

# 14TH AVE NW TOWNHOMES FOR SHELTER HOMES

## 9205 14TH AVE NW - ADMINISTRATIVE DESIGN REVIEW

3036643-EG  
6792573-CN

### ARCHITECT:

VANDERVORT ARCHITECTS

CC: MARK WIERENGA

2000 FAIRVIEW AVE E, SUITE 103

SEATTLE, WA 98102

(206) 784-1614

### PROPERTY OWNER:

SHELTER HOMES

CC: RON FROTON

88 HAMLIN ST

SEATTLE, WA 98102



THIS PAGE INTENTIONALLY LEFT BLANK

01.

PROJECT INFORMATION .....

4

PROJECT DESCRIPTION & DEVELOPMENT OBJECTIVES

4

COMMUNITY OUTREACH SUMMARY

5

02.

SITE ANALYSIS .....

6

PROPOSED SITE PLAN

6

SITE SURVEY

7

9-BLOCK STUDY

8

LANDMARKS AND TRANSPORTAION

9

OPPORTUNITIES & CONSTRAINTS

10

VIEWS FROM THE SITE

11

BLOCK FACE STUDY

12

NEARBY CONTEXT

14

ZONING DATA

15

ARBORIST REPORT DATA

16

03.

DESIGN STANDARDS .....

18

DESIGN NARRATIVE

18

04.

BUILDING DESIGN .....

20

OPTION 1 - NARRATIVE / PLANS

20

OPTION 2 - NARRATIVE / PLANS

22

OPTION 3 - NARRATIVE / PLANS

24

OPIONS 1-3 COMPARISON

26

RENDERS OF PREFERRED OPTION

27

PROJECT PLANS

28

SHADOW STUDIES

32

05.

CODE DEPARTURES .....

34

PROPOSED CODE DEPARTURES

34

REFERENCE IMAGES / WORK SAMPLES .....

37



# 14TH AVE NW TOWNHOMES

## DEVELOPMENT OBJECTIVES

### 01. PROJECT INFORMATION

#### PROJECT DESCRIPTION.

We are proposing ten new ground-related dwelling units on an LR1 site in the Crown Hill neighborhood of Seattle. The 10,898 sf lot will be divided into two sites: One 3,270 sf site fronting on 14th Ave NW, and one 7,628 sf site to the west that will be accessed via the smaller site.

### 02. SITE ANALYSIS

We propose to build four rowhouses on the east site and six townhouses on the west site. Both sites will be designed as one contiguous project and will respond to the urban context that they are surrounded by. All dwellings will be provided with at-grade auto parking stalls or garages.

There is one exceptional tree at the northeast corner of the site that we intend to retain. There are also two off-site trees to the northwest that we will provide protection zones for.

### 03. DESIGN STANDARDS

Our goal is enhance the existing built environment by providing quality ground-related housing that relates to the cultural and recreational resources of the immediate surroundings.

### 04. BUILDING DESIGN

PROJECT #.	6792573-CN / 3036643-EG
LOT AREA.	10,898 SF
PROPOSED DWELLING TYPE.	ROWHOUSES & TOWNHOMES MIX OF 2 & 3-BEDROOM UNITS
RESIDENTIAL UNIT #.	10 TOTAL (FOUR R.H.s / SIX T.H.s)
FLOOR AREAS (GROSS).	RESIDENTIAL: 12,884 SF GARAGE: 1,210 SF
FLOOR AREA (FAR).	ALLOWED: 14,166 SF PROPOSED: 14,094 SF
BUILDING HEIGHT.	30' PROPOSED (3 STORIES) PLUS ROOF DECK/PENTHOUSES
AUTO PARKING.	RESIDENTIAL: 1 PER DWELLING PROVIDED

### 05. CODE DEPARTURES





# 14TH AVE NW TOWNHOMES

## COMMUNITY OUTREACH

### Community Outreach Summary

- **Seattle Department of Neighborhoods Submission:** Before beginning community outreach, on April 23, 2020, the Affordable Community Outreach ("ACO") team submitted the project address, project information, and contact information to the Seattle Department of Neighborhoods ("DON") at [DREarlyOutreach@seattle.gov](mailto:DREarlyOutreach@seattle.gov) to post on the **DON Blog**. Due to the risks associated with COVID-19, the City Council temporarily replaced the in-person outreach method with a high impact electronic or digital outreach method. Accordingly, ACO did not post information about a community meeting on the **DON Calendar**. A copy of the email submission to DON is enclosed.
- **Printed Outreach: Posters (High-Impact Method):** On April 29, 2020, ACO hung posters at eleven businesses, community centers, or public venues within a half mile of the site, and all of the posters were visible from the sidewalk. The posters included information about the City of Seattle privacy policy. A photo and report of the poster locations is enclosed, along with a copy of a poster itself.
- **Electronic Outreach: Online Survey and Interactive Project Website (High-Impact Methods):** ACO developed a **project website** that went live on April 29, 2020, which included a brief summary of the proposal; the address and SDCL project number; ACO contact information with a project email address, survey link, and phone number; a link to the Seattle Services Portal; an interactive discussion forum; and the City of Seattle privacy policy information. In addition, ACO developed an **online survey** with seven questions, which was available through the project website. Links to the project website and to the online survey were included on the posters. The website and survey were available for the period from April 29, 2020 to at least May 20, 2020 (21 days). Copies of the project webpage, analytics data, and the online survey are enclosed.
- **In-Person Outreach: Community Meeting (High-Impact Method):** Due to the risks associated with COVID-19, the City Council temporarily suspended the in-person outreach method and replaced it with a second high-impact electronic or digital outreach method (see above).

### Feedback Summary

Despite exceeded the minimum requirements for community outreach for this project, ACO received little feedback concerning this project. No community members responded to the survey, contacted the community outreach project email address, called the community outreach phone, or commented in the community outreach project website discussion forum. Because ACO used high-impact methods for each outreach modality (including multiple high-impact methods for electronic/digital outreach modality), ACO interprets the lack of feedback as tacit, positive community acceptance of this project because community members tend to provide feedback if they have concerns. As further evidence of this point, the interactive website for this project has received an average of 0.6 pageviews per day, all from the Seattle area (report enclosed). ACO credits the quality architectural design by the owner and Mark Wierenga of renowned architecture firm David Vandervort Architects for the tacit community approval of the project.


Please let the Affordable Community Outreach team know if you need any additional information concerning this community outreach program.

Sincerely,

/s/Anna Sullivan

/s/Patrick Sullivan

Affordable Community Outreach, LLC



### Community Outreach

Learn about the proposed 9205 14th Avenue NW project.

- The proposed project is demolition of an existing structure and construction of ten to eleven townhomes.
- The property is zoned LR1 (M1).

#### Learn more

**Website:**  
9205-14thAveNW.AffordableCommunityOutreach.com

**Feedback:**  
<https://forms.gle/LYBiU1cs4KDAfSx5>

#### Contact Information

**Email:**  
9205-14thAvenueNW@AffordableCommunityOutreach.com

**Owner's Rep.:** Anna Sullivan

**Project Phone:** (206) 880-0887

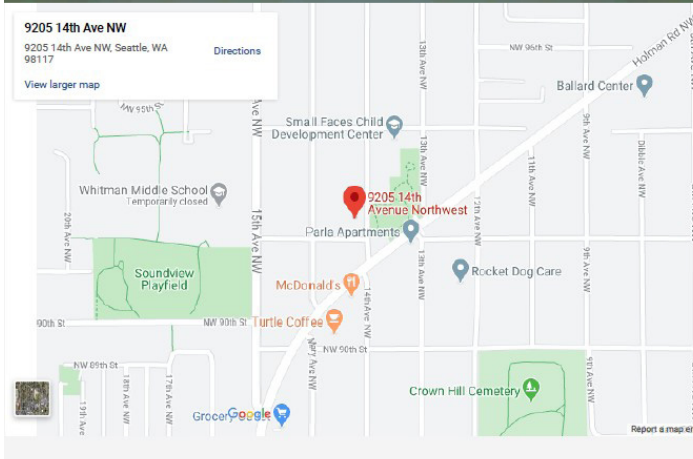
**Project No.:** 000510-20PA

**Privacy Notice:** The information being collected may be submitted to the City of Seattle. Therefore, personal information entered on this form may be subject to disclosure to a third-party requestor pursuant to the Washington Public Records Act. Additionally, cameras and audio recording devices may be in use for events.

Due to COVID-19 and Seattle CB 119769, there will be no in-person meeting for this project.

### Community Outreach

## 9205 14th Ave NW, Seattle, WA 98117



### COMMUNITY OUTREACH.

Community outreach was performed by Affordable Community Outreach (ACO) and the finalize repor was completed on May 19, 2020. Despite the multiple means of providing feedback provided to neighbors, there was no neighborhood feedback or input.


### 01. PROJECT INFORMATION

### 02. SITE ANALYSIS

### 03. DESIGN STANDARDS

### 04. BUILDING DESIGN

### 05. CODE DEPARTURES



### Community Outreach Survey

Thank you for participating by providing feedback for the project located at 9205 14th Ave NW, Seattle, Washington 98117.

The owner of the project is working on the redevelopment of the property located at 9205 14th Ave NW, Seattle, Washington 98117. The project contemplates demolition of an existing single family residence and construction of five unit rowhouse and six townhomes with nine parking spaces.

We want to hear from the community about what you want to see at this property. Please share your ideas about designs and activities for the new building and any other thoughts that would help us understand your concerns and priorities for this property and neighborhood overall.

This survey will be open from April 23, 2020 to May 14, 2020. After that, we'll start preparing for the City's Design Review process and other permitting steps.

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

To find out more about this project and track our progress through the permitting process, search the project address/number 000510-20PA in the Design Review Calendar and the Seattle Services Portal. To find out more about early outreach for design review, visit DON's webpage: <https://www.seattle.gov/neighborhoods/>.

\* Required



PROPOSED SITE CONDITIONS  
SITE PLAN

01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES





# EXISTING SITE CONDITIONS SURVEY

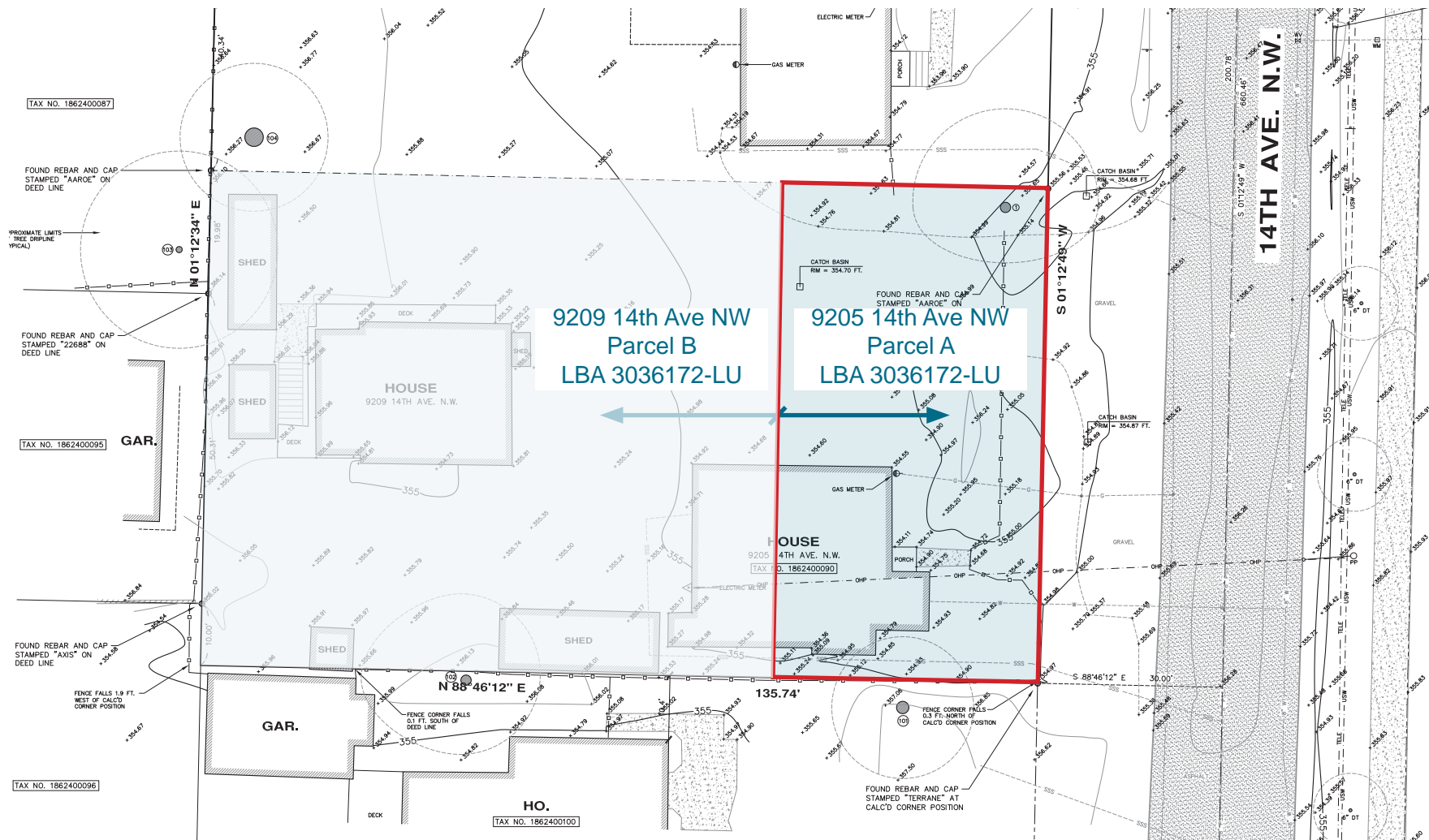
01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES



TAX PARCEL NO. 1862400090 (10,898 SQ. FT.)

THE EAST HALF OF THE SOUTH 20 FEET OF LOT 8 AND THE EAST HALF OF LOT 9, BLOCK 2, CROWN HILL ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 25 OF PLATS, PAGE 12, IN KING COUNTY, WA.



9-BLOCK STUDY  
SURROUNDING COMMUNITY

01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

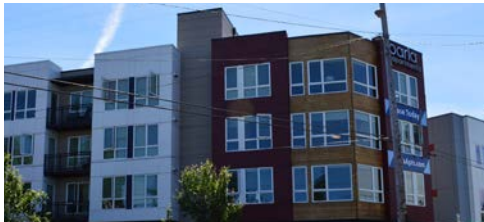
05.  
CODE  
DEPARTURES





VICINITY MAP  
LANDMARKS & TRANSPORTATION

BUS STOPS    BUS ROUTE    BIKE PATH    NEIGHBORHOOD GREENWAY    PED. BRIDGE



1. PARLA APARTMENTS



2. NEARBY TOWNHOMES



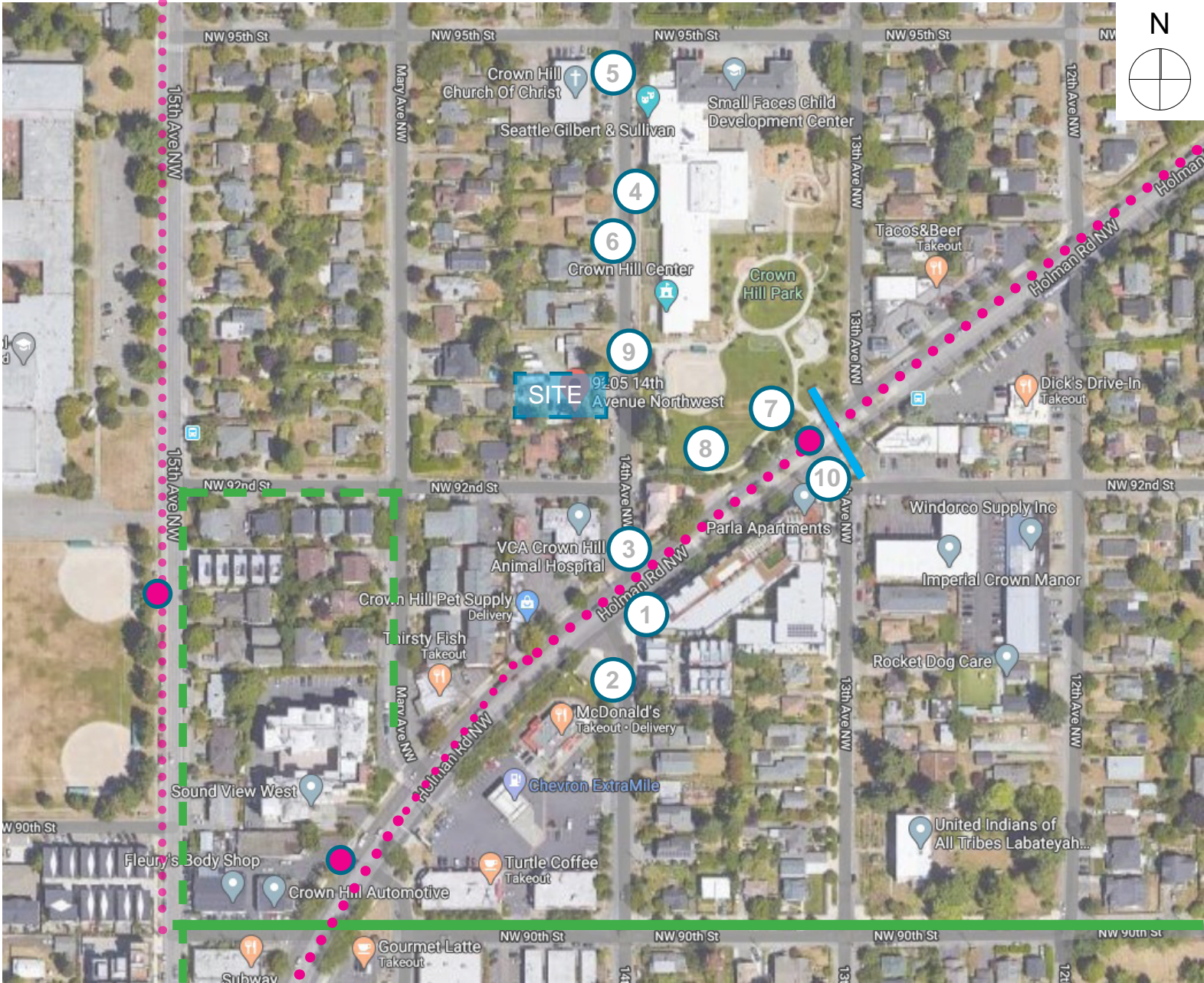
3. HAYWOOD BUILDING



4. CROWN HILL CENTER



5. CROWN HILL CHURCH OF CHRIST



VICINITY MAP.



6. TYPICAL SFR's ON 14TH AVE NW



7. CROWN HILL PARK / HOLMAN



8. CROWN HILL PARK



9. CROWN HILL COMM. GARDEN



10. PEDESTRIAN BRIDGE

01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES



OPPORTUNITIES & CONSTRAINTS  
IMMEDIATE AREA MAP

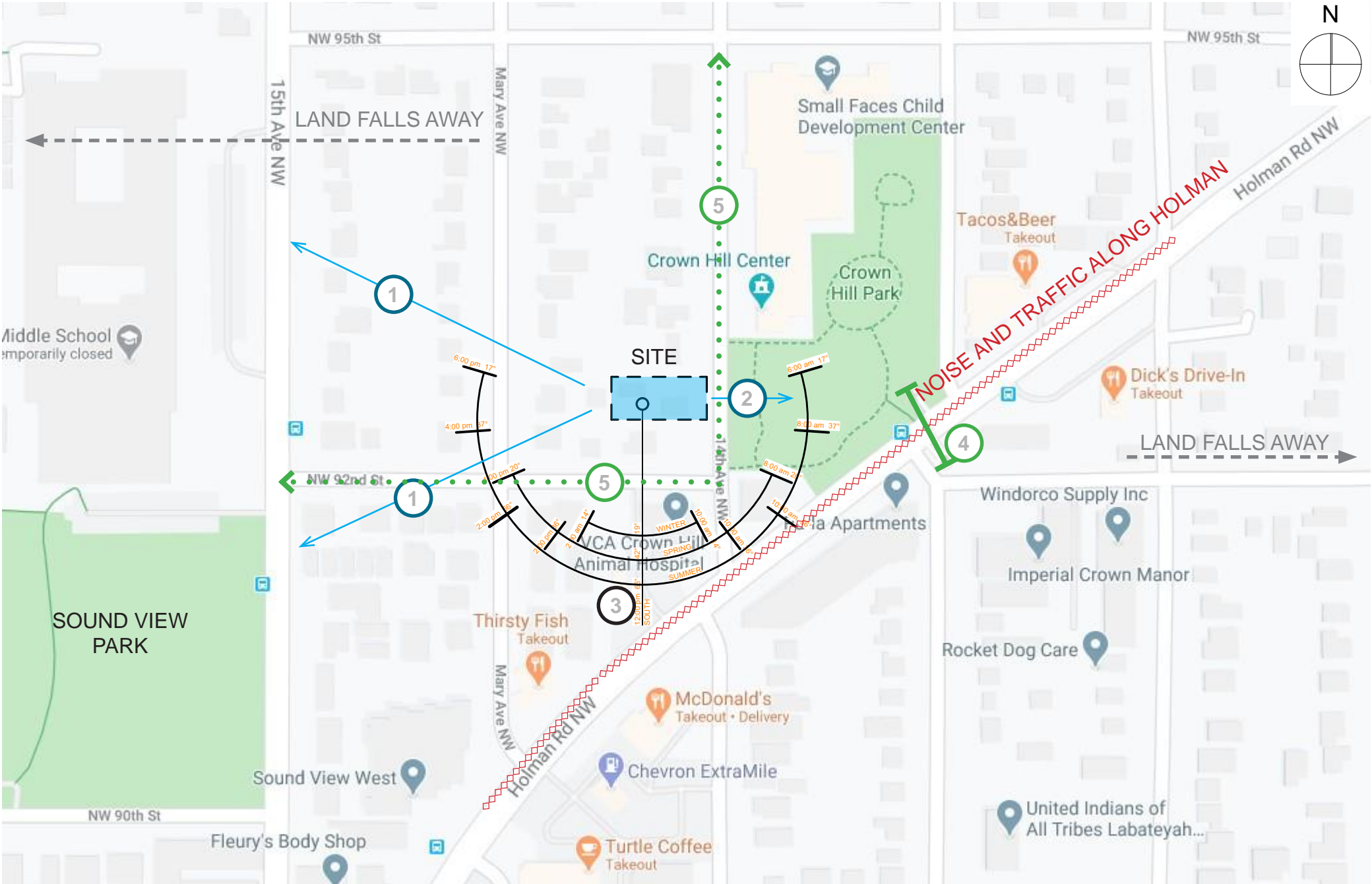
01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES



- 1 ROOF DECK VIEWS TO WEST
- 2 VIEWS TO PARK
- 3 SOLAR EXPOSURE
- 4 PEDESTRIAN BRIDGE
- 5 PEDESTRIAN CONNECTIONS



VIEWS FROM THE SITE  
 SITE PHOTOS



1. LOOKING SW



2. LOOKING WEST



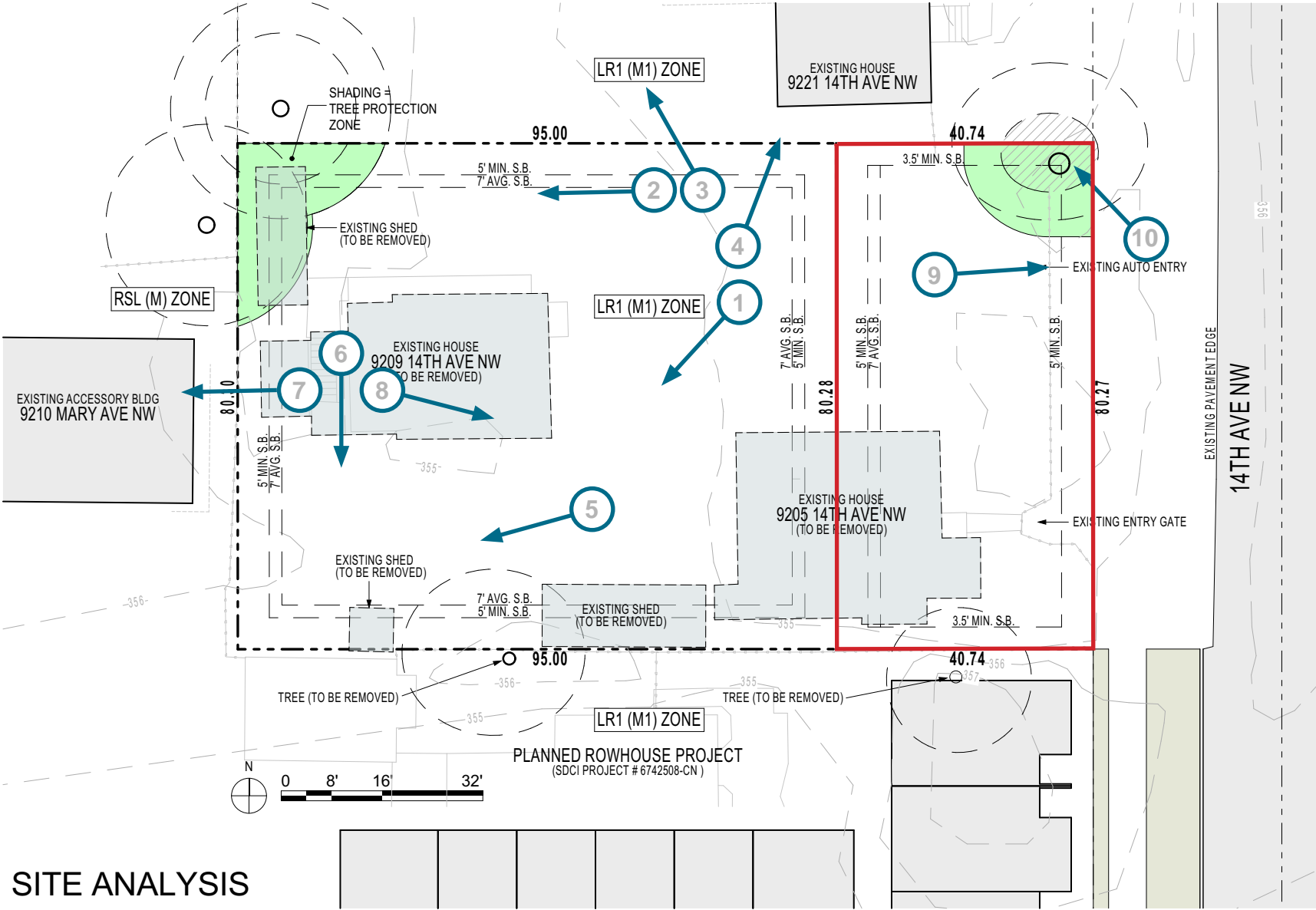
3. LOOKING NW



4. LOOKING NE



5. LOOKING WEST



SITE ANALYSIS

PHOTO KEY PLAN.



6. EXISTING SHEDS



7. VIEW OFF SITE TO WEST



8. LOOKING EAST



9. LOOKING N ALONG E PROP LINE



10. BASE OF CEDAR TREE

01.  
 PROJECT  
 INFORMATION

02.  
 SITE  
 ANALYSIS

03.  
 DESIGN  
 STANDARDS

04.  
 BUILDING  
 DESIGN

05.  
 CODE  
 DEPARTURES



BLOCK FACE STUDY  
14TH AVE NW

01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

NW 95TH ST



03.  
DESIGN  
STANDARDS

14TH AVE NW LOOKING EAST

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES

NW 92ND ST



14TH AVE NW LOOKING WEST



BLOCK FACE STUDY  
14TH AVE NW



01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

14TH AVE NW LOOKING EAST

03.  
DESIGN  
STANDARDS



04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES

14TH AVE NW LOOKING WEST



CONTEXT ANALYSIS  
IMAGES OF NEARBY STRUCTURES

01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS



PARLA APARTMENTS



LIVE/WORK AND T.H.S ON 14TH AVE NW S. OF HOLMAN

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES



NEARBY TOWNHOMES



HAYWOOD BLDG. (ON 14TH)

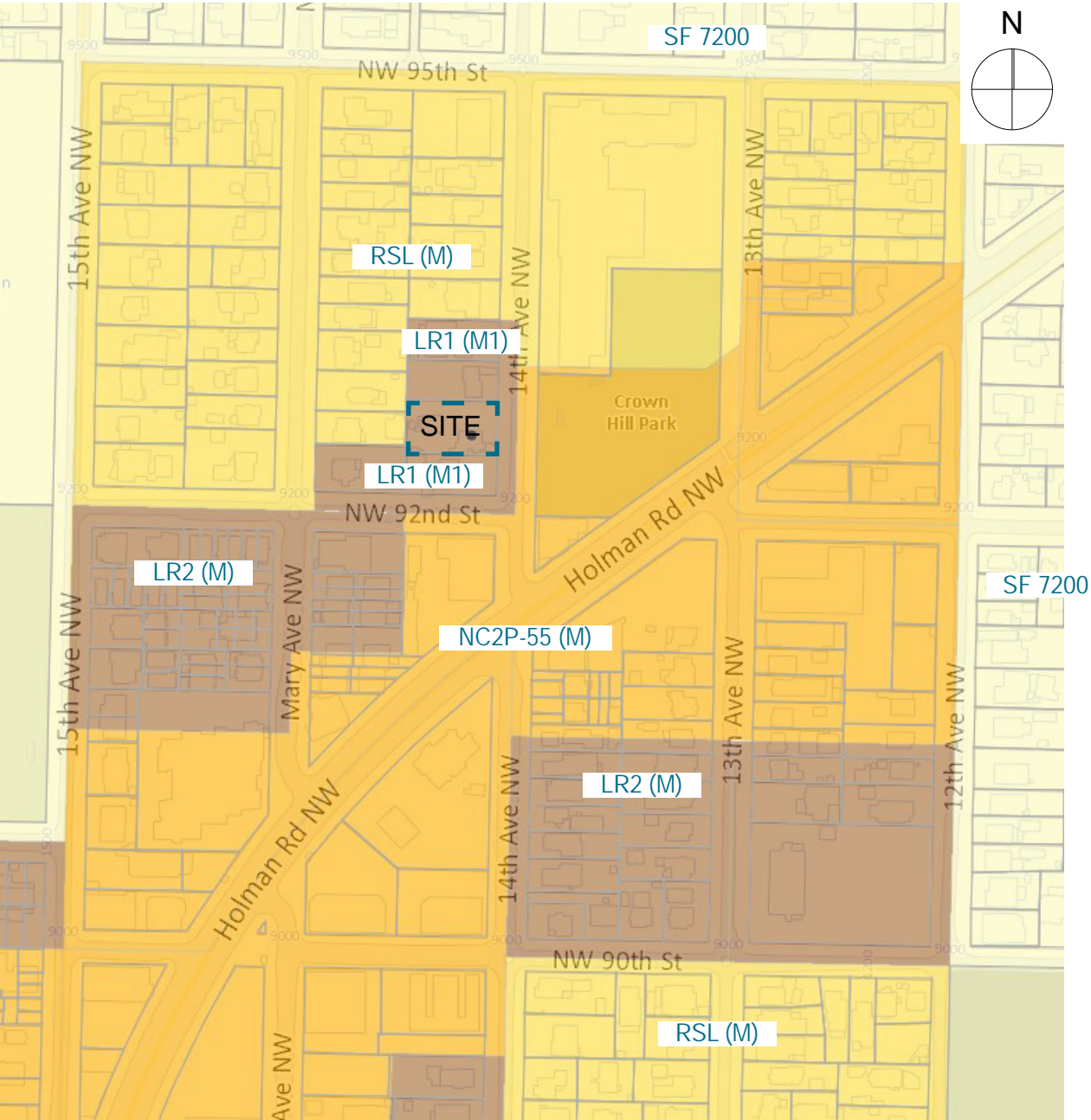


TYP. DEVELOPMENT ON 14TH



CROWN HILL CENTER





Lot Area Total:	10,898 SF   3,270SF EAST SITE [ROWHOUSES] - 7,628SF WEST SITE [TOWNHOMES]).
Zoning:	LR1 (M1) / CROWN HILL RESIDENTIAL URBAN VILLAGE.
ECA:	NONE.
Residential Use:	TEN DWELLING UNITS TOTAL (FOUR ROWHOUSES ON EAST SITE - SIX TOWNHOUSES ON WEST SITE).
FAR:	FAR MULTIPLIER = 1.3 - 4,251SF ALLOWED EAST SITE, 9,915SF ALLOWED WEST SITE.
HEIGHT:	30' BASE HEIGHT ALLOWED. +5' FOR PITCHED ROOF. +4' FOR PARAPETS. +10' FOR STAIR PENTHOUSE(S).
SETBACKS:	ROWHOUSE: 5' MIN. FRONT, 5' MIN/7' AVG. REAR, 3.5' SIDES. TOWNHOUSE: 5' MIN/7' AVG. ALL SIDES.
AUTO PARKING:	NONE REQUIRED AS PROJECT IS IN PARKING FLEXIBILITY AREA AND URBAN VILLAGE. 1 SPACE PER D.U. PROPOSED ALL DWELLINGS.
BICYCLE PARKING:	1 LONG-TERM SPACE REQUIRED PER D.U. 4 SHORT-TERM SPACES REQUIRED.
AMENITY AREA:	25% OF LOT AREA MUST BE PROVIDED AS AMENITY AREA. HALF OF THIS MUST BE AMENITY AREA AT GROUND LEVEL.
GREEN FACTOR:	A GREEN FACTOR SCORE OF 0.6 IS REQUIRED FOR THIS SITE.

01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES



SITE CONDITIONS

ARBORIST REPORT

01.

PROJECT

INFORMATION

02.

SITE

ANALYSIS

03.

DESIGN

STANDARDS

04.

BUILDING

DESIGN

05.

CODE

DEPARTURES



Layton Tree Consulting LLC

For: Shelter Homes

Site: 9205 14th AVE NW - Seattle

Tree Summary Table

Date: 1/6/2020

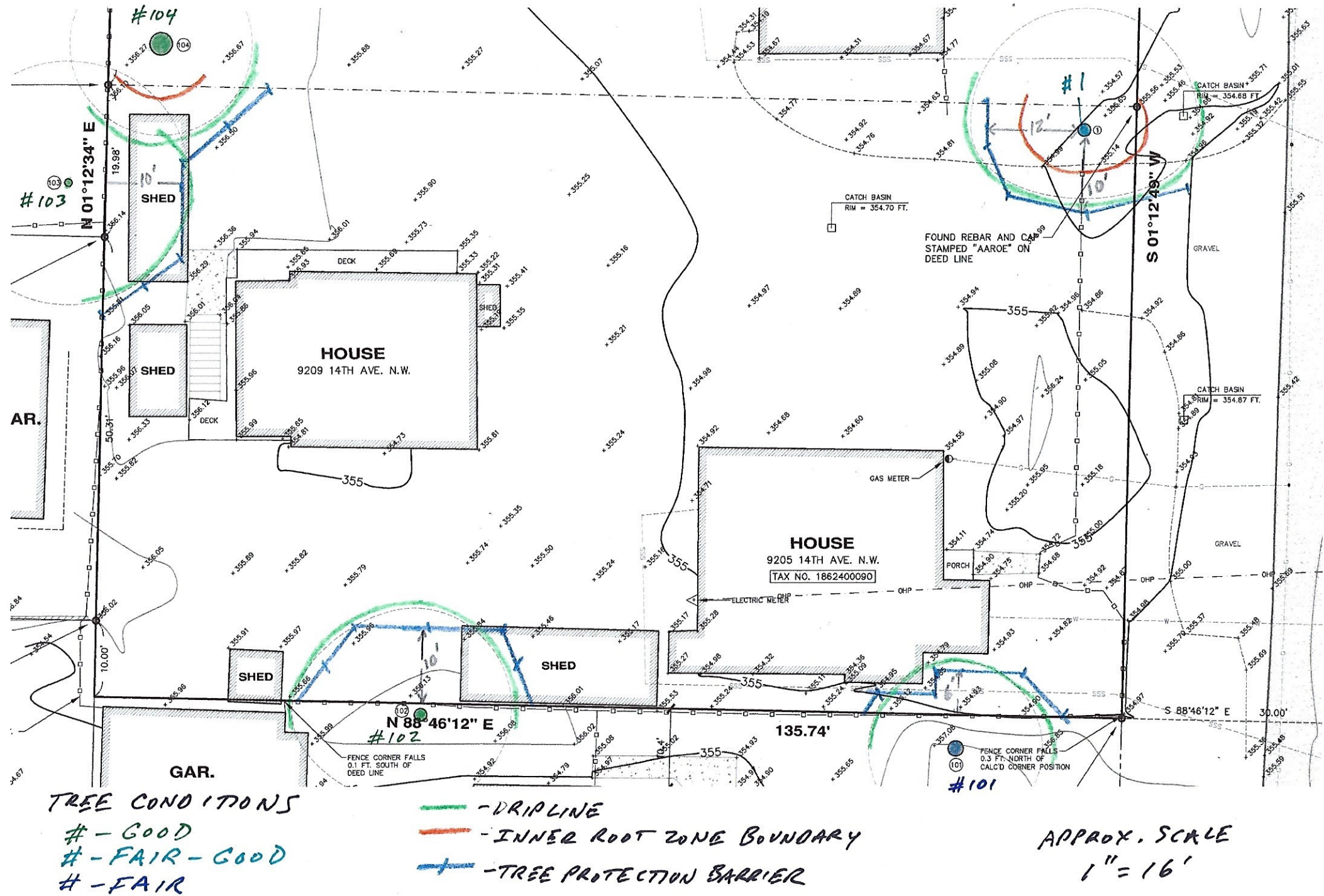
Tree/ Tag #	Species Common Name	Species Scientific Name	DBH (inches)	Height (feet)	Drip-Line (feet)				Condition	Exceptional Yes/No	Comments	Proposal
					N	S	E	W				
1	Western red cedar	<i>Thuja plicata</i>	39	89	16	9	15	15	Fair-Good	Yes	double-trunk, forked at 2 feet, sound attachment	Retain
Off-site Trees												
101	Douglas fir	<i>Pseudotsuga menziesii</i>	23	93	11	12	12	11	Fair	No	heavy cone crop, no root flare, drought stressed	Protect
102	Douglas fir	<i>Pseudotsuga menziesii</i>	23	83	14	12	12	17	Good	No	good vigor	Protect
103	aspen	<i>Populus tremuloides</i>	14	60	NA	NA	16	NA	Good	Possible	natural lean south	Protect
104	Western red cedar	<i>Thuja plicata</i>	30	70	NA	12	12	NA	Good	Possible	good vigor	Protect

Drip-Line measurements from face of trunk

Measurements for Trees #103 and #104 are estimated



9205/9209 14<sup>TH</sup> AVE NW  
TREE PLAN MAP



01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES



# DESIGN STANDARDS

## DESIGN NARRATIVE

01.  
PROJECT  
INFORMATION

CS1.D.1&2: Plants and Habitat

**On site trees:** Cedar at NE corner of site is exceptional. We aim to maintain this cedar tree as part of the efforts to maintain existing vegetation and animal habitat. Our preferred scheme works around this tree with unique geometry to provide breathing room for this exceptional cedar.

**Off site trees:** There are a number of trees off site to the northwest and along the south property line. Our preferred option uses these trees as a development limitation and provide space for retention of these trees. The trees to the south are slated for removal as part of the Queen Mary Rowhouse project, but the trees to the northwest will remain for the time being.



02.  
SITE  
ANALYSIS

CS2.A.1: Sense of Place

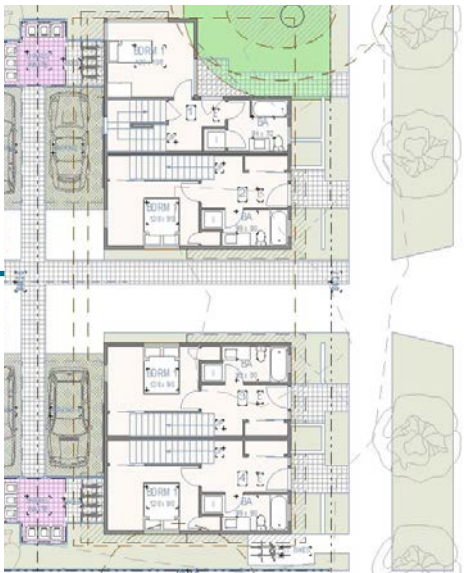
The planned rowhouse project to the south will create a very clear building edge at the intersection just south of our site (14th and 92nd). We intend to continue this frontage, but we also intend to give a nod to the single family nature of the street frontage running north of our site by splitting our rowhouses into two buildings along 14th Ave NW. This will relate more closely to the single family development north of our project by creating two pair of rowhouses along the street (preferred scheme). This pair of buildings will also frame the site entry between them.



03.  
DESIGN  
STANDARDS

CS2.B.2: Connection to Street

We have deliberately sited the number of rowhouse dwellings that can be planned along 14th Ave in order to create a very strong connection to the public realm. By framing the access to the Decision to front 14th with Rowhouse, we make it clear that we intend to connect visitors and occupants to the very center of the west site. The heart of the site is developed as a woonerf, with clearly marked pedestrian pavement, areas to park at grade, obvious building entries, easy access to bike parking and support services (such as waste storage) that are accessible, but tucked out of sight.



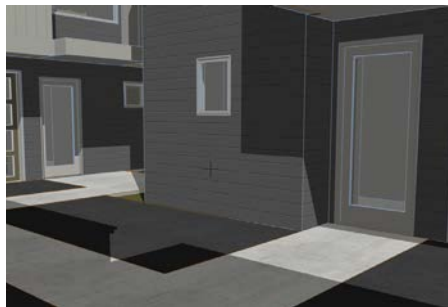
04.  
BUILDING  
DESIGN

CS2.D.5: Respect for Adjacent Sites

This site abuts single family uses to the north and the west. The site to the west will remain single family (RSL). The sites to the north and south are now LR1. We are responding to our neighbors on all interior lot facades by providing appropriate ground level amenity spaces, extensive landscaping, and human-scaled massing. Most of the space between the buildings and the neighbors to the north, west and south will be heavily landscaped, providing a much softer edge for our neighbors.

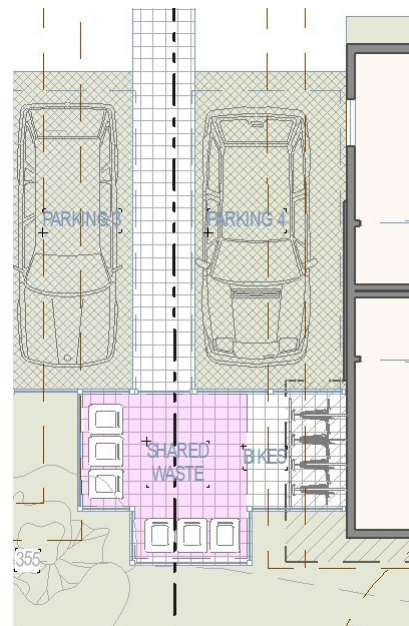






### PL3.A.1.D: Individual Entries to Ground-related Housing

Rowhouses front on 14th and have obvious individual entries. The townhouses will have entries that clearly relate to the internal woonerf. Entries will be provided with protection above and in most cases will be recessed to further demarcate and provide privacy. During design development, we will more carefully consider materials, special signage and other elements that create a friendly entry experience.



### PL4.B.2: Bike Facilities

Bike parking for our preferred scheme has been carefully managed. The spaces behind the rowhouses have been designed to provide access to bike parking. This shared bike storage area will be provided with a deep overhang for weather protection, will be well lit and secure. Access to this bike storage will be along a clearly marked paving path that slips between at-grade parking stalls. Gates and fences will provide an added level of screening and security.

### DC2.A.2: Reduce Perceived Mass

We are suggesting massing that reduces the overall mass of the buildings and that help to demarcate individual dwellings. In many cases, the upper two floors cantilever out over the lower floor to help create protection and recesses at building entries. We intend to limit the widths of the individual upper floor projections and to render them with lighter colors and textured siding to provide vitality. Parapets will be manipulated vertically to emphasize the various parts and open railings are suggested at certain areas to provide more transparency at strategic portions of the facade.



### DC4.D.2: Hardscape Materials

The woonerf will utilize a mix of high-quality paving materials in order to elevate the experience of this space and to clarify the multiple uses being served. We intend to use asphalt for the driving surface intermixed with flush pavers to demarcate walking paths. All building entries



# OPTION 1

## DESIGN NARRATIVE

01.  
PROJECT  
INFORMATION

OPTION 1 (Code Complying Design):

In this option, four rowhouses are organized in one building against 14th Ave NW. The townhomes are separated into three buildings on the west site. At-grade parking is provided for all of the rowhouses and two of the townhouses. Garages are provided for the remaining four units. The site entry is on the north side of the site, and requires the removal of the exceptional cedar to meet easement access width requirements.

02.  
SITE  
ANALYSIS

PROPOSED FAR:

13,484 SF all levels

POSITIVES:

- Complies with Land Use Code.
- Continues rowhouse pattern of proposed development to south. CS2.C.2.
- Townhomes comprised of duplexes to allow some access to sun and wind. CS1.B.1
- Layout is efficient.

NEGATIVES:

- The large open space created on the site is essentially a parking lot. The pedestrian circulation is combined with the entry drive, but the entries of the west buildings do not relate to the primary open space in any meaningful way.
- Site security is much more difficult to provide on walking paths. (Not meeting PL2.B.1)
- The exceptional cedar tree must be removed to meet access easement requirements. (Not meeting CS1.D.1)
- No special consideration given to the off-site trees. (CS1.D.2)
- Amenity areas are equally divided and dispersed around the site, but do not provide any corporate benefit. (Not meeting DC3.B.4)
- Units 6 and 7 have compromised privacy, given the site arrangement. (Not meeting DC1.A.4)
- Units 5 and 8 create very large massing walls close to north and south property lines, impacting these neighbors. (Not meeting CS2.D.5)
- Two of the rowhouses will get light on only two sides.
- Only four dwellings have good access to south light. (Not meeting CS1.B.1)

03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

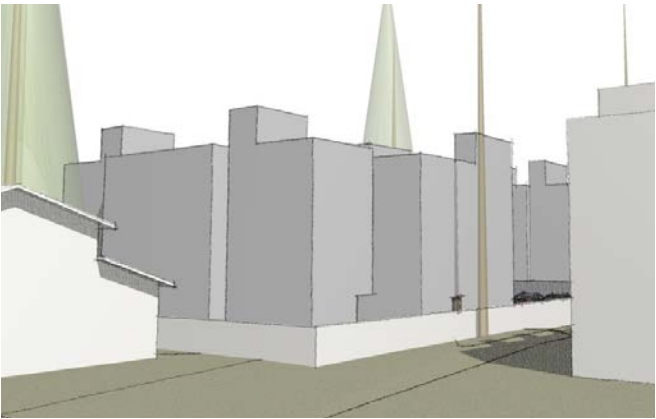
05.  
CODE  
DEPARTURES



STREET VIEW



BIRDSEYE FROM NORTHEAST



VIEW FROM SW



OPTION 1  
SITE PLAN



01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES

SITE PLAN - OPTION 1 (CODE COMPLYING)



# OPTION 2

## DESIGN NARRATIVE

01.  
PROJECT  
INFORMATION

OPTION 2:

As in option 1, this scheme also aligns the rowhouses along 14th Ave NW, and provides a site entry along the north lot boundary. The strong east/west circulation path is continued as a strong organizing concept throughout the west site as well. The townhome buildings on the west site are all south of this circulation way and are organized in two buildings of six units each. Entries and garage entries are taken from an auto court that is between the two townhouse buildings. At-grade parking is provided for the rowhouses along the north side of the site.

02.  
SITE  
ANALYSIS

PROPOSED FAR:

13,884 SF all levels

POSITIVES:

- Massing impacts on the neighbor to the north are minimal. CS2.D.5.
- Protection of on-site and off-site trees is very good. CS1.D.1 & 2.
- Rowhouses get a back patio. DC3.C.2.

NEGATIVES:

- Even though the pedestrian circulation is better than option 1, it is a not as welcoming or diverse as it could be. (Sort of meets DC1.C.3)
- At grade amenity areas are small and totally privatized. (Not really meeting DC3.B.4)
- Larger buildings at the back of the site will have more negative massing impacts on neighbor to south. (Meets CS2.D.5 on north side, not so much on south site).
- Triplex buildings at back of site mean that the middle units will get light on only two sides. (Sort of meets CS1.B.1, but not as well as option 3).
- Only three of the dwellings will have good access to any direct south light. ( Not meeting CS1.B.1)
- Two of the rowhouses will get light on only two sides. (Not meeting CS1.B.1)
- Units 5 and 10 have no significant ground floor living space. (Not great at meeting DC1.A.4)
- Rowhouse 4 will require a departure for facade length against south property line.
- Units 5, 6 & 7 will require facade length departure along east property line.
- Driveway will require departure for pavement width.

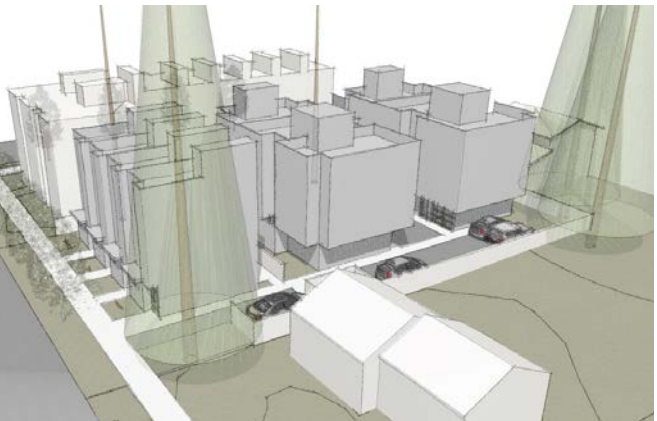
03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

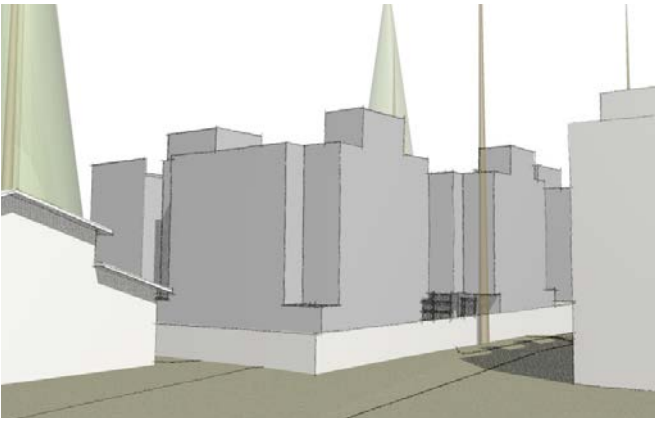
05.  
CODE  
DEPARTURES



STREET VIEW



BIRDSEYE FROM NORTHEAST



VIEW FROM SW



OPTION 2  
SITE PLAN



01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES

SITE PLAN - OPTION 2



# OPTION 3

## DESIGN NARRATIVE

01.  
PROJECT  
INFORMATION

OPTION 3 - WOONERF CONCEPT *(preferred design):*

With the preferred option, we are opening up the middle of the site for shared circulation. In order to make this an effective strategy, we have split the rowhouses into two buildings and are using them to frame the entry path. The middle of the site is then developed with high-quality paving materials in order to palce a high value on the pedestrian experience. At-grade parking for the rowhouses is tucked between the buildings to help minimize its visual impact. Auto parking, bike parking and dwelling entries all utilize this common woonerf space.

02.  
SITE  
ANALYSIS

There are no more than two dwellings together in any building in this scheme. This allows us to reduce the scale of the individual buildings (tying them to the single family pattern nearby) and to bring light in on three sides of all dwelling units. Also, all dwellings have some ground floor living spaces that make use of the private at-grade amenity spaces around the perimeter of the site. Finally, we have now created oportunites for well-design common waste storage and bike parking (out of the way but handy). And we have space for some common landscaped areas within the site (between units 6 & 7 and 8 & 9).

03.  
DESIGN  
STANDARDS

PROPOSED FAR:

14,094 SF all levels

POSITIVES:

- Rowhouse 1 responds to the existing exceptional tree and treats it as a site amenity. CS1.D.1.
- Townhouse 7 responds to off-site trees to the NW by allowing room for root zones. CS1.D.2.
- Site has “open middle” that allows us to create interesting and useable spaces on all sides of the proposed buildings. CS2.D.5.
- Views from the street to the middle of the site will allow visitors to immediately understand the orientation of the site and provide wayfinding clarity to those who visit the site. DC1.C.3.
- At-grade amenity areas can be planned at the perimeter of the site for all units. This benefits the project AND the neighbors by allowing landscaping at nearly all perimeter areas of the site. CS2.D5.
- This option provides opportunities for shared landscaped areas.DC3.B.4.
- All dwellings have only one common wall - access to light on three sides. CS1.B.1.
- Seven of the ten proposed dwellings will have some direct access to south light. CS1.B.1
- More of the dwellings will have views of Crown Hill Park accross 14th Ave NW. DC3.B.3.

NEGATIVES:

- Some departures are required to accomplish this design.

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES



STREET VIEW



BIRDSEYE FROM NORTHEAST



VIEW FROM SW



## OPTION 3

### SITE PLAN





# OPTIONS 1 - 3 COMPARISON

01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS



03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES

## OPTION 1 (Code Complying Design):

### OPPORTUNITIES:

- Complies with Land Use Code.
- Four rowhouses in a line continues the pattern established by Queen Mary south of our site.
- Parking area is relatively small.
- Pedestrian access to rowhouses are all equally direct.

### CONSTRAINTS:

- Single line of rowhouses creates a street wall and forces site entry to be offset, thus complicating access to the townhomes.
- Providing parking with a large lot behind the rowhouses is technically efficient, but it de-prioritizes pedestrian access.
- Massing impacts of townhomes is significant to neighboring sites north and south.
- Site security is more difficult to control (townhouse pedestrian paths are hidden)
- This massing concept allows very few units to have direct south solar access.

## OPTION 2:

### OPPORTUNITIES:

- Four rowhouses in a line continues the pattern established by Queen Mary south of our site.
- Clear circulation zone on north side of site.
- Pedestrian access to rowhouses are all equally direct.
- Rowhouses get back patio areas.
- Massing pulled away from north property line - benefit for existing house and/or future development.

### CONSTRAINTS:

- Single line of rowhouses creates a street wall and forces site entry to be offset, thus complicating access to the townhomes.
- Massing impacts of townhomes along south and east property lines are significant.
- Some townhomes have no at-grade living space.
- At-grade amenity area is all privatized.
- This massing concept allows very few units to have direct south solar access.
- Requires two departures from the land use code: South facade length increase for unit 4, and east facade length increase for units 5, 6 & 7.

## OPTION 3 - WOONERF CONCEPT (preferred design):

### OPPORTUNITIES:

- Middle of site is opened up to create activated woonerf.
- Rowhouses are divided into two masses, framing the site entry between them.
- Rowhouses as duplexes better respond to the transition of dense multifamily to single family that happens on this block face.
- Buildings are well modulated against all neighboring lots - minimized massing impacts
- Rowhouse 1 responds in a unique fashion to the exceptional cedar tree
- Rowhouse parking is tucked out of the way, but convenient to use.
- Service uses (bike parking / waste) are also accessible, but screened.
- Seven of the 10 units have access to south light.
- All dwellings will have natural light on three sides
- More dwellings will have views of Crown Hill Park.
- Visitors will more clearly understand how to navigate the site just by viewing into the courtyard.
- Circulation paths will be more open and secure.

### CONSTRAINTS:

- Requires three departures from the land use code: Front setback reduction along 14th, South facade length increase for unit 4, and Access easement width to access townhouse site.



# PREFERRED CONCEPT CONCEPTUAL RENDERINGS



CROWN HILL CENTER:

- MODERN FORMS
- SIMPLE CORNICE



HOUSE ON 14TH AVE NW:

- RESIDENTIAL MATERIALS
- LAYERED MASSING



HAYWOOD BUILDING:

- STRONG CORNICE FORM



STREET VIEW INTO WOONERF



STREET VIEW W/ ADJACENT TOWNHOMES



BIRDSEYE VIEW



NEARBY TOWNHOMES:

- MASSING EXPRESSED AS SMALLER PARTS
- COLOR VARIATION TO EMPHASIZE MASSING
- RESIDENTIAL MATERIALS
- LOTS OF STREET-FACING GLAZING

01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES



OPTION 3  
FLOOR PLANS

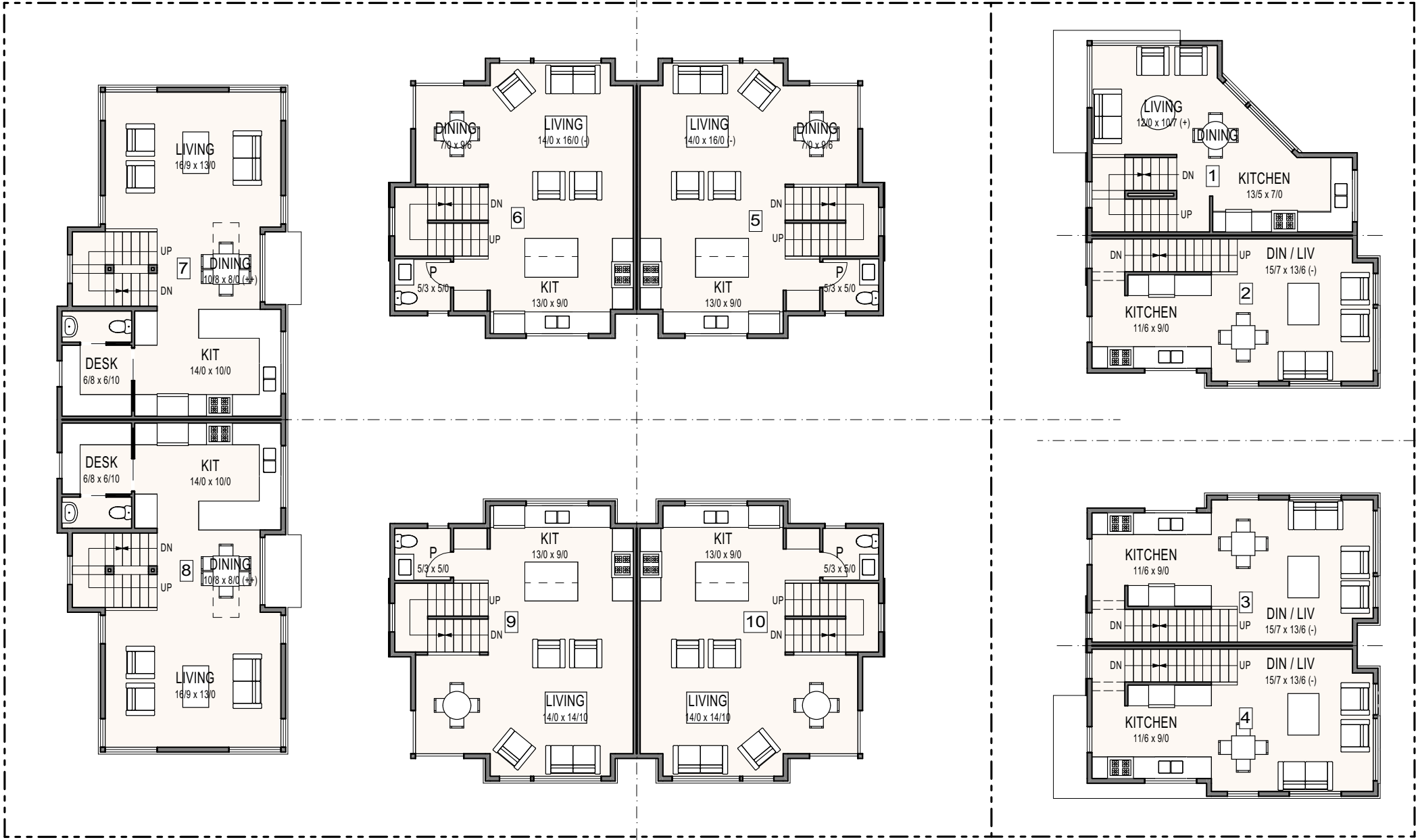
01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES



SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

**OPTION 3**  
**FLOOR PLANS**



FIRST FLOOR PLAN

- 01. PROJECT INFORMATION
- 02. SITE ANALYSIS
- 03. DESIGN STANDARDS
- 04. BUILDING DESIGN
- 05. CODE DEPARTURES



OPTION 3  
FLOOR PLANS

01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES



# OPTION 3 FLOOR PLANS

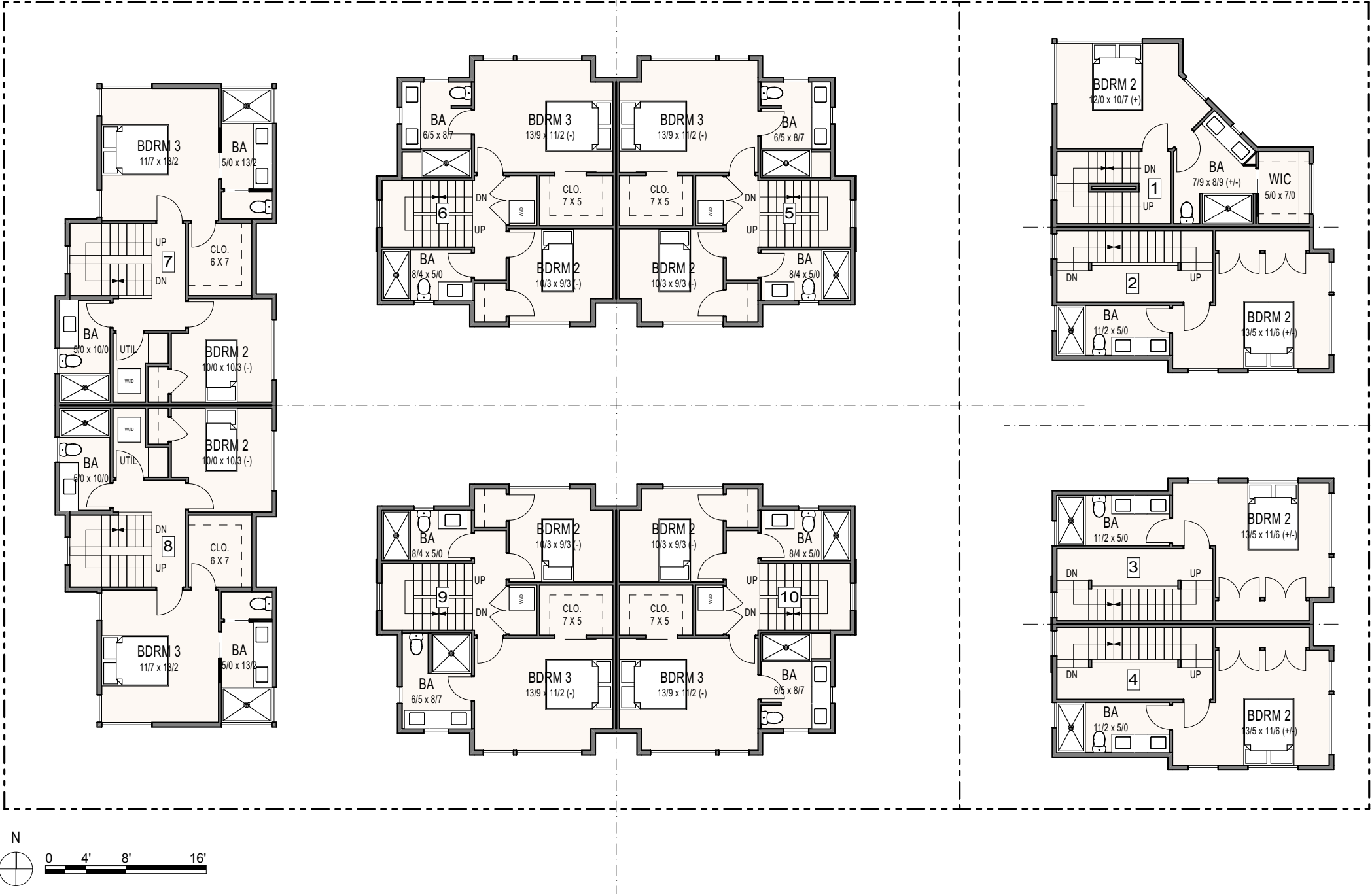
01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES



THIRD FLOOR PLAN



SUN / SHADOW STUDY.  
IMPACTS ON SURROUNDINGS.

01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

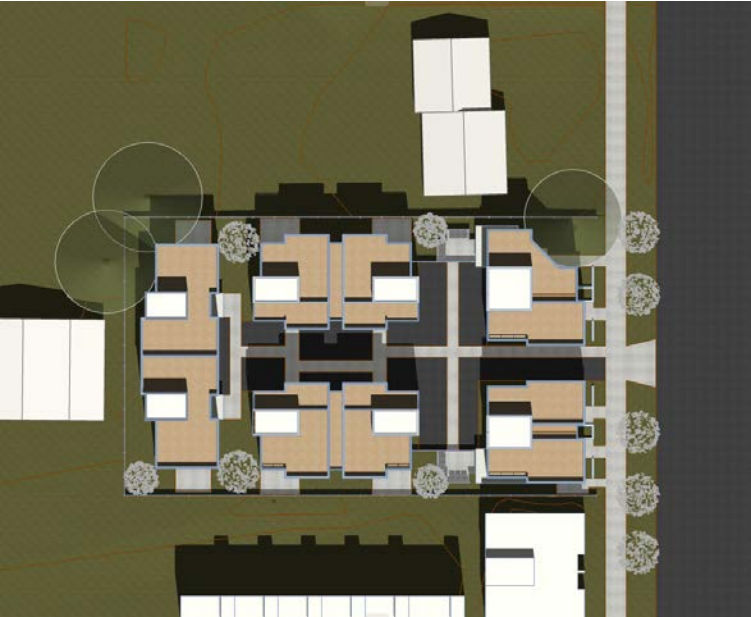
04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES

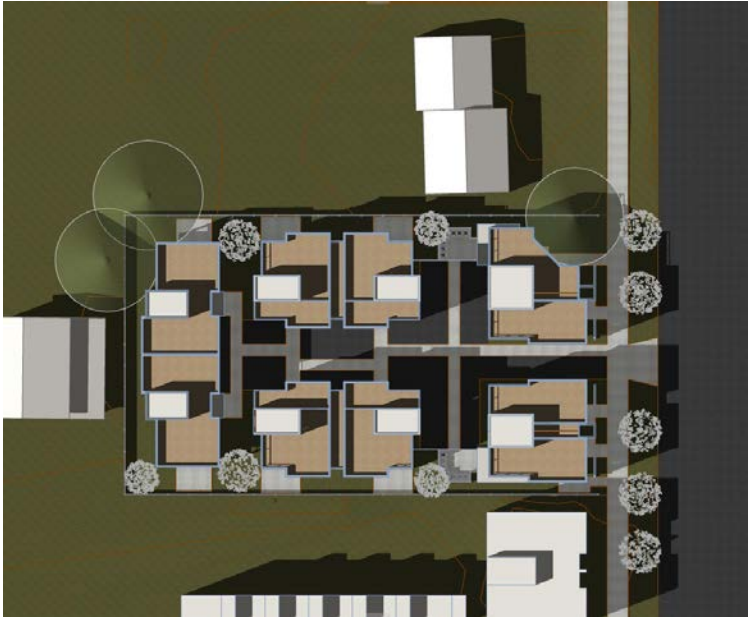
JUNE 21ST. 9:00 AM



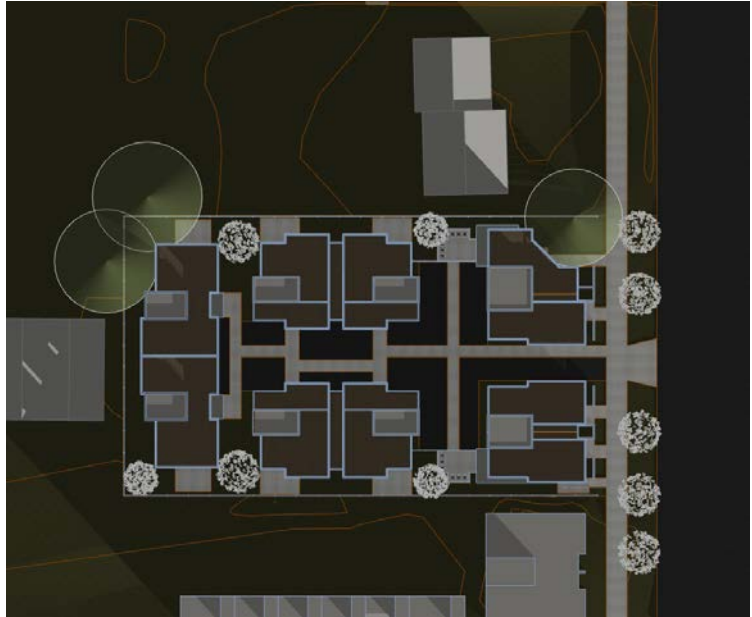
JUNE 21ST. NOON



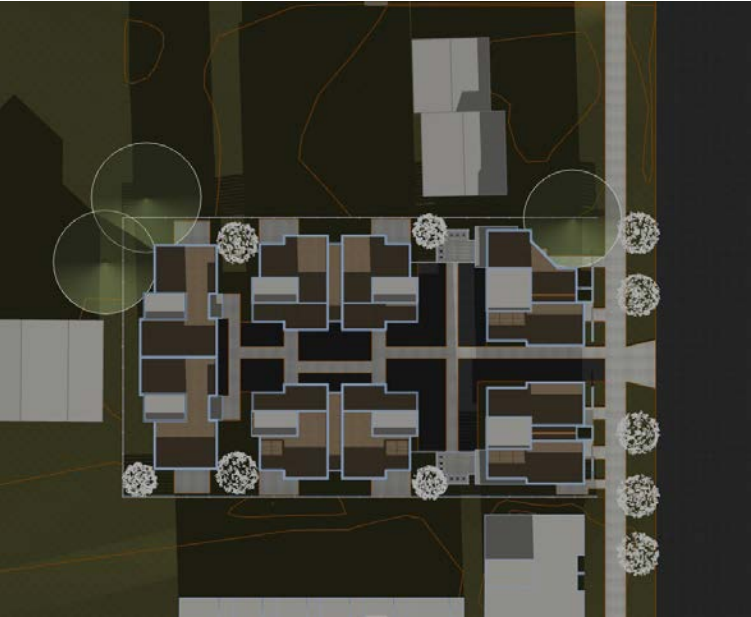
JUNE 21ST. 3:00 PM



DECEMBER 21ST. 9:00 AM



DECEMBER 21ST. NOON

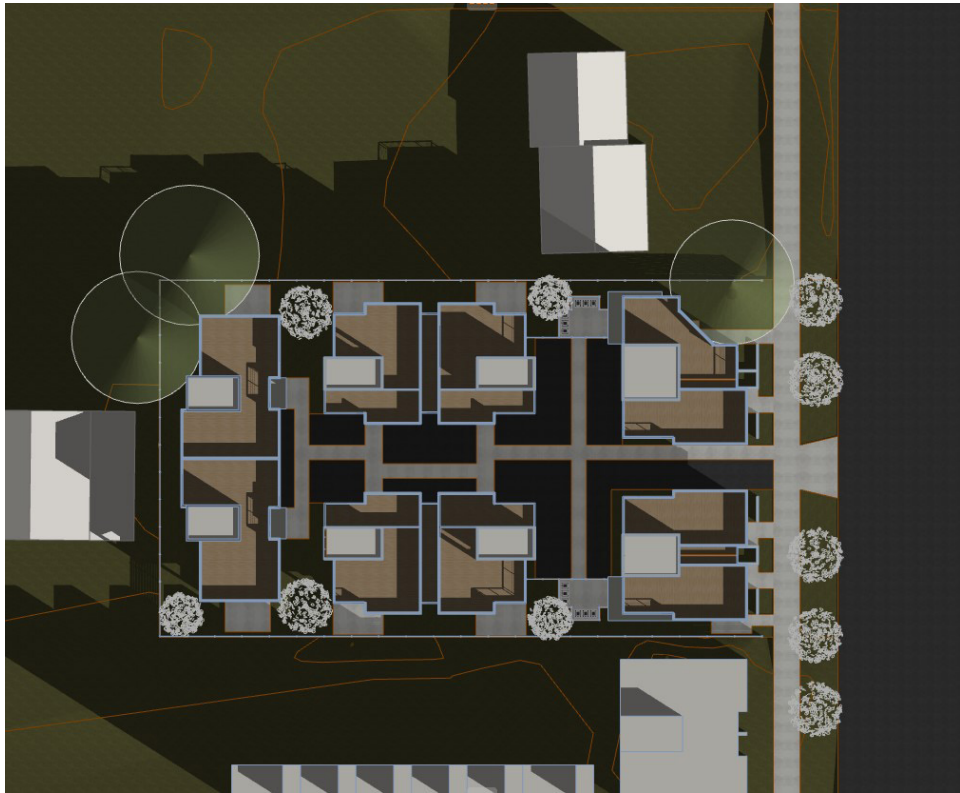


DECEMBER 21ST. 3:00 PM

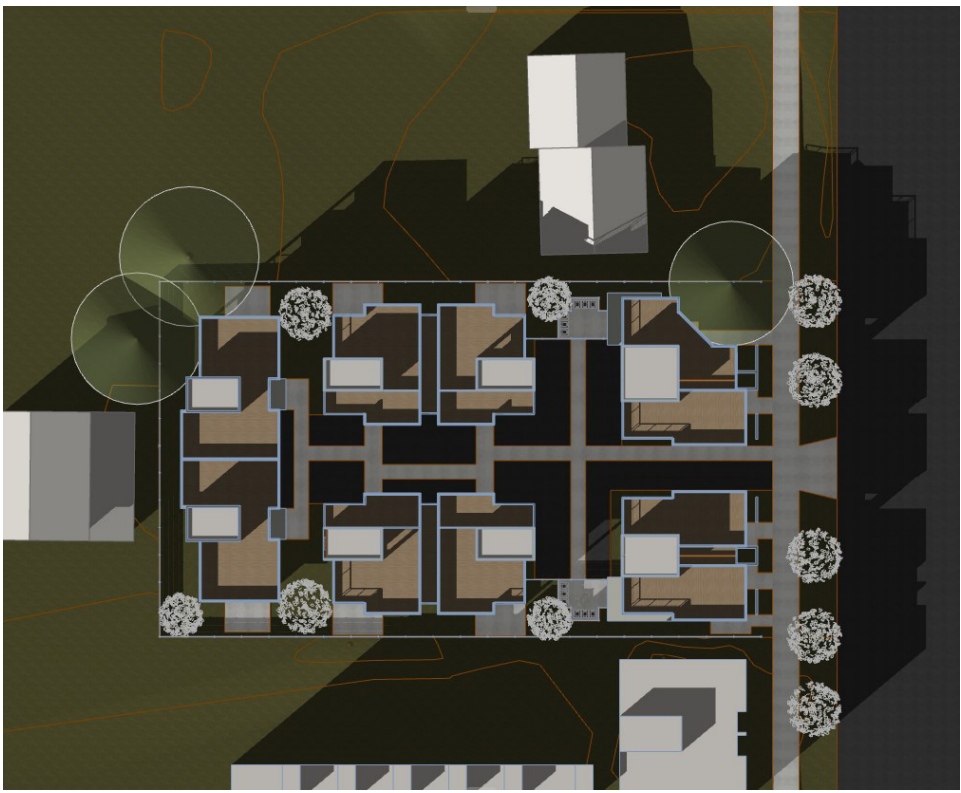


SUN / SHADOW STUDY  
IMPACTS ON SURROUNDINGS

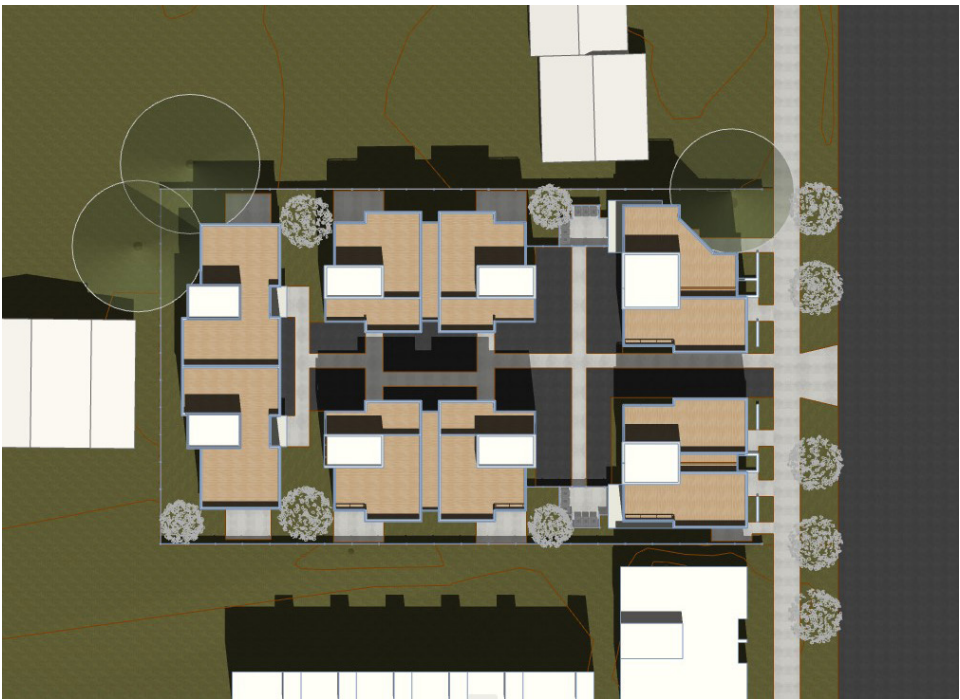
MARCH 21ST. 9:00 AM



MARCH 21ST. 3:00 PM



MARCH 21ST. NOON



01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES



PROPOSED DEPARTURES  
FACADE LENGTH INCREASE

01.  
PROJECT  
INFORMATION

ROWHOUSE FACADE LENGTH DEPARTURE

Code citation: Table A for 23.45.527.B- Maximum façade length in Lowrise zones: The maximum combined length of all portions of façades 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: For rowhouse 4, we are proposing an allowed facade length of 69% of the adjacent lot line.

02.  
SITE  
ANALYSIS

Departure request narrative: This is a very small increase in the allowed facade length. We are asking for it for the following reasons:

1. The alignment will better match the proposed alignment of the Queen Mary Rowhouse project that is planned south of us. 14th Ave NW is a side set-back for the QM project, and has a min. setback of 3.5'
2. The increase in facade length will help us manipulate the footprint of rowhouse 1, which has been modified to accommodate the exceptional tree at the NE corner of the site.

03.  
DESIGN  
STANDARDS

Design Guidelines in support of departure request:

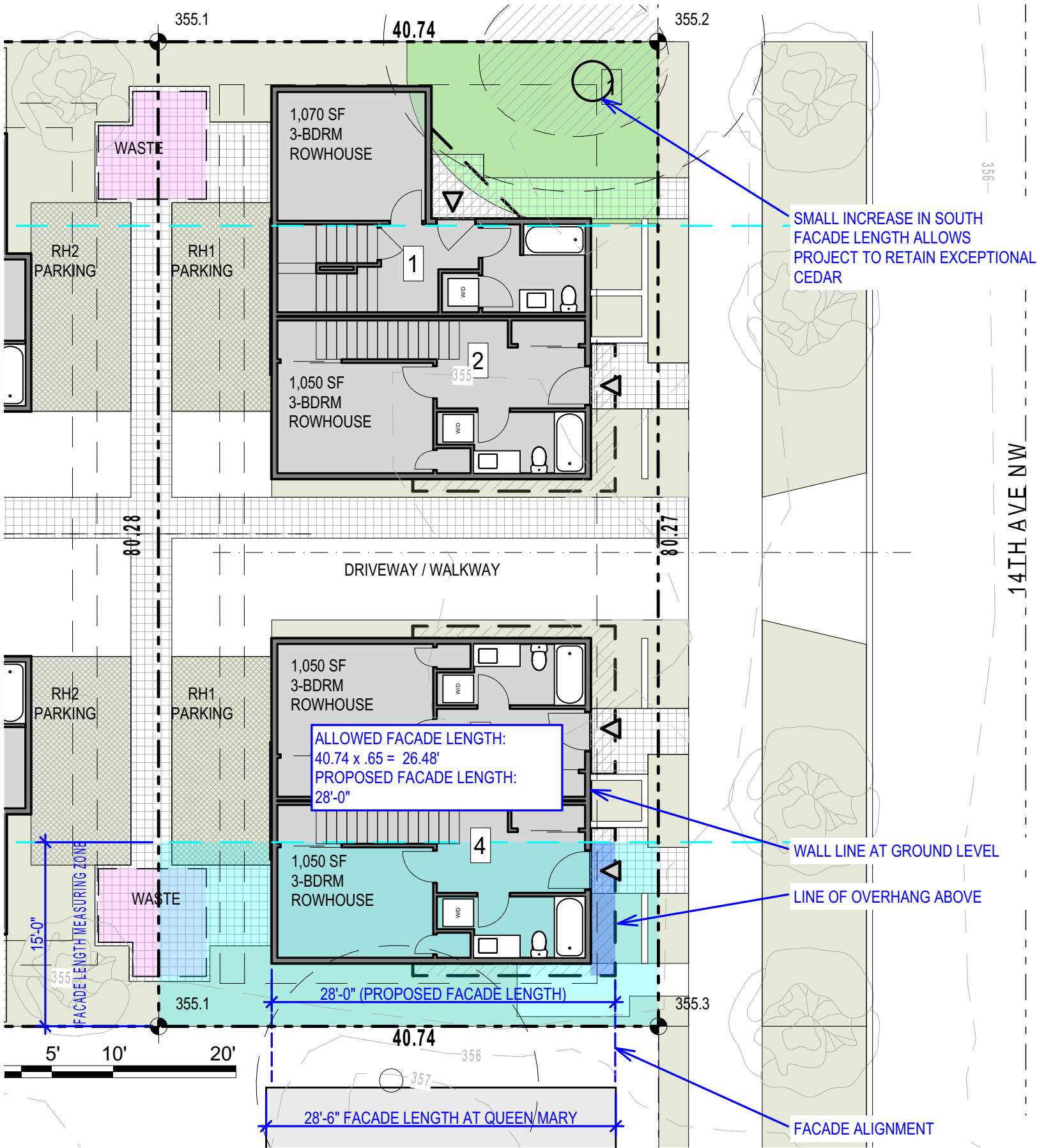
CS2.C.2 – Relationship to block - mid-block site: The adjacent Queen Mary rowhouses have proposed a side facade of slightly more than 28' in length (which is our proposed facade length limit). Matching this facade length allows us to maintain consistency along this block face and at the internal interface points on these sites.

CS1.D.1 – On site features: The notch at rowhouse 1 has definite area impacts that translate all the way down to rowhouse 4 by nature of the fact that we have a very limited site. If the geometry of all four townhomes were to be consistent (eg, removal of the tree), it would be much easier to comply the facade length limitation. We feel that retaining this tree is important, and we are asking for a small amount of flexibility to allow for this.

05.  
CODE  
DEPARTURES

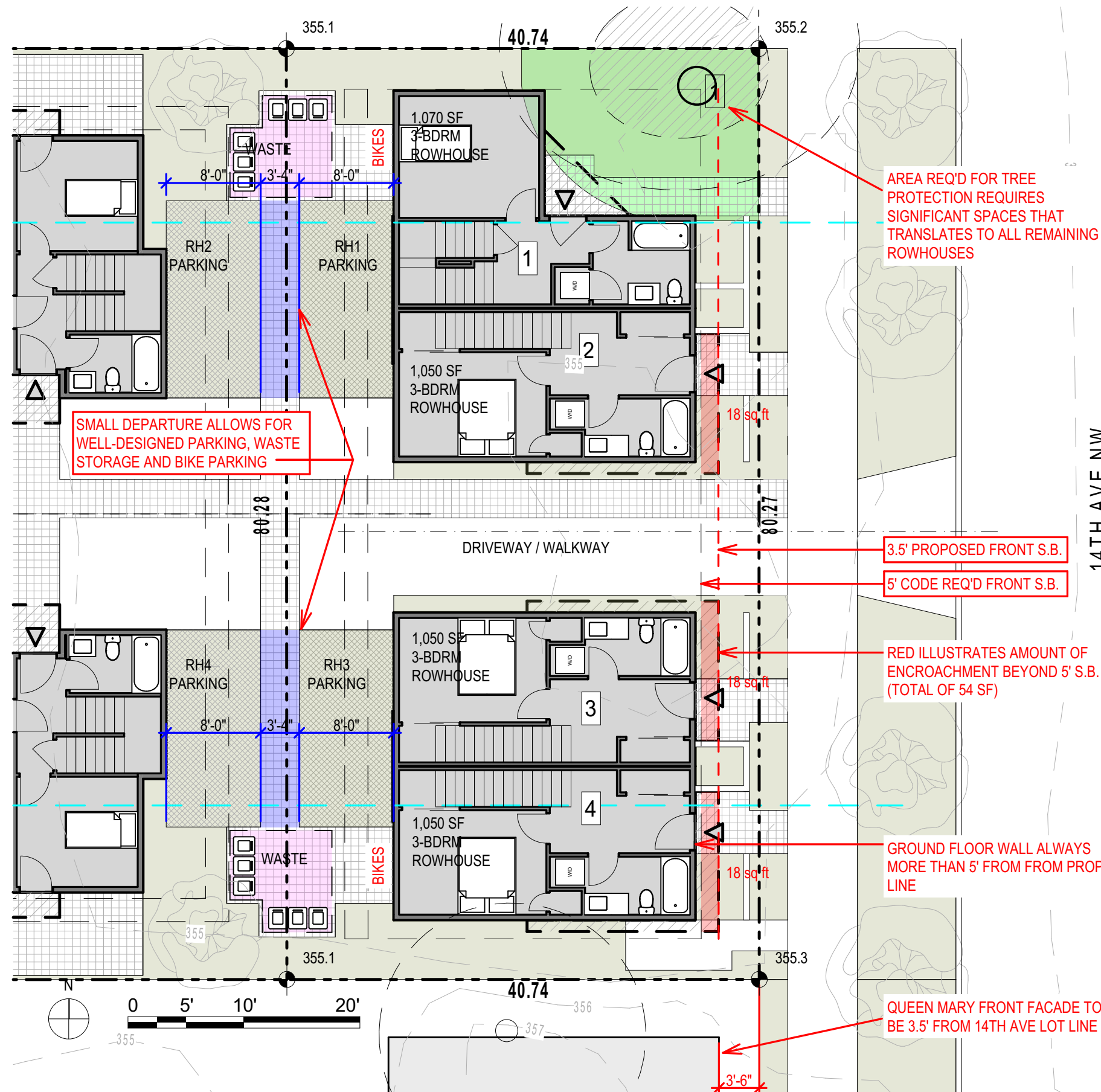
DC2.A.2 – Reduce Perceived Massing: Instead of compacting the form in the east west direction to meet a facade length requirement, we can stretch the form east/west and create a bump-out at the upper two levels. This move provides better articulation and actually lightens the visual mass of the building.

PL3.A.1.D – Individual entries: The additional facade length will provide an overhang at the upper level that helps to define and scale down the rowhouse entry on the street-facing facade of the dwelling.



# PROPOSED DEPARTURES

## LIMITED FRONT SETBACK REDUCTION



### ROWHOUSE FRONT SETBACK DEPARTURE

Code citation: Table A for 23.45.518 Rowhouse front setback min = 5'

Departure request: For the rowhouse site (east site), we are proposing a min. front setback of 3.5'

Departure request narrative: We are proposing to move our front rowhouses closer to 14th ave by 1.5' for the following reasons:

1. This will create enough space behind the rowhouses for auto parking, shared waste storage, and shared bike parking
2. The alignment will better match the proposed alignment of the Queen Mary Rowhouse project that is planned south of us. 14th Ave NW is a side setback for the QM project, and has a min. distance of 3.5'
3. The reduced setback will help us manipulate the footprint of rowhouse 1, which has been modified to accommodate the exceptional tree at the NE corner of the site.

Design Guidelines in support of departure request:

DC1.C.4 – Service uses: Moving rowhouses 1 thru 4 closer to the street allows us to create enough space to locate trash receptacles away from the main pedestrian areas of the site. It also allows room for two parking stalls and an adequate access path between the parking.

CS2.C.2 – Relationship to block - mid-block site: The Queen Mary project is well ahead of this proposal in permitting and they have made clear that they intend to build to the 3.5' street setback allowed at their site. Our proposal strikes the balance of matching this setback line, but also allows a full 5' of setback at the lower level to help provide space for planters, entry cover, landscaping, etc.

CS1.B.1 – Sun and wind: Moving the rowhouses just a bit closer to the street allows for better sun and wind access for both the rowhouse dwellings and the townhouses behind. Also, this move will allow more sunlight into the woonerf area between units 4 and 10.

CS1.D.1 – On site features: The notch at rowhouse 1 has definite width impacts and translates all the way down to rowhouse 4 by nature of the fact that we have a very limited site. If the geometry of all four townhomes were consistent (removal of the tree), it would be easier to comply with the 5' front setback.

01.  
PROJECT  
INFORMATION

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

04.  
BUILDING  
DESIGN

05.  
CODE  
DEPARTURES



PROPOSED DEPARTURES  
ACCESS EASEMENT WIDTH

01.  
PROJECT  
INFORMATION

EASEMENT REDUCTION

Code citation: 23.53.025.C.Vehicle access easements serving at least five but fewer than ten single-family dwelling units, or at least three but fewer than ten multifamily dwelling units...1.Easement width, surfaced width, length, turn around, and curbcut width shall be as required in subsection 23.53.025.B:

- 1.Easement width shall be a minimum of twenty (20) feet;
- 2.The easement shall provide a hard-surfaced roadway at least twenty (20) feet wide;
- 3.No maximum easement length shall be set. If the easement is over six hundred (600) feet long, a fire hydrant may be required by the Director;
- 4.A turnaround shall be provided unless the easement extends from street to street;
- 5.Curbcut width from the easement to the street shall be the minimum necessary for safety and access.

02.  
SITE  
ANALYSIS

03.  
DESIGN  
STANDARDS

Departure request - provide easement to these standards:

- 1.Easement width shall be a minimum of ten (10) feet;
- 2.The easement shall provide a hard-surfaced roadway at least ten (10) feet wide;
- 3.No maximum easement length shall be set. If the easement is over six hundred (600) feet long, a fire hydrant may be required by the Director;
- 4.All Seattle Fire Department access requirements will be met;
- 5.Curbcut width from the easement to the street shall be the minimum necessary for safety and access.

04.  
BUILDING  
DESIGN

Departure request narrative: Unecessarily large easements and turnarounds have negative impacts on site planning for dense multifamily sites. If this were a townhouse project without an access easement requirement, access to the middle of the site would be a simple 10' wide driveway without a fire department turnaround. And this 10' wide drive aisle would be allowed to serve up to 30 dwellings.

05.  
CODE  
DEPARTURES

SDCI is in the process of reducing the easement requirements for townhomes from 20' to 10' at this time. While this code change has not yet happened, it is clearly an SDCI priority based on the Director's Report dated 12-2-2020.

Reducing this access easement from 20' to 10' will allow us to provide more building frontage along 14th Ave NW, and better allow us to retain the exceptional tree that is at the northeast corner of the site.

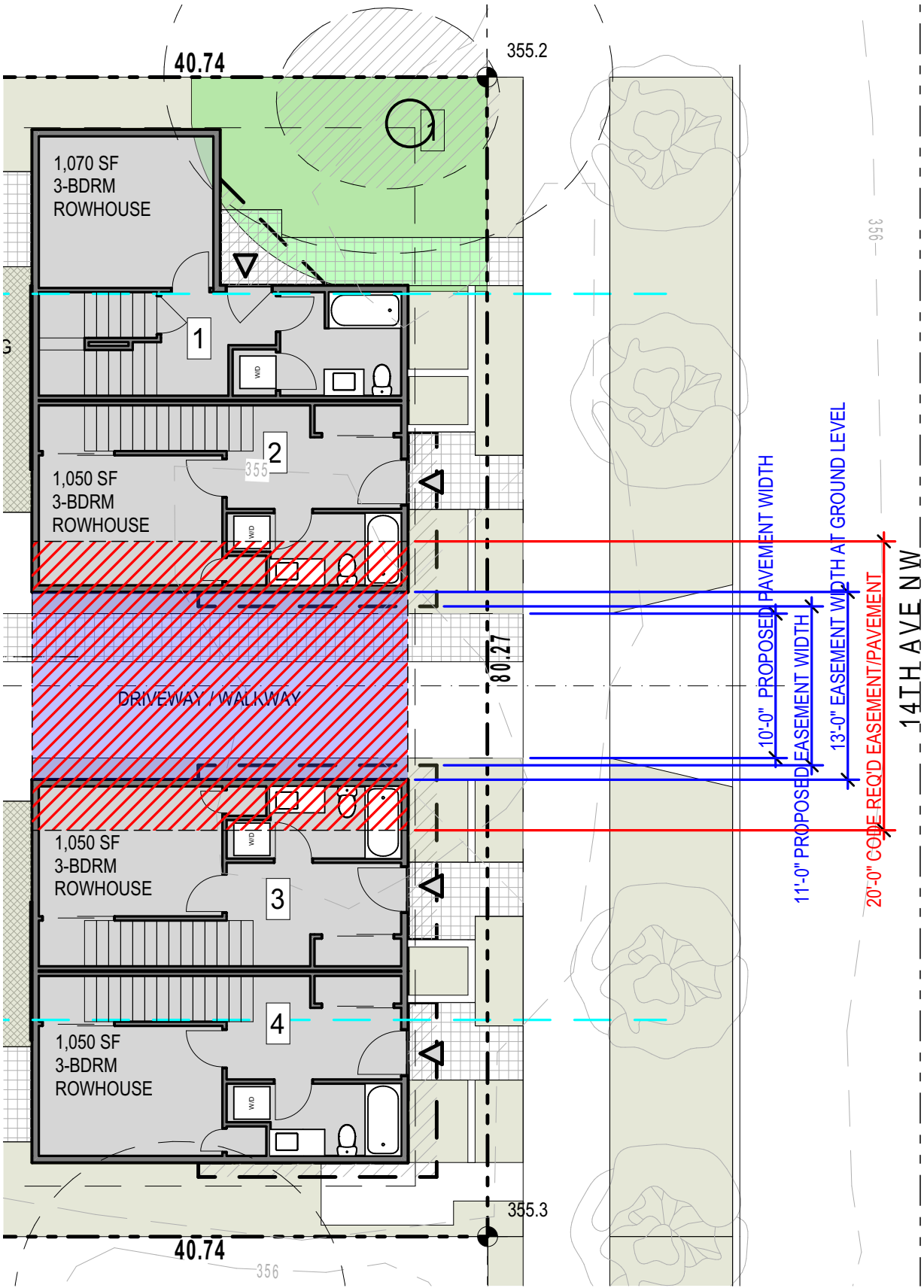
Design Guidelines in support of departure request:

CS1.D.1 – On site features: The exceptional tree that we are saving has a clear impact on the available access width at the frontage of this site. If this tree were not present, we would have at least 5.5 feet of width to work with. We feel that maintaining the exceptional tree should be a high priority for this project.

DC1.C.2 - Visual Impacts: The smaller easement will allow us to reduce the visual impacts of the at-grade parking spaces.

DC2.A.2 - Reducing Perceived Mass: By placing the easement between two rowhouse buildings, we can create two buildings that frame the site entry. These two rowhouse buildings will be smaller and function better as a transition to the existing built environment to the north.

DC3.B.4 – Multifamily Open Space: The middle of the west site is envisioned as a Woonerf - a shared space for dwelling entries, bike access, auto parking and paths to landscaped areas. By orienting the easement in line with Woonerf, it creates a much more successful connection to 14th Ave NW.





# VANDERVORT ARCHITECTS. MULTI-FAMILY WORK SAMPLES.



FIRST HILL ROWHOUSES



EASTLAKE ROWHOUSES



COLUMBIA CITY APARTMENTS



SUNSET HILL LIVE/WORK



MADRONA LIVE/WORK



ALKI CONDOS



Z-HOME



VALLEY STREET TOWNHOMES



VALLEY STREET TOWNHOMES



Z-HOME