



EARLY DESIGN GUIDANCE

ADMINISTRATIVE DESIGN REVIEW

SDCI # 3035080-EG
901 NW 57TH ST
Seattle, WA 98107

Applicant:
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Seattle, WA 98121
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Owner:
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SITE

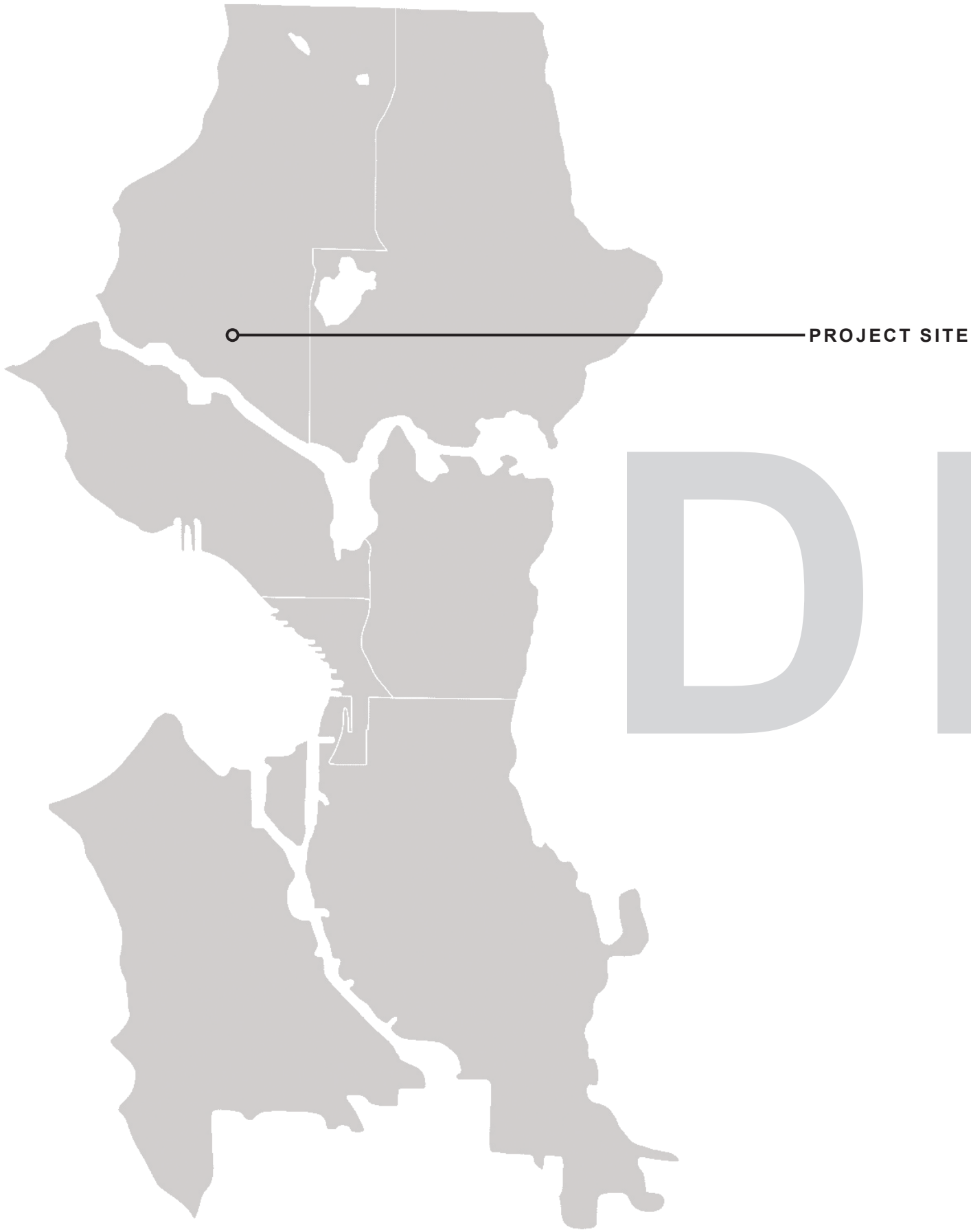


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EXISTING SITE

This project site consists of two parcels (APN 276810-0045, 276810-0050) at the corner of 9th Ave NW and NW 57th Street. Immediately adjacent to the site are two single family homes to the north, across NW 57th Street; 2 single family homes to the south; and a duplex to the east across 9th Ave NW. The subject parcels total 11,504.6 sf and measure approximately 100 feet in the north-south direction and 115 feet in the east-west direction. The site is relatively flat and slopes upward east to west approximately 2 feet, and currently contains one triplex and one 5-unit apartment building.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned LR2(M1), indicating that the structure may go up to 40'-0" plus additional applicable height bonuses. The LR zoning continues west and east along NW 57th St for at least a half mile in either direction. This area was recently up-zoned from SF to LR zoning in the MHA legislation that was approved in April 2019. NC zoning begins to the south surrounding NW Market St. Parking is not required, however the project will offer 7 surface parking stalls in support of the family sized units.

DEVELOPMENT OBJECTIVES

This project proposes the construction of fourteen (14) new rowhouse and townhouse units and will be providing seven (7) parking spaces. As this development increases the density of the neighborhood, it aims to respect the existing residential scale through appropriate massing, proportion, and materials. While also setting a strong precedent for other future development in the area. Along NW 57th Street, the new homes will engage the neighborhood with street facing entries, stoops, and upper level decks to activate the pedestrian realm at the sidewalk and right-of-way. Internally, the proposed development creates a micro-community of interaction between pedestrian circulation, residential entries, and light vehicular activity. Overall, the development will add to the variety of housing types in the neighborhood, complementing the existing traditional residential community.

NEIGHBORHOOD DEVELOPMENT

Ballard is a rapidly growing neighborhood, rooted in residential character, however, near Market Street to the west or the proposed site, new multifamily and apartment buildings are quickly changing the character of the neighborhood. The immediate blocks are a mix of multi-family townhomes, apartment buildings, and single-family homes. There are a variety of commercial buildings along NW Market Street, which includes several gas stations, coffee shops, local businesses, and a grocery store within walking distance. Gilman Playground is small neighborhood green spaces, 4 blocks to the south. The Woodland Park Zoo is 1 mile to the east, as well as the West Woodland Elementary School.



SITE LOCATION

901 NW 57th St,
Seattle, WA 98107

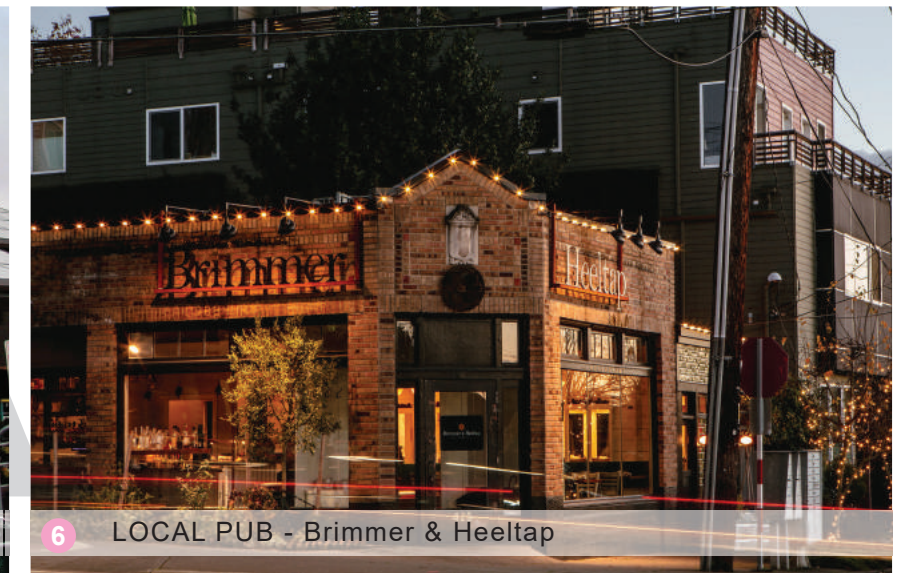
ZONING SUMMARY

Zone: LR2(M1)
Overlay: Ballard (HUB) Urban
Village

PROJECT PROGRAM

Site Area: 11,504.6 SF
Number of Residential Units: 14
Number of Parking Stalls: 7
Allowable FAR: 1.4 (16,106.44 SF)
Proposed FAR: 1.34(16,087.87 SF)
Proposed GSF: 18,013.07 SF
Design Administrative
(Between 15,000 and 35,000 GSF)
Departure Requested: (2)see pages
30-31





ADDRESSES: 901 NW 57th St, Seattle, WA
PARCEL #: 276810-0045 & 276810-0050
ZONING: LR-2(M1)
OVERLAYS: Ballard Urban Village
SITE AREA: 11,504.6 SF

23.45.504 PERMITTED USES
Residential

23.45.514 STRUCTURE HEIGHT
Allowed Maximum Base Height - TOWNHOMES 40'-0"
4' additional allowed for rooftop features (parapets, clerestories, etc.) 44'-0"
10' additional allowed for stair penthouses: 50'-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: LR-2(M1)
1.4 (16,106.44 SF)

23.45.518 SETBACK REQUIREMENTS
Front Setback: 5'-0" min, 7'-0" avg.
Rear Setback: 5'-0" min, 7'-0" avg.
Side Setback (facades < 40'): 5'-0" min.
Side Setback (facades > 40'): 5'-0" min., 7'-0" avg.

23.45.524 LANDSCAPING AND SCREENING STANDARDS


- Green Factor score of .60 or greater is required for any lot within an LR zone if construction of more than one 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 23.45.524.B.2 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; a minimum of 50% of the required amenity shall be provided at ground level, except that amenity area provided on the roof of a structure that meets the provisions of subsection 23.45.510.E.5 may be counted as amenity area provided at ground level.
25% x 11,504.6 SF = 2,876.15 sf (min. 1,438.075 sf at ground level)


23.54.015 REQUIRED PARKING
The project is located within a frequent transit service area, therefore parking is not required.


23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS
Residential, 9-15 dwelling units: 150 SF
The minimum horizontal dimension of required storage space is 12 feet.

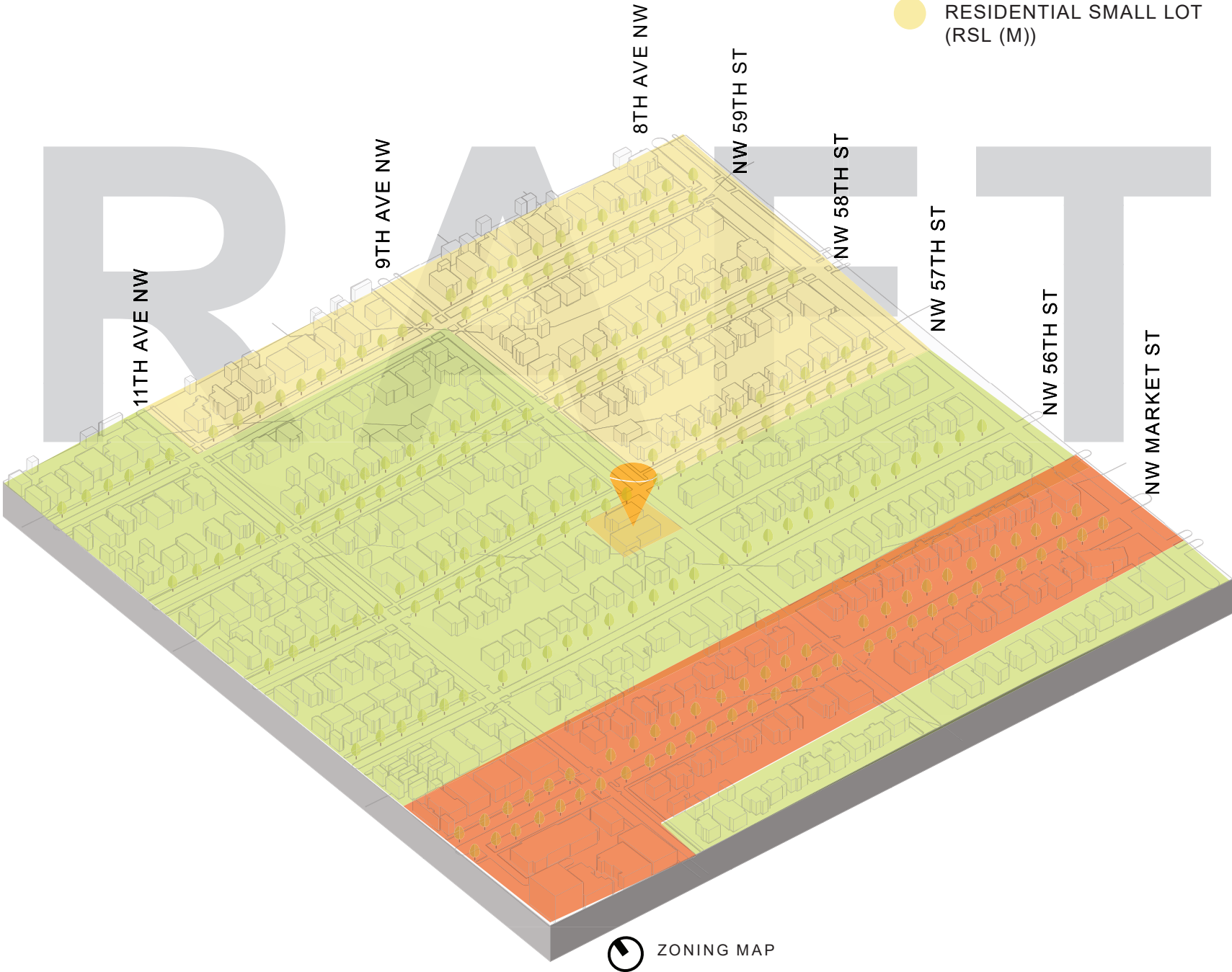
ZONING KEY

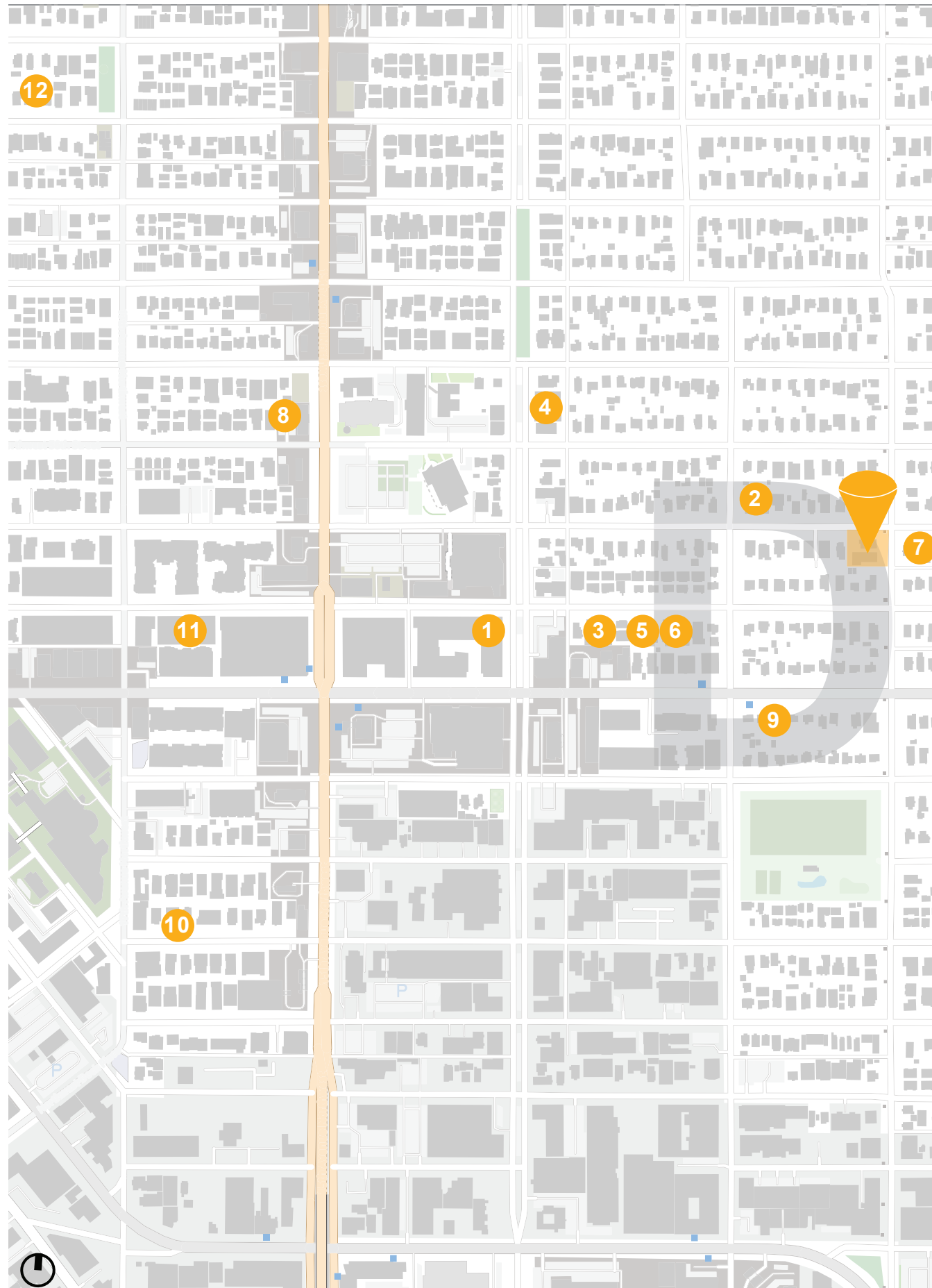
**PROJECT SITE**

**MULTI-FAMILY**
(LR1 (M1), LR2 (M), LR2 (M1))

**COMMERCIAL/MIXED USE**
(NC2P-55 (M), NC2P-75 (M1), NC2P-55 (M2), NC2-40 (M))

**RESIDENTIAL SMALL LOT**
(RSL (M))





NEIGHBORHOOD IN TRANSITION

Due to the recent upzoning in the neighborhood, we have seen a transition to higher density apartments, mixed-use buildings, and townhouse developments, with less of a priority on vehicles and a higher priority on public transportation and pedestrian amenities.

This parcel is located between the single family homes to the north/east, and the commercial / multifamily homes to the south/west. This parcel has the opportunity to serve as a transition zone between these two different uses.

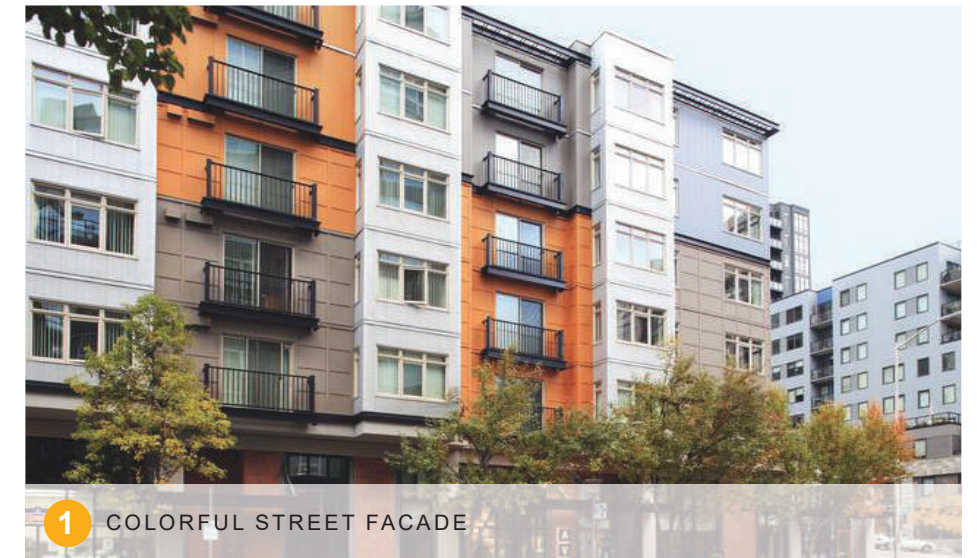
DESIGN ELEMENTS

Older homes in the neighborhood feature gable roofs, lap siding, and brick. In addition, most of the single family homes in the neighborhood contain stairs, stoops, and front porches along the front facade. Newer townhomes were built with a mix of pitched roofs and flat roofs, while new apartment and mixed-use buildings are being proposed with flat roofs to accommodate roof decks.

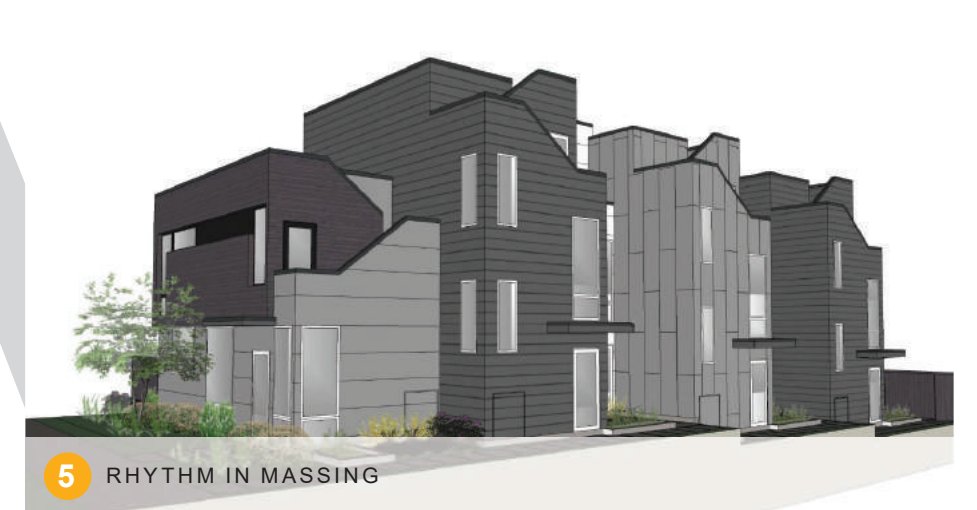
PALETTE OF MATERIALS

This project aims to strike a balance between old and new with a combination of pedestrian focused entries on all of the townhomes and the use of flat roofs accommodating roof decks, activating and providing surveillance on the two streets that face the site.

As a transitional townhome development, the project will lean toward entry sequences with stoops, stairs, and high quality, textural materials like natural wood or concrete to activate and bring texture to the pedestrian realm.



1 COLORFUL STREET FACADE



5 RHYTHM IN MASSING



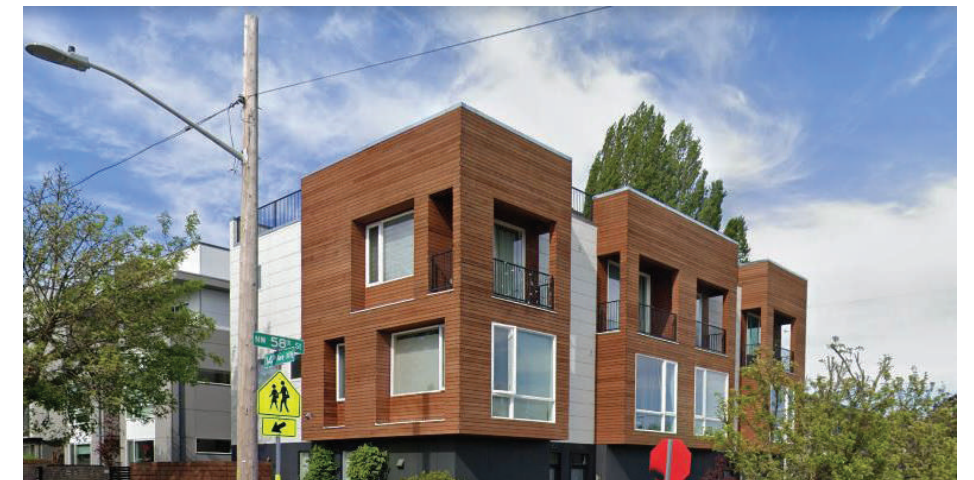
9 GABLE ROOF + ENTRY PORCH



2 STAIRS LEADING TO ENTRY+BRICK AT BASE



3 SIMPLE MASSING + TEXTURED MATERIAL



4 RECESSED GLAZING + WARM TEXTURED MATERIAL



6 SHED ROOF



7 ENTRY STOOP + BRICK



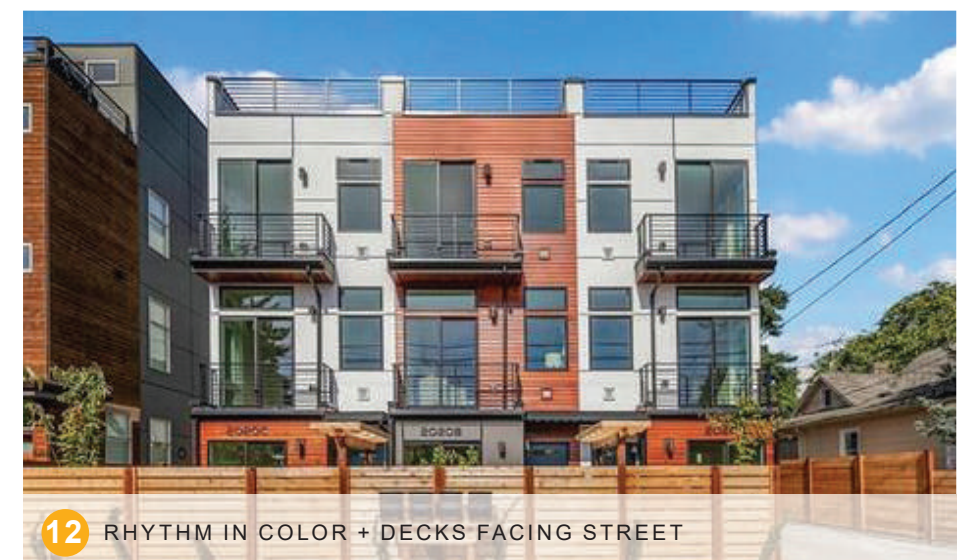
8 RECESSED MASSING + SIMPLE GLAZING



10 STREET FACING DECKS



11 SHED ROOF + DECKS



12 RHYTHM IN COLOR + DECKS FACING STREET

FLYER SENT OUT IN THE MAIL ON 11/16/19

12 / 03 / 19

COMMUNITY MEETING

EARLY OUTREACH FOR DESIGN REVIEW

FOURTEEN NEW TOWNHOUSES

901 NW 57TH ST

TOWNHOUSES

SITE MAP

COMMUNITY MEETING

DATE: Tuesday, December 3rd

TIME: 6:30 - 7:30 p.m.

LOCATION: 1767 NW 64th St, Seattle, WA 98107 (Ballard Boys & Girls Club; Learning Center Room)

Please attend a community meeting at the Ballard Boys & Girls Club to learn more about the project. The design team will be on hand to present preliminary site plans and discuss overall parameters of the upcoming project. All are welcomed!

TAKE AN ONLINE SURVEY



<https://www.surveymonkey.com/r/BYYW5DF>

Give feedback by taking our online survey. This survey will be available from 11/15/19 to 12/06/19

ABOUT THE PROJECT

Modern Homes and Cone Architecture are partnering on the development of 901 NW 57th St, Seattle, WA. The new development will be 14 townhouses with surface parking. Planning has just begun, and construction could start as early as Spring 2021.

SHARE YOUR THOUGHTS

We want to hear from the community about the 901 NW 57th St townhouses. Please share your concerns and priorities for this new building and for the neighborhood overall at the community meeting or by taking the online survey.

Information you share in this survey could be made public. Please do not share any personal/sensitive information.

ADDITIONAL INFORMATION

You can track our progress through the permitting process. Search the project address "901 NW 57th St" or project number "3035080-EG" in the Design Review Calendar and the Seattle Services Portal.

ADDRESS:
901 NW 57th St
SEATTLE, WA

SDCI RECORD NUMBER:
3035080-EG

APPLICANT:
CONE ARCHITECTURE

CONTACT:
SUMMER MCENENY
info@cone-arch.com
206-693-3133



CONE ARCHITECTURE

SUMMARY OF COMMENTS HEARD DURING PUBLIC OUTREACH:

MISCELLANEOUS COMMENTS:

- Everyone was concerned about the change in density in the neighborhood, in a short amount of time.
- That there was not enough notice from the city in relation to the up zoning (MHA)
- Concerns for the social impact the added population will have in long term
- Tenants of proposed site to be developed that were present at the meeting were concerned with the lack of information in regard to the timeline of the project

NEW ADJACENT DEVELOPMENT COMMENTS:

- Everyone present was concerned with the potential interaction of new residents adding to the traffic of the local streets.
- New development design is not welcomed by residents, the typical "box" style has been found throughout the area, along with lack of detailing, quality, and maintenance.
- On 56th street, to the west of the proposed site, there are several new multifamily project that according to the residents lack in quality, and do not bring improvements to the neighborhood.

PARKING AND TRAFFIC COMMENTS:

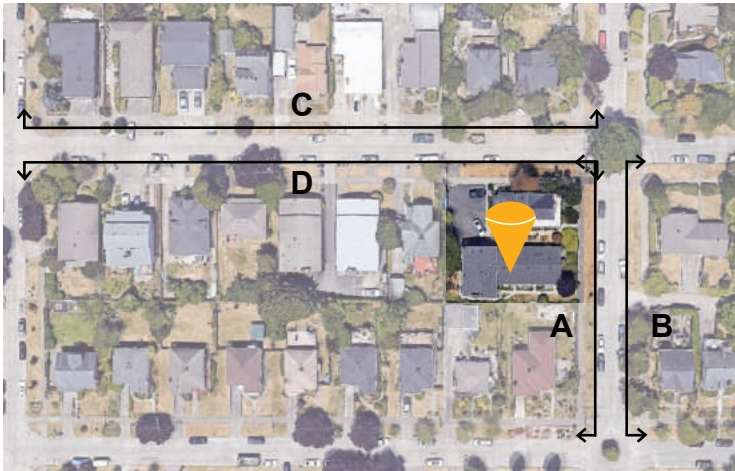
- Everyone present was concerned with the potential interaction of new residents adding to the traffic of the narrow local streets.
- Questions about the feasibility of an underground parking
- Most people expressed the desire for the expansions of the public transportation in the neighborhood

TRASH COMMENTS:

- Concern for individual staging of trash for 14 units
- Screening of trash location to minimize odor is important

DESIGN COMMENTS:

- To provide access to natural light inside the units
- Minimize height, bulk, and scale
- Concerns for accessible design within the unit
- Rejection for the entry sequence design elements required by city wide design guidelines
- Brick is indigenous to this area, residents would like to see more of it
- Concerns for HOA, and maintenance of landscaped areas
- Massing concerns as it relates to shadows and natural light access to neighbor's houses
- To use more natural colored materials, and less color blocking with paneling
- To implement covered entries and to design an overall welcoming site



SITE

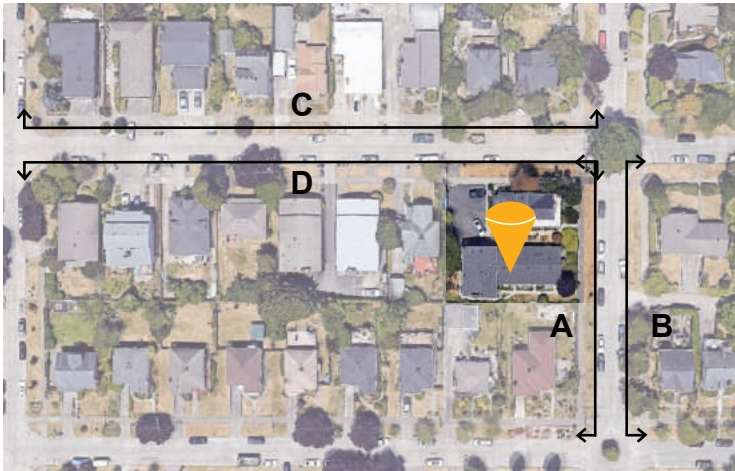


9th AVE NW LOOKING WEST (A)

ACROSS FROM SITE



9th AVE NW LOOKING EAST (B)



ACROSS FROM SITE



NW 57TH ST LOOKING NORTH (C)

SITE



NW 57TH ST LOOKING SOUTH (D)



PROPOSED PROJECT SITE

- Two parcels located at the corner of 9th Ave NW and NW 57th St.
- Site Area = 11,504.6 SF, rectangular in shape, measures roughly 115' wide by 100' deep.
- Site currently contains (1) triplex and (1) 5-unit apartment building.

TOPOGRAPHY

- Approximately 2'-0" slope down across site from east side to the west side
- 2'-6" slope down across site from north side to the south side

ADJACENT BUILDINGS AND USES

- All surrounding buildings are single family homes -LR2 (M1) Zoning

STREET-SCAPE

- Existing side walk does not include ADA ramps, these will be upgraded as part of this project

TREES

No exceptional trees located on site per arborist report

LEGAL DESCRIPTION

PARCEL NUMBER: 276810-0045
GILMAN PARK ADD LESS S 50 FT

PARCEL NUMBER: 276810-0050

TREE SURVEY

Per Shoffner Consulting, LLC. Arborist Report (09/29/2019)

TREE #	SPECIES	SIZE INCHES	EXCEPTIONAL	COMMENTS
1	Mugo Pine (Pinus mugos)	5	No	Multi-trunked. Not exceptional. Possibly located within the right of way.
2	Mugo Pine	10	No	Multi-trunked. Does not meet the threshold diameter to be classified as exceptional.
3	Mugo Pine	10	No	Multi-trunked. Does not meet the threshold diameter to be classified as exceptional.
4	Unidentified Deciduous	8	No	Dead Tree. Not able to identify.
5	Flowering cherry (Prunus serrulata)	8	No	Good condition and health. Does not meet the threshold diameter to be classified as exceptional.
6	Flowering cherry (Prunus serrulata)	8	No	Good condition and health. Does not meet the threshold diameter to be classified as exceptional.



SITE CONCEPT KEY:

- PARKING**
- COMBINED WASTE**
- COMMON AMENITY**
- PEDESTRIAN ACCESS**
- VEHICULAR ACCESS**

SITE CONCEPT

- Activate all street facing facades with residential entries
- Break up massing along street facades
- Create thru pedestrian access and visual transparency from ROW's
- Centralize the common amenity
- Minimize vehicular access and visual impact
- Use pedestrian access to connect to the sidewalks and the common amenity

SEATTLE DESIGN GUIDELINES:

RESPONSE

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.

B. ADJACENT SITES, STREETS, AND OPEN SPACES

2. CONNECTION TO THE STREET: IDENTIFY OPPORTUNITIES FOR THE PROJECT TO MAKE A STRONG CONNECTION TO THE STREET AND CAREFULLY CONSIDER HOW THE BUILDING WILL INTERACT WITH THE PUBLIC REALM. CONSIDER THE QUALITIES AND CHARACTER OF THE STREETScape— ITS PHYSICAL FEATURES (SIDEWALK, PARKING, LANDSCAPE STRIP, STREET TREES, TRAVEL LANES, AND OTHER AMENITIES) AND ITS FUNCTION (MAJOR RETAIL STREET OR QUIETER RESIDENTIAL STREET)—IN SITING AND DESIGNING THE BUILDING.

C. RELATIONSHIP TO THE BLOCK

1. CORNER SITES: CORNER SITES CAN SERVE AS GATEWAYS OR FOCAL POINTS; BOTH REQUIRE CAREFUL DETAILING AT THE FIRST THREE FLOORS DUE TO THEIR HIGH VISIBILITY FROM TWO OR MORE STREETS AND LONG DISTANCES. CONSIDER USING A CORNER TO PROVIDE EXTRA SPACE FOR PEDESTRIANS AND A GENEROUS ENTRY, OR BUILD OUT TO THE CORNER TO PROVIDE A STRONG URBAN EDGE TO THE BLOCK.

3. FULL BLOCK SITES: BREAK UP LONG FACADES OF FULL-BLOCK BUILDINGS TO AVOID A MONOLITHIC PRESENCE. PROVIDE DETAIL AND HUMAN SCALE AT STREET-LEVEL, AND INCLUDE REPEATING ELEMENTS TO ADD VARIETY AND RHYTHM TO THE FACADE AND OVERALL BUILDING DESIGN. CONSIDER PROVIDING THROUGH-BLOCK ACCESS AND/OR DESIGNING THE PROJECT AS AN ASSEMBLAGE OF BUILDINGS AND SPACES WITHIN THE BLOCK.

D. HEIGHT, BULK, AND SCALE

3. ZONE TRANSITIONS: FOR PROJECTS LOCATED AT THE EDGE OF DIFFERENT ZONES, PROVIDE AN APPROPRIATE TRANSITION OR COMPLEMENT TO THE ADJACENT ZONE(S)... CONSIDER DISTANCE TO THE EDGE OF A LESS (OR MORE) INTENSIVE ZONE, THE TYPE OF SEPARATION FROM ADJACENT PROPERTIES...

TOWNHOUSE ENTRIES WILL CONNECT DIRECTLY TO THE STREETS THEY FACE, WITH THE EXCEPTION OF 4 UNITS. THE PREFERRED OPTION PRIORITIZES PROVIDING AS MANY UNIT ENTRIES ON BOTH STREETS AS POSSIBLE, ACTIVATING AND STRENGTHENING THE RESIDENTIAL CHARACTER IN THE NEIGHBORHOOD.

THE INTENT IS TO IMPLEMENT THE CURRENT DESIGN ELEMENTS FOUND IN THE PREDOMINANTLY SINGLE FAMILY NEIGHBORHOOD: STAIRS LEADING TO THE ENTRY, STOOPS AND DECKS AT FRONT FACADES.

THE CORNER OF THE SITE WILL SERVE AS FOCAL POINTS FOR THE LOCATION OF SPECIAL MATERIAL APPLICATIONS, USE OF LUSH LANDSCAPE AT GROUND LEVEL, AND LARGE GLAZING STRATEGIES.

THE PREFERRED OPTION LOOKS AT PROVIDING THREE BUILDINGS WITH TEN FEET SEPARATION IN BETWEEN, BREAKING UP THE MASSING WITHIN THE SITE, WHILE PROVIDING CONNECTION ROUTES FOR PEDESTRIANS.

THE NEIGHBORHOOD HAS BEEN RECENTLY UP ZONED, AND WITH THAT, A VARIETY OF NEW MULTIFAMILY PROJECTS HAVE BEEN INTRODUCED TO THE AREA, HOWEVER IT IS A PREDOMINANTLY SINGLE FAMILY NEIGHBORHOOD. THE INTENT TO MINIMIZE HEIGHT AND BULK, BY DESIGNING GABLE ROOFS AT THE LONGEST BUILDING FACING NW 57TH STREET, AND PULLING STAIR TOWER AWAY FROM STREET EDGES

PL1
CONNECTIVITY

COMPLEMENT AND CONTRIBUTE TO THE NETWORK OF OPEN SPACES AROUND THE SITE AND THE CONNECTIONS AMONG THEM.

B. WALKWAYS AND CONNECTIONS

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. EXAMPLES OF PEDESTRIAN AMENITIES INCLUDE SEATING, OTHER STREET FURNITURE, LIGHTING, YEAR-ROUND LANDSCAPING, SEASONAL PLANTINGS, PEDESTRIAN SCALE SIGNAGE, SITE FURNITURE, ART WORK, AWNINGS, LARGE STOREFRONT WINDOWS, AND ENGAGING RETAIL DISPLAYS AND/OR KIOSKS.

THE COMMON AMENITY BEING PROPOSED ON THE PREFERRED OPTION WILL SERVE AS A LIVELY, PEDESTRIAN ORIENTED SPACE, LOCATED CENTRALLY BETWEEN THE 3 BUILDINGS. THE OBJECTIVE IS TO DESIGN THAT SPACE WITH THE FOLLOWING AMENITIES: SEATING, LIGHTING, LUSH LAYERED LANDSCAPE, SIGNAGE AND TEXTURED PATHWAYS THAT LEAD RESIDENTS WITHIN THE SITE TO THE CENTRALIZED OPEN SPACE.

SEATTLE DESIGN GUIDELINES:

RESPONSE

PL2
WALKABILITY

CREATE A SAFE AND COMFORTABLE WALKING ENVIRONMENT THAT IS EASY TO NAVIGATE AND WELL-CONNECTED TO EXISTING PEDESTRIAN WALKWAYS AND FEATURES.

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.

THE UNIT CIRCULATION, PULLING THE STAIR TOWERS TO THE REAR OF THE UNITS (AWAY FROM THE STREET), ALLOWS FOR PRIMARY SPACES (AND LARGE GLAZING) FACING THE STREETS, FULL LITE ENTRY DOORS WILL FURTHER PROVIDE SAFETY AT THE STREET LEVEL. IN ADDITION, ALL UNITS WILL BE PROVIDED WITH ROOF DECKS FACING THE STREET.

PL3
STREET-LEVEL INTERACTION

CREATE A SAFE AND COMFORTABLE WALKING ENVIRONMENT THAT IS EASY TO NAVIGATE AND WELL-CONNECTED TO EXISTING PEDESTRIAN WALKWAYS AND FEATURES.

A. ENTRIES

D. 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 FOR BUILDING OCCUPANTS.

THE ENTRIES WILL BE A IMPORTANT FOCAL POINT FOR THIS TOWNHOUSE PROJECT. ELEMENTS SUCH AS STOOPS, AWNINGS, ADDRESS NUMBERS, LAYERED LANDSCAPE, LIGHTING AND BIO PLANTERS WILL BE PROVIDED TO CREATE A SENSE OF IDENTITY AND LEAVE OPPORTUNITY FOR FUTURE PERSONALIZATIONS AT EACH ENTRY; AS WELL AS FIT INTO EXISTING NEIGHBORHOOD PATTERNS.

DC1
PROJECT USES AND ACTIVITIES

OPTIMIZE THE ARRANGEMENT OF USES AND ACTIVITIES ON SITE.

B. VEHICULAR ACCESS AND CIRCULATION

B. WHERE DRIVEWAYS AND CURB CUTS ARE UNAVOIDABLE, MINIMIZE THE NUMBER AND WIDTH AS MUCH AS POSSIBLE.

THE WIDTH OF THE DRIVEWAY HAS BEEN MINIMIZED AS MUCH AS POSSIBLE, AND LOCATED OVER THE EXISTING DRIVEWAY CUT, ON THE NORTHWEST SIDE OF THE LOT.

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.

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. ON SITES THAT ABUT AN ALLEY, DESIGN THE ALLEY FACADE AND ITS CONNECTION TO THE STREET CAREFULLY. AT A MINIMUM, CONSIDER WRAPPING THE TREATMENT OF THE STREET-FACING FACADE AROUND THE ALLEY CORNER OF THE BUILDING.

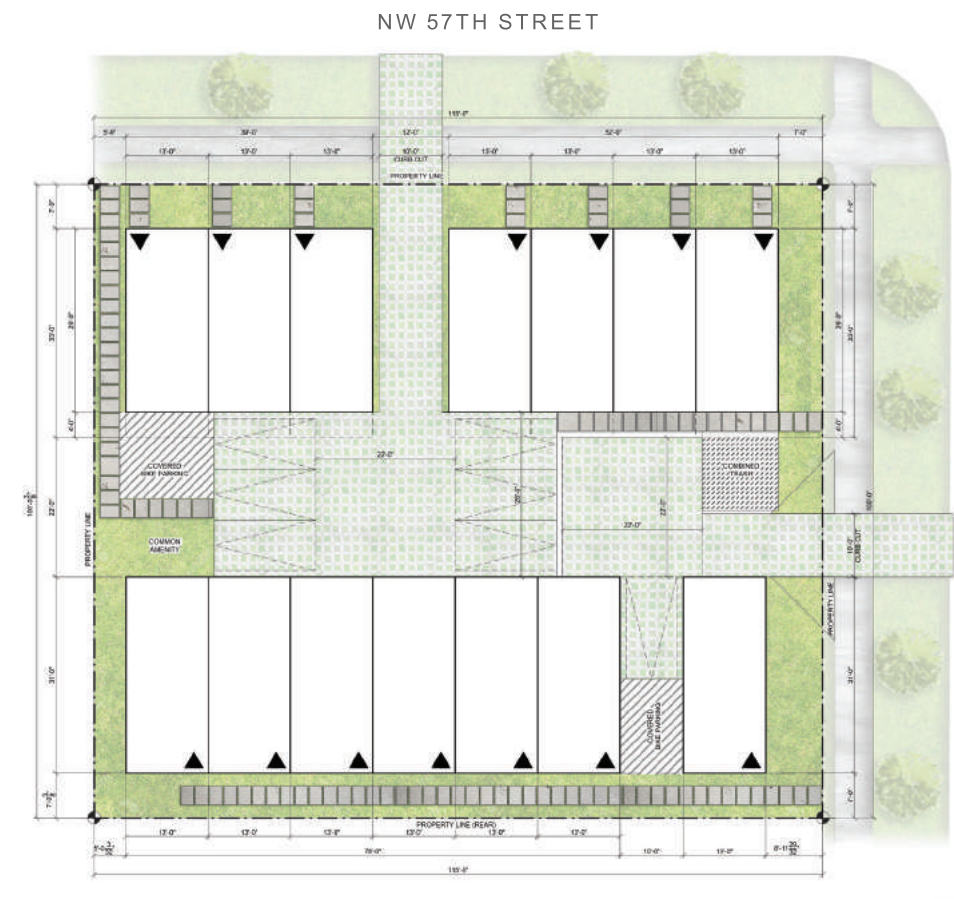
THE PROGRAM IS INVERTED BETWEEN THE TOWNHOUSES FACING 9TH AVE AND THE TOWNHOUSES IN THE CENTER OF THE SITE, WITH THE INTENT TO PROVIDE PRIVACY AND OPPORTUNITY FOR FACADE ARTICULATION WITH THE USE OF APPROPRIATE GLAZING.

C. SECONDARY ARCHITECTURAL FEATURES

C. CREATING A WELL-PROPORTIONED BASE, MIDDLE AND TOP TO THE BUILDING IN LOCATIONS WHERE THIS MIGHT BE APPROPRIATE. CONSIDER HOW SURROUNDING BUILDINGS HAVE ADDRESSED BASE, MIDDLE, AND TOP, AND WHETHER THOSE SOLUTIONS—OR SIMILAR ONES—MIGHT BE A GOOD FIT FOR THE PROJECT AND ITS CONTEXT

LANDSCAPING AND HARDSCAPING WILL COMPLEMENT THE ARCHITECTURAL CONCEPT AND BE STRATEGICALLY LOCATED TO CREATE A SENSE OF PLACE AND COMMUNITY BY CONNECTING COMMON SPACES WITH THE STREET REALM.

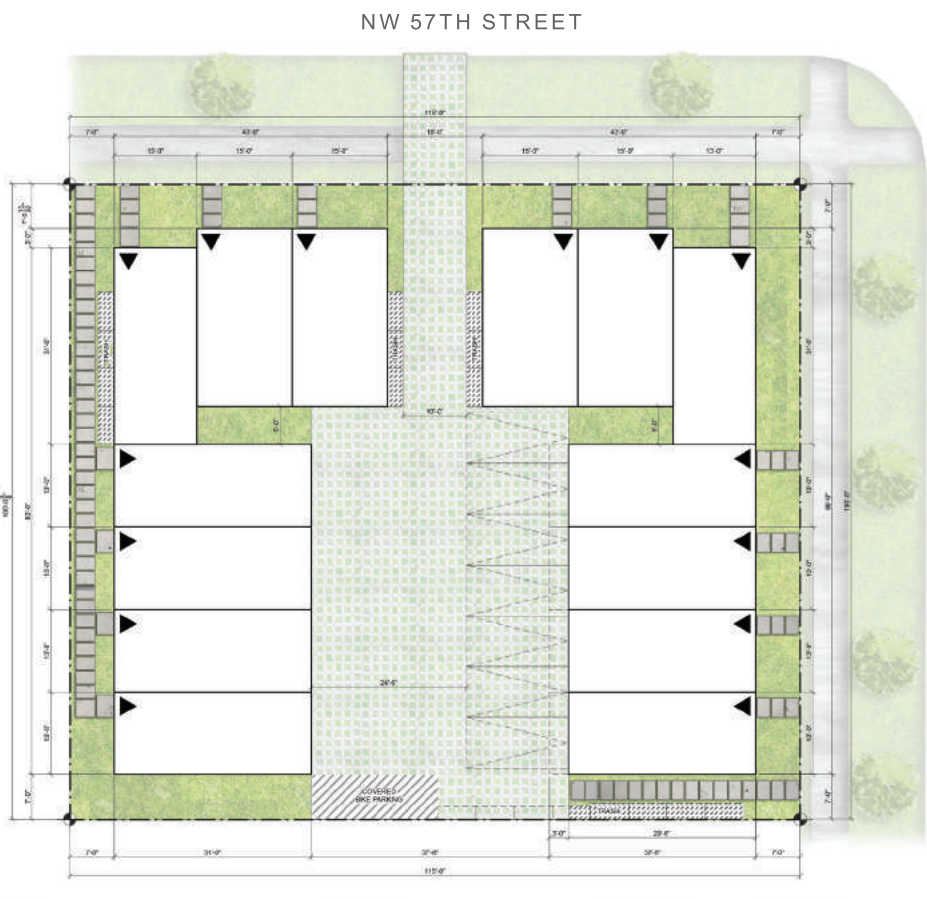
KEEPING THE BUILDING UNDER HEIGHT LIMITS IS KEY TO RESPONDING TO SURROUNDING CONTEXT, AS MOST OF THE CONTEXT IS MADE UP OF 1-3 STORIES. KEEPING THE FOCUS ON THE GROUND LEVEL ENTRIES, AND PROVIDING FEATURES THAT RESPOND TO THE RESIDENTIAL COMMUNITY.



OPTION ONE (CODE COMPLIANT)

Option One proposes 14 units. The buildings are primarily oriented to the north (facing 57th street) and south (away from the street). This orientation allows for simple linear massing along 57th street, however it results in 2 side facades, and no entries, along 9th Ave NW. The single family unit towards the south of the lot could result in a unique design among the townhouses. This option provides two points of vehicular access, a centralized parking area, and seven surface stalls. While this option is fully code compliant, it lacks the opportunity for building modulation, and space for resident interaction within the site.

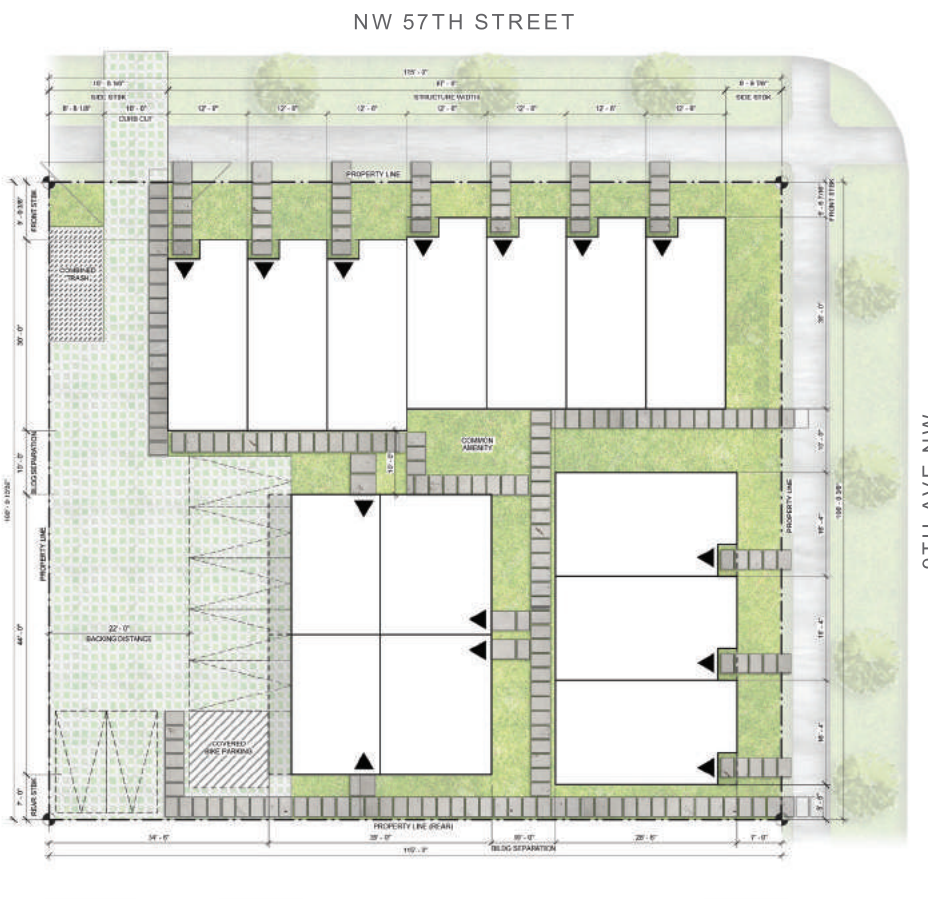
Option One is fully code compliant and seeks no departures.



OPTION TWO

Option Two proposes 14 units. The buildings are oriented east and west, providing more street facing units. This symmetrical orientation allows for more design opportunities along both streets, but limits design opportunities within the site. The curb cut is centralized, forming a parking area that faces the back of most of the units. Privacy is a concern with this option, since the units at the corner end up with six feet building separation. Trash in this option is set up for individual staging, along both streets, minimizing the area dedicated for trash on site, but would result in a large portion of the right of way dedicated to trash staging areas.

Option Two seeks one departure to the allowed facade length: an increase of 27.6% (from 65' to 83').



OPTION THREE (PREFERRED)

Option Three proposes 14 units. The buildings are oriented toward the street corner, with ten units facing the streets. Providing a ten foot building separation allows for more than one point of pedestrian access into the site. This also allows for larger units along 9th Avenue, family sized with 3 bedroom, where the living level is at ground level. This arrangement is possible by maintaining the original locations of the drive way cut, along with the combined trash location, currently located on the northwest corner of the site and more green space in between. Privacy conflicts are minimized by providing different programs for the buildings on the south of the lot, leaving room for large glazing strategies. This option creates a centrally located common amenity area at the core of the site, where all pedestrians pathways meet.

Option Three seeks two departures, [1] to the required rear setback average: a reduction of 1.4% (from 7 AVG / 5 MIN to 6.02 AVG / 5.5' MIN).

And [2] a 10% increase to the height of unclosed steps permitted in the required front setback: 4' from the property line, steps have a 48" max height. (53.4" height proposed)

OPTION ONE - CODE COMPLIANT

DISTINGUISHING FEATURES

- 13 Townhouses + 1 single family
- 7 Surface parking stalls
- 3-story units in 4 buildings
- 14 roof decks
- 15,288 SF FAR
- 2 bedrooms in each unit type
- Code compliant

OPPORTUNITIES

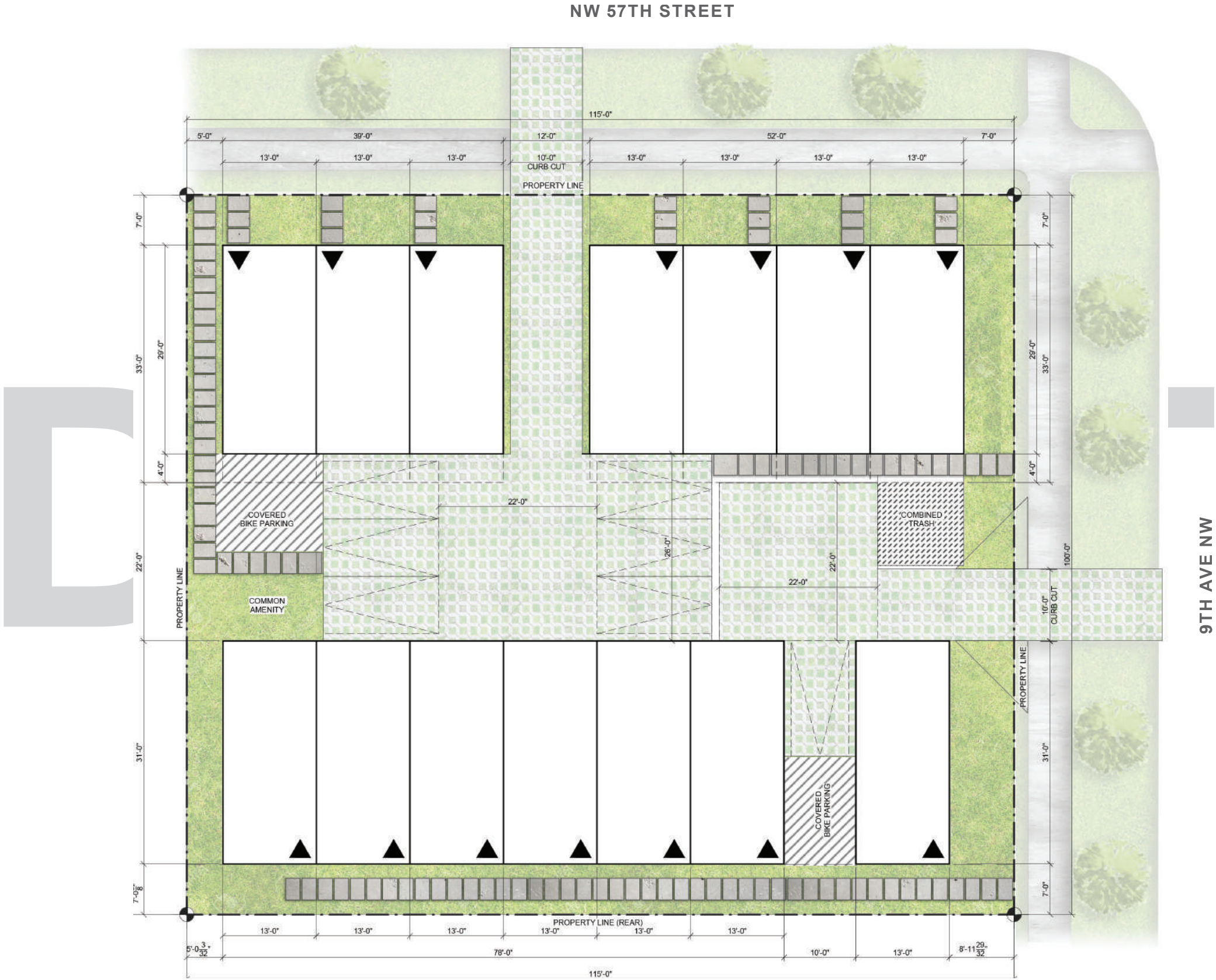
- No privacy conflicts between units within the site with linear building arrangement
- Combined trash location near curb cut
- Two locations for bike parking

CONSTRAINTS

- Week connection to the street along 9th Ave NW
- Less "family" sized units
- Less unit or program variation
- Less entries facing streets
- Two curb cuts for access creates more paving
- Centralized parking/ paving area resulting in less grass space

DEPARTURES REQUESTED:

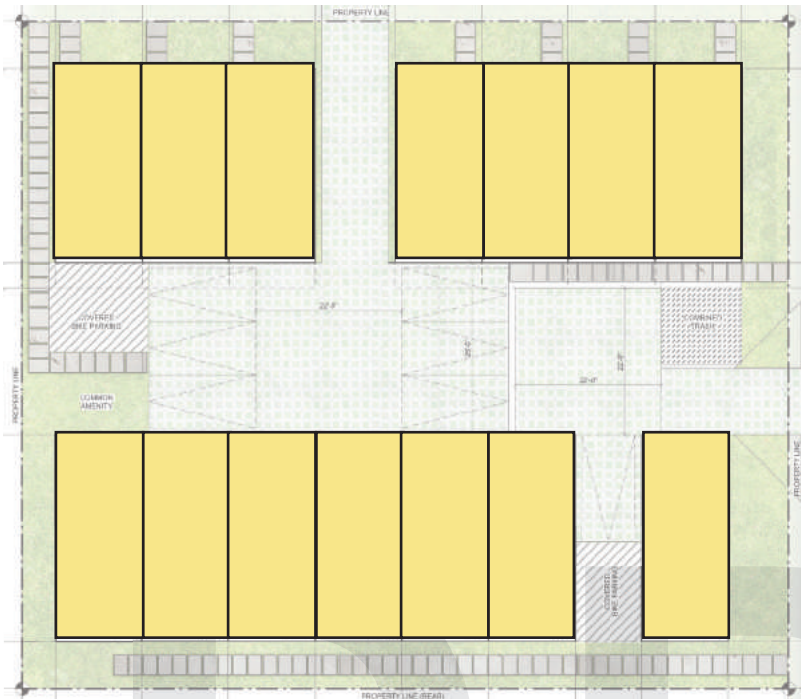
- No departures requested



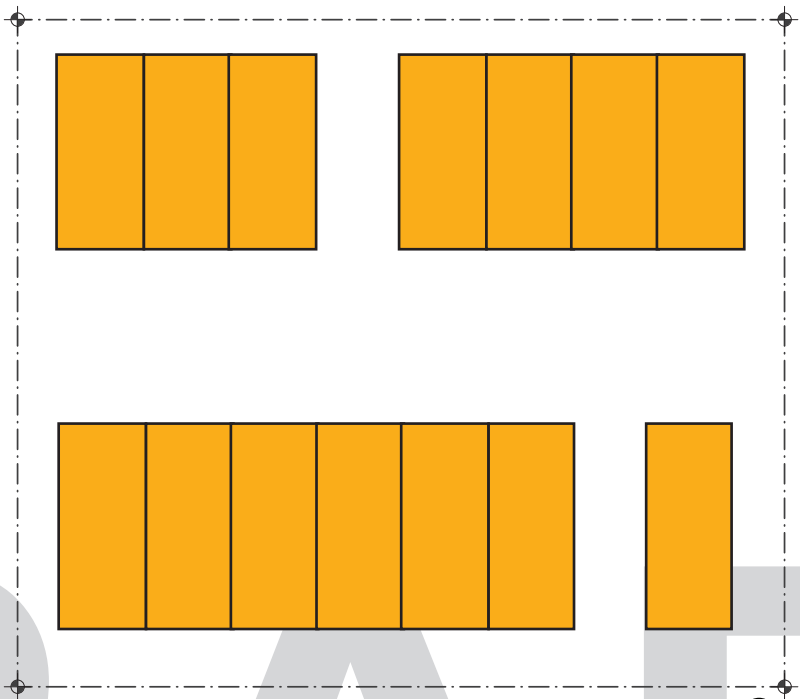
SITE PLAN - OPTION 1 ①

PROGRAM KEY

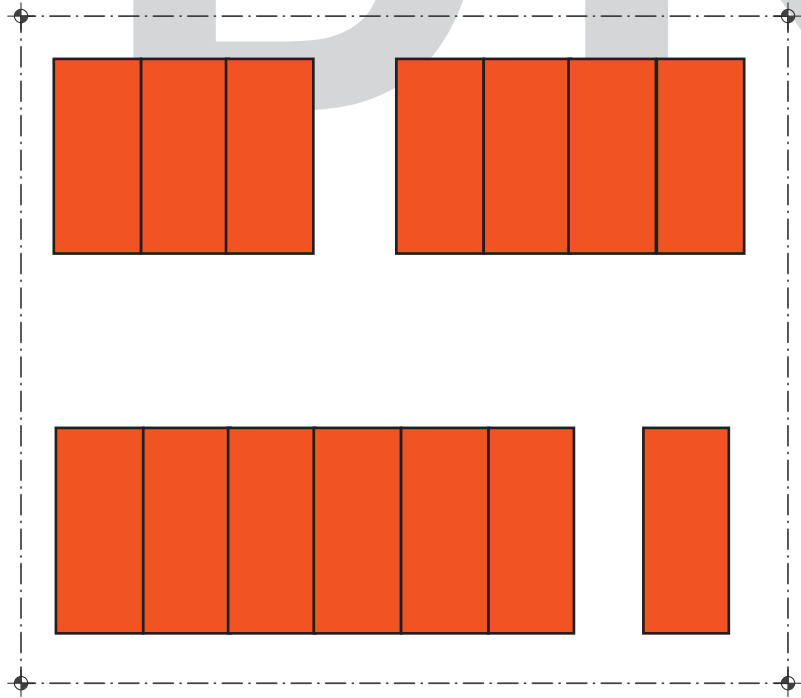
- ENTRY+BEDROOM+BATH
- LIVING+KITCHEN+DINING
- MASTER SUITE +BATH
- ROOF DECK



FIRST FLOOR PLAN ①



SECOND FLOOR PLAN ①



THIRD FLOOR PLAN ①



ROOF PLAN ①



VIEW OF NORTHEAST CORNER OF SITE



VIEW OF NORTHWEST CORNER OF SITE



OVERVIEW OF MASSING



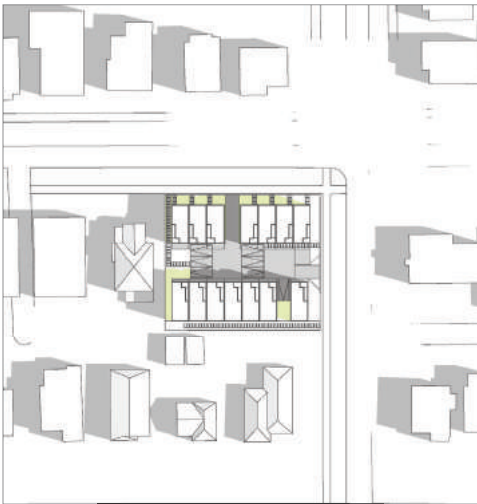
MARCH / SEPTEMBER 21, 9 AM



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

- 14 Townhouses
- 7 Surface parking stalls
- 3-story units in 2 buildings
- 14 roof decks
- 15,800 SF FAR
- 3 unit types:
- 2 bedrooms in each unit type

OPPORTUNITIES

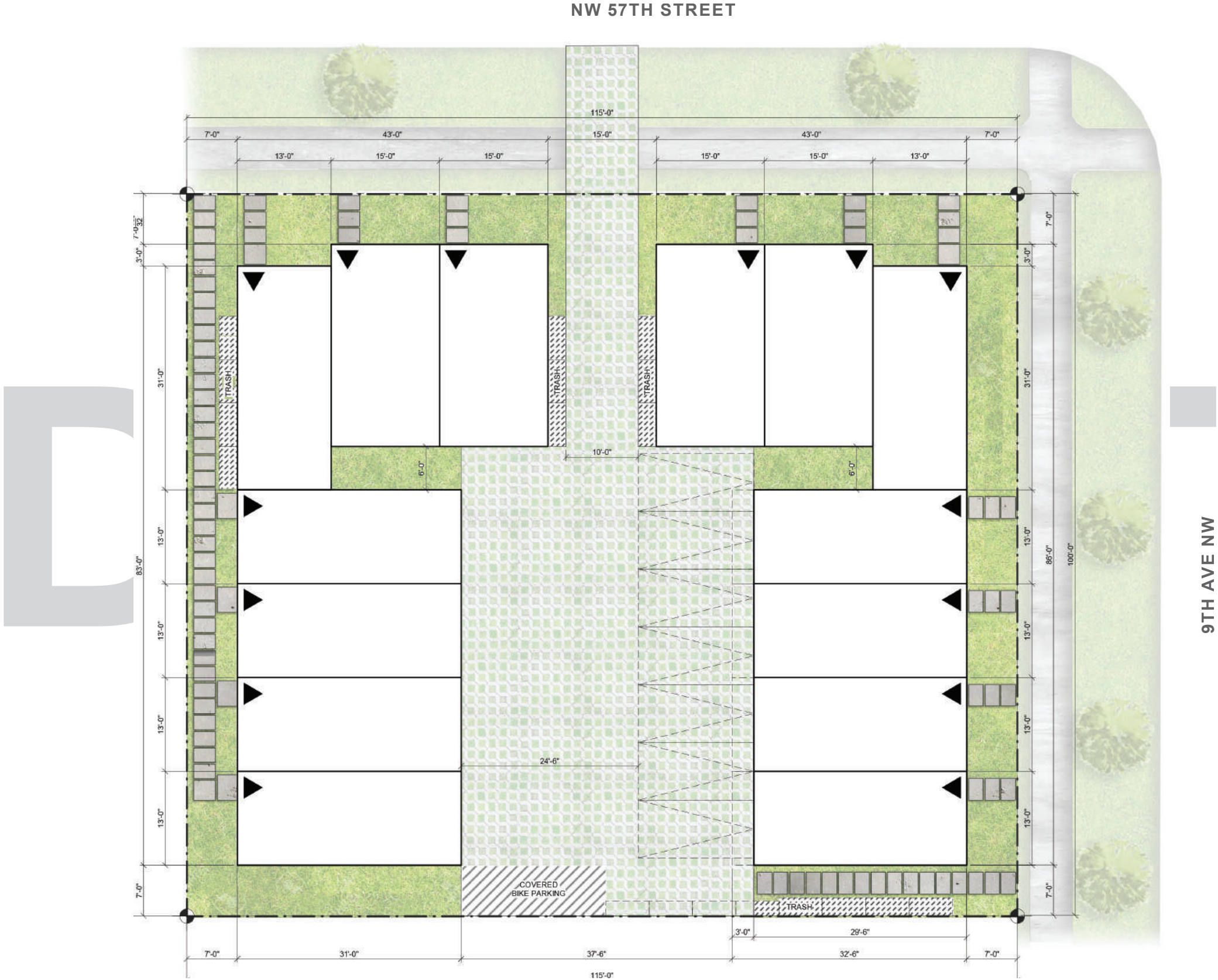
- 10 units facing the street
- Pockets of private amenity distributed on site
- More entries facing streets, but more entries along interior property line

CONSTRAINTS

- Less "family" sized units
- Centralized curb cut
- Centralized parking/ paving area results in less green space
- Individual trash staging in ROW creates additional clutter in public realm

DEPARTURES REQUESTED:

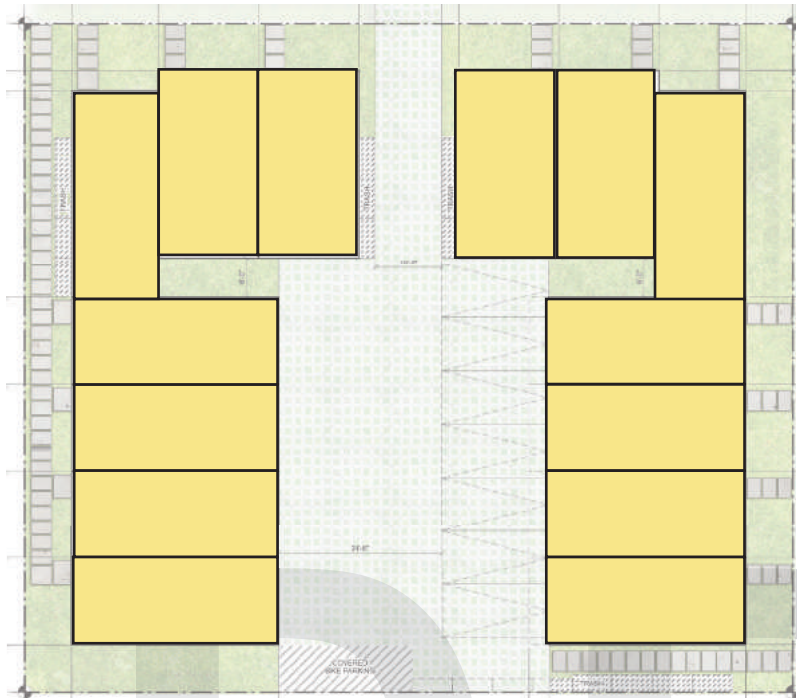
- SMC 23.45.527
Facade length - To allow for the maximum facade length to be increased from 65' to 83' (27.6% increase)
- Facade length: Allowed: 65' / Proposed:83'



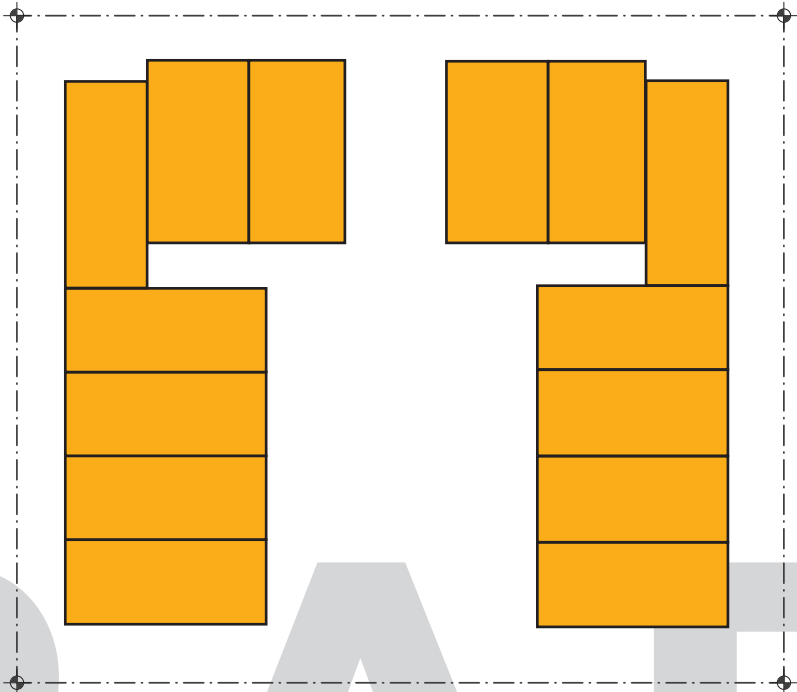
SITE PLAN - OPTION 2 ①

PROGRAM KEY

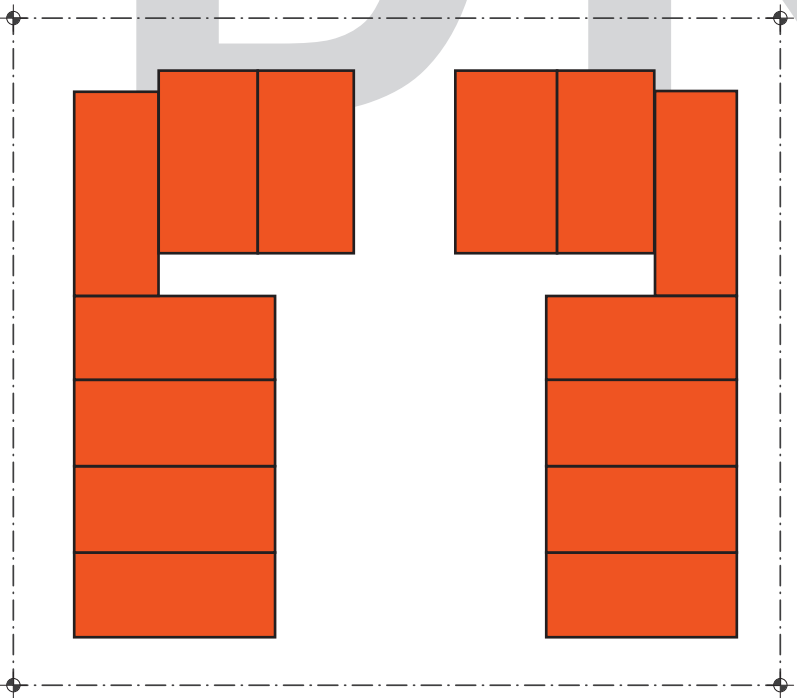
- ENTRY+BEDROOM+BATH
- LIVING+KITCHEN+DINING
- MASTER SUITE +BATH
- ROOF DECK



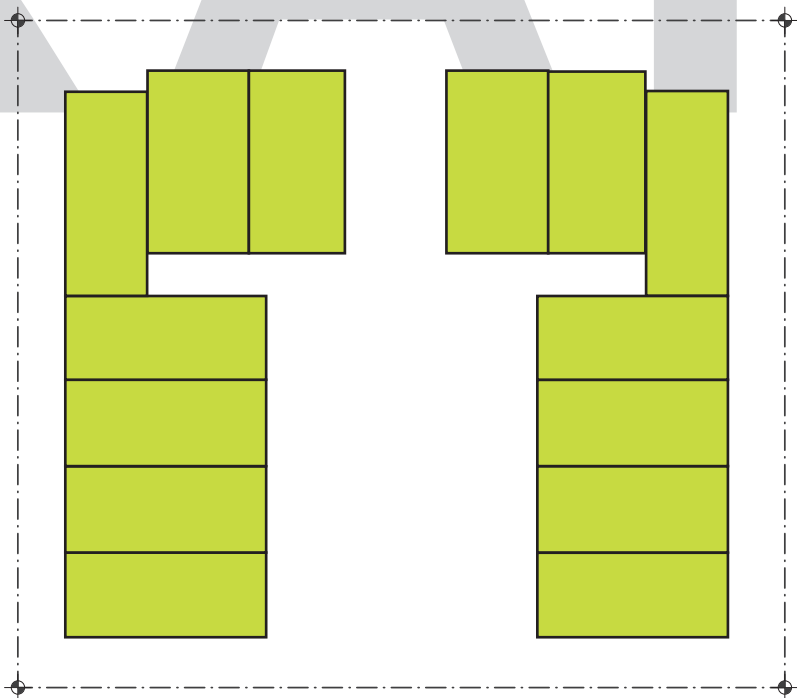
FIRST FLOOR PLAN



SECOND FLOOR PLAN



THIRD FLOOR PLAN



ROOF PLAN



VIEW OF NORTHEAST CORNER OF SITE



VIEW OF NORTHWEST CORNER OF SITE



OVERVIEW OF MASSING



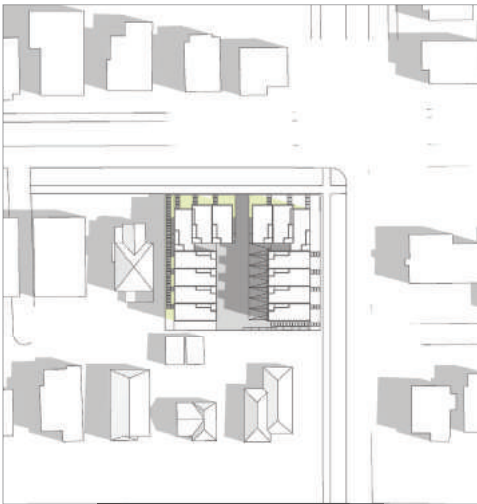
MARCH / SEPTEMBER 21, 9 AM



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



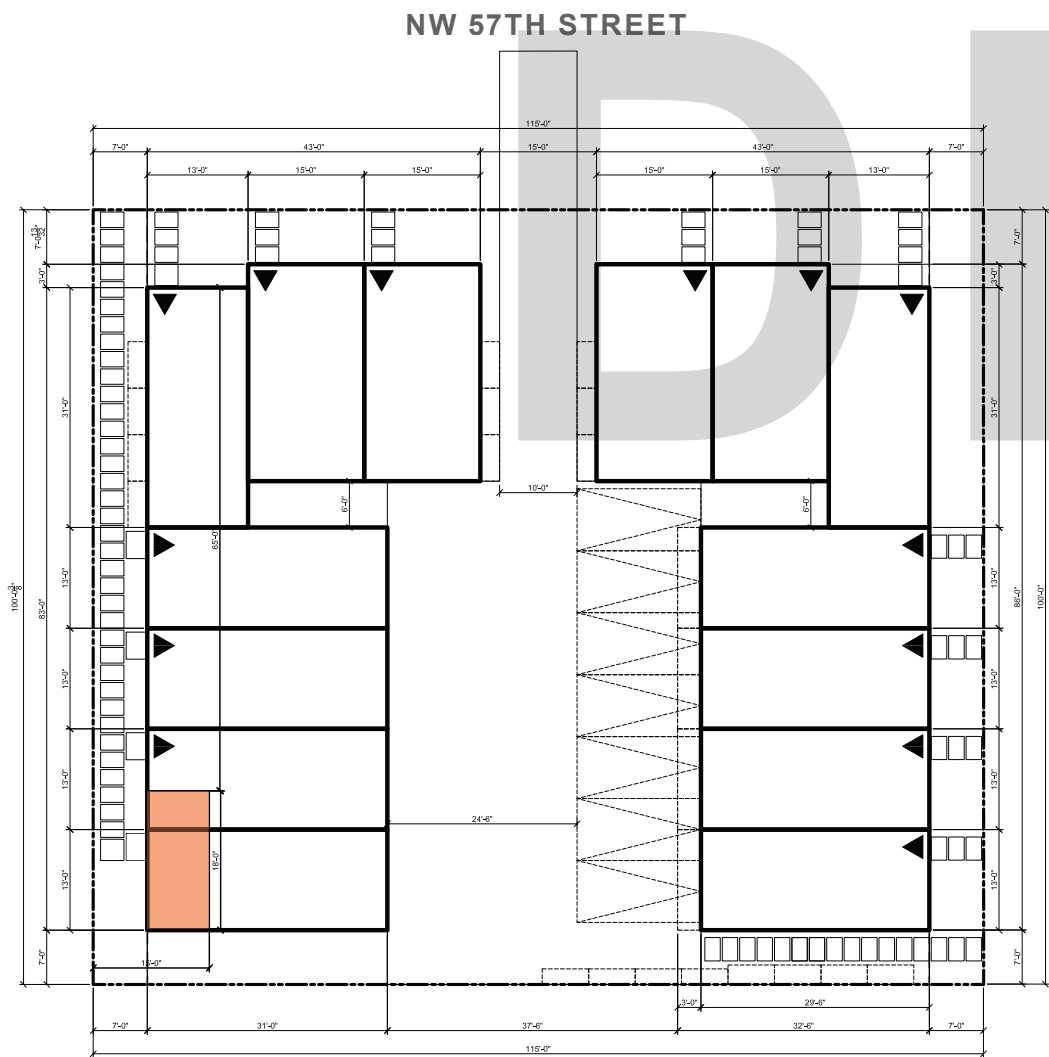
DECEMBER 21, 5 PM

OPTION 2
DESIGN STANDARD
SMC 23.45.527
FACADE LENGTH

CODE REQUIREMENT:
The maximum combined length of all portions of facades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line...

DEPARTURE REQUEST:
To allow for the maximum facade length to be increased from 65' to 83' (27.6% increase)

RATIONALE FOR DEPARTURE:
The diagram illustrates the area where the building footprint could not occupy per facade length requirements. This results in smaller units in order to accomodate the 14 units on site, and the symmetry provided with this option would then not be achieved. Maintanin the symmetry in this option provides opportunities for entry sequencing, consistent rhythm on facades east and west, while fully shielding the central parking. Design Guideline: PL3.A.d, DC2.B.1



SITE PLAN - OPTION 2 ⓘ



SITE PLAN - OPTION 2- CODE COMPLIANT ⓘ

OPTION THREE - PREFERRED

DISTINGUISHING FEATURES

- 14 Townhouses
- 7 Surface parking stalls
- 3-story units in 3 buildings
- 14 roof decks
- 15,769.36 SF FAR
- 3 unit types:
 - 2 (2 bedroom unit types)
 - 1 (3 bedroom unit type)

OPPORTUNITIES

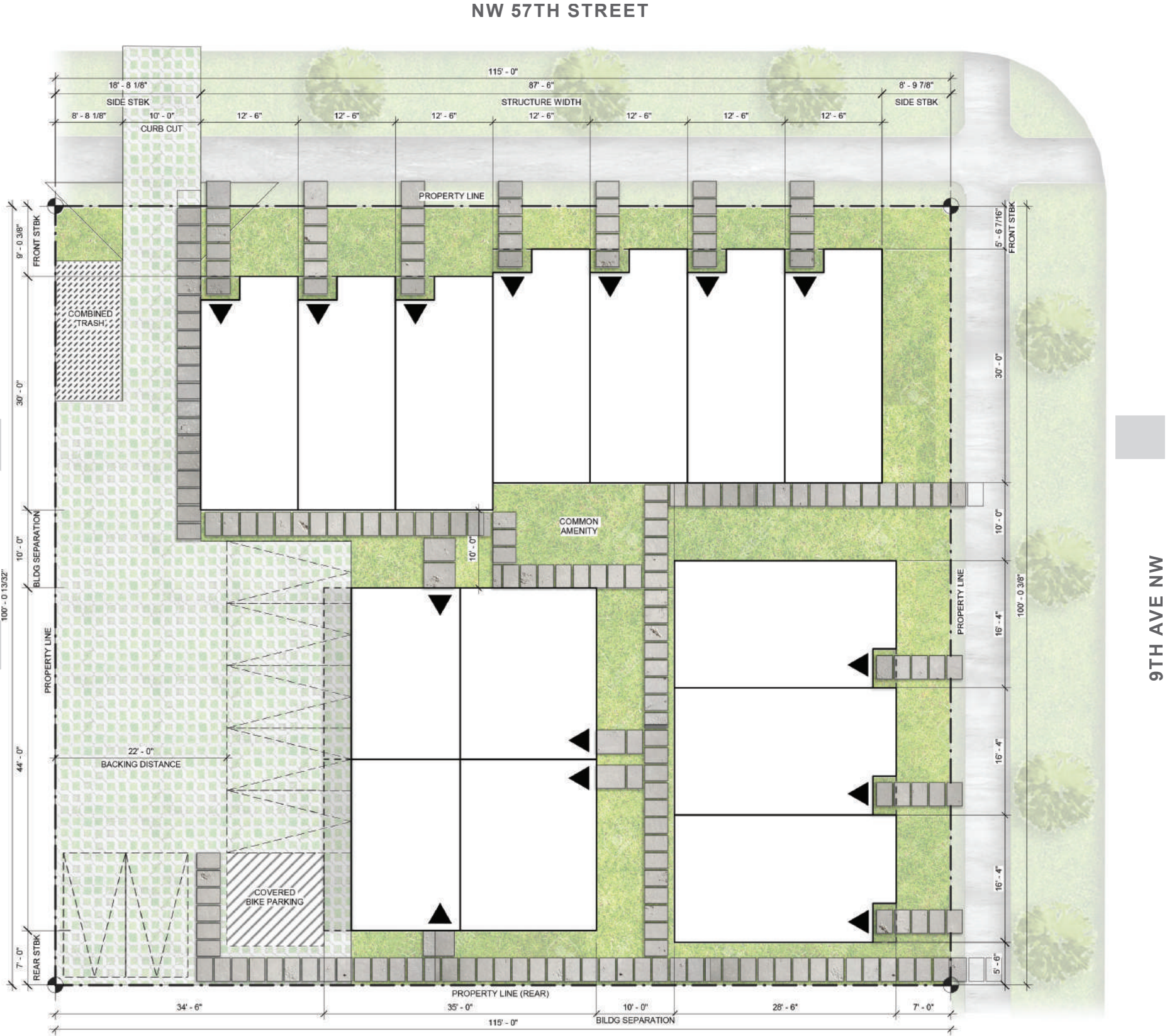
- 10 units facing the street
- Original curb cut location preserved to pull as far from the street corner as possible
- Minimized paving for parking area
- Multiple pedestrian access point into the site
- Combined trash location near curb cut
- Common amenity centralized within site
- 3 family sized units
- Opportunities for stairs leading up to units facing NW 57th street

CONSTRAINTS

- One combined bike parking location

DEPARTURES REQUESTED:

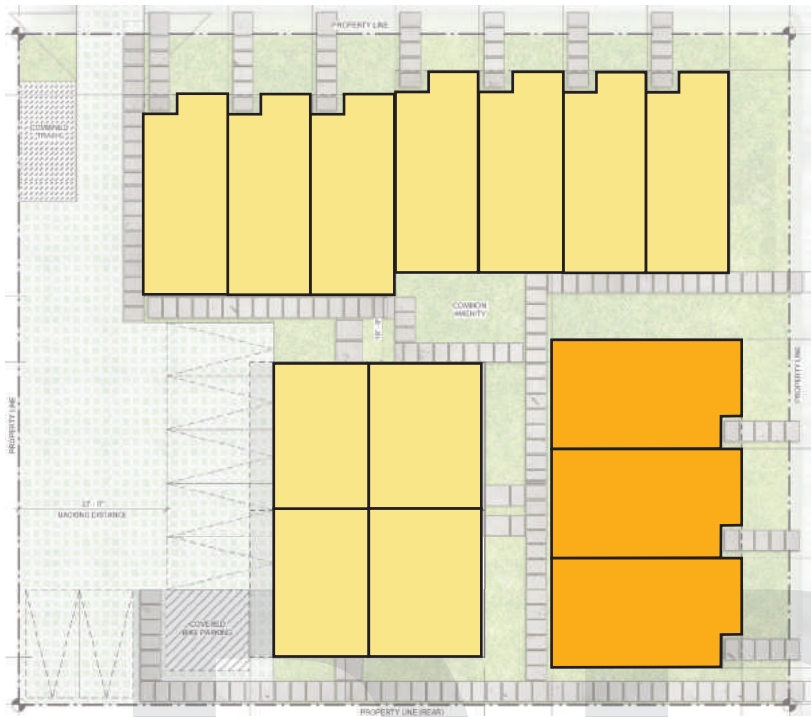
- SMC 23.45.518.H.5.a
To allow for unenclosed steps to increase in 8% in height, above existing grade. While compliant within the first 4' from the property line.
Allowed height: 4' , Proposed height of uneclosed steps: 4.320'
- SMC 23.45.518.A.1
To allow for a reduction to the required average rear setback of 6.6%.
Allowed: 7'-0" avg / 5'-0" min. Proposed: 6'- 6" avg / 5'-6" min.



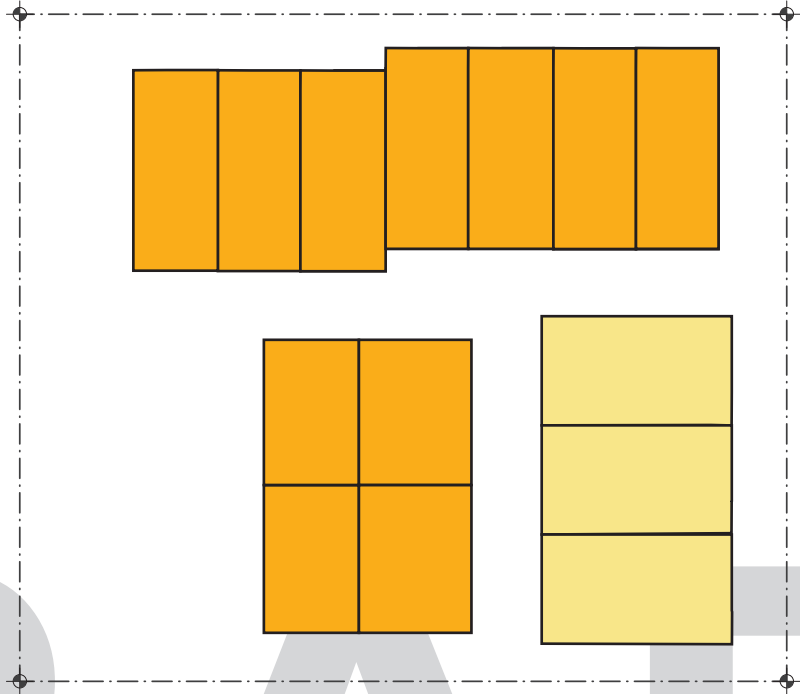
SITE PLAN - OPTION 3 ①

PROGRAM KEY

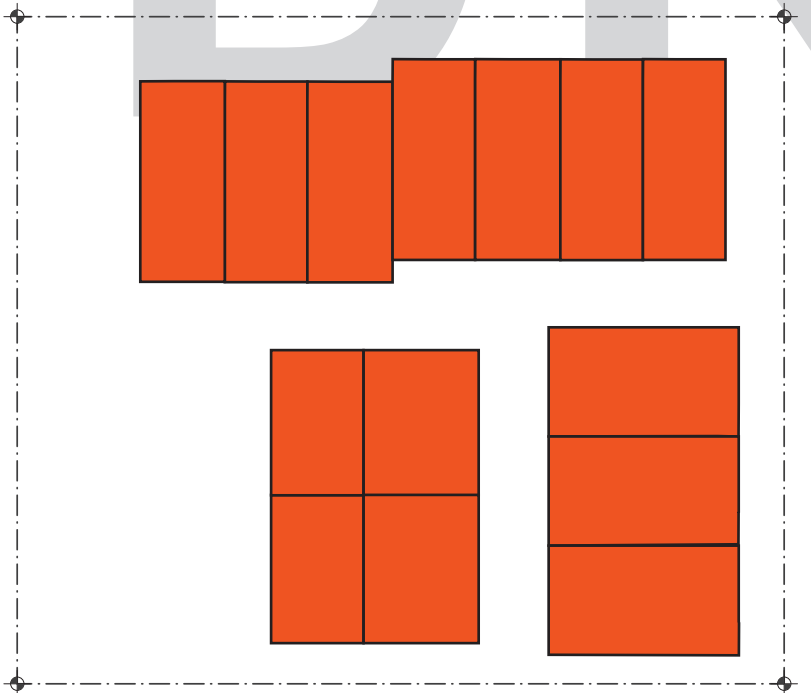
- BEDROOM+BATH
- LIVING+KITCHEN+DINING
- MASTER SUITE +BATH
- ROOF DECK
- BONUS SPACE



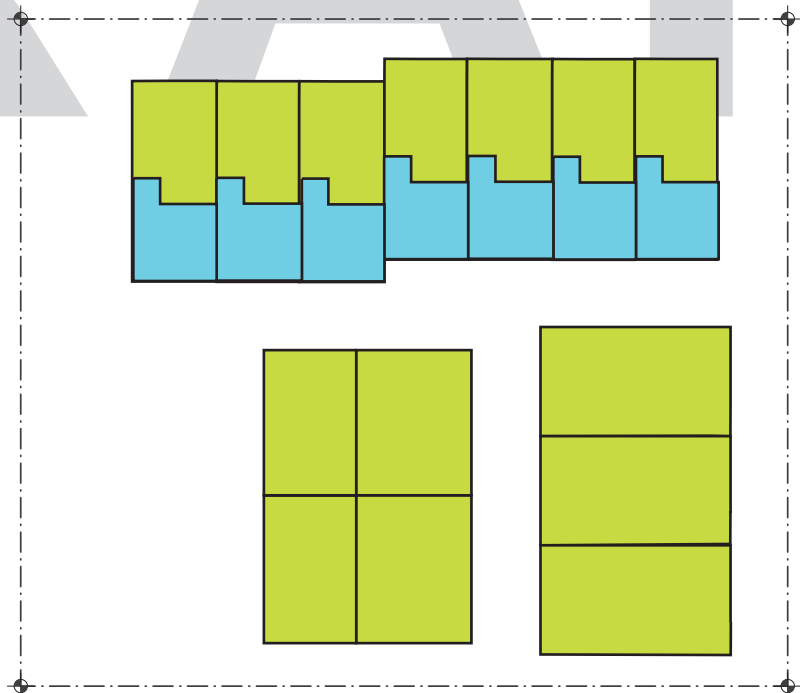
FIRST FLOOR PLAN



SECOND FLOOR PLAN



THIRD FLOOR PLAN



ROOF PLAN



VIEW OF NORTHEAST CORNER OF SITE



VIEW OF NORTHWEST CORNER OF SITE



OVERVIEW OF MASSING



MARCH / SEPTEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



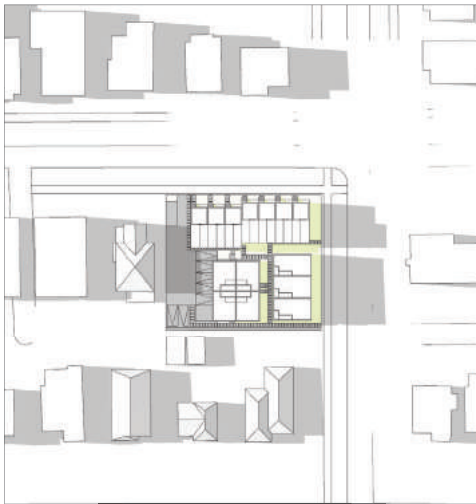
MARCH / SEPTEMBER 21, 5 PM



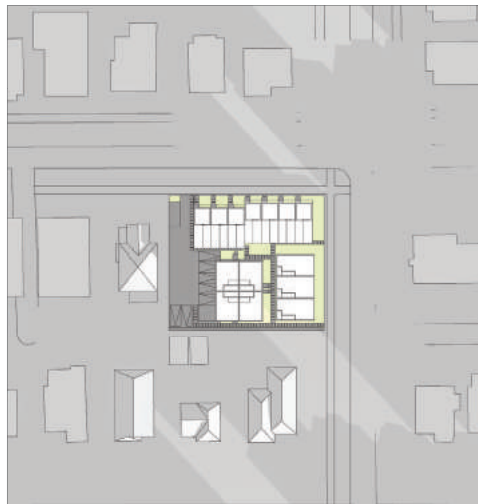
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JUNE 21, 12 PM



JUNE 21, 5 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



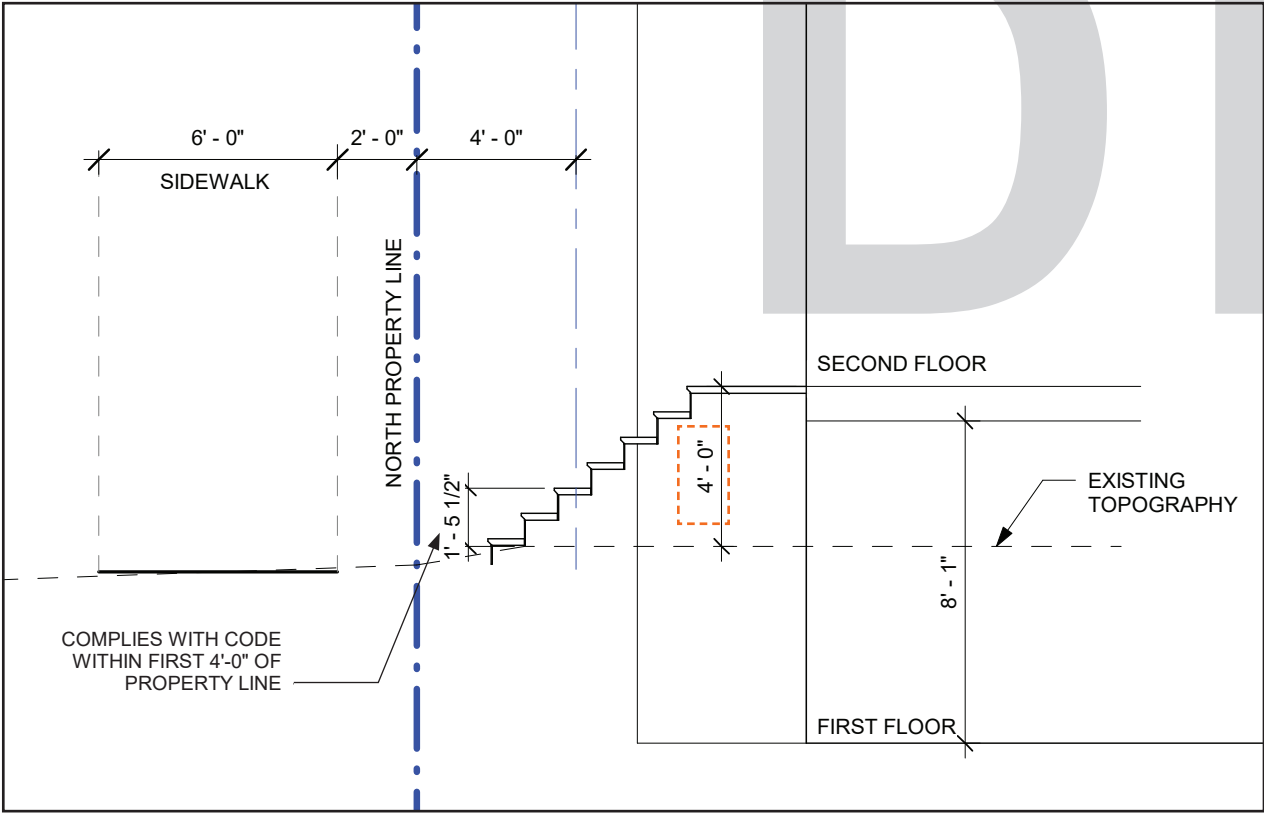
DECEMBER 21, 5 PM

**OPTION 3 -PREFERRED
DESIGN STANDARD**
SMC 23.45.518.H.5.a
PROJECTIONS PERMITTED IN REQUIRED SETBACKS

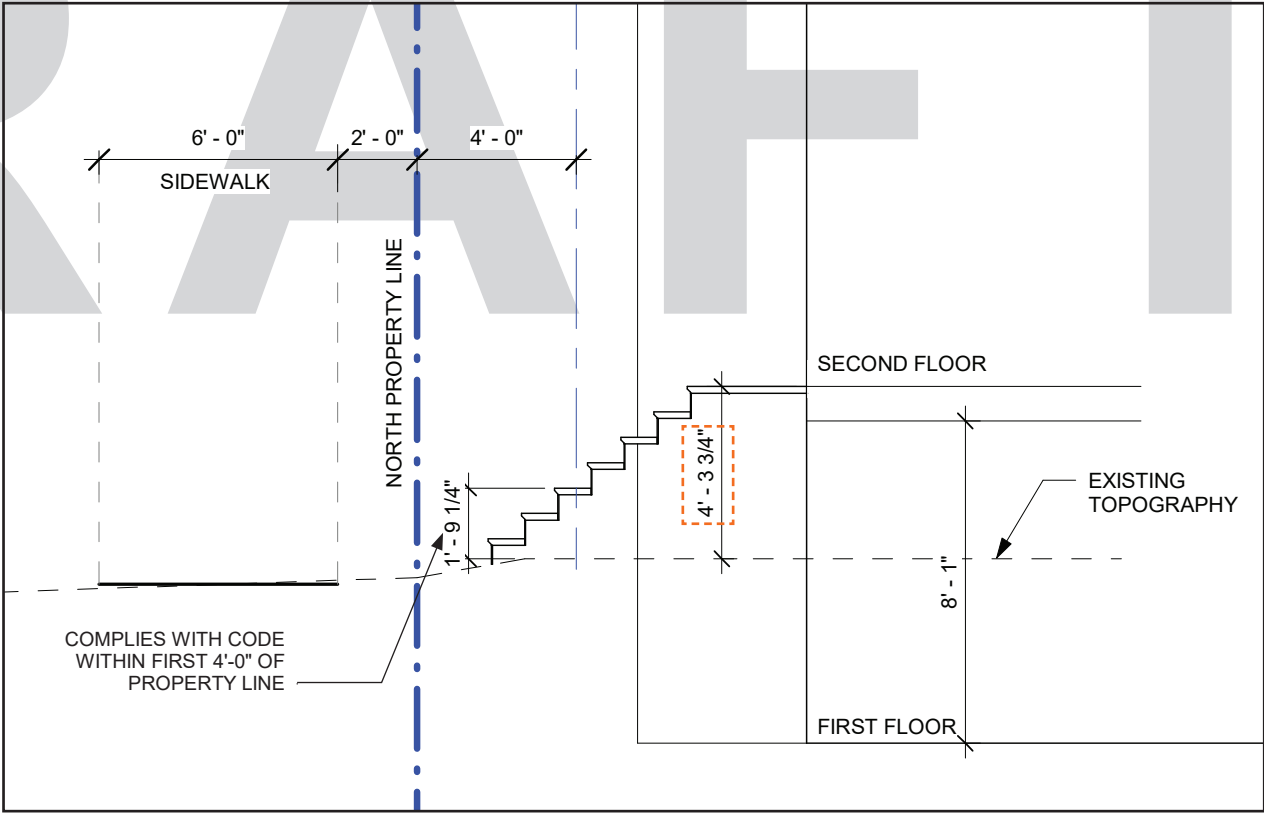
CODE REQUIREMENT:
Unenclosed porches or steps no higher than 4 feet above existing grade,... may extend to within 4 feet of a street lot line, except that portions of entry stairs or stoops not more than 2.5 feet in height from existing or finished grade, whichever is lower, excluding guard rails or hand rails, may extend to a street lot line.

DEPARTURE REQUEST:
To allow for unenclosed steps to increase in 8% in height, above existing grade. While compliant within the first 4' from the property line.
Allowed height: 4' , Proposed height of uneclosed steps: 4.320'

RATIONALE FOR DEPARTURE:
The townhomes facing NW 57th Street on this project seek to provide a five feet wide stoop up to each entry as a transitional element between public and private space. This helps the proposed units to better fit with the design guidelines as well as the surrounding neighborhood. The code limits the height of these steps to a max height of 4 feet within the front setback, the additional height allows for glazing at the first floor, above existing grade. The stairs/ stoops would help add to the collection of elements at each entry, enhancing the pedestrian experience and providing opportunity for personalization and interaction.
Design Guideline: DC2.B.1



ENTRY STEPS - OPTION 3 - CODE COMPLIANT



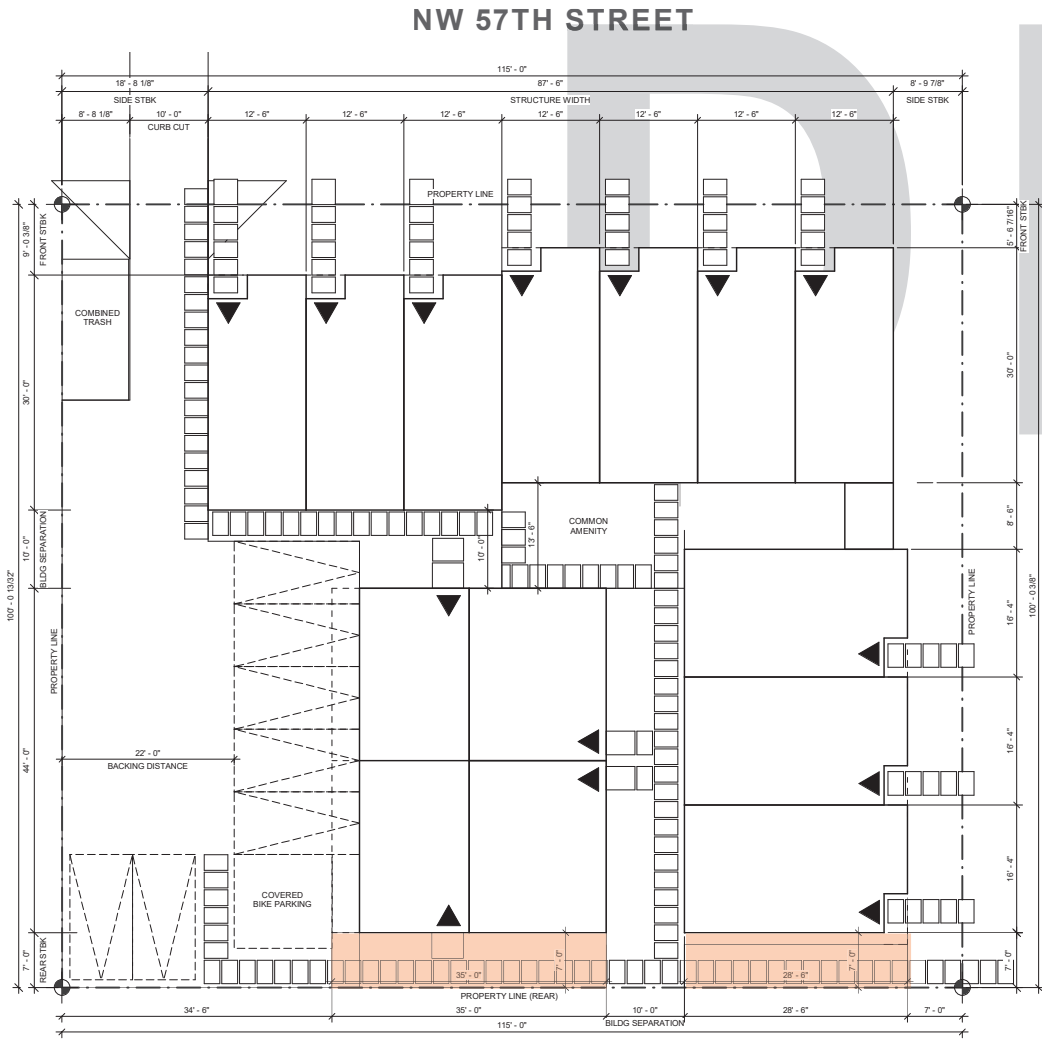
ENTRY STEPS - OPTION 3 (PREFERRED)

OPTION 3 - PREFERRED
DESIGN STANDARD
SMC 23.45.518.A.1
FACADE LENGTH

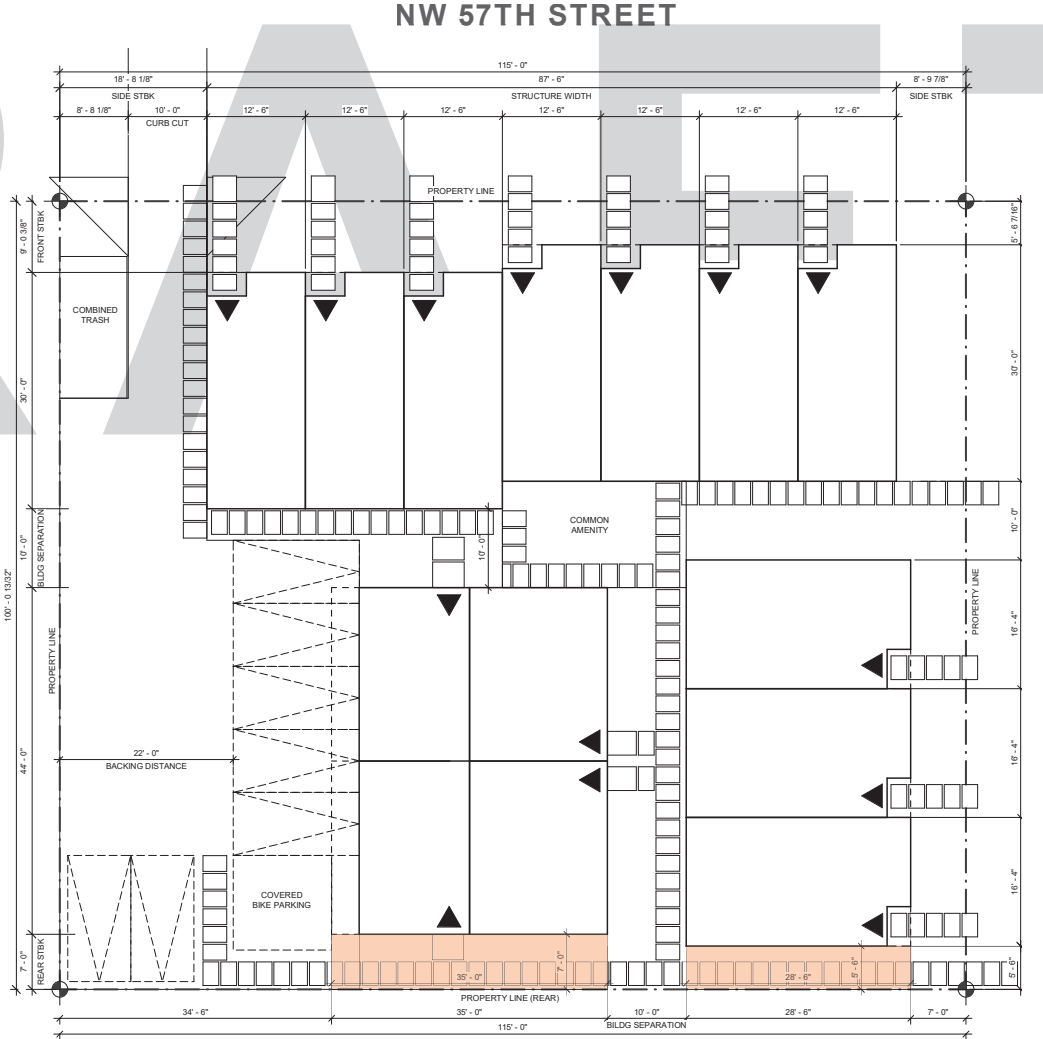
CODE REQUIREMENT:
The Required rear setbacks for the LR zones for townhouse is 7'-0" avg / 5'-0" min.

DEPARTURE REQUEST:
To allow for a reduction to the required average rear setback of 6.6%.
Allowed: 7'-0" avg / 5'-0" min. Proposed: 6'- 6" avg / 5'-6" min.

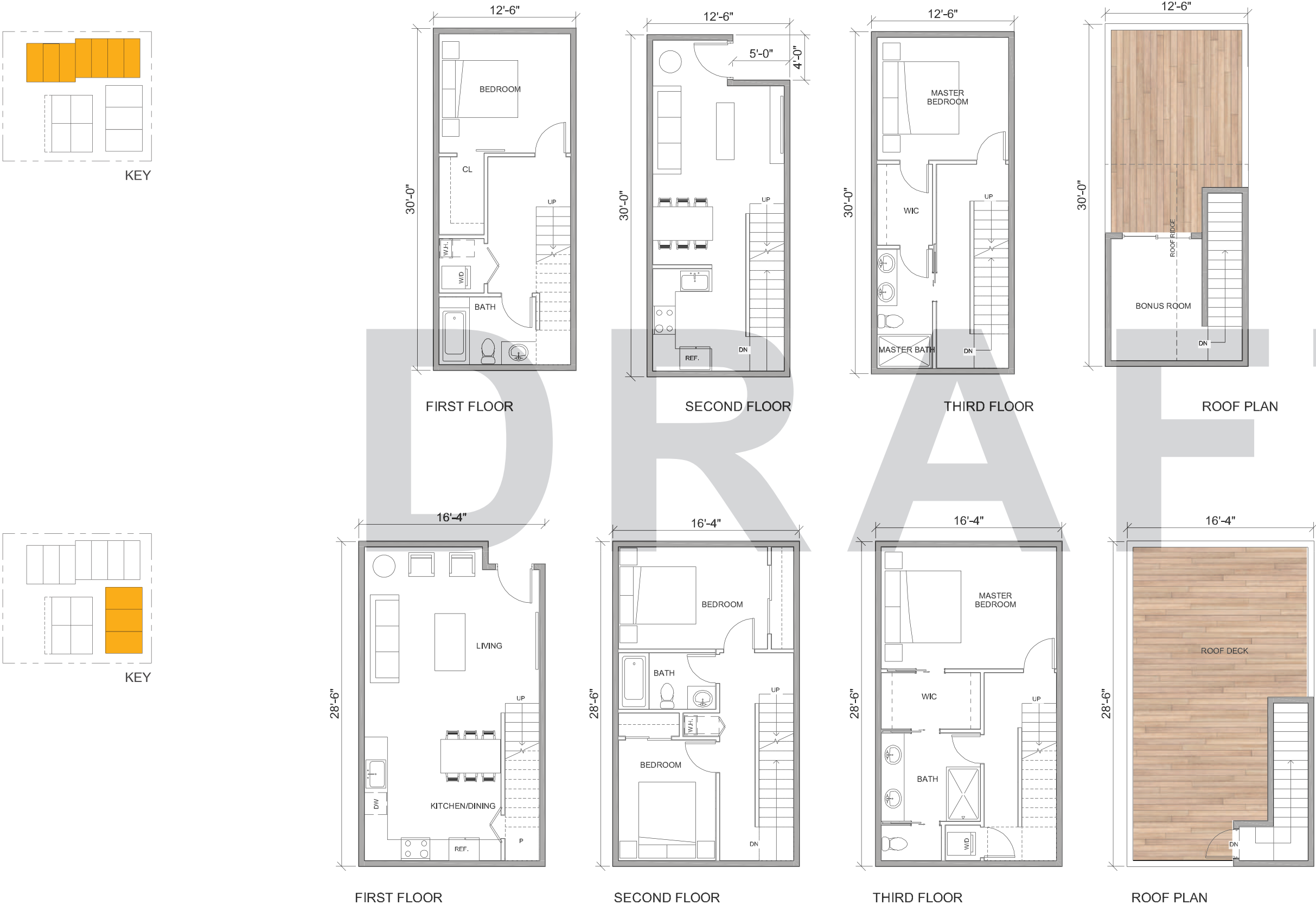
RATIONALE FOR DEPARTURE:
The diagram to the left illustrates the code complaint arrangement, by meeting the rear average setback, the building separation is no longer possible at 9th Ave NW. Instead of having two separate buildings facing the streets, the building would join at the corner due to not having the ten feet building separation required. In addition, the pedestrian pathway into the common amenity would be compromised along with the green open space leading into the center of the site. By allowing the average rear set back to be reduced by 6.6% the project gains green open area and thrue building access, while providing more then the required min. set back of 5.5'. Design Guideline: PL1.A.1, PL3.C.2

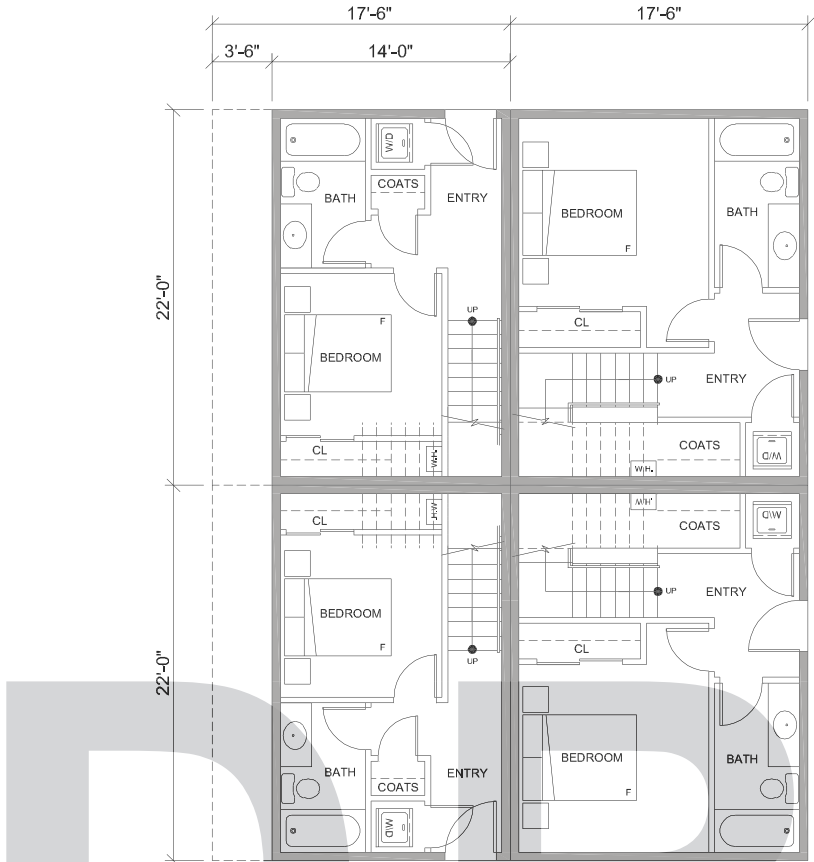
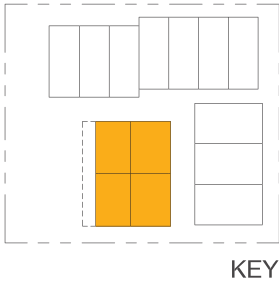


SITE PLAN - OPTION 2- CODE COMPLIANT



SITE PLAN - OPTION 3

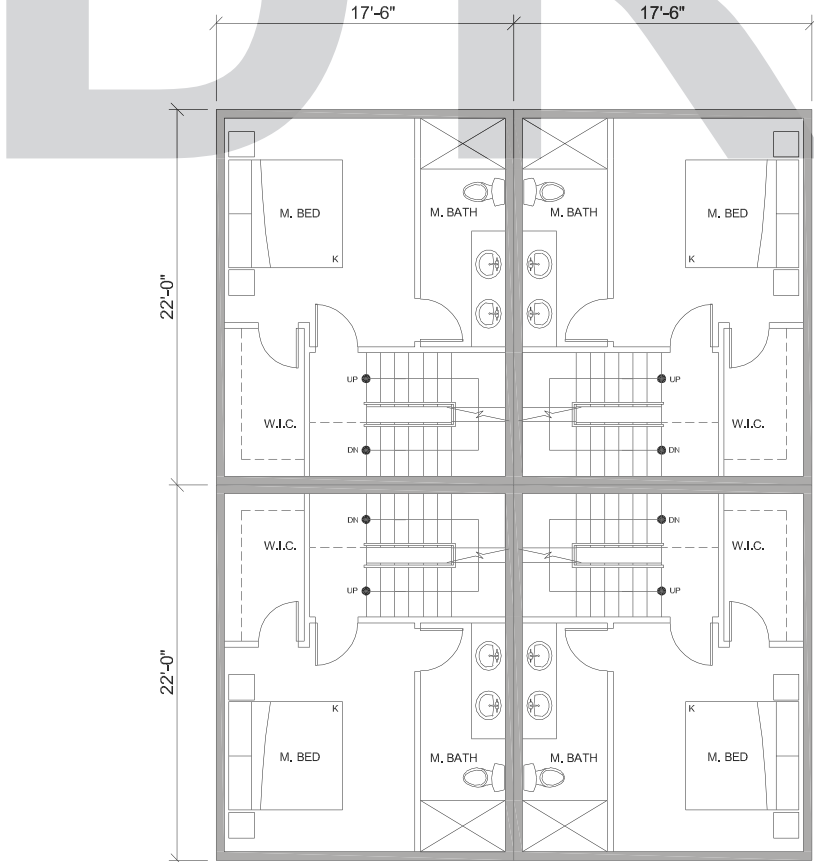




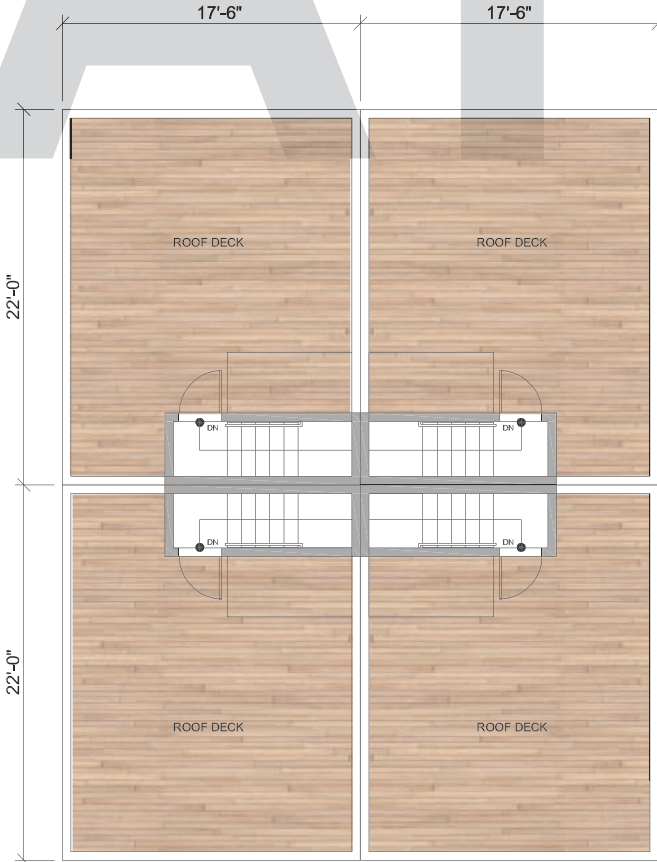
FIRST FLOOR



SECOND FLOOR



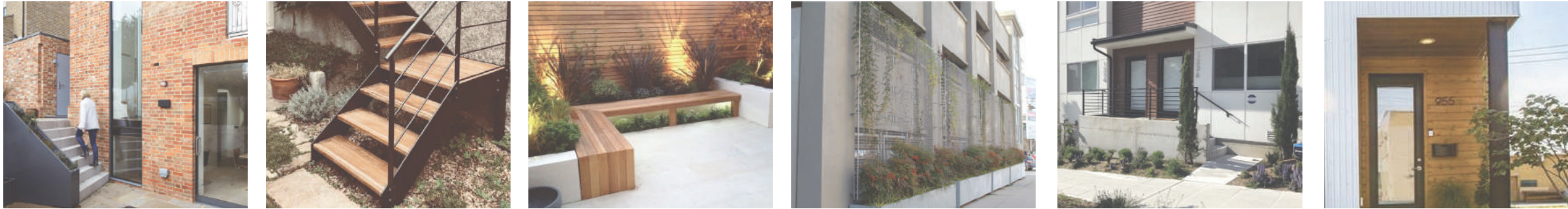
THIRD FLOOR



ROOF PLAN



INSPIRATION



WETMORE TOWNHOUSES



3307 WETMORE AVE S, SEATTLE, WA

10TH AVE TOWNHOMES



410 / 414 10TH AVE E, SEATTLE ,WA

MONTISI APARTMENTS



4122 36TH AVE SW, SEATTLE ,WA

E HOWELL TOWNHOMES



1111 E HOWELL ST, SEATTLE ,WA