

STREAMLINED DESIGN
REVIEW APPLICATION

DCI # 3036373-EG
4519 Sunnyside Ave N
Seattle, WA 98103

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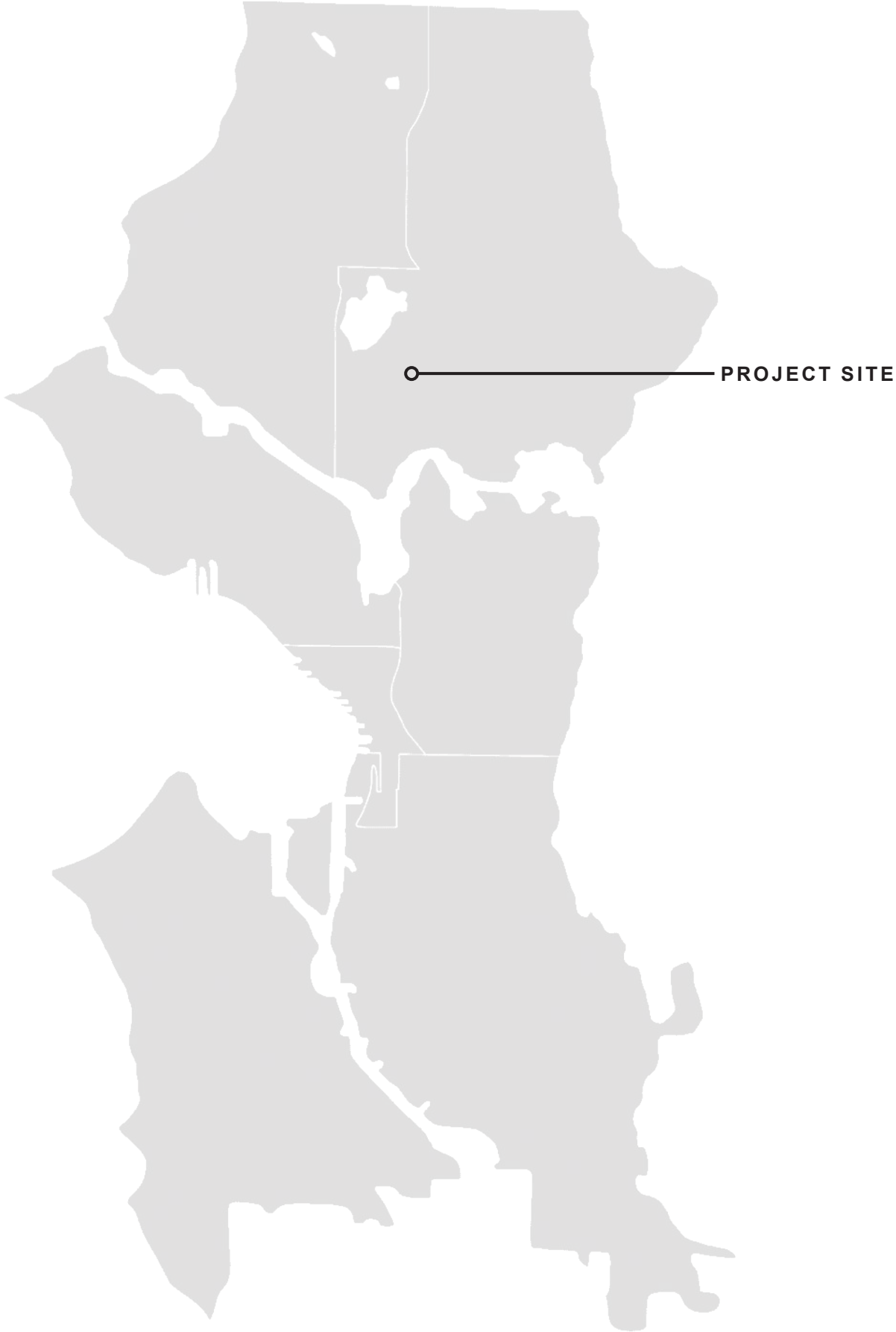
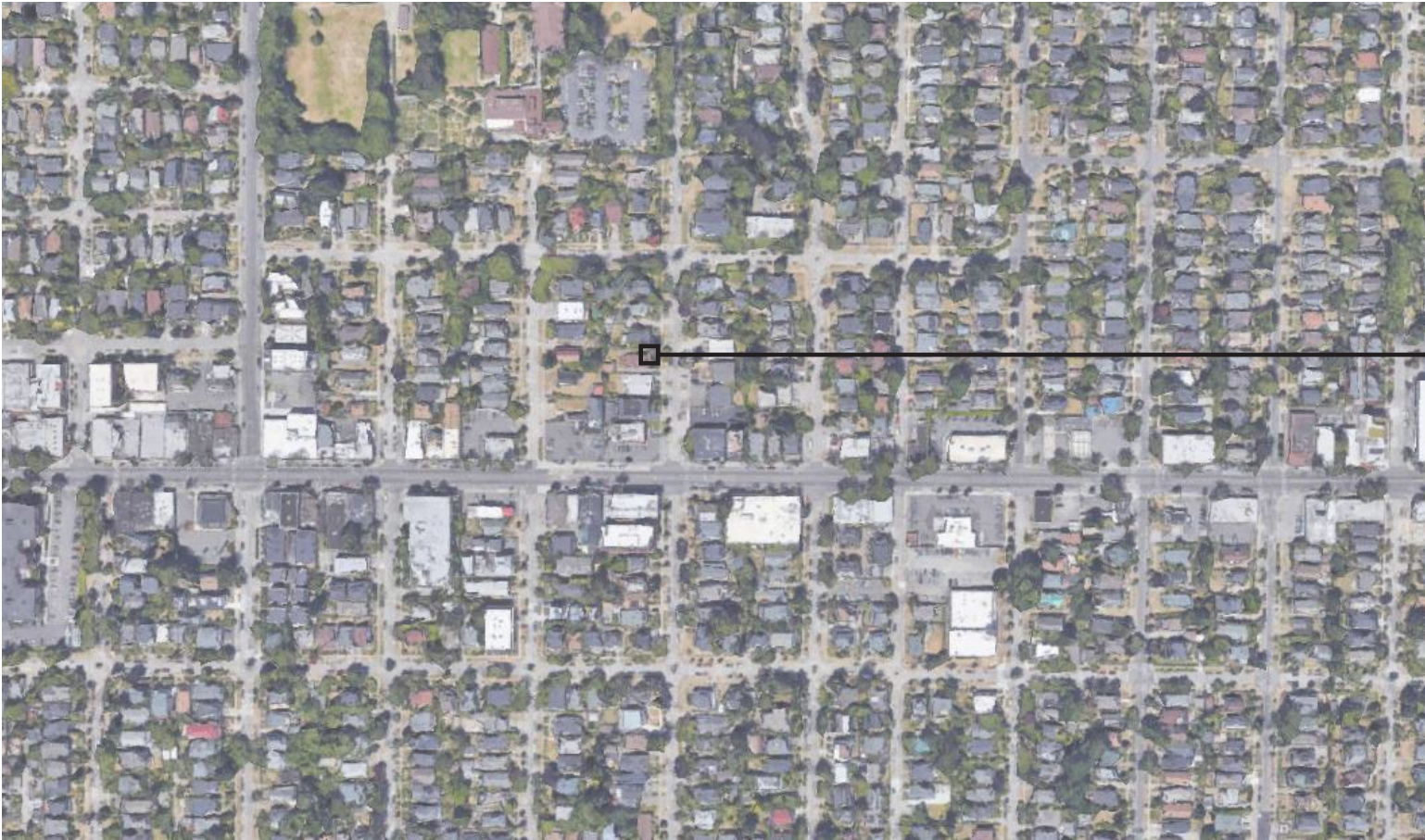


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VICINITY MAP

EXISTING SITE

The project site (APN: 051000-1090) is a mid-block site located on Sunnyside Ave N, between N 46th St to the north and N 45th St to the south. The site currently contains a single family home and detached garage. The site is bordered by a one-story single family home to the north, a two story duplex to the south, one and two story duplexes across the street to the east and one-story single family homes to the west. The two story duplex to the south is currently under permit review as a 5-unit townhome development under project # 6768700-CN. This area has recently been upzoned and has yet to see a lot of new development. The site slopes gradually, with a grade change of approximately 4 feet sloping east to west.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned LR-1 (M1) and is located in the Wallingford Residential Urban Village and frequent transit service area. The LR-1 zoning starts on the west side of Sunnyside Ave N and continues north until the Meridian Playground and south until N 45th St. SF 5000 zoning exists across the street to the east. NC zoning along N 45th St provides a nearby mix of commercial, mixed use, institutions, and easy access to downtown via I-5.

DEVELOPMENT OBJECTIVES

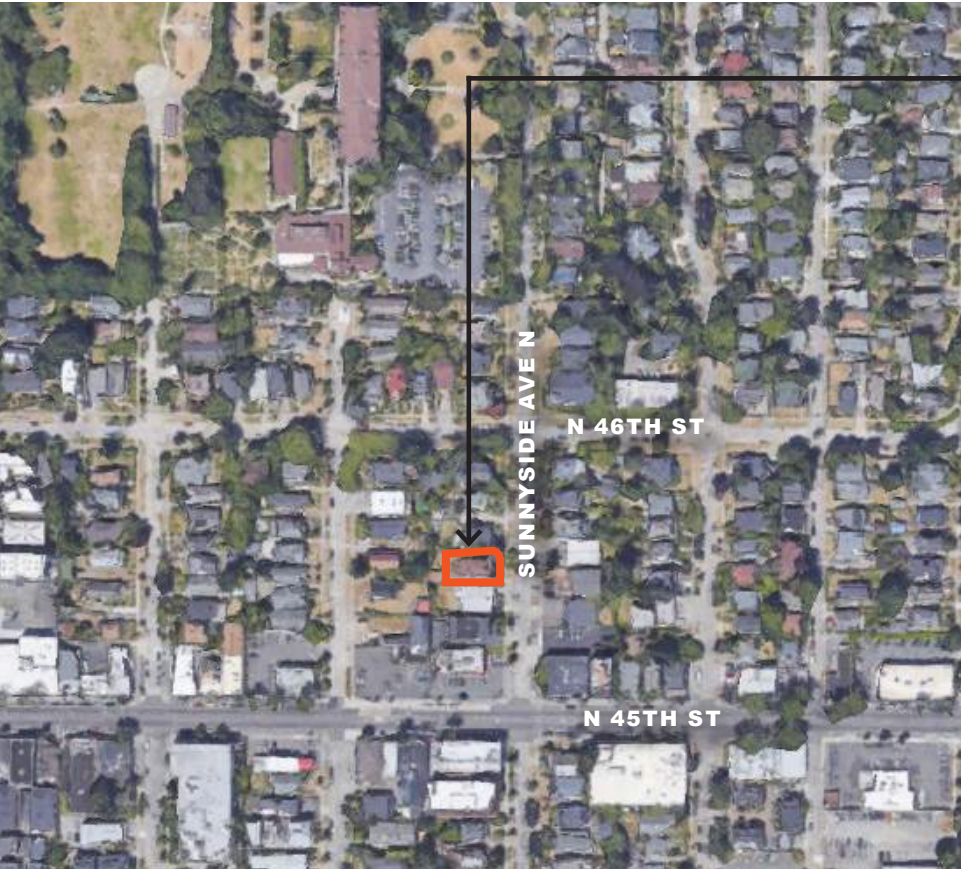
The project proposes the construction of (2) new multi-family residential building containing (5) units total. This project site, due to its location in a desirable neighborhood and proximity to several arterial streets with neighborhood commercial zoning and public transit, is prime for denser development.

Due to this site’s urban village and frequent transit designation, no parking is required to be provided. Due to the high demand of parking in the city and feedback from the neighbors and the scale of these units, (5) parking spots will be provided.

NEIGHBORHOOD CUES

This project is part of the Wallingford Residential Urban Village and is subject to the Wallingford design guidelines. The neighborhood generally consists of single family craftsman homes, small apartment buildings, and a few modern townhouse developments. Parks and schools are plentiful in the area, and a walkable business core exists along N 45th St featuring small shops and grocery stores. Major bus lines exist in the area, such as the 44 along N 45th St.

Existing grade located on private property in the area is generally located several feet above existing sidewalk grade and many homes in the area are accessed via stoops that are located several feet off of the property grade. Therefore single family homes in the immediate vicinity are generally located about 7’-0” to 8’-0” above sidewalk grade.



SITE LOCATION
4519 Sunnyside Ave N
Seattle, WA 98103

ZONING SUMMARY
Zone: LR-1 (M1)
Overlay: Wallingford Residential
Urban Village; Frequent Transit
Service Area
ECA: None

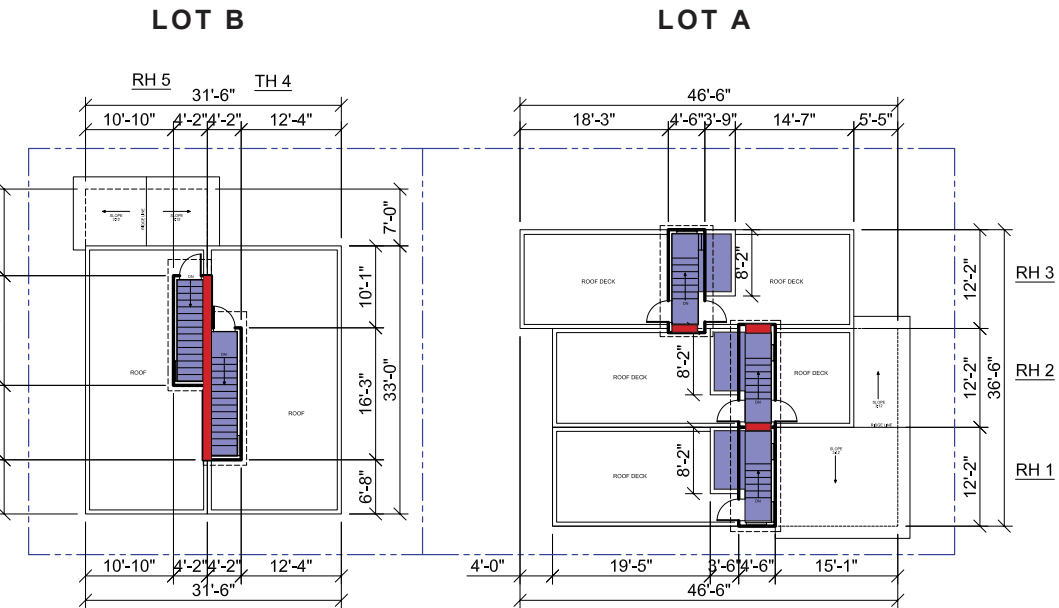
PROJECT PROGRAM
Number of Residential Units: 5
Number of Parking Stalls: 5
Approx. FAR (Overall) = 7,216 sf
Approx. FAR Per Unit = 1,440 sf

SITE CHARACTERISTICS
Site Area: 5700 Sf
Site Dimensions: 114’ deep by 50’ wide
Existing Uses: Single Family
Adjacent Uses: Multifamily LR1 (M1)

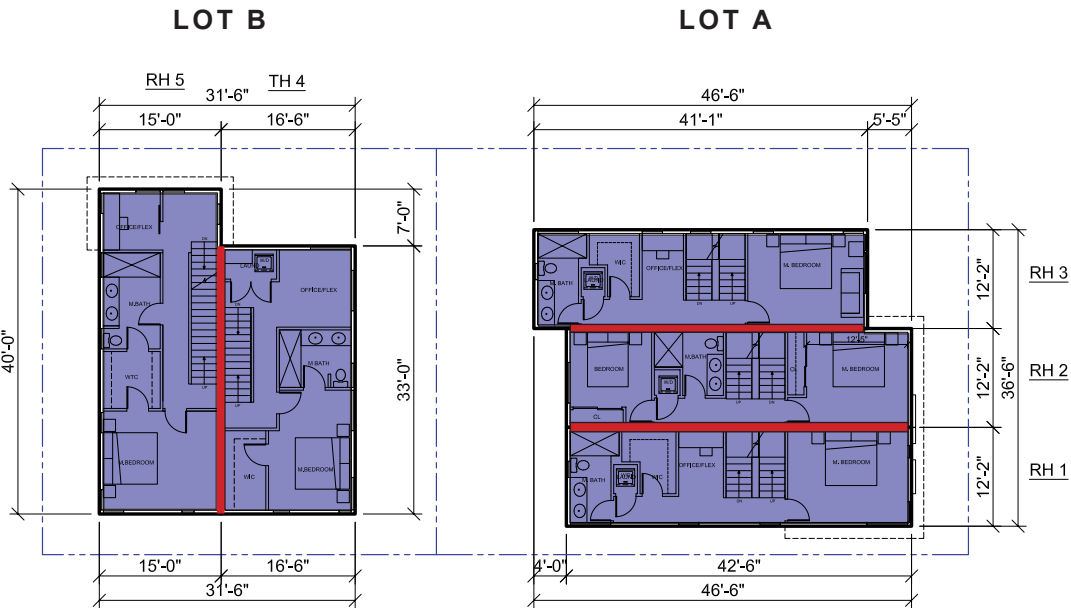
FAR & GFA DIAGRAMS

All FAR measurements are taken to interior face of the exterior walls including drywall per DR.4-2019

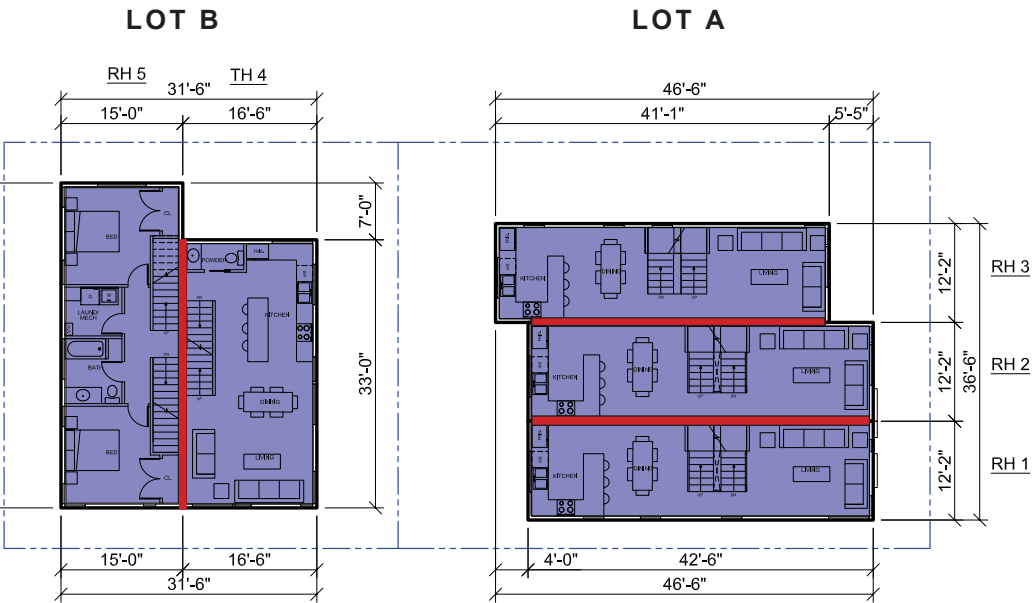
- FLOOR AREA INCLUDED IN BOTH FAR CALCULATIONS AND GFA CALCULATIONS FOR MHA FEES
- FLOOR AREA INCLUDED ONLY IN GFA CALCULATIONS FOR MHA FEES



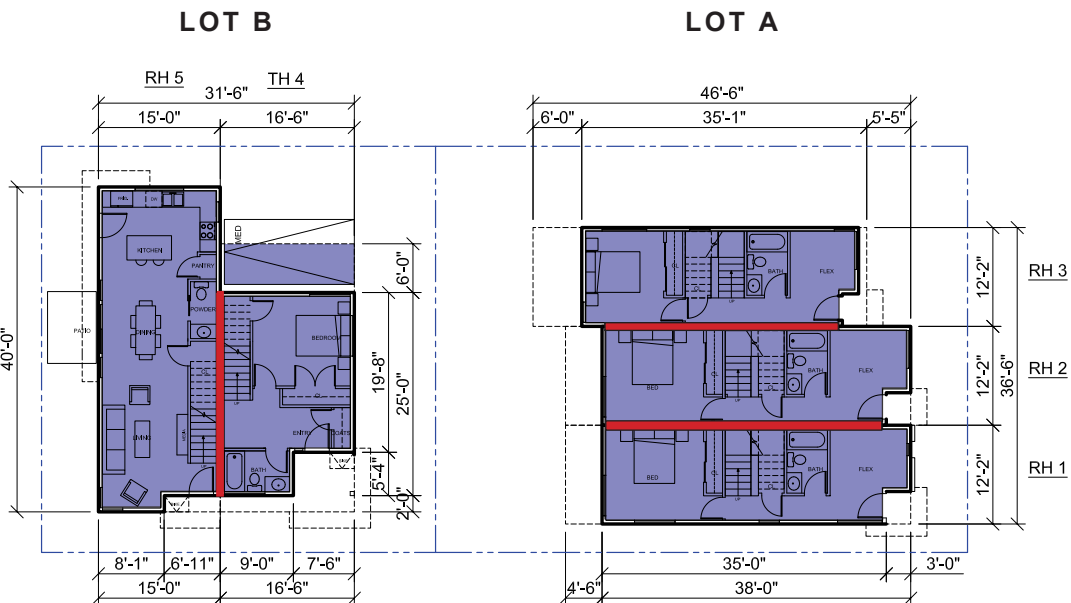
FAR DIAGRAM - PENTHOUSE



FAR DIAGRAM - THIRD FLOOR



FAR DIAGRAM - SECOND FLOOR



FAR DIAGRAM - FIRST FLOOR

FAR / GFA CALCULATIONS - LOT A	
(ALL FAR MEASUREMENTS ARE TAKEN TO THE INSIDE FACE OF EXTERIOR WALLS INCLUDING DRYWALL PER DR.4-2019)	
ROWHOUSE 1 & 2	
FAR/GROSS	
FIRST FLOOR	401.2 SF / 419.7 SF
SECOND FLOOR	463.4 SF / 484.2 SF
THIRD FLOOR	463.4 SF / 484.2 SF
PENTHOUSE	62.8 SF / 66.3 SF
TOTAL SF EACH:	1390.8 SF / 1454.4 SF
ROWHOUSE 3	
FAR/GROSS	
FIRST FLOOR	361.4 SF / 376.9 SF
SECOND FLOOR	447.6 SF / 467.7 SF
THIRD FLOOR	447.6 SF / 467.7 SF
PENTHOUSE	64.6 SF / 67.8 SF
TOTAL SF EACH:	1321.2 SF / 1380.1 SF
(ALLOWABLE FAR = 4257.5 SF) TOTAL FAR LOT A: 4102.8 SF	
TOTAL GROSS LOT A: 4288.9 SF	

FAR / GFA CALCULATIONS - LOT B	
(ALL FAR MEASUREMENTS ARE TAKEN TO THE INSIDE FACE OF EXTERIOR WALLS INCLUDING DRYWALL PER DR.4-2019)	
TOWNHOUSE 4	
FAR/GROSS	
FIRST FLOOR	417.3 SF / 429.3 SF
SECOND FLOOR	496.0 SF / 512.0 SF
THIRD FLOOR	496.0 SF / 512.0 SF
PENTHOUSE	49.3 SF / 55.9 SF
TOTAL SF EACH:	1458.6 SF / 1509.2 SF
TOWNHOUSE 5:	
FAR/GROSS	
FIRST FLOOR	523.0 SF / 550.5 SF
SECOND FLOOR	546.0 SF / 565.4 SF
THIRD FLOOR	546.0 SF / 565.4 SF
PENTHOUSE	39.6 SF / 45.8 SF
TOTAL SF EACH:	1654.6 SF / 1727.1 SF
(ALLOWABLE FAR = 3152.5 SF) TOTAL FAR LOT A: 3113.2 SF	
TOTAL GROSS LOT A: 3236.3 SF	

TOTAL FAR / GFA CALCULATIONS - LOT A & B COMBINED	
(ALL FAR/GROSS MEASUREMENTS ARE TAKEN TO THE INSIDE FACE OF EXTERIOR WALLS INCLUDING DRYWALL PER DR.4-2019)	
TOTAL COMBINED FAR: 7216.0 SF	
TOTAL COMBINED GROSS: 7,525.2 SF	

ZONING KEY

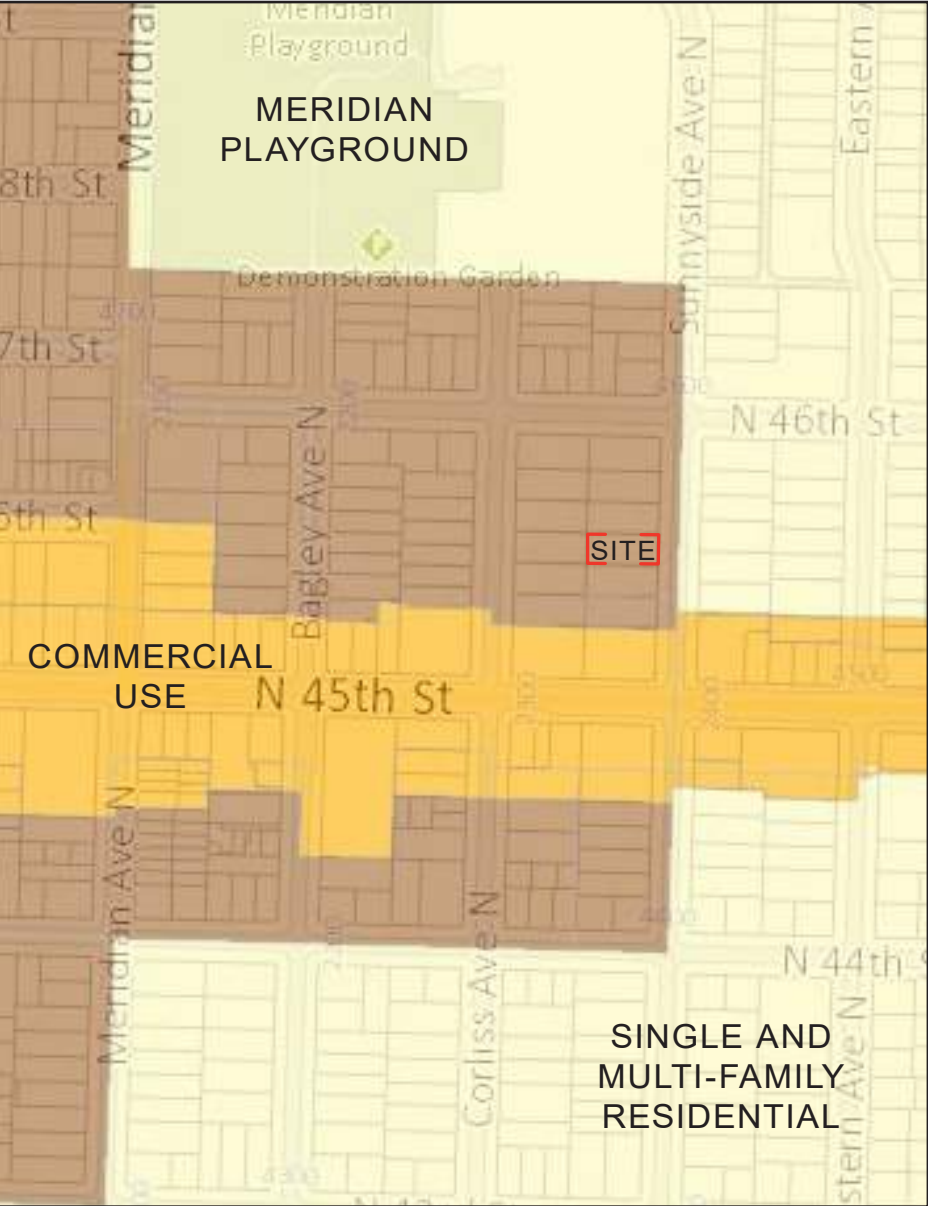
LR

SF

COMMERCIAL

NC

PROJECT SITE



Vicinity map: Adjacent uses include the B.F. Day Elementary Seattle Public School, single and multifamily structures and commercial uses.

DEVELOPMENT STANDARDS SUMMARY

23.45.504 PERMITTED USES

Permitted outright: Residential

Proposed: Lot A - Residential - Rowhomes
Lot B - Residential - Townhouses

23.45.514 STRUCTURE HEIGHT

Zoning:	LR1 (M)
Allowed Maximum Base Height:	30'-0"
3'-0" additional allowed for shed roof:	33'-0"
4'-0" additional for rooftop features (parapets, clerestories, etc.)	34'-0"
6'-0" additional allowed for stair penthouses:	40'-0"

Proposed Lots A & B:
Roof Height: 30'-0"
Shed Roof Height: 32'-6"
Roof Parapet Height: 34'-0"
Penthouse Height: 39'-0"

23.45.510 FLOOR AREA RATIO

Maximum FAR:	Lot A 1.3 (3,275 SF) = 4,257.5 SF ALLOWABLE
	Lot B 1.3 (2,425 SF) = 3,152.5 SF ALLOWABLE

Proposed: Lot A 1.25 (4,102.8 SF)
Lot B 1.28 (3,113.2 SF)

23.45.512 DENSITY LIMITS

All townhouse developments in LR1 zones must meet density limits of one dwelling unit per 1,300 sq ft of lot area.
Rowhouse developments on interior lots >3,000 sq ft are exempt from density requirements.
When calculations result in a fraction of a unit, any fraction over .85 constitutes one additional unit.
Maximum density allowed: Lot A: Exempt from density limits
Lot B: 1.86 units (2 units)

23.45.527 - STRUCTURE WIDTH AND FAÇADE LENGTH LIMITS IN LR ZONES

Width in feet allowed by Category of Residential Use: 90'-0"
Maximum facade length: Lot A: 65'-6" (.65) = 42.575'
Lot B: 48'-6" (.65) = 31.525'
Proposed: Lot A: 42'-6" facade length/ 36'-6" facade width
Lot B: 31'-6" facade length/ 40'-0" facade width

23.45.518 SETBACKS REQUIREMENTS

Lot A Allowable Setbacks	
Front Setback:	5'-0" minimum
Rear Setback:	7'-0" average/5'-0" minimum
Side Setback:	3'-6"

Proposed Lot A:
Front (East): 7'-0" minimum
Rear (West): 12'-0" minimum
Side (North): 10'-0"
Side (South): 3'-6"

Lot B Allowable Setbacks	
Front Setback:	7'-0" average/5'-0" minimum
Rear Setback:	7'-0" average/5'-0" minimum
Side Setback for Facades ≤ 40' in length:	5'-0" minimum

Proposed Lot B:
Front (East): 7'-0" minimum
Rear (West): 7'-0"
Side (North): 5'-0" minimum
Side (South): 5'-0"

23.45.524 LANDSCAPING AND SCREENING STANDARDS

- Green Factor score of .6 or greater, per Section 23.86.019, is required for any lot within an LR zone if construction of one or more new dwelling units is proposed.
- Street trees are required when any development is proposed, except as provided in subsection 23.45.524.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.

Proposed: Green factor score meeting a minimum of 0.6,
Street trees to be provided

23.45.522 AMENITY AREA

Required:	25% of lot area (50% provided on ground level)
	Lot A: 25% x 3,275 SF = 818.75 SF (409.38 SF at ground level)
	Lot B: 25% x 2,425 SF = 606.25 SF (303.13 SF at ground level)

Proposed: Lot A: 1,413.1 SF Total
415.7 SF at Ground
Lot B: 1,184.94 SF Total
350 SF at Ground

23.54.015 REQUIRED PARKING

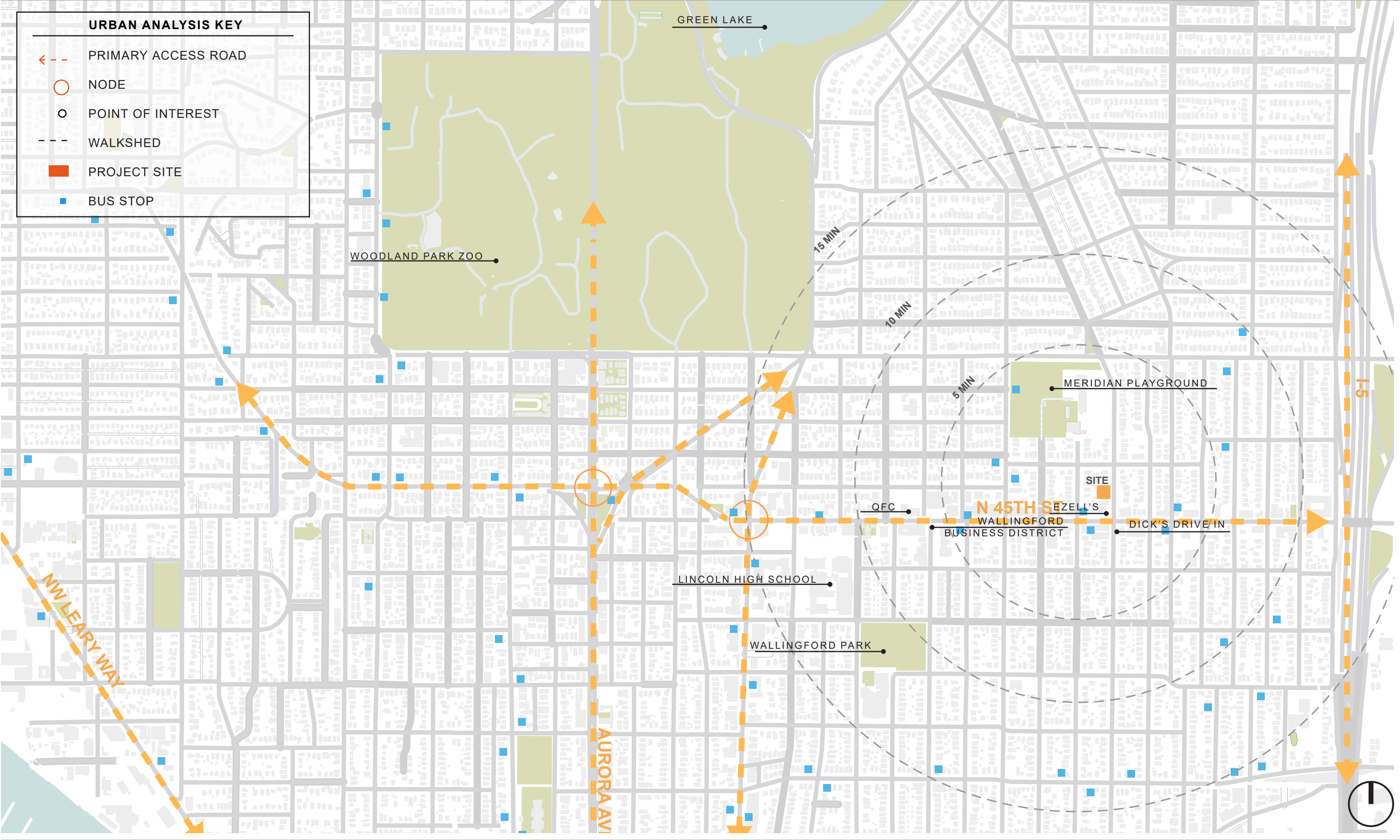
The project location provides frequent transit service and is located in an Urban Village, no parking is required. 6 parking stalls are required. One long term bicycle parking stall per unit. One short term bicycle parking stall per 20 units, rounded to nearest even number.

Proposed:
Vehicle Parking: 5 stalls
Short Term Bicycle Parking: 2 stall
Long Term Bicycle Parking: 5 stalls

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS

The minimum horizontal dimension of required storage space is 12 feet.

Proposed:
2.5' x 6' screened trash storage areas for each unit





DICKS DRIVE IN



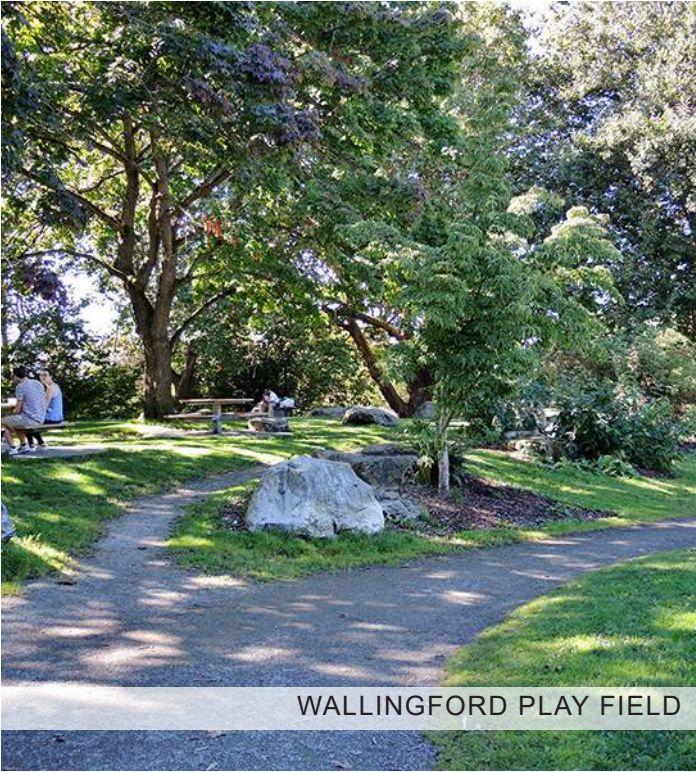
WALLINGFORD QFC



WALLINGFORD BUSINESS DISTRICT



MERIDIAN PLAYGROUND



WALLINGFORD PLAY FIELD



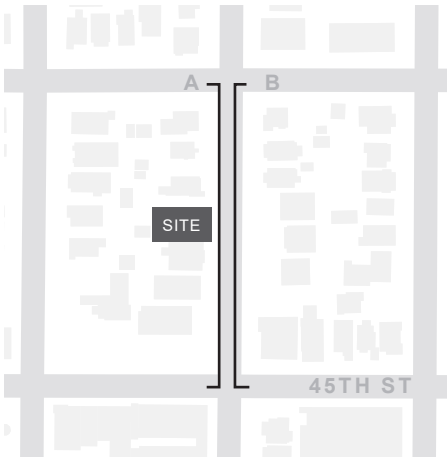
SEAMONSTER LOUNGE



LINCOLN HIGH SCHOOL



EZELL'S FAMOUS CHICKEN



ONE STORY COMMERCIAL

TWO-STORY MIXED USE APARTMENT



RAISED BANK ENTRANCES TO
ADJACENT BUILDINGS

MULTIFAMILY UNITS

TRADITIONAL ROOF FORMS
NEIGHBORHOOD COMMERCIAL
ALONG N 45TH ST



SUNNYSIDE AVE N LOOKING WEST (A)



SUNNYSIDE AVE N LOOKING EAST (B)



EXISTING HOUSE LOOKING NORTHWEST ON SUNNYSIDE AVE N



LOOKING SOUTHWEST ON SUNNYSIDE AVE N, ADJACENT NEIGHBOR TO SOUTH SHOWN



LOOKING EAST FROM EXISTING HOUSE, ACROSS SUNNYSIDE AVE N



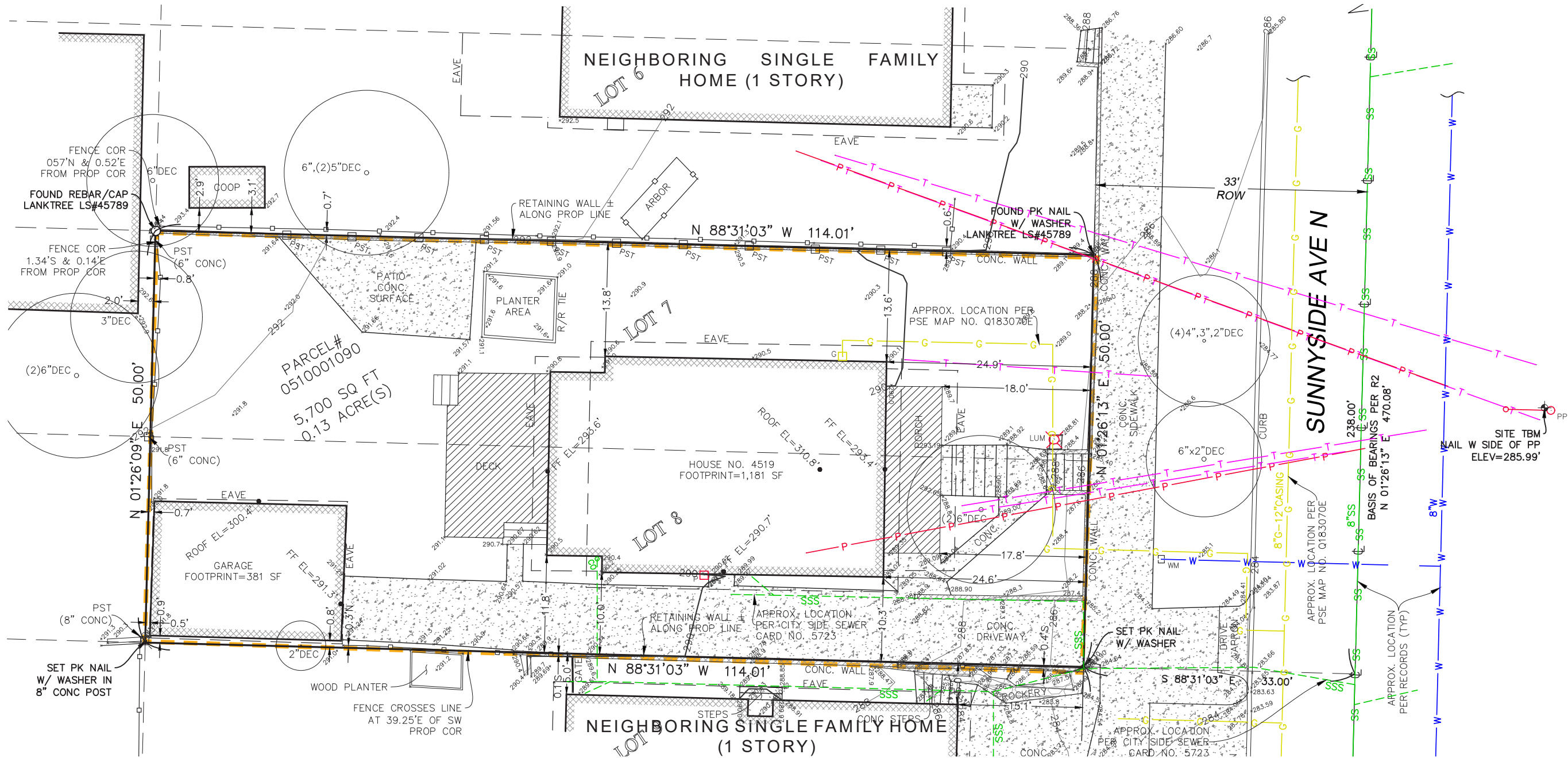
EXISTING HOUSE LOOKING WEST ON SUNNYSIDE AVE N



LOOKING SOUTHWEST AT EXISTING HOUSE, ADJACENT NEIGHBOR TO NORTH SHOWN



LOOKING SOUTH ON SUNNYSIDE AVE N, SHOWING DOWNTOWN VIEWS



EXISTING SITE CONDITIONS

The site is currently home to a single story single family home detached garage accessed from a driveway/curb cut located on the south side of the site.

The topography slopes down gradually 4'-0" from the west to the east side of the site on site until it meets a 3'-0" tall retaining wall at the street facing lot line totaling a 7'-0" grade change. There are additional existing site walls located on the south and north sides of the property on the neighbor's side of the property line.

There are two trees on site, and two trees in the planting strip adjacent to the property. The street trees are non-exceptional per the arborist report and will be removed.

LEGAL DESCRIPTION

BALTIMORE THE ADD
PLAT BLOCK: 8
PLAT LOT: 7-8



EXISTING HOME



REAR YARD FACING NORTH



EXISTING DRIVE FACING WEST

SITE SURVEY



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 interactive website, 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/9NMCWJR>
Public informed by: Printed Outreach Flier
Date: Survey launched 05/14/2020
Survey closed 06/07/2020

Cone Architecture received 25 responses to the survey that was created through Survey Monkey. A summary is provided below:

- Neighbors felt that the following are important:
- That the project be designed with sustainability in mind.
 - That the project is nice looking.
 - That the project is affordable for residents/businesses.
 - That the project looks unique or interesting.
 - That the project is designed to be family friendly.
 - Other:
 - Fits into neighborhood context
 - Sufficient parking should be provided
 - Pedestrian safety
 - On site greenery should be provided.
 - Glazing should respond to existing context.
- Neighbors listed the following as their greatest concerns:
- Construction noise/impacts
 - That it may feel out of scale to neighboring buildings.
 - That they will not like the way it looks.
 - That it will not be affordable.
 - That it will make driving/parking in the area more difficult.
 - Other:
 - Too much impervious surface.
 - Too many parking spaces. Should discourage car use.
 - Setback should align with existing context.
 - Not enough green space.
 - Increased traffic flow.

- Neighbors wanted us to know the following about this neighborhood:
- Neighborhood is very walkable. Parking shouldn't be a concern.
 - Maintaining affordability in neighborhood is important for existing/new residents.
 - Considerable green space in neighborhood should be maintained.
 - Historically a craftsman neighborhood.
 - Too much traffic on Sunnyside already.
 - Prioritize aesthetics over cost/profit.
 - Off street parking is important.
 - Pedestrian oriented neighborhood.

2. Additional Electronic/Digital Outreach: Cone Architecture designed an interactive website that provided a brief summary, address of the project, SDCI record number, email address to provide feedback, where additional information can be found, a collection of information statement, site plan, and five questions.

Website link: www.cone-arch.com/sunnysiderow
Public informed by: Printed Outreach Flier and Survey
Date: Website launched 05/14/2020
Website closed 06/07/2020

Cone Architecture received five (5) responses to the interactive website that was provided for feedback. A summary is provided below:

- Traffic/parking Concerns:
- Not enough parking provided on site
 - Eliminating vehicular travel for mass transit travel is a pipe dream.
 - Neighborhood already has parking problem.
- Neighborhood Character Concerns:
- New development should fit character of existing homes in area.
 - Concerns that new developments are too modern and ugly.
- Environmental Comments:
- Should provide EV charging stations
 - Too much pavement. Pavement will reflect heat
 - Provide as much greenery as possible.
 - Pavement will create flooding/runoff.

3. Printed Outreach: Flyer, high impact. Flyers were sent to all residences within 500 ft of the proposed site according to and exceeding requirements. Information on the flyers included a brief summary, address of the project, SDCI record number, information about the interactive website, email address to provide feedback, where additional information can be found, a collection of information statement, and information about the survey.

Date: Flyers were sent 05/15/2020

WEBSITE DESIGN:

Community Outreach

Sunnyside Five Rowhomes

4519 Sunnyside Ave N, Seattle, WA 98103

Early Outreach for Design Review

About the project

Coombes Development, LLC and Cone Architecture are partnering on the development of 4519 Sunnyside Ave N, Seattle, WA. The new development will be 5 new townhouses with surface parking. Planning has just begun, and construction could start as early as Summer 2021.

ADDRESS: 4519 Sunnyside Ave N Seattle, WA 98103

SDCI RECORD NUMBER: 3036373-EG

APPLICANT: CONE ARCHITECTURE

CONTACT: HANNAH EASTMAN, info@cone-arch.com, 206-693-3133



Take our survey

Use this online survey to provide feedback.

Information you share in this survey could be made public. Please do not share any personal/sensitive information.

This survey link will be available through 06/07/20.

Take Survey

Share your thoughts

Please share your concerns and priorities for this new building, and for the neighborhood overall, on the project website.

Information you share in this survey could be made public. Please do not share any personal/sensitive information.

Name

Email or phone

Tell us more

Submit

Additional information

You can track our progress through the permitting process. Search the project address "4519 Sunnyside Ave N" or project number "3036373-EG" in the [Design Review Calendar](#) and the [Seattle Services Portal](#).

To find out more about early outreach for design review, visit the [City of Seattle's Department of Neighborhood's](#) web page.

CONE ARCHITECTURE



FLYER DESIGN:

OUTREACH

COMMUNITY ENGAGEMENT

EARLY OUTREACH FOR DESIGN REVIEW

FIVE NEW TOWNHOMES



SITE MAP

CONNECT ONLINE

Please visit our interactive project website to learn more about the proposal. The website features preliminary site plans and general parameters of the upcoming project. All are welcome to explore, ask questions, and provide feedback.

www.cone-outreach.com/sunnysiderow

TAKE AN ONLINE SURVEY

Use this online survey to provide feedback. This survey link will be available through 06/07/20.



<https://www.surveymonkey.com/r/9NMCWJR>

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SHARE YOUR THOUGHTS

We want to hear from the community about the 4519 Sunnyside Ave N Townhomes. Please share your concerns and priorities for this new building, and for the neighborhood overall, on the project website or by taking the online survey.

Information you share in this survey could be made public. Please do not share any personal/sensitive information.

ADDITIONAL INFORMATION

You can track our progress throughout the permitting process: search the project address "4519 Sunnyside Ave N" or project number "3036373-EG" in the Design Review Calendar and the Seattle Services Portal.

ADDRESS:

4519 Sunnyside Ave N

Seattle, WA 98103

SDCI RECORD NUMBER:

3036373-EG

APPLICANT:

CONE ARCHITECTURE

CONTACT:

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CONE ARCHITECTURE

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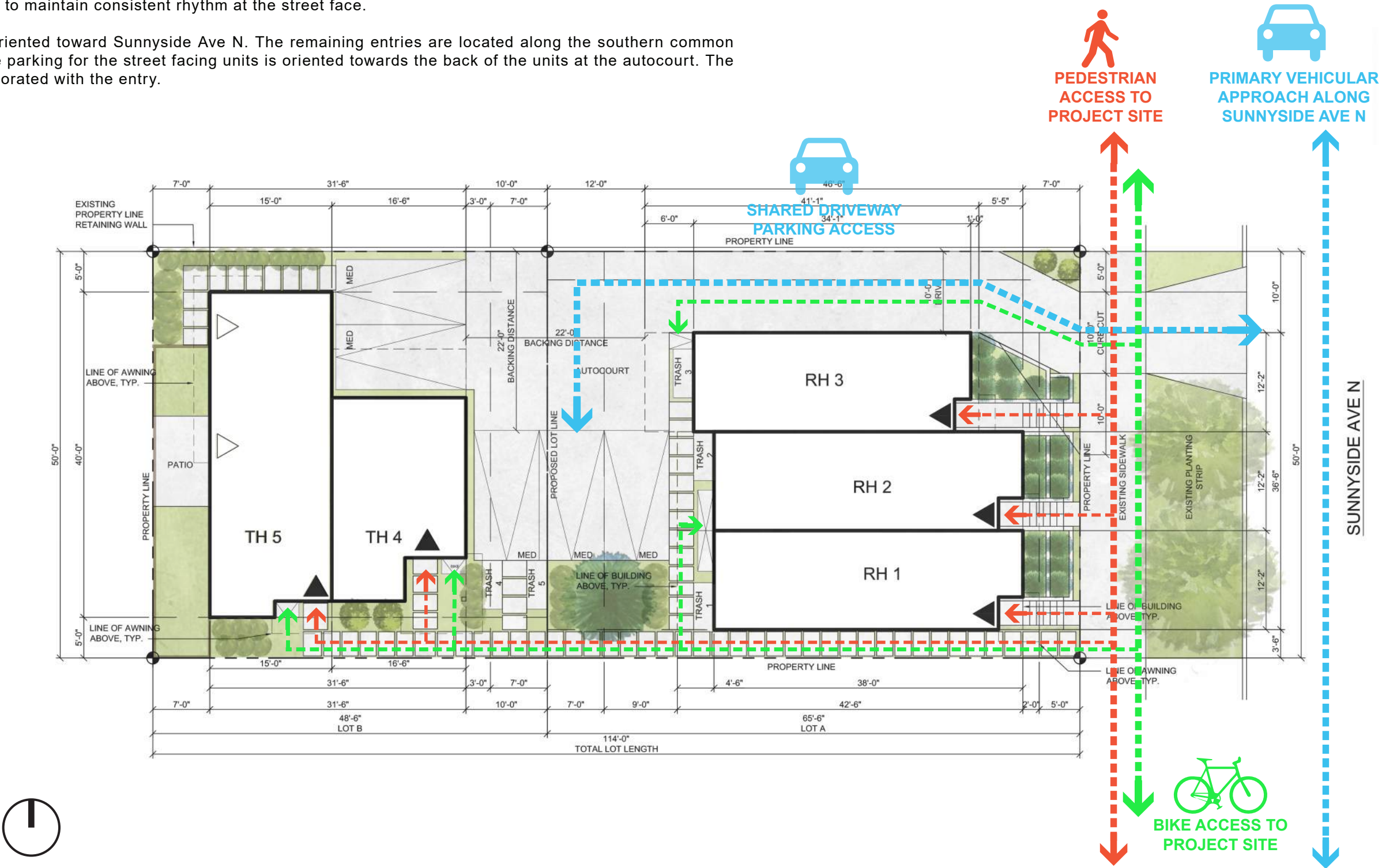
SUNNYSIDE ROW #3036373-EG

SITE PLANNING

The five (5) proposed townhomes are separated into two (2) buildings and are oriented around a shared autocourt. Pedestrian circulation runs along the south edge of the site with a connecting path through the courtyard to access the autocourt.

Vehicular parking is accessed from the north side of the site off of Sunnyside Ave N and creates a shared autocourt between the two buildings. The existing vehicular access on site is currently located on the south side of the site, however, we have chosen to relocate access to the north side of the site in order to increase the separation between the existing single family to the north and our proposed new development. Additionally, the new development to the south of this lot under permit has provided a vehicular driveway on its north side so we have chosen to separate our proposed drive from the neighbor's proposed drive in order to maintain consistent rhythm at the street face.

Three rowhomes with street-facing entries are oriented toward Sunnyside Ave N. The remaining entries are located along the southern common path to create semiprivate entry conditions. Bike parking for the street facing units is oriented towards the back of the units at the autocourt. The bike parking for TH 4 + 5 is intended to be incorporated with the entry.



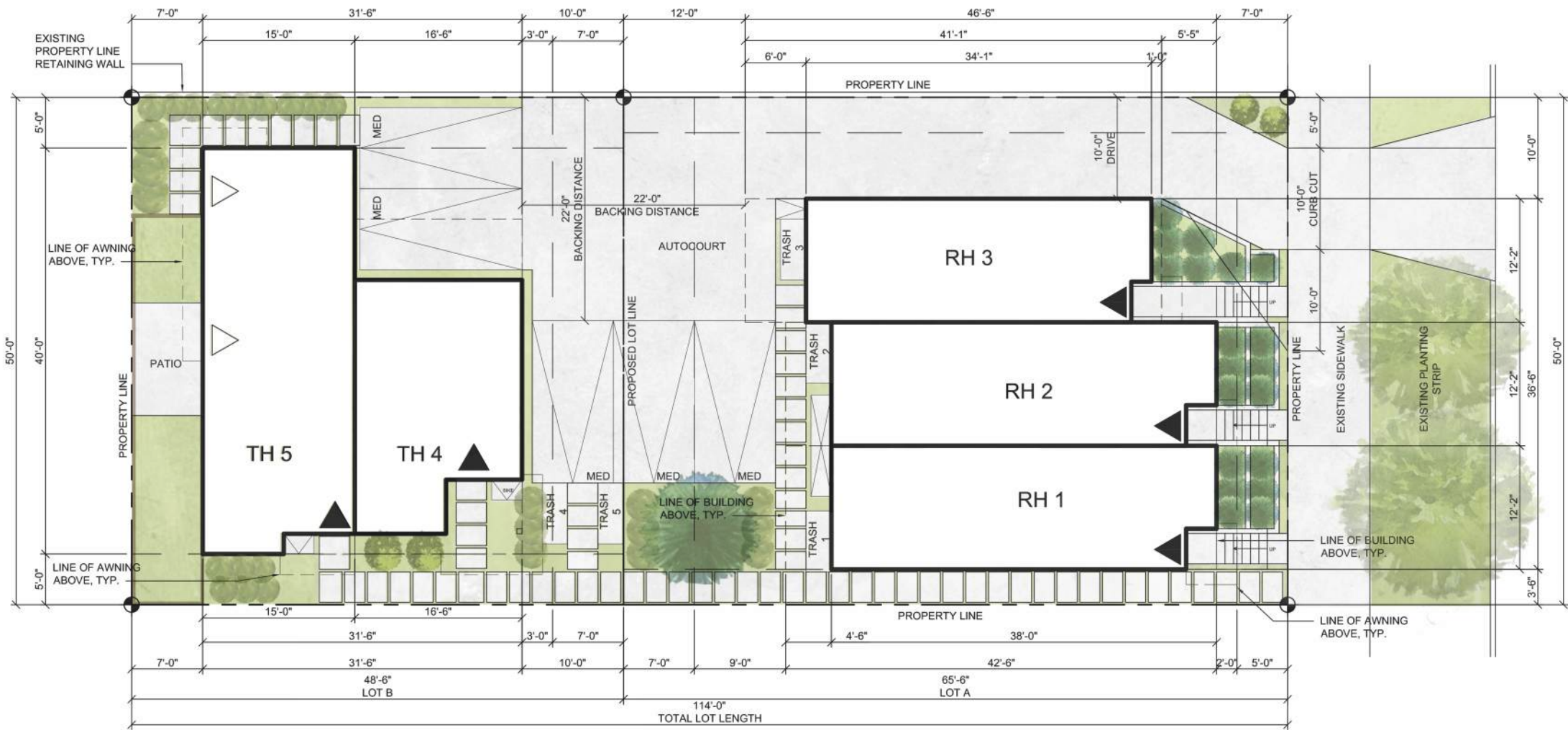


LANDSCAPE APPROACH

The proposed landscaping along Sunnyside Ave N will include a series of terraced walls/landscaping to create a privacy buffer between the right of way and first floor flex space at rowhouses 1-3. The terraced landscaping approach will replace the existing retaining wall at the sidewalk and will help to soften the transition from sidewalk grade to proposed grade along Sunnyside Ave N. This steep climb from existing sidewalk grade to proposed grade is consistent with the grade/landscaping approach throughout the surrounding neighborhood.

A courtyard is located adjacent to the autocourt large enough to accommodate a modest tree/vegetation that together act as a buffer between the pedestrian path and the autocourt.

The westernmost unit features an additional path to a secondary entrance from the autocourt. Between the main entrance and the secondary entrance, the side yard is utilized for the living space to spill out into the exterior, creating a unique private patio defined by fencing. On either side of the fence, planting is helps green the space and add visual interest/texture.



PROPOSED SITE LIGHTING PLAN

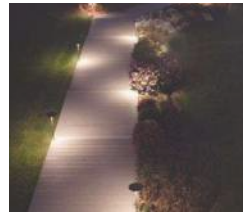
The lighting concept is intended to provide safety for pedestrians, facilitate easy wayfinding for both residents and visitors, and enhance the form and features of the building. Primary lighting will be provided at all unit entries. Down lights and photovoltaic lighting are located along the pathways. All exterior lighting will be shielded away from neighboring buildings and focus the illumination on walkways and building facades.



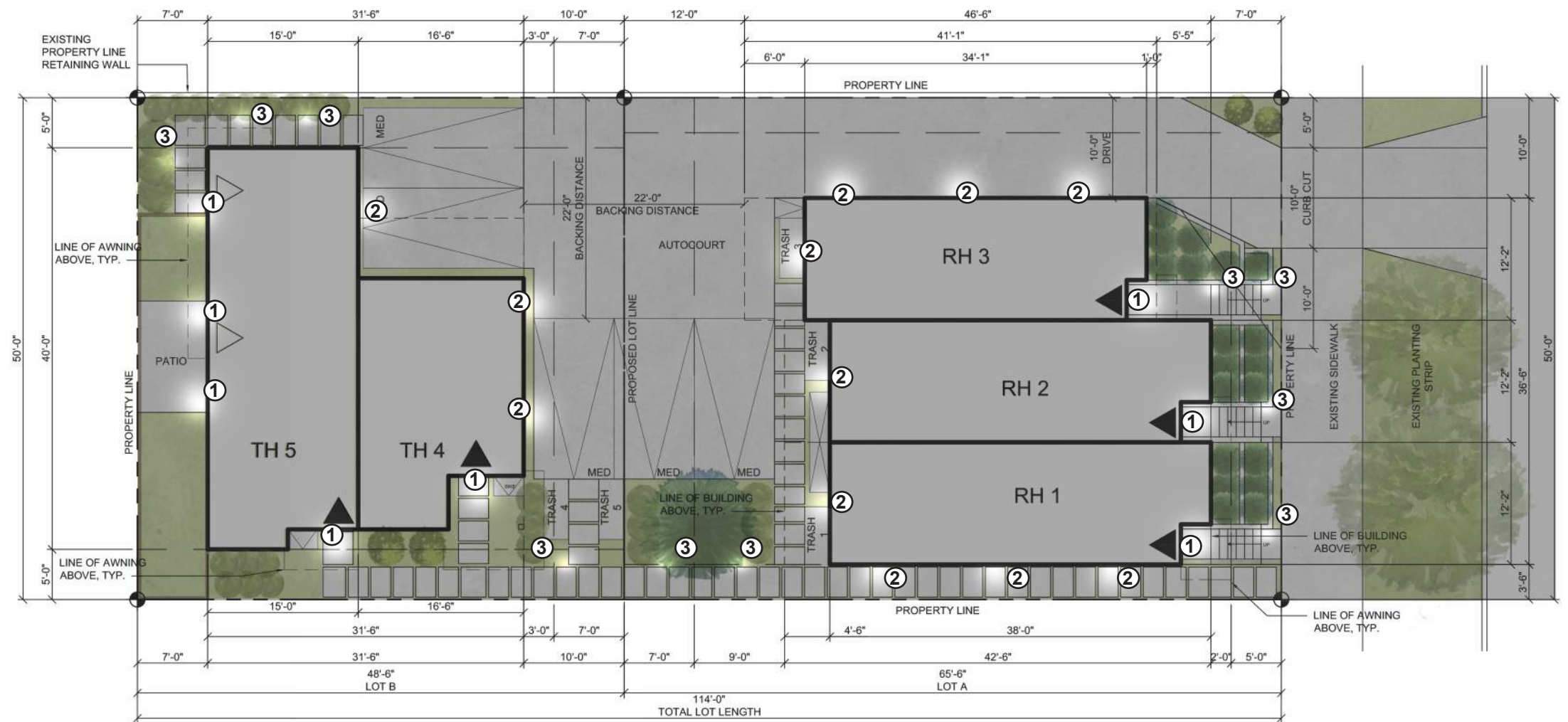
① EXTERIOR SCONCES



② WALL MOUNTED PATHWAY DOWNLIGHTS



③ PHOTOVOLTAIC PATHWAY LIGHTING

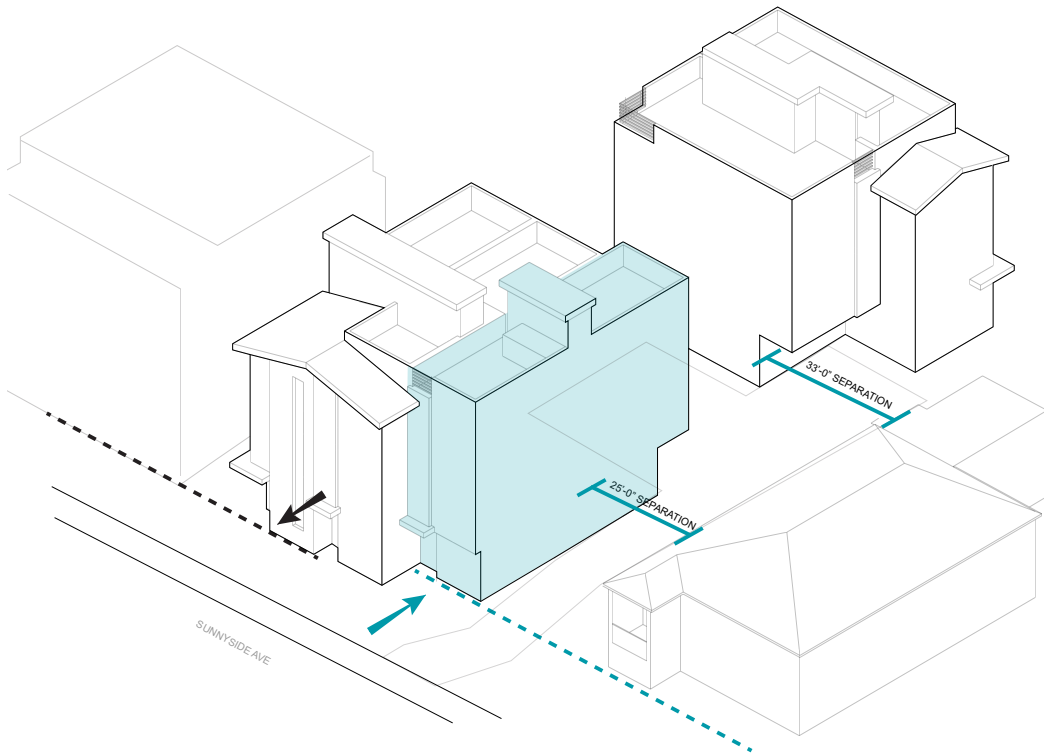


SUNNYSIDE AVENUE



CS1. NATURAL SYSTEMS AND SITE FEATURES	Use natural systems and features of the site and its surroundings as a starting point for project design.	EARLY RESPONSE
CS1-D.I. Plants and Habitat	1. On-Site Features: The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors or existing significant trees and off-site conditions such as greenbelts,ravines, natural areas and boulevards.	The proposed design incorporates plantings in a terraced manner to meet the sidewalk and soften the transition from existing sidewalk grade to proposed grade. This technique is utilized in response to existing context of high bank entries along the street located throughout the Wallingford neighborhood. Native vegetation is proposed to support open space and natural habitats.
CS2. URBAN PATTERNS AND FORM	Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area	
CS2-II. Streetscape Compatibility	i. Visually reinforce the existing street storefronts by placing horizontal or vertical elements in a line corresponding with the setbacks and facade elements of adjacent building fronts. These could include trees, columns, windows, planters, benches, overhead weather protection, cornices or other building features.	The northernmost unit (RH-3) is setback to match the existing setback at the single family to the north and the setback at rowhouses 1-2 is 7'-0" to match the setback of the proposed development to the south. Together these proposed setbacks smooth the transition from new construction into existing context. Additionally, the proposed driveway is located on the north side of the site to create significant buffer between the proposed development and the existing single family to the north. The development to the south under permit has also proposed a driveway on the north side of its site so locating the driveway on the north side of our site helps to maintain a consistent rhythm at the street.
CS2-IV Height, Bulk and Scale	ii. Traditional architectural features such as pitched roofs and gables are encouraged on residential project sites adjacent to single-family and low-rise zones. iv. Consider dividing building into small masses with variation of building setbacks and heights in order to preserve views, sun and privacy of adjacent residential structures and sun exposure of public spaces, including streets and sidewalks.	The proposed design features a gabled roof at the street face and at the north facade facing the adjacent existing single family home. The gable responds to context of traditional roof types and reduces the perceived mass of the building. Additionally, variation in setbacks and heights in both buildings help to break down the scale and preserve privacy of adjacent residential structures. Lastly, the units are separated into two separate buildings in order to decrease the size of the overall mass.
CS3. ARCHITECTURAL CONTEXT AND CHARACTER	Contribute to the architectural character of the neighborhood.	
CS3-A. Emphasizing Positive Neighborhood Attributes	3. Established Neighborhoods: In existing neighborhoods with a well defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.	The surrounding context is composed of mostly single family craftsman homes and pitched roofs with a new future development to the south. The proposed development on the subject site will complement the craftsman homes by facing the street with a traditional gable roof shape but will utilize modern materials similar to the materials proposed at the new development to the south in order to create a transitional lot.
PL1. CONNECTIVITY	Complement and contribute to the network of open spaces around the site and the connections among them.	
PL1-B. Pedestrian Amenities	1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.	The proposed design separates pedestrian access from vehicular access. This rhythm of pedestrian access to the south and vehicular access to the north follows a pattern that exists in the urban form.
PL2. WALKABILITY	Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.	
PL2-B. Safety and Security PL2-I.i	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. 2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights. 3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.	Pedestrian and vehicular access is separated and clearly defined by a shared driveway for car access on the north and pavers for pedestrian access at the south. Podiums with wayfinding are visible from the street to define the public versus private edge. Awnings at the entry provide weather protection and define points of entry. Lighting will be provided for the pedestrian pathways to help with navigation and security. Glazing and stoops/terraced landscaping at the street face allow stadium views toward the street to encourage surveillance.

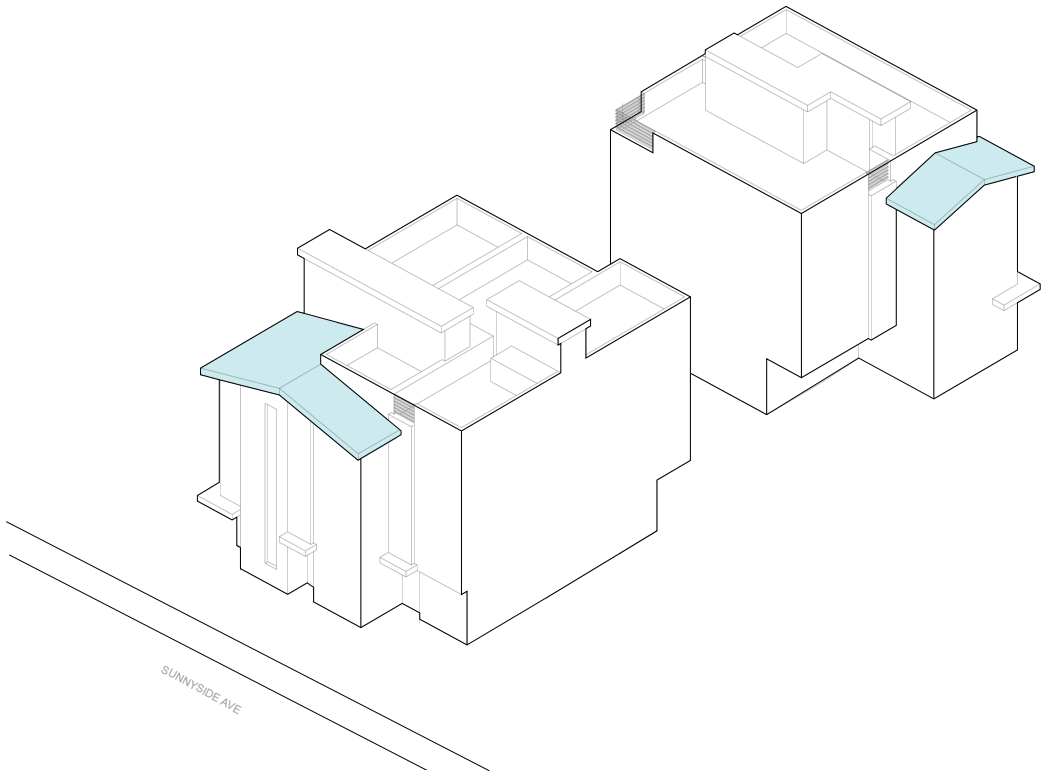
PL3. STREET-LEVEL INTERACTION	Encourage human interaction and activity at the street-level with clear connections to building entries and edges.	EARLY RESPONSE
PL3-B. Residential Edges	2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence.	The number of street facing units has been maximized and all street facing units have been provided a street facing entry. Each unit is clearly articulated by an awning above the entry door and transitional elements such as steps, terracing and overhead coverage that help to separate public and private spaces.
DC1. PROJECT USES AND ACTIVITIES	Optimize the arrangement of uses and activities on site.	
DC1-A. Arrangement of Interior Uses	3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed 4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.	The interior living spaces are oriented toward the street at the street. Outward views toward the street activate the sidewalk and maintain 'eyes on the street'
DC2. ARCHITECTURAL CONCEPTS	Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.	
DC2-A. Massing	2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries	The street facing building reduces bulk by orienting the stair towers away from the street face. Stair towers are also centered within the units and oriented away from adjacent properties to reduce bulk against existing single family homes. The use of a gabled roof helps reduce the mass from a pedestrian perspective. Furred walls and modulation are utilized at the street face to create frequent and thoughtful material transitions to break up long facade spans.
DC2.I. Architectural Concept and Consistency	ii. Rooftop building systems (i.e., mechanical and electrical equipment, antennas) should be screened from all key observation points by integrating them into the building design with parapets, screens or other methods.	Stair towers are pushed away from exterior walls as much as possible and are screened using parapets.
DC2.D Scale and Texture DC2.II. Human Scale	The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale. ii. Multiple paned windows that divide large areas of glass into smaller parts are preferred because they add human scale. iii. Use durable and well-detailed finish materials	The proposed design features multi-paned windows along the street facing facade and throughout the project. Using this variation in glazing helps humanize the scale. High-quality and durable materials will be used in abundance at the street face to respond to the existing textures of the neighborhood.
DC3. OPEN SPACE CONCEPT	Integrate open space design with the design of the building so that each complements the other	
DC3.I Residential Open Space	i. Maximize open space opportunity at grade (residential or mixed-use projects): a. Terraces on sloping land that create level yard space, courtyards and front and/or rear yards are all encouraged residential open space techniques.	The terracing at the street facing units along Sunnyside Ave N offer a new type of open space. Landscaping follows the steps up to the entries will also allowing for a place to sit along the sidewalk.
DC3.C. Architectural Concept and Consistency	2. 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, green roofs and decks, groves of trees, and vertical green trellises along with more traditional foundation plantings, street trees, and seasonal displays	Outdoor spaces will be a mix of landscaping and hardscaping to create pleasant multi use spaces and features for the development. The courtyard is partially screened by the front units and screened by cedar trash receptacles to the sides.
DC4. EXTERIOR ELEMENTS AND FINISHES	Use appropriate and high quality elements and finishes for the building and its open spaces	
DC4.A. Building Materials	1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.	Materials are thoughtfully chosen to reduce the perceived mass, complement the neighborhood and introduce high level texture and detail.
DC4.I. Landscaping to Reinforce Design Continuity with Adjacent Sites	ii. Greening of streets lacking trees, flowers and landscaping is encouraged. This may include street trees, landscape strips, other greenery and seasonal plantings.	The planting at the terraced entries will add significant greenery to the streetscape.



CONTEXTUAL ALIGNMENT

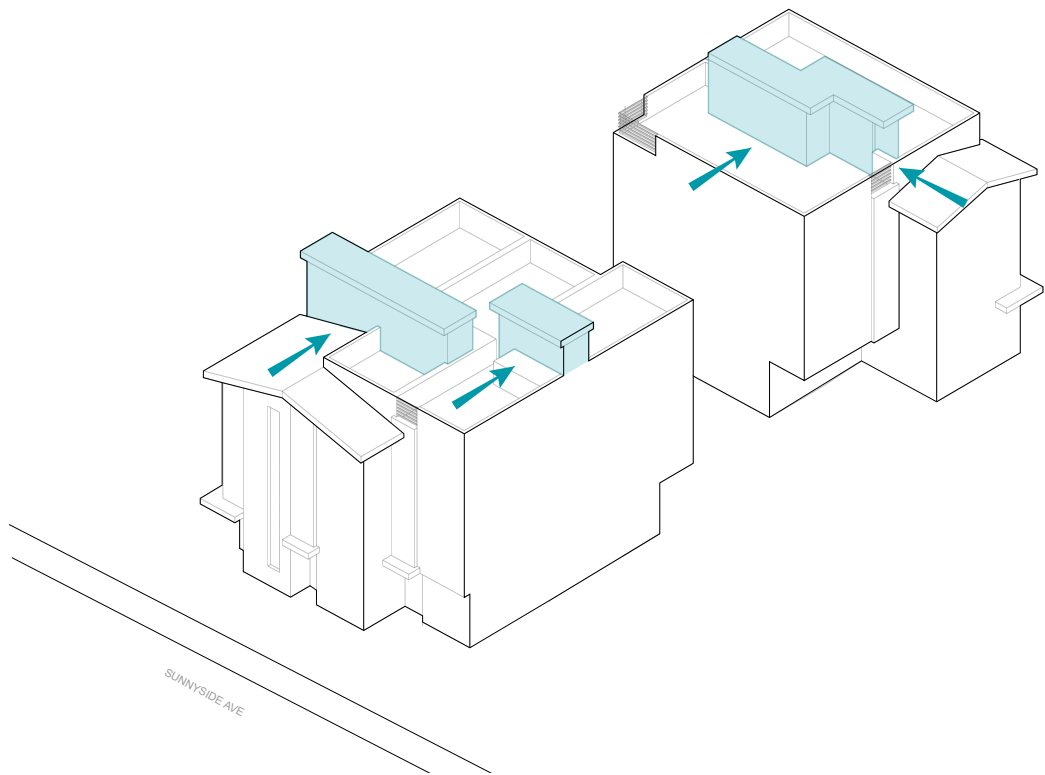
The northernmost unit is pushed back to match the existing setback of the single family to the north. The setback at rowhouses 1-2 is proposed to match the setback of the new development to the south. Together these proposed setbacks smooth the transition from new construction into existing context. [CS2.II.ii]

Additionally, the vehicular access has been located on the north side of our site to allow a significant buffer between the new development and the existing single family.



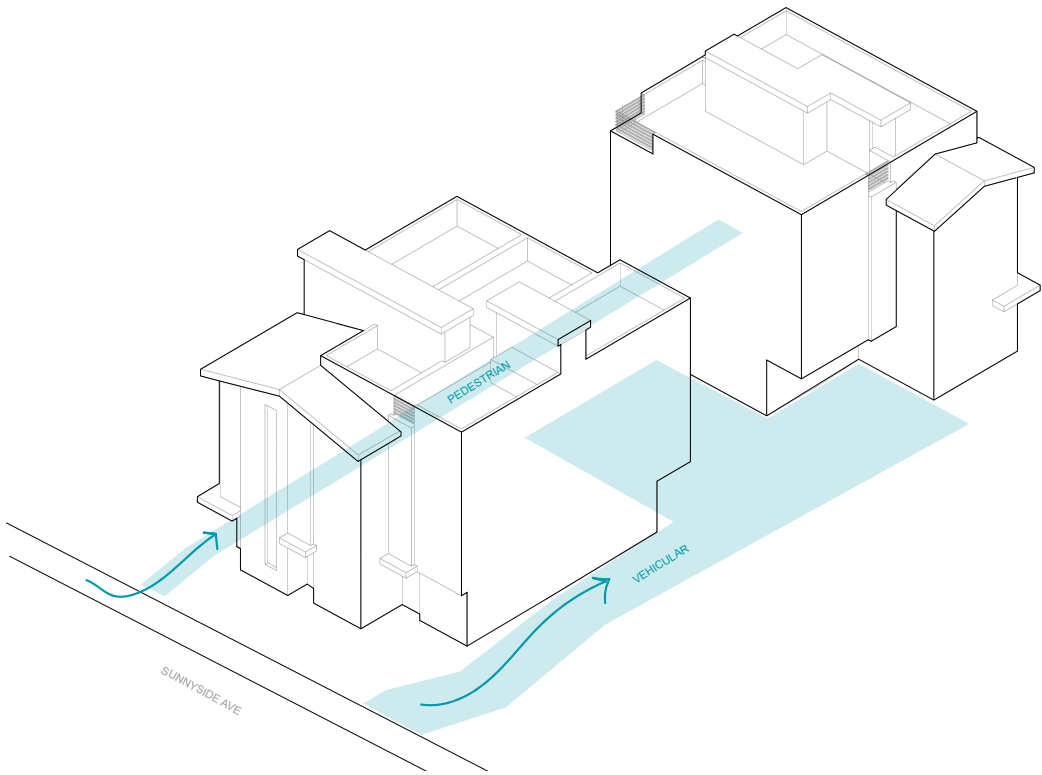
ROOF FORM

In order to respect the existing character of the neighborhood, a gabled roof is present to emphasize the front of each building and reduce the scale of the building from the street face and from the existing single family home to the north of the site. [CS2.IV.ii]



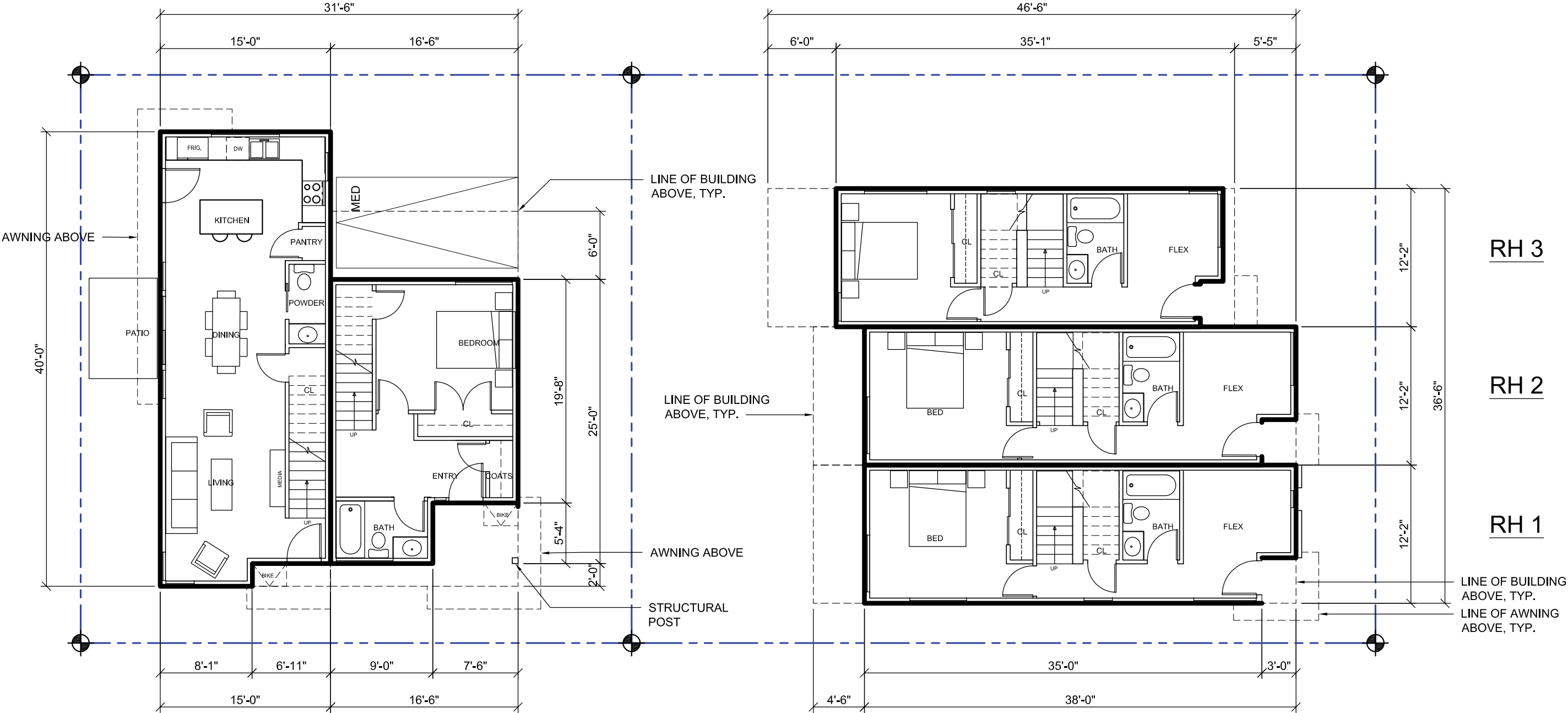
SCREENED ELEMENTS

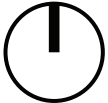
The massing consistently locates stair penthouses away from exterior walls in order to reduce the perceived bulk. This in addition to parapets help to screen the additional height from the sidewalk and surrounding single family homes. [DC2.I.ii]

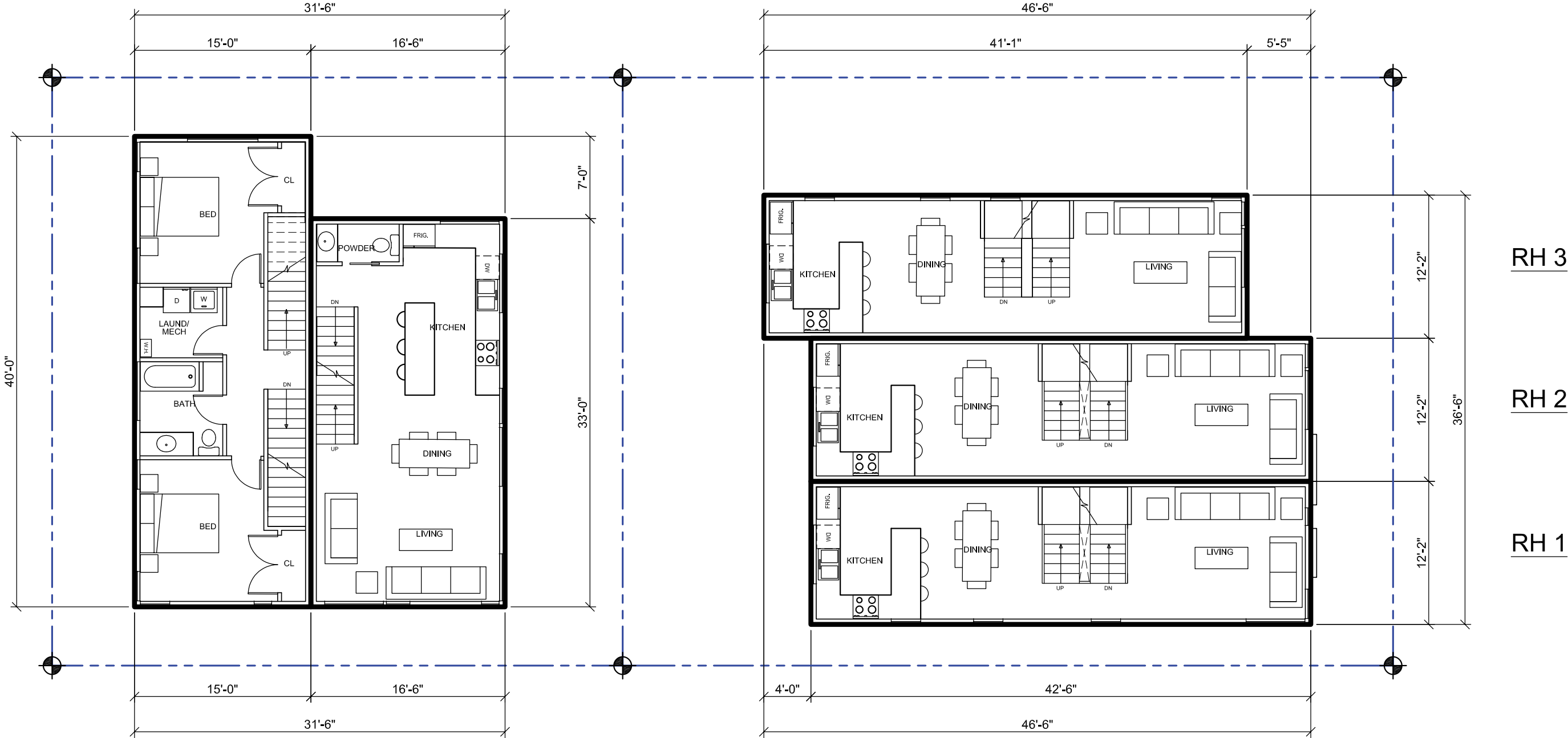


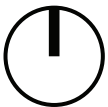
SEPARATION OF USES

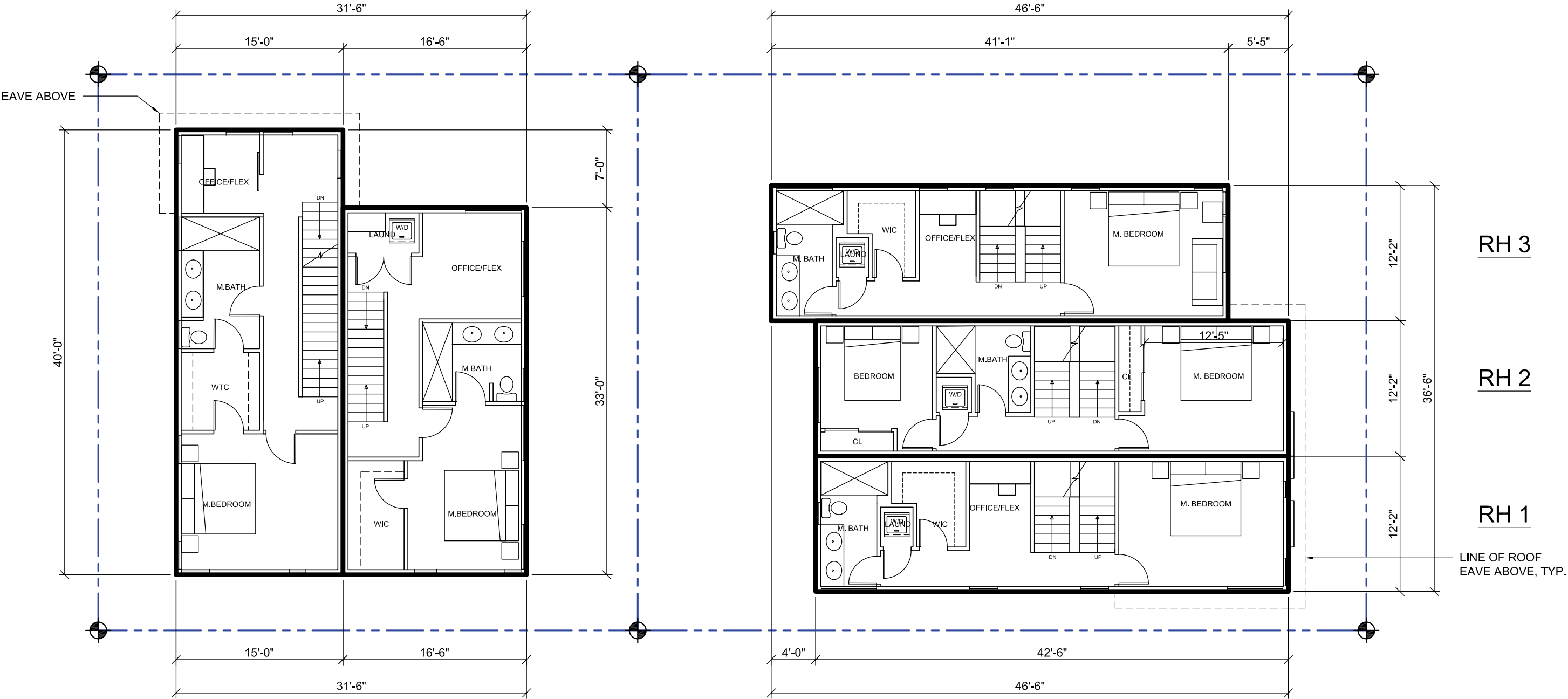
Vehicular access and pedestrian access are differentiated on the site. Pedestrian access lives along the southern edge, while vehicular access exists on the north, also contributing the rhythm of the street. [CS2.B.2, PL1.B.1]



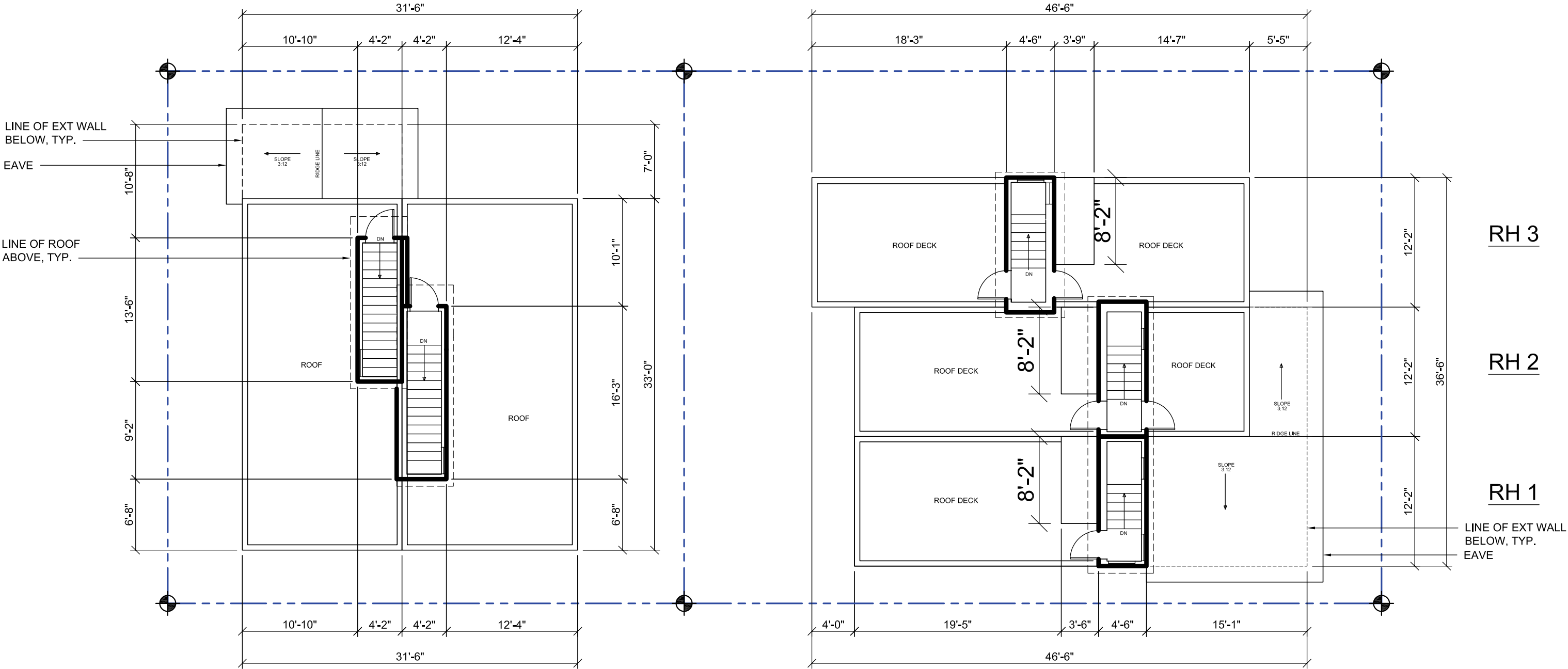
FIRST FLOOR PLAN 



SECOND FLOOR PLAN 



THIRD FLOOR PLAN



FOURTH FLOOR PLAN

PROPOSED MATERIALS

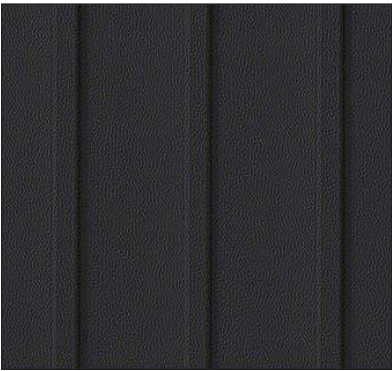
The material palette of medium gray board & batten siding, white lap siding, dark hardie infill panel, white hardie panels, and cedar have been chosen to create a clean traditional aesthetic with a modern twist that blends the character of the neighborhood with the more modern material approach utilized at the proposed development to the south. White hardie panel is utilized at all stair tower volumes to reduce the perceived scale of the building. The high quality cedar material is utilized on all elevations of the project and indicates unit entries. Cedar is also used at the soffits of awnings/cantilevers to add warmth and texture at the pedestrian scale. Horizontal metal railings proposed at the roof allow views out and reduce the overall massing at these locations.



EAST ELEVATION (ROWHOMES)



WEST ELEVATION (ROWHOMES)



① 16" FIBER CEMENT BOARD & BATTEN



② 4" HORIZONTAL FIBER CEMENT LAP SIDING



③ 4" VERTICAL CEDAR



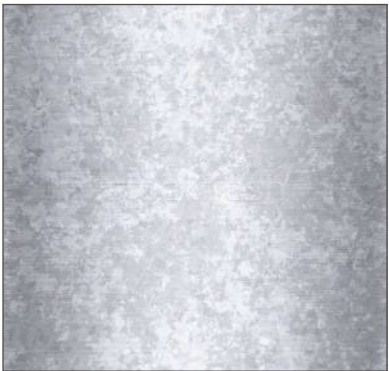
④ OPEN METAL RAIL



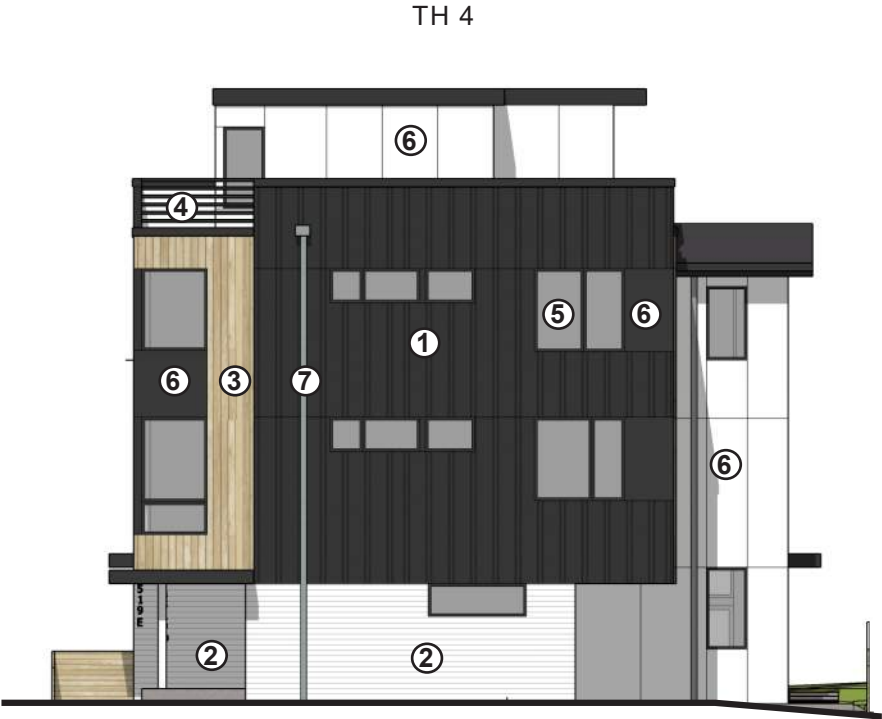
⑤ BLACK VINYL WINDOWS



⑥ SMOOTH FIBER CEMENT BOARD (DARK GRAY + WHITE)



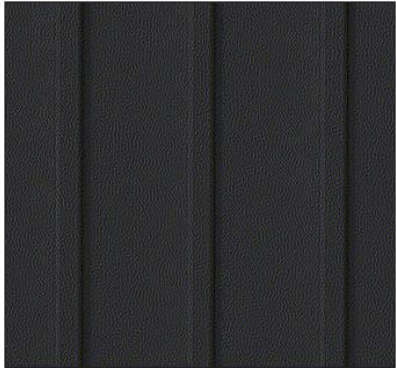
⑦ GALVANIZED METAL DOWNSPOUT



EAST ELEVATION (TOWNHOMES)



WEST ELEVATION (TOWNHOMES)



① 16" FIBER CEMENT BOARD & BATTEN



② 4" HORIZONTAL FIBER CEMENT LAP SIDING



③ 4" VERTICAL CEDAR



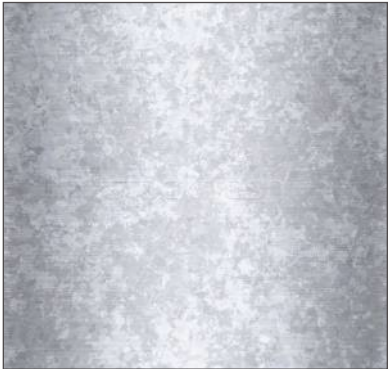
④ OPEN METAL RAIL



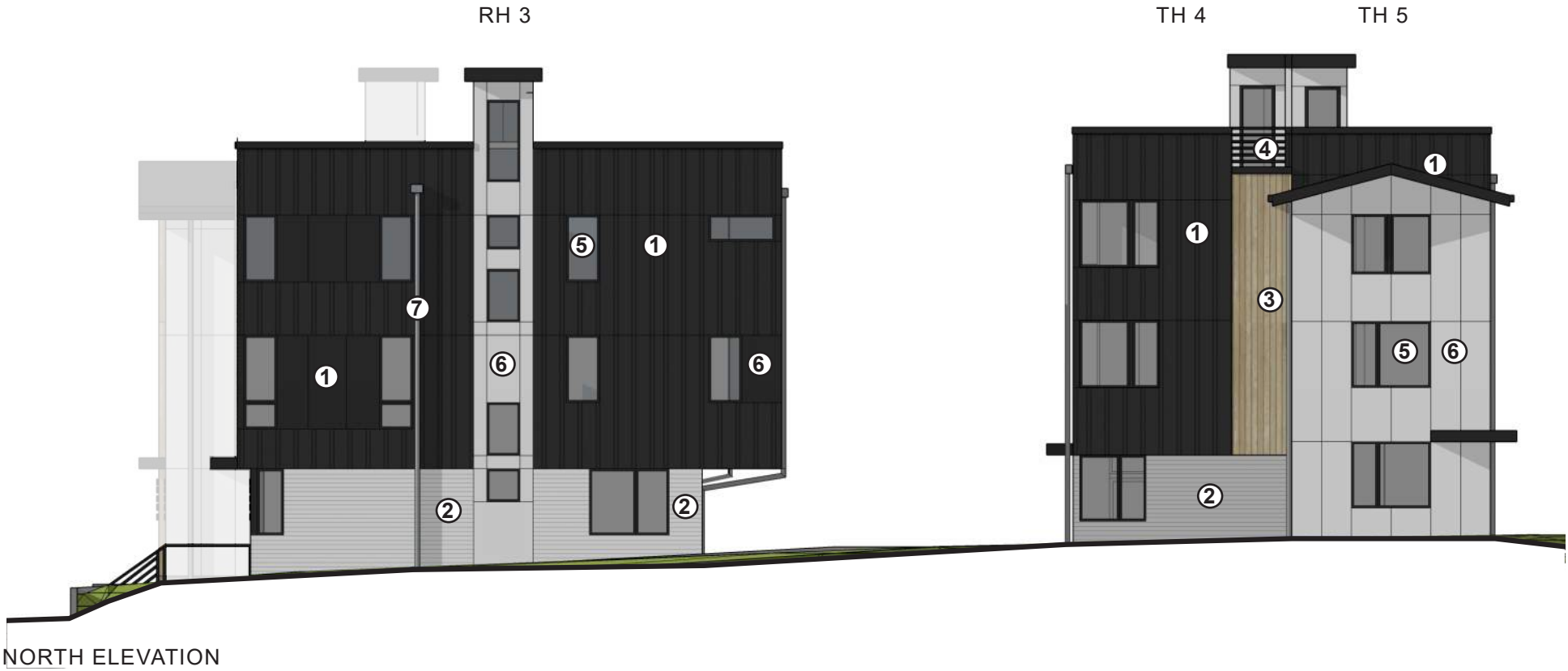
⑤ BLACK VINYL WINDOWS



⑥ SMOOTH FIBER CEMENT BOARD (DARK GRAY + WHITE)

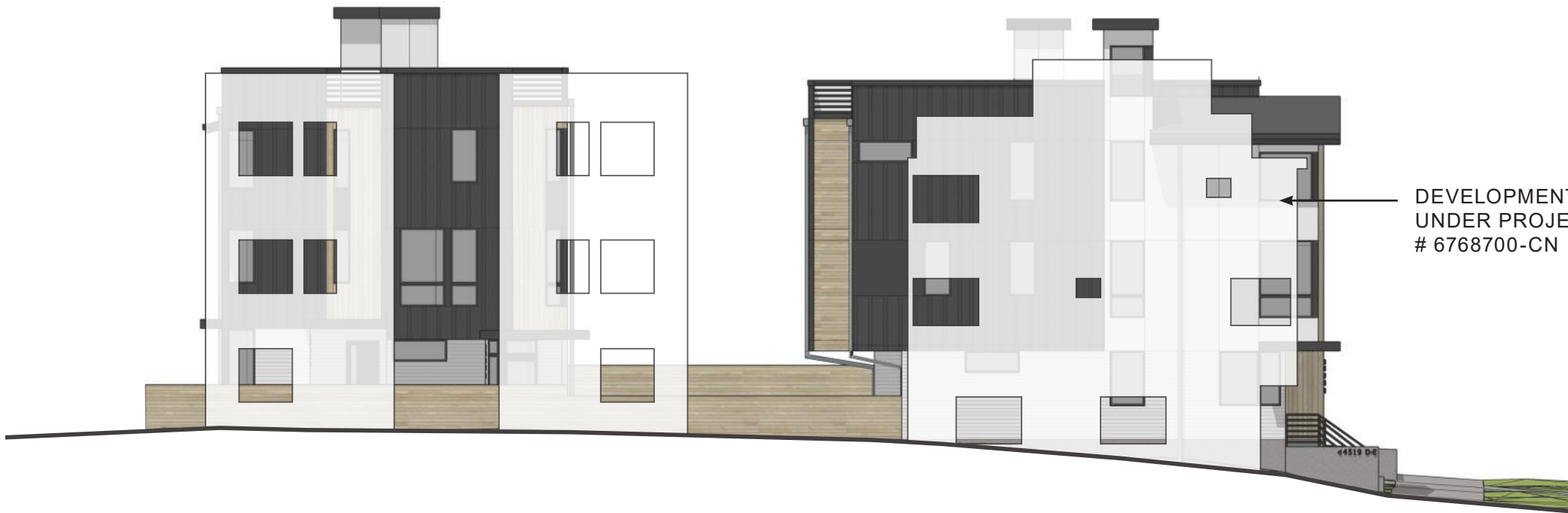


⑦ GALVANIZED METAL DOWNSPOUT

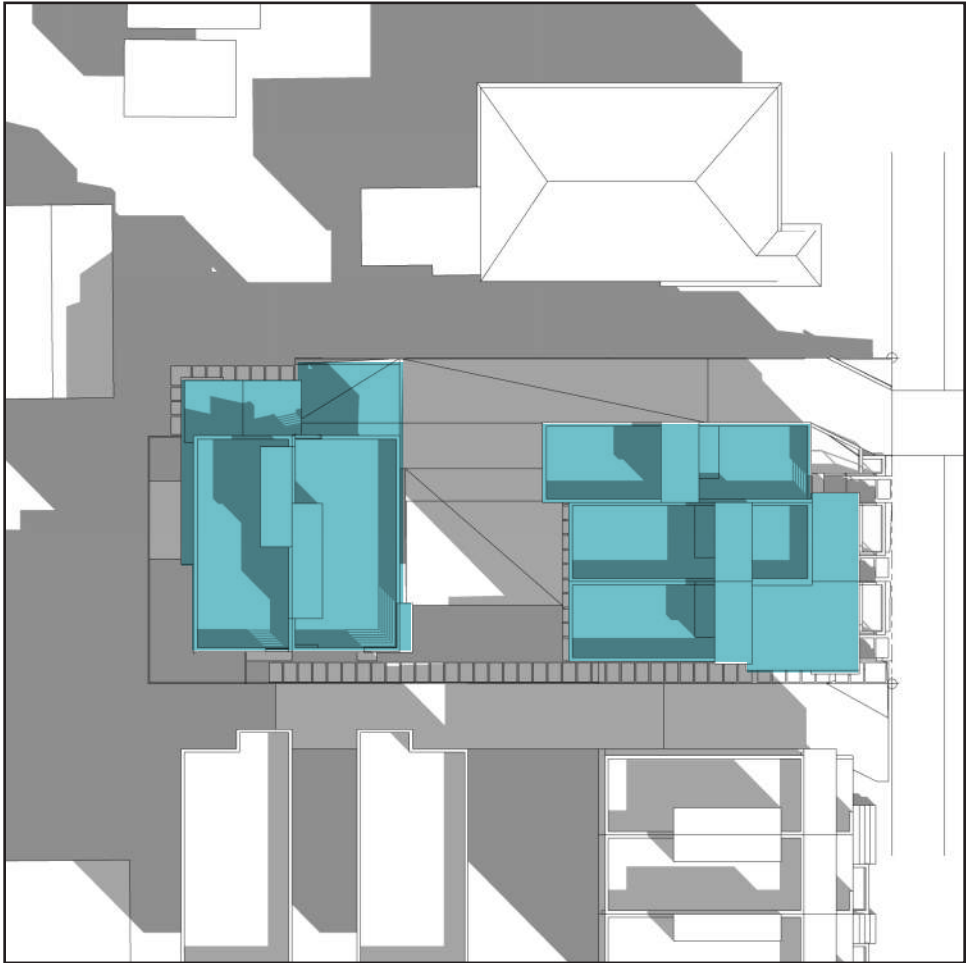




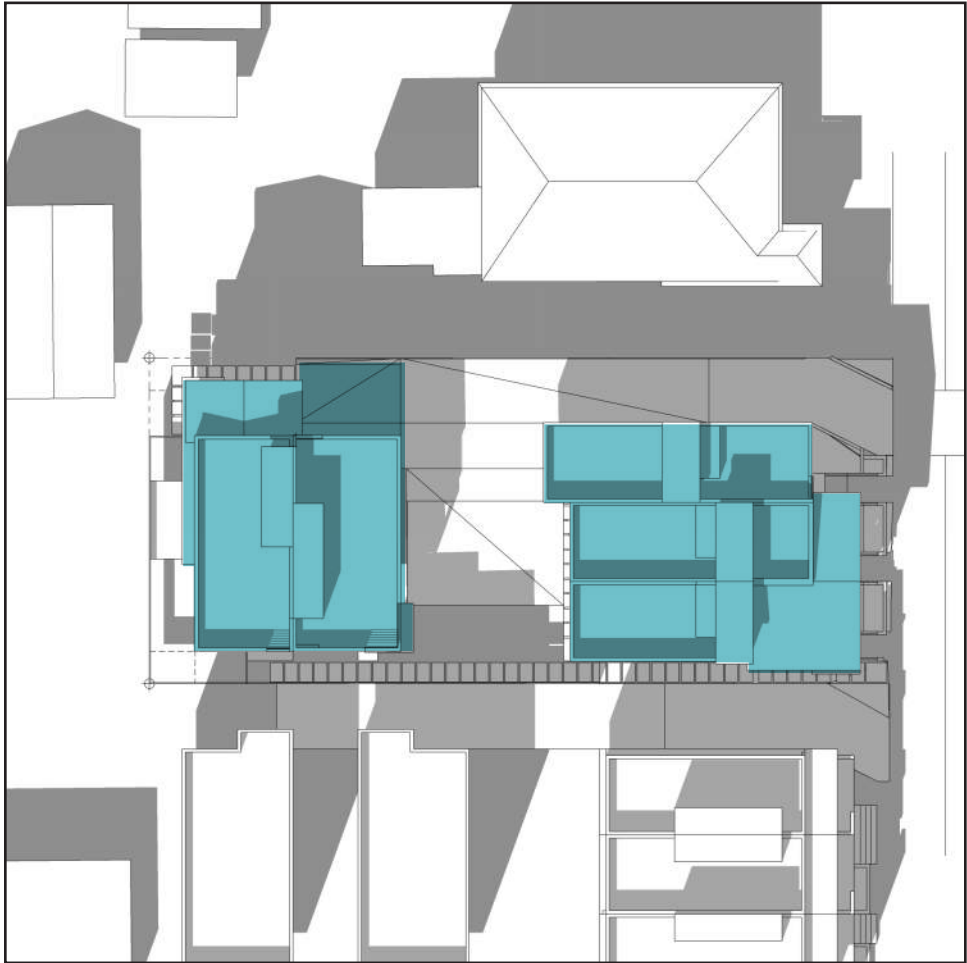
PRIVACY STUDIES - NORTH NEIGHBOR



PRIVACY STUDIES - SOUTH NEIGHBOR



MARCH / SEPTEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



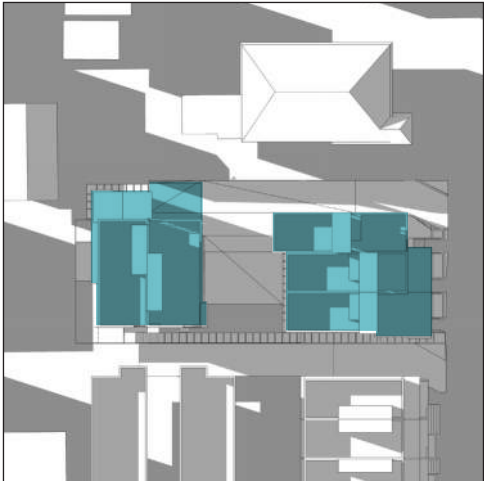
MARCH / SEPTEMBER 21, 5 PM



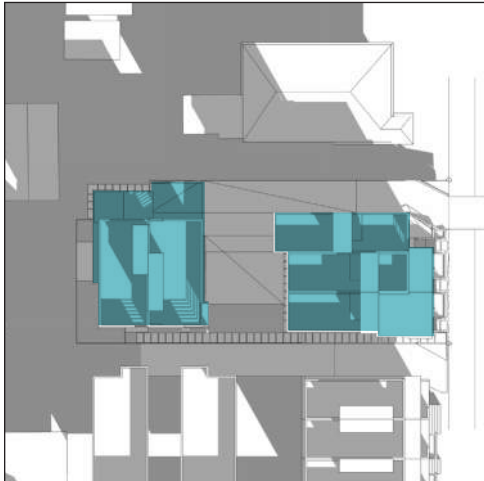
JUNE 21, 9 AM



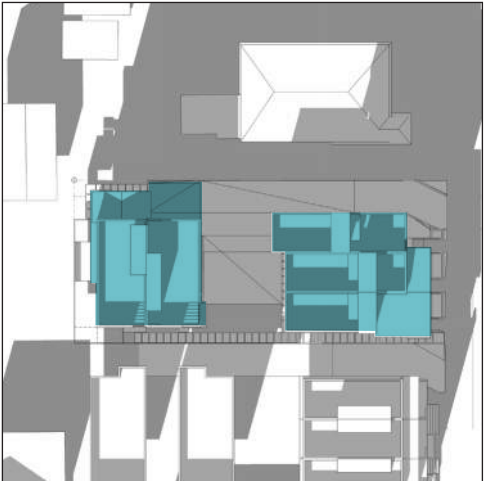
JUNE 21, 12 PM



JUNE 21, 5 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 5 PM

MASSING | Open rails and gabled roof are strategically placed to decrease the perceived bulk from the street. (DC2.A.1)

GLAZING | The proposed design features multi-paned windows along the street facing facade and throughout the project in order to add human scale. (DC2.II)

MATERIALS | The material palette creates a clean traditional aesthetic with a modern twist that blends the character of the neighborhood with the more modern material approach utilized at the proposed development to the south. (CS3.A.4, DC4.A.2)

TERRACING | Terracing helps to soften the transition from existing sidewalk grade to proposed grade and is consistent with terracing and high bank entries found throughout the Wallingford neighborhood. (CS1.D.1, DC4.I, DC3.I)

RESIDENTIAL ENTRIES | Entries are indicated by a series of stoops, terracing, railings, awnings and material transitions to create a clear transition between the public and private realm. (PL2.B.1)



NE VIEW FROM SUNNYSIDE AVE N



MASSING
Gabled roof forms face the north single family home in order to reduce the perceived bulk and preserve neighborhood context (DC2.A.1, CS2.IV)

MATERIALS
Light colors are used to clad all stair towers in order to reduce perceived scale. (DC2.A.1)

SCREENED ELEMENTS
All stair penthouses are pulled back from exterior walls in order to reduce perceived bulk. The penthouses are also screened by parapets to further reduce visibility. (DC2.II)

AUTOCOURT
The autocourt creates opportunity for residents to gether for recreational activities year round and creates separation between units to reduce the bulk. (CS2.IV, DC3.I)

NE AERIAL VIEW

SCREENED ELEMENTS

All stair penthouses are pulled back from exterior walls in order to reduce perceived bulk. The penthouses are also screened by parapets to further reduce visibility. (DC2.II)

MASSING

Gabled roof forms face the north single family home in order to reduce the perceived bulk and preserve neighborhood context (DC2.A.1, CS2.IV)

MODULATION

A variation in setbacks at the street help to reduce the bulk of the building (CS2.IV) and also allows for thoughtful material transitions in order to break down the street facing facade. (DC2-A)



NW VIEW OF TOWNHOMES FROM REAR YARD OF NORTHERN SINGLE FAMILY HOME



VIEW FROM SUNNYSIDE AVE N

MATERIALS

Cedar utilized above all entry doors to promote wayfinding on site.
(PL2.1.i)

MATERIALS

Light colored material at the base and transitioning to a darker material up top helps to reduce the vertical scale of the building.
(DC2)

SECURITY AND WAYFINDING

All entries to rear units are visible from the common pedestrian path and there are no blind corners in order to promote safety and wayfinding on site.
(PL2.1.i)

LANDSCAPING

Landscaping is incorporated to create a natural buffer between the first floor living spaces and the sidewalk. Greenery is used to soften the edges of the autocourt and create a pedestrian friendly space.
(PL2.B.1)



GABLE ROOF

Traditional gable roof form proposed in response to existing neighborhood context (CS2.IV)

MODULATION

A variation in setbacks at the street help to reduce the bulk of the building (CS2.IV) and also allows for thoughtful material transitions in order to break down the street facing facade. (DC2-A)

EYES ON THE STREET

Significant glazing at the street face in combination with seating opportunities such as terracing and stoops create opportunities for observation and encourage eyes on the street (PL2.B.1)

CIRCULATION

Pedestrian access and vehicular access is separated for safety and clarity. (DC1.B.A)

SW VIEW FROM SUNNYSIDE AVE N