STREAMLINED DESIGN REVIEW APPLICATION

DCI # 3032123-EG
2723 South Norman Street
Seattle, WA 98144

Applicant:
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PROJECT INTRODUCTION	Site Location	3
SITE INFORMATION	Urban Analysis	4
	Neighborhood Character	5
	Street Views	6
	Existing Site Conditions	7
DESIGN PROPOSAL	Site Planning + Landscape Approach	8
	Proposed Lighting Plan	9
	Adjustment Diagrams	10
	Generative Diagrams	11
	Priority Design Guidelines	12
	Floor Plans	13
	Shadow Studies	17
	Elevations	18
	Privacy Studies	20
	Character Renderings	21



VICINITY MAP

EXISTING SITE

The project site (APN: 3274800601) is located along S Norman St between Martin Luther King Jr Way S to the west and 29th Ave S to the east. The site's current use is a single family home. The surrounding parcels to the north, south, west, and east of this site consist of a mix of single family homes and new multifamily development. The site has a fair amount of grade change (although no mapped steep slope), sloping approximately 17.5' from north to south.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned LR2, and lies within a large section of Low-Rise zoning that continues north for two blocks, east for two blocks, west for two blocks, and south past I-90 to Holgate Street. The parcel is not part of any urban villages, but does lie within a Parking Flexibility Area.

DEVELOPMENT OBJECTIVES

The project proposes the construction of (2) new multi-family residential buildings containing (6) total townhouse units. The existing single family home will be demolished as a result of this proposal. This project site, due to its location in a desirable neighborhood and proximity to several arterial streets and public transit, is prime for denser development.

Due to this site's location in a parking flexibility area, a 50% reduction in required parking is allowed. As a result, (3) parking stalls will be provided for this project.

NEIGHBORHOOD CUES

This project sits at the boundary of the Judkins Park and Leschi neighborhoods. Parks and schools are plentiful in the area, and neighborhood restaurants and bars are available 0.5 mile to the north along S Jackson St. Major bus lines exist in the area, such as the 8 along MLK Jr Way S, and the 14 along 31st Ave S. The I-90 on-ramp is only a few minutes away, providing access by car and bus to the greater Seattle area.



SITE LOCATION
2723 S. Norman St
Seattle, WA 98144

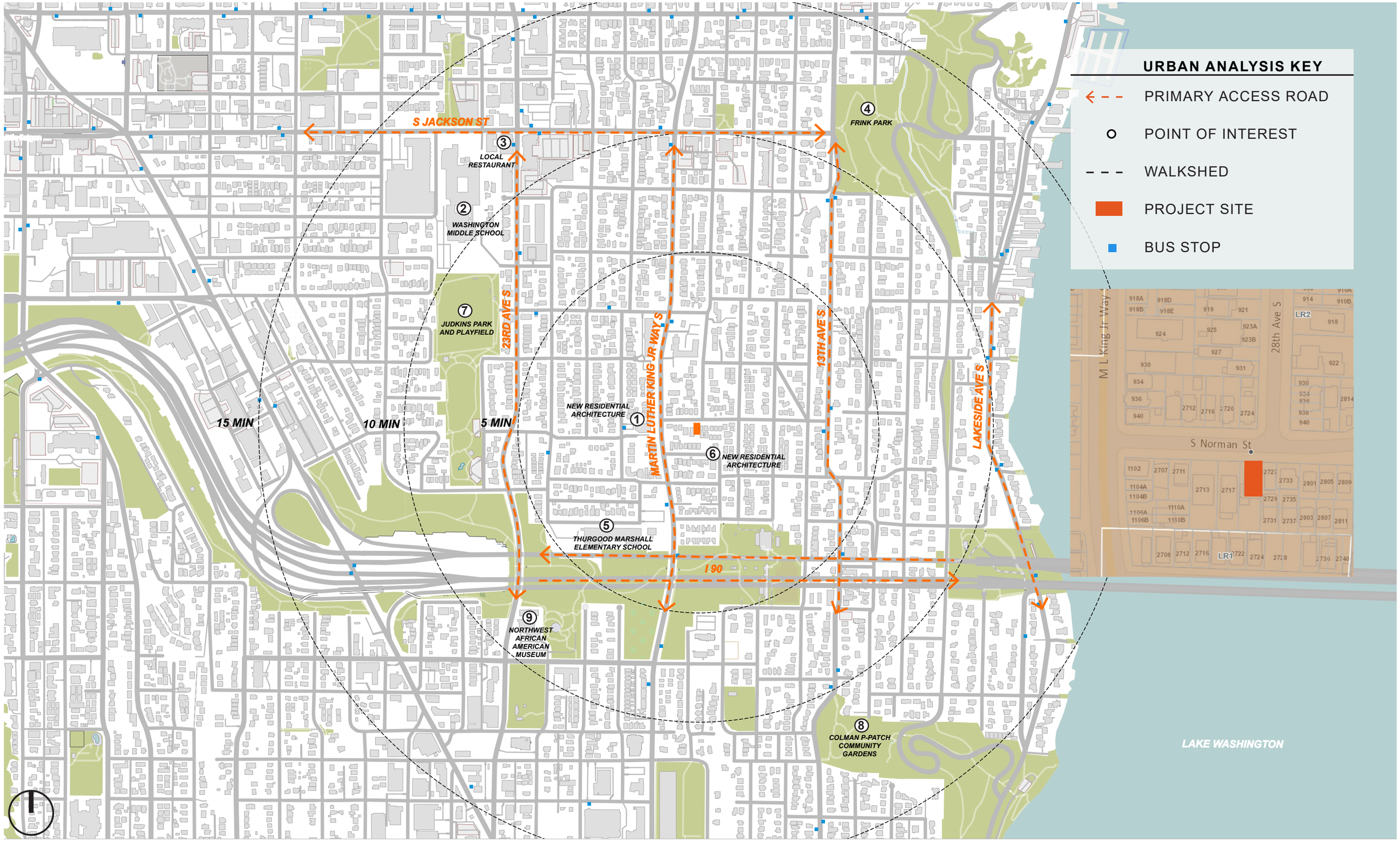
ZONING SUMMARY
Zone: LR-2
Overlay: Parking Flexibility Area
ECA: None

PROJECT PROGRAM
Site Area: 5,085 SF
Number of Residential Units: 6
Number of Parking Stalls: 3
Approx. FAR (Overall) = 5523.6 sf
Approx. FAR Per Unit = 920.6 sf

ADJUSTMENTS REQUESTED
SMC 23.45.522.A Amenity Area

PROPOSED:
10% Reduction to Ground Level Requirement

See Adjustment Diagrams p. 10


S JACKSON ST
23RD AVE S
MARTIN LUTHER KING JR WAY S
13TH AVE S
LAKESIDE AVE S
I 90
15 MIN
10 MIN
5 MIN
1 NEW RESIDENTIAL ARCHITECTURE
2 WASHINGTON MIDDLE SCHOOL
3 LOCAL RESTAURANT
4 FRINK PARK
5 THURGOOD MARSHALL ELEMENTARY SCHOOL
6 NEW RESIDENTIAL ARCHITECTURE
7 JUDKINS PARK AND PLAYFIELD
8 COLMAN P-PATCH COMMUNITY GARDENS
9 NORTHWEST AFRICAN AMERICAN MUSEUM
LAKE WASHINGTON
URBAN ANALYSIS KEY
PRIMARY ACCESS ROAD
POINT OF INTEREST
WALKSHED
PROJECT SITE
BUS STOP
M L King Jr Way S
28th Ave S
S Norman St
LR1
LR2



① NEW RESIDENTIAL ARCHITECTURE



② WASHINGTON MIDDLE SCHOOL



③ LOCAL RESTAURANT



④ FRINK PARK



⑤ THURGOOD MARSHALL ELEMENTARY SCHOOL



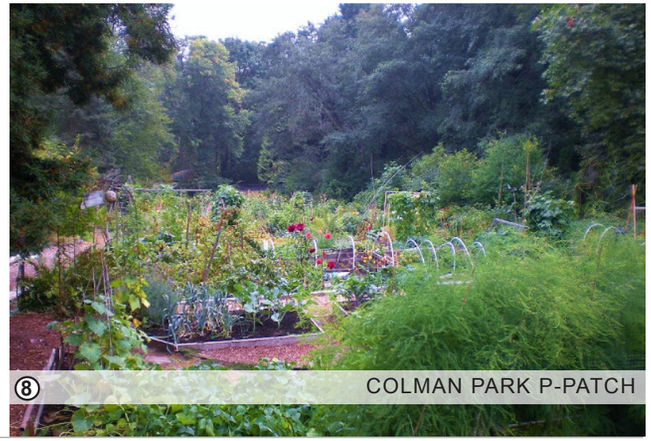
⑥ NEW RESIDENTIAL ARCHITECTURE



⑨ NW AFRICAN AMERICAN MUSEUM



⑦ JUDKINS PARK



⑧ COLMAN PARK P-PATCH

SITE



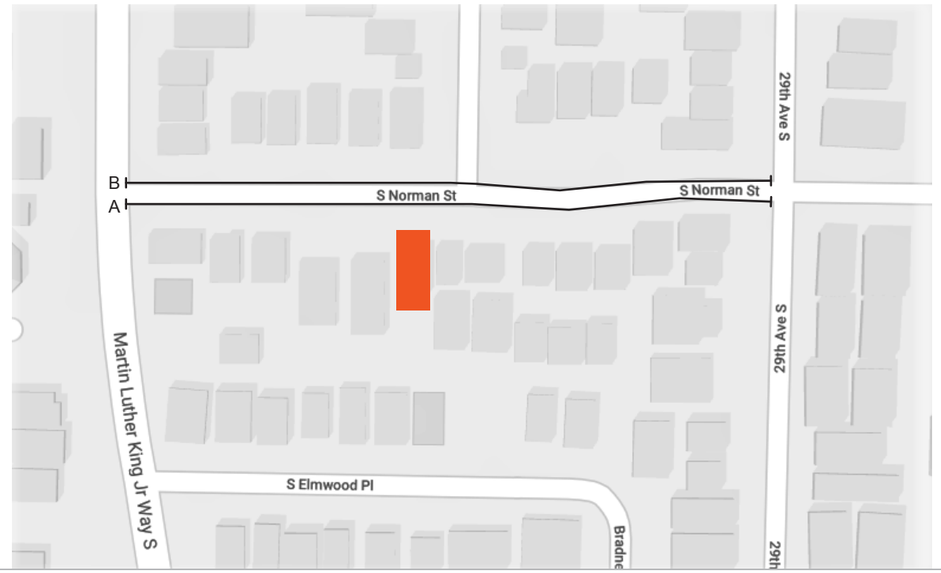
S NORMAN STREET FACING SOUTH (A)

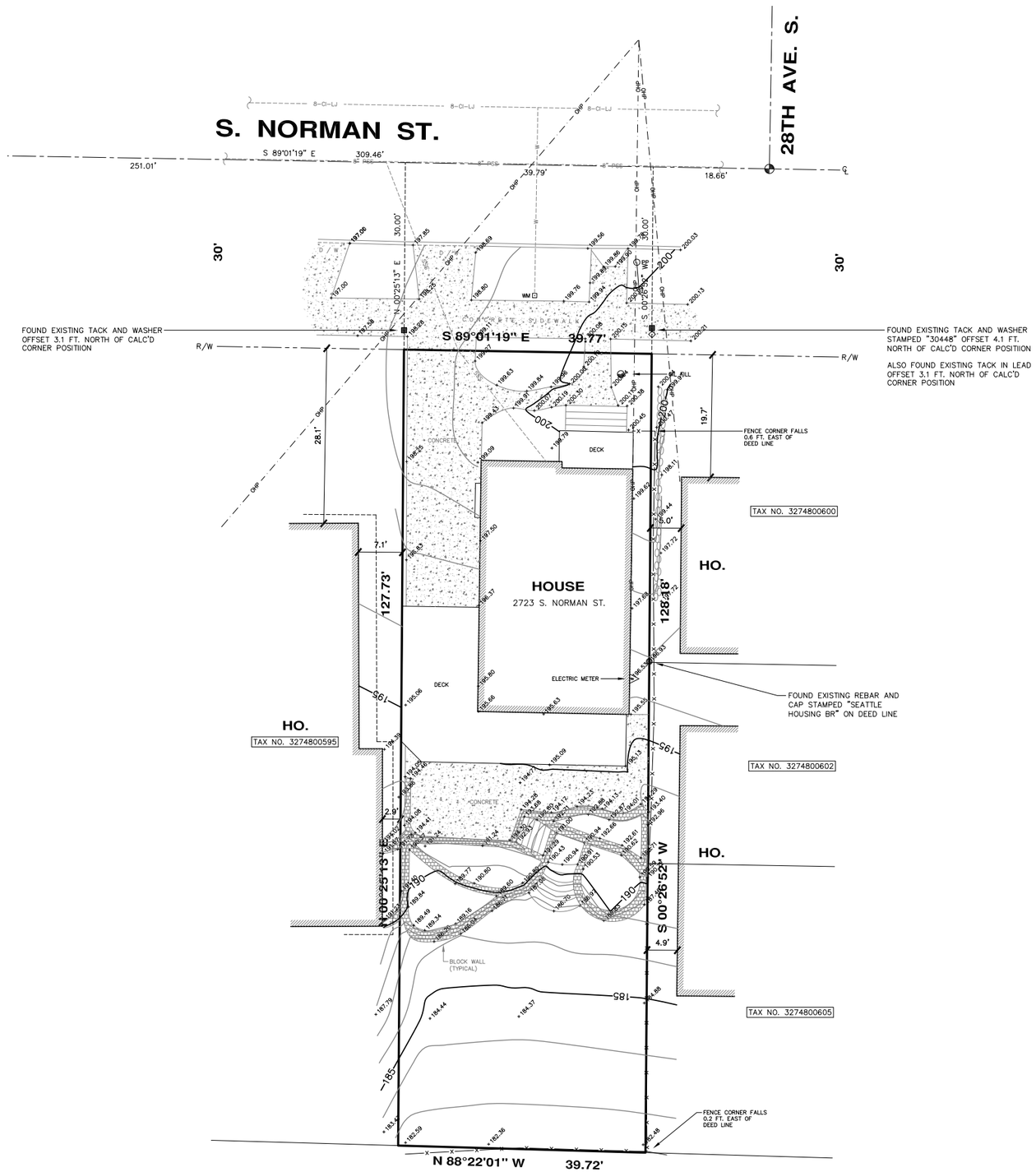
ACROSS FROM SITE



S NORMAN STREET FACING NORTH (B)

KEY





EXISTING SITE CONDITIONS

The project site is located along S Norman St between MLK Jr Way S to the west and 29th Ave S to the east. The site's current use is a single family home. Immediately to the north across S Norman St is a single family home. To the south are two single family homes. To the east are six townhouse plats. To the west is a triplex. The site has a fair amount of grade change (although no mapped steep slope), sloping approximately 17.5' from north to south. The project site is zoned LR-2.

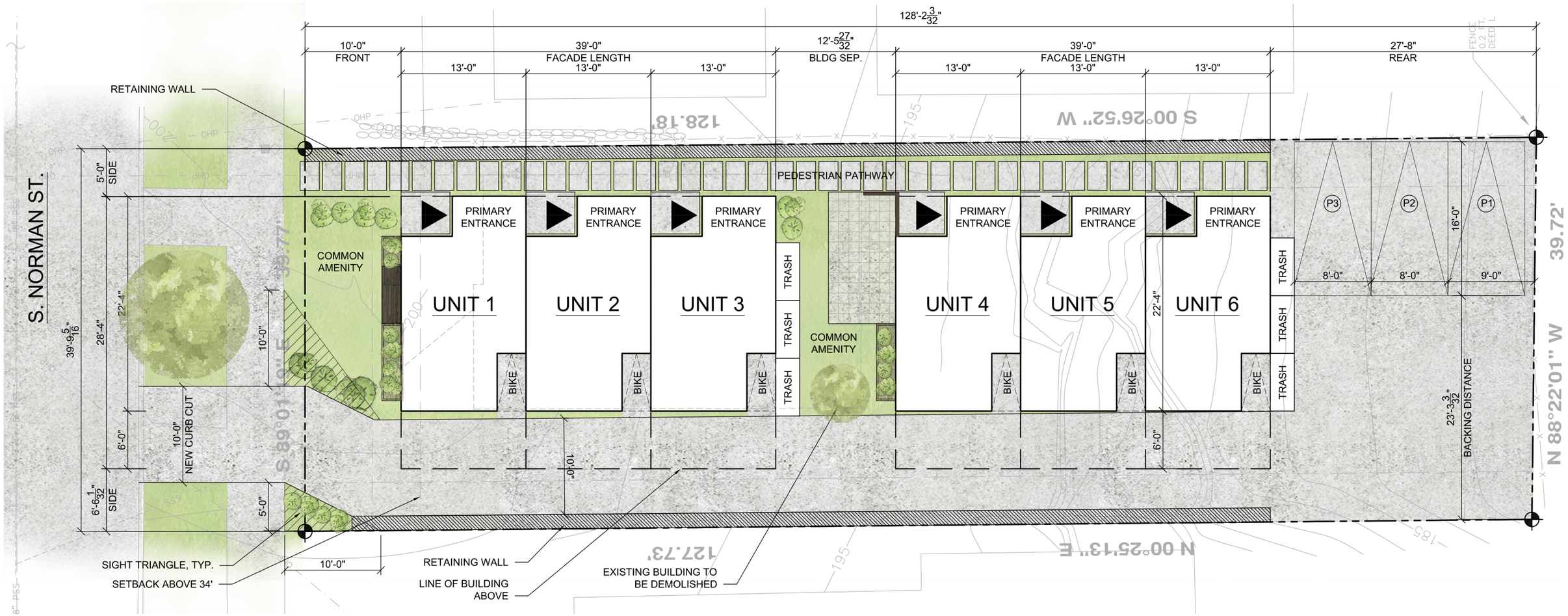
There are no trees on the project site, and no street trees in front of the project, although there is one in the ROW just to the east of the property. A street tree will be provided in front of this project as a part of this proposal.

LEGAL DESCRIPTION

THE EAST 9 FEET 11.5 INCHES OF LOT 9, ALL OF LOT 10 AND THE WEST 5 FEET OF LOT 11, BLOCK 5, HICK'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 59, RECORDS OF KING COUNTY, WA.

SITE PLANNING + LANDSCAPE APPROACH

The six (6) proposed units are clustered together in groups of three. All entries are oriented to the north (or toward S Norman St, in the case of Unit 1) and are accessed off of a common pedestrian pathway to the east. Vehicular access for the three (3) parking stalls provided occurs from a driveway along the west side of the site. Two large common amenity areas are provided - one in the front setback from S Norman St and one between the two structures. These areas will contain amenities such as benches, raised planters, patios, tables, small trees, and bushes. Covered bike parking is provided for each unit off of the driveway. A street tree will be planted in the R.O.W. along S Norman St.



PROPOSED SITE PLAN



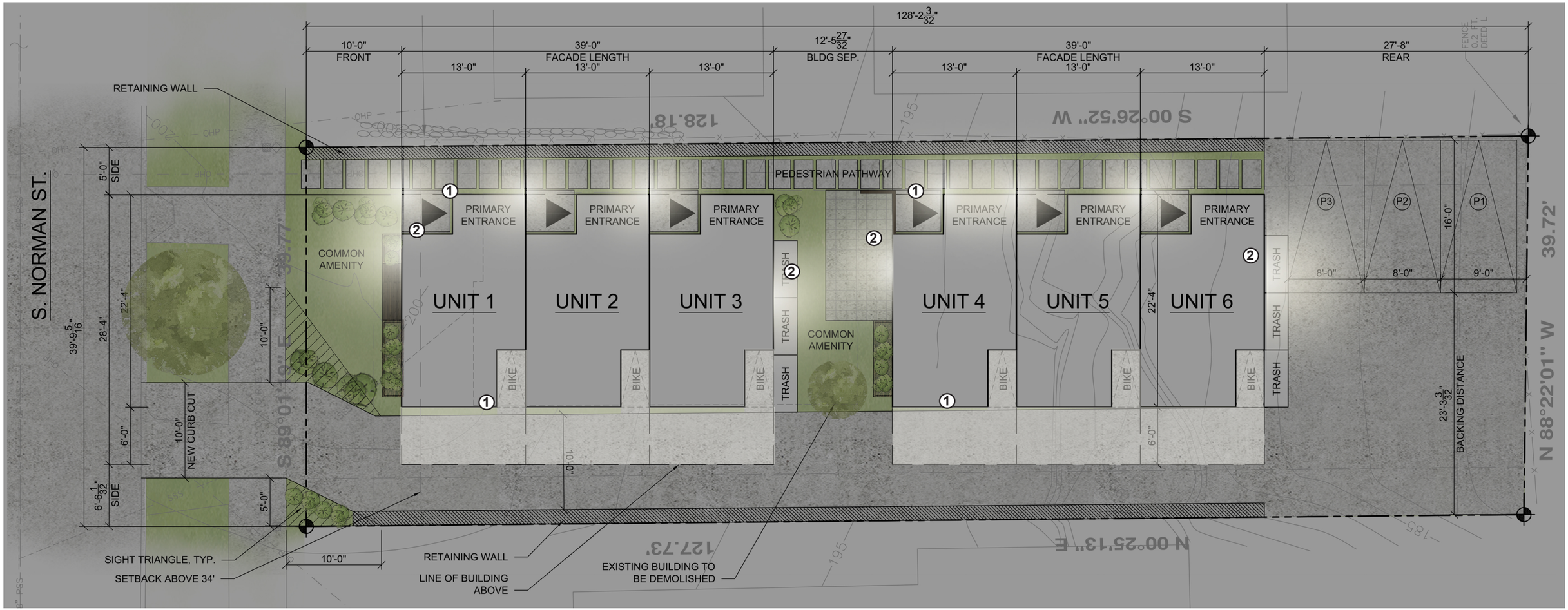
①



②

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 adjacent to trash enclosures. Fixtures will be path, entry, and driveway related and shielded from interfering with neighboring buildings.



PROPOSED LIGHTING PLAN

REQUESTED ADJUSTMENT

SMC 23.45.522.A
AMENITY AREA
1. The required amount of amenity area for rowhouse and townhouse developments and apartments in LR zones is equal to 25 percent of the lot area.
2. A minimum of 50 percent of the required amenity area shall be provided at ground level...

REQUIRED:
5,085 sf x 25% = 1271.3 sf Total
1271.3 sf x 50% = 635.6 sf Ground Level

PROPOSED:
10% REDUCTION
TO GROUND LEVEL REQUIREMENT
635.6 x 90% = 572.0 sf Ground Level

PROVIDED:
269.3 sf + 307.7 sf = 577.0 sf Ground Level
273.0 sf x 6 = 1,638.0 sf Roof Decks

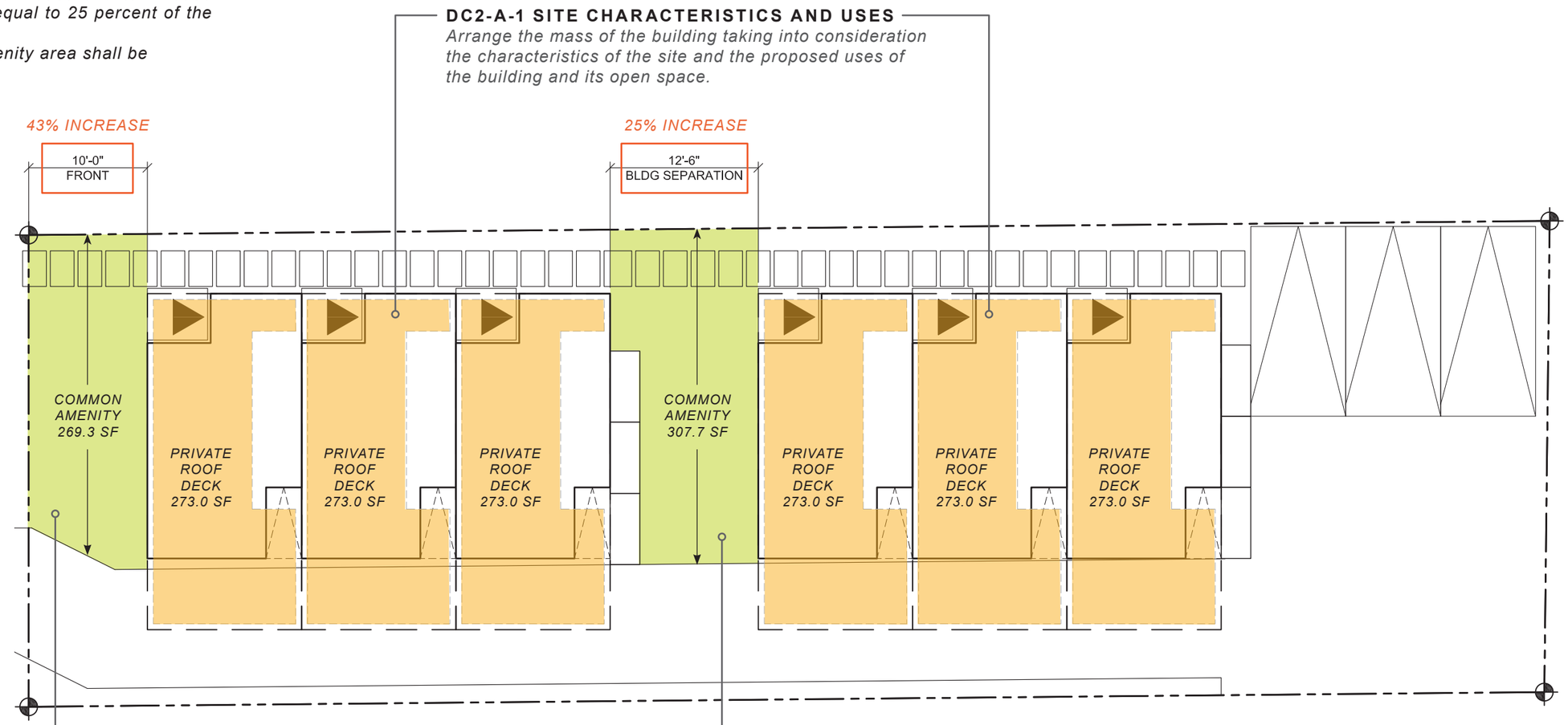
Total = 2,215.0 sf Amenity
(>1,271.3 sf Required)

This project seeks an adjustment to reduce the required ground level amenity area by 10%. The adjustment is only being sought for the ground level requirement- each unit will have a private roof deck, bringing the total amenity area provided far above the code required amount.

The amenity areas provided at ground level will consist of two large common amenity areas, accessed directly off of the shared pedestrian pathway. While the adjustment represents a reduction in the square footage, the dimension and location of the amenity areas makes them more usable than small pockets of private amenity would be. Additionally, the amenity areas create a both a larger front yard along S Norman St and wider separation between buildings, reducing bulk along S Norman St and increasing the ability for light and air to reach each unit.

ADJUSTMENT RATIONALE

The adjustment requested above better helps this project better address Seattle Design Guidelines in the following ways:



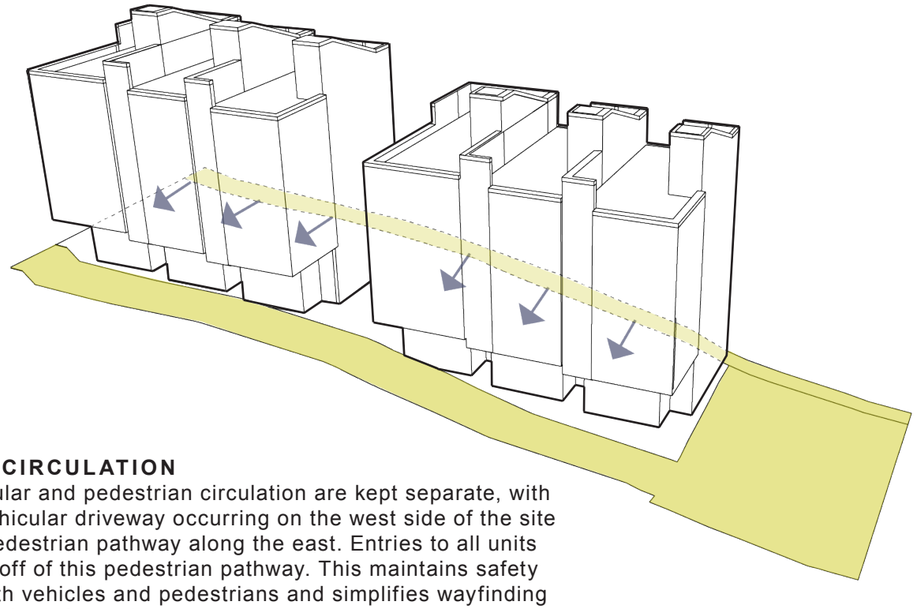
DC2-A-1 SITE CHARACTERISTICS AND USES
Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

PL1-A-1 ENHANCING OPEN SPACE
Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

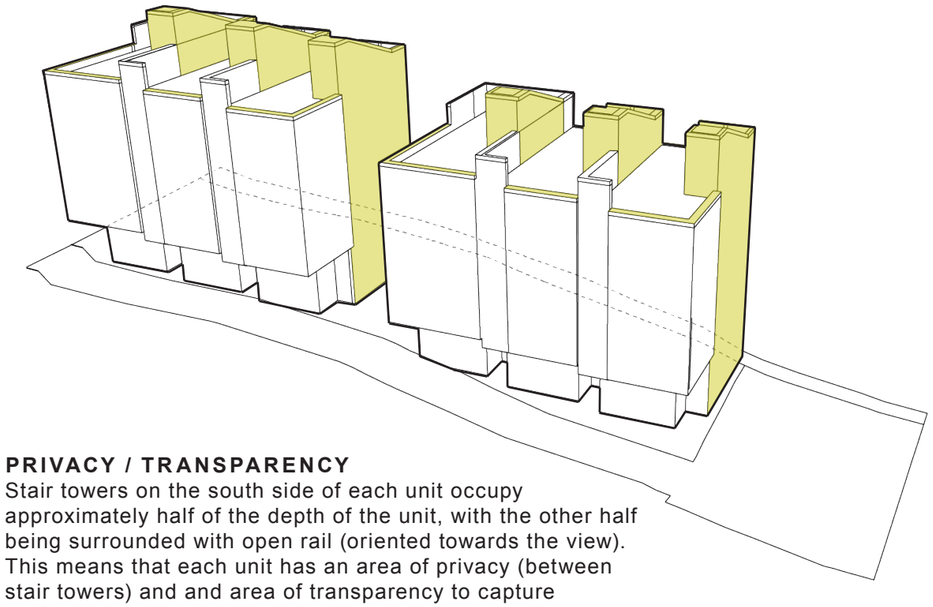
PL3-B-1 SECURITY AND PRIVACY
Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as... providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type to another.

CS1-B-2 DAYLIGHT AND SHADING
Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.

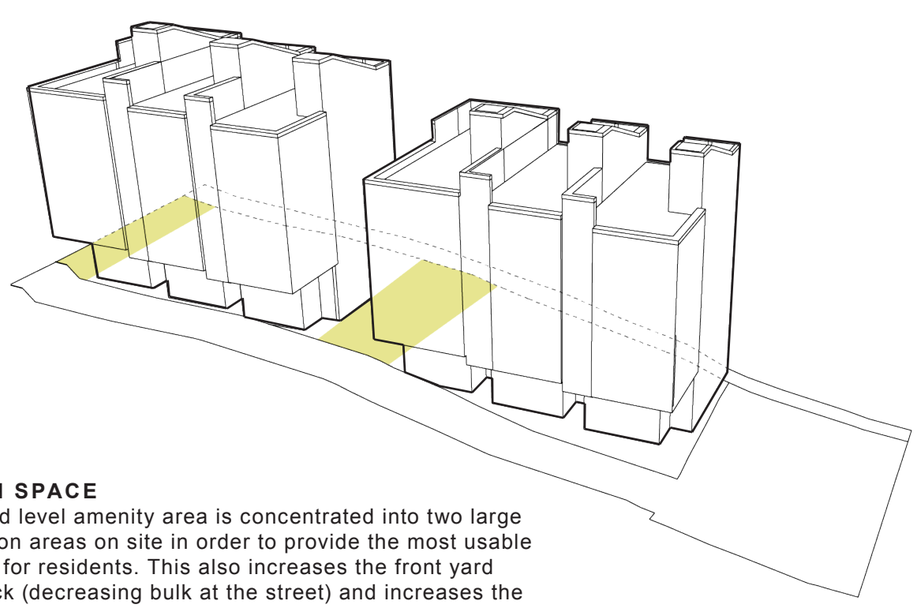
DC3-B-4 MULTIFAMILY OPEN SPACE
Design common and open private spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.



SITE CIRCULATION
Vehicular and pedestrian circulation are kept separate, with the vehicular driveway occurring on the west side of the site and pedestrian pathway along the east. Entries to all units occur off of this pedestrian pathway. This maintains safety for both vehicles and pedestrians and simplifies wayfinding on site both for residents and visitors.
SDG DC1-B, PL2-D, CADG PL3-1



PRIVACY / TRANSPARENCY
Stair towers on the south side of each unit occupy approximately half of the depth of the unit, with the other half being surrounded with open rail (oriented towards the view). This means that each unit has an area of privacy (between stair towers) and and area of transparency to capture territorial views.
SDG CS2-D, DC3-C



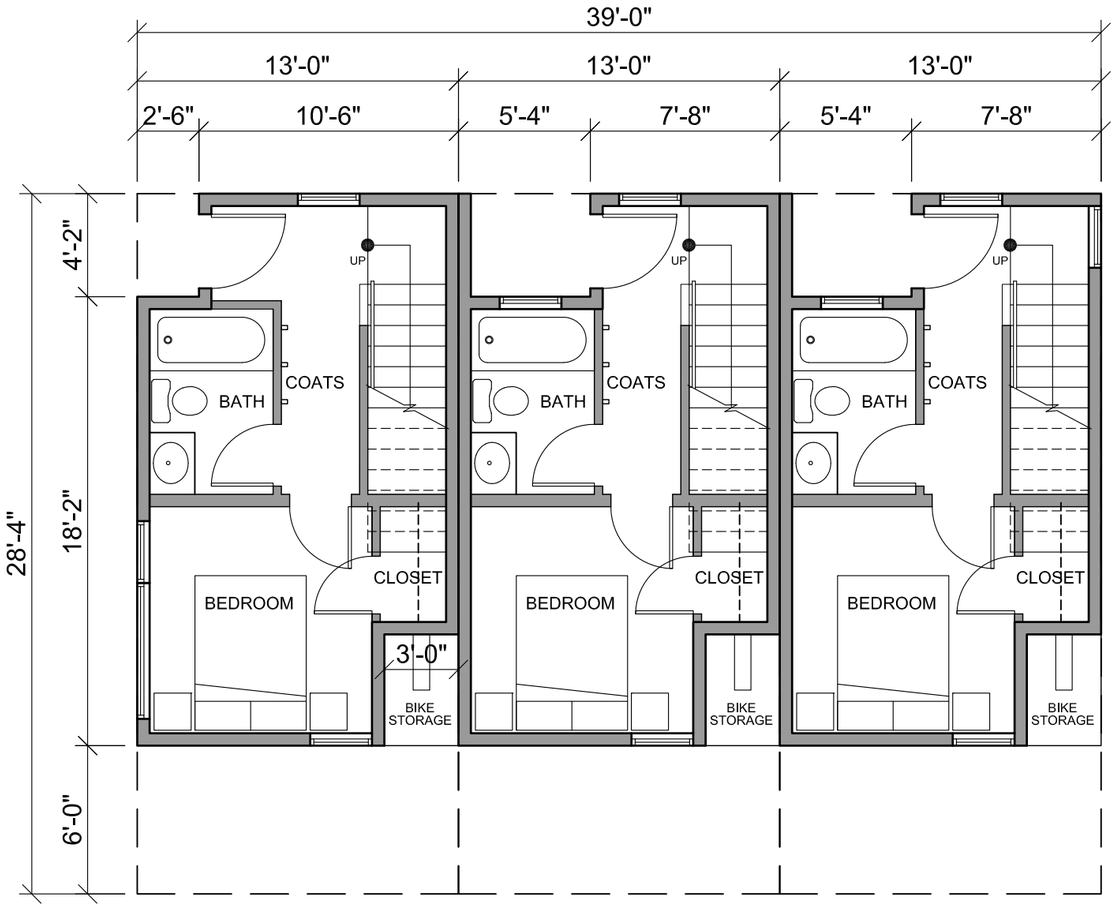
OPEN SPACE
Ground level amenity area is concentrated into two large common areas on site in order to provide the most usable space for residents. This also increases the front yard setback (decreasing bulk at the street) and increases the space between structures (allowing more light and air to reach units).
SDG DC3-B, CADG CS2-1, PL1-2



VIEWS
Views occur primarily to the south-west on this site. Major window groupings on each unit (including juliet balconies) are oriented to capture maximum views and sunlight in this direction.
SDG CS1-C, CS2-D

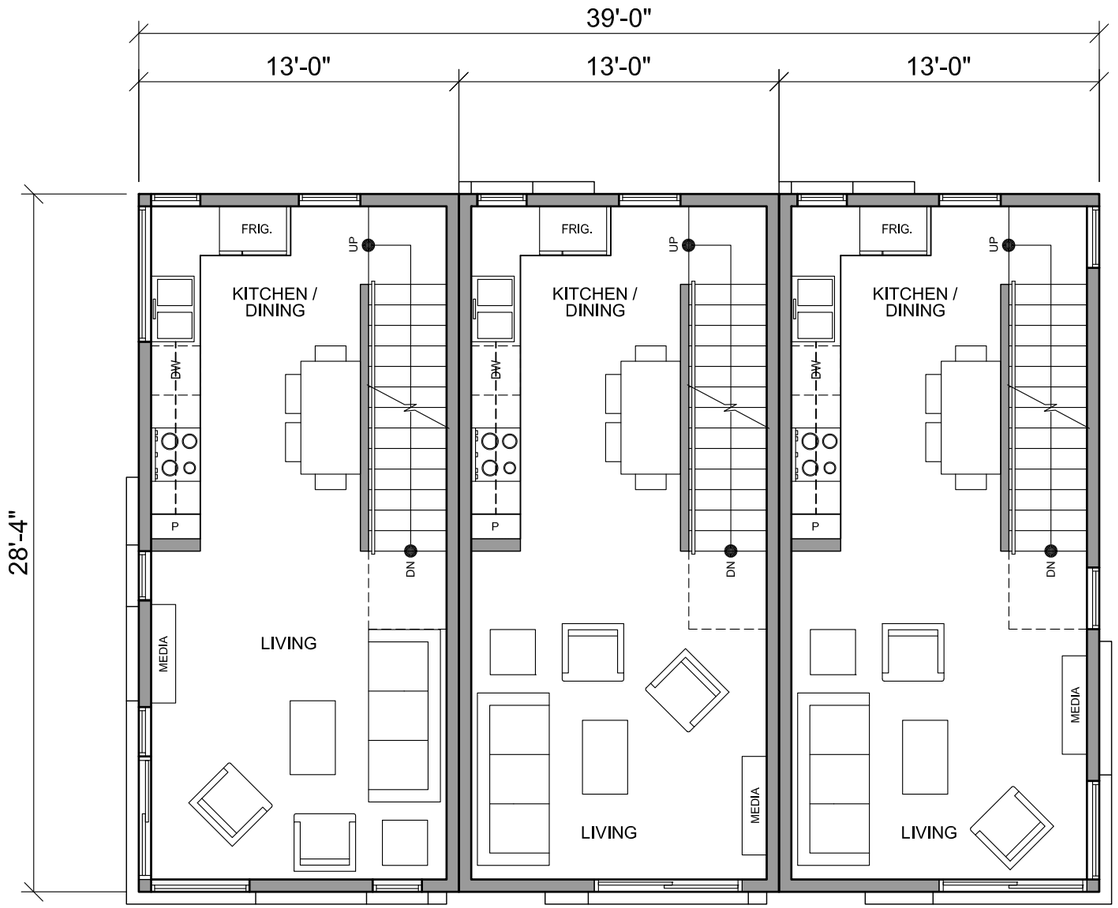
GUIDELINE	DESCRIPTION	SUB-GUIDELINE	NOTES	EARLY RESPONSE
CS2. Urban Pattern and Form	Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.	C. Relationship to the Block 1. Transition and Delineation of Zones*	CS2.C.2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building... Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means. CS2.1.b. In addition to building height, use building massing and articulation to transition to single-family scaled fabric. Other acceptable methods include setbacks, building footprint size and placement on site, building width, facade modulation, and roof line articulation.	The three-story massing for this project is in line with the three-story massing of other new multifamily projects occuring in the neighborhood. Massing is further broken down with a base and two-story top strategy, along with material changes, segments of open rail to vary the roofline, and angled stair towers pulled away from the street. A larger than required front yard setback containing a common amenity area helps transition from lower-scaled residences in the area.
CS3. Architectural Context and Character	Contribute to the architectural character of the neighborhood.	A. Emphasizing Positive Neighborhood Attributes	CS3.A.3. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.	This project establishes a strong street presence through the use of large window groupings, juliet balconies, high-quality, textured materials at the pedestrian level, planters, benches, and awnings, promoting eyes on the street and neighbor interaction.
PL1. Connectivity	Complement and contribute to the network of open spaces around the site and the connections among them.	2. Connection Back to the Community*	PL1.2.d. Ensure exclusive rooftop, private, or gated open spaces are not the only form of open spaces provided for the project. Prioritize common, accessible, ground level open space at the building street fronts and/or with courtyards that are not restricted or hidden from street views.	Two large common amenity areas are provided on site- one in the front yard adjacent to S Norman St, and one between the two structures. Both are accessible off of the common pedestrian pathway. Concentrating ground level amenities to two main areas ensures the maximum usable space is provided for residents to enjoy and interact with one another.
PL3. Street Level Interaction	Encourage human interaction and activity at the street-level with clear connections to building entries and edges.	A. Entries 1. Frontages*	PL3.A.1.d. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting and other features. PL3.1.h. Provide exterior access to ground floor residential units. This interior/exterior connection should occur frequently with entrances placed at a regular interval.	Each unit entry will be defined by an awning with tie-backs containing address numerals that, for all six units, are visible from the north end of the pedestrian pathway. Other elements present at each entry include lighting, highly textured material (wood), hardscaping, and groundcover. Each entry occurs at the same location in each unit at a regular interval.
DC1. Project Uses and Activities	Optimize the arrangement of uses and activities on site.	B. Vehicular Access and Circulation C. Parking and Service Uses	DC1.B.1 Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. DC1.C.2 Visual Impacts: Reduce the visual impacts of parking lots...as much as possible.	Vehicular and pedestrian circulation are kept separate, with the vehicular driveway occurring on the west side of the site and pedestrian pathway along the east. Entries to all units occur off of this pedestrian pathway. This maintains safety for both vehicles and pedestrians and simplifies wayfinding on site both for residents and visitors. Parking occurs at the south end of the site, as far from S Norman St as possible.
DC3. Open Space Concept	Integrate open space design with the design of the building so that each complements the other.	A. Building-Open space Relationship	DC3.A.1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept.	The arrangment of buildings on site and location of open space work hand-in-hand. Ground level amenity area is concentrated into two large common areas on site in order to provide the most usable space for residents. This also increases the front yard setback (decreasing bulk at the street) and increases the space between structures (allowing more light and air to reach units).

*Denotes Central Area Design Guideline



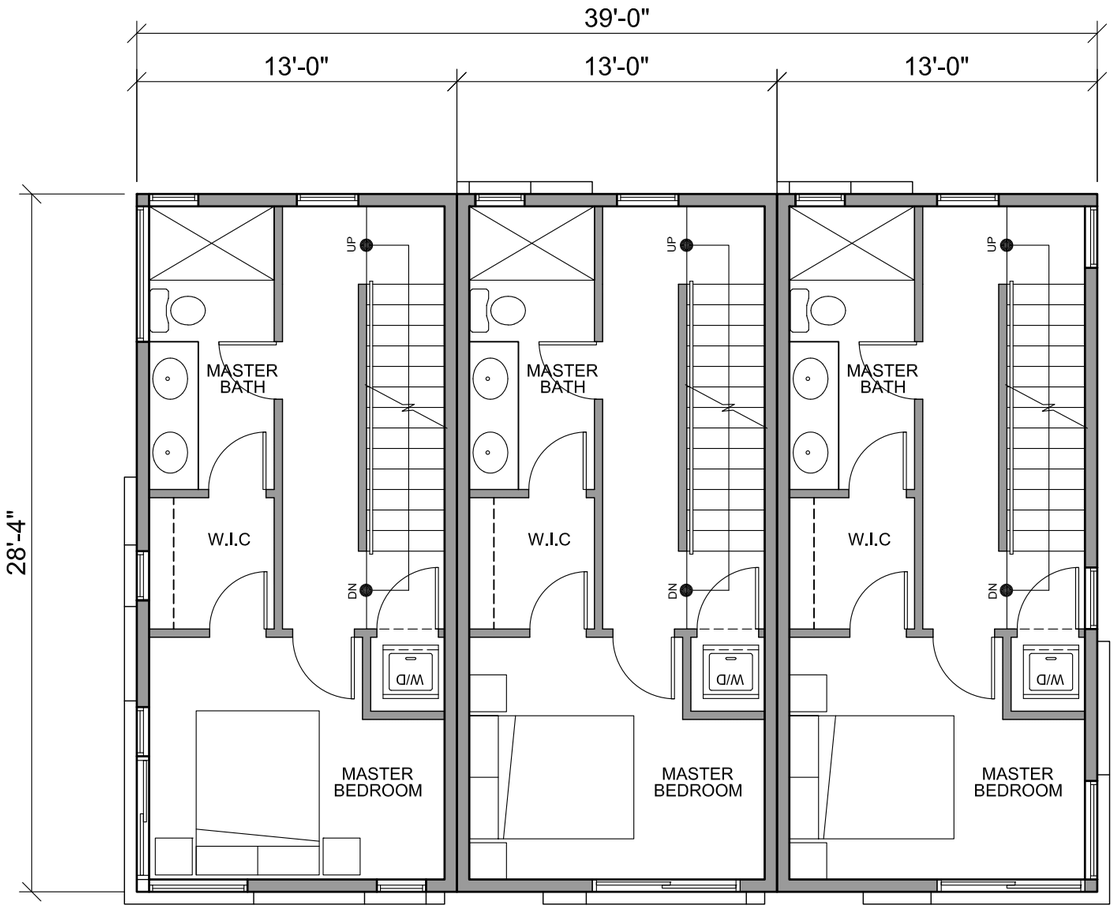


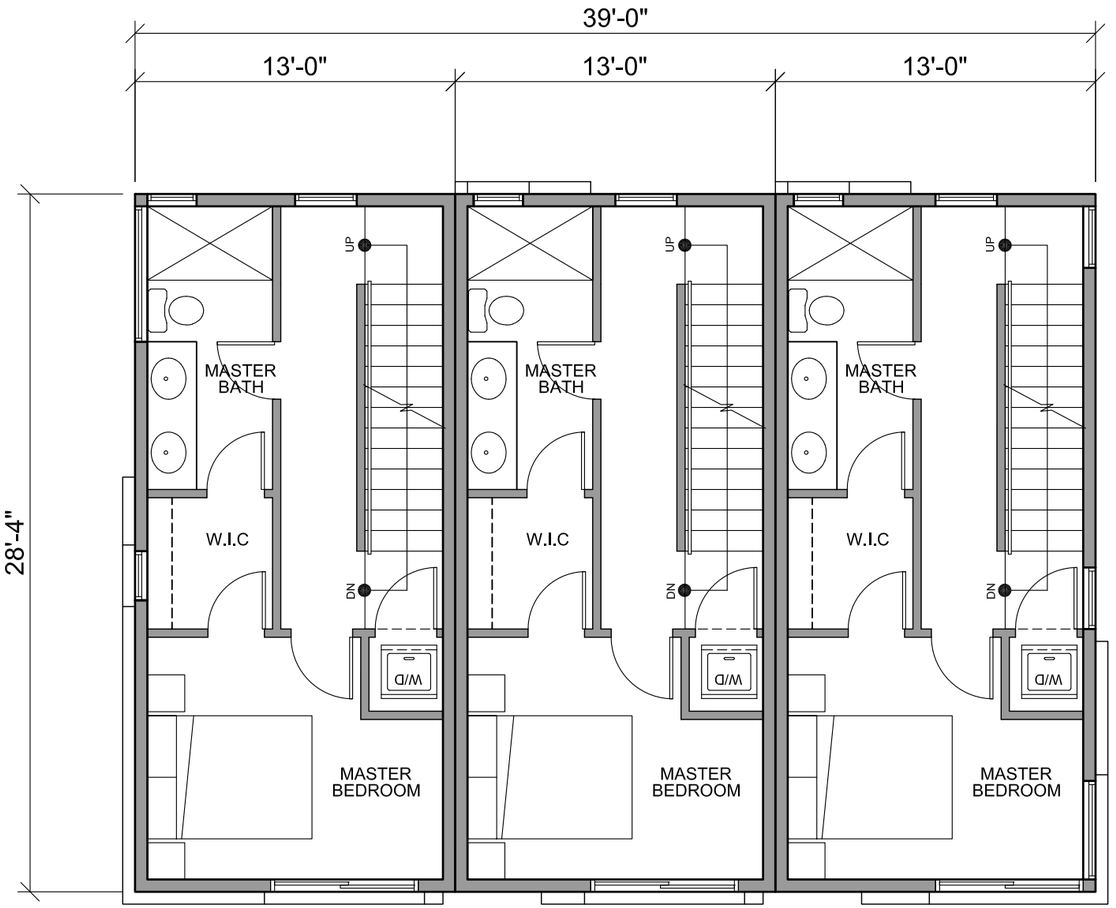
FIRST FLOOR PLANS



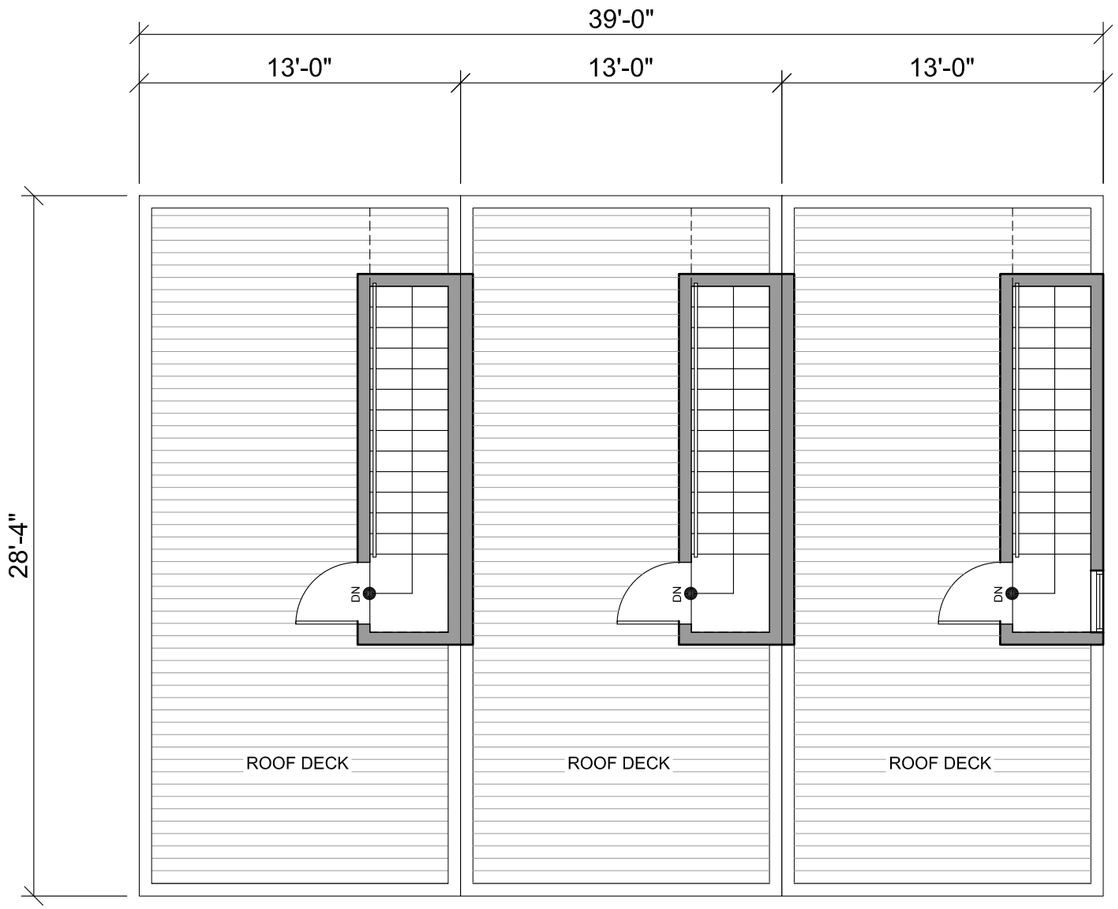


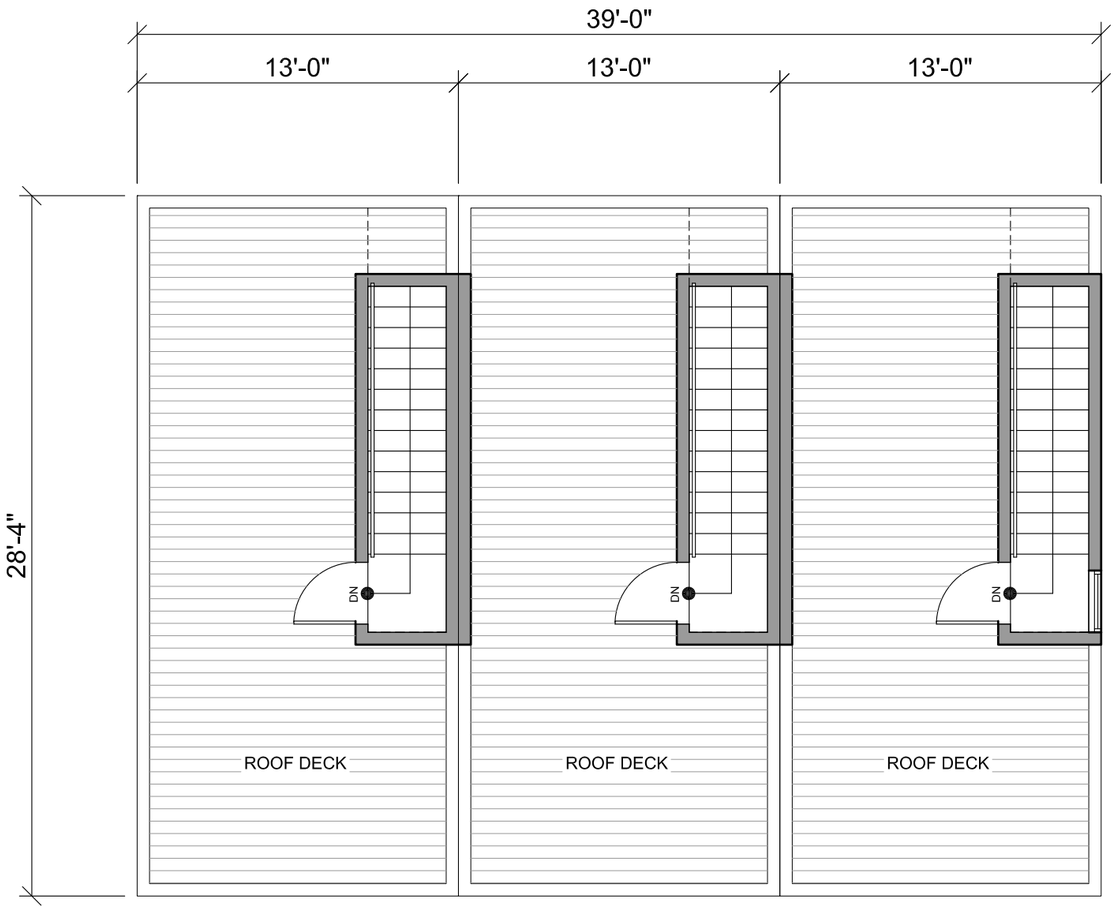
SECOND FLOOR PLANS



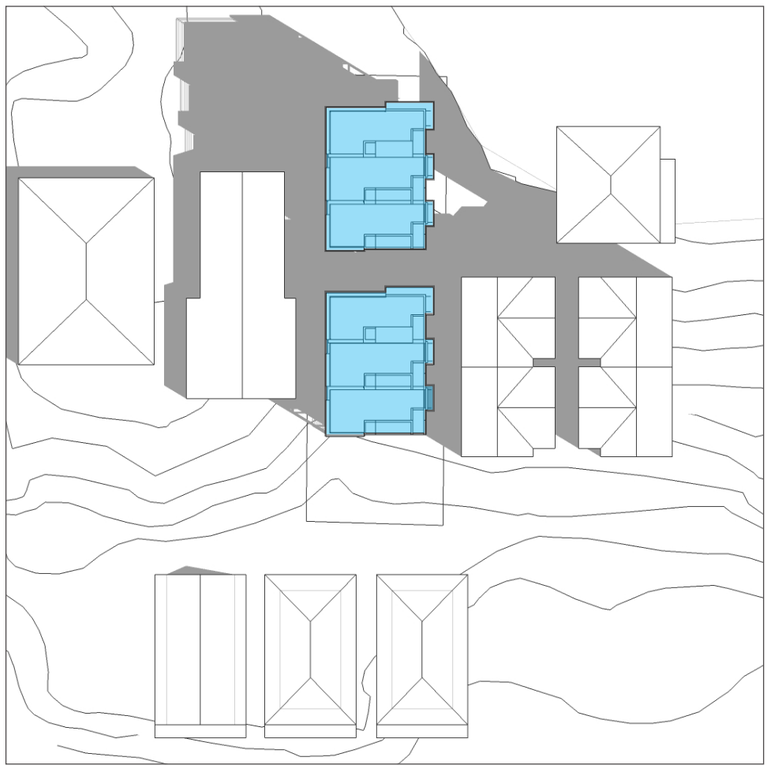


THIRD FLOOR PLANS

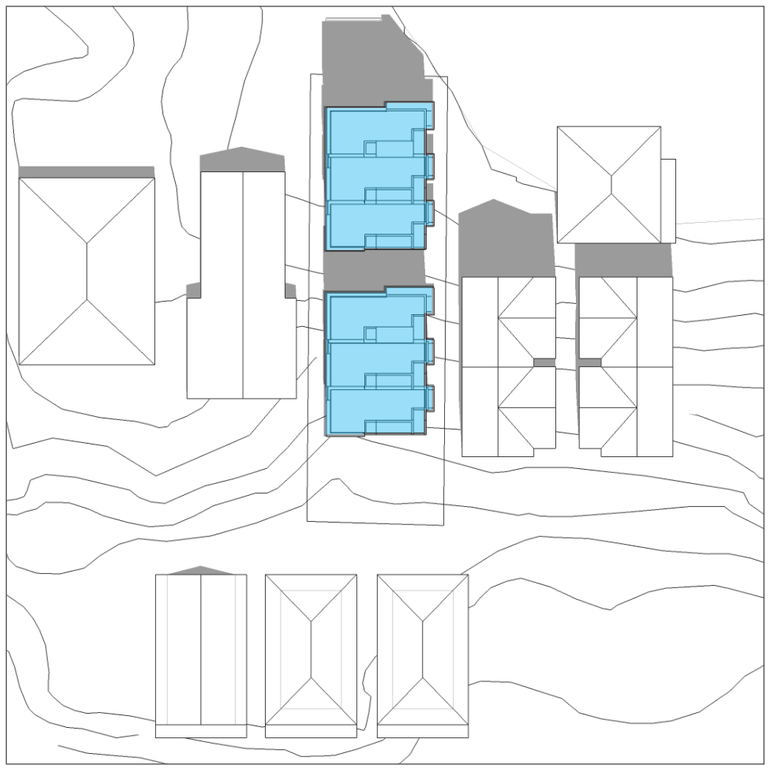

39'-0"
13'-0"
13'-0"
13'-0"
28'-4"
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ROOF DECK
ROOF DECK
ROOF DECK


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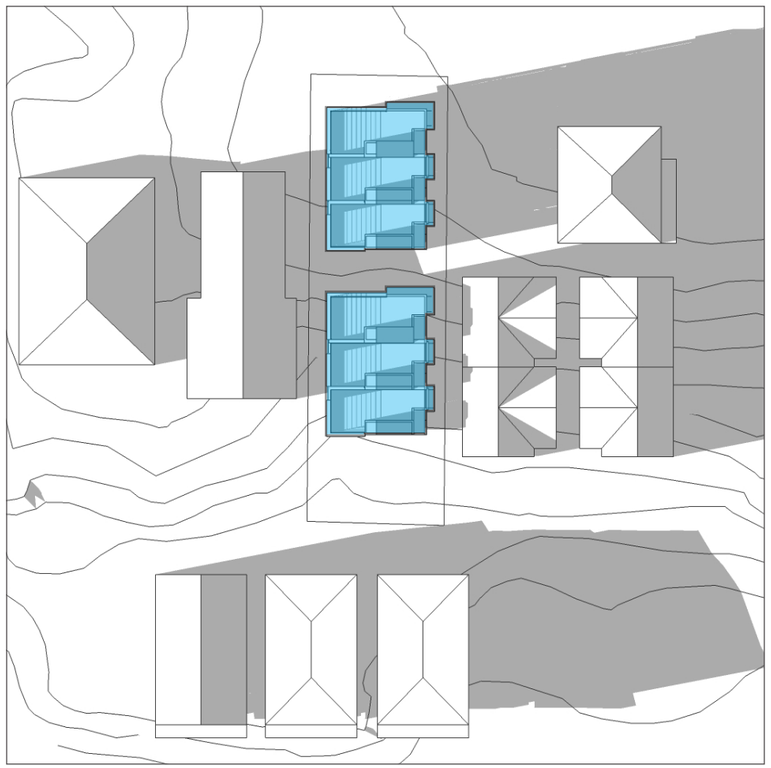
ROOF PLANS



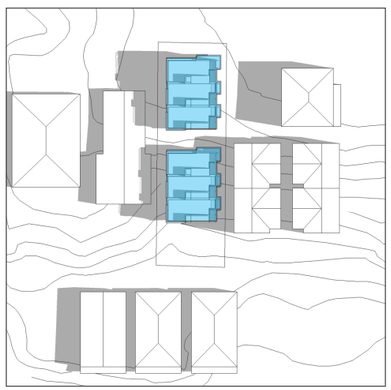
MARCH / SEPTEMBER 21, 9 AM



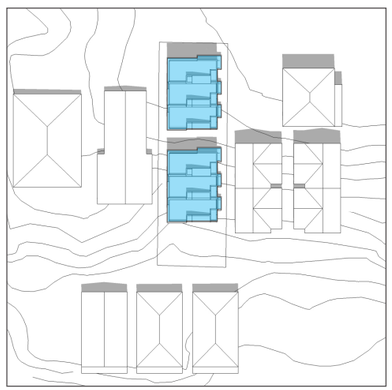
MARCH / SEPTEMBER 21, 12 PM



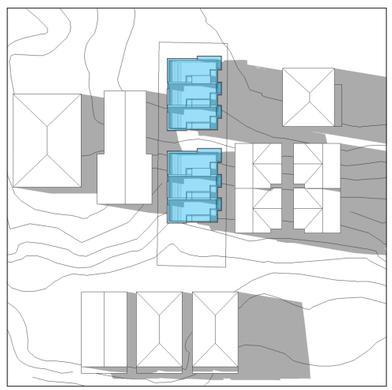
MARCH / SEPTEMBER 21, 5 PM



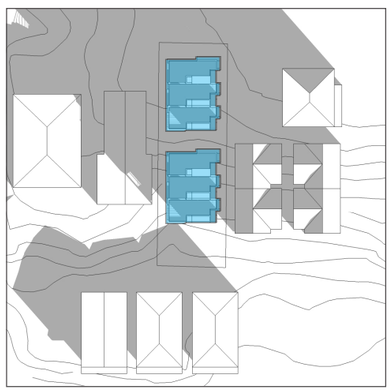
JUNE 21, 9 AM



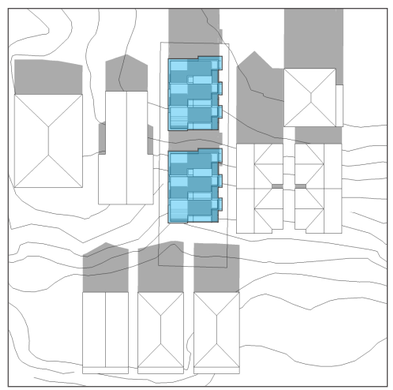
JUNE 21, 12 PM



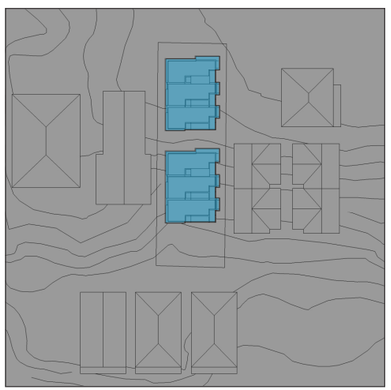
JUNE 21, 5 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 5 PM



① BOARD + BATTEN



② CEMENTITIOUS PANEL



③ CEDAR SIDING



④ METAL OPEN RAIL



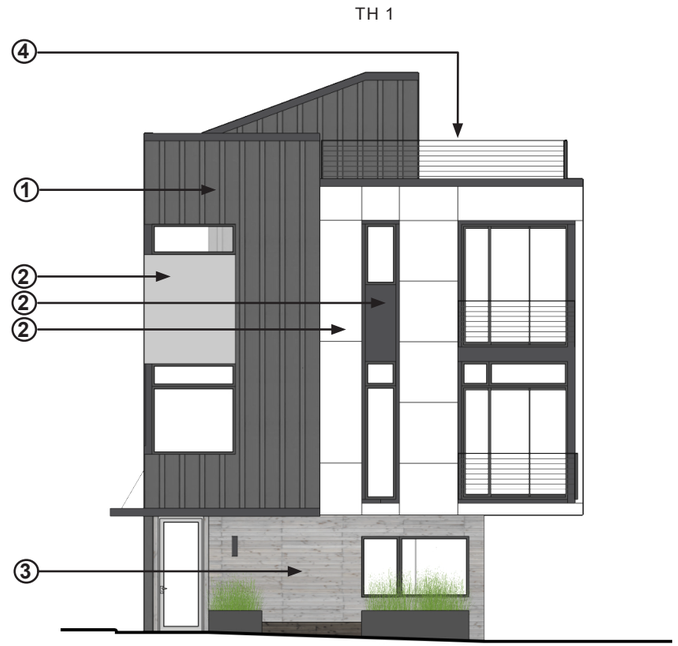
⑤ CONCRETE

PROPOSED MATERIALS

The material palette for this project seeks to capture a neutral, highly textured, modern aesthetic. Primary cladding materials are board & batten, cementituous panel, and cedar wood siding. The rustic panel and board & batten will provide texture to break up the cementitious panel, and represent more traditional residential materials, to help the project integrate with the existing residential context in the area. Open metal rail, concrete, and landscaping round out the material palette.



EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



TH 6 SOUTH ELEVATION (TH 3 SOUTH ELEVATION SIM.)



WEST PRIVACY STUDY



EAST PRIVACY STUDY



MASSING / TRANSPARENCY
Sections of open rail are used to reduce bulk at the roof level, create transparency, and further open views from each roof deck.

CS2-D, DC3-C

GLAZING STRATEGY
Main living spaces have large window groupings, including juliet balconies, facing S Norman St (Unit 1) or facing the view to the south (Units 2-6). Along S Norman St, this will create opportunity for interaction with neighbors and “eyes on the street.”

CS1-C, PL2-B

URBAN PATTERN & FORM
A single unit facing S Norman St fits into the neighborhood context, which primarily still contains single family homes.

CADG CS2-1-B



VIEW FROM S NORMAN ST



PEDESTRIAN PATHWAY ENTRANCE / FRONT AMENITY AREA

VISUAL INTEREST / DEPTH
Furred rainscreen provides depth, shadowline, and a clean way for materials to transition. This, along with juliet balconies and awnings, creates visual interest on the street facing facade.

DC2-C

ENTRIES
Entries are indicated with an awning containing hanging address numerals, which, for all six units, will be visible from the north entrance to the pedestrian pathway.

PL3-1, PL2-D

OPEN SPACE
Common amenity area in the front yard provides a transition from public to semi-private to private, provides an increased front yard setback, and provides a place for residents to interact.

DC3-B, PL1-2



VIEW OF CENTRAL AMENITY AREA



BIKE PARKING
Covered bike parking is incorporated into the design of each unit, with direct access from the driveway.

PL4-B

VIEW LOOKING NORTH ALONG DRIVEWAY

CHARACTER RENDERINGS



AERIAL VIEW FROM SOUTH-WEST



AERIAL VIEW FROM NORTH-WEST