DESIGN REVIEW RECOMMENDATION



SDCI # 3038638-LU
901 NW 57TH ST
Seattle, WA 98107

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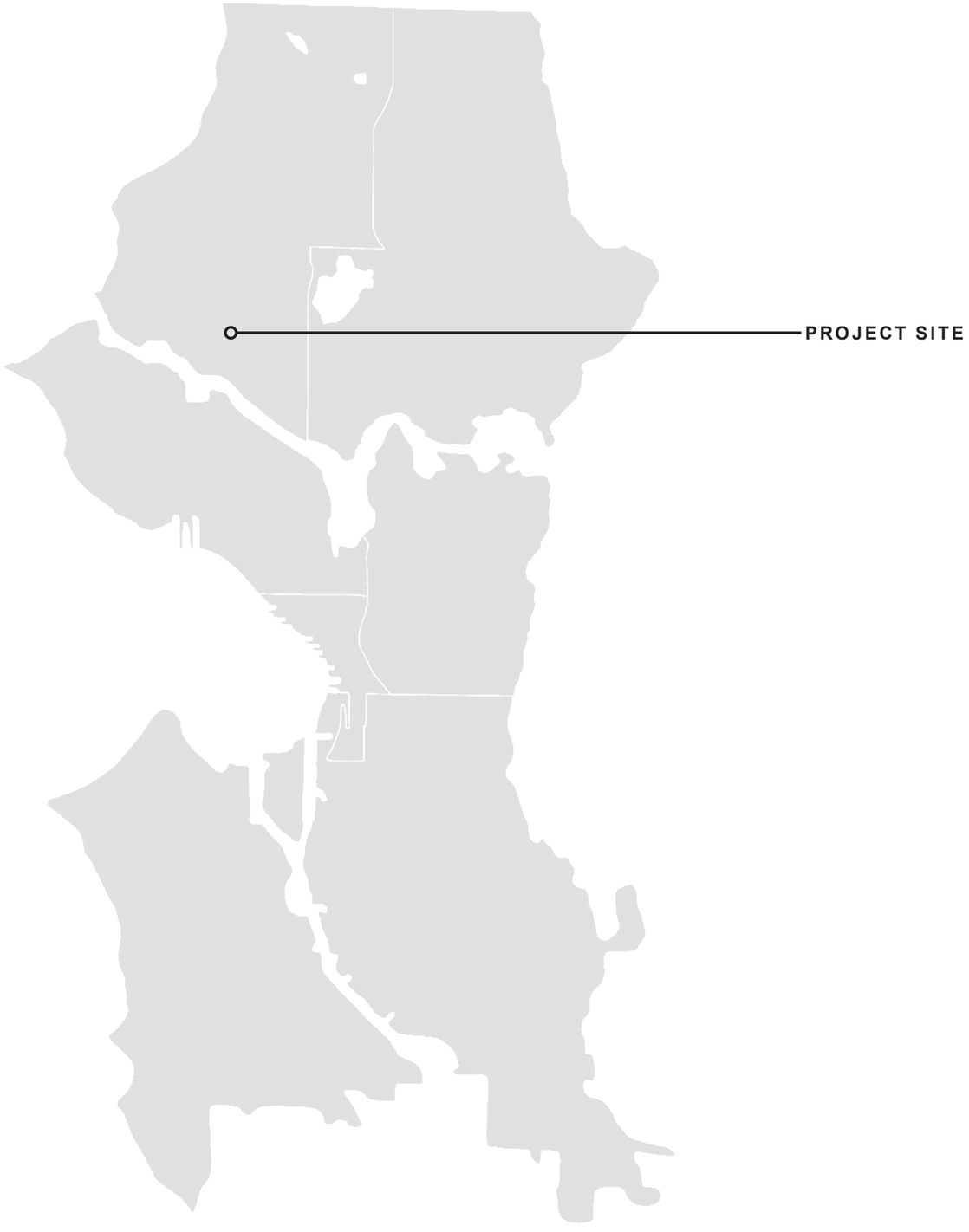


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VICINITY MAP

EXISTING SITE

This project site consists of two parcels (APN 276810-0045, 276810-0050) at the corner of 9th Ave NW and NW 57th Street. Immediately adjacent to the site are two single family homes to the north, across NW 57th Street; 2 single family homes to the south; and a duplex to the east across 9th Ave NW. The subject parcels total 11,504.6 sf and measure approximately 100 feet in the north-south direction and 115 feet in the east-west direction. The site is relatively flat and slopes upward east to west approximately 2 feet, and currently contains one triplex and one 5-unit apartment building.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned LR2(M1), indicating that the structure may go up to 40’-0” plus additional applicable height bonuses. The LR zoning continues west and east along NW 57th St for at least a half mile in either direction. This area was recently up-zoned from SF to LR zoning in the MHA legislation that was approved in April 2019. NC zoning begins to the south surrounding NW Market St. Parking is not required, however the project will offer 7 surface parking stalls in support of the family sized units.

DEVELOPMENT OBJECTIVES

This project proposes the construction of fourteen (14) new rowhouse and townhouse units and will be providing seven (7) parking spaces. As this development increases the density of the neighborhood, it aims to respect the existing residential scale through appropriate massing, proportion, and materials. While also setting a strong precedent for other future development in the area. Along NW 57th Street, the new homes will engage the neighborhood with street facing entries, stoops, and upper level decks to activate the pedestrian realm at the sidewalk and right-of-way. Internally, the proposed development creates a micro-community of interaction between pedestrian circulation, residential entries, and light vehicular activity. Overall, the development will add to the variety of housing types in the neighborhood, complementing the existing traditional residential community.

NEIGHBORHOOD DEVELOPMENT

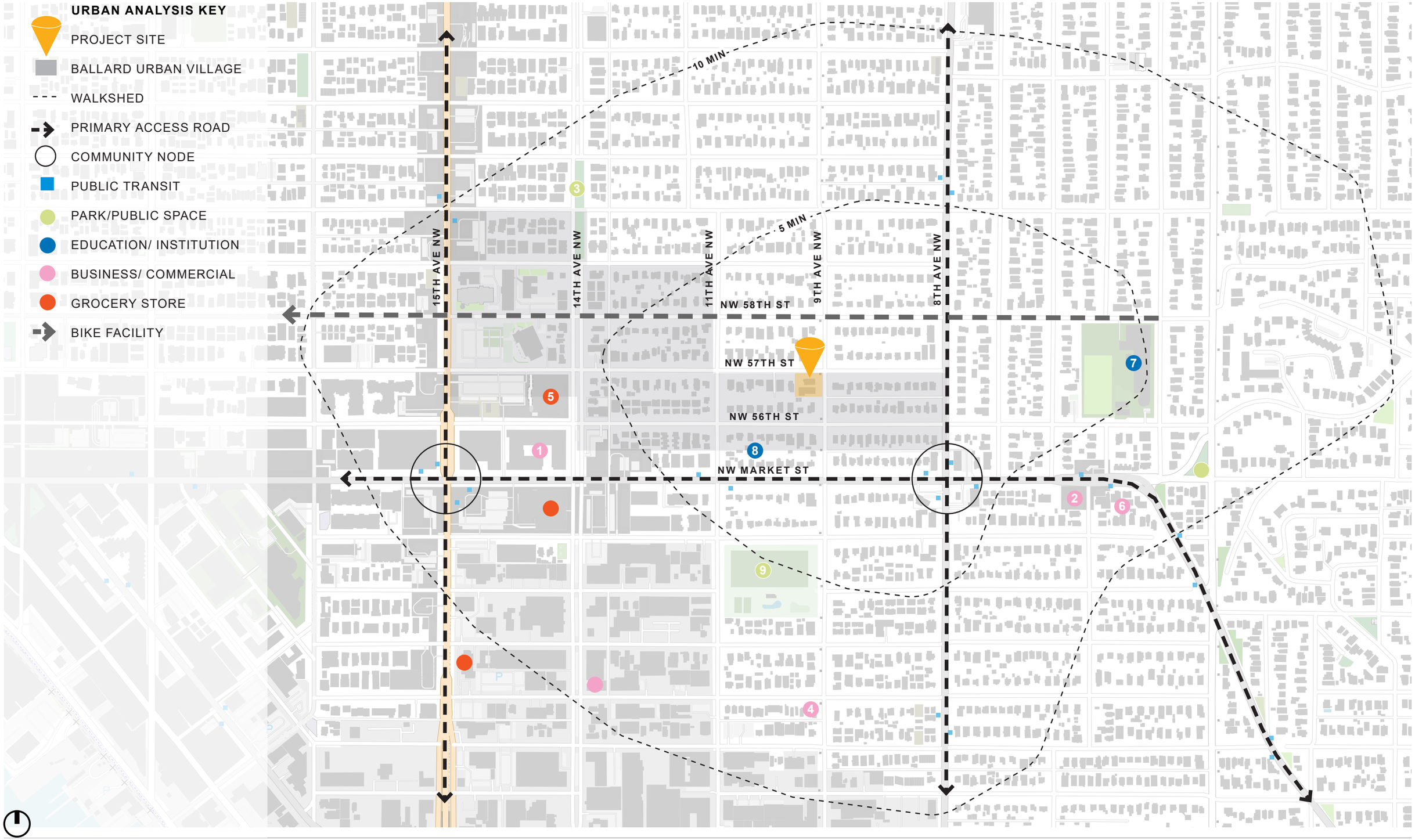
Ballard is a rapidly growing neighborhood, rooted in residential character, however, near Market Street to the west or the proposed site, new multifamily and apartment buildings are quickly changing the character of the neighborhood. The immediate blocks are a mix of multi-family townhomes, apartment buildings, and single-family homes. There are a variety of commercial buildings along NW Market Street, which includes several gas stations, coffee shops, local businesses, and a grocery store within walking distance. Gilman Playground is small neighborhood green spaces, 4 blocks to the south. The Woodland Park Zoo is 1 mile to the east, as well as the West Woodland Elementary School.

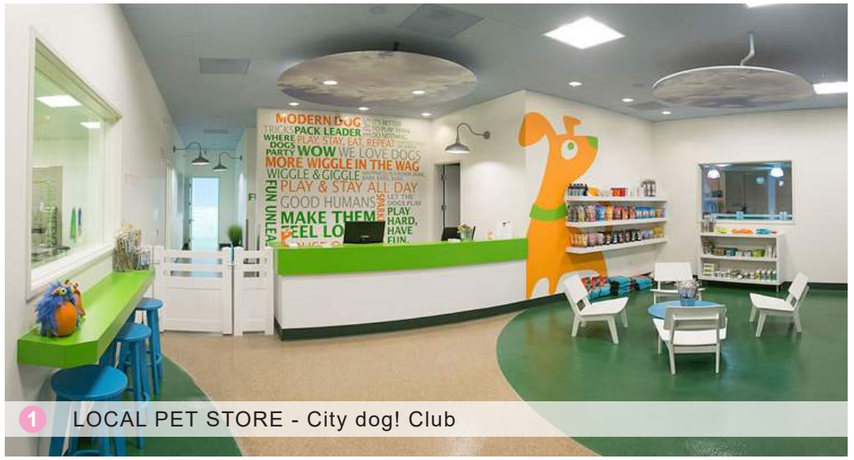


SITE LOCATION
901 NW 57th St,
Seattle, WA 98107

ZONING SUMMARY
Zone: LR2(M1)
Overlay: Ballard (HUB) Urban Village

PROJECT PROGRAM
Site Area: 11,504.6 SF
Number of Residential Units: 14
Number of Parking Stalls: 7
Allowable FAR: 1.4 (16,106.44 SF)
Proposed FAR: 1.34(16,087.87 SF)
Proposed GSF: 18,013.07 SF
Design Review Administrative (Between 15,000 and 35,000 GSF)
Departure Requested: (2)see pages 30-31


URBAN ANALYSIS KEY
PROJECT SITE
BALLARD URBAN VILLAGE
WALKSHED
PRIMARY ACCESS ROAD
COMMUNITY NODE
PUBLIC TRANSIT
PARK/PUBLIC SPACE
EDUCATION/ INSTITUTION
BUSINESS/ COMMERCIAL
GROCERY STORE
BIKE FACILITY
10 MIN
5 MIN
15TH AVE NW
14TH AVE NW
11TH AVE NW
9TH AVE NW
8TH AVE NW
NW 58TH ST
NW 57TH ST
NW 56TH ST
NW MARKET ST
1
2
3
4
5
6
7
8
9



1 LOCAL PET STORE - City dog! Club



2 NEIGHBORHOOD COFFEE SHOP - SLATE COFFEE BAR



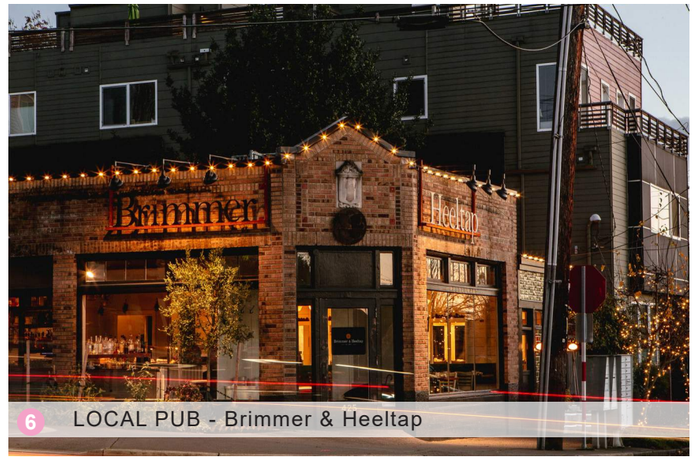
3 GEMENSKAP PARK



4 LOCAL BREWERY - Lucky Envelope Brewing



5 LOCAL MARKET - BALLARD MARKET



6 LOCAL PUB - Brimmer & Heeltap



7 LOCAL SCHOOL - WEST WOODLAND ELEMENTARY



8 LOCAL SCHOOL- MARKET ST PRESCHOOL



9 LOCAL PARK - GILMAN PLAYGROUND

ADDRESSES: 901 NW 57th St, Seattle, WA
PARCEL #: 276810-0045 & 276810-0050
ZONING: LR-2(M1)
OVERLAYS: Ballard Urban Village
SITE AREA: 11,504.6 SF

23.45.504 PERMITTED USES
Residential

23.45.514 STRUCTURE HEIGHT
Allowed Maximum Base Height - TOWNHOMES	40'-0"
4' additional allowed for rooftop features (parapets, clerestories, etc.)	44'-0"
10' additional allowed for stair penthouses:	50'-0"

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

23.45.510 FLOOR AREA RATIO

	LR-2(M1)
Maximum FAR:	1.4 (16,106.44 SF)

23.45.518 SETBACK REQUIREMENTS
Front Setback:	5'-0" min, 7'-0" avg.
Rear Setback:	5'-0" min, 7'-0" avg.
Side Setback (facades < 40'):	5'-0" min.
Side Setback (facades > 40'):	5'-0" min., 7'-0" avg.

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

23.45.522 AMENITY AREA
Required:25% of lot area; a minimum of 50% of the required amenity shall be provided at ground level, except that amenity area provided on the roof of a structure that meets the provisions of subsection 23.45.510.E.5 may be counted as amenity area provided at ground level.
25% x 11,504.6 SF = 2,876.15 sf (min. 1,438.075 sf at ground level)

23.54.015 REQUIRED PARKING
The project is located within a frequent transit service area, therefore parking is not required.

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS
Residential, 9-15 dwelling units: 150 SF
The minimum horizontal dimension of required storage space is 12 feet.

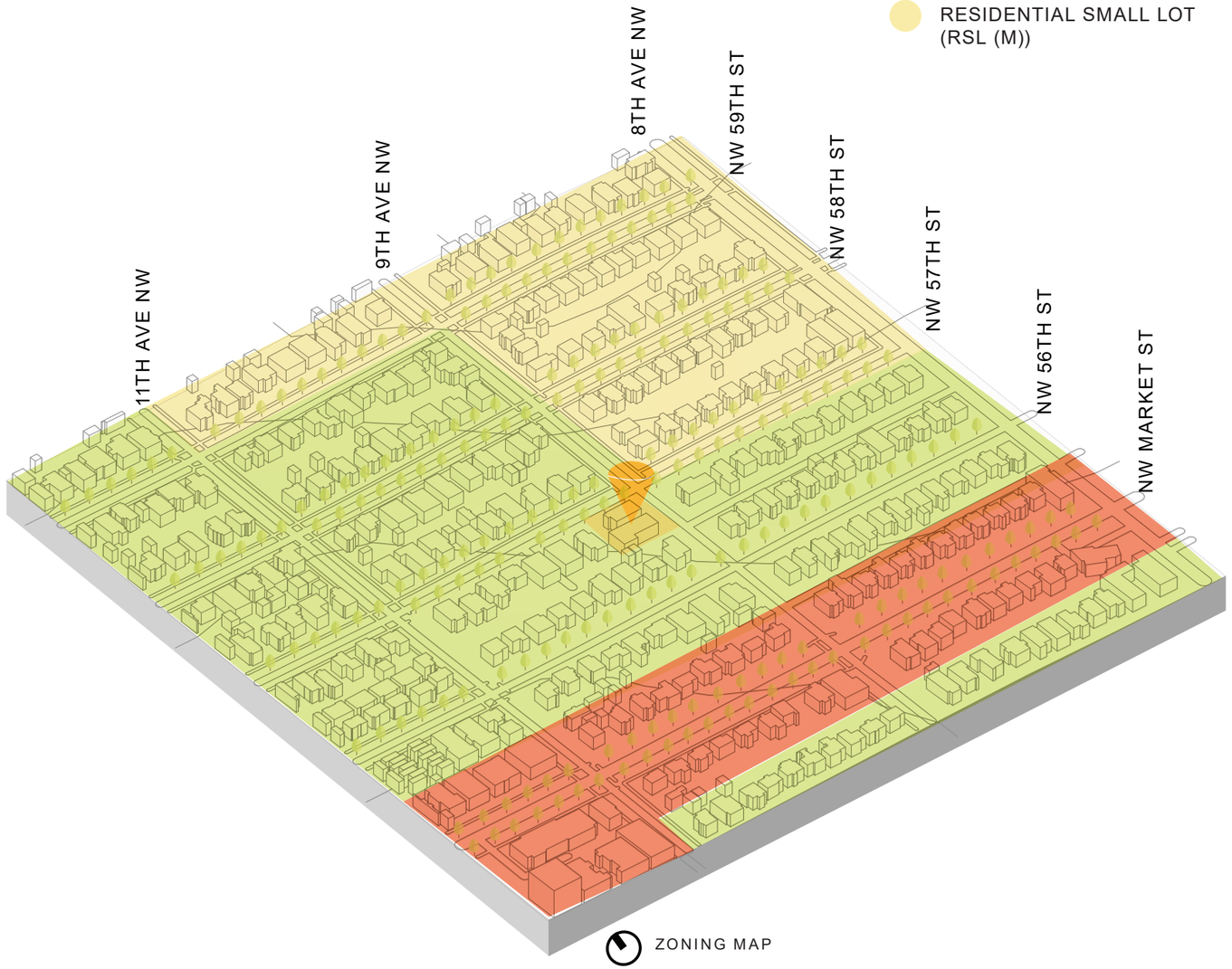
ZONING KEY

PROJECT SITE

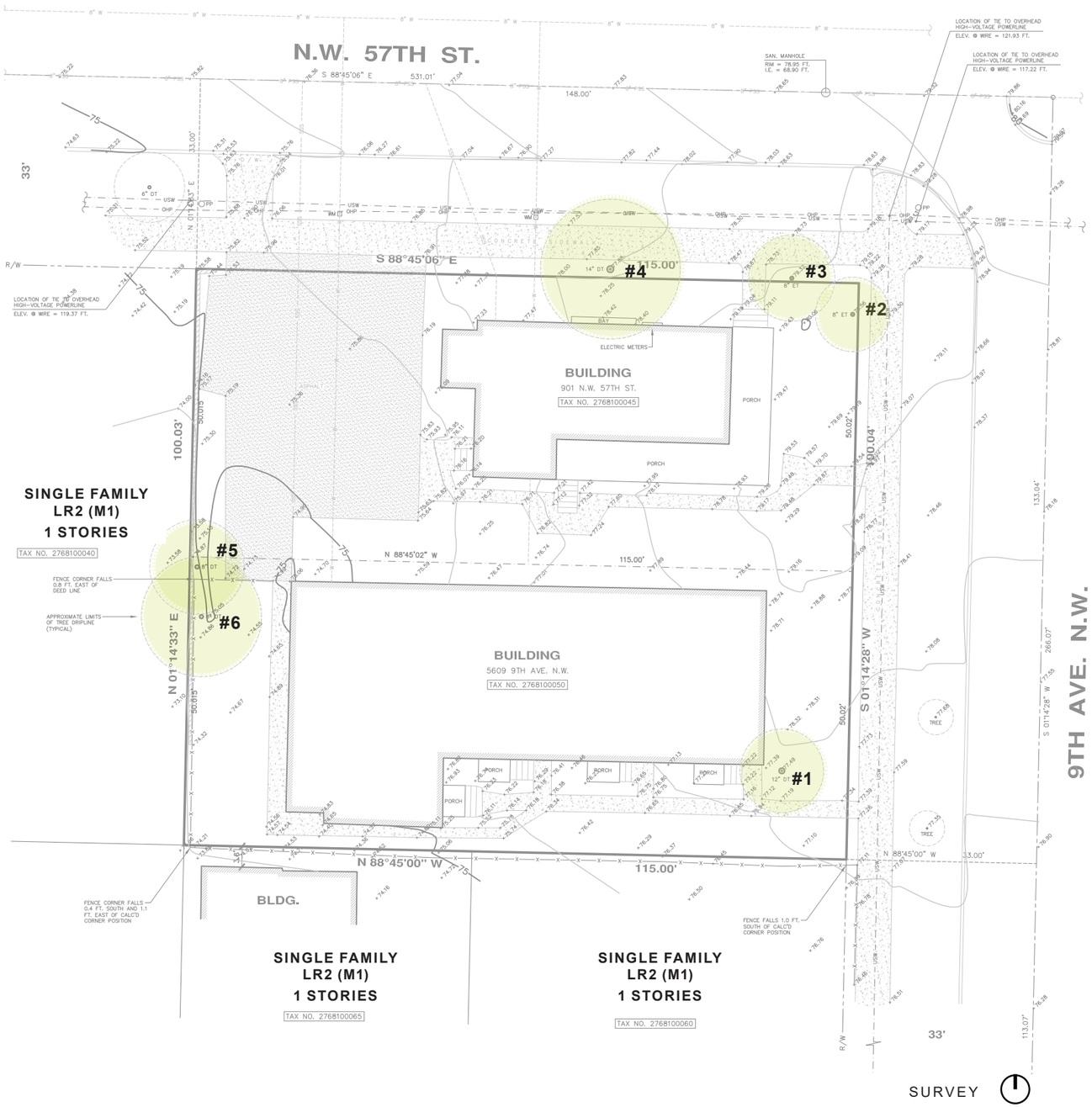
MULTI-FAMILY
(LR1 (M1), LR2 (M), LR2 (M1))

COMMERCIAL/MIXED USE
(NC2P-55 (M), NC2P-75 (M1), NC2P-55 (M2), NC2-40 (M)

RESIDENTIAL SMALL LOT
(RSL (M))



ZONING MAP



PROPOSED PROJECT SITE

- Two parcels located at the corner of 9th Ave NW and NW 57th St.
- Site Area = 11,504.6 SF, rectangular in shape, measures roughly 115' wide by 100' deep.
- Site currently contains (1) triplex and (1) 5-unit apartment building.

TOPOGRAPHY

- Approximately 2'-0" slope down across site from east side to the west side
- 2'-6" slope down across site from north side to the south side

ADJACENT BUILDINGS AND USES

- All surrounding buildings are single family homes -LR2 (M1) Zoning

STREET-SCAPE

- Existing side walk does not include ADA ramps, these will be upgraded as part of this project

TREES

No exceptional trees located on site per arborist report

LEGAL DESCRIPTION

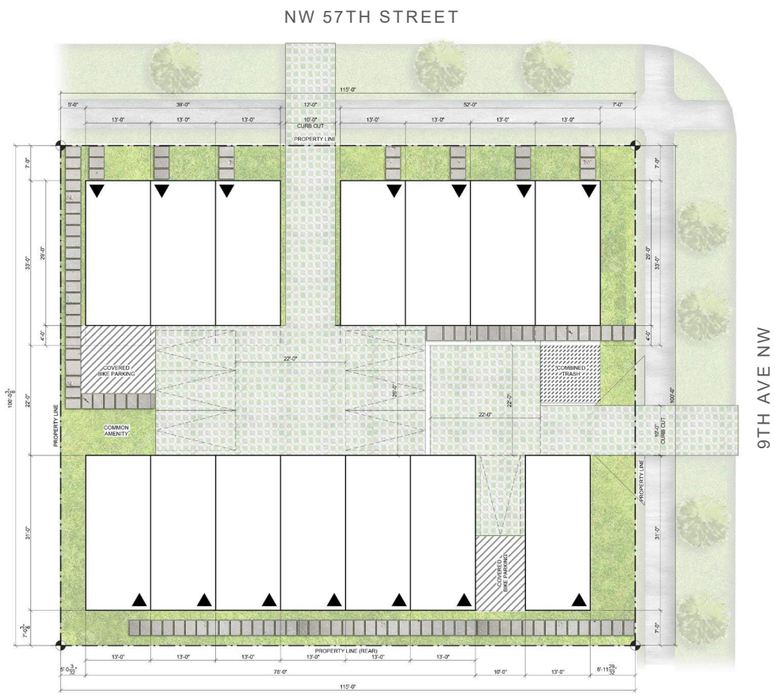
PARCEL NUMBER: 276810-0045
GILMAN PARK ADD LESS S 50 FT

PARCEL NUMBER: 276810-0050

TREE SURVEY

Per Shoffner Consulting, LLC. Arborist Report (09/29/2019)

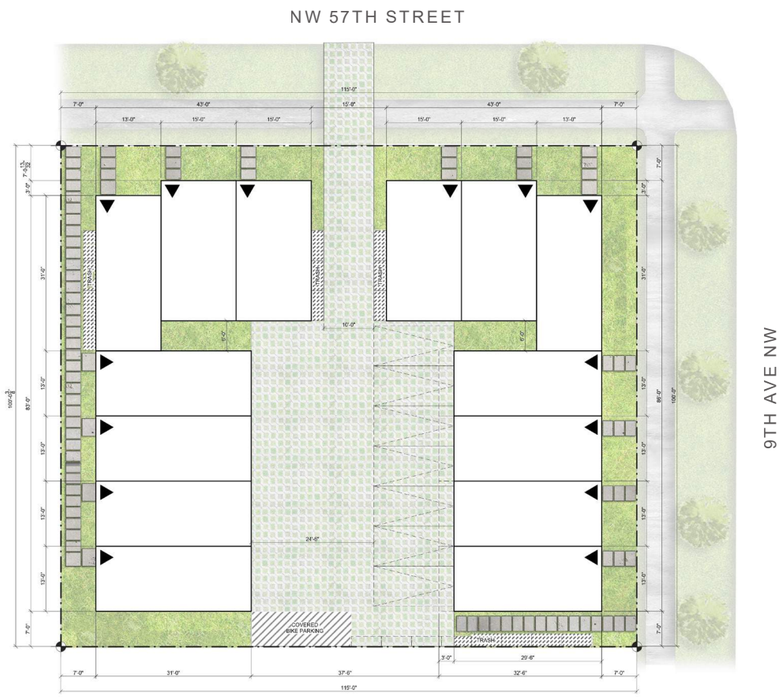
TREE #	SPECIES	SIZE INCHES	EXCEPTIONAL	COMMENTS
1	Mugo Pine (Pinus mugos)	5	No	Multi-trunked. Not exceptional. Possibly located within the right of way.
2	Mugo Pine	10	No	Multi-trunked. Does not meet the threshold diameter to be classified as exceptional.
3	Mugo Pine	10	No	Multi-trunked. Does not meet the threshold diameter to be classified as exceptional.
4	Unidentified Deciduous	8	No	Dead Tree. Not able to identify.
5	Flowering cherry (Prunus serrulata)	8	No	Good condition and health. Does not meet the threshold diameter to be classified as exceptional.
6	Flowering cherry (Prunus serrulata)	8	No	Good condition and health. Does not meet the threshold diameter to be classified as exceptional.



OPTION ONE (CODE COMPLIANT)

Option One proposes 14 units. The buildings are primarily oriented to the north (facing 57th street) and south (away from the street). This orientation allows for simple linear massing along 57th street, however it results in 2 side facades, and no entries, along 9th Ave NW. The single family unit towards the south of the lot could result in a unique design among the townhouses. This option provides two points of vehicular access, a centralized parking area, and seven surface stalls.
While this option is fully code compliant, it lacks the opportunity for building modulation, and space for resident interaction within the site.

Option One is fully code compliant and seeks no departures.



OPTION TWO

Option Two proposes 14 units. The buildings are oriented east and west, providing more street facing units. This symmetrical orientation allows for more design opportunities along both streets, but limits design opportunities within the site. The curb cut is centralized, forming a parking area that faces the back of most of the units. Privacy is a concern with this option, since the units at the corner end up with six feet building separation. Trash in this option is set up for individual staging, along both streets, minimizing the area dedicated for trash on site, but would result in a large portion of the right of way dedicated to trash staging areas.

Option Two seeks one departure to the allowed facade length: an increase of 27.6% (from 65' to 83').

At Early Design Guidance, SDCI staff chose Option 3 as the basis for further refinement.



OPTION THREE (PREFERRED)

Option Three proposes 14 units. The buildings are oriented toward the street corner, with ten units facing the streets. Providing a ten foot building separation allows for more then one point of pedestrian access into the site. This also allows for larger units along 9th Avenue, family sized with 3 bedroom, where the living level is at ground level. This arrangement is possible by maintaining the original locations of the drive way cut, along with the combined trash location, currently located on the northwest corner of the site and more green space in between. Privacy conflicts are minimized by providing different programs for the buildings on the south of the lot, leaving room for large glazing strategies. This option creates a centrally located common amenity area at the core of the site, where all pedestrians pathways meet.

Option Three seeks one departure, [1] to the required rear setback average: a reduction of 1.4% (from 7 AVG / 5 MIN to 6.02 AVG / 5.5' MIN).



COMPOSITE SITE PLAN

ITEMIZED RESPONSE TO EDG AND MUP CYCLE 1

1. MASSING

A. Staff supports the applicant's intent in massing option 3 to separate the parking area from the units and their entries. Massing option 3 also gives relief to the west adjacent property through the location of the structures on the site. Therefore, staff supports the applicant's preferred massing option 3. (DC1-B-1, CS2-D-5)

APPLICANT RESPONSE:
Thank you for supporting our preferred option 3!

B. The use of gable roof forms along NW 57th ST helps the structure tie into the existing architectural character of the neighborhood. (CS3-a-1)

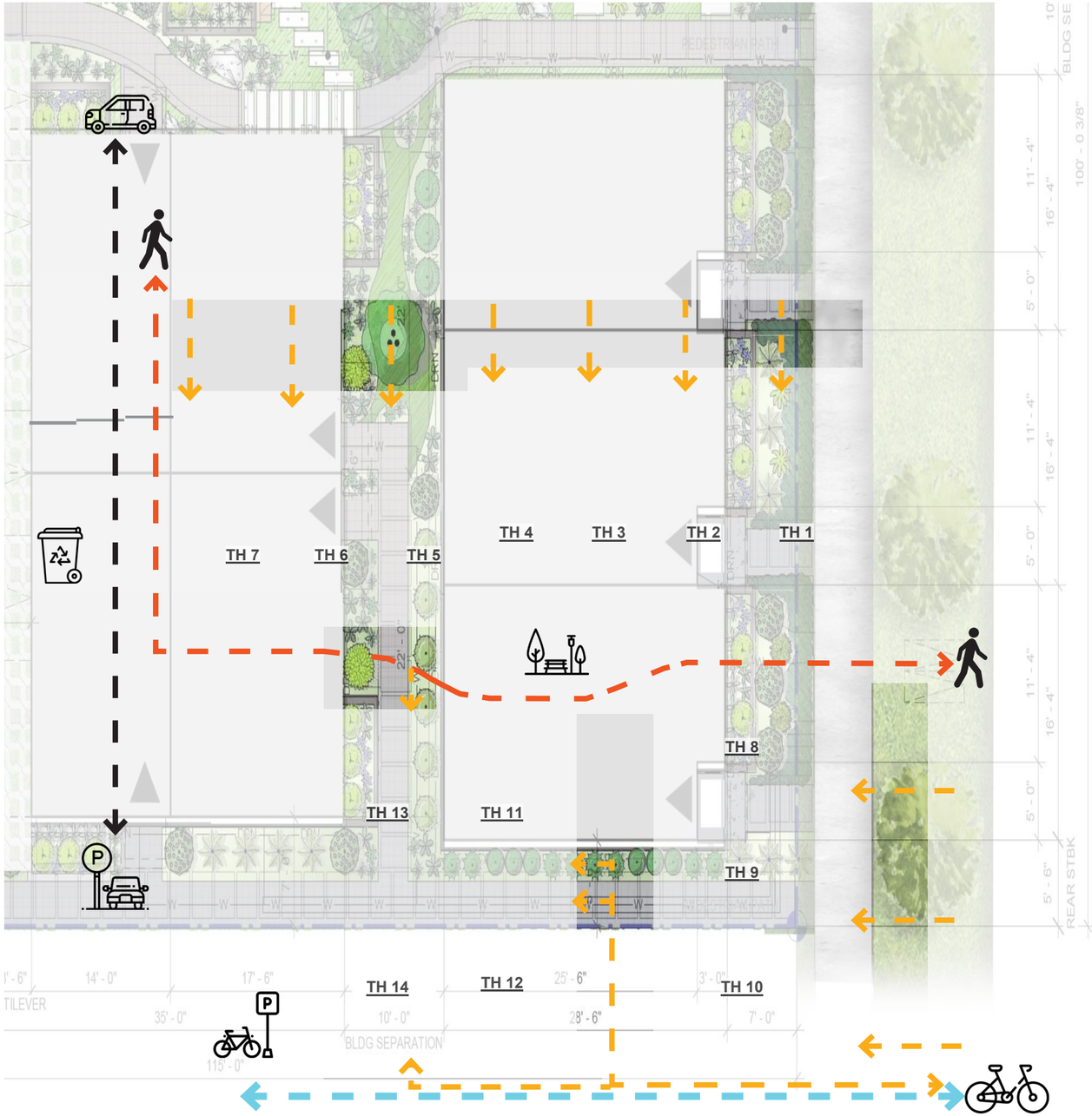
APPLICANT RESPONSE:
The gable roof forms along NW 57th ST have been maintained - please see this reflected throughout the plan set.

C. Differentiating the pedestrian circulation from the vehicular access is supported and encouraged. looking at the pedestrian circulation across the entire site, some routes seem tedious and unnecessary. study pedestrian routes throughout the site to determine how routes can be prioritized to make room for other uses. For example, move the southwest building's east unit entries to the north and south, matching the unit entries of the building's west units. That alleviates the need for pedestrian circulation between the two southern structures. this space could instead be utilized for small patios and active outdoor space. (DC1-b-1, DC3-b-4)

APPLICANT RESPONSE:
The circulation throughout the site has been studied and some of the unneccessary pathways have been reduced. While the staff's suggestion to switch the TH 11 and 12 entries to the north and south is a good suggestion on one hand, we feel that it adds additional circulation to the common amenity space and makes it feel more crowded, which is in opposition to item 2a below. it would also make the TH 11 entry feel less individual or private. The entries throughout the site were arranged in an effort for each unit to have a front yard, and if the front yards were taken away from the east side of the building, that space would be allocated as private patios. We also feel that this would have a negative impact on the openness of the spaces between buildings throughout the site and the ability for interaction with neighbors if this space were spliced up into private areas.

SEATTLE DESIGN GUIDELINES

CS2.URBAN PATTERN AND FORM
D.4.Massing Choices
DC1.ARCHITECTURAL CONCEPT
B.1.Access Location and Design



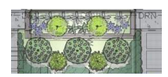
AMENITY +CIRCULATION DIAGRAM

PEDESTRIAN TRAFFIC PATTERN
CONNECTIVITY - PL1.A.1-2
- RECESSED ENTRIES, COURTYARDS, OR THROUGH-BLOCK CONNECTIONS,
- PLACE-MAKING ELEMENTS SUCH AS TREES, AND LANDSCAPE
- VISIBLE ACCESS TO ENTRIES

BIKE ACCESS
PEDESTRIAN AMENITIES - PL1.B.3
- LIGHTING, PEDESTRIAN SCALE SIGNAGE
- COVERED COMBINED BIKE PARKING
- DIRECT ACCESS FROM 9TH AVE NW

VEHICULAR ACCESS
ACCESS LOCATION AND DESIGN - DC1.B.1
EXISTING CURB CUT LOCATION IS MAINTAINED TO MINIMIZE CONFLICT BETWEEN VEHICLES AND PEDESTRIANS AND MINIMIZE VISUAL IMPACT OF PARKING

RESPONSE TO MUP CYCLE 1 - #5



FRONT YARD POCKETS + COMMON AMENITY
MULTIFAMILY OPEN SPACE - DC3.B.4
CENTRALIZED CONNECTION ENCOURAGES SOCIAL INTERACTION

AMENITIES AND FEATURES - DC3.C.2
VARIETY OF FEATURES SUCH AS PLANTERS, COVERED STOOPS, FIVE FEET WIDE ENTRY STEPS, COMBINATIONS OF HARDSCAPE AND PLANTINGS, WOOD BENCHES

CORNER SITES - CS2.C.1
- EXTRA SPACE FOR PEDESTRIANS AND GENEROUS ENTRIES
- OVER THE REQUIRED MIN AND AVERAGE OF THE FRONT AND SIDE SETBAKCS PROVIDED



RESPONSE TO EDG - 1. MASSING
RESPONSE TO MUP CYCLE 1 - #1

REDUCING PERCEIVED MASS - DC2.A.1
SECONDARY BUILDING ELEMENTS:

- OPEN RAILING
- JULIET RAILING
- INSET DECK SPACES
- LARGE STREET FACING WINDOWS
- RECESSED ENTRIES
- HIGH QUALITY MATERIAL HIGHLIGHTING ENTRY MODULATION
- ESTABLISHING BASE WITH MATERIAL CHANGE
- STAIR PENTHOUSE LOCATED AWAY FROM STREETS
- VAREITY IN SLOPED ROOF LINES
- PROVIDING OVER THE REQUIRED FRONT AND SIDE SETBACKS AT CORNER

2. OPEN SPACE

A. Staff is concerned the central, ground level amenity space will not function as activated amenity space as it is dominated by pedestrian circulation. Study how circulation will work in conjunction with the space to not impede upon it. Activate the space by providing seating and opportunities for community interaction while helping define it with thoughtful plantings and hardscape. (DC3-B, DC4-D)

APPLICANT RESPONSE:
As illustrated in the EDG packet, the creation of a through-block connection between 9th and 57th is a key goal of the preferred option, in order to better fit with design guidelines and to create transparency into the site from the right of way. While this circulation pattern has been maintained, it has been improved upon by adding a curve to the pathway, opening up more space for landscaping, seating, and other amenity elements. As mentioned above, we avoided adding more circulation to This space by not moving the TH 11 entry to the north side of the unit.

B. Explore opportunities for the east units facing 9th ave NW to have a front yard quality and aesthetic that is in keeping with the neighborhood's precedent of front yards. (CS3-A-3)

APPLICANT RESPONSE:
The east units facing 9th have a collection of elements at the entry to create a strong front yard quality, including wood, weather protection, a bioretention planter, and large street facing windows connecting the living level at the ground floor to the street beyond. More plantings will be provided in front of the bioretention planter creating a layering effect to help transition from the public to private realm.

SEATTLE DESIGN GUIDELINES

CS3.ARCHITECTURAL CONTEXT & CHARACTER
A.3.Established Neighborhoods
DC3.OPEN SPACE CONCEPT
B.Uses and Activities



COMMON AMENITY AREA: RAISED GLAZING FOR PRIVACY, VARIETY OF LANDSCAPE, SITTING OPPORTUNITIES, AND ENCOURAGEMENT OF SOCIAL INTERACTION



AMENITY APPROACH + FEATURE TREE + SITTING AND LIGHTING



WAYFIDING WITHIN SITE



LANDSCAPED PLAN

RESPONSE TO EDG - 2. OPEN SPACE

RESPONSE TO MUP CYCLE 1 - #5, #8

PLANTINGS PRECEDENTS



BERBERIS THUNBERGII GOLDEN ROCKET



BERGENIA CORDIFOLIA WINTERGLUT



LEUCOTHOE FONTANESIANA



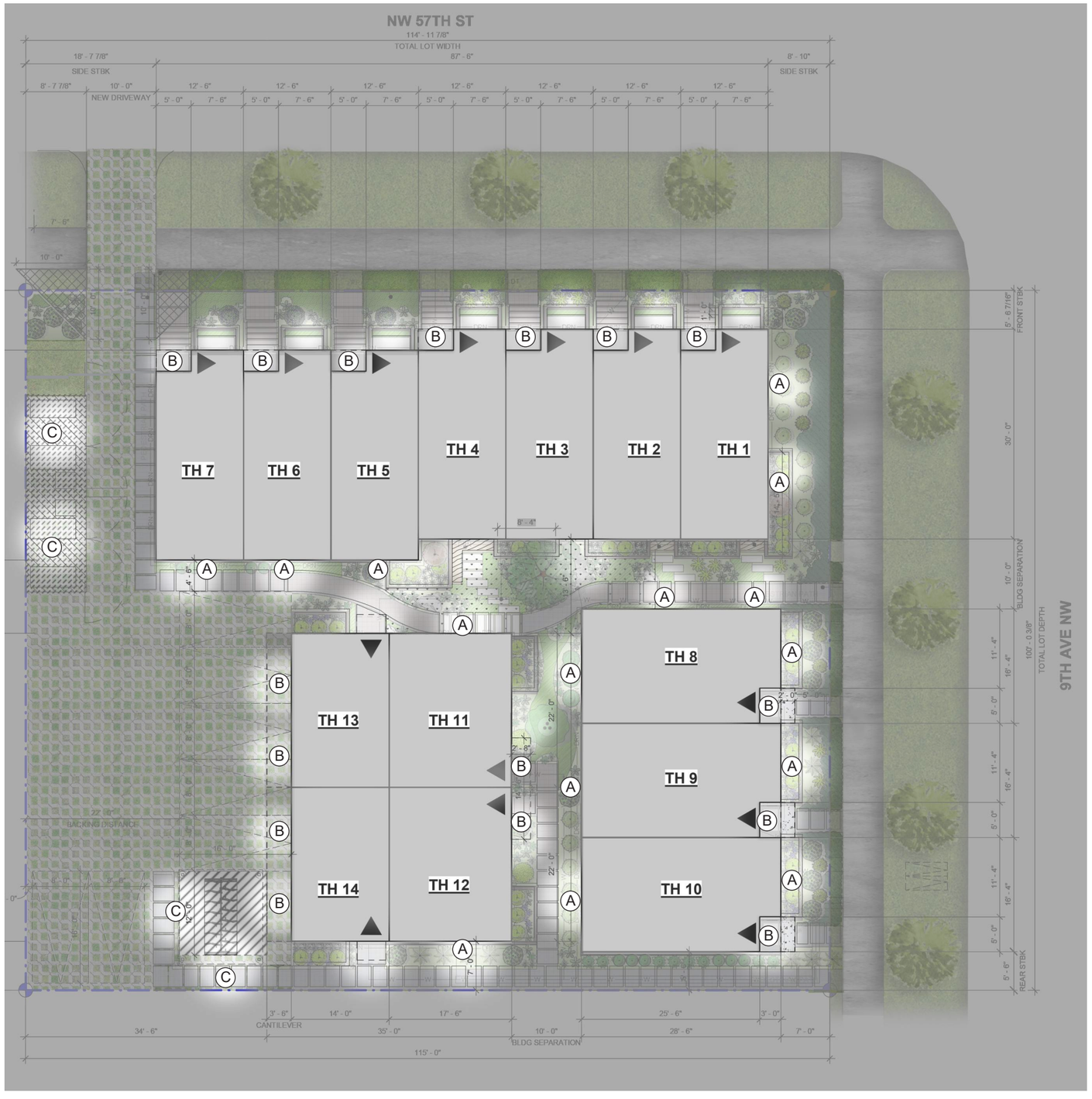
HAKONECHLOA MACRA 'AUREOLA'



MAHONIA EURYBRACTEATA SOFT CARESS



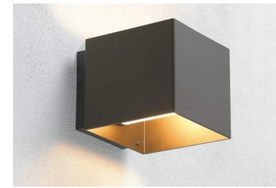
NANDINA DOMESTICA GULF STREAM



LIGHTING PLAN

RESPONSE TO MUP CYCLE 1 - #6

LIGHTING PRECEDENTS



(A) SCONCE CAN LIGHT (WALL MOUNTED)



(B) SURFACE MOUNTED CAN LIGHTS (SOFFIT)



(C) MOTION SENSOR LIGHT

3. MATERIALS

A. The character rendering on page 34 of the administrative design review packet is appreciated. Staff would like to see the proposed materials carried through to the master use permit where additional guidance will be given at that time. (DC4-A-1)

APPLICANT RESPONSE:
Thank you! The material palette seen in the character rendering has been maintained with some minor adjustments as the overall project design has come together - please see this reflected throughout the plan set.

B. Explore how the material treatment of the units fronting 9th ave nw will be cohesive with those fronting nw 57th st, with a transition to a different design language on the side street and a focal point for the corner site. (CS2-C-1)

APPLICANT RESPONSE:
The creation of the gable roof and the deck at the top level of the units facing 57th results in a strong 2.5 story volume facing 57th. We have taken the same language established in this 2.5 story volume and translated that to the upper two stories of the units facing 9th, giving them a similar material treatment and window arrangement. The dark vertical element terminating at the gable roof on the corner of the 57th units has the same material treatment as the dark horizontal base of the units facing 9th, creating a vertical - horizontal balance. The goal is to have two buildings that feel related but not identical, allowing a slightly different character to read on the two street edges.

4. SOLID WASTE STORAGE

A. Ensure the solid waste storage is well designed, detailed, and built to be visually pleasing and not create an odiferous condition along the street. use high quality materials complimentary to those of the development. (DC4-A-1)

APPLICANT RESPONSE:
We will continue to engage with SPU on the design and detailing of the trash area. Trash details can be found in the plan set, and an approval letter is included. The trash area will be screened from all sides and will fit in with the material palette of the project.

SEATTLE DESIGN GUIDELINES

CS2.URBAN PATTERN AND FORM
C.1.Corner Sites
DC4.ARCHITECTURAL CONCEPT
A.1.Exterior Finish Material



VIEW FROM NORTH WEST CORNER

RESPONSE TO MUP CYCLE 1 - #7

CONNECTION TO THE STREET - CS2.B.2

- WIDE (5') RECESSED ENTRY STOOPS PROMOTES USABILITY AND PERSONALIZATION AT STREET LEVEL
- WOOD STAIRS FUNCTION AS SECONDARY TRANSITION ELEMENT TO FRONT DOOR
- LAYERED LANDSCAPING PROVIDES PRIVACY WHILE ALLWING SUNLIGHT TO REACH WINDOW WELL
- OPEN RISERS FURTHER ENSURE THAT THE BASEMENT LEVEL RECEIVES NATURAL LIGHT
- THE INTENT OF THE OPEN RISERS AT ENTRY IS TO HELP REDUCE VISUAL MASS, AND ADD VISUAL INTEREST DUE TO THE
- COMBINATION OF OPEN RAIL AND HIGH QUALITY WOOD. A SOLID STOOP WOULD ADD BULK AT THE GROUND LEVEL AND FEEL MORE INTRUSIVE IN THE SETBACK

ENTRY - PL3.A

PRIMARY ENTRIES TO BE OBVIOUS, IDENTIFIABLE, AND DISTINCTIVE WITH CLEAR LINES OF SIGHT VISUALLY CONNECTED TO THE STREET. WOOD SIDING USED AT ALL ENTRIES, ALONG WITH LIGHTING, ADDRESS NUMBERS, AND LAYERED LANDSCAPE.

SCALED AND DETAILED APPROPRIATELY TO PROVIDE FOR A MORE INTIMATE TYPE OF ENTRY. THE DESIGN SHOULD CONTRIBUTE TO A SENSE OF IDENTITY, OPPORTUNITY FOR PERSONALIZATION, OFFER PRIVACY, AND EMPHASIZE PERSONAL SAFETY AND SECURITY FOR BUILDING OCCUPANTS.

SPECIAL ATTENTION IS GIVEN TO ENTRY SIDING, INCLUDING WOOD TRIM CONCEPT, SOFFIT LIGHTING, STEEL RAILING WITH WOOD OPEN RISERS, AND SIMPLE COLOR BLOCKING OF INFIL PANELS, EMPHASIZING THE MODULATION SHIFT ALONG BUILDING ONE



PEDESTRIAN SWING GATE INTEGRATED ON GARAGE GATE
3 PANEL SLIDER, "4'-6" TALL GATE (MINIMUM 3'-0" PER CODE)



PEDESTRIAN PATHWAY TO TH 11 AND 12 ENTRIES - LOOKING TO THE AMENITY SPACE



EAST UNITS: RECESSED ALCOVE, DECKS, AWNINGS, PLANTERS, LAYRED LANDSCAPE, AND LARGE GLAZING



NORTH UNITS



STREET FACING UNITS



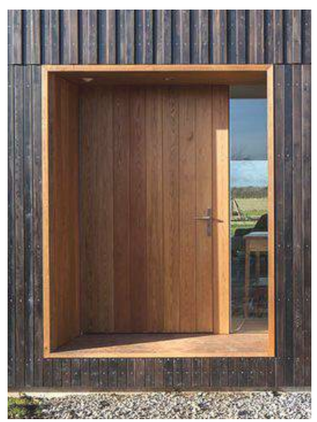
6" ADDRESS NUMBERS



6" ADDRESS NUMBERS



CONCRETE PLANTERS



HIGH QUALITY MATERIAL TO HIGHLIGHT ENTRY

RESPONSE TO MUP CYCLE 1 - #5,6
SIGNAGE CONCEPT PLAN

The strategy is to provide a variety of address signs that best fit each location. Proposing a 6 inch number on the street facing units, mounted next to the front doors on the dark hardie panel, simple as to not distract from the main entry design moves, but offer contrast with polished numbers. While all the other units within the site have a 6 inch numbers, mounted on the side of the framed awnings. This ensures easier wayfiding for pedestrians, and emphasizes the through site visibility. Along with the address numbers, we have stablished a common entry material language, by the use of wood panel, and concrete planters, that contribute to a sense of identity, opportunity for personalization, sitting, and offers a layer of privacy with the landscape. (PL2.D.1, PL3.A.d)



VIEW FROM NORTH EAST CORNER

RESPONSE TO MUP CYCLE 1 - #3+4

WHILE WE APPRECIATE STAFF'S GUIDANCE TO INCORPORATE BRICK AT THE BASE, THE DESIGN TEAM BELIEVES CONCRETE IS THE CORRECT CHOICE. CONCRETE ALLOWS FOR A UNIFIED BASE AESTHETIC, AS IT CAN REACH OUT TO BECOME A WINDOW WELL OR BIORETENTION PLANTER, AND CAN BE FINISHED OUT VERY CLEANLY WHERE IT INTERSECTS WITH THE GROUND. WE'VE INCORPORATED MANY SECONDARY ELEMENTS AT THE PEDESTRIAN LEVEL (OPEN RISER WOOD STAIRS, METAL RAILINGS, PLANTINGS, ADDRESS NUMERALS, WINDOW WELLS, ETC) AND FEEL THAT A CONCRETE BASE ALLOWS THESE ELEMENTS TO BE VISIBLE AND SPEAK FOR THEMSELVES. INTRODUCING ANOTHER MATERIAL / COLOR / TEXTURE INTO THE PALETTE AT THIS LEVEL WOULD FEEL TOO BUSY AND DETRACT FROM THE OTHER ELEMENTS THAT THE DESIGN TEAM HOPES WILL IMPACT THE STREET PRESENCE OF THE PROJECT. TO THE RIGHT IS A BREAKDOWN OF EACH PORTION OF THE MATERIAL PALETTE:

TEXTURE - DC2.D.2
ESTABLISHED NEIGHBORHOOD - CS3.A.3

SIMPLE, MODERN AND CLEAN AESTHETIC EXPRESSED IN THE FORM, SCALE AND MATERIALS. CHOSEN TO CREATE A DESIGN THAT BLENDS WITH THE CHARACTER OF THE NEIGHBORHOOD.

- CONCRETE: FOR CONSTRUCTIBILITY AND A NEW TEXTURE ADDITION TO THE MATERIAL PALLETE, ALSO TO INCORPORATE THE WINDOW WELLS AND PLANTERS, BY UTILIZING THE SAME MATERIAL, ESTABLISHING A BASE FOR THE BUILDINGS.
- WOOD: FOUND THROUGHOUT THE NEIGHBORHOOD, ADDS A HIGH QUALITY TEXTURE AND WARMTH ALONG WITH THE USE OF TRIMS AND WOOD SOFFITS. UTILIZED ON ALL ENTRY FACADES AND PENTHOUSE MASSING ON ROOF DECKS.
- LAP AND PANEL: A COMBINATION OF SIDING SCALES IS PROPOSED TO HIGHLIGHT MASSING MOVES OR ESTABLISH A BASE, AND TO INCORPORATE A RESIDENTIALLY-SCALED TEXTURE. (CEMENTITIOUS MATERIAL IS 0.312" THICK)
- BLACK WINDOWS: LARGE GLAZING PROPOSED AT STREET FACADES, WHILE COLOR BLOCKING OF INFILL PANELS HIGHLIGHTS THE RHYTHM OF INDIVIDUAL UNITS
- WHILE THE OLDER SINGLE FAMILY HOMES USE LAP AND FRONT PORCHES AS MAIN REPEATING ELEMENTS, THE NEWER TOWNHOMES EXPRESSES A VARIETY OF ELEMENTS, AND STRIKING DESIGN MOVES AS SEEN IN EDG. THIS PROJECT AIMS TO STRIKE A BALANCE BETWEEN OLD AND NEW WITH A COMBINATION OF PEDESTRIAN FOCUSED ENTRIES AND RESIDENTIAL SCALED MATERIALS



VIEW FROM SOUTH EAST CONER

RESPONSE TO MUP CYCLE 1 - #1

FACADE COMPOSITION - DC2.B.1
BLANK WALL - DC2.B.2

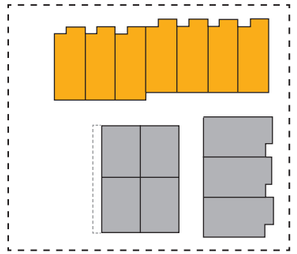
ALL BUILDING'S FACADES ARE DESIGNED TO REFLECT THE SAME AESTHETICS THROUGHOUT, INCLUDING VISIBLE ROOF LINES, AND HIGHLIGHTED MODULATION MOVES (DECKS + ENTRY)

DETAILING OF ELEMENTS SUCH AS TRIMS, FENESTRATIONS, CAP FLASHINGS, OPEN RAIL, AND WINDOW GROUPINGS ARE CARRIED OUT ON ALL FACADES. WRAPPING THE TREATMENT OF THE STREET-FACING FACADE AROUND THE CORNER OF THE BUILDINGS AND THE BUILDING LOCATED WITHIN THE SITE

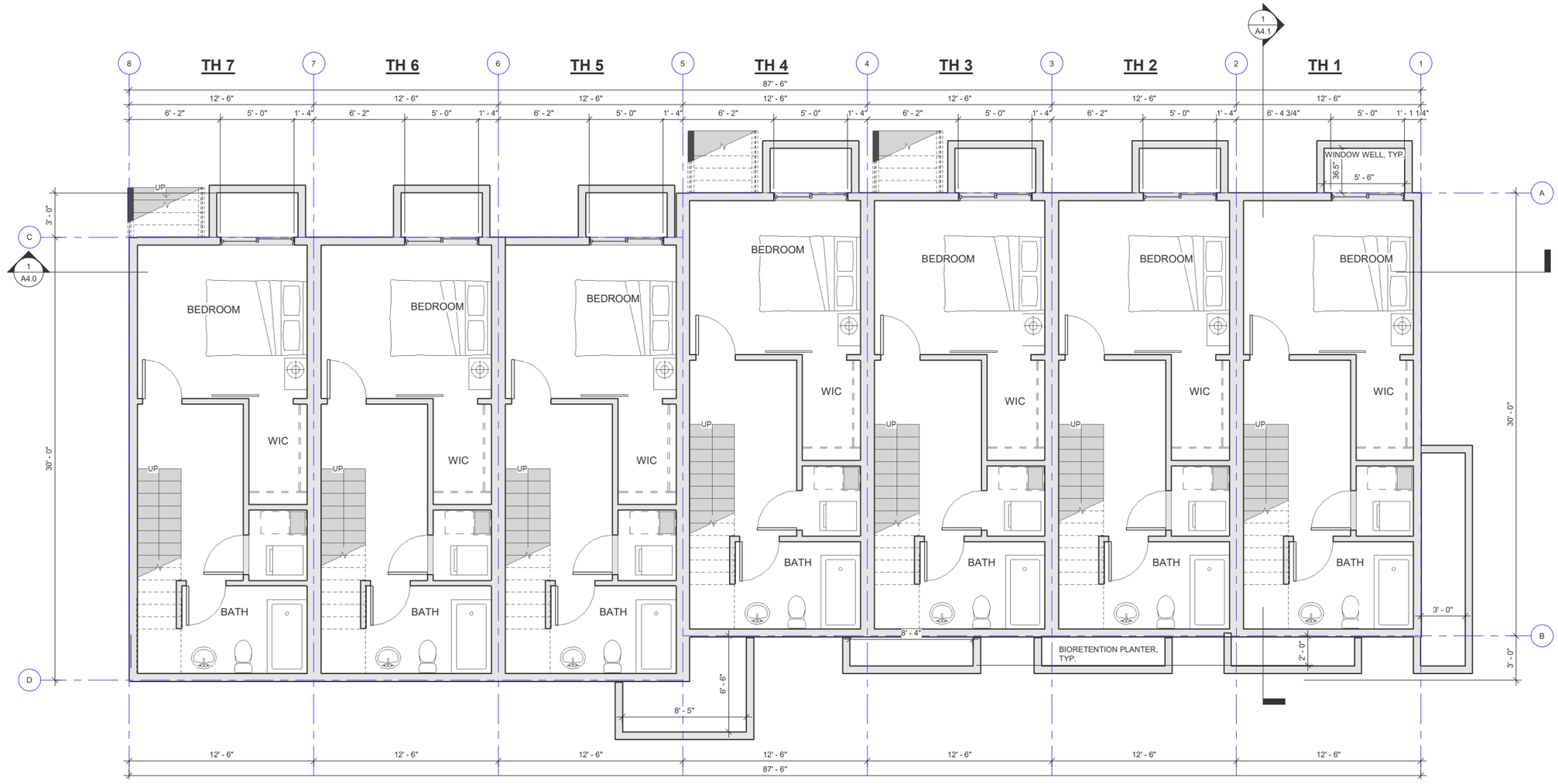
HIGH PANORAMIC WINDOWS ARE PROPOSED AT STAIR AND BATHROOM LOCATIONS, AVOIDING BLANK WALLS WHERE POSSIBLE

DECKS WERE ADDED TO BUILDING 2'S MOST VISABLE FACADES TO METIGATE THE LACK OF DEPTH, AS WELL AS JULLIET BALCONY TO BUILDING 1'S MOST VISABLE FACADE

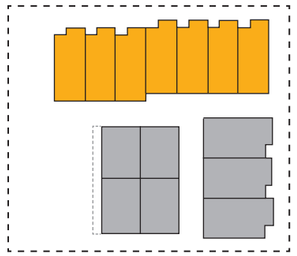
PROJECT DRAWINGS



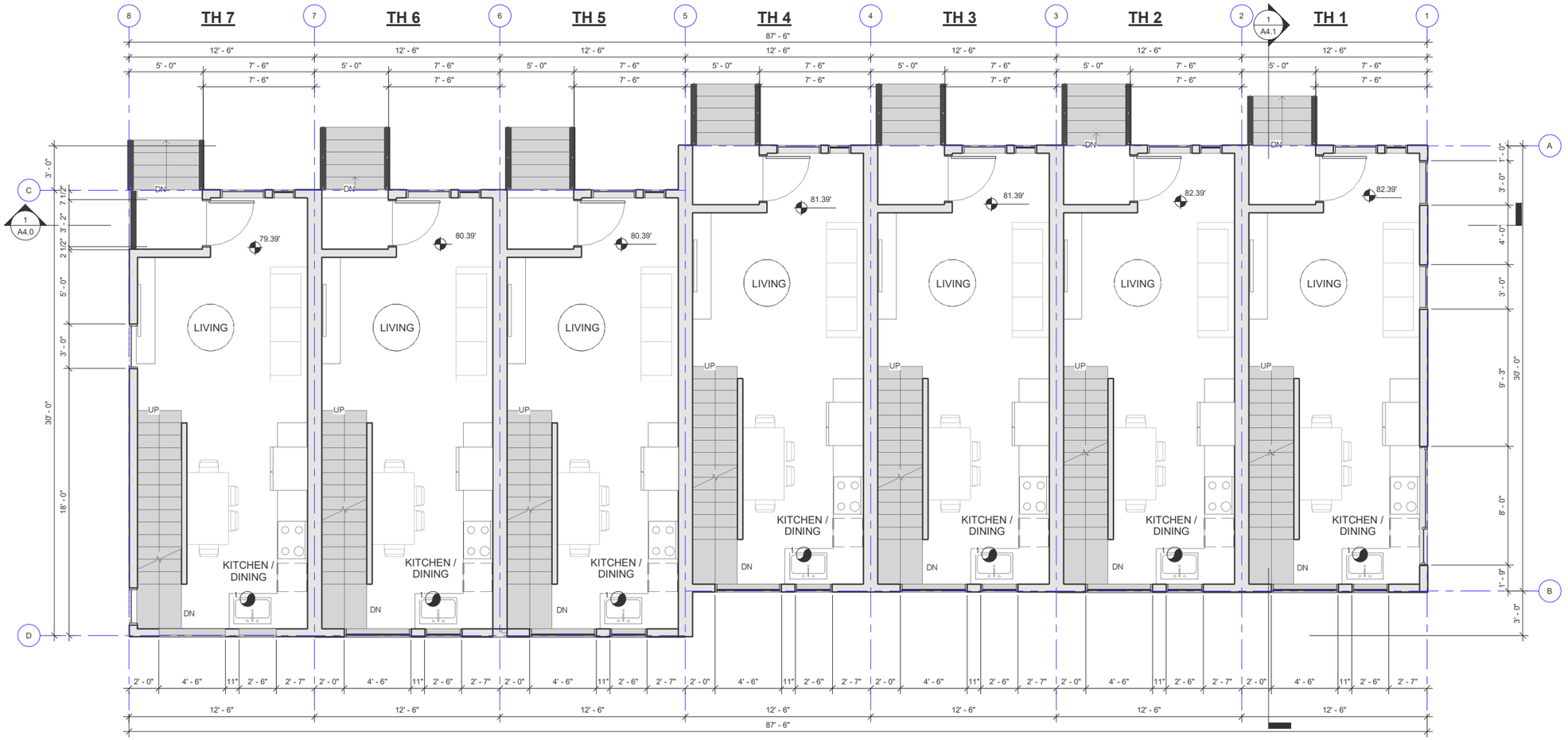
KEY



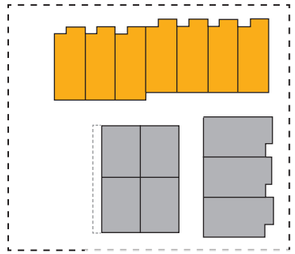
BUILDING 1 - FIRST FLOOR PLAN



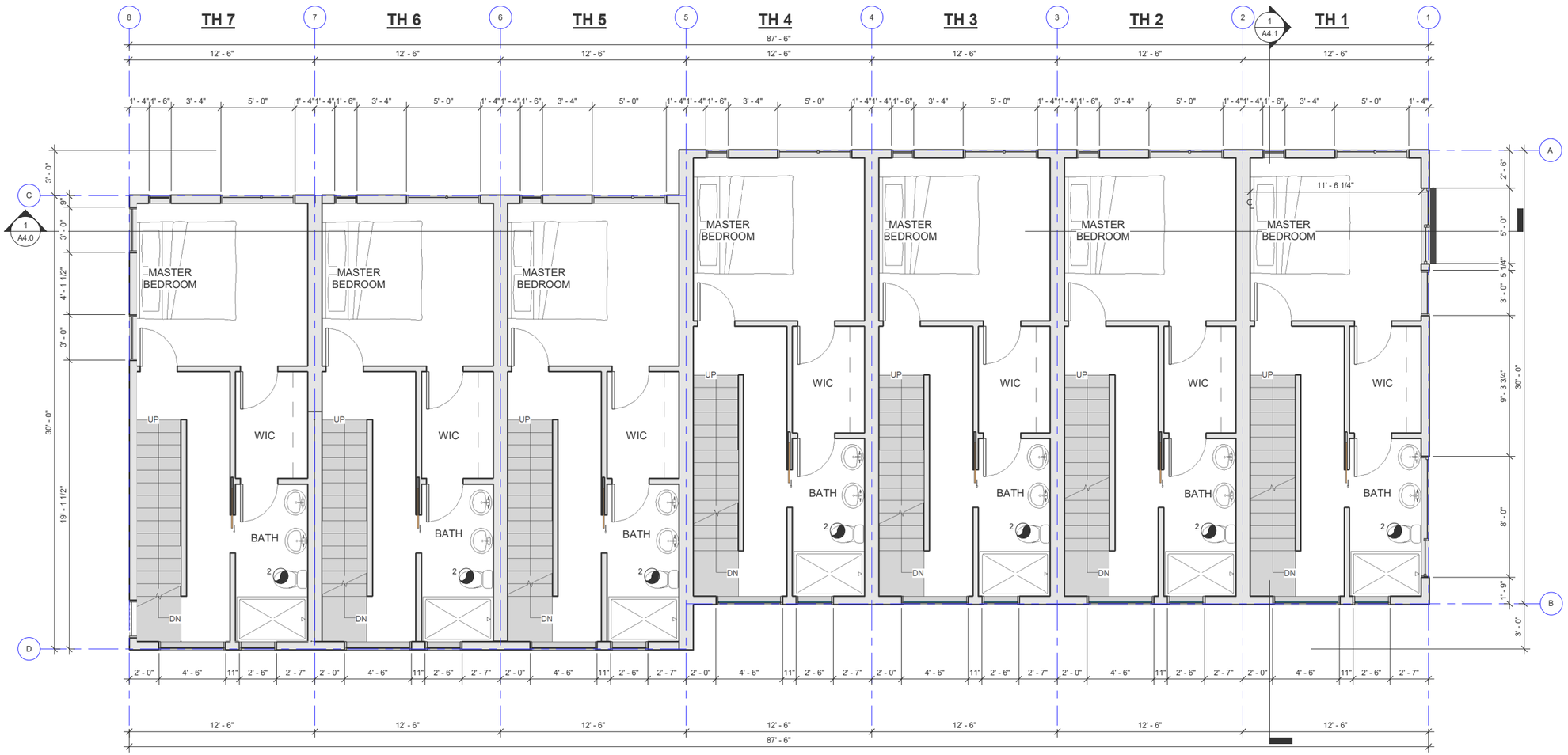
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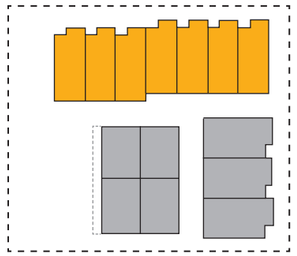
BUILDING 1 - SECOND FLOOR PLAN



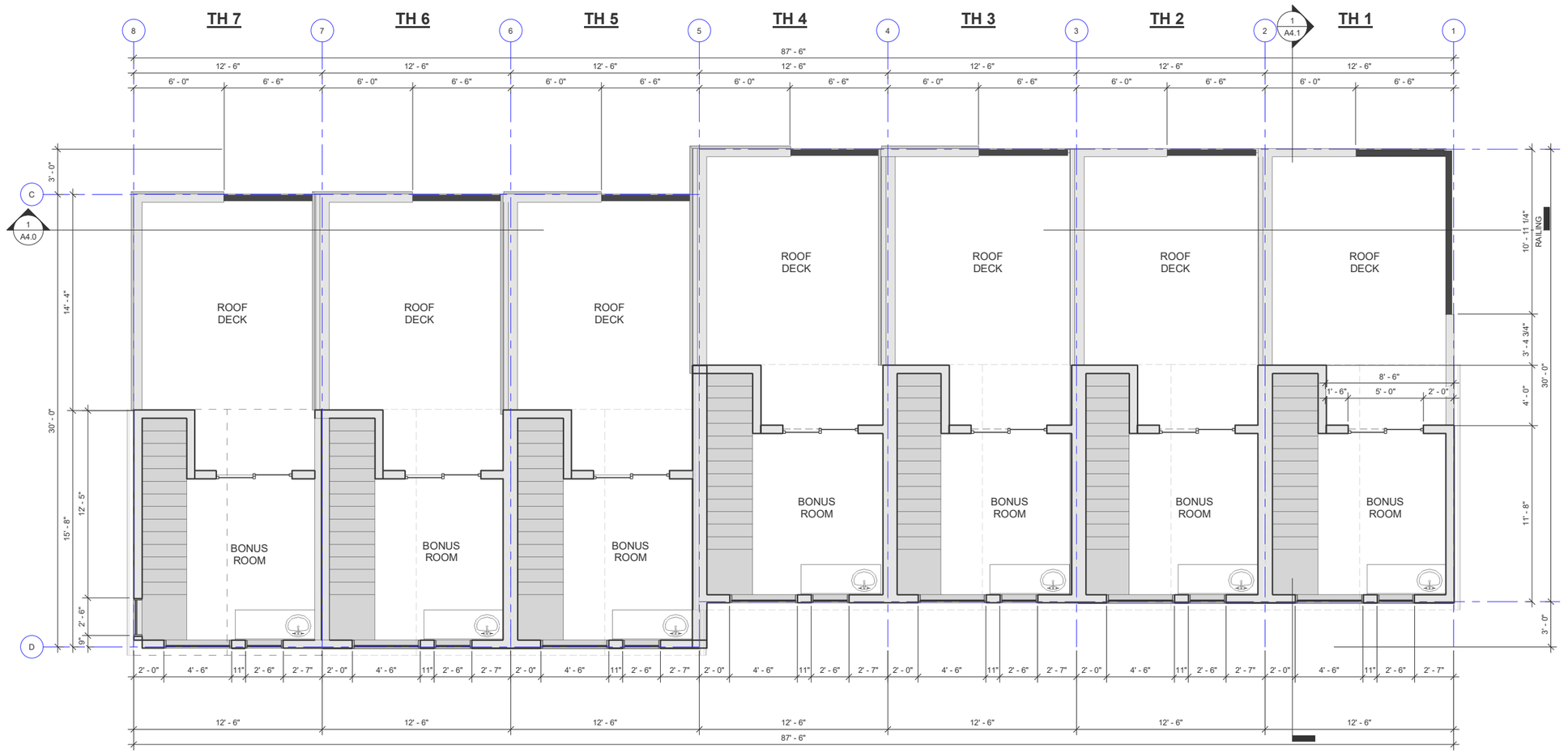
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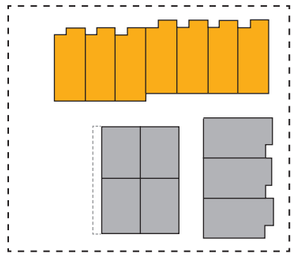
BUILDING 1 - THIRD FLOOR PLAN



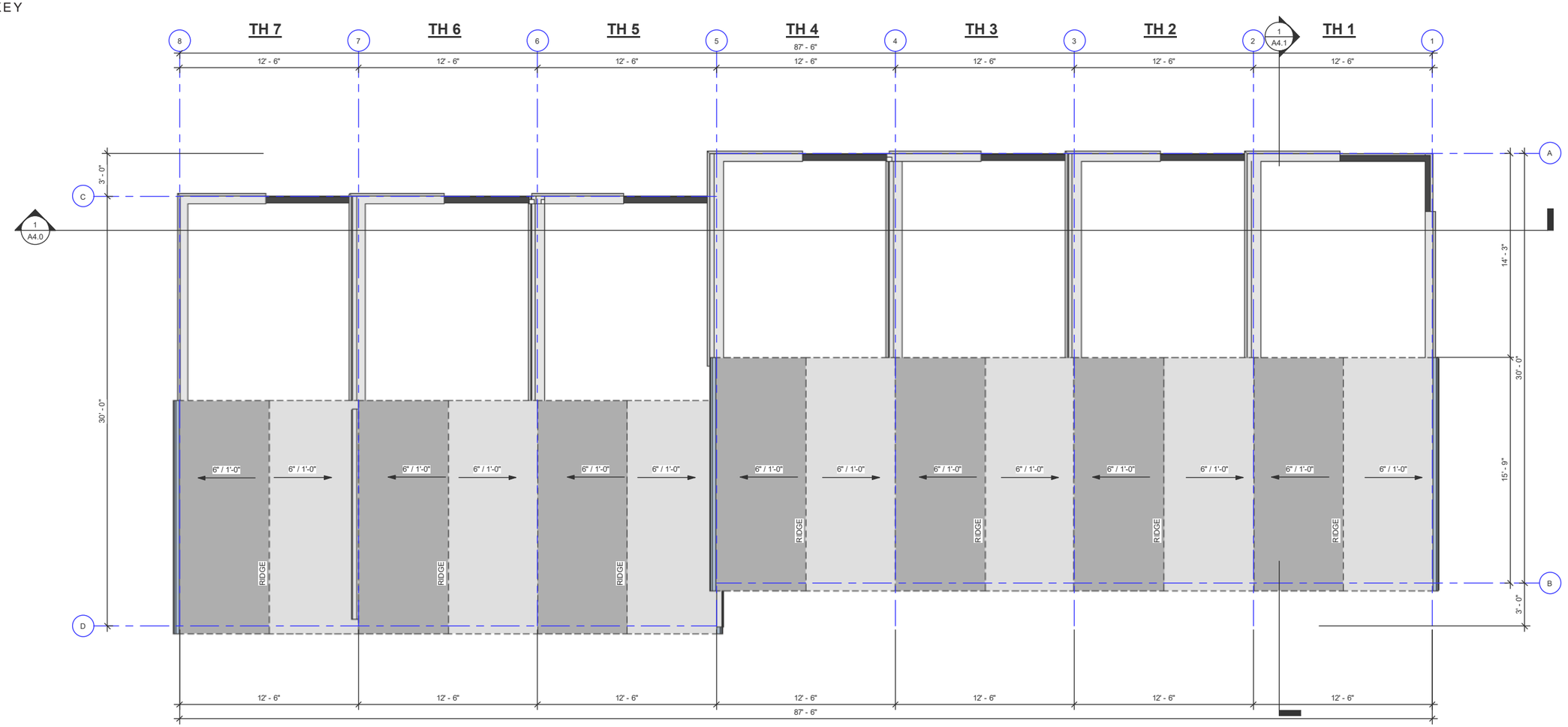
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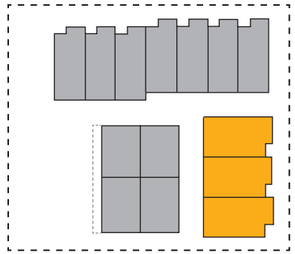
BUILDING 1 - FOURTH FLOOR PLAN



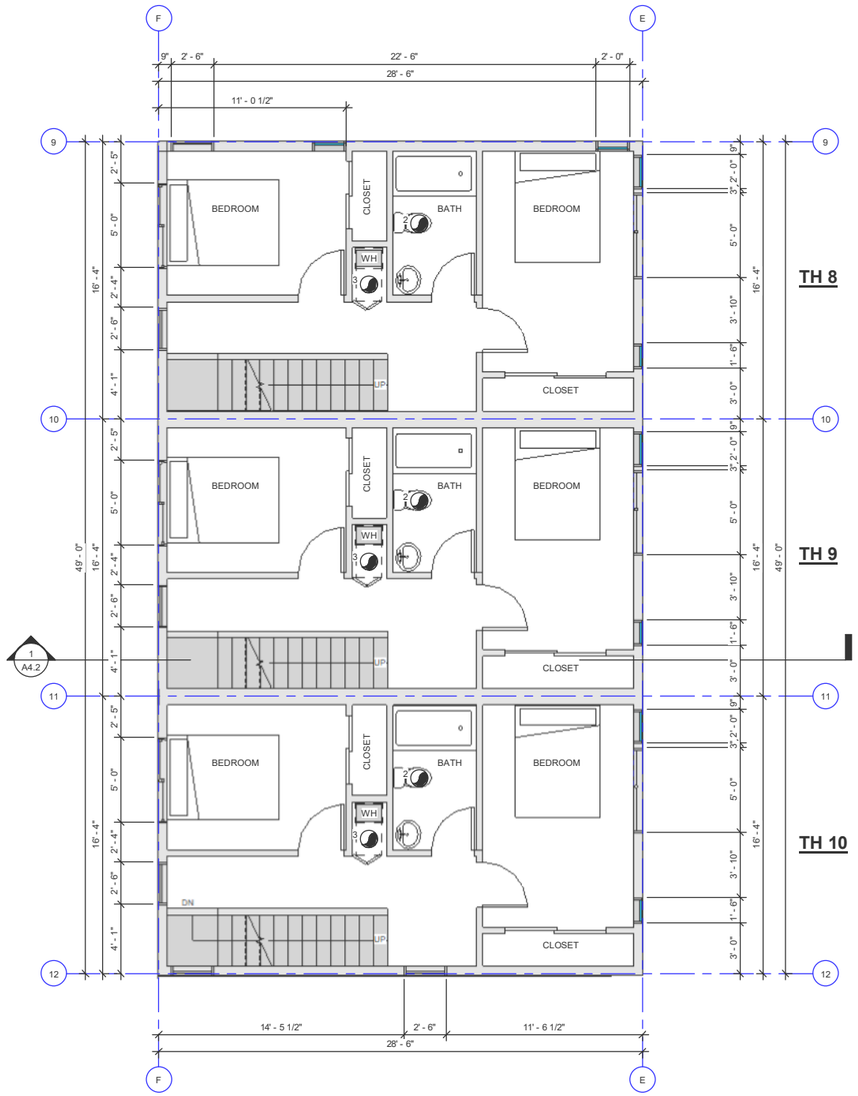
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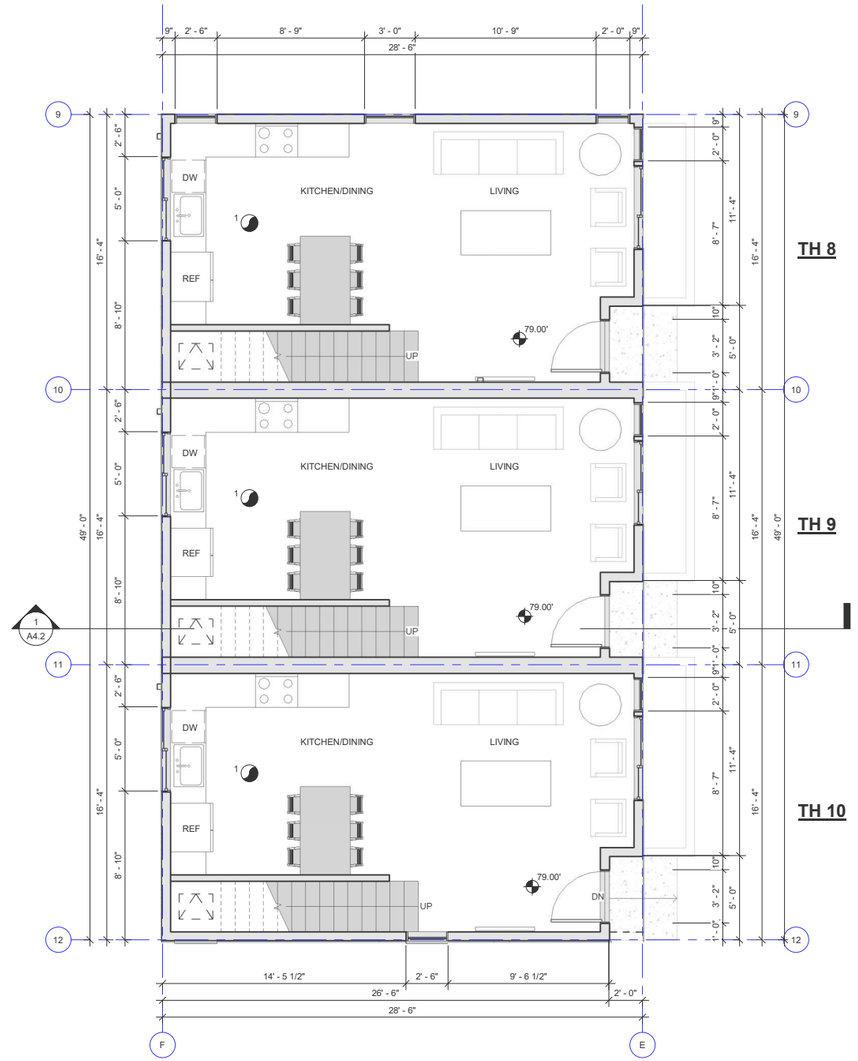
BUILDING 1 - ROOF PLAN



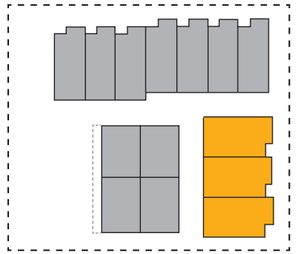
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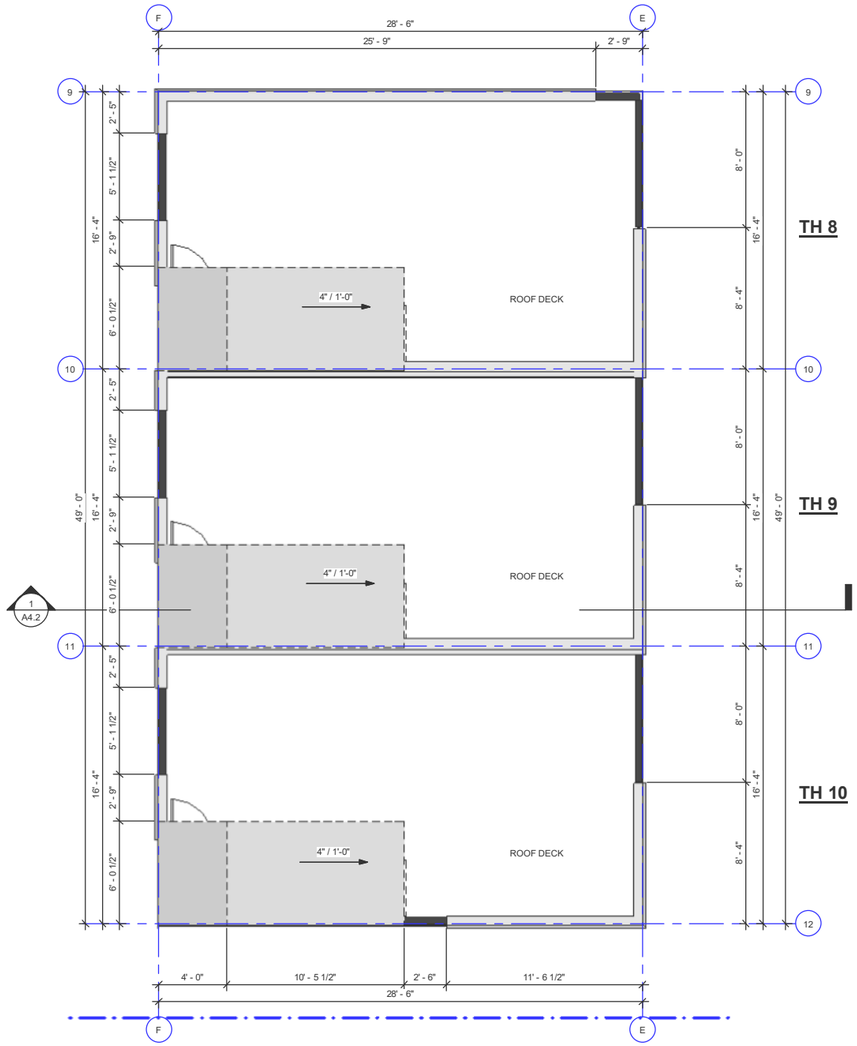
BUILDING 2 - SECOND FLOOR PLAN



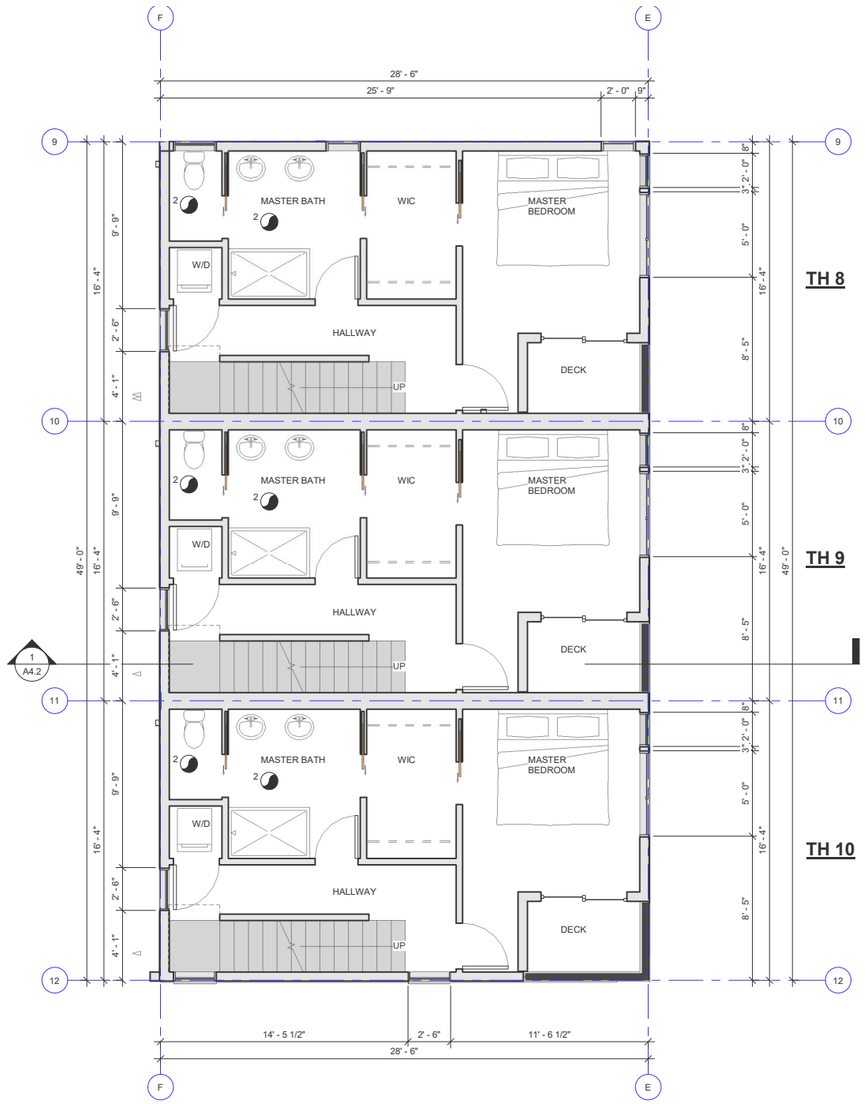
BUILDING 2 - FIRST FLOOR PLAN



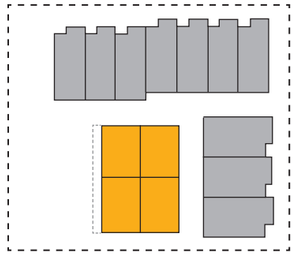
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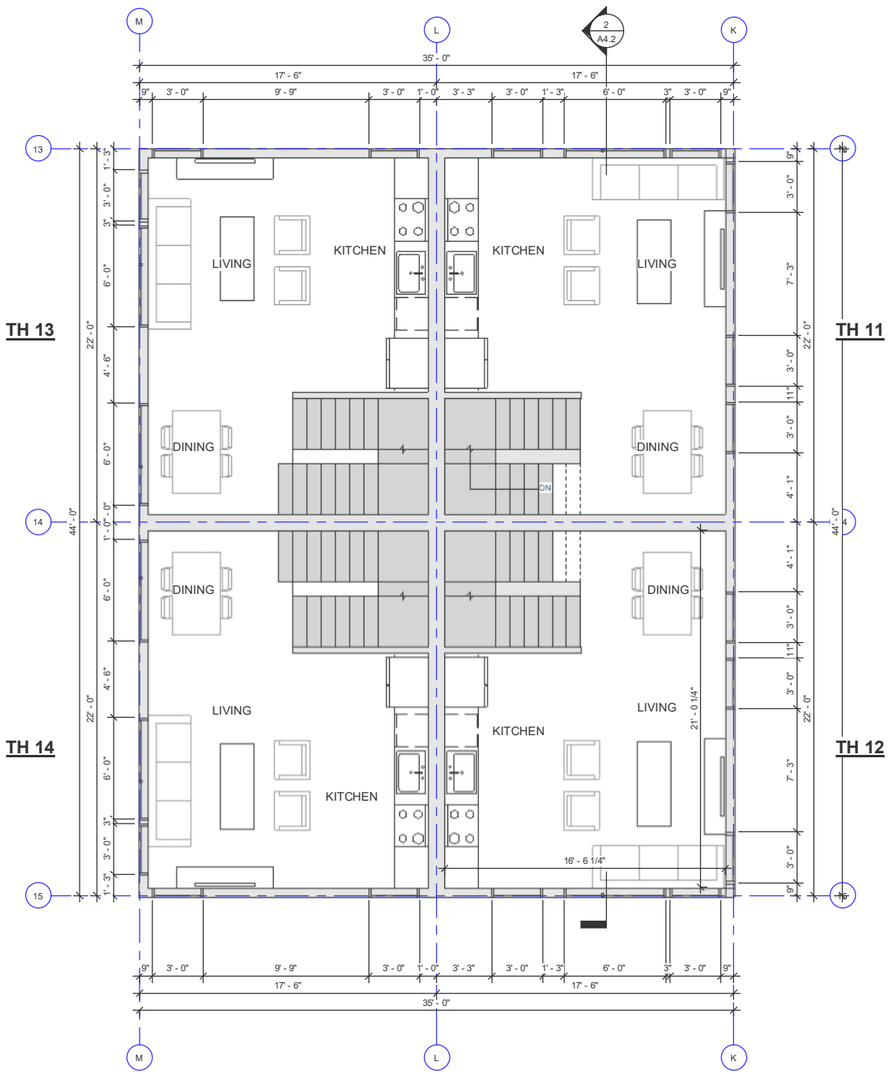
BUILDING 2 - ROOF PLAN



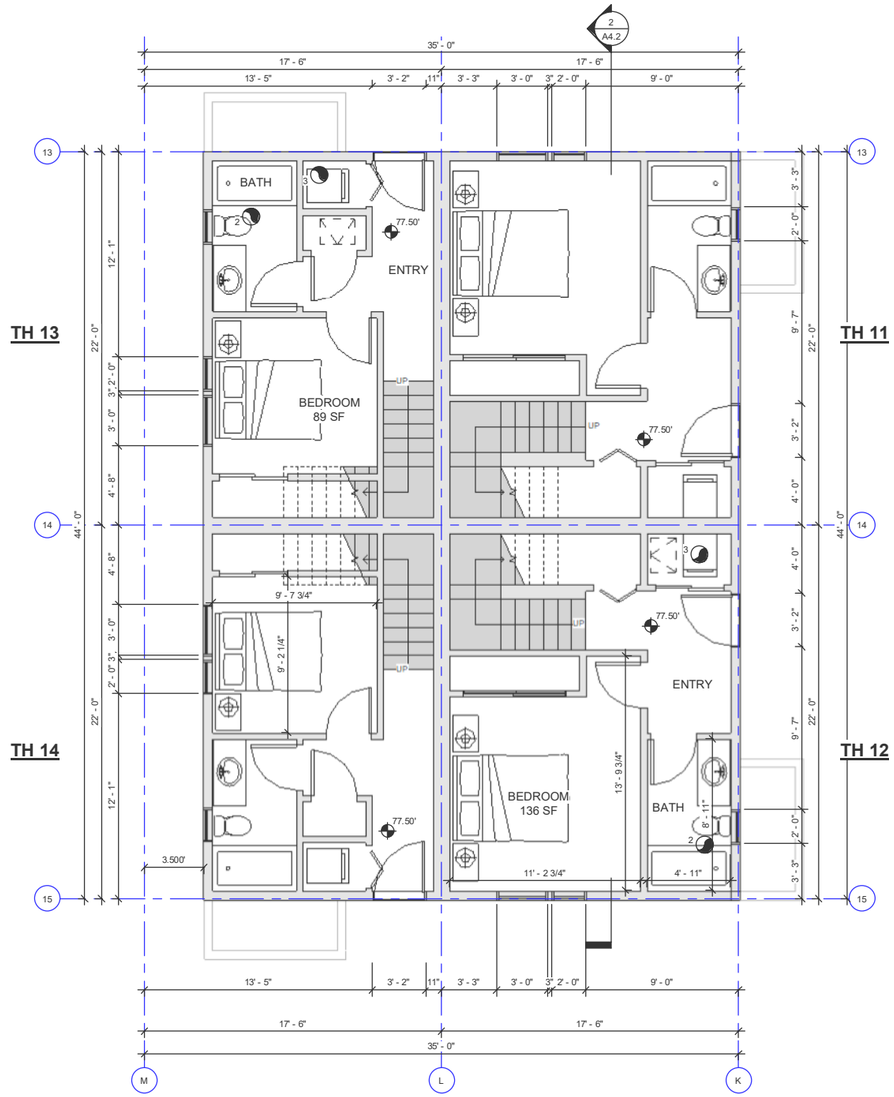
BUILDING 2 - THIRD FLOOR PLAN



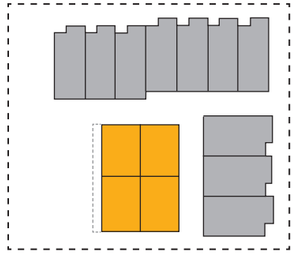
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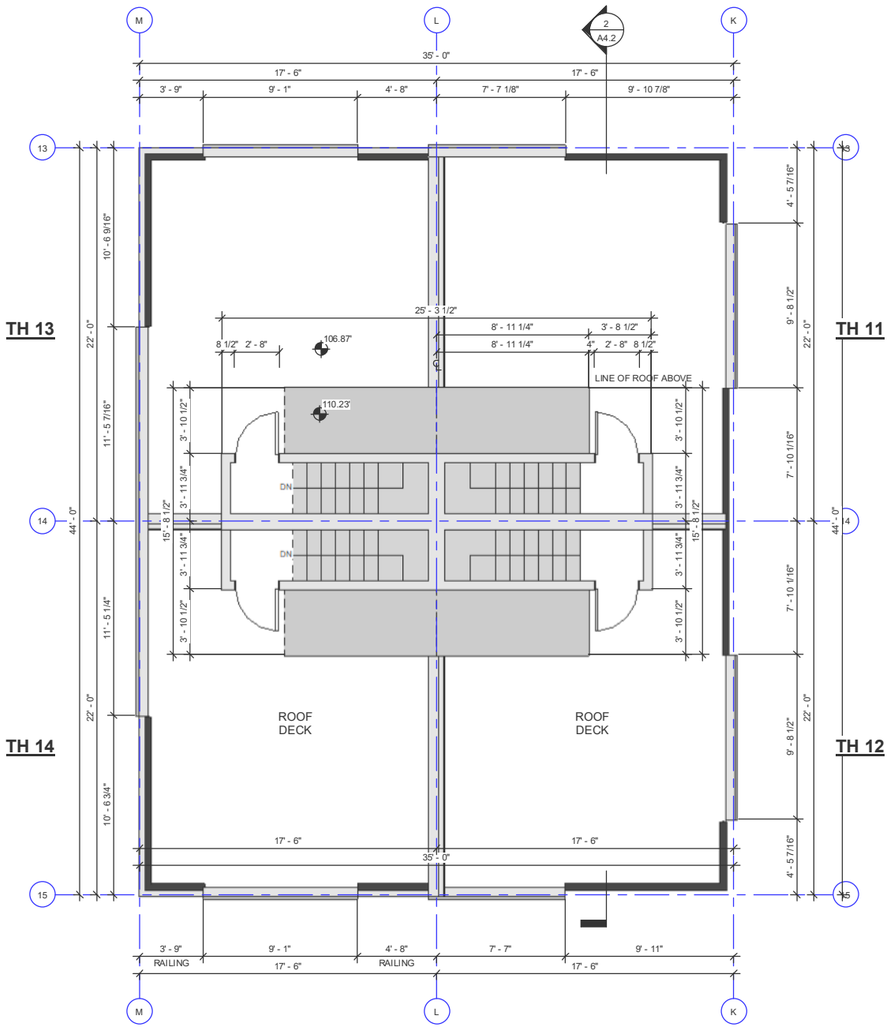
BUILDING 3 - SECOND FLOOR PLAN



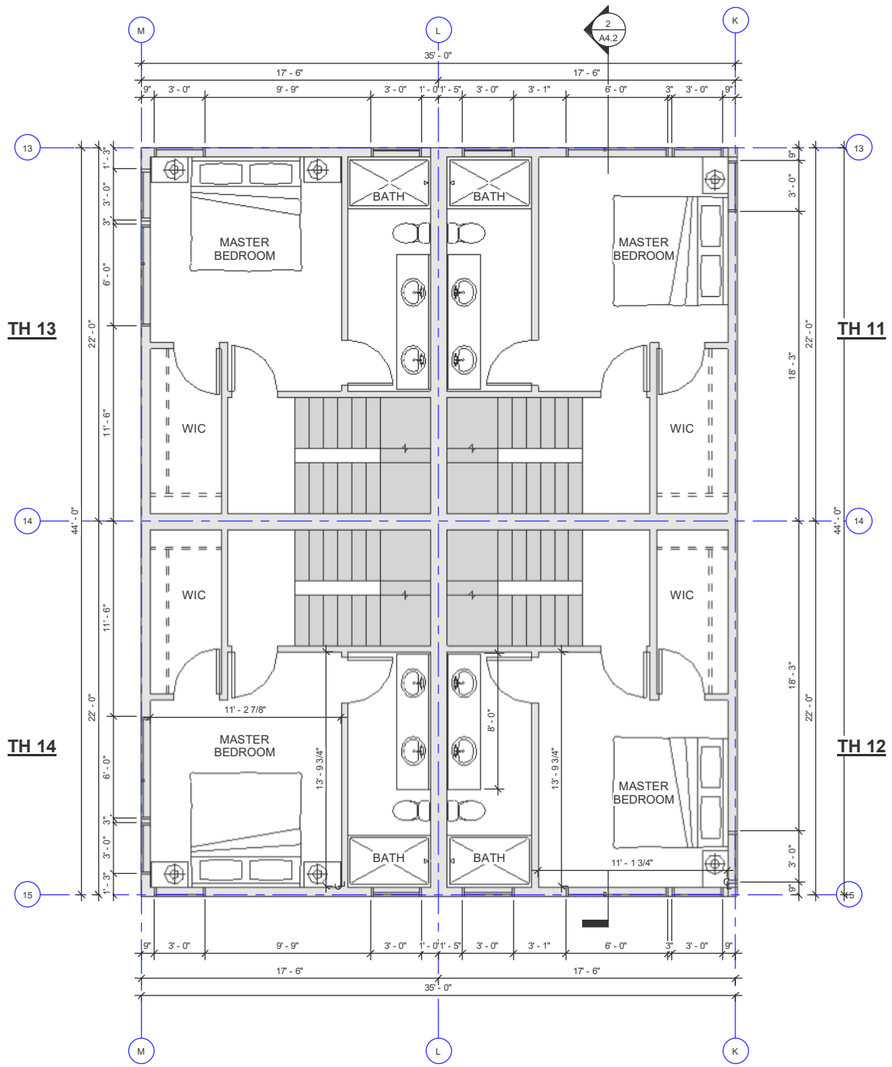
BUILDING 3 - FIRST FLOOR PLAN



KEY



BUILDING 3 - ROOF PLAN



BUILDING 3 - THIRD FLOOR PLAN



BUILDING 1 - NORTH ELEVATION



SMOOTH PANEL/ INFILL (A)
(BLACK MAGIC - SW 6991)



INFILL PANEL (B)
(WHITE SNOW - SW 9541)



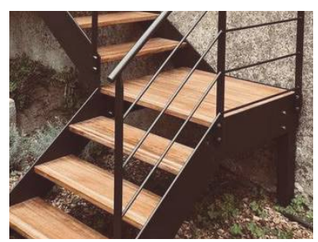
TIGHT KNOT CEDAR (C)
CLEAR



LAP SIDING (D)
(WHITE SNOW - SW 9541)



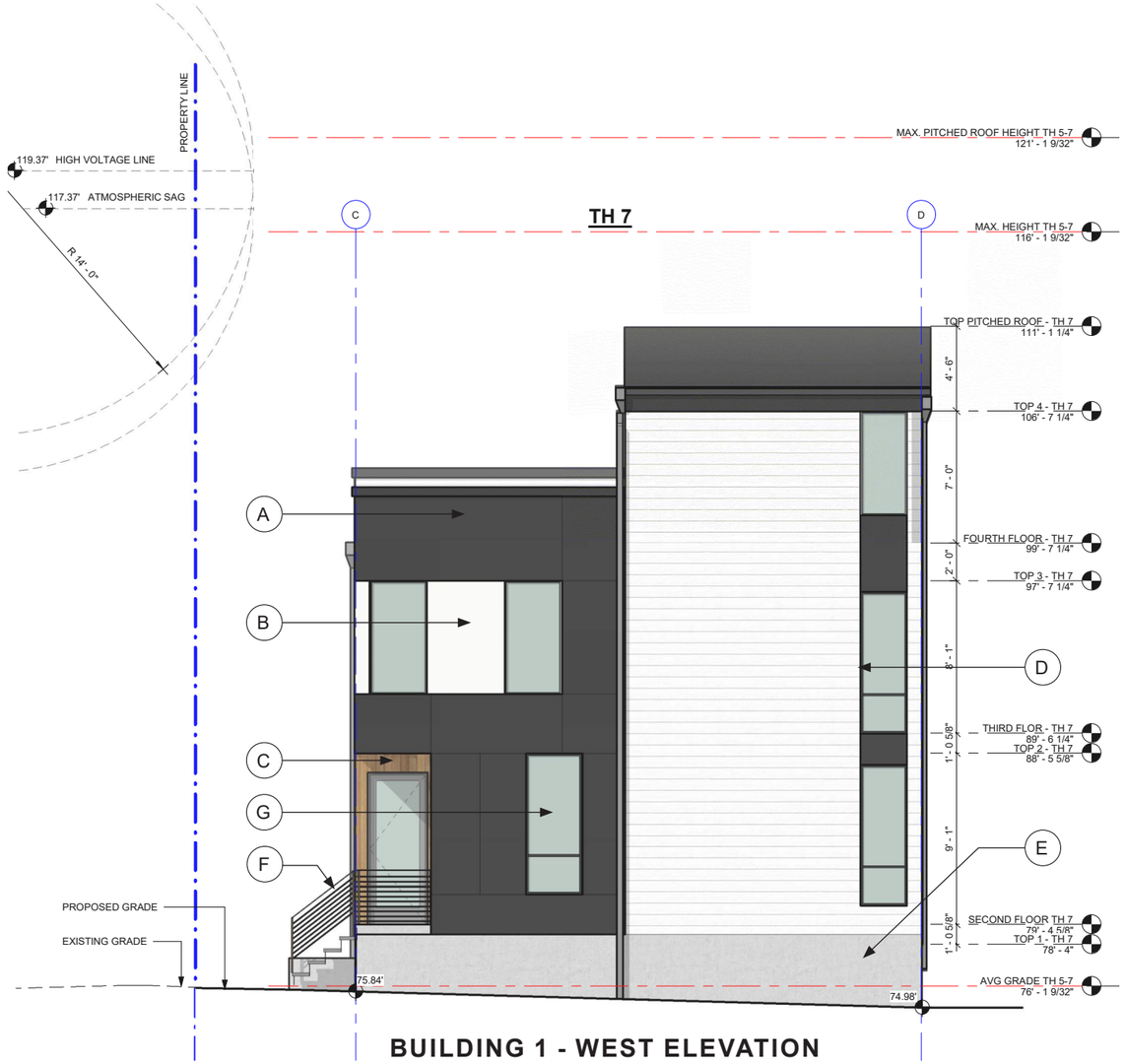
CONCRETE (E)
CAST IN PLACE



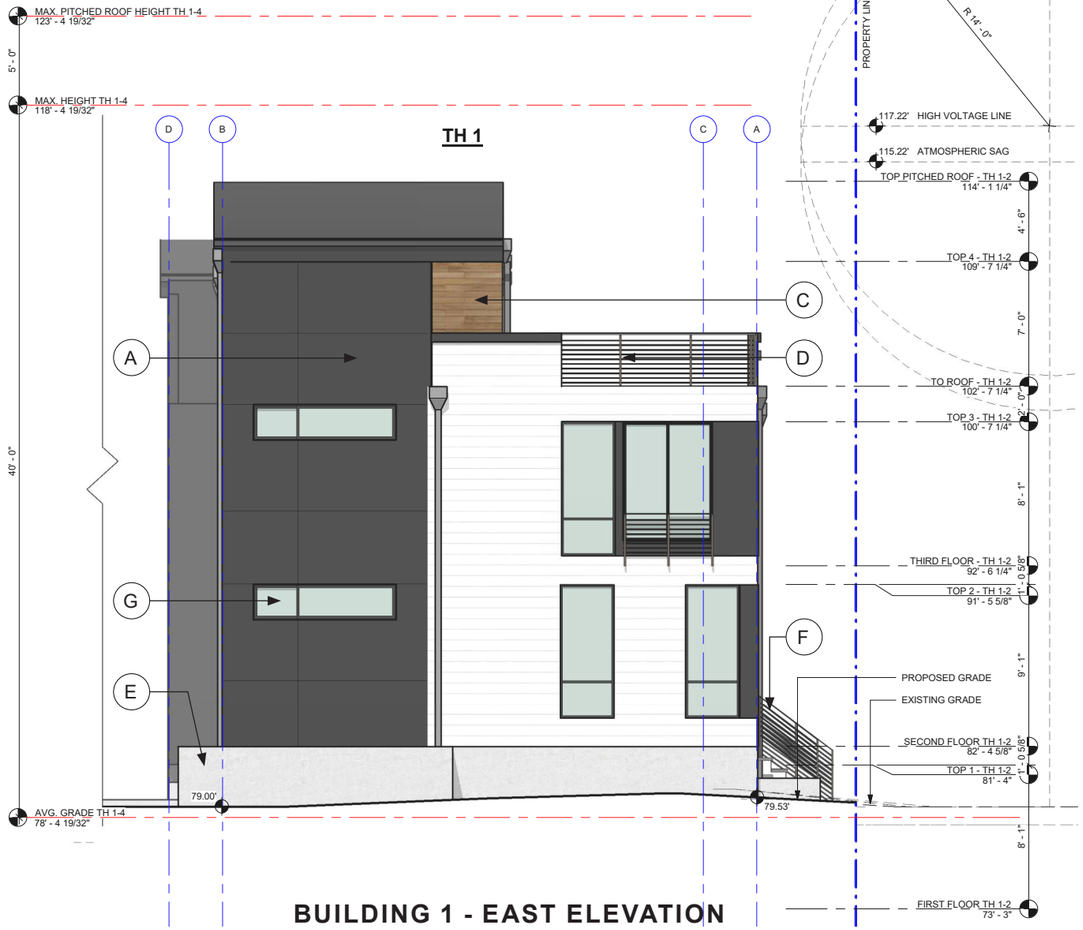
STEEL RAILING (F)
+ OPEN RISERS



WINDOWS (G)
BLACK



BUILDING 1 - WEST ELEVATION



BUILDING 1 - EAST ELEVATION



SMOOTH PANEL/ INFILL (A)
(BLACK MAGIC - SW 6991)



INFILL PANEL (B)
(WHITE SNOW - SW 9541)



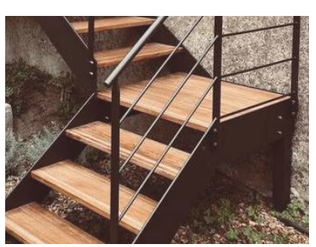
TIGHT KNOT CEDAR (C)
CLEAR



LAP SIDING (D)
(WHITE SNOW - SW 9541)



CONCRETE (E)
CAST IN PLACE



STEEL RAILING (F)
+ OPEN RISERS



WINDOWS (G)
BLACK



BUILDING 1 - SOUTH ELEVATION



SMOOTH PANEL/ INFILL (A)
(BLACK MAGIC - SW 6991)



INFILL PANEL (B)
(WHITE SNOW - SW 9541)



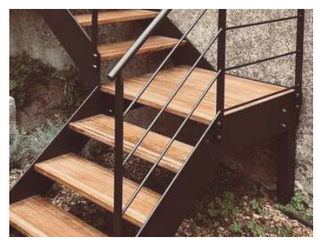
TIGHT KNOT CEDAR (C)
CLEAR



LAP SIDING (D)
(WHITE SNOW - SW 9541)



CONCRETE (E)
CAST IN PLACE



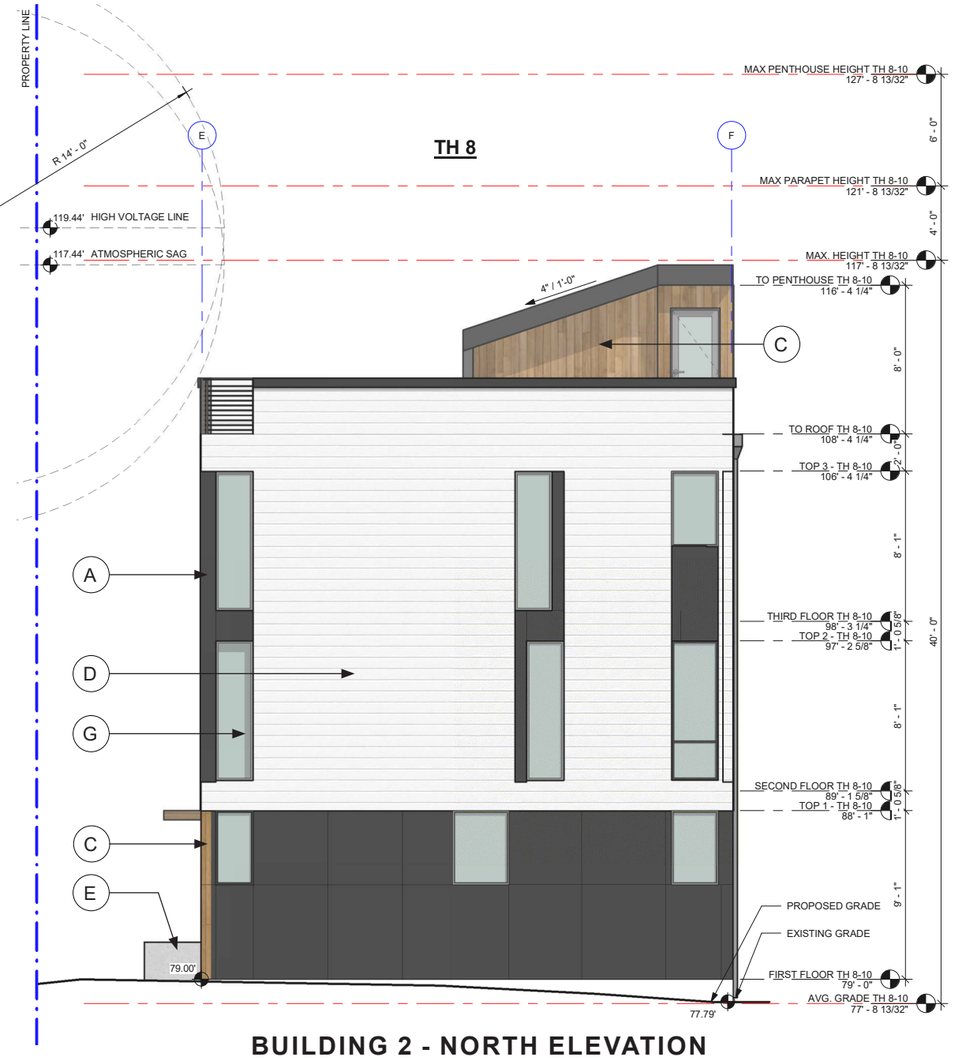
STEEL RAILING (F)
+ OPEN RISERS



WINDOWS (G)
BLACK



BUILDING 2 - EAST ELEVATION



BUILDING 2 - NORTH ELEVATION



SMOOTH PANEL/ INFILL (A)
(BLACK MAGIC - SW 6991)



INFILL PANEL (B)
(WHITE SNOW - SW 9541)



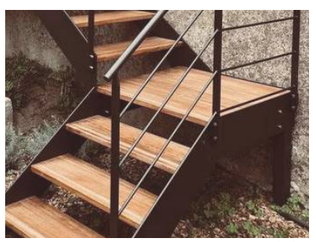
TIGHT KNOT CEDAR (C)
CLEAR



LAP SIDING (D)
(WHITE SNOW - SW 9541)



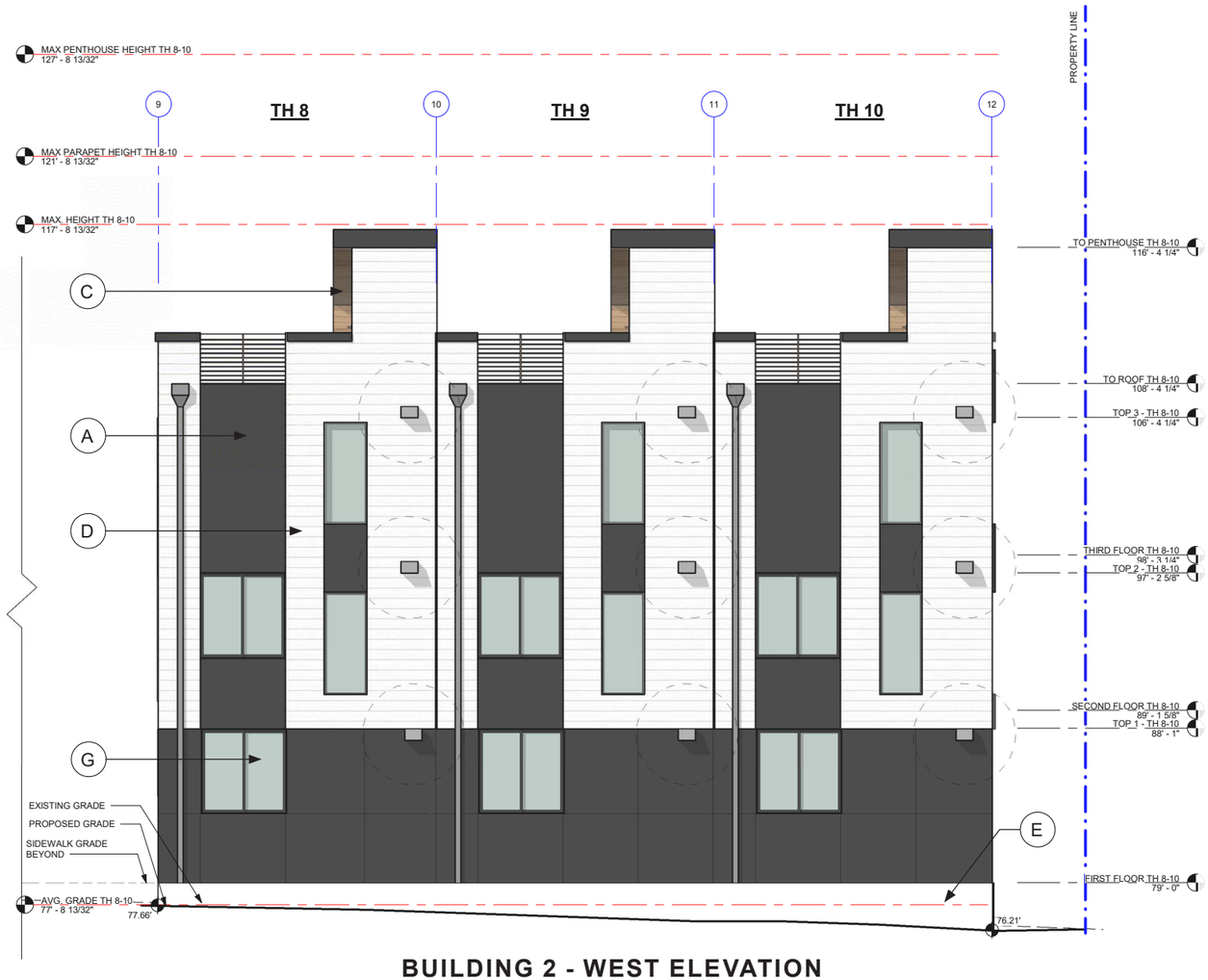
CONCRETE (E)
CAST IN PLACE



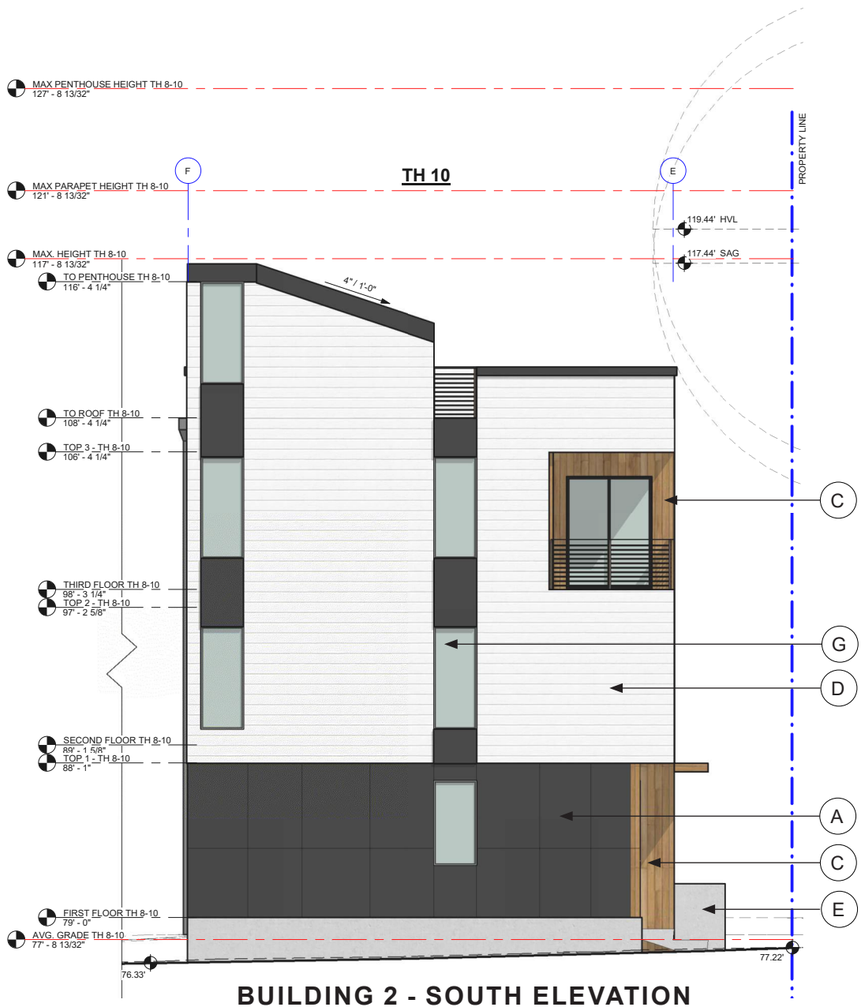
STEEL RAILING (F)
+ OPEN RISERS



WINDOWS (G)
BLACK



BUILDING 2 - WEST ELEVATION



BUILDING 2 - SOUTH ELEVATION



SMOOTH PANEL/ INFILL (A)
(BLACK MAGIC - SW 6991)



INFILL PANEL (B)
(WHITE SNOW - SW 9541)



TIGHT KNOT CEDAR (C)
CLEAR



LAP SIDING (D)
(WHITE SNOW - SW 9541)



CONCRETE (E)
CAST IN PLACE



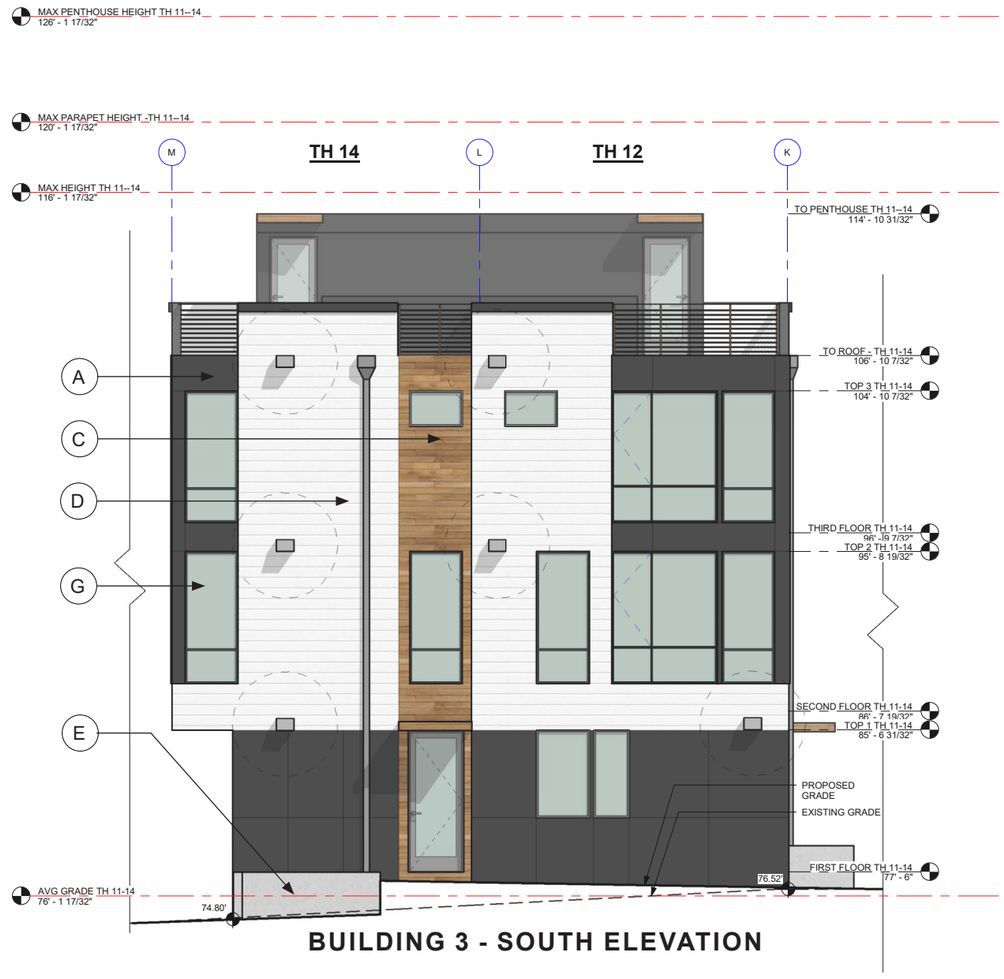
STEEL RAILING (F)
+ OPEN RISERS



WINDOWS (G)
BLACK



BUILDING 3 - EAST ELEVATION



BUILDING 3 - SOUTH ELEVATION



SMOOTH PANEL/ INFILL (A)
(BLACK MAGIC - SW 6991)



INFILL PANEL (B)
(WHITE SNOW - SW 9541)



TIGHT KNOT CEDAR (C)
CLEAR



LAP SIDING (D)
(WHITE SNOW - SW 9541)



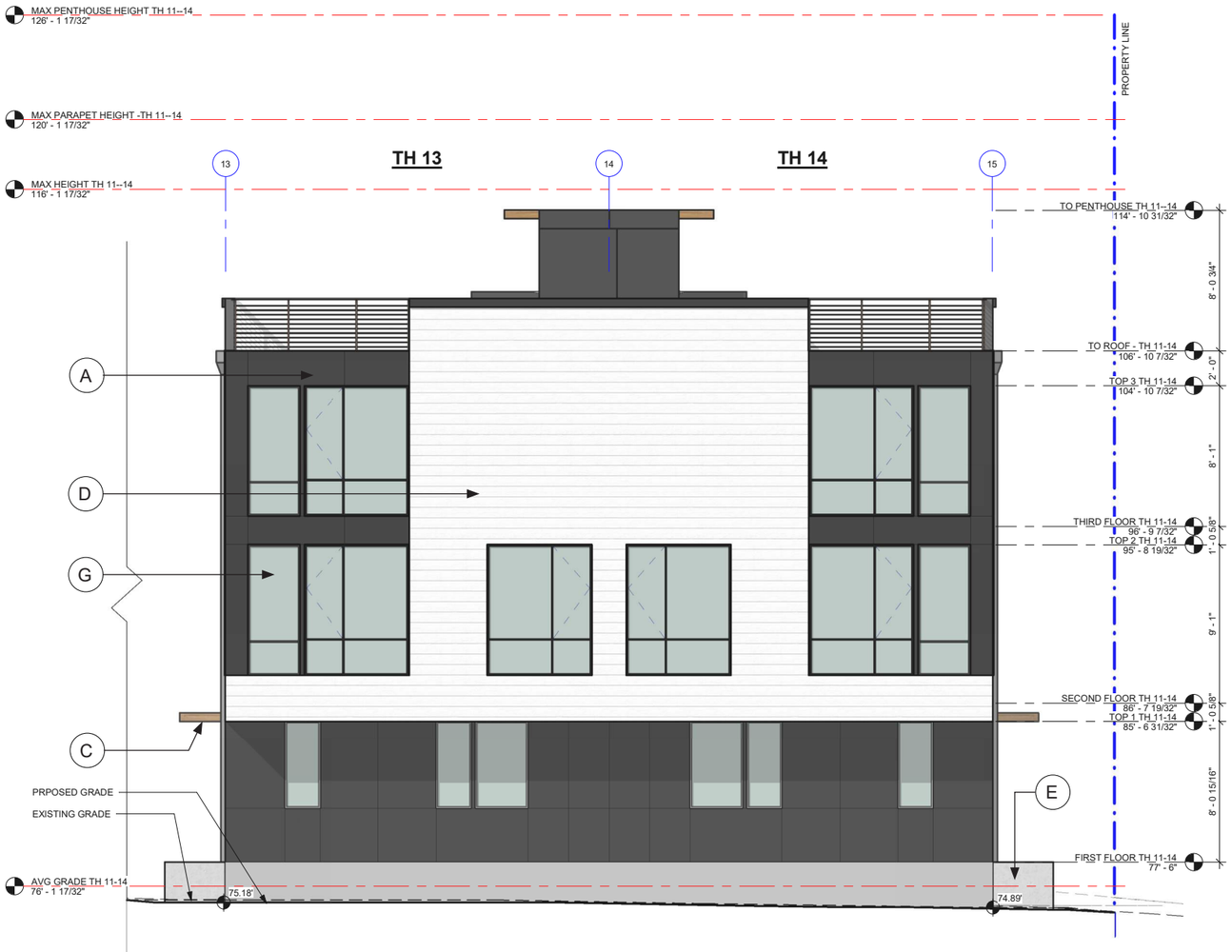
CONCRETE (E)
CAST IN PLACE



STEEL RAILING (F)
+ OPEN RISERS



WINDOWS (G)
BLACK



BUILDING 3 - WEST ELEVATION



BUILDING 3 - NORTH ELEVATION



SMOOTH PANEL/ INFILL (A)
(BLACK MAGIC - SW 6991)



INFILL PANEL (B)
(WHITE SNOW - SW 9541)



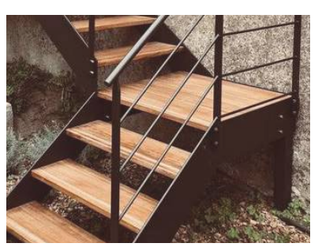
TIGHT KNOT CEDAR (C)
CLEAR



LAP SIDING (D)
(WHITE SNOW - SW 9541)



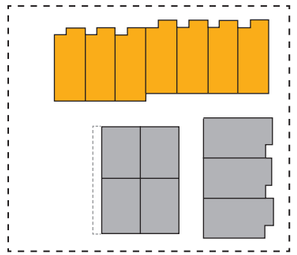
CONCRETE (E)
CAST IN PLACE



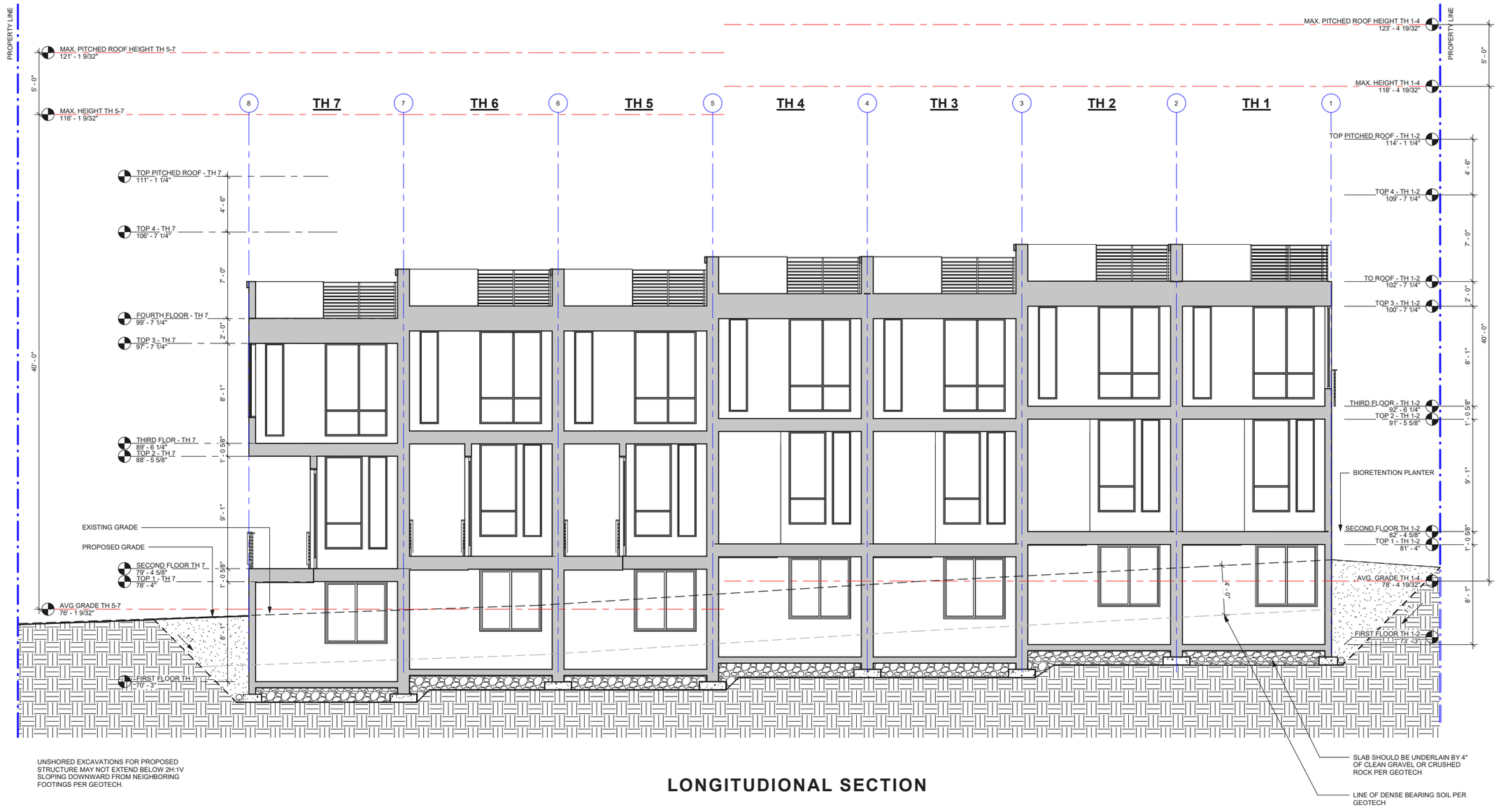
STEEL RAILING (F)
+ OPEN RISERS



WINDOWS (G)
BLACK

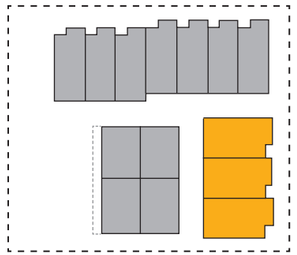


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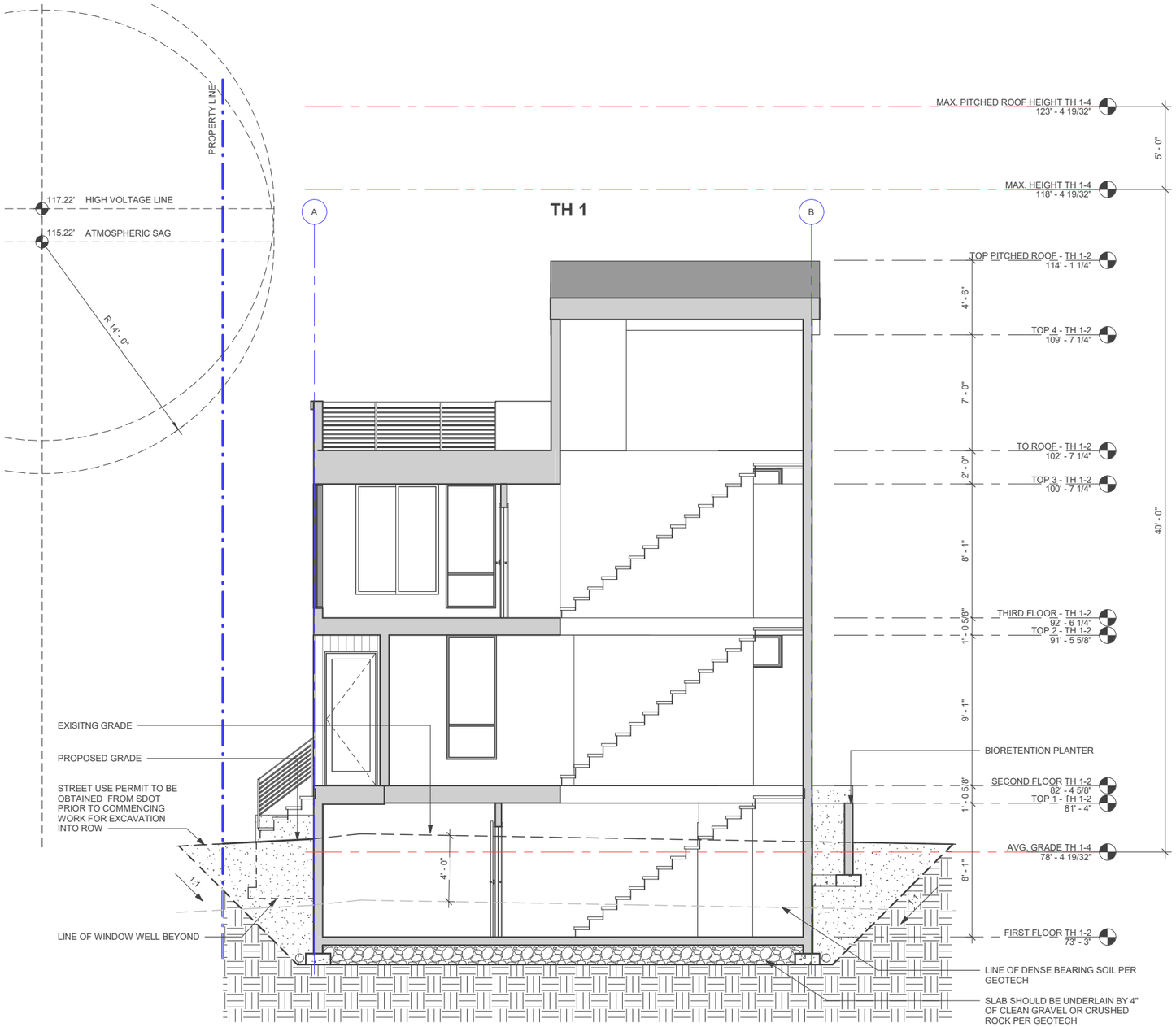


UNSHORED EXCAVATIONS FOR PROPOSED STRUCTURE MAY NOT EXTEND BELOW 2H:1V SLOPING DOWNWARD FROM NEIGHBORING FOOTINGS PER GEOTECH.

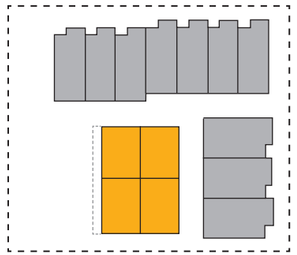
LONGITUDIONAL SECTION



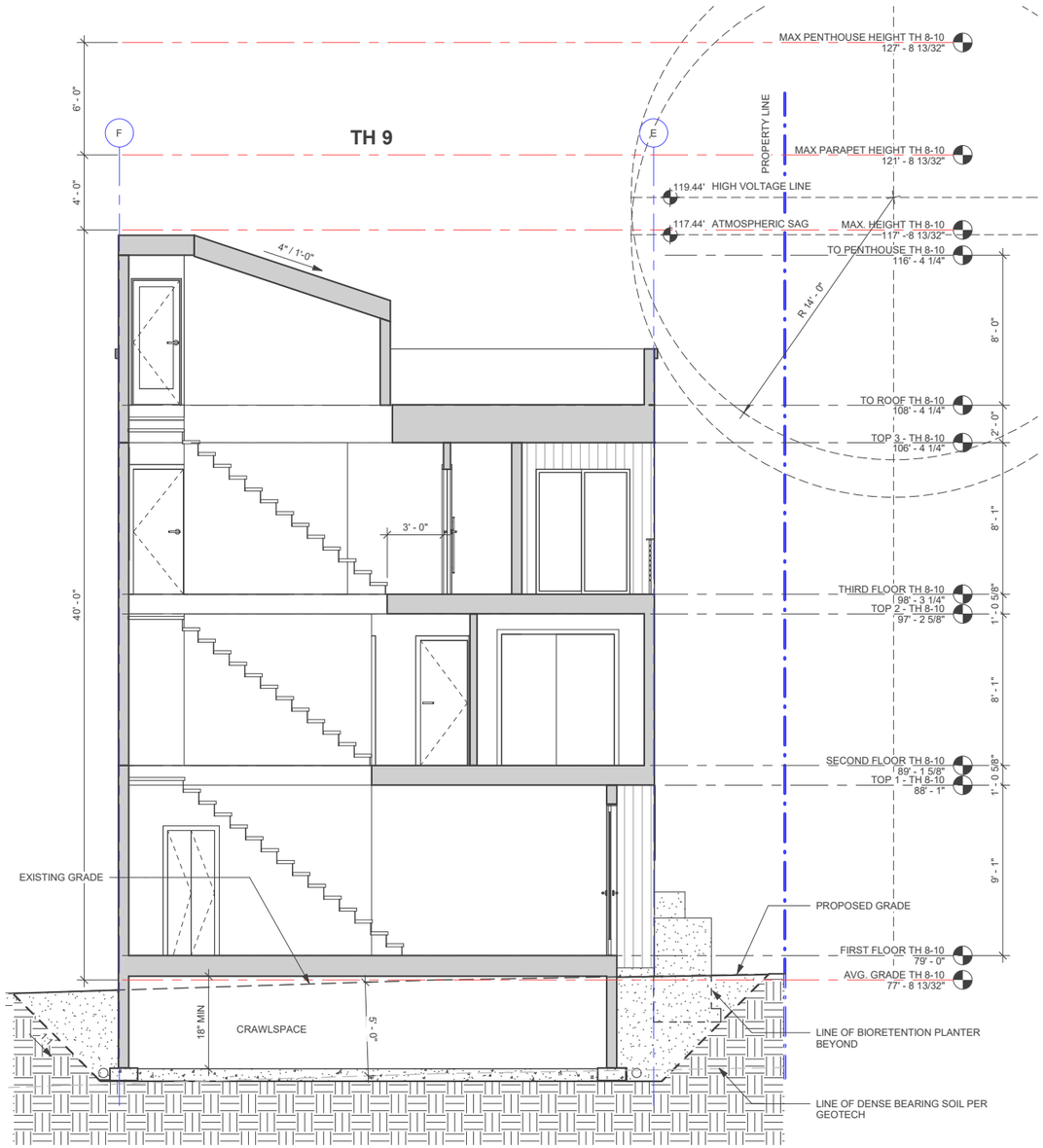
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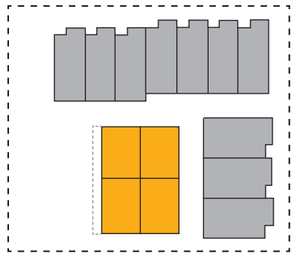
TRANSVERSE SECTION



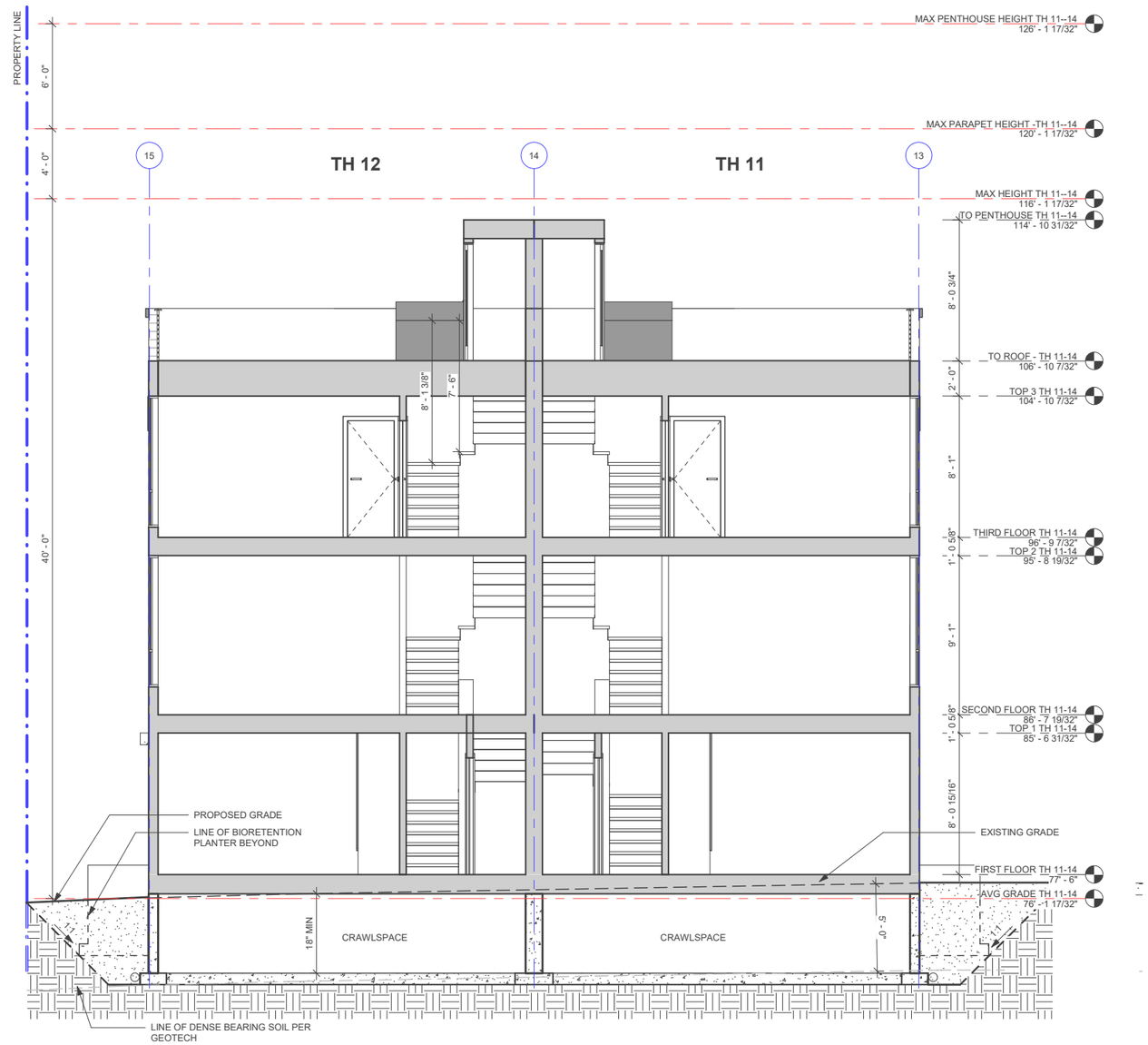
KEY



TRANSVERSE SECTION



KEY



TRANSVERSE SECTION

DEPARTURE

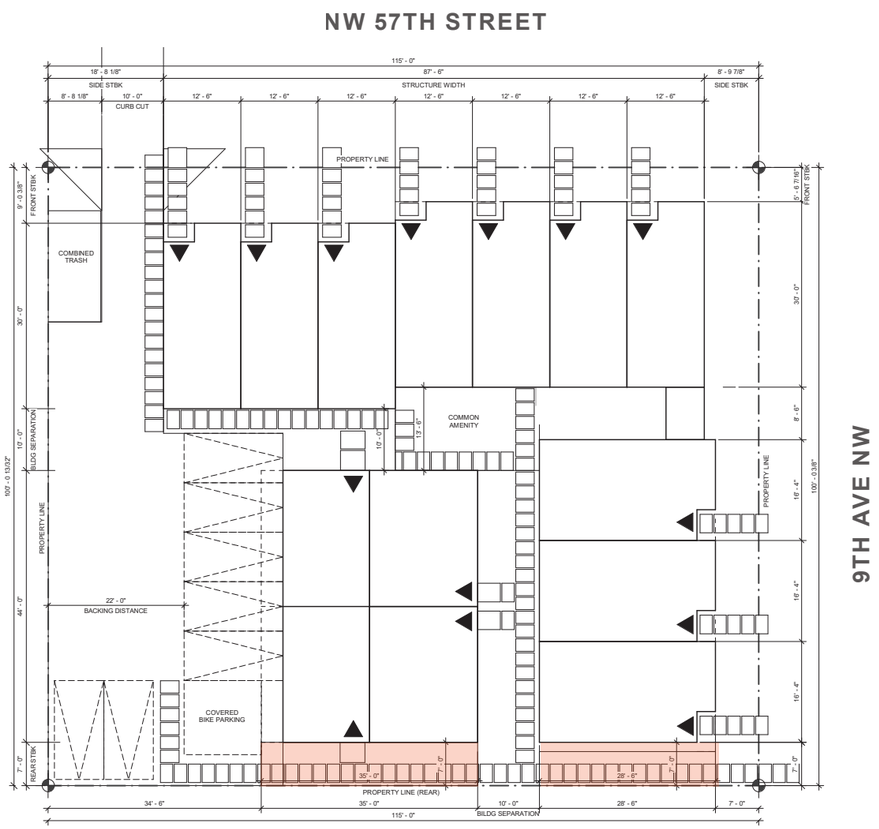
OPTION 3 - PREFERRED
DESIGN STANDARD
SMC 23.45.518.A.1
FACADE LENGTH

CODE REQUIREMENT:
The Required rear setbacks for the LR zones for townhouse is 7'-0" avg / 5'-0" min.

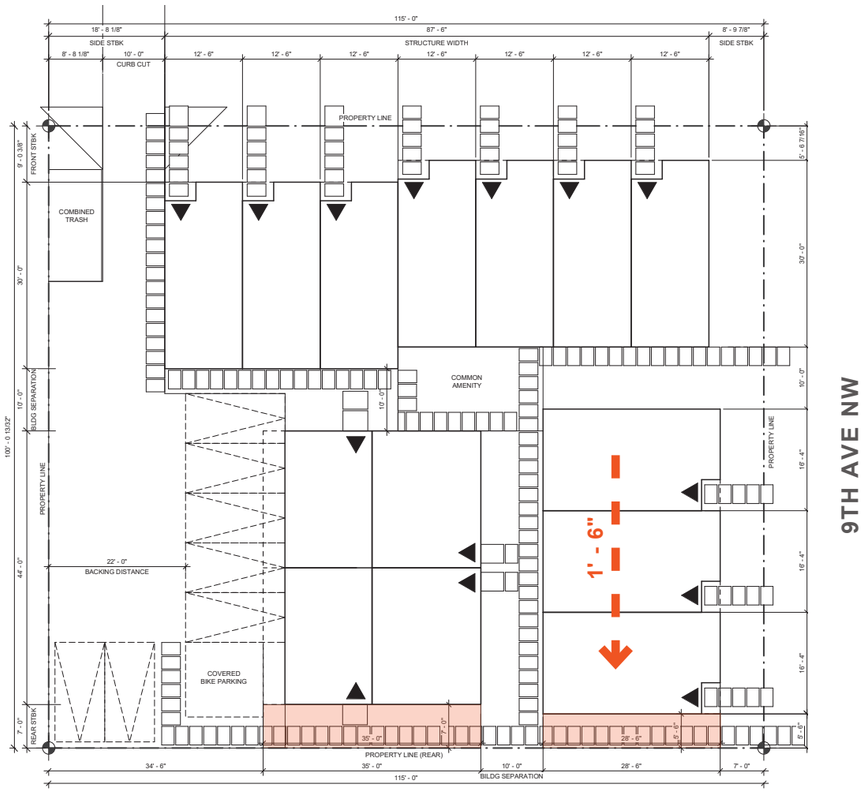
DEPARTURE REQUEST:
To allow for a reduction to the required average rear setback of 6.6%.
Allowed: 7'-0" avg / 5'-0" min. Proposed: 6'- 6" avg / 5'-6" min.

RATIONALE FOR DEPARTURE:
The diagram to the left illustrates the code complaint arrangement, by meeting the rear average setback, the building separation is no longer possible at 9th Ave NW. Instead of having two separate buildings facing the streets, the building would join at the corner due to not having the ten feet building separation required. In addition, the pedestrian pathway into the common amenity would be compromised along with the green open space leading into the center of the site. By allowing the average rear set back to be reduced by 6.6% the project gains green open area and thrue building access, while providing more then the required min. set back of 5.5'. Design Guideline: PL1.A.1, PL3.C.2

PLANNER'S RESPONSE AT EDG:
Staff supports separate structures along NW 57th St and 9th Ave NW and does not feel a joined building would be in keeping with the residential scale of structures in the neighborhood. Staff preliminarily supports the requested departure. (CS3-A-1)



SITE PLAN - CODE COMPLIANT



SITE PLAN - PROPOSED

MAJOR MUP REVISION
DESIGN STANDARD
SMC 23.45.518.F.1
FACADE LENGTH

CODE REQUIREMENT:
IN LR AND MR ZONES, THE MINIMUM REQUIRED SEPARATION BETWEEN PRINCIPAL STRUCTURES AT ANY TWO POINTS ON DIFFERENT INTERIOR FACADES IS 10 FEET.

REQUIRED: 10'-0" SEPARATION

DEPARTURE REQUEST:
REQUESTING A 20% REDUCTION IN BUILDING SEPARATION FROM TEN (10) FEET TO EIGHT (8) FEET BETWEEN BUILDINGS. PROPOSED: 8'-0" SEPARATION (20%REDUCTION)

RATIONALE FOR DEPARTURE:
IN ORDER TO PROVIDE THE REQUIRED CLEARANCES FROM A HIGH VOLTAGE LINE LOCATED ON 9TH AVE NW, BUILDING 2 WAS MOVED TWO FEET WEST. PROVIDING A 9'-0" SETBACK AT THE FRONT OF THE ENTRIES OF BUILDING 2, AND A BUILDING SEPARATION OF 8'-0". THIS ENSURES THE ORGINAL DESIGN OF BUILDING 2 IS MAINTAINED. KEEPING WITH THE NEIGHBORHOOD'S FRONT YARD DESIGN, WE PROPOSE THE ADDITIONAL SPACE ALONG THE SIDEWALK TO BE LAYERED LANDSCAPE BUFFER TO GO ALONG WITH THE ENTRY STOOPS PROPOSED. TO MITIGATE THE SPACE BETWEEN BUILDINGS, WE STUDIED THE ADDITION OF AN ARBOR THAT HAD THE POTENTIAL TO FURTHER DEFINE THAT PEDESTRIAN PATHWAY, HOWEVER WE FELT IT MADE THAT PATHWAY FEEL MORE CONSTRAINED AND LESS PERMEABLE TO SUN LIGHT. INSTEAD WE WERE ABLE TO REDUCE THE WIDTH OF THE BIO PLANTER TO THE MIN. 2'-0", ALLOWING FOR A PATHWAY AND LANDSCAPE AREA OF 5'-6".
CS3.A.3, DC3.B, DC4.D.



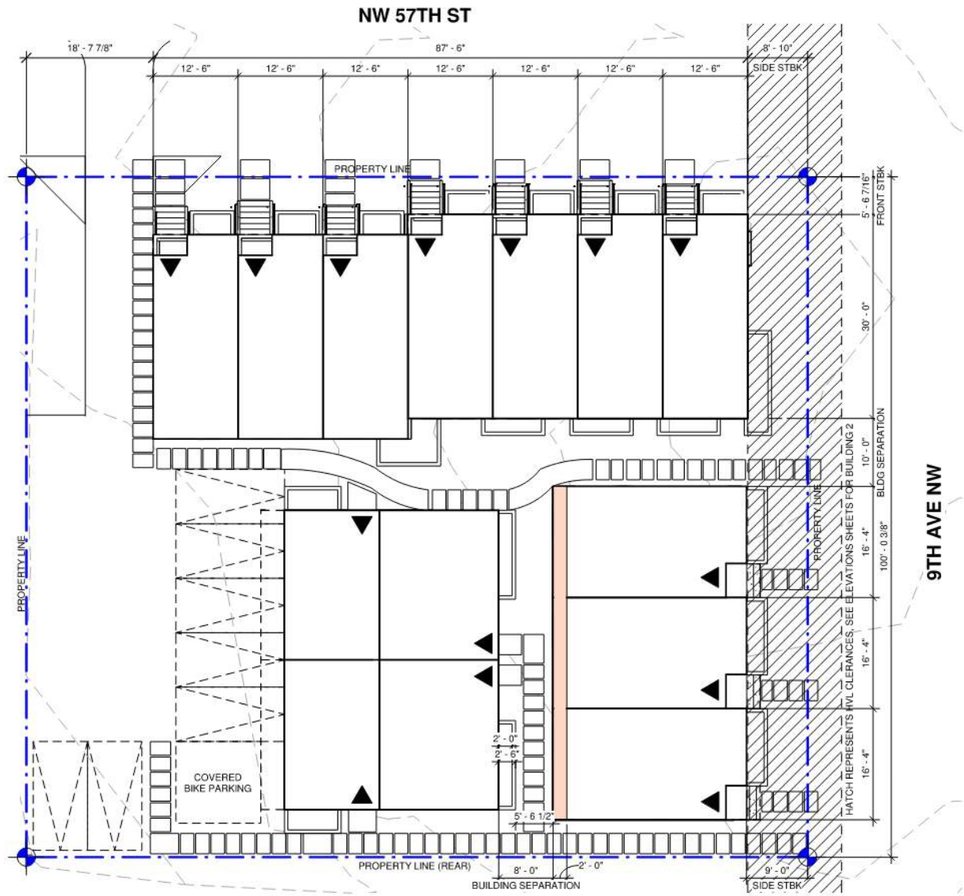
BUILDING SEPARATION -
ARBOR STUDY



BUILDING SEPARATION -
REDUCED BIO PLANTER WIDTH

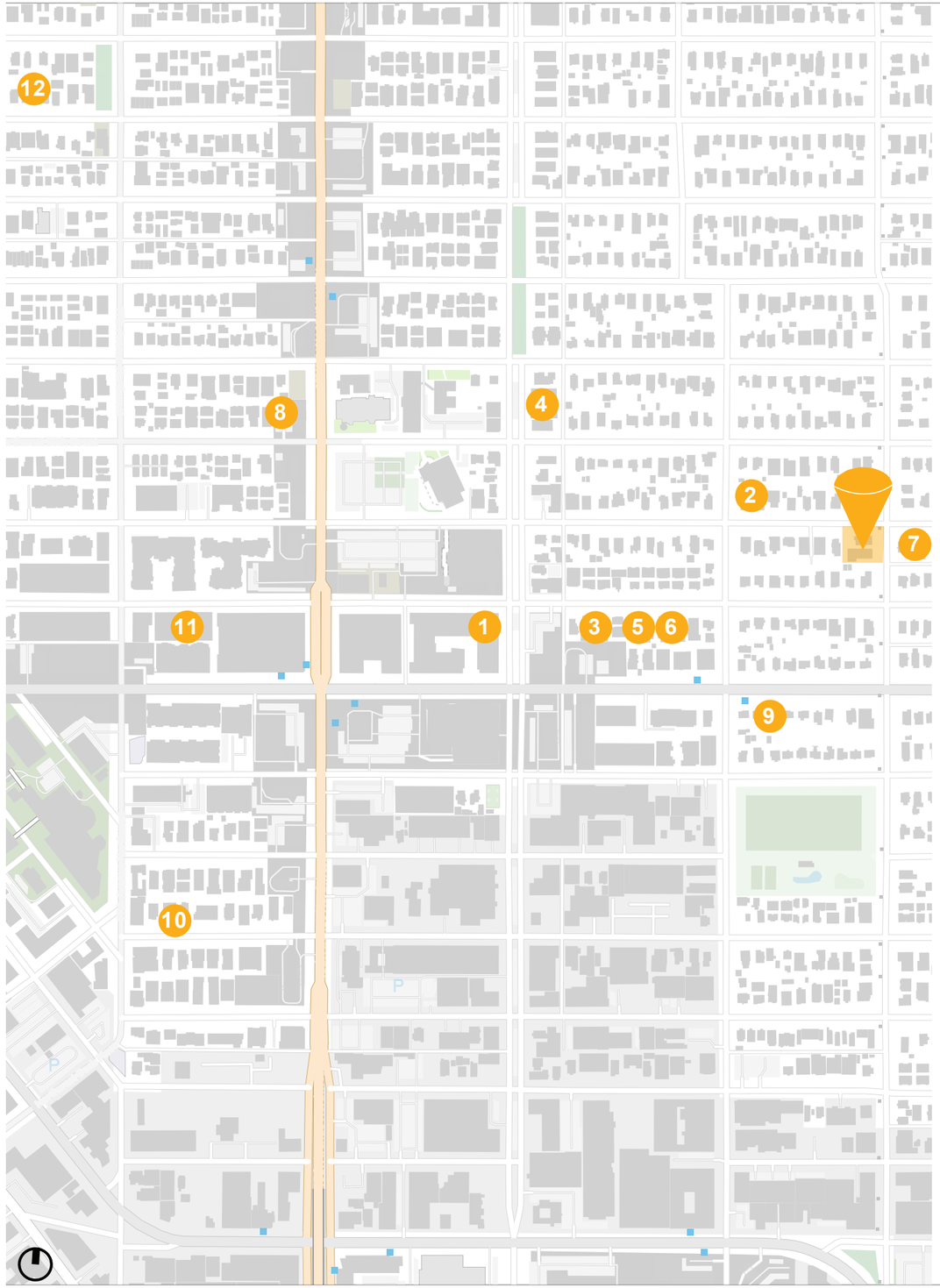


9TH AVE NW - LAYERED LANDSCAPE BUFFER PROPOSED ALONG SIDEWALK



SITE PLAN - PROPOSED

APPENDIX



NEIGHBORHOOD IN TRANSITION

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

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

DESIGN ELEMENTS

Older homes in the neighborhood feature gable roofs, lap siding, and brick. In addition, most of the single family homes in the neighborhood contain stairs, stoops, and front porches along the front facade. Newer townhomes were built with a mix of pitched roofs and flat roofs, while new apartment and mixed-use buildings are being proposed with flat roofs to accommodate roof decks.

PALETTE OF MATERIALS

This project aims to strike a balance between old and new with a combination of pedestrian focused entries on all of the townhomes and the use of flat roofs accommodating roof decks, activating and providing surveillance on the two streets that face the site.

As a transitional townhome development, the project will lean toward entry sequences with stoops, stairs, and high quality, textural materials like natural wood or concrete to activate and bring texture to the pedestrian realm.



1 COLORFUL STREET FACADE



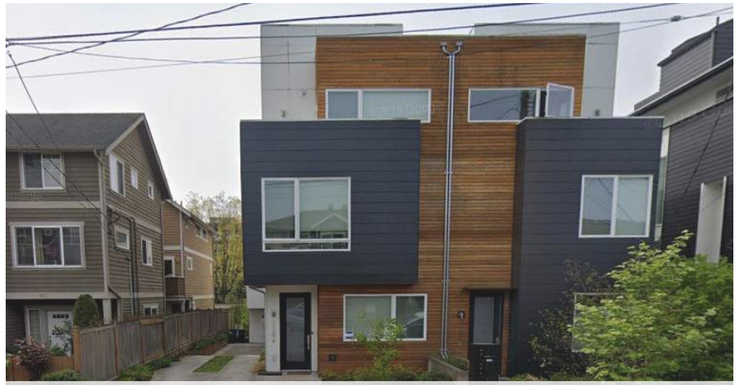
5 RHYTHM IN MASSING



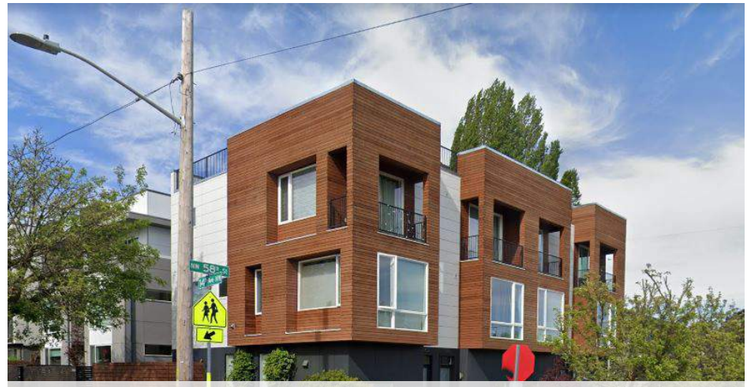
9 GABLE ROOF +ENTRY PORCH



2 STAIRS LEADING TO ENTRY+BRICK AT BASE



3 SIMPLE MASSING + TEXTURED MATERIAL



4 RECESSED GLAZING + WARM TEXTURED MATERIAL



6 SHED ROOF



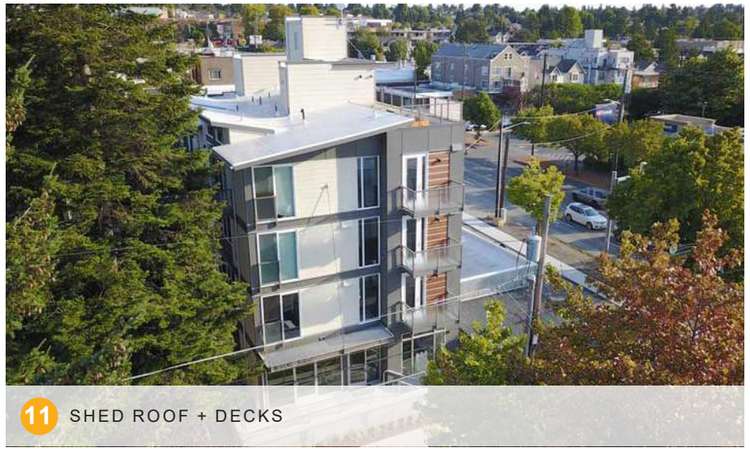
7 ENTRY STOOP + BRICK



8 RECESSED MASSING + SIMPLE GLAZING



10 STREET FACING DECKS



11 SHED ROOF + DECKS



12 RHYTHM IN COLOR + DECKS FACING STREET

FLYER SENT OUT IN THE MAIL ON 11/16/19



SUMMARY OF COMMENTS HEARD DURING PUBLIC OUTREACH:

MISCELLANEOUS COMMENTS:

- Everyone was concerned about the change in density in the neighborhood, in a short amount of time.
- That there was not enough notice from the city in relation to the up zoning (MHA)
- Concerns for the social impact the added population will have in long term
- Tenants of proposed site to be developed that were present at the meeting were concerned with the lack of information in regard to the timeline of the project

NEW ADJACENT DEVELOPMENT COMMENTS:

- Everyone present was concerned with the potential interaction of new residents adding to the traffic of the local streets.
- New development design is not welcomed by residents, the typical “box” style has been found throughout the area, along with lack of detailing, quality, and maintenance.
- On 56th street, to the west of the proposed site, there are several new multifamily project that according to the residents lack in quality, and do not bring improvements to the neighborhood.

PARKING AND TRAFFIC COMMENTS:

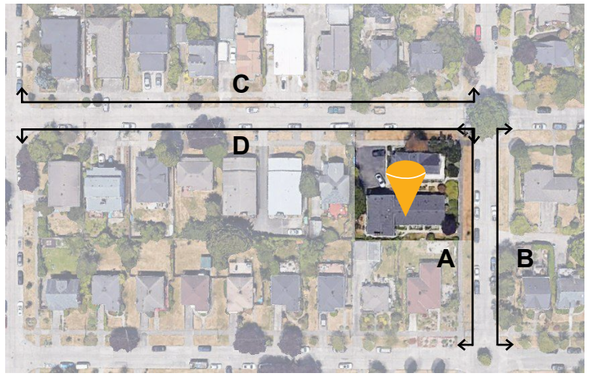
- Everyone present was concerned with the potential interaction of new residents adding to the traffic of the narrow local streets.
- Questions about the feasibility of an underground parking
- Most people expressed the desire for the expansions of the public transportation in the neighborhood

TRASH COMMENTS:

- Concern for individual staging of trash for 14 units
- Screening of trash location to minimize odor is important

DESIGN COMMENTS:

- To provide access to natural light inside the units
- Minimize height, bulk, and scale
- Concerns for accessible design within the unit
- Rejection for the entry sequence design elements required by city wide design guidelines
- Brick is indigenous to this area, residents would like to see more of it
- Concerns for HOA, and maintenance of landscaped areas
- Massing concerns as it relates to shadows and natural light access to neighbor’s houses
- To use more natural colored materials, and less color blocking with paneling
- To implement covered entries and to design an overall welcoming site



SITE

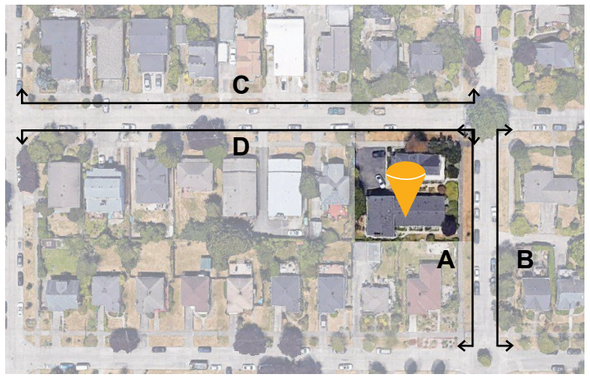


9th AVE NW LOOKING WEST (A)

ACROSS FROM SITE



9th AVE NW LOOKING EAST (B)



ACROSS FROM SITE



NW 57TH ST LOOKING NORTH (C)

SITE



NW 57TH ST LOOKING SOUTH (D)



SITE CONCEPT

SITE CONCEPT KEY:

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

SITE CONCEPT

- Activate all street facing facades with residential entries
- Break up massing along street facades
- Create thru pedestrian access and visual transparency from ROW's
- Centralize the common amenity
- Minimize vehicular access and visual impact
- Use pedestrian access to connect to the sidewalks and the common amenity

SEATTLE DESIGN GUIDELINES:		RESPONSE
CS2 **URBAN PATTERN AND FORM** STRENGTHEN THE MOST DESIRABLE FORMS,CHARACTERISTICS, AND PATTERNS OF THE STREETS, BLOCK FACES, AND OPEN SPACES IN THE SURROUNDING AREA.	**B. ADJACENT SITES, STREETS, AND OPEN SPACES** 2. CONNECTION TO THE STREET: IDENTIFY OPPORTUNITIES FOR THE PROJECT TO MAKE A STRONG CONNECTION TO THE STREET AND CAREFULLY CONSIDER HOW THE BUILDING WILL INTERACT WITH THE PUBLIC REALM. CONSIDER THE QUALITIES AND CHARACTER OF THE STREETSCAPE— ITS PHYSICAL FEATURES (SIDEWALK, PARKING, LANDSCAPE STRIP, STREET TREES, TRAVEL LANES, AND OTHER AMENITIES) AND ITS FUNCTION (MAJOR RETAIL STREET OR QUIETER RESIDENTIAL STREET)—IN SITING AND DESIGNING THE BUILDING.	TOWNHOUSE ENTRIES WILL CONNECT DIRECTLY TO THE STREETS THEY FACE, WITH THE EXCEPTION OF 4 UNITS. THE PREFERRED OPTION PRIORITIZES PROVIDING AS MANY UNIT ENTRIES ON BOTH STREETS AS POSSIBLE, ACTIVATING AND STRENGTHENING THE RESIDENTIAL CHARACTER IN THE NEIGHBORHOOD. THE INTENT IS TO IMPLEMENT THE CURRENT DESIGN ELEMENTS FOUND IN THE PREDOMINANTLY SINGLE FAMILY NEIGHBORHOOD: STAIRS LEADING TO THE ENTRY, STOOPS AND DECKS AT FRONT FACADES.
	C. RELATIONSHIP TO THE BLOCK 1. CORNER SITES: CORNER SITES CAN SERVE AS GATEWAYS OR FOCAL POINTS; BOTH REQUIRE CAREFUL DETAILING AT THE FIRST THREE FLOORS DUE TO THEIR HIGH VISIBILITY FROM TWO OR MORE STREETS AND LONG DISTANCES. CONSIDER USING A CORNER TO PROVIDE EXTRA SPACE FOR PEDESTRIANS AND A GENEROUS ENTRY, OR BUILD OUT TO THE CORNER TO PROVIDE A STRONG URBAN EDGE TO THE BLOCK.	THE CORNER OF THE SITE WILL SERVE AS FOCAL POINTS FOR THE LOCATION OF SPECIAL MATERIAL APPLICATIONS, USE OF LUSH LANDSCAPE AT GROUND LEVEL, AND LARGE GLAZING STRATEGIES.
	3. FULL BLOCK SITES: BREAK UP LONG FACADES OF FULL-BLOCK BUILDINGS TO AVOID A MONOLITHIC PRESENCE. PROVIDE DETAIL AND HUMAN SCALE AT STREET-LEVEL, AND INCLUDE REPEATING ELEMENTS TO ADD VARIETY AND RHYTHM TO THE FACADE AND OVERALL BUILDING DESIGN. CONSIDER PROVIDING THROUGH-BLOCK ACCESS AND/OR DESIGNING THE PROJECT AS AN ASSEMBLAGE OF BUILDINGS AND SPACES WITHIN THE BLOCK.	THE PREFERRED OPTION LOOKS AT PROVIDING THREE BUILDINGS WITH TEN FEET SEPARATION IN BETWEEN, BREAKING UP THE MASSING WITHIN THE SITE, WHILE PROVIDING CONNECTION ROUTES FOR PEDESTRIANS.
	D. HEIGHT, BULK, AND SCALE 3. ZONE TRANSITIONS: FOR PROJECTS LOCATED AT THE EDGE OF DIFFERENT ZONES, PROVIDE AN APPROPRIATE TRANSITION OR COMPLEMENT TO THE ADJACENT ZONE(S)... CONSIDER DISTANCE TO THE EDGE OF A LESS (OR MORE) INTENSIVE ZONE, THE TYPE OF SEPARATION FROM ADJACENT PROPERTIES...	THE NEIGHBORHOOD HAS BEEN RECENTLY UP ZONED, AND WITH THAT, A VARIETY OF NEW MULTIFAMILY PROJECTS HAVE BEEN INTRODUCED TO THE AREA, HOWEVER IT IS A PREDOMINANTLY SINGLE FAMILY NEIGHBORHOOD. THE INTENT TO MINIMIZE HEIGHT AND BULK, BY DESIGNING GABLE ROOFS AT THE LONGEST BUILDING FACING NW 57TH STREET, AND PULLING STAIR TOWER AWAY FROM STREET EDGES
PL1 **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. VISIBLE ACCESS TO THE BUILDING'S ENTRY SHOULD BE PROVIDED. EXAMPLES OF PEDESTRIAN AMENITIES INCLUDE SEATING, OTHER STREET FURNITURE, LIGHTING, YEAR-ROUND LANDSCAPING, SEASONAL PLANTINGS, PEDESTRIAN SCALE SIGNAGE, SITE FURNITURE, ART WORK, AWNINGS, LARGE STOREFRONT WINDOWS, AND ENGAGING RETAIL DISPLAYS AND/OR KIOSKS.	THE COMMON AMENITY BEING PROPOSED ON THE PREFERRED OPTION WILL SERVE AS A LIVELY, PEDESTRIAN ORIENTED SPACE, LOCATED CENTRALLY BETWEEN THE 3 BUILDINGS. THE OBJECTIVE IS TO DESIGN THAT SPACE WITH THE FOLLOWING AMENITIES: SEATING, LIGHTING, LUSH LAYERED LANDSCAPE, SIGNAGE AND TEXTURED PATHWAYS THAT LEAD RESIDENTS WITHIN THE SITE TO THE CENTRALIZED OPEN SPACE.

SEATTLE DESIGN GUIDELINES:		RESPONSE
PL2 **WALKABILITY** CREATE A SAFE AND COMFORTABLE WALKING ENVIRONMENT THAT IS EASY TO NAVIGATE AND WELL-CONNECTED TO EXISTING PEDESTRIAN WALKWAYS AND FEATURES.	**B. SAFETY AND SECURITY** 1. EYES ON THE STREET: CREATE A SAFE ENVIRONMENT BY PROVIDING LINES OF SIGHT AND ENCOURAGING NATURAL SURVEILLANCE THROUGH STRATEGIC PLACEMENT OF DOORS, WINDOWS, BALCONIES AND STREET-LEVEL USES.	THE UNIT CIRCULATION, PULLING THE STAIR TOWERS TO THE REAR OF THE UNITS (AWAY FROM THE STREET), ALLOWS FOR PRIMARY SPACES (AND LARGE GLAZING) FACING THE STREETS, FULL LITE ENTRY DOORS WILL FURTHER PROVIDE SAFETY AT THE STREET LEVEL. IN ADDITION, ALL UNITS WILL BE PROVIDED WITH ROOF DECKS FACING THE STREET.
PL3 **STREET-LEVEL INTERACTION** CREATE A SAFE AND COMFORTABLE WALKING ENVIRONMENT THAT IS EASY TO NAVIGATE AND WELL-CONNECTED TO EXISTING PEDESTRIAN WALKWAYS AND FEATURES.	**A. ENTRIES** D. INDIVIDUAL ENTRIES TO GROUND-RELATED HOUSING SHOULD BE SCALED AND DETAILED APPROPRIATELY TO PROVIDE FOR A MORE INTIMATE TYPE OF ENTRY. THE DESIGN SHOULD CONTRIBUTE TO A SENSE OF IDENTITY, OPPORTUNITY FOR PERSONALIZATION, OFFER PRIVACY, AND EMPHASIZE PERSONAL SAFETY AND SECURITY FOR BUILDING OCCUPANTS.	THE ENTRIES WILL BE A IMPORTANT FOCAL POINT FOR THIS TOWNHOUSE PROJECT. ELEMENTS SUCH AS STOOPS, AWNINGS, ADDRESS NUMBERS, LAYERED LANDSCAPE, LIGHTING AND BIO PLANTERS WILL BE PROVIDED TO CREATE A SENSE OF IDENTITY AND LEAVE OPPORTUNITY FOR FUTURE PERSONALIZATIONS AT EACH ENTRY; AS WELL AS FIT INTO EXISTING NEIGHBORHOOD PATTERNS.
DC1 **PROJECT USES AND ACTIVITIES** OPTIMIZE THE ARRANGEMENT OF USES AND ACTIVITIES ON SITE.	**B. VEHICULAR ACCESS AND CIRCULATION** B. WHERE DRIVEWAYS AND CURB CUTS ARE UNAVOIDABLE, MINIMIZE THE NUMBER AND WIDTH AS MUCH AS POSSIBLE.	THE WIDTH OF THE DRIVEWAY HAS BEEN MINIMIZED AS MUCH AS POSSIBLE, AND LOCATED OVER THE EXISTING DRIVEWAY CUT, ON THE NORTHWEST SIDE OF THE LOT.
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—INCLUDING ALLEYS AND VISIBLE ROOFS—CONSIDERING THE COMPOSITION AND ARCHITECTURAL EXPRESSION OF THE BUILDING AS A WHOLE. ENSURE THAT ALL FACADES ARE ATTRACTIVE AND WELL PROPORTIONED THROUGH THE PLACEMENT AND DETAILING OF ALL ELEMENTS, INCLUDING BAYS, FENESTRATION, AND MATERIALS, AND ANY PATTERNS CREATED BY THEIR ARRANGEMENT. ON SITES THAT ABUT AN ALLEY, DESIGN THE ALLEY FACADE AND ITS CONNECTION TO THE STREET CAREFULLY. AT A MINIMUM, CONSIDER WRAPPING THE TREATMENT OF THE STREET-FACING FACADE AROUND THE ALLEY CORNER OF THE BUILDING. **C. SECONDARY ARCHITECTURAL FEATURES** C. CREATING A WELL-PROPORTIONED BASE, MIDDLE AND TOP TO THE BUILDING IN LOCATIONS WHERE THIS MIGHT BE APPROPRIATE. CONSIDER HOW SURROUNDING BUILDINGS HAVE ADDRESSED BASE, MIDDLE, AND TOP, AND WHETHER THOSE SOLUTIONS—OR SIMILAR ONES—MIGHT BE A GOOD FIT FOR THE PROJECT AND ITS CONTEXT	THE PROGRAM IS INVERTED BETWEEN THE TOWNHOUSES FACING 9TH AVE AND THE TOWNHOUSES IN THE CENTER OF THE SITE, WITH THE INTENT TO PROVIDE PRIVACY AND OPPORTUNITY FOR FACADE ARTICULATION WITH THE USE OF APPROPRIATE GLAZING. LANDSCAPING AND HARDSCAPING WILL COMPLEMENT THE ARCHITECTURAL CONCEPT AND BE STRATEGICALLY LOCATED TO CREATE A SENSE OF PLACE AND COMMUNITY BY CONNECTING COMMON SPACES WITH THE STREET REALM. KEEPING THE BUILDING UNDER HEIGHT LIMITS IS KEY TO RESPONDING TO SURROUNDING CONTEXT, AS MOST OF THE CONTEXT IS MADE UP OF 1-3 STORIES. KEEPING THE FOCUS ON THE GROUND LEVEL ENTRIES, AND PROVIDING FEATURES THAT RESPOND TO THE RESIDENTIAL COMMUNITY.

OPTION ONE - CODE COMPLIANT

DISTINGUISHING FEATURES
- 13 Townhouses + 1 single family
- 7 Surface parking stalls
- 3-story units in 4 buildings
- 14 roof decks
- 15,288 SF FAR
- 2 bedrooms in each unit type
- Code compliant

OPPORTUNITIES
- No privacy conflicts between units within the site with linear building arrangement
- Combined trash location near curb cut
- Two locations for bike parking

CONSTRAINTS
- Week connection to the street along 9th Ave NW
- Less "family" sized units
- Less unit or program variation
- Less entries facing streets
- Two curb cuts for access creates more paving
- Centralized parking/ paving area resulting in less grass space

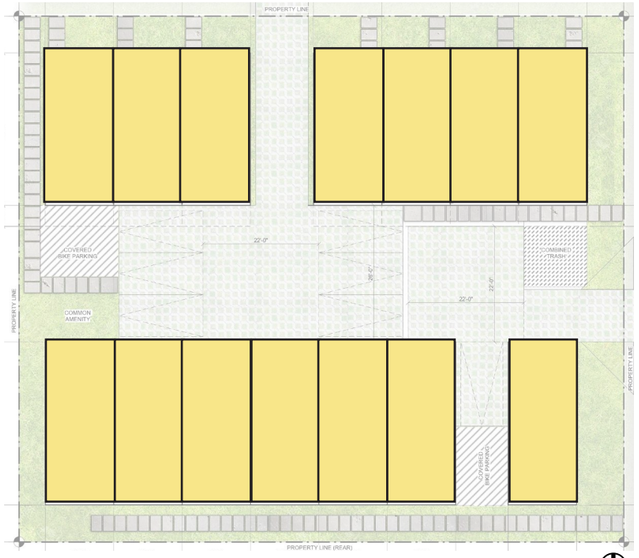
DEPARTURES REQUESTED:
- No departures requested



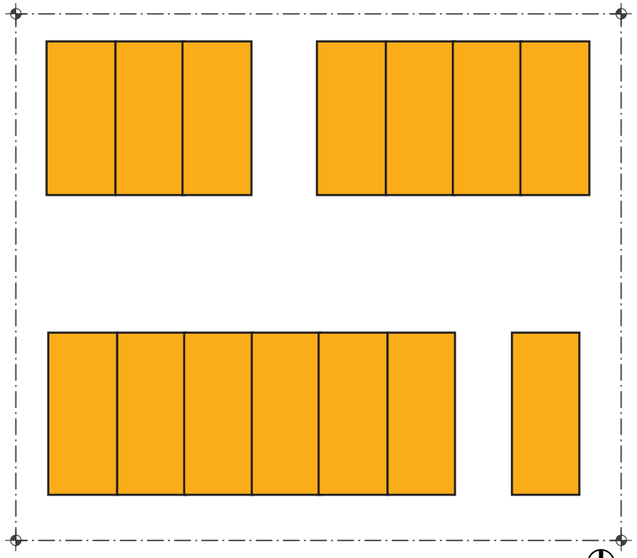
SITE PLAN - OPTION 1

PROGRAM KEY

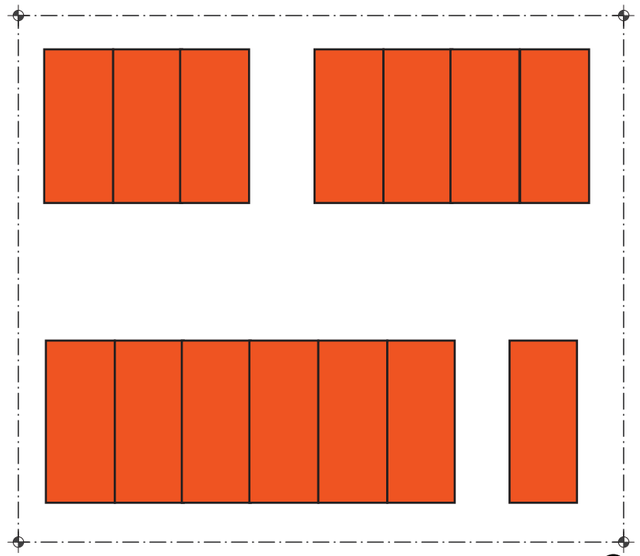
- ENTRY+BEDROOM+BATH
- LIVING+KITCHEN+DINING
- MASTER SUITE +BATH
- ROOF DECK



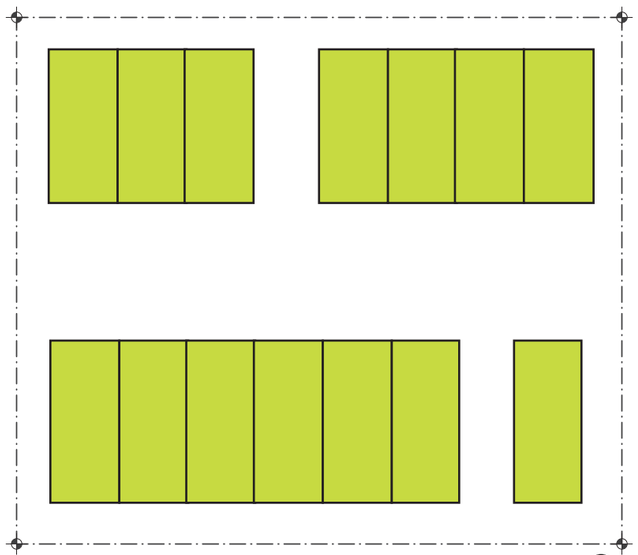
FIRST FLOOR PLAN



SECOND FLOOR PLAN



THIRD FLOOR PLAN



ROOF PLAN



VIEW OF NORTHEAST CORNER OF SITE



VIEW OF NORTHWEST CORNER OF SITE



OVERVIEW OF MASSING



MARCH / SEPTEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



MARCH / SEPTEMBER 21, 5 PM



JUNE 21, 9 AM



JUNE 21, 12 PM



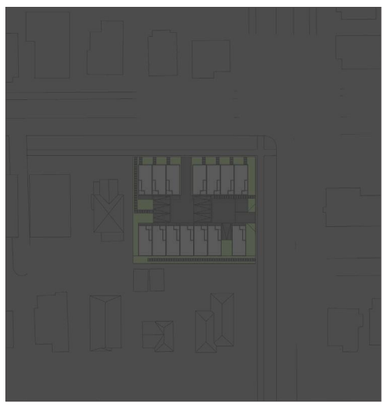
JUNE 21, 5 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 5 PM

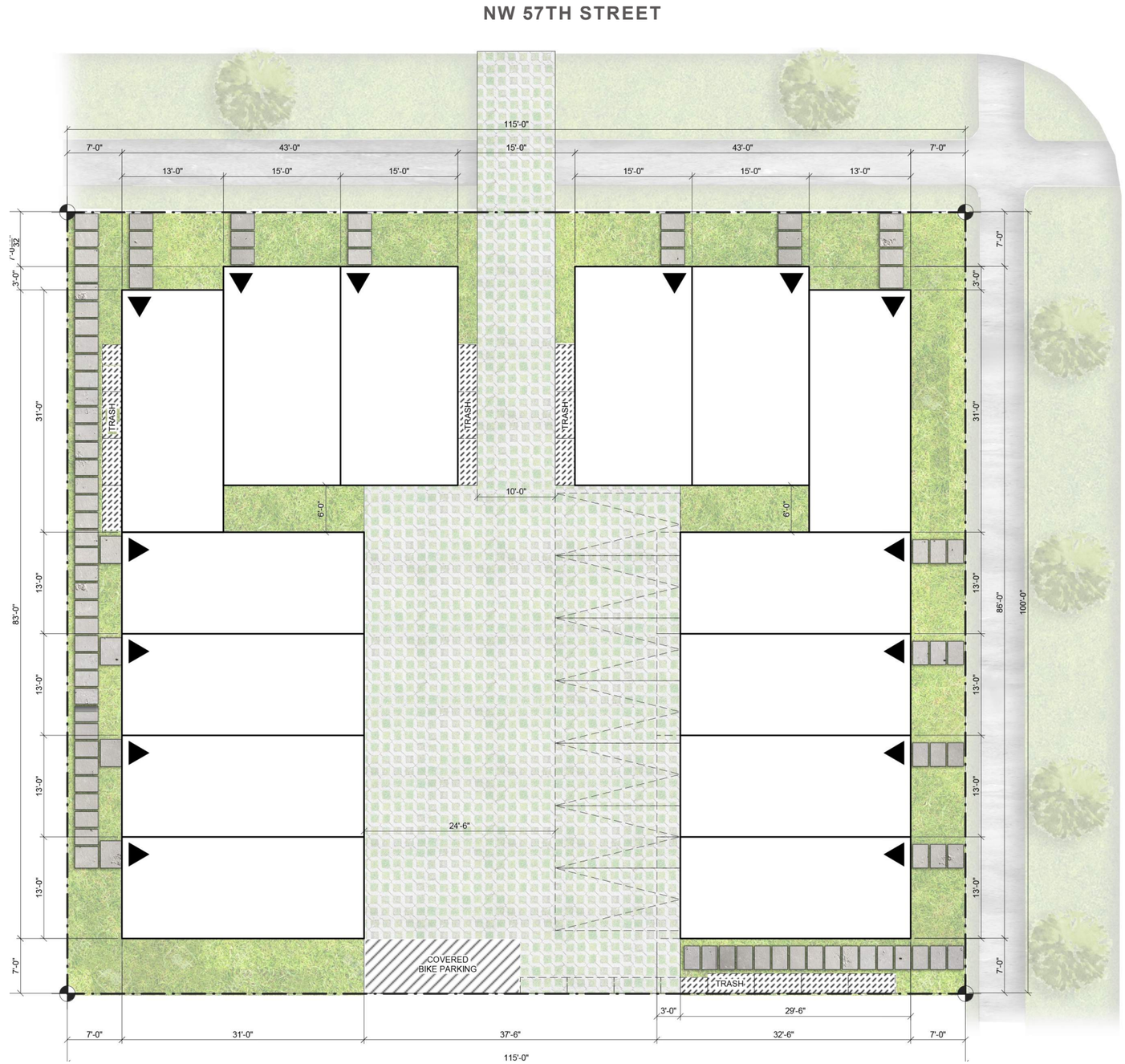
OPTION TWO

DISTINGUISHING FEATURES
- 14 Townhouses
- 7 Surface parking stalls
- 3-story units in 2 buildings
- 14 roof decks
- 15,800 SF FAR
- 3 unit types:
- 2 bedrooms in each unit type

OPPORTUNITIES
- 10 units facing the street
- Pockets of private amenity distributed on site
- More entries facing streets, but more entries along interior property line

CONSTRAINTS
- Less "family" sized units
- Centralized curb cut
- Centralized parking/ paving area results in less green space
- Individual trash staging in ROW creates additional clutter in public realm

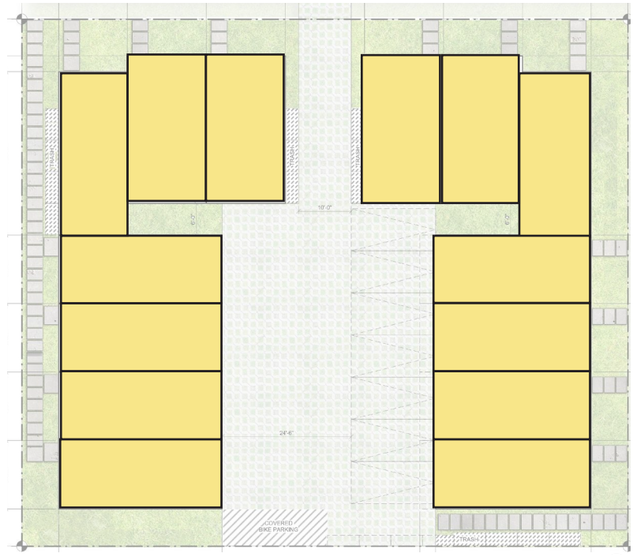
DEPARTURES REQUESTED:
- SMC 23.45.527
  Facade length - To allow for the maximum facade length to be increased from 65' to 83' (27.6% increase)
- Facade length: Allowed: 65' / Proposed:83'



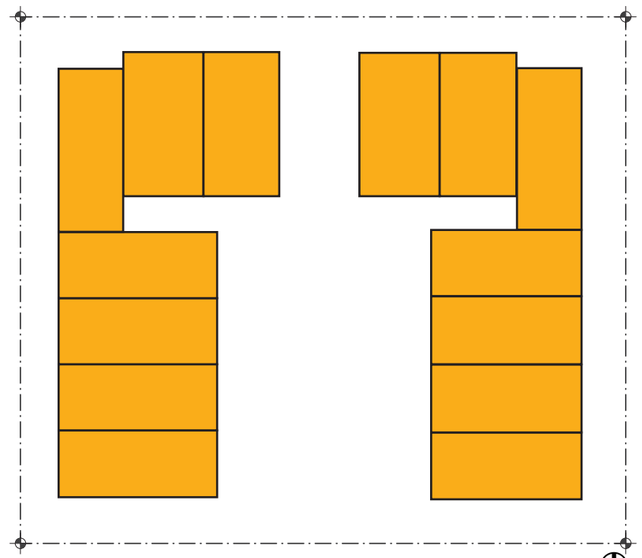
SITE PLAN - OPTION 2

PROGRAM KEY

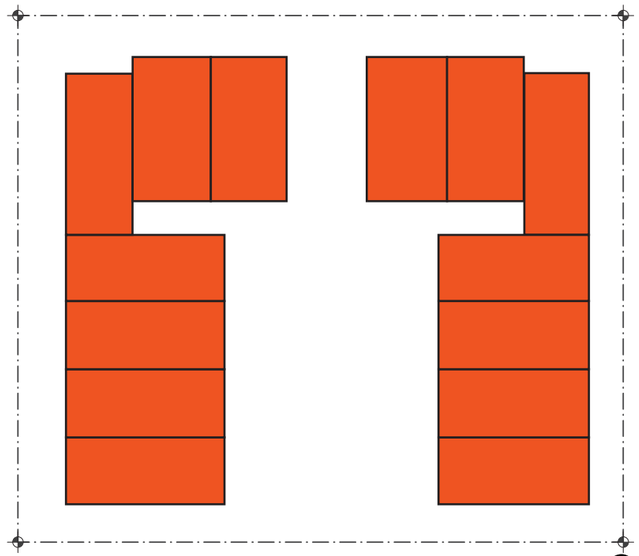
- ENTRY+BEDROOM+BATH
- LIVING+KITCHEN+DINING
- MASTER SUITE +BATH
- ROOF DECK



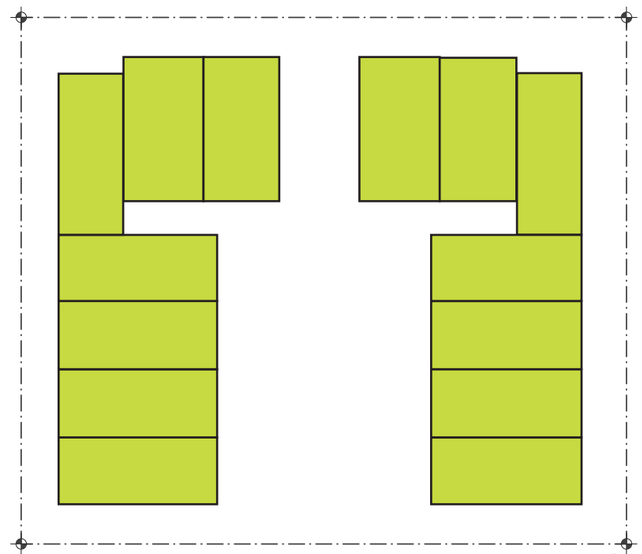
FIRST FLOOR PLAN



SECOND FLOOR PLAN



THIRD FLOOR PLAN



ROOF PLAN



VIEW OF NORTHEAST CORNER OF SITE



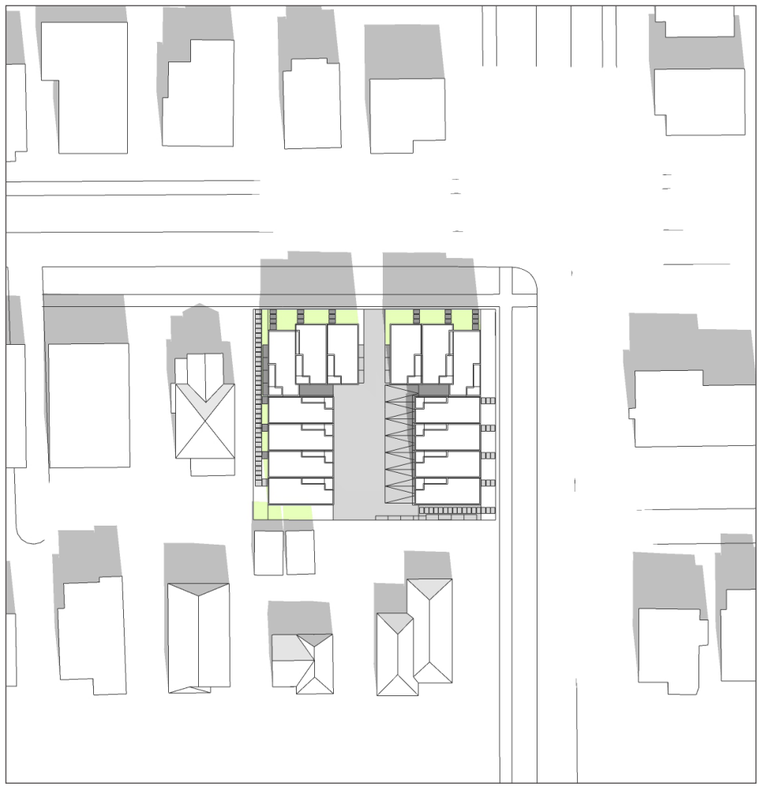
VIEW OF NORTHWEST CORNER OF SITE



OVERVIEW OF MASSING



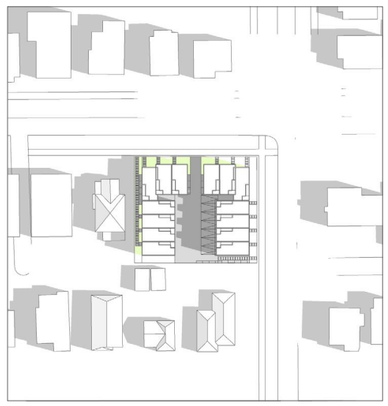
MARCH / SEPTEMBER 21, 9 AM



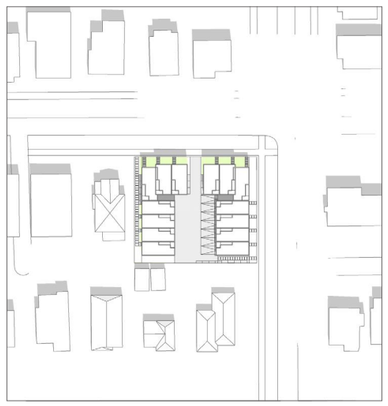
MARCH / SEPTEMBER 21, 12 PM



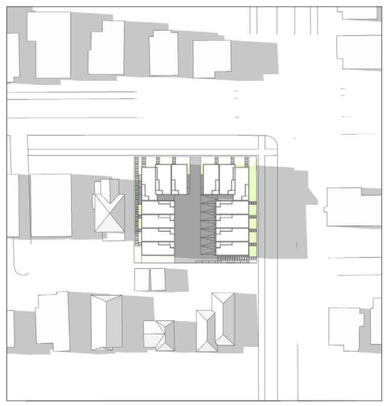
MARCH / SEPTEMBER 21, 5 PM



JUNE 21, 9 AM



JUNE 21, 12 PM



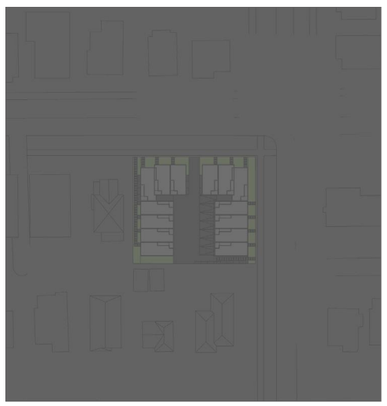
JUNE 21, 5 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



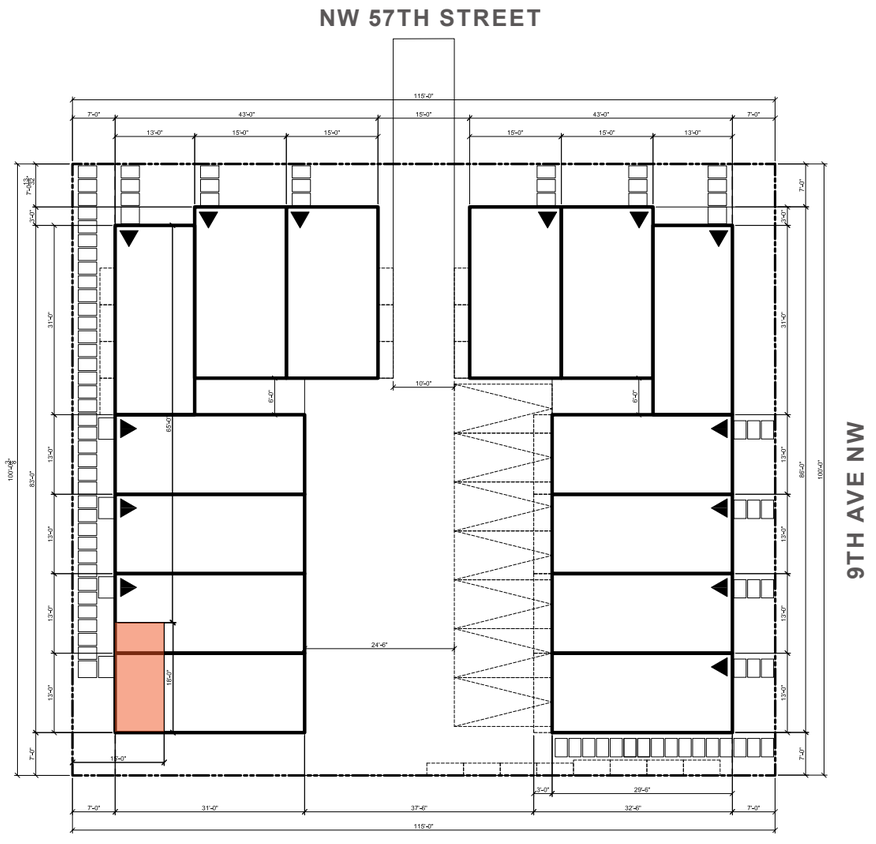
DECEMBER 21, 5 PM

OPTION 2
DESIGN STANDARD
SMC 23.45.527
FACADE LENGTH

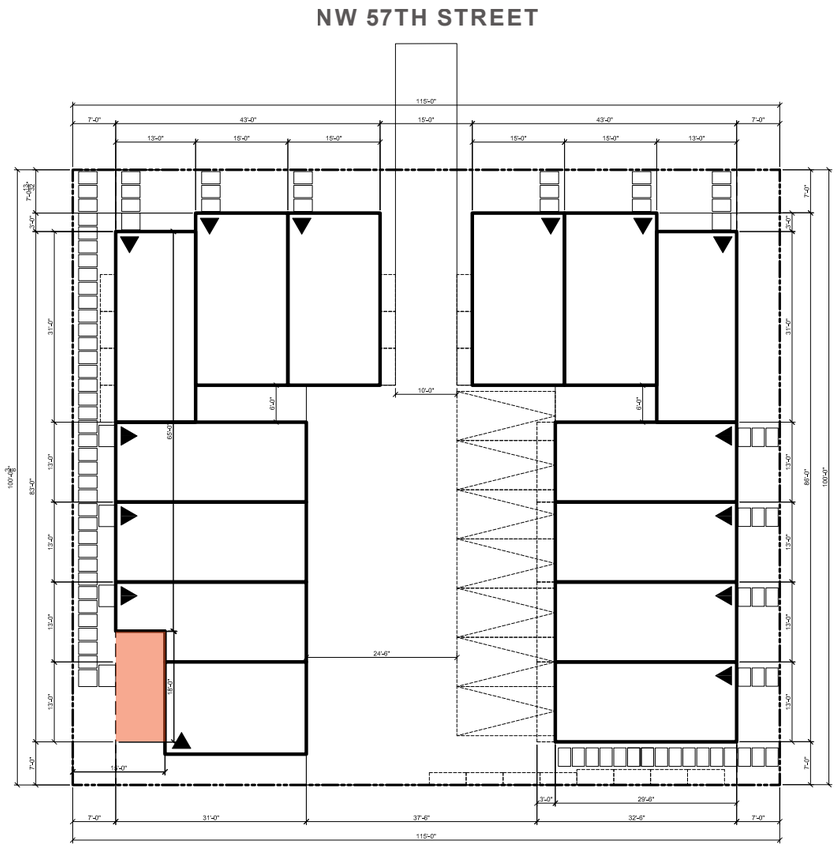
CODE REQUIREMENT:
The maximum combined length of all portions of facades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line...

DEPARTURE REQUEST:
To allow for the maximum facade length to be increased from 65' to 83' (27.6% increase)

RATIONALE FOR DEPARTURE:
The diagram illustrates the area where the building footprint could not occupy per facade lengthrequirements. This results in smaller units in order to accomodate the 14 units on site, and the symmetry provided with this option would then not be achieved. Maintaning the symmetry in this option provides opportunities for entry sequencing, consistent rhythem on facades east and west, while fully shielding the central parking. Design Guideline: PL3.A.d, DC2.B.1



SITE PLAN - OPTION 2



SITE PLAN - OPTION 2- CODE COMPLIENT

OPTION THREE - PREFERRED

DISTINGUISHING FEATURES
- 14 Townhouses
- 7 Surface parking stalls
- 3-story units in 3 buildings
- 14 roof decks
- 15,769.36 SF FAR
- 3 unit types:
  - 2 (2 bedroom unit types)
  - 1 (3 bedroom unit type)

OPPORTUNITIES
- 10 units facing the street
- Original curb cut location preserved to pull as far from the street corner as possible
- Minimized paving for parking area
- Multiple pedestrian access point into the site
- Combined trash location near curb cut
- Common amenity centralized within site
- 3 family sized units
- Oportunities for stairs leading up to units facing NW 57th street

CONSTRAINTS
- One combined bike parking location
-

DEPARTURE REQUESTED:

- SMC 23.45.518.A.1
  To allow for a reduction to the required average rear setback of 6.6%.
  Allowed: 7'-0" avg / 5'-0" min. Proposed: 6'- 6" avg / 5'-6" min.

NW 57TH STREET



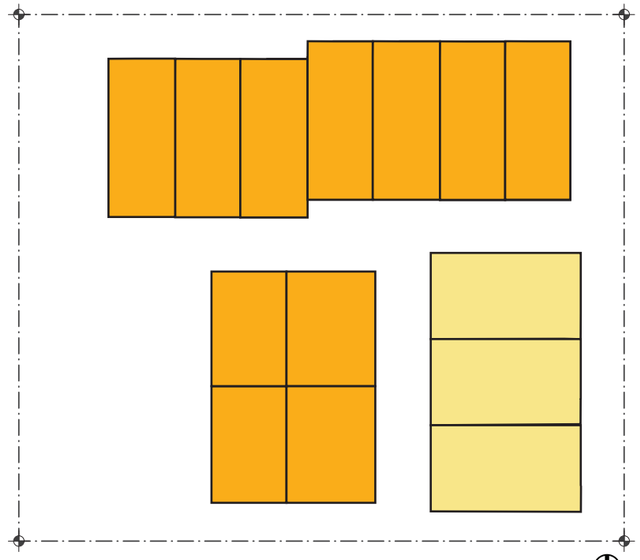
SITE PLAN - OPTION 3

PROGRAM KEY

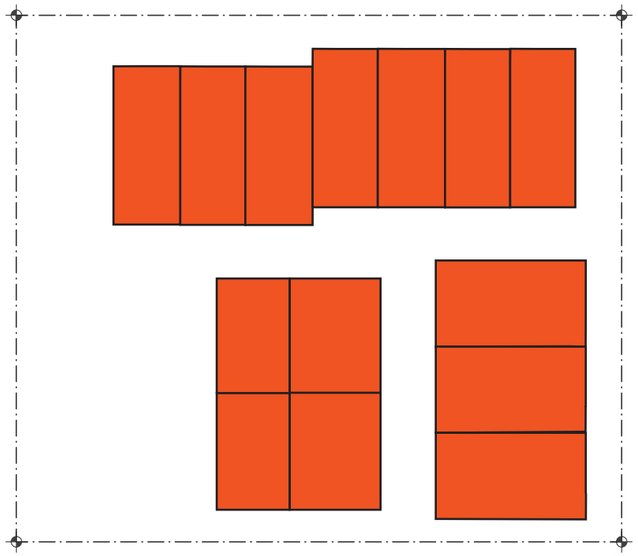
- BEDROOM+BATH
- LIVING+KITCHEN+DINING
- MASTER SUITE +BATH
- ROOF DECK
- BONUS SPACE



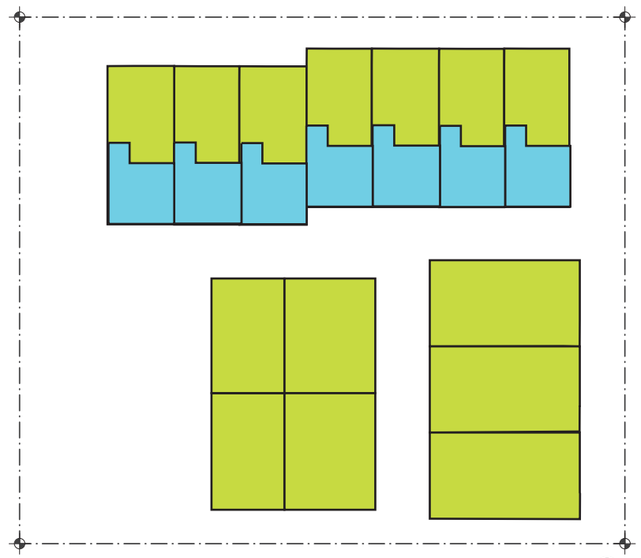
FIRST FLOOR PLAN



SECOND FLOOR PLAN



THIRD FLOOR PLAN



ROOF PLAN



VIEW OF NORTHEAST CORNER OF SITE



VIEW OF NORTHWEST CORNER OF SITE



OVERVIEW OF MASSING



MARCH / SEPTEMBER 21, 9 AM



MARCH / SEPTEMBER 21, 12 PM



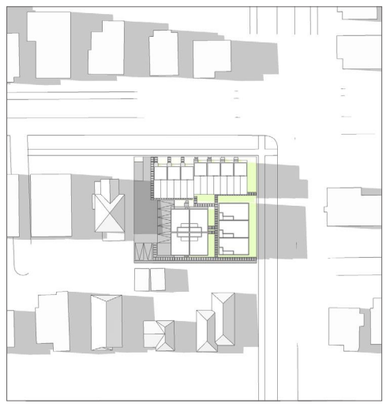
MARCH / SEPTEMBER 21, 5 PM



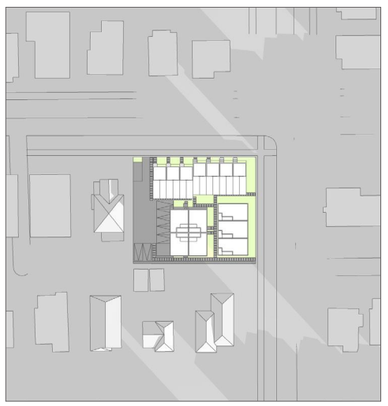
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JUNE 21, 12 PM



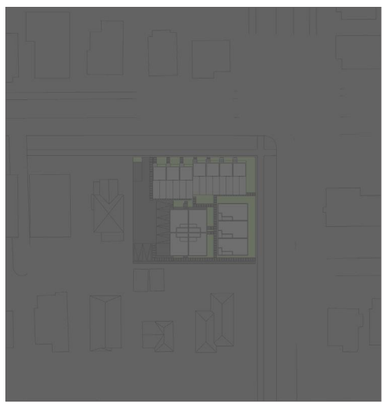
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DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



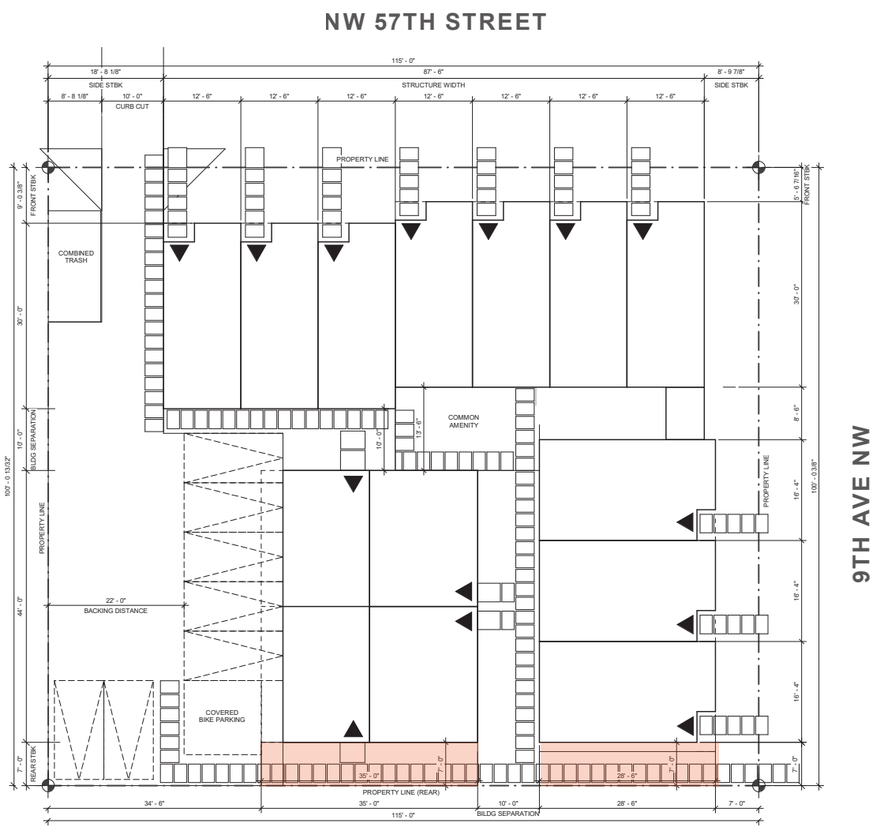
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OPTION 3 - PREFERRED
DESIGN STANDARD
SMC 23.45.518.A.1
FACADE LENGTH

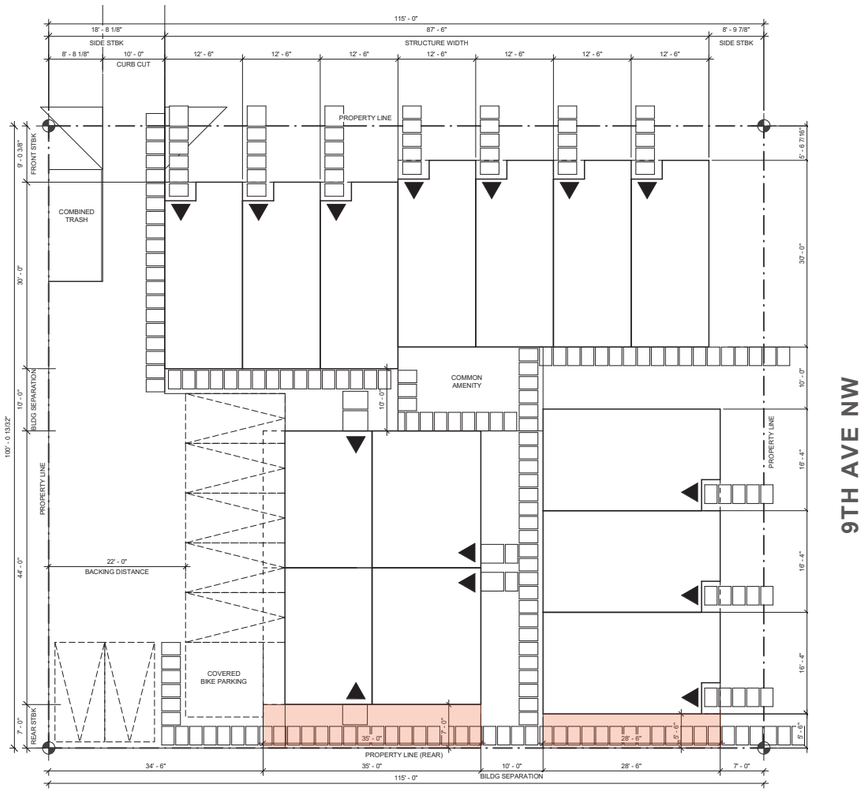
CODE REQUIREMENT:
The Required rear setbacks for the LR zones for townhouse is 7'-0" avg / 5'-0" min.

DEPARTURE REQUEST:
To allow for a reduction to the required average rear setback of 6.6%.
Allowed: 7'-0" avg / 5'-0" min. Proposed: 6'- 6" avg / 5'-6" min.

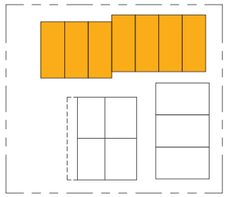
RATIONALE FOR DEPARTURE:
The diagram to the left illustrates the code complaint arrangement, by meeting the rear average setback, the building separation is no longer possible at 9th Ave NW. Instead of having two separate buildings facing the streets, the building would join at the corner due to not having the ten feet building separation required. In addition, the pedestrian pathway into the common amenity would be compromised along with the green open space leading into the center of the site. By allowing the average rear set back to be reduced by 6.6% the project gains green open area and thrue building access, while providing more then the required min. set back of 5.5'. Design Guideline: PL1.A.1, PL3.C.2



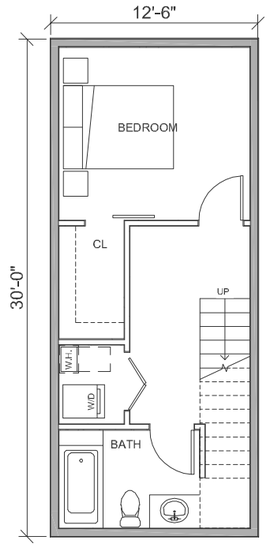
SITE PLAN - OPTION 2- CODE COMPLIANT



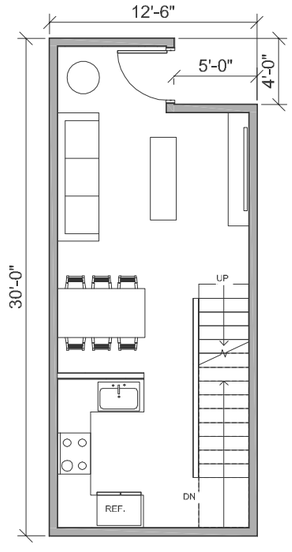
SITE PLAN - OPTION 3



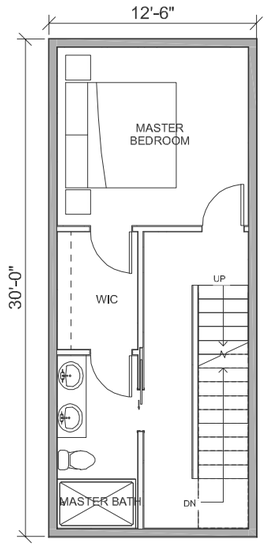
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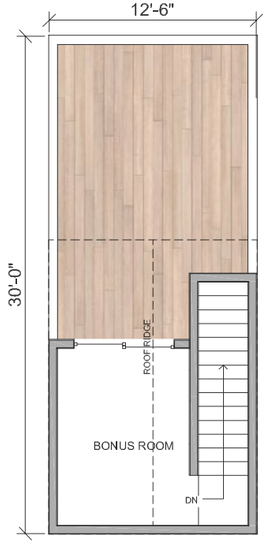
FIRST FLOOR



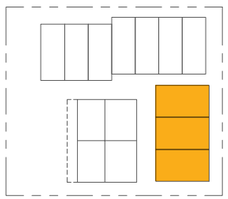
SECOND FLOOR



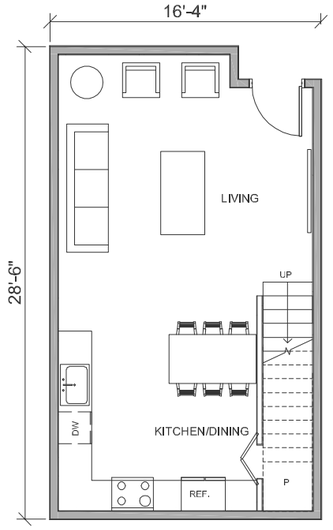
THIRD FLOOR



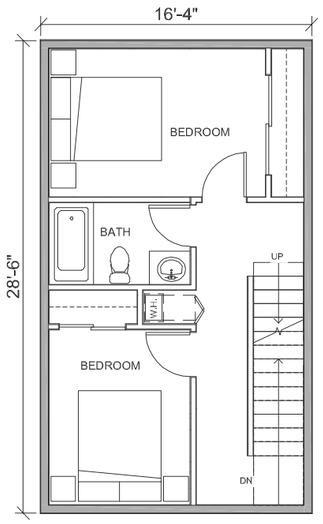
ROOF PLAN



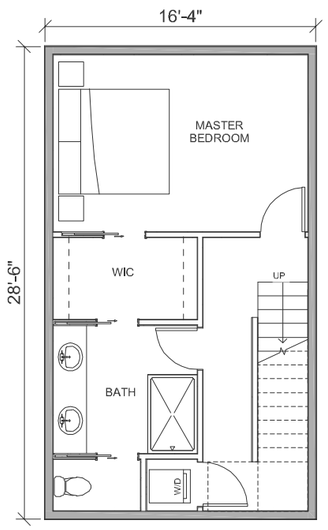
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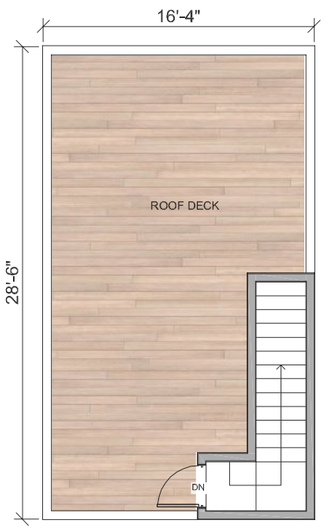
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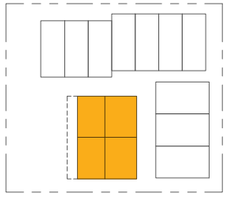
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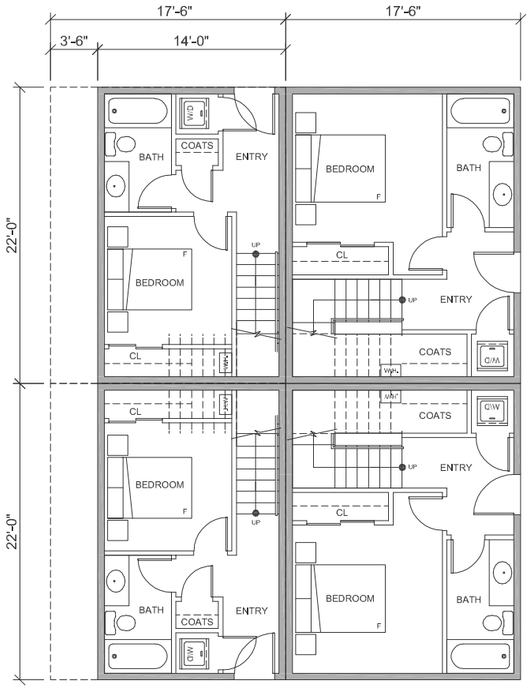
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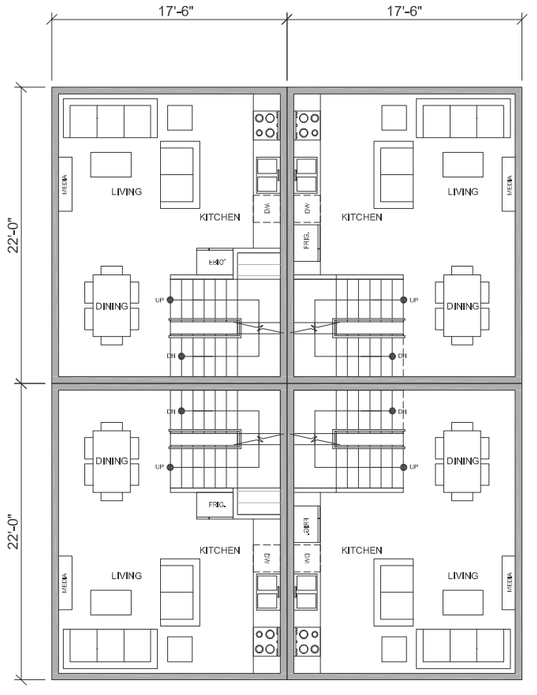
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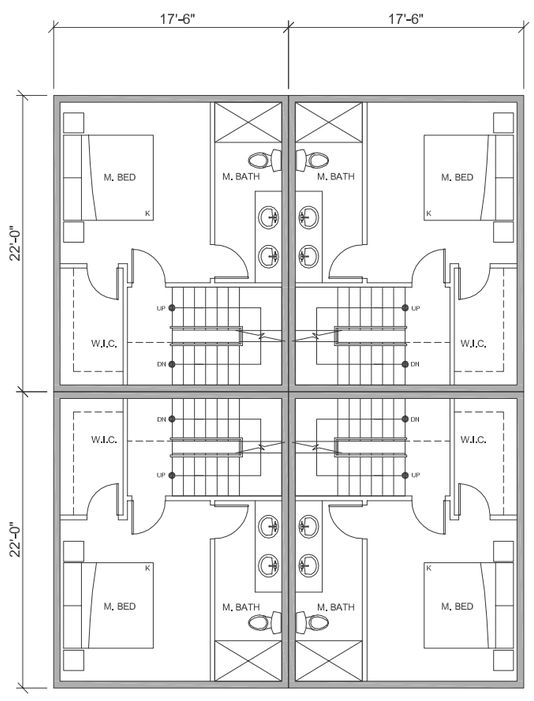
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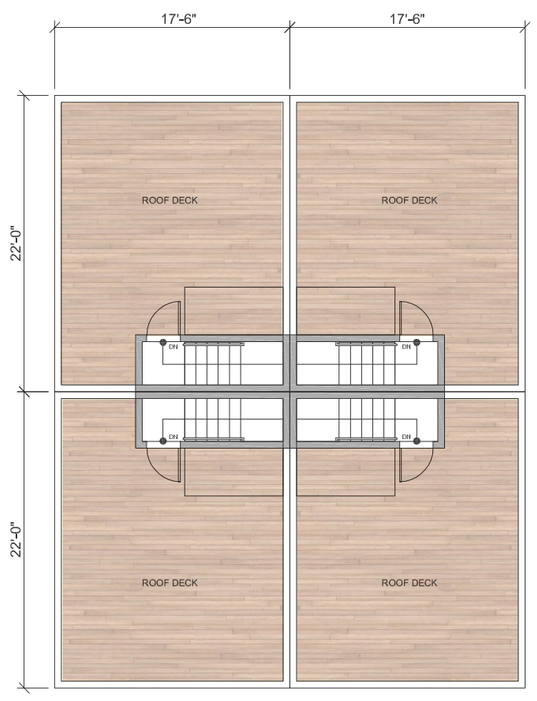
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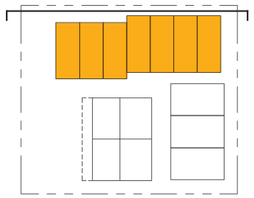
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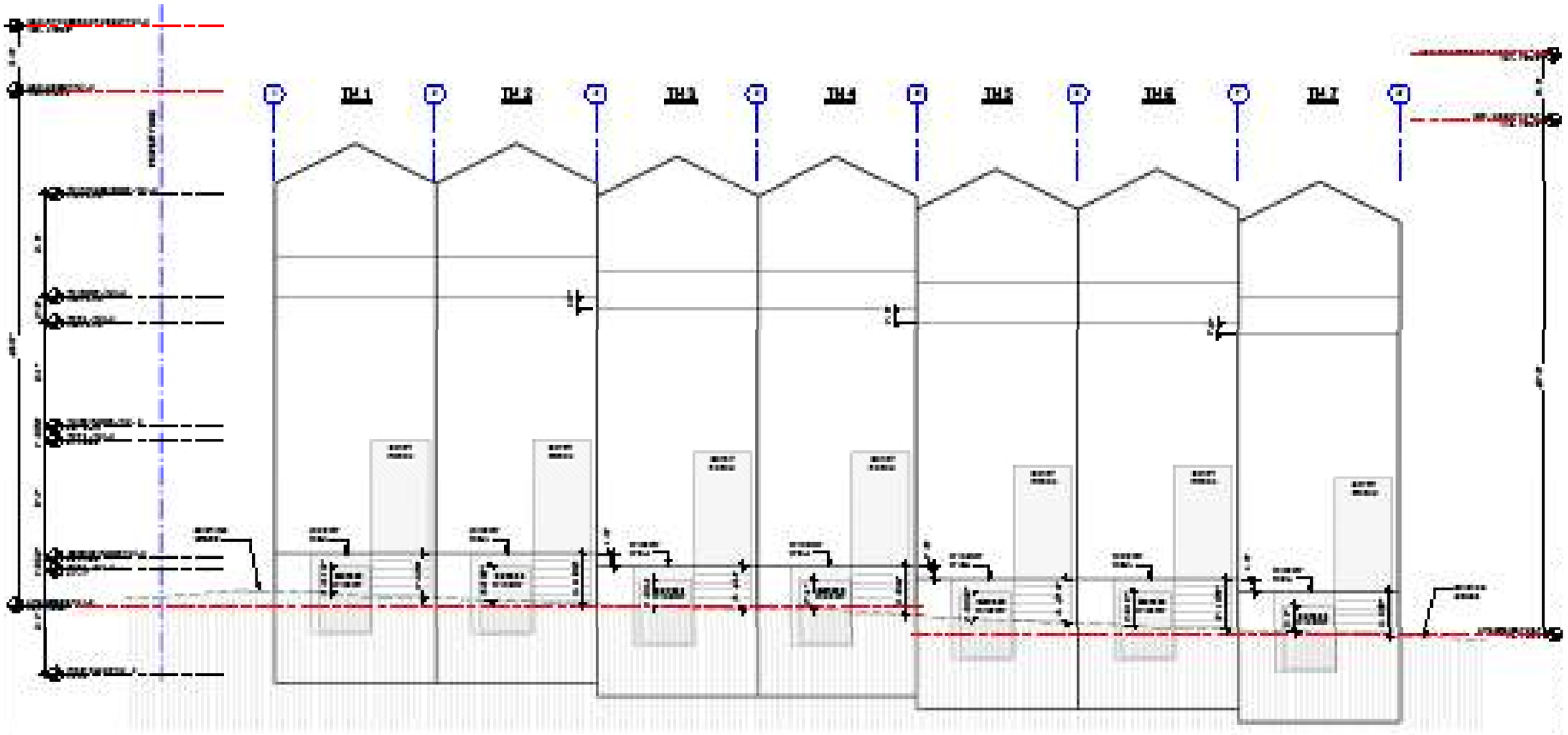
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ROOF PLAN



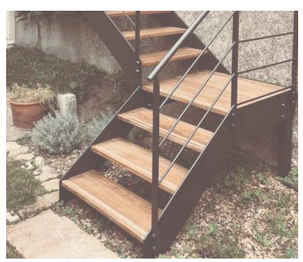
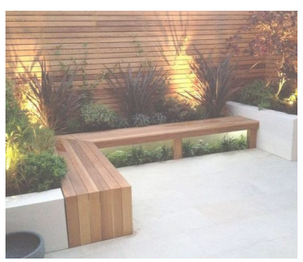
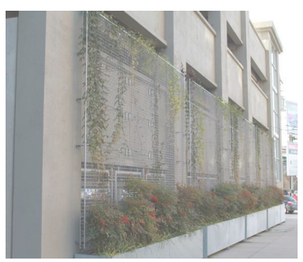
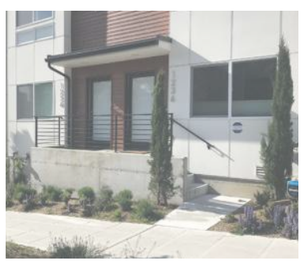
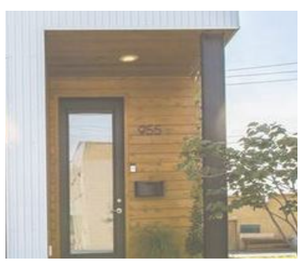
KEY



INITIAL BUILDING LEVEL STUDY SCALE: 1/8"=1'-0"



INSPIRATION

WETMORE TOWNHOUSES



3307 WETMORE AVE S, SEATTLE, WA

10TH AVE TOWNHOMES



410 / 414 10TH AVE E, SEATTLE ,WA

MONTISI APARTMENTS



4122 36TH AVE SW, SEATTLE ,WA

E HOWELL TOWNHOMES



1111 E HOWELL ST, SEATTLE ,WA