



3910 S Hudson Street

Streamlined Design Review
Application

3024508

b9 architects

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OBJECTIVES

Design and construct five new three-story townhouse units with five parking spaces accessed from West Plymouth Street. Existing Structure to be demolished.

Number of Residential Units (Approx.)	5
Structure Height	30'
Number of Parking Stalls	5

Sustainability
Achieve a LEED Silver

Community
The proposal will be designed around a shared courtyard which is accessible by all units.

TEAM

ARCHITECT	b9 architects
DEVELOPMENT	Ed Flanigan
STRUCTURAL	MalsamTsang Structural Engineering
GEO TECHNICAL	PanGEO INC

CITY of SEATTLE

Application for Streamlined Design Guidance

PART I: CONTACT INFORMATION

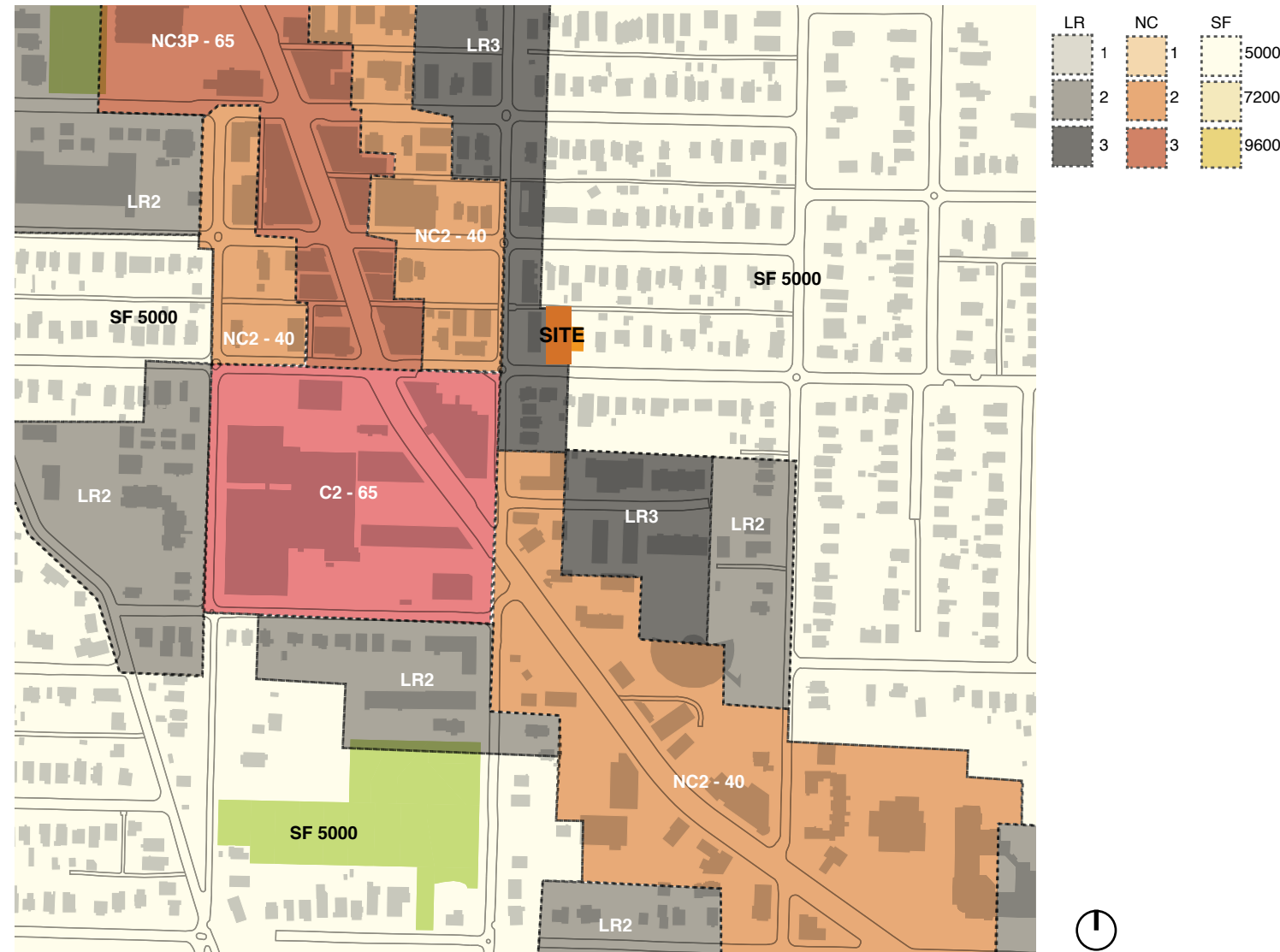
1. Property Address	3910 S Hudson Street Seattle WA 98118
2. Project number	3024508
3. Additional related project number(s):	None
4. Owner/Lessee Name	Ed Flanigan
5. Contact Person Name	Bradley Khouri
Firm	b9 architects
Mailing Address	610 2nd Avenue
City State Zip	Seattle, WA 98104
Phone	206.297.1284
Email address	office@b9architects.com
6. Applicant's Name	Bradley Khouri
Relationship to Project	Architect
7. Design Professional's Name	Bradley Khouri
Address	610 2nd Avenue
Phone	206.297.1284
Email address	office@b9architects.com



PROJECT SITE

View of project site from S Hudson Street looking northwest.

ZONING ANALYSIS



ADDRESS
3910 S Hudson Street
Seattle WA 98118

LOT SIZE
4950 square feet

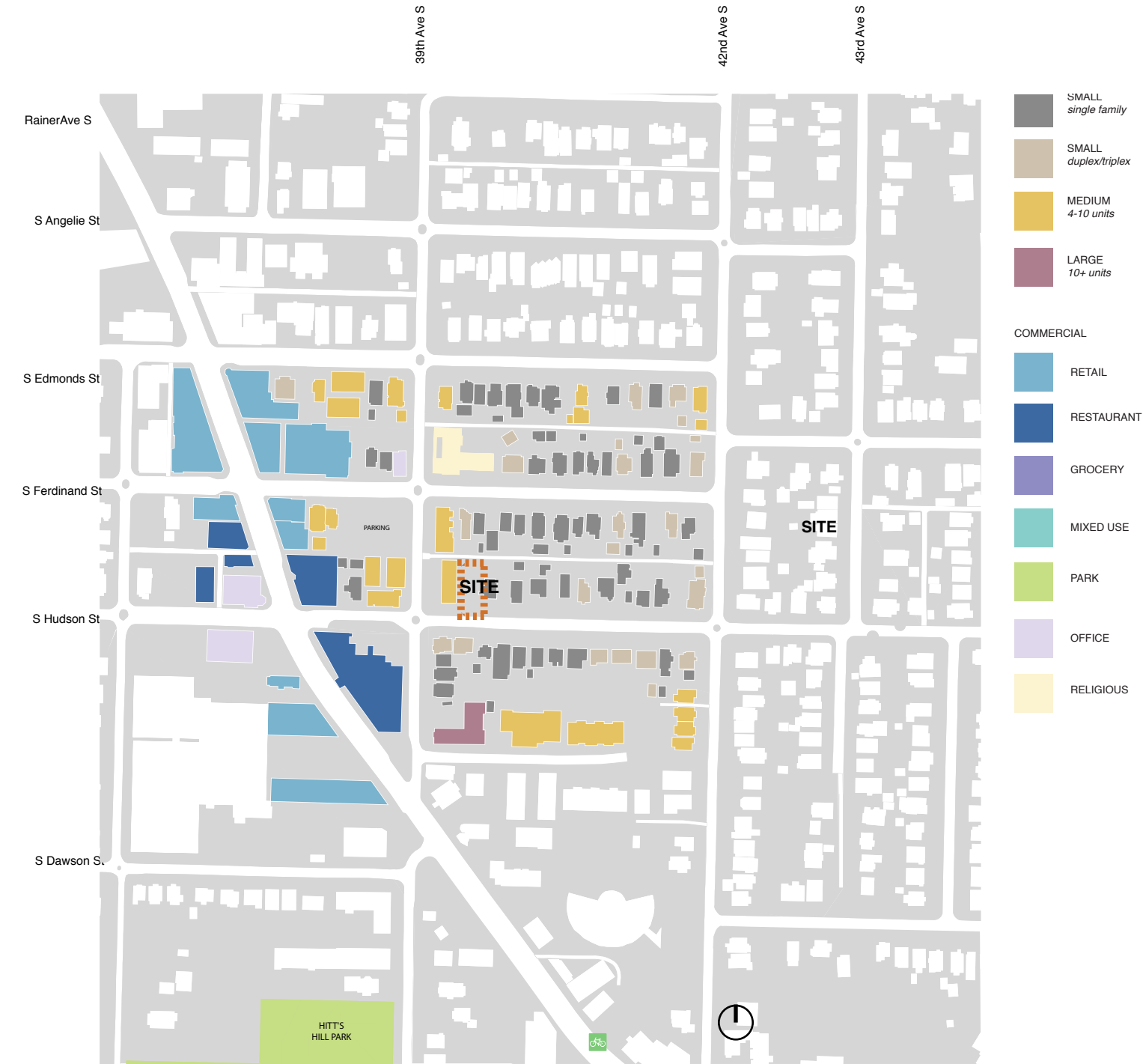
ZONING
LR3

The site is located in an area zoned Low rise 3. Surrounding zonings are Low rise 2, Low rise 3, C-2 and SF 5000.

SITE OPPORTUNITIES & CONSTRAINTS

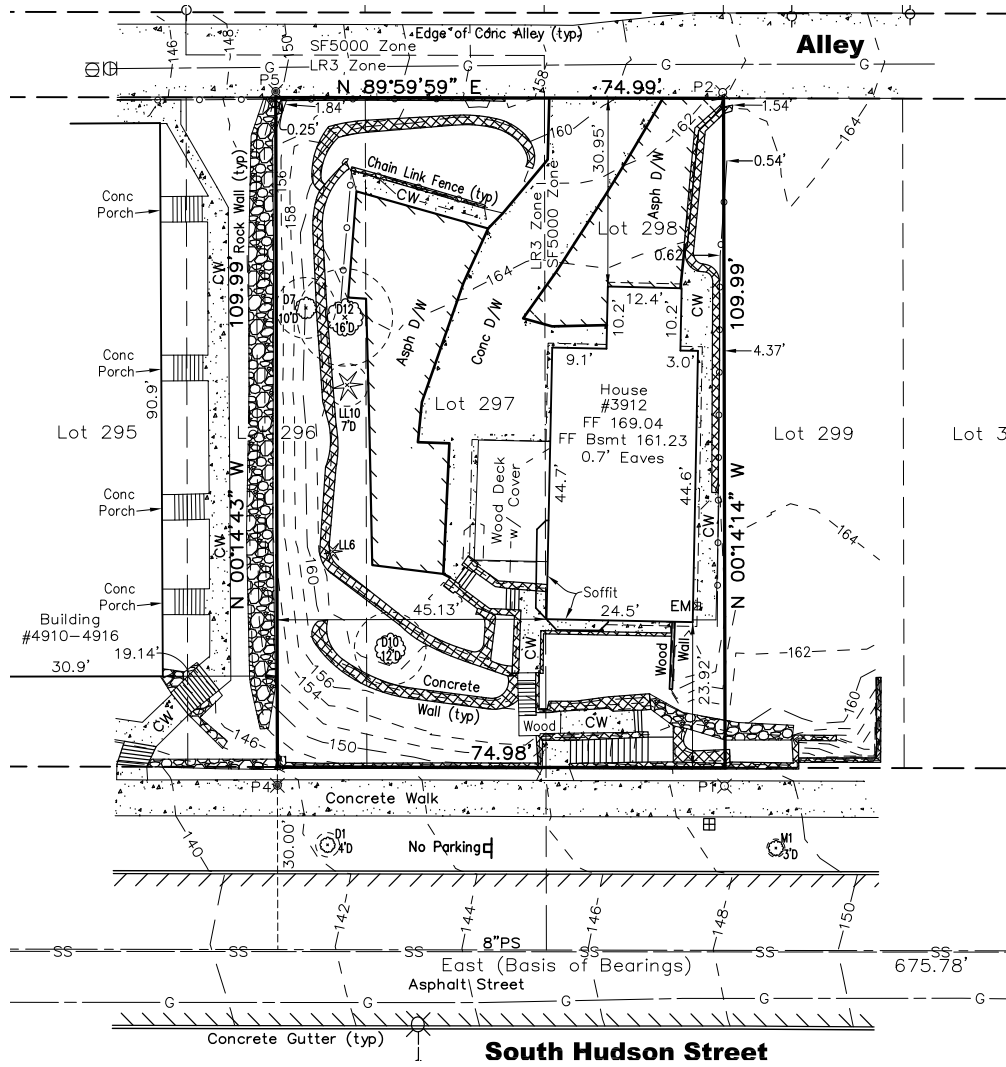


CONTEXT ANALYSIS



- The site topography has a steep slope.
- The immediate and surrounding zoning is single family residential and low rise.
- Each block has a balance between small, and medium residential buildings.
- Beyond the immediate neighbors, the Columbia City commercial District.





LEGAL DESCRIPTION

THE EAST HALF OF LOT 296 AND ALL OF LOTS 297 & 298, BLOCK 14, COLUMBIA ADDITION TO THE CITY OF SEATTLE ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 7 OF PLATS, PAGE 97, RECORDS OF KING COUNTY, WASHINGTON.

APN: 170290-1460

NEIGHBORHOOD ANALYSIS

The neighborhood is predominantly residential, with a mix of multifamily and single-family structures. Commercial zoning is focused to the west. There is a substantial commercial area along Rainer Avenue. The topography in the area is sloping down from east to west. The site has nearby access to Columbia Park, the Columbia Branch Library, Rainer Arts Center and Hitts Hill Park .

The immediate neighborhood is a mixture of single family house built in the early 20th century and new townhouses developments built in recent years.



SITE ANALYSIS

The site dimensions are 110 feet north-south and 45 feet east-west. The parcel fronts West Hudson Street. The lots contains an existing single family house with a garage structure built in 1900. The immediate surroundings to the site are predominantly single family homes and multifamily structures. To the east of the parcel is a new single family house development currently under construction. To the west of the parcel is an existing apartment building constructed in 1953.

This site is well served by bus lines and Light rail, including bus # 7, facilitating travel to many Seattle neighborhoods including; Downtown, Capitol Hill, SeaTac, and the University District. Bicycle routes connect the site to Downtown, Columbia City and SoDo.

The site is raised up above S Hudson Street. Its topography slopes approximately 20 feet from the northeast corner down to the southwest corner, with the majority of the slope located along the south and west property lines.



1



2



3



4

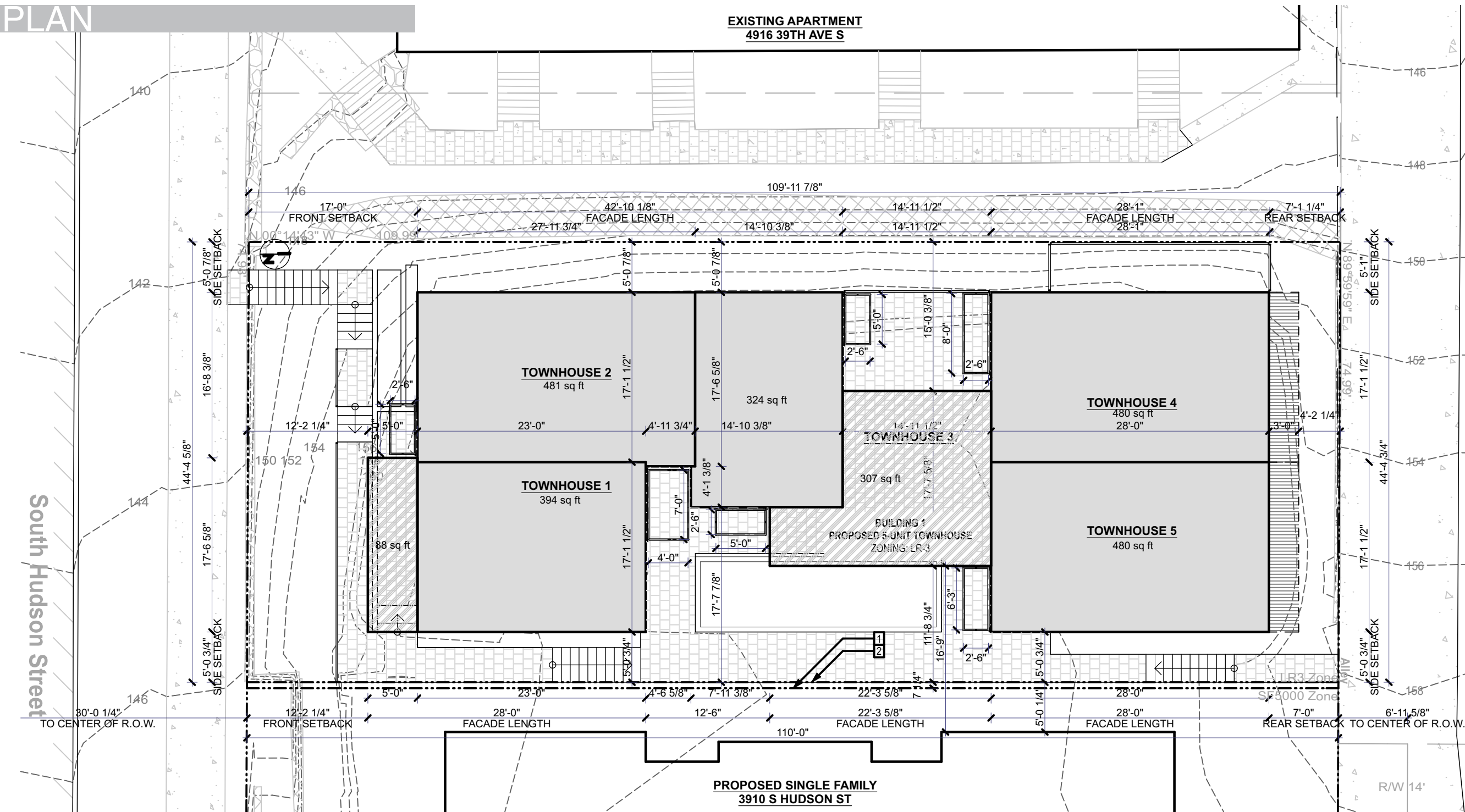


5



6

SITE PLAN



Plot Plan

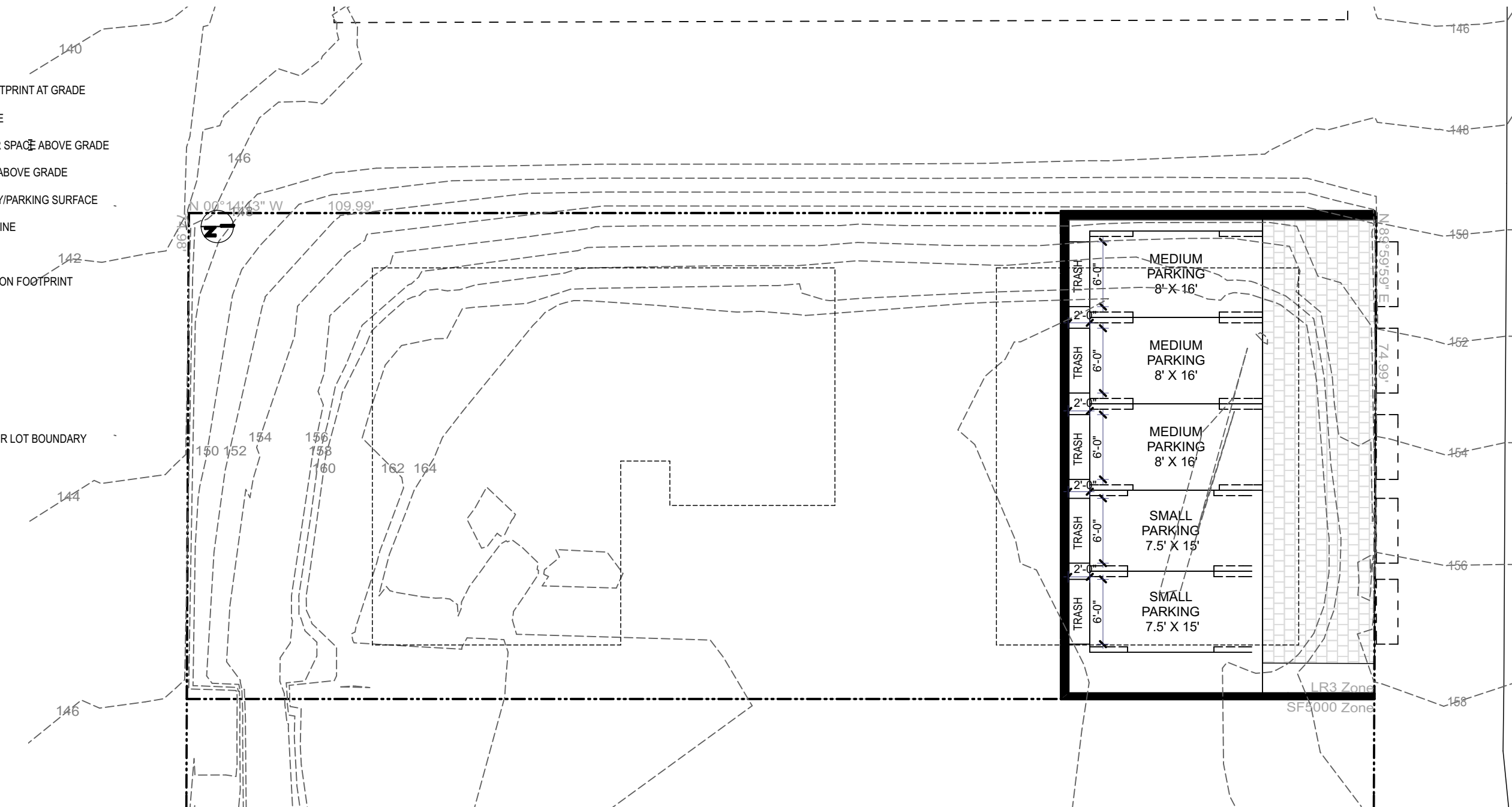
GARAGE SITE PLAN

LEGEND:

- | | |
|---|--------------------------------------|
|  | NEW STRUCTURE FOOTPRINT AT GRADE |
|  | OPEN SPACE AT GRADE |
|  | CANTILEVERED FLOOR SPACE ABOVE GRADE |
|  | CANTILEVERED DECK ABOVE GRADE |
|  | PERMEABLE DRIVEWAY/PARKING SURFACE |
|  | ROOF / PARAPET OUTLINE |
|  | TRASH FOOTPRINT |
|  | TRASH PICKUP LOCATION FOOTPRINT |
|  | STRUCTURE ABOVE |

PLOT PLAN NOTES:

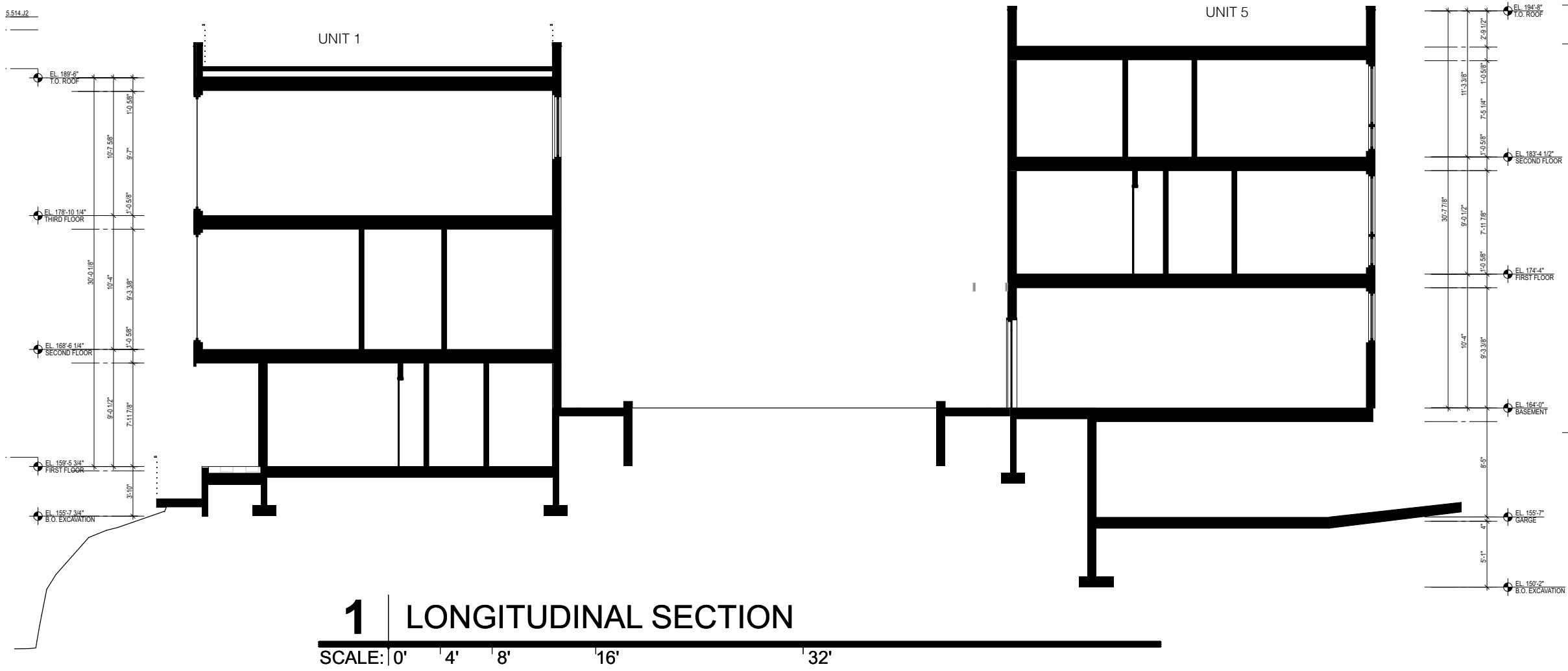
1. EXISTING PROPERTY LINE
2. PROPOSED PROPERTY LINE PER LOT BOUNDARY ADJUSTMENT (3027146)



Longitudinal Section

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SITE SECTION





Neighborhood



Adjacent Apartment Building on 39th Ave S

CONTEXT & SITE

- CS1

NATURAL SYSTEMS AND SITE FEATURES
B. SUNLIGHT AND NATURAL VENTILATION
C. TOPOGRAPHY
- CS2

ARCHITECTURAL CONTEXT AND CHARACTER
A. LOCATION IN THE CITY AND NEIGHBORHOOD
B. ADJACENT SITES, STREETS AND NEIGHBORHOOD
D. HEIGHT, BULK & SCALE COMPATIBILITY
- CS3

NEIGHBORHOOD CHARACTER
A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

Response to Design Guidelines

The proposed project is located in the Seattle neighborhood of Columbia City near the Columbia City Urban Village, the Columbia City light rail station and Single Family homes. With open views from north to south overlooking downtown Seattle and Mount Rainer, the site is provided with vast amounts of natural sunlight and ventilation. The proposed design takes advantage of these natural features by stepping the proposed structure, facing units towards the street and alley, and providing a central courtyard thus giving additional light, views and ventilation to all units. This strategy also allows for the mass of the project to be reduced in relation to the adjacent sites. (CS1.B, CS2.A)

The topography of the site is higher than both the street and the alley. The topography is significant, and many of the structures along the street step back way from the slope. Access to the homes along Hudson Street is through a series of steps and terraces. This project proposal respects the adjacent neighbors and follows the increased front setback. The two proposed penthouses are shifted to the interior of the site. This consideration along with the units stepping with the grade helps to minimize the massing on adjacent sites. (CS1.C, CS2.B, CS2.D)

The overall scale and context of the neighborhood is mixed, as it contains natural green space, single-family houses, multi-family townhouses, and apartments. The proposed structure and open spaces respond to this changing context, providing an expression of the five individual units while maintaining compatibility with the existing single-family uses in the area. The modulated massing combined with the distinct materials used in the facade respond to the variety of adjacent structures' height, bulk, and uses in the immediate neighborhood. The central location of the courtyard affords privacy from neighbors, maximizes opportunity for meaningful and valuable interaction and helps to cultivate a sense of community by connecting to each unit in the development. The courtyard is used as a central gathering place for all units. (CS1.C, CS2.D, CS3.A)

PUBLIC LIFE

- PL1

OPEN SPACE CONNECTIVITY
A. NETWORK OF OPEN SPACES
B. WALKWAYS AND CONNECTIONS
C. OUTDOOR USES AND ACTIVITIES
- PL2

WALKABILITY:
B. SAFETY AND SECURITY
D. WAYFINDING
- PL3

STREET LEVEL INTERACTION
A. ENTRIES
- PL4

ACTIVE TRANSIT
A. ENTRY LOCATIONS AND RELATIONSHIPS
C. PLANNING AHEAD FOR TRANSIT

Response to Design Guidelines

The proposed design considers how all the homes relate to the courtyard, views/light, and adjacent developments. The massing of the proposal reacts to the proposed adjacent development by carving out a central courtyard adjacent to the courtyard area of the neighbor. Together, these open spaces allow for a significant amount of light and air to this development and the neighbor. This central courtyard is used as a gathering space and is connected to the street through a shared walkway. This courtyard is organized to provide an internal connection as well as visual security. Each individual unit is identified with canopies and address signage visible from the street level. Specifically, the units at the street have entries facing the street, while way finding signs direct visitors to the rear of the site and the courtyard. (PL1.A, PL1.B, PL1.C, PL2. B, PL2.D, PL3.A, PL4.A)

Walkways and courtyard spaces will have lighting for both way finding and safety. Additionally, the use of identifiable entries with overhangs and canopies are both points of connection with the neighborhood, in terms of scale and sense of place. (PL2.B, PL2.D)

Access to vehicular parking is provided separate from the pedestrian. Bicycle parking will be provided adjacent to the vehicular parking due to the topography of the site and the unit entry locations. A clear separation between the vehicular access and the pedestrian access provides clear way finding, safety and security. (PL2.B, PL4.A)

DESIGN CONCEPT

- DC1

PROJECT USES AND ACTIVITIES
A. ARRANGEMENT OF INTERIOR USES
B. VEHICULAR ACCESS AND CIRCULATION
- DC2

ARCHITECTURAL CONCEPT
A. MASSING
B. ARCHITECTURAL AND FACADE COMPOSITION
C. SECONDARY ARCHITECTURAL FEATURES
D. SCALE AND TEXTURE
- DC3

OPEN SPACE CONCEPT
A. BUILDING-OPEN SPACE RELATIONSHIP
B. OPEN SPACES USES AND ACTIVITIES
C. DESIGN
- DC4

EXTERIOR ELEMENTS AND MATERIALS
A. EXTERIOR ELEMENTS AND FINISHES
C. LIGHTING
D. TREES, LANDSCAPE AND HARDSCAPE

Response to Design Guidelines

The project design is a structure divided by a central courtyard whose height and bulk respond to the context with modulation on all facades. This strategy, of placing a central courtyard adjacent to the 3912 S Hudson proposal, creates an internal courtyard that increases solar exposure to the project and 3912 S Hudson. (DC2.A, DC3.A, DC3.C)

Building facades will be composed to express the individual units and variation of volumes. In order to break up the scale of the mass, a variety of materials are used to create a mosaic of textures and tones. Fenestration and material consistency will create a holistic approach to the structures. Further depth in facades will be created by the detailing of projections, canopies, railings and decks that highlight additional volumes and provide weather protection. Planters and landscaping at the street level will provide a transition to the street. (DC2.B, DC2.C, DC2.D)

The core design of the massing of the project is to create a central courtyard that encourages and facilitates interaction among the units. The courtyard is designed to have a central open area that is directly accessible from the street, and parking. Plantings and seating add buffers for other homes. Materials that gives texture and detailing will be used to bring the project to a humanistic scale. Railings, deck detailing, and landscaping will also give a humanistic scale to the project. (DC3.A, DC3.B, DC2.C, DC2.D, DC2.A, DC3.A, DC3.B)

Exterior materials are chosen based on durability, maintainability, and sustainability. Consideration is taken for contextual relevance of the materials and appropriateness to Seattle climate. Contrasting materials of higher quality will demarcate the entries. Materials at entries will have a textural quality at a more humanistic scale. (DC4.A)

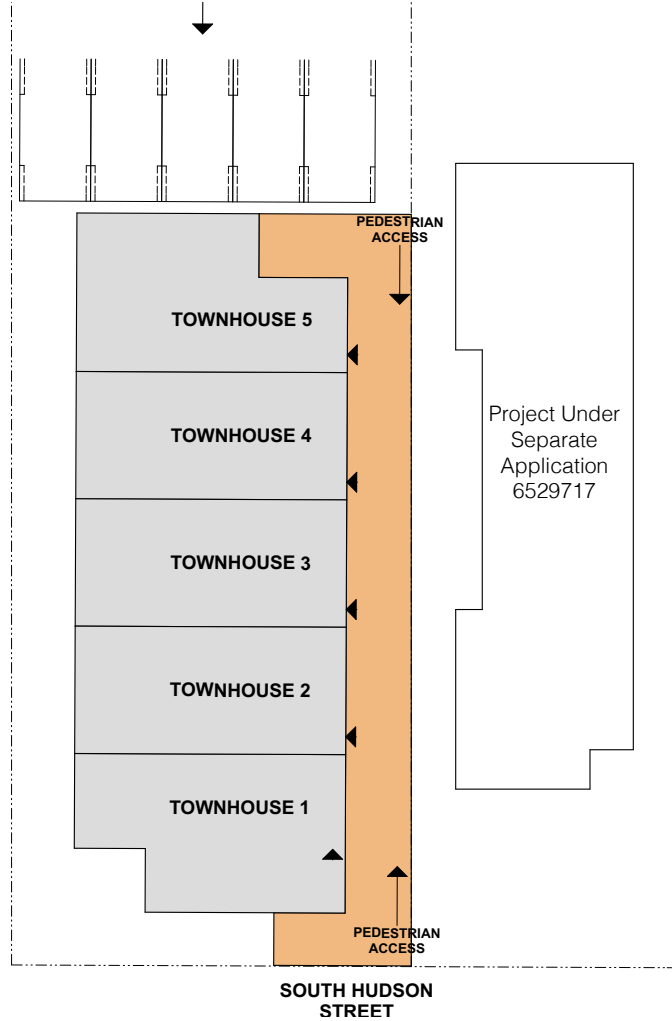


Site Sidewalk



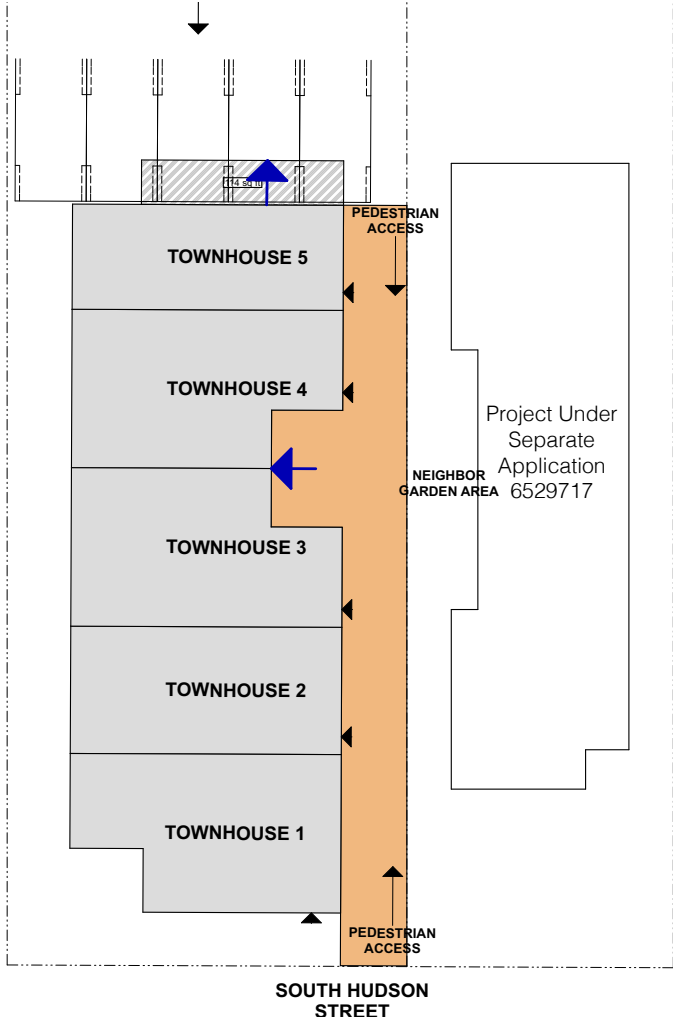
Single-Family units across the street

PROJECT EVOLUTION



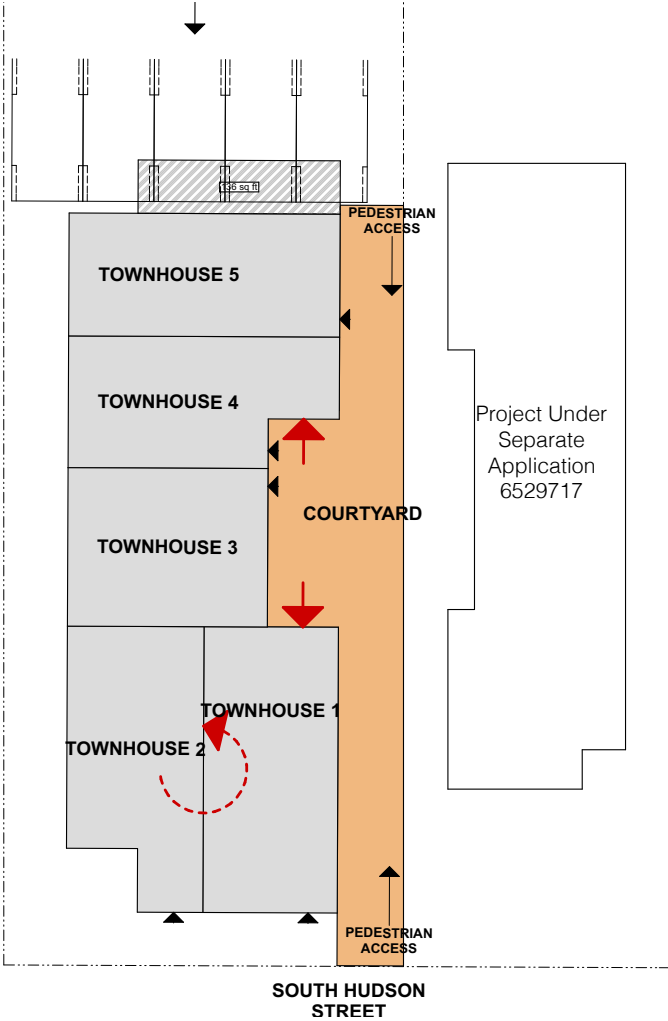
Code Compliant Scheme

- A code compliant scheme of one structure.
- The units fill the site and provide a access path along the east side of the project.
- This massing does not provide much open area at the site's center but does accommodate parking from the alley.



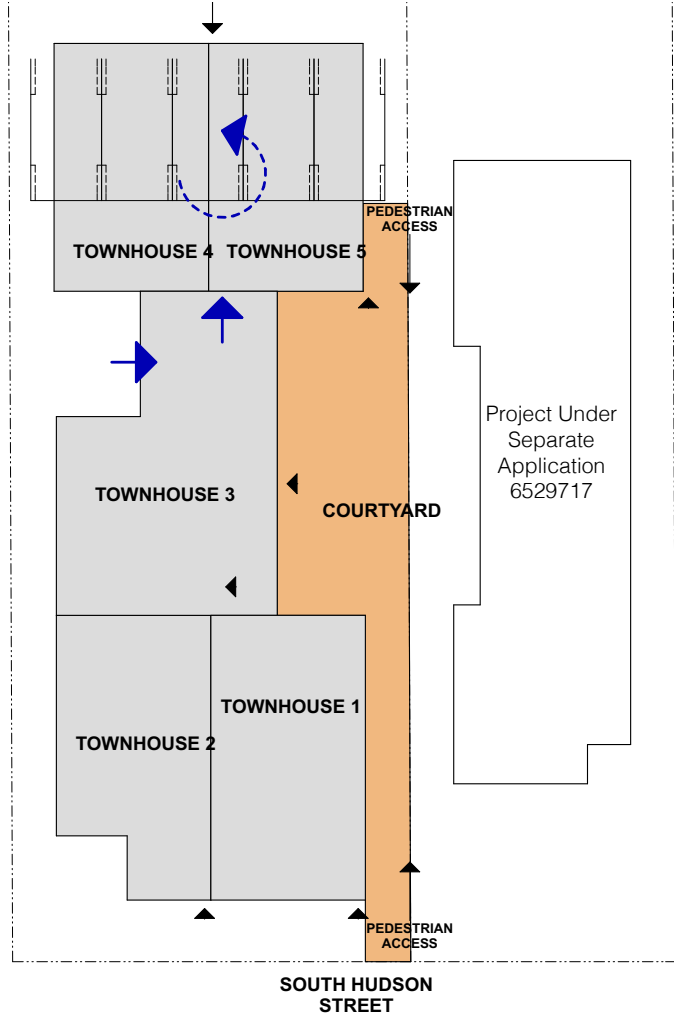
Shift Massing

- With a desire to provide a common central space for the units, Units 3 and 4 are carved at the center of the site. This movement reacts to the proposed development to the east
- As Unit 3 and Unit 4 shift, Unit 5 is cantilevered over the parking.
- This scheme is one structure that is code compliant.



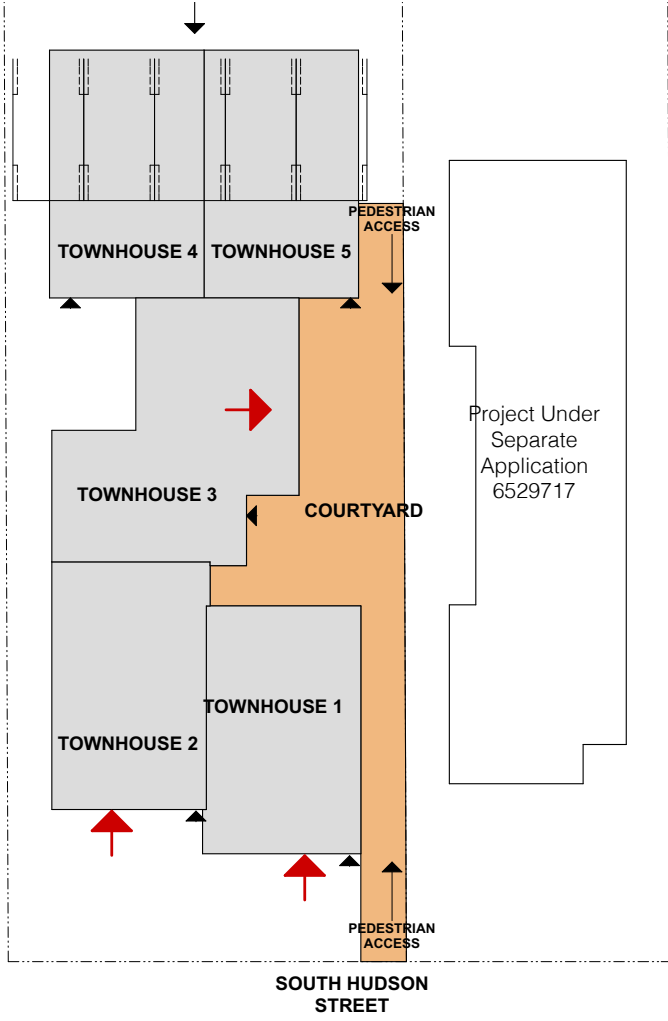
Rotate and Shift Massing

- In order to engage the street, Units 1 and 2 rotate. This rotation allows for a for a larger shift, at the interior of the site, for common use.
- This scheme is one structure and is code compliant.



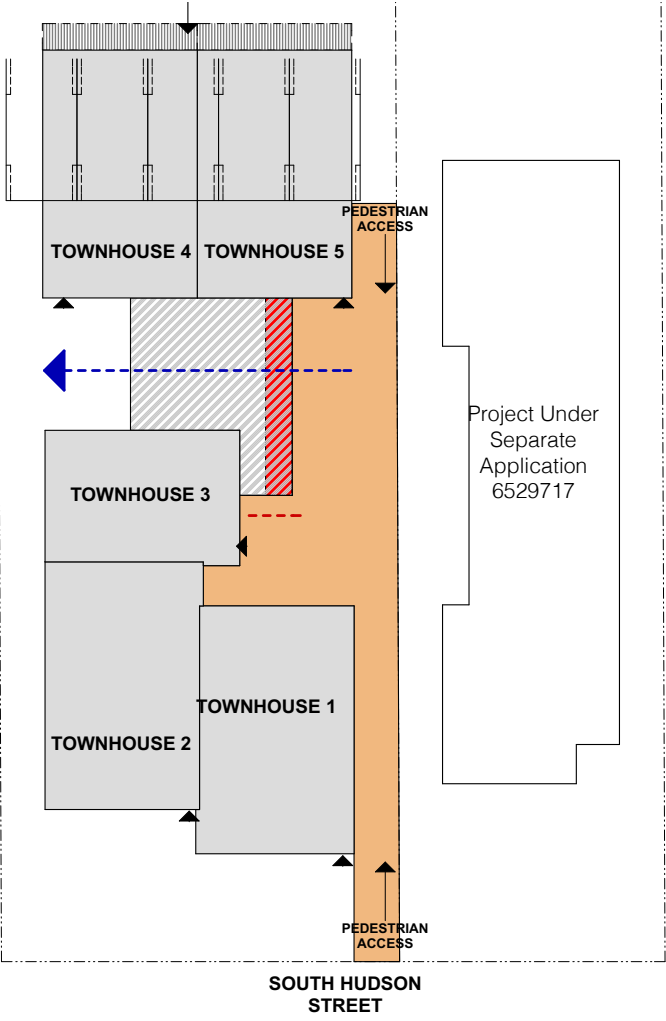
Shift and Rotate Massing

- Unit 4 and 5 are rotated to allow for modulation and scale along the west property line.
- The rotation requires a shift of Units 4 and 5 towards the alley.
- This scheme is one structure and is code compliant.



Setback and Shift

- With a desire to respond to the existing topography, and adjacent building setbacks, Units 1 and 2 are setback from the street.
- As Units 1 and 2 shift, Unit 3 is compressed from the south. In order to maintain a live-able floor plan, the top two floors of Unit 3 expand towards the east property line. This produces a facade length of 71.5%.



Access

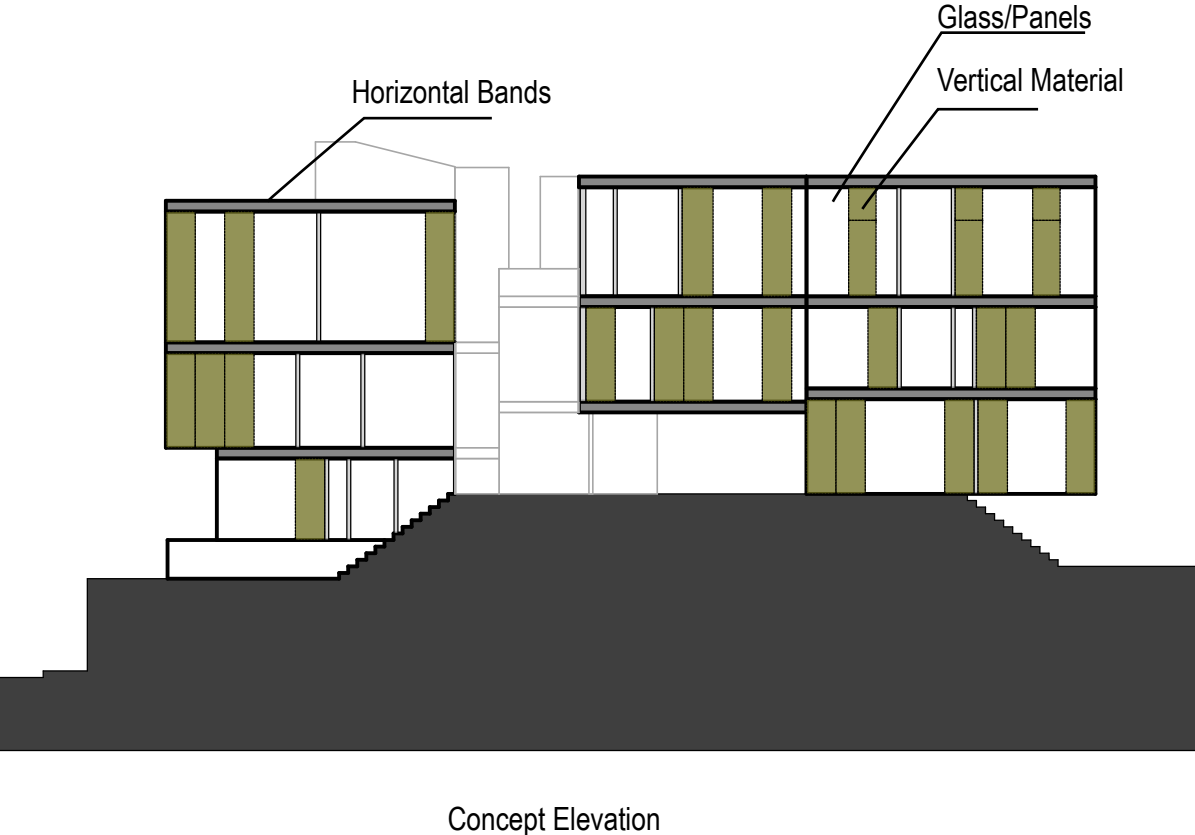
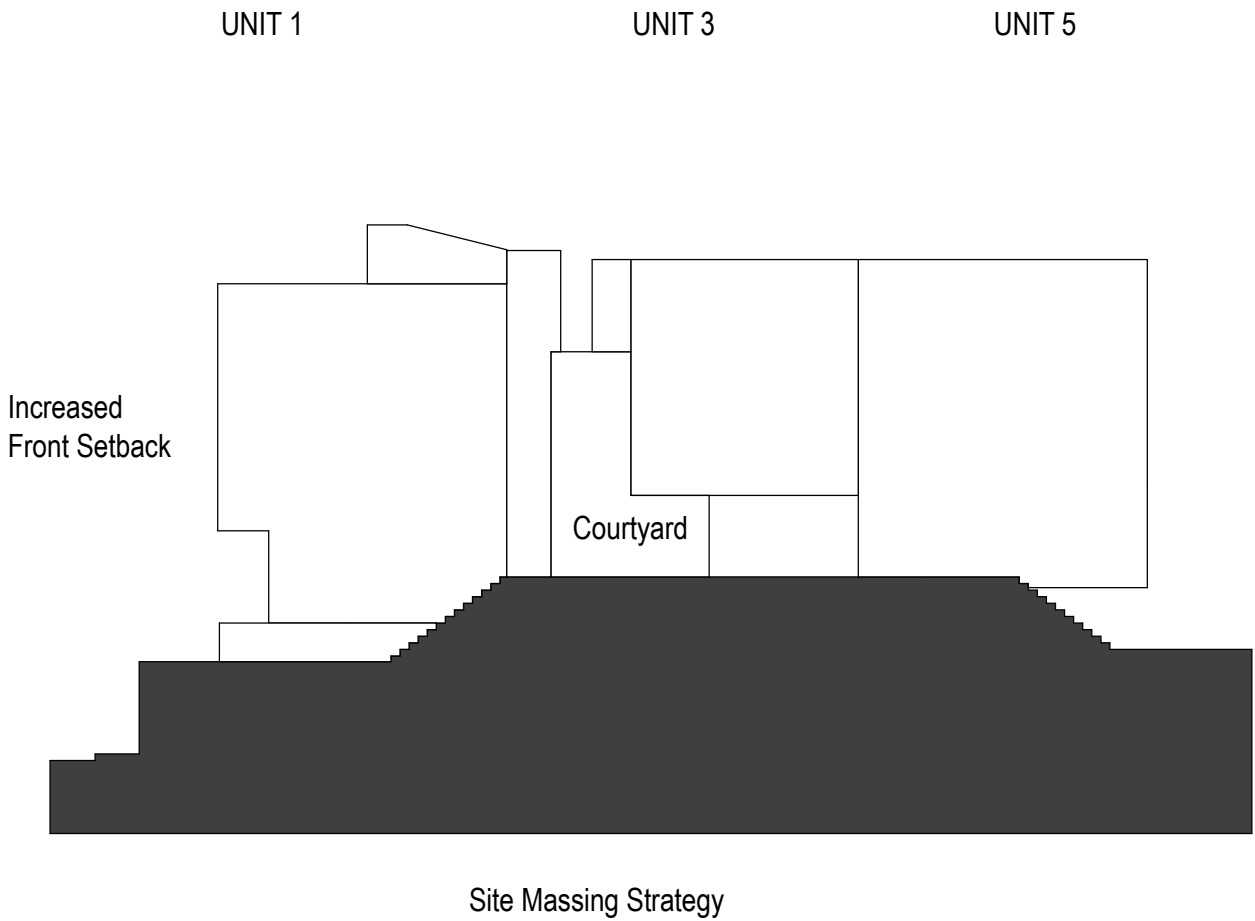
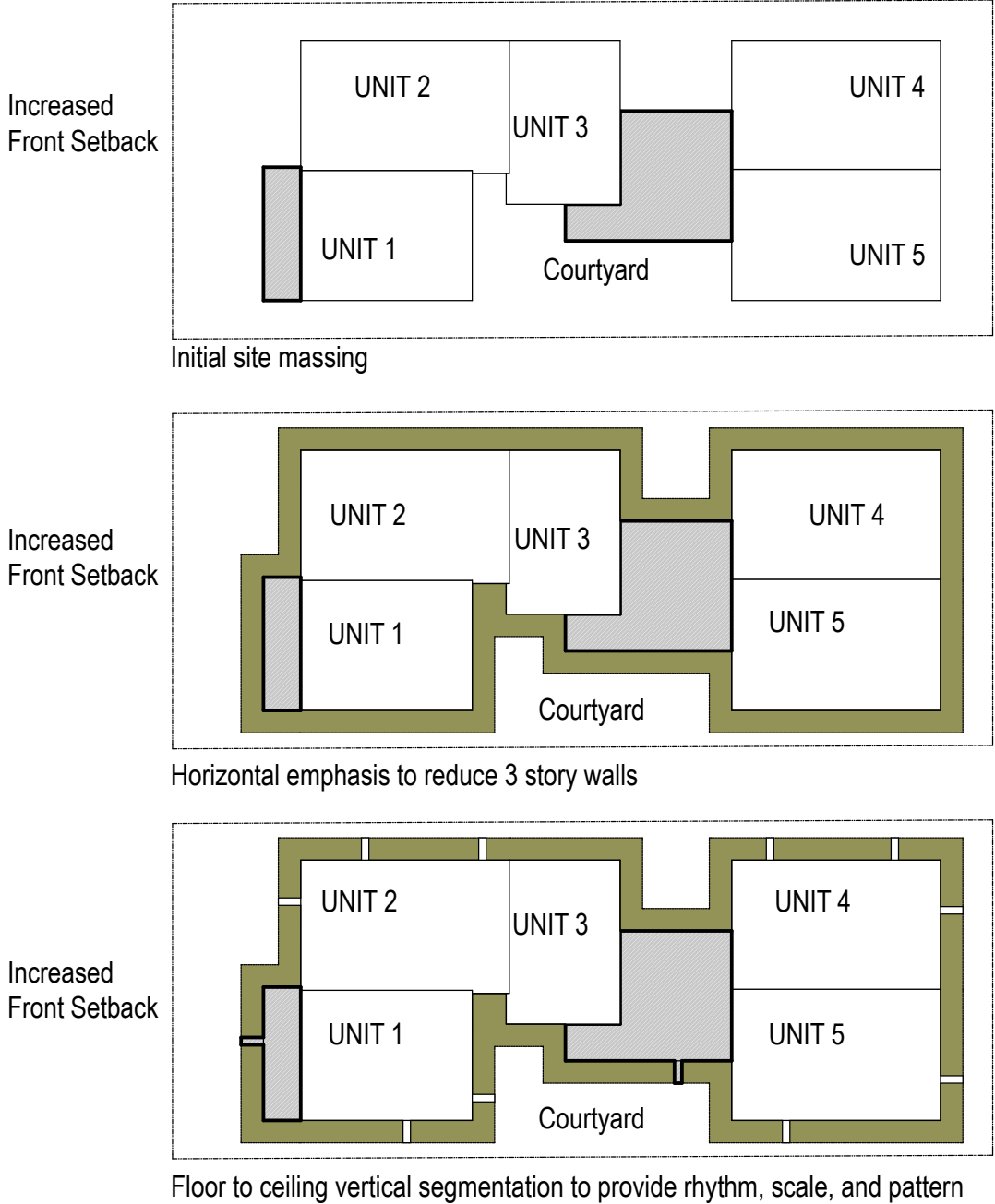
- In order to provide access to light at the center of the common area, Unit 3 is partially lifted above the courtyard area. This space will be common amenity area as the Units 3, 4 and 5 will be sprinklered. This reduces the impact of a larger facade length on the east property.

DESIGN CONCEPT

This five unit site is focused around a courtyard which responds to the proposed adjacent development and its neighbors. A central courtyard provides access to light, communal space, and circulation. The project is setback from the street to be in-line with existing neighbors. The proposal massing is further reduced through the stepping of units with the existing grade. Parking is provided for each unit from the alley, reducing the impact of cars and allowing more space for gathering.

The significant site grade, the intent to place the courtyard in the center of the site, and providing the increased setback create site constraints. The design intent is to bring rhythm, scale and modulation through the design of the materials, windows, horizontal movement.

The facade is compromised of multiple materials that create rhythm and modulation. By placing vertical near floor to ceiling glass and material panels that are segmented by continues horizontal bands, pattern and scale is introduced to the project. Focus was placed on the alignment of material joints, windows, and mullions. The use of wood is used to provide relief around entries and pedestrian access areas.



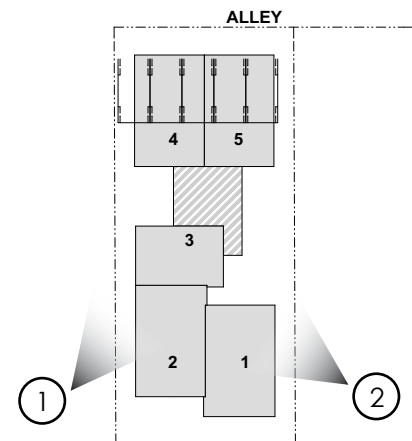
RENDERINGS



PROJECT DEVELOPMENT



1. Street View from Southwest



PROJECT DEVELOPMENT

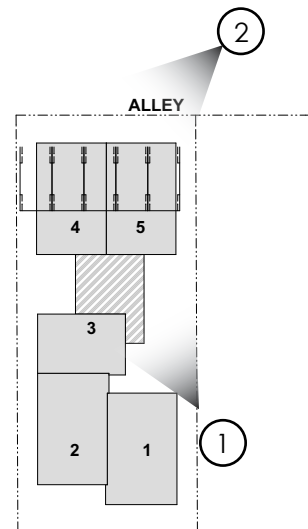


2. View from Northeast

RENDERINGS



PROJECT DEVELOPMENT



3. Southwest Entry View



PROJECT DEVELOPMENT

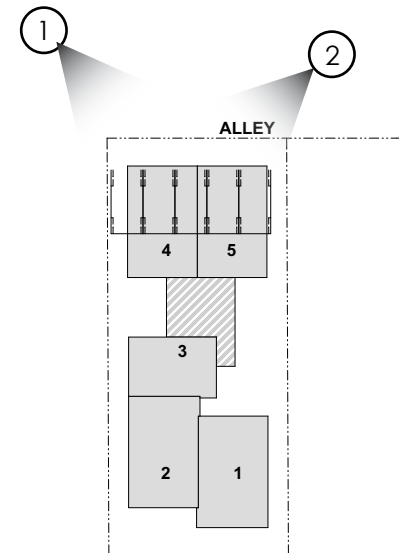


4. View from Northwest

RENDERINGS



PROJECT DEVELOPMENT



3. Southwest Entry View



PROJECT DEVELOPMENT

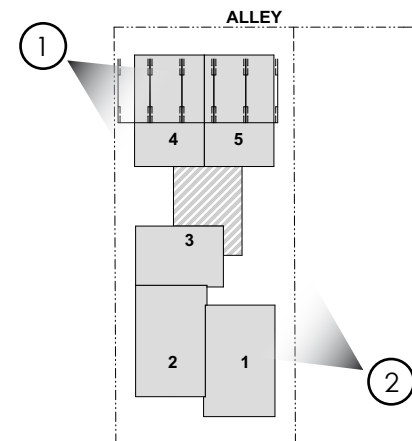


4. View from Northwest

RENDERINGS



PROJECT DEVELOPMENT



5. Aerial View from Southwest

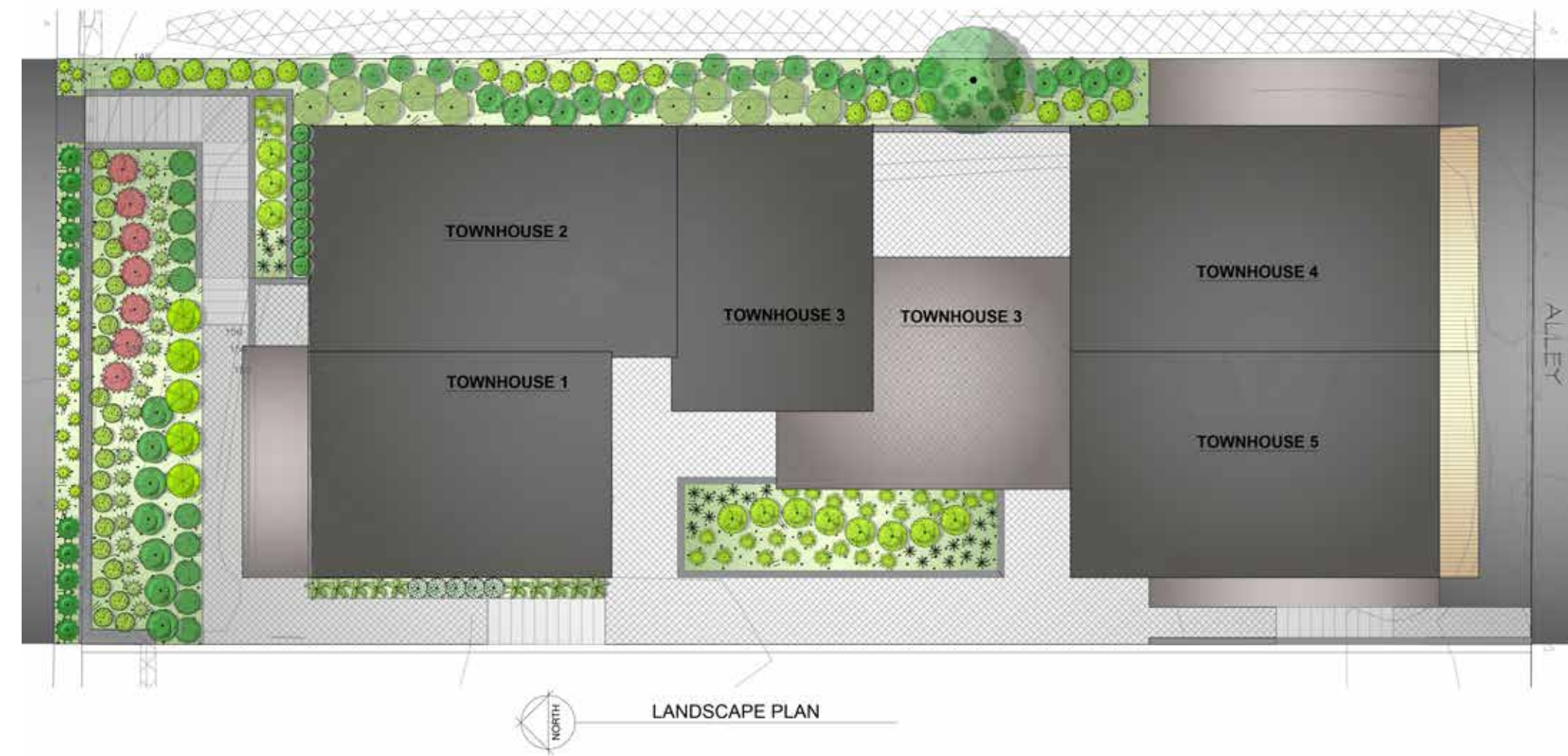


PROJECT DEVELOPMENT



6. Aerial View from Northeast

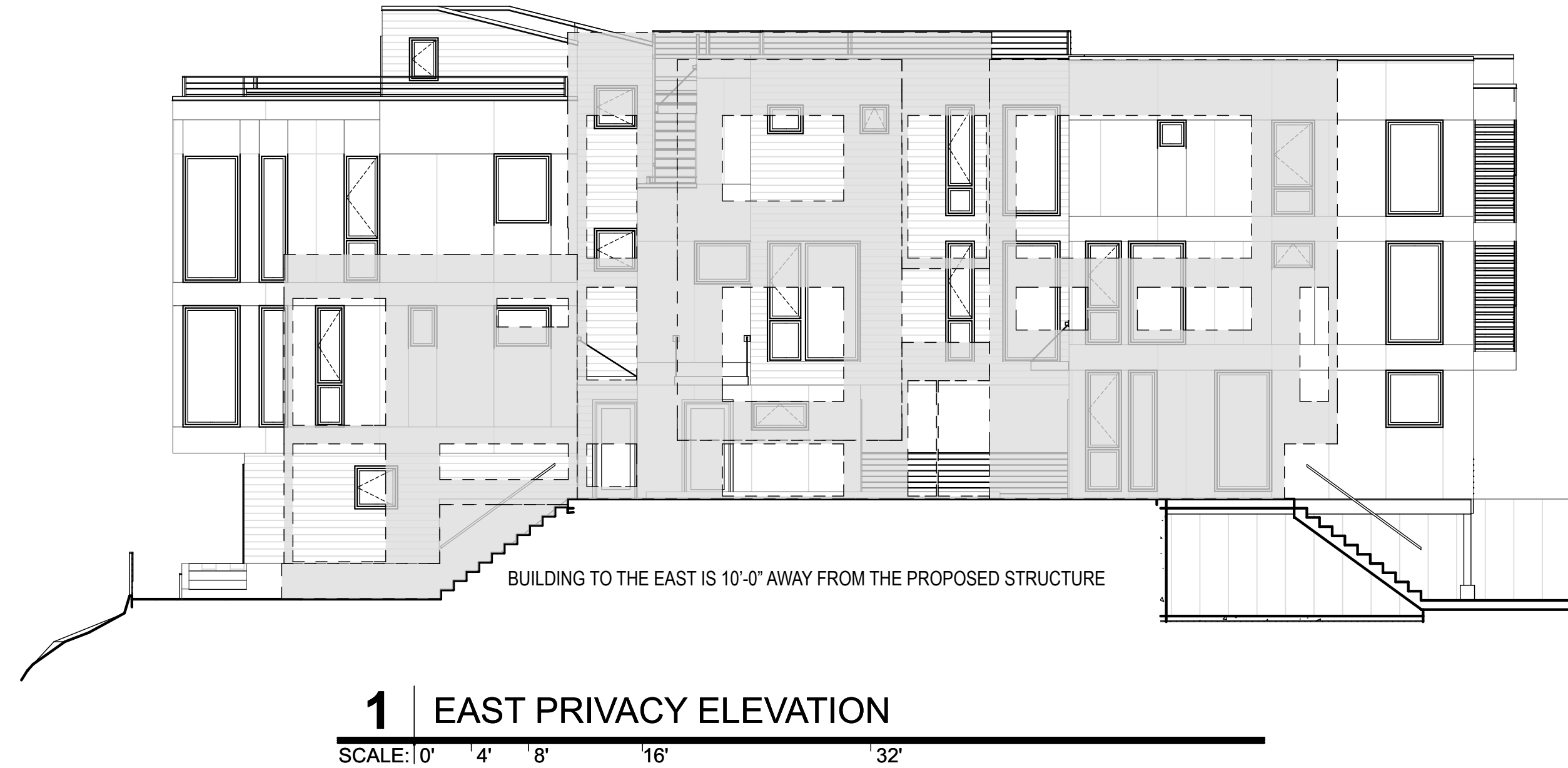
LANDSCAPE PLAN



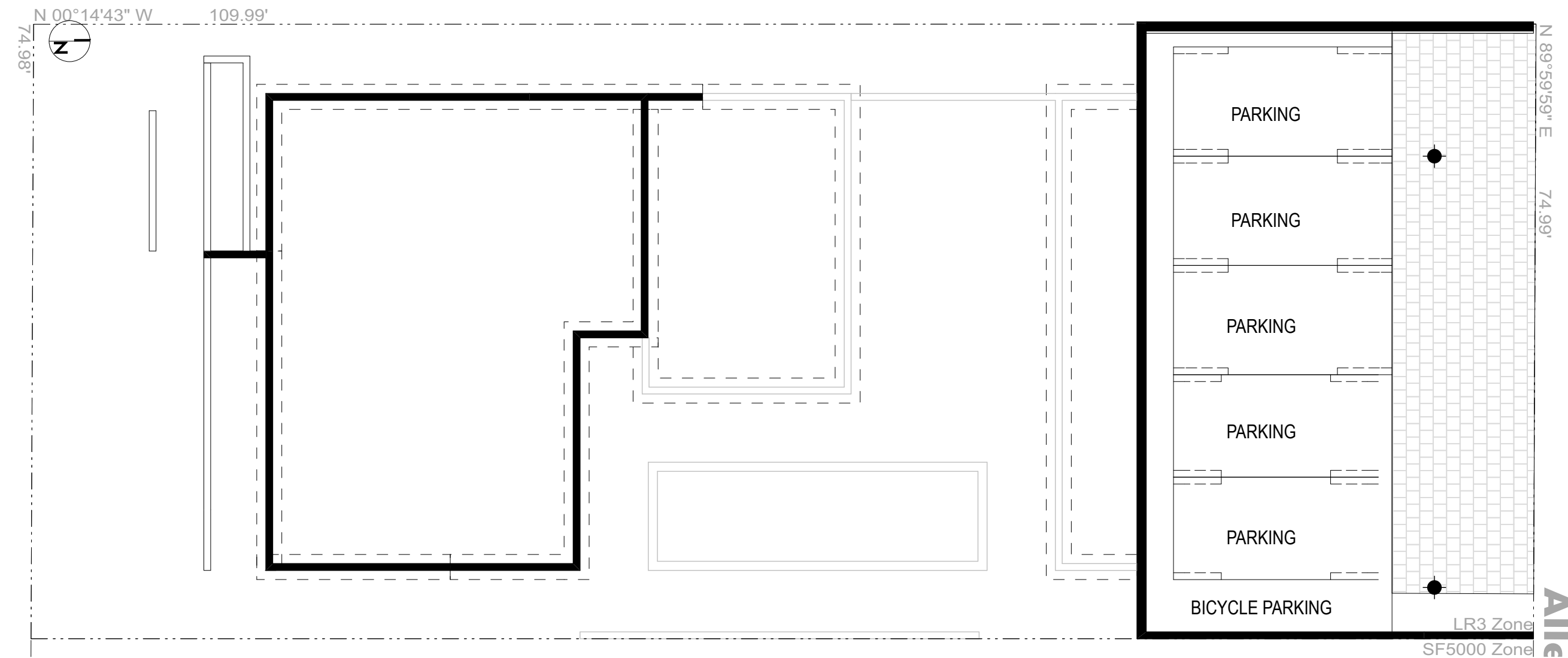
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5. Aerial View from Southwest

PRIVACY ELEVATIONS

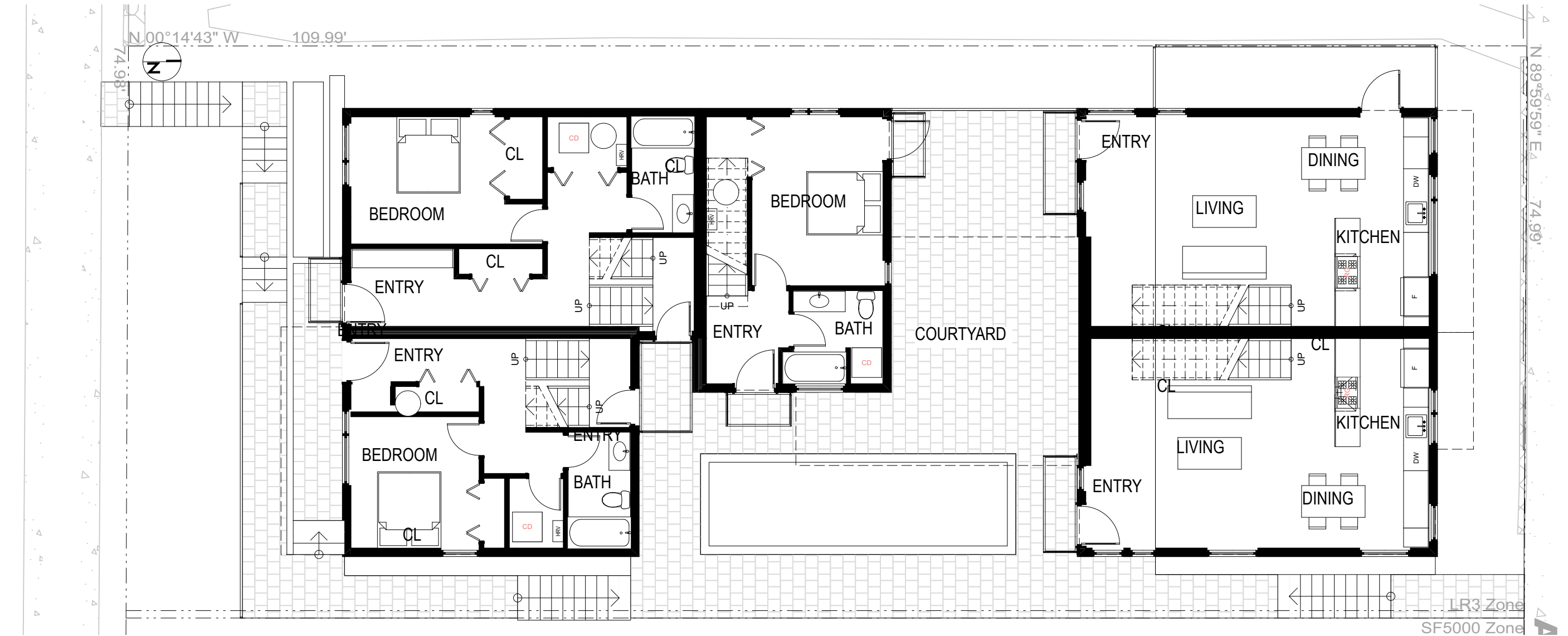


FLOOR PLANS



1 FOUNDATION

SCALE: 0' 4' 8' 16' 32'



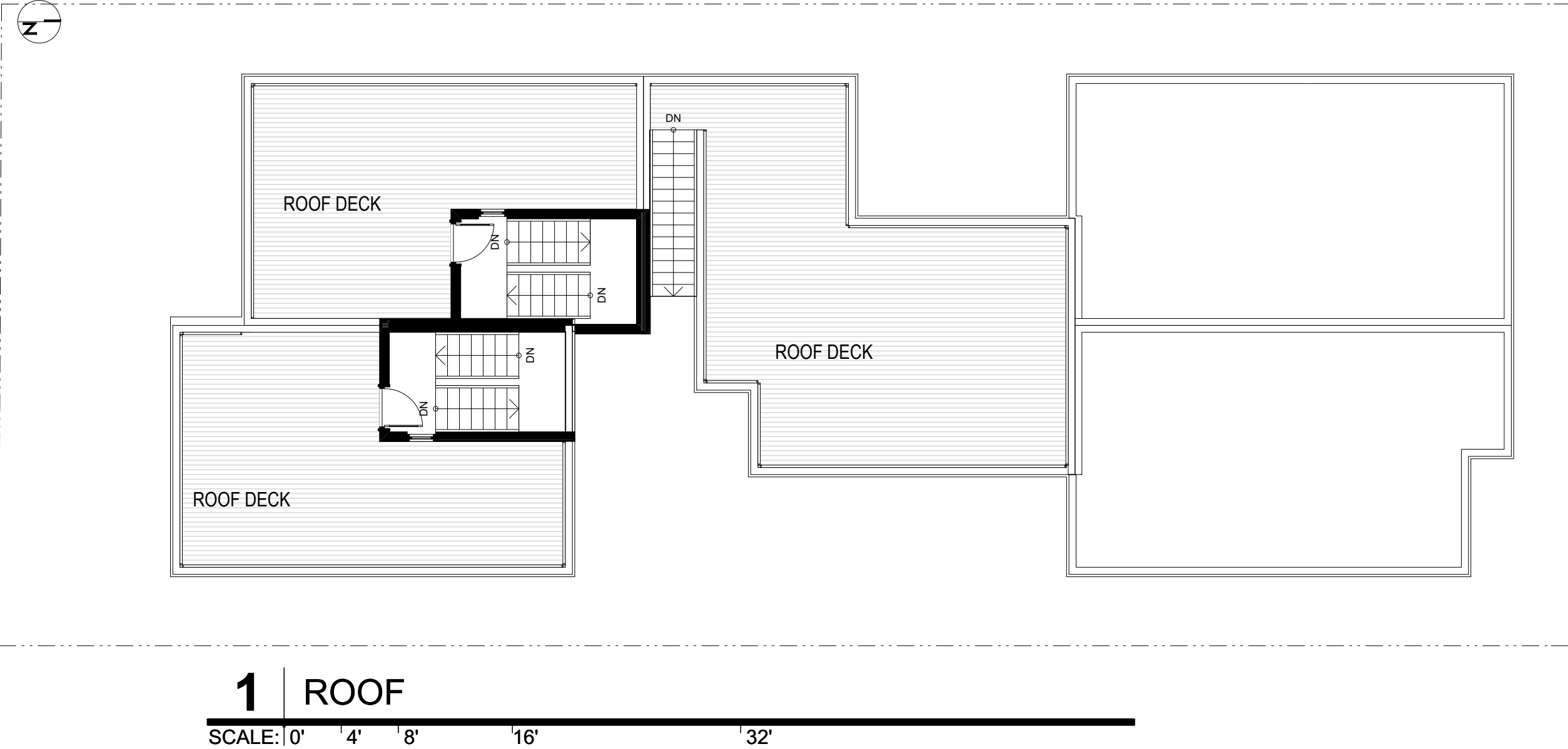
1 FIRST FLOOR

SCALE: 0' 4' 8' 16' 32'

FLOOR PLANS



FLOOR PLANS



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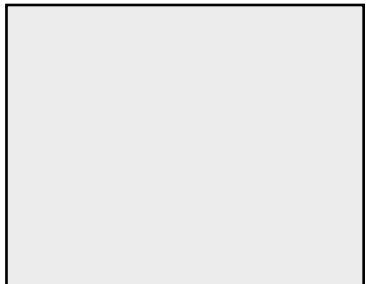
RENDERED ELEVATIONS



Paint 01: BM 2061-10
Deep Royal or Sim.
2' x 8' Concrete Panel



Paint 02: SW 7069
Grizzle Gray or Sim.
4' x 8' Concrete Panel



Paint 03: SW 7064
Passive or Sim.
2' x 10' Concrete Panel



Paint 04: SW 7064
Iron Ore or Sim.
Parapet Cap



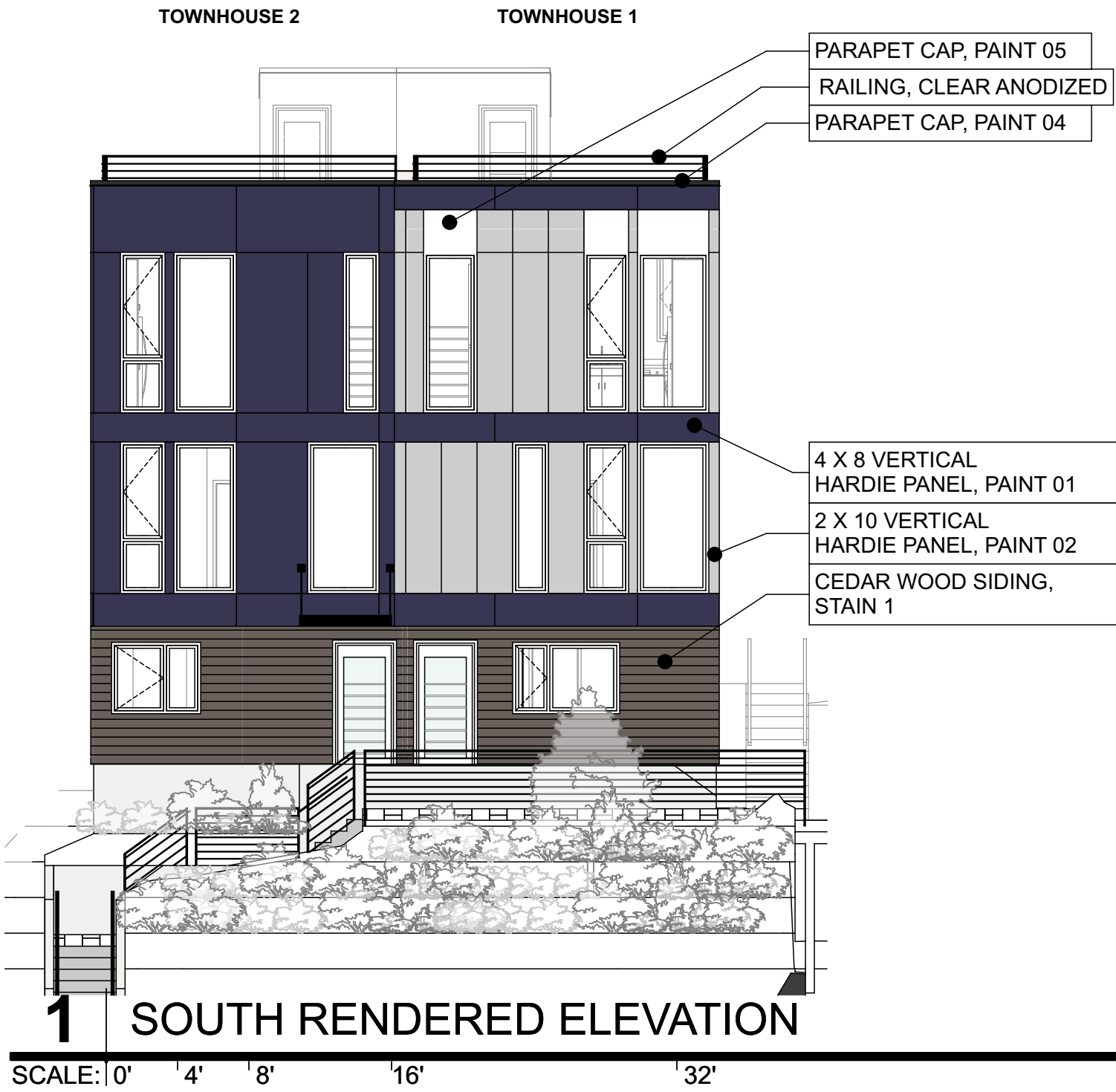
Paint 05:
White or Sim. to match windows,
2' x 10' Concrete Panel



Stain 1: SW Charcoal
Tight-Knot Cedar
Wood Siding

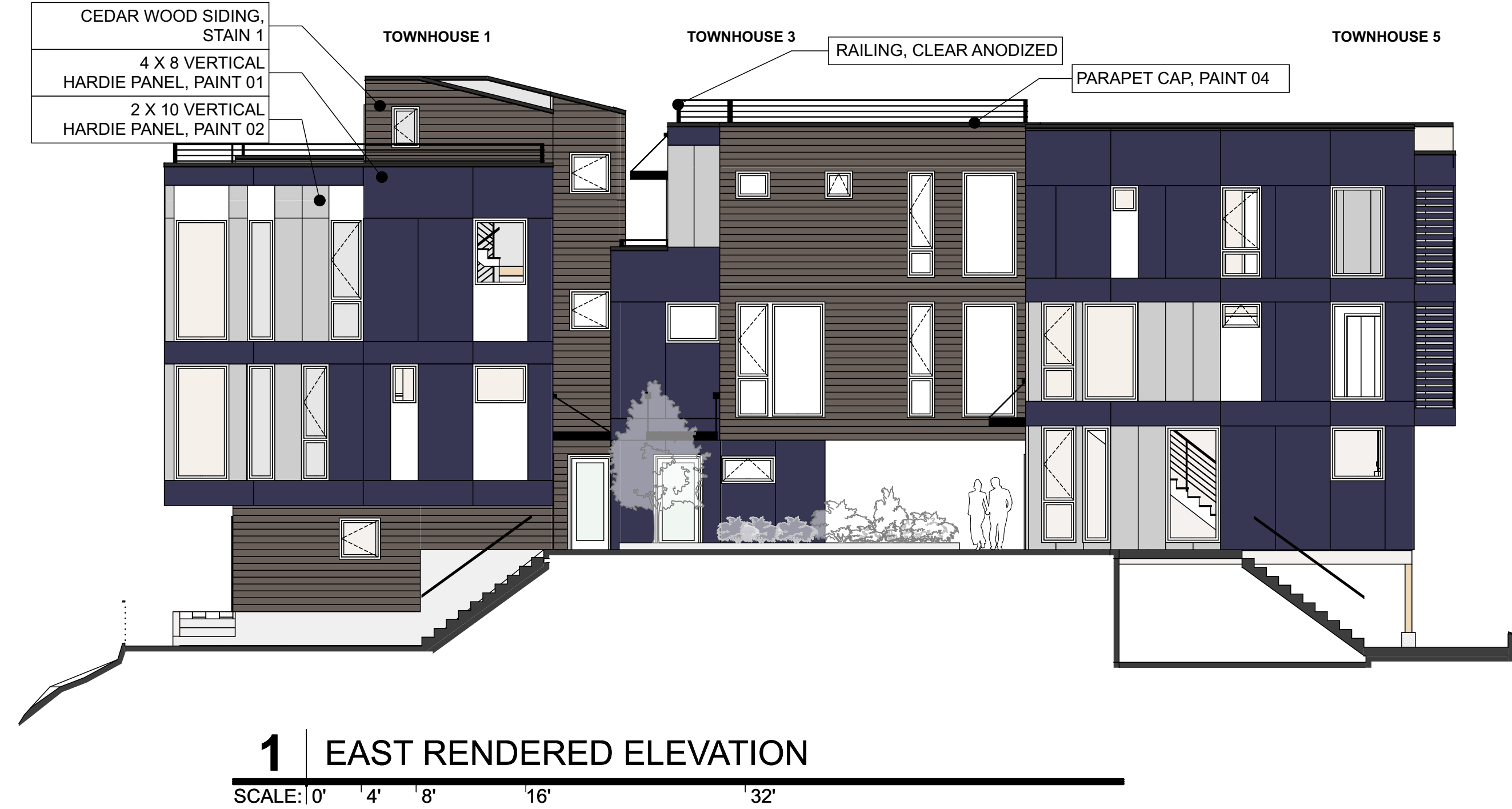


Paver: MM Eco-Priora
Color Natural or Sim.



1 SOUTH RENDERED ELEVATION

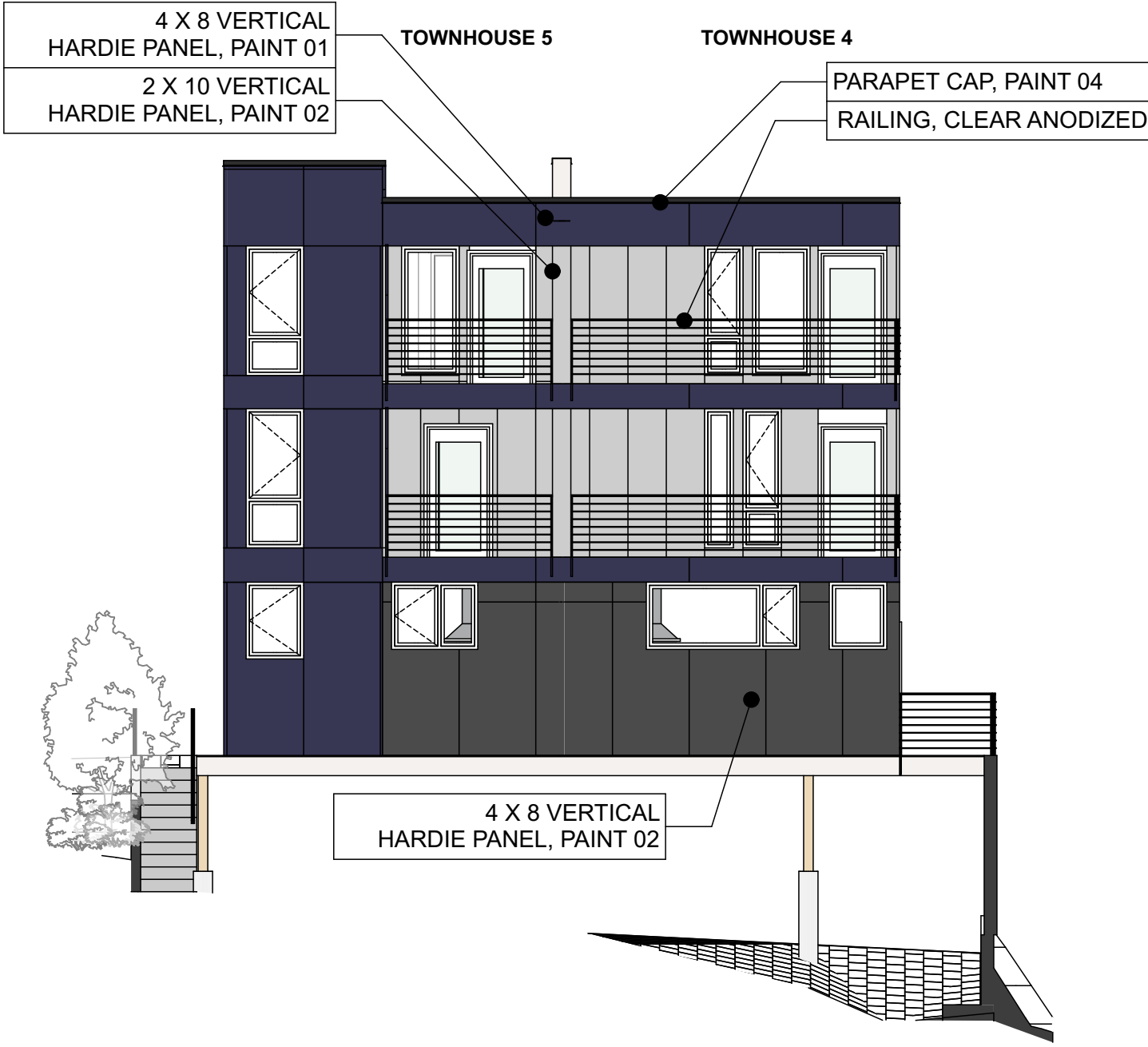
SCALE: 0' 4' 8' 16' 32'



1 EAST RENDERED ELEVATION

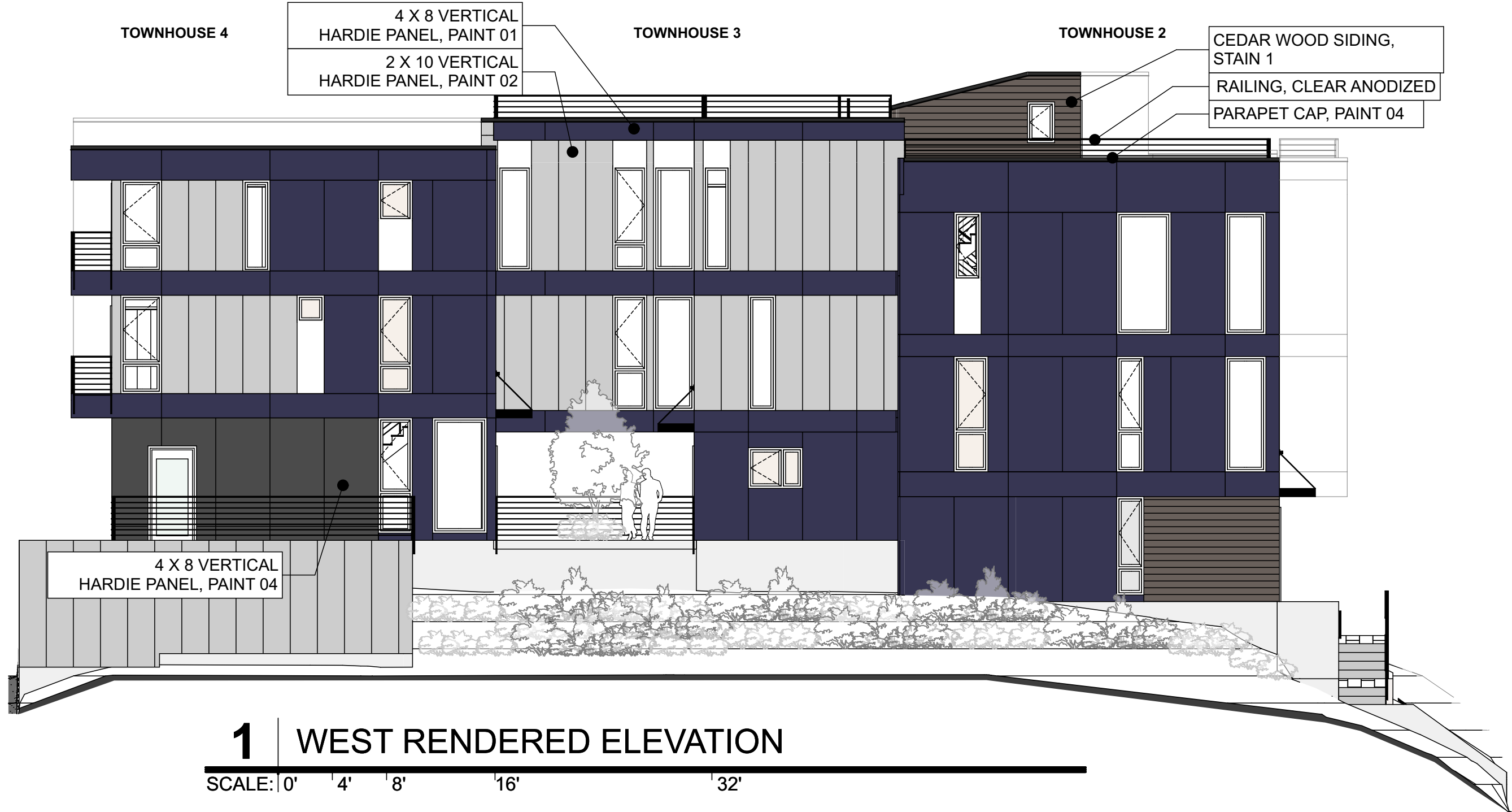
SCALE: 0' 4' 8' 16' 32'

RENDERED ELEVATIONS



1 NORTH RENDERED LEVATION

SCALE: 0' 4' 8' 16' 32'



1 WEST RENDERED ELEVATION

SCALE: 0' 4' 8' 16' 32'

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COMPLETED WORKS



① 1530 15th Ave. E (View from sidewalk)



② 3515-19 Wallingford Ave. N



③ 90 E Newton St.



④ 1530 15th Ave. E. (View from street)



⑤ 1411 E. Fir St. (View from street)



⑥ 1411 E. Fir St. (View of interior boardwalk)



⑦ 1911 E Pine St. (View of interior of canyon)



⑧ 1911 E. Pine St. (View from street)