

14TH AVE NW ROWHOUSES FOR SHELTER HOMES

9205 14TH AVE NW - RECOMMENDATION PROPOSAL PACKAGE

3036643-EG

6792573-CN

3037170-LU

PROPERTY OWNER:

SHELTER HOMES

CC: RON FROTON

88 HAMLIN ST

SEATTLE, WA 98102

ARCHITECT:

VANDERVORT ARCHITECTS

CC: MARK WIERENGA

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LANDSCAPE ARCHITECT:

ROOT OF DESIGN

CC: DEVIN PETERSON

2020 MALTBY RD

STE 7, PMB 370

BOTHELL, WA 98021



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PROPOSAL

14TH AVE NW ROWHOUSES

01. PROPOSAL

PROJECT DESCRIPTION.

We are proposing ten new ground-related dwelling units on an LR1 site in the Crown Hill neighborhood of Seattle. The 10,898 sf lot will be divided into two sites: One 3,270 sf site fronting on 14th Ave NW, and one 7,628 sf site to the west that will be accessed via the smaller site.

02. SUMMARY
CONTEXT
ANALYSIS

We propose to build four rowhouses on the east site and six townhouses on the west site. Both sites will be designed as one contiguous project and will respond to the urban context that they are surrounded by. All dwellings will be provided with at-grade auto parking stalls or garages.

03. EDG RESPONSE

There is one exceptional tree at the northeast corner of the site that we intend to retain. There are also two off-site trees to the northwest that we will provide protection zones for.

04. FLOOR PLANS
AND ELEVATIONS

Our goal is enhance the existing built environment by providing quality ground-related housing that relates to the cultural and recreational resources of the immediate surroundings.

05. MATERIALS AND
RENDERINGS

PROJECT #. 6792573-CN / 3036643-EG
LOT AREA. 3,270 SF
PROPOSED DWELLING TYPE. ROWHOUSES, 2-BEDROOM UNITS

06. BUILDING
SECTIONS

RESIDENTIAL UNIT #. 4 TOTAL
FLOOR AREAS (GROSS). RESIDENTIAL: 4,496 SF

FLOOR AREA (FAR). ALLOWED: 4,251 SF
PROPOSED: 4,198 SF

BUILDING HEIGHT. 30' PROPOSED (3 STORIES)
PLUS ROOF DECK/PENTHOUSES

07. DEPARTURES

AUTO PARKING. RESIDENTIAL: 1 PER DWELLING
PROVIDED



9-BLOCK STUDY
SURROUNDING COMMUNITY



02. SUMMARY
CONTEXT
ANALYSIS

03. EDC RESPONSE

04. FLOOR PLANS
AND ELEVATIONS

05. MATERIALS AND
FINISHES

06. BUILDING
SECTIONS

07. DEPARTURES

EXISTING SITE CONDITIONS SURVEY

01.
PROPOSAL

02.
SUMMARY
CONTEXT
ANALYSIS

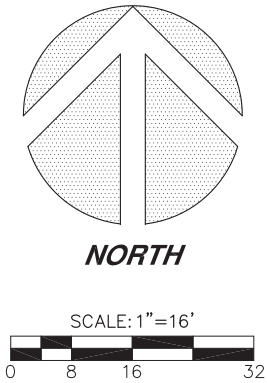
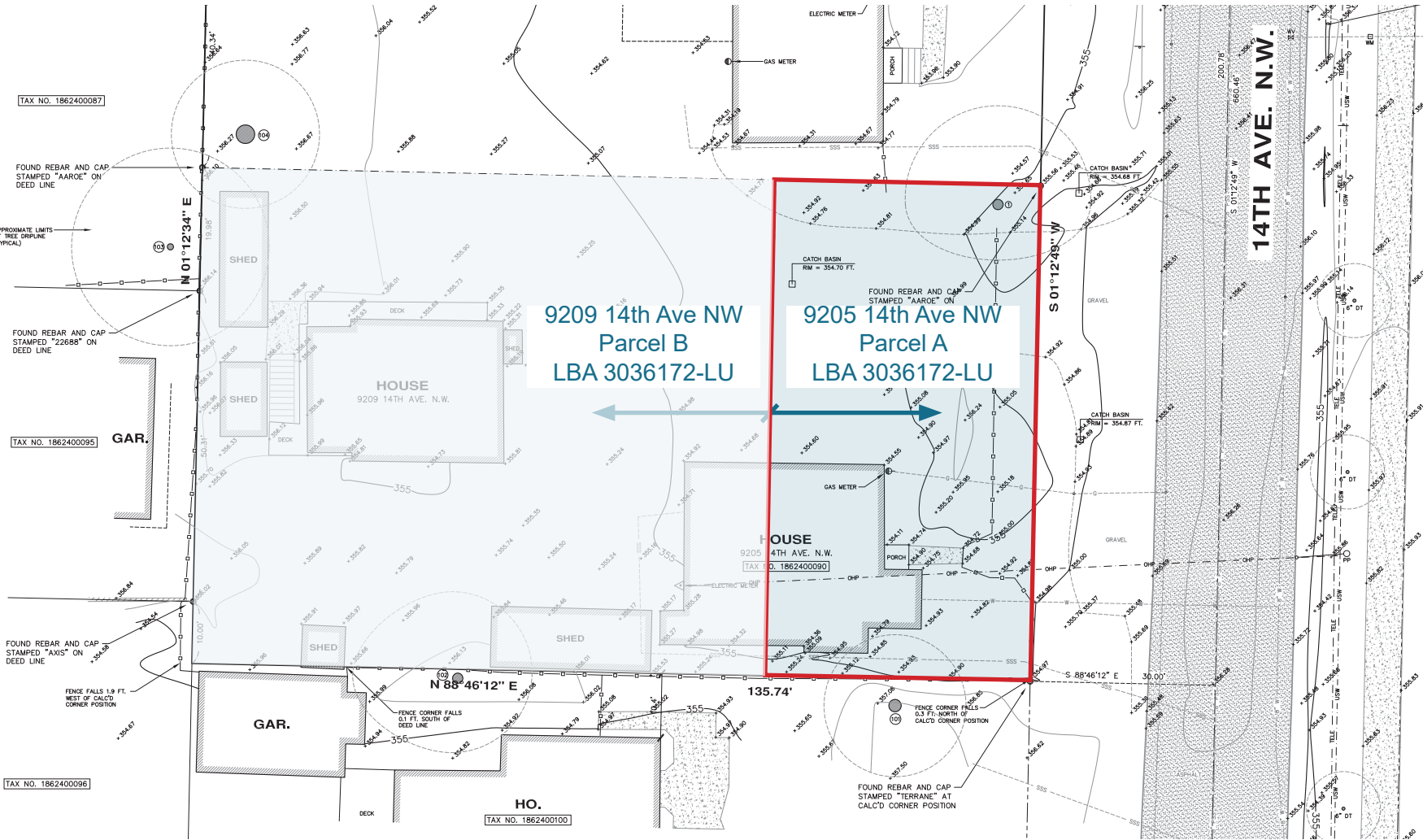
03.
EDG RESPONSE

04.
FLOOR PLANS
AND ELEVATIONS

05.
MATERIALS AND
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06.
BUILDING
SECTIONS

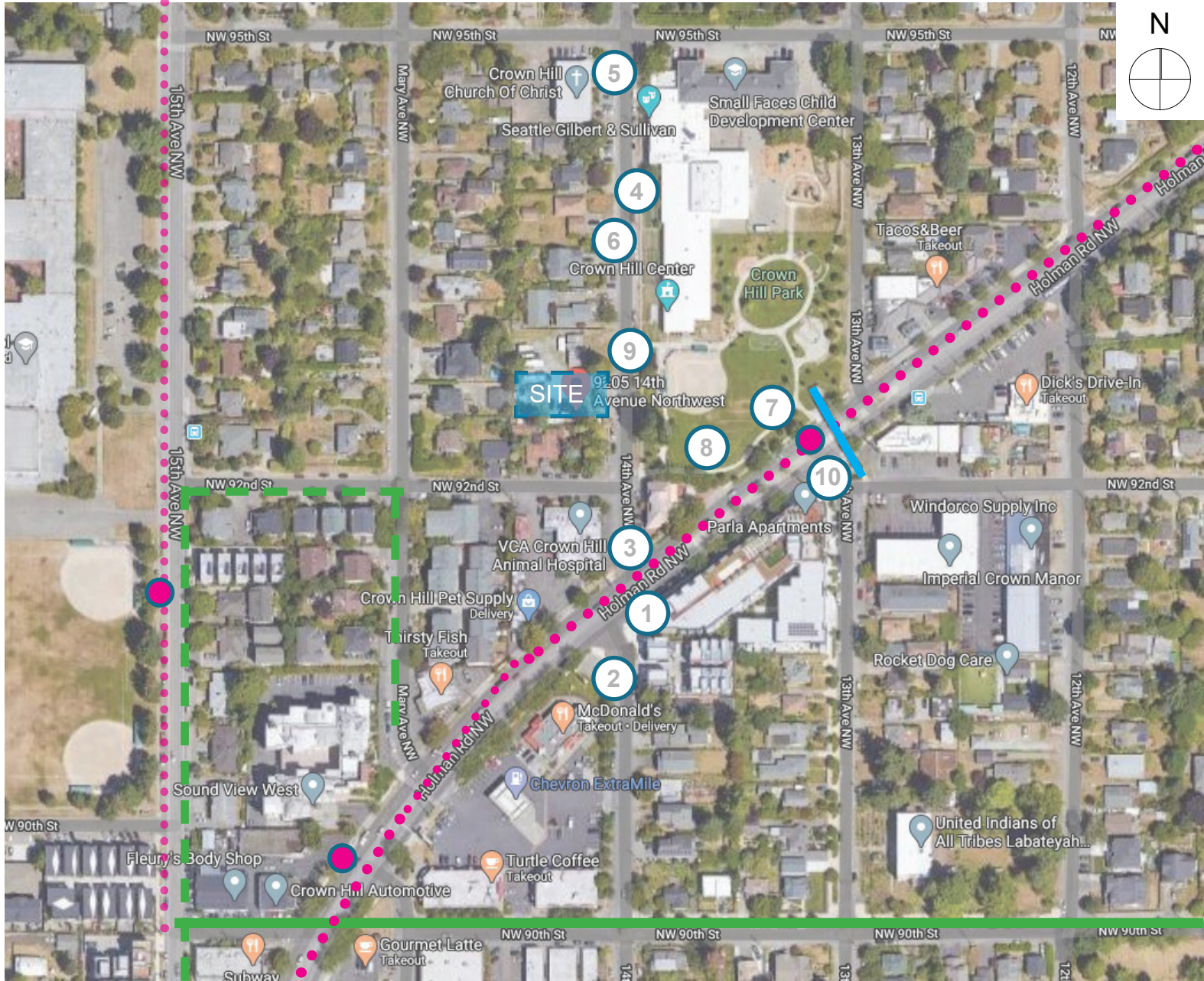
07.
DEPARTURES



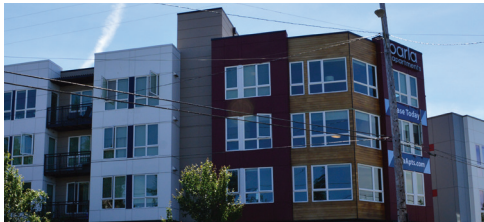
TAX PARCEL NO. 1862400090 (10,898 SQ FT.)
THE EAST HALF OF THE SOUTH 20 FEET OF LOT 8 AND THE EAST HALF OF LOT 9, BLOCK 2, CROWN HILL ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 25 OF PLATS, PAGE 12, IN KING COUNTY, WA.

VICINITY MAP
LANDMARKS & TRANSPORTATION

BUS STOPS BUS ROUTE BIKE PATH NEIGHBORHOOD GREENWAY PED. BRIDGE



VICINITY MAP.



1. PARLA APARTMENTS



2. NEARBY TOWNHOMES



3. HAYWOOD BUILDING



4. CROWN HILL CENTER



5. CROWN HILL CHURCH OF CHRIST



6. TYPICAL SFR's ON 14TH AVE NW



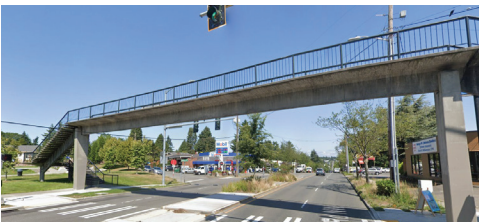
7. CROWN HILL PARK / HOLMAN



8. CROWN HILL PARK



9. CROWN HILL COMM. GARDEN



10. PEDESTRIAN BRIDGE

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CONTEXT ANALYSIS
IMAGES OF NEARBY STRUCTURES

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PARLA APARTMENTS



LIVE/WORK AND T.H.S ON 14TH AVE NW S. OF HOLMAN



NEARBY TOWNHOMES



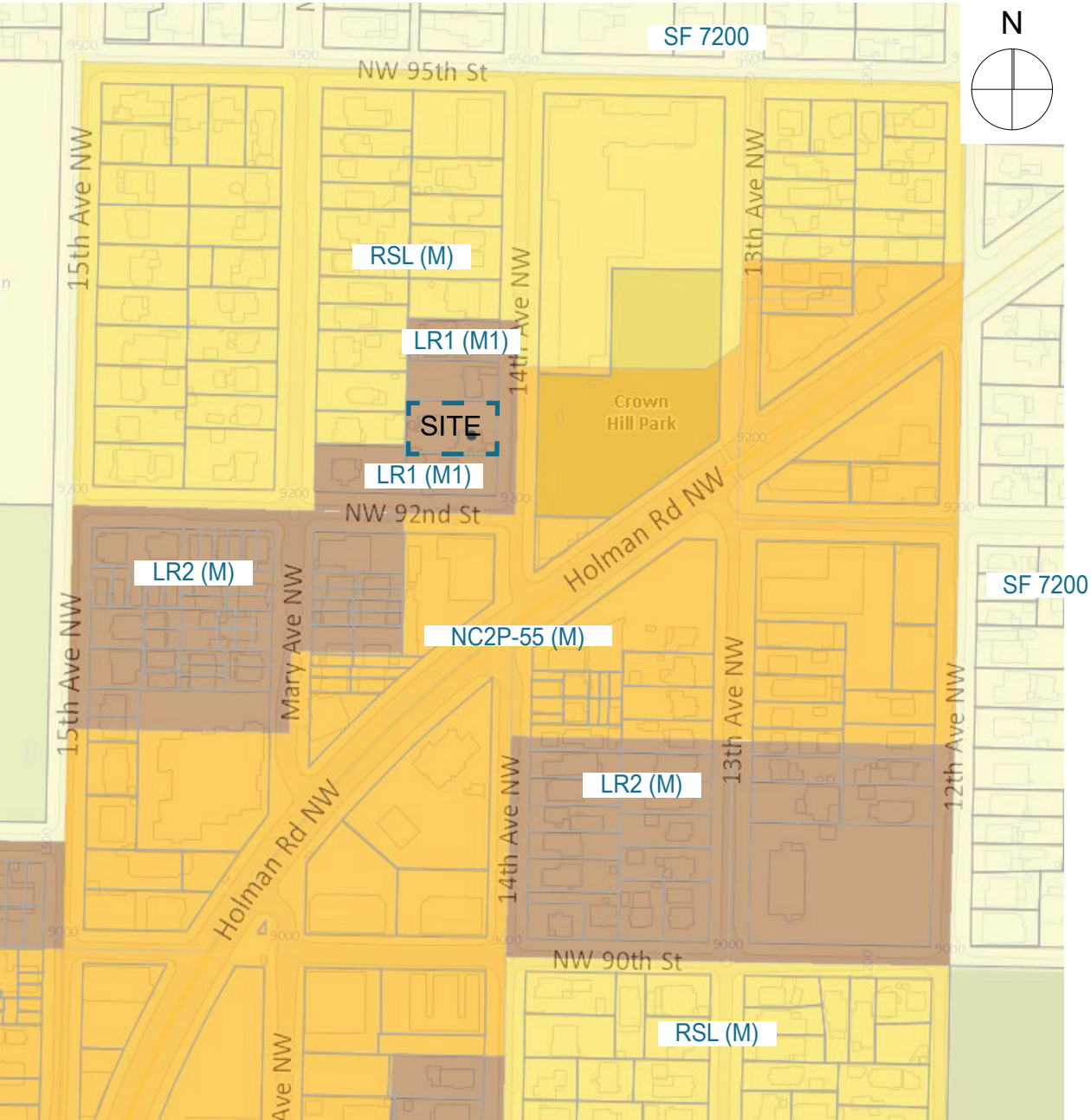
HAYWOOD BLDG. (ON 14TH)



TYP. DEVELOPMENT ON 14TH



CROWN HILL CENTER



Lot Area Total:	10,898 SF 3,270SF EAST SITE [ROWHOUSES] - 7,628SF WEST SITE [TOWNHOMES]).
Zoning:	LR1 (M1) / CROWN HILL RESIDENTIAL URBAN VILLAGE.
ECA:	NONE.
Residential Use:	TEN DWELLING UNITS TOTAL (FOUR ROWHOUSES ON EAST SITE - SIX TOWNHOUSES ON WEST SITE).
FAR:	FAR MULTIPLIER = 1.3 - 4,251SF ALLOWED EAST SITE, 9,915SF ALLOWED WEST SITE.
HEIGHT:	30' BASE HEIGHT ALLOWED. +5' FOR PITCHED ROOF. +4' FOR PARAPETS. +10' FOR STAIR PENTHOUSE(S).
SETBACKS:	ROWHOUSE: 5' MIN. FRONT, 5' MIN/7' AVG. REAR, 3.5' SIDES. TOWNHOUSE: 5' MIN/7' AVG. ALL SIDES.
AUTO PARKING:	NONE REQUIRED AS PROJECT IS IN PARKING FLEXIBILITY AREA AND URBAN VILLAGE. 1 SPACE PER D.U. PROPOSED ALL DWELLINGS.
BICYCLE PARKING:	1 LONG-TERM SPACE REQUIRED PER D.U. 4 SHORT-TERM SPACES REQUIRED.
AMENITY AREA:	25% OF LOT AREA MUST BE PROVIDED AS AMENITY AREA. HALF OF THIS MUST BE AMENITY AREA AT GROUND LEVEL.
GREEN FACTOR:	A GREEN FACTOR SCORE OF 0.6 IS REQUIRED FOR THIS SITE.

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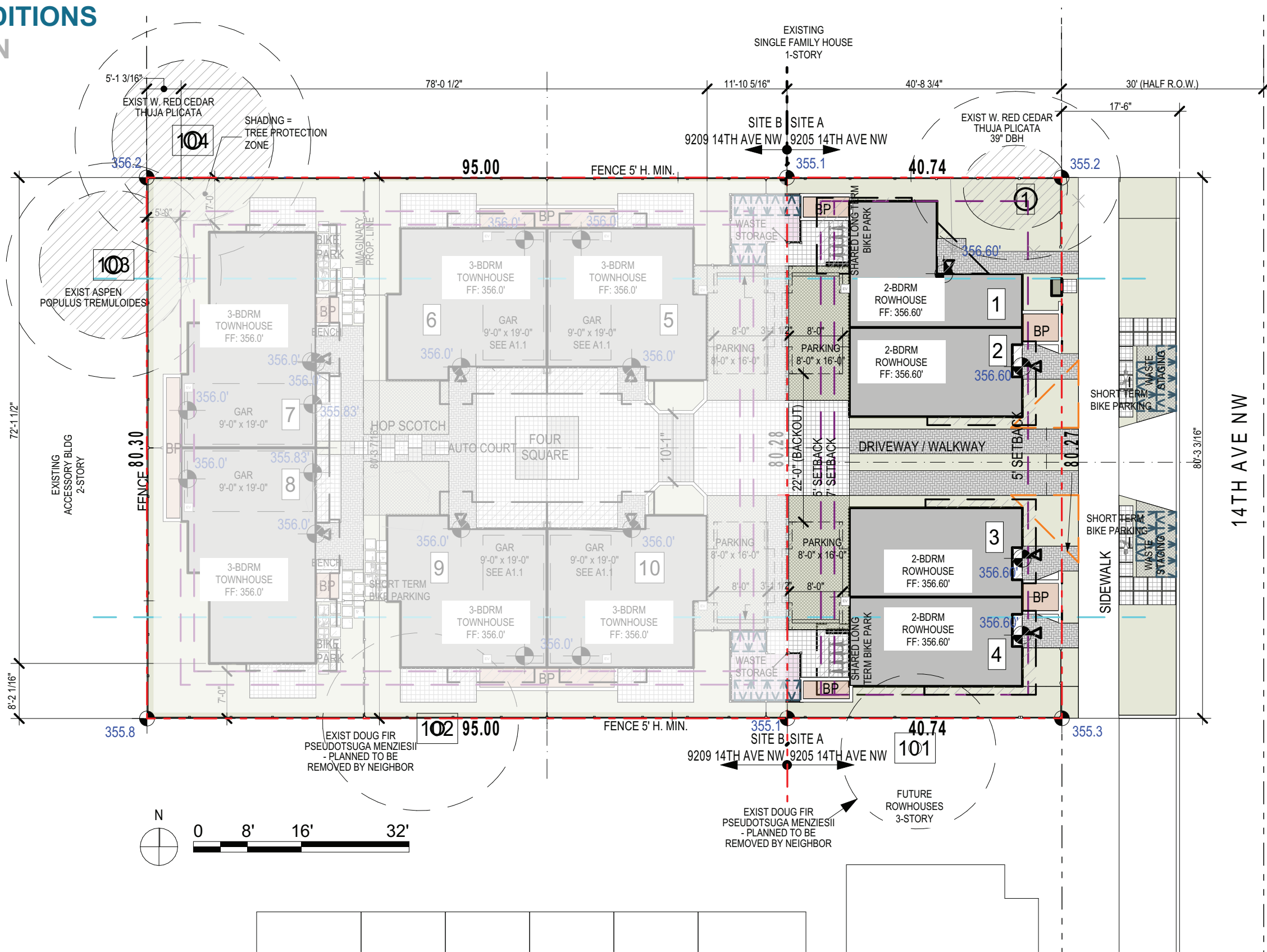
05.
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PROPOSED SITE CONDITIONS
COMPOSITE SITE PLAN

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COMPOSITE SITE PLAN

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DESIGN STANDARDS

DESIGN NARRATIVE

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CS1.D.1&2: Plants and Habitat

On site trees: Cedar at NE corner of site is exceptional. We aim to maintain this cedar tree as part of the efforts to maintain existing vegetation and animal habitat. Our preferred scheme works around this tree with unique geometry to provide breathing room for this exceptional cedar.

Off site trees: There are a number of trees off site to the northwest and along the south property line. Our preferred option uses these trees as a development limitation and provide space for retention of these trees. The trees to the south are slated for removal as part of the Queen Mary Rowhouse project, but the trees to the northwest will remain for the time being.

CS2.A.1: Sense of Place

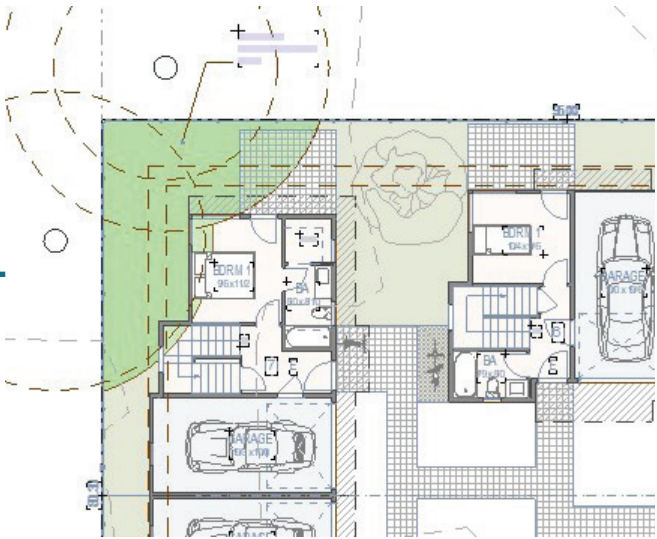
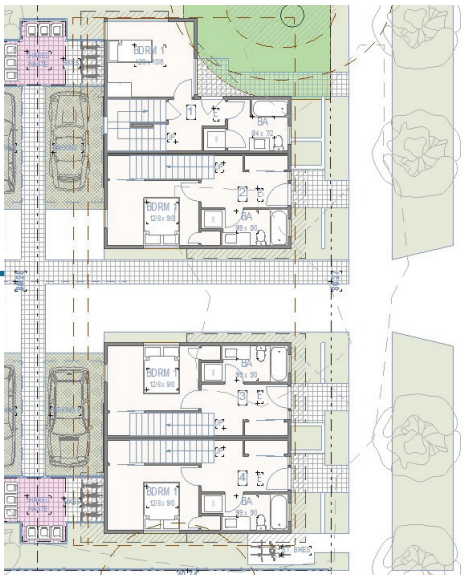
The planned rowhouse project to the south will create a very clear building edge at the intersection just south of our site (14th and 92nd). We intend to continue this frontage, but we also intend to give a nod to the single family nature of the street frontage running north of our site by splitting our rowhouses into two buildings along 14th Ave NW. This will relate more closely to the single family development north of our project by creating two pair of rowhouses along the street (preferred scheme). This pair of buildings will also frame the site entry between them.

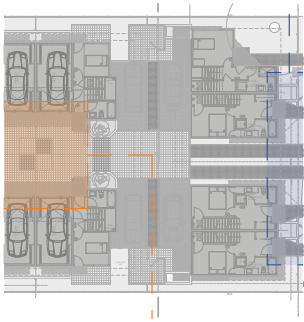
CS2.B.2: Connection to Street

We have deliberately sited the number of rowhouse dwellings that can be planned along 14th Ave in order to create a very strong connection to the public realm. By framing the access to the Decision to front 14th with Rowhouse, we make it clear that we intend to connect visitors and occupants to the very center of the west site. The heart of the site is developed as a woonerf, with clearly marked pedestrian pavement, areas to park at grade, obvious building entries, easy access to bike parking and support services (such as waste storage) that are accessible, but tucked out of sight.

CS2.D.5: Respect for Adjacent Sites

This site abuts single family uses to the north and the west. The site to the west will remain single family (RSL). The sites to the north and south are now LR1. We are responding to our neighbors on all interior lot facades by providing appropriate ground level amenity spaces, extensive landscaping, and human-scaled massing. Most of the space between the buildings and the neighbors to the north, west and south will be heavily landscaped, providing a much softer edge for our neighbors.





PL3.A.1.D: Individual Entries to Ground-related Housing

Rowhouses front on 14th and have obvious individual entries. The townhouses will have entries that clearly relate to the internal woonerf. Entries will be provided with protection above and in most cases will be recessed to further demarcate and provide privacy. During design development, we will more carefully consider materials, special signage and other elements that create a friendly entry experience.

PL4.B.2: Bike Facilities

Bike parking for our preferred scheme has been carefully managed. The spaces behind the rowhouses have been designed to provide access to bike parking. This shared bike storage area will be provided with a deep overhang for weather protection, will be well lit and secure. Access to this bike storage will be along a clearly marked paving path that slips between at-grade parking stalls. Gates and fences will provide an added level of screening and security.



DC2.A.2: Reduce Perceived Mass

We are suggesting massing that reduces the overall mass of the buildings and that help to demarcate individual dwellings. In many cases, the upper two floors cantilever out over the lower floor to help create protection and recesses at building entries. We intend to limit the widths of the individual upper floor projections and to render them with lighter colors and textured siding to provide vitality. Parapets will be manipulated vertically to emphasize the various parts and open railings are suggested at certain areas to provide more transparency at strategic portions of the facade.



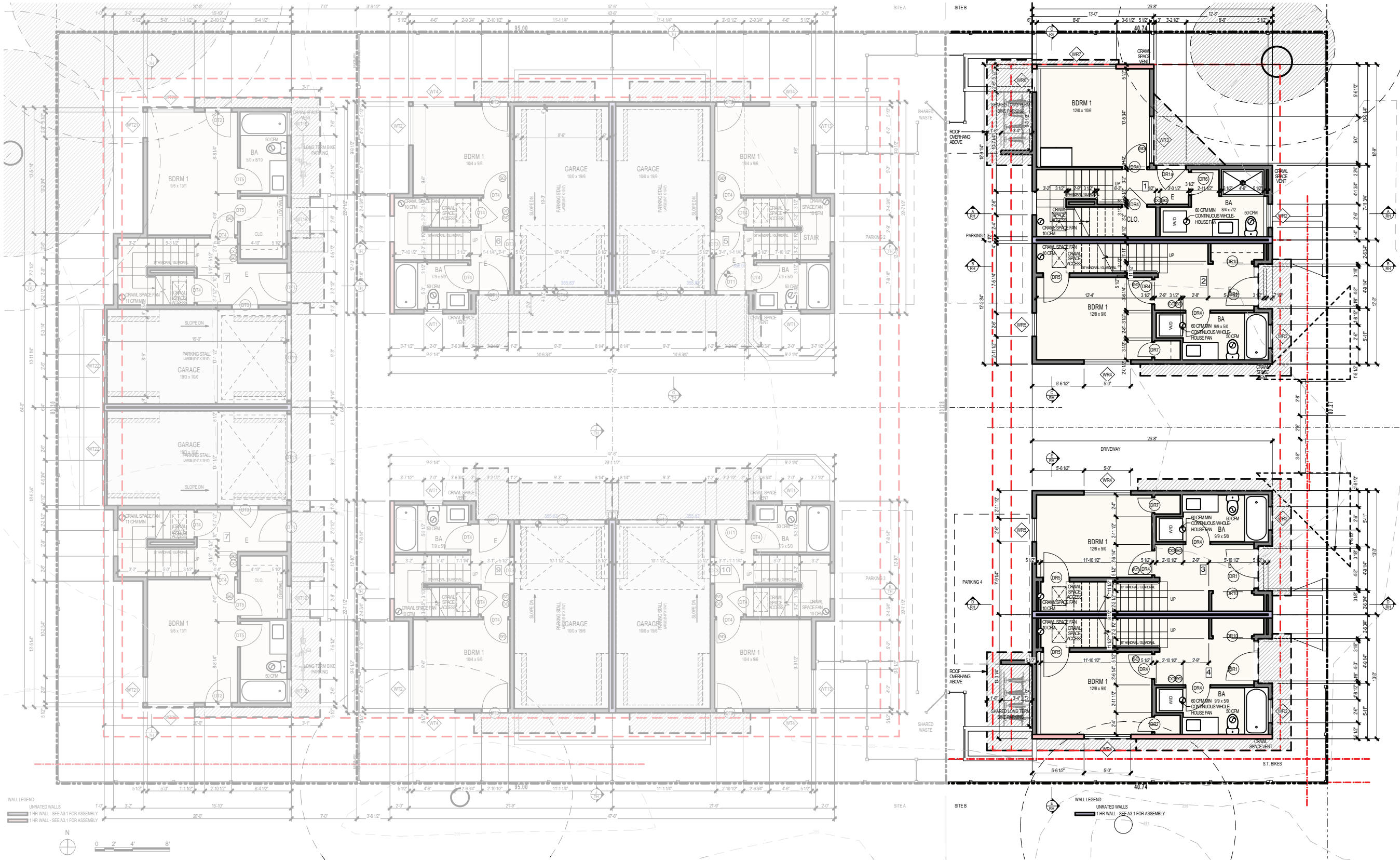
DC4.D.2: Hardscape Materials

The woonerf will utilize a mix of high-quality paving materials in order to elevate the experience of this space and to clarify the multiple uses being served. We intend to use asphalt for the driving surface intermixed with flush pavers to demarcate walking paths. All building entries will be tied to the pavers in order to give special emphasis to the doors. Grass grid may also be used at our surface parking areas in order to provide a third texture and to provide additional green to the woonerf.



FIRST FLOOR PLAN

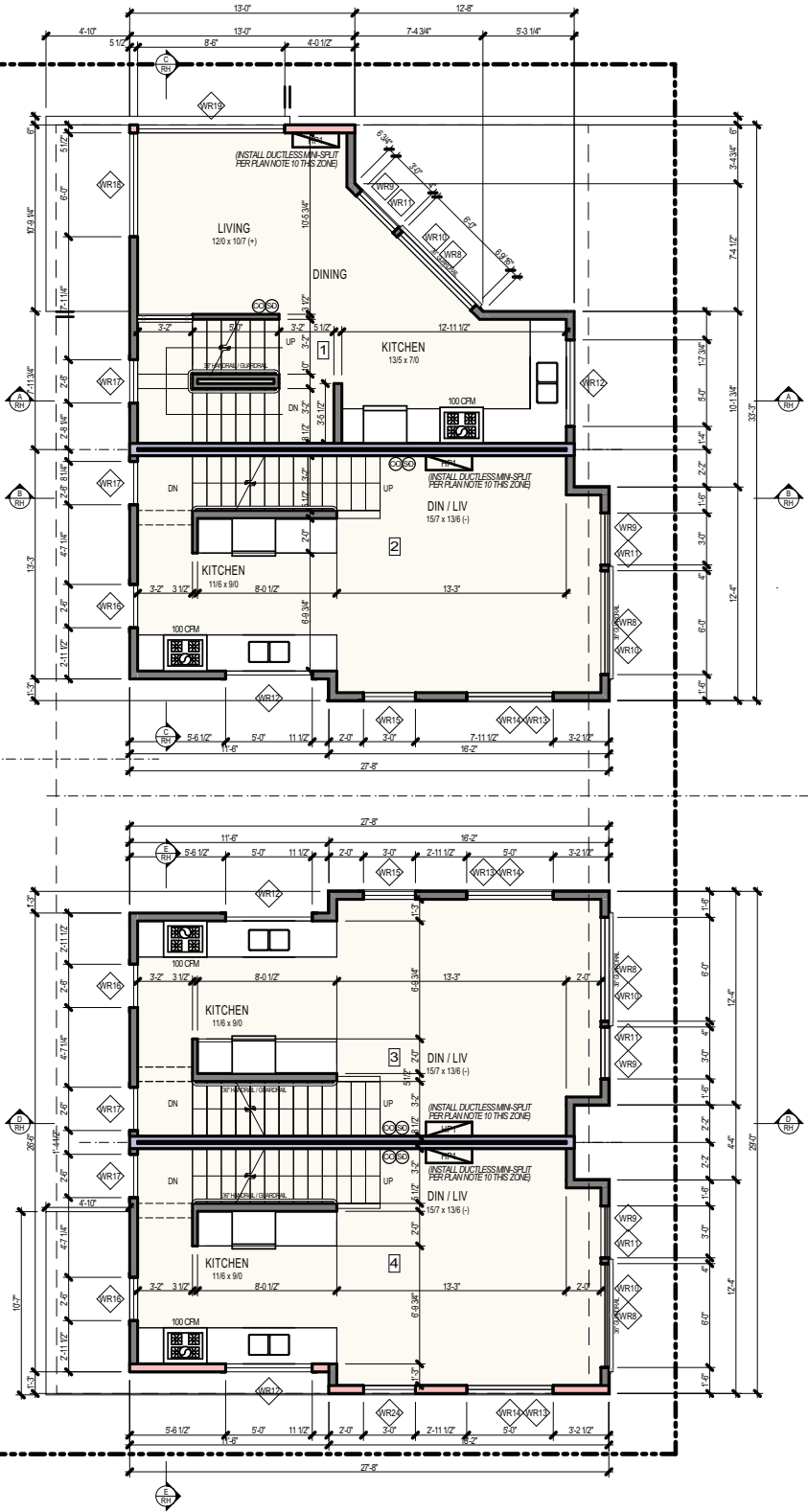
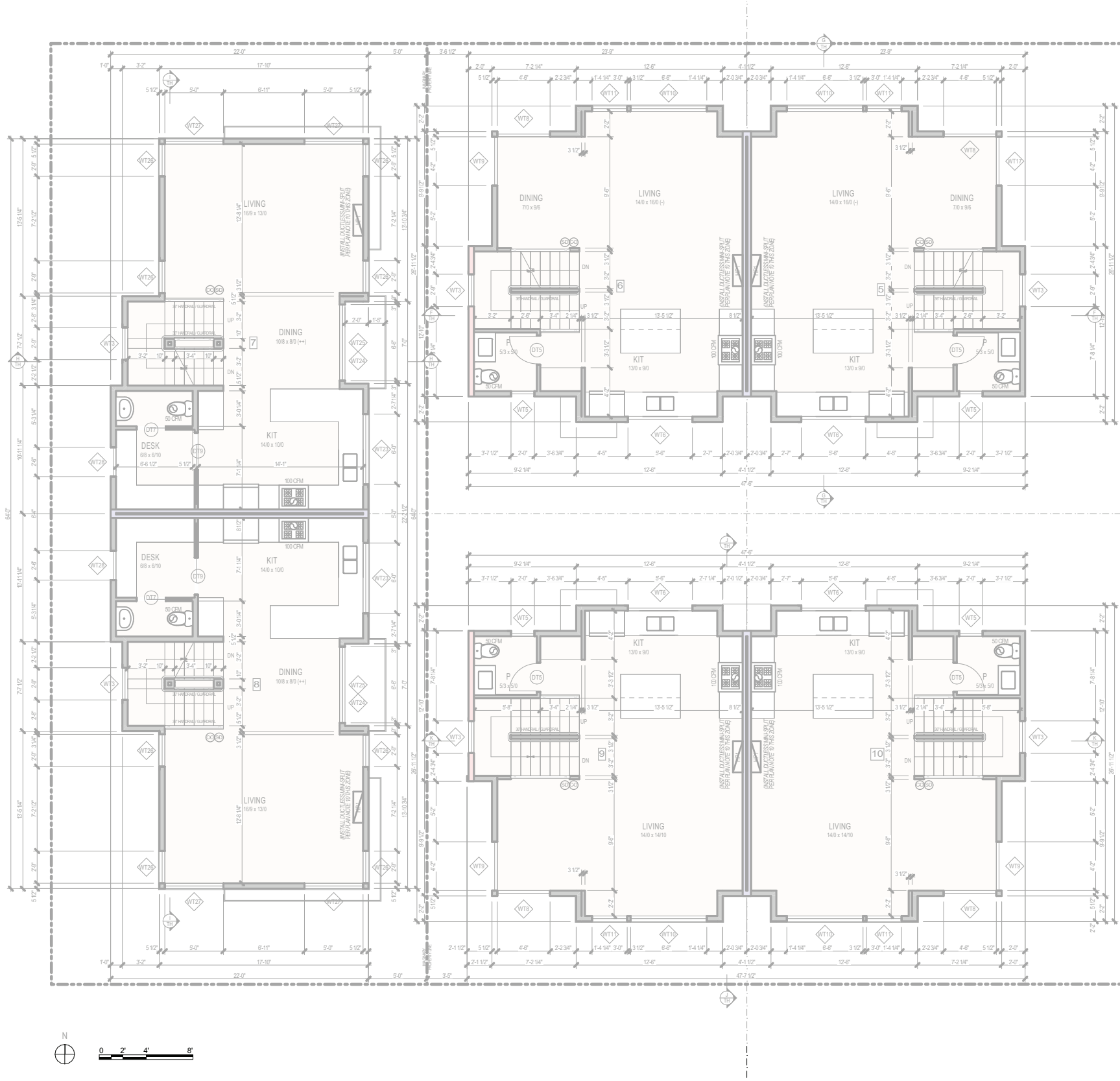
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FIRST FLOOR

SCALE: 1" = 10'

SECOND FLOOR PLAN



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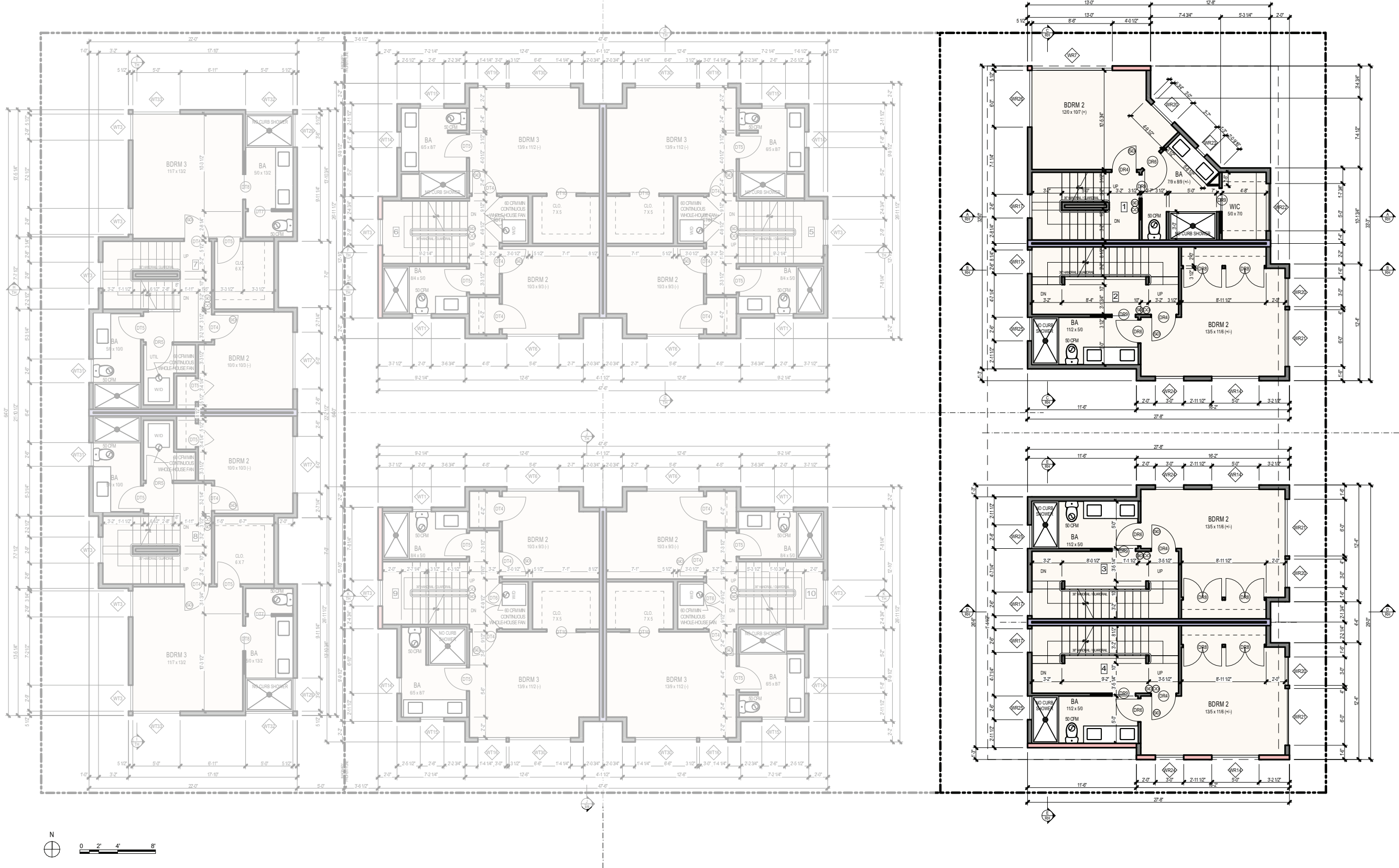
07.
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SECOND FLOOR

SCALE: 1" = 10'

THIRD FLOOR PLAN

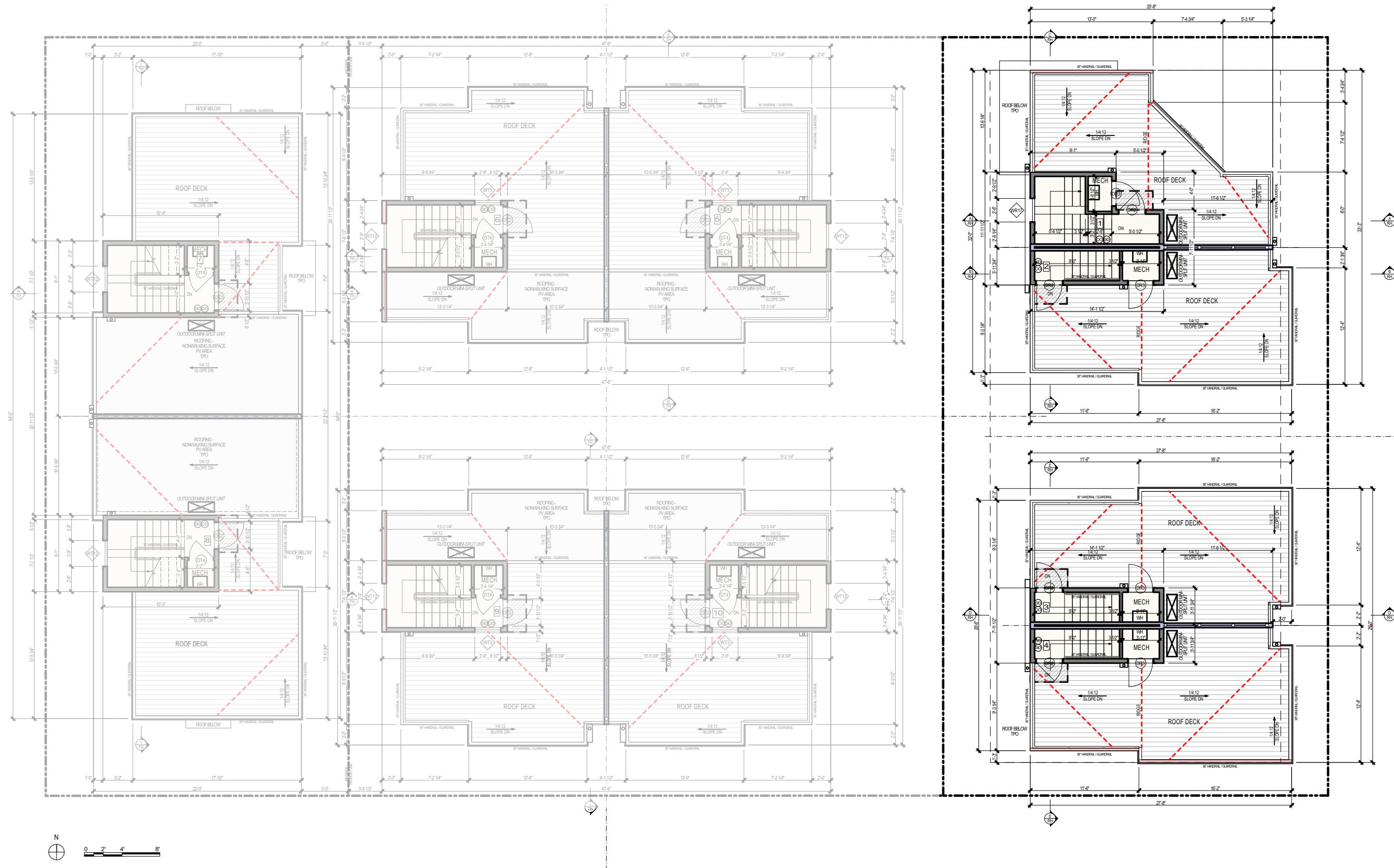
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THIRD FLOOR

SCALE: 1" = 10'

ROOF DECK PLAN



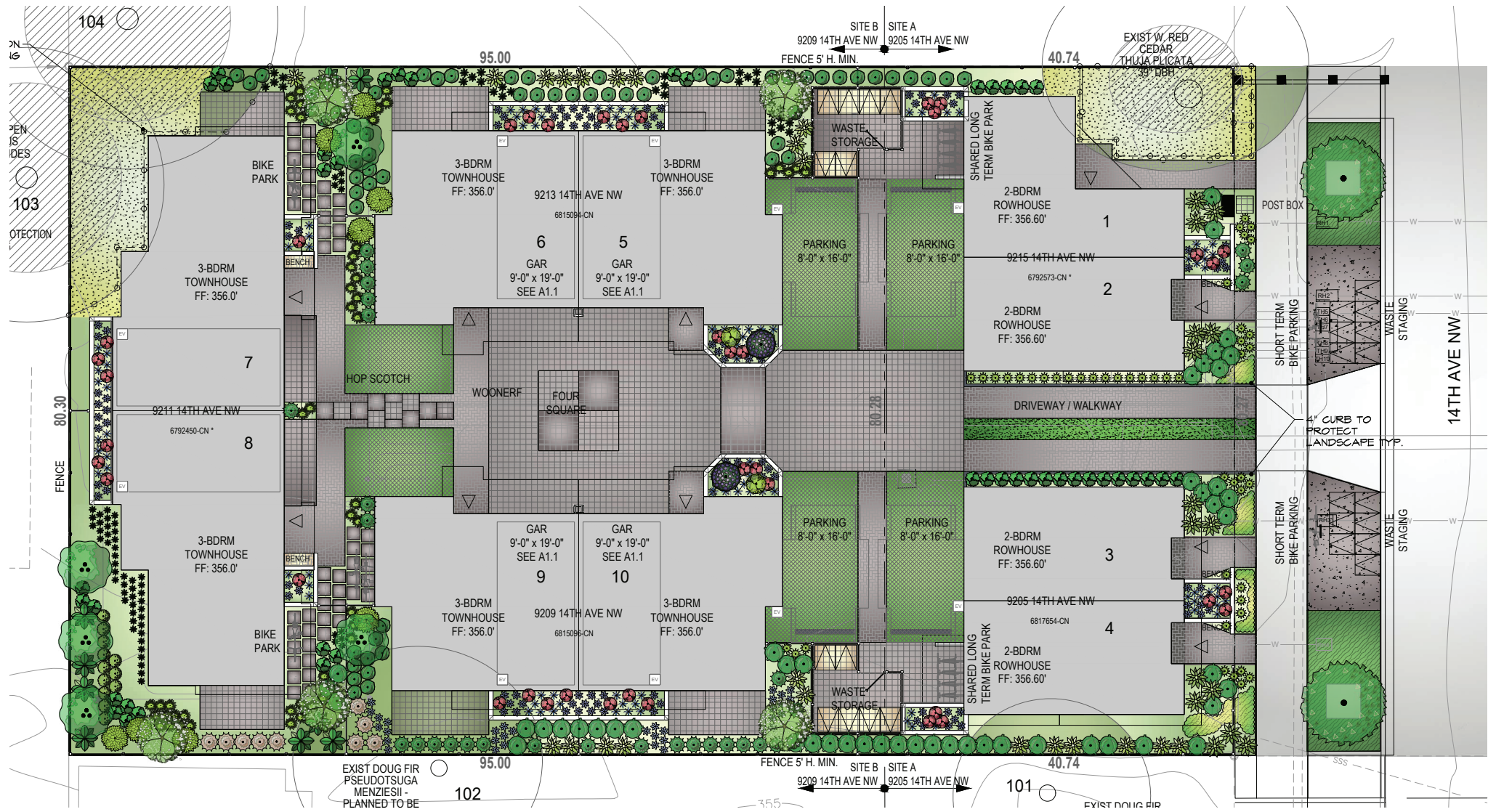
ROOF DECK

SCALE: 1" = 10'

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LANDSCAPE PLAN

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PLANT SCHEDULE PARCEL A	
TREES	BOTANICAL / COMMON NAME
	Libocedrus decurrens / Incense Cedar
SHRUBS	BOTANICAL / COMMON NAME
	Carex oshimensis 'Everillo' / Everillo Japanese Sedge
	Cyrtomium fortunei / Japanese Holly Fern
	Nandina domestica 'Gulf Stream' TM / Heavenly Bamboo
	Osmanthus heterophyllus 'Goshiki' / Goshiki Holly
	Pieris japonica 'Cavatine' / Lilly of the Valley Bush
	Prunus laurocerasus 'Mount Vernon' / Mount Vernon Laurel
	Sarcococca hookeriana humilis / Dwarf Sweet Box
BIORETENTION	BOTANICAL / COMMON NAME
	Cornus sericea 'Kelsey' / Kelsey Dogwood
	Iris x 'Pacific Coast Iris' / Pacific Coast Iris
	Juncus inflexus 'Blue Arrow' / Blue Arrow Juncus
GROUND COVERS	BOTANICAL / COMMON NAME
	Lysimachia nummularia 'Aurea' / Golden Creeping Jenny
	Rubus calycinoides 'Emerald Carpet' / Creeping Raspberry
SITE	BOTANICAL / COMMON NAME
	Arborist Chips 3" Depth





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EAST ELEVATION - UNIT 1, 2, 3, 4

SCALE: 1/8" = 1'-0"



MATERIALS LEGEND

- BAY CLADDING:**
 - SMOOTH HARDIPANEL CLADDING
 - W/ 1x2 BATTENS AT 16" O.C.
 - COLOR:**
 - BM POLAR FROST
- MATCH TRIMS AND FLASHINGS
- BODY CLADDING:**
 - SMOOTH HARDIPANEL CLADDING
 - W/ 5" EXPOSURE
 - COLOR:**
 - BM STEEL WOOL
- MATCH TRIMS AND FLASHINGS
- STAINED WOOD CLADDING:**
 - T&G 1x4 CEDAR CLADDING (TK GRADE)
 - COLOR:**
 - CABOT'S NATURAL STAIN
- WINDOWS:**
 - WHITE VINYL PER ELEVATIONS
- DOORS (INCLUDING GARAGE):**
 - CODEL ENTRY DOORS (WALK)
 - WD 9700 westfield (GARAGE)
 - COLOR:**
 - BM JET BLACK

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WEST ELEVATION - UNIT 1, 2, 3, 4

SCALE: 1/8" = 1'-0"

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NORTH ELEVATION - UNIT 1

SCALE: 1/8" = 1'-0"

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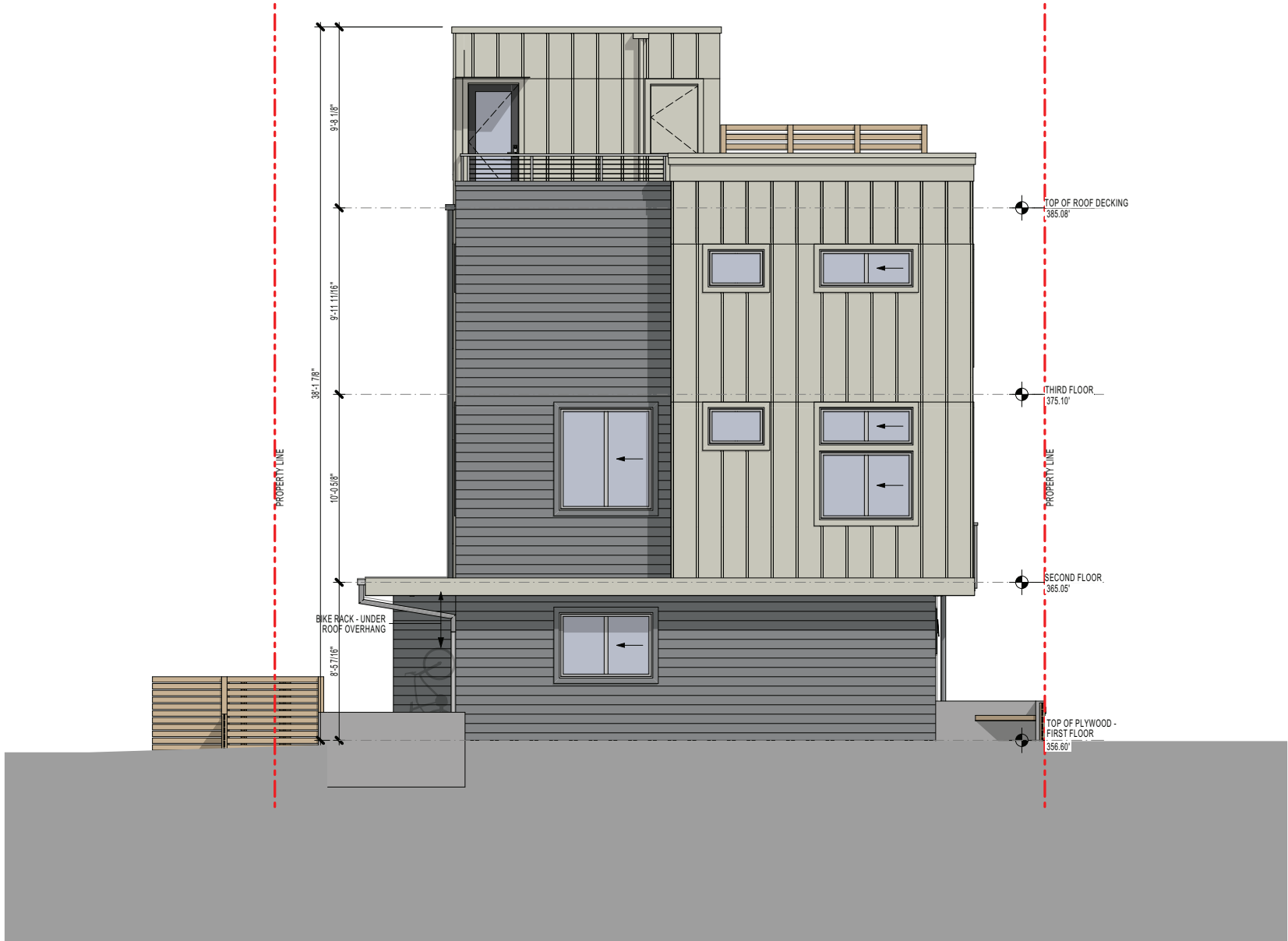
03.
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MATERIALS LEGEND

- BAY CLADDING:**
 - SMOOTH HARDIPANEL CLADDING W/ 1x2 BATTENS AT 16" O.C.
 - COLOR:** BM POLAR FROST
- MATCH TRIMS AND FLASHINGS**
- BODY CLADDING:**
 - SMOOTH HARDIPLANK CLADDING W/ 5" EXPOSURE
 - COLOR:** BM STEEL WOOL
- MATCH TRIMS AND FLASHINGS**
- STAINED WOOD CLADDING:**
 - T&G 1x4 CEDAR CLADDING (TK GRADE)
 - COLOR:** CABOT'S NATURAL STAIN
- WINDOWS:**
 - WHITE VINYL PER ELEVATIONS
- DOORS (INCLUDING GARAGE):**
 - CODE ENTRY DOORS (WALK)
 - WD 9700 westfield (GARAGE)
 - COLOR:** BM JET BLACK

SOUTH ELEVATION - UNIT 4

SCALE: 1/8" = 1'-0"

RENDERINGS
EXT. VIEWS

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EAST ELEVATION OF ROWHOUSES

RENDERINGS
GUIDE



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SE CORNER PERSPECTIVE



STREET ENTRY - UNIT 1, 2



STREET ENTRY - UNIT 3, 4



NE CORNER PERSPECTIVE



SIGNAGE CONCEPT VISIBLE FROM STREET



SE VIEW - FULL ADJACENT LOT CONTEXT



STREET ENTRY FROM NE



UNIT 2 DECK - FACING WEST



STREET ENTRY FROM SE



BIKE STORAGE AND WASTE AREA

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STREET ENTRY FROM SE



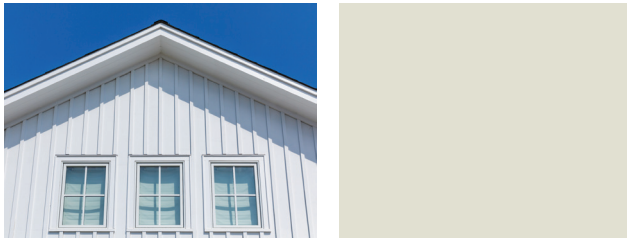
STREET ENTRY FROM NE



STREET VIEW OF ROWHOUSES



EAST ELEVATION OF ROWHOUSES



BAY MATERIAL / COLOR
SMOOTH HARDIEPANEL CLADDING W/ 1X2
BATTENS @ 16" O.C. IN BENJAMIN MOORE 1506
"POLAR FROST."



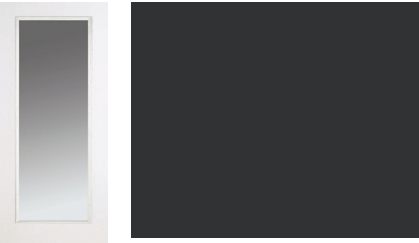
BASE MATERIAL / COLOR
SMOOTH HARDIELANK CLADDING 5" EXPOSURE
IN BENJAMIN MOORE 2121-20 "STEEL WOOL."



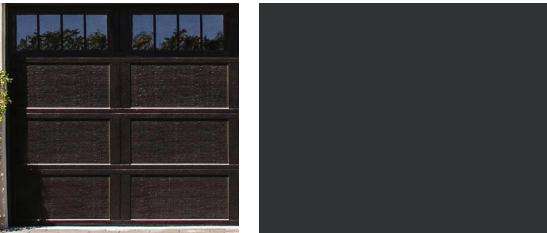
STAINED WOOD SIDING
1X4 CEDAR T&G SIDING WITH CABOTS NATURAL
STAIN.



WINDOWS
WHITE VINYL WINDOWS WITH HORIZ. SLIDER.
SINGLE HUNG, CASEMENT, AND FIXED.

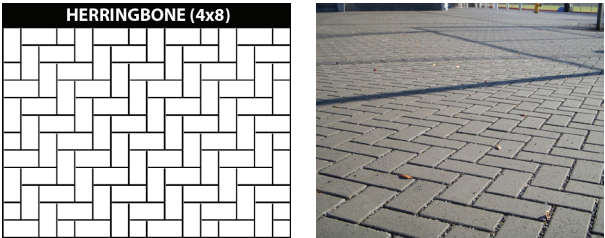


ENTRY DOORS
CODEL SF20 ENTRY DOOR PAINED WITH
BENJAMIN MOORE 2120-20 "JET BLACK."

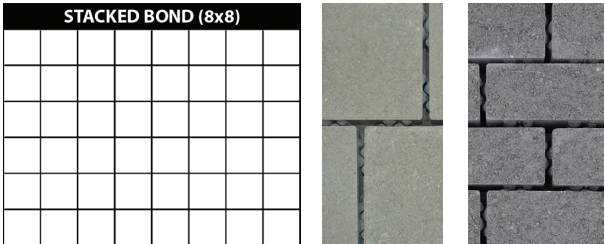


GARAGE DOORS
WAYNE DALTON 9700 CARRIAGE HOUSE
STEEL GARAGE DOOR. HAMPTON STYLE.
PLAIN WINDOWS IN TOP PANEL. PAINTED WITH
BENJAMIN MOORE 2120-20 "JET BLACK."

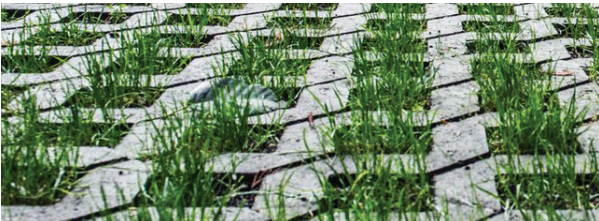
PAVING



MUTUAL MATERIALS - ECORPIORA
HERRINGBONE IN "CHARCOAL."

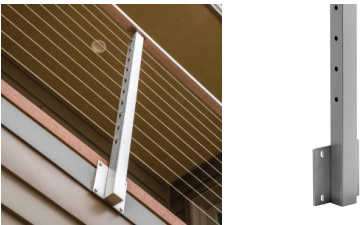


MUTUAL MATERIALS - ECOPRIORA
8X8 STACKED BOND IN "NATURAL" AND
CHARCOAL."



MUTUAL MATERIALS - ECOPRIORA
TURFSTONE

JULIET BALCONY RAILING



36" H WHITE POWDER-COATED ALUMINUM CABLE
RAIL OFF JULIET BALCONIES.

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CORNICE STUDY
LEGEND

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CORNICE & TRIM A



CORNICE & TRIM B



CORNICE & TRIM C



CORNICE & TRIM D
(Preferred)



36" H METAL RAILING
(WHITE POWDER-
COATED ALUMINUM)

5"x5"x1/8" METAL PLATE
FOR RAIL FIXING TO TRIM
BOARD

2x12 TRIM BOARD TO
MATCH BAY SIDING COLOR



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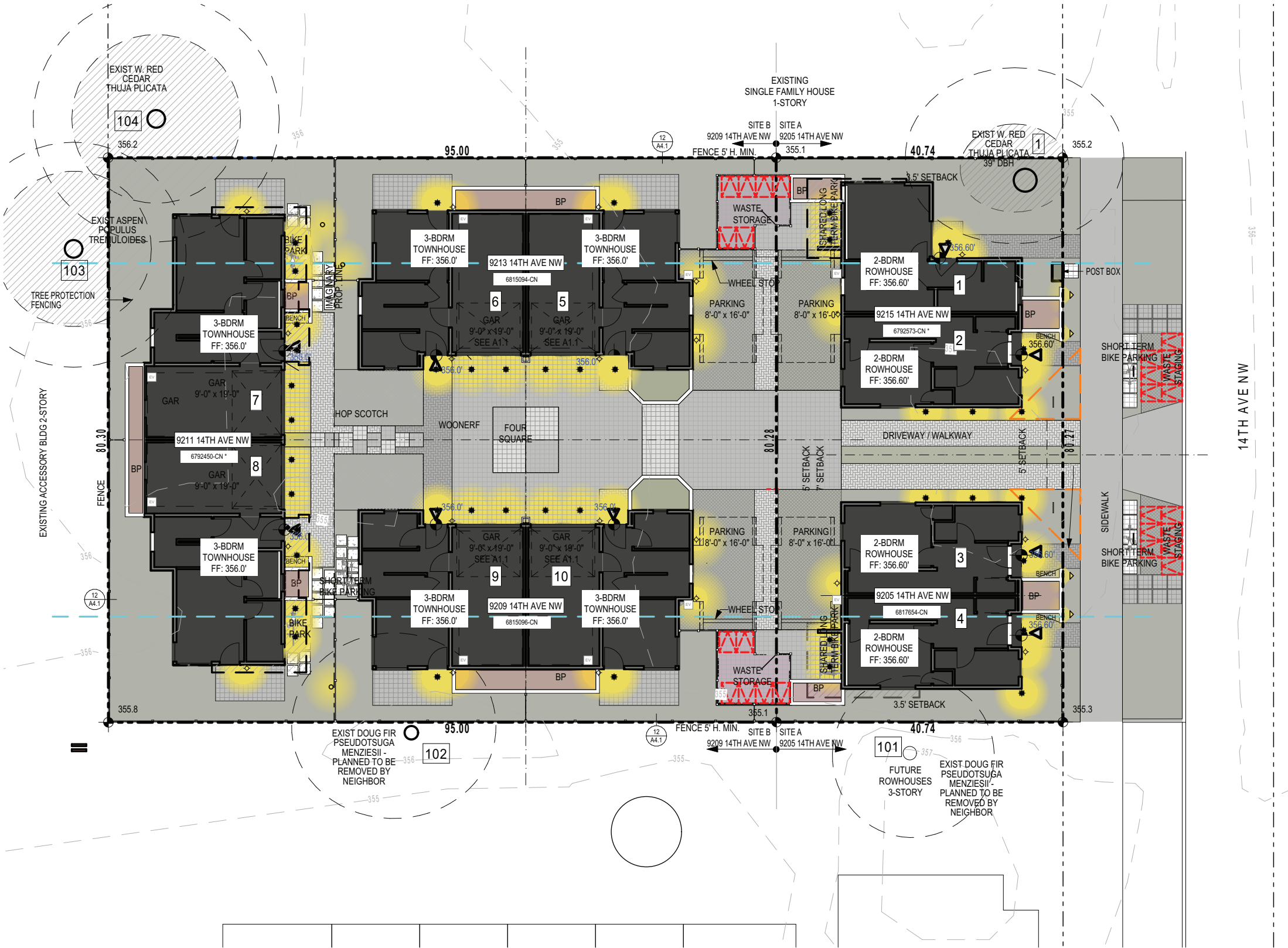
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- 04. FLOOR PLANS AND ELEVATIONS
- 05. MATERIALS AND RENDERINGS
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COMMENT 3. B. DOWNWARD FACING SCONCE LIGHTING

FIXTURE LEGEND



WALL MOUNTED: WAC LIGHTING 11" SLANT SCONCE BLACK



RECESSED: HALO 4" LED NICKLE TRIM



LANDSCAPE: JOHN TIMBERLAND HOODED LANDSCAPE LIGHT DARK BRONZE



LANDSCAPE: JOHN TIMBERLAND LED WELL LIGHT BLACK

SITE LIGHTING PLAN

SCALE: 1/16" = 1'-0"

01.
PROPOSAL

02.
SUMMARY
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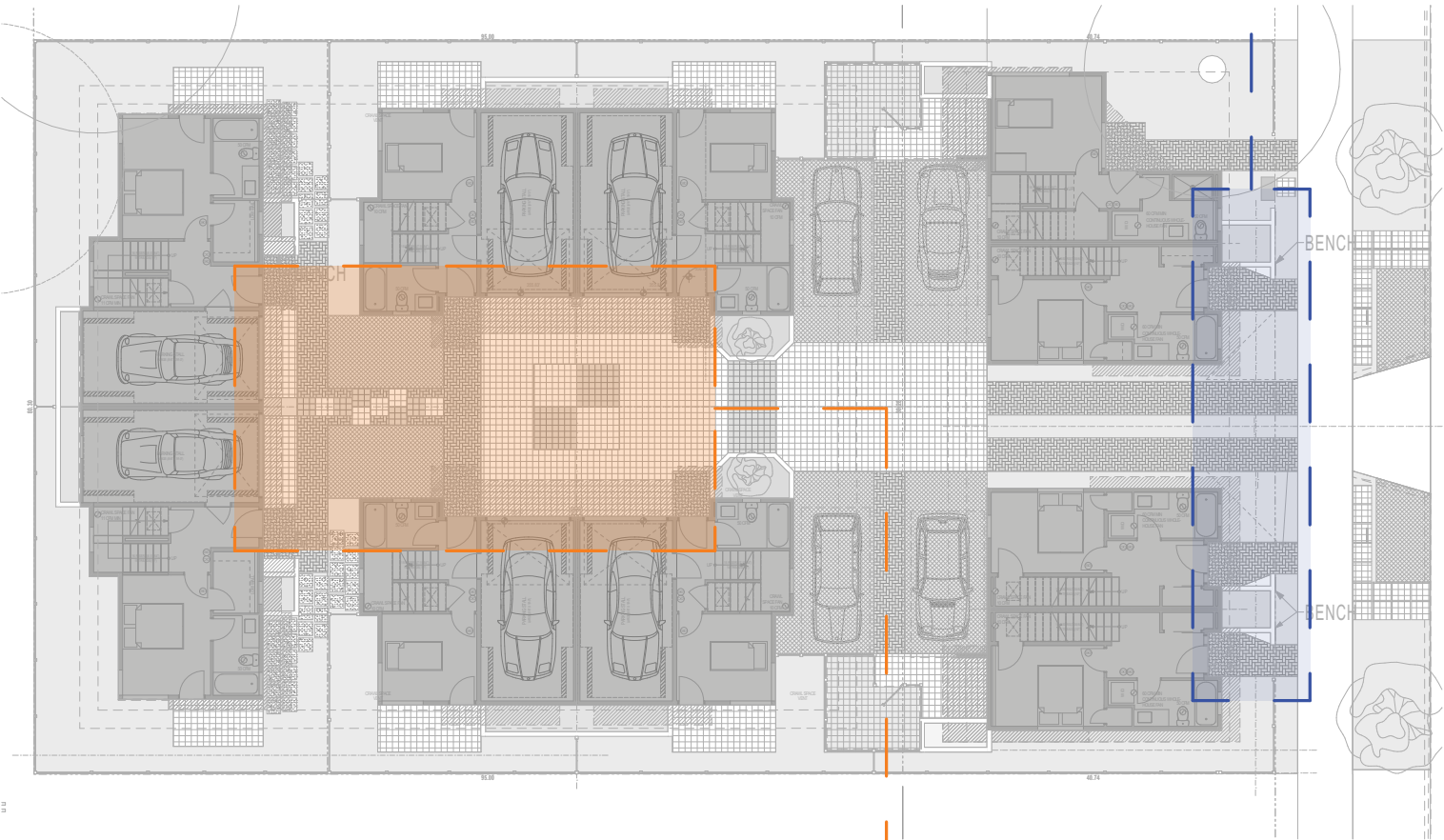
03.
EDG RESPONSE

04.
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AND ELEVATIONS

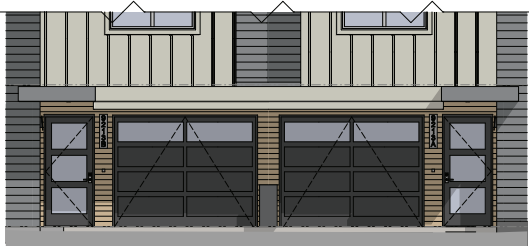
05.
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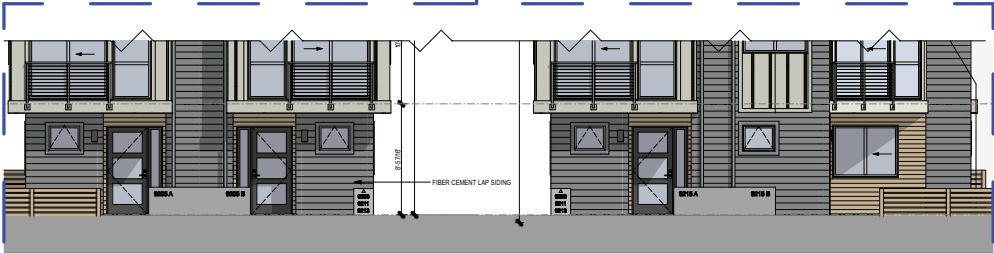


SIGNAGE CONCEPT PLAN



SIGNAGE ALONG WOONERF

TOWNHOUSES:
ALL TOWNHOUSE FRONT DOORS WITH
ADDRESS NUMBERS ON CUT OUT ON
METAL PLATE ATTACHED TO WOOD SIDING.

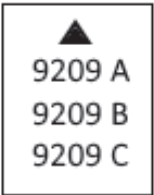


SIGNAGE FROM STREET

ROWHOUSES:
METAL ADDRESS NUMBERS ON BIO-PLANTERS FACING STREET.

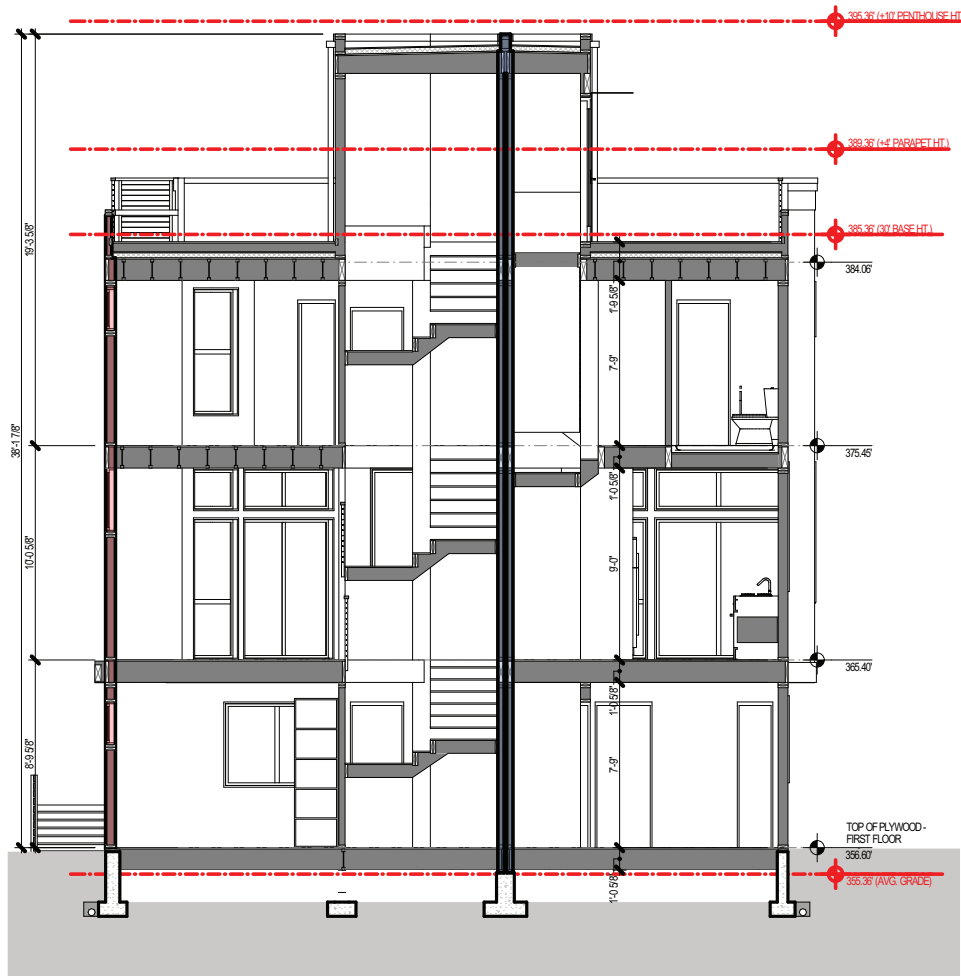


TOWNHOUSES:
VERTICAL GALVANIZED STEEL PLATE WITH CUT OUT ADDRESS
NUMBERS AND ARROW DESIGN LEADING TO WOONERF.



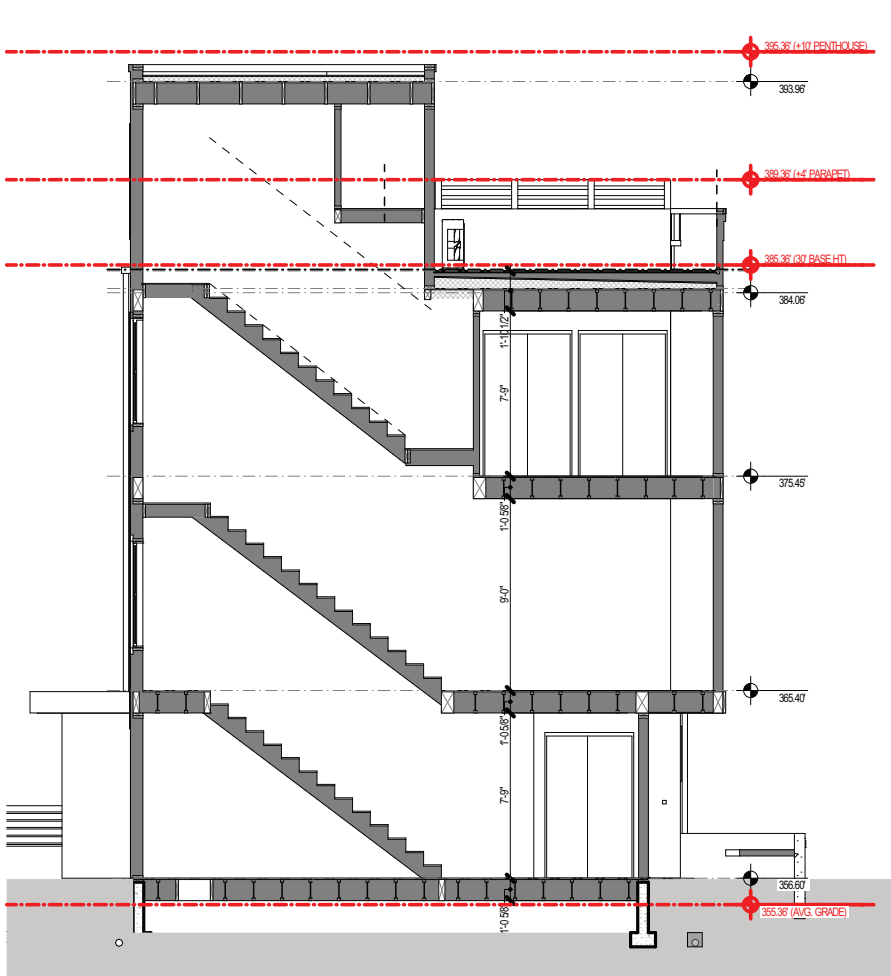
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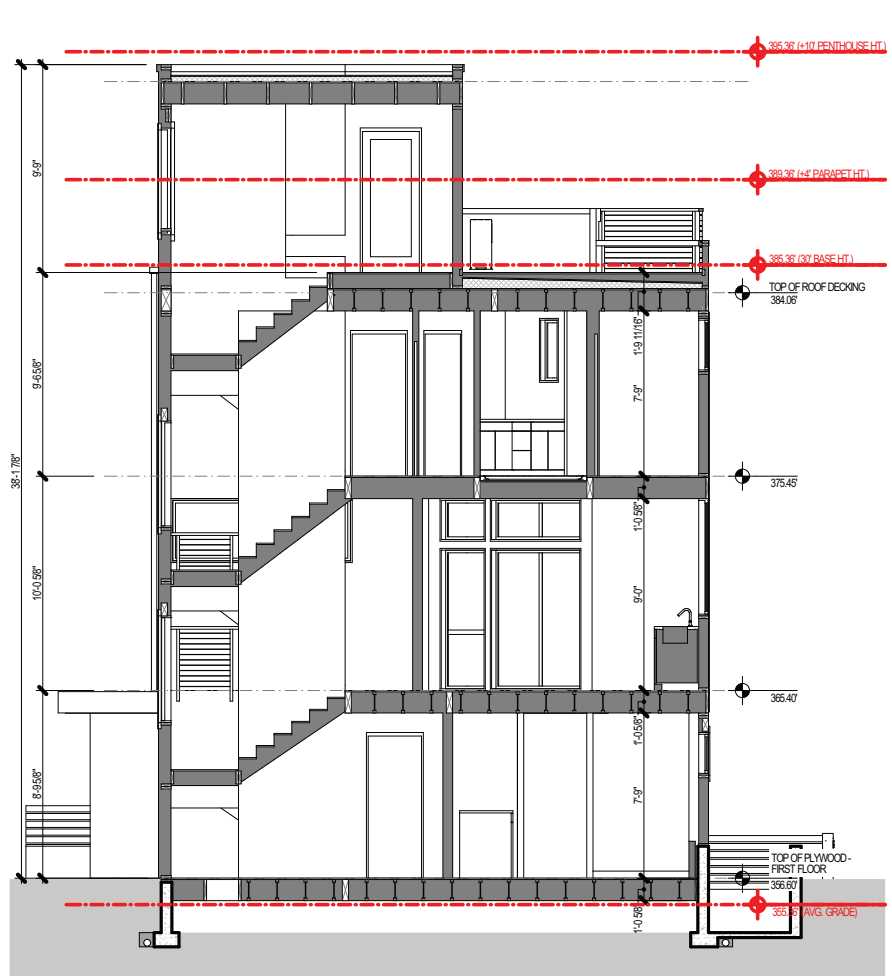
BUILDING SECTION C

SCALE: 1" = 10'



BUILDING SECTION B

SCALE: 1" = 10'



BUILDING SECTION A

SCALE: 1" = 10'

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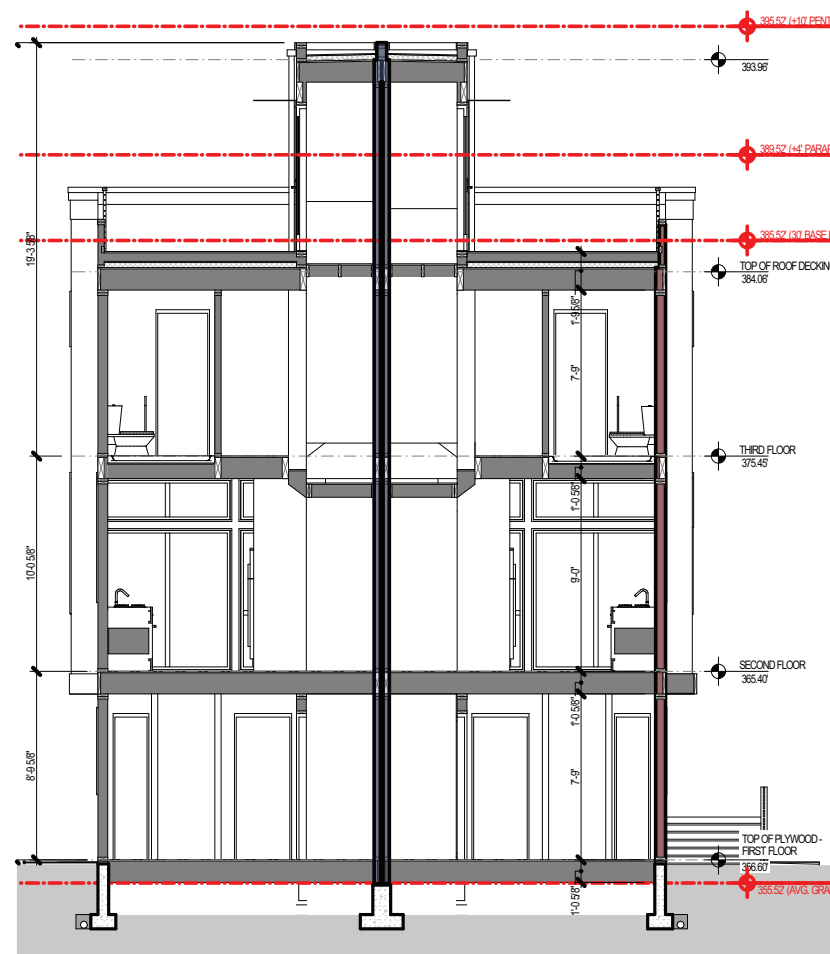
03.
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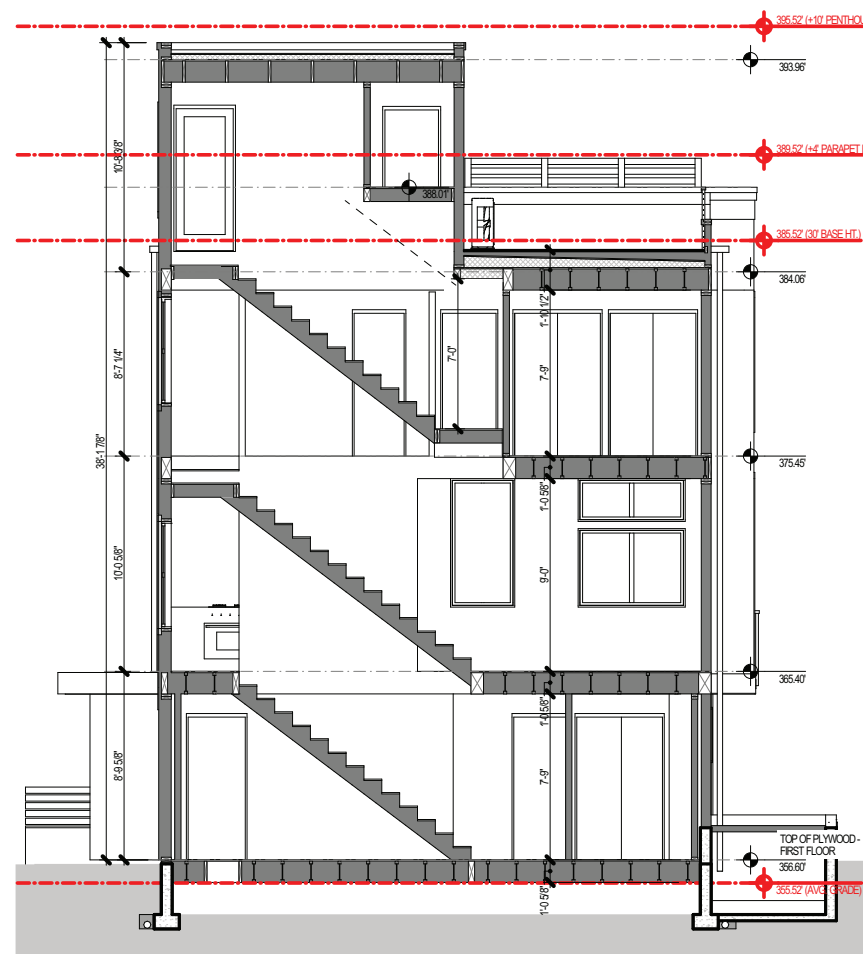
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BUILDING SECTION E

SCALE: 1" = 10'



BUILDING SECTION D

SCALE: 1" = 10'

DEPARTURES

FACADE LENGTH INCREASE

01. PROPOSAL

02. SUMMARY
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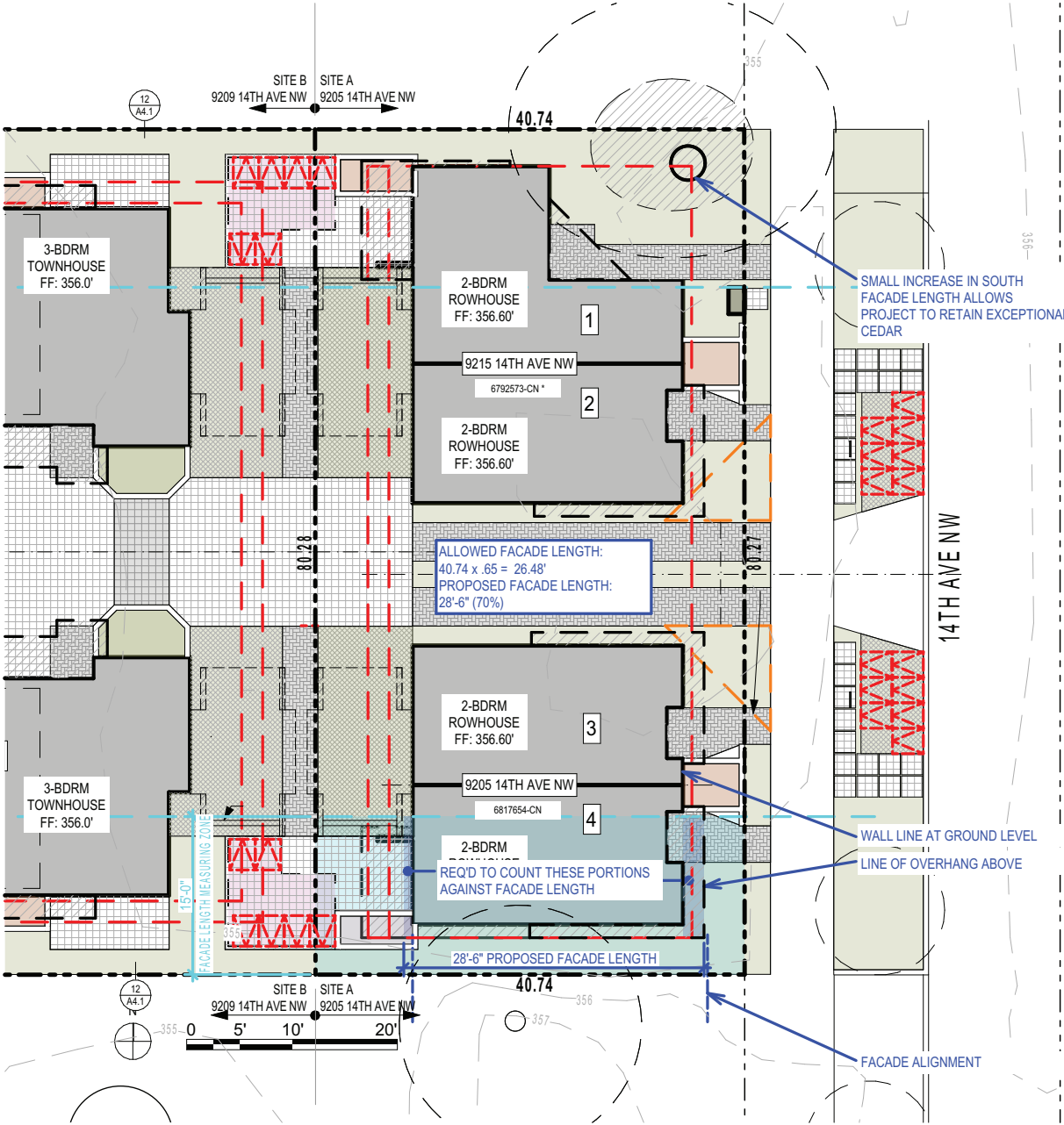
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1. ROWHOUSE FACADE LENGTH DEPARTURE REQUEST

Code citation: Table A for 23.45.527.B- Maximum façade length in Lowrise zones: The maximum combined length of all portions of façades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line.

Departure request: For rowhouse 4, we are proposing an allowed facade length of 70% of the adjacent lot line.

Departure request narrative: This is a very small increase in the allowed facade length. We are asking for it for the following reasons:

1. The alignment will better match the proposed alignment of the Queen Mary Rowhouse project that is planned south of us. 14th Ave NW is a side setback for the QM project, and has a min. setback of 3.5'
2. The increase in facade length will help us manipulate the footprint of rowhouse 1, which has been modified to accommodate the exceptional tree at the NE corner of the site.

Design Guidelines in support of departure request:

CS2.C.2 accommodate Relationship to block - mid-block site: The adjacent Queen Mary rowhouses have proposed a side facade of 28'-6" in length (which is our proposed facade length limit). Matching this facade length allows us to maintain consistency along this block face and at the internal interface points on these sites.

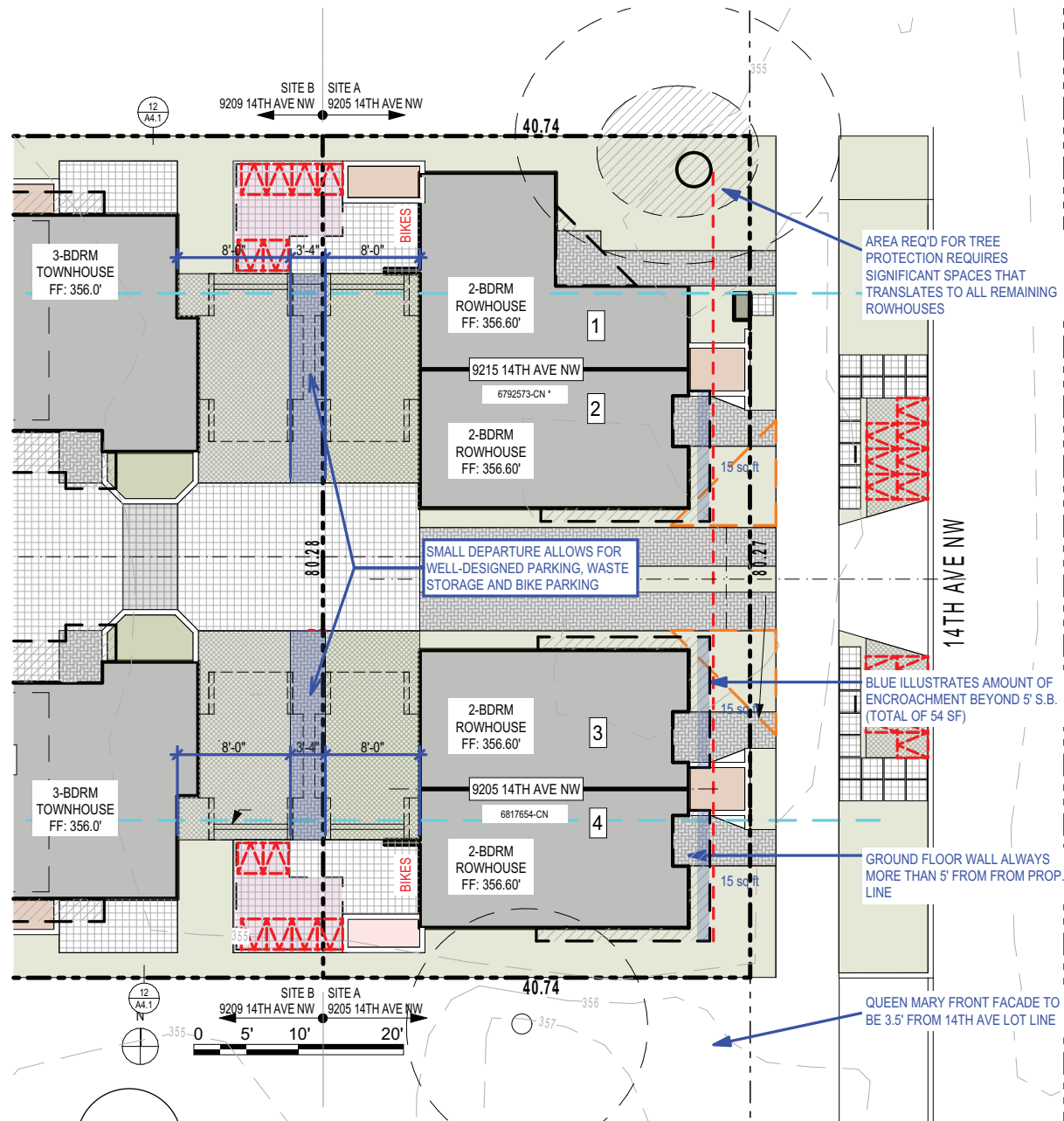
CS1.D.1 – On site features: The notch at rowhouse 1 has definite area impacts that translate all the way down to rowhouse 4 by nature of the fact that we have a very limited site. If the geometry of all four townhomes were to be consistent (eg, removal of the tree), it would be much easier to comply the facade length limitation. We feel that retaining this tree is important, and we are asking for a small amount of flexibility to allow for this.

DC2.A.2 – Reduce Perceived Massing: Instead of compacting the form in the east west direction to meet a facade length requirement, we can stretch the form east/west and create a bump-out at the upper two levels. This move provides better articulation and actually lightens the visual mass of the building. Additionally, being granted facade length flexibility in the east/west direction allows us to reduce massing in the north/south direction.

PL3.A.1.D – Individual entries: The additional facade length will provide an overhang at the upper level that helps to define and scale down the rowhouse entry on the street-facing facade of the dwelling.

DEPARTURE REQUEST 1: INCREASED FACADE LENGTH

SCALE: 1/16" = 1'-0"



DEPARTURE REQUEST 2: FRONT SETBACK REDUCTION

SCALE: 1/16" = 1'-0"

2. ROWHOUSE FRONT SETBACK DEPARTURE REQUEST

Code citation: Table A for 23.45.518 Rowhouse front setback min = 5'

Departure request: For the rowhouse site (east site), we are proposing a min. front setback of 3.5'

Departure request narrative: We are proposing to move our front rowhouses closer to 14th ave by 1.5' for the following reasons:

1. This will create enough space behind the rowhouses for auto parking, shared waste storage, and shared bike parking
2. The alignment will better match the proposed alignment of the Queen Mary Rowhouse project that is planned south of us. 14th Ave NW is a side setback for the QM project, and has a min. distance of 3.5'
3. The reduced setback will help us manipulate the footprint of rowhouse 1, which has been modified to accommodate the exceptional tree at the NE corner of the site.

Design Guidelines in support of departure request:

DC1.C.4 – Service uses: Moving rowhouses 1 thru 4 closer to the street allows us to create enough space to locate trash receptacles away from the main pedestrian areas of the site. It also allows room for two parking stalls and an adequate access path between the parking.

CS2.C.2 – Relationship to block - mid-block site: The Queen Mary project is well ahead of this proposal in permitting and they have made clear that they intend to build to the 3.5' street setback allowed at their site. Our proposal strikes the balance of matching this setback line, but also allows a full 5' of setback at the lower level to help provide space for planters, entry cover, landscaping, etc..

CS1.B.1 – Sun and wind: Moving the rowhouses just a bit closer to the street allows for better sun and wind access for both the rowhouse dwellings and the townhouses behind. Also, this move will allow more sunlight into the woonerf area between units 4 and 10.

CS1.D.1 – On site features: The notch at rowhouse 1 has definite width impacts and translates all the way down to rowhouse 4 by nature of the fact that we have a very limited site. If the geometry of all four townhomes were be consistent (removal of the tree), it would be easier to comply with the 5' front setback.

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DEPARTURES

EASEMENT WIDTH REDUCTION

01. PROPOSAL

02. SUMMARY
CONTEXT
ANALYSIS

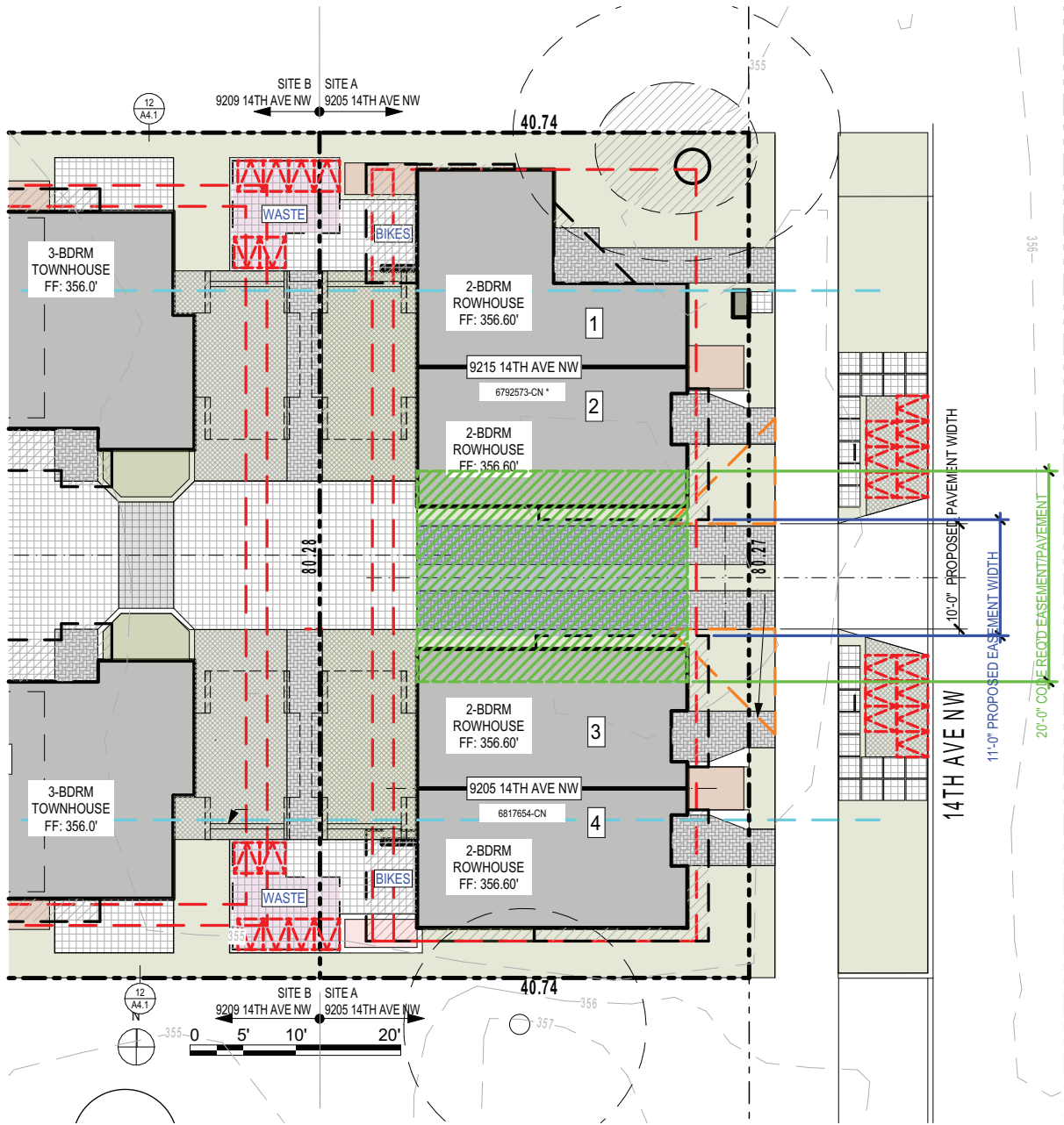
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DEPARTURE REQUEST 3: EASEMENT WIDTH REDUCTION

SCALE: 1/16" = 1'-0"

3. EASEMENT REDUCTION REQUEST

Code citation: 23.53.025.C.Vehicle access easements serving at least five but fewer than ten single-family dwelling units, or at least three but fewer than ten multifamily dwelling units...1.Easement width, surfaced width, length, turn around, and curb cut width shall be as required in subsection 23.53.025.B:

- 1.Easement width shall be a minimum of twenty (20) feet;
- 2.The easement shall provide a hard-surfaced roadway at least twenty (20) feet wide;
- 3.No maximum easement length shall be set. If the easement is over six hundred (600) feet long, a fire hydrant may be required by the Director;
- 4.A turnaround shall be provided unless the easement extends from street to street;
- 5.Curb cut width from the easement to the street shall be the minimum necessary for safety and access.

Departure request - provide easement to these standards:

- 1.Easement width shall be a minimum of ten (10) feet;
- 2.The easement shall provide a hard-surfaced roadway at least ten (10) feet wide;
- 3.No maximum easement length shall be set. If the easement is over six hundred (600) feet long, a fire hydrant may be required by the Director;
- 4.All Seattle Fire Department access requirements will be met;
- 5.Curb cut width from the easement to the street shall be the minimum necessary for safety and access.

Departure request narrative: Unnecessarily large easements and turnarounds have negative impacts on site planning for dense multifamily sites. If this were a townhouse project without an access easement requirement, access to the middle of the site would be a simple 10' wide driveway without a fire department turnaround. And this 10' wide drive aisle would be allowed to serve up to 30 dwellings.

SDCI is in the process of reducing the easement requirements for townhomes from 20' to 10' at this time. While this code change has not yet happened, it is clearly an SDCI priority based on the Director's Report dated 12-2-2020.

Reducing this access easement from 20' to 10' will allow us to provide more building frontage along 14th Ave NW, and better allow us to retain the exceptional tree that is at the northeast corner of the site.

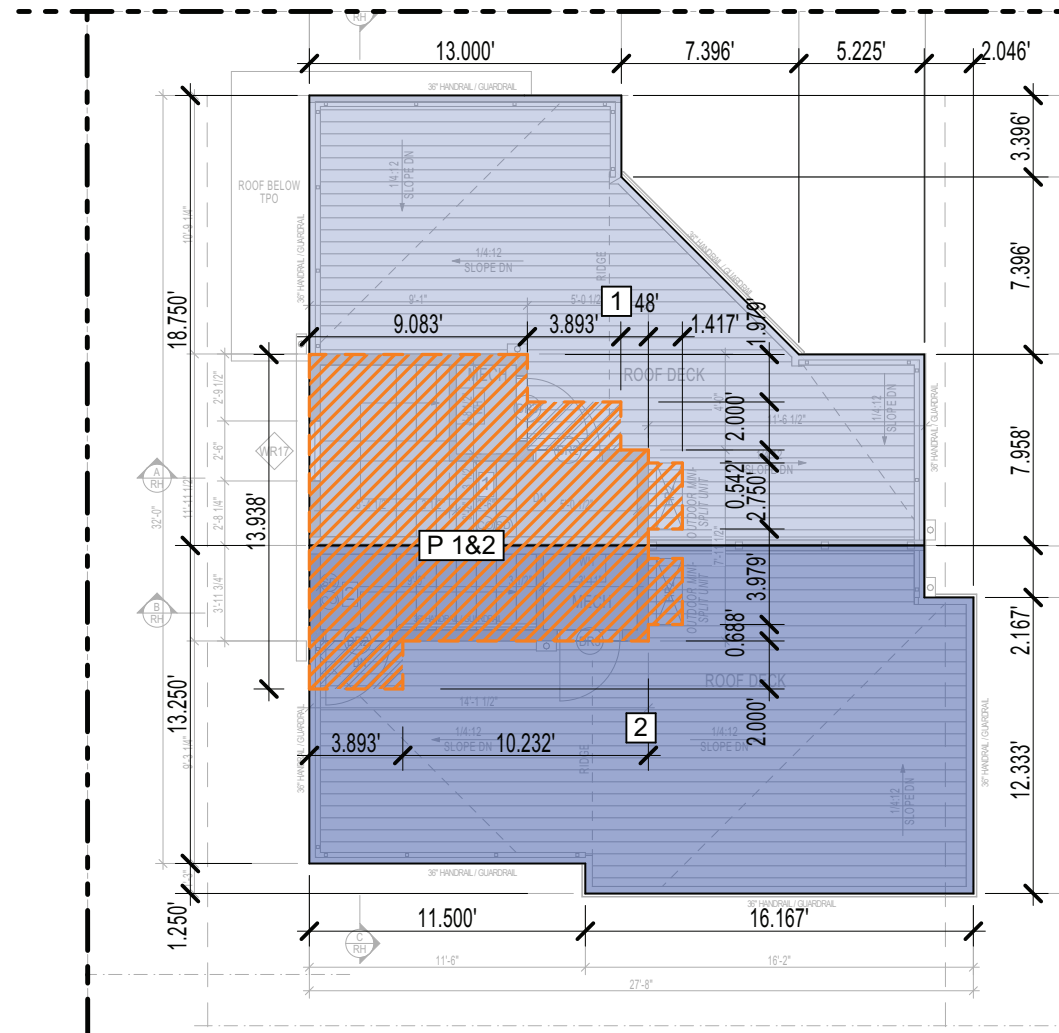
Design Guidelines in support of departure request:

CS1.D.1 – On site features: The exceptional tree that we are saving has a clear impact on the available access width at the frontage of this site. If this tree were not present, we would have at least 5.5 feet of width to work with. We feel that maintaining the exceptional tree should be a high priority for this project.

DC1.C.2 - Visual Impacts: The smaller easement will allow us to reduce the visual impacts of the at-grade parking spaces. Allowing for the smaller easement at this site will de-emphasize large-scale vehicle drives and promote a more human scale.

DC2.A.2 - Reducing Perceived Mass: By placing the easement between two rowhouse buildings, we can create two buildings that frame the site entry. These two rowhouse buildings will be smaller and function better as a transition to the existing built environment to the north.

DC3.B.4 – Multifamily Open Space: The middle of the west site is envisioned as a Woonerf - a shared space for dwelling entries, bike access, auto parking and paths to landscaped areas. By orienting the easement in line with with Woonerf, it creates a much more successful connection to 14th Ave NW.



DEPARTURE REQUEST 4: PENTHOUSE COVERAGE

SCALE: 1/8" = 1'-0"

4. PENTHOUSE 20% AREA DEPARTURE REQUEST

Code citation: 23.345.514.4 - In LR zones, the following rooftop features may extend 10 feet above the height limit set in subsections 23.45.514.A and 23.45.514.F, if the combined total coverage of all features in subsections 23.45.514.J.4.a through 23.45.514.J.4.f does not exceed 15 percent of the roof area (or 20 percent of the roof area if the total includes screened mechanical equipment):

Departure request: For rowhouse unit 1& 2, we are requesting to exceed the 20 percent roof area by 2.8%.

Departure request narrative: We are proposing to exceed this area by 2.8% percent because:

1. The proportions of this building have been heavily impacted to accommodate the existing tree on the NE corner of the site, resulting in a fairly large footprint for the stair and as a result to the penthouse area.
2. The amount of total square footage for this building is relatively small thus resulting in a larger amount of space required to deal with stair size.
3. The larger allowed penthouse area will accommodate the heat pump mini-split area and allow for small roof protection areas for the stair door, providing better maintenance of the door for basic rain protection.

Design Guidelines in support of departure request:

CS1.D.1 – On site features: The notch at rowhouse 1 has definite impacts to the stair configuration, in order to make the plan work. The double-back stair configuration requires more area at the roof deck level, but it allows us maintain a workable plan.

DC2.B.1 - Facade composition: Aligning the east wall of the penthouse with the east penthouse walls at units 2, 3 and 4 allows us to express the penthouse volumes consistently across all rowhouse dwellings. This wall could be pulled back to the west to make the top landing smaller, but the architectural expression of this solution would result in a much much messier and less visually pleasing.

DC2.C.2 – Dual purpose elements: One of the elements that must be counted against penthouse roof coverage are access door roof canopies. We could remove these canopies and get much closer to compliance, but we feel that the retention of these elements serve the dual purpose of providing weather protection while also providing secondary architectural features that create visual depth, texture and interest. Our proposal is to provide these canopies as a very thin metal fin, which will help to lighten the penthouse and add a nice level of sophistication.

PENTHOUSE AREA REQUIRED - UNITS 1 & 2:

$$171.92 \text{ SF} / 753.9 \text{ SF} = 22.8\%$$

ROOF AREA - ROWHOUSES 1-2		
#	TYPE	AREA
1	ROOF AREA - ROWHOUSES	371.54
2	ROOF AREA - ROWHOUSES	382.36
		753.90 sq ft

PENTHOUSE AREA - ROWHOUSES 1-2		
#	TYPE	AREA
P 1&2	PENTHOUSE - ROWHOUSES	171.92
		171.92 sq ft

VANDERVORT ARCHITECTS
MULTI-FAMILY WORK SAMPLES



FIRST HILL ROWHOUSES



EASTLAKE ROWHOUSES



COLUMBIA CITY APARTMENTS



SUNSET HILL LIVE/WORK



MADRONA LIVE/WORK



ALKI CONDOS



Z-HOME



VALLEY STREET TOWNHOMES



VALLEY STREET TOWNHOMES



Z-HOME

14TH AVE NW TOWNHOMES FOR SHELTER HOMES

9209 14TH AVE NW - RECOMMENDATION PROPOSAL PACKAGE

3036845-EG

6792450-CN

3037171-LU

PROPERTY OWNER:

SHELTER HOMES

CC: RON FROTON

88 HAMLIN ST

SEATTLE, WA 98102

ARCHITECT:

VANDERVORT ARCHITECTS

CC: MARK WIERENGA

2000 FAIRVIEW AVE E, SUITE 103

SEATTLE, WA 98102

(206) 784-1614

LANDSCAPE ARCHITECT:

ROOT OF DESIGN

CC: DEVIN PETERSON

2020 MALTBY RD

STE 7, PMB 370

BOTHELL, WA 98021



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PROPOSAL

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9-BLOCK STUDY

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PROPOSAL

14TH AVE NW TOWNHOMES

01.
PROPOSAL

PROJECT DESCRIPTION.

We are proposing ten new ground-related dwelling units on an LR1 site in the Crown Hill neighborhood of Seattle. The 10,898 sf lot will be divided into two sites: One 3,270 sf site fronting on 14th Ave NW, and one 7,628 sf site to the west that will be accessed via the smaller site.

02.
SUMMARY
CONTEXT
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We propose to build four rowhouses on the east site and six townhouses on the west site. Both sites will be designed as one contiguous project and will respond to the urban context that they are surrounded by. All dwellings will be provided with at-grade auto parking stalls or garages.

03.
EDG RESPONSE

There is one exceptional tree at the northeast corner of the site that we intend to retain. There are also two off-site trees to the northwest that we will provide protection zones for.

04.
FLOOR PLANS
AND ELEVATIONS

Our goal is enhance the existing built environment by providing quality ground-related housing that relates to the cultural and recreational resources of the immediate surroundings.

05.
MATERIALS AND
RENDERINGS

PROJECT #.	6772824-CN / 3036643-EG
LOT AREA.	7,627 SF
PROPOSED DWELLING TYPE.	TOWNHOMES, 3-BEDROOM UNITS

06.
BUILDING
SECTIONS

RESIDENTIAL UNIT #.	6 TOTAL
FLOOR AREAS (GROSS).	RESIDENTIAL: 9,076 SF GARAGE: 1,272 SF
FLOOR AREA (FAR).	ALLOWED: 9,915 SF PROPOSED: 9,893 SF
BUILDING HEIGHT.	30' PROPOSED (3 STORIES) PLUS ROOF DECK/PENTHOUSES
AUTO PARKING.	RESIDENTIAL: 1 PER DWELLING PROVIDED

07.
DEPARTURES



9-BLOCK STUDY
SURROUNDING COMMUNITY



EXISTING SITE CONDITIONS

SURVEY

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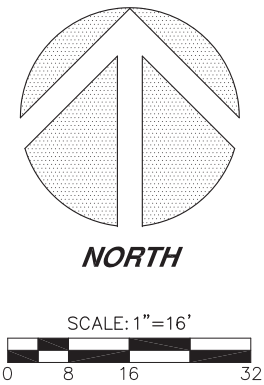
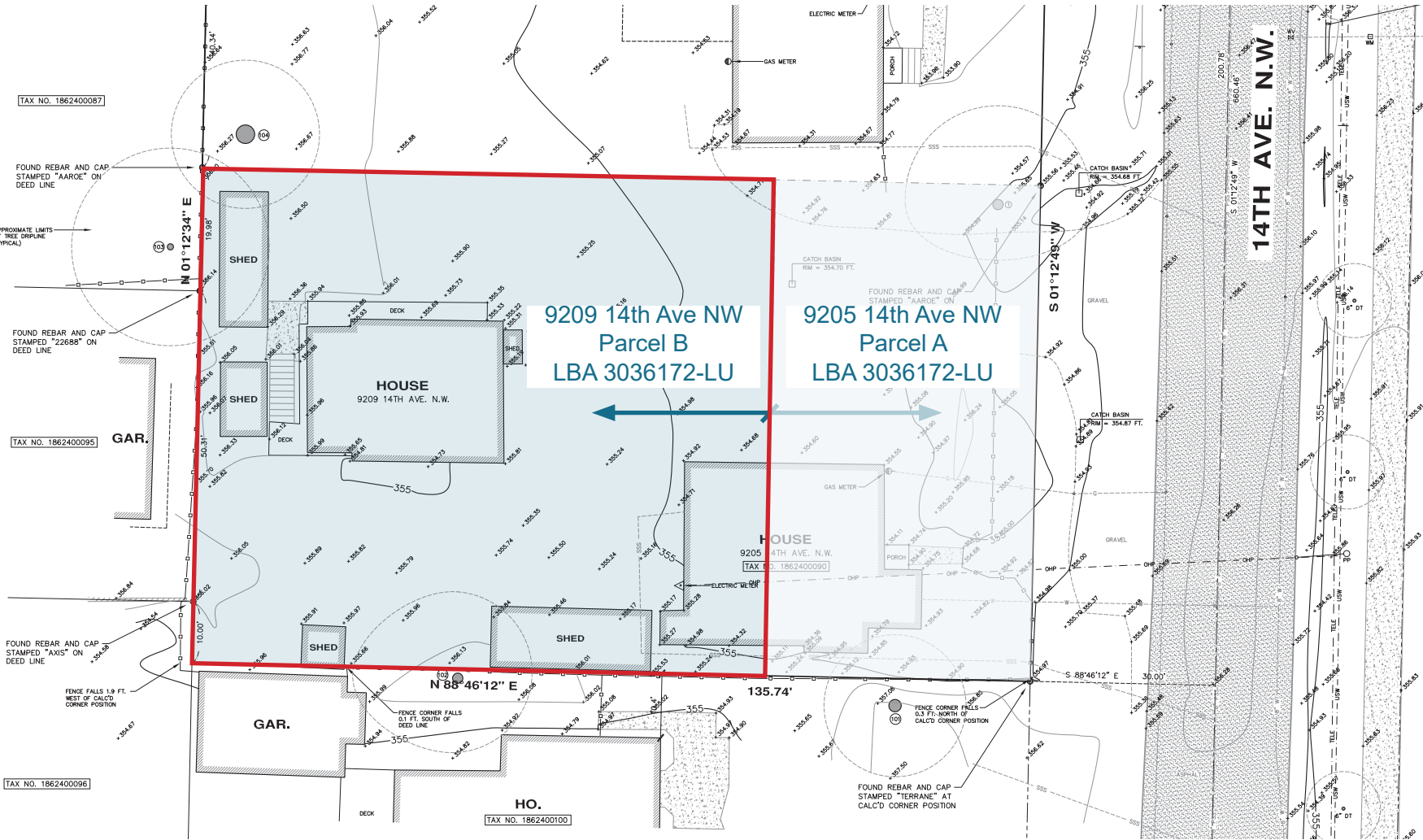
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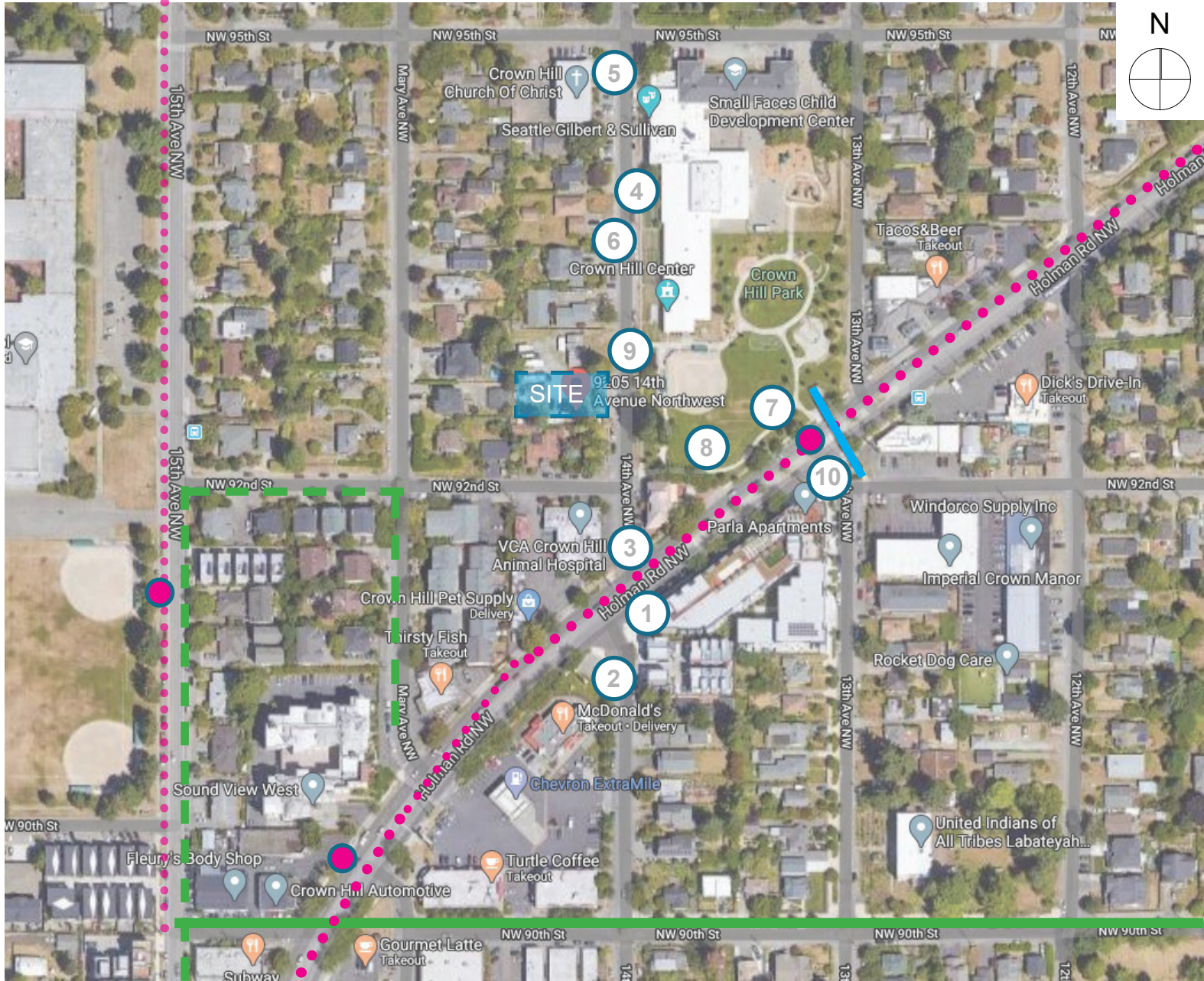


TAX PARCEL NO. 1862400090 (10,898 SQ FT.)

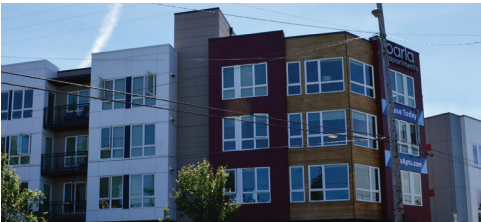
THE EAST HALF OF THE SOUTH 20 FEET OF LOT 8 AND THE EAST HALF OF LOT 9, BLOCK 2, CROWN HILL ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 25 OF PLATS, PAGE 12, IN KING COUNTY, WA.

VICINITY MAP
LANDMARKS & TRANSPORTATION

BUS STOPS BUS ROUTE BIKE PATH NEIGHBORHOOD GREENWAY PED. BRIDGE



VICINITY MAP.



1. PARLA APARTMENTS



2. NEARBY TOWNHOMES



3. HAYWOOD BUILDING



4. CROWN HILL CENTER



5. CROWN HILL CHURCH OF CHRIST



6. TYPICAL SFR's ON 14TH AVE NW



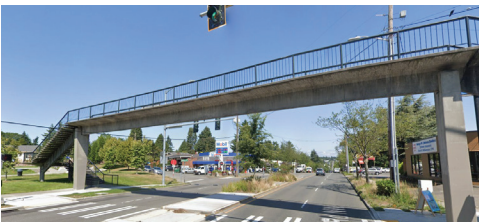
7. CROWN HILL PARK / HOLMAN



8. CROWN HILL PARK



9. CROWN HILL COMM. GARDEN



10. PEDESTRIAN BRIDGE

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PROPOSAL

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IMAGES OF NEARBY STRUCTURES

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PARLA APARTMENTS



LIVE/WORK AND T.H.S ON 14TH AVE NW S. OF HOLMAN



NEARBY TOWNHOMES



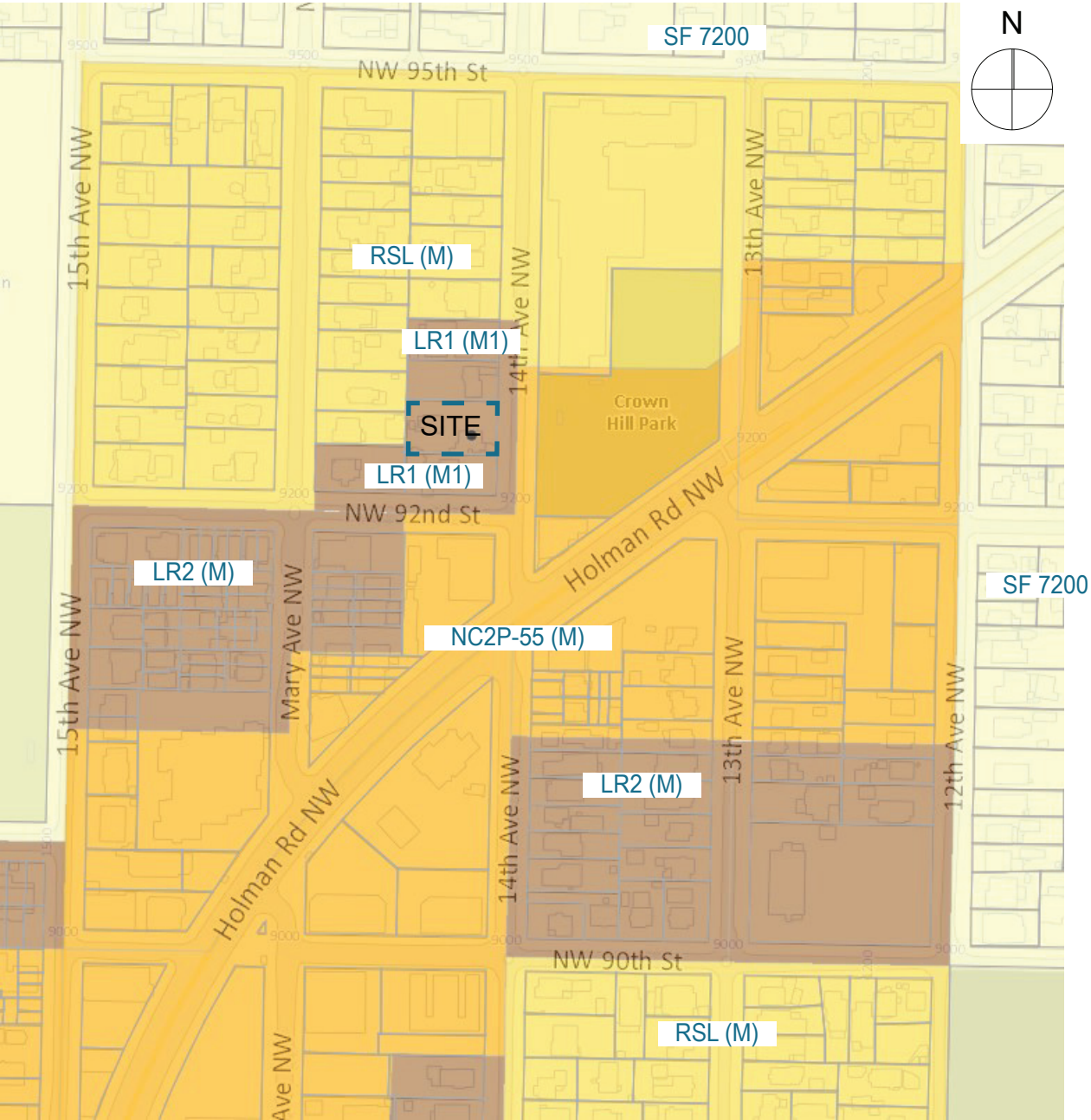
HAYWOOD BLDG. (ON 14TH)



TYP. DEVELOPMENT ON 14TH



CROWN HILL CENTER



Lot Area Total:	10,898 SF 3,270SF EAST SITE [ROWHOUSES] - 7,628SF WEST SITE [TOWNHOMES]).
Zoning:	LR1 (M1) / CROWN HILL RESIDENTIAL URBAN VILLAGE.
ECA:	NONE.
Residential Use:	TEN DWELLING UNITS TOTAL (FOUR ROWHOUSES ON EAST SITE - SIX TOWNHOUSES ON WEST SITE).
FAR:	FAR MULTIPLIER = 1.3 - 4,251SF ALLOWED EAST SITE, 9,915SF ALLOWED WEST SITE.
HEIGHT:	30' BASE HEIGHT ALLOWED. +5' FOR PITCHED ROOF. +4' FOR PARAPETS. +10' FOR STAIR PENTHOUSE(S).
SETBACKS:	ROWHOUSE: 5' MIN. FRONT, 5' MIN/7' AVG. REAR, 3.5' SIDES. TOWNHOUSE: 5' MIN/7' AVG. ALL SIDES.
AUTO PARKING:	NONE REQUIRED AS PROJECT IS IN PARKING FLEXIBILITY AREA AND URBAN VILLAGE. 1 SPACE PER D.U. PROPOSED ALL DWELLINGS.
BICYCLE PARKING:	1 LONG-TERM SPACE REQUIRED PER D.U. 4 SHORT-TERM SPACES REQUIRED.
AMENITY AREA:	25% OF LOT AREA MUST BE PROVIDED AS AMENITY AREA. HALF OF THIS MUST BE AMENITY AREA AT GROUND LEVEL.
GREEN FACTOR:	A GREEN FACTOR SCORE OF 0.6 IS REQUIRED FOR THIS SITE.

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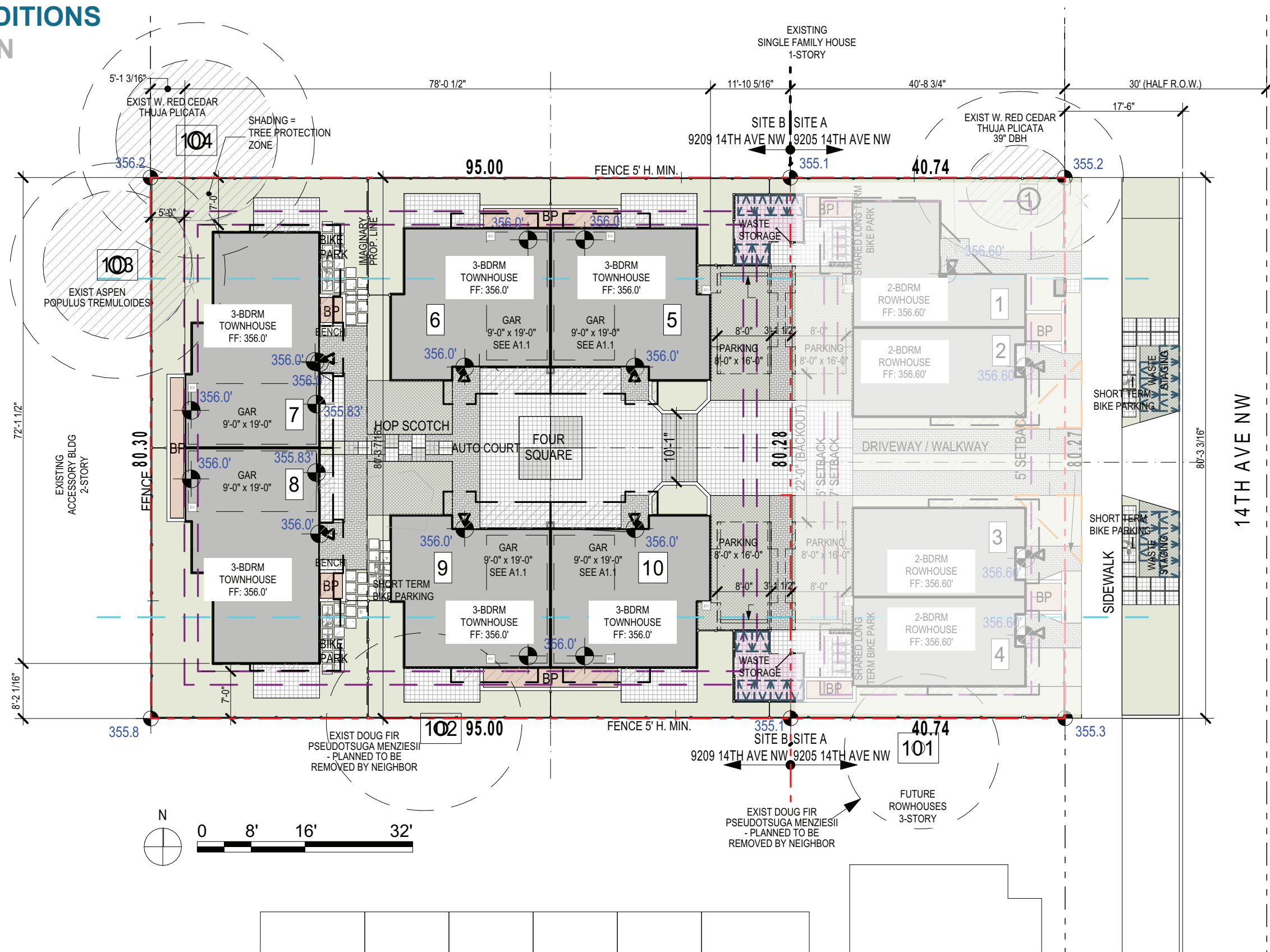
05.
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PROPOSED SITE CONDITIONS
COMPOSITE SITE PLAN

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COMPOSITE SITE PLAN

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DESIGN STANDARDS

DESIGN NARRATIVE

01.
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CS1.D.1&2: Plants and Habitat

On site trees: Cedar at NE corner of site is exceptional. We aim to maintain this cedar tree as part of the efforts to maintain existing vegetation and animal habitat. Our preferred scheme works around this tree with unique geometry to provide breathing room for this exceptional cedar.

Off site trees: There are a number of trees off site to the northwest and along the south property line. Our preferred option uses these trees as a development limitation and provide space for retention of these trees. The trees to the south are slated for removal as part of the Queen Mary Rowhouse project, but the trees to the northwest will remain for the time being.



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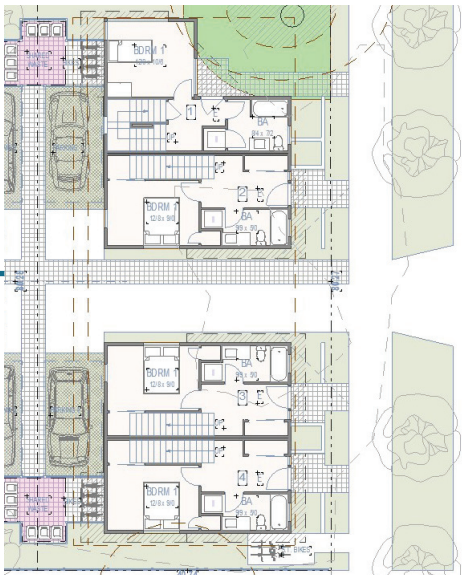
03.
EDG RESPONSE

CS2.A.1: Sense of Place

The planned rowhouse project to the south will create a very clear building edge at the intersection just south of our site (14th and 92nd). We intend to continue this frontage, but we also intend to give a nod to the single family nature of the street frontage running north of our site by splitting our rowhouses into two buildings along 14th Ave NW. This will relate more closely to the single family development north of our project by creating two pair of rowhouses along the street (preferred scheme). This pair of buildings will also frame the site entry between them.



04.
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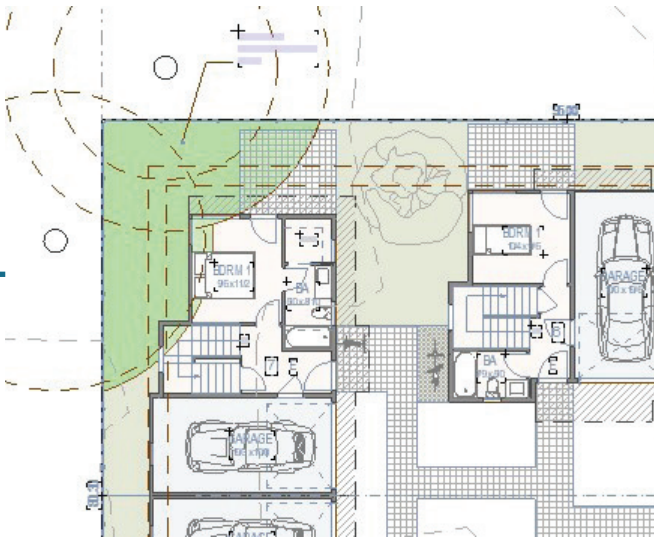


05.
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CS2.B.2: Connection to Street

We have deliberately sited the number of rowhouse dwellings that can be planned along 14th Ave in order to create a very strong connection to the public realm. By framing the access to the Decision to front 14th with Rowhouse, we make it clear that we intend to connect visitors and occupants to the very center of the west site. The heart of the site is developed as a woonerf, with clearly marked pedestrian pavement, areas to park at grade, obvious building entries, easy access to bike parking and support services (such as waste storage) that are accessible, but tucked out of sight.

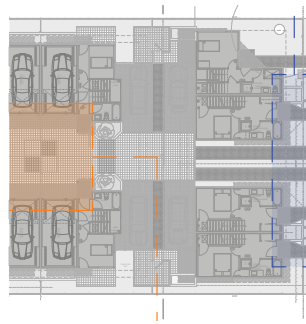
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CS2.D.5: Respect for Adjacent Sites

This site abuts single family uses to the north and the west. The site to the west will remain single family (RSL). The sites to the north and south are now LR1. We are responding to our neighbors on all interior lot facades by providing appropriate ground level amenity spaces, extensive landscaping, and human-scaled massing. Most of the space between the buildings and the neighbors to the north, west and south will be heavily landscaped, providing a much softer edge for our neighbors.



PL3.A.1.D: Individual Entries to Ground-related Housing

Rowhouses front on 14th and have obvious individual entries. The townhouses will have entries that clearly relate to the internal woonerf. Entries will be provided with protection above and in most cases will be recessed to further demarcate and provide privacy. During design development, we will more carefully consider materials, special signage and other elements that create a friendly entry experience.

PL4.B.2: Bike Facilities

Bike parking for our preferred scheme has been carefully managed. The spaces behind the rowhouses have been designed to provide access to bike parking. This shared bike storage area will be provided with a deep overhang for weather protection, will be well lit and secure. Access to this bike storage will be along a clearly marked paving path that slips between at-grade parking stalls. Gates and fences will provide an added level of screening and security.



DC2.A.2: Reduce Perceived Mass

We are suggesting massing that reduces the overall mass of the buildings and that help to demarcate individual dwellings. In many cases, the upper two floors cantilever out over the lower floor to help create protection and recesses at building entries. We intend to limit the widths of the individual upper floor projections and to render them with lighter colors and textured siding to provide vitality. Parapets will be manipulated vertically to emphasize the various parts and open railings are suggested at certain areas to provide more transparency at strategic portions of the facade.



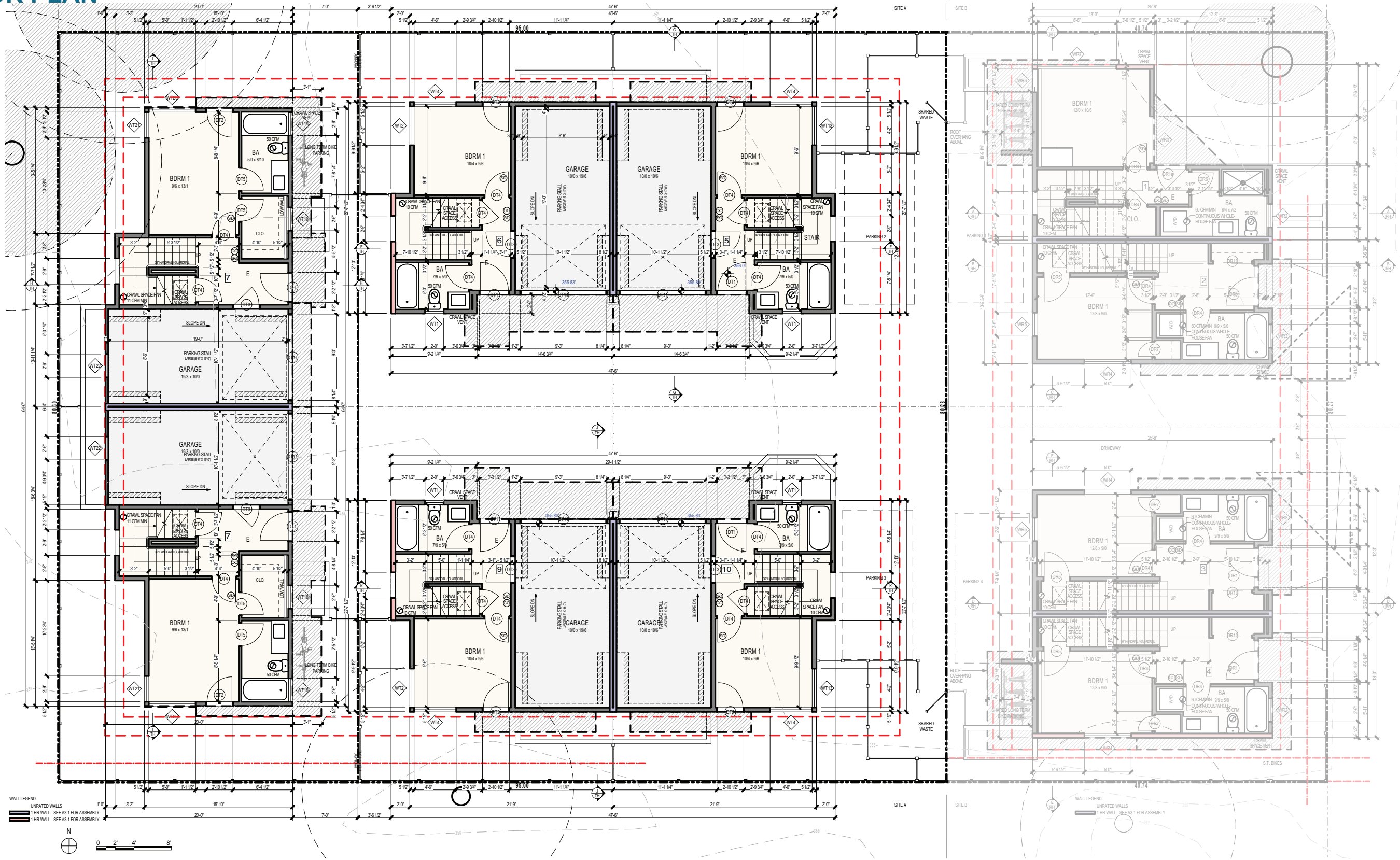
DC4.D.2: Hardscape Materials

The woonerf will utilize a mix of high-quality paving materials in order to elevate the experience of this space and to clarify the multiple uses being served. We intend to use asphalt for the driving surface intermixed with flush pavers to demarcate walking paths. All building entries will be tied to the pavers in order to give special emphasis to the doors. Grass grid may also be used at our surface parking areas in order to provide a third texture and to provide additional green to the woonerf.

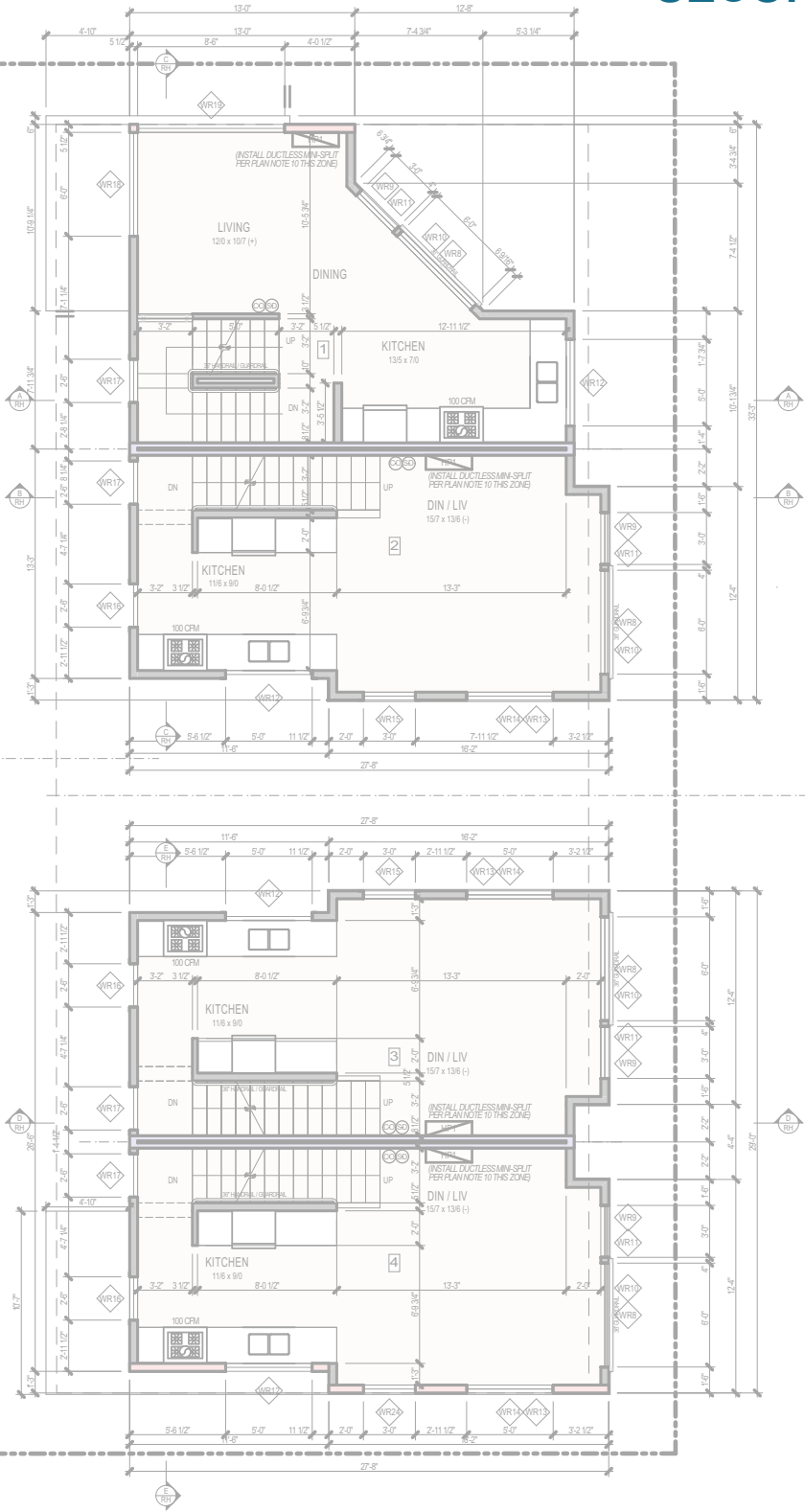
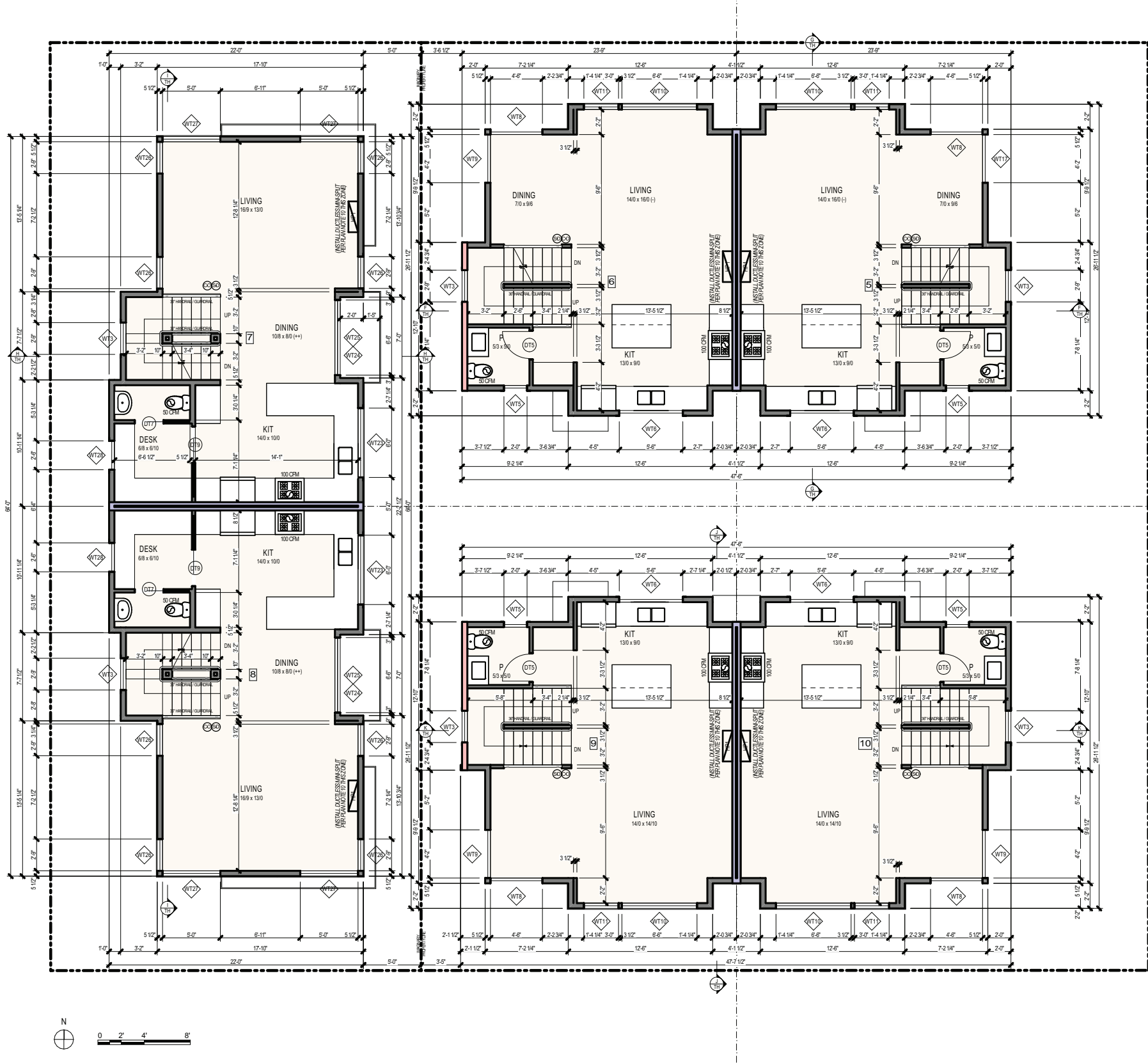


FIRST FLOOR PLAN

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SECOND FLOOR PLAN



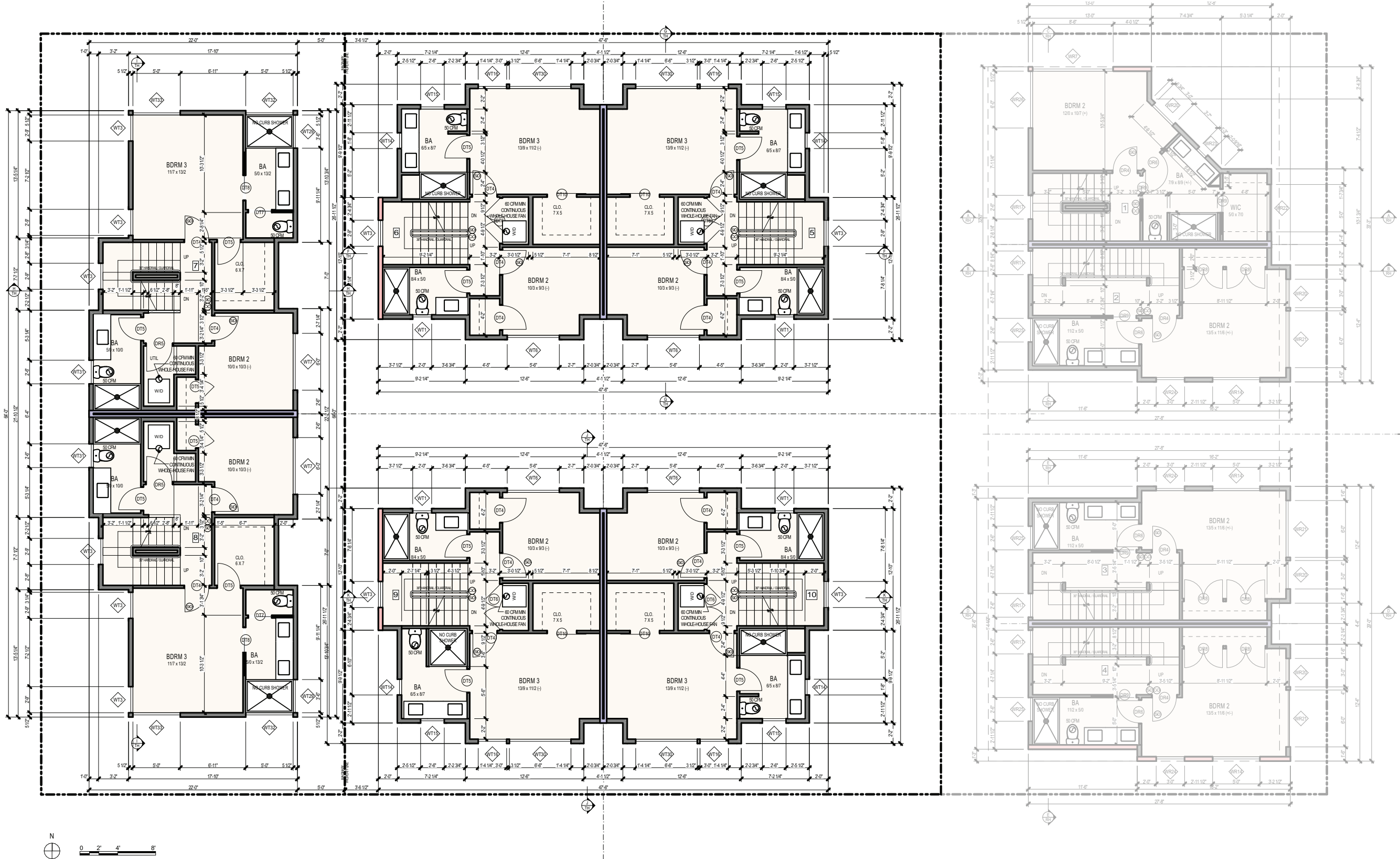
- 01. PROPOSAL
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SECOND FLOOR

SCALE: 1" = 10'

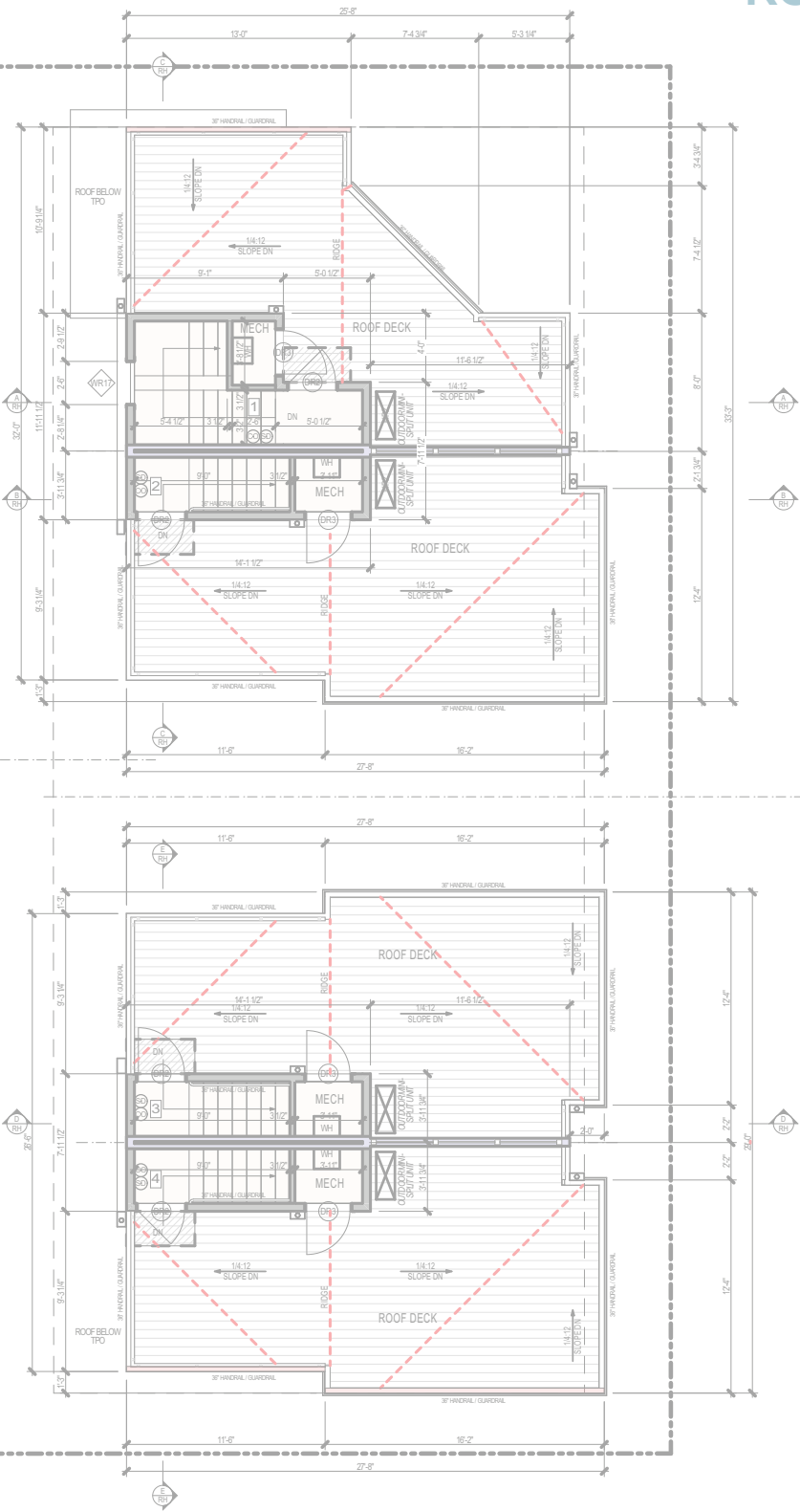
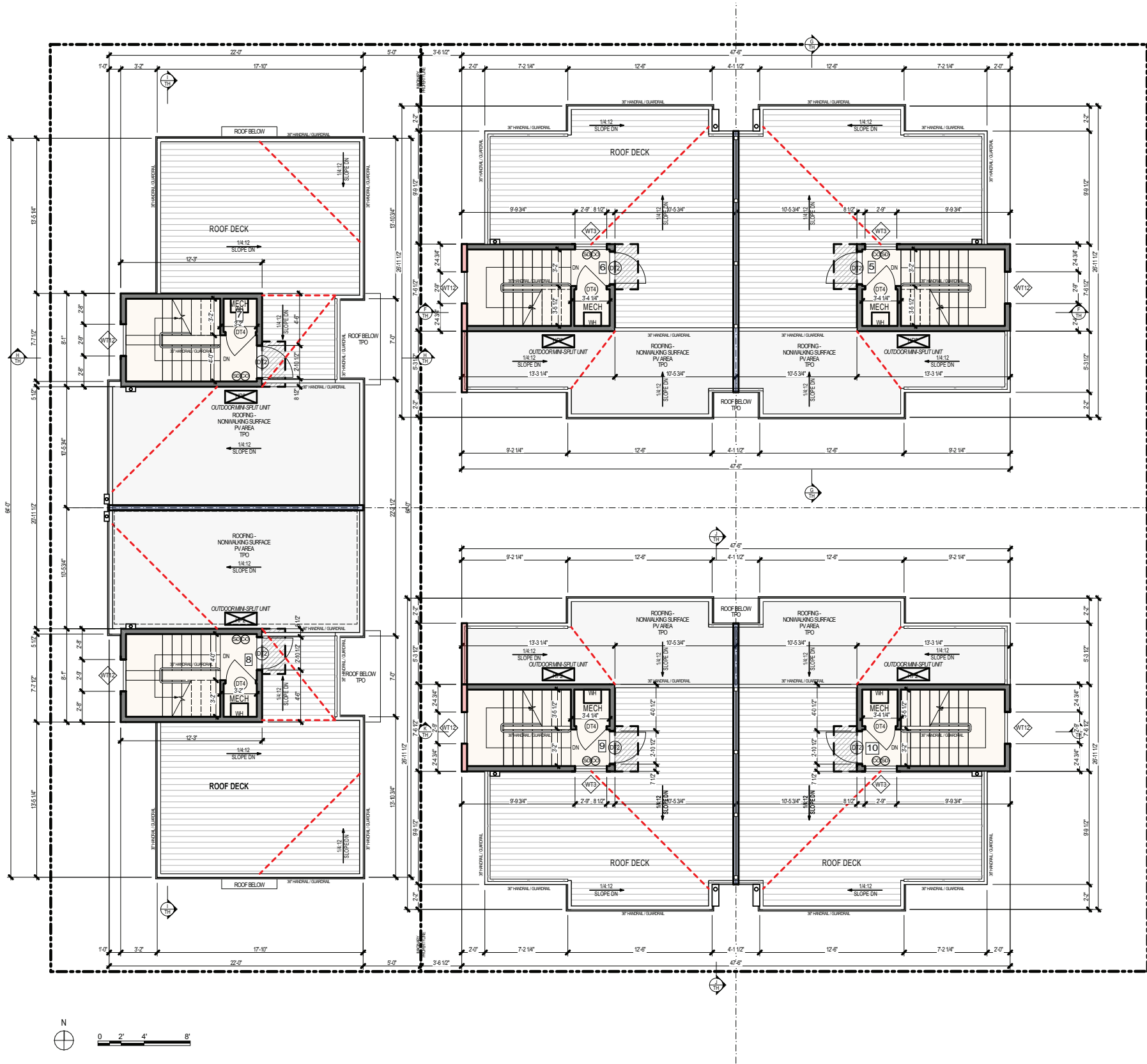
THIRD FLOOR PLAN

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THIRD FLOOR

SCALE: 1" = 10'



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ROOF DECK

SCALE: 1" = 10'

LANDSCAPE PLAN

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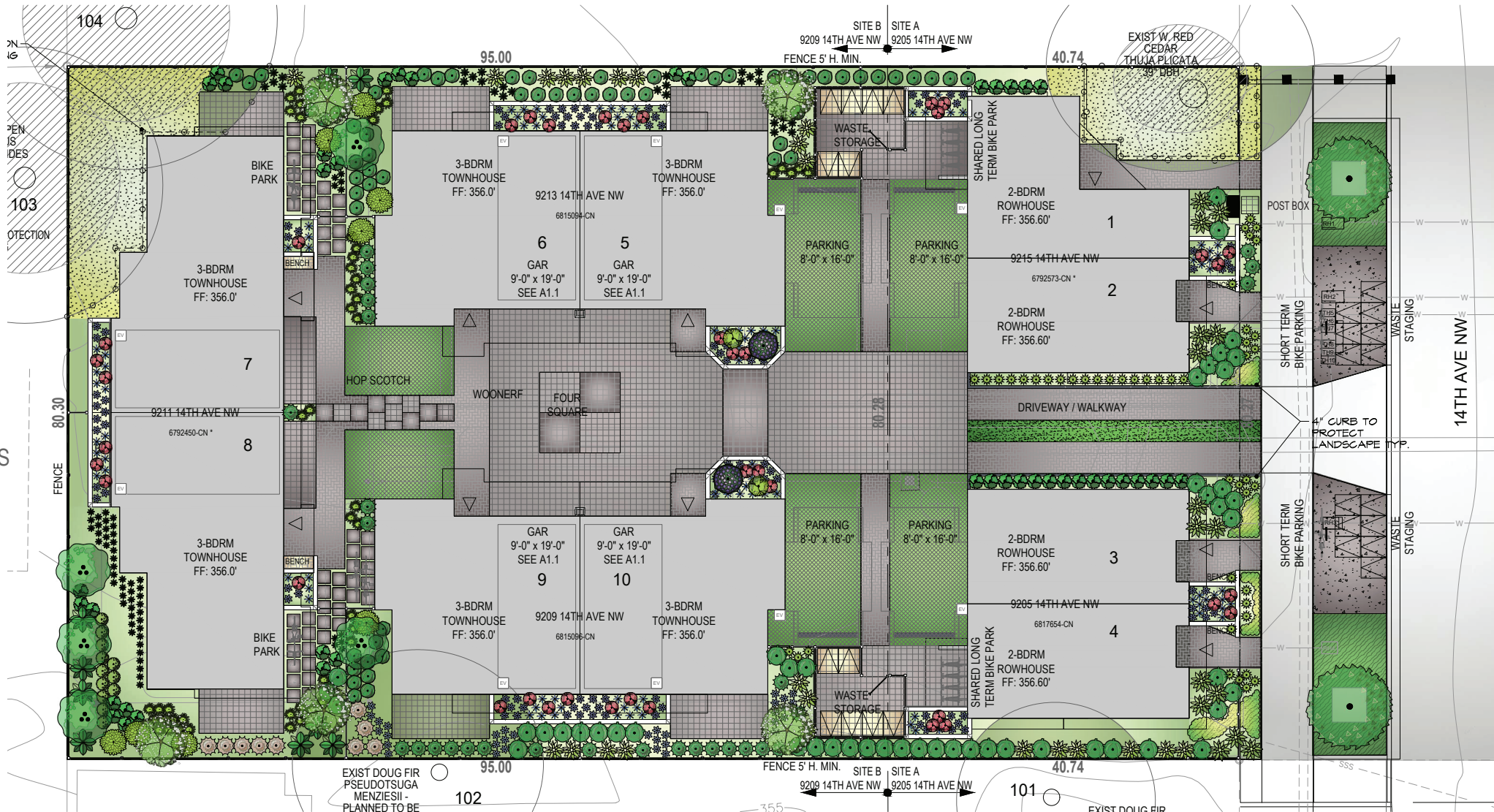
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PLANT SCHEDULE PARCEL A

TREES	BOTANICAL / COMMON NAME
	Libocedrus decurrens / Incense Cedar
SHRUBS	BOTANICAL / COMMON NAME
	Carex oshimensis 'Everillo' / Everillo Japanese Sedge
	Cyrtomium fortunei / Japanese Holly Fern
	Nandina domestica 'Sulf Stream' TM / Heavenly Bamboo
	Osmanthus heterophyllus 'Goshiki' / Goshiki Holly
	Pieris japonica 'Cavatine' / Lily of the Valley Bush
	Prunus laurocerasus 'Mount Vernon' / Mount Vernon Laurel
	Sarcococca hookeriana humilis / Dwarf Sweet Box
BIORETENTION	BOTANICAL / COMMON NAME
	Cornus sericea 'Kelsey' / Kelsey Dogwood
	Iris x 'Pacific Coast Iris' / Pacific Coast Iris
	Juncus inflexus 'Blue Arrow' / Blue Arrow Juncus
GROUND COVERS	BOTANICAL / COMMON NAME
	Lysimachia nummularia 'Aurea' / Golden Creeping Jenny
	Rubus calycinoides 'Emerald Carpet' / Creeping Raspberry
SITE	BOTANICAL / COMMON NAME
	Arborist Chips 3" Depth





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MATERIALS LEGEND

- BAY CLADDING:**
- SMOOTH HARDIPANEL CLADDING
W/ 1x2 BATTENS AT 16" O.C.
COLOR:
BM POLAR FROST
- MATCH TRIMS AND FLASHINGS**
- BODY CLADDING:**
- SMOOTH HARDIPLANK CLADDING
W/ 5" EXPOSURE
COLOR:
BM STEEL WOOL
- MATCH TRIMS AND FLASHINGS**
- STAINED WOOD CLADDING:**
- T&G 1x4 CEDAR CLADDING (TK
GRADE)
COLOR:
CABOT'S NATURAL STAIN
- WINDOWS:**
- WHITE VINYL PER ELEVATIONS
- DOORS (INCLUDING GARAGE):**
- CODEL ENTRY DOORS (WALK)
- WD 9700 westfield (GARAGE)
COLOR:
BM JET BLACK

EAST ELEVATION - UNIT 5, 10

SCALE: 1/8" = 1'-0"



MATERIALS LEGEND

- BAY CLADDING:**
- SMOOTH HARDIPANEL CLADDING
W/ 1x2 BATTENS AT 16" O.C.
COLOR:
BM POLAR FROST
- MATCH TRIMS AND FLASHINGS
- BODY CLADDING:**
- SMOOTH HARDIPANEL CLADDING
W/ 5" EXPOSURE
COLOR:
BM STEEL WOOL
- MATCH TRIMS AND FLASHINGS
- STAINED WOOD CLADDING:**
- T&G 1x4 CEDAR CLADDING (TK
GRADE)
COLOR:
CABOT'S NATURAL STAIN
- WINDOWS:**
- WHITE VINYL PER ELEVATIONS
- DOORS (INCLUDING GARAGE):**
- CODEL ENTRY DOORS (WALK)
- WD 9700 westfield (GARAGE)
COLOR:
BM JET BLACK

WEST ELEVATION - UNIT 6, 9

SCALE: 1/8" = 1'-0"

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NORTH ELEVATION - UNIT 5, 6, 7

SCALE: 1/8" = 1'-0"



SOUTH ELEVATION - UNIT 7, 6, 5

SCALE: 1/8" = 1'-0"

MATERIALS LEGEND

- BAY CLADDING:**
 - SMOOTH HARDIPANEL CLADDING W/ 1x2 BATTENS AT 16" O.C.
 - COLOR:** BM POLAR FROST
- MATCH TRIMS AND FLASHINGS
- BODY CLADDING:**
 - SMOOTH HARDIPLANK CLADDING W/ 5" EXPOSURE
 - COLOR:** BM STEEL WOOL
- MATCH TRIMS AND FLASHINGS
- STAINED WOOD CLADDING:**
 - T&G 1x4 CEDAR CLADDING (TK GRADE)
 - COLOR:** CABOT'S NATURAL STAIN
- WINDOWS:**
 - WHITE VINYL PER ELEVATIONS
- DOORS (INCLUDING GARAGE):**
 - CODEL ENTRY DOORS (WALK)
 - WD 9700 westfield (GARAGE)
 - COLOR:** BM JET BLACK

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MATERIALS LEGEND

- BAY CLADDING:**
- SMOOTH HARDIPANEL CLADDING
W/ 1x2 BATTENS AT 16" O.C.
COLOR:
BM POLAR FROST
- MATCH TRIMS AND FLASHINGS
- BODY CLADDING:**
- SMOOTH HARDIPLANK CLADDING
W/ 5" EXPOSURE
COLOR:
BM STEEL WOOL
- MATCH TRIMS AND FLASHINGS
- STAINED WOOD CLADDING:**
- T&G 1x4 CEDAR CLADDING (TK
GRADE)
COLOR:
CABOT'S NATURAL STAIN
- WINDOWS:**
- WHITE VINYL PER ELEVATIONS
- DOORS (INCLUDING GARAGE):**
- CODEL ENTRY DOORS (WALK)
- WD 9700 westfield (GARAGE)
COLOR:
BM JET BLACK

WEST ELEVATION - UNIT 7, 8

SCALE: 1/8" = 1'-0"

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NORTH ELEVATION - UNIT 10, 9, 8

SCALE: 1/8" = 1'-0"

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SOUTH ELEVATION - UNIT 8, 9, 10

SCALE: 1/8" = 1'-0"

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NE AERIAL VIEW OF TOWNHOMES

RENDERINGS
GUIDE



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WOONERF FACING EAST



WOONERF FACING WEST



BIKE STORAGE AND WASTE AREA



TOWNHOMES VIEW BEHIND ROWHOUSES



TOWNHOMES SIGNAGE VISIBLE FROM STREET



SE VIEW - FULL ADJACENT LOT CONTEXT



NW CORNER OF WOONERF



TOWNHOMES STREET ENTRY BETWEEN ROWHOUSES



SW CORNER OF WOONERF

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WOONERF FACING WEST



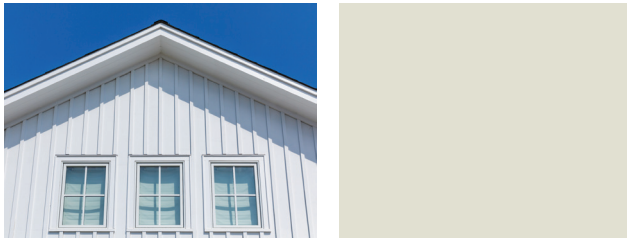
WOONERF FACING EAST



TOWNHOMES VIEW BEHIND ROWHOUSES



TOWNHOMES STREET ENTRY BETWEEN ROWHOUSES



BAY MATERIAL / COLOR
SMOOTH HARDIEPANEL CLADDING W/ 1X2
BATTENS @ 16" O.C. IN BENJAMIN MOORE 1506
"POLAR FROST."



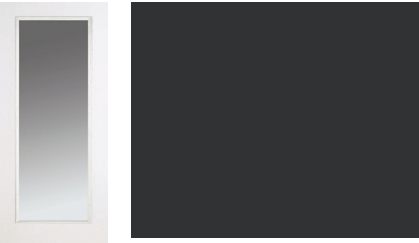
BASE MATERIAL / COLOR
SMOOTH HARDIELANK CLADDING 5" EXPOSURE
IN BENJAMIN MOORE 2121-20 "STEEL WOOL."



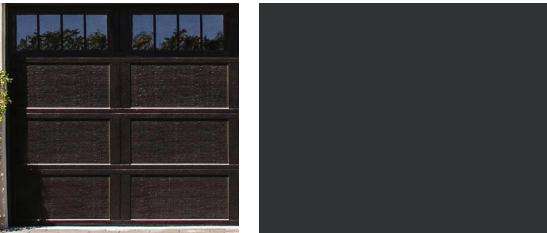
STAINED WOOD SIDING
1X4 CEDAR T&G SIDING WITH CABOTS NATURAL
STAIN.



WINDOWS
WHITE VINYL WINDOWS WITH HORIZ. SLIDER.
SINGLE HUNG, CASEMENT, AND FIXED.

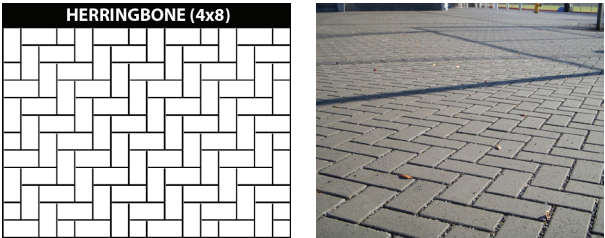


ENTRY DOORS
CODEL SF20 ENTRY DOOR PAINED WITH
BENJAMIN MOORE 2120-20 "JET BLACK."

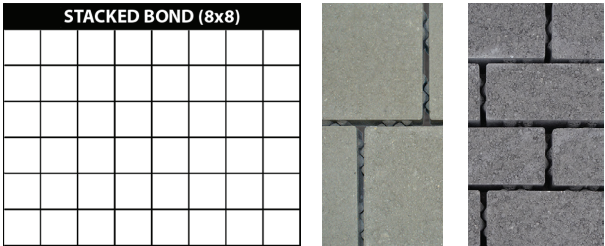


GARAGE DOORS
WAYNE DALTON 9700 CARRIAGE HOUSE
STEEL GARAGE DOOR. HAMPTON STYLE.
PLAIN WINDOWS IN TOP PANEL. PAINTED WITH
BENJAMIN MOORE 2120-20 "JET BLACK."

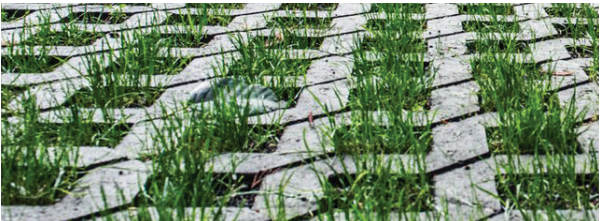
PAVING



MUTUAL MATERIALS - ECORPIORA
HERRINGBONE IN "CHARCOAL."

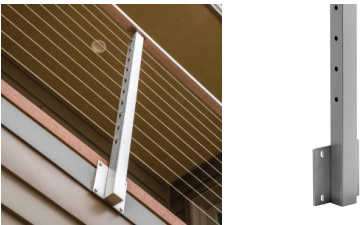


MUTUAL MATERIALS - ECOPRIORA
8X8 STACKED BOND IN "NATURAL" AND
CHARCOAL."



MUTUAL MATERIALS - ECOPRIORA
TURFSTONE

JULIET BALCONY RAILING



36" H WHITE POWDER-COATED ALUMINUM CABLE
RAIL OFF JULIET BALCONIES.

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CORNICE & TRIM A



CORNICE & TRIM B



CORNICE & TRIM C



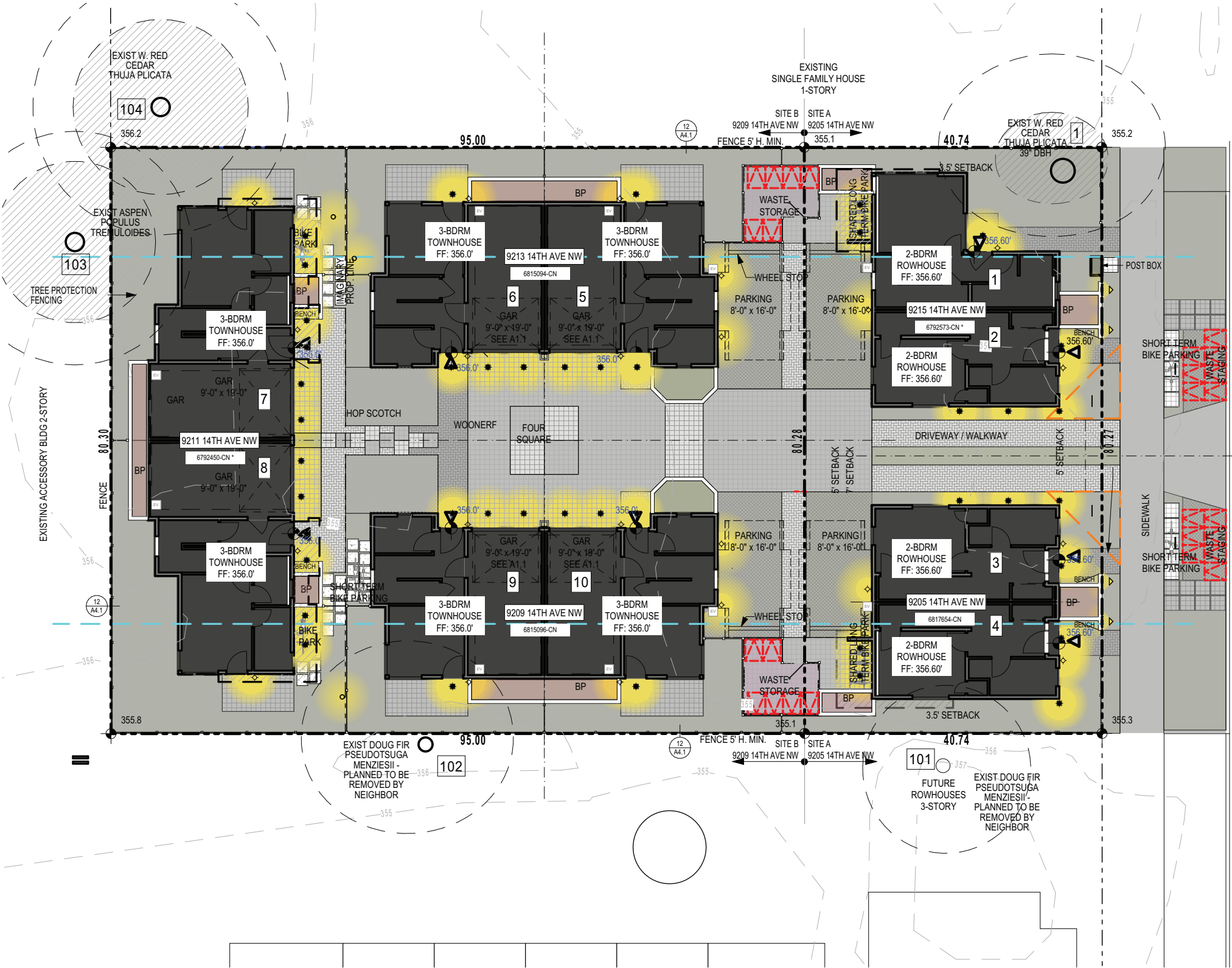
CORNICE & TRIM D

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EXTERIOR LIGHTING PLAN

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COMMENT 3. B. DOWNWARD FACING SCONCE LIGHTING
FIXTURE LEGEND



WALL MOUNTED:
WAC LIGHTING
11" SLANT SCONCE
BLACK



RECESSED:
HALO 4" LED
NICKLE TRIM



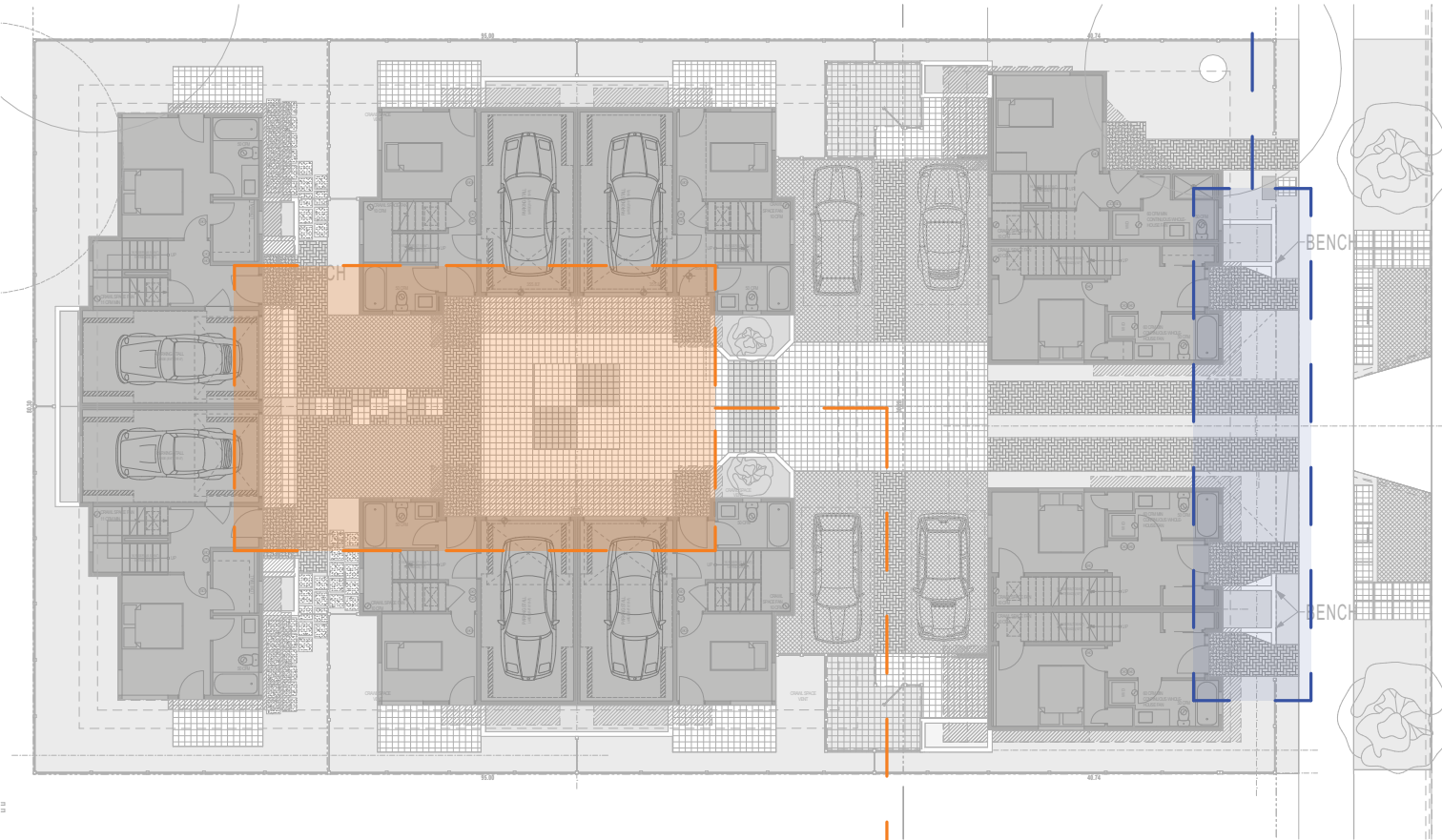
LANDSCAPE:
JOHN TIMBERLAND
HOODED LANDSCAPE
LIGHT
DARK BRONZE



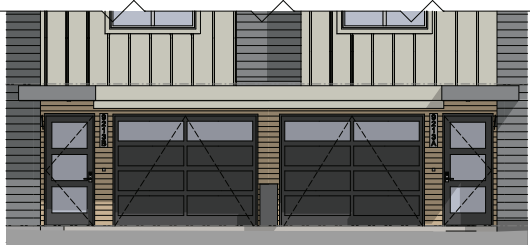
LANDSCAPE:
JOHN TIMBERLAND
LED WELL LIGHT
BLACK

SITE LIGHTING PLAN

SCALE: 1/16" = 1'-0"



SIGNAGE CONCEPT PLAN



SIGNAGE ALONG WOONERF

TOWNHOUSES:
ALL TOWNHOUSE FRONT DOORS WITH
ADDRESS NUMBERS ON CUT OUT ON
METAL PLATE ATTACHED TO WOOD SIDING.

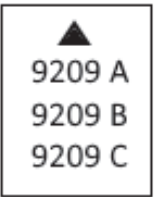


SIGNAGE FROM STREET

ROWHOUSES:
METAL ADDRESS NUMBERS ON BIO-PLANTERS FACING STREET.



TOWNHOUSES:
VERTICAL GALVANIZED STEEL PLATE WITH CUT OUT ADDRESS
NUMBERS AND ARROW DESIGN LEADING TO WOONERF.



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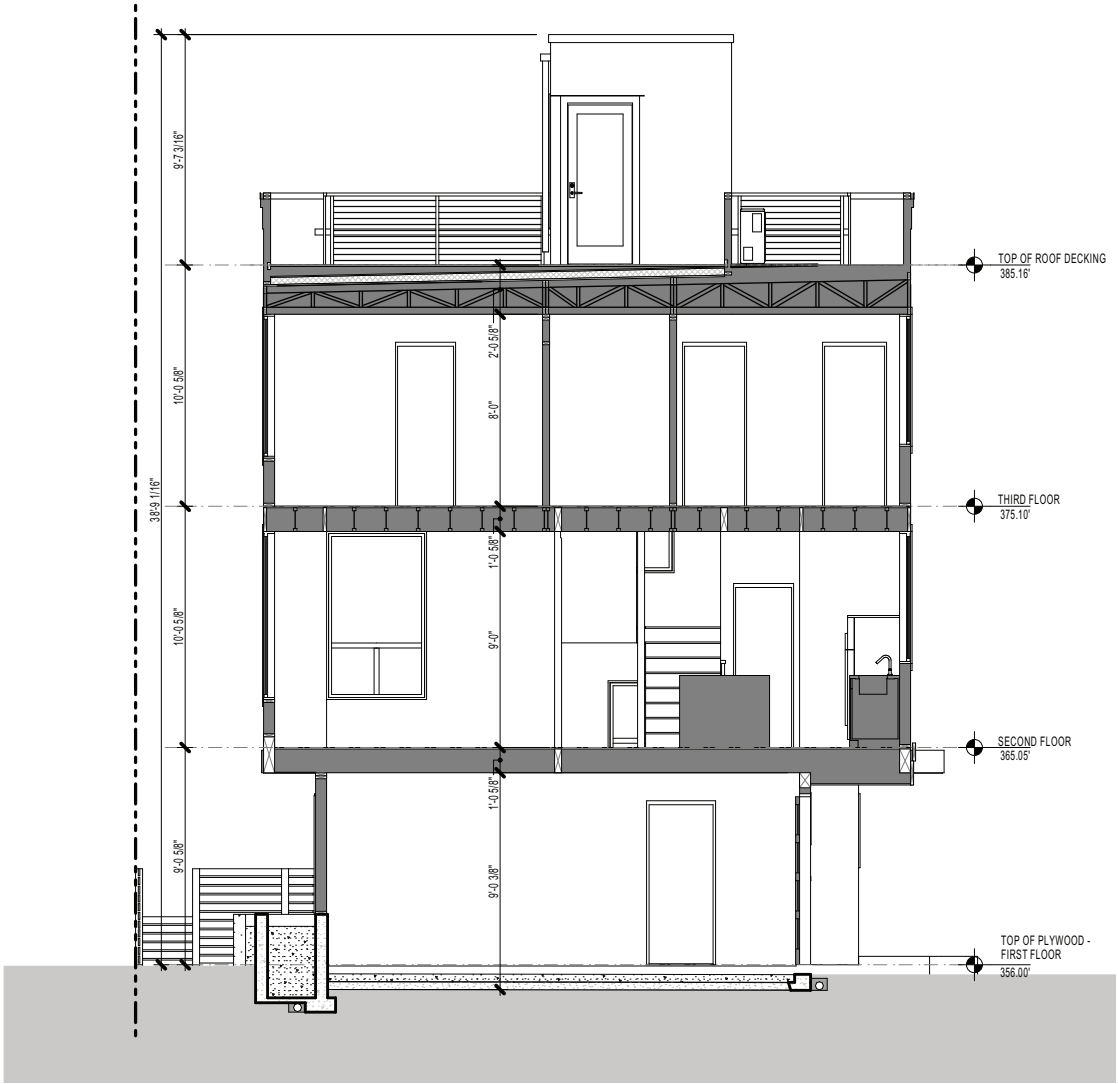
03.
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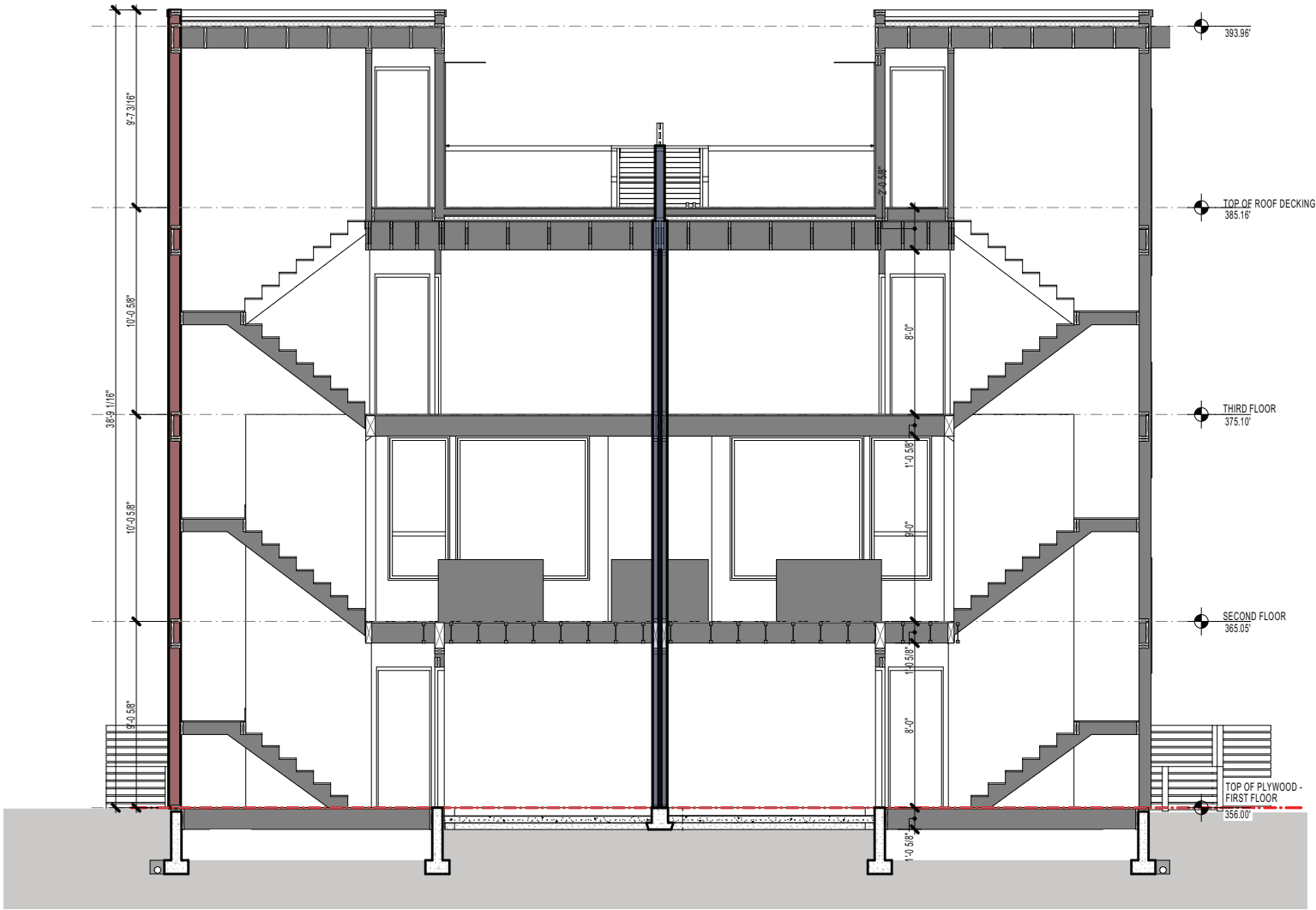
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BUILDING SECTION G

SCALE: 1/8" = 1'-0"



BUILDING SECTION F

SCALE: 1/8" = 1'-0"

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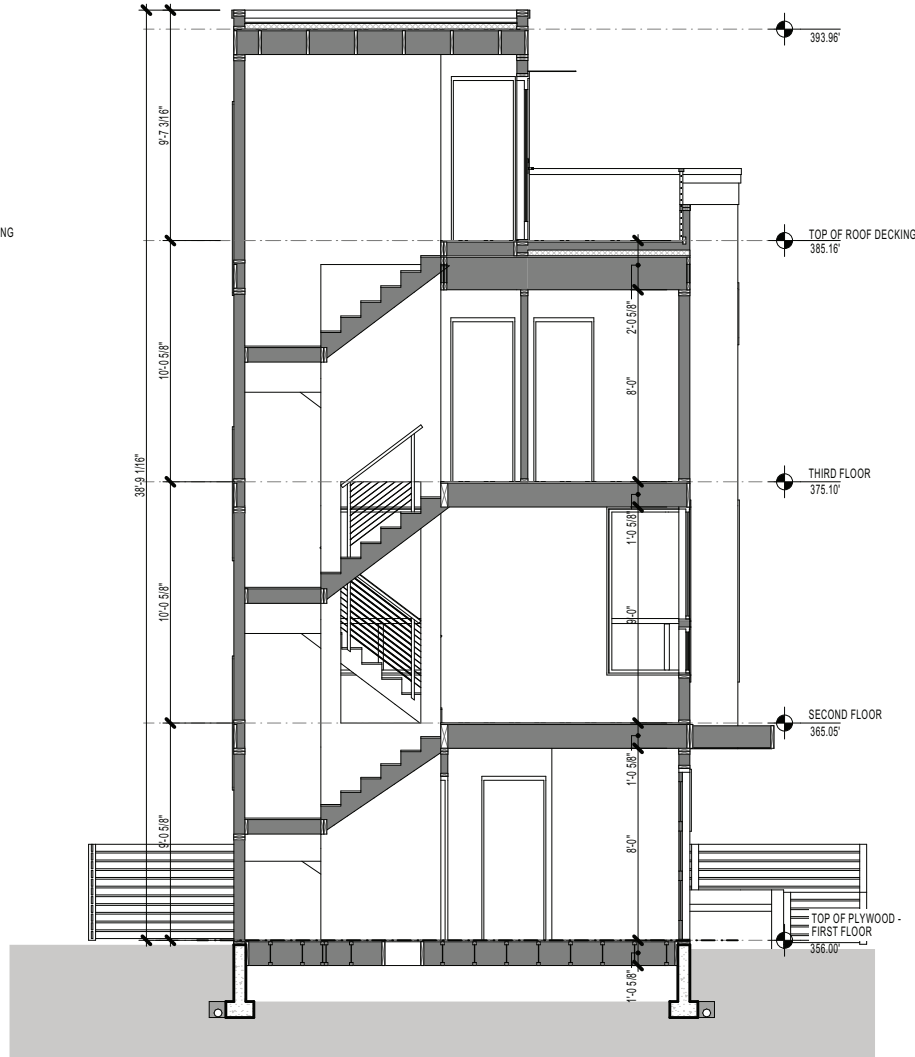
06. BUILDING SECTIONS

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BUILDING SECTION I

SCALE: 1/8" = 1'-0'



BUILDING SECTION H

SCALE: 1/8" = 1'-0'

BUILDING SECTIONS

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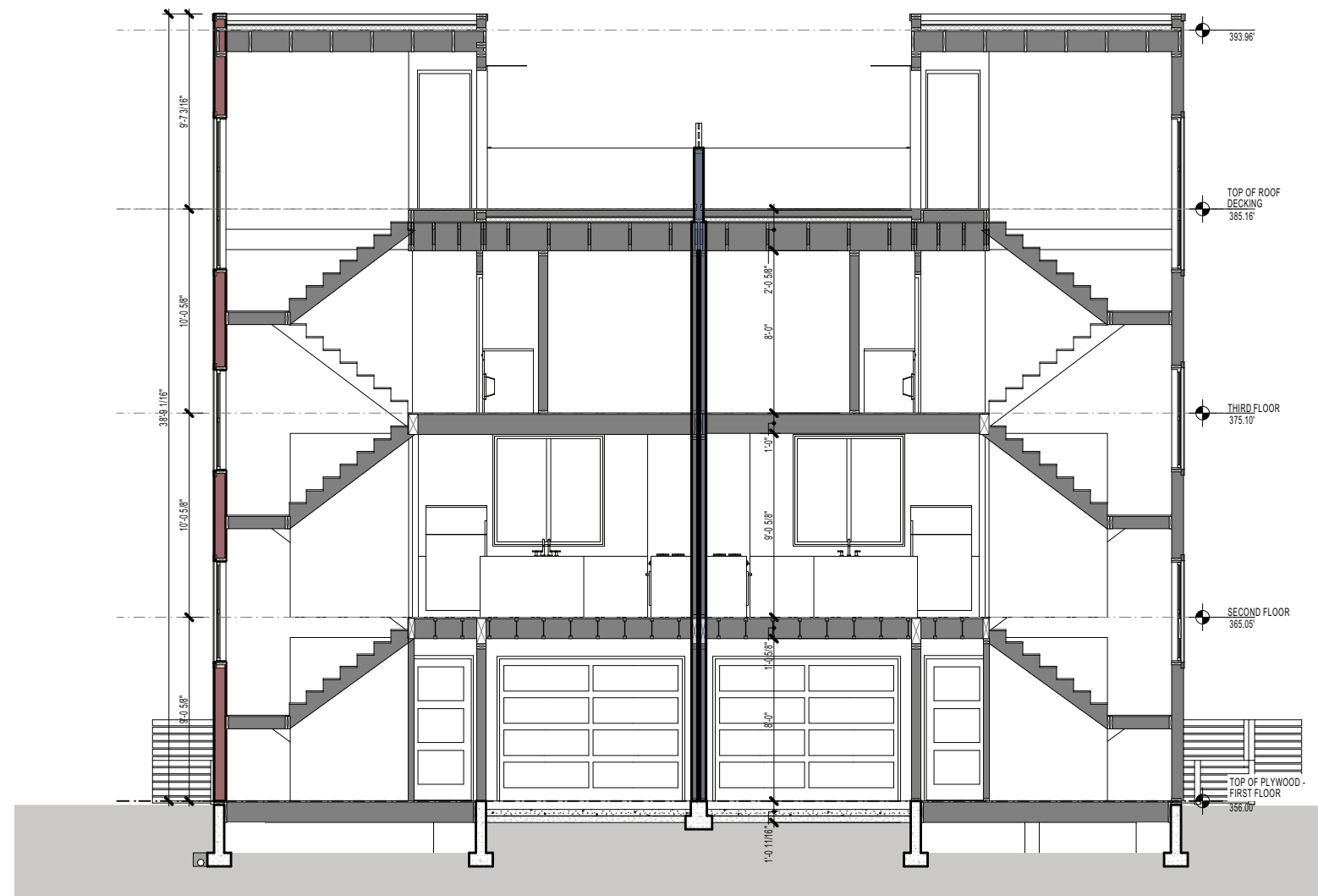
03. EDG RESPONSE

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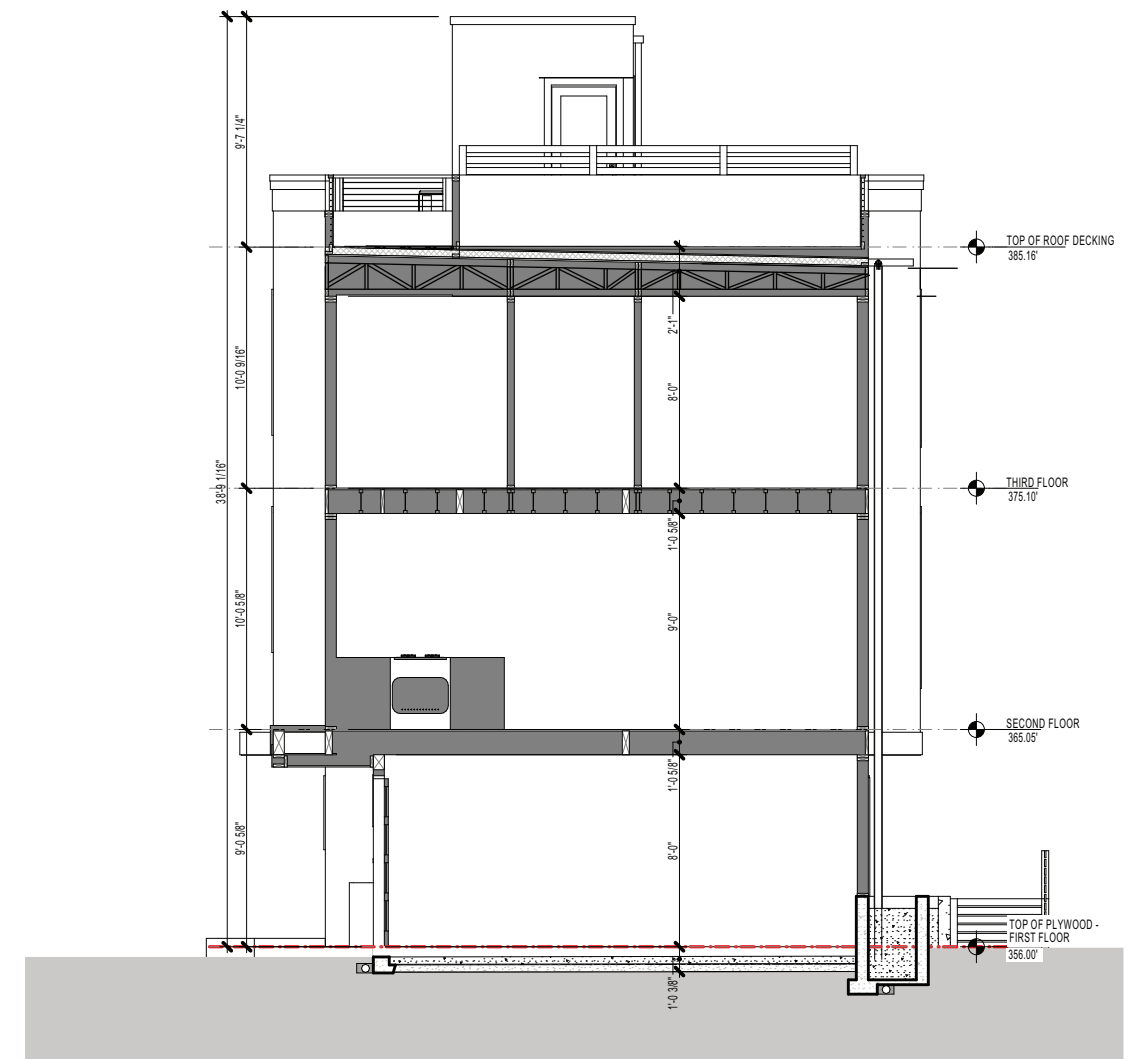
06. BUILDING SECTIONS

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BUILDING SECTION K

SCALE: 1/8" = 1'-0"



BUILDING SECTION J

SCALE: 1/8" = 1'-0"

3. EASEMENT REDUCTION REQUEST

Code citation: 23.53.025.C.Vehicle access easements serving at least five but fewer than ten single-family dwelling units, or at least three but fewer than ten multifamily dwelling units...1.Easement width, surfaced width, length, turn around, and curb cut width shall be as required in subsection 23.53.025.B:

- 1.Easement width shall be a minimum of twenty (20) feet;
- 2.The easement shall provide a hard-surfaced roadway at least twenty (20) feet wide;
- 3.No maximum easement length shall be set. If the easement is over six hundred (600) feet long, a fire hydrant may be required by the Director;
- 4.A turnaround shall be provided unless the easement extends from street to street;
- 5.Curb cut width from the easement to the street shall be the minimum necessary for safety and access.

Departure request - provide easement to these standards:

- 1.Easement width shall be a minimum of ten (10) feet;
- 2.The easement shall provide a hard-surfaced roadway at least ten (10) feet wide;
- 3.No maximum easement length shall be set. If the easement is over six hundred (600) feet long, a fire hydrant may be required by the Director;
- 4.All Seattle Fire Department access requirements will be met;
- 5.Curb cut width from the easement to the street shall be the minimum necessary for safety and access.

Departure request narrative: Unnecessarily large easements and turnarounds have negative impacts on site planning for dense multifamily sites. If this were a townhouse project without an access easement requirement, access to the middle of the site would be a simple 10' wide driveway without a fire department turnaround. And this 10' wide drive aisle would be allowed to serve up to 30 dwellings.

SDCI is in the process of reducing the easement requirements for townhomes from 20' to 10' at this time. While this code change has not yet happened, it is clearly an SDCI priority based on the Director's Report dated 12-2-2020.

Reducing this access easement from 20' to 10' will allow us to provide more building frontage along 14th Ave NW, and better allow us to retain the exceptional tree that is at the northeast corner of the site.

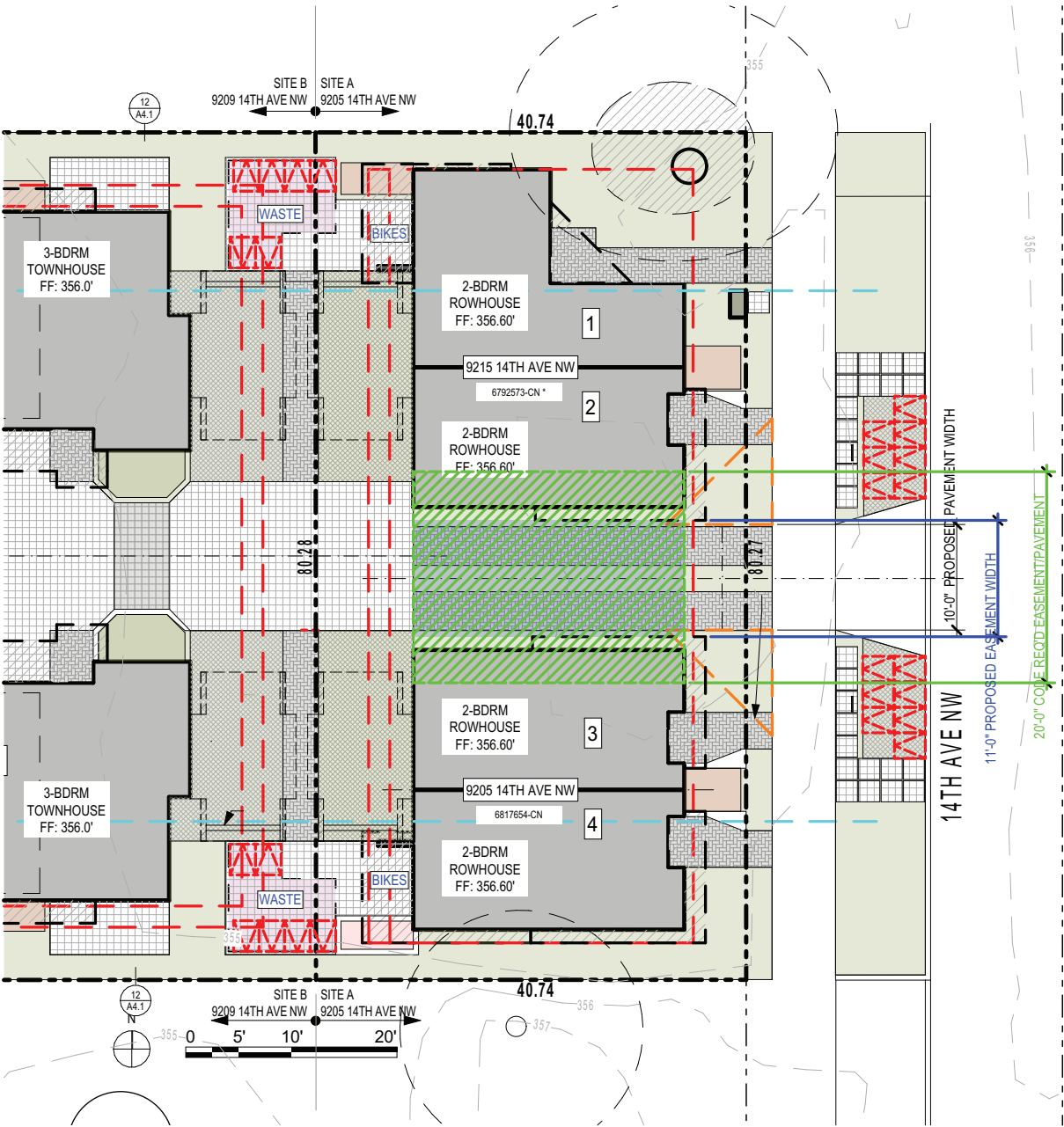
Design Guidelines in support of departure request:

CS1.D.1 – On site features: The exceptional tree that we are saving has a clear impact on the available access width at the frontage of this site. If this tree were not present, we would have at least 5.5 feet of width to work with. We feel that maintaining the exceptional tree should be a high priority for this project.

DC1.C.2 - Visual Impacts: The smaller easement will allow us to reduce the visual impacts of the at-grade parking spaces. Allowing for the smaller easement at this site will de-emphasize large-scale vehicle drives and promote a more human scale.

DC2.A.2 - Reducing Perceived Mass: By placing the easement between two rowhouse buildings, we can create two buildings that frame the site entry. These two rowhouse buildings will be smaller and function better as a transition to the existing built environment to the north.

DC3.B.4 – Multifamily Open Space: The middle of the west site is envisioned as a Woonerf - a shared space for dwelling entries, bike access, auto parking and paths to landscaped areas. By orienting the easement in line with with Woonerf, it creates a much more successful connection to 14th Ave NW.

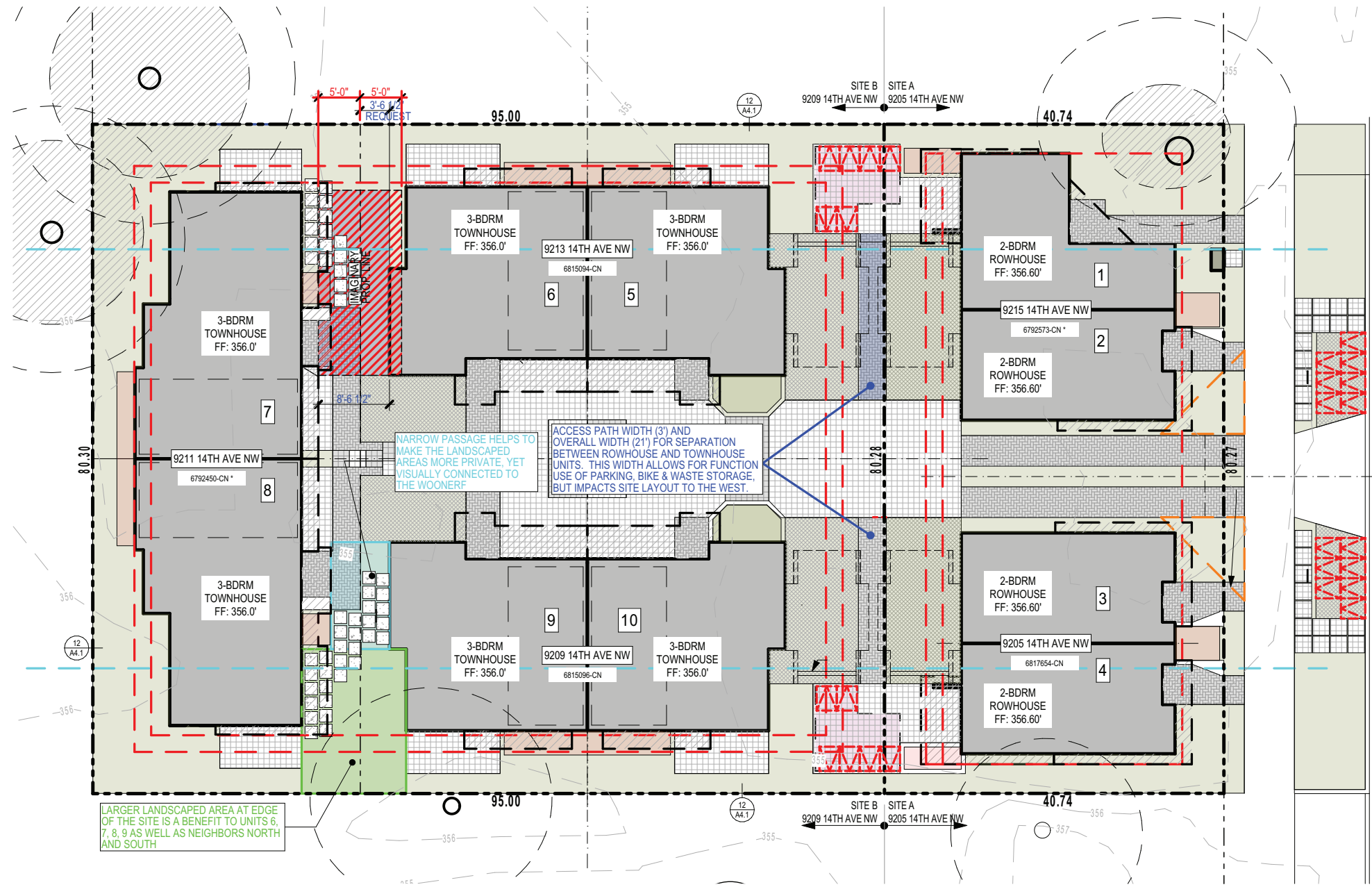


DEPARTURE REQUEST 3: EASEMENT WIDTH REDUCTION

SCALE: 1/16" = 1'-0"

BUILDING SEPARATION

- ## 07. DEPARTURES



5. BUILDING SEPARATION DEPARTURE REQUEST

Code citation: 23.45.518.F.1 - In LR and MR zones, the minimum required separation between principal structures at any two points on different interior facades is 10 feet....

Departure request: We request to reduce the building separation requirement to 8'-6".

Departure request narrative: We request to reduce this departure to 8'-6" for the following reasons:

Waste storage, auto and bike parking are planned between the rowhouses and the townhouse for reasons of convenience and function. These functions require 21' of east-west distance to work properly. This has the impact of pushing units 5, 6, 9 and 10 further west, impacting the available distance between buildings on the west portion of the site.

Design Guidelines in support of departure request:

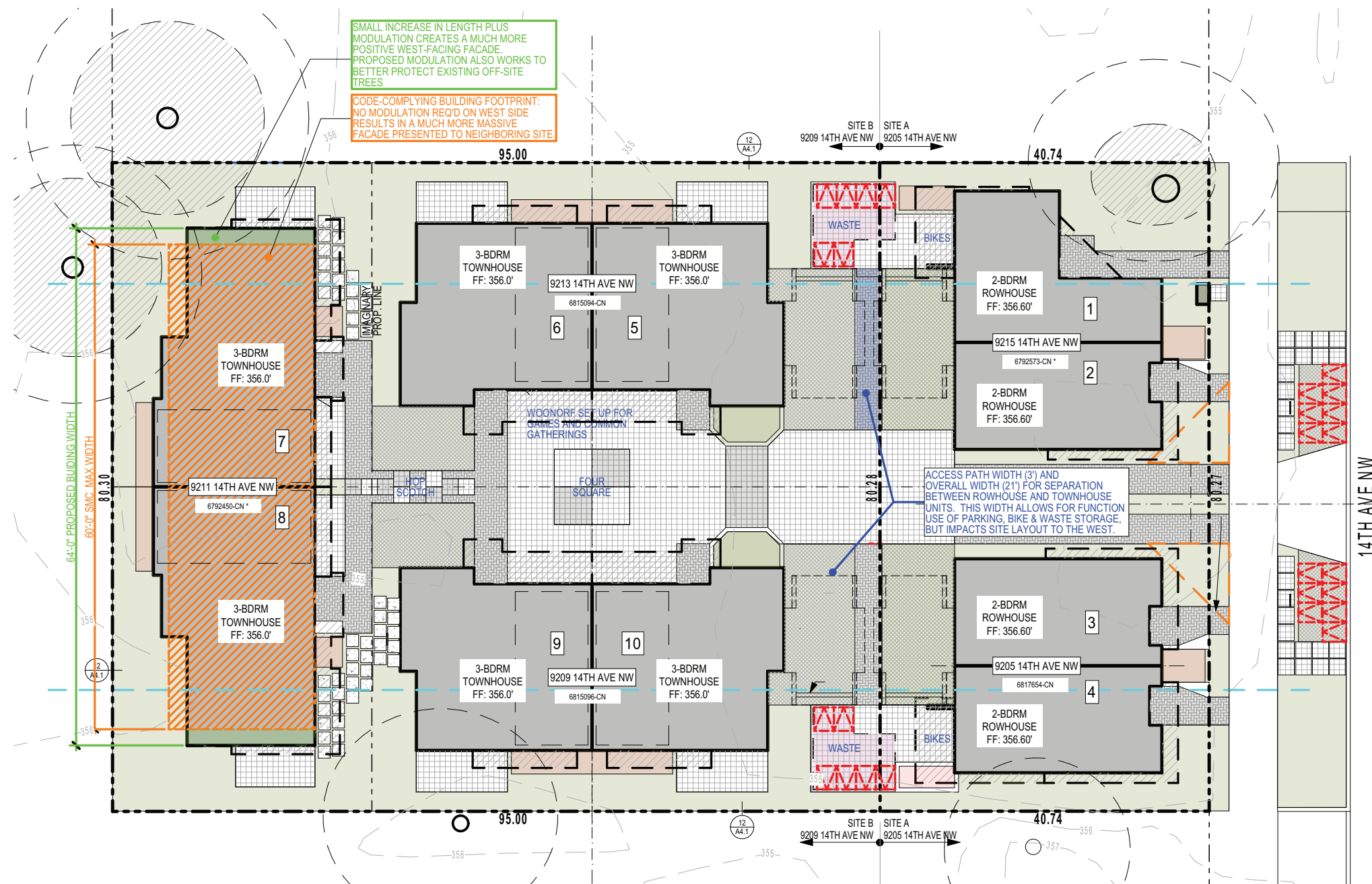
PL4.B.2. – Bike facilities: One of the ways in which we are trying to create a successful woonerf is by making bicycle facilities easy and convenient to use. Our concept for the shared bike storage is to place it between the rowhouse and townhouse units on this site. This location is convenient, well lit, safe and functional. In order to provide access to the bike storage facilities, we need to provide an access pathway between the proposed surface parking stalls. This width effectively pushes dwellings 5, 6, 9 and 10 further west and compresses the available space at the west end of the site. Reducing the facade separation requirement for a short portion will help us create successful storage areas for long-term bicycle storage.

DC3.B.4. – Multifamily Open Space: The central woonerf is the primary concept of this townhouse project. In order for this to be as successful as possible, we believe that having visual and actual connections to adjacent landscaping areas is important. Narrow connections to adjacent garden areas will provide visual relief from the more intensive central portion of the site and will create a privacy hierarchy that will enrich the occupant's experience.

DC1.C.3 - Multiple Uses: Providing adequate space for our service functions (auto parking, bike parking and waste storage) dictates that we slide units 5, 6, 9 and 10 further west and compress the available east/west space for units 7 and 8. Allowing a slightly reduced space between the buildings will help to accommodate the various required site functions. The space in the middle of the site will be allowed to function well as a woonerf, with multiple uses.

DEPARTURE REQUEST 5: BUILDING SEPARATION

SCALE: 1/16" = 1'-0"



DEPARTURE REQUEST 6: BUILDING WIDTH

SCALE: 1/16" = 1'-0"

6. TOWNHOUSE BUILDING WIDTH DEPARTURE REQUEST

Code citation: 23.45.527 - Structure width and façade length limits in LR zones
Structure width in LR zones may not exceed the width indicated on Table A for 23.45.527. (LR1 zones limited to 60' max. building width).

Departure request: We request to exceed this limit by four feet (a 7% increase) for units 7 & 8 only.

Departure request narrative: We request to exceed this limitation by four feet for the following reasons.

1. This overall site concept for this project is to provide a shared open space at the middle of the site (a woonerf) that will be used for many functions: building entries, communal gatherings, auto parking and landscaping. The space required to make this large middle space work properly requires that we stretch units seven and eight in the north/south direction.

2. Waste storage, auto and bike parking are planned between the rowhouses and the townhouse for reasons of convenience and function. These functions require 21' of east-west distance to work properly. This has the impact of pushing units 5, 6, 9 and 10 further west, limiting the east/west width of units 7 and 8. A small amount of relief in the north/south direction allows us to develop units 7 and 8 into appropriately-sized homes.

Design Guidelines in support of departure request:

PL4.B.2. – Bike facilities: One of the ways in which we are trying to create a successful woonerf is by making bicycle facilities easy and convenient to use. Our concept for the shared bike storage is to place it between the rowhouse and townhouse units on this site. This location is convenient, well lit, safe and functional. In order to provide access to the bike storage facilities, we need to provide an access pathway between the proposed surface parking stalls. This width effectively pushes dwellings 5, 6, 9 and 10 further west and compresses the available east/west space for units 7 and 8. Extending 7 and 8 to the north and south by a slight amount helps to solve this problem.

DC3.B.4. – Multifamily Open Space: The central woonerf is the primary concept of this townhouse project. We envision it as a place that can be used for access, hanging out, kid's games such as foursquare and hopscotch and for practical uses such as parking and access. Providing adequate space for this woonerf requires that we extend units 7 and 8 to the north and south such that they slightly exceed the building width requirement limitations.

DC1.C.3 - Multiple Uses: Providing adequate space for our service functions (auto parking, bike parking and waste storage) dictates that we slide units 5, 6, 9 and 10 further west and compress the available east/west space for units 7 and 8. Extending 7 and 8 to the north and south by a slight amount helps to solve this problem. The space in the middle of the site will be allowed to function well as a woonerf, with multiple uses.

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VANDERVORT ARCHITECTS
MULTI-FAMILY WORK SAMPLES



FIRST HILL ROWHOUSES



EASTLAKE ROWHOUSES



COLUMBIA CITY APARTMENTS



SUNSET HILL LIVE/WORK



MADRONA LIVE/WORK



ALKI CONDOS



Z-HOME



VALLEY STREET TOWNHOMES



VALLEY STREET TOWNHOMES



Z-HOME