

4241 S Kenyon St

# 3038842-EG

EARLY DESIGN GUIDANCE (ADR)  
APRIL 29TH, 2022 SUBMITTAL



PROJECT TEAM  
ARCHITECT: JW ARCHITECTS, LTD  
DEVELOPER: 4241 KENYON LLC.



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PROJECT DATA

ADDRESS: 4241 S Kenyon St  
SEATTLE, WA

LEGAL DESCRIPTION: THE EAST 59 FEET OF THE WEST 201.4 FEET OF THE EAST HALF OF THE NORTH 129.58 FEET OF TRACT 16, LAKE DELL, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF

PLATS, PAGE 17, KING COUNTY, WASHINGTON.

LAKE DELL E 59 FT OF W 201.4 FT OF E 1/2 OF N 129.58 FT

PARCEL NUMBER: #400600-0323

LOT SIZE: 7,645 SF

ZONE: LR2 (M)

URBAN VILLAGE: YES, OTHELLO

ECA: NO

MAX FAR: 10,703 SF (1.4 x 7,645)

MAX HEIGHT: 40' + 4' PARAPET & 10' PENTHOUSE

PARKING: 0 REQUIRED (URBAN VILLAGE + FREQUENT TRANSIT)

PROJECT DESCRIPTION: DEMO EXISTING SFR, CONSTRUCT (2) SFR AND (7) TOWNHOUSES WITH (6) OPEN PARKING STALLS LOCATED MID-SITE. FUTURE UNIT LOT SUB-DIVISION.

PROJECT TEAM

ARCHITECT: JW ARCHITECTS, LTD

DEVELOPER: 4241 KENYON LLC.

GROSS FLOOR AREA

Covered Parking	
covered parking	33 SF
covered parking	49 SF
covered parking	82 SF
SFR1	
Level 1	336 SF
Level 2	420 SF
Level 3	382 SF
	1,138 SF
SFR2	
Level 1	351 SF
Level 2	420 SF
Level 3	382 SF
	1,153 SF
TH3-6	
Level 1	1,362 SF
Level 2	1,362 SF
Level 3	994 SF
Level 4	1,295 SF
	5,013 SF
TH7-9	
Level 1	1,247 SF
Level 2	1,247 SF
Level 3	1,140 SF
Penthouse	57 SF
	3,691 SF
	11,076 SF

Gross floor area are measure per building per level, per SMC 23.86.007.A.

FAR SUMMARY

Covered Parking	
covered parking	33 SF
covered parking	49 SF
covered parking	82 SF
SFR1	
Level 1	336 SF
Level 2	420 SF
Level 3	382 SF
	1,138 SF
SFR2	
Level 1	351 SF
Level 2	420 SF
Level 3	382 SF
	1,153 SF
TH3	
Level 1	323 SF
Level 2	323 SF
Level 3	239 SF
Level 4	308 SF
	1,193 SF

FAR Calculation:  
Lot Area: 7,645 SF  
Required FAR: 1.4 x 7,645 = 10,703 SF LR2(M), BUILT GREEN

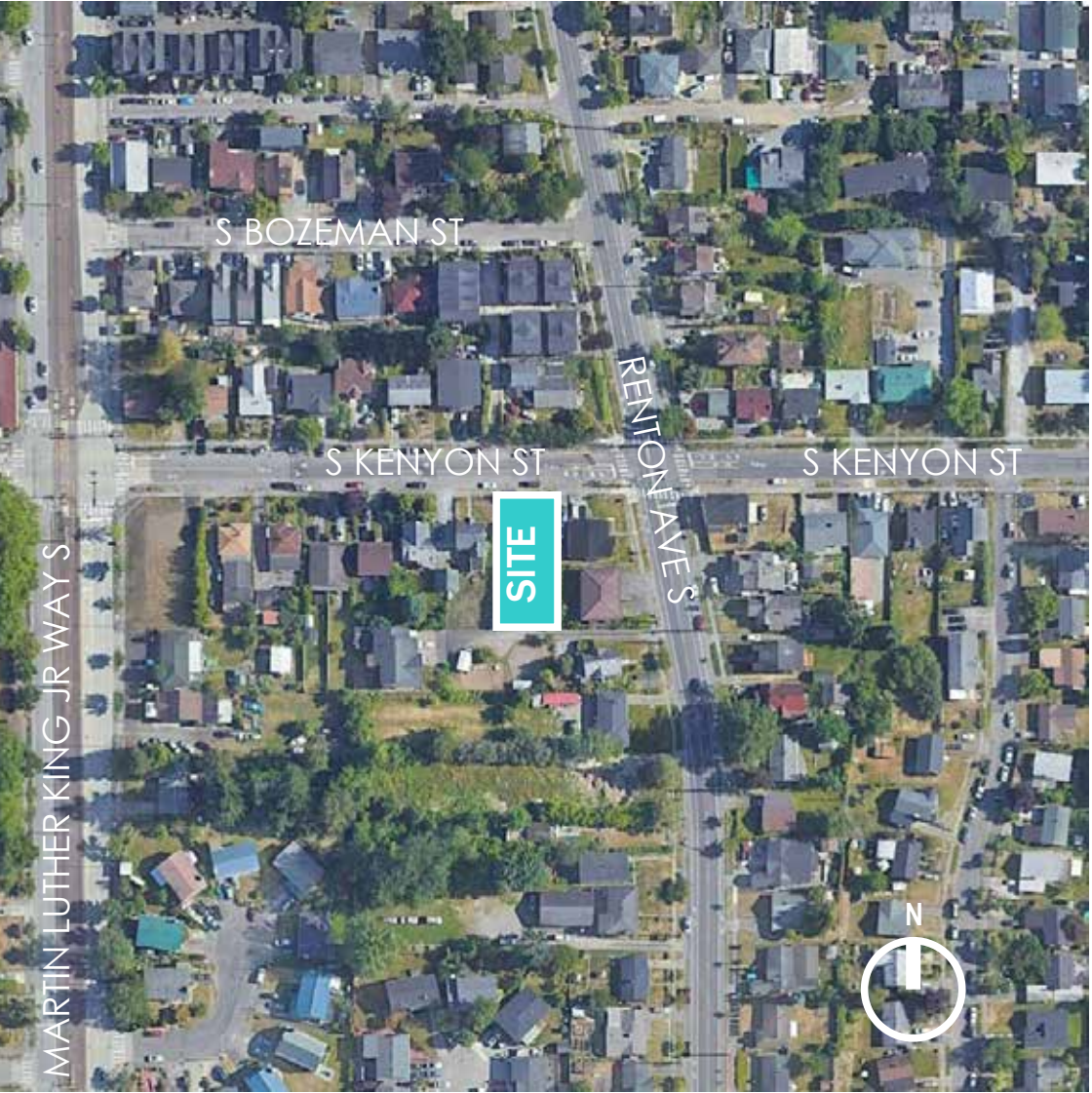
Proposed FAR: 10,701 SF < 10,703 SF, **Complies**

FAR SUMMARY

TH4	
Level 1	323 SF
Level 2	323 SF
Level 3	239 SF
Level 4	308 SF
	1,193 SF
TH5	
Level 1	323 SF
Level 2	323 SF
Level 3	239 SF
Level 4	308 SF
	1,193 SF
TH6	
Level 1	323 SF
Level 2	323 SF
Level 3	239 SF
Level 4	308 SF
	1,193 SF

FAR SUMMARY

TH7	
Level 1	408 SF
Level 2	408 SF
Level 3	355 SF
	1,170 SF
TH8	
Level 1	384 SF
Level 2	384 SF
Level 3	388 SF
Penthouse	59 SF
	1,214 SF
TH9	
Level 1	408 SF
Level 2	408 SF
Level 3	355 SF
	1,170 SF
TOTAL	10,701 SF



PROJECT INFORMATION



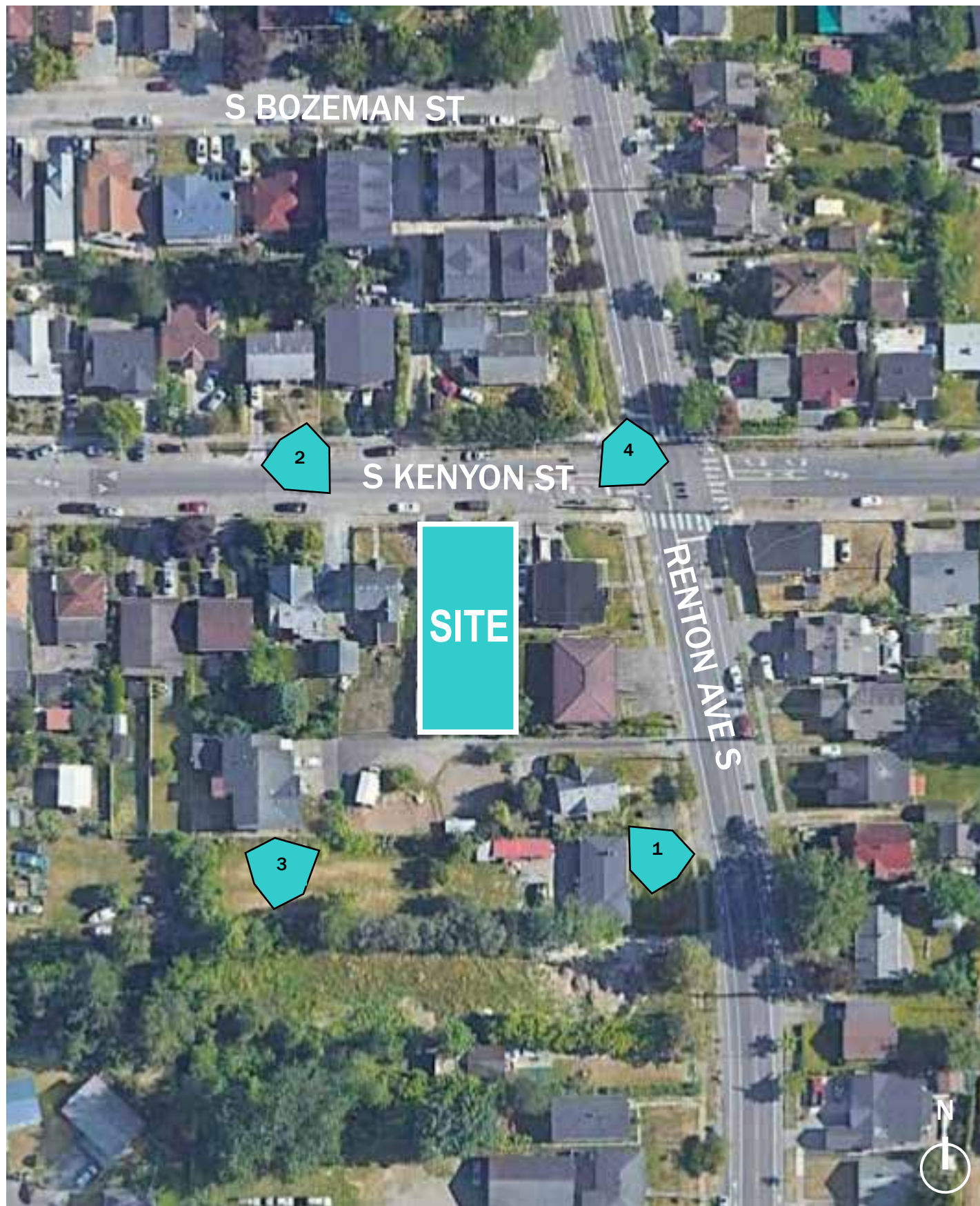




- THE SITE IS MIDBLOCK BETWEEN RENTON AVE S AND MLK WAY S WHICH ARE MINOR AND PRINCIPAL ARTERIALS RESPECTIVELY
- THERE ARE EXISTING POWER POLES OPPOSITE THE SITE ACROSS S KENYON ST
- THERE IS LITTLE TO NO TOPOGRAPHY CHANGE ACROSS THE SITE WITH THE NORTH LOT LINE SITTING AT 115' AND THE SOUTH LOT LINE IS ALSO AT 115'
- THERE ARE TREES ON SITE BUT NONE ARE DEEMED EXCEPTIONAL
- ALL THREE SURROUNDING PARCELS ARE CURRENTLY DEVELOPED WITH SINGLE FAMILY RESIDENCES

THE EAST 59 FEET OF THE WEST 201.4 FEET OF THE EAST HALF OF THE NORTH 129.58 FEET OF TRACT 16, LAKE DELL, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 17, KING COUNTY, WASHINGTON.





• SITE PLAN



• AERIAL LOOKING NORTH WEST



• AERIAL LOOKING SOUTH EAST

## SITE PHOTOS





- AERIAL LOOKING NORTH EAST



- AERIAL LOOKING SOUTH WEST

## SITE PHOTOS





## NEIGHBORHOOD AXONOMETRIC VIEW





RENTON AVE S

MLK WAY S

S KENYON ST LOOKING SOUTH

PROJECT SITE



MLK WAY S

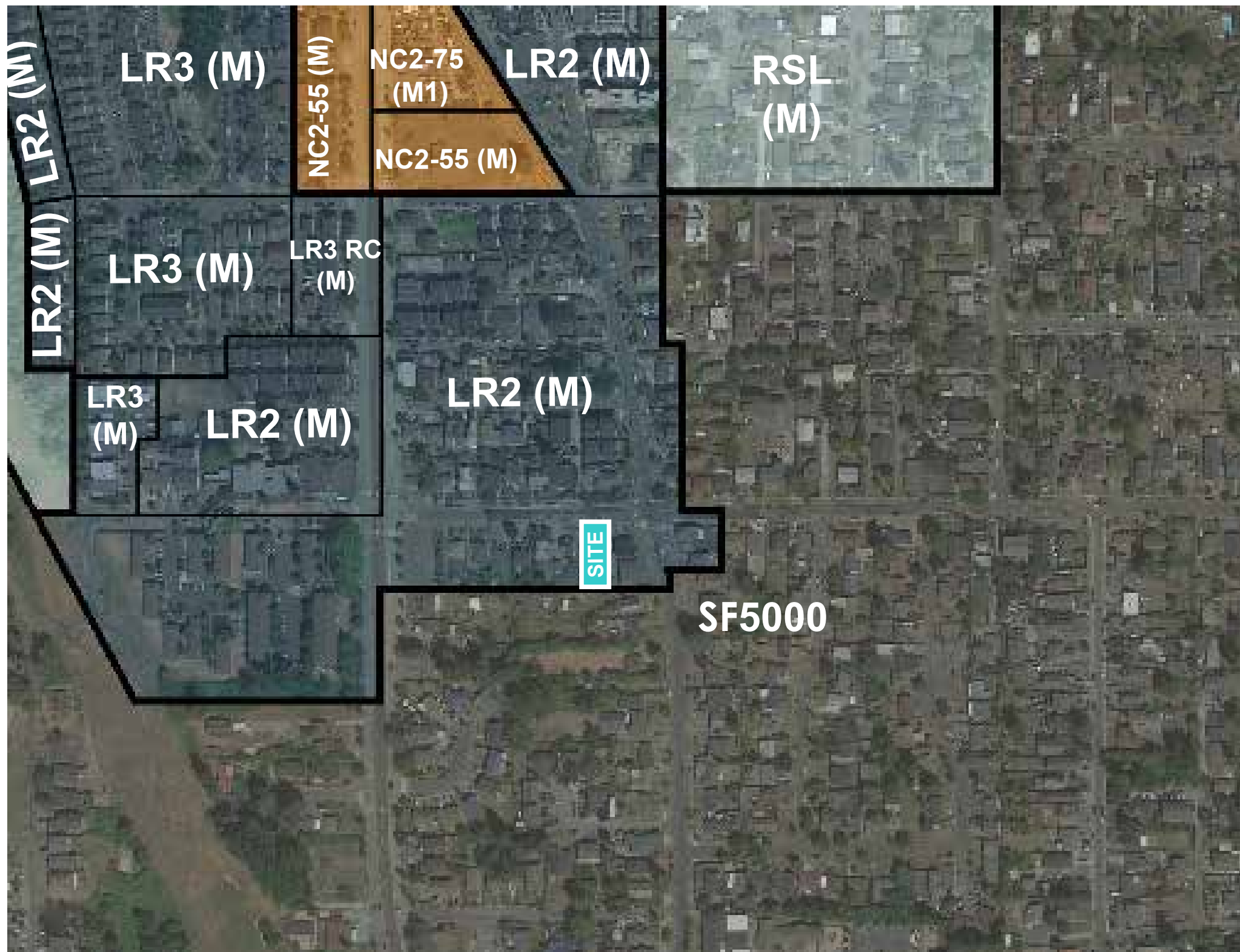
RENTON AVE S

S KENYON ST LOOKING NORTH

ACROSS THE STREET

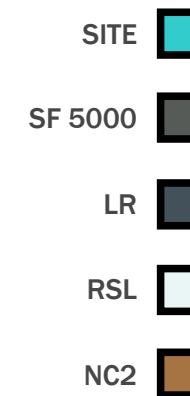
STREET ELEVATIONS





### ZONING ANALYSIS:

- THE PROJECT SITE, HIGHLIGHTED IN BLUE IS ON THE BORDER OF AND LR2 ZONE AND AN SF5000 ZONE TO THE SOUTH.
- THE PROJECT SITE IS ZONED LR2 (M), DESIGNATING A 40' HEIGHT LIMIT. THE IMMEDIATELY ADJACENT ZONE IS SF5000.



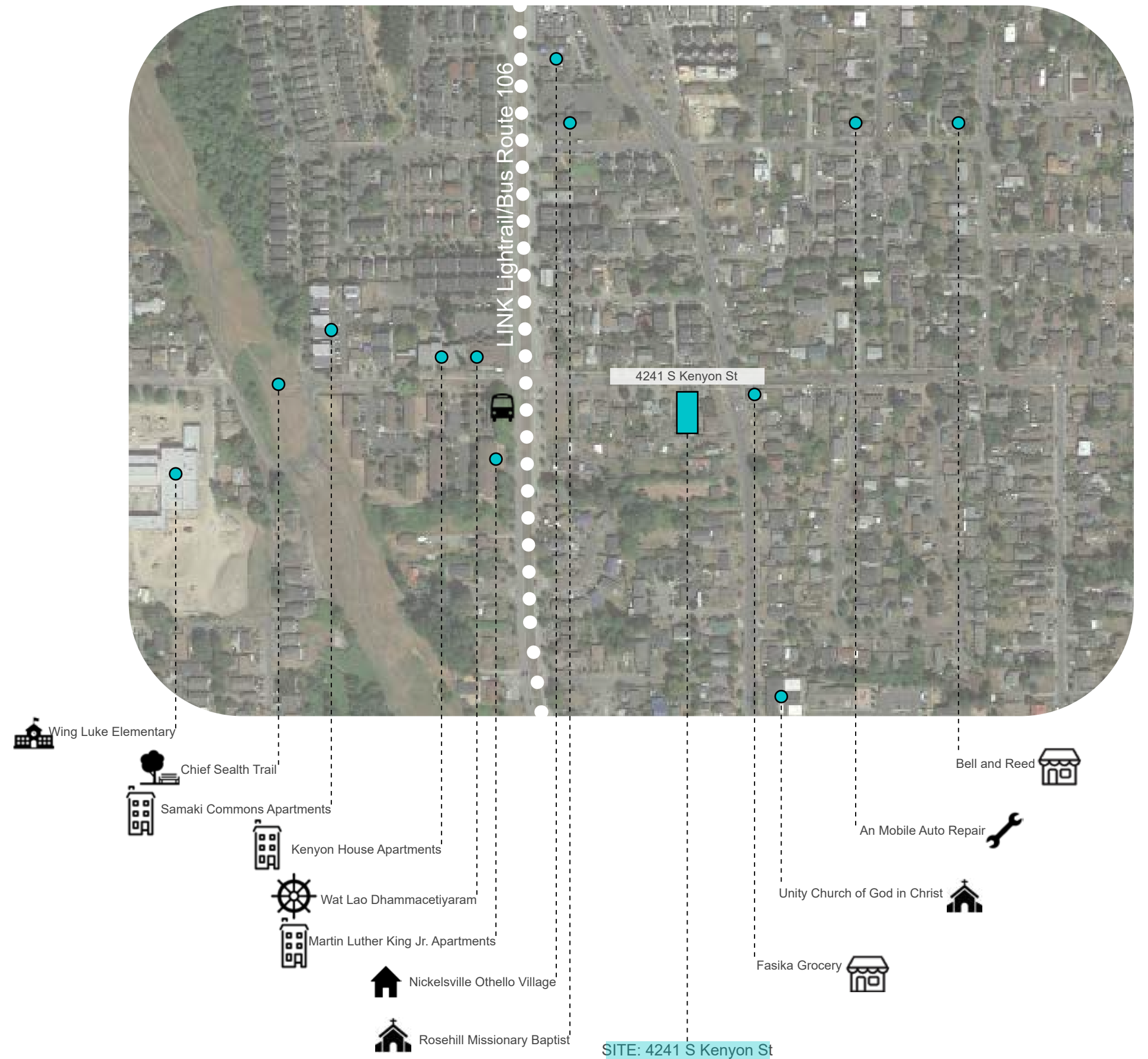


## TRANSIT

- The site is located East of MLK Way S which is the main arterial for bus route 106 as well as the LINK Lightrail. The site is also located West of Renton Ave S which is a minor arterial route.
- There is good access to public transport along MLK Way S with bus stops very close to the site and the Othello as well as Rainier Beach stations for the Link rail to the North and South (outside the scope of this map).
- The site falls within the Frequent Transit service area, mapped in SDCI GIS map

## CONTEXT

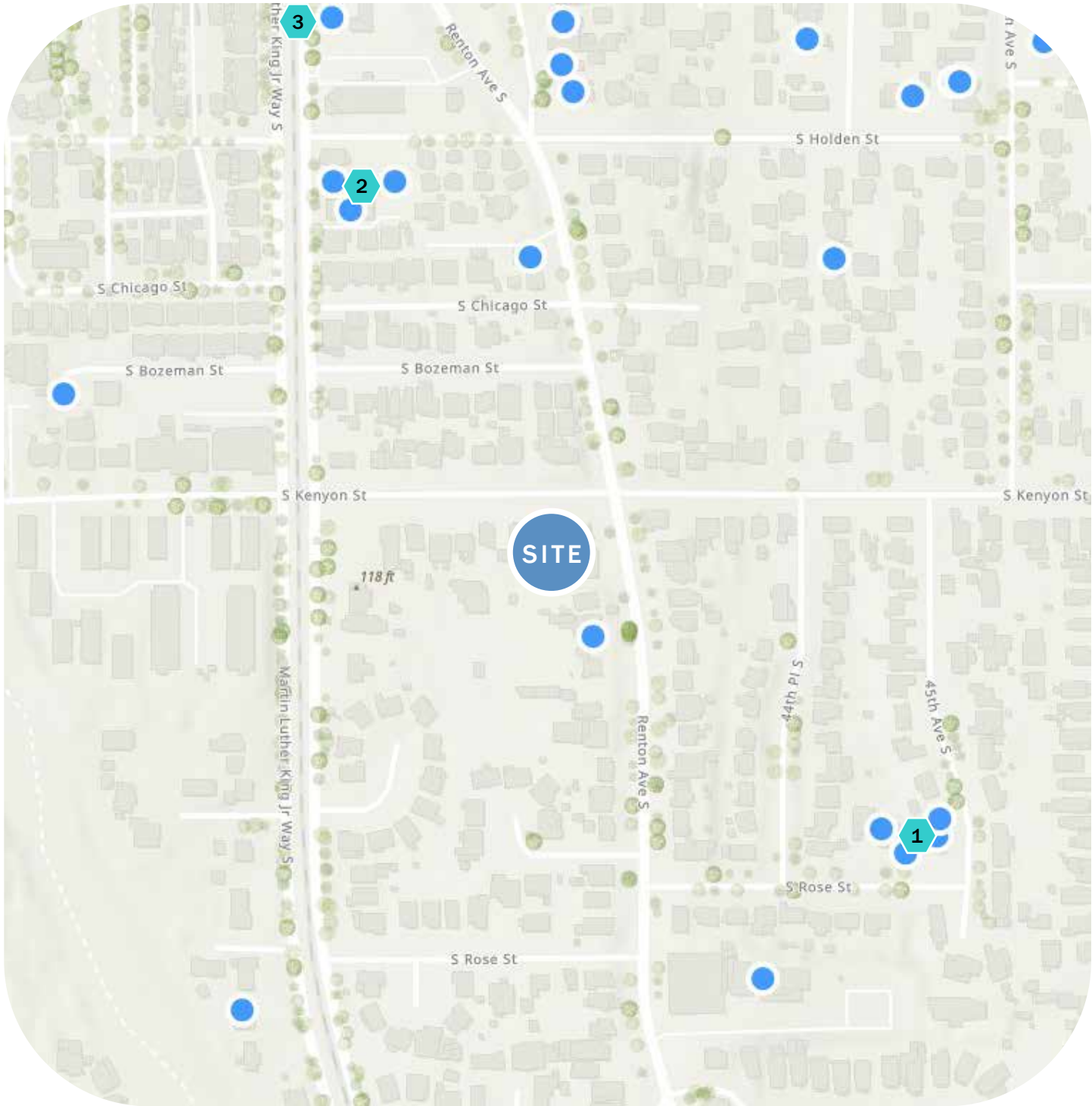
- Lying fairly far south from downtown Seattle and near an SF5000, the site does not get access to a huge variety of commercial services/amenities within walking distance
- There are a number of other multi family housing structures to the north farther into the LR zone but the majority of the area is comprised of single family homes
- Within a 5 minute walk of the site there is a number of opportunities for local connection with religious spaces, Chief Sealth trail, and an elementary school.
- The site falls within the Frequent Transit service area, mapped in SDCI GIS map



## TRANSIT/CONTEXT ANALYSIS



AERIAL DIAGRAM



\* Design Review projects not called out on this map either had no imagery available or were smaller scale projects such as sewer repairs \*

PROJECT IMAGES



4466 S ROSE ST

ESTABLISH USE AS AND CONSTRUCT NEW SINGLE FAMILY RESIDENCE WITH ATTACHED ACCESSORY DWELLING UNIT (AADU) AND DETACHED ACCESSORY DWELLING UNIT (DADU), PER PLANS.



7714 M L KING JR WAY S

LAND USE APPLICATION TO ALLOW 3, 3-STORY, TOWNHOUSE BUILDINGS (7 UNITS TOTAL). PARKING FOR 7 VEHICLES PROPOSED. EXISTING BUILDINGS TO BE DEMOLISHED



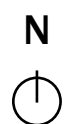
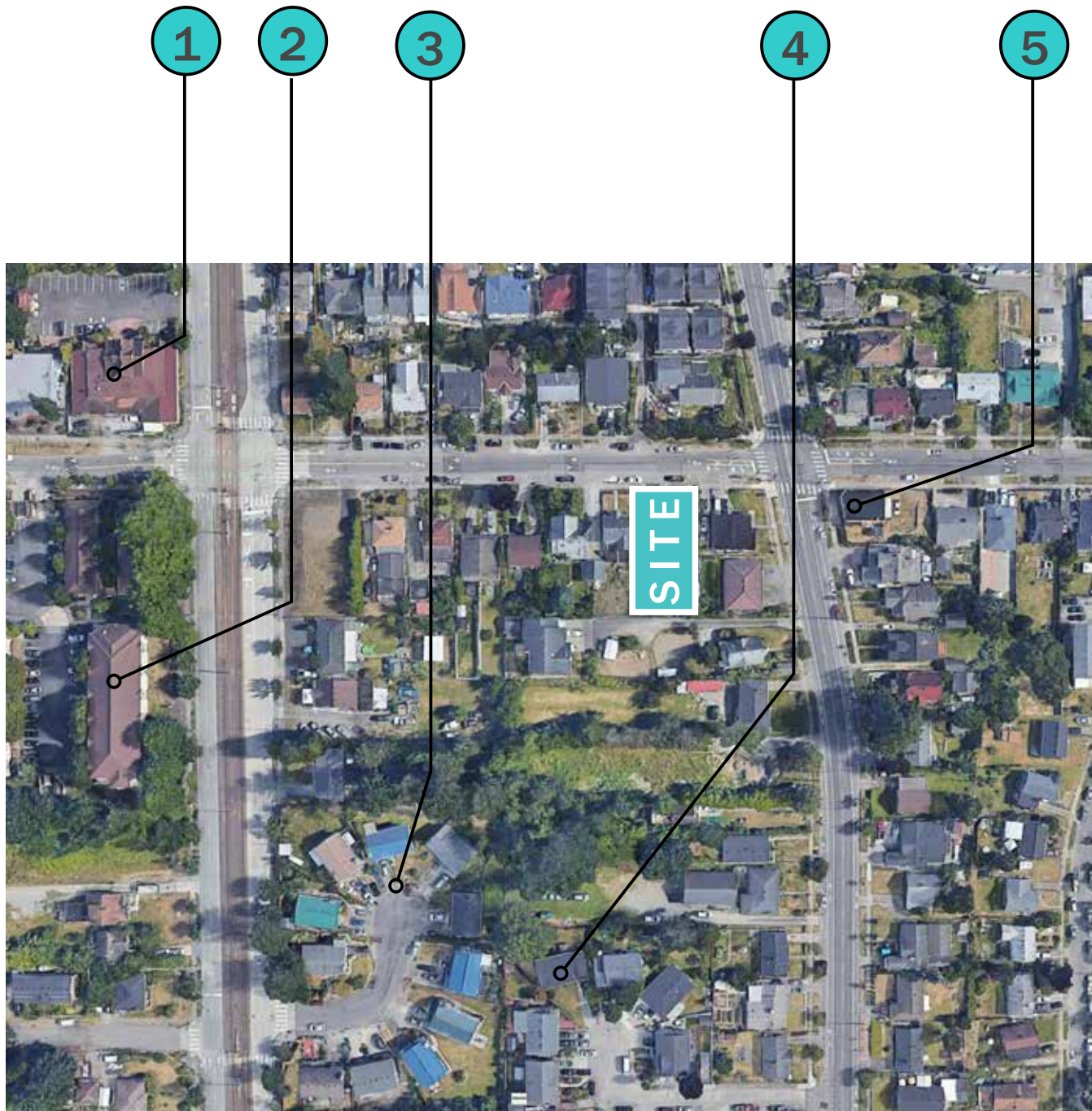
7544 M L KING JR WAY S

LAND USE APPLICATION TO ALLOW A TRANSITIONAL ENCAMPMENT INTERIM USE FOR UP TO 100 PEOPLE ON PRIVATE PROPERTY. THE PROPOSAL INCLUDES TENT SPACES, PORTABLE TOILETS, AN OUTDOOR KITCHEN, AND RELATED ACCESSORY FACILITIES.

DESIGN REVIEW PROJECTS FROM SHAPING SEATTLE.

NEIGHBORHOOD DESIGN REVIEW PROJECTS





## NEIGHBORHOOD ARCHITECTURE





EAST/WEST SITE SECTION LOOKING NORTH



NORTH/SOUTH SITE SECTION LOOKING EAST

## TOPOGRAPHY



CONTEXT AND SITE

CS1 NATURAL SYSTEMS AND SITE FEATURES

CS.1.B.1 - SUNLIGHT AND NATURAL VENTILATION

Sun and Wind: Take advantage of solar exposure and natural ventilation available onsite where possible. Use local wind patterns and solar gain and a means of reducing the need for mechanical ventilation and heating where possible.

The separation of the buildings into 3 distinct smaller groups increases exposure to capitalize on daylighting potential. This maximizes daylighting and natural ventilation for interior and exterior spaces on site.

CS1.D.1. - PLANTS AND HABITAT

Incorporate on-site natural habitats and landscape elements such as: existing trees, native plant species or other vegetation into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible

The existing conditions for the home on this site includes a lot of plants in the front yard which the design team sought to continue into this new project. They have done this by creating a large buffer space between sidewalk and the front entries of the SFRs with plenty of room for flowers and future plantings. This carries across the site in between the TH buildings where any ground area not meant for parking is left for plantings and yards.

CS2 URBAN FORM AND PATTERN

CS2.A.2 - ARCHITECTURAL PRESENCE

Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a “high-profile” design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality materials.

As the first contemporary multifamily housing project on this block, the design team felt that it was necessary to create a high profile design that would set a positive precedent for this neighborhood. At the street-edge's the project steps down in height to relate more to the pedestrian experience of the site.

CS2-B.2 - CONNECTION TO THE STREET

Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

Several moves were made in order to design this project with the pedestrian experience and relation to the street in mind. One would be the reduction in scale both ends of the site but particularly on the side facing S Kenyon St which creates a more welcoming street edge to the project. Another would be the inclusion of a variety of quality materials at the entries on this street-edge creating a welcoming and attractive entry space.

CS2-D.1, 3, 5 - HEIGHT, BULK, AND SCALE

Strive for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing. It may be appropriate in other areas to differ from the scale of adjacent buildings but preserve natural systems or existing features, enable better solar exposure or site orientation, and/or make for interesting urban form.

As a site which sits on the border of an SF 5000 and an LR2 zoning the design team wanted to be conscious of this transition in the massing of this project. In the preferred scheme, the team felt it necessary to not just scale down the mass of the building on the S Kenyon St facing side but also the side of the site which faces the SF 5000 zone in order to respect the single family homes on that side.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER

CS3.A.4 - EVOLVING NEIGHBORHOODS

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

As the first contemporary multifamily buildings on this block, our project seeks to establish a desirable precedent for the future of this neighborhood by implementing materials in a thoughtful way and breaking down massing on both ends to respect the experience of pedestrians on S Kenyon St and the homes in the SF5000 zone, these moves cumulate into a project which is not another multifamily box on this site but a desirable and attractive set of homes.

PL1 CONNECTIVITY

PL1.B.1-3 - PEDESTRIAN AMENITIES

Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks.

The preferred scheme of this project utilizes a wide and central driveway on the S Kenyon St side which acts to welcome residents to walk up to their unit as well as create a visual connection to 4 of the unit's entries. This driveway is intended to then be flanked by two smaller scale units with clean siding materials and planting strips out front. This in addition to the sidewalk improvement proposed will create a desirable pedestrian experience of this site.

DESIGN GUIDELINES



PL3 STREET-LEVEL INTERACTION

PL3.A.1 - ENTRIES

Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each.

PL3.A.2 - ENSEMBLE OF ELEMENTS

Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3.B.2 - GROUND-LEVEL RESIDENTIAL

Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence. In addition to the ideas in PL3.B1

The placement and visual connection to entries in the preferred scheme creates a strong connection to the street and pedestrians wlaiking across the site in order to quickly identify the location of entries for those street facing units, for those in the back while not visible form the street are clearly articulated from the pedestrian path on site.

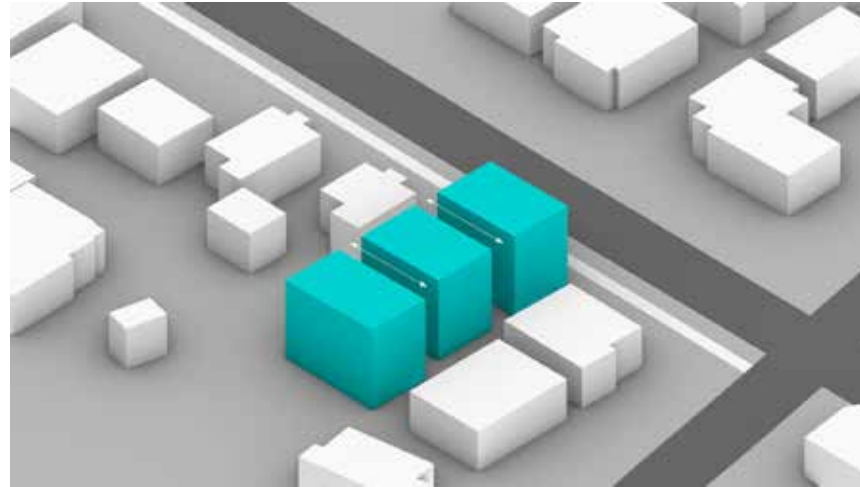
Overhead weather protection in the form of awnings act as an identifier of the entry from the street in adition to the change in material and the clear/landscaped paths leading to the entrance.

The layering and glazing of this project seek to create a safe and secure entry sequence of this site in order to give residents greater peace of mind. The entry sequence is ordered such that anyone entering the site knows they are on private property and with roof decks and windows looking out on all sides, residents will clearly be able to tell if anyone entering the site should not be there.



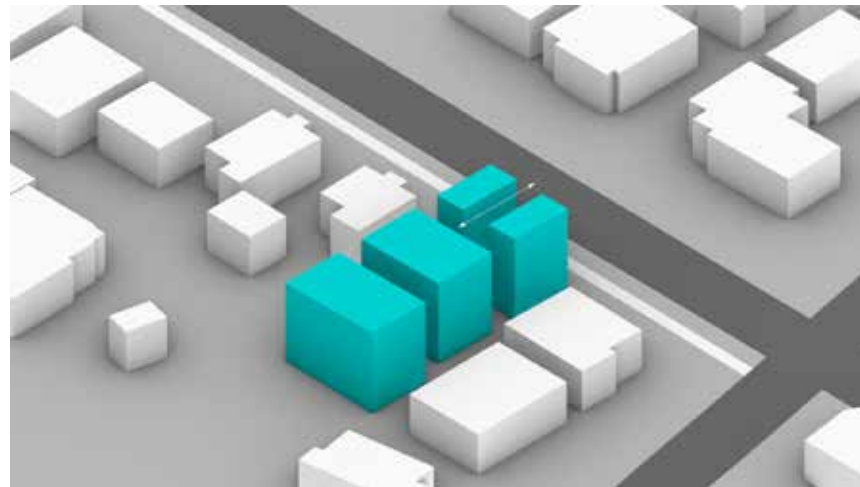
### 1. BREEZEWAYS (SITE STRATEGY)

*The scale of surrounding buildings make a singular massive building not appropriate, the design team sought to break up the mass into similarly scaled buildings on the site to add open space for air circulation and outdoor amenity area.*



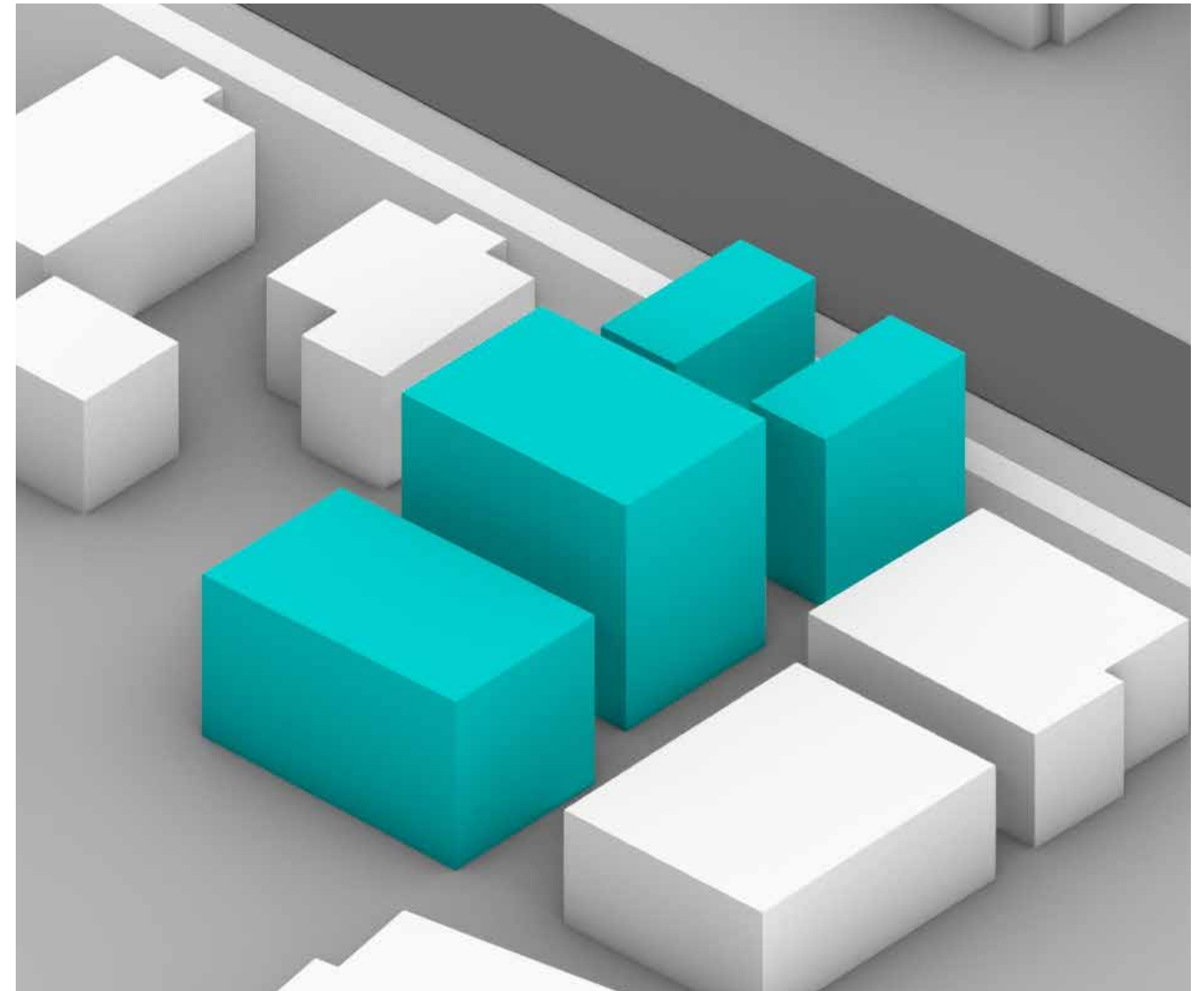
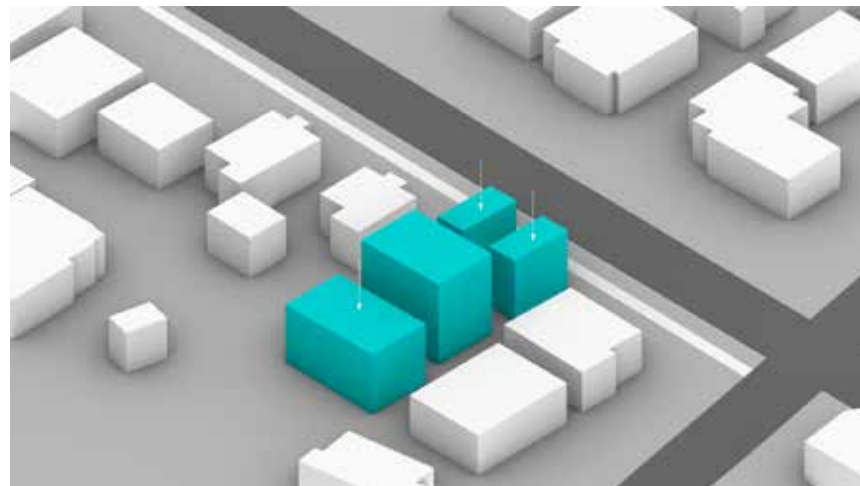
### 2. SHARED DRIVEWAY (CIRCULATION STRATEGY)

In order to create a welcoming entry sequence for residents located at the rear of the site the design team opted to split the front building in two to create a shared driveway for easy access to parking and rear units. This move also adds a strong visual connection to entries on the front two and middle units.



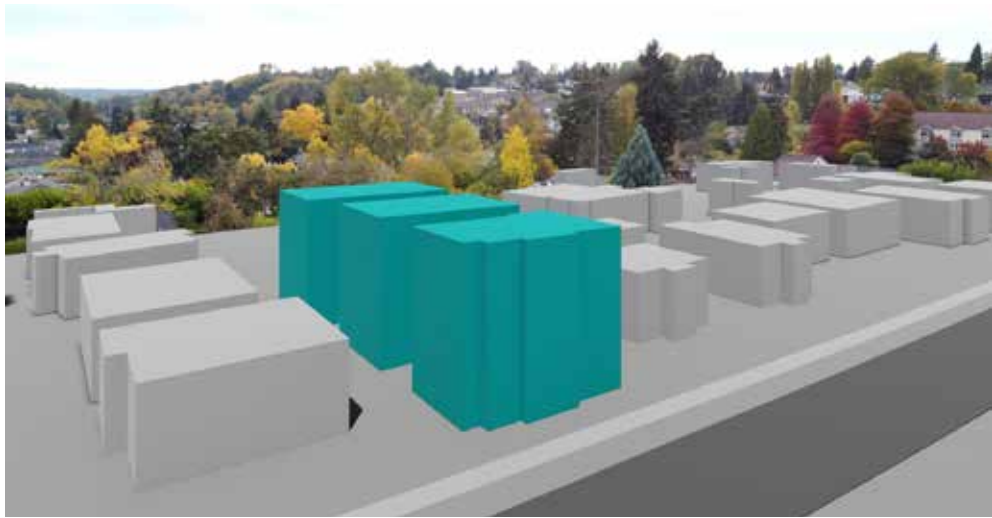
### 3. MASS REDUCTION (VIEW OPTIMIZATION)

In order to avoid “trapping” the middle units between two similarly sized buildings this project breaks down the mass of the buildings on the N/S ends of the site to promote a clear view out of the site for residents in the middle units while also reducing the scale of the N/S buildings to further match the scale of the neighborhood.



## DESIGN CONCEPT





## SCHEME 1 (Code Compliant)

3x 4-story set of code-compliant Townhouses with street parking only

UNITS: (10) (10 TH units)

PARKING STALLS: (0) 0% PARKED

**ADVANTAGES:**

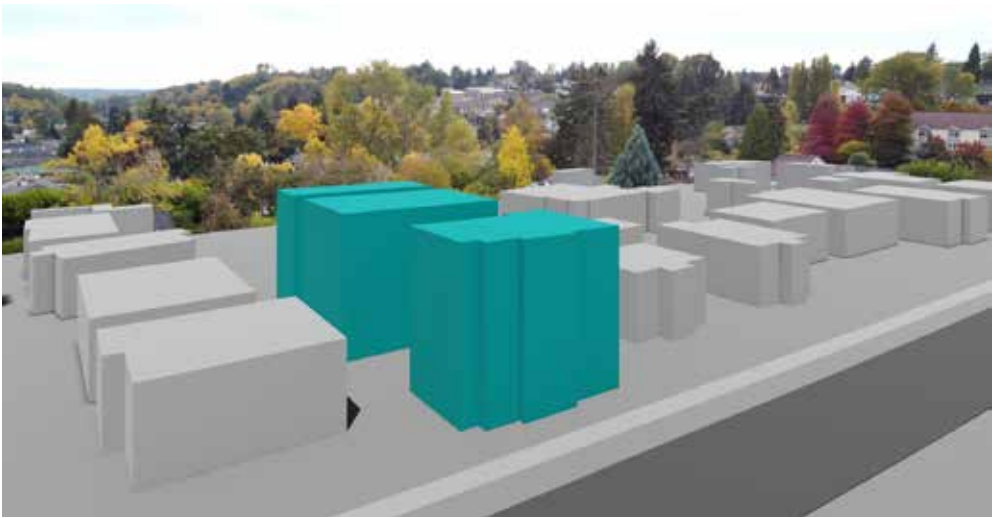
- Slightly increased density, one additional unit compared to other schemes.
- Larger amount of amenity area between buildings.

**DISADVANTAGES:**

- Scale, A large scale building mass does not respect the scale of adjacent parcels and zones.
- Parking to unit Ratio, the proposed scheme does not include any on site parking and 10 units worth of residents will have to park on the street.
- Light disruption, the 3 large buildings will obstruct a lot of sunlight for neighboring parcels.
- No driveway or vehicular access for any unit on site.

**DEPARTURES:**

NONE



## SCHEME 2 (Code Compliant)

3x 4-story set of code-compliant Townhouses with (3) open parking stalls on site.

UNITS: (9) (9 TH units)

PARKING STALLS: (3) 33% parked

**ADVANTAGES:**

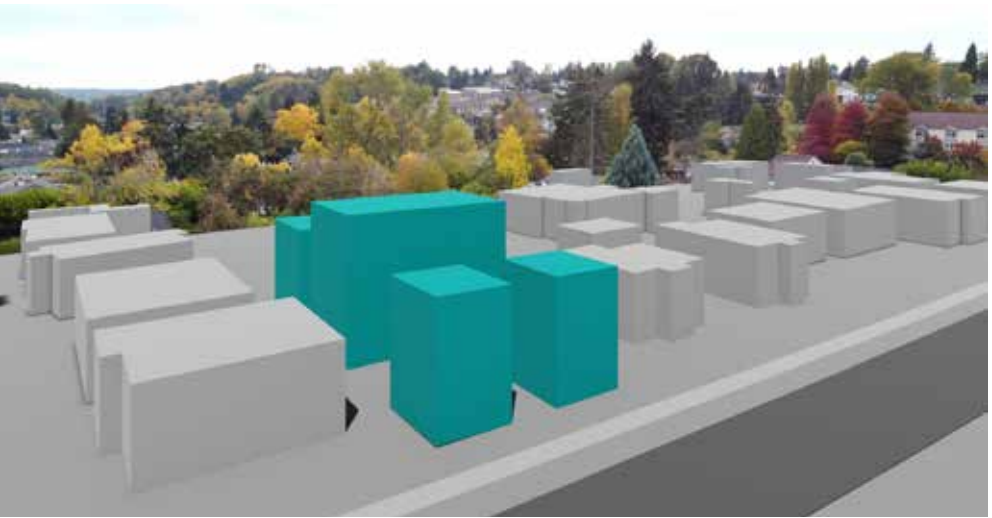
- On site parking for some units and vehicular access to the back of the site for all units.
- Facade length on street side, with a driveway on the west end of the site the overall street side facade length is reduced compared to scheme 1.

**DISADVANTAGES:**

- Parking ratio, with only 3 open stalls only 3/9 (33%) of units will have on site parking, forcing the majority of residents to park on the street.
- Less amenity area for residents since parking is added between buildings on site.
- Scale, a large scale building mass does not respect the scale of adjacent parcels or zones similar to scheme 1.

**DEPARTURES:**

NONE



## SCHEME 3 (PREFERRED)

4 building town home/SFR proposal with (1) 4-story building at the center of the site and (2) 3-story buildings on the North and South ends of the site with (6) open parking stalls.

UNITS: (9) (2 SFR units + 7 TH units)

PARKING STALLS: (6) 66% parked

**ADVANTAGES:**

- Smaller scale massing at N/S site edges.
- Pedestrian Drive, the drive at the center of the site adds visual connections to entries and creates a welcoming entry sequence.
- Increased Viewing Angles, reduced scale on N/S site edges adds more opportunity for central building to view out.

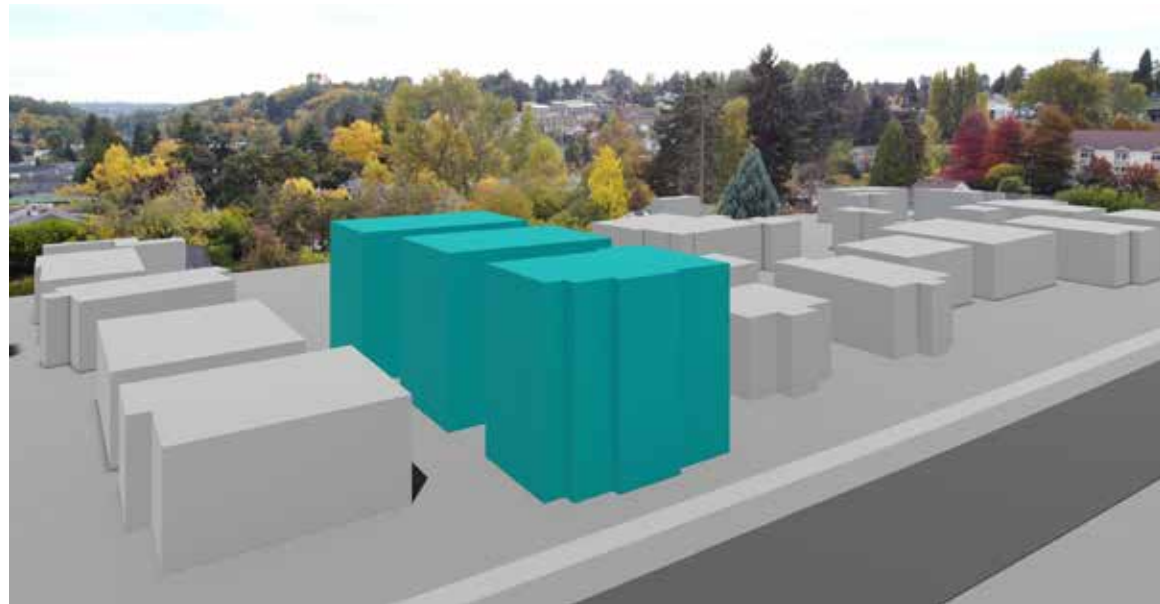
**DISADVANTAGES:**

- There is still a 4-story building on site which may feel out of scale with other buildings nearby.
- Reduced amenity area on site to make room for on-site parking.

**DEPARTURES:**

NONE





## SCHEME 1 (Code Compliant)

## DESIGN NARRATIVE:

Maximizing what is possible for this site, this scheme creates 3x 4-story Townhouse structures which push all the way up against the setbacks and height limit. The lack of on site parking also maximizes the amenity area for residents on site.

**UNITS: (10) TH units**

**PARKING STALLS: (0) 0% PARKED**

### ADVANTAGES:

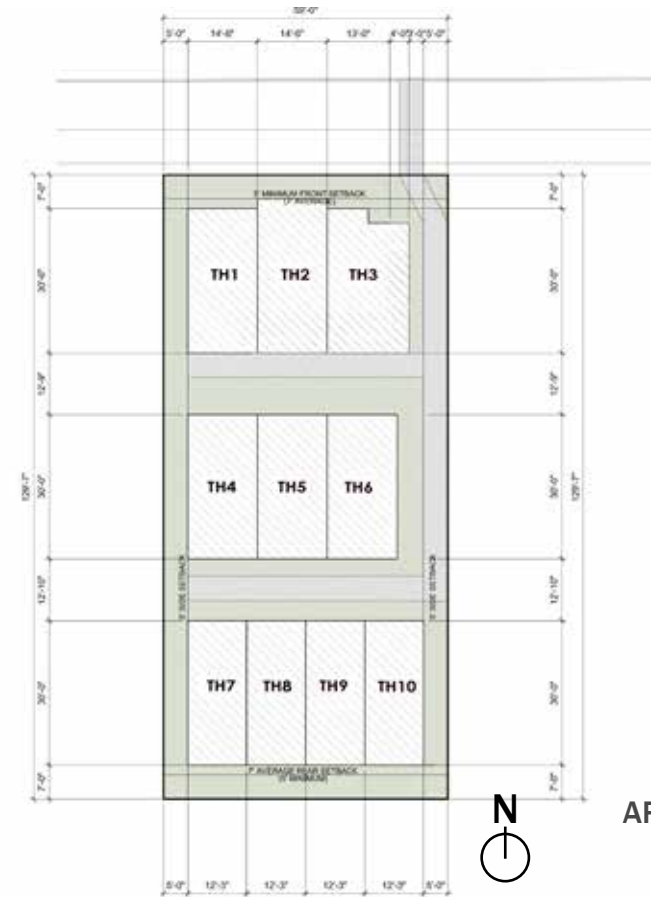
- Slightly increased density, one additional unit compared to other schemes.
- Larger amount of amenity area between buildings.

### DISADVANTAGES:

- **Scale, A large scale building mass does not respect the scale of adjacent parcels and zones.**
- **Parking to unit Ratio, the proposed scheme does not include any on site parking and 10 units worth of residents will have to park on the street.**
- **Light disruption, the 3 large buildings will obstruct a lot of sunlight for neighboring parcels.**
- **No driveway or vehicular access for any unit on site.**

## DEPARTURES:

**NONE**



## AREA SUMMARY

GROSS FLOOR AREA	
TH1-3	
Level 1	1,262 SF
Level 2	1,392 SF
Level 3	934 SF
Level 4	1,395 SF
	4,983 SF
TH4-6	
Level 1	1,262 SF
Level 2	1,392 SF
Level 3	934 SF
Level 4	1,395 SF
	4,983 SF
TH7-10	
Level 1	1,292 SF
Level 2	1,482 SF
Level 3	945 SF
Level 4	1,495 SF
	5,214 SF

Gross floor area are measure per building per level, per SMC 23.86.007.A.



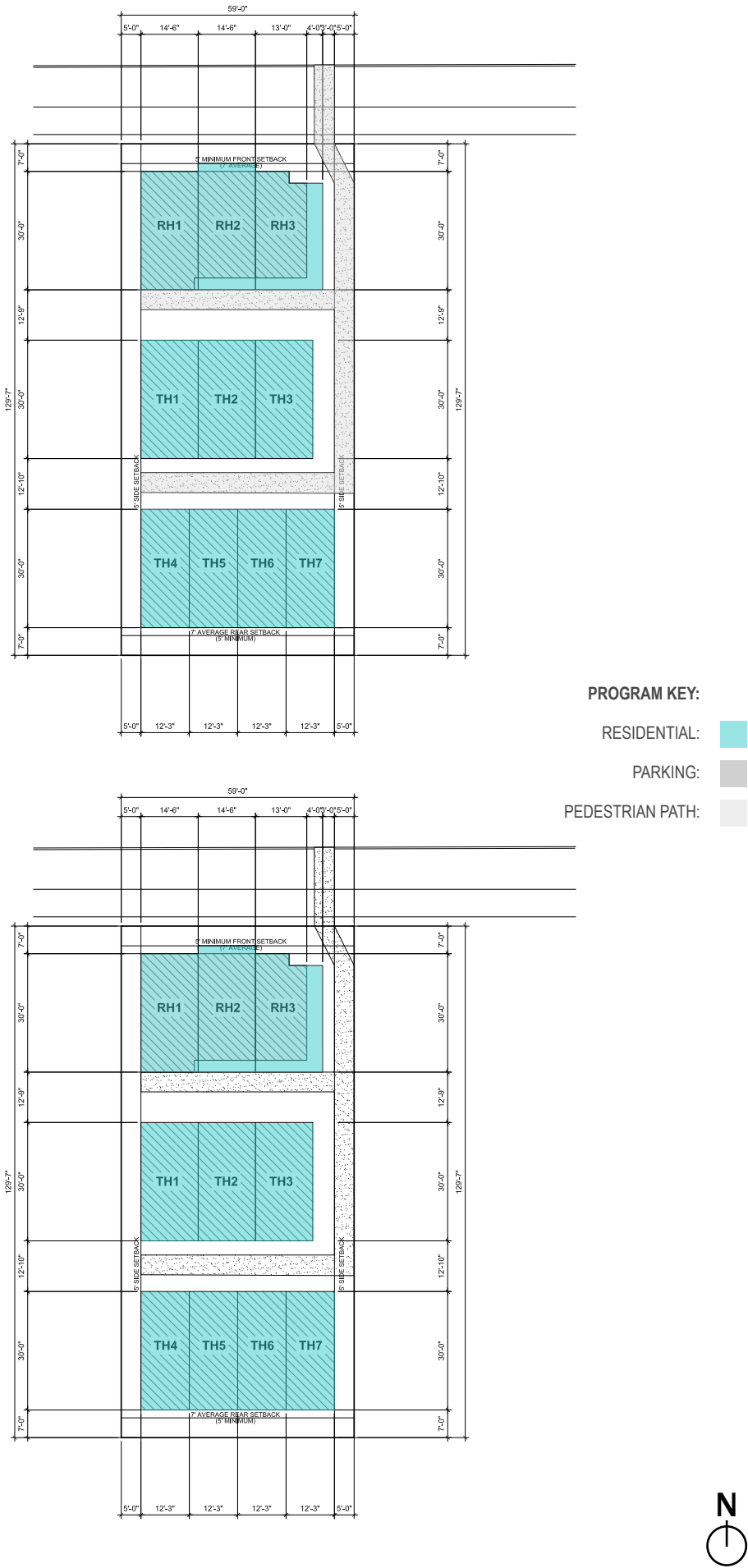
## STREET VIEW





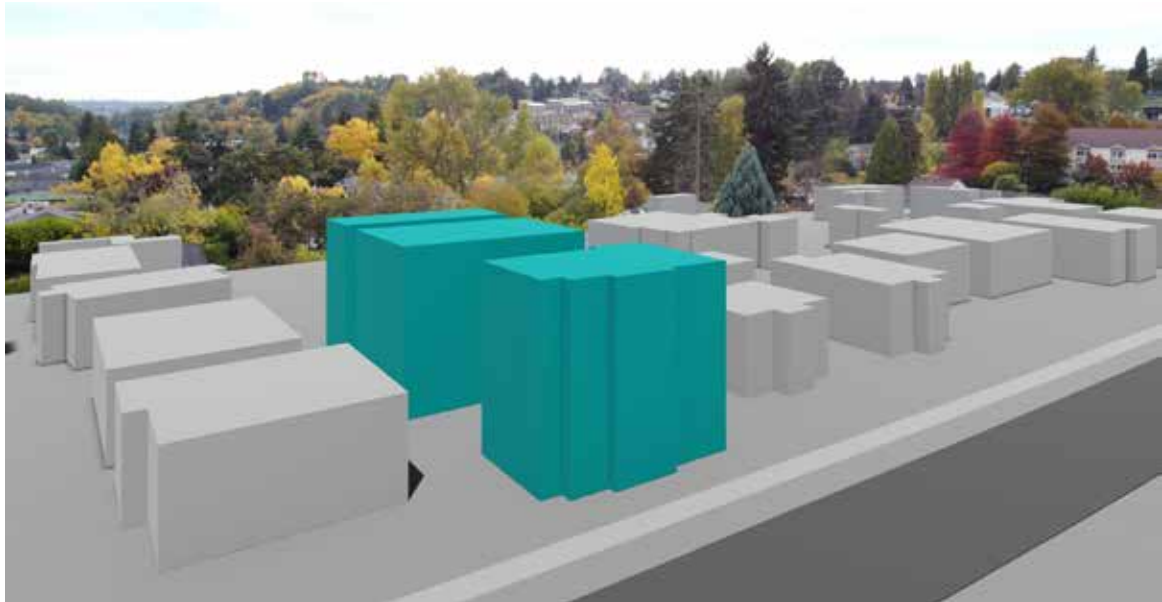
## AERIAL VIEW 2

## PARKING LEVEL



## TYPICAL UPPER LEVEL





# SCHEME 2 (Code Compliant)

## DESIGN NARRATIVE:

Building off the idea of the townhome developments in scheme 1, this scheme seeks to do similar scale and number of buildings but with the addition of 3 open parking stalls on site to reduce the amount of cars that will need to be street parked.

UNITS: (9) TH units

PARKING STALLS: (3) 33% parked

## ADVANTAGES:

- On site parking for some units and vehicular access to the back of the site for all units.
- Facade length on street side, with a driveway on the west end of the site the overall street side facade length is reduced compared to scheme 1.

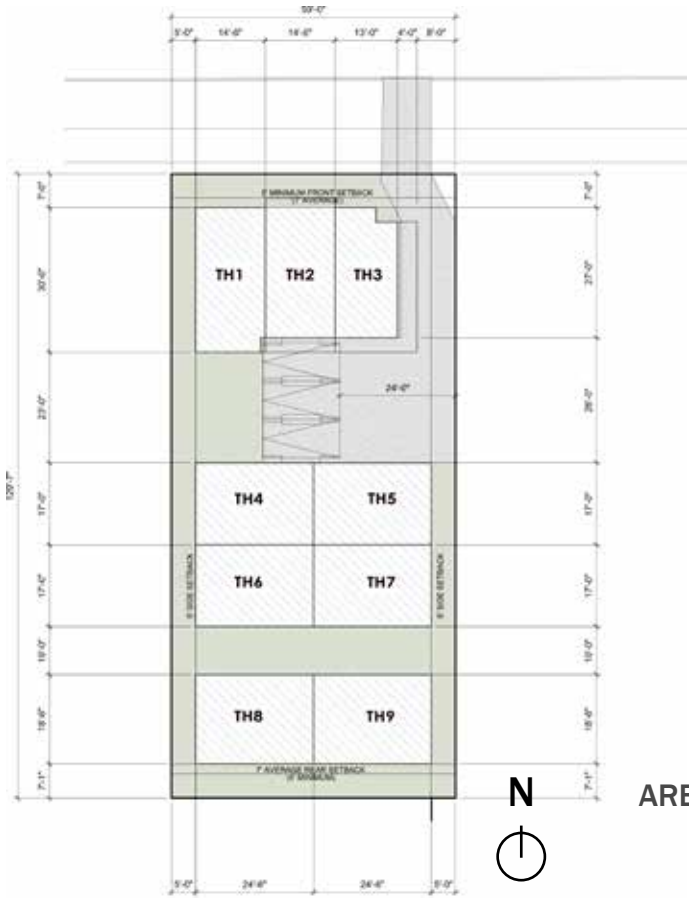
## DISADVANTAGES:

- Parking ratio, with only 3 open stalls only 3/9 (33%) of units will have on site parking, forcing the majority of residents to park on the street.
- Less amenity area for residents since parking is added between buildings on site.
- Scale, a large scale building mass does not respect the scale of adjacent parcels or zones similar to scheme 1.

## DEPARTURES:

NONE

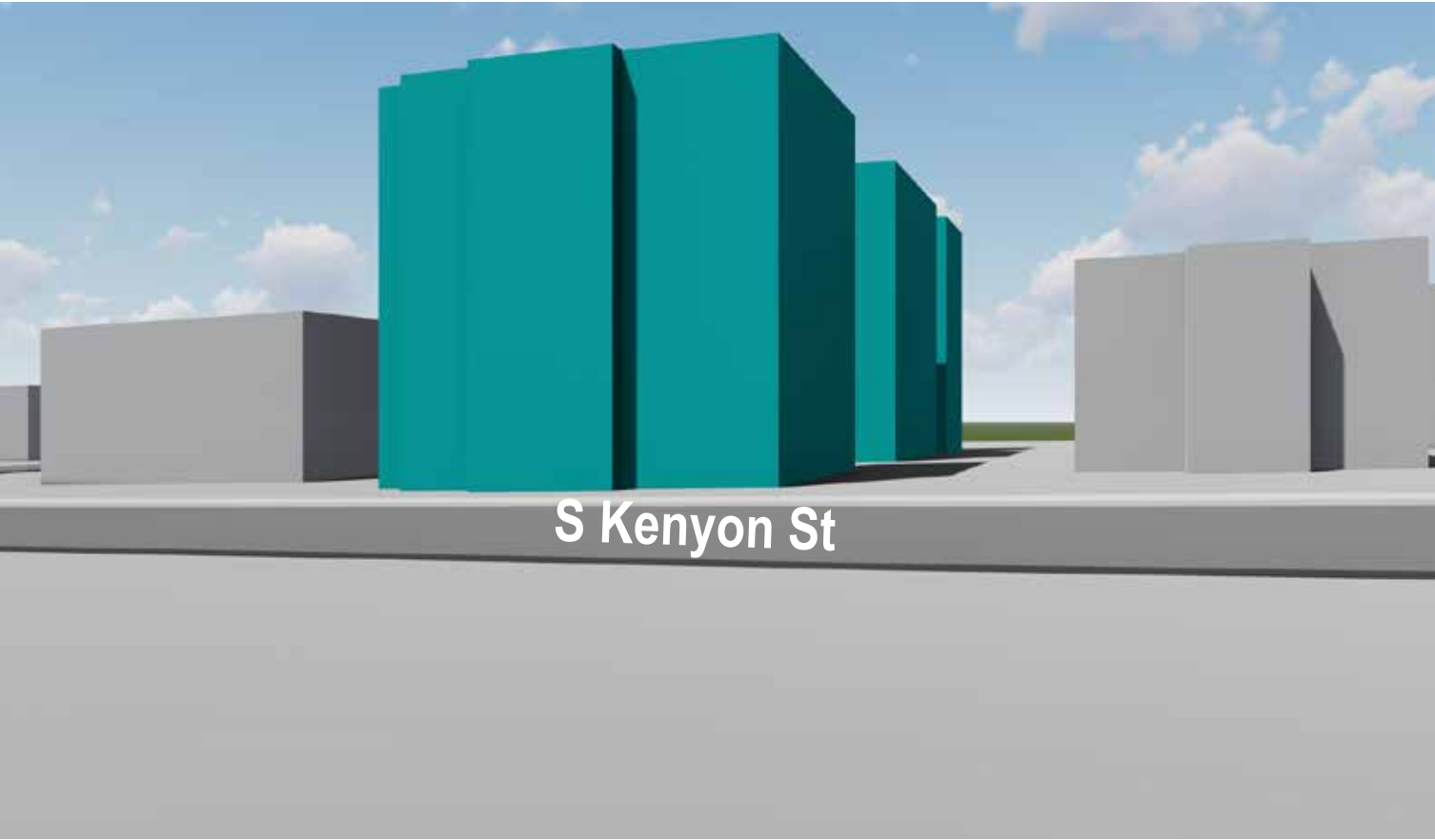
SITE PLAN



AREA SUMMARY

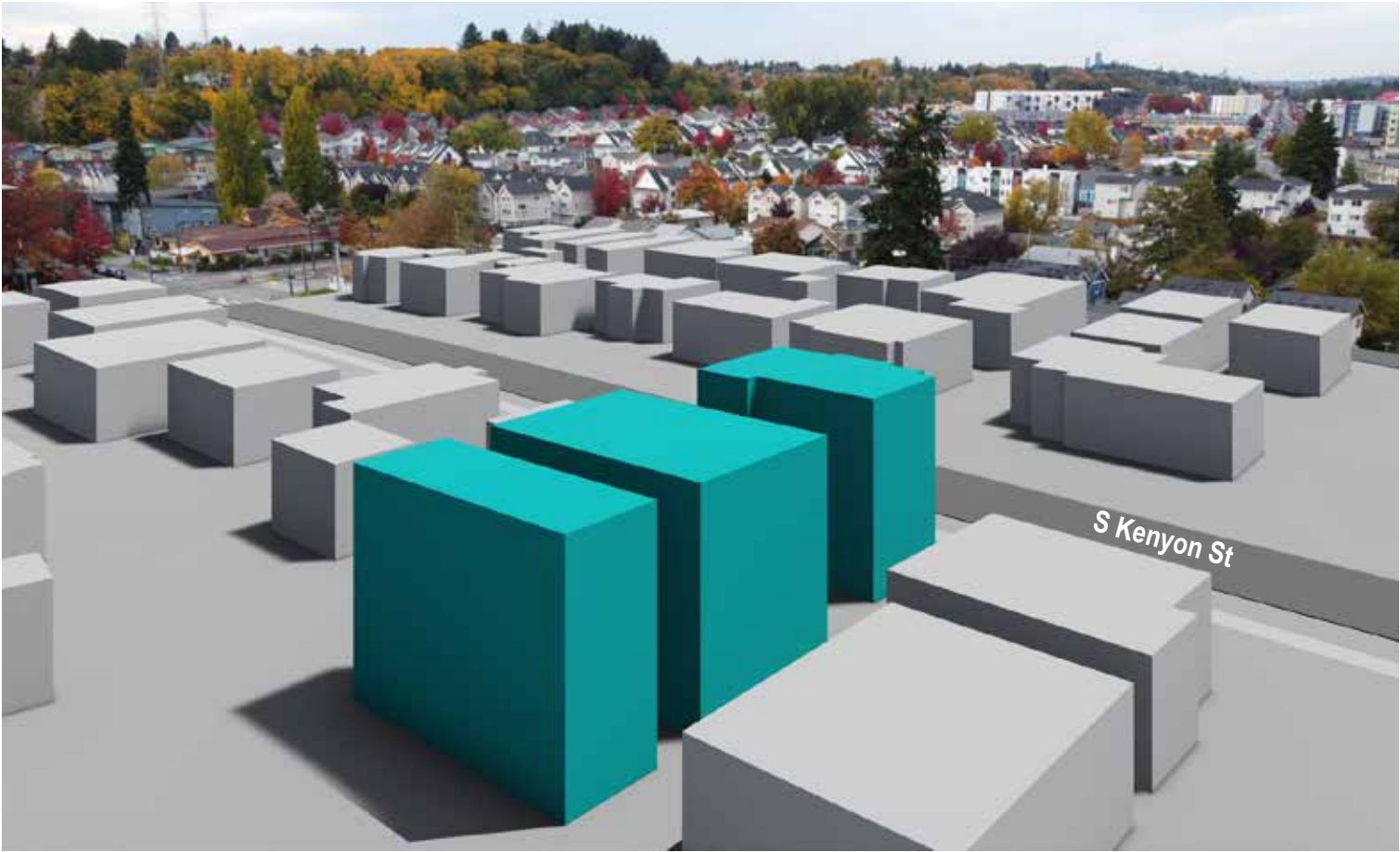
GROSS FLOOR AREA	
TH1-3	
Level 1	1,262 SF
Level 2	1,392 SF
Level 3	934 SF
Level 4	1,395 SF
	4,983 SF
TH4-7	
Level 1	1,362 SF
Level 2	1,492 SF
Level 3	934 SF
Level 4	1,495 SF
	5,283 SF
TH8-9	
Level 1	1,292 SF
Level 2	1,292 SF
Level 3	1,292 SF
Level 4	1,292 SF
	5,168 SF

Gross floor area are measure per building per level, per SMC 23.86.007.A.



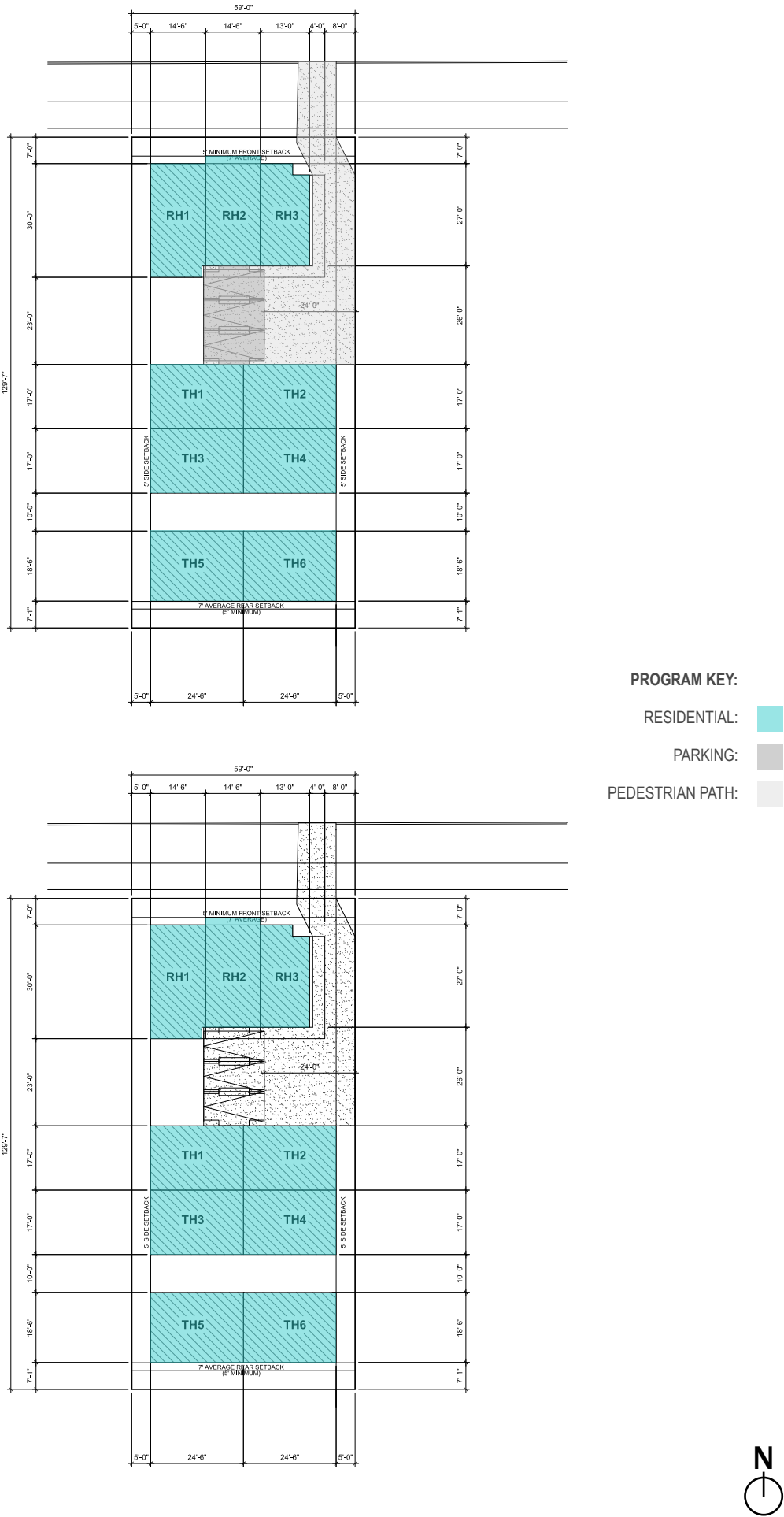
STREET VIEW





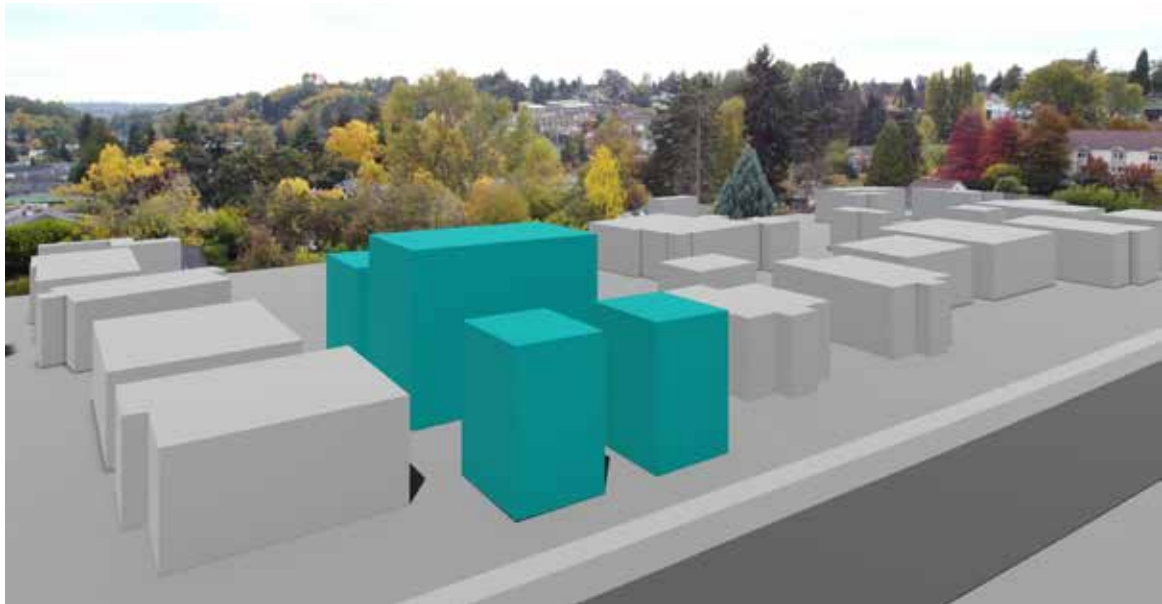
AERIAL VIEW 2

PARKING LEVEL



TYPICAL UPPER LEVEL





# SCHEME 3 (PREFERRED)

## DESIGN NARRATIVE:

Scheme 3 takes the ideas of scheme 2 and improves them by doubling the amount of parking provided in that scheme as well as reducing the scale of the buildings on the N/S ends of the site. In addition to reducing scale, this scheme breaks up the front facing TH block into two smaller scale SFRs in order to create a more attractive street frontage as well as a welcoming central driveway for site access

UNITS: (9) (2 SFR units + 7 TH units)

PARKING STALLS: (6) 66% parked

## ADVANTAGES:

- Smaller scale massing at N/S site edges.
- Pedestrian Drive, the drive at the center of the site adds visual connections to entries and creates a welcoming entry sequence.
- Increased Viewing Angles, reduced scale on N/S site edges adds more opportunity for central building to view out.

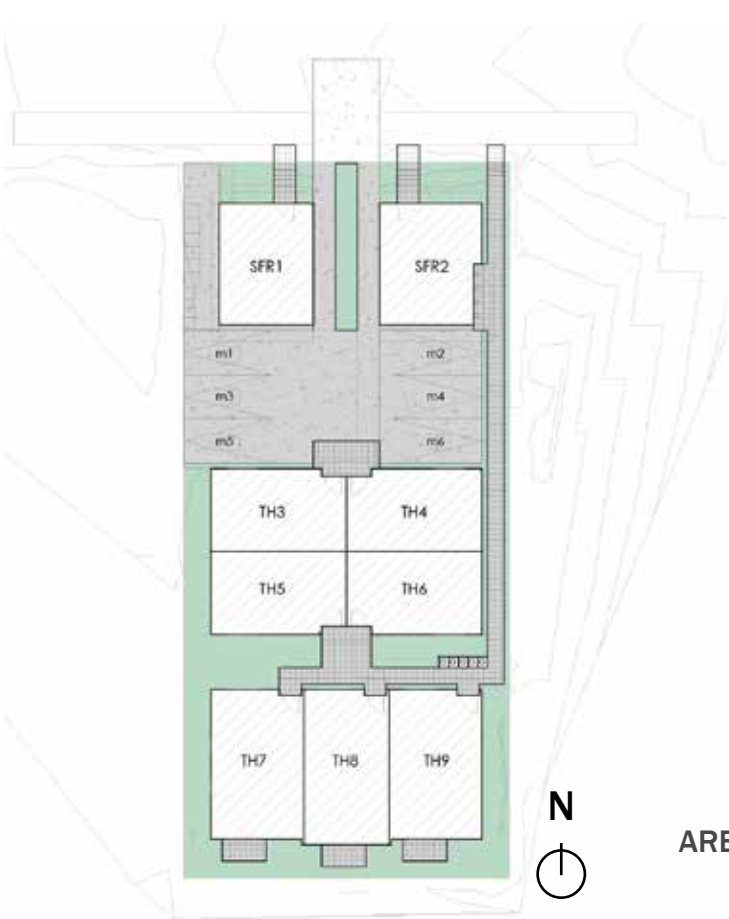
## DISADVANTAGES:

- Does not meet the full development potential of the site with reduced stories and unit number

## DEPARTURES:

NONE

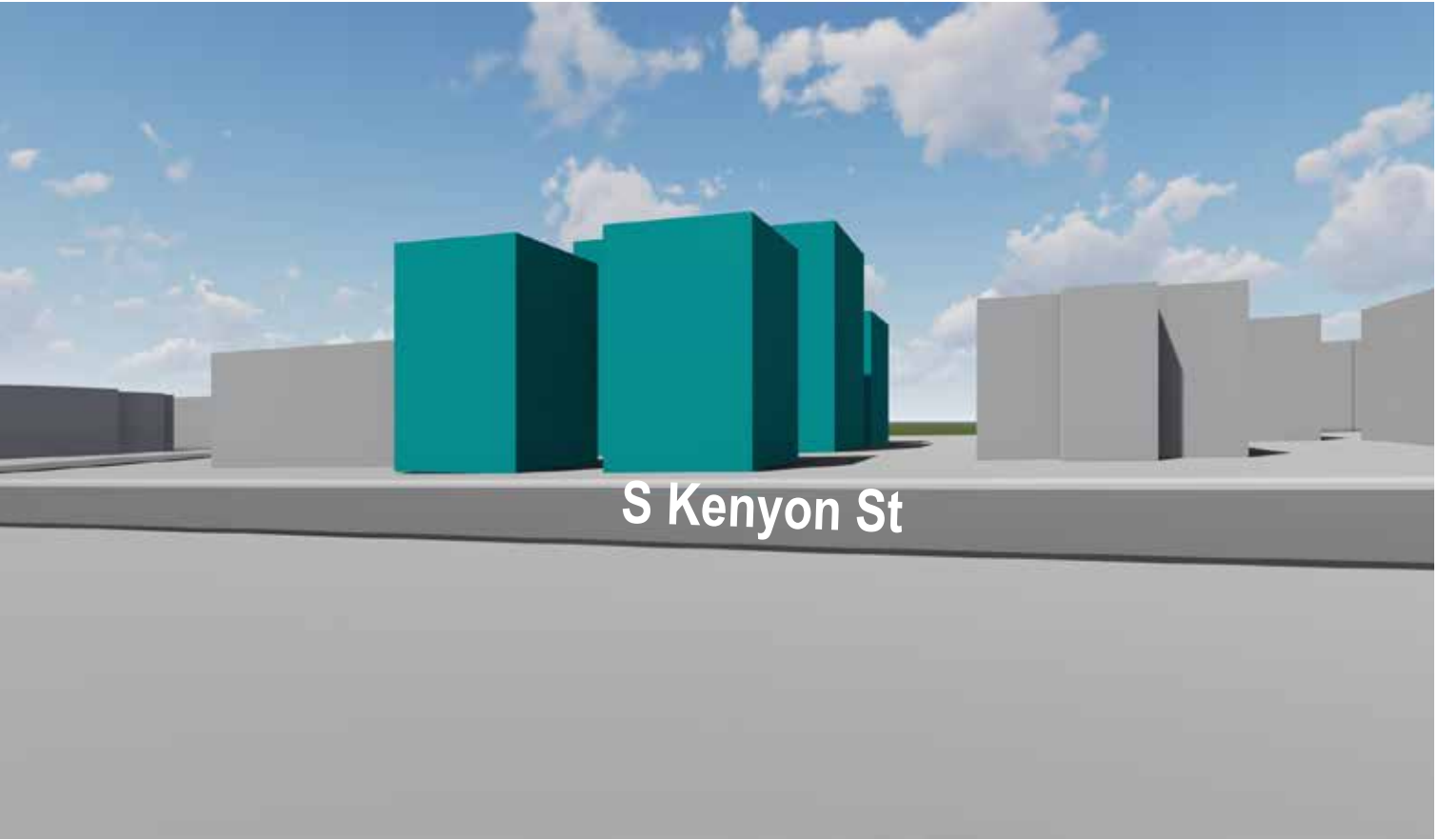
SITE PLAN



AREA SUMMARY

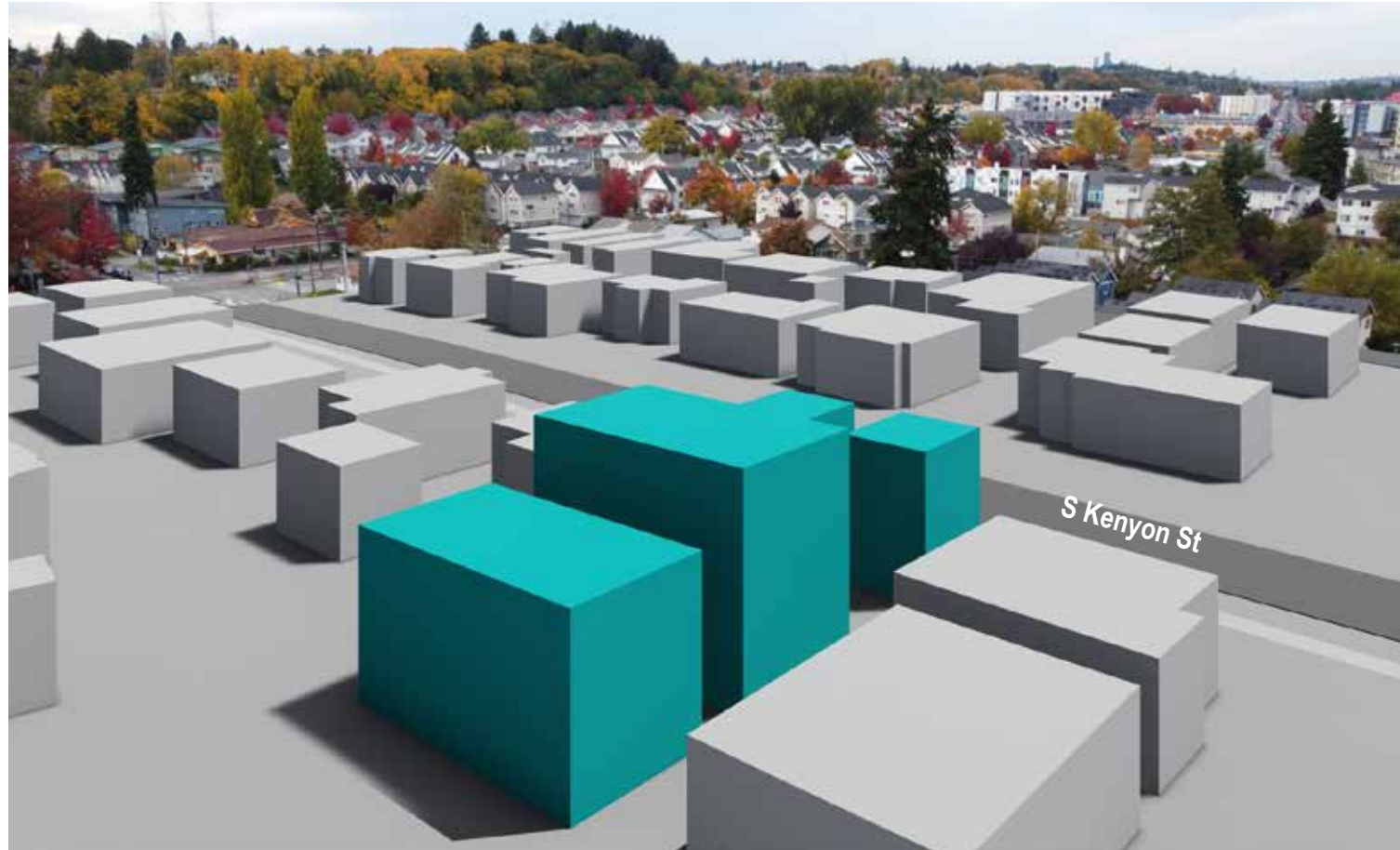
GROSS FLOOR AREA	
Covered Parking	
covered parking	33 SF
covered parking	49 SF
	82 SF
SFR1	
Level 1	336 SF
Level 2	420 SF
Level 3	382 SF
	1,138 SF
SFR2	
Level 1	351 SF
Level 2	420 SF
Level 3	382 SF
	1,153 SF
TH3-6	
Level 1	1,362 SF
Level 2	1,362 SF
Level 3	994 SF
Level 4	1,295 SF
	5,013 SF
TH7-9	
Level 1	1,247 SF
Level 2	1,247 SF
Level 3	1,140 SF
Penthouse	57 SF
	3,691 SF
	11,078 SF

Gross floor area are measure per building per level, per SMC 23.86.007.A.



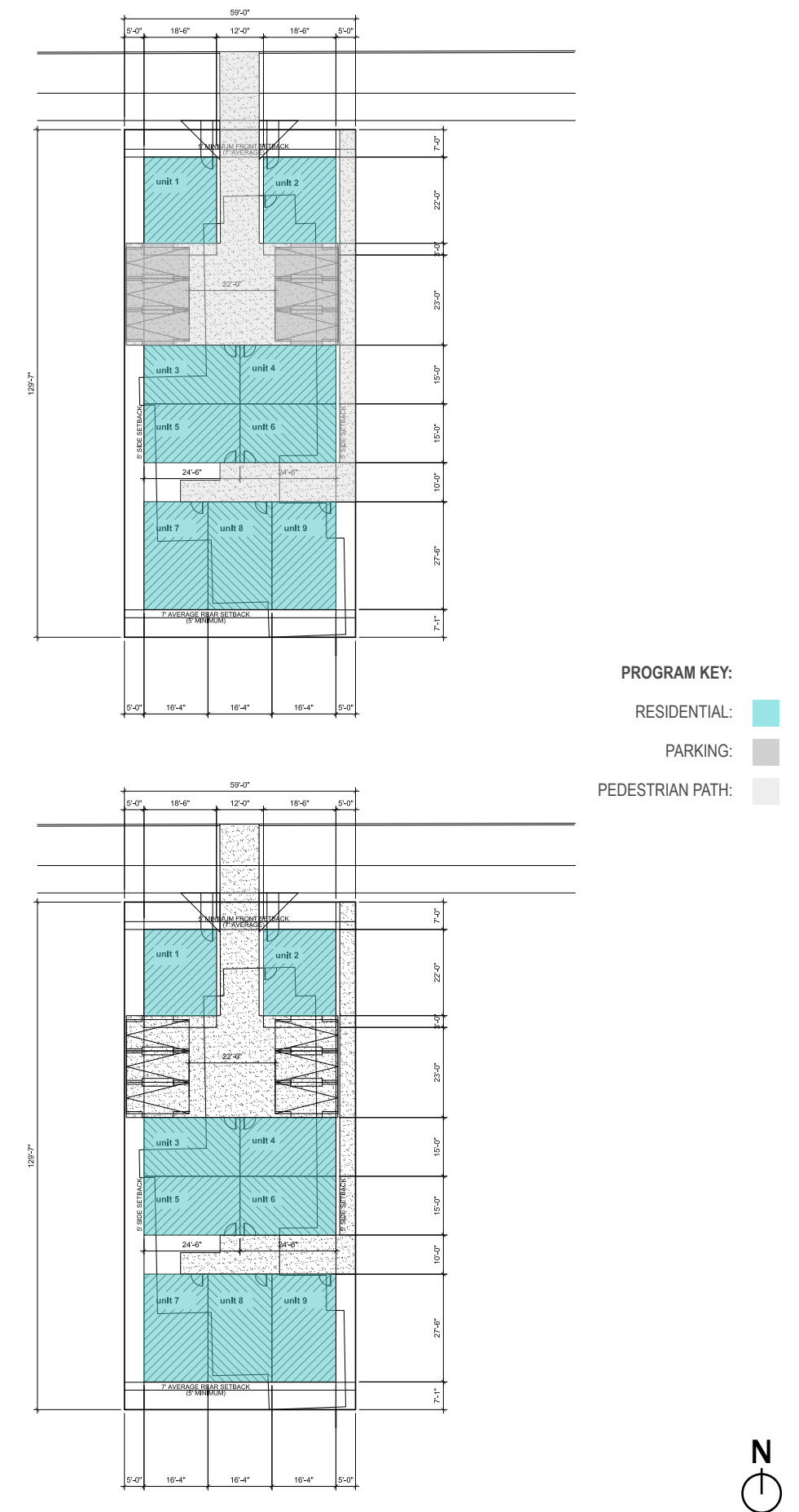
STREET VIEW



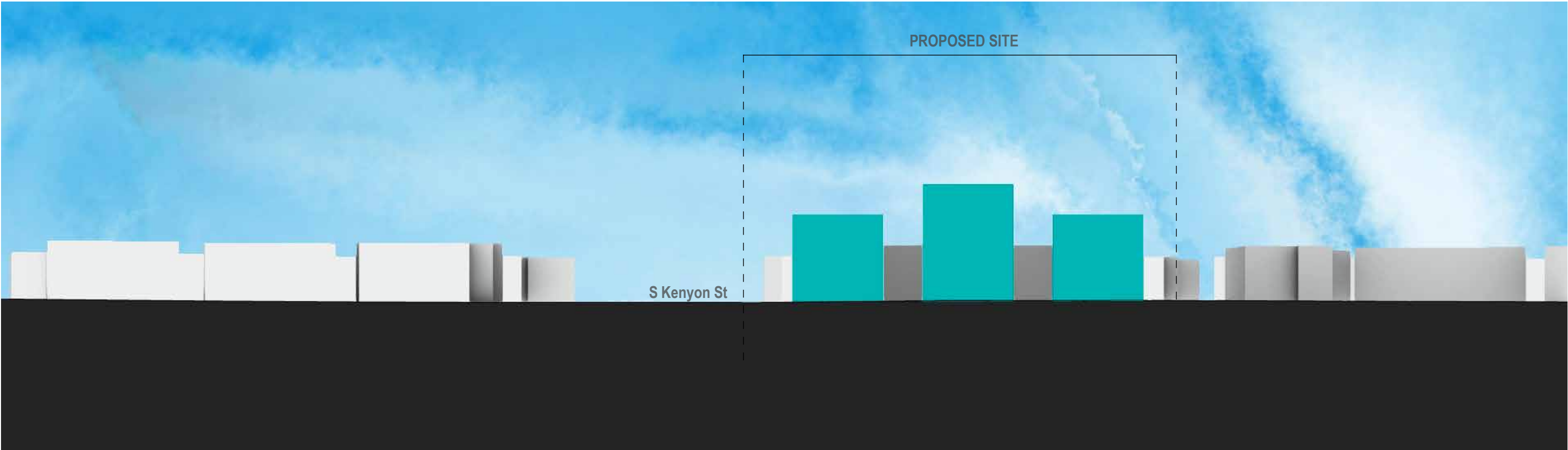


## AERIAL VIEW 2

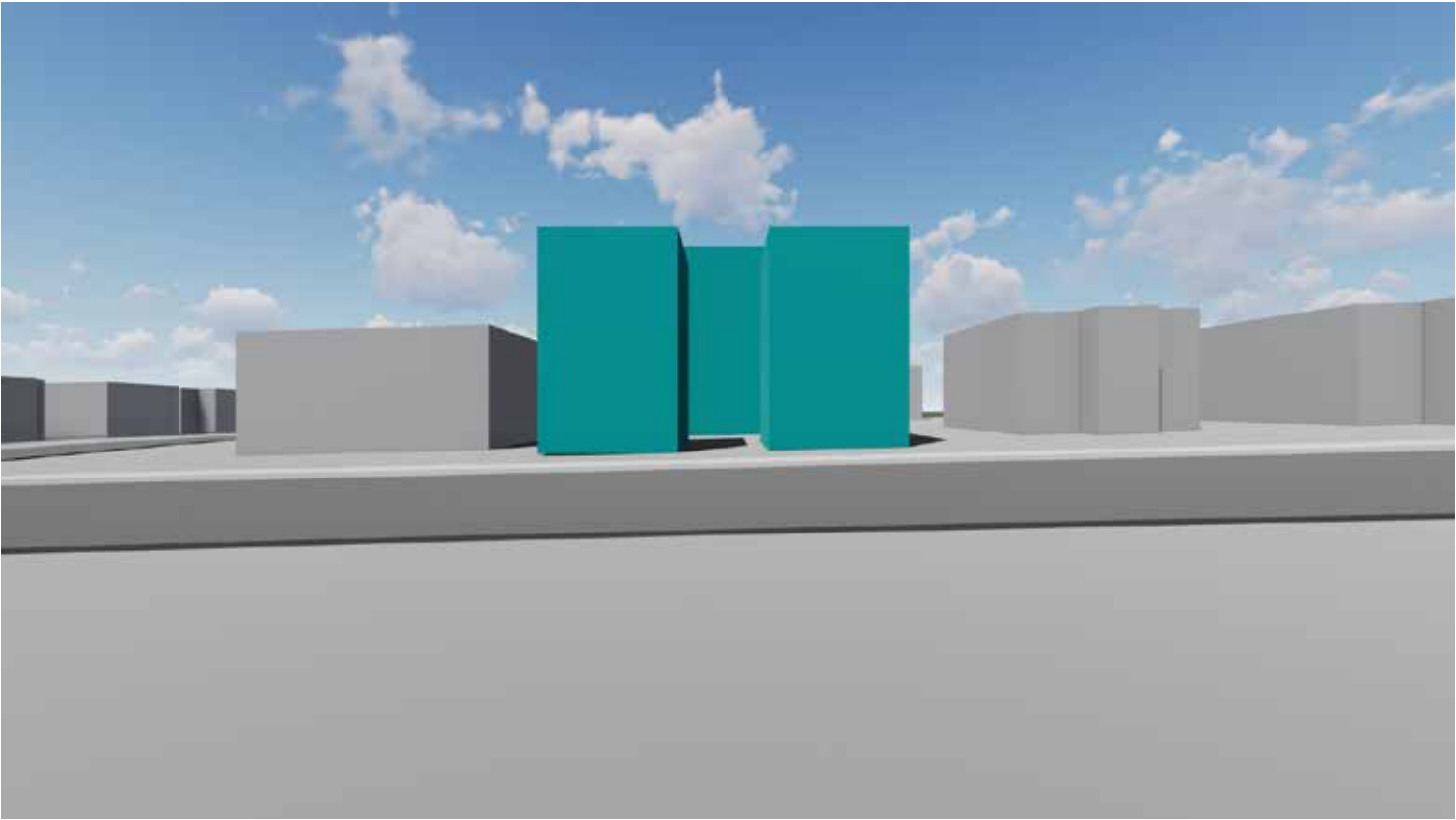
## PARKING LEVEL



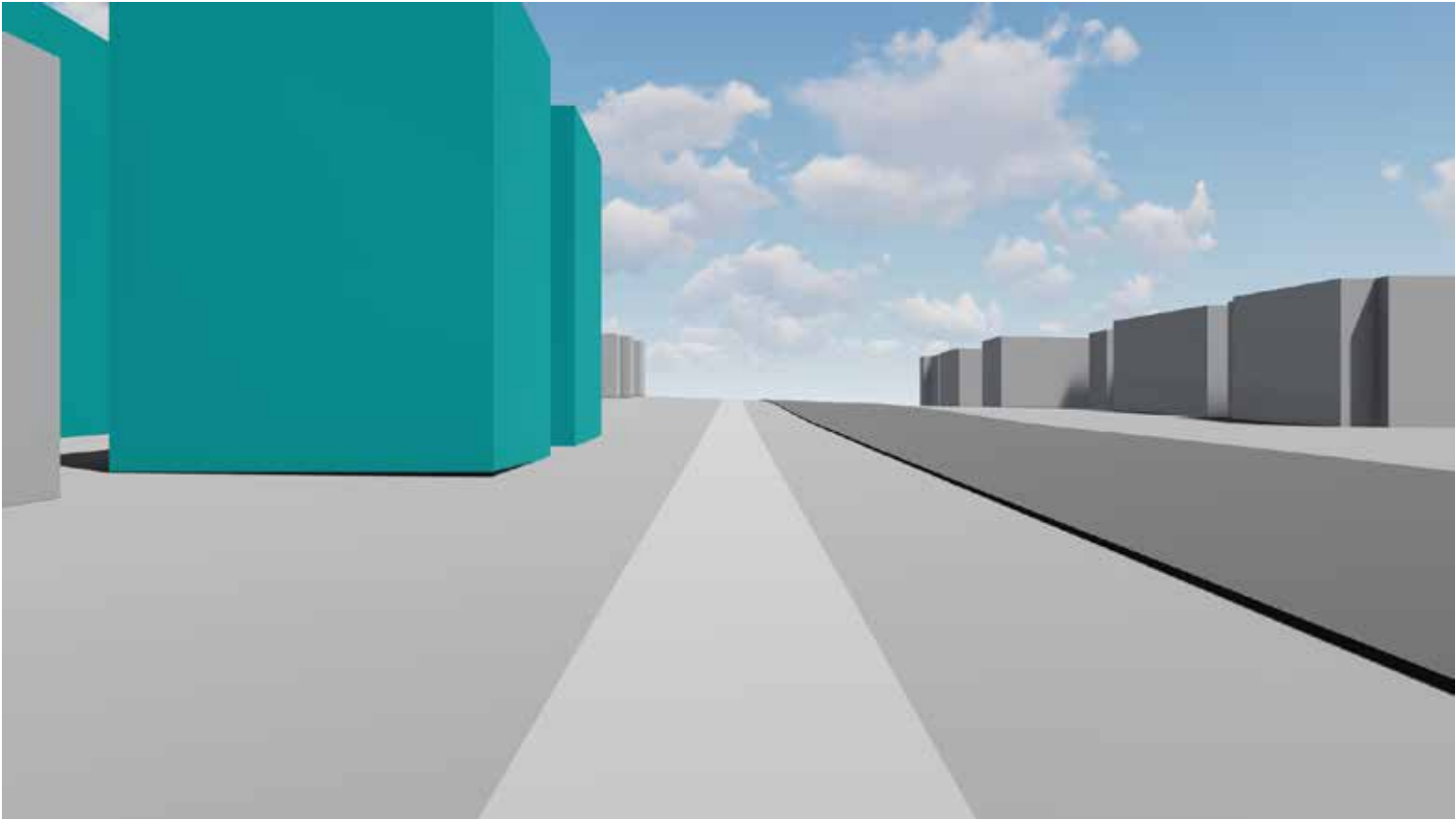
### TYPICAL UPPER LEVEL



SITE SECTION

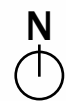


VIEW FROM ACROSS S KENYON ST



S KENYON STREET LOOKING WEST





## EXAMPLE PLANTINGS:



Western Sword Fern



Mexican Feather Grass



Hicks Yew



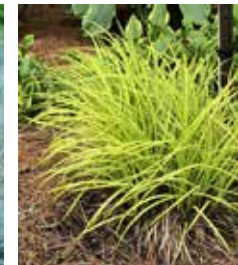
Green Velvet Boxwood



Feather Reed Grass



Blue Fescue



Bowles Golden Sedge



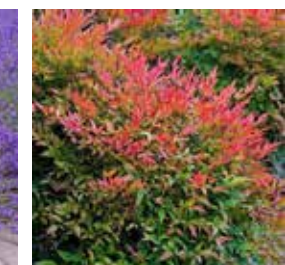
Bigleaf Hydrangea



Sky Pencil Holly

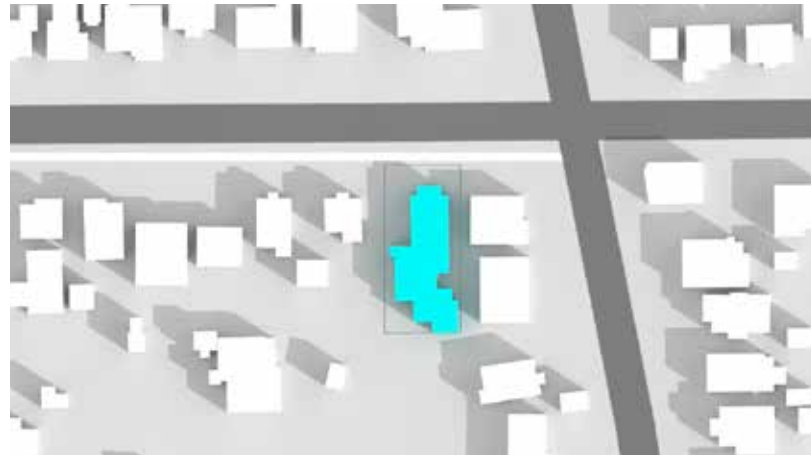


English Lavender

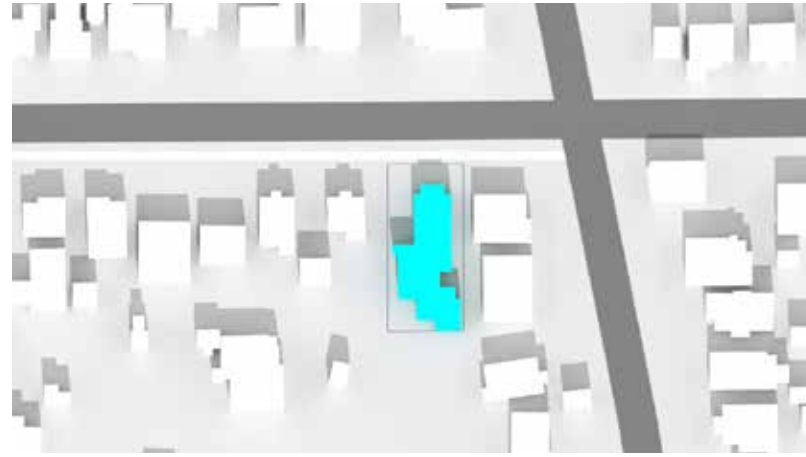


Heavenly Bamboo

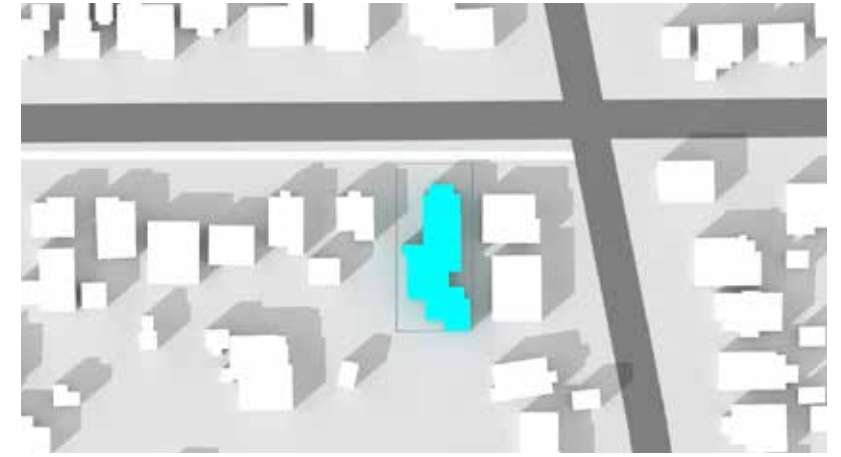
## LANDSCAPE PLAN



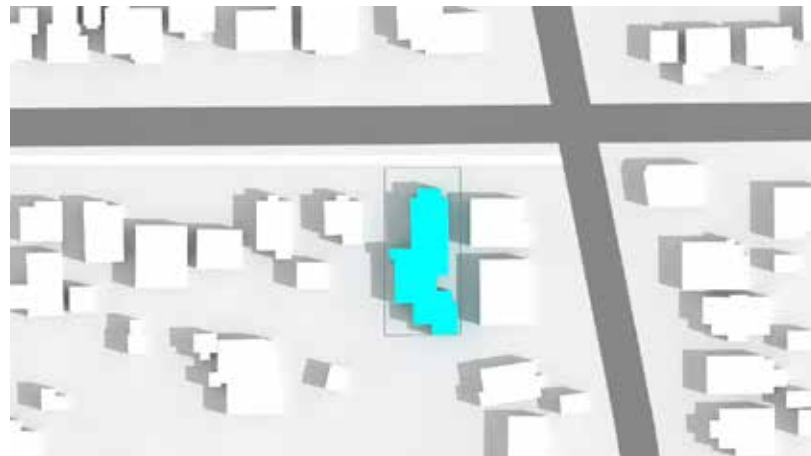
MARCH 21ST 9:00AM



MARCH 21ST 12:00PM



MARCH 21ST 3:00PM



JUNE 21ST 9:00AM



JUNE 21ST 12:00PM



JUNE 21ST 3:00PM



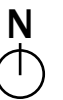
DECEMBER 21ST 9:00AM



DECEMBER 21ST 12:00PM

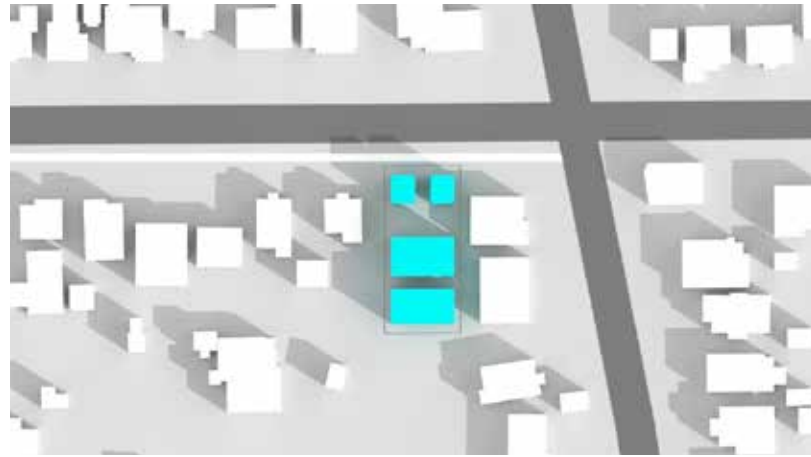


DECEMBER 21ST 3:00PM

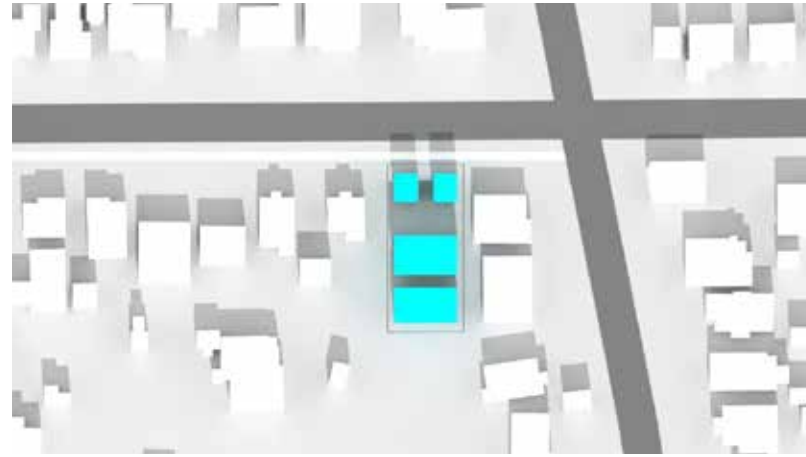


## SOLAR DIAGRAM: EXISTING

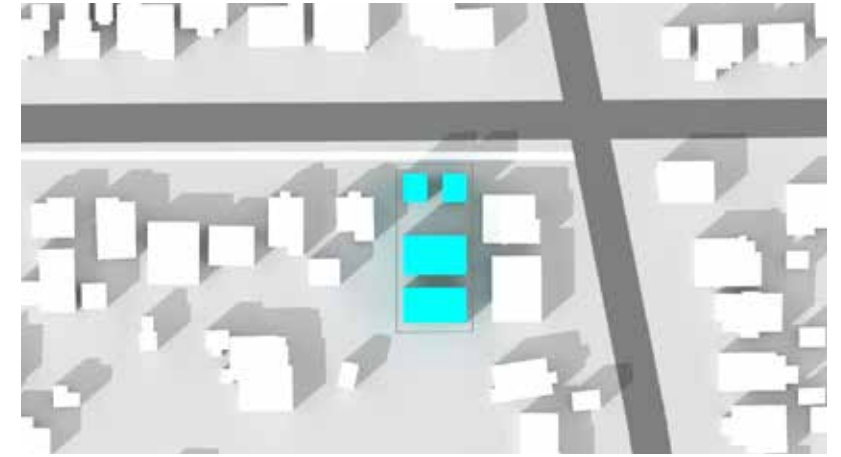




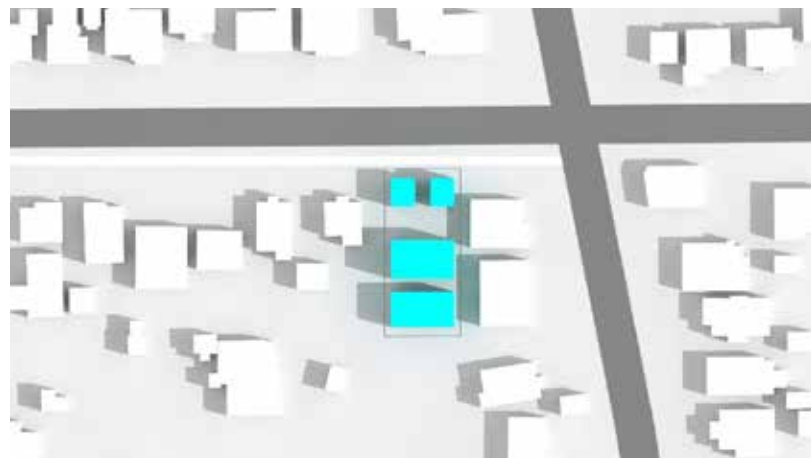
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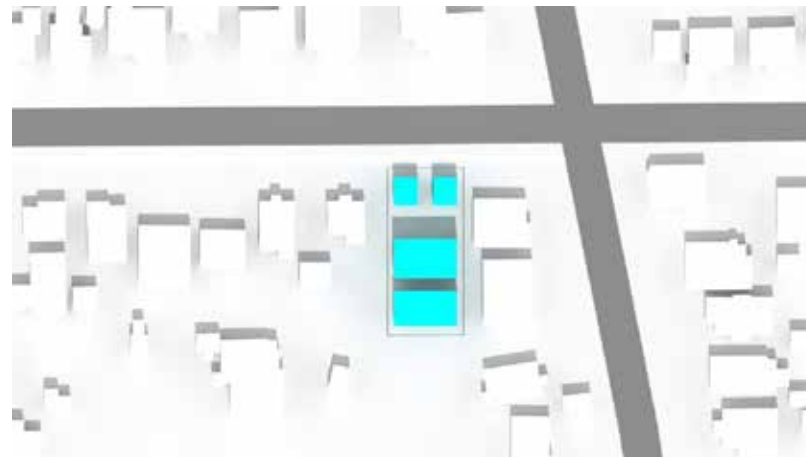
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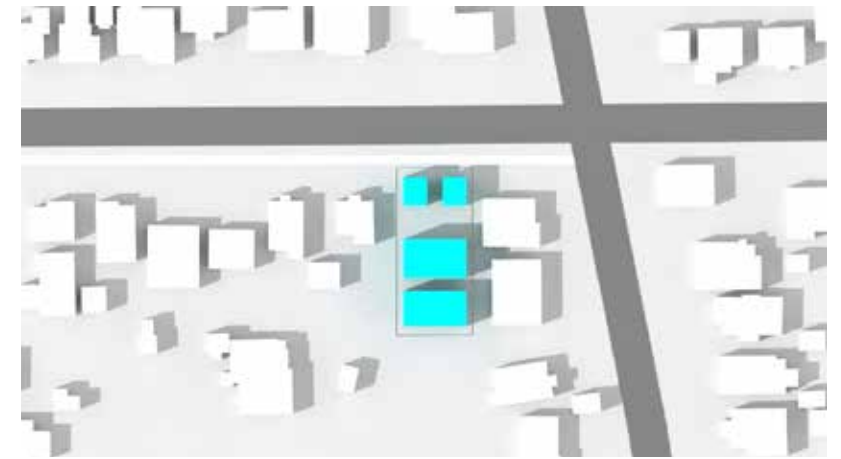
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JUNE 21ST 9:00AM



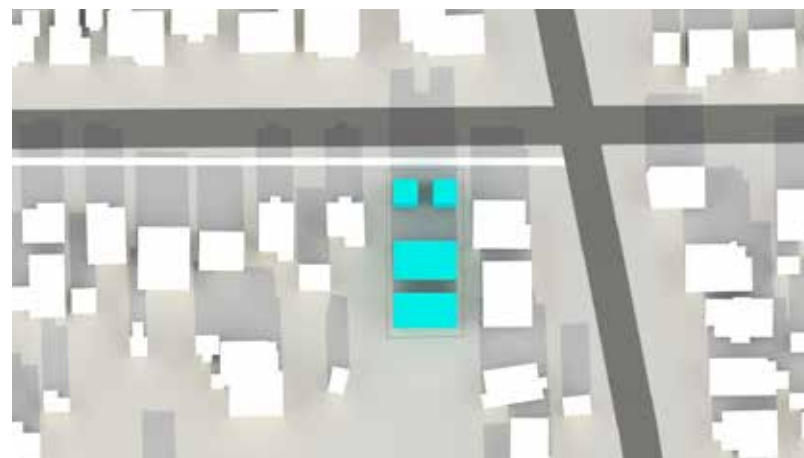
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JUNE 21ST 3:00PM



DECEMBER 21ST 9:00AM



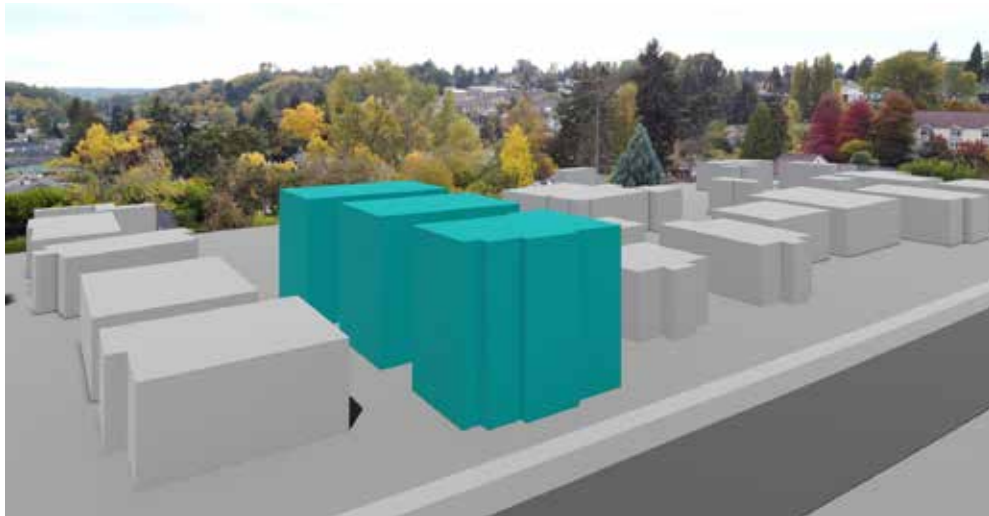
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DECEMBER 21ST 3:00PM



## SOLAR DIAGRAM: PROPOSED

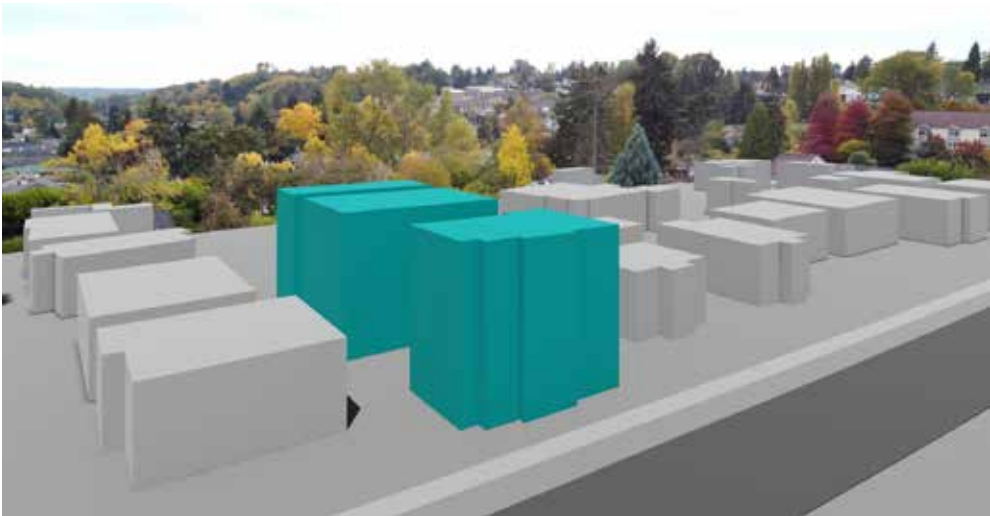


## SCHEME 1 (Code Compliant)

3x 4-story set of code-compliant Row/Townhouses with street parking only

UNITS: (10) (3 RH units + 7 TH units)

PARKING STALLS: (0) 0% PARKED

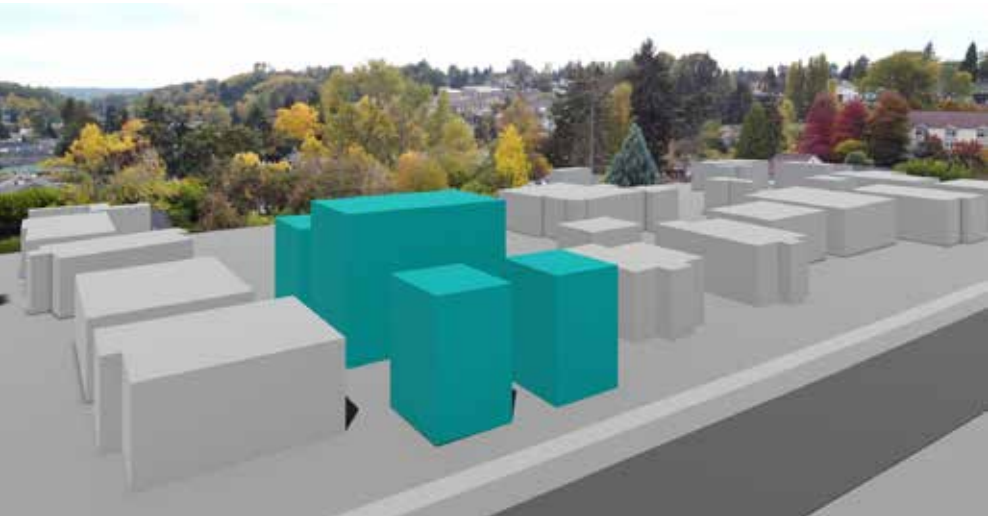


## SCHEME 2 (Code Compliant)

3x 4-story set of code-compliant Row/Townhouses with (3) open parking stalls on site.

UNITS: (9) (3 RH units + 6 TH units)

PARKING STALLS: (3) 33% parked



## SCHEME 3 (PREFERRED)

4 building town home/SFR proposal with (1) 4-story building at the center of the site and (2) 3-story buildings on the North and South ends of the site with (6) open parking stalls.

UNITS: (9) (2 SFR units + 7 TH units)

PARKING STALLS: (6) 66% parked

## SUMMARY:

The schemes outlined in this packet show the evolution of ideas that the design team had when conceptulaizing this project. Starting with scheme 1, the goal was to maximize the number of units they could fit on site while still complying with setbacks and the height limit which gave the design team an idea of just how far they could push the density of this site. However after seeing the amount of spcae that would be left on site for circulation and the lack of space for parking it was clear that some adjustments would be needed.

The second scheme played off of the first in many ways with similar scale of buildings and site stratagies however with the inclusion of 3 parking stalls, the design team felt they were getting closer to something they would like to see on this site and that would be well received by the neighborhood.

Finally, in the third scheme for this site, the design team sought to coaslesce all the ideas in previous schemes with the feedback received during community outreach about bulk and scale. And so, with the addition of more on site parking the team also moved to split up the front building in the previous schemes into two small SFRs with reduced height on the front and back buildngs which took into account the scale of the surrounding neighborhood and the need for on-site parking on this block.

Overall, the evolution of this design was effected by a variety of factors from the need for on-site parking, the scale of the buildidngs, and the developmental potential of this site which all manifest into the team's preferred scheme outlined in this packet.