FAIRVIEW. TOWNHOMES.

2010 FAIRVIEW AVENUE EAST.

PROJECT TEAM:

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DEP HOMES
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PROJECT NUMBER: 3038392-EG | EARLY DESIGN GUIDANCE PACKET | NOVEMBER 22ND 2021.

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TABLE OF CONTENTS.

2O10 FAIRVIEW AVENUE EAST. TOWNHOMES.

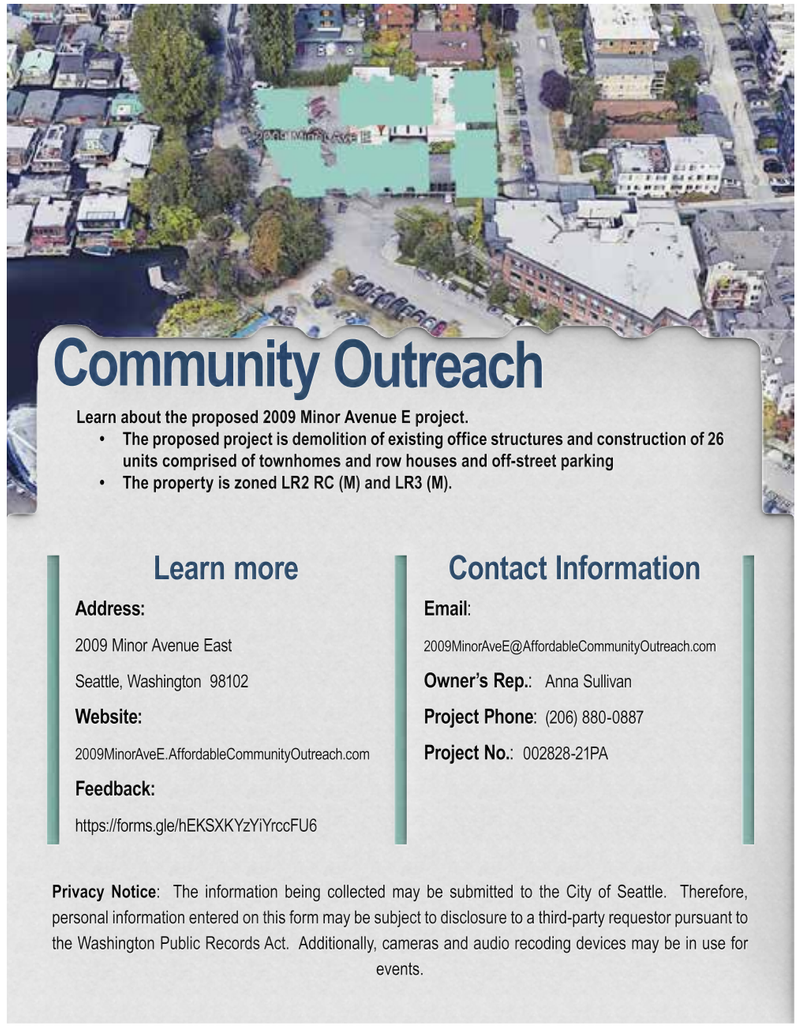
PROJECT DESCRIPTION.

The proposed townhome project is located midblock on Fairview Avenue East between East Boston Street and East Newton Street. The site is a split zone lot containing both LR-2 RC (M) and LR-3 (M). The site is currently developed with a 2 story tall commercial building that will be demolished. The site is also currently going through an LBA process to turn the original lot into (3) lots including the proposed lot that is the focus of this application.

This project proposes to build (19) townhomes, 5 of which would directly front on Fairveiw Avenue East. The townhomes are divided into (6) different buildings located adjacent to or ontop of a PT deck that acts as the lid of the shared parking garage below and common amenity area above. Units are a mix of (2) and (3) stories tall. Units fronting on the street have their ground floor partially buried with the entry level being 1/2 story above the sidewalk to create a transition from public to private while still maintaining a strong connection to the street.

Parking will be provided through a partially below grade shared garage. There is no alley, parking will be accessed from Fairview Avenue East.

PROJECT #.	3038392-EG
LOT AREA.	17,112 SF
COMMERCIAL UNITS.	N/A
COMMERCIAL AREA (GROSS).	N/A
RESIDENTIAL DWELLING UNITS.	19 UNITS
RESIDENTIAL UNIT TYPE.	TOWNHOMES
RESIDENTIAL AREA (GROSS).	29,406 GSF
RESIDENTIAL AREA (FAR).	24,796 SF
AUTO PARKING STALLS.	22 PARKING STALLS
AUTO PARKING LOCATION.	BELOW GRADE GARAGE



COMMUNITY OUTREACH METHODS.

PRINTED OUTREACH.

Posters (High-Impact Method): On March 23, 2021, ACO hung posters at eleven businesses, community centers, or public venues within a half mile of the site, and all of the posters were visible from the sidewalk. The posters included information about the City of Seattle privacy policy. A photo and report of the poster locations is enclosed, along with a copy of the posters.

ELECTRONIC / DIGITAL OUTREACH.

Online Survey and Interactive Project Website (High-Impact Methods): ACO developed a project website that went live on March 23, 2021, which included a brief summary of the proposal; the address and SDCI project numbers; preliminary site plans; zoning information; ACO contact information with a project email address, survey link, and phone number; a link to the Seattle Services Portal; an interactive discussion forum; and the City of Seattle privacy policy information. In addition, ACO developed an online survey with eight questions, which was available through the project website. Links to the project website and to the online survey were included on the posters. The website and survey were available for the period from May 28, 2021 to at least June 18, 2021 (21 days). Copies of the project webpage, preliminary site plan, analytics data, and the online survey responses are enclosed.

IN-PERSON OUTREACH.

Community Meeting (High-Impact Method): Due to the risks associated with COVID-19, the City Council temporarily suspended the in-person outreach method and replaced it with a second high-impact electronic or digital outreach method (see above).

COMMUNITY OUTREACH FEEDBACK.

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, seven survey responses, and 106 total website pageview (an average of 5 per day). The feedback received was as idiosyncratic as the survey respondents. Of the seven survey respondents, about one third who responded live close to the project, on third live in the general area, and one third visit or work in the same area as the project. Responses about the most important factor about the project were equally split among respondents; respondents said the most important factor is that the building looks nice, it is designed to be family-friendly, it is green, architecturally interesting, affordable for families, it does not block a neighboring city-view, or it preserves the existing building.

CONTEXT ANALYSIS. VICINITY MAP.

1. HOUSE BOAT COMMUNITY.

2. TERRY PETTUS PARK.

3. 2000 FAIRVIEW AVENUE EAST.

4. NEOLEUKIN THERAPEUTICS.

5. LAKE UNION DRY DOCK.

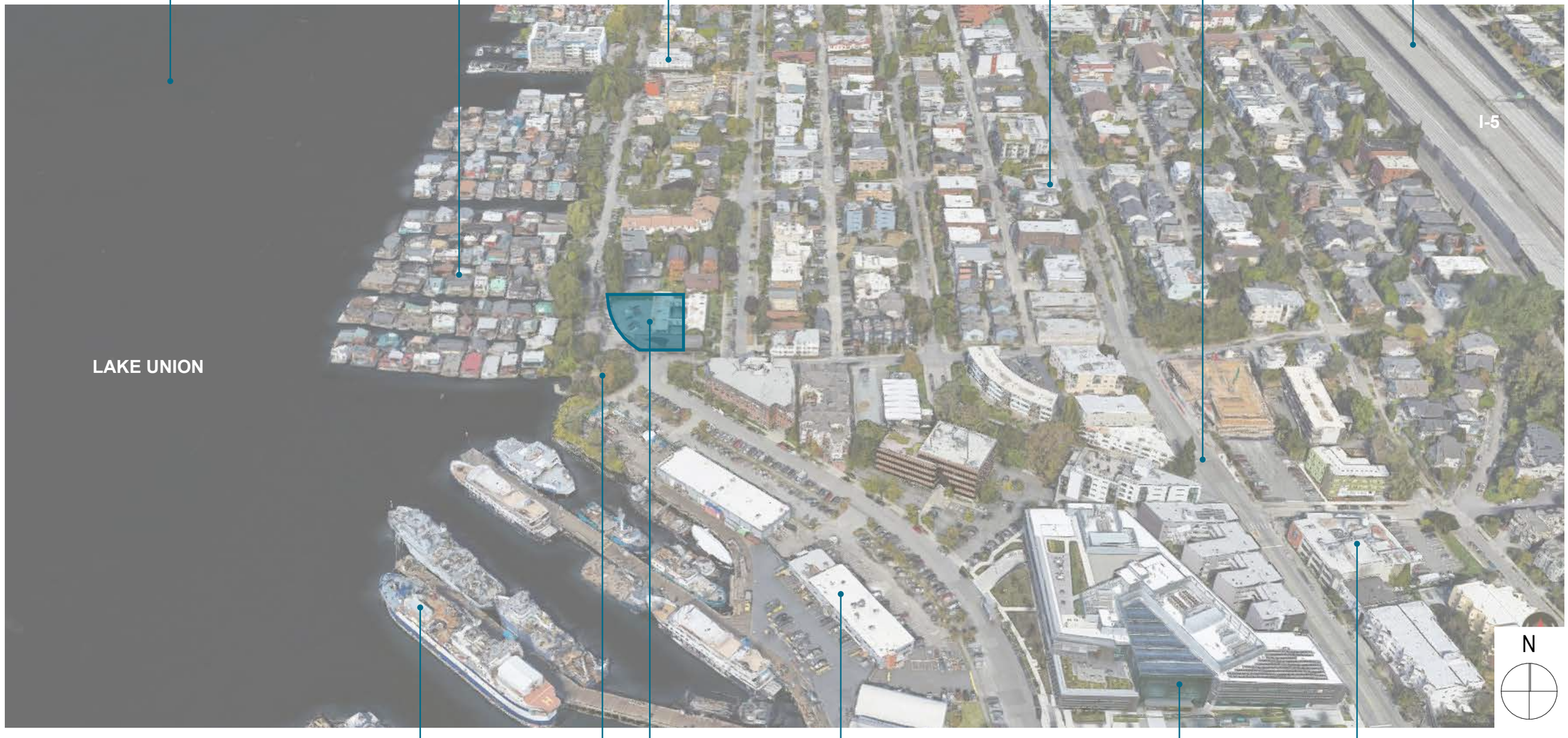
6. PETE'S MARKET.

7. BUSINESSES ALONG EASTLAKE.

8. BUSINESSES ALONG EASTLAKE.

9. LAKE UNION.

10. INTERSTATE 5.



LAKE UNION

HOUSE BOAT COMMUNITY

PETE'S SUPERMARKET

SERAFINA RESTAURANT

EASTLAKE AVENUE EAST

FREEWAY INTERSTATE 5

LAKE UNION DRY DOCK

TERRY PETTUS PARK

PROJECT SITE

UNITED STATES SEAFOOD

NEOLEUKIN THERAPEUTICS

BONNEVILLE SEATTLE

PROJECT INFORMATION. SURVEY.

LEGAL DESCRIPTION.

PARCEL Z (17,112 SQ. FT.) (17,112 SQ. FT.) (17,112 SQ. FT.) THAT PORTION OF LOTS 1, 2 AND 3, BLOCK 5, GREEN'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 73, RECORDS OF KING COUNTY, WA. TOGETHER WITH THAT PORTION OF LOTS 1, 2 AND 3, BLOCK 57, LAKE WITH THAT PORTION OF LOTS 1, 2 AND 3, BLOCK 57, LAKE UNION SHORE LANDS. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 3; THENCE S AT THE NORTHWEST CORNER OF SAID LOT 3; THENCE S AT THE NORTHWEST CORNER OF SAID LOT 3; THENCE S 88°52'15" E ALONG THE NORTH LINE OF SAID LOT FOR A DISTANCE OF150.78 FT.; THENCE S 01°11'12" W, 121.95 FT.; THENCE N 88°52'01" W,117.03 FT. TO A POINT OF CURVATURE; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIAL BEARING OF N 59°01'38" E, A CENTRAL ANGLE OF32°07'12", A RADIUS OF 220.00 FT. FOR A DISTANCE OF 123.33 FT.;THENCE N 01°08'50" E, 4.96 FT. TO THE POINT OF BEGINNING.

N

0 8' 16' 32'

1. 2010 FAIRVIEW LOOKING EAST.

2. EAST DOWN SOUTH PROP. LINE.

3. OFFSITE VIEW TO THE NORTH.

4. ON SITE LOOKING NORTH EAST.

5. OFFSITE VIEW TO THE WEST.

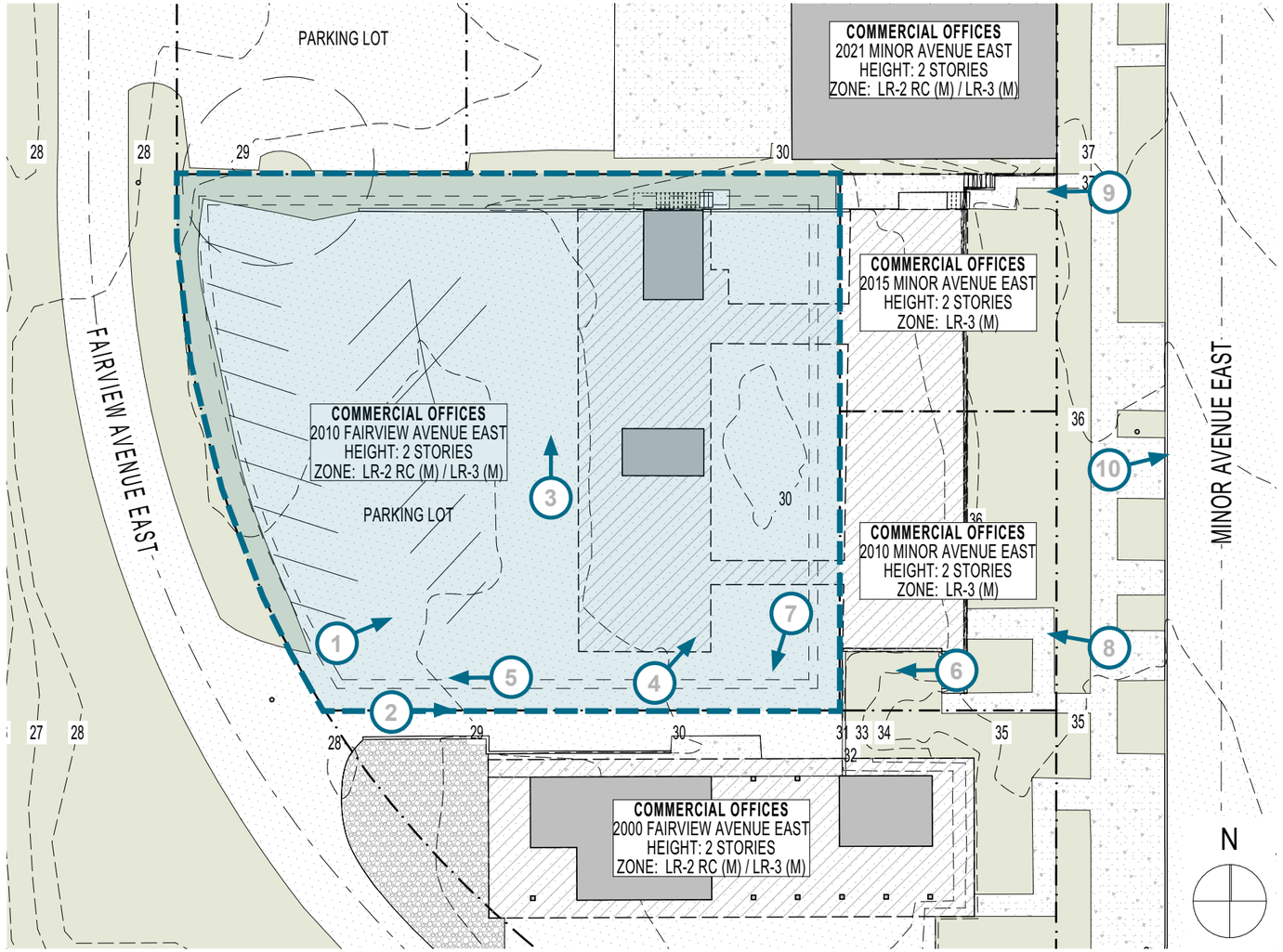


PHOTO KEY PLAN.

6. VIEW TO WEST ALONG BUILDING.

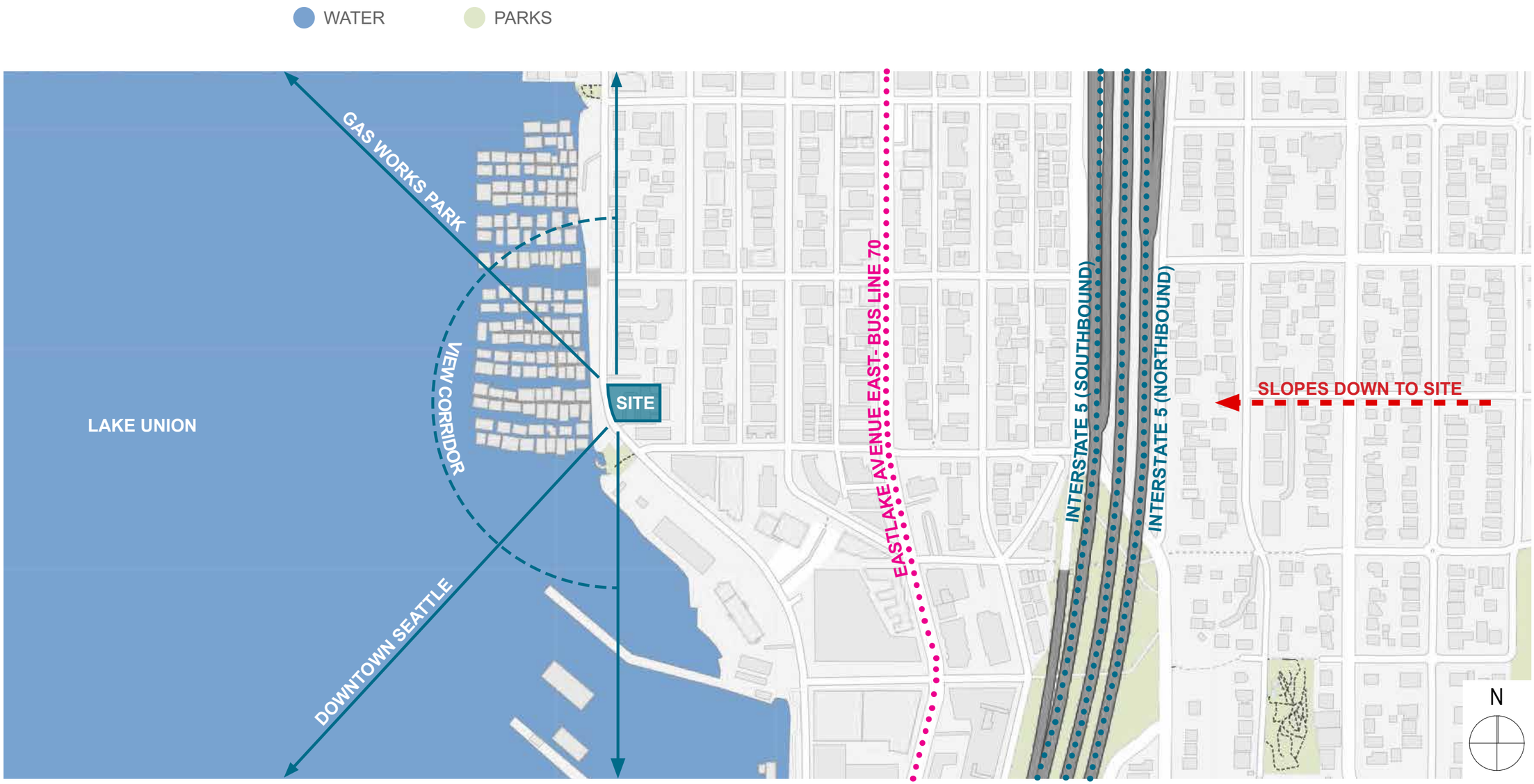
7. VIEW OF 2000 FAIRVEIW AVE E.

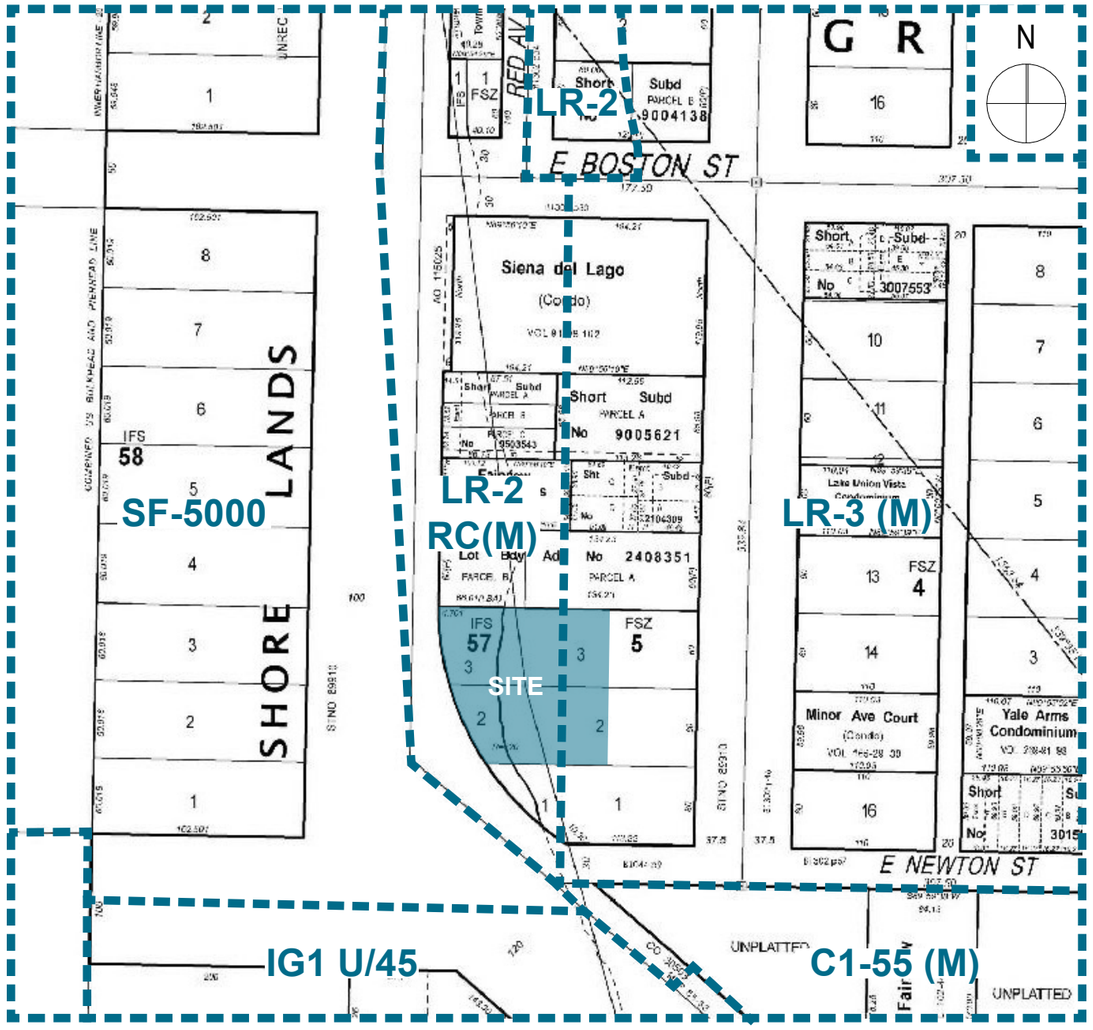
8. ENTRY FROM MINOR AVE. EAST

9. WEST DOWN NORTH PROP. LINE.

10. OFFSITE VIEW TO THE EAST.

CONTEXT ANALYSIS. OPPORTUNITIES & CONSTRAINTS.



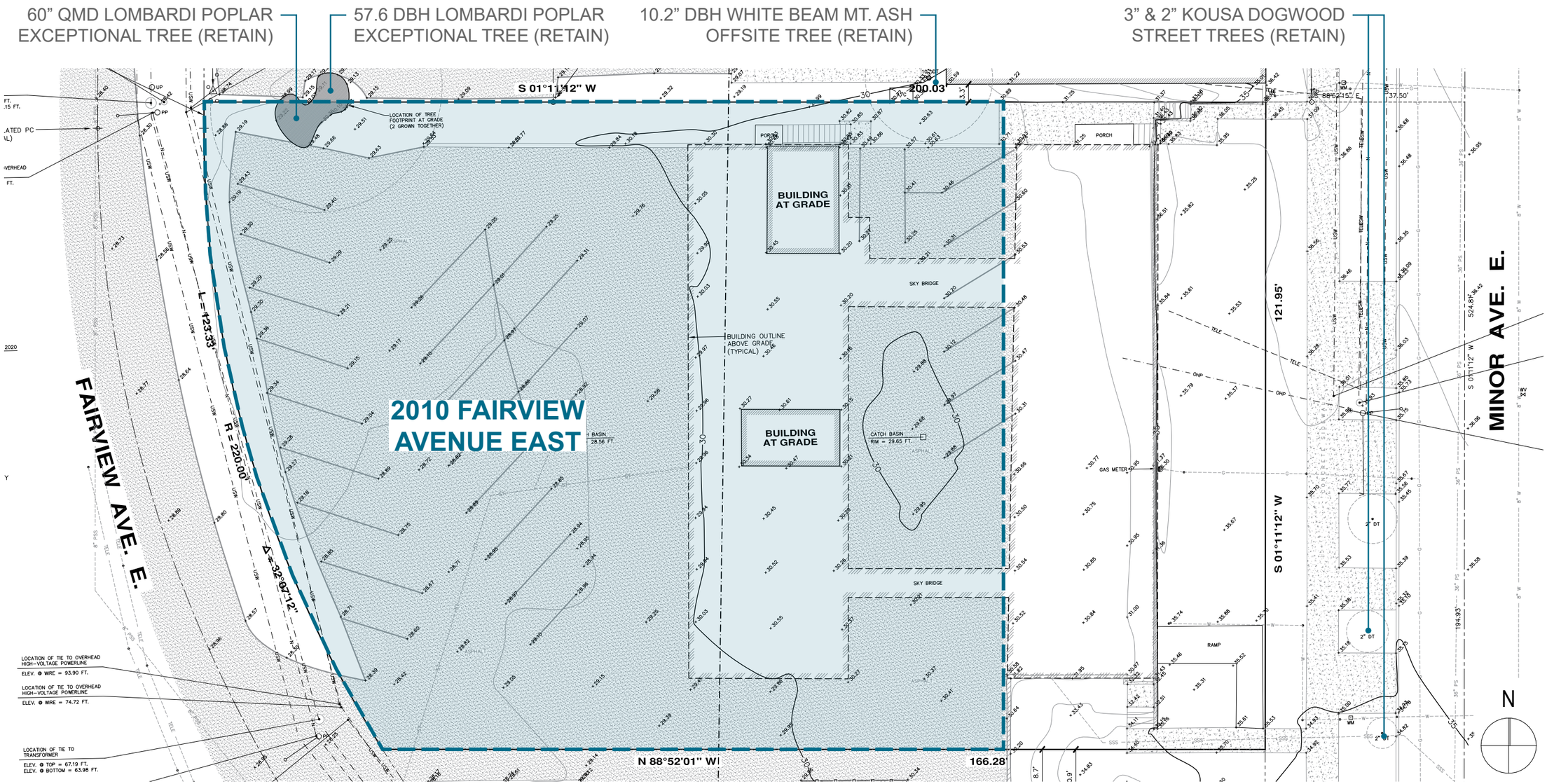


LOT AREA:	17,112 SF
ZONING:	SPLIT ZONE: LR-2 RC (M) LR-3 (M)
OVERLAY:	UC SHORELINE OVERLAY SUBJECT TO 23.60A.386
ECA:	N/A
COMMERCIAL USE:	N/A
RESIDENTIAL USE:	19 TOWNHOMES
FAR:	LR-2 RC (M): 1.4 PER TABLE A 23.45.510
	LR-3 (M): 2.3 PER TABLE A 23.45.510
HEIGHT:	30’ BASE HEIGHT PER 23.60A.386.A1
	5’ OF ADDITIONAL HEIGHT FOR PITCHED ROOFS PER 23.60A.386.C
	4’ OF ADDITIONAL HEIGHT FOR RAILINGS / PARAPETS PER 23.60A.386.D2
SETBACKS:	FRONT: 7’ AVERAGE / 5’ MINIMUM PER TABLE A 23.45.518
	SIDES: 5 MINIMUM FACADES 40’ OR LESS IN LENGTH PER TABLE A 23.45.518
	7’ AVERAGE / 5’ MINIMUM FACADES > 40’ IN LENGTH PER TABLE A 23.45.518
	REAR: 7’ AVERAGE / 5’ MINIMUM PER TABLE A 23.45.518
PARKING:	NO MINIMUM REQUIREMENT PER TABLE B 23.54.015.M
PARKING ACCESS:	NO ALLEY, PARKING ACCESSED VIA FAIRVIEW AVENUE EAST
BICYCLE PARKING:	1 BIKE PARKING SPACE PER DWELLINGS PER 23.54.015 TABLE D
	1 SHORT TERM BIKE PARKING SPACE / 20 DWELLINGS (ROUND TO NEXT EVEN #)
AMENITY AREA:	25% OF THE LOT AREA PER 23.45.522A
	50% OF THE REQUIRED AREA MUST BE PROVIDED AT THE GROUND LEVEL
EXCEPTIONAL TREE:	TREE #1: 60” QMD EXCEPTIONAL POPLAR
	TREE #2: 57.6” DBH EXCEPTIONAL POPLAR
GREEN FACTOR:	A GREEN FACTOR SCORE OF 0.6 IS REQUIRED FOR THIS SITE PER 23.45.524.A2A

Significant	Exceptional Size	Grove Size	Exceptional Grove	Tree No.	DBH – Inches (QMD)	Tree Common Name & Latin Binomial	Exc. Threshold	Dripline (R')	Health	Structure/Form	Comments on Condition	Viable Tree?
	YES	YES	NO	1	45.6, 38.4" (60")	Lombardi poplar, *Populus nigra 'Italica'*	30"	19'	1	1	No visible defects	Yes
	YES	YES	NO	2	57.6"	Lombardi poplar, *Populus nigra 'Italica'*	30"	19'	1	2	Double leader	Yes
ROW TREES												
				3	2"	Kousa dogwood	N/A	0			Dead	
				4	3"	Kousa dogwood	N/A	5'				
				5	2"	Kousa dogwood	N/A	5'				
OFFSITE TREE												
YES	NO	NO	NO	101	10.2"	White Beam Mt. Ash, *Sorbus aria*	12.5"					

SITE VISIT.

THIS SITE HAS TWO EXCEPTIONAL TREES, AND THREE STREET TREES (ONE OF WHICH IS DEAD). TWO LARGE EXCEPTIONAL LOMBARDI POPLARS STAND AT THE NW CORNER OF THE PARCEL AND ARE IN GOOD CONDITION, THOUGH SURROUNDED BY PAVED PARKING. THE STREET TREES STAND WITHIN THE MINOR AVE E ROW. OTHER VEGETATION IN VARIOUS PLANTING BEDS ON THE PARCEL ARE EITHER SHRUBS, OR NON-REGULATED TREES. THERE IS ONE OFFSITE TREE AT THE NORTH PARCEL BOUNDARY WITH BRANCHES OVERHANGING THE PROPERTY LINE: A 10.2" DBH WHITE BEAM MT. ASH. THERE ARE NO GROVE TREES ON THIS PARCEL.



BLOCK FACE STUDY. FAIRVIEW AVENUE EAST.

EAST BOSTON ST.
RIGHT-OF-WAY

FAIRVIEW AVENUE EAST. LOOKING EAST.

ACROSS FROM PROPOSED
PROJECT SITE

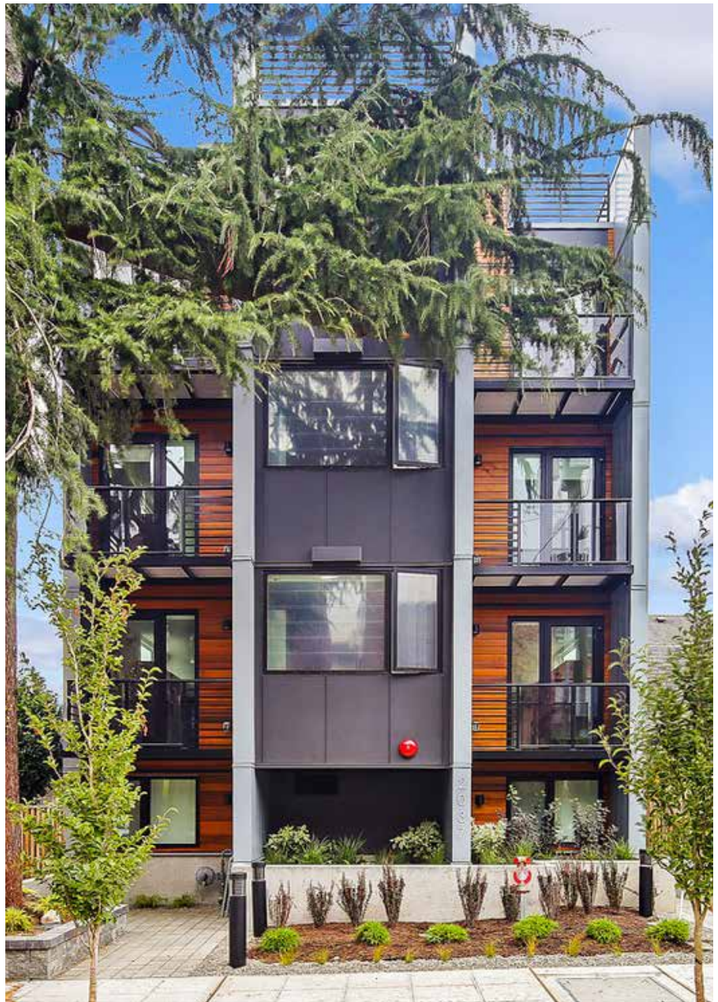
FAIRVIEW AVENUE EAST. LOOKING WEST.

FAIRVIEW AVENUE EAST. LOOKING EAST.

FAIRVIEW AVENUE EAST. LOOKING WEST.

CONTEXT ANALYSIS. IMAGES OF NEARBY STRUCTRUES.

2350. MINOR AVENUE EAST. *(TOWNHOMES)*



2037. YALE AVENUE EAST. *(APARTMENT)*

2501. YALE AVENUE EAST. *(SINGLE FAMILY RESIDENCE)*

2347. MINOR AVENUE EAST. *(TOWNHOMES)*

2361. MINOR AVENUE EAST. *(TOWNHOMES)*

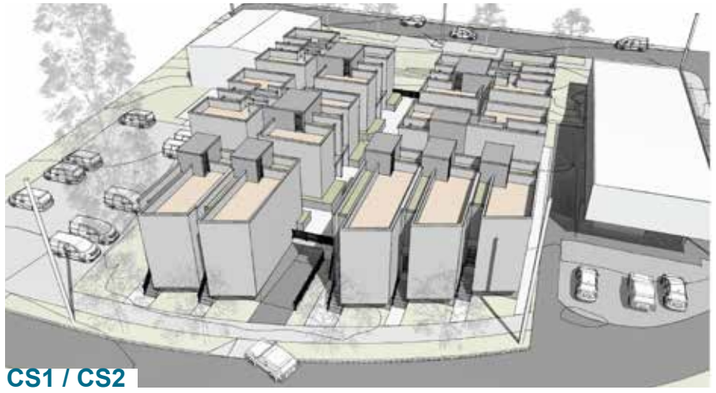
2233. MINOR AVENUE EAST. *(ROWHOUSES)*

2255. MINOR AVENUE EAST. *(TOWNHOMES)*

1938. FAIRVIEW AVENUE EAST. *(OFFICE BUILDING)*

2000. FAIRVIEW AVENUE EAST. *(OFFICE BUILDING)*

2048. MINOR AVENUE EAST. *(TOWNHOMES)*



CS1 / CS2

CS2 / PL3

CS2 / PL3

CS1: Natural Systems and Site Features

D.1 Plants & Habitat: On-Site Features
D.2 Plants & Habitat: Off-Site Features

On site and off site trees. We intend to retain and protect the existing Lombardi Poplar trees that are situated at the NW corner of the site. For our preferred option, we are proposing removal of adjacent parking lot pavement and a generous protection zone to ensure that these trees will be able to be retained and to thrive.

CS2: Urban Pattern and Form

A.1 Location in the City & Neighborhood: Sense of Place

This site is fairly visible and provides an opportunity to provide high-quality multifamily housing in a beautiful location. Our concept is to present walk-up dwellings along the street frontage, and to provide additional dwelling accessed via a common amenity area at the back of the site. In this way, we are able to work with, and enhance, the existing development patterns that are found along Fairview Ave E.

CS2: Urban Pattern and Form

B.2 Adjacent Sites, Streets & Open Spaces: Connection to Street

We are proposing a shared amenity courtyard that will be a half level above the sidewalk grade. This configuration will have several advantages:

- Most of the primary living levels will be at the level of the amenity deck, providing connection and an enhanced shared experience amongst occupants
- Dwellings fronting on Fairview will have half-level entry steps that strike a balance between privacy and street connection.
- The space under the amenity deck will contain a common parking garage, as such, cars will be hidden from view and pedestrian and auto circulation can be separated.

CS2: Urban Pattern and Form

D.5 Height, Bulk & Scale: Respect for Adjacent Sites

The decision to build an amenity deck over the common parking garage will mean that the dwellings fronting on Fairview Ave E will present a 2 ½ story façade, as opposed to a 3 story façade as allowed per code. This reduction in scale will help our project to fit in with adjacent development and will help maintain access to light and views to and from neighboring sites.

PL3: Street-Level Interaction

A.1D Entries: Design Objective- Individual Entries to Ground-Related Housing

There are three types of paths to access entries for this project:

- Dwellings fronting on Fairview will have entry steps connecting directly to the sidewalk.
- Units 6 thru 9 and 17 thru 19 have individual entries access at grade on the north and south sides of the site.
- Units 10 thru 16 are provided with entries via the common amenity courtyard.

Each type of entry path provides a unique experience and enhances the sense of individuality within the overall project. These individual entries will be provided with special features such as quality doors, covered stoops, recessed areas at the doors. It should be noted that we have also been careful to provide access to the common amenity deck from all dwelling units. In this way, all dwellings will have accessed to this unique site amenity.

PL4 / DC1

PL4: Active Transportation

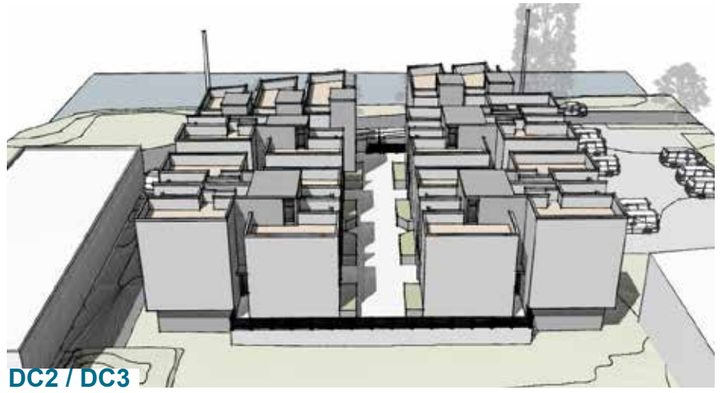
B.2 Planning Ahead for Bicyclists: Bike Facilities

One advantage of our common parking garage is that there will be adequate space for protected bicycle parking and storage. Often times, it is difficult to adequately secure bicycles in townhouse projects, but we intend to provide storage that will be well secured and convenient.

DC1: Project Uses and Activities

C.1 Parking & Service Uses: Below Grade Parking

As can be seen in our code complying scheme, providing parking at grade significantly compromises this site, creating conflicts between pedestrians and auto circulation. As such, we prefer to set the parking a half-level below grade and to develop an amenity deck on top of the parking. This will effectively hide the parking from view and will provide a high-quality shared space for all occupants to enjoy.



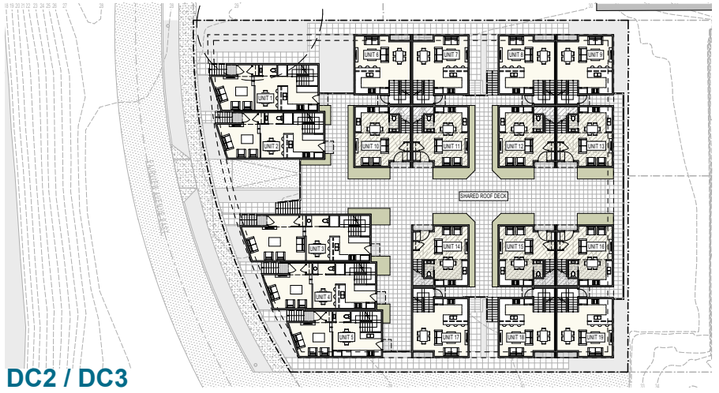
DC2 / DC3

DC2: Architectural Concept

A.1 Massing: Site Characteristics & Uses

One of the best features of this site is that it is adjacent to Lake Union, affording fantastic views and social & natural connections. As such, one of the project goals is to make this connection available to as many occupants as possible. With our preferred option, we found two solutions to accomplish this:

- Provide a common amenity deck that is very open to the view. In this way, all occupants will be able to enjoy this view while coming and going, and to utilize this space for social gatherings.
- Provide private roof decks atop individual dwelling units. These spaces will have low railings and parapets around their perimeters so that occupants (and neighbors) will have access to light and views.



DC2 / DC3

DC3: Open Space Concept

B.4 Open Space Uses & Activities: Multifamily Open Space

Our preferred scheme places a high priority on both common and private open spaces. The common amenity area that is over the garage will provide space for social interaction and gatherings and will provide access to all dwelling units. Roof decks that are on top of the individual dwellings will provide space this is more personally controllable. Engagement with others that are on the common roof deck will be possible since it is only two stories above the common amenity area, but these decks will also afford a private outdoor space for relaxation and recreation.

OPTIONS 1-3. POSITIVE / NEGATIVE COMPARISON.

OPTION 1: PRIVATE LIVING. *(CODE COMPLYING)*

POSITIVES.

- NO DEPARTURES REQUIRED
- PRIVATE GARAGES
- RESPONDS TO STREETFRONT

NEGATIVES.

- NO GROUND LEVEL AMENITIES / COMMON SPACES
- MAJORITY OF THE SITE IS PAVED
- INTERIOR SPACES ARE NOT AS FUNCTIONAL
- LARGEST PERCEIVED MASS
- MAJORITY ARE 1-BEDROOM UNITS
- MINIMAL STREETFRONT CONNECTION
- 12 OF 19 UNITS ARE CORNER UNITS

OPTION 2: PRIVATE COURTYARD.

POSITIVES.

- CARS ARE LOCATED IN A BELOW GRADE GARAGE
- RESPONDS TO STREETFRONT W/ 6 STREETFRONT UNITS
- VARIETY OF UNIT TYPES (2-STORY & 3-STORY)
- COMMON AMENITY AREA AT SECOND LEVEL DECK

NEGATIVES.

- REQUIRES (3) DEPARTURES
- STREETFRONT UNITS BLOCK VIEWS TO THE WEST
- NO PERIMETER STEPPING ALONG SIDES AND REAR LOT LINES
- NO VERTICAL SEPARATION BETWEEN LIVING & STREET
- MINIMAL ACCESS TO NATURAL LIGHT / FULLY ENCLOSED
- 12 OF 19 UNITS ARE CORNER UNITS

OPTION 3: CONNECTED COURTYARD. *(PREFERRED)*

POSITIVES.

- CARS ARE LOCATED IN A BELOW GRADE GARAGE
- RESPONDS TO STREETFRONT W/ 5 STREETFRONT UNITS
- VARIETY OF UNIT TYPES (2-STORY & 3-STORY)
- LARGE COMMON AMENITY AREA AT SECOND LEVEL DECK WITH VIEWS
- UNITS ARE DIVIDED INTO 6 BUILDINGS TO BREAK DOWN MASSING
- GAPS IN MASSING CREATE OPENINGS ON SITE AND ACCESS TO VIEWS
- STREET-FRONT UNITS ARE BURIED 1/2 LEVEL FOR LOWER MASSING ALONG THE STREET / BALANCE BETWEEN CONNECTION AND PRIVACY
- 18 OF 19 UNITS ARE CORNER UNITS

NEGATIVES.

- REQUIRES (4) DEPARTURES

OPTION 1: PRIVATE LIVING. *(CODE COMPLYING)*

CONCEPT SUMMARY.

OPTION 1 EXPLORED THE IDEA OF A CONVENTIONAL TOWNHOUSE DEVELOPMENT. EACH UNIT IS 3-STORIES AND THE SEPARATION BETWEEN UNITS EXTENDS FROM THE GROUND TO THE SKY. THIS PLAN IS ALSO THE MOST ECONOMICAL AS IT DOES NOT REQUIRE A PT DECK AS PARKING IS CONTAINED WITHIN EACH UNIT. IT ALSO REQUIRES THE LEAST EXCAVATION AS UNITS ARE DESIGNED TO MEET EXISTING GRADE.

VEHICULAR ACCESS TO THE SITE IS PROVIDED VIA A COMMON DRIVEWAY LOCATED AT THE CENTER OF THE SITE. STREET FACING UNITS HAVE DIRECT PEDESTRIAN ACCESS WHILE ALL OTHER UNITS ARE SERVED VIA PEDESTRIAN PATHWAYS ALONG THE NORTH AND SOUTH EDGES OF THE SITE.

OPTION 2: PRIVATE COURTYARD.

CONCEPT SUMMARY.

ONE OF THE THINGS WE DIDN'T LIKE ABOUT OPTION 1 WAS THE SHEER VOLUME OF HARDSCAPE PRESENT ON SITE AND LACK OF SHARED OUTDOOR SPACE. OPTION 2 LOOKED TO SUBMERGE THE PARKING IN A HALF STORY BELOW GRADE GARAGE AND CREATE A PEDESTRIAN COURT ONTOP. THIS PROVIDED US WITH A NEW 2-STORY UNIT TYPE AS WELL FOR UNITS ATOP THE GARAGE.

THE DRIVEWAY REMAINED IN THE MIDDLE OF THE SITE AND THE STREETFACING FACADE WAS INFILLED WITH A UNIT ABOVE THE DRIVEWAY TO CREATE A CONTINUOUS STREET WALL. PEDESTRIAN ACCESS IS LOCATED ALONG THE NORTH AND SOUTH EDGES OF THE SITE.

OPTION 3: CONNECTED COURTYARD. *(PREFERRED)*

CONCEPT SUMMARY.

BUILDING ON OPTION 2 WE SPREAD UNITS OUT, GROUPING THEM TO CREATE SLOTS THROUGH THE SITE WE CREATE A OPEN, MORE USABLE SHARED AMENITY DECK ATOP THE GARAGE. THAT ALLOWS FOR VIEWS, NATURAL LIGHT AND RELIEF TO THE MASSING ALONG ALL FACADES. BY DROPPING THE GROUND FLOOR OF STREET FACING UNITS A HALF LEVEL WE REDUCE THE PERCEIVED MASS AND INCREASE PRIVACY WHILE STILL MAINTAINING THE CONNECTION TO THE STREET.

THE DRIVEWAY REMAINS IN THE MIDDLE WITH THE 2 STREET FACING BUILDINGS SPLIT APART TO ALLOW FOR A COMMON ACCESS STAIR TO THE ROOF DECK AMENITY. EVERY UNIT HAS DIRECT ACCESS TO THE ROOF DECK.

AERIAL FROM FAIRVIEW AVENUE EAST

AERIAL FROM ABOVE

AERIAL FROM MINOR AVENUE EAST

STREETFRONT ALONG FAIRVIEW AVENUE EAST

OPTION 1: PRIVATE LIVING. *(CODE COMPLYING)*

CONCEPT SUMMARY.

OPTION 1 EXPLORES THE IDEA OF A CONVENTIONAL TOWNHOUSE DEVELOPMENT. EACH UNIT IS 3-STORIES AND THE SEPARATION BETWEEN UNITS EXTENDS FROM THE GROUND TO THE SKY. THIS PLAN IS ALSO THE MOST ECONOMICAL AS IT DOES NOT REQUIRE A PODIUM DECK SINCE THE PARKING IS CONTAINED WITHIN EACH UNIT. IT ALSO REQUIRES THE LEAST EXCAVATION AS UNITS ARE DESIGNED TO MEET EXISTING GRADE.

VEHICULAR ACCESS TO THE SITE IS PROVIDED VIA A COMMON DRIVEWAY LOCATED AT THE CENTER OF THE SITE. STREET FACING UNITS HAVE DIRECT PEDESTRIAN ACCESS WHILE ALL OTHER UNITS ARE SERVED VIA PEDESTRIAN PATHWAYS ALONG THE NORTH AND SOUTH EDGES OF THE SITE.

PROJECT DATA.

DWELLING UNITS:	19 UNITS TOTAL (1) 3-BEDROOM UNIT (1) 2-BEDROOM UNIT (17) 1-BEDROOM UNITS
PARKING STALLS:	20 STALLS TOTAL (18) PRIVATE 1-CAR GARAGES (2) SURFACE PARKING STALLS
FAR TOTAL:	22,791 SF FAR
FAR ALLOWED:	29,757 SF FAR
FLOOR AREA TOTAL (GFA):	23,664 GSF

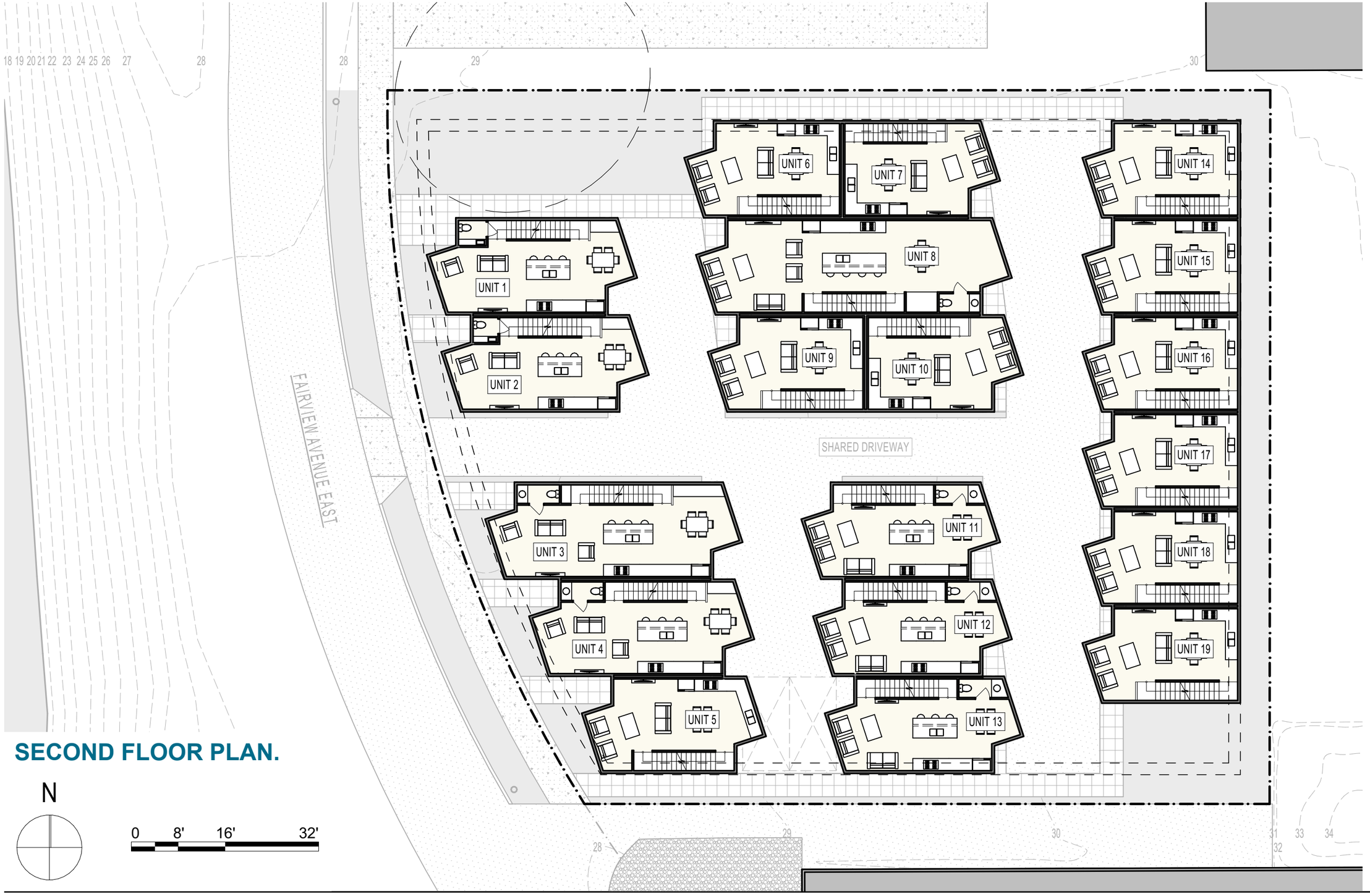
POSITIVES.

- NO DEPARTURES REQUIRED
- PRIVATE GARAGES
- RESPONDS TO STREETFRONT

NEGATIVES.

- NO GROUND LEVEL AMENITIES / COMMON SPACES
- MAJORITY OF THE SITE IS PAVED
- INTERIOR SPACES ARE NOT AS FUNCTIONAL
- LARGEST PERCEIVED MASS
- MAJORITY ARE 1-BEDROOM UNITS
- MINIMAL STREETFRONT CONNECTION
- NO CONNECTION / VIEW THROUGH SITE FROM MINOR
- 12 OF 19 UNITS ARE CORNER UNITS

FIRST FLOOR PLAN.



SECOND FLOOR PLAN.

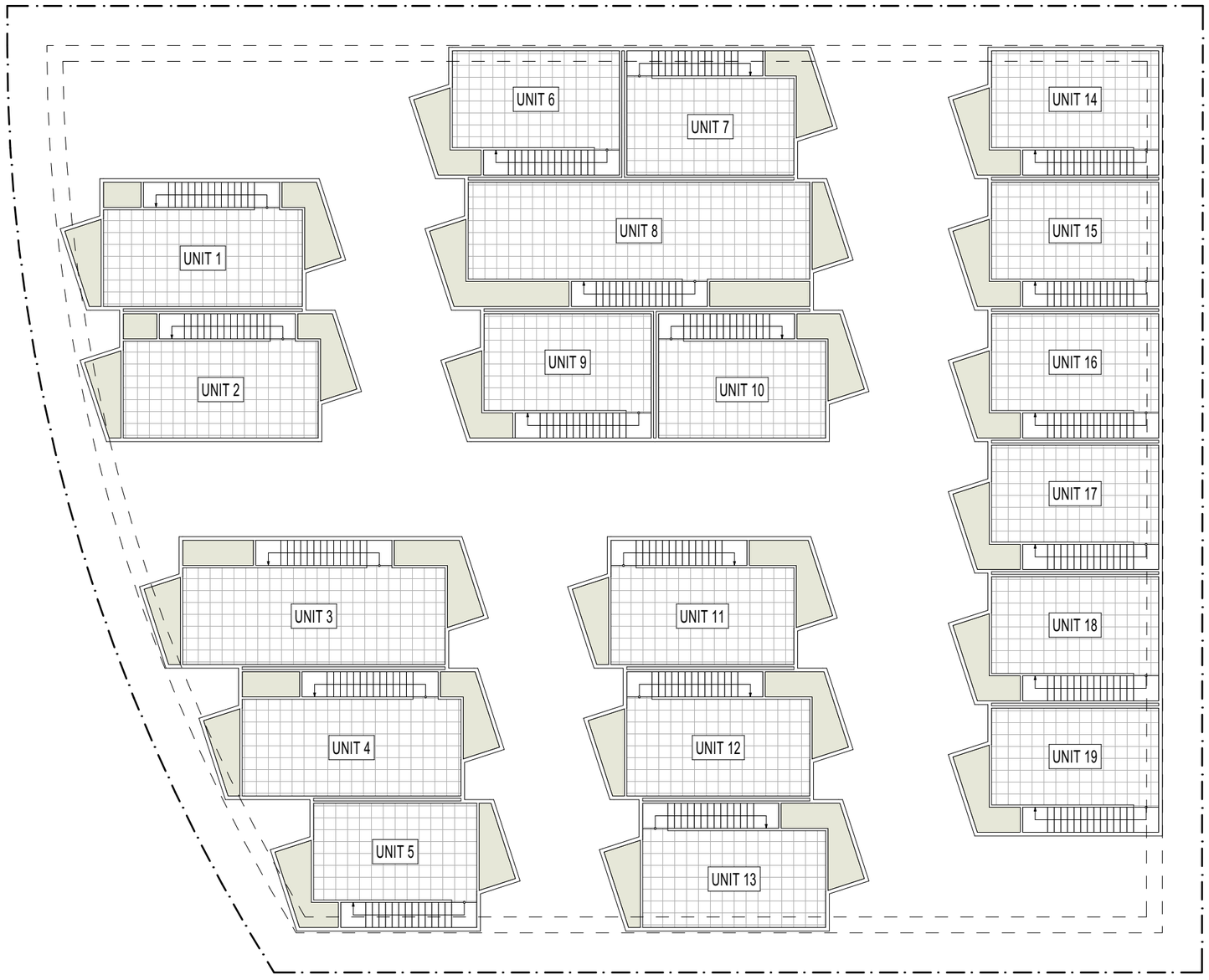
N

0 8' 16' 32'

THIRD FLOOR PLAN.

N

0 8' 16' 32'



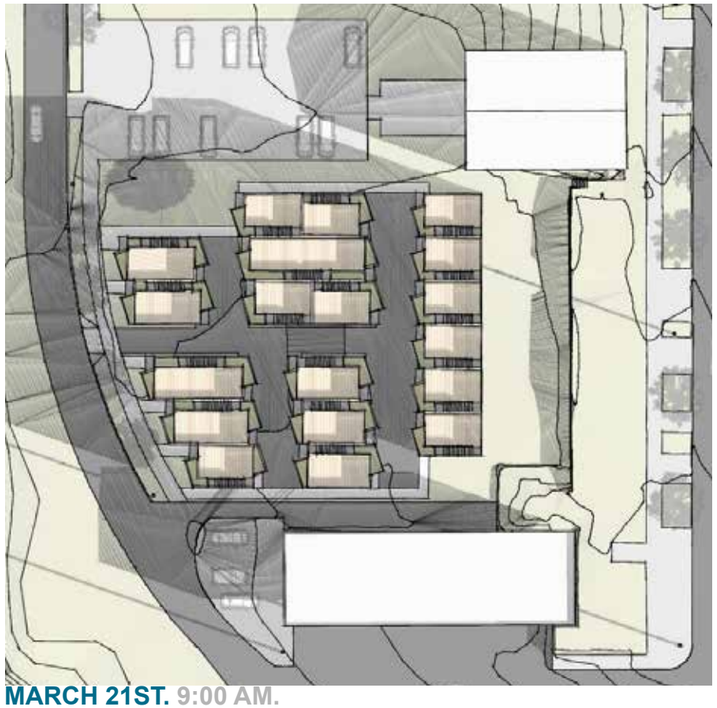
ROOF DECK PLAN.

N

0 8' 16' 32'

OPTION 1. SUN / SHADOW STUDY.

CODE CONFORMING DESIGN.



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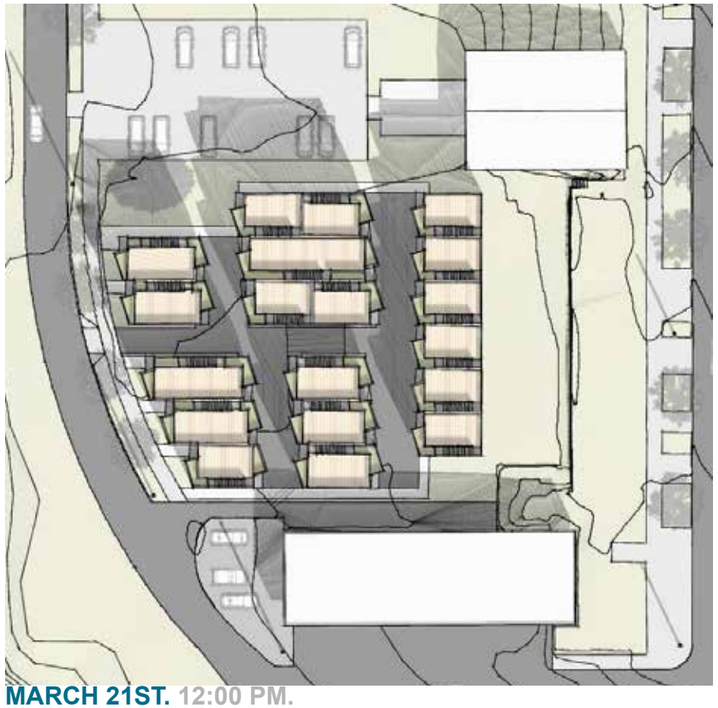

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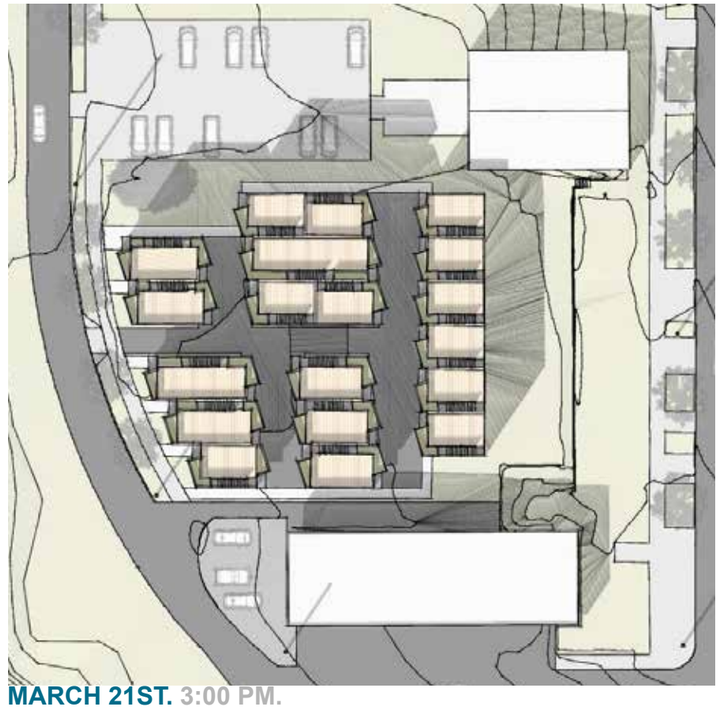

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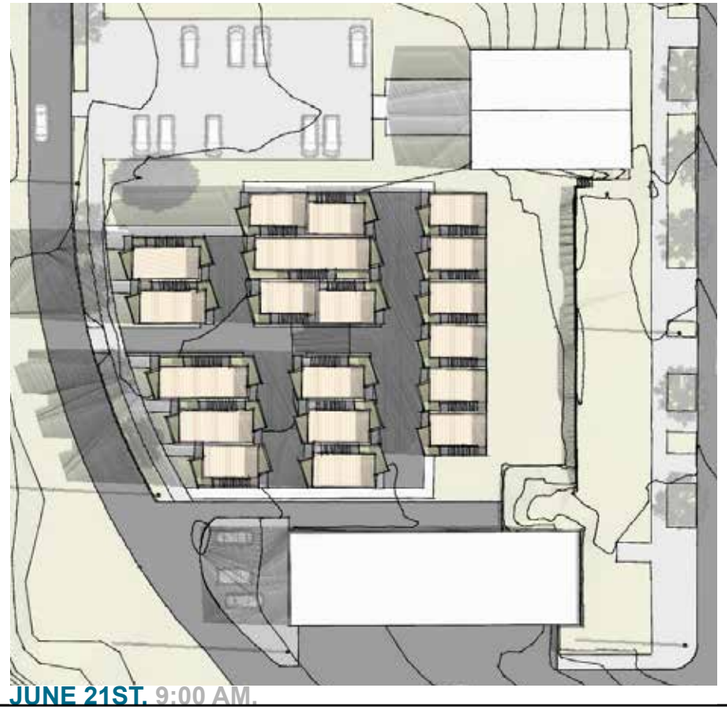

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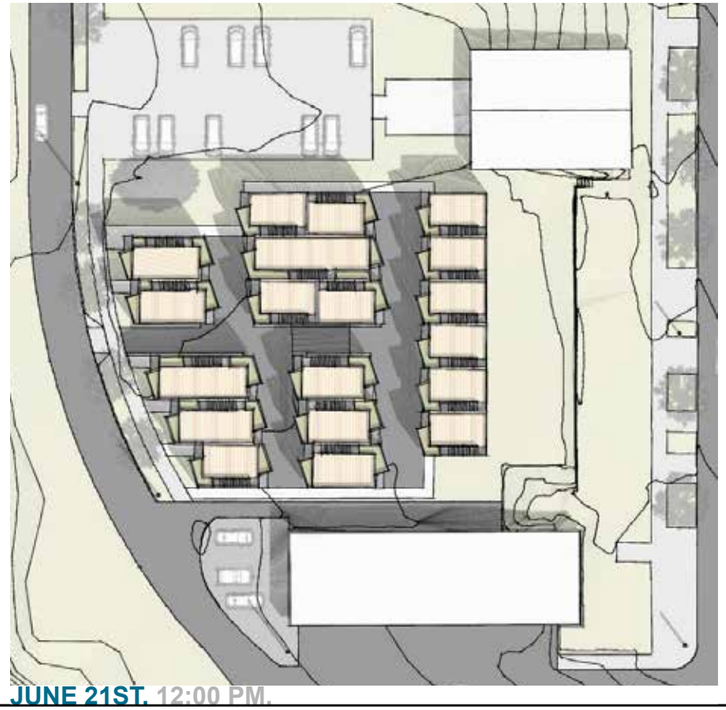

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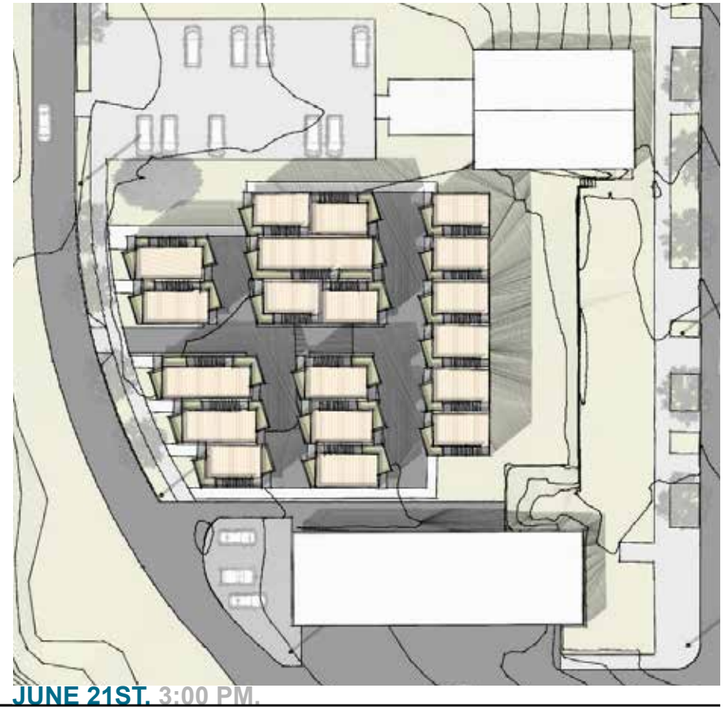

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OPTION 1. SUN / SHADOW STUDY.

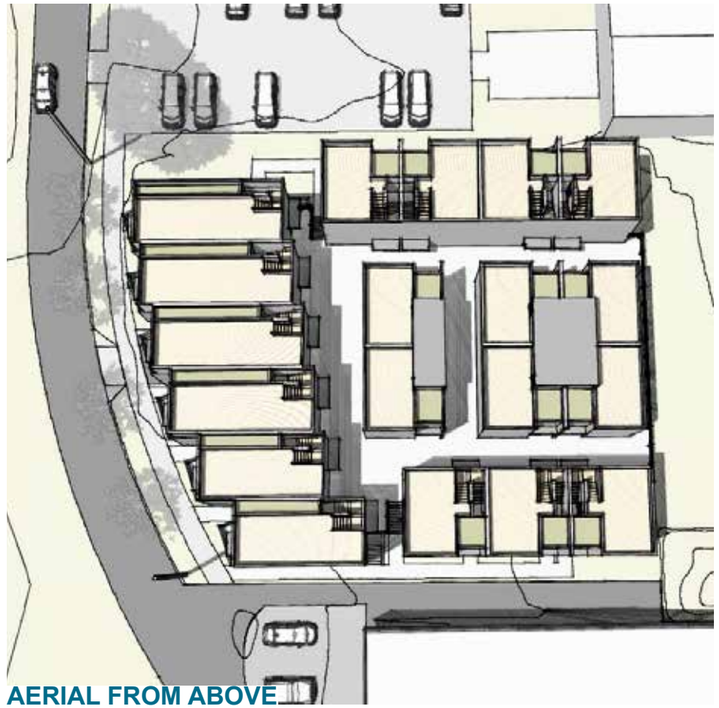
DECEMBER 21ST. 9:00 AM.

DECEMBER 21ST. 12:00 PM.

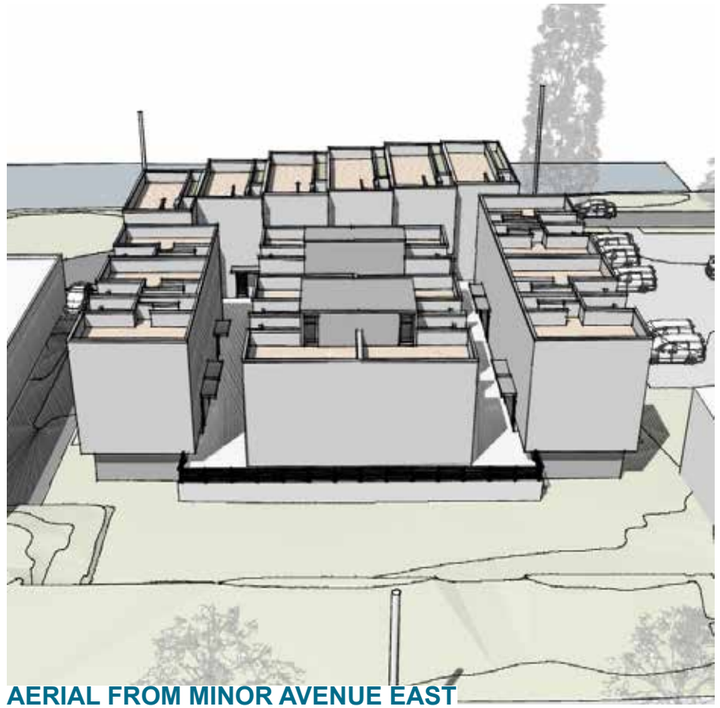
DECEMBER 21ST. 3:00 PM.

OPTION 2. PRIVATE COURTYARD.

AERIAL FROM FAIRVIEW AVENUE EAST



AERIAL FROM ABOVE



AERIAL FROM MINOR AVENUE EAST

STREETFRONT ALONG FAIRVIEW AVENUE EAST

OPTION 2: PRIVATE COURTYARD.

CONCEPT SUMMARY.

ONE OF THE THINGS WE DONT LIKE ABOUT OPTION 1 IS THE SHEER VOLUME OF HARDSCAPE PRESENT ON SITE AND LACK OF SHARED OUTDOOR SPACE. OPTION 2 LOOKS TO SUBMERGE THE PARKING IN A HALF STORY BELOW GRADE GARAGE AND CREATE A PEDESTRIAN COURT ON-TOP. THIS PROVIDES US WITH A NEW 2-STORY UNIT TYPE AS WELL FOR UNITS ATOP THE GARAGE.

THE DRIVEWAY REMAINS IN THE MIDDLE OF THE SITE AND THE STREETFACING FACADE IS INFILLED WITH A UNIT ABOVE THE DRIVEWAY TO CREATE A CONTINUOUS STREET WALL. PEDESTRIAN ACCESS IS LOCATED ALONG THE NORTH AND SOUTH EDGES OF THE SITE.

PROJECT DATA.

DWELLING UNITS:	19 UNITS TOTAL (5) 3-BEDROOM UNIT (8) 2-BEDROOM UNIT (6) 1-BEDROOM UNITS
PARKING STALLS:	21 STALLS TOTAL (21) BELOW GRADE PARKING STALLS LOCATED IN A COMMON GARAGE
FAR TOTAL:	26,491 SF FAR
FAR ALLOWED:	29,757 SF FAR
FLOOR AREA TOTAL (GFA):	31,035 GSF

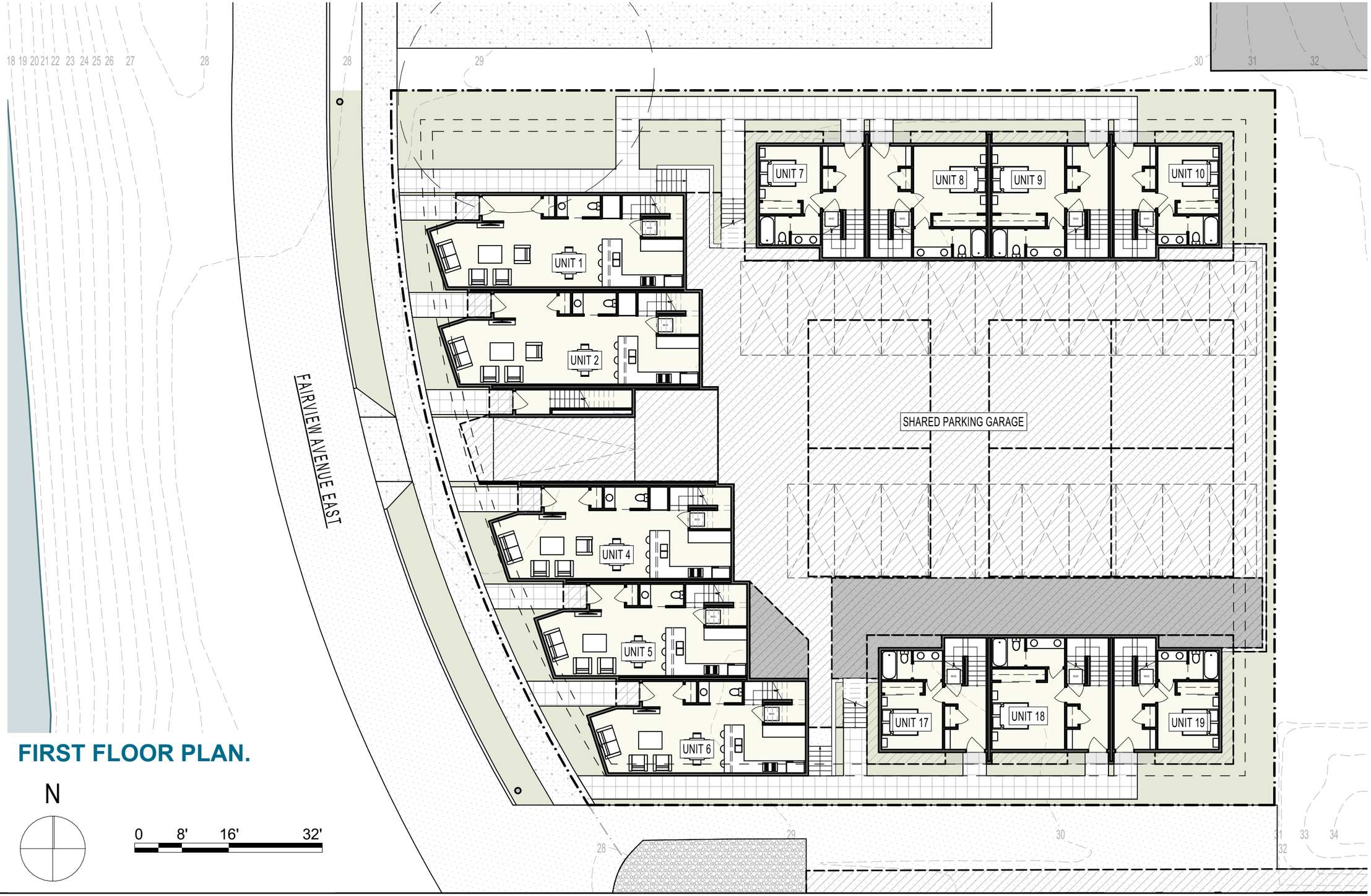
POSITIVES.

- CARS ARE LOCATED IN A BELOW GRADE GARAGE
- RESPONDS TO STREETFRONT W/ 6 STREETFRONT UNITS
- VARIETY OF UNIT TYPES (2-STORY & 3-STORY)
- COMMON AMENITY AREA AT SECOND LEVEL DECK

NEGATIVES.

- REQUIRES (3) DEPARTURES
- STREETFRONT UNITS BLOCK VIEWS TO THE WEST
- NO PERIMETER STEPPING ALONG SIDES AND REAR LOT LINES
- NO VERTICAL SEPARATION BETWEEN LIVING & STREET
- MINIMAL ACCESS TO NATURAL LIGHT / FULLY ENCLOSED
- NO CONNECTION / VIEW THROUGH SITE FROM MINOR
- 12 OF 19 UNITS ARE CORNER UNITS

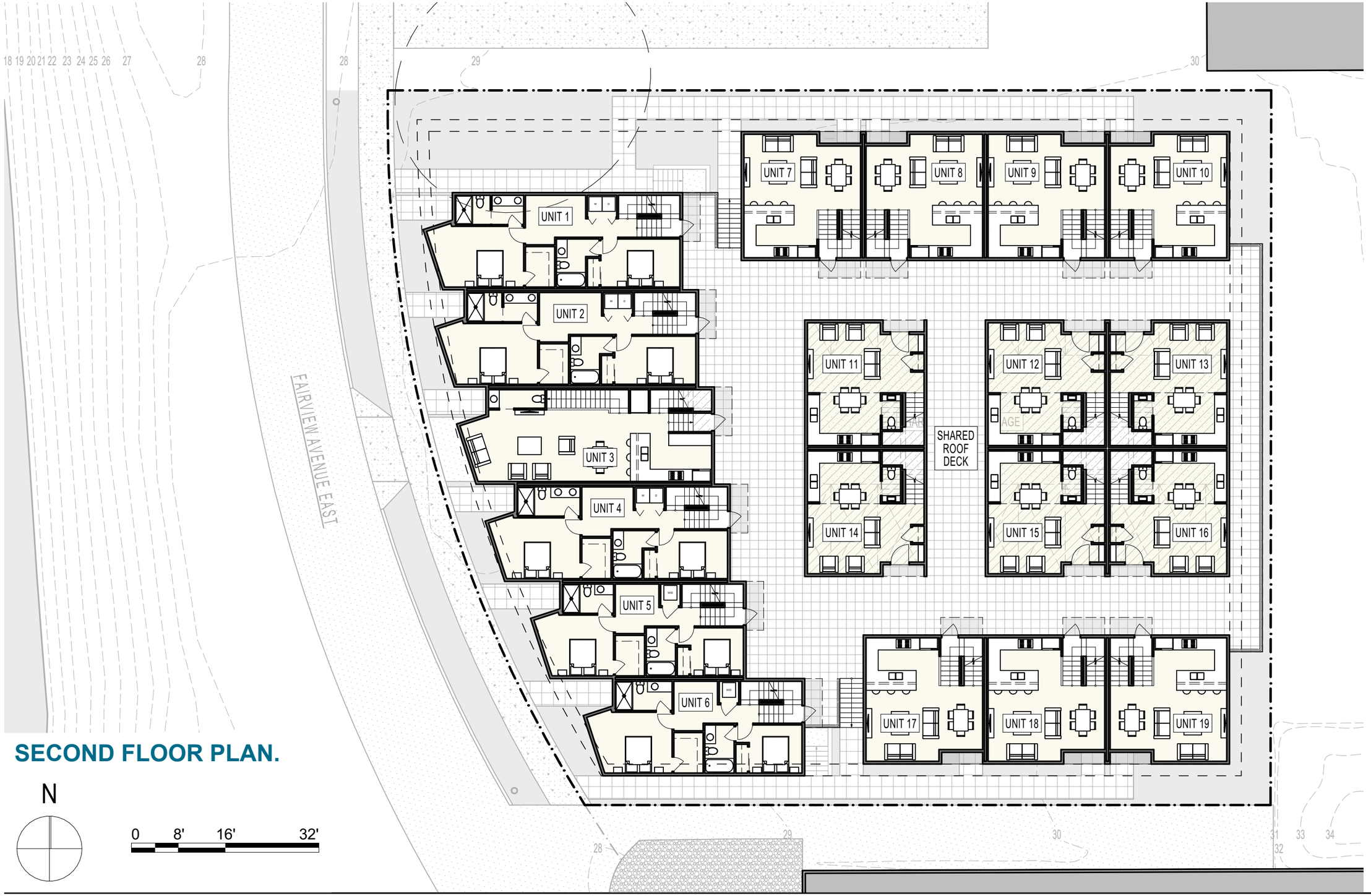
OPTION 2. PRIVATE COURTYARD.



FIRST FLOOR PLAN.

N

0 8' 16' 32'



SECOND FLOOR PLAN.

N

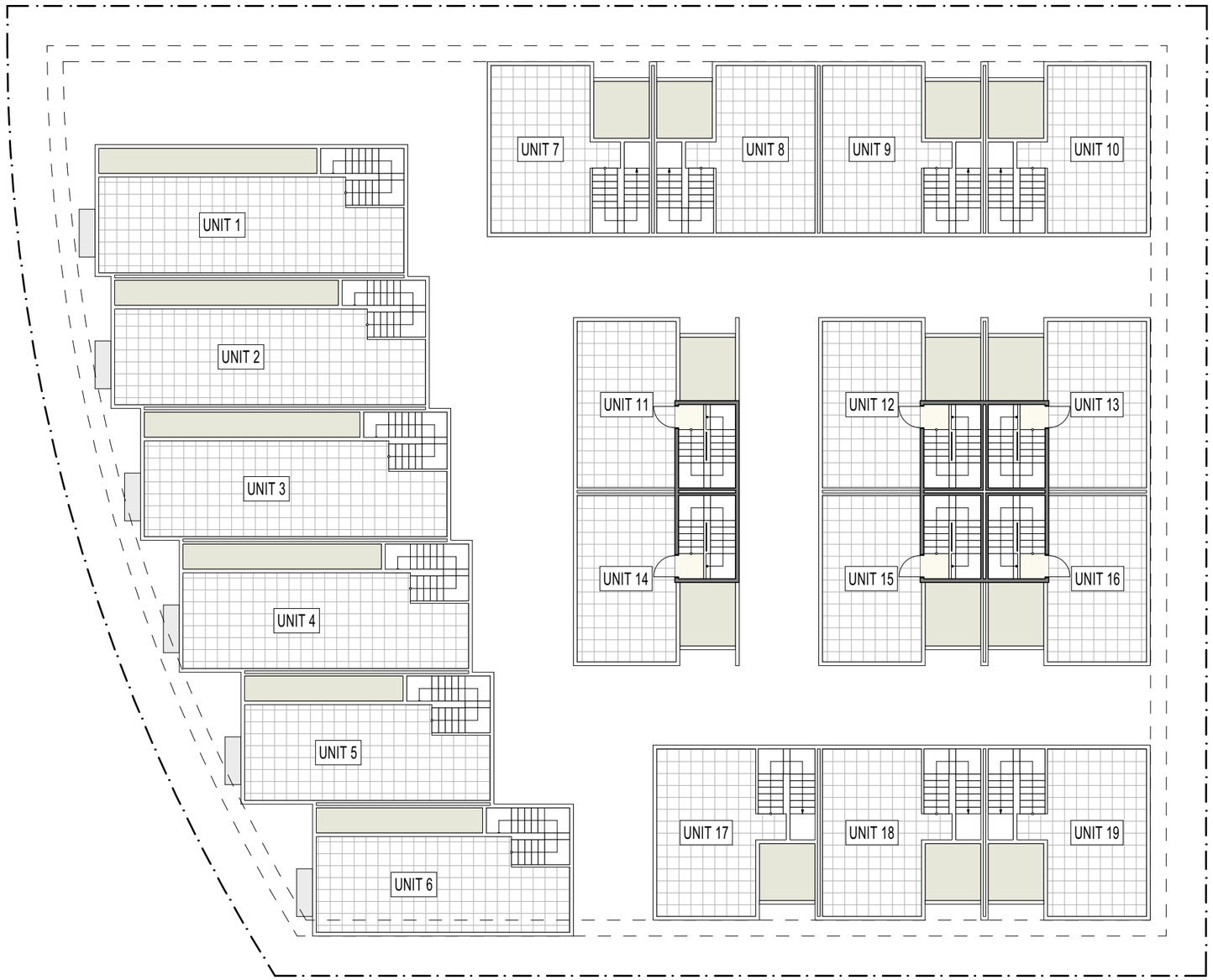
0 8' 16' 32'

OPTION 2. PRIVATE COURTYARD.

THIRD FLOOR PLAN.

N

0 8' 16' 32'

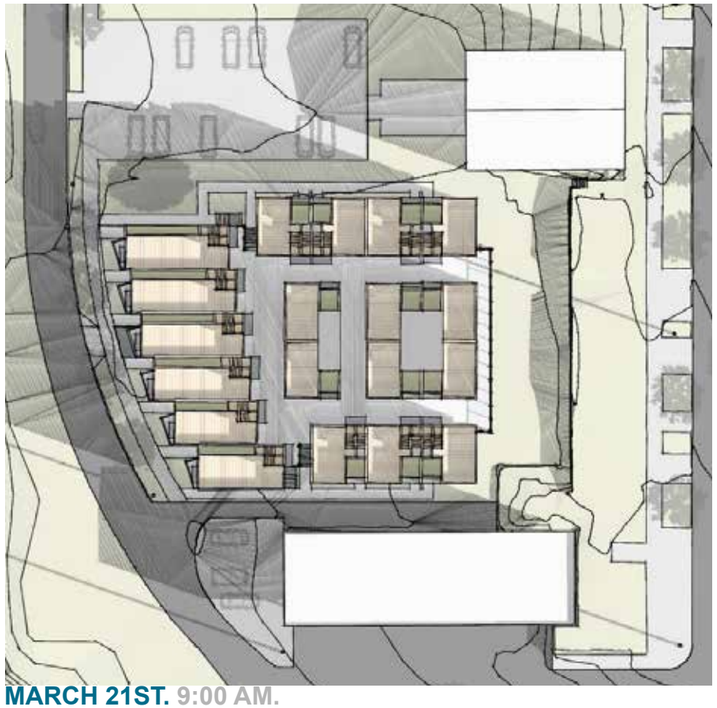


ROOF DECK PLAN.

N

0 8' 16' 32'

OPTION 2. SUN / SHADOW STUDY.



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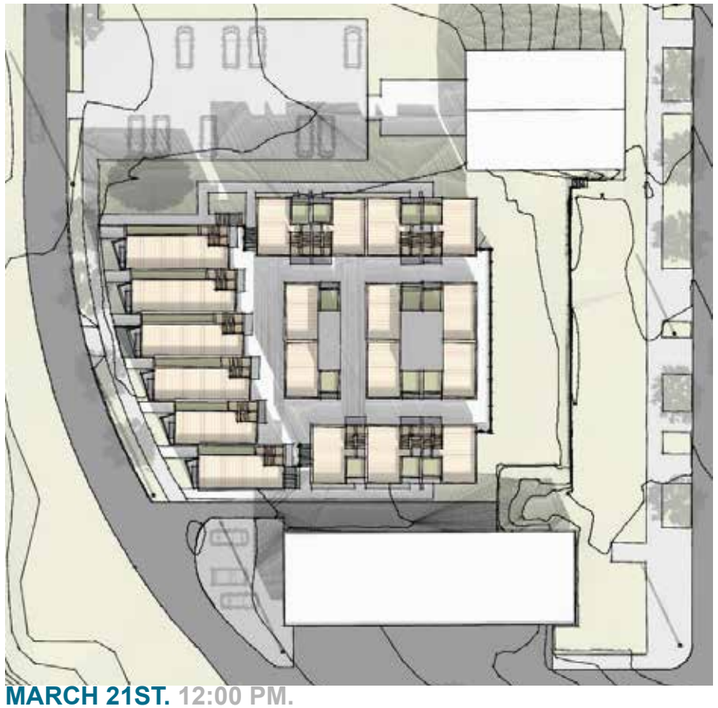

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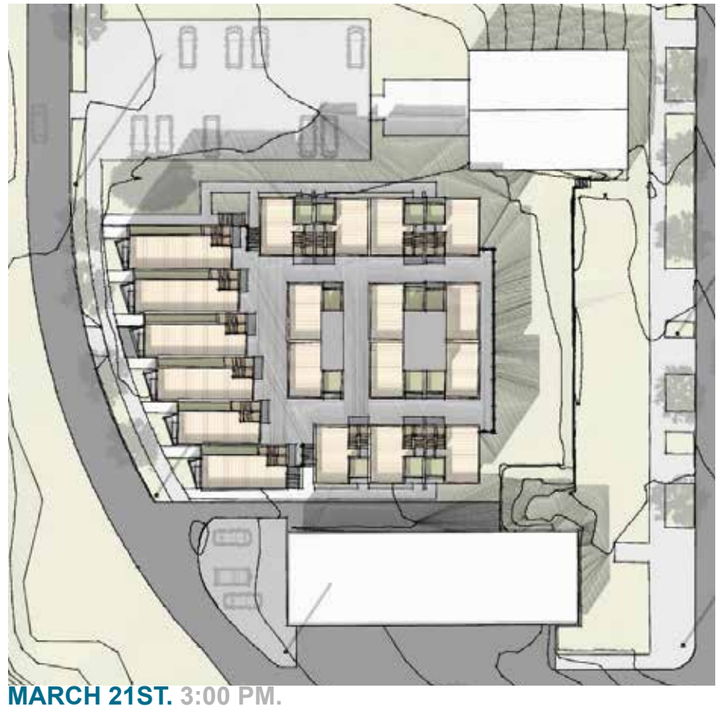

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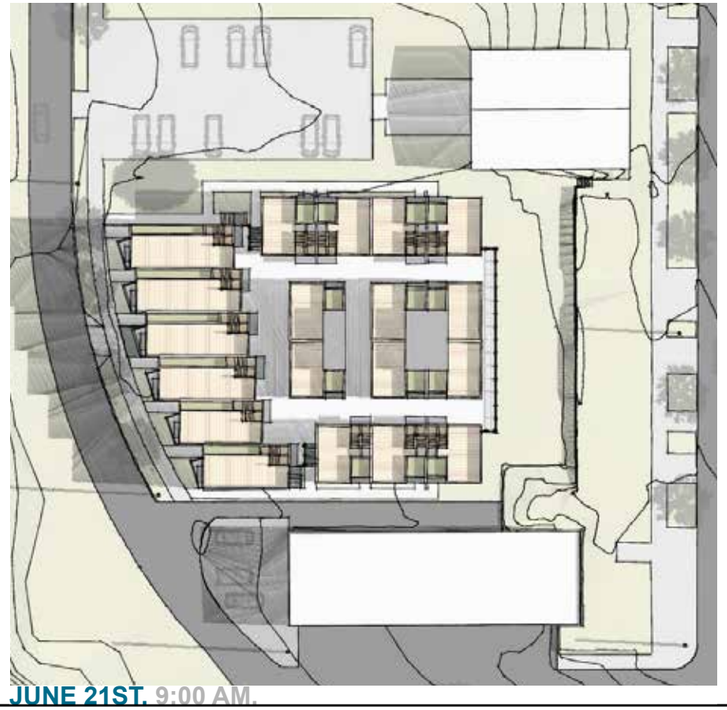

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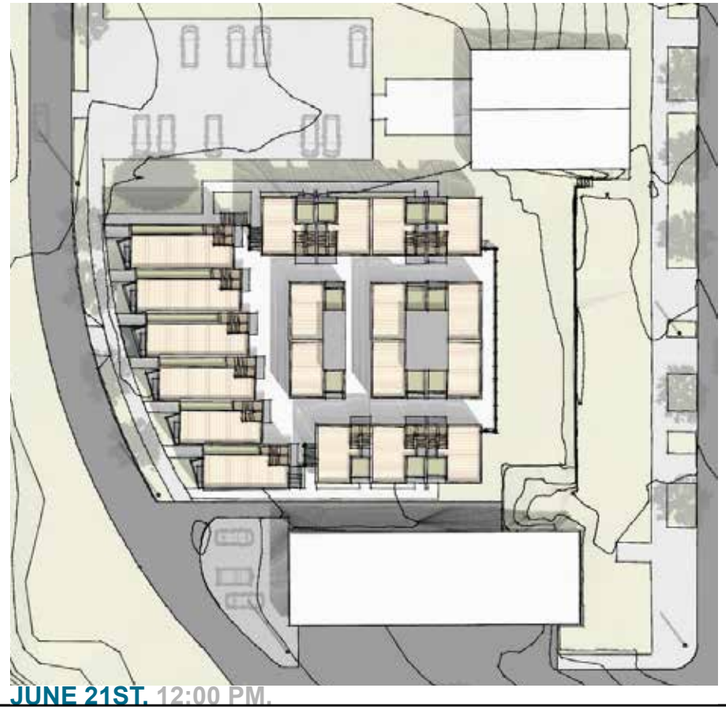

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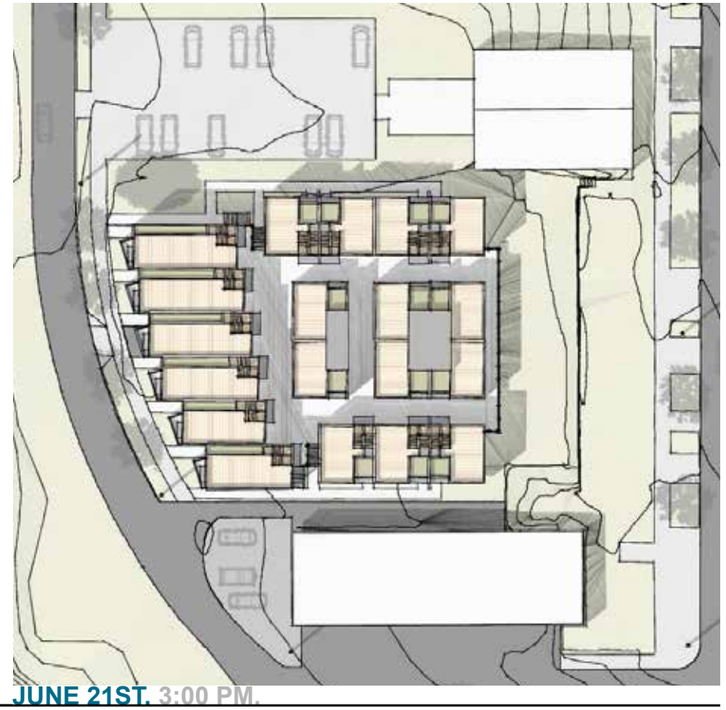

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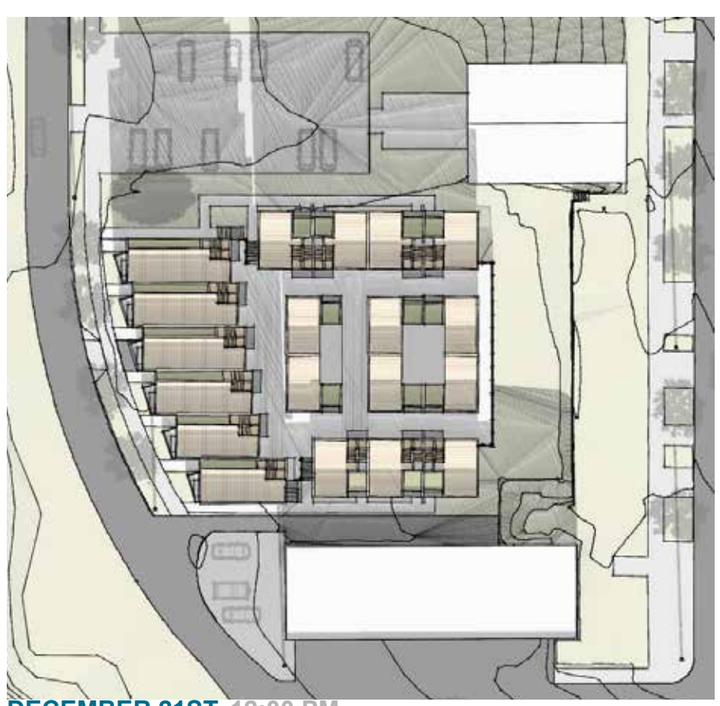
OPTION 2. SUN / SHADOW STUDY.

DECEMBER 21ST. 9:00 AM.



DECEMBER 21ST. 12:00 PM.

DECEMBER 21ST. 3:00 PM.

AERIAL FROM FAIRVIEW AVENUE EAST

OPTION 3. CONNECTED COURTYARD.

AERIAL FROM ABOVE

AERIAL FROM MINOR AVENUE EAST

STREETFRONT ALONG FAIRVIEW AVENUE EAST

OPTION 3: CONNECTED COURTYARD. *(PREFERRED)*

CONCEPT SUMMARY.

BUILDING ON OPTION 2, WE ARE SPREADING THE DWELLING UNITS OUT, GROUPING THEM TO CREATE SLOTS THROUGH THE SITE THAT CREATE AN OPEN, MORE USABLE SHARED AMENITY DECK ATOP THE GARAGE. THIS ALLOWS FOR VIEWS, NATURAL LIGHT AND RELIEF TO THE MASSING ALONG ALL FACADES. BY DROPPING THE GROUND FLOOR OF THE STREET FACING UNITS A HALF LEVEL, WE REDUCE THE PERCEIVED MASS AND INCREASE PRIVACY WHILE STILL MAINTAINING CONNECTION TO THE STREET.

THE DRIVEWAY REMAINS IN THE MIDDLE WITH THE 2 STREET FACING BUILDINGS SPLIT APART TO ALLOW FOR A COMMON ACCESS STAIR TO THE ROOF DECK AMENITY. EVERY UNIT HAS DIRECT ACCESS TO THE ROOF DECK.

PROJECT DATA.

DWELLING UNITS:	19 UNITS TOTAL (5) 3-BEDROOM UNIT (7) 2-BEDROOM UNIT (7) 1-BEDROOM UNITS
PARKING STALLS:	22 STALLS TOTAL (22) BELOW GRADE PARKING STALLS LOCATED IN A COMMON GARAGE
FAR TOTAL:	24,796 SF FAR
FAR ALLOWED:	29,757 SF FAR
FLOOR AREA TOTAL (GFA):	29,406 GSF

POSITIVES.

- CARS ARE LOCATED IN A BELOW GRADE GARAGE
- RESPONDS TO STREETFRONT W/ 5 STREETFRONT UNITS
- VARIETY OF UNIT TYPES (2-STORY & 3-STORY)
- LARGE COMMON AMENITY AREA AT SECOND LEVEL DECK WITH VIEWS
- UNITS ARE DIVIDED INTO 6 BUILDINGS TO BREAK DOWN MASSING
- GAPS IN MASSING CREATE OPENINGS ON SITE AND ACCESS TO VIEWS
- STREET-FRONT UNITS ARE BURIED 1/2 LEVEL FOR LOWER MASSING ALONG THE STREET / BALANCE BETWEEN CONNECTION AND PRIVACY
- 18 OF 19 UNITS ARE CORNER UNITS

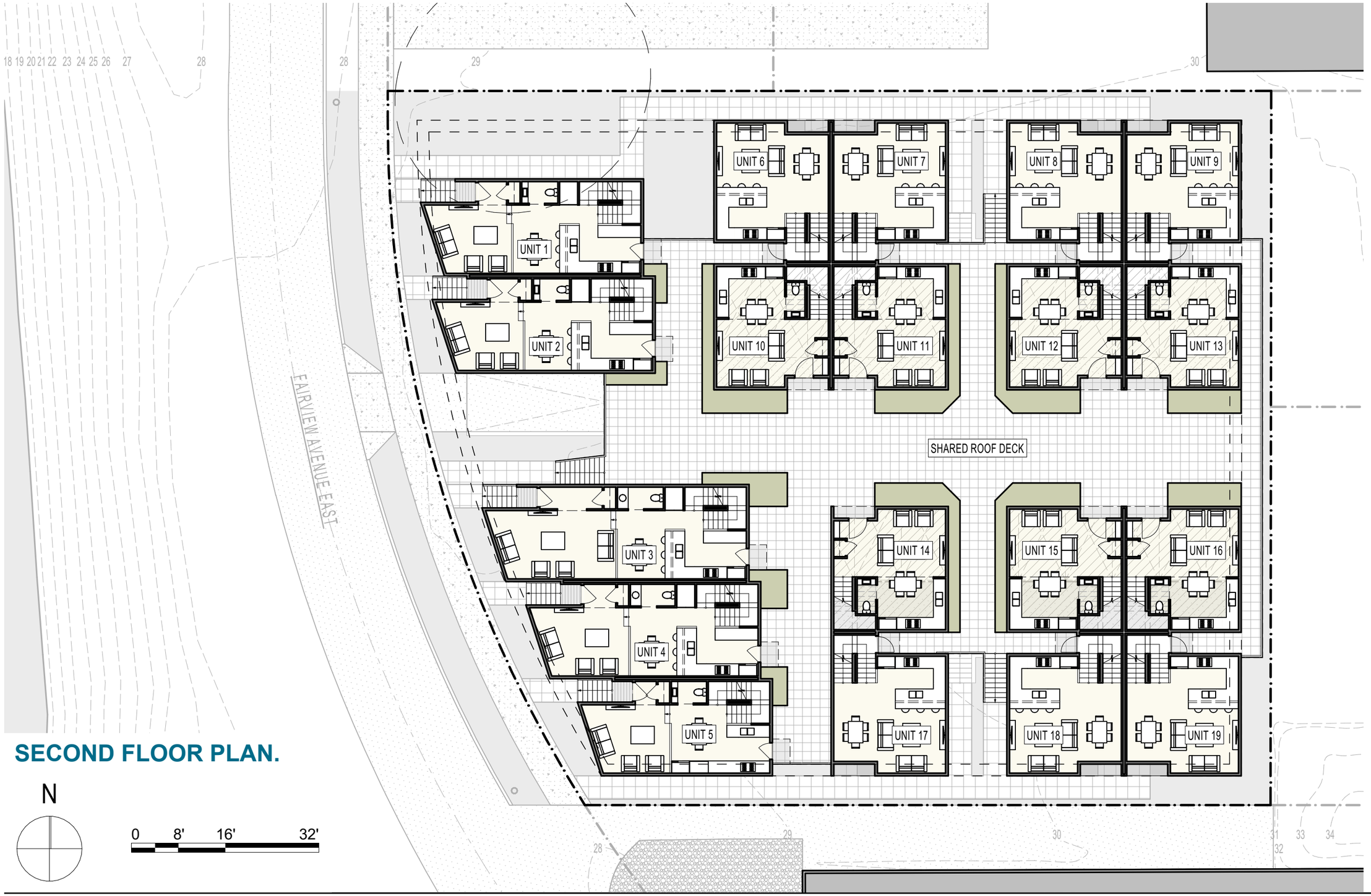
NEGATIVES.

- REQUIRES (4) DEPARTURES

FIRST FLOOR PLAN.

N

0 8' 16' 32'



SECOND FLOOR PLAN.

N

0 8' 16' 32'

THIRD FLOOR PLAN.

N

0 8' 16' 32'

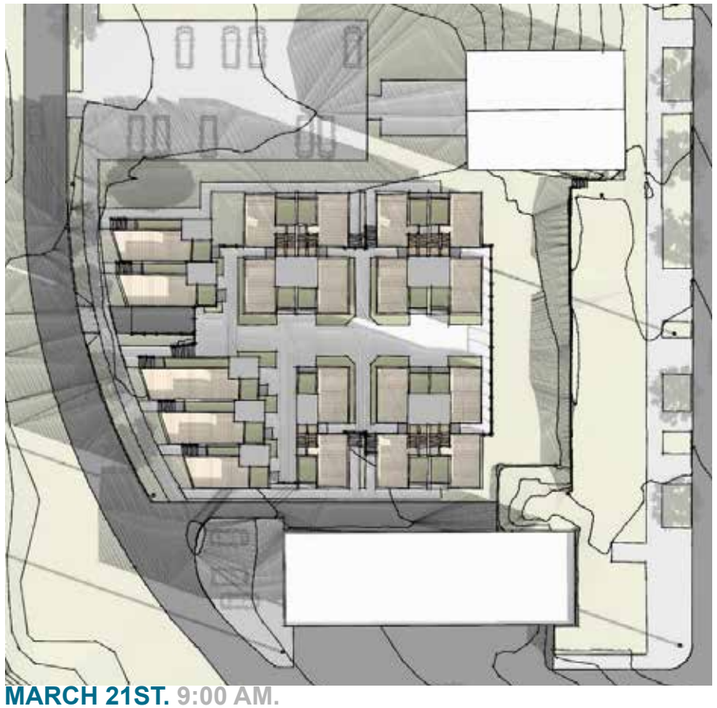
ROOF DECK PLAN.

N

0 8' 16' 32'

OPTION 3. SUN / SHADOW STUDY.

PREFERRED DESIGN.



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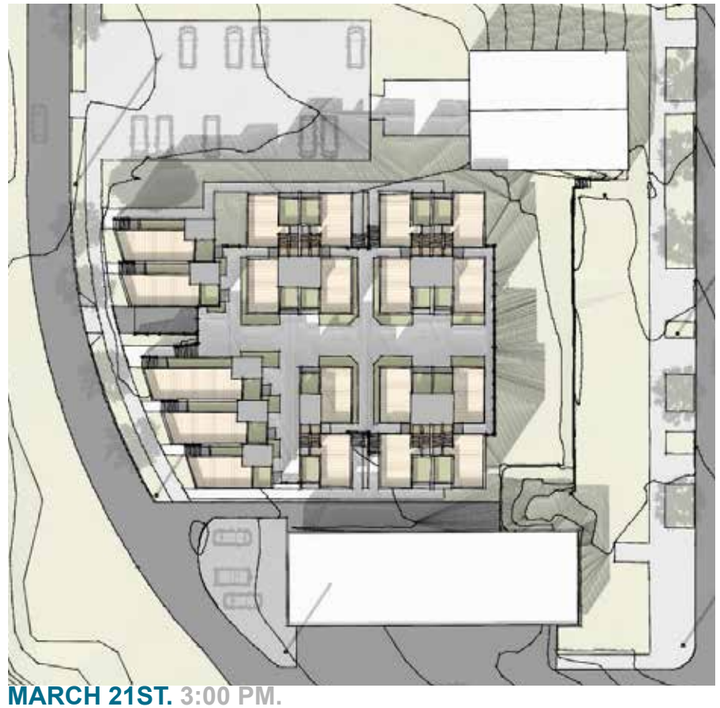

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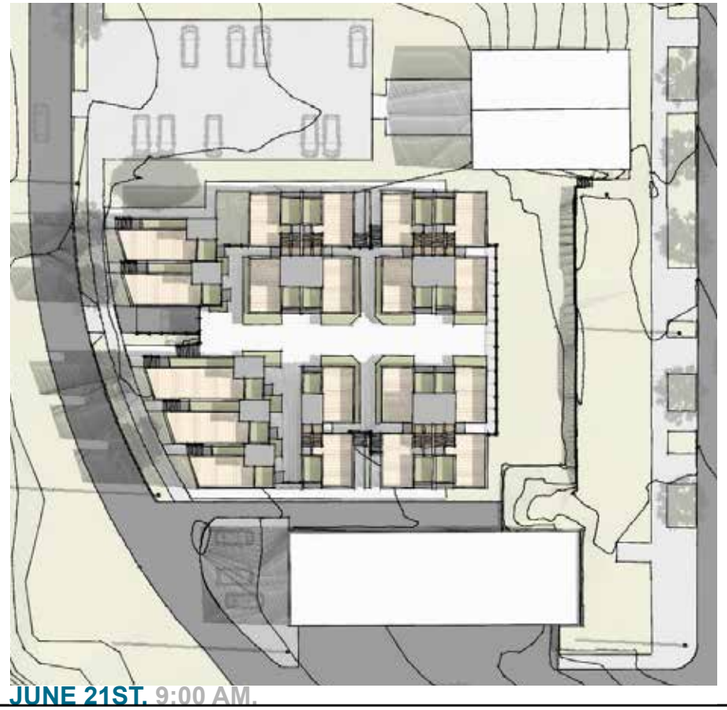

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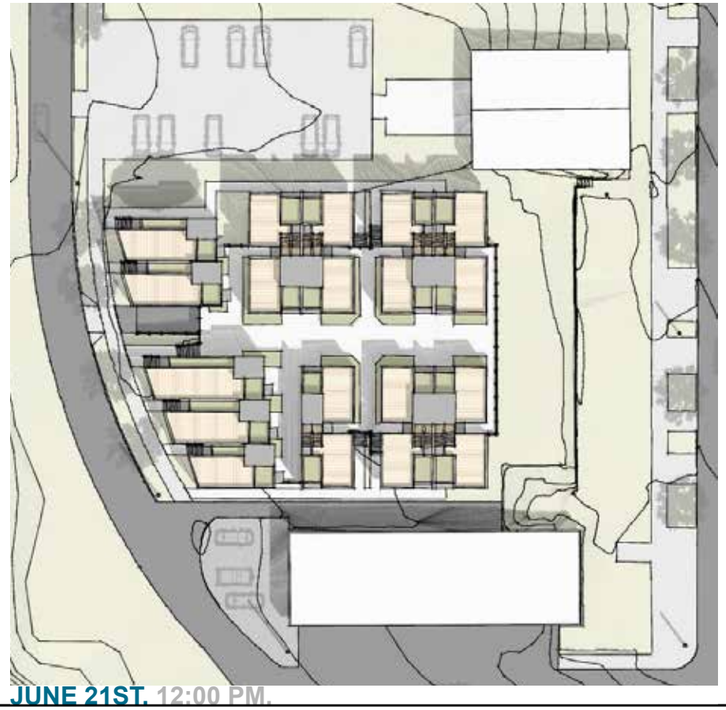

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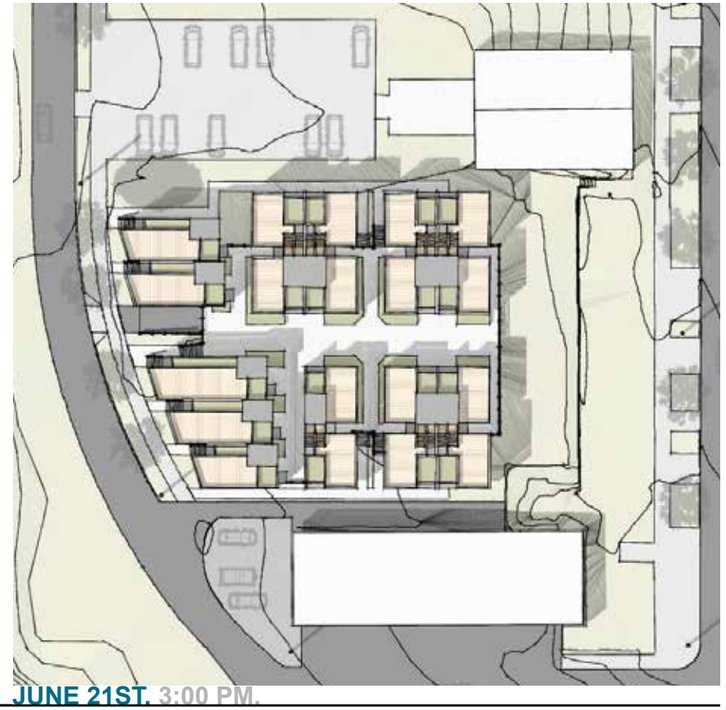


JUNE 21ST. 3:00 PM.

OPTION 3. SUN / SHADOW STUDY.

DECEMBER 21ST. 9:00 AM.

DECEMBER 21ST. 12:00 PM.

DECEMBER 21ST. 3:00 PM.

FIRST FLOOR. LANDSCAPE PLAN.

SECOND FLOOR. LANDSCAPE PLAN.

ROOF DECK. LANDSCAPE PLAN.

PAPERBARK MAPLE.
ACER GRISEUM.

KATSURA TREE.
CERCIDIPHYLLUM JAPONICUM.

EDDIE WHITE WONDER.
CORNUS.

RED CARPET SEDUM.
SEDUM SPURIUM.

ANGELINA SEDUM.
SEDUM X 'ANGELINA'.

BOWLES PERIWINKLE.
VINCA MINOR 'BOWLES'.

GOLDEN SWEET FLAG.
ACORUS GRAMINEUS 'OGON'.

GOLDEN ROCKET.
BERBERIS T.

DEER FERN.
BLECHNUM SPICANT.

ORANGE SEDGE.
CAREX TESTACEA.

GOLDEN HEATH.
ERICA CARNEA.

JAPANESE FOREST GRASS.
HAKONECHLOA MACRA.

BIG BLUE LILYTURF.
LIRIOPE MUSCARI 'BIG BLUE'.

MOSS GREEN.
LONICERA PILEATA.

GULF STREAM BAMBOO.
NANDINA DOMESTICA.

GOSHIKI.
OSMANTHUS HETEROPHYLLUS.

HAMELN.
PENNISETUM ALOPECUROIDES.

SWEET BOX.
SARCOCOCCA HUMILIS.

BUILDING DESIGN. INSPIRATION IMAGES.

INSPIRATION. IMAGE 1.

- HIGH QUALITY MATERIALS
- RICH CONTRAST BETWEEN MATERIAL COLOR / TEXTURE
- FACADE ARTICULATION PROVIDES CLEAR DIVISIONS BETWEEN UNITS
- PROJECT HAS A ROOF DECK YET HAS VERTICAL STEPPING BETWEEN MATERIALS TO CREATE DEPTH AT THE PARAPET
- STRONG VERTICAL REPRESENTATION

PREFERRED DESIGN.

INSPIRATION. IMAGE 2.

- RICH CONTRAST BETWEEN MATERIAL COLOR / TEXTURE
- ENTRIES ARE RECESSED TO CREATE A COVERED AREA AT THE DOOR
- REPEATING PATTERN ADDS VISUAL INTEREST WHILE CLEARLY DEFINING THE DIVISION BETWEEN UNITS

INSPIRATION. IMAGE 3.

- ENTRIES ARE RECESSED TO CREATE A COVERED AREA AT THE DOOR
- REPEATING PATTERN ADDS VISUAL INTEREST WHILE CLEARLY DEFINING THE DIVISION BETWEEN UNITS
- GLAZING RESPONDS TO THE ROOF FORM
- ENTRIES ARE HALF A STORY ABOVE THE STREET FOR INCREASED PRIVACY

INSPIRATION. IMAGE 4.

- RICH CONTRAST BETWEEN MATERIAL COLOR / TEXTURE
- RELATIONSHIP TO THE STREET IS MADE BETWEEN THE SECOND FLOOR AND THE STREET FOR INCREASED PRIVACY
- SIMPLE BUT DYNAMIC ROOF FORM
- RECESSED GARAGE PROVIDES DEPTH

INSPIRATION. IMAGE 5.

- HIGH QUALITY MATERIALS
- DARKER MATERIAL AT GROUND LEVEL PROVIDES FOR A STRONG BASE
- LOTS OF GLAZING FOCUSED ON THE VIEW FACADE
- CHANGE OF MATERIALS AT SPECIAL CONDITIONS

INSPIRATION. IMAGE 6.

- SIMPLE ROOF FORM
- VERTICAL WOOD FACADES / RAILING PROVIDE FOR BREAK DOWN IN SCALE
- ENTRY ELEVATED ABOVE THE SIDEWALK FOR PRIVACY WHILE MAINTAINING ITS CONNECTION

INSPIRATION. IMAGE 7.

- COVERED EXTERIOR DECKS AND LIVING SPACE BREAK DOWN THE RELATIONSHIP BETWEEN INTERIOR AND EXTERIOR
- PATTERNING ON THE FACADE WITH WINDOW AND OPENINGS IN FACADES.
- RICH WOOD PROVIDES WARMTH AT USER SPACES

INSPIRATION. IMAGE 8.

- LOT OF GLAZING TO TAKE ADVANTAGE OF SOLAR ORIENTATION
- PATTERNING ALONG THE FACADE DEFINES THE DIFFERENT SPACES THROUGH ORDER AND HIERARCHY
- ROOF OVERHANG PROVIDES WEATHER PROTECTION

CODE DEPARTURE. REAR YARD SETBACK AVERAGE.

REAR YARD AVERAGE SETBACK.

CODE CITATION:
PER TABLE A 23.45.518:
REAR SETBACKS: 5' MIN., 7' AVG.

PROPOSED MODIFICATION:
BUILDING 4:
REDUCE AVG. REAR SETBACK TO 6'-0 1/4"
BUILDING 6:
REDUCE AVG. REAR SETBACK TO 5'-11 3/4"

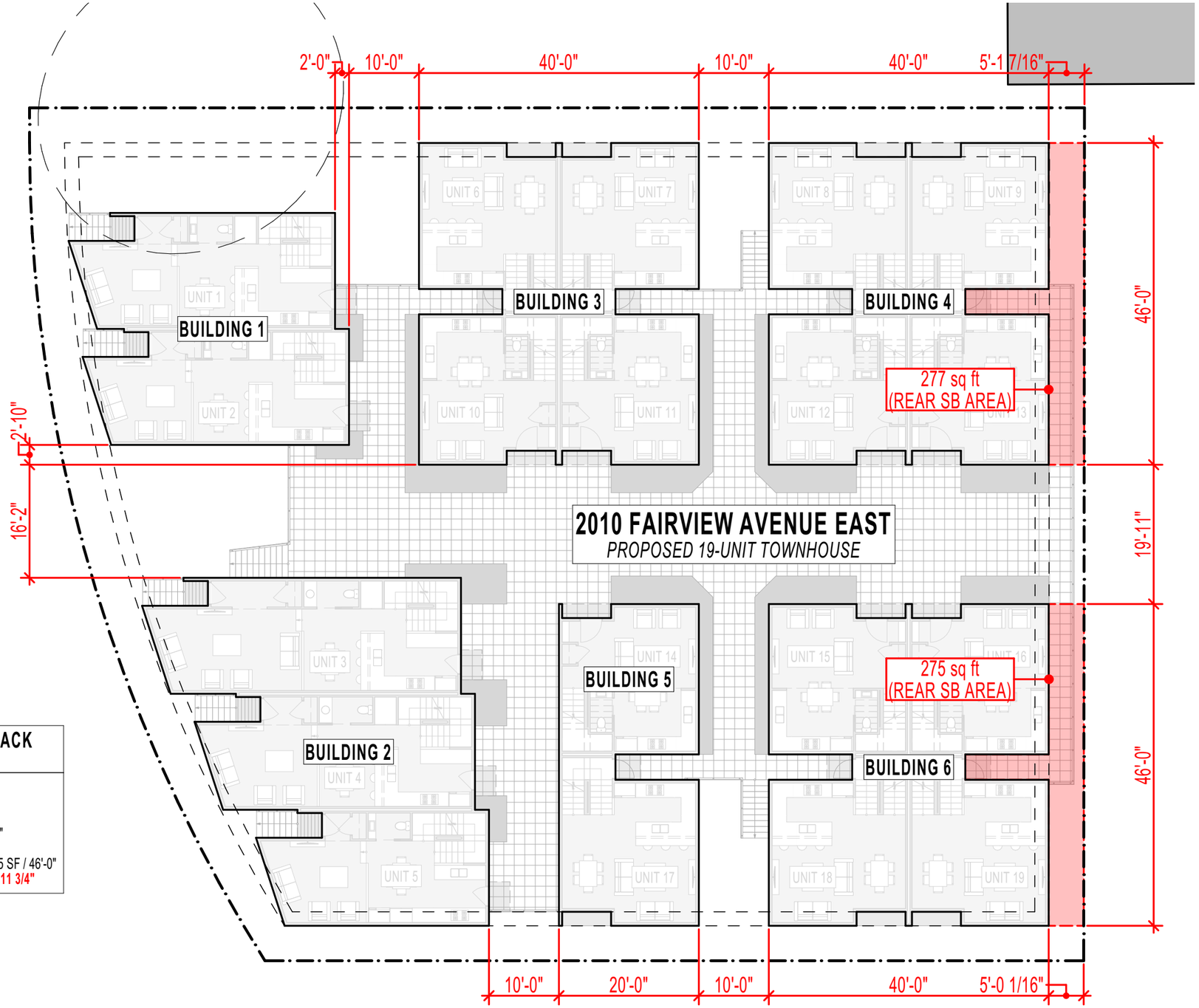
AREA BETWEEN BUILDINGS & REAR PROPERTY LINE

AVERAGE REAR SETBACK *BUILDING 4*	AVERAGE REAR SETBACK *BUILDING 6*
SETBACK AREA = 277 SF BUILDING WIDTH = 46'-0" REQUIRED AVG. SETBACK = 7'-0" PROPOSED AVG. SETBACK = 277 SF / 46'-0" **PROPOSED AVG. SETBACK = 6'-0 1/4"**	SETBACK AREA = 275 SF BUILDING WIDTH = 46'-0" REQUIRED AVG. SETBACK = 7'-0" PROPOSED AVG. SETBACK = 275 SF / 46'-0" **PROPOSED AVG. SETBACK = 5'-11 3/4"**

N

0 8' 16' 32'

PREFERRED DESIGN.



REAR YARD AVERAGE SETBACK.

REASON FOR REQUEST:

REDUCING THE REQUIRED AVERAGE REAR SETBACK WILL ALLOW US TO EMPLOY THE OPEN SPACE CONCEPT THAT WE HAVE ENVISIONED FOR THIS PROJECT. BY CREATING A LARGE AMENITY DECK ON THE SECOND FLOOR, WE HIDE THE PARKING AND PROVIDE A LARGE OPEN COURTYARD FOR RESIDENTS TO ENJOY. IN ORDER TO ACHIEVE THIS, WE ARE BREAKING DOWN THE DWELLINGS INTO GROUPINGS OF (4) UNITS OR LESS. THIS WILL ALLOW GAPS BETWEEN TEH SMALLER-SCALE GROUPINGS, AND WILL ALLOW US TO CREATE A WIDER CENTRAL COURTYARD SPACE. FOR THESE REASONS WE ARE ASKING FOR A REDUCTION TO REAR YARD SETBACK AVERAGE.

THIS DEPARTURE WILL HAVE MINIMAL IMPACTS TO THE PROPERTY TO THE EAST AS OUR BUILDING IS HEIGHT-LIMITED BY THE SHORELINE OVERLAY THAT IS IMPOSED ON THIS SITE. FURTHERMORE THE TOPOGRAPHY OF THE LAND STEPS UP +/- 7' FROM THE REAR PROPERTY LINE TO THE NEIGHBORING SITE. AS SUCH, OUR SITE'S MASSING WILL BE PERCEIVED FROM THE EAST AS A (2) STORY BUILDING, ALLOWING ADJACENT (FUTURE) BUILDING(S) TO CAPTURE VIEWS OVER TOP THE ENTIRE DEVELOPMENT.

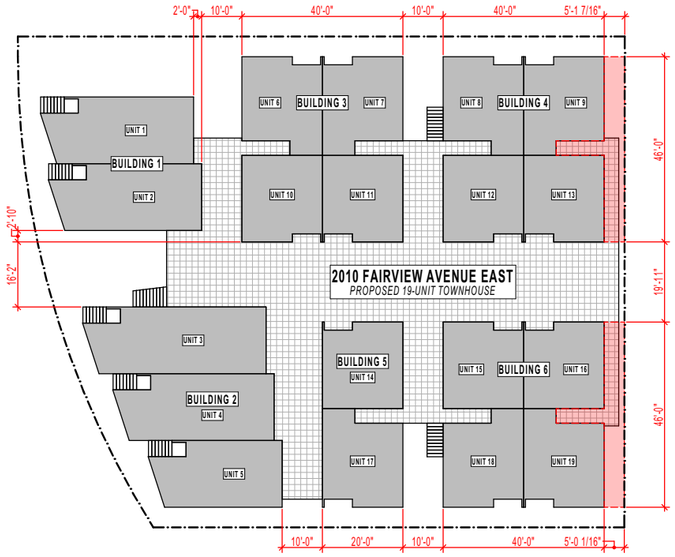
ALLOWING A SMALL REDUCTION IN THE AVERAGE REAR YARD WILL ALLOW US TO PROVIDE A SLOT THROUGH THE MIDDLE OF THE SITE. THIS WIDE SLOT WILL BENEFIT THIS PROJECT AS WELL AS ANY FUTURE DEVELOPMENT EAST OF THIS SITE. LASTLY WE ARE MEETING THE MINIMUM REAR YARD SETBACK SO ARE NOT ASKING FOR A REDUCTION TO HOW CLOSE OUR PROJECT IS TO THE LOT LINE FURTHER REDUCING OUR IMPACT.

DR GUIDELINES CITED:

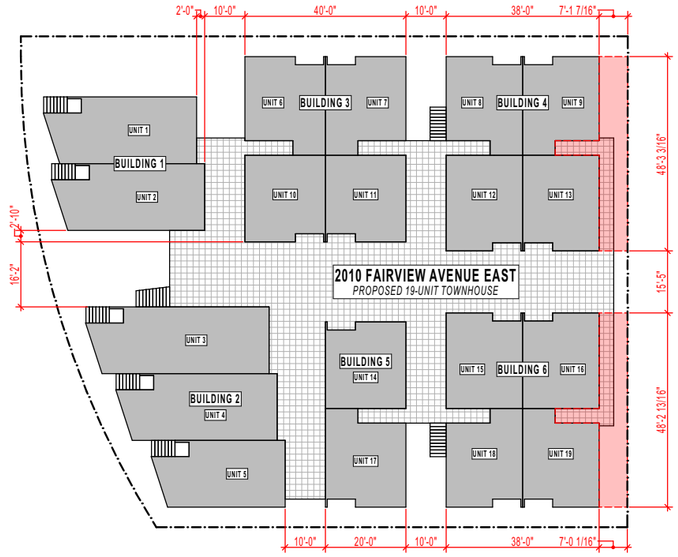
CS1.B.2: DAYLIGHT AND SHADING. BY MAXIMIZING THE WIDTH OF THE COURTYARD, WE ARE ABLE TO PROVIDE BETTER DAYLIGHT FOR THE AMENITY COURT AND FOR BUILDINGS 3 AND 4. PROVIDING A SMALL AMOUNT OF RELIEF AT THE REAR YARD SETBACK ALLOWS US TO KEEP THE COURTYARD AS WIDE AS POSSIBLE.

CS2.A.1: SENSE OF PLACE. KEEPING OUR COURTYARD AS WIDE AS POSSIBLE ALLOWS US TO PROVIDE VIEWS FROM AND INTO THE SITE, AND IT REINFORCES OUR CONNECTION TO LAKE UNION.

DC3.B.4: MULTIFAMILY OPEN SPACE. OUR PROPOSED AMENITY COURT WIDTH IS ABOUT THE SAME WIDTH AS THE HEIGHT OF THE SURROUNDING DWELLINGS. THIS PROPORTION IS CRUCIAL IN MAKING THIS SPACE FEEL OPEN AND USEABLE. A REDUCTION IN THE REAR YARD AVERAGE SETBACK HELPS US TO ACHIEVE THIS.



AREA BETWEEN BUILDINGS & REAR PROPERTY LINE



PROPOSED PLAN DESIGN.

POSITIVES.

- 19'-11" SPACE BETWEEN BUILDINGS 4 & 6
- GAP BETWEEN BUILDINGS 4 & 6 ALLOWS FOR VIEWS THROUGH THE SITE FROM BUILDINGS TO THE EAST
- GAP BETWEEN BUILDINGS CREATE LARGER MORE FUNCTIONAL COMMON AMENITY DECK
- INCREASED DISTANCE BETWEEN BUILDINGS 4 & 6 CREATES ADDITIONAL PRIVACY BETWEEN BUILDINGS
- DOES NOT REQUIRE A REDUCTION TO THE MINIMUM SETBACK
- REDUCED BUILDING WIDTH ACROSS REAR LOT LINE

NEGATIVES.

- REQUIRES A MINOR DEPARTURE FOR AVERAGE REAR SETBACK AT BUILDINGS 4 & 6

CODE COMPLYING STUDY.

POSITIVES.

- NO DEPARTURE TO MINIMUM OR AVERAGE REAR SETBACK IS REQUIRED

NEGATIVES.

- 15'-5" SPACE BETWEEN BUILDINGS IS 4'-6" LESS THAN THE PROPOSED OPTION REQUIRING A SETBACK.
- GAP BETWEEN BUILDINGS 4 & 6 WHICH ALLOWS VIEWS THROUGH THE ENTIRE SITE IS GREATLY REDUCED
- GAP BETWEEN BUILDING 4 & 6 WHICH ACTS AS A COMMON AMENITY DECK IS GREATLY REDUCED CREATING A LESS FUNCTIONAL SPACE
- REDUCED DISTANCE BETWEEN BUILDINGS 4 & 6 REDUCES THE PRIVACY BETWEEN BUILDINGS
- NARROWER UNITS AFFECT UNIT LAYOUTS AND INTERIOR SPACES
- INCREASED BUILDING WIDTH ADJACENT TO REAR LOT LINE

CODE DEPARTURE. FACADE LENGTH SOUTH P.L.

PREFERRED DESIGN.

FACADE LENGTH (SOUTH PL).

CODE CITATION:
PER TABLE A 23.45.527.B1:
THE MAXIMUM COMBINED LENGTH OF ALL PORTIONS OF FACADES WITHIN 15'-0" 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.

PROPOSED MODIFICATION:
SOUTH PROPERTY LINE:
INCREASE TO THE MAXIMUM COMBINED FACADE LENGTH OF ALL PORTIONS OF THE FACADES WITHIN 15'-0" OF THE SOUTH LOT LINE SHALL NOT EXCEED 80%.

AREA WITHIN 15' OF THE PROPERTY LINE

FACADE LENGTH
SOUTH PROPERTY LINE

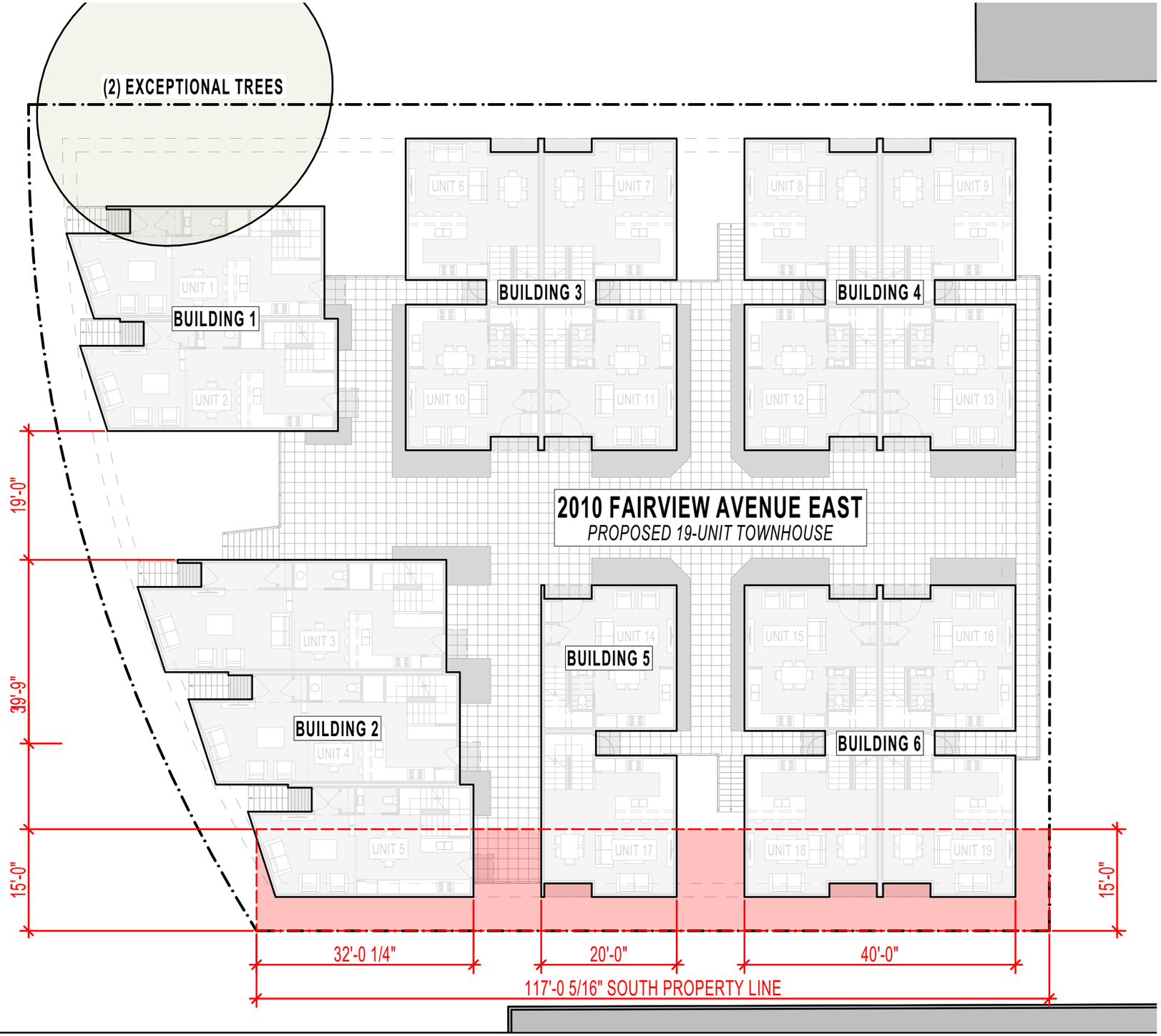
SOUTH PROPERTY LINE = 117'-0 5/16"
PROPOSED BLDG. WIDTH = 92'-0 1/4"

MAX FACADE LENGTH = 65%

PROPOSED FACADE LENGTH
92'-0 1/4" / 117'-0 5/16" = 78.63%

N

0 8' 16' 32'



FACADE LENGTH (SOUTH PL).

REASON FOR REQUEST:

INCREASING THE MAXIMUM FACADE LENGTH ALONG THE SOUTH PROPERTY LINE WILL ALLOW US TO EMPLOY THE OPEN SPACE CONCEPT THAT WE HAVE ENVISIONED. BY KEEPING OUR BUILDINGS PUSHED TO THE EDGES OF THE SITE, WE ARE ABLE TO CREATE A LARGE OPEN SPACE IN THE MIDDLE OF THE SITE. THIS SLOT ALSO ACTS AS AN UNOBSTRUCTED VIEW CORRIDOR THROUGH THE SITE FROM THE NEIGHBORING PARCELS TO THE EAST. TO MINIMIZE OUR IMPACTS ON SITES TO NORTH AND SOUTH WE HAVE BROKEN OUR UNITS INTO (6) BUILDINGS. THE SEPARATIONS BETWEEN THESE BUILDINGS ACTS AS A VIEW CORRIDOR THROUGH THE SITE AND BREAKS DOWN THE MASSING.

THIS SITE IS UNIQUE IN SEVERAL WAYS. FIRSTLY THERE ARE (2) EXCEPTIONAL TREE LOCATED ON THE PROPERTY LINE AT THE NORTH WEST CORNER OF THE SITE. TO MINIMIZE OUR IMPACTS TO THESE TREES, WE ARE PROVIDING THEM WITH AMPLE ROOM AT THE NORTHWEST CORNER OF THE SITE. SECONDLY THE ROAD THAT THE SITE FRONTS ON IS CURVED. BECAUSE OF THIS, THE SOUTH FACADE OF BUILDING 2 IS HIGHLY VISIBLE AND ACTS AS A CORNER. THIS ALSO CREATES A SITUATION WHERE THE LENGTH OF OUR SOUTHERN PROPERTY LINE IS 33'-9" SHORTER THAN THAT OF THE NORTH PROPERTY LINE. FINALLY, THE SITE AFFECTED BY OUR PROPOSED FACADE LENGTH ADJUSTMENT TO THE SOUTH IS SETBACK FROM THEIR NORTH LOT LINE OVER 11'-0" AT ITS CLOSEST POINT. THIS IS UNLIKELY TO CHANGE AS THE BUILDING IS A REGISTERED HISTORIC LANDMARK AND THUS UNLIKELY TO BE TORN DOWN.

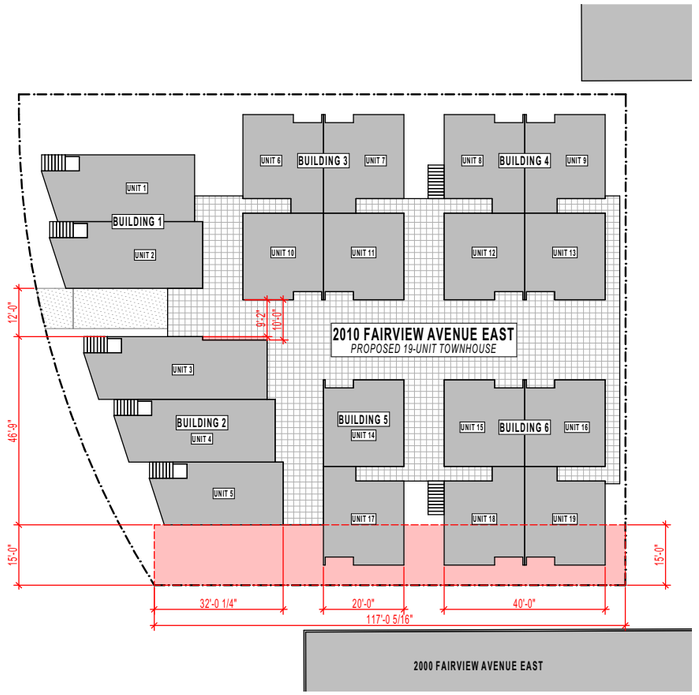
THIS SITE IS IN A TRANSITION AREA BETWEEN MANY DIFFERENT ZONES AS FAIRVIEW HEADS TOWARD INTO SOUTH LAKE UNION. THESE OTHER ZONES ARE MUCH LARGER IN SCALE AND HAVE A STRONG STREET PRESENCE. BY HAVING AS MANY UNITS FRONTING ON THE STREET AS POSSIBLE WE INCREASE OUR STREET PRESENCE AND CONNECTION TO THE STREET. THAT CONNECTION IS FURTHER INCREASED WITH A SITE STAIR CONNECTING DIRECTLY FROM FAIRVIEW TO THE COMMON AMENITY DECK.

DR GUIDELINES CITED:

CS1.B.2: DAYLIGHT AND SHADING. ADEQUATE SPACE BETWEEN BUILIDNGS 1 AND 2 WILL ENSURE THAT SOLAR ACCESS WILL BE MORE AVAILABLE TO ALL DWELLINGS ON THE NORTH SIDE OF THIS SITE.

CS2.B.2: CONNECTION TO STREET. PROVIDING A WIDER CONNECTION TO BETWEEN THE AMENITY COURT AND THE STREET IS CRITICAL TO THE SUCCESS OF THIS PROJECT. BETWEEN BUILDINGS 1 AND 2, WE ARE PROVIDING AMPLE ROOM FOR VEHICLE AND PEDESTRIAN ACCESS TO THE AMENITY DECK.

DC3.B.4: MULTIFAMILY OPEN SPACE. THE SUCCESS OF OUR PROPOSED AMENITY COURT DEPENDS ON GOOD ACCESS AND PROPER PROPORTIONS. 19' BETWEEN BUILDINGS 1 AND 2 WILL HELP OPEN UP THIS SPACE TO VIEWS, LIGHT AND AIR AND WILL MAKE THE HEART OF THE AMENITY SPACE MUCH MORE PLEASANT.



PROPOSED PLAN DESIGN.

POSITIVES.

- INCREASED WIDTH BETWEEN BUILDINGS 1 & 2 (19'-0") & CORRESPONDING VIEW CORRIDOR THROUGH THE SITE
- INCREASED WIDTH BETWEEN BUILDINGS 2 & 3 (16'-2") & CORRESPONDING VIEW CORRIDOR THROUGH THE SITE
- DIRECT CONNECTION TO THE STREET VIA A STAIR LEADING FROM THE SIDEWALK TO THE COMMON AMENITY DECK
- INCREASED PRESENCE AT UNIT 5 (SOUTH END OF BUILDING 2) WHICH IS HIGHLY VISIBLE DUE TO THE SLOPING STREET LOT LINE.
- INCREASED WIDTH AT BUILDING 2 RESULTING IN STRONGER CONNECTION TO THE STREET & MORE FUNCTIONAL UNIT LAYOUTS

NEGATIVES.

- REQUIRES A DEPARTURE FOR FACADE LENGTH ALONG THE SOUTH PROPERTY LINE.

CODE COMPLYING STUDY.

POSITIVES.

- NO DEPARTURE TO MAXIMUM FACADE LENGTH IS REQUIRED

NEGATIVES.

- REDUCED WIDTH BETWEEN BUILDINGS 1 & 2 (12'-0") & CORRESPONDING VIEW CORRIDOR THROUGH THE SITE
- REDUCED WIDTH BETWEEN BUILDINGS 2 & 3 (9'-2") & CORRESPONDING VIEW CORRIDOR THROUGH THE SITE
- REDUCED WIDTH BETWEEN BUILDING 1 & 2 MAKES IT IMPOSSIBLE TO PROVIDE A DIRECT CONNECTION BETWEEN THE STREET AND THE COMMON AMENITY DECK
- REDUCED PRESENCE AT UNIT 5 (SOUTH END OF BUILDING 2) WHICH IS HIGHLY VISIBLE DUE TO THE SLOPING STREET LOT LINE.
- REDUCED WIDTH AT BUILDING 2 RESULTING IN WEAKER CONNECTION TO THE STREET & LESS FUNCTIONAL UNIT LAYOUTS

CODE DEPARTURE. AMENITY DECK EDGE OPENING PERCENTAGE.

PREFERRED DESIGN.

01. PROJECT INFORMATION

02. SITE ANALYSIS

03. DESIGN STANDARDS

04. BUILDING DESIGN

05. CODE DEPARTURES

AMENITY DECK OPENING PERCENTAGE.

CODE CITATION:
PER TABLE A 23.45.510.D5.D:
AT LEAST 25 PERCENT OF THE PERIMETER OF THE AMENITY AREA ON THE ROOF ABOVE THE FLOOR AREA IS NOT ENCLOSED BY THE WALLS OF THE STRUCTURE.

PROPOSED MODIFICATION:
REDUCE THE REQUIRED PERIMETER OF THE AMENITY AREA ON THE ROOF ABOVE THE FLOOR AREA THAT IS NOT ENCLOSED BY THE WALLS OF THE STRUCTURE TO 20%.

AMENTIY DECK PER 23.45.510.D5

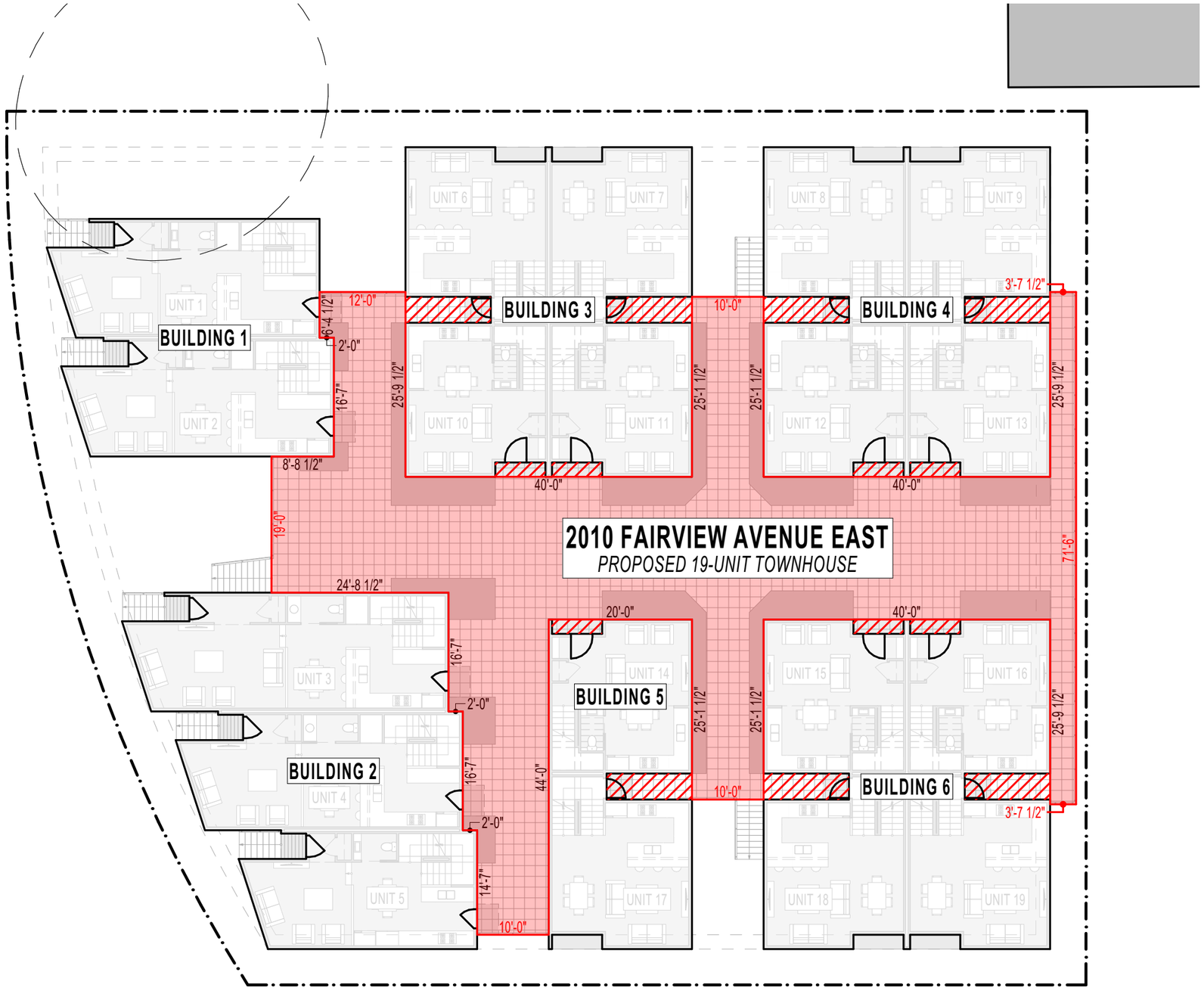
UNIT ENTRIES (NOT PART OF AMENITY DECK)

AMENITY AREA OPENINGS
23.45.510.D5.D

REQUIRED OPENNESS = 25%

AMENITY DECK PERIMETER = 611'-9"
MIN. OPENNESS REQUIRED = 152'-11 1/4"

PROPOSED OPENNESS = 139'-9"
PROPOSED OPENNESS = 22.84%



N

0 8' 16' 32'

AMENITY DECK EDGE OPENING PERCENTAGE.

REASON FOR REQUEST:

REDUCING THE REQUIRED AMENITY DECK EDGE OPENING PERCENTAGE ALLOWS US TO EMPLOY THE OPEN SPACE CONCEPT THAT WE HAVE ENVISIONED FOR THIS PROJECT. ONE OF THE KEY CONCEPTS WE HAVE EMPLOYED ON THIS PROJECT IS TO BREAK OUR DWELLINGS INTO SMALL GROUPINGS. IN DOING SO, WE HAVE CREATED A LOT OF PERIMETER LENGTH THAT IS ADJACENT TO BUILDINGS. THIS PERIMETER LENGTH IS POSITIVE IN THAT IT PROVIDES A LOT OF ACCESS TO THE AMENITY DECK. BUT IT ALSO ARTIFICIALLY INCREASES THE PERIMETER LENGTH THAT WE NEED TO COMPLY. THE STUDY THAT WE HAVE PROVIDED CLEARLY SHOWS THAT A CODE COMPLYING AMENITY DECK FOR THIS CONFIGURATION WOULD BE ALMOST USELESS.

ONE OF THE MAIN BENEFITS OF THIS DEPARTURE IS THAT IT WILL ALLOW US TO PROVIDE DIRECT ACCESS FOR ALL (19) UNITS TO THE COMMON AMENITY DECK. THIS INCREASES THE LIKELIHOOD AND FREQUENCY IN WHICH THIS AMENITY SPACE WILL BE USED WHILE ALSO CREATING A STRONGER CONNECTION BETWEEN PEOPLE LIVING ON SITE THROUGH AN ACTIVE COMMUNITY GATHERING SPACE.

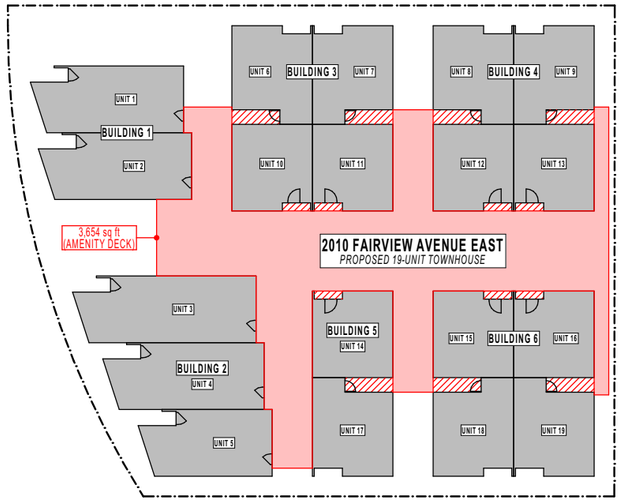
THE INCREASED SIZE OF THE DECK ALLOWS US TO COMPLETELY COVER THE PARKING AND SERVICE FUNCTIONS OF THE SITE. THIS CREATES A MORE NATURAL SETTING DEVOID OF SERVICE FUNCTIONS THAT WOULD OTHERWISE DOMINATE THE DEVELOPMENT. OUR OPTION WILL PROVIDE A BEAUTIFUL OUTLOOK FOR OCCUPANTS AND NEIGHBORING BUILDINGS TO INTERACT WITH.

DR GUIDELINES CITED:

CS2.D.5: RESPECT FOR ADJACENT SITES. A KEY STRATEGY FOR THIS PROPOSAL IS TO BREAK OUR PROJECT DOWN INTO SMALLER MASSES. DOING SO ENSURES THAT OUR PROPOSAL HAS A LESS INTENSE IMPACT ON OUR NEIGHBORS. BUT IN DOING SO, WE HAVE CREATED A SIGNIFICANT INCREASE IN PERIMETER ALONG THE EDGE OF THE AMENITY DECK. THIS IS A BENEFIT TO THE PROJECT, BUT CREATES A SITUATION WHERE MEETING THIS SPECIFIC CODE SECTION IS MUCH MORE DIFFICULT. DECREASING THE PERCENTAGE OF OPEN EDGE BETTER ALLOWS US TO MEET THIS PRIORITY DESIGN GUIDELINE AND MAKES FOR A BETTER PROJECT.

DC1.B.1: VEHICULAR ACCESS AND CIRCULATION. OUR PROPOSED AMENITY DECK HELPS TO SEPARATE AUTO AND PEDESTRIAN USES, THUS REDUCING CONFLICTS BETWEEN THE TWO. BUT IT IS ONLY EFFECTIVE IF ACCESS TO ALL DWELLINGS CAN BE ACHIEVED. REDUCING THE AMENITY DECK TO MEET THIS CODE SECTION DIRECTLY CONFLICTS WITH THIS DESIGN GUIDELINE.

DC3.B.4: MULTIFAMILY OPEN SPACE. THE KEY TO THIS DESIGN GUIDELINES IS THAT ALL USERS HAVE EQUAL ACCESS TO SHARED AMENITY SPACES. PROVIDING A SMALL AMOUNT OF RELIEF FROM THE CODE WILL ENSURE THAT ALL OCCUPANTS WILL BE ABLE TO USE THIS FANTASTIC AMENITY.



AMENTIY DECK PER 23.45.510.D5

UNITS W/O DIRECT ACCESS TO AMENITY DECK

UNIT ENTRIES (NOT PART OF AMENITY DECK)

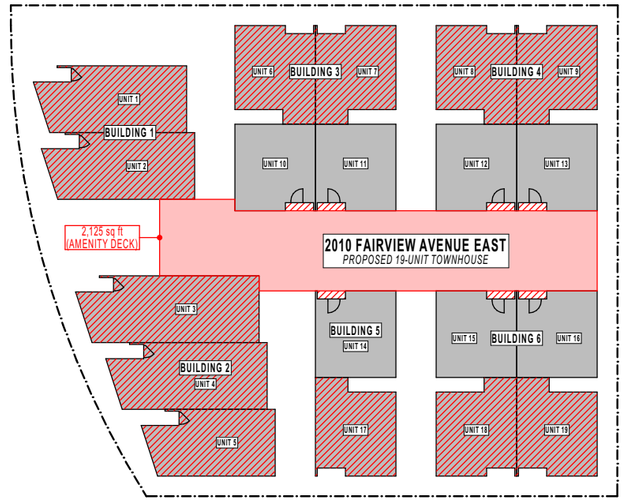
PROPOSED PLAN DESIGN.

POSITIVES.

- INCREASED AMENITY DECK AREA (3,654 SF) CREATES MORE DIVERSE OPTIONS ON WHAT THE DECK CAN BE USED FOR AND AN INCREASED NUMBER OF OCCUPANTS
- ALL 19 UNITS HAVE DIRECT ACCESS TO THE COMMON AMENITY DECK FROM THEIR UNIT
- ENTIRE PARKING AND SERVICES AREA LOCATED BELOW THE AMENITY DECK IS COVERED

NEGATIVES.

- REQUIRES A DEPARTURE FOR AMENITY DECK EDGE OPENING PERCENTAGE



CODE COMPLYING STUDY.

POSITIVES.

- NO DEPARTURE TO AMENITY DECK EDGE OPENING PERCENTAGE IS REQUIRED

NEGATIVES.

- REDUCED AMENITY DECK AREA (2,125 SF) CREATES MORE LIMITED OPTIONS IN WHAT THE DECK CAN BE USED FOR AND THE TOTAL NUMBER OF OCCUPANTS THAT CAN ACCESS IT
- ONLY 7 UNITS OF 19 TOTAL UNITS HAVE DIRECT ACCESS TO THE COMMON AMENITY DECK FROM THEIR UNITS
- THE PARKING AREA BELOW THE AMENITY DECK NOT ENTIRELY COVERED LEADING TO INCREASED NOISE AND REDUCTION IN AIR QUALITY

CODE DEPARTURE. PENTHOUSE SETBACK.

PENTHOUSE SETBACK.

CODE CITATION:
PER TABLE A 23.60A.386.D3:
STAIR AND ELEVATOR PENTHOUSES, MECHANICAL EQUIPMENT, PLAY EQUIPMENT AND OPEN-MESH FENCING WHICH ENCLOSES IT, IF LOCATED AT LEAST 15'-0" FROM THE ROOF EDGE MAY EXTEND 10'-0" ABOVE THE MAXIMUM HEIGHT.

PROPOSED MODIFICATION:
STAIR AND ELEVATOR PENTHOUSES, MECHANICAL EQUIPMENT, PLAY EQUIPMENT AND OPEN-MESH FENCING WHICH ENCLOSES IT, IF LOCATED BETWEEN 0'-0" AND 15'-0" FROM THE ROOF EDGE, MAY EXTEND 5'-0" ABOVE THE MAXIMUM HEIGHT.

AREA AT THE HEIGHT LIMIT

AREA BEHIND PARAPETS THAT ARE AT THE HEIGHT LIMIT

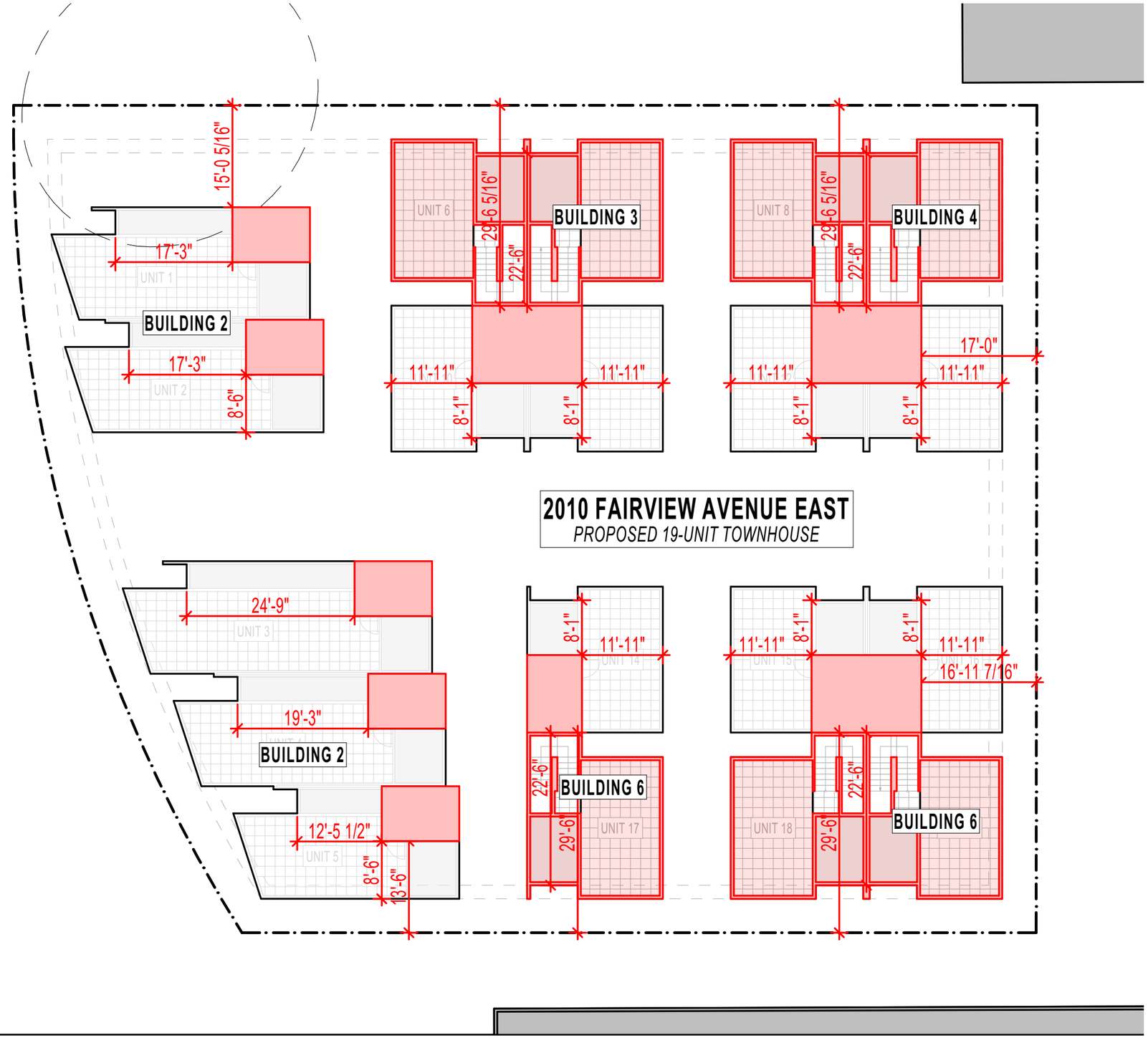
PENTHOUSE SETBACK
23.60A.386.D3

STAIR PENTHOUSES IF LOCATED AT LEAST 15' FROM THE ROOF EDGE MAY EXTEND 10' ABOVE THE MAXIMUM HEIGHT.
PROPOSED SETBACK:
STAIR PENTHOUSES LOCATED BETWEEN 0'-0" & 15'-0" FROM THE ROOF EDGE MAY EXTEND 5'-0" ABV THE MAXIMUM HEIGHT.

N

0 8' 16' 32'

PREFERRED DESIGN.



PENTHOUSE SETBACK.

REASON FOR REQUEST:

WE ARE REQUESTING A PENTHOUSE SETBACK REDUCTION FOR THIS PROJECT BECAUSE WE FEEL THAT IT MAKES FOR A BETTER PROJECT. WITHIN THE SHORELINE OVERLAY, THE LAND USE CODE CLEARLY ASSUMES THAT PROPOSED BUILDINGS WILL BE QUITE LARGE. REGARDING PENTHOUSE LOCATION REQUIREMENTS, THIS IS EVIDENT IN THE STANDARD THAT MUST BE MET: ALL PENTHOUSES ARE REQUIRED TO BE 15' FROM ROOF EDGES. IN OUR CASE, WE ARE PROVIDING VERY SMALL MASSINGS FOR OUR PROPOSED TOWNHOMES, MANY OF OUR DWELLING ARE BARELY OVER 15' IN WIDTH! THE BENEFITS OF OUR PROPOSED MASSING SCHEME ARE MANY: MORE ACCESS TO LIGHT AND AIR TO OCCUPANTS AND NEIGHBORS, MORE HUMAN-SCALED FORMS, MORE INTERESTING INTERPLAY BETWEEN SOLIDS AND VOIDS. HOWEVER, OUR DECISION TO REDUCE THE MASSING IS PROVING TO BE A PENALTY IN REGARDS TO IMPLEMENTATION OF STAIR PENTHOUSES.

WE BELIEVE THAT WE HAVE FOUND A SOLUTION THAT WILL KEEP OUR MASSING IN SCALE AND WILL ALLOW FOR ADEQUATE ROOF DECK ACCESS FROM OUR DWELLING UNITS. AS MENTIONED PREVIOUSLY, WE ARE PROPOSING A BASE HEIGHT OF AROUND 26' FOR 12 OF THE 19 UNITS. THESE INCLUDE THE DWELLINGS THAT FRONT ON THE STREET AND ALL OF THE DWELLINGS IN THE MIDDLE OF THE SITE. FOR THESE DWELLING UNITS, WE ARE PROPOSING PENTHOUSES THAT HAVE NO ROOF SETBACK LIMITATIONS, BUT ARE LIMITED IN HEIGHT TO 5' ABOVE THE BASE HEIGHT LIMIT (THE CODE ALLOWS 10' FOR PENTHOUSES). FOR THE REMAINDER OF THE DWELLING UNITS, WE WILL ACCESS THE ROOF DECKS VIA OUTDOOR STAIRS AND NOT UTILIZE THE PENTHOUSE ALLOWANCES.

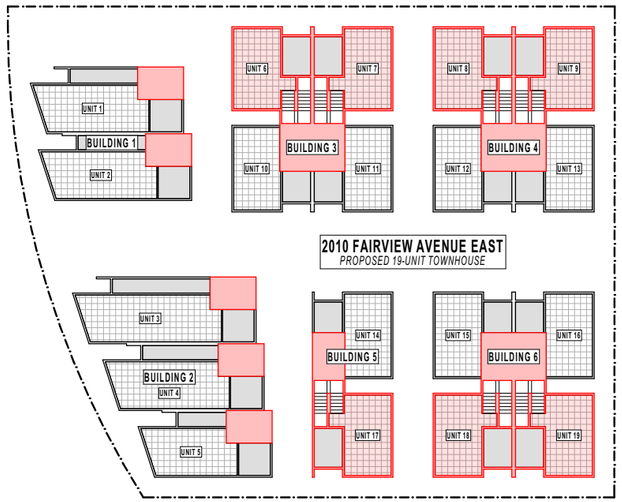
THE RESULT OF THIS IS THAT ALL PROPOSED PENTHOUSE ROOFS WILL BE NO HIGHER THAN THE ALLOWED PARAPET HEIGHT AT THIS SITE (30' BASE HEIGHT + 4' PARAPET). AS SUCH, VIEW POTENTIAL FROM ALL ADJACENT SITES WILL NOT BE COMPROMISED IN ANY WAY WHATSOEVER WHEN COMPARED TO A CODE-COMPLYING DESIGN. IN ADDITION, THE OVERALL MASSING HEIGHT FOR THE FRONT AND MIDDLE DWELLINGS WILL BE REDUCED IN ORDER TO KEEP OUR PROJECT LOWER-SCALED AND TO ALLOW BETTER VIEW CORRIDORS FROM ADJACENT SITES.

DR GUIDELINES CITED:

CS2.D.5: RESPECT FOR ADJACENT SITES. AS NOTED ABOVE, ALL PENTHOUSE ROOFS WILL BE NO HIGHER THAN THE ALLOWED PARAPET HEIGHT FOR ANY PROJECT AT THIS SITE. AS SUCH, THE PENTHOUSE ALLOWANCE WE ARE REQUESTING WILL HAVE NO NEGATIVE IMPACT TO ANY NEIGHBOR ADJACENT TO THIS PROJECT.

DC2.A.2: REDUCING PERCEIVED MASS. BY DEPRESSING THE PARKING AREA, AND BY MAKING THE AMENITY DECK A HALF-STORY ABOVE THE ADJACENT GRADE, WE HAVE SUCCESSFULLY REDUCED THE OVERALL SCALE OF THIS PROJECT, ESPECIALLY ALONG THE STREET FRONTAGE AND AT THE MIDDLE OF THE SITE. ALLOWING A SMALL DEPARTURE TO PROVIDE PENTHOUSES FOR THESE DWELLINGS WILL ENSURE THAT THIS REDUCED MASSING SCHEME CAN BE RETAINED AND THAT PRIVATE AMENITY ROOF DECKS ARE MORE EASILY ACCESSED.

PL1.A.1: ENHANCING OPEN SPACE. PROVIDING ENCLOSED PENTHOUSE ACCESS TO 12 OF OUR PROPOSED TOWNHOMES WILL HELP TO ENSURE THAT THESE SPACES ARE BETTER ACCESSED AND MORE USEABLE.



AREA AT THE HEIGHT LIMIT

AREA BEHIND PARAPETS THAT ARE AT THE HEIGHT LIMIT

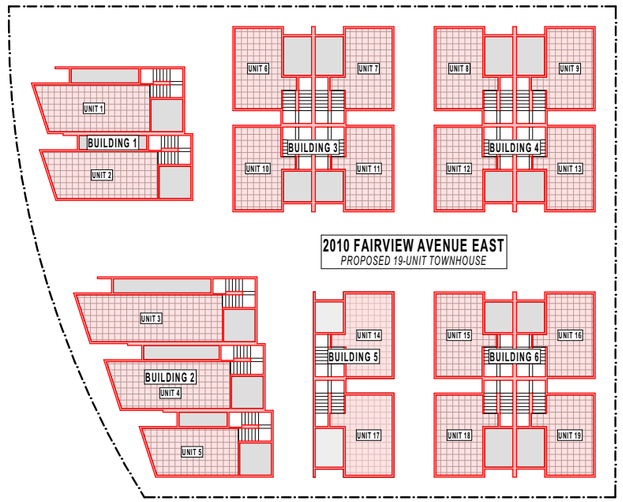
PROPOSED PLAN DESIGN.

POSITIVES.

- REDUCED PERCEIVED MASS BY STEPPING DOWN BUILDING PERIMETER
- BETTER WATERPROOFING WITH 11/19 UNITS HAVING PENTHOUSES
- PENTHOUSE ROOF IS +/- EQUAL TO ALLOWED HEIGHT OF PARAPETS

NEGATIVES.

- REQUIRES A DEPARTURE FOR PENTHOUSE SETBACK



CODE COMPLYING STUDY.

POSITIVES.

- NO DEPARTURE TO PENTHOUSE SETBACK IS REQUIRED

NEGATIVES.

- ROOF DECK AT UNITS WAS STEPPED DOWN TO ALLOW FOR PENTHOUSES, W/O THIS PERCEIVED MASS INCREASES & LACK OF VERTICAL STEPPING
- WORSE WATERPROOFING WITH 19/19 UNITS NOT HAVING PENTHOUSES