LICTON SPRINGS TOWNHOMES FOR SHELTER HOMES

9200 Woodlawn Ave N, Seattle, WA 98103

3038106-EG

ARCHITECT:

VANDERVORT ARCHITECTS

CC: MARK WIERENGA

2000 FAIRVIEW AVE E, SUITE 103

SEATTLE, WA 98102 / (206) 784-1614

PROPERTY OWNER:

SHELTER HOMES

CC: RON FROTON

88 HAMLIN ST

SEATTLE, WA 98102

LANDSCAPE ARCHITECT:

ROOT OF DESIGN

CC: DEVIN PETERSON

(206) 491-9545

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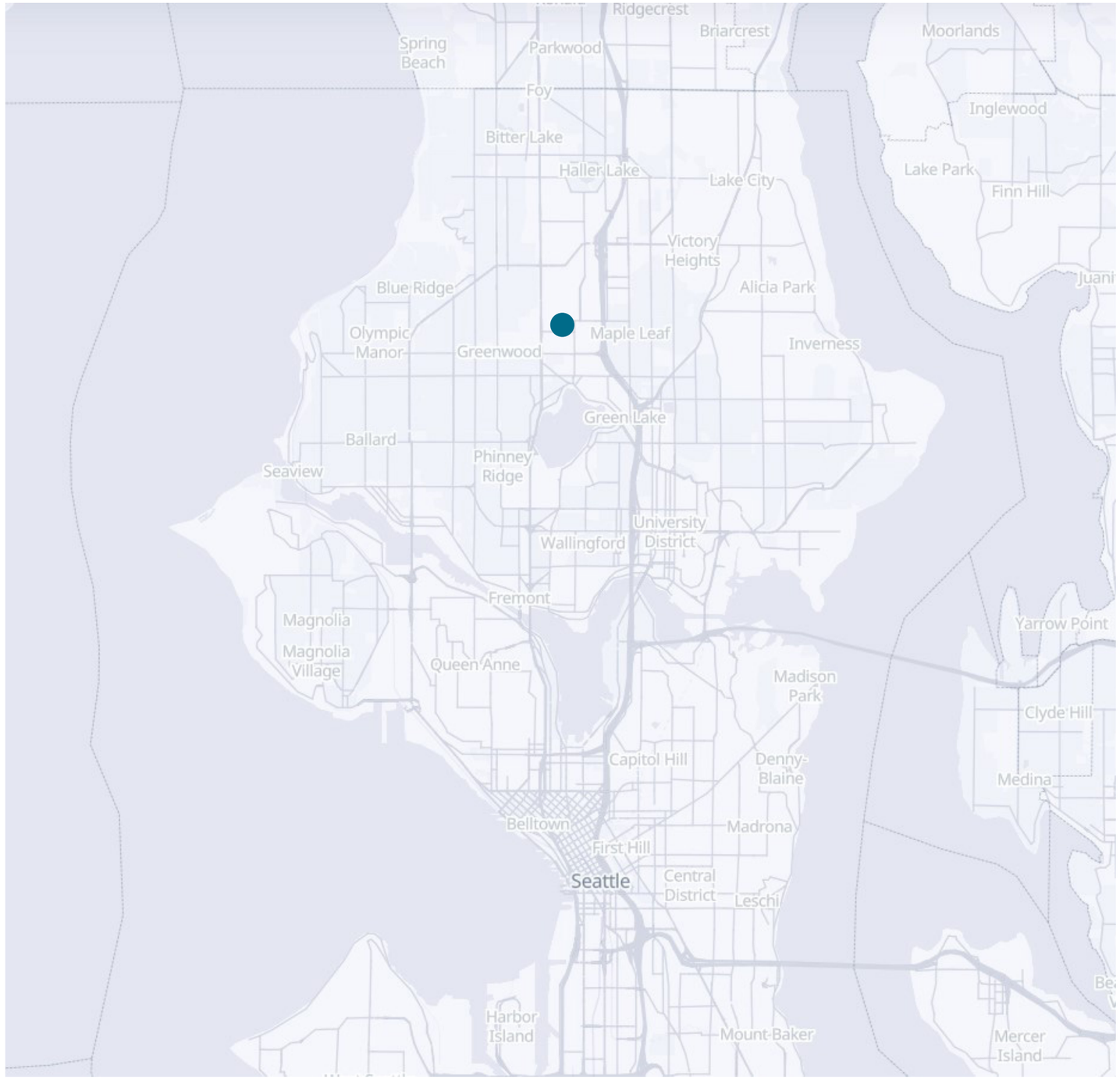

LICTON SPRINGS TOWNHOMES
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LICTON SPRINGS TOWNHOMES
DEVELOPMENT OBJECTIVES

PROJECT DESCRIPTION.

We are proposing to build 26 townhomes with +/-37 parking stalls. The townhouse dwellings will be a mix of three and four story dwellings. Parking will be a mix of private garages, shared carports and possibly some surface parking.

There are three exceptional trees at this site, all near the Woodlawn Ave right of way. We intend to protect and retain all three of these trees as part of our project. One hazard tree has been approved for removal under a separate permit.

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

This project will undergo Administrative Design Review. MHA requirements will be complied with via performance. See table A for 23.41.004 footnote 4.

PROJECT #.	3038106-EG	
LOT AREA.	31,024 SF	
PROPOSED DWELLING TYPE.	TOWNHOMES	
	MIX OF 2, 3 & 4 -BEDROOM UNITS	
RESIDENTIAL UNIT #.	26 TOTAL	
FLOOR AREAS (GROSS).	RESIDENTIAL:	40,744 SF
	GARAGE:	4,312 SF
	TOTAL:	45,056 SF
FLOOR AREA (FAR).	ALLOWED:	43,434 SF
	PROPOSED:	43,403 SF
BUILDING HEIGHT.	UP TO 40' PROPOSED (4 STORIES)	
AUTO PARKING.	+/- 37 PARKING STALLS PROPOSED	

EXAMPLE POSTER

REPORT SUMMARY

Feedback Summary

ACO used high-impact methods for each outreach modality (including multiple high-impact methods for electronic/digital outreach modality), and the community outreach efforts received community feedback. ACO received one phone call on the project feedback hotline, 32 survey responses, and 62 total website pageview (an average of about 3 pageviews per day).

The survey respondents were mostly individuals without "a direct connection to th[e] development project" (50 percent) followed by individuals who live in the general area (25 percent), and individuals who live very close to the project (21.9 percent). The characteristic that is most "important" among the survey respondents is that the project is affordable for residents and/or businesses (71 percent) and that it is good for pedestrians (60.7 percent). Additionally, survey respondents again cited affordability as their primary "concern" about the project (74.2 percent).

In that regard, ACO believes that the community and survey respondents will appreciate that the Seattle City Council enacted a requirement under the Mandatory Housing Affordability (MHA), Ordinance (CB 119444), that requires developers to either pay a fee (the "payment option") or designate a portion of a development as affordable (the "performance option"), at levels established in the ordinance. In essence, the Ordinance, under the guidance of the Seattle Housing Affordability and Livability Agenda (HALA) Advisory Committee "recommended that the mandatory inclusionary housing requirement offer developers the option of building affordable housing or making a cash contribution to fund preservation and production of affordable housing, and that the requirement be implemented upon approval of extensive Citywide upzoning of residential and commercial zones . . . ." CB 119444. The express goal of HALA Advisory Committee is to "ensure the development and preservation of a diversity of housing for people across the income spectrum . . . [and to p]rioritize strategies that have the most powerful and lasting impact on solving the affordable housing crisis." CB 119444. In sum, new development in Seattle generally requires a significant developer contribution to affordability.

In conclusion, ACO believes this community outreach effort was successful because ACO received significant community feedback. Please let the Affordable Community Outreach team know if you need any additional information concerning this community outreach program.

DESIGN TEAM RESPONSE

Affordability:

Shelter Homes intends to comply with the MHA requirements via the performance method for this project. This means that one or more of the proposed dwellings will be sold at a price meeting affordability requirements as outlined by the City of Seattle.

Pedestrian-orientation:

We have created a preferred site plan that manages pedestrian access and security very successfully. 15 of the dwellings are oriented directly on the adjacent streets, providing excellent pedestrian access. The remaining dwellings will take access via landscaped courtyards that will be designed to be beautiful, secure and practical. Bicycle storage will be convenient and distributed throughout the site. Living spaces will have good visual access to adjacent streets and courtyards to enhance user security.

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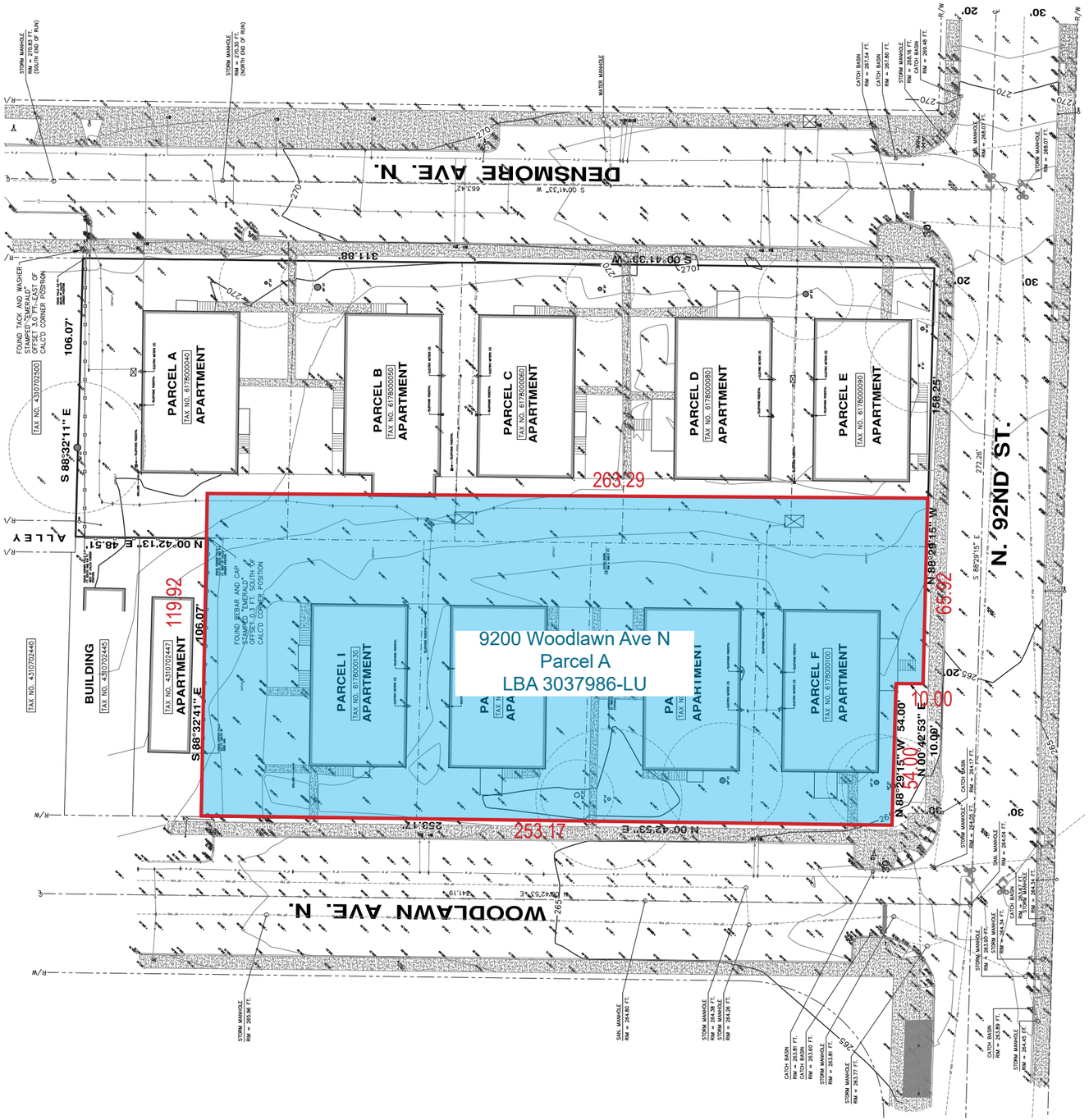
EXISTING SITE CONDITIONS
SITE SURVEY



NORTH

SCALE: 1" = 20'
0 10 20 40

PROJECT DESCRIPTION.

PARCEL A (31,024 SQ. FT.)

THAT PORTION OF LOTS 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, AND 14, NORTH-LAKE ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 64 OF PLATS, PAGE 34, RECORDS OF KING COUNTY, WA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE N.W. CORNER OF SAID LOT 14; THENCE S 88°32'14" E ALONG THE NORTH LINE OF SAID LOT FOR A DISTANCE OF 119.92 FT.; THENCE S 00°42'53" W, 263.29 FT.; THENCE N 88°29'15" W, 65.92 FT.; THENCE N 00°42'53" E, 10.00 FT.; THENCE N 88°29'15" W, 54.00 FT.; THENCE N 00°42'53" E, 253.17 FT. TO THE POINT OF BEGINNING.

9 BLOCK STUDY
SURROUNDING COMMUNITY

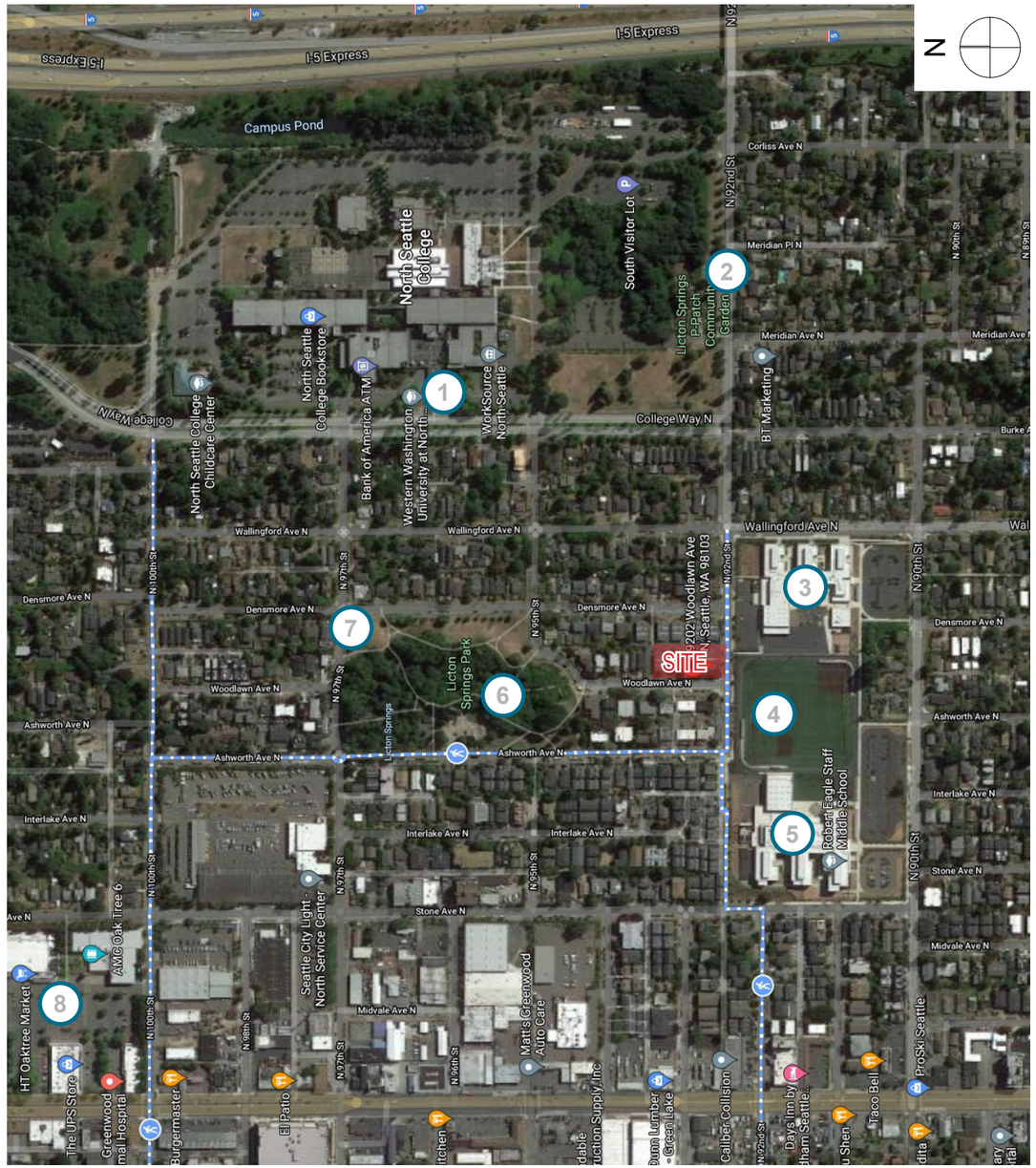
VICINITY MAP
LANDMARKS AND FEATURES

1. NORTH SEATTLE COLLEGE

2. LICTON SPRINGS. P-PATCH

3. CASCADIA ELEMENTARY SCHOOL

4. PLAYFIELDS



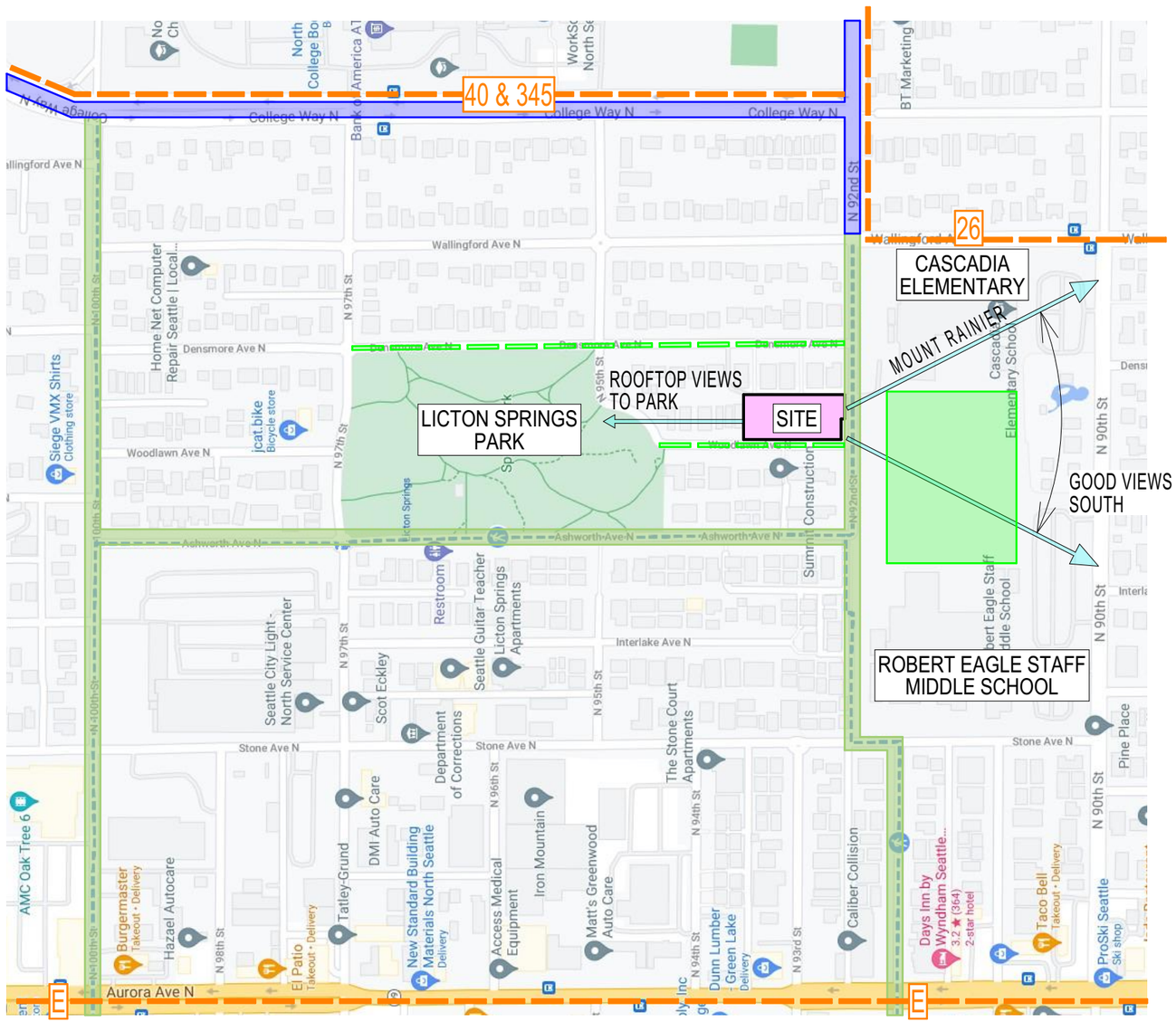
5. ROBERT EAGLESTAFF M.S.

6. LICTON SPRINGS PLAYGROUND

7. LICTON SPRINGS OPEN SPACE

8. OAK TREE MARKET

OPPORTUNITIES & CONSTRAINTS
IMMEDIATE AREA MAP



VICINITY MAP NOT TO SCALE

VIEWS FROM THE SITE
SITE PHOTOS

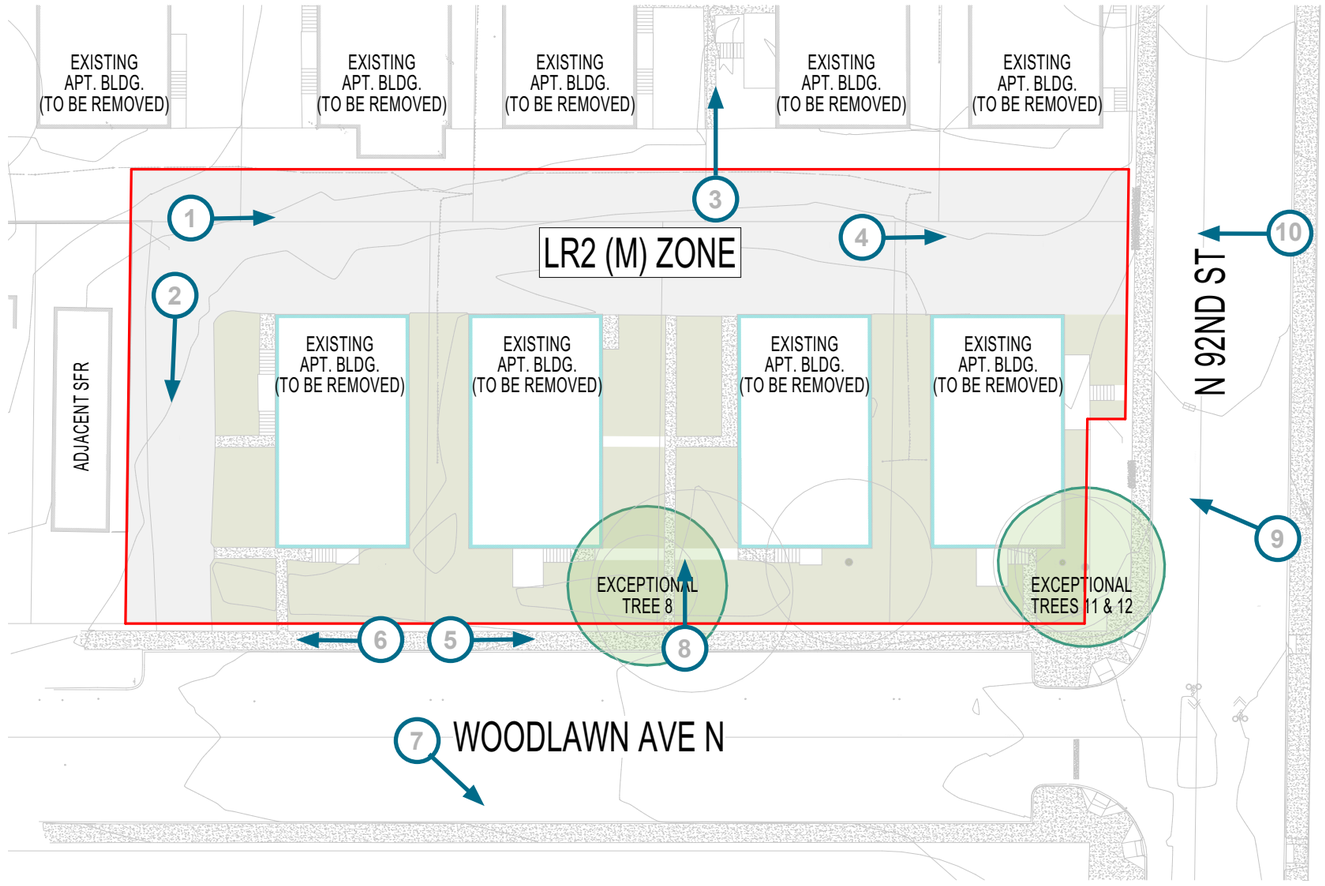
1. LOOKING SOUTH

2. LOOKING WEST

3. LOOKING EAST

4. LOOKING SOUTH

5. ALONG WOODLAWN - SOUTH



SITE ANALYSIS

6. ALONG WOODLAWN - NORTH

7. ACROSS WOODLAWN

8. MIDDLE OF SITE

9. ALONG 92ND

10. ALONG 92ND

BLOCK FACE STUDY
N 92ND ST

PROPOSED PROJECT SITE

2 STORY WALK-UP APARTMENTS

RETAIN EXCEPTIONAL TREES

N 92ND ST LOOKING NORTH

2-STORY SCHOOL SET VERY FAR BACK FROM STREET

OPEN PLAYFIELDS

N 92ND ST LOOKING SOUTH

BLOCK FACE STUDY
N 92ND ST

PROPOSED
PROJECT SITE

2 STORY WALK-UP APART-
MENTS

N 92ND ST LOOKING NORTH

STREET FRONTAGE VERY OPEN TO SOUTH

N 92ND ST LOOKING SOUTH

BLOCK FACE STUDY
WOODLAWN AVE N

LOOKING NORTH TOWARD
LICTON SPRINGS PARK

- FLAT ROOFS W/ OVERHANGS
- WOOD
- NO CLEAR ENTRY

1 AND 2 STORY SINGLE
FAMILY DEVELOPMENT

- GABLES
- SET BACK FROM STREET
- REPETITIVE HOUSE PLANS

WOODLAWN AVE N LOOKING EAST

- FLAT ROOFS W/ OVERHANGS
- BRICK AND SOME WOOD
- WALK-UP CONFIGURATION

2 STORY APARTMENT HOUSES

WOODLAWN AVE N LOOKING WEST

BLOCK FACE STUDY
WOODLAWN AVE N

WOODLAWN AVE N LOOKING EAST

- GABLES
- SOME GARAGES ON STREET

WOODLAWN AVE N LOOKING WEST

CONTEXT ANALYSIS
IMAGES OF NEARBY STRUCTURES

TYPICAL NEARBY SINGLE FAMILY

NEARBY APARTMENTS

LICTON SPRINGS PARK

TYPICAL NEARBY TOWNHOMES

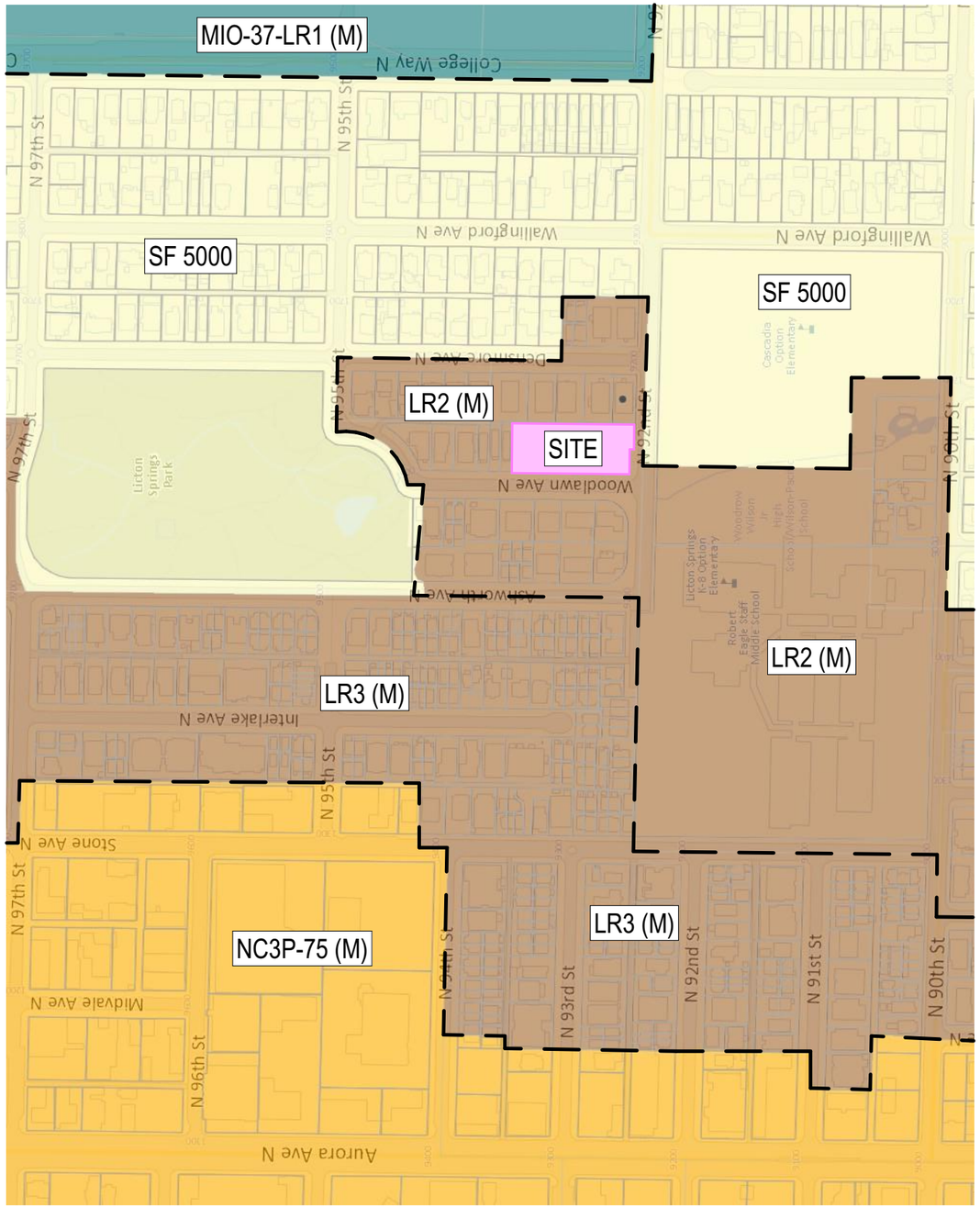
NEARBY APARTMENTS

ROBERT EAGLESTAFF SCHOOL

TYPICAL NEARBY TOWNHOMES

NEARBY TOWNHOMES

ROBERT EAGLESTAFF SCHOOL ENTRY



ZONING MAP NOT TO SCALE

N

CODE RESEARCH
ZONING DATA

Lot Area Total:	31,024 SF SITE AREA.
Zoning:	LR2 (M) / AURORA / LICTON SPRINGS RESIDENTIAL URBAN VILLAGE.
ECA:	NONE.
Residential Use:	26 DWELLING UNITS TOTAL
FAR:	FAR MULTIPLIER = 1.4 - 43,436 SF ALLOWED FAR.
HEIGHT:	40' BASE HEIGHT ALLOWED. +5' FOR PITCHED ROOF. +4' FOR PARAPETS. +10' FOR STAIR PENTHOUSE(S).
SETBACKS:	TOWNHOUSE: 5' MIN/7' AVG. ALL SIDES.
AUTO PARKING:	1 SPACE REQUIRED PER D.U. 1.46 SPACES PER D.U. PROPOSED ALL DWELLINGS.
BICYCLE PARKING:	1 LONG-TERM SPACE REQUIRED PER D.U. 4 SHORT-TERM SPACES REQUIRED.
AMENITY AREA:	25% OF LOT AREA MUST BE PROVIDED AS AMENITY AREA. HALF OF THIS MUST BE AMENITY AREA AT GROUND LEVEL.
GREEN FACTOR:	A GREEN FACTOR SCORE OF 0.6 IS REQUIRED FOR THIS SITE.

TREE 8. RETAIN (EXCEPTIONAL)

TREES 11 & 12. RETAIN (EXCEPTIONAL)

Alan Pani, The Seattle Land Use Co.
RE: Regulated Tree Inventory, 9201 Densmore Ave N, Seattle WA
June 9, 2020
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Attachment No. 3 – Tree Number Exhibit

Greenforest Registered Consulting Arborist

Attachment No. 4 – Regulated Tree Inventory

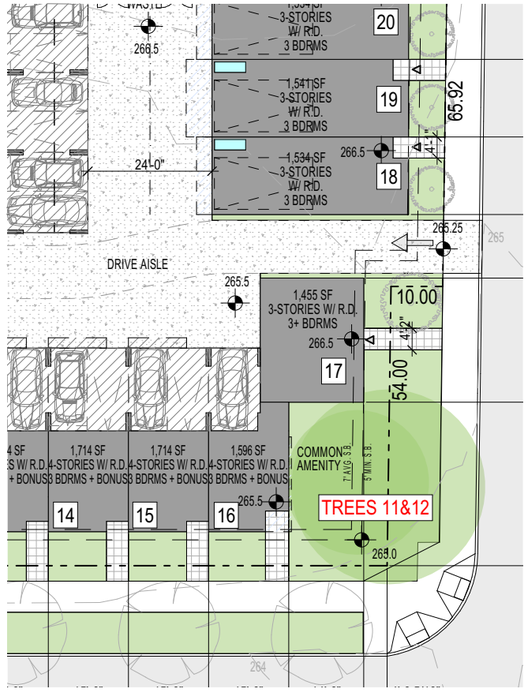
Significant	Exceptional Size	Grove Size	Exceptional Grove	Tree No.	DBH – Inches	Tree Common Name & Latin Binomial	Exc. Threshold	Dripline (R')	Health	Structure/Form	Comments on Condition	Viable Tree?
				7	22"	Scot's pine, Pinus sylvestris	24"	0'	3	3	Dead	NO
	YES	YES	NO	8	21.1"	Blireiana flowering plum, Prunus blireiana	21"	21'	2	2	Decline	YES
YES		YES	NO	9	13.8"	Blireiana flowering plum, Prunus blireiana	21"	14'	2	3	Branch dieback, lean, previous rootplate failure	NO
	YES	YES	NO	10	25.8"	Scot's pine, Pinus sylvestris	24"	21'	3	2	Borer injury at rootcrown, rootplate growth obstruction, asymmetric	NO
	YES	YES	NO	11	25.8"	Scot's pine, Pinus sylvestris	24"	17'	1	2	Asymmetric, growth obstruction, pine tip moth infestation	YES
	YES	YES	NO	12	25.8"	Scot's pine, Pinus sylvestris	24"	21'	1	2	Asymmetric, growth obstruction, pine tip moth infestation	YES

TREE 10. TO BE REMOVED UNDER SEPARATE HAZARD PERMIT

DESIGN STANDARDS
DESIGN NARRATIVE

EXCEPTIONAL PLUM MID-SITE

EXCEPTIONAL PINES AT CORNER



FRAMING EXCEPTIONAL TREES AT CORNER

SINGLE FAMILY 2-STORY BUILDINGS N. OF SITE

2-STORY APTS. WEST OF SITE

CS1.D.1&2: Plants and Habitat

On site trees: We have one mature Flowering Plum (tree 8) and two Scot's Pines (trees 11 & 12) at this site and we intend to retain all of them. Our design response is to provide adequate space for these trees and to make them part of an enhanced pedestrian experience. The Pines will continue to anchor the intersection of Woodlawn and 92nd, and the Plum will become part of the primary site entry. We are asking for a slight increase in allowed building width in order to accommodate the Pines - we feel that this will allow us to avoid development within the tree's driplines and allow us to help feature these trees as an important site asset.

CS2.B.2: Connection to Street

We are working to orient the maximum number of townhomes to the adjacent streets in order to create a very strong connection to the public realm. Additionally, we are creating pedestrian courtyards at the north and middle of the site in order to further reinforce these important connections. All townhomes will have living spaces adjacent to entries that will also help reinforce these connections. Auto parking will be de-emphasized by placing all parking stalls out of view behind buildings.

CS2.C.1: Corner Sites

This site occupies the NE segment of the intersection between Woodlawn Ave N and N 92nd St. We intend to preserve the exceptional pines that occupy this corner and so our design response is to frame the pines with our new buildings east and west of them. By doing so, this space will become an open space that is shared between the site occupants and the general public. Landscaping added in this area will be sensitive to these trees and will compliment and enhance them.

CS3.A.4: Evolving Neighborhoods

The existing building forms and types in this neighborhood vary widely. Buildings vary from 2-story walk up apartments to single family homes with gable roofs. The schools south of our site are very institutional in form and materials. Many of the single family homes have garages that front on the street and there is very little continuity in this area. With this project, we intend to establish a positive and desirable context for future development in multiple ways:

- Prioritize the pedestrian experience (see CS2.B.2)
- Avoid garages and parking facing the street
- Consider ways to connect to the public realm with increased glazing, balconies and roof decks
- Tie into positive local material palettes, including wood trims and lap cladding. Consider ways to utilize unique institutional or commercial materials such as metal and concrete to better relate to the local commercial and institutional uses.

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

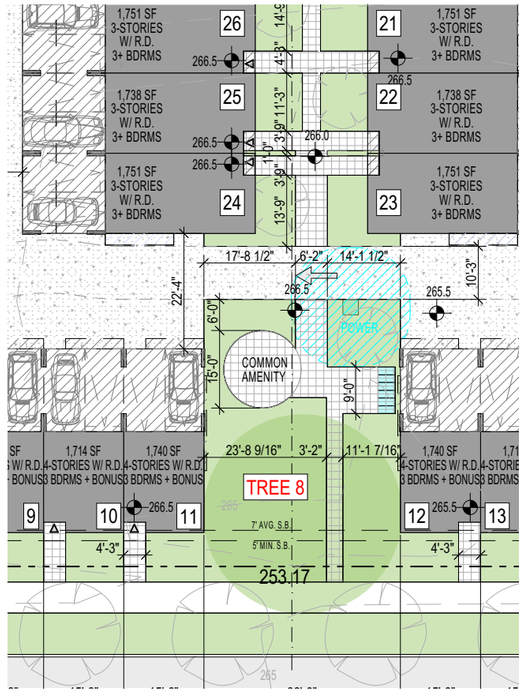
As mentioned previously, we are working to maximize the number of individual dwelling entires taking direct entries from adjacent streets. The entries themselves will be scaled down and defined with recessed areas with overhead weather protection. Where possible, we will have steps up to the entries from the approach sidewalk in order to help create a subtle threshold experience. During design development, we will more carefully consider materials, special signage and other elements that create a friendly entry experience.

DC1.C.2: Visual Impacts (of parking and service uses)

All parking will be behind buildings and will not be very visible from the adjacent streets. The parking is distributed into six smaller parking areas that are tied to each building. Parking will be screened from view from the primary central courtyard and the north pedestrian access as well. Wast storage / staging will located in two areas along the back property line where it will be convenient to use, but screened from view by site occupants. Waste pickup will be on site if possible so that dumpsters are not staged in the right of way. Landscaping and screening will be employed to help screen parking and other services uses on this site.

DC2.A.2: Reduce Perceived Mass

We are suggesting massing that reduces the overall bulk of the buildings and that helps to identify individual dwellings. In most cases, we are doing so by recessing a continuous vertical band that aligns with the dwelling entries. The entries will also be demarcated with secondary elements (roof canopies). Along the street frontages, all facades will be a maximum of three stories tall and the fourth stories will be stepped back with roof decks to help reduce the perceived mass and make the dwellings appear to be three stories with a penthouse space.



DC3.B.4: Multifamily Open Space

We are arranging the buildings so that the entry sequence in the heart of the site will provide opportunities for informal gatherings. This space will be defined on the west side by the Flowering Plum tree and on the east side by an entry courtyard for dwellings 12 thru 17. A large paved and landscaped area is envisioned for this area that will include seating of various types.

OPTIONS 1 - 3
COMPARISON

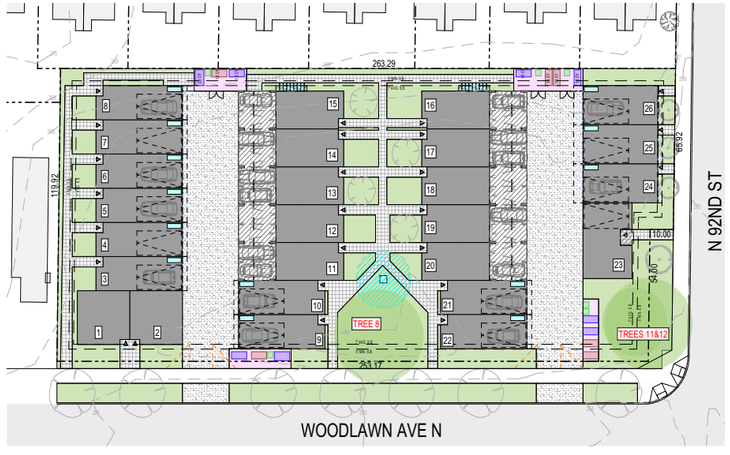
OPTION 1 *(Central Auto Court):*

OPPORTUNITIES:

- Many dwellings fronting on adjacent streets
- Very clear concept

CONSTRAINTS:

- Pedestrian access along east side long and narrow
- Autos dominate the middle of the site with limited visual breaks
- Common amenity area at corner is difficult to access from the site
- Few end units
- This plan calls for the removal of one exceptional tree (Not meeting CS1.D.1)
- Requires two code departures: Departure 1: Building width for units 21 - 26 per per 23.45.527 Departure 2: Screening for auto parking per 23.45.536.D
- Waste storage is concentrated at north end of site and difficult to access from south end



OPTION 2 *(Code Complying):*

OPPORTUNITIES:

- Complies with land use code
- Well developed interior pedestrian courtyards
- All exceptional trees retained
- No code departures required

CONSTRAINTS:

- Nearly all units take access from interior courtyards and not adjacent streets
- Auto courts are very visible from Woodlawn.
- This scheme has the fewest buildings, which results in more monotonous massing.
- 17 middle units - more than any other scheme.
- There is a common amenity area at the SW corner, but it is difficult to connect with.
- The auto courts divide the pedestrian circulation into three distinct zones, with limited connection between them.
- Waste staging will be near the street (and very visible) on pickup days.

OPTION 3 *(Preferred Design):*

OPPORTUNITIES:

- Pedestrian access is prioritized: 15 dwellings front on the street, all others take access via well-developed landscaped courtyards.
- Middle of the site is opened up with landscaping and good visual lines out to Woodlawn.
- Parking is well-screened from the street.
- Dwellings are divided into six buildings, which breaks the massing into smaller components.
- More buildings means more end units.
- All exceptional trees are protected and retained.
- Waste storage is distributed and well-placed to be convenient and out of the way. Pickup will be on site.

CONSTRAINTS:

- Requires one land use code departure.

OPTION 1 *(Corner view):*

Central Auto Court:

In this option, a linear central auto court is the organizing factor. A 2-way driveway is positioned along Woodlawn Ave N for ingress and egress. Dwellings are oriented to the streets and to a pedestrian access on the east boarder of the site. 38 auto parking stalls are provided in a combination of private garages, shared carports and surface parking. Bike parking is generally consolidated on the east section of the site.

OPTION 2 *(Corner view):*

Code Complying:

In this option,buildings are laid out in east/west bars. Spaces between the bars alternate between pedestrian and auto access. Two driveways take access from Woodlawn Ave N. Pedestrian access is limited to three areas: the north edge of the site, a common middle courtyard and N 92nd St. 34 auto parking stalls are provided in a combination of private garages and shared carports. Bike parking is generally consolidated on the east side of the site

OPTION 3 *(Corner view):*

Preferred:

In the preferred option, we have retained the active street connections provided by option 1, while introducing vibrant interior pedestrian courtyards provided in option 2. This scheme is comprised of six buildings, all carefully arranged to prioritize the pedestrian experience and play down auto access. The driveway access will be one way, entering from 92nd and exiting on Woodlawn. This allows us to maximize the building frontages on the street while reducing views into parking areas. 37 auto parking stalls are provided in a combination of private garages and shared carport. Bike parking will be distributed throughout the site.

OPTION 1 *(Corner view):*

OPTION 2 *(Corner view):*

OPTION 3 *(Corner view):*

OPTION 1
SITE PLAN

OPTION 1 *(Central Auto Court):*

In this option, a linear central auto court is the organizing factor. A 2-way driveway is positioned along Woodlawn Ave N for ingress and egress. Dwellings are oriented to the streets and to a pedestrian access on the east boarder of the site. 38 auto parking stalls are provided in a combination of private garages, shared carports and surface parking. Bike parking is generally consolidated on the east section of the site.

- 26 dwelling units
- 38 parking stalls (12 garages, 22 carports, 4 surface stalls)
- 1,492 sf average dwelling size

PROPOSED FAR & GFA:

43,431 SF FAR; 45,258 SF GFA

POSITIVES:

- Clear, understandable site layout
- 15 dwellings relate directly to the street
- More private garages than any other scheme
- Waste picked up on site, no right-of-way staging

NEGATIVES:

- The largest open space created on the site is essentially a parking lot. The pedestrian access is separated from the driving area, but it is squeezed against the east boarder.
- Security is much more difficult to provide on walking paths. (Not meeting PL2.B.1)
- While there is a common amenity area at the SW corner, most amenity areas are generally divided and dispersed around the site, and do not provide any corporate benefit. (Not meeting DC3.B.4)
- Site arranged in five buildings with only 10 end units.
- This plan calls for the removal of one exceptional tree (Not meeting CS1.D.1)
- Requires code departures for:
  - Building width (limit of 90', shown here as 93')
  - Screening of parking (wide driveway allows direct visual exposure to many parked vehicles)
- Waste is relegated to north end of site in one collection location.

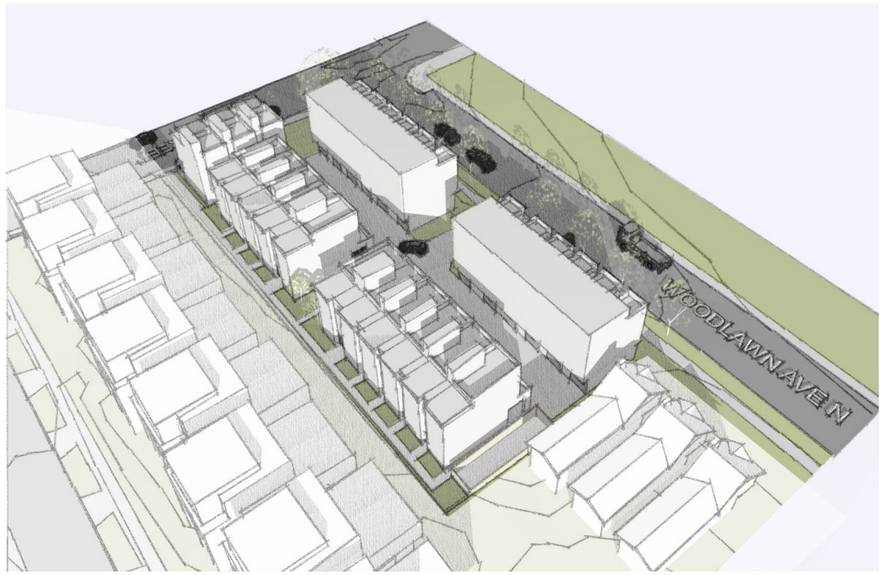
VIEW OF SOUTHWEST CORNER

VIEW OF NORTHWEST CORNER

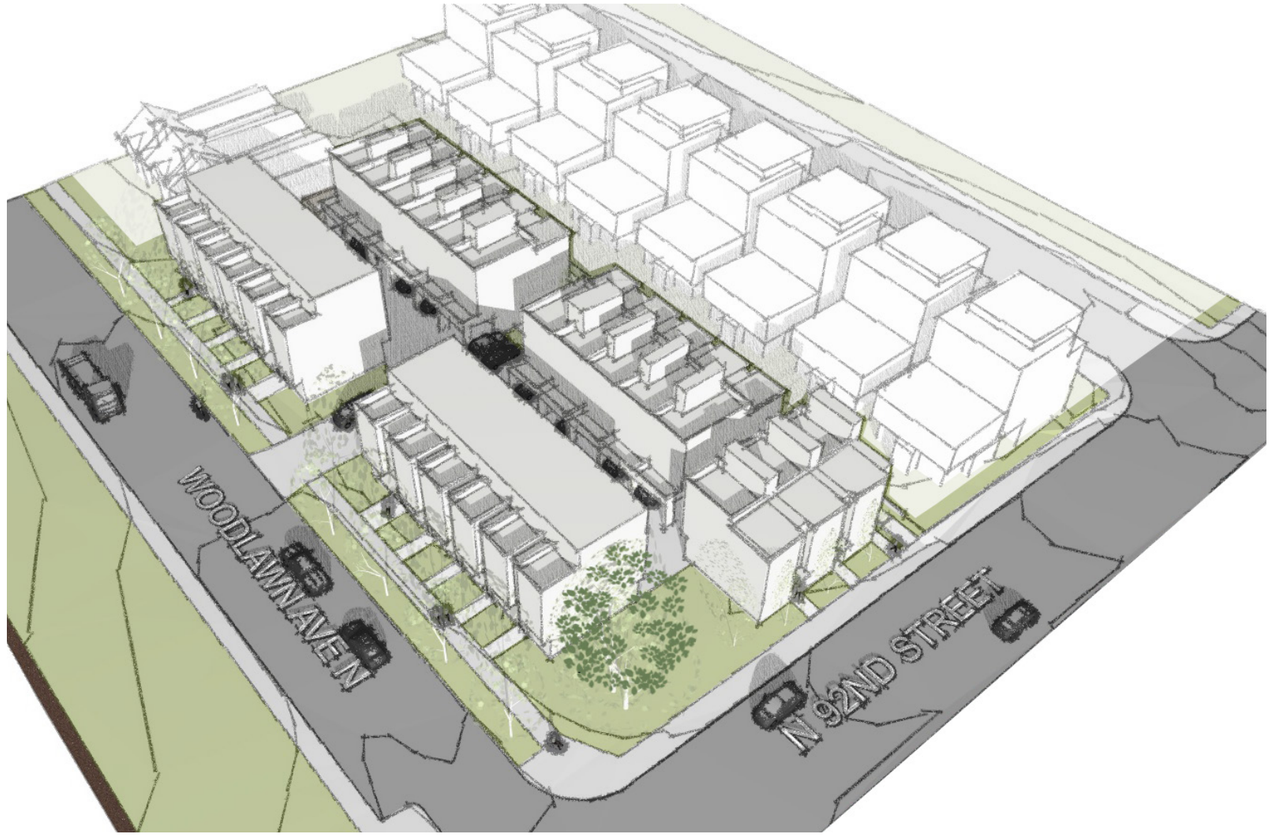
MIDDLE OF SITE FROM WOODLAWN

VIEW OF SOUTHEAST CORNER

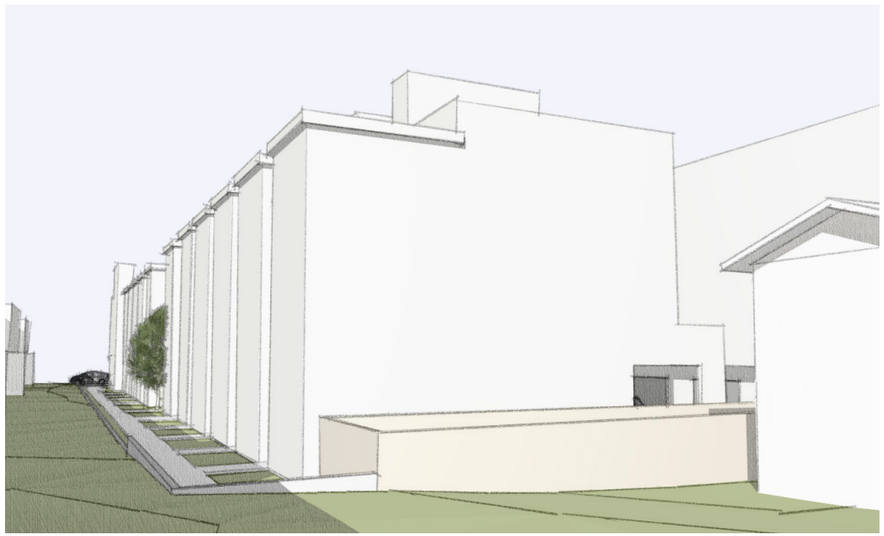
OPTION 1
CONCEPT RENDERINGS



BIRDSEYE VIEW NORTHEAST CORNER



BIRDSEYE VIEW SOUTHWEST CORNER



GROUND-LEVEL VIEW NORTHEAST CORNER

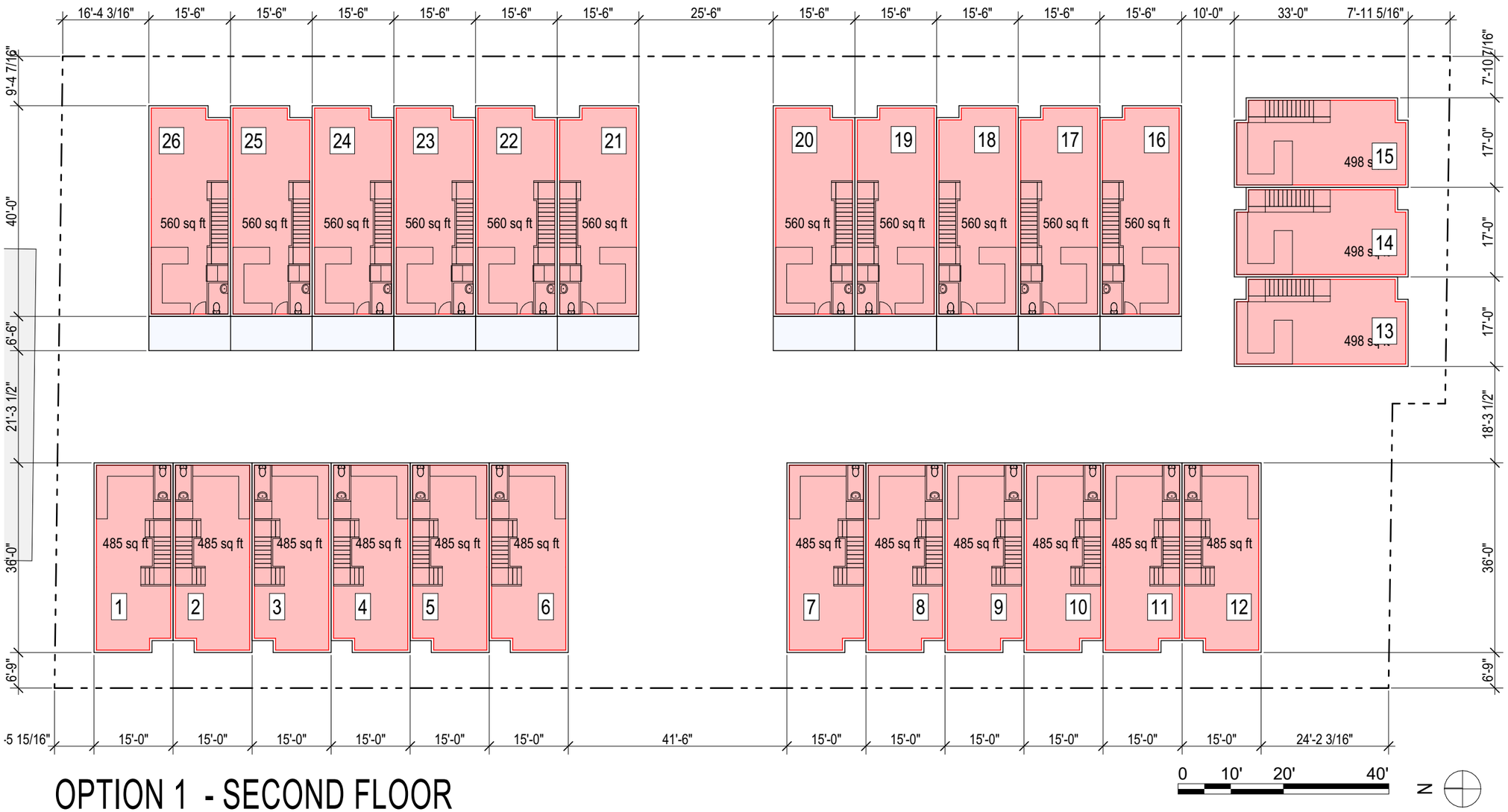
GROUND-LEVEL VIEW NORTWEST CORNER

OPTION 1 - FIRST FLOOR

LEGEND

- DWELLING: LIVING LEVEL
- DWELLING: BEDROOM / BONUS LEVEL
- BUILDING OVERHANG ABOVE
- ROOF DECK
- PARKING: PRIVATE GARAGE
- PARKING: CARPORT INCLUDED IN FAR
- PARKING: CARPORT NOT INCLUDED IN FAR
- LANDSCAPED AREA
- PAVED WALKWAY
- CONCRETE DRIVEWAY
- BIKE PARKING STALL
- WASTE STORAGE / STAGING

OPTION 1
FLOOR PLANS



OPTION 1 - SECOND FLOOR

LEGEND

- DWELLING: LIVING LEVEL
- DWELLING: BEDROOM / BONUS LEVEL
- BUILDING OVERHANG ABOVE
- ROOF DECK
- PARKING: PRIVATE GARAGE
- PARKING: CARPORT INCLUDED IN FAR
- PARKING: CARPORT NOT INCLUDED IN FAR
- LANDSCAPED AREA
- PAVED WALKWAY
- CONCRETE DRIVEWAY
- BIKE PARKING STALL
- WASTE STORAGE / STAGING

OPTION 1 - THIRD FLOOR

LEGEND

- DWELLING: LIVING LEVEL
- DWELLING: BEDROOM / BONUS LEVEL
- BUILDING OVERHANG ABOVE
- ROOF DECK
- PARKING: PRIVATE GARAGE
- PARKING: CARPORT INCLUDED IN FAR
- PARKING: CARPORT NOT INCLUDED IN FAR
- LANDSCAPED AREA
- PAVED WALKWAY
- CONCRETE DRIVEWAY
- BIKE PARKING STALL
- WASTE STORAGE / STAGING

OPTION 1
FLOOR PLANS

OPTION 1 - FOURTH FLOOR

0 10' 20' 40'

N

LEGEND

- DWELLING: LIVING LEVEL
- DWELLING: BEDROOM / BONUS LEVEL
- BUILDING OVERHANG ABOVE
- ROOF DECK
- PARKING: PRIVATE GARAGE
- PARKING: CARPORT INCLUDED IN FAR
- PARKING: CARPORT NOT INCLUDED IN FAR
- LANDSCAPED AREA
- PAVED WALKWAY
- CONCRETE DRIVEWAY
- BIKE PARKING STALL
- WASTE STORAGE / STAGING

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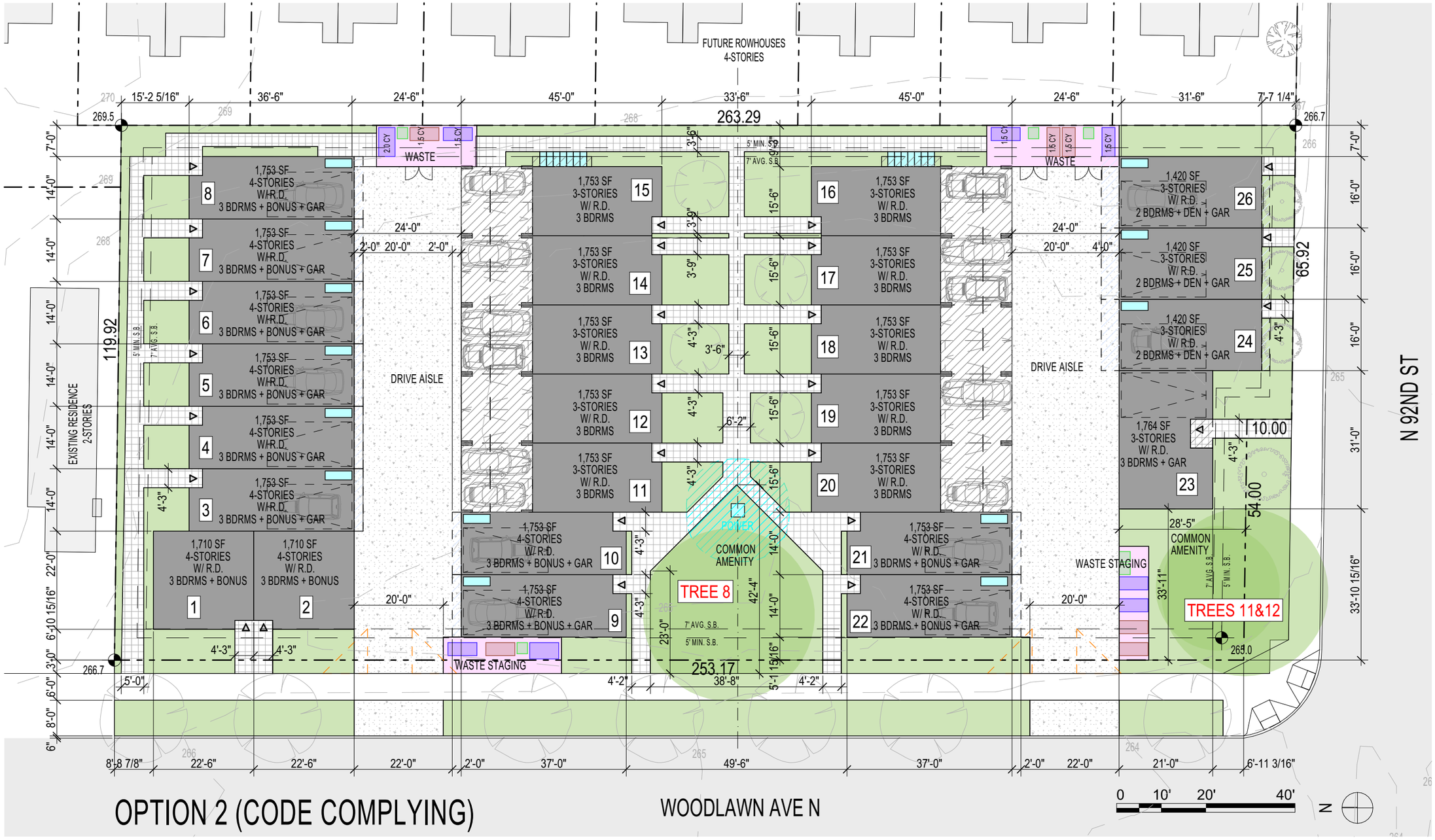
OPTION 2
SITE PLAN



OPTION 2 *(Code Complying):*

In this option,buildings are laid out in east/west bars. Spaces between the bars alternate between pedestrian and auto access. Two driveways take access from Woodlawn Ave N. Pedestrian access is limited to three areas: the north edge of the site, a common middle courtyard and N 92nd St. 34 auto parking stalls are provided in a combination of private garages and shared carports. Bike parking is generally consolidated on the east side of the site.

- 26 dwelling units
- 38 parking stalls (14 garages, 20 carports)
- 1,480 sf average dwelling size

PROPOSED FAR & GFA:

43,280 SF FAR; 45,194 SF GFA

POSITIVES:

- Large central pedestrian courtyard
- All exceptional trees are protected and retained.
- Tree 8 serves as a gateway to the pedestrian courtyard.
- Views into the pedestrian courtyards are mostly clear.
- Two waste collection areas will be more convenient for occupants.

NEGATIVES:

- While this scheme is code complying, this arrangement opens up views into the auto courts.
- Only five dwelling units front on the streets - all others rely on internal circulation for access.
- Since there are only four buildings, this scheme requires 17 tunnel units, more than any other scheme.
- There is a common amenity area at the SW corner, but it is difficult to connect with.(Not meeting DC3.B.4)
- The auto courts divide the pedestrian circulation into three distinct zones, with limited connection between them.
- Waste staging will be near the street (and very visible) on pickup days.

VIEW OF SOUTHWEST CORNER

VIEW OF NORTHWEST CORNER

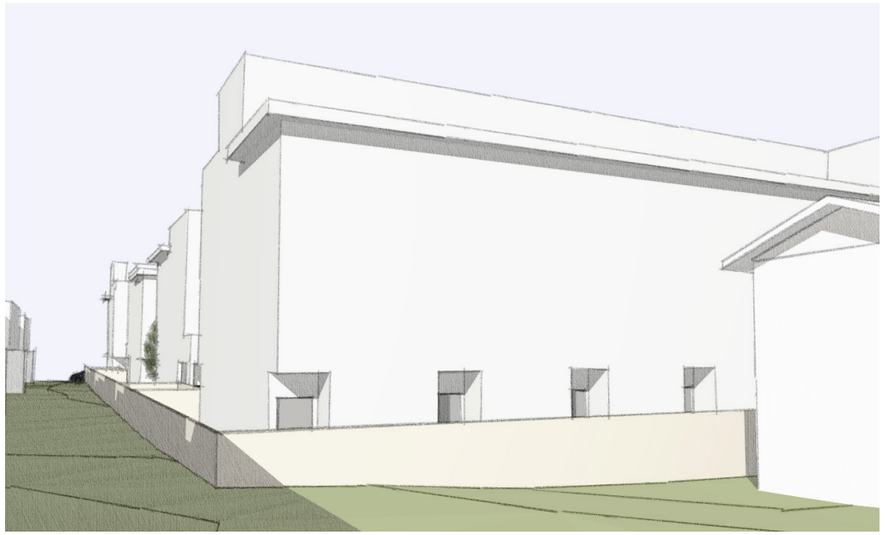
MIDDLE OF SITE FROM WOODLAWN

VIEW OF SOUTHEAST CORNER

OPTION 2
PROJECT DATA

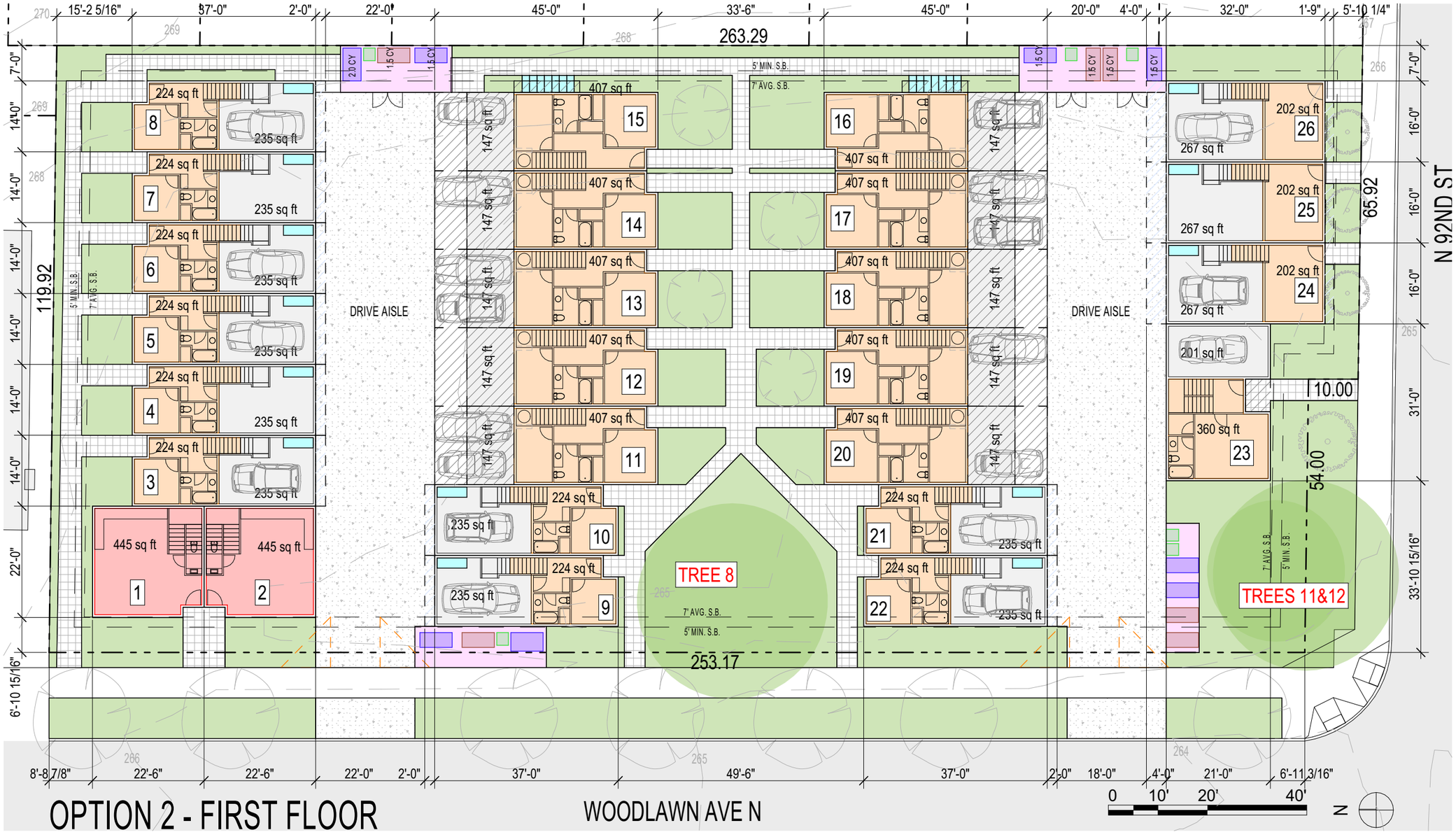
BIRDSEYE VIEW NORTHEAST CORNER

BIRDSEYE VIEW SOUTHWEST CORNER



GROUND-LEVEL VIEW NORTHEAST CORNER

GROUND-LEVEL VIEW NORTWEST CORNER

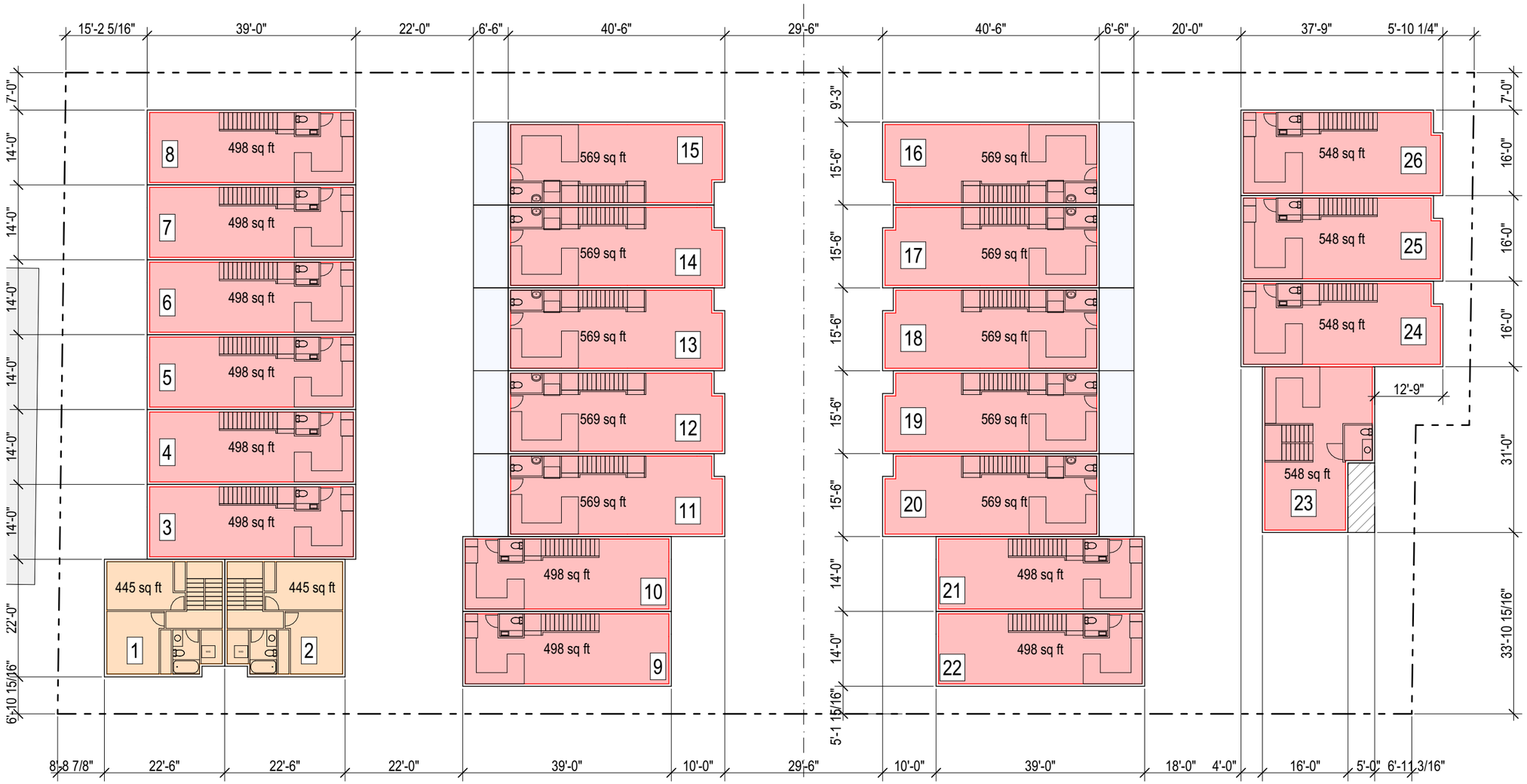


OPTION 2 - FIRST FLOOR

LEGEND

- DWELLING: LIVING LEVEL
- DWELLING: BEDROOM / BONUS LEVEL
- BUILDING OVERHANG ABOVE
- ROOF DECK
- PARKING: PRIVATE GARAGE
- PARKING: CARPORT INCLUDED IN FAR
- PARKING: CARPORT NOT INCLUDED IN FAR
- LANDSCAPED AREA
- PAVED WALKWAY
- CONCRETE DRIVEWAY
- BIKE PARKING STALL
- WASTE STORAGE / STAGING

OPTION 2
FLOOR PLANS



OPTION 2 - SECOND FLOOR

LEGEND

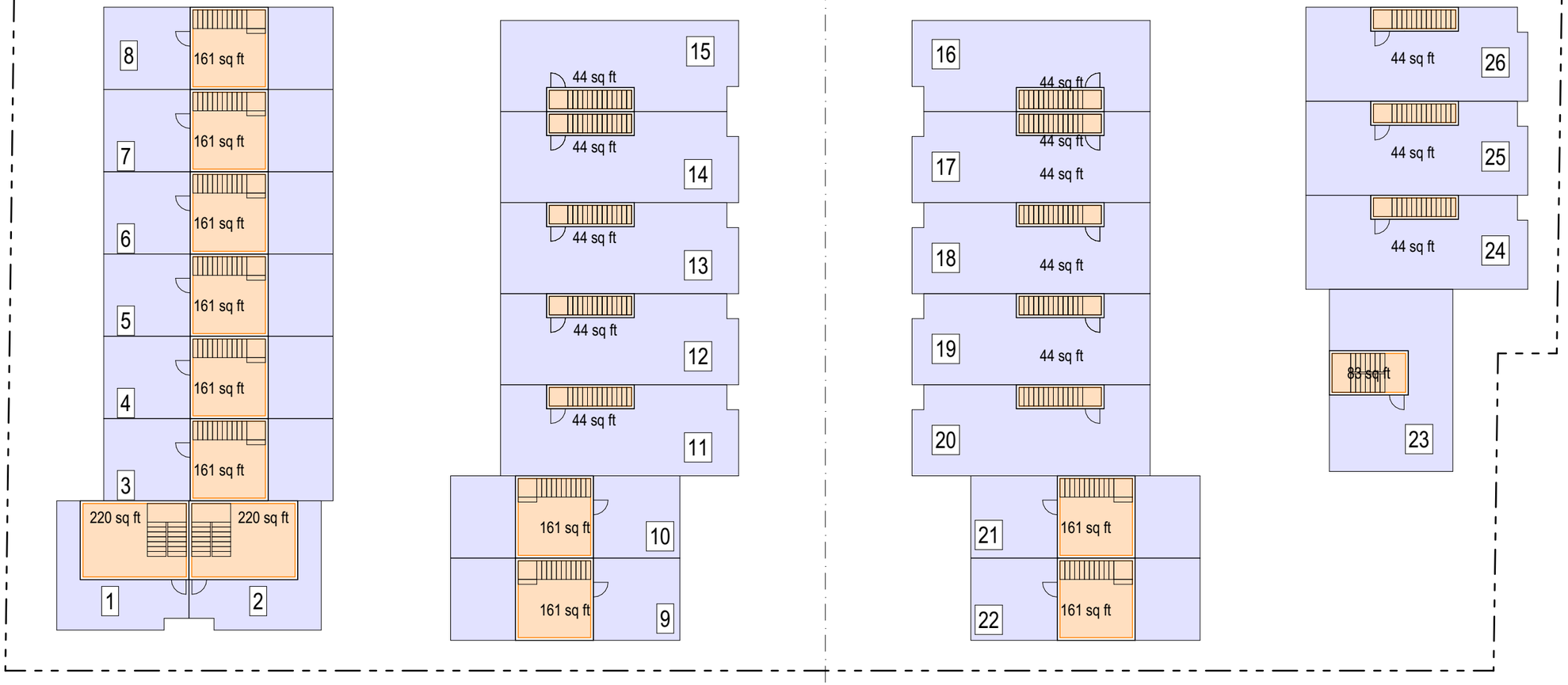
- DWELLING: LIVING LEVEL
- DWELLING: BEDROOM / BONUS LEVEL
- BUILDING OVERHANG ABOVE
- ROOF DECK
- PARKING: PRIVATE GARAGE
- PARKING: CARPORT INCLUDED IN FAR
- PARKING: CARPORT NOT INCLUDED IN FAR
- LANDSCAPED AREA
- PAVED WALKWAY
- CONCRETE DRIVEWAY
- BIKE PARKING STALL
- WASTE STORAGE / STAGING

OPTION 2 - THIRD FLOOR

LEGEND

- DWELLING: LIVING LEVEL
- DWELLING: BEDROOM / BONUS LEVEL
- BUILDING OVERHANG ABOVE
- ROOF DECK
- PARKING: PRIVATE GARAGE
- PARKING: CARPORT INCLUDED IN FAR
- PARKING: CARPORT NOT INCLUDED IN FAR
- LANDSCAPED AREA
- PAVED WALKWAY
- CONCRETE DRIVEWAY
- BIKE PARKING STALL
- WASTE STORAGE / STAGING

OPTION 1
FLOOR PLANS



OPTION 2 - FOURTH FLOOR

0 10' 20' 40' N

LEGEND

- DWELLING: LIVING LEVEL
- DWELLING: BEDROOM / BONUS LEVEL
- ROOF DECK
- PARKING: PRIVATE GARAGE
- PARKING: CARPORT NOT INCLUDED IN FAR
- LANDSCAPED AREA
- CONCRETE DRIVEWAY
- BIKE PARKING STALL

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OPTION 3
SITE PLAN

OPTION 3 *(Preferred):*

In the preferred option, we have retained the active street connections provided by option 1, while introducing vibrant interior pedestrian courtyards provided in option 2. 15 of the townhomes will front directly on the street, and the remaining 11 will gain pedestrian access via courtyards at the north and the middle of the site. Both courtyards will have excellent visual access to the primary pedestrian connections. Exceptional tree eight (a flowering plum) will become a feature of the primary shared amenity area that is adjacent to Woodlawn Ave. This scheme is comprised of six buildings, all carefully arranged to prioritize the pedestrian experience and play down auto access. The driveway access will be one way, entering from 92nd and exiting on Woodlawn. This allows us to maximize the building frontages on the street while reducing views into parking areas. 37 auto parking stalls are provided in a combination of private garages and shared carport. Bike parking will be distributed throughout the site.

- 26 dwelling units
- 37 parking stalls (3 garages, 34 carports)
- 1,504 sf average dwelling size

PROPOSED FAR & GFA:

43,403 SF FAR; 45,056 SF GFA

POSITIVES:

- Pedestrian access is prioritized: 15 dwellings front on the street, all others take access via well-developed landscaped courtyards.
- Middle of the site is opened up with landscaping and good visual lines out to Woodlawn.
- Parking is well-screened from the street.
- 14 end units to allow access to light and air.
- All exceptional trees are protected and retained.
- Waste storage is distributed and well-placed to be convenient and out of the way. Pickup will be on site.
-

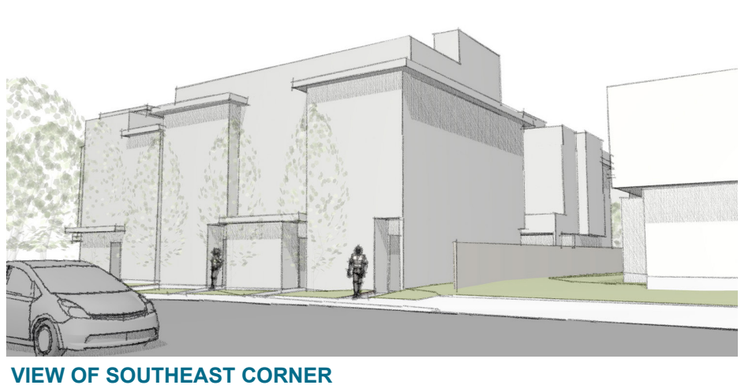
NEGATIVES:

- Requires a departure for building length (one building).

VIEW OF SOUTHWEST CORNER

VIEW OF NORTHWEST CORNER

MIDDLE OF SITE FROM WOODLAWN

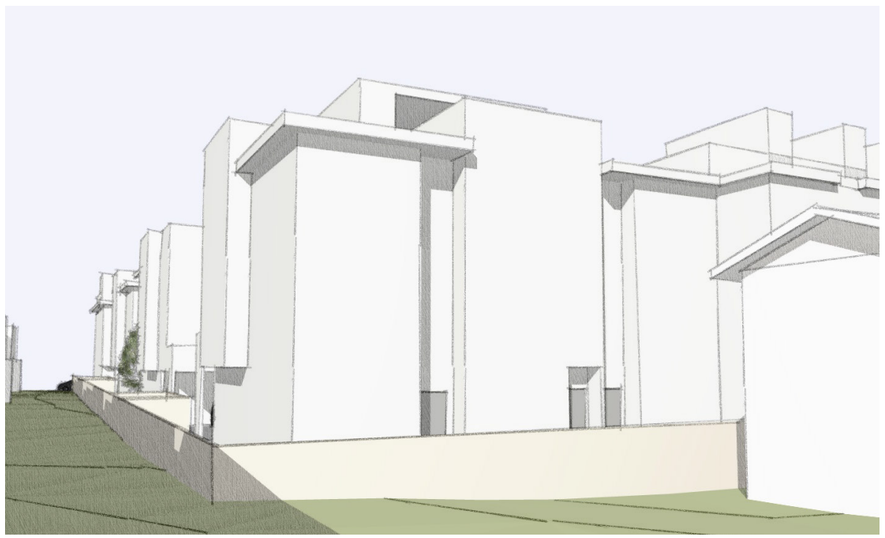


VIEW OF SOUTHEAST CORNER

OPTION 3
PROJECT DATA

BIRDSEYE VIEW NORTHEAST CORNER

BIRDSEYE VIEW SOUTHWEST CORNER



GROUND-LEVEL VIEW NORTHEAST CORNER

GROUND-LEVEL VIEW NORTWEST CORNER

OPTION 3 - FIRST FLOOR

LEGEND

- DWELLING: LIVING LEVEL
- DWELLING: BEDROOM / BONUS LEVEL
- BUILDING OVERHANG ABOVE
- ROOF DECK
- PARKING: PRIVATE GARAGE
- PARKING: CARPORT INCLUDED IN FAR
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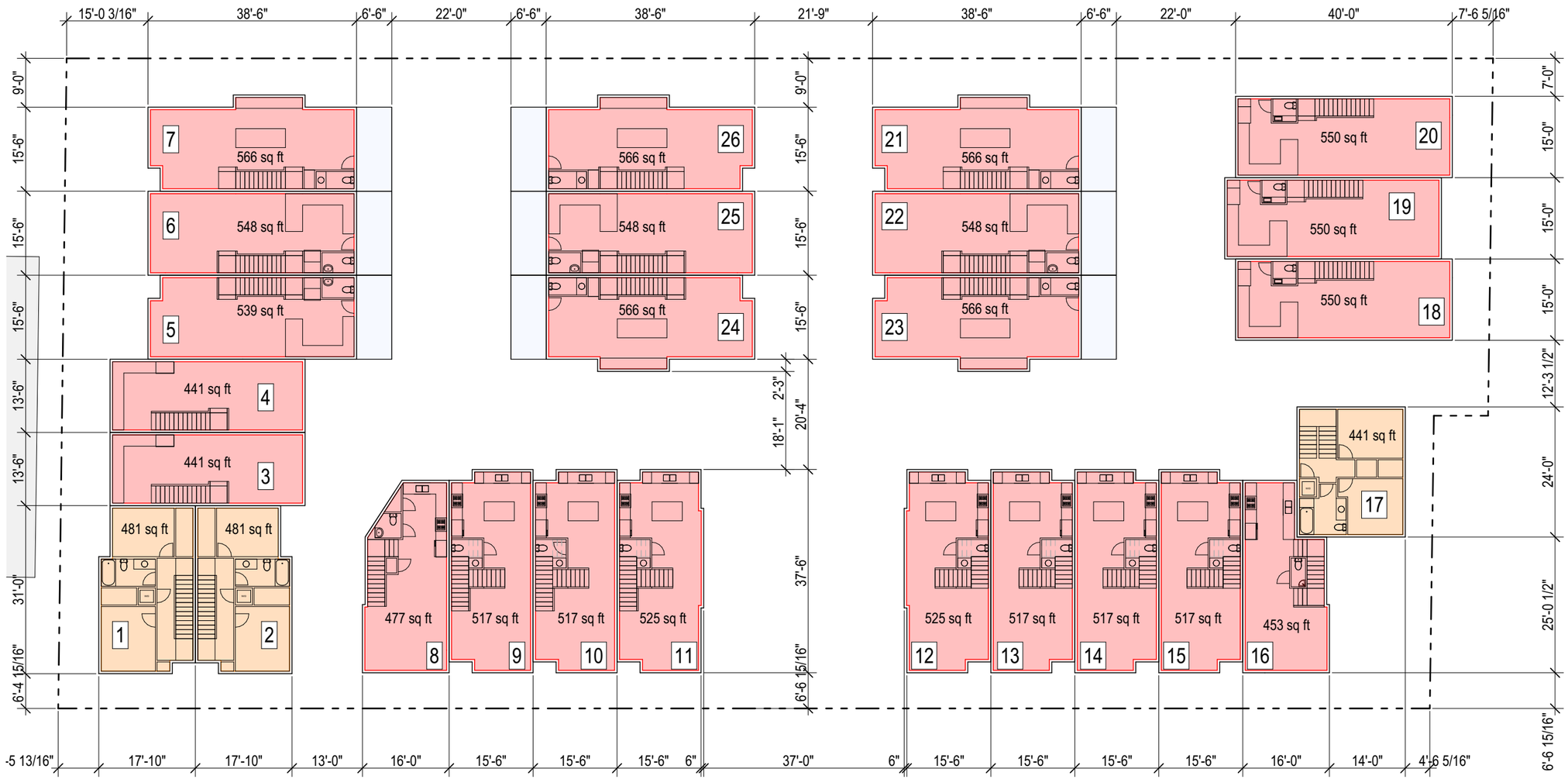
- LANDSCAPED AREA
- PAVED WALKWAY
- CONCRETE DRIVEWAY
- BIKE PARKING STALL
- WASTE STORAGE / STAGING

OPTION 3
FLOOR PLANS



OPTION 3 - SECOND FLOOR

0 10' 20' 40'

N

LEGEND

- DWELLING: LIVING LEVEL
- DWELLING: BEDROOM / BONUS LEVEL
- BUILDING OVERHANG ABOVE
- ROOF DECK
- PARKING: PRIVATE GARAGE
- PARKING: CARPORT INCLUDED IN FAR
- PARKING: CARPORT NOT INCLUDED IN FAR
- LANDSCAPED AREA
- PAVED WALKWAY
- CONCRETE DRIVEWAY
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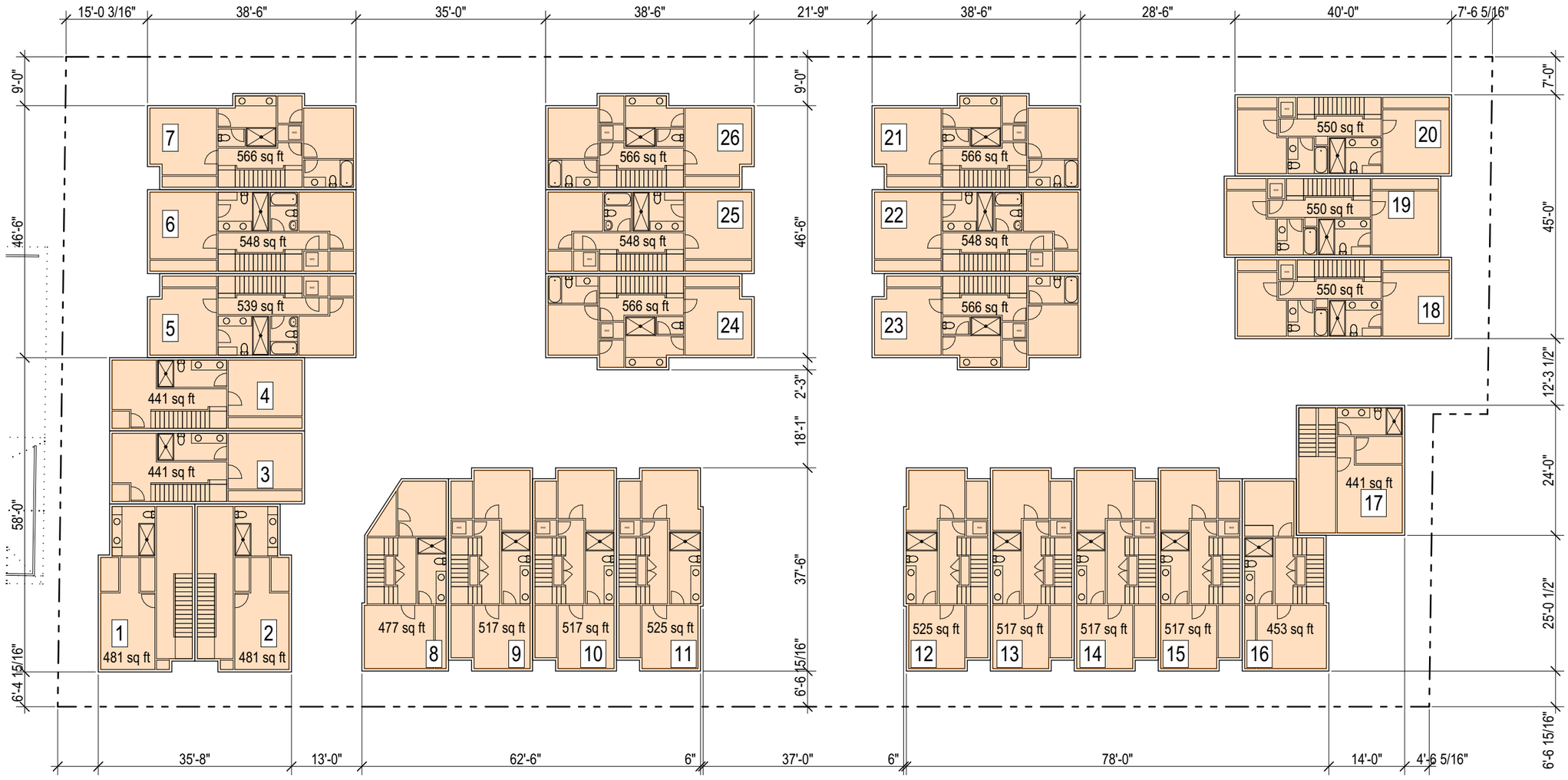
- WASTE STORAGE / STAGING



OPTION 3 - THIRD FLOOR

LEGEND

- DWELLING: LIVING LEVEL
- DWELLING: BEDROOM / BONUS LEVEL
- BUILDING OVERHANG ABOVE
- ROOF DECK
- PARKING: PRIVATE GARAGE
- PARKING: CARPORT INCLUDED IN FAR
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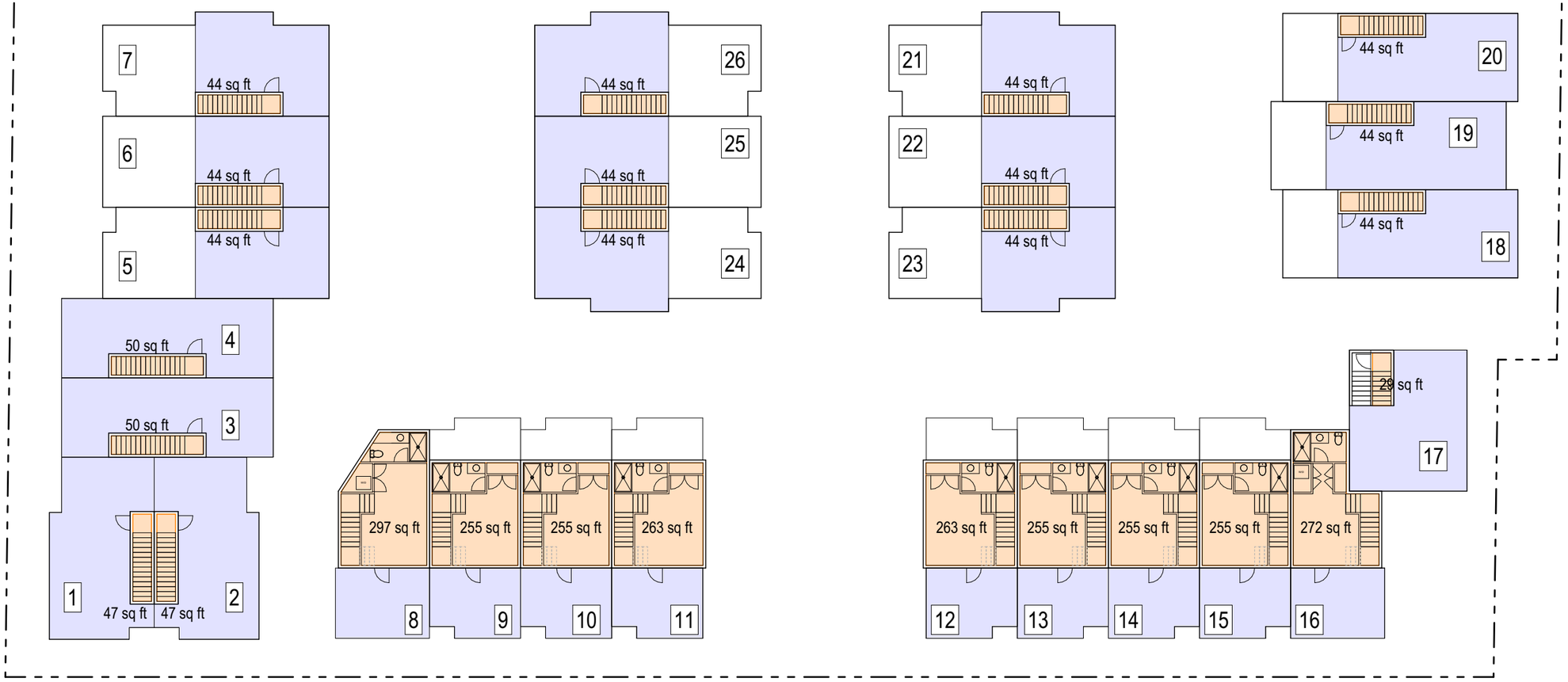
OPTION 3
FLOOR PLANS



OPTION 3 - FOURTH FLOOR

0 10' 20' 40' N

LEGEND

- DWELLING: LIVING LEVEL
- DWELLING: BEDROOM / BONUS LEVEL
- BUILDING OVERHANG ABOVE
- ROOF DECK
- PARKING: PRIVATE GARAGE
- PARKING: CARPORT INCLUDED IN FAR
- PARKING: CARPORT NOT INCLUDED IN FAR
- LANDSCAPED AREA
- PAVED WALKWAY
- CONCRETE DRIVEWAY
- BIKE PARKING STALL
- WASTE STORAGE / STAGING

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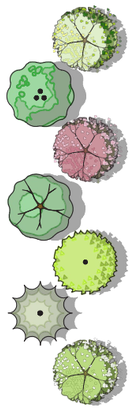
PREFERRED CONCEPT
LANDSCAPE PLAN

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME
	Acer buergerianum / Trident Maple Acer circinatum / Vine Maple Acer palmatum 'Bloodgood' / Bloodgood Japanese Maple Cornus kousa chinensis / Kousa Dogwood Ginkgo biloba 'Autumn Gold' TM / Autumn Gold Ginkgo Street Tree Pinus monticola / Western White Pine Replacement Tree Quercus robur 'Crimschmidt' TM / Crimson Spire Oak Street Tree

GROUND COVERS	BOTANICAL / COMMON NAME
	Ajuga reptans / Bugleweed
	Herniaria glabra / Green Carpet
	Pachysandra terminalis / Japanese Spurge
	Pachysandra terminalis 'Silver Edge' / Japanese Spurge
	Vinca minor 'Bowles Blue' / Dwarf Periwinkle

SITE	BOTANICAL / COMMON NAME
	7/8" Drain Rock
	Arborist Chips 3" Depth

PLANT SCHEDULE

SHRUBS	BOTANICAL / COMMON NAME
	Aucuba japonica 'Gold Dust' / Gold Dust Aucuba
	Bergenia cordifolia 'Winterglut' / Winterglow Bergenia
	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass
	Calluna vulgaris 'Firefly' / Heather
	Carex morrowii 'Ice Dance' / Ice Dance Japanese Sedge
	Dryopteris erythrosora / Autumn Fern
	Epimedium x rubrum / Red Barrenwort
	Euonymus fortunei 'Emerald Gaiety' TM / Wintercreeper
	Festuca glauca / Blue Fescue
	Hakonechloa macra 'Aureola' / Golden Variegated Hakonechloa
	Hydrangea paniculata 'Limelight' / Limelight Hydrangea
	Hydrangea quercifolia / Oakleaf Hydrangea
	Juniperus virginiana 'Blue Arrow' / Blue Arrow Juniper
	Lonicera pileata 'Moss Green' / Moss Green Honeysuckle
	Mahonia x media 'Charity' / Mahonia
	Nandina domestica 'Sienna Sunrise' / Heavenly Bamboo
	Nassella tenuissima / Mexican Feather Grass
	Pennisetum orientale / Oriental Fountain Grass
	Pieris japonica 'Brouner's Beauty' / Lily of the Valley Bush
	Polystichum munitum / Western Sword Fern
	Prunus laurocerasus 'Mount Vernon' / Mount Vernon Laurel
	Rhododendron x 'Ramapo' / Ramapo Rhododendron
	Sarcococca ruscifolia / Fragrant Sarcococca

PREFERRED CONCEPT
LANDSCAPE PLAN

NORTH

RENDERED LANDSCAPE PLAN

PREFERRED CONCEPT
INSPIRATION IMAGES

LOCAL INSPIRATION IMAGE A
- ROOF OVER HANGS, CREATE DEPTH
- RECESSED ENTIRES
- PANEL MATERIALS

Contemporary cornice detail

Ordered windows

Mix of overhangs and parapet roofs

Panel cladding

Recessed entries

Material and color mix

SECONDARY INSPIRATION IMAGES
- ORDERED FACADES
- VERTICALLY ORIENTED WINDOWS
- CORNICES
- POSSIBLE MATERIAL AND COLOR PALETTE (ABOVE)
- FOUR STORY TOWNHOME MODULATION (BELOW)

LOCAL INSPIRATION IMAGE B
- MATERIAL PALETTE
- CLEAR EXPRESSION OF PARTS
- DEEP COVER OVER ROOF DECKS

Top story (or portion of story) steps back to reduce mass

Three-story massing with stepped back fourth story reduced mass and animates roof edges with useable decks

Mix of materials makes for dynamic facade

Material change at ground floor helps to make three-story facade even more relatable

PREFERRED CONCEPT
INSPIRATION IMAGES

Contemporary cornice design

Vertical windows in singles or groups reinforces positive townhouse qualities

Windows grouped together and set in recess for strong visual articulation

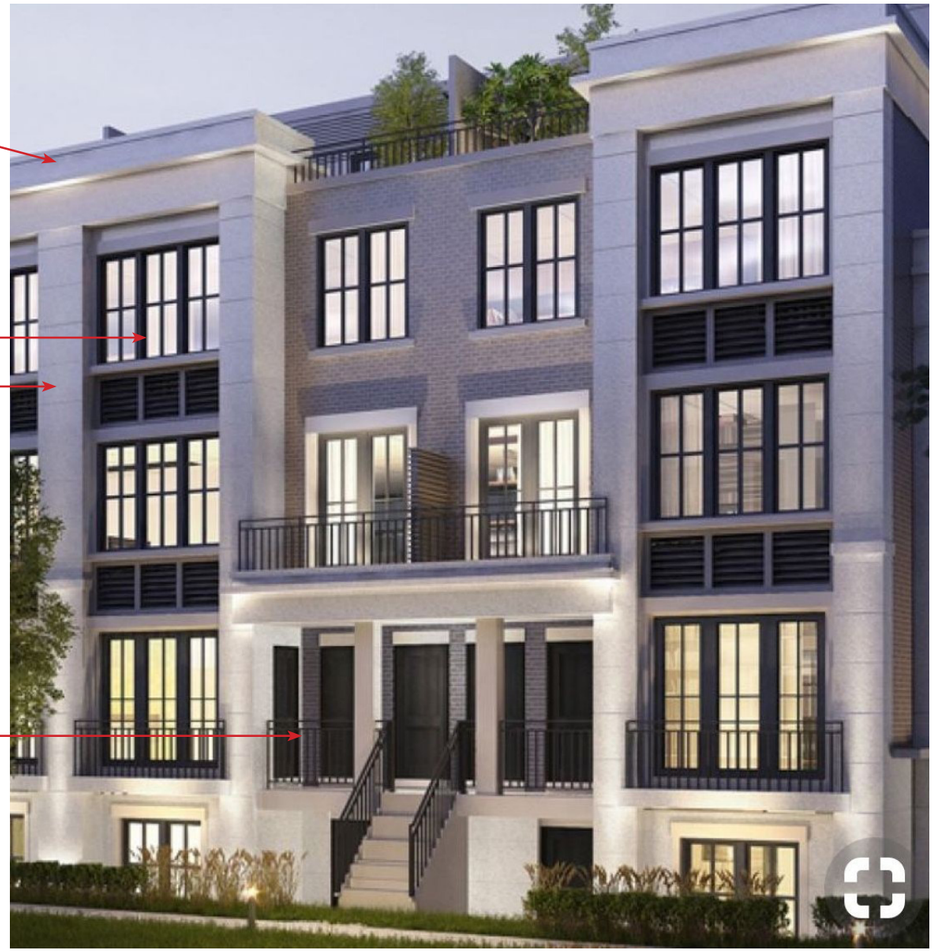
Panel or panel-like material

Building base emphasized with contrasting material

SECONDARY INSPIRATION IMAGES

- ORDERED FACADES
- VERTICALLY ORIENTED WINDOWS
- SUBTLE CORNICES (ABOVE)
- BANDED PANEL APPLICATION (BELOW)

Weather protection at entries provides security, lighting and space for individuality

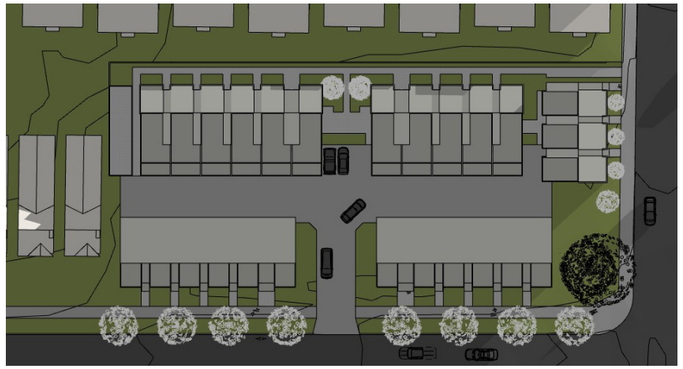


Covered fourth floor roof deck

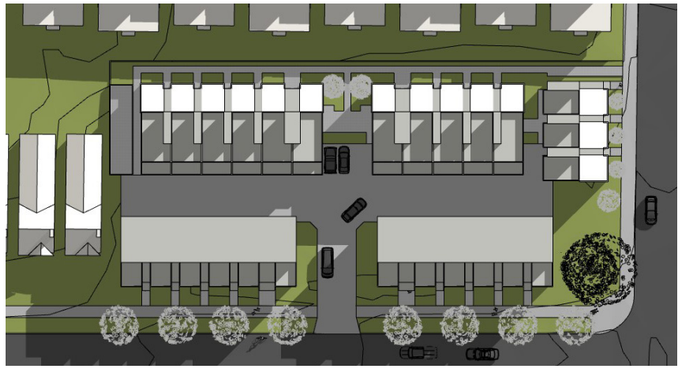
PRIMARY INSPIRATION IMAGES

- VERTICAL PROPORTIONS
- SYMMETRICAL FACADES
- VERTICAL WINDOWS
- EXPRESSION OF INDIVIDUAL DWELLING UNITS
- COLOR SCHEME (BLACK / WHITE AND WARM NEUTRALS)
- CORNICES AND DETAILED EDGES
- PILASTERS OR RECESSED FACADE ELEMENTS
- REFINED SECONDARY ELEMENTS (ROOF OVERHANGS, BALCONY RAILS, ETC)

SUN / SHADOW STUDY - OPTION 1
IMPACTS ON SURROUNDINGS.



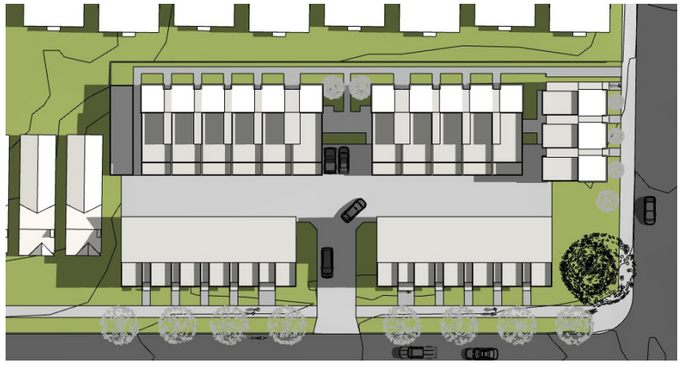
DECEMBER 21ST. 9:00 AM



MARCH/SEPTEMBER 21ST. 9:00 AM

JUNE 21ST. 9:00 AM

DECEMBER 21ST. NOON



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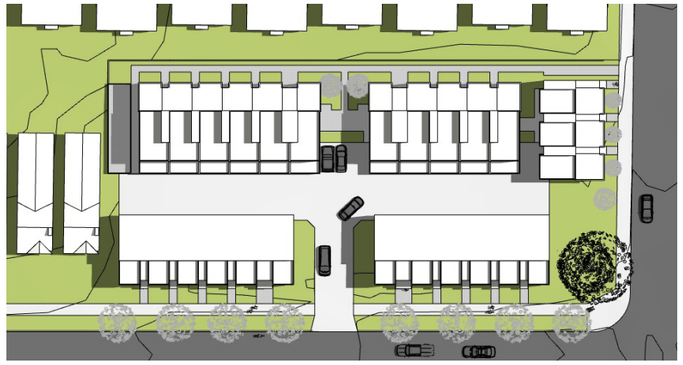


JUNE 21ST. NOON

DECEMBER 21ST. 3:00 PM

MARCH/SEPTEMBER 21ST. 3:00 PM

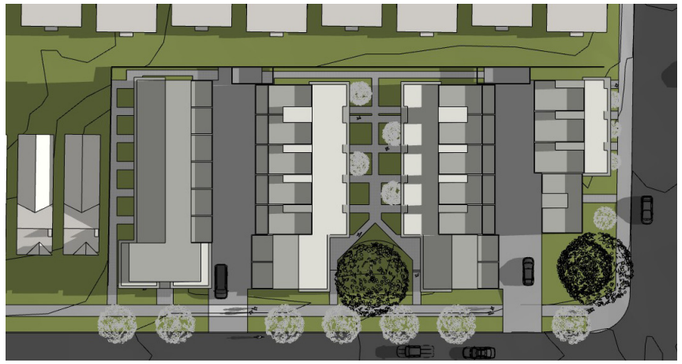
JUNE 21ST. 3:00 PM

SUN / SHADOW STUDY - OPTION 2
IMPACTS ON SURROUNDINGS

DECEMBER 21ST. 9:00 AM

MARCH/SEPTEMBER 21ST. 9:00 AM

JUNE 21ST. 9:00 AM



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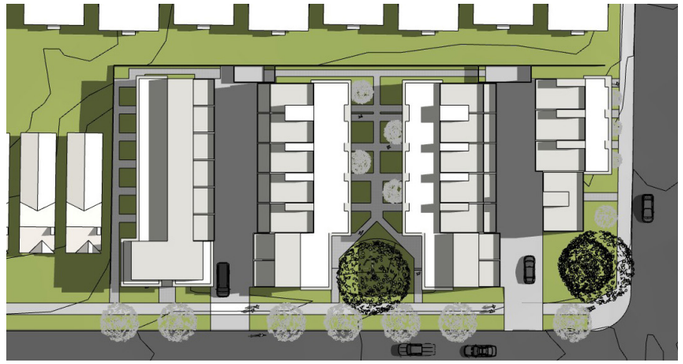

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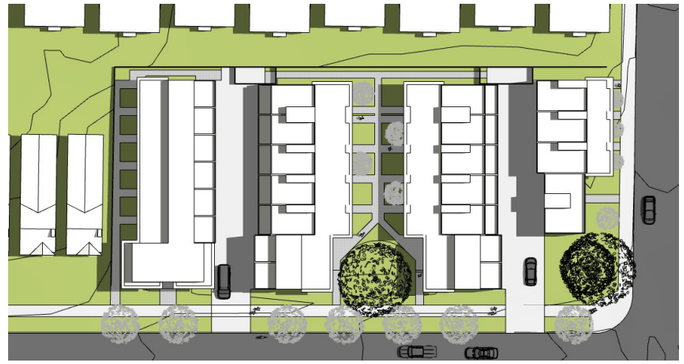

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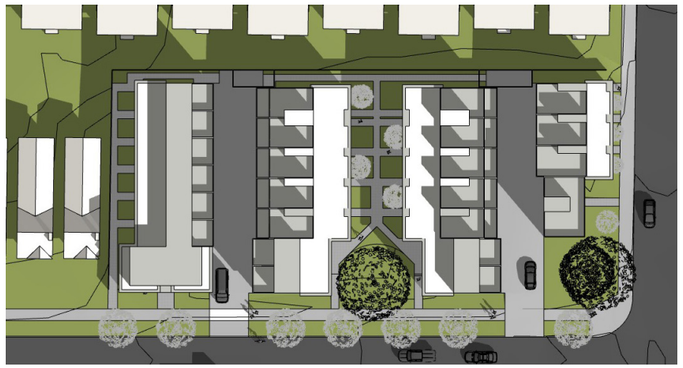

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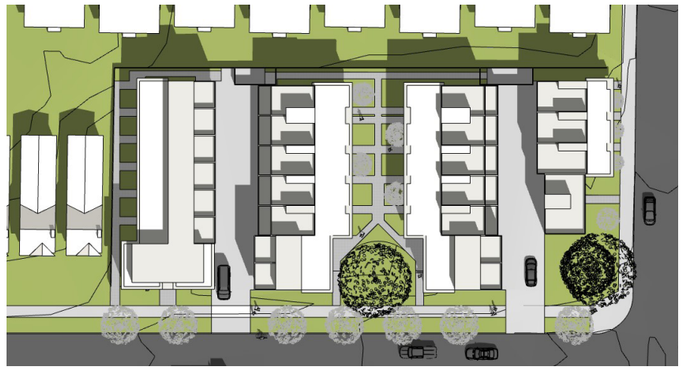
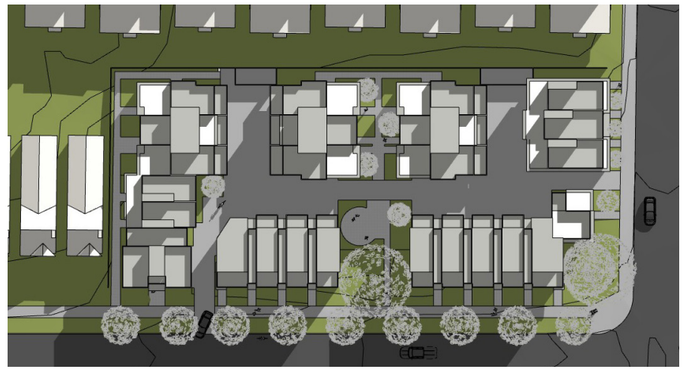


JUNE 21ST. 3:00 PM

SUN / SHADOW STUDY - OPTION 3
IMPACTS ON SURROUNDINGS.

DECEMBER 21ST. 9:00 AM



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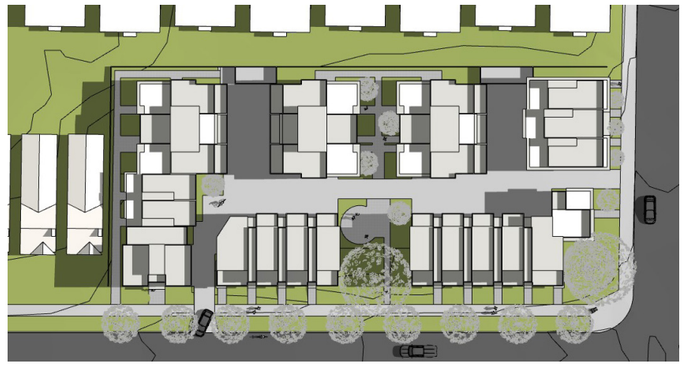
JUNE 21ST. 9:00 AM

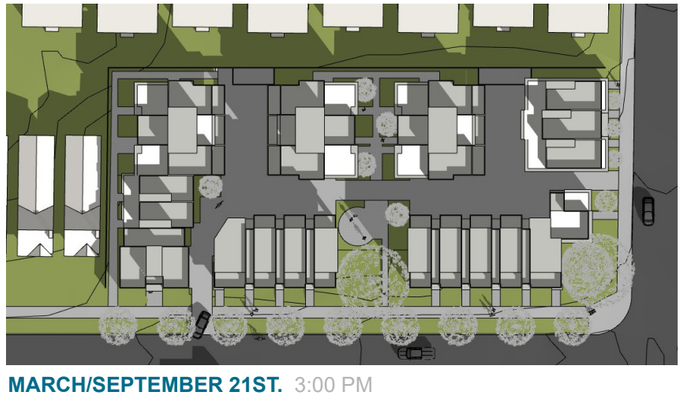
DECEMBER 21ST. NOON



MARCH/SEPTEMBER 21ST. NOON

JUNE 21ST. NOON

DECEMBER 21ST. 3:00 PM



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JUNE 21ST. 3:00 PM

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PROPOSED DEPARTURES
BUILDING WIDTH

23.45.527 - Structure width and façade length limits in LR zones

CODE REQUIREMENT: For Townhomes in LR2 zones, building width is limited to 90'

DEPARTURE REQUEST: We are proposing that the allowed width of the southwest building be increased to 92.5'.

DEPARTURE REQUEST NARRATIVE: This is a very small increase to the allowed building width. We are asking for the following reasons:

1. We intend to retain exceptional tree 8 as part of our proposal. Given the location of tree 8, the building containing units 8 thru 11 is much narrower than it could be. If not for this exceptional tree, unit 12 could be moved next to unit 11 and both buildings would comply with the building width requirements.

2. Unit 17 is stepped far back from the Woodlawn building facade and takes entry from 92nd. As such, it really exerts its own presence as a facade on 92nd and does not feel tied to unit 16.

3. We are proposing a significant amount of facade modulation along Woodlawn, so that every unit is expressed as an individual dwelling. This makes a longer building feel like a series of smaller rowhouses.

4. This is only a 3% increase in building width from the code stated 90' max.

Calculation: 92.5' (proposed building width) / 90.0' (width limit per code) = 102.8%. (less than 3% increase over width limits)

DESIGN GUIDELINES IN SUPPORT OF DEPARTURE:

CS1.D.1 - The on-site exceptional tree to the north (tree 8) limits our building placement options. We could remove the tree and shift unit 12 next to unit 11. This would comply with the width code for both buildings, but would require the removal of the exceptional tree. We feel that this small departure in worth it in order to retain the existing exceptional tree.

PL2.B.1 - Eyes on the Street: Aligning the entry courtyard for units 21 thru 26 with the notch between dwellings 11 and 12 allows for a more secure site. Lines of sight between dwelling entries and the public realm will be clear and unobstructed.

DC2.A.1 - Site Characteristics and Uses (massing): The massing acheived by aligning the entry courtyard with the gap between dwellings 11 and 12 allows units 21 thru 26 to be very visible. In particular, the facades of dwellings 23 and 24 will help to frame the amenity area and courtyard.

DC3.B.4 - Multifamily Open Space: The slot between dwellings 11 and 12 aligns nicely with the entries for dwellings 21 thru 26. This reinforces the connection of this open space to the public realm.

DEPARTURE REQUEST

PROPOSED DEPARTURES
BUILDING WIDTH

UNIT 17 STEPS BACK FROM WOOD-LAWN AVE N +/- 25’

EXCEPTIONAL TREES AT CORNER HELP TO VISUALLY SEPARATE UNIT 17 FROM UNIT 16

VIEW OF SOUTHWEST CORNER

INDIVIDUAL DWELLING EXPRESSED THROUGH MASSING CONFIGURATIONS

OPEN SPACE CONNECTS TO WOOD-LAWN AND MASSING HELPS TO FRAME UNITS 21 THRU 26

MIDDLE OF SITE FROM WOODLAWN

PROPOSED DEPARTURES
BUILDING WIDTH

This option complies with the land use code with respect to building width, but requires the removal of exceptional tree 8.

Break between units 12 and 13 does not align with the courtyard beyond, creating an awkward transition from the street to the back dwelling units.

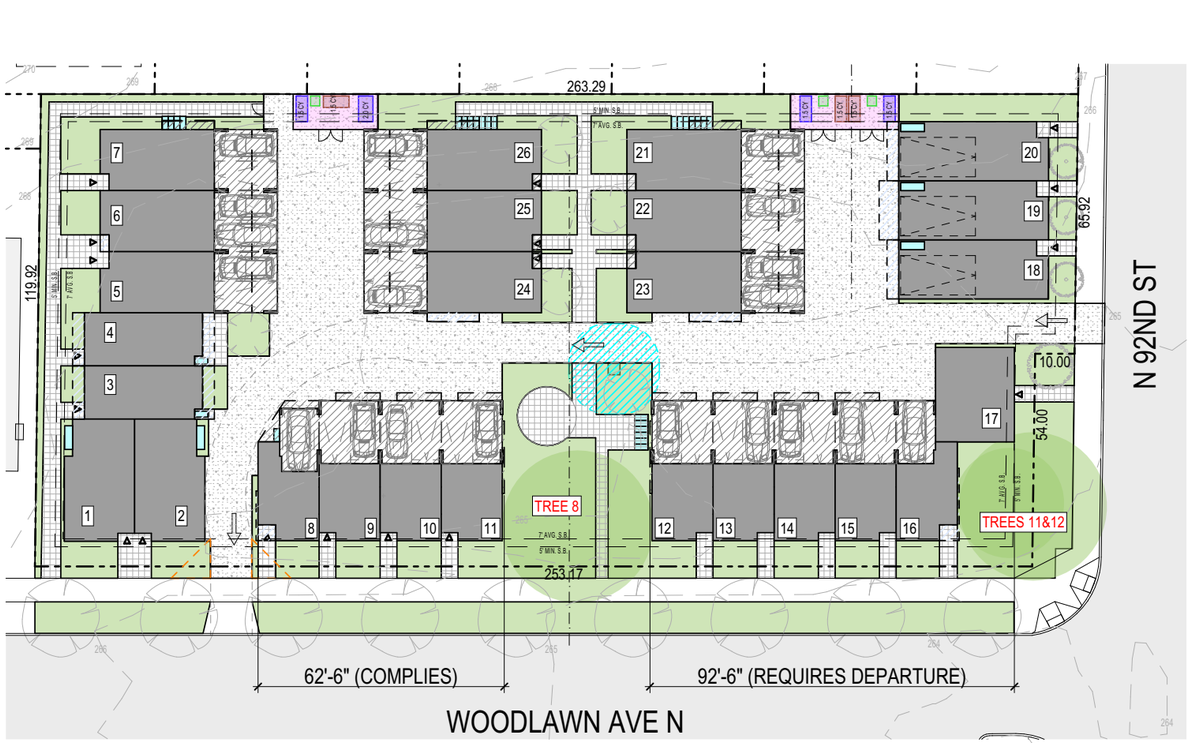
CODE COMPLYING OPTION (FOR BUILDING WIDTH)

PROPOSED DEPARTURES
BUILDING WIDTH

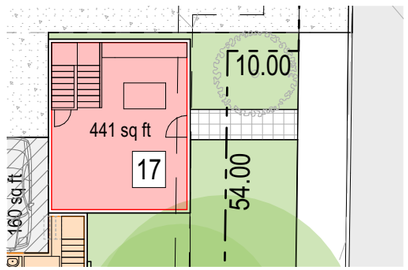
Percieved width of this facade is 78'. Unit 17 relates to n 92nd more than Woodlawn Ave N.

Trees 11 and 12 form an effective buffer between units 16 and 17.

Break between units 11 and 12 aligns to the courtyard beyond.

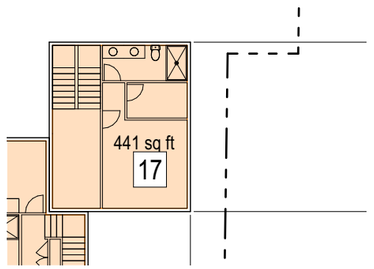


PROPOSED SITE PLAN

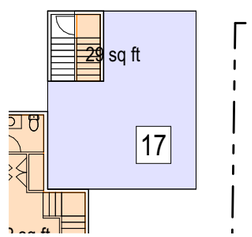


UNIT 17 FIRST FLOOR

UNIT 17 SECOND FLOOR



UNIT 17 THIRD FLOOR



UNIT 17 ROOF DECK

Plans of unit 17 show a reasonable 3-bedroom plan that is only around 1,350 sf. This is not a large dwelling unit for this project or this neighborhood. A 2.5' reduction in north-south width (left to right on these plans) will make the unit much less useable.