RECOMMENDATION PROPOSAL PACKET

ADMINISTRATIVE DESIGN REVIEW

3034002-LU

PROJECT ADDRESS
4722 38th Ave S
Seattle, WA 98118

APPLICANT
Green Canopy Homes
1131 Poplar Place S
Seattle, WA 98144
Contact : Kyle Kutz

OWNER
Green Canopy Homes
1131 Poplar Place S
Seattle, WA 98144

ARCHITECT
Green Canopy Homes
1131 Poplar Place S
Seattle, WA 98144

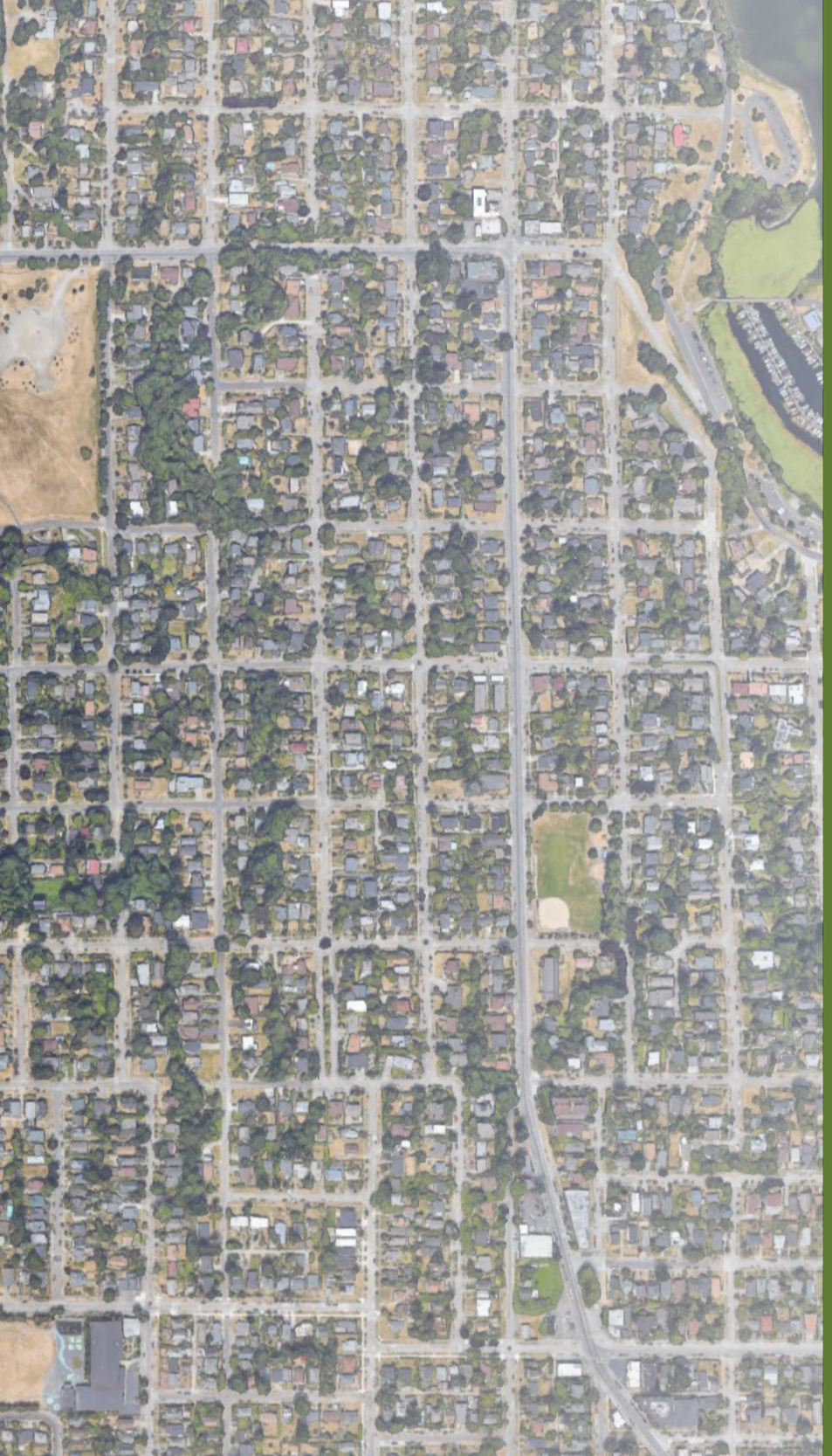
LANDSCAPE ARCHITECT
Root of Design
7104 265th St. NW #218
Stanwood, WA 98292

DCI CONTACT
Ellen Aebischer
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206.386.1981

SUBMITTAL DATE
05/29/2020

GREEN CANOPY HOMES





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GREEN CANOPY HOMES

DEVELOPMENT OBJECTIVES

We propose the construction of 12 new townhomes (6 per LR3 lot) with 13 total parking spaces. The units are intended to be for sale at market-rate. An LBA will be used to rotate the existing east/west lot line to a north/south orientation, splitting the total area of the combined LR3 lots evenly. An additional duplex will also be constructed on the adjacent RSL lot, but is not subject to design review.

SUSTAINABILITY OBJECTIVES

The project as a whole will be built to a target of 5 Star BuiltGreen, with each unit being built solar-ready and the buildings will be insulated and air-sealed beyond energy code requirements. Sustainable materials will be used in the construction, such as FSC certified lumber, reclaimed wood, bamboo flooring, and low-to-no VOC interior finishes. Electric car charging stations will be provided on site, providing an incentive to use electric transportation. Drought tolerate and low maintenance plantings help reduce water usage while providing natural beauty to the owners and the public.

PROPOSED PROJECT PROGRAM

WEST LOT (3034175-LU) - 4720 38TH AVE S PARCEL A

Lot Area	5,546 sf
Allowable FAR	12,756 sf
Number of Units	6
Number of Parking Stalls	5
Unit type	For Sale - Market Rate

EAST LOT (3034002-EG) - 4722 38TH AVE S PARCEL B

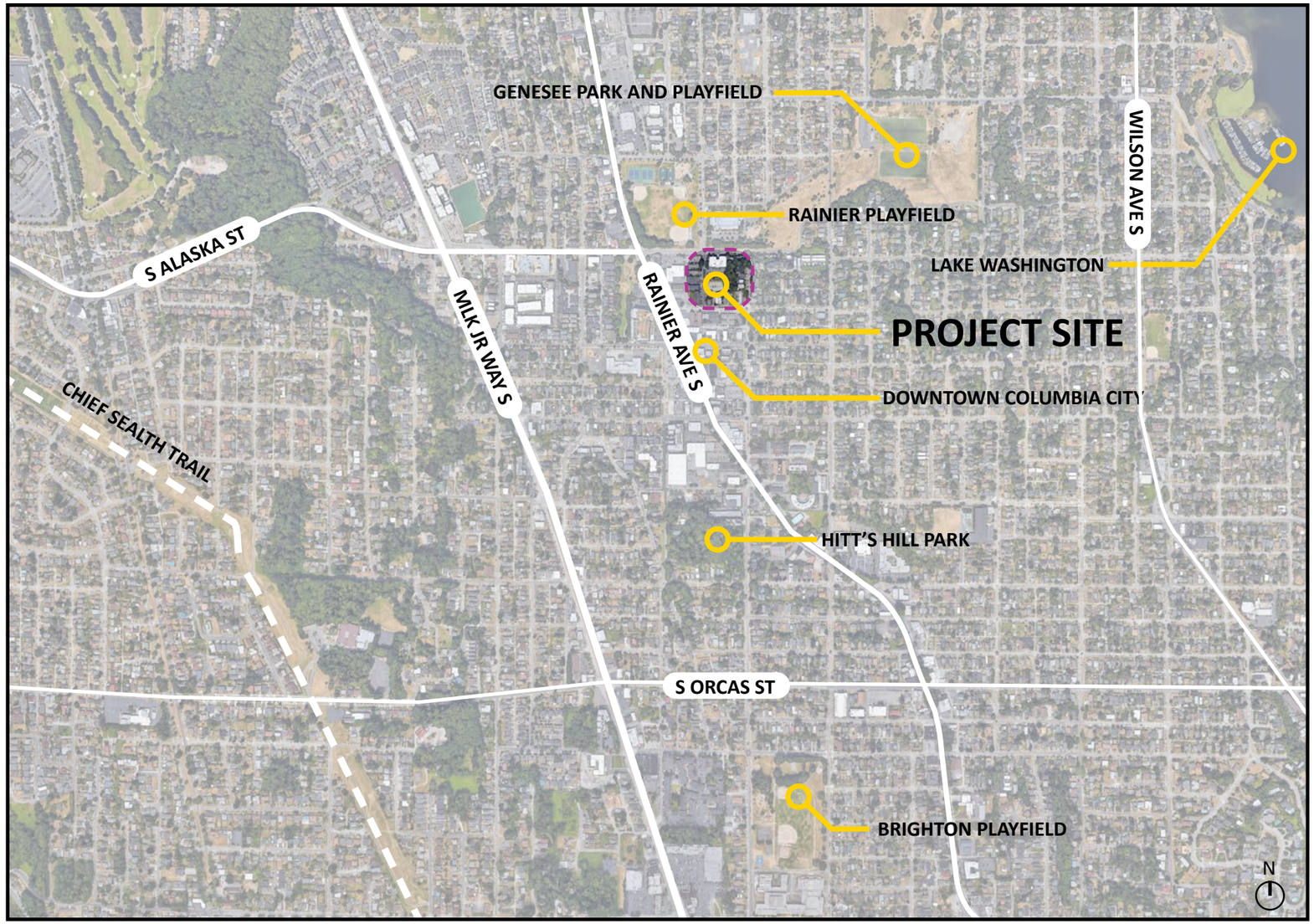
Lot Area	5,506 sf
Allowable FAR	12,664 sf
Number of Units	6
Number of Parking Stalls	5
Unit type	For Sale - Market Rate

RSL LOT 4730 38TH AVE S (NO DESIGN REVIEW)

Lot Area	3,900 sf
Allowable FAR	2,925 sf
Number of Units	2
Number of Parking Stalls	0
Unit type	For Sale - Market Rate

TOTAL FOR ALL LOTS

Number of Units	14
Number of Parking Stalls	10



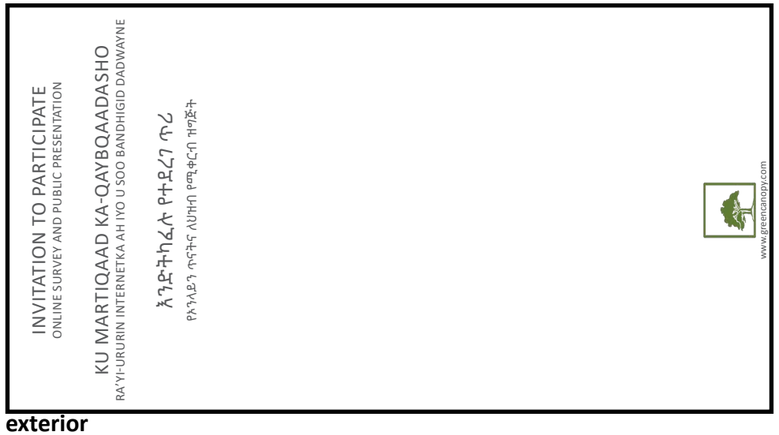
GREEN CANOPY HOMES

SUMMARY OF PUBLIC OUTREACH COMMENTS

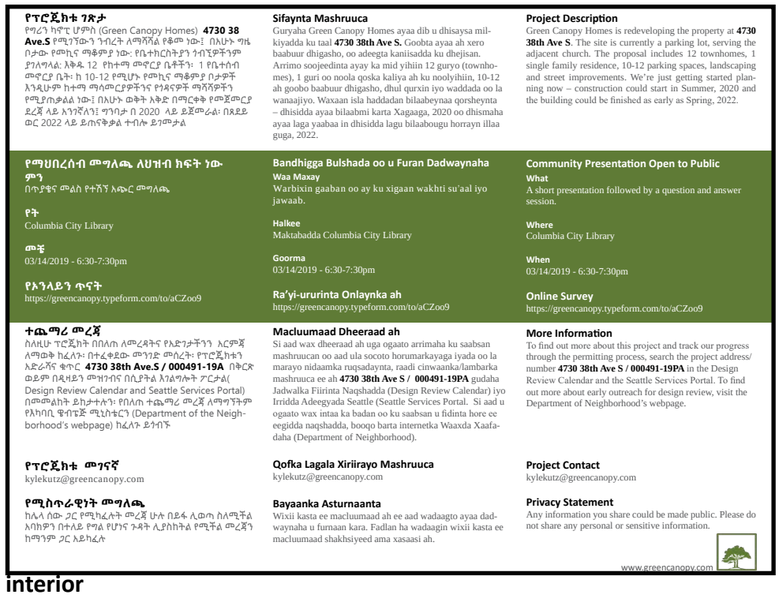
Printed Outreach Mailer

A tri-fold mailer, translated into Somali and Amharic, was mailed out to all businesses and residences with a 600ft radius of the project site on 02/06/19.

Tri-fold Mailer Translated into Somali and Amharic



exterior



የፐሮጀክቱ ገጽታ
የግሪን ካኖፒ ሆምስ (Green Canopy Homes) **4730 38 Ave.S** የሚገኘውን ጎብረት ለማሻሻል የቆመ ነው፤ በአሁኑ ግዜ ቦታው የመኪና ማቆምያ ነው; የቤተክርስትያን ጎብኚዎችንም ያገለግላል; እቅዱ 12 የከተማ መኖርያ ቤቶችን፣ 1 የቤተሰብ መኖርያ ቤት፣ ከ 10-12 የሚሆኑ የመኪና ማቆምያ ቦታዎች እንዲሁም ከተማ ማሳመርያዎችና የጎዳናዎች ማሻሻያዎችን የሚያጠቃልል ነው፤ በአሁኑ ውቅት አቅድ በማርቀቅ የመጀመርያ ደረጃ ላይ እንገኛለን፤ ግንባታ በ 2020 ላይ ይጀመራል፡ በጸደይ ወር 2022 ላይ ይጠናቅቃል ተብሎ ይገመታል

Sifaynta Mashruuca
Guryaha Green Canopy Homes ayaa dib u dhisaysa mil-kiyadda ku taal **4730 38th Ave S.** Goobta ayaa ah xero baabuur dhigasho, oo adeegta kaniisadda ku dhejisan. Arrimo soojeedinta ayay ka mid yihiin 12 guryo (townho-mes), 1 guri oo noola qoska kaliya ah ku noolyihiin, 10-12 ah goobo baabuur dhigasho, dhul qurxin iyo waddada oo la wanaajiyo. Waxaan isla haddadan bilaabeynaa qorshaynta – dhisidda ayaa bilaabmi karta Xagaaga, 2020 oo dhismaha ayaa laga yaabaa in dhisidda lagu bilaabougu horrayn illaa guga, 2022.

Project Description
Green Canopy Homes is redeveloping the property at **4730 38th Ave S**. The site is currently a parking lot, serving the adjacent church. The proposal includes 12 townhomes, 1 single family residence, 10-12 parking spaces, landscaping and street improvements. We're just getting started plan-ning now – construction could start in Summer, 2020 and the building could be finished as early as Spring, 2022.

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የት
Columbia City Library

መቼ
03/14/2019 - 6:30-7:30pm

የአንለይን ጥናት
https://greencanopy.typeform.com/to/aCZoo9

Bandhigga Bulshada oo u Furan Dadwaynaha
Waa Maxay
Warbixin gaaban oo ay ku xigaan wakhti su'aal iyo jawaab.

Halkee
Maktabadda Columbia City Library

Goorma
03/14/2019 - 6:30-7:30pm

Ra'yi-ururinta Onlaynka ah
https://greencanopy.typeform.com/to/aCZoo9

Community Presentation Open to Public
What
A short presentation followed by a question and answer session.

Where
Columbia City Library

When
03/14/2019 - 6:30-7:30pm

Online Survey
https://greencanopy.typeform.com/to/aCZoo9

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Macluumaad Dheeraad ah
Si aad wax dheeraad ah uga ogaato arrimaha ku saabsan mashruucan oo aad ula socoto horumarkayaga iyada oo la marayo nidaamka ruqsadayna, raadi cinwaanka/lambarka mashruuca ee ah **4730 38th Ave S / 000491-19PA** gudaha Jadwalka Fiirinta Naqshadda (Design Review Calendar) iyo Irridda Adeegyada Seattle (Seattle Services Portal. Si aad u ogaato wax intaa ka badan oo ku saabsan u fidinta hore ee eegidda naqshadda, booqo barta internetka Waaxda Xaafa-daha (Department of Neighborhood).

More Information
To find out more about this project and track our progress through the permitting process, search the project address/ number **4730 38th Ave S / 000491-19PA** in the Design Review Calendar and the Seattle Services Portal. To find out more about early outreach for design review, visit the Department of Neighborhood's webpage.

የፐሮጀክቱ መገናኛ
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Bayaanka Asturnaanta
Wixii kasta ee macluumaad ah ee aad wadaagto ayaa dad-waynaha u furnaan kara. Fadlan ha wadaagin wixii kasta ee macluumaad shakhsiyeed ama xasaasi ah.

Privacy Statement
Any information you share could be made public. Please do not share any personal or sensitive information.

www.greencanopy.com

interior

ONLINE SURVEY

An online survey was produced in English, Somali and Amharic based on the City of Seattle guidelines for designing a survey for Early Community Outreach for Design Review. The survey was made available 02/04/2019-03/18/2019.

PUBLIC MEETING

A public meeting was held on 03/14/2019 from 6:30pm to 7:30pm at the Columbia City Library. The meeting included a presentation of the pro-posed project and a question and answer session, though there were no attendees.

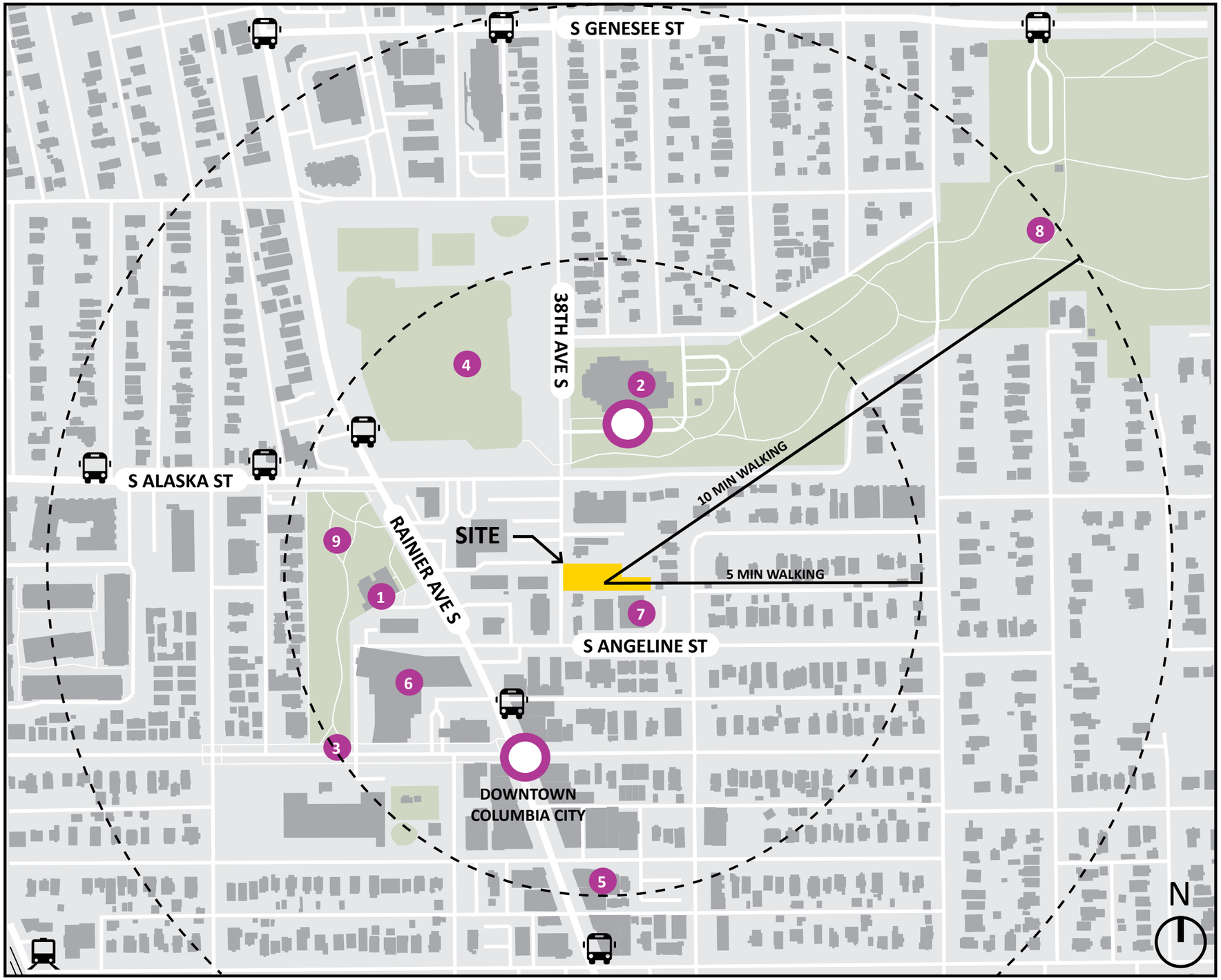
Summary of Comments

The two online survey respondents were concerned with affordability, parking and the street presence of the building. Street presence includes overall height, security in terms of inter/exterior visibility, materials and landscaping.

Response to Comments

Through the requested departures, we aim to reduce the overall height of the street facing buildings to 3 stories with a penthouse set back from the street facade. We also aim to reduce parking visible from the street.

VICINITY MAP



LEGEND

- SITE
- LINK LIGHT RAIL
- LINK LIGHT RAIL STOP
- BUS STOP
- 1 POINT OF INTEREST
- COMMUNITY NODE

GREEN CANOPY HOMES



1 COLUMBIA CITY LIBRARY



2 RAINIER COMMUNITY CENTER



3 COLUMBIA CITY FARMER'S MARKET



4 RAINIER PLAYFIELD



5 COLUMBIA CITY THEATRE



6 ANGELINE APARTMENTS/PCC



7 COLUMBIA CITY CHURCH OF HOPE



8 GENESEE PARK



9 COLUMBIA PARK

GREEN CANOPY HOMES

NEIGHBORHOOD MAP

The surrounding neighborhood consists of a mix of existing older single family homes, a mix of old and new apartment buildings, and some commercial spaces. The immediate neighborhood is a transition from a single family zone to a commercial/mixed-use zone. Street parking is prevalent.

CONTEXT ANALYSIS

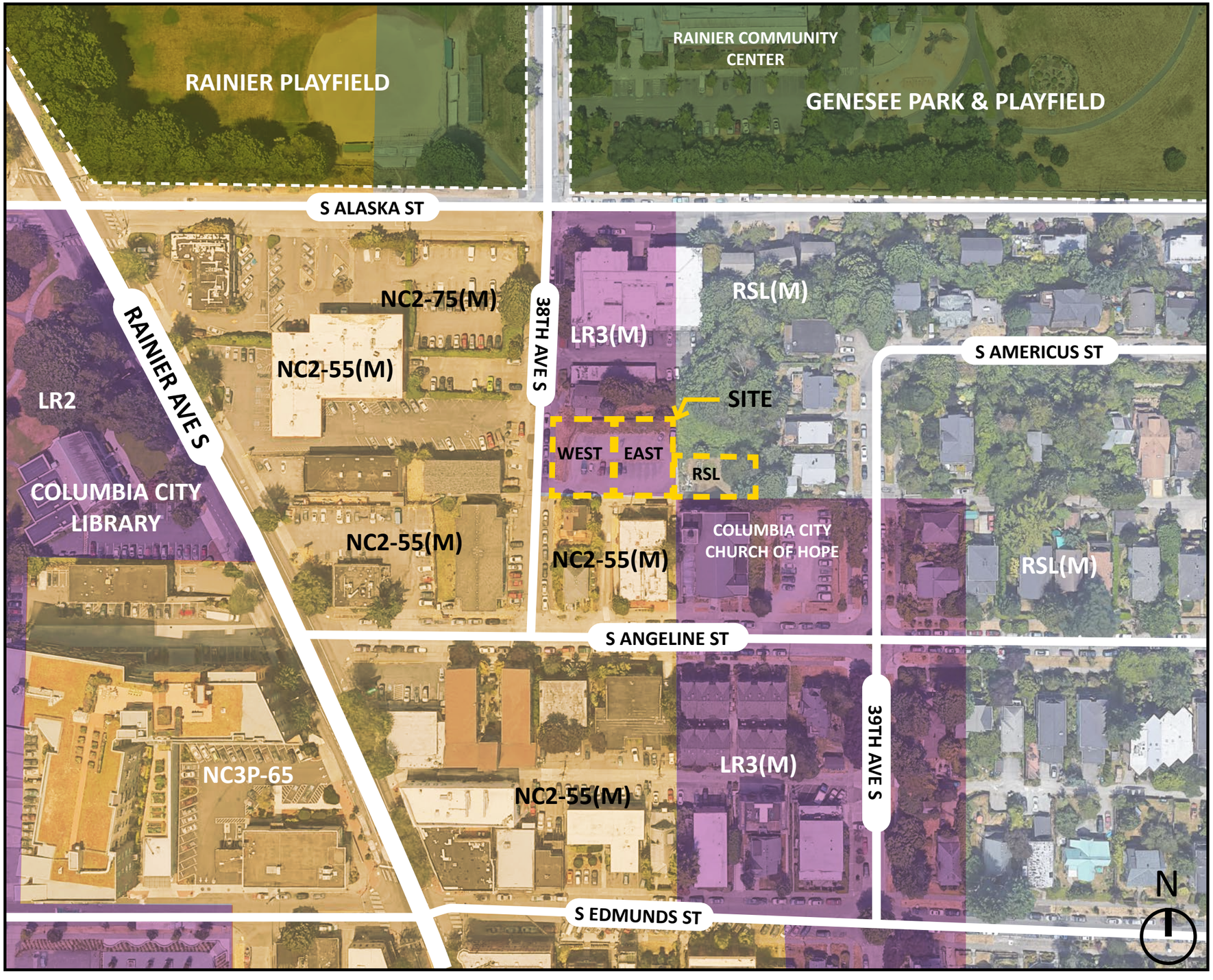
The area in which our project is located is in transition and will likely experience significant redevelopment in the near future, providing an opportunity to set a precedent in the immediate area. As this site sits at a transition between the more intensive NC zones to the West and the less intensive RSL zones to the East, it is appropriate for the design of this site to serve as a link between the two zones. This can be accomplished by breaking down the massing through vertical stepping and by arranging the taller portions of the massing away from the street and the less intensive RSL zones.

The nearby context of ground related housing establishes a pattern of three story or shorter street facades and individual entries that activate the street while providing a transition between public and private realms. The design of this project should reflect that context.

Conversely, many of the surrounding residential buildings have parking either exposed to the street, or garages facing the street. We would propose the inverse, following the current trend of moving the parking away from the street to maximize the pedestrian experience.

LEGEND

- SITE
- RSL (Residential Small Lot)
- LR (Low Rise/Multi-Family)
- NC (Neighborhood Commercial)
- PUBLIC PARK



GREEN CANOPY HOMES



GREEN CANOPY HOMES

SITE - EAST

PROPOSED PROJECT SITE
Approximately 5,526 sf total. Current use is a parking lot for adjacent sites.

ADJACENT BUILDINGS AND USES

To the North
Existing 1 story single family residence
Proposed 4-story apartment building

To the South
Existing 1 story single family residence, existing 3 story counseling building, existing church.

To the East
Vacant RSL lot, existing 2-story single family residence on top of hill east of the RSL lot

To the West
2-3 story apartment buildings

SOLAR ACCESS
Relatively unrestricted solar access to the south.

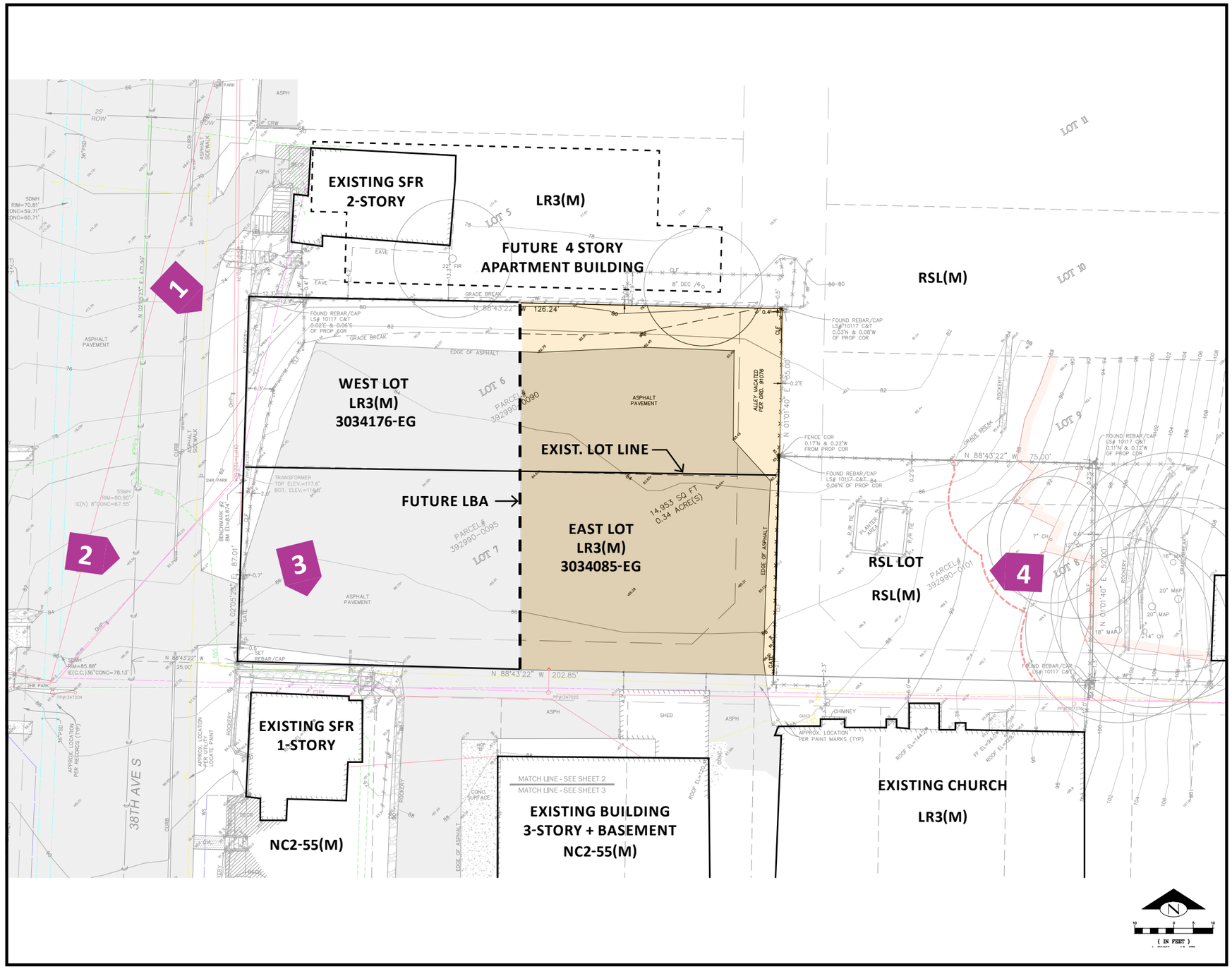
VIEWS
Views of downtown Seattle to the northwest may be possible from upper levels as well as views of the Cascade Mountain range to the Northeast.

TRAFFIC AND PARKING
38th ave is two way side street with permit street parking on both sides. No bike lanes.

STREETSCAPE
38th ave does not have planting strips or street trees. Sidewalk access is inconsistent and non-continuous where it exists.

TREES
The site contains no trees.

LEGAL DESCRIPTION
KRAMER HEIGHTS REPLAT & POR VAC ALLEY ADJ.
Parcel B of LBA 3034383-LU



SITE PHOTOS



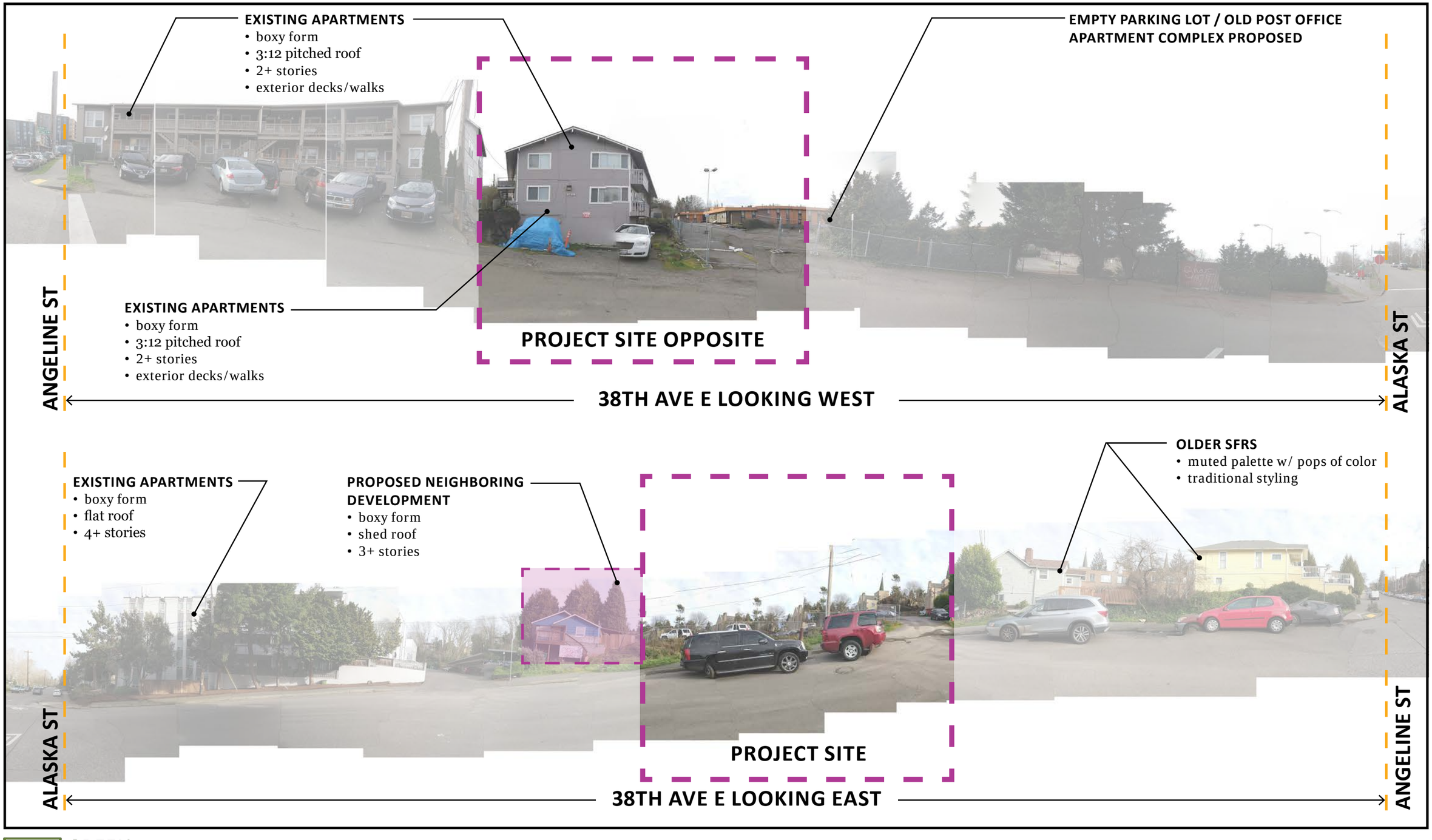




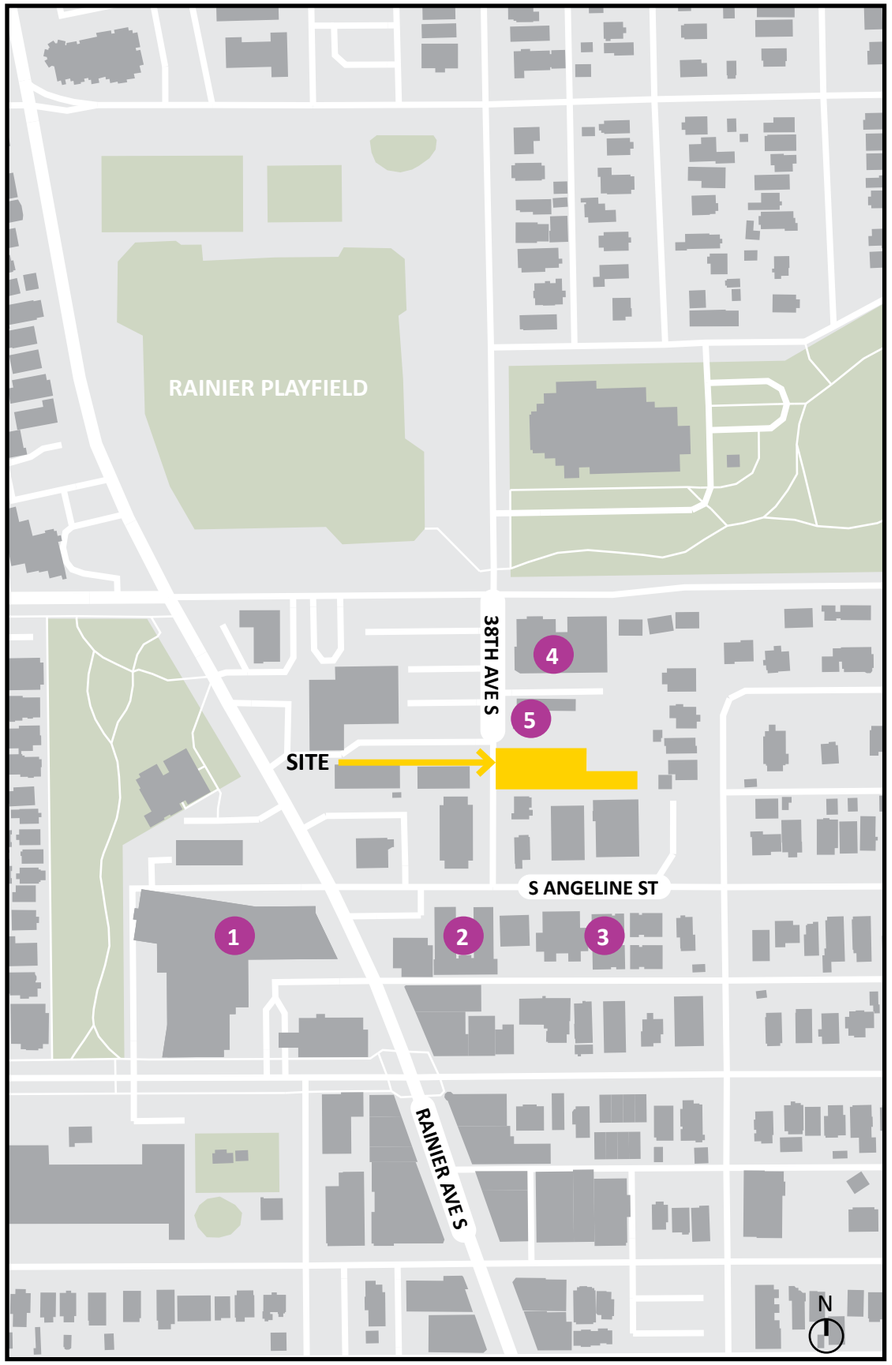


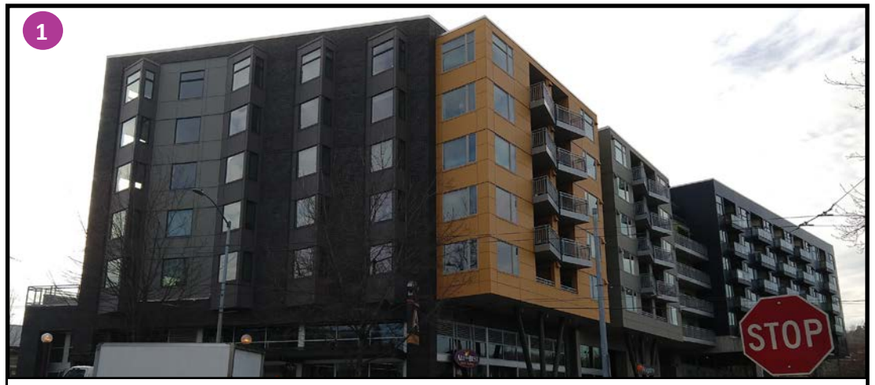
GREEN CANOPY HOMES

STREETSCAPE



MULTI-FAMILY DEVELOPMENT IN THE NEIGHBORHOOD





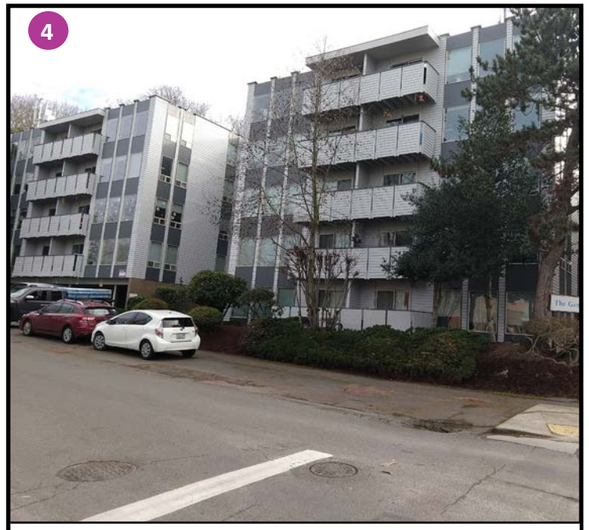
- Use of wood accents
- Mix of new and traditional siding
- Boxy design
- Flat roof/low slope



- Muted Palette
- Mix of new and traditional siding
- Boxy design
- Shed Roof



- Muted Palette
- Mix of new and traditional siding
- Boxy design
- Gable roof



- Muted Palette
- Mix of new and traditional siding
- Boxy design
- Flat roof/low slope



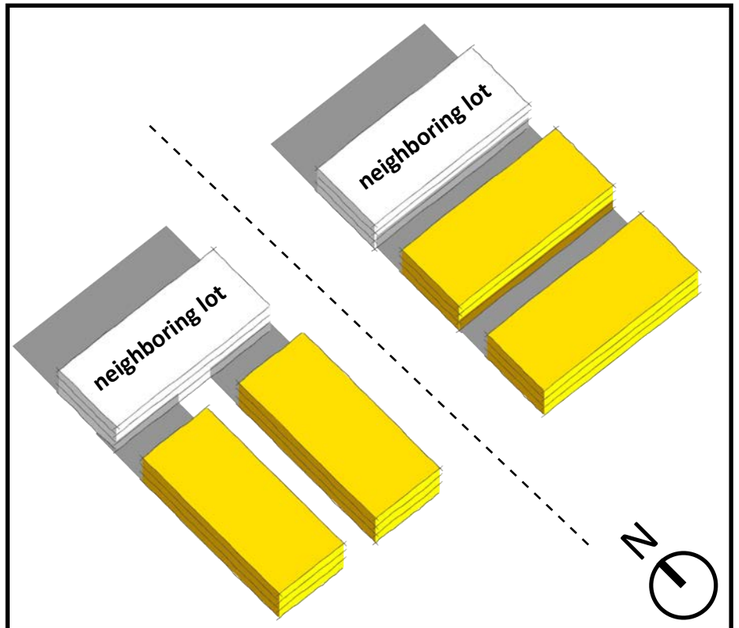
- Muted Palette
- Mix of new and traditional siding
- Boxy design
- Shed roof

GREEN CANOPY HOMES

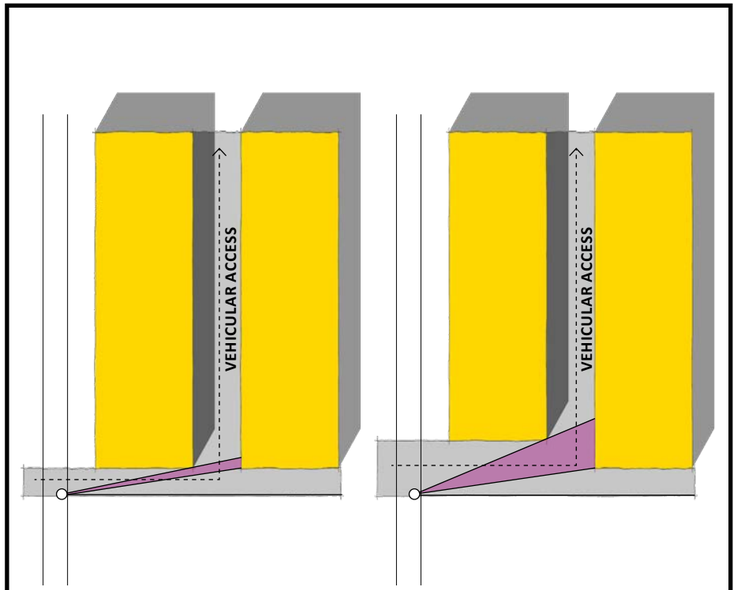
DESIGN GUIDELINES

GUIDELINE	DESCRIPTION	SUB-GUIDELINE	NOTES	RESPONSE
CS1 Natural Systems and Site Features	**Use natural systems and features of the site and its surroundings as a starting point for project design.**	**B. Sunlight and Natural Ventilation**	**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.	Reorienting the existing lot line to a north/south orientation allows for two massing bars separated by an auto-court. This massing orientation aligns more closely with the alley to the south and allows direct sun light to penetrate into the whole site while preventing the buildings from casting shadows onto each other. The original site orientation would allow for a large, dark canyon at the center of the site and cast long broad shadows on the totality of the site to the north.
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.**	**D. Height, Bulk, and Scale**	**1. Existing Development and Zoning** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.	The preferred massing is 10' wider than the code complaint version, which allows for larger floor plates and a reduction to the apparent overall height to 3 stories instead of 4. The penthouse at the roof deck is set back more than half the depth of the building, which also helps to reduce the overall bulk and scale of the buildings relative to the 3-story buildings adjacent to the site.
DC1 Project Uses and Activities	**Optimize the arrangement of uses and activities on site.**	**B. Vehicular Access and Circulation**	**1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by: b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible;	As it currently stands, the SMC requires a 20ft wide vehicle easement, which in turn requires a 20ft curb cut. A requested departure asks to reduce the easement width to 10ft in order to better meet this guideline.
DC1 Project Uses and Activities	**Optimize the arrangement of uses and activities on site.**	**C. Parking and Service Uses**	**2. Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible. Consider breaking large parking lots into smaller lots, and/or provide trees, landscaping or fencing as a screen. Design at-grade parking structures so that they are architecturally compatible with the rest of the building and streetscape.	The preferred massing places the parking and auto-court at the center of the site between the two building masses. When coupled with the requested access easement departure, all of the parking will be screened from the street by the front building.
DC2 Architectural Concept	**Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.**	**A. Massing**	**2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.	The preferred massing reduces the overall height by widening the floor plates, which lowers the overall height of the building. A recessed entry, awnings and a setback penthouse all combine to visually reduce the bulk of the massing.

DESIGN GUIDELINE VIGNETTES



CS1.B.2 Daylight and Shading
Site specific solar orientation of buildings allow for more access to sunlight and reduce shadows cast on neighboring sites



DC1.C.2 Visual Impacts
the parking at the center of the site screens it from the street, increasing visual appeal and security.

DC1.B.1 Access Location and Design
Reducing the easement width limits the cone of vision into the site from the street, reducing the visual impact of the vehicular access and carports.



DC2.A.2 Reducing Perceived Massing
Awnings, material differentiation, massing modulation and step at the 3rd level break down perceived massing.

GREEN CANOPY HOMES

ZONING DATA WEST LOT

ZONE LR3(m)
OVERLAYS None
Frequent Transit Area Yes
SITE AREA 5,526sf

23.45.510 FLOOR AREA RATIO (FAR) LIMITS

B **ALLOWED** Townhome in LR3(M) - 2.3 5,546 sf x 2.3 = 12,756sf MAX

23.45.512 DENSITY LIMITS - LR ZONES

ALLOWED No Limit
PROPOSED 6 Units

23.45.514 STRUCTURE HEIGHT

A **ALLOWED** 50ft above Average Existing Grade
J2 Parapets may be extended 4ft above the height limit
PROPOSED 40ft

23.45.518 SETBACKS AND SEPARATIONS

TABLE A **REQUIRED**
FRONT min 5ft/7 avg
SIDE min 5ft/7 avg or 5ft if facade is less than 40ft in length
REAR min 5ft/7 avg

UNDER RELATED APPLICATION 3034175-LU

UPPER LEVEL SETBACKS IN LR2 AND LR3 ZONES
a. An upper level setback of 12’ from the front lot line is required for all portions of structure above the following height
2) Fifty-four feet for zones with a height limit of 50 feet

F **SEPARATIONS BETWEEN MULTIPLE BUILDINGS**
ALLOWED 10ft
PROPOSED ~20ft

23.45.522 AMENITY AREA

A **REQUIRED** 25% Lot Area - (.25 x 5,546 sf) = 1,387sf (min. 694sf @ ground level)
PROPOSED 1695.5sf

23.45.527 STRUCTURE WIDTH

A **ALLOWED** 90ft
PROPOSED 69.5ft

23.45.527 FACADE LENGTH

B2 **ALLOWED** 65% of lot depth for all portions within 15ft of a side lot line.
PROPOSED See departures

23.45.530 GREEN BUILDING STANDARDS

TABLE A **REQUIRED**
For projects exceeding FAR of 1.8, applicant shall make a commitment to Green Building Standards in accordance with Chapter 23.58D.

23.53.025 ACCESS EASEMENT STANDARDS

C Vehicle access easements serving at least five but fewer than ten single family dwelling units, or at least three but fewer than ten multifamily dwelling units.
1. Easement width, surfaced width, length, turnaround, and curbcut width shall be as required in subsection 23.53.025B.

PROPOSED 10ft, see departures

23.54.015 REQUIRED PARKING

TABLE B - M **REQUIRED** 0 - Lot is located within a frequent transit service area
PROPOSED 6

K **BICYCLE PARKING**
REQUIRED (1) long term parking space per dwelling unit + 1 short term space for every 20 units
PROPOSED 7

23.54.040 SOLID WASTE AND RECYCLABLE MATERIALS STORAGE

A.1 **REQUIRED**
Residential uses proposed to be located on separate platted lots for which each dwelling unit will be billed separately for utilities, shall provide (1) storage area per dwelling.
Unit that has min dimensions of 2’-0” x 6’-0”,

ZONING DATA EAST LOT

ZONE LR3(m)
OVERLAYS None
Frequent Transit Area Yes
SITE AREA 5,526sf

23.45.510	**FLOOR AREA RATIO (FAR) LIMITS**
B	**ALLOWED** Townhome in LR3(M) - 2.3 5,506 sf x 2.3 = 12,664sf MAX
23.45.512	**DENSITY LIMITS - LR ZONES**
	ALLOWED No Limit
	PROPOSED 6 Units
23.45.514	**STRUCTURE HEIGHT**
A	**ALLOWED** 50ft above Average Existing Grade
J2	Parapets may be extended 4ft above the height limit
	PROPOSED 40ft
23.45.518	**SETBACKS AND SEPARATIONS**
TABLE A	**REQUIRED**
	FRONT min 5ft/7 avg
	SIDE min 5ft/7 avg or 5ft if facade is less than 40ft in length
	REAR min 5ft/7 avg
	UPPER LEVEL SETBACKS IN LR2 AND LR3 ZONES
	a. An upper level setback of 12’ from the front lot line is required for all portions of structure above the following height
	2) Fifty-four feet for zones with a height limit of 50 feet
F	**SEPARATIONS BETWEEN MULTIPLE BUILDINGS**
	ALLOWED 10ft
	PROPOSED ~20ft
23.45.522	**AMENITY AREA**
A	**REQUIRED** 25% Lot Area - (.25 x 5,506 sf) = 1,377 sf (min. 689sf @ ground level)
	PROPOSED 1695.5sf
23.45.527	**STRUCTURE WIDTH**
A	**ALLOWED** 90ft
	PROPOSED 69.5ft
23.45.527	**FACADE LENGTH**
B2	**ALLOWED** 65% of lot depth for all portions within 15ft of a side lot line.
	PROPOSED See departures
23.45.530	**GREEN BUILDING STANDARDS**
TABLE A	**REQUIRED**
	For projects exceeding FAR of 1.8, applicant shall make a commitment to Green Building Standards in accordance with Chapter 23.58D.
23.53.025	**ACCESS EASEMENT STANDARDS**
C	Vehicle access easements serving at least five but fewer than ten single family dwelling units, or at least three but fewer than ten multifamily dwelling units.
	1. Easement width, surfaced width, length, turnaround, and curbcut width shall be as required in subsection 23.53.025B.
	PROPOSED 10ft, see departures
23.54.015	**REQUIRED PARKING**
TABLE B - M	**REQUIRED** 0 - Lot is located within a frequent transit service area
	PROPOSED 6
K	**BICYCLE PARKING**
	REQUIRED (1) long term parking space per dwelling unit + 1 short term space for every 20 units
	PROPOSED 7
23.54.040	**SOLID WASTE AND RECYCLABLE MATERIALS STORAGE**
A.1	**REQUIRED**
	Residential uses proposed to be located on separate platted lots for which each dwelling unit will be billed separately for utilities, shall provide (1) storage area per dwelling. Unit that has min dimensions of 2’-0” x 6’-0”,

EDG RESPONSE

1. Massing
a. Staff generally supports the applicant's preferred massing scheme, option 3, as it responds best to the existing 2-3 story context in the neighborhood. By widening the units to lower the stories, providing an upper level setback, and pushing units to the rear of the development allows the structures to be more compatible with the surrounding the development and provide a pleasing street facing façade. (DC2-A-1, CS3- A-1)

We chose to pursue the current massing in part because it acknowledges the overall scale of the existing residential portions of the neighborhood.

b. Massing option 3 has addressed height in relation to surrounding context but still needs to address bulk and scale. To achieve better compatibility and provide a slight privacy buffer, stagger the three street facing units of Option 3 to provide a change in plane between each unit. If needed, flexibility with departures will be given to achieve this. (CS2-D-1)

The two center units of each 6-plex have been shifted forward 4-3". This change to the massing addresses the requested change in plane and provides an average side setback of 7'-0" along the northern property line, which eliminates the need for a departure from this development standard.

c. Staff is concerned about impacts and potential crowding to the adjacent north development. Use means to mitigate the projects' proximity to the adjacent development and provide a privacy study at recommendation. (CS2-D-5) .

The layout of the units and their respective window locations direct views from the exterior to the east and west and away from our neighbor to the north. The largest windows on the north façade are located adjacent to less intensive interior uses such as the stair, while more intensive interior uses such as the bedrooms have smaller windows. We have also designed the windows to minimize overlap with the windows of the adjacent project. These strategies reduce the potential for privacy incursions. A 6'-0" privacy fence will be built along the northern property line to further increase privacy. See "privacy study" G0.5A&B

2. Site Planning & Circulation
a. All massing options, including the preferred option, have a lack of clear pedestrian circulation and wayfinding. The Seattle Design Guideline's subchapter on Walkability in Public Life states, "Create a safe and comfortable walking environment that is easy to navigate and well connected to existing pedestrian walkways and features." (PL2)

We propose creating a pedestrian path along the drive by using contrasting pavers along the entire length of the drive, running west to east, to indicate the pedestrian circulation path. This change in color will signal to the driver that the space is not solely for vehicular use. Additionally, path lighting will be mounted to the privacy fence along the southern property line, extending the length of the drive and site wall highlighting the lighter colored pedestrian paving.

In the auto-court, we propose using contrasting patterns and/or colors to distinguish between the drive aisle in the center and the pedestrian spaces along the perimeter. Small planting beds within the auto-court will add greenery and life to the space.

b. As shown on the site plan, pedestrians accessing units 10, 11, and 12 will walk directly into a parked car to access their unit. Accessing units 4-12 forces potential and dangerous conflict with vehicular traffic entering and exiting the development. Add sufficient pedestrian circulation that serves all units and minimizes vehicular conflict. Pedestrian circulation should be visually and texturally different than the driving surface. (PL1-B-1, PL2-A-1, DC1-B-1)

Contrasting paving patterns and color will be used to distinguish the pedestrian entry and walk-path. The grade change, narrowed drive aisle, and non-linear drive paths will act to slow vehicular traffic within the site.

c. Create a gracious, welcoming entry to the rear units that is inviting to residents and guests. This primary entry should be distinctive and easily identifiable. (PL3-A-1)

As stated above, we propose employing contrasting paver colors, slight changes in elevation, and path lighting to help identify the path from the sidewalk to the interior units. In addition, access to the rear sites will be signaled by an arbor over the pedestrian walkway. The rear unit entries will also be framed by above ground bio-retention planters that create a larger patio in front of the unit, creating both a sense of arrival and privacy from the adjacent units.

d. Provide clear wayfinding signage that is visible to the public realm and adjacent to each path that provides access to rear units. (PL2-D-1)

Signage will be provided at the front of the lot and along the path of travel to the units.

e. The proposed site plan does not show the location(s) of the required bicycle parking. Is bike parking intended to be housed in the garages? Please show bicycle parking locations at recommendation. (PL4-B-2)

Individual long-term bike storage is located in each garage in a lockable closet. Short term bike parking locations can be found on the site plan.

f. Explore how the auto-court can be a pleasant and attractive space to residents. The use of permeable pavers to form an interesting pattern is encouraged as residents will look down onto the auto-court from their units. For those with families living in these units, the space will likely become the area to kick or throw a ball or ride a bike in. The orientation of the units creates a blind spot for vehicles accessing the court. Explore how this can be alleviated to create a safe, welcoming space for residents to enjoy. (CS2-B-3, PL1-A-1)

The paving material for the vehicular access areas will be concrete pavers, which are a highly-textured, visually-interesting paving material. We propose using alternating patterns and/or colors along the drive and in the central auto-court to distinguish between the drive aisle in the center and the pedestrian spaces on the edges. Small planting beds within the auto-court will add greenery and life to the space.

3. Street Facing Façade & Entries
a. Staff appreciates the simplicity, residential character, and large glazing of the street facing façade. As mentioned above, staff feels that staggering the three street facing units to add modulation and define units will be a positive modification to the project. (DC2-A-2, DC2-C-1)

The two center units of each 6-plex have been shifted forward 4-3". This change to the massing addresses the requested change in plane and provides modulation to all the facades.

b. Consider design approaches to address street level interaction and entries. Entries should be a semi-private, defensible space from the public realm while avoiding the use of corrals often seen to achieve this. (CS2-B-2, PL3-A-1)

The unit entries will be framed by above ground bio-retention planters and in some cases have a height change from the street that creates both a sense of individuality and privacy from the adjacent units and street.

c. Identify opportunities to promote community interaction at entries while creating a pleasant ensemble of entry elements including overhead weather protection, proper lighting, lush landscaping, and stoops. (CS2-B-2, PL3-A-2)

All the unit entries are provided with a small ground level patio, protected overhead, allowing for residents to interact with the street and their neighbors from a semi-public location.

4. Materials
a. Consider the composition of the development as a whole while caring to each façade to provide visual interest, residential character, and consistency throughout. Avoid large blank wall conditions. (DC2-B-1, DC2-B-2)

Each façade is treated in similar ways in regard to the window locations and the relationship between panel siding and plank siding (cedar or fiber cement). The facades facing the auto-court will be painted with a white/light color in to promote a light filled space and have accent colors painted to match the entries. All facades include windows and/or other features so that none of the exterior walls are blank.

b. Staff supports the use of high-quality materials, specifically the cedar siding, and would like to see the cedar siding carried to the façade that faces the Residential Small Lot parcel. (DC2-B-1)

Our intention is to focus the use of premium materials where they will have the most impact, which is the street facing façade. Increasing the amount of cedar or other premium siding materials to portions of the project that the general public will not see would negatively affect the budget for the project, potentially pulling budget from other exterior design elements such as the black windows located on the front facade. We agree, however, that the interior façade that faces the adjacent RSL unit should be distinguished in some way, and we have chosen to do that by varying the color of the façade.

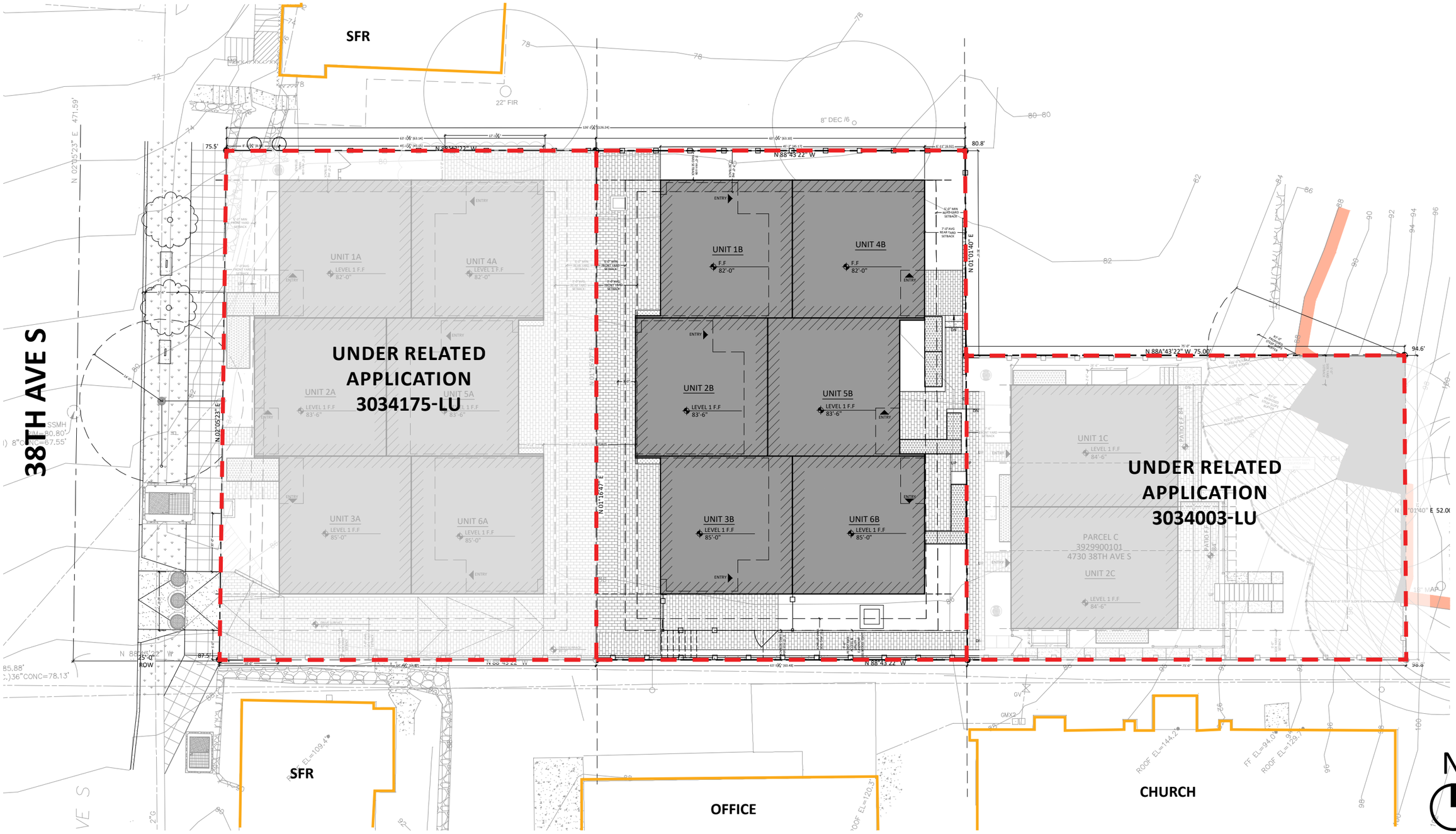
5. Landscaping
a. Choose plantings throughout the site that are hardy, mature, drought tolerant, and low maintenance. Plantings should thrive at all times of the year and offer seasonal interest. (DC4-D-1, DC4-D-3)

Plantings have been chosen for their beauty, drought-tolerance and ease of maintenance.

b. Use plantings to help define spaces and offer privacy where needed. (DC4-D-4)

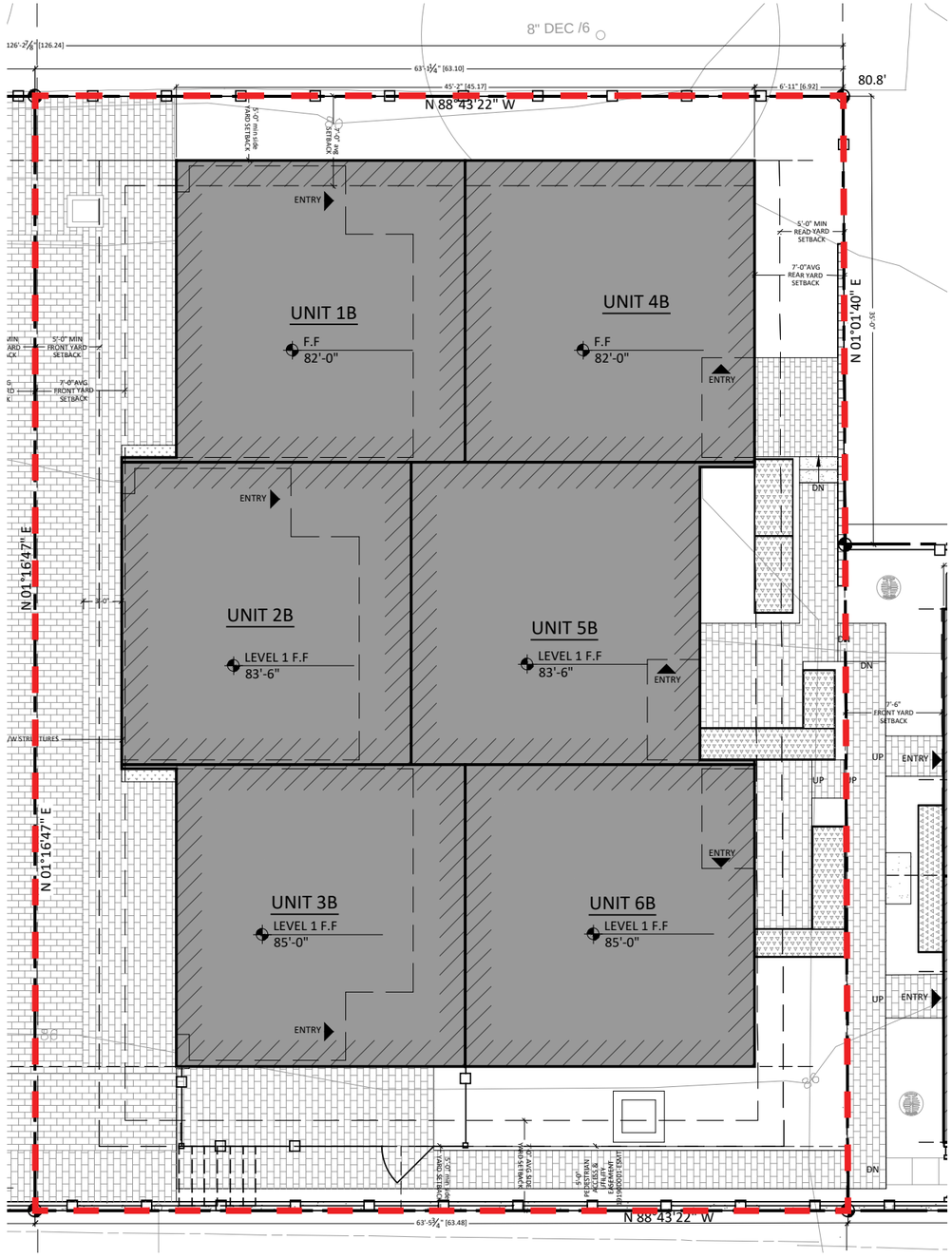
Above ground bio-planters have been strategically placed around unit entries to define unit entries and semi-private patios. The plantings in the bio-planters will accentuate the semi-private nature of the patios.

COMPOSITE SITE PLAN



GREEN CANOPY HOMES

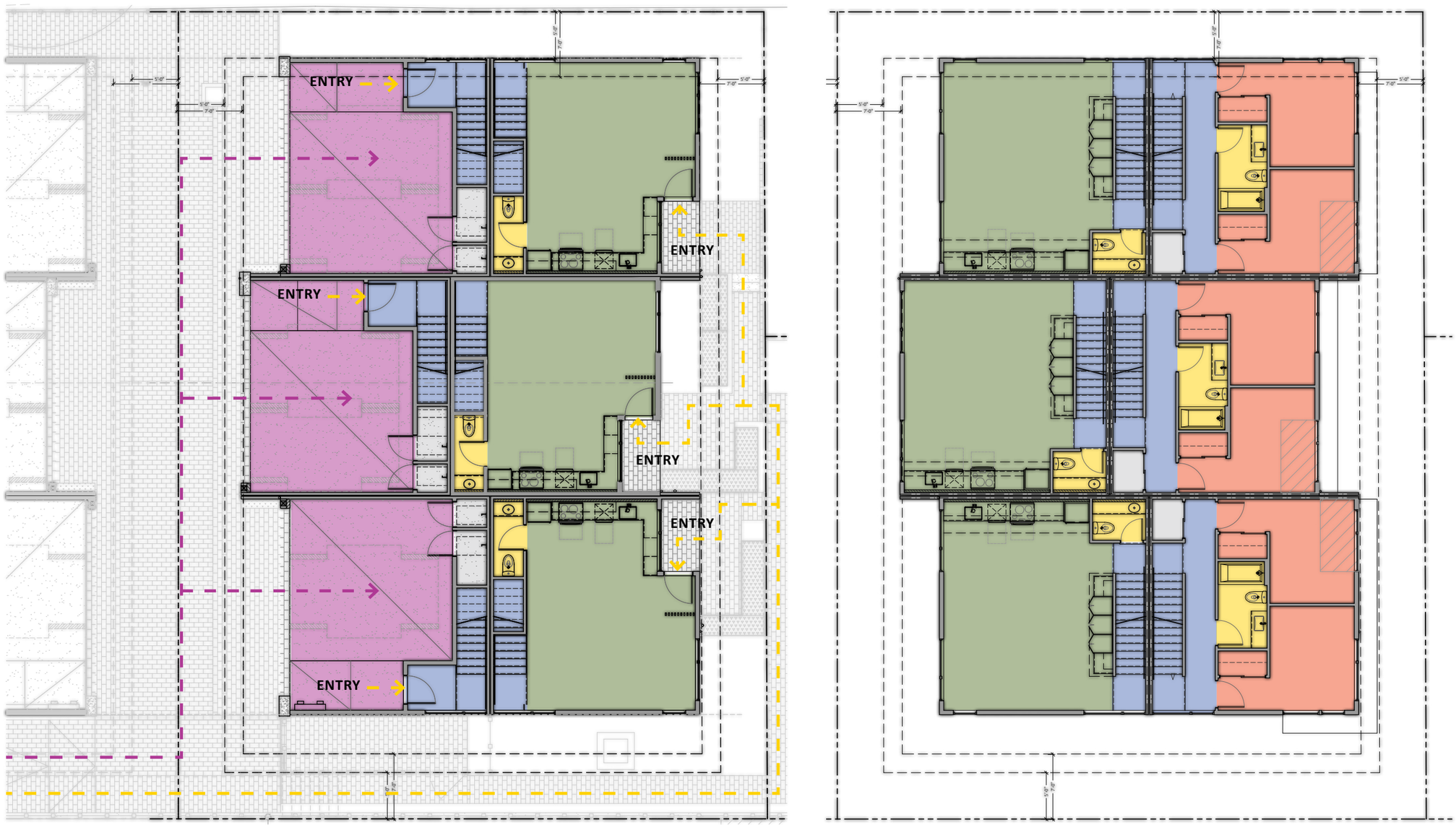
SITE PLAN



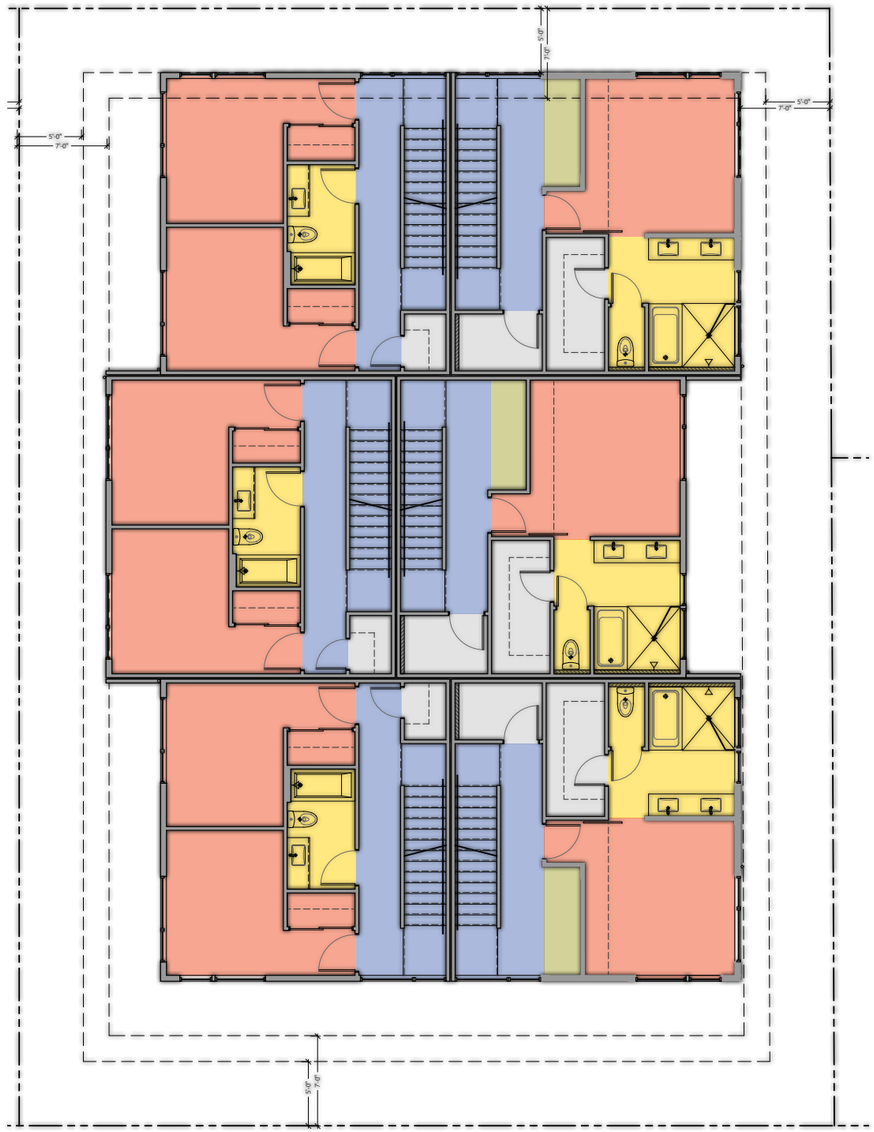
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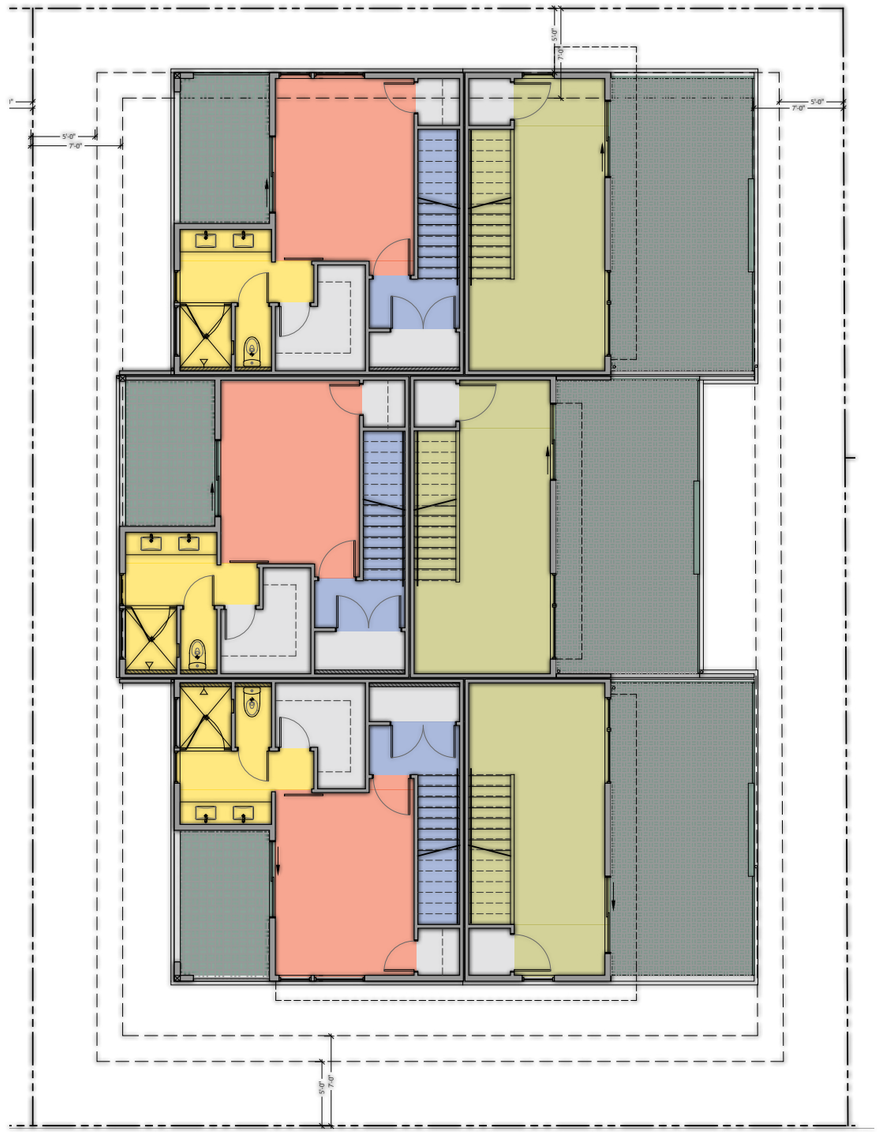
GREEN CANOPY HOMES

FLOOR PLANS LEVEL 1 AND 2



FLOOR PLANS LEVEL 3 AND 4





GARAGE
STORAGE/UTILITY
CIRCULATION
LIVING/KITCHEN/DINING
BATHROOM
STUDY/BONUS
BEDROOM
DECK
VEHICULAR ACCESS
PEDESTRIAN ACCESS

N

GREEN CANOPY HOMES

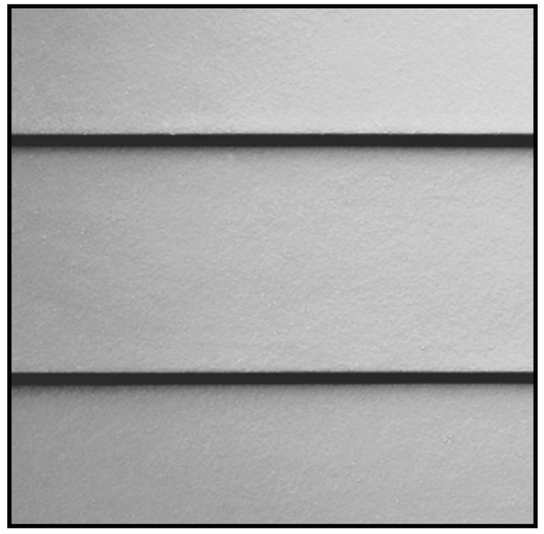
MATERIAL PALETTE



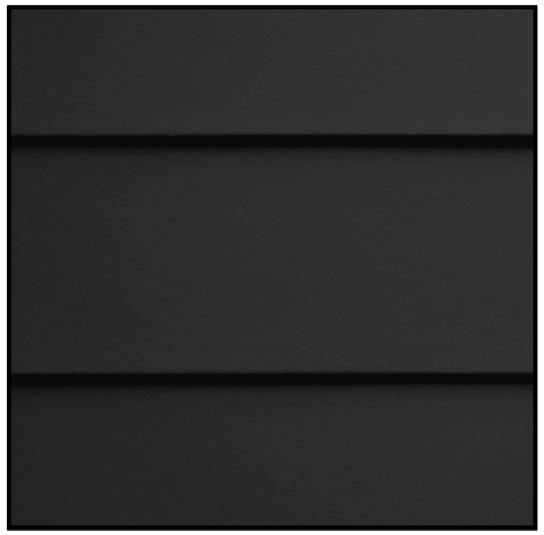
PRODUCT	HARDIEPANEL VERTICAL SIDING
MANUFACTURER	JAMES HARDIE
SIZE	48”X120” (MAX)
THICKNESS	0.312”
FINISH	SMOOTH, PAINTED
COLOR	ARCTIC WHITE



PRODUCT	HARDIEPANEL VERTICAL SIDING
MANUFACTURER	JAMES HARDIE
SIZE	48”X120” (MAX)
THICKNESS	0.312”
FINISH	SMOOTH, PAINTED
COLOR	IRON GRAY

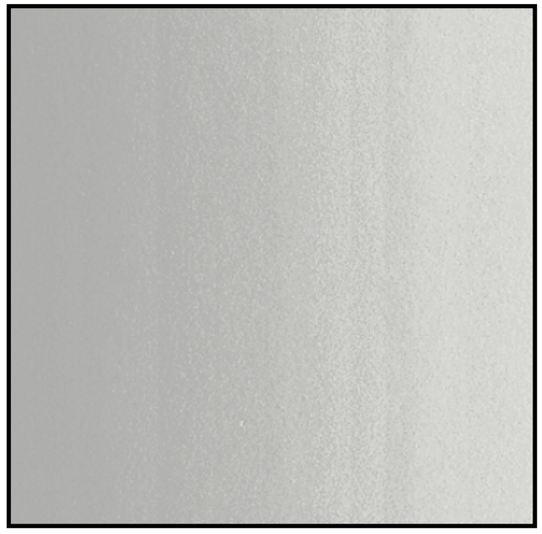


PRODUCT	HARDIEPLANK LAP SIDING
MANUFACTURER	JAMES HARDIE
SIZE	7” EXPOSURE
THICKNESS	0.312”
FINISH	SMOOTH, PAINTED
COLOR	ARCTIC WHITE



PRODUCT	HARDIEPLANK LAP SIDING
MANUFACTURER	JAMES HARDIE
SIZE	7” EXPOSURE
THICKNESS	0.312”
FINISH	SMOOTH, PAINTED
COLOR	IRON GRAY

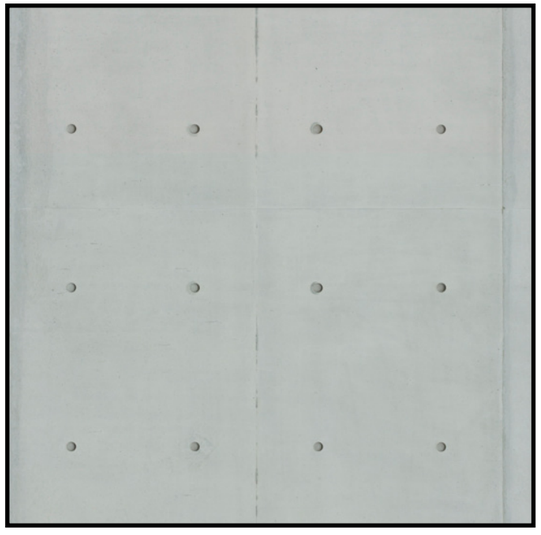
MATERIAL PALETTE



PRODUCT	HARDIESOFFIT PANELS
MANUFACTURER	JAMES HARDIE
SIZE	48”X120” (MAX)
THICKNESS	0.25”
FINISH	SMOOTH, PAINTED
COLOR	ARCTIC WHITE



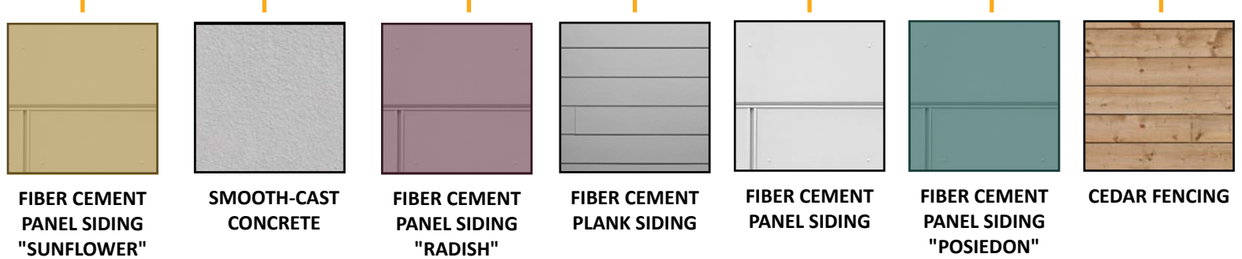
PRODUCT	WEATHERING STEEL
MANUFACTURER	N/A
SIZE	PER BIO-PLANTER SIZING
THICKNESS	0.25”
FINISH	NONE
COLOR	RAW STEEL



PRODUCT	SMOOTH CAST CONCRETE
MANUFACTURER	N/A
SIZE	N/A
THICKNESS	N/A
FINISH	SMOOTH
COLOR	NATURAL

BUILDING ELEVATION WEST





FIBER CEMENT PANEL SIDING "SUNFLOWER"

SMOOTH-CAST CONCRETE

FIBER CEMENT PANEL SIDING "RADISH"

FIBER CEMENT PLANK SIDING

FIBER CEMENT PANEL SIDING

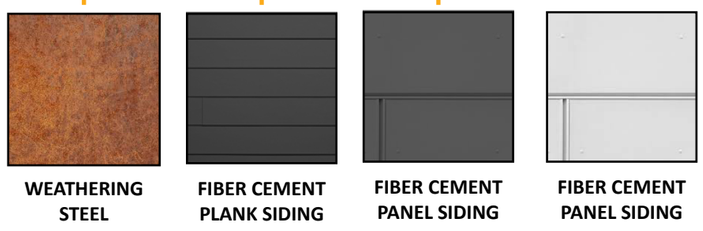
FIBER CEMENT PANEL SIDING "POSIEDON"

CEDAR FENCING

GREEN CANOPY HOMES

BUILDING ELEVATION EAST

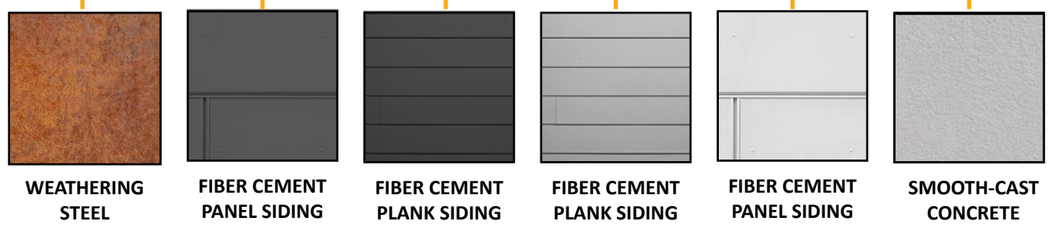




GREEN CANOPY HOMES

BUILDING ELEVATION NORTH





BUILDING ELEVATION SOUTH



GREEN CANOPY HOMES

LANDSCAPE / HARDSCAPE PLAN



Acer Circinatum
Vine Maple



Carex Morrowii
Ice Dance Japanese Sedge



Helleborus Niger
Christmas Rose



ECO PRIORIA
CHARCOAL



Liriope Muscari
Big Blue Lilyturf



Polystichum Munitum
Western Sword Fern



Acorus Gramineus
Golden Variegated Sweetflag



ECO PRIORIA
GRAY



Cornus Alba
Tatarian Dogwood



Panicum Virgatum
Blue Switch Grass



Clematis Armandii
Evergreen Clematis



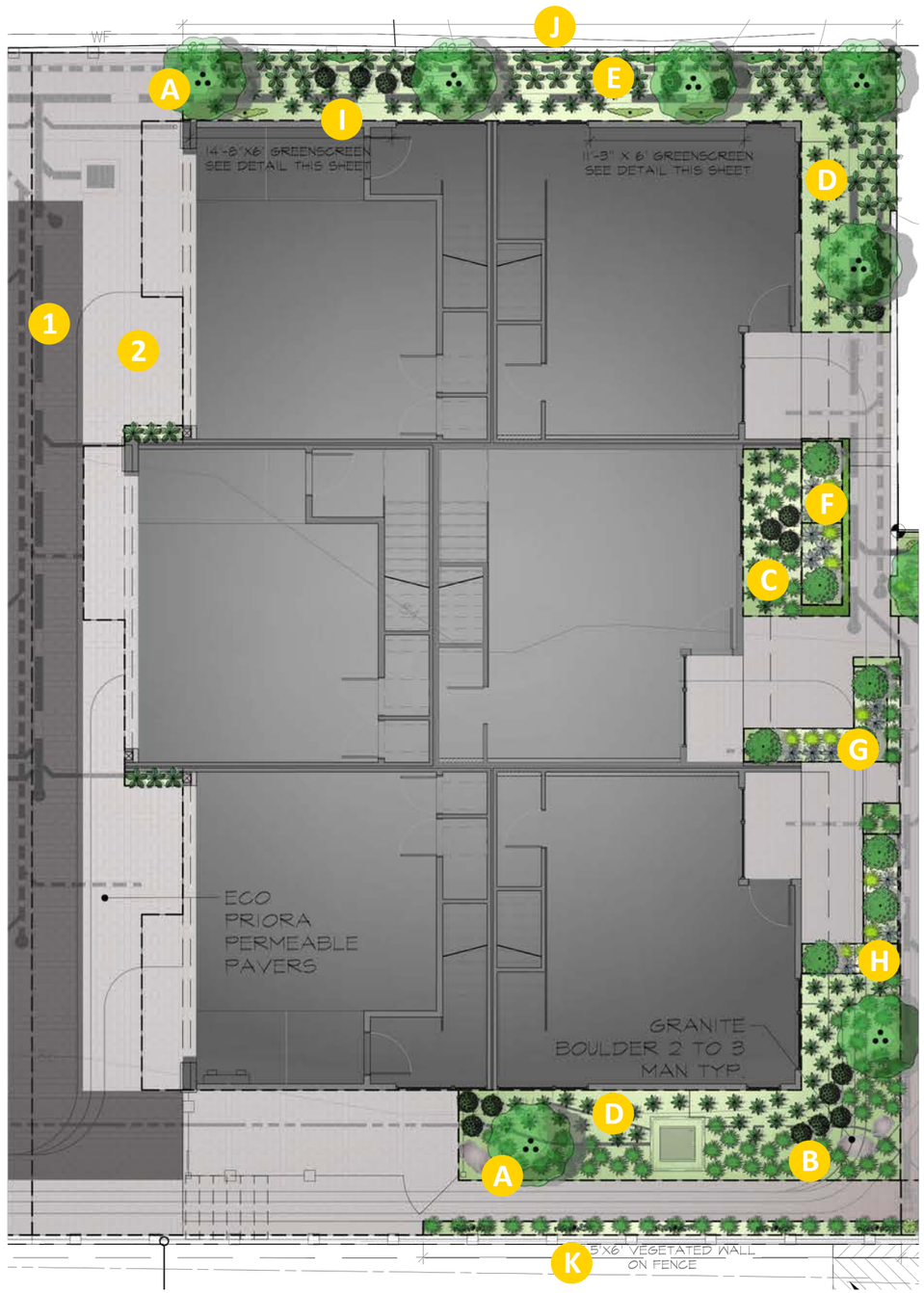
Hydrangea Anomala Petiolaris
Climbing Hydrangea



Parthenocissus Quinquefolia
Silver Vein Virginia Creeper

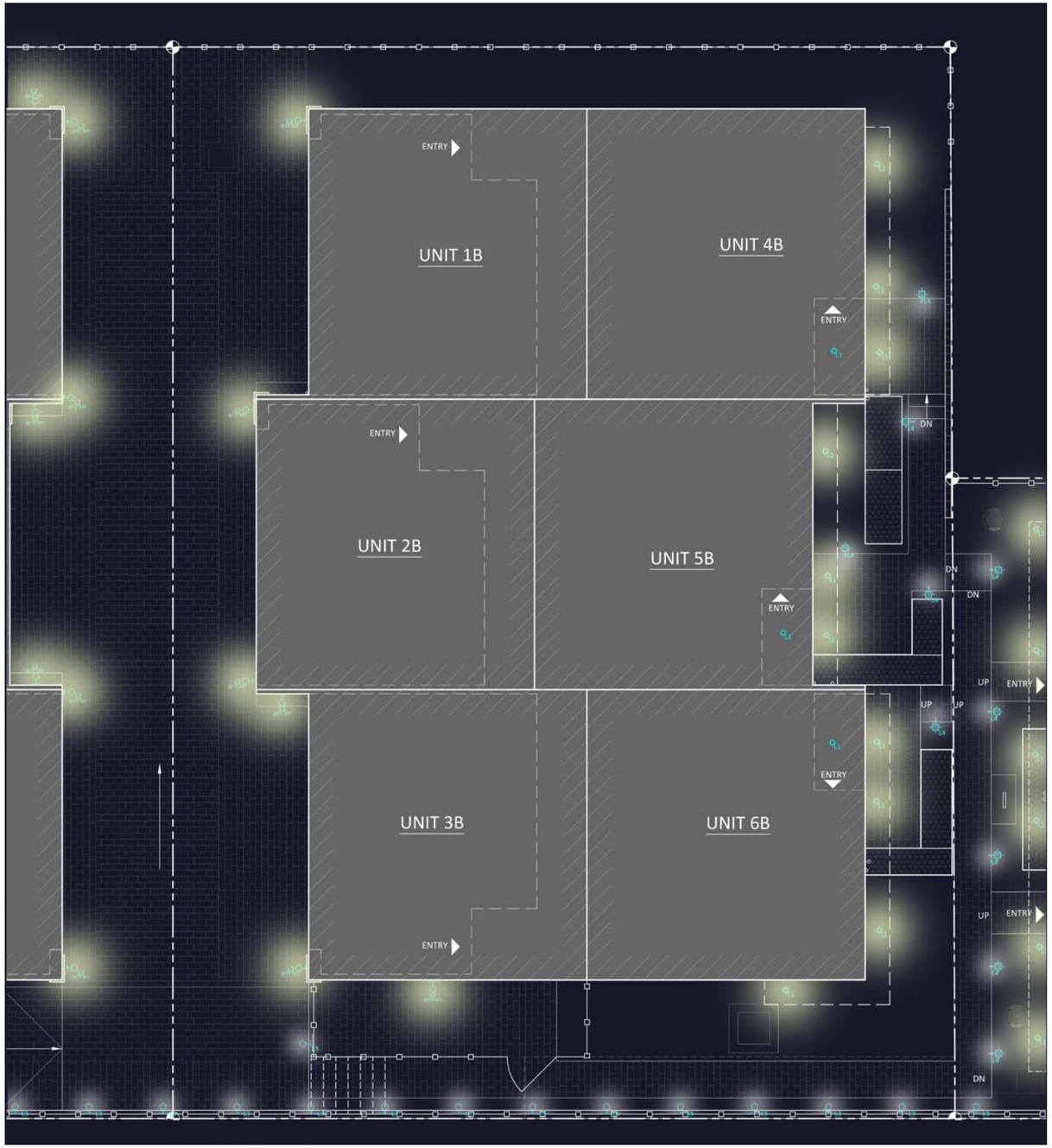


Arctostaphylos Uva-Ursi
Kinnikinnick



GREEN CANOPY HOMES

EXTERIOR LIGHTING PLAN





WALL MOUNTED LED DOWNLIGHT, BLACK



LOW VOLTAGE SITE LIGHTING



SOFFIT MOUNTED LED DOWNLIGHT, BLACK



FENCE MOUNTED SOLAR LED DOWNLIGHT, BLACK

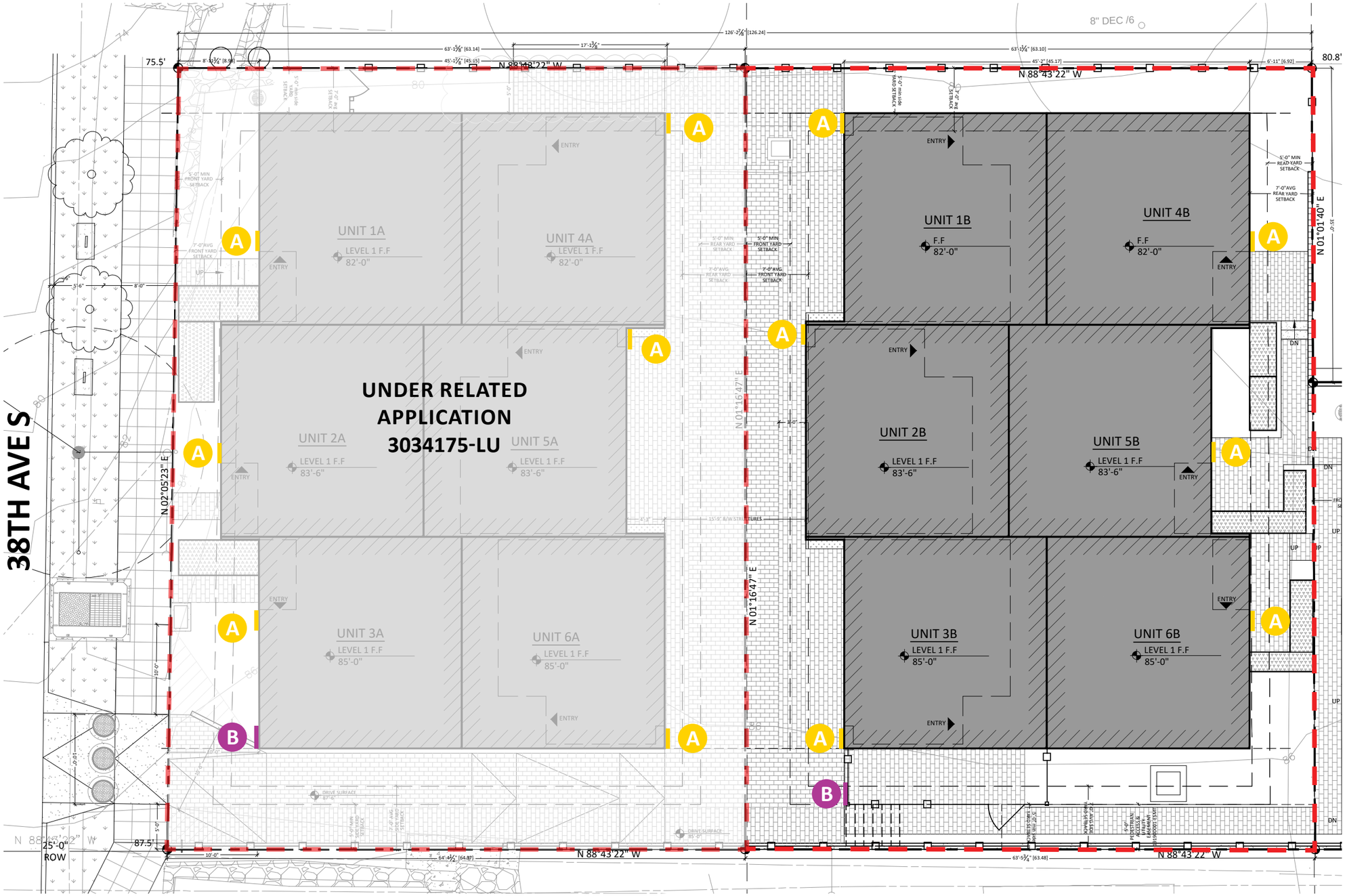
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GREEN CANOPY HOMES

SIGNAGE CONCEPT PLAN

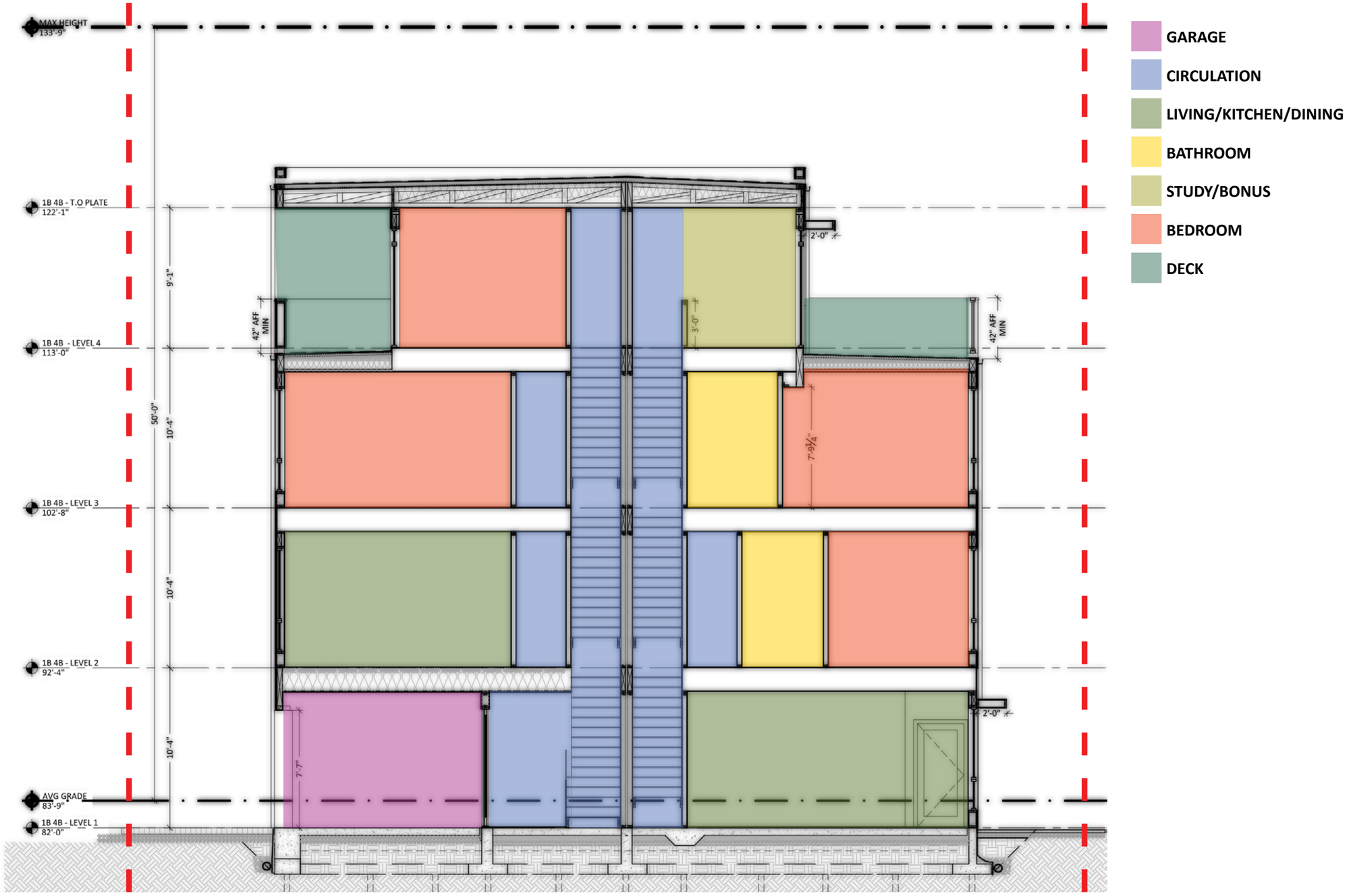
A Unit Signage

B Wayfinding Signage



GREEN CANOPY HOMES

TYPICAL BUILDING SECTION



GREEN CANOPY HOMES



A WEATHERED STEEL BIOPLANTERS FRAME AND DEFINE UNIT ENTRIES

B LARGE ROOF DECKS OFFER AMPLE SUNLIGHT AND PRIVATE AMENITY SPACE

C RECESSED ENTRIES PROVIDE PROTECTION FROM THE ELEMENTS AND A TRANSITION FROM SEMI-PUBLIC TO PRIVATE

D VARYING COLORS AT UNIT ENTRIES SUBTLY DIFFERENTIATE THE UNITS

GREEN CANOPY HOMES



A WEATHERED STEEL BIOPLANTERS FRAME AND DEFINE UNIT ENTRIES

B LARGE ROOF DECKS OFFER WESTERN VIEWS TOWARDS DOWNTOWN SEATTLE

C RECESSED ENTRIES PROVIDE PROTECTION FROM THE ELEMENTS AND A TRANSITION FROM PUBLIC TO PRIVATE

D VARYING COLORS AT UNIT ENTRIES SUBTLY DIFFERENTIATE THE UNITS

GREEN CANOPY HOMES



A WEATHERED STEEL BIOPLANTERS FRAME AND DEFINE UNIT ENTRIES

B RECESSED ENTRIES PROVIDE PROTECTION FROM THE ELEMENTS AND A TRANSITION FROM PUBLIC TO PRIVATE

C VARYING COLORS AT UNIT ENTRIES SUBTLY DIFFERENTIATE THE UNITS



A ORIENTING THE COURTYARD NORTH/SOUTH ALLOWS AMPLE DAYLIGHT INTO THE SPACE AND INTO THE UNITS

B LACK OF GARAGE DOORS AND OVERHANGS INTO THE COURTYARD INSURES THE SPACE RECEIVES AMPLE LIGHT AND FEELS MORE OPEN

C COLORFUL ACCENT PANELS ADD VARIATION TO THE CENTRAL COURTYARD

D CONTRASTING PAVING COLORS DISTINGUISH BETWEEN PEDESTRIAN AND VEHICULAR ACCESS.

DEPARTURES REQUESTED - EAST LOT

REQUESTED DEPARTURES FROM LAND USE CODE - 4722 38th 3034002-LU

#	CODE SECTION	REQUIREMENT	PROPOSED	RATIONALE
1	23.45.527 B.1	The max combined length of all portions of facades within 15ft of a lot line that is neither a rear lot line or a street or alley lot line shall not exceed 65% of the length of that lot line.	Increase facade length from 41 feet (65%) to 46 feet (72.9% or 7.9% increase) within 15 feet of the north property line.	It is our opinion that these departures will allow the project to better meet design guidelines dc2.a.2 reducing perceived mass and cs2.d.1. existing development and zoning. Increasing the allowable facade length adds additional width to the units, which allows us to meet our program requirements in one less story. Keeping the street facing units shorter reduces the overall bulk of the building visible from the street (2. reducing perceived mass) and improves the relationship to the neighboring buildings by reducing the visible height (1. existing development and zoning). Additional Context If the site was developed using the original east/west lot configuration, the maximum allowable facade length along the northern property line would be ~82 ft in length. Adjusting the lot configuration to north/south results in two ~45ft segments with a ~20ft gap between segments is more in line with dc2.a.2 reducing perceived mass and cs2.d.1 existing development and zoning.
2	23.45.527 B.1	The max combined length of all portions of facades within 15ft of a lot line that is neither a rear lot line or a street or alley lot line shall not exceed 65% of the length of that lot line.	Increase facade length from 41.2 feet (65%) to 46 feet (72.5% or 7.5% increase) within 15 feet of the south property line.	It is our opinion that these departures will allow the project to better meet design guidelines dc2.a.2 reducing perceived mass and cs2.d.1. existing development and zoning. Increasing the allowable facade length adds additional width to the units, which allows us to meet our program requirements in one less story. Keeping the street facing units shorter reduces the overall bulk of the building visible from the street (2. reducing perceived mass) and improves the relationship to the neighboring buildings by reducing the visible height (1. existing development and zoning). Additional Context If the site was developed using the original east/west lot configuration, the maximum allowable facade length along the northern property line would be ~82 ft in length. Adjusting the lot configuration to north/south results in two ~45ft segments with a ~20ft gap between segments is more in line with dc2.a.2 reducing perceived mass and cs2.d.1 existing development and zoning.

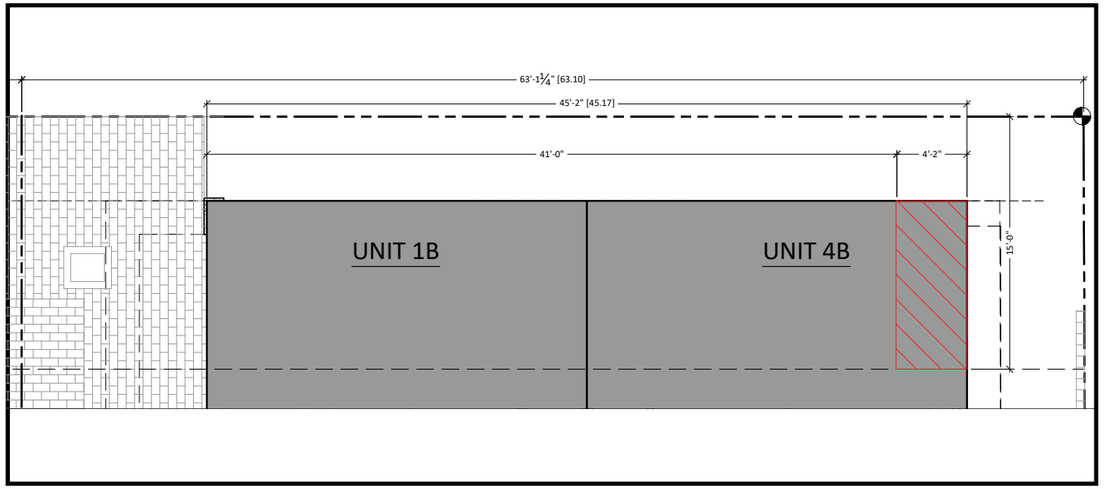


EXHIBIT A

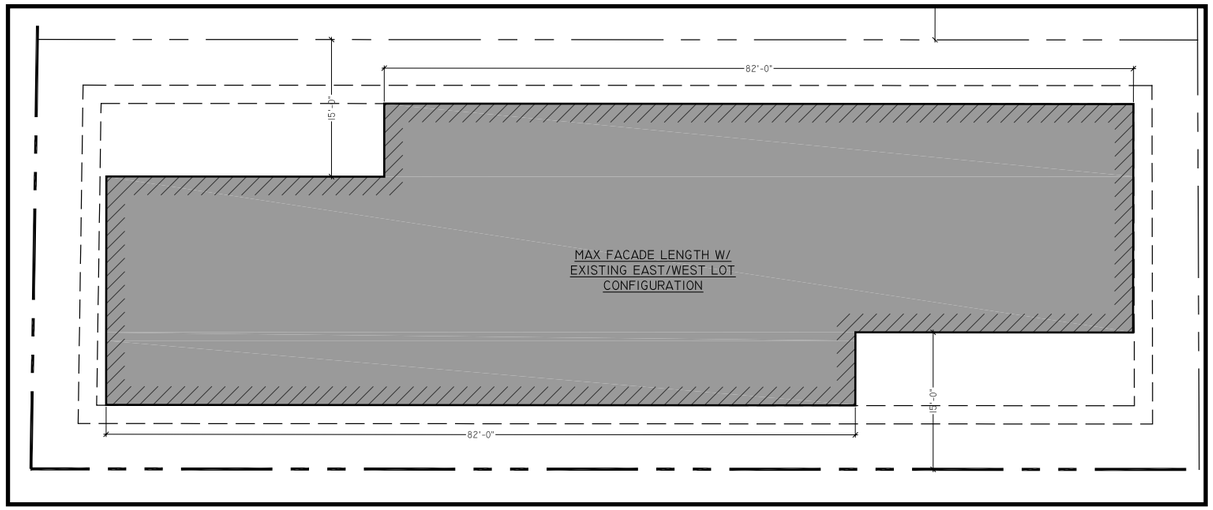


EXHIBIT C

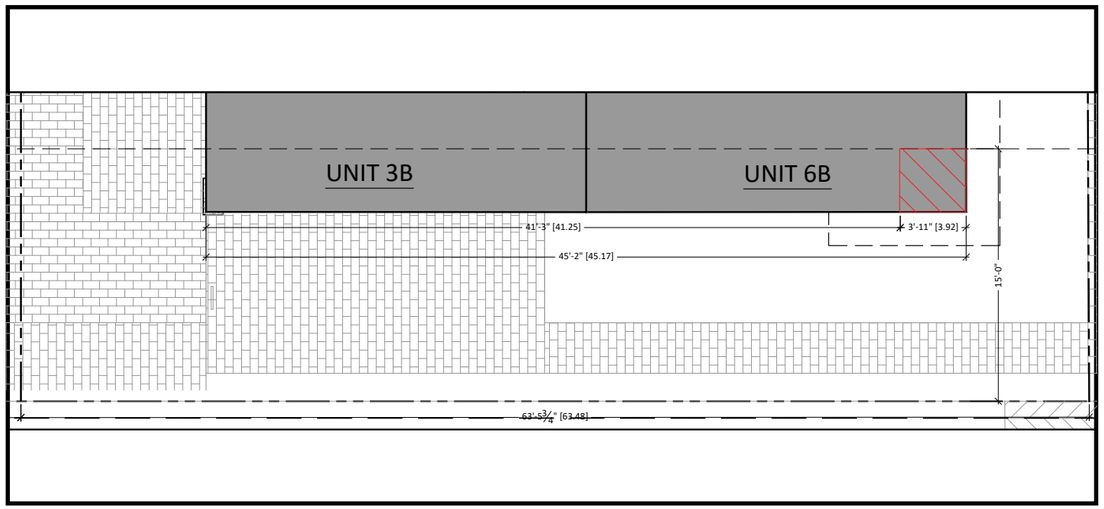
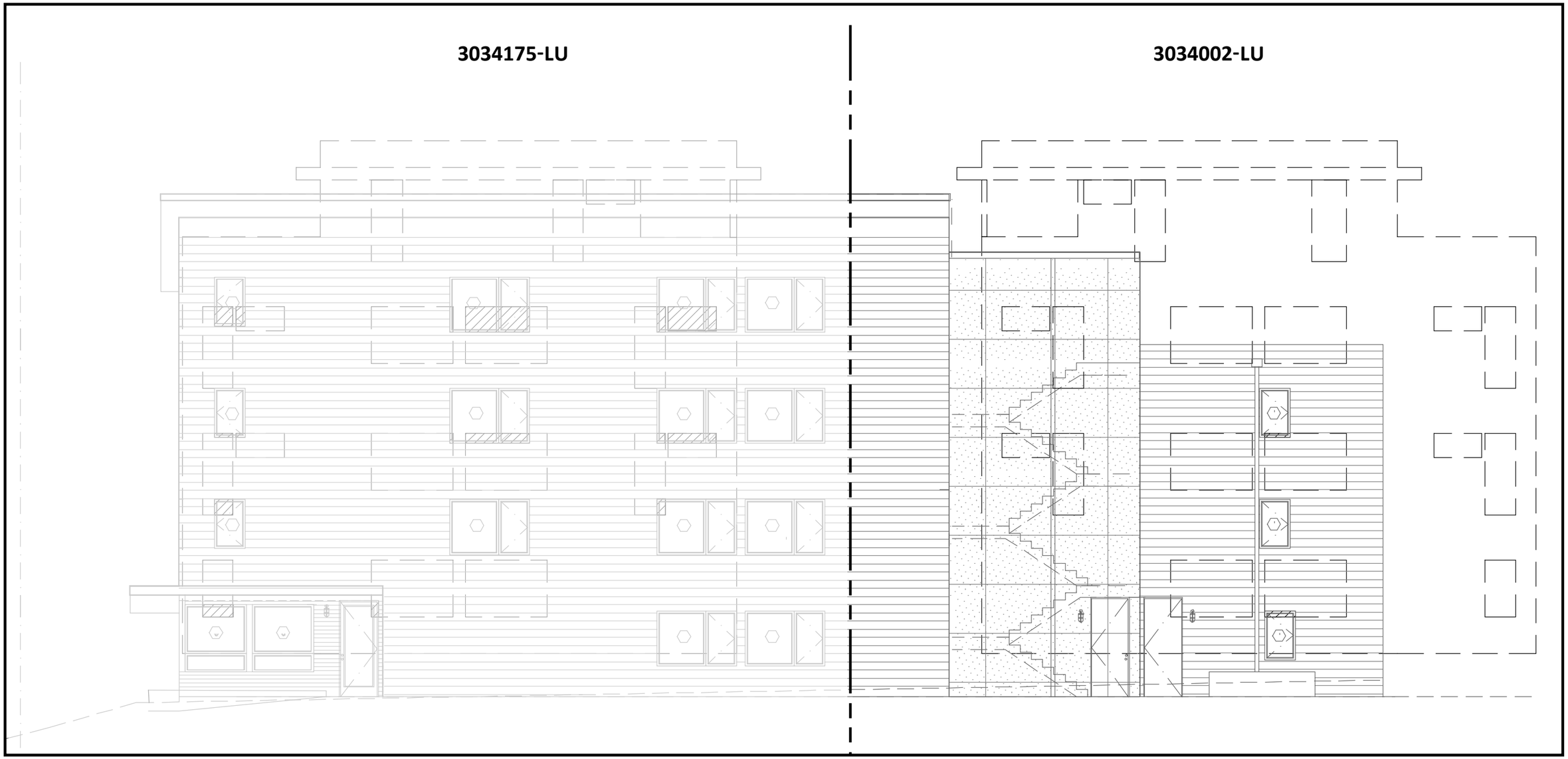


EXHIBIT B

PRIVACY STUDY



GREEN CANOPY HOMES

PREVIOUS PROJECTS



3033 Beacon Ave S



3128 Wetmore Ave S



1432 South King St



152 20th Ave E

PREVIOUS PROJECTS



5544 15th Ave S



621 18th Ave S



1917 13th Ave S



5544 15th Ave S



2120 S Massachusetts St

GREEN CANOPY HOMES

GREEN
CANOPY
HOMES

RECOMMENDATION PROPOSAL PACKET

ADMINISTRATIVE DESIGN REVIEW

3034175-LU

PROJECT ADDRESS
DCI # 3034175-LU
4720 38th Ave S
Seattle, WA 98118

APPLICANT
Green Canopy Homes
1131 Poplar Place S
Seattle, WA 98144
Contact : Kyle Kutz

OWNER
Green Canopy Homes
1131 Poplar Place S
Seattle, WA 98144

ARCHITECT
Green Canopy Homes
1131 Poplar Place S
Seattle, WA 98144

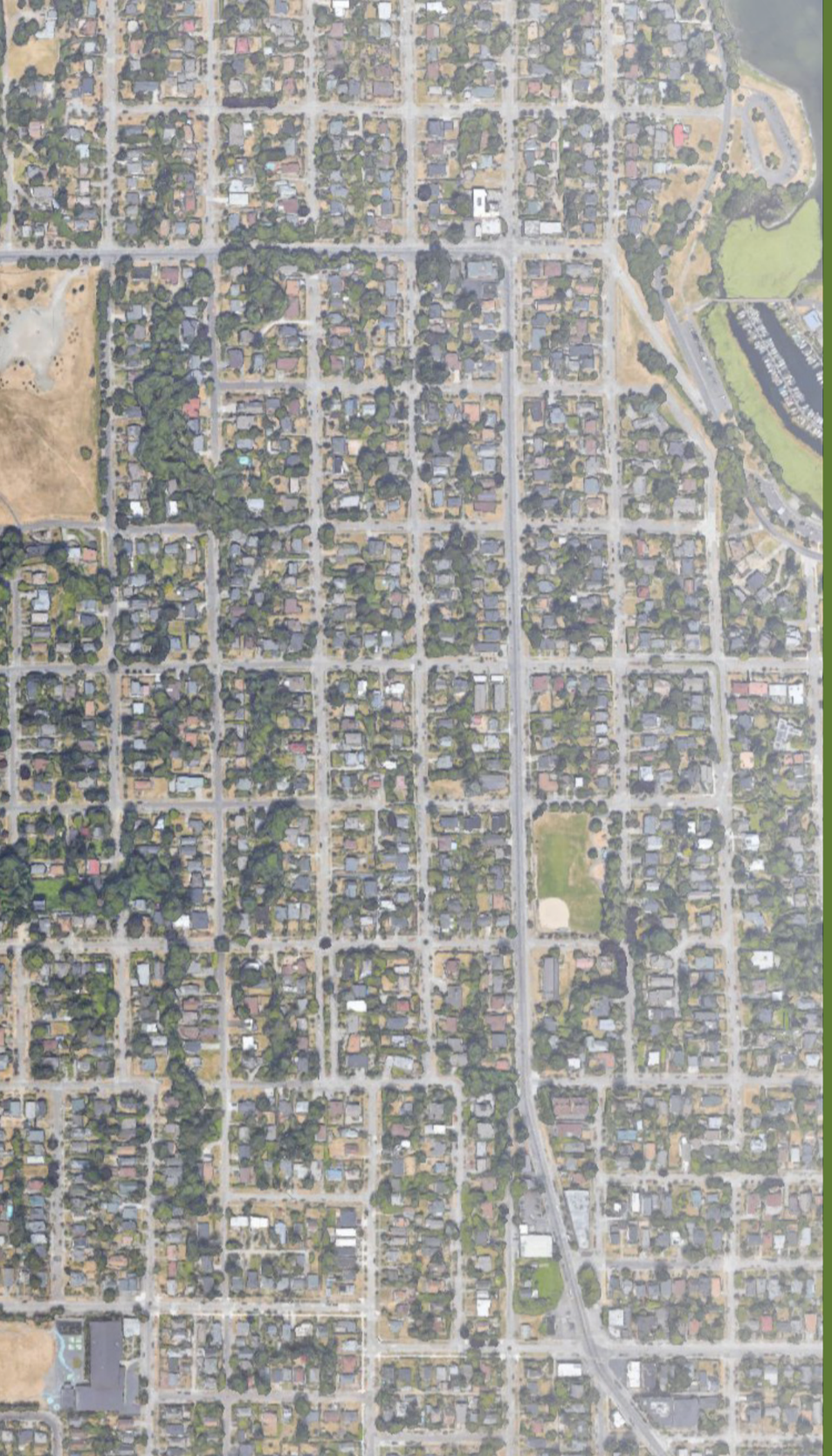
LANDSCAPE ARCHITECT
Root of Design
7104 265th St. NW #218
Stanwood, WA 98292

DCI CONTACT
Ellen Aebischer
ellen.aebischer@seattle.gov
206.386.1981

SUBMITTAL DATE
05/29/2020

GREEN CANOPY HOMES





DEVELOPMENT OBJECTIVES & SUMMARY OF PUBLIC OUTREACH

1 DEVELOPMENT OBJECTIVES
2 SUMMARY OF PUBLIC OUTREACH

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4 POINTS OF INTEREST
5 NEIGHBORHOOD MAP
6 3-D VIEW OF AREA
7 EXISTING SITE PLAN
8 SITE PHOTOS
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10 NEW DEVELOPMENT IN THE NEIGHBORHOOD

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11 DESIGN GUIDELINES
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13 CODE ANALYSIS

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15 MASSING CONCEPT COMPARISON
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21 CONCEPT 2
25 CONCEPT 3
29 CONCEPT 3 FAR DIAGRAMS
31 CONCEPT 3 CHARACTER RENDERING

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33 DEPARTURES REQUESTED

PREVIOUSLY BUILT PROJECTS

35 PREVIOUSLY BUILT PROJECTS

GREEN CANOPY HOMES

DEVELOPMENT OBJECTIVES

We propose the construction of 12 new townhomes (6 per LR3 lot) with 13 total parking spaces. The units are intended to be for sale at market-rate. An LBA will be used to rotate the existing east/west lot line to a north/south orientation, splitting the total area of the combined LR3 lots evenly. An additional duplex will also be constructed on the adjacent RSL lot, but is not subject to design review.

SUSTAINABILITY OBJECTIVES

The project as a whole will be built to a target of 5 Star BuiltGreen, with each unit being built solar-ready and the buildings will be insulated and air-sealed beyond energy code requirements. Sustainable materials will be used in the construction, such as FSC certified lumber, reclaimed wood, bamboo flooring, and low-to-no VOC interior finishes. Electric car charging stations will be provided on site, providing an incentive to use electric transportation. Drought tolerate and low maintenance plantings help reduce water usage while providing natural beauty to the owners and the public.

PROPOSED PROJECT PROGRAM

WEST LOT (3034175-LU) - 4720 38TH AVE S PARCEL A

Lot Area	5,546 sf
Allowable FAR	12,756 sf
Number of Units	6
Number of Parking Stalls	5
Unit type	For Sale - Market Rate

EAST LOT (3034002-LU) - 4722 38th Ave S parcel B

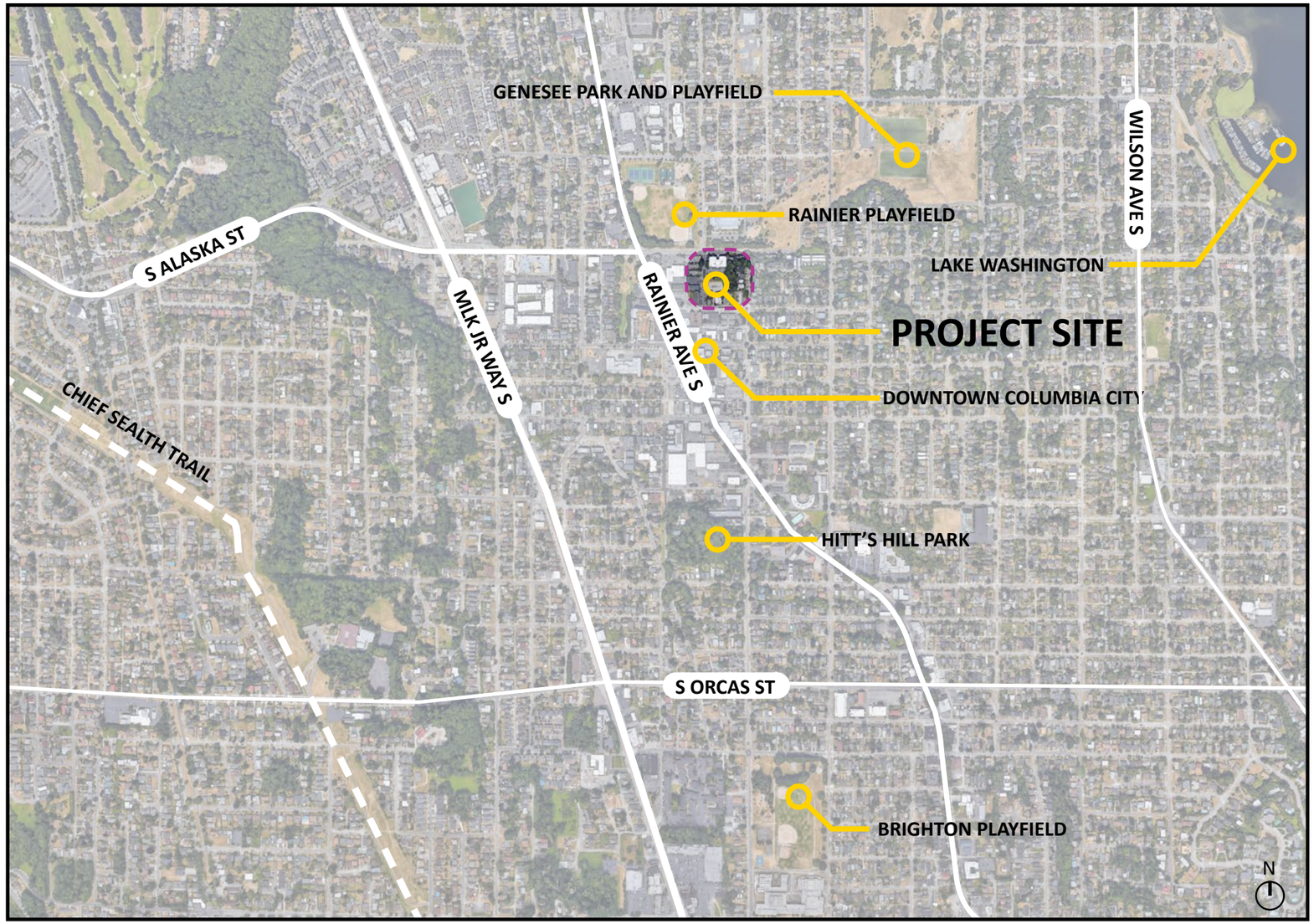
Lot Area	5,506 sf
Allowable FAR	12,664 sf
Number of Units	6
Number of Parking Stalls	5
Unit type	For Sale - Market Rate

RSL LOT 4730 38TH AVE S(NO DESIGN REVIEW)

Lot Area	3,900 sf
Allowable FAR	2,925 sf
Number of Units	2
Number of Parking Stalls	0
Unit type	For Sale - Market Rate

TOTAL FOR ALL LOTS

Number of Units	14
Number of Parking Stalls	10



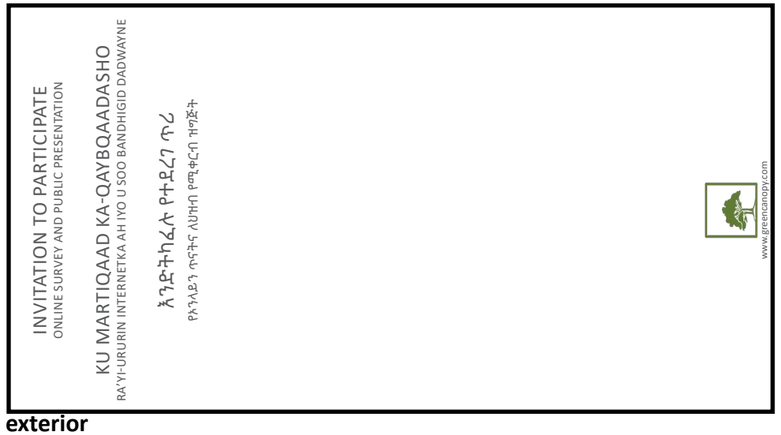
GREEN CANOPY HOMES

SUMMARY OF PUBLIC OUTREACH COMMENTS

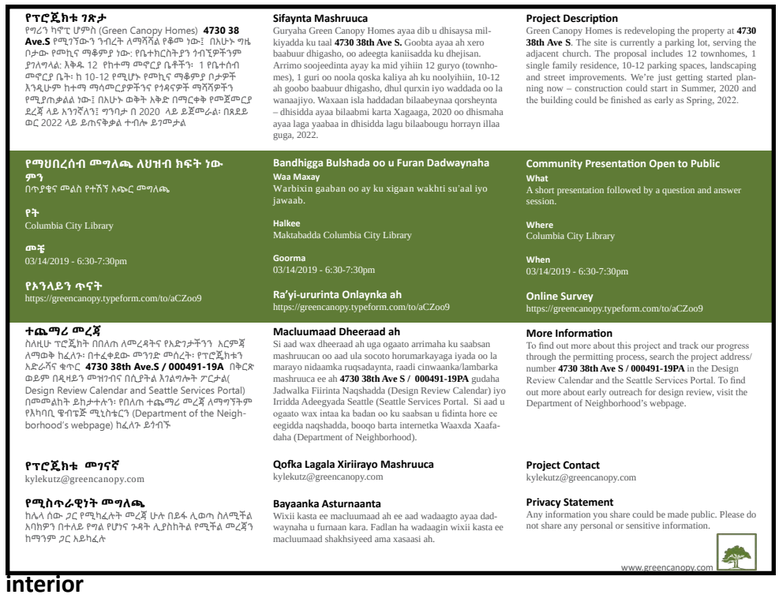
Printed Outreach Mailer

A tri-fold mailer, translated into Somali and Amharic, was mailed out to all businesses and residences with a 600ft radius of the project site on 02/06/19.

Tri-fold Mailer Translated into Somali and Amharic



exterior



የፕሮጀክቱ ገጽታ
የግሪን ካኖፒ ሆምስ (Green Canopy Homes) **4730 38 Ave.S** የሚገኘውን ንብረት ለማሻሻል የቆመ ነው፤ በአሁኑ ግዜ ቦታው የመኪና ማቆምያ ነው; የቤተክርስትያን ጎብኚዎችንም ያገለግላል; እቅዱ 12 የከተማ መኖሪያ ቤቶችን፣ 1 የቤተሰብ መኖሪያ ቤት፣ ከ 10-12 የሚሆኑ የመኪና ማቆምያ ቦታዎች እንዲሁም ከተማ ማሳመርያዎችና የጎዳናዎች ማሻሻያዎችን የሚያጠቃልል ነው፤ በአሁኑ ውቅት እቅድ በማርቀቅ የመጀመርያ ደረጃ ላይ እንገኛለን፤ ግንባታ በ 2020 ላይ ይጀመራል፡ በጸደይ ወር 2022 ላይ ይጠናቅቃል ተብሎ ይገመታል

Sifaynta Mashruuca
Guryaha Green Canopy Homes ayaa dib u dhisaysa mil-kiyadda ku taal **4730 38th Ave S.** Goobta ayaa ah xero baabuur dhigasho, oo adeegta kaniisadda ku dhejisan. Arrimo soojeedinta ayay ka mid yihiin 12 guryo (townho-mes), 1 guri oo noola qoska kaliya ah ku noolyihiin, 10-12 ah goobo baabuur dhigasho, dhul qurxin iyo waddada oo la wanaajiyo. Waxaan isla haddadan bilaabeynaa qorsheynta – dhisidda ayaa bilaabmi karta Xagaaga, 2020 oo dhismaha ayaa laga yaabaa in dhisidda lagu bilaabougu horrayn illaa guga, 2022.

Project Description
Green Canopy Homes is redeveloping the property at **4730 38th Ave S**. The site is currently a parking lot, serving the adjacent church. The proposal includes 12 townhomes, 1 single family residence, 10-12 parking spaces, landscaping and street improvements. We're just getting started plan-ning now – construction could start in Summer, 2020 and the building could be finished as early as Spring, 2022.

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የት
Columbia City Library

መቼ
03/14/2019 - 6:30-7:30pm

የኦንላይን ጥናት
https://greencanopy.typeform.com/to/aCZoo9

Bandhigga Bulshada oo u Furan Dadwaynaha
Waa Maxay
Warbixin gaaban oo ay ku xigaan wakhti su'aal iyo jawaab.

Halkee
Maktabadda Columbia City Library

Goorma
03/14/2019 - 6:30-7:30pm

Ra'yi-ururinta Onlaynka ah
https://greencanopy.typeform.com/to/aCZoo9

Community Presentation Open to Public
What
A short presentation followed by a question and answer session.

Where
Columbia City Library

When
03/14/2019 - 6:30-7:30pm

Online Survey
https://greencanopy.typeform.com/to/aCZoo9

ተጨማሪ መረጃ
ስለዚሁ ፕሮጀክት በበለጠ ለመረዳትና የእድገታችንን አርምጃ ለማወቅ ከፈለጉ፡ በቀረቡደው መንገድ መሰረት፡ የፕሮጀክቱን አድራሻና ቁጥር **4730 38th Ave.S / 000491-19A** (በቅርቦ ወይም በጂዛይን መዝገብና በሲያትል እገልግሎት ፖርታል(Design Review Calendar and Seattle Services Portal) በመመልከት ይከታተሉን፡ የበለጠ ተጨማሪ መረጃ ለማግኘትም የእከባቢ ዥብፔጅ ሚኒስቴርን (Department of the Neigh-borhood's webpage) ከፈለጉ ይጎብኙ

Macluumaad Dheeraad ah
Si aad wax dheeraad ah uga ogaato arrimaha ku saabsan mashruucan oo aad ula socoto horumarkayaga iyada oo la marayo nidaamka ruqsadayna, raadi ciinwaanka/lambarka mashruuca ee ah **4730 38th Ave S / 000491-19PA** gudaha Jadwalka Fiirinta Naqshadda (Design Review Calendar) iyo Irridda Adeegyada Seattle (Seattle Services Portal. Si aad u ogaato wax intaa ka badan oo ku saabsan u fidinta hore ee egidda naqshadda, booqo barta internetka Waaxda Xaafa-daha (Department of Neighborhood).

More Information
To find out more about this project and track our progress through the permitting process, search the project address/ number **4730 38th Ave S / 000491-19PA** in the Design Review Calendar and the Seattle Services Portal. To find out more about early outreach for design review, visit the Department of Neighborhood's webpage.

የፕሮጀክቱ መገናኛ
kylekutz@greencanopy.com

የሚስጥራዊነት መግለጫ
ከሌላ ሰው ጋር የሚካፈሉት መረጃ ሁሉ በይፋ ሊወጣ ስለሚችል አበክሮን በተለይ የግል የሆነና ጉዳት ሊያስከትል የሚችል መረጃን ከማጋም ጋር አይከፈሉ

Qofka Lagala Xiriirayo Mashruuca
kylekutz@greencanopy.com

Bayaanka Asturnaanta
Wixii kasta ee macluumaad ah ee aad wadaagto ayaa dad-waynaha u furnaan kara. Fadlan ha wadaagin wixii kasta ee macluumaad shakhsiyeed ama xasaasi ah.

Project Contact
kylekutz@greencanopy.com

Privacy Statement
Any information you share could be made public. Please do not share any personal or sensitive information.

www.greencanopy.com

interior

ONLINE SURVEY

An online survey was produced in English, Somali and Amharic based on the City of Seattle guidelines for designing a survey for Early Community Outreach for Design Review. The survey was made available 02/04/2019-03/18/2019.

PUBLIC MEETING

A public meeting was held on 03/14/2019 from 6:30pm to 7:30pm at the Columbia City Library. The meeting included a presentation of the pro-posed project and a question and answer session, though there were no attendees.

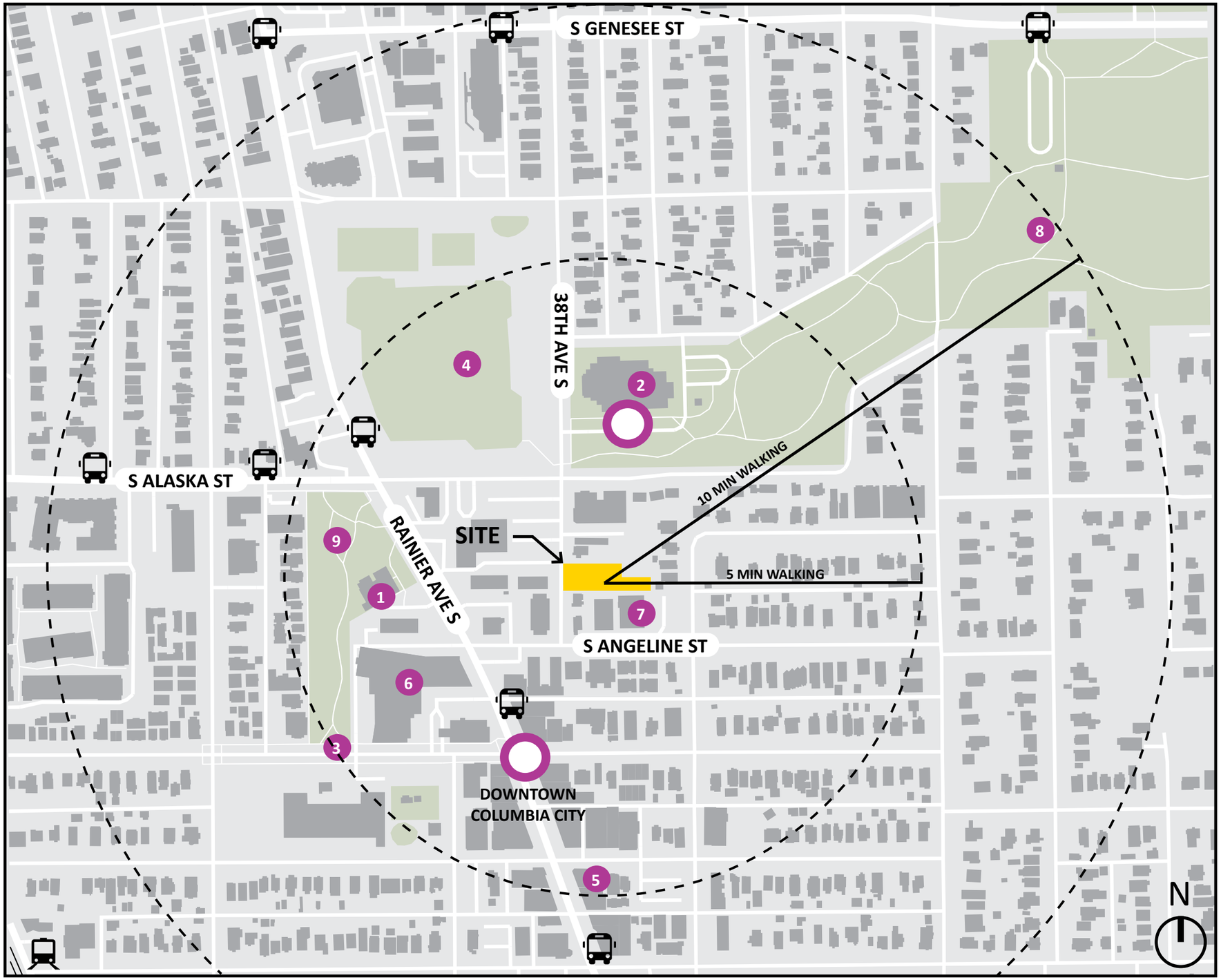
Summary of Comments

The two online survey respondents were concerned with affordability, parking and the street presence of the building. Street presence includes overall height, security in terms of inter/exterior visibility, materials and landscaping.

Response to Comments

Through the requested departures, we aim to reduce the overall height of the street facing buildings to 3 stories with a penthouse set back from the street facade. We also aim to reduce parking visible from the street.

VICINITY MAP



LEGEND

- SITE
- LINK LIGHT RAIL
- LINK LIGHT RAIL STOP
- BUS STOP
- 1 POINT OF INTEREST
- COMMUNITY NODE

GREEN CANOPY HOMES



1 COLUMBIA CITY LIBRARY



2 RAINIER COMMUNITY CENTER



3 COLUMBIA CITY FARMER'S MARKET



4 RAINIER PLAYFIELD



5 COLUMBIA CITY THEATRE



6 ANGELINE APARTMENTS/PCC



7 COLUMBIA CITY CHURCH OF HOPE



8 GENESEE PARK



9 COLUMBIA PARK

GREEN CANOPY HOMES

NEIGHBORHOOD MAP

The surrounding neighborhood consists of a mix of existing older single family homes, a mix of old and new apartment buildings, and some commercial spaces. The immediate neighborhood is a transition from a single family zone to a commercial/mixed-use zone. Street parking is prevalent.

CONTEXT ANALYSIS

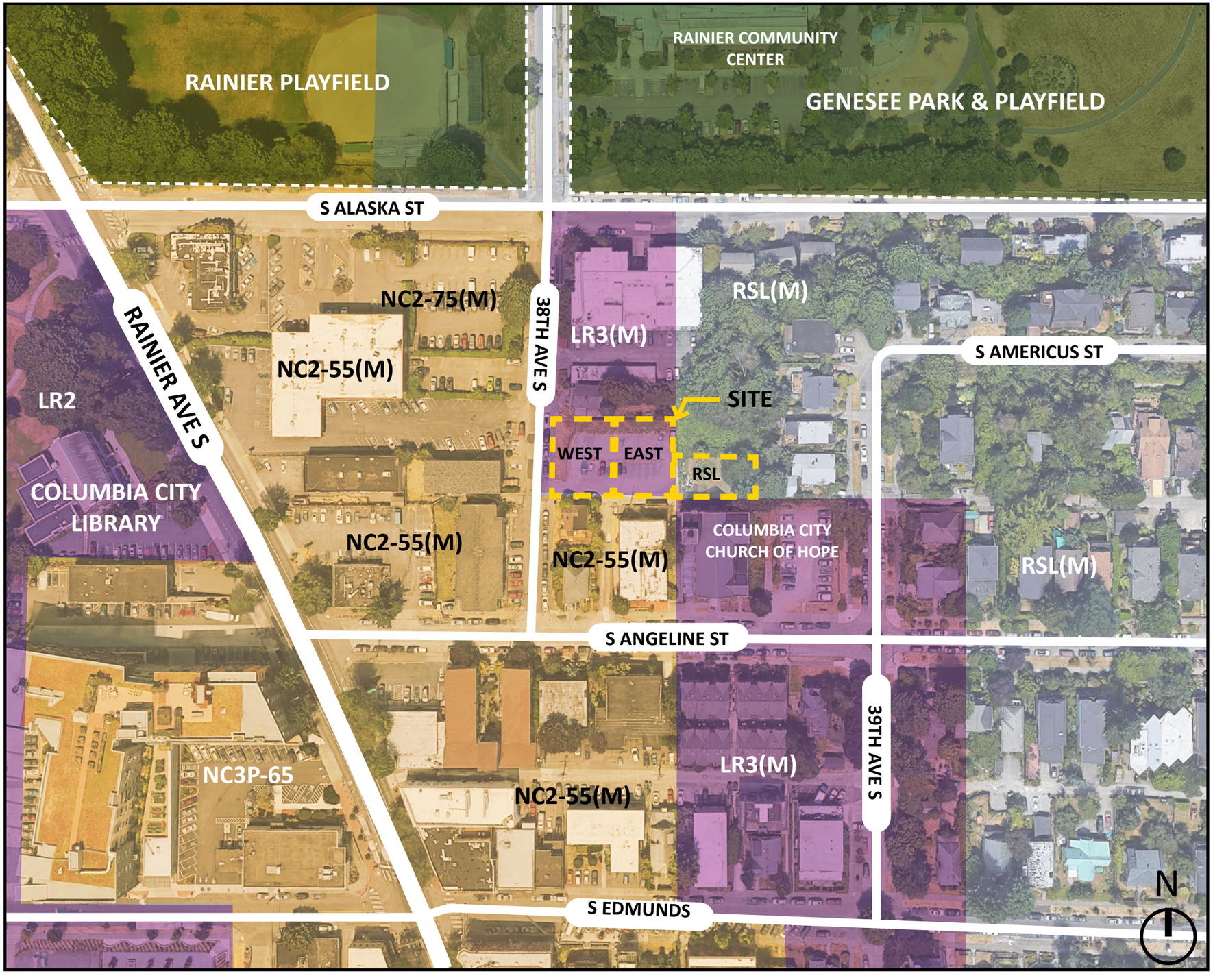
The area in which our project is located is in transition and will likely experience significant redevelopment in the near future, providing an opportunity to set a precedent in the immediate area. As this site sits at a transition between the more intensive NC zones to the West and the less intensive RSL zones to the East, it is appropriate for the design of this site to serve as a link between the two zones. This can be accomplished by breaking down the massing through vertical stepping and by arranging the taller portions of the massing away from the street and the less intensive RSL zones.

The nearby context of ground related housing establishes a pattern of three story or shorter street facades and individual entries that activate the street while providing a transition between public and private realms. The design of this project should reflect that context.

Conversely, many of the surrounding residential buildings have parking either exposed to the street, or garages facing the street. We would propose the inverse, following the current trend of moving the parking away from the street to maximize the pedestrian experience.

LEGEND

- SITE
- RSL (Residential Small Lot)
- LR (Low Rise/Multi-Family)
- NC (Neighborhood Commercial)
- PUBLIC PARK



GREEN CANOPY HOMES



GREEN CANOPY HOMES

SITE - WEST

PROPOSED PROJECT SITE
Approximately 5,526 sf total. Current use is a parking lot for adjacent sites.

ADJACENT BUILDINGS AND USES

To the North
Existing 1 story single family residence
Proposed 4-story apartment building

To the South
Existing 1 story single family residence, existing 3 story counseling building, existing church.

To the East
Vacant RSL lot, existing 2-story single family residence on top of hill east of the RSL lot

To the West
2-3 story apartment buildings

SOLAR ACCESS
Relatively unrestricted solar access to the south.

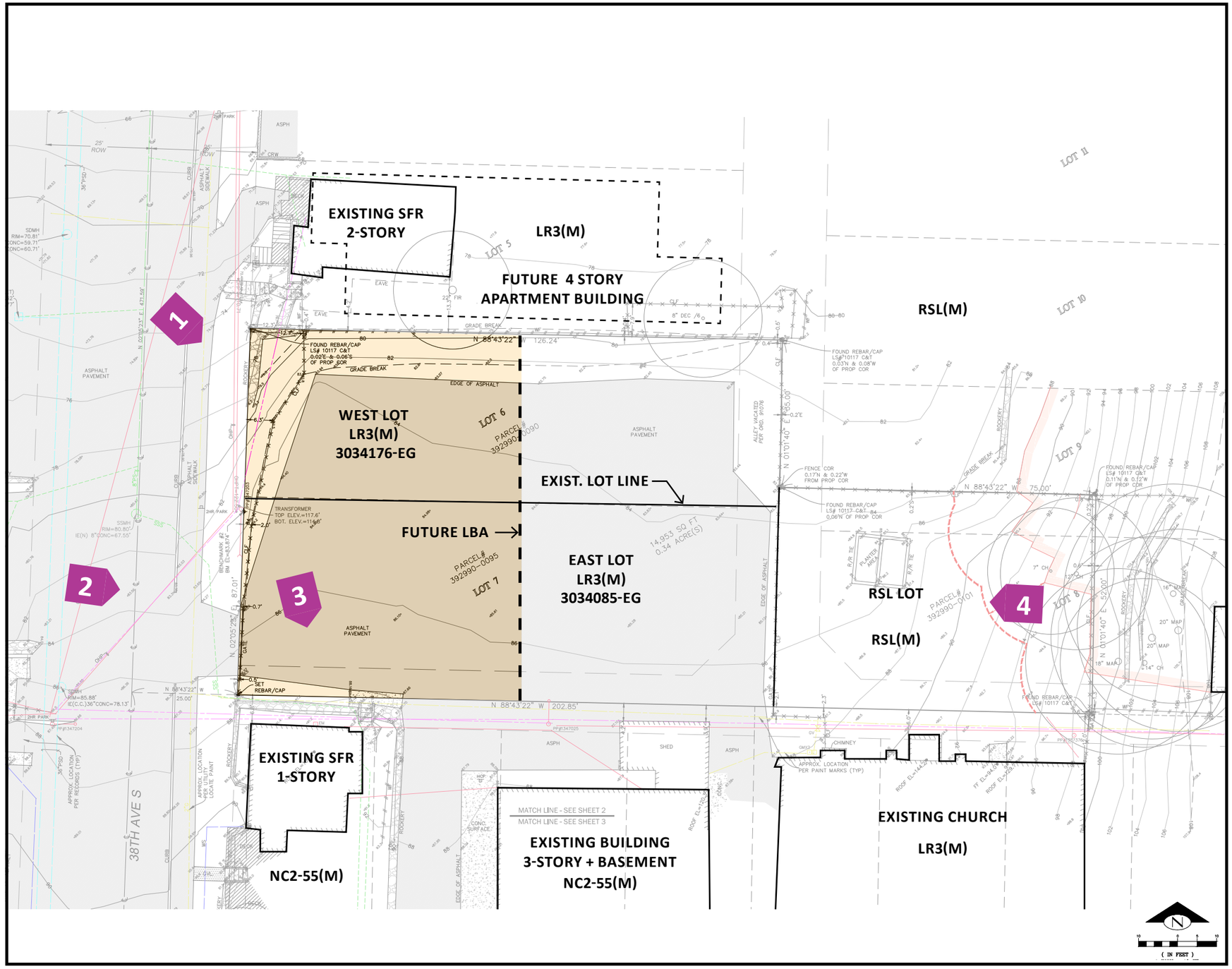
VIEWS
Views of downtown Seattle to the northwest may be possible from upper levels as well as views of the Cascade Mountain range to the Northeast.

TRAFFIC AND PARKING
38th ave is two way side street with permit street parking on both sides. No bike lanes.

STREETSCAPE
38th ave does not have planting strips or street trees. Sidewalk access is inconsistent and non-continuous where it exists.

TREES
The site contains no trees.

LEGAL DESCRIPTION
KRAMER HEIGHTS REPLAT & POR VAC ALLEY ADJ
Parcel A of LBA 3034383-LU



SITE PHOTOS



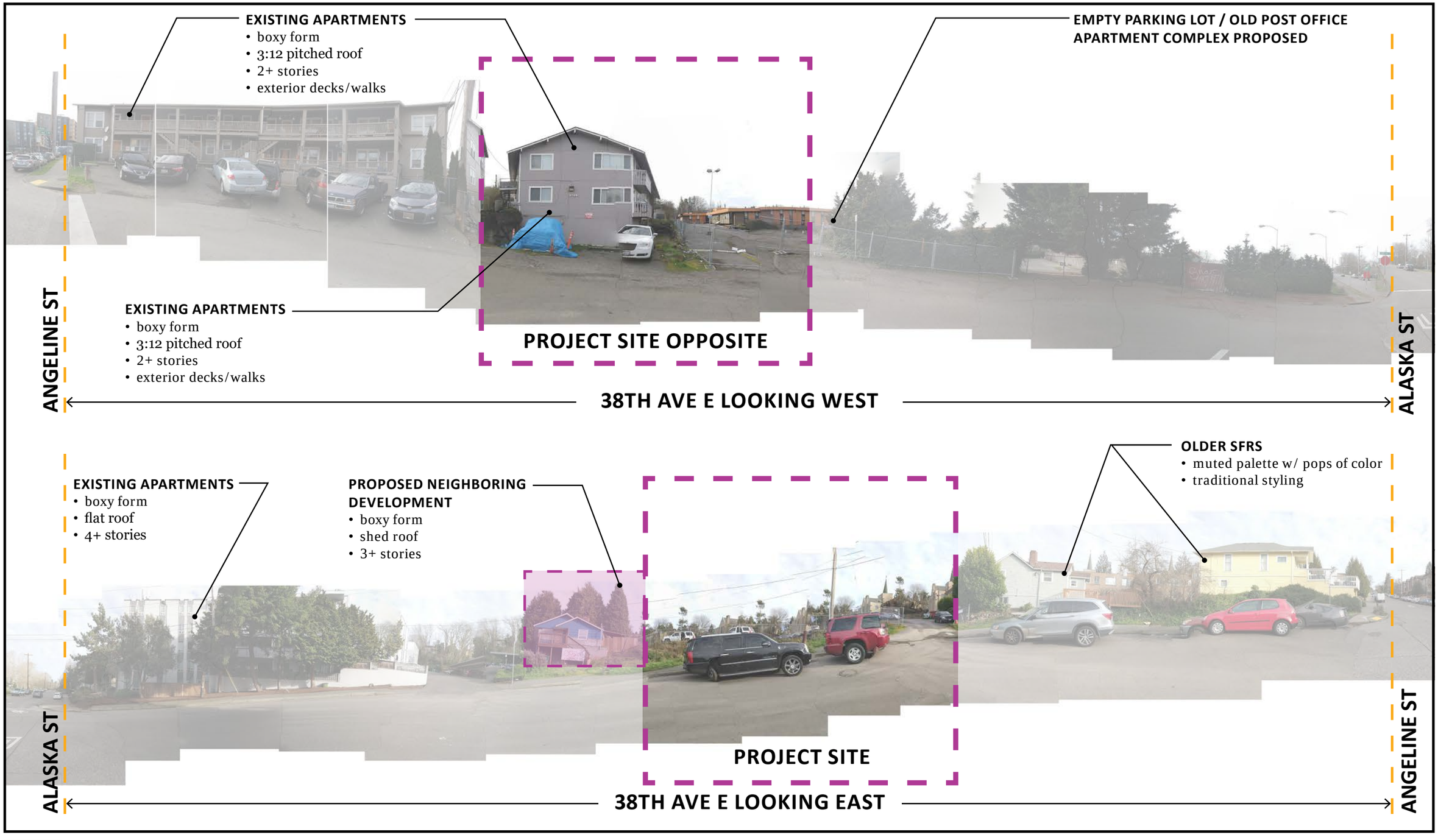




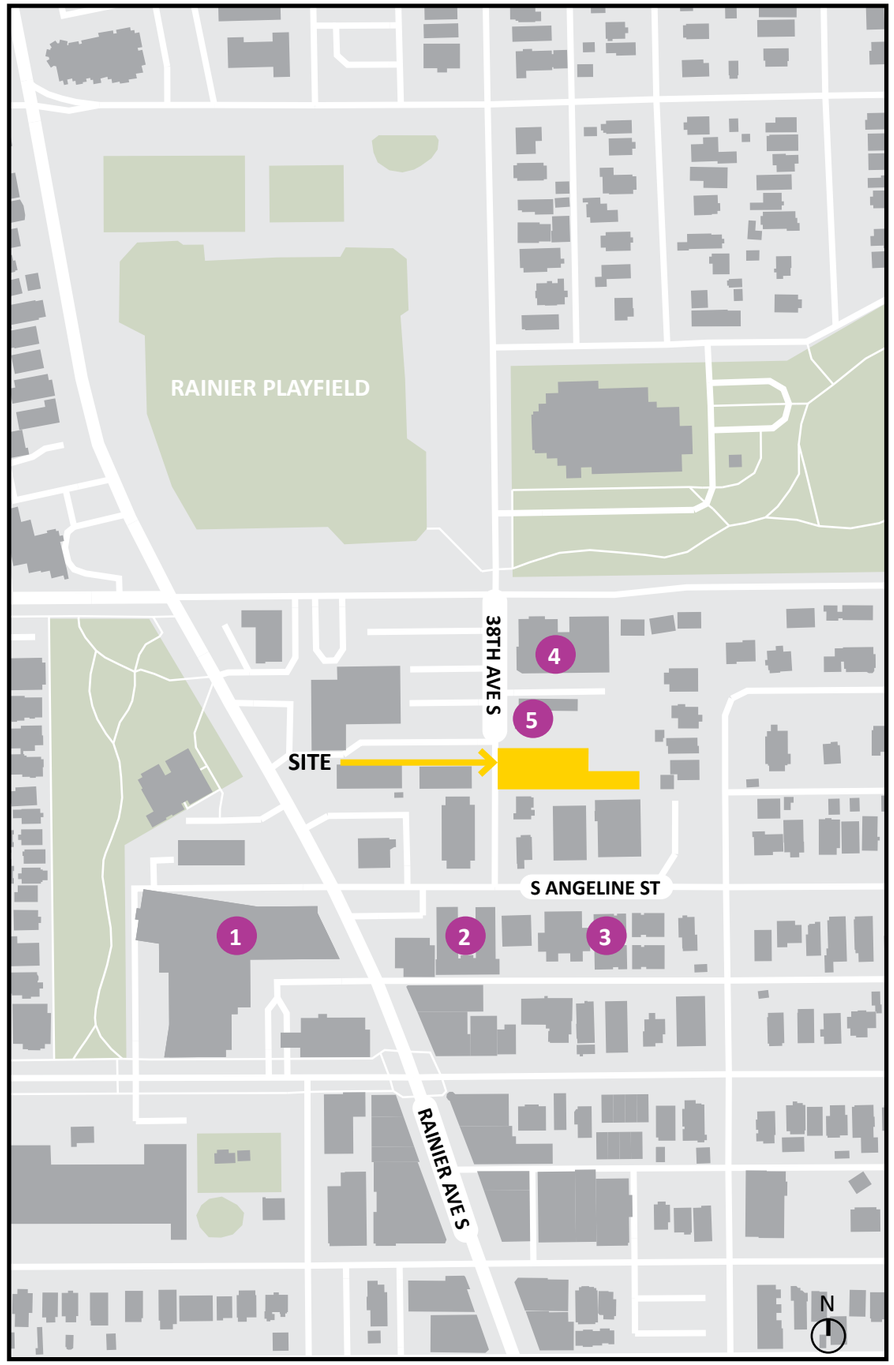


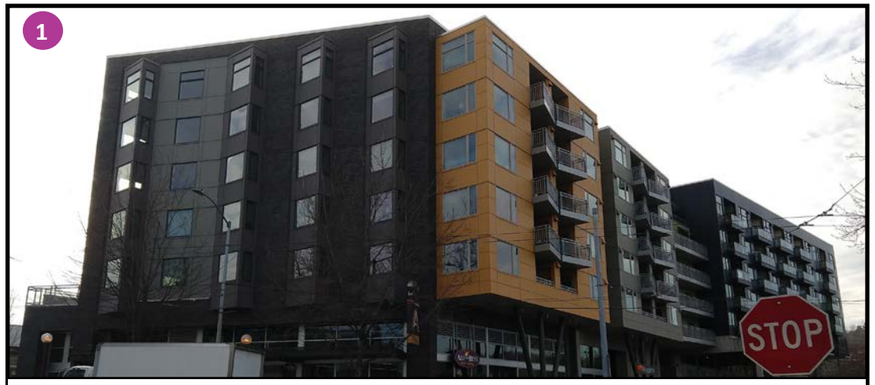
GREEN CANOPY HOMES

STREETSCAPE



MULTI-FAMILY DEVELOPMENT IN THE NEIGHBORHOOD





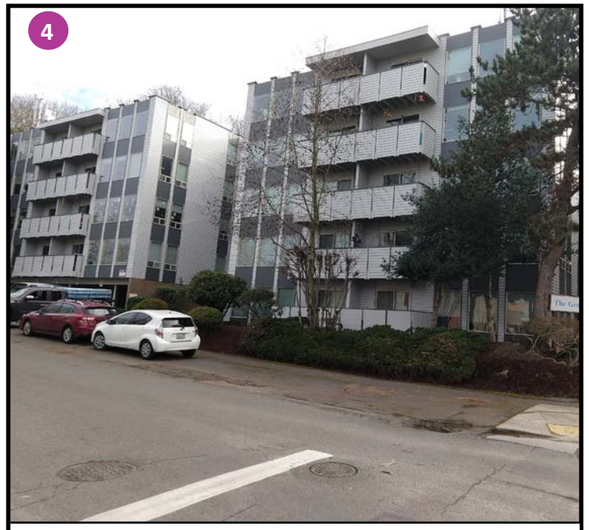
- Use of wood accents
- Mix of new and traditional siding
- Boxy design
- Flat roof/low slope



- Muted Palette
- Mix of new and traditional siding
- Boxy design
- Shed Roof



- Muted Palette
- Mix of new and traditional siding
- Boxy design
- Gable roof



- Muted Palette
- Mix of new and traditional siding
- Boxy design
- Flat roof/low slope



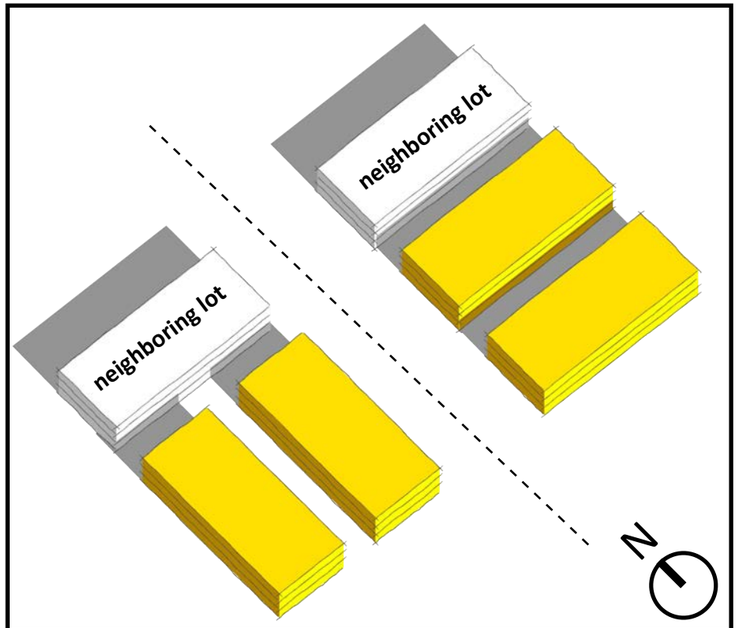
- Muted Palette
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- Boxy design
- Shed roof

GREEN CANOPY HOMES

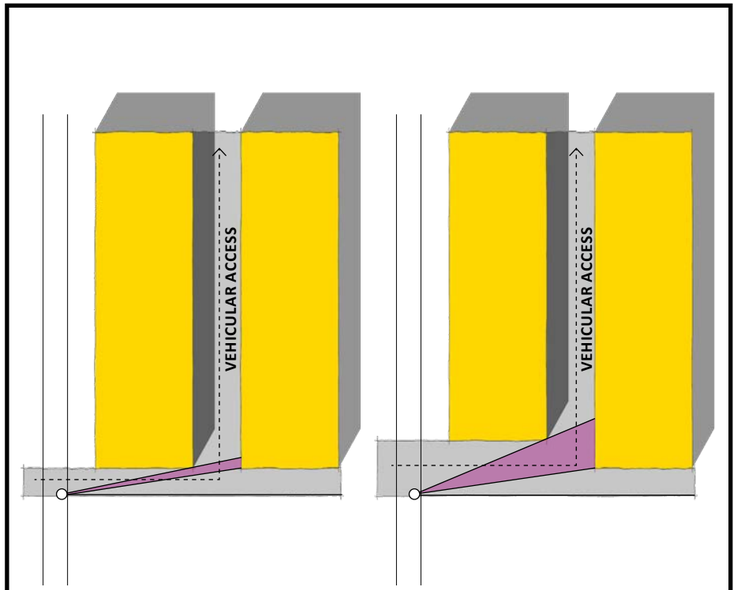
DESIGN GUIDELINES

GUIDELINE	DESCRIPTION	SUB-GUIDELINE	NOTES	RESPONSE
CS1 Natural Systems and Site Features	**Use natural systems and features of the site and its surroundings as a starting point for project design.**	**B. Sunlight and Natural Ventilation**	**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.	Reorienting the existing lot line to a north/south orientation allows for two massing bars separated by an auto-court. This massing orientation aligns more closely with the alley to the south and allows direct sun light to penetrate into the whole site while preventing the buildings from casting shadows onto each other. The original site orientation would allow for a large, dark canyon at the center of the site and cast long broad shadows on the totality of the site to the north.
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.**	**D. Height, Bulk, and Scale**	**1. Existing Development and Zoning** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.	The preferred massing is 10' wider than the code complaint version, which allows for larger floor plates and a reduction to the apparent overall height to 3 stories instead of 4. The penthouse at the roof deck is set back more than half the depth of the building, which also helps to reduce the overall bulk and scale of the buildings relative to the 3-story buildings adjacent to the site.
DC1 Project Uses and Activities	**Optimize the arrangement of uses and activities on site.**	**B. Vehicular Access and Circulation**	**1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by: b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible;	As it currently stands, the SMC requires a 20ft wide vehicle easement, which in turn requires a 20ft curb cut. A requested departure asks to reduce the easement width to 10ft in order to better meet this guideline.
DC1 Project Uses and Activities	**Optimize the arrangement of uses and activities on site.**	**C. Parking and Service Uses**	**2. Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible. Consider breaking large parking lots into smaller lots, and/or provide trees, landscaping or fencing as a screen. Design at-grade parking structures so that they are architecturally compatible with the rest of the building and streetscape.	The preferred massing places the parking and auto-court at the center of the site between the two building masses. When coupled with the requested access easement departure, all of the parking will be screened from the street by the front building.
DC2 Architectural Concept	**Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.**	**A. Massing**	**2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.	The preferred massing reduces the overall height by widening the floor plates, which lowers the overall height of the building. A recessed entry, awnings and a setback penthouse all combine to visually reduce the bulk of the massing.

DESIGN GUIDELINE VIGNETTES



CS1.B.2 Daylight and Shading
Site specific solar orientation of buildings allow for more access to sunlight and reduce shadows cast on neighboring sites



DC1.C.2 Visual Impacts
the parking at the center of the site screens it from the street, increasing visual appeal and security.

DC1.B.1 Access Location and Design
Reducing the easement width limits the cone of vision into the site from the street, reducing the visual impact of the vehicular access and carports.



DC2.A.2 Reducing Perceived Massing
Awnings, material differentiation, massing modulation and step at the 3rd level break down perceived massing.

GREEN CANOPY HOMES

ZONING DATA WEST LOT

ZONE LR3(m)
OVERLAYS None
Frequent Transit Area Yes
SITE AREA 5,526sf

23.45.510 FLOOR AREA RATIO (FAR) LIMITS

B **ALLOWED** Townhome in LR3(M) - 2.3 5,546 sf x 2.3 = 12,756sf MAX

23.45.512 DENSITY LIMITS - LR ZONES

ALLOWED No Limit
PROPOSED 6 Units

23.45.514 STRUCTURE HEIGHT

A **ALLOWED** 50ft above Average Existing Grade
J2 Parapets may be extended 4ft above the height limit
PROPOSED 40ft

23.45.518 SETBACKS AND SEPARATIONS

TABLE A **REQUIRED**
FRONT min 5ft/7 avg
SIDE min 5ft/7 avg or 5ft if facade is less than 40ft in length
REAR min 5ft/7 avg

UPPER LEVEL SETBACKS IN LR2 AND LR3 ZONES
a. An upper level setback of 12’ from the front lot line is required for all portions of structure above the following height
2) Fifty-four feet for zones with a height limit of 50 feet

F **SEPARATIONS BETWEEN MULTIPLE BUILDINGS**
ALLOWED 10ft
PROPOSED ~20ft

23.45.522 AMENITY AREA

A **REQUIRED** 25% Lot Area - (.25 x 5,546 sf) = 1,387sf (min. 694sf @ ground level)
PROPOSED 1695.5sf

23.45.527 STRUCTURE WIDTH

A **ALLOWED** 90ft
PROPOSED 69.5ft

23.45.527 FACADE LENGTH

B2 **ALLOWED** 65% of lot depth for all portions within 15ft of a side lot line.
PROPOSED See departures

23.45.530 GREEN BUILDING STANDARDS

TABLE A **REQUIRED**
For projects exceeding FAR of 1.8, applicant shall make a commitment to Green Building Standards in accordance with Chapter 23.58D.

23.53.025 ACCESS EASEMENT STANDARDS

C Vehicle access easements serving at least five but fewer than ten single family dwelling units, or at least three but fewer than ten multifamily dwelling units.
1. Easement width, surfaced width, length, turnaround, and curbcut width shall be as required in subsection 23.53.025B.

PROPOSED 10ft, see departures

23.54.015 REQUIRED PARKING

TABLE B - M **REQUIRED** 0 - Lot is located within a frequent transit service area
PROPOSED 6

K **BICYCLE PARKING**
REQUIRED (1) long term parking space per dwelling unit + 1 short term space for every 20 units
PROPOSED 7

23.54.040 SOLID WASTE AND RECYCLABLE MATERIALS STORAGE

A.1 **REQUIRED**
Residential uses proposed to be located on separate platted lots for which each dwelling unit will be billed separately for utilities, shall provide (1) storage area per dwelling.
Unit that has min dimensions of 2’-0” x 6’-0”,

ZONING DATA EAST LOT

ZONE LR3(m)
OVERLAYS None
Frequent Transit Area Yes
SITE AREA 5,526sf

23.45.510 FLOOR AREA RATIO (FAR) LIMITS
B **ALLOWED** Townhome in LR3(M) - 2.3 5,506 sf x 2.3 = 12,664sf MAX

23.45.512 DENSITY LIMITS - LR ZONES
ALLOWED No Limit
PROPOSED 6 Units

23.45.514 STRUCTURE HEIGHT
A **ALLOWED** 50ft above Average Existing Grade
J2 Parapets may be extended 4ft above the height limit
PROPOSED 40ft

23.45.518 SETBACKS AND SEPARATIONS
TABLE A **REQUIRED**
FRONT min 5ft/7 avg
SIDE min 5ft/7 avg or 5ft if facade is less than 40ft in length
REAR min 5ft/7 avg

UNDER RELATED APPLICATION 3034002-LU

UPPER LEVEL SETBACKS IN LR2 AND LR3 ZONES
a. An upper level setback of 12’ from the front lot line is required for all portions of structure above the following height
2) Fifty-four feet for zones with a height limit of 50 feet

F **SEPARATIONS BETWEEN MULTIPLE BUILDINGS**
ALLOWED 10ft
PROPOSED ~20ft

23.45.522 AMENITY AREA
A **REQUIRED** 25% Lot Area - (.25 x 5,506 sf) = 1,377 sf (min. 689sf @ ground level)
PROPOSED 1695.5sf

23.45.527 STRUCTURE WIDTH
A **ALLOWED** 90ft
PROPOSED 69.5ft

23.45.527 FACADE LENGTH
B2 **ALLOWED** 65% of lot depth for all portions within 15ft of a side lot line.
PROPOSED See departures

23.45.530 GREEN BUILDING STANDARDS
TABLE A **REQUIRED**
For projects exceeding FAR of 1.8, applicant shall make a commitment to Green Building Standards in accordance with Chapter 23.58D.

23.53.025 ACCESS EASEMENT STANDARDS
C Vehicle access easements serving at least five but fewer than ten single family dwelling units, or at least three but fewer than ten multifamily dwelling units.
1. Easement width, surfaced width, length, turnaround, and curbcut width shall be as required in subsection 23.53.025B.

PROPOSED 10ft, see departures

23.54.015 REQUIRED PARKING
TABLE B - M **REQUIRED** 0 - Lot is located within a frequent transit service area
PROPOSED 6
K **BICYCLE PARKING**
REQUIRED (1) long term parking space per dwelling unit + 1 short term space for every 20 units
PROPOSED 7

23.54.040 SOLID WASTE AND RECYCLABLE MATERIALS STORAGE
A.1 **REQUIRED**
Residential uses proposed to be located on separate platted lots for which each dwelling unit will be billed separately for utilities, shall provide (1) storage area per dwelling.
Unit that has min dimensions of 2’-0” x 6’-0”,

GREEN CANOPY HOMES

EDG RESPONSE

1. Massing
a. Staff generally supports the applicant's preferred massing scheme, option 3, as it responds best to the existing 2-3 story context in the neighborhood. By widening the units to lower the stories, providing an upper level setback, and pushing units to the rear of the development allows the structures to be more compatible with the surrounding the development and provide a pleasing street facing façade. (DC2-A-1, CS3- A-1)

We chose to pursue the current massing in part because it acknowledges the overall scale of the existing residential portions of the neighborhood.

b. Massing option 3 has addressed height in relation to surrounding context but still needs to address bulk and scale. To achieve better compatibility and provide a slight privacy buffer, stagger the three street facing units of Option 3 to provide a change in plane between each unit. If needed, flexibility with departures will be given to achieve this. (CS2-D-1)

The two center units of each 6-plex have been shifted forward 4-3". This change to the massing addresses the requested change in plane and provides an average side setback of 7'-0" along the northern property line, which eliminates the need for a departure from this development standard.

c. Staff is concerned about impacts and potential crowding to the adjacent north development. Use means to mitigate the projects' proximity to the adjacent development and provide a privacy study at recommendation. (CS2-D-5) .

The layout of the units and their respective window locations direct views from the exterior to the east and west and away from our neighbor to the north. The largest windows on the north façade are located adjacent to less intensive interior uses such as the stair, while more intensive interior uses such as the bedrooms have smaller windows. We have also designed the windows to minimize overlap with the windows of the adjacent project. These strategies reduce the potential for privacy incursions. A 6'-0" privacy fence will be built along the northern property line to further increase privacy. See "privacy study" G0.5A&B

2. Site Planning & Circulation
a. All massing options, including the preferred option, have a lack of clear pedestrian circulation and wayfinding. The Seattle Design Guideline's subchapter on Walkability in Public Life states, "Create a safe and comfortable walking environment that is easy to navigate and well connected to existing pedestrian walkways and features." (PL2)

We propose creating a pedestrian path along the drive by using contrasting pavers along the entire length of the drive, running west to east, to indicate the pedestrian circulation path. This change in color will signal to the driver that the space is not solely for vehicular use. Additionally, path lighting will be mounted to the privacy fence along the southern property line, extending the length of the drive and site wall highlighting the lighter colored pedestrian paving.

In the auto-court, we propose using contrasting patterns and/or colors to distinguish between the drive aisle in the center and the pedestrian spaces along the perimeter. Small planting beds within the auto-court will add greenery and life to the space.

b. As shown on the site plan, pedestrians accessing units 10, 11, and 12 will walk directly into a parked car to access their unit. Accessing units 4-12 forces potential and dangerous conflict with vehicular traffic entering and exiting the development. Add sufficient pedestrian circulation that serves all units and minimizes vehicular conflict. Pedestrian circulation should be visually and texturally different than the driving surface. (PL1-B-1, PL2-A-1, DC1-B-1)

Contrasting paving patterns and color will be used to distinguish the pedestrian entry and walk-path. The grade change, narrowed drive aisle, and non-linear drive paths will act to slow vehicular traffic within the site.

c. Create a gracious, welcoming entry to the rear units that is inviting to residents and guests. This primary entry should be distinctive and easily identifiable. (PL3-A-1)

As stated above, we propose employing contrasting paver colors, slight changes in elevation, and path lighting to help identify the path from the sidewalk to the interior units. In addition, access to the rear sites will be signaled by an arbor over the pedestrian walkway. The rear unit entries will also be framed by above ground bio-retention planters that create a larger patio in front of the unit, creating both a sense of arrival and privacy from the adjacent units.

d. Provide clear wayfinding signage that is visible to the public realm and adjacent to each path that provides access to rear units. (PL2-D-1)

Signage will be provided at the front of the lot and along the path of travel to the units.

e. The proposed site plan does not show the location(s) of the required bicycle parking. Is bike parking intended to be housed in the garages? Please show bicycle parking locations at recommendation. (PL4-B-2)

Individual long-term bike storage is located in each garage in a lockable closet. Short term bike parking locations can be found on the site plan.

f. Explore how the auto-court can be a pleasant and attractive space to residents. The use of permeable pavers to form an interesting pattern is encouraged as residents will look down onto the auto-court from their units. For those with families living in these units, the space will likely become the area to kick or throw a ball or ride a bike in. The orientation of the units creates a blind spot for vehicles accessing the court. Explore how this can be alleviated to create a safe, welcoming space for residents to enjoy. (CS2-B-3, PL1-A-1)

The paving material for the vehicular access areas will be concrete pavers, which are a highly-textured, visually-interesting paving material. We propose using alternating patterns and/or colors along the drive and in the central auto-court to distinguish between the drive aisle in the center and the pedestrian spaces on the edges. Small planting beds within the auto-court will add greenery and life to the space.

3. Street Facing Façade & Entries
a. Staff appreciates the simplicity, residential character, and large glazing of the street facing façade. As mentioned above, staff feels that staggering the three street facing units to add modulation and define units will be a positive modification to the project. (DC2-A-2, DC2-C-1)

The two center units of each 6-plex have been shifted forward 4-3". This change to the massing addresses the requested change in plane and provides modulation to all the facades.

b. Consider design approaches to address street level interaction and entries. Entries should be a semi-private, defensible space from the public realm while avoiding the use of corrals often seen to achieve this. (CS2-B-2, PL3-A-1)

The unit entries will be framed by above ground bio-retention planters and in some cases have a height change from the street that creates both a sense of individuality and privacy from the adjacent units and street.

c. Identify opportunities to promote community interaction at entries while creating a pleasant ensemble of entry elements including overhead weather protection, proper lighting, lush landscaping, and stoops. (CS2-B-2, PL3-A-2)

All the unit entries are provided with a small ground level patio, protected overhead, allowing for residents to interact with the street and their neighbors from a semi-public location.

4. Materials
a. Consider the composition of the development as a whole while caring to each façade to provide visual interest, residential character, and consistency throughout. Avoid large blank wall conditions. (DC2-B-1, DC2-B-2)

Each façade is treated in similar ways in regard to the window locations and the relationship between panel siding and plank siding (cedar or fiber cement). The facades facing the auto-court will be painted with a white/light color in to promote a light filled space and have accent colors painted to match the entries. All facades include windows and/or other features so that none of the exterior walls are blank.

b. Staff supports the use of high-quality materials, specifically the cedar siding, and would like to see the cedar siding carried to the façade that faces the Residential Small Lot parcel. (DC2-B-1)

Our intention is to focus the use of premium materials where they will have the most impact, which is the street facing façade. Increasing the amount of cedar or other premium siding materials to portions of the project that the general public will not see would negatively affect the budget for the project, potentially pulling budget from other exterior design elements such as the black windows located on the front facade. We agree, however, that the interior façade that faces the adjacent RSL unit should be distinguished in some way, and we have chosen to do that by varying the color of the façade.

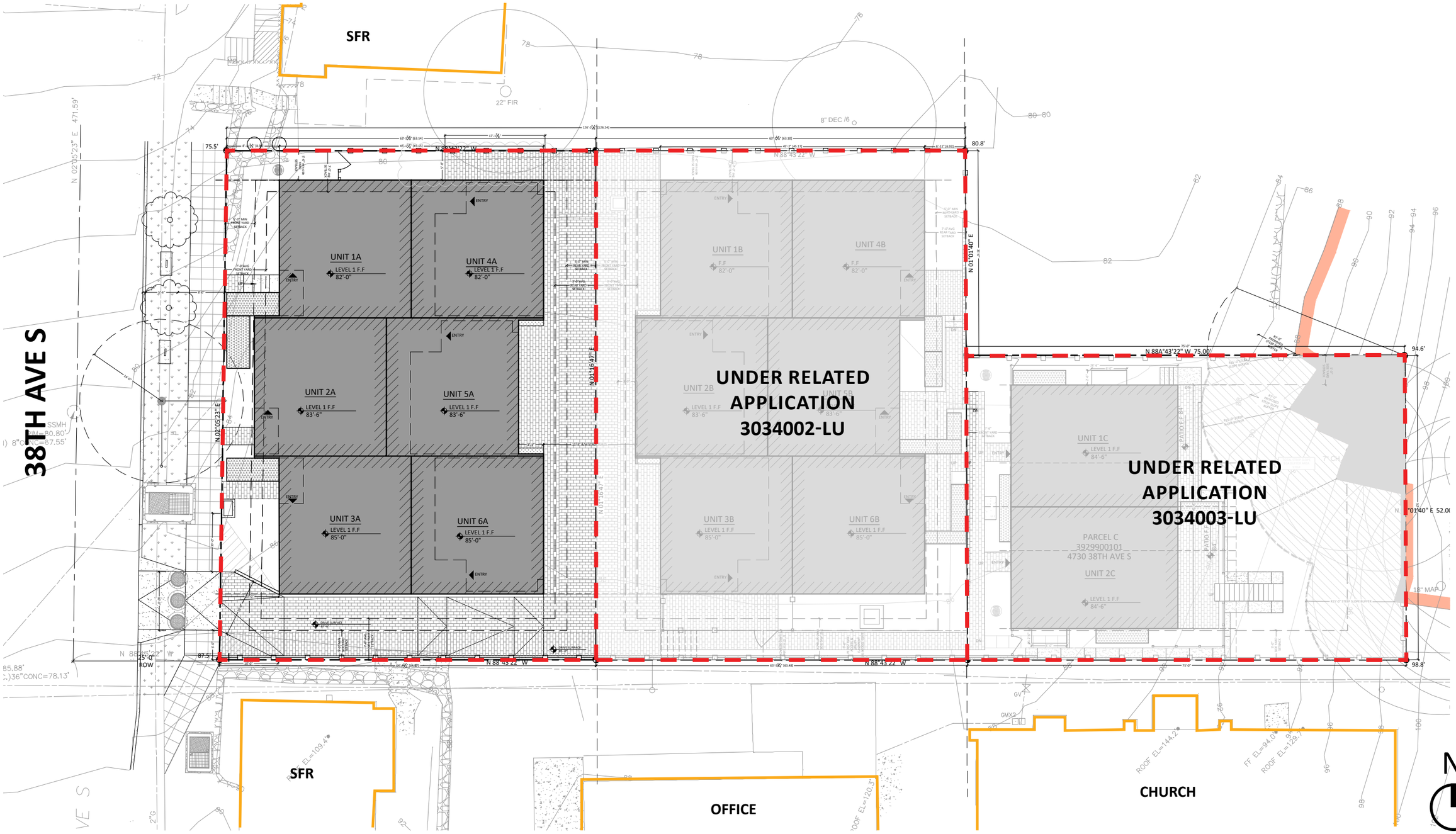
5. Landscaping
a. Choose plantings throughout the site that are hardy, mature, drought tolerant, and low maintenance. Plantings should thrive at all times of the year and offer seasonal interest. (DC4-D-1, DC4-D-3)

Plantings have been chosen for their beauty, drought-tolerance and ease of maintenance.

b. Use plantings to help define spaces and offer privacy where needed. (DC4-D-4)

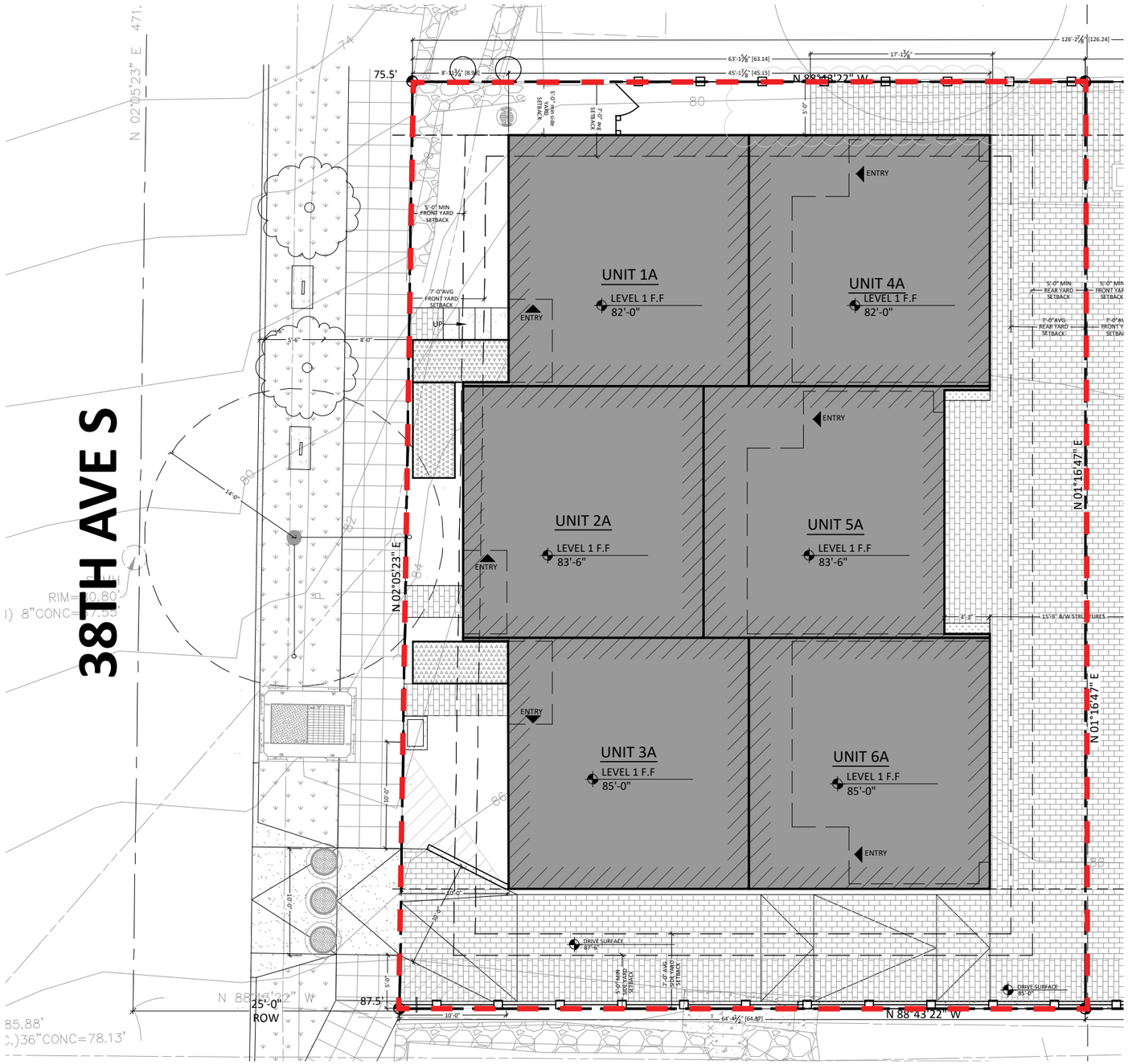
Above ground bio-planters have been strategically placed around unit entries to define unit entries and semi-private patios. The plantings in the bio-planters will accentuate the semi-private nature of the patios.

COMPOSITE SITE PLAN



GREEN CANOPY HOMES

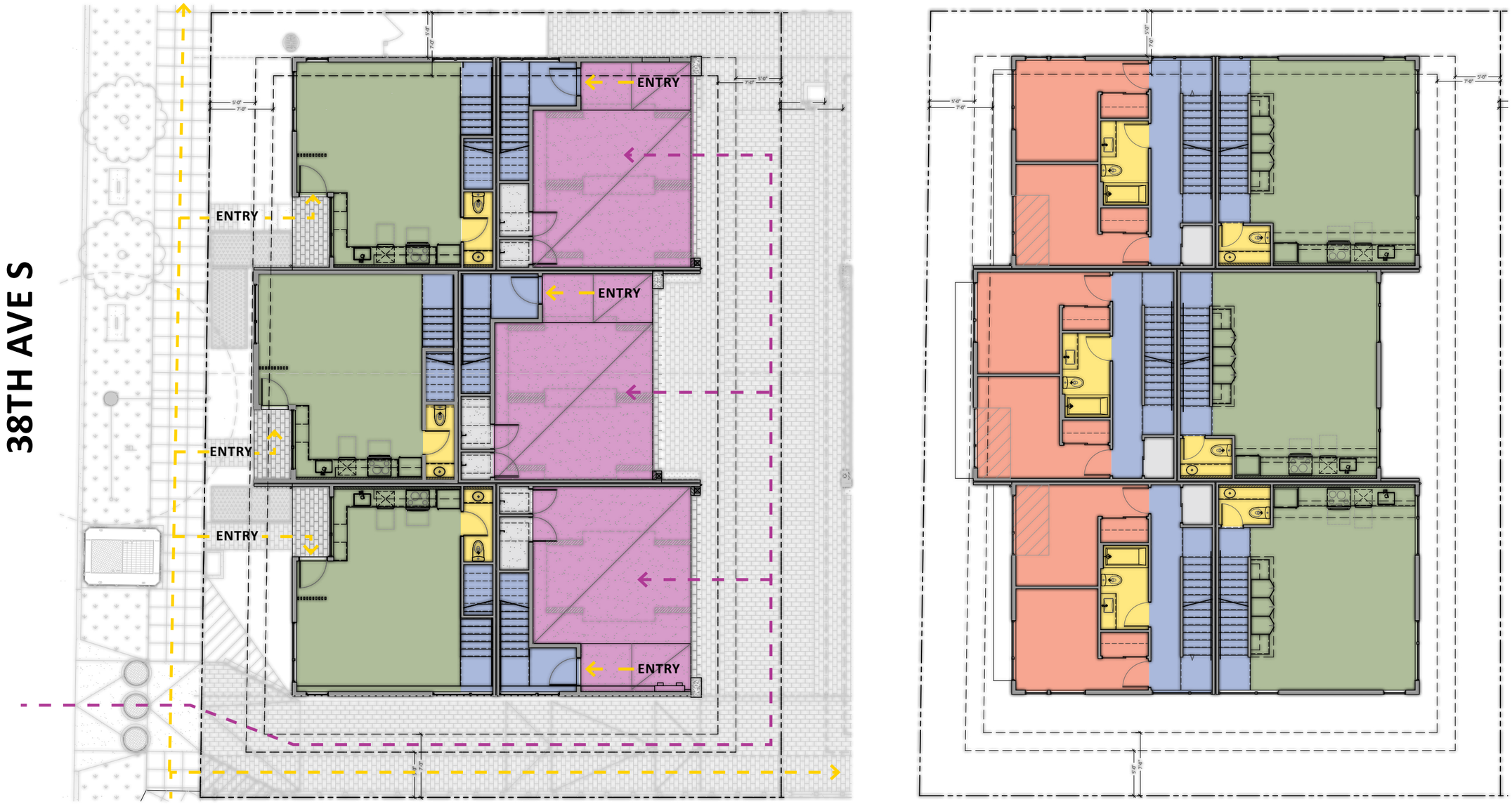
SITE PLAN



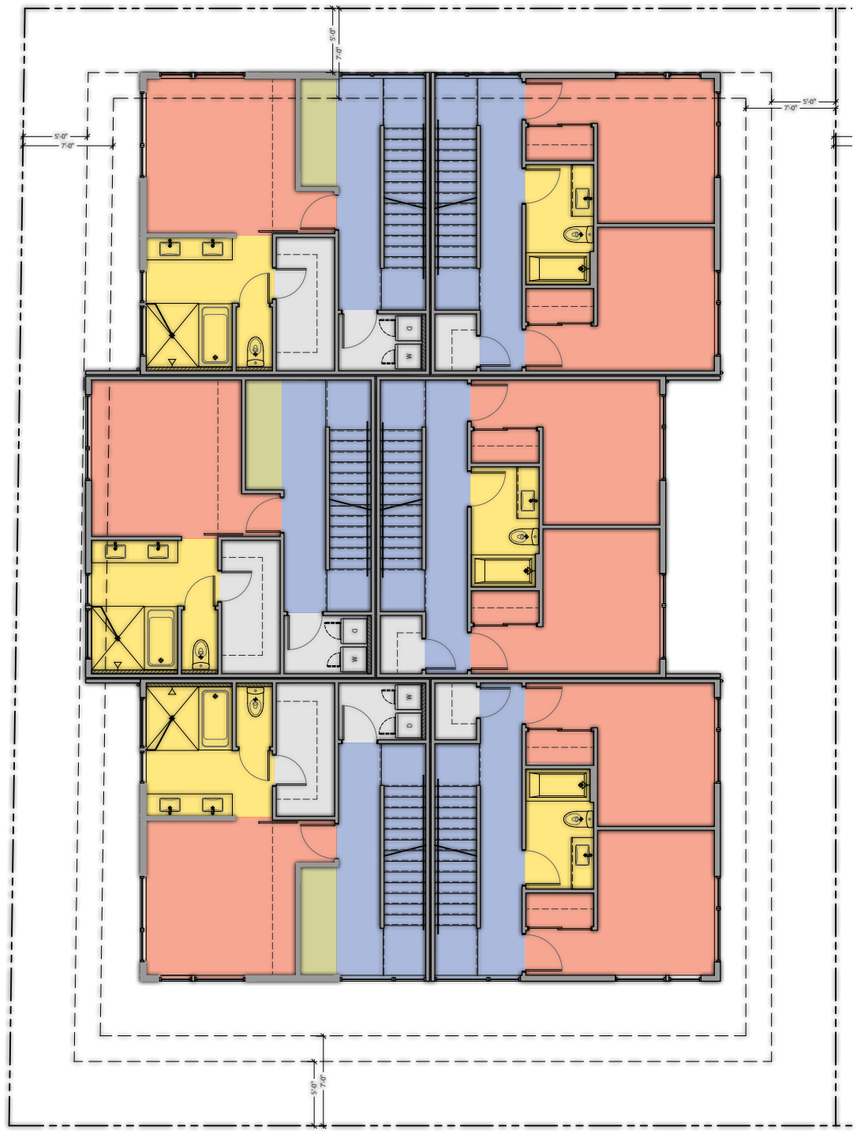
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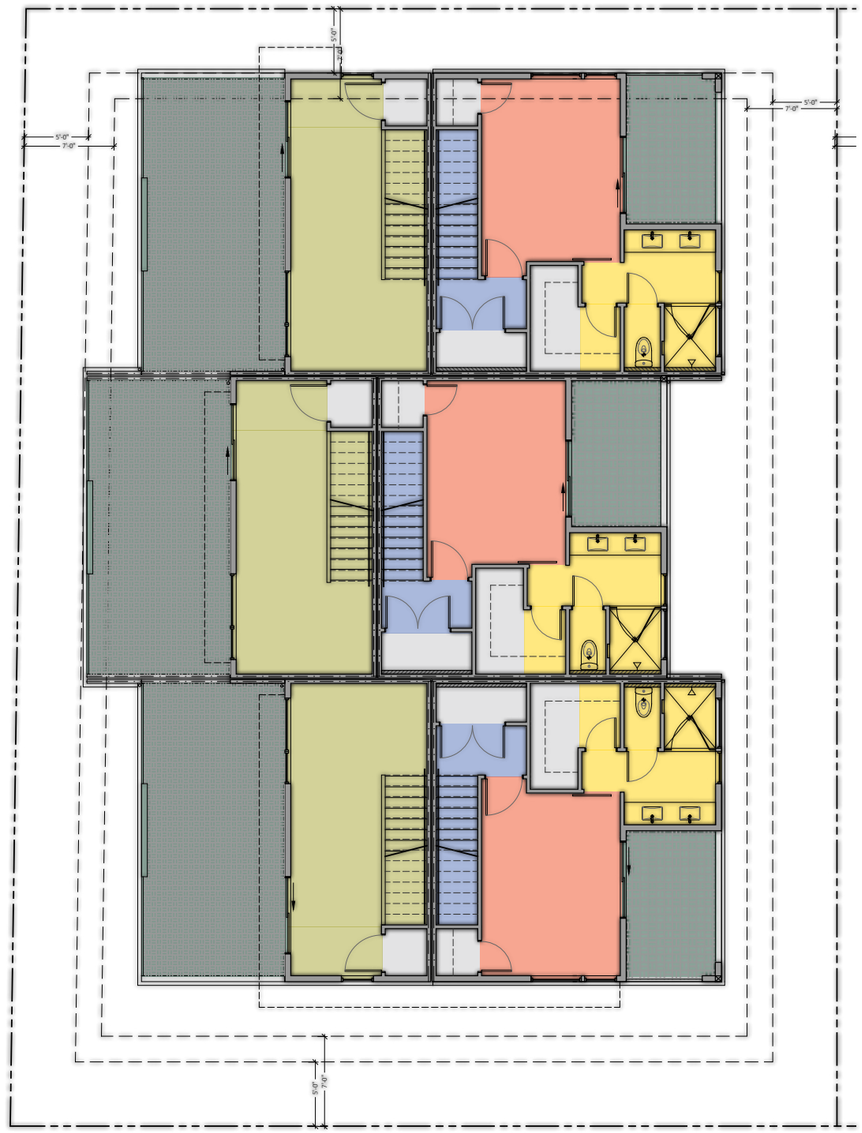
GREEN CANOPY HOMES

FLOOR PLANS LEVEL 1 AND 2



FLOOR PLANS LEVEL 3 AND 4





GARAGE
CIRCULATION
BATHROOM
BEDROOM
VEHICULAR ACCESS
STORAGE/UTILITY
LIVING/KITCHEN/DINING
STUDY/BONUS
DECK
PEDESTRIAN ACCESS

N

GREEN CANOPY HOMES

MATERIAL PALETTE



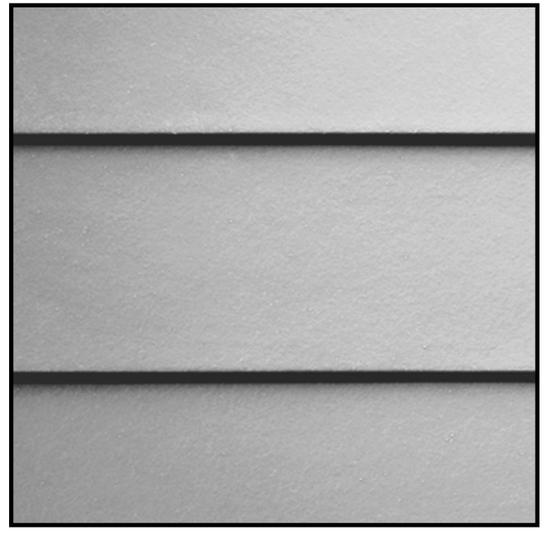
PRODUCT	TONGUE & GROOVE CEDAR
MANUFACTURER	VARIOUS
SIZE	1”X6”
THICKNESS	5/4”
FINISH	CLEAR SEMI-GLOSS/SATIN
COLOR	NATURAL



PRODUCT	HARDIEPANEL VERTICAL SIDING
MANUFACTURER	JAMES HARDIE
SIZE	48”X120” (MAX)
THICKNESS	0.312”
FINISH	SMOOTH, PAINTED
COLOR	ARCTIC WHITE

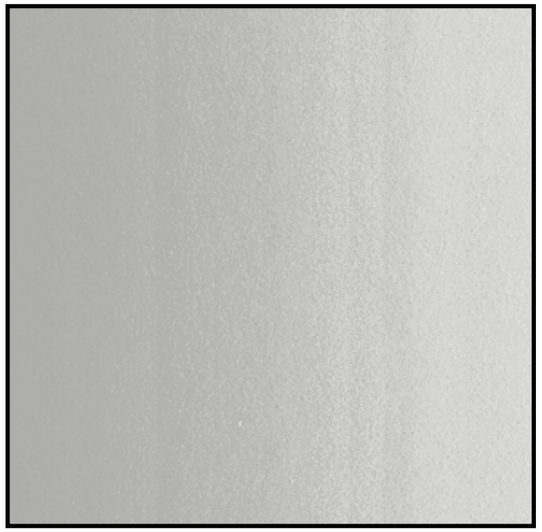


PRODUCT	HARDIEPANEL VERTICAL SIDING
MANUFACTURER	JAMES HARDIE
SIZE	48”X120” (MAX)
THICKNESS	0.312”
FINISH	SMOOTH, PAINTED
COLOR	IRON GRAY



PRODUCT	HARDIEPLANK LAP SIDING
MANUFACTURER	JAMES HARDIE
SIZE	7” EXPOSURE
THICKNESS	0.312”
FINISH	SMOOTH, PAINTED
COLOR	ARCTIC WHITE

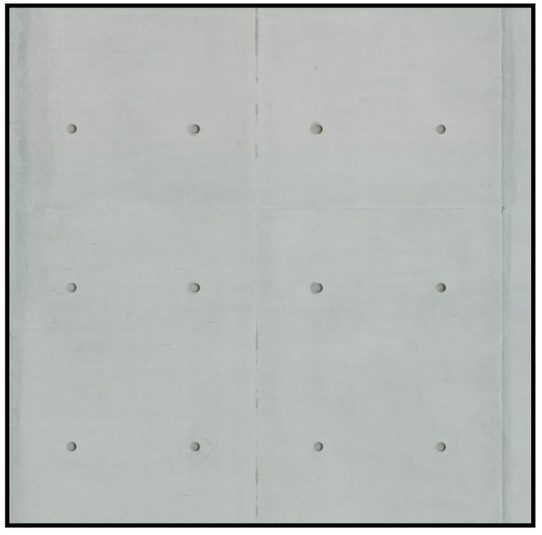
MATERIAL PALETTE



PRODUCT	HARDIESOFFIT PANELS
MANUFACTURER	JAMES HARDIE
SIZE	48”X120” (MAX)
THICKNESS	0.25”
FINISH	SMOOTH, PAINTED
COLOR	ARCTIC WHITE



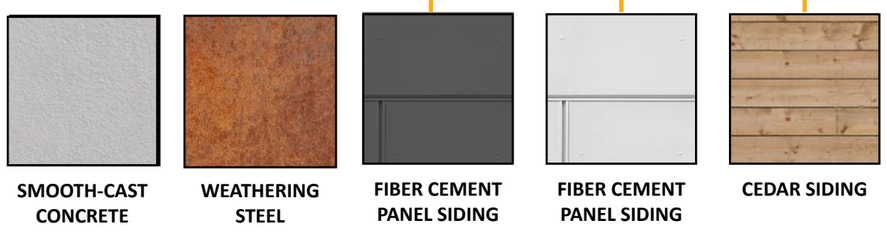
PRODUCT	WEATHERING STEEL
MANUFACTURER	N/A
SIZE	PER BIO-PLANTER SIZING
THICKNESS	0.25”
FINISH	NONE
COLOR	RAW STEEL



PRODUCT	SMOOTH CAST CONCRETE
MANUFACTURER	N/A
SIZE	N/A
THICKNESS	N/A
FINISH	SMOOTH
COLOR	NATURAL

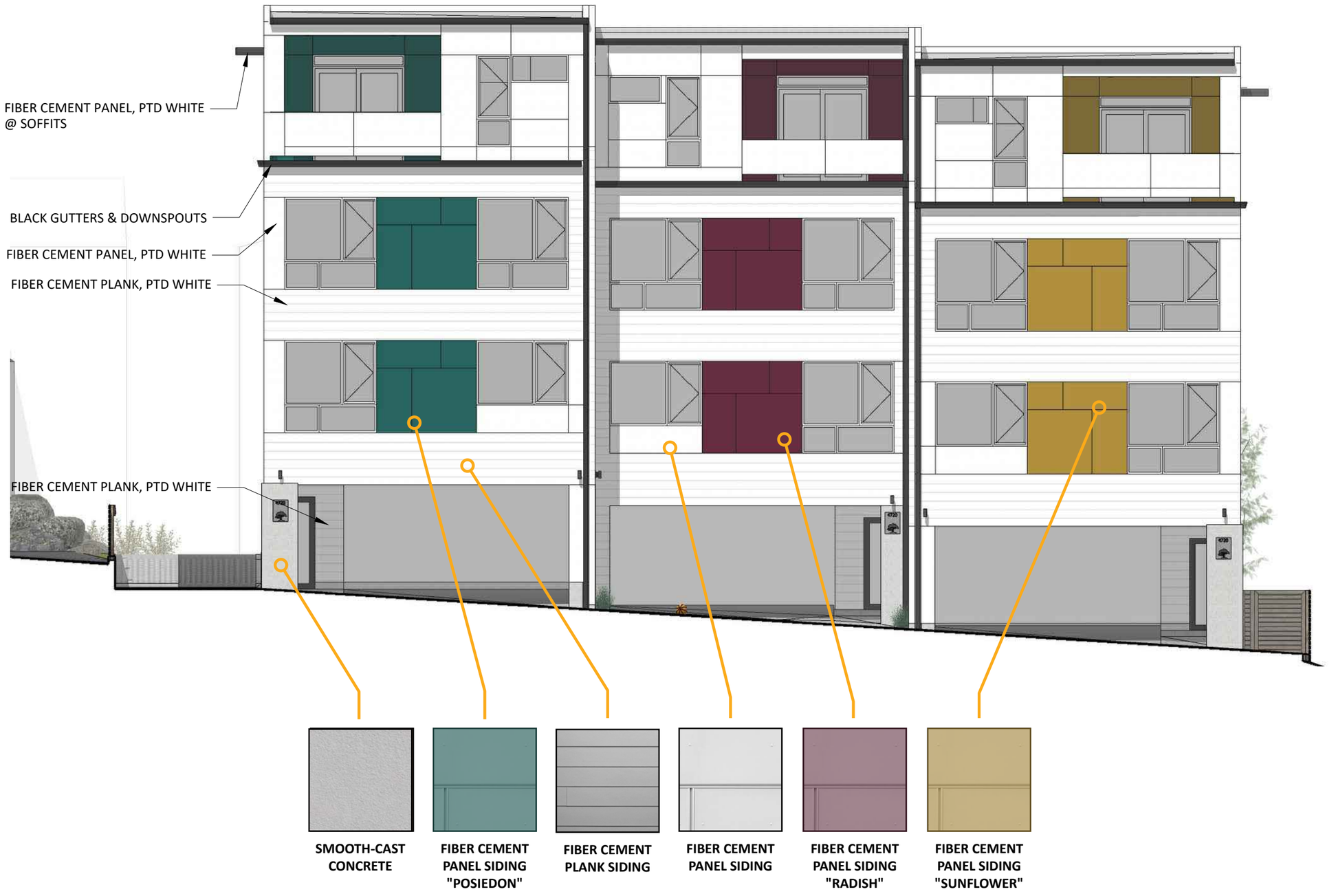
BUILDING ELEVATION WEST





GREEN CANOPY HOMES

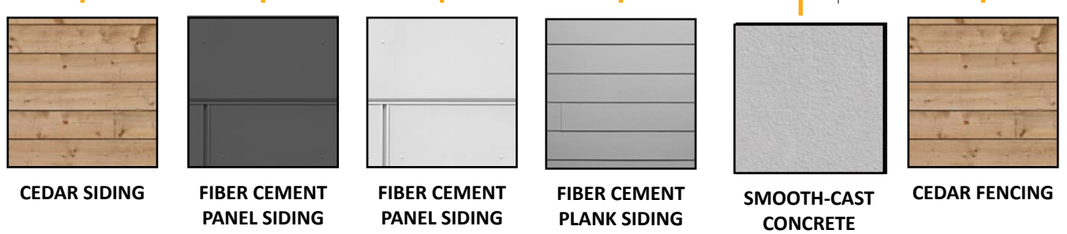
BUILDING ELEVATION EAST



GREEN CANOPY HOMES

BUILDING ELEVATION SOUTH





BUILDING ELEVATION NORTH



GREEN CANOPY HOMES

LANDSCAPE / HARDSCAPE PLAN



Acer Circinatum
Vine Maple



Cornus Eddies
White Wonder



Carex Testacea
Orange Sedge



ECO PRIORIA
CHARCOAL



Liriope Muscari
Big Blue Lilyturf



Phormium Tenax
New Zealand Flax



Polystichum Munitum
Western Sword Fern



ECO PRIORIA
GRAY



Prunus Laurocerasus
Mt. Vernon Laurel



Sarococca Ruscifolia
Fragrant Sarococca



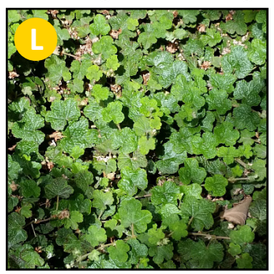
Acorus Gramineus / Gold-
en Variegated Sweetflag



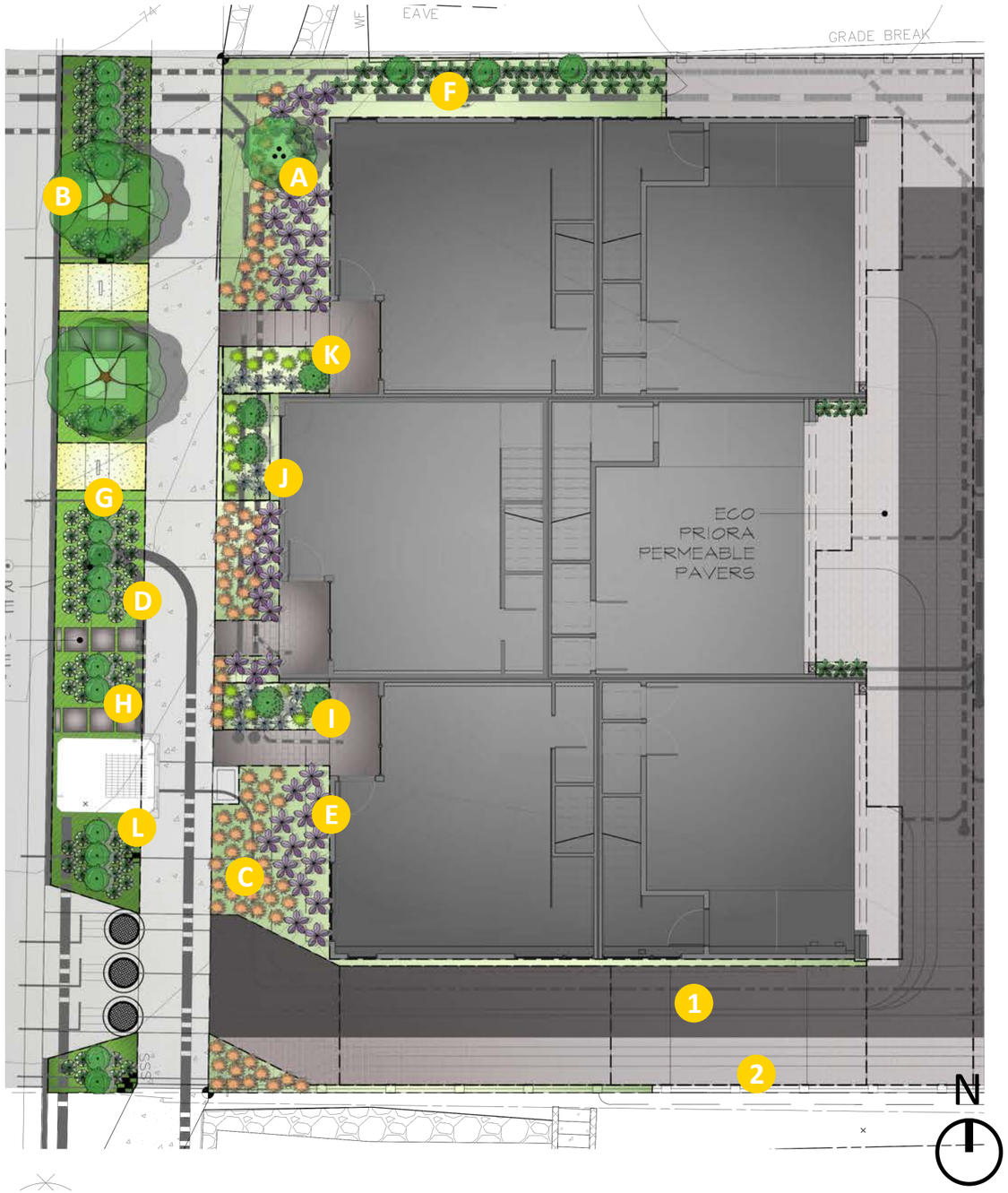
Cornus Alba
Tatarian Dogwood



Panicum Virgatum
Blue Switch Grass

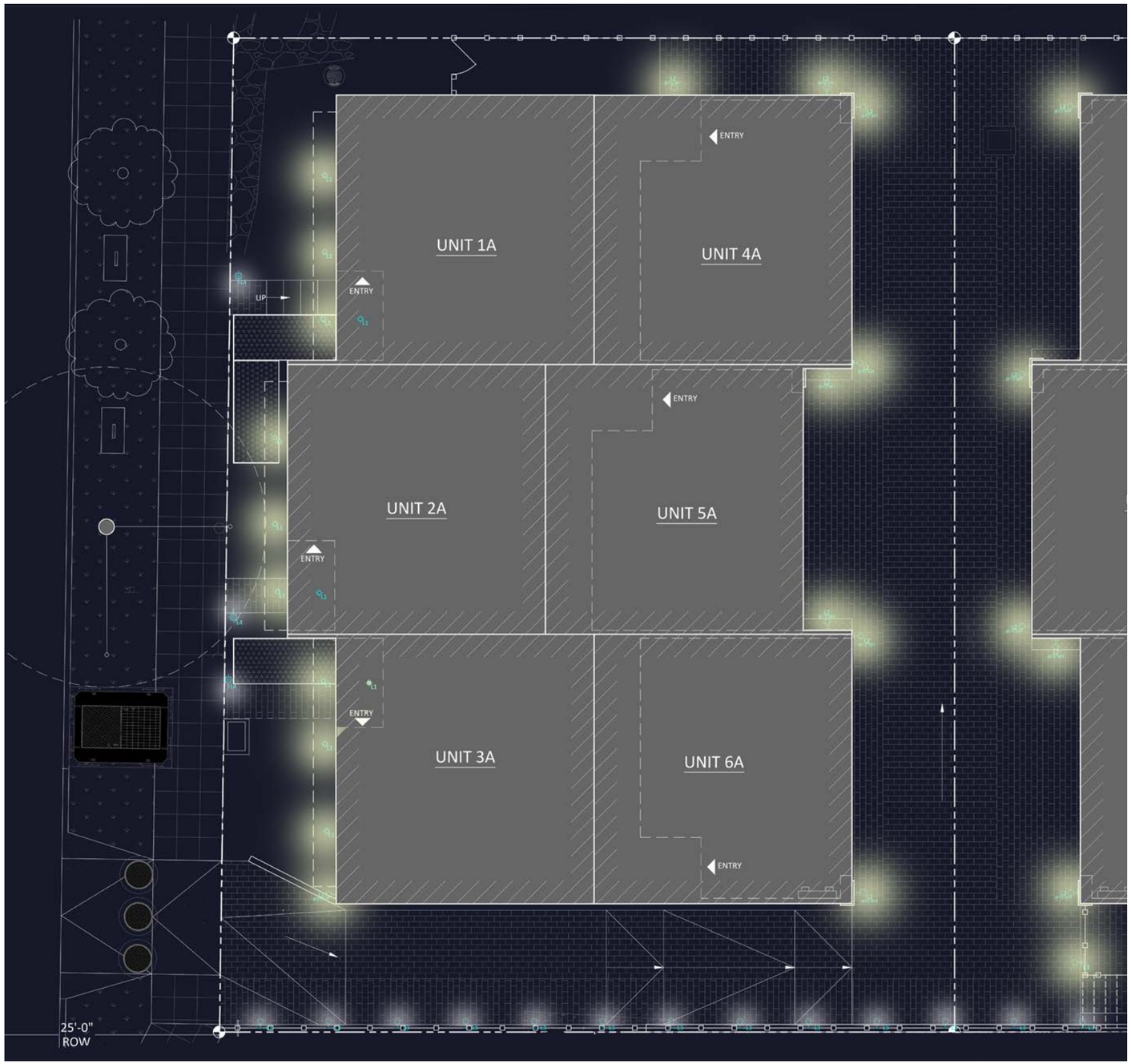


Rubus Calycinoides
Emerald Carpet



GREEN CANOPY HOMES

EXTERIOR LIGHTING PLAN





WALL MOUNTED LED DOWNLIGHT, BLACK



LOW VOLTAGE SITE LIGHTING



SOFFIT MOUNTED LED DOWNLIGHT, BLACK



FENCE MOUNTED SOLAR LED DOWNLIGHT, BLACK

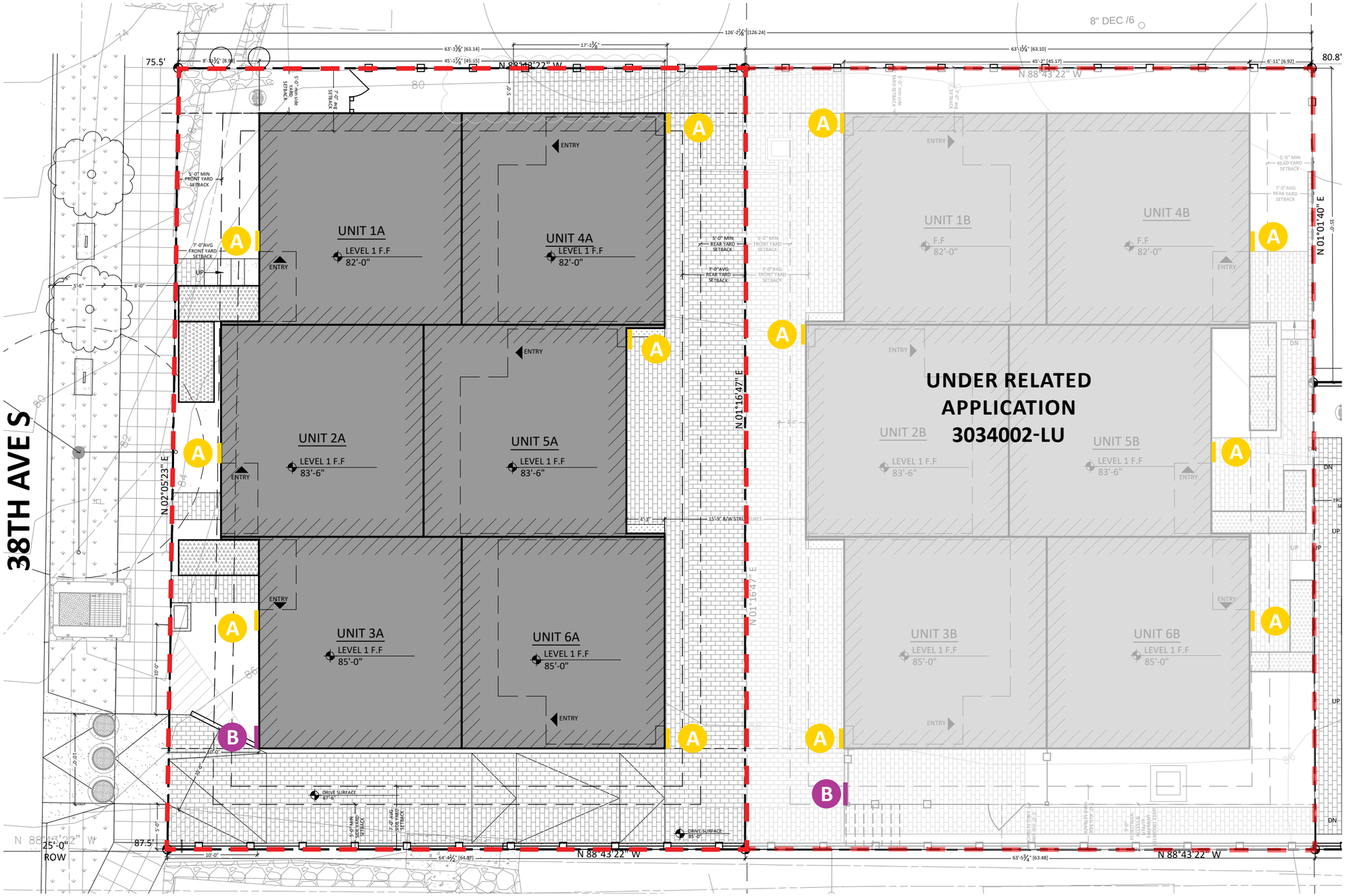
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GREEN CANOPY HOMES

SIGNAGE CONCEPT PLAN

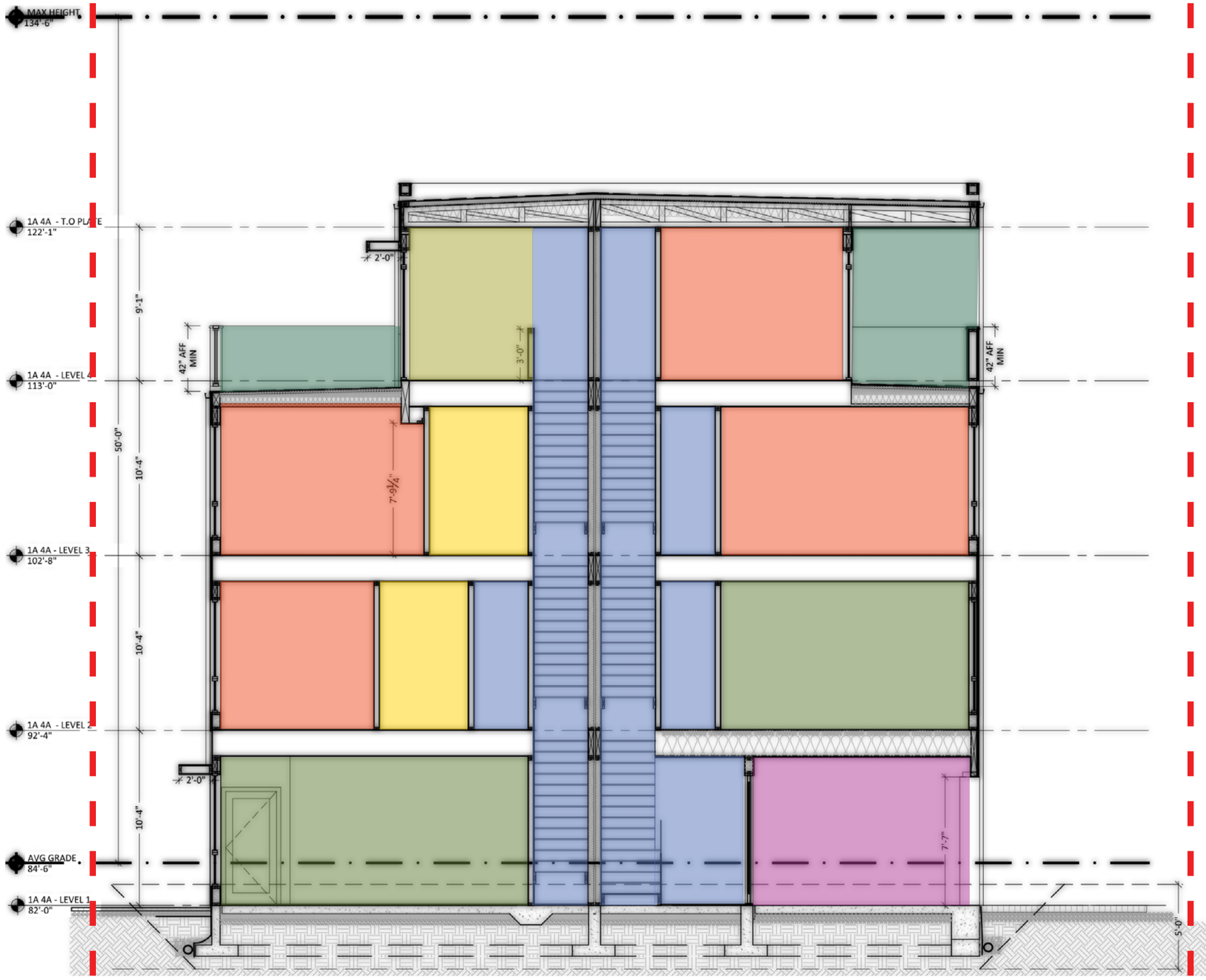
A Unit Signage

B Wayfinding Signage



GREEN CANOPY HOMES

TYPICAL BUILDING SECTION



GARAGE

CIRCULATION

LIVING/KITCHEN/DINING

BATHROOM

STUDY/BONUS

BEDROOM

DECK

GREEN CANOPY HOMES



A WEATHERED STEEL BIOPLANTERS FRAME AND DEFINE UNIT ENTRIES

B LARGE ROOF DECKS OFFER WESTERN VIEWS TOWARDS DOWNTOWN SEATTLE

C RECESSED ENTRIES PROVIDE PROTECTION FROM THE ELEMENTS AND A TRANSITION FROM PUBLIC TO PRIVATE

GREEN CANOPY HOMES



A WEATHERED STEEL BIOPLANTERS FRAME AND DEFINE UNIT ENTRIES

B LARGE ROOF DECKS OFFER WESTERN VIEWS TOWARDS DOWNTOWN SEATTLE

C RECESSED ENTRIES PROVIDE PROTECTION FROM THE ELEMENTS AND A TRANSITION FROM PUBLIC TO PRIVATE

D VARYING COLORS AT UNIT ENTRIES SUBTLY DIFFERENTIATE THE UNITS

GREEN CANOPY HOMES



A WEATHERED STEEL BIOPLANTERS FRAME AND DEFINE UNIT ENTRIES

B RECESSED ENTRIES PROVIDE PROTECTION FROM THE ELEMENTS AND A TRANSITION FROM PUBLIC TO PRIVATE

C VARYING COLORS AT UNIT ENTRIES SUBTLY DIFFERENTIATE THE UNITS

D LIGHTING IN THE SOFFITS HIGH-LIGHT THE ENTRIES AT NIGHT, WHILE REDUCING THE AMOUNT OF LIGHT POLLUTION

E BRUSHED METAL SIGNAGE PROVIDES ENHANCED CONTRAST AGAINST THE DARK SIDING

GREEN CANOPY HOMES



A CONTRASTING COLORS OF PAVING DIFFERENTIATE BETWEEN PEDESTRIAN AND VEHICULAR SPACE. SITE LIGHTING HIGHLIGHTS THE WALKING PATHS AT NIGHT WHILE THE DRIVING SURFACE FADES AWAY, REINFORCING A PEDESTRIAN FIRST HIERARCHY.

B BRUSHED METAL SIGNAGE PROVIDES ENHANCED CONTRAST AGAINST THE DARK SIDING



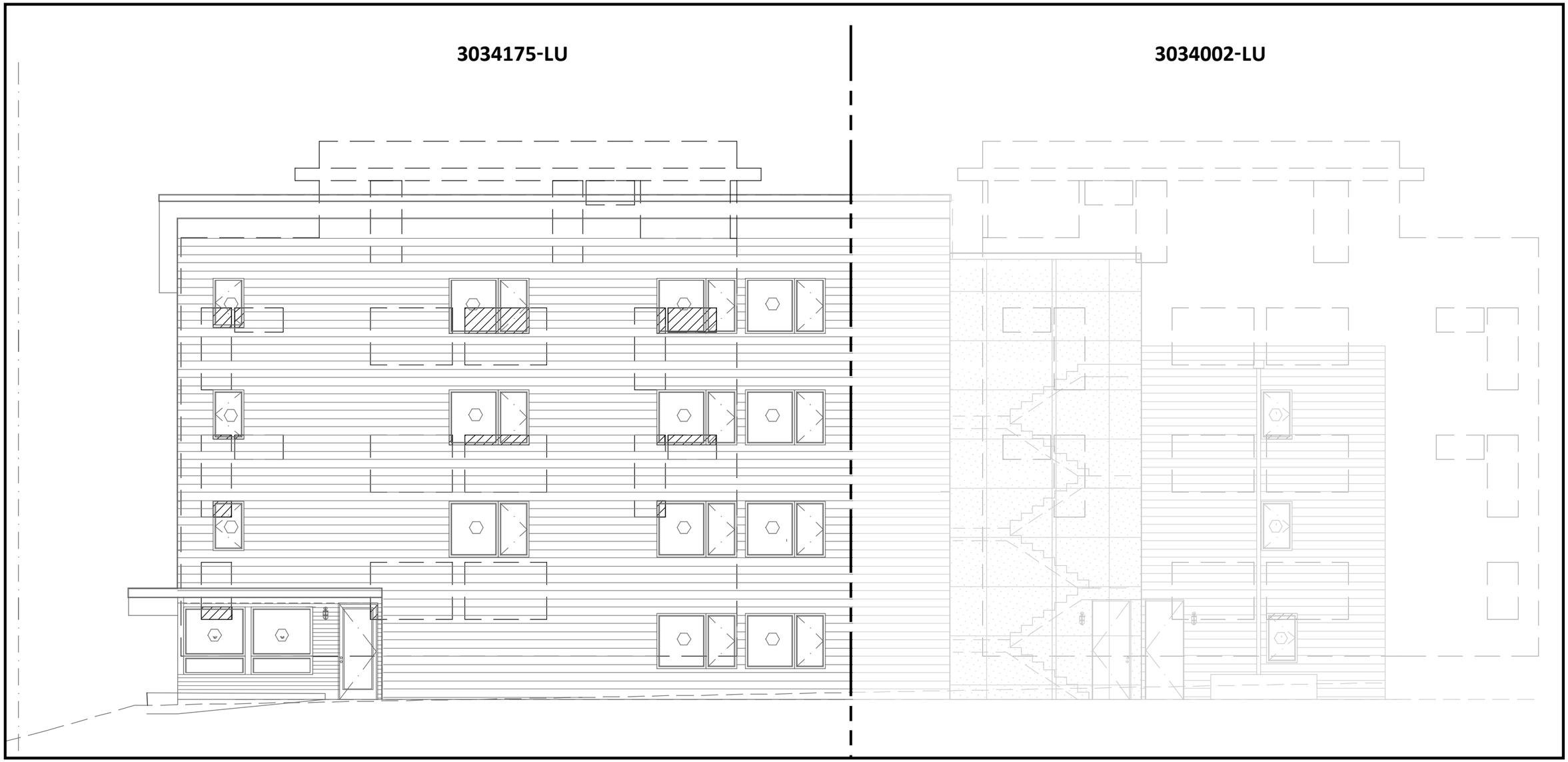
A ORIENTING THE COURTYARD NORTH/SOUTH ALLOWS AMPLE DAYLIGHT INTO THE SPACE AND INTO THE UNITS

B LACK OF GARAGE DOORS AND OVERHANGS INTO THE COURTYARD INSURES THE SPACE RECEIVES AMPLE LIGHT AND FEELS MORE OPEN

C COLORFUL ACCENT PANELS ADD VARIATION TO THE CENTRAL COURTYARD

D CONTRASTING PAVING COLORS DISTINGUISH BETWEEN PEDESTRIAN AND VEHICULAR ACCESS.

PRIVACY STUDY

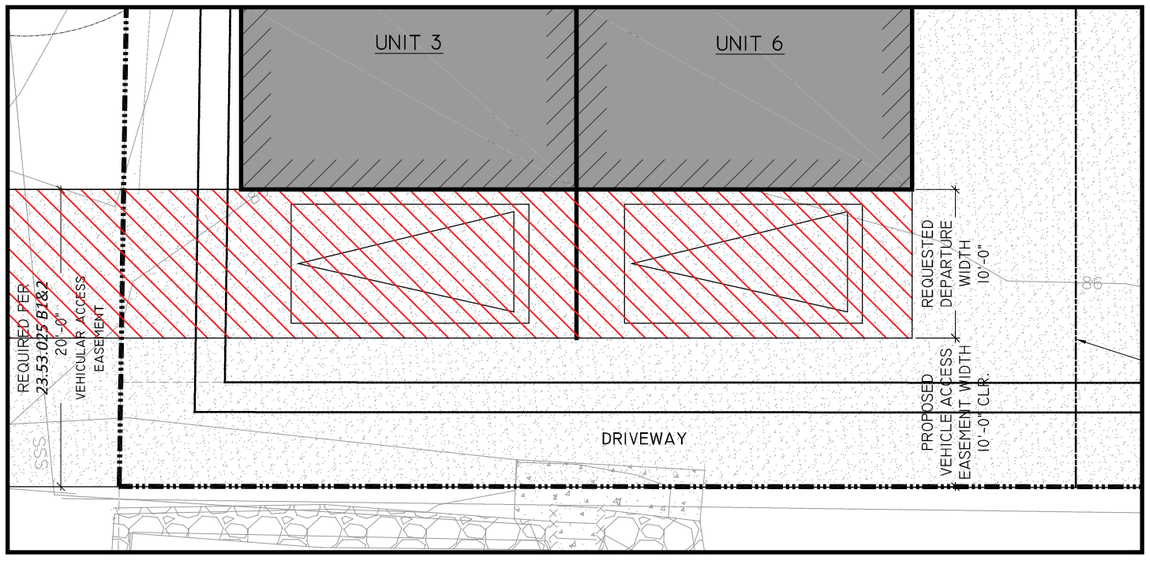


GREEN CANOPY HOMES

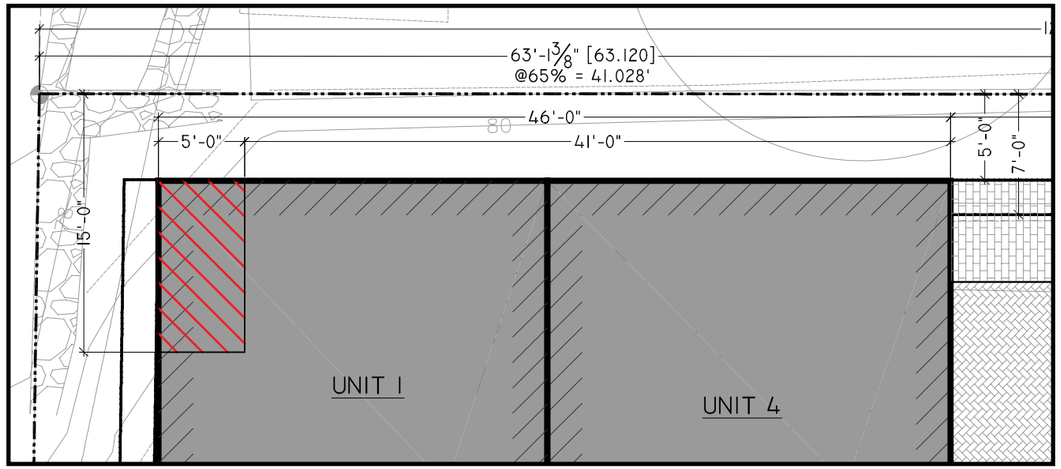
DEPARTURES REQUESTED

REQUESTED DEPARTURES FROM LAND USE CODE - 4720 38th 3034175-LU

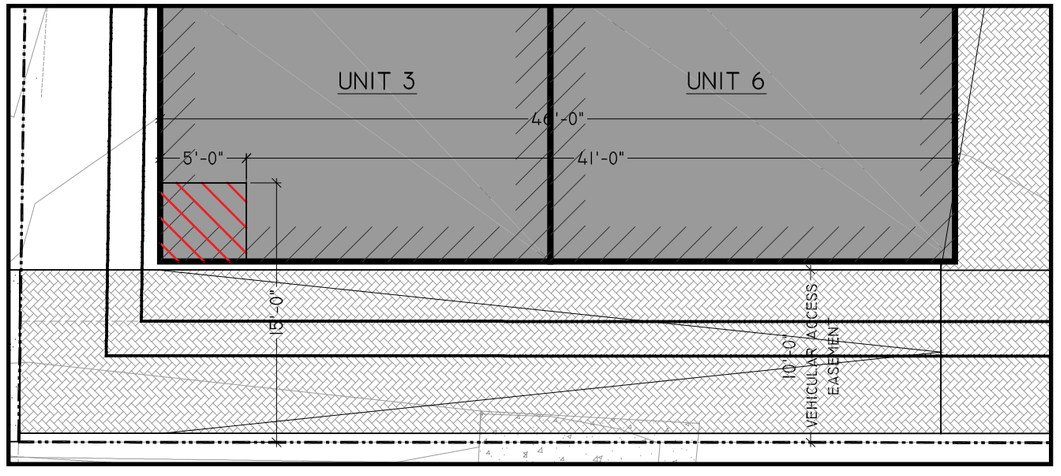
#	CODE SECTION	REQUIREMENT	PROPOSED	RATIONALE
1	23.53.025 C1.1 B.1.B.2.	Vehicle access easements serving ... At least three but fewer than ten multifamily dwelling units. C.1. Easement width, surfaced width, length, turnaround, and curbcut width shall be as required in subsection 23.53.025b. B.1. Easement width shall be a minimum of twenty (20) feet; B.2. The easement shall provide a hard-surfaced road way at least twenty (20) feet wide;	Reduce the access easement and pavement width to 10ft (50% reduction).	It is our opinion that this departure will allow the project to better meet design guidelines dc2.a.2 reducing perceived mass and cs2.d.1. Existing development and zoning. Reducing the access easement width adds additional width to the units, which allows us to meet our program requirements in one less story. Keeping the street facing units shorter reduces the overall bulk of the building visible from the street (2. Reducing perceived mass) and improves the relationship to the neighboring buildings by reducing the visible height (1. Existing development and zoning). By widening the units, we are also able to park two vehicles below units 4-6, instead of parallel parking two vehicles in surface spots adjacent to the building. As a result, we can reduce the curb cut width and completely screen the parking from the street, which better meets the intent of dc1.b. Vehicular access and circulation 1b & c.2. Parking and service uses. We are also able to provide one additional off-street parking space, addressing the community concerns about street parking.
2	23.45.527 B.1	The max combined length of all portions of facades within 15ft of a lot line that is neither a rear lot line or a street or alley lot line shall not exceed 65% of the length of that lot line.	Increase facade length from 41'-0" (65%) to 45'-2" (45.17ft).(71.5% or 6.5% increase) within 15 feet of the north property line.	It is our opinion that these departures will allow the project to better meet design guidelines dc2.a.2 reducing perceived mass and cs2.d.1. Existing development and zoning. Increasing the allowable facade length adds additional width to the units, which allows us to meet our program requirements in one less story. Keeping the street facing units shorter reduces the overall bulk of the building visible from the street (2. Reducing perceived mass) and improves the relationship to the neighboring buildings by reducing the visible height (1. Existing development and zoning). Additional context If the site was developed using the original east/west lot configuration, the maximum allowable facade length along the northern property line would be ~82 ft in length. Adjusting the lot configuration to north/south results in two ~45ft segments with a ~20ft gap between segments is more in line with DC2.A.2 reducing perceived mass and CS2.d.1 existing development and zoning.
3	23.45.527 B.1	The max combined length of all portions of facades within 15ft of a lot line that is neither a rear lot line or a street or alley lot line shall not exceed 65% of the length of that lot line.	Increase facade length from 41'-10" (65%) to 45'-2" (45.17ft). (70.2% or 5.2% increase) within 15 feet of the south property line.	It is our opinion that these departures will allow the project to better meet design guidelines dc2.a.2 reducing perceived mass and cs2.d.1. Existing development and zoning. Increasing the allowable facade length adds additional width to the units, which allows us to meet our program requirements in one less story. Keeping the street facing units shorter reduces the overall bulk of the building visible from the street (2. Reducing perceived mass) and improves the relationship to the neighboring buildings by reducing the visible height (1. Existing development and zoning). Additional context If the site was developed using the original east/west lot configuration, the maximum allowable facade length along the northern property line would be ~82 ft in length. Adjusting the lot configuration to north/south results in two ~45ft segments with a ~20ft gap between segments is more in line with DC2.A.2 reducing perceived mass and CS2.d.1 existing development and zoning.



DEPARTURE 1



DEPARTURE 2



DEPARTURE 3

GREEN CANOPY HOMES

PREVIOUS PROJECTS



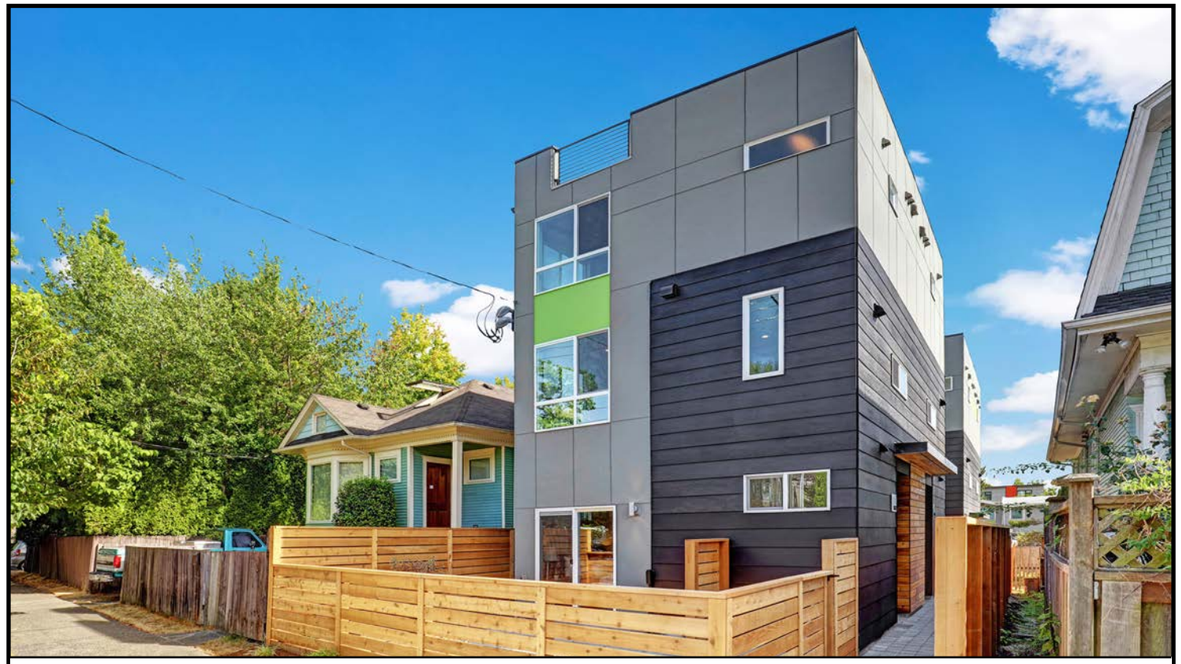
3033 Beacon Ave S



3128 Wetmore Ave S



1432 South King St



152 20th Ave E

PREVIOUS PROJECTS



5544 15th Ave S



621 18th Ave S



1917 13th Ave S



5544 15th Ave S



2120 S Massachusetts St

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