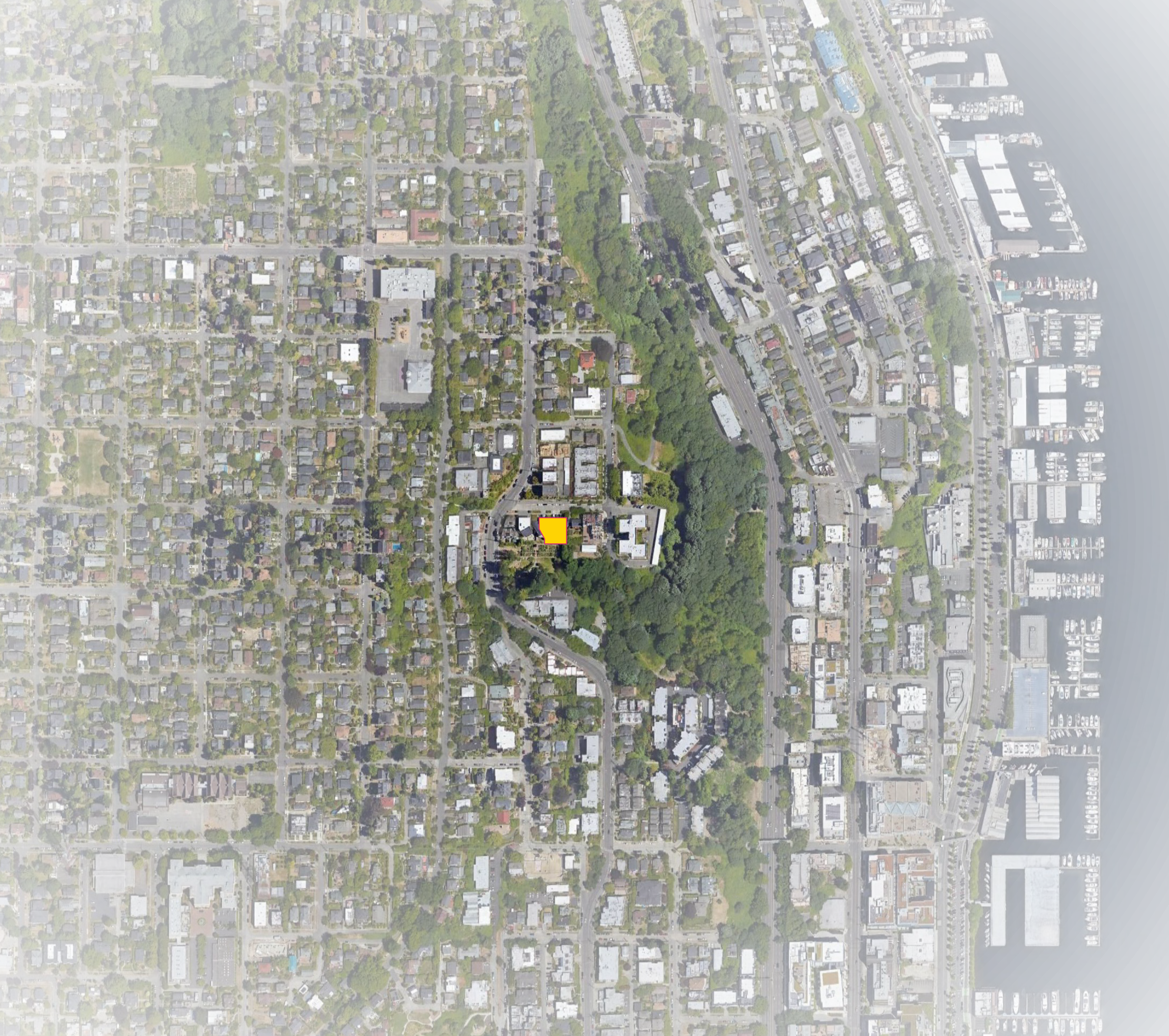




EARLY DESIGN GUIDANCE

ADMINISTRATIVE DESIGN REVIEW

SDCI NO. 3035834-EG

511 & 515 Howe St

Seattle, WA 98109

APPLICANT

Green Canopy Homes

1131 Poplar Place S

Seattle, WA 98144

contact: Jessica Tranquada

DEVELOPER / ARCHITECT

Green Canopy Homes

1131 Poplar Place S

Seattle, WA 98144

SDCI PLANNER

Wayne Farrens

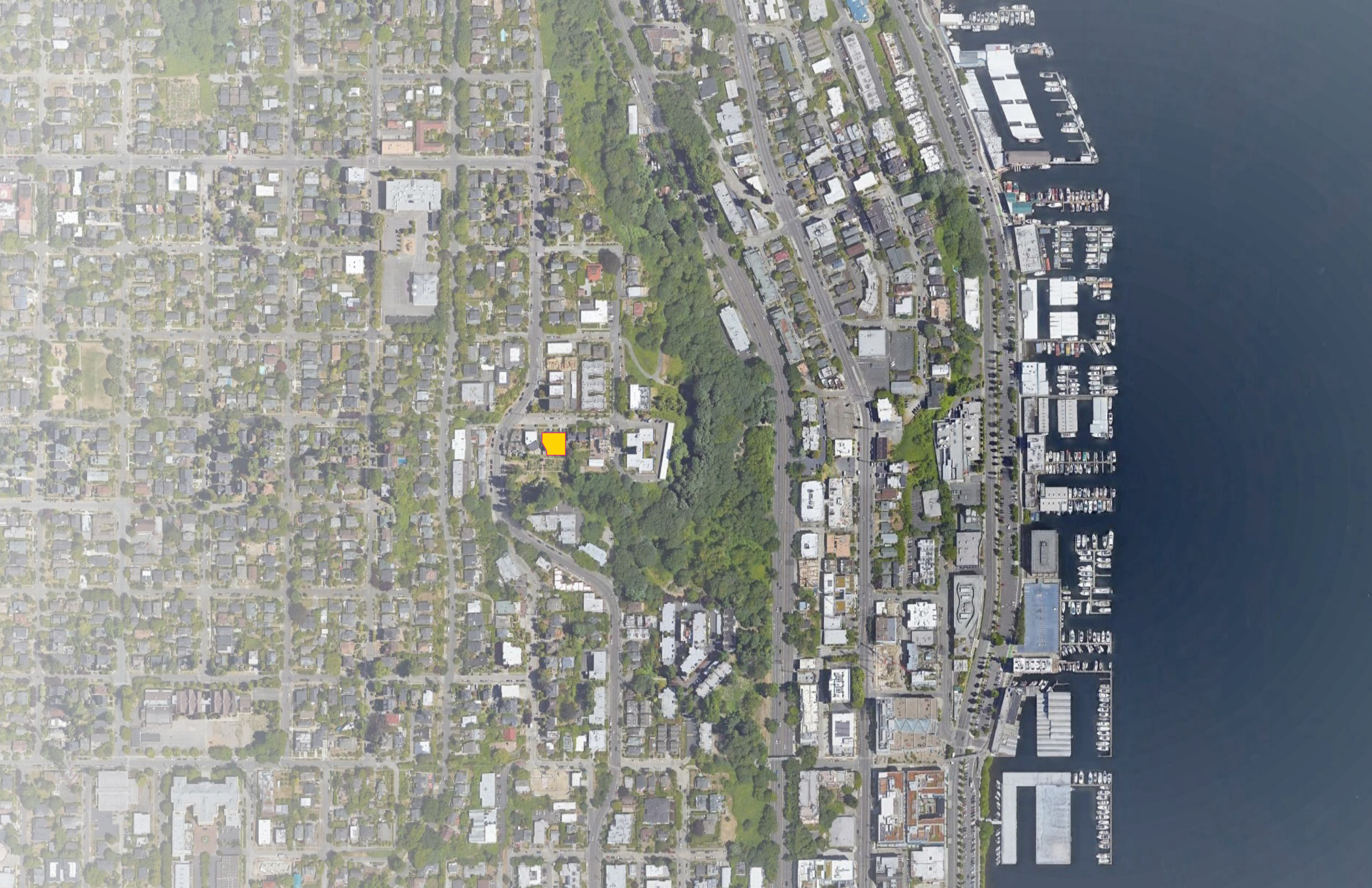
EDG PRE-SUB MEETING

2:30pm 02/06/2020

PACKET SUBMITTAL DATE

12/30/2020







DEVELOPMENT OBJECTIVES

- 4 PROJECT INFORMATION
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- 32 REQUESTED DEPARTURES

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PROJECT INFORMATION

We propose the construction of 9 new market rate townhome units with parking for 8 or 9 vehicles. The proposal includes demolition of 2 existing single family homes.

SUSTAINABILITY GOALS

All units will be designed and built to meet a minimum 4-star BuiltGreen certification. The buildings will be insulated and air-sealed above current Seattle Energy Code requirements. Sustainable materials will be used in the construction, such as low-to-no VOC interior finishes, FSC certified lumber and reclaimed wood. Conduit will be installed for all parking spaces to facilitate installation of future electric car charging stations. No traditional roof decks are proposed and building massing and roof orientation is designed to optimize solar exposure for future installation of solar panels. Drought tolerant and low maintenance plantings will help to reduce water usage while providing natural beauty to the owners and public.

PROPOSED PROGRAM

LOT AREA:	9,028 sf
PROPOSED RESIDENTIAL UNITS:	9 townhomes for sale
NUMBER OF PARKING SPACES:	8 or 9
PROPOSED FAR:	16,250 sf
PROPOSED GROSS SF:	19,900 sf

This project is subject to Administrative Design Review per SMC 23.41.004

Table A Design Review Thresholds: Section C (development on a lot not containing any of the site characteristics listed in part A of this table)

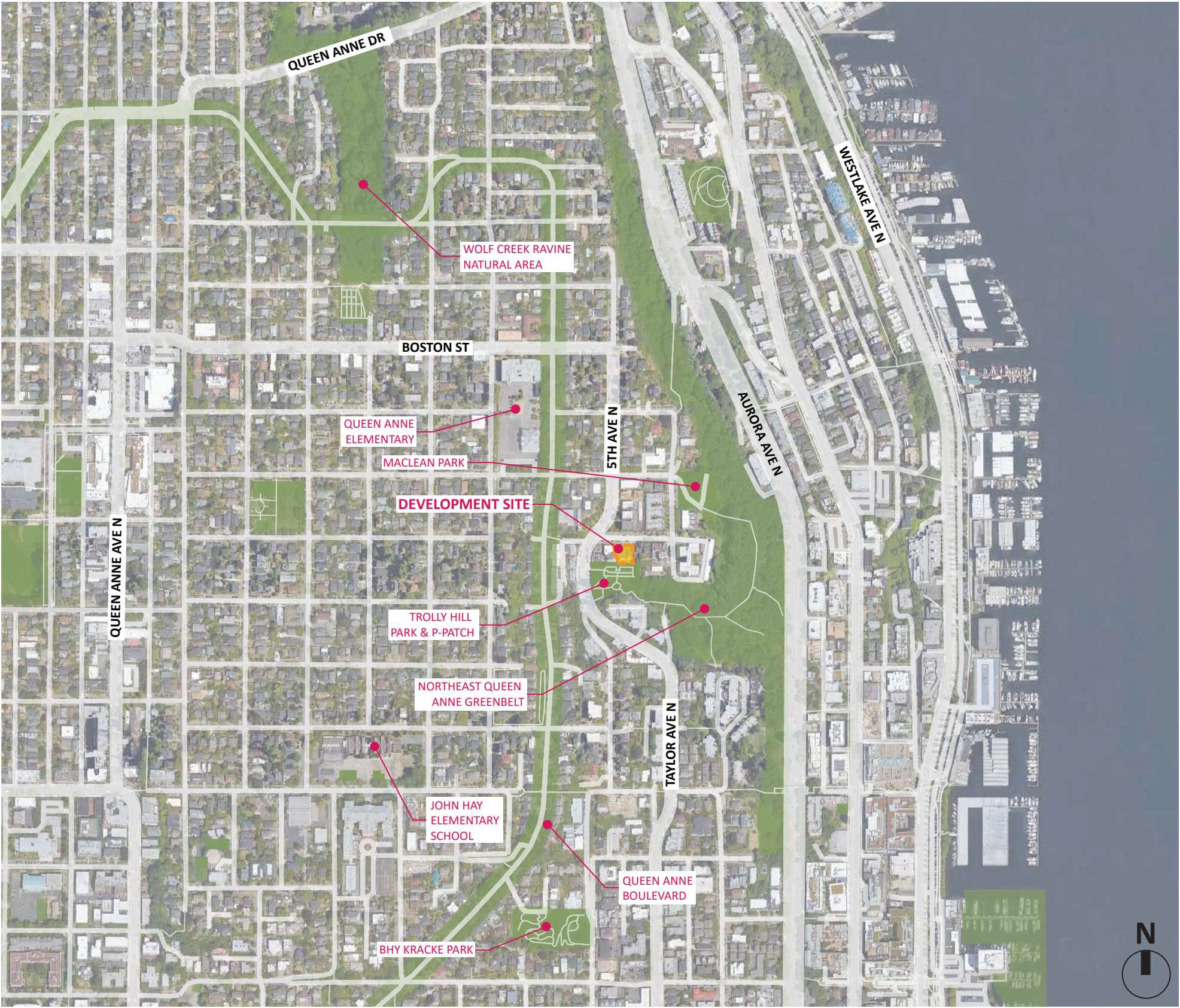
GSF between 15,000 & 35,000 sf requires Administrative Design Review

Gross Floor Area Calculation:

- Per 23.84A.014 Gross floor area is the square footage of total floor area bounded by the inside surface of exterior walls of the structure.
- Per 23.86.007 A. Gross floor area includes floor area contained in stories above and below grade, area of vehicle and bike parking that is enclosed and area of vehicle parking that is covered by a structure or portion of a structure.

RELEVANT SDCI PERMIT NUMBERS:

EARLY DESIGN GUIDANCE:	3035834-EG
MASTER USE PERMIT:	3032990-LU
CONSTRUCTION PERMIT:	6767984-CN
UNIT LOT SUBDIVISION:	TBD



SUMMARY OF PUBLIC OUTREACH

APPROXIMATE DISTRIBUTION OF OUTREACH FLYER



PRINTED OUTREACH MAILER

A printed mailer (below) was sent out to over 300 homes, apartments and businesses within a 500 ft radius of the development site on 12/31/19. It provided a brief description of the proposed development, applicant contact information and invited interested parties to attend the public presentation or provide feedback through the online survey.

ADDITIONAL OUTREACH:

Emails were sent to community organizations, introducing the project and inviting their members to attend the public meeting and/or complete the online survey

DIGITAL OUTREACH ONLINE SURVEY

Both the mailer and additional emails directed interested parties to an online survey based on the City of Seattle guidelines for Early Community Outreach. The survey was made available from 01/01/20 to 02/07/20.

SUMMARY OF RESPONSES:

The two survey respondents were concerned with affordability, environmental sustainability, thoughtful landscaping, potential construction noise impacts, building scale with respect to adjacent homes and the new development's impact on parking in the neighborhood.

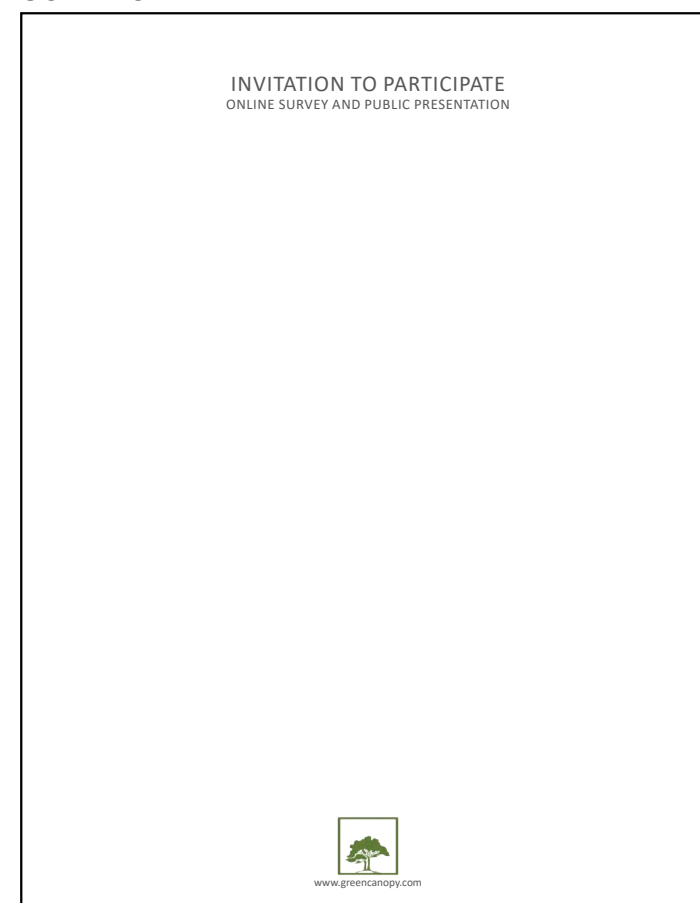
IN-PERSON EVENT PUBLIC MEETING

A community meeting was held on 02/04/20 from 6:30pm - 7:30pm at the Queen Anne Library. The meeting included an introduction to Green Canopy Homes' mission of sustainability and social responsibility, a presentation of the proposed development and a question and answer session. Four residents of neighboring properties attended the meeting.

SUMMARY OF COMMENTS:

- Concern about providing adequate and usable parking
- Proper space planning for solid waste
- Affordability
- The building being out of scale with it's immediate context
- Sustainability
- Pedestrian experience

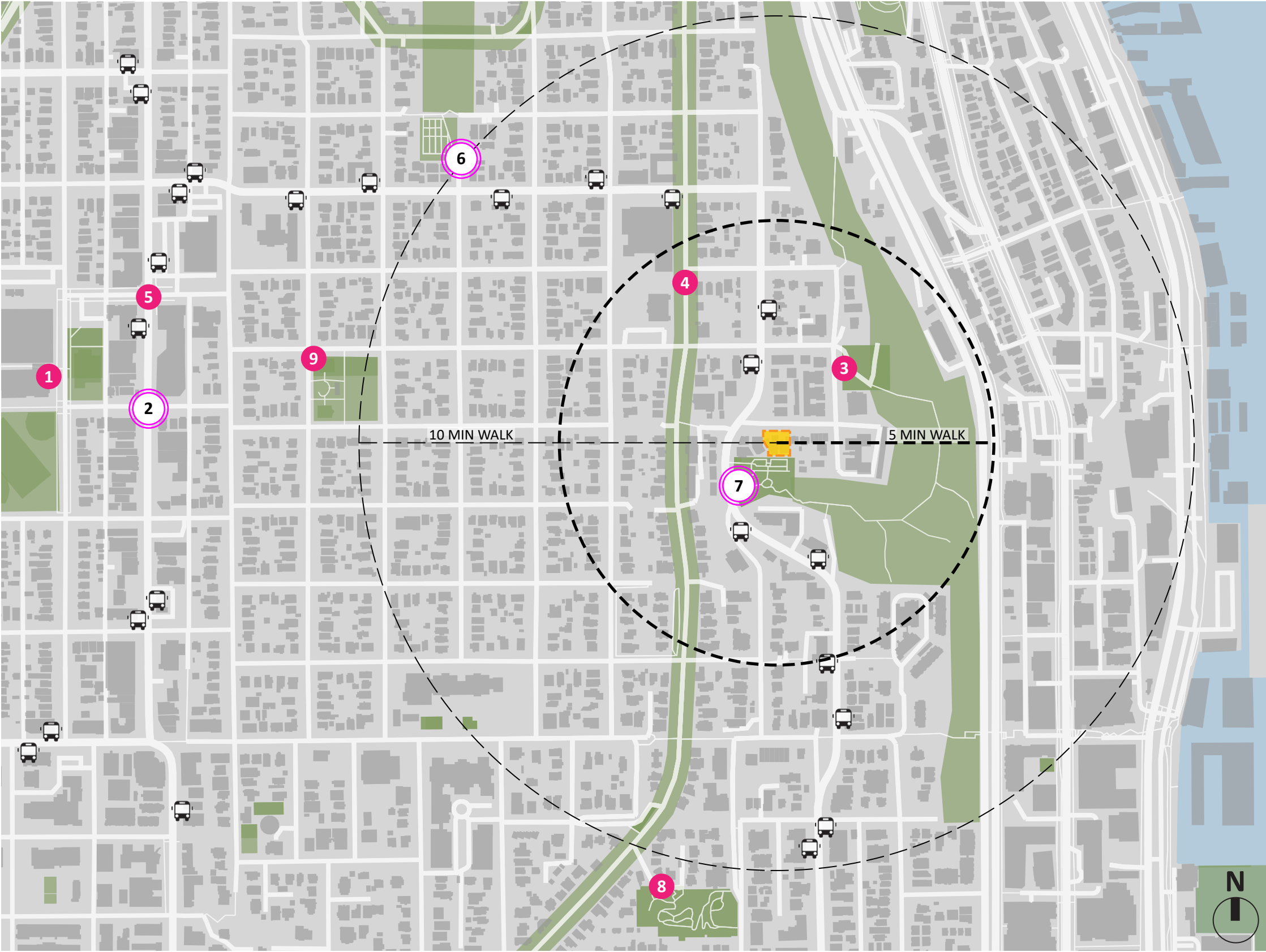
OUTREACH FLYER



VICINITY MAP

LEGEND

-  Development Site
-  Bus Stop
-  Point of Interest - see next page
-  Community Node
-  City Park



POINTS OF INTEREST



1 Queen Anne Community Center



2 Queen Anne Ave N - Neighborhood Commercial Corridor



3 MacLean Park



4 Queen Anne Boulevard Park



5 Queen Anne Farmers Market



6 Queen Anne Ave N - Neighborhood Commercial Corridor



7 Trolley Hill Park & P-Patch



8 Bhy Kracke Park



9 East Queen Anne Playground

ADJACENT ZONING MAP

CONTEXT ANALYSIS

The area in which our project is located consists of mostly multi-family buildings, primarily apartments as well as condominiums and townhomes. The two existing single family homes on the development site and the two homes directly to the east, are the last remaining single family homes on Howe street and in the immediate vicinity of the site.

It is clear from the design of the existing buildings that the priority is on the views to the south and east, overlooking Downtown Seattle and Cascade Mountain Range in the distance. Many of the existing buildings have parking located in the front setback along Howe St and most windows and decks oriented toward the views.

Architectural styles in the neighborhood vary widely between simple pre-war brick buildings, post-war ranch style homes, late century townhomes and condos, and contemporary townhomes; there is no consistent style present in the neighborhood. The most common material represented between all of the various buildings are brick and stucco/fiber cement panels.

LEGEND



Development Site



Single Family



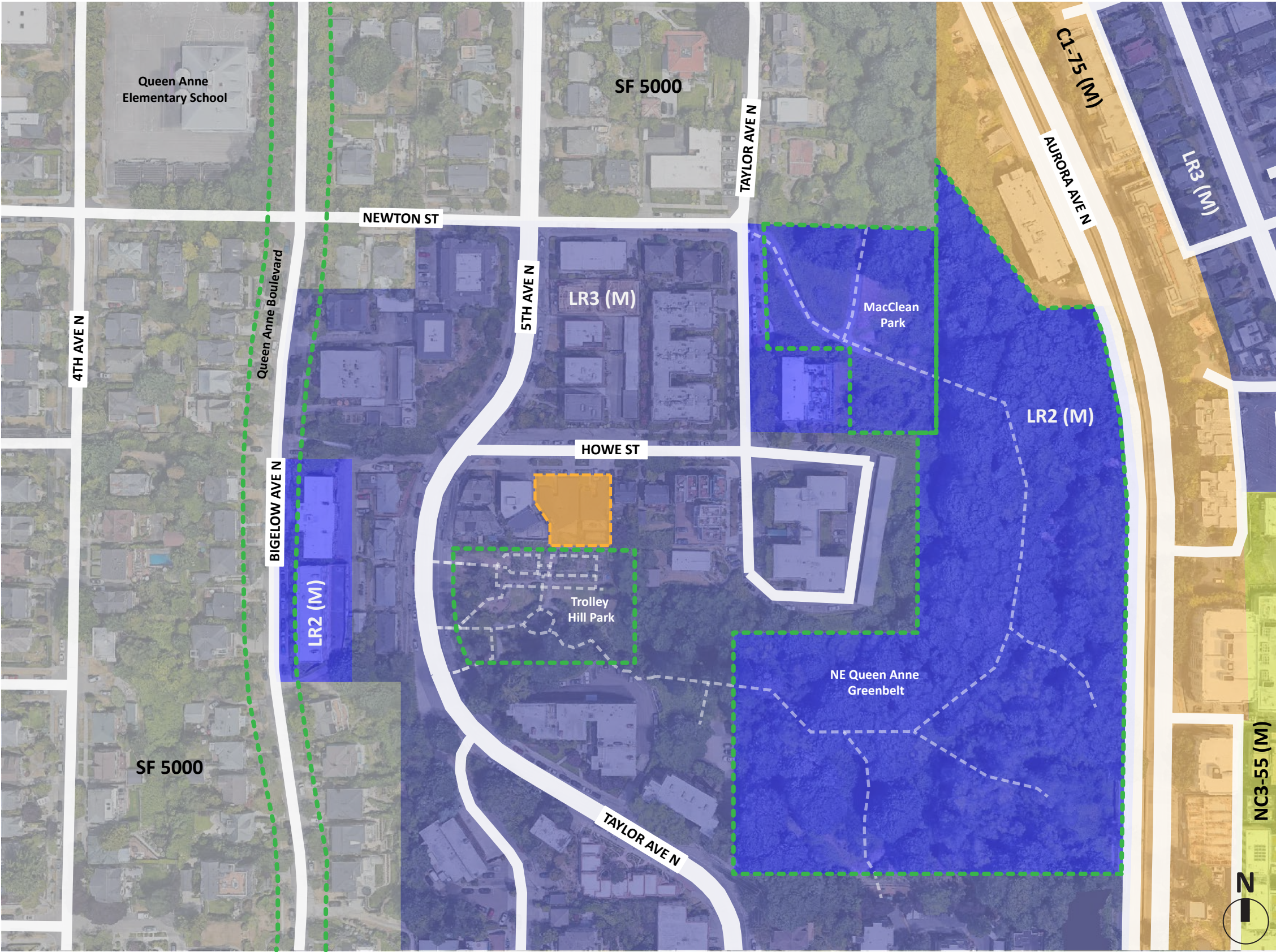
Lowrise Multifamily



Commercial



Public Park



3D SITE VIEW



SITE OPPORTUNITIES & CONSTRAINTS

LEGAL DESCRIPTION

THE EAST 40.5 FEET OF THE WEST 80.5 FEET OF LOTS 7, 8, 9 AND 10, BLOCK 77, PUBLIC BENEFIT SUPPLEMENTAL PLAT OF COLLINS ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 2 OF PLATS, PAGE 49, IN KING COUNTY, WASHINGTON.
AND
PARCEL C OF CITY OF SEATTLE SHORT SUBDIVISION NO. 77-41, RECORDED JUNE 16, 1977 UNDER RECORDING NUMBER 7706160548, RECORDS OF KING COUNTY, WASHINGTON.

APN NO. 692670-0595 & 692670-0600

ADJACENT BUILDING & USES

- NORTH - existing 4 story apartment building across the street
- EAST - existing 1.5 story single family home
- SOUTH - the site abuts Trolley Hill Park & P-Patch Community Gardens along the south property line
- WEST - existing 3 story condo structure with daylight basement on south facade

EXISTING LOT CONDITIONS

The lot slopes down from the north property line abutting Howe street to the south with roughly a 20 ft elevation change across the site. The SDCI GIS has mapped some steep slope ECAs along the south portion of the site. All slopes in that area were created through legal grading activities and installation of a series of rockery walls. Due to the existing topography and adjacent park, there is no alley access to the site so all vehicular access will need to be from Howe St.

VIEWS

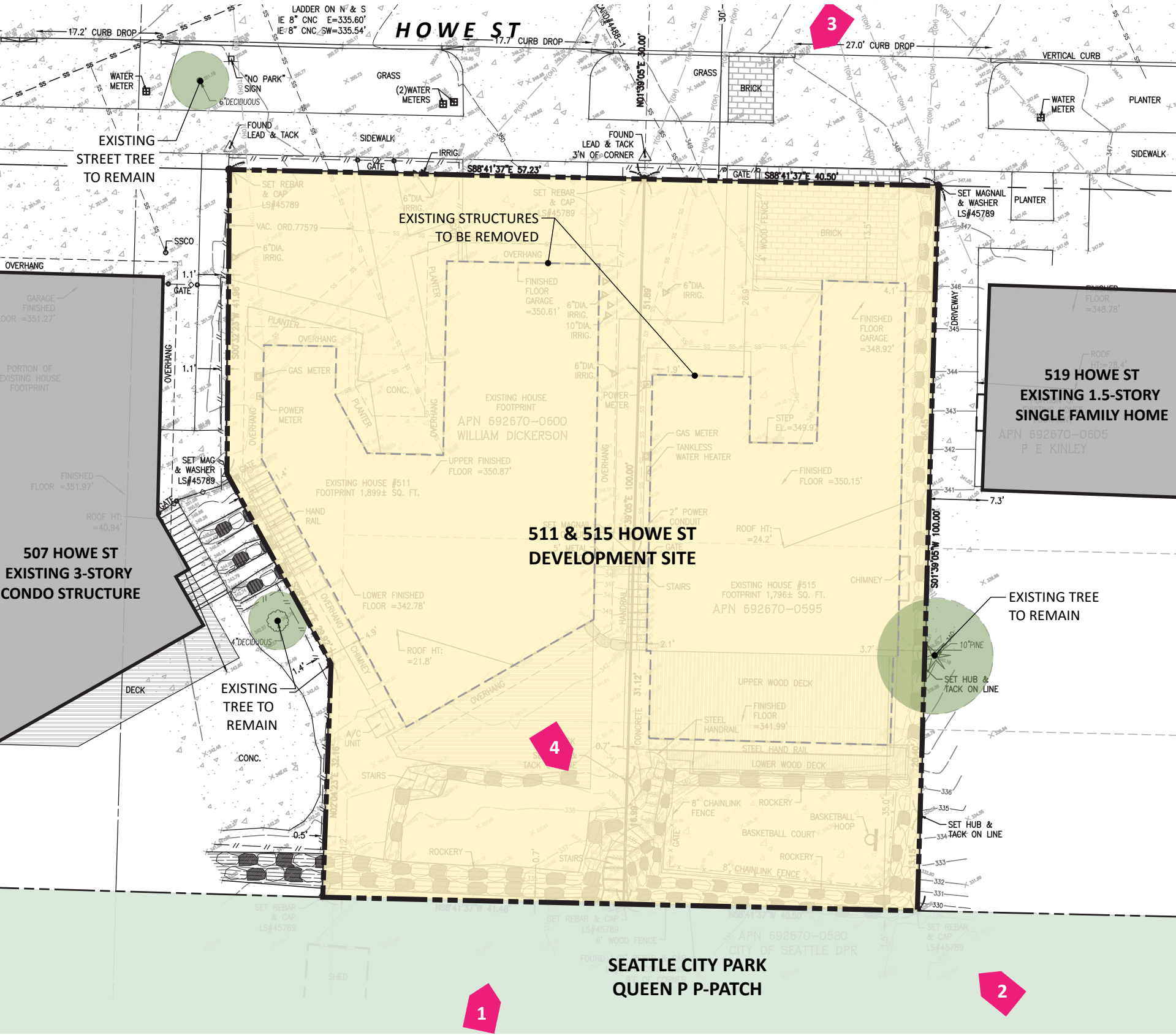
The site has the potential for large regional views of downtown Seattle to the South and the Cascade Mountains to the East.

TREES

There are 3 existing trees adjacent to the property that will be retained and protected during construction. None of the trees meet the requirements to be labeled exceptional.

SOLAR ACCESS

The site has unrestricted solar access due to the topography, allowable building heights and lack of tree canopy coverage within the P-Patch Gardens.



EXISTING SITE PHOTOS



STREETSCAPES

3-Story Townhomes
boxy form, mass broken down w/ vertical modulations reinforced w/ change in siding & roof heights, panel & cedar siding, raised entry stoops

2-Story SFR
gambrel roof, lap siding, roof creates horizontal element

1.5-Story SFR
traditional gable roof, primary brick siding w/ lap accents, prominent entry

3-Story Condo
boxy massing w/ no modulation @ street-facing facade, stucco finish, prominent cornice @ roof & horizontal banding, garages face street, minimal landscaping along street

3-Story Townhomes
pitched roofs define unit separation, bay windows create vertical modulation, horizontal banding, lap siding, raised, prominent entry stoops

PROJECT SITE

TAYLOR AVE N

5TH AVE N

HOWE ST LOOKING SOUTH

dense, mature landscaping along street

4-Story Apartments / Condos
boxy massing w/ no modulation @ street-facing facade, flat roof line, brick siding w/ transition to stucco @ first floor, raised entry

1-Story Garages
boxy massing w/ brick sidng

3-Story Condos
boxy form, mass broken down w/ vertical modulations reinforced w/ siding transitions, deep roof eaves & window shades create prominent horizontal elements, brick & panel siding, low brick wall & gates provide security for first floor units

PROJECT SITE OPPOSITE

5TH AVE N

TAYLOR AVE N

HOWE ST LOOKING NORTH

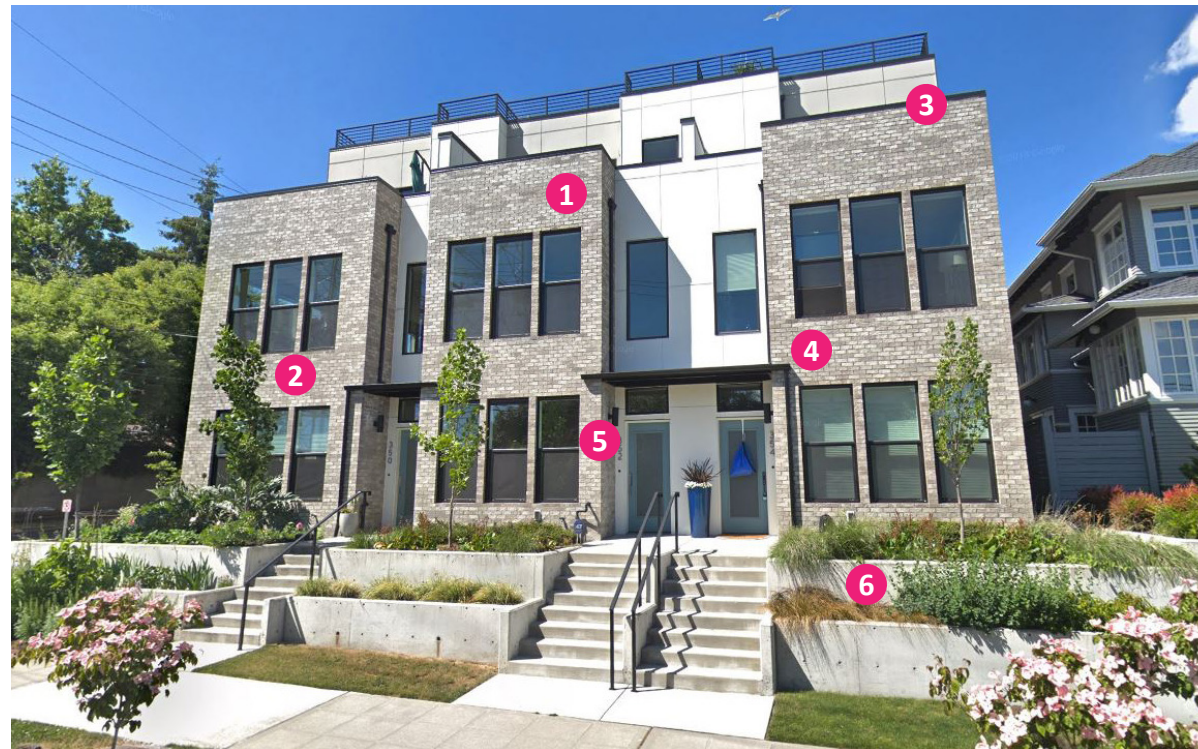
LAND USE CODE SUMMARY

ZONE: LR3 (M)		OVERLAYS: None, Frequent Transit Area		LOT AREA: 9,028 sf	
23.45.510	FLOOR AREA RATIO				
B	ALLOWED:	1.8 (lowrise, outside urban center/village) 1.8 x 9,028 = 16,250 sf max			
D.1		All stories, or portions of stories, that are entirely below grade are exempt from FAR limits			
D.5		For rowhouse and townhouse developments and apartments, floor area within a story, or portion of a story, that is partially above grade if all of the following conditions are met: a. The story, or portion of the story, that is partially above grade is used for parking or other accessory uses and has no additional stories above. b. The average height of the exterior walls enclosing the floor area does not exceed one story,measured from existing or finished grade, whichever is lower. c. The roof area above the exempt floor area is predominantly flat, is used as amenity area, and meets the standards for amenity area at ground level per section 23.45.522 d. At least 25% of the perimeter of the amenity area on the roof above the floor area is not enclosed by the walls of the structure.			
	PROPOSED:	16,250 sf (All Concepts) A portion of covered vehicle turnaround in Concepts 2 & 3 meets the requirements of D.5 and is therefore exempt from FAR limits			
23.45.512	DENSITY LIMITS				
	ALLOWED:	no limit			
	PROPOSED:	9 Units			
23.45.514	STRUCTURE HEIGHT				
A	ALLOWED:	40.0’ max (townhome in LR3 w/ MHA suffix)			
D		+ 5.0’ pitched roofs w/ min 3:12 slope			
E		+ 3.0’ - exception for shed roofs			
F		+ 4.0’ - exception for structures that include a partially below grade story			
	PROPOSED:	44.0’ max above average existing grade			
23.45.517	MANDATORY HOUSING AFFORDABILITY				
	REQUIRED:	LR zones with an MHA suffix are subject to provisions of 23.58C			
	PROPOSED:	This project is electing to fulfill the MHA payment option per 23.58C.040			
23.45.518	SETBACKS				
Table A	FRONT	REQUIRED:	5.0’ min, 7.0’ avg		
		PROPOSED:	Concept 1 & 2:	7.0’ min, 7.0’ avg	
			Concept 3:	6.25’ min, 7.3’ avg	
		12.0’ upper level setback is required from front lot line for all portions of the structure above 44.0’			
	SIDE	REQUIRED:	5.0’ min (facades < 40.0’)		
		PROPOSED:	All Concepts:	5.0’ min	
		Table A, footnote 3. - portions of structures that qualify for the FAR exemption in subsection 23.45.510.D.5 are not considered part of the facade length for the purposes of determining the side setback requirement			
	REAR	REQUIRED:	5.0’ min, 7.0’ avg		
		PROPOSED:	Concept 1:	7.7’ min, 7.7’ avg	
			Concept 2:	7.1’ min, 7.1’ avg	
			Concept 3:	5.9’ min, 7.1’ avg	
23.45.518	BUILDING SEPARATION				
F	REQUIRED:	10.0’ min between principal structures 18.0’ min where principal structures are separated by parking aisle (24.0’ min @ parking level & max 3.0’ cantilever on either side)			
	PROVIDED:	Concept 1: 18.0’ min, 24.0’ @ parking Concept 2: 16.0’ min, 24.0’ @ parking Concept 3: no building separation required - development is a single principal structure			
23.45.522	AMENITY AREA				
A	REQUIRED:	25% lot area 25% x 9,028 = 2,257 sf min; 50% required at grade (1,128.5 sf) Minimum 50% of req’d amenity area shall be provided at grade, except that amenity area provided on the roof of a structure that meets the provisions of subsection 23.45.510.D.5 may be counted as amenity area at grade. 5.b. 1) at least 50% of a common amenity area provided at ground level shall be landscaped with grass, ground cover, bushes, bioretention facilities ans/or trees.			
A.2	PROVIDED:	Concept 1: 1,131 sf @ grade + 1,162 sf roof decks = 2,293 sf (25.4%) Concept 2: 2,402 sf @ grade + 1,036 sf roof decks = 3,438 sf (38.1%) Concept 3: 2,820 sf @ grade + 1,177 sf roof decks = 3,997 sf (44.3%) DEPARTURE REQUESTED FOR CONCEPT 3 - reduction in required landscaping for common amenity area see page 32			
23.45.524	LANDSCAPING STANDARDS				
A.2	REQUIRED:	min Green Factor score of 0.6 for any development proposing construction of more than one dwelling unit			
	PROVIDED:	Landscaping will achieve a min score of 0.6			
23.45.527	STRUCTURE WIDTH				
A	ALLOWED:	120.0’			
	PROVIDED:	Concept 1: 81.25’	Concept 2: 77.5’	Concept 3: 86.5’	
23.45.527	FACADE LENGTH				
B	REQUIRED:	The maximum combined length of all portions of facades within 15 ft of a lot line that is neither a rear or street lot line shall not exceed 65% of the length of that lot line. Per 23.86.015 C.6. In LR zones, portions of a structure that are exempt from FAR limits per 23.45.520.D.5 are not included in facade length measurements. EAST FACADE: 100.0’ x 65% = 65.0’ max WEST FACADE: 103.9’ x 65% = 67.5’ max			
	PROVIDED:	EAST: Concept 1: 64.25’	Concept 2: 65.0’	Concept 3: 59.75’	
		WEST: Concept 1: 67.25’	Concept 2: 66.75’	Concept 3: 59.75’	
23.54.015	VEHICLE PARKING				
Table B	REQUIRED:	50% = 5 spaces (frequent transit zone outside urban village) b. when more than 5 parking spaces are provided, min 60% shall be striped for medium vehicles, 40% may be striped for any size category, provided that when parking spaces are striped for large vehicles, the minimum required aisle width shall be for medium vehicles (22.0’) d. for an individual townhouse garage, the minimum size of a parking space shall be for a large vehicle			
B.1	PROVIDED:	Concept 1: (9) large parking spaces provided in individual garages Concept 2: (6) large spaces in individual garages and (2) medium spaces in covered parking area Concept 3: (5) large spaces in individual garages and (4) medium spaces in enclosed parking area			
23.54.015	BICYCLE PARKING				
Table D	REQUIRED:	(1) long term space per dwelling unit & (1) short term space per 20 dwelling units			
	PROVIDED:	(9) long term spaces provided in individual garages & adjacent to carport spaces (2) short term spaces proposed in planting strip subject to SDOT approval			
23.54.040	SOLID WASTE & RECYCLABLE MATERIALS STORAGE				
Table A	REQUIRED:	150 sf shared storage space (9-15 dwelling units) Minimum horizontal dimension: 7 ft (8 units or fewer); 12 ft (9 units or greater) The storage space shall not be located in any required driveways, parking aisles or parking spaces and shall not block any fire exits, or pedestrian or vehicular access			
D					
E					
	PROPOSED:	Concept 3: 84 sf dedicated storage space for containers within enclosed garage w/ additional 84 sf clear access space that partially overlaps with vehicle maneuvering area; total: 168 sf, min dimension: 8 ft. DEPARTURE REQUESTED - reduction in minimum horizontal dimension - see page 33 An HOA will be created to manage SPU billing and will be responsible for trasporting containers between storage area and ROW staging for pickup			

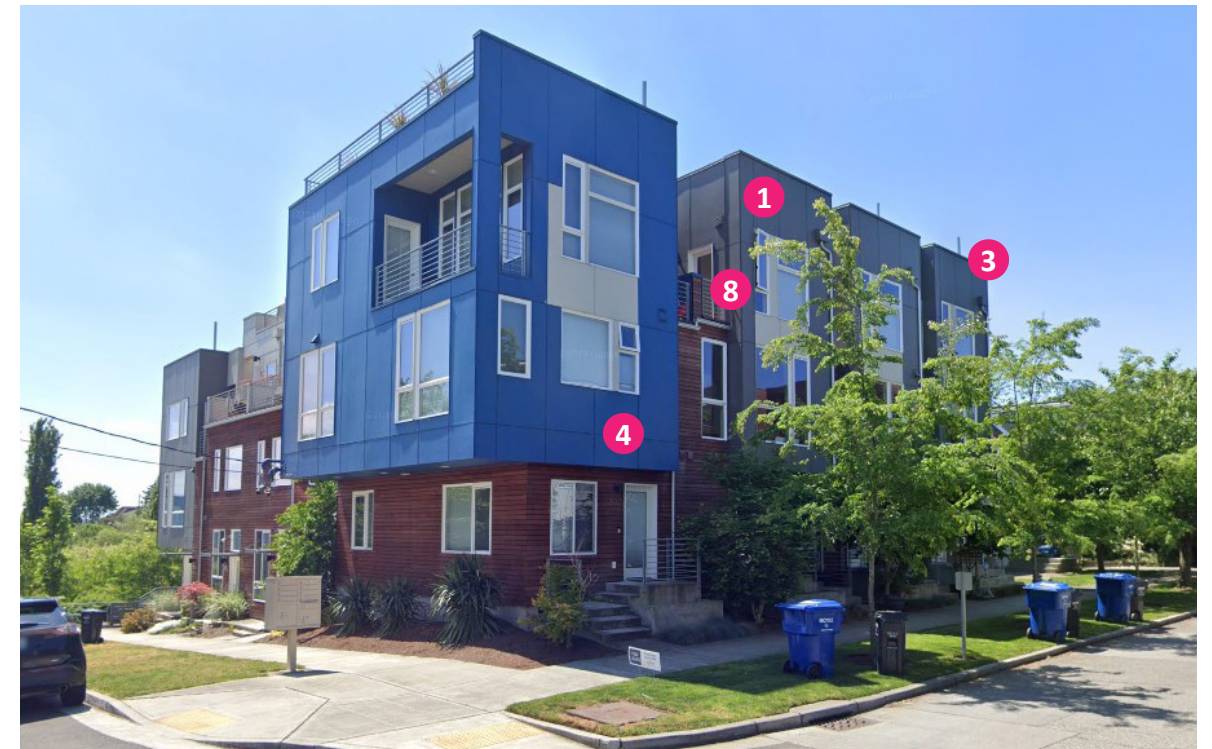


ARCHITECTURAL CONTEXT & CUES

- 1 facade massing broken down with vertical modulations that define individual units
- 2 two-story bay used to create modulation and reduce perceived mass of building
- 3 solid parapets at roof decks increase privacy for residents
- 4 materiality reinforces facade modulation
- 5 weather protection, facade modulation and/or materiality help distinguish unit entries
- 6 raised stoops and landscaping provide transition from ROW to unit entries
- 7 strong horizontal roof line is reinforced with secondary horizontal elements
- 8 roof form reinforces facade modulation and reduce perceived mass of structure
- 9 simplified massing is accented with high quality materials



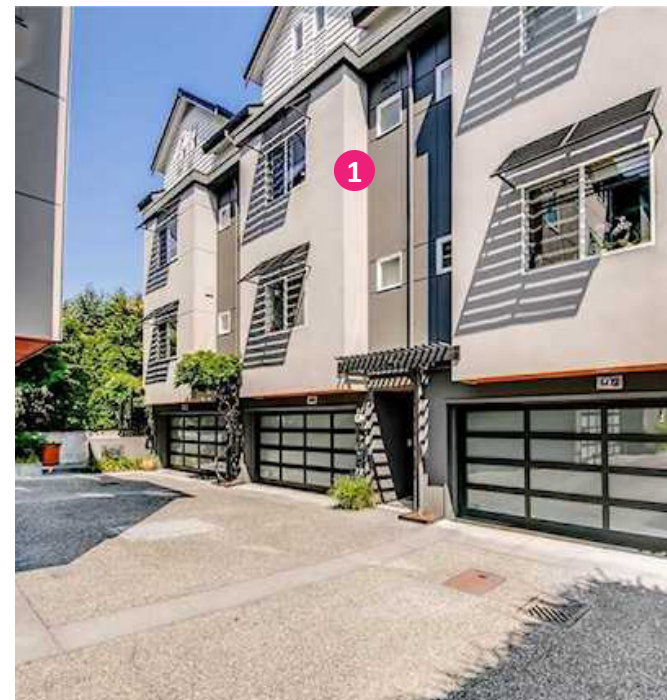
352 GALER ST



533 HOWE ST



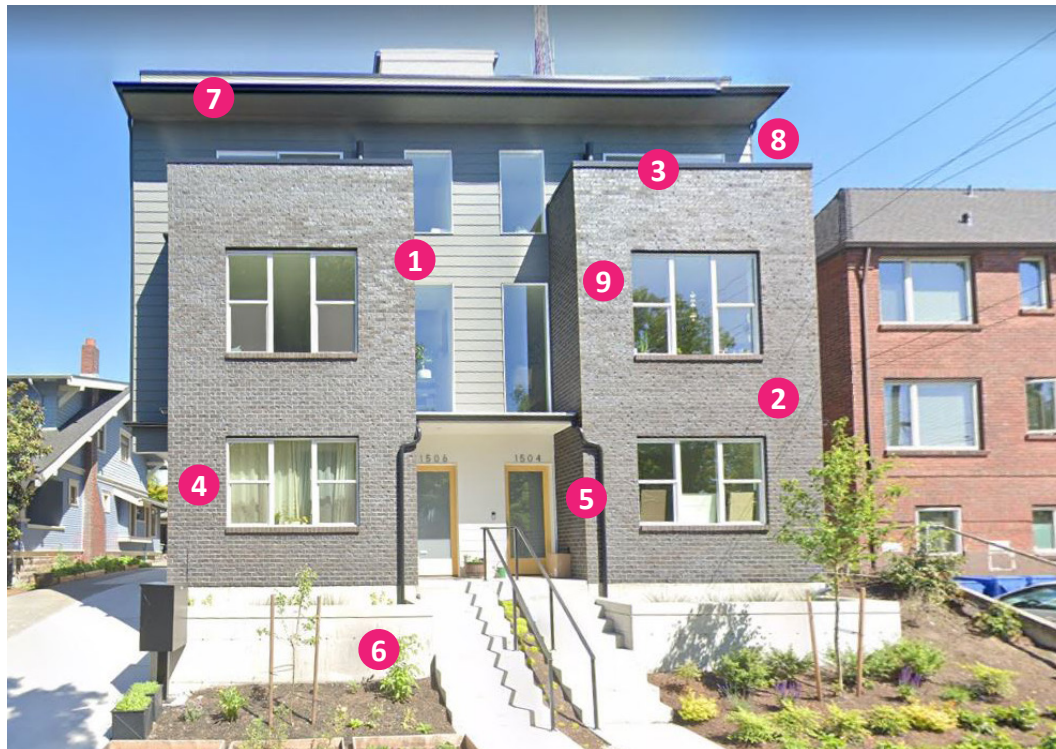
1918 5TH AVE



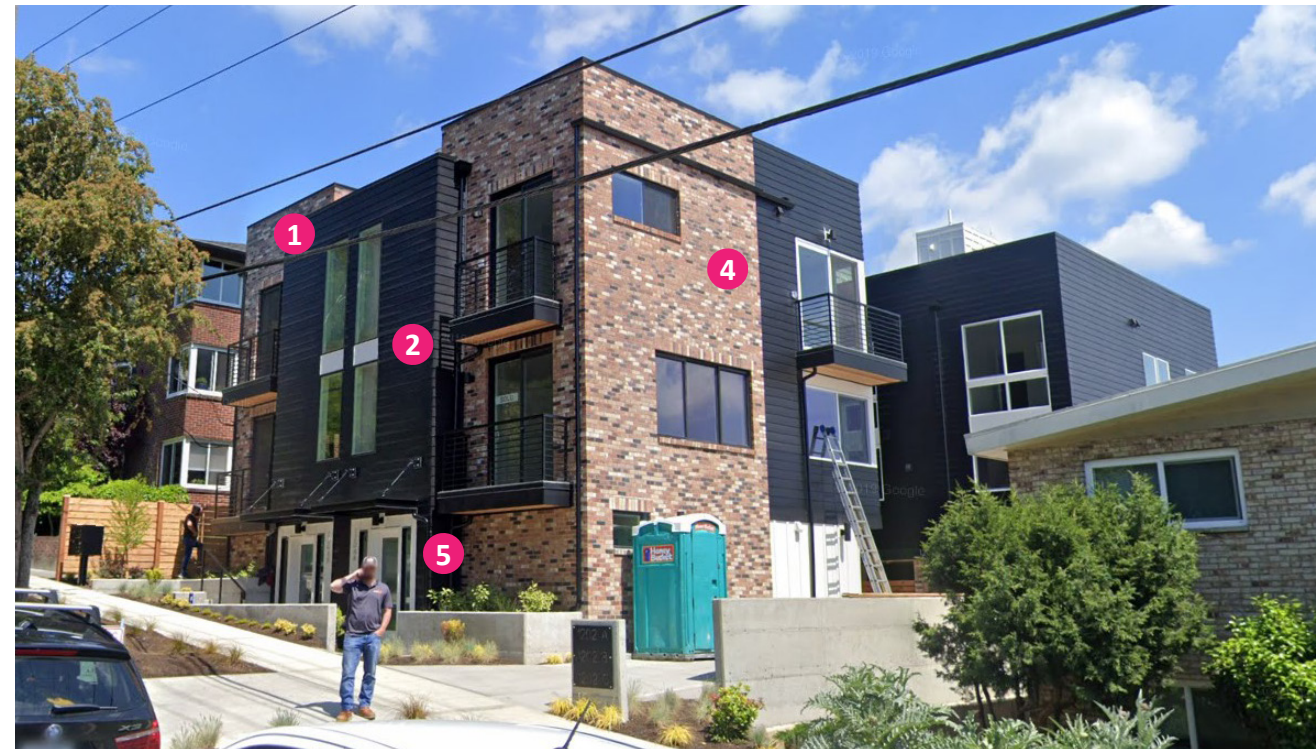
1416 6TH AVE N



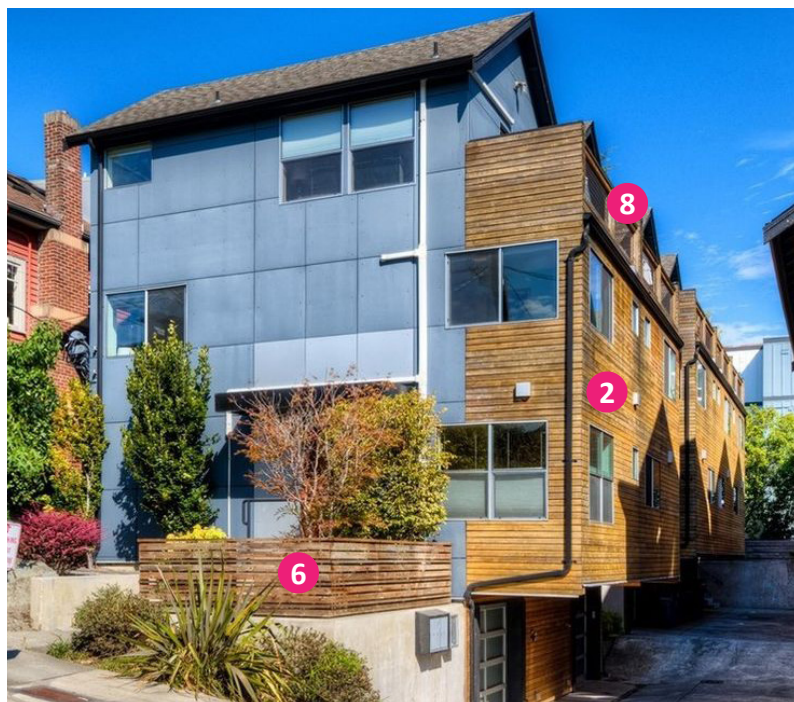
ARCHITECTURAL CONTEXT & CUES



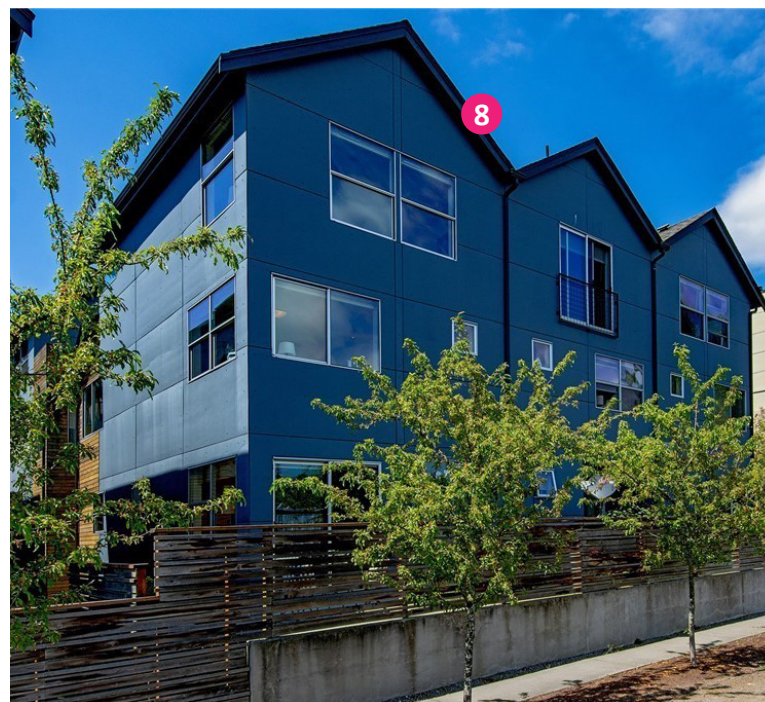
1506 1ST AVE N



1204 5TH AVE N



564 GALER ST



1712 1ST AVE N

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DESIGN GUIDELINE PRIORITIES

CONTEXT & SITE

CS1 Natural Systems & Site Features

A1. Energy Choices - At the earliest phase of project development, examine how energy choices may influence building form, siting and orientation.

Response: Massing concepts 1 & 3 propose more traditional shed or gable roofs that are primarily oriented south to maximize solar exposure for future solar panels. In lieu of typical roof decks, all units have access to smaller decks on other floors.

C2. Elevation Changes - Use the existing site topography when locating structures and open spaces on the site. Consider ‘stepping up or down’ hillsides to accommodate significant changes in grade.

Response: The existing site has an elevation change of roughly 20 ft, sloping down from Howe St to the south property line. The site also has the opportunity for regional views of downtown Seattle to the South and Cascade Mountains to the East. All massing concepts propose to step the structures down the slope and limit the south units to 3 stories above grade to allow views from the top two floors of the north units. Limiting the height of the south units also preserves the eastern territorial views from the third floor of the adjacent condo to the west.

CS2 Urban Pattern & Form

B2. 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.

Response: The central pedestrian entry proposed in massing concept 3 creates a well defined entry with a direct visual connection from Howe St to the courtyard beyond. Concept 3 also provides a common stair and walkway connecting the shared courtyard to the P-Patch so all residents have direct access from their units to the park below.

D1. Existing Development & Zoning - review the height, bulk and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate compliment and/or transition.

Response: The lot and surrounding properties are zoned LR3 with a 40 ft height limit. Three structures on the block are already developed to the previous 30 ft height limit and the remaining two single family homes will eventually be re-developed to a similar scale as this proposal. Many of the existing structures in the area are medium to large apartment buildings that have a simple, boxy massing with minimal facade modulation or variation in window composition.

Most townhome structures in the area are relatively new construction, 3 to 4 stories with a combination of vertical modulation and varying roof forms that define individual units. Materiality, window composition and secondary elements reinforce the modulation and break down the perceived scale of the structures. See architectural context analysis page 14-15.

CS3 Architectural Context & Character

A1. Fitting Old and New Together - Create compatibility between new projects and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration and/or the use of complementary materials.

A4. Evolving Neighborhoods - In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

Response: This development proposal intends to take inspiration from positive aspects of neighboring designs in combination with a thoughtful massing that responds to the existing site topography and increased height allowances. Some features that will be incorporated into the final design are raised entry stoops with landscaping to create a transition from the ROW, a prominent horizontal roof line with secondary horizontal elements and a simplified massing accented with high quality materials. Window layout on the east and west facades will be carefully designed to minimize privacy impacts on adjacent properties.

PUBLIC LIFE

PL1 Connectivity

A1. 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.

Response: All massing concepts propose common walkways that cross the site from Howe St to the P-Patch to the south, allowing the north units a way to access the park from the lot. Concept 3 incorporates a staircase on the east side of the shared courtyard that creates the most direct shared connection to the park.

PL2 Walkability

C1. Weather Protection Locations - Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries.

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

Response: When the design is developed further, secondary architectural features including facade modulation, material changes, awnings and lighting design will be employed to define individual entries. Landscaping, paving and raised entry stoops will create a transition from the public to private realms. Wayfinding signage will be provided so addresses for the south units are clearly visible from the street.

PL3 Street-Level Interaction

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

Response: Massing concept 3 proposes a central driveway and pedestrian entry with units 3 and 4 connected above and secondary modulation employed to accentuate the entry point. There is a clear line of site from Howe St to the courtyard and entries to units 7 and 8 beyond. The shared entry is prominent while still providing a transition from the public street to the private entries of the south units.

B1. Security and Privacy - Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk and/or landscaping to indicate the transition from one type of space to another.

Response: The first floor of the north units is slightly higher than the adjacent sidewalk grade which provides some separation and privacy from the public realm. Units 1, 2 and 5 have primary living spaces on the first floor with kitchens oriented toward the street allowing surveillance through large kitchen windows while also providing some separation and privacy for the living & dining spaces. Landscaping will also be employed as a buffer between the public and private spaces.

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

Response: The proposed courtyard in concepts 2 and 3 provides the primary entry access to the south units and connects to the main living spaces of all units. Planters are used to create smaller individual deck spaces that provide a transition from the semi-public walkway to the private living spaces. The lack of solid barriers separating deck spaces is intended to encourage interaction between residents and enhance the sense of community.

DESIGN CONCEPT

DC1 Project Uses & Activities

A4. Views and Connections - Locate interior uses and activities to take advantage of views and physical connections to exterior spaces.

Response: Concepts 2 and 3 propose placing units toward the north and south edges of the site with a large space between for a central courtyard covering the vehicle turnaround area. All units have a primary living space that opens onto the shared courtyard deck which is designed to encourage residents to treat the deck spaces as an extension of the interior living area. All units also have individual decks with views of downtown Seattle, providing each unit with access to multiple exterior spaces with varying levels of privacy.

B1. Vehicular Access Location and Design - Employ a multi-sensory approach to areas of potential vehicle-pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement.

C2. Parking Visual Impacts - Reduce the visual impacts of parking lots, parking structures and entrances as much as possible. Consider breaking large parking lots into smaller lots and/or provide trees, landscaping or fencing as a screen.

Response: Concepts 2 and 3 propose a framed courtyard deck above the vehicle turnaround area, reducing the potential for vehicle and pedestrian conflicts and creating a large common amenity space for residents. Concept 3 goes further, by shifting the driveway to a central location it pulls the vehicular traffic away from site edges and allows full screening of the parking area to the east and west, minimizing potential visual and noise impacts to adjacent properties.

Concept 3 has grouped the primary pedestrian entry to the courtyard with the driveway at a central location on the street-facing facade. By grouping the walkway with the driveway, it creates a much wider opening between units 3 and 4 (14 ft) that makes the entry a very prominent feature and since the driveway quickly slopes down to the parking level, it provides a clear line of sight from the street to the courtyard deck beyond.

DC2 Architectural Concept

A2. Reducing Perceived Mass - Use secondary architectural elements to reduce the perceived mass of larger projects.

C3. Fit with Neighboring Buildings - Use design elements to achieve a successful fit between a building and its neighbors, such as: considering architectural style, color or materials and landscaping to enhance the building design.

Response: The primary 4-story massing of the street facing units are responding to existing site conditions, optimizing solar potential, allowable building heights and access to views (all concepts). In massing concept 3, the scale of the structure is then broken down through modulation and a mix of roof forms that create a prominent common entry and reduce the perceived height of the structure on either side. The massing will be further refined through the use of vertical facade modulation, articulated entries, material changes and window composition.

The facade will incorporate some design features identified in neighboring structures including raised entry stoops with landscaping to create a transition from the ROW, a prominent horizontal roof line with secondary horizontal elements and a simplified massing accented with high quality materials.

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

Response: When the design is developed further, weather protection, modulation and materiality will be employed at the individual unit entries to break down the scale of the structure adjacent to pedestrian zones. The south facade of the north 4 story structure includes fourth floor decks that allow the structure to step down in height adjacent to the central courtyard, reducing the perceived height of the units and making the space feel more open and inviting for residents.

DC3 Open Space Concept

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

B2. Matching Open Space Uses to Conditions - Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities. Build flexibility into the design in order to accommodate changes as needed.

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

Response: Massing concept 3 proposes a shared courtyard deck on the first floor, spanning between the north and south units. This provides a primary pedestrian entry for the south units that is separated from the vehicle access and turnaround below and also creates a large common amenity area that is directly connected to the primary living spaces of all units. Planters are proposed in the courtyard space to suggest the boundaries of smaller individual deck areas but do not fully enclose any spaces to allow the decks to expand if needed when entertaining guests.

DESIGN GUIDELINE PRIORITIES

The planters also create a transition between the semi-public shared walkway and the private unit interiors, encouraging residents to treat the deck spaces as an extension of the interior living area. Weather protection and lighting will be incorporated into the design to encourage use of the space throughout the year.

DC4 Materials

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

Response: The primary exterior lighting will be designed to provide safe pedestrian circulation and wayfinding on site while respecting adjacent properties. Secondary fixtures will be employed in the shared courtyard to reinforce the individuality of deck areas and encourage a flexible use of the space.

D2. Hardscape Materials - Use exterior courtyards and other hard surfaced areas as an opportunity to add color, texture and/or pattern and enliven public areas through the use of distinct and durable paving materials.

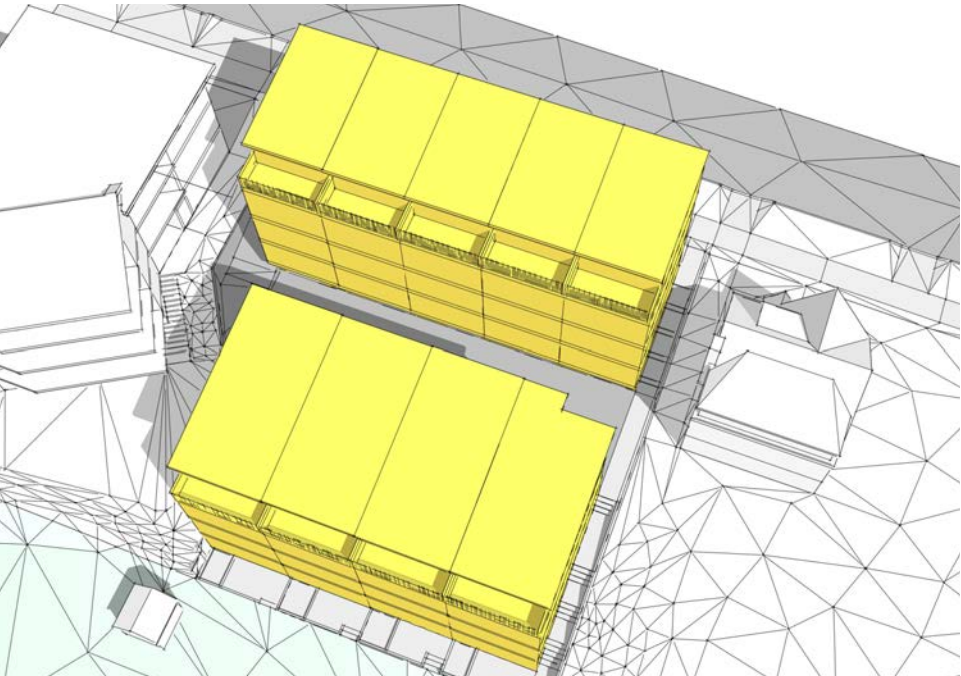
Response: Concepts 2 and 3 propose planters in the shared courtyard to help define spaces and direct circulation. The planters will be in a variety of sizes and heights to create an interesting ensemble of elements and provide unique individual deck spaces. The deck surface will also be designed to differentiate between the shared walkway and individual deck spaces. Throughout the site, pedestrian walkways will be differentiated from vehicular circulation through a change in pavement pattern and color.



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DESIGN ALTERNATIVE SUMMARY

MASSING CONCEPT 1 CODE COMPLIANT



SUMMARY OF PROPOSAL

- 2 Structures containing 9 total units
- 9 Parking spaces provided in individual garages
- Driveway located along west property line

LOT COVERAGE:

Common Amenity:	N/A
Private Amenity at Grade:	12.6% lot area (minimum required per code)
Driveway / Turnaround:	26.9% lot area

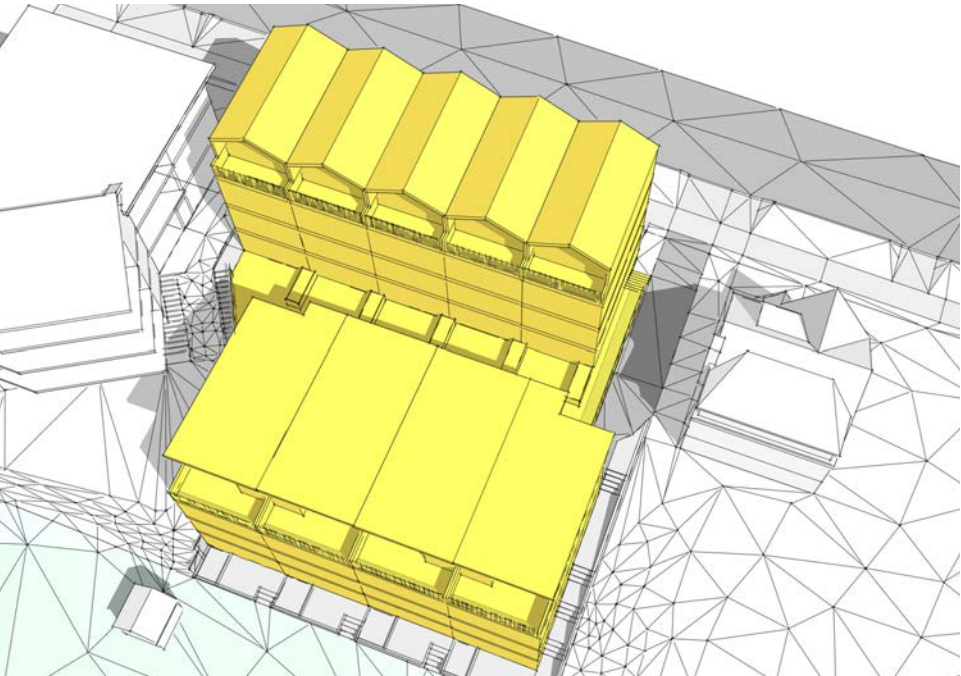
ADVANTAGES:

- Code compliant scheme
- All units have south facing shed roofs to maximize area available for solar panels
- Walkway along east property line provides direct access from Howe St to the park below
- Provides all 9 parking spaces in individual garages

DISADVANTAGES:

- South unit entries are accessed through the vehicle maneuvering area
- Pedestrian walkway along east property line is not very prominent
- The driveway and drive court dominate the site and proposed amenity area at grade is minimum required by code
- Shared solid waste storage is located along east property line, only screened with cedar fence
- Shed roof orientation leaves the high side facing street - increasing the perceived height and mass of the structure

MASSING CONCEPT 2



SUMMARY OF PROPOSAL

- 2 Structures containing 9 total units
- Courtyard deck spans between the structures, covering the parking area below
- 8 Parking spaces provided in 6 individual garages & 2 spaces below courtyard deck
- Driveway located along east property line

LOT COVERAGE:

Common Amenity:	15.0% lot area
Private Amenity at Grade:	11.6% lot area
Driveway / Turnaround:	4.7% lot area

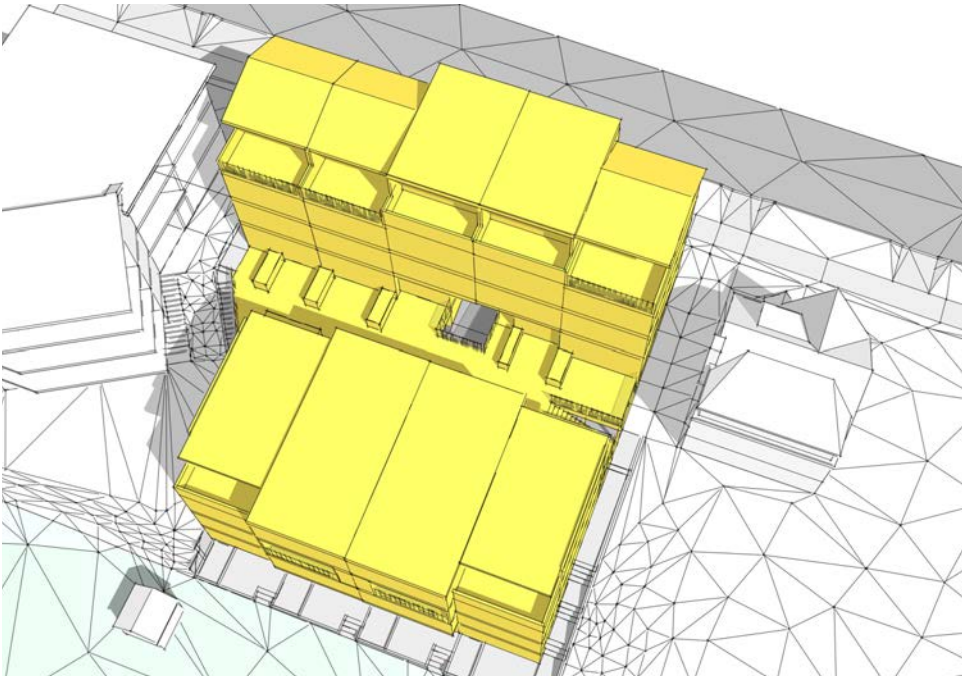
ADVANTAGES:

- The courtyard deck separates pedestrian and vehicular circulation on site to minimize potential for conflicts and provides a more inviting entry sequence to south units
- The deck is connected to the primary living spaces of all units, providing a semi-private exterior space that encourages use of the deck as extension of interior space and facilitates interaction between residents
- Driveway location provides a wider building separation for the single family home to the east.
- Gable roofs of north units help define individual units
- South units have north facing shed roofs to minimize perceived height from courtyard space

DISADVANTAGES:

- Shared walkways that provide access the courtyard and entries to the south units are not very prominent
- Shared solid waste storage is located along east property line, only screened with cedar fence
- Roof orientations are not well suited for future solar panels
- Requires departure for common amenity landscaping requirement

MASSING CONCEPT 3 PREFERRED



SUMMARY OF PROPOSAL

- 1 Structure containing 9 total units, 5 street-facing and 4 facing the P-Patch
- Courtyard deck over enclosed parking area
- 9 Parking spaces provided in 7 individual garages & 2 spaces below courtyard deck
- Central driveway location

LOT COVERAGE:

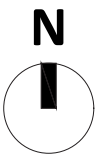
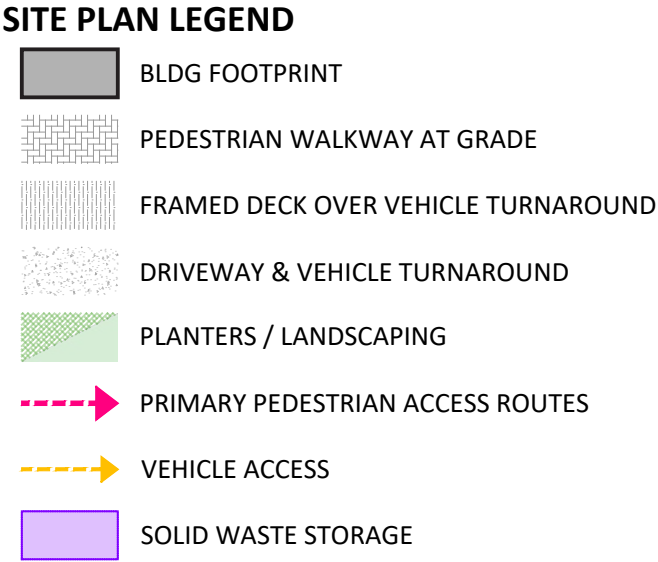
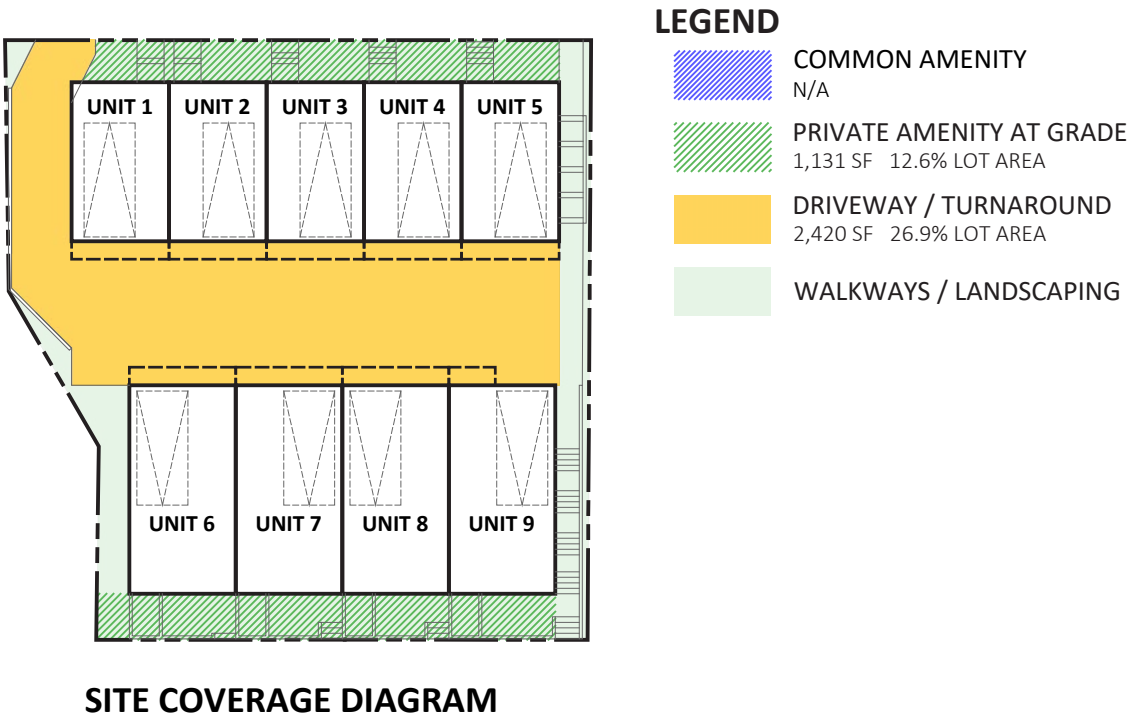
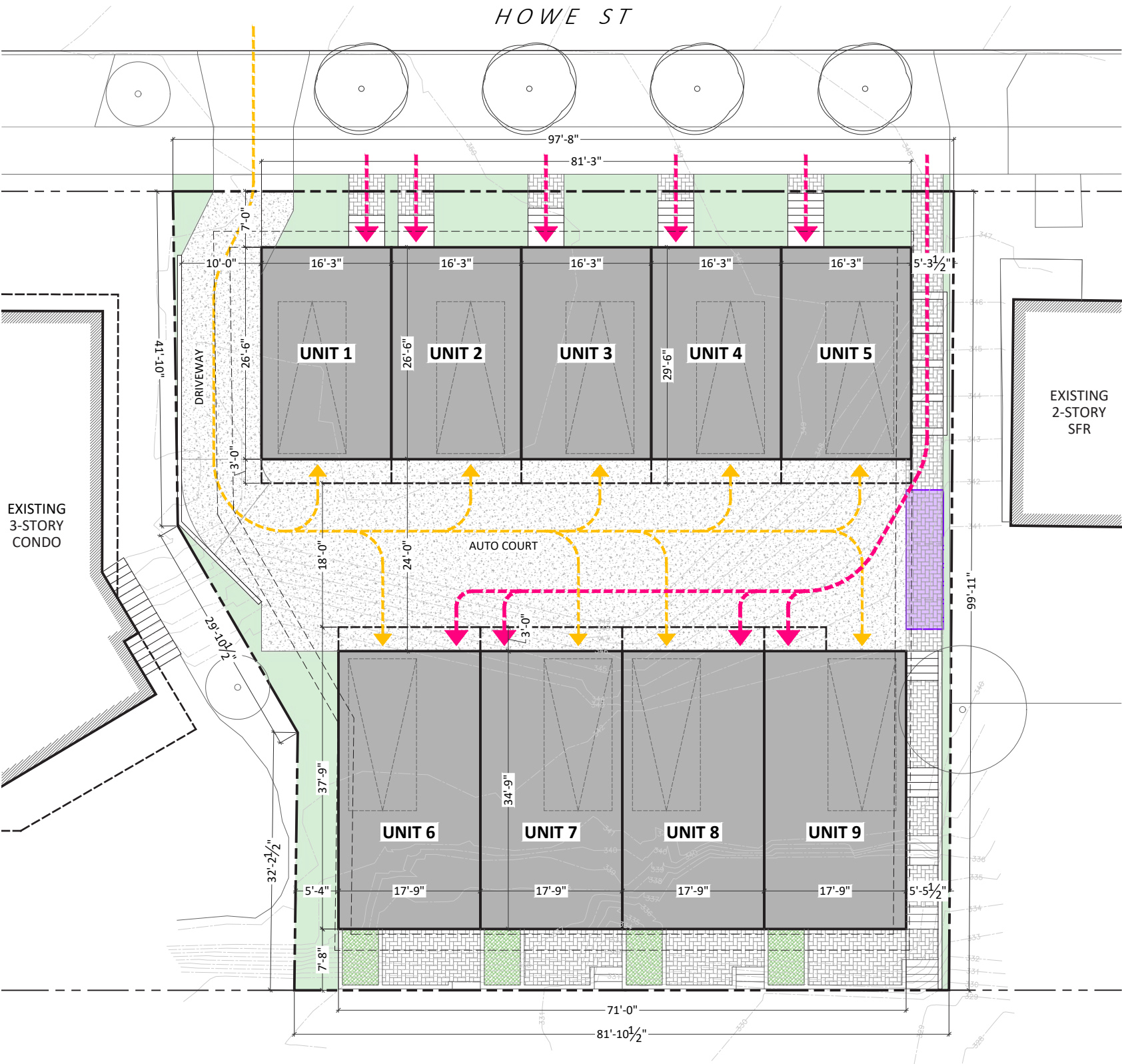
Common Amenity:	19.7% lot area
Private Amenity at Grade:	12.3% lot area
Driveway / Turnaround:	4.4% lot area

ADVANTAGES:

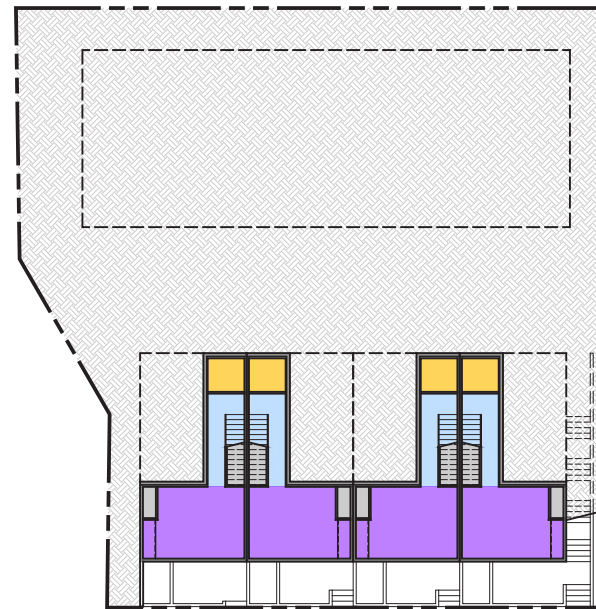
- The courtyard deck separates pedestrian and vehicular circulation on site to minimize potential for conflicts and the enclosed parking below is fully screened from neighboring lots
- A combination of massing and location create a very prominent shared entry to courtyard with a direct visual connection from the deck to Howe St
- Shifting the driveway to the center of the lot and enclosing the exterior walls of the parking area reduces the potential visual and noise impacts of vehicles on adjacent properties.
- The deck is connected to the primary living spaces of all units and encourages use of the deck as extension of interior space and facilitates interaction between residents
- This concept provides the largest amount of amenity area at grade
- The mix of asymmetrical gable and shed roofs provide space for future solar panels as well as helping to reduce the perceived height of structures when viewed from the north

DISADVANTAGES:

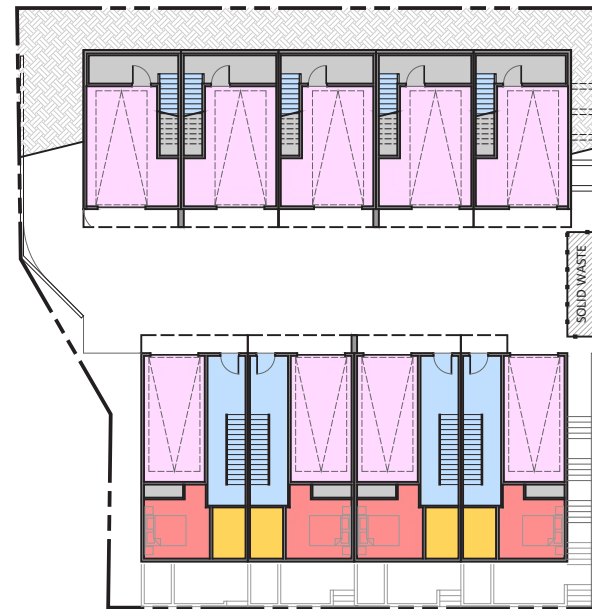
- Requires departure for solid waste storage and common amenity landscaping requirement



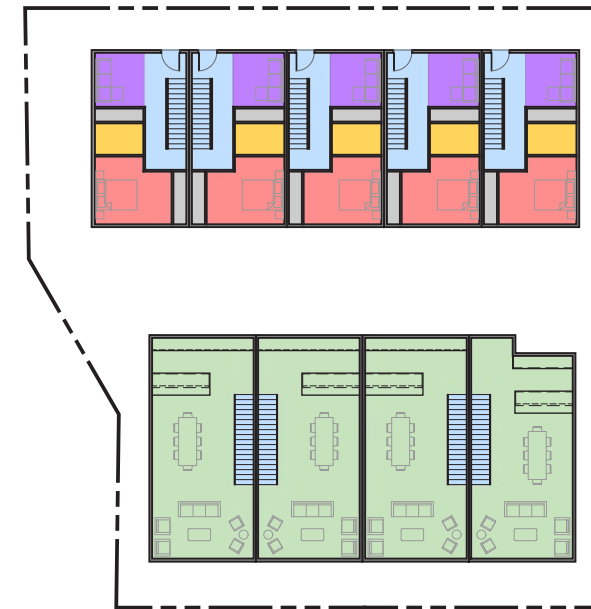
CONCEPT 1 FLOOR PLANS



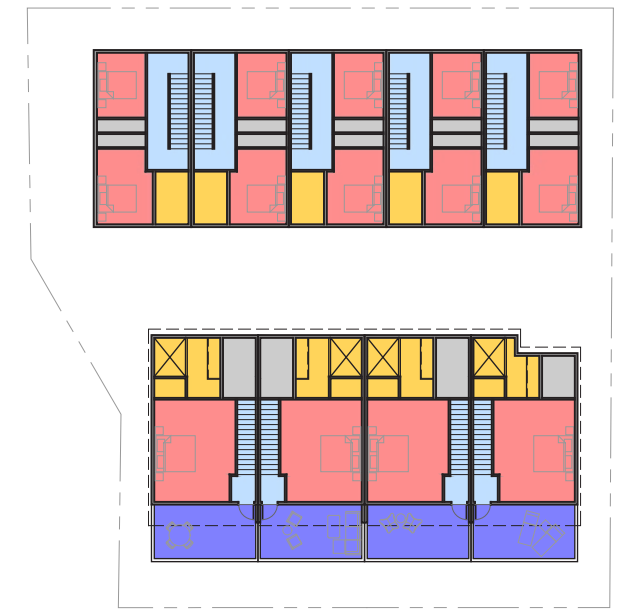
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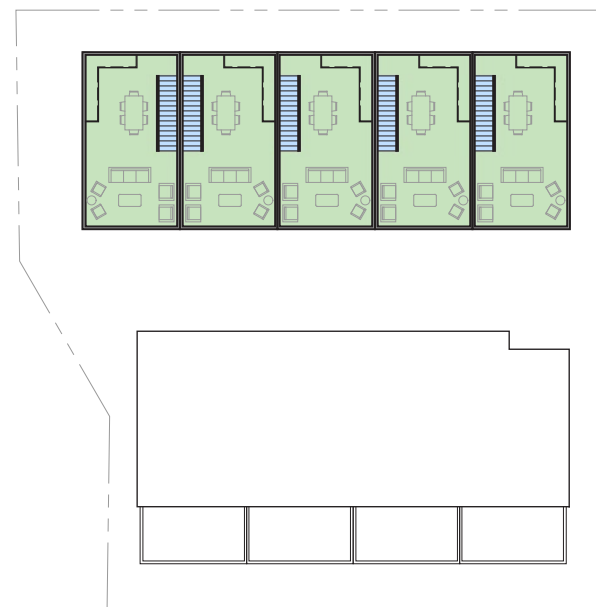
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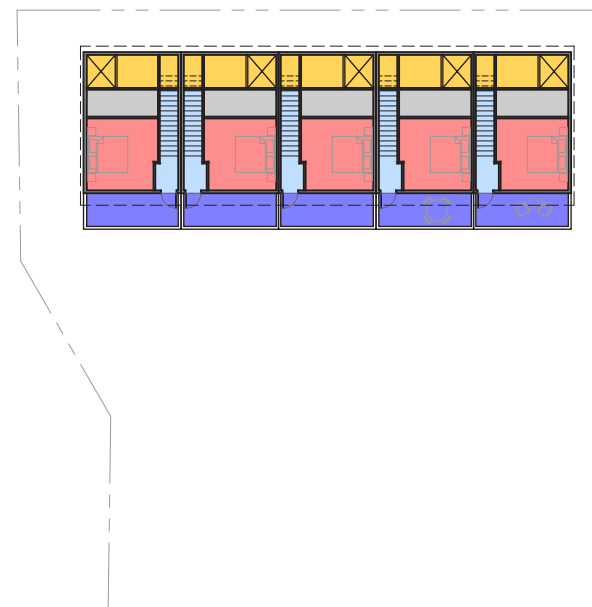
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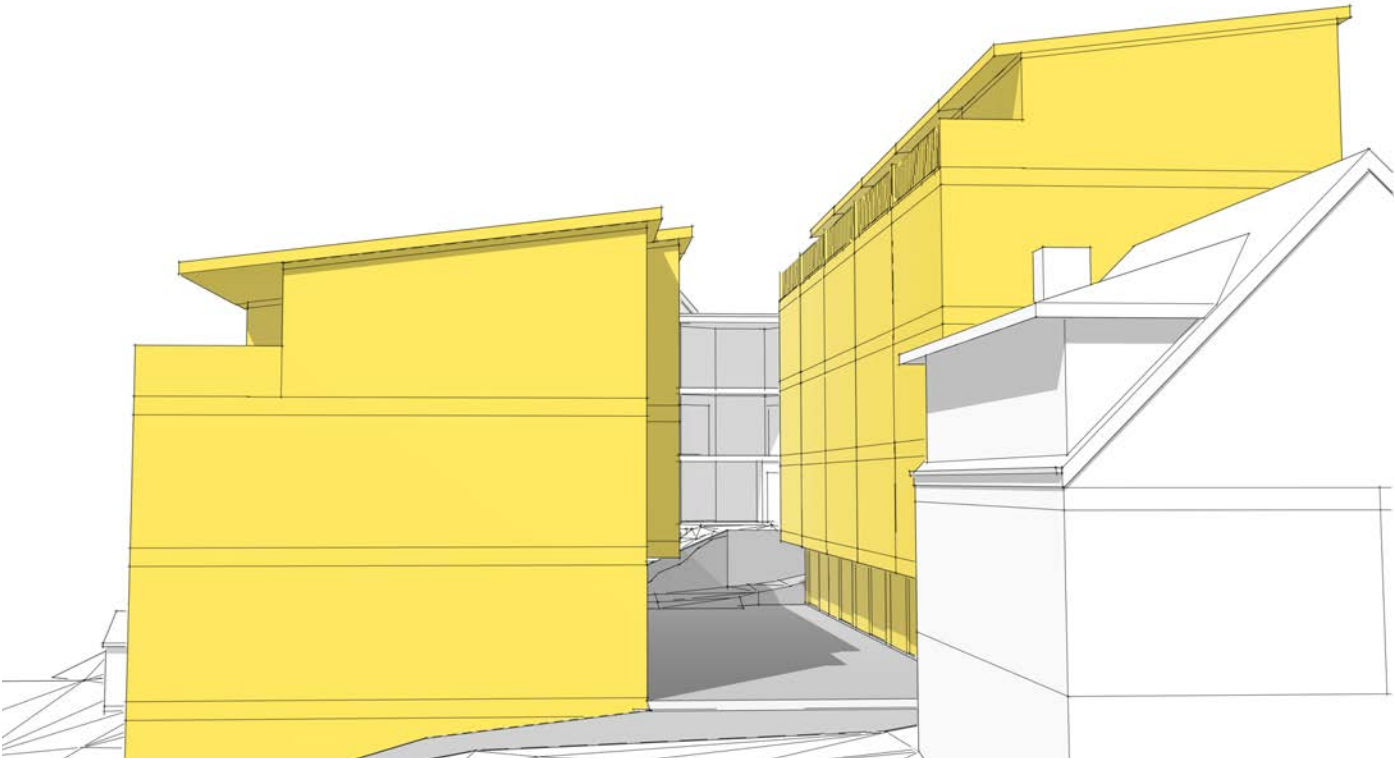
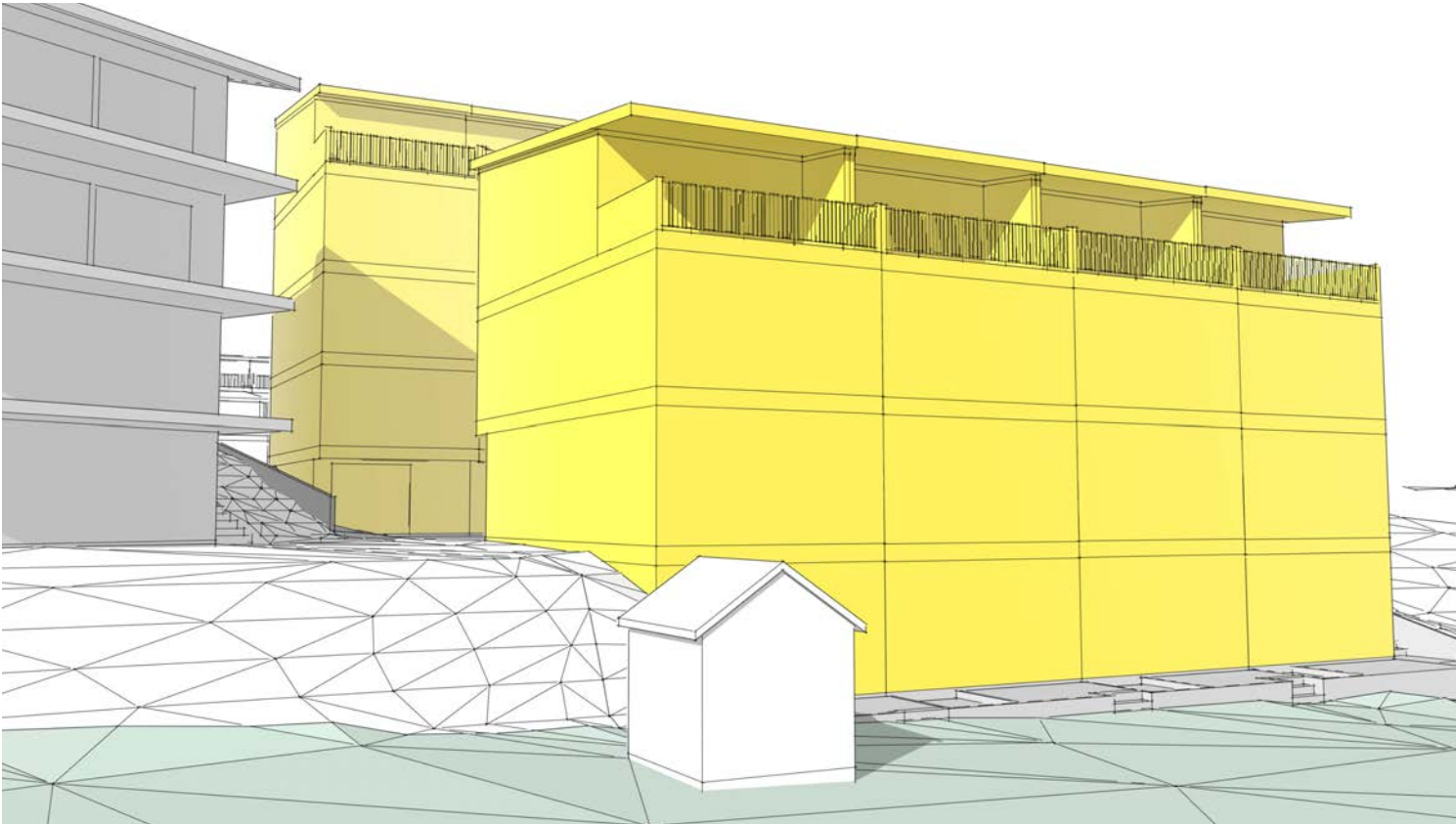
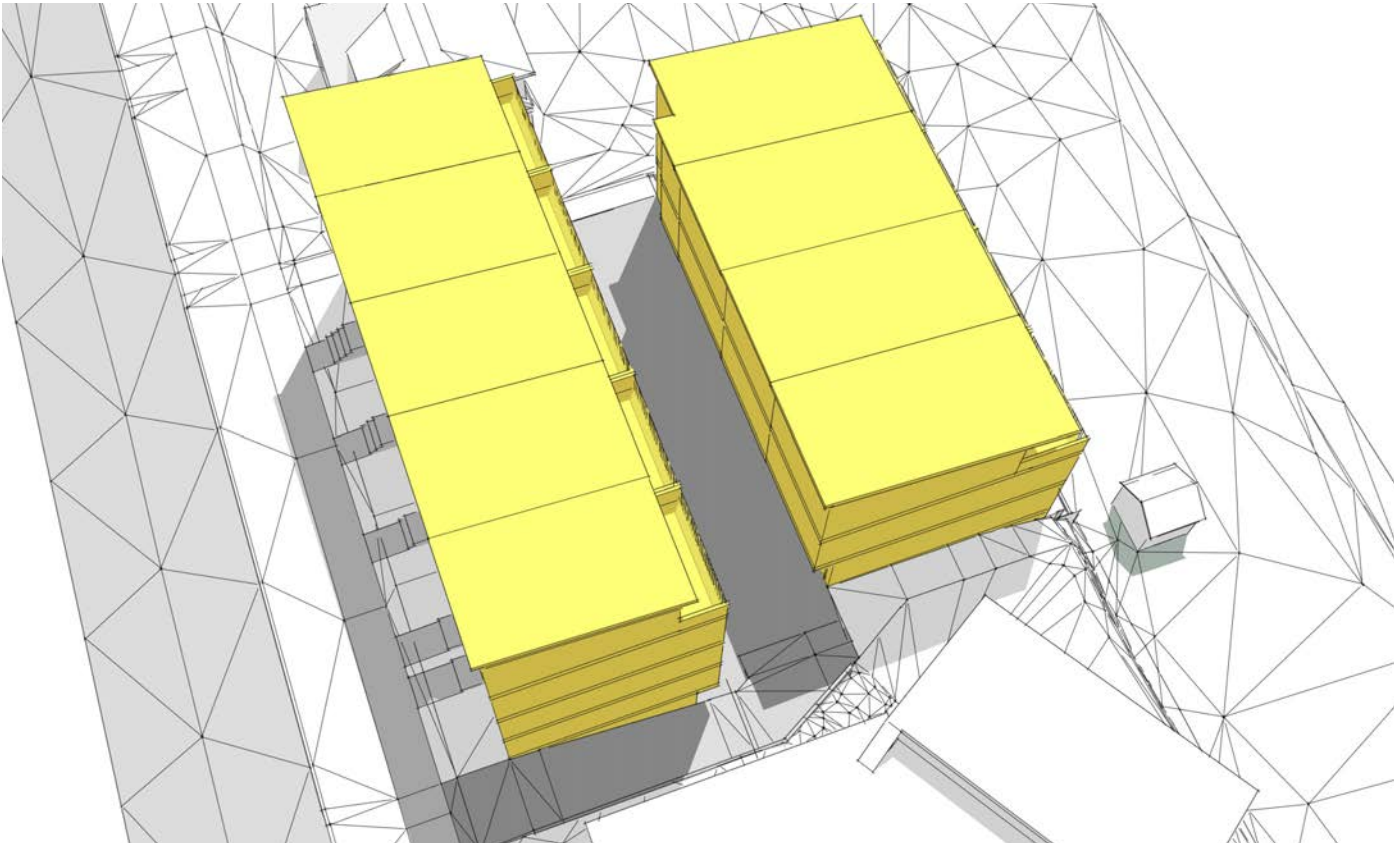
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FLOOR PLAN LEGEND

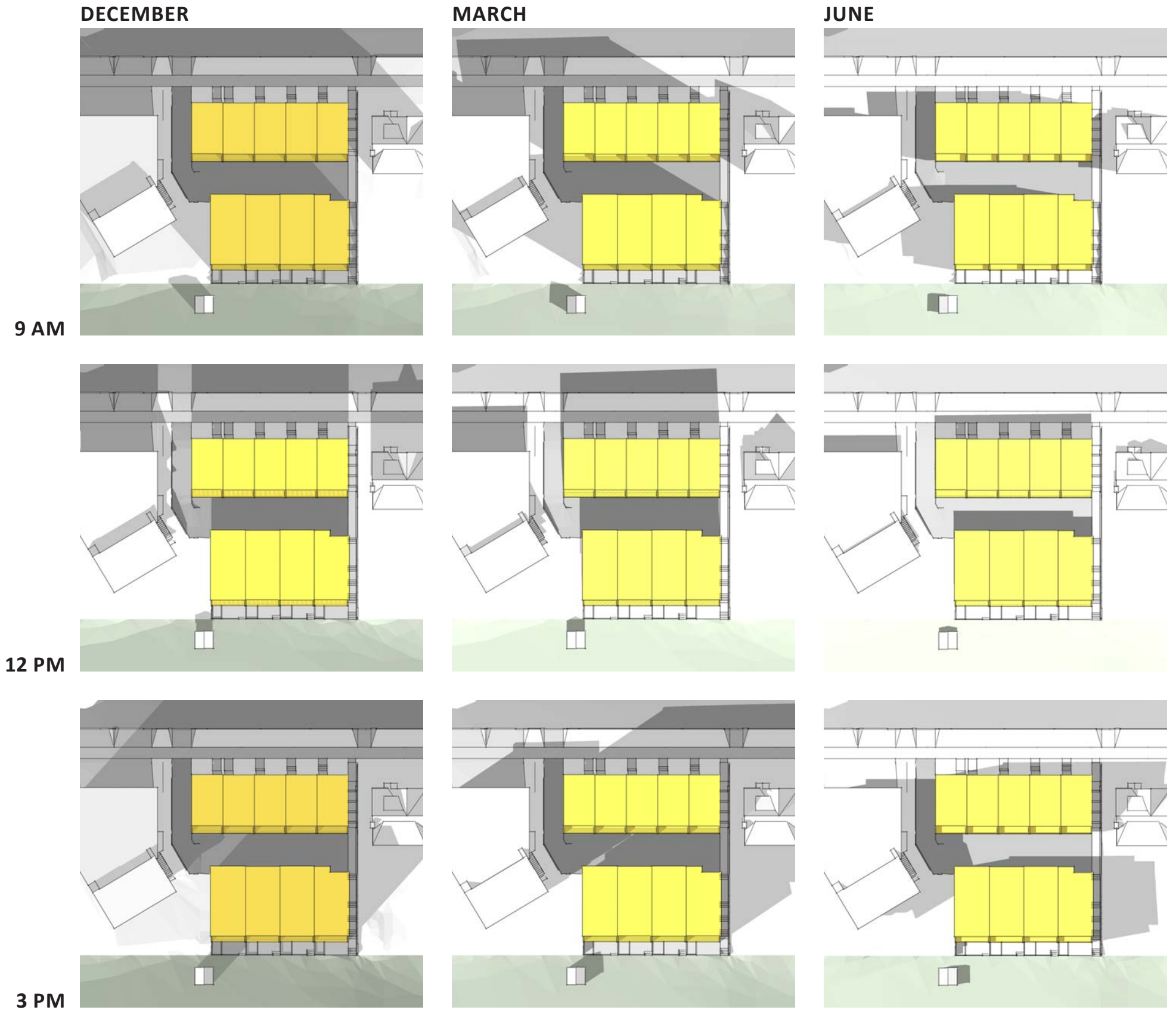
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	STORAGE/UTILITY		STUDY/BONUS
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	LIVING/DINING/KITCHEN		PRIVATE DECK
	COVERED PARKING		SHARED DECK



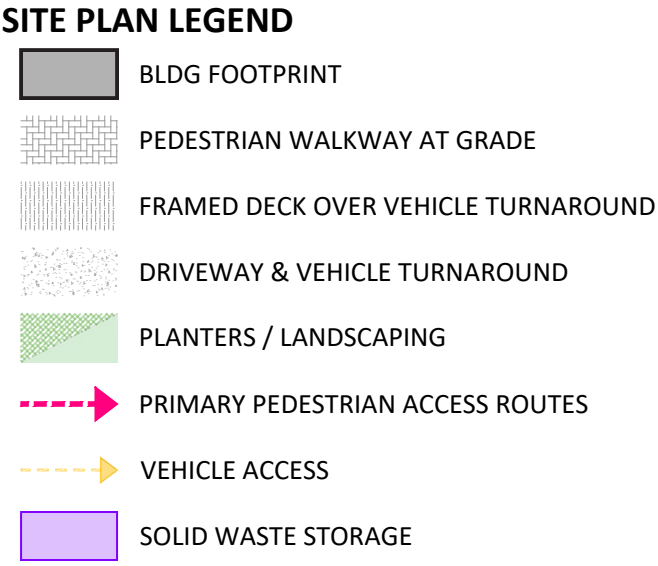
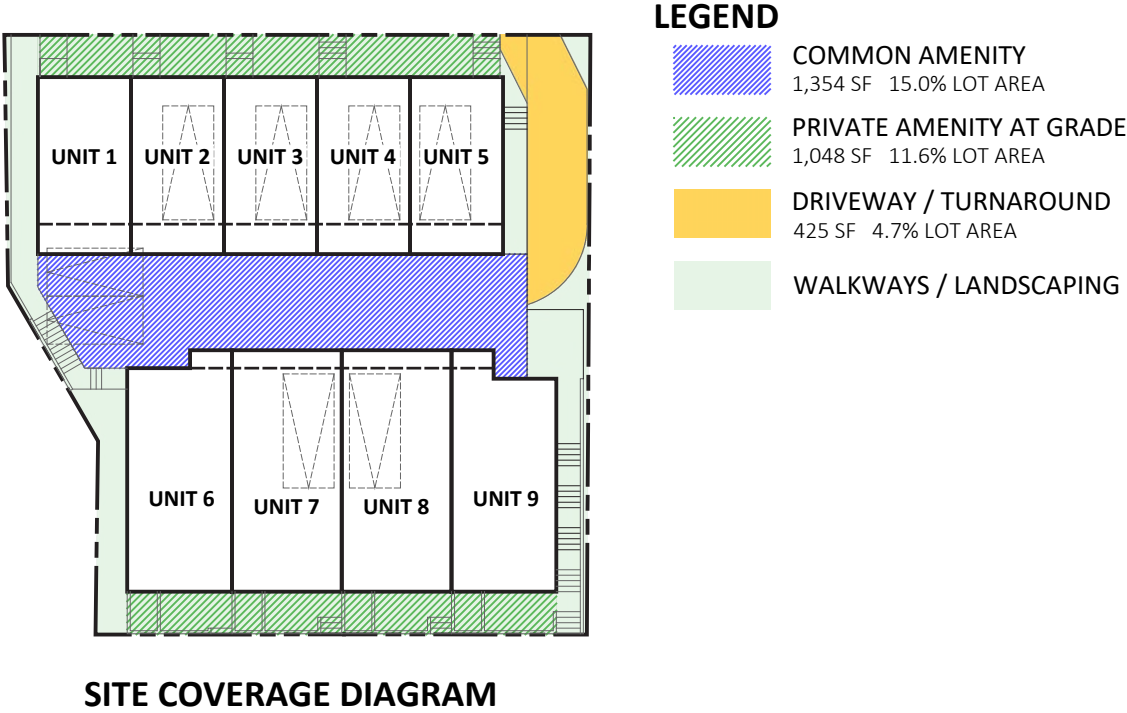
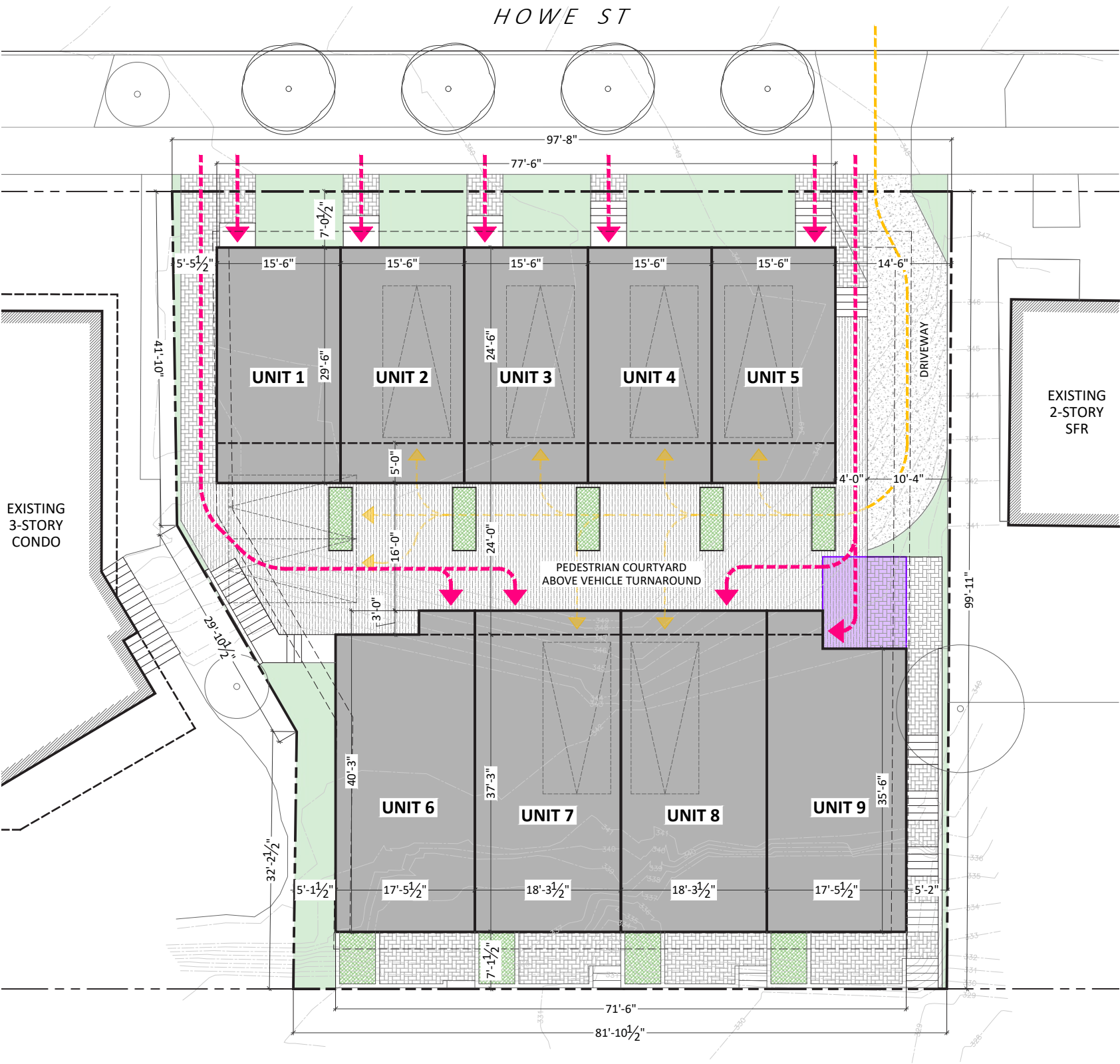
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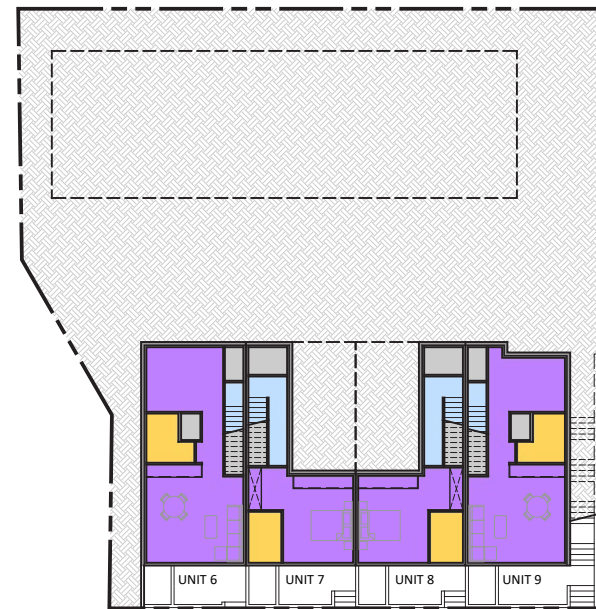
CONCEPT 1 SHADOW STUDIES



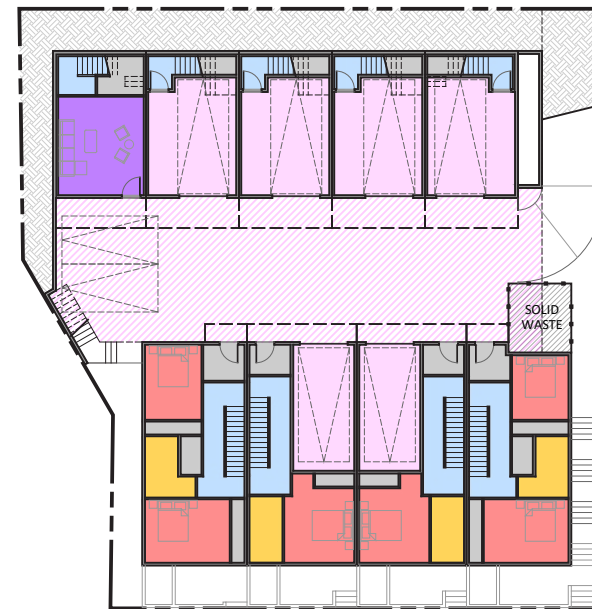
CONCEPT 2 SITE PLAN



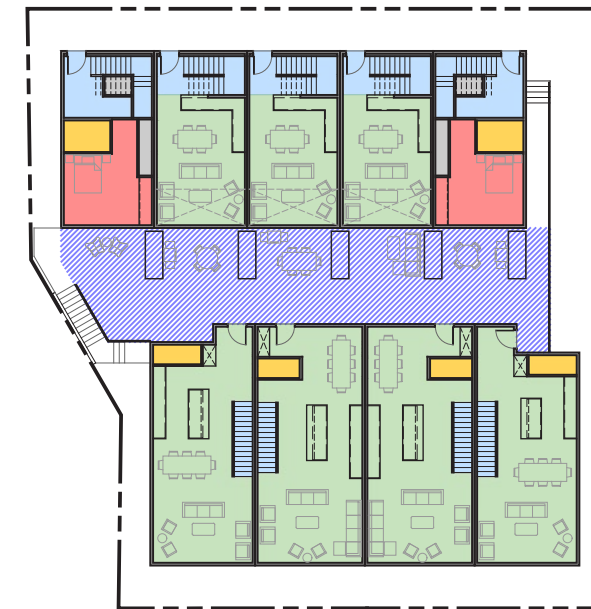
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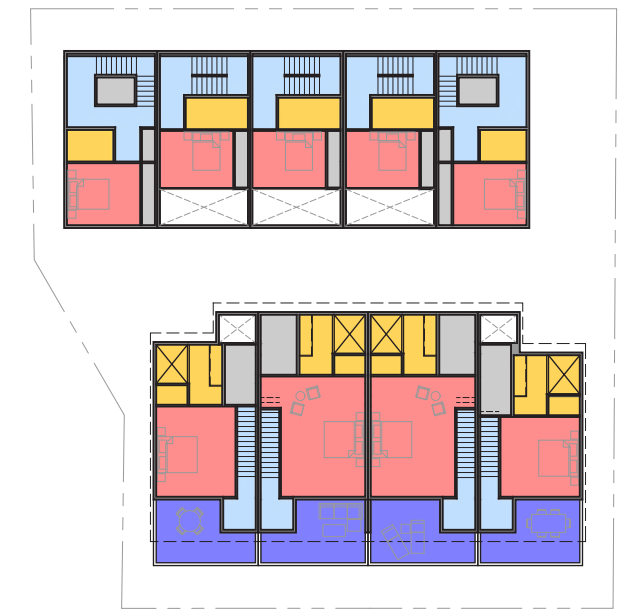
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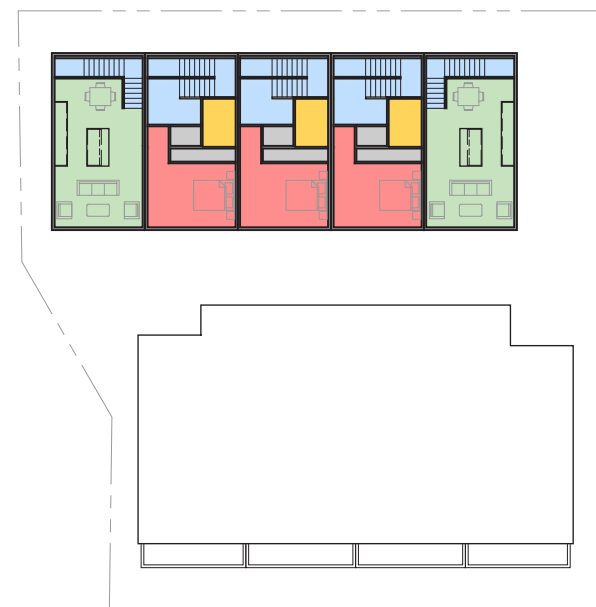
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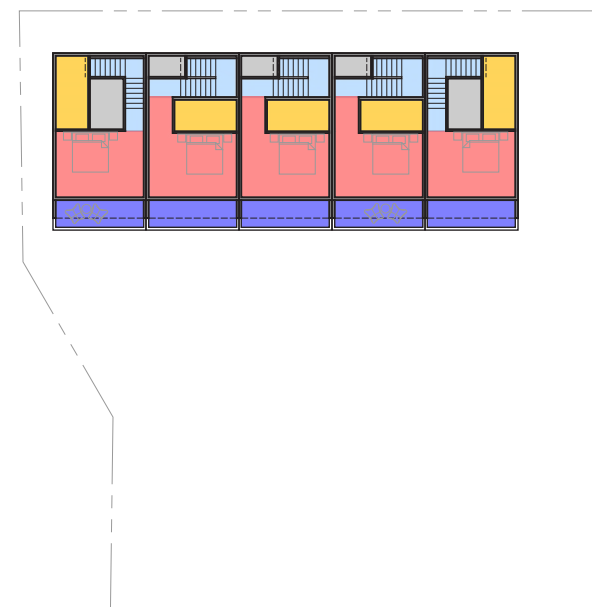
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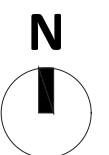
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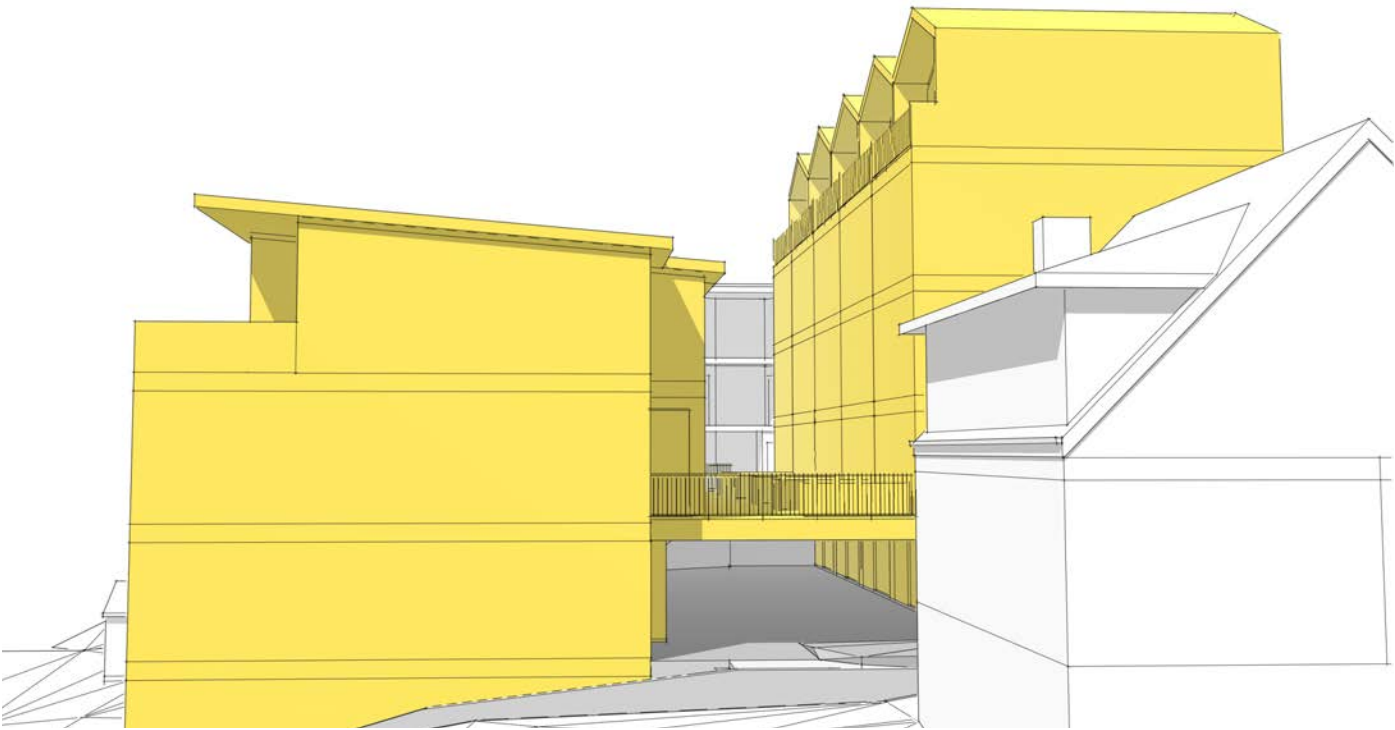
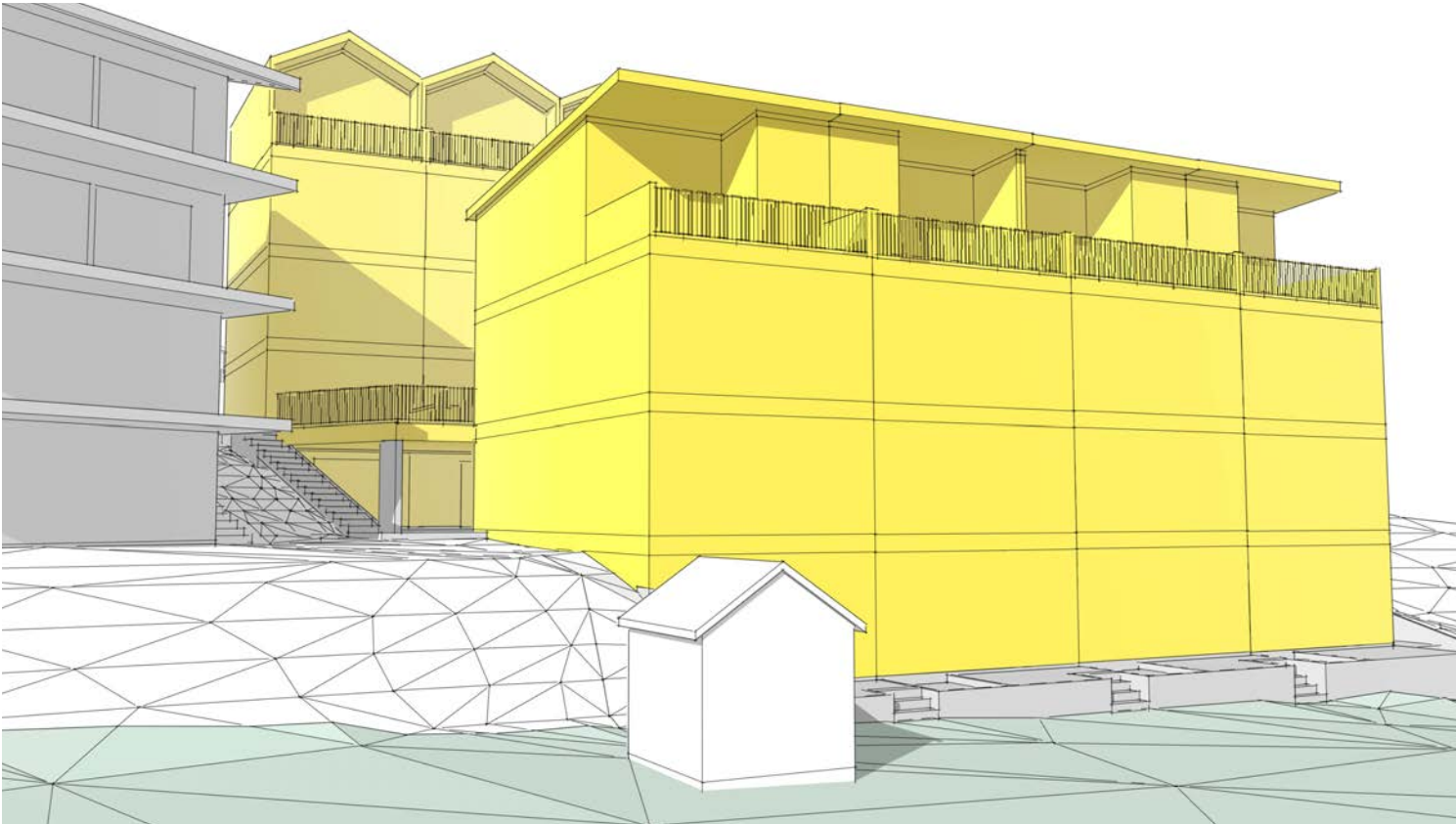
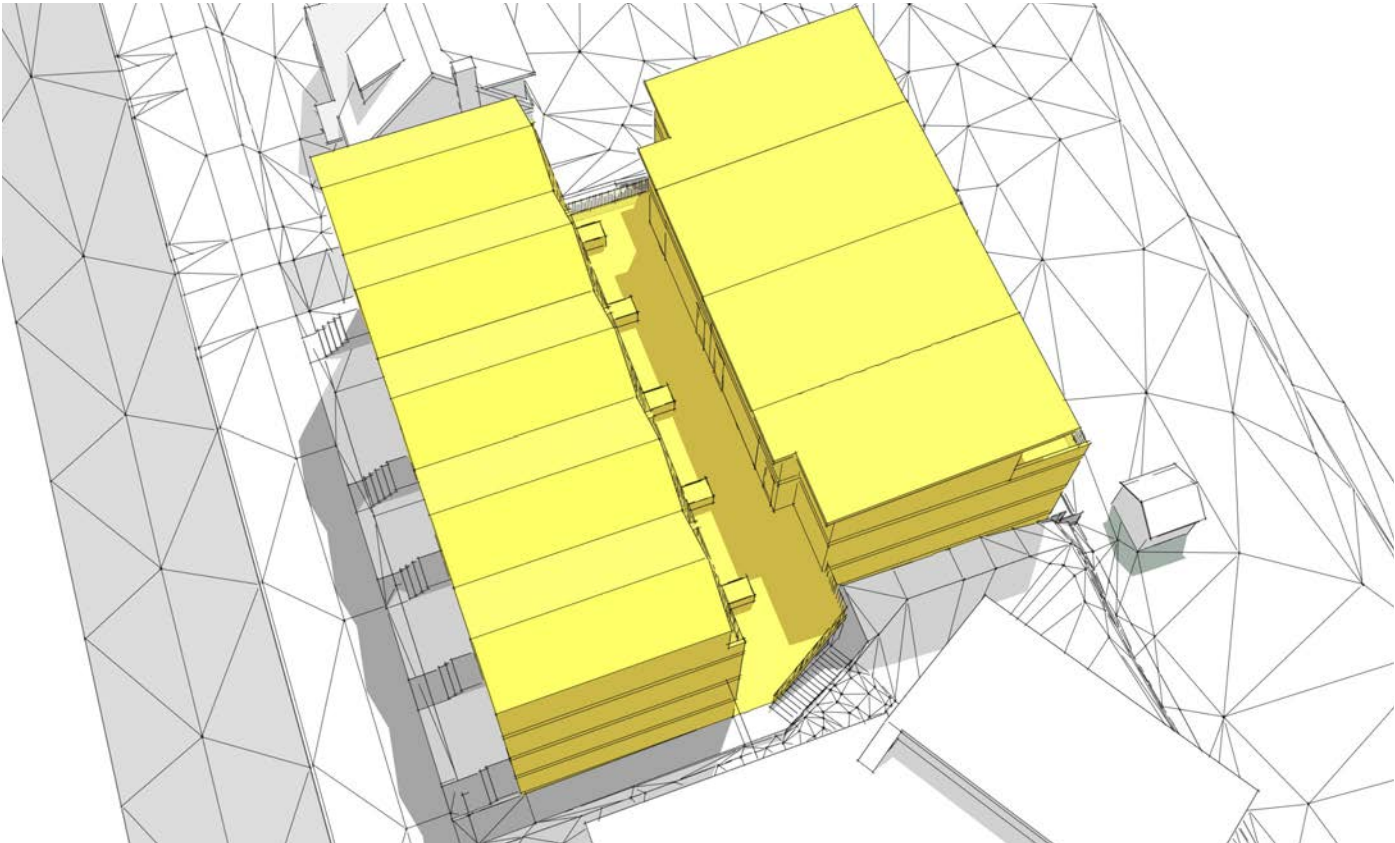
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FLOOR PLAN LEGEND

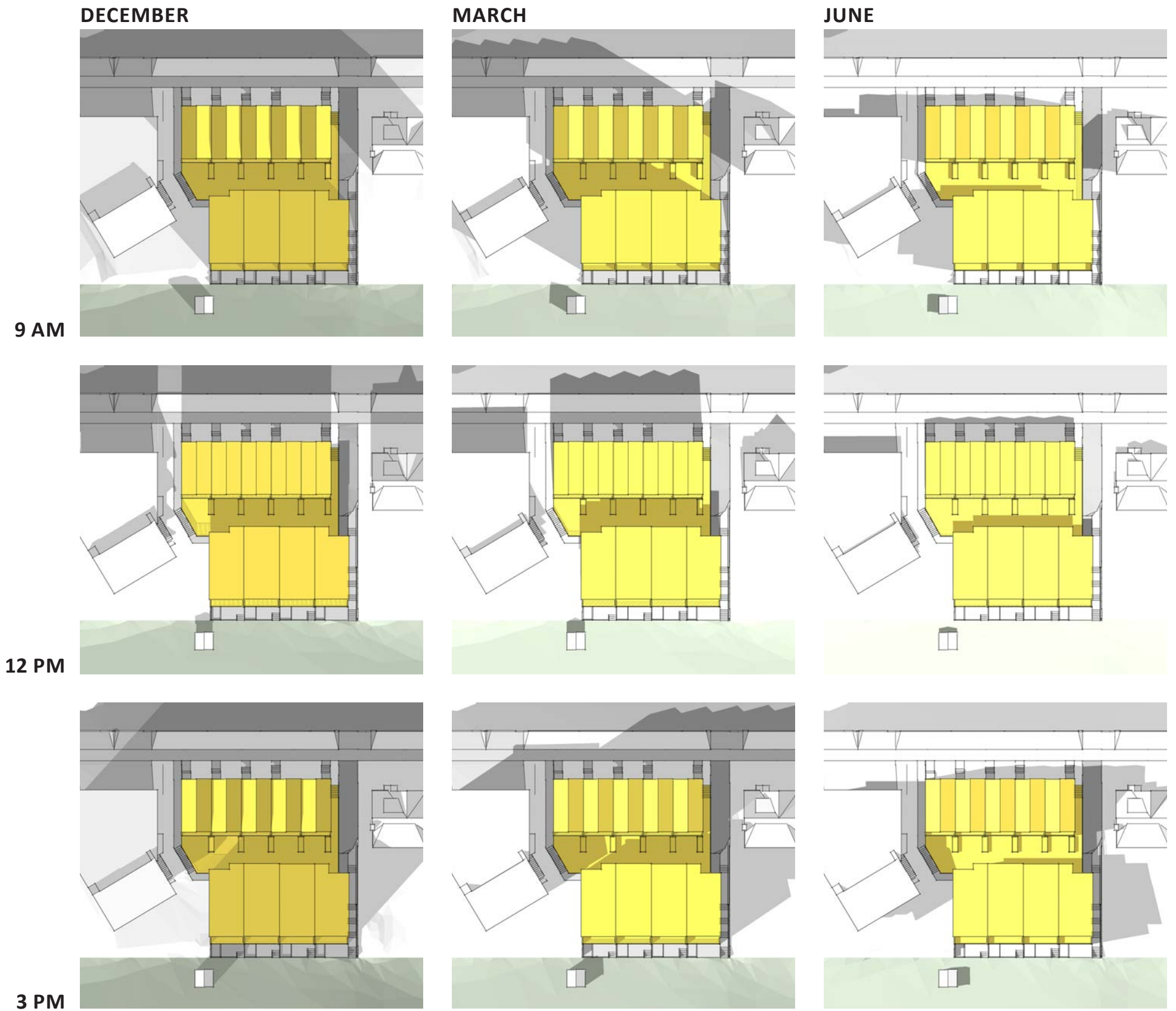
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	COVERED PARKING		SHARED DECK



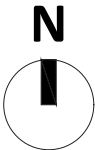
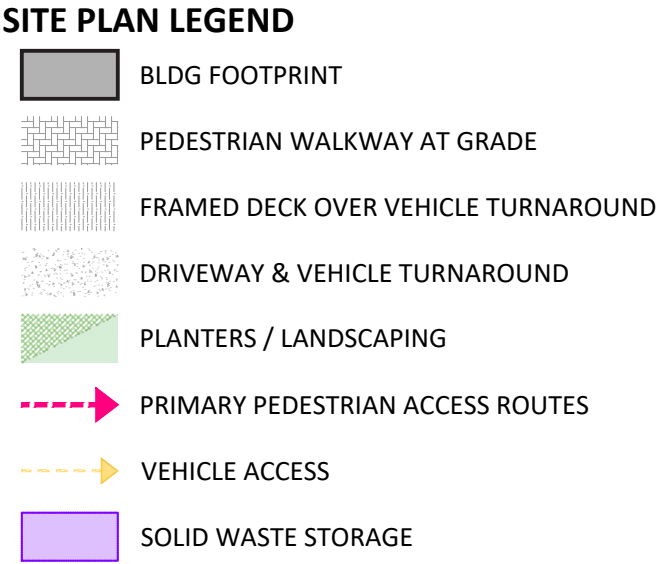
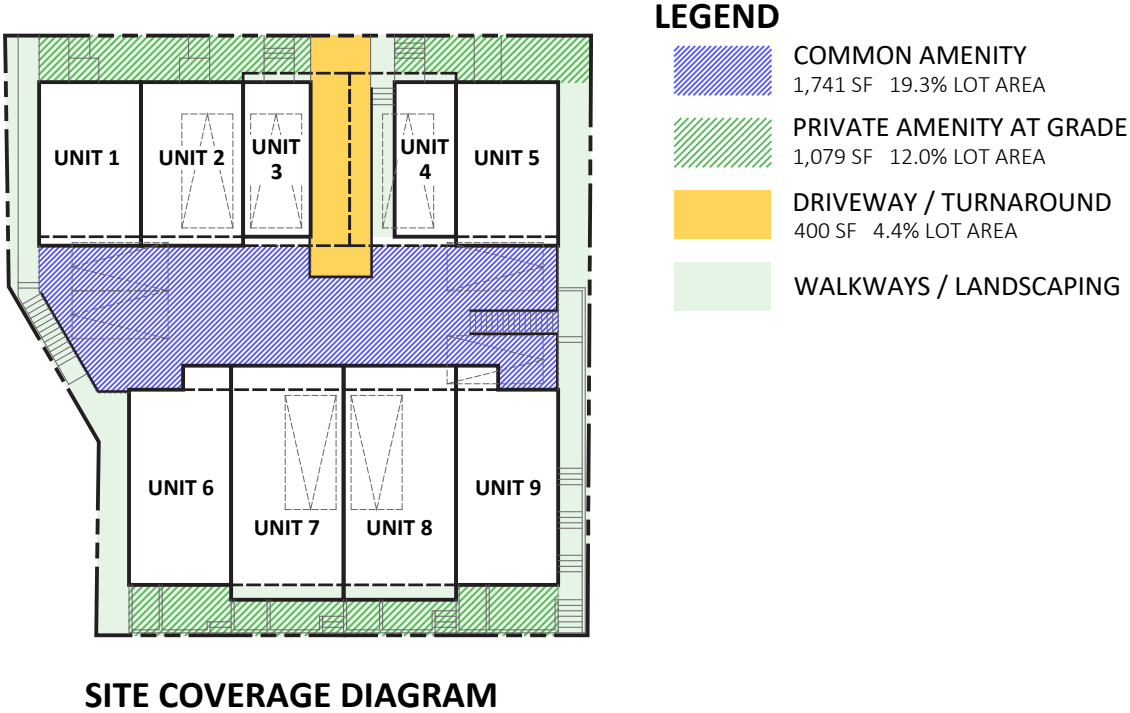
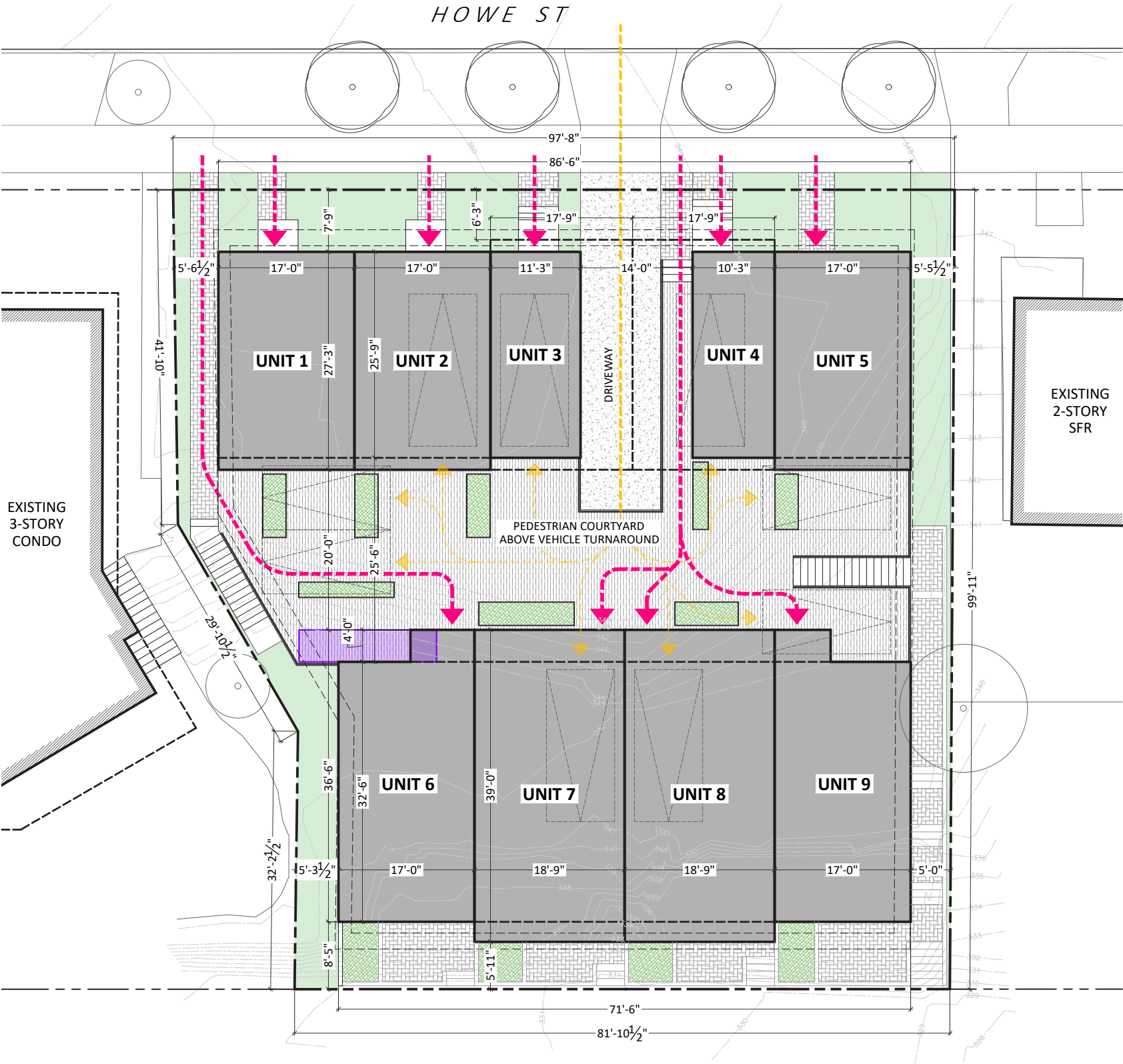
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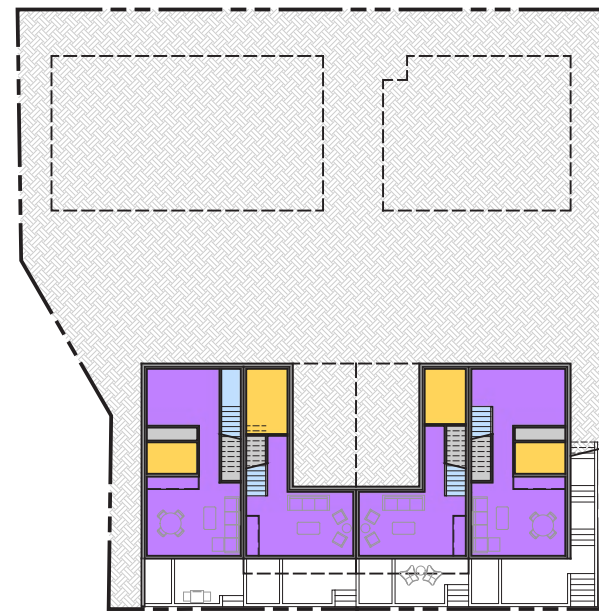
CONCEPT 2 SHADOW STUDIES



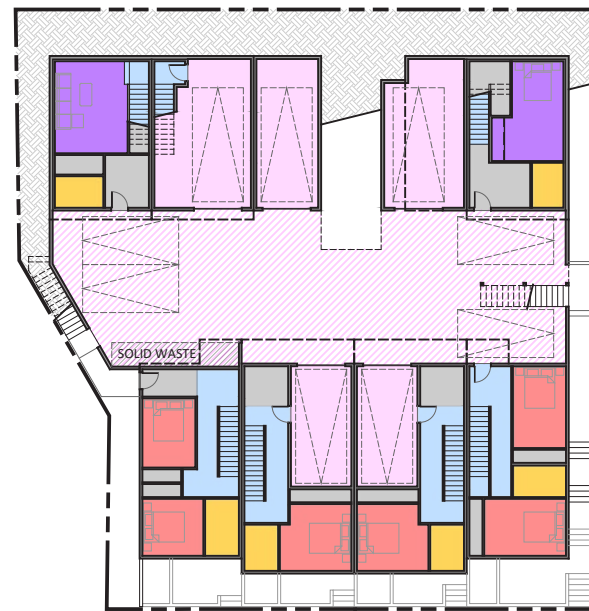
CONCEPT 3 SITE PLAN



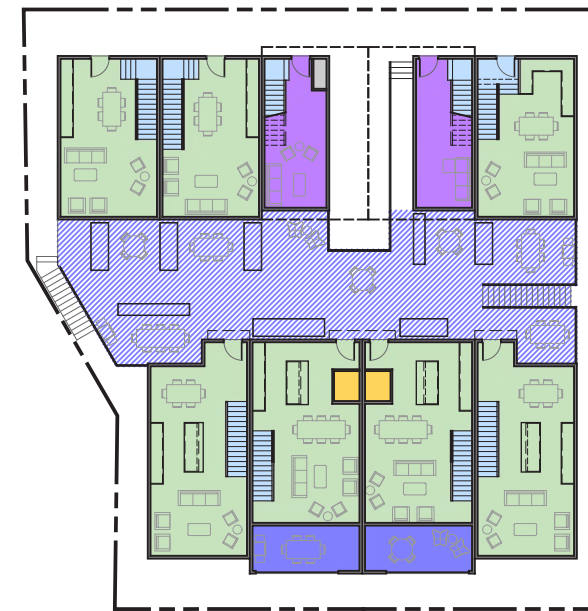
CONCEPT 3 FLOOR PLANS



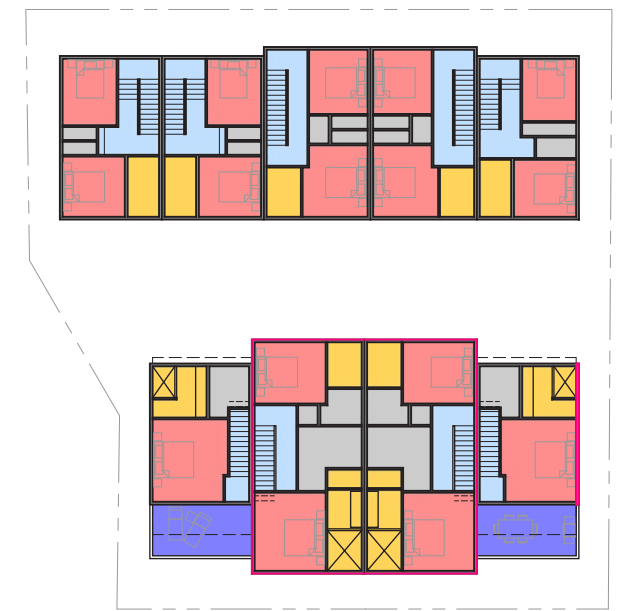
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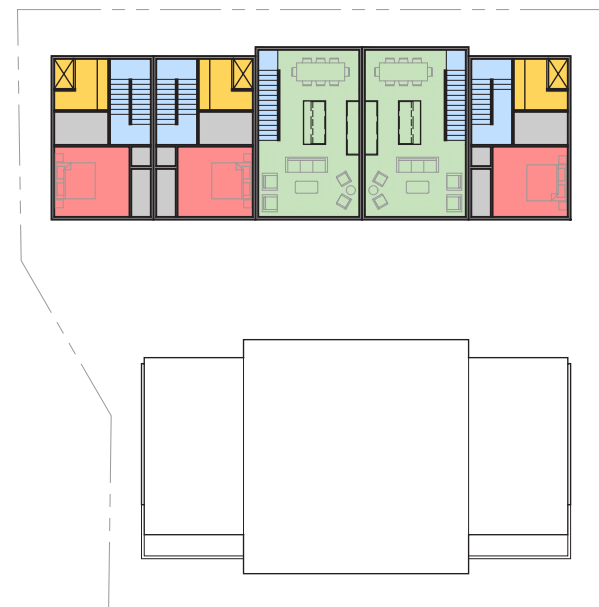
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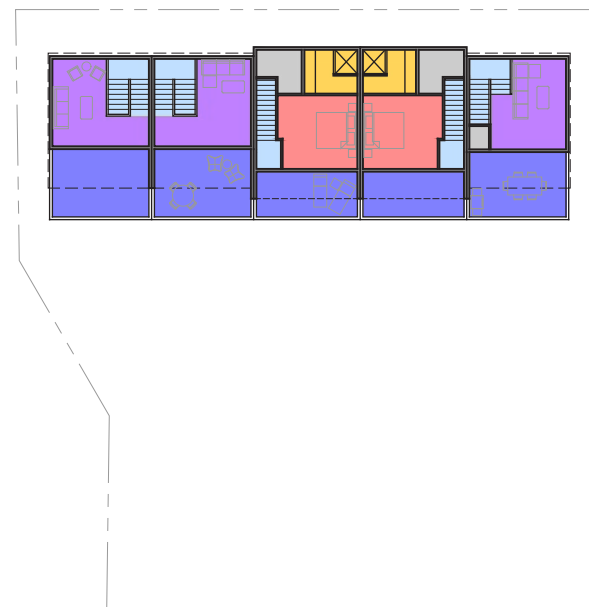
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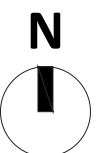
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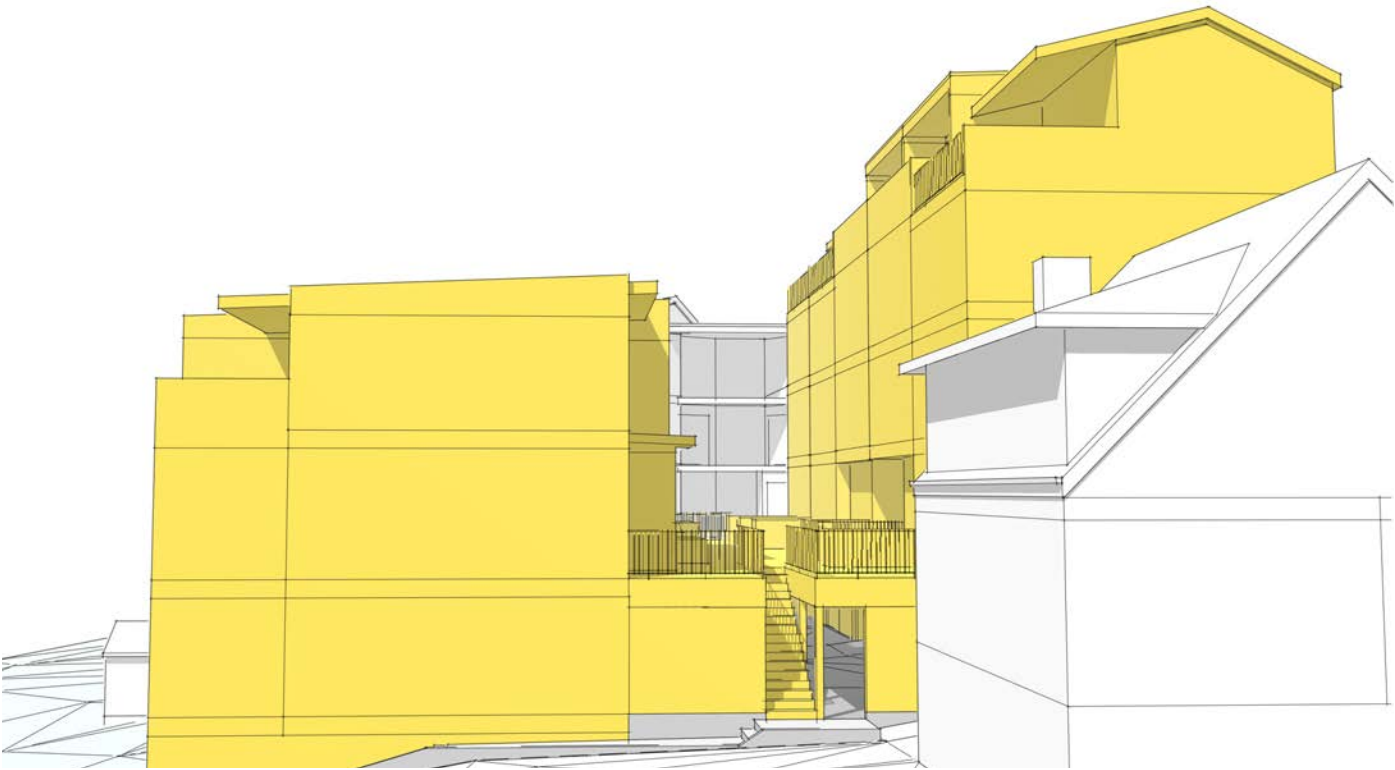
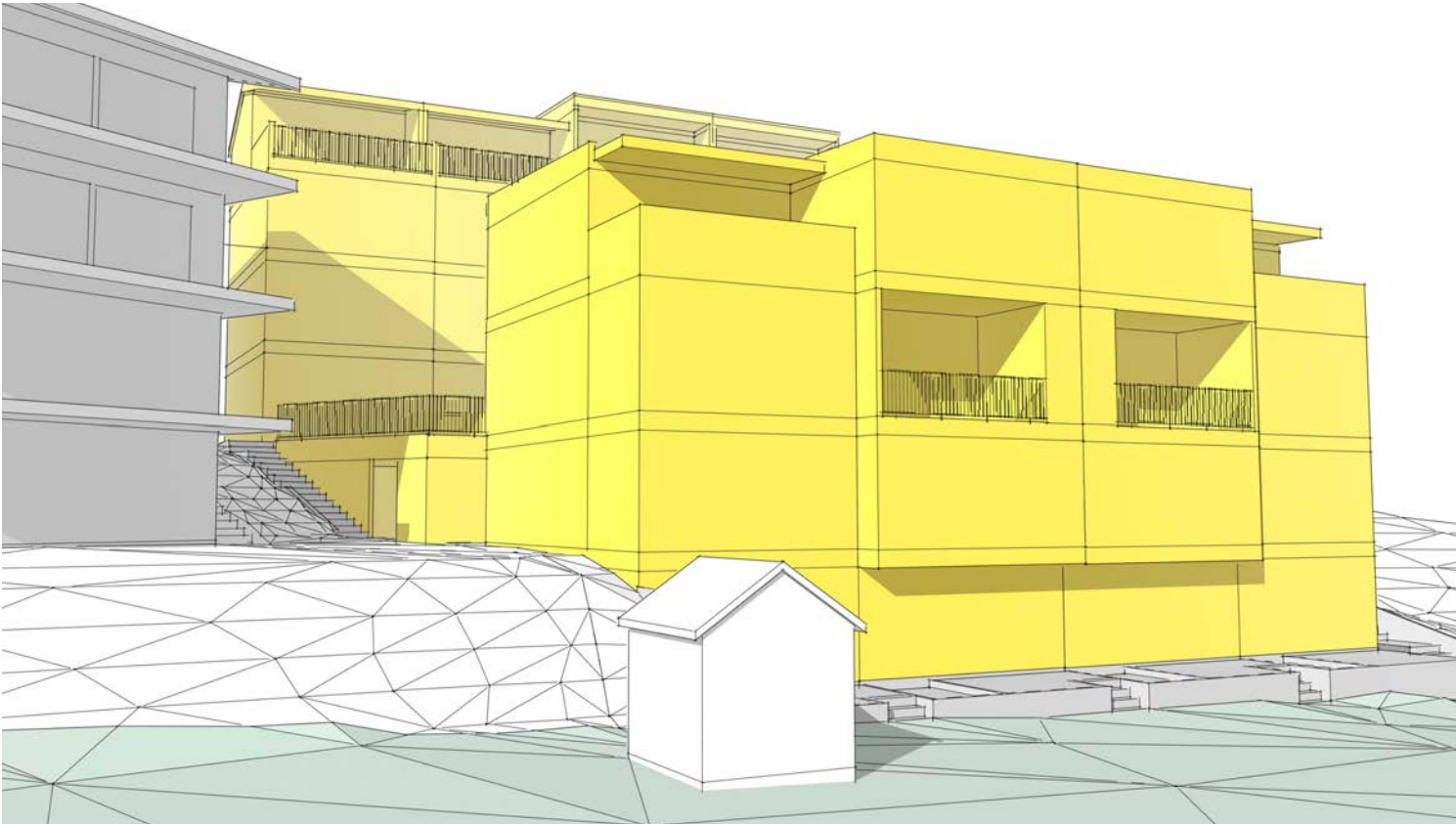
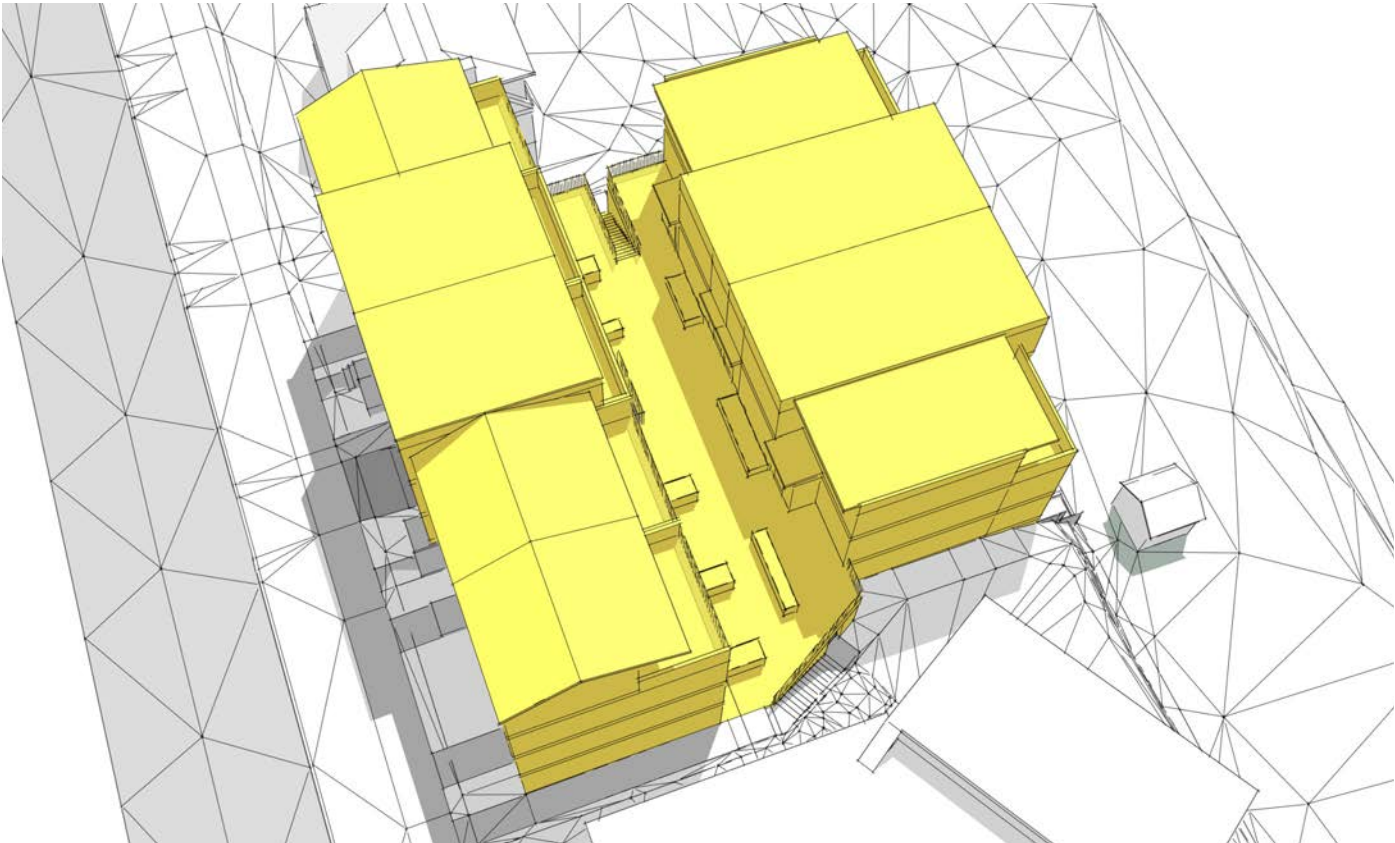
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FLOOR PLAN LEGEND

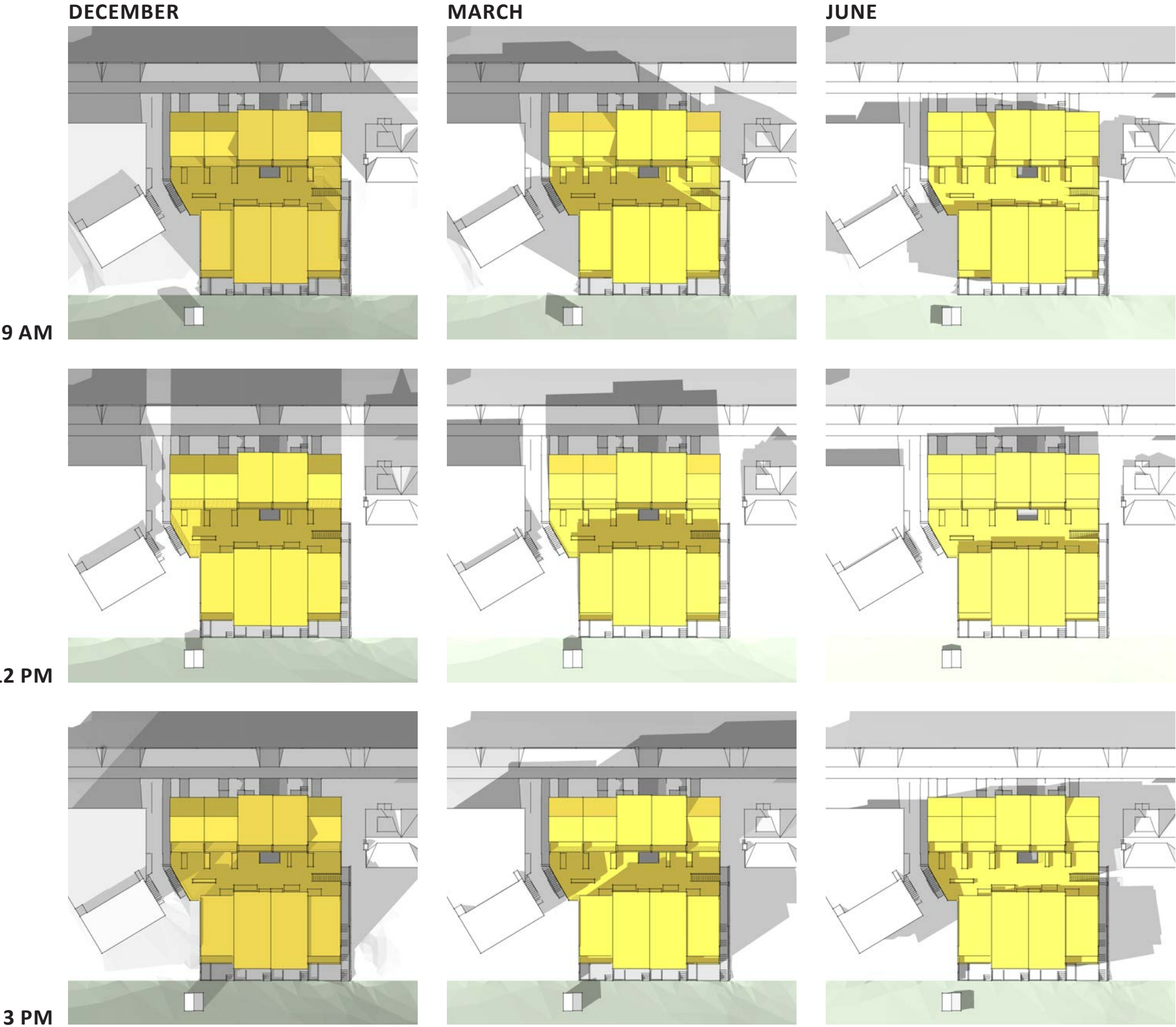
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	STORAGE/UTILITY		STUDY/BONUS
	CIRCULATION		BEDROOM
	LIVING/DINING/KITCHEN		PRIVATE DECK
	COVERED PARKING		SHARED DECK



CONCEPT 1 MASSING



CONCEPT 3 SHADOW STUDIES



REQUESTED DEPARTURES

ITEM 1. DEVELOPMENT STANDARD 23.45.522 AMENITY AREA

D.5.b. Common amenity areas shall be improved as follows:
1) At least 50% of a common amenity area provided at ground level shall be landscaped with grass, ground cover, bushes, bioretention facilities ans/or trees.

REQUESTED DEPARTURE

Reduce the percentage of landscaping required for common amenity areas at grade

COMMON AMENITY AREA PROPOSED: 1,741 sf
AREA OF PLANTERS/LANDSCAPING: 194 sf (11.1%)

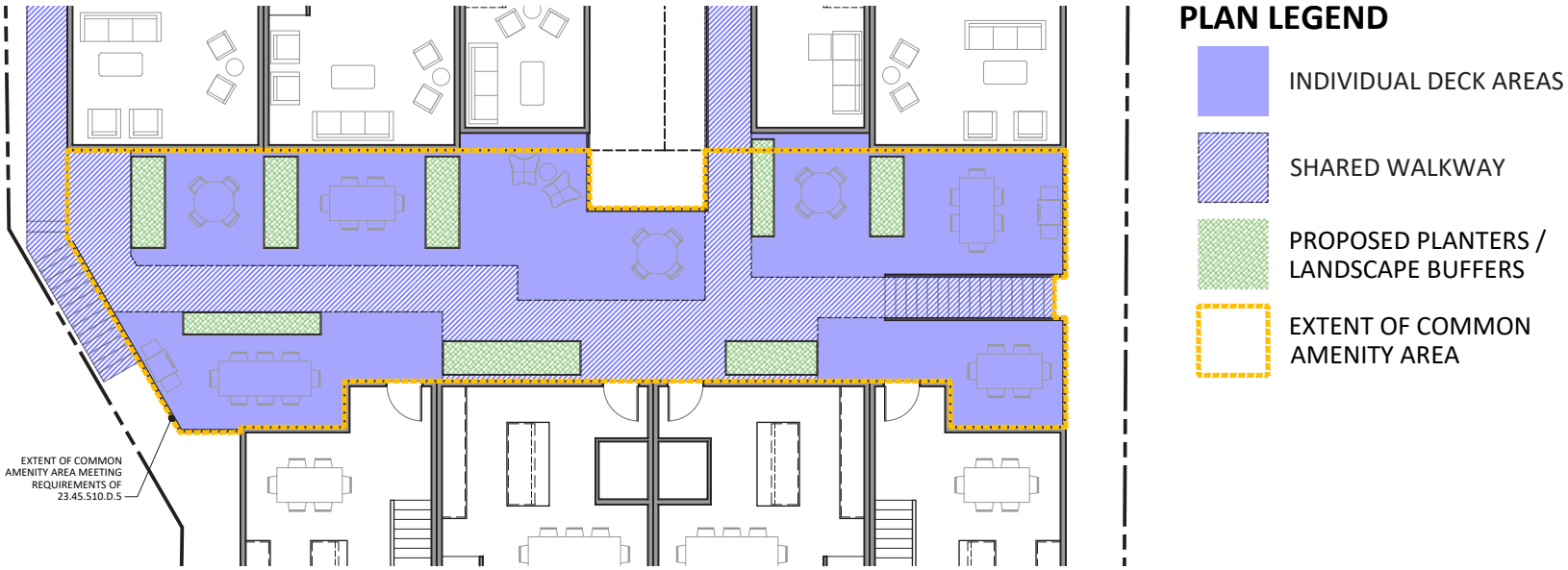
RATIONALE

It is our opinion that this departure will allow the project to better meet the the following design guidelines:

PL3.B3 RESIDENTIAL INTERACTION - The courtyard deck spans between the north and south units on the first floor, providing a shared walkway for access to the south unit entries as well as creating a large common amenity area that is directly connected to the primary living spaces of all units. Planters are proposed to delineate smaller individual deck areas from the shared walkway without fully enclosing or visually blocking off any of the decks. The lack of solid barriers separating deck spaces is intended to facilitate interaction between residents, enhance the sense of community and allow flexibility of uses.

DC3.A BUILDING & OPEN SPACE RELATIONSHIP - The proposed planters are intended to loosely define the individual private deck spaces for each unit without creating solid, permanent barriers. They provide a visual buffer between the semi-public central walkway and the private living areas to make the space feel somewhat protected and encourage residents to treat the deck spaces as an extention of the interior living area. The loosely defined deck spaces also allow residents to spill out into the shared space temporarily while entertaining guests.

DC3.C2 OPEN SPACE AMENITIES AND FEATURES - In order to provide the most flexibility in how the deck space is used, the amount of permanent landscaping provided in planters has been limited to roughly 10% of the deck area. Limiting the total coverage of landscaping in the space also allows residents to add their own potted plants, trellises and other features to create a very personalized deck space. The proposed planters are intended to provide a general deliniation of spaces and a basic, consistent infrastructure that the future residents can build off of to further personalize their spaces.



REQUESTED DEPARTURES

ITEM 2. DEVELOPMENT STANDARD 23.54.040 SOLID WASTE & RECYCLING STORAGE

Table A	REQUIRED: 150 sf shared storage space (9-15 dwelling units)
D.1	Minimum horizontal dimension: 7 ft (8 units or fewer); 12 ft (9 units or greater)
E.2	The storage space shall not be located in any required driveways, parking aisles or parking spaces and shall not block any fire exits, or pedestrian or vehicular access

REQUESTED DEPARTURE

Reduce the minimum horizontal dimension from 12 ft to 8 ft (reduction of 33.3%)
Allow part of storage space (40 sf) to overlap with vehicle turnaround space

PROPOSED: 168 sf storage space in enclosed garage (8.0' x 21.0')
(84 sf dedicated storage space for containers & 84 sf clear access and maneuvering space)

Note: proposed storage space is also subject to approval from SPU

ADDITIONAL CONTEXT

Preliminary estimate for container sizes (per SPU general recommended service capacities):

GARBAGE:	REQUIRED:	0.15yd/unit = 1.35 yd min	
	PROVIDED:	(3) 96G carts	(96G = 0.5 yd)
RECYCLING:	REQUIRED:	0.15 yd/unit = 1.35 yd min	
	PROVIDED:	(3) 96G carts	(96G = 0.5 yd)
FOOD/YARD WASTE:	REQUIRED:	2G/unit = 18G min	
	PROVIDED:	(1) 32G cart	

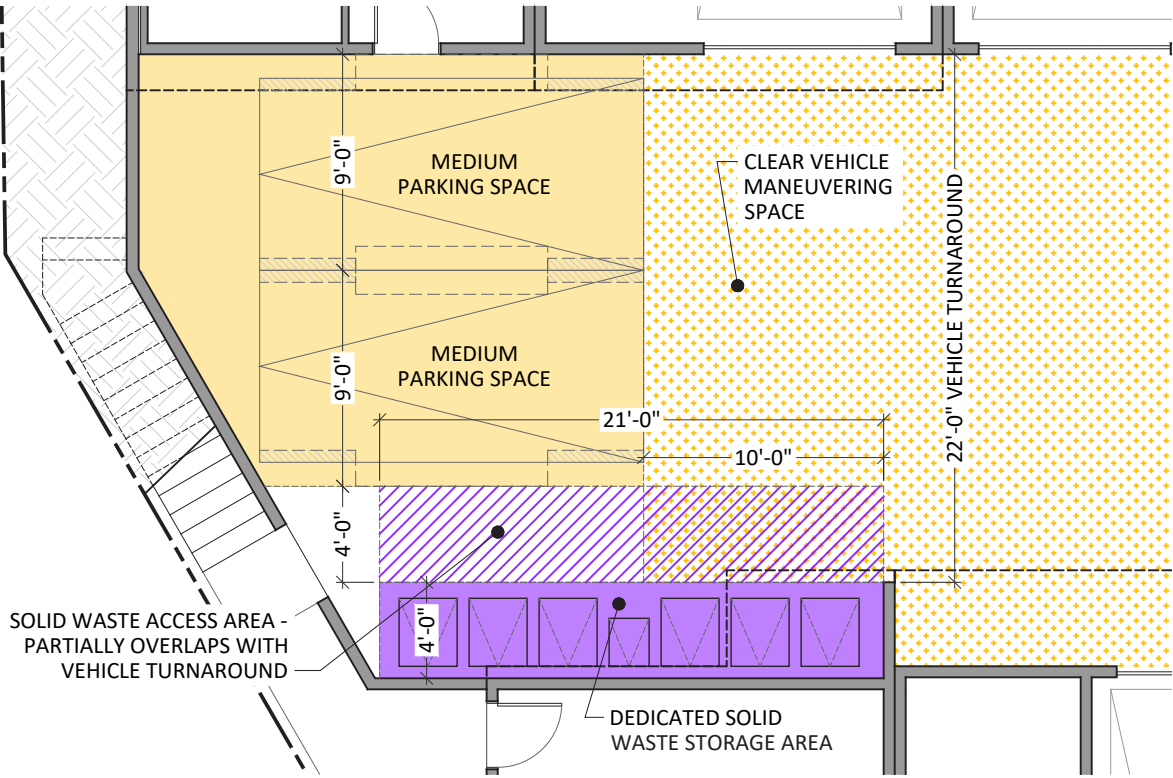
An HOA will be created to manage billing and be responsible for transporting carts to ROW staging area for weekly pickup

RATIONALE

It is our opinion that this departure will allow the project to better meet the the following design guide-line:

DC1.C4 SERVICE USES - The shared solid waste storage area is located in the southwest corner of the enclosed garage to reduce possible impacts on living spaces and adjacent properties. There is a dedicated cart storage area along the south wall with a clear 4 ft wide access area that partially overlaps the vehicle turnaround space. Allowing the access area to fulfill multiple functions provides a more efficient use of space and allows the west exterior stair to directly access the solid waste storage and parking area directly, instead of having to pass through a less convenient dedicated storage room.

Per the calculations above, the 9 units can be serviced with 7 carts, the proposed 8' minimum dimension provides ample space for accessing and maneuvering the carts. Overlapping part of the access area and vehicle maneuvering zone will not reduce the functionality of either use and neither area is expected to be heavily trafficked so the potential for pedestrian/ vehicle conflict is very low. The dedicated storage space is protected from potential vehicle impacts by a wing wall and the floor will be striped to identify its limits.



COMPLETED WORK FROM GREEN CANOPY HOMES



3251 W Commodore Way



4418 Dayton Ave N



3033 Beacon Ave S



4332 SE Madison St (Portland OR)



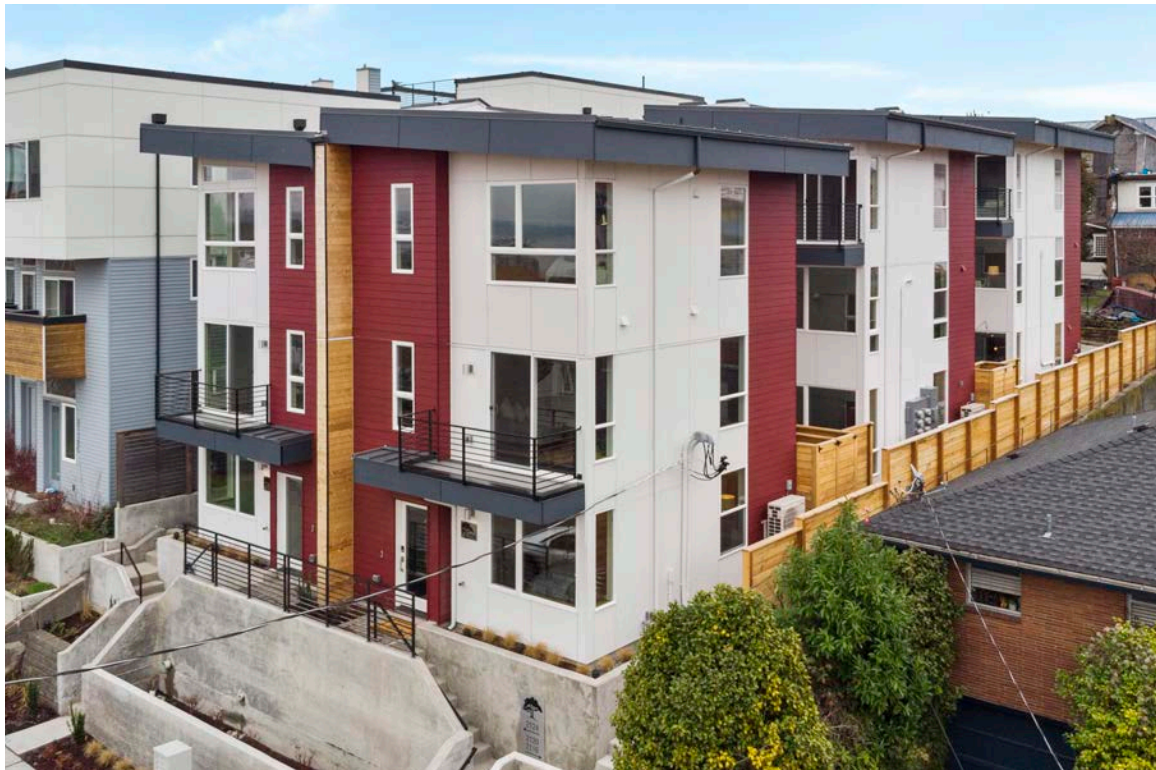
COMPLETED WORK FROM GREEN CANOPY HOMES



126 W Florentia



5544 15th Ave S



2116 13th Ave S



1004 26th Ave E