



DEVELOPER: GREEN CITY BUILDING  
LANDSCAPE ARCHITECT: ROOT OF DESIGN

EARLY DESIGN GUIDANCE: ADMINISTRATIVE DESIGN REVIEW

1203 N ALLEN PLACE, SEATTLE, WA

04.12.2023

SDCI PROJECT #3039592-LU  
#3040195-LU

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## PROJECT PROPOSAL

# OF UNITS - THE NORTH BUILDING, LOT A, WILL CONSIST OF (9) ROW HOME UNITS. THE SOUTH BUILDING, LOT B, WILL CONSIST OF (8) TOWN HOME UNITS FOR A TOTAL OF (17) RESIDENTIAL UNITS.

# OF PARKING STALLS - 0 REQUIRED / 15 PROVIDED (7 FOR LOT A & 8 FOR LOT B)

### PROJECT SUMMARY

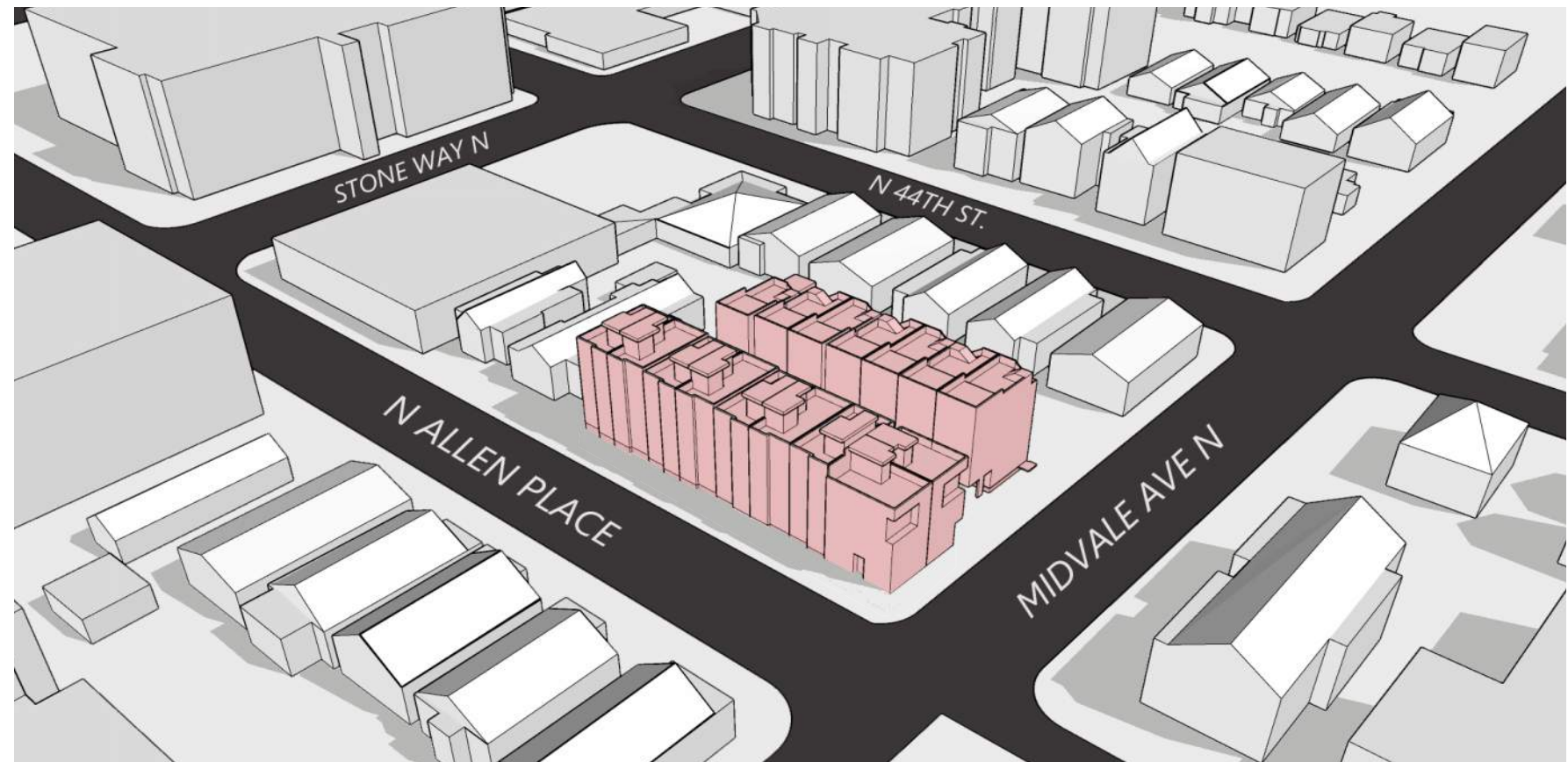
THE OWNER PROPOSES THE CONSTRUCTION OF NINE (9) ROWHOME UNITS ON LOT A AND EIGHT (8) TOWN HOME UNITS ON LOT B. THE EXISTING SITE IS CURRENTLY BEING USED AS FOUR (4) SINGLE FAMILY RESIDENCES. THE PARCELS, DUE TO THEIR LOCATION IN AN LR3 ZONE AND BORDERING A MIXED USE COMMERCIAL ZONE ALONG STONE WAY N., IS IDEAL FOR THIS DEVELOPMENT. THE PROJECT SITE IS LOCATED ON N. ALLEN PL. BETWEEN MIDVALE AVE N TO THE WEST AND STONE WAY N. TO THE EAST. OPPOSITE THE PROJECT PARCEL ARE SINGLE FAMILY HOMES AND A MIXED-USE RESIDENTIAL/COMMERCIAL BUILDING. ON THE WEST SIDE OF THE PARCEL IS A CONDOMINIUM BUILDING WITH A SMALL OFFICE BUILDING BEHIND. ON THE EAST SIDE THERE ARE SINGLE FAMILY RESIDENCES WITH A RETAIL STORE AT THE END OF THE BLOCK ON THE CORNER OF N. ALLEN & STONE WAY. THE PROPOSED PROJECT FITS WITHIN THE CONTEXT OF THE NEIGHBORHOOD BY REFLECTING THE USAGE, MATERIALS, COLORS, AND SIZE OF THE NEIGHBORING BUILDINGS.

### PUBLIC OUTREACH SUMMARY

PUBLIC OUTREACH WAS COMPLETED ON 06.20.22 AND APPROVED BY THE DEPARTMENT OF NEIGHBORHOODS IN 07.13.22. OUTREACH WAS DONE THROUGH PRINTED MAILERS, EMAILS TO STAKEHOLDERS, A PROJECT WEBPAGE, AND ONLINE SURVEY.

### COMMUNITY FEEDBACK SUMMARY

- + CONCERNS ABOUT SCALE.
- + DESIRE FOR UNIQUITY.
- + FUTURE PARKING CONCERNS.
- + REQUEST FOR ENVIRONMENTAL SUSTAINABILITY.
- + REQUEST FOR MORE LANDSCAPING/TREES.





SITE DATA

ZONING INFORMATION  
LR3 (M2)

PARCEL NUMBER  
7821200520  
7821200510  
7821200530  
7821200500

LOT AREA  
14,400 SF (3,600 SF PER LOT)

LEGAL DESCRIPTION  
LOT 1203: SMITH & BURNS ADD W 23.5 FT & POR VAC ST ADJ  
PLAT BLOCK: 6  
LOT: 9 THRU 12

LOT 1207: SMITH & BURNS ADD E 36 FT OF W 59.5 FT  
PLAT BLOCK: 6  
LOT: 9 THRU 12

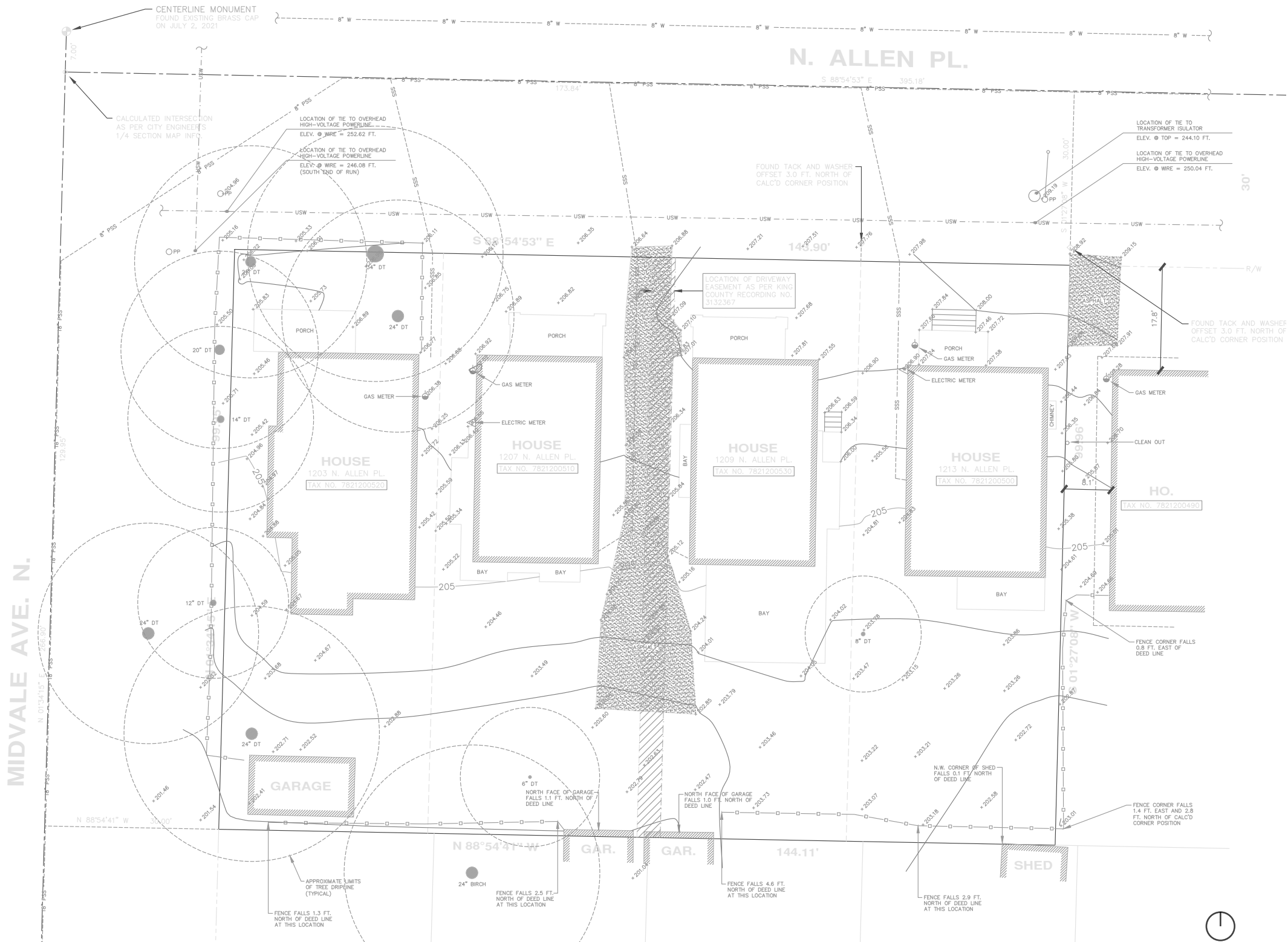
LOT 1209: SMITH & BURNS ADD E 36 FT OF W 95.5 FT  
PLAT BLOCK: 6  
LOT: 9 THRU 12

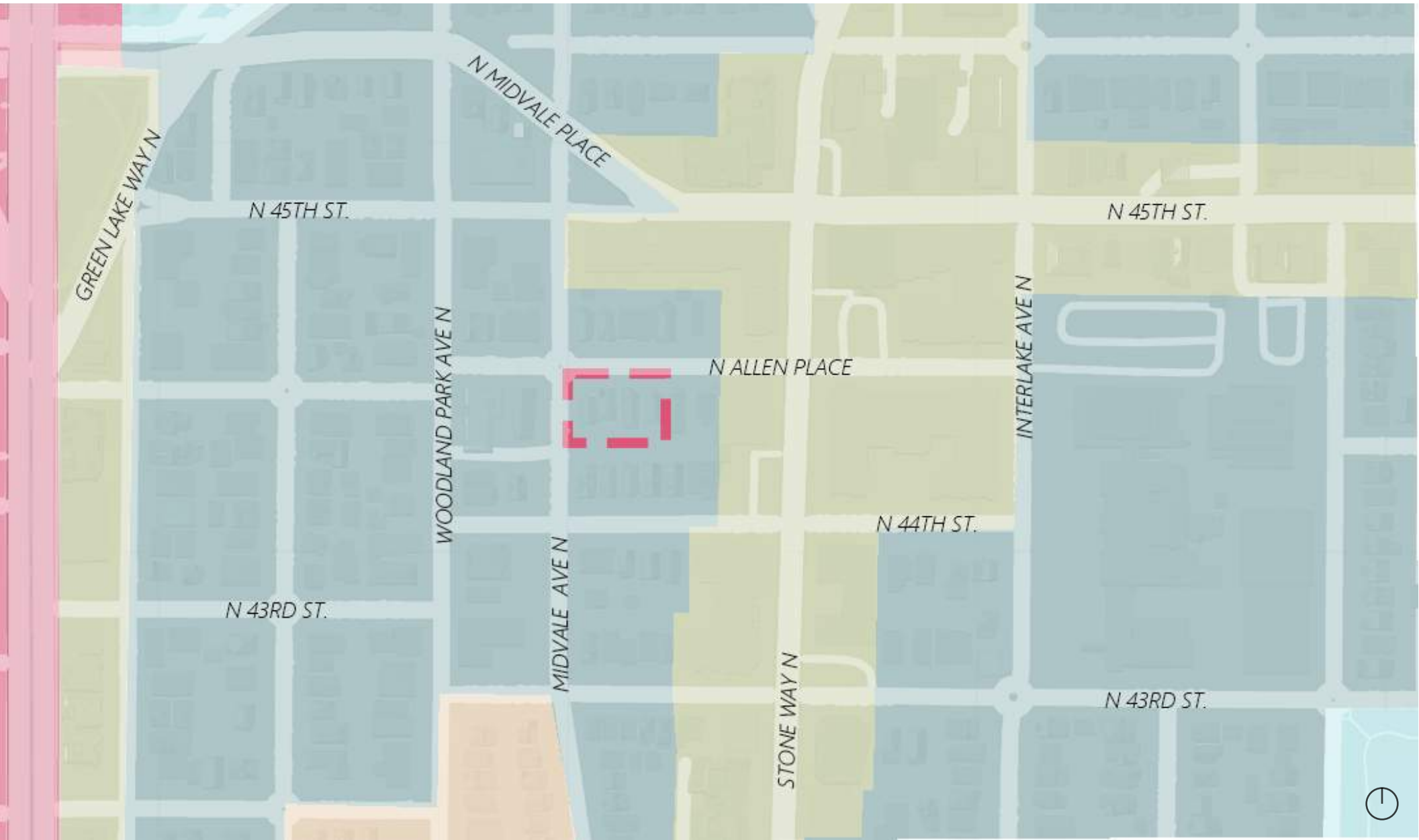
LOT 1213: SMITH & BURNS ADD W 11.5 FT OF 8 & E 24.5 FT  
OF 9-10-11-12  
PLAT BLOCK: 6  
LOT: 8 THRU 12

BOUNDARIES:  
NORTH OF SITE - SFR & MIXED USE  
SOUTH OF SITE - SFR  
EAST OF SITE - SFR & RETAIL  
WEST OF SITE - MULTI-FAMILY & BUSINESS

TOPOGRAPHY:  
THE SITE TOPOGRAPHY CONSISTS OF GENTLY SLOPING  
TERRAIN EAST TO WEST, WITH AN OVERALL MAXIMUM  
ELEVATION CHANGE OF APPROXIMATELY 8 FEET.

EXISTING:  
SINGLE FAMILY RESIDENCES





3-BLOCK AERIAL (5.1)

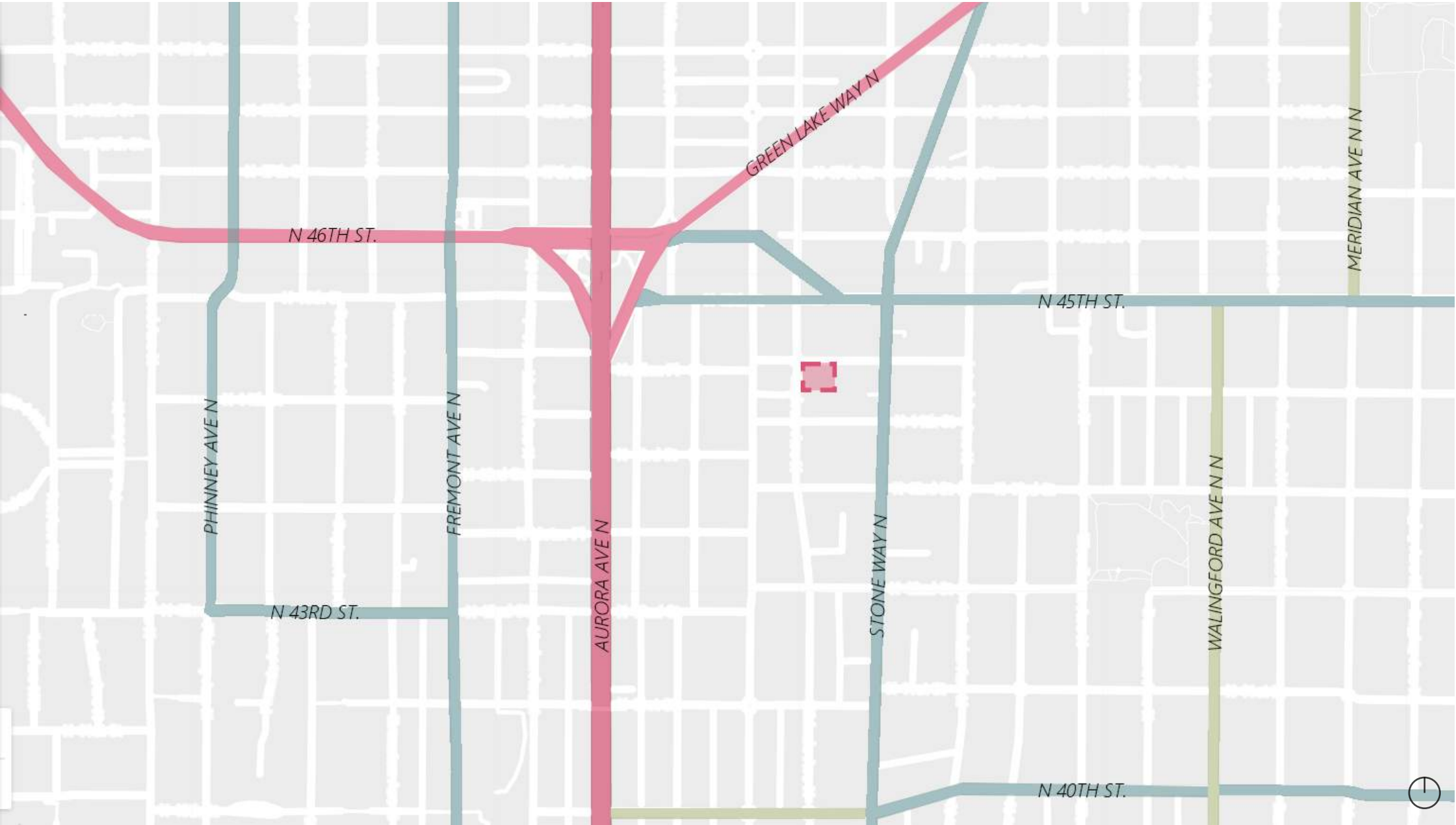
**ZONING DESIGNATION**

**PROJECT ADDRESS**  
1203 N ALLEN PLACE, SEATTLE WA 98103

**ZONE DESIGNATION**  
LR3 (M2)  
WALLINGFORD RESIDENTIAL URBAN  
NEIGHBORHOOD OVERLAY

**NEIGHBORHOOD**  
WALLINGFORD

- NEIGHBORHOOD COMMERCIAL
- LOWRISE MULTI-FAMILY
- COMMERCIAL
- NEIGHBORHOOD RESIDENTIAL
- RESIDENTIAL SMALL LOT



**STREET TYPES**

- COLLECTOR ARTERIAL
- MINOR ARTERIAL
- PRINCIPAL ARTERIAL

9-BLOCK AERIAL WITH STREET TYPES







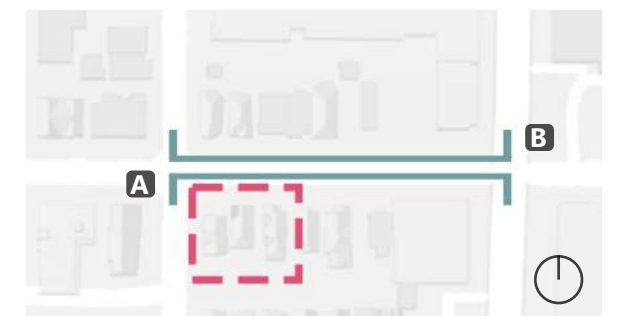
**A** STREET VIEW ALONG N ALLEN PLACE, FACING PROJECT SITE <sup>(5.4)</sup>

THE PROJECT ON N ALLEN PLACE IS LOCATED BETWEEN SINGLE FAMILY HOMES TO THE NORTH AND SOUTH OF SITE, AND MIXED-USE COMMERCIAL AND RESIDENTIAL CORRIDOR TO THE EAST.



**B** STREET VIEW ALONG N ALLEN PLACE, OPPOSITE PROJECT SITE <sup>(5.4)</sup>

THE NEIGHBORING HOUSES ARE PRIMARILY BUNGALOWS PARTIALLY OBSCURED BY GREENERY, WITH A NEWLY CONSTRUCTED APARTMENT BUILDING AT THE CORNER.







**A** 1203 N ALLEN PLACE (5.7)



**B** 1207 N ALLEN PLACE (5.7)



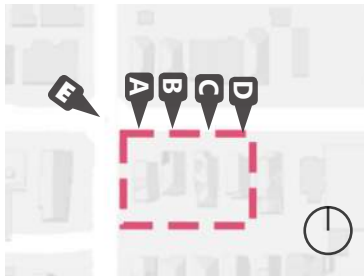
**C** 1209 N ALLEN PLACE (5.7)



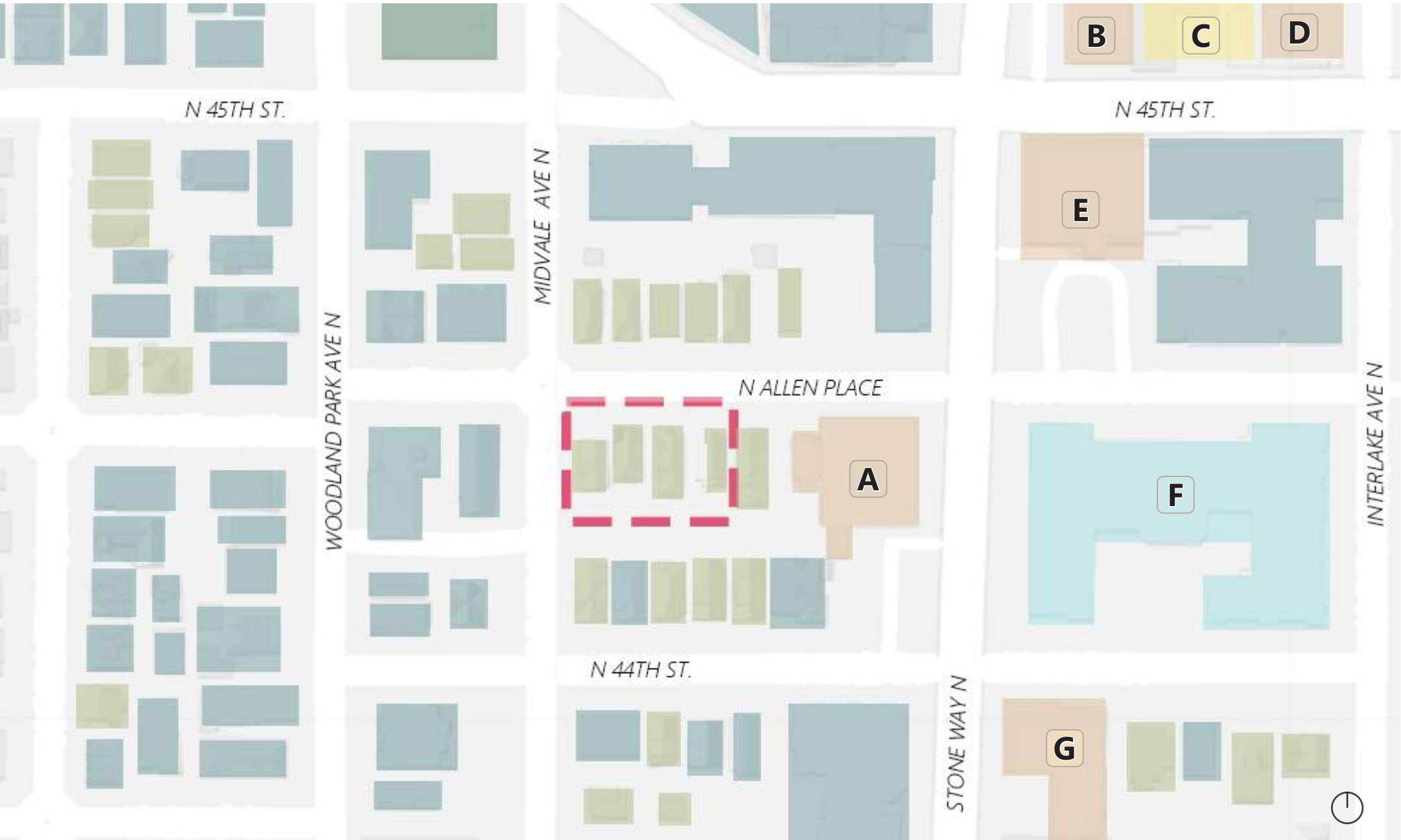
**D** 1213 N ALLEN PLACE (5.7)



**E** CORNER OF N ALLEN PLACE AND MIDVALE AVE N (5.7)







**SURROUNDING BUILDINGS**

- A** RETAIL  
TUTTA BELLA PIZZERIA; RAINY PASS REPAIR
- B** RETAIL  
ARCHIE MCPHEE
- C** MIXED USE RESIDENTIAL  
WALLINGFORD BOYS & GIRLS CLUB
- D** RETAIL  
STRIP MALL
- E** RETAIL  
WALGREENS
- F** MIXED USE RESIDENTIAL  
UNIVERSITY HOUSE WALLINGFORD RETIREMENT
- G** RETAIL  
STONEWAY HARDWARE

**NEIGHBORING USES**

- SINGLE-FAMILY
- MULTI-FAMILY
- SCHOOL
- HEALTHCARE
- COMMERCIAL





**H+dIT**  
collaborative, llc

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#3040195-LU



- NEIGHBORHOOD COMMERCIAL
- LOWRISE MULTI-FAMILY
- COMMERCIAL
- NEIGHBORHOOD RESIDENTIAL
- RESIDENTIAL SMALL LOT

9-BLOCK AERIAL (5.3)



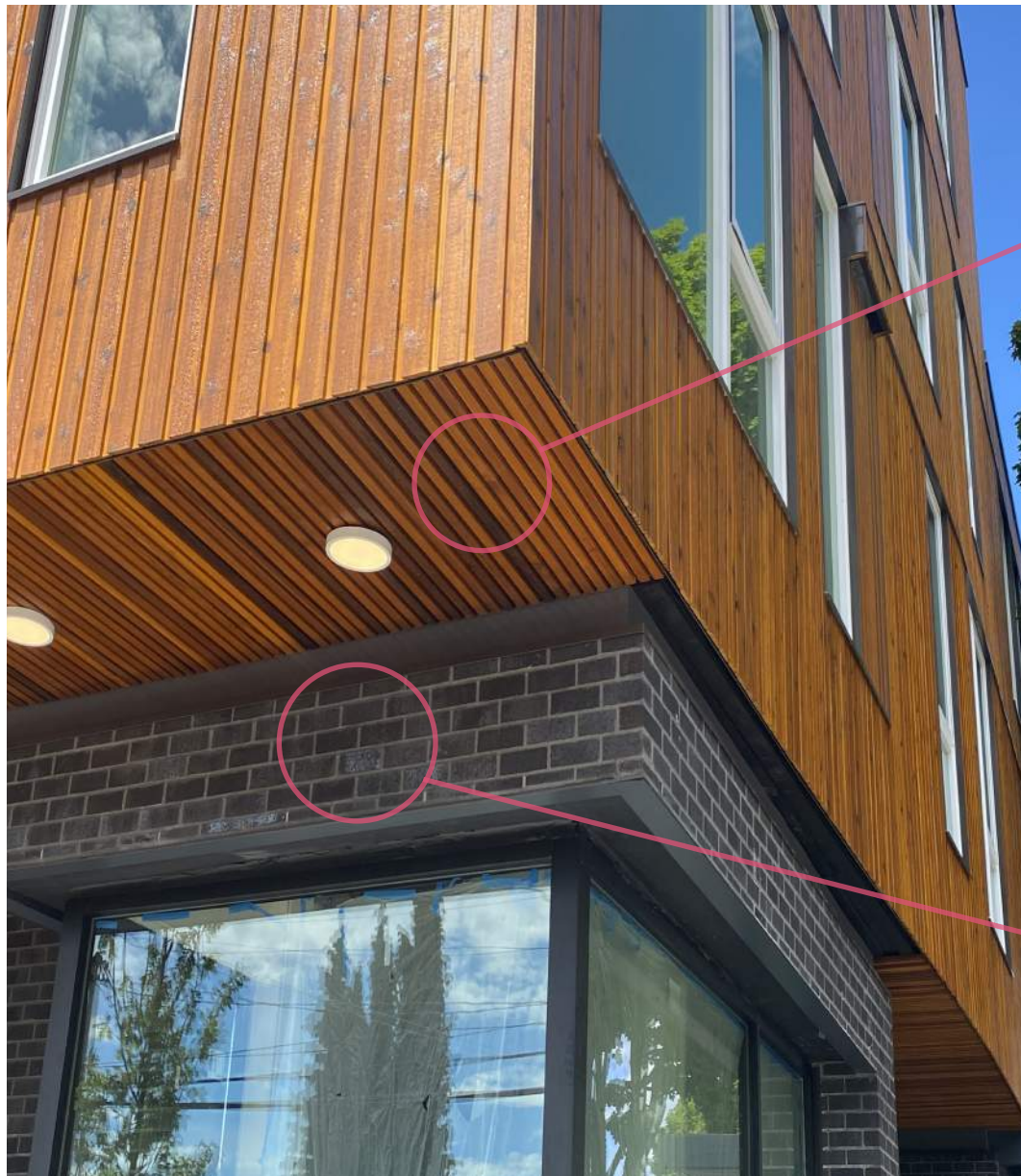
LAND USE CODE SUMMARY

23.45.502	SCOPE OF PROVISIONS LOWRISE 3: LR3 (M2)
23.45.504	PERMITTED AND PROHIBITED USES TABLE A. RESIDENTIAL USES ARE PERMITTED OUTRIGHT SUBJECT TO PROVISIONS OF THIS TITLE. <b>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</b>
23.45.510	FLOOR AREA RATIO (FAR) LIMITS IN LR AND MR ZONES B. THE APPLICABLE FAR LIMIT APPLIES TO THE TOTAL CHARGEABLE FLOOR AREA OF ALL STRUCTURES ON THE LOT. TABLE A. TOTAL FAR PERMITTED FOR MHA INSIDE URBAN VILLAGES: 2.3 <b>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</b>
23.45.514	STRUCTURE HEIGHT TABLE A. DESIGNATED ZONE ALLOWS FOR A HEIGHT OF FIFTY (50) FEET. <b>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</b>
23.45.518	SETBACKS AND SEPARATIONS ROW HOMES (LOT A) FRONT: 5'-0" MINIMUM REAR: 7'-0" AVERAGE; 5'-0" MINIMUM SIDE (FACADES 40 FEET OR MORE IN LENGTH): 3'-6" TOWN HOMES (LOT B) FRONT: 7'-0" AVERAGE; 5'-0" MINIMUM REAR: 7'-0" AVERAGE; 5'-0" MINIMUM SIDE (FACADES 40 FEET OR MORE IN LENGTH): 5'-0" <b>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</b>
23.45.522	AMENITY AREA A. 1. 25 PERCENT OF TOTAL LOT AREA REQUIRED IN RESIDENTIAL USE. 2. A MINIMUM OF 50 PERCENT OF THE REQUIRED AMENITY AREA SHALL BE PROVIDED AT GROUND LEVEL. 3. AMENITY AREA REQUIRED AT GROUND LEVEL MAY BE PROVIDED AS EITHER PRIVATE OR COMMON SPACE. <b>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</b>
23.45.524	LANDSCAPING STANDARDS. A.2. A GREEN FACTOR SCORE OF 0.6 OR GREATER IS REQUIRED B.1. STREET TREES REQUIRED. <b>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</b>

23.45.527	STRUCTURE WIDTH AND FACADE LENGTH LIMITS. A.TABLE A. MAXIMUM WIDTH FOR: ROW HOUSE DEVELOPMENT: UNLIMITED TOWN HOUSE DEVELOPMENT: 60 FEET B.1 MAXIMUM COMBINED LENGTH OF ALL PORTIONS OF FACADES WITHIN 15 FEET OF A LOT LINE SHALL NOT EXCEED 65 PERCENT OF THE LENGTH OF THE LOT LINE. <b>ROW HOMES: THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</b> <b>TOWN HOMES: DEPARTURE REQUESTED SEE ADDITIONAL INFORMATION ON DEPARTURE PAGE.</b>
23.45.529	DESIGN STANDARDS C.1.a) 20 PERCENT OF THE AREA OF EACH STREET FACING FACADE SHALL CONSIST OF WINDOWS AND/OR DOORS. C.3.a) VARIATIONS IN BUILDING MATERIALS AND/OR COLOR, OR BOTH, THAT REFLECT THE STACKING OF STORIES OR REINFORCE THE ARTICULATION OF THE FACADE b) INCORPORATION OF ARCHITECTURAL FEATURES THAT ADD INTEREST AND DIMENSION TO THE FACADE. d) SPECIAL FENESTRATION TREATMENT. <b>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</b>
23.45.534	LIGHTING AND GLARE STANDARDS A. EXTERIOR LIGHTING SHALL BE SHIELDED AND DIRECTED AWAY FROM ADJACENT PROPERTIES. <b>THE PROPOSAL WILL COMPLY WITH THIS SECTION OF THE LAND USE CODE.</b>





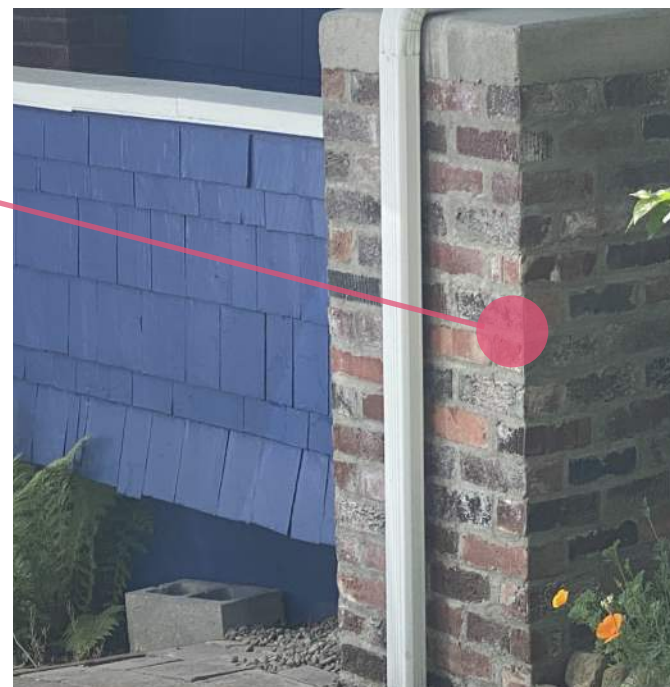


4453-4455 STONE WAY N - ORI STONE WAY APARTMENTS (8.8)

EVEN THOUGH THE MADISON VALLEY NEIGHBORHOOD IS COMPRISED OF MULTIPLE BUILDING STYLES AND USES, DEFINING ACCENTS AND MATERIAL PATTERNS CAN BE FOUND THROUGHOUT. IT IS THAT AESTHETIC WHICH SERVES AS PRECEDENT AND INSPIRATION FOR FUTURE DEVELOPMENTS IN THE AREA.



REDDISH-TONED WOOD PANELLING. (8.8)



USE OF BRICK AND WOOD SIDING. (8.8)



ORI STONE WAY APARTMENTS (8.8)  
GLAZING MAXIMIZATION ON EAST AND SOUTH FACADES.



ORI STONE WAY APARTMENTS (8.8)  
BRICK SIDING AND ELEVATED ENTRANCE.





4459 MIDVALE AVE N (8.8)  
BRIGHT COLOR POPS AND ELEVATED ENTRANCE.



4461 MIDVALE AVE N (8.8)  
VISIBLE GARAGE FROM STREET.



1102 N ALLEN PLACE (8.8)  
GLAZING MAXIMIZATION ON SOUTHERN FACADE.



4501 MIDVALE AVE N (8.8)  
MUTED NEUTRAL TONES.



1205 N 45TH STREET (8.8)  
MULTI-STORY WITH COLOR POP.





## EDG: OPTION 1

<b># OF UNITS:</b>	6 rowhomes, 12 townhomes; 18 total dwelling units.
<b>AMENITY AREA:</b>	Lot A: 1,250 SF required < 3,092 SF provided Lot B: 2,350 SF required < 4,782 SF provided
<b>HEIGHT:</b>	Max allowed: 50' + 10' Penthouse
<b>FAR:</b>	Max allowed: Lot A - 11,500 SF > 9,840 SF provided Lot B - 21,620 SF > 18,560 SF provided
<b>BIKE STALL:</b>	Lot A - 6 long-term + 2 short-term required & provided Lot B - 12 long-term + 2 short-term required & provided
<b>PARKING STALL:</b>	0 required, 18 provided (Lot A - 6, Lot B - 12)
<b>OPPORTUNITIES:</b>	Increased unit count to maximize FAR & height. Separation between buildings for reduced mass.
<b>CONSTRAINTS:</b>	Light and view reduction at interior space of lot. Variance required for removal of exceptional tree Multiple curb cuts required along N. Allen. Increased height imposes on neighboring buildings
<b>COMPLIANCE:</b>	The proposal is requesting a departure. Project would require a full subdivision (over 9 units.)



## EDG: OPTION 2

<b># OF UNITS:</b>	9 rowhomes, 7 townhomes; 16 total dwelling units.
<b>AMENITY AREA:</b>	Lot A: 1,800 SF required < 4,243 SF provided Lot B: 1,800 SF required < 4,472 SF provided
<b>HEIGHT:</b>	Max allowed: 50' + 10' Penthouse
<b>FAR:</b>	Max allowed: Lot A - 16,560 SF > 15,339 SF provided Lot B - 16,560 SF > 10,129 SF provided
<b>BIKE STALL:</b>	Lot A - 9 long-term + 2 short-term required & provided Lot B - 7 long-term + 2 short-term required & provided
<b>PARKING STALL:</b>	0 required, 15 provided (Lot A - 9, Lot B - 6)
<b>OPPORTUNITIES:</b>	Saves exceptional tree. Maximizes unit count along N. Allen. Increased ground amenity at SE corner.
<b>CONSTRAINTS:</b>	Does not maximize height or FAR. Increased drive aisle and curb cut on Midvale Ave. Variance required for removal of exceptional tree. Lot A massing imposing on N. Allen.
<b>COMPLIANCE:</b>	The proposal is code compliant, not requesting a departure. Lots not functionally related.



## EDG: OPTION 3 (PREFERRED)

<b># OF UNITS:</b>	9 rowhomes, 8 townhomes; 17 total dwelling units.
<b>AMENITY AREA:</b>	Lot A: 1,792 SF required < 4,425 SF provided Lot B: 1,807 SF required < 4,898 SF provided
<b>HEIGHT:</b>	Max allowed: 50' + 10' Penthouse
<b>FAR:</b>	Max allowed: Lot A - 16,491 SF > 14,070 SF provided Lot B - 16,629 SF > 12,257 SF provided
<b>BIKE STALL:</b>	Lot A - 9 long-term + 2 short-term required & provided Lot B - 8 long-term + 2 short-term required & provided
<b>PARKING STALL:</b>	0 required, 15 provided (Lot A - 8, Lot B - 7)
<b>OPPORTUNITIES:</b>	Reduced Mass at S property line. Modulation at street & corner provides rhythm & reduces perceived mass along street Shared single drive entry for both lots. Increased ground level green space Exceptional tree incorporated into community amenity
<b>CONSTRAINTS:</b>	Does not maximize height or FAR. Variance required for 15' side lot setback
<b>COMPLIANCE:</b>	The proposal is requesting a departure.





CS2. URBAN PATTERN AND FORM	STRENGTHEN THE MOST DESIRABLE FORMS, CHARACTERISTICS, AND PATTERNS OF THE STREETS, BLOCK FACES, AND OPEN SPACES IN THE SURROUNDING AREA.	
CS2-B. ADJACENT SITES, STREETS, AND OPEN SPACES	2. <b>CONNECTION TO THE STREET:</b> 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.	SEE DIAGRAMS & RENDERINGS OR COMPLIANCE WITH DESIGN GUIDELINES
CS2-D. HEIGHT, BULK, AND SCALE	5. <b>RESPECT FOR ADJACENT SITES:</b> RESPECT ADJACENT PROPERTIES WITH DESIGN AND SITE PLANNING TO MINIMIZE DISRUPTING THE PRIVACY AND OUTDOOR ACTIVITIES OF RESIDENTS IN ADJACENT BUILDINGS.	SEE DIAGRAMS & RENDERINGS FOR COMPLIANCE WITH DESIGN GUIDELINES
CS3. ARCHITECTURAL CONTEXT & CHARACTER	CONTRIBUTE TO THE ARCHITECTURAL CHARACTER OF THE NEIGHBORHOOD.	
CS3-A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES	1. <b>FITTING OLD AND NEW TOGETHER:</b> 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.	THE PROPORTIONS OF THIS PROPOSAL ARE IMITATED FROM NEARBY RESIDENTIAL STRUCTURES ALONG STONE WAY N, MATERIALITY AND DETAILS ARE INSPIRED FROM ADJACENT OLDER STRUCTURES.
	2. <b>CONTEMPORARY DESIGN:</b> EXPLORE HOW CONTEMPORARY DESIGNS CAN CONTRIBUTE TO THE DEVELOPMENT OF ATTRACTIVE NEW FORMS AND ARCHITECTURAL STYLES; AS EXPRESSED THROUGH USE OF NEW MATERIALS OR OTHER MEANS.	SEEDIAGRAMS & RENDERINGS FOR COMPLIANCE WITH DESIGN GUIDELINES
	3. <b>ESTABLISHED NEIGHBORHOODS:</b> IN EXISTING NEIGHBORHOODS WITH A WELLDEFINED ARCHITECTURAL CHARACTER, SITE AND DESIGN NEW STRUCTURES TO COMPLEMENT OR BE COMPATIBLE WITH THE ARCHITECTURAL STYLE AND SITING PATTERNS OF NEIGHBORHOOD BUILDINGS.	THIS PROPOSAL COMPLEMENTS THE VIVID NEIGHBORHOOD CHARACTER BY INTRODUCING A VISUALLY ENGAGING FORM WHILE RESPECTING COMMUNITY CONCERNS AND PRIORITIES.
	4. <b>EVOLVING NEIGHBORHOODS:</b> 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.	THIS PROPOSAL ADOPTS CHARACTERISTICS OF OLDER NEARBY STRUCTURES AND RECONFIGURES THEM IN MODERN EXPRESSION, PAYING TRIBUTE TO NEIGHBORHOOD HISTORY AS IT EVOLVES.
PL3. STREET LEVEL INTERACTION	ENCOURAGE HUMAN INTERACTION AND ACTIVITY AT THE STREET-LEVEL WITH CLEAR CONNECTIONS TO BUILDING ENTRIES AND EDGES.	
PL3-A. ENTRIES	1. <b>DESIGN OBJECTIVES:</b> 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.  C. COMMON ENTRIES TO MULTI-STORY RESIDENTIAL BUILDINGS NEED TO PROVIDE PRIVACY AND SECURITY FOR RESIDENTS BUT ALSO BE WELCOMING AND IDENTIFIABLE TO VISITORS. DESIGN FEATURES EMPHASIZING THE ENTRY AS A SEMI-PRIVATE SPACE ARE RECOMMENDED AND MAY BE ACCOMPLISHED THROUGH SIGNAGE, LOW WALLS AND/OR LANDSCAPING, A RECESSED ENTRY AREA, AND OTHER DETAILING THAT SIGNALS A BREAK FROM THE PUBLIC SIDEWALK.  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.	SEE DIAGRAMS & RENDERINGS FOR COMPLIANCE WITH DESIGN GUIDELINES



PL3-A. ENTRIES	2. <b>ENSEMBLE OF ELEMENTS:</b> DESIGN THE ENTRY AS A COLLECTION OF COORDINATED ELEMENTS INCLUDING THE DOOR(S), OVERHEAD FEATURES, GROUND SURFACE, LANDSCAPING, LIGHTING, AND OTHER FEATURES. CONSIDER A RANGE OF ELEMENTS SUCH AS:  A. OVERHEAD SHELTER: CANOPIES, PORCHES, BUILDING EXTENSIONS; B. TRANSITIONAL SPACES: STOOPS, COURTYARDS, STAIRWAYS, PORTALS, ARCADES, POCKET GARDENS, DECKS; C. GROUND SURFACE: SEATING WALLS; SPECIAL PAVING, LANDSCAPING, TREES, LIGHTING; AND D. BUILDING SURFACE/INTERFACE: PRIVACY SCREENS, UPWARD-OPERATING SHADES ON WINDOWS, SIGNAGE, LIGHTING.	INDIVIDUAL STREET-FACING UNIT ENTRIES WILL BE CLEARLY DENOTED THROUGH THE UNDULATION OF THE FACADE, AS WELL AS MATERIAL TRANSITIONS, LANDSCAPE CUSHIONING, SPATIAL BUFFERING FROM THE SIDEWALK TO THE ENTRY, VERTICAL PLANE CHANGE WITH STAIRS, OVERHEAD EAVES, AND ILLUMINATION.
	1. <b>SECURITY AND PRIVACY:</b> 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.	SEE DIAGRAMS & RENDERINGS FOR COMPLIANCE WITH DESIGN GUIDELINES
DC1. PROJECT USES AND ACTIVITIES  DC1-B. VEHICULAR ACCESS AND CIRCULATION	OPTIMIZE THE ARRANGEMENT OF USES AND ACTIVITIES ON SITE.	SEE DIAGRAMS & RENDERINGS FOR COMPLIANCE WITH DESIGN GUIDELINES
	1. <b>ACCESS LOCATION AND DESIGN:</b> 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; B. WHERE DRIVEWAYS AND CURB CUTS ARE UNAVOIDABLE, MINIMIZE THE NUMBER AND WIDTH AS MUCH AS POSSIBLE; AND/OR C. EMPLOYING A MULTI-SENSORY APPROACH TO AREAS OF POTENTIAL VEHICLEPEDESTRIAN CONFLICT SUCH AS GARAGE EXITS/ENTRANCES. DESIGN FEATURES MAY INCLUDE CONTRASTING OR TEXTURED PAVEMENT, WARNING LIGHTS AND SOUNDS, AND SIMILAR SAFETY DEVICES.	
	4. <b>SERVICE USES:</b> 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.	
DC1-C. PARKING AND SERVICE USES		SEE DIAGRAMS & RENDERINGS FOR COMPLIANCE WITH DESIGN GUIDELINES
DC2. ARCHITECTURAL CONCEPT  DC2-B. ARCHITECTURAL AND FAÇADE COMPOSITION	DEVELOP AN ARCHITECTURAL CONCEPT THAT WILL RESULT IN A UNIFIED AND FUNCTIONAL DESIGN THAT FITS WELL ON THE SITE AND WITHIN ITS SURROUNDINGS.	SEE DIAGRAMS & RENDERINGS FOR COMPLIANCE WITH DESIGN GUIDELINES
	1. <b>FAÇADE COMPOSITION:</b> DESIGN ALL BUILDING FACADES—including ALLEYS AND VISIBLE ROOFS—CONSIDERING THE COMPOSITION AND ARCHITECTURAL EXPRESSION OF THE BUILDING AS A WHOLE. ENSURE THAT ALL FACADES ARE ATTRACTIVE AND WELLPROPORTIONED THROUGH THE PLACEMENT AND DETAILING OF ALL ELEMENTS, INCLUDING BAYS, FENESTRATION, AND MATERIALS, AND ANY PATTERNS CREATED BY THEIR ARRANGEMENT. ON SITES THAT ABUT AN ALLEY, DESIGN THE ALLEY FAÇADE AND ITS CONNECTION TO THE STREET CAREFULLY. AT A MINIMUM, CONSIDER WRAPPING THE TREATMENT OF THE STREET-FACING FAÇADE AROUND THE ALLEY CORNER OF THE BUILDING.	



<div>DC2-C.</div> <div>SECONDARY ARCHITECTURAL FEATURES</div>	<div>1. <b>VISUAL DEPTH AND INTEREST:</b> ADD DEPTH TO FACADES WHERE APPROPRIATE BY INCORPORATING BALCONIES, CANOPIES, AWNINGS, DECKS, OR OTHER SECONDARY ELEMENTS INTO THE FAÇADE DESIGN. ADD DETAILING AT THE STREET LEVEL IN ORDER TO CREATE INTEREST FOR THE PEDESTRIAN AND ENCOURAGE ACTIVE STREET LIFE AND WINDOW SHOPPING (IN RETAIL AREAS). DETAILING MAY INCLUDE FEATURES SUCH AS DISTINCTIVE DOOR AND WINDOW HARDWARE, PROJECTING WINDOW SILLS, ORNAMENTAL TILE OR METAL, AND OTHER HIGH-QUALITY SURFACE MATERIALS AND FINISHES.</div>	<div>THE STREET-FACING AND INWARD-FACING FACADES WILL PROMOTE VISUAL INTEREST THROUGH SURFACE UNDULATION AND AN ORCHESTRATION OF MATERIALITY INTENDED TO VISUALLY UNIFY THE STRUCTURE WHILE STILL DIFFERENTIATING THE INDIVIDUAL LIVING SPACES, AS WELL AS ROOFTOP DECKS THAT ALLOW VISUAL CONNECTION FROM TOP TO BOTTOM.</div> <div>SEE DIAGRAMS &amp; RENDERINGS FOR COMPLIANCE WITH DESIGN GUIDELINES</div>
	<div>3. <b>FIT WITH NEIGHBORING BUILDINGS:</b> USE DESIGN ELEMENTS TO ACHIEVE A SUCCESSFUL FIT BETWEEN A BUILDING AND ITS NEIGHBORS, SUCH AS:</div> <div><div>A. CONSIDERING ASPECTS OF NEIGHBORING BUILDINGS THROUGH ARCHITECTURAL STYLE, ROOF LINE, DATUM LINE DETAILING, FENESTRATION, COLOR OR MATERIALS,</div><div>B. USING TREES AND LANDSCAPING TO ENHANCE THE BUILDING DESIGN AND FIT WITH THE SURROUDING CONTEXT, AND/OR</div><div>C. CREATING A WELL-PROPORTIONED BASE, MIDDLE AND TOP TO THE BUILDING IN LOCATIONS WHERE THIS MIGHT BE APPROPRIATE. CONSIDER HOW SURROUNDING BUILDINGS HAVE ADDRESSED BASE, MIDDLE, AND TOP, AND WHETHER THOSE SOLUTIONS—OR SIMILAR ONES—MIGHT BE A GOOD FIT FOR THE PROJECT AND ITS CONTEXT.</div></div>	
<div>DC3. OPEN SPACE CONCEPT</div> <div>DC3-B.</div> <div>OPEN SPACE USES AND ACTIVITIES</div> <div>DC3-C.</div> <div>DESIGN</div>	<div>INTEGRATE OPEN SPACE DESIGN WITH THE DESIGN OF THE BUILDING SO THAT EACH COMPLEMENTS THE OTHER.</div>	<div>SEE DIAGRAMS &amp; RENDERINGS FOR COMPLIANCE WITH DESIGN GUIDELINES</div> <div>SEE DIAGRAMS &amp; RENDERINGS FOR COMPLIANCE WITH DESIGN GUIDELINES</div>
	<div>1. <b>MEETING USER NEEDS:</b> 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.</div>	
	<div>2. <b>AMENITIES AND FEATURES:</b> CREATE ATTRACTIVE OUTDOOR SPACES WELL-SUITED TO THE USES ENVISIONED FOR THE PROJECT. USE A COMBINATION OF HARDSCAPE AND PLANTINGS TO SHAPE THESE SPACES AND TO SCREEN LESS ATTRACTIVE AREAS AS NEEDED. USE A VARIETY OF FEATURES, SUCH AS PLANTERS, GREEN ROOFS AND DECKS, GROVES OF TREES, AND VERTICAL GREEN TRELLISES ALONG WITH MORE TRADITIONAL FOUNDATION PLANTINGS, STREET TREES, AND SEASONAL DISPLAYS.</div>	



### DC3-C. DESIGN

#### 2. **AMENITIES AND FEATURES:**

EACH RESPECTIVE UNIT FEATURES ITS OWN PRIVATE ROOFTOP DECK AMENITY AREA, CREATING ATTRACTIVE OUTDOOR SPACES WELL-SUITED TO THE USES ENVISIONED FOR THE PROJECT. THESE AMENITY AREAS MAY INCLUDE TABLES, CHAIRS, UMBRELLAS, POTTED PLANTS, AND OTHER USER PERSONALIZATIONS.

### PL3-B.

#### RESIDENTIAL EDGES

##### 1. **SECURITY AND PRIVACY:**

NATURAL LANDSCAPING INCLUDING GRASS, TREES, SHRUBS, BUSHES, AND GROUND COVER IS PLACED AS A GENTLE BUFFER BETWEEN THE STRUCTURE'S EDGE AND THE SIDEWALK, AND BETWEEN THE SIDEWALK AND THE STREET TO ENHANCE SAFETY AND PRIVACY FOR USERS.

### DC1-C.

#### PARKING AND SERVICE USES

##### 4. **SERVICE USES:**

PARKING, SERVICE AREAS, AND TRASH RECEPTACLES ARE LOCATED BETWEEN THE MASSINGS, NOT VISIBLE FROM PEDESTRIAN AREAS.

### PL3-A.

#### ENTRIES

##### 1. **DESIGN OBJECTIVES:**

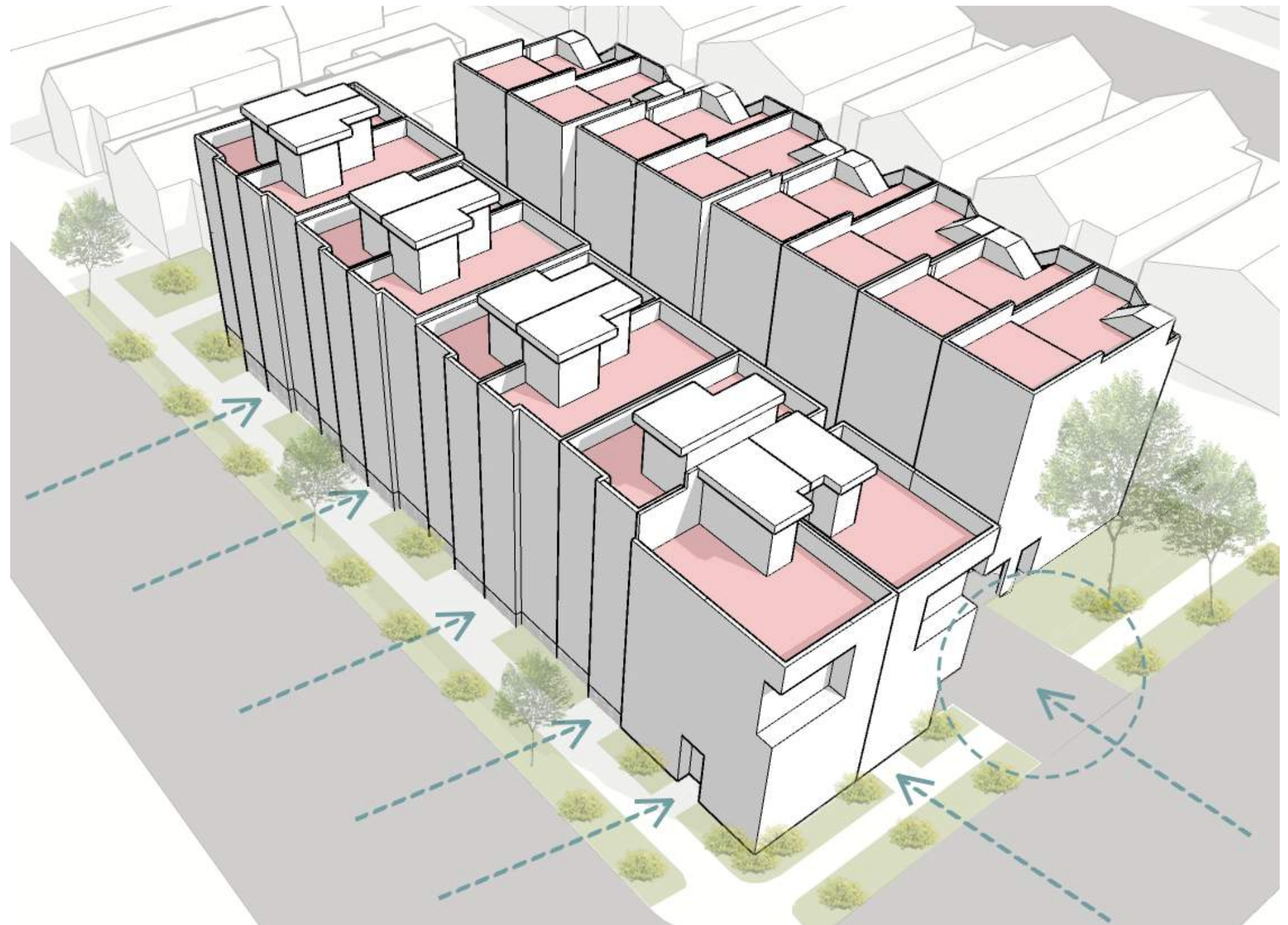
INDIVIDUAL STREET-FACING UNIT ENTRANCES ARE FORMALLY DENOTED BY PLANE CHANGES IN THE FACADE, AS WELL AS INDICATIONS THROUGH MATERIALITY.

### CS2-B.

#### ADJACENT SITES, STREETS, AND OPEN SPACES

##### 2. **CONNECTION TO THE STREET:**

MAIN ENTRANCES TO UNITS ARE CONVENIENTLY LOCATED ALONG THE SIDEWALK AND LANDSCAPE BUFFERS, WITH A DIRECT CONNECTION TO MIDVALE AVE N THAT ALLOWS VEHICULAR ACCESS TO UNIT PARKING SPACES.





**DC3-B.  
OPEN SPACE USES AND ACTIVITIES**

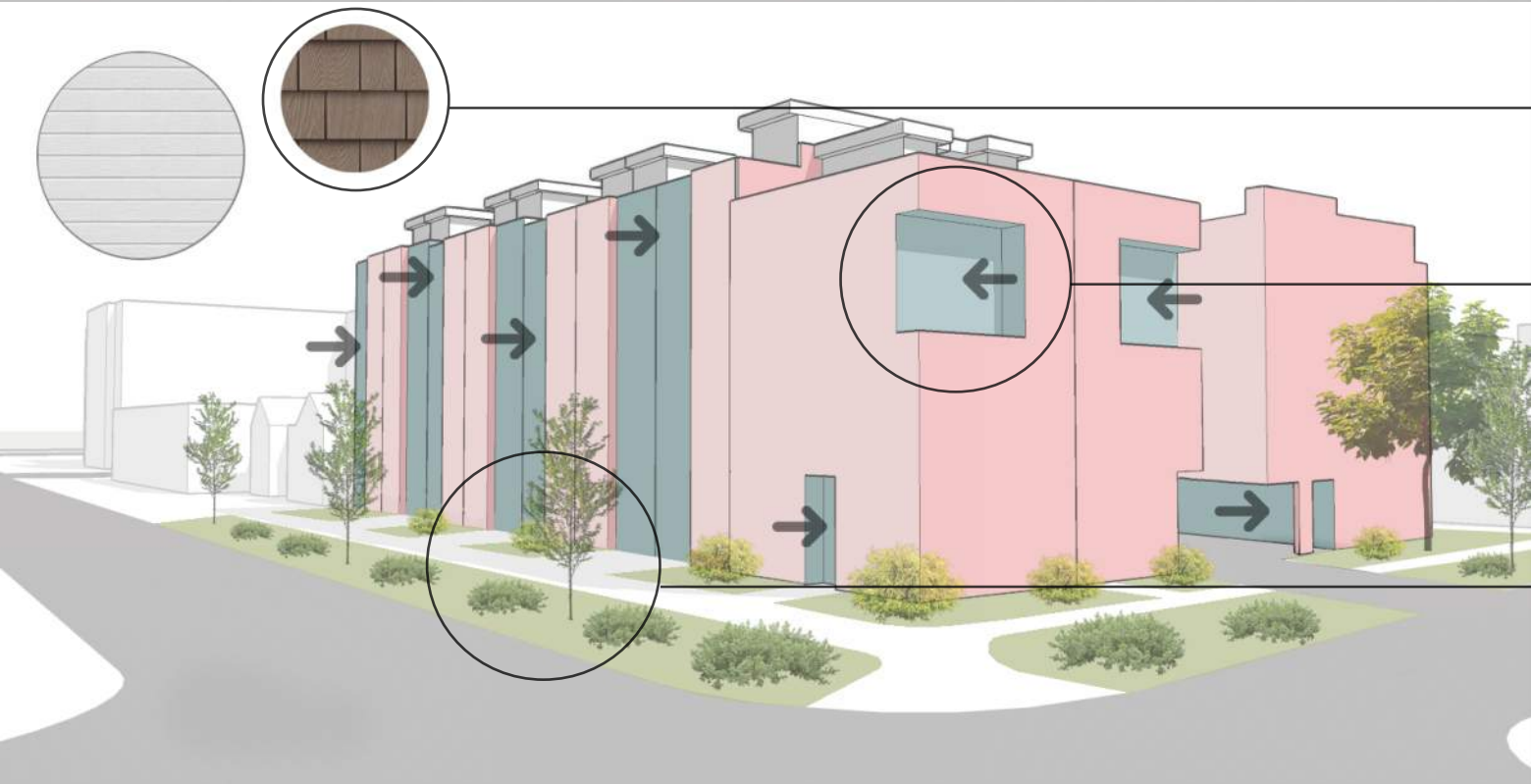
**1. MEETING USER NEEDS:**  
EVERY LEVEL MAXIMIZES USABLE SPACE FOR COMFORTABLE RESIDENTIAL LIVING, INCLUDING ROOF DECK SPACES THAT ENCOURAGE VIEWS AND RELAXATION.

**CS2-D.  
HEIGHT, BULK, & SCALE**

**5. RESPECT FOR ADJACENT SITE:**  
DIVISION OF MASSING INTO TWO SEPARATE FORMS HELPS TO BREAK UP THE MASS, ALLOWING A BETTER FLOW OF AIR, LIGHT, AND REDUCING VISUAL AND SPATIAL CONGESTION.

**DC1-B.  
VEHICULAR ACCESS AND CIRCULATION**

**1. ACCESS LOCATION AND DESIGN:**  
SAFE AND ATTRACTIVE VEHICULAR ACCESS LOCATION FOR SHELTERED RESIDENT PARKING, IN ADDITION TO SURROUNDING STREET PARKING. PEDESTRIAN ACCESS IS FACILITATED AND ENCOURAGED THROUGH LANDSCAPING.



**DC2-C.  
SECONDARY ARCHITECTURAL FEATURES**

**3. FIT WITH NEIGHBORING BUILDINGS:**  
MATERIALS UTILIZED IN NEARBY ARCHITECTURE ARE EMPLOYED FOR AESTHETIC CONTINUITY OF THE NEIGHBORHOOD.

**DC2-B.  
ARCHITECTURAL AND FAÇADE COMPOSITION**

**1. FAÇADE COMPOSITION:**  
EXTERIOR FAÇADES EMPLOY UNDULATING POSITIVE AND NEGATIVE VOLUMES TO ENGAGE THE EYE WITH A SENSE OF DEPTH AND DYNAMISM. THESE VARIATIONS ALSO SERVE TO DENOTE UNIT ENTRIES.

**CS3-A.  
EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES**

**2. CONTEMPORARY DESIGN:**  
AS WELL AS INTRODUCING A CONTEMPORARY MODERN ARCHITECTURAL FORM, THIS PROPOSAL EMPHASIZES GREEN SPACE AS A BUFFERING TOOL TO CREATE A SOFT SEPARATION BETWEEN THE STREET AND PRIVATE UNITS.



EDG: OPTION 3 (PREFERRED)



SUMMARY OF RECOMMENDATIONS

***SDCI RESPONSE TO MASSING:***

- STAFF SUPPORTS FURTHER DEVELOPMENT OF OPTION 3. HOWEVER, STAFF RECOMMENDS A STUDY TO FURTHER BREAK DOWN THE PERCEIVED BULK AND SCALE DUE TO THE LACK OF MASSING BREAKS ALONG THE LENGTH OF EACH STRUCTURE’S FAÇADE.
- STAFF SUPPORTS ROOFTOP STAIR OPENING TO REDUCE PERCEIVED BULK AND RECOMMENDS THIS DESIGN CHOICE BE CARRIED ACROSS ALL THE UNITS.

***SDCI RESPONSE TO ARCHITECTURE AND DESIGN CONCEPT:***

- STAFF ADVISES ENTRY OF CORNER UNIT BE MOVED FROM MIDVALE AVE N DUE TO A LACK OF STREET ACTIVATION AND PROGRAMMING.
- STAFF IS CONCERNED WITH FACADE LENGTH DUE TO BULKY MASSING AND NEIGHBORHOOD SCALE, AND RECOMMENDS INCORPORATING NOTCHED AREAS DEEPER THAN THE PROPOSED VERTICAL CIRCULATION. STAFF IS TENTATIVELY SUPPORTIVE OF LAND USE CODE DEPARTURE FOR FACADE LENGTH, GIVEN A RESOLUTION OF THE EXCEPTIONAL TREE AREA AND MASSING CONCERNS.
- STAFF SUPPORTS CHANGES OF PLANE BY MATERIALITY AND RECOMMENDS THIS BE CARRIED ACROSS ALL FACADES.
- STAFF SUPPORTS STEPPED STOOP ENTRY CONCEPT. HOWEVER, STAFF IS CONCERNED ABOUT THE REDUCED INTIMACY OF ENTRY COUPLINGS, AND RECOMMENDS EXPANDING ENTRY DECKS.
- STAFF REQUESTS A WINDOW PRIVACY STUDY TO ENSURE STAGGERED WINDOW PLACEMENT TO MINIMIZE SIGHT LINES WITH ADJACENT SITES.

***SDCI RESPONSE TO LANDSCAPING AND PROGRAMMING:***

- STAFF SUPPORTS RETENTION OF EXCEPTIONAL TREE AND PRIORITIZES PROTECTION OF MATURE TREES ON SITE PERIMETER. STAFF NOTES THAT AN ADDITIONAL EXCEPTIONAL TREE MAY EXIST ON LOT B. STAFF RECOMMENDS PROVIDING GREATER SPACE FOR THE ROOT ZONE OF EXCEPTIONAL TREE AND ENTRY PATH, AS OPPOSED TO GENEROUS SETBACKS ON EAST SIDE OF LOT B.
- STAFF ADVISES OFFSETTING LANDSCAPE TO REDUCE DRIVE AISLE PINCH POINTS, AND ALLOWING VERTICAL TREE SCREENING BETWEEN UNITS. STAFF ALSO SUGGESTS FINE-GRAIN TEXTURED PAVEMENT FOR COURTYARD.
- STAFF RECOMMENDS LOW-GROWING AND SHADE ENDURING PLANTS IN SHADOWED AREAS AND COURTYARD.
- STAFF IS CONCERNED ABOUT ACCESS TO UNITS FROM COURTYARD THROUGH COVERED PARKING AREAS.
- STAFF RECOMMENDS EXPANDING EASTERN PATHWAY TO TRASH STORAGE FOR PEDESTRIAN USAGE, AND RELOCATING PLANTING STRIP FROM THE EASTERN LOT LINE TO AGAINST THE TOWNHOUSE FOR UNIT BUFFERING.
- STAFF ADVISES ADEQUATE LIGHTING FIXTURES FOR ALL AMENITY AREAS.



MASSING

- a. **PREFERRED DESIGN:** STAFF SUPPORTS FURTHER DEVELOPMENT OF OPTION 3, THE APPLICANT’S PREFERRED DESIGN, WHICH PROVIDES A STRONG STREET PRESENCE AND A PARKING ARRANGEMENT THAT CREATES A SAFE, COMFORTABLE ENVIRONMENT FOR PEDESTRIANS WITH VEHICULAR AMENITIES PUSHED AWAY FROM THE STREET VIEW. THE APPLICANT’S PREFERRED OPTION ALSO PROVIDES A GENEROUS AMOUNT OF SPACE BETWEEN THE TWO BUILDINGS TO UPHOLD A DECENT LEVEL OF PRIVACY AMONGST ON-SITE UNITS.
- i. IN RESPONSE TO PUBLIC COMMENT, HOWEVER, STAFF IS CONCERNED WITH THE LACK OF MASSING BREAKS ALONG THE LENGTH OF EACH STRUCTURE’S FAÇADE. STAFF ENCOURAGES A STUDY TO FURTHER BREAK DOWN THE PERCEIVED BULK AND SCALE THROUGH GREATER MASSING MOVES.
- b. **ROOFTOP STAIR OPENING:** THE OPEN STAIRS/CIRCULATION TO THE ROOFTOP AMENITY AREAS ARE A WELCOME CHOICE THAT CARVES OUT THE MASSING AND REDUCES UNNECESSARY HEIGHT AND BULK TO THE PROJECT DESIGN. MAINTAIN THIS DESIGN CHOICE ACROSS ALL THE UNITS ACROSS THE PROJECT.

HDLT RESPONSE:

- a. **AGREED. HDLT TO MOVE FORWARD WITH OPTION 3. WE BELIEVE OUR UPDATED DESIGNS WITH MATERIAL AND COLORS, SHOWN IN THE RECOMMENDATION PACKET, AND BELOW RECOMMENDATION RESPONSES PROVIDE ADEQUATE BREAKDOWN IN PERCEIVED BULK AND SCALE.**
- b. **THE OPEN STAIRS WILL BE MAINTAINED AND DEVELOPED ON LOT B TO REDUCE THE MASS AGAINST THE NEIGHBORING LOTS TO THE SOUTH. DUE TO THE LOCATION OF THE STAIRS IN THE PLAN OF LOT A WE ARE UNABLE TO PROVIDE AN OPEN STAIR TO THE ROOFTOP, OPTING FOR AN ENCLOSED PENTHOUSE. THE PENTHOUSE IS HELD MIDWAY ALONG THE ROOF MINIMIZING ANY EXTRA PERCEIVED HEIGHT FROM THE STREET LEVEL ON N. ALLEN OR MIDVALE AVE. THIS LAYOUT ALSO ALLOWS FOR BETTER ROOM LAYOUTS AND REMOVES COMPLICATION OF INTERIOR DRAINAGE FOR OPEN STAIRS DURING CONSTRUCTION.**

ARCHITECTURE AND DESIGN CONCEPT

- a. **CORNER UNIT:** STAFF IS CONCERNED THERE IS A LACK OF STREET ACTIVATION/PROGRAMMING ALONG MIDVALE AVE N. ORIENT THE CORNER UNIT TO TAKE ITS ENTRY FROM MIDVALE AVE N TO INCREASE POTENTIAL ACTIVATION AND PASSIVE SURVEILLANCE.

HDLT RESPONSE:

**THE CURRENT DESIGN TREATS UNIT 1 AND 2 AS A SINGLE UNIT AS SEEN FROM EITHER MIDVALE AVE. OR N. ALLEN PL. THIS ALLOWS FOR THE FOLLOWING:**

- **A BETTER CORNER DESIGN PRESENCE THAT IS BOOKENDED BY ENTRANCES**
- **DESIGN RELATIONSHIP TO THE NW CORNER OF UNIT 1, LOT B**
- **A MORE COHESIVE DESIGN LANGUAGE OF ENTRANCES FROM N. ALLEN PL.**
- **INCREASED GREENSPACE ALONG MIDVALE REPLICATING THE EXISTING WALKWAY AESTHETIC**

**LOCATING THE ENTRY OF UNIT 1 TO MIDVALE AVE. REDUCES THE PERCEPTION OF A SINGLE UNIT ON THE END AND INSTEAD WOULD CREATE A COUPLED ENTRANCE WITH UNIT 2 BASED ON THE FLOOR PLAN LAYOUT. THE NORTH FAÇADE OF UNIT 1 WOULD BECOME A BLANK FAÇADE AT THE LOWER CORNER DISRUPTING THE REPETITION ALONG N. ALLEN PL. THE CURRENT DESIGN ACTIVATES PASSIVE SURVEILLANCE BY UTILIZING ENTRIES FACING MIDVALE AVE N. FOR BOTH UNIT 2 (LOT A) & UNIT 1 (LOT B).**

- b. **FACADE LENGTH:** AS NOTED ABOVE, STAFF IS CONCERNED WITH THE LENGTH OF THE ROWHOUSE AND TOWNHOUSE FACADES AS IT NEGATIVELY CONTRIBUTES TO THE BULK AND MASSING OF THE PROPOSAL. STUDY THE SCALE AND MASSING OF THE EXISTING NEIGHBORHOOD TO BETTER RESEMBLE/RESPECT THE MASSING VOLUMES OF THOSE BUILDING TYPOLOGIES. INCORPORATE DEEPER NOTCHED AREAS GREATER THAN THE PROPOSED VERTICAL MODULATION ON PAGE 18 TO SUCCESSFULLY BREAK THE MASSING RHYTHM INTO VOLUMES BETTER SCALED TO THE EXISTING NEIGHBORHOOD.
- i. THE LENGTH OF THE FAÇADE DOES NOT MEET THE LAND USE CODE STANDARD AND NECESSITATES THE DEPARTURE REQUEST FROM FAÇADE LENGTH REQUIREMENTS. STAFF IS POTENTIALLY SUPPORTIVE OF THIS DEPARTURE DEPENDING ON THE SUCCESSFUL RESOLUTION OF THE VARIOUS GUIDANCE POINTS RELATING TO THE EXCEPTIONAL TREE AREA AND THE FAÇADE LENGTH’S MASSING/MODULATION CONCEPT OF BOTH STRUCTURES.

HDLT RESPONSE:

**THE DESIGN INTENDS TO UTILIZE MATERIAL & COLOR CHANGES, EAVES, AWNINGS, AND FRAMED PROJECTIONS IN CONJUNCTION WITH THE FAÇADE MODULATION TO BREAK UP MASSING. THE FOLLOWING WAS DONE TO FURTHER REDUCE BULK AND SCALE OF ROWHOME UNITS 3-9 ALONG N. ALLEN PL.:**

- **THE ROOFS IN FRONT OF THE PENTHOUSES WERE LOWERED 2’**
- **PARAPET WALLS WERE REMOVED ALONG THE NORTH SIDE FACING THE STREET**
- **THE ROOF DECK AND PARAPET WALLS WERE PUSHED BACK 6’ TO ALIGN WITH THE PENTHOUSES**

**THE EXISTING NEIGHBORHOOD IS ZONED LR3, WHICH ALLOWS FOR MUCH TALLER (50’ MAX) AND DENSER (2.3 FAR) MULTIFAMILY DESIGN AND BORDERED BY NC2P-55 LESS THAN A BLOCK AWAY TO THE NORTH AND SOUTH. THE DESIGN INTENDS TO REFLECT AS A TRANSITION, IN BOTH HEIGHT AND DENSITY, FROM THE NEW CONSTRUCTION APARTMENT COMPLEX TO THE NE AND THE APARTMENT, SINGLE FAMILY, AND MULTIFAMILY BUILDINGS TO ADJACENT AND TO THE S OF THE SITE. PLEASE NOTE THAT ONLY THE NORTH SIDE OF LOT B DOES NOT COMPLY WITH THE FAÇADE LENGTH REQUIREMENTS. ALL OTHER FACADES COMPLY WHERE REQUIRED.**

- c. **MODULATION AND DEPTH:** STAFF ENCOURAGES ACCOMPANYING CHANGES IN PLANE WITH CHANGES IN MATERIAL FOR ALL THE ROWHOUSE AND TOWNHOUSE UNITS/STRUCTURES. CONTINUE TO PROVIDE THOUGHTFUL PLANE CHANGES AND MODULATION ACROSS ALL FACADES IN CONJUNCTION WITH THE MASSING NOTCH GUIDANCE ABOVE.

HDLT RESPONSE:

**DESIGN INTENDS TO PROVIDE INCREASED PLANE CHANGES AND MODULATION THROUGH MATERIAL & COLOR AS STATED IN OUR RESPONSE ABOVE.**



LANDSCAPING AND PROGRAMMING

d. ENTRIES:

- i. THE STEPPED STOOP IS A WELCOMED ENTRY ELEMENT THAT ELEVATES THE ENTRY SEQUENCE. MAINTAIN THIS DESIGN CONCEPT MOVING FORWARD AND EXPLORE EXPANDING THE ENTRY LANDING AREA FOR INCREASED PROGRAMMABILITY FOR UNIT ENTRIES.
- i. STAFF IS CONCERNED THAT THE COUPLING OF THE ENTRIES AND THEIR PROPOSED SIZE LESSENS AND LIMITS THE INTIMATE SETTING OF THE ENTRY WAY. EXPLORE EXPANDING THE ENTRY LANDING/ DECKS AT THE STREET-FACING UNITS. THE GENEROUS AMOUNT OF LANDSCAPING AT THE STREET EDGE WOULD BENEFIT WITH A LARGER FRONT DECK/LANDING. THIS WOULD INCREASE POTENTIAL ACTIVATION AND PASSIVE SURVEILLANCE OF THE NEIGHBORHOOD.

HDLT RESPONSE:

- i. **ENTRY STOOPS WILL BE MAINTAINED**
- ii. **THE DESIGN PLANS TO IMPLEMENT THIN DIVIDERS BETWEEN ALL DOUBLED ENTRANCES. THE STOOPS HAVE BEEN LENGTHENED AT THE ENTRANCES. DUE TO ZONING REQUIREMENTS THE STOOPS CANNOT BE INCREASED IN WIDTH. WE SHARE STAIR ENTRIES TO PROVIDE BETTER ACOUSTICS IN THE UNIT WITH SHARED STAIR WALLS AND LARGER GREEN SPACE AREAS AT THE ENTRANCES.**

- e. **GLAZING:** STAFF SPECIFICALLY PRIORITIZES DESIGN GUIDELINE CS2-D-5, RESPECT FOR ADJACENT SITES, FOR THIS PROJECT PROPOSAL. STAFF ACKNOWLEDGES PUBLIC COMMENT REGARDING LARGE, MODERN WINDOWS; HOWEVER, ENSURE WINDOW PLACEMENT IS STAGGERED AND INTENTIONALLY SIZED SO THAT LIVING SPACES HAVE VERY LIMITED/NO DIRECT LINE OF SITE INTO ANOTHER UNIT. PROVIDE A WINDOW PRIVACY STUDY IN THE RECOMMENDATION PACKET.

HDLT RESPONSE:

A WINDOW PRIVACY STUDY HAS BEEN PROVIDED IN THE RECOMMENDATION PACKET. ASK IRVING, OFFSITE OR WITHIN THE SITE.

a. EXCEPTIONAL TREE AREA:

- i. IN RESPONSE TO PUBLIC COMMENT, STAFF SUPPORTS THE RETENTION OF THE EXCEPTIONAL TREE IN THE SOUTHWEST CORNER OF THE SITE (ON LOT B).
- ii. IN RESPONSE TO PUBLIC COMMENT, STAFF NOTES THE PRESENCE OF EXISTING MATURE TREES AND SPECIFICALLY PRIORITIZES WALLINGFORD DESIGN GUIDELINE CS1-I-II, EXISTING TREES; MAXIMIZE THE RETENTION AND PROTECTION OF MATURE TREES ALONG THE PERIMETER OF THE SITE. (CS1-D-1 ON-SITE FEATURES, CS1-I-II EXISTING TREES)
- iii. STAFF CONSULTED THE ARBORIST INVENTORY REPORT (LYON, APRIL 28, 2021) ON FILE UNDER RELATED RECORD NUMBER 3039592-LU, AND NOTES THERE MAY BE AN ADDITIONAL EXCEPTIONAL TREE WITHIN THE BUILDING FOOTPRINT ON LOT B. IDENTIFY ALL TREES BY SIZE AND TYPE IN THE MUP APPLICATION. SUPPORT FOR REMOVAL OF ANY ADDITIONAL EXCEPTIONAL TREES IS DEPENDENT ON THE STRENGTH OF THE ANALYSIS AND DESIGN RATIONALE DEMONSTRATING THAT TREE REMOVAL RESULTS IN A DESIGN THAT BETTER MEETS THE INTENT OF THE DESIGN GUIDELINES.
- iv. STAFF QUESTIONS THE DECISION TO PROVIDE GENEROUS SETBACK UNITS AT THE REAR/EAST OF THE TOWNHOUSE STRUCTURE ON LOT B INSTEAD OF PROVIDING THE EXTRA SPACE NEXT TO EXCEPTIONAL TREE AREA. EXPLORE REBALANCING THE OPEN SPACE ONSITE TO ALLOW FOR ADDED SPACE AROUND THE ROOT ZONE AND FOR A STRONGER ENTRY PATH DESIGN ALONG THE SOUTH PROPERTY LINE FOR THE TOWNHOUSE UNITS.

HDLT RESPONSE:

- i. **AGREED. TREE TO BE MAINTAINED.**
- ii. **AGREED. EXISTING PERIMETER TREE PROTECTION TO BE MAINTAINED**
- iii. **THE ORIGINAL ARBORIST REPORT WAS INCORRECT AND THE ARBORIST HAS PROVIDED AN UPDATED REPORT SHOWING NO ADDITIONAL EXCEPTIONAL TREES WITHIN THE PROPERTY. THE REPORT WAS UPLOADED TO THE SDCI PORTAL FOR BOTH THE MUP AND BP SETS.**
- iv. **WE PROVIDED THE ADDITIONAL SETBACKS TO UNIT 7&8 AS A REQUIREMENT TO THE SMC REGARDING FAÇADE SETBACK PERCENTAGES. THE SETBACK AREA ON THE SOUTHEAST SIDE OF LOT B PROVIDES ADDITIONAL RELIEF TO THE NEIGHBORING RESIDENTS TO THE SOUTH AS WELL AS WELL AS PROVIDES ADDITIONAL AMENITY AREA TO THE UNITS FURTHEST FROM THE COMMON AMENITY SPACE. THE CURRENT DESIGN ALSO**

REDUCES THE “CANYON” AFFECT OF PROVIDING A LONG NARROW PATHWAY TO THE EAST UNITS AND INSTEAD OPTS FOR OPENING UP TOWARDS THE REAR UNITS PROVIDING A MORE PLEASANT AND SAFER EXPERIENCE FOR THE RESIDENTS. REVISING THE UNIT LAYOUTS BY MOVING SWAPPING UNIT TYP 7&8 AND 1&2 WOULD NEGATIVELY IMPACT THE DESIGN BY:

- **CREATING A NARROW CANYON FEELING TO UNITS 3-8, REDUCING PEDESTRIAN SAFETY**
- **MAINTAINING A SIMILAR AMOUNT OF ENCROACHMENT ON THE EXCEPTIONAL TREE AS ORIGINAL LAYOUT**
- **REDUCING THE DRIVE OPENING TO THE SITE AND REMOVING LANDSCAPING FROM THE CAR PARK**
- **REMOVING 3 SURFACE PARKING SPACES.**

THE CURRENT DESIGN COMPLIES WITH THE REQUIREMENTS OF SMC 25.11.050.B AND NO PART OF THE DESIGN OCCURS WITHIN THE INNER ROOT ZONE AS SHOWN ON THE SITE PLAN. ADDITIONAL DIAGRAMS AND ANALYSIS OF TREE PROTECTION WILL BE PROVIDED IN THE BUILDING PERMIT SET.

b. COURTYARD:

- i. EXPLORE ALTERNATING THE PLACEMENT OF THE BULBED OUT LANDSCAPING AREAS TO ALLOW FOR VERTICAL TREE SCREENING BETWEEN UNITS. OFFSETTING THE LANDSCAPING AREAS WOULD ALSO ALLEVIATE CIRCULATION PINCH POINTS THROUGH THE DRIVE AISLE.
- ii. THE PAVEMENT PROPOSED FOR THE INTERNAL COURTYARD SHOULD BE VISUALLY INTERESTING AND PROVIDE FOR A FINER GRAIN TEXTURE FOR AN ELEVATED PEDESTRIAN EXPERIENCE. USE THIS AS AN OPPORTUNITY TO INCORPORATE DESIGNS/PATTERNS INTO THE PAVING SCHEME.

HDLT RESPONSE:

- i. **THE CURRENT LOCATION OF THE LANDSCAPED AREAS WITHIN THE CARPARK UTILIZES THE “PINCH POINTS” TO REDUCE VEHICLE SPEED WITHIN THE DRIVE AISLE AND CREATE A SAFER AREA FOR PEDESTRIANS TO UTILIZE. THE LANDSCAPED AREAS ARE INTENTIONALLY PLACED TO ALLOW FOR PLANT LONGEVITY BY PROVIDING INCREASED BACKING AND MANEUVERABILITY SPACE FOR VEHICLES BETWEEN LOT A & B WITHOUT THE POTENTIAL OF BEING DRIVEN ON AND DESTROYED.**
- i. **THE DESIGN AT THE INTERNAL CARPARK WILL INCORPORATE A DEFINED PAVING SCHEME TO PROMOTE A VISUALLY ELEVATED PEDESTRIAN EXPERIENCE.**





c. **PLANTS:** CHOOSE PLANTS THAT CREATE AN ENDURING GREEN SPACE IN THE PLANTING STRIPS WITHIN THE SHADED AREAS AND THE CENTRAL COURTYARD. CONSIDER LOW-GROWING AND SHADE ENDURING PLANTS THAT PROVIDE MORE SPACE AT THE HUMAN LEVEL WHERE MOVEMENT MAY BE MORE RESTRICTED.

HDLT RESPONSE:

*THE LANDSCAPE ARCHITECT WILL PROVIDE A PLANTING DESIGN THAT RESPOND TO THE ENVIRONMENTAL CONDITIONS OF THE CARPARK AND HUMAN LEVEL INTERACTION.*

d. **CIRCULATION:** STAFF QUESTIONS WHETHER THE INTERNAL COURTYARD HAS ACCESS TO THE UNITS THROUGH THE COVERED PARKING AREAS. INCREASE ON-SITE CIRCULATION OPTIONS THROUGHOUT THE PROJECT TO BETTER PROVIDE ACCESS TO THE PROJECT AMENITIES/SERVICES.

HDLT RESPONSE:

*DIRECT ACCESS TO THE CARPARK IS PROVIDED AT THE REAR OF 15 OUT OF THE 17 UNITS. UNIT 1 & 2 DO NOT HAVE DIRECT ACCESS DUE TO THEIR ORIENTATION, LACK OF REAR PARKING, AND CLOSER PROXIMITY TO THE CARPARK ENTRANCE & COMMON AMENITY AREA.*

e. **TRASH:** ENSURE THAT THE TRASH ENCLOSURES ARE PROPERLY SCREENED, AND THE DIMENSIONS ARE TO THE STANDARDS SET BY SEATTLE PUBLIC UTILITIES. STRONGLY CONSIDER EXPANDING THE WIDTH OF THE EASTERN PATHWAY FROM THE TRASH STORAGE AREA TO N ALLEN PL SO THAT IT CAN BETTER ACCOMMODATE MOVEMENT OF TRASH RECEPTACLES AND PEDESTRIAN USAGE. ADDITIONALLY, STRONGLY CONSIDER LOCATING THE WIDER PLANTING STRIP AGAINST THE TOWNHOUSE INSTEAD OF THE EASTERN LOT LINE FOR ADDED BUFFER FOR THE UNIT.

HDLT RESPONSE:

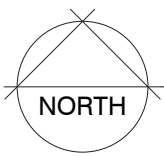
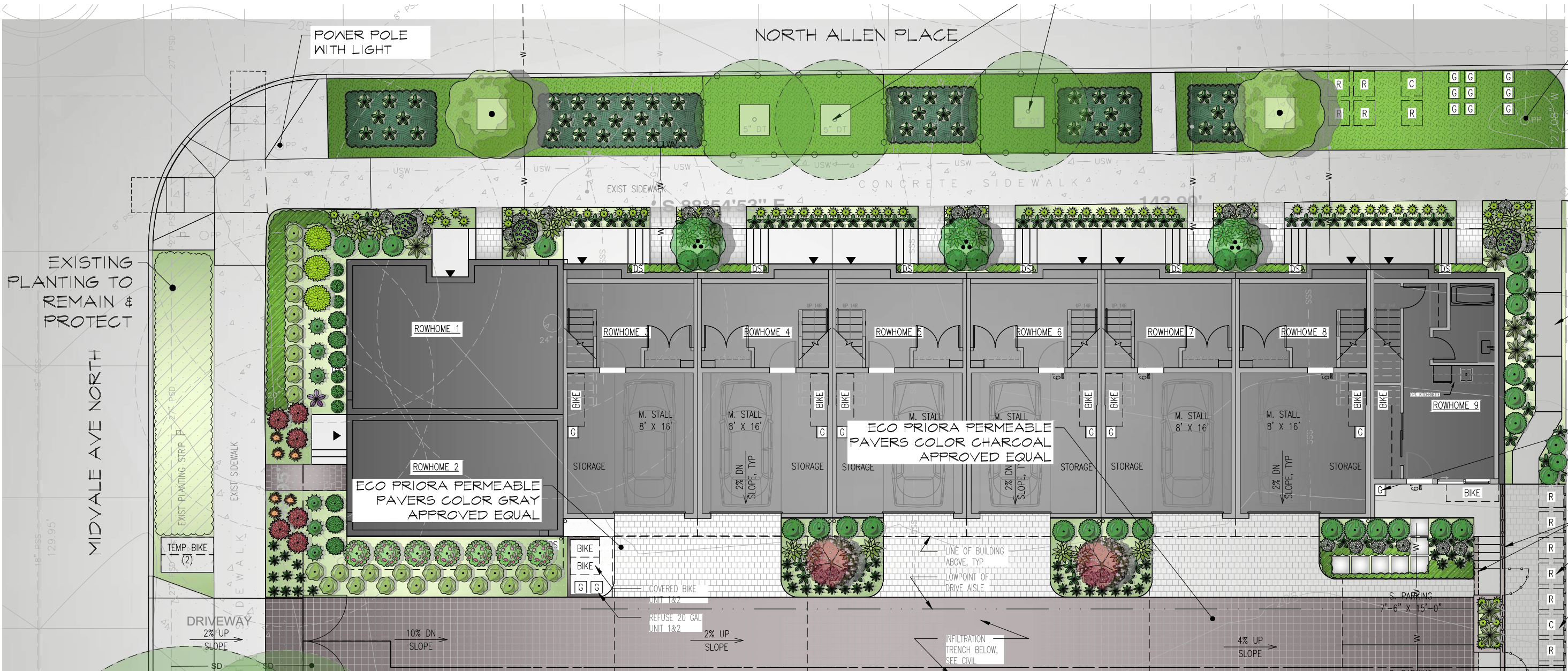
*THE TRASH ENCLOSURE DIMENSIONS AND SCREENING HAVE BEEN APPROVED BY THE SEATTLE PUBLIC UTILITIES FOR BOTH LOTS. THE APPROVAL LETTER WAS SUBMITTED TO SDCI. THE CURRENT PATHWAY WIDTH PROVIDES ADEQUATE ROOM TO MANEUVER THE CARTS FOR STAGING. PER SDCI RECOMMENDATION, THE PATHWAY TO CART STAGING HAS BEEN REVISED WITH A 4’ LANDSCAPE BUFFER BETWEEN PATHWAY AND END UNIT. THE VERTICAL BUFFER OF 3.5’-5.5’ BELOW THE FIRST FLOOR OF THE END UNIT HAS BEEN MAINTAINED.*

f. **LIGHTING:** MAINTAIN APPROPRIATE LIGHTING FIXTURES TO ILLUMINATE ALL AMENITY AREAS (INCLUDING THE EXCEPTIONAL TREE AREA), ACCESS PATHS, AND EXTERNAL STAIRWAYS. LIGHTING SHOULD PROMOTE SITE SAFETY, PRESERVATION OF NEARBY TENANT PRIVACY, AND REDUCTION OFF-SITE NIGHT GLARE.

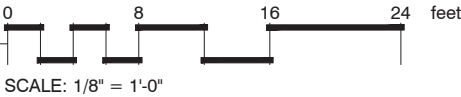
HDLT RESPONSE:

*ADEQUATE LIGHTING AND GLARE PROTECTION WILL BE PROVIDED FOR BOTH SITES AS REQUIRED. A LIGHTING DIAGRAM HAS BEEN INCLUDED IN THE RECOMMENDATION PACKET.*

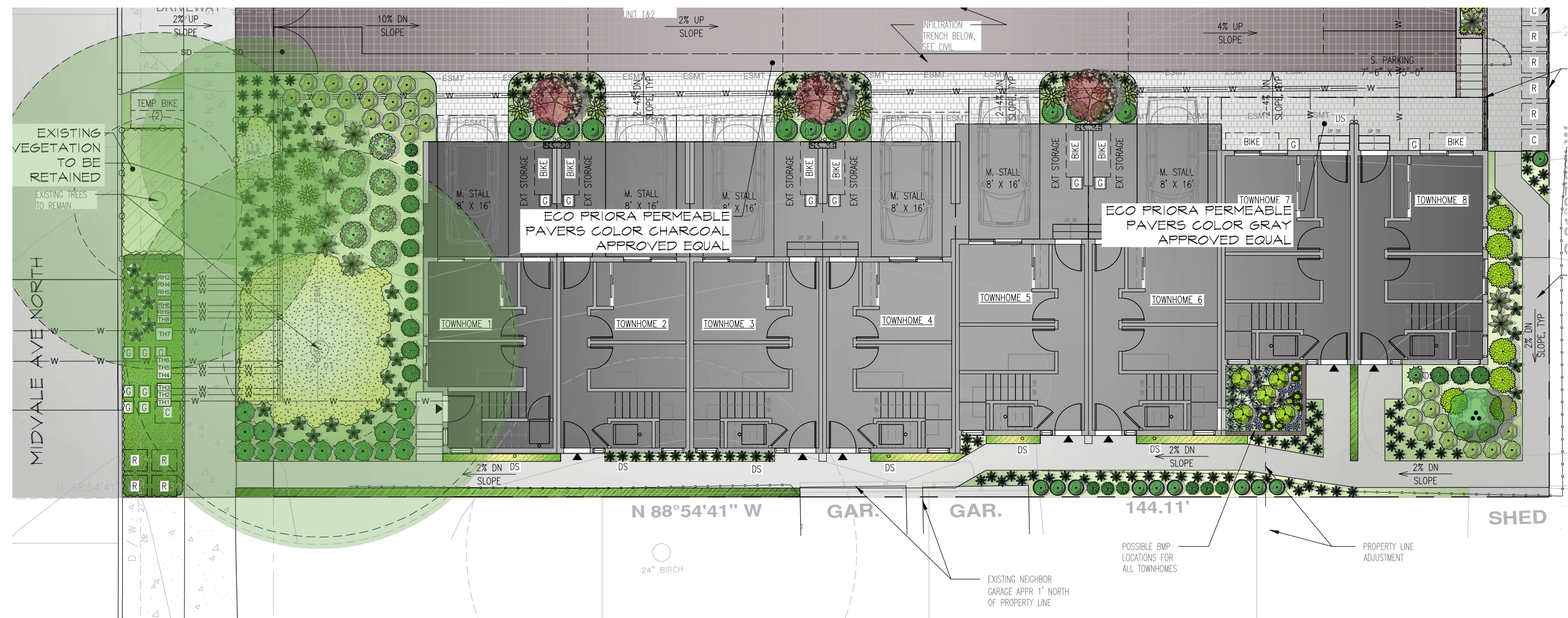




RENDERED  
LANDSCAPE PLAN












PLANT SCHEDULE LOT A

SHRUBS	BOTANICAL / COMMON NAME	SIZE	DROUGHT TOLERANT	NATIVE	QTY
	Berberis thunbergii 'Crimson Pygmy' / Crimson Pygmy Barberry	5 gal	Yes	No	6
	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass	1 gal	Yes	No	6
	Carex oshimensis 'Everillo' / Everillo Japanese Sedge	1 gal	Yes	No	71
	Carex testacea / Orange Sedge	1 gal	Yes	No	6
	Evonymus japonicus 'Greenspire' / Greenspire Upright Evonymus	20" Ht min	Yes	No	6
	Helleborus niger 'H&C Jacob' / Christmas Rose	1 gal	Yes	No	27
	Hydrangea paniculata 'Limelight' / Limelight Hydrangea	5 gal	Yes	No	3
	Hydrangea quercifolia / Oakleaf Hydrangea	3 gal	Yes	No	7
	Liriope muscari 'Big Blue' / Big Blue Lilyturf	1 gal	Yes	No	38
	Lonicera pileata 'Moss Green' / Moss Green Honeysuckle	2 gal	Yes	No	26
	Mahonia eurybracteata 'Soft Caress' / Mahonia Soft Caress	2 gal	Yes	No	7
	Nandina domestica 'Gulf Stream' TM / Heavenly Bamboo	2 gal	Yes	No	6
	Phormium tenax / New Zealand Flax	2 gal	Yes	No	1
	Pieris japonica 'Cavatine' / Lily of the Valley Bush	3 gal	Yes	No	26
	Polystichum munitum / Western Sword Fern	1 gal	Yes	Yes	123
	Prunus laurocerasus 'Mount Vernon' / Mount Vernon Laurel	2 gal	Yes	No	3
	Rhododendron x 'Ramapo' / Ramapo Rhododendron	3 gal	Yes	No	3
	Sarcococca ruscifolia / Fragrant Sarcococca	2 gal	Yes	No	30

PLANT SCHEDULE LOT A

TREES	BOTANICAL / COMMON NAME	SIZE	DROUGHT TOLERANT	NATIVE	QTY
	Acer circinatum / Vine Maple	3 stem min, 6' Ht	Yes	Yes	3
	Acer palmatum 'Bloodgood' / Bloodgood Japanese Maple	1.5" Cal	No	No	2
	Maclura pomifera 'White Shield' / White Shield Osage Orange Street Tree, Single Leader	2"-2.5" Cal B&B	No	No	2







PLANT SCHEDULE LOT B

PLANT SCHEDULE LOT B

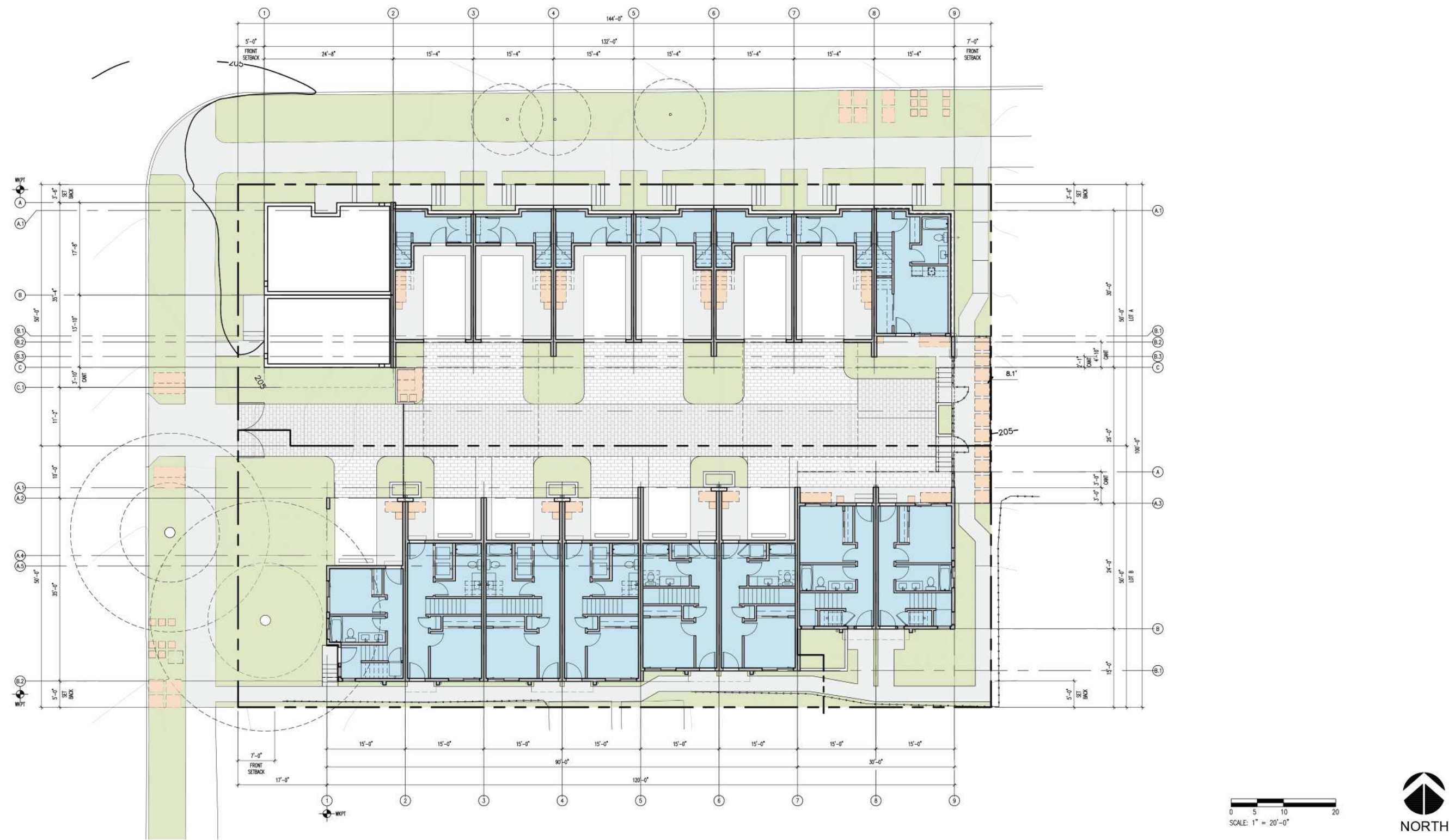
SHRUBS	BOTANICAL / COMMON NAME	SIZE	DROUGHT TOLERANT	NATIVE	QTY
	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass	1 gal	Yes	No	12
	Evonymus japonicus 'Greenspire' / Greenspire Upright Euonymus	20" Ht min	Yes	No	9
	Hydrangea paniculata 'Limelight' / Limelight Hydrangea	5 gal	Yes	No	7
	Hydrangea quercifolia / Oakleaf Hydrangea	3 gal	Yes	No	7
	Ilex crenata 'Sky Pencil' / Sky Pencil Japanese Holly	20" Ht min	Yes	No	10
	Liriope muscari 'Big Blue' / Big Blue Lilyturf	1 gal	Yes	No	109
	Lonicera pileata 'Moss Green' / Moss Green Honeysuckle	2 gal	Yes	No	30
	Mahonia eurybracteata 'Soft Caress' / Mahonia Soft Caress	2 gal	Yes	No	8
	Nandina domestica 'Gulf Stream' TM / Heavenly Bamboo	2 gal	Yes	No	1
	Pieris japonica 'Cavatine' / Lily of the Valley Bush	3 gal	Yes	No	17
	Polystichum munitum / Western Sword Fern	1 gal	Yes	Yes	59
	Prunus laurocerasus 'Mount Vernon' / Mount Vernon Laurel	2 gal	Yes	No	15
	Sarcococca ruscifolia / Fragrant Sarcococca	2 gal	Yes	No	12
BIORETENTION	BOTANICAL / COMMON NAME	SIZE	DROUGHT TOLERANT	NATIVE	QTY
	Acorus gramineus 'Ogon' / Golden Variegated Sweetflag	1 gal	Yes	No	9
	Cornus alba 'Gouchaultii' / Goldenleaf Dogwood	5 gal	Yes	No	5
	Iris x 'Pacific Coast Iris' / Pacific Coast Iris	1 gal	Yes	Yes	9
	Juncus inflexus 'Blue Arrow' / Blue Arrow Juncus	1 gal	Yes	No	14

PLANT SCHEDULE LOT B

TREES	BOTANICAL / COMMON NAME	SIZE	DROUGHT TOLERANT	NATIVE	QTY
	Acer circinatum / Vine Maple	3 stem min, 6' Ht	Yes	Yes	1
	Acer palmatum 'Bloodgood' / Bloodgood Japanese Maple	1.5" Cal	No	No	3

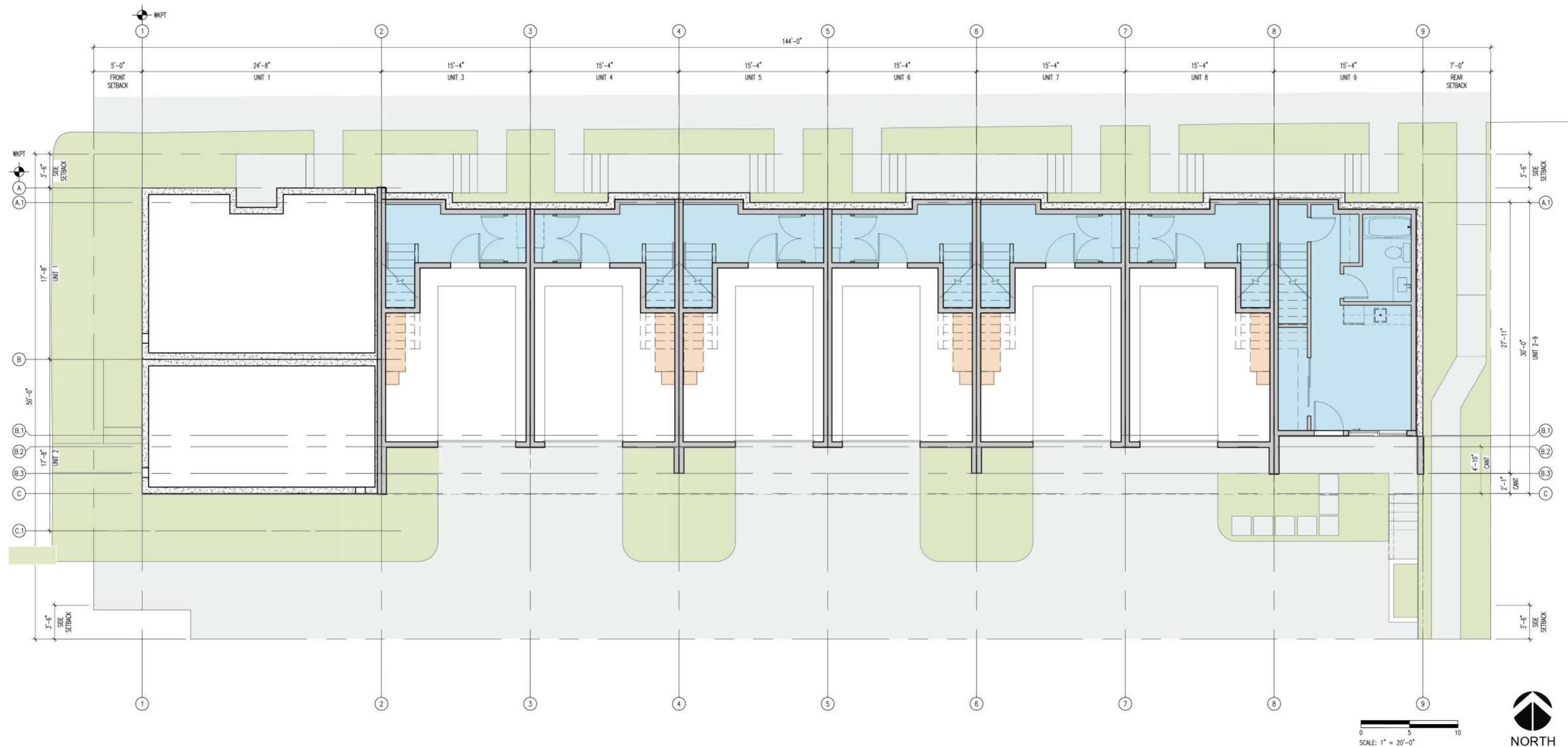




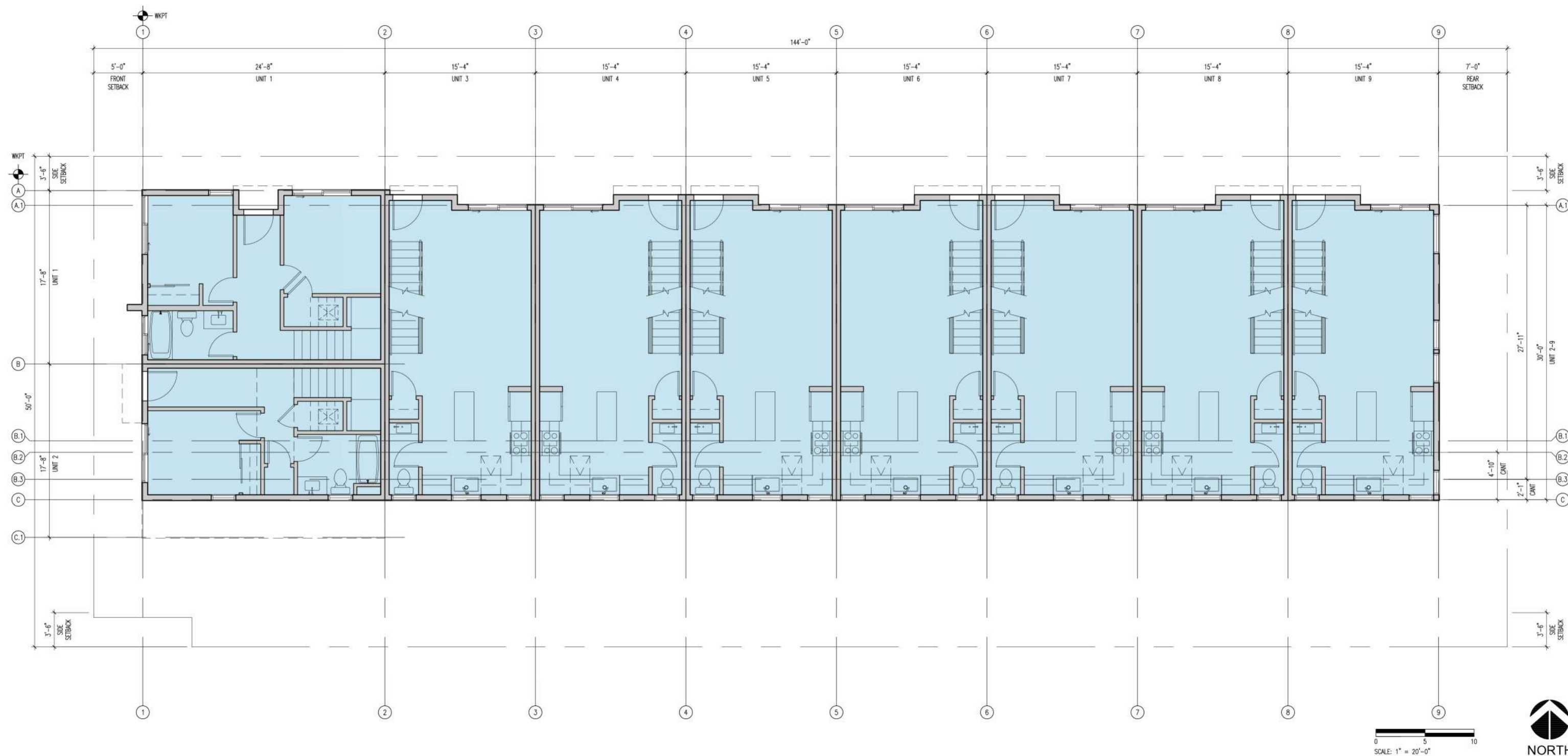




# LOT A LEVEL 0 FLOOR PLAN

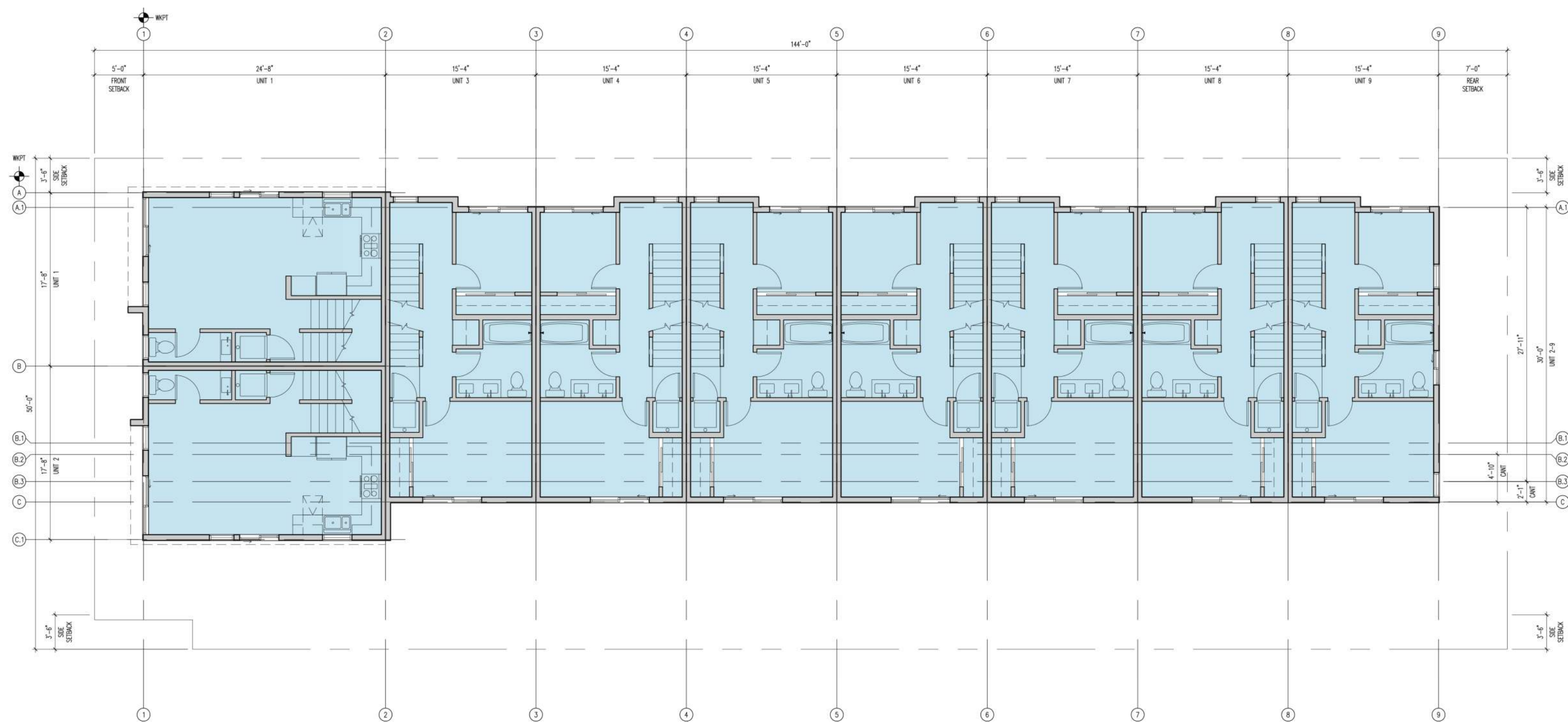


LANDSCAPING    RESIDENTIAL    SERVICE    VEHICULAR & PEDESTRIAN CIRCULATION

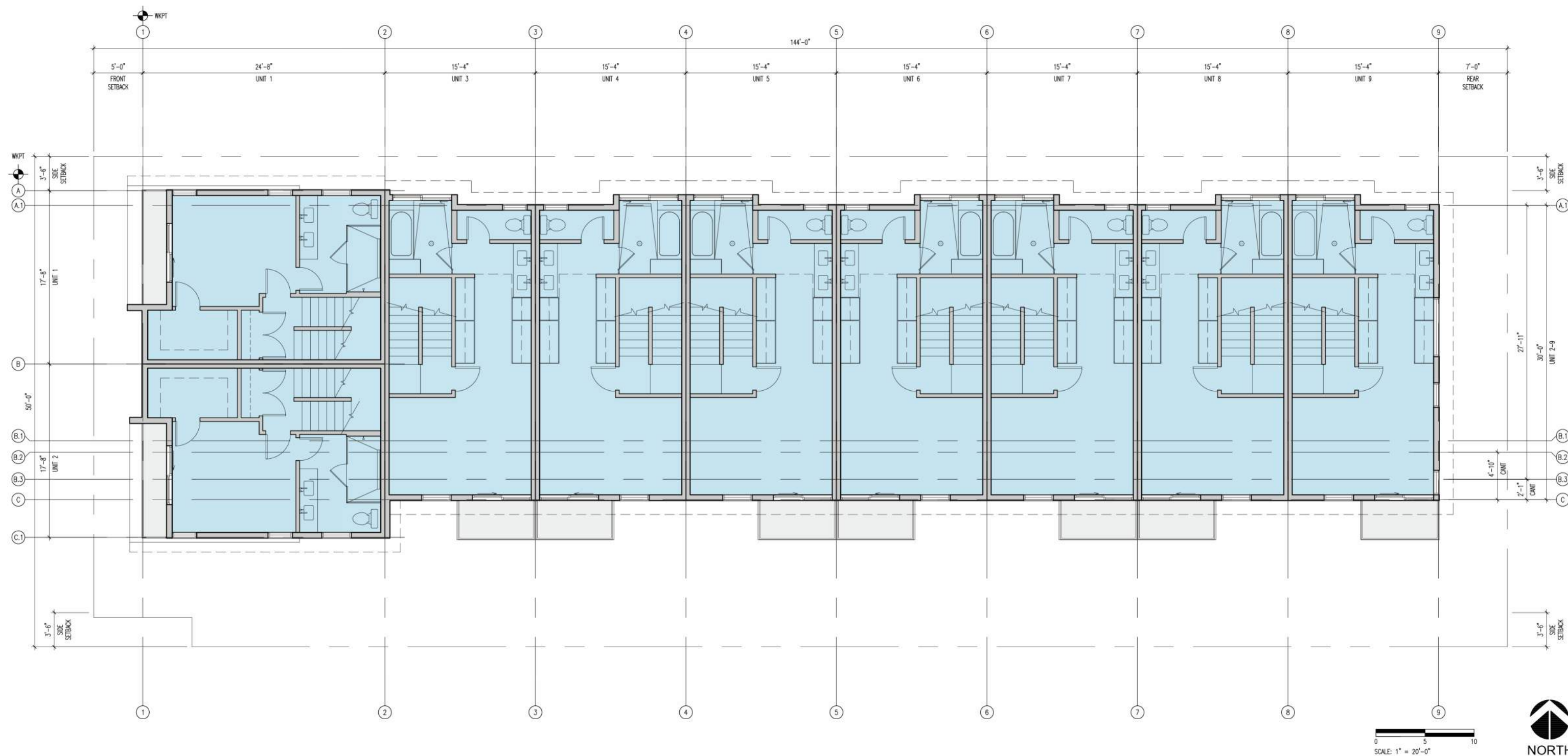


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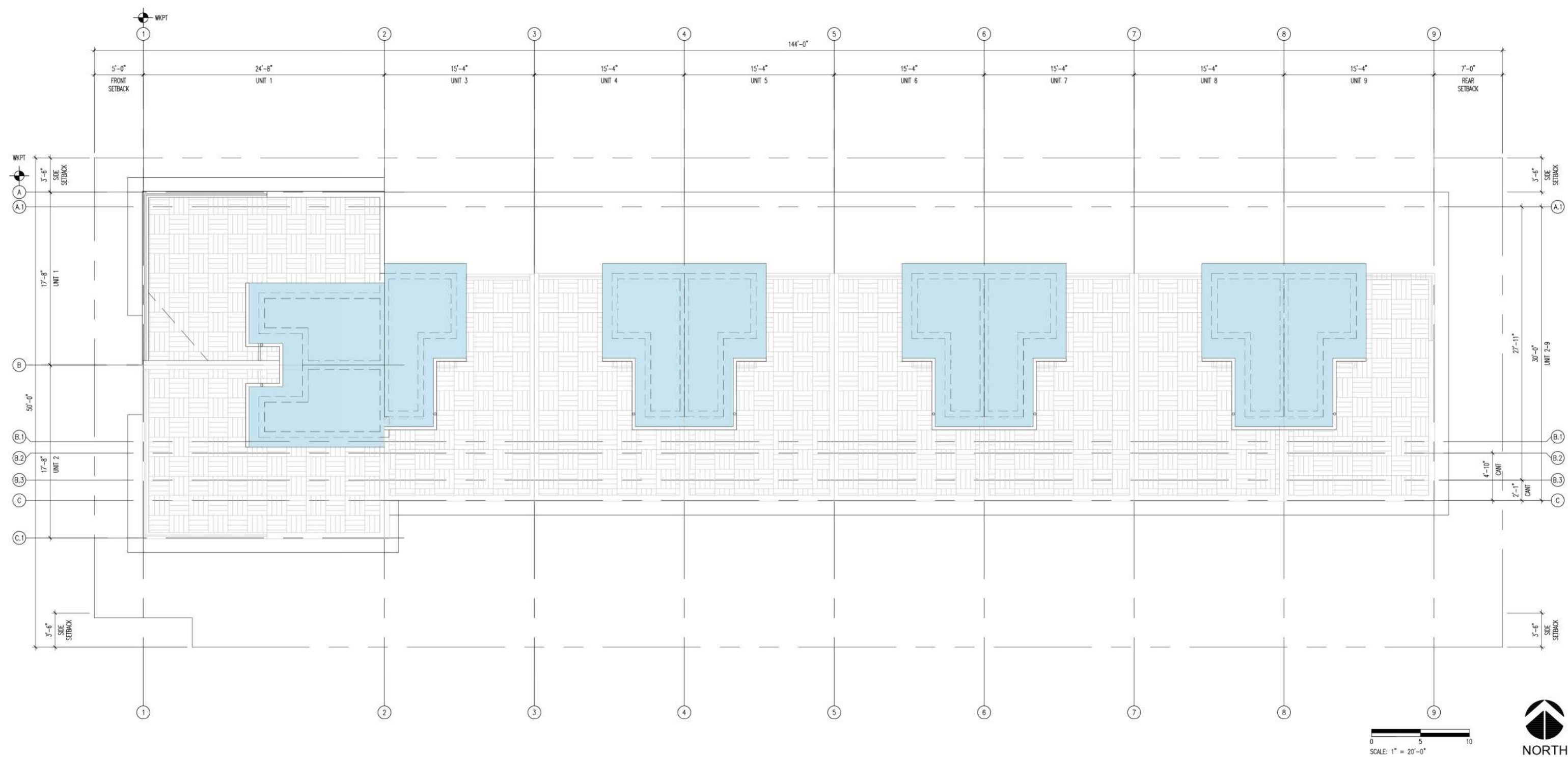


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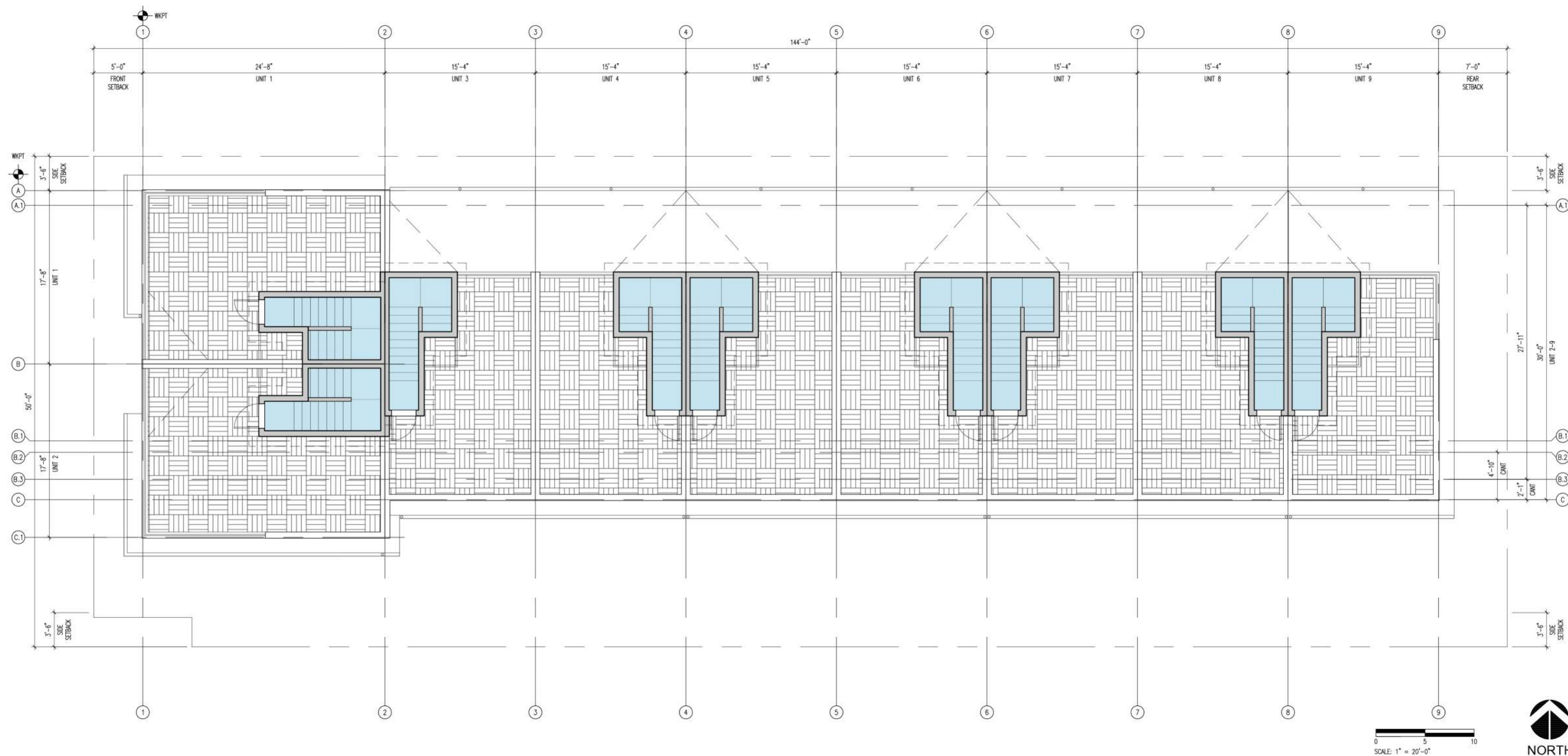


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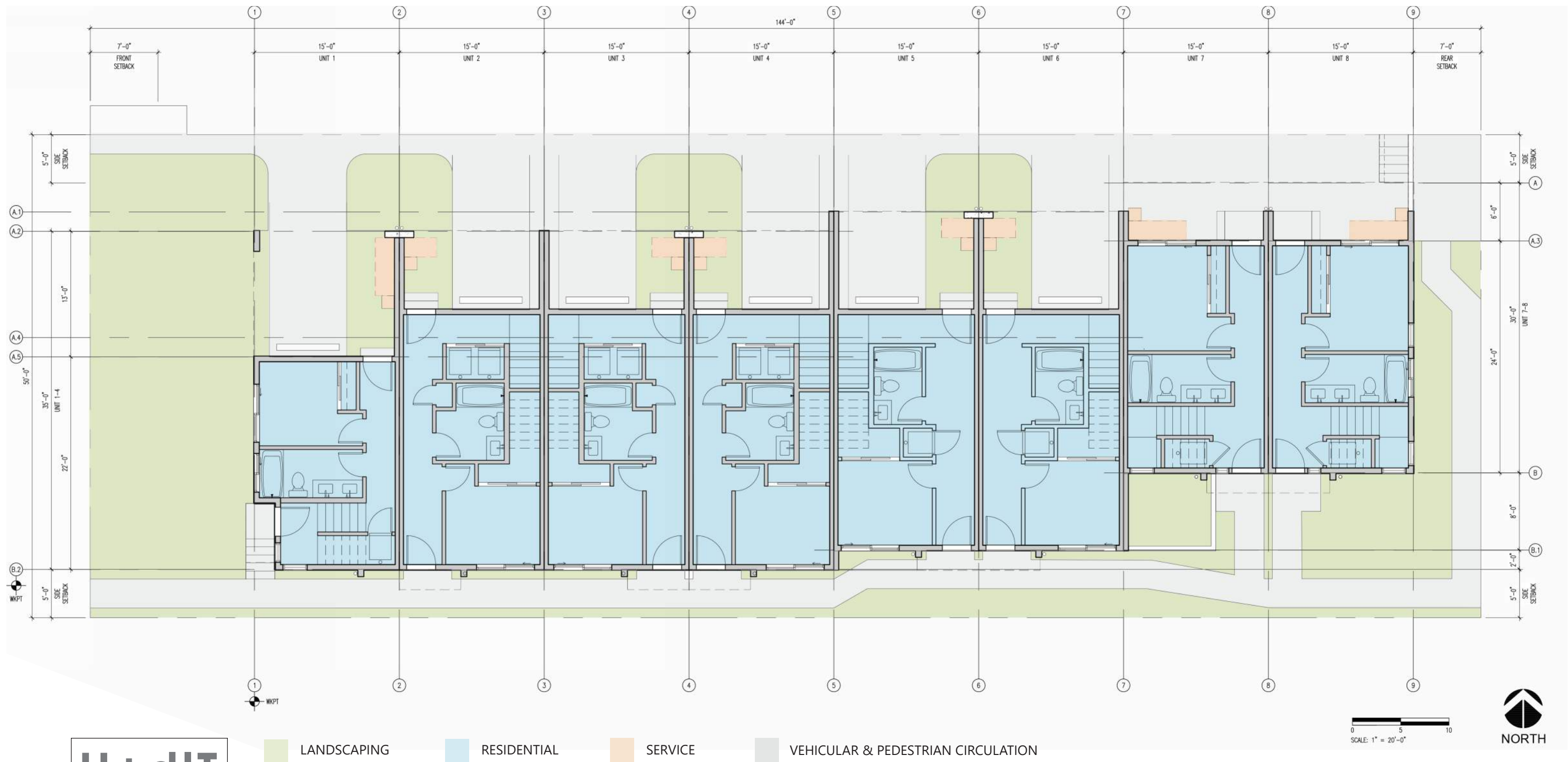
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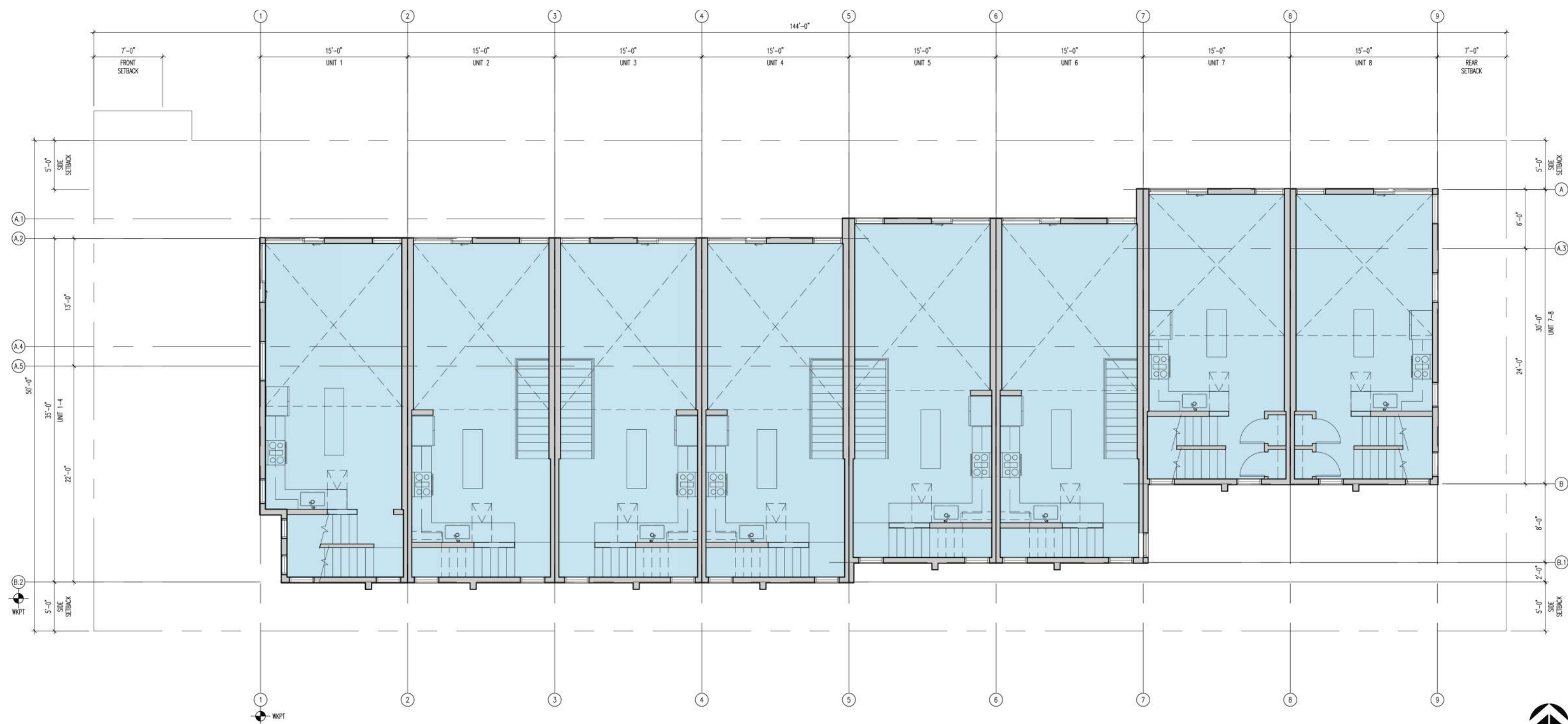


LANDSCAPING RESIDENTIAL SERVICE VEHICULAR & PEDESTRIAN CIRCULATION



# LOT B LEVEL 1 FLOOR PLAN

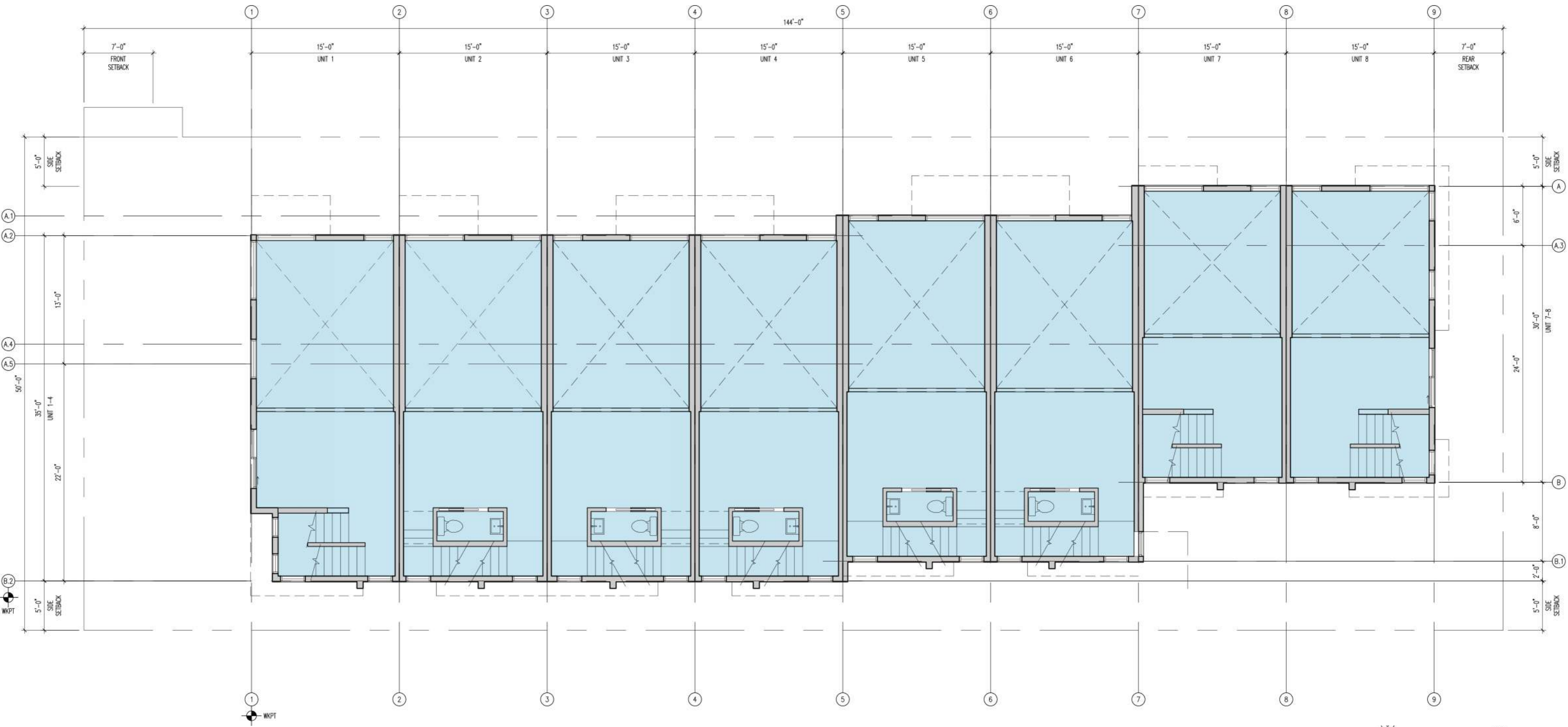




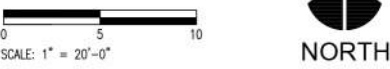
LANDSCAPING    RESIDENTIAL    SERVICE    VEHICULAR & PEDESTRIAN CIRCULATION

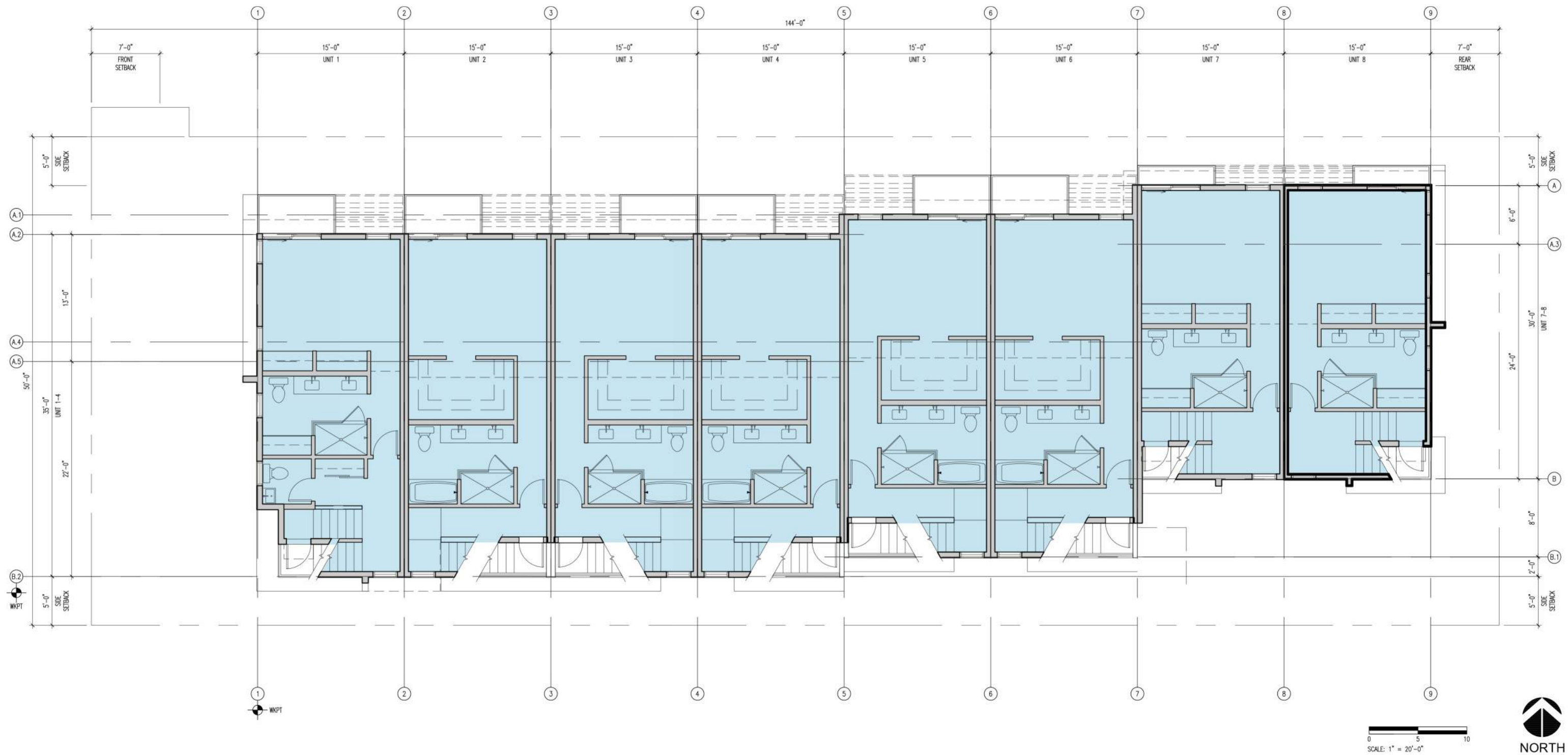


LOT B MEZZANINE FLOOR PLAN



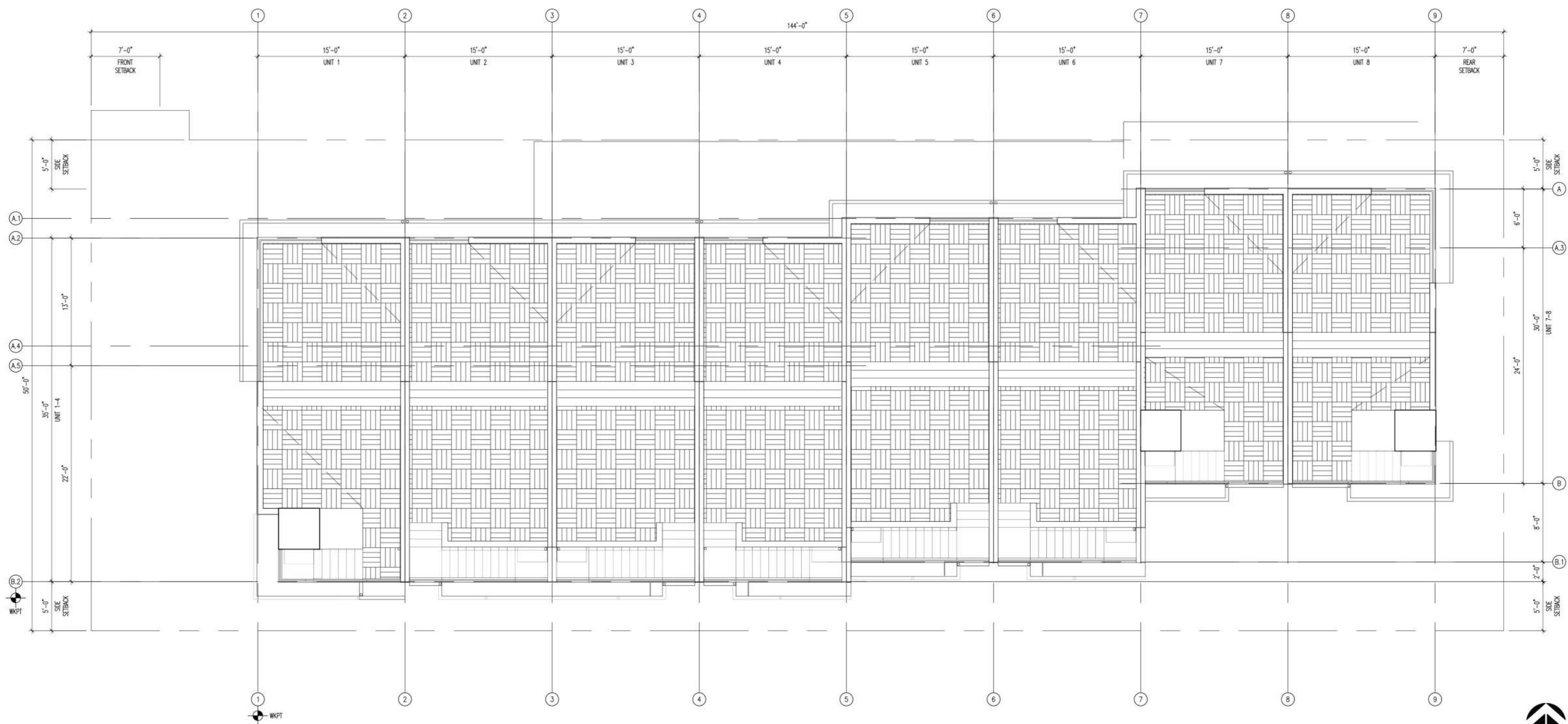
LANDSCAPING RESIDENTIAL SERVICE VEHICULAR & PEDESTRIAN CIRCULATION



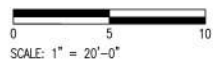




LOT B ROOF PLAN



- LANDSCAPING
- RESIDENTIAL
- SERVICE
- VEHICULAR & PEDESTRIAN CIRCULATION





- ① FIBER CEMENT LAP SIDING  
COLOR: WHITE OR SIM.
- ② FIBER CEMENT LAP SIDING  
COLOR: BEIGE OR SIM
- ③ FIBER CEMENT SHINGLE SIDING  
COLOR: TAUPE OR SIM.
- ④ FIBER CEMENT PANEL  
COLOR: TAUPE OR SIM.
- ⑤ FIBER CEMENT PANEL  
COLOR: DARK GRAY
- ⑥ FASCIA / TRIM  
COLOR: DARK GRAY
- ⑦ PAINTED METAL CANOPY
- ⑧ VINYL WINDOWS / DOORS
- ⑨ METAL RAILING
- ⑩ METAL COPING
- ⑪ EXPOSED CONCRETE
- ⑫ GUTTER & DOWNSPOUT  
PAINT TO MATCH ADJACENT
- ⑬ GLARE SHIELDED UP/DOWN  
SURFACE-MOUNTED SCONCE
- ⑭ LED STRIP LIGHT  
SURFACE-MOUNTED
- ⑮ 4" BENT METAL COPING  
COLOR: BLACK OR SIM.
- ⑯ WALL-MOUNTED WAYFINDING  
SIGNAGE W/ UNIT NUMBERS





LOT A SOUTH ELEVATION + MATERIALS



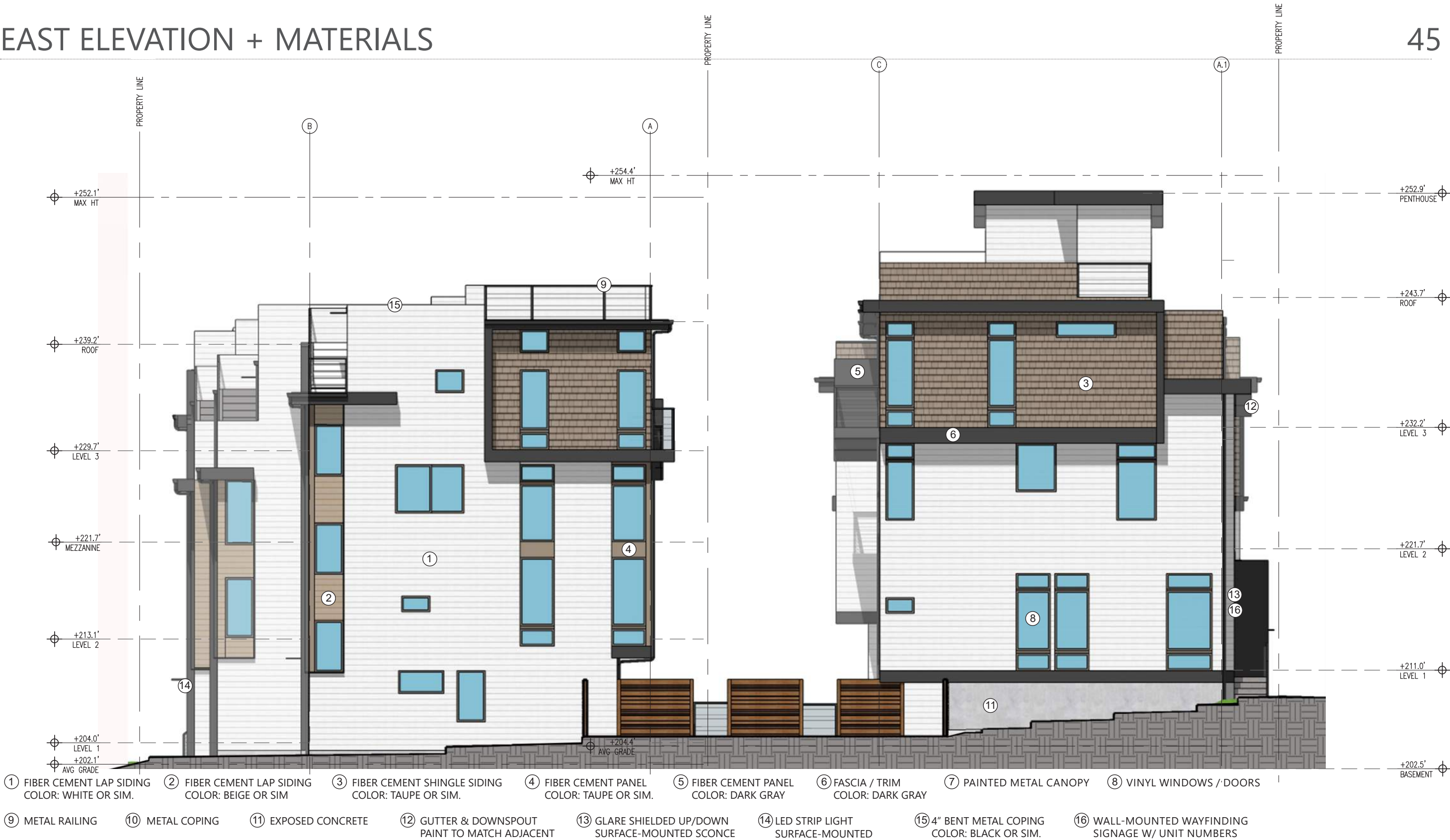
- ① FIBER CEMENT LAP SIDING COLOR: WHITE OR SIM. ② FIBER CEMENT LAP SIDING COLOR: BEIGE OR SIM ③ FIBER CEMENT SHINGLE SIDING COLOR: TAUPE OR SIM. ④ FIBER CEMENT PANEL COLOR: TAUPE OR SIM. ⑤ FIBER CEMENT PANEL COLOR: DARK GRAY ⑥ FASCIA / TRIM COLOR: DARK GRAY ⑦ PAINTED METAL CANOPY ⑧ VINYL WINDOWS / DOORS
- ⑨ METAL RAILING ⑩ METAL COPING ⑪ EXPOSED CONCRETE ⑫ GUTTER & DOWNSPOUT PAINT TO MATCH ADJACENT ⑬ GLARE SHIELDED UP/DOWN SURFACE-MOUNTED SCONCE ⑭ LED STRIP LIGHT SURFACE-MOUNTED ⑮ 4" BENT METAL COPING COLOR: BLACK OR SIM. ⑯ WALL-MOUNTED WAYFINDING SIGNAGE W/ UNIT NUMBERS







EAST ELEVATION + MATERIALS





- ① FIBER CEMENT LAP SIDING  
COLOR: WHITE OR SIM.
- ② FIBER CEMENT LAP SIDING  
COLOR: BEIGE OR SIM
- ③ FIBER CEMENT SHINGLE SIDING  
COLOR: TAUPE OR SIM.
- ④ FIBER CEMENT PANEL  
COLOR: TAUPE OR SIM.
- ⑤ FIBER CEMENT PANEL  
COLOR: DARK GRAY
- ⑥ FASCIA / TRIM  
COLOR: DARK GRAY
- ⑦ PAINTED METAL CANOPY
- ⑧ VINYL WINDOWS / DOORS
- ⑨ METAL RAILING
- ⑩ METAL COPING
- ⑪ EXPOSED CONCRETE
- ⑫ GUTTER & DOWNSPOUT  
PAINT TO MATCH ADJACENT
- GLARE SHIELDED UP/DOWN  
SURFACE-MOUNTED SCONCE
- ⑭ LED STRIP LIGHT  
SURFACE-MOUNTED
- ⑮ 4" BENT METAL COPING  
COLOR: BLACK OR SIM.
- WALL-MOUNTED WAYFINDING  
SIGNAGE W/ UNIT NUMBERS





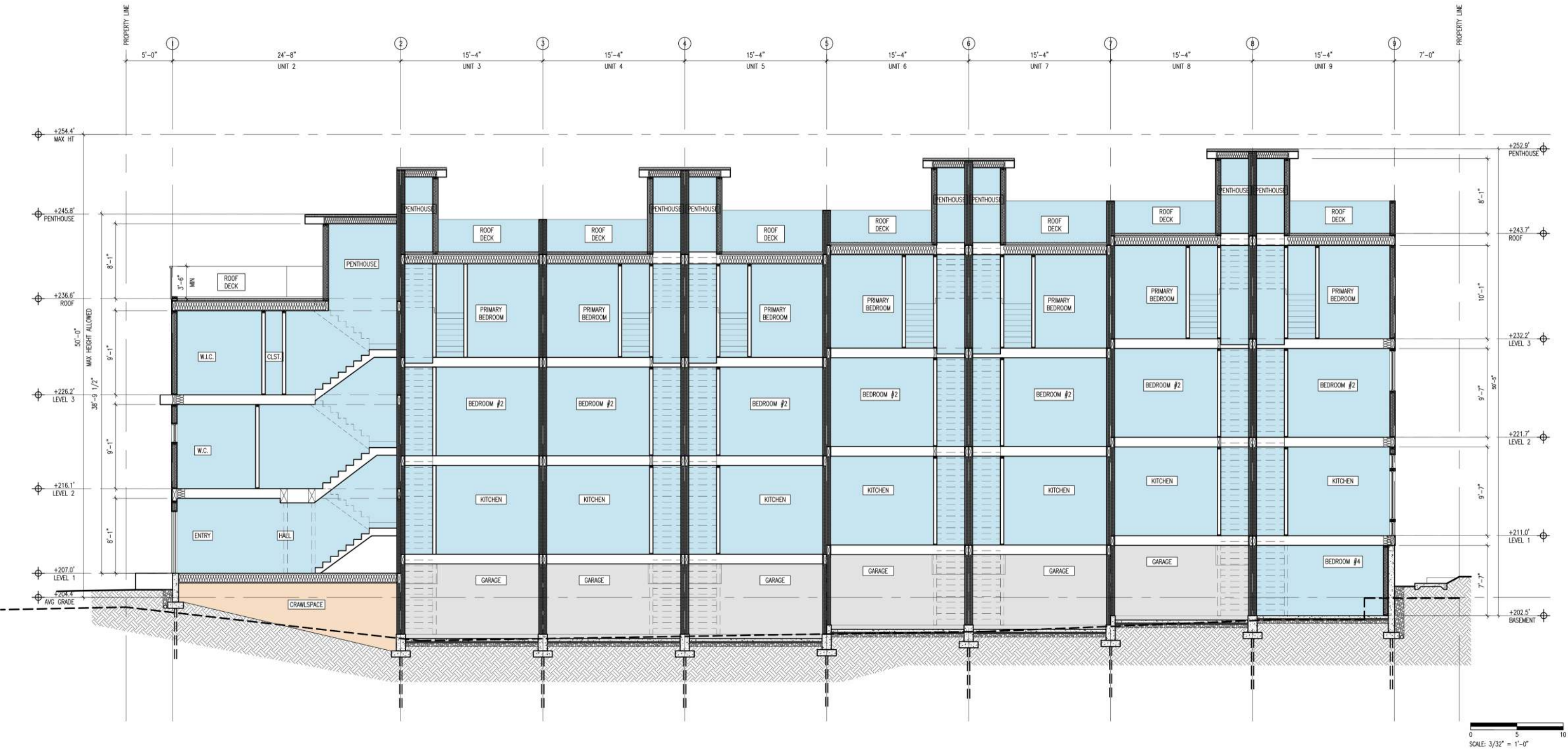
LOT B NORTH ELEVATION + MATERIALS



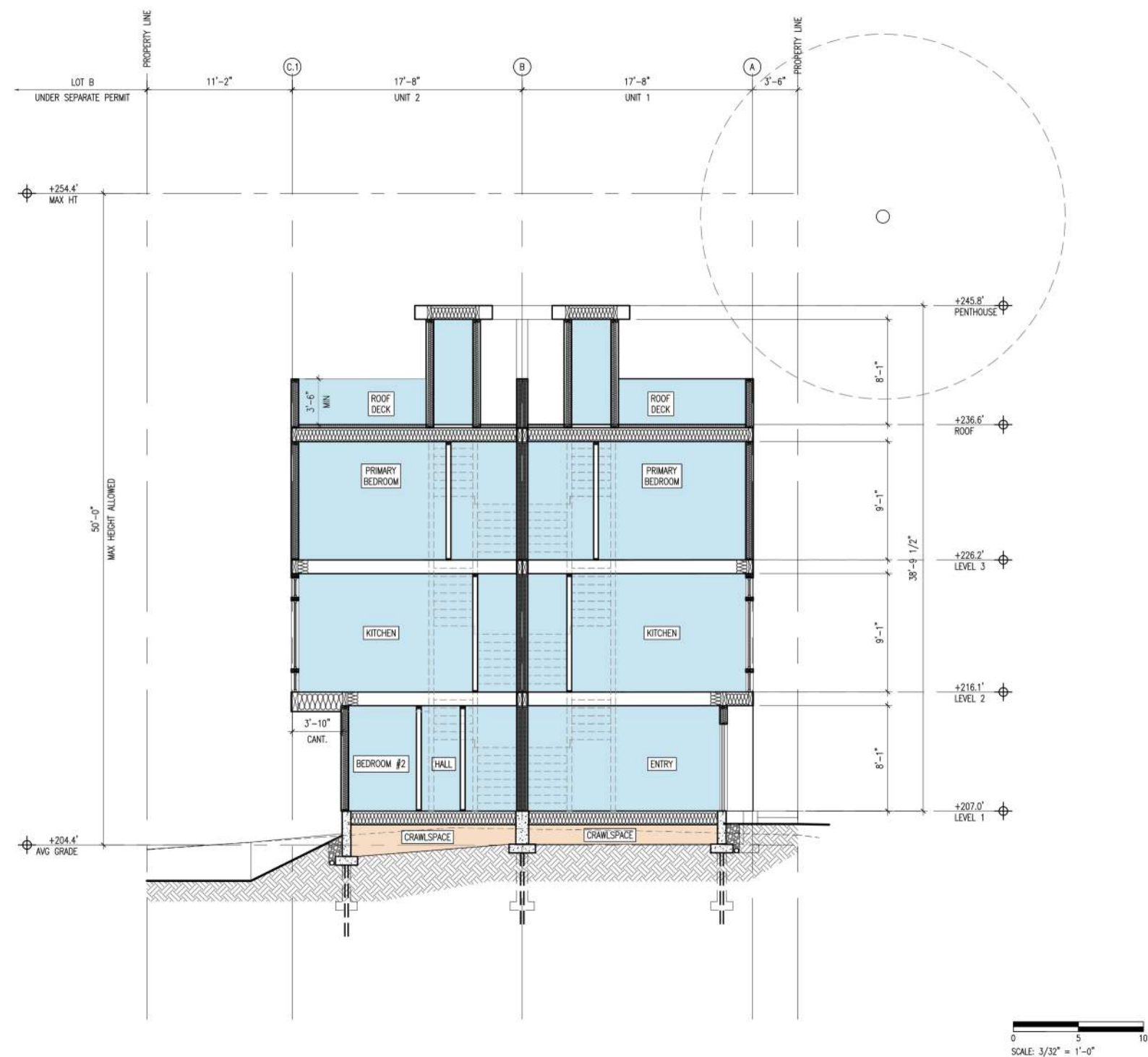
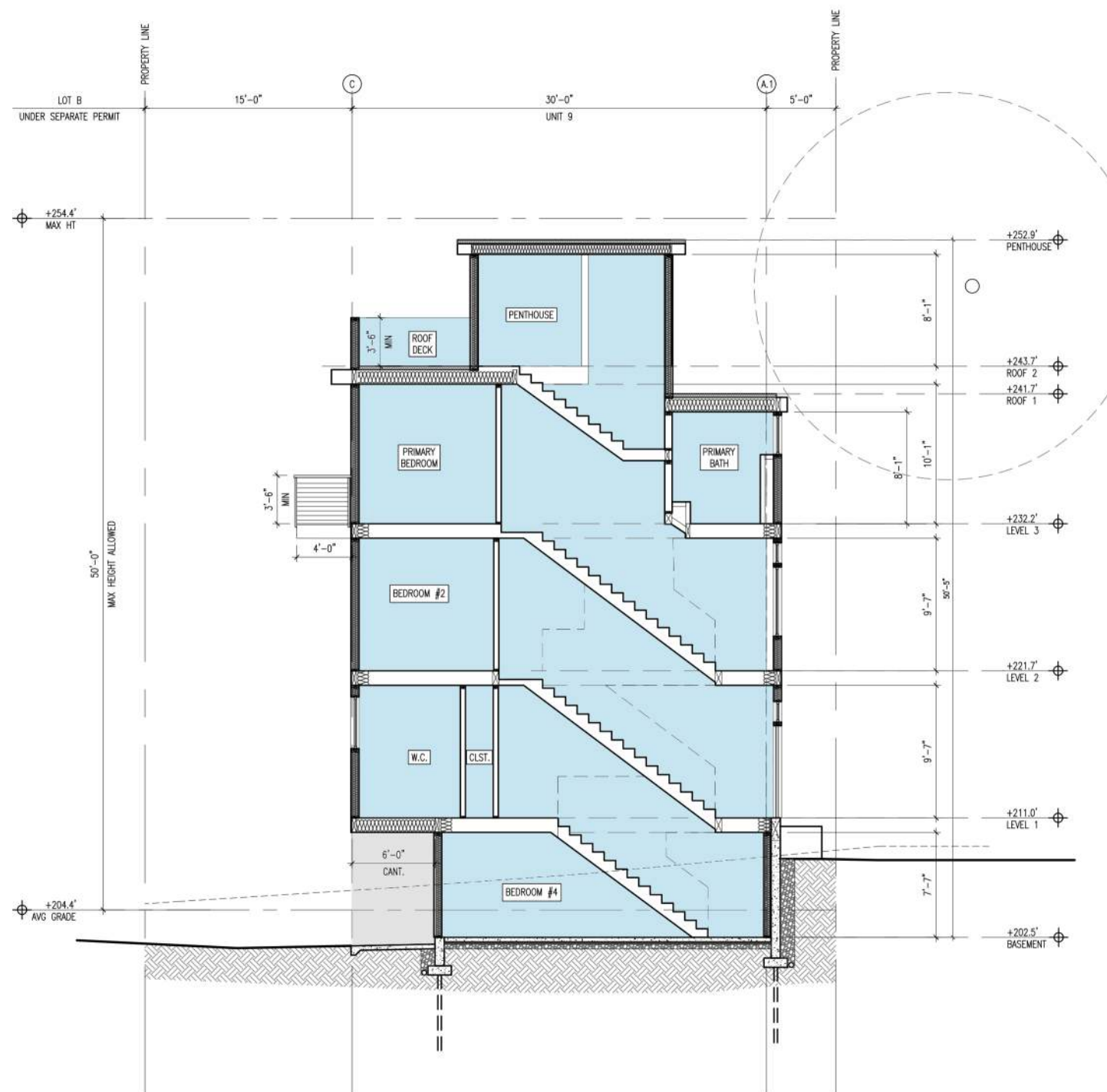
- 1 FIBER CEMENT LAP SIDING  
COLOR: WHITE OR SIM.
2 FIBER CEMENT LAP SIDING  
COLOR: BEIGE OR SIM
3 FIBER CEMENT SHINGLE SIDING  
COLOR: TAUPE OR SIM.
4 FIBER CEMENT PANEL  
COLOR: TAUPE OR SIM.
5 FIBER CEMENT PANEL  
COLOR: DARK GRAY
6 FASCIA / TRIM  
COLOR: DARK GRAY
7 PAINTED METAL CANOPY
8 VINYL WINDOWS / DOORS

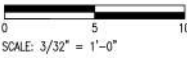
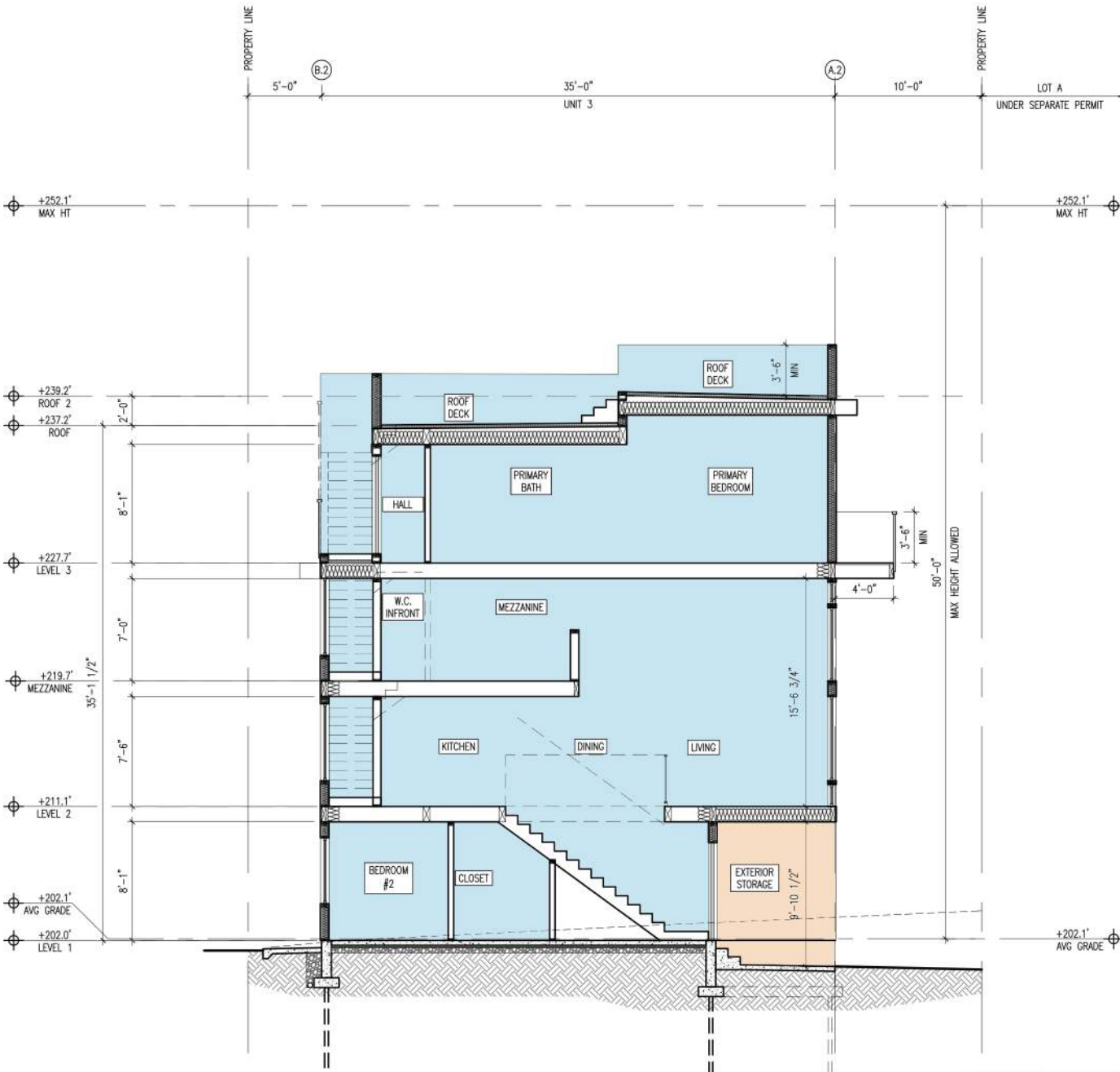
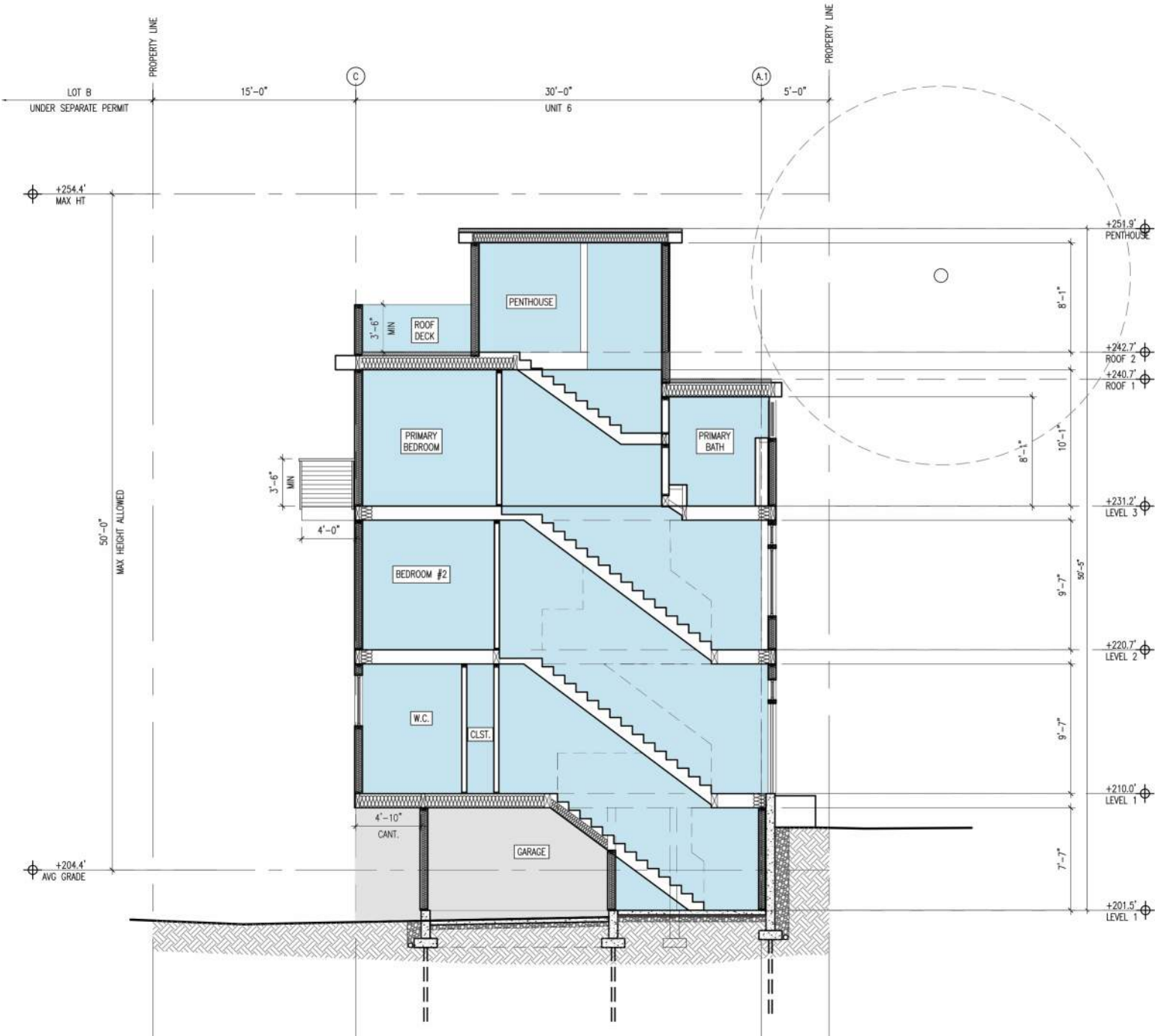
9 METAL RAILING
10 METAL COPING
11 EXPOSED CONCRETE
12 GUTTER & DOWNSPOUT  
PAINT TO MATCH ADJACENT
13 GLARE SHIELDED UP/DOWN  
SURFACE-MOUNTED SCENCE
14 LED STRIP LIGHT  
SURFACE-MOUNTED
15 4" BENT METAL COPING  
COLOR: BLACK OR SIM.
16 WALL-MOUNTED WAYFINDING  
SIGNAGE W/ UNIT NUMBERS





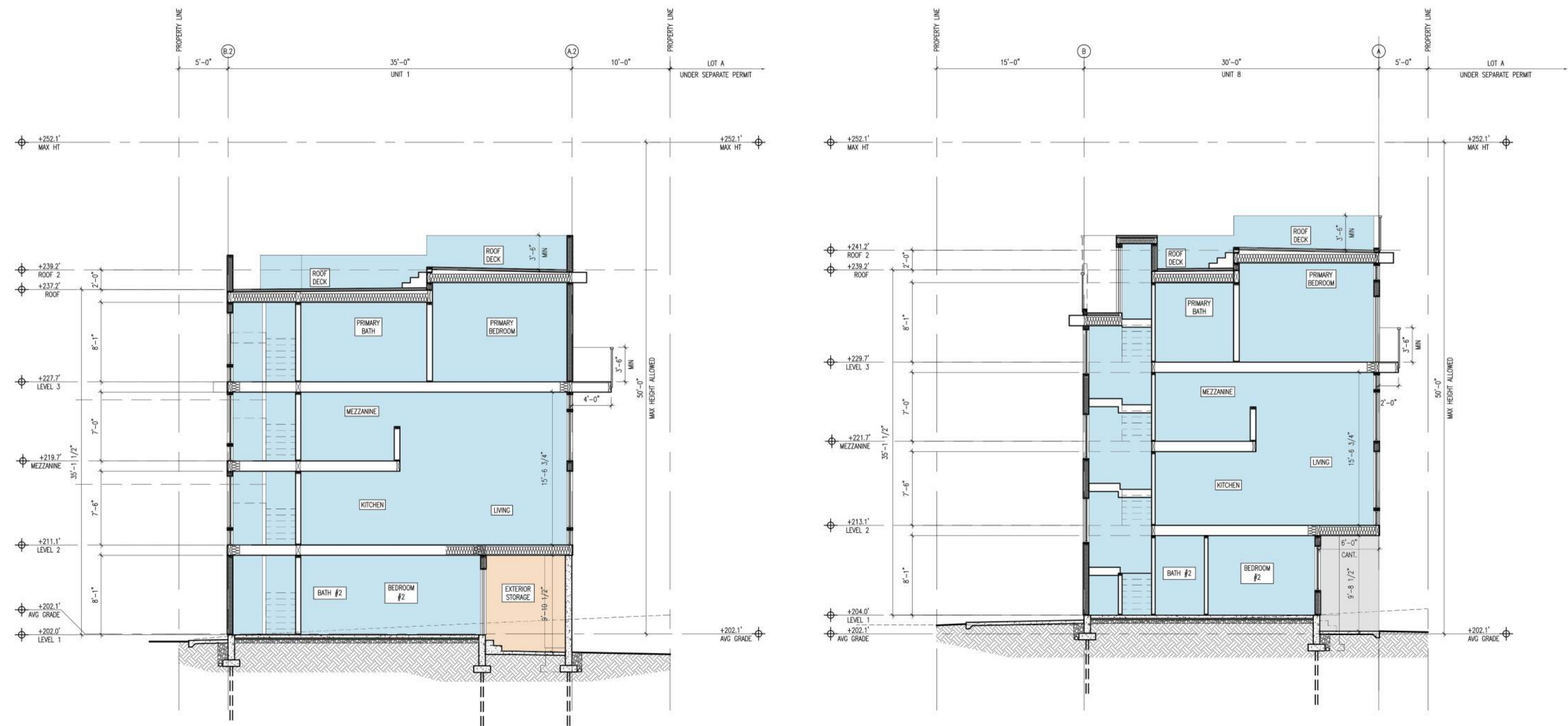




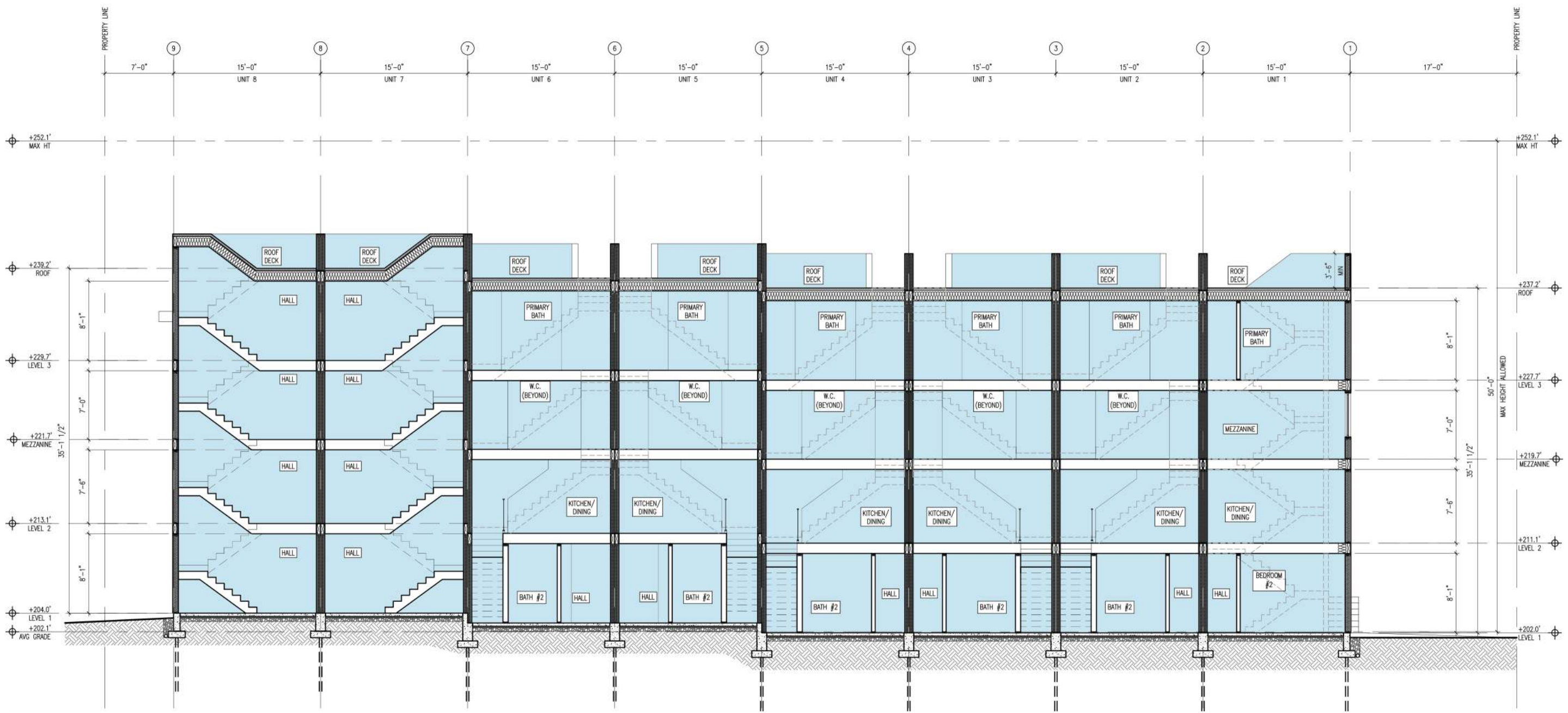


RESIDENTIAL SERVICE VEHICULAR & PEDESTRIAN CIRCULATION



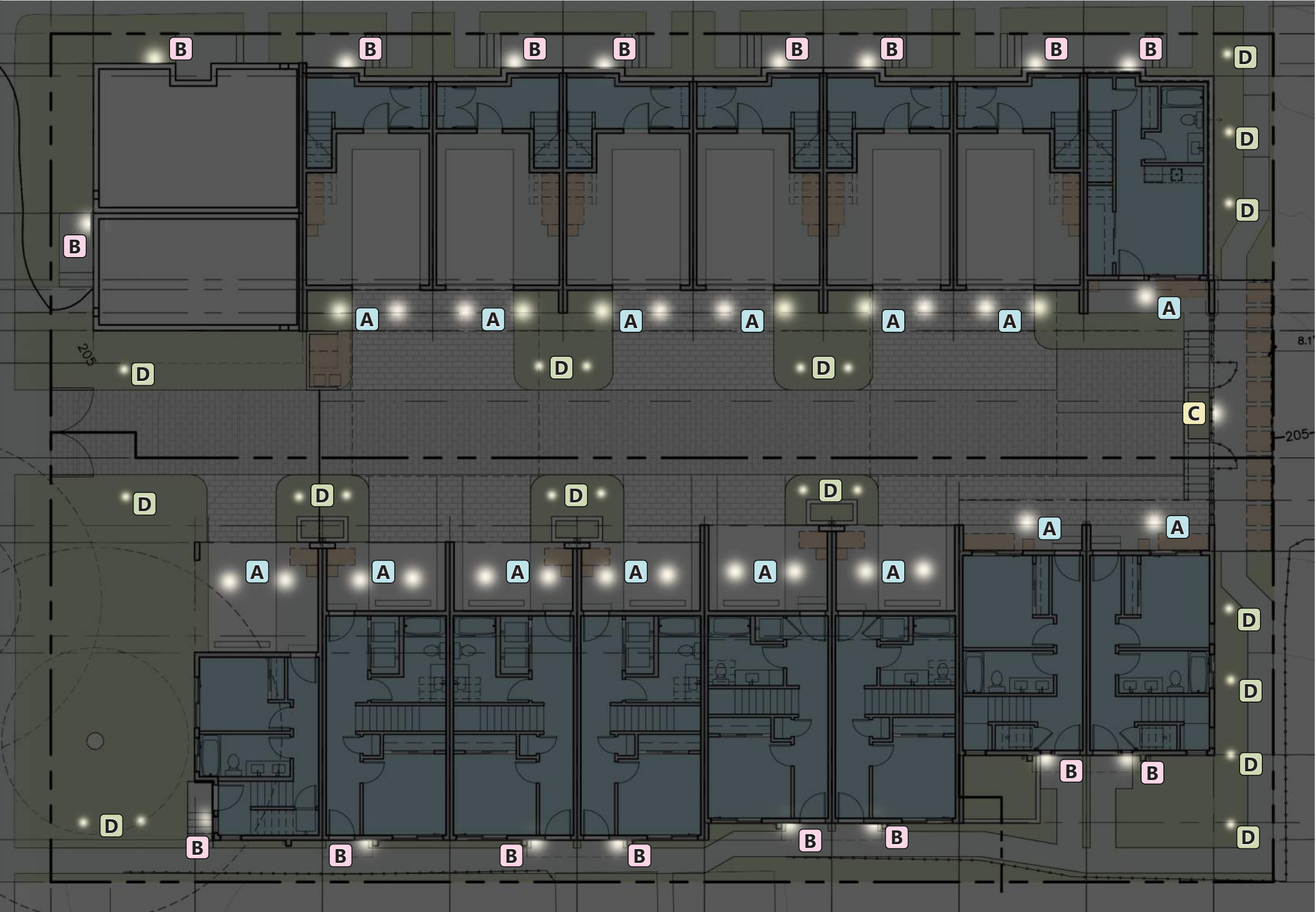


RESIDENTIAL SERVICE VEHICULAR & PEDESTRIAN CIRCULATION



RESIDENTIAL SERVICE VEHICULAR & PEDESTRIAN CIRCULATION





**A** EXTERIOR CAN LIGHTING



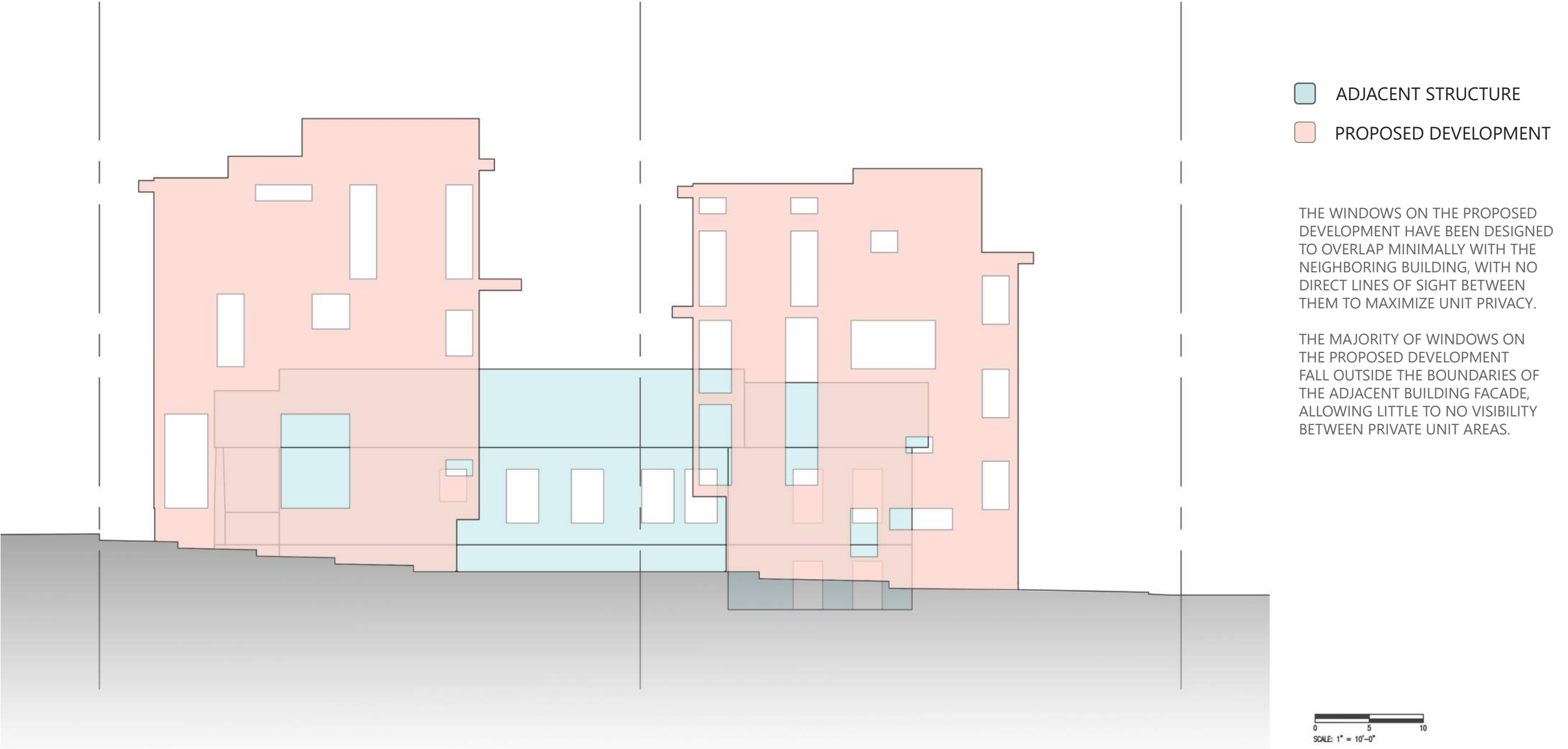
**B** WALL MOUNTED DOWN LIGHT



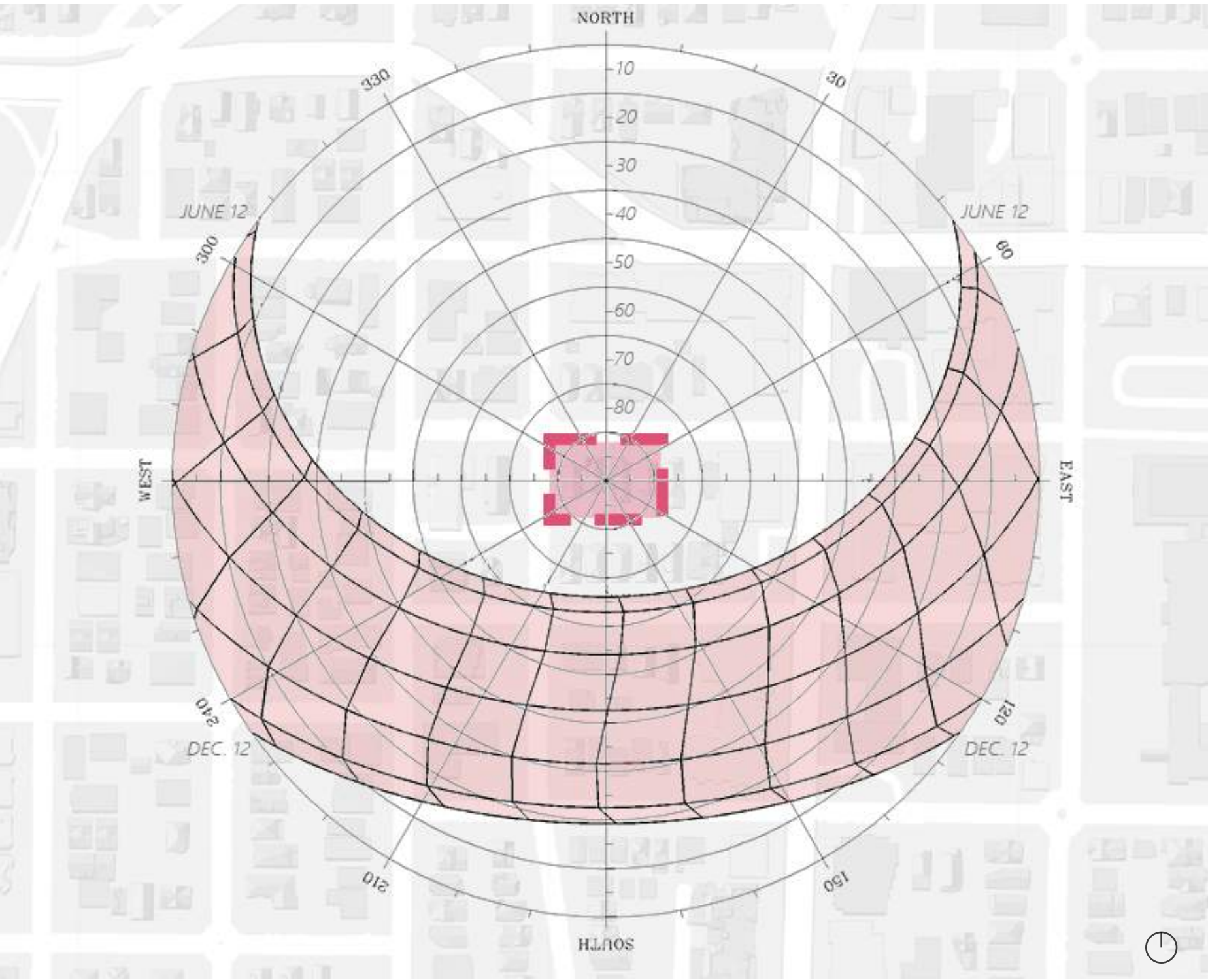
**C** WALL MOUNTED UP/DOWN SCONCE  
USED AT ROOF DECK ENTRANCES



**D** LANDSCAPE LIGHTING







SOLAR DESIGN APPROACH

THE PREFERRED OPTION IS OF SIMILAR HEIGHT TO THE NEIGHBORING BUILDING SOUTH OF THE PARCEL AND CLOSEST IN HEIGHT, OF THE THREE OPTIONS, TO THE BUILDING NORTH OF THE PARCEL.

THE SEPARATION OF THE PREFERRED OPTION INTO WEST AND EAST UNITS PROVIDES THE ABILITY TO BRING DIRECT LIGHT INTO THE CENTER OF THE SITE DURING THE SUMMER AND INDIRECT LIGHT DURING THE WINTER. THIS OPTION WILL ALSO PROVIDE LIGHT INTO THE MIDDLE OF THE ADJACENT BUILDING TO THE NORTH.

EACH UNIT BENEFITS FROM DIRECT SUNLIGHT THROUGH THE ENTIRE YEAR DURING MIDDAY HOURS. THE DESIGN INCORPORATES USING LARGER WINDOWS AT THE SOUTHWEST FACADES TO TAKE ADVANTAGE OF WHERE A MAJORITY OF THE SUNLIGHT REACHES THE SITE. LARGE WINDOWS ON THE NORTHEAST FACADES WILL PROVIDE INDIRECT LIGHT.



EQUINOX  
MARCH 21  
SEPTEMBER 21

SUMMER SOLSTICE  
JUNE 21

WINTER SOLSTICE  
DECEMBER 21

9:00 AM

12:00 PM

3:00 PM







IN ORDER TO REDUCE THE PERCIEVED HEIGHT, HEAVINESS, AND BULK OF MASSING, VERTICAL AND HORIZONTAL BANDING STRIPS HAVE BEEN INTRODUCED TO BREAK UP THE INDIVIDUAL FACADE PIECES INTO SMALLER BLOCKS.

VERTICALLY, HEIGHT IS BROKEN NOT ONLY THROUGH DARK HORIZONTAL BANDING PATTERNS BUT ALSO THROUGH CHANGES IN MATERIALITY AND EXTRUSIONS.

HORIZONTALLY, WIDTH IS BROKEN UP THROUGH DARK VERTICAL PANELLED BANDING TO BOTH VISUALLY SEPARATE UNITS AND ALSO TO REDUCE ANY FEELINGS OF SPATIAL DOMINATION AND MASSIVENESS.







N ALLEN ENTRANCES



INTERIOR COURTYARD BALCONIES



N ALLEN ENTRANCES

USER PRIVACY IS ENCOURAGED AND PROTECTED THROUGH THE UTILIZATION OF PRIVACY SCREEN PANELS THAT ARE PLACED STRATEGICALLY BETWEEN UNIT ENTRANCES AND SHARED BALCONIES FACING THE INTERIOR COURTYARD. THE PRIVACY SCREENS ARE SIZED SO AS TO BLOCK DIRECT VIEWS BETWEEN RESIDENT DOORWAYS, WHILE STILL ALLOWING SUFFICIENT NATURAL LIGHT AND VIEWS INTO EACH RESPECTIVE SPACE.



REAR UNITS ENTRANCES, SOUTHEAST CORNER













NORTH ALLEN SIDEWALK VIEW

EARLY DESIGN GUIDANCE: ADMINISTRATIVE DESIGN REVIEW

1203 N ALLEN PLACE, SEATTLE, WA

04.12.2023

SDCI PROJECT #3039592-LU  
#3040195-LU









COURTYARD DRIVEWAY ENTRANCE VIEW

EARLY DESIGN GUIDANCE: ADMINISTRATIVE DESIGN REVIEW

1203 N ALLEN PLACE, SEATTLE, WA

04.12.2023

SDCI PROJECT #3039592-LU  
#3040195-LU

















INTERIOR COURTYARD EXPERIENTIAL VIEW ILLUSTRATING GREENSPACE AND WALKABILITY.



ADR Departure Request 23.45.527.B.1:

Code Requirement:

SMC 23.45.527.B.1 Maximum Façade length: The maximum combined length of all portions of façades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65% of length of lot

Maximum façade length allowed within 15’ of lot line: 93.6’

Lot B north façade within 15’ of lot line: 120’-2” or 85%, (20% over allowed)

**Proposal:** We are requesting a departure of the Maximum Façade Length along the north property line of lot B due to being 26.4’ over the minimum 65%.

**Design Guidelines:** Per *CS2.D.1 Existing Development and Zoning*, this design allows us to get closer to the height, bulk, and scale zoning requirements of the area with a minimum building separation that is 21’-2”, 7’ above the typically required 14’ building separation. Per *CS2.D.3 Zone Transitions*, this design allows for maximizing FAR in a townhome design that will create an appropriate transition from the higher density LR-3 to the lower density LR-2 to the west and exisiting single family residences. Per *CS1.D.1 Onsite Features*, the design maintains the existing exceptional trees at the southwest corner and incorporates them into a common amenity space.

Reason for request:

Typically, with a lot of this depth, there would be room to properly space multiple buildings so that no side façade would exceed 65% within 15’ of the property line. This design maintains the exceptional tree located in the southwest corner of the lot, thus reducing the buildable area and available depth for multiple buildings while maximizing FAR.

The design incorporates a shared drive with Lot A which mitigates the distance between the buildings on Lot A and Lot B.

Where typically townhomes on a shared lot line would be 10’-14’ apart, the average for this development is 22.8’. Lot A is in full compliance with SMC23.45.527.B.1 with 24.7’ or 17.5% of façade within 15’ of the property line.

The design of the two lots together provides the following façade separation between building:

- 25’ of separation for 47.3’ of the façades
- 23’ of separation for 30’ of facades
- 21’ of separation for 12.7’ of the facades
- 20’ of separation for 30’ of facades

