

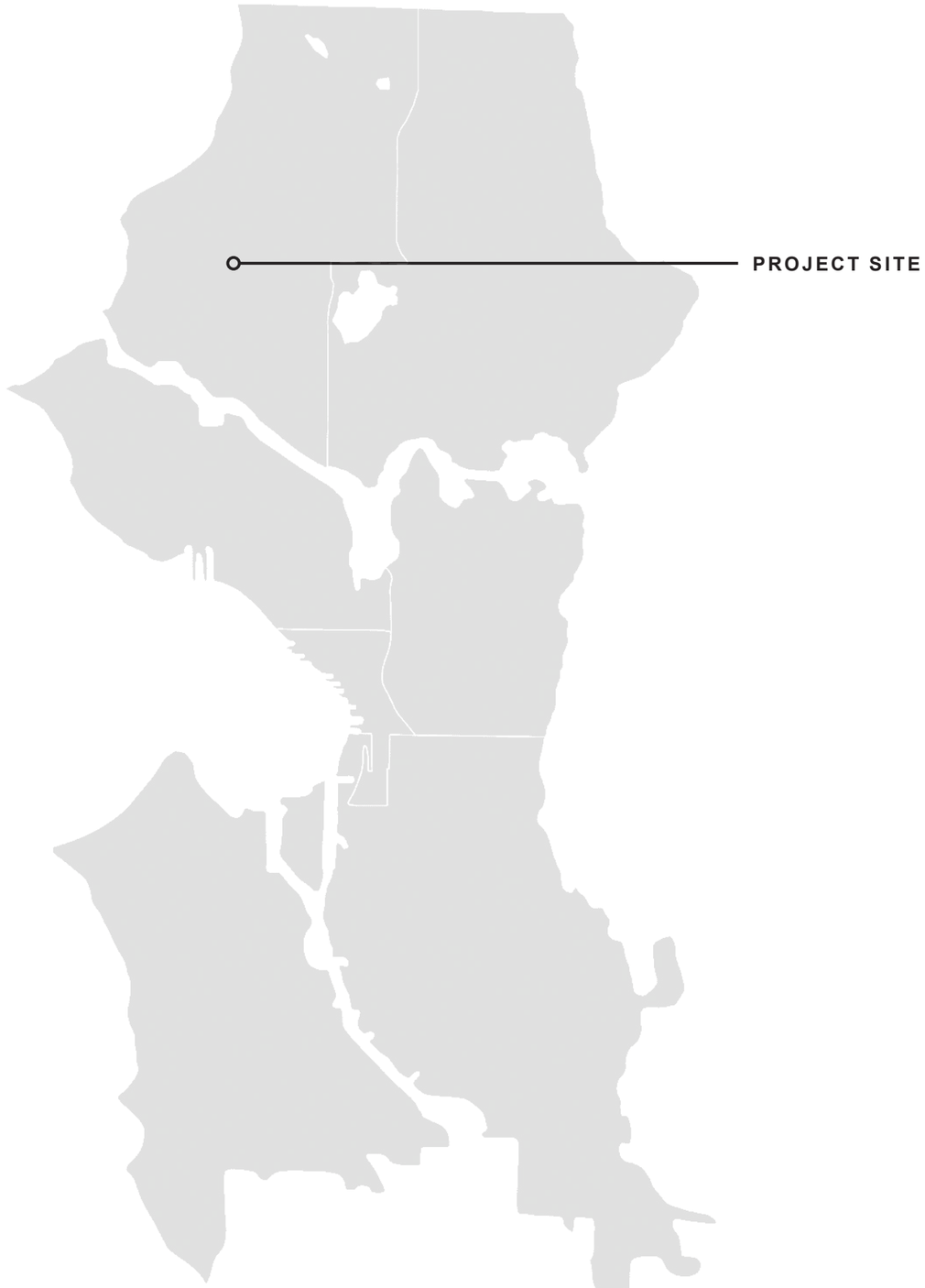
STREAMLINED DESIGN REVIEW PROPOSAL

SDCI #3038192-EG
8322 16TH AVE NW
SEATTLE, WA 98117

Applicant:
Cone Architecture, LLC
1319 N 49th Street
Seattle, WA 98103
Contact: Jamie Yengel

Owner:
Greenbuild Development LLC
9608 Aurora Ave N
Seattle, WA 98103
Contact: Vitaliy Afichuk

SDCI Contact:
Contact: Ellen Aebischer
Email: ellen.aebischer@seattle.gov
Phone: (206) 386-1981



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VICINITY MAP

EXISTING SITE

The site is an existing rectangular parcel (758870-0215). The site is located off of 16th Ave NW between NW 83rd and NW 85th St with no alley access. The site area is 8,794 SF and measures 99.96' wide by 87.97' deep. The site slopes down from east to west with an overall grade change of approximately 10' feet and no exceptional trees identified on site. Currently, the project site is located in a low-rise multi-family zone and houses a two-story single-family home that is going to be demolished. Surrounding the proposed project site are predominantly one to two-level single-family homes. Directly to the north of the property is a relate d proposed project under 3038193-EG. Directly to the east, the project sites abut a NC3P-75(M1) zone sits a single family residence. Directly south of the parcel is a single-family residence and directly west of the parcel, across 16th Ave NW, are several single-family residences. This site has been granted relief from prohibition on steep slope per project number 6851783-EX.

ZONING AND OVERLAY DESIGNATION

The project parcel is in a LR2(M1) zone and is located within a parking flexibility area overlay. The LR zoning continues north along 16th Ave NW for two blocks from the project site before transitioning to single family. Two blocks to the south of the parcel also transitions to single family zoning. Commercial/Mixed Use zoning begins one block to the east on 15th Ave NW. Residential Small Lot zoning begins one block to the West. 15th Ave NW is the principal arterial street in the area.

DEVELOPMENT OBJECTIVES

The project proposes the construction of nine (9) new townhouse units. The existing single family residential building will be demolished under this proposal. The townhouses unit vary in size and range from 1,300-1,650 square feet. The project site, due to its location in a desirable neighborhood with public transportation allowing easy access downtown, is prime for denser development.

The site is located in an hub urban village with frequent transit designations, therefore no parking is required. However, 6 garage parking stalls and 3 surface parking spaces are proposed with access via a driveway from 16th Ave NW.

NEIGHBORHOOD CUES

The immediate blocks are a mix of multi-family apartment buildings, commercial businesses, and single-family homes. There is a variety of commercial buildings less than one block east along 15th Ave NW, which includes several restaurants, professional services, various small businesses, larger commercial development, and churches within walking distance. Major bus routes are located one block to the east along 15th Ave NW. Baker Park on Crown Hill, the nearest park, is located three blocks east of the parcel.

This site is subject to the Citywide Design Guidelines.



ZONING SUMMARY
Zone: LR-2(M)
Overlay: Crown Hill Residential Urban Village
ECA:Steep Slope

PROJECT PROGRAM
Site Area: 8,794 SF
Number of Residential Units: 9
Number of Parking Stalls: 9
Approx. FAR = 12,276.90 SF
Approx. FAR Per Unit = 1,364 SF

ADJUSTMENTS REQUESTED
None

DEVELOPMENT STANDARDS SUMMARY

Address: 8322 16th Ave NW, SEATTLE, WA
Parcel #: 758870-0241
Zoning: LR2 (M1)
Overlays: Crown Hill Residential Urban Village
Site Area: 8,794 SF

23.45.504 PERMITTED USES
Permitted outright: Residential

Proposed: Residential - Townhomes

23.45.514 STRUCTURE HEIGHT

Zoning:	LR2 (M)
Allowed Maximum Base Height:	40'-0"
3'-0" additional allowed for shed roof:	43'-0"
4'-0" additional for rooftop features (parapets, clerestories, etc.)	44'-0"
6'-0" additional allowed for stair penthouses:	50'-0"

Proposed:
Roof Height: 29'-3"
Roof Parapet Heiht: 33'-3"
Penthouse Height: 37'-3"

23.45.510 FLOOR AREA RATIO
Maximum FAR: 1.4 (8,794 SF) = 12,311.60 SF ALLOWABLE

Proposed: 12,276.90 SF

23.45.512 DENSITY LIMITS
All townhouse developments in LR2 zones must meet density limits of one dwelling unit per 1,300 sq ft of lot area, unless they are located in M suffix zone. When calculations result in a fraction of a unit, any fraction over .85 constitutes one additional unit.

Maximum density allowed: Exempt from density limits (LR2 (M) zoning)

23.45.527 STRUCTURE WIDTH AND FAÇADE LENGTH LIMITS IN LR ZONES
Maximum width: 90'-0"
Maximum facade length: 99.99 (.65) = 64.99'

Proposed: 59'-8" facade length

23.45.518 SETBACKS REQUIREMENTS
Allowable Setbacks

Front Setback:	7'-0" average/5'-0" minimum
Rear Setback:	7'-0" average/5'-0" minimum
Side Setback:	5'-0" minimum

Proposed:
Front (West): 7'-0" average/5'-0" minimum
Rear (East): 7'-0" average/5'-0" minimum
Side (North): 5'-0"
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)
25% x 8,792 SF =2198 SF (1099 SF at ground level)

Proposed: 4589.77 SF Total
1184.11 SF Ground

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

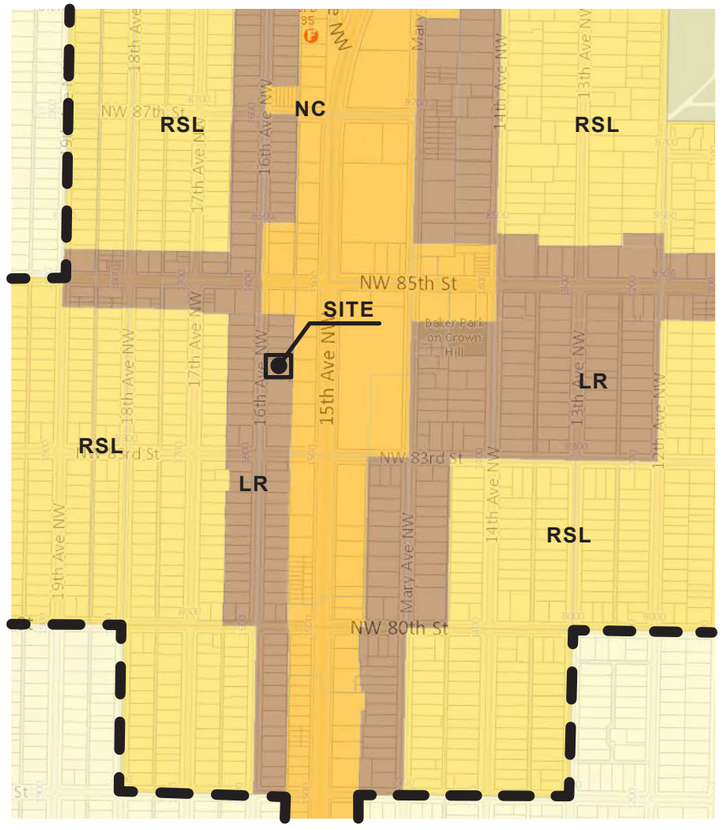
Proposed:

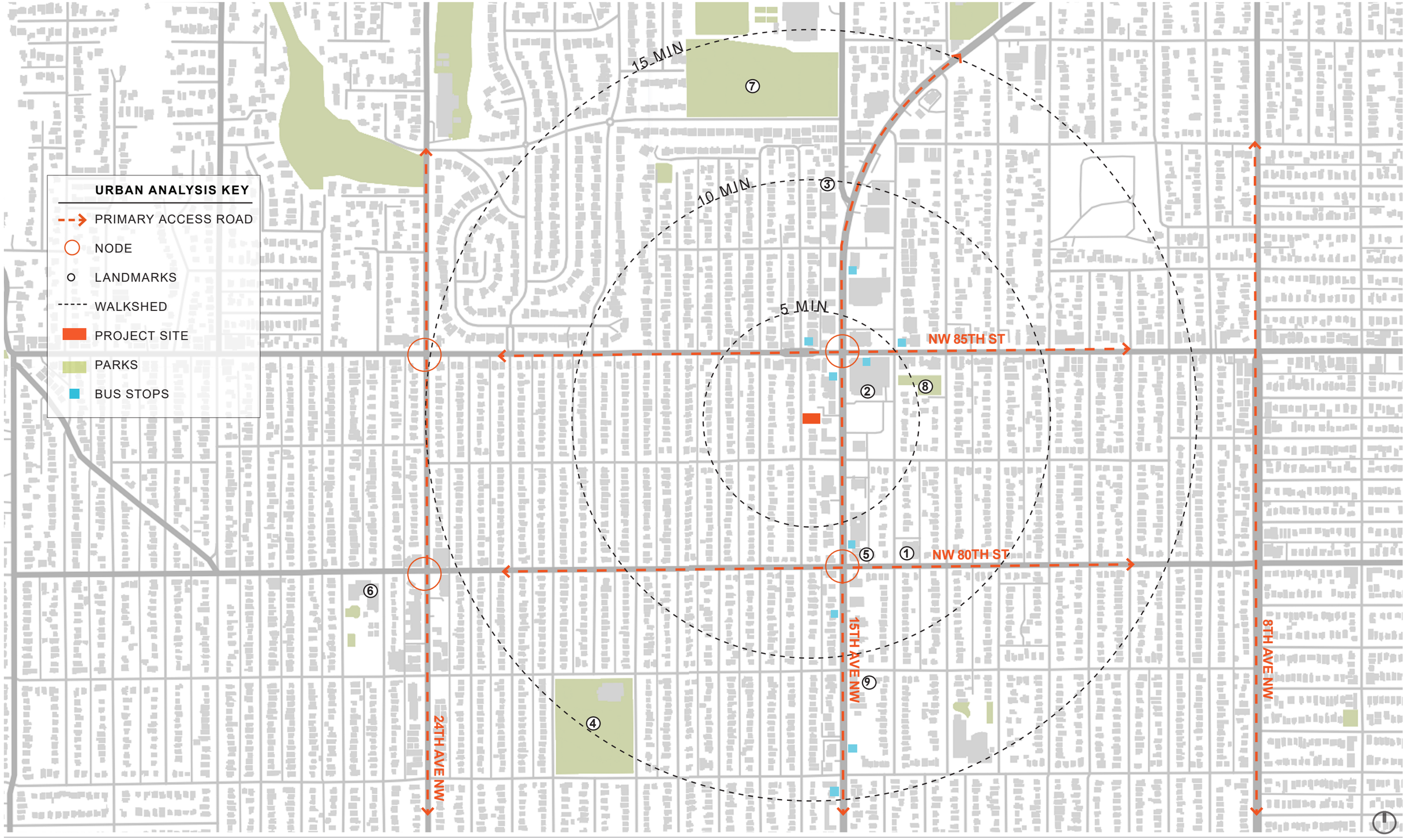
Vehicle Parking:	*9 stalls*
Short Term Bicycle Parking:	*2 stalls*
Long Term Bicycle Parking:	*9 stalls*

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS

Proposed: Hybrid solid waste storage
Trash: (9) 35-gals carts, individual use
Recycling: (5) 96-gal cart, shared use
Compost: (2) 96-gal cart, shared use

URBAN CENTER
LOWRISE MULTI-FAMILY
NEIGHBORHOOD COMMERCIAL
RESIDENTIAL SMALL LOT




URBAN ANALYSIS KEY
PRIMARY ACCESS ROAD
NODE
LANDMARKS
WALKSHED
PROJECT SITE
PARKS
BUS STOPS
15 MIN
10 MIN
5 MIN
NW 85TH ST
NW 80TH ST
24TH AVE NW
15TH AVE NW
8TH AVE NW
1
2
3
4
5
6
7
8
9



UNITED EVANGELICAL FREE CHURCH ①



LOCAL GROCERY ②



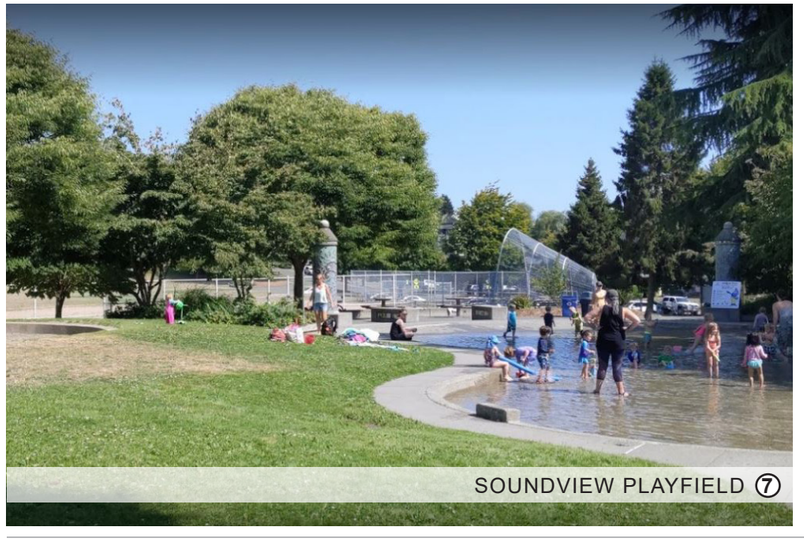
FIRE DEPARTMENT ③


LOYAL HEIGHTS PLAYFIELD ④



LOCAL COFFEE SHOP ⑤


LOYAL HEIGHTS ELEMENTARY ⑥


SOUNDVIEW PLAYFIELD ⑦



BAKER PARK ⑧


BALLARD PEDIATRIC CLINIC ⑨

COMMUNITY OUTREACH SUMMARY

1. Printed Outreach:

Printed Outreach: Cone Architecture administered direct mailings to residences and businesses within an approximate 500 ft radius of the proposed site - 16th Double Lot B. Project address: 8328 16th Ave NW, Seattle, WA 98117. The flier that was mailed provided the project address, SDCI record number, applicant name, brief description, reason for outreach, how to share thoughts and feedback with a survey link, a project website link, where additional information about the project can be found, and a site location map.

Date: Fliers were mailed 07/09/2021
Materials attached: Flier and Mailing List

2. Electronic/Digital Outreach:

Cone Architecture designed an online survey through Survey Monkey 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, a site plan, and five survey questions.

Survey link: www.surveymonkey.com/r/ZSGHZ5Q
Public informed by: Printed Outreach Flier
Date: Survey launched 07/09/2021
Survey closed 08/04/2020

Materials Attached: Screenshot of Survey Monkey survey

1. Cone Architecture received four (4) responses to the survey that was created through Survey Monkey:
- (4) respondents said ‘They live close to the project’

2. What is most important to you about the new development of this property:
- (2) respondents said ‘That it is nice looking’
- (1) respondents said ‘That it is affordable for residents and /or businesses
- (1) respondents said ‘That is designed to be family-friendly’
- (4) respondent said ‘Other’:
  - ‘That is not ugly square modern and too large.’
  - ‘That it won’t look like crap in 5-10 years.’
  - ‘That the townhomes include adequate onsite (off-street) parkng and match the (midcentury) character of the neighborhood.’
  - ‘Parking availablity - don’t crunch the neighborhood.’

3. What concerns do you have about this project:
- (1) respondents said ‘Construction noise/impacts
- (2) respondents said 'That I will ot like the way it looks'
- (4) respondents said 'That it will feel out of scale from the other buildings nearby'
- (4) respondents said 'That it will make driving and parking in the nieghborhood more difficult’
-(3) respondent said ‘Other’:
  - ‘Need less units or more parking for this very narrow street already hard to drive down.’
  - ‘That it is built cheaply and will look like crap in a few years and have other issues.’
  - ‘History of developers mistreating neighborhood residents and making false promises regarding communication.’

4. Is there anything else specific about this property/ area that is important:
- (1) respondent said ‘We are sick of losing our single family houses to multiple ugly large buildings on such a narrow street already packed with cars parking in both sides of the street..’
- (1) respondent said ‘1.The neighborhood (and specifically those on 16th Ave NW) were mistreated and deliberately left out of communication and decisions by the previous developer/architect/ contractor who recently built out the Freya apartments on 15th. 2. Many of the developments in this neighborhood fail in their attempt to match the neighborhood by biasing towards modern developments on 15th Ave NW rather than the neighborhood west of 15th Ave NW. A facade that incorporates brick and wood will best match the midcentury character of the neighborhood. 3. Please share relevant design progress reviews and project milestones with neighbors. 4. Only providing one parking spot per townhome is setting the neighborhood up for failure with parking congestion

3. 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 address: cone-outreach.com/16thdoublelotA
Date: Website launched 07/09/2021
Website closed 08/04/2020
Materials attached: Screenshot of project website

Cone Architecture received zero (0) responses from the interactive website

CONE
ARCHITECTURE

16th Double Lot A

8322 16TH AVE NW, SEATTLE, WA 98117
Early Outreach for Design Review

About the project
Greenbuild Development and CONE Architecture are partnering on the development of 8322 16TH AVE NW, Seattle, WA. The new development will include 9 townhouses with 9 parking stalls. Planning has just begun, and construction could start as early as Summer 2022.

ADDRESS: 8322 16th Avenue NW, Seattle WA 98117
SDCI RECORD NUMBER: 3038192-EG
APPLICANT: CONE ARCHITECTURE
CONTACT: Emily Morgan, 16thdoublelota@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 08/04/21.

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

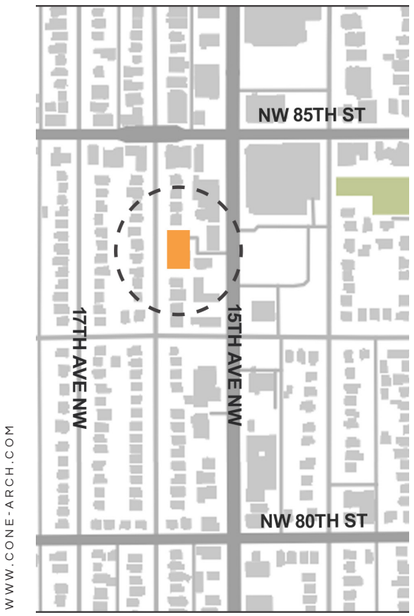
Submit

Additional information

You can track our progress through the permitting process. Search the project address or project number 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



WWW.CONE-ARCH.COM

Dear Resident, this flyer is to include you in a **PROJECT UNDER DESIGN REVIEW** in your area.

Project Name
16th Double Lot A

Project address
8322 16TH AVE NW, SEATTLE, WA 98117

SDCI record number
3038192-EG

Project Contact
Emily Morgan, CONE Architecture
16thdoubleLota@cone-arch.com, 206-693-3133

About the project
Greenbuild Development and CONE Architecture are partnering on the development of 8322 16TH AVE NW, Seattle, WA. The new development will include 9 townhouses with 9 parking stalls. Planning has just begun, and construction could start as early as Summer 2022.

Share your thoughts
We want to hear from the community about this project. Please share your concerns and priorities for this new building and for the neighborhood overall at the interactive 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.

ONLINE SURVEY
www.surveymonkey.com/r/ZSGHZ5Q
Go to link or scan code. Available from July 9-August 4, 2021
PROJECT WEBSITE
cone-outreach.com/16thdoublelota

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.

Additional Information
To find out more about this project and track our progress through the design review and permitting process, search the project address or project number in the Design Review Calendar and the Seattle Services Portal: https://web6.seattle.gov/dpd/edms/



FOUR STORY MULTI FAMILY RESIDENTIAL

RAISED STOOPS

STREET FRONT LANDSCAPE

RELATE LOT 1
PROJECT SITE
UNDER PERMIT
#3038193-EG

LOT 2
PROJECT SITE

TRADITIONAL HIP ROOF FORMS
STRIKING HORIZONTAL LINES

MULTI FAMILY UNIT

NW 85TH ST



NW 83RD ST

16TH AVE LOOKING EAST (A)

ACROSS FROM PROJECT SITE

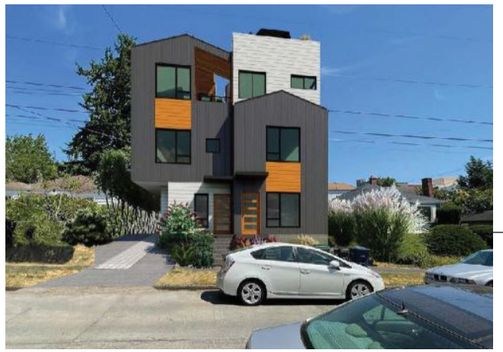
NW 83RD ST



NW 85TH ST

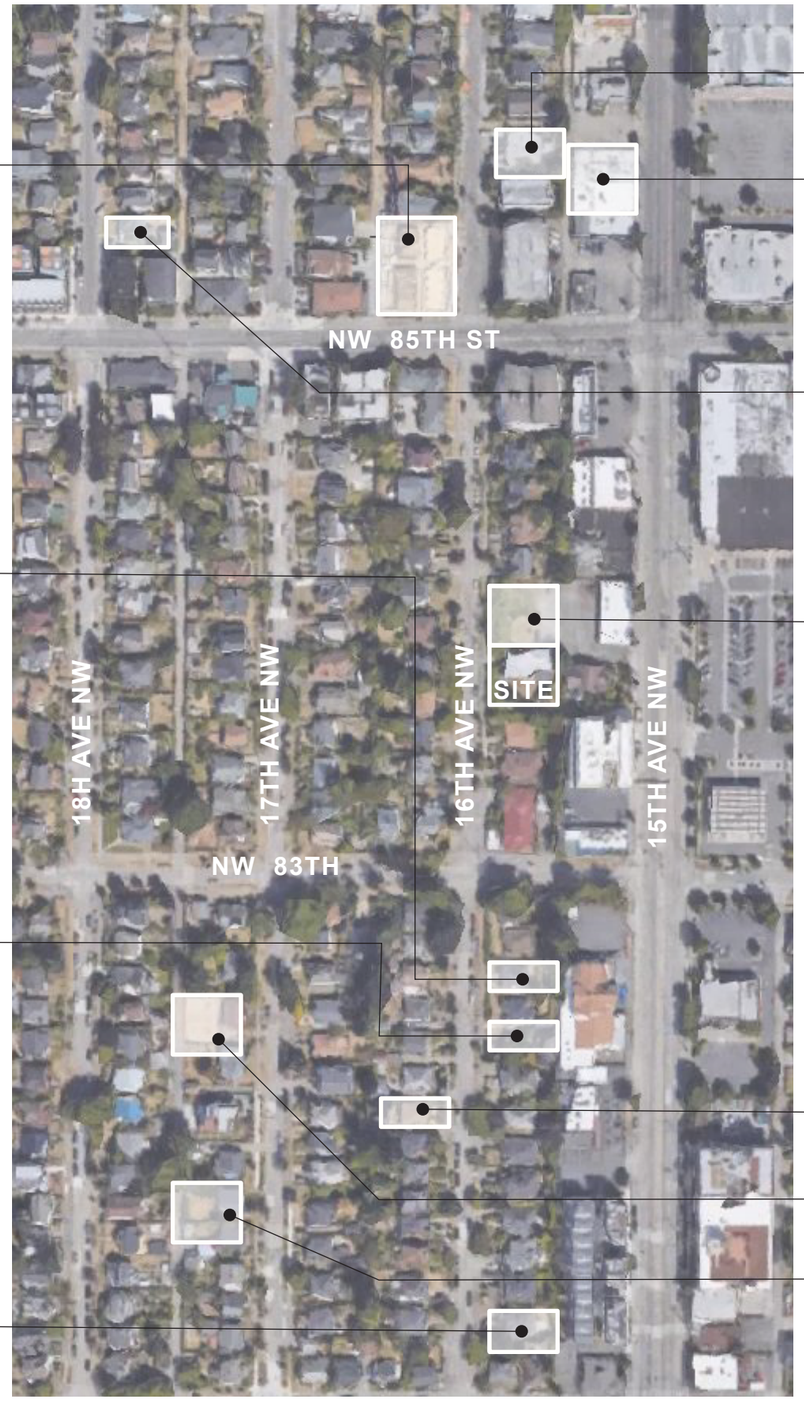
16TH AVE LOOKING WEST (B)











FOUR (4) NEW TOWNHOMES

7-STORY, MIXED USE APARTMENT BUILDING

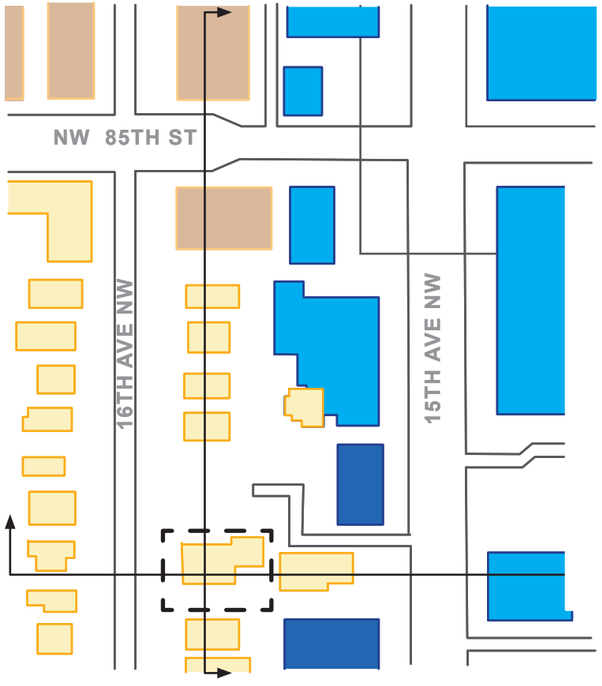
SUBDIVIDE ONE DEVELOPMENT SITE INTO TWO UNIT LOTS

RELATED PROJECT # 3038193-EG
3-STORY TOWNHOUSE BUILDING (9 UNITS)

3-STORY TOWNHOUSE BUILDING (9 UNITS)

SUBDIVIDE ONE DEVELOPMENT SITE INTO THREE UNIT LOTS FOR THREE SINGLE STORY RESIDENCE

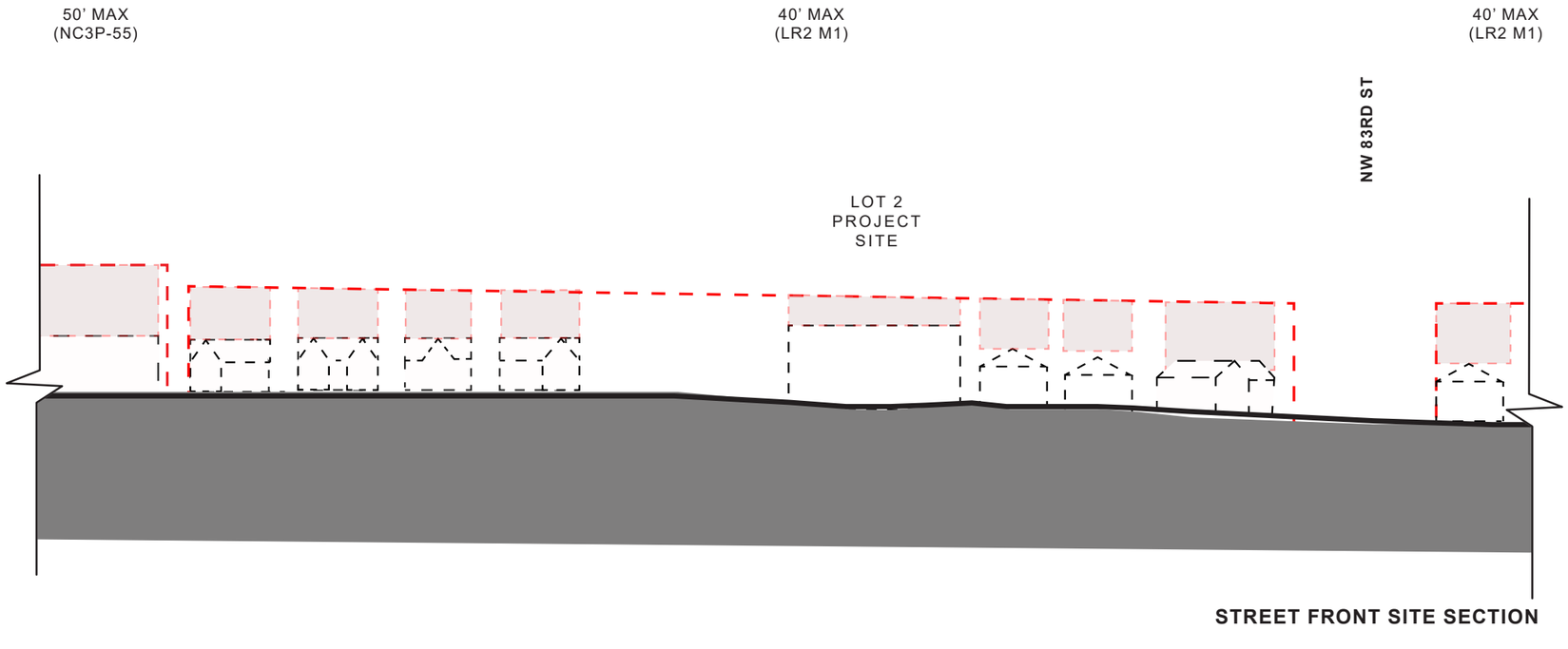
(2) SINGLE FAMILY RESIDENCE WITH (2) DADU'S



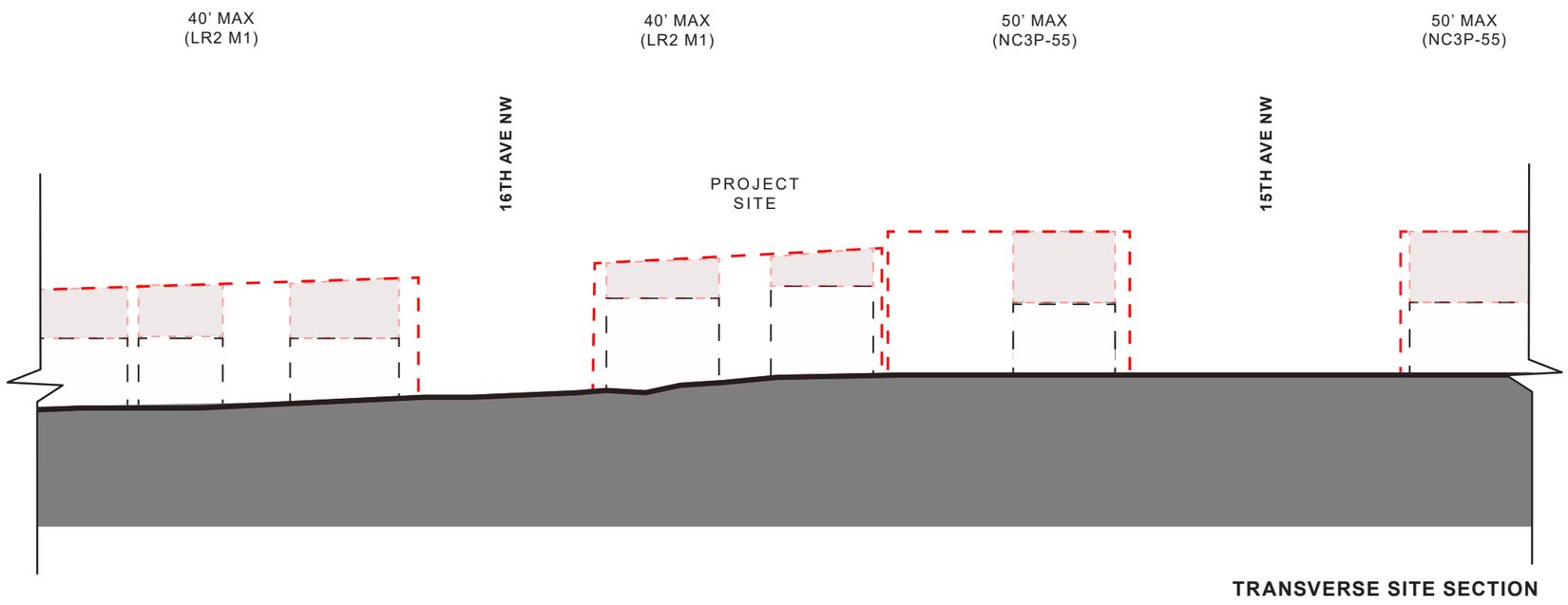
MULTI-FAMILY RESIDENTIAL
SINGLE FAMILY RESIDENITIAL
MIXED USE
COMMERCIAL

NEIGHBORING USES

The neighborhood uses surrounding the site consist r
of single-family housing and multi-family developmen
Multi-family developments are increasing throughout
Crown Hill neighborhood in recent years with the incr
zoning and density. The recent developments in this a
setting precedent for the future of the current streetsc
Just east of our site, commercial and mixed-use build
line 15th Ave NW with higher zoning and increased de
See the Surrounding Development diagrams (page 10
view future development near the project site.



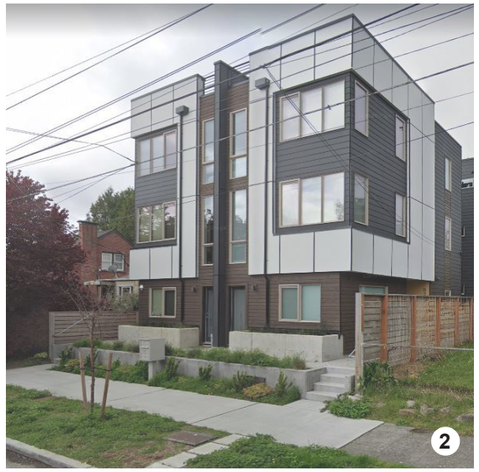
STREET FRONT SITE SECTION



TRANSVERSE SITE SECTION







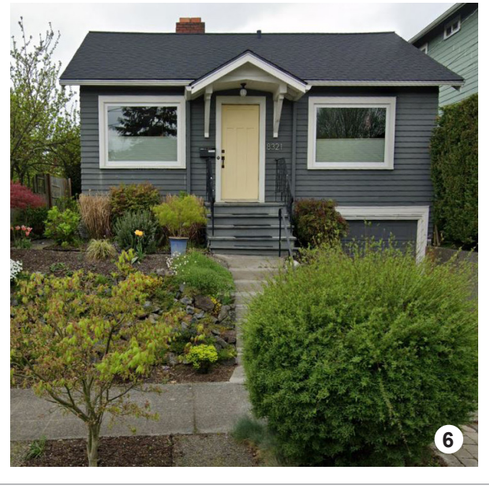
SURROUNDING CONTEXT ANALYSIS

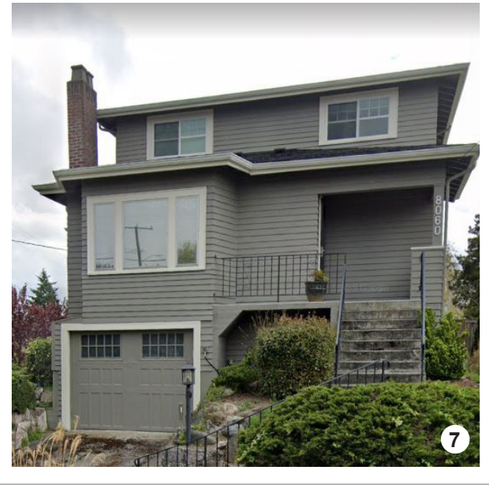
Crown Hill offers residents an urban suburban mix feel and most residents own their homes. It offers bars, restaurants, coffee shops, and parks. The surrounding context is a unique part of the Crown Hill neighborhood, as it has been highly developed in recent years. Streets are filled with abundance of lush green front yards and street planters. There is a great mix of recent modern homes, along with traditional homes that have particular secondary architectural qualities. The residential characteristic has similar traditional roof shapes and massing approaches. This project proposes high quality material throughout the building along with large street front bay windows and front porch stoops. By embracing these architectural elements and the use of lanscape, the street facing facades will better connect with the neighborhood context. The focus of this project is to connect the neighborhoods characteristics, special attention to detailing, and most importantly street facade design.



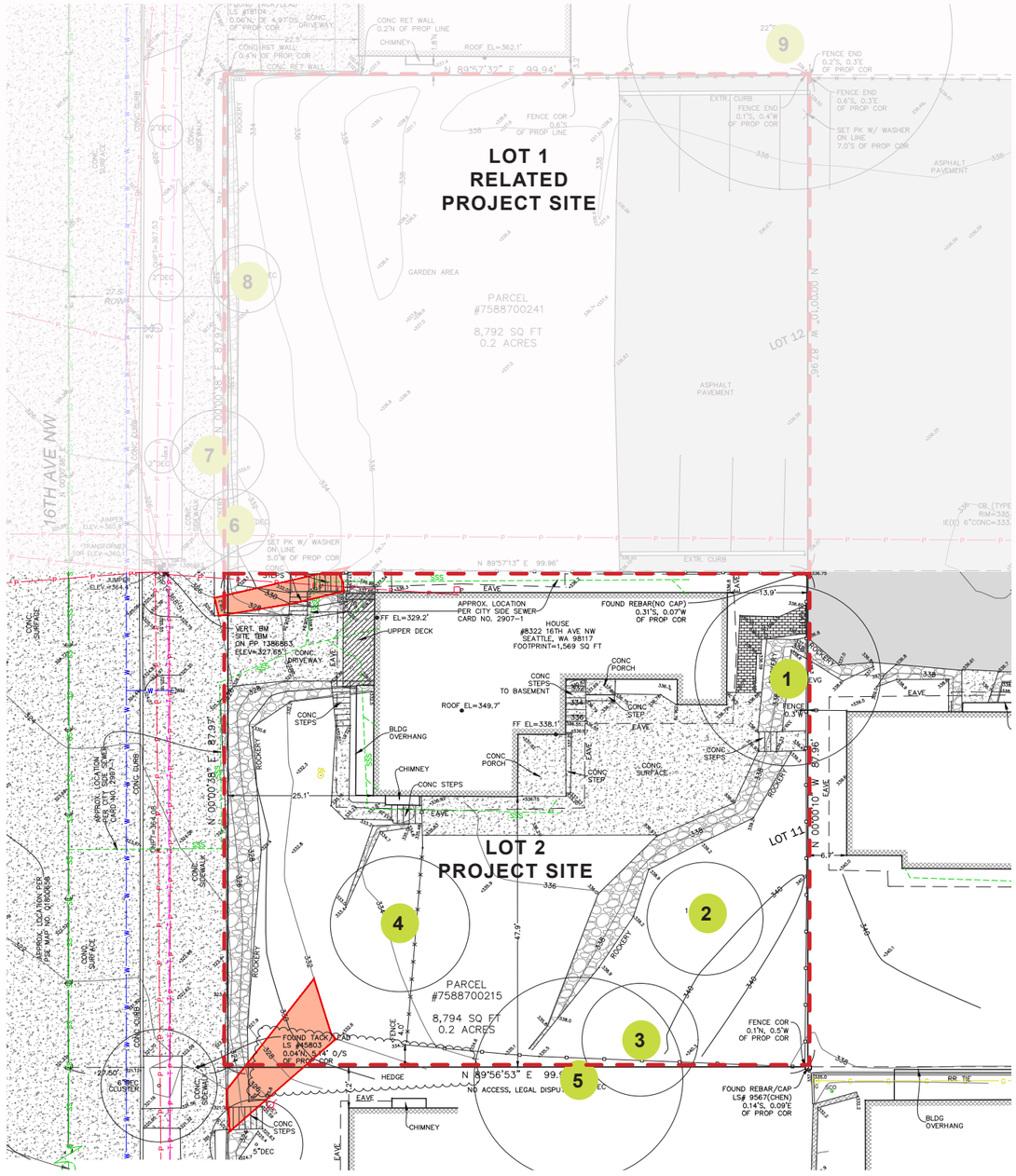












SURVEY

EXISTING SITE CONDITIONS

The site currently has a two-story single family home on it. The topography slope down s from east to west with an overall grade change of approximately 10’ feet. There are existing site walls located at the north property line adjacent to the existing driveway located on 16th Ave NW.

There are two ECAs on site. One located on the Northwest corner of the property and the other on the Southwest corner. a request for relief from prohibition on steep slope development application was submitted.

There are four trees on site (#1, Douglas Fir, Pseudotsuga menziesii, DBH 20”, # 2 Dead tree, DBH 14”, #3 Golden Rain Tree, Laburnum Wateri, DBH #10” and #4 Black Pine, Pinus Nigra, DBH 18”). There is one tree on the adjacent property along the south property line (#5 Black Cottonwood, Populus Trichocarpa, DBH 14”). The on-site trees are non-exceptional per the arborist report and will be removed.

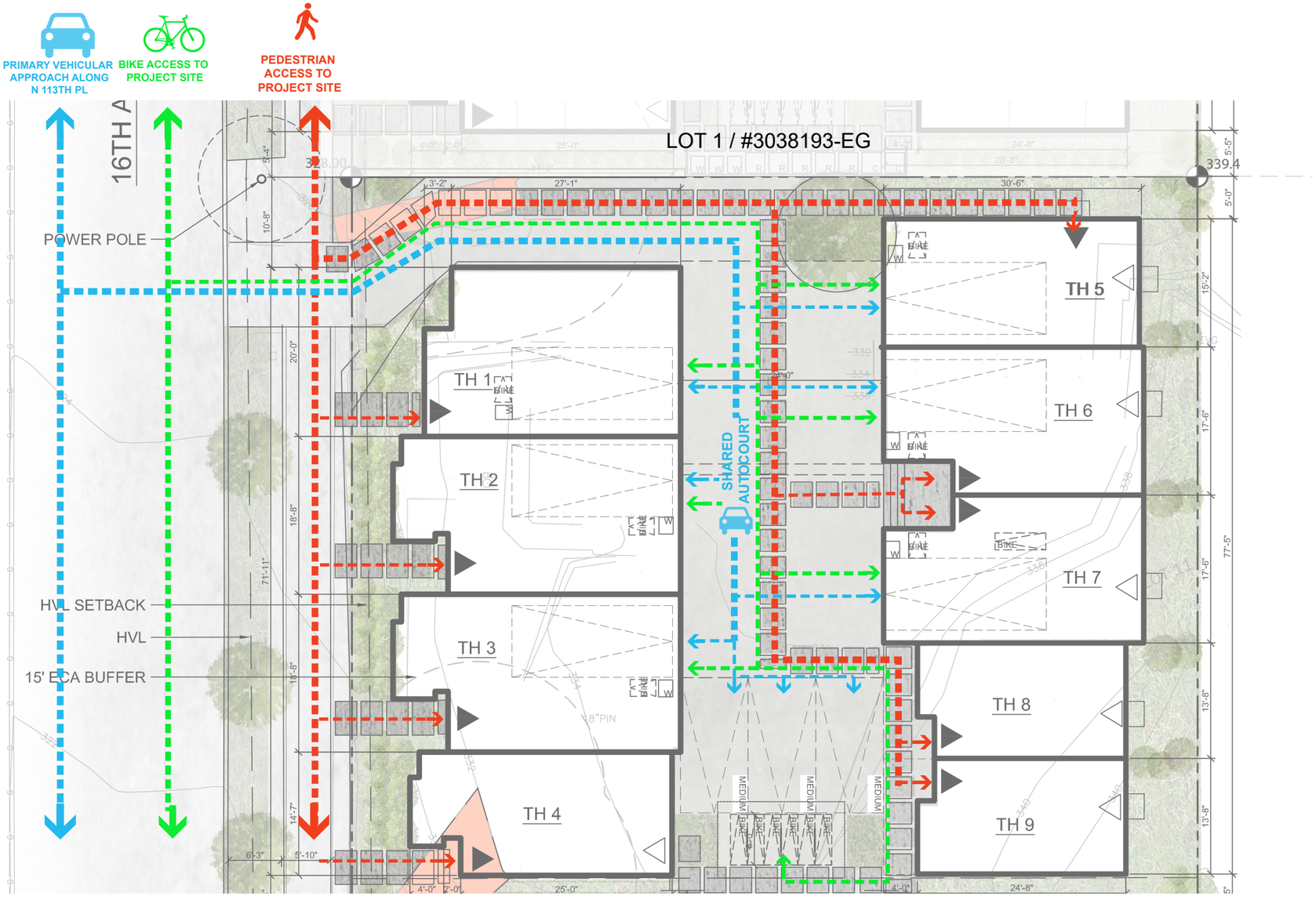
LEGAL DESCRIPTIONS

LOT 2:
PARCEL NUMBER: 758870-0215
SCHEUERMANS GARDEN ACRE TRS W 100 FT OF POR LOT 11 LY E OF 16TH AVE NW
PLat Block:
Plat Lot: 11

TREE RETENTION AND PROTECTION

- No trees on the property meet the threshold diameter to be classified as exceptional and therefore no trees are required to be retained and protected.

#	Species: Common	Species: Scientific	Dbh	CSB	Condition	Exceptional: yes/no
1	Douglas Fir	Pseudotsuga menziesii	20"	32'	Good	No
2	Dead tree	n/a	14"	n/a	Dead	No
3	Golden Rain Tree	Laburnum wateri	10"	24'	Good	No
4	Black Pine	Pinus nigra	18"	24'	Fair	No
5	Black Cottonwood	Populus trichocarpa	14"	34'	Good	No



SITE PLANNING

The nine (9) proposed townhomes are separated into two (2) separate buildings. The two buildings are oriented around a shared auto court with 6 garages and 3 surface parking stalls. Pedestrian circulation runs primarily along the north edge of the site and through the shared auto court to access the rear units.

Vehicular access is from the north of the site off of 16th Ave NW and utilizes a shared auto court. There is no existing vehicular access from the street, so we have located the driveway to the north edge of the parcel to maintain the rhythm of buildings that is present along the street and create a larger setback from our northern neighbor.

Four street-facing units utilize entries oriented toward 16th Ave NW. The rear building consists of 5 units. The north unit entry is visible up the driveway with a private pathway and awning.
The remaining 4 units enter from the auto court accessed by a centered pedestrian path. These entries are raised and set back from the auto court to create a semi-private entry sequence. Long-term bike parking is incorporated within the garages and a shared covered bike pavilion off the auto court with overhead protection.



NORTH LOT 1

SOUTH LOT 2 RELATED PROJECT SITE

PROPOSED SITE PLAN

SITE PLANNING + LANDSCAPE APPROACH

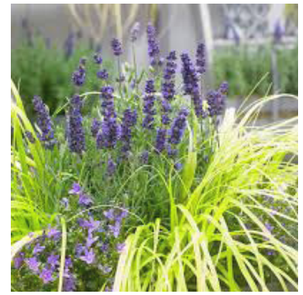
This development includes two adjacent parcels that are stamped with nine townhouses on each parcel. The street facing units are pushed back further from the setback to respond to the neighboring condition and creates larger amenity space along the street. The raised recessed entries respond to the existing slope and provides landscape opportunities around planters and active patios. The east side of the property provides space for individual backyards and ground floor amenity space. The rear unit entrances are located in the multi-use courtyard. A paved pedestrian pathway begins on 16th Ave NW and is located throughout the site to help with wayfinding and to provide access to all main entrances of the townhouses, bike parking and solid waste. Landscaping will be added to all areas shown as green, with the intention of framing pathways and creating a generous landscape buffer adjacent to all sides of the neighboring properties. Roof decks will also be proposed for amenity spaces.



SEDUM ANGELINA



NANDINA DOMESTICA GULF STREEM



CAREX EVERCOLOR EVERIL



ACORUS GRAMINEUS OGON



PROPOSED LIGHTING PLAN



① SCONCE LIGHTING



② SOFFIT LIGHTS



③ PATHWAY LIGHTS

SITE LIGHTING PLAN

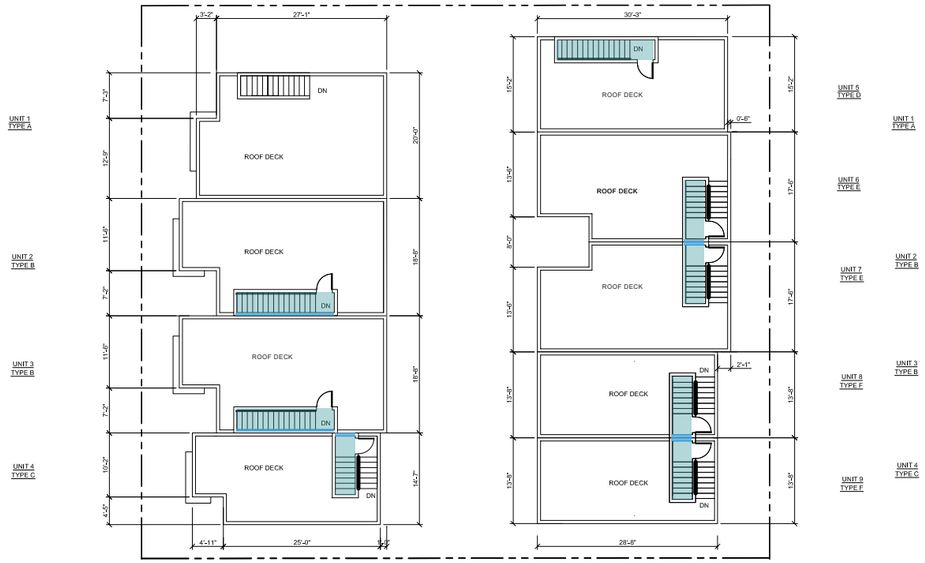
The lighting concept is to provide safety for pedestrians, facilitate easy wayfinding for both residents and visitors, and enhance the form and features of the building. Primary lighting will be provided at all unit entries and garage doors and pathways, with smaller, architectural fixtures at planters. All exterior lighting will be shielded away from neighboring buildings and focus the illumination on walkways and building facades.

FAR & GFA DIAGRAMS

ALL FAR MEASUREMENTS SHALL BE MEASURED TO THE INTERIOR FACE OF EXTERIOR WALLS WHICH INCLUDES DRYWALL PER DR.4-2019

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

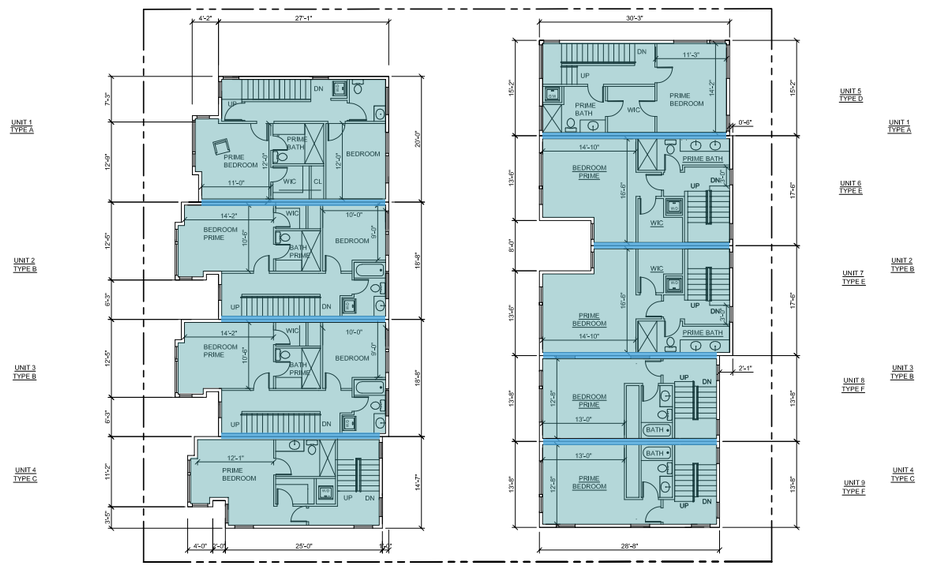
FLOOR AREA INCLUDED ONLY IN GFA CALCULATIONS FOR MHA FEES



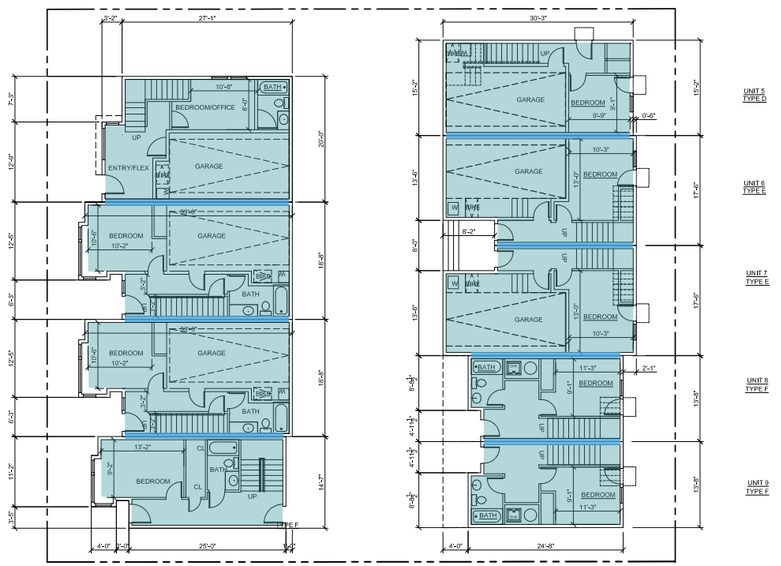
ROOF FLOOR PLAN



SECOND FLOOR PLAN



THIRD FLOOR PLAN



FIRST FLOOR PLAN

FAR CALCULATION

UNIT 1:

FIRST FLOOR	533.11 SQ. FT.
SECOND FLOOR	544.42 SQ. FT.
THIRD FLOOR	544.42 SQ. FT.
TOTAL	1,621.95 SQ. FT.

UNIT 2-3:

FIRST FLOOR	522.84 SQ. FT.
SECOND FLOOR	533.84 SQ. FT.
THIRD FLOOR	533.84 SQ. FT.
PENTHOUSE	49.08 SQ. FT.
TOTAL	1,639.60 SQ. FT. X 2
	3,279.20 SQ. FT.

UNIT 4 :

FIRST FLOOR	371.08 SQ. FT.
SECOND FLOOR	380.64 SQ. FT.
THIRD FLOOR	380.64 SQ. FT.
PENTHOUSE	29.47 SQ. FT.
TOTAL	1,161.83 SQ. FT

UNIT 5:

FIRST FLOOR	414.08 SQ. FT.
SECOND FLOOR	414.08 SQ. FT.
THIRD FLOOR	414.08 SQ. FT.
PENTHOUSE	49.08 SQ. FT.
TOTAL	1,291.32 SQ. FT.

UNIT 6-7:

FIRST FLOOR	458.18 SQ. FT.
SECOND FLOOR	458.18 SQ. FT.
THIRD FLOOR	458.18 SQ. FT.
PENTHOUSE	29.47 SQ. FT.
TOTAL	1,404.01 SQ. FT. x 2
	2,808.02 SQ. FT.

UNIT 8-9:

FIRST FLOOR	289.86 SQ. FT.
SECOND FLOOR	368.98 SQ. FT.
THIRD FLOOR	368.98 SQ. FT.
PENTHOUSE	29.47 SQ. FT.
TOTAL	1,057.29 SQ. FT. x 2
	2,114.58 SQ. FT.

TOTAL: 12,276.90 SF

MAX ALLOWABLE FAR =

LOT 2: 12,311.6 SQ FT.

UNDER BY: 34.70 SQ. FT.

GFA CALCULATION

UNIT 1:

FIRST FLOOR	547.83 SQ. FT.
SECOND FLOOR	559.04 SQ. FT.
THIRD FLOOR	559.04 SQ. FT.
TOTAL	1,665.91 SQ. FT.

UNIT 2-3:

FIRST FLOOR	550.60 SQ. FT.
SECOND FLOOR	561.66 SQ. FT.
THIRD FLOOR	561.66 SQ. FT.
PENTHOUSE	56.83 SQ. FT.
TOTAL	1,730.75 SQ. FT. x 2
	3,461.50 SQ. FT.

UNIT 4 :

FIRST FLOOR	383.87 SQ. FT.
SECOND FLOOR	393.54 SQ. FT.
THIRD FLOOR	393.54 SQ. FT.
PENTHOUSE	30.96 SQ. FT.
TOTAL	1,201.91 SQ. FT

UNIT 5:

FIRST FLOOR	429.00 SQ. FT.
SECOND FLOOR	429.00 SQ. FT.
THIRD FLOOR	429.00 SQ. FT.
PENTHOUSE	49.08 SQ. FT.
TOTAL	1,336.08 SQ. FT.

UNIT 6-7:

FIRST FLOOR	483.58 SQ. FT.
SECOND FLOOR	483.58 SQ. FT.
THIRD FLOOR	483.58 SQ. FT.
PENTHOUSE	30.96 SQ. FT.
TOTAL	1,481.70 SQ. FT. x 2
	2,963.40 SQ. FT.

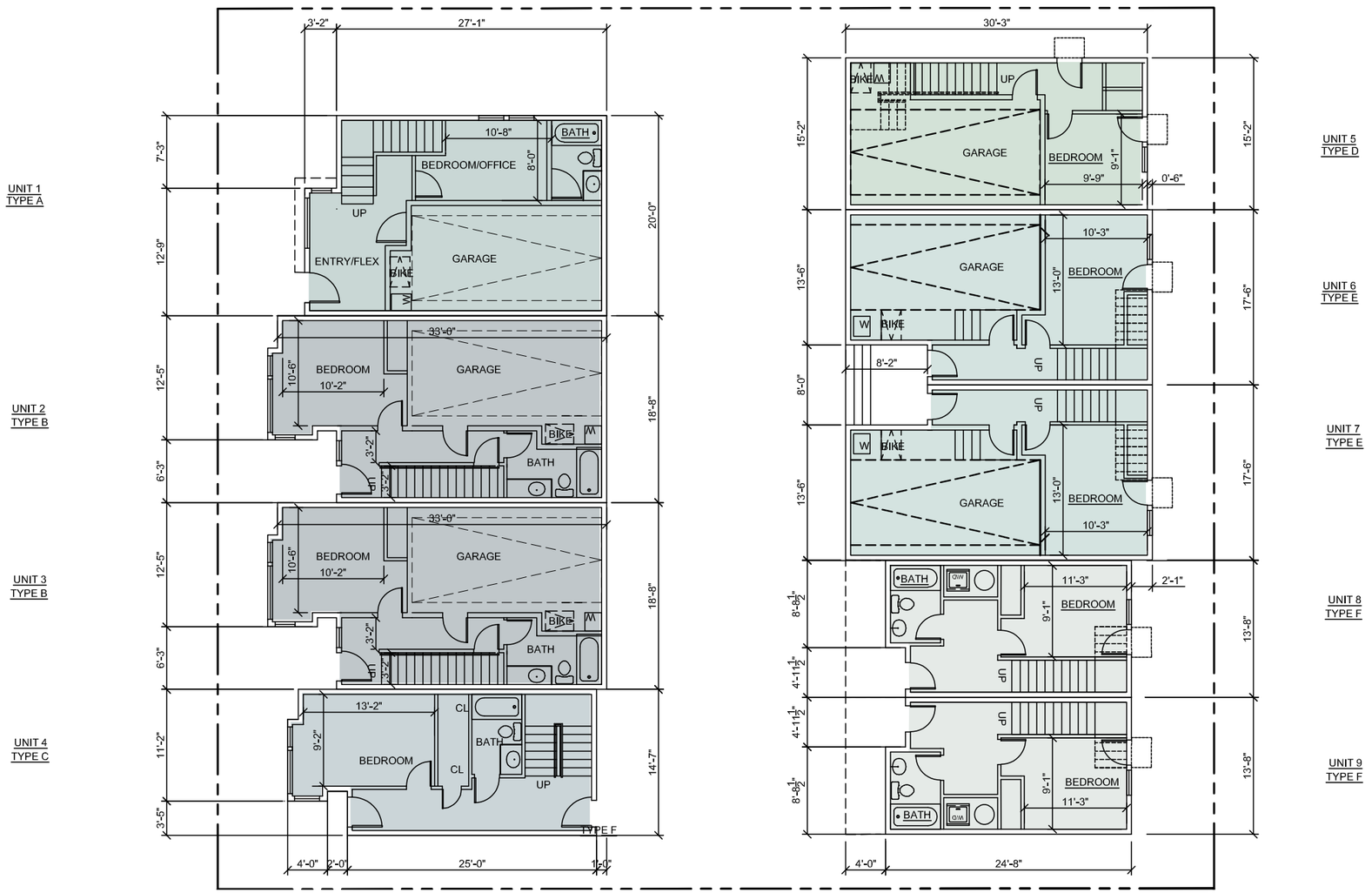
UNIT 8:

FIRST FLOOR	312.53 SQ. FT.
SECOND FLOOR	393.90 SQ. FT.
THIRD FLOOR	393.90 SQ. FT.
PENTHOUSE	30.96 SQ. FT.
TOTAL	1,131.29 SQ. FT.

UNIT 9:

FIRST FLOOR	300.69 SQ. FT.
SECOND FLOOR	364.28 SQ. FT.
THIRD FLOOR	364.28 SQ. FT.
PENTHOUSE	30.96 SQ. FT.
TOTAL	1,060.21 SQ. FT.

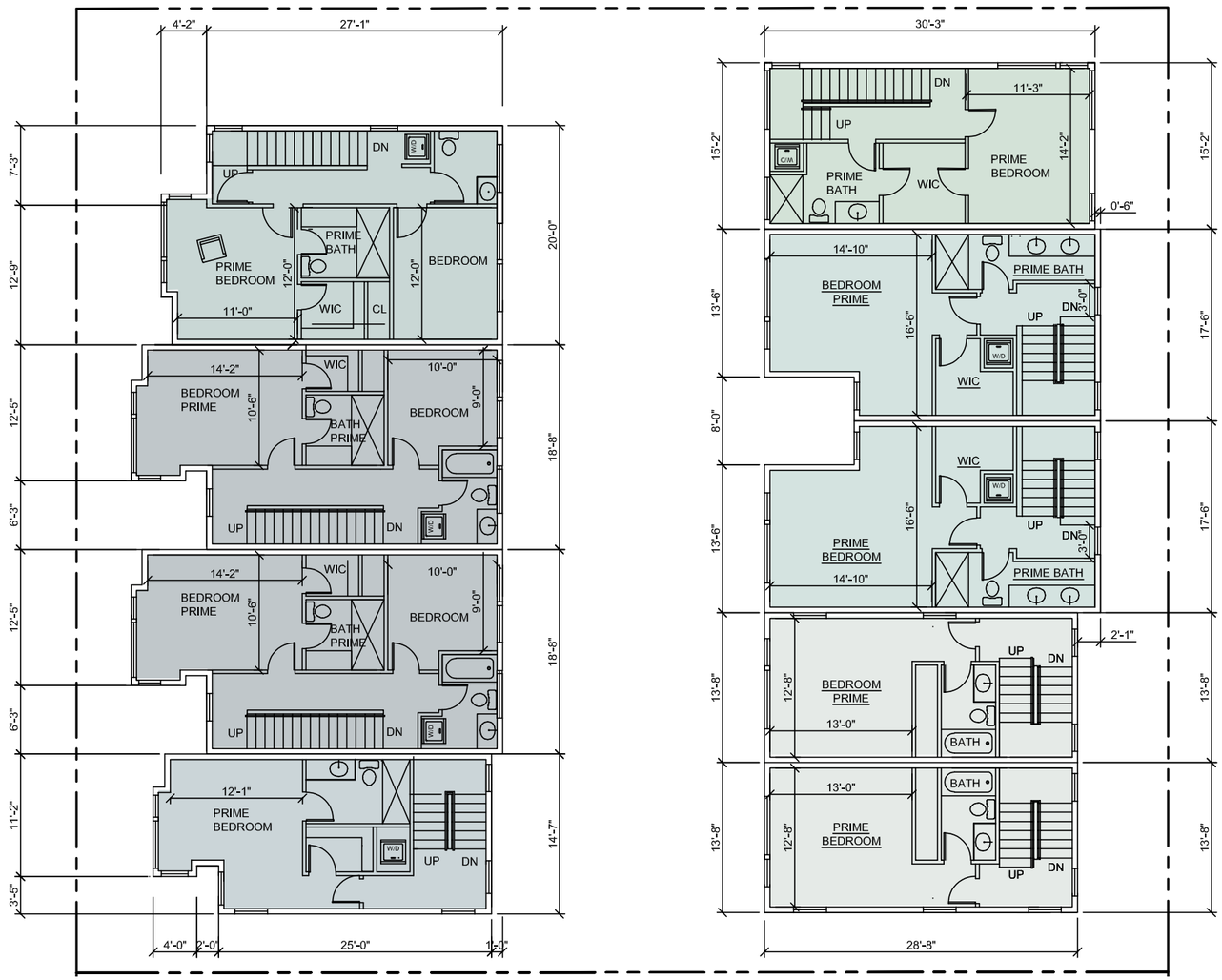
TOTAL: 12,820.30 SF



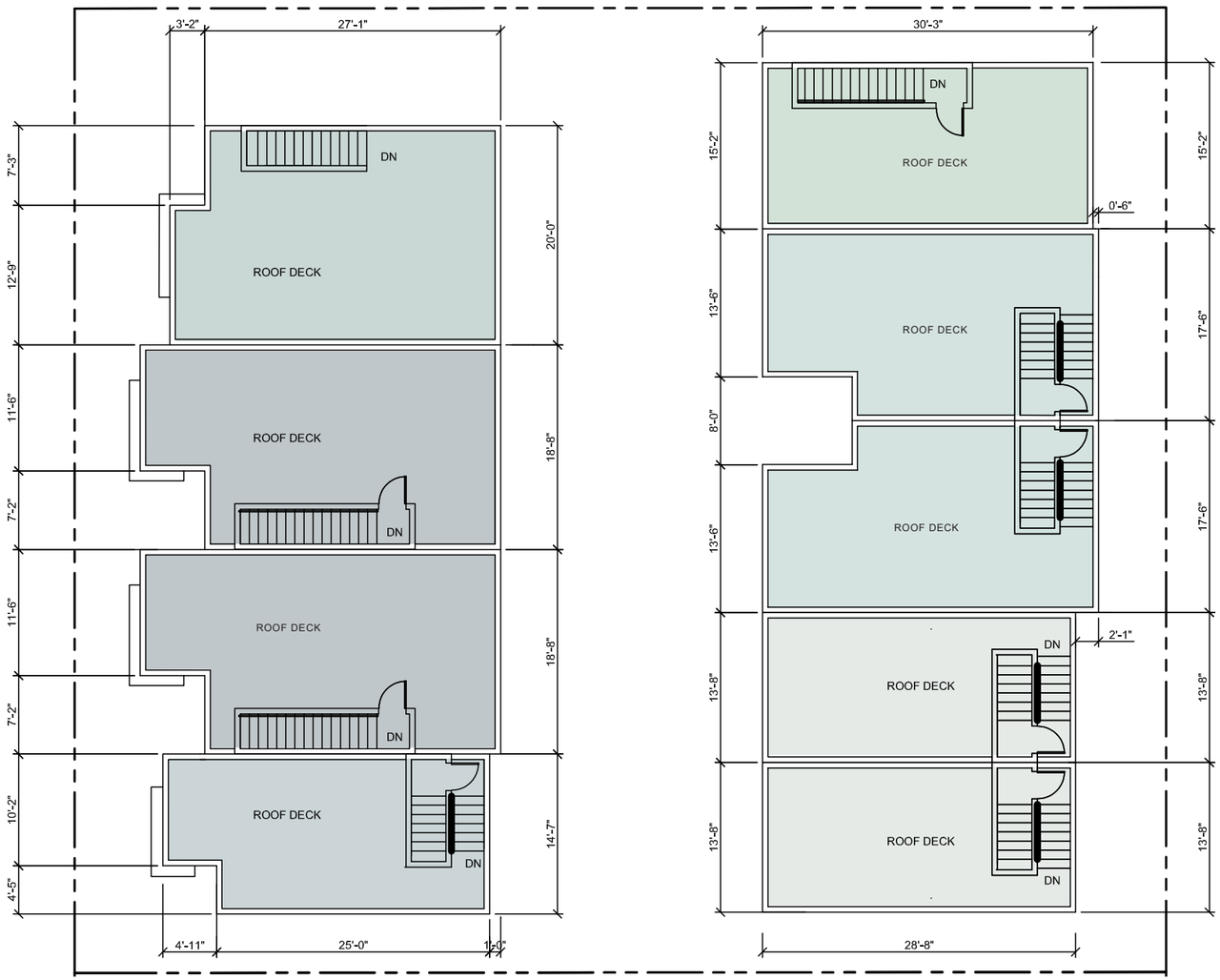
FIRST FLOOR PLAN



SECOND FLOOR PLAN



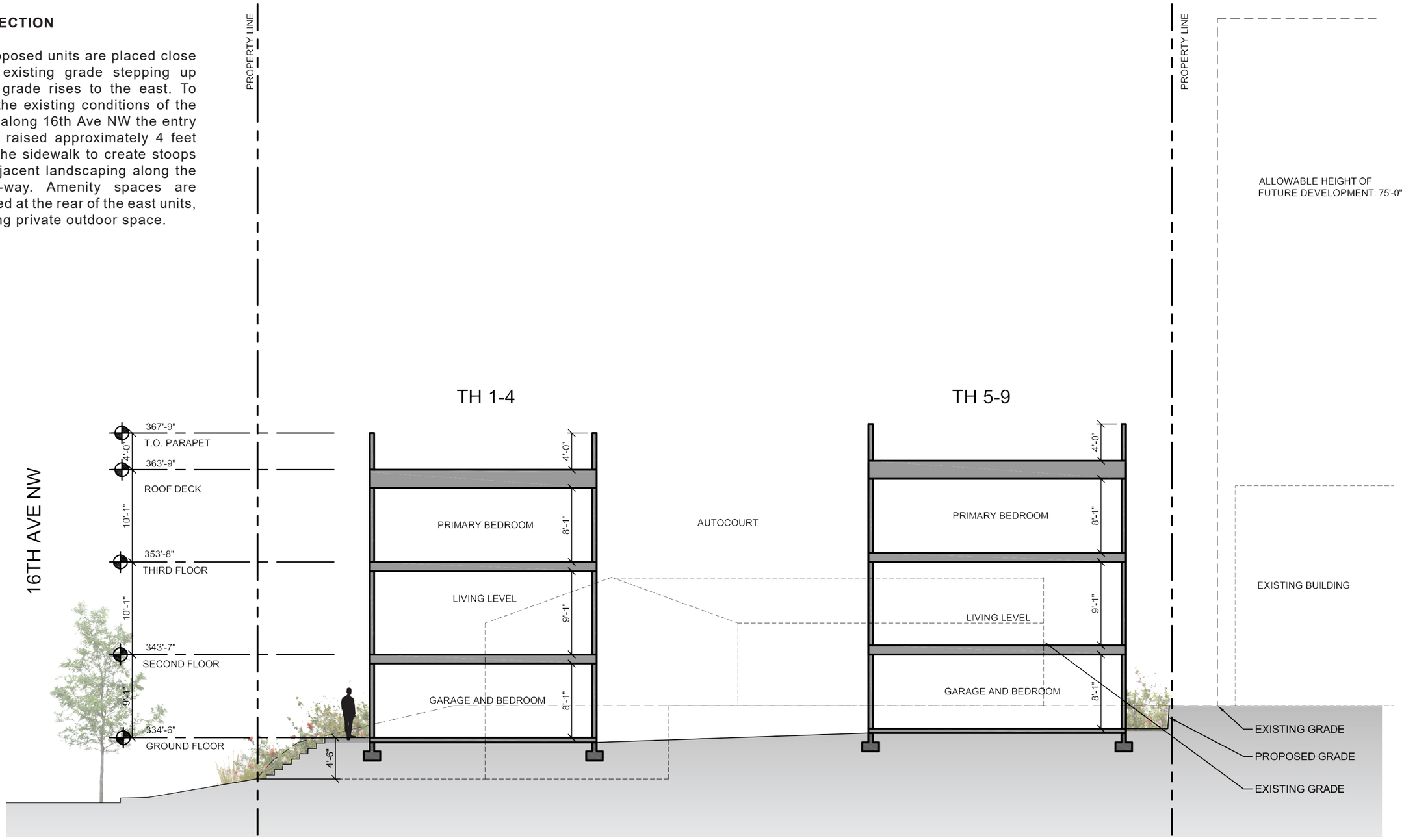
THIRD FLOOR PLAN



ROOF FLOOR PLAN

SITE SECTION

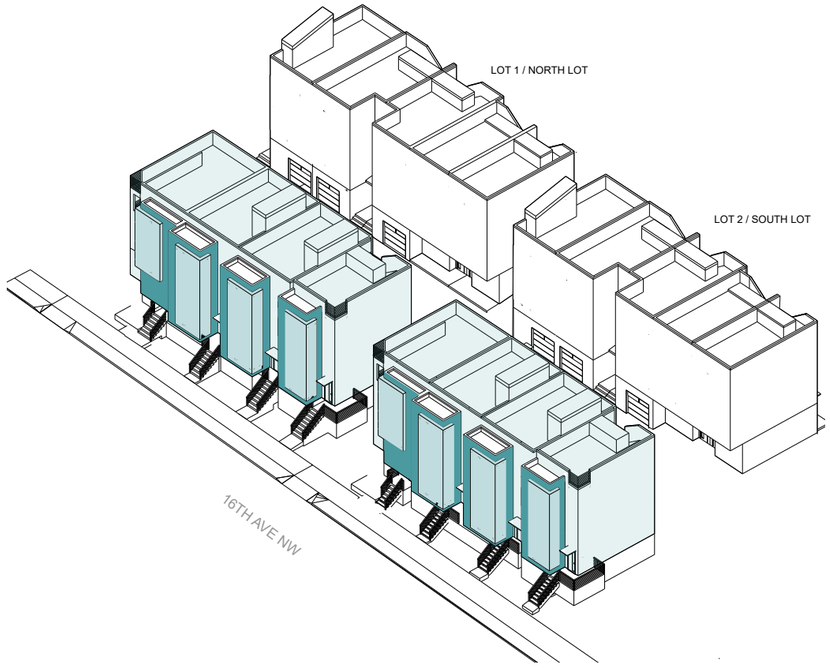
The proposed units are placed close to the existing grade stepping up as the grade rises to the east. To match the existing conditions of the entries along 16th Ave NW the entry level is raised approximately 4 feet above the sidewalk to create stoops with adjacent landscaping along the right-of-way. Amenity spaces are proposed at the rear of the east units, providing private outdoor space.



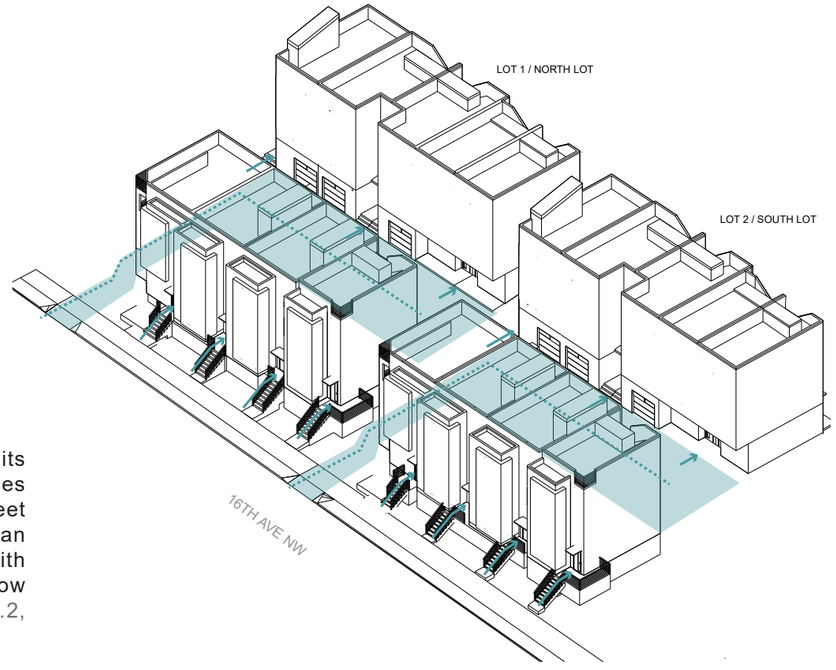
SITE SECTION

SEATTLE DESIGN GUIDELINES:		RESPONSE
CS2 **URBAN PATTERN AND FORM** STRENGTHEN THE MOST DESIRABLE FORMS, CHARACTERISITCS, AND PATTERNS OF THE STREETS, BLOCK FACES, AND OPEN SPACES IN THE SURROUNDING AREA	**A. LOCATION IN THE CITY AND NEIGHBORHOOD** 2. ARCHITECTURAL PRESENCE: BUILDINGS THAT CONTRIBUTE TO A STRONG STREET EDGE, ESPECIALLY AT THE FIRST THREE FLOORS, ARE PARTICURARLY IMPORTANT TO THE CREATION OF A QUALITY PUBLIC REALM THAT INVITES SOCIAL INTERACTION AND ECONOMIC ACTIVITY.	THE PROMINANCE OF THE STREET FACING UNITS ALONG THE STREET EDGE ALIGNS WITH THE ADJACENT BUILDINGS. THE SPACE BETWEEN THE ENTRIES TO THE STREET REINFORCE CHARACTERISTICS THAT SUPPORT A QUALITY PUBLIC REALM TO FOSTER SOCIAL INTERACTION WITHIN THE IMMEDIATE DEVELOPMENT AND COMMUNITY.
CS2 **URBAN PATTERN AND FORM** STRENGTHEN THE MOST DESIRABLE FORMS, CHARACTERISITCS, AND PATTERNS OF THE STREETS, BLOCK FACES, AND OPEN SPACES IN THE SURROUNDING AREA	**B. ADJACENT SITES, STREETS, AND OPEN SPACES** 2. CONNECTION TO THE STREET: IDENTIFY OPPORTUNITIES FOR THE PROJECT TO MAKE A STRONG CONNECTION TO THE STREET AND CAREFULLY CONSIDER HOW THE BUILDING WILL INTERACT WITH THE PUBLIC REALM. CONSIDER THE QUALITIES AND CHARACTER OF THE STREETSCAPE IN SITING AND DESIGNING THE BUILDING.	THE PROPOSED DESIGN SITS ATOP THE NATURAL TOPOGRAPHY WHICH ALLOWS FOR SPACE TO CONNECT WITH THE STREETSCAPE. EXPANDED PORCHES ARE PROPOSED TO FURTHER ENCOURAGE INTERACTION AND ACTIVATE THE USES ALONG THE STREET.
CS2 **URBAN PATTERN AND FORM** STRENGTHEN THE MOST DESIRABLE FORMS, CHARACTERISITCS, AND PATTERNS OF THE STREETS, BLOCK FACES, AND OPEN SPACES IN THE SURROUNDING AREA	**D. HEIGHT, BULK, AND SCALE** 4. MASSING CHOICES: STRIVE FOR A SUCCESSFUL TRANSITION BETWEEN ZONES WHERE A PROJECT ABUTS A LESS INTENSE ZONE. LOOK AT LOWERING THE BUILDING HEIGHT, BREAKING UP THE MASSING OF THE BUILDING OR MATCHING THE SCALE OF ADJACENT PROPERTIES IN BUILDING DETAILING...	THE BAY WINDOWS PROPOSED ALONG THE FRONT UNITS HELP RELATE THE SCALE OF THE PROPOSED DEVELOPMENT TO THE PEDESTRIAN SCALE AND TO EXISTING ADJACENT SINGLE FAMILY RESIDENCES. THE PROPOSED DESIGN FEATURES STAIR TOWERS THAT ARE EXTERIOR FROM THE THIRD FLOOR TO THE ROOF WHICH HELPS REDUCE PERCEIVED BULK AND MASS. THIS IS ESPECIALLY APPARENT AT THE STREET LOOKING TOWARDS THE NORTH FACADE.
CS3 **ARCHITECTURAL CONTEXT AND CHARACTER** CONTRIBUTE TO THE ARCHITECTURAL CHARACTER OF THE NEIGHBORHOOD.	**A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES** 1. FITTING OLD AND NEW TOGETHER: CREATE COMPATIBILITY BETWEEN NEW PROJECTS AND EXISTING ARCHITECTURAL CONTEXT, INCLUDING HISTORIC AND MODERN DESIGNS, THROUGH BUILDING ARTICULATION, SCALE AND PROPORTION, ROOF FORMS, DETAILING, FENESTRATION, AND/OR USE OF COMPLEMENTARY MATERIALS.	THE CROWN HILL NEIGHBORHOOD, SPECIFICALLY 16TH AVE NW, IS SEEING AN INFLUX OF NEW DEVELOPMENT WITH MODERN APPROACHES TO TRADITIONAL FORMS. THE MERGING OF TRADITIONAL ELEMENTS AND RESIDENTIAL SCALED MATERIALS WITH MODERN FORMS ALIGNS WITH THE FUTURE OF THIS NEIGHBORHOOD. BLOCKS TO THE SOUTH AND NORTH HAVE EXPERIENCED DEVELOPMENT BUT THIS PROPOSED DESIGN WILL SET THE STAGE FOR THIS PARTICULAR BLOCK.
PL1 **OPEN SPACE CONNECTIVITY** COMPLEMENT AND CONTRIBUTE TO THE NETWORK OF OPEN SPACES AROUND THE SITE AND THE CONNECTIONS AMONG THEM.	**B. WALKWAYS AND CONNECTIONS** 3. PEDESTRIAN AMENITIES: OPPORTUNITIES FOR CREATING LIVELY, PEDESTRIAN ORIENTED OPEN SPACES TO ENLIVEN THE AREA AND ATTRACT INTEREST AND INTERACTION WITH THE SITE AND BUILDING SHOULD BE CONSIDERED.	THE NORTH MOST UNIT ALONG THE STREET HAS AN INTERMEDIATE DECK BETWEEN THE SIDEWALK AND THE ENTRY WHILE THE SOUTH MOST UNIT HAS AN EXPANDED PATIO AT THE ENTRY THAT OVERLOOKS THE SIDEWALK. THESE VARYING FORMS OF SPACES ALONG THE STREET ADD INTEREST AND DISTINGUISH BETWEEN UNITS. THIS APPLIES TO THE BACK UNITS AS WELL.
PL2 **WALKABILITY** CREATE A SAFE AND COMFORTABLE WALKING ENVIRONMENT THAT IS EASY TO NAVIGATE AND WELL-CONNECTED TO EXISTING PEDESTRIAN WALKWAYS AND FEATURES.	**B. SAFETY AND SECURITY** 1. EYES ON THE STREET: CREATE A SAFE ENVIRONMENT BY PROVIDING LINES OF SIGHT AND ENCOURAGING NATURAL SURVEILLANCE THROUGH STRATEGIC PLACEMENT OF DOORS, WINDOWS, BALCONIES AND STREET-LEVEL USES.	WITH LARGE GLAZING ORIENTED TOWARDS THE STREET AND ENGAGING ENTRY SPACES AT THE FRONT AND BACK UNITS, SECURITY IS MAINTAINED WITH ACTIVE EYES ON THE STREET.

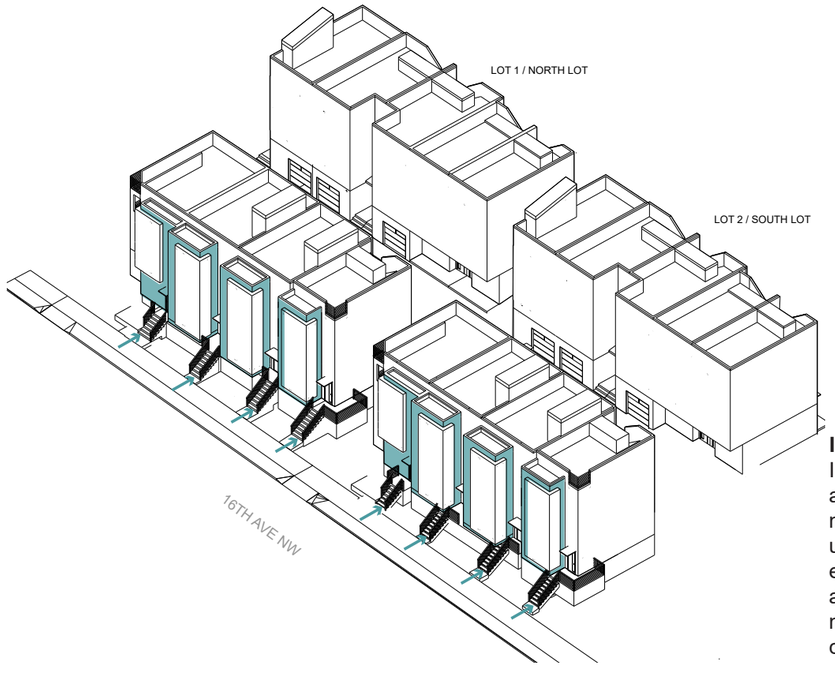
SEATTLE DESIGN GUIDELINES:		RESPONSE
PL3 **STREET-LEVEL INTERACTION** CREATE A SAFE AND COMFORTABLE WALKING ENVIRONMENT THAT IS EASY TO NAVIGATE AND WELL-CONNECTED TO EXISTING PEDESTRIAN WALKWAYS AND FEATURES.	**B. RESIDENTIAL EDGES** 4. INTERACTION: PROVIDE OPPORTUNITIES FOR INTERACTION AMONG RESIDENTS AND NEIGHBORS. CONSIDER LOCATING COMMONLY USED FEATURES OR SERVICES SUCH AS MAILBOXES, OUTDOOR SEATING, SEASONAL DISPLAYS, PLAY EQUIPMENT, AND SPACE FOR INFORMAL EVENTS BETWEEN BUILDINGS AS A MEANS OF ENCOURAGING INTERACTION.	A CLEAR PEDESTRIAN WALKWAY IS PROVIDED ALONG THE DRIVEWAY THROUGH THE AUTOCOURT , PROVIDING ACCESS TO THE BACK UNITS. SHARED STORAGE SPACE FOR BIKES AND SOLID WASTE LOCATED IN THE CENTER COURYARD CREATES OPPORTUNITY FOR INTERACTION.
DC2 **ARCHITECTURAL CONCEPT** DEVELOP AN ARCHITECTURAL CONCEPT THAT WILL RESULT IN A UNIFIED AND FUNCTIONAL DESIGN THAT FITS WELL ON THE SITE AND WITHIN ITS SURROUNDINGS.	**A. MASSING** 2. REDUCED PERCEIVED MASS: USE SECONDARY ARCHITECTURAL ELEMENTS TO REDUCE 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 FACADE HAS A SERIES OF MASSES THAT APPEAR AS LAYERS ON THE FACADE. THIS REDUCES THE MASS BY HAVING VARYING HEIGHTS AT EACH MASS. FROM THE FRONT MOST MASS, THE BAY WINDOWS - THE BUILDING STEPS UP IN HEIGHT, TOWARDS THE EAST AND HIGHER ZONING.
DC2 **ARCHITECTURAL CONCEPT** DEVELOP AN ARCHITECTURAL CONCEPT THAT WILL RESULT IN A UNIFIED AND FUNCTIONAL DESIGN THAT FITS WELL ON THE SITE AND WITHIN ITS SURROUNDINGS.	**B. ARCHITECTURAL AND FACADE COMPOSITION** 1. FACADE COMPOSITION: DESIGN ALL BUILDING FACADES CONSIDERING THE COMPOSITION AND ARCHITECTURAL EXPRESSION OF THE BUIDLING AS A WHOLE. ENSURE THAT ALL FACADES ARE ATTRACTIVE..	WHILE THE BUILDINGS ARE BEING TREATED AS A WHOLE, THE COMPOSITION IS HIGHLIGHTING INDIVIDUAL UNITS THROUGH CHANGE IN MATERIALS TO BETTER ALIGN WITH THE SCALE OF THE ADJACENT SINGLE FAMILY HOMES.
DC2 **ARCHITECTURAL CONCEPT** DEVELOP AN ARCHITECTURAL CONCEPT THAT WILL RESULT IN A UNIFIED AND FUNCTIONAL DESIGN THAT FITS WELL ON THE SITE AND WITHIN ITS SURROUNDINGS.	**C. SECONDARY ARCHITECTURAL FEATURES** 3. FIT WITH NEIGHBORING BUILDINGS: USE DESIGN ELEMENTS TO ACHIEVE A SUCCESSFUL FIT BETWEEN A BUILDING AND ITS NEIGHBORS	THERE IS A PRECEDENT OF LARGE, CORNER GLAZING IN THE NEIGHBORHOOD WITH PUNCHING OPENINGS. LARGE, CORNER GLAZING IS PROPOSED IN THE DESIGN TO RELATE TO THE CONTEXT. RESIDENTIAL SCALED MATERIALS, FRONT STOOPS, AND RAISED ENTRIES , AND A WARM COLOR PALETTE HAVE ALL BEEN INCORPORATED INTO THE DESIGN TO CONNECT WITH THE CONTEXT.
DC4 **EXTERIOR ELEMENTS** **AND FINISHES** USE APPROPRIATE AND HIGH QUALITY ELEMENTS AND FINISHES FOR THE BUILDING AND ITS OPEN SPACES.	**A. BUILDING MATERIALS** 1. EXTERIOR FINISH MATERIALS: SELECT HIGH QUALITY, DURABLE MATERIALS WHICH PROVIDE SCALE AND TEXTURE (EXTERIOR FINISH MATERIALS; CLIMATE APPROPRIATENESS; CHOICE OF PLANT MATERIALS; HARDSCAPE MATERIALS; LONG-RANGE PLANNING; PLACE-MAKING)	THE BUILDINGS ARE CLAD IN HORIZONTAL LAP AND FIBER CEMENTITIOUS PANEL TO RELATE TO THE RESIDENTIAL SCALE IN THE CONTEXT. IN ADDITION, HIGH QUALITY MATERIAL IS PROPOSED OVER THE ENTRIES, ADDING TEXTURE AND INTEREST. THE FIBER CEMENT PANEL IS BROKEN DOWN AT A SCALE THAT RELATES TO THE PEDESTRIAN LEVEL.
DC4 **EXTERIOR ELEMENTS** **AND FINISHES** USE APPROPRIATE AND HIGH QUALITY ELEMENTS AND FINISHES FOR THE BUILDING AND ITS OPEN SPACES.	**D. TREES, LANDSCAPE,AND HARDSCAPE MATERIALS** 1. CHOICE OF PLANT MATERIALS: REINFORCE THE OVERALL ARCHITECTURAL AND OPEN SPACE DESIGN CONCEPTS THROUGH THE SELECTION OF LANDSCAPE MATERIALS. CHOOSE PLANTS THAT WILL EMPHASIZE OR ACCENT THE DESIGN, CREATE ENDURING GREEN SPACES, AND BE APPROPRIATE TO PARTICULAR LOCATIONS TAKING IN ACCOUNT SOLAR ACCESS, SOIL CONDITIONS, AND ADJACENT PATTERNS OF USE. SELECT LANDSCAPING THAT WILL THRIVE UNDER URBAN CONDITIONS.	THE CONTEXT SHOWS THAT THERE IS A PRECEDENT FOR LANDSCAPING THE RIGHT OF WAY WITH HEAVILY LANDSCAPED FRONT YARDS THAT MAKE A MORE ATTRACTIVE PUBLIC REALM.



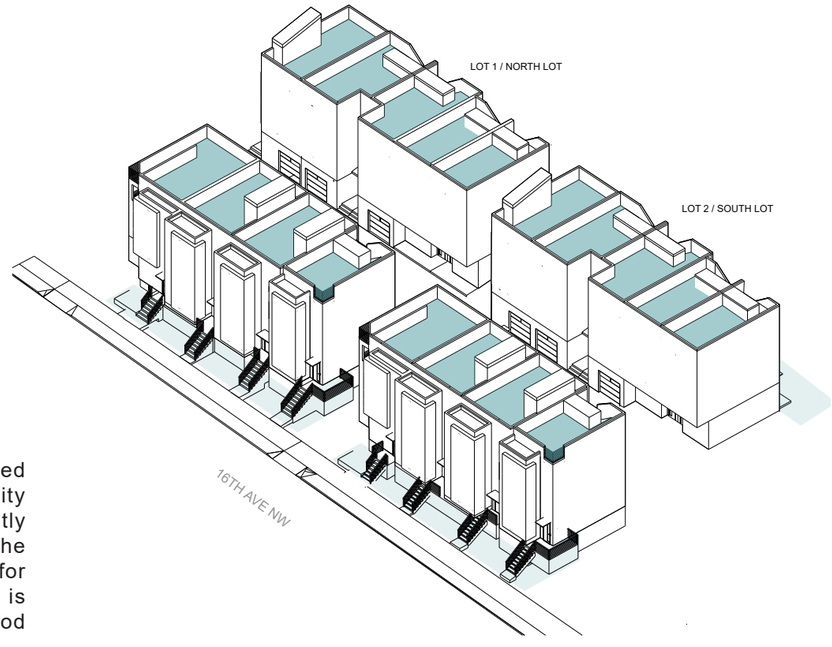
MODULATION & MASSING
Modulation at the street units is broken down into the masses bringing down the scale of the street facing facades at the pedestrian realm, adds visual interest with traditional but modern bay window forms. (PL3.B.1, DC2.C.3, DC2.A.2, DC4.A.1)



SITE ORGANIZATION & CIRCULATION
The two buildings are connected by an autocourt with pedestrian entries, garage entries and shared uses like bike storage and solid waste storage within it. The pedestrians access the back units through a central pathway, and entries are set back and raised up a few steps to create a threshold. The four townhomes facing 16th Ave NW have raised individual entries. (CS2.B.2, CS2.D.4, PL3.B.3)



INDIVIDUALITY & ENTRIES
Individuality of units are expressed along the street with high quality materials being represented differently unit by unit facing the street. The entries are raised and scaled for a more intimate experience that is more in line with the neighborhood character. (CS2.D.4)



AMENITY SPACES & REDUCED BULK
Rooftop decks take advantage of views of downtown and the Olympic mountain range to the west. The reduction of tall stair towers allows for more expansive views in addition to reduced bulk and height. The roof decks will provide a more private outdoor space for each resident. With unit entries stepping up, this creates opportunities to landscape and develop private-public spaces in the front yard, emphasizing on the natural topography. With efficient shared circulation through the autocourt, more amenity space can occur at the front and back of the units. (PL2.B.1, DC1.A.4)



VIEW FROM 16TH AVE NW

GLAZING
Units along 16th Ave NW primarily look towards the street and views to the west. The large glazing facing the street is proposed to break down the massing and allow eyes on the street. The corner glazing treatment within a modern bay window relates to the context of adjacent single family homes. (DC1.A.4)

OPEN RAILS
Open rails are strategically placed to decrease the overall massing of the project and to promote safety by keeping eyes on the street. (CS2.D.4)



VIEW FROM 16TH AVE NW

LANDSCAPING
Landscaping is incorporated to create a natural buffer between the first floor and the sidewalk and enhance the pedestrian experience. (PL2.B.1)

RESIDENTIAL ENTRIES
A combination of elements are used to create defined residential entries: weather protection, cedar doors, and significant stairs leading to each unit from the street. (PL2.B.1)

MODULATION
Modulation at each unit help identify the individual units. The masses clad in dark lap and cedar drop in height to reduce the perceived height from the street. Another layer of modulation is added with the modern bay window forms. (CS2.D.4)



LOOKING SOUTH / FRONT YARDS



LOOKING NORTH / FRONT YARDS

MATERIALS
Modern forms with residential materials scaled to connect with neighborhood context. A warm three tone palette is used for simplicity and timelessness. (CS3.A.4, DC4.A.2)

AMENITY SPACE
Variations of patio space exist along the street - both intermediate between the entry and sidewalk and elevated near the entry. These west facing spaces will encourage interaction within the neighborhood. (DC4.A.1, PL2.B.1)

CIRCULATION
Simple site circulation proposed with one pedestrian pathway located to the north along the driveway. (DC1.B.A)

RESIDENTIAL EDGES
Pockets of semi-private yards are created along the street face, allowing views through the space and promoting street level interaction. The raised entries relate to the adjacent homes and connect to the context. (PL3.B.2)



VIEW OF THE COURTYARD

SITE ORGANIZATION
The entries off of the autocourt are set back and raised above the driving surface. This allows for separation from the shared space, provides privacy for the units, and protected entries. The shared space / autcourt encourages interaction simply by providing functional spaces such as solid waste and bike parking in a central location. (CS2.D.4, DC4.A.2)

PARKING
Parking is provided for nine (9) units through a shared autocourt between the two buildings.

SITE STRATEGY
The units have been arranged to allow open space in an autocourt. The large open space not only allows for views and light for the units but allows for light and views for adjacent structures. (CS1.D.1)

AMENITY
All units have private rooftop decks. Views to the west include the Olympic mountains, along with Mt. Rainier to the south.

MATERIALS & MASSING
In addition to the open railing, high quality material, and large glazing, we propose a change of material at the base. While keeping the same color, the change of material helps reduce the perceived mass of the three story building (DC4.A.2, CS3.A.4, DC4.A.1)



LOOKING NORTHEAST AT REAR OF BUILDING



① VERTICAL WOOD SIDING
SW 3524 - CHESTNUT



② 7” REVEAL LAP, SMOOTH
SW 7674 - PEPPERCORN



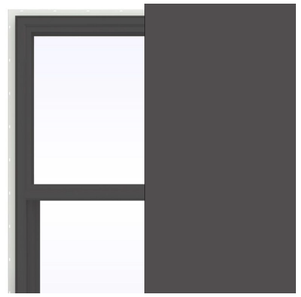
③ 4” REVEAL LAP, SMOOTH
SW 7016 - MINDFUL GRAY



④ FIBER CEMENT PANEL
SW 7674 - PEPPERCORN



⑤ FIBER CEMENT PANEL
SW 7016 - MINDFUL GRAY



⑥ BLACK WINDOWS+
DARK INFIL PANEL



⑦ OPEN HORIZONTAL RAIL



WEST ELEVATION / FRONT BUILDING



EAST ELEVATION / FRONT BUILDING

PROPOSED MATERIALS
The material palette of gray and beige lap siding, gray and beige fiber cement panels, and a cedar wood siding have been chosen to create a clean modern aesthetic that both relates to the scale and color palette of a residential material but provides a modern approach. The high quality material shown at each front-most mass distinguishes the units and separates entries for privacy. Secondary features including open horizontal railing and metal awnings to add interest to all facades. Cedar doors add another layer of warmth to the entry while black windows within dark infill appear to have a punched opening effect.



① VERTICAL WOOD SIDING
SW 3524 - CHESTNUT



② 7” REVEAL LAP, SMOOTH
SW 7674 - PEPPERCORN



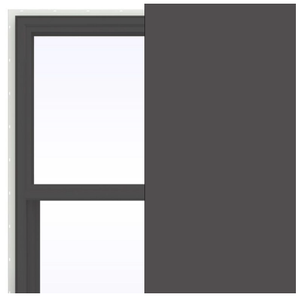
③ 4” REVEAL LAP, SMOOTH
SW 7016 - MINDFUL GRAY



④ FIBER CEMENT PANEL
SW 7674 - PEPPERCORN



⑤ FIBER CEMENT PANEL
SW 7016 - MINDFUL GRAY



⑥ BLACK WINDOWS+
DARK INFIL PANEL



⑦ OPEN HORIZONTAL RAIL



WEST ELEVATION / BACK BUILDING



EAST ELEVATION / BACK BUILDING



① VERTICAL WOOD SIDING
SW 3524 - CHESTNUT



② 7” REVEAL LAP, SMOOTH
SW 7674 - PEPPERCORN



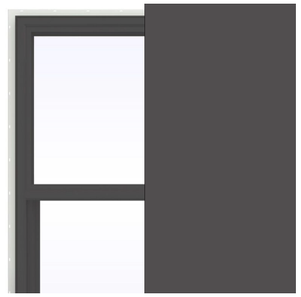
③ 4” REVEAL LAP, SMOOTH
SW 7016 - MINDFUL GRAY



④ FIBER CEMENT PANEL
SW 7674 - PEPPERCORN



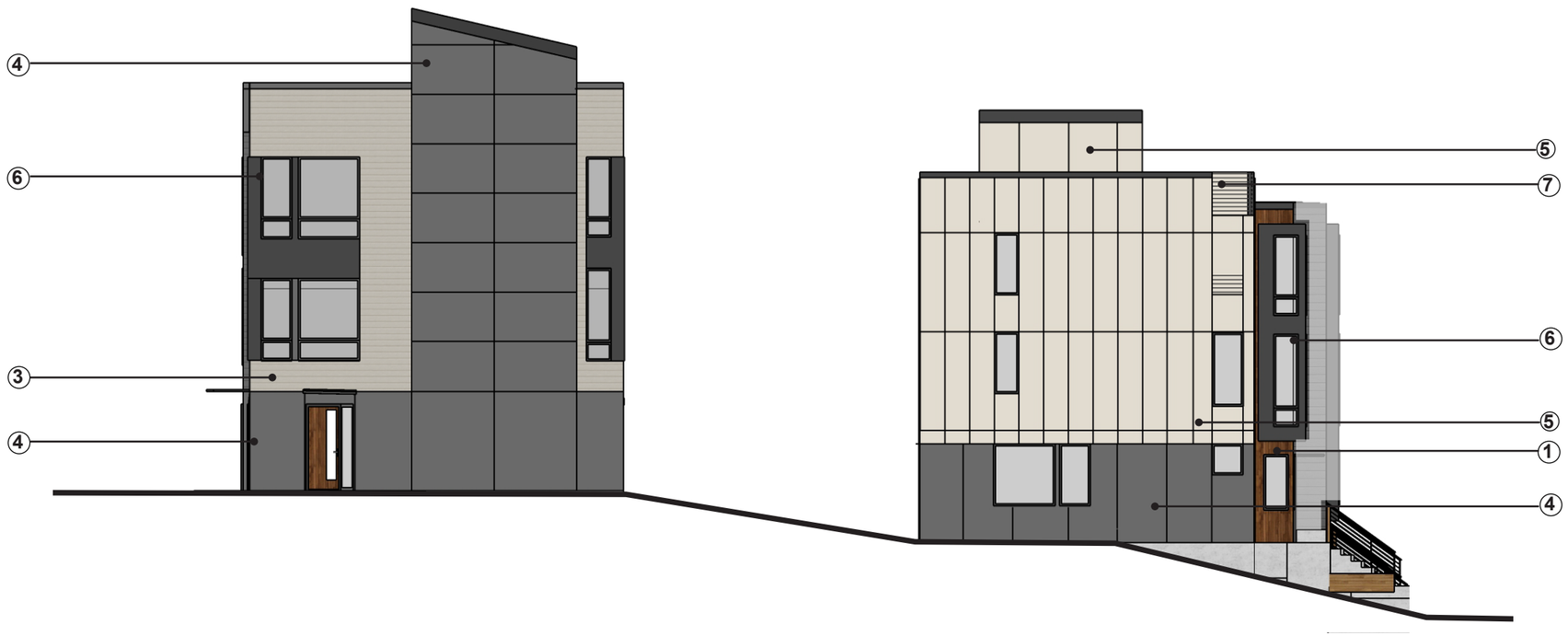
⑤ FIBER CEMENT PANEL
SW 7016 - MINDFUL GRAY



⑥ BLACK WINDOWS+
DARK INFIL PANEL



⑦ OPEN HORIZONTAL RAIL



NORTH ELEVATION



① VERTICAL WOOD SIDING
SW 3524 - CHESTNUT



② 7” REVEAL LAP, SMOOTH
SW 7674 - PEPPERCORN



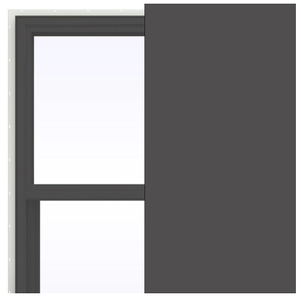
③ 4” REVEAL LAP, SMOOTH
SW 7016 - MINDFUL GRAY



④ FIBER CEMENT PANEL
SW 7674 - PEPPERCORN



⑤ FIBER CEMENT PANEL
SW 7016 - MINDFUL GRAY



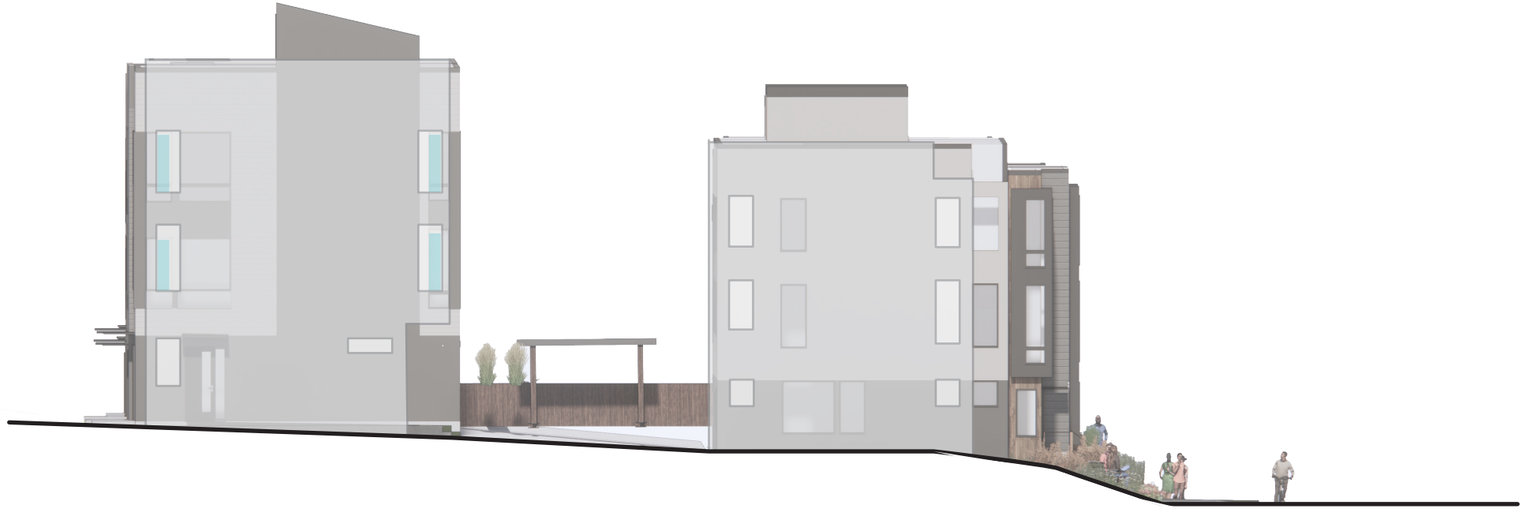
⑥ BLACK WINDOWS+
DARK INFIL PANEL



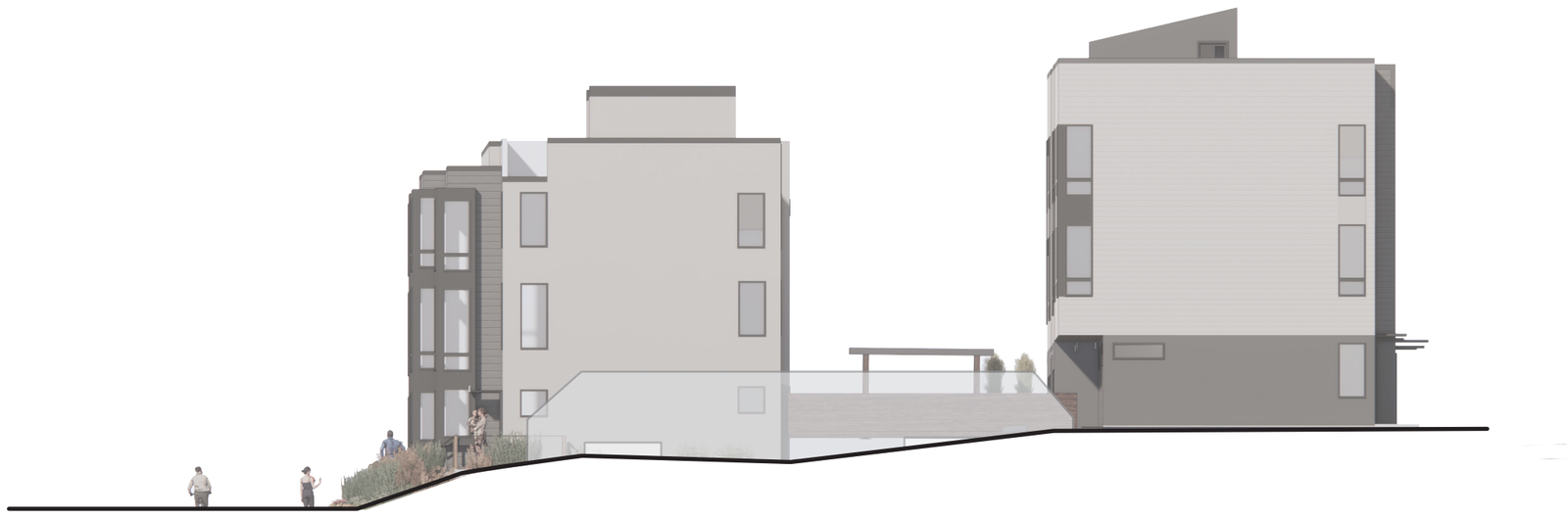
⑦ OPEN HORIZONTAL RAIL



SOUTH ELEVATION



PRIVACY STUDIES - NORTH NEIGHBOR (RELATED PROJECT SITE)



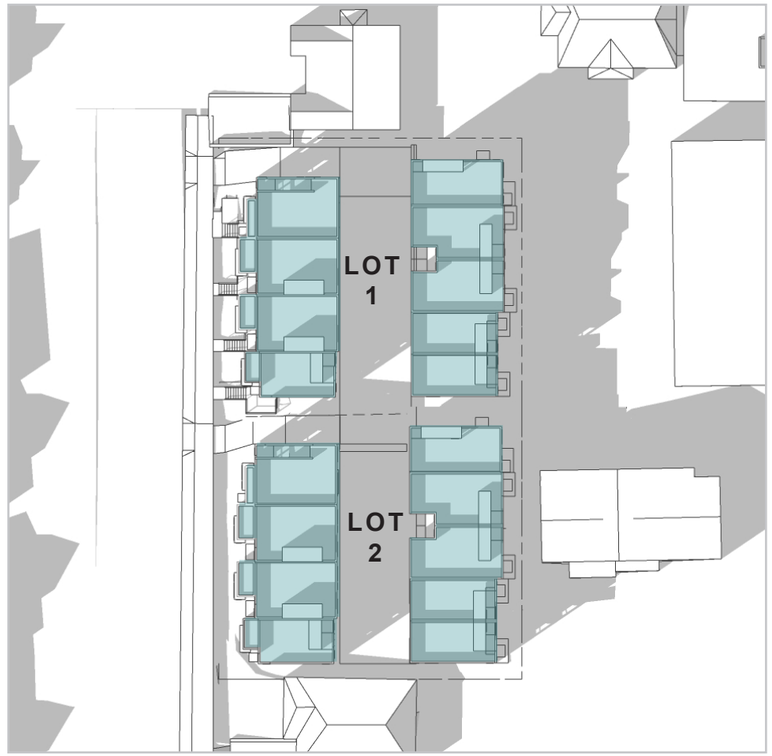
PRIVACY STUDIES - SOUTH NEIGHBOR (EXISTING SINGLE FAMILY RESIDENCE)



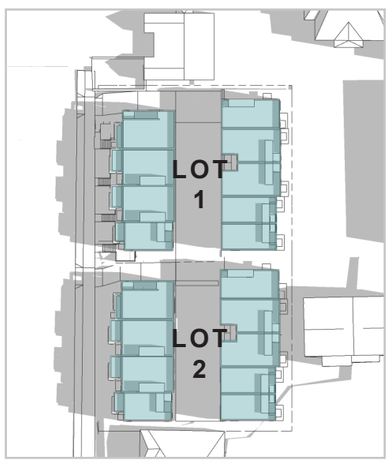
MARCH / SEPTEMBER 21, 9 AM



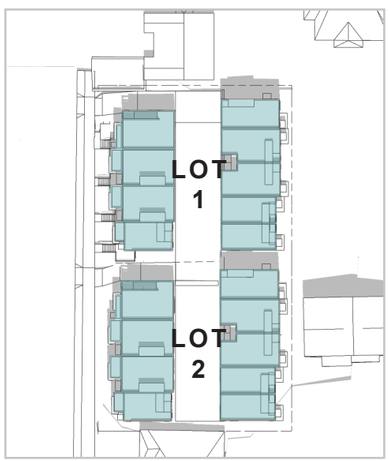
MARCH / SEPTEMBER 21, 12 PM



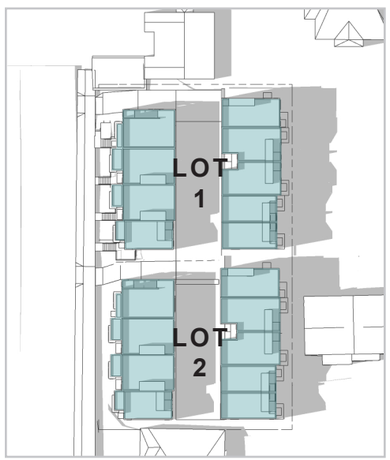
MARCH / SEPTEMBER 21, 3 PM



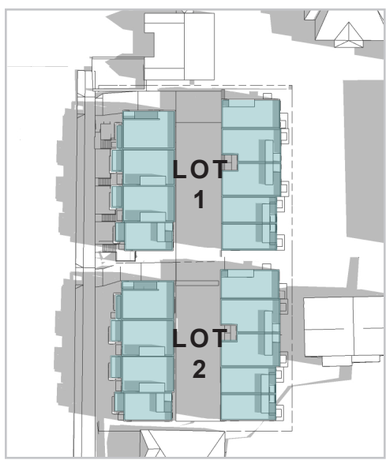
JUNE 21, 9 AM



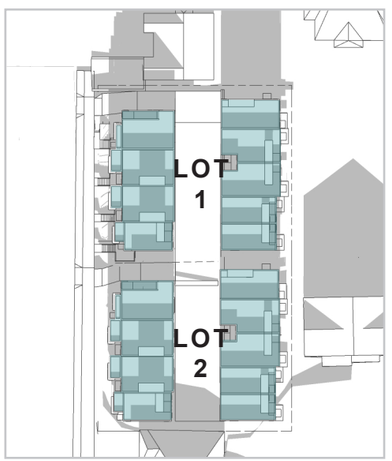
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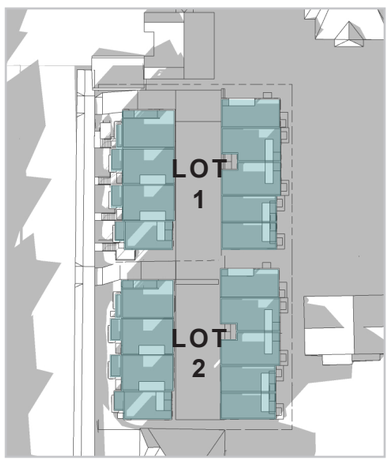
JUNE 21, 3 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 3 PM

