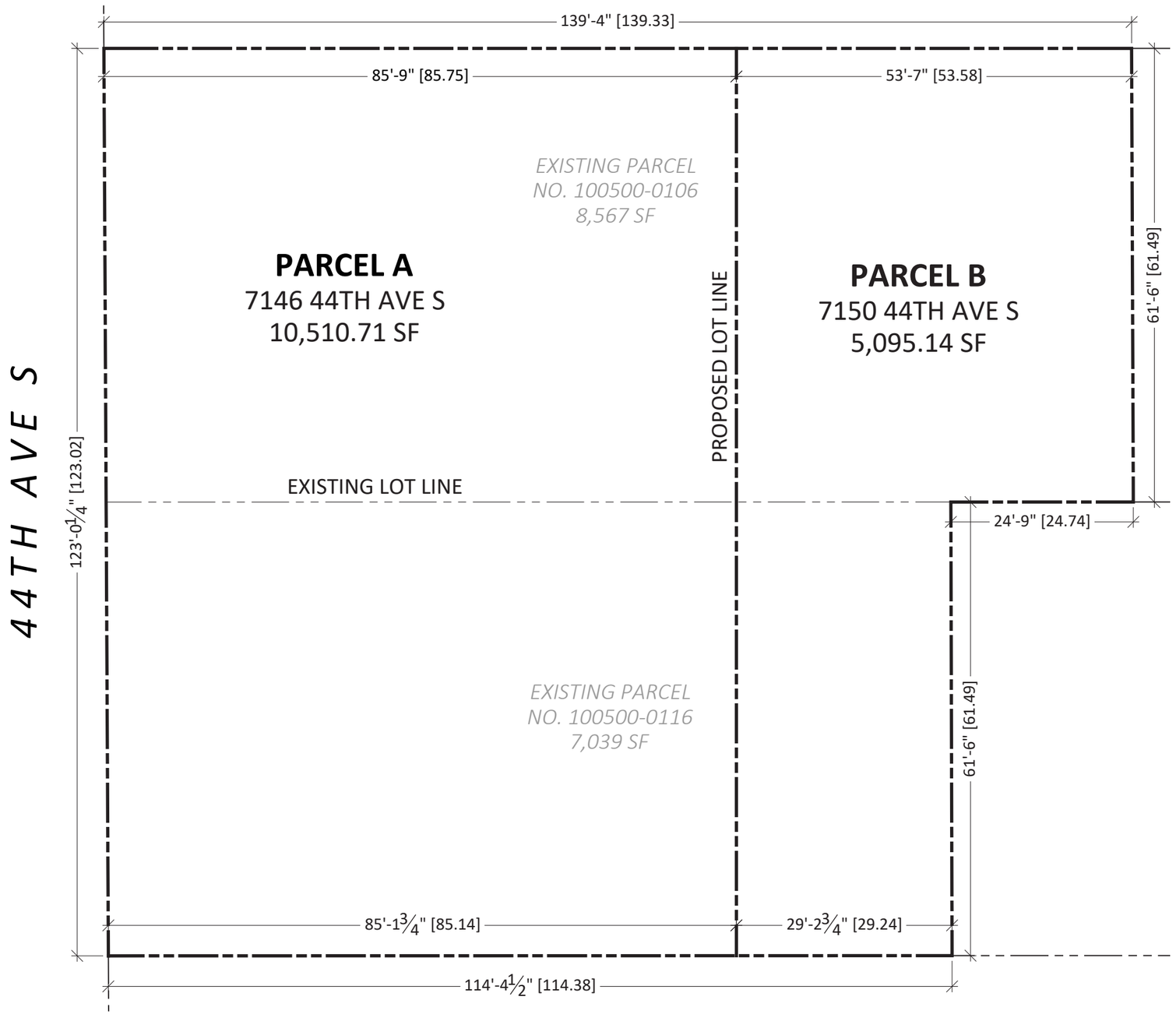
Each lot will also go through a unit lot subdivision for future unit sales.

PROPOSED PROGRAM - PARCEL A

LOT AREA:	10,510.71 sf
PROPOSED RESIDENTIAL UNITS:	8 townhomes
NUMBER OF PARKING SPACES:	8
PROPOSED GROSS SF:	13,392.72 sf

PROPOSED PROGRAM - PARCEL B

LOT AREA:	5,095.14 sf
PROPOSED RESIDENTIAL UNITS:	4 townhomes
NUMBER OF PARKING SPACES:	4
PROPOSED GROSS SF:	6,025.93 sf



PROPOSED LBA PLAN
SCALE: NTS

DEVELOPMENT PROPOSAL

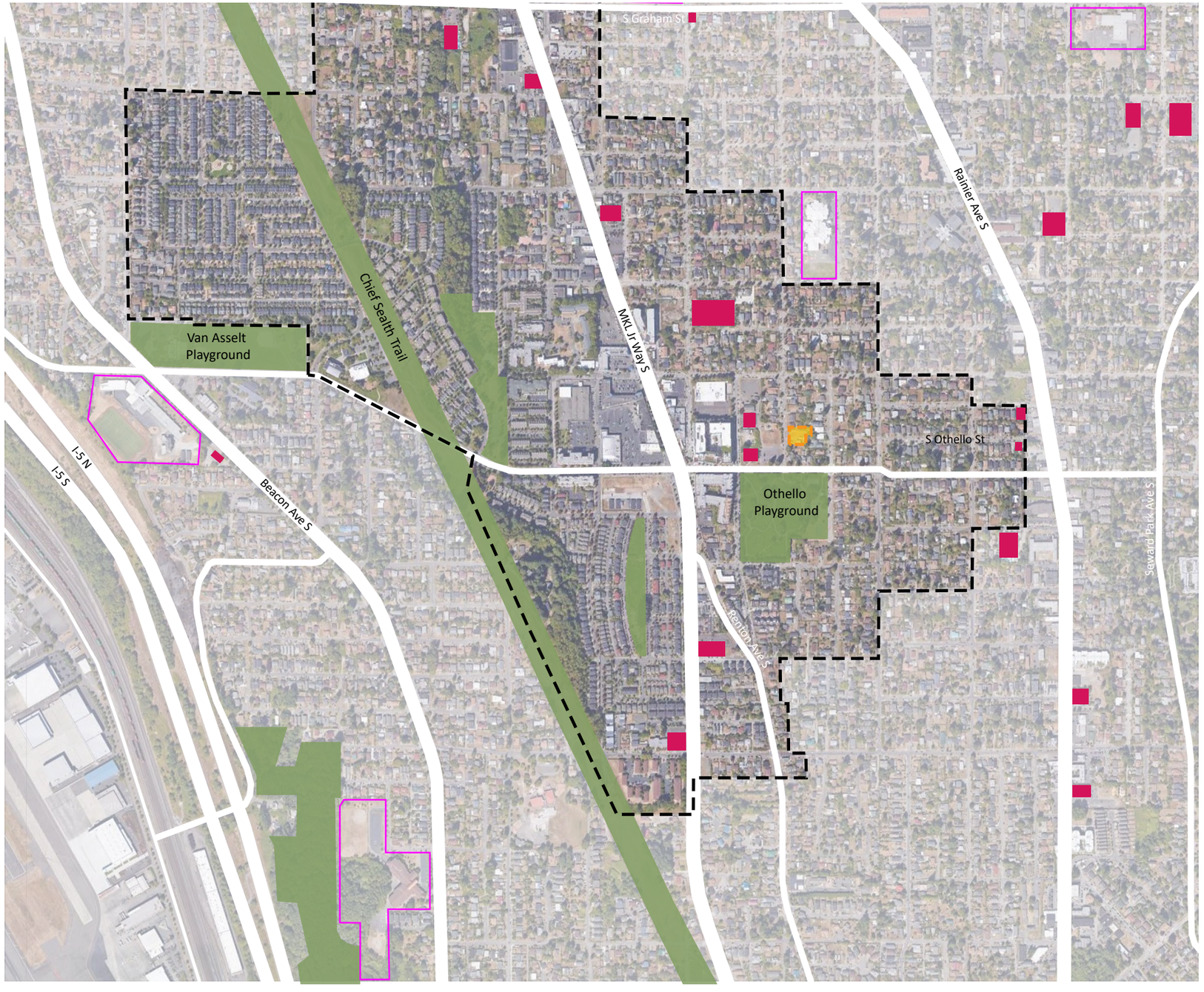
This project proposes to construct 12 new market-rate townhomes of 1,350 sf to 1,600 sf each. All units will contain at least three bedrooms and have a parking space on-site. Maintaing connections to the outside are a priority, 10 units will have living rooms that open onto fenced yards while the two central units have second floor living spaces oriented around large decks.

SUSTAINABILITY GOALS

All units will be designed and built to meet a minimum 4-star BuiltGreen certification. Sustainable materials will be used in the construction, such as reclaimed wood and low-to-no VOC interior finishes. Conduit will be installed to all parking spaces for future electric car charging stations. All unit roofs are oriented to optimize solar exposure and designed for future installation of solar panels. Drought tolerant and low maintenance plantings will help to reduce water usage while providing natural beauty to the owners and public. Although parking is provided on site, the Othello Light Rail Station is within a 5 minute walk of the site offering an incentive to use public transportation.

EXISTING SITE DESCRIPTION

The site is primarily flat with a gentle slope up toward the north property line with a total grade change of 6-7 feet. There is currently a one-story single family home and detached garage on site that will be removed. There are currently no street trees in the ROW planting strip



LEGEND

- Development Site
- City Parks
- Schools
- Religious Centers
- Othello Residential Urban Village

GREEN CANOPY HOMES

SUMMARY OF PUBLIC OUTREACH

PRINTED OUTREACH MAILER

A printed mailer (below) translated into Vietnamese, Tagalog, Somali and Oromo was mailed out to all residences and businesses within a 600 ft radius of the development site on 6/04/19. The mailer provided an introduction to the project, invitation to attend the communty meeting and a link for the online survey.

DIGITAL OUTREACH ONLINE SURVEY

Both the mailer and additional emails sent to community groups directed interested parties to an online survey which was provided in English, Vietnamese, Oromo, Tagalog and Somali. The survey was based on the City of Seattle guidelines for survey design for Early Community Outreach. The survey was posted on 6/07/19 and remains open.

SUMMARY OF RESPONSES:

The two survey respondants were concerned with affordability, a family-friendly community, sustainability, building scale and parking.

Is there anything specific about this property or neighborhood that would be important for use to know?

"Making it affordable means thinking of the incomes of the people in SE Seattle already. Also parking sucks, stop helping people destroy the planet faster. It should be a hassle."

"This neighborhood is very close to a light rail station and multiple bus lines. One-to-one parking is not necessary. This neighborhood is an area at risk of gentrifying and pricing out longtime residents: affordability is an important consideration. This neighborhood is close to a park with a playground, so it is attractive to families."

What else would help make the new building successful for decades to come?

"Putting it in a land trust that ties resale value to inflation. That or ensuring it's affordable and built well for the community."

"Good location for solar panels."

IN-PERSON EVENT PUBLIC MEETING

A community meeting was held on 6/24/19 from 6:30pm - 7:30pm at the New Holly Branch Library. The meeting included a presentation of the proposed project and a question and answer session. There were four attendees: one owned a house directly to the east of the development site, one lived to the north on the same block and two lived a block to the east on 45th Ave S.

SUMMARY OF COMMENTS:

The attendees expressed concern about the scale and density of the new development, they questioned why the number of units increased from our original proposal of 6 single family homes. *We explained that due to the MHA upzone and associated MHA fees it was no longer financially viable to build our original design. On the positive side, the 12 homes will be smaller than the original 6 and will be priced more affordably for the area.*

The east neighbor was concerned about how close the buildings will be to the property lines, he asked whether we could shift the units away from the edges of the site, toward the center to create more space for landscaping and trees. *We explained that although the buildings are close to the property lines (all proposed setbacks meet land use code required setbacks for multifamily zones), they are massed to allow spaces between the units for more light to filter through the site and help decrease the perceived mass of each unit. If we shifted the units to provide larger setbacks it would create a much larger and solid townhome complex that would look more like a small apartment building than individual homes. The neighbor accepted this explanation and agreed that it is preferable to have unit massing that more closely relates to the adjacent homes.*

The east neighbor brought up existing drainage issues where his yard borders our property, water tends to accumulate during storms and takes a while to drain off. He also wanted to make sure that we were going to properly mitigate stormwater runoff on the development site to prevent additional drainage issues on his property. *We have a civil engineer who will design the on-site stormwater system, we have also informed him of the drainage issue on the eastern property line so he can address that in the site design.*

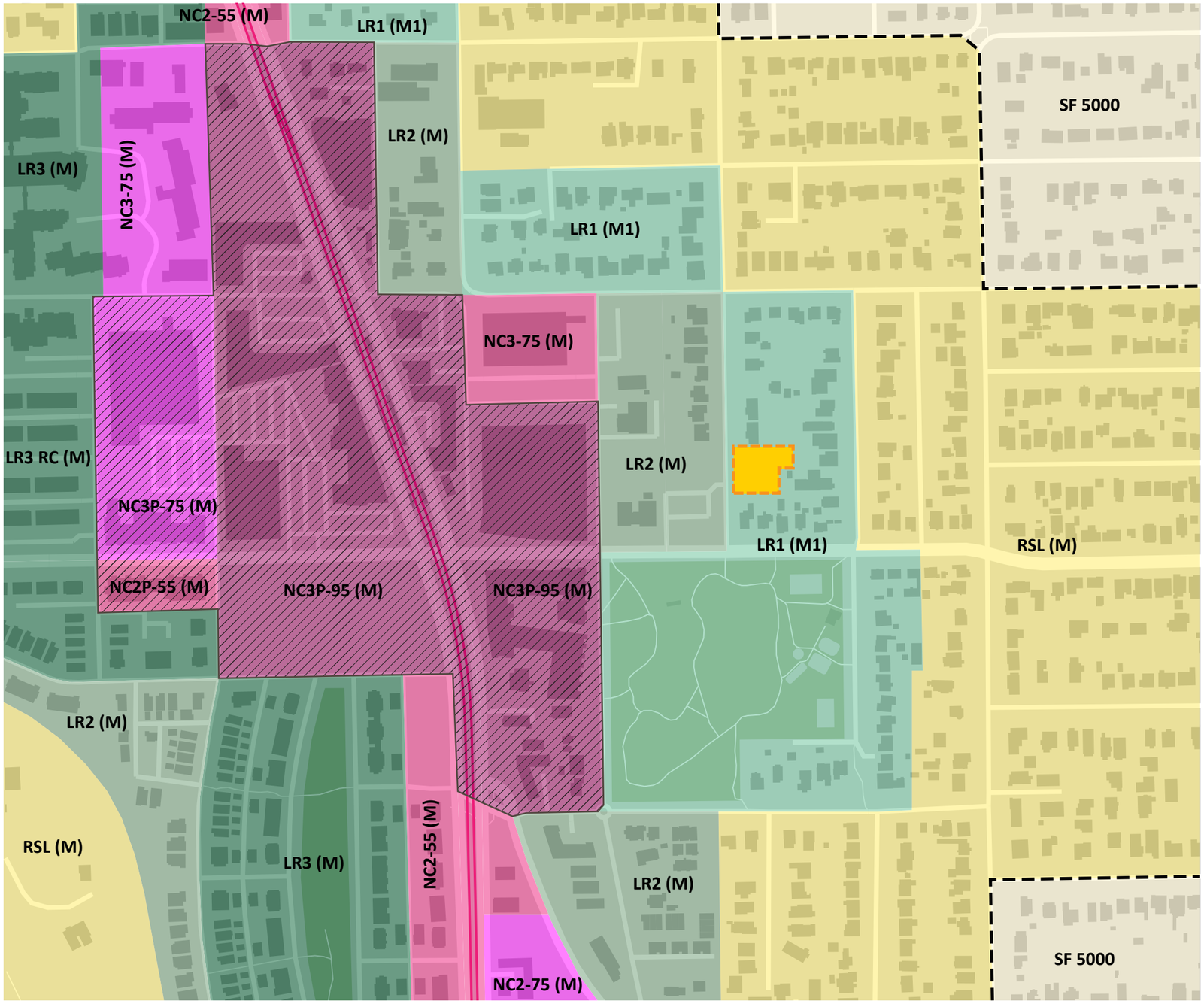
The attendees also asked about the existing vacant house, they are concerned about it being broken into while the project is in permitting and also that the grass is very tall and could be a fire hazard. *We informed them that we have recently submitted a demo permit, and are hoping to remove the home as quickly as possible to decrease the potential for break-ins or squatters, we also agreed to have the grass cut.*

The north neighbor raised concerns about the amount of on-site parking. There are two churches on 43rd Ave S, west of the site, that create a lot of traffic congestion on Sundays. She thinks that there is not enough parking available in the neighborhood already (there is street parking on both sides of 44th Ave S) and that only providing one parking space per unit will cause even more people to park on the street. *We explained that the site is located in a frequent transit area and the land use code would allow us to not provide any parking on-site.* The other attendees disagreed about the potential parking issues, citing the close proximity to the Light Rail Station.

The east neighbor asked about possible roof decks or windows facing his property that would cause privacy concerns. *We identified proposed windows in the preliminary renderings that face his property and agreed to adjust the facade design to minimize large widows directly facing his yard. We will make sure that the final design is sensitive to privacy concerns for all neighboring properties.*

ZONING MAP

This project is located on a block that was recently up-zoned from single family to lowrise 1 as part of the MHA legislation, the residential urban village was also expanded to include this area. The recent upzoning is intended to allow denser townhome developments that are similar to, but incrementally greater in scale than the adjacent areas with single family zoning, creating a smoother transition between smaller single family homes and the much denser mixed-use/commercial zoning along MLK Way.

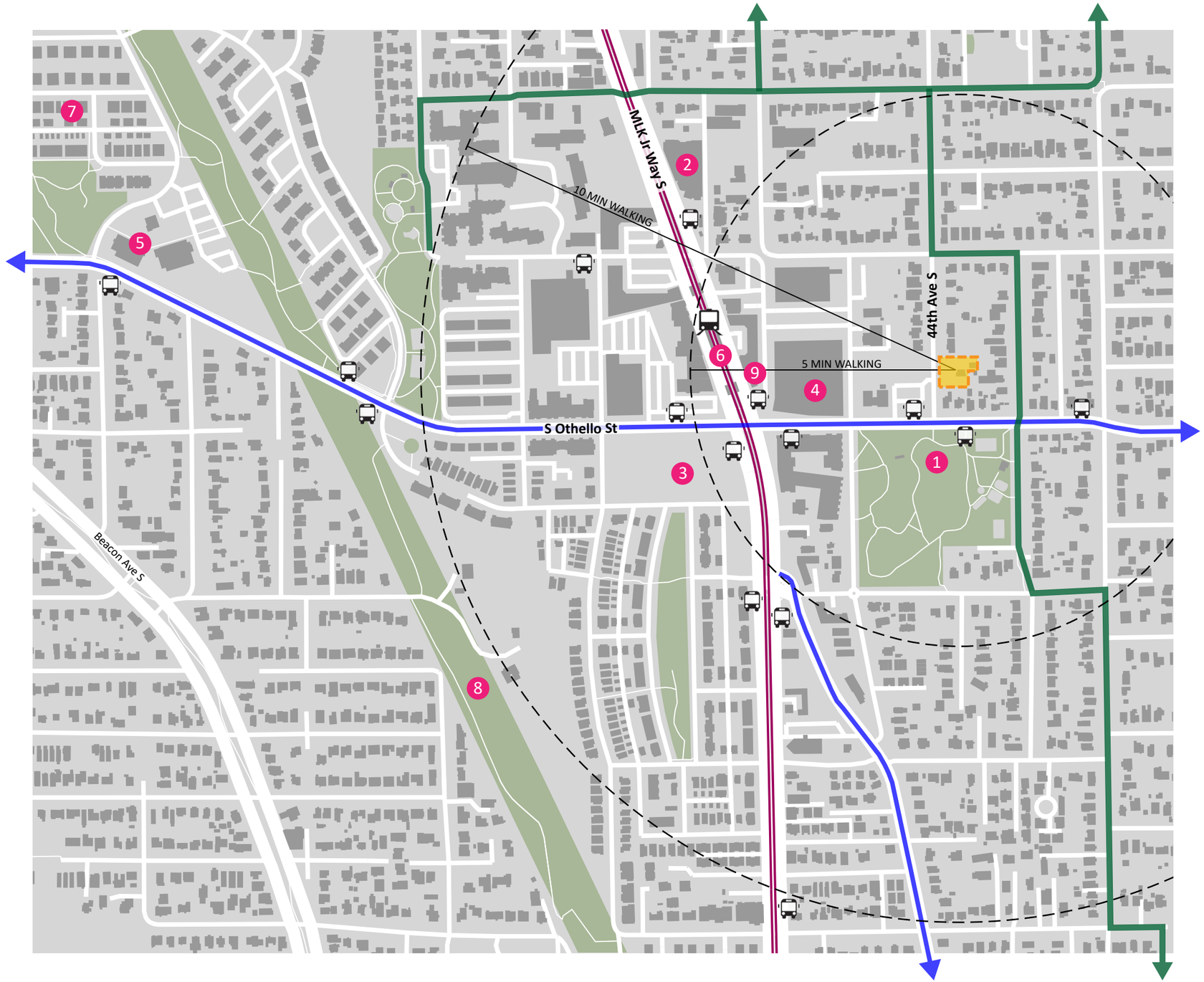


LEGEND

- Development Site
- Othello Residential Urban Village Boundary
- Pedestrian Oriented Zoning
- Single Family
- Multifamily
- Mixed Use

GREEN CANOPY HOMES

VICINITY MAP



LEGEND

- Development Site
- Link Light Rail Line
- Dedicated Bike Lanes
- Neighborhood Greenway
- Link Light Rail Stop
- Bus Stop
- 1 Point of Interest - see next page
- City Park

GREEN CANOPY HOMES

POINTS OF INTEREST


1 Othello Playground

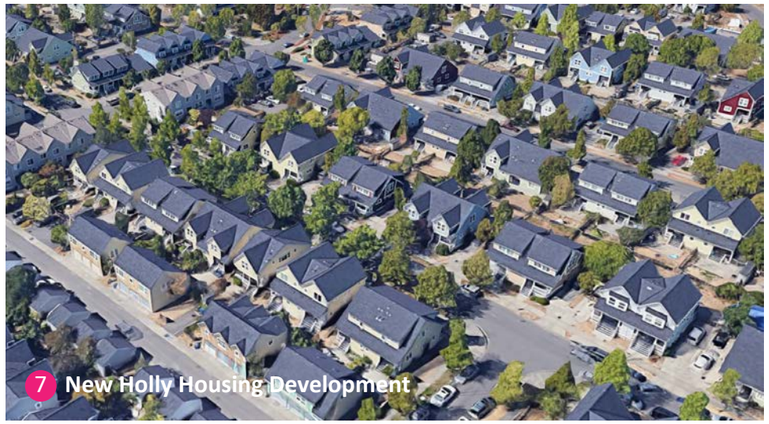

2 Mercy Housing

3 Southeast Economic Opportunity Center - currently under development


4 Assembly 118

5 New Holly Branch Library

6 Othello Light Rail Station


7 New Holly Housing Development


8 Chief Sealth Trail

9 Cafe Red

NEIGHBORHOOD CONTEXT & CUES

This project is located on a block that was recently up-zoned from single family to lowrise 1 as part of the MHA legislation, the residential urban village was also expanded to include this area. The recent upzoning is intended to allow denser townhome developments that are similar to, but incrementally greater in scale and density to the adjacent areas with single family zoning.

The current block is comprised primarily of small, older, 1-2 story single family homes in a variety of styles. Many of the homes have a horizontal material and/or color change that breaks up the perceived massing and provides similarity between many different styles.

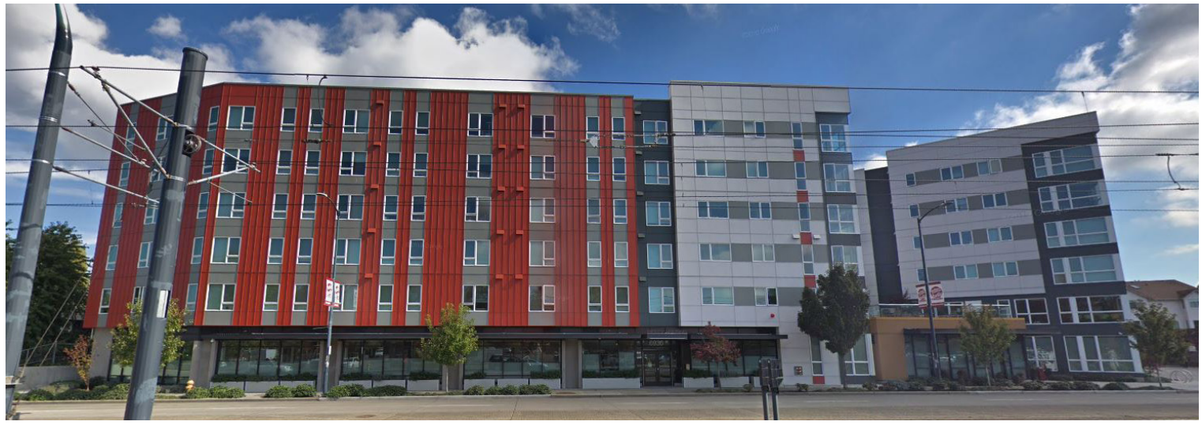
Newer single family homes typically have parking on the first floor with living above, the second floor feels very detached from the site and sidewalk. Parking is located in front of the homes - minimizing the area for landscaping and making the cars the most prominent feature of the front yards. These homes don't follow the same approach to materiality and color as the older homes do.

Townhomes in the area have very prominent rooflines that help to define individual units. Instead of dividing the material and color horizontally, they are creating vertical modulations of color. The modern townhomes are bringing in very vibrant accent colors, similar to the mixed use developments.

The mixed use developments along MLK Jr Way S are fairly boxy, the upper floors are not carved out to decrease the percieved mass of the structures. They feature very bright colors which work well in this commercial corridor. The overall materiality is fairly flat, the panel siding does not provide a smaller scale of detail within the greater composition.

OLDER SINGLE FAMILY HOMES

NEIGHBORHOOD CONTEXT & CUES



MIXED USE DEVELOPMENTS

MULTIFAMILY DEVELOPMENTS

NEWER SINGLE FAMILY CONSTRUCTION

3D SITE VIEW


45TH AVENUE SOUTH NEIGHBORHOOD GREENWAY
Development Site
Functionally related project #3034363-EG
44TH AVENUE SOUTH
Little Friends Daycare Center
Holly Park Community Church parking lot
DEDICATED BIKE LANE
SOUTH OTHELLO STREET
Othello Playground

STREETSCAPE PANORAMAS

44TH AVE S LOOKING WEST

44TH AVE S LOOKING EAST

SITE CONDITIONS & CONSTRAINTS

LEGAL DESCRIPTION

WEST HALF OF LOT 7, BLOCK 2, BOWEN'S REPLAT OF RAINIER GARDENS ACCORDING TO THE PLAT RECORDED IN VOLUME 12, OF PLATS, PAGE 30, KING COUNTY WASHINGTON, EXCEPT THE WEST 7.5O FEET THEREOF HERETOFORE CONDEMNED IN KING COUNTY SUPERIOR COURT, CASE NO. 161151, FOR WIDENING OF 44TH AVENUE SOUTH, AS PROVIDED UNDER ORDINANCE 46044 OF THE CITY OF SEATTLE.
ALSO LOT 8, BLOCK 2, BOWEN'S REPLAT OF RAINIER GARDENS ACCORDING TO THE PLAT RECORDED IN VOLUME 12, OF PLATS, PAGE 30, KING COUNTY WASHINGTON, EXCEPT THE EAST 171.50 FEET THEREOF, AND EXCEPT THE WEST 7.5O FEET THEREOF HERETOFORE CONDEMNED IN KING COUNTY SUPERIOR COURT, CASE NO. 161151, FOR WIDENING OF 44TH AVENUE SOUTH, AS PROVIDED UNDER ORDINANCE 46044 OF THE CITY OF SEATTLE.

ADJACENT BUILDING USES

All buildings directly adjacent to the site are 1-2 story tall, older single family homes.

TREES

There is one tree located on site - an english holly that will be removed. Three trees adjacent to the site have been identified as exceptional by a certified arborist and are shown in the site plan. Ground disturbance is restricted to a maximum of 33% of the outer root zone. High visibility fencing will be installed during construction to protect the root zones.

SOLAR ACCESS

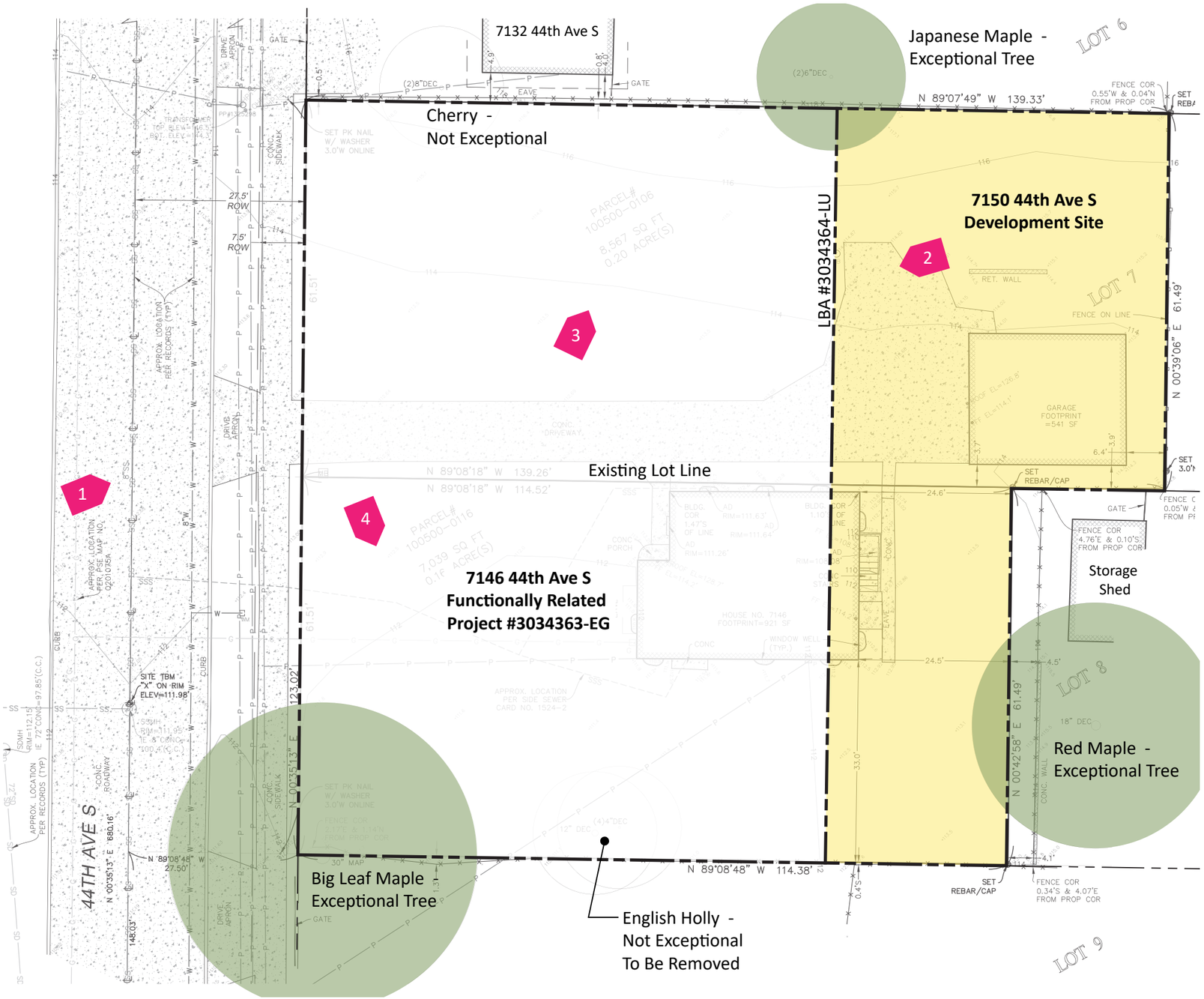
The site has relatively unrestricted solar access due to the height of adjacent structures. The exceptional big leaf maple will cast some shade on the roofs of units 4, 6 and 7 for part of the day.

TRAFFIC & PARKING

44th Ave S is a two-way street with free street parking on both sides. S Othello St has dedicated bike lanes.

STREETSCAPE

The 44th Ave S ROW has already been improved, the existing curb cut will be removed and filled in with a new curb cut being installed to the north. The project proposes to add street trees to the planting strip.



EXISTING SITE PHOTOS

DESIGN GUIDELINE RESPONSE

CS2 Urban Pattern & Form - ***Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces and open spaces in the surrounding area.***

Othello Supplemental Guidance:
I. Streetscape Compatibility - *Shallow setbacks and a minor grade separation are encouraged between the first floor and the sidewalk where residential uses occupy the ground floor; this will promote privacy and also accomodate entry porches and stoops.*
IV. Height, Bulk and Scale Compatibility - *Design building volumes to maintain a compatible scale with smaller buildings nearby. Use smaller sub-volumes in the massing of a building to create a transition in size to adjacent residential structures that are smaller in scale.*

RESPONSE

This project is the first lot on the block to be redeveloped following the MHA upzoning from single family to multifamily, as such it must both fit into the existing context and contribute to the development of attractive new architectural forms at the new density and scale. The proposal looks to the existing neighborhood as a point of reference, taking cues and integrating various elements into the design such as massing, proportion of building volumes and materiality. The design is synthesizing the positive aspects of the current context while establishing a thoughtful, new design that sets a positive precedent for future multifamily and neighborhood development.

The overall approach to massing on the site was to maximize interior space while also minimizing the perceived mass of the structures. This was achieved by carving out the second and third floor between townhouse units and then refining the massing to make them look more like detached homes. creating spaces between the units also allows light to penetrate into the site and makes the private yard areas feel larger. Unit entries are separated from the adjacent walkways by slight changes in grade, they are also defined by massing and materiality.

RELATED DESIGN GUIDELINES

CS2.D1. 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.

CS3.A1. FITTING OLD AND NEW TOGETHER - Create compatibility between new projects and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration and/or the use of complementary materials.

CS3.A2. CONTEMPORARY DESIGN - Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through the use of new materials or other means.

CS3.A4. EVOLVING NEIGHBORHOODS - In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desireable contect for others to build upon in the future.

DC2.A2. REDUCING PERCEIVED MASS - Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2.C3. FIT WITH NEIGHBORING BUILDINGS - Use design elements to achieve a successful fit between a building and its neighbors, such as: considering architectural style, color or materials and landscaping to enhance the building design.

DESIGN GUIDELINE RESPONSE

PL2 Walkability* - *Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

Othello Supplemental Guidance:
I. Personal Safety and Security - *Consider the type of 'zone of defense' most appropriate for specific spaces and entries included in the development proposal. Private open spaces and entrances should include physical barriers such as fencing, some form of landscaping and locked doors. New developments are encouraged to provide lighting on buildings and in open spaces. This includes: exterior lighting fixtures above entries; lighting in parking areas and open spaces; and pedestrian street lights near sidewalks. As a symbolic barrier, landscaping can mark the transition between zones.*

RESPONSE

The proposal is designed to create a safe, family friendly environment on site that has a strong street presence and connection to the neighborhood. The units are organized around two entrances to the site - a walkway embedded in the driveway and a shared courtyard between units 4-5 and 6-8. The pedestrian entry sequence passes through a series of increasingly more private spaces ending at the front doors. All unit entries face the semi-private walkways instead of being accessed directly from the street ROW (where feasible) to enforce this transition from public to private space. Landscaping and cedar fencing will provide an additional buffer at these transitions.

Exterior lighting will also be used to provide a safe, defensible space on site. Landscaping lights will be used to illuminate the common walkways at night, wall sconces will identify individual unit entries and lights with motion sensors will provide additional illumination in the parking area.

RELATED DESIGN GUIDELINES

PL2.D1. DESIGN AS WAYFINDING - Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.

PL3.A1. ENTRY DESIGN OBJECTIVES - Design primary entries to be obvious, identifiable and distinctive with clear lines of sight and visually connected to the street. Individual entries to ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute to a sense of identity, opportunity for personalization, offer privacy and emphasize personal safety and security.

PL3.B3. RESIDENTIAL INTERACTION - Provide Opportunities for interaction among residents and neighbors. Consider locating commonly used features or services such as mailboxes, outdoor seating or children's play equipment in the area between buildings as a means of encouraging interaction.

PL4.B3. BIKE FACILITIES - Facilities such as bike racks and storage should be located to maximize convenience, security and safety.

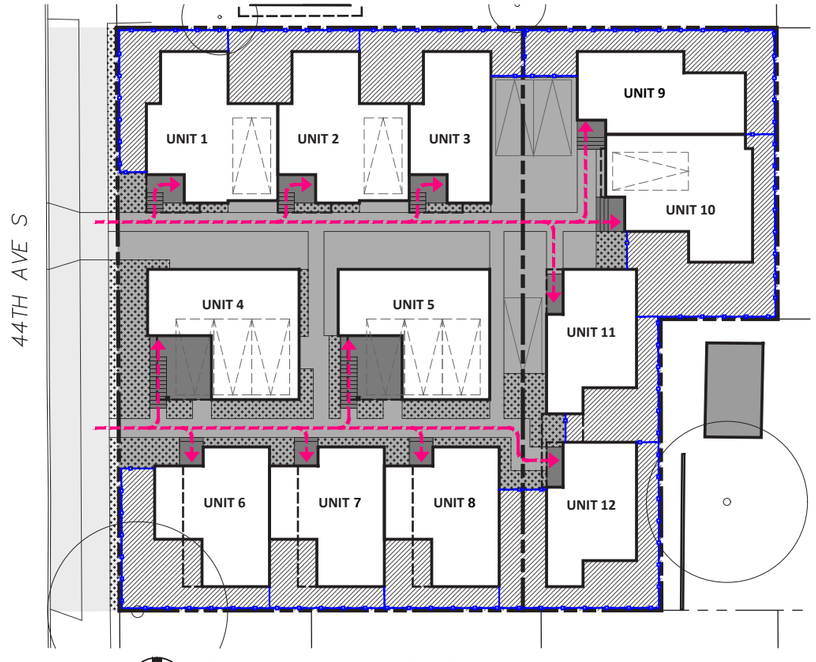
DC3. C2 - OPEN SPACE AMENITIES AND FEATURES - Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed. Use a variety of features such as planters and vertical green trellises along with more traditional foundation plantings, street trees and seasonal displays.

DC4.C1. LIGHTING 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 and plantings.

DC4.D2 - HARDSCAPE MATERIALS - Use exterior courtyards and other hard surfaced areas as an opportunity to add color, texture and/or pattern and enlive

UNIT 2 & 3 ENTRIES

UNIT 6-8 ENTRIES & COMMON WALKWAY



LEGEND

- PUBLIC ZONE - ROW
- SEMI-PUBLIC ZONE - VEHICLE TURNAROUND & ENTRY WALKWAY
- SEMI-PRIVATE ZONE - ENTRY STOOP / DECK
- PRIVATE ZONE - PRIVATE FENCED YARDS
- PRIMARY PEDESTRIAN ACCESS ROUTE
- ZONE BUFFER - CEDAR FENCE
- ZONE BUFFER - LANDSCAPING

DEFENSIBLE SPACE DIAGRAM
SCALE: NTS

GREEN CANOPY HOMES

DESIGN GUIDELINE RESPONSE

DC3 Open Space Concept* - *Integrate open space design with the design of the building so that each complements the other.

A. Building & Open Space Relationship - *Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.*

RESPONSE

The site layout was designed to maximize outdoor space for each unit and provide a direct connection between the primary living space and a usable outdoor space. Nine units have first floor living spaces that open onto private, fenced yards. The three units that have living on the second floor, also have large second floor decks to create the same outdoor connection. Each unit is designed to have the living and dining room oriented toward the private yard/deck and kitchen oriented toward the common walkways and parking area to allow for windows into the semi-private areas of the site without sacrificing privacy in the living spaces.

RELATED DESIGN GUIDELINES

CS1.B2. DAYLIGHT AND SHADING - Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.

DC1.A4. VIEWS AND CONNECTIONS - Locate interior uses and activities to take advantage of views and physical connections to exterior spaces.

DC3.B2. - MATCHING OPEN SPACE USES TO CONDITIONS - Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities. Build flexibility into the design in order to accommodate changes as needed.

DC3. C2 - OPEN SPACE AMENITIES AND FEATURES - Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed. Use a variety of features such as planters and vertical green trellises along with more traditional foundation plantings, street trees and seasonal displays.

DC4.C1. LIGHTING 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 and plantings.

Units 1-3 have primarily north facing yards so the building massing steps down between units to allow more sunlight to reach the yard area.

Units 6-8 have south facing yards carved out of the first floor with a deep overhang above part of the yard to provide weather protection and shading at different times of year. The living space is designed with large patio doors to provide a strong visual connection between indoor and outdoor spaces.

DC4 Exterior Elements and Finishes* - *Use appropriate and high quality elements and finishes for the building and its open spaces.

Othello Supplemental Guidance:

I. Exterior Finish Materials - *The most commonly found traditional cladding material in the Othello neighborhood is wood: shingle, horizontal or vertical lap. Creative combinations of these materials are encouraged so long as they meet the overall objective of conveying a sense of permanence, human scale and proportion.*

RESPONSE

The primary siding material will be horizontal lap siding, with accents of fiber cement panel, board and batten and cedar siding. The mixture of color, texture and scale will create a compelling facade along the streetscape, it will also help to break up the perceived mass of the development. Smooth fiber cement panel siding provides a simple base for pops of color. Lap and board and batten siding provide texture and patterns of varying scale in a more muted color palette. Cedar siding, cedar fencing and oxidized steel planters provide texture and natural color that will evolve over time.

RELATED DESIGN GUIDELINES

CS3.A1. FITTING OLD AND NEW TOGETHER - Create compatibility between new projects and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration and/or the use of complementary materials.

PL3.A1. ENTRY DESIGN OBJECTIVES - Individual entries to ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute to a sense of identity, opportunity for personalization, offer privacy and emphasize personal safety and security.

PL3.A2. ENSEMBLE OF ELEMENTS - Design the entry as a collection of coordinated elements including the doors, overhead features, ground surface, landscaping, lighting and other features.

DC2.B2. BLANK WALLS - Avoid large blank walls along visible facades wherever possible. Where unavoidable, include design treatments at the street level that have human scale and are designed for pedestrians.

DC2.C3. FIT WITH NEIGHBORING BUILDINGS - Use design elements to achieve a successful fit between a building and its neighbors, such as: considering architectural style, color or materials and landscaping to enhance the building design.

DC2.D1 - 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.

DC4.D2 - HARDSCAPE MATERIALS - Use exterior courtyards and other hard surfaced areas as an opportunity to add color, texture and/or pattern and enlive

Use of cedar siding at entries, along the pedestrian walkways and at yard areas provides a fine-grained texture and warmth that relate to the human scale & helps to identify entries.

Cedar siding provides texture & pattern at the pedestrian level in an area that would otherwise be a blank facade.

LAND USE CODE SUMMARY MASSING CONCEPT 3

ZONE: LR1 (M1)
OVERLAYS: Othello Residential Urban Village, Parking Flexibility Area
LOT AREA: 5,095 sf

23.45.510 FLOOR AREA RATIO
B
ALLOWED: 1.3 (townhome in LRI w/ MHA Suffix)
1.3 x 5,095 = 6,623 sf Max
PROVIDED: see massing option summary

23.45.512 DENSITY LIMITS
ALLOWED: 1/1,300
5,095/1,300 = 3.919
PROVIDED: 4 units

23.45.514 STRUCTURE HEIGHT
A
ALLOWED: 30.0’ Max (townhome in LRI w/ MHA Suffix)
E
+ 3.0’ - exception for shed roofs
PROVIDED: 33.0’ max abv average existing grade

23.45.518 SETBACKS
A
FRONT (N) REQUIRED: 5.0’ min, 7.0’ avg
PROVIDED: 5.0’ min, 7.29’ avg

SIDE REQUIRED: 5.0’ min (facades < 40.0’)
PROVIDED: 5.0’ min

REAR (S) REQUIRED: 5.0’ min, 7.0’ avg
PROVIDED: 5.0’ min, 8.26’ avg

NOTE: Parcel B is a land-locked lot so the north property line has been defined as the front lot line and the southern most property line has been defined as the rear lot line, all other property lines are side lot lines.

23.45.518 BUILDING SEPARATION
F
REQUIRED: 10.0’ Min
PROVIDED: 8.0’ between units 10 & 11

23.45.522 AMENITY AREA
A
REQUIRED: 25% lot area
25% x 5,095 = 1,27 sf Min
PROVIDED: 2,628 sf Min

23.45.527 STRUCTURE WIDTH
A
ALLOWED: 60.0’
PROVIDED: 37.0’ Max

23.45.527 FACADE LENGTH
B
REQUIRED: The maximum combined length of all portions of facades within 15 ft of a lot line that is neither a rear or street lot line shall not exceed 65% of the length of that lot line.
(W) 123.0’ x 65% = 79.95’
(E) 61.5’ x 65% = 39.98’
(S) 24.75’ x 65% = 16.09’
PROVIDED: (W) 75.5’
(E) 39.5’ (units 11 & 12) 40.0’ (units 9 & 10)
(S) 13.5’

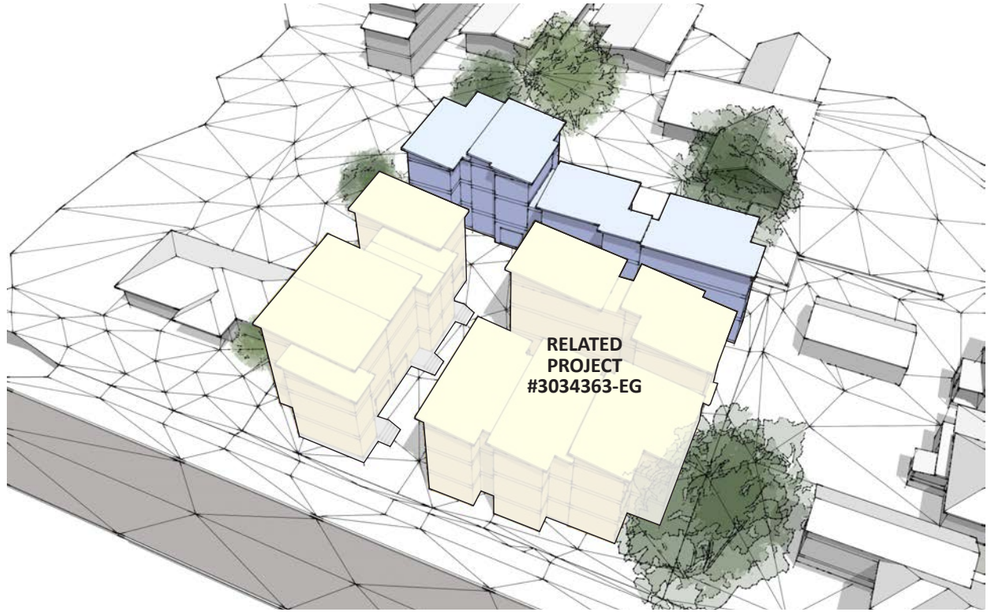
23.54.015 VEHICLE PARKING
Table B
M
REQUIRED: No minimum requirement
If the lot is within an urban village & frequent transit service area, the parking requirement is reduced to 0
PROVIDED: (4) parking spaces

23.54.015 BICYCLE PARKING
Table D
REQUIRED: (1) long term space per dwelling unit & (1) short term space per 20 dwelling units
PROVIDED: (4) long term & (1) short term spaces

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE
REQUIRED: Residential uses proposed to be located on separate platted lots for which each dwelling unit will be billed separately for utilities, shall provide (1) storage area per dwelling unit with minimum dimensions of 2’-0” x 6’-0”
PROVIDED: (4) waste storage areas

DESIGN ALTERNATIVE SUMMARY

MASSING CONCEPT 1 CODE COMPLIANT



PROPOSED FAR:

13,623 sf	PARCEL A
6,580 sf	PARCEL B

PROS:

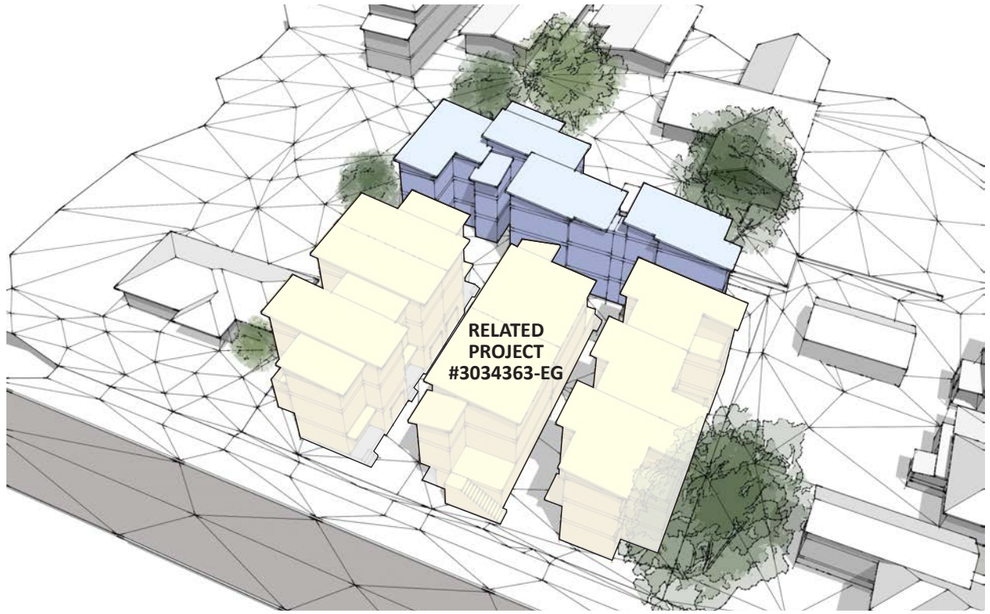
- This option provides the most street facing units
- All units on parcel A have private garages
- Modulation of unit 6 minimizes extent of encroachment into exceptional tree outer root zone
- The vehicle access easement creates a space for more sunlight to penetrate the site

CONS:

- Units 4, 5 & 6 have minimal modulation defining each unit and they are out of scale with neighboring homes as viewed from the street
- The vehicle access easement creates a wide paved area visible from the street and devoid of any plantings, the central vehicle turnaround area of parcel A is also entirely paved with no oportunities for landscaping
- The main living space is on the second floor for 6 out of the 8 units on parcel A
- The access easement reduces the modulation of units 1-3 and makes their entries less prominent
- The south walkway is along the south property line, shifting louder activities toward neighboring properties

DESIGN ALTERNATIVE SUMMARY

MASSING CONCEPT 2



PROPOSED FAR: 13,650 sf PARCEL A
6,618 sf PARCEL B

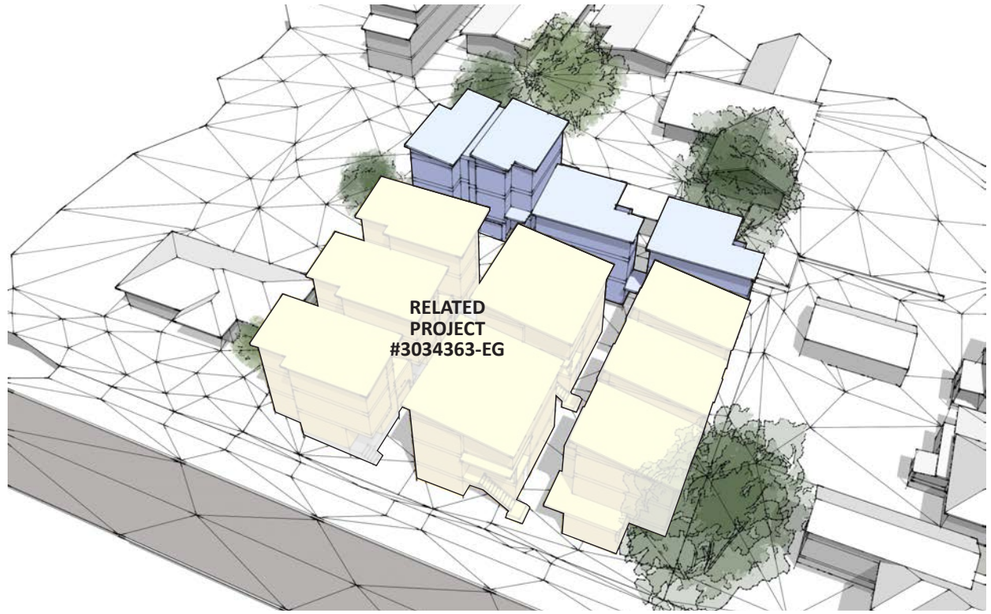
PROS:

- The massing along 44th Ave S is split into three structures to better fit with the scale of adjacent homes
- Modulation of facades along neighboring property lines helps to reduce perceived mass of units
- Only one parking space is proposed on parcel B so those unit entries can have more landscaping around them and a 20 ft wide vehicle access easement across parcel A is not required
- Both pedestrian entries are near the center of the site allowing private yards to abut neighboring properties

CONS:

- Units are connected on all floors and oriented east-west reducing the possible sunlight reaching the common walkways and north facing yards throughout the day
- The garage of unit 10 is aligned with the primary pedestrian walkway
- All shed roofs are south facing for optimal solar exposure but this orients the high side of the units toward neighbors to the north and east, out of scale with the adjacent homes

MASSING CONCEPT 3 PREFERRED



PROPOSED FAR: 13,581 sf PARCEL A
5,947 sf PARCEL B

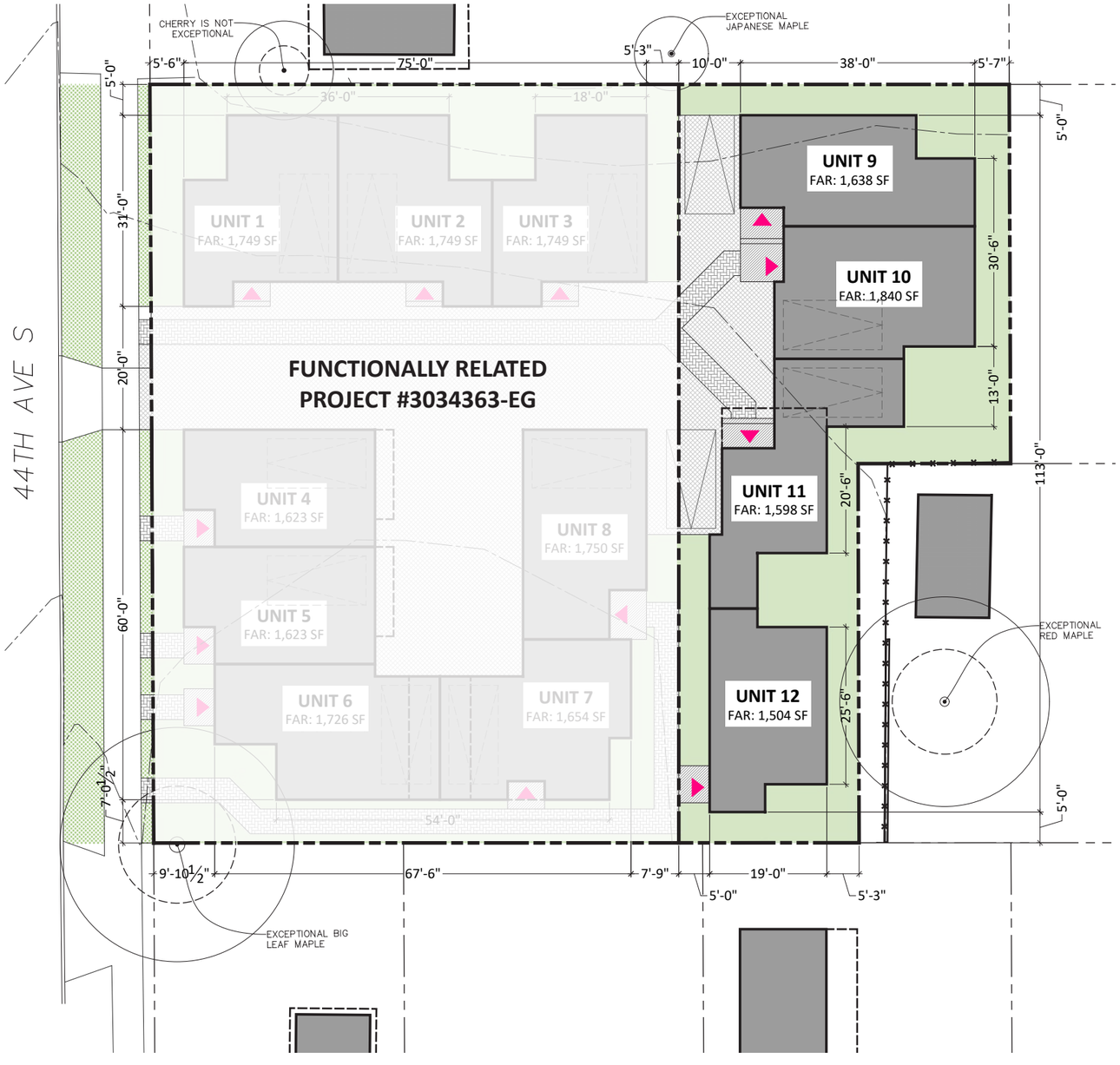
PROS:

- This option has the most units with living on the first floor providing a direct connection to the outside
- This option provides the most units with private yard space
- Unit entries are carved into massing to create generous entry vestibules that provide separation from common areas
- massing is carved out between units on the second and third floors to decrease the perceived mass of each unit and better fit into the scale of the existing neighborhood context
- The entry to unit 10 is aligned with the north walkway providing visual interest
- Roofs are a mixture of south and west facing to reduce unit height along property lines and provide a variety of forms

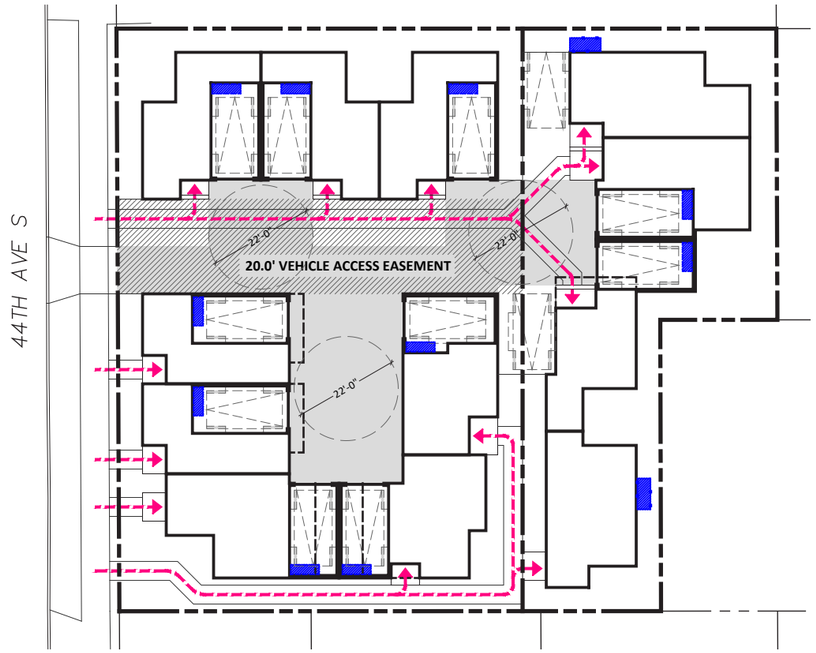
CONS:

- requires several departures, see page 30

MASSING CONCEPT 1 CODE COMPLIANT



SITE PLAN
SCALE: NTS

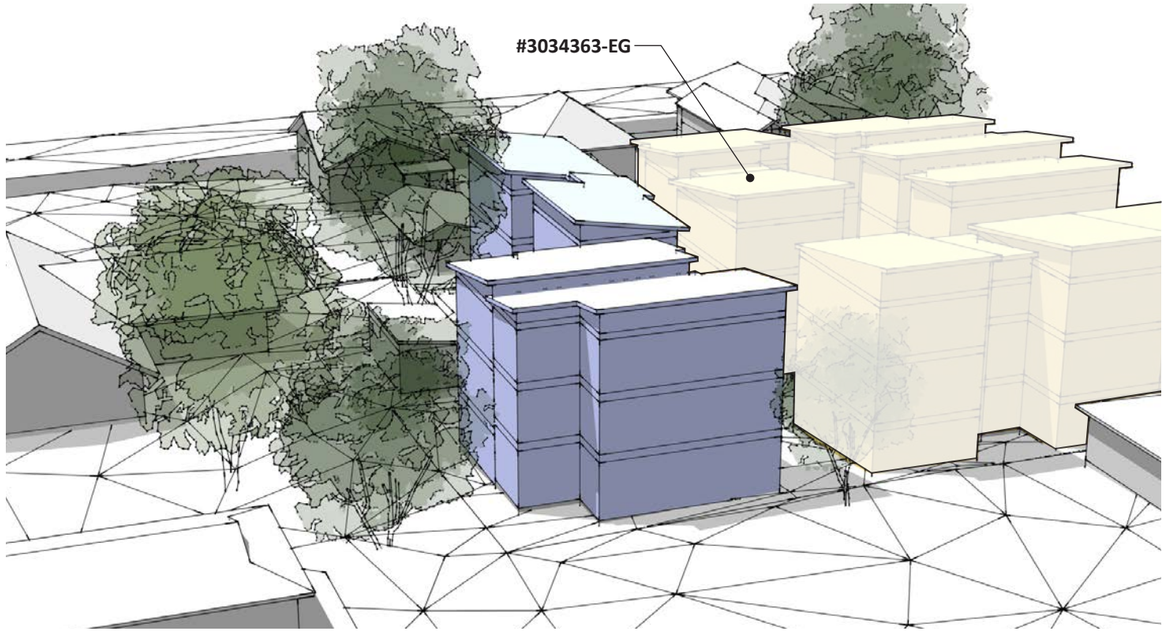


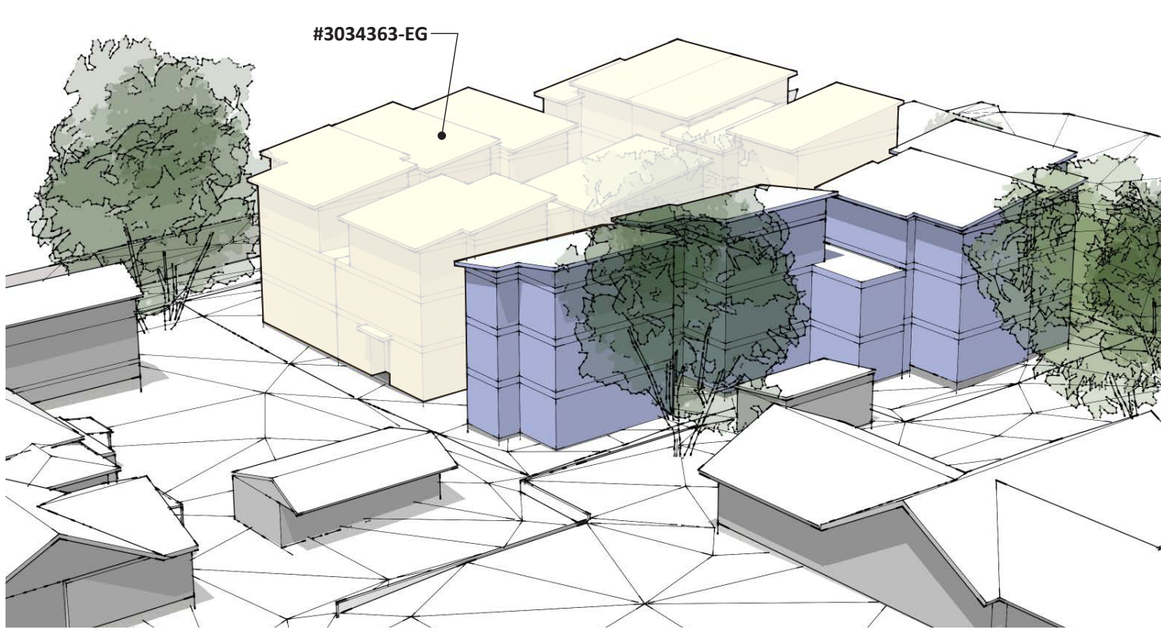
SITE CIRCULATION PLAN
SCALE: NTS

PLAN LEGEND

- STANDARD PAVERS FOR DRIVEWAY TURNAROUND
- WALKWAY PAVERS DIFFERENTIATED VIA COLOR AND/OR PATTERN
- ENTRY LANDINGS
- NEW PLANTINGS IN ROW
- NEW LANDSCAPING AND/OR AMENITY AREA
- PRIMARY PEDESTRIAN ACCESS ROUTE
- VEHICLE TURNAROUND SPACE
- SOLID WASTE STORAGE

MASSING CONCEPT 1 CODE COMPLIANT

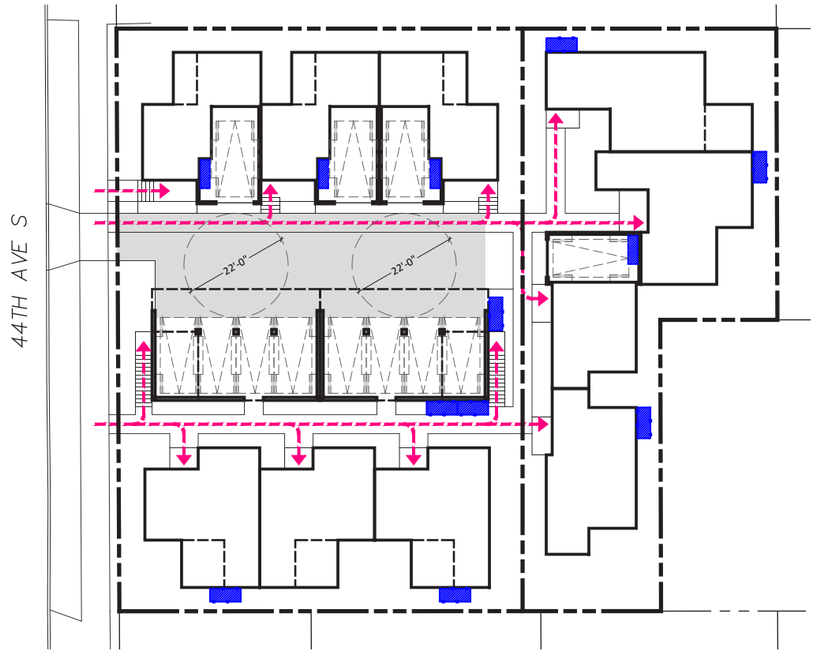




GREEN CANOPY HOMES

MASSING CONCEPT 2

SITE PLAN
SCALE: NTS

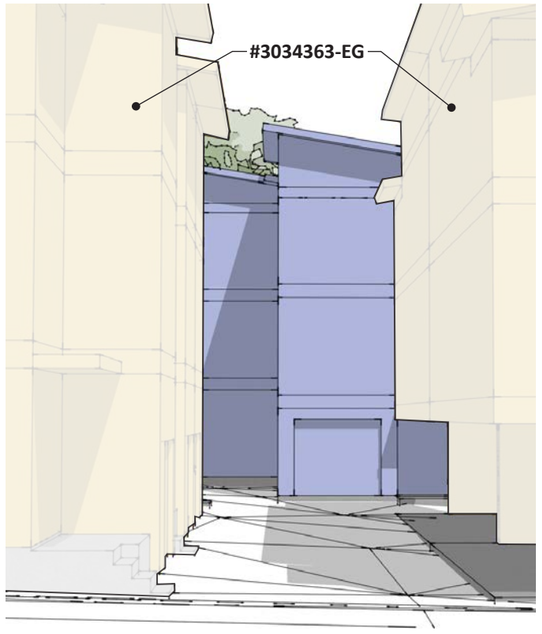


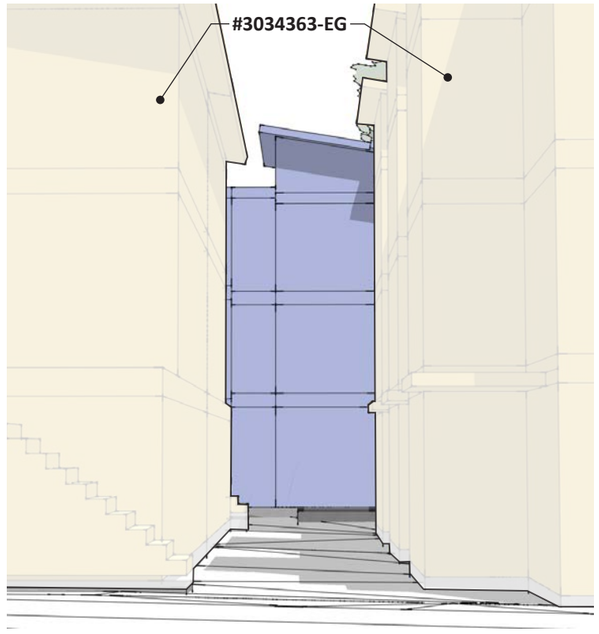
SITE CIRCULATION PLAN
SCALE: NTS

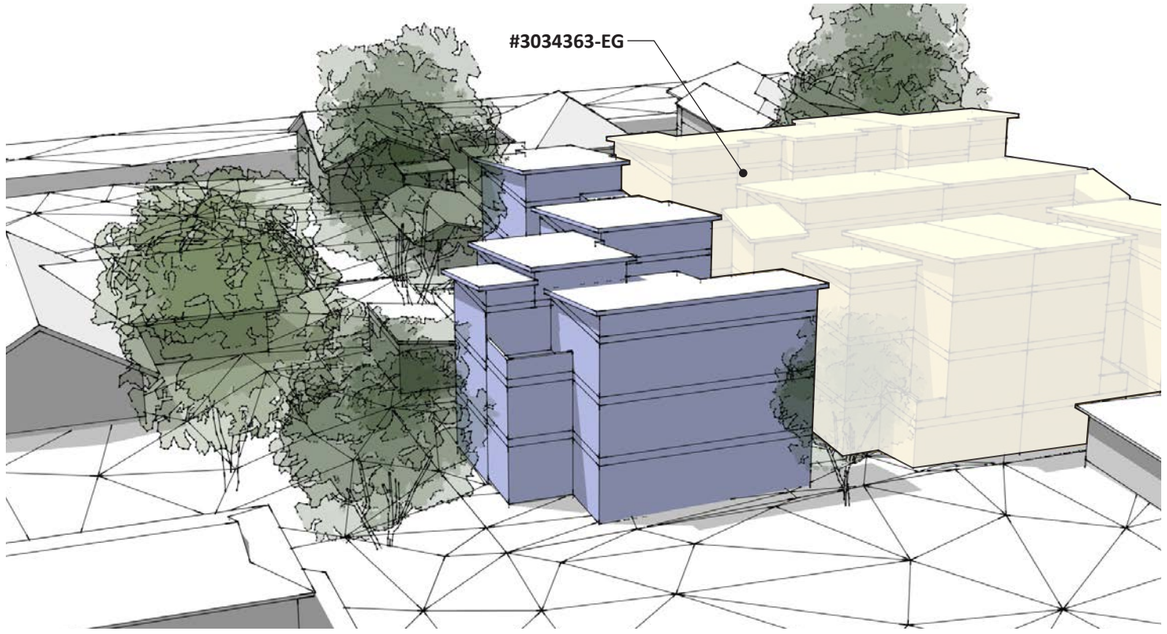
PLAN LEGEND

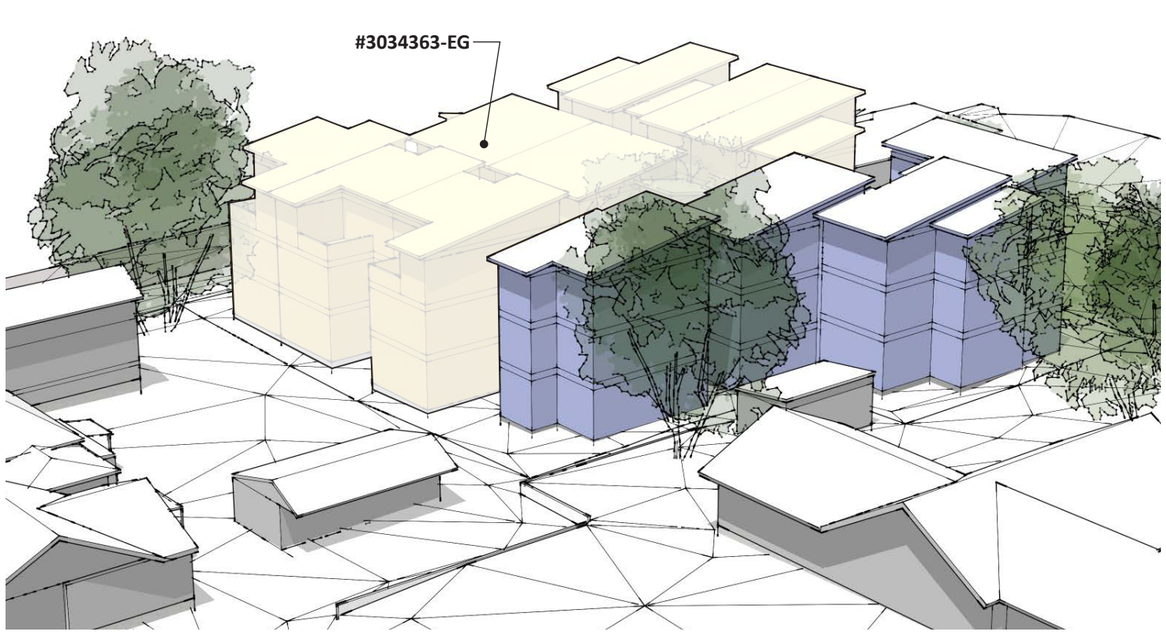
- STANDARD PAVERS FOR DRIVEWAY TURNAROUND
- WALKWAY PAVERS DIFFERENTIATED VIA COLOR AND/OR PATTERN
- ENTRY LANDINGS
- NEW PLANTINGS IN ROW
- NEW LANDSCAPING AND/OR AMENITY AREA
- PRIMARY PEDESTRIAN ACCESS ROUTE
- VEHICLE TURNAROUND SPACE
- SOLID WASTE STORAGE

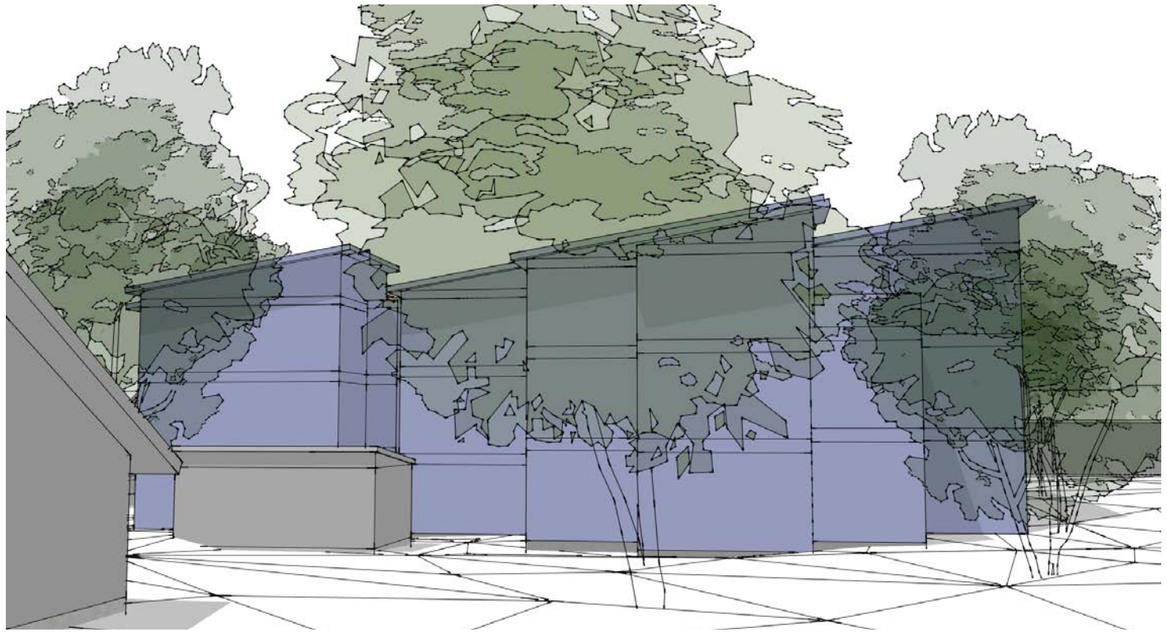
MASSING CONCEPT 2







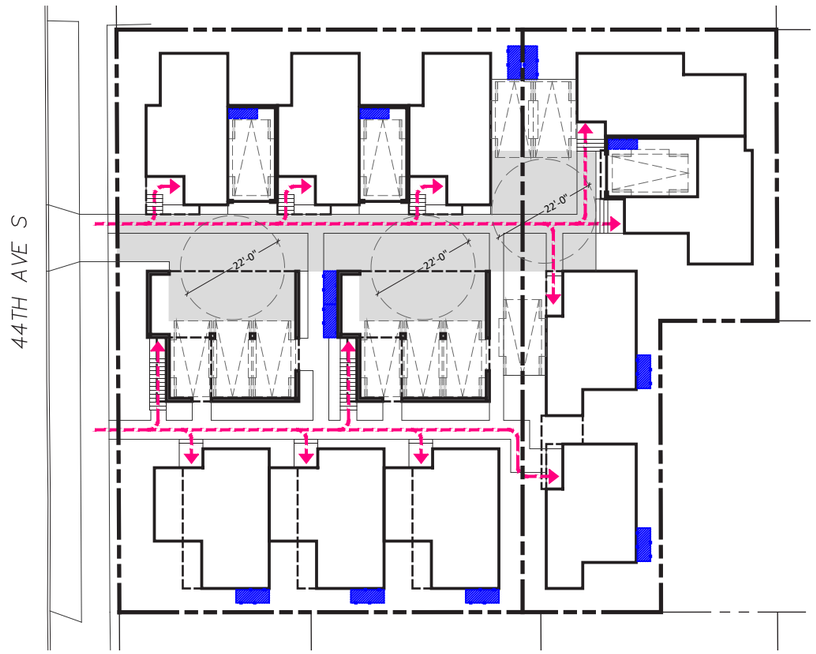




GREEN CANOPY HOMES

MASSING CONCEPT 3 PREFERRED

SITE PLAN
SCALE: NTS

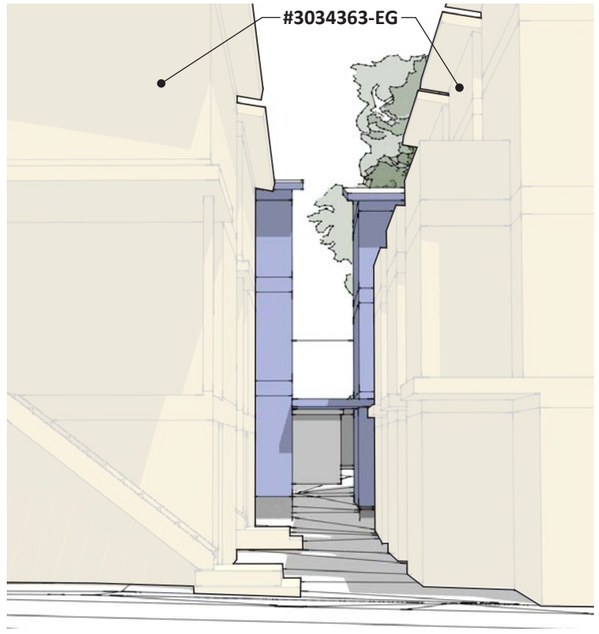


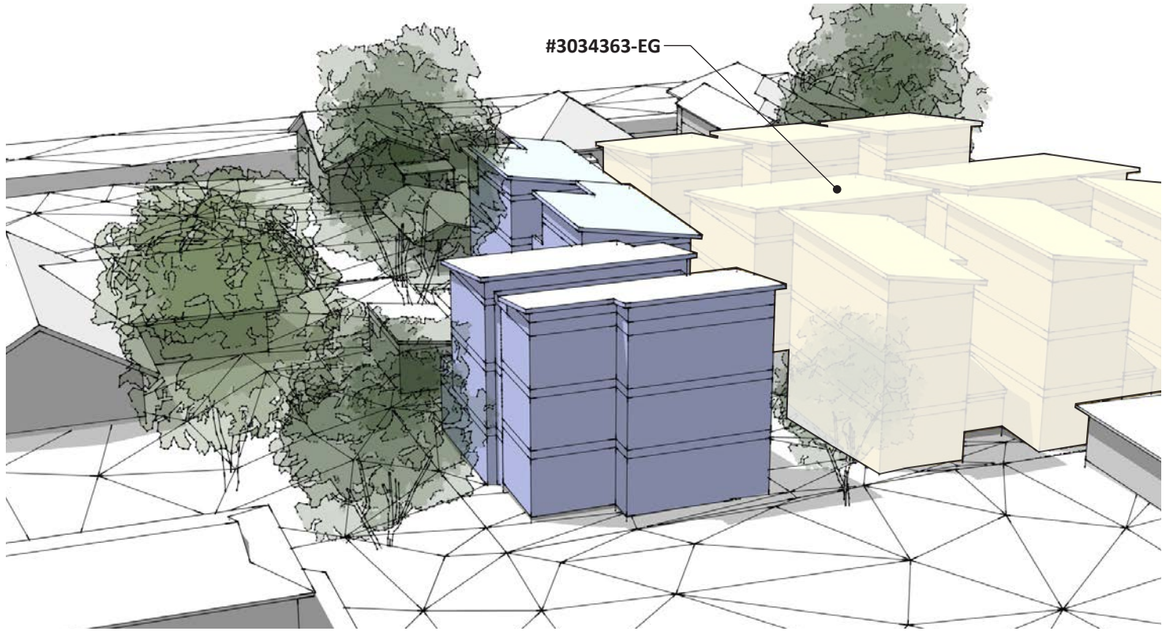
SITE CIRCULATION PLAN
SCALE: NTS

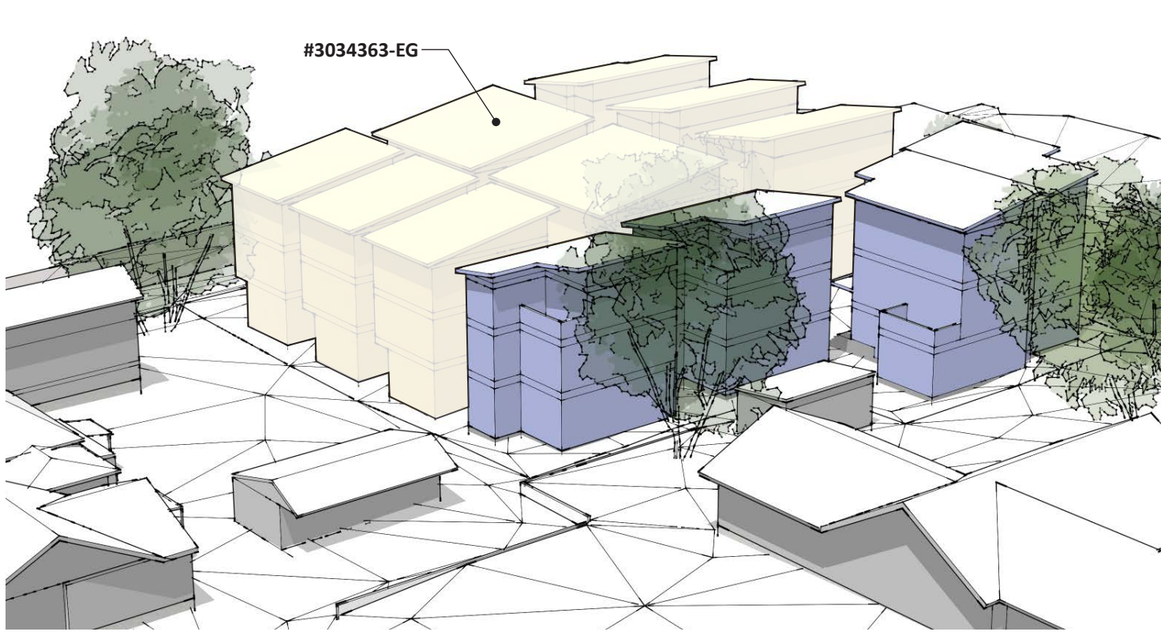
PLAN LEGEND

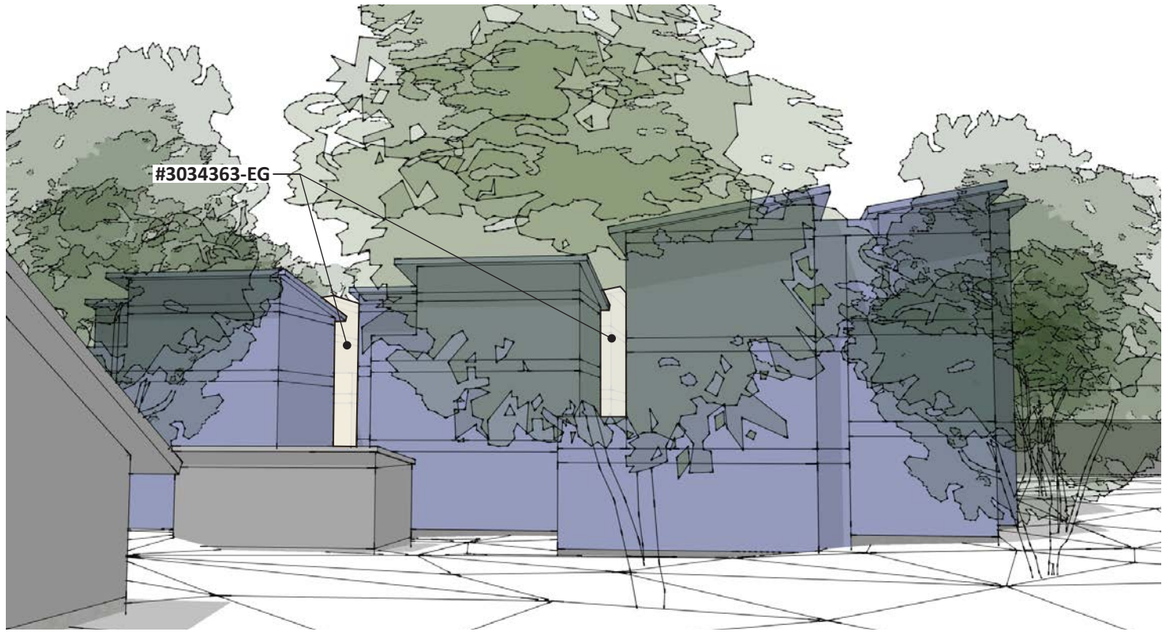
- STANDARD PAVERS FOR DRIVEWAY TURNAROUND
- WALKWAY PAVERS DIFFERENTIATED VIA COLOR AND/OR PATTERN
- ENTRY LANDINGS
- NEW PLANTINGS IN ROW
- NEW LANDSCAPING AND/OR AMENITY AREA
- PRIMARY PEDESTRIAN ACCESS ROUTE
- VEHICLE TURNAROUND SPACE
- SOLID WASTE STORAGE

MASSING CONCEPT 3 PREFERRED









GREEN CANOPY HOMES

SHADOW STUDIES MASSING CONCEPT 3

MARCH 21 9AM

JUNE 21 9AM

SEPTEMBER 21 9AM

DECEMBER 21 9AM

MARCH 21 12PM

JUNE 21 12PM

SEPTEMBER 21 12PM

DECEMBER 21 12PM

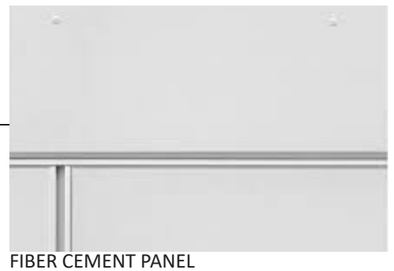
MARCH 21 3PM

JUNE 21 3PM

SEPTEMBER 21 3PM

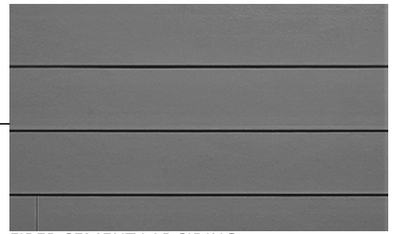
DECEMBER 21 3PM

CHARACTER RENDERING

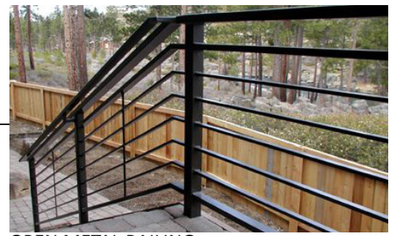


FIBER CEMENT PANEL

CEDAR SIDING



FIBER CEMENT LAP SIDING



OPEN METAL RAILING

HORIZONTAL CEDAR FENCE

REQUESTED DEPARTURES

DEPARTURE 1

DEVELOPMENT STANDARD 23.45.518 - SETBACKS AND SEPARATIONS

F. Separations between multiple structures

1. In LR zones, the minimum required separation between principal structures at any two points on different interior facades is 10 feet.

REQUESTED DEPARTURE

Reduce building separation between units 11 & 12 from 10.0’ to 8.0’. (20% reduction)

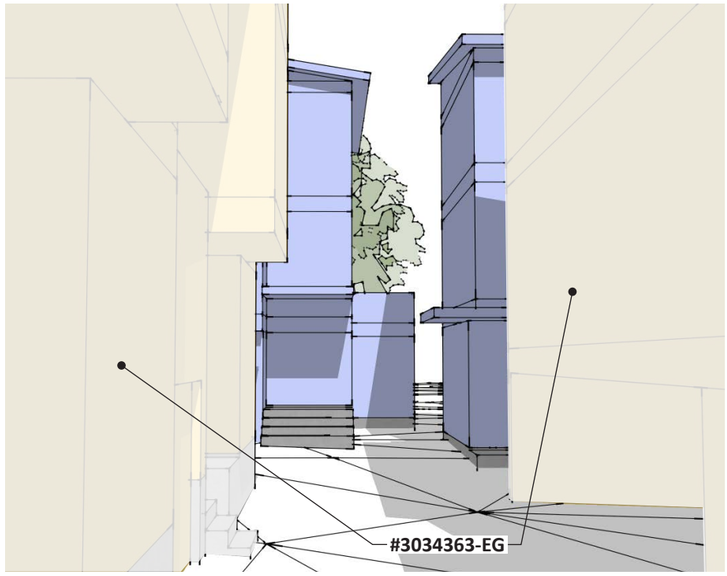
RATIONALE

It is our opinion that this departure will allow the project to better meet the the following design guidelines:

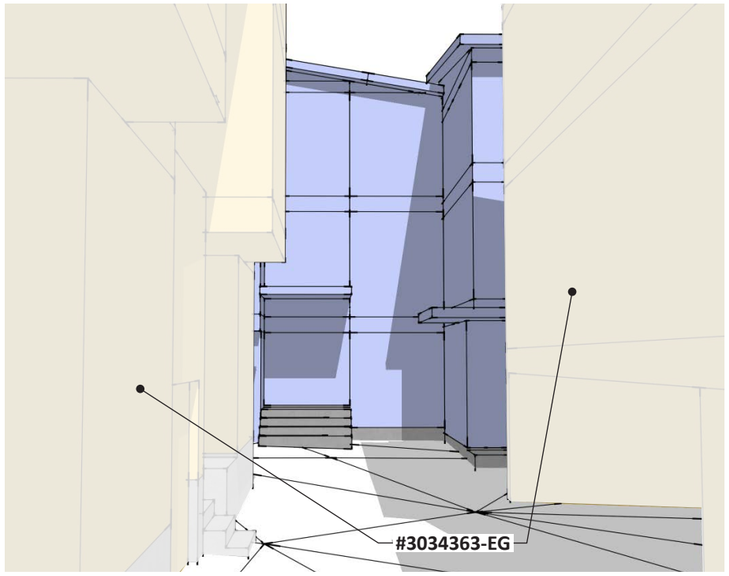
CS2.D1. EXISTING DEVELOPMENT AND ZONING & CS2.D4. MASSING CHOICES - By allowing a reduced building separation, we can provide a gap between units 10 and 11. This breaks up the perceived mass of the units to better fit into the scale of the surrounding homes.

DC1.C2. PARKING VISUAL IMPACTS - This is an important location because it is aligned with the end of the driveway, the space between the units provides a great opportunity for a focal point tree & landscaping at the end of the driveway. This will help draw attention away from the open parking under units 4 & 5 and improve the experience of the walkway embedded in the driveway.

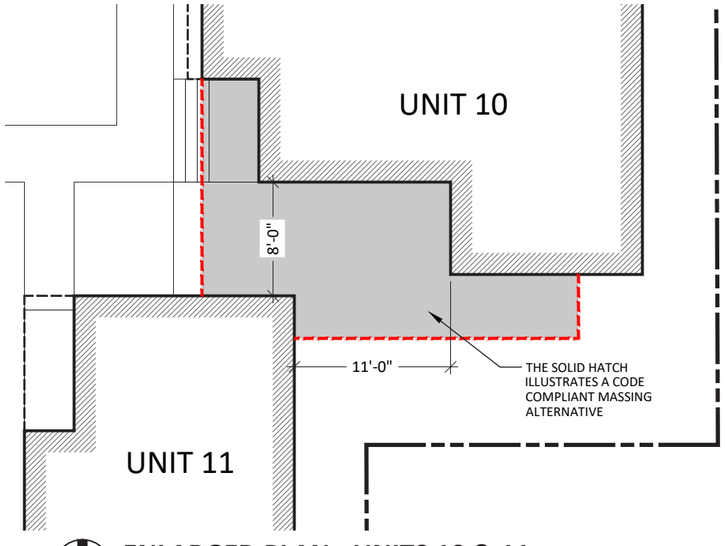
A code compliant alternative would be to connect the two duplexes into a fourplex as noted in the diagram to the right. This option would increase the perceived mass of the building significantly as viewed both from on-site and from the neighboring properties. Connecting the units would also reduce the usable outdoor space for unit 10 and shift the structure closer to adjacent properties.



VIEW OF MASSING WITH DEPARTURE



VIEW OF MASSING WITHOUT DEPARTURE



ENLARGED PLAN - UNITS 10 & 11

SCALE: NTS

VIEW OF UNITS 10 & 11 FROM PROPERTIES TO THE EAST

REQUESTED DEPARTURES

DEPARTURE 2

DEVELOPMENT STANDARD 23.54.015 - REQUIRED PARKING

K. Bicycle parking - the minimum number of off-street parking spaces for bicycles required for specified uses is set forth in Table D.
Table D - D.2. Multi-family structures
1 long term space per dwelling unit
1 short term space per 20 dwelling units
2. Performance standards. Provide bicycle parking in a highly visible, safe and convenient location, emphasizing user convenienc and theft deterrence, based on rules promulgated by the Director of SDOT that address the considerations in this subsection 23.54.015.K.2.
a. Provide secure locations and arrangements of long-term bicycle parking, with features such as locked rooms or cages and bicycle lockers.
c. Provide adequate lighting in the bicycle parking area and access routes to it.
g. Install bicycle parking hardware so that it can perform to its manufacturer's specifications and any design criteria promulgated by the Director of SDOT, allowing adequate clearance for bicycles and their riders.
h. Provide full weather protection for all required long-term bicycle parking.
3. Bicycle parking required for residential uses shall be located on-site.
5. Bicycle parking facilities shared by more than one use are encouraged.

REQUESTED DEPARTURE
Allow bicycle parking facilities for units 9, 11 & 12 to be provided off-site in the shared bicycle parking area under unit 5.

RATIONALE
It is our opinion that this departure will allow the project to better meet the the following design guidelines:

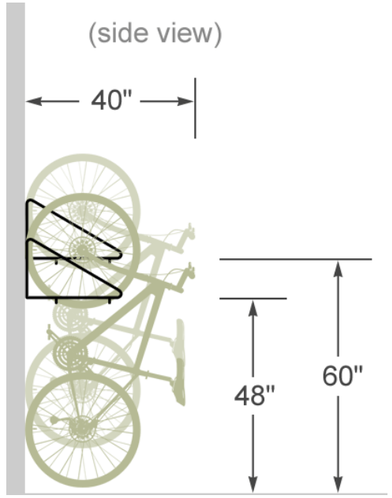
PL3.B3. RESIDENTIAL INTERACTION - The centrally located shared bike storage would encourage interaction between neighbors in this semi-private space.

PL4.B3. BIKE FACILITIES - 'Facilities such as bike racks should be located to maximize convenience, security and safety.' The proposed bicycle storage under unit 5 is conveniently located for all units, it is much easier to use with more maneuvering space than individual bike sheds would be. The location under unit 5 is along the way to all entries on the subject lot making it a lot more convenient than bike sheds in their yards would be. The area will have lights with motion sensors to make sure that it is safe and easy to use.

We also believe that the shared bicycle parking area under unit 5 would better meet the intentions of the Land Use Code requirements than the individual bike sheds would. By allowing the required bicycle parking to be provided off-site, it can be located in a much more accessible, visible and useful location than if it has to be provided on-site. If located on-site for units 9, 11 & 12 it will need to be in individual enclosed bike lockers in each unit's yard, the yards are small already and adding these bike locers will further clutter the yards, the access to the lockers will need to be through fence gates which will make them harder to access and maneuver the bikes.

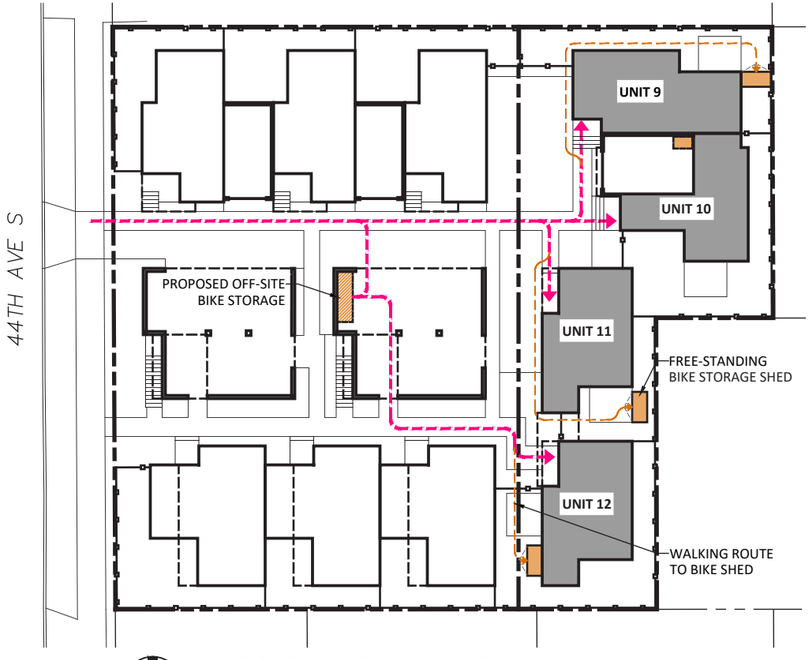
ADDITIONAL CONTEXT
23.54.015 K.6. Bicycle parking facilities required for non-residential uses shall be located on the lot; or for a functionally interrelated campus containing more than one building, in a shared bicycle parking facility within 600 ft of the lot.

While this code section is applicable to non-residential projects, the concept contained in the code is relevant because our project is a similar development of functionally related lots. The proposed bike parking is located on a lot that is functionally related to the subject lot through a shared driveway and pedestrian access.



WALL MOUNTED BIKE RACK PROPOSED UNDER UNITS 4 & 5

ALTERNATIVE BIKE PARKING OPTION: INDIVIDUAL BICYCLE SHED (51" x 77" x 38")



BIKE STORAGE ACCESS PLAN
SCALE: NTS

GREEN CANOPY HOMES

COMPLETED WORK FROM GREEN CANOPY HOMES