



STREAMLINED DESIGN REVIEW

SDCI #3041370-EG
1121 10th Ave E
Seattle, WA 98102

Applicant:
Cone Architecture, LLC
1319 N 49th St
Seattle, WA 98103
Contact: Iwan Brody

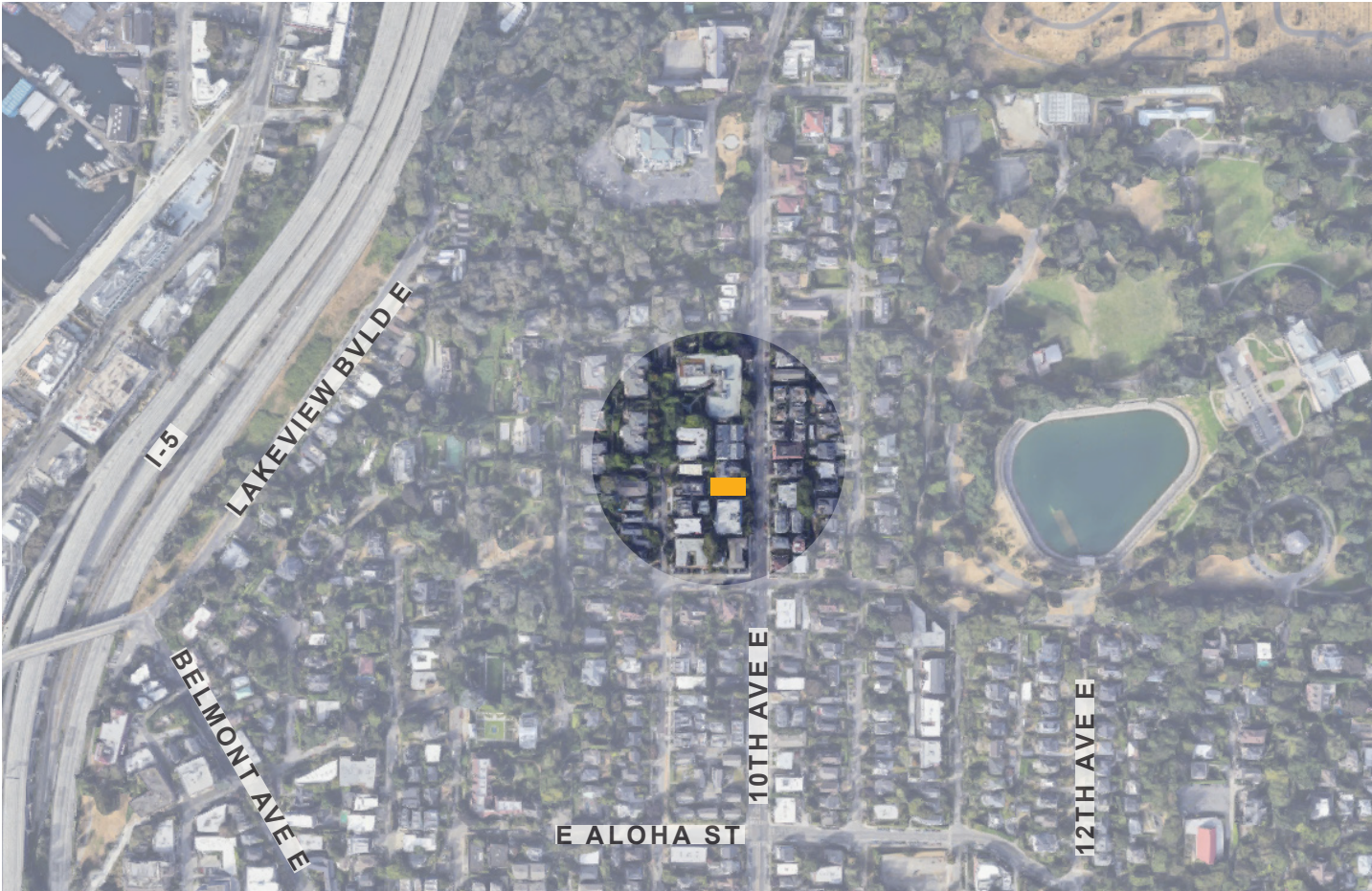
Owner:
Greencity Development
14231 Lake Rd, Suite 300
Lynnwood, WA 98087

Landscape Architect:
Roof of Design
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Ste 7, PMB 370
Bothell, WA 98021

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EXISTING SITE

The project site is parcel #6762700360 located at 1121 10th Ave E. The rectangular lot measures about 100'-0" deep by 50'-0" wide. There is approximately 3' of grade change from the south property line up to the north. Currently, there is one single family house on the site that will be removed for the proposed project. The site is positioned in the Lowrise Residential Zone.

The parcel to the north is under development under #3041369-EG.

DEVELOPMENT OBJECTIVES

The project proposes the construction of two new multi-family residential buildings, providing a total of 5 residences in a dense urban setting while fitting with the existing fabric of the neighborhood.

After conducting an online survey for community members the concerns and desires of a project at this location were related to an overall appealing appearance and it's relation to neighbors, the scale, and parking. To address these concerns, this project will match the scale of adjacent neighbors and take cue from existing successful design features such as colors and tones, wood accenting, recessed entries, clean modern forms, and large glazing. It will further contribute to surrounding context by developing the ROW to enhance the pedestrian experience with added lush layered landscaping. In solution to parking, the project proposes 3 on-site parking spaces accessed from 10th Ave E.

NEIGHBORHOOD CUES

The subject parcel is located in a dynamic area of Capitol Hill and is located in lowrise residential zoning. A prime location for increased density, the neighborhood offers high walking scores and access to commercial areas in Capitol Hill as well as close proximity to Volunteer Park. Public transportation is readily available within a 15-minute walk of the Capitol Hill Light Rail Station as well as frequent bus service along 10th Ave E. Surrounding the proposed project site is a variety of three to four-level townhomes, multi-family apartment buildings, and single-family homes. The neighborhood continues to transition with many multi-family and commercial projects currently under development. As the neighborhood increases in density, the precedents found include a variety of architectural styles including roof forms and material choices.



SITE LOCATION
1121 10th Ave E
Seattle, WA 98102

ZONING SUMMARY
Zone: LR3 (M)
Overlay: None
ECA: None
Frequent Transit Service Area
Urban Center: None
Urban Village: None

PROJECT PROGRAM
Site Area: 5,000 SF
Number of Residential Units: 5
Number of Parking Stalls: 3
Approx. FAR: 8,884 SF
Approx. Gross Floor Area: 9266 SF

PROPOSED PROJECT SITE

- Located mid-block along 10th Ave E between E Highland Dr and E Prospect St
- 1 existing single family on site
- Site Area = 5,000 sf
- Measures 50' wide by 100' deep

TOPOGRAPHY

- Site has approx. 3' of grade change from E to W

ADACENT BUILDINGS AND USES

- North: 2-story Single Family/Offices - 4,352 SF
- South: 4-story Condominiums - ~17,800 SF
- East: 3-story Condominiums - ~8,810 SF
- West: 3-story Condominiums - ~5,665 SF

TREES

- Per the arborist report, there are two trees on the property and one ROW tree to the southeast. No trees identified by the arborist on the property meet the threshold diameter to be classified as tier 1 or 2.

SITE CONSTRAINTS

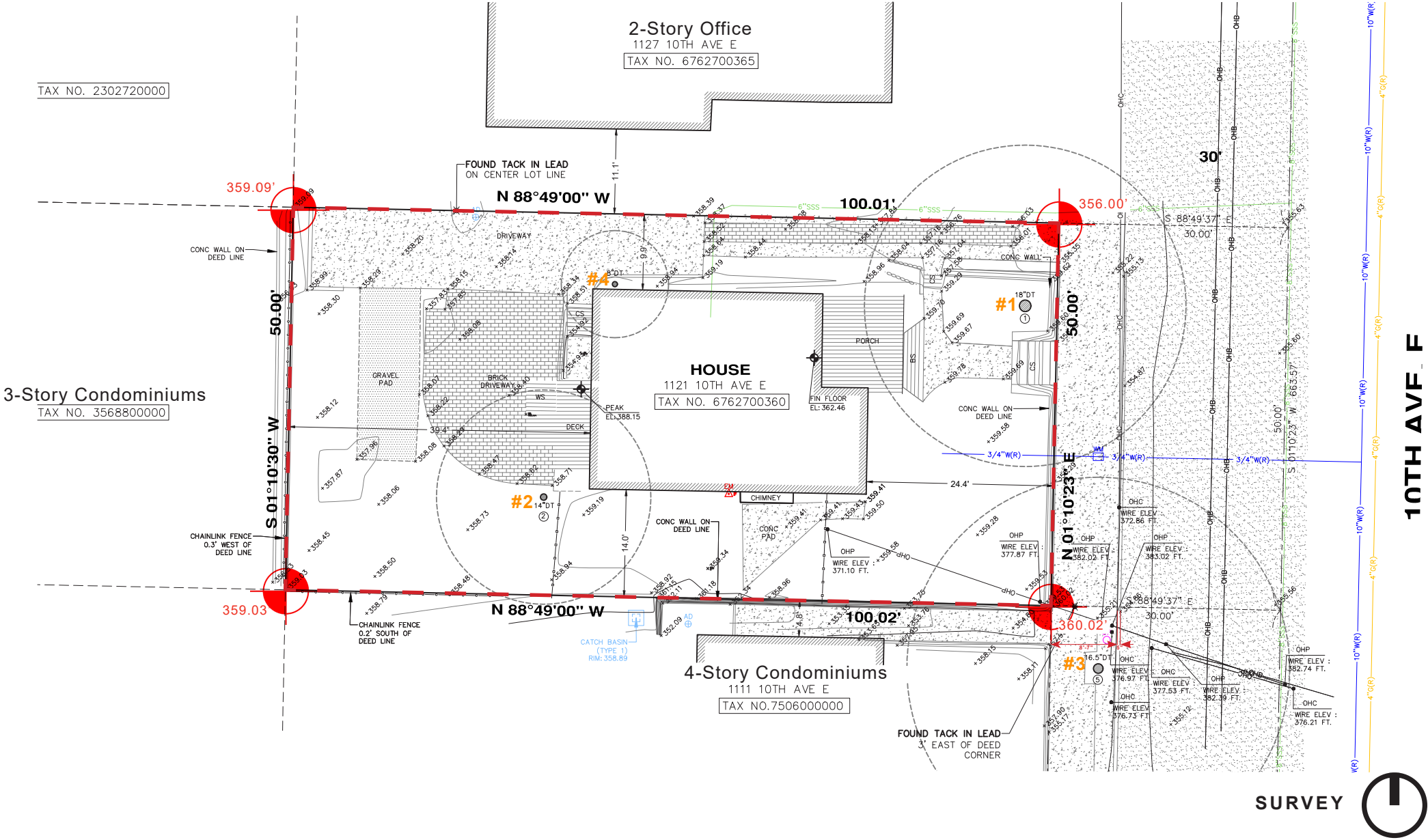
- There is a utility pole to the southeast of the site
- Overhead power (OHP) runs along the east edge of the property on 10th Ave E

LEGAL DESCRIPTION

LOT 17, BLOCK "C". PHINNEY'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT RECORDED IN VOLUME 1 OF PLATS, PAGE 175, IN KING COUNTY, WASHINGTON. TOGETHER WITH AN EASEMENT FOR COMMUNITY DRIVEWAY OVER THE SOUTH 6 FEET OF LOT 18, BLOCK "C", SAID ADDITION.

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

TREE #	SPECIES	TIER	DBH	DRIPLINE	CONDITION AND STATUS
1	Japanese zelkova Zelkova serrata	3	18"	21'	Multiple leaders
2	Blireiana flowering plum Prunus blireiana	3	14"	14'	Brown rot fungus dieback, double leader, lean, rootplate growth obstruction (existing house foundation
3	Callery pear Pyrus calleryana	NA	16.5"	22'	ROW
4	NA	NA	NA	NA	REMOVED





1121 10TH AVE E LOOKING NORTH FROM 10TH AVE E



1121 10TH AVE E FROM 10TH AVE E



1121 10TH AVE E LOOKING SOUTH FROM 10TH AVE E



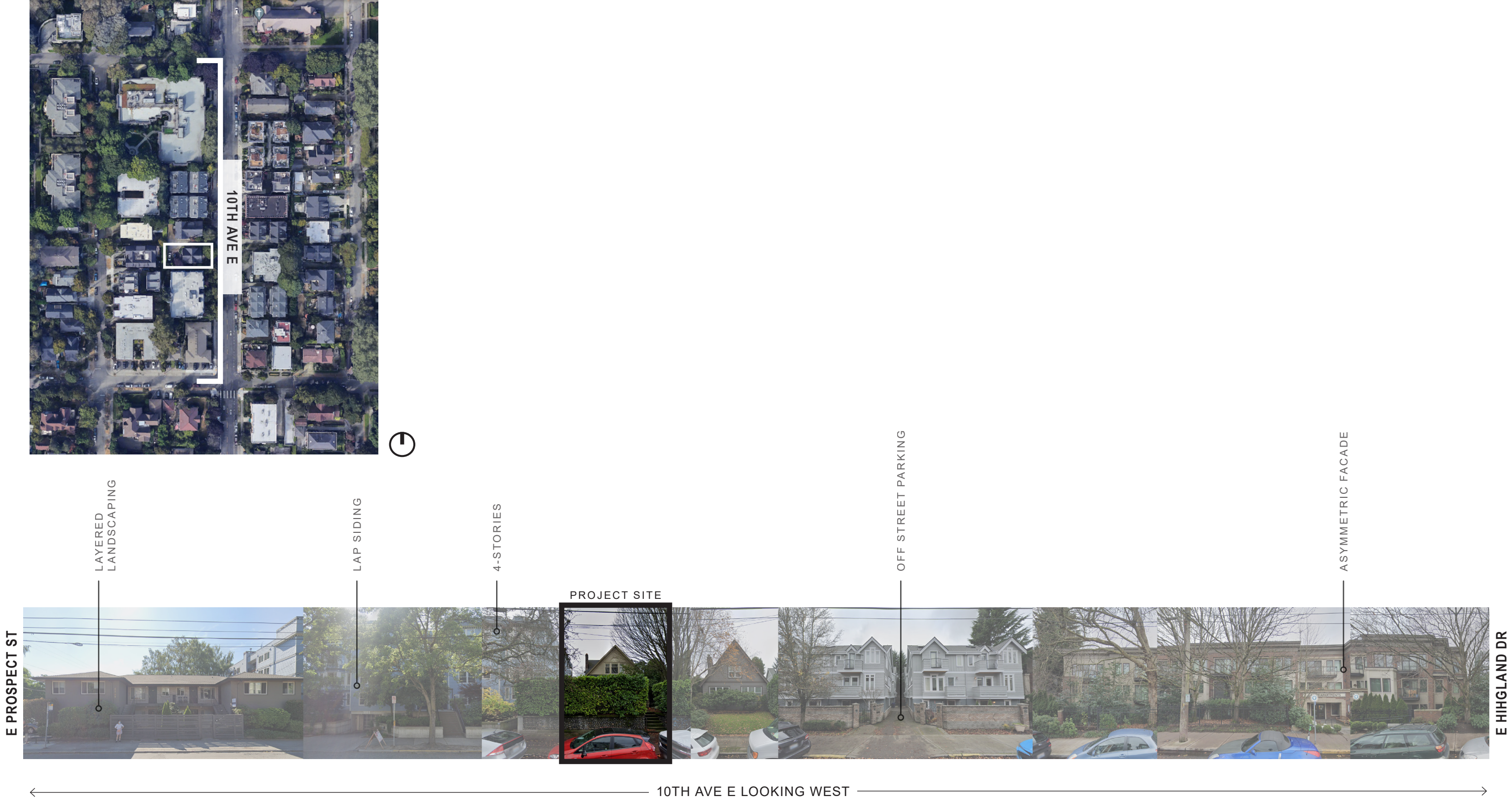
CONDOMINIUM TO SOUTH



CONDOMINIUM ACROSS 10TH AVE E



SFR/OFFICES TO NORTH



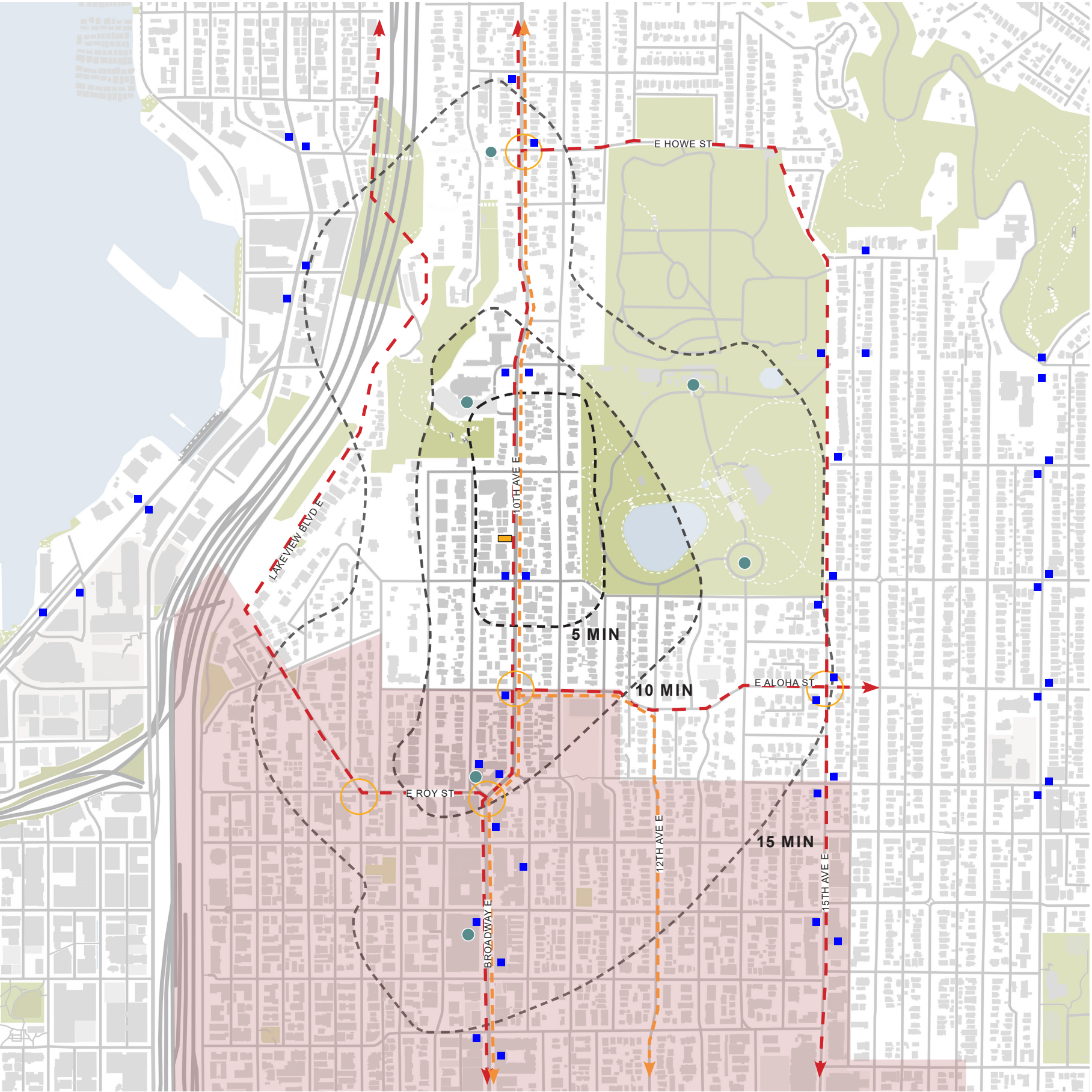


E HIIGHLAND DR



E PROSPECT ST

← 10TH AVE E LOOKING EAST →



URBAN ANALYSIS KEY

- PROJECT SITE
- PRIMARY ACCESS ROAD
- NODE
- LANDMARKS
- WALKSHED
- PARKS
- PUBLIC TRANSIT
- BIKE LANE
- FIRST HILL/CAPITOL HILL URBAN CENTER



NEIGHBORHOOD CHARACTER

WITHIN 15 MIN WALK

THE CAPITOL HILL NEIGHBORHOOD PROVIDES A RANGE OF RESTAURANTS, CHURCHES, PARKS, AND SHOPS WITHIN WALKING DISTANCE OF THE PROPOSED PROJECT. THE SURROUNDING CHARACTER OF THESE AMENITIES EMPLOYS A UNIQUE WIDE RANGE OF ARCHITECTURE THAT REFLECTS THE NEIGHBORHOODS GROWTH FOR 100 YEARS. SOME OF THESE DESIGN CUES INCLUDES THE USE OF STEEL, GLASS, AND BRICK AND MORTAR THAT REFLECT THE TECHNOLOGY OF THE TIME. THE PROPOSED PROJECT STRIVES TO EXPRESS THE DESIGN STYLE AND TECHNOLOGY OF THE TIME THROUGH A MODERN SIMPLE DESIGN STRATEGY.

1 | **HOWE STREET STAIRS**
811 E HOWE ST

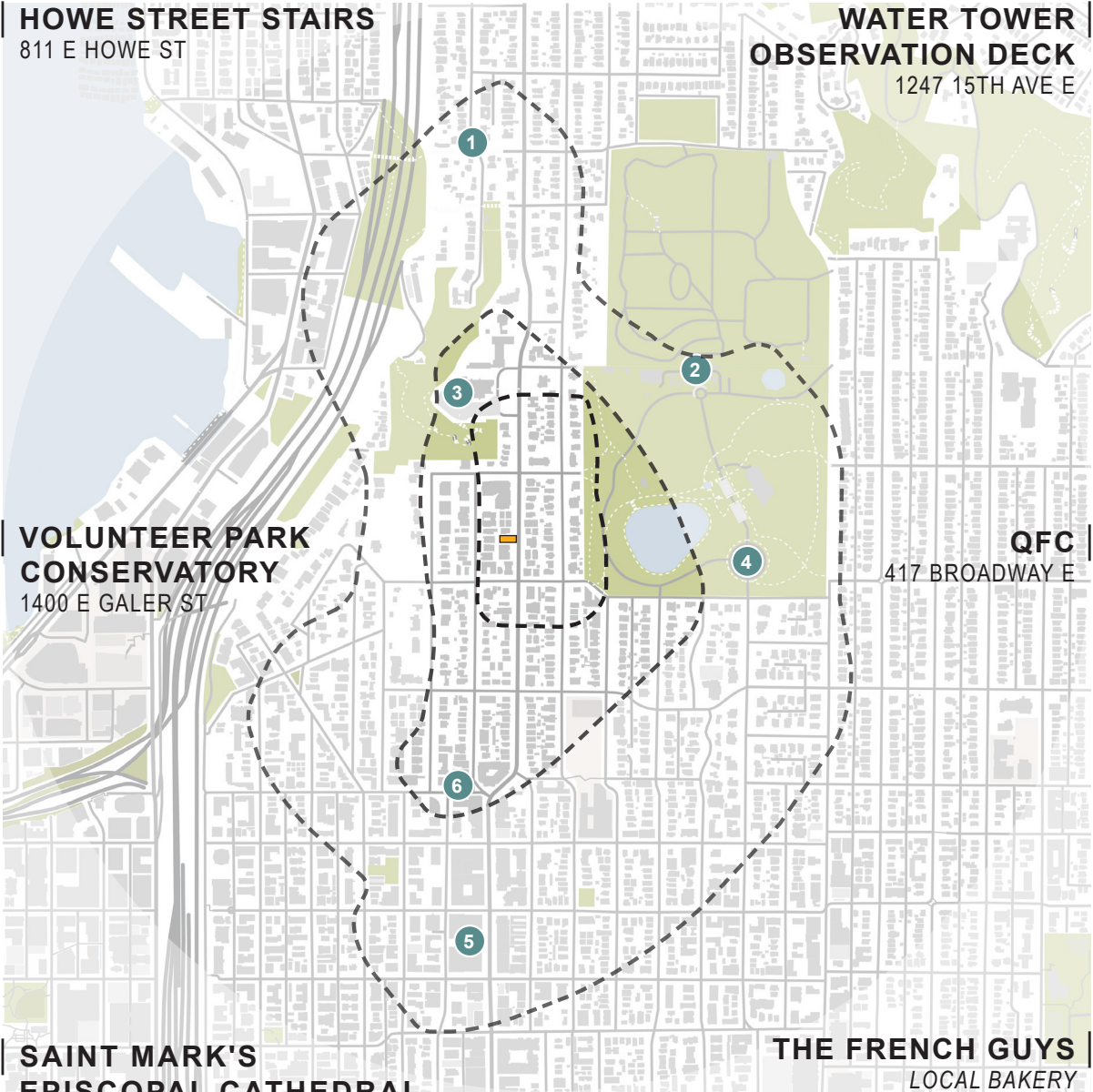
4 | **WATER TOWER
OBSERVATION DECK**
1247 15TH AVE E

2 | **VOLUNTEER PARK
CONSERVATORY**
1400 E GALER ST

5 | **QFC**
417 BROADWAY E

3 | **SAINT MARK'S
EPISCOPAL CATHEDRAL**
1245 10TH AVE E

6 | **THE FRENCH GUYS**
LOCAL BAKERY
810 E ROY ST





NEIGHBORHOOD MODERN TOWNHOME PRECEDENTS

WITHIN 15 MIN WALK
THE CAPITOL HILL NEIGHBORHOOD OFFERS RESIDENTS A VARIED URBAN/SUBURBAN CONTEXT. THE NEIGHBORHOOD CONTINUES TO GROW, AND THERE ARE VARIOUS TRANSITIONS BETWEEN SINGLE-FAMILY, MULTI-FAMILY, AND COMMERCIAL SPACES. SURROUNDING RESIDENTIAL CHARACTERISTICS THE PROJECT PROPOSES TO INCORPORATE INCLUDE: PANEL AND LAP SIDING, WOOD ACCENTING, GLAZING WHICH DEFINES INTERIOR LIVING SPACES AND BREAKS DOWN THE OVERALL MASS, MIRRORED UNITS, ORGANIZED ASYMMETRIC FACADE COMPOSITION, ROOF DECKS, DECKS OFF LIVING LEVELS, AND LUSH LANDSCAPING.

1 | 925 10TH AVE E

1142 10TH AVE E | 4



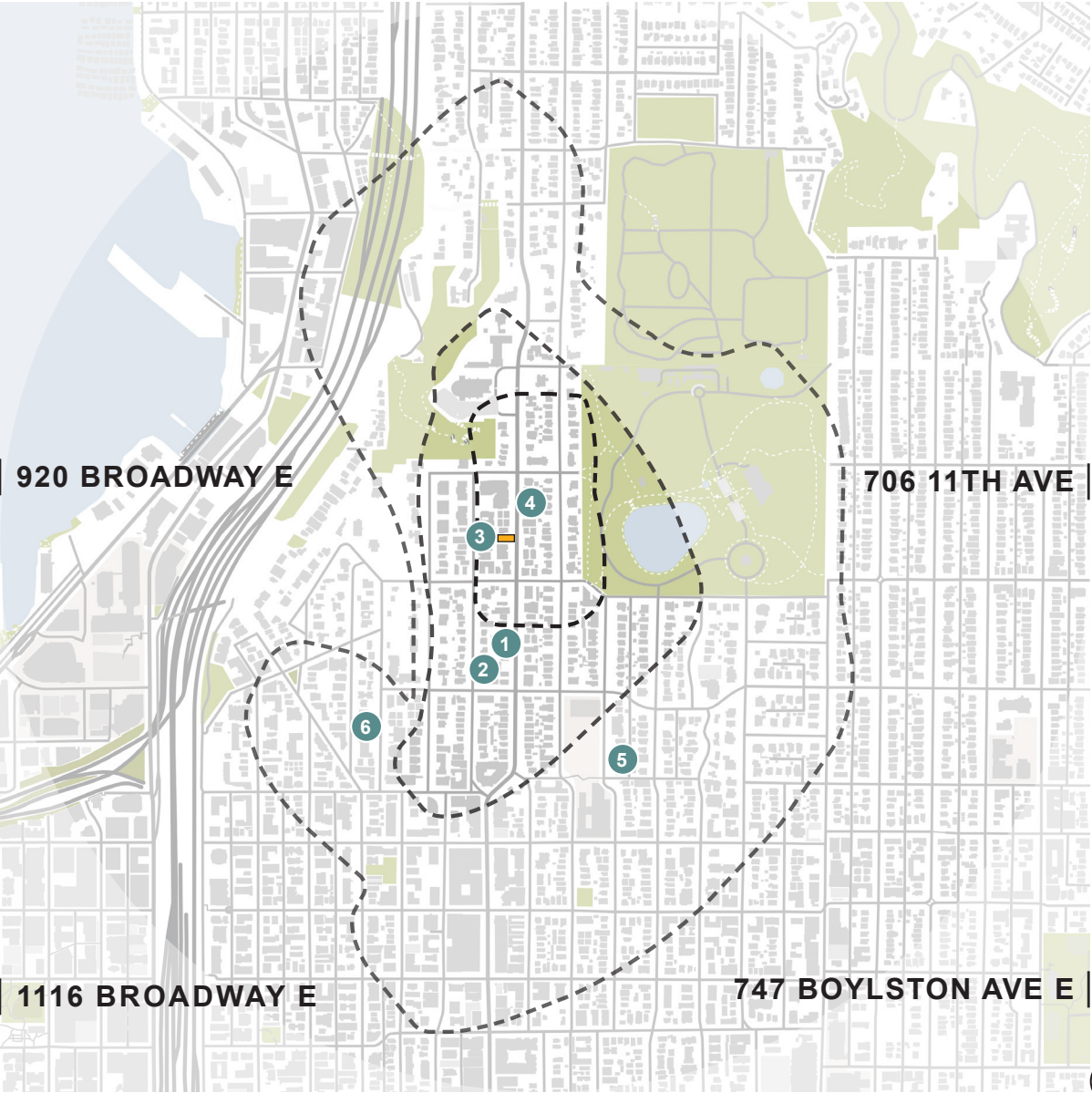
2 | 920 BROADWAY E

706 11TH AVE | 5



3 | 1116 BROADWAY E

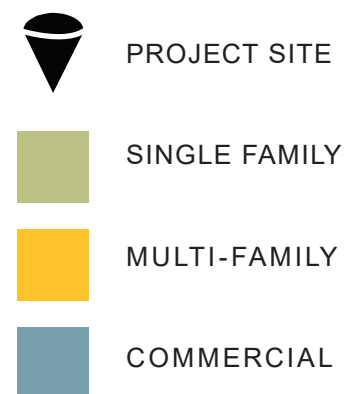
747 BOYLSTON AVE E | 6



NEIGHBORING USES

The neighborhood uses surrounding the site are predominately single family and multifamily residences in addition to a couple commercial spaces. Lowrise multi-family developments are found immediately surrounding the site, while single family residences are interspersed among multifamily structures in the surrounding blocks.

Blocks abutting Volunteer Park are comprised largely of single-family houses. Surrounding blocks to the south eventually transition to larger mixed-use, commercial, and multi-family buildings toward the neighborhood arterials of E Aloha St and Broadway E, with several projects currently in design review.



ADDRESS: 1121 10th Ave E, Seattle, WA 98102
PARCEL #: 6762700365
ZONING: LR3 (M)
OVERLAYS: None
SITE AREA: 5,000 SF

23.45.504 PERMITTED USES
Permitted outright: Residential Townhomes

23.45.514 STRUCTURE HEIGHT			
Allowed Maximum Base Height:	40'-0"	Proposed Base Height:	38'-5"
4'-0" Parapet Height Bonus:	44'-0"	Proposed Height + Parapet:	42'-5"
10'-0" Penthouse Height Bonus:	50'-0"	Proposed Height + Penthouse:	47'-5"

23.86.006 STRUCTURE HEIGHT MEASUREMENT
The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level. ("Average grade level" means the average of the elevation of existing lot grades at the midpoint, measured horizontally, of each exterior wall of the structure, or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure.)

23.45.510 FLOOR AREA RATIO
Maximum FAR: 1.8 (9,000 SF)

23.45.518 SETBACK REQUIREMENTS			
Front Setback:	7'-0" average, 5'-0" minimum	Proposed Front Setback:	8'-6"
Side Setback:	5'-0" for facades 40'-0" or less in length	Proposed Side Setback:	5'-0"
Rear Setback:	7'-0" average, 5'-0" minimum	Proposed Rear Setback:	7'-0"

23.45.522 AMENITY AREA REQUIRED
1025 SF minimum (25% of Lot Area); 625 SF (50% if total required Amenity Area) minimum required at ground level
Proposed Amenity Area: 1250 SF (625 SF at ground)

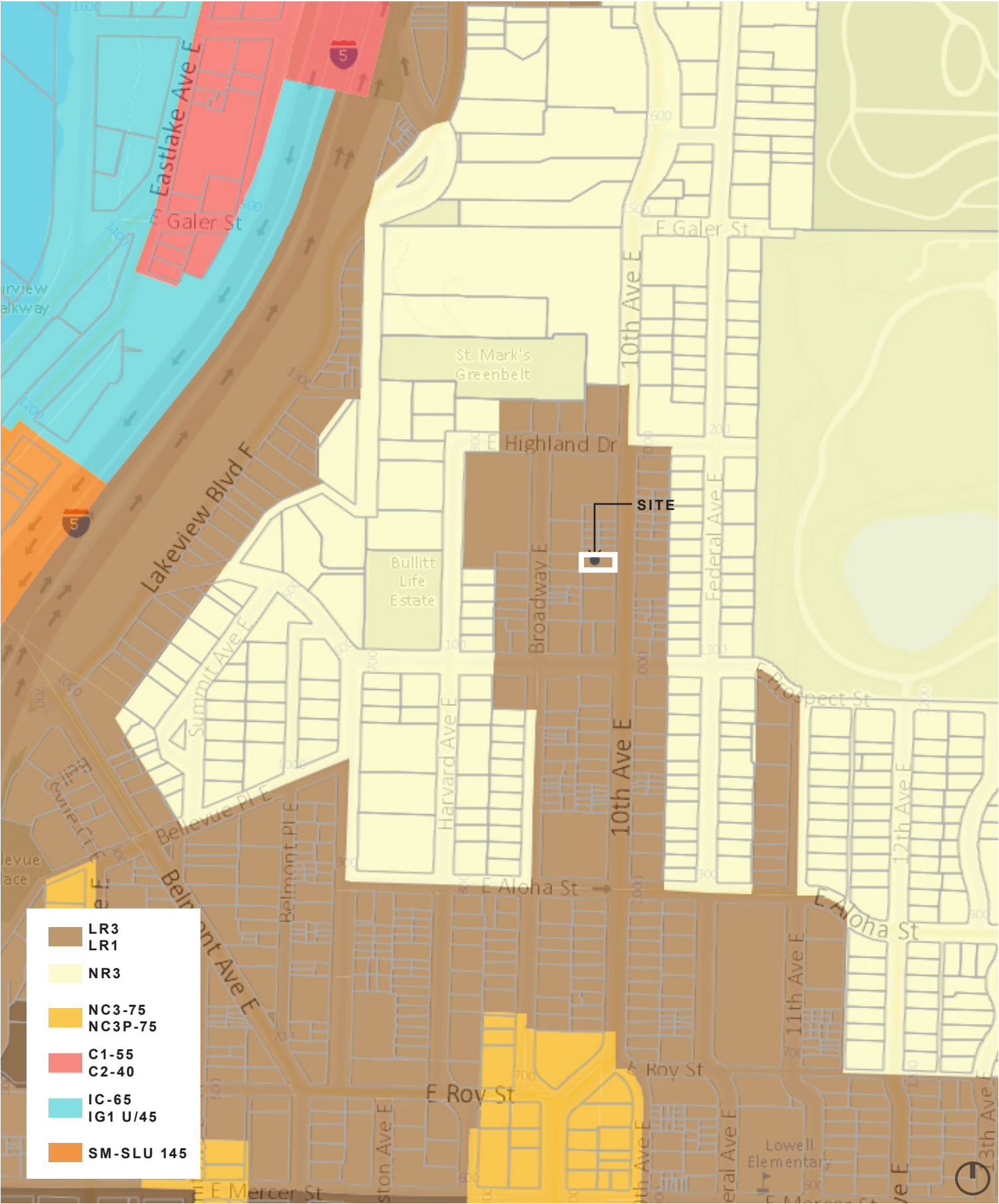
23.45.524 LANDSCAPING AND SCREENING STANDARDS
Landscaping that achieves a Green Factor score of 0.6 or greater, determined as setforth in Section 23.86.019, is required for any lot within an LR zone if construction of more than one new dwelling unit or a congregate residence is proposed on the site. The addition of any new dwelling unit that does not increase the floor area on the site is exempt from the Green Factor requirement. Vegetated walls may not count towards more than 25 percent of a lot's Green Factor score.

23.45.524 STREET TREE REQUIREMENTS
Street trees are required when any development is proposed, except as provided in subsection 23.45.524.B.2 and B.3 and Section 23.53.015.

23.45.527 FACADE LENGTH REQUIREMENTS
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 percent of the length of that lot line. Proposed Facade Length: 62ft

23.54.015 REQUIRED PARKING
The project is required to provide 1 parking space per dwelling unit. It is located in a frequent transit service area, so minimum parking requirements are reduced by 50% per SMC 23.54.020.F.2. The project is therefore required to provide 3 parking spaces. 1 long-term bike parking stall per unit is required, and no short-term bike parking stalls are required. Proposed Parking Stalls: 3

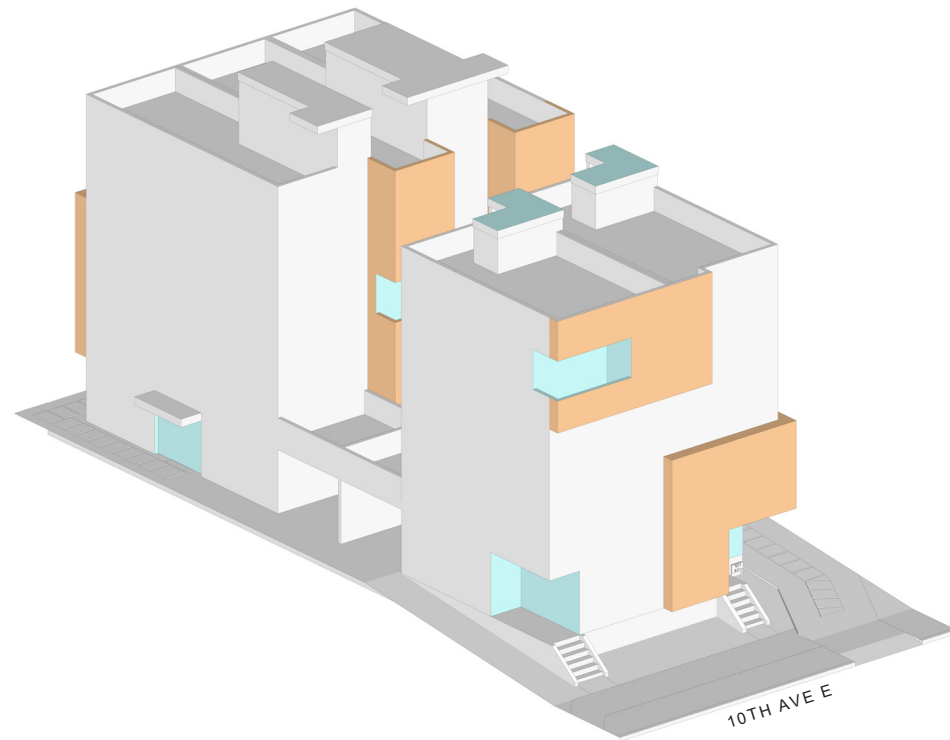
23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS
Minimum area for shared storage space is 84 SF. Minimum horizontal dimension (width and depth) for required storage space is 7 feet.



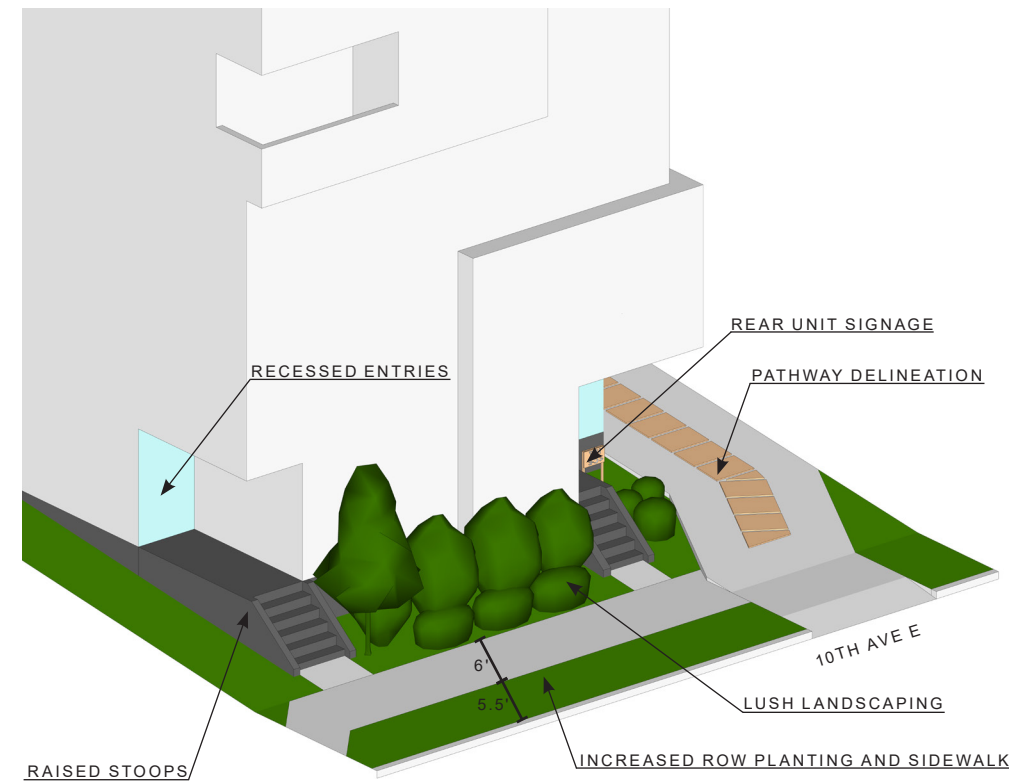
<div><div>CS2. URBAN PATTERN AND FORM</div><div>A. LOCATION IN THE CITY AND THE NEIGHBORHOOD</div><div>1. Architectural Presence</div><div>C. RELATIONSHIP WITH THE BLOCK</div><div>2. Mid-Block Sites</div><div>INITIAL RESPONSE:</div><div>The proposed massing creates a sense of place with its unique design and detailed facade articulation. The high quality design strives to have a distinguished and elevated presence in the neighborhood while respecting the existing context.</div><div>The project continues the street rhythm, scale, and street edge created by the buildings to the north and south with similar height and the use of material like lap siding found throughout the neighborhood.</div><div>See Diagram 4 on the next page.</div></div>	<div><div>CS3. ARCHITECTURAL CONTEXT AND CHARACTER</div><div>PLANNER NOTES: Evolving Neighborhoods</div><div>A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES</div><div>1. Fitting Old and New Together:</div><div>4. Evolving Neighborhoods</div><div>INITIAL RESPONSE:</div><div>Capitol Hill is constantly developing and very diverse in community so it's a prime neighborhood for increasing density. The design will bring five new townhomes to the neighborhood in place of a singular unit. The proposed design will match the scale of existing buildings on the block which are all mostly 3 to 4 stories. The use of flat panel siding relates to newer modern design while also relating to older buildings by using traditional lap siding. The roof line takes on a modern flat edge and takes advantage of this form by providing private roof decks for each unit in order to give each resident spacious amenity space within this dense area.</div><div>See Diagram 4 on the next page.</div></div>	<div><div>PL2. WALKABILITY</div><div>PLANNER NOTES: Provide clear wayfinding especially for non-ROW facing unit entries.</div><div>B. SAFETY AND SECURITY</div><div>1. Eyes on the Street</div><div>2. Lighting for Safety</div><div>D. WAYFINDING</div><div>1. Design as Wayfinding</div><div>INITIAL RESPONSE:</div><div>The proposed design provides large amounts of glazing at all levels as well as decks at third, fourth and the roof level in order to maximize opportunities for lines of sight which provides a natural surveillance.</div><div>Abundant lighting is strategically placed at entries, along the pedestrian pathway, and within the central auto court to increase safety navigating the site. Addressing is illuminated with strip downlighting and sconces for clear recognition of each unit.</div><div>Pathways, an illuminated sign directing to rear units and recessed entries with different siding than the larger facades provides wayfinding for pedestrians and means to locate unit entries.</div><div>See Lighting Plan on page 30. See Diagrams 2 & 3 on the next page.</div></div>
<div><div>PL3. STREET LEVEL INTERACTION</div><div>PLANNER NOTES: Entries designed with overhead protection and signage</div><div>A. ENTRIES</div><div>1. Design Objectives</div><div>d. Individual entries to ground-related housing</div><div>2. Ensemble of Elements</div><div>a. overhead shelter</div><div>b. transitional spaces</div><div>c. ground surface</div><div>d. building surface/interface</div><div>B. RESIDENTIAL EDGES</div><div>1. Security and Privacy</div><div>INITIAL RESPONSE:</div><div>Each unit has its own private entry which is recessed and provides overhead weather protection. They are further defined by a material change to warm vertically oriented cedar. Entries are designed to have horizontal addressing which are lighted with strip down lighting or sconces. The street facing units are accessed by individual stoops that lift the entry up off the sidewalk. This helps to signal a transition from the public sidewalk to the private residence. In addition, this project will be increasing the size of the existing ROW. The added layered landscaping will provide a larger buffer to 10th Ave E.</div><div>See Diagram 2 on the next page.</div></div>	<div><div>DC1. PROJECT USES AND ACTIVITIES</div><div>PLANNER NOTES: Design parking areas and autocourts to have multiple uses. Supportive of solid waste storage in garages.</div><div>B. VEHICULAR ACCESS AND CIRCULATION</div><div>1. Access Location and Design</div><div>C. PARKING AND SERVICE USES</div><div>2. Visual Impacts</div><div>3. Multiple Uses</div><div>4. Service Uses</div><div>INITIAL RESPONSE:</div><div>The autocourt is strategically located off the street and centrally on the site in order to use the massing of the units to screen parking from neighbors and the street. It serves parking to individual garages, solid waste, and storage. The autocourt also serves as an open space to allow for light into the site and a large open flat area for impromptu dog play dates or biking. Second and third-level decks look down onto the autocourt, further activating the middle of the site.</div><div>The pedestrian path will contrast in material to highlight and prioritize pedestrian use. Garbage for each unit will be screened and stored away from the view of the right of way. It's stored in garages, storage areas, or screen alcoves.</div><div>See Site Plan on page 29. See Diagram 3 on the next page.</div></div>	<div><div>DC2. ARCHITECTURAL CONCEPT</div><div>PLANNER NOTES: Provide clear wayfinding especially for non-ROW facing unit entries.</div><div>A. MASSING</div><div>2. Reducing Perceived Mass</div><div>C. SECONDARY ARCHITECTURAL FEATURES</div><div>1. Visual Depth and Interest</div><div>INITIAL RESPONSE:</div><div>The project facade has a unique modulated form. It is carefully designed with alternating extrusions and recesses with contrasting dark and light material. This reduces the overall perceived massing of the building. These modulations give depth and interest to the building while also improving the quality of the space for the occupants by creating larger living spaces and outdoor decks, positioned towards the street. These outdoor decks along with other secondary architectural features like recessed cedar paneled entries and awnings with wood soffits create a pleasant pedestrian experience.</div><div>See Diagram 1 on the next page.</div></div>

DIAGRAM 1 - MASSING AND MODULATION

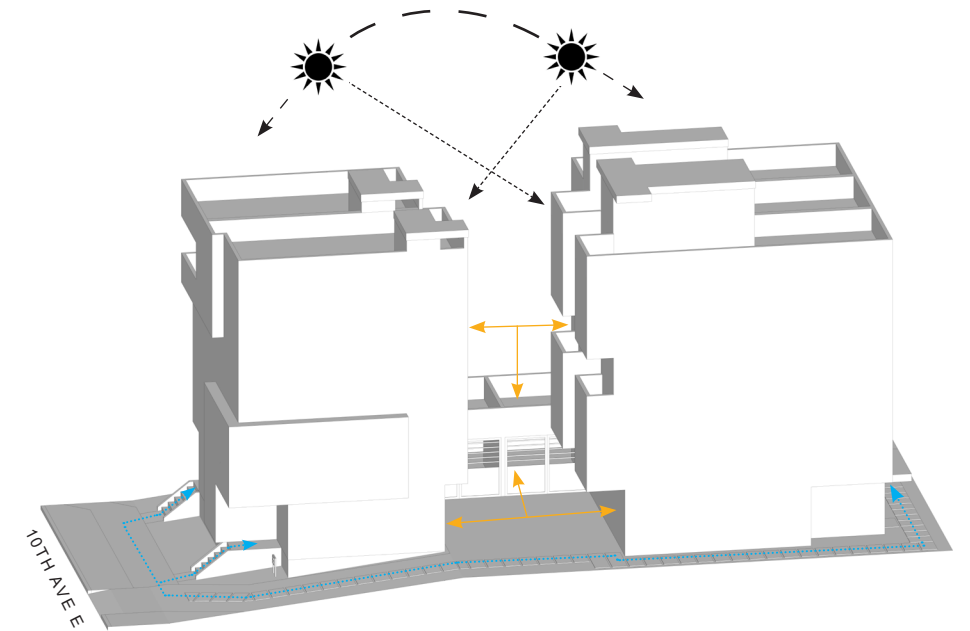
Modulation is used to express a clean modern building form. In the diagram below, orange represents moments of extruded mass and blue highlights areas of recession.

**DIAGRAM 2 - STREET LEVEL INTERACTION**

At the street level, the ROW will be increased to enhance the pedestrian experience by providing a larger buffer between the street, sidewalk, and proposed project. Layered landscaping and raised stoops will signal a transition from public to private.

**DIAGRAM 3 - SITE STRATEGY**

Splitting the project into two buildings creates a central autocourt positioned between the front and rear units. The second level decks with storage below further screens the autocourt from the north neighbors while still allowing light into the center of the site.

**DIAGRAM 4**

The proposed project is situated between a 4-story building to the south and a 3-story neighbor to the north. In response, the proposed height provides a step between heights of the adjacent neighbors. Sitting approximately 2 feet below the allowed maximum height limit of the site, the proposed top of parapet aligns with the south neighbor's roof line.





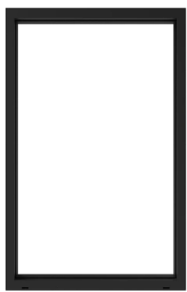
① CEMENTITIOUS
LAP SIDING -
BLACK



② VERTICAL CEDAR
SIDING



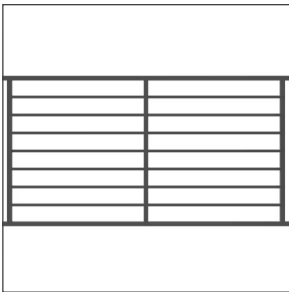
③ FLAT PANEL -
WHITE



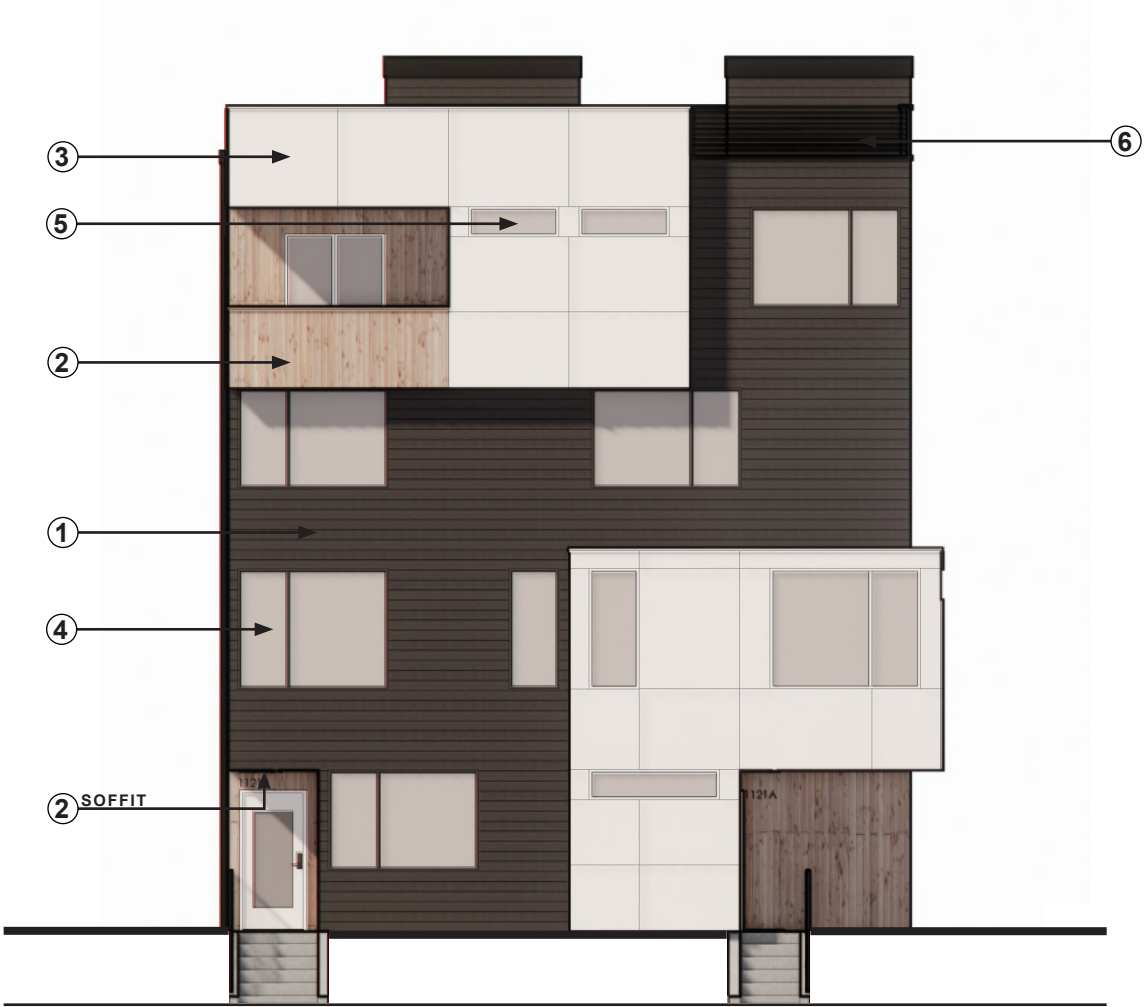
④ BLACK WINDOWS



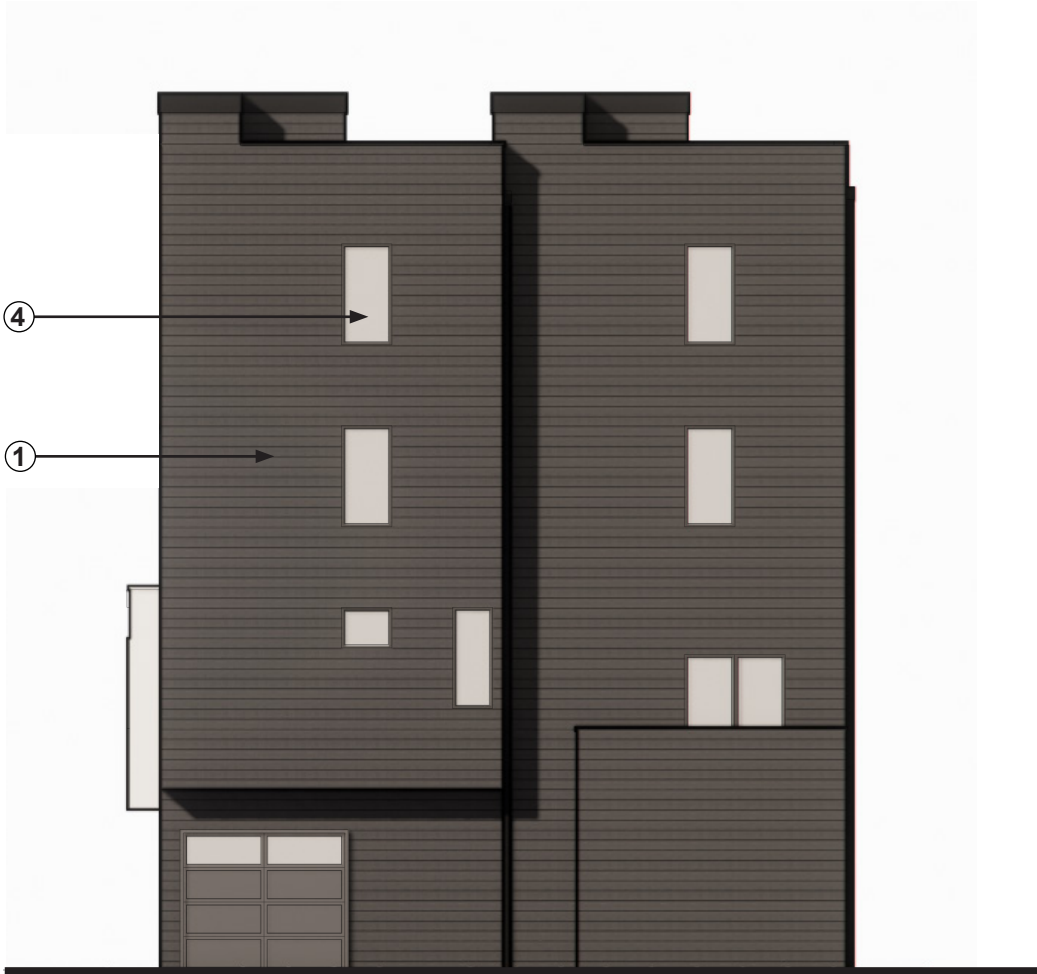
⑤ WHITE WINDOWS



⑥ HORIZONTAL
METAL RAILING



EAST ELEVATION - TH 1 & 2



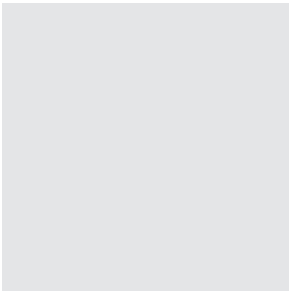
WEST ELEVATION - TH 1 & 2



① CEMENTITIOUS
LAP SIDING -
BLACK



② VERTICAL CEDAR
SIDING



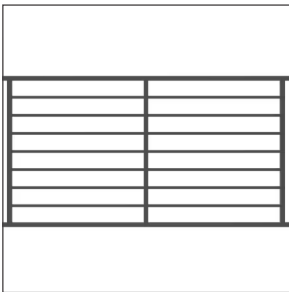
③ FLAT PANEL -
WHITE



④ BLACK WINDOWS



⑤ WHITE WINDOWS



⑥ HORIZONTAL
METAL RAILING



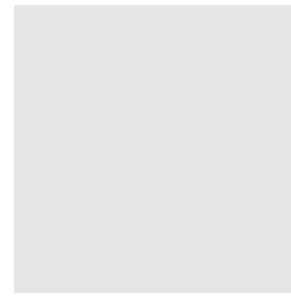
NORTH ELEVATION



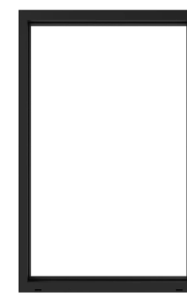
① CEMENTITIOUS
LAP SIDING -
BLACK



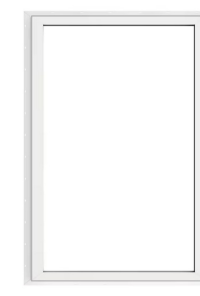
② VERTICAL CEDAR
SIDING



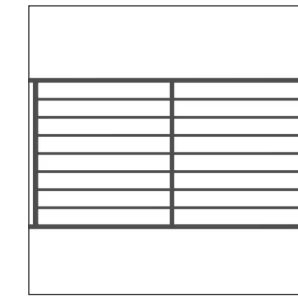
③ FLAT PANEL -
WHITE



④ BLACK WINDOWS



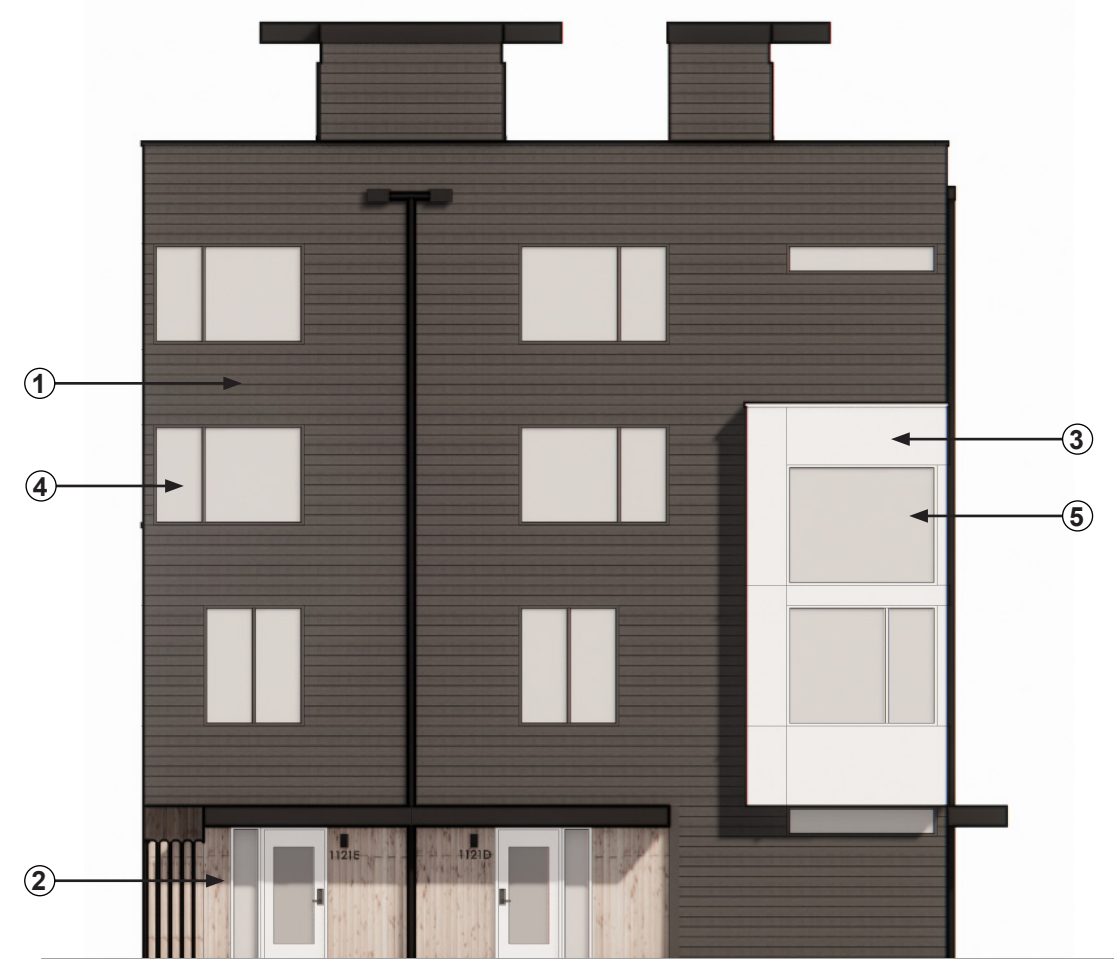
⑤ WHITE WINDOWS



⑥ HORIZONTAL
METAL RAILING

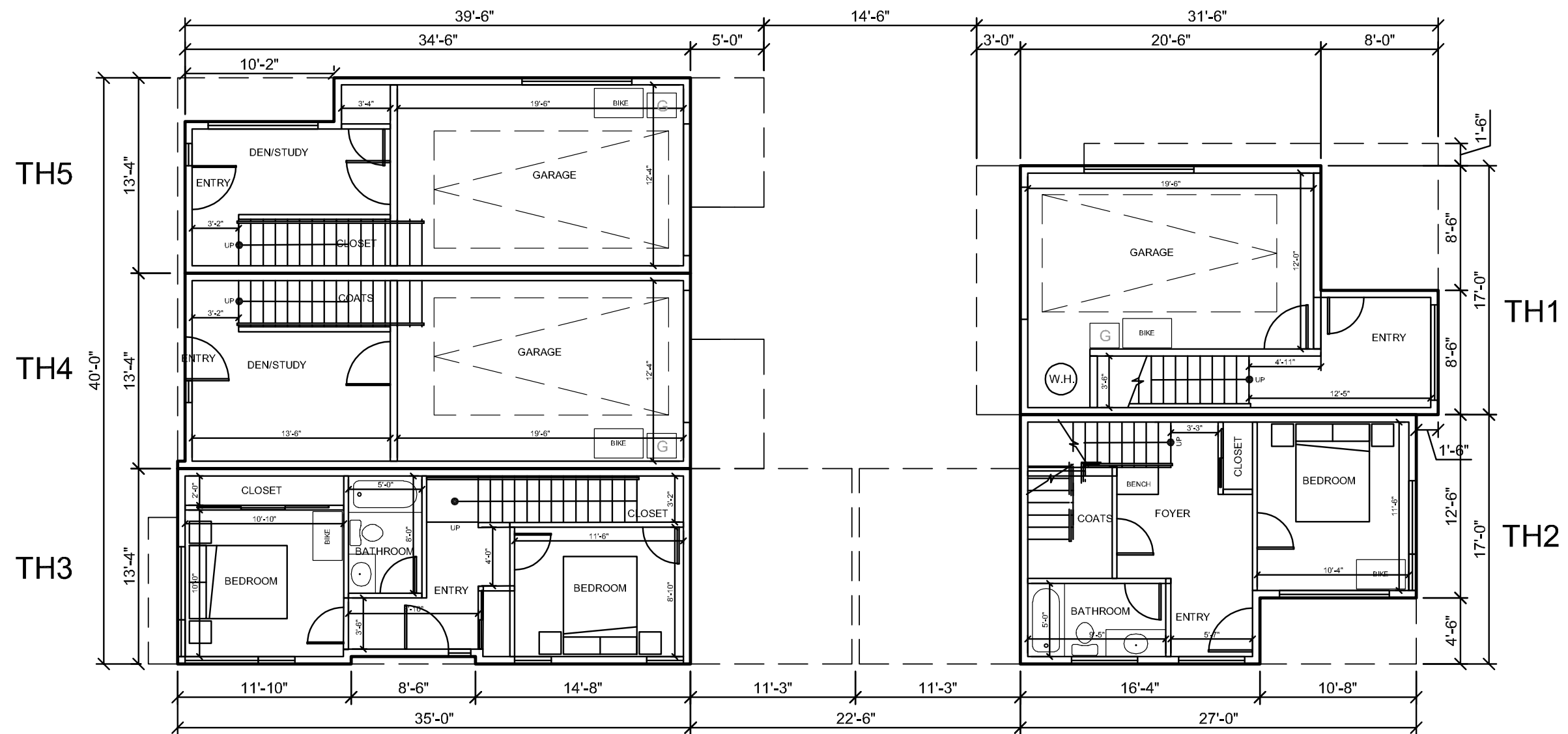


EAST ELEVATION - TH 3, 4, & 5

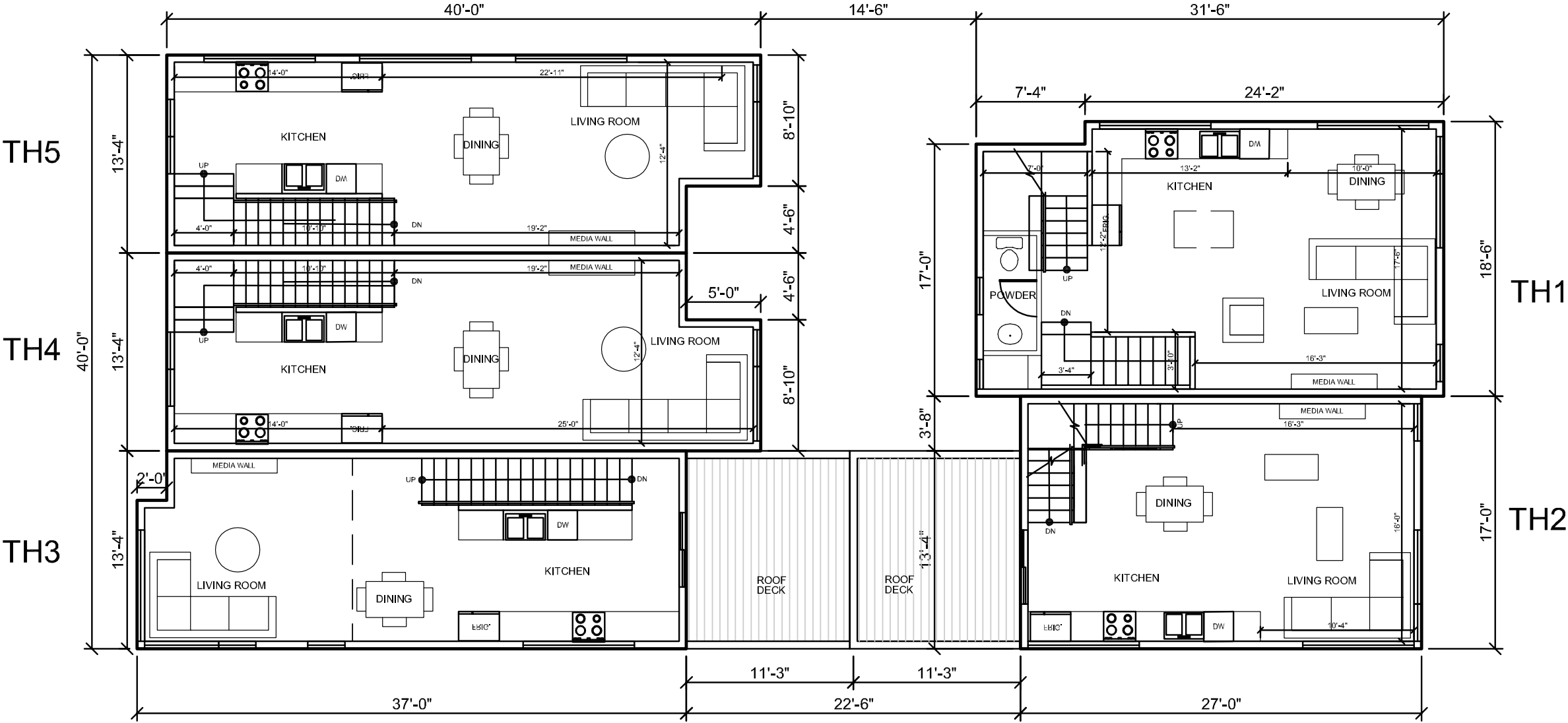


WEST ELEVATION - TH 3, 4, & 5

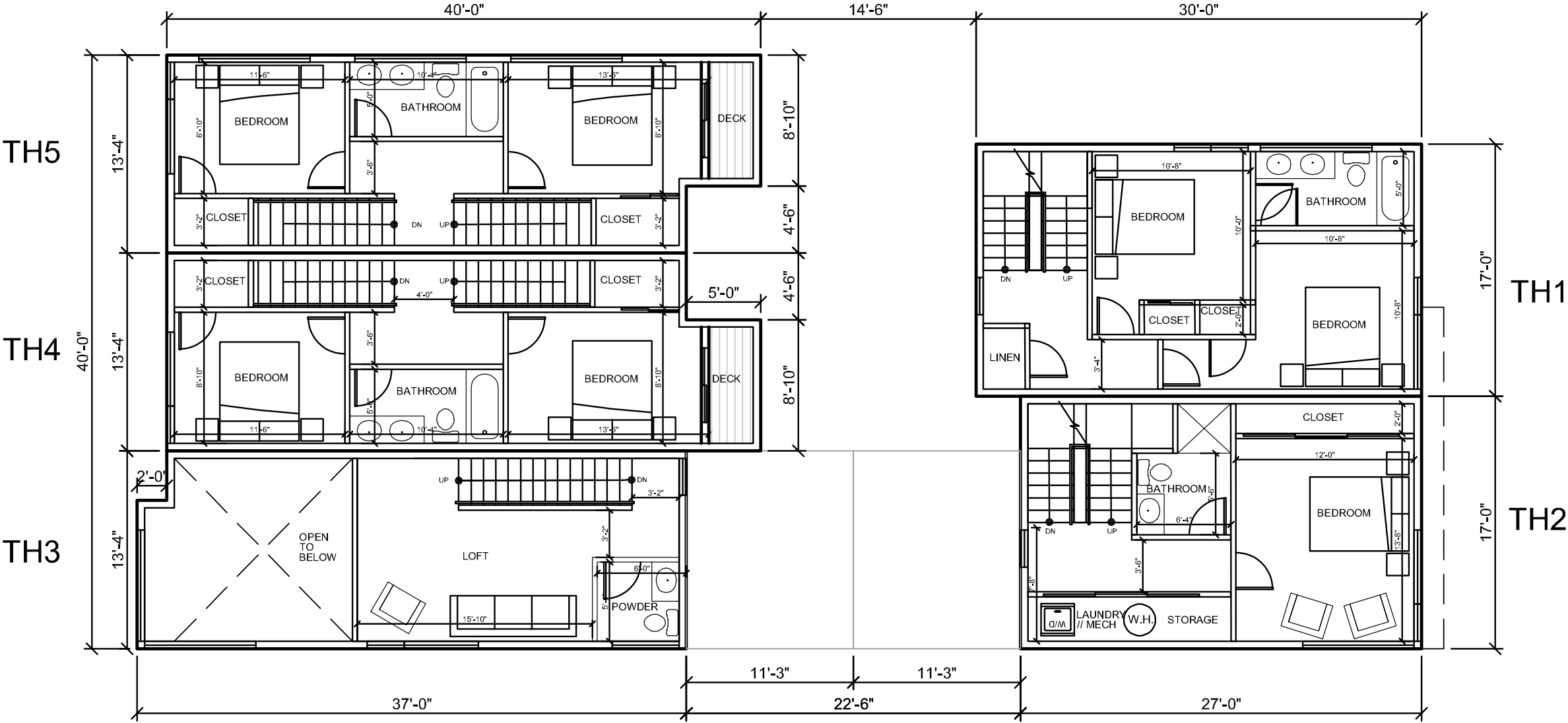




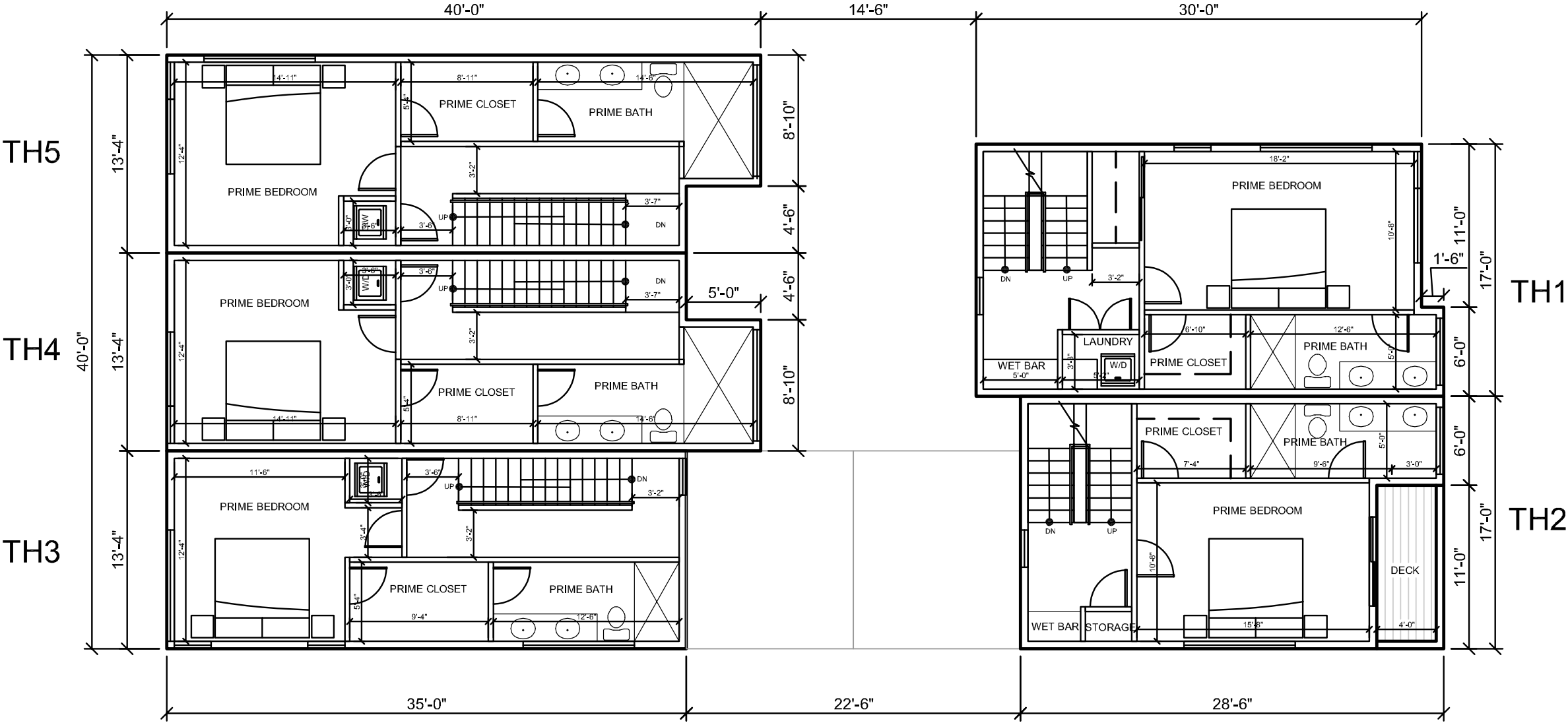
FIRST FLOOR PLAN 



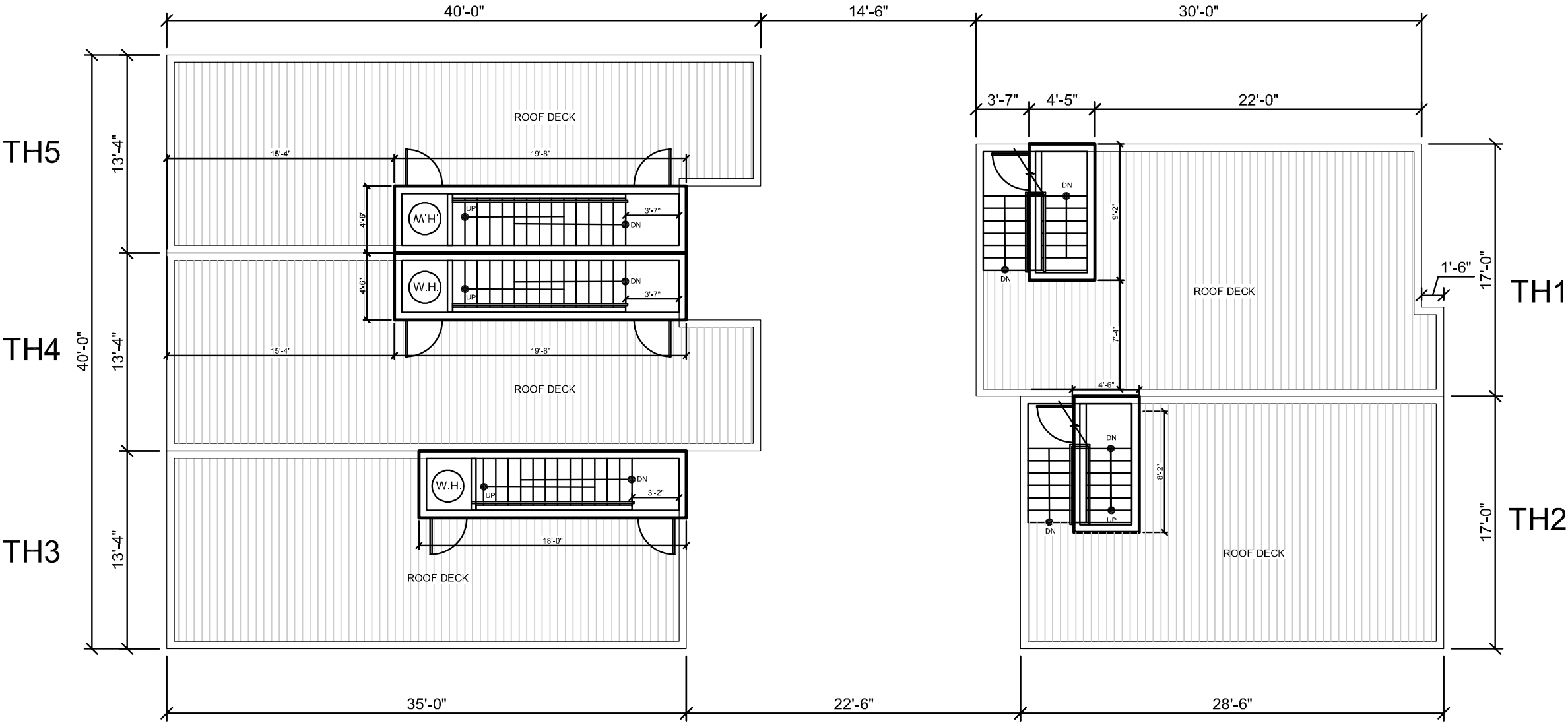
SECOND FLOOR PLAN 



THIRD FLOOR PLAN



FOURTH FLOOR PLAN





NORTH EAST VIEW FROM 10TH AVE E



SOUTH EAST VIEW FROM 10TH AVE E



PEDESTRIAN VIEW OF TH1 ENTRY ALONG 10TH AVE E



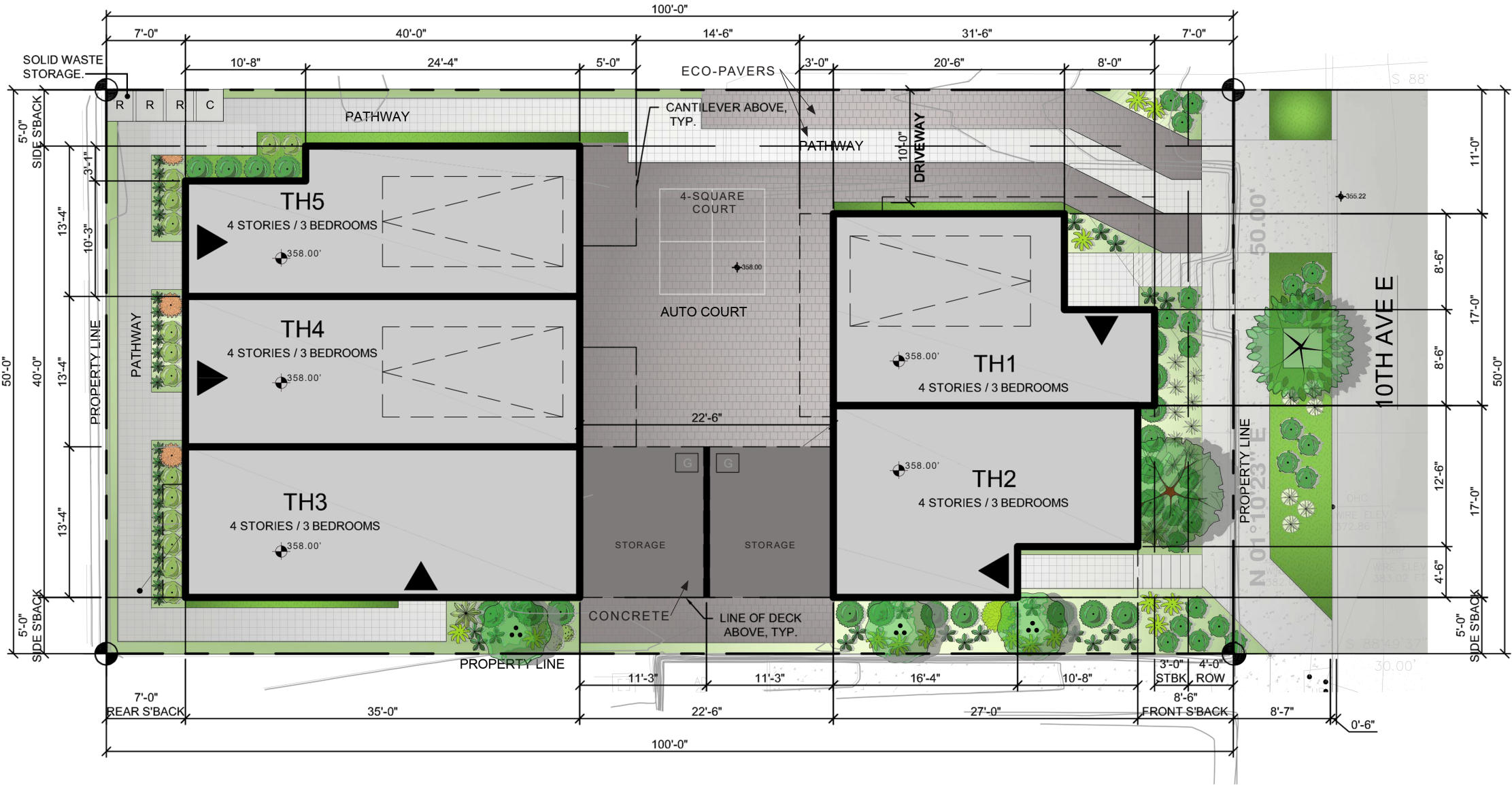
PEDESTRIAN VIEW OF TH2 ENTRY ALONG 10TH AVE E



PEDESTRIAN VIEW OF CENTRAL AUTOCOURT

SITE PLANNING + LANDSCAPE APPROACH

There are five total units proposed and split into two buildings with two townhomes facing 10th Ave E and three at the rear. There is a curb cut along the north property line accessed off 10th Ave E with a main pedestrian pathway defined by a contrasting material that circles the site and serves all entries. At the center of the site is an autocourt that accesses three garages and two exterior storage spaces below second level decks. The units are arranged so that they screen they autocourt. Street facing units all have front stoops up to recessed covered entries to maximize privacy and are buffered by layers of landscape along 10th Ave E.



PROPOSED LANDSCAPE PLAN ⓘ



BERBERIS T. 'ORANGE ROCKET'



CAREX OSHIMENSIS 'CARFITOL'



EPIEDIUM X RUBRUM



HAKONCHLOA M. 'AUREOLA'



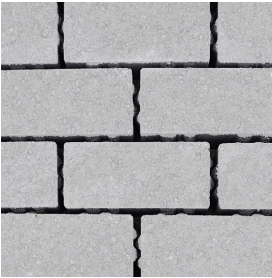
HYDRANGEA P. 'LIMELIGHT'



LIRIOPE M. 'BIG BLUE'



ECO-PRIORA PAVERS -
AUTOCOURT



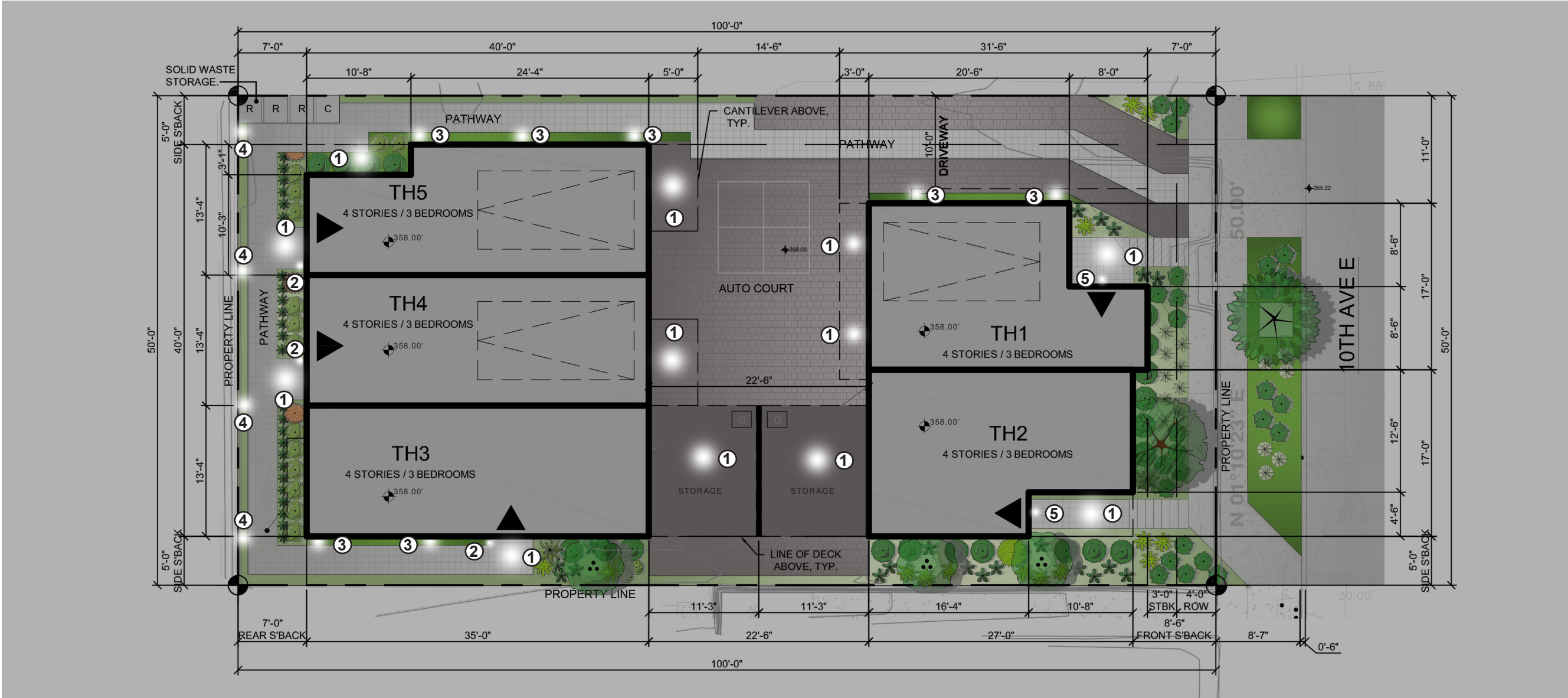
ECO-PRIORA PAVERS -
PEDESTRIAN PATH



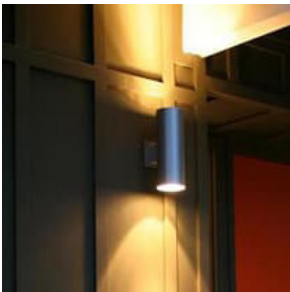
CONCRETE

PROPOSED LIGHTING PLAN

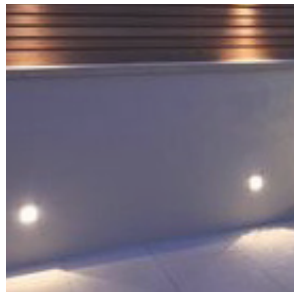
The lighting concept is intended to provide safety for pedestrians, facilitate easy wayfinding for both residents and visitors, and enhance the form and features of the buildings. Primary lighting will be provided at all unit entries, along common pathways, and under cantilevers. Fixtures will be path and entry related, and will be shielded from interfering with neighboring buildings.



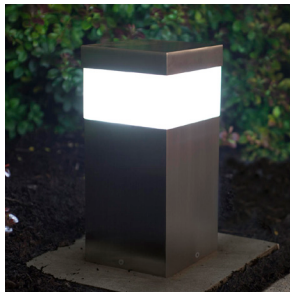
① SOFFIT LIGHTING



② EXTERIOR SCENCE



③ WALL MOUNTED



④ PATHWAY LIGHTING



⑤ EXTERIOR HORIZONTAL LIGHT FIXTURE

PROPOSED LIGHTING PLAN ⓘ

FAR CALCULATIONS

TOWNHOME 1	
FIRST FLOOR	420 SF
SECOND FLOOR	524 SF
THIRD FLOOR	464 SF
FOURTH FLOOR	472 SF
ROOF	29 SF
	1909 SF

TOWNHOME 2	
FIRST FLOOR	367 SF
SECOND FLOOR	416 SF
THIRD FLOOR	416 SF
FOURTH FLOOR	390 SF
ROOF	29 SF
	1618 SF

TOWNHOME 3	
FIRST FLOOR	414 SF
SECOND FLOOR	437 SF
THIRD FLOOR	267 SF
FOURTH FLOOR	419 SF
ROOF	59 SF
	1596 SF

TOWNHOME 4	
FIRST FLOOR	458 SF
SECOND FLOOR	458 SF
THIRD FLOOR	458 SF
FOURTH FLOOR	458 SF
ROOF	65 SF
	1897 SF

TOWNHOME 5	
FIRST FLOOR	425 SF
SECOND FLOOR	458 SF
THIRD FLOOR	458 SF
FOURTH FLOOR	458 SF
ROOF	65 SF
	1864 SF

GRAND TOTAL:	8884 SF
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GROSS AREA

TOWNHOME 1	
FIRST FLOOR	433 SF
SECOND FLOOR	537 SF
THIRD FLOOR	477 SF
FOURTH FLOOR	485 SF
ROOF	29 SF
	1961 SF

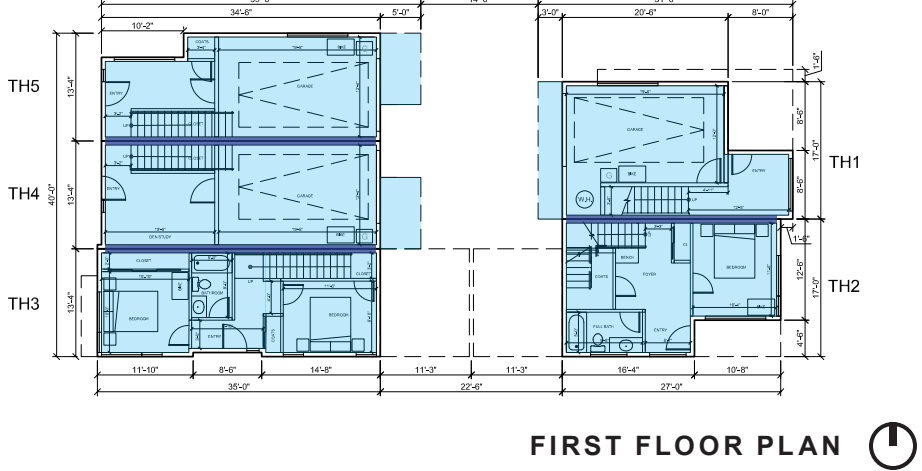
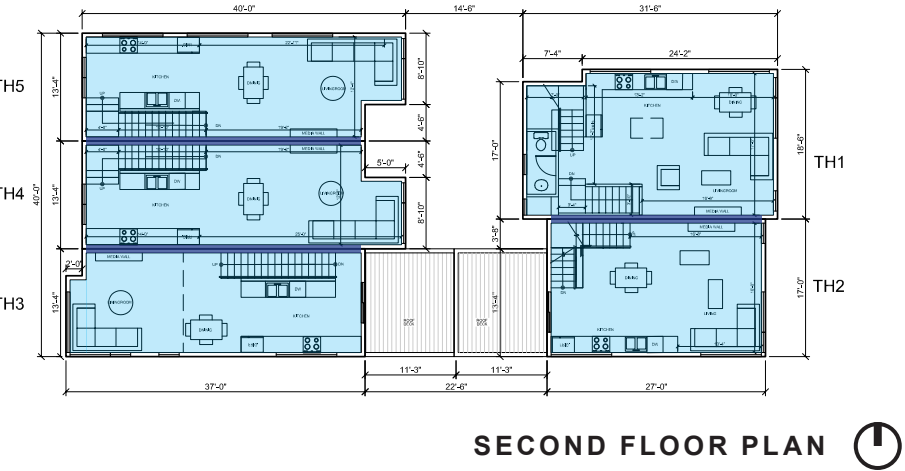
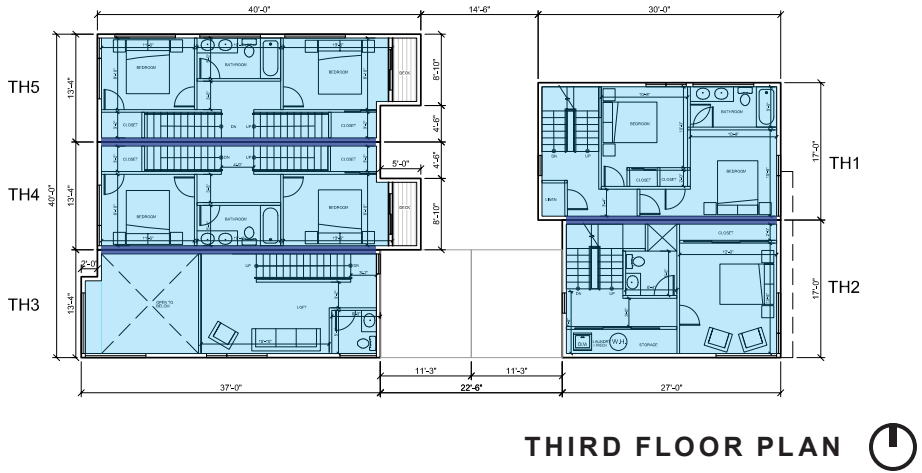
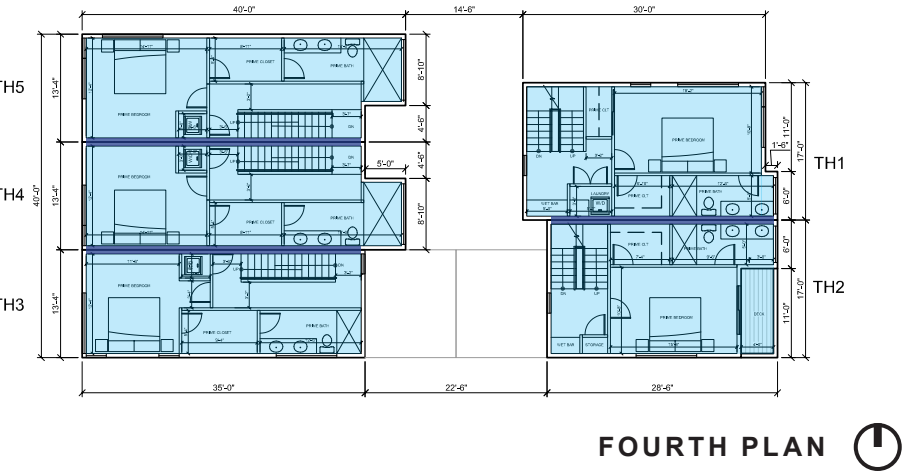
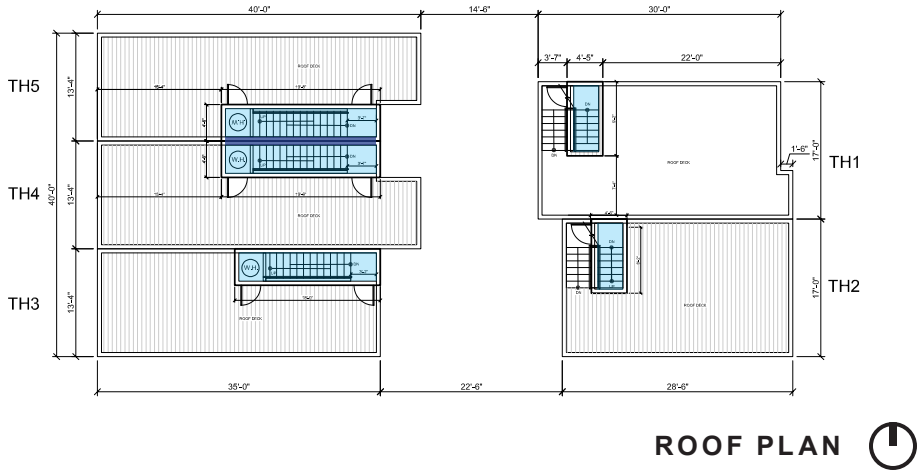
TOWNHOME 2	
FIRST FLOOR	380 SF
SECOND FLOOR	429 SF
THIRD FLOOR	429 SF
FOURTH FLOOR	403 SF
ROOF	29 SF
	1670 SF

TOWNHOME 3	
FIRST FLOOR	431 SF
SECOND FLOOR	454 SF
THIRD FLOOR	284 SF
FOURTH FLOOR	436 SF
ROOF	59 SF
	1664 SF

TOWNHOME 4	
FIRST FLOOR	492 SF
SECOND FLOOR	492 SF
THIRD FLOOR	492 SF
FOURTH FLOOR	492 SF
ROOF	74 SF
	2042 SF

TOWNHOME 5	
FIRST FLOOR	399 SF
SECOND FLOOR	475 SF
THIRD FLOOR	475 SF
FOURTH FLOOR	475 SF
ROOF	74 SF
	1898 SF

GRAND TOTAL:	9235 SF
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FAR & GFA DIAGRAMS

ALL FAR MEASUREMENTS SHALL BE MEASURED TO THE FACE OF EXTERIOR WALLS WHICH INCLUDES DRYWALL PER DR. 4-2019

- FLOOR AREA INCLUDED IN BOTH FAR CALCULATIONS AND GFA CALCULATIONS FOR MHA FEES
- FLOOR AREA INCLUDED ONLY IN GFA CALCULATIONS FOR MHA FEES

T H A N K Y O U