DESIGN REVIEW RECOMMENDATION



SDCI #3035015-LU
9202 Mary Ave NW / 9203 14th Ave NW
Seattle, WA 98117

Applicant:
Cone Architecture, LLC
2226 3rd Avenue
Seattle, WA 98121
Contact: Summer McEneny

Owner:
Isola Homes
13555 SE 36th St #320
Bellevue, WA 98006
(206) 413-6322
Contact: Jenna O'Connor

SDCI Contact:
Ellen Aebischer
Land Use Planner
ellen.aebischer@seattle.gov
(206) 386-1981



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VICINITY MAP

EXISTING SITE

The project site consists of two parcels (APN 1862400096 / 1862400100) at the end of a residential block, facing three streets: NW 92ND ST, MARY AVE NW and 14TH AVE NW. The site is currently occupied by two (2) single family homes and two (2) detached garages, and it has little grade change with no exceptional trees located on site. Immediately adjacent to the site is Crown Hill Park to the east, and a commercially heavy road: Holman RD NW that continues to the south of the site. North of the site the predominance is residential single family homes, and one block to the west is the Soundview playfield and Whitman Middle school.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned LR1 (M1), indicating that structures may go up to 30'-0" plus applicable height bonuses. The LR1 zoning continues one parcel north and south of the site. Directly abutting the east side of the site is a NC zone, and abutting directly to the west of the site there is a residential small lot zone (RSL). The subject parcel is located within the Crown Hill Urban Village Overlay. Due to its location in a frequent transit service area, no parking is required. We understand, however, that it is a priority for the neighborhood to provide more parking, therefore one stall will be provided for each unit.

DEVELOPMENT OBJECTIVES

This project proposes a new residential rowhouse community with 20 dwelling units, and 20 on site surface parking stalls. Though this development will increase the density of the neighborhood it will also serve as an appropriate transition from the busy commercial zone to the east to the single family homes and townhouses to the west and north of the site. The project will contain many family-sized units to connect with the many public green spaces, grocery stores, and educational buildings found within a 15 minute walk from the site. It also aims to respect the existing neighborhood through appropriate massing, proportion, and material.

NEIGHBORHOOD DEVELOPMENT

The Crown Hill Urban Village is culturally, economically, and architecturally diverse. It is bisected by Holman Road, providing fast access to the many commercial buildings, public amenities, and new multifamily buildings. Recent construction and projects in planning within the Crown Hill Urban Village have begun to introduce a modern aesthetic with multi-story mixed use and residential buildings such as 9176 HOLMAN RD NW (# 3007947) and 9045 MARY AVE NW (# 3029880). The neighborhood also consists of numerous parks such as Crown Hill Park, North Beach Park and Crown Hill Glen Park.



SITE LOCATION

9202 Mary Ave NW /
9203 14th Ave NW
Seattle, WA 98117

ZONING SUMMARY

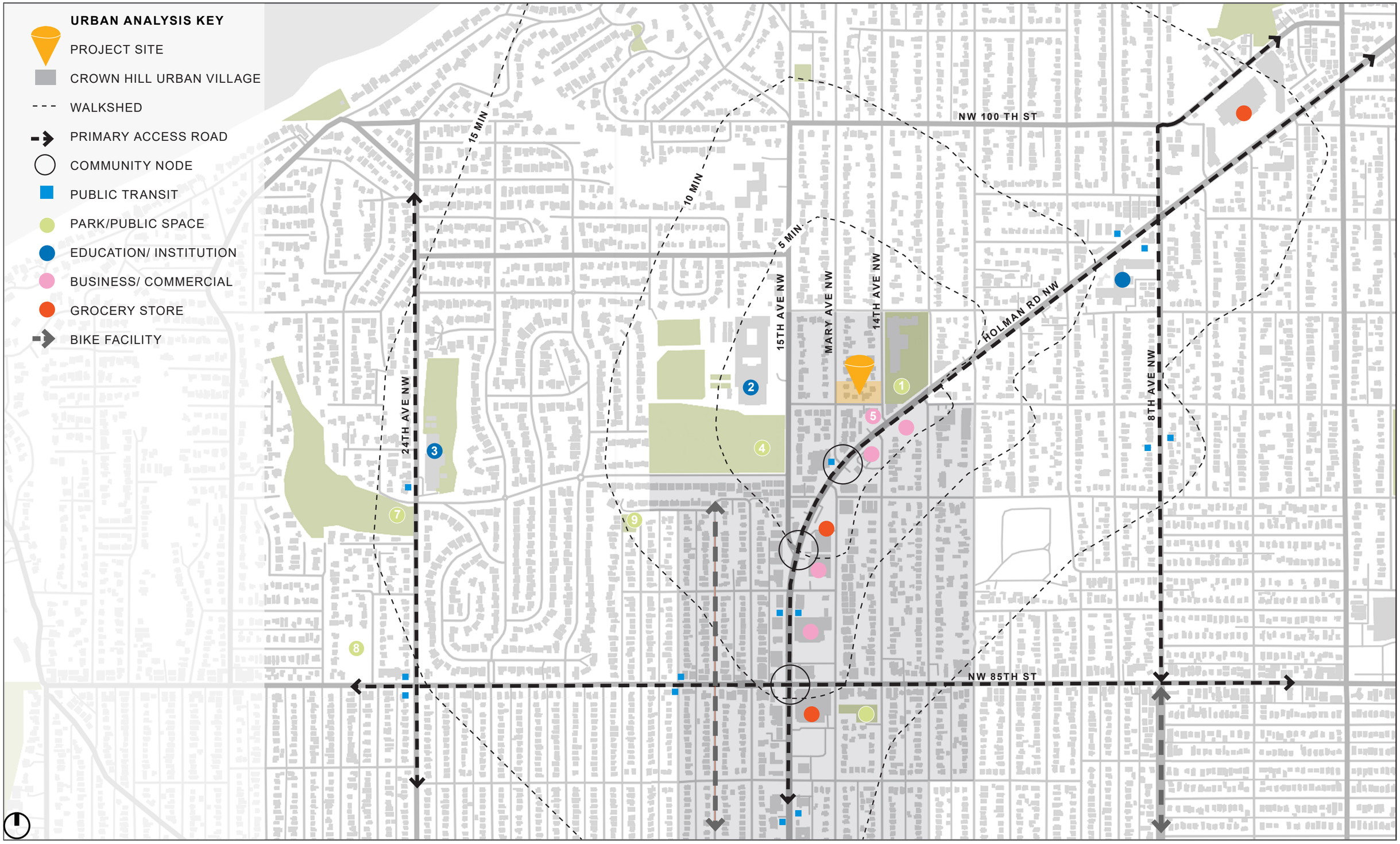
Zone: LR1 (M1)
Overlay: Crown Hill Urban Village

PROJECT PROGRAM

Site Area: 17,726 SF
Number of Residential Units: 20
Number of Parking Stalls: 20
Allowable FAR= 1.3, 23,043.80 SF
Approx. FAR= 22,846.48 SF
Approx. SF Per Unit= 1,024 SF - 1,300 SF
Approx. GSF = 24,118.555 SF
Design Review: Administrative (Between 15,000 and 35,000 GSF)

DEPARTURES REQUESTED

SETBACKS AND SEPARATION - PAGES 64-68


URBAN ANALYSIS KEY
PROJECT SITE
CROWN HILL URBAN VILLAGE
WALKSHED
PRIMARY ACCESS ROAD
COMMUNITY NODE
PUBLIC TRANSIT
PARK/PUBLIC SPACE
EDUCATION/ INSTITUTION
BUSINESS/ COMMERCIAL
GROCERY STORE
BIKE FACILITY
15 MIN
10 MIN
5 MIN
NW 100 TH ST
NW 85TH ST
24TH AVE NW
15TH AVE NW
MARY AVE NW
14TH AVE NW
HOLMAN RD NW
8TH AVE NW
1
2
3
4
5
7
8
9



1 CROWN HILL PARK



2 WHITMAN MIDDLE SCHOOL



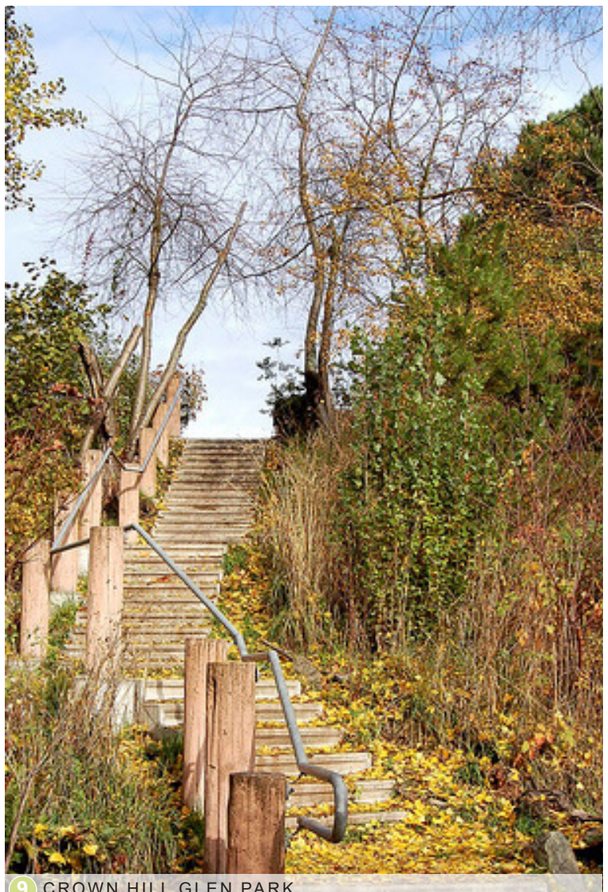
3 NORTH BEACH ELEMENTARY SCHOOL



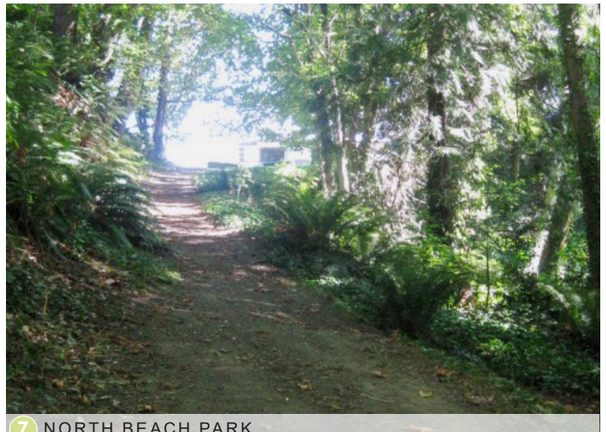
4 SOUND VIEW PLAYFIELD



5 VCA CROWN HILL ANIMAL HOSPITAL



9 CROWN HILL GLEN PARK

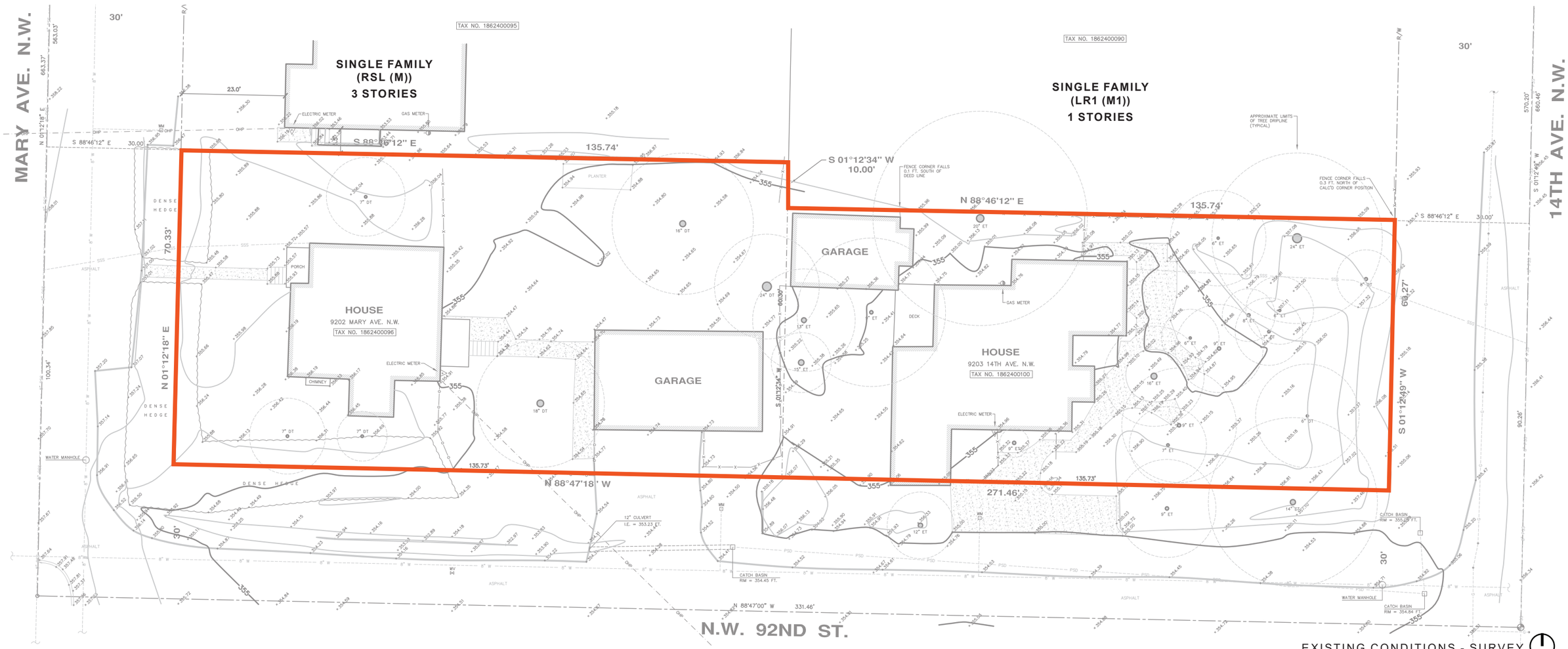


7 NORTH BEACH PARK



8 BALLARD P-PATCH COMMUNITY GARDENS

SITE CONDITIONS



EXISTING CONDITIONS - SURVEY

PROPOSED PROJECT SITE
- The project site consists of two parcels
- Total Site Area = 17,726 SF and measures roughly 271' wide by 60'-70' deep
- Site currently contains (2) single family homes and (2) detached garages

TOPOGRAPHY
- 1' to 2' of grade change through out whole site at the east / west direction
- Sidewalks or curb do not currently exist

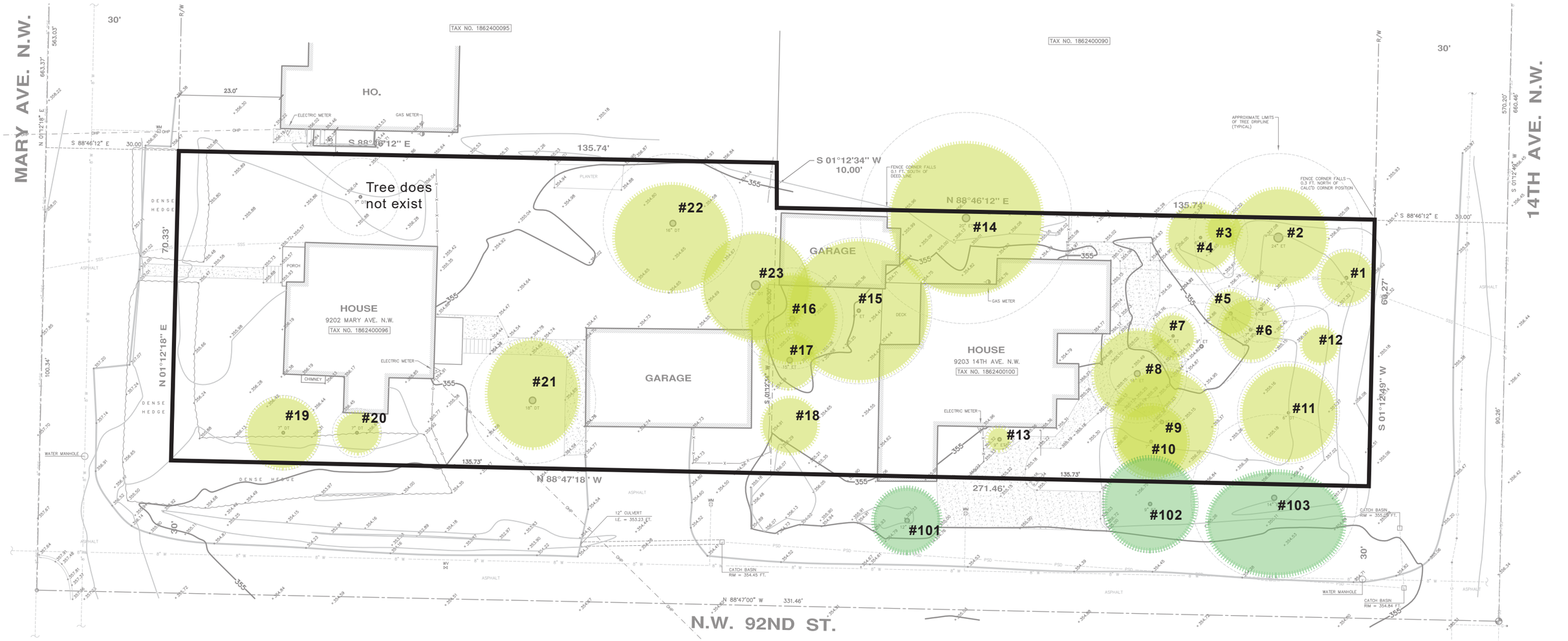
ADJACENT BUILDINGS AND USES
- Existing 3-story single family home immediately north (west side) of the site (RSL M)
- Existing 1-story single family home immediately north of the site (east side) (LR1 M1)

TRAFFIC PATTERNS
- 14th AVE NW provides access to main road (Holman RD NW) and commercial zone
- Mary Ave NW is predominantly residential with minor traffic flow
- Traffic circle currently located on the intersection of NW 92ND ST and Mary AVE NW

STREET-SCAPE
- Currently there is no sidewalk on all the streets abutting the project site.
- Street Improvement Plan will be provided for NW 92ND ST, Mary AVE NW, and 14th AVE NW

TREES
- No exceptional trees located on site per arborist report (see p. 14-15)

LEGAL DESCRIPTION
CROWN HILL ADD S 10 FT OF W 1/2 OF 9 & W 1/2 OF 10



EXISTING CONDITIONS - TREE SURVEY

ARBORIST REPORT DESCRIPTION:

- 23 trees greater than 6-inches in diameter (measured at 4 ½' above ground) were identified on the subject property. The majority of trees are found on the 9203 14th Ave NW property. This property has a large, well-maintained landscape with an abundant variety of small trees and shrubs. Only one tree greater than 24-inches exists on the property.

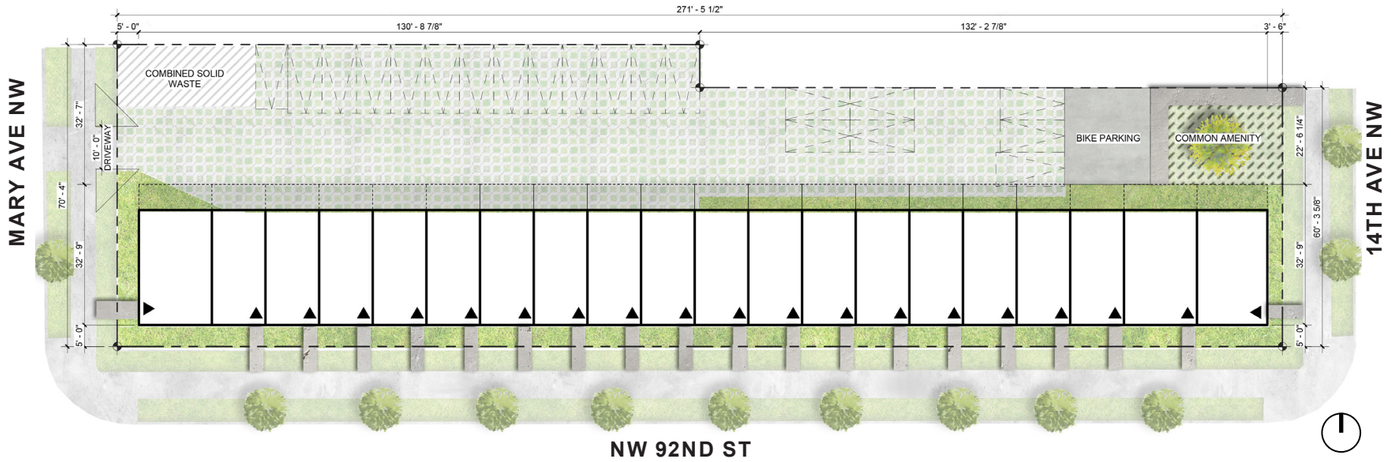
- An additional three trees within the right-of-way of NW 92nd Street are also included in this report. These are actually part of the maintained landscape at 9203. There are no neighboring tree issues on the north property line.

EXCERPT FROM LAYTON TREE CONSULTING, LLC
ARBORIST REPORT DATED 05/13/19

Tree/ Tag #	Species Common Name	Speices Scientific Name	DBH (inches)	Height (feet)	Drip-Line (feet)				Condition	Exceptional Yes/No	Comments
					N	S	E	W			
1	thornless honey locust	*Gleditsia triacanthos x inermis*	8	27	9	10	9	8	Good	No	Sunburst' cultivar, young, good form
2	Douglas fir	*Pseudotsuga menziesii*	23	93	11	12	12	11	Fair	No	heavy cone crop, no root flare, drought stressed
3	thornless honey locust	*Gleditsia triacanthos x inermis*	6	24	7	8	7	7	Fair	No	Sunburst' cultivar, cavity, old wound at 10 feet
4	Colorado spruce	*Picea pungens*	7	21	6	7	6	6	Good	No	excellent vigor
5	Balsam fir	Abies balsamea	6	16	6	5	4	5	Good	No	young, bent top
6	Cedar of Lebanon	*Cedrus libani 'Pendula'*	6	14	4	6	4	3	Good	No	young, typical
7	Japanese maple	*Acer palmatum*	4,3,3,3 (7)	14	7	8	9	9	Good	No	no concerns, reddish leaves
8	noble fir	*Abies procera*	16	43	9	9	9	8	Good	No	young to semi, good vigor
9	blue Atlas cedar	*Cedrus atlantica 'Glauca'*	10	33	8	10	11	12	Good	No	young, good form
10	Japanese maple	*Acer palmatum x dissectum*	6	12	4	11	7	10	Good	No	no concerns
11	Japanese maple	*Acer palmatum*	5,3,4 (7)	19	8	6	8	9	Good	No	green leaves
12	noble fir	*Abies procera*	6	14	4	4	4	4	Good	No	good vigor
13	weeping Atlas cedar	*Cedrus atlantica 'Glauca pendula'*	9	7	2	4	6	8	Fair	No	trained along fence top
14	Douglas fir	*Pseudotsuga menziesii*	23	83	14	12	12	17	Good	No	good vigor
15	thornless honey locust	*Gleditsia triacanthos x inermis*	10	33	7	11	10	12	Good	No	Majestic' cultivar, moderate deadwood
16	grand fir	*Abies grandis*	13	41	6	5	7	5	Good	No	good vigor
17	noble fir	*Abies procera*	9,8,4 (13)	36	5	6	7	5	Fair	No	forks at one foot into 3 stems/trunks
18	Japanese cedar	*Cryptomeria japonica*	8	20	7	7	8	6	Good	No	good vigor
19	pear, fruit tree	*Pyrus spp.*	7	16	8	5	7	9	Fair	No	typical
20	fruiting cherry	*Prunus spp.*	3,4 (5)	15	4	7	6	6	Fair	No	poor form
21	apple	*Malus spp.*	19	18	14	10	10	10	Fair	No	mature, good vigor
22	apple	*Malus spp.*	9,10,7 (15)	15	7	14	12	10	Fair	No	large basal cavity, good vigor
23	white fir	*Abies concolor*	26	22	11	8	8	9	Fair	No	topped, good vigor
ROW Trees											
101	Threadleaf cypress	*Chamaecyparis pisifera*	3,3,7 (8)	10	4	3	4	5	Good	No	well maintained
102	Lawson false cypress	*Chamaecyparis lawsoniana*	9,6 (11)	18	5	11	6	9	Good	No	cultivar of Lawson cypress, good vigor
103	Deodar cedar	*Cedrus deodara*	16	30	6	17	16	13	Fair	No	poor form

Drip-Line measurements from face of trunk
Calculated DBH: the DBH is parenthesis is the square root of the sum of the dbh for each individual stem squared (example with 3 stems: dbh = square root [(stem1)2 +(stem2)2 +(stem3)2]).

EARLY DESIGN GUIDANCE RECAP

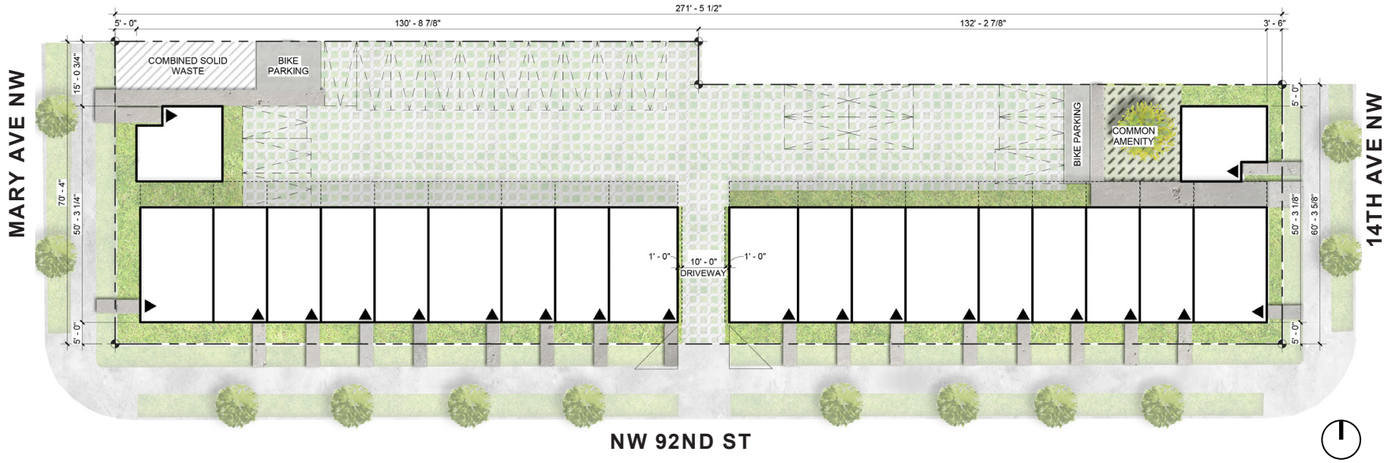


OPTION ONE

Option One contains 20 units in one building oriented east-west. The unit entries are oriented south facing NW 92nd St, with the exception of the end units (1 on each side) that were rotated to face 14th Ave and Mary Ave NW. There are 2 unit types, with a total of (3) units containing 3 bedrooms and (17) units containing 2 bedrooms.

Driveway access occurs from the west side of the site (Mary Ave NW). 20 surface parking stalls are located along the north property line, 8 small and 12 medium sized stalls. One combined solid waste enclosure is provided adjacent to the curb cut. A common amenity area and bike parking are located off of 14th Ave NW.

Since the units take up the code-allowed width along NW 92nd St, no through-block connections are provided, resulting in an unbroken street wall. This option splits the functions to separate sides of the site, making them challenging to access for units on the opposite side (given the 270' site width). This option also minimally connects to its side streets (14th and Mary) and dedicates a lot of the site to paving.

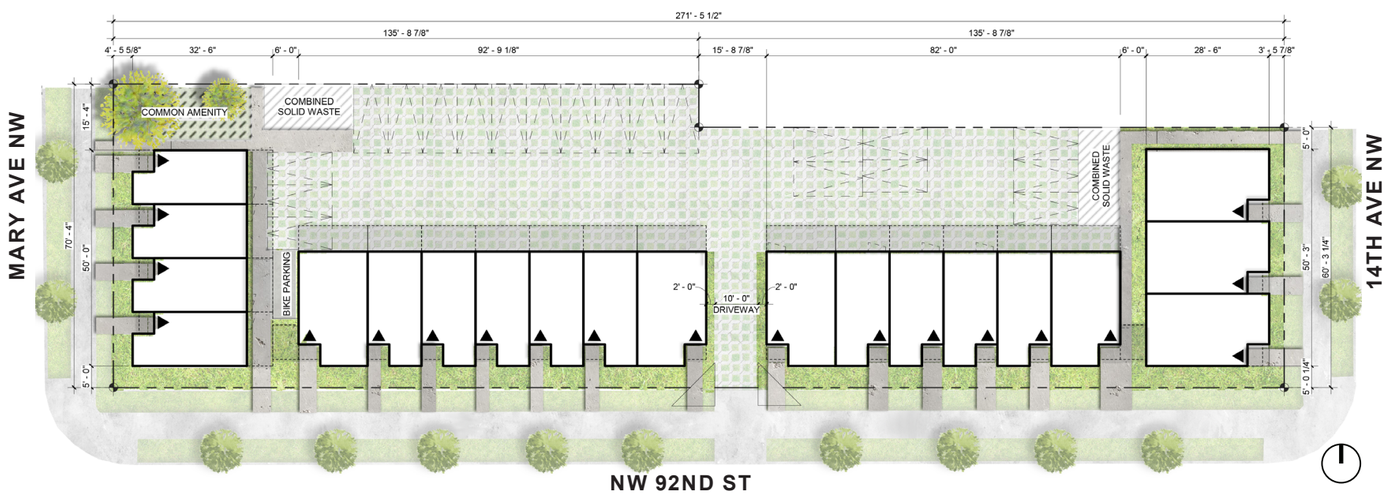


OPTION TWO

Option Two contains 20 units in two buildings oriented east-west that turn to face each of the side streets. The unit entries are primarily oriented south, with the exception of the end units (2 on each side) that were rotated to face the 14th Ave and Mary Ave NW. There are 5 unit types in this option, with a total of (6) units containing 3 bedrooms and (14) units containing 2 bedrooms.

Driveway access is centralized off of NW 92nd St, allowing for a split of the building with an additional 2 feet of building separation. 20 surface parking stalls are located along the north property line, 8 small and 12 medium sized stalls. One combined solid waste enclosure is located off of Mary Ave NW. Bike parking is split into two locations, one on each side of the site. A small common amenity area is provided behind the unit facing 14th Ave NW.

While this option allows for pedestrian pathways from 14th and Mary, no pedestrian connection is provided from 92nd. This option begins to break up the massing along NW 92nd St and connects more units to its side streets (14th and Mary). Some of the functions are split to both sides, making them more accessible by everyone.



OPTION THREE (PREFERRED)

Option Three contains 20 units in two buildings oriented east-west. This option seeks to maximize the residential connections to 14th Ave NW and Mary Ave NW, with 4 units facing Mary and 3 units facing 14th. There are 4 unit types in this option, with a total of (7) units containing 3 bedrooms and (13) units containing 2 bedrooms. The three units facing 14th / Crown Hill Park are 3-bedroom (family sized) units.

Driveway access is centralized off of NW 92nd St, allowing for a split of the building with an additional 4 feet of building separation (2' on each side for a planting strip). 20 surface parking stalls are located along the north property line, 8 small and 12 medium sized stalls. Solid waste is split into two locations on each side of the site. Bike parking is provided through a combination of individual stalls and one common bike parking area. A common amenity area is provided off of Mary Ave NW.

The orientation of the units in this option allows for 2 pedestrian pathways from NW 92nd St, that will connect back to 14th and Mary. This increases access and transparency from the pedestrian level from all 3 sides, and breaks up the massing along 92nd in several locations. Having units along 14th and Mary further minimizes the visual impacts of the parking area. Splitting solid waste into two locations aligns with SPU preferences and provides easy access for all residents.

ADDRESS: 9202 Mary Ave NW / 9203 14th Ave NW Seattle, WA
PARCEL #: 1862400096 / 1862400100
ZONING: LR1 (M1)
OVERLAYS: Crown Hill Urban Village
SITE AREA: 17,726 SF

23.45.504 PERMITTED USES
Permitted outright: Residential

23.45.514 STRUCTURE HEIGHT

Allowed Maximum Base Height:	30'-0"
4'-0" additional allowed for rooftop features (parapets, clerestories, etc.)	34'-0"

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

23.45.510 FLOOR AREA RATIO
Maximum FAR: 1.3 (23,043.8 SF)

23.45.518 SETBACKS REQUIREMENTS

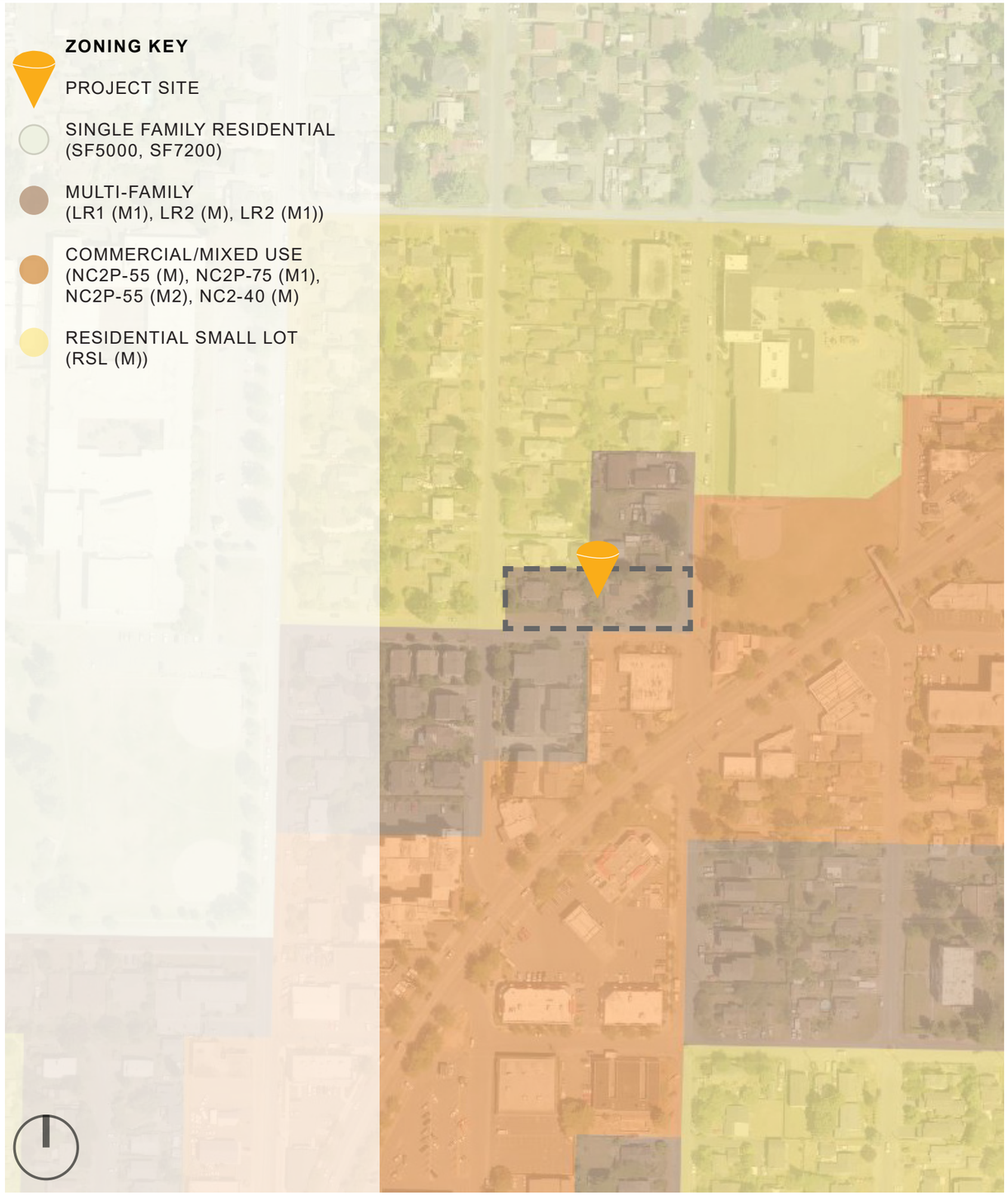
Front Setback:	5'-0" minimum
Rear Setback:	7'-0" average/5'-0" minimum
Side Setback for Facades <40' in length:	3'-6" / (5'-0" abutting SFR zones)
Side Setback for Facades ≥ 40' in length:	3'-6" / (7'-0" average / 5'-0" abutting SFR zones)

23.45.524 LANDSCAPING AND SCREENING STANDARDS
- Green Factor score of .60 or greater, per Section 23.45.524, is required for any lot within an LR zone if construction of more than new dwelling unit or a congregate residence is proposed on the site.
- Street trees are required when any development is proposed, except as provided in subsection 23.54.524.B.2-3 and Section 23.53.015.
- Existing street trees shall be retained unless the Director of Transportation approves their removal.
- The Director, in consultation with the Director of Transportation, will determine the number, type and placement of street trees to be provided.

23.45.522 AMENITY AREA
Required: 25% of lot area (50% provided on ground level)
25% x 17,726 SF = 4,431.5 SF (2,215.75 SF at ground level)

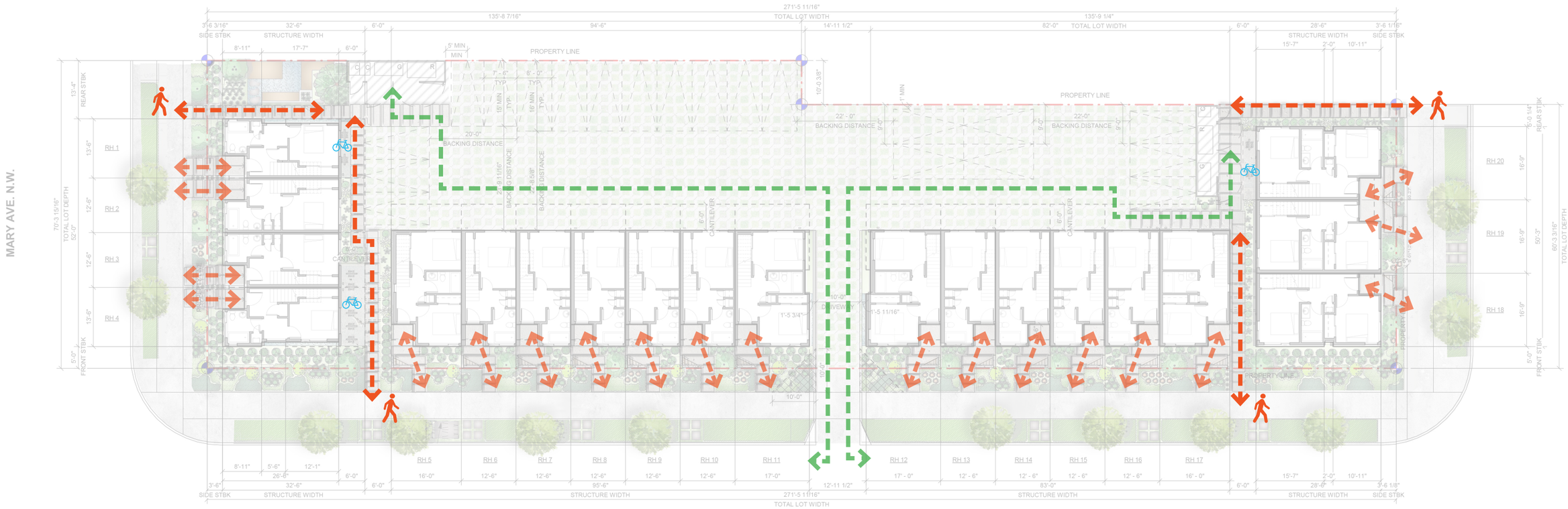
23.54.015 REQUIRED PARKING
The project is located within an urban village and frequent transit service area, therefore no parking is required.

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS
Residential, 16-25 dwelling units: 225 SF
The minimum horizontal dimension of required storage space is 12 feet.




SINGLE FAMILY
(RSL (M))
3 STORIES
SINGLE FAMILY
(LR1 (M1))
1 STORIES
MARY AVE. N.W.
14TH AVE. N.W.
N.W. 92ND ST.
PROPERTY LINE
BACKING DISTANCE
CANTILEVER
DRIVEWAY
STRUCTURE WIDTH
TOTAL LOT WIDTH
SIDE STBK
REAR STBK
FRONT STBK
TOTAL LOT DEPTH
RH 1
RH 2
RH 3
RH 4
RH 5
RH 6
RH 7
RH 8
RH 9
RH 10
RH 11
RH 12
RH 13
RH 14
RH 15
RH 16
RH 17
RH 18
RH 19
RH 20

SITE PLAN



SITE PLAN

PRIMARY PEDESTRIAN TRAFFIC PATTERN -
4 POINTS OF ACCESS

BIKE PARKING ACCESS -
3 COMBINED LOCATIONS

TRASH ACCESS -
2 COMBINED LOCATIONS, TO BE STAGED ON NW 92ND ST

ITEMIZED RESPONSE TO EDG

1. MASSING

A. A. Staff appreciates massing option three's ability to break down the mass of rowhouses along northwest 92nd street by orienting units toward mary avenue northwest and 14th avenue northwest as well as by providing pedestrian and vehicular access points along northwest 92nd street to break the rowhouses into groupings. Staff supports massing option three, the applicant's preferred option.

APPLICANT RESPONSE:

Thank you for supporting the preferred option 3.

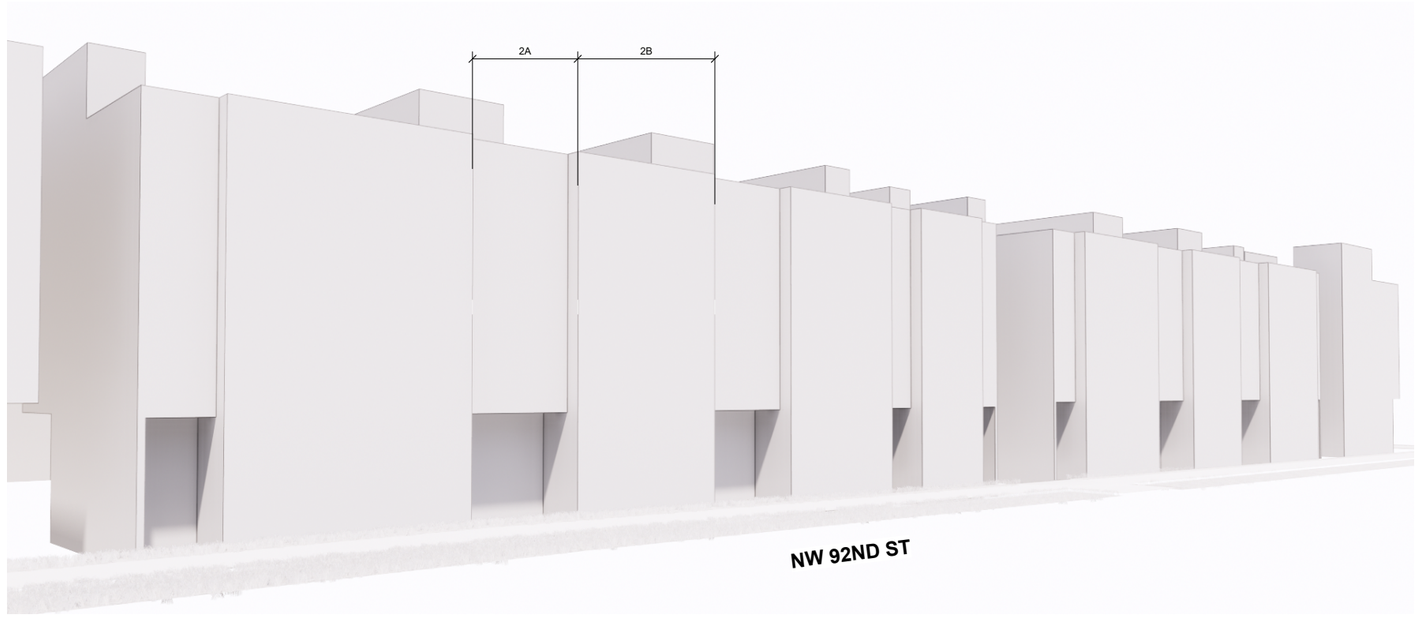
B. Vertical circulation in the units would be better paired resulting in the penthouses joined at the roof level which would visually reduce the number of them.

APPLICANT RESPONSE:

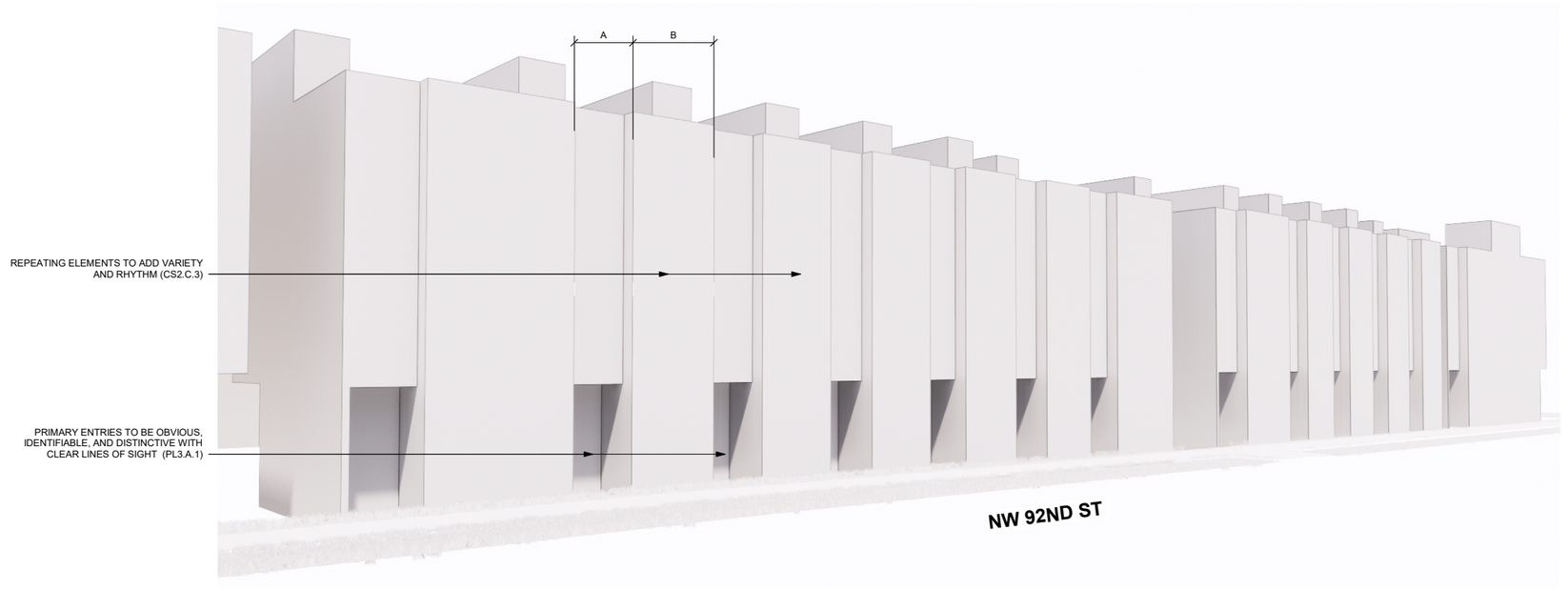
To visually reduce the presence of the penthouses, all penthouses have been located away from the street facades. Units facing mary ave nw and 4th ave nw have been paired in order to achieve this. A study pairing units along nw 92nd st was performed, however, the vertical orientation submitted during edg has been maintained at this location because it establishes a strong entry rythm at the ground level and better differentiates individual units. The clear unit differentiation reduces the perceived scale of each singular unit. Lastly, we've introduced an angled roof at each of the penthouses in order to further reduce the street presence of all penthouses.

SEATTLE DESIGN GUIDELINES

CS2.URBAN PATTERN AND FORM
B.2.Daylight and Shading
DC2.ARCHITECTURAL CONCEPT
A.Massing



DESIGN STUDY - PAIRED PENTHOUSES AND ENTRIES



DESIGN STUDY - SEPARATE PENTHOUSES AND ENTRIES



PENTHOUSE BULK VISUALLY REDUCED FROM STREET PERSPECTIVE

1. MASSING

C.Joining the units above the pedestrian walkways augments the mass along nw 92nd street. Allowing a clear separation between masses reduces their bulk. However, a well-designed covered passage without the added bulk could potentially provide charm to the development.

APPLICANT RESPONSE:
C. To reduce the bulk of the units & to allow daylight into the interior facades of 30% of the units we have introduced a separation between units facing nw 92nd above the pedestrian walkways. (dc2.a.2 // cs1.b.2). Open-framed cedar arbors span the separation at the ground level and extend slightly beyond the building envelope toward the street facing property line in order to emphasize the through lot connection and add high quality material texture at the pedestrian scale. At the west building separation, the ground level separation has been extended to 12'-0" wide in order to provide space for shared bike parking and to visually connect the pedestrian through connection to the common amenity space beyond.

See departure diagrams starting on page 64 of this packet.

SEATTLE DESIGN GUIDELINES

CS2.URBAN PATTERN AND FORM
B.2.Daylight and Shading
DC2.ARCHITECTURAL CONCEPT
A.Massing



THROUGH BLOCK ACCESS - WEST



THROUGH BLOCK ACCESS - EAST

2. SITE PLANNING

A. Staff appreciates that solid waste is located at the east and west ends of the site, offering convenience to residents. Ensure the west solid waste containers are well screened and buffered from the common amenity space in the northwest corner of the site.

APPLICANT RESPONSE:
Thank you for supporting the trash arrangment, the (2) combined trash locations have been maintained and approved by spu.

B. Staff is concerned about the visual impact of the three western most parking spaces to the west units. Provide a landscaped buffer between the units and the parking spaces to create a pleasant environment for the west pedestrian pathway and a visual buffer to the parking for the residents of those units.

APPLICANT RESPONSE:
Lush landscape and wood tone fencing will be provided to ensure that cars are screened from the sidewalk realm and a visual buffer is maintained between the parking spaces and the units.

C. Staff is also concerned about the headlight impacts to the north adjacent residential small lot parcel. Provide a vegetative buffer along the north property line north of the parking spaces to minimize headlight impacts.

APPLICANT RESPONSE:
We don't have the space to incorporate a vegetative buffer between the parking area and the north property line, however, we have proposed a wood tone fence that will act as screening per smc 23.45.536.d. The fence will run the length of the north property line and will shield neighbors from headlight impacts

SEATTLE DESIGN GUIDELINES

CS2.URBAN PATTERN AND FORM
D.5 Respect for Adjacent Sites
DC1.PROJECT USES AND ACTIVITIES
C.2 Visual impact
DC3.OPEN SPACE CONCEPT





SURFACE PARKING - VISUAL IMPACT OF FENCING AND PERMEABLE PAVING



SOLID WASTE LOCATIONS, ADJACENT PARCELS TO THE NORTH AND AMENITY SPACE ARE SCREENED BY CEDAR FENCE AND VEGETATION WHERE POSSIBLE

3. ENTRIES

A. The unit entries will create a strong street presence, especially with the volume of entries along the street. Take special care into their design and aesthetic. Design the entries as an ensemble of elements that include overhead weather protection, opportunity for seating, landscaping, and lighting that create a positive streetscape while also providing a buffer between the public and private realm.

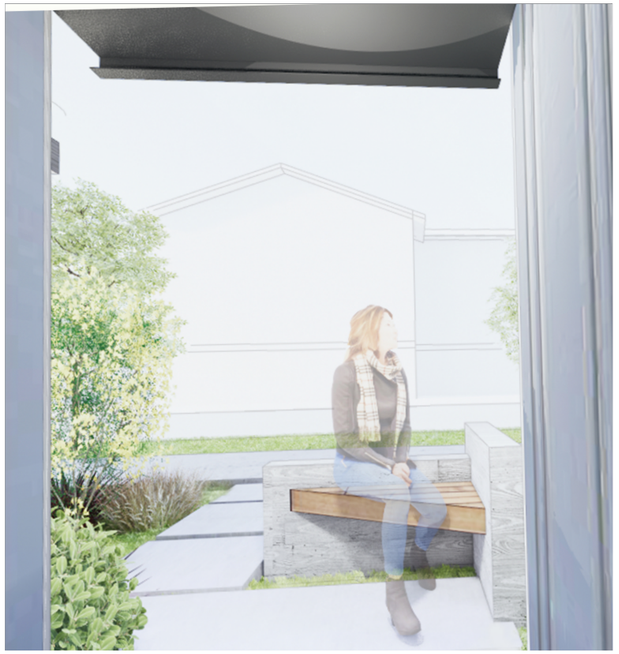
APPLICANT RESPONSE:
A high quality material is proposed at the entry alcove. Modulation at the entries provides weather protection and a rythym at all street facing facades. In addition, each entry will provide lighting, landscape buffers, address signage and opportunity for sitting.

B. Explore the relationship between the driveway and the two adjacent entries, taking particular care to their design and buffer from vehicular traffic. (pl3-a-2)

APPLICANT RESPONSE:
The facades facing the driveway have opposite glazing locations, making sure that privacy is maintained within the units that face each other. In addition, we propose landscaped buffers on either side of the driveway.

SEATTLE DESIGN GUIDELINES

PL3.STREET LEVEL INTERACTION
A.2.Ensanble of elements



OPPORTUNITY FOR SEATING AT EACH ENTRY



DRIVEWAY ENTRY



THROUGH BLOCK ACCESS - SIDEWALK EXPERIENCE ALONG NW 92 STREET





NW 92ND STREET

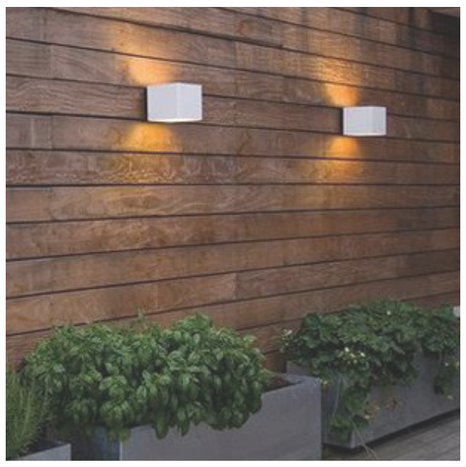
PRECEDENTS:



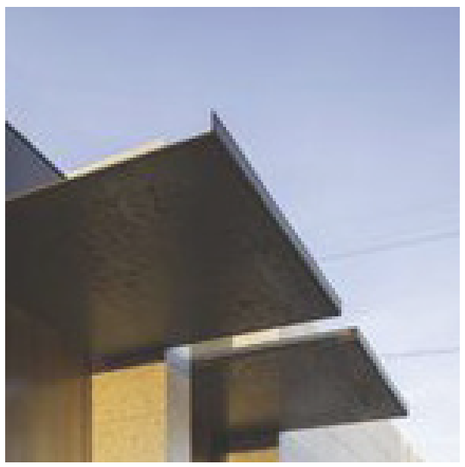
① SIDEWALK EXPERIENCE



② WOOD BENCH



③ FENCING + SCONCES



④ BENT STEEL AWNING



⑤ BOARD FORM CONCRETE AT ENTRIES

1. MATERIAL & LANDSCAPING

A. The use of grasscrete in the parking area is appreciated for its pervious nature and visual appeal of providing greenery to a large space dedicated primarily for vehicular use.

APPLICANT RESPONSE:
Thank you for supporting the grasscrete in the parking area, it has been maintained.

B. Ensure that the common amenity space is a pleasant, attractive area for residents to spend time. Provide means of activation, areas for community interaction, and opportunities for year-round use.

APPLICANT RESPONSE:
The long common amenity (31'-9") will provide opportunity for larger landscape, that will also serve as a transitional buffer between the single family neighbor to the north. Sitting elements will be provided to ensure informal community use, while visible access is provided by a pedestrian pathway with direct access from the street to the amenity space.

C. The existing plantings on the site at the corner of nw 92nd street and 14th avenue nw are quite nice and make for a quite a lovely complement to the park entry across the street. A part of this should be retained and or mimicked as a way of preserving the landscape and existing character.

APPLICANT RESPONSE:
It will not be possible to retain the existing landscaping due to encroachment of the development into the planted area, however, we have proposed robust and colorful landscaping facing the park that is similar to the existing landscape

SEATTLE DESIGN GUIDELINES

(cs2-b-2, cs2-c-1, dc2-a-1)

(dc2-a-2)



INFORMAL COMMUNITY SPACE



DIRECT ACCESS FROM MARY AVE NW

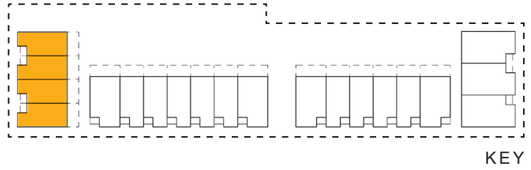


MARY AVE NE - UNIT ENTRIES AND COMMON AMENITY ACCESS

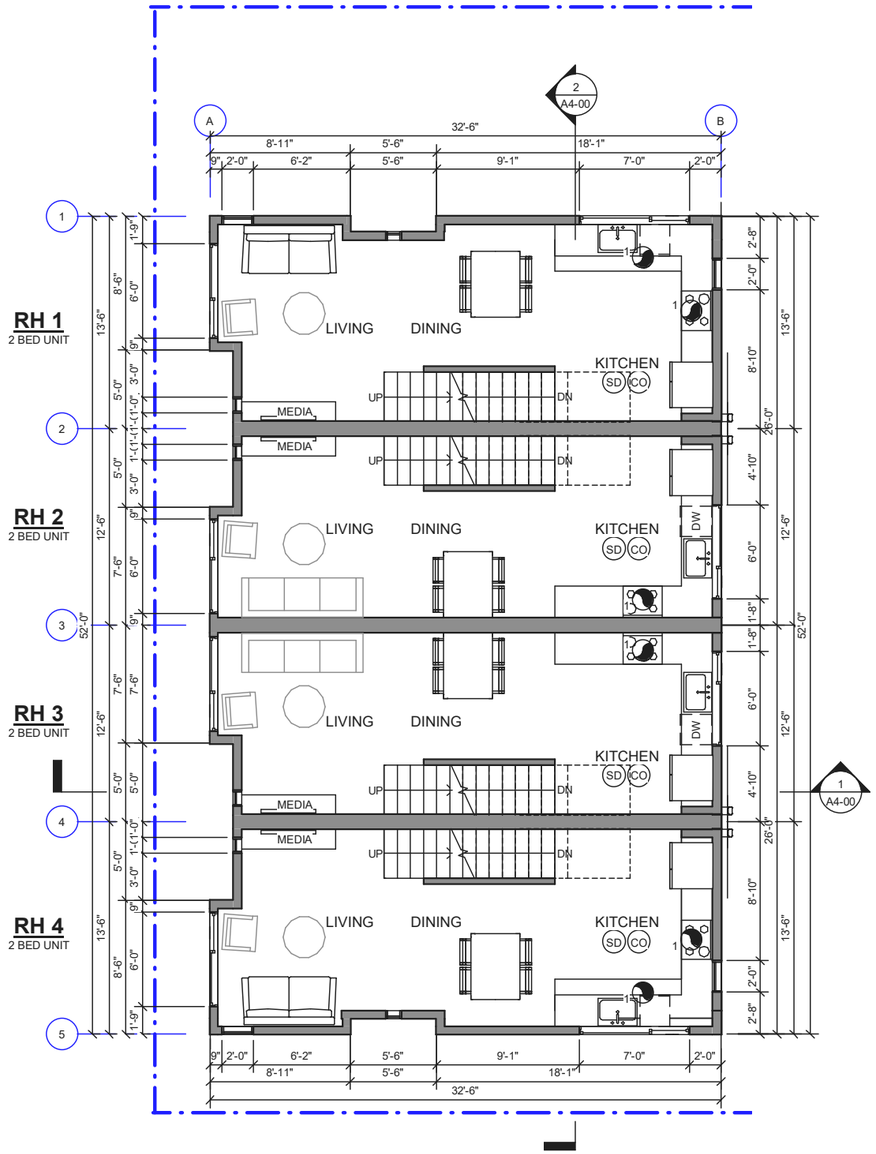


14TH AVE NW - UNITS FACING CROWN HILL PARK

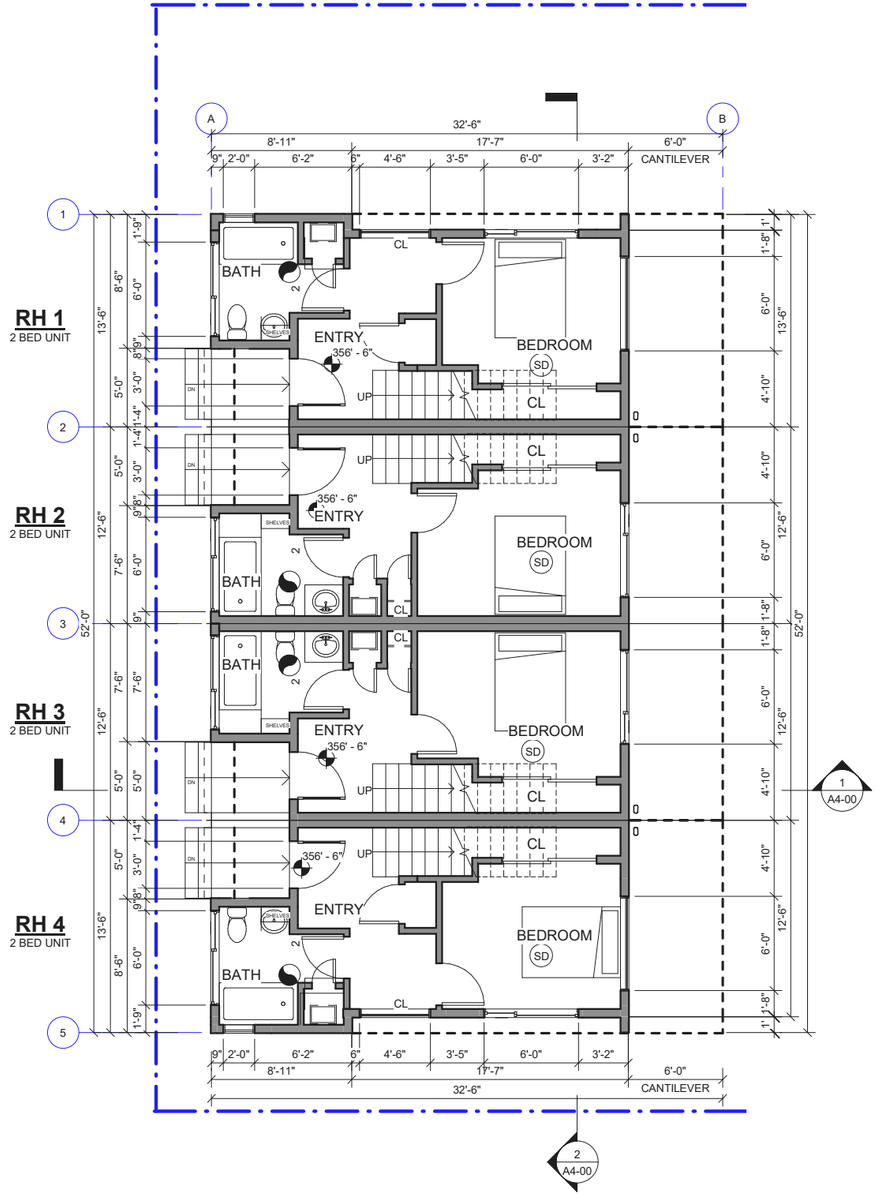
PROJECT DRAWINGS



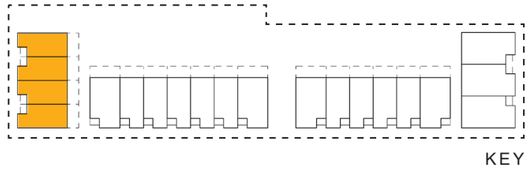
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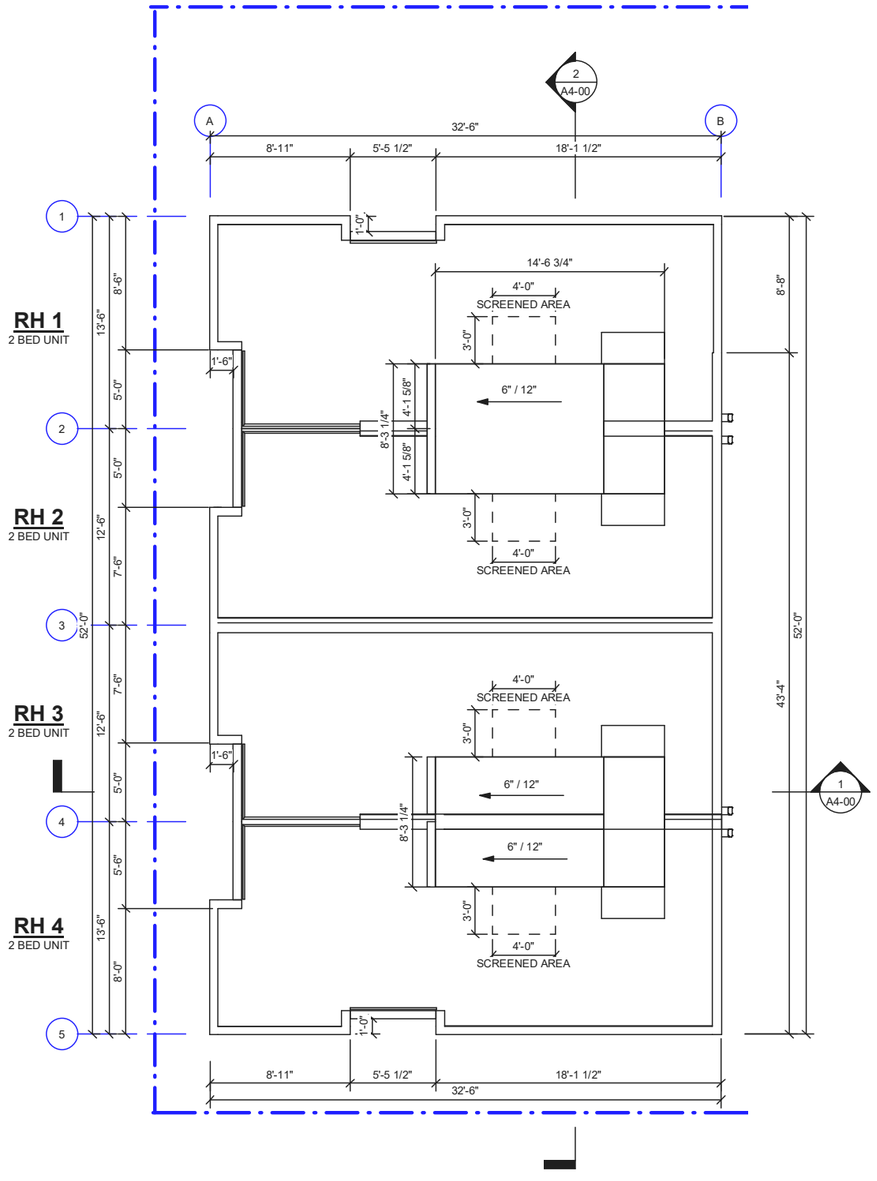
BUILDING 1 - SECOND FLOOR PLAN



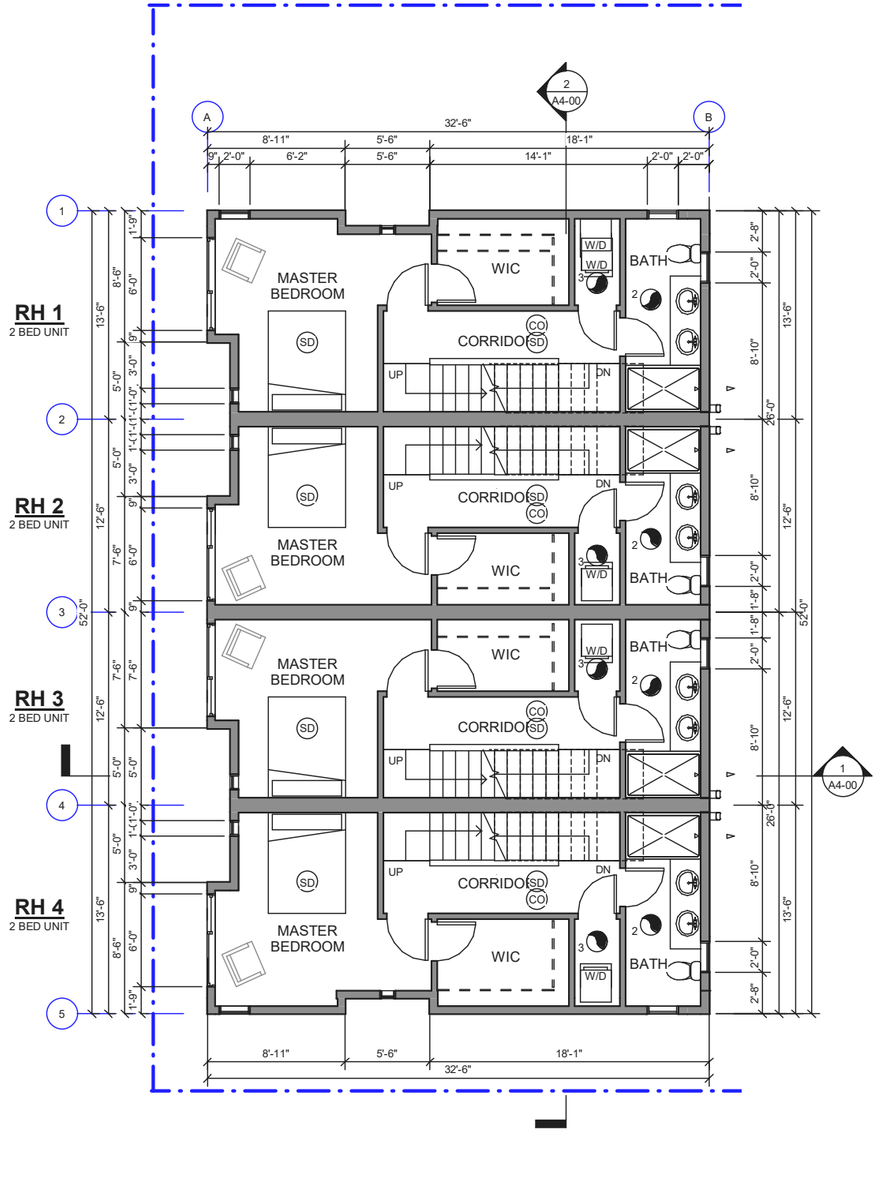
BUILDING 1 - FIRST FLOOR PLAN



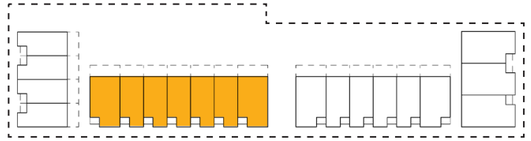
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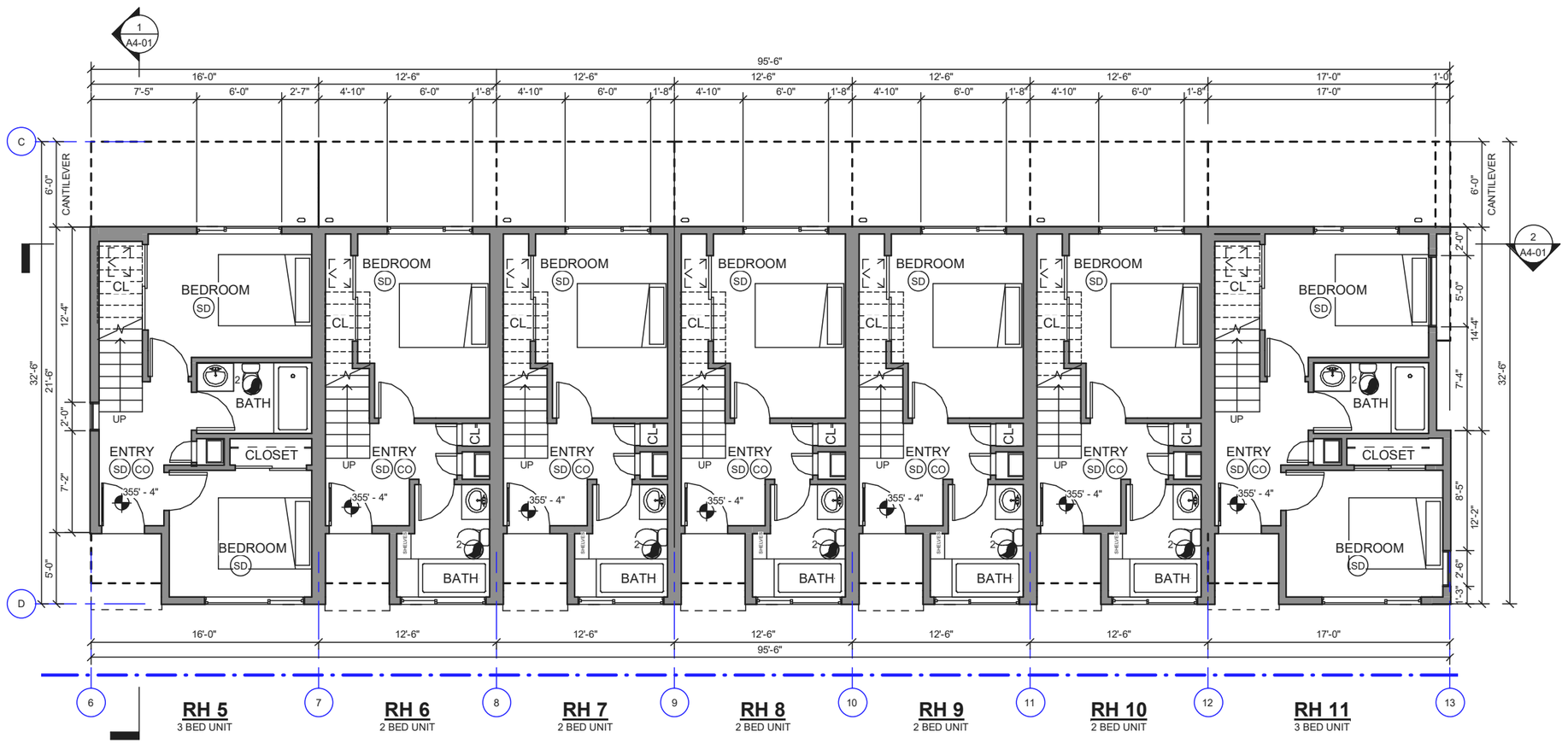
BUILDING 1 - ROOF PLAN



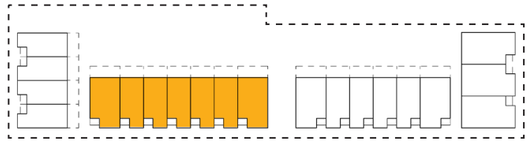
BUILDING 1 - THIRD FLOOR PLAN



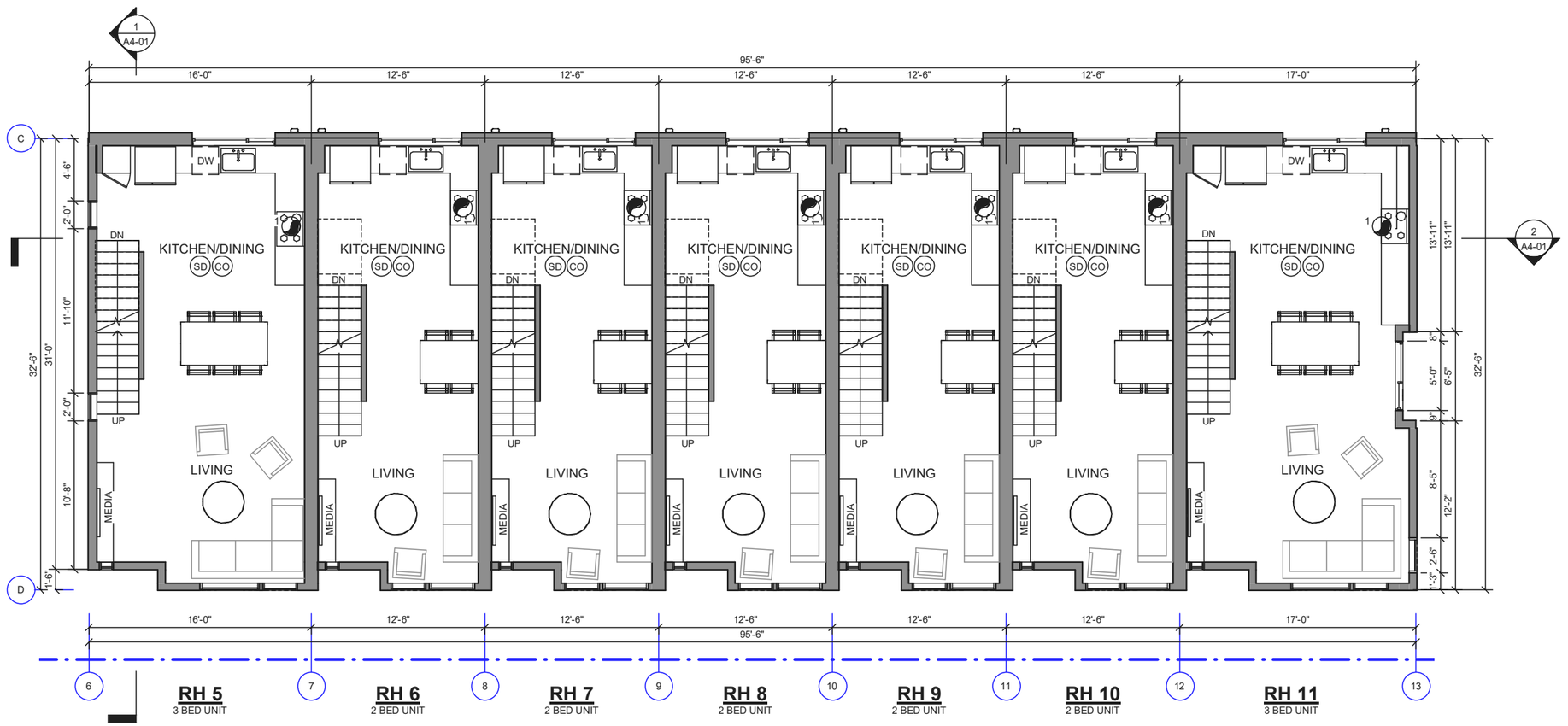
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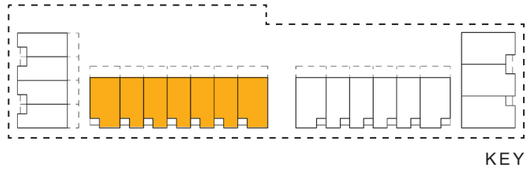
BUILDING 2 - FIRST FLOOR PLAN



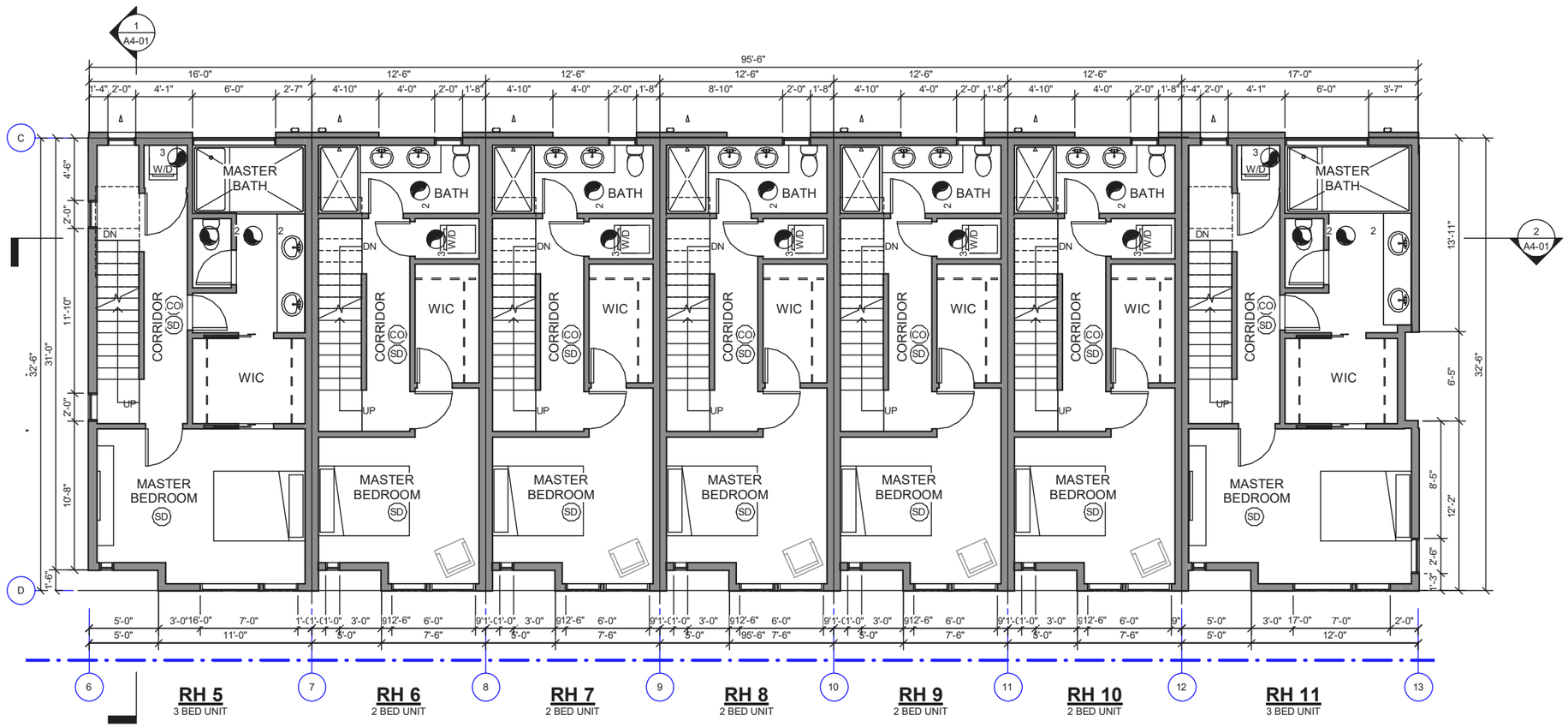
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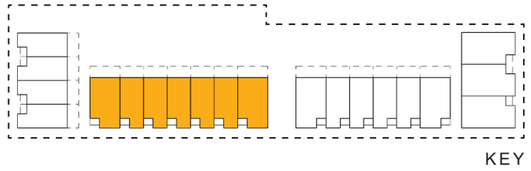
BUILDING 2 - SECOND FLOOR PLAN



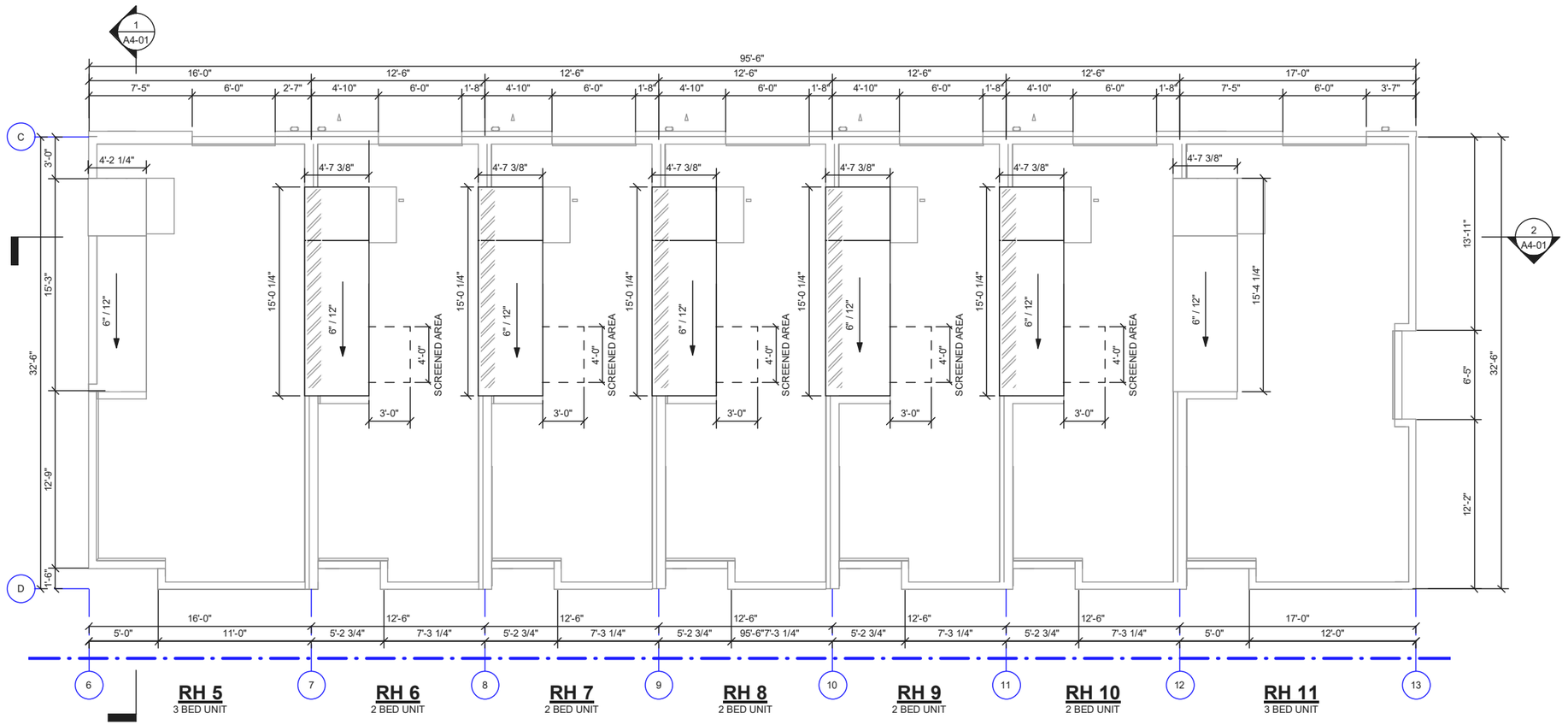
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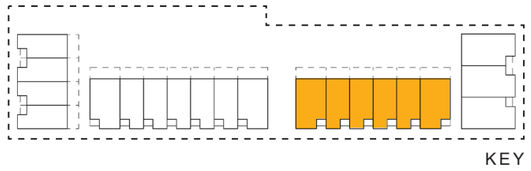
BUILDING 2 - THIRD FLOOR PLAN

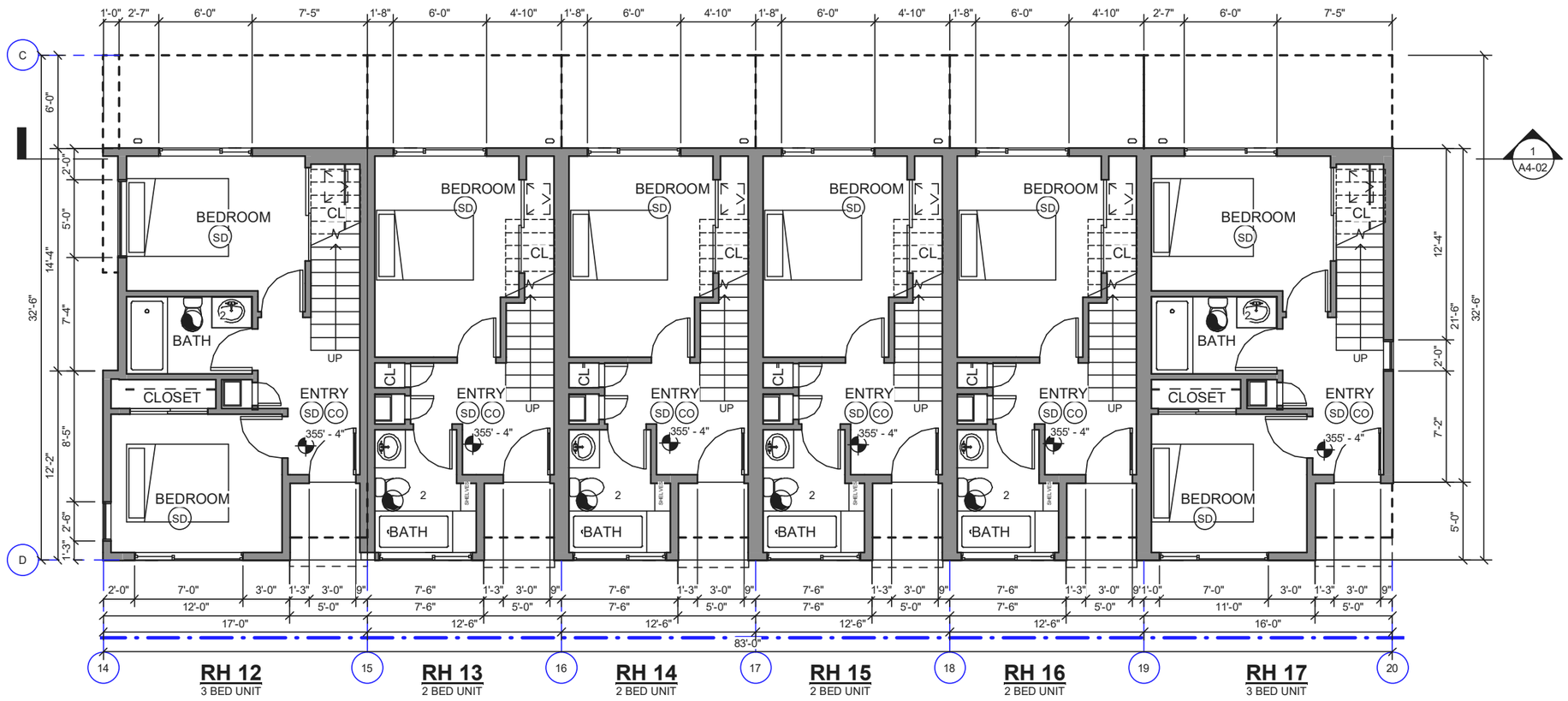


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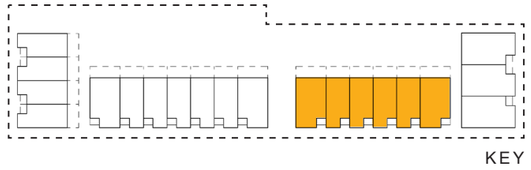


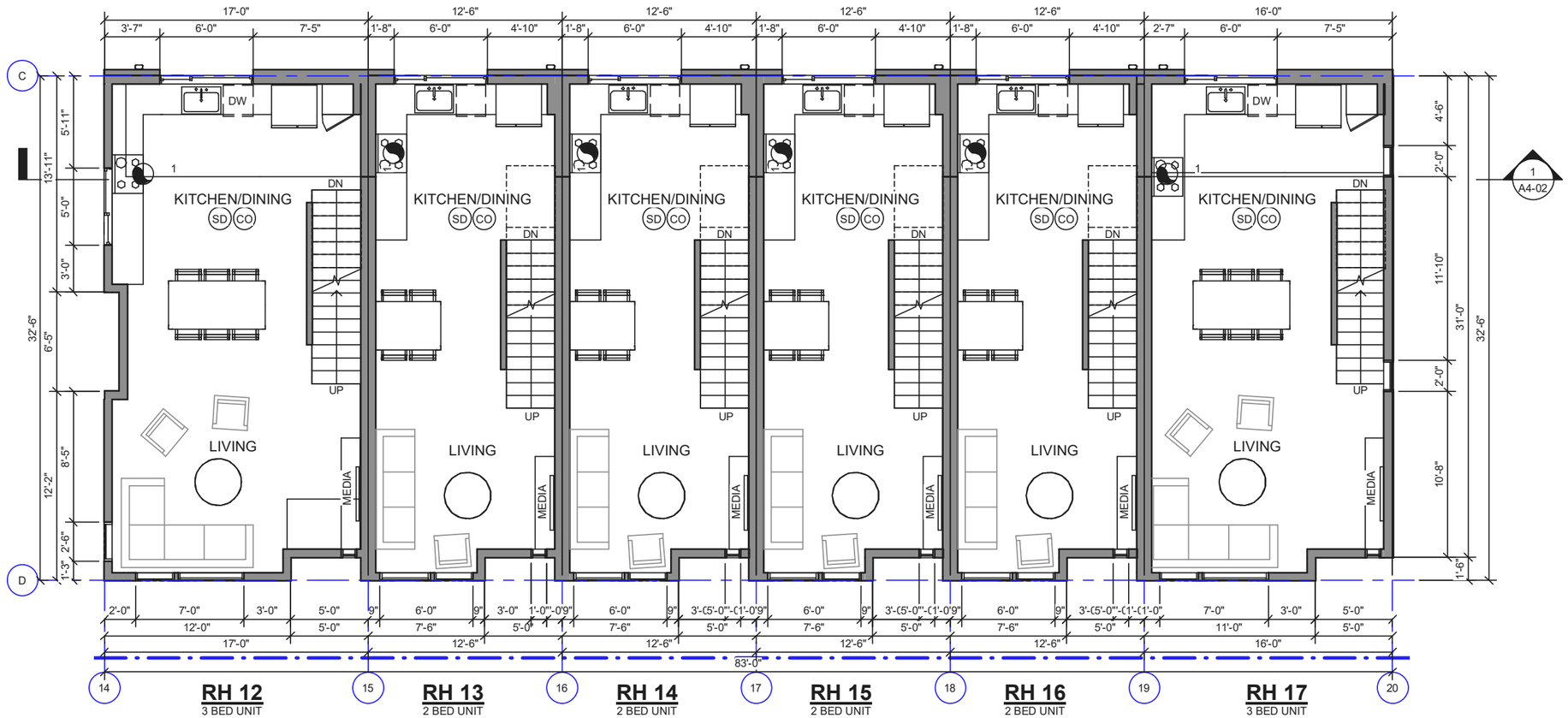
BUILDING 2 - ROOF PLAN



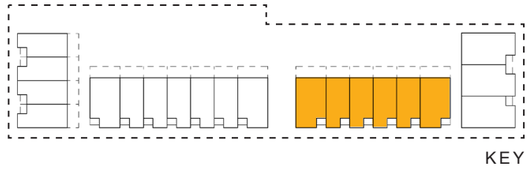


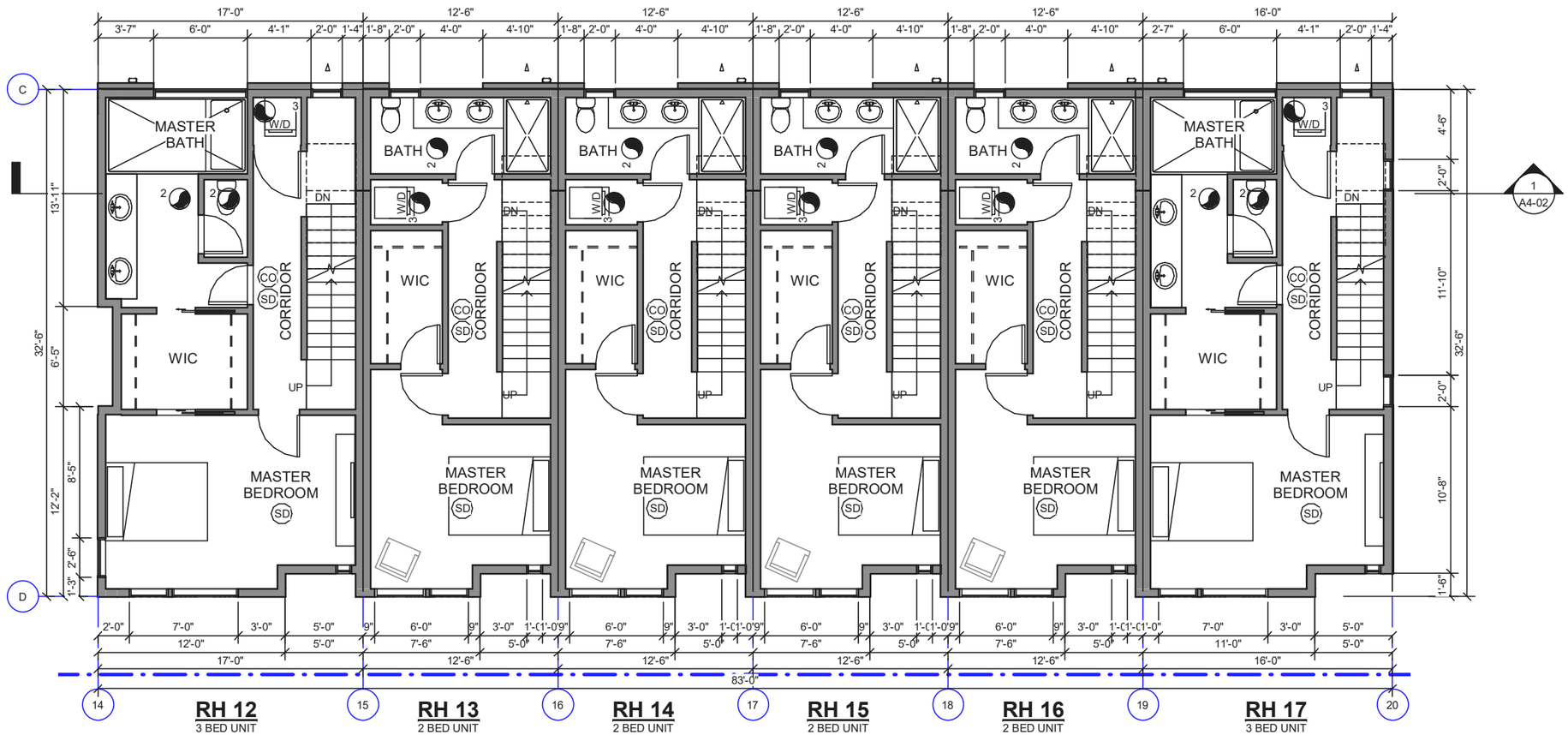
BUILDING 3 - FIRST FLOOR PLAN



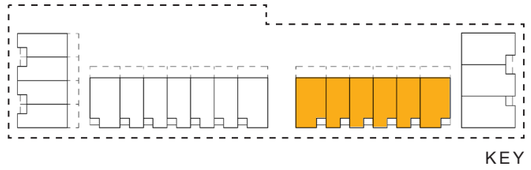


BUILDING 3 - SECOND FLOOR PLAN

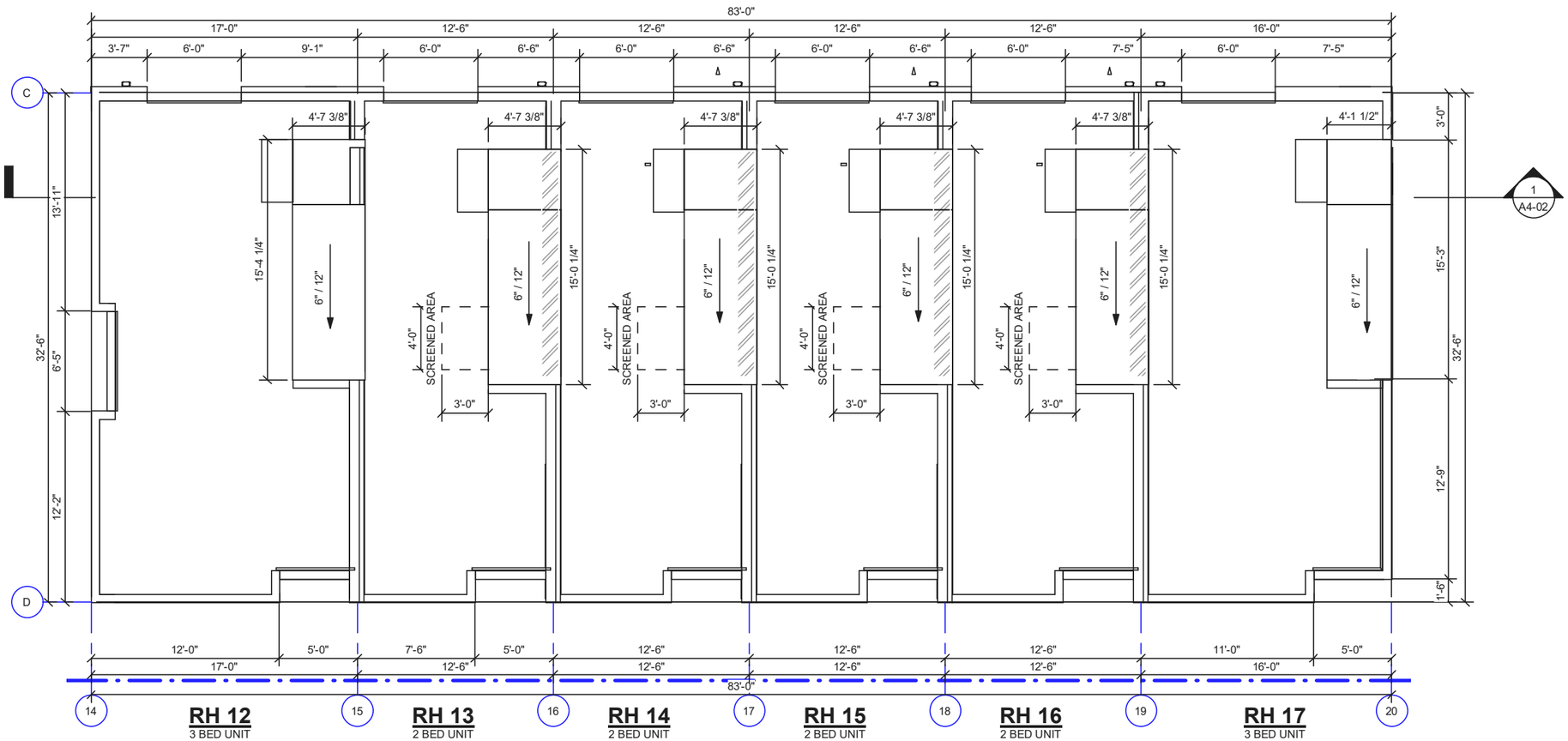




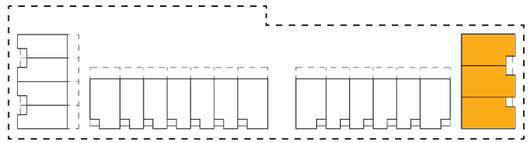
BUILDING 3 - THIRD FLOOR PLAN



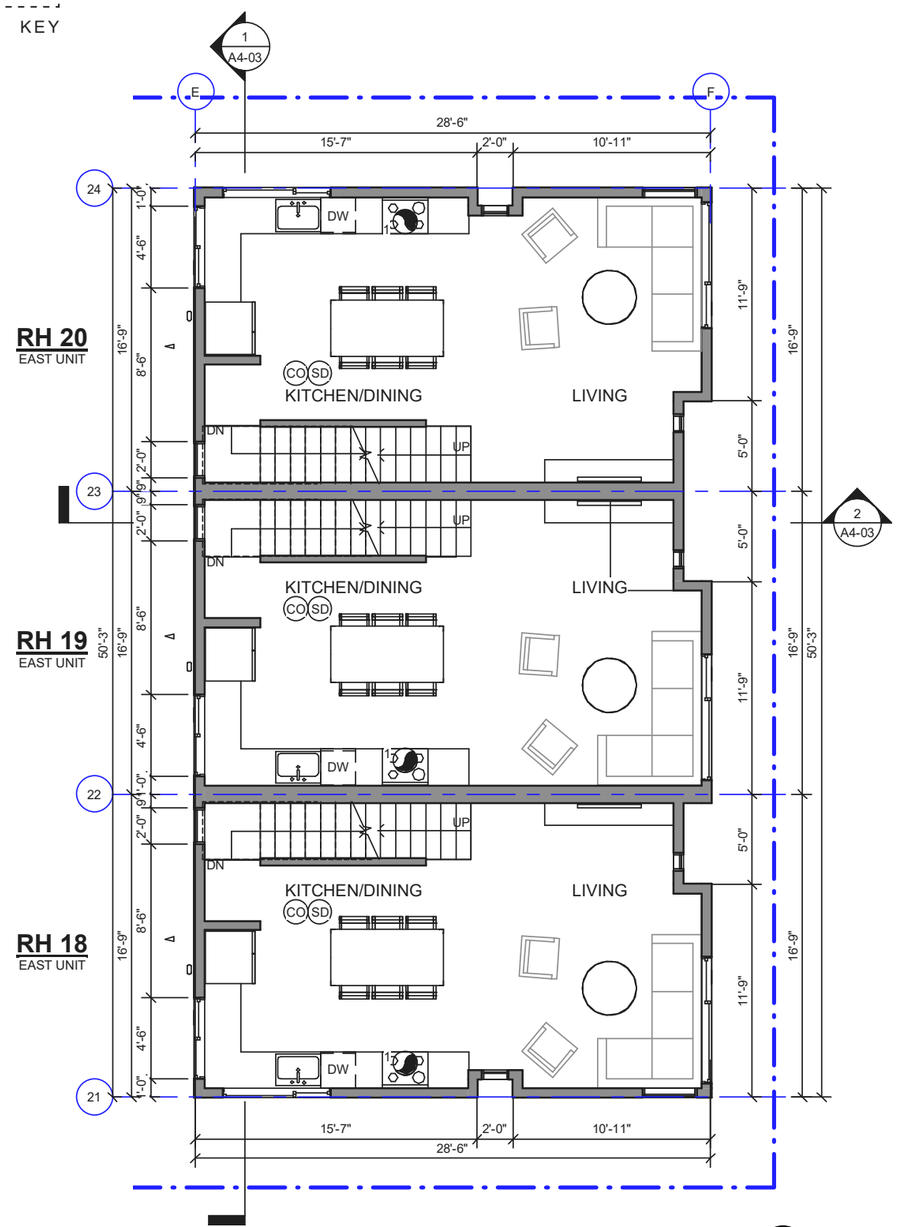
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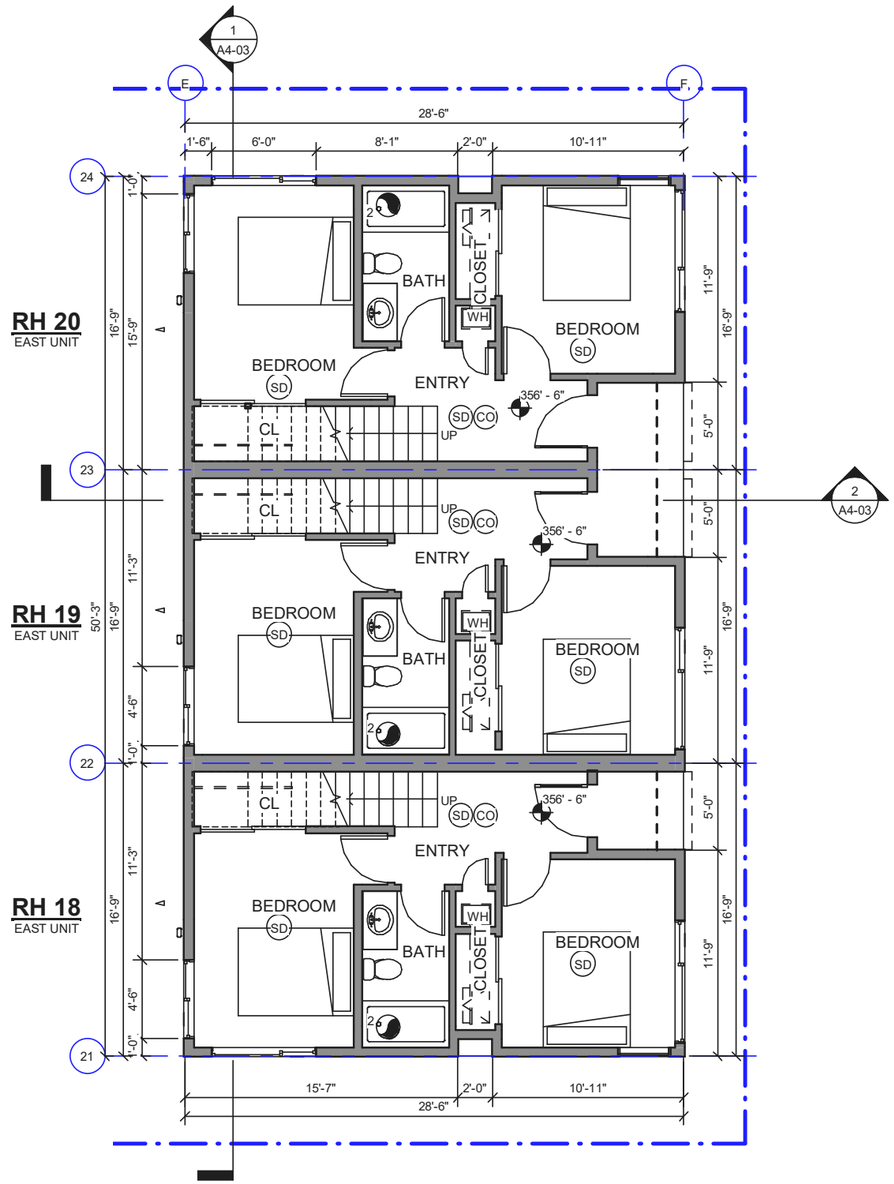
BUILDING 3 - ROOF PLAN



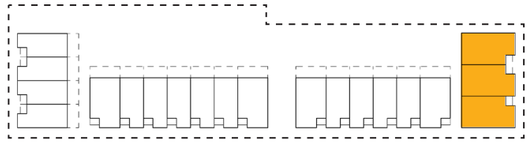
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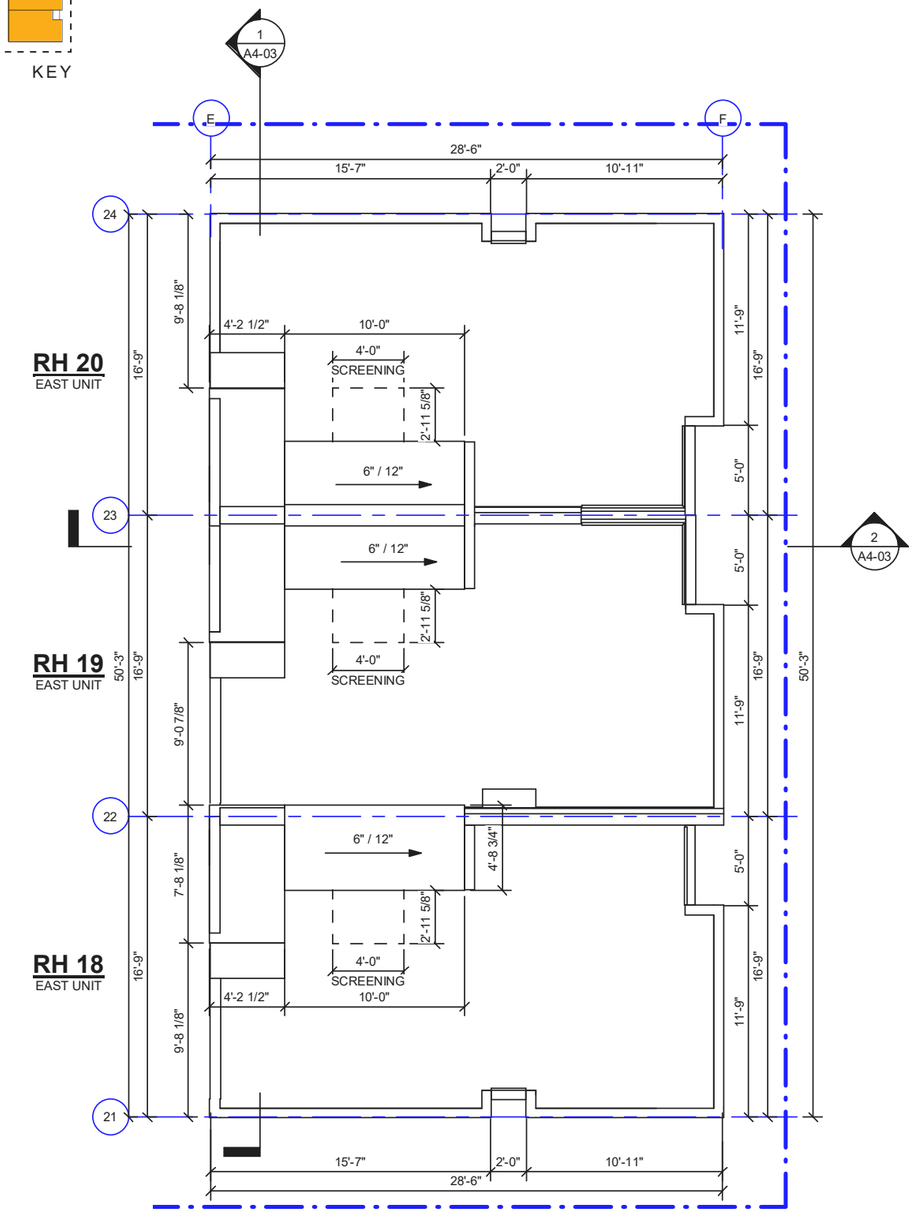
BUILDING 4 - SECOND FLOOR PLAN



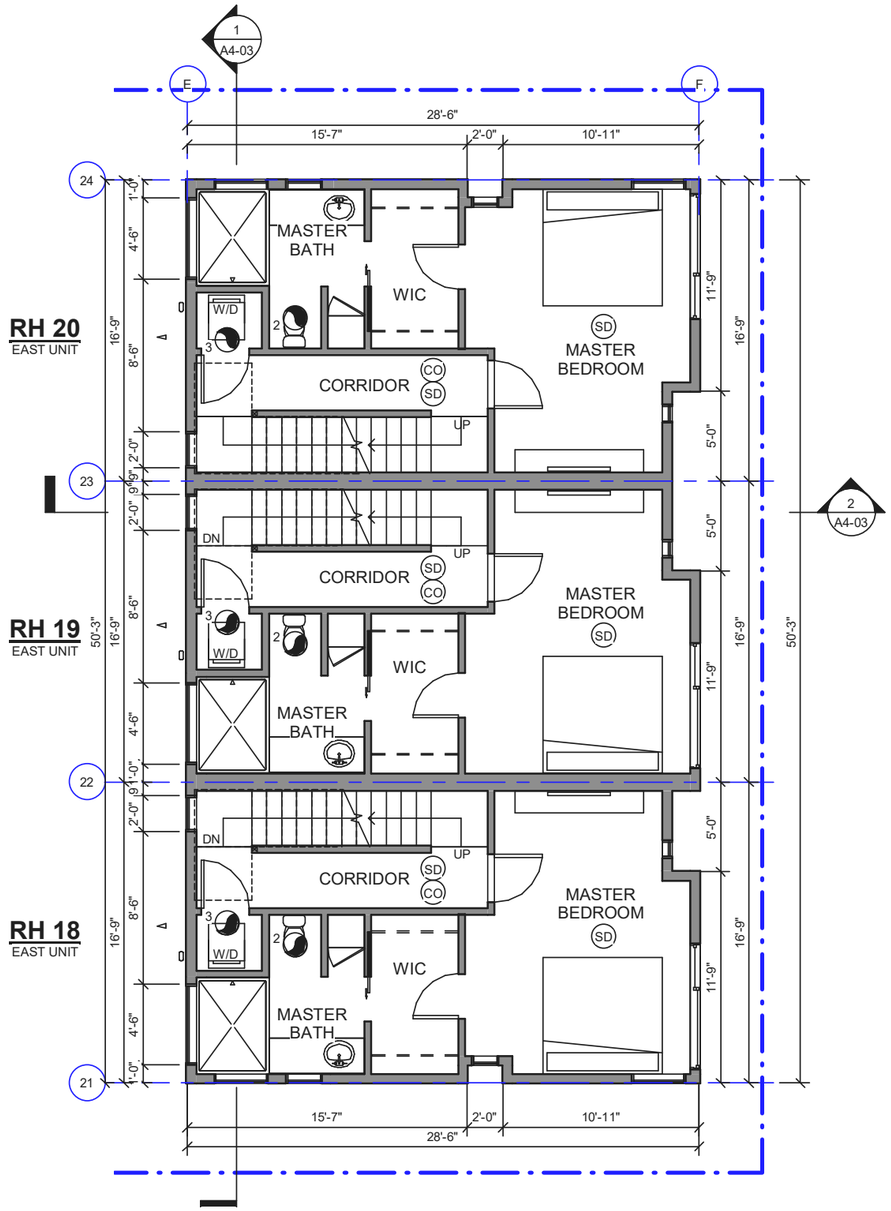
BUILDING 4 - FIRST FLOOR PLAN



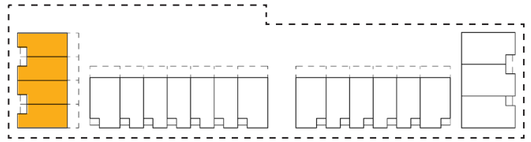
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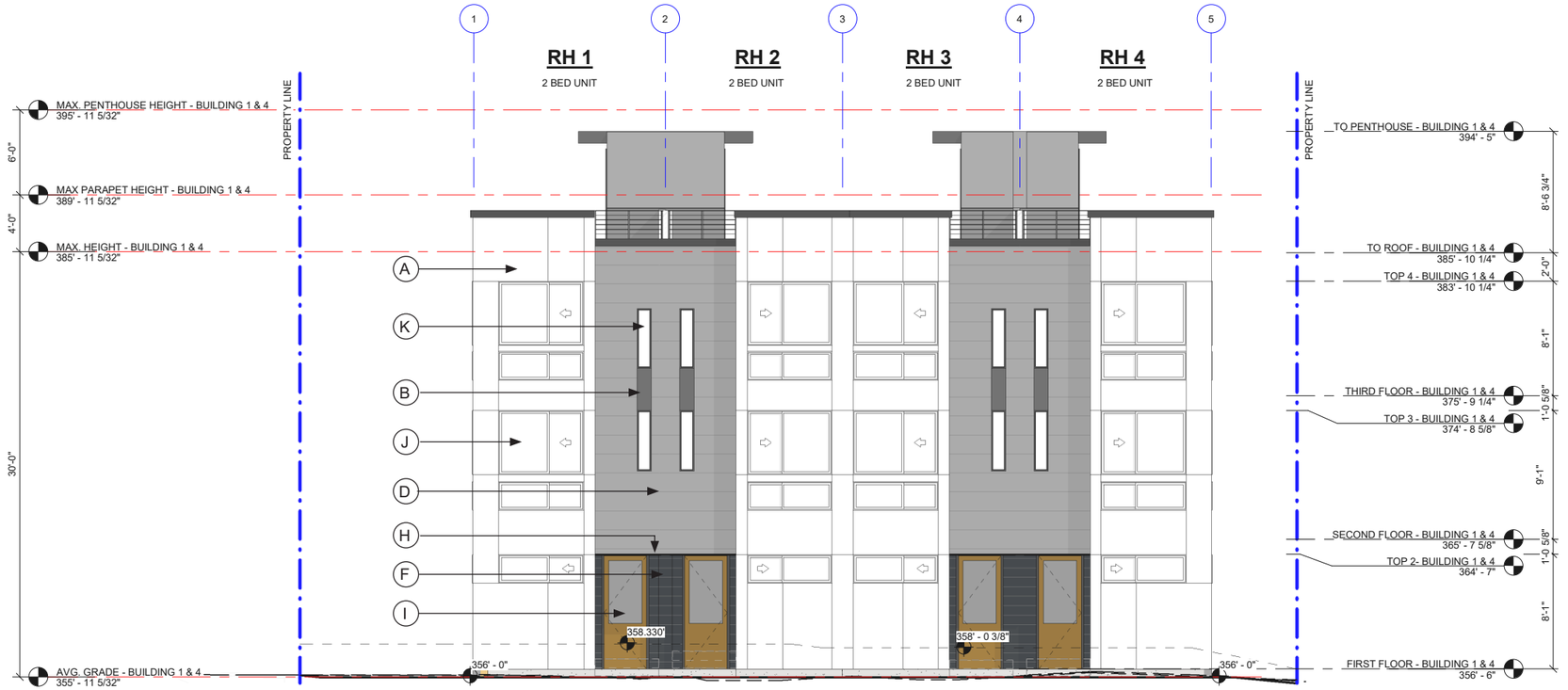
BUILDING 4 - ROOF PLAN



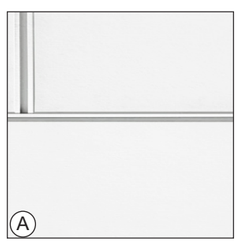
BUILDING 4 - THIRD FLOOR PLAN



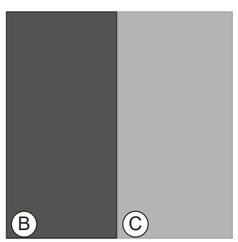
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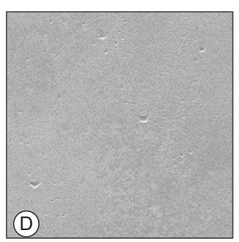
BUILDING 1
WEST ELEVATION



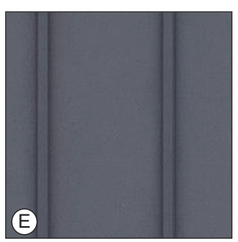
FIBER CEMENT INFILL/PANEL (SNOWBOUND , SW7004)



FIBER CEMENT INFILL (IRON ORE , SW7069) - (SUMMIT GRAY , SW7669)



TEXTURED PANEL (NICHIHA - INDUSTRIALBLOCK)



BOARD & BATTEN (INKWELL, SW6992)



LAP SIDING (INKWELL, SW6992)



T&G CEDAR SOFFITS



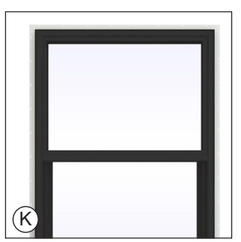
AWNING - BENT STEEL



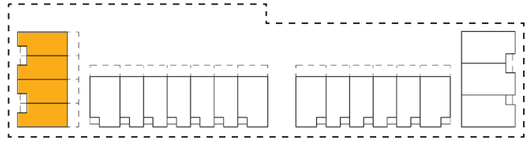
3/4 LITE FIR DOOR



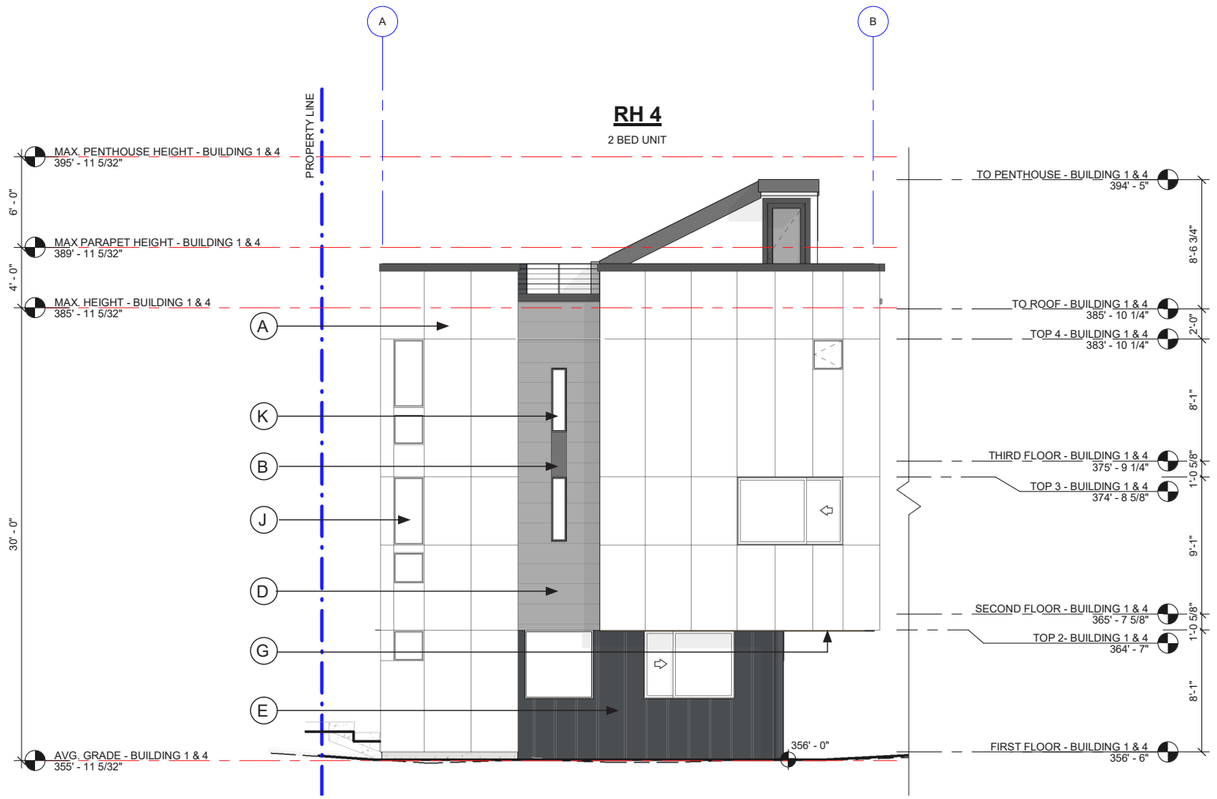
WHITE VINYL WINDOWS



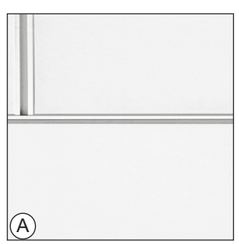
BLACK VINYL WINDOWS



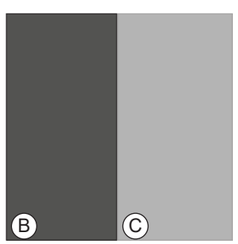
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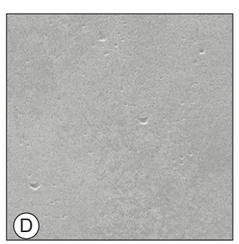
BUILDING 1
SOUTH ELEVATION



FIBER CEMENT INFILL/PANEL (SNOWBOUND , SW7004)



FIBER CEMENT INFILL (IRON ORE , SW7069) - (SUMMIT GRAY , SW7669)



TEXTURED PANEL (NICHIHA - INDUSTRIALBLOCK)



BOARD & BATTEN (INKWELL, SW6992)



LAP SIDING (INKWELL, SW6992)



T&G CEDAR SOFFITS



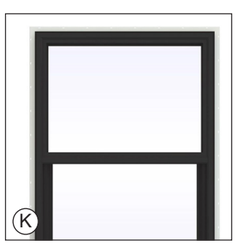
AWNING - BENT STEEL



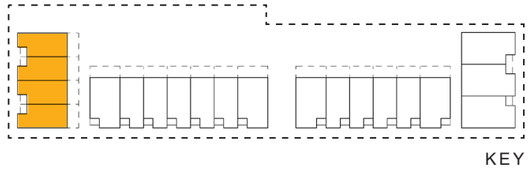
3/4 LITE FIR DOOR



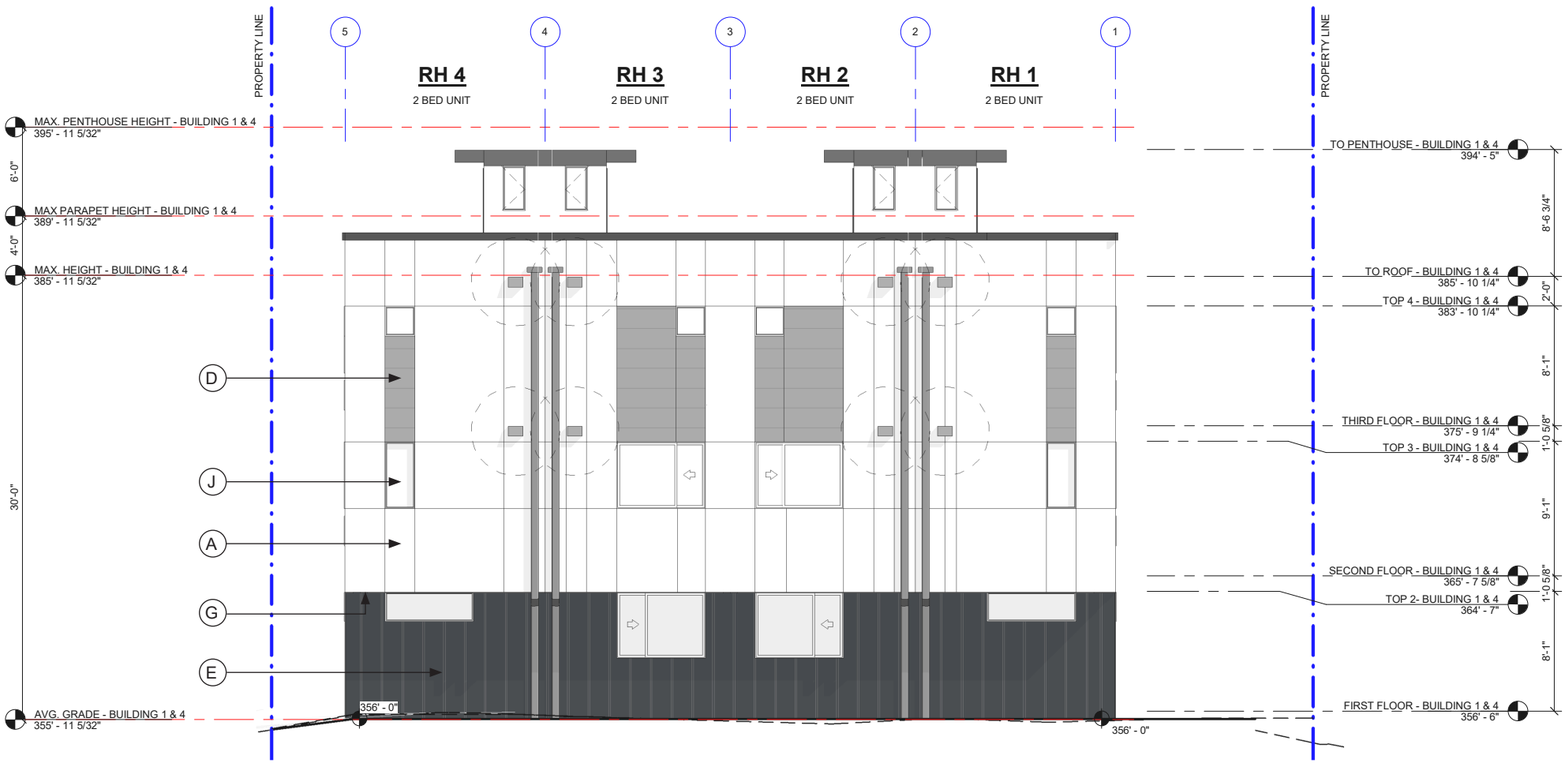
WHITE VINYL WINDOWS



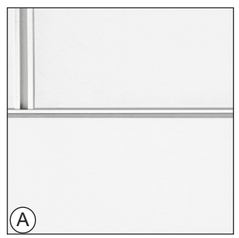
BLACK VINYL WINDOWS



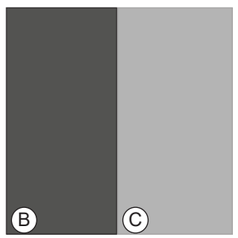
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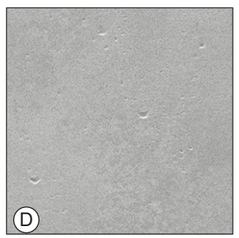
BUILDING 1
EAST ELEVATION


A

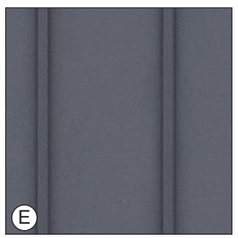
FIBER CEMENT INFILL/PANEL (SNOWBOUND , SW7004)


B C

FIBER CEMENT INFILL (IRON ORE , SW7069) - (SUMMIT GRAY , SW7669)


D

TEXTURED PANEL (NICHIHA - INDUSTRIALBLOCK)


E

BOARD & BATTEN (INKWELL, SW6992)


F

LAP SIDING (INKWELL, SW6992)


G

T&G CEDAR SOFFITS


H

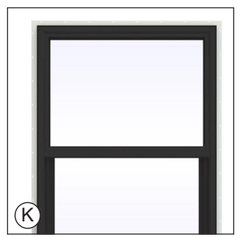
AWNING - BENT STEEL


I

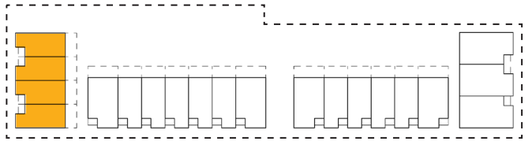
3/4 LITE FIR DOOR


J

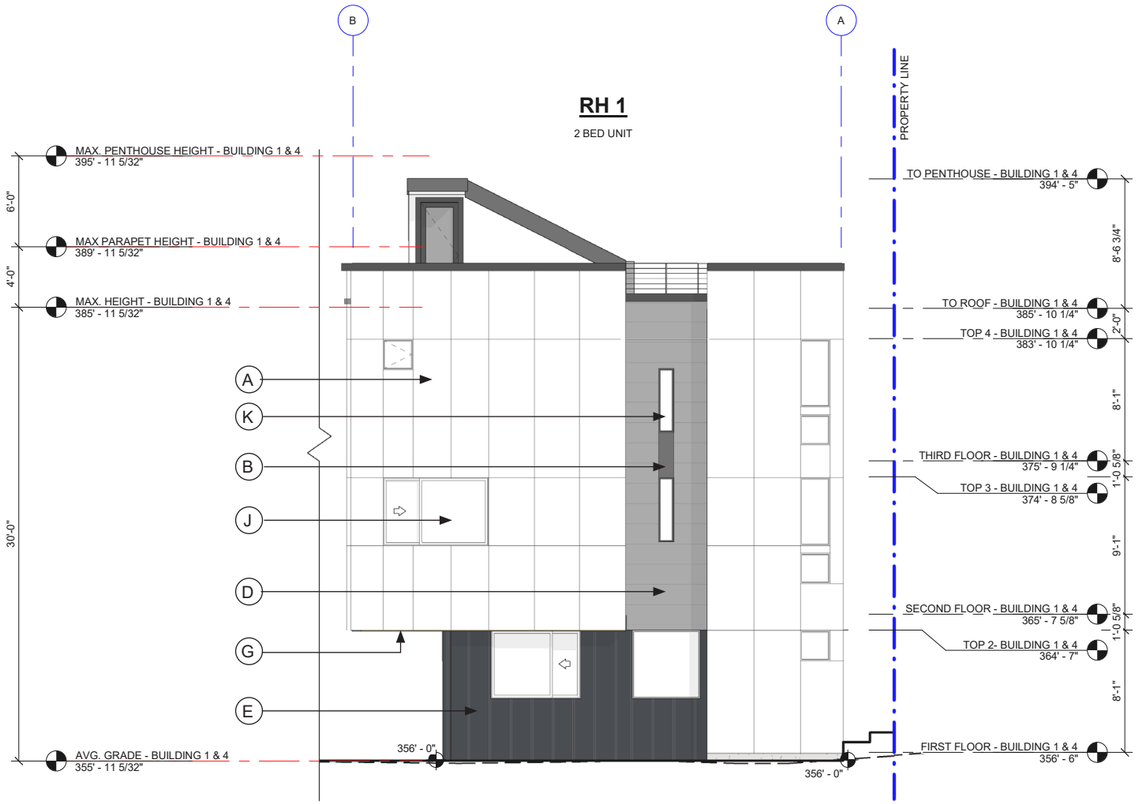
WHITE VINYL WINDOWS


K

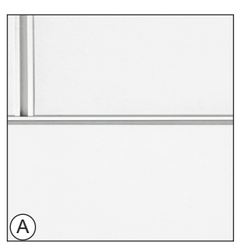
BLACK VINYL WINDOWS



KEY

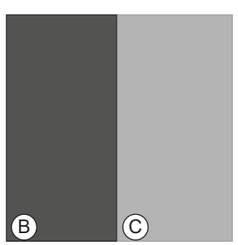


BUILDING 1
NORTH ELEVATION



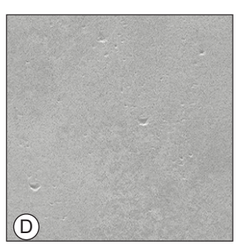
A

FIBER CEMENT INFILL/PANEL (SNOWBOUND , SW7004)



B C

FIBER CEMENT INFILL (IRON ORE , SW7069) - (SUMMIT GRAY , SW7669)



D

TEXTURED PANEL (NICHIHA - INDUSTRIALBLOCK)



E

BOARD & BATTEN (INKWELL, SW6992)



F

LAP SIDING (INKWELL, SW6992)



G

T&G CEDAR SOFFITS



H

AWNING - BENT STEEL



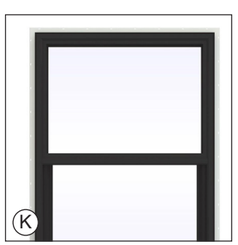
I

3/4 LITE FIR DOOR



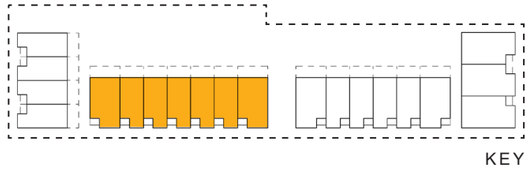
J

WHITE VINYL WINDOWS



K

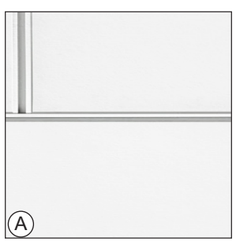
BLACK VINYL WINDOWS



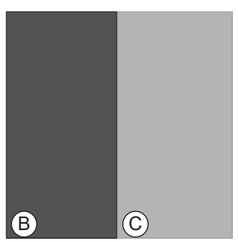
KEY



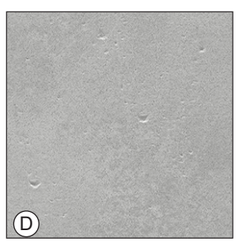
BUILDING 2
SOUTH ELEVATION



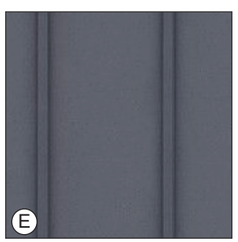
FIBER CEMENT INFILL/PANEL (SNOWBOUND , SW7004)



FIBER CEMENT INFILL (IRON ORE , SW7069) - (SUMMIT GRAY , SW7669)



TEXTURED PANEL (NICHIHA - INDUSTRIALBLOCK)



BOARD & BATTEN (INKWELL, SW6992)



LAP SIDING (INKWELL, SW6992)



T&G CEDAR SOFFITS



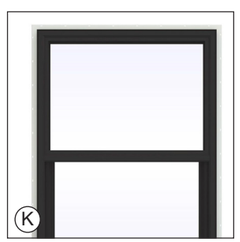
AWNING - BENT STEEL



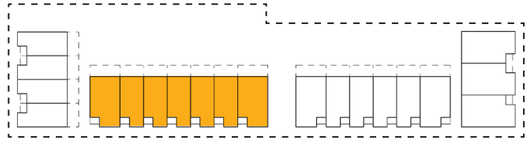
3/4 LITE FIR DOOR



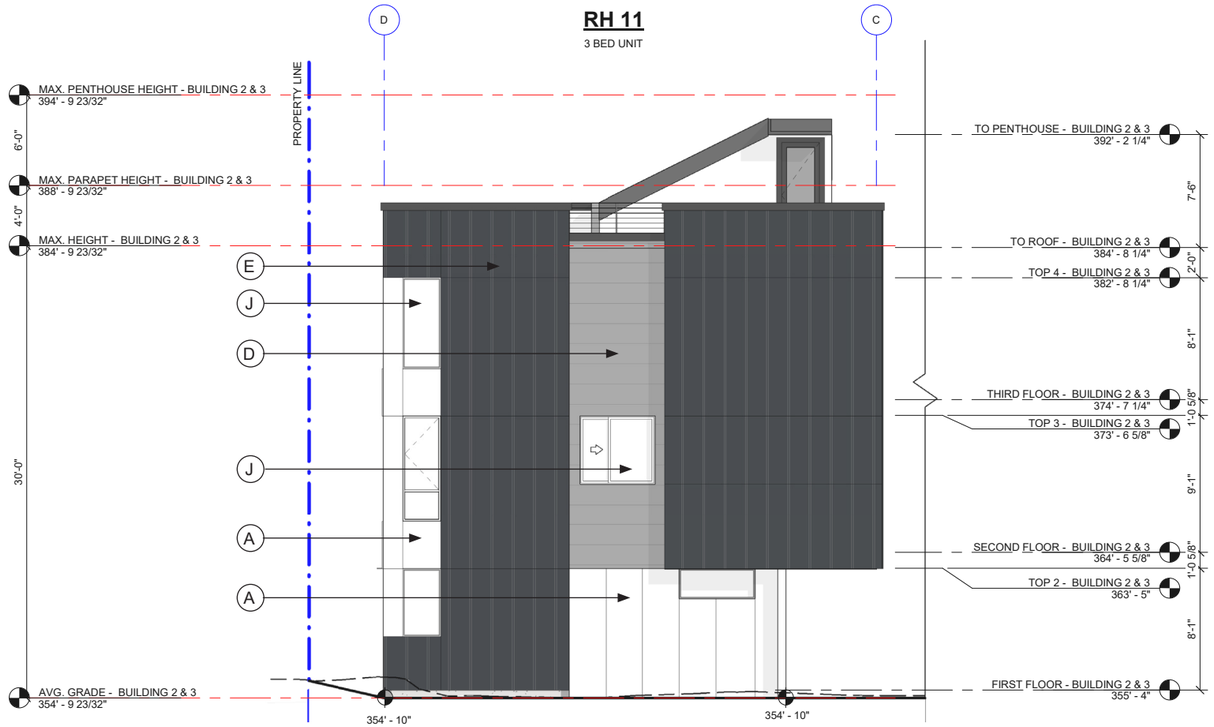
WHITE VINYL WINDOWS



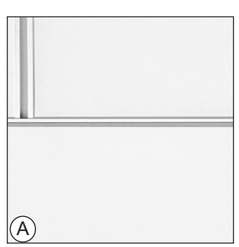
BLACK VINYL WINDOWS



KEY

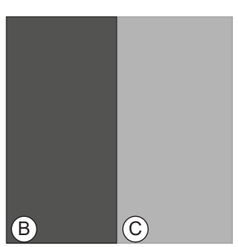


BUILDING 2
EAST ELEVATION



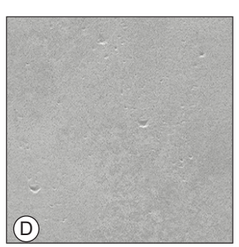
A

FIBER CEMENT INFILL/PANEL (SNOWBOUND , SW7004)



B C

FIBER CEMENT INFILL (IRON ORE , SW7069) - (SUMMIT GRAY , SW7669)



D

TEXTURED PANEL (NICHIHA - INDUSTRIALBLOCK)



E

BOARD & BATTEN (INKWELL, SW6992)



F

LAP SIDING (INKWELL, SW6992)



G

T&G CEDAR SOFFITS



H

AWNING - BENT STEEL



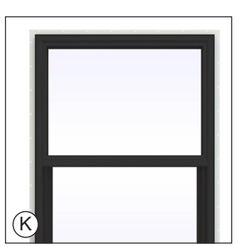
I

3/4 LITE FIR DOOR



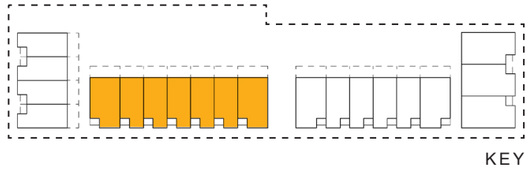
J

WHITE VINYL WINDOWS

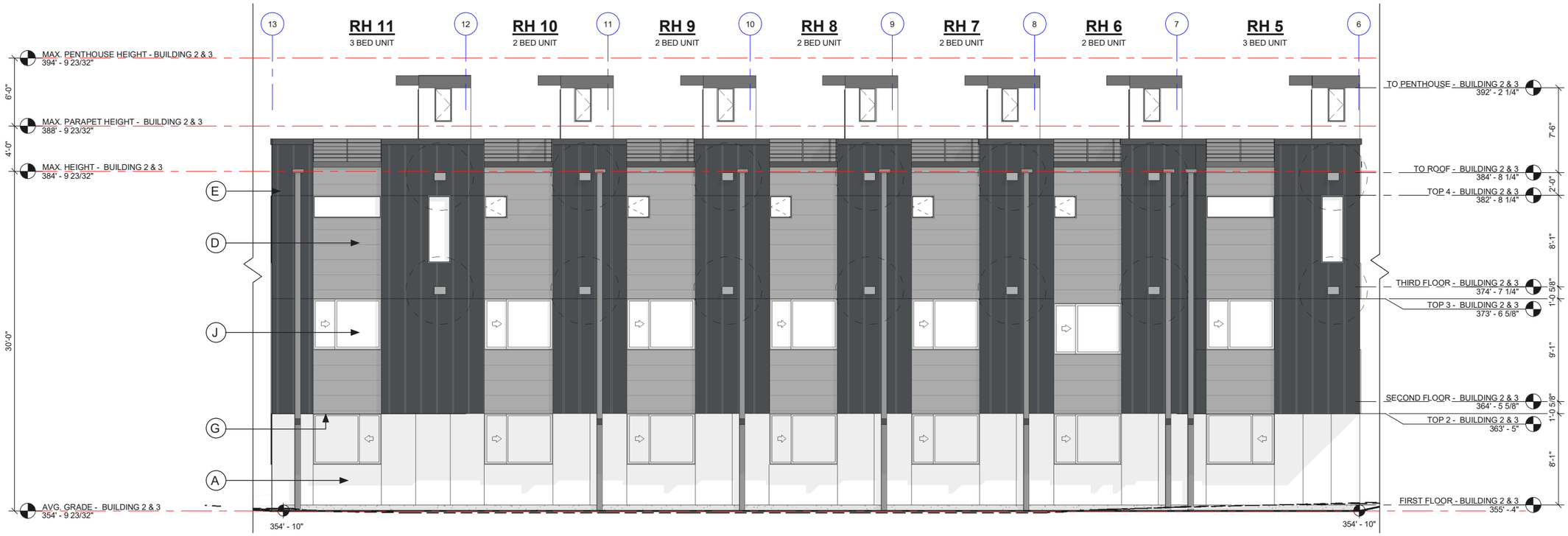


K

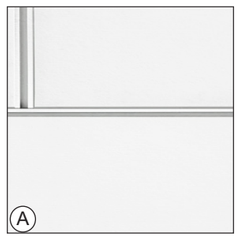
BLACK VINYL WINDOWS



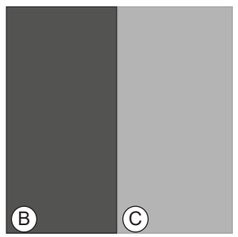
KEY



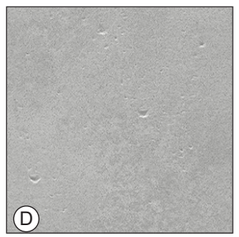
BUILDING 2
NORTH ELEVATION


A

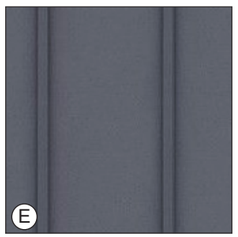
FIBER CEMENT INFILL/PANEL (SNOWBOUND , SW7004)


B C

FIBER CEMENT INFILL (IRON ORE , SW7069) - (SUMMIT GRAY , SW7669)


D

TEXTURED PANEL (NICHIHA - INDUSTRIALBLOCK)


E

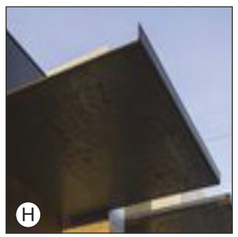
BOARD & BATTEN (INKWELL, SW6992)


F

LAP SIDING (INKWELL, SW6992)


G

T&G CEDAR SOFFITS


H

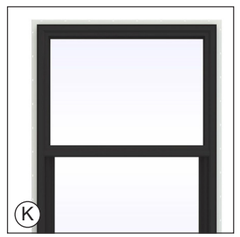
AWNING - BENT STEEL


I

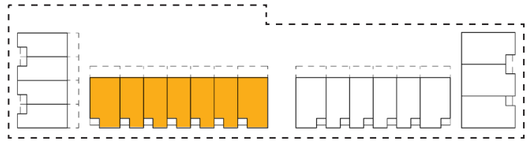
3/4 LITE FIR DOOR


J

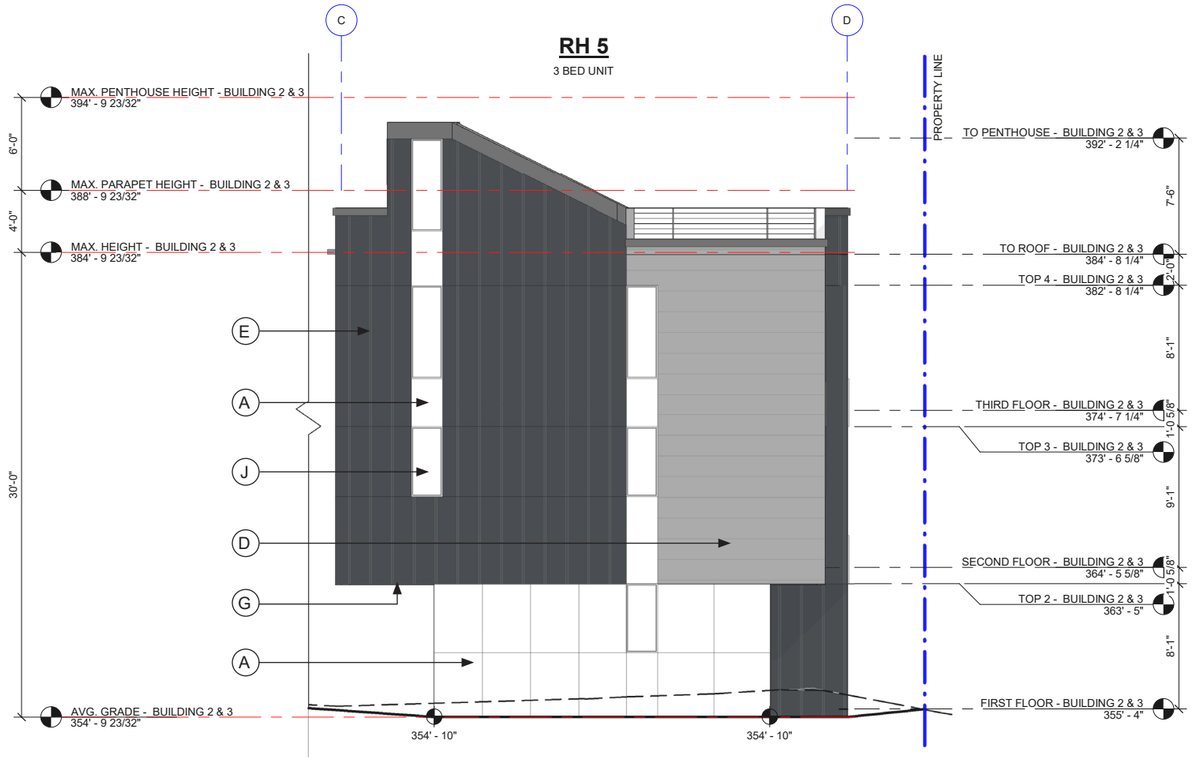
WHITE VINYL WINDOWS


K

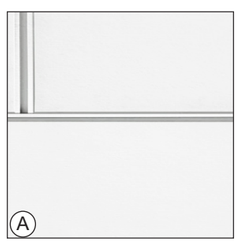
BLACK VINYL WINDOWS



KEY

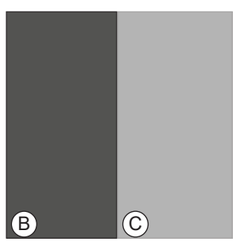


BUILDING 2
WEST ELEVATION



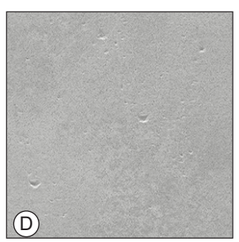
A

FIBER CEMENT INFILL/PANEL (SNOWBOUND , SW7004)



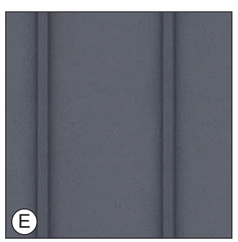
B C

FIBER CEMENT INFILL (IRON ORE , SW7069) - (SUMMIT GRAY , SW7669)



D

TEXTURED PANEL (NICHIHA - INDUSTRIALBLOCK)



E

BOARD & BATTEN (INKWELL, SW6992)



F

LAP SIDING (INKWELL, SW6992)



G

T&G CEDAR SOFFITS



H

AWNING - BENT STEEL



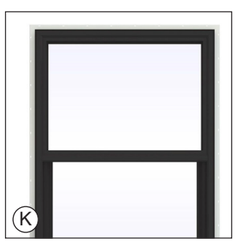
I

3/4 LITE FIR DOOR



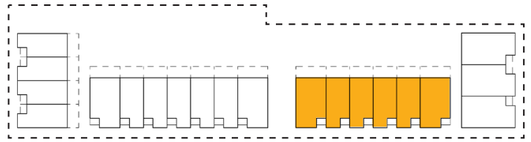
J

WHITE VINYL WINDOWS



K

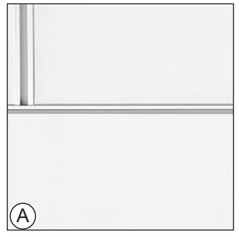
BLACK VINYL WINDOWS



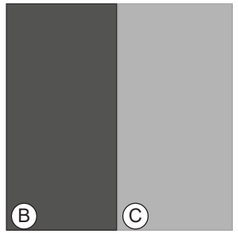
KEY



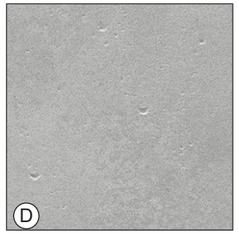
BUILDING 3
SOUTH ELEVATION


A

FIBER CEMENT INFILL/PANEL (SNOWBOUND , SW7004)


B C

FIBER CEMENT INFILL (IRON ORE , SW7069) - (SUMMIT GRAY , SW7669)


D

TEXTURED PANEL (NICHIHA - INDUSTRIALBLOCK)


E

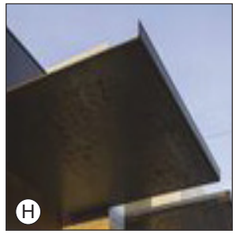
BOARD & BATTEN (INKWELL, SW6992)


F

LAP SIDING (INKWELL, SW6992)


G

T&G CEDAR SOFFITS


H

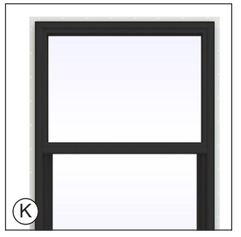
AWNING - BENT STEEL


I

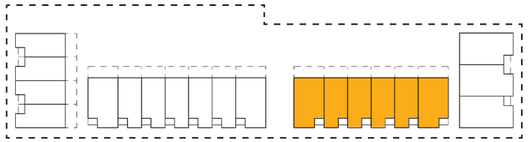
3/4 LITE FIR DOOR


J

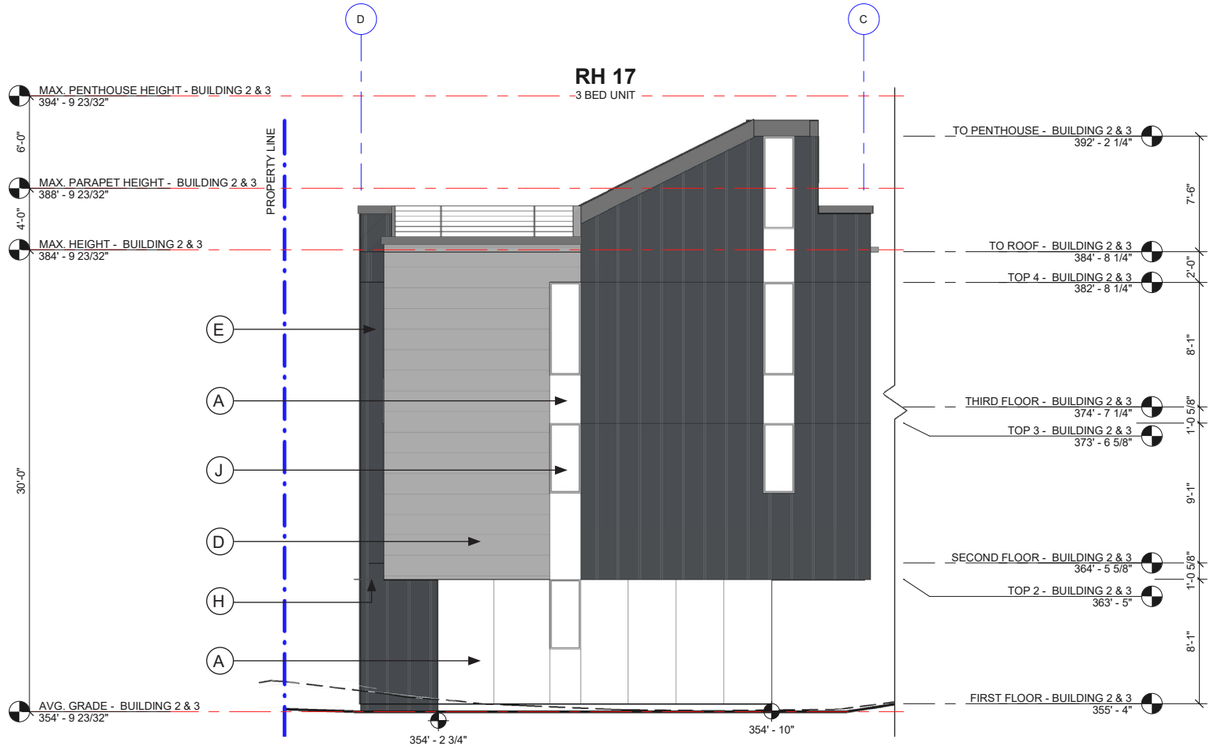
WHITE VINYL WINDOWS


K

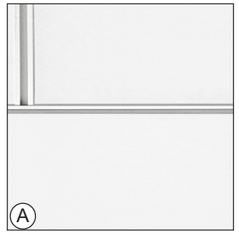
BLACK VINYL WINDOWS



KEY

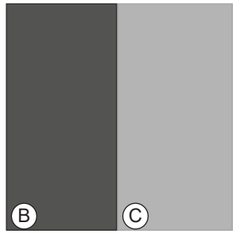


BUILDING 3
EAST ELEVATION



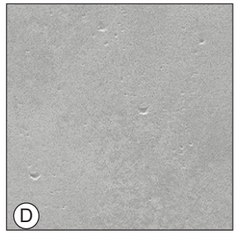
A

FIBER CEMENT INFILL/PANEL (SNOWBOUND , SW7004)



B C

FIBER CEMENT INFILL (IRON ORE , SW7069) - (SUMMIT GRAY , SW7669)



D

TEXTURED PANEL (NICHIHA - INDUSTRIALBLOCK)



E

BOARD & BATTEN (INKWELL, SW6992)



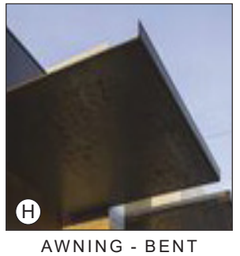
F

LAP SIDING (INKWELL, SW6992)



G

T&G CEDAR SOFFITS



H

AWNING - BENT STEEL



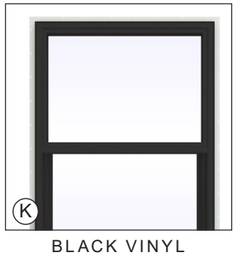
I

3/4 LITE FIR DOOR



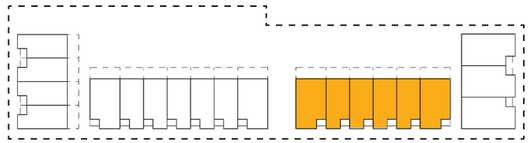
J

WHITE VINYL WINDOWS



K

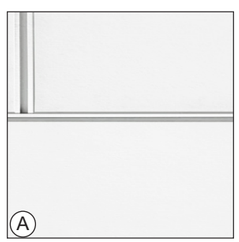
BLACK VINYL WINDOWS



KEY

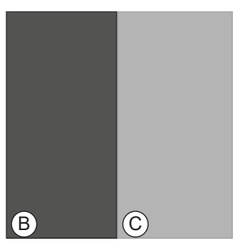


BUILDING 3
NORTH ELEVATION



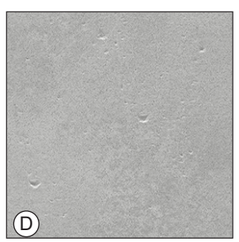
A

FIBER CEMENT INFILL/PANEL (SNOWBOUND , SW7004)



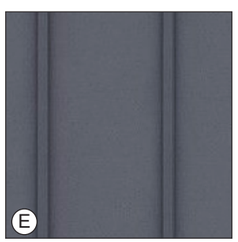
B C

FIBER CEMENT INFILL (IRON ORE , SW7069) - (SUMMIT GRAY , SW7669)



D

TEXTURED PANEL (NICHIHA - INDUSTRIALBLOCK)



E

BOARD & BATTEN (INKWELL, SW6992)



F

LAP SIDING (INKWELL, SW6992)



G

T&G CEDAR SOFFITS



H

AWNING - BENT STEEL



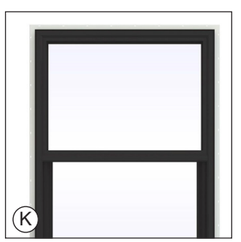
I

3/4 LITE FIR DOOR



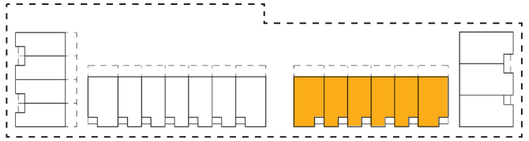
J

WHITE VINYL WINDOWS

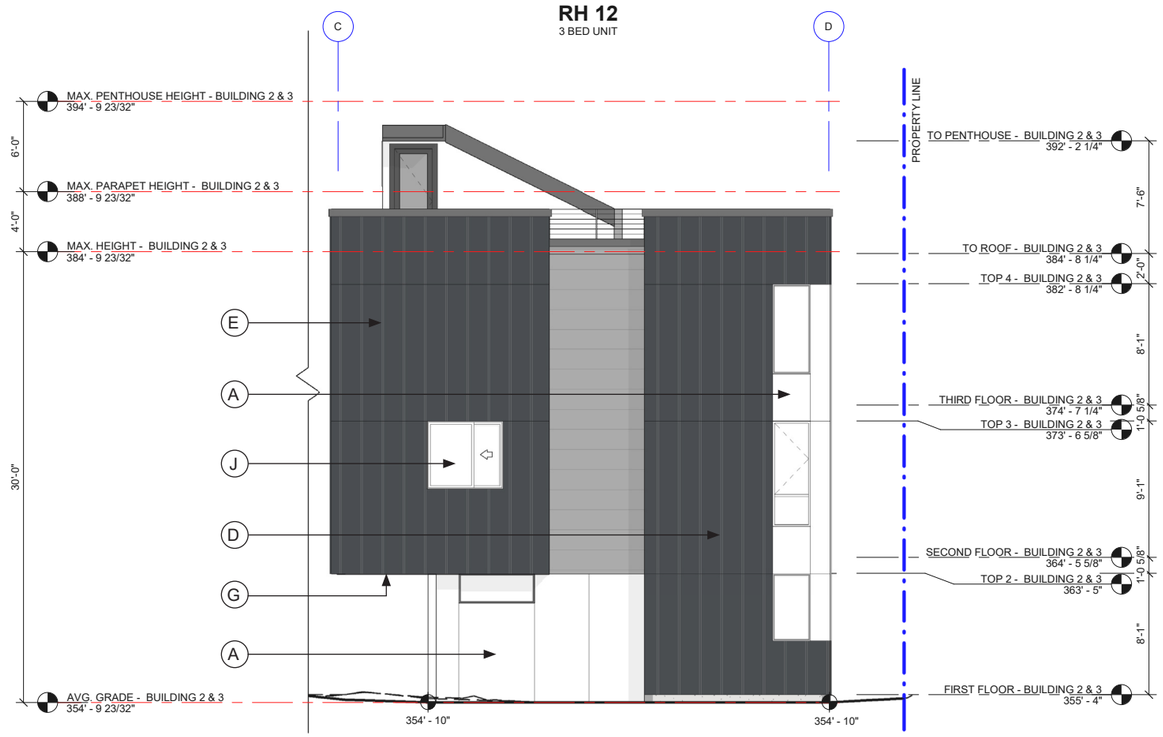


K

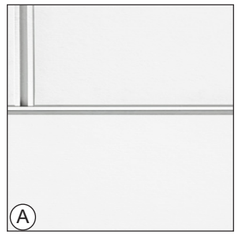
BLACK VINYL WINDOWS



KEY

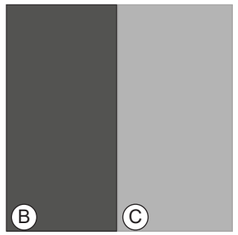


BUILDING 3
WEST ELEVATION



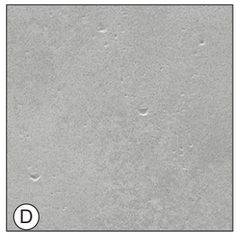
A

FIBER CEMENT INFILL/PANEL (SNOWBOUND , SW7004)



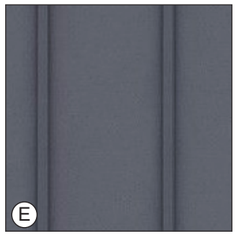
B C

FIBER CEMENT INFILL (IRON ORE , SW7069) - (SUMMIT GRAY , SW7669)



D

TEXTURED PANEL (NICHIHA - INDUSTRIALBLOCK)



E

BOARD & BATTEN (INKWELL, SW6992)



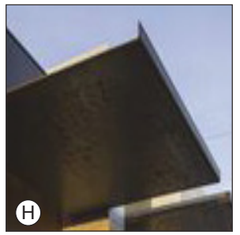
F

LAP SIDING (INKWELL, SW6992)



G

T&G CEDAR SOFFITS



H

AWNING - BENT STEEL



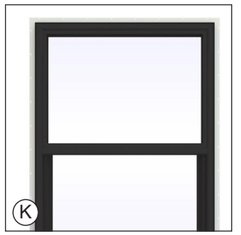
I

3/4 LITE FIR DOOR



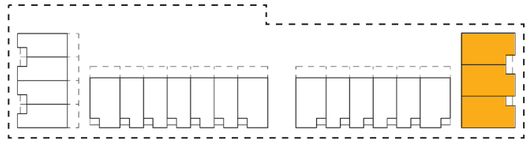
J

WHITE VINYL WINDOWS



K

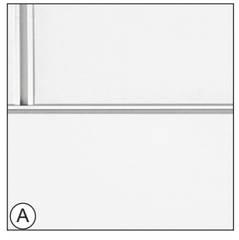
BLACK VINYL WINDOWS



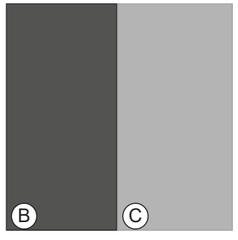
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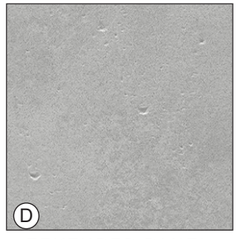
BUILDING 4
EAST ELEVATION


A

FIBER CEMENT INFILL/PANEL (SNOWBOUND , SW7004)


B C

FIBER CEMENT INFILL (IRON ORE , SW7069) - (SUMMIT GRAY , SW7669)


D

TEXTURED PANEL (NICHIHA - INDUSTRIALBLOCK)


E

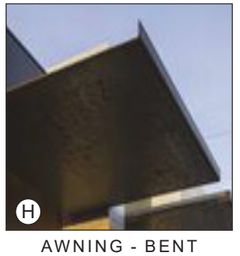
BOARD & BATTEN (INKWELL, SW6992)


F

LAP SIDING (INKWELL, SW6992)


G

T&G CEDAR SOFFITS


H

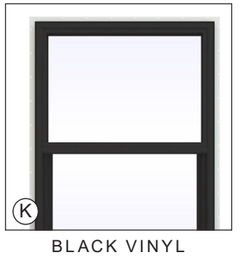
AWNING - BENT STEEL


I

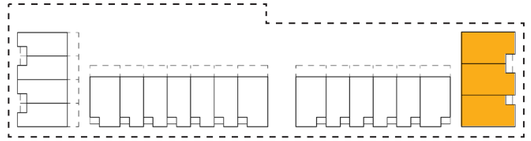
3/4 LITE FIR DOOR


J

WHITE VINYL WINDOWS


K

BLACK VINYL WINDOWS



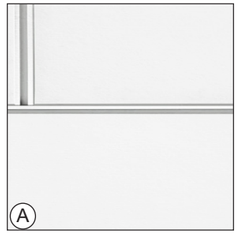
KEY

RH 18

EAST UNIT

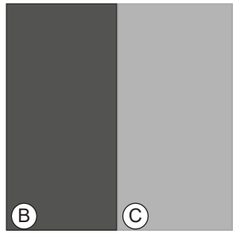


BUILDING 4
SOUTH ELEVATION



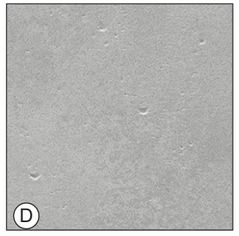
A

FIBER CEMENT INFILL/PANEL (SNOWBOUND , SW7004)



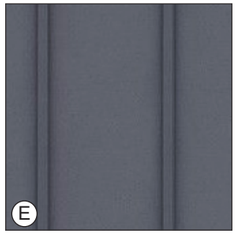
B C

FIBER CEMENT INFILL (IRON ORE , SW7069) - (SUMMIT GRAY , SW7669)



D

TEXTURED PANEL (NICHIHA - INDUSTRIALBLOCK)



E

BOARD & BATTEN (INKWELL, SW6992)



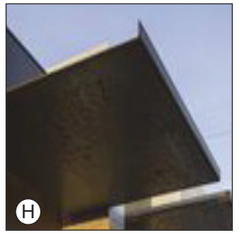
F

LAP SIDING (INKWELL, SW6992)



G

T&G CEDAR SOFFITS



H

AWNING - BENT STEEL



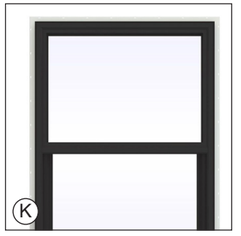
I

3/4 LITE FIR DOOR



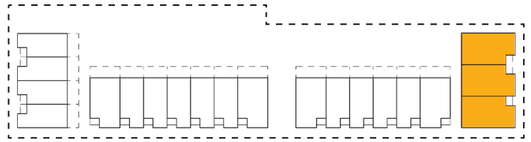
J

WHITE VINYL WINDOWS



K

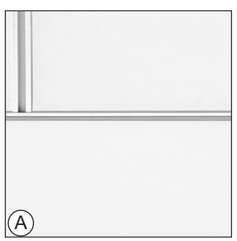
BLACK VINYL WINDOWS



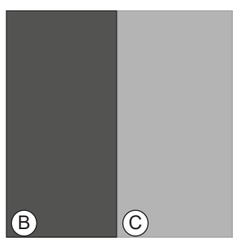
KEY



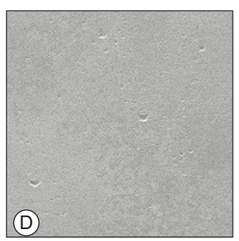
BUILDING 4
WEST ELEVATION


A

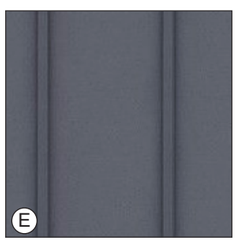
FIBER CEMENT INFILL/PANEL (SNOWBOUND , SW7004)


B C

FIBER CEMENT INFILL (IRON ORE , SW7069) - (SUMMIT GRAY , SW7669)


D

TEXTURED PANEL (NICHIHA - INDUSTRIALBLOCK)


E

BOARD & BATTEN (INKWELL, SW6992)


F

LAP SIDING (INKWELL, SW6992)


G

T&G CEDAR SOFFITS


H

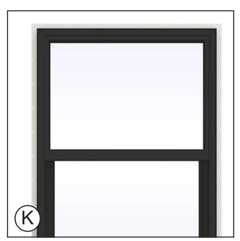
AWNING - BENT STEEL


I

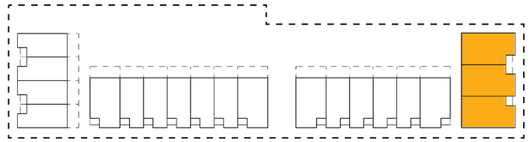
3/4 LITE FIR DOOR


J

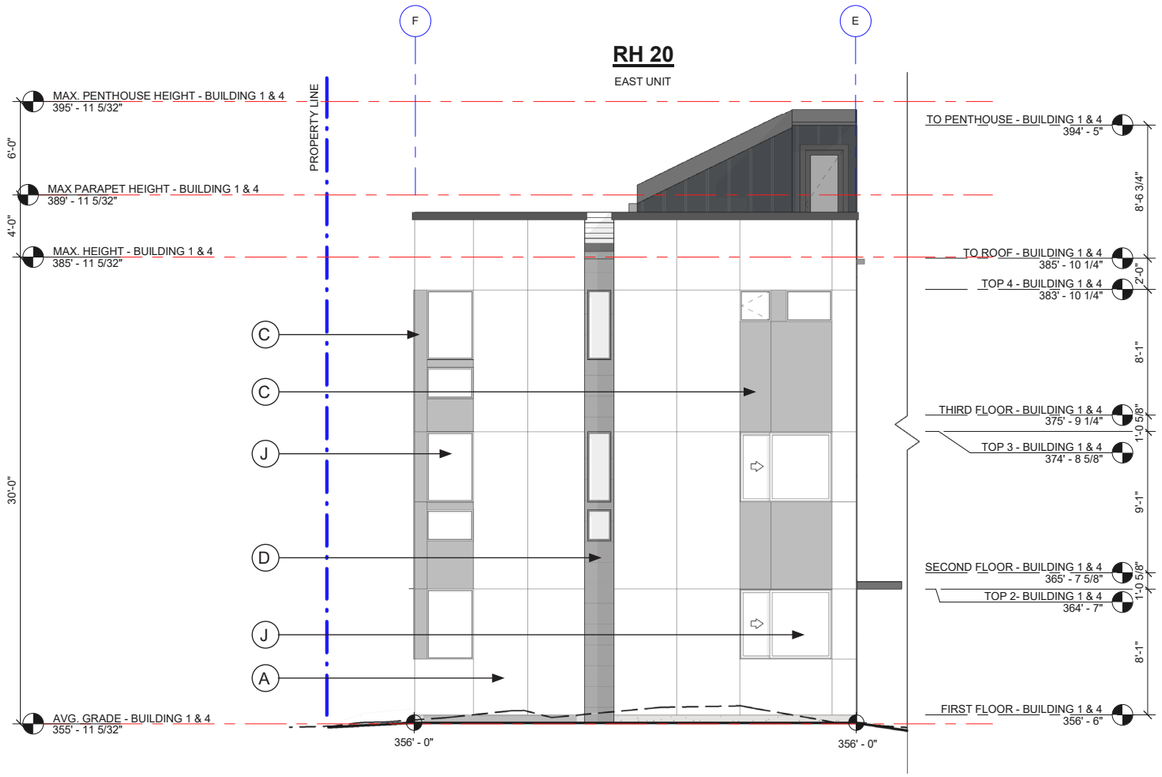
WHITE VINYL WINDOWS


K

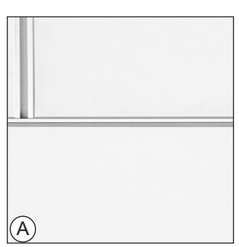
BLACK VINYL WINDOWS



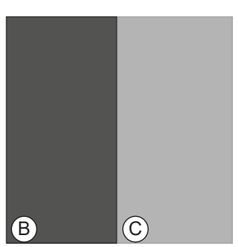
KEY



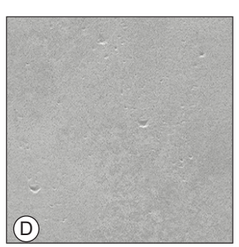
BUILDING 4
NORTH ELEVATION



FIBER CEMENT INFILL/PANEL (SNOWBOUND , SW7004)



FIBER CEMENT INFILL (IRON ORE , SW7069) - (SUMMIT GRAY , SW7669)



TEXTURED PANEL (NICHIHA - INDUSTRIALBLOCK)



BOARD & BATTEN (INKWELL, SW6992)



LAP SIDING (INKWELL, SW6992)



T&G CEDAR SOFFITS



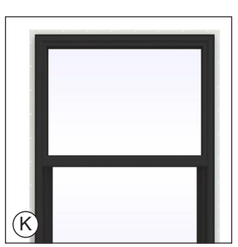
AWNING - BENT STEEL



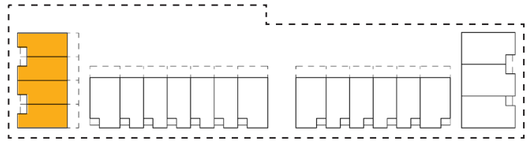
3/4 LITE FIR DOOR



WHITE VINYL WINDOWS



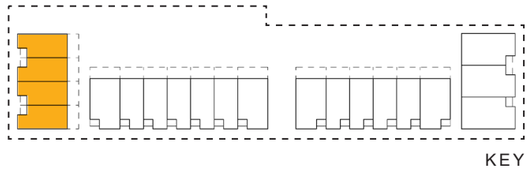
BLACK VINYL WINDOWS



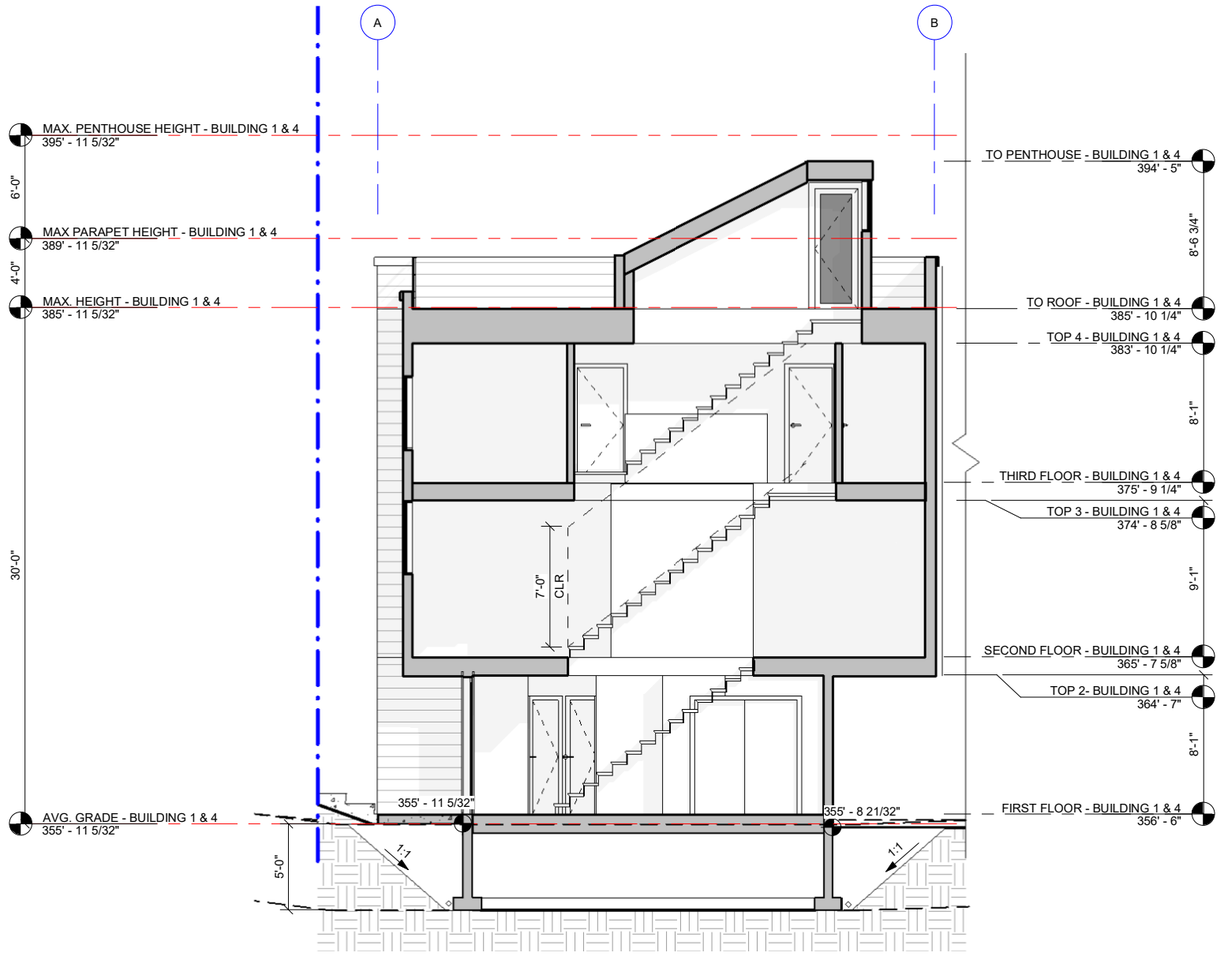
KEY



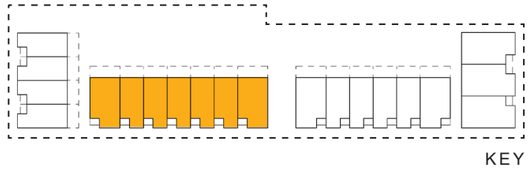
LONGITUDINAL SECTION
BUILDING 1



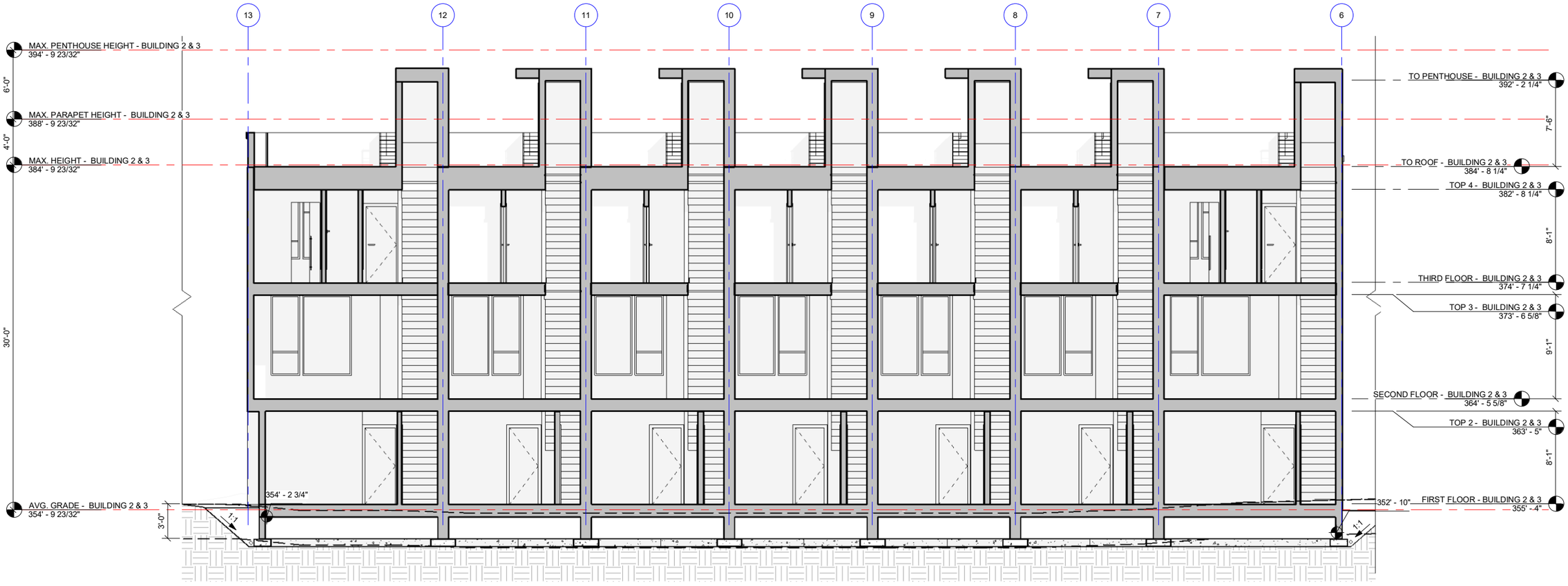
KEY



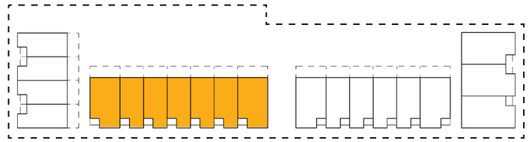
TRANSVERSE SECTION
BUILDING 1



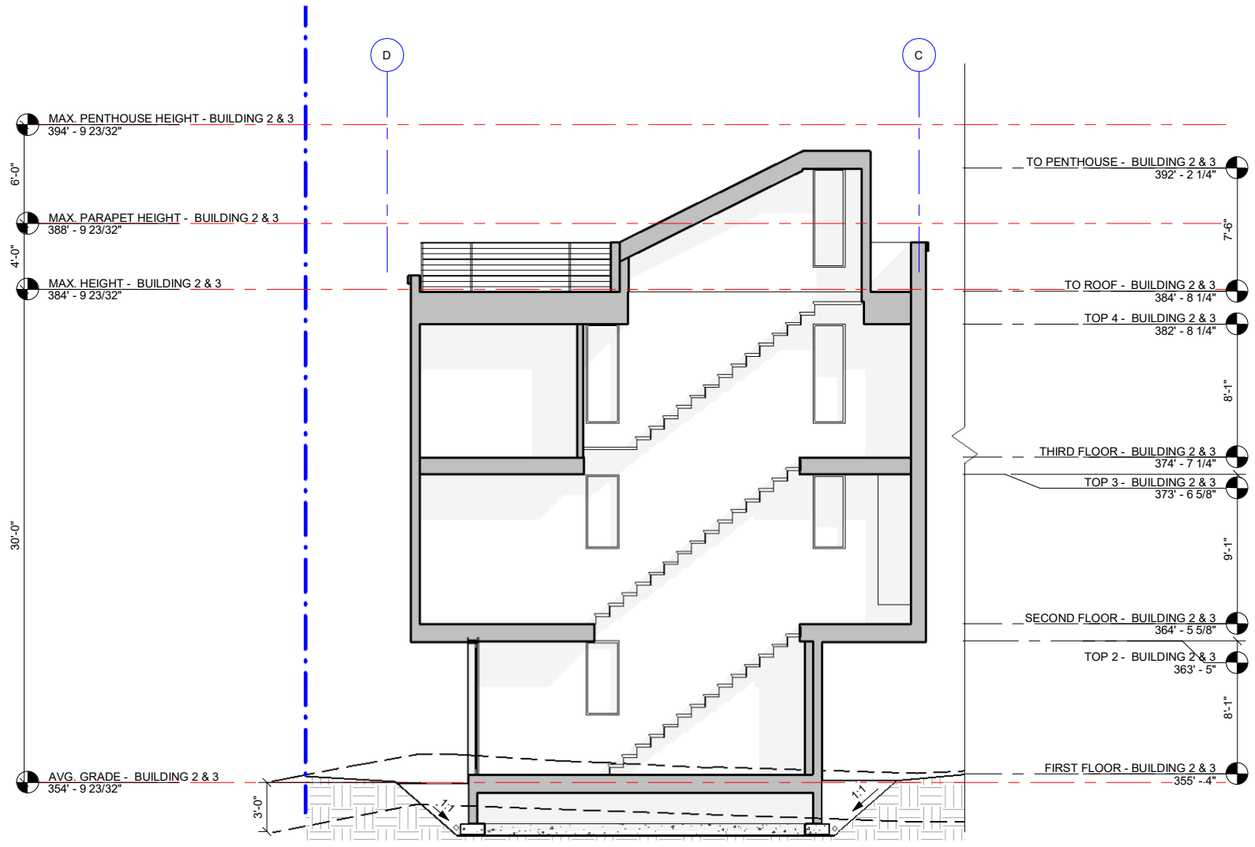
KEY



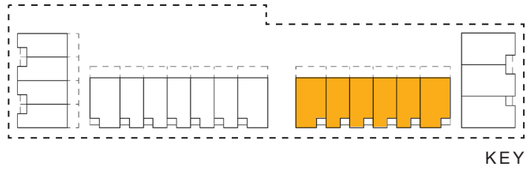
LONGITUDINAL SECTION
BUILDING 2



KEY



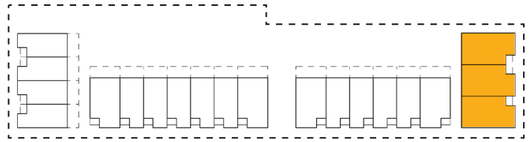
TRANSVERSE SECTION
BUILDING 2



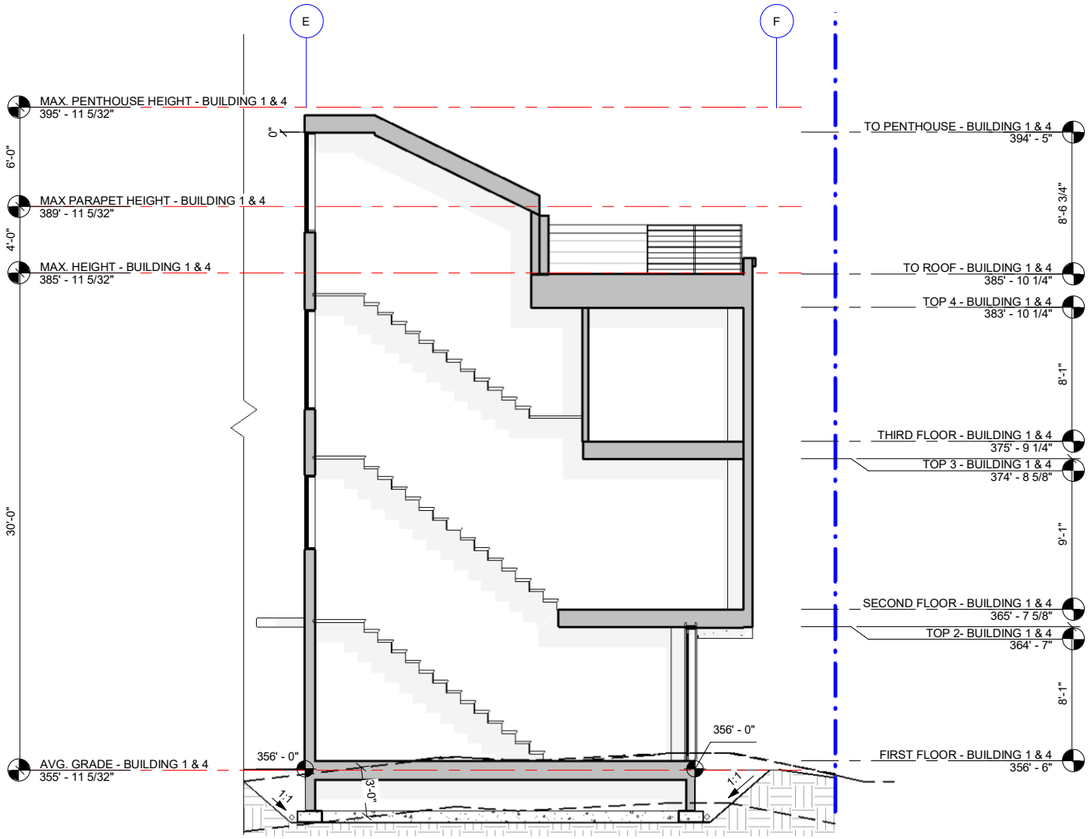
KEY



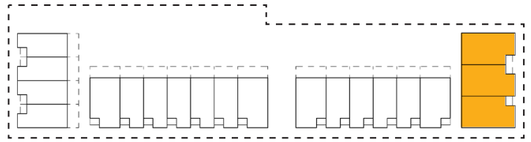
LONGITUDINAL SECTION
BUILDING 3



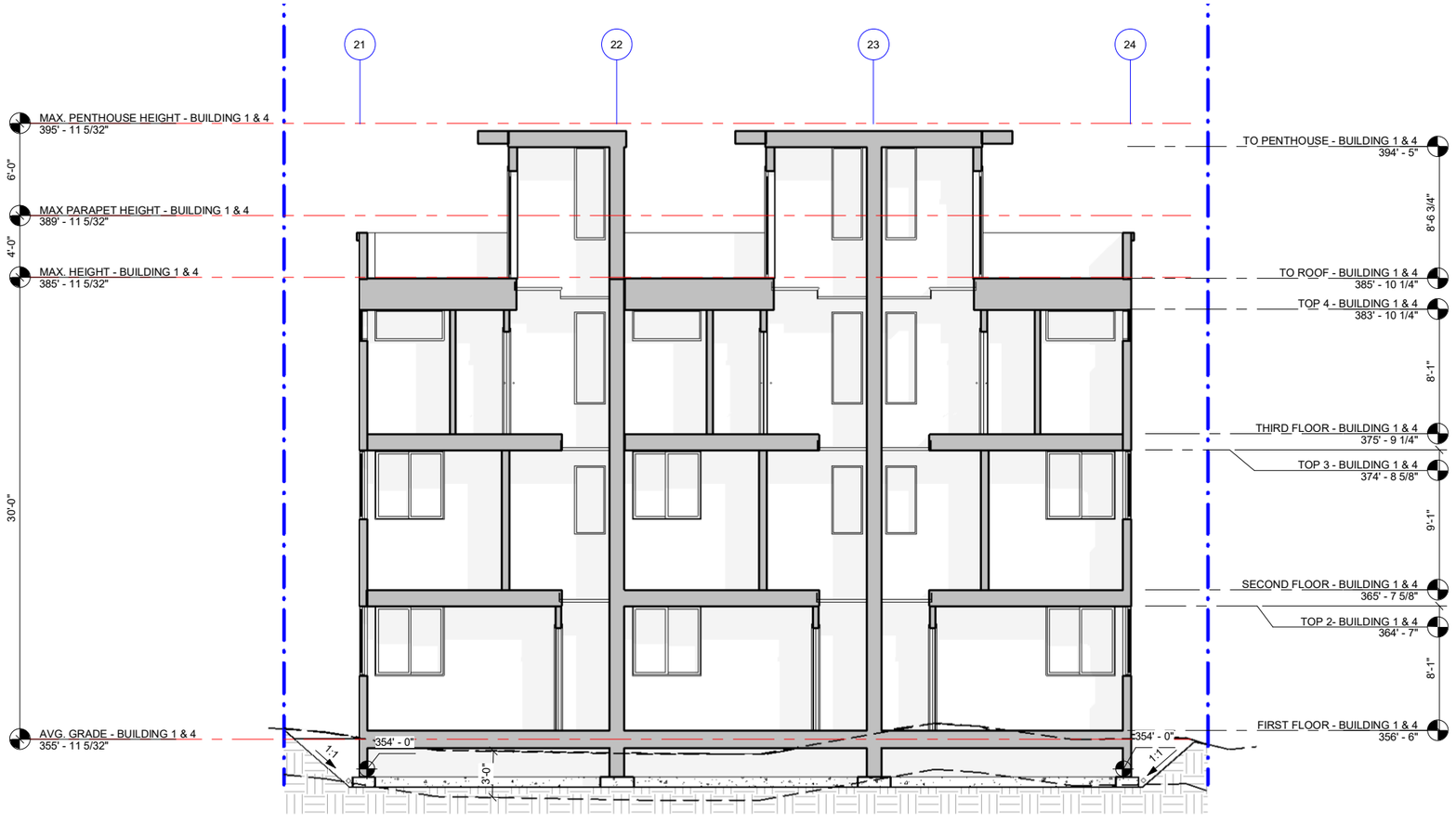
KEY



TRANSVERSE SECTION
BUILDING 4

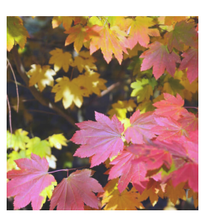


KEY



LONGITUDINAL SECTION
BUILDING 4

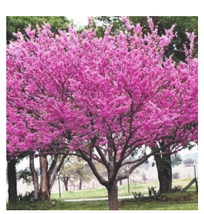




ACER CIRCINATUM VINE MAPLE



CARPINUS BETULUS FASTIGIATA PYRAMIDAL



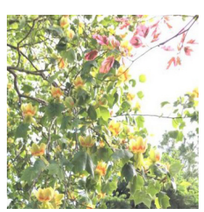
CERCIS CANADENSIS EASTERN REDBUD



CAREX TESTACEA ORANGE SEDGE



CYRTOMIUM FORTUNEI JAPANESE HOLLY FERN



LIRIODENDRON TULIPIFERA TULIP TREE



EUONYMUS JAPONICUS GREENSPIRE



CORYLOPSIS SPICATA GOLDEN SPRING



LIRIOPE MUSCARI 'BIG BLUE'



LONICERA PILLEATA MOSS GREEN



LANDSCAPE AND LIGHTING PLAN



(A) SURFACE MOUNTED CAN LIGHTS (SOFFIT)



(B) SCONCE CAN LIGHT (WALL MOUNTED)



(C) MOTION SENSOR LIGHT

SIGNAGE CONCEPT PLAN

The address number is part of an ensemble of elements, that together compose the entry experience for each unit. We propose 4" Neutra modern house numbers from HERMAN MILLER, in the color black. The number is to be mounted on the concrete wall, in front of every unit. The concrete walls are constructed with board formed concrete, with an addition of pigment for a detailed focused composition. Where the concrete wall varies in design, the signage is consistent for wayfinding, providing every unit with a street facing address location along the 3 streets that border the project.

UNITS FACING NW 92ND ST AND 14TH AVE NW



UNITS FACING MARY AVE NW

SEATTLE DESIGN GUIDELINES

PL2. WALKABILITY
D.1.Wayfinding

PL3.STREET LEVEL INTERACTION
A.2.Ensanble of elements

SIGNAGE PRECEDENTS







DEPARTURES

DEPARTURE
23.45.518.F.1 - SETBACKS AND SEPARATIONS

REQUIREMENT
IN LR AND MR ZONES, THE MINIMUM REQUIRED SEPARATION BETWEEN PRINCIPAL STRUCTURES AT ANY TWO POINTS ON DIFFERENT INTERIOR FACADES IS 10 FEET, EXCEPT FOR COTTAGE HOUSING DEVELOPMENTS, AND PRINCIPAL STRUCTURES SEPARATED BY A DRIVEWAY OR PARKING AISLE.

REQUIRED: 10'-0" SEPARATION

REQUEST
REQUESTING A 40% REDUCTION IN BUILDING SEPARATION FROM TEN (10) FEET TO THE MINIMIMUM REQUIRED BUILDING SEPARATION OF SIX (6) FEET BETWEEN UNITS. THIS OCCURS IN TWO DIFFERENT LOCATIONS AT THE EAST AND WEST SIDE OF THE PROPOSED SITE PLAN

PROPROSED: 6'-0" SEPARATION (40% REDUCTION)

RATIONALE
AS A ROWHOUSE PROJECT SURROUNDED BY STREETS ON THREE SIDES, A CODE COMPLIANT BUILDNG PROPOSAL COULD REMAIN FULLY CONNECTED FROM FOUNDATION TO ROOF AT THE TWO LOCATIONS THAT ARE BEING CONSIDERED BY THIS DEPARTURE REQUEST. TECHNICALLY, THE REQUIREMENT FOR BUILDING SEPARATION BETWEEN ABUTTING ROWHOUSES AT THESE LOCATIONS IS ZERO (0'). [SMC 23.45.518 TABLE A]. ADDITIONALLY, A CODE COMPLAINT SCHEME COULD OPT TO PROVIDE ALL REQUIRED BIKE STALLS INDIVIDUALLY AT ENTRY ALCOVES ADJACENT TO EACH FRONT DOOR. SEE 2/DR1.04 FOR A BASIC CODE COMPLIANT SITE PLAN AND SEE 3&4/DR1.05FOR SETBACK/SEPARATION DIAGRAMS THAT ILLUSTRATE THIS CODE COMPLAINT OPTION.

ONCE SPLIT APART, THE SEPARATION REQUIREMENT BETWEEN TWO BUILDINGS ON THE SAME LOT BECOMES TEN FEET (10') HOWEVER, IF THE ROWHOMES ARE LOCATED ON TWO ADJACENT LOTS THEN THE SEPARATION IS ONLY REQUIRED TO BE SEVEN FEET (7') TOTAL OR A (3.5') SETBACK ON EITHER SIDE OF THE SHARED LOT LINE. [SMC 23.45.518 TABLE A]

THIS DEPARTURE IS REQUESTING TO SEEK A 40% REDUCTION TO THE 10'-0" REQUIRED SEPARATION DOWN TO 6'-0" OF SEPARATION. HOWEVER, IF THE ROWHOMES WERE LOCATED ON TWO SEPARATE LOTS WITH A SHARED LOT LINE WE WOULD ONLY NEED TO REQUEST A 14% REDUCTION FROM THE REQUIRED 7'-0" SEPARATION DOWN TO 6'-0" OF SEPARATION. WHILE WE UNDERSTAND THAT WE ARE NOT SUBJECT TO THE 7' SEPARATION REQUIREMENT AS WE ARE DEVELOPING ALL BUILDINGS ON ONE SHARED LOT, THE 6'-0" SEPARATION IS NOT FAR OFF FROM THE CITY'S INTENDED MINIMUM SEPARATION BETWEEN ROWHOME DEVELOPMENTS.

WHILE THIS DEPARTURE IS SPECIFICALLY RELATED TO BUIILDING SEPARATIONS, IT IS INTERTWINED FAR BEYOND THAT SPECIFICITY TO ADDRESS NOT ONLY THE BULK AND SCALE OFTHE BUILDING, BUT MORE SIGNIFICANTLY THE OVERALL SITE CIRCULATION, WALKABILITY, CONNECTIVITY, OPEN SPACE, DAYLIGHT, AND A MORE VIBRANT STREETSCAPE.

TO BEGIN, PROPOSING THE SEPARATION AT THE MID-SPAN OF EACH BUILING ALLOWS FOR THE CREATION OF A CRUCIAL SECONDARY CIRCULATION PATHWAY BY PROVIDING THROUGH-BLOCK ACCESS AND ENHANCING THE CONNECTIVITY BETWEEN SHARED SPACES SUCH AS THE COMMON AMENITY COURTYARD, THE CENTRALIZED AUTO COURT, VARIOUS CONSOLODATED BIKE STALLS, AND THE SURROUNDING SIDEWALKS WHICH ALL LEAD TO THE FRONT STOOPS OF EVERY UNIT. (CS2.C.3 // PL1.A.1) AS A FULL BLOCK SITE, THESE SEPARATIONS (IN TANDEM WITH THE CENTRALIZED DRIVEWAY) BREAK OF THE LENGTHY FACADE ALONG NW 92ND STREET WHICH REDUCES THE PERCIEVED MASS AND BRINGS PLENTY OF ADDITIONAL DAYLIGHT INTO THE INTERIOR FACADES OF 30% OF THE UNITS (DC2.A.2 // CS1.B.2). ARCHITECTURAL ELEMENTS SUCH AS OPEN-FRAMED CEDAR ARBORS WOULD SPAN THE SEPARATION AND EXTEND SLIGHTLY PAST THE BUILDING ENVELOPE TOWARD THE STREET FACING PROPERTY LINE IN ORDER TO EMPHASIZE THE THROUGH LOT CONNECTION AND ADD TEXTURE AT THE PEDESTRIAN SCALE. THE HIGH QUALITY MATERIALS UTILIZED AT THE ARBOR CREATE VISUAL INTEREST AT THE STREETSCAPE WHILE ALSO PROVIDING AMPLE ACCESS AND WEATHER PROTECTION FOR CONSOLIDATED BIKE PARKING STALLS (DC2.C.1 // DC2.C.2) AT THE WEST BUILDING SEPARATION, THE GROUND LEVEL SEPERATION IS EXTENDED TO 12'-0" WIDE IN ORDER TO PROMOTE SHARED BIKE PARKING, BUT MORE IMPORTANTLY TO CONNECT BOTH VISUALLY AND PHYSICALLY WITH THE INTERIOR PORTION OF THE NORTHWEST COMMON AMENITY SPACE WHICH FRONTS MARY AVE NW (DC3.B.4) SEE IMAGERY PROVIDED ON PAGE 23.

DEPARTURE
23.45.518.A - SETBACKS AND SEPARATIONS

REQUIREMENT
REQUIRED: 5' MIN - 7' AVG

REQUEST
TO ALLOW FOR A REDUCTION TO THE AVG REAR STBK OF BUILDING 4.
PROPOSED: BUILDING 4: 5' MIN - 5' AVG (28.6% REDUCTION)

RATIONALE
IF THE BUILDING SEPARATION DEPARTURE IS ALLOWED, THEN A REAR STBK DEPARTURE IS NECESSARY IN ORDER TO MEET THE REQUIRED AVG STBK FOR BUILDING 4. IN OUR CODE COMPLIANT OPTION THIS REDUCTION IN REQUIRED SEPARATION IS NOT REQUIRED BECAUSE WE CAN AVERAGE THE SETBACKS ACROSS THE ENTIRE BUILDING IN ORDER TO MEET THE 5' MIN 7' AVG REQUIREMENT. HOWEVER, WHEN THE BUILDINGS ARE SPLIT WE MUST CALCULATE THE SETBACKS SEPATELY FOR EACH BUILDING. THEREFORE, EVEN THOUGH THE BUILDING HASN'T MOVED (WITH THE EXCEPTION OF THE NEW SEPARATION) WE WILL NEED TO REQUEST A DEPARTURE IN ORDER TO MEET SETBACK REQUIREMENTS. SEE PAGES 64-66 FOR DEMONSTRATION OF THIS CONCEPT.

SUPPORTING GUIDELINES

ARCHIECTURAL CONCEPT
(DC2.C.1) – Visual Depth and Interest: add detailing at the street level in order to create interest for the pedestrian and encourage active street life

(DC2.C.2) – Dual Purpose Elements: Consider architectural features with dual purposes including shading, canopies that provide street-level scale, while also offering weather protection. When these features are prominent, use quality materials.

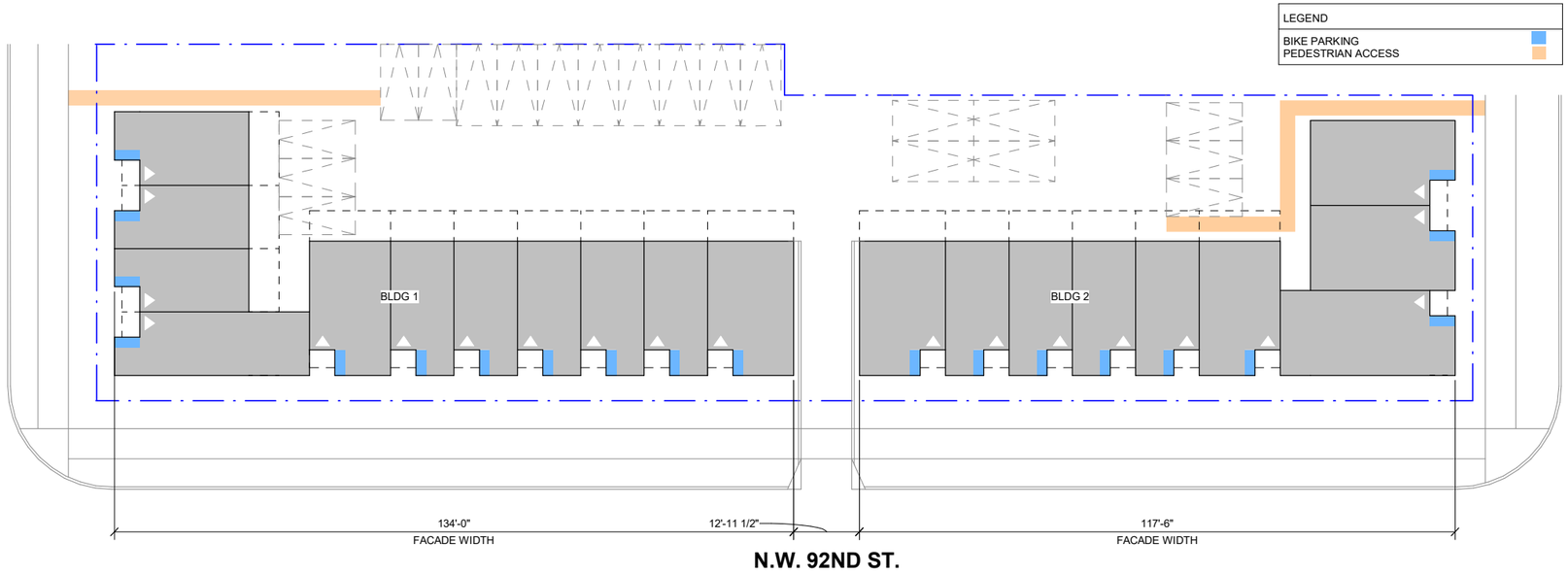
OPEN SPACE CONCEPT
(DC3-B-4) – Multifamily Open Space: design common open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction (from a distance12)

NATURAL SYSTEMS AND SITE FEATURES
(CS1.B.2) – Daylight and Shading: Maximize sunlight for interior and exterior spaces

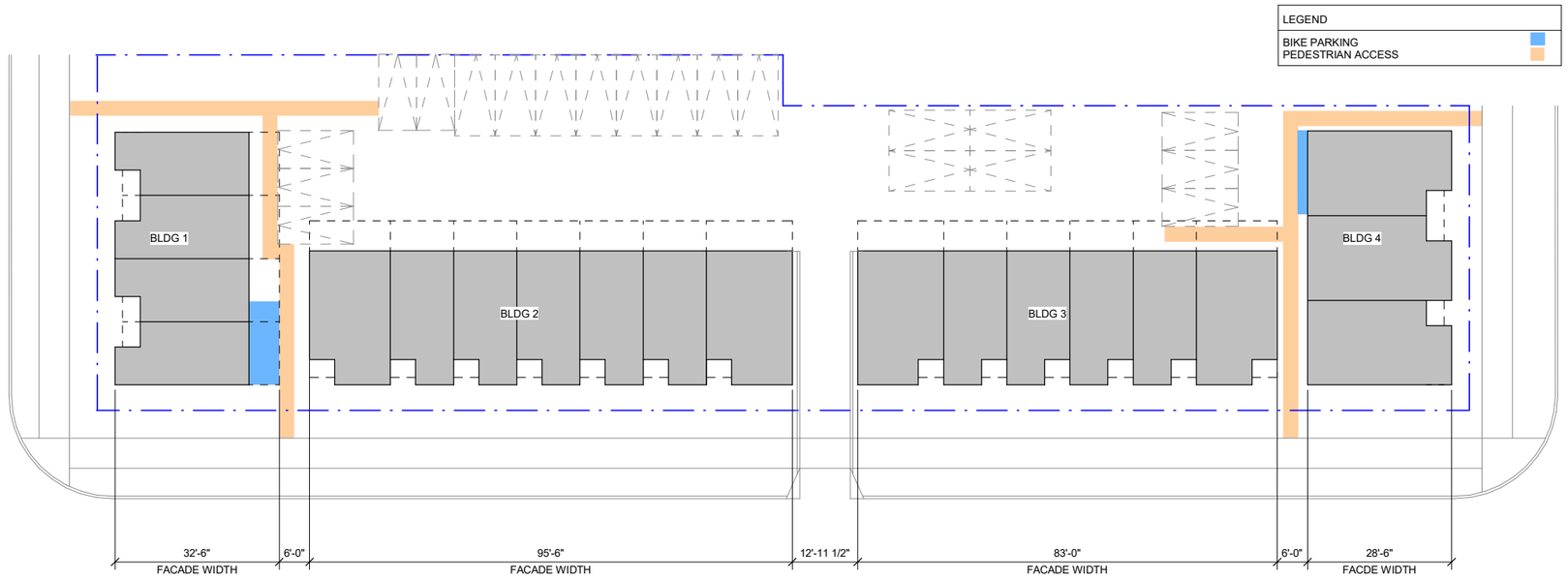
URBAN PATTERN AND FORM
(CS2.C.3) – Full Block Sites: Break up long facades of full block buildings and consider providing through block-access.

CONNETIVITY
(PL1.A.1) – Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces including circulation routes.

(DC2.A.2) – Reduced Perceived Mass
PROVIDED ON DR1.05.



PLAN DIAGRAM - CODE COMPLIANT



PLAN DIAGRAM - PROPOSED

CODE COMPLIANT



SOUTH ELEVATION - WEST SIDE

SOUTH ELEVATION - EAST SIDE

PROPOSED



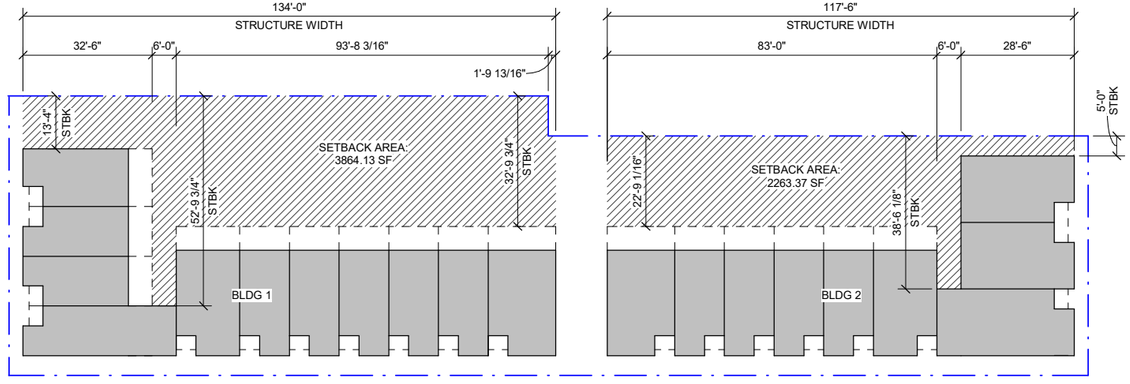
SOUTH ELEVATION - WEST SEPARATION

SOUTH ELEVATION - EAST SEPARATION

CODE COMPLIANT

REQUIRED REAR STBK
5' MIN / 7' AVG

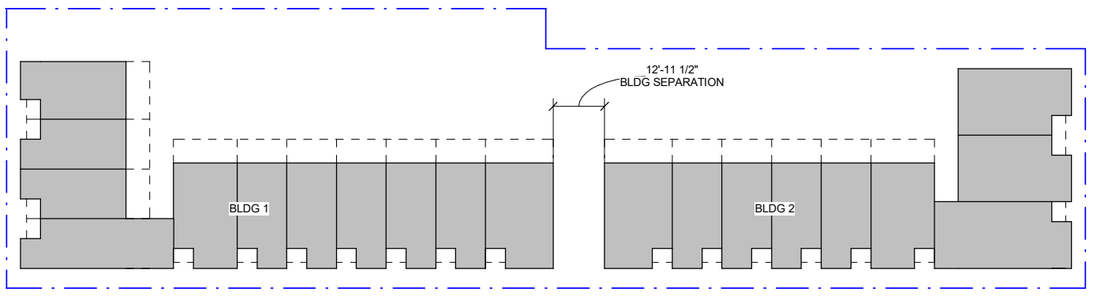
PROPOSED REAR SETBACK
BUILDING 1: 13'- 4" MIN / 28'-10" AVG
BUILDING 2: 5'-0" MIN / 19'-3" AVG



4 REAR SETBACK DIAGRAM

REQUIRED BUILDING SEPARATION
10'-0"

PROPOSED BUILDING SEPARATION
BUILDING 1 & 2: 12'-11 1/2"

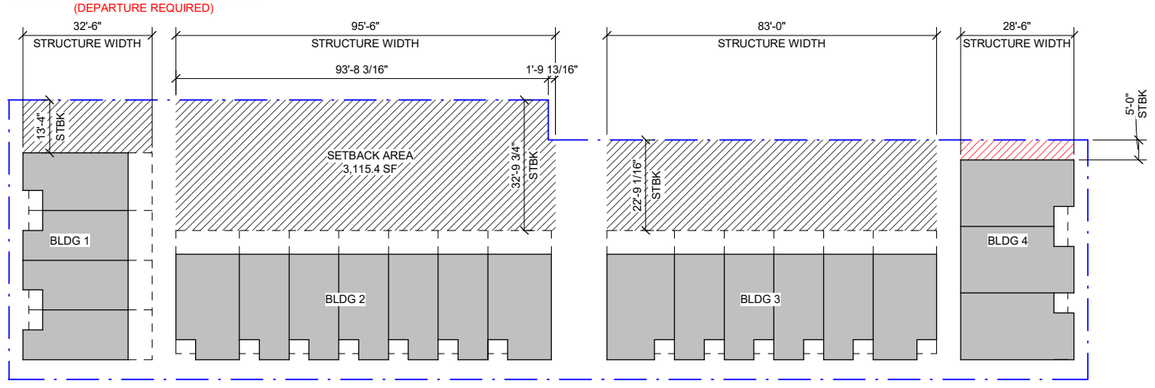


3 BUILDING SEPARATION DIAGRAM

PROPOSED

REQUIRED REAR STBK
5' MIN / 7' AVG

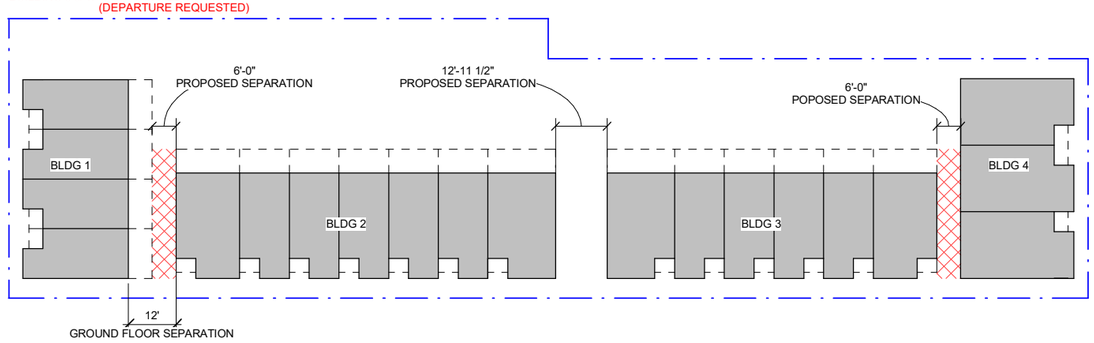
PROPOSED REAR SETBACK
BUILDING 1: 13'- 4" MIN/AVG
BUILDING 2: 22'-9 1/16" MIN / 32'-7 1/2" AVG
BUILDING 3: 22'-9 1/16" MIN/AVG
BUILDING 4: 5'-0" MIN/AVG - 28.6% REDUCTION
(DEPARTURE REQUIRED)



2 REAR SETBACK/DEPARTURE REQUEST DIAGRAM

REQUIRED BUILDING SEPARATION
10'-0"

PROPOSED BUILDING SEPARATION
BUILDING 2 & 3: 12'-11 1/2"
BUILDING 1 & 2: 6'-0" - 40% REDUCTION
(DEPARTURE REQUESTED)
BUILDING 3 & 4: 6'-0" -40% REDUCTION
(DEPARTURE REQUESTED)



1 BUILDING SEPARATION/DEPARTURE REQUEST DIAGRAM

APPENDIX

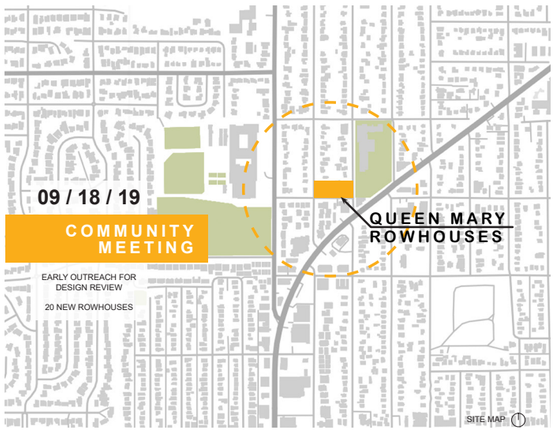
COMMUNITY OUTREACH SUMMARY

1. Electronic/Digital Outreach: Cone Architecture designed an online survey through Survey Monkey that provided a brief summary, address of the project, SDCI record number, information about the date/time/location of community meeting, email address to provide feedback, where additional information can be found, a collection of information statement, site plan, and five questions.

Survey link: https://www.surveymonkey.com/r/Q7MQQPC
Public informed by: Printed Outreach Poster
Date: Survey launched 09/04/2019 Survey closed 09/26/2019
Materials Attached: Screenshot of Survey Monkey survey

2. In-Person Outreach: Cone Architecture hosted a community meeting at the Crown Hill Park, across from the site on 14th Ave NW, where the public and representatives of community organizations were invited to attend to express their thoughts. The meeting was held from 5:30-6:30pm. Cone Architecture presented the project to members of the community. A site plan and 3d images were presented to help visualize the proposed project. The discussion aimed to answer the concerns and questions brought up by the community as well as present the information described on the attached agenda to inform the community of the project's initial steps and how to further engage in the processes in the future.

Date: Wednesday, September 18th, 2019 at 5:30-6:30pm
Location: 9202-9203 Mary Ave NW



SUMMARY OF COMMUNITY RESPONSES

1. Electronic/Digital Outreach: Cone Architecture received one response to the survey that was created through Survey Monkey. The response received is as follows:

Queen Mary Rowhouses — SurveyMonkey

#1

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Sunday, September 15, 2019 7:33:44 PM
Last Modified:	Sunday, September 15, 2019 7:43:24 PM
Time Spent:	00:09:39
IP Address:	97.113.243.91

Page 1: Project Address: 9202 Mary Ave NWSDCI Record Number: 3035048-EG

Q1 What is your connection to this project (Select all that apply)
I live very close to the project

Q2 What is most important to you about a new building on this property? (Select all that apply)
That it is nice looking,
That it looks unique and interesting,
That it is designed to be family-friendly,
That it is designed with environmental sustainability in mind

Q3 What concerns do you have about this project? (Select all that apply)
Construction noise/impacts,
That I will not like the way it looks,
That it may feel out of scale with other buildings nearby,
That it will make driving and parking in the neighborhood more difficult

Q4 Is there anything specific about this property or neighborhood that would be important for us to know?

I live across the street from the current house at 9202 Mary Ave. Neighbors and I have noticed squatters hanging out on the property. It's worrisome since there are several families with kids that live on Mary Ave and 92nd. A simple solution would be to remove the hedge to allow for more visibility onto the property.

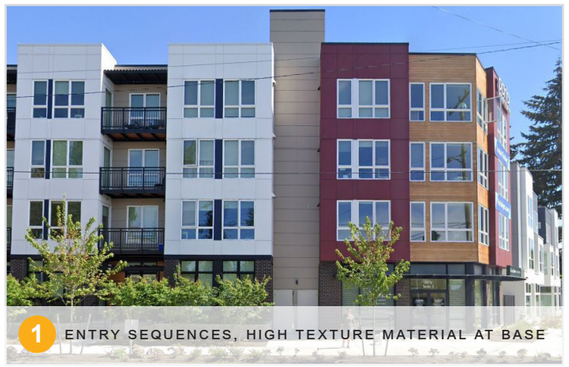
Q5 Would you like to be contacted about this project in the future? If so, please provide your email address.

larsonp@aol.com

1 / 1

2. In-Person Outreach: The in-person outreach received one passer by response. Project Type Comments:
• Would like to see the existing landscape replaced in new project, no strong feelings on the overall project, did not sign the sign in sheet*.





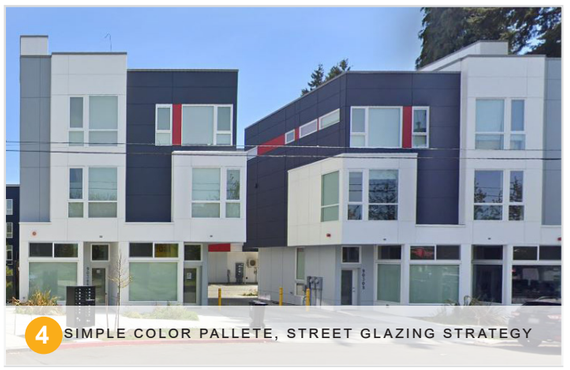
1 ENTRY SEQUENCES, HIGH TEXTURE MATERIAL AT BASE



2 COLORFUL FRONT YARD, LUSH LANDSCAPE



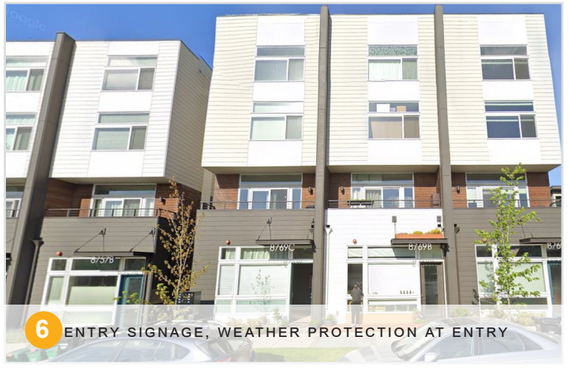
3 STREET FACING GLAZING, SIMPLE COLOR



4 SIMPLE COLOR PALLETE, STREET GLAZING STRATEGY



5 ENTRY SEQUENCES, PEDESTRIAN REALM TREATMENTS



6 ENTRY SIGNAGE, WEATHER PROTECTION AT ENTRY



7 SIMPLE MATERIAL PALLETE, LARGE GLAZING GROUPS



8 ENTRY SIGNAGE , QUALITY MATERIAL AT ENTRIES



9 ROWHOUSE RHYTHM, MODERN AESTHETIC



10 COLORFUL LANDSCAPE AT FRONT YARD



11 FACADE ARTICULATION, MODERN AESTHETIC



12 BRIGHT COLOR AND TEXTURED MATERIAL AT ENTRIES

NEIGHBORHOOD IN TRANSITION

Due the recent upzoning in the neighborhood, we have seen a transition to higher density apartments, mixed-use buildings, and townhouse developments, with less of a priority on vehicles and a higher priority on public transportation and pedestrian amenities.

This parcel is located between the single family homes to the north/west, and the commercial zoning to the south/east. This parcel has the opportunity to serve as a transition zone between these two different uses.

DESIGN ELEMENTS

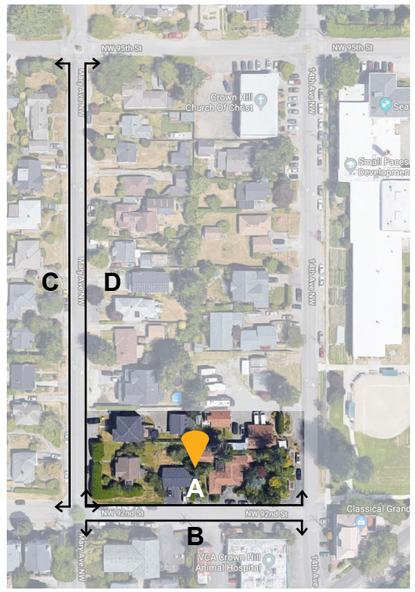
Older homes in the neighborhood are predominantly capped by gable roofs. Newer townhomes were built with a mix of pitched roofs and flat roofs, while new apartment and mixed-use buildings are being proposed with flat roofs to accommodate roof decks. Landscaped front yards are predominantly found in this neighborhood among the single family homes, influenced by the Swansons Nursery to the north of the site.

This project aims to strike a balance between old and new with a combination of pedestrian focused entries on all of the rowhouses and the use of flat roofs accommodating roof decks, activating and providing surveillance on the three streets that face the site. Replacing the existing landscape, and providing colorful species that reflect the vast landscapes found along 15th AVE NW, is also a priority.

PALETTE OF MATERIALS

The single family homes in the area are predominantly clad in lap siding in a variety of colors. More recent townhomes adjacent to the site use a combination of lap siding, board and batten, shingles, and smooth fiber cement panels while the new, larger apartments are predominantly smooth fiber cement panels, and metal siding.

As a transitional rowhouse development, the project will lean toward the use of more contemporary materials, a combination of textured panels and smooth panels. High quality, textural materials like natural wood or concrete will be used to activate and bring texture to the pedestrian realm.



SITE



(A) NW 92ND ST LOOKING NORTH

ACROSS FROM SITE



(B) NW 92ND ST LOOKING SOUTH

ACROSS FROM SITE



(C) MARY AVE NW LOOKING WEST

SITE



(D) MARY AVE NW LOOKING EAST



SITE



(E) 14TH AVE NW LOOKING WEST

ACROSS FROM SITE



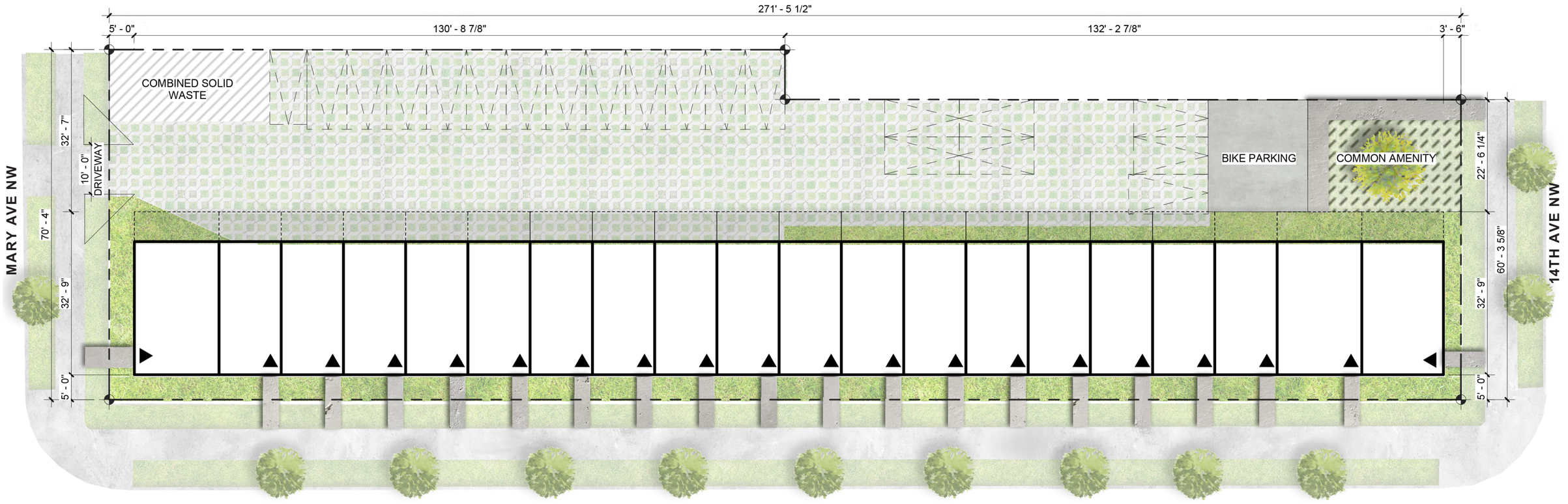
(F) 14TH AVE NW LOOKING EAST



SOUTH WEST CORNER OF SITE - LOOKING AT TRAFFIC CIRCLE



SOUTH EAST CORNER OF SITE - ACROSS FROM CROWN HILL PARK, LOOKING AT PEDESTRIAN CROSSWALKS



SITE PLAN - OPTION 1

OPTION ONE

DISTINGUISHING FEATURES
- 20 Rowhouses + 20 surface parking stalls
- 3-story units in 1 building
- 20 roof decks
- 23,013.12 SF FAR
- 2 unit types:
- (3) units include 3 bedrooms
- (17) units include 2 bedrooms
- Code compliant

OPPORTUNITIES
- No privacy conflicts between units within the site with linear building arrangement
- Combined trash location near curb cut
- Connection of bike parking to common ground amenity

CONSTRAINTS
- No through site pathways connecting east-west for more convenient access
- No breaking of street wall along NW 92nd St
- Curb cut along Mary dedicates a large portion of site to paving
- One location for the combined trash and one location for all the bike parking makes use for opposite ends of the site challenging
- Less "family" sized units
- Less unit or program variation
- Less entries facing west and east streets

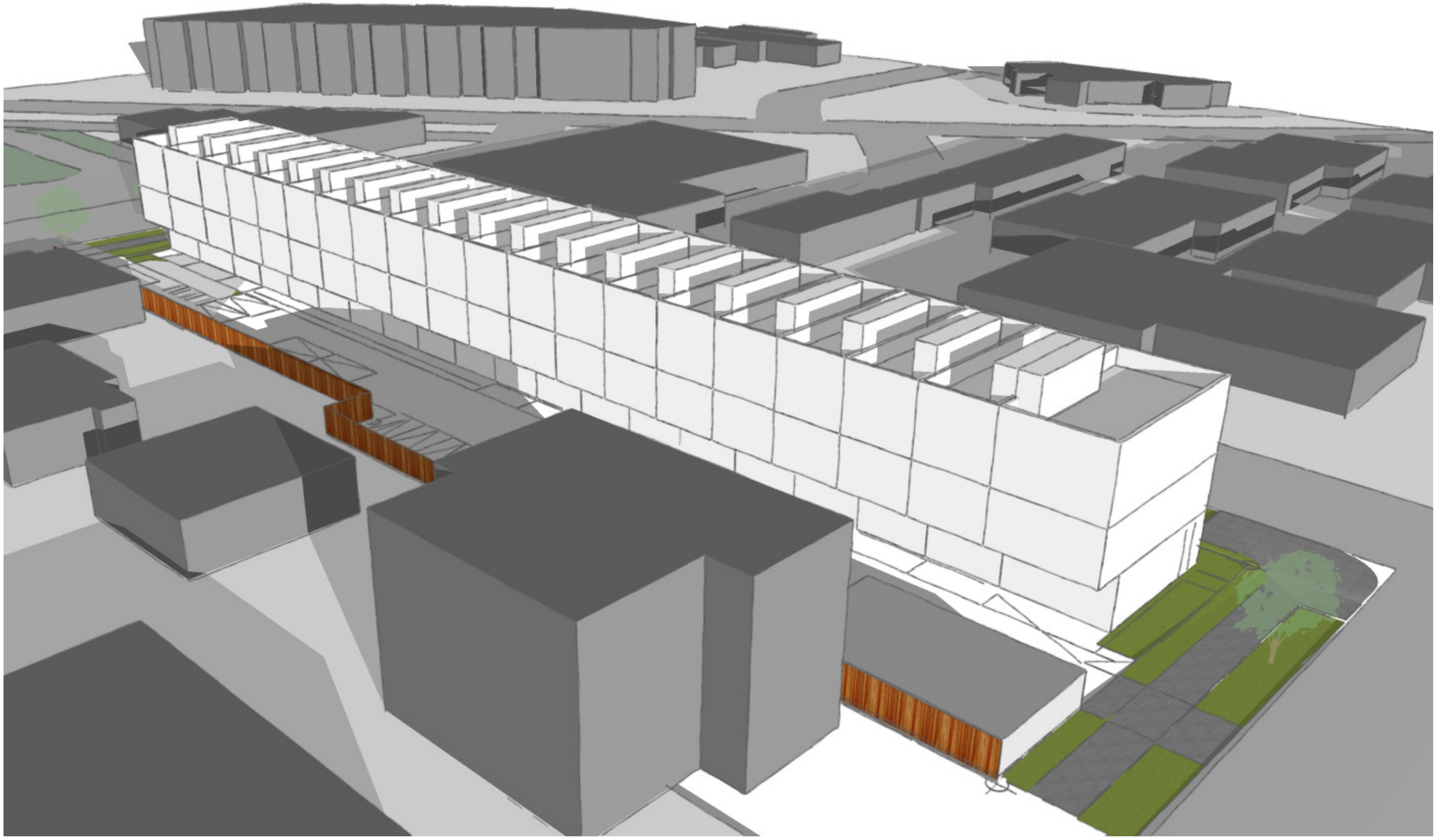
DEPARTURES REQUESTED:
- No departures requested



VIEW OF SOUTH FACADE-FRONT OF SITE



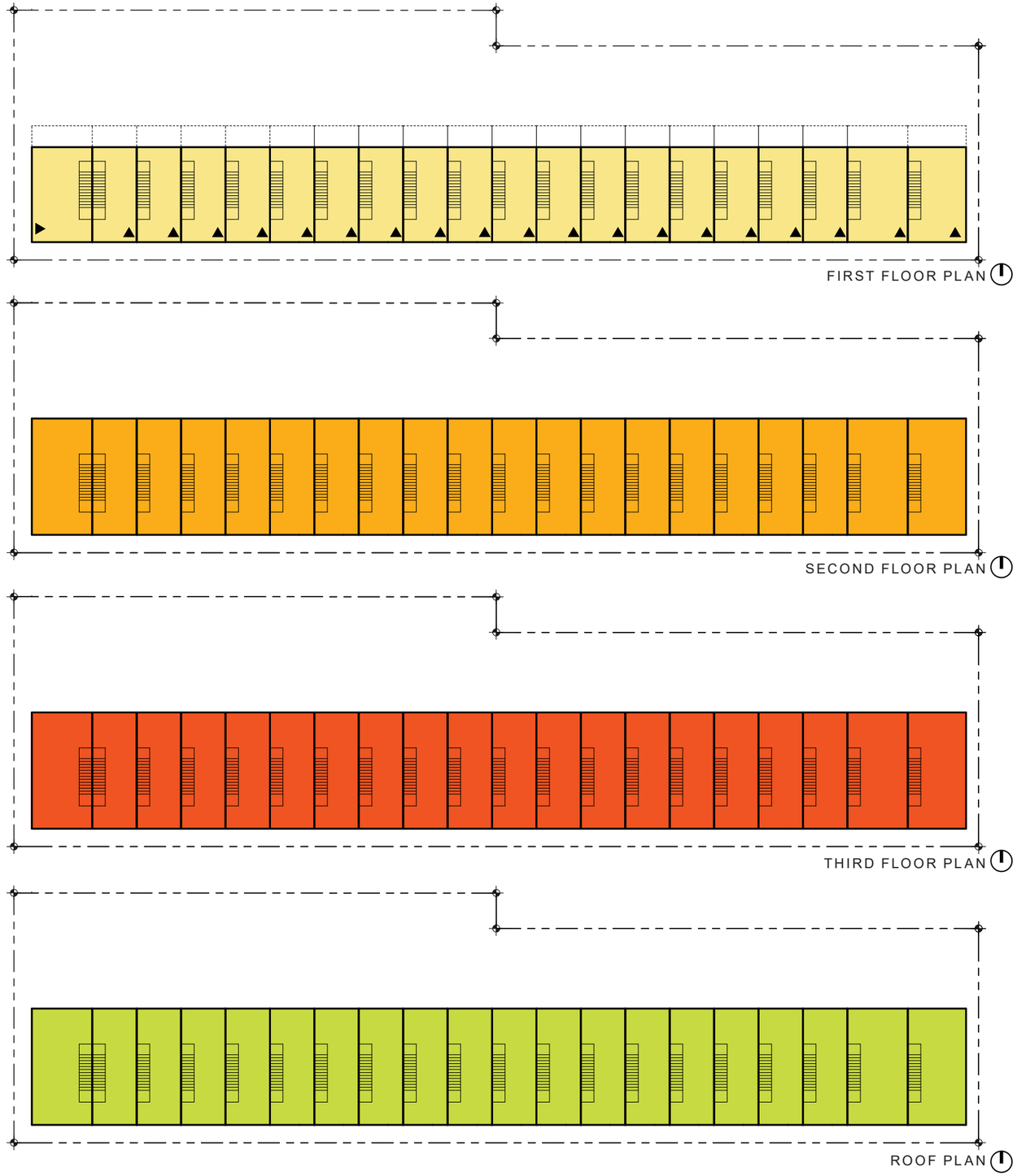
VIEW OF SOUTHWEST CORNER OF SITE

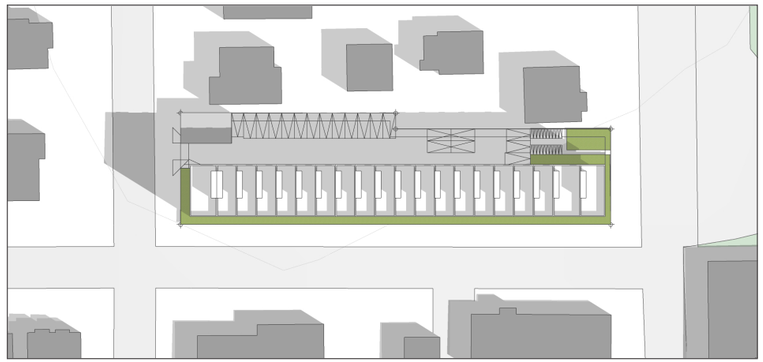


VIEW OF NORTHWEST CORNER OF SITE

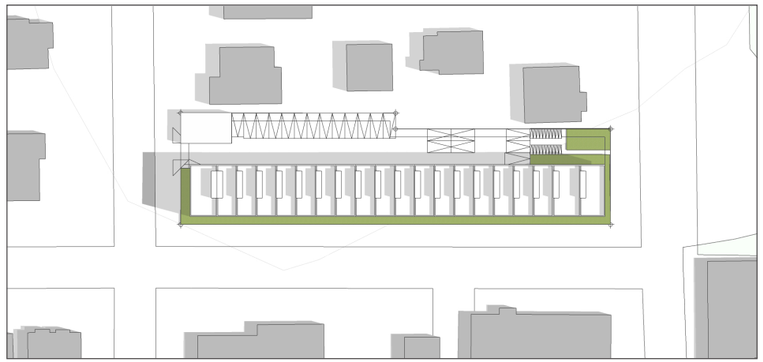
PROGRAM KEY

- ENTRY+BEDROOM+BATH
- LIVING+KITCHEN+DINING
- MASTER SUITE +BATH
- ROOF DECK

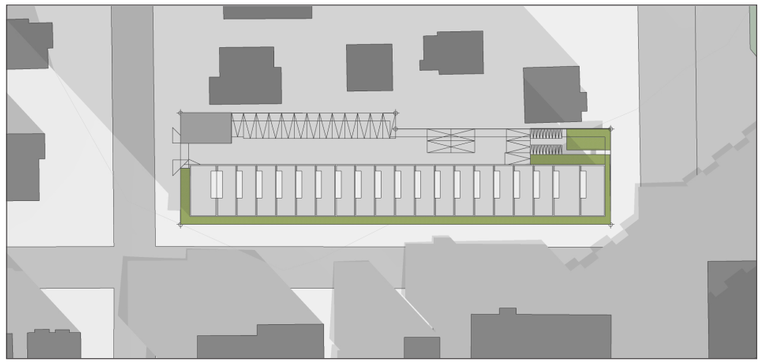




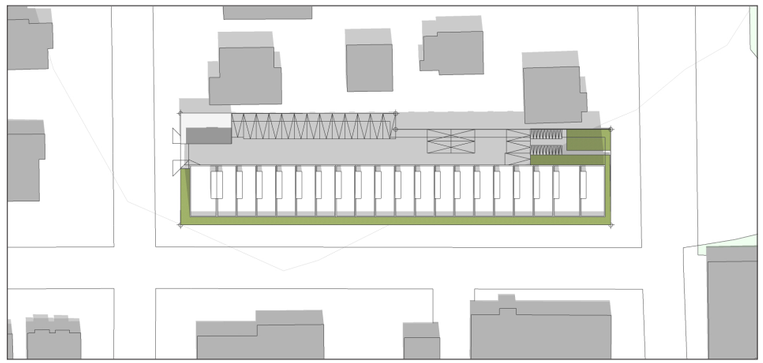
MARCH / SEPTEMBER 21, 9 AM



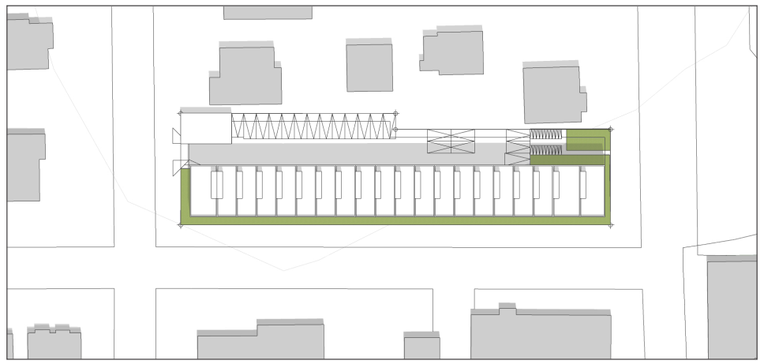
JUNE 21, 9 AM



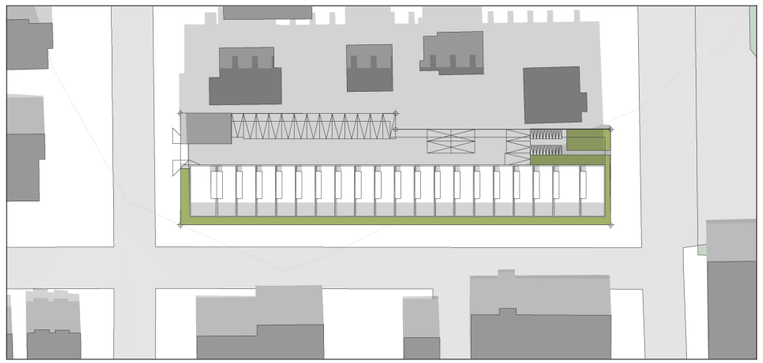
DECEMBER 21, 9 AM



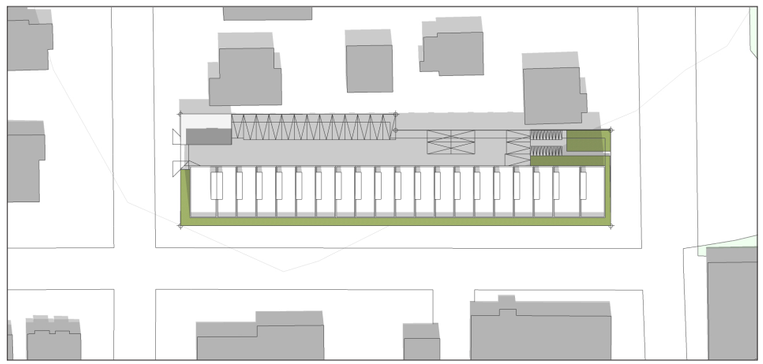
MARCH / SEPTEMBER 21, 12 PM



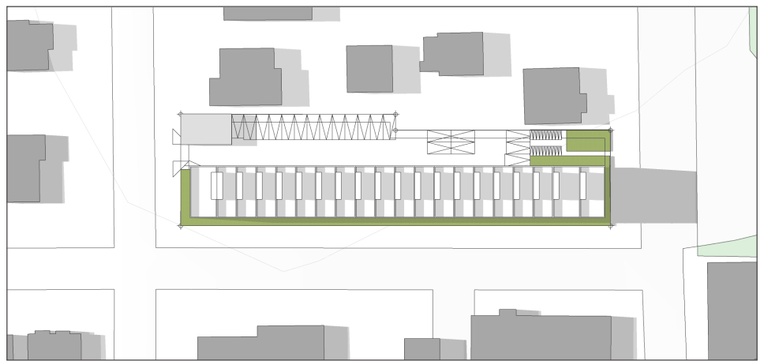
JUNE 21, 12 PM



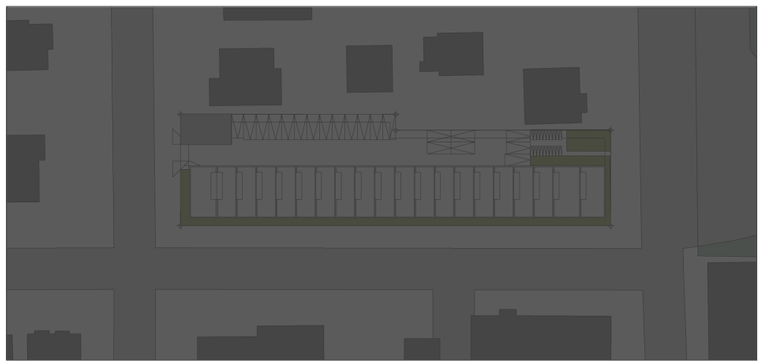
DECEMBER 21, 12 PM



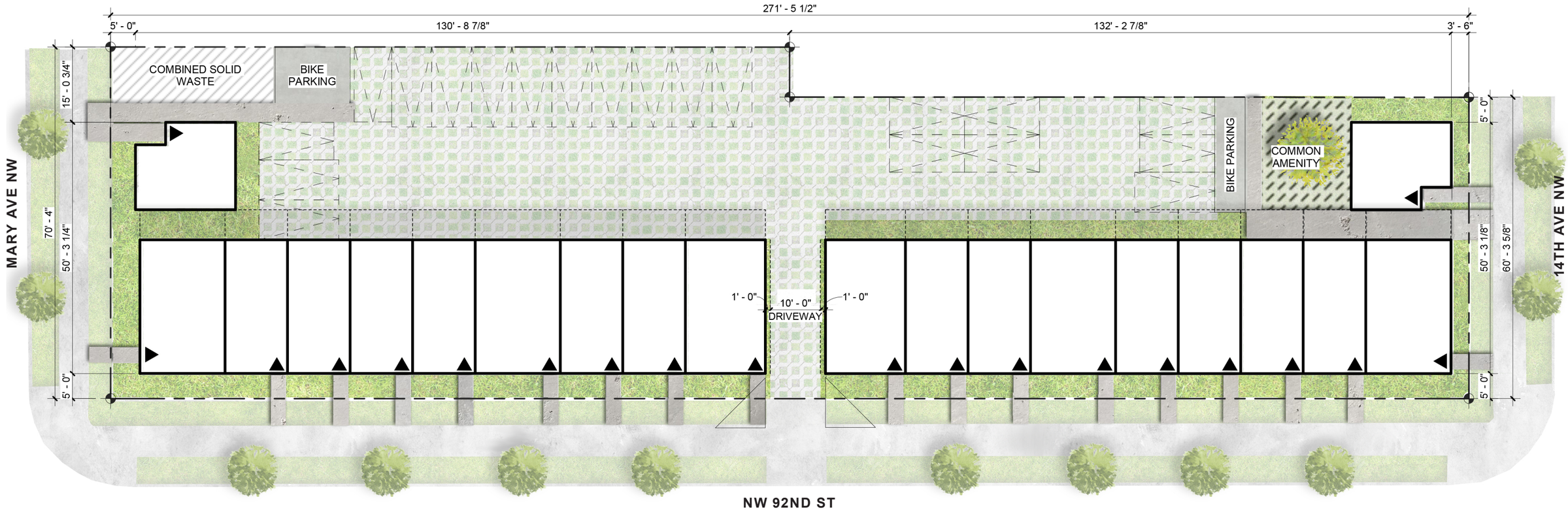
MARCH / SEPTEMBER 21, 5 PM



JUNE 21, 5 PM



DECEMBER 21, 5 PM



SITE PLAN - OPTION 2

OPTION TWO

DISTINGUISHING FEATURES
- 20 Rowhouse + 20 surface parking stalls
- 3-story units in 2 buildings
- 20 roof decks
- 23,010.18 SF FAR
- 5 unit types
- (6) units include 3 bedrooms
- (14) units include 2 bedrooms
- Code compliant

OPPORTUNITIES
- (2) street facing units on west and east streets
- Common pedestrian pathway from west and east streets into site
- Minimal curb cut for driveway access
- Split bike parking locations
- Connection of bike parking to common ground amenity
- More unit variation, and massing opportunities

CONSTRAINTS
- No through site pathways connecting from NW 92nd St
- One location for the combined trash and one location for all the bike parking makes use for opposite ends of the site challenging
- Less entries facing west and east streets

DEPARTURE REQUESTED:
- No departures requested



VIEW OF SOUTH FACADE-FRONT OF SITE



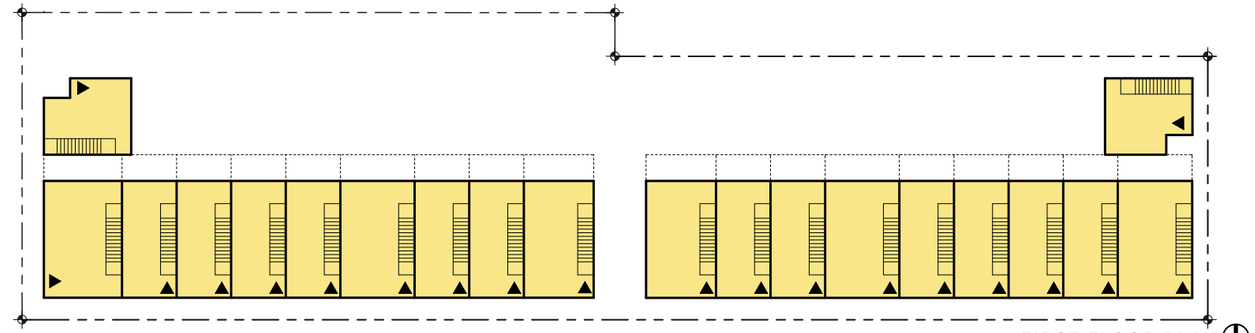
VIEW OF SOUTHWEST CORNER OF SITE



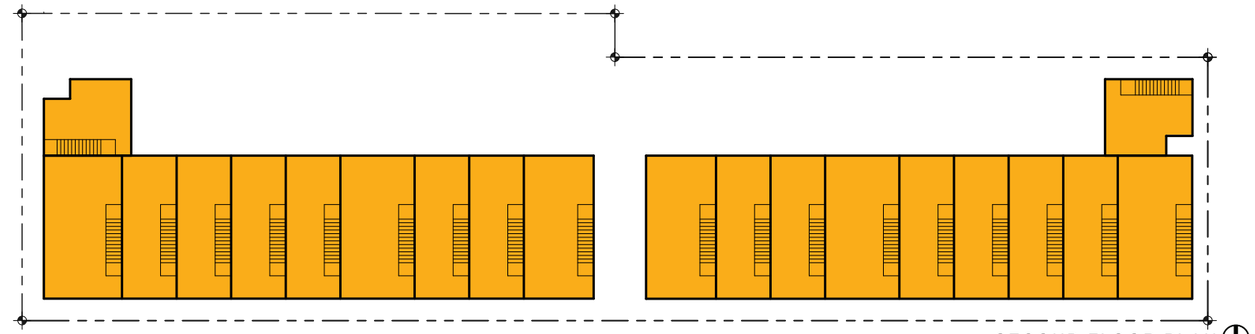
VIEW OF NORTHWEST CORNER OF SITE

PROGRAM KEY

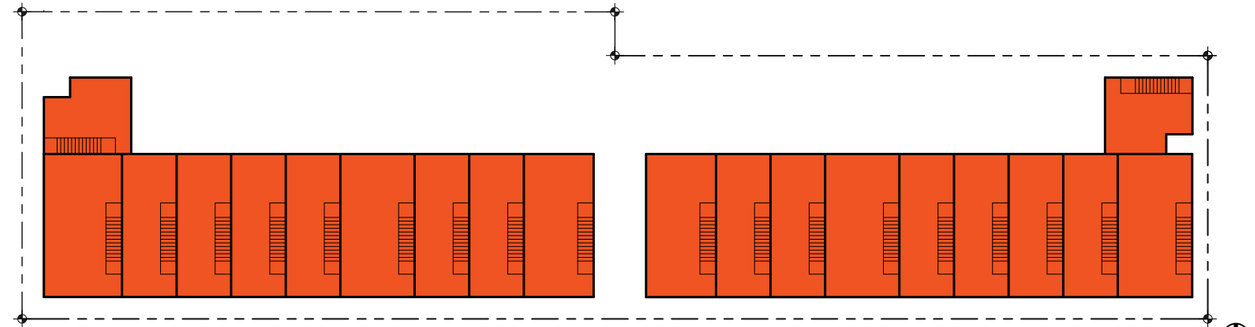
- ENTRY+BEDROOM+BATH
- LIVING+KITCHEN+DINING
- MASTER SUITE +BATH
- ROOF DECK



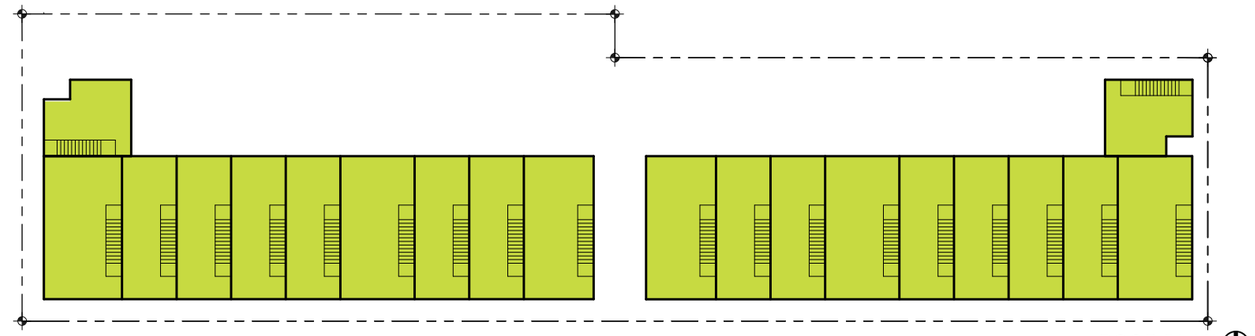
FIRST FLOOR PLAN



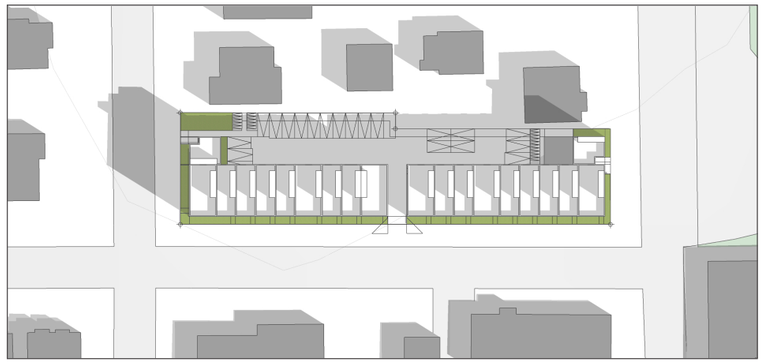
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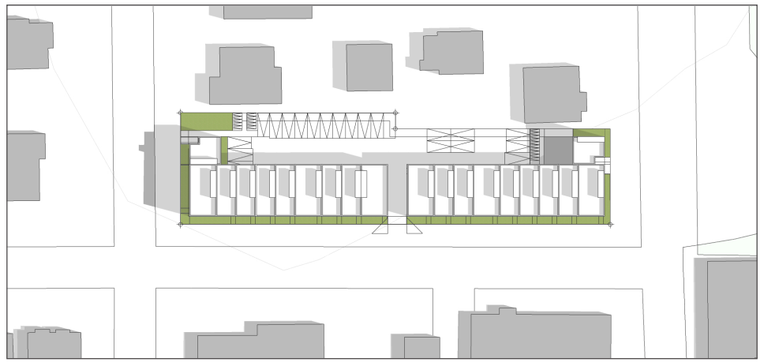
THIRD FLOOR PLAN



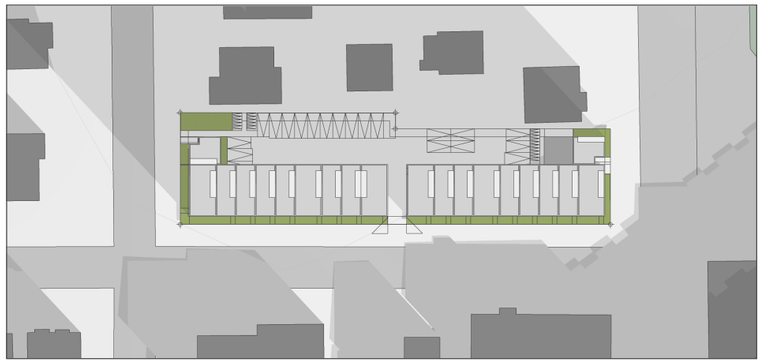
ROOF PLAN



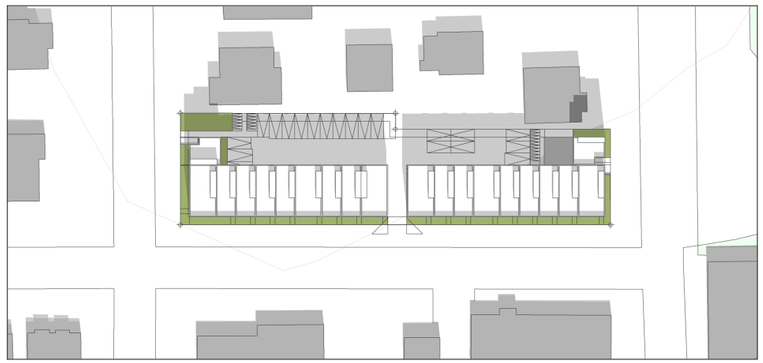
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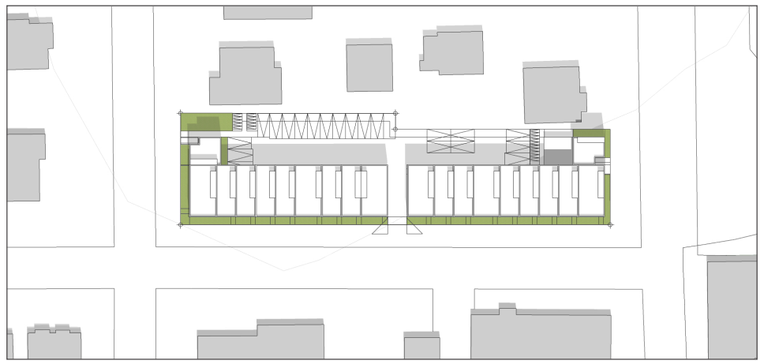
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DECEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



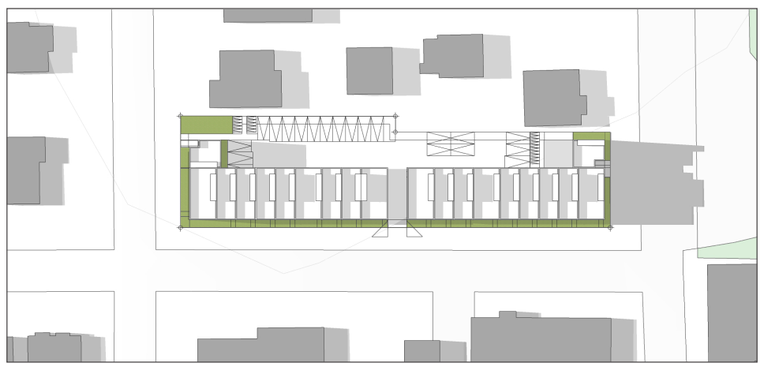
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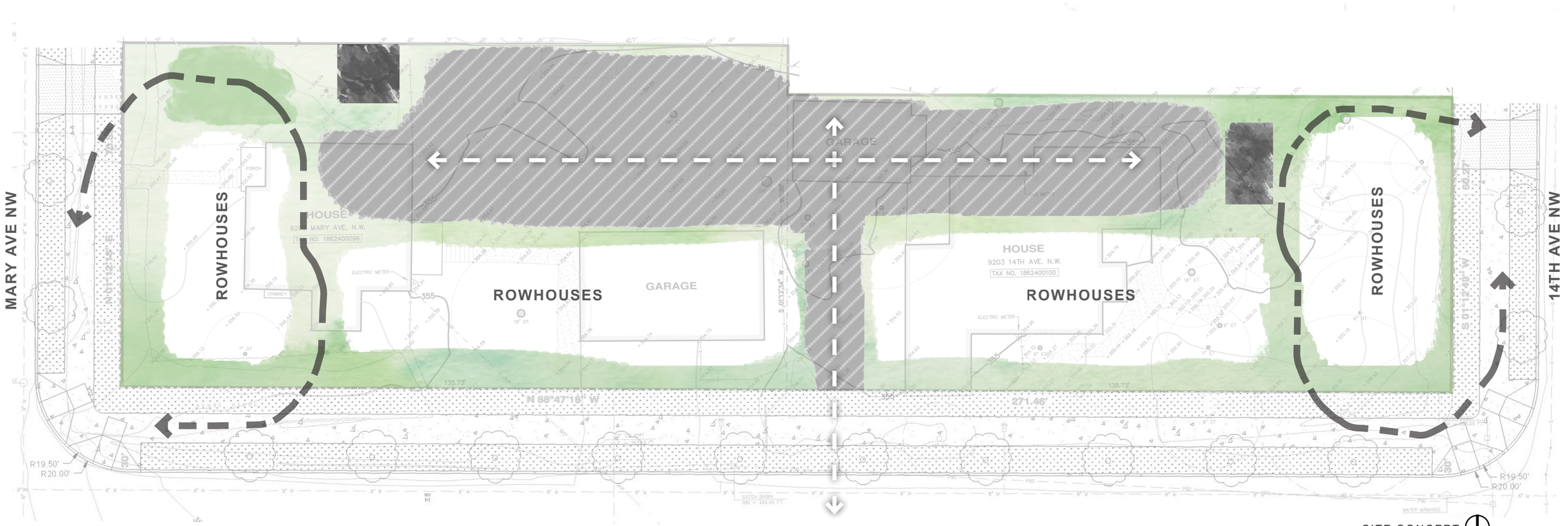
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JUNE 21, 5 PM



DECEMBER 21, 5 PM



SITE CONCEPT

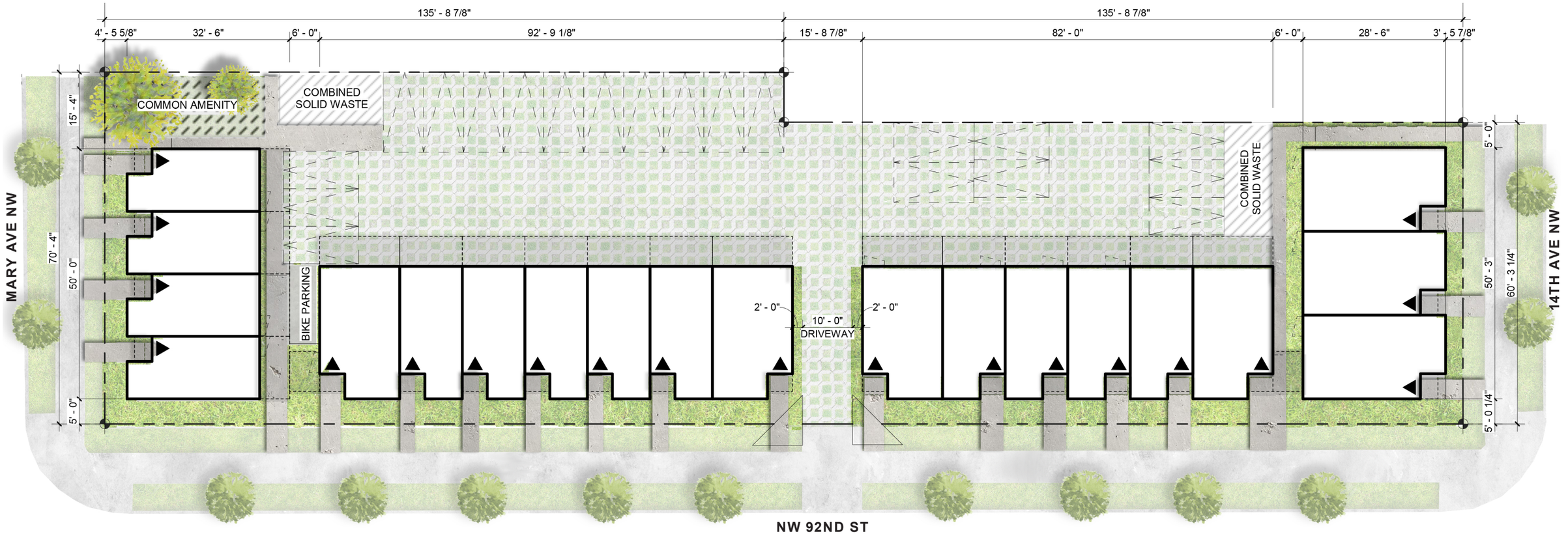
- Activate all street facing facades with residential entries
- Break up massing along street facades
- Create thru pedestrian access and visual transparency from ROW's
- Use pedestrian access to connect to the sidewalks and Crown Hill Park to the east
- Centralize and minimize vehicular access
- Split the location of the combined waste enclosures for ease of use
- Provide a number of family-sized units (3 bedroom)

SITE CONCEPT KEY:

- **PARKING**
- **COMBINED WASTE**
- **AMENITY SPACE**
- **COMMON AMENITY**
- **PEDESTRIAN ACCESS**
- **VEHICULAR ACCESS**

SEATTLE DESIGN GUIDELINES:		RESPONSE
CS2 **URBAN PATTERN AND FORM** STRENGTHEN THE MOST DESIRABLE FORMS,CHARACTERISTICS, AND PATTERNS OF THE STREETS, BLOCK FACES, AND OPEN SPACES IN THE SURROUNDING AREA.	**B. ADJACENT SITES, STREETS, AND OPEN SPACES** 2. CONNECTION TO THE STREET: IDENTIFY OPPORTUNITIES FOR THE PROJECT TO MAKE A STRONG CONNECTION TO THE STREET AND CAREFULLY CONSIDER HOW THE BUILDING WILL INTERACT WITH THE PUBLIC REALM. CONSIDER THE QUALITIES AND CHARACTER OF THE STREETSCAPE— ITS PHYSICAL FEATURES (SIDEWALK, PARKING, LANDSCAPE STRIP, STREET TREES, TRAVEL LANES, AND OTHER AMENITIES) AND ITS FUNCTION (MAJOR RETAIL STREET OR QUIETER RESIDENTIAL STREET)—IN SITING AND DESIGNING THE BUILDING.	ROWHOUSE ENTRIES WILL CONNECT DIRECTLY TO THE STREETS THEY FACE. THE PREFERRED OPTION PRIORITIZES PROVIDING UNIT ENTRIES ON ALL THREE STREETS, ACTIVATING AND STRENGTHENING THE RESIDENTIAL CHARACTER IN THE NEIGHBORHOOD. STREETSCAPE IMPROVEMENTS WILL OCCUR ON ALL THREE STREETS ABUTTING THE SITE, INCLUDING (6) NEW PLANTING STRIPS, NEW SIDEWALKS, AND STREET TREES ALONG EACH STREET.
	C. RELATIONSHIP TO THE BLOCK 1. CORNER SITES: CORNER SITES CAN SERVE AS GATEWAYS OR FOCAL POINTS; BOTH REQUIRE CAREFUL DETAILING AT THE FIRST THREE FLOORS DUE TO THEIR HIGH VISIBILITY FROM TWO OR MORE STREETS AND LONG DISTANCES. CONSIDER USING A CORNER TO PROVIDE EXTRA SPACE FOR PEDESTRIANS AND A GENEROUS ENTRY, OR BUILD OUT TO THE CORNER TO PROVIDE A STRONG URBAN EDGE TO THE BLOCK.	BOTH CORNERS OF BUILDING (EAST-WEST) WILL SERVE AS FOCAL POINTS FOR THE LOCATION OF SPECIAL MATERIAL APPLICATIONS, USE OF LUSH LANDSCAPE AT GROUND LEVEL, AND LARGE GLAZING STRATEGIES.
	3. FULL BLOCK SITES: BREAK UP LONG FACADES OF FULL-BLOCK BUILDINGS TO AVOID A MONOLITHIC PRESENCE. PROVIDE DETAIL AND HUMAN SCALE AT STREET-LEVEL, AND INCLUDE REPEATING ELEMENTS TO ADD VARIETY AND RHYTHM TO THE FAÇADE AND OVERALL BUILDING DESIGN. CONSIDER PROVIDING THROUGH-BLOCK ACCESS AND/OR DESIGNING THE PROJECT AS AN ASSEMBLAGE OF BUILDINGS AND SPACES WITHIN THE BLOCK.	BOTH BUILDINGS HAVE THROUGH-BLOCK ACCESS, ALLOWING FOR ENTRY FROM ALL 3 STREETS AND CONNECTIONS TO ALL COMBINED AMENITY AND SERVICE AREAS. BREAKING UP THE LONGEST BLOCK FACE (92ND ST) IS A PRIORITY OF THIS PROJECT, PROVIDING BREAKS WITH PEDESTRIAN PASS-THROUGHS AND BREAKING THE SITE IN THE CENTER WITH DRIVEWAY ACCESS.
	D. HEIGHT, BULK, AND SCALE 3. ZONE TRANSITIONS: FOR PROJECTS LOCATED AT THE EDGE OF DIFFERENT ZONES, PROVIDE AN APPROPRIATE TRANSITION OR COMPLEMENT TO THE ADJACENT ZONE(S)... CONSIDER DISTANCE TO THE EDGE OF A LESS (OR MORE) INTENSIVE ZONE, THE TYPE OF SEPARATION FROM ADJACENT PROPERTIES...	THE BULK OF THE PROPOSED DEVELOPMENT IS LOCATED AT THE SOUTH, WEST, AND EAST SIDES OF THE SITE, ADJACENT TO THE RIGHT-OF-WAYS, PROVIDING A LARGE SETBACK ADJACENT TO THE SINGLE FAMILY HOMES TO THE NORTH.
PL1 **CONNECTIVITY** COMPLEMENT AND CONTRIBUTE TO THE NETWORK OF OPEN SPACES AROUND THE SITE AND THE CONNECTIONS AMONG THEM.	**B. WALKWAYS AND CONNECTIONS** 1. ENHANCING OPEN SPACE: DESIGN THE BUILDING AND OPEN SPACES TO POSITIVELY CONTRIBUTE TO A BROADER NETWORK OF OPEN SPACES THROUGHOUT THE NEIGHBORHOOD. CONSIDER WAYS THAT DESIGN CAN ENHANCE THE FEATURES AND ACTIVITIES OF EXISTING OFF-SITE OPEN SPACES.	MAINTAINING TRANSPARENCY AND PEDESTRIAN ACCESS THROUGH THE SITE IS A PRIORITY FOR THIS PROJECT. PEDESTRIAN CONNECTIONS BETWEEN 92ND-MARY AND 92ND-14TH WILL BE PROVIDED, FOR EASE OF ACCESS TO THE SITE AND FOR ACCESS TO THE PUBLIC PARK TO THE EAST.

SEATTLE DESIGN GUIDELINES:		RESPONSE
PL2 **WALKABILITY** CREATE A SAFE AND COMFORTABLE WALKING ENVIRONMENT THAT IS EASY TO NAVIGATE AND WELL-CONNECTED TO EXISTING PEDESTRIAN WALKWAYS AND FEATURES.	**B. SAFETY AND SECURITY** 1. EYES ON THE STREET: CREATE A SAFE ENVIRONMENT BY PROVIDING LINES OF SIGHT AND ENCOURAGING NATURAL SURVEILLANCE THROUGH STRATEGIC PLACEMENT OF DOORS, WINDOWS, BALCONIES AND STREET-LEVEL USES.	THE UNIT CIRCULATION, PULLING THE STAIR TOWERS TO THE REAR OF THE UNITS (AWAY FROM THE STREET), ALLOWS FOR PRIMARY SPACES (AND LARGE GLAZING) FACING THE STREETS, FULL LITE ENTRY DOORS WILL FURTHER PROVIDE SAFETY AT THE STREET LEVEL. IN ADDITION, ALL UNITS WILL BE PROVIDED WITH ROOF DECKS FACING THE STREET.
PL3 **STREET-LEVEL INTERACTION** CREATE A SAFE AND COMFORTABLE WALKING ENVIRONMENT THAT IS EASY TO NAVIGATE AND WELL-CONNECTED TO EXISTING PEDESTRIAN WALKWAYS AND FEATURES.	**A. ENTRIES** D. 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 FOR BUILDING OCCUPANTS.	THE ENTRIES WILL BE A IMPORTANT FOCAL POINT FOR THIS ROWHOUSE PROJECT, AS IT OCCUPIES THE WHOLE SOUTH SIDE OF THE BLOCK. ELEMENTS SUCH AS STOOPS, AWNINGS, ADDRESS NUMBERS, LAYERED LANDSCAPE, LIGHTING AND BIO PLANTERS WILL BE PROVIDED TO CREATE A SENSE OF IDENTITY AND LEAVE OPPORTUNITY FOR FUTURE PERSONALIZATIONS AT EACH ENTRY.
DC1 **PROJECT USES AND ACTIVITIES** OPTIMIZE THE ARRANGEMENT OF USES AND ACTIVITIES ON SITE.	**B. VEHICULAR ACCESS AND CIRCULATION** B. WHERE DRIVEWAYS AND CURB CUTS ARE UNAVOIDABLE, MINIMIZE THE NUMBER AND WIDTH AS MUCH AS POSSIBLE; AND/OR	THE WIDTH OF THE DRIVEWAY HAS BEEN MINIMIZED AS MUCH AS POSSIBLE, WITH AN ADDITIONAL 2 FEET OF BUILDING SEPARATION ON EACH SIDE OF THE DRIVEWAY FOR SMALL PLANTING STRIPS.
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.	**B. ARCHITECTURAL AND FAÇADE COMPOSITION** 1. FAÇADE COMPOSITION: DESIGN ALL BUILDING FACADES—INCLUDING ALLEYS AND VISIBLE ROOFS—CONSIDERING THE COMPOSITION AND ARCHITECTURAL EXPRESSION OF THE BUILDING AS A WHOLE. ENSURE THAT ALL FACADES ARE ATTRACTIVE AND WELLPROPORTIONED THROUGH THE PLACEMENT AND DETAILING OF ALL ELEMENTS, INCLUDING BAYS, FENESTRATION, AND MATERIALS, AND ANY PATTERNS CREATED BY THEIR ARRANGEMENT. ON SITES THAT ABUT AN ALLEY, DESIGN THE ALLEY FAÇADE AND ITS CONNECTION TO THE STREET CAREFULLY. AT A MINIMUM, CONSIDER WRAPPING THE TREATMENT OF THE STREET-FACING FAÇADE AROUND THE ALLEY CORNER OF THE BUILDING. **C. SECONDARY ARCHITECTURAL FEATURES** C. CREATING A WELL-PROPORTIONED BASE, MIDDLE AND TOP TO THE BUILDING IN LOCATIONS WHERE THIS MIGHT BE APPROPRIATE. CONSIDER HOW SURROUNDING BUILDINGS HAVE ADDRESSED BASE, MIDDLE, AND TOP, AND WHETHER THOSE SOLUTIONS—OR SIMILAR ONES—MIGHT BE A GOOD FIT FOR THE PROJECT AND ITS CONTEXT	ESTABLISHING A STRONG FACADE RHYTHM IS IMPORTANT IN THIS PROJECT DUE TO THE LONG STREET FACADE, AND THE SURROUNDING MIXTURE OF CONTEXT TO PULL FROM. LANDSCAPING AND HARDSCAPING WILL COMPLEMENT THE ARCHITECTURAL CONCEPT AND BE STRATEGICALLY LOCATED TO CREATE A SENSE OF PLACE AND COMMUNITY BY CONNECTING COMMON SPACES WITH THE STREET REALM. SPECIALLY THE UNITS FACING 14TH AVE NW ACROSS FROM THE CROWN HILL PARK. KEEPING THE BUILDING UNDER HEIGHT LIMITS IS KEY TO RESPONDING TO SURROUNDING CONTEXT, AS MOST OF THE CONTEXT IS MADE UP OF 2-3 STORIES. KEEPING THE FOCUS ON THE GROUND LEVEL ENTRIES, AND PROVIDING FEATURES THAT RESPOND TO THE RESIDENTIAL COMMUNITY.



SITE PLAN - OPTION 3 (PREFERRED)

OPTION THREE (PREFERRED)

DISTINGUISHING FEATURES
- 20 Rowhouse + 20 surface parking stalls
- 3-story units in 2 buildings
- 20 roof decks
- 22,992.96 SF FAR
- 4 unit types
- (7) units include 3 bedrooms
- (13) units include 2 bedrooms
- Code compliant

OPPORTUNITIES
- More street facing units on west and east streets
- Through site common pedestrian pathways connecting amenities and shared spaces to larger sidewalk network
- Massing along NW 92nd St broken at several locations for transparency and access
- Larger common amenity area
- Two solid waste areas provide easy access for all
- Bike parking provided both individually and through one common parking area
- More "family" sized units

CONSTRAINTS
- Privacy conflicts within site on the inside corners of buildings

DEPARTURE REQUESTED:
- No departures requested



VIEW OF SOUTH FACADE-FRONT OF SITE



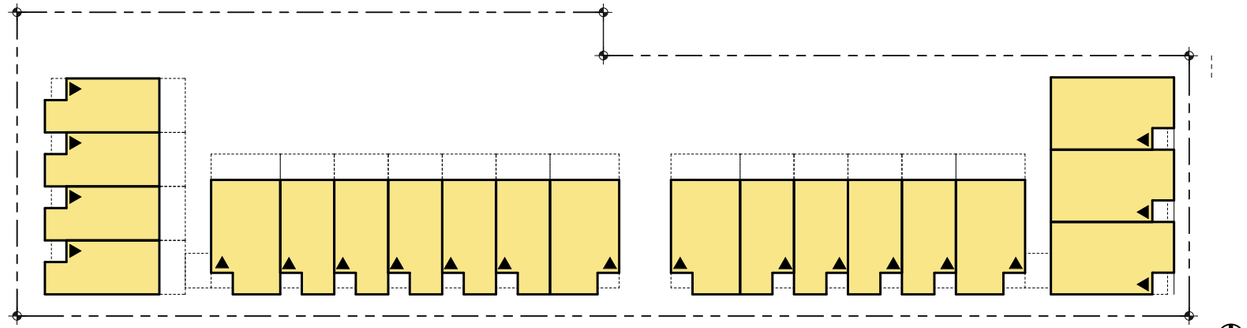
VIEW OF SOUTHWEST CORNER OF SITE



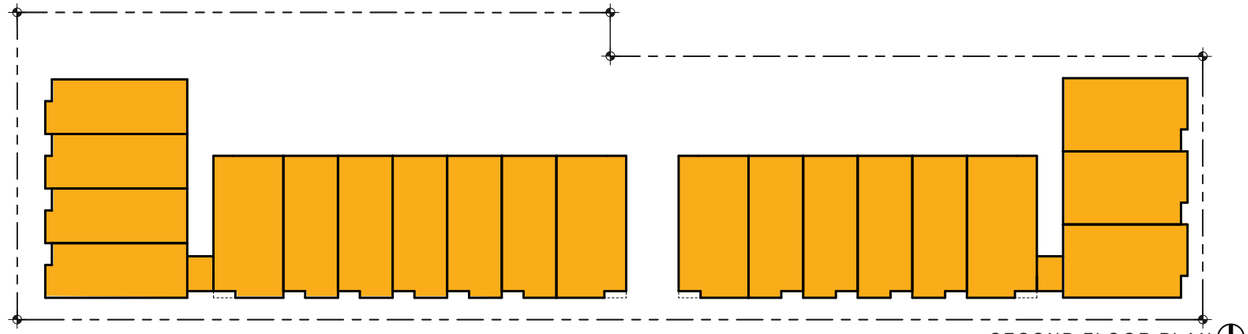
VIEW OF NORTHWEST CORNER OF SITE

PROGRAM KEY

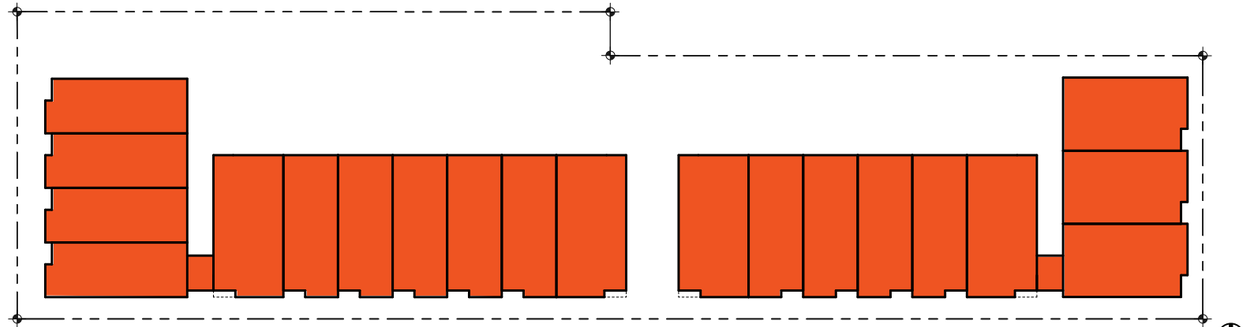
- ENTRY+BEDROOM+BATH
- LIVING+KITCHEN+DINING
- MASTER SUITE +BATH
- ROOF DECK



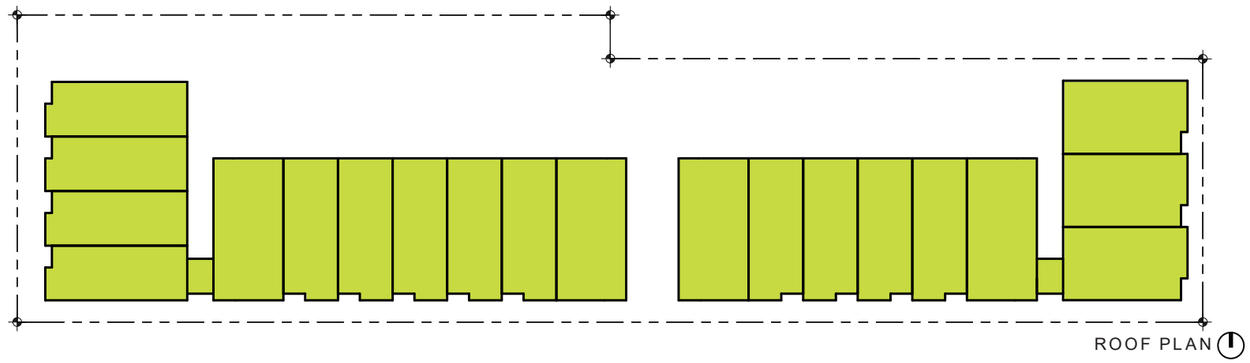
FIRST FLOOR PLAN



SECOND FLOOR PLAN



THIRD FLOOR PLAN



ROOF PLAN



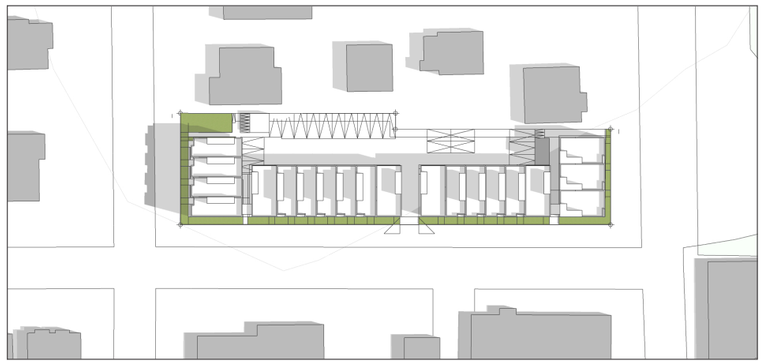
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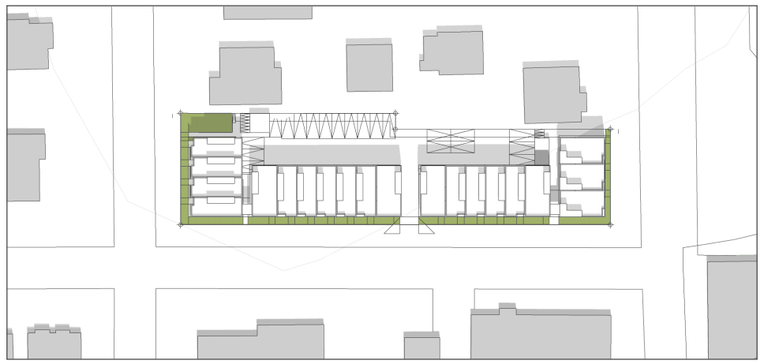
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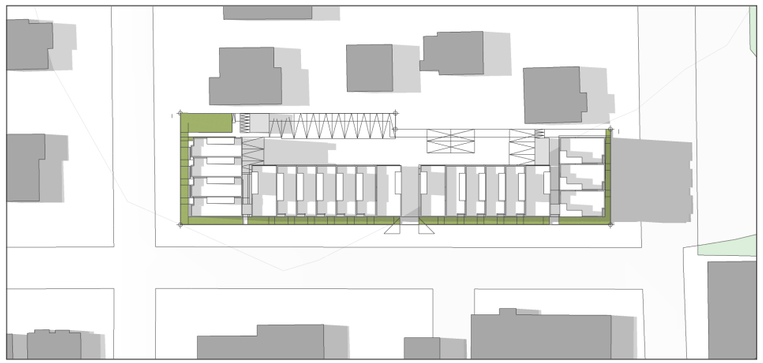
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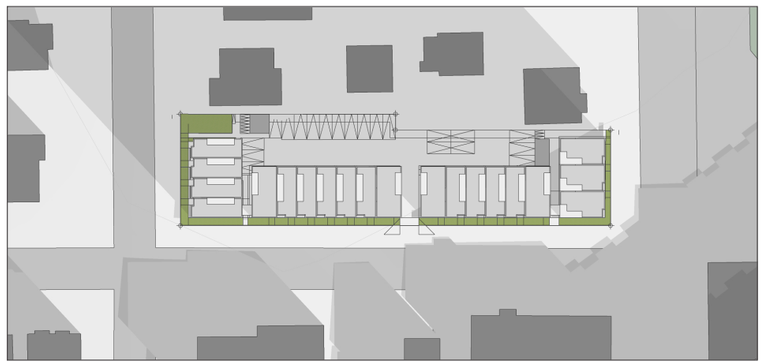
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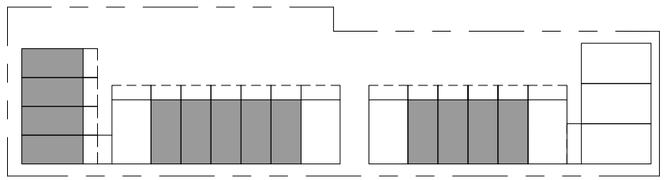
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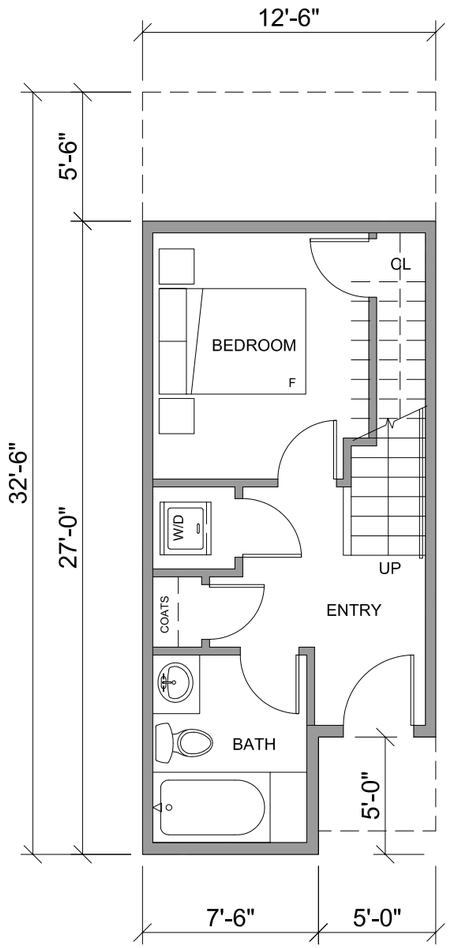


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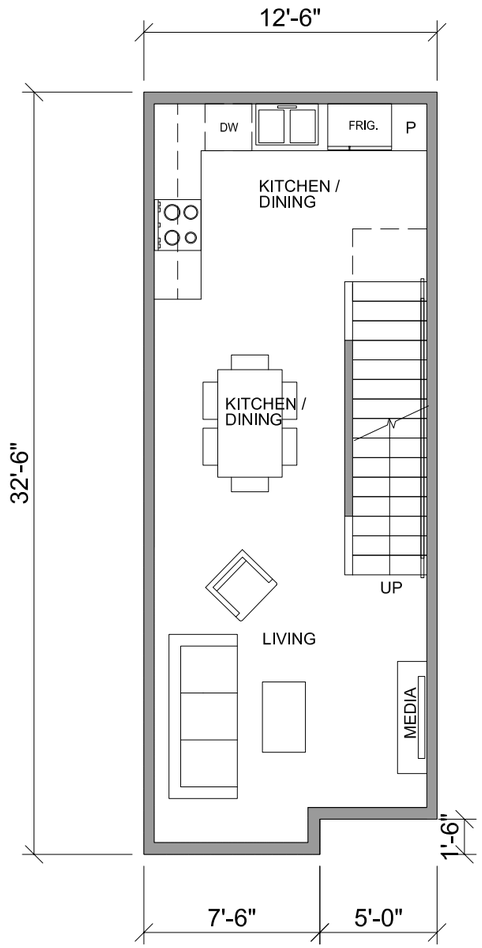


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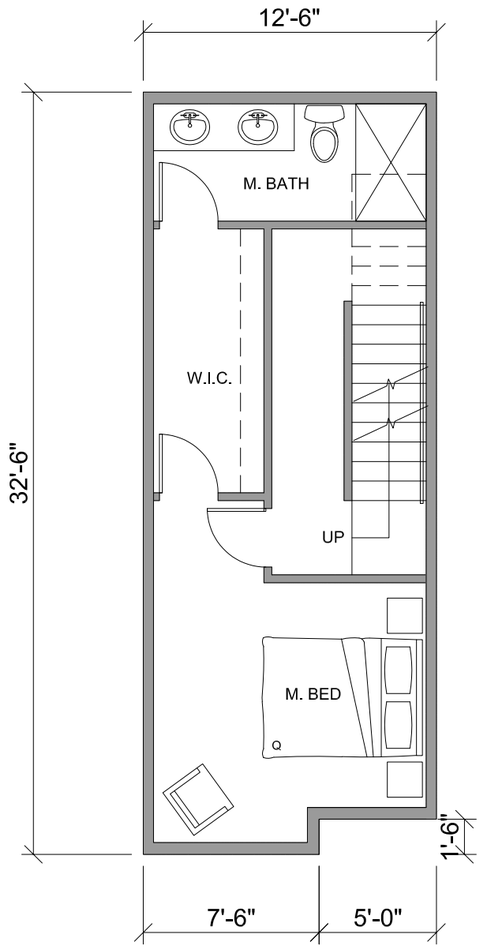




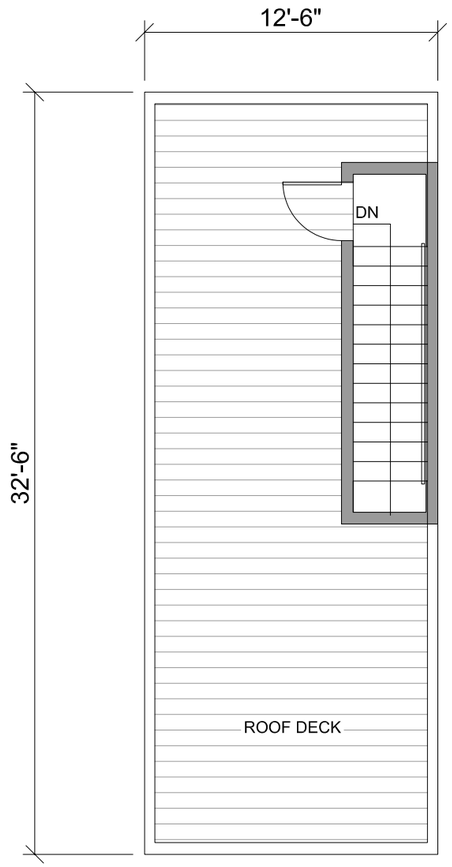
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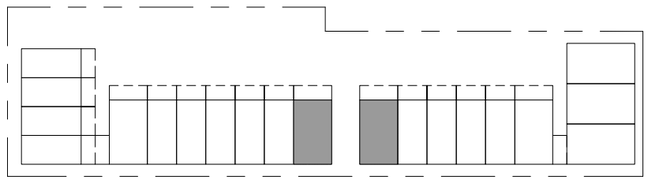
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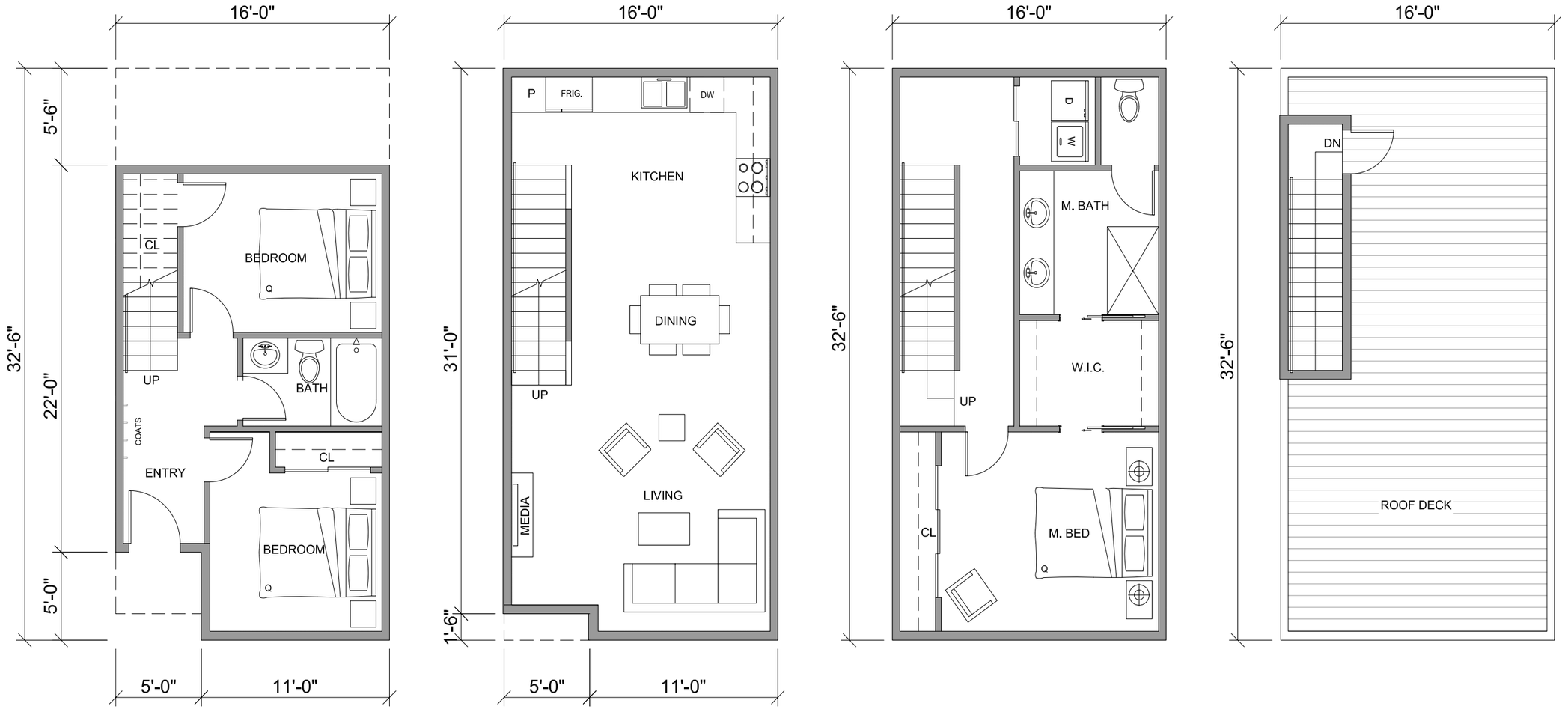


THIRD FLOOR



ROOF PLAN



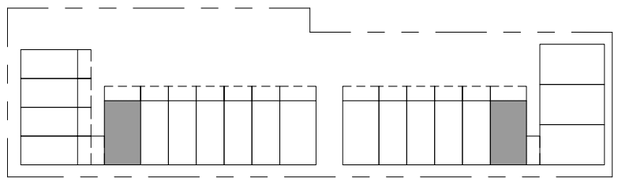


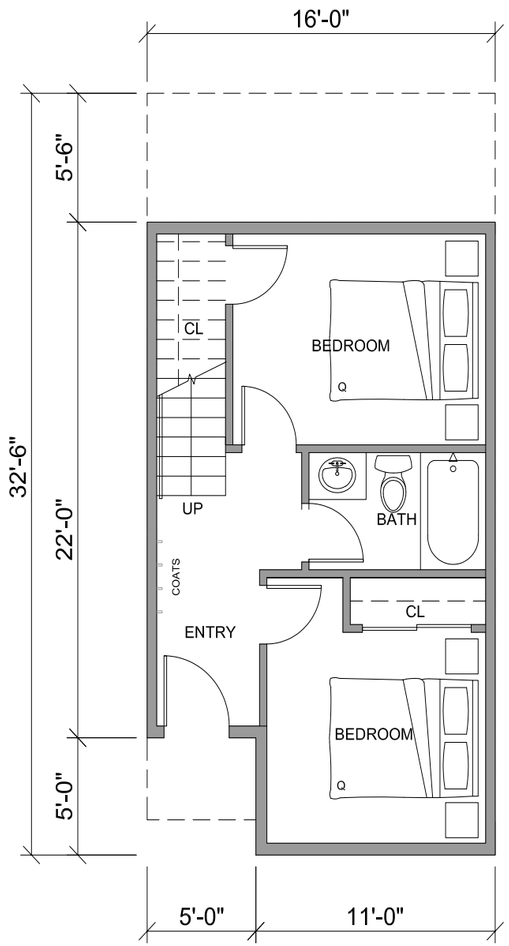
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SECOND FLOOR

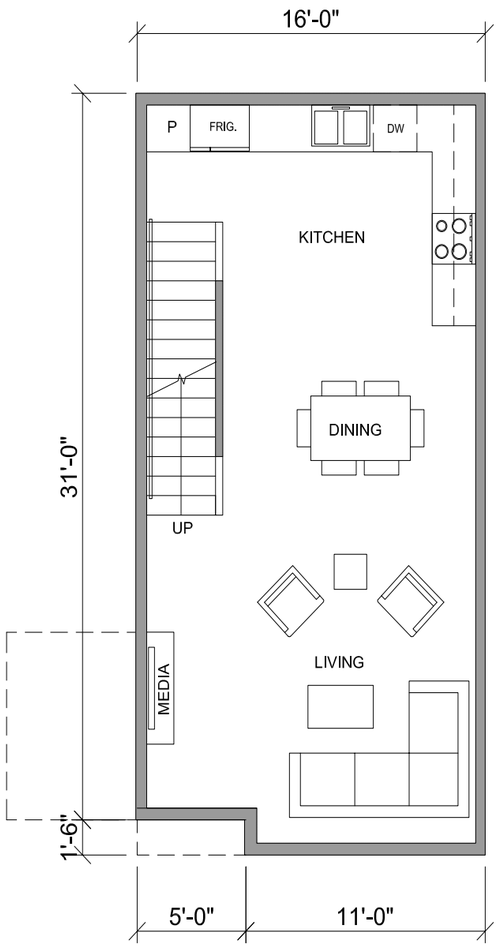
THIRD FLOOR

ROOF PLAN

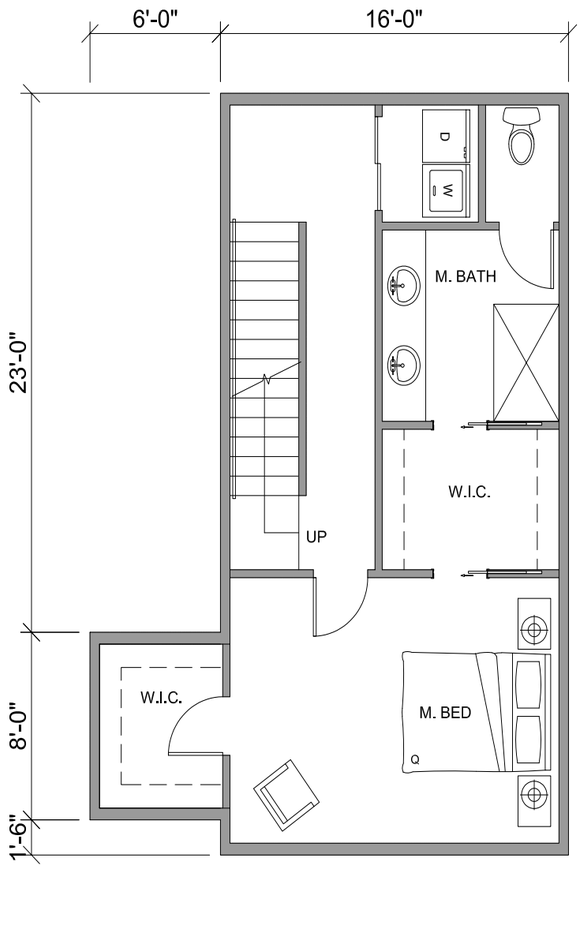




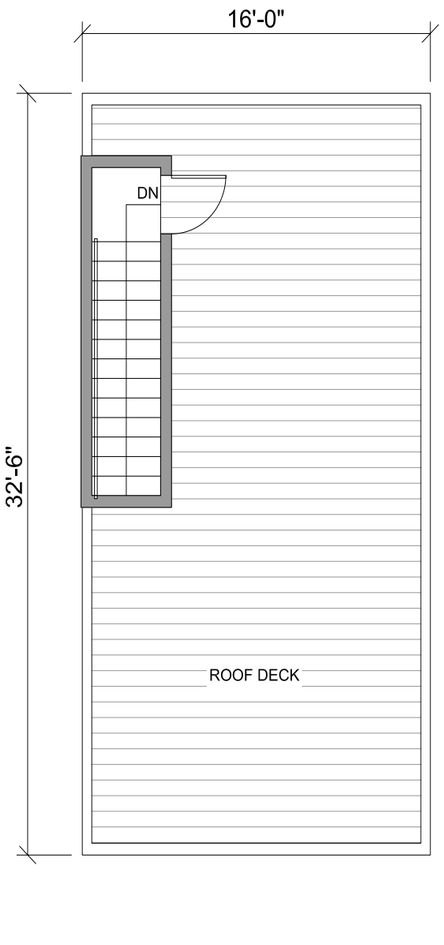
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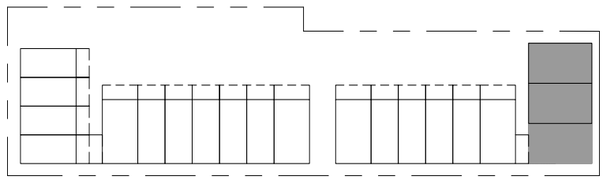
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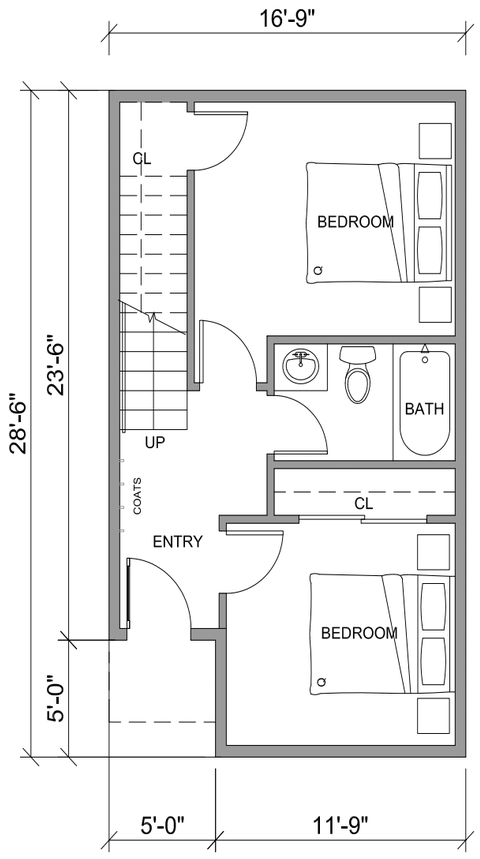


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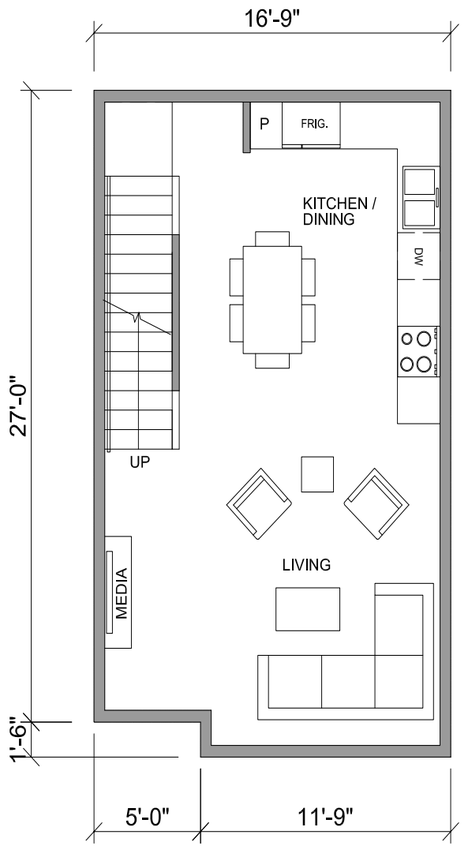


ROOF PLAN

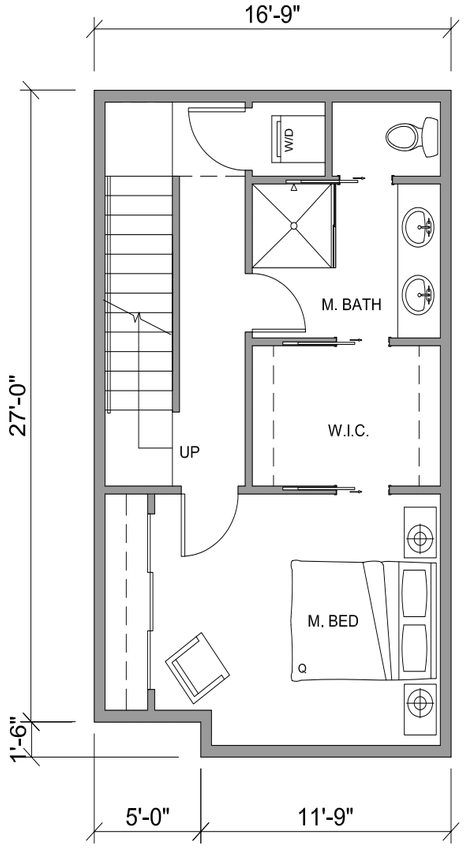




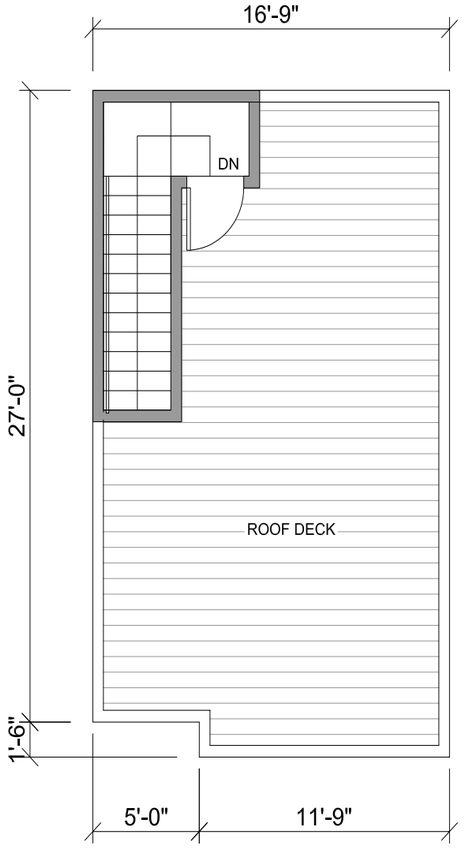
FIRST FLOOR



SECOND FLOOR



THIRD FLOOR



ROOF PLAN

DESIGN CONCEPT

- To establish a strong connection to the street and public realm
- Tie architectural concepts to improvement of public realm through Street Improvement Plan (sidewalk, parking, landscape strip, street trees)
- Provide through-block access and transparency: breaking up of full block building
- Street facing windows: lines of sight and natural surveillance through strategic placement
- Individual entries: sense of identity, opportunity for personalization, offer privacy, and emphasize safety
- Façade composition: wrapping material and landscape around both corners of building
- Centralizing and minimizing vehicular access



CS2
URBAN PATTERN AND FORM
BREAK UP LONG FACADES OF FULL-BLOCK BUILDINGS TO AVOID A MONOLITHIC PRESENCE.



PL3
STREET-LEVEL INTERACTION
INDIVIDUAL ENTRIES TO GROUND-RELATED HOUSING SHOULD BE SCALED AND DETAILED APPROPRIATELY TO PROVIDE FOR A MORE INTIMATE TYPE OF ENTRY.



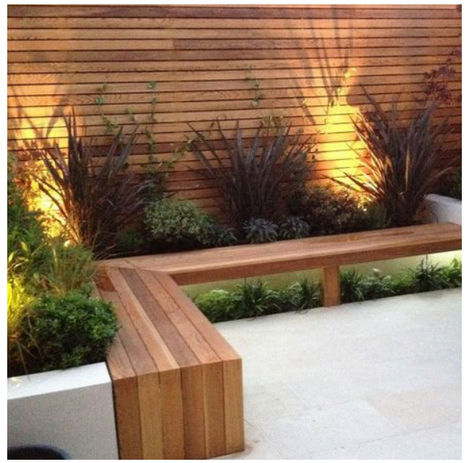
DC2
ARCHITECTURAL CONCEPT
CONSIDER WRAPPING THE TREATMENT OF THE STREET-FACING FAÇADE AROUND THE CORNER OF THE BUILDING.

PL2
WALKABILITY
CREATE A SAFE AND COMFORTABLE WALKING ENVIRONMENT THAT IS EASY TO NAVIGATE AND WELL-CONNECTED TO EXISTING PEDESTRIAN WALKWAYS AND FEATURES.

PRECEDENTS:



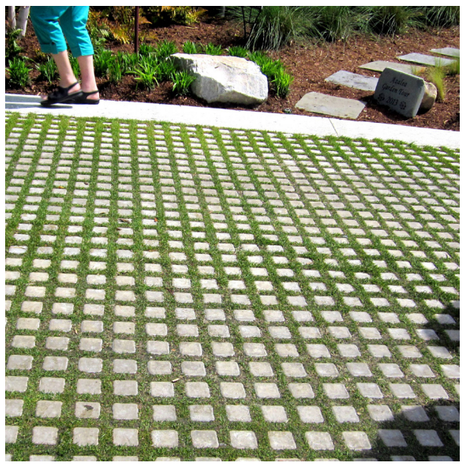
① SIDEWALK EXPERIENCE



② COMMON AMENITY + FENCING



③ BIO PLANTERS + LIGHTING



④ PERVIOUS PAVING



⑤ INDIVIDUAL SIGNAGE