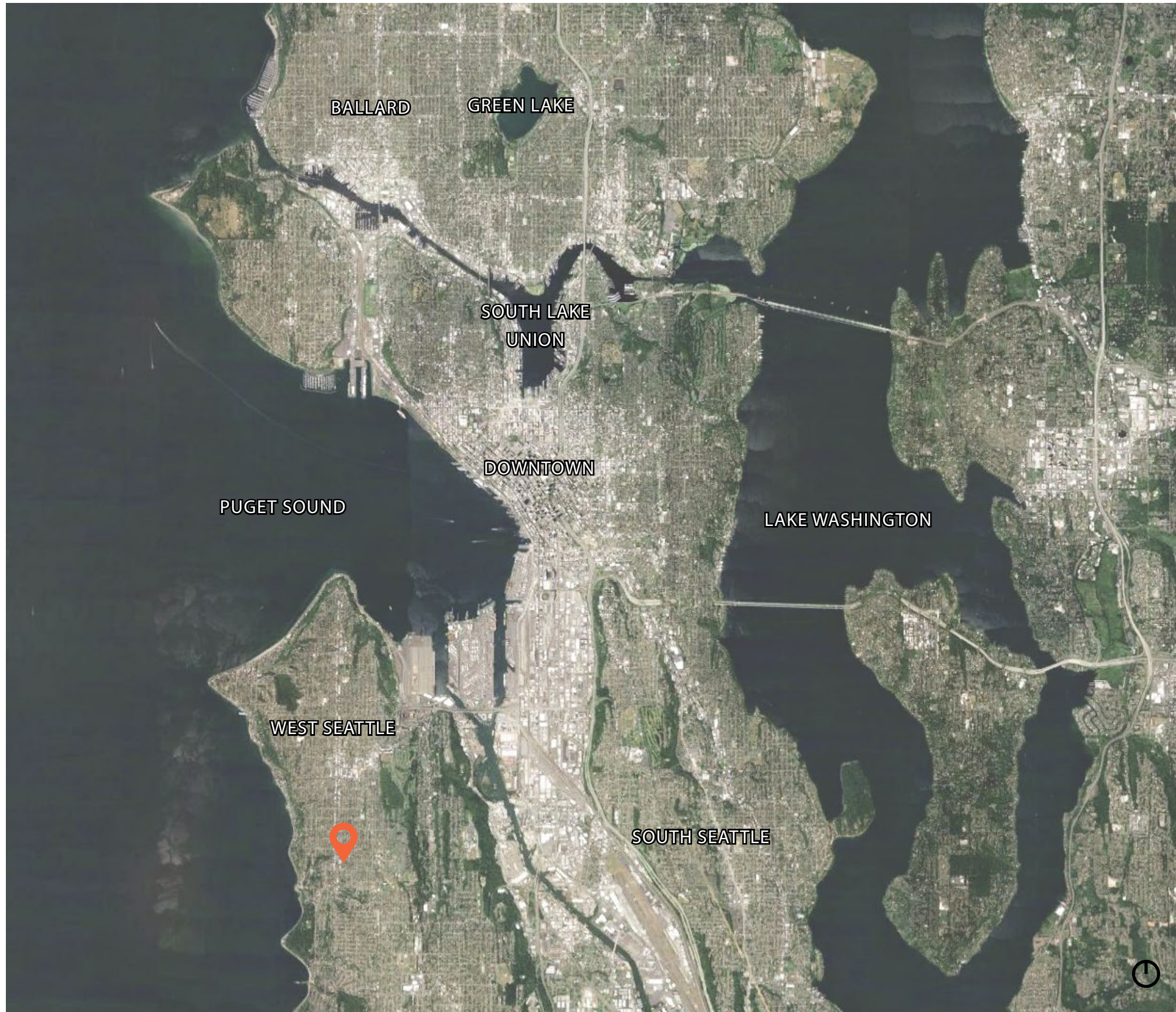




CONTENTS

| | |
|------------------------|----|
| INTRODUCTION | 2 |
| DEVELOPMENT OBJECTIVES | 3 |
| EXISTING SITE PLAN | 4 |
| CONTEXT ANALYSIS | 5 |
| ZONING DATA | 7 |
| DESIGN GUIDELINES | 8 |
| ARCHITECTURAL CONCEPT | 12 |





ADDRESS

6355 41st Ave SW
Seattle, WA 98136

OWNER/DEVELOPER

Huy Dang
3613 Spokane St
Seattle, WA 98144
T: 206.718.5601

ARCHITECT

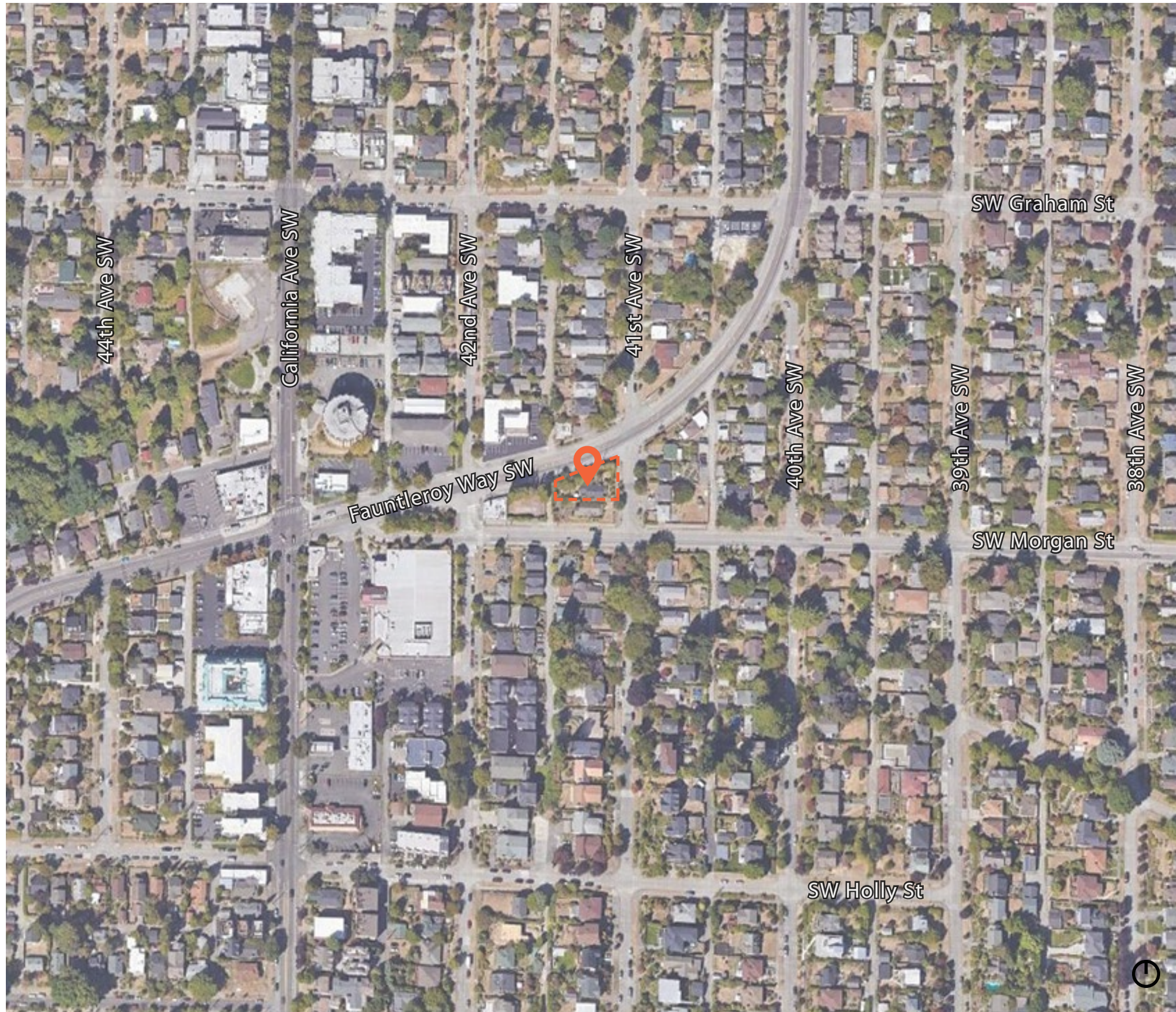
N5 Architecture LLC
Seth Hale
2562 Dexter Ave N
Seattle, WA 98109
T: 206.300.5339


PROJECT OVERVIEW

The parcel faces 41st Avenue SW to the east and Fautleroy Way SW to the North. Single-family dwellings are located across 41st, and a mix of single-family and commercial are across Fautleroy. Construction of a 6 unit, 3-story townhouse development is underway on the adjacent lot to the south and a vacant parcel owned by Seattle City Light is located across the alley to the west.

The parcel is zoned LR1 as is the parcel to the south and the parcels across 41st to the east and Fautleroy to the north. Across the alley to the west is NC340.

The proposal is to construct 6 townhouses facing Fautleroy Way SW with three garage and two surface parking stalls accessed from the alley.



 PARCEL # 0826000230

 PROPERTY LINE

DEVELOPMENT OBJECTIVES

1. Provide attractive, well-constructed, market rate rowhouses.
2. Capture views of Puget Sound to the west.
3. Provide parking although not required by code.
4. Create an architectural character that will establish a positive context for future projects in the greater surrounding area.

PROJECT PROPOSAL

6 Rowhouses

0 SF of Commercial Space

8,175.7 SF of FAR Allowed

8,147.5 SF of Gross Floor Area Proposed

5 Vehicle Surface/ Garage Parking Spaces

6 Long Term & 2 Short Term Bicycle Spaces

PUBLIC OUTREACH

Through the early community outreach process, we did not receive feedback on our website. We did, however, receive feedback from one person via the online survey.

The response to the survey was from someone who lives very close to the project. This person responded that most importantly the building should be visually appealing. Their concerns included impacts and noise from construction, that the building might feel out of scale and that the development would make parking and driving in the neighborhood more difficult.

EXISTING SITE PLAN | Site Context

- - - PROPERTY LINE
- STRUCTURES TO BE REMOVED
- EXISTING ADJACENT STRUCTURES
- TREE CANOPY/VEGETATION

SITE CONTEXT

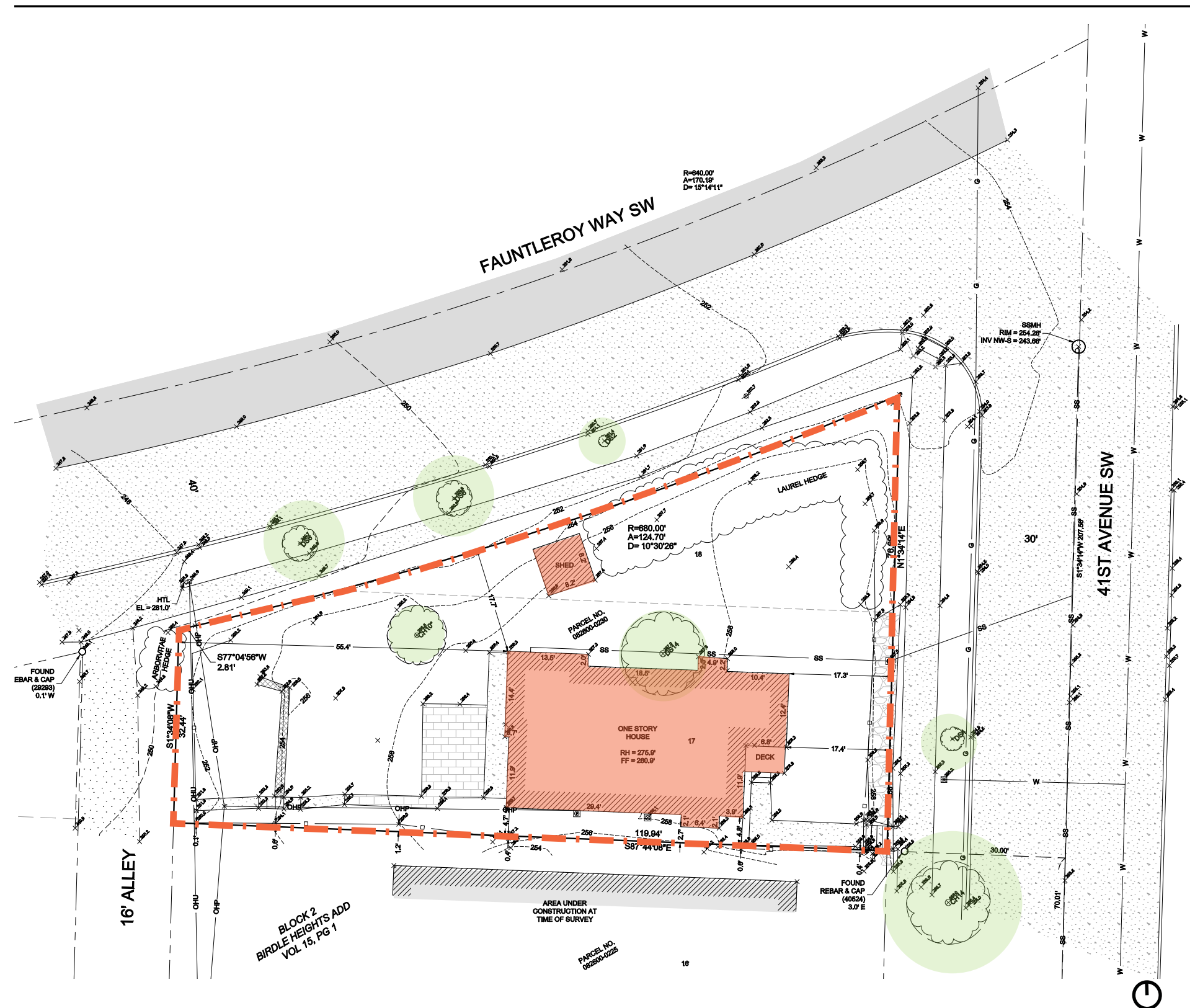
The site is bounded by Fautleroy Way SW to the north, 41st Ave SW to the east, a rowhouse development to the south, and an alley to the west. Fautleroy and 41st both provide street parking adjacent to the parcel. The site is currently occupied by a single-family dwelling. The site is elevated approximately four feet from adjacent existing sidewalks via a rockery. Overall, the site slopes downward to the west approximately six feet.

LEGAL DESCRIPTION

LOTS 17 AND 18 IN BLOCK 2 OF BIRDLE HEIGHTS ADDITION, AS PER PLAT RECORDED IN VOLUME 15 OF PLATS, PAGE 1, RECORDS OF KING COUNTY AUDITOR; EXCEPT ROAD; SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

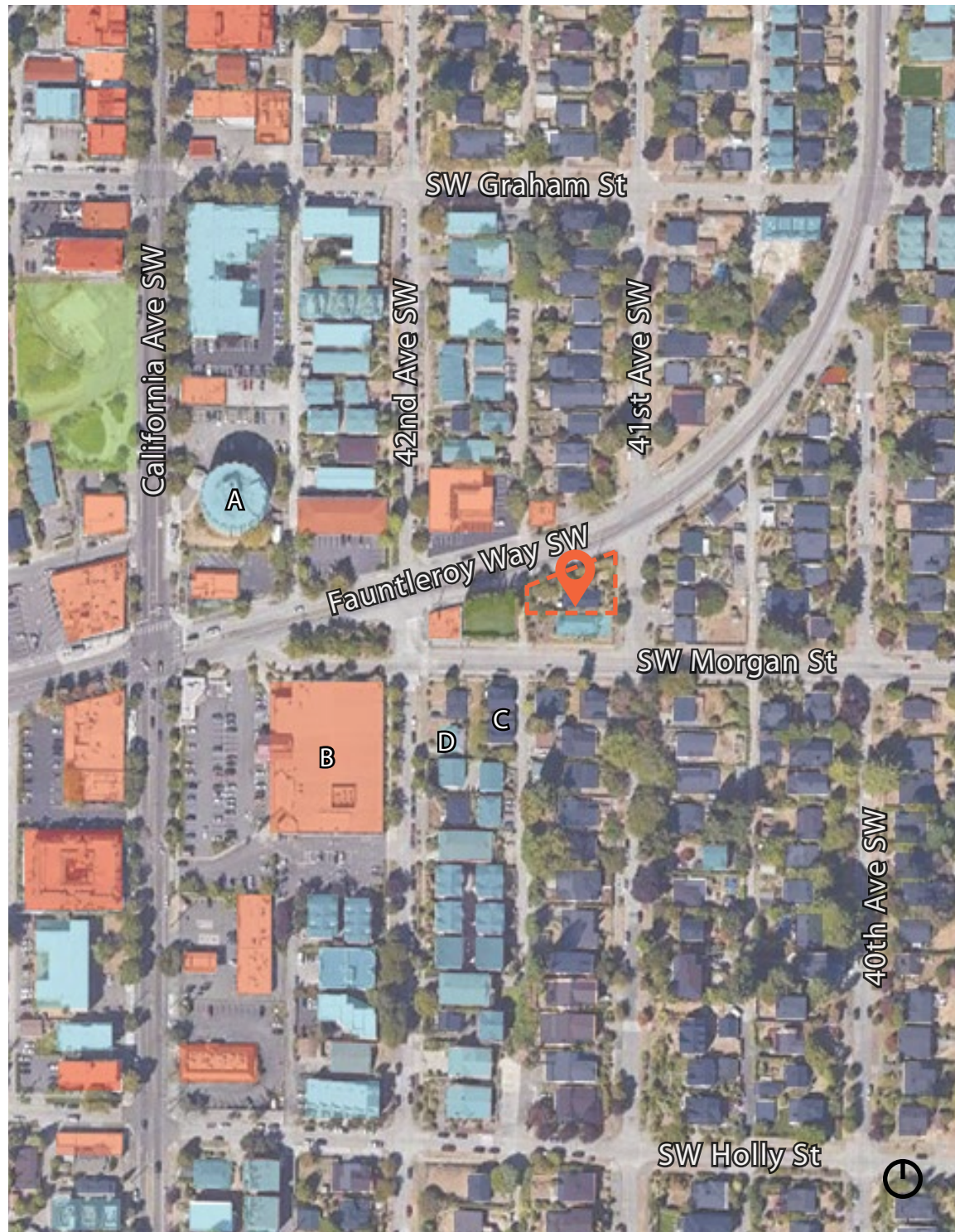
PARCEL NUMBER

082600-0230



CONTEXT ANALYSIS | Neighborhood Context

- COMMERCIAL
- INDUSTRIAL
- PUBLIC PARK
- MIXED USE
- SINGLE FAMILY
- MULTIFAMILY



BUILDING TYPOLOGIES

The immediate area is composed of a mix of single-family and multi-family dwellings, and commercial/industrial. Fauntleroy Ave SW, a major arterial bounds the site to the north and is the major thoroughfare between the Fauntleroy Ferry to the SW and the West Seattle Bridge to the NE. Heading SW on Fauntleroy the neighborhood and building typology quickly becomes commercial with many single and two-story businesses with surface parking. The main commercial district at SW California and SW Fauntleroy is approximately 1/8 mile to the SW and includes numerous single-story commercial storefronts.

Existing parcels to the north, east, and southwest, which are currently dominated by SF dwellings are likely to undergo a transformation to multifamily due to recent zoning changes. New developments in the area are more contemporary in appearance.

SURROUNDING BUILDINGS & LOCAL CHARACTER



Cal-Mor-Circle
An eight story, 75 unit apartment building that features affordable housing through Seattle Housing Authority.



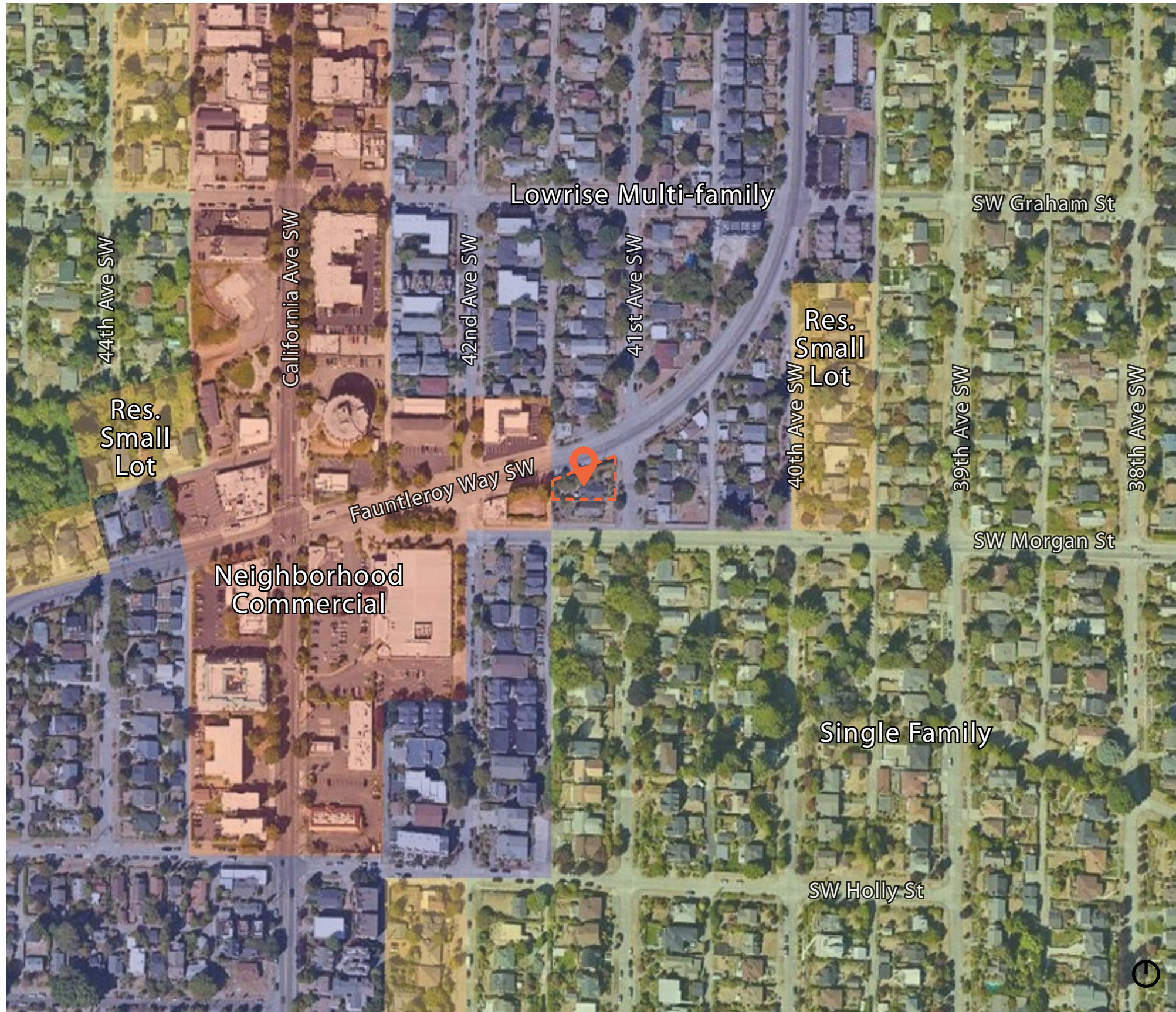
West Seattle Thriftway
A locally owned and operated grocery store located in the heart of Morgan Junction since 1988.



Townhomes
Townhomes built in 2006 with a traditional aesthetic which relates to the older homes in the area.



Townhomes
New townhomes under construction with a modern aesthetic which speaks to the evolving character of the area.



ZONING & OVERLAY DESIGNATION

The parcel is zoned LR1(M1) and is within the Morgan Junction Residential Urban Village. The site is bounded by LR1 to the north, east and south, and NC3-30 to the west.

| | |
|-------------------------------|-----------------|
| PARCEL # | 0826000230 |
| ZONE | LR1 (M1) |
| OVERLAY DESIGNATION | No |
| RESIDENTIAL URBAN VILLAGE | Morgan Junction |
| URBAN CENTER | No |
| STATION AREA OVERLAY DISTRICT | No |
| PEDESTRIAN AREA | No |
| FREQUENT TRANSIT | Yes |
| ECA | None |
| LOT SF | 6,289 SF |

ZONING DATA | Land Use Code

| | | | |
|---------------------------------|---|-----------------------------------|--|
| DESIGN REVIEW | <p>23.41.004 - Applicability A.1.a. Design review is required in multifamily zones. Table A - Design review thresholds C.2. At least 8,000 but less than 15,000 square feet; Streamlined design review required</p> | AMENITY AREA | <p>23.45.522 - Amenity area A.1. The required amount for townhouse developments in LR zones is equal to 25% of the lot area. 6,289 SF (Lot Area) X 25% = 1,572.25 SF</p> |
| PERMITTED USES | <p>23.45.504 - Permitted and prohibited uses Table A - Permitted and Prohibited Uses A. Residential uses permitted for LR1 zone</p> | LANDSCAPE GREEN FACTOR | <p>23.45.524 - Landscaping standards 2.a. Landscaping that achieves a Green Factor score of 0.6 or greater is required in LR zones.</p> |
| FLOOR AREA | <p>23.45.510 - Floor area Table A - FAR limits in LR and MR zones FAR limit of 1.3 for LR1 (M1) 6,289 SF (Lot Area) X 1.3 = 8,175.7 SF</p> | STRUCTURE WIDTH AND FACADE LENGTH | <p>23.45.527 - Structure width and facade length limits Table A - Max structure width in LR zones in feet Rowhouse developments in LR1 = No limit Max facade length = Portions within 15' of lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65% of that lot line.</p> |
| DENSITY | <p>23.45.512 - Density limits—LR zones No density limit as proposed project is rowhouses, the parcel is not an interior lot and is greater than 3000 SF, and the parcel includes a MHA suffix.</p> | GREEN BUILDING STANDARDS | <p>23.45.530 - Green building standards Table A - Green building thresholds LR1, FAR is 1.1 without Green Building standards</p> |
| STRUCTURE HEIGHT | <p>23.45.514 - Structure height Table A - Structure height for LR zones 30' limit for rowhouse developments in LR1 zone.</p> | PARKING | <p>23.45.536 - Parking location, access, and screening B.2.b. If access is from an alley, surface parking may be anywhere within 25' from an alley lot line provided it is no closer than 7' to any street lot line. C.1. Alley access required.</p> |
| MANDATORY HOUSING AFFORDABILITY | <p>23.45.517 - MHA in multifamily zones LR1(M1) is subject to chapters 23.58B and 23.58C.</p> | | |
| SETBACKS AND SEPARATIONS | <p>23.45.518 - Setbacks and separations Table A - Required setbacks in LR zones Rowhouse: Front=5'min' ; Rear=7'avg/5'min ; Side=3.5'</p> | | <p>23.54.015 - Required and maximum parking limits Table B - Required parking for residential uses II.M. no min requirement Table D for 23.54.015 - Parking for bicycles D.2. Multi-family structures = 1 long term per dwelling unit & 1 short term per 20 dwelling units 6 units = 6 long term & 2 short term parking spaces</p> |

CONTEXT AND SITE

CS2. URBAN PATTERN AND FORM

D. HEIGHT, BULK, AND SCALE

1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.

Proposed structures reflect anticipated height, bulk and scale of likely future development within LR1 zoning.

3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development. Factors to consider:

- Distance to the edge of a less (or more) intensive zone;
- Differences in development standards between abutting zones;
- The type of separation from adjacent properties (e.g. separation by property line only, by an alley or street or open space, or by physical features such as grade change);
- Adjacencies to different neighborhoods or districts; adjacencies to parks, open spaces, significant buildings or view corridors; and
- Shading to or from neighboring properties.

The structure is adjacent to NC3-40 zoning to the west and NR3 zoning across the street to the south. The proposed design is situated close to the street edge at three stories tall, creating

a strong presence to compliment the higher density and scale of the NC3-40 zone. While the allowable height limit in LR1 zoning is 30'-0", with additional height granted for parapets and penthouses, the proposal will be closer to 35'-0" in height at the street. This will be well suited to NR3 zoning to the south, which is allowed a maximum structure height of 30'-0", plus additional height for pitched roofs.



Diagram for CS2.D.3 - Fautleroy Way SW Elevation

CS3. ARCHITECTURAL CONTEXT AND CHARACTER

A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

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

The proposed townhome structure is contemporary in nature, however, building articulation and proportions have been

designed to fit with the existing neighborhood context. The design responds to the zone transition with bulk and scale appropriate for the NC3-40 zone, while also incorporating heavy articulation and strong individual unit entries suited for LR and SF zones. Discernibility of individual units reduces the perceived scale and proportions of the structure as viewed from the Fautleroy Way SW and 41st Ave SW. The use of wood grain composite siding and cementitious lap siding compliment the nearby SF zoning while contemporary elements like panel siding and expansive fenestration create compatibility with newer, modern designs.

PUBLIC LIFE

PL2. WALKABILITY

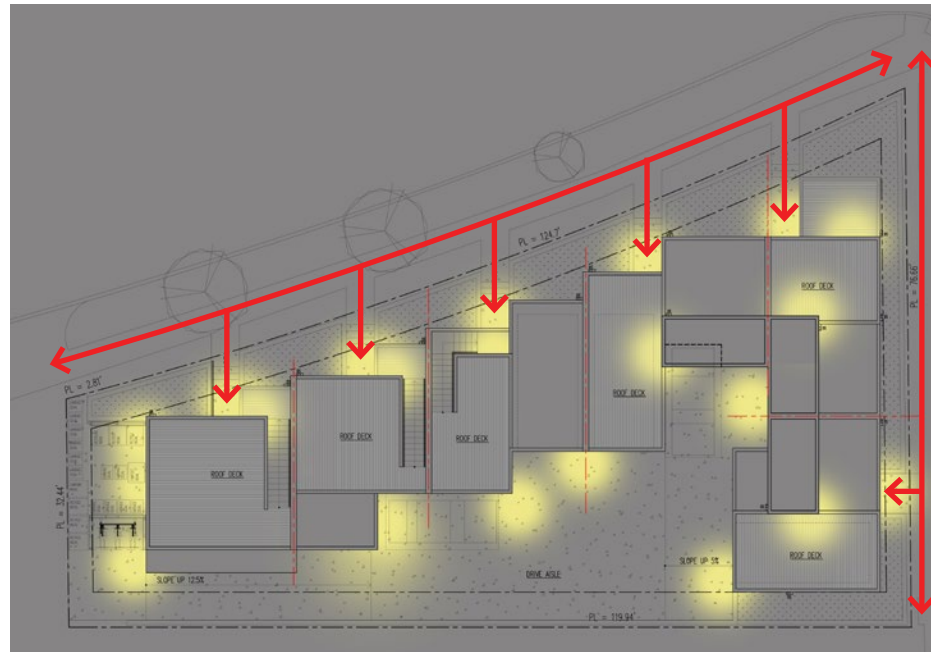
B. SAFETY AND SECURITY

1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

On site safety will be provided via the drive aisle and pedestrian entry lighting. Most pedestrian access occurs on the north side of the building within view of interior living spaces. This will maintain visual surveillance via individual entries and fenestration while encouraging interaction between tenants. The dwelling unit facing 41st Ave SW will provide entry lighting, a street facing entry door, and fenestration which will provide a line of sight to the street level. Exterior lighting will focus on highlighting vehicular access for safety purposes while limiting

DESIGN GUIDELINES | Priority guidelines



PEDESTRIAN ACCESS

Diagram for PL2.B.2 - Exterior Lighting, Pedestrian Circulation

PL3. STREET-LEVEL INTERACTION

A. ENTRIES

1. Design Objectives: 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.

d. Individual entries to ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute to a sense of identity, opportunity for personalization, offer privacy, and emphasize personal safety and security for building occupants.

Individual entries at street level are set back from the sidewalk and use stairs and landscaping elements to define circulation

and privacy. The result is a transitional area separating the public space of the sidewalk to the private space of the unit entry. Overhangs and recessed doors create a sense of intimacy and security while signifying a clear point of entry to individual units.

B. Residential Edges

1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another

- Main floor is elevated above the sidewalk approximately 3' by a retaining wall.
- Structure is setback approximately 8' from edge of sidewalk
- Landscaping provided between structure facade and sidewalk enhances separation with natural elements.



Diagram for PL3.A.1.d - Individual Entries at Ground Level

DESIGN CONCEPT

DC1. PROJECT USES & ACTIVITIES

B. VEHICULAR ACCESS AND CIRCULATION

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

a. using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;

Vehicular access utilizes the existing alley on the west side of the site while pedestrian access to units is from sidewalks along Fautleroy Way SW and 41st Ave SW. This separation serves to provide pedestrians with a safe access point as well as lessening the visual impact of vehicles from the street frontage.

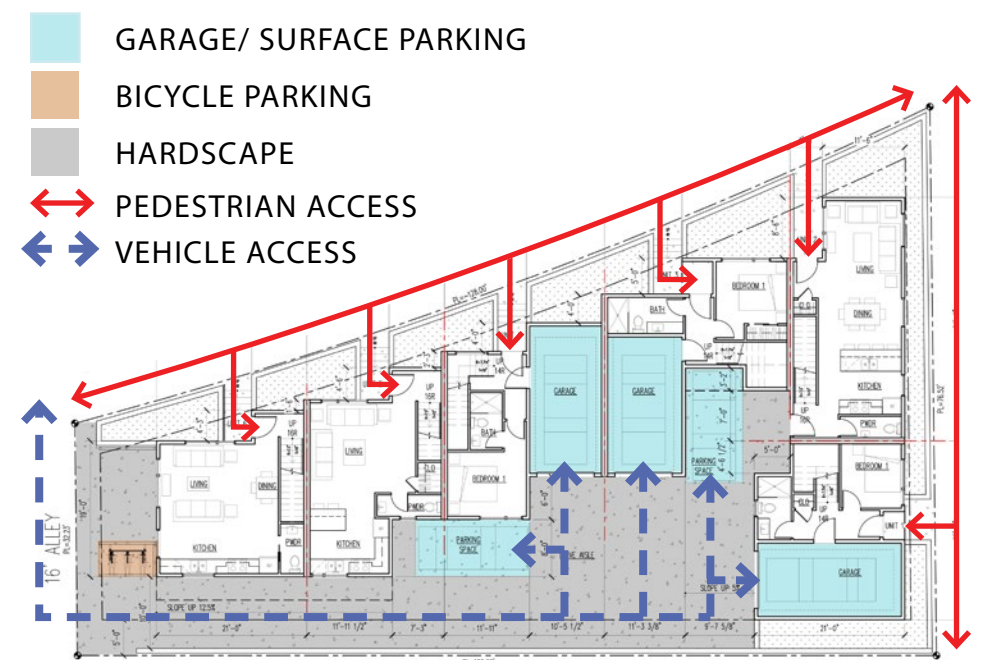


Diagram for DC1.B.1 - Vehicular Access and Separation

DESIGN GUIDELINES | Priority guidelines

C. PARKING AND SERVICE USES

4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation. Where service facilities abut pedestrian areas or the perimeter of the property, maintain an attractive edge through screening, plantings, or other design treatments.

The solid waste storage area abuts the existing alley on the west side of the property. To reduce the visual impact, a 4' tall concrete planter is situated between the sidewalk and the storage area. Long-term bicycle parking is adjacent to the solid waste storage in a covered enclosure. The enclosure is clad with wood elements, tying back to the wood facade treatment on the rowhouses.



Diagram for DC1.C.4 - Solid Waste Screen, Bicycle Parking

DC2. ARCHITECTURAL CONCEPT

A. MASSING

2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

The proposed structures are heavily articulated with secondary architectural elements along each facade. Articulation of building massing, individual entries, fenestration patterns and color differentiation clearly demarcate individual units and reduce the perceived mass. Varying facade materials are offset from one another to reinforce this massing concept. Upper-level cantilevers further break down the massing and create points of design interest that help bring the building down to human scale.

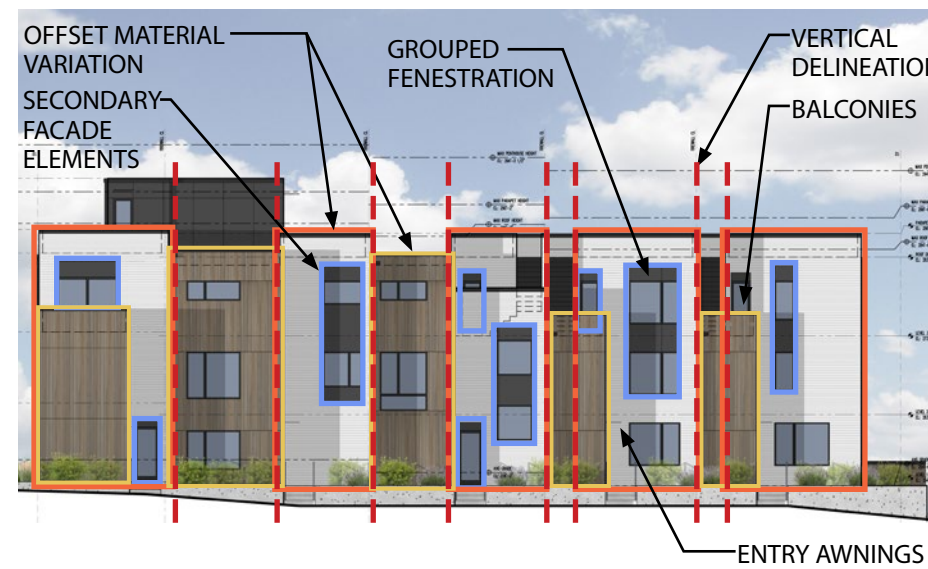


Diagram for DC2.A.2 - Facade Composition

DC3. OPEN SPACE CONCEPT

B. OPEN SPACE USES AND ACTIVITIES

1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function. With limited exterior space available at grade on a tight project site, ample space has been provided at roof top decks to provide residents with enough exterior functionality.

DC4. EXTERIOR ELEMENTS AND FINISHES

A. BUILDING MATERIALS

1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions. Highly visible features, such as balconies, grilles and railings should be specially attractive, well crafted and easy to maintain. Pay particular attention to environments that create harsh conditions that may require special materials and details, such as marine areas or open or exposed sites.

The materials proposed for the design include composite wood and cementitious siding. Wood siding is proposed to provide a higher quality finish on facades with townhome entries. Durable cementitious panels and bevel siding are proposed closer to grade, and at areas that will endure more wear and tear.

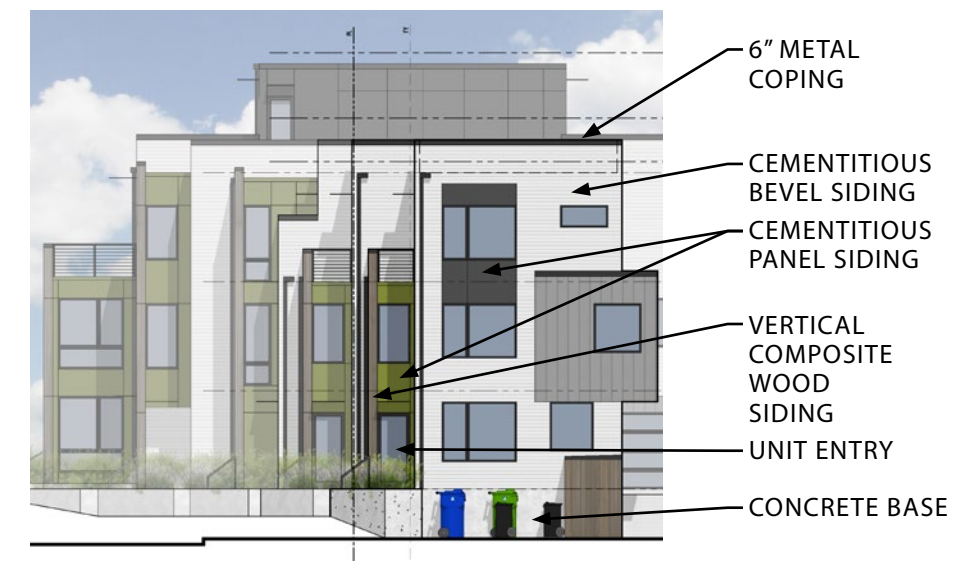


Diagram for DC4.A.1 - Exterior Finish Materials

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ARCHITECTURAL CONCEPT | Overview

6 Rowhouses

0 SF of Commercial Space

8,175.7 SF of FAR Allowed

8,147.5 SF of Gross Floor Area Proposed

3 Vehicle Garage Parking Spaces

2 Vehicle Surface Parking Spaces

6 Long Term & 2 Short Term Bicycle Spaces

OVERVIEW

The 6-unit 3-story rowhouse structure is located along Fauntleroy Way SW and 41st Ave SW on a triangular shaped lot. The unique shape of the lot generates a stepped building form that creates a strong rhythm against the busy street of Fauntleroy Way SW. Nestling in to the stepped facades, the use of large planters along the sidewalk set up an appropriate level of privacy for residents. The entry levels are raised above the sidewalk and work with existing grade to limit excavation. Offset roof heights and decks add to the rhythm of the building and assert the building with a strong urban presence.

Unit entries are located on the north and east sides of the building along the two aforementioned streets. The stepped vertical elements with a wood composite material accentuate these entry points. From the east and west, panels in green add a splash of bright color. Vehicular access to garages is provided through the existing alley west of the site, minimizing vehicle and parking visual impacts.

While the stepped facade is a response to the site it also provides views towards Puget Sound from the interior. Less glazing was focused on the northern facade and instead more was provided on the accented western facade. This will reduce the negative effects, both audio and visual, of a busy road to the north and provide ample daylight to interior spaces.

With ample space at grade for landscaping elements, private amenity area has been provided as large roof decks on each unit. Roof decks will provide excellent views of the surrounding area and have been carefully designed to be separated from unit-to-unit. The use of exterior stairs on some units further breaks down the overall massing of the building and plays into the stepping offsets in materials. Simple, yet durable materials have been used to fit in with the traditional character of the neighborhood to the south, while standing up to the wear and tear that comes with being on a busy road.



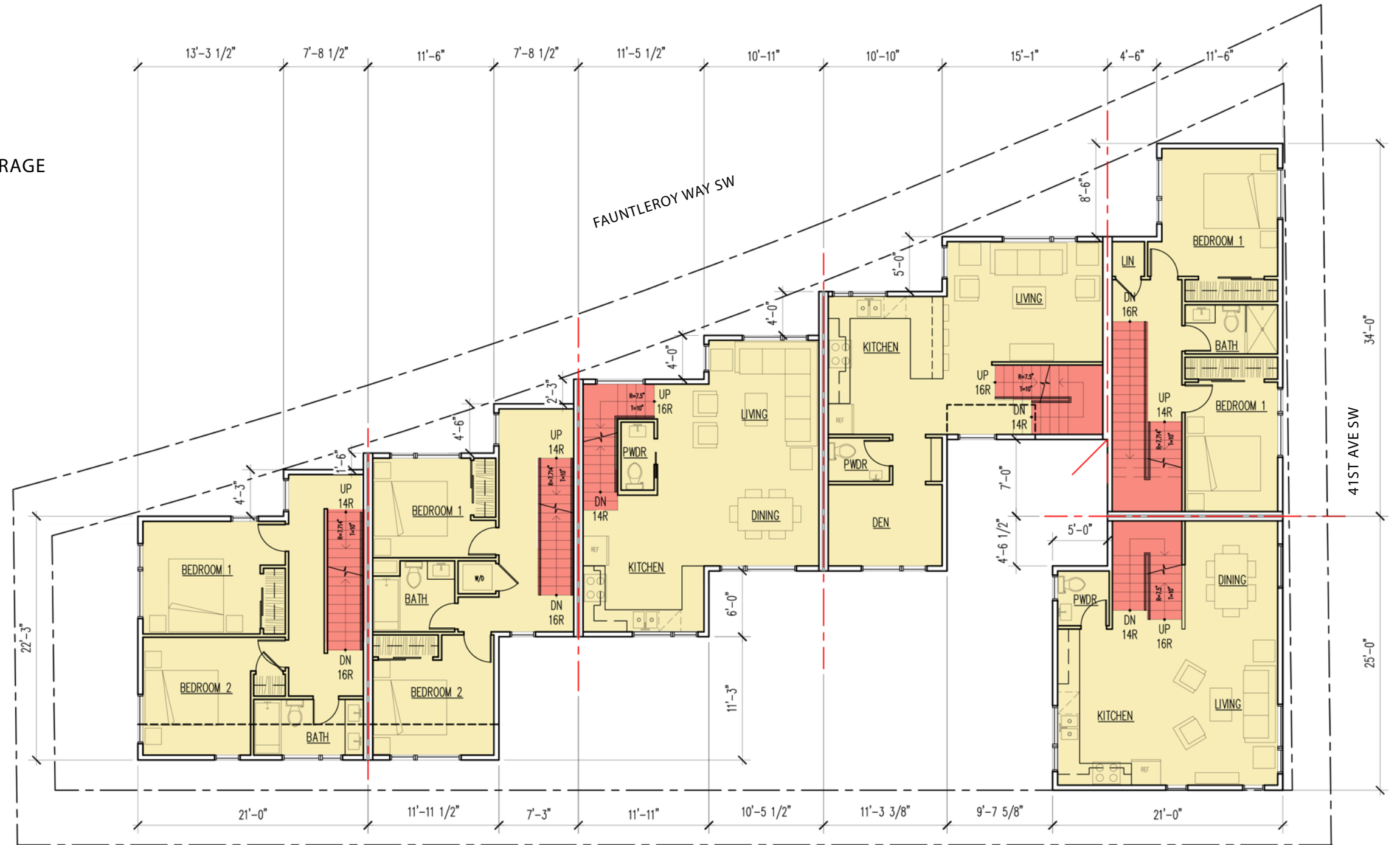
ARCHITECTURAL CONCEPT | Floor Plan

- RESIDENTIAL
- AMENITY
- CIRCULATION
- GARAGE
- SOLID WASTE/ BICYCLE STORAGE
- TENANT ACCESS
- VEHICULAR ACCESS



ARCHITECTURAL CONCEPT | Floor Plan

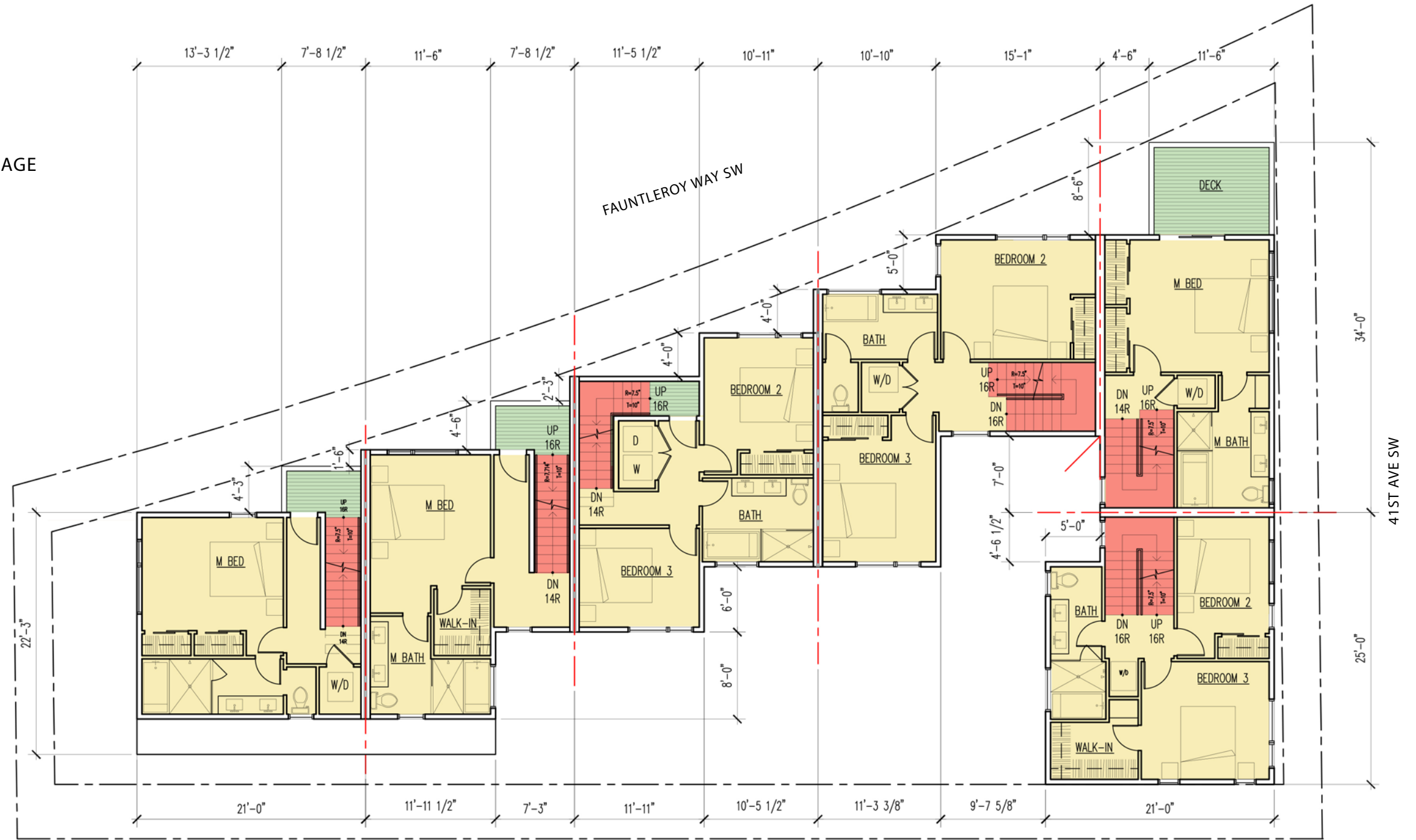
- RESIDENTIAL
- AMENITY
- CIRCULATION
- GARAGE
- SOLID WASTE/ BICYCLE STORAGE
- TENANT ACCESS
- VEHICULAR ACCESS



LEVEL 2

ARCHITECTURAL CONCEPT | Floor Plan

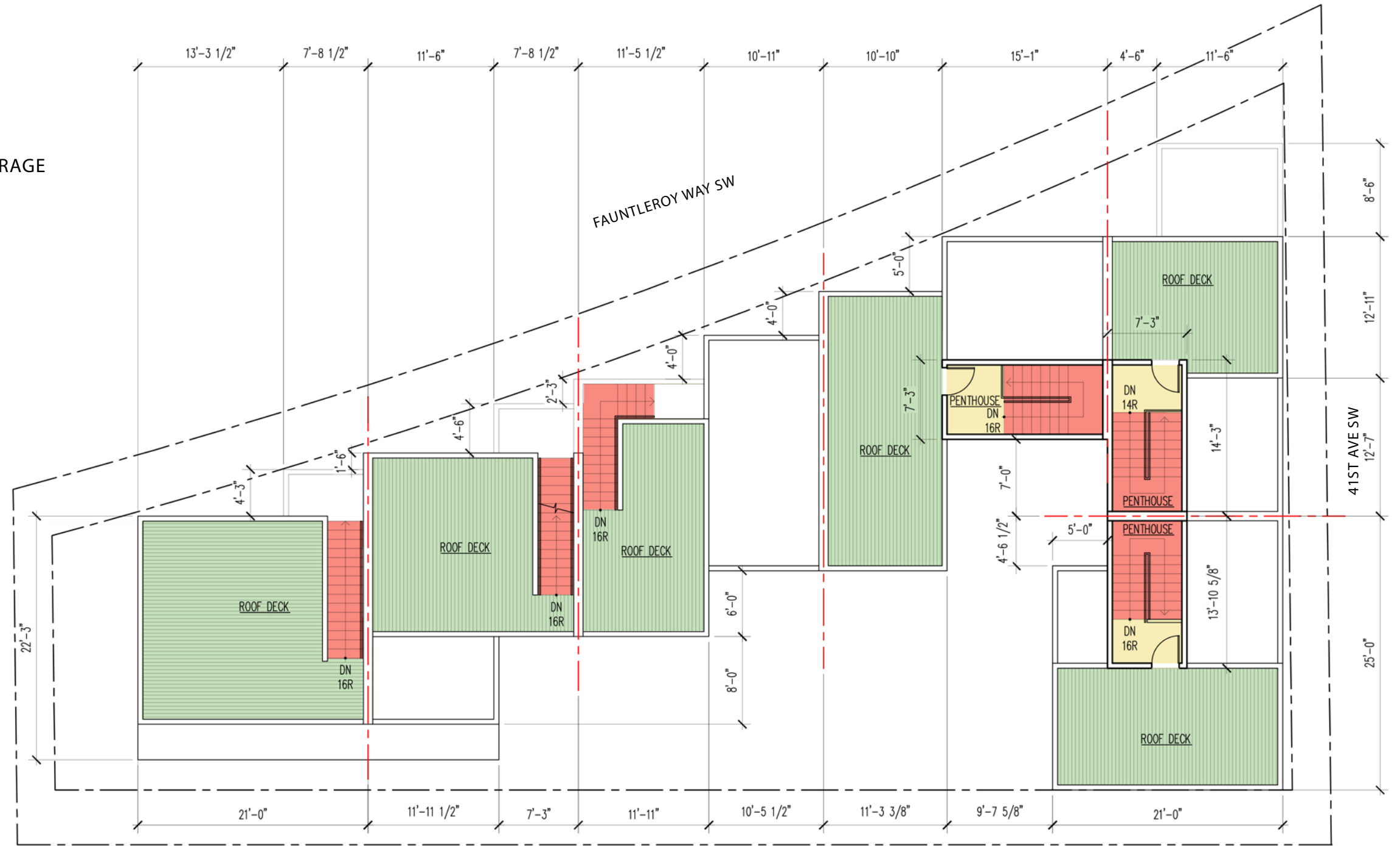
- RESIDENTIAL
- AMENITY
- CIRCULATION
- GARAGE
- SOLID WASTE/ BICYCLE STORAGE
- TENANT ACCESS
- VEHICULAR ACCESS



LEVEL 3

ARCHITECTURAL CONCEPT | Floor Plan







- RESIDENTIAL
- AMENITY
- CIRCULATION
- GARAGE
- SOLID WASTE/ BICYCLE STORAGE
- TENANT ACCESS
- VEHICULAR ACCESS



LEVEL 4

ARCHITECTURAL CONCEPT | Facade Treatments









-  Lap Siding-Cementitious Siding in off-white
-  Composite Wood Siding-Vertical application
-  Panel Siding-Cementitious Panels in dark gray
-  Panel Siding-Cementitious Panels in olive green
-  Panel Siding-Cementitious Panels in gray
-  Massing-Concrete

VIEW FROM NORTHEAST

ARCHITECTURAL CONCEPT | Facade Treatments

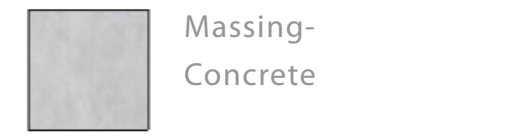
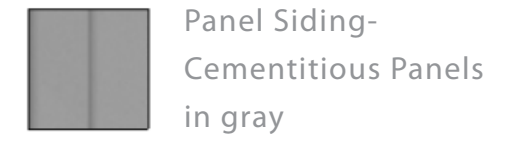
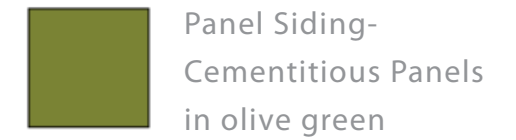
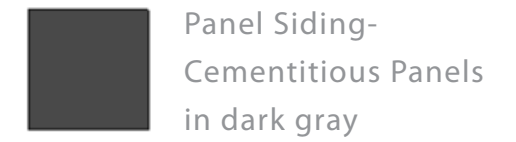
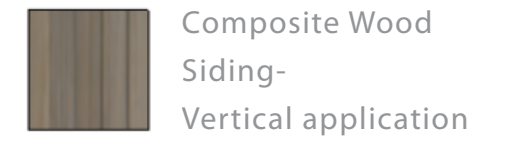
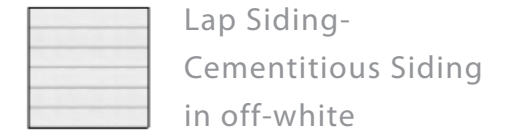


-  Lap Siding-
Cementitious Siding
in off-white
-  Composite Wood
Siding-
Vertical application
-  Panel Siding-
Cementitious Panels
in dark gray
-  Panel Siding-
Cementitious Panels
in olive green
-  Panel Siding-
Cementitious Panels
in gray
-  Massing-
Concrete

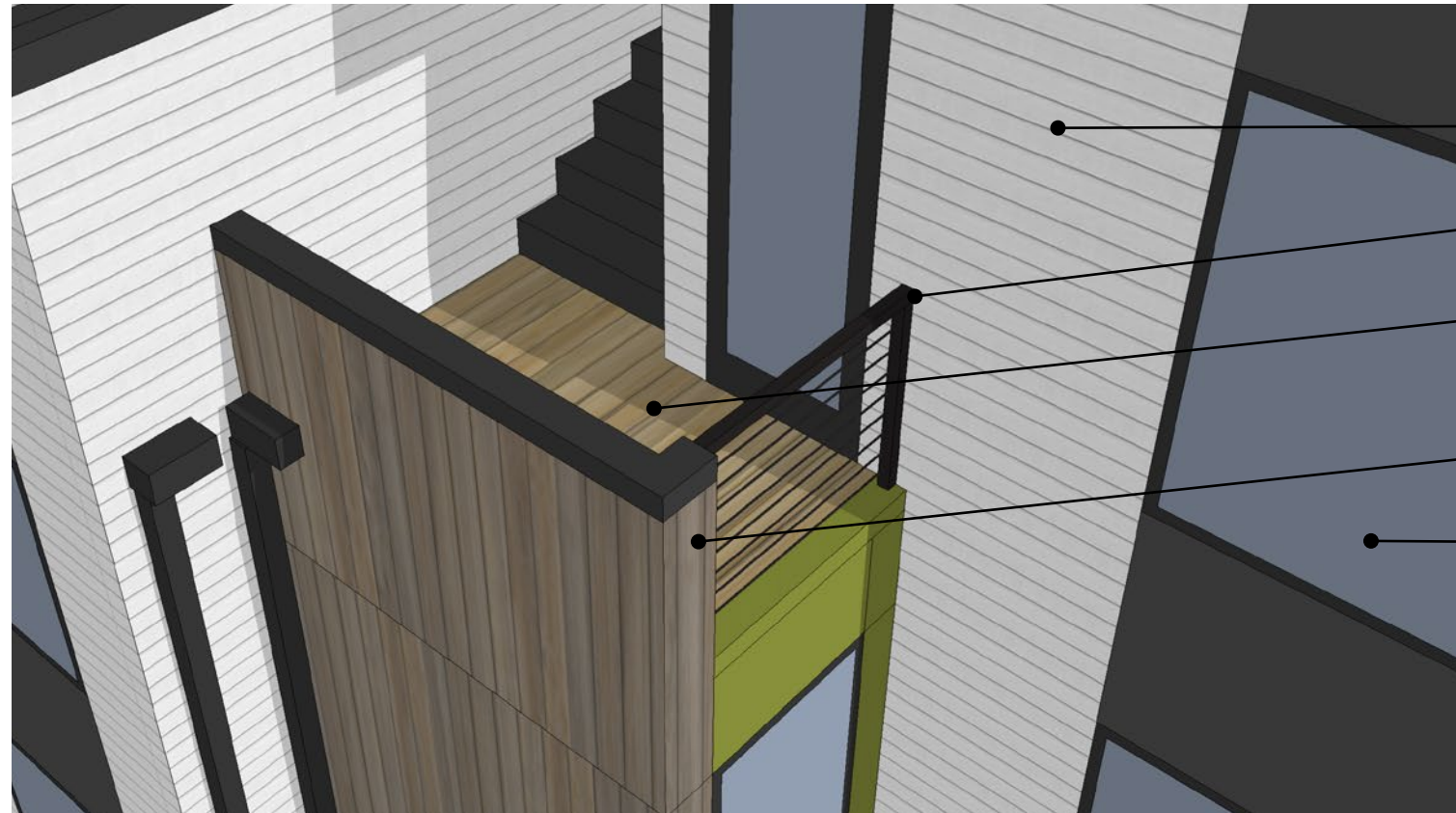
VIEW FROM NORTHWEST









- METAL GUARDRAIL
- CEMENTITIOUS PANEL SIDING
- WOOD COMPOSITE SIDING
- VINYL WINDOWS
- LAP SIDING

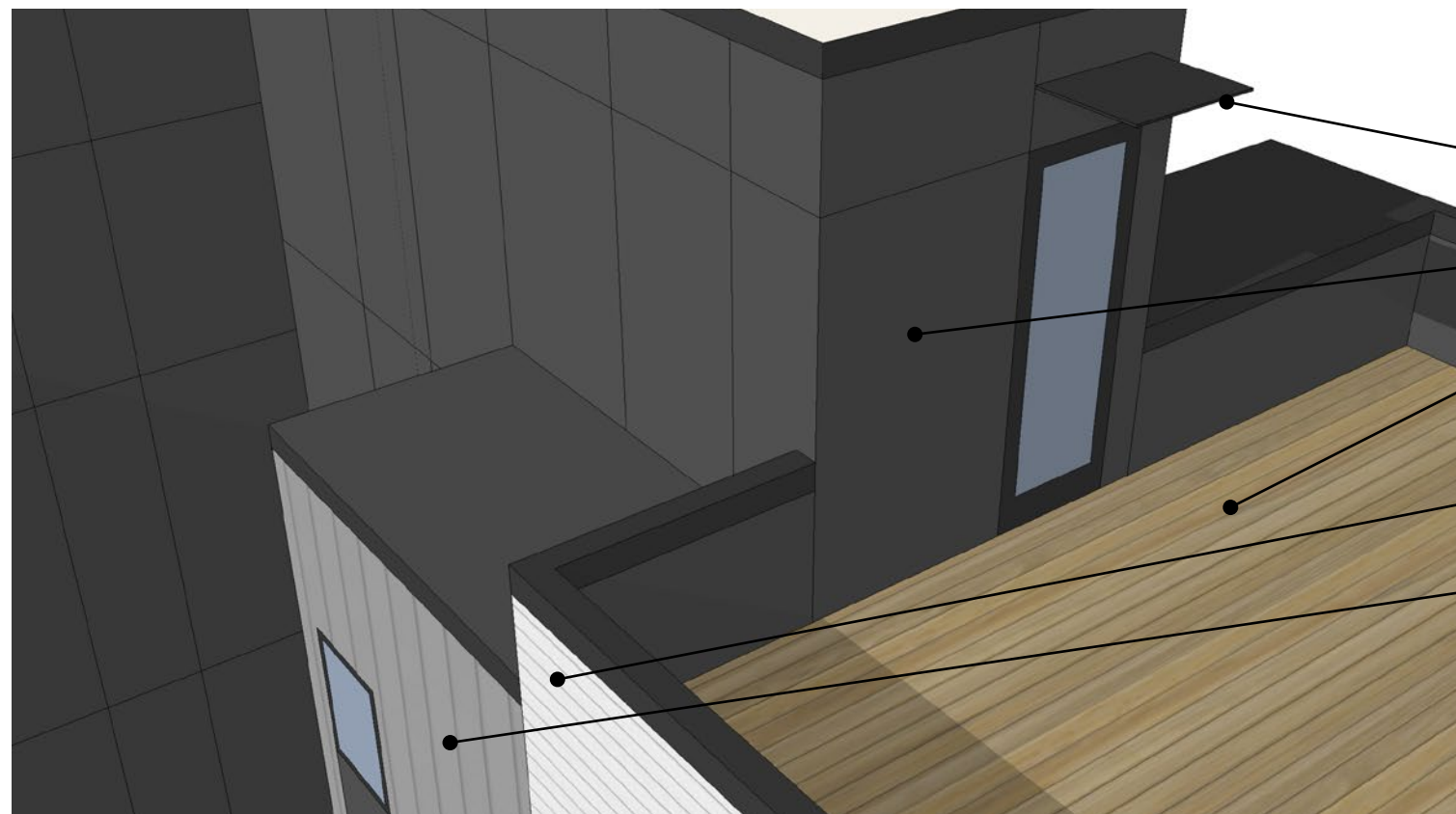


- VINYL WINDOWS
- LAP SIDING
- METAL HANDRAIL
- CONCRETE STAIRS
- CONCRETE PLANTER



- LAP SIDING
- METAL GUARDRAIL
- WOOD DECKING
- WOOD COMPOSITE SIDING
- VINYL WINDOWS

-  Lap Siding-
Cementitious Siding
in off-white
-  Composite Wood
Siding-
Vertical application
-  Panel Siding-
Cementitious Panels
in dark gray
-  Panel Siding-
Cementitious Panels
in olive green
-  Panel Siding-
Cementitious Panels
in gray
-  Massing-
Concrete



- METAL CANOPY
- CEMENTITIOUS PANEL SIDING
- WOOD DECKING
- LAP SIDING
- CEMENTITIOUS PANEL SIDING

ARCHITECTURAL CONCEPT | Exterior Elevation



EXTERIOR ELEVATION - North Elevation



EXTERIOR ELEVATION - East Elevation

ARCHITECTURAL CONCEPT | Exterior Elevation



EXTERIOR ELEVATION - South Elevation



EXTERIOR ELEVATION - West Elevation

ARCHITECTURAL CONCEPT | Exterior Elevation



EXTERIOR ELEVATION - West Elevation thru Drive Aisle