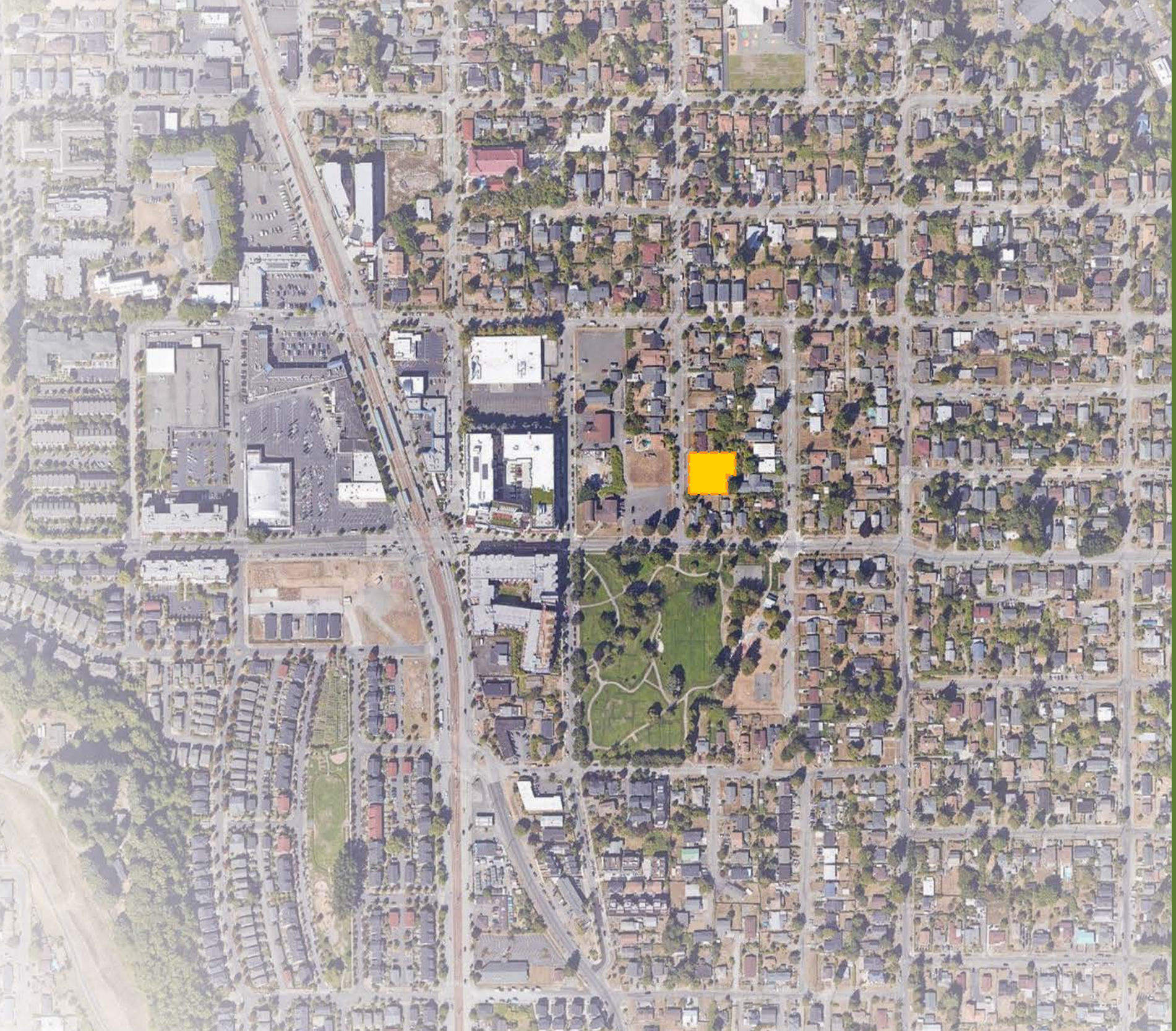


RECOMMENDATION PACKET

ADMINISTRATIVE DESIGN REVIEW

SDCI NO. 3034473-LU
7150 44th Ave S
Seattle, WA 98118

APPLICANT
Green Canopy Homes
1131 Poplar Place S
Seattle, WA 98144
contact: Jessica Tranquada

OWNER
GB Investments LLC
1131 Poplar Place S
Seattle, WA 98144

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

SDCI PLANNER
Ellen Aebischer

SUBMITTAL DATE
06/29/2020

GREEN CANOPY HOMES

PROJECT INFORMATION

This development proposal consists of a total of 12 townhome units located on 2 existing lots, an LBA will be performed to revise the lot configuration and each lot will be permitted separately but are functionally related via shared pedestrian and vehicular access to the sites.

SDCI PROJECT NUMBERS:

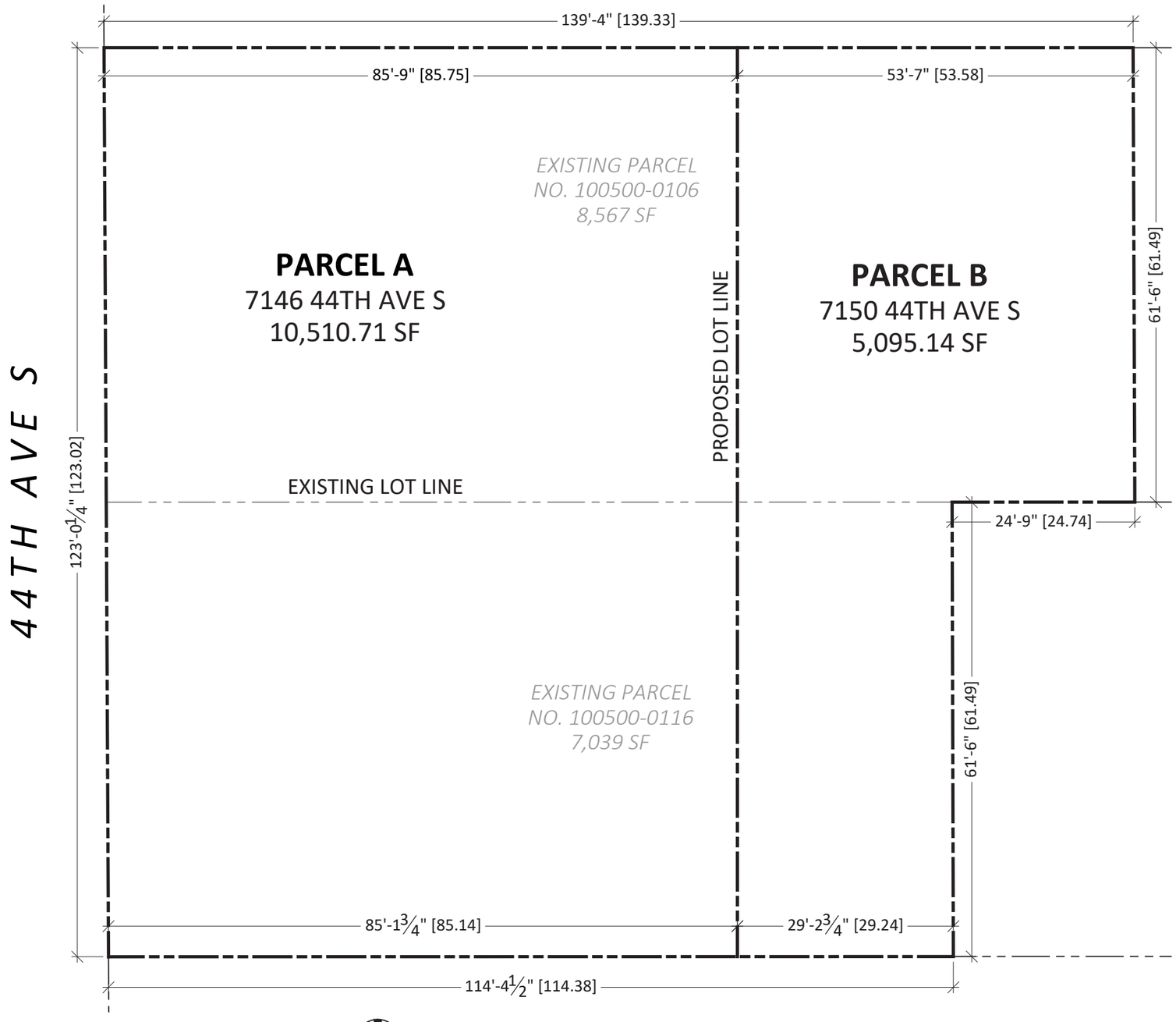
LOT BOUNDARY ADJUSTMENT:	**3034364-LU**	
EARLY DESIGN GUIDANCE:	**3034363-EG** Parcel A	**3034474-EG** Parcel B
MASTER USE PERMIT:	**3034799-LU** Parcel A	**3034473-LU** Parcel B
CONSTRUCTION PERMIT:	**6724308-CN** Parcel A	**6728422-CN** Parcel B

Each lot will also go through a unit lot subdivision for future unit sales.

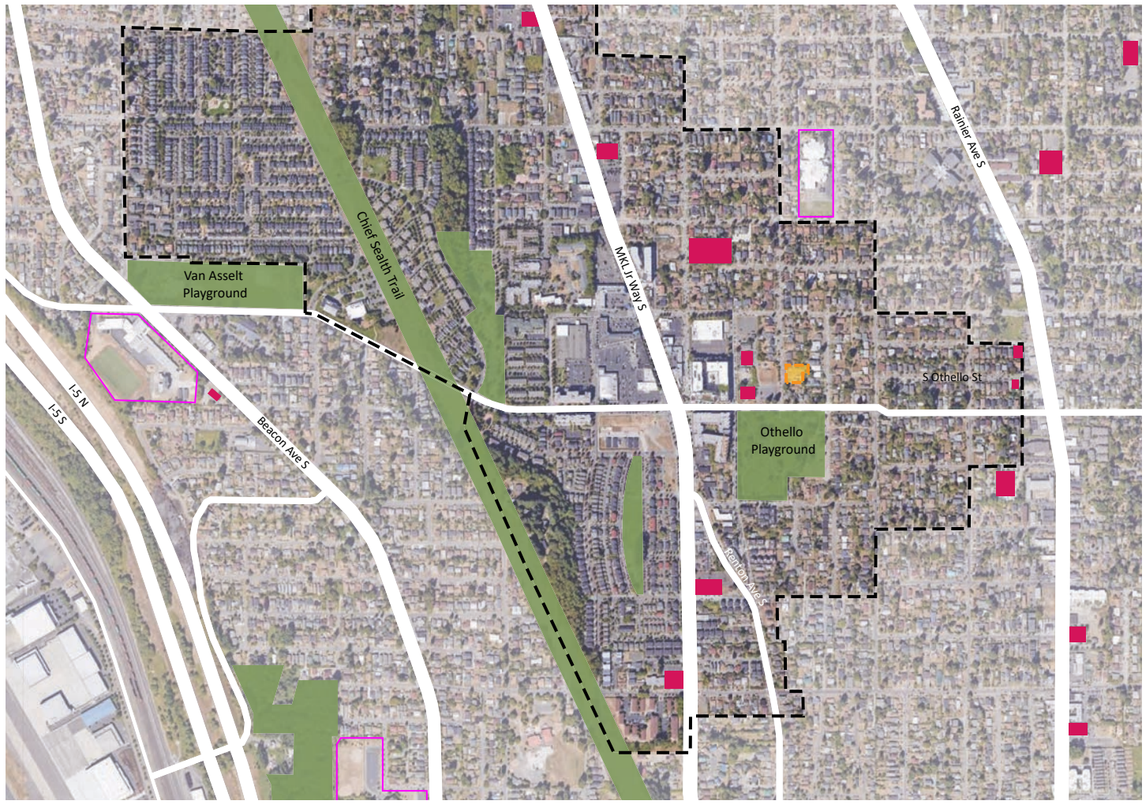
PROPOSED PROGRAM	**PARCEL A**	**PARCEL B**
LOT AREA:	10,511 sf	5,095 sf
PROPOSED RESIDENTIAL UNITS:	8 townhomes	4 townhomes
NUMBER OF PARKING SPACES:	8	4
PROPOSED GROSS SF:	13,417 sf	5,862 sf

DEVELOPMENT STANDARDS

ZONE:	LR1 (M1)
OVERLAYS:	Othello Residential Urban Village, Parking Flexibility Area
LOT AREA:	5,095 sf
23.45.510 - FLOOR AREA RATIO	1.3 (townhome in LRI w/ MHA Suffix) 1.3 x 5,095 = 6,623 sf max
23.45.512 - DENSITY LIMITS	1/1,300 5,095/1,300 = 3.919 PROVIDED: 4 units
23.45.514 - STRUCTURE HEIGHT	30.0’ max (townhome in LRI w/ MHA Suffix) + 3.0’ - exception for shed roofs
23.45.518 - SETBACKS	FRONT: 5.0’ min, 7.0’ avg SIDE: 5.0’ min (facades < 40.0’) 5.0’ min, 7.0’ avg (facades > 40.0’) REAR: 5.0’ min, 7.0’ avg
23.45.518 - BLDG SEPARATION	10.0’ min
23.45.522 - AMENITY AREA	25% lot area 25% x 5,095 = 1,27 sf Min
23.45.527 - STRUCTURE WIDTH	60.0’ max
23.45.527 - FACADE LENGTH	65% max combined length of all portions of facades within 15 ft of a lot line that is neither a rear or street lot line.
23.54.015 - VEHICLE PARKING	No minimum requirement
23.54.015 - BICYCLE PARKING	(1) long term space per dwelling unit (1) short term space per 20 dwelling units



PROPOSED LBA PLAN
SCALE: NTS



DEVELOPMENT PROPOSAL

This project proposes to construct 12 new market-rate townhomes of 1,350 sf to 1,600 sf each. All units will contain at least three bedrooms and have a parking space on-site. Maintaing connections to the outside are a priority, 10 units will have living rooms that open onto fenced yards while the two central units have second floor living spaces oriented around large decks.

LEGEND

- Development Site
- City Parks
- Schools
- Religious Centers
- Othello Residential Urban Village

SUSTAINABILITY GOALS

All units will be designed and built to meet a minimum 4-star BuiltGreen certification. Sustainable materials will be used in the construction, such as reclaimed wood and low-to-no VOC interior finishes. Conduit will be installed to all parking spaces for future electric car charging stations. All unit roofs are oriented to optimize solar exposure and designed for future installation of solar panels. Drought tolerant and low maintenance plantings will help to reduce water usage while providing natural beauty to the owners and public. Although parking is provided on site, the Othello Light Rail Station is within a 5 minute walk of the site offering an incentive to use public transportation.

TABLE OF CONTENTS

DEVELOPMENT OBJECTIVES
2 PROJECT INFO & DEVELOPMENT STANDARDS
3 DEVELOPMENT PROPOSAL
4 SUMMARY OF PUBLIC OUTREACH / ZONING MAP

CONTEXT & SITE ANALYSIS
5 VICINITY MAP & POINTS OF INTEREST
6 NEIGHBORHOOD CONTEXT & CUES
7 SITE CONDITIONS & CONSTRAINTS
8 EXISTING SITE PHOTOS / 3D SITE VIEW
9 STREETSCAPE PANORAMAS

ARCHITECTURAL CONCEPT
10 MASSING SCHEMES AT EDG
11 DESIGN GUIDELINES
12 RESPONSE TO EARLY DESIGN GUIDANCE

DESIGN PROPOSAL
16 COMPOSITE SITE PLAN
17 FLOOR PLANS
20 BLDG SECTIONS
22 LANDSCAPE / HARDSCAPE PLAN
23 LIGHTING PLAN
24 MATERIAL PALETTE
26 COLOR ELEVATIONS
32 RENDERINGS
36 REQUESTED DEPARTURES

COMPLETED WORK
38 COMPLETED WORK FROM GREEN CANOPY HOMES

GREEN CANOPY HOMES

SUMMARY OF PUBLIC OUTREACH

PRINTED OUTREACH MAILER

A printed mailer (below) translated into Vietnamese, Tagalog, Somali and Oromo was mailed out to all residences and businesses within a 600 ft radius of the development site on 6/04/19. The mailer provided an introduction to the project, invitation to attend the communty meeting and a link for the online survey.

DIGITAL OUTREACH ONLINE SURVEY

Both the mailer and additional emails sent to community groups directed interested parties to an online survey which was provided in English, Vietnamese, Oromo, Tagalog and Somali. The survey was based on the City of Seattle guidelines for survey design for Early Community Outreach. The survey was posted on 6/07/19 and remains open.

SUMMARY OF RESPONSES:

The two survey respondants were concerned with affordability, a family-friendly community, sustainability, building scale and parking:

Is there anything specific about this property or neighborhood that would be important for use to know?

"Making it affordable means thinking of the incomes of the people in SE Seattle already. Also parking sucks, stop helping people destroy the planet faster. It should be a hassle."





"This neighborhood is very close to a light rail station and multiple bus lines. One-to-one parking is not necessary. This neighborhood is an area at risk of gentrifying and pricing out longtime residents: affordability is an important consideration. This neighborhood is close to a park with a playground, so it is attractive to families."

What else would help make the new building successful for decades to come?

"Putting it in a land trust that ties resale value to inflation. That or ensuring it's affordable and built well for the community."

"Good location for solar panels."

IN-PERSON EVENT PUBLIC MEETING

A community meeting was held on 6/24/19 from 6:30pm - 7:30pm at the New Holly Branch Library. The meeting included a presentation of the proposed project and a question and answer session. There were four attendees: one owned a house directly to the east of the development site, one lived to the north on the same block and two lived a block to the east on 45th Ave S.

SUMMARY OF COMMENTS:

The attendees expressed concern about the scale and density of the new development, they questioned why the number of units increased from our original proposal of 6 single family homes. *We explained that due to the MHA upzone and associated MHA fees it was no longer financially viable to build our original design. On the positive side, the 12 homes will be smaller than the original 6 and will be priced more affordably for the area.*

The east neighbor was concerned about how close the buildings will be to the property lines, he asked whether we could shift the units away from the edges of the site, toward the center to create more space for landscaping and trees. *We explained that although the buildings are close to the property lines (all proposed setbacks meet land use code required setbacks for multifamily zones), they are massed to allow spaces between the units for more light to filter through the site and help decrease the perceived mass of each unit. If we shifted the units to provide larger setbacks it would create a much larger and solid townhome complex that would look more like a small apartment building than individual homes. The neighbor accepted this explanation and agreed that it is preferable to have unit massing that more closely relates to the adjacent homes.*

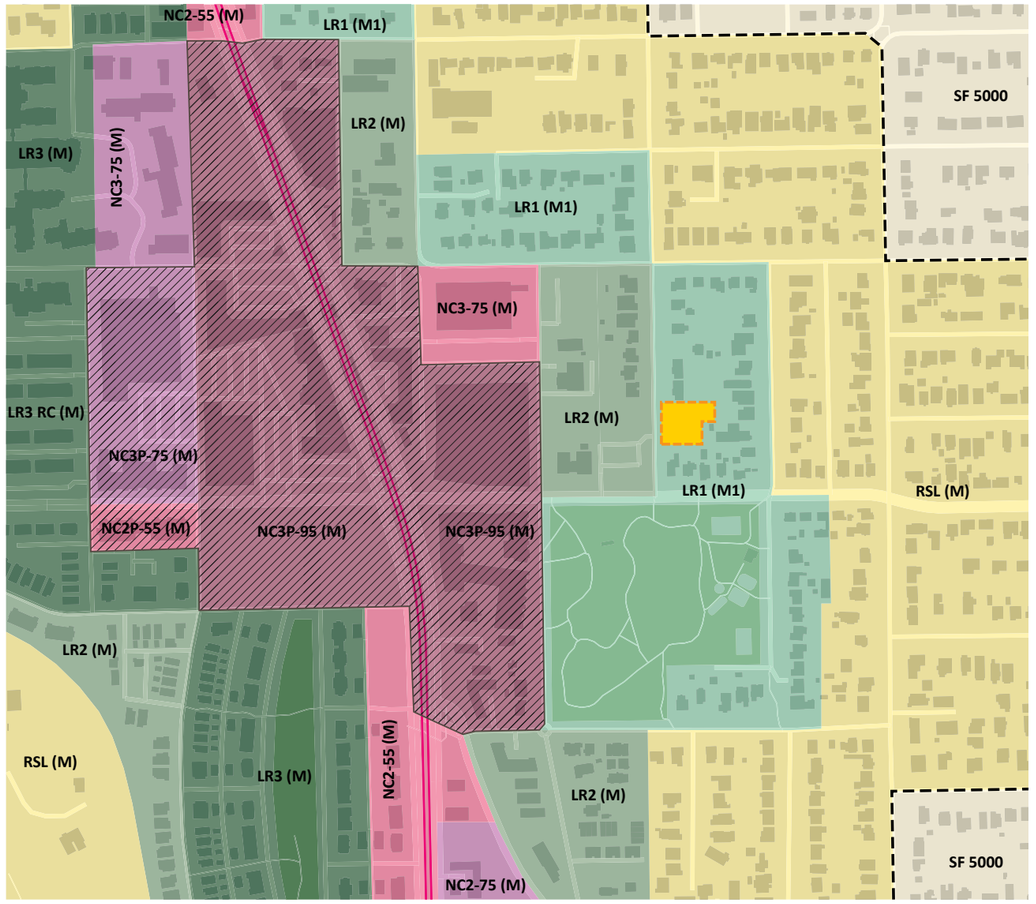
The east neighbor brought up existing drainage issues where his yard borders our property, water tends to accumulate during storms and takes a while to drain off. He also wanted to make sure that we were going to properly mitigate stormwater runoff on the development site to prevent additional drainage issues on his property. *We have a civil engineer who will design the on-site stormwater system, we have also informed him of the drainage issue on the eastern property line so he can address that in the site design.*

The attendees also asked about the existing vacant house, they are concerned about it being broken into while the project is in permitting and also that the grass is very tall and could be a fire hazard. *We informed them that we have recently submitted a demo permit, and are hoping to remove the home as quickly as possible to decrease the potential for break-ins or squatters, we also agreed to have the grass cut.*

The north neighbor raised concerns about the amount of on-site parking. There are two churches on 43rd Ave S, west of the site, that create a lot of traffic congestion on Sundays. She thinks that there is not enough parking available in the neighborhood already (there is street parking on both sides of 44th Ave S) and that only providing one parking space per unit will cause even more people to park on the street. *We explained that the site is located in a frequent transit area and the land use code would allow us to not provide any parking on-site.* The other attendees disagreed about the potential parking issues, citing the close proximity to the Light Rail Station.

The east neighbor asked about possible roof decks or windows facing his property that would cause privacy concerns. *We identified proposed windows in the preliminary renderings that face his property and agreed to adjust the facade design to minimize large widows directly facing his yard. We will make sure that the final design is sensitive to privacy concerns for all neighboring properties.*

ZONING MAP

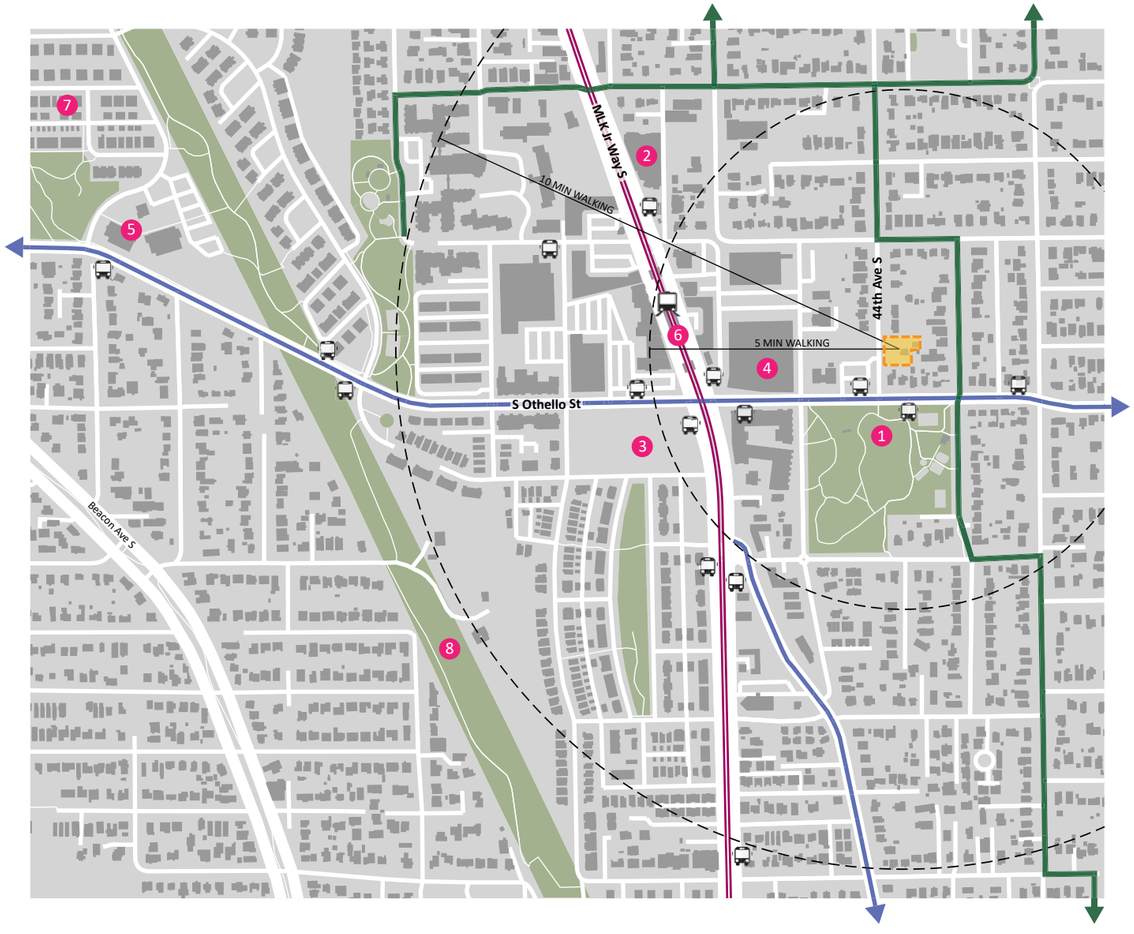


LEGEND

- Development Site
- Othello Residential Urban Village Boundary
- Pedestrian Oriented Zoning
- Single Family
- Multifamily
- Mixed Use

This project is located on a block that was recently upzoned from single family to lowrise 1 as part of the MHA legislation, the residential urban village was also expanded to include this area. The recent upzoning is intended to allow denser townhome developments that are similar to, but incrementally greater in scale than the adjacent areas with single family zoning, creating a smoother transition between smaller single family homes and the much denser mixed-use/commercial zoning along MLK Way.

VICINITY MAP



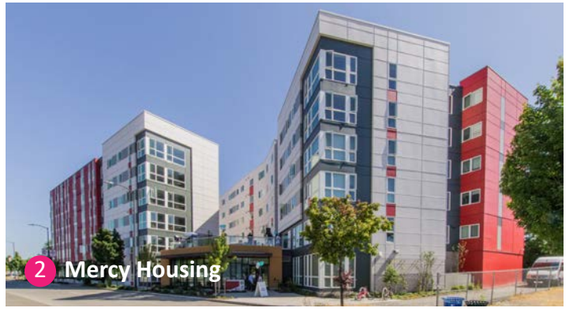
LEGEND

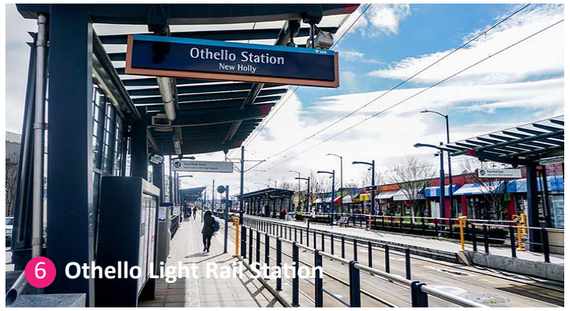
- Development Site
- Link Light Rail Line
- Dedicated Bike Lanes
- Neighborhood Greenway
- Link Light Rail Stop
- Bus Stop
- 1 Point of Interest - see next page
- City Park

POINTS OF INTEREST


1 Othello Playground


5 New Holly Branch Library


2 Mercy Housing



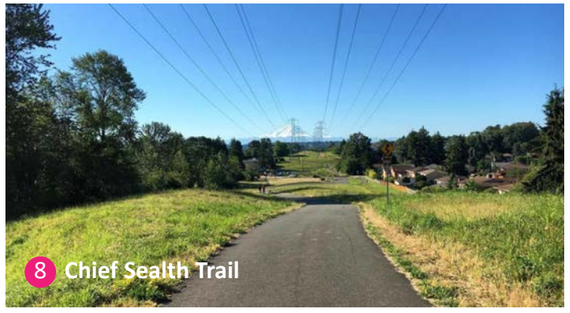
6 Othello Light Rail Station



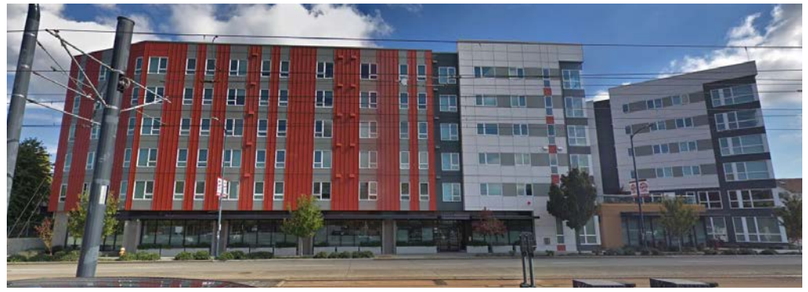
3 SEOC - currently under development


7 New Holly Housing Development

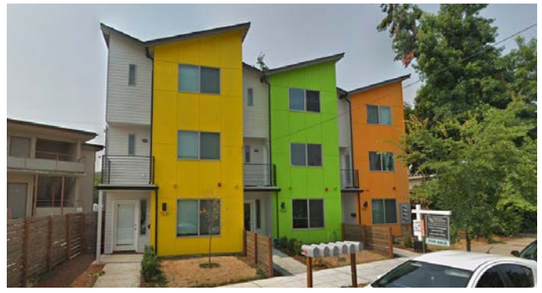

4 Assembly 118


8 Chief Sealth Trail

NEIGHBORHOOD CONTEXT & CUES




MIXED USE DEVELOPMENTS





MULTIFAMILY DEVELOPMENTS





NEWER SINGLE FAMILY CONSTRUCTION






OLDER SINGLE FAMILY HOMES

This project is located on a block that was recently up-zoned from single family to lowrise 1 as part of the MHA legislation, the residential urban village was also expanded to include this area. The recent upzoning is intended to allow denser townhome developments that are similar to, but incrementally greater in scale and density to the adjacent areas with single family zoning.

The current block is comprised primarily of small, older, 1-2 story single family homes in a variety of styles. Many of the homes have a horizontal material and/or color change that breaks up the perceived massing and provides similarity between many different styles.

Newer single family homes typically have parking on the first floor with living above, the second floor feels very detached from the site and sidewalk. Parking is located in front of the homes - minimizing the area for landscaping and making the cars the most prominent feature of the front yards. These homes don't follow the same approach to materiality and color as the older homes do.

Townhomes in the area have very prominent rooflines that help to define individual units. Instead of dividing the material and color horizontally, they are creating vertical modulations of color. The modern townhomes are bringing in very vibrant accent colors, similar to the mixed use developments.

The mixed use developments along MLK Jr Way S are fairly boxy, the upper floors are not carved out to decrease the percieved mass of the structures. They feature very bright colors which work well in this commercial corridor. The overall materiality is fairly flat, the panel siding does not provide a smaller scale of detail within the greater composition.

SITE CONDITIONS & CONSTRAINTS

LEGAL DESCRIPTION

WEST HALF OF LOT 7, BLOCK 2, BOWEN'S REPLAT OF RAINIER GARDENS ACCORDING TO THE PLAT RECORDED IN VOLUME 12, OF PLATS, PAGE 30, KING COUNTY WASHINGTON, EXCEPT THE WEST 7.5O FEET THEREOF HERETOFORE CONDEMNED IN KING COUNTY SUPERIOR COURT, CASE NO. 161151, FOR WIDENING OF 44TH AVENUE SOUTH, AS PROVIDED UNDER ORDINANCE 46044 OF THE CITY OF SEATTLE.
ALSO LOT 8, BLOCK 2, BOWEN'S REPLAT OF RAINIER GARDENS ACCORDING TO THE PLAT RECORDED IN VOLUME 12, OF PLATS, PAGE 30, KING COUNTY WASHINGTON, EXCEPT THE EAST 171.50 FEET THEREOF, AND EXCEPT THE WEST 7.5O FEET THEREOF HERETOFORE CONDEMNED IN KING COUNTY SUPERIOR COURT, CASE NO. 161151, FOR WIDENING OF 44TH AVENUE SOUTH, AS PROVIDED UNDER ORDINANCE 46044 OF THE CITY OF SEATTLE.

ADJACENT BUILDING USES

All buildings directly adjacent to the site are 1-2 story tall, older single family homes.

TREES

There is one tree located on site - an english holly that will be removed. Three trees adjacent to the site have been identified as exceptional by a certified arborist and are shown in the site plan. Ground disturbance is restricted to a maximum of 33% of the outer root zone. High visibility fencing will be installed during construction to protect the root zones.

SOLAR ACCESS

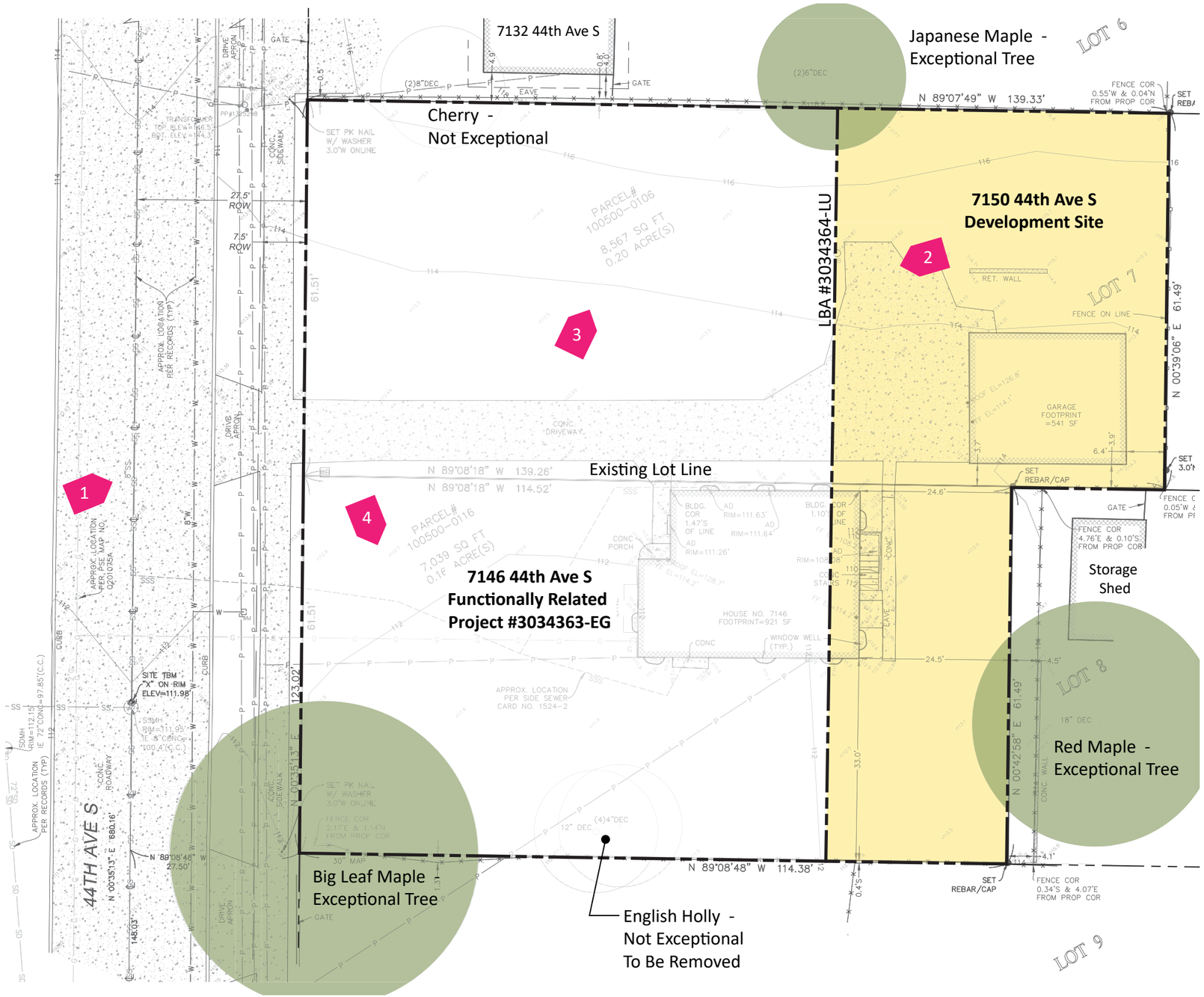
The site has relatively unrestricted solar access due to the height of adjacent structures. The exceptional big leaf maple will cast some shade on the roofs of units 4, 6 and 7 for part of the day.

TRAFFIC & PARKING

44th Ave S is a two-way street with free street parking on both sides. S Othello St has dedicated bike lanes.

STREETSCAPE

The 44th Ave S ROW has already been improved, the existing curb cut will be removed and filled in with a new curb cut being installed to the north. The project proposes to add street trees to the planting strip.



GREEN CANOPY HOMES

EXISTING SITE PHOTOS









3D SITE VIEW



STREETSCAPE PANORAMAS



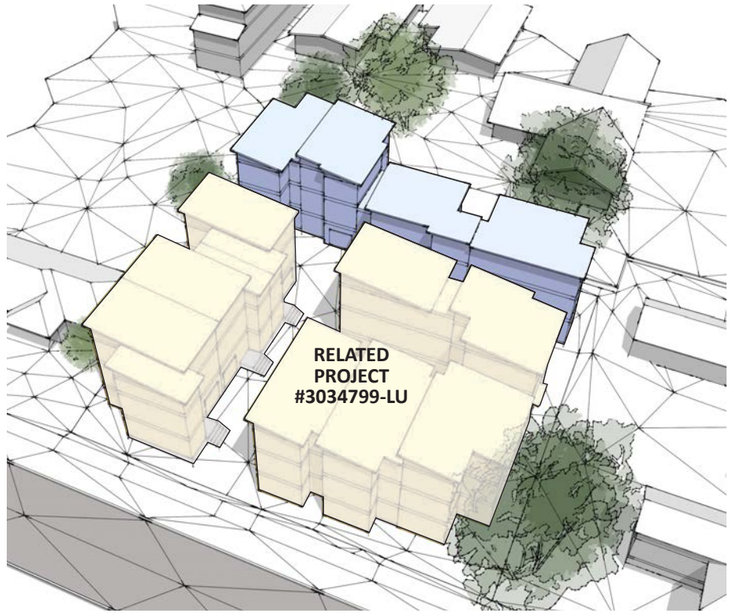
44TH AVE S LOOKING WEST



44TH AVE S LOOKING EAST

MASSING SCHEMES AT EDG

CONCEPT 1 CODE COMPLIANT



PROPOSED FAR: **PARCEL A** 13,623 sf
PARCEL B 6,580 sf

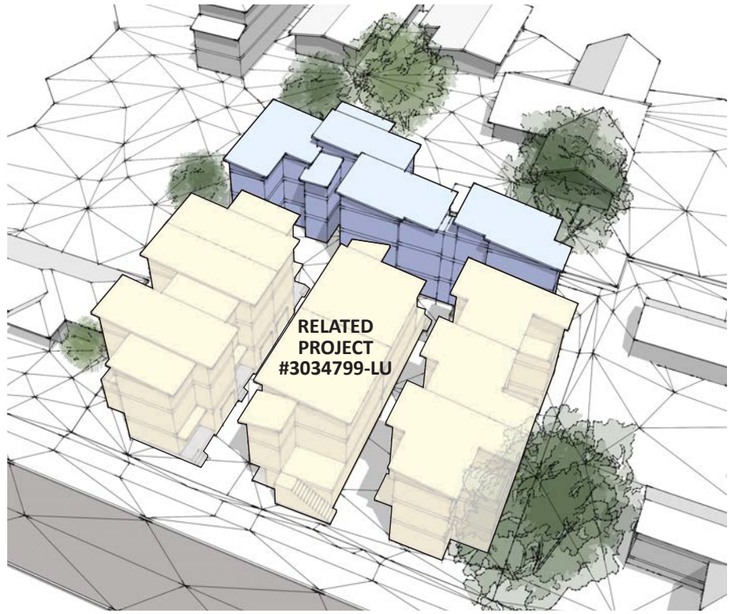
PROS:

- This option provides the most street facing units
- All units on parcel A have private garages
- Modulation of unit 6 minimizes extent of encroachment into exceptional tree outer root zone
- The vehicle access easement creates a space for more sunlight to penetrate the site

CONS:

- Units 4, 5 & 6 have minimal modulation defining each unit and they are out of scale with neighboring homes as viewed from the street
- The vehicle access easement creates a wide paved area visible from the street and devoid of any plantings, the central vehicle turnaround area of parcel A is also entirely paved with no oportunities for landscaping
- The main living space is on the second floor for 6 out of the 8 units on parcel A
- The access easement reduces the modulation of units 1-3 and makes their entries less prominent
- The south walkway is along the south property line, shifting louder activities toward neighboring properties

CONCEPT 2



PROPOSED FAR: **PARCEL A** 13,650 sf
PARCEL B 6,618 sf

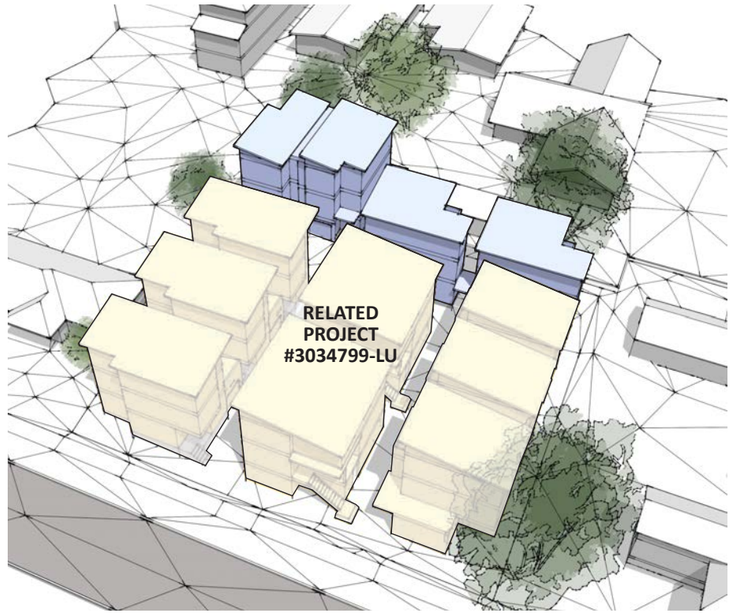
PROS:

- The massing along 44th Ave S is split into three structures to better fit with the scale of adjacent homes
- Modulation of facades along neighboring property lines helps to reduce perceived mass of units
- Only one parking space is proposed on parcel B so those unit entries can have more landscaping around them and a 20 ft wide vehicle access easement across parcel A is not required
- Both pedestrian entries are near the center of the site allowing private yards to abut neighboring properties

CONS:

- Units are connected on all floors and oriented east-west reducing the possible sunlight reaching the common walkways and north facing yards throughout the day
- The garage of unit 10 is aligned with the primary pedestrian walkway
- All shed roofs are south facing for optimal solar exposure but this orients the high side of the units toward neighbors to the north and east, out of scale with the adjacent homes

CONCEPT 3 PREFERRED



PROPOSED FAR: **PARCEL A** 13,581 sf
PARCEL B 5,947 sf

PROS:

- This option has the most units with living on the first floor providing a direct connection to the outside & the most units with private yard space
- Unit entries are carved into massing to create generous entry vestibules that provide separation from common areas
- massing is carved out between units on the second and third floors to decrease the perceived mass of each unit and better fit into the scale of the existing neighborhood context
- The entry to unit 10 is aligned with the north walkway providing visual interest
- Roofs are a mixture of south and west facing to reduce unit height along property lines and provide a variety of forms

CONS:

- requires multiple departures

DESIGN GUIDELINES

CS2 Urban Pattern & Form *- **Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces and open spaces in the surrounding area.***

Othello Supplemental Guidance:
I. Streetscape Compatibility - *Shallow setbacks and a minor grade separation are encouraged between the first floor and the sidewalk where residential uses occupy the ground floor; this will promote privacy and also accomodate entry porches and stoops.*
IV. Height, Bulk and Scale Compatibility - *Design building volumes to maintain a compatible scale with smaller buildings nearby. Use smaller sub-volumes in the massing of a building to create a transition in size to adjacent residential structures that are smaller in scale.*

RESPONSE

This project is the first lot on the block to be redeveloped following the MHA upzoning from single family to multifamily, as such it must both fit into the existing context and contribute to the development of attractive new architectural forms at the new density and scale. The proposal looks to the existing neighborhood as a point of reference, taking cues and integrating various elements into the design such as massing, proportion of building volumes and materiality. The design is synthesizing the positive aspects of the current context while establishing a thoughtful, new design that sets a positive precedent for future multifamily and neighborhood development.

The overall approach to massing on the site was to maximize interior space while also minimizing the perceived mass of the structures. This was achieved by carving out the second and third floor between townhouse units and then refining the massing to make them look more like detached homes. creating spaces between the units also allows light to penetrate into the site and makes the private yard areas feel larger. Unit entries are separated from the adjacent walkways by slight changes in grade, they are also defined by massing and materiality.

RELATED DESIGN GUIDELINES

CS2.D1. 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.

CS3.A1. FITTING OLD AND NEW TOGETHER - Create compatibility between new projects and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration and/or the use of complementary materials.

CS3.A2. CONTEMPORARY DESIGN - Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through the use of new materials or other means.

CS3.A4. EVOLVING NEIGHBORHOODS - In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desireable contect for others to build upon in the future.

DC2.A2. REDUCING PERCEIVED MASS - Use secondary architectural elements to reduce the perceived mass of larger projects.

PL2 Walkability *- **Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.***

Othello Supplemental Guidance:
I. Personal Safety and Security - *Consider the type of 'zone of defense' most appropriate for specific spaces and entries included in the development proposal. Private open spaces and entrances should include physical barriers such as fencing, some form of landscaping and locked doors. New developments are encouraged to provide lighting on buildings and in open spaces. This includes: exterior lighting fixtures above entries; lighting in parking areas and open spaces; and pedestrian street lights near sidewalks. As a symbolic barrier, landscaping can mark the transition between zones.*

RESPONSE

The proposal is designed to create a safe, family friendly environment on site that has a strong street presence and connection to the neighborhood. The units are organized around two entrances to the site - a walkway embedded in the driveway and a shared courtyard between units 4-5 and 6-8. The pedestrian entry sequence passes through a series of increasingly more private spaces ending at the front doors. All unit entries face the semi-private walkways instead of being accessed directly from the street ROW (where feasible) to enforce this transition from public to private space. Landscaping and cedar fencing will provide an additional buffer at these transitions.

Exterior lighting will also be used to provide a safe, defensible space on site. Landscaping lights will be used to illuminate the common walkways at night, wall sconces will identify individual unit entries and lights with motion sensors will provide additional illumination in the parking area.

RELATED DESIGN GUIDELINES

PL2.D1. DESIGN AS WAYFINDING - Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.

PL3.A1. ENTRY DESIGN OBJECTIVES - Design primary entries to be obvious, identifiable and distinctive with clear lines of sight and visually connected to the street. Individual entries to ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute to a sense of identity, opportunity for personalization, offer privacy and emphasize personal safety and security.

PL3.B3. RESIDENTIAL INTERACTION - Provide Opportunities for interaction among residents and neighbors. Consider locating commonly used features or services such as mailboxes, outdoor seating or children's play equipment in the area between buildings as a means of encouraging interaction.

DC3. C2 - OPEN SPACE AMENITIES AND FEATURES - Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed. Use a variety of features such as planters and vertical green trellises along with more traditional foundation plantings, street trees and seasonal displays.

DC4.C1. LIGHTING FUNCTIONS - Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies and plantings.

DC3 Open Space Concept *- **Integrate open space design with the design of the building so that each complements the other.***

A. Building & Open Space Relationship - *Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.*

RESPONSE

The site layout was designed to maximize outdoor space for each unit and provide a direct connection between the primary living space and a usable outdoor space. Nine units have first floor living spaces that open onto private, fenced yards. The three units that have living on the second floor, also have large second floor decks to create the same outdoor connection. Each unit is designed to have the living and dining room oriented toward the private yard/deck and kitchen oriented toward the common walkways and parking area to allow for windows into the semi-private areas of the site without sacrificing privacy in the living spaces.

RELATED DESIGN GUIDELINES

CS1.B2. 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.

DC1.A4. VIEWS AND CONNECTIONS - Locate interior uses and activities to take advantage of views and physical connections to exterior spaces.

DC3.B2. - MATCHING OPEN SPACE USES TO CONDITIONS - Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities. Build flexibility into the design in order to accommodate changes as needed.

DC3. C2 - OPEN SPACE AMENITIES AND FEATURES - Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed. Use a variety of features such as planters and vertical green trellises along with more traditional foundation plantings, street trees and seasonal displays.

DC4.C1. LIGHTING FUNCTIONS - Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies and plantings.

DC4 Exterior Elements and Finishes *- **Use appropriate and high quality elements and finishes for the building and its open spaces.***

Othello Supplemental Guidance:
I. Exterior Finish Materials - *The most commonly found traditional cladding material in the Othello neighborhood is wood: shingle, horizontal or vertical lap. Creative combinations of these materials are encouraged so long as they meet the overall objective of conveying a sense of permanence, human scale and proportion.*

RESPONSE

The primary siding material will be horizontal lap siding, with accents of fiber cement panel, board and batten and cedar siding. The mixture of color, texture and scale will create a compelling facade along the streetscape, it will also help to break up the perceived mass of the development. Smooth fiber cement panel siding provides a simple base for pops of color. Lap and board and batten siding provide texture and patterns of varying scale in a more muted color palette. Cedar siding, cedar fencing and oxidized steel planters provide texture and natural color that will evolve over time.

RELATED DESIGN GUIDELINES

CS3.A1. FITTING OLD AND NEW TOGETHER - Create compatibility between new projects and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration and/or the use of complementary materials.

PL3.A1. ENTRY DESIGN OBJECTIVES - Individual entries to ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute to a sense of identity, opportunity for personalization, offer privacy and emphasize personal safety and security.

PL3.A2. ENSEMBLE OF ELEMENTS - Design the entry as a collection of coordinated elements including the doors, overhead features, ground surface, landscaping, lighting and other features.

DC2.B2. BLANK WALLS - Avoid large blank walls along visible facades wherever possible. Where unavoidable, include design treatments at the street level that have human scale and are designed for pedestrians.

DC2.C3. FIT WITH NEIGHBORING BUILDINGS - Use design elements to achieve a successful fit between a building and its neighbors, such as: considering architectural style, color or materials and landscaping to enhance the building design.

DC2.D1 - HUMAN SCALE - Incorporate architectural features, elements and details that are of human scale into the building facades, entries, retaining walls, courtyards and exterior spaces in a manner that is consistent with the overall architectural concept.

DC4.D2 - HARDSCAPE MATERIALS - Use exterior courtyards and other hard surfaced areas as an opportunity to add color, texture and/or pattern.

RESPONSE TO EARLY DESIGN GUIDANCE

GUIDANCE

1. Site Planning, Circulation, and Parking

a. *Massing option 3 is generally preferred by staff as it provides more space between each unit, allows for private outdoor space, and vehicular uses are less dominating. Key issues identified and discussed in the report relate to crowdedness, bulk, entry configuration, and the amount of space provided to parking. (CS2, CS3, PL2, PL3, DC1, DC2, DC3, DC4)*

b. *Many of the requested departures are caused by the generous amount of off-street parking provided. Parking is not required to be provided because the sites are in the Othello Residential Urban Village and frequent transit. Additionally, the sites are located within walking distance to the Othello light rail station and many bus stops. The non-required on-site parking is compromising aspects of the project at the expense of other areas. (CS2-B-3, CS2-D-5, CS3-A-1, CS3-A-4, PL3-A-1, DC1-B-1, DC3-B-4)*

c. *It is clear the inclusion of the non-required parking program is compromising the design such as a lack of open space, unit entries access issues, crowding, bulk and massing, and pedestrian and vehicular conflict. At a minimum, remove the uncovered parking spaces at grade for Units 9, 11, and 12 or lower the parking below grade. Removing the spaces for units 9, 11, and 12 will provide needed relief to the east site. Placing the parking below grade will allow for ample open space for each unit, lower structure heights, reduce units' crowding each other, and lower pedestrian entries to the units. (DC1-B, DC1-C)*

RESPONSE

a. Massing option 3 has been developed further with respect to the comments provided in the early design guidance report.

b. We have considered the recommendation to remove surface parking from the site, unfortunately this is a programmatic element that is still expected by homebuyers and removing the three surface parking spaces would negatively impact the financial viability of this project. As mentioned, the Othello light rail station is in close proximity to this site so parking is not required by code but in our experience, the current housing market still expects townhomes to have at least one parking space. Ideally, not all future homeowners will own cars and as expanded upon below, we have revised the design of this area to encourage alternative uses of the space without removing the option for parking.

This decision is also informed by the concerns identified by a neighbor at the community meeting that there is already a lack of available parking on the street, especially on Sundays when the two nearby churches hold services, we don't want to further exacerbate the problem by forcing new homeowners to park on the street.

c. As mentioned above, removing the surface parking would negatively impact the financial viability of this development. We have also investigated the recommendation to lower the parking below grade and have determined that it is not feasible for this project due to the low quality of existing site soils requiring a considerable amount of shoring to excavate for below grade parking where it currently exists.

We have chosen to revise the landscaping and paving to de-emphasize the vehicular uses of the space and make the entries to units 9, 10 and 11 more welcoming. The paving material for the parking spaces has been changed to grass pavers and landscaping has been added between the parking spaces and adjacent to the unit 11 entry to create a more pleasant ensemble of elements and reduce the visual impact of the parking. The grass pavers are intended to encourage a flexible use of the space as more of an auxiliary yard either permanently or temporarily for small outdoor gatherings (see precedent image right).

Multi-use Parking Area Precedent - b9 Architects







1. Surface parking is tucked behind buildings A and B to screen it from view when entering the site
2. Landscaping is used to break up the space and provide visual interest for visitors and residents
3. Natural cedar is used to visually identify unit entrances
4. Full light doors and windows from the primary living spaces allow parents to keep an eye on children playing in this informal amenity space
5. Permeable pavers in contrasting colors and patterns add a fine-grained scale within the pedestrian realm while also defining the walkway

RESPONSE TO EARLY DESIGN GUIDANCE

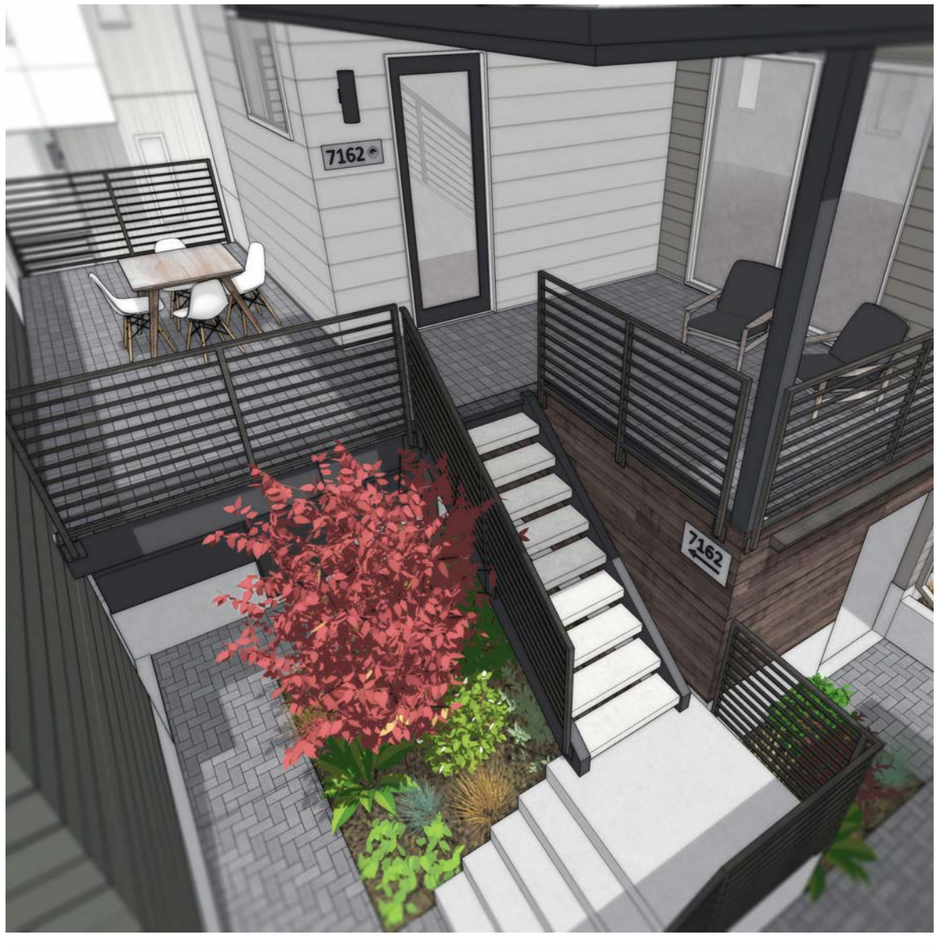
GUIDANCE

1. Site Planning, Circulation, and Parking

d. *A large amount of circulation is proposed, and some appears unnecessary. Circulation can be reduced and/or ganged together in areas in order to maximize space. For example, through access is provided to the carport area underneath units 4 and 5. Therefore access between the units does not need to be provided when other spatial issues are occurring on these sites. Remove the pedestrian circulation between Units 4 and 5 to provide the open space that is lacking for those units. (DC3-A-1, DC3-B-1, DC3-B-4)*

RESPONSE

d. The circulation between units 4 & 5 has been removed and replaced with an enclosed waste storage area on the first floor. The second floor deck for unit 5 has been expanded to include the roof of the new storage space, increasing from 148 sf to 314 sf.



GUIDANCE

2. Massing

a. Staff generally supports massing option 3 but needs to see several modifications, discussed throughout the report, in site planning to allow for adequate building separation, functional circulation, gracious entries, adequate open space, and appropriately scaled massing. (CS2-B, CS2-D, CS3-A, PL1-B, PL1-C, PL3-A, DC2-A, DC2-B, DC3-B)

b. The placement of both the open spaces at the edges and parking at-grade augments or exacerbates the sense of crowding on site. Mitigate this issue by lowering parking below grade within structures and using more pronounced shifts in massing to so that units are respectful to other units and adjacent sites. Removing surface parking to allow for greater landscaping will alleviate some of the issues causing the sense of crowdedness. (CS2-D-5, DC2-A-1, DC2-A-2)

RESPONSE

This project is the first lot on the block to be redeveloped following the MHA upzoning from single to multifamily, as such it is going to be out of scale with the existing homes on adjacent properties. The site configuration and massing was designed to be more dense in the center of the lot with gaps between units along the perimeter which reduces the bulk of the structures as viewed from the street and adjacent properties. This is intended to provide a more subtle transition from old to new instead of proposing big blocks of townhomes shifted to the edges of the site, totally out of scale with the existing context.

We aknowledge that this approach is going to create some crowding at the center of the site, to combat this, most of the units are separated above the first floor to allow more sunlight to penetrate the site, make the units feel more like detached homes than typical townhomes and create deeper views through the site while still allowing for moderate first floor living spaces. Additional strategies to combat the feeling of crowdedness: entrys are carved out of the units to provide a sense of transition from the public to private spaces, units 6-8 step back on the third floor to decrease their overall height adjacent to the common walkway, light colors are employed to help reflect ambient light throughout the site and highly textured, natural materials are strategically employed to reinforce a human-scale adjacent to the pedestrian realm.



RESPONSE TO EARLY DESIGN GUIDANCE

GUIDANCE

3. Entries

a. *The entry conditions of units 4 and 5 are formidable as residents will walk up a long flight of stairs to enter their unit. If parking is to be provided, lower it below grade to mitigate the entry conditions as shown. The entry of unit 4 also has little connection to the street. Lower and turn the stairway of Unit 4 to the street to add visual interest and provide a better connection to the right of way. Entries of Units 1 and 6 should also face the street. (CS2-B-2, PL3-A)*

RESPONSE

a. Units 4 and 5: A 90 degree turn and change in material has been added to both entry stairs to make them appear less daunting. The lower stairs at unit 4 now face the street to provide a stronger connection to the right of way. The turn in the unit 5 entry stairs now creates a semi-private courtyard at grade that the stairs wrap around to reach the expanded second floor deck (see rendering previous page). The parking at units 4 & 5 has been lowered as much as possible to reduce the height of the second floor deck and the soil in front of the units has been mounded up against the first floor walls to further decrease the perceived separation between the entry decks and the ground.

Original Design





GUIDANCE

3. Entries

b. *Entryways should be an ensemble of coordinated elements and include overhead weather protection, lush landscaping with seasonal interest, proper lighting, visual interest and preferably offer a space for residents to enjoy with seating and opportunities for community interaction. A buffer from the public and private realm should be included for entries along the street. (PL3-A, PL3-B)*

RESPONSE

a./b. The entries to units 1& 6 have maintained their orientation toward the on-site walkways in lieu of facing the street to better meet the intent of the Othello supplemental design guidance for PL2: *'consider the type of 'zone of defense' most appropriate for specific spaces and entries... private open spaces and entrances should include physical barriers, such as fencing, some forms of landscaping and locked doors.'*

We believe that retaining the entry orientation to units 1 & 6 strengthens the sense of community with adjacent units and creates a sense of privacy and separation from the street via an entry sequence that transitions from the public sidewalk to the semi-private walkways onsite and then to the unit entries. The entries are still fully visible from the sidewalk but we believe that connecting these unit entries directly to the sidewalk would reduce a sense of privacy and security for the units. The entries to units 1 & 6, when considered with adjacent unit entries, create a strong repeating pattern or rhythm of entries that improves wayfinding and strengthens the architectural form. The entries are still very prominent from the street as they are only separated by low plantings but feel more connected to the rest of the development.

Entry Elements:

1. Covered entries, set back from shared walkways
2. Clear addressing, visible from the street
3. Lights for wayfinding at night
4. Natural cedar is used to signal unit entries
5. Lush Landscaping





RESPONSE TO EARLY DESIGN GUIDANCE

GUIDANCE

4. Open Space

a. *Staff supports the intention for each unit to have its own open space and back yard setting. The open space for each unit provides relief to adjacent neighbors of the site. Provide open space for units 4 and 5 as it is currently lacking. Removing the unnecessary parking will allow this to be accomplished. Providing open space for each unit provides an equitable development that all residents can enjoy. (DC3)*

b. *The type of fencing illustrated on p. 29 of the packet only exacerbates the experience of enclosure. Use landscaping or fences with considerable porosity along 44th Ave S. In addition, avoid creating corrals in the rear yards of the units.*

Original Design





RESPONSE

a. The second floor deck for unit 5 has been increased in response to guidance in 3a (see rendering, page 13). Unit 4 may not have a fenced yard but their second floor deck is a spacious outdoor room with an open metal railing to minimize the feeling of enclosure and a combination of height difference and dense plantings in front to provide a buffer from the public sidewalk.

b. The fence around the unit 1 & 6 yards has been revised – it is now a 4 ft tall cedar fence with a 2 ft tall cedar slat trellis above that is primarily open. The trellis is only on the portion of fence facing the street to minimize the feeling of enclosure while still creating some privacy for residents. Vines will be planted at the base of the trellis to eventually grow up it and provide additional privacy. The yard of unit 6 is slightly lower than the adjacent sidewalk which creates an added sense of privacy and separation from the public realm.

The yards for units 1-3 have been terraced to better respond to the existing site conditions and create a usable patio area with a buffer of plantings that increase privacy for the units and the adjacent property while still feeling open.





GUIDANCE

5. Wayfinding

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

RESPONSE

a. Wayfinding signage will be provided at the front of the lot for the back units, all other units will have address signs visible from the ROW.

The repetition of entry sequence elements (framed awning or recess in building massing, natural cedar, lighting at night, landscaping) helps to further identify units.



COMPOSITE SITE PLAN



HARDSCAPE LEGEND:

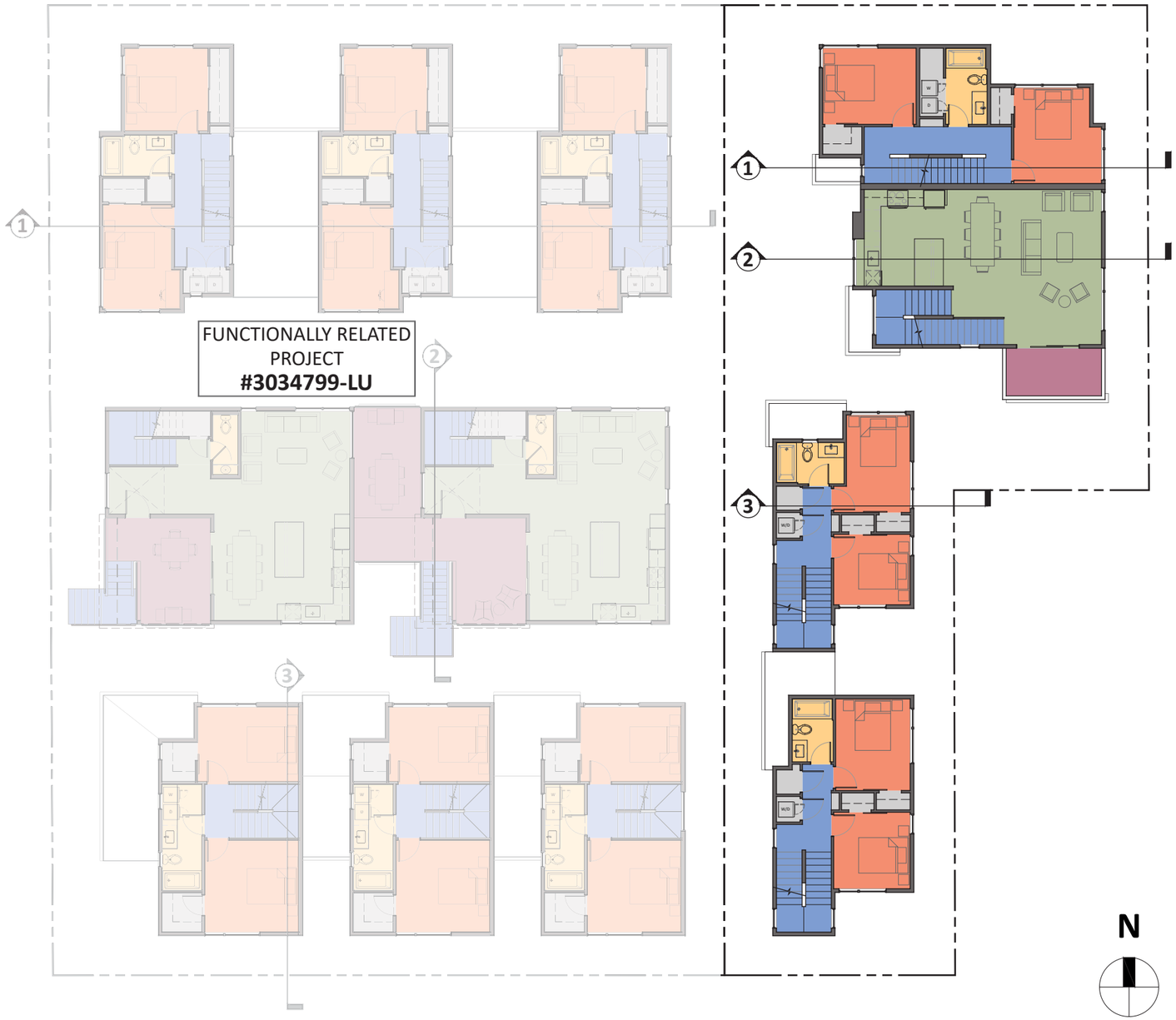
- CIP CONC LANDING & STAIRS
- ECO-PRIORIA PERMEABLE PAVERS
  8x8 STRAIGHT STACK PATTERN; COLOR: GRAY
- ECO-PRIORIA PERMEABLE PAVERS
  4x8 HERRINGBONE PATTERN; COLOR: CHARCOAL
- 2x2 VANCOUVER BAY PAVERS
- 1" RIVER ROCK @ PLANTING BEDS & GROUNDCOVER PER PLAN
- TURFSTONE PAVERS OR SIM.
- BIOPLANTERS
- LANDSCAPING
- CIP CONC RETAINING WALL
- LANDSCAPE BLOCK WALL

FLOOR PLANS FLOOR 1

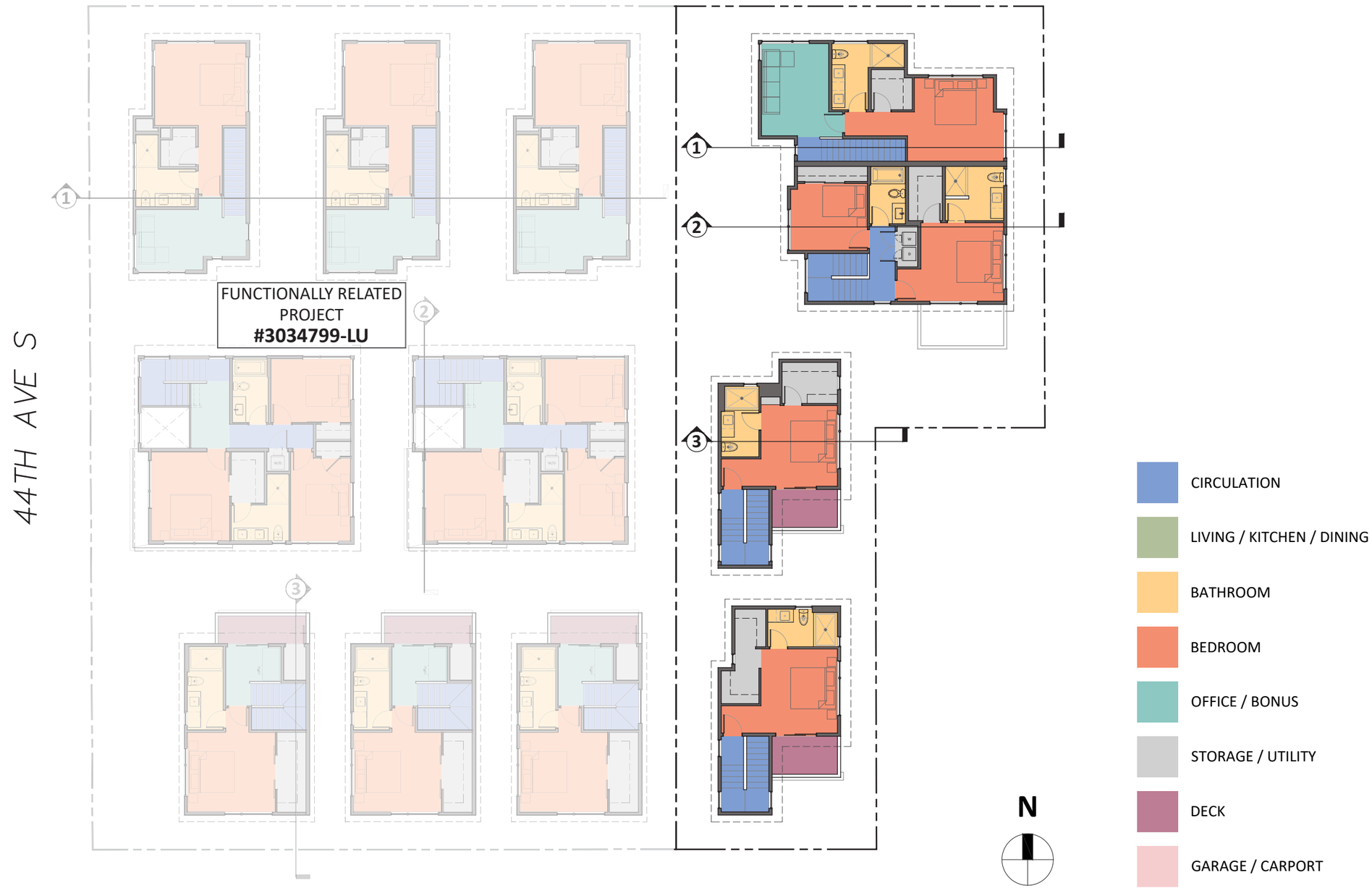


GREEN CANOPY HOMES

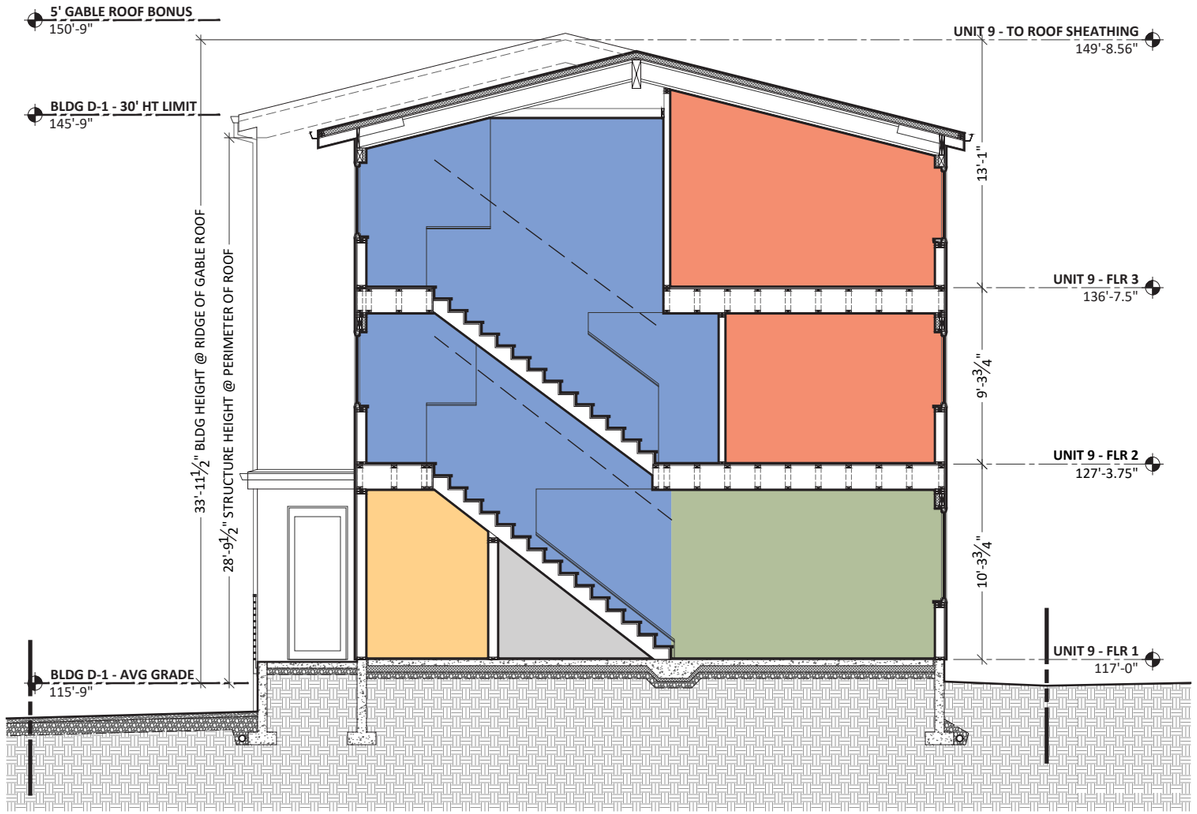
FLOOR PLANS FLOOR 2



FLOOR PLANS FLOOR 3



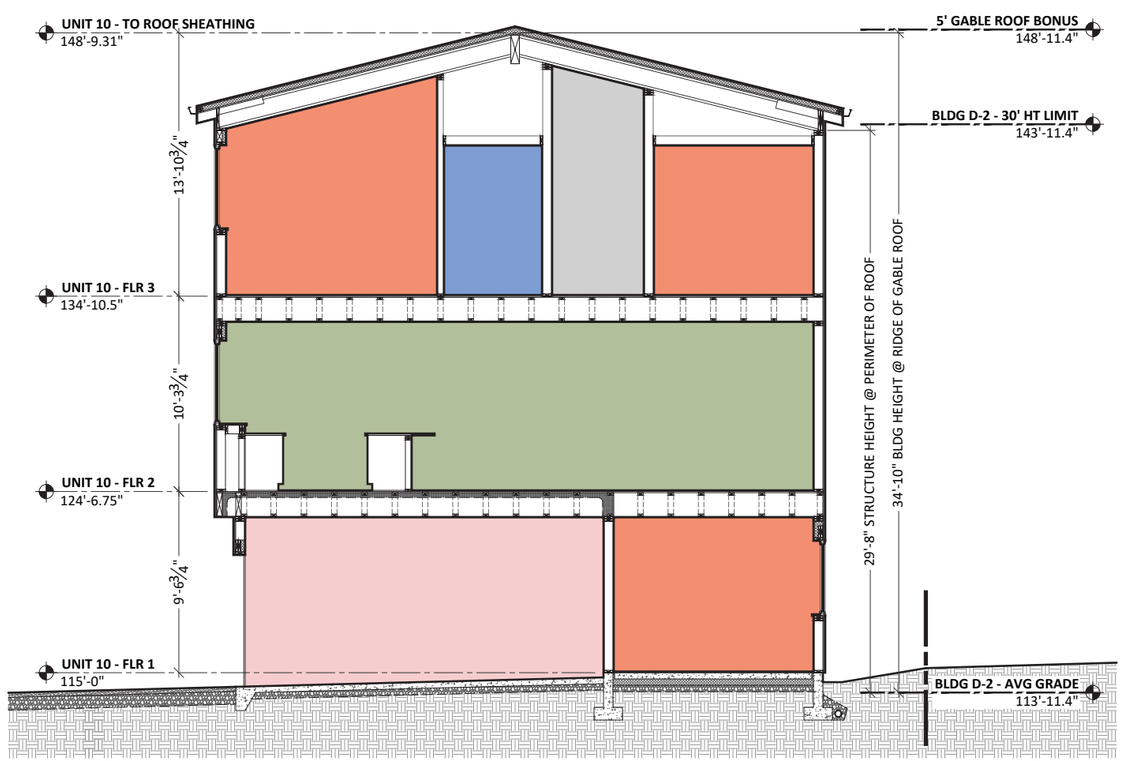
BLDG SECTIONS 1



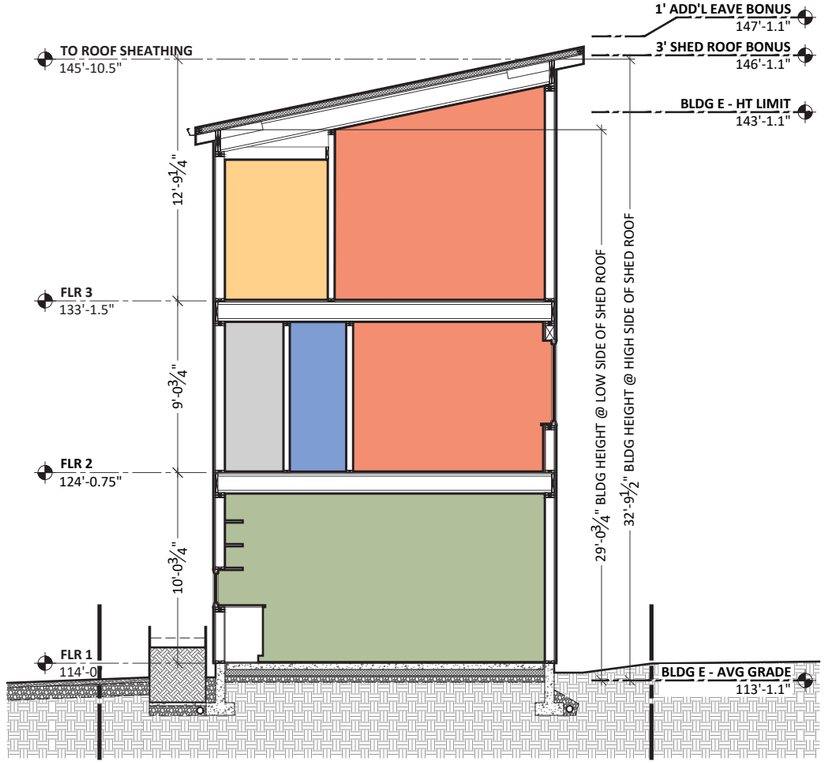
1 **BLDG D - UNIT 9**
NTS

- CIRCULATION
- LIVING / KITCHEN / DINING
- BATHROOM
- BEDROOM
- OFFICE / BONUS
- STORAGE / UTILITY
- DECK
- GARAGE / CARPORT

BLDG SECTIONS 2 & 3

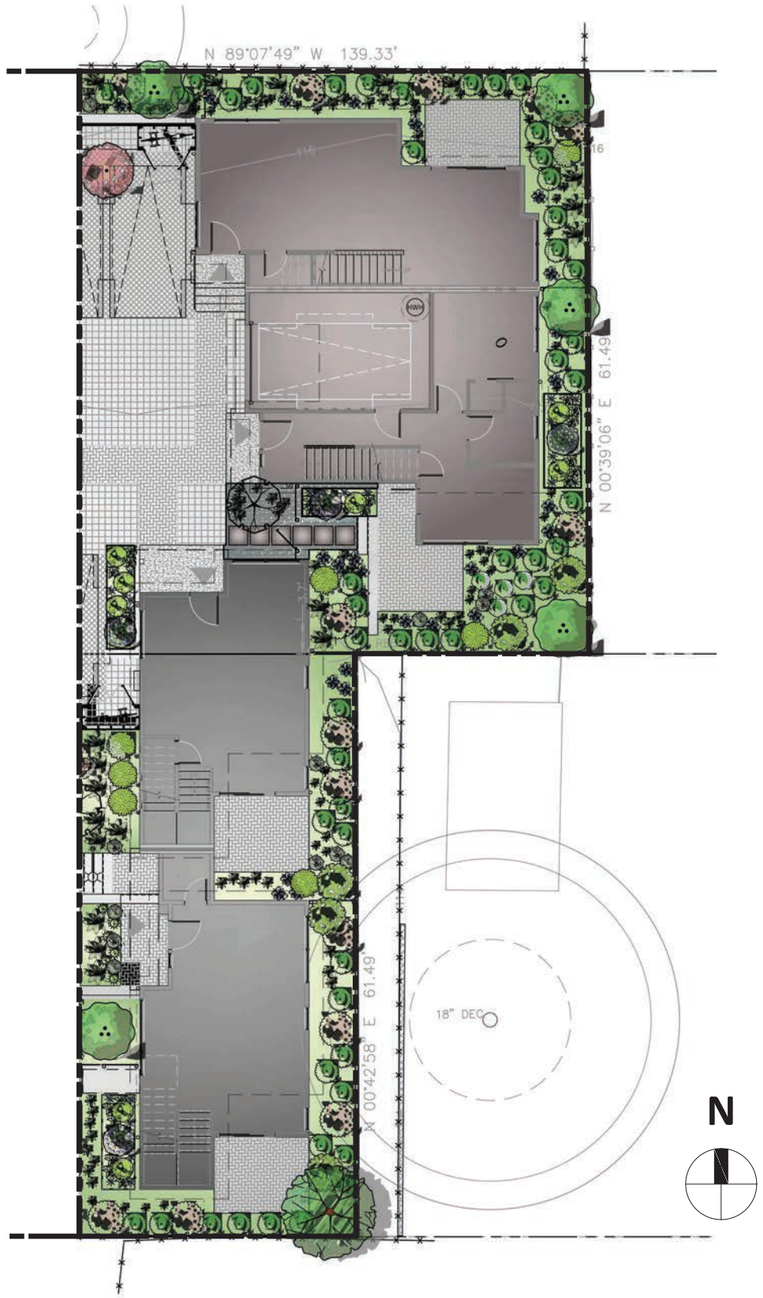


2 BLDG D - UNIT 10
NTS



3 BLDG E
NTS

LANDSCAPE PLAN




Physocarpus o. 'Diabolo'


Mahonia e. 'Soft Caress'


Blechnum spicant


Brunnera m. 'Silver Heart'


Sarcococca ruscifolia


Polygonatum odoratum


Carex testacea


Sambucus n. 'Black Lace'


Hydrangea p. 'Limelight'


Liriope m. 'Big Blue'


Symphoricarpos albus


Helictotrichon sempervirens


Calamagrostis x 'Karl Foerster'

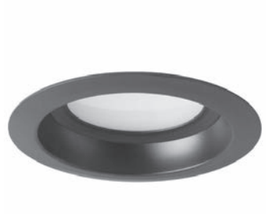

Cornus alba 'Bailhalo'


Nandina d. 'Sienna Sunrise'

SITE LIGHTING & SIGNAGE PLAN



WALL MOUNTED SCONCE
LED, BLACK



SOFFIT DOWNLIGHT
LED, BLACK



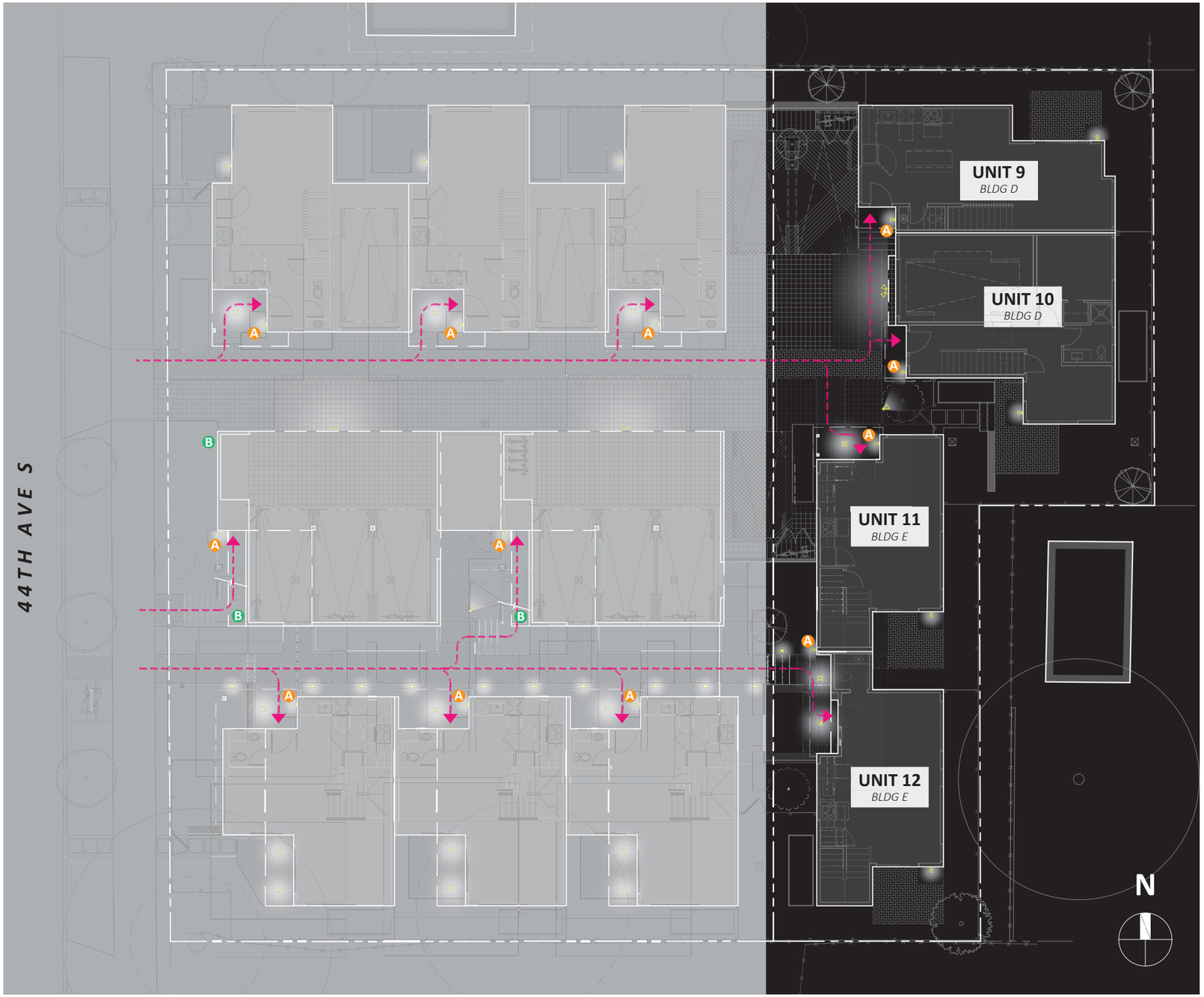
FLOOD LIGHT @ PARKING
LED, BLACK, MOTION SENSOR



LANDSCAPE UPLIGHT
LED, BLACK



PATHWAY LIGHT
LOW VOLTAGE, LED, BLACK



LEGEND:

- PEDESTRIAN SITE ACCESS
- (A) WAYFINDING SIGN
- (B) UNIT ADDRESS SIGN

MATERIAL PALETTE BLDG EXTERIORS



PRODUCT **Fiber Cement Panel Siding**
SIZE **48” x 120” (max)**
FINISH **Smooth, Painted**
COLOR **See Elevations**
LOCATION **Siding & Soffit per Elevations**



PRODUCT **T&G Cedar**
SIZE **1” x 6” (nom.)**
FINISH **Smooth, Satin Finish**
COLOR **Clear Exterior Stain**
LOCATION **Soffit per Elevations**



PRODUCT **T&G Cedar**
SIZE **1” x 6” (nom.)**
FINISH **Smooth, Satin Finish**
COLOR **Semi-transparent Black Exterior Stain**
LOCATION **Siding per Elevations**

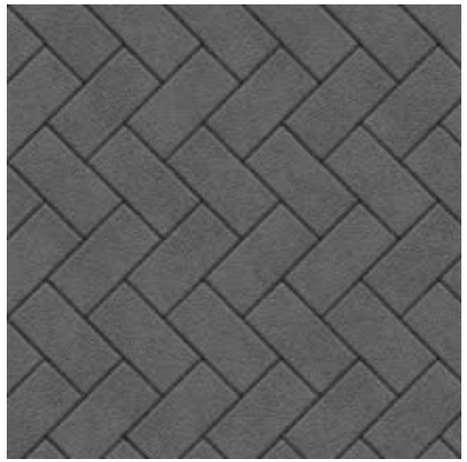


PRODUCT **Fiber Cement Lap Siding**
SIZE **6”, 8” or 10.25” Reveal per Elevations**
FINISH **Smooth, Painted**
COLOR **See Elevations**
LOCATION **Siding per Elevations**

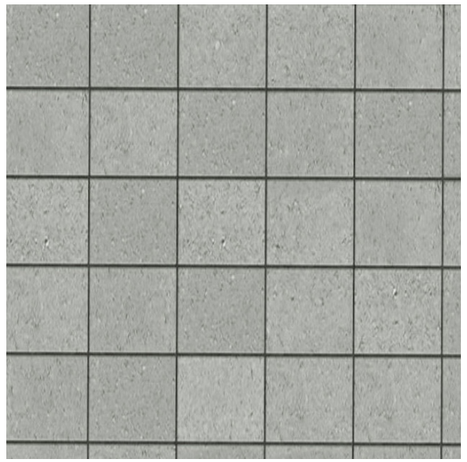


PRODUCT **Fiber Cement Board & Batten Siding**
SIZE **48” x 120” panels, Battens @ 16” O.C.**
FINISH **Smooth, Painted**
COLOR **See Elevations**
LOCATION **Siding per Elevations**

SITE



MATERIAL **Permeable Pavers**
SIZE **4” x 8”**
COLOR **Charcoal**
PATTERN **Herringbone**
LOCATION **Walkways & Patios**



MATERIAL **Permeable Pavers**
SIZE **8” x 8”**
COLOR **Gray**
PATTERN **Straight Stack**
LOCATION **Driveway & Vehicle Turnaround**



MATERIAL **Landscape Block**
SIZE **6” x 12” x 16”**
COLOR **Gray**
PATTERN **N/A**
LOCATION **Retaining Walls**

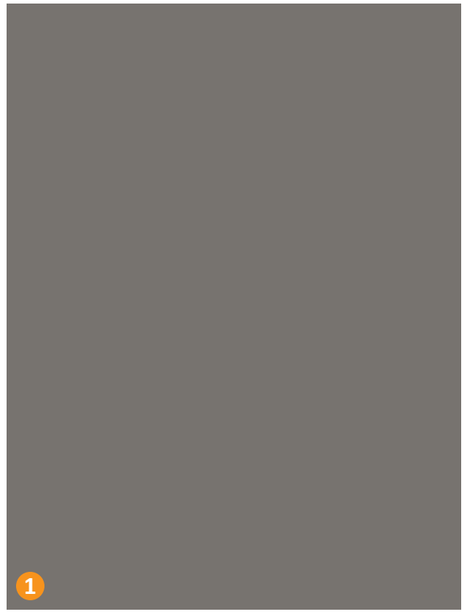


MATERIAL **Corten Steel Planters**
SIZE **Dimensions Per Plan**
COLOR **Red-Brown Patina**
PATTERN **N/A**
LOCATION **Bioplanters & Landscape Edging**



MATERIAL **Turfstone Pavers**
SIZE **16” x 24”**
COLOR **Gray**
PATTERN **N/A**
LOCATION **Parking Area per Plan**

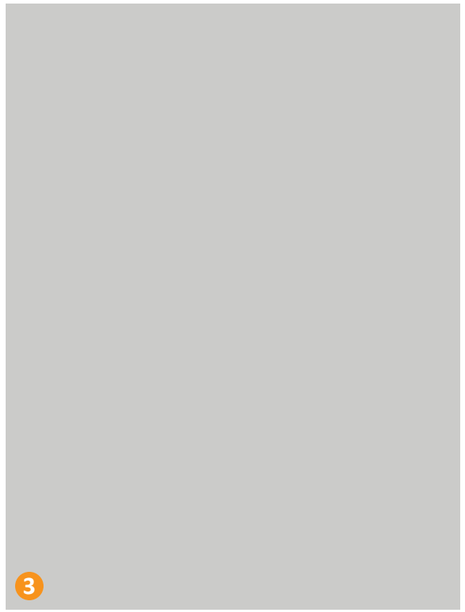
MATERIAL PALETTE PAINT COLORS



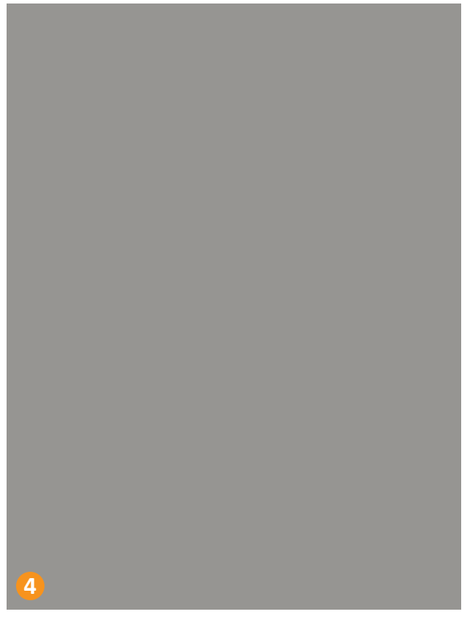
SW7019 GAUNTLET GRAY BODY COLOR



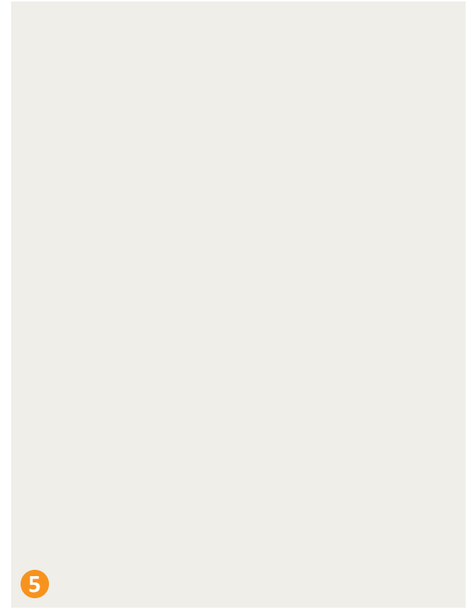
SW7069 IRON ORE BODY COLOR



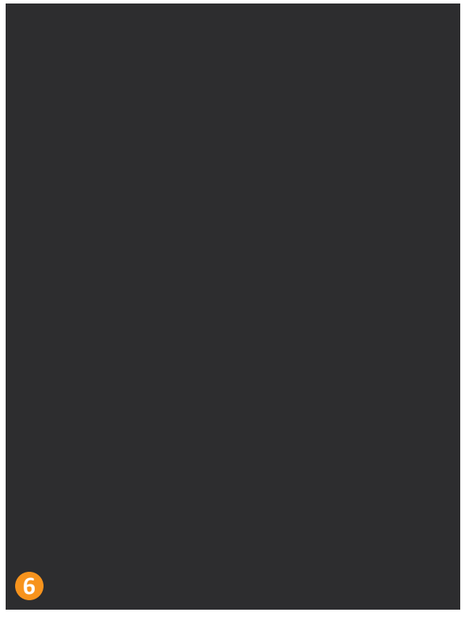
SW7064 PASSIVE BODY COLOR



SW7669 SUMMIT GRAY BODY COLOR



SW7005 PURE WHITE ACCENT COLOR



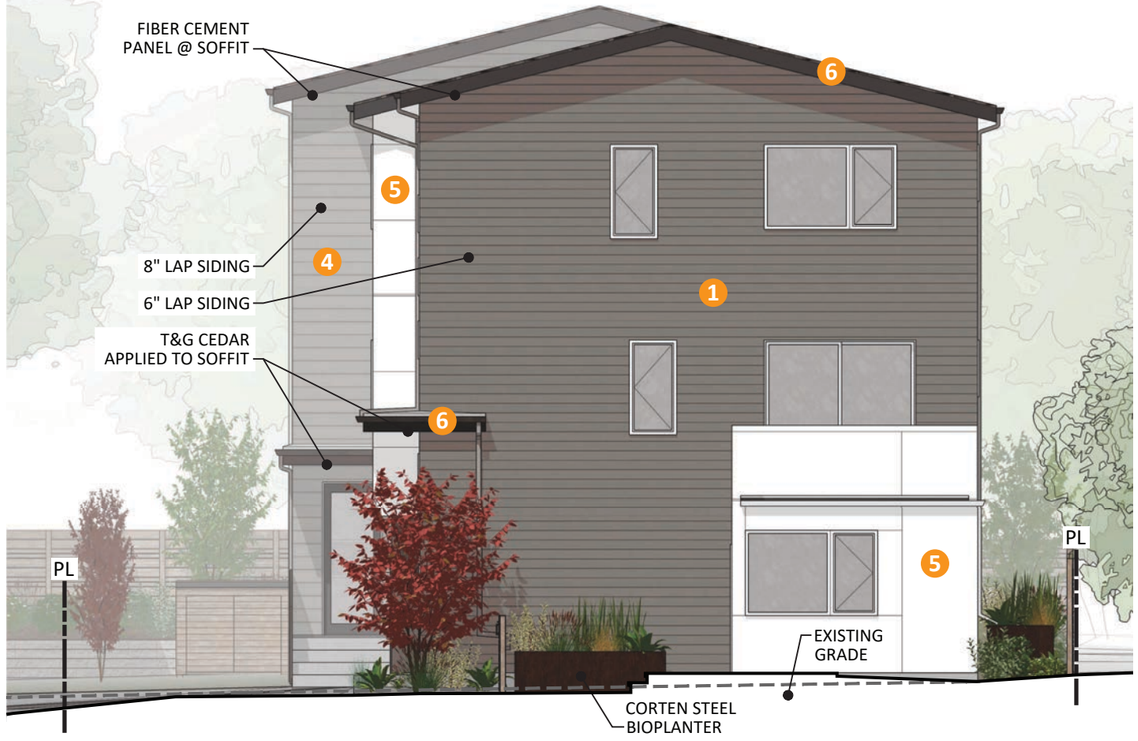
SW6258 TRICORN BLACK ACCENT COLOR

ELEVATIONS BLDG D



WEST

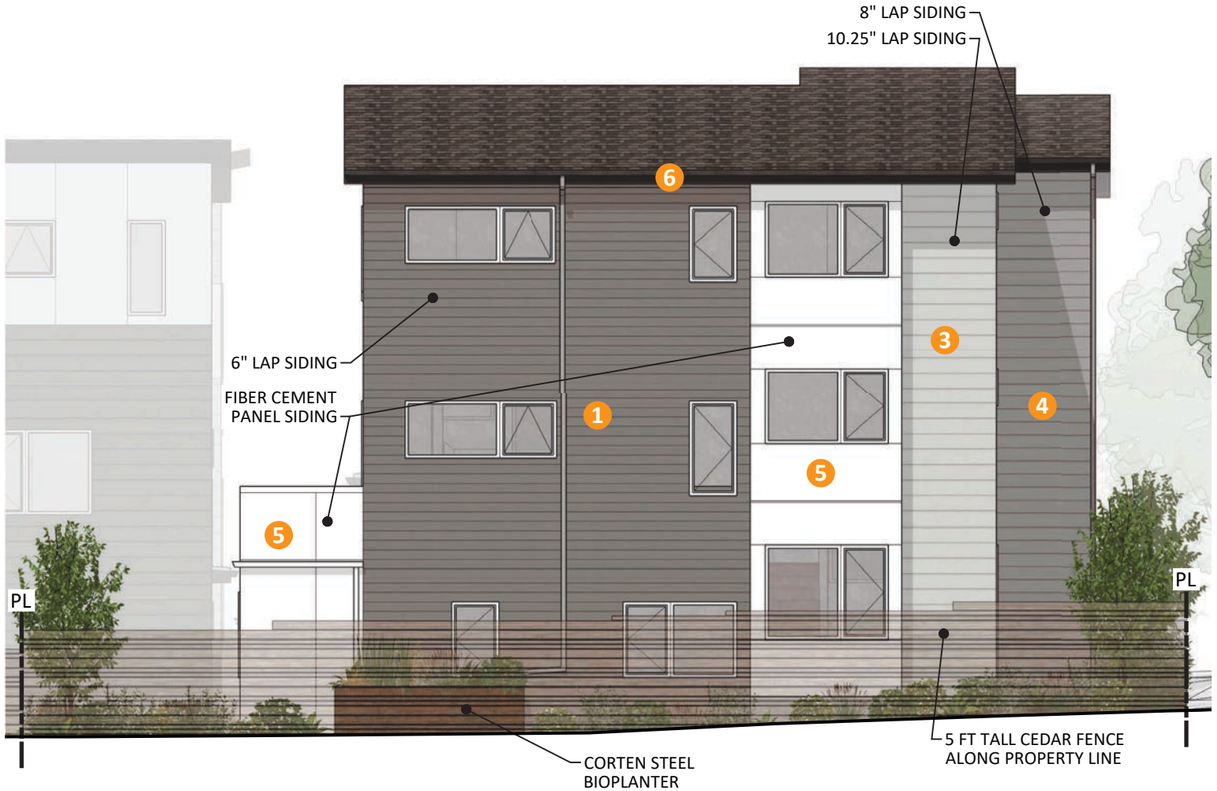
NTS



SOUTH

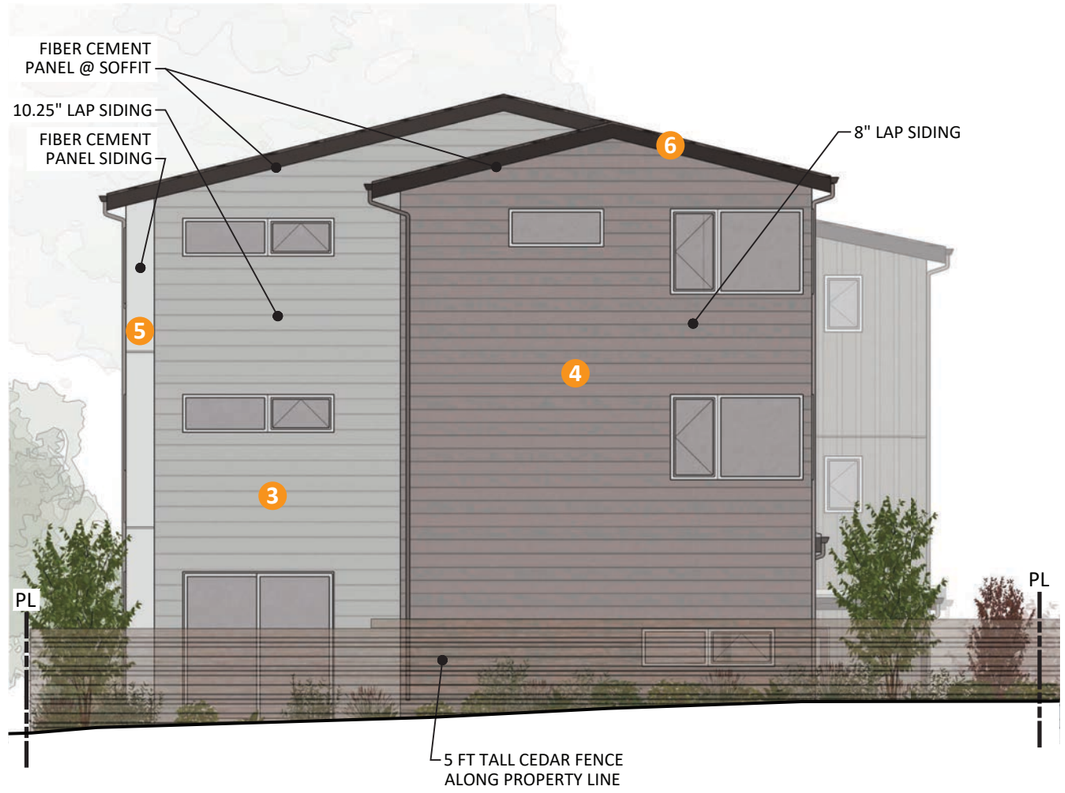
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ELEVATIONS BLDG D



EAST

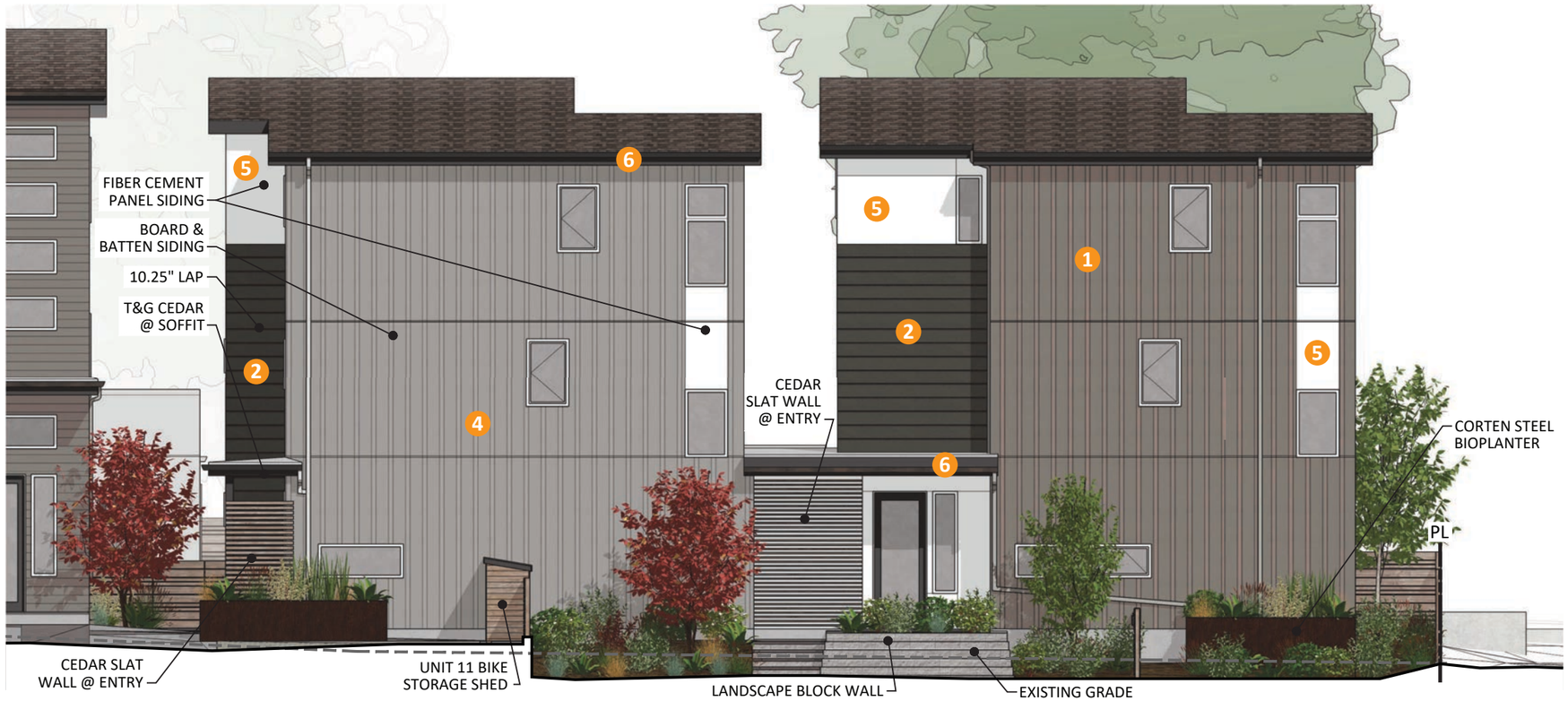
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NORTH

NTS

ELEVATIONS BLDG E



WEST

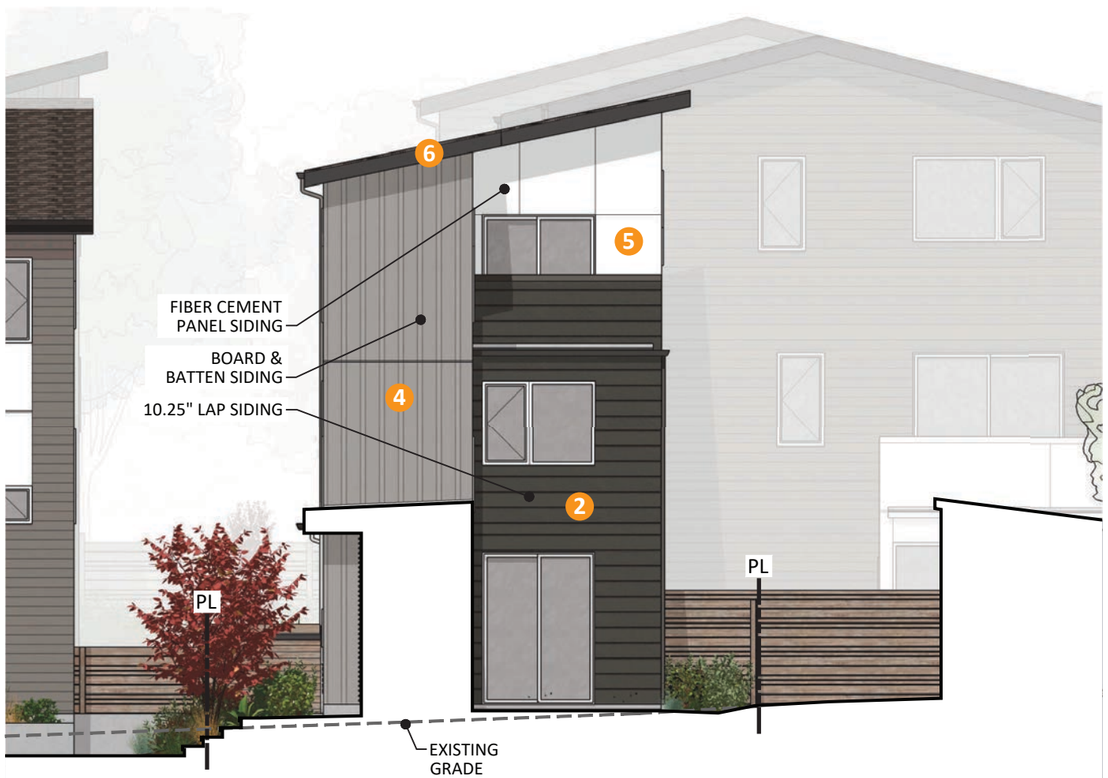
NTS

ELEVATIONS BLDG E



SOUTH

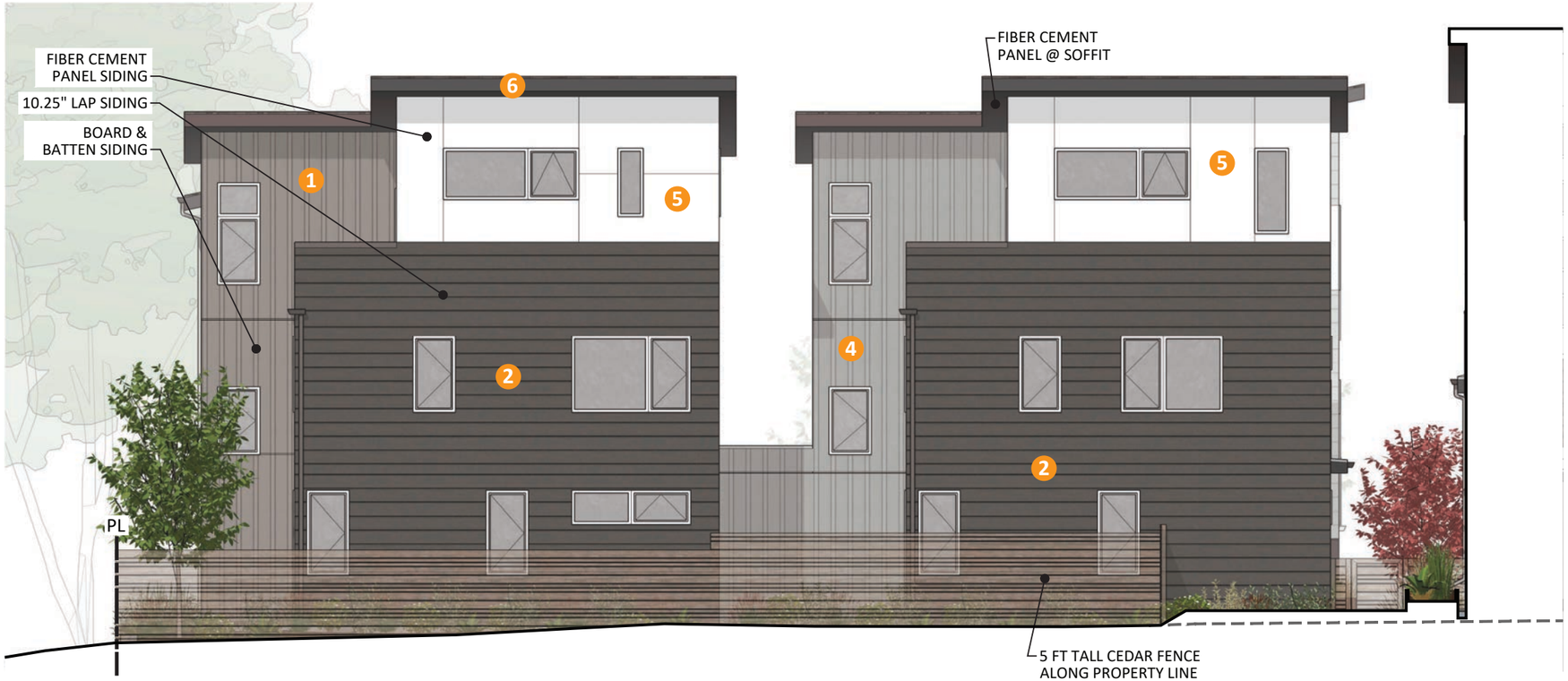
NTS



SOUTH INTERIOR

NTS

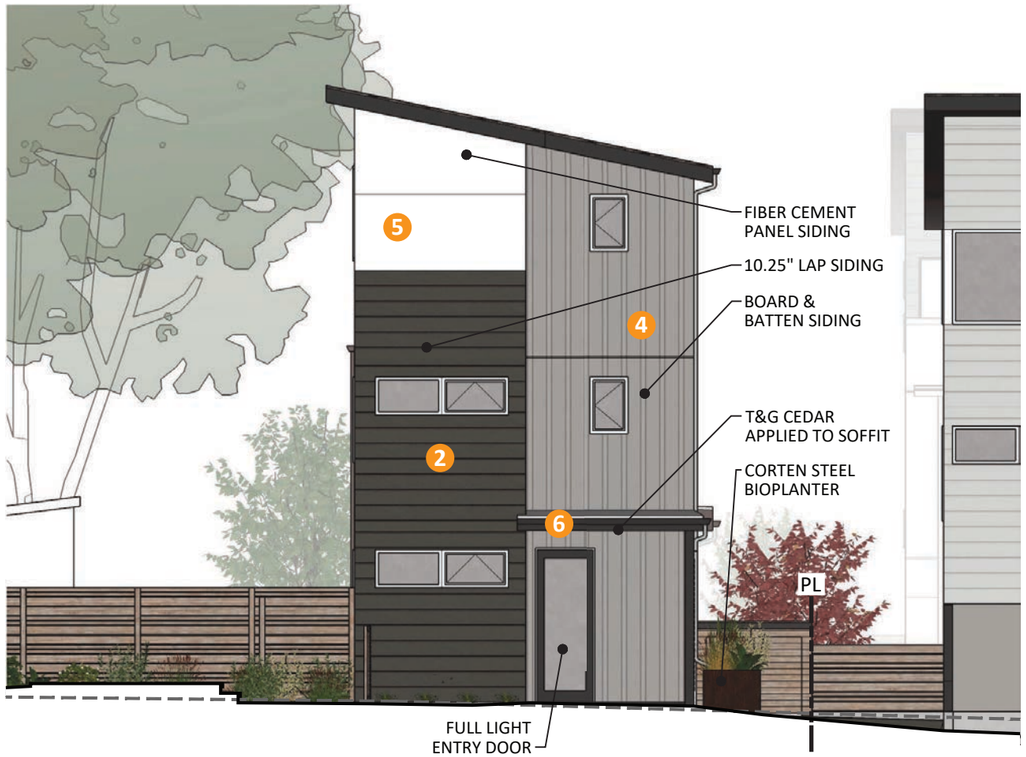
ELEVATIONS BLDG E



EAST

NTS

ELEVATIONS BLDG E



NORTH

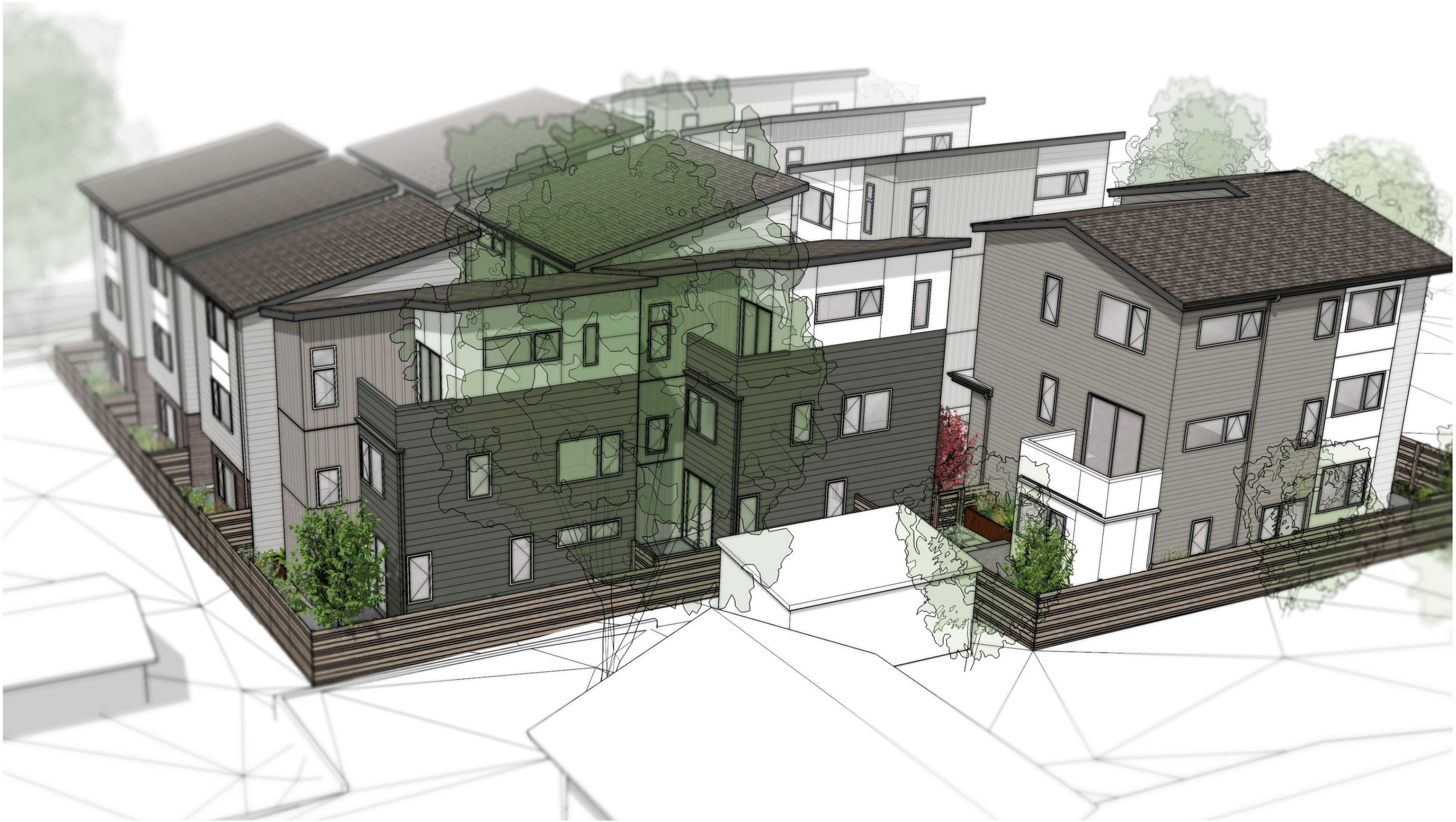
NTS



NORTH INTERIOR

NTS

RENDERINGS AERIAL VIEW OF SITE



RENDERINGS VIEW OF BLDG E



RENDERINGS ENTRY TO UNIT 12

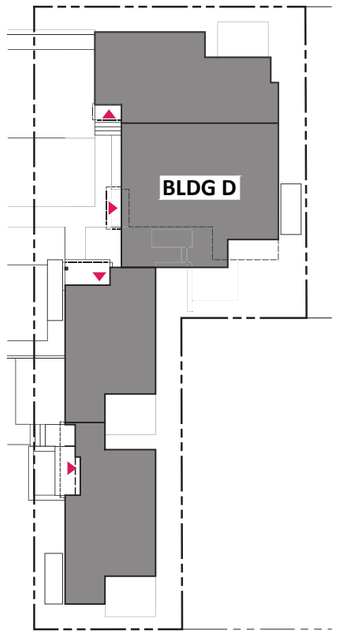


RENDERINGS ENTRIES TO UNITS 9, 10, 11

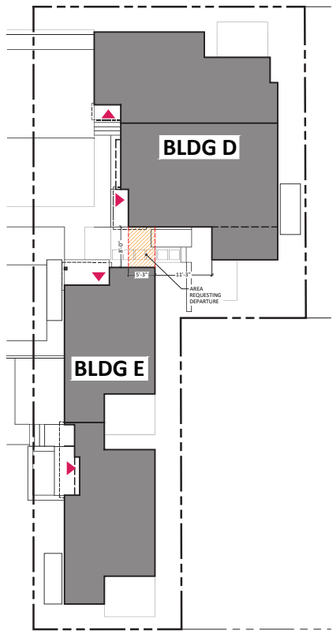


REQUESTED DEPARTURE

NO.	DEVELOPMENT STANDARD	PROPOSED	SDCI'S COMMENTS FROM EDG REPORT	RATIONALE & SUPPORTING GUIDELINES
1	**23.45.518 BLDG SEPARATION** F.1. In LR zones, the minimum required separation between principal structures at any two points on different interior facades is 10 feet.	Reduce building separation between buildings D & E from 10.0' to 8.0'. (20% reduction) length of facade requiring departure: 5'-3"	*Staff does not support the requested departure. Non-required programmatic functions not fitting on the site is not design-based rationale to support a departure. The applicant proposes that the two sites host 12 units. Reducing the separation between structures acts to enhance the sense of crowding nor is it apparent that the applicant's rationale benefits the project. Readjusting the site planning of the parcels and removing parking will alleviate crowding and help provide needed open space to units 4 & 5. (CS2)*	The building separation departure is still being requested. As mentioned in our EDG report response, we have considered the recommendation to remove surface parking from the site but, unfortunately, removing three parking spaces would negatively impact the financial viability of this project. The parking area has been retained with modifications to reduce it's visual impact and create a more pleasant and attractive space for residents that encourages alternative uses of the area. This departure request is not directly related to the parking configuration on site. This project will be the first multifamily development on the block following the MHA upzoning, as such it must both fit into the existing context and contribute to the development of attractive new architectural forms at the new density and scale. An alternate design for this lot could be a fourplex that meets all setback, building width, facade length and building separation requirements but creates a very large structure totally out of scale with the existing context. Our proposed design breaks up that mass into two smaller structures that can better relate to the existing single family homes. The proposed duplexes are only utilizing 90.5% of the maximum FAR allowed (5,992 sf / 6,624 sf), we are choosing to not maximize the FAR on this site because we believe that creating a separation between units 10 & 11 responds better to the existing context than a single structure would. The building separation is aligned with the driveway/ pedestrian walkway between buildings A and B on the adjacent site. Creating a space between units 10 & 11 provides a great opportunity for a focal point tree & landscaping that help to make the space more pleasant and attractive to residents. It also minimizes the sense of crowding on site by allowing views through the site to the mature trees beyond, instead of the walkway leading you to a wall of buildings.



CODE COMPLIANT SCHEME
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PROPOSED MASSING
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REQUESTED DEPARTURE



COMPLETED WORK FROM GREEN CANOPY HOMES









