



## RECOMMENDATION

ADMINISTRATIVE DESIGN REVIEW

DCI # 3037538-LU  
12322 14th Ave NE  
Seattle, WA 98125

Applicant:  
Cone Architecture, LLC  
1319 N 49th St  
Seattle, WA 98103  
Contact: [morgan@cone-arch.com](mailto:morgan@cone-arch.com)

Owner:  
Blackwood Holdings  
15620 HWY 99, Suit 11  
Lynwood, WA 98087  
Contact: Aaron Mounsey

DCI Contact:  
Carly Guillory  
[carly.guillory@seattle.gov](mailto:carly.guillory@seattle.gov)  
206-684-0720



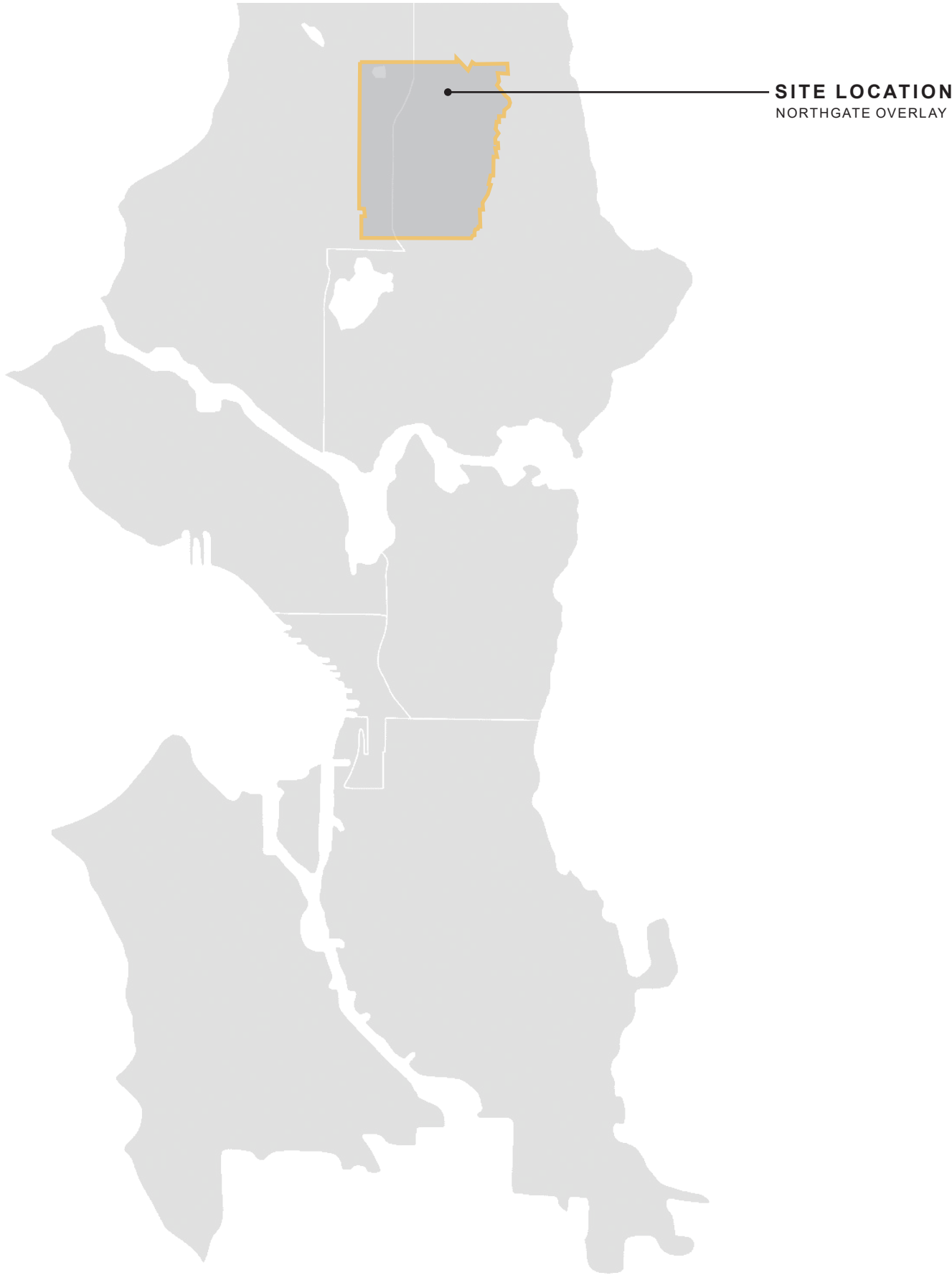
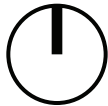


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NOTE: IMAGES ARE A REPRESENTATION OF DESIGN IDEAS, AND SHOULD NOT BE INTERPETED AS EXACT DEPICTIONS OF SECONDARY ELEMENTS.





VICINITY MAP

EXISTING SITE

This project site consists of two parcels (APN 082000-0021 & 082000-0020) a mid block site located on 14th AVE NE. Immediately adjacent to the site to the north and across 14th AVE NE are townhouses, to the south 2 single family homes, and a 4 story apartment building to the east. The subject parcels total 16,570 sf and measure approximately 120’ feet in the north-south direction and 137’ feet in the east-west direction. The site slopes upward east to west approximately 8 feet, and currently contains one two (2) single family homes with surface parking.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned LR1(M), indicating that the structure may go up to 30’-0” plus additional applicable height bonuses. This site is uniquely placed adjacent to a single family zoning and directly adjacent to a large development with a neighborhood commercial zoning. Parking is not required, however the project will offer 10 surface parking stalls and 6 garages to support of the family sized units proposed on the preferred option.

DEVELOPMENT OBJECTIVES

This project proposes the construction of seven (7) new rowhouse and nine (9) townhouse units and will be providing sixteen (16) 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 14th AVE NE, 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 the 3 stories townhomes in the neighborhood, complementing the existing traditional residential community.

NEIGHBORHOOD DEVELOPMENT

The northgate district has seen a lot of new development in the recent years, rooted in residential character, however, near the busy commercial Pinehurst Way NE to the east of 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, commercial buildings, and single-family homes. There are a variety of commercial buildings along 15th AVE NE, which includes several gas stations, coffee shops, local businesses, and a grocery store within walking distance. In addition, the bike lane located just to the east of the site connects to the protected bike lanes along Pinehurst way, making this an ideal neighborhood for the increase in density proposed.



**SITE LOCATION**  
12316 & 12312 14TH AVE NE,  
Seattle, WA 98125

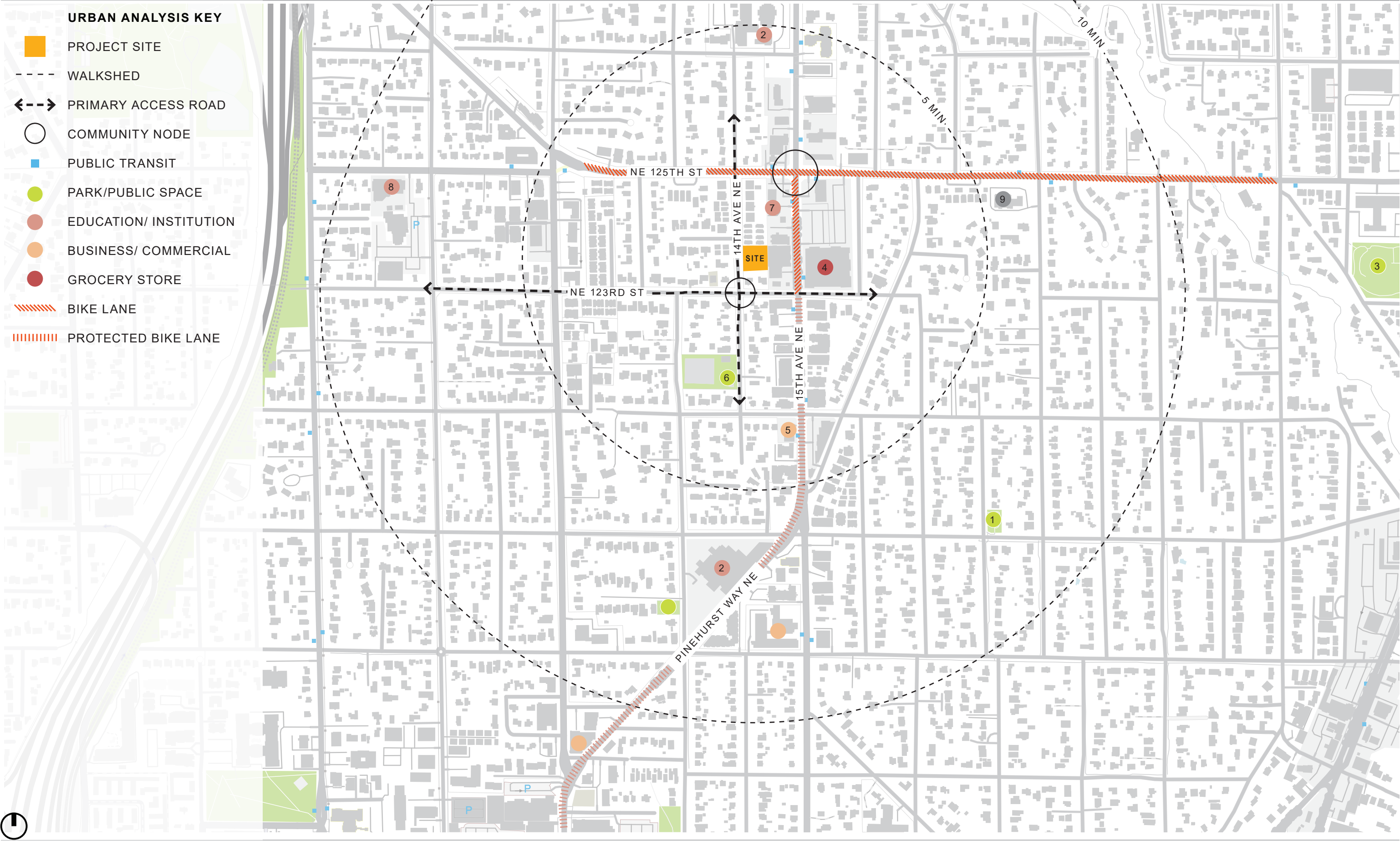
**ZONING SUMMARY**  
Zone: LR1 (M)  
Overlay: Northgate Overlay District

**PROJECT PROGRAM**  
Site Area: 16,581.94 SF  
Number of Residential Units: 16  
Number of Parking Stalls: 14  
Allowable FAR: 1.3 (21,534 SF)  
Proposed FAR: 1.2 (20,532 SF)

Design Administrative  
(Between 15,000 and 35,000 GSF)

Departure Requested: (5):  
Pages 65-66









1 PINEHURST POCKET PARK



2 HAZEL WOLF K-8 SCHOOL



3 VIRGIL FLAIM PARK



4 GROCERY STORE



5 NEIGHBORHOOD PUB



6 PINEHURST PLAYGROUND



7 NORTHGATE VETERINARY CLINIC



8 BILLING MIDDLE SCHOOL



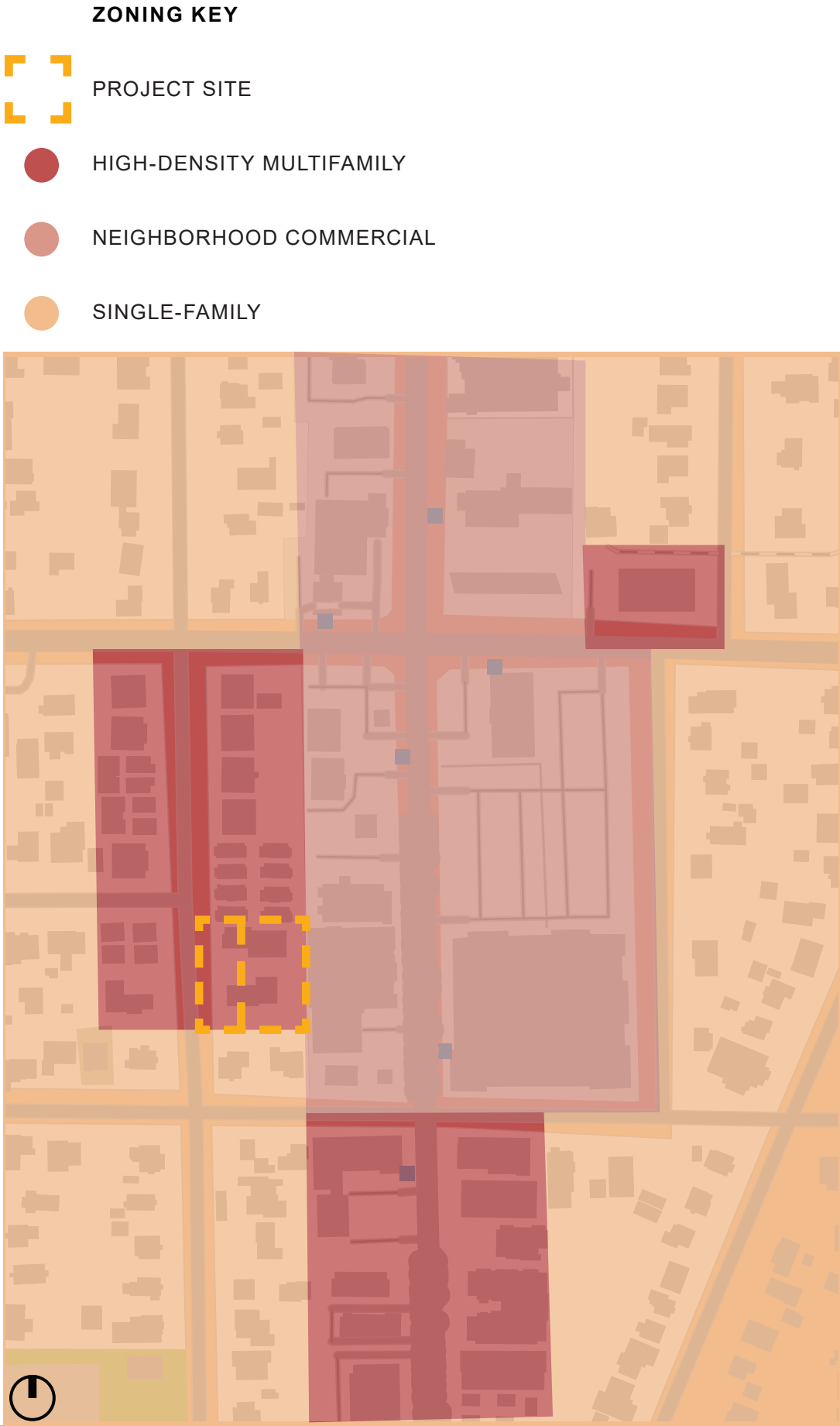
9 COMMUNITY CHURCH





BIRDS EYE VIEW - NEIGHBORING DEVELOPMENT





Addresses: 12322 & 12312 14TH AVE NE, 98125 Seattle, WA  
Parcel #: 082000-0021 & 082000-0020  
Zoning: LR-1(M)  
Overlays: Northgate Overlay  
Site Area: 5,005 SF & 11,515 SF

**23.45.504 PERMITTED USES**  
Permitted outright: Residential - Rowhouses, Townhouses

<b>23.45.514 STRUCTURE HEIGHT</b>	
Zoning:	LR1(M)
Allowed Maximum Base Height:	30'-0"
3'-0" additional allowed for shed roof:	33'-0"
4'-0" additional allowed for rooftop features (parapets, clerestories, etc.):	34'-0"
5'-0" additional allowed for gable roof:	35'-0"
10' additional allowed for stair penthouses:	40'-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 (per parcel): 1.3

**23.45.522 AMENITY AREA**  
Required: 25% of lot area (SF)  
A minimum of 50% is required at ground level (SF)

**23.45.527 BUILDING WIDTH LIMIT AND MAXIMUM FACADE LENGTH**  
Structure width:  
Rowhouses: No Limit  
Townhouses: 60'-0"

Facade length: 65% of lot depth for portions within 15'-0" of a side lot line that is not a street or alley, and 40'-0" for a rowhouse unit located within 15'-0" of a side lot line that abuts a single family zone

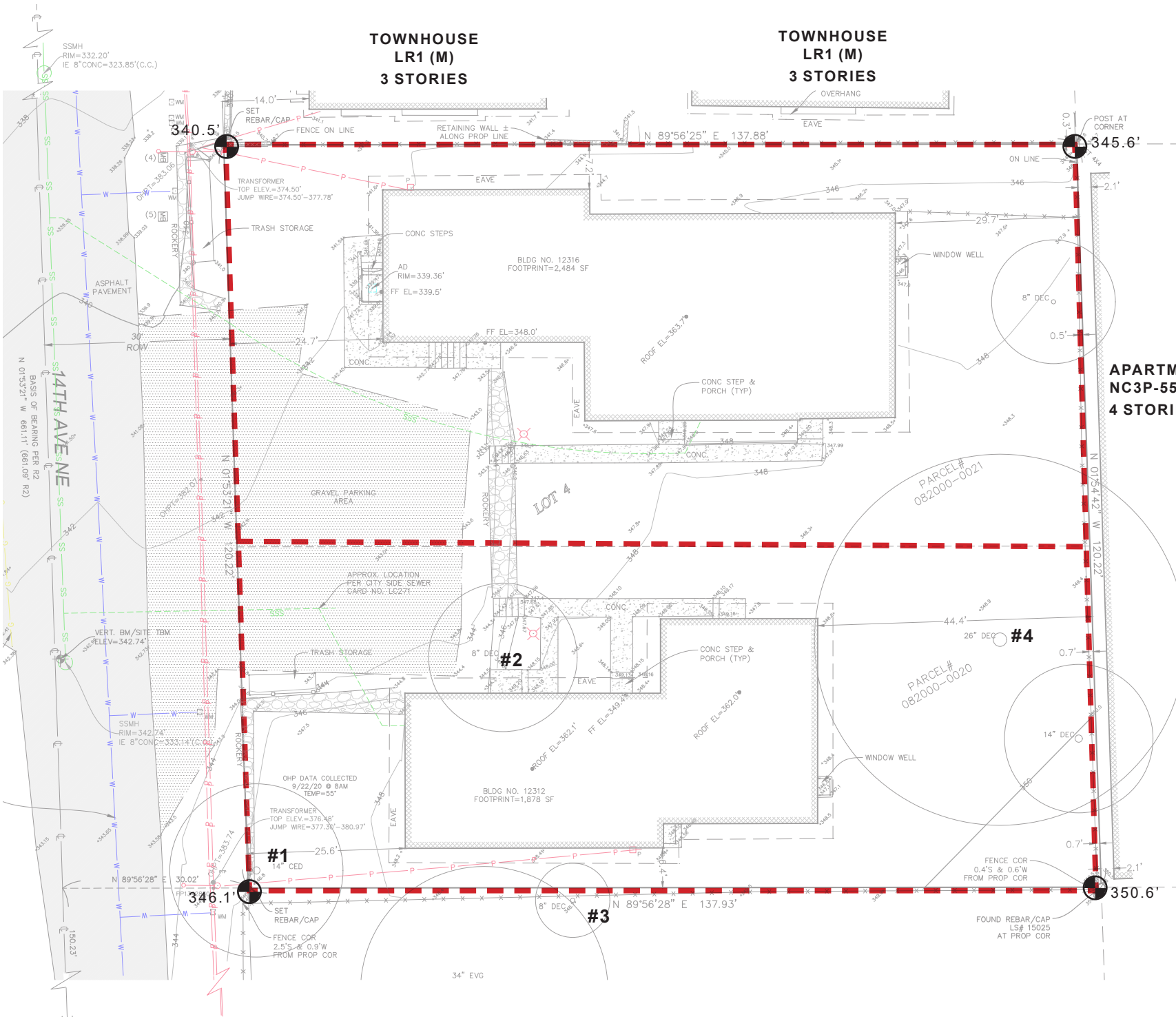
**23.45.524 LANDSCAPING AND SCREENING STANDARDS**  
• In LR zones, green factor score of .60 or greater, per Section 23.45.524, is required for any lot with development containing more than one new dwelling unit.  
• Street trees are required when any development is proposed, except as provided in subsection 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.

**23.54.015 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 uses proposed to be located on separate platted lots, for which each dwelling unit will be billed separately utilities, shall provide one storage area per dwelling unit that has minimum dimensions of 2 feet by 6 feet.

Residential, 9-15 dwelling units: 150 SF  
The minimum horizontal dimension of required storage space is 12 feet.





SURVEY

PROPOSED PROJECT SITE

- Two parcels located on 14th Ave NE, between NE 125th Street and NE 124th Street
- Site Area = Combined 16,570SF rectangular in shape, measures roughly 120' wide by 137' deep.
- Site currently contains (2) single family homes

TOPOGRAPHY

- Approximately 8'-0" slope up diagonally across site from NW corner to SE corner

ADJACENT BUILDINGS AND USES

- To the north and across 14th Ave are townhouses- high density multifamily Zoning LR1(M)
- To the south, single family homes - single family Zoning SF 7200
- To the east, abutting the rear of the site is a 4 story mixed use apartment building - Neighborhood commercial Zoning NC3P-55(M)

STREET-SCAPE

- Currently there is no sidewalk along 14th Ave NE, a sidewalk and street trees will be upgraded as part of this project

TREES

- No exceptional trees located on site per arborist report:

TREE SURVEY

Per Shoffner Consulting, LLC. Arborist Report (16/06/2020)

TREE #	SPECIES	SIZE INCHES	EXCEPTIONAL	COMMENTS
1	Western red cedar	16	No	Poor condition, good health. Topped below power lines. Does not meet the threshold diameter to be classified as exceptional.
2	Flowering cherry	6	No	Good condition and health. Does not meet the threshold diameter to be classified as exceptional.
3	Douglas fir	26	No	Good condition and health. Does not meet the threshold diameter to be classified as exceptional. Located offsite to the south.
4	Siberian elm	24	No	Good condition and health. Does not meet the threshold diameter to be classified as exceptional.



**PARCEL A - 12312 14TH AVE NE 98125**  
**# 3037311-EG**

Street Front: 14TH AVE NE  
Lot Area: 5,055 SF  
Use: Rowhouse  
Maximum FAR (1.3): 6,571.5 SF

Setbacks:  
Front 5' min.  
Rear 7' avg. / 5' min.  
Side 3.5' min.  
- Allowed height limit: 30'  
Required Amenity Area: 1,263 SF (631 @ Ground)  
Maximum Facade Length: No Limit

## LEGAL DESCRIPTION

LOT 4, BLOCK 1, BIRD AND ESRYS GREEN LAKE HALF ACRES, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 17, PAGE 31, RECORDS OF KING COUNTY, WASHINGTON DESCRIBED AS FOLLOWS:  
BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 4;  
THENCE NORTH 89°56'25" EAST 42.05 FEET, ALONG THE NORTH LINE OF SAID LOT 4;  
THENCE SOUTH 01°54'42" EAST 120.22 FEET TO THE SOUTH LINE OF SAID LOT 4;  
THENCE NORTH 89°56'28" WEST 42.05 FEET, TO THE SOUTHWEST LINE OF SAID LOT 4;  
THENCE NORTH 01°53'21" WEST 120.22 FEET, TO THE POINT OF BEGINNING;  
SUBJECT TO EASMENT NUMBER 1, SHOWN AND DESCRIBED HERE ON.

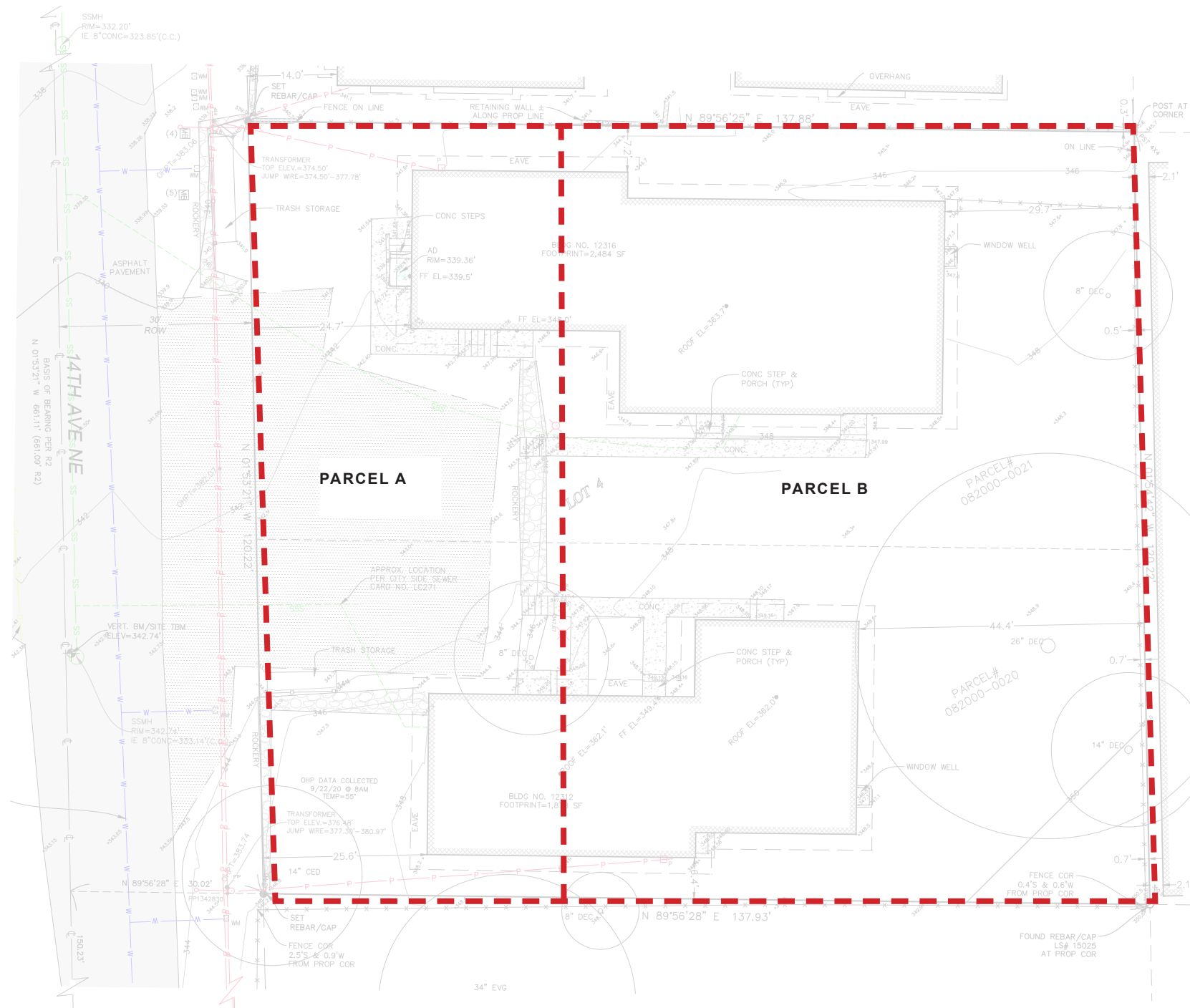
**PARCEL B - 12322 14TH AVE NE 98125**  
**# 3037542-EG**

Street Front: None  
Lot Area: 11,515 SF  
Use: Townhouse  
Maximum FAR (1.3): 14,968.5 SF

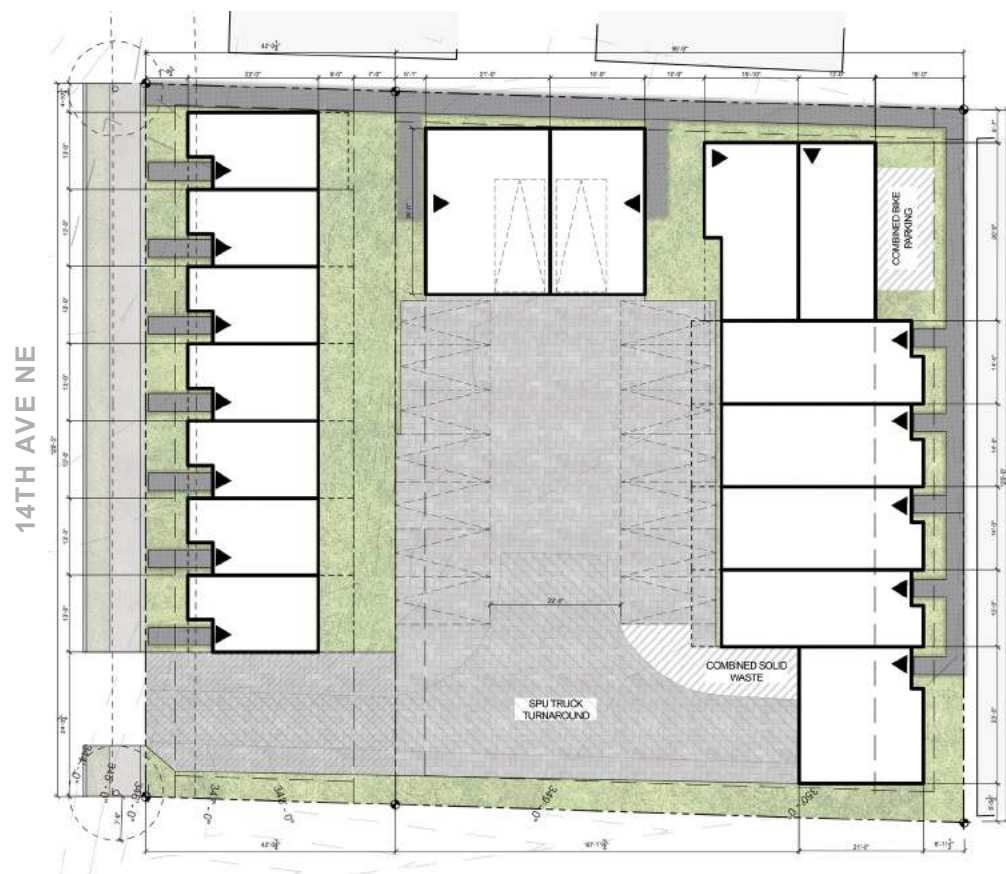
Setbacks:  
Front 7' avg. / 5' min.  
Rear 7' avg. / 5' min.  
Side 5' min.  
Allowed height limit: 30'  
Required Amenity Area: 28,7875 SF (1439 @ Ground)  
Maximum Facade Length: 60'

## LEGAL DESCRIPTION

LOT 4, BLOCK 1, BIRD AND ESRYS GREEN LAKE HALF ACRES, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 17, PAGE 31, RECORDS OF KING COUNTY, WASHINGTON; COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 4; THENCE NORTH 89°56'25" EAST 42.05 FEET, ALONG THE NORTH LINE OF SAID LOT 4 TO THE POINT OF THE BEGINNING; THENCE SOUTH 01°54'42" EAST 120.22 FEET TO THE SOUTH LINE OF SAID LOT 4; THENCE NORTH 89°56'28" EAST 95.83 FEET TO THE SOUTHEAST LINE OF SAID LOT 4; THENCE NORTH 01°54'42" WEST 120.22 FEET TO THE NORTHEAST LINE OF SAID LOT 4; THENCE NORTH 89°56'25" WEST 95.83 FEET TO THE POINT OF BEGINNING; TOGETHER WITH EASEMENT NUMBER 1, SHOWN AND DESCRIBED HERE ON.

PROPOSED PARCELS 



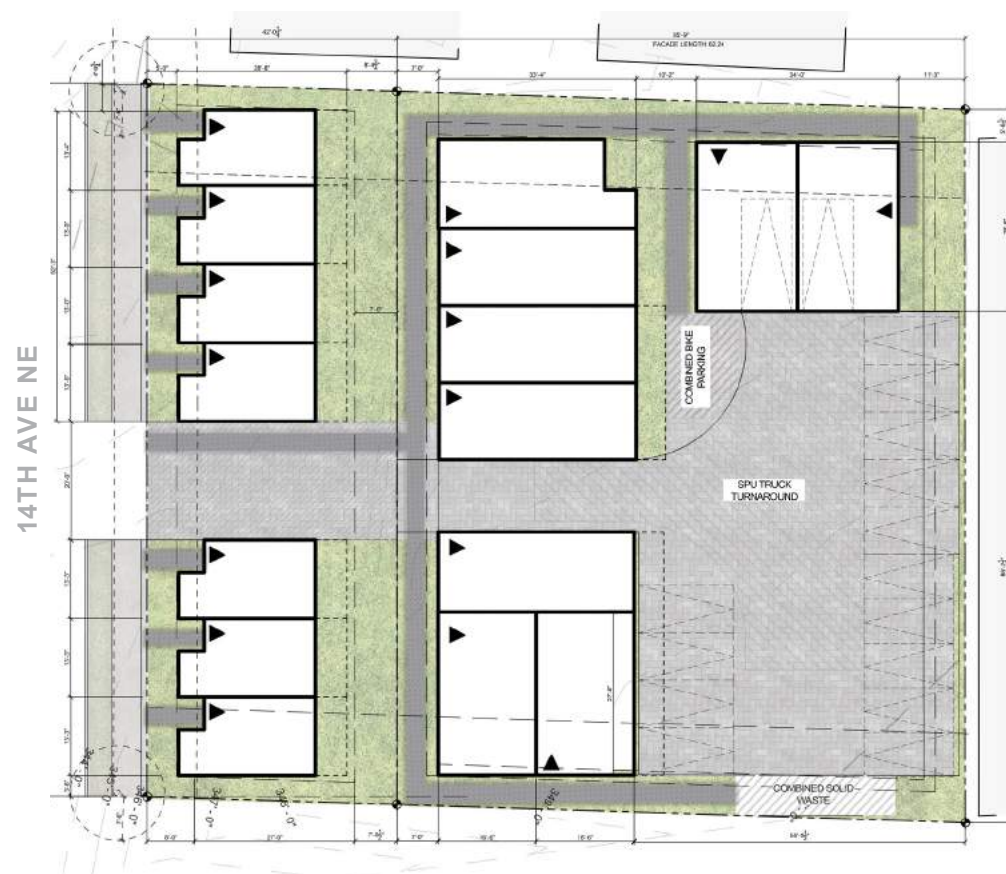


### OPTION ONE (CODE COMPLIANT)

Option One proposes 16 units. The 3 buildings are primarily oriented to create a curb cut to the south. This orientation allows for simple linear massing along 14th AVE NE and separation between the single families to the south. However it results in large continuous facades, along the west and east sides, and a pedestrian pathway along the north, abutting the existing townhomes. The combined solid waste is located near the curb cut, and the combined bike parking along the pedestrian path on the east. This option provides two garages, a centralized parking area, and 14 surface stalls.

While this option is fully code compliant, it lacks the opportunity for building modulation, glazing opportunities and open space for resident interaction within the site.

Option One is fully code compliant and seeks no departures.

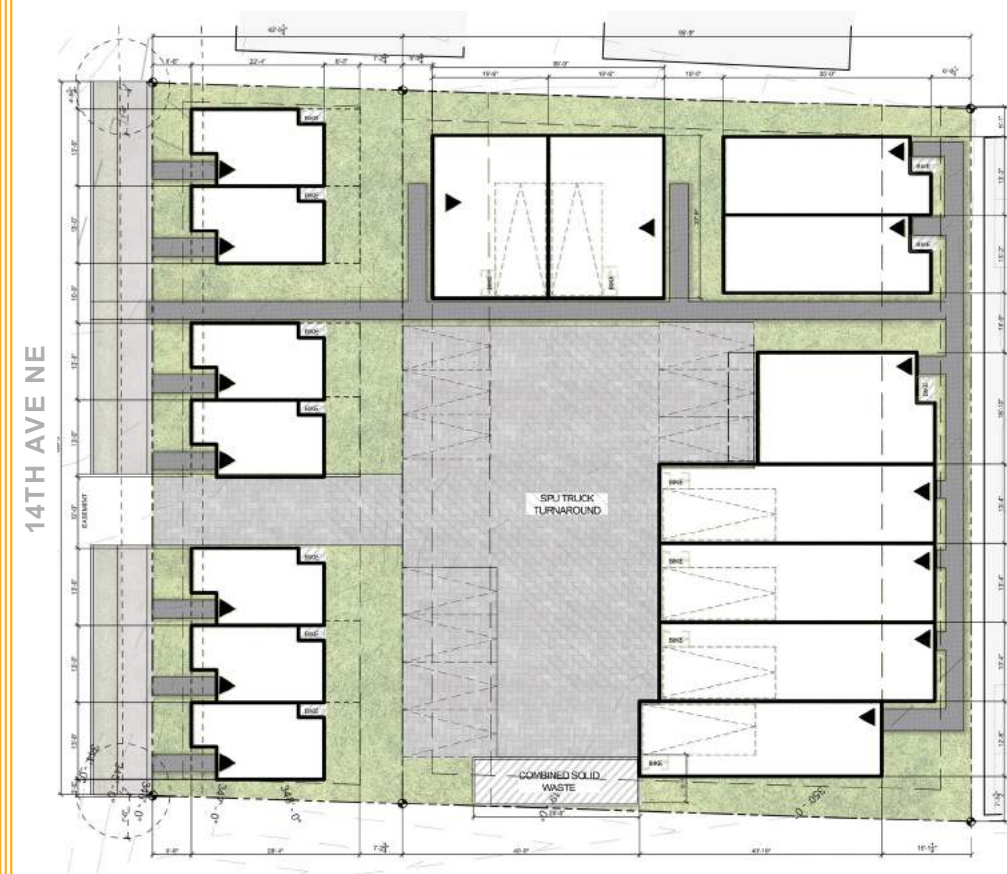


### OPTION TWO (CODE COMPLIANT)

Option Two proposes 16 units. The 5 buildings are oriented to the front of the site, providing a centralized combined access and more opportunities for view corridors. Bringing the open space to the east, placing the bulk of the buildings towards 14th Ave NE, the LR zoning, and single family zoning. This orientation allows for more separation between the 4 story apartment building to the east, in the other hand a gate or buffer alike will need to be provided in order to shield cars that are visible from street. The pedestrian path is centralized, however we have concerns for lack of separation between vehicles and pedestrians. Privacy is also a concern with this option, since there is minimal separation between the rowhouses and the townhomes. The combined solid waste is located away from units, while the combined bike parking is centralized. This option provides 2 garages, and 14 surface parking stalls.

While this option provides more opportunities for modulation and glazing, it also dedicates a large paving area to vehicular access and parking.

Option Two is fully code compliant and seeks no departures.



### OPTION THREE (PREFERRED)

Option Three proposes 16 units. The 6 buildings are oriented to create a centralized and efficient parking area. This orientation allows for more view corridors, more corner units and in consequence, more glazing opportunities. This also creates a better pedestrian experience, by separating vehicular and pedestrian access, while maintaining the centralized pedestrian pathway. The massing proposed with this option responds directly to the existing context, providing less continuous facades, and maintaining the existing street rythem. A variety of units are proposed, the larger grouping of units are placed closer to the larger scaled NC 55 building to the east, while proposing smaller buildings towards the SF and LR zoning. This option proposes 6 garages, and 10 surface stalls. Providing less surface stalls and more units with garages, allows for individual bike parking locations, more usable living spaces, and less paving areas overall.

Option Three seeks two departures:  
[1] Reduction to the required easement width of curb cut.  
[2] Increase to the east facade length











1. Please describe how the landscape plan aids in wayfinding. Consider permanent feature planting areas and feature planting with color, seasonal interest and eye-catching forms and colors. (Design Guideline DC4.D)

**APPLICANT RESPONSE:**

We propose two different patterns and colors to further differentiate the hardscape across the site. Creating a safe pedestrian access and bringing interest through the use of distinctive and durable paving materials. The pathway is proposed as Eco priora permeable pavers color Harvest Blend Pattern Herringbone. Along the pedestrian path, we added eye-catching plantings with seasonal interest. Sundance Mexican Mock orange and Helleborus Christmas rose. The Sundance Mexican Mock orange is a chartreuse color and the Helleborus Christmas rose blooms in early spring.

2. Changes in cladding material type or color should be accompanied by appropriately scaled changes in plane. Staff appreciate the design intent driving these siding transitions (to break down scale, create visual interest, add detail, mark program elements, etc.) But note that this compositional strategy must be executed in three dimensions to be successful. Without a change of plane, siding changes appear only as applied patterns, and actually weaken the larger composition. When used in a disciplined and carefully considered manner, small areas of contrasting ‘accent’ material can reinforce spatial ordering systems and strengthen facade Composition, but without an accompanying change of plane, larger areas appear as Two-dimensional patterns applied to a surface and weaken the larger composition. Where siding changes color or type, please provide a minimum 5-1/2” (2x6 over-frame) change in plane. Except as accents and at the demising line between two residences, in-plane changes to siding type or color do not meet Design Guideline DC2 - Architectural Concept. Please adjust the design to reflect these best practices and enhance the legibility of your design. (Design Guideline DC2)

**APPLICANT RESPONSE:**

The project has been revised to eliminate change of material on the same plane. We are proposing the addition of a 2x6 overframing (minimum 5 1/2” depth) per guidance, where the white panel siding meets the lap siding. This occurs on all north and south elevations of the rowhouse parcel, on the east and west facades of townhouse 1 and 2, on the east facade of townhouse 3 and 4, and on the south facade of townhouse 9. The new overframe adds more depth to the windows located on the white panel siding, helping create visual interest and ensuring that the siding will go on seamless as change of material occurs.

*\*\*Please note that renderings and project drawings have been updated to reflect these edits.-*



Sundance Mexican Mock Orange



Helleborus Christmas Rose

ITEMIZED RESPONSE TO EDG  
MUP CYCLE 2

SEATTLE DESIGN GUIDELINES

DC2.ARCHITECTURAL CONCEPT  
C.1.SECONDARY ARCHITECTURAL FEATURES



# ITEMIZED RESPONSE TO EDG MUP CYCLE 1



(TOWNHOUSE ITEM 9, ROWHOUSE ITEM 10): HARDSCAPE MATERIALS

EDG Guidance 2.c. states, “Reinforce the overall architectural and open space design concepts through the selection of landscape materials. Hardscaped areas are an opportunity to add texture and pattern. Include in the Recommendation packet details describing the pedestrian walkway and parking surfaces. (DC4-D Exterior Elements and Finishes, DC4-D Trees, Landscape, and Hardscape Materials)”

APPLICANT RESPONSE:

We propose two different patterns and colors to further differentiate the hardscape across the site. Creating a safe pedestrian access and bringing interest through the use of distinctive and durable paving materials. See landscape sheets for material spec.

(ROWHOUSE ITEM 8): LANDSCAPING

EDG Guidance (2.a.) states, “The setback between the building and sidewalk provides opportunity for a lush landscaping to provide for unit privacy and visual interest at the public realm. Develop the residential entry sequence, considering the transition from public to private space. (PL3-A Entries, DC4-D Trees, Landscape, and Hardscape Materials)” Include in the Recommendation packet graphics to clearly illustrate this entry sequence. How has plant selection aided in the transition from public to private space? Is layering of landscaping proposed to provide dimension in height?

APPLICANT RESPONSE:

The project uses landscape to reinforce the overall architectural and open space design concepts. At the street frontage, it is layered to serve as a transition space, from public to private. The landscape also aids on the privacy of the rear yards proposed on the rowhouses, creating a buffer of wood fence and landscape between the parking area and rear private amenity. The landscape design proposed helps define spaces with elements such as trees, hardscape pattern, location, and natural screening throughout the site, with attention brought to patio spaces and adjacent existing buildings. Please see full landscaped details and specs on landscape plans and 3D perspectives for overall proposal.



SEATTLE DESIGN GUIDELINES

- DC4.ARCHITECTURAL CONCEPT
- D.1.Choice of Plant Materials
- 2.Hardscape Materials
- 4. Place Making

SITE PLAN





PLANT SCHEDULE	
TREES	BOTANICAL / COMMON NAME
	Acer circinatum / Vine Maple
	Corylus colurna / Turkish Filbert
	Ginkgo biloba 'Princeton Sentry' / Princeton Sentry Ginkgo
	Ulmus davidiana japonica 'JFS-Bleberich' TM / Emerald Sunshine Elm Street Tree
SHRUBS	BOTANICAL / COMMON NAME
	Bergenia cordifolia 'Winterglut' / Winterglow Bergenia
	Blechnum spicant / Deer Fern
	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass
	Calluna vulgaris 'Wickwar Flame' / Wickwar Flame Heather
	Carex morrowii 'Ice Dance' / Ice Dance Japanese Sedge
	Choiysa ternata 'Sundance' / Sundance Mexican Mock Orange
	Dryopteris erythrosora / Autumn Fern
	Festuca glauca / Blue Fescue
	Hakonechloa macra 'Aureola' / Golden Variegated Hakonechloa
	Helleborus niger 'HCG Jacob' / Christmas Rose
	Hydrangea macrophylla 'Nikko Blue' / Nikko Blue Hydrangea
	Ilex crenata 'Sky Pencil' / Sky Pencil Japanese Holly
	Juniperus virginiana 'Blue Arrow' / Blue Arrow Juniper
	Leucothoe fontanesiana 'Rainbow' / Rainbow Leucothoe
	Liriope muscari 'Big Blue' / Big Blue Lilyturf
	Mahonia eurybracteata 'Soft Caress' / Mahonia Soft Caress
	Mahonia repens / Creeping Oregon Grape
	Nandina domestica 'Gulf Stream' TM / Heavenly Bamboo
	Nandina domestica 'Sienna Sunrise' / Heavenly Bamboo
	Polystichum munitum / Western Sword Fern
	Rhododendron x 'Ramapo' / Ramapo Rhododendron
	Sarcococca nuscifolia / Fragrant Sarcococca
VINES	BOTANICAL / COMMON NAME
	Hydrangea anomala petiolaris 'Miranda' / Climbing Hydrangea
GROUND COVERS	BOTANICAL / COMMON NAME
	Fragaria chiloensis / Beach Strawberry
	Pachysandra terminalis / Japanese Spurge
	Rubus calycinoides 'Emerald Carpet' / Creeping Raspberry
	Thymus pseudolanuginosus / Woolly Thyme
	Vinca minor 'Boxles Blue' / Dwarf Periwinkle

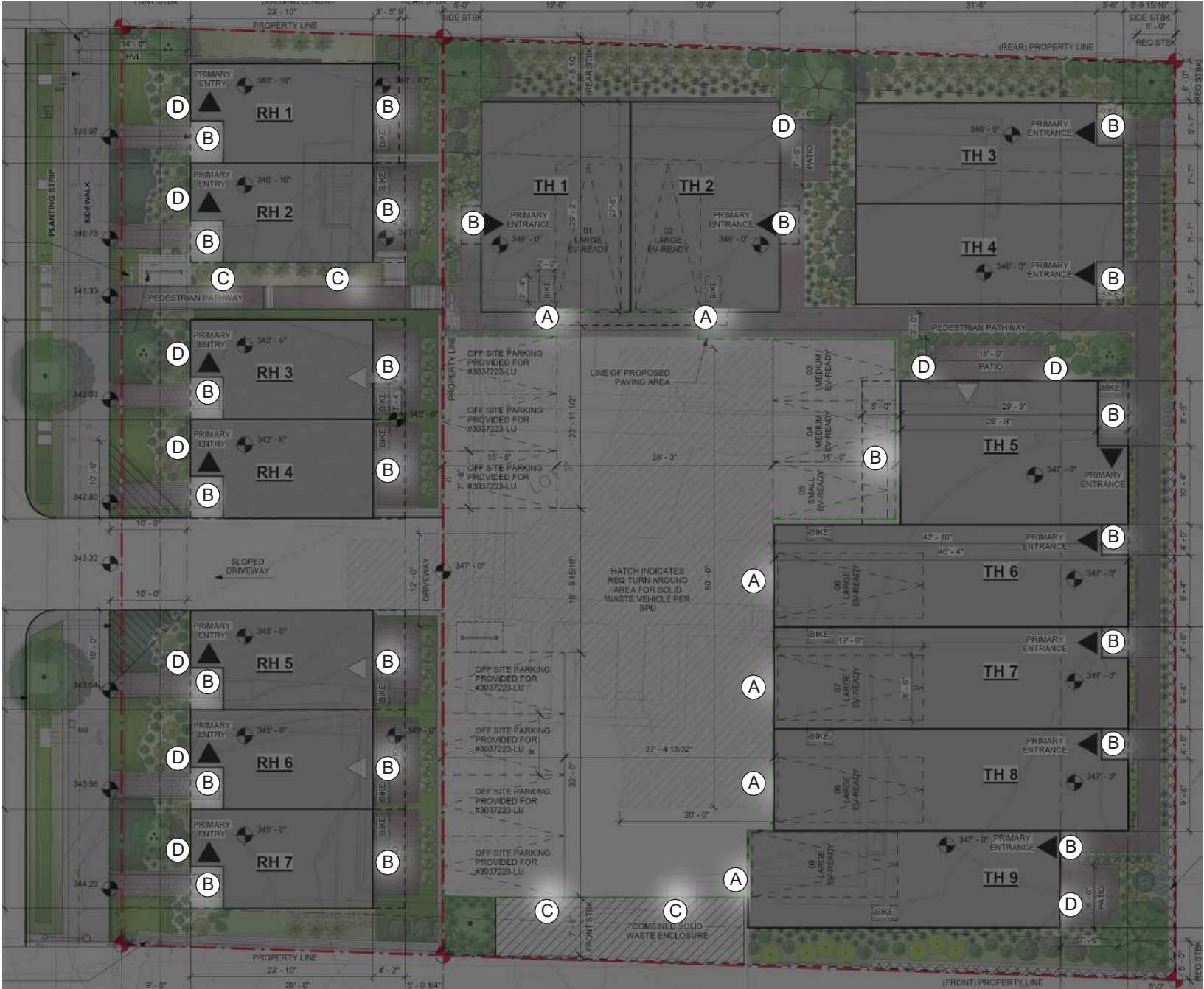


(TOWNHOUSE ITEM 8, ROWHOUSE ITEM 9): LIGHTING

EDG Guidance 2.b. states, “Personal safety and security are priorities. Provide lighting along the pedestrian walkway, on buildings, in open spaces, and/or in the parking area. Avoid glare and shadows. (PL2-B Safety and Security)” Include in the plan set and Recommendation packet details describing proposed lighting on site and on buildings.

APPLICANT RESPONSE:

The approach is to provide a variety of lighting types both to increase site safety in all locations used by pedestrians and to highlight architectural features such as entries, signs, and canopies. Please see lighting fixtures and their location on this page.



LIGHTING PLAN 1

SEATTLE DESIGN GUIDELINES

DC4.ARCHITECTURAL CONCEPT  
C.Lighting  
1-2



LIGHTING PRECEDENTS

A GENERATION LIGHTING BARN LIGHT 11" TALL LED OUTDOOR WALL SCONCE  
MODEL: 8637401EN3-12



B NORA LIGHTING 6" ELO SURFACE MOUNTED LED (SOFFIT)  
MODEL: NELOCAC - 6R30W



C PRESTON 6 1/2" H MATTE BLACK LED MOTION SENSOR SECURITY LIGHT  
STYLE # 66F20



D KICHLER SINGLE LIGHT 12" TALL LED OUTDOOR WALL SCONCE  
MODEL: 11310BKTLTD





BIRDS EYE VIEW



(TOWNHOUSE ITEM 7): ENTRIES

Townhouse unit entries are accessed via a long, shared, linear pedestrian walkway abutting the east property line? EDG guidance 2.d. states, “Pedestrian access is proposed to the townhouse units via a simple, linear line of access that is separated from the vehicular driveway and follows the east property line. Opportunities to implement clear areas for signage, landscaping buffers, and other wayfinding should be refined to provide safe and secure access to units, reduce potential vehicular-pedestrian conflicts, and encourage interaction among residents. (PL1-B Walkways and Connections, PL2-B Safety and Security)” Describe how this access has considered safety and security and provides wayfinding for residents and guests. This shared walkway terminates at townhouse unit #9. Explore extending this walkway to wrap unit #9 and connect to the driveway. Include in the Recommendation packet your study of these conditions.

APPLICANT RESPONSE:

Pedestrian pathways have been maintained from EDG phase, the linear design helps with wayfiding, along with 2 monument signage located both facing the street and within the site. Each townhome entry contains the same ensemble of elements as seen on the street front: lighting, landscape, textured hardscape, stoop design, address signage, wood trim, and similar base siding material. This collection of elements make each entry obvious, identifiable and distinctive. Due to the single family neighbor to the south of unit #9, landscape takes precedent over an additional pathway, to create a buffer between the two different zones. A tree is also prposed at the SE corner, to help create privacy and enhance the function of that space.

(ROWHOUSE ITEM 7): ENTRIES

Per EDG Guidance item 1.d, “The project responds to the existing neighborhood context and residential character of 14th Avenue Northeast by proposing individual rowhouse entries facing the street. Staff supports this street level entry sequence design and recommends the entries be carefully detailed. Design each unit entry to be obvious and identifiable, designed with coordinated elements such as overhead weather protection, landscaping, lighting, and other features. Include in the Recommendation packet details describing this ensemble of elements. (PL3-A Entries)” Include in the Recommendation packet graphics illustrating the rowhouse entry sequences. How are these entries viewed from the street

APPLICANT RESPONSE:

The rowhouses have a similar ensemble of elements as the remainder of the project with special attention to safety and privacy: lighting, layered landscape, textured hardscape, stoop design, address signage, wood trim, similar base siding material, and overhead weather protection. The strategy is to provide a variety of address signs that best fit each location. Proposing a 6 inch white number on the street facing units, mounted next to the front doors on the dark lap siding, is a simple design as to not distract from the main entry design, but offer contrast with the polished numbers. While all the other units within the site have a 6 inch black numbers, mounted on the side of the front doors on the wood siding. This ensures easier wayfiding for pedestrians, and emphasizes the through site visibility. Along with the address numbers, we have established a common entry material language, by the use of wood panel, large glazing with wood trim, dark lap siding, and black windows that contribute to a sense of identity, and offer interest to the ground level. (PL2.D.1, PL3.A.d)



TOWNHOUSE 1 - ENTRY FACING WEST



WHITE ADDRESS NUMBERS MOUNTED ON DARK LAP SIDING



BLACK ADDRESS NUMBER MOUNTED ON WOOD SIDING



WALL MOUNTED SCONCE LOCATED ABOVE ADDRESS NUMBERS

TWO ADDRESS MONUMENTS LOCATED ON PATHWAYS, AND FACING STREET

SEATTLE DESIGN GUIDELINES

PL3.STREET LEVEL INTERACTION  
A. ENTRIES  
2.ENSEMBLE OF ELEMENTS  
B. RESIDENTIAL EDGES  
1-2





ROWHOUSES'S ENTRIES - WEST FACADE





ROWHOUSES'S ENTRIES - WEST FACADE - PEDESTRIAN ACCESS





ROWHOUSES'S ENTRIES - WEST FACADE - DRIVEWAY ACCESS





TOWNHOUSES AND DRIVECOURT (ROWHOUSES HIDDEN FOR CLARITY) - WEST FACADE





TOWNHOUSE'S ENTRIES - EAST FACADE





NORTH FACADE





TOWNHOUSE 2 - ENTRIES - PRIVATE PATIOS



(TOWNHOUSE ITEM 11): PRIVACY

EDG Guidance 1.c. states, “The site is located adjacent to single-family development to the south and responds by locating a majority of the massing to the north and providing screening for surface parking. Respect adjacent properties through design to minimize disrupting the privacy and outdoor activities of residents in adjacent buildings. Staff recommends careful attention to the privacy of the abutting residential uses. Describe those design strategies utilized to minimize privacy impacts. (CS2-D.5 Respect for Adjacent Sites)”

APPLICANT RESPONSE:

The location of the majority of massing to the north has been maintained. In addition to locating the massing away from the southern neighbor, we propose a wood fence and a landscaped setback to help with glare and privacy between the single family and multifamily zones. The primary glazing for the townhomes and rowhouses have been proposed facing the autocourt and the right of way. Maintaining the privacy between our project and our adjacent neighbors. The glazing facing the north and south utilizes high silled windows and is proposed to minimize any adjacent existing window placement. The southern single family residences are setback over 60 feet from our shared property line and have existing vegetation on there property creating an existing landscape buffer between parcels.



PRIVACY DIAGRAM - NORTH FACADE



PRIVACY DIAGRAM - SOUTH FACADE

SEATTLE DESIGN GUIDELINES

CS2.URBAN PATTERN AND FORM  
D. Height, bulk and scale  
1-5





PRIVACY DIAGRAM - EAST FACADE



SINGLE FAMILY RESIDENCES ARE SETBACK OVER 60 FEET FROM OUR SHARED PROPERTY LINE AND HAVE EXISTING VEGETATION ON THERE PROPERTY CREATING AN EXISTING LANDSCAPE BUFFER BETWEEN PARCELS.

PRIVACY DIAGRAM - BIRDS EYE PHOTO OF EXISTING STRUCTURES





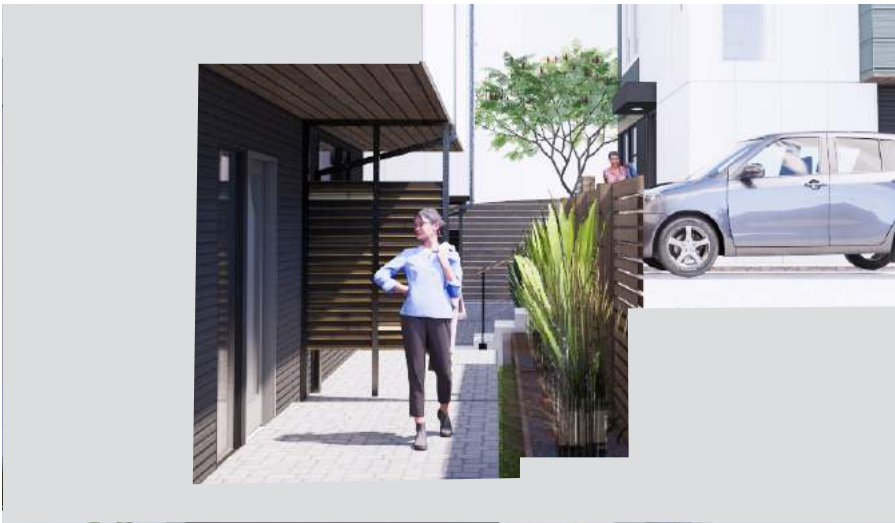
COMBINATION OF PLANTER AND SCREENING  
CREATE A BUFFER BETWEEN THE REAR  
ROWHOUSE YARDS AND THE SHARED PARKING  
AREA

**SITE SCREANING**

Due to the existing topography, we propose the rowhouses to step down to better meet the sidewalk. This condition creates a sunken rear yard, that allows sunlight while still maintaining privacy from the common areas. Along the retaining wall we propose a wood slat fencing in combination with a planter, creating the opportunity for tall landscape that further shields the rear yards from headlights and creates a more functional place. In between units we propose a semi-transparent privacy screen, to match the soffits and siding materials, and provide more interest and privacy to the private amenity spaces. (CS1.C.2, PL2.C.3)



PLANTER AND WOOD FENCING MOUNTED TO  
RETAINING WALL



REAR YARD RETAINING GRADE CHANGE WHILE PROVIDING  
BUFFER FROM PARKING AREA



PRIVACY SCREEN FROM  
NEIGHBORING UNIT

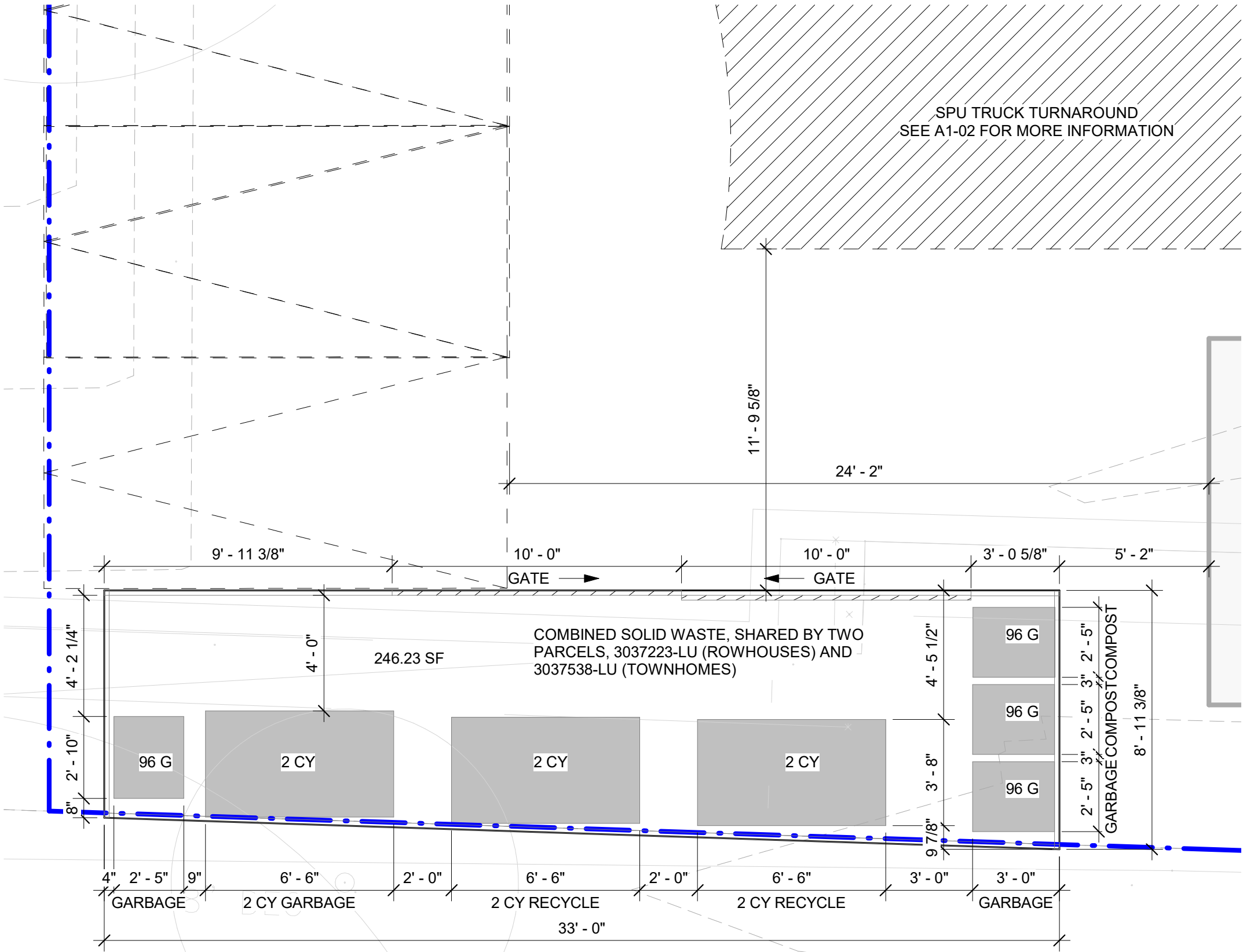


(TOWNHOUSE ITEM 13): TRASH STORAGE

EDG guidance 2.e. states, “Trash storage is proposed along the south property line. The location of this storage area is supported as it is located in a less visible portion of the site to reduce possible impacts on building aesthetics and pedestrian circulation. Screening of this area ought to be consistent with the overall architectural and landscape concepts and mitigate potential impacts to abutting residential uses. (DC1-C Service Uses)”Include in the plan set and Recommendation packet details describing the trash storage area screening. Ensure screening is consistent with the architectural and open space concepts. Describe how the screening and location are sensitive to residential neighbors and serve to mitigate glare impacts from vehicle headlights

APPLICANT RESPONSE:

Solid waste is combined in one location for this site, as the SPU truck will be coming on site for pick up, eliminating any staging of containers at the street. The location of the storage provides screening between the neighbors and the solid waste storage as well as the surface parking. The screening material is consistent with the architectural concept proposed by matching all fences and finishes proposed on site and maintaining an attractive edge through screening, plantings, materiality, and lighting. Lighting will be shielded away from neighboring parcels. (DC1.C.4)



SEATTLE DESIGN GUIDELINES

CS2.URBAN PATTERN AND FORM  
C.1.Corner Sites  
DC4.ARCHITECTURAL CONCEPT  
A.1.Exterior Finish Material

SOLID WASTE COMBINED ENCLOSURE ⓘ

VIEW FROM NORTH WEST CORNER



**(TOWNHOUSE ITEM 10, ROWHOUSE ITEM 11): WINDOWS**

White vinyl windows are proposed at the first floor, in a façade clad in dark gray fiber cement siding. Where black vinyl windows considered for this portion of the facades? Include your study of this condition in the Recommendation packet.

**APPLICANT RESPONSE:**

*After studying black windows at the base of the project, we agree that it better fits the design, and adds to the definition of the ground level experience. Please see all windows at base of project proposed as black.*

**(TOWNHOUSE ITEM 12): HEIGHT, BULK, AND SCALE**

EDG Guidance 1.e. states, “Public comment recommended and staff agrees that the project fit into the existing context of wood exteriors and shingle roofs. Shed roof lines are proposed along the street facing units to reduce perceived bulk of the stair towers and respond to the existing residential scale of the neighborhood and is supported. To further mitigate perceived height, bulk, and scale, explore parapets that are transparent or less opaque in order. (CS2-D Height, Bulk, and Scale)” Include your study in the Recommendation packet

**APPLICANT RESPONSE:**

*Gable roof lines have been maintained on street frontage, following the scale of the neighbors to the north. Please see investigation of open rail at the roof level on this page. Since the bulk of the project is already located away from the single family zone, providing open rail minimally reduces the bulk on the south side. Looking at reduction of bulk towards the center of the site is disruptive to the simple massing proposed here. The open rail breaks up the facade in a busy pattern and disrupts the simple rhythm of the facade.*



**SEATTLE DESIGN GUIDELINES**

CS2.URBAN PATTERN AND FORM  
D.3 Zone Transitions



**(TOWNHOUSE ITEM 6, ROWHOUSE ITEM 6): MATERIALS**

Please include color & materials info in the Recommendation packet as follows: Provide high-quality photos of the actual materials board (not clipped photos of materials) in the REC packet. Photos should be taken outside so that materials can be seen in natural daylight which more accurately conveys the material quality on a building. Photos taken in various angles, sunlight, & weather conditions are encouraged. Examples of the exact materials/colors installed on other completed projects with similar context are encouraged. Identify projects which the Board may be familiar with or able to visit. Supplement the materials page of the REC proposal with links to the materials webpage on the manufacturer’s website. Provide specifications, scale elements, & specific product colors for materials so the Board can get a sense for what the material is like. Submit the standard 18” x 24” materials board as described in the Applicant Guide/Best Practices document posted on the design review website to the planner by mailing it (via USPS or SEDEX) to the SMT, attention to the planner for review and to be kept for City records. For less common materials or when the Board has previously given specific direction about the “character” of a material, the applicant may be required to provide advance physical samples mailed (via USPS or Fedex) to the SMT, attention to the planner.

**APPLICANT RESPONSE:**

*We are compiling the samples material board for the submittal and will submit the final board with the final packet. With shortages across the board for paints, stains, and materials we are investigating options that will work with the design’s pallet and be available for our builder.*

**(TOWNHOUSE ITEM 5, ROWHOUSE ITEM 5): MATERIALS**

*For the MUP/Recommendation phase, all exterior materials must be specifically identified, by either manufacturer and product name or with a complete specification that includes material composition, dimensions, thickness, gauge (for metal), grade, color, etc. Please include photos of the color and materials palette in the Recommendation packet AND bring submit a materials board to SDCI. Please follow the Applicant Guide to prepare and submit your materials board.*

**APPLICANT RESPONSE:**

*We are compiling the samples material board for the submittal and will submit the final board with the final packet. With shortages across the board for paints, stains, and materials we are investigating options that will work with the design’s pallet and be available for our builder.*



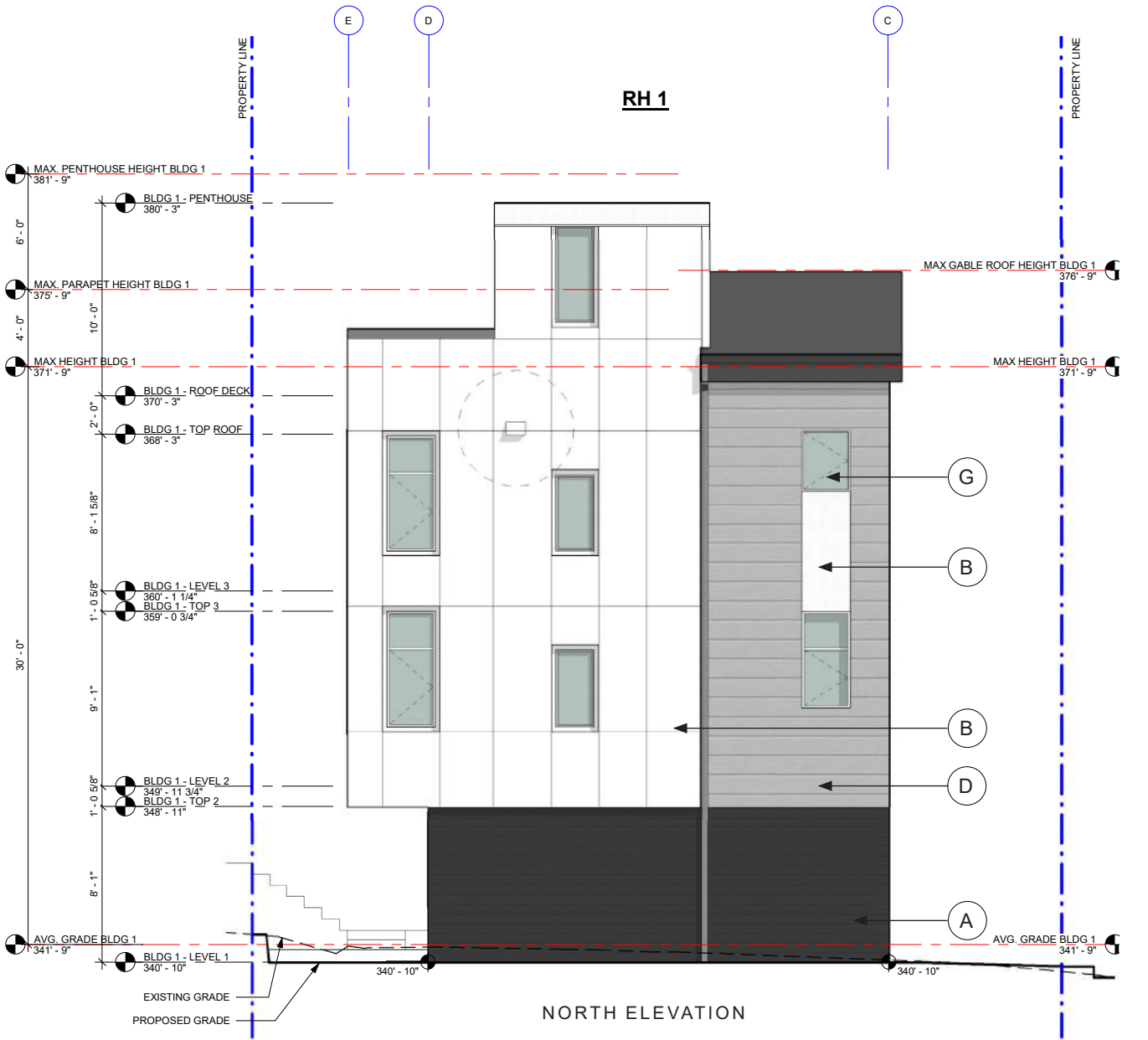
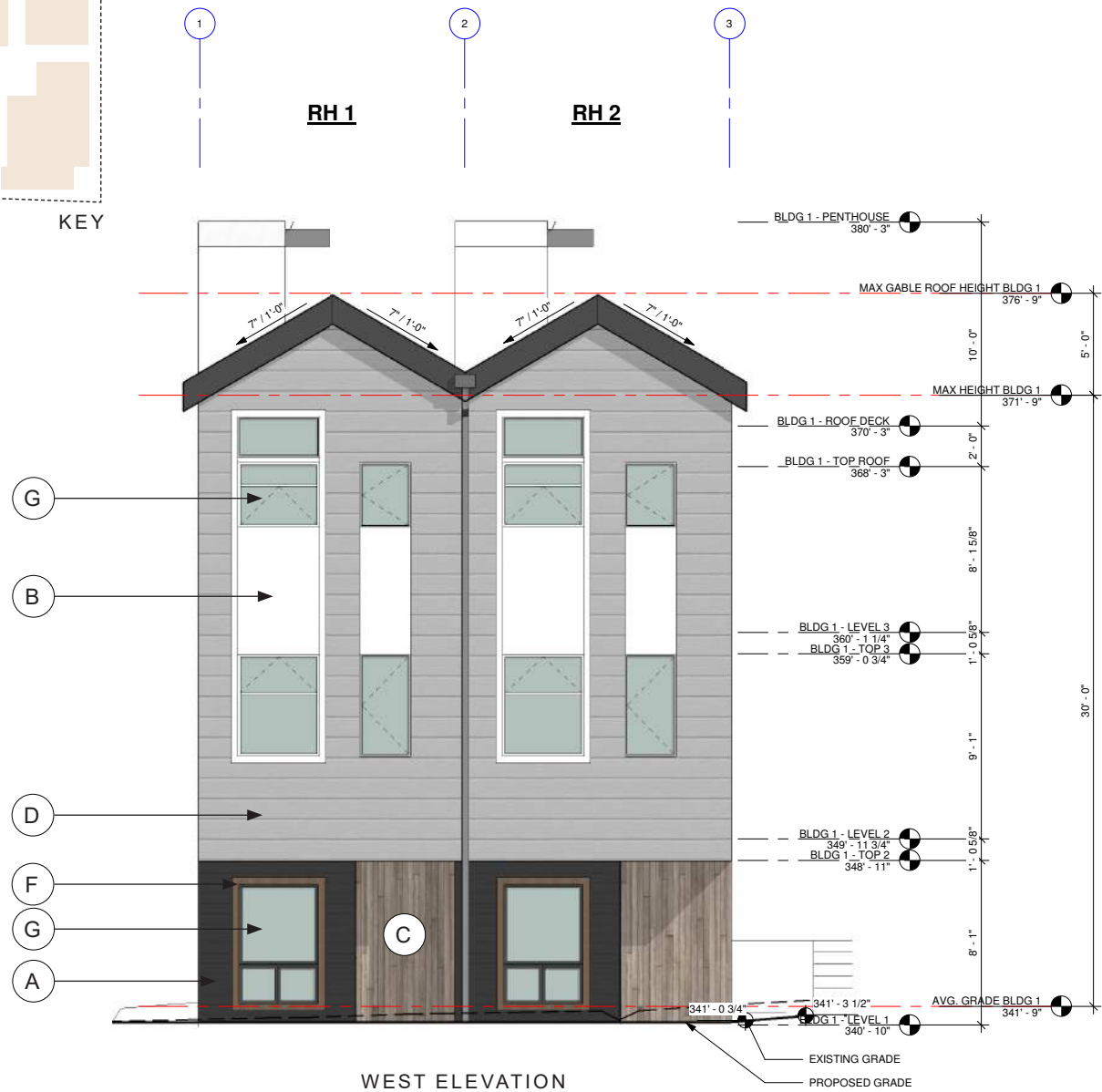
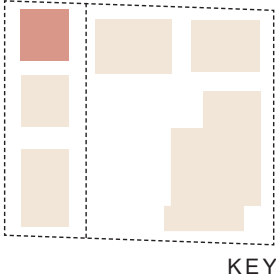
**SEATTLE DESIGN GUIDELINES**

DC4.Architectural Concept  
A.1.Exterior Finish Material



# PROJECT DRAWINGS





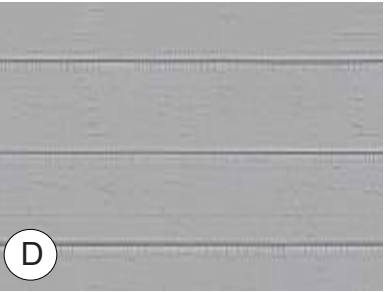
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THICKNESS: 0.312"  
SIZE: 144" X 5.25"  
EXPOSURE: 4"



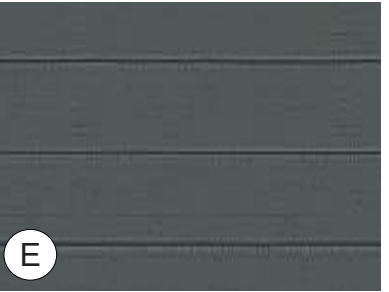
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**HARDIEPANEL SMOOTH**  
COLOR: WHITE SNOW-SW 9541  
THICKNESS: 0.312"  
SIZE: 108" X 48"



**C** PROPOSED ON ALL SOFFITS  
**TIGHT KNOT CEDAR (TONGUE & GROOVE)**  
STAIN: WOODSCAPE  
THICKNESS: 1"  
SIZE: 4" X 144"(VERTICAL)



**D**  
**HARDIEPLANK LAP SMOOTH**  
COLOR: CITYSCAPE-SW 7067  
THICKNESS: 0.312"  
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EXPOSURE: 10.75"



**E**  
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THICKNESS: 0.312"  
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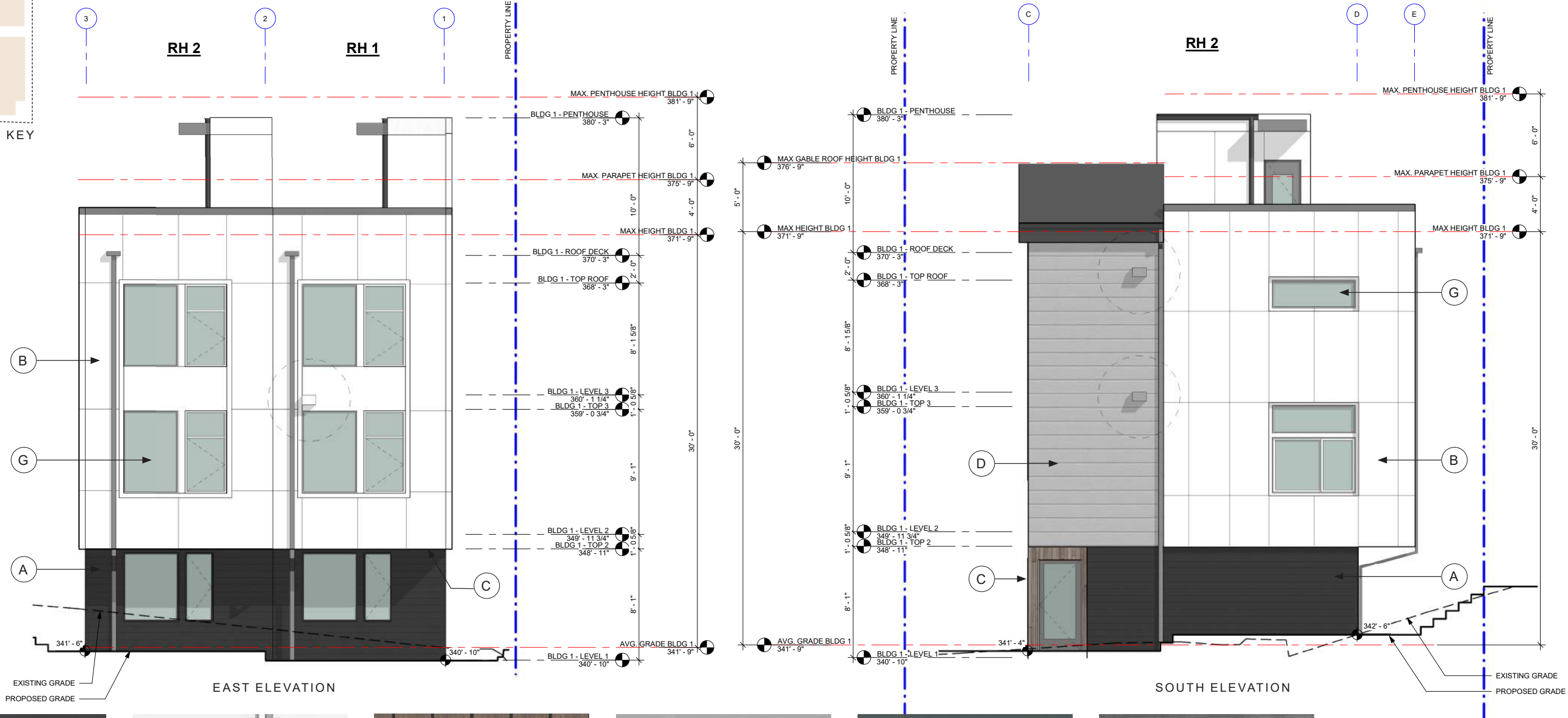
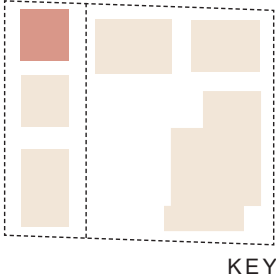


**F**  
**TIGHT KNOT CEDAR (TONGUE & GROOVE)**  
STAIN: WOODSCAPE  
THICKNESS: 1"  
SIZE: 4" X 144"



**G**  
**WINDOWS**  
WHITE OR BLACK VINYL





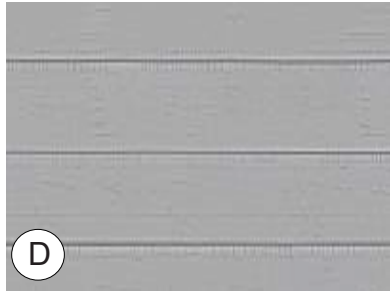
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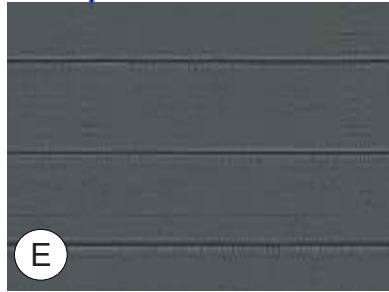
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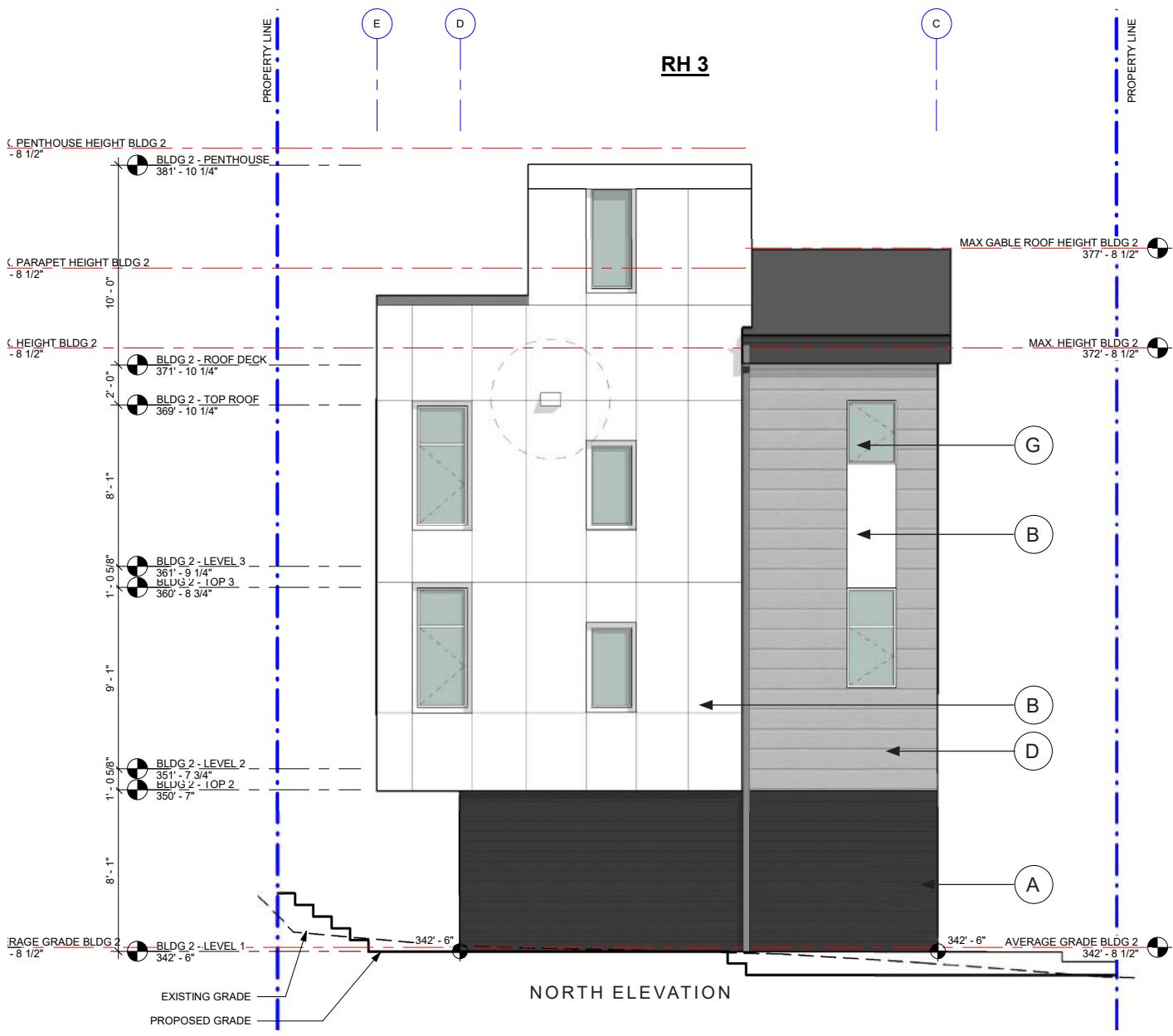
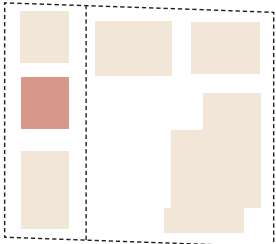


**F**  
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**G**  
**WINDOWS**  
WHITE OR BLACK VINYL





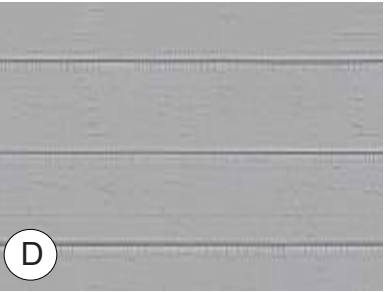
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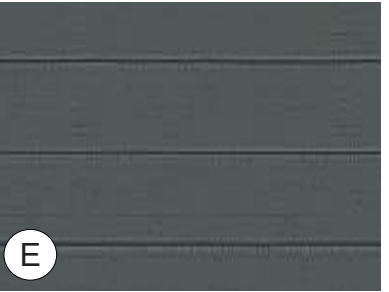
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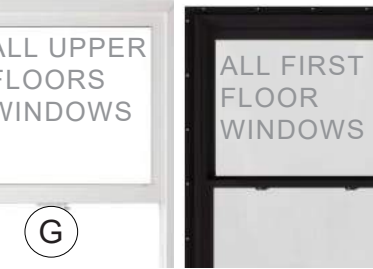
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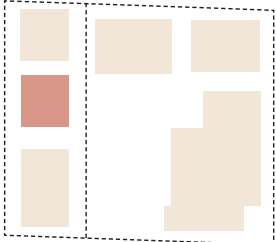


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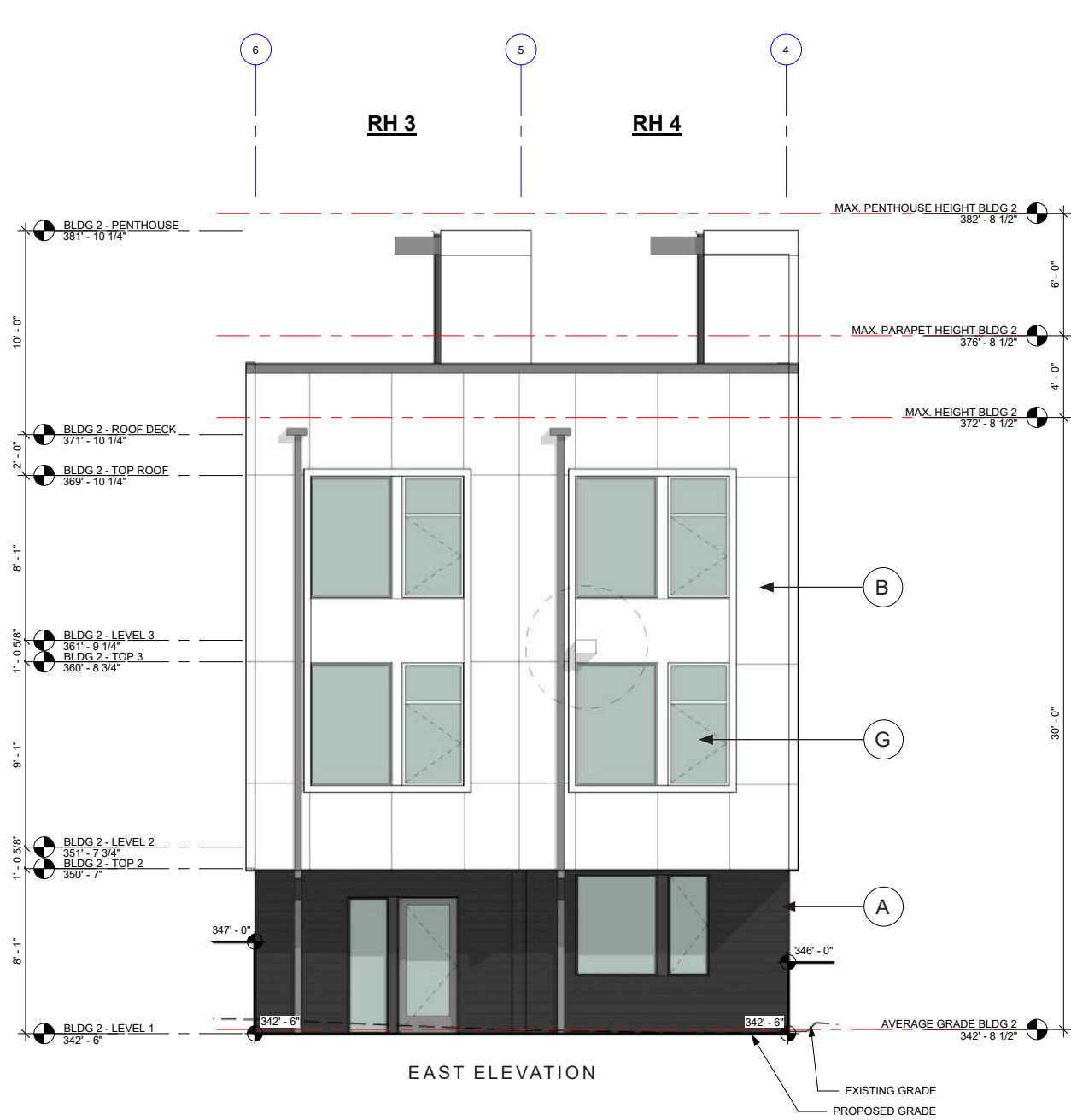


**G**  
**WINDOWS**  
WHITE OR BLACK  
VINYL

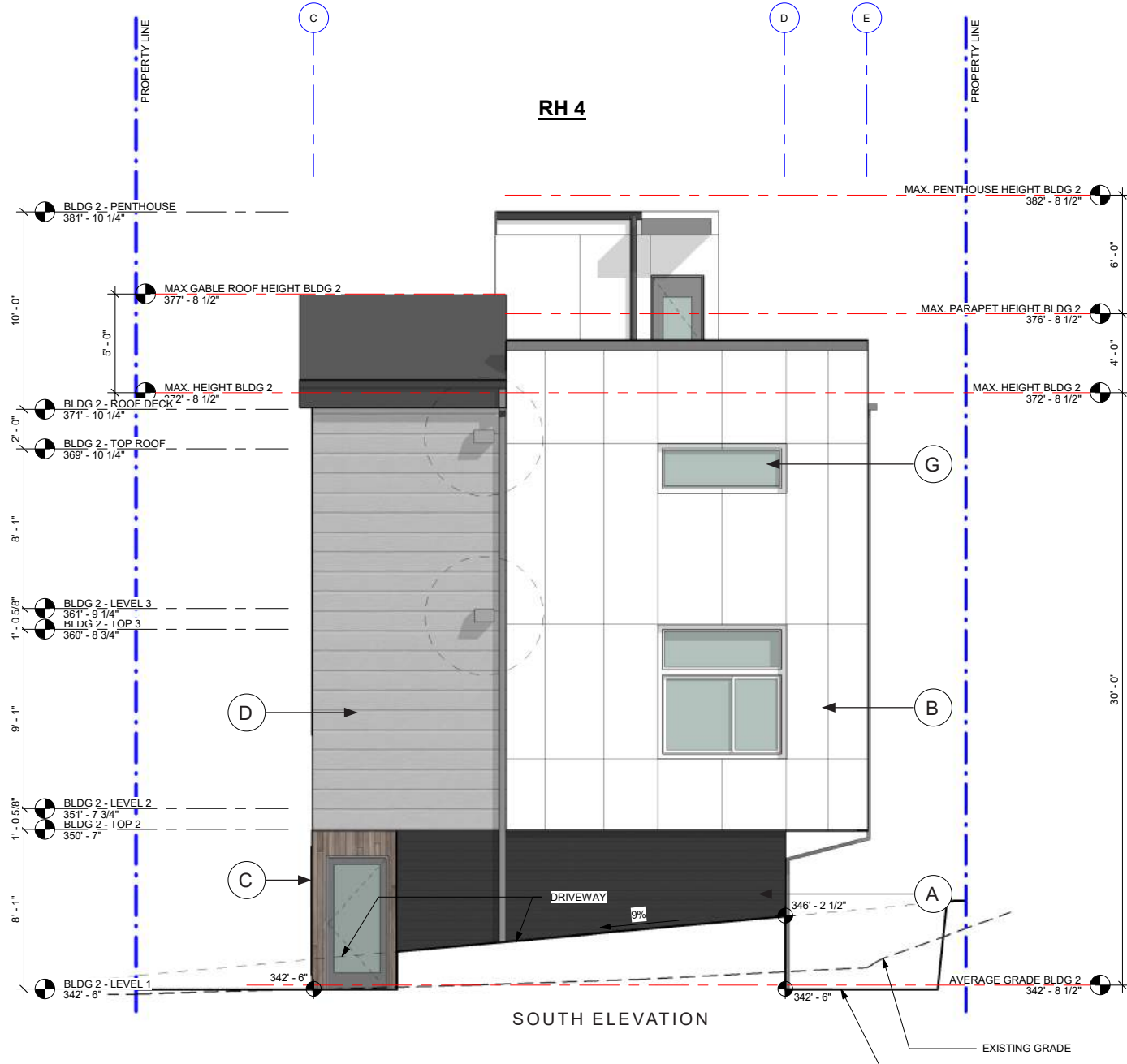




KEY



EAST ELEVATION

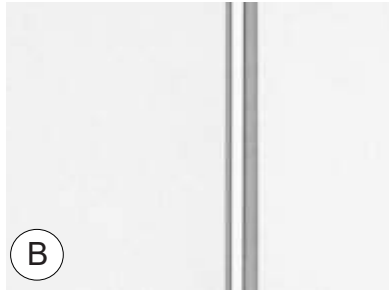


SOUTH ELEVATION



A

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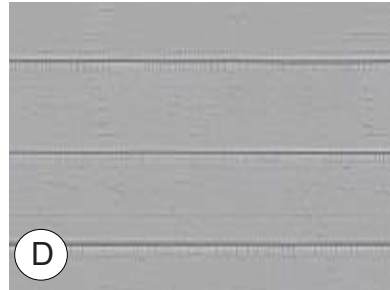
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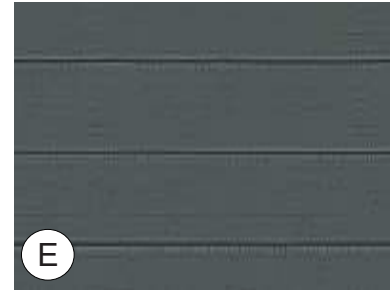
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**PROPOSED ON ALL  
SOFFITS**  
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STAIN: WOODSCAPE  
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D

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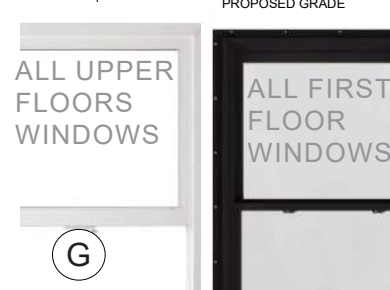
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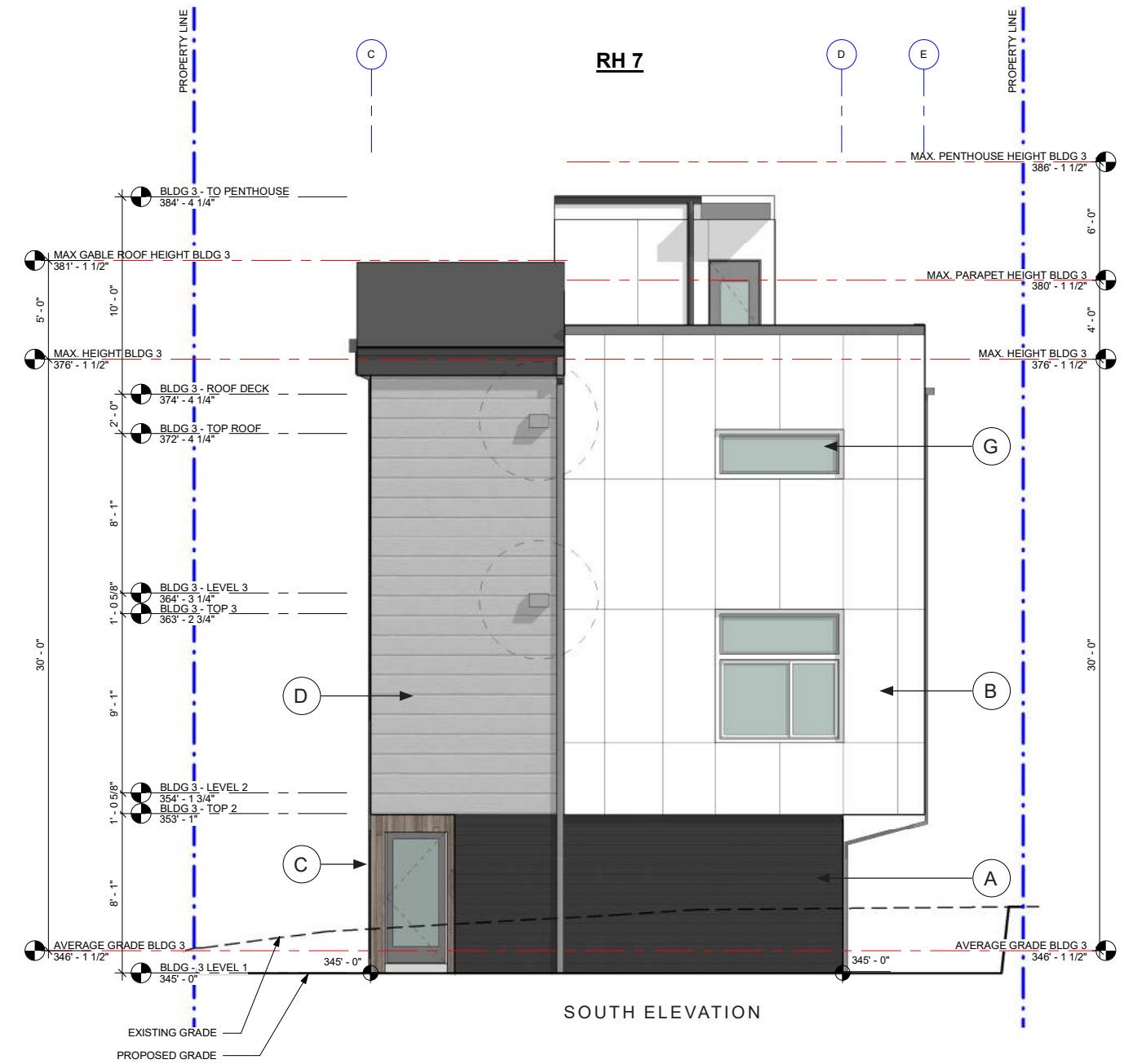
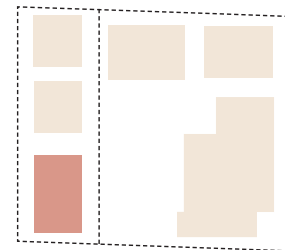
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**WINDOWS**  
WHITE OR BLACK  
VINYL

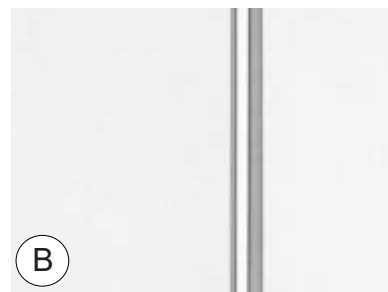
ALL UPPER  
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ALL FIRST  
FLOOR  
WINDOWS

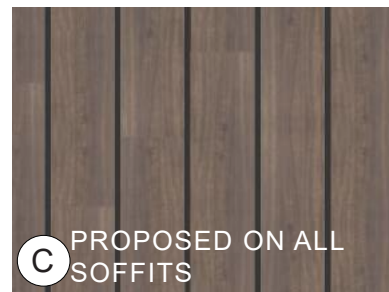




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EXPOSURE: 4"**



**HARDIEPANEL SMOOTH**  
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**THICKNESS:** 0.312"  
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**C** PROPOSED ON ALL  
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**HARDIEPLANK LAP  
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**COLOR:** CITYSCAPE-SW 7067

**THICKNESS:** 0.312"

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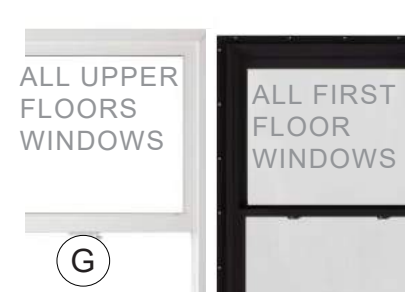
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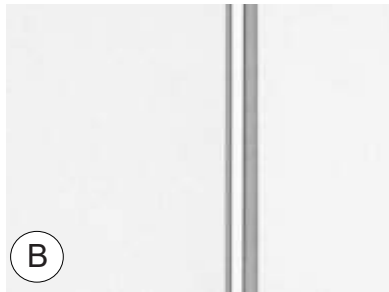


**WINDOWS**  
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VINYL





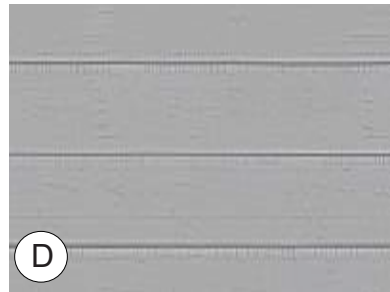
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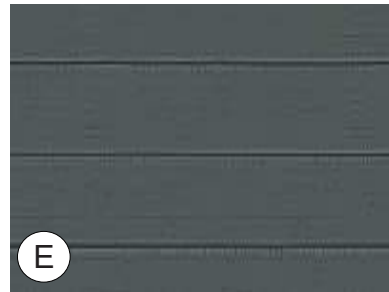
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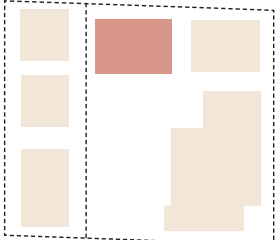


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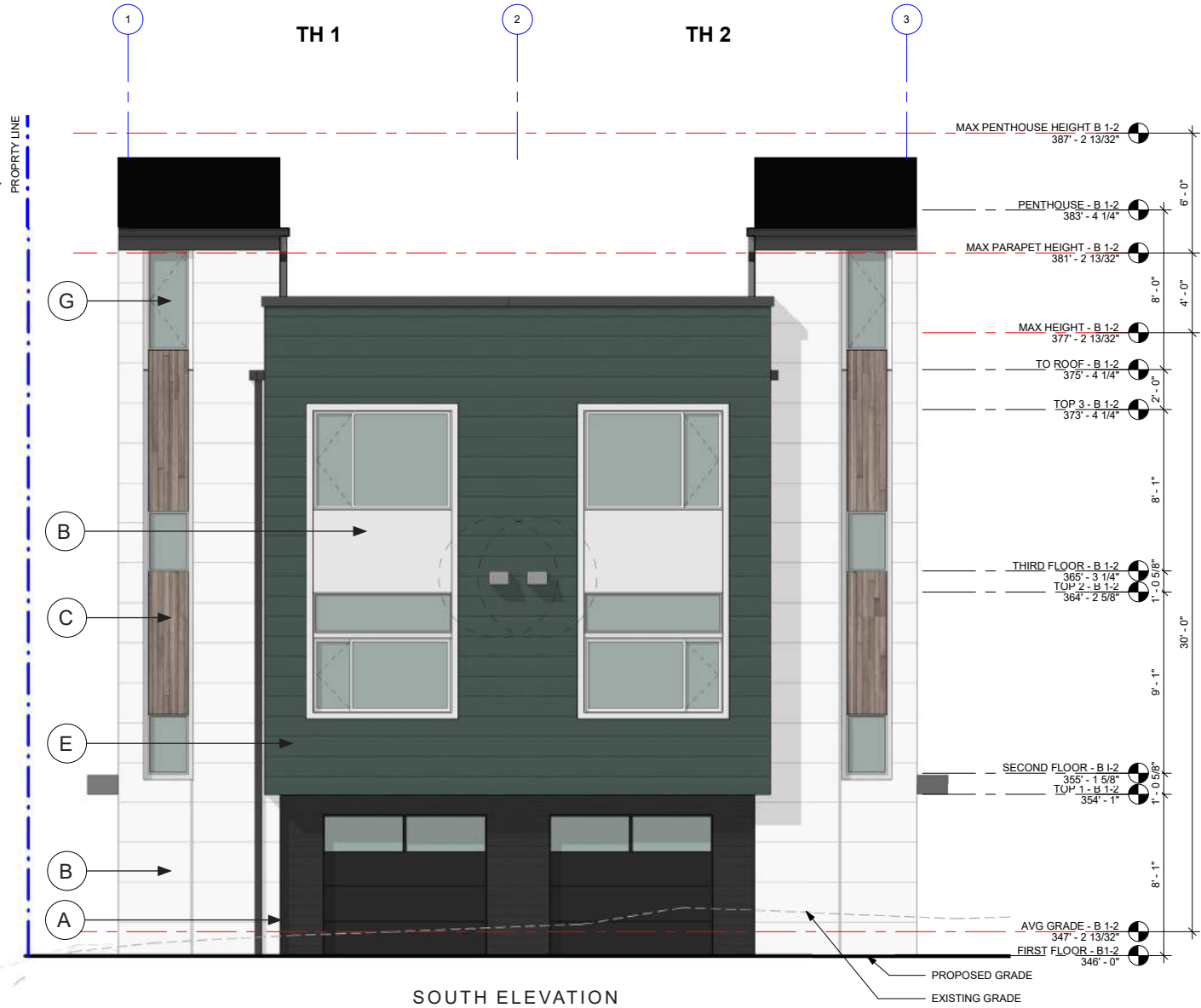


**G**  
**WINDOWS**  
WHITE OR BLACK VINYL





KEY



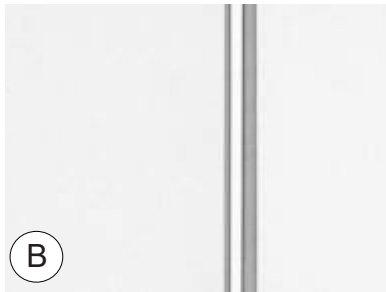
SOUTH ELEVATION



EAST ELEVATION



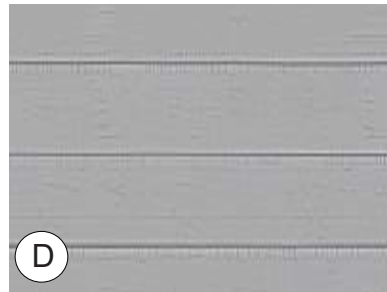
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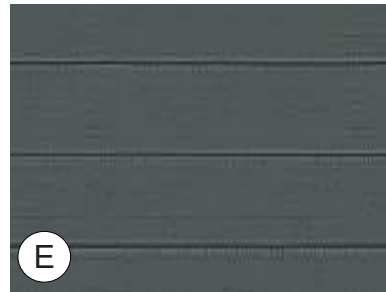
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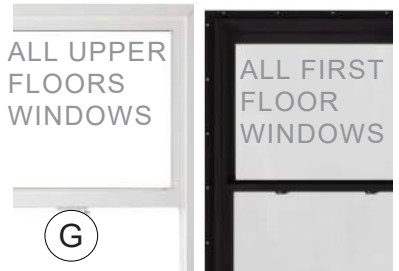
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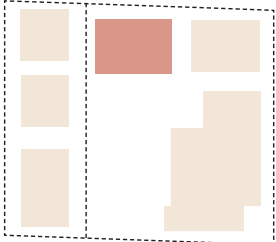


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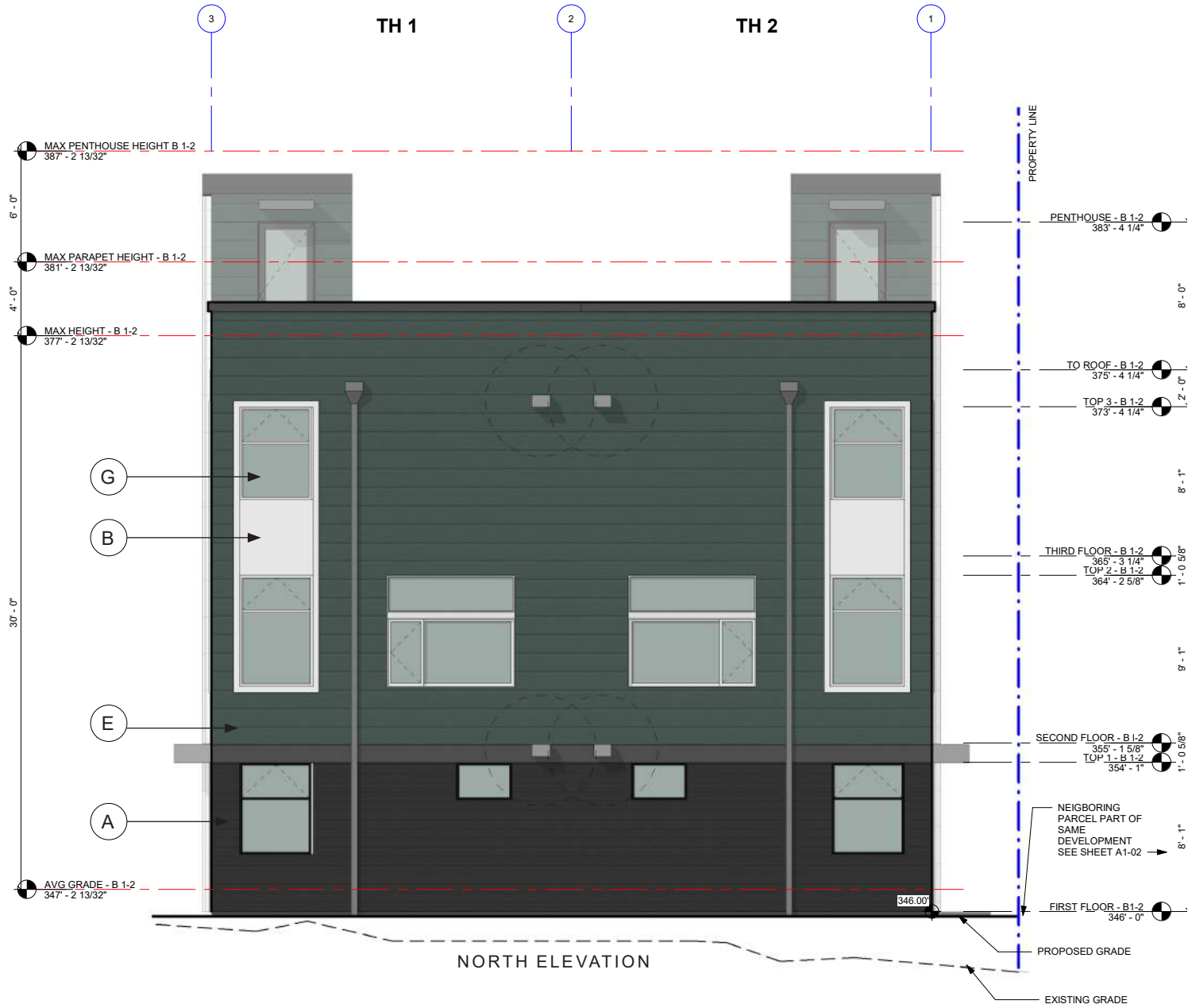


**G**  
**WINDOWS**  
WHITE OR BLACK VINYL





KEY



NORTH ELEVATION



WEST ELEVATION



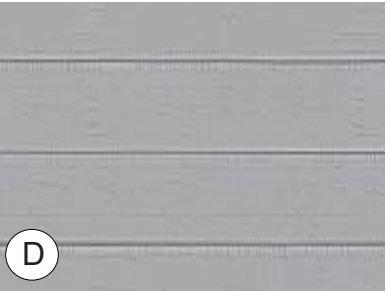
**A**  
**HARDIEPLANK LAP SMOOTH**  
COLOR: IRON ORE-SW 7069  
THICKNESS: 0.312"  
SIZE: 144" X 5.25"  
EXPOSURE: 4"



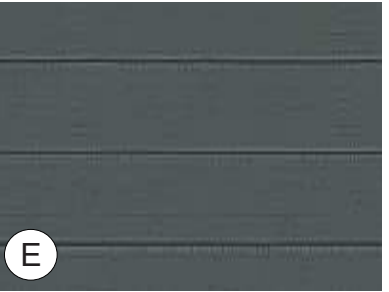
**B**  
**HARDIEPANEL SMOOTH**  
COLOR: WHITE SNOW-SW 9541  
THICKNESS: 0.312"  
SIZE: 108" X 48"



**C** PROPOSED ON ALL SOFFITS  
**TIGHT KNOT CEDAR (TONGUE & GROOVE)**  
STAIN: WOODSCAPE  
THICKNESS: 1"  
SIZE: 4" X 144"(VERTICAL)



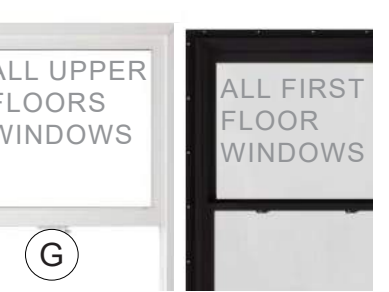
**D**  
**HARDIEPLANK LAP SMOOTH**  
COLOR: CITYSCAPE-SW 7067  
THICKNESS: 0.312"  
SIZE: 144" X 5.25"  
EXPOSURE: 10.75"



**E**  
**HARDIEPLANK LAP SMOOTH**  
COLOR: DARD HUNTER GREEN-SW 0041  
THICKNESS: 0.312"  
SIZE: 144" X 5.25"  
EXPOSURE: 10.75"

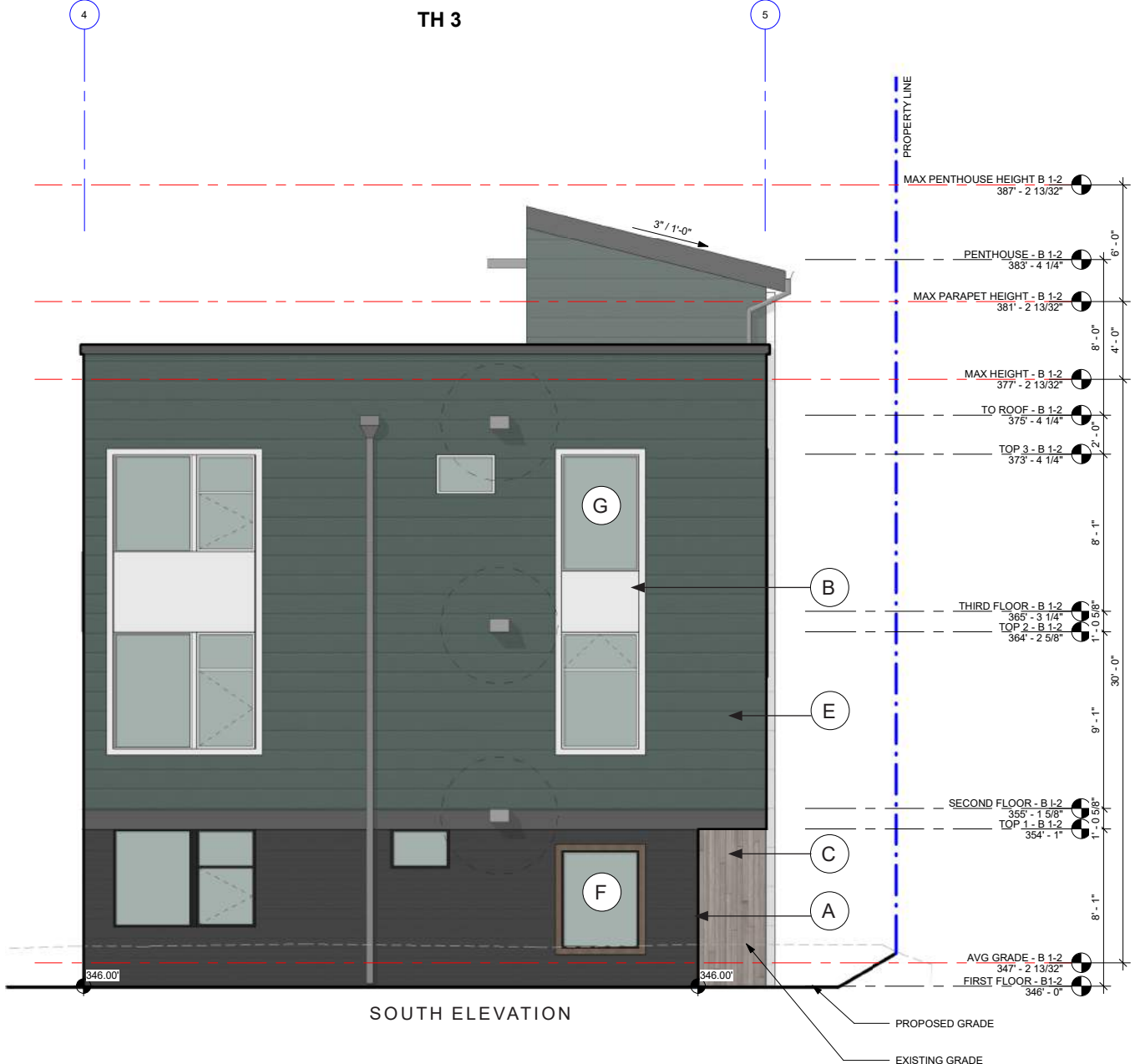
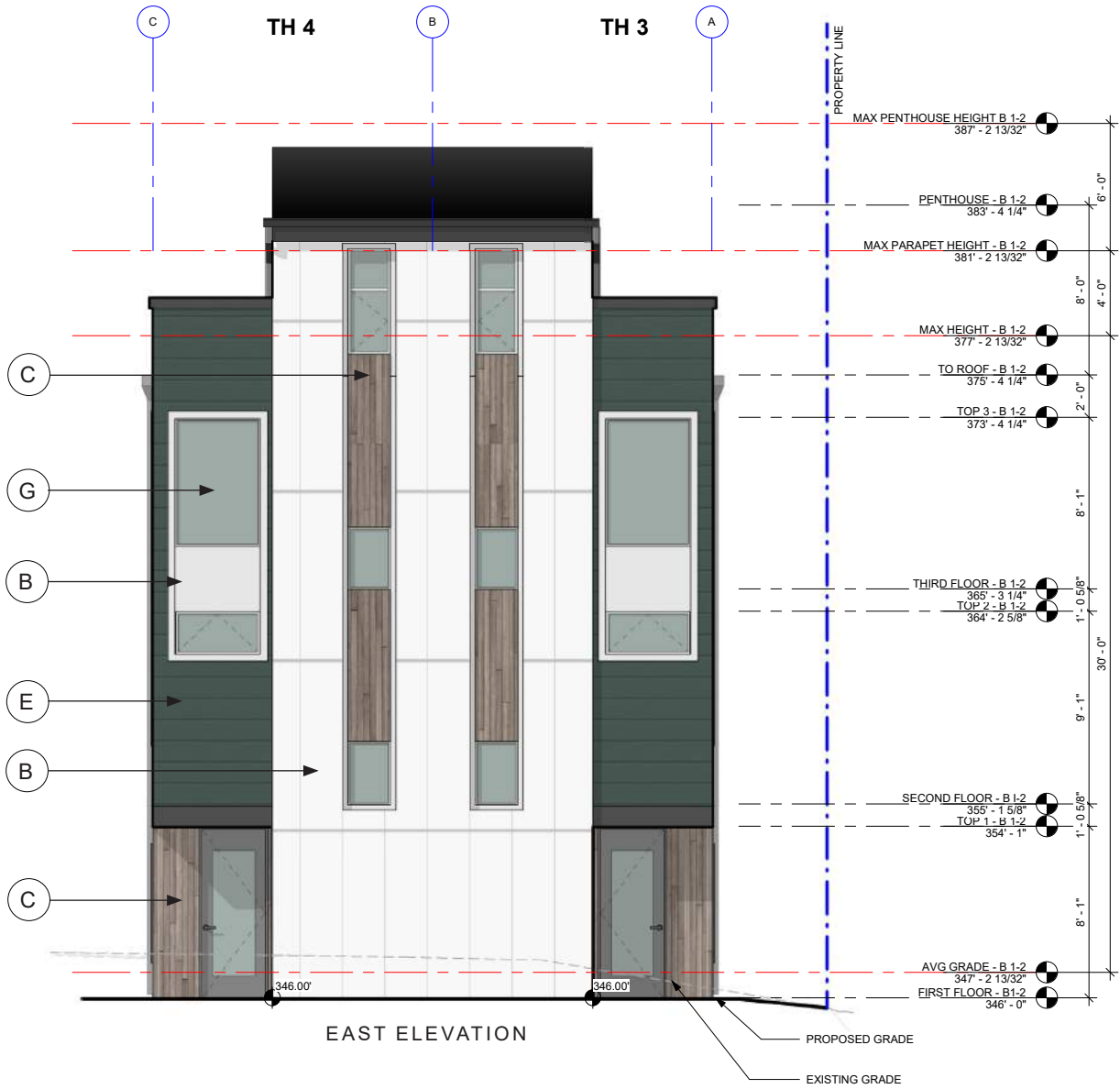
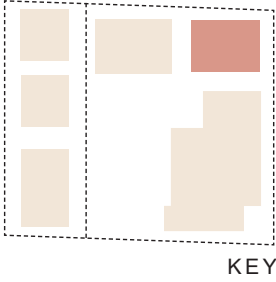


**F**  
**TIGHT KNOT CEDAR (TONGUE & GROOVE)**  
STAIN: WOODSCAPE  
THICKNESS: 1"  
SIZE: 4" X 144"



**G**  
**WINDOWS**  
WHITE OR BLACK VINYL





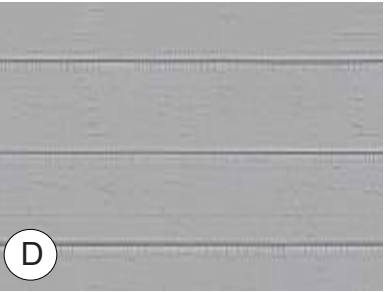
**A**  
**HARDIEPLANK LAP SMOOTH**  
COLOR: IRON ORE-SW 7069  
THICKNESS: 0.312"  
SIZE: 144" X 5.25"  
EXPOSURE: 4"



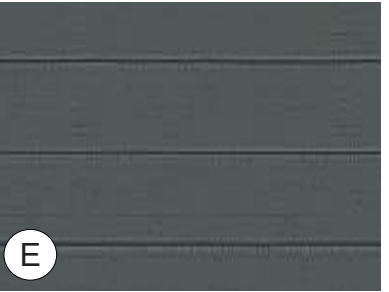
**B**  
**HARDIEPANEL SMOOTH**  
COLOR: WHITE SNOW-SW 9541  
THICKNESS: 0.312"  
SIZE: 108" X 48"



**C** PROPOSED ON ALL SOFFITS  
**TIGHT KNOT CEDAR (TONGUE & GROOVE)**  
STAIN: WOODSCAPE  
THICKNESS: 1"  
SIZE: 4" X 144"(VERTICAL)



**D**  
**HARDIEPLANK LAP SMOOTH**  
COLOR: CITYSCAPE-SW 7067  
THICKNESS: 0.312"  
SIZE: 144" X 5.25"  
EXPOSURE: 10.75"



**E**  
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COLOR: DARD HUNTER GREEN-SW 0041  
THICKNESS: 0.312"  
SIZE: 144" X 5.25"  
EXPOSURE: 10.75"

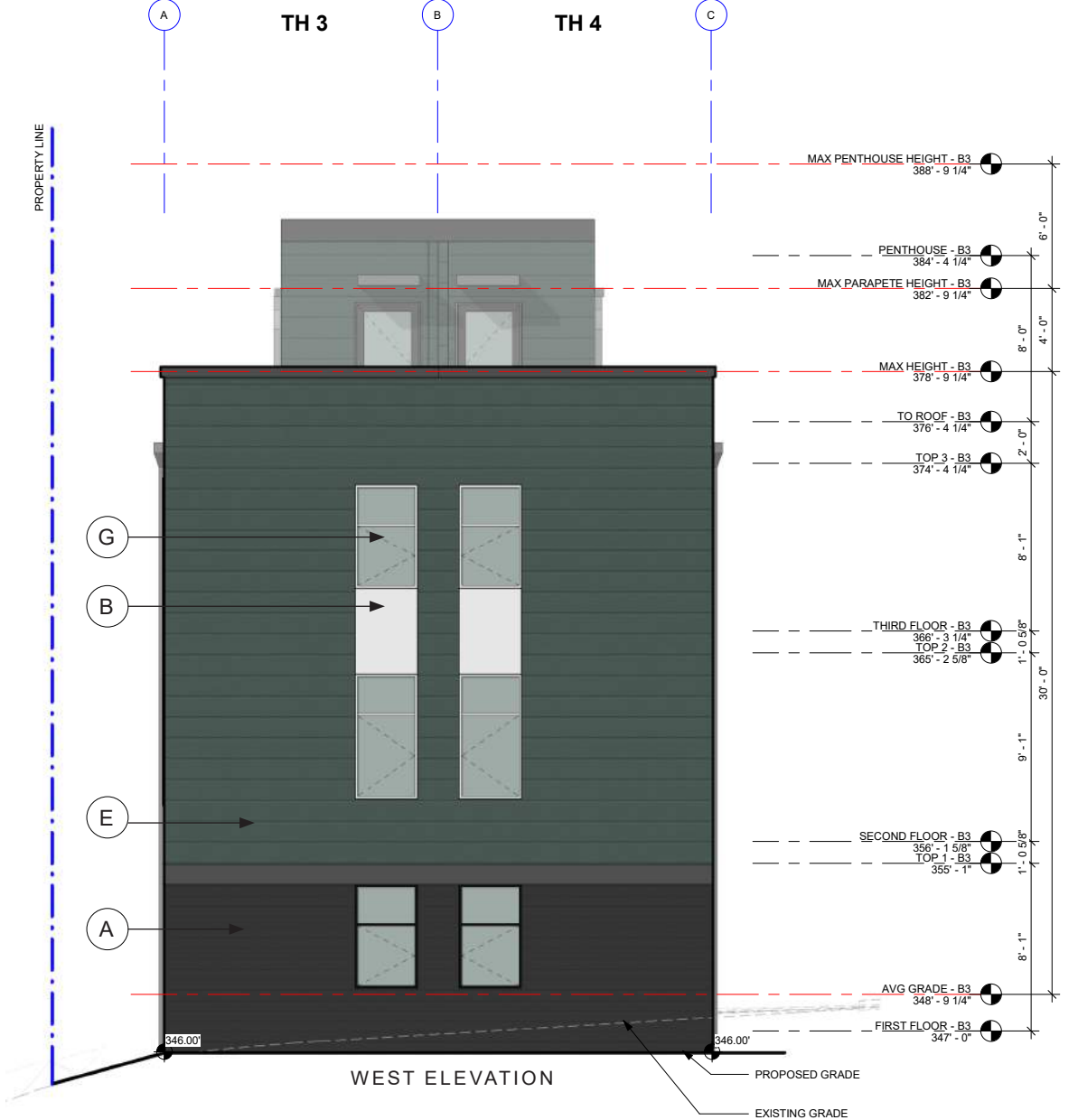
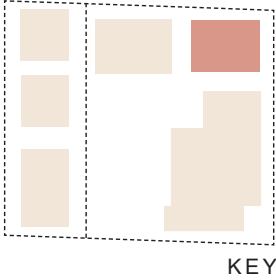


**F**  
**TIGHT KNOT CEDAR (TONGUE & GROOVE)**  
STAIN: WOODSCAPE  
THICKNESS: 1"  
SIZE: 4" X 144"



**G**  
**WINDOWS**  
WHITE OR BLACK VINYL





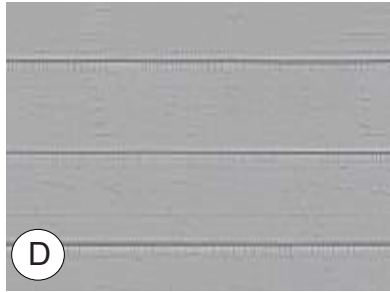
**A**  
**HARDIEPLANK LAP SMOOTH**  
COLOR: IRON ORE-SW 7069  
THICKNESS: 0.312"  
SIZE: 144" X 5.25"  
EXPOSURE: 4"



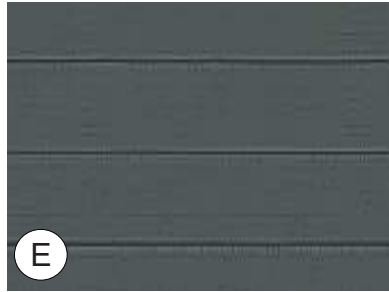
**B**  
**HARDIEPANEL SMOOTH**  
COLOR: WHITE SNOW-SW 9541  
THICKNESS: 0.312"  
SIZE: 108" X 48"



**C** PROPOSED ON ALL SOFFITS  
**TIGHT KNOT CEDAR (TONGUE & GROOVE)**  
STAIN: WOODSCAPE  
THICKNESS: 1"  
SIZE: 4" X 144"(VERTICAL)



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COLOR: CITYSCAPE-SW 7067  
THICKNESS: 0.312"  
SIZE: 144" X 5.25"  
EXPOSURE: 10.75"



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COLOR: DARD HUNTER GREEN-SW 0041  
THICKNESS: 0.312"  
SIZE: 144" X 5.25"  
EXPOSURE: 10.75"

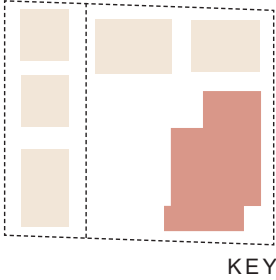


**F**  
**TIGHT KNOT CEDAR (TONGUE & GROOVE)**  
STAIN: WOODSCAPE  
THICKNESS: 1"  
SIZE: 4" X 144"



**G**  
**WINDOWS**  
WHITE OR BLACK VINYL





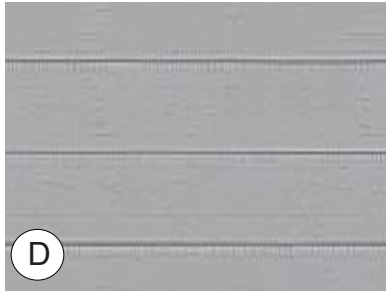
**A**  
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SIZE: 144" X 5.25"  
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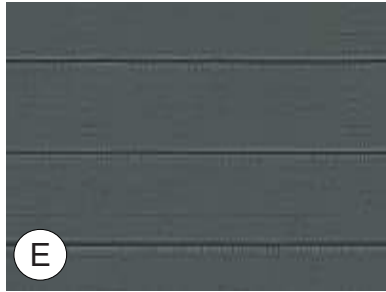
**B**  
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COLOR: WHITE SNOW-SW 9541  
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SIZE: 108" X 48"



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STAIN: WOODSCAPE  
THICKNESS: 1"  
SIZE: 4" X 144"(VERTICAL)



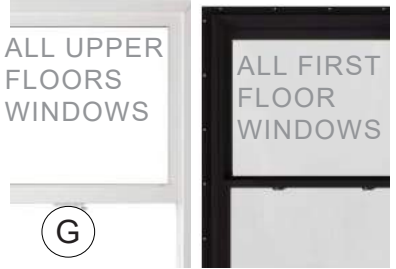
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SIZE: 144" X 5.25"  
EXPOSURE: 10.75"

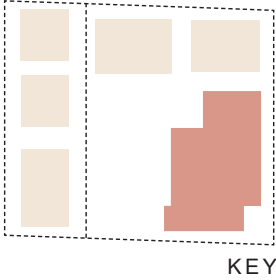


**F**  
**TIGHT KNOT CEDAR (TONGUE & GROOVE)**  
STAIN: WOODSCAPE  
THICKNESS: 1"  
SIZE: 4" X 144"

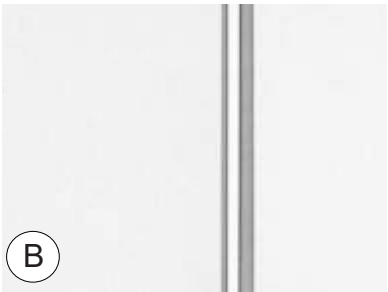


**G**  
**WINDOWS**  
WHITE OR BLACK VINYL





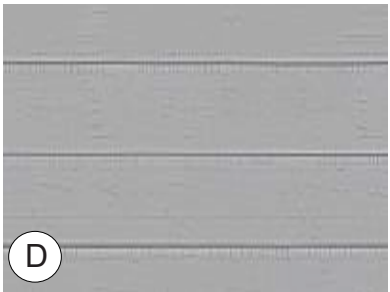
**A**  
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THICKNESS: 0.312"  
SIZE: 144" X 5.25"  
EXPOSURE: 4"



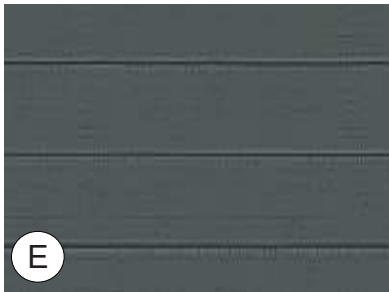
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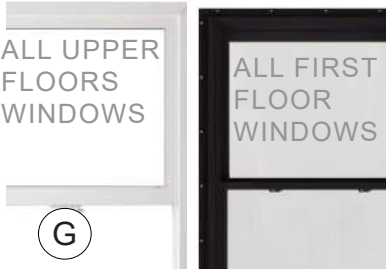
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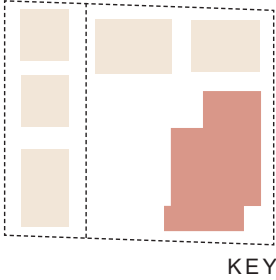


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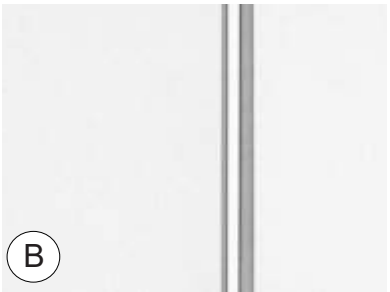


**G**  
**WINDOWS**  
WHITE OR BLACK  
VINYL





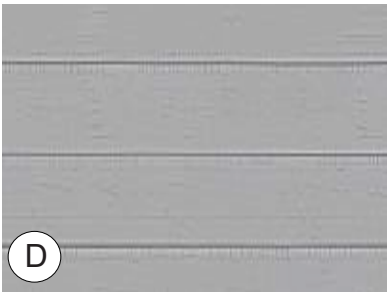
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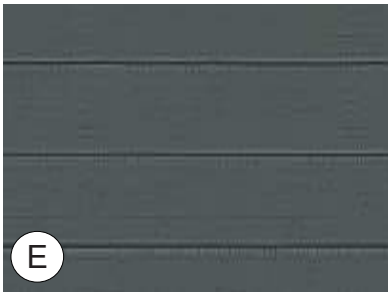
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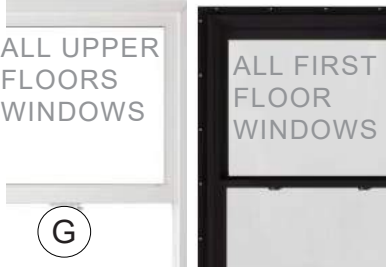
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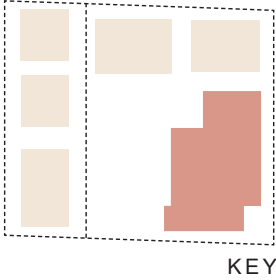


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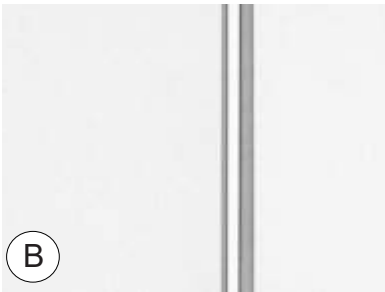


**G**  
**WINDOWS**  
WHITE OR BLACK  
VINYL





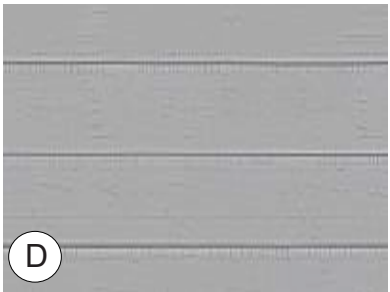
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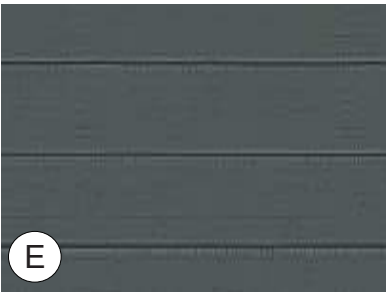
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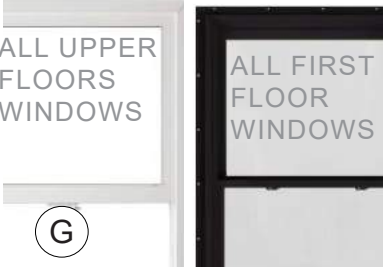
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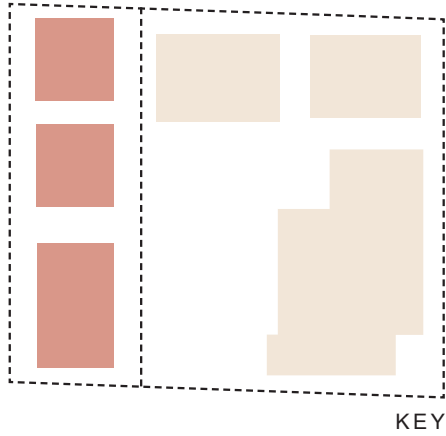


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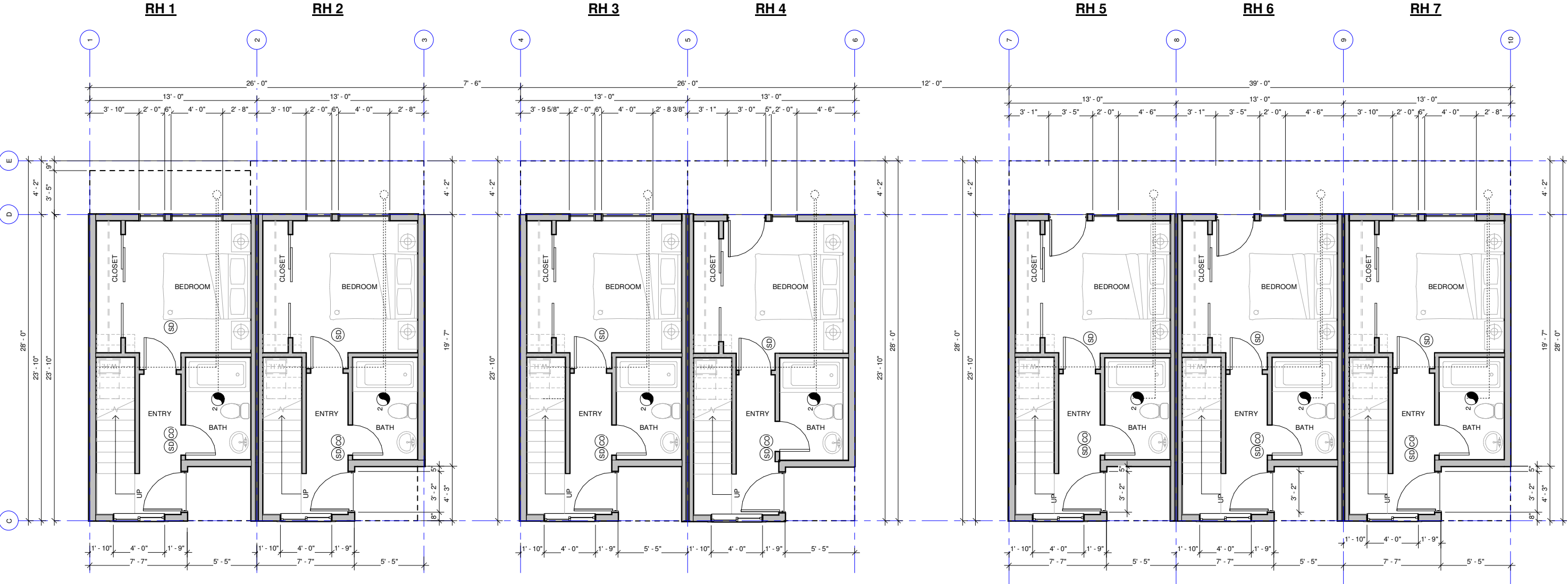


**G**  
**WINDOWS**  
WHITE OR BLACK  
VINYL



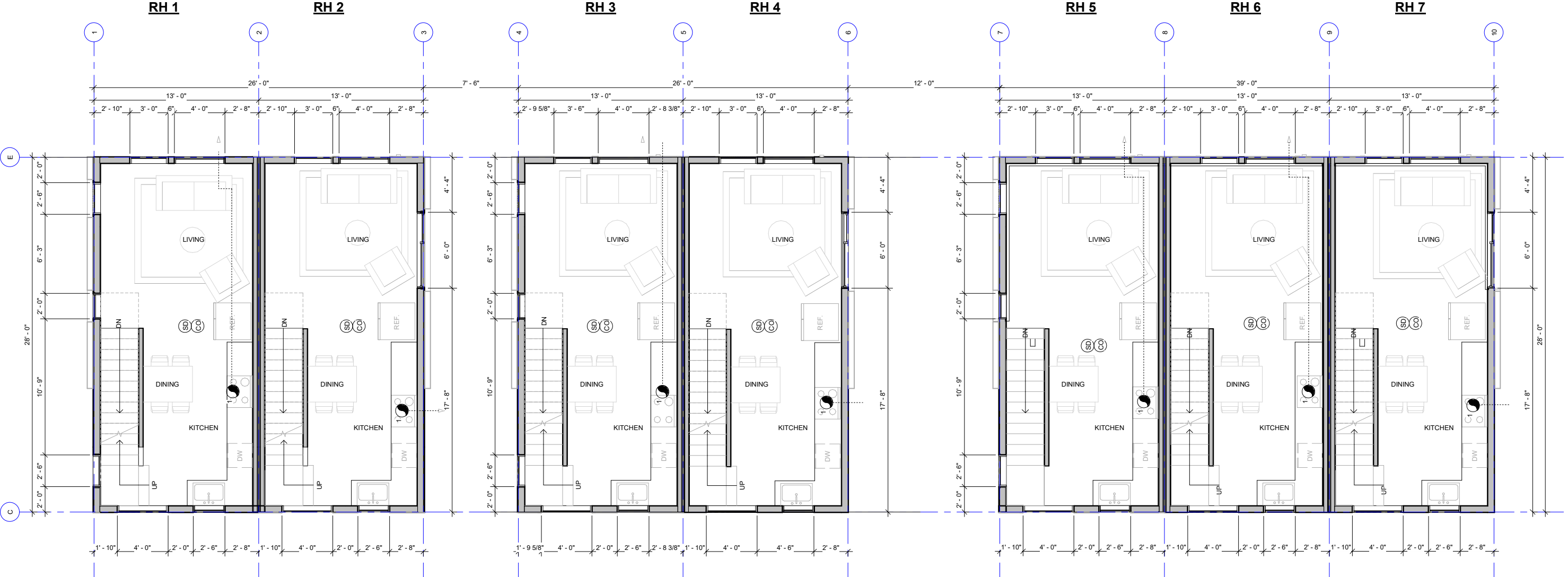
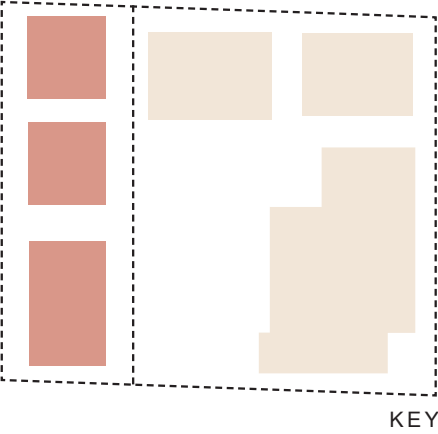


KEY



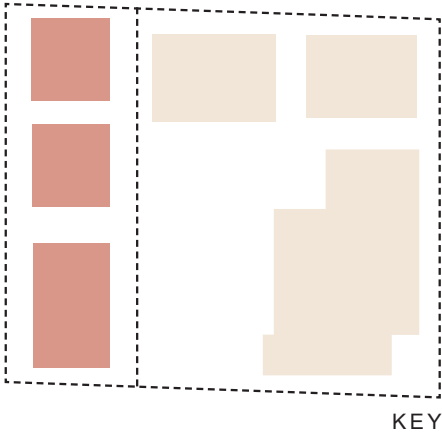
FIRST FLOOR PLAN





SECOND FLOOR PLAN





**RH 1**

**RH 2**

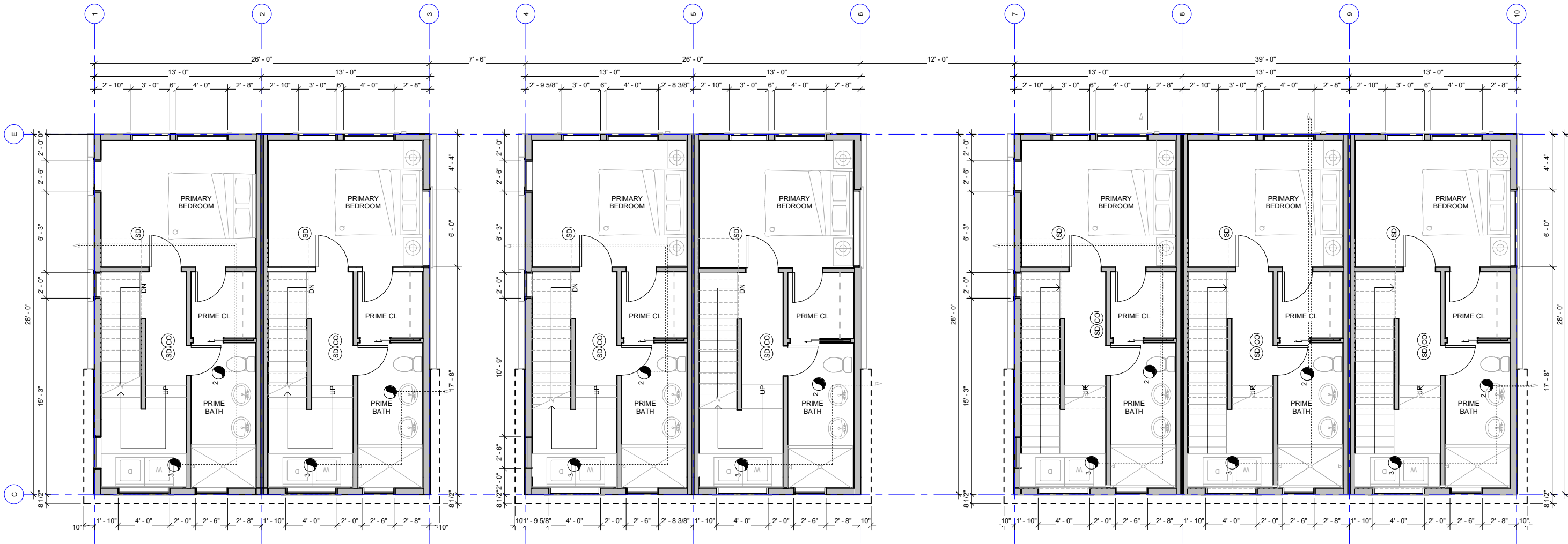
**RH 3**

**RH 4**

**RH 5**

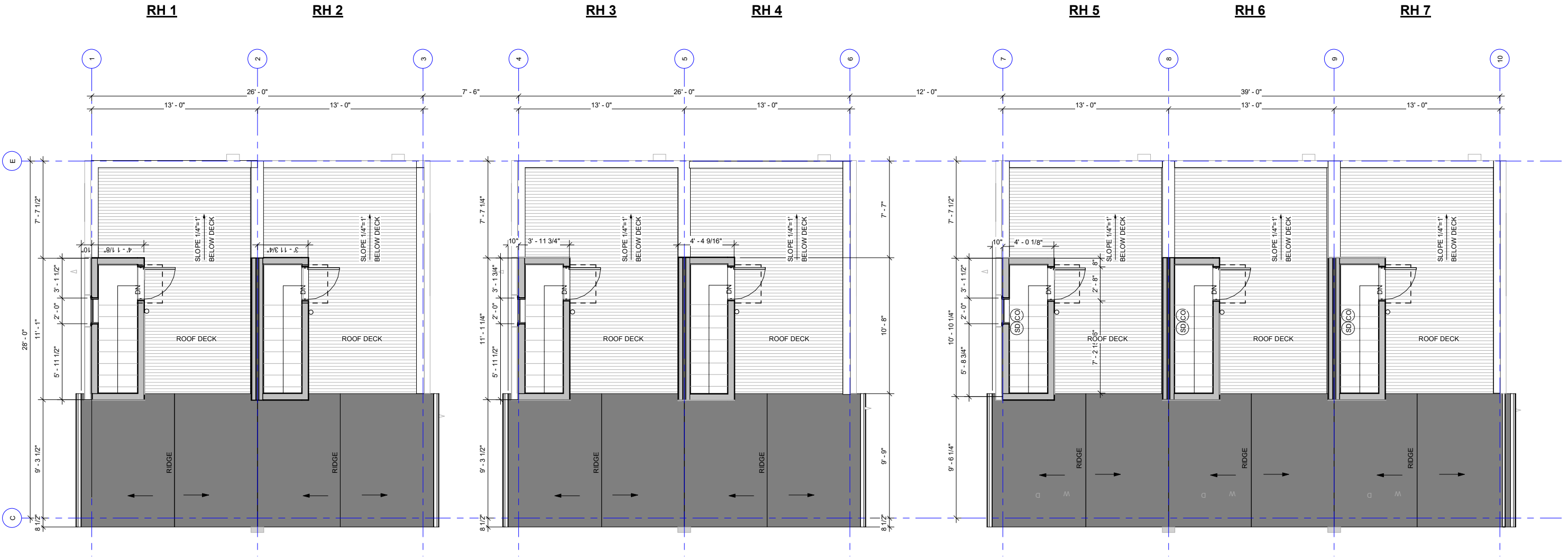
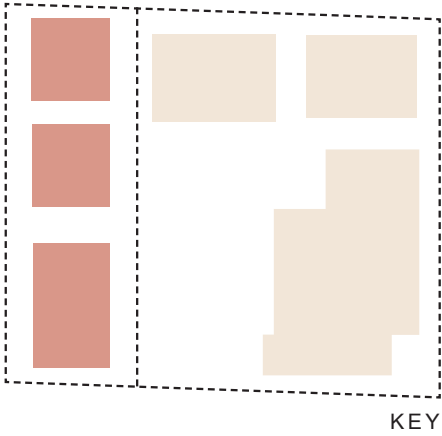
**RH 6**

**RH 7**



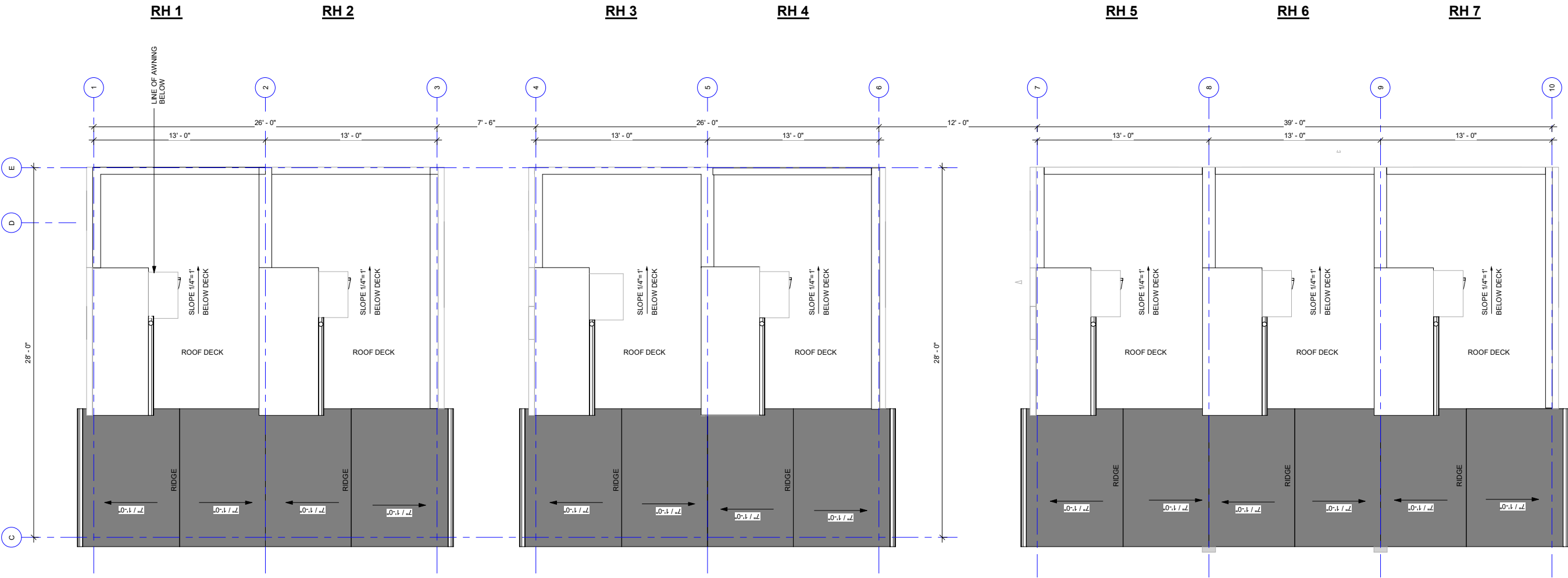
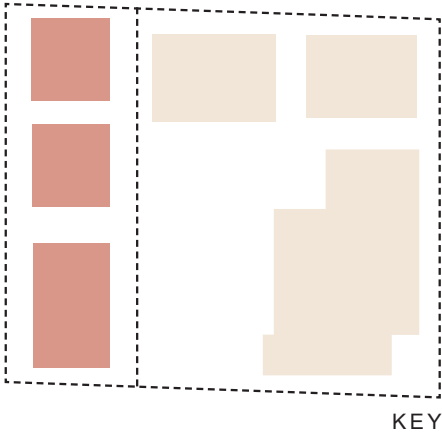
THIRD FLOOR PLAN





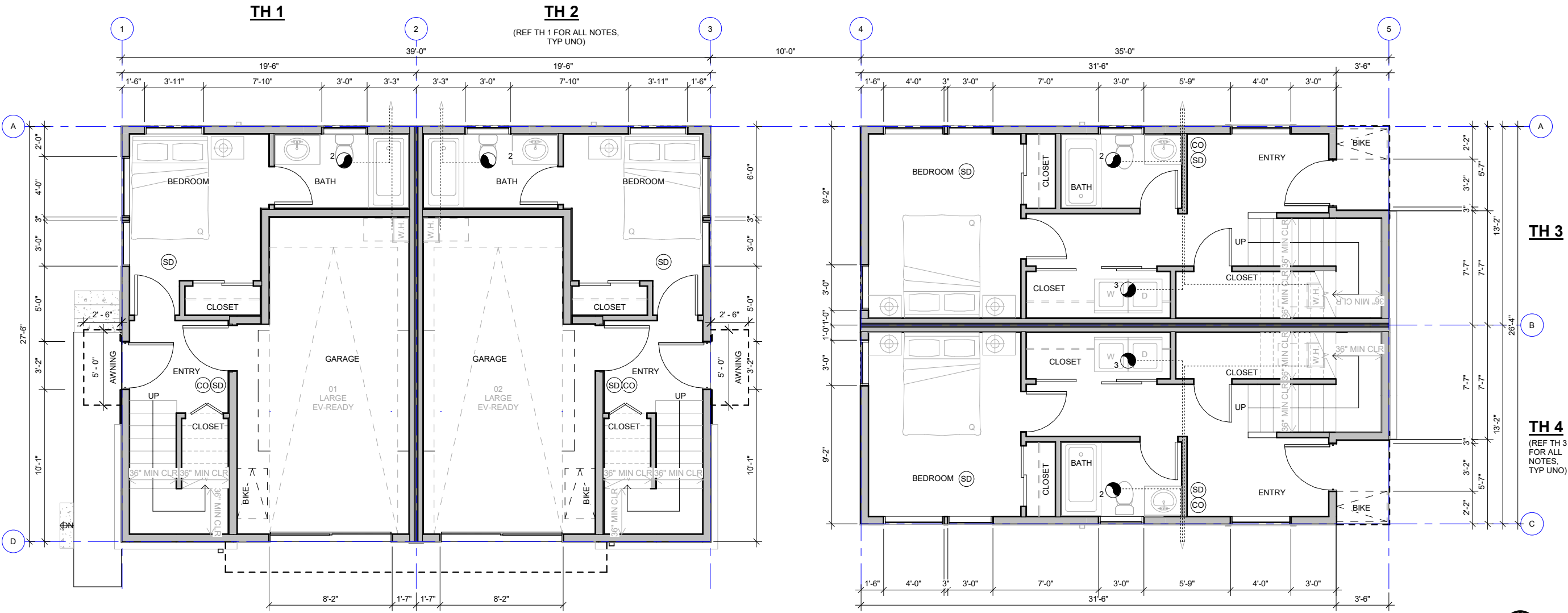
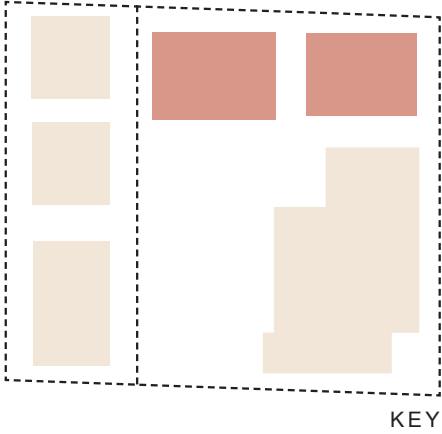
ROOF DECK FLOOR PLAN



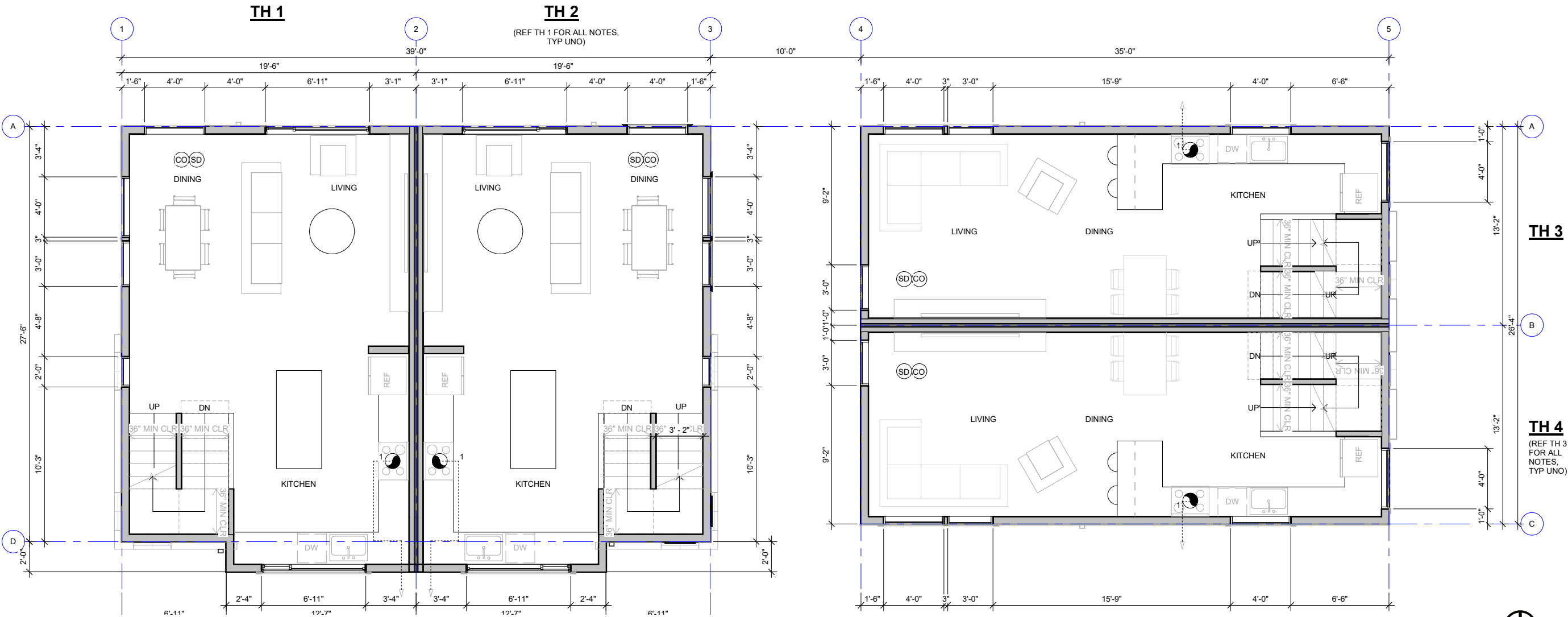
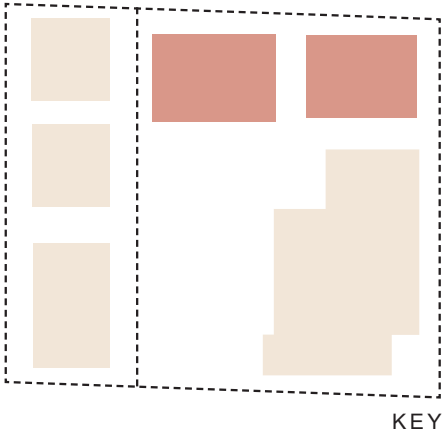


PENTHOUSE FLOOR PLAN



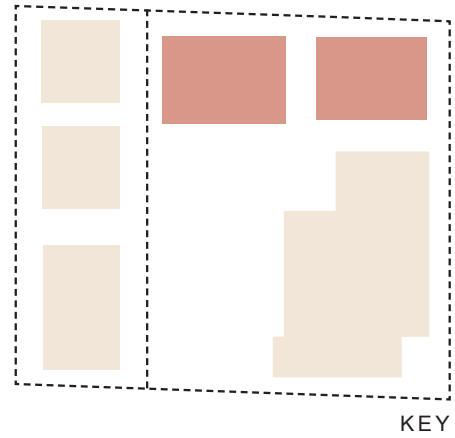




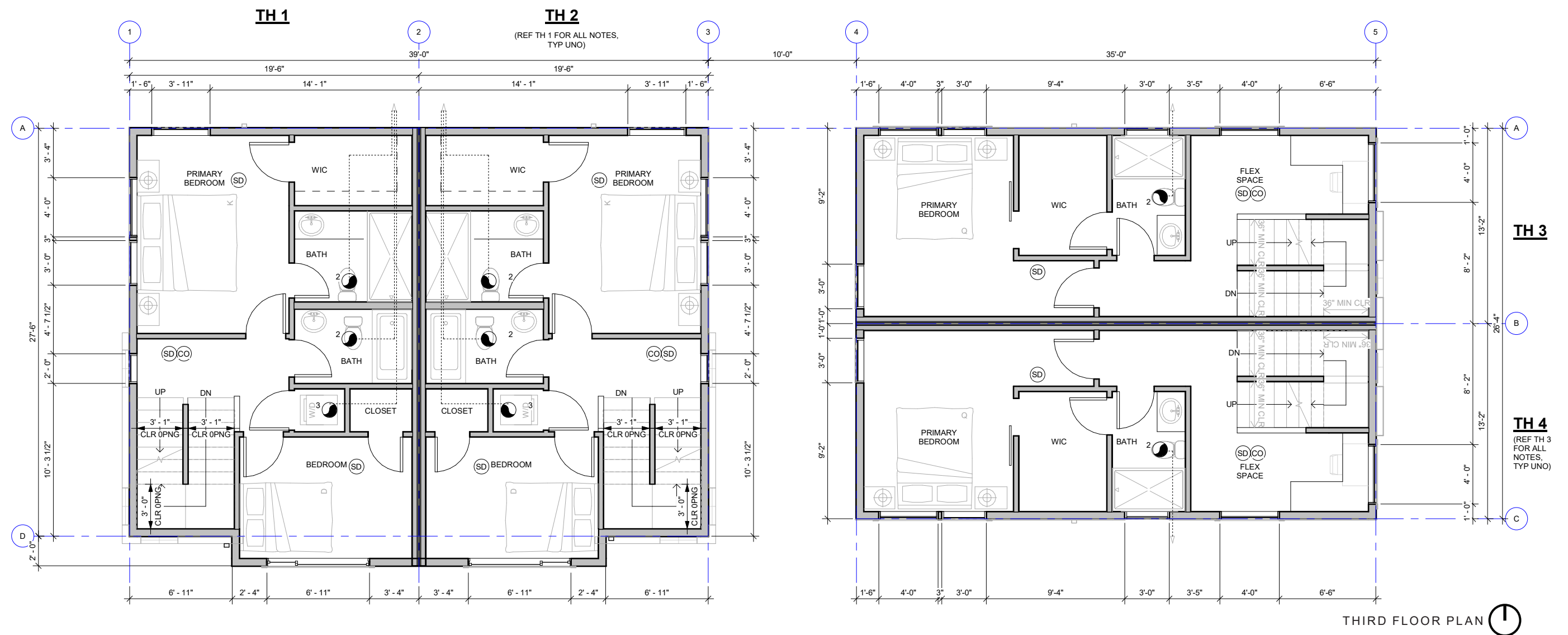


SECOND FLOOR PLAN

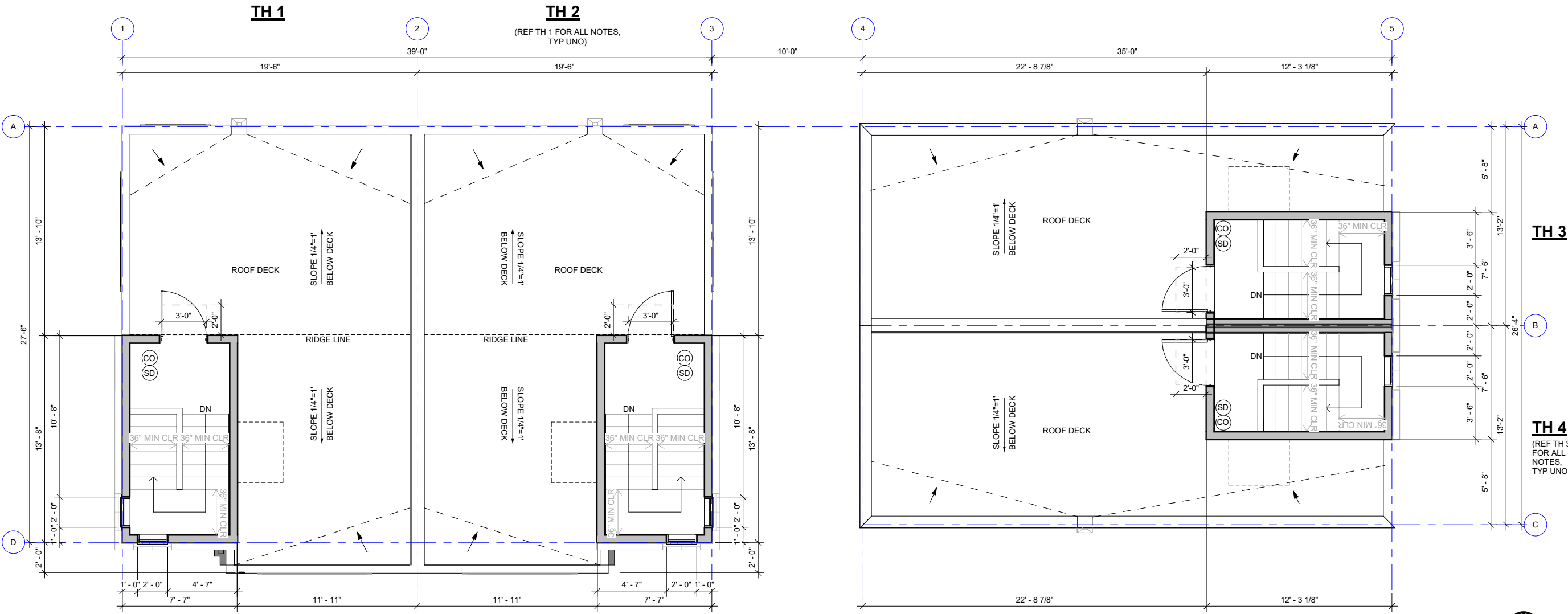
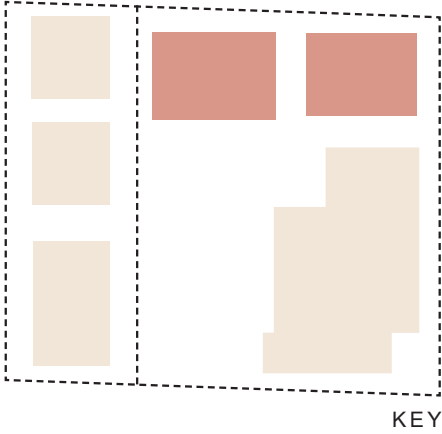




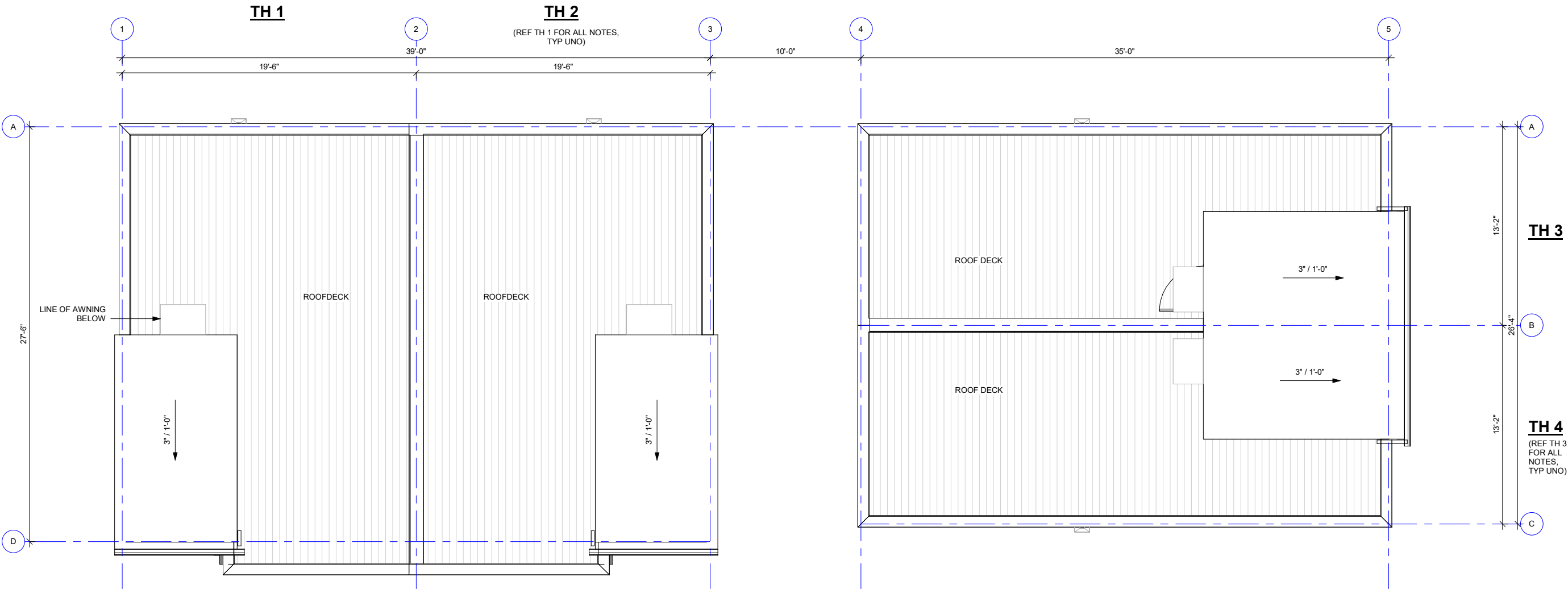
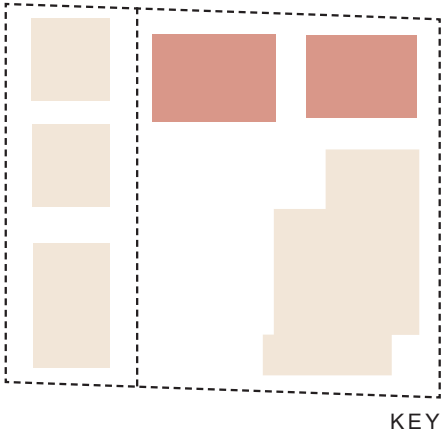
## KEY





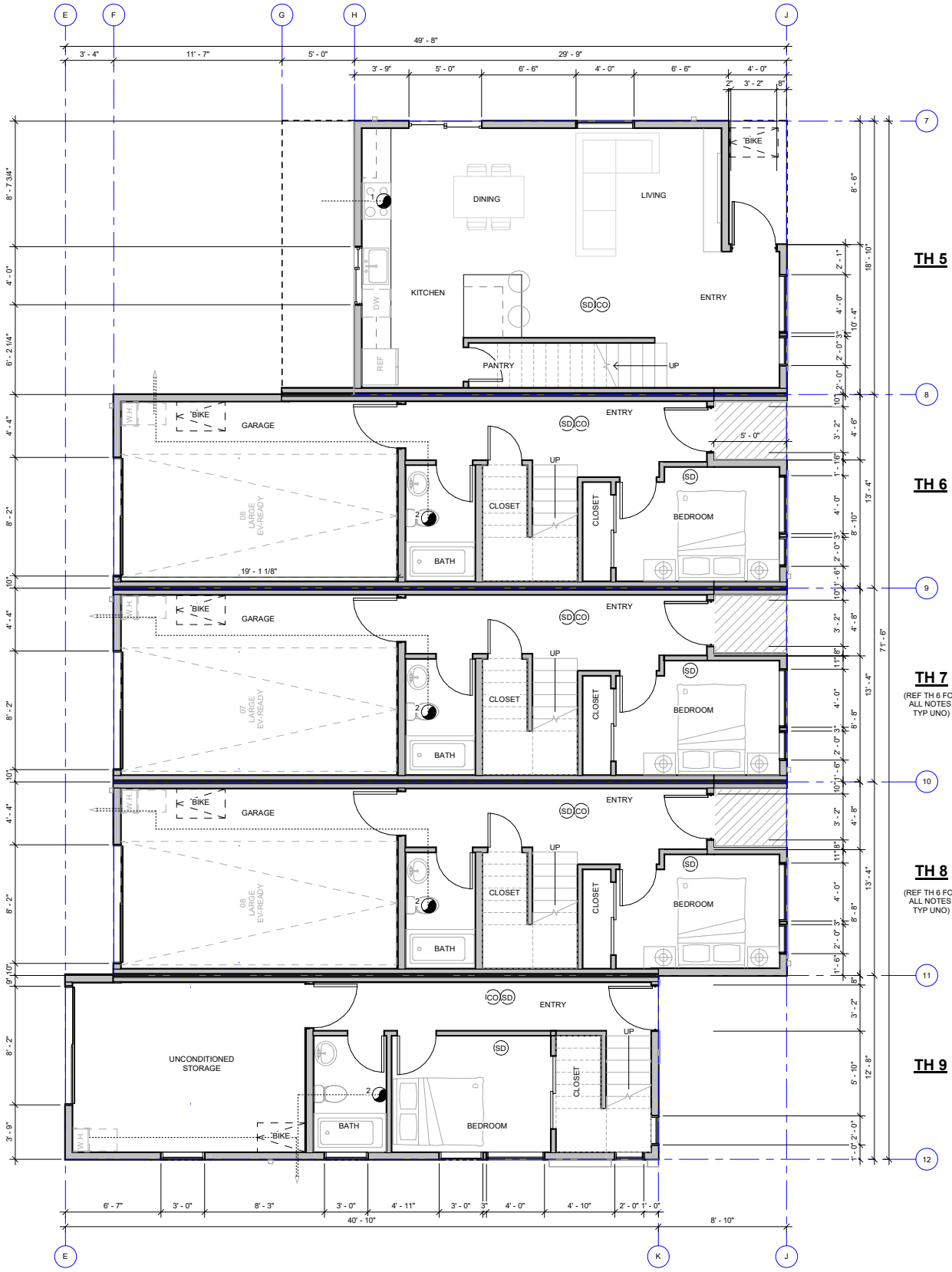
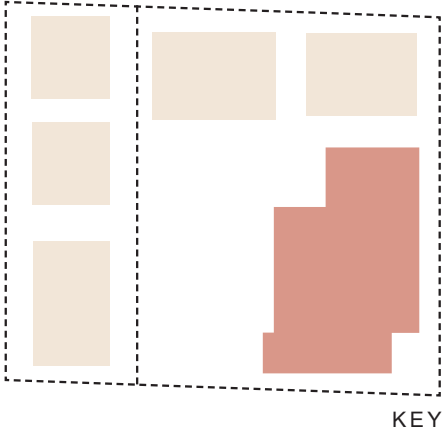






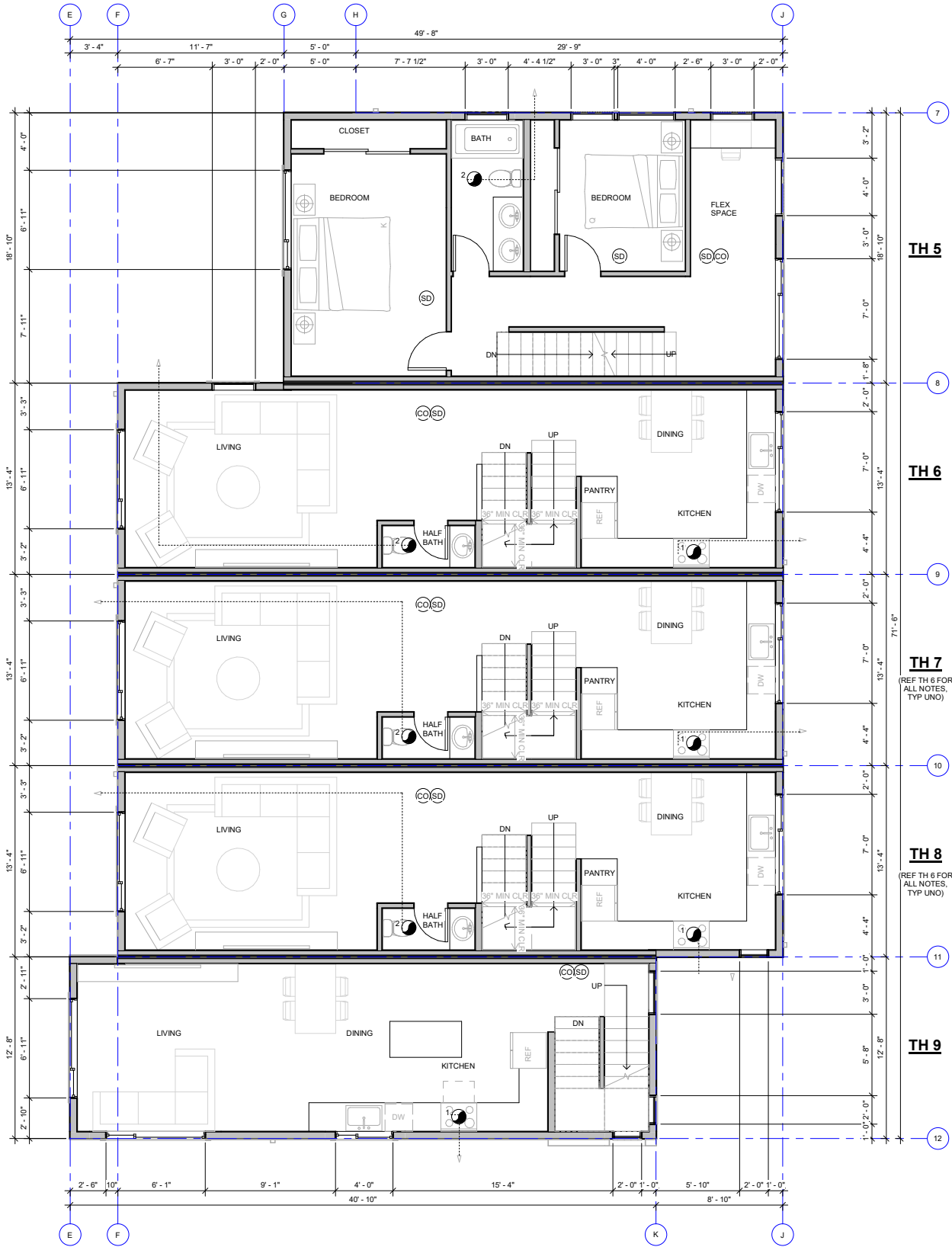
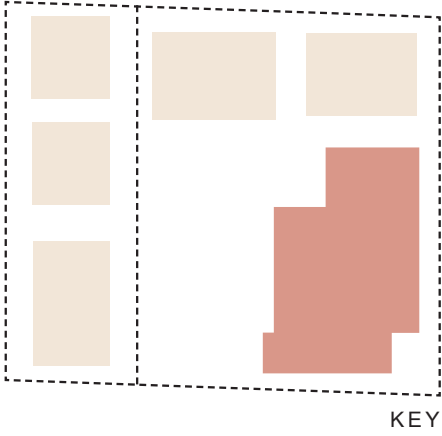
PENTHOUSE FLOOR PLAN





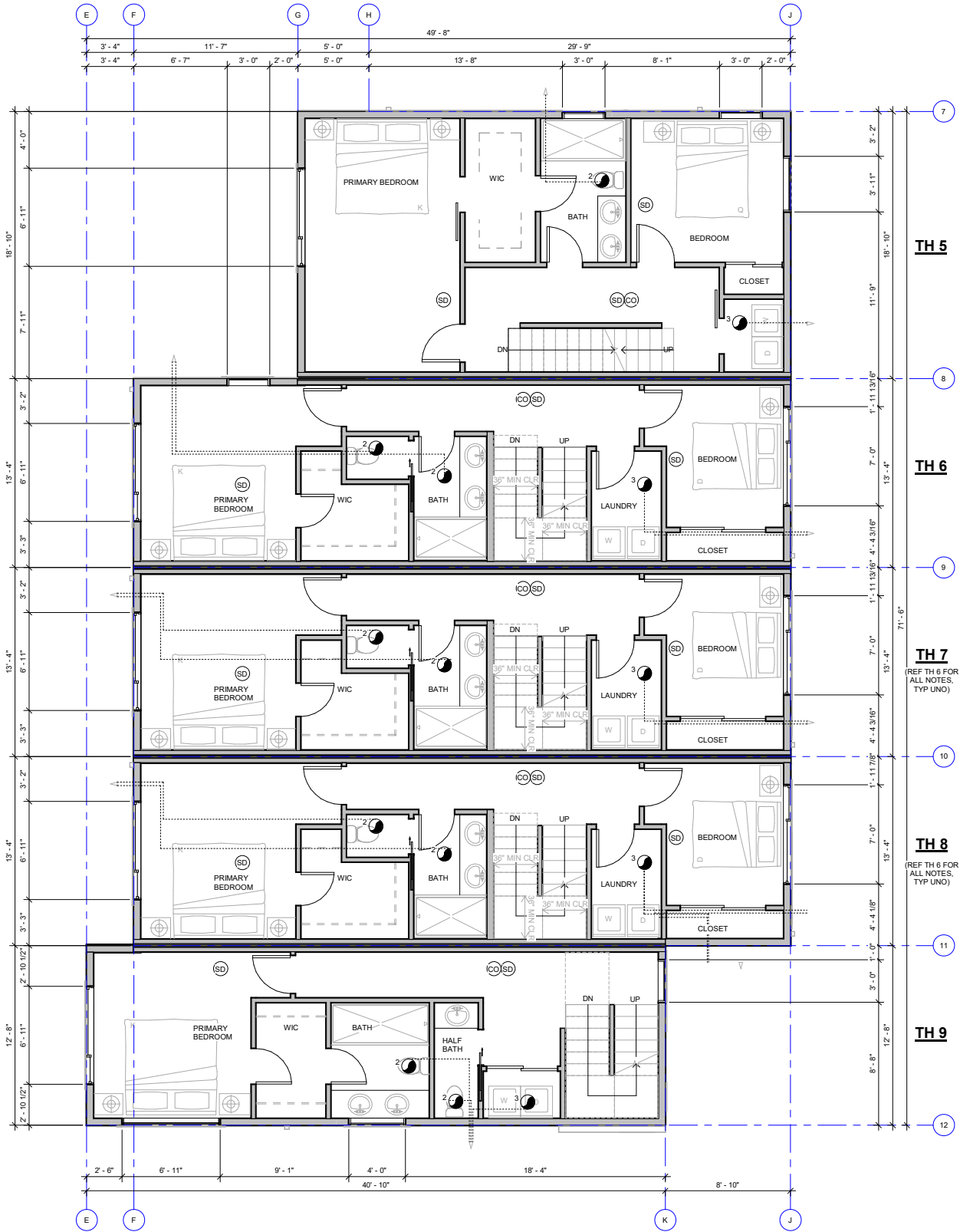
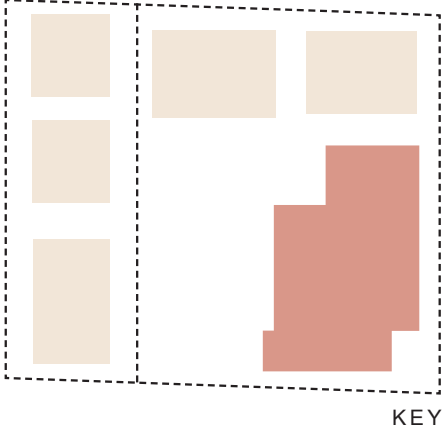
FIRST FLOOR PLAN





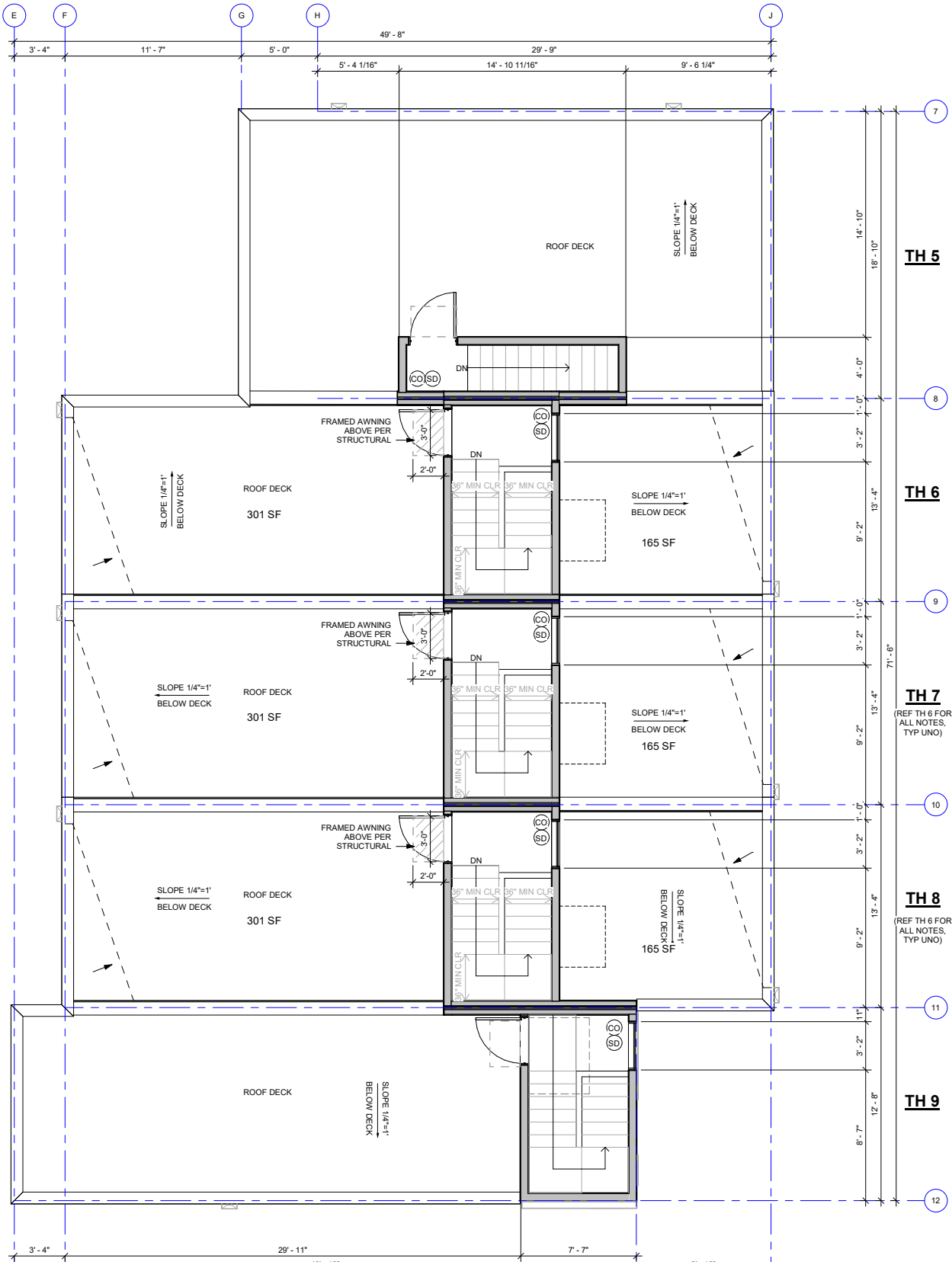
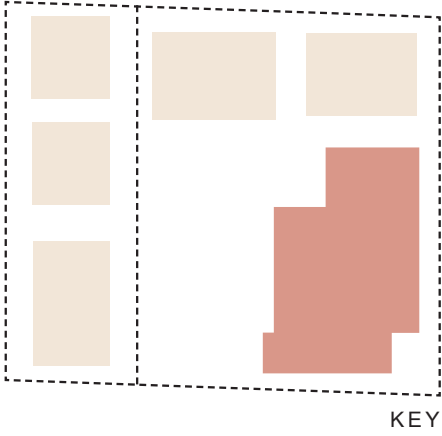
SECOND FLOOR PLAN





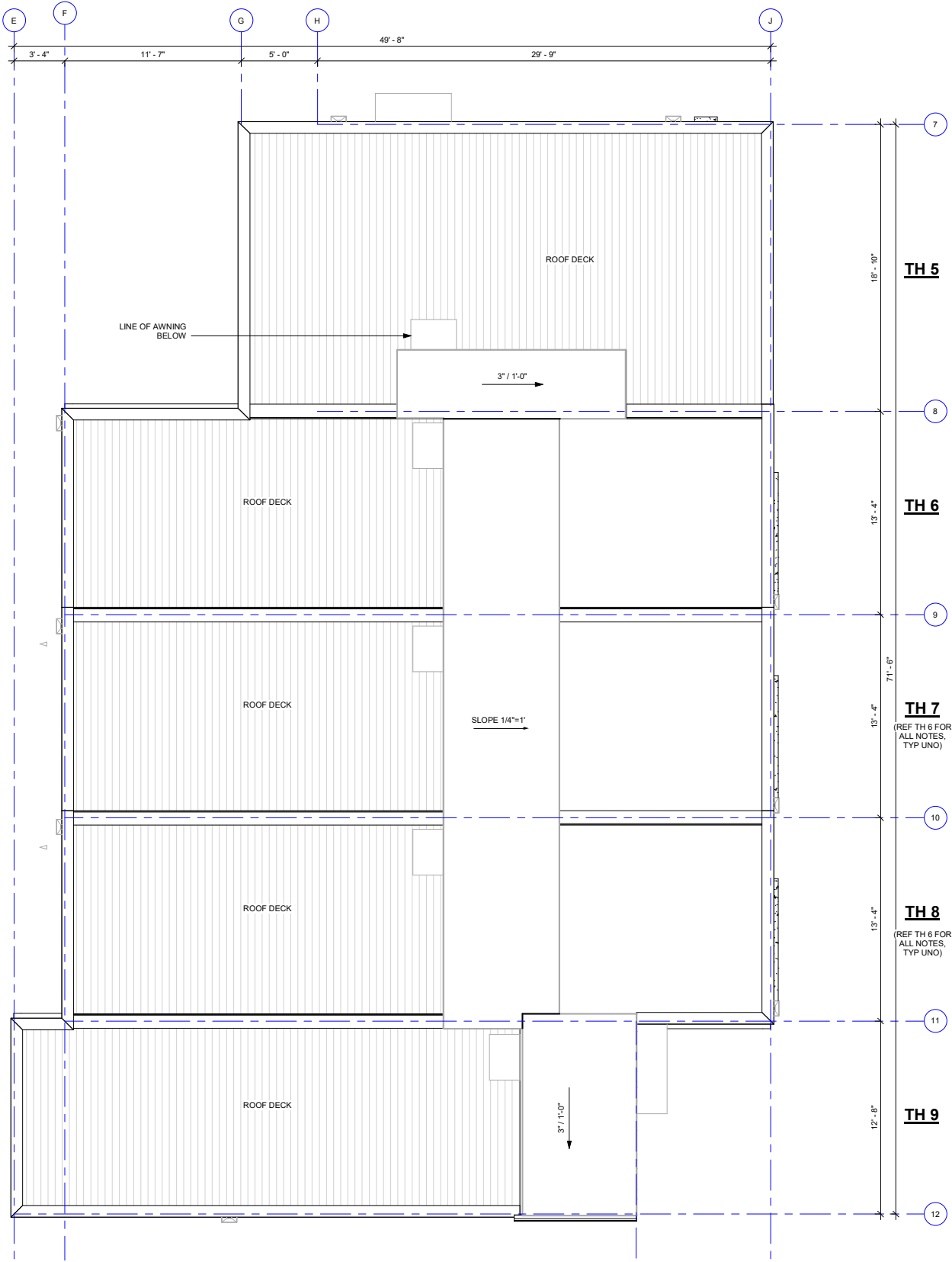
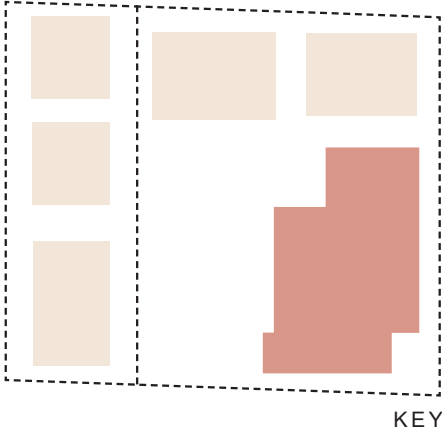
THIRD FLOOR PLAN





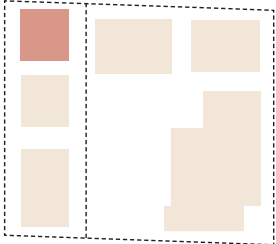
ROOF DECK FLOOR PLAN





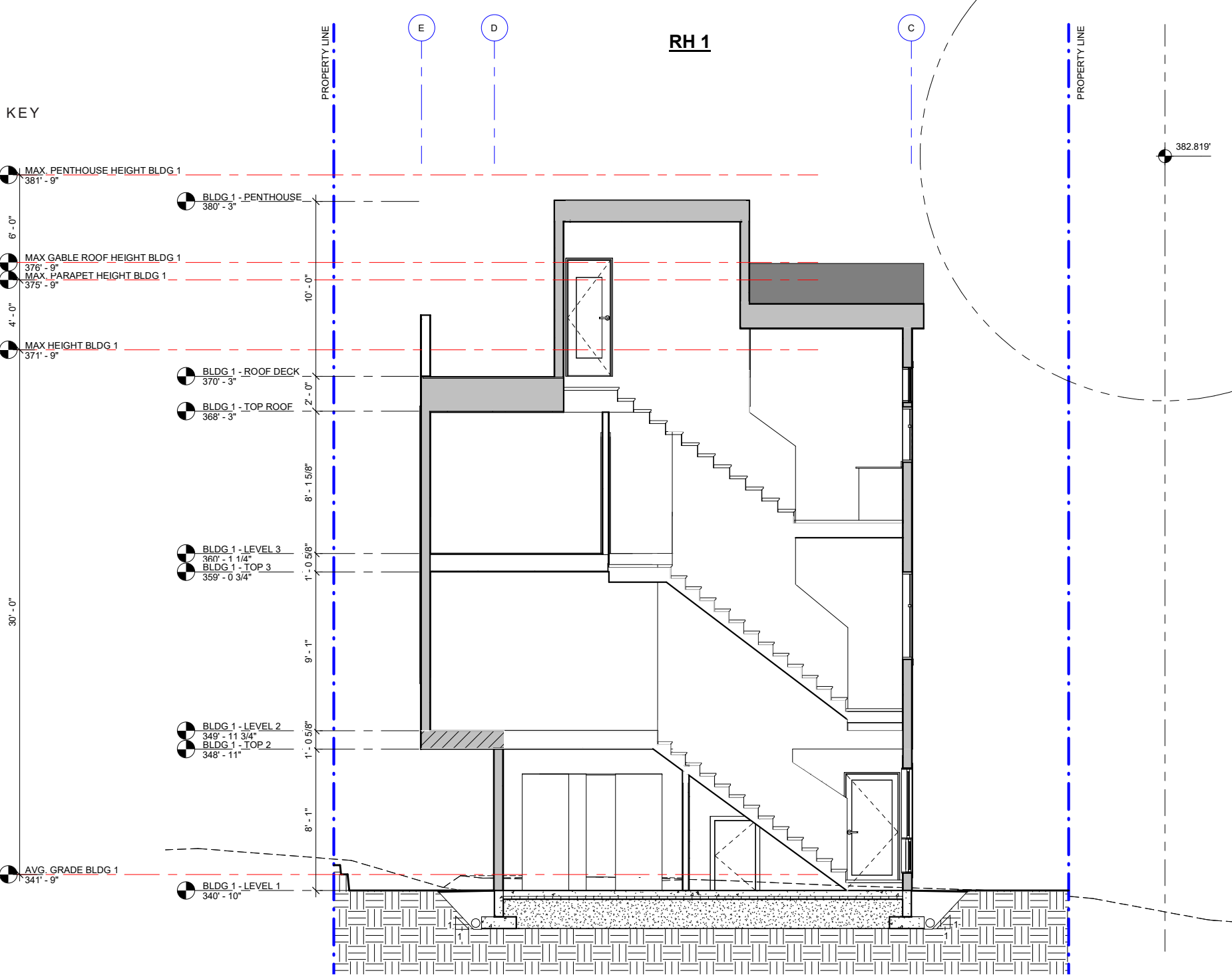
PENTHOUSE FLOOR PLAN 





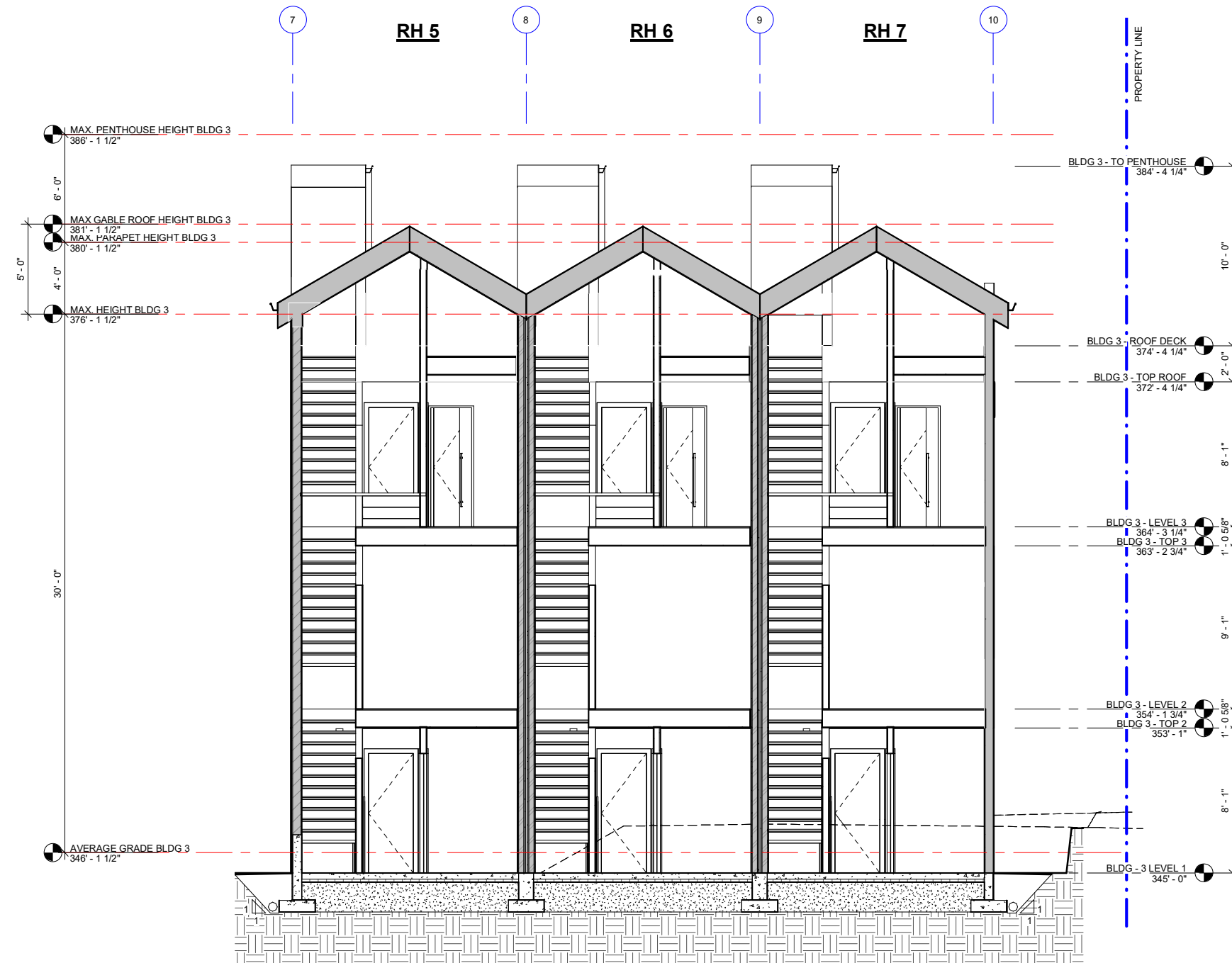
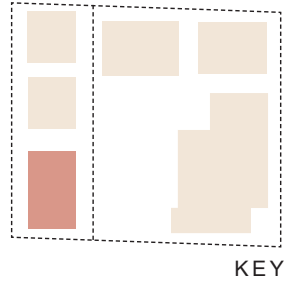
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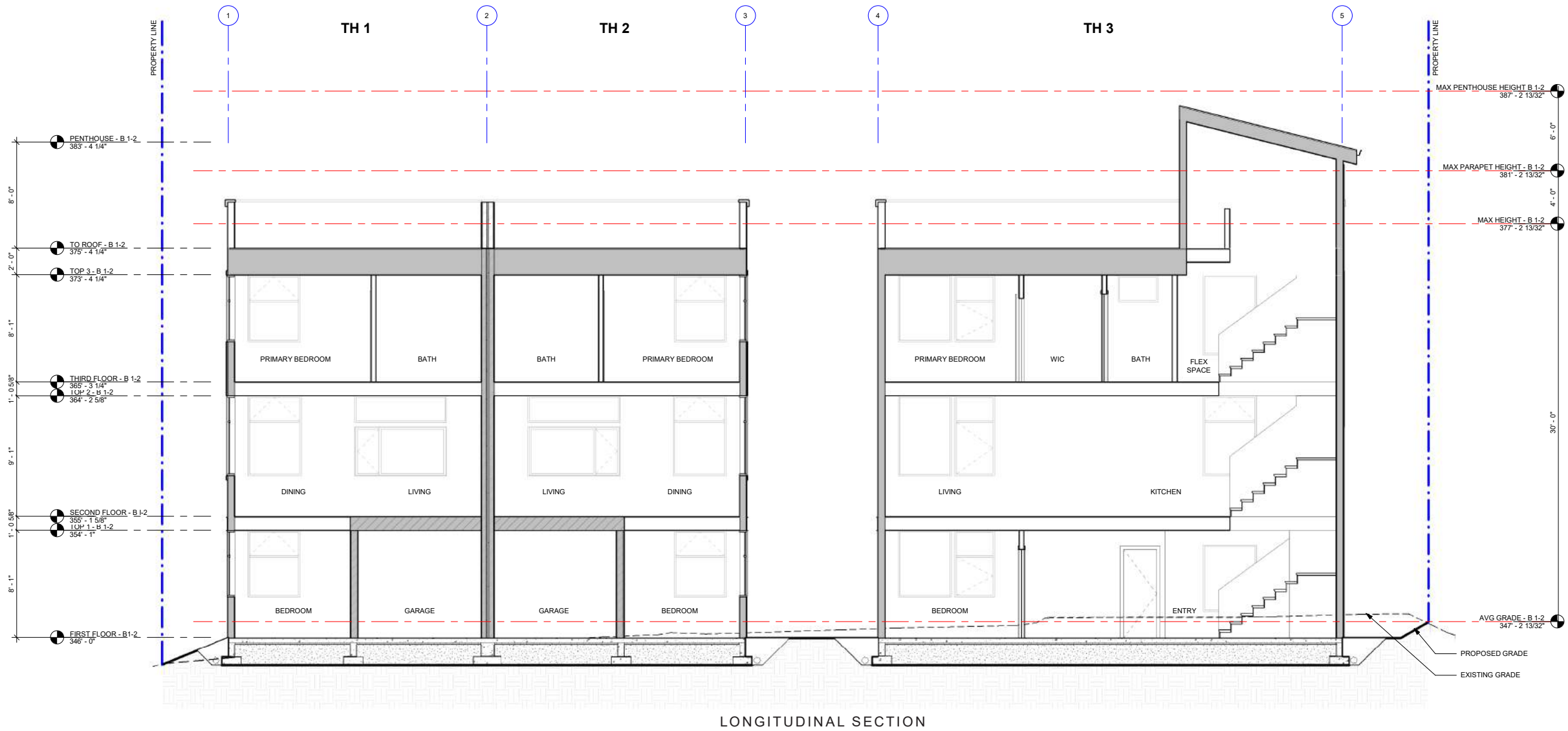
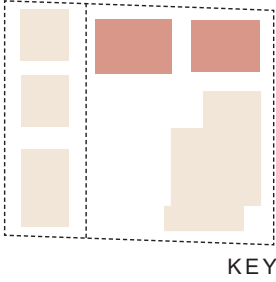


TRANSVERSE SECTION - ROWHOUSE 1

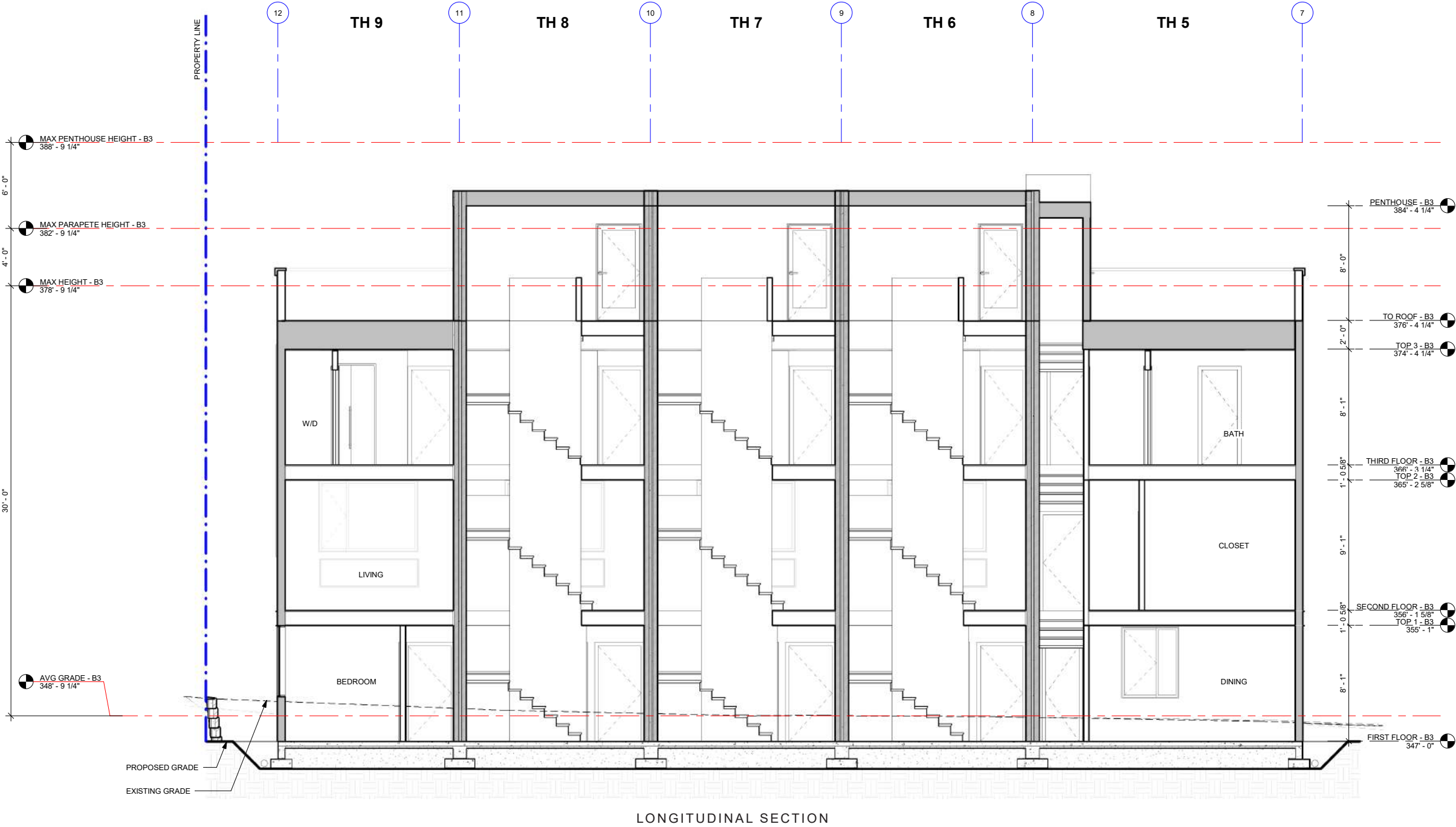
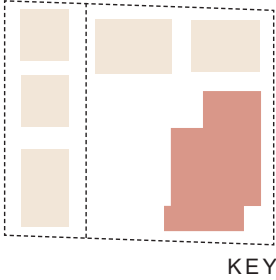




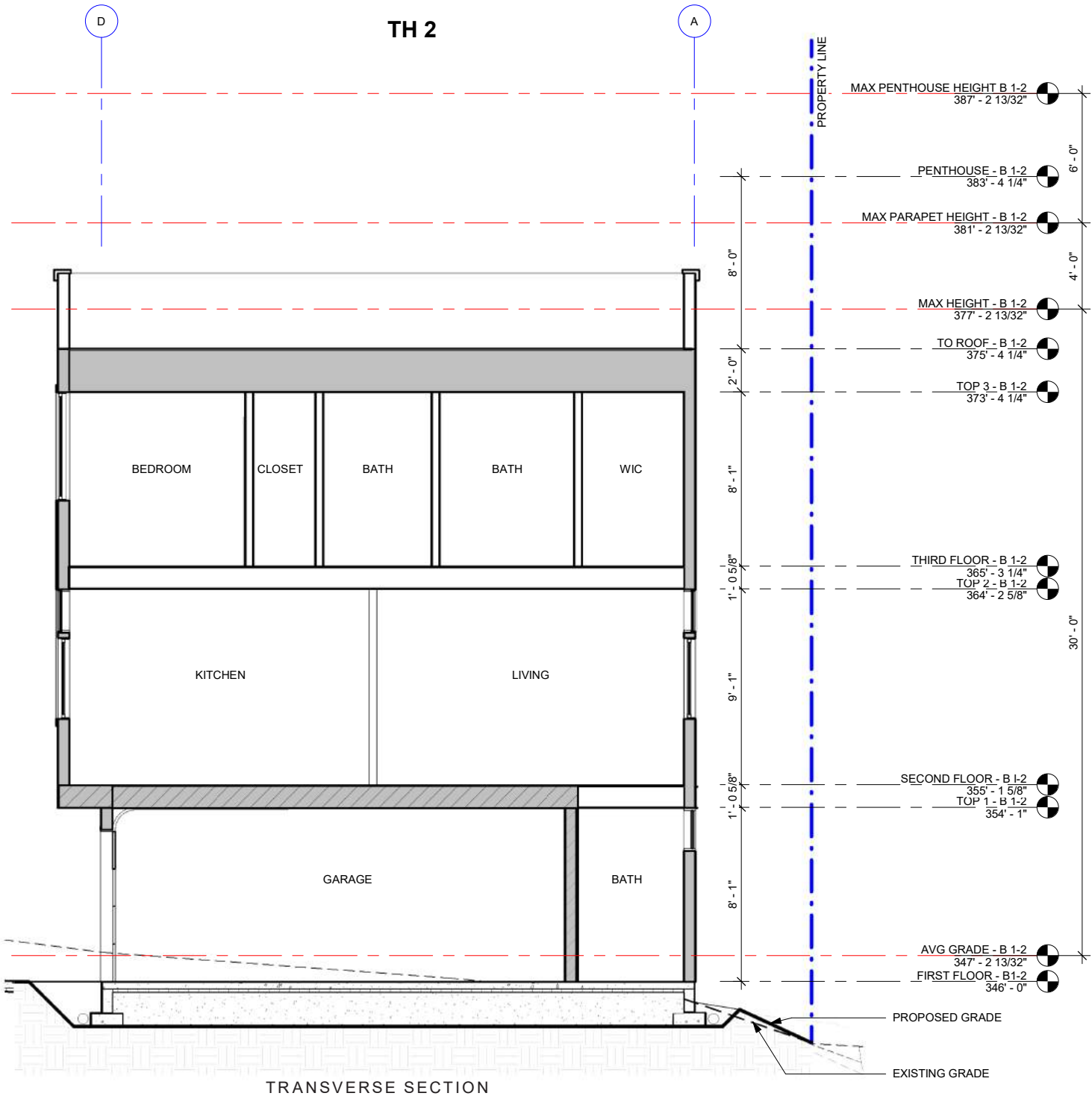
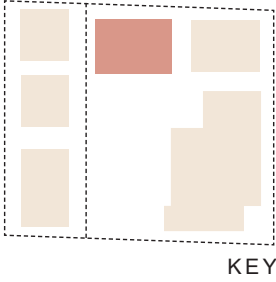




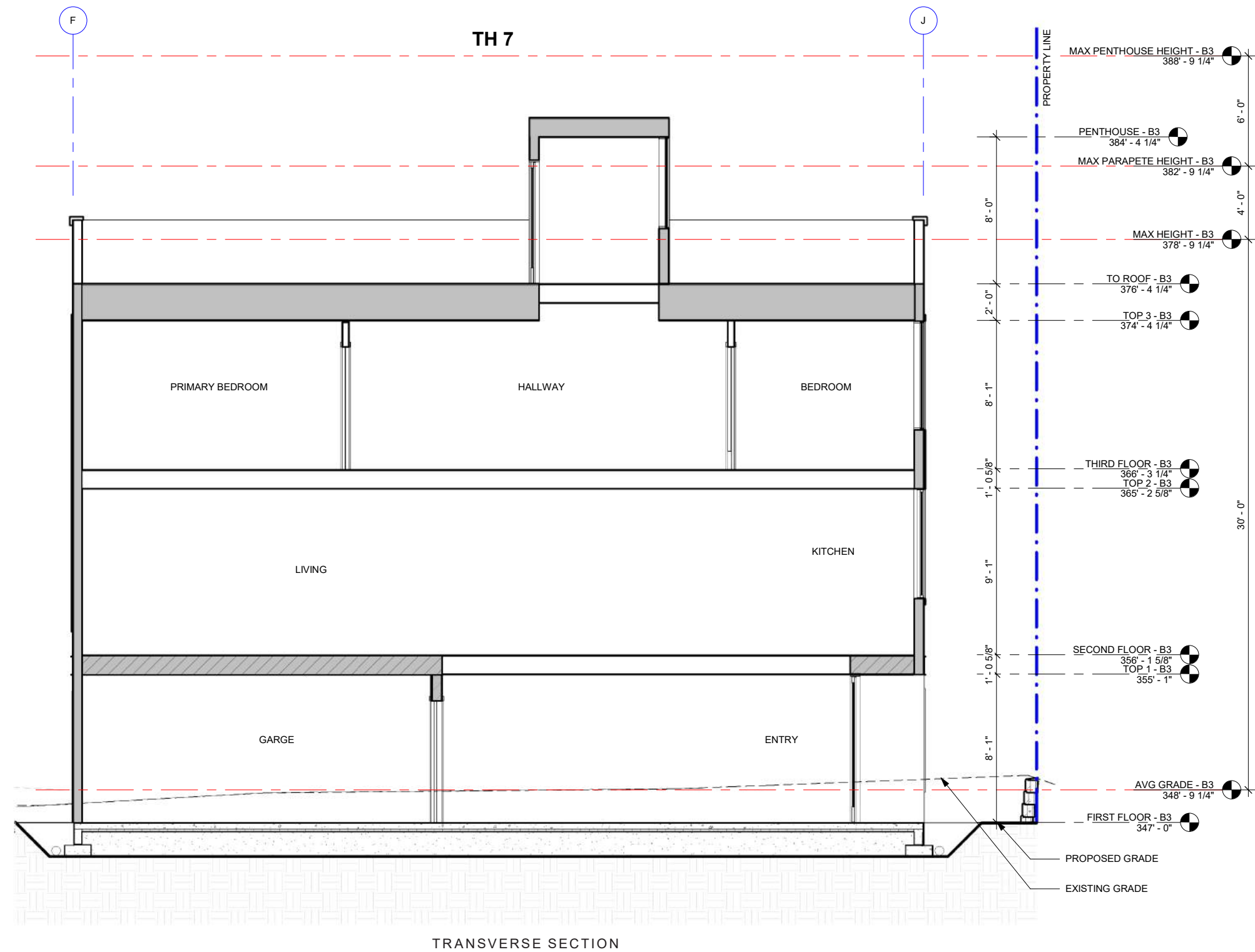
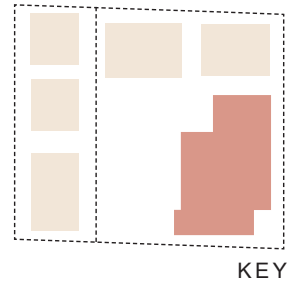














# DEPARTURES



ROWHOUSE DEPARTURE 3:

**DESIGN STANDARD**  
SMC 23.45.518 - TABLE A  
REAR SETBACK AVERAGE

**CODE REQUIREMENT:**  
Required rear setback in LR zones for rowhouse developments:  
0’ with alley;  
with no alley: 7’ average; 5’ minimum

**DEPARTURE REQUEST:**  
To allow for the average rear setback to be a decreased by 26.72% to be a 5.13’ average rear setback

**RATIONALE FOR DEPARTURE:**  
The existing hvl’s required setback encroaches into the gable roof and in order to keep the proposed massing, we have set the building back to the minimum 5’-0” and are asking for a decrease in the minimum average setback. This allows us to provide a gable roof structure at the front of the rowhouse to better fit into the existing context, a design element supported by the neighbors. We are also able to provide a larger front yard with proposed landscaping along the right of way, creating a natural buffer between the private entries and public sidewalk.

ROWHOUSE DEPARTURE 4:

**DESIGN STANDARD**  
SMC 23.45.527.B.1  
MAXIMUM FACADE LENGTH

**CODE REQUIREMENT:**  
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, except as specified in subsection 23.45.527.b.2.

**DEPARTURE REQUEST:**  
To allow for the north façade length to be a increased by 2.44% to be a total of 28’ - 0”

**RATIONALE FOR DEPARTURE:**  
To provide a more cohesive design and massing between all three buildings in the development we are requesting to increase the façade length along the north façade by 2.44%. this provides a more consistent massing and simplified building form by not requiring a step in the upper massing on the north rowhouse.  
DESIGN GUIDELINE: CS2.D.1, DC2.A.1, DC2.B.1

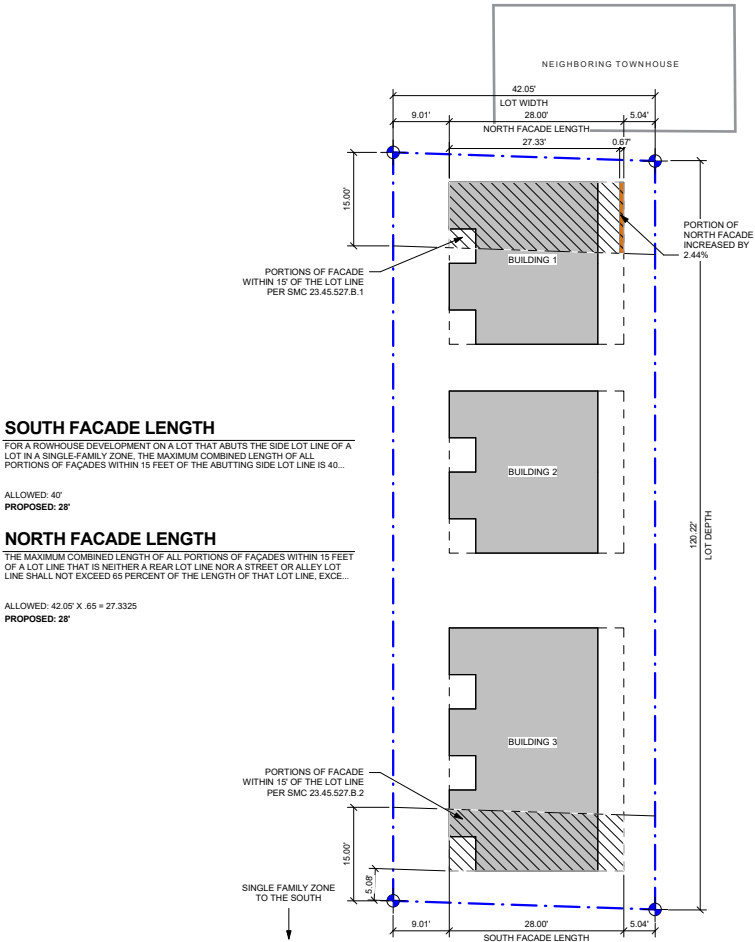
ROWHOUSE DEPARTURE 2:

**DESIGN STANDARD**  
SMC 23.45.518.F.1  
BUILDING SEPERATION

**CODE REQUIREMENT:**  
Separations between multiple structures in LR and MR zones the minimum required separation between principal structures at any two points on different interior facades is 10 feet, except for cottage housing developments, and principal structures separated by a driveway or parking aisle.

**DEPARTURE REQUEST:**  
To allow for the building separation to be a decreased by 25% to be a total of 7’ - 6”

**RATIONALE FOR DEPARTURE:**  
To better connect with the rhythm and scale of the existing context along 14th AVE NE we’ve proposed to separate the buildings into two duplex units. A decrease in the building separation is required to allow for the required south setback from the single-family and the minimum 12’-0” wide driveway.



DEPARTURE #4 - FACADE LENGTH

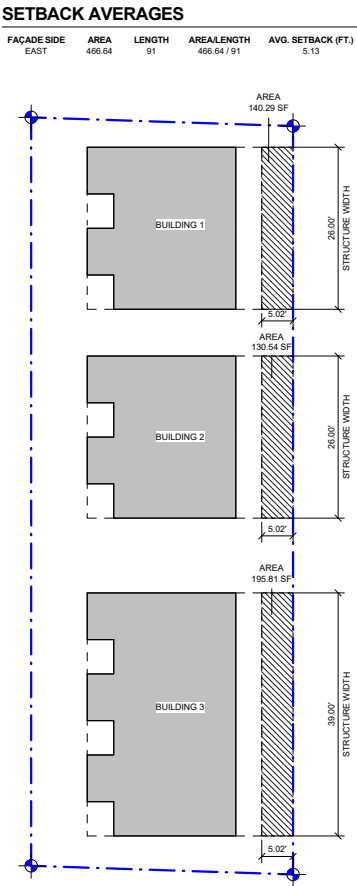
ROWHOUSE DEPARTURE 1:

**DESIGN STANDARD**  
SMC 23.53.025.D  
ACCESS EASEMENT STANDARDS

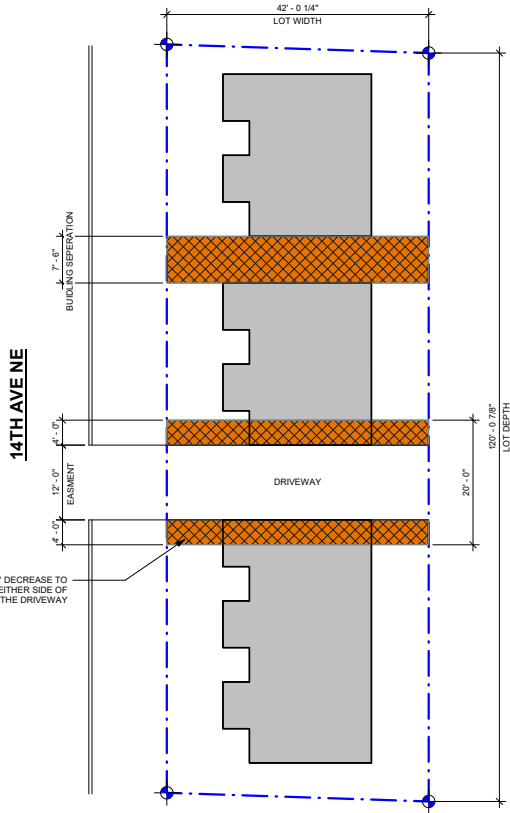
**CODE REQUIREMENT:**  
Vehicle Access Easements Serving Ten or more Residential Units. Easement width shall be a minimum of 32 feet; The easement shall provide a surfaced roadway of at least 20 feet wide.

**DEPARTURE REQUEST:**  
To allow for the driveway to be a minimum of 12’

**RATIONALE FOR DEPARTURE:**  
The code compliant easement would mean that a large portion of the street edge would be dedicated to paving, rather than landscaping or pedestrian scaled elements. This project would better align with the design guidelines and existing context by reducing the width of the driveway in order to minimize the visual impact that vehicular access and circulation has on the street edge. DESIGN GUIDELINE: PL2.A.1, DC1.C.2



DEPARTURE #3 - REAR SETBACK AVERAGE



DEPARTURE #1 & 2 - ACCESS EASEMENT WIDTH AND BUILDING SEPERATION



TOWNHOUSE DEPARTURE 1:

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...

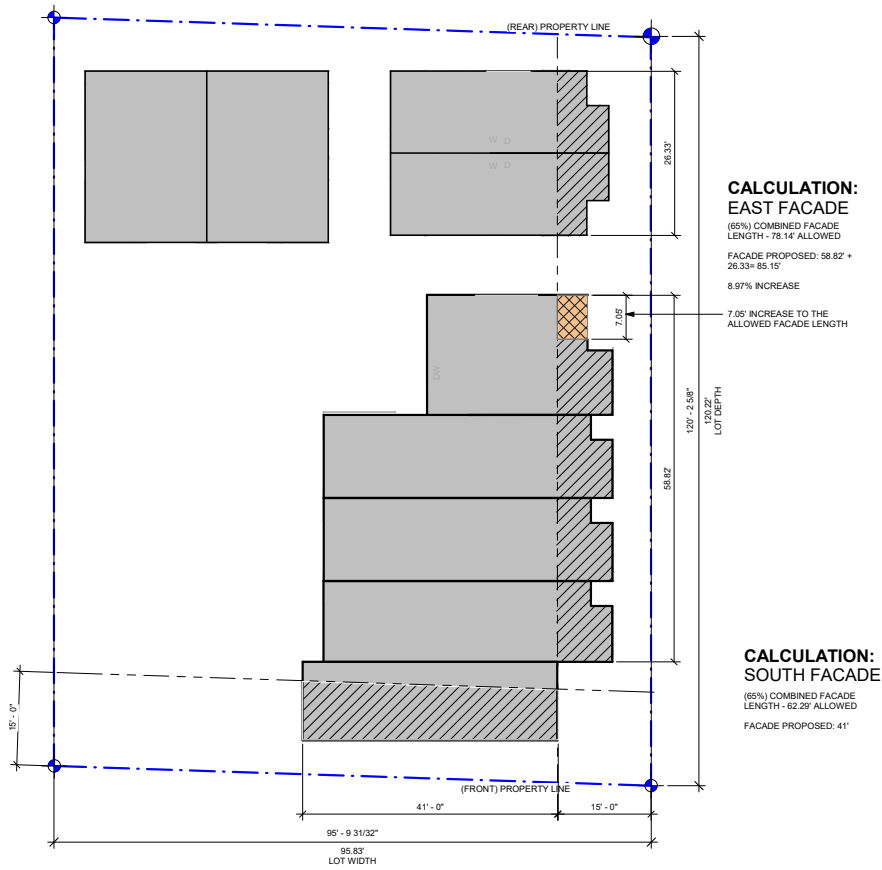
DEPARTURE REQUEST:

To allow for the combined maximum facade length to be increased from 78.10' (65%) to 85.17' (70.8%), a 9.05% 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 accommodate the 16 units on site, compact parking area on the interior of the site would not be feasible without pushing the units further east, and bringing more of the bulk of the development toward the NC zoned 4 story apartment building. This also allows for more units with interior garages, minimizing paving area for parking.

DESIGN GUIDELINE: PL3.A.D, DC2.B.1



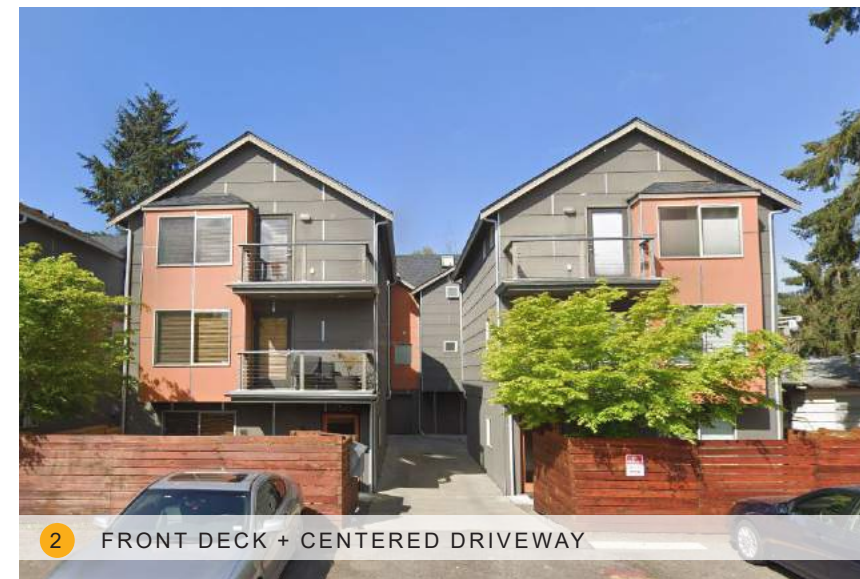
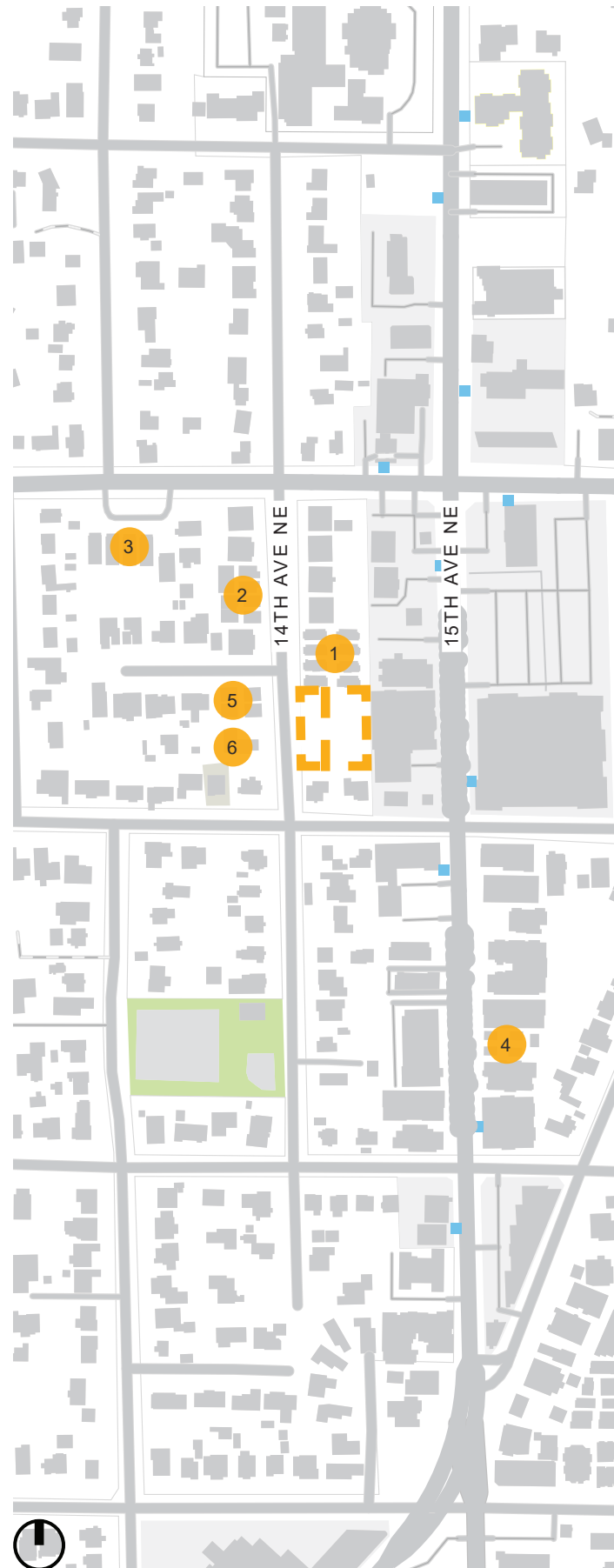
DEPARTURE #3 - MAXIMUM FACADE LENGTH





# APPENDIX





## NEIGHBORHOOD IN TRANSITION

Due to the process of up zoning, this neighborhood has become a mix of old and new. We noticed that along with older single family homes, this neighborhood contains a great mix of older townhomes as well. This parcel is located in the frequent zone, therefore parking is not required. However we have a high demand for vehicular parking in this area, as seen in the number of driveway cuts located on 14th Ave NE. Our goal will be to minimize the size of the gap as much as possible, to help keep the rhythm at the street and to provide less paving area.

## DESIGN ELEMENTS

Older homes in the neighborhood feature gable roofs, lap siding, and cedar fence. In addition, most of the single family homes in the neighborhood contain stairs, decks, and front porches along the front facade. Newer townhomes were built with a mix of pitched roofs and flat roofs, we hope to incorporate this mix in the design of this lot to better fit with the evolving neighborhood.

## PALETTE OF MATERIALS

As a transitional rowhouse and townhouse development, the project will incorporate entry sequences with stoops, stairs, and high quality, textural materials to activate the pedestrian realm. Special design focus on the street facing rowhouses such as a sloped roof, larger glazing with trim, and residential scaled siding such as lap with the intent to create a strong street presence along 14th Ave. See images to the left and on the next page, for street views and notable neighborhood design ques.











PRIORITY DESIGN GUIDELINES

EARLY RESPONSE



CS2.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 street scape— 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.

Along the street facing units we are proposing a shed roof line to minimize bulk of the stair towers as well as to fit within the existing residential scale context. Locating roof deck closer to the street, to further bring down the scale and the street presence. Along the street we are also breaking down the massing, and proposing 3 buildings, continuing the rhythm of the townhomes to the north. This allows for more visibility and stronger connection to the street, with additional building separations and separate pedestrian pathways connecting to the sidewalk. Each rowhouse entry will include private stoop with amenity space, activating the public realm.



CS2.C – RELATIONSHIP TO THE BLOCK

2. MID-BLOCK SITES

Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors.

There are a variety of townhomes along 14th AVE NE that have a combination of pitched roofs and roof decks facing the street. We propose to continue the strong residential edge found here, by implementing pitched roofs in addition to the roof decks on the rowhouses. In addition, we propose 3 separate rowhouse buildings along the front of the site, continuing the street edge created by the townhomes to the north. Breaks in the massing for a pedestrian pathway and driveway continue the rhythm of the existing neighbors. This also allows for views to the interior of the site, repeating the existing mid-block design with centered driveways found in this neighborhood.



CS3.A EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

4. EVOLVING NEIGHBORHOODS

In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

The proposed design response to the existing grade change between the rowhouses and townhomes structures to respond to the existing site topography. The project has used design moves to lessen the effects of proposed parking and building bulk on the site by thoughtfully positioning the buildings on the site to minimize paving area dedicated to parking, and trash collection within site, and allowing open areas towards the single-family zoning. Taking inspiration from the existing context for materiality and forms help the proposed development connect to the established neighborhood pallet.



PL2.D WAYFINDING

Design as Wayfinding: Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.

All rowhouses have direct access from the street, while the townhomes share a pedestrian pathway, also leading to common areas. The goal represented in the preferred option is to create a simple, linear line of access that is separated from the vehicular driveway. This allows for opportunities to implement clear areas for signage, landscaping buffers, and encourage interaction between residents.



PRIORITY DESIGN GUIDELINES

EARLY RESPONSE



PL3.3.A STREET LEVEL INTERACTION

**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.

In addition to the 6’ 6” front set back proposed in the preferred option for the rowhouse structures, we propose pushing the entry door further in to create an entry alcove. This allows for weather protection, personalization, and opportunities for additional privacy buffers to be located along the front property line. Individual address numbers, lighting and landscape will add to the assemble of entry elements that will compose the 3 rowhouse buildings.



PL4.A ACTIVE TRANSPORTATION

2. ENTRY LOCATIONS AND RELATIONSHIPS

Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

The townhouse’s front entries have a direct access from the right of way for each unit. The townhomes’ s entries are positioned along the east property line, all access from one main pedestrian path. The east entries allow for a clear separation between the parking at the center of the site and the residential entries. There is one point of entry for vehicles which connect to the center court with a mix of surface parking and garage parking stalls.



DC2.B ARCHITECTURAL CONCEPT

1. FACADE COMPOSITION

Design all building facades, 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

Materials and glazing strategies will be explored in the recommendation phase of design review but initial thoughts on materials will complement the existing neighborhood. Board and Batten, lap siding and warm high-quality accents like cedar will be explored to respond to the traditional residential context as well as mimic the color pallet found on the rowhouses across the street. The same attention to scale and composition will be implemented on the rear units, to create a cohesive group of residential buildings that fit into existing context.



DC1.B PROJECT USES AND ACTIVITIES

B. VEHICULAR ACCESS AND CIRCULATION

Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by:

b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or

Separating the pedestrian and vehicular circadian has been studies in our EDG options, to help create safe and pleasant conditions for all users. Our preferred option provides a separate pedestrian path with adjacent amenity spaces. On the preferred proposal, we are asking for a departure in order to reduce the curb cut width. This reduction is found in most of the development on this street, where a rhythm is established based on the 10’-0” driveway width. This minimizes the impact of the vehicular access on the right of way, and relates more to the existing context.



## OPTION ONE - CODE COMPLIANT

### DISTINGUISHING FEATURES

- 7 Rowhouses + 9 Townhouses: 16 units
- 14 Surface parking stalls + 2 Garages
- 16 roof decks
- 19,374 SF FAR (21,534 SF Allowed)
- 2-3 bedrooms in each unit type
- Code compliant

### OPPORTUNITIES

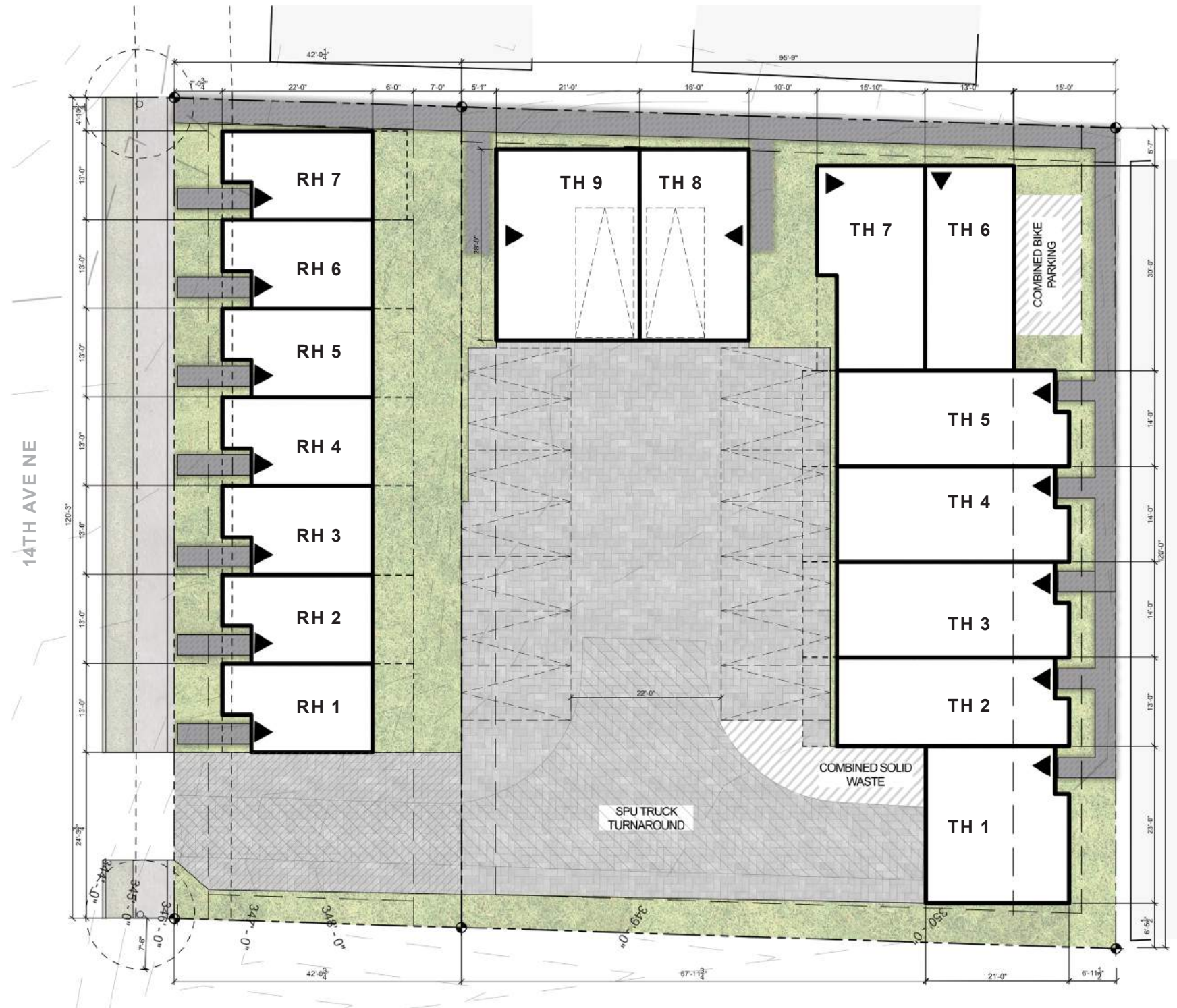
- Efficient centralized parking
- Combined trash location near curb cut
- Large separation between rowhouses and townhouses
- Separation between single families to the south
- 7 unit types
- Separation between vehicular and pedestrian access

### CONSTRAINTS

- 3 buildings
- Less view corridors and corner units for glazing opportunities
- Large massing facing street
- Townhouse entries facing neighbors to the east
- Large building with no breaks along east property line
- Curb cut does not maintain street rhythm found on neighboring parcels
- Low FAR count
- Pedestrian pathway allows for less interaction between residents, and less landscaping opportunities
- 1 Combined bike parking location

### DEPARTURES REQUESTED:

- No departures requested



SITE PLAN - OPTION 1 ①

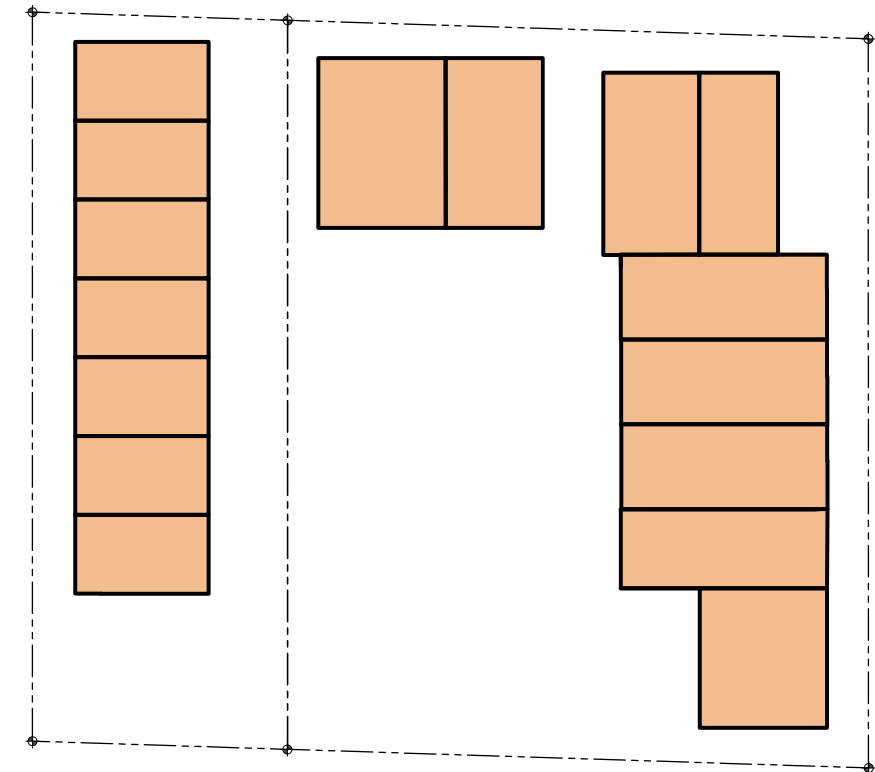


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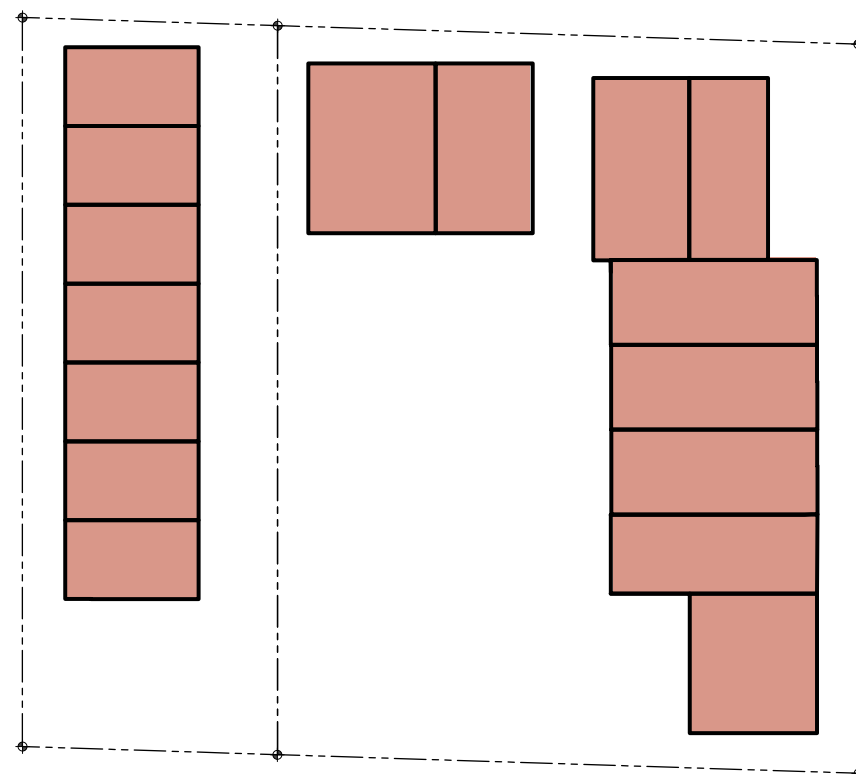
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- ENTRY+GARAGE
- LIVING+KITCHEN+DINING
- PRIMARY SUITE +BATH
- ROOF DECK



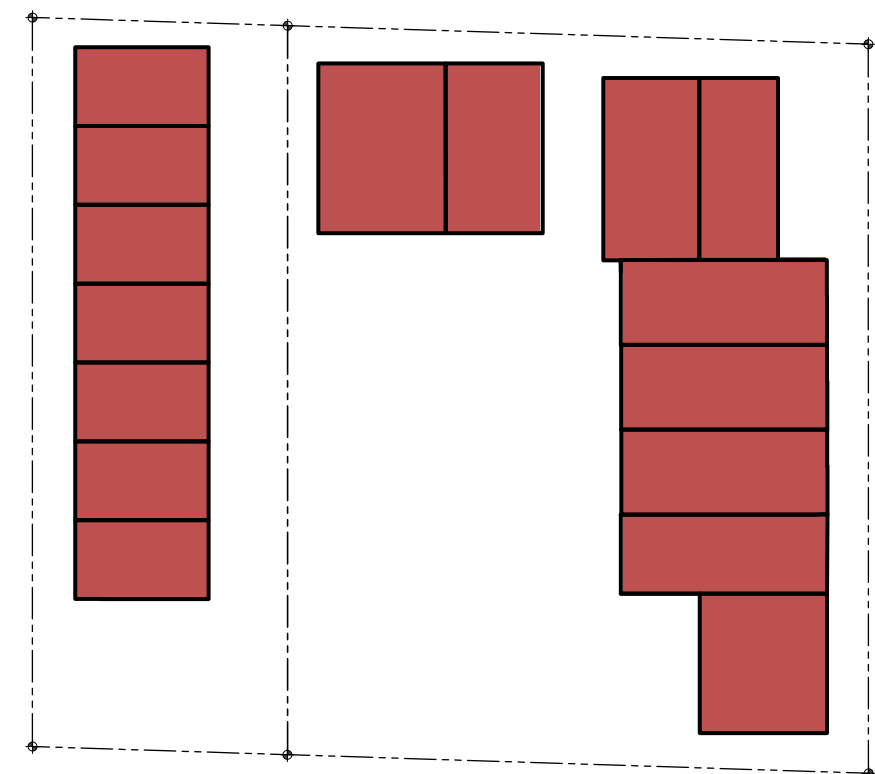
FIRST FLOOR PLAN



SECOND FLOOR PLAN



THIRD FLOOR PLAN

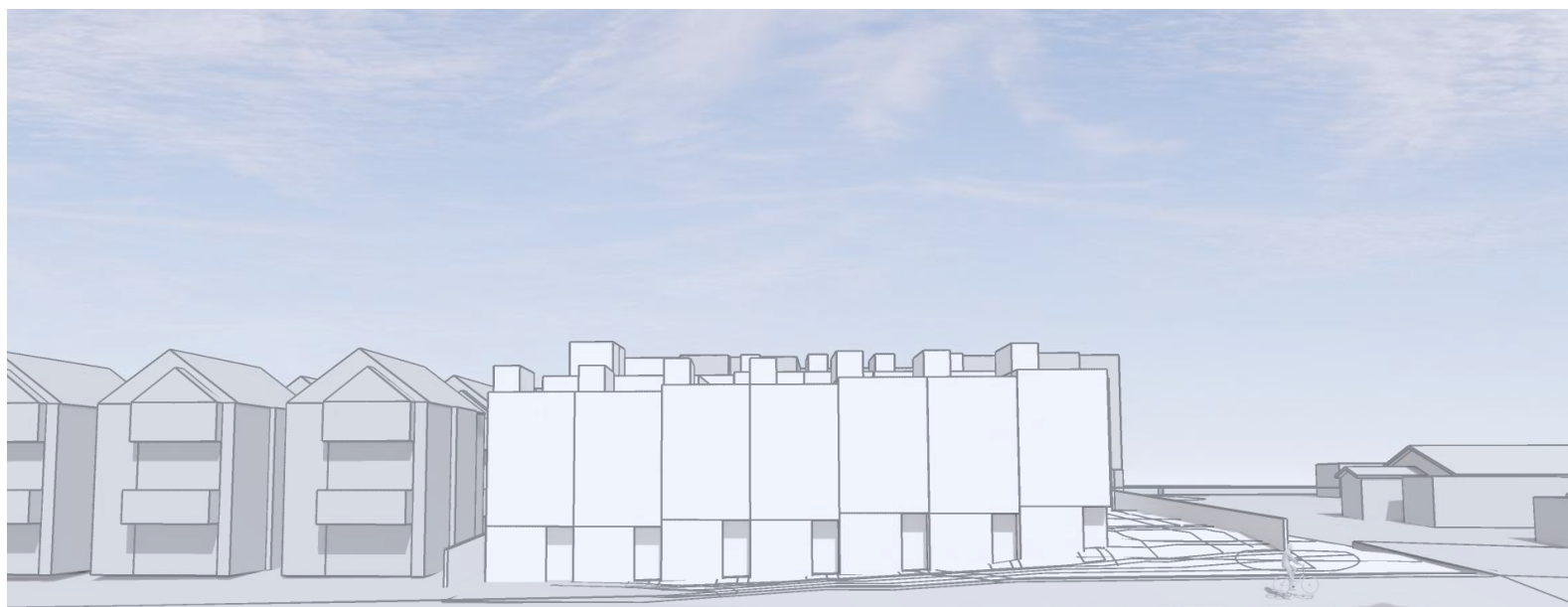


ROOF PLAN

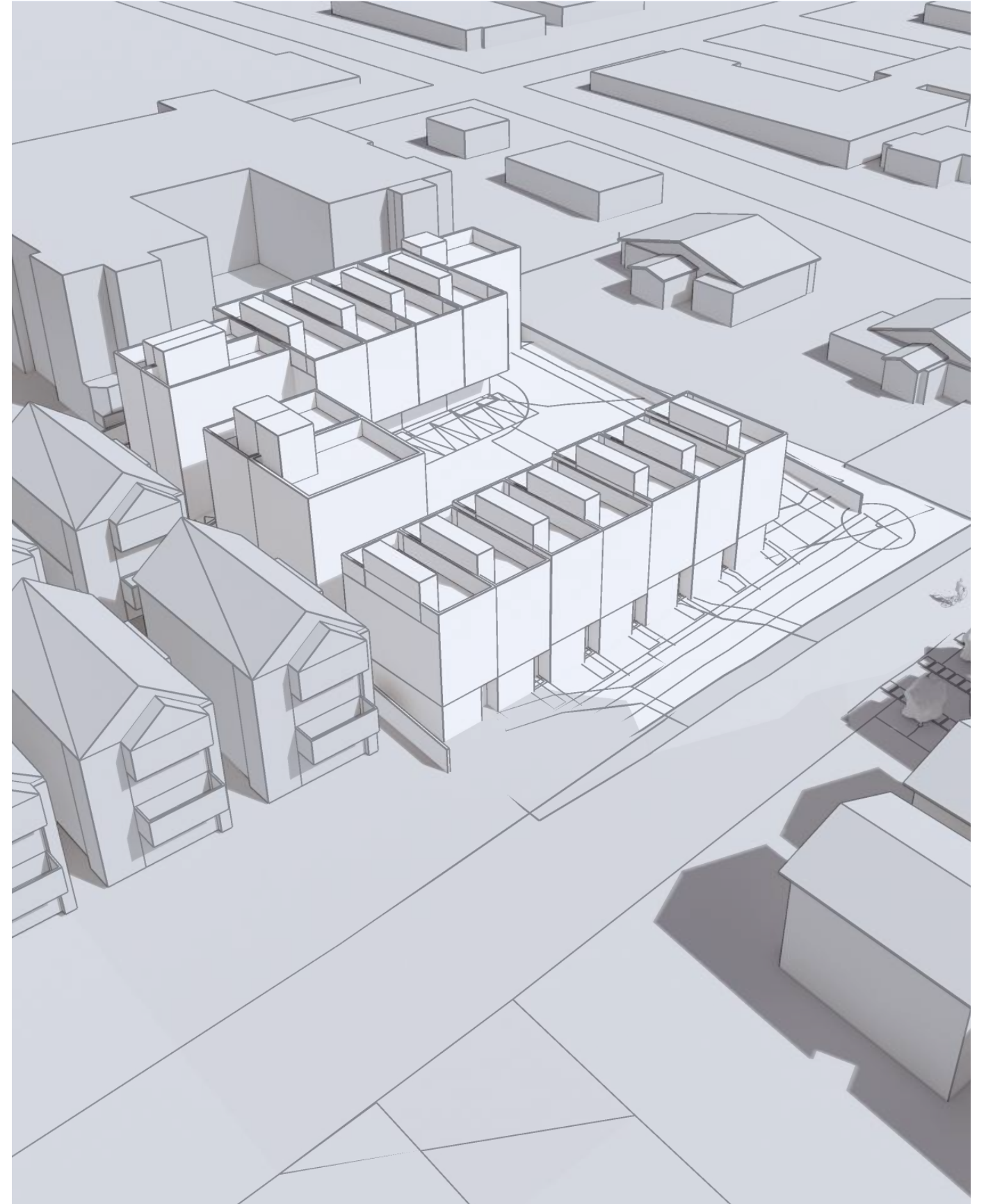




VIEW OF SOUTHEAST CORNER OF SITE



14TH AVE NE - STREET FRONT

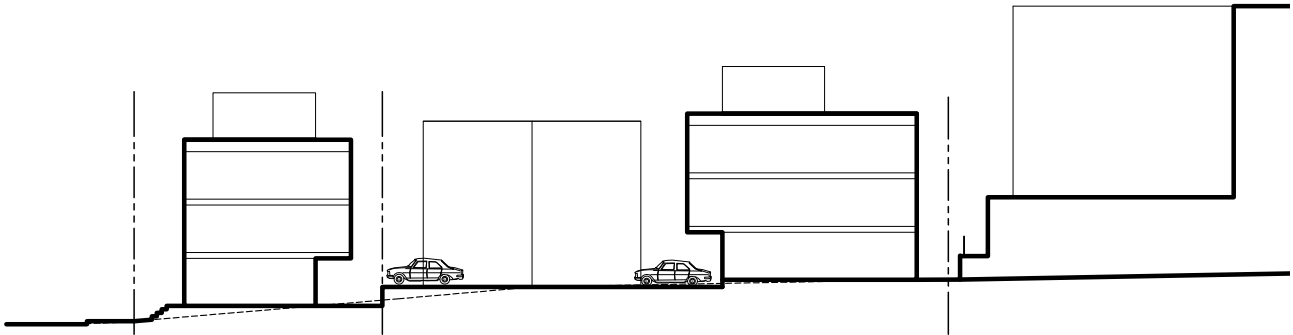


OVERVIEW OF MASSING



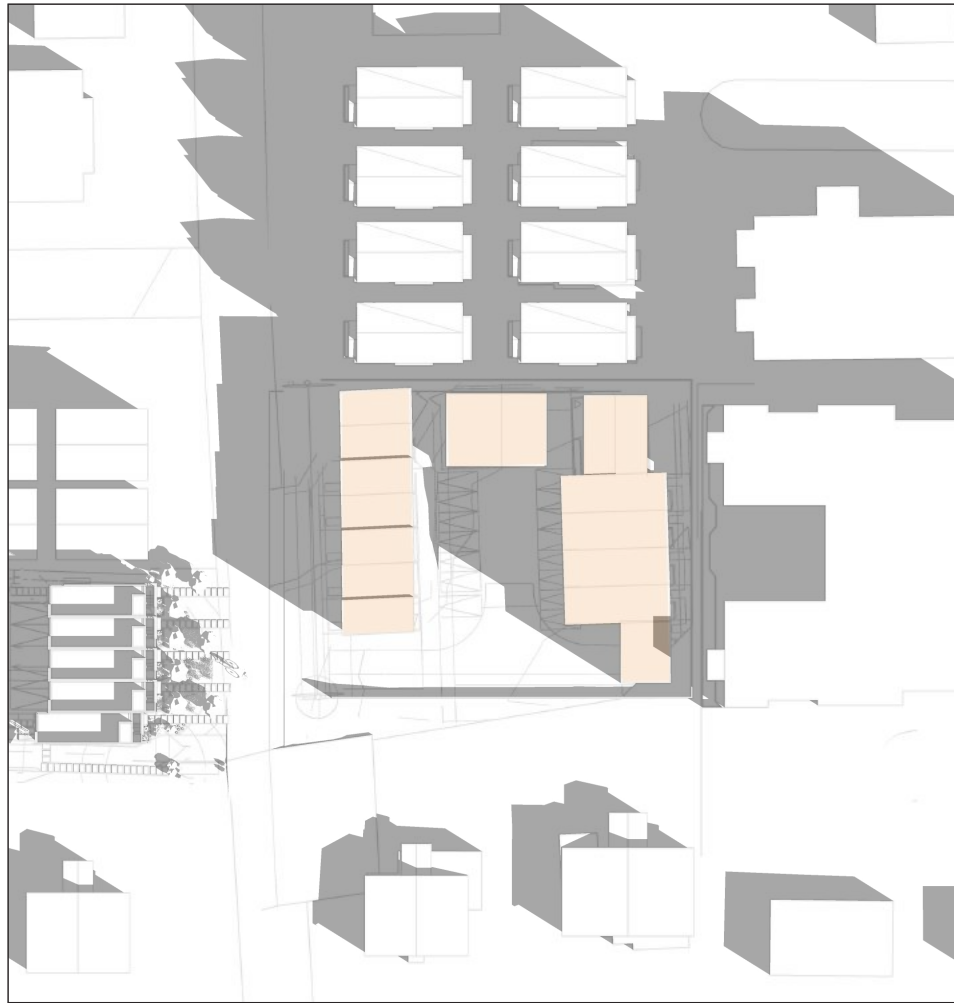


SITE PLAN



SITE SECTION - LOOKING NORTH





MARCH / SEPTEMBER 21, 9 AM



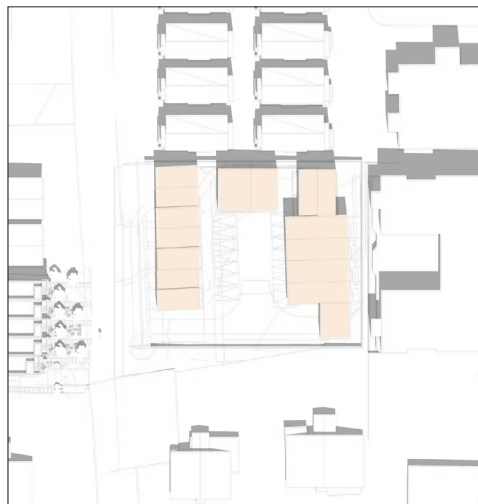
MARCH / SEPTEMBER 21, 12 PM



MARCH / SEPTEMBER 21, 3 PM



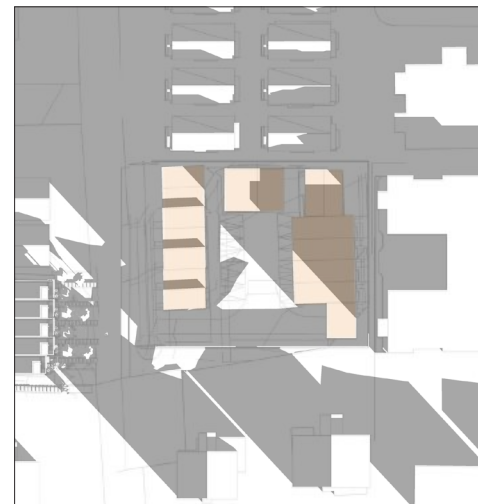
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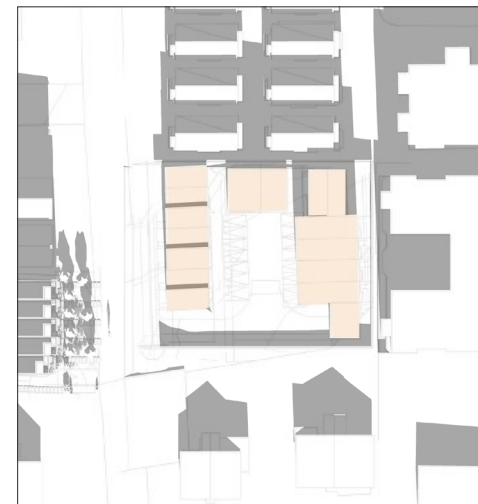
JUNE 21, 12 PM



JUNE 21, 3 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 3 PM



OPTION TWO - CODE COMPLIANT

DISTINGUISHING FEATURES

- 7 Rowhouses + 9 Townhouses: 16 units
- 14 Surface parking stalls + 2 Garages
- 16 roof decks
- 19,183 SF FAR (21,534 SF Allowed)
- 2-3 bedrooms in each unit type
- Code compliant

OPPORTUNITIES

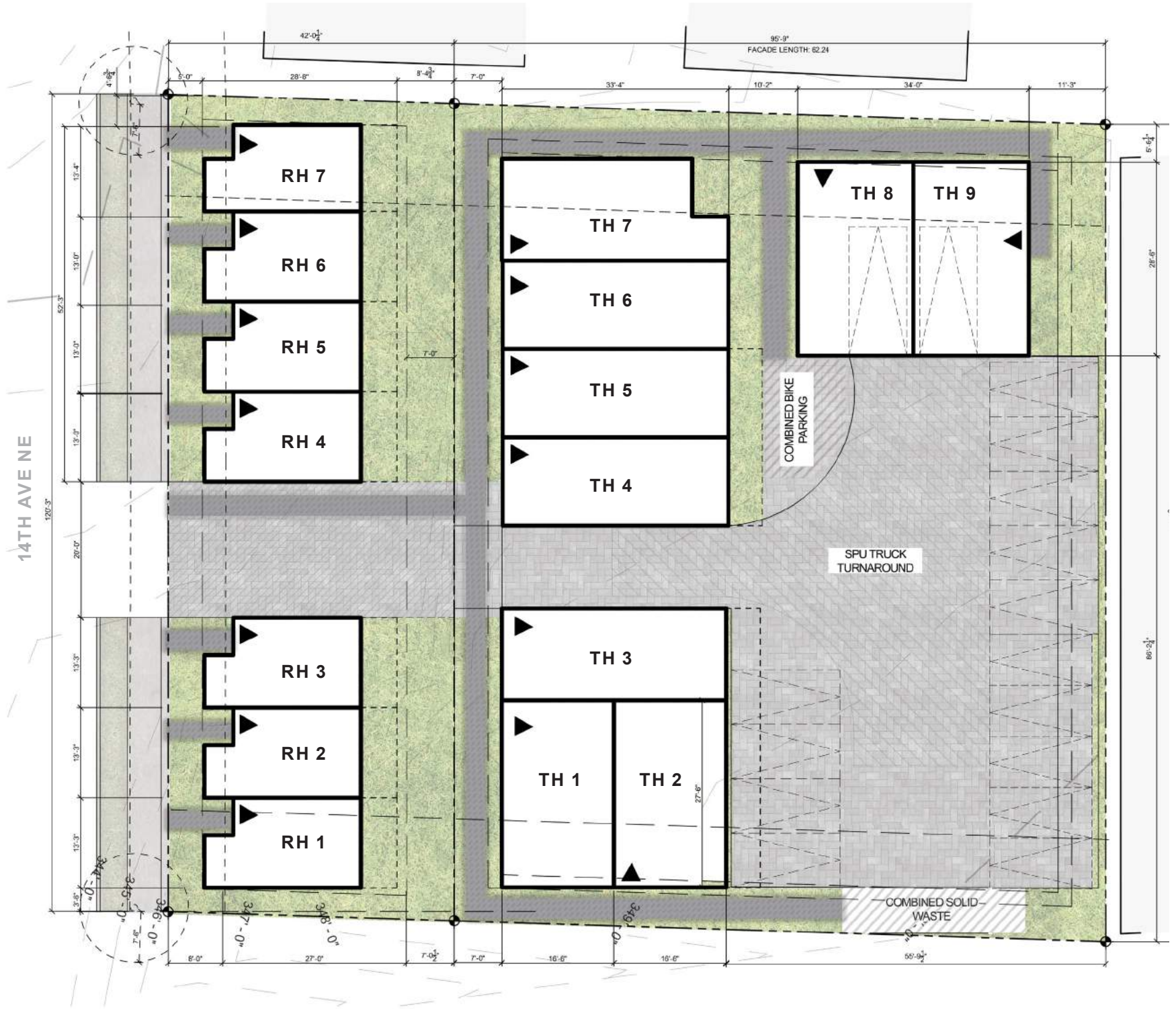
- Parking located at the rear of site
- Combined trash located away from units
- Large separation between the east neighbor
- Centralized break on street frontage
- 5 buildings
- More opportunities for views and glazing
- 6 unit types

CONSTRAINTS

- Large massing located towards the north townhouse neighbors and front of site
- Minimal separation between rowhouses and townhouses
- More massing located near single families to the south
- Screening needed for visible parking from street
- 1 Combined bike parking location
- Centralized pedestrian pathways creates concerns for vehicular access and pedestrian access separations
- Low FAR count

DEPARTURES REQUESTED:

- No departures requested



SITE PLAN - OPTION 2 ①

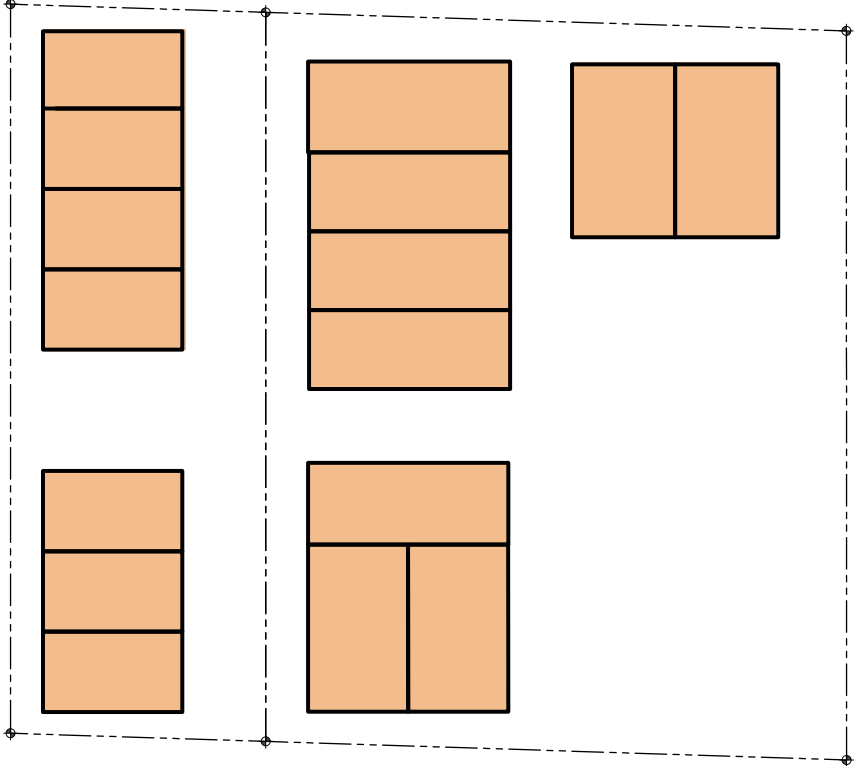


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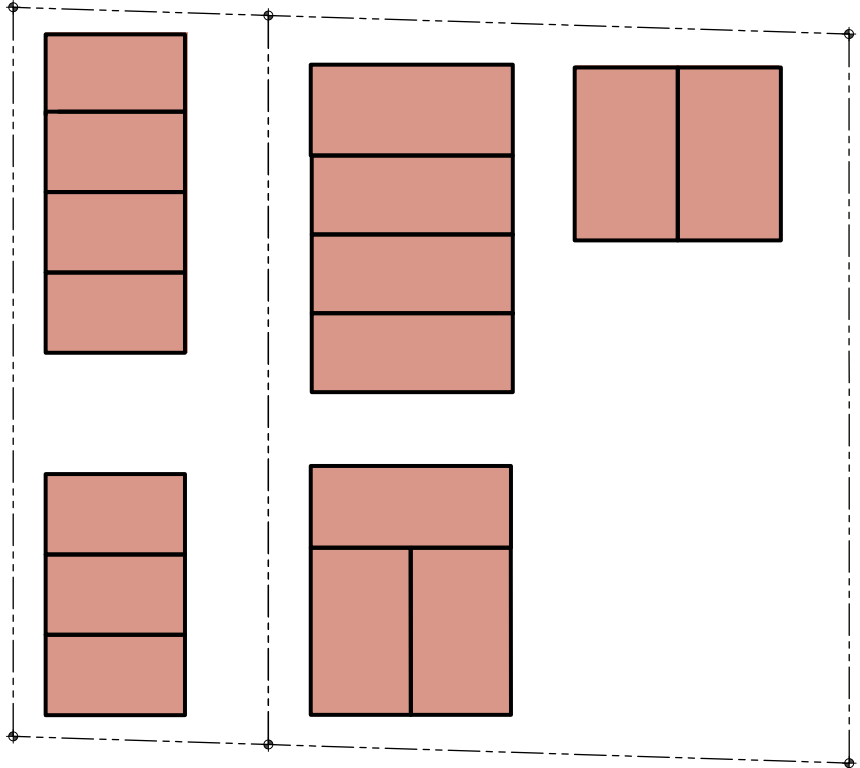
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- ENTRY+GARAGE
- LIVING+KITCHEN+DINING
- PRIMARY SUITE +BATH
- ROOF DECK



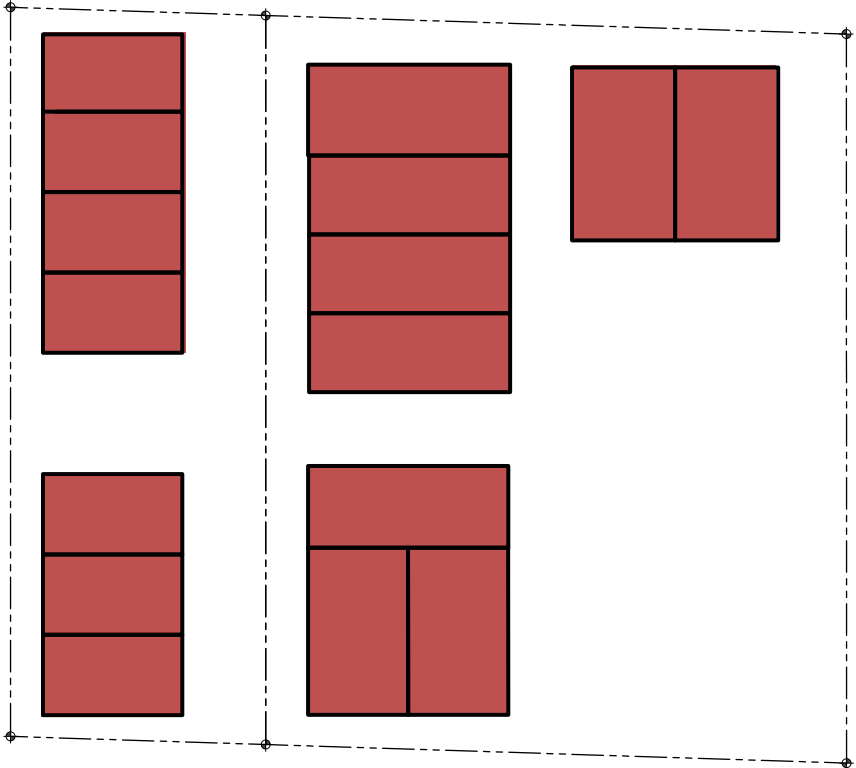
FIRST FLOOR PLAN



SECOND FLOOR PLAN



THIRD FLOOR PLAN

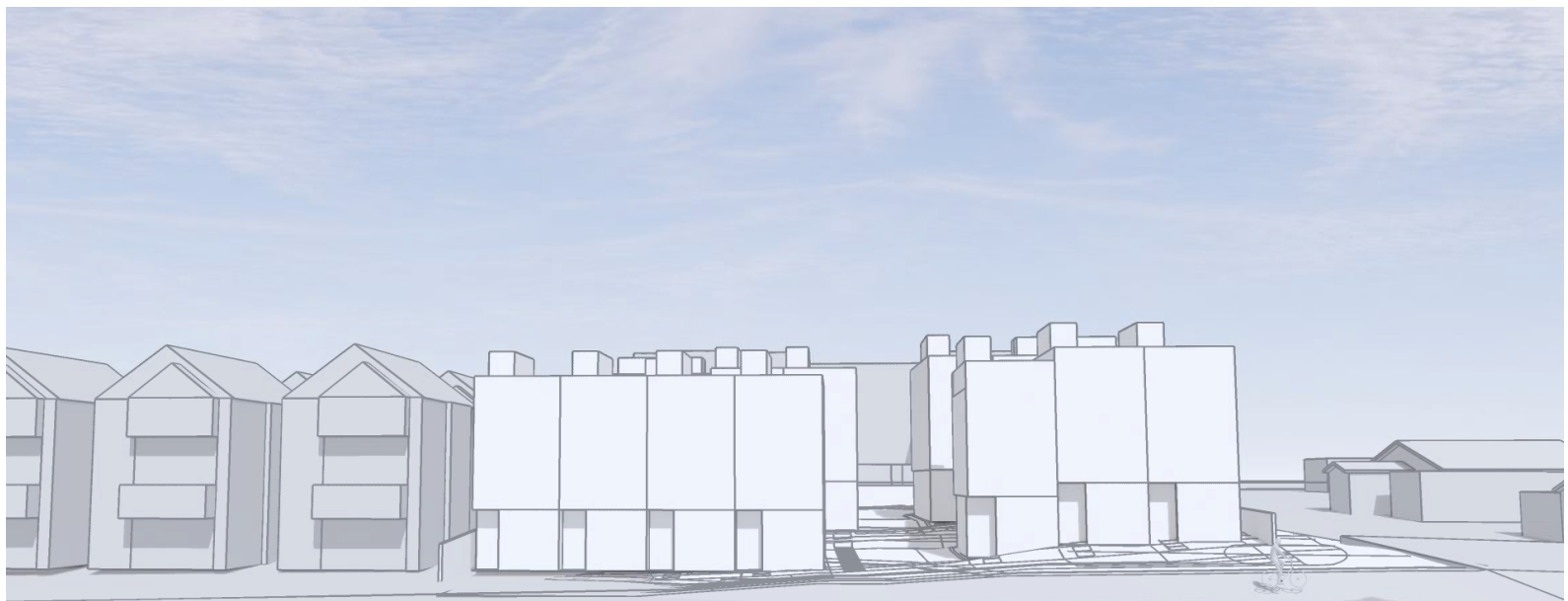


ROOF PLAN

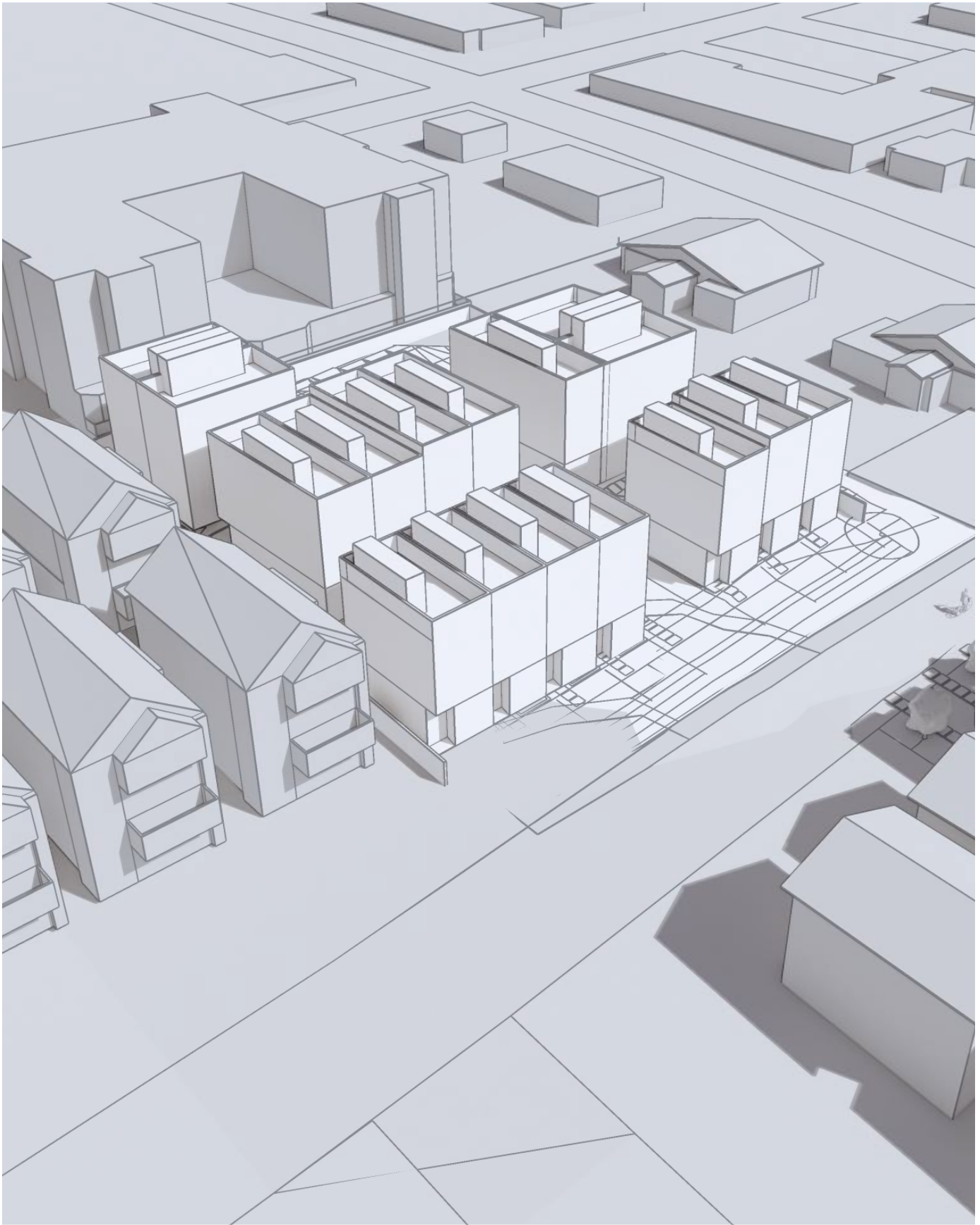




VIEW OF SOUTHEAST CORNER OF SITE

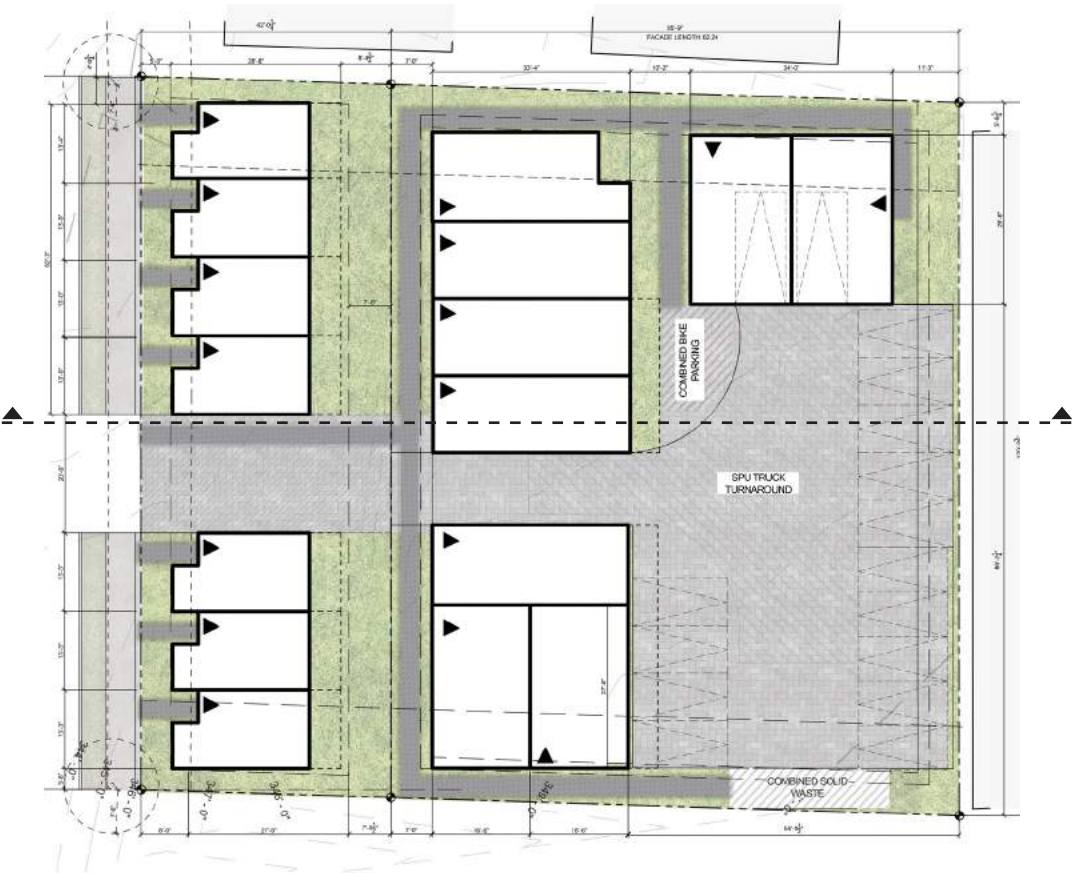


14TH AVE NE - STREET FRONT

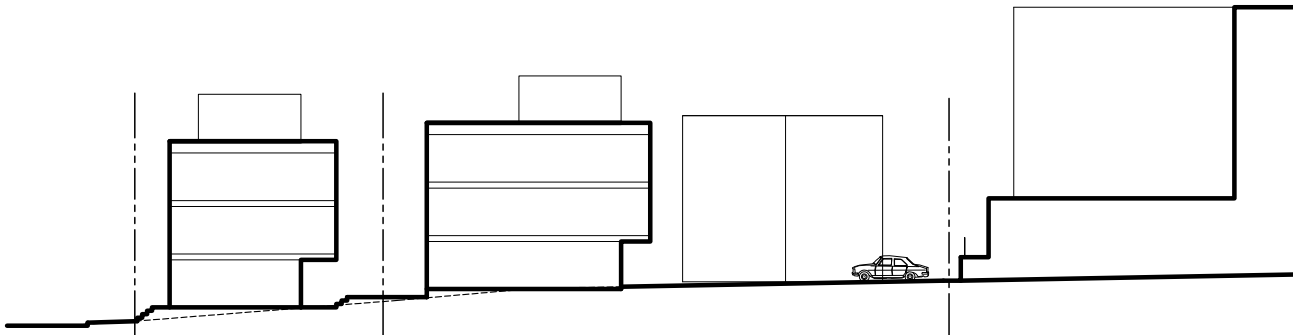


OVERVIEW OF MASSING



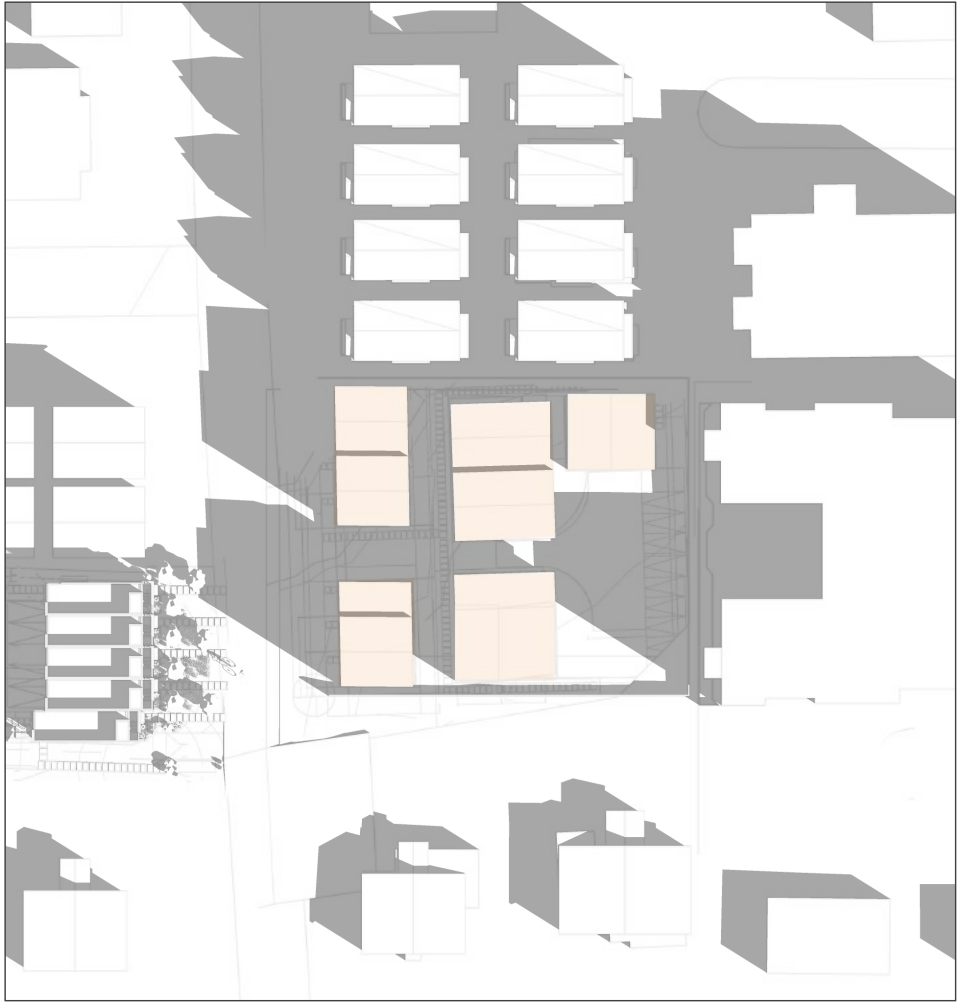


SITE PLAN I



SITE SECTION - LOOKING NORTH

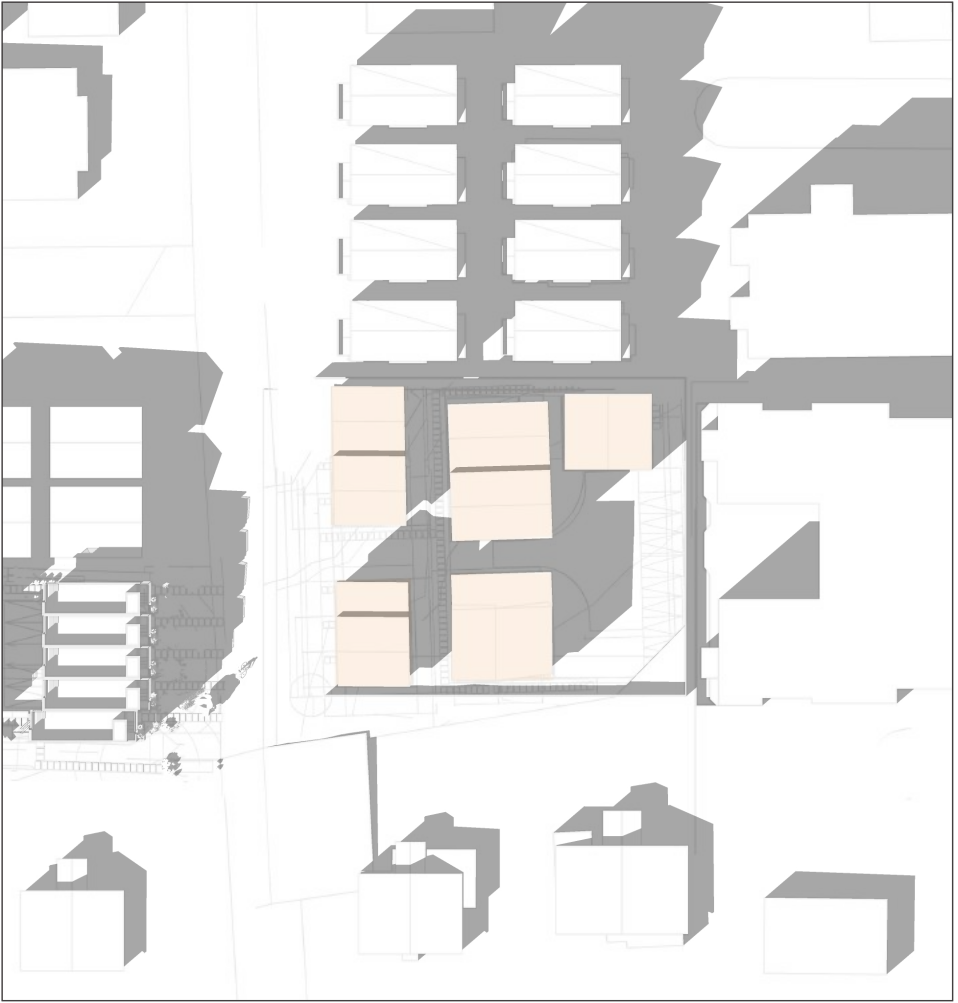




MARCH / SEPTEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



MARCH / SEPTEMBER 21, 3 PM



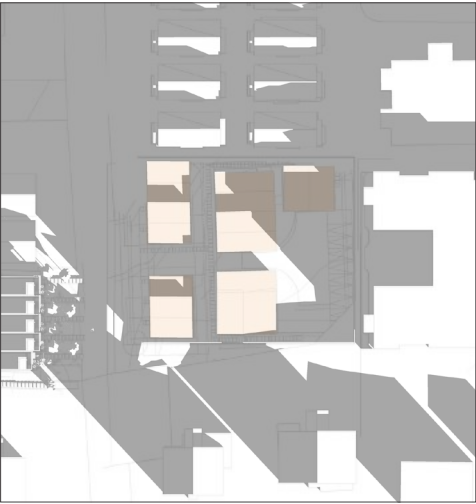
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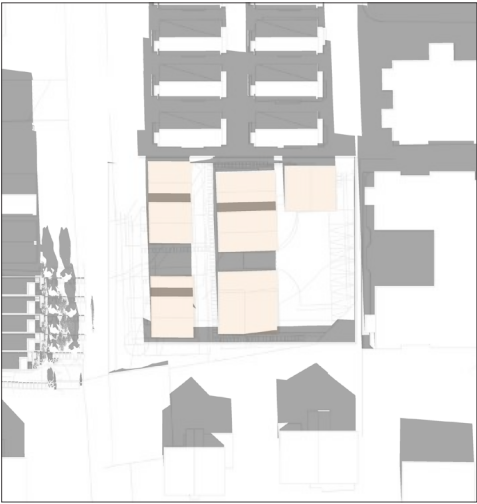
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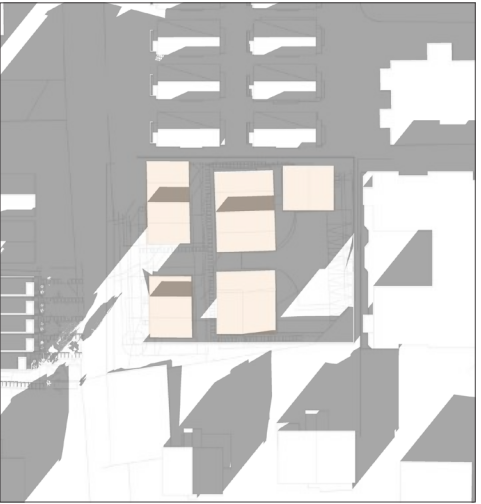
JUNE 21, 3 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 3 PM



## OPTION THREE - PREFERRED

### DISTINGUISHING FEATURES

- 7 Rowhouses + 9 Townhouses: 16 units
- 10 Surface parking stalls + 6 Garages
- 16 roof decks
- 20,532 SF FAR (21,534 SF Allowed)
- 2-4 bedrooms in each unit type
- 2 Departures Requested

### OPPORTUNITIES

- Efficient centralized parking
- Less paving surface for parking, More interior usable space given to units with use of garages
- Combined trash location centralized
- Large separation between rowhouses and townhouses
- 6 buildings:
- More views, glazing opportunities and view corridors created by southern facing open space and multiple breaks between buildings
- 6 unit types
- Separation between vehicular and pedestrian access
- Pedestrian path is not located against the north property lines, allows for more interaction between residents
- Street rythem is consistent with curb cuts founds on neighboring developments
- More visibility to the center of the site from the street
- Individual bike parking proposed for better usability and security
- More open green areas, opportunities for landscaping

### CONSTRAINTS

- Townhouse entries facing neighbors to the east
- Large massing on southeast corner of site

### DEPARTURES REQUESTED:

- 1. Reduction of 25% to the curb cut easement
- 2. Increase of 5.8% to the east facade length



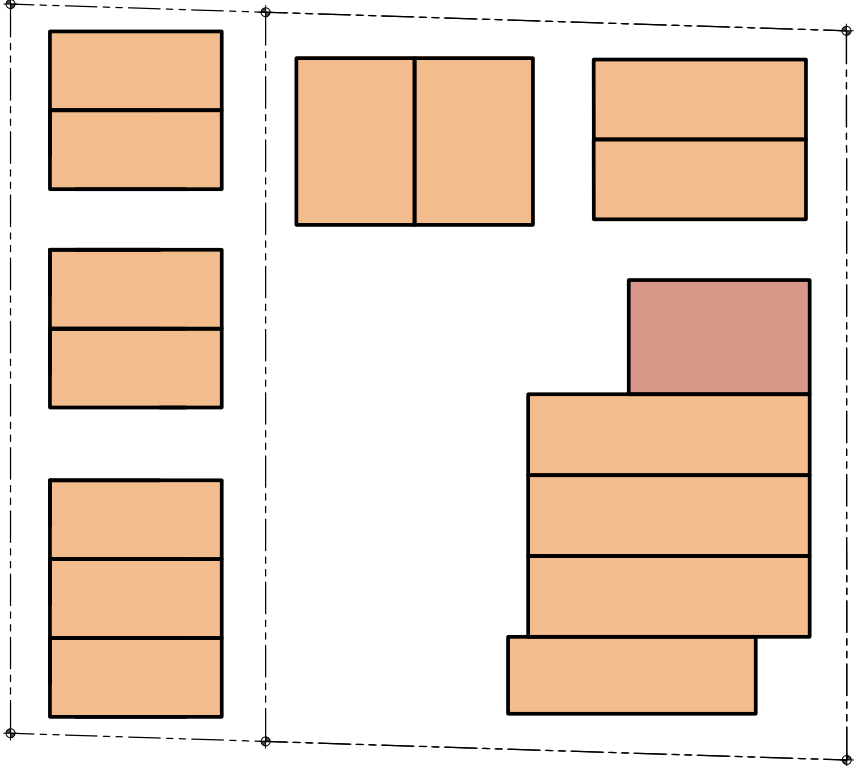
SITE PLAN - OPTION 3 ①



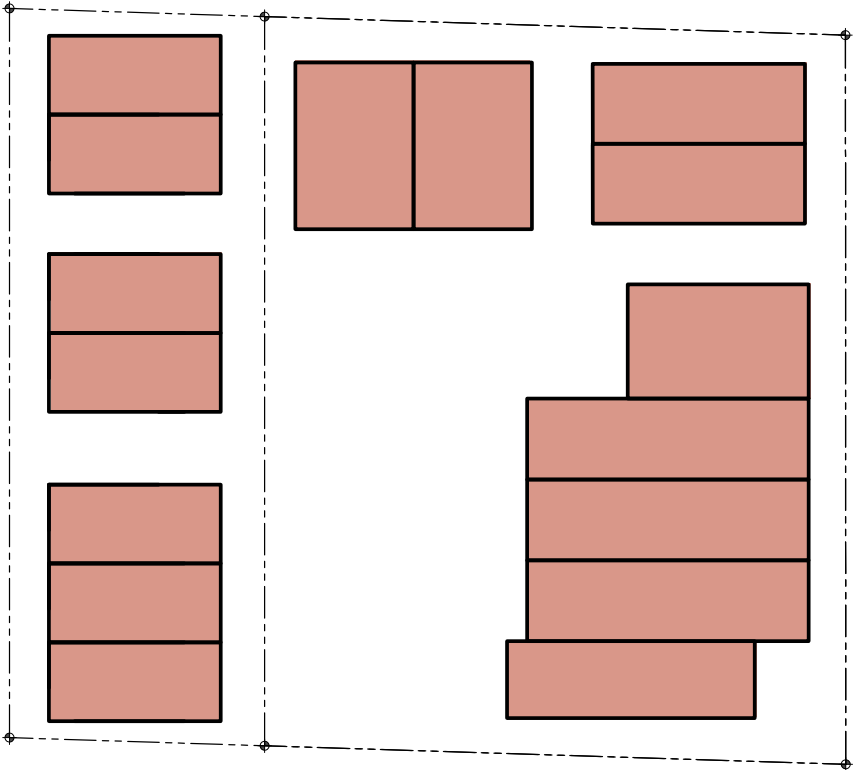
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  - ENTRY+GARAGE
  - LIVING+KITCHEN+DINING
  - PRIMARY SUITE +BATH
  - ROOF DECK



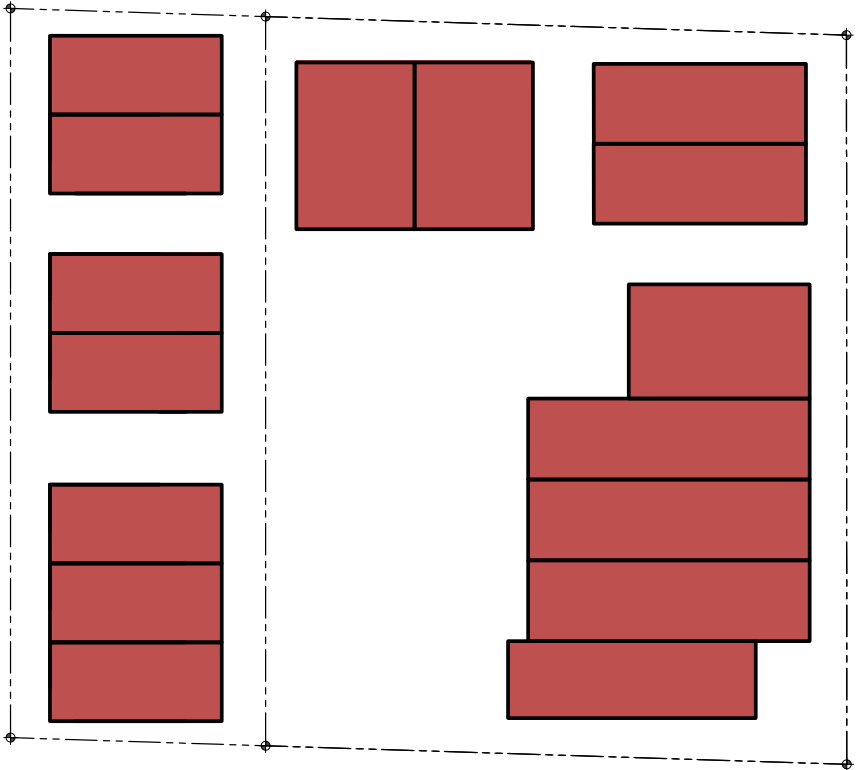
FIRST FLOOR PLAN 1



SECOND FLOOR PLAN 1



THIRD FLOOR PLAN 1



ROOF PLAN 1

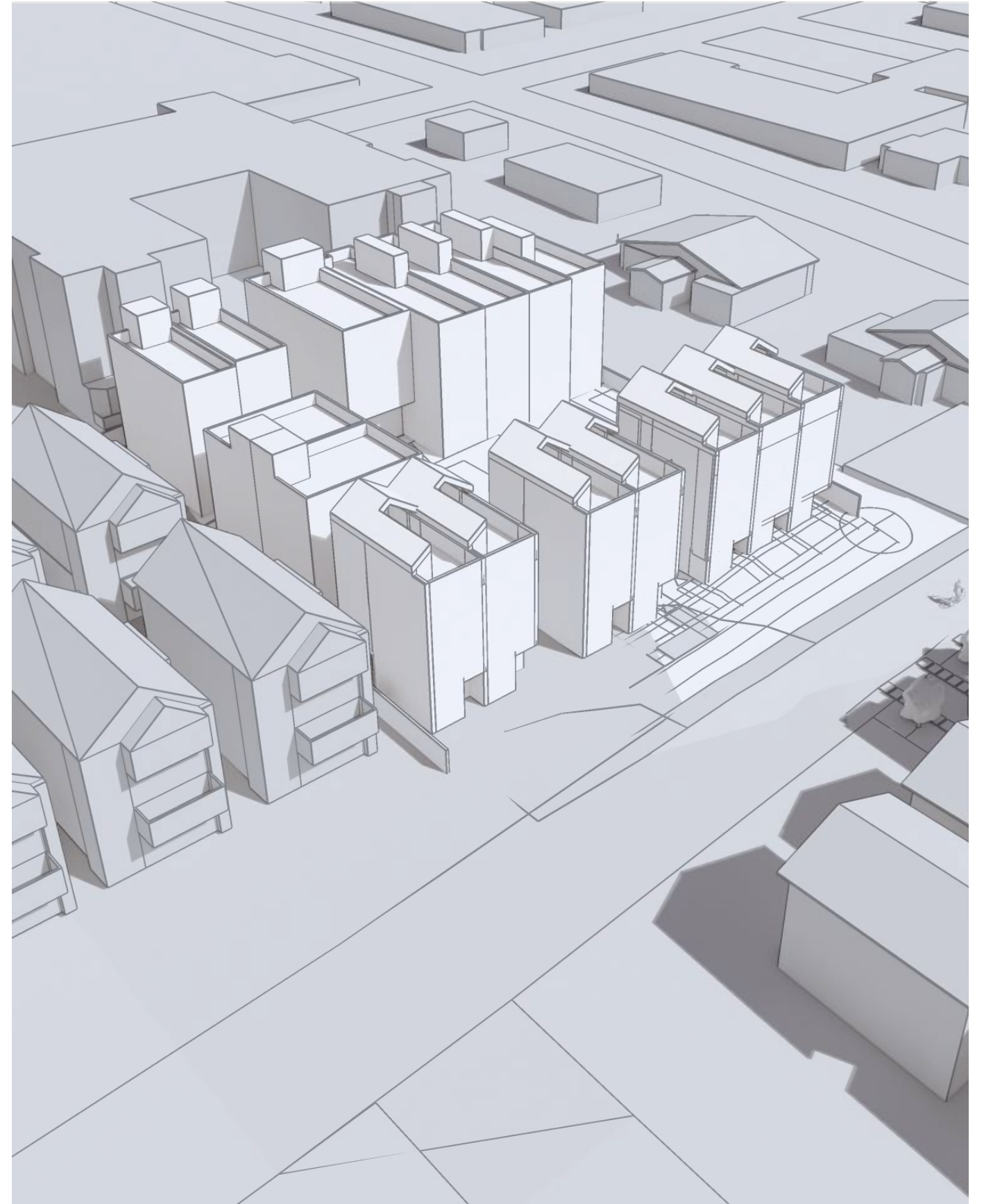




VIEW OF SOUTHEAST CORNER OF SITE

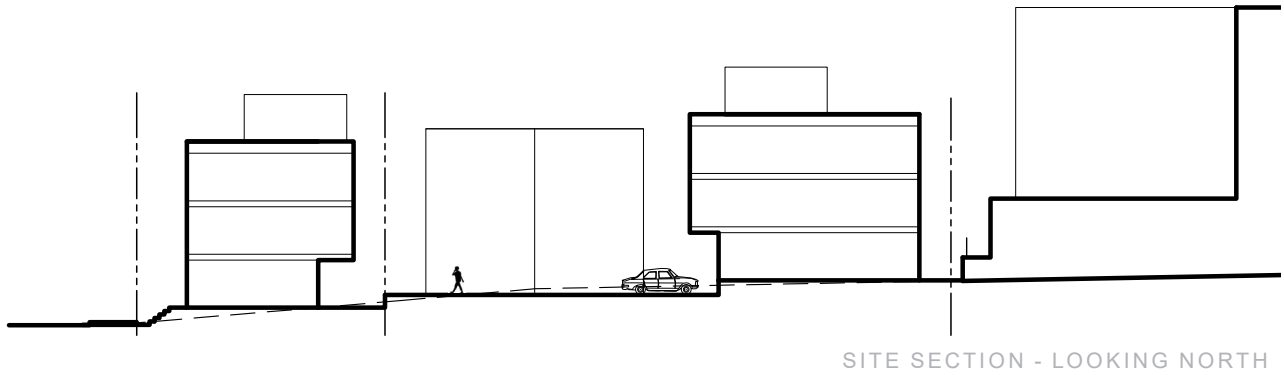


14TH AVE NE - STREET FRONT

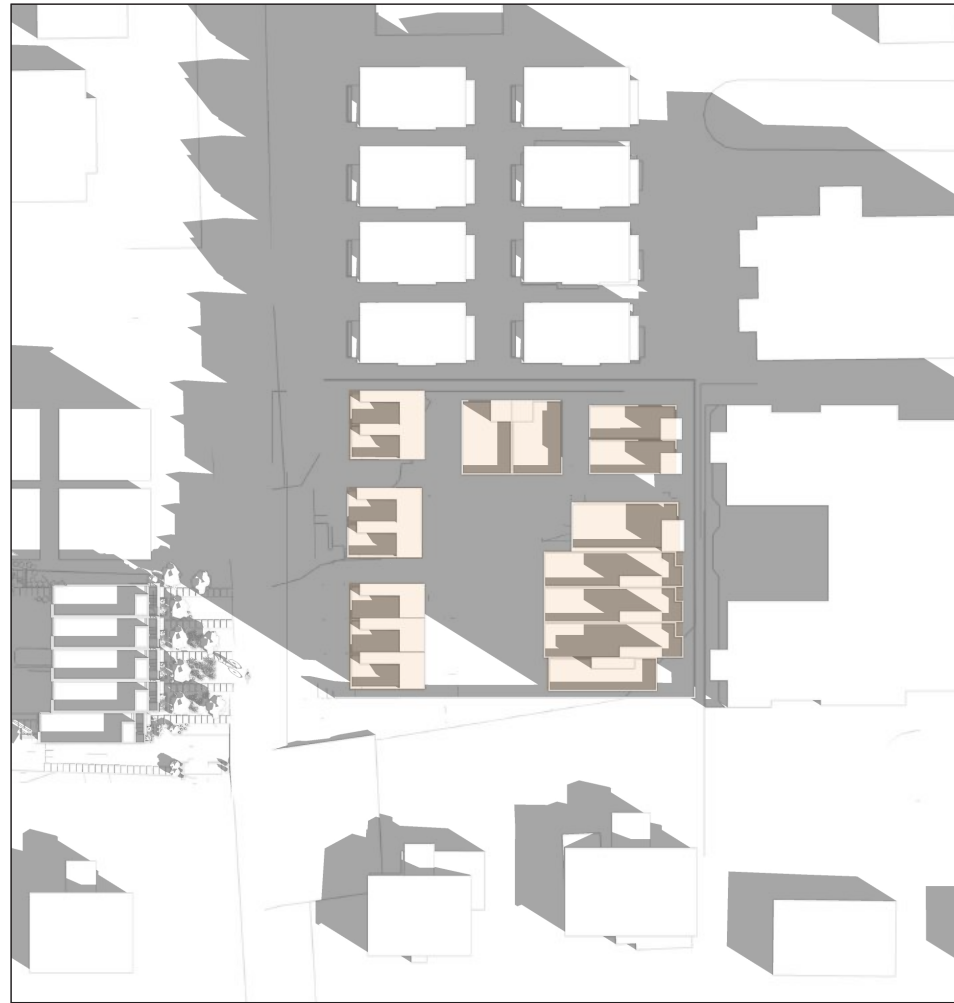


OVERVIEW OF MASSING









MARCH / SEPTEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



MARCH / SEPTEMBER 21, 3 PM



JUNE 21, 9 AM



JUNE 21, 12 PM



JUNE 21, 3 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 3 PM









FIRST FLOOR PLANS





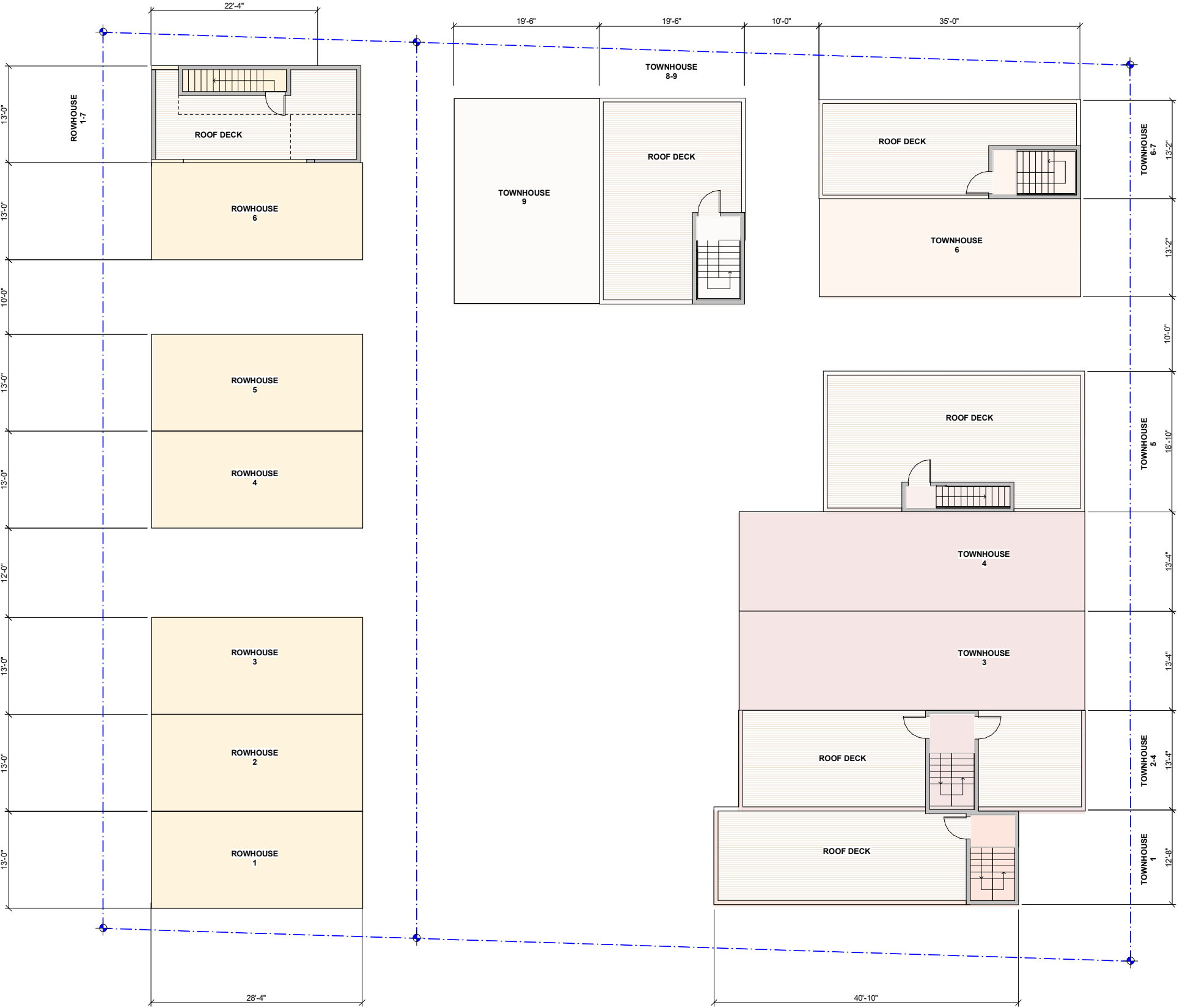
SECOND FLOOR PLANS 1





THIRD FLOOR PLANS





ROOF PLANS





OPTION 1



OPTION 2



OPTION 3 - PREFERRED OPTION

INSPIRATION:



HORIZONTAL LAP



ENTRY MATERIAL+TRIM



GARAGE DOORS + LIGHTING



LARGE GLAZING GROUPS



SCALED MATERIALS +  
HIGHLIGHTED ENTRY



WETMORE TOWNHOUSES 3307 WETMORE AVE S, SEATTLE, WA



85TH ROWHOUSE + TOWNHOMES - 2020, 2024, 2100, 2106 NE 85TH STREET



E HOWELL TOWNHOMES - 1111 E HOWELL ST



MALDEN TOWNHOUSES - 321 MALDEN AVE E



10TH AVE TOWNHOMES - 410 / 414 10TH AVE E, SEATTLE ,WA



FIRST HILL TOWNHOMES - 1327 MINOR AVE

