

TAYLOR TOWNHOMES

3039168-EG/ 3038871-LU

1813 TAYLOR AVE N SEATTLE WA

EARLY DESIGN GUIDANCE

HYBRID

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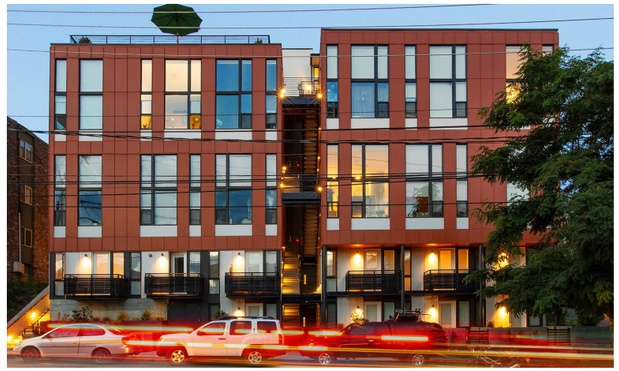

Steel Stacks


Big Mouth House


Lookout


Shake Shacks


Hill House


Clover Lofts


Betula Apartments


TARS3000

PROJECT TEAM

HYBRID

47 NORTH DEVELOPMENT

Architect:
Hybrid Architecture
1205 E Pike St #2D, Seattle, WA 98122
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Owner:
1813 Taylor, LLC
117 E Louisa St #180
Seattle, WA 98102

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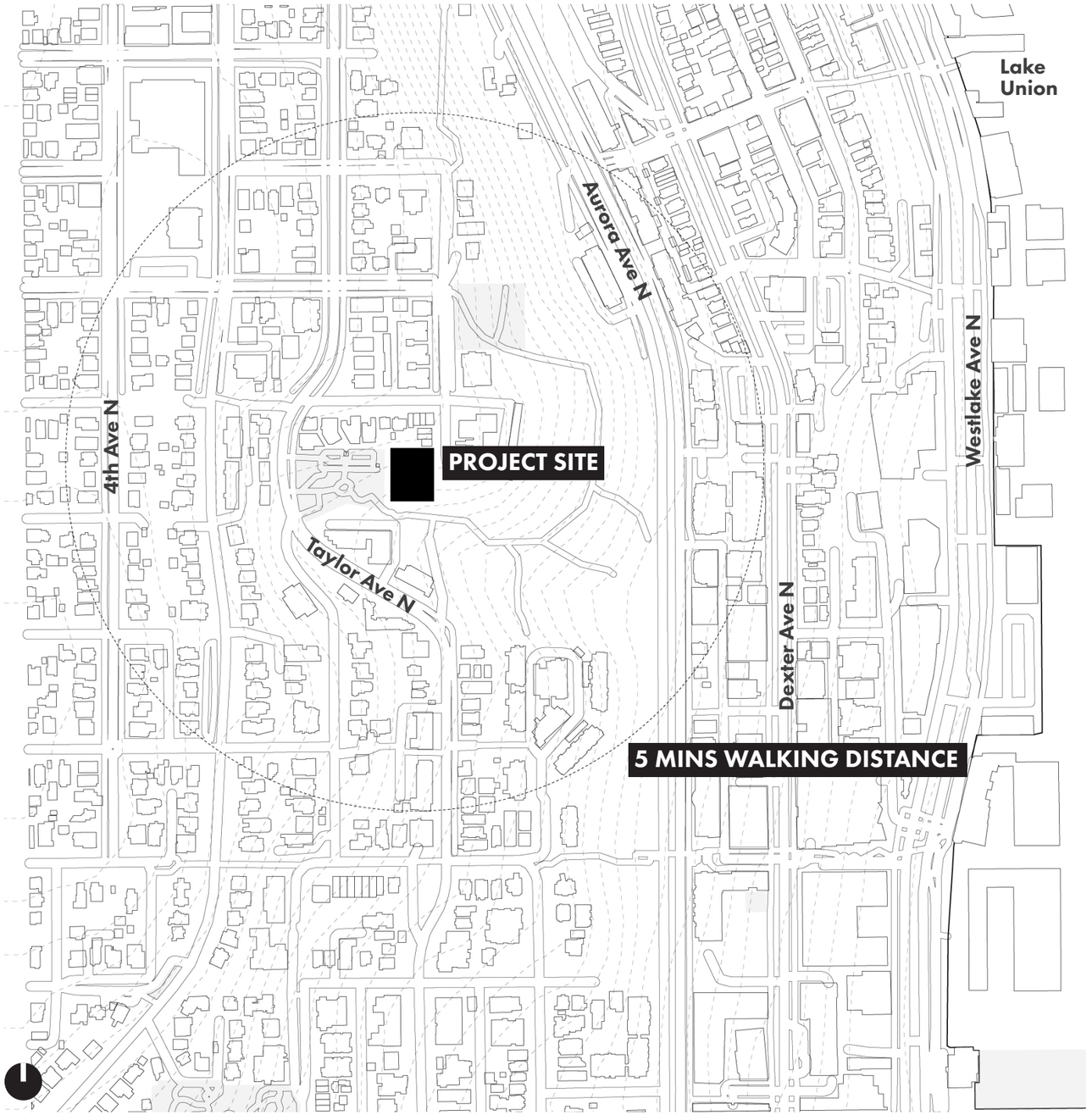
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DEVELOPMENT OBJECTIVES + ZONING ANALYSIS + SITE ANALYSIS

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OBJECTIVES

Development Objectives

Construct (9) new 4-story townhomes (approximately 2,400 gross sf each) with 9 parking spots located within each unit. Existing duplex to be demolished, and existing hillside to be stabilized where necessary.

Design Objectives

+ Create lasting, durable and elegant building
+ Construct a series of townhouses that take advantage of the greenspace on the site, and create views of to Lake Union, and Downtown
+ Stabilize existing steep slope along the Northeast Queen Anne Greenbelt

PROJECT INFORMATION

Address	1813 Taylor PL N, Seattle, WA 98109
Owner	1813 Taylor, LLC
SDCI#	3039168-EG , 3038272-LU
Parcels	6926700670 + 6926700705
Site Area	17,842 SQF (both parcels)
Zoning	LR3 (M)
Overlays	Parking Flexibility Area
Legal Description	PUBLIC BENEFIT SUPL PLAT COLLINS PLat Block: 77 Plat Lot: 15-16 PUBLIC BENEFIT SUPL PLAT COLLINS PLat Block: 77 Plat Lot: 17 THRU 20
ECA	40% Steep Slope
Building Type	Residential (4 floors)
Building Size	18,648 sf. (gross sf) 2,072 avg gross sf per townhome
Parking	(9) Parking spots proposed (5 reqd)
Presub Date	2/17/2022
Planner	Abby Weber (Admin Design Review)

SMC ZONING ANALYSIS

DESIGN RESPONSES

23.45.510: Floor Area Ratio (FAR) Limits

+ LR3(M) = 1.8 Max FAR

+ Max. F.A.R. : 1.8
  Lot Size : 17,842 SF
  F.A.R. : 1.8 x 17,842 SF : 32,115 SF
  Proposed F.A.R. : 18,468 GSF **Project complies**

23.45.514: Structure Height

+ 40' (per table A)
+ Subsection: 23.45.514.G & 23.45.514.I: 4' height allowance for rooftop features parapets & open railings

+ The proposed design **will comply** with the structure height standards

23.45.518: Setbacks and Separations

+ Front: 7' average, 5' min
+ Rear: 7' average, 5' min
+ Side (facades 40' or less): 5' min
+ Side (facades greater than 40'): 7' average, 5' min"

+ Front : **Departure Requested. See Departure Matrix**
+ Rear: **Project Complies**
+ Side: **Project Complies**

23.45.522: Amenity Area

+ 25% lot area
+ Subsection 23.45.522.A.2: A minimum of 50 percent of the required amenity area 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.D.5 may be counted as amenity area provided at ground level.

+ 25% lot area = 4,370.5 sf
+ Each townhome has access to a 515 sf private roof deck
+ **Project Complies** with Amenity Requirments

23.45.524: Landscaping Standards

+ Green Factor score of 0.6 or greater

+ The proposed design **will comply** with the landscaping standards

23.45.527: Maximum Facade Length in Lowrise Zones

1.The maximum combined length of all portions of façades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line, except as specified in subsection 23.45.527.B.2.

+ **Departure Requested. See Departure Matrix**

23.45.536: Parking Location, Access, and Screening

+ **Project complies as parking doesn't occur between lot line and principal structure**

23.54.030: Parking Space and Access Standards

+ Townhouse units. For an individual garage serving a townhouse unit, the minimum required size of a parking space shall be for a large vehicle, as described in subsection 23.54.030.A.
+ Minimum Driveway Width of 16'
+ No portion of a driveway, whether located on a lot or on a right-of- way, shall exceed a slope of 15 percent, except as provided in this sub-section 23.54.030.D.3.

+ **Project complies with parking space size. 9 Large spaces provided**
+ **Project complies with driveway width (16' min width)**
+ **Departure Requested. See Departure Matrix**

23.54.040: Solid Waste Storage and Access

+ Project qualifies for shared solid waste storage

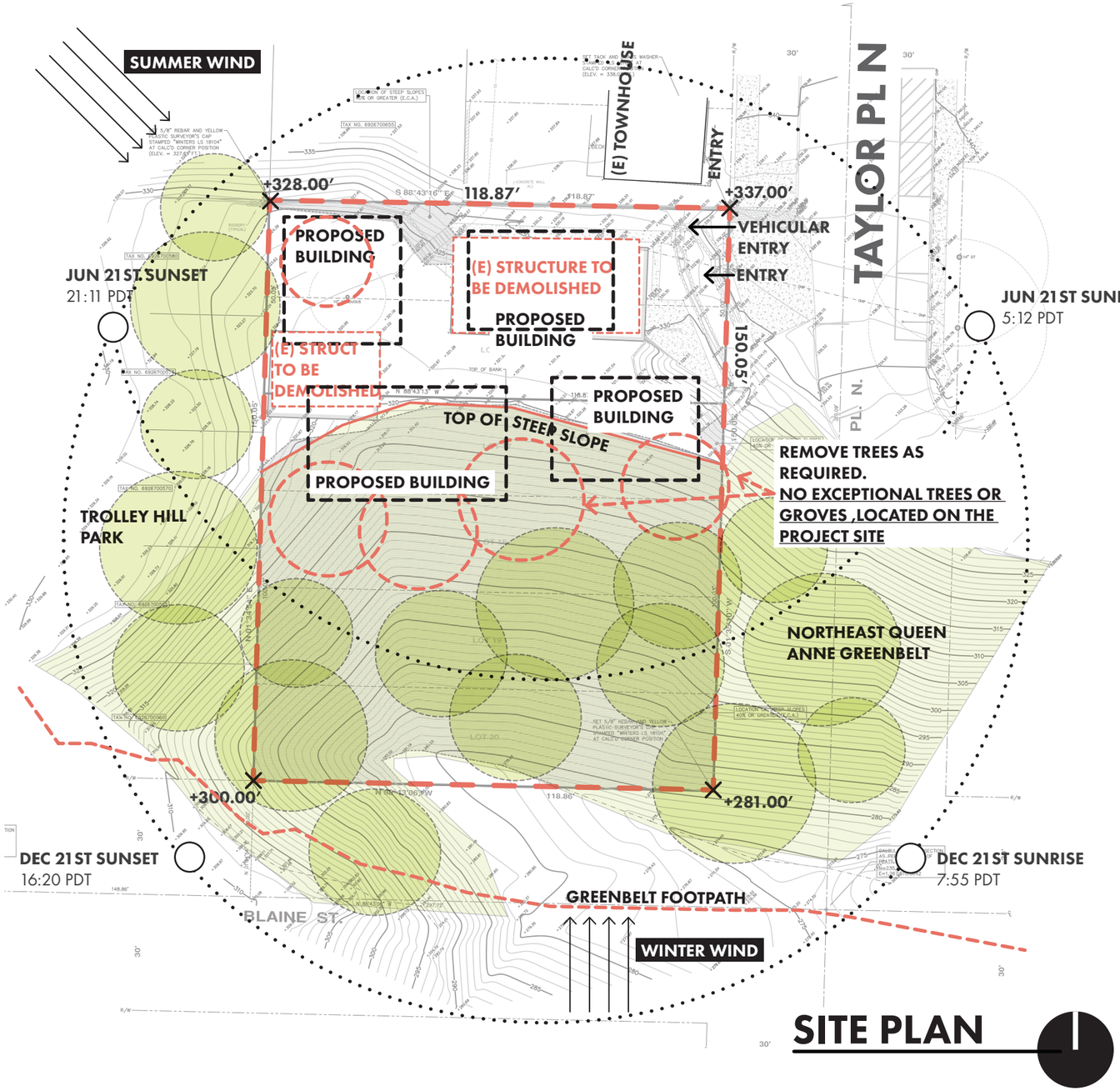
+ The proposed project **will comply** with the solid waste storage and access requirements

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SURVEY + SITE ANALYSIS



SITE PLAN

Address	1813 Taylor PL N, Seattle, WA 98109
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Sidewalk	+ Side walk and Westlake Ave N are flat + 6" Concrete
Greenbelt	Approximately 45% of the site is covered in dense overgrowth
Steep Slope	Approximately 60% of the site is covered in slopes greater than 40%
On-site Existing	Existing 2-story duplex to be demolished
Neighbor to the N	(7) 3-story townhomes
Neighbor to the W	Queen Pea P-Patch
Neighbor to the S	5-story apartment building
Neighbors to the E	5-story condominium
Existing Street Trees	None





Zoning Map

The project site sits in the middle of an LR-3(M) that runs N/S along Taylor, and terminates two blocks North of the project site. To the North and West are SF-5000 zone. To the East, across the Northeast Queen Anne Greenbelt is a C1-75(M) zone along Aurora Ave N. The LR-3(M) extends South along Taylor Ave N, and has a small pocket of LR-1(M) to the SW.



Typologies + Usages

The neighboring area is an even mix of residential uses such as; apartments, condominiums, tonwhouses, single-family residences, and duplexs/triplexs/4-plexs. Immediately to the North of the site is a single family residence, and 7 townhouses. Immediately to the East is a 4-story condominium

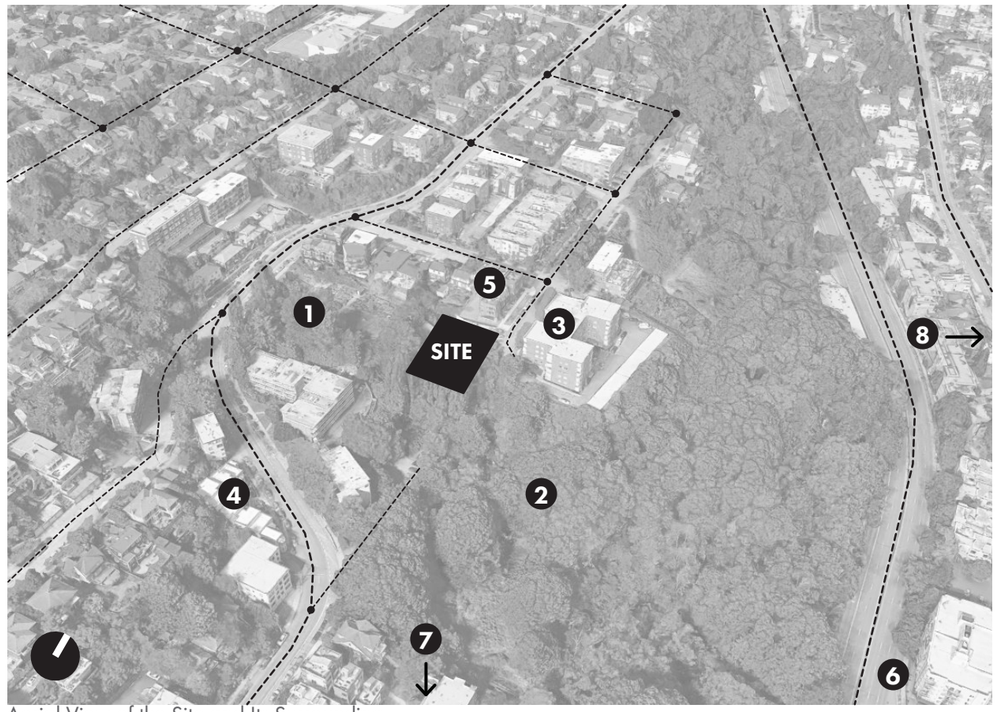
- Site
- Apartment
- Condominium
- Duplex
- Triplex
- 4-Plex
- School
- Single Family
- Townhouse

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NEIGHBORHOOD CONTEXT



Aerial View of the Site and Its Surrounding

1. Trolley Hill Park
Trolley Hill Park provides the residents along Taylor Ave N with a large open green space, and a P-Patch.



2. Northeast Queen Anne Greenbelt
The Northeast Queen Anne Greenbelt separates the development along Taylor Ave N from Aurora Ave below



3. 1800 Taylor Condominium
Condominium to the East of the project site



4. Donphilita Apartments
Historic apartment building with unique landscaping along Taylor Ave N



5. Howe St Townhouses
Townhouse development immeadiately to the North of the project site



6. June Apartments
Modern apartment building to the East of the site along Aurora Ave



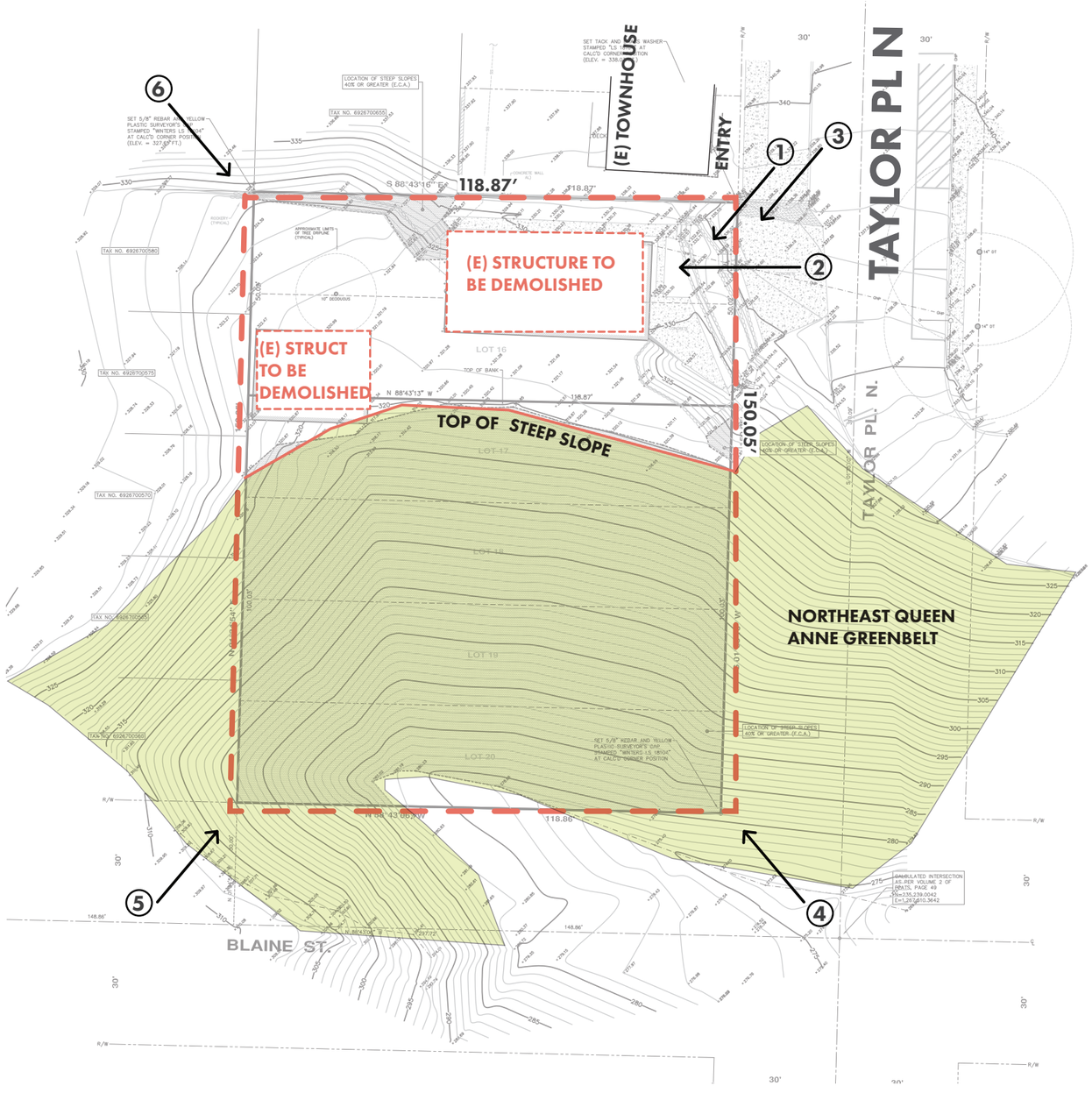
7. Galer St Townhouses
A dense and modern example of townhouses to the South of the project site



8. Lake Union
Lake Union is within a 15 min walking distance to the East



VIEWS INTO SITE













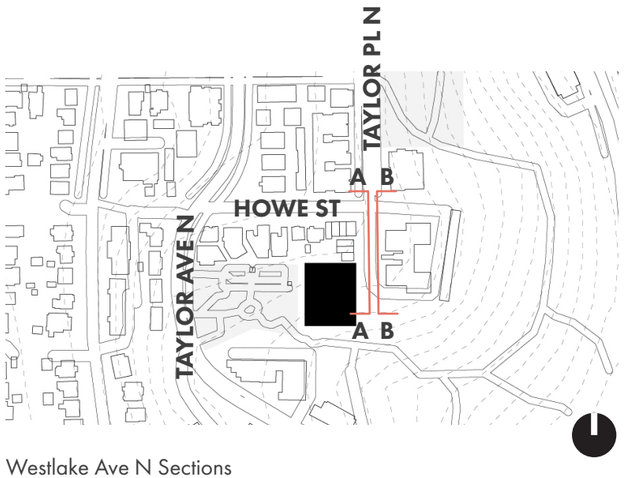


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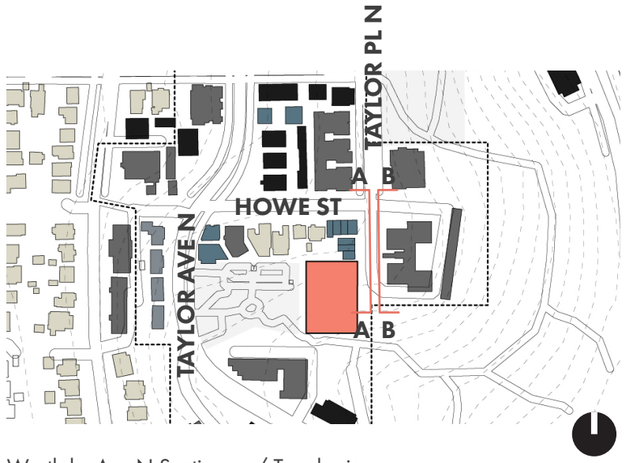
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STREET MONTAGE - TAYLOR PL N



Westlake Ave N Sections



Westlake Ave N Sections w/ Typologies

- Site
- Apartment
- Condominium
- Duplex
- Triplex
- 4-Plex
- School
- Single Family
- Townhouse



Section A



Section B

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SITE DESIGN CONCEPT

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COMMUNITY OUTREACH

SUMMARY OF APPROVED OUTREACH METHOD

Below is a summarized documentation of the steps, timeframes and process required for Early Community Outreach per SDCI Director's Rule 4-2018 and DON Director's Rule 1-2018.

Brief Summary of Outreach Methods

Approved Method of Outreach Per DON Approval:
+ Direct mailing flyers to all residences within 500ft (Printed, High Impact)
+ Basic project web page (Electronic, 1 of 2 Multi-Pronged Electronic Outreach)
+ Email Announcement to local community organizations (Electronic outreach, 2 of 2 Multi-Pronged Method)
+ Online survey (Electronic, High-Impact)

Project Website Page:
http://www.hybridarc.com/portfolio/3039168-eg-1813-taylor-ave-n-early-community-outreach/

Link to Online Survey:
https://docs.google.com/forms/d/1iRI_e--9tlrLAnWl0oUO0iewNjQXVUl4-yBt1HYfVRw/edit

Summary of Public Comment:

+ Two responses were received from the mailed flyers directly (see below)
+ Email received Mar 26th from Liesl Lavery stated concern regarding the **stability of the hill** and potential adverse impact to surrounding homes due to development on a very steep incline. Liesl was also interested in the height of the proposed development **impeding the downtown view** from their home
    Design team followed up with community member to let them know we have engaged a geotech for the project and as part of the design, will be further stabilizing and strengthening the integrity of the hill. The design team also addressed their concerns regarding their view to downtown by clarifying our project site is at a significantly lower elevation their home, so their view will likely not be affected.
+Email received Apr 9th from Kelly Cowden expressed interest in preserving their view of downtown Seattle and also asked for clarity on the **safety of building on the steep slope**
    Design team followed up with community member to let them know we have engaged a geotech for the project and as part of the design, will be further stabilizing and strengthening the integrity of the hill. The design team also addressed their concerns regarding their view to downtown by clarifying our project site is at a significantly lower elevation than their home, so their view will likely not be affected.
+ No response was received from the webpage directly
+ Two responses were recorded from March 21st through April 11th, 2022 (see next page for responses)

COMMUNITY OUTREACH PROJECT GOALS:

+ PROJECT MASSING SOLUTIONS PROVIDE MODULATION AND OPEN SPACE TO PRESERVE NEIGHBORS VISUAL ACCESS TO THE GREENBELT AND SKYLINE

+ MAINTAIN EXISTING FOOTPATH CONNECTION FROM P-PATCH TO NORTHEAST QUEEN ANNE GREENBELT

> Copy of mailed flyer

NOTICE OF COMMUNITY OUTREACH
NEW TOWNHOME DEVELOPMENT - 1813 TAYLOR AVE N SEATTLE, WA 98109

47 North Development, and HyBrid Architecture are collaborating on a new and exciting project located at 1813 Taylor Avenue N. The project proposes (6-9) new 4-story townhomes, with and average square footage of 2,400. A minimum of 1 parking will be provided for each unit in the form of a garage or carport.

The project team is just getting started on the planning now but construction could take place as early as Spring 2023. As part of Seattle's design review process, the project team is gathering community input that will assist in the planning and development of the project site. Please note, that all information and comments submitted may become part of the public record. Comments will be accepted as part of this outreach, per the provided contact email below through April 11th, 2022. After that, the project team will get started on the Design Review Process and other permitting steps. SDCI project number is 3039168-EG. The project is also registered with the Department of Neighborhoods.

For additional information, input and project contact information please reference the following links:

PROJECT WEBSITE
http://www.hybridarc.com/outreach

SCAN ME

PROJECT CONTACT
permit@hybridarc.com

Unit Count	6-9 (4)-Story Townhome units
Parking	Parking will be provided per unit
Architect	Hybrid Architecture
Developer	47 North Development, LLC
Timeline	Construction Start Spring 2023
SDCI #	Project Number #3039168-EG



SURVEY RESPONSE #1

What is most important to you about a new building on this property? (Select up to two)

- [ ] That it is a nice looking building
- [ ] That it looks unique and interesting
- [ ] That it is designed to be family friendly
- [x] That it is designed with environmental sustainability in mind
- [x] That there is thoughtful approaches to landscape and open space
- [x] Other:

There is building modulation that respects views currently enjoyed from existing residences

What concerns do you have about the project?

- ( ) Construction noise / impacts
- ( ) The project will de-stabilize the steep slope
- ( ) That I will not like the way it looks
- ( ) I don't really have any specific concerns
- (•) Other:

Being an ECA / Steep Slope site I beleive that a CIP concrete retaining wall constructed at the north portion of the site along the south property line of my residence at 525 Howe St, similar to what exists for the existing town home development, should be required as a condition of permitting.

Is there anything specific or unique about this property or neighborhood that would be important for us to know?

I think that a responsible, thoughtful, and safe development and construction project will be a welcome addition to the neighborhood. I strongly encourage the team to manage a secure site (fenced) during construction to prevent unwanted inhabitants, theft, and destruction, which appears to be an issue for other similar projects around Queen Anne. Additionally, be diligent about adhering to permitted work hours and compliance with all other requirements. Good luck!

SURVEY RESPONSE #2

What is most important to you about a new building on this property? (Select up to two)

- [ ] That it is a nice looking building
- [ ] That it looks unique and interesting
- [ ] That it is designed to be family friendly
- [x] That it is designed with environmental sustainability in mind
- [x] That there is thoughtful approaches to landscape and open space
- [ ] Other:

What concerns do you have about the project?

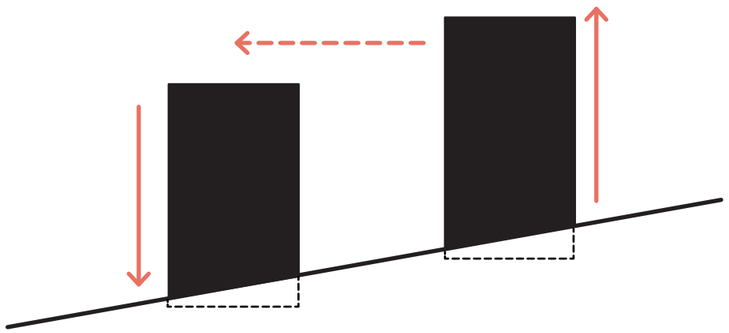
- ( ) Construction noise / impacts
- ( ) The project will de-stabilize the steep slope
- ( ) That I will not like the way it looks
- ( ) I don't really have any specific concerns
- (•) Other: This is the only part of the park that connects to the Greenbelt and open space.

Is there anything specific or unique about this property or neighborhood that would be important for us to know?

There is a greenbelt path along the creek (usually dry) that looks to be in scope for building. How are you building in a runoff area? This is going to impact the greenbelt adjoining the park land and create an enclosed feeling at the park. The house on this property is basically invisible and blends into the greenbelt. How will you blend this into the greenspace that exists now, so that you do not cut off the park from the greenbelt?

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CITYWIDE GUIDELINE PRIORITIES



GUIDELINE 1 **CS1 Natural Systems and Site Features - C: Topography**

1. Land Form: Use the natural topography and/or other desirable land forms or features to inform the project design.
2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site. Consider "stepping up or down" hillsides to accommodate significant changes in elevation.

Design Team Responses

The design of the building masses is inspired by the site topography, which slopes significantly from North to South. In response to this slope, the massing of the proposed townhouse configurations was designed to **step with the existing topography from North to South to minimize the disturbance into the steep slope.** The townhouses located upslope will **enjoy views of the greenbelt canopy and the City skyline** thanks to the elevation difference.

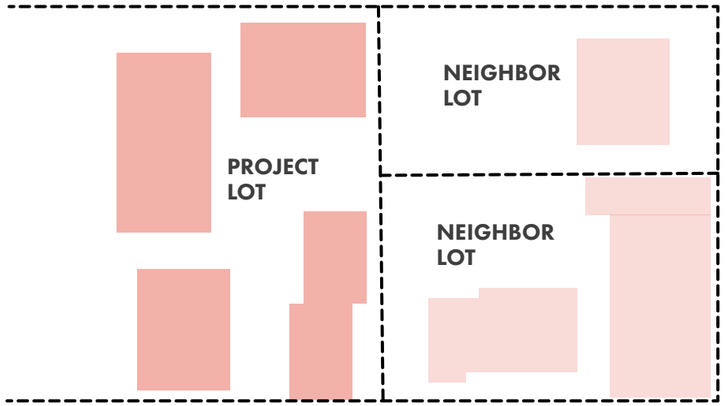


GUIDELINE 2 **CS1-D: Plants and Habitat**

Off-Site Features: Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

Design Team Responses

The massing configurations will provide **expansive views of the North East Queen Anne Greenbelt and the Trolley Hill Park** to the West, South, and Southeast. The project will also attempt to **maintain existing views to the neighbors as much as feasibly possible**.



GUIDELINE 3 **CS2-B Adjacent Sites, Streets and Open Spaces**

Character of Open Space: Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or "rooms" for public use. Determine how best to support those spaces through project siting and design (e.g. using mature trees to frame views of architecture or other prominent features).

Design Team Responses

The design of the building masses attempts to **hold the street edge** similar to the neighbor to the North, while also **providing ample open space** on the project site in **between the townhomes.**

To help preserve the open space and "floor" of the neighbor to the North, our porject will attempt to introduce a **similar open sapce that corresponds to theirs**.

GUIDELINE PRIORITIES



GUIDELINE 4 **PL3-A Entries**

Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk.

Design Team Responses

The deisgn aims to **separate the pedestrian entrance experience from the vehicular entrance** as much as possible. A **recessed entry portal with landscaping** will be incorporated into the design to **provide privacy** and **signify the entrance as a coordinated set of elements**.

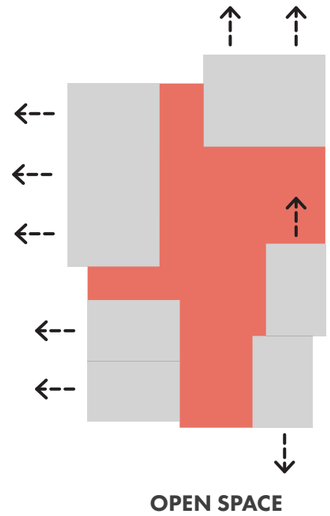


GUIDELINE 5 **DC1-C Visual Impacts of Parking**

Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible. Consider breaking large parking lots into smaller lots, and/or provide trees, landscaping or fencing as a screen. Design at-grade parking structures so that they are architecturally compatible with the rest of the building and streetscape.

Design Team Responses

A the design will incoporate a **hybridized driveway surface of concrete and permable concrete pavers** where pedestrian circulation interacts with the drive aisle. Due to the backing requirements between townhouses the drive aisle space will become a **large open space** between the buildings, so to further **minimize the visual impact of vehicular circulation landscaping will be incoporated along the driveway entrance from the street, and at the unit entries to create a visual buffer.**



GUIDELINE 6 **DC3-A1 Open Space Concept**

Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

Design Team Responses

The project will utilize an **exterior open space concept** that attempts to **maximize** the amount of **glazing opportunity** for each unit, as well as a **diverse orientation of interior living spaces to maintain privacy between units**.

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GUIDELINE PRIORITIES



GUIDELINE 7 **DC4-A1 Exterior Elements and Finishes**

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Design Team Responses

The design will implement **durable and easy to maintain materials** with a **high level of craft** and attention to **window opening locations**.

SITE CONSTRAINTS



1) ECA Steep Slope:

Maximum 30% building coverage on steep slope areas of the site. Approximately 60% of the site area is classified as steep slope.

ECA Steep Slope

2) Dead End ROW

The project site abuts a dead end, unimproved ROW. Due to the existing street grade, we are limited to a small window for our vehicular access point.

3) Parking Required:

This project proposes 9 townhomes and therefore requires a minimum of 5 parking spaces. Each parking space requires a minimum backing distance of 22'-24', and we have an average of

ECA STEEP SLOPE SUMMARY



Project ECA Narrartive:

- The project will apply for an ECA Steep Slope variance and will address the conditions listed above per SMC 25.09.290.

- [6880463-EX] The project has applied for an ECA Steep Slope Exemption to exempt the small portion of Steep Slope at the NW end of the project lot.
This Exemption is currently under review and has not been denied or accepted yet. All ECA Steep slope calculations inlcuded in this submission include this area into all of our Steep Slope and Buffer calculations.

- [6913867-EX] The project has applied for an ROW Improvement Exemption for the portion of ROW located in the steep slope area. This record is still under review.

Steep Slope Erosion Hazard Area Variance (SMC 25.09.290):

The Director may approve or conditionally approve an application for a variance to allow limited intrusion into the steep slope erosion hazard area and buffer if the Director finds all the facts and conditions below exist:

A.The lot where the steep slope erosion hazard area or buffer is located was in existence before October 31, 1992;
B.Because of the location of the lot in or abutting a steep slope erosion hazard area and/or the size and extent of any required steep slope erosion hazard buffer, the strict application of the development standard of subsection 25.09.090.B.1 would cause undue hardship;
C.Granting the variance will not be injurious to safety or to the property or improvements in the immediate vicinity in which the property is located; and
D.If buffer reduction or development in the steep slope erosion hazard area is authorized by a variance under this Section 25.09.290, it shall be the minimum to afford relief from the hardship and shall be in the following order of priority:
1.Reduce the yards or setbacks, to the extent reducing the yards or setbacks is not injurious to safety;
2.Reduce the steep slope erosion hazard buffer;
3.Allow intrusion into the steep slope erosion hazard buffer; and
4.Allow intrusion into not more than 30 percent of the steep slope erosion hazard area.
E.The requested variance would be consistent with the spirit and purpose of the environmentally critical policies and regulations and mitigation for impacts to environmentally critical areas and their buffers is provided.
F.The Director may impose additional conditions on the location and other features of the proposed development as necessary to carry out the purpose of this Chapter 25.09 and mitigate the reduction or loss of the yard, setback, or steep slope erosion hazard area or buffer.

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ARBORIST SUMMARY



Photo-1



Photo-2

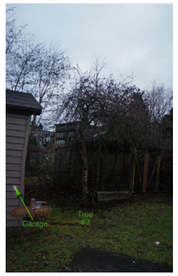


Photo-3



Photo-4



Photo-5



Report Summary

"26 trees are present on property at 1813 Taylor Avenue North in Seattle Washington. While retention of two street trees on the property is recommended, one tree adjacent to the garage conflicts with planned development and the tree should be removed.

The remaining 23 trees are black locusts and grow on a steep slope south of the house and southeast the garage. While retention of these trees is possible, removal and replacement should be considered since King County classifies these species as a weeds of concern."

Figure-3A

Tree #	Species (Common Name)	Species (Scientific Name)	DSH (In.)	Canopy Spread Radius (Ft)	Comments
1	Largeleaf crabapple	Malus tschonoskii	15	15	Street tree overhangs Taylor Ave N, Marked on survey map
2	Largeleaf crabapple	Malus tschonoskii	15.5	15	Street tree overhangs Taylor Ave N, Marked on survey map
3	Apple species	Malus SP	10.3	10	9 FT North of 1813-property garage, Marked on survey map
4	Black locust	Robinia pseudoacacia	7.6	7	2-feet east of old fence, King County Noxious Weed
5	Black locust	Robinia pseudoacacia	5	5	8-feet east of old fence, King County Noxious Weed
6	Black locust	Robinia pseudoacacia	6	6	Between garage and old fence, King County Noxious Weed
7A	Black locust	Robinia pseudoacacia	4.3	4	Group of 3 at grade, King County Noxious Weed
7B	Black locust	Robinia pseudoacacia	4.2	4	Group of 3 at grade, King County Noxious Weed
7C	Black locust	Robinia pseudoacacia	4	4	Group of 3 at grade, King County Noxious Weed
8	Black locust	Robinia pseudoacacia	7	7	Codominant trunk, King County Noxious Weed
9	Black locust	Robinia pseudoacacia	6	6	Single trunk, King County Noxious Weed
10	Black locust	Robinia pseudoacacia	3	3	5-feet west of garage, King County Noxious Weed
11	Black locust	Robinia pseudoacacia	7	7	8-feet west of NW corner of garage, King County Noxious Weed
12	Black locust	Robinia pseudoacacia	7	7	16-feet west of garage, King County Noxious Weed
13	Black locust	Robinia pseudoacacia	19	19	Codominant, SW of garage, King County Noxious Weed
14	Black locust	Robinia pseudoacacia	6	6	Failed Living Tree, King County Noxious Weed
15	Black locust	Robinia pseudoacacia	17	17	Codominant, 17-feet southwest of garage, King County Noxious Weed
16	Black locust	Robinia pseudoacacia	12.4	12	Codominant, SW of garage, King County Noxious Weed
17	Black locust	Robinia pseudoacacia	10	10	31-feet south of garage, King County Noxious Weed
18	Black locust	Robinia pseudoacacia	11	11	23-feet south of garage, King County Noxious Weed
19	Black locust	Robinia pseudoacacia	19	19	45-feet south of 1813-house, King County Noxious Weed
20	Black locust	Robinia pseudoacacia	10	10	South of 1813-house, King County Noxious Weed
21	Black locust	Robinia pseudoacacia	15	15	South of 1813-house, King County Noxious Weed
22	Black locust	Robinia pseudoacacia	12	12	South of 1813-house, King County Noxious Weed
23	Black locust	Robinia pseudoacacia	19	19	South of 1813-house, King County Noxious Weed
24	Black locust	Robinia pseudoacacia	14	14	South of 1813-house, King County Noxious Weed
25	Black locust	Robinia pseudoacacia	9	9	South of 1813-house, King County Noxious Weed
26	Black locust	Robinia pseudoacacia	5	5	South of 1813-house, King County Noxious Weed

DESIGN PRIORITIES

1. Utilize Topography to Step Down Hill

GUIDELINE 1 **CS1 Natural Systems and Site Features - C: Topography**

2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site. Consider "stepping up or down" hillsides to accommodate significant changes in elevation.

2. Open Space Concept to Maximize Usability

GUIDELINE 2 **CS1-D: Plants and Habitat**

Off-Site Features: Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

GUIDELINE 6 **DC3-A1 Open Space Concept**

Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior s paces relate well to each other and support the functions of the development.

3. Coordinate Open Space Concept with Neighbors

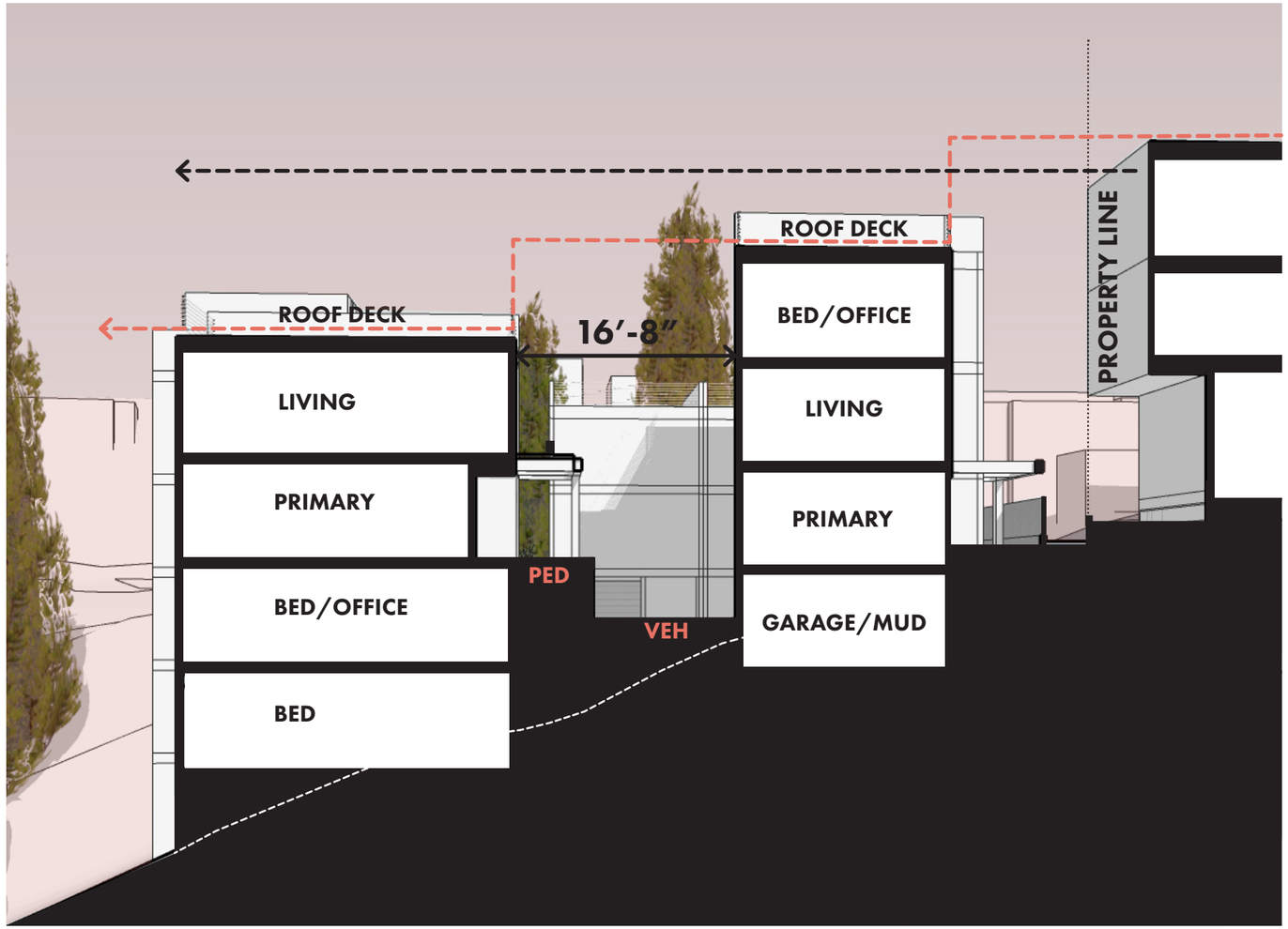
GUIDELINE 3 **CS2-B Adjacent Sites, Streets and Open Spaces**

Character of Open Space: Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or "rooms" for public use. Determine how best to support those spaces through project siting and design (e.g. using mature trees to frame views of architecture or other prominent features).

4. Separate Parking and Pedestrian Interaction

GUIDELINE 5 **DC1-C Visual Impacts of Parking**

Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible. Consider breaking large parking lots into smaller lots, and/or provide trees, landscaping or fencing as a screen. Design at-grade parking structures so that they are architecturally compatible with the rest of the building and streetscape.



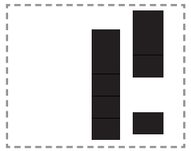
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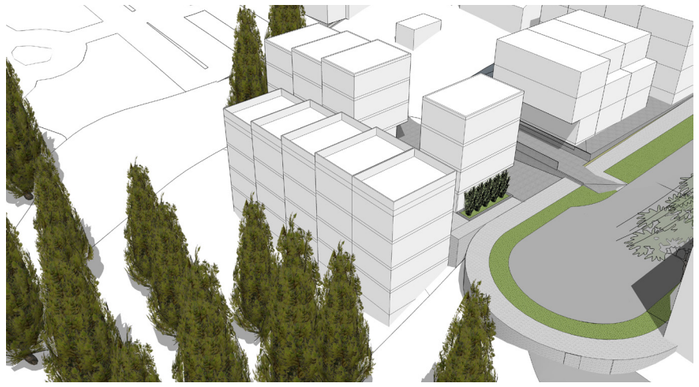
3
EDG MASSING SOLUTIONS

DESIGN SCHEMES SUMMARY



Shale

Scheme One (Code Compliance)



Project Summary

9 Townhouse Units	1,900 sf avg (18'-6" x 26')
Proposed GFA:	18,144 sf
Max FAR:	31,467 sf max
ECA Coverage:	29.9%
Parking:	8 spots (all ext)
Bike Parking:	As Required

Opportunities

+ Separate pedestiran and vehicular access
+ Units step down with hill

Constraints

- Shallower units
- Less Parking spots
- All parking spots exterior and shared below units
- Back units don't have access to good views

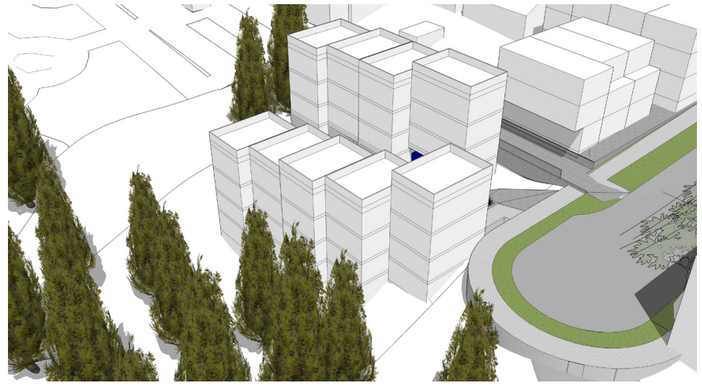
Departures

+ none



Limestone

Scheme Two



Project Summary

9 Townhouse Units	2,016 sf avg (18' x 28')
Proposed GFA:	17,316sf
Max FAR:	31,467 sf max
ECA Coverage:	30%
Parking:	9 spots (all int)
Bike Parking:	As Required

Opportunities

+ Each unit has dedicated garage
+ Units step down with hill
+ 1 Unit fronts street

Constraints

- Shared Vehicular and Pedestrian Access
- Unit that fronts street is setback
- Vehicular access is very visible from street

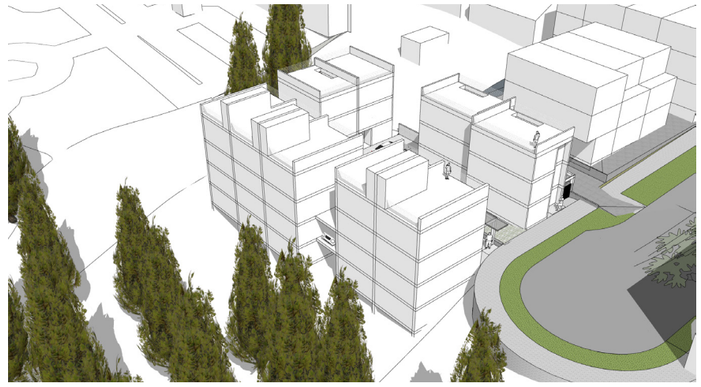
Departures

+ Trash Cart Access greater than 5% slope



Basalt

Scheme Three (Preferred)



Project Summary

9 Townhouse Units	2,072 sf avg (18'-6" x 28')
Proposed GFA:	18,648 sf
Max FAR:	31,467 sf max
ECA Coverage:	28%
Parking:	9 spots (ext & int)
Bike Parking:	As Required

Opportunities

+ Separated Pedestrian and Vehicular Access
+ Massing is broken apart to create space between units
+ Parking pad is flat and visually separated from the street level
+ Unit view direction varies depending on location on lot
+ Simplified massing: Four distinct volumes with two base heights
+ Two units fronts street directly

Constraints

- Reduced setbacks equate to less glazing along lot lines
- Steeper driveway necessary to facilitate parking pad

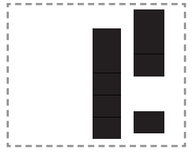
Departures

+ Reduction of required Setbacks
+ Driveway grade of 16%
+ Facade Length

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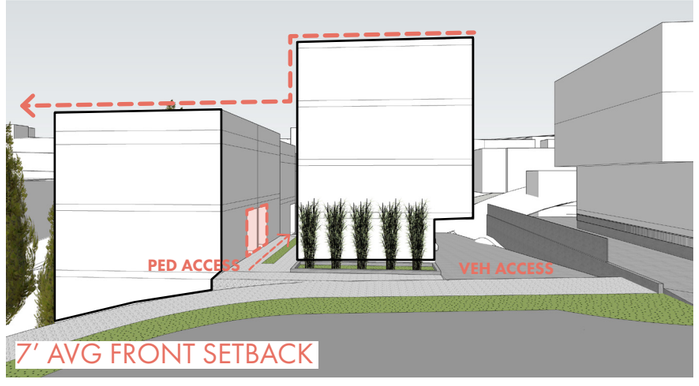
p: 206.267.9277
w: www.hybridarc.com

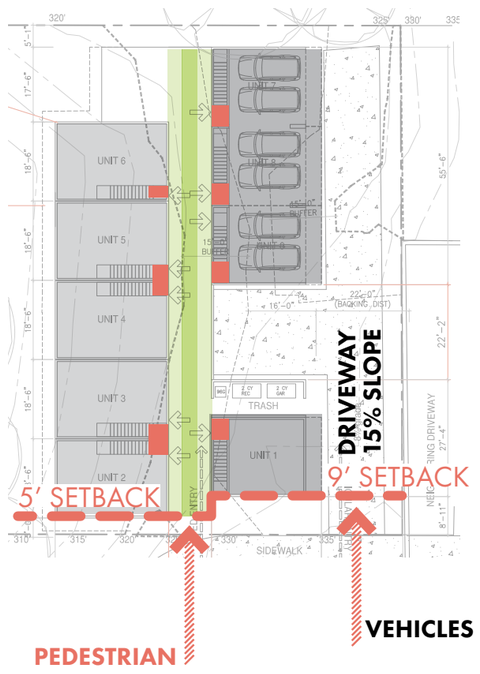
DESIGN SCHEMES SUMMARY (cont.)

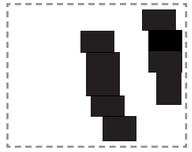


Shale

Scheme One (Code Compliance)

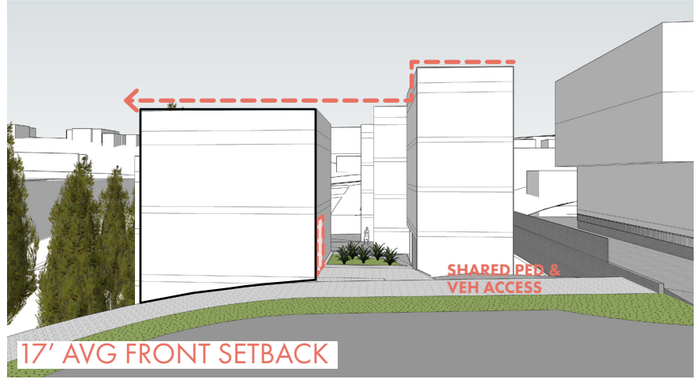


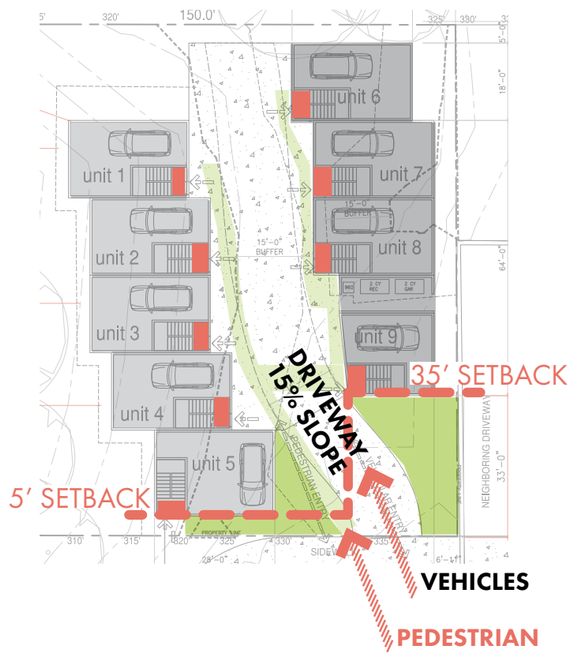


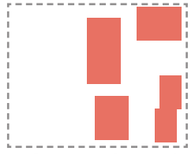


Limestone

Scheme Two

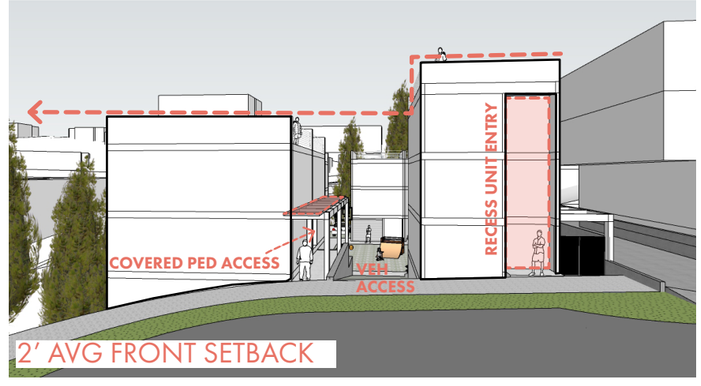


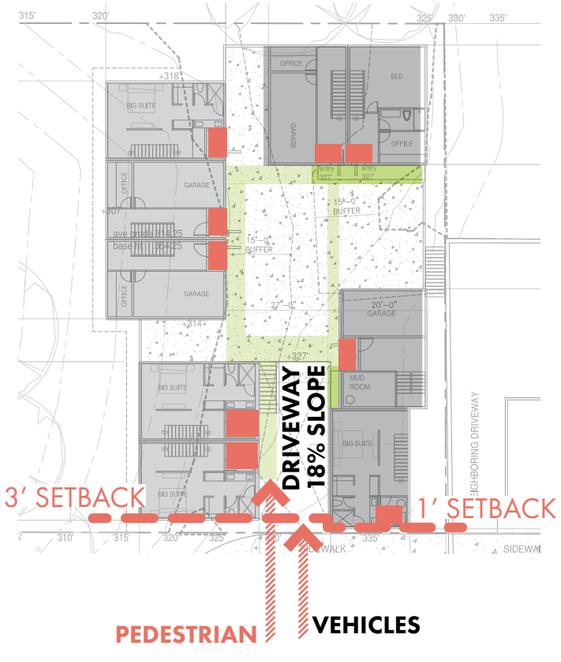




Basalt

Scheme Three (Preferred)





Scheme One (Code Compliance)

Scheme Two

Scheme Three (Preferred)

SCHEME ONE : SHALE

Project Summary

9 Townhouse Units	1,900 sf avg (18'-6" x 26')
Proposed FAR:	18,144 sf
Max FAR:	31,467 sf max
ECA Coverage:	29.9%
Parking:	8 spots (all ext)
Bike Parking:	As Required

Opportunities

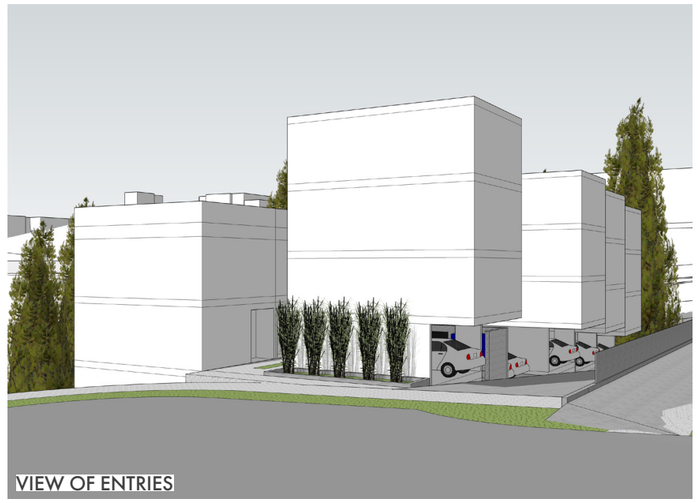
+ Separate pedestiran and vehicular access
+ Units step down with hill

Constraints

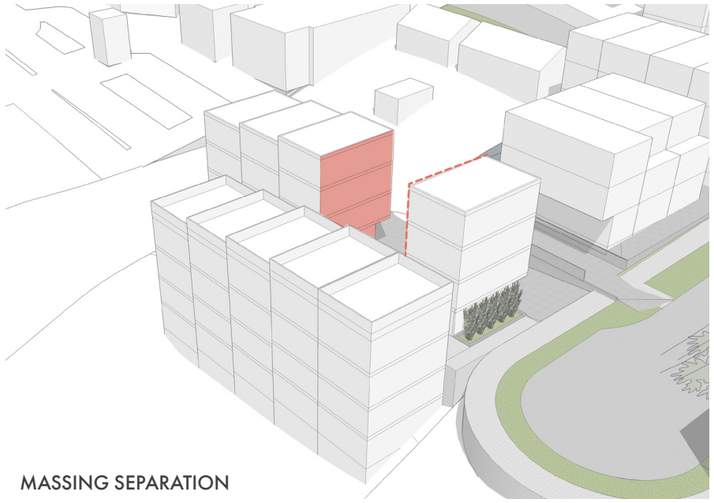
- Shallower units
- Less Parking spots
- All parking spots exterior and shared below units
- Back units don't have access to good views

Departures

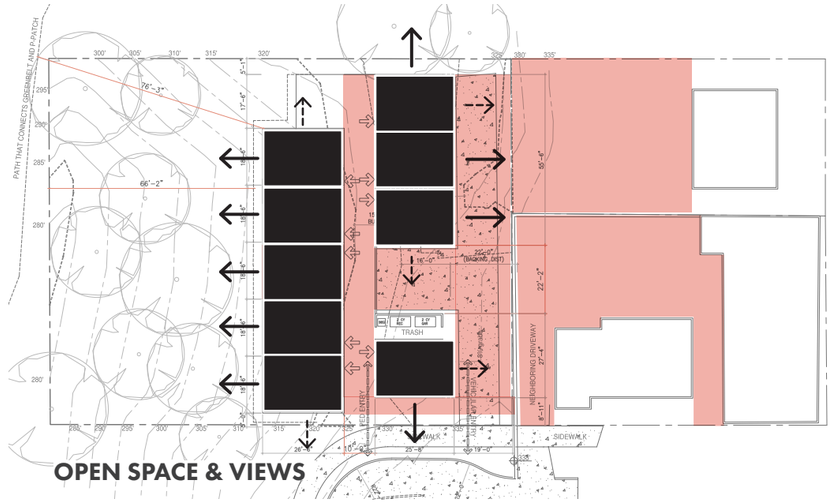
+ none



VIEW OF ENTRIES



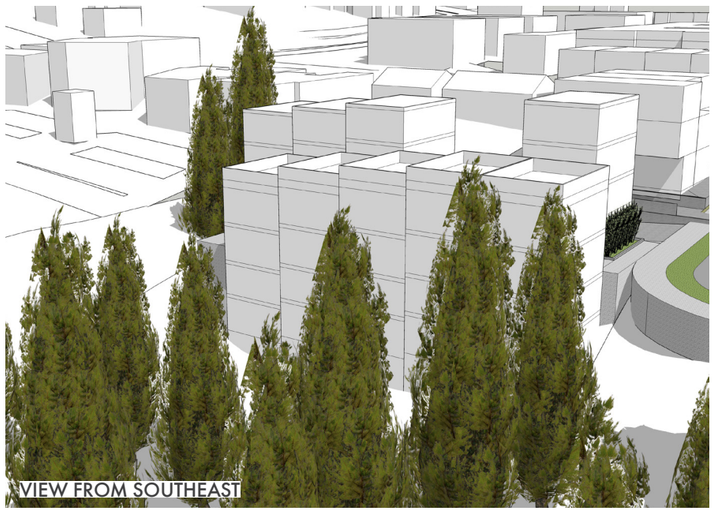
MASSING SEPARATION



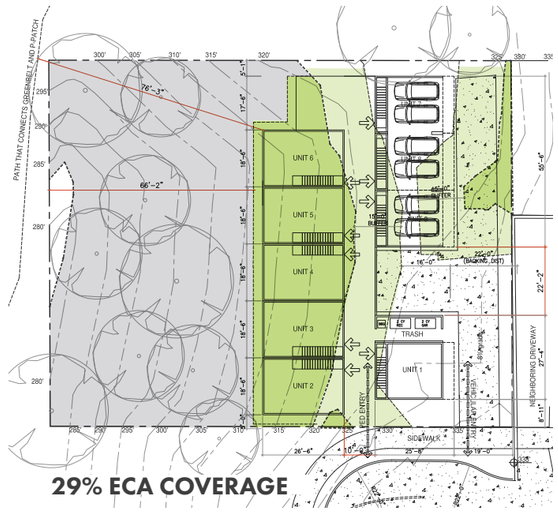
OPEN SPACE & VIEWS



VIEW OF PEDESTRIAN COURT



VIEW FROM SOUTHEAST



29% ECA COVERAGE

ECA Coverage
3,224 SF (29%)

ECA Buffer Coverage
3,142 SF (98%)

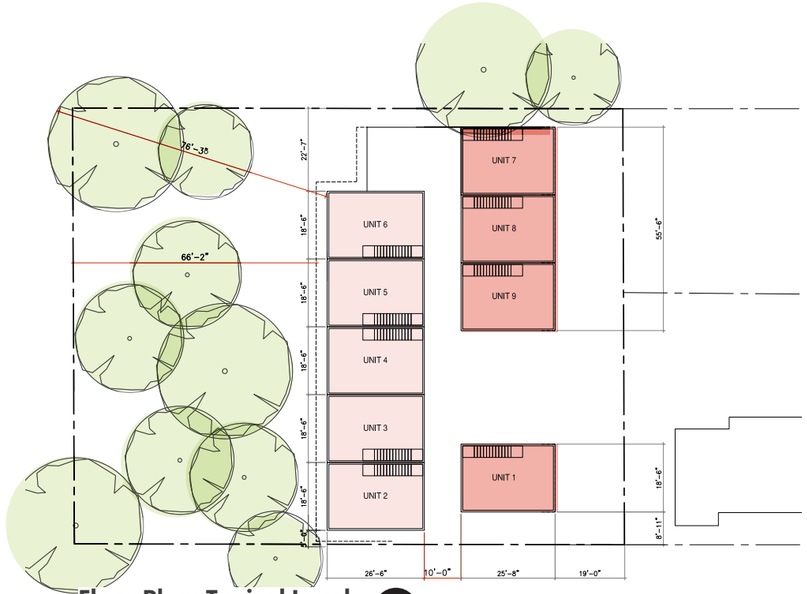
Undisturbed Steep Slope
7,894 SF (71%)

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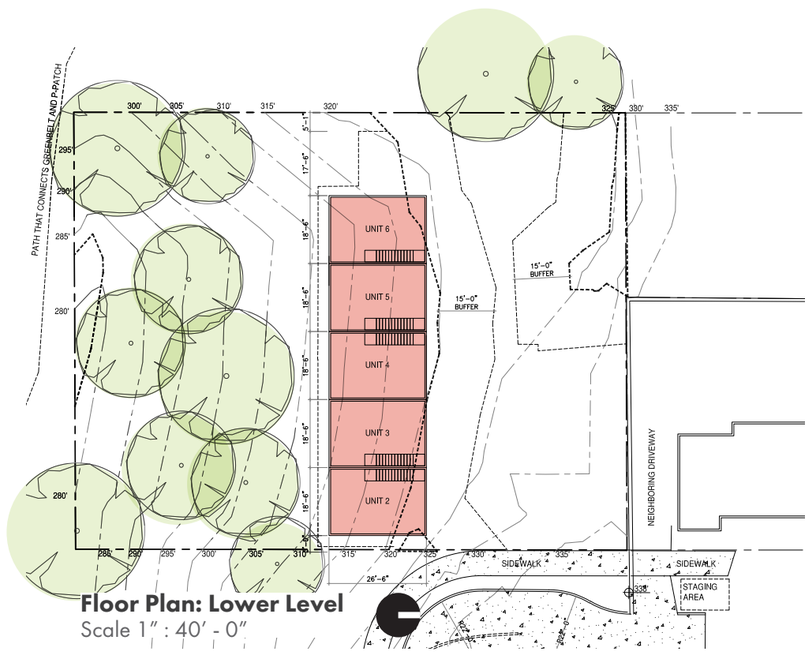
ARCHITECTURAL DRAWINGS



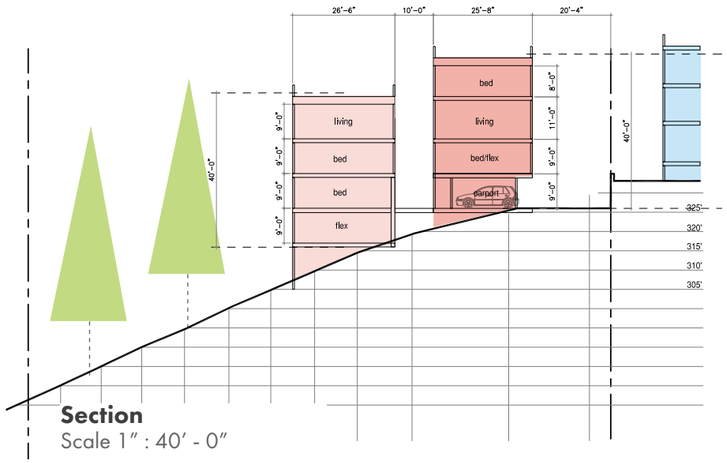
Floor Plan: Typical Level
Scale 1" : 40' - 0"



Floor Plan: Street Level
Scale 1" : 40' - 0"



Floor Plan: Lower Level
Scale 1" : 40' - 0"

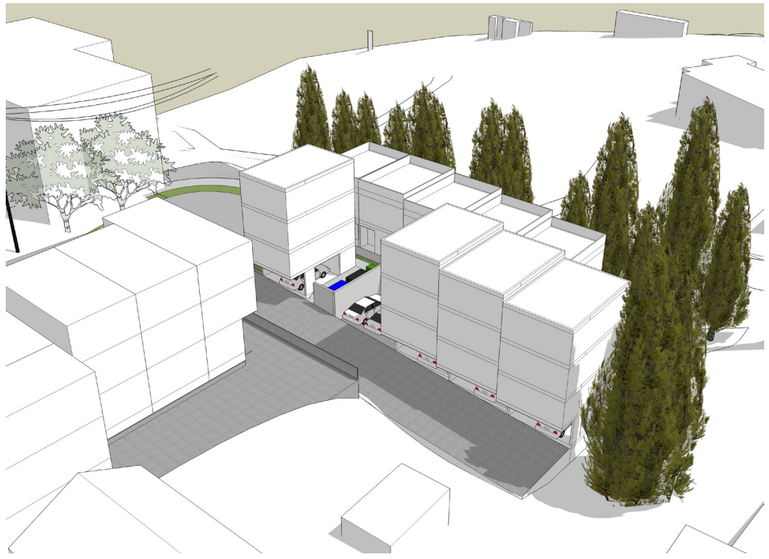


Section
Scale 1" : 40' - 0"

- Residential
- Utilities
- Neighbors
- Driveway
- Landscape

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AERIAL VIEWS

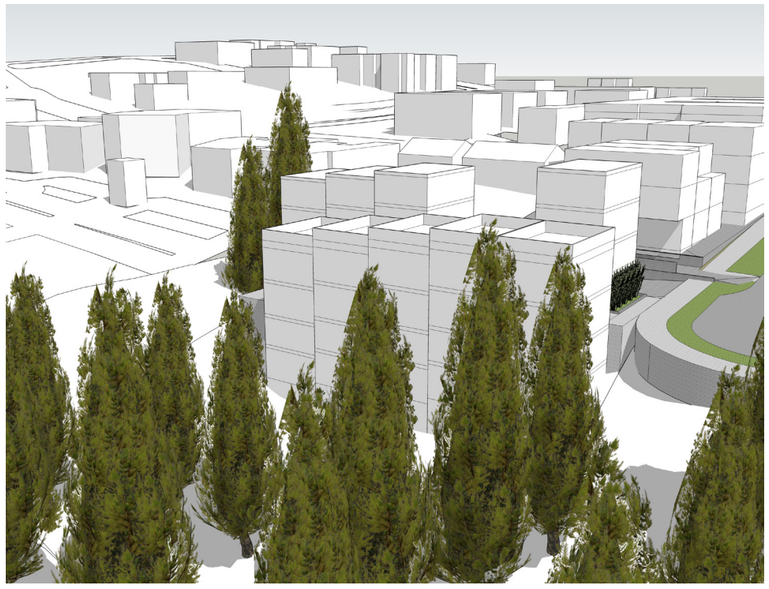


^ aerial view looking Southwest

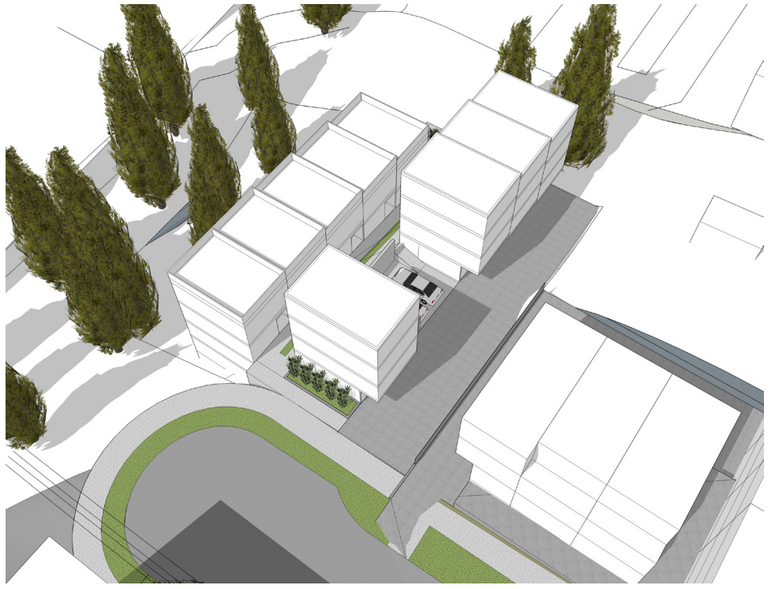


^ aerial view from trolley hill park

v northwest aerial view



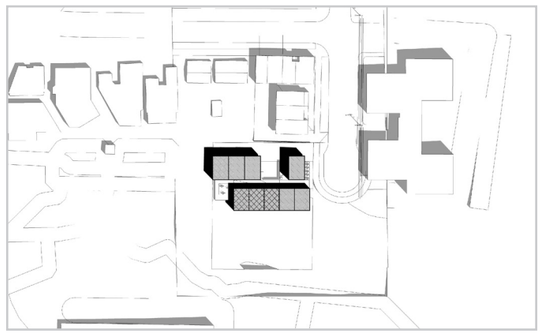
v northeast aerial view



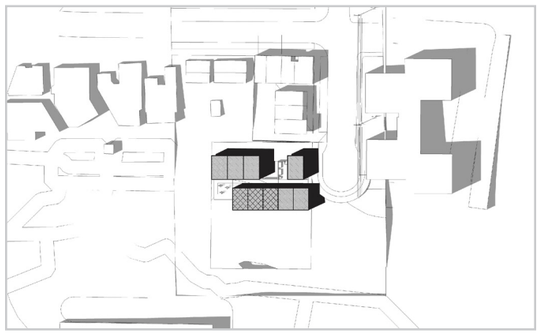
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SHADOW STUDY



9:00 AM



12:00 PM



3:00 PM

SUMMER SOLSTICE



9:00 AM



12:00 PM

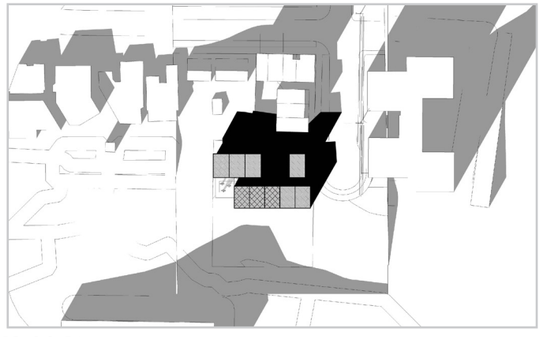


3:00 PM

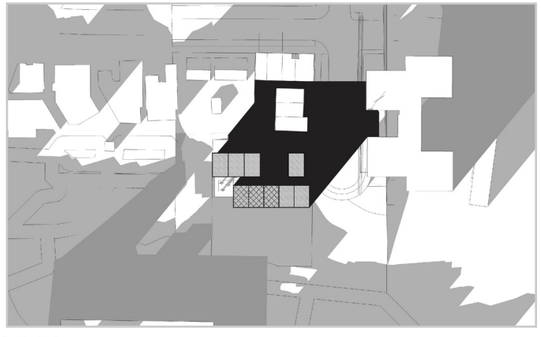
EQUINOX



9:00 AM



12:00 PM



3:00 PM

WINTER SOLSTICE

SCHEME TWO: LIMESTONE

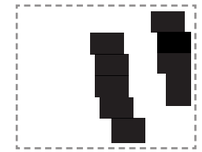
Project Summary

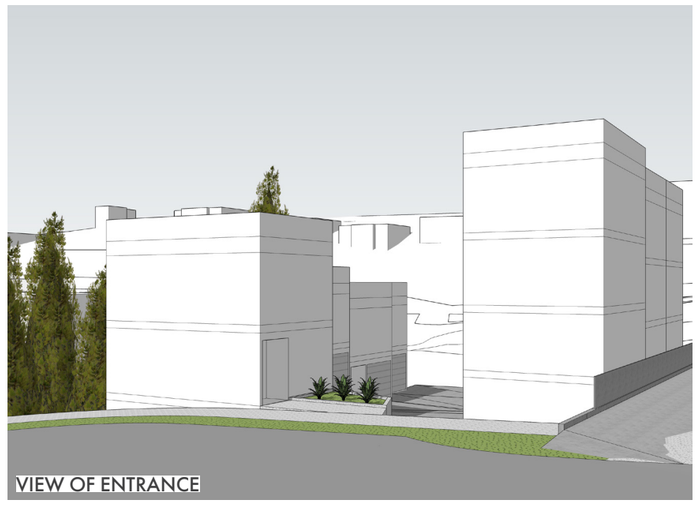
9 Townhouse Units	1,900 sf avg (18'-6" x 26')
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Opportunities
+ Separate pedestiran and vehicular access
+ Units step down with hill

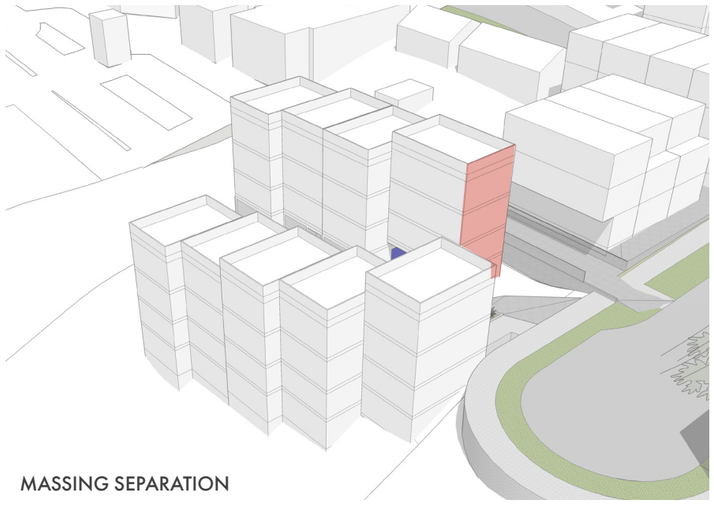
Constraints
- Shallower units
- Less Parking spots
- All parking spots exterior and shared below units
- Back units don't have access to good views

Departures
+ Trash Cart Access greater than 5% slope

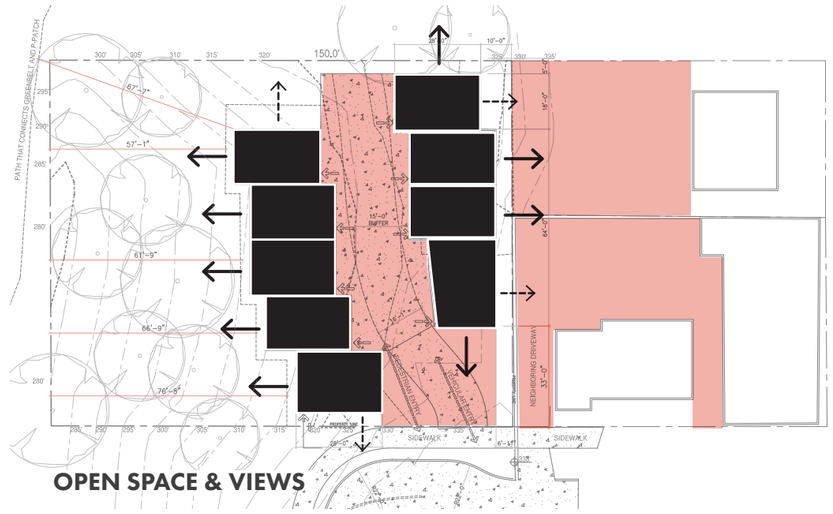




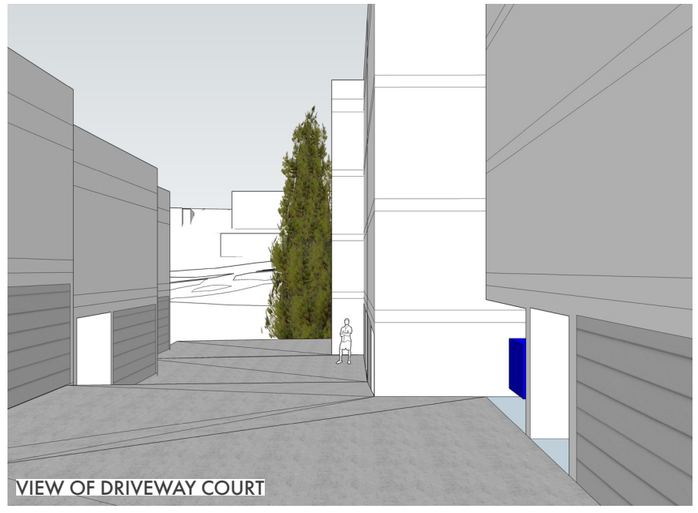
VIEW OF ENTRANCE



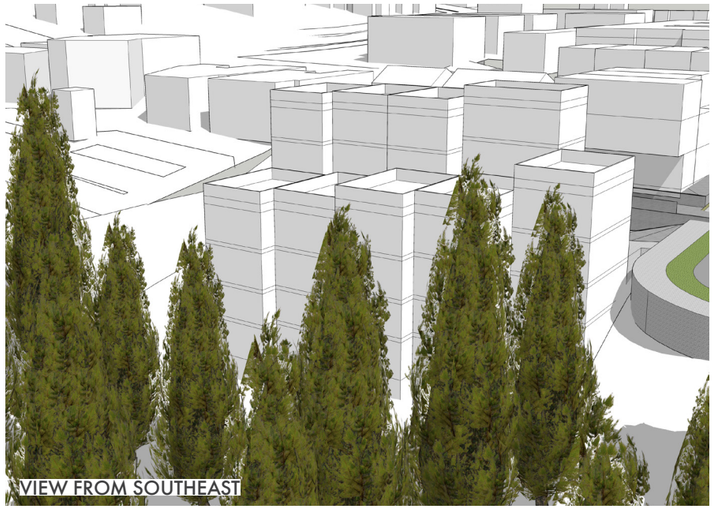
MASSING SEPARATION



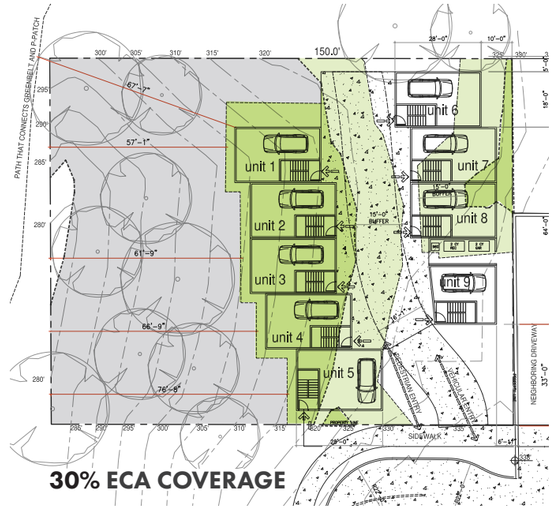
OPEN SPACE & VIEWS



VIEW OF DRIVEWAY COURT



VIEW FROM SOUTHEAST



30% ECA COVERAGE

ECA Coverage
3,335 SF (30%)

ECA Buffer Coverage
3,216 SF (100%)

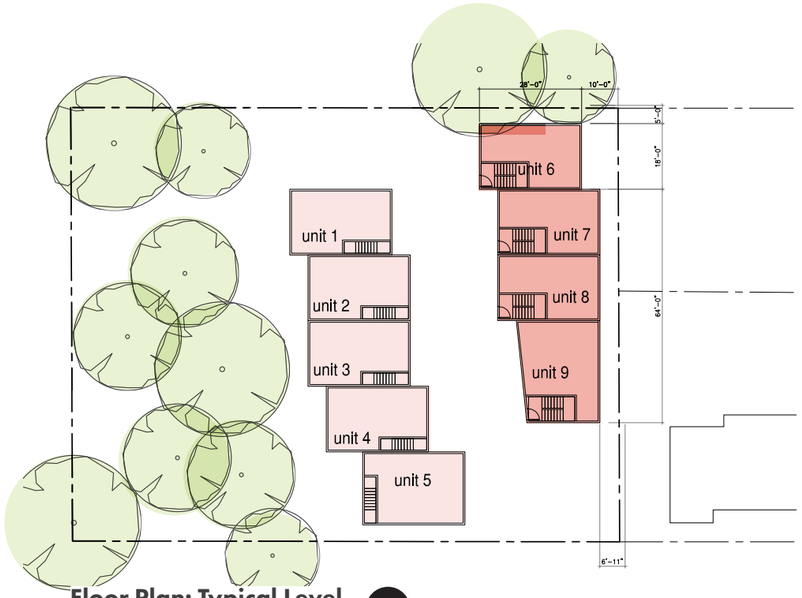
Undisturbed Steep Slope
7,783 SF (70%)

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ARCHITECTURAL DRAWINGS



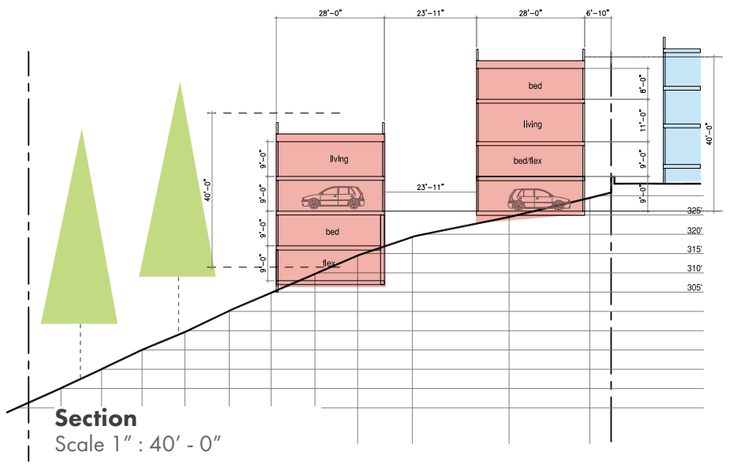
Floor Plan: Typical Level
Scale 1" : 40' - 0"



Floor Plan: Street Level
Scale 1" : 40' - 0"



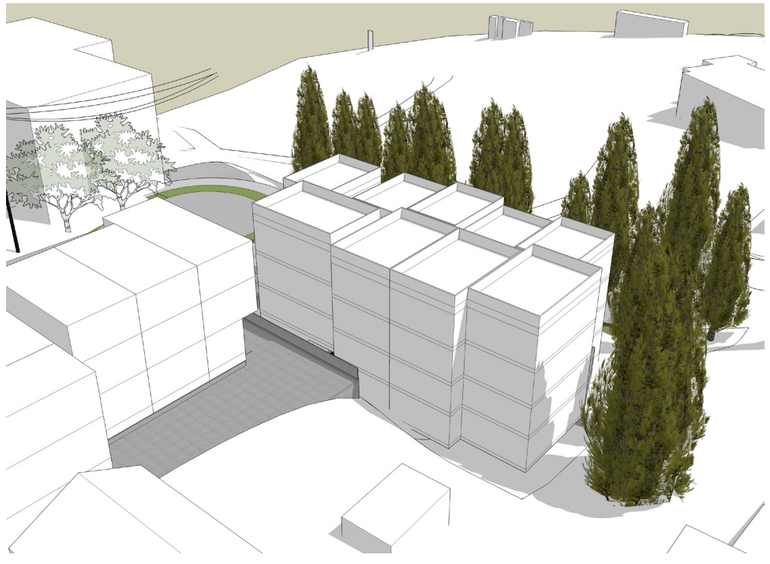
Floor Plan: Lower Level
Scale 1" : 40' - 0"



Section
Scale 1" : 40' - 0"

- Residential
- Utilities
- Neighbors
- Driveway
- Landscape

AERIAL VIEWS

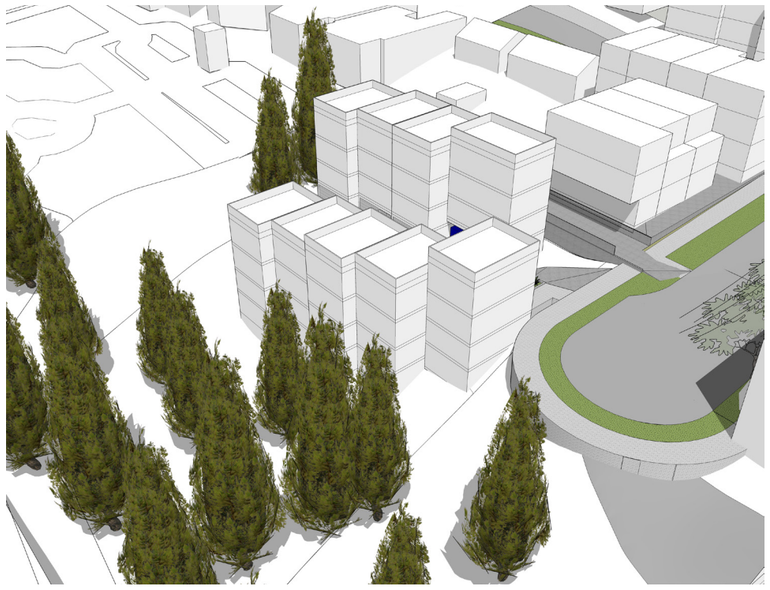


^ aerial view looking Southwest

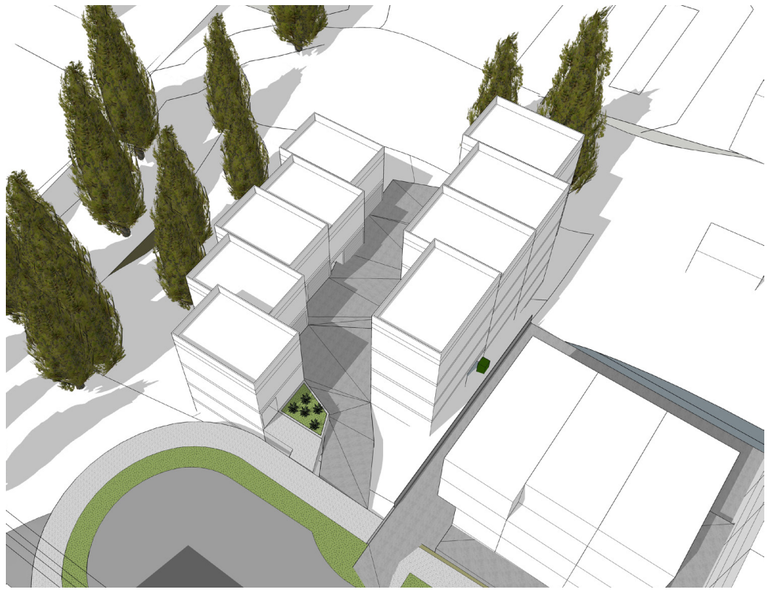


^ aerial view from trolley hill park

v northwest aerial view



v northeast aerial view

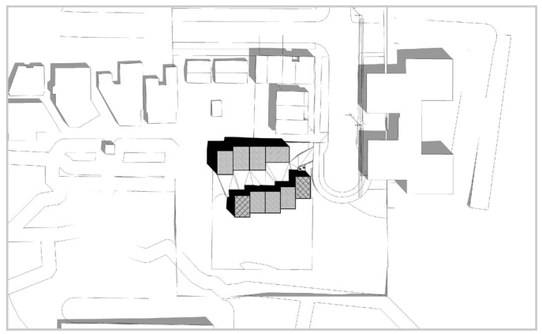


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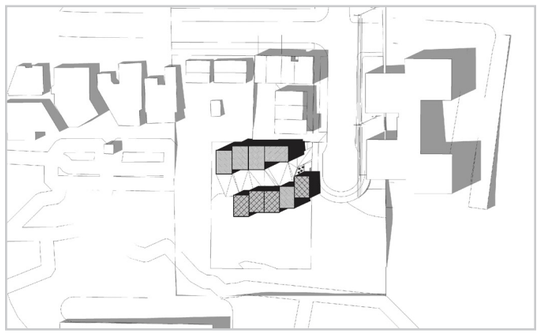
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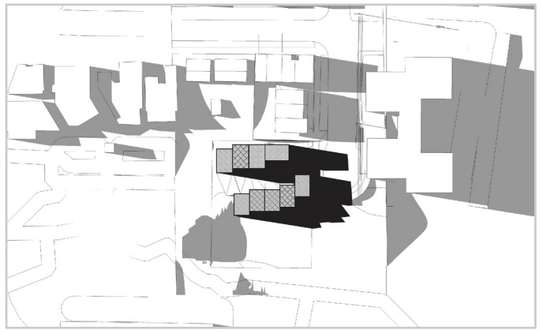
SHADOW STUDY



9:00 AM



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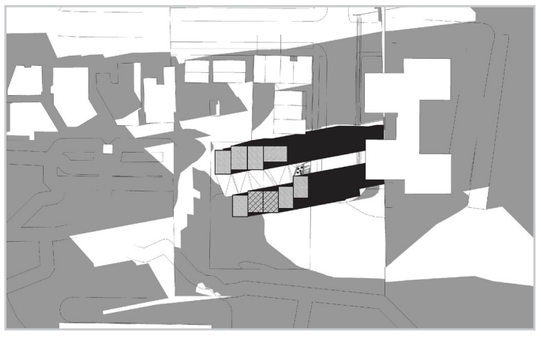
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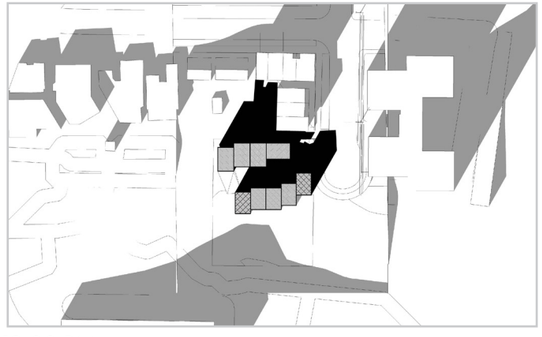


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EQUINOX



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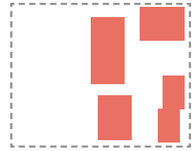
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WINTER SOLSTICE

SCHEME THREE : BASALT (PREFERRED)



Project Summary

9 Townhouse Units	2,072 sf avg (18'-6" x 28')
Proposed FAR:	18,648 sf
Max FAR:	31,467 sf max
ECA Coverage:	28%
Parking:	9 spots (ext & int)
Bike Parking:	As Required

Opportunities

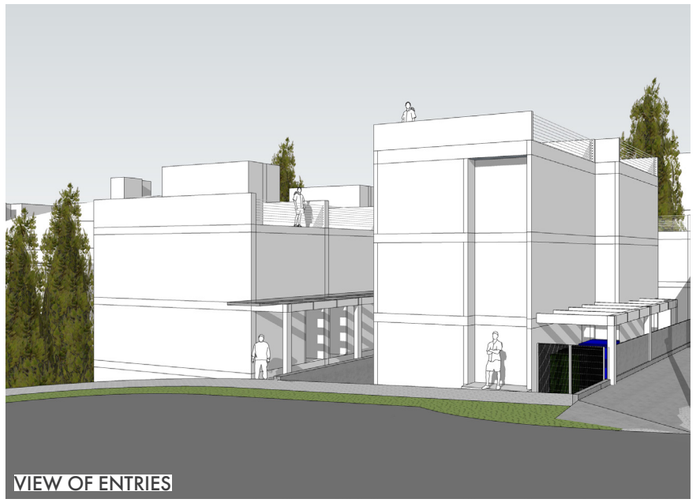
+ Separated Pedestrian and Vehicular Access
+ Massing is broken apart to create space between units
+ Parking pad is flat and visually separated from the street level
+ Unit view direction varies depending on location on lot
+ Simplified massing: Four distinct volumes with two base heights
+ Two units fronts street directly

Constraints

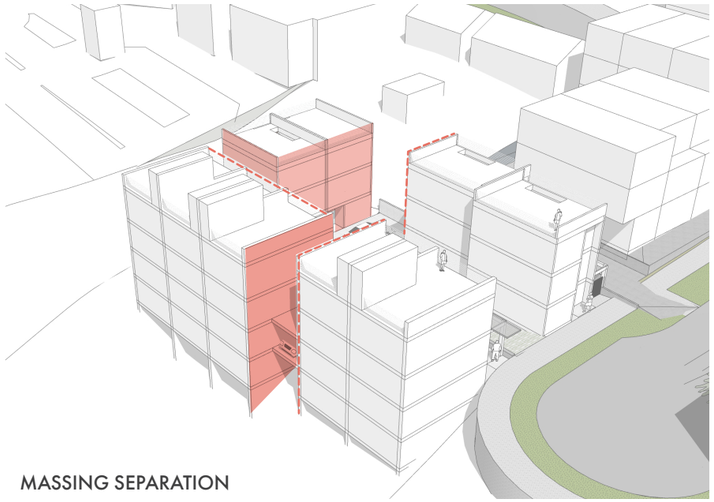
- Reduced setbacks equate to less glazing along lot lines
- Steeper driveway necessary to facilitate parking pad

Departures

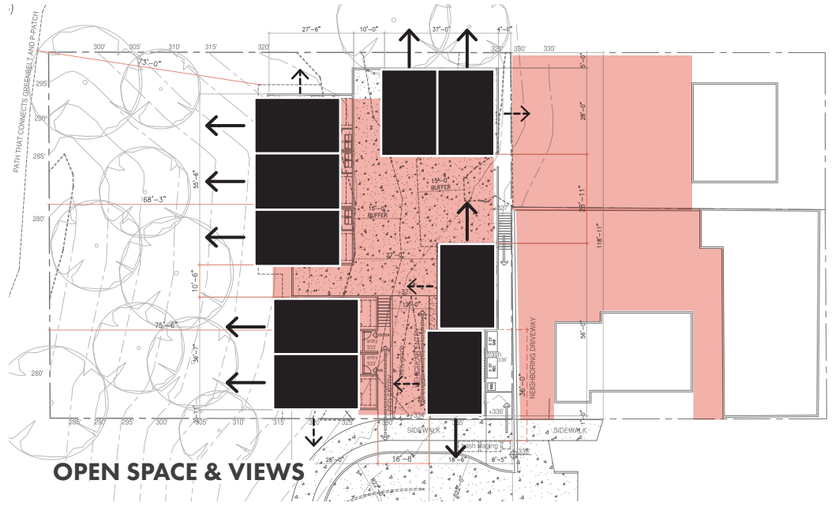
+ Reduction of required Setbacks
+ Driveway grade of 16%
+ Facade Length



VIEW OF ENTRIES



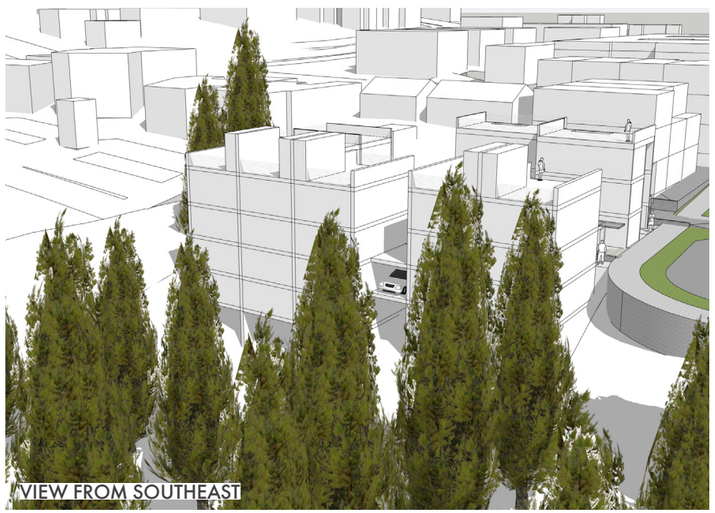
MASSING SEPARATION



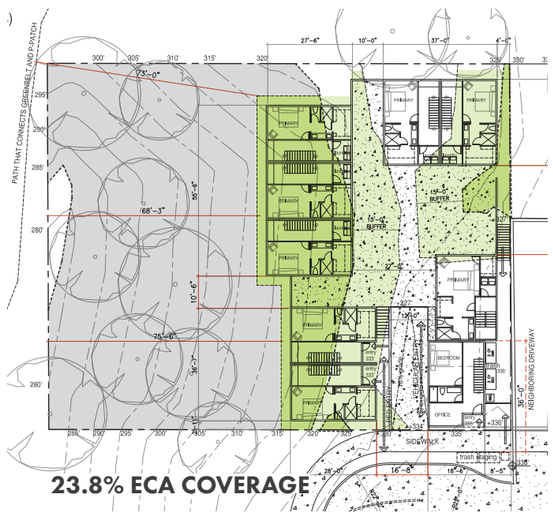
OPEN SPACE & VIEWS



VIEW OF PARKING PAD "WOONERF"



VIEW FROM SOUTHEAST



23.8% ECA COVERAGE

ECA Coverage
2,652 SF (23.8%)

ECA Buffer Coverage
3,000 SF (93%)

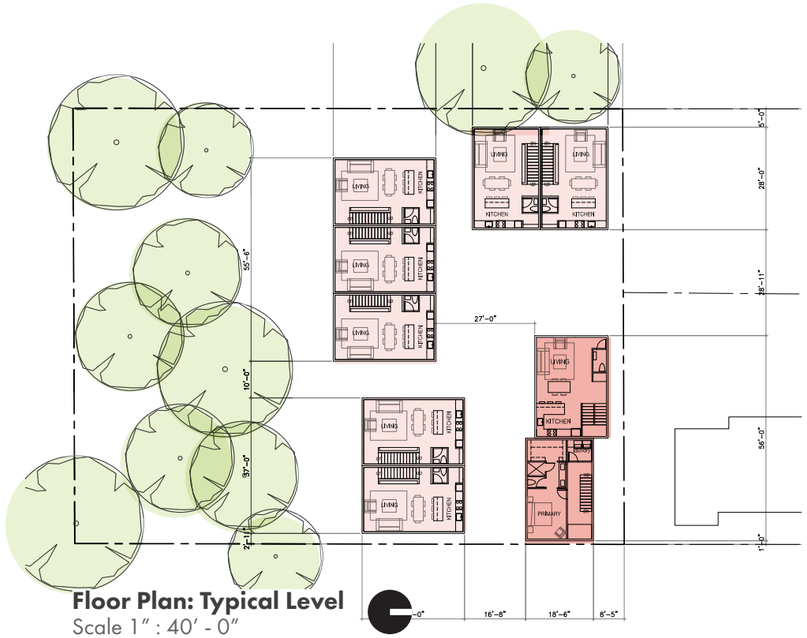
Undisturbed Steep Slope
8,466 SF (76.2%)

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ARCHITECTURAL DRAWINGS



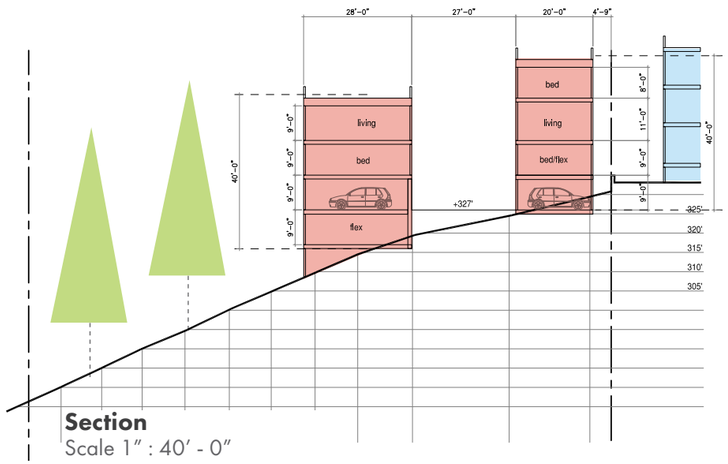
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Scale 1" : 40' - 0"



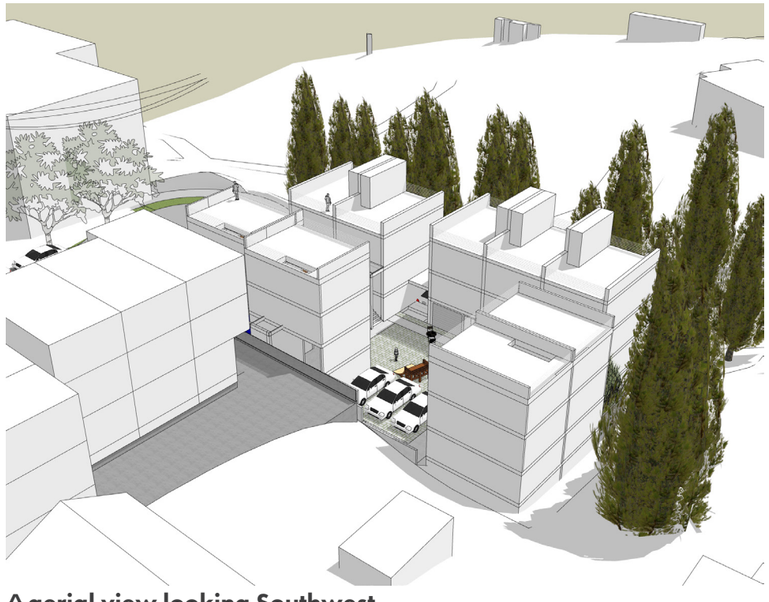
Floor Plan: Lower Level (Parking)
Scale 1" : 40' - 0"



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Scale 1" : 40' - 0"

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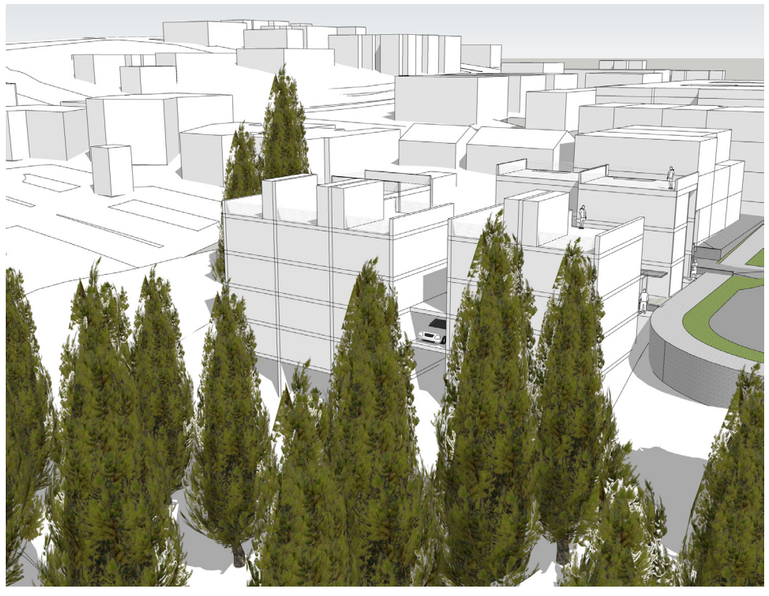


^ aerial view looking Southwest

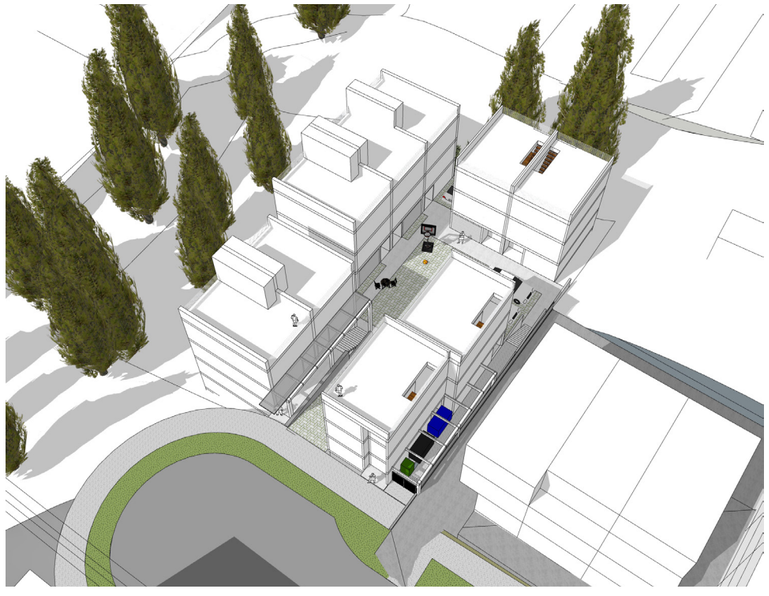


^ aerial view from trolley hill park

v northwest aerial view



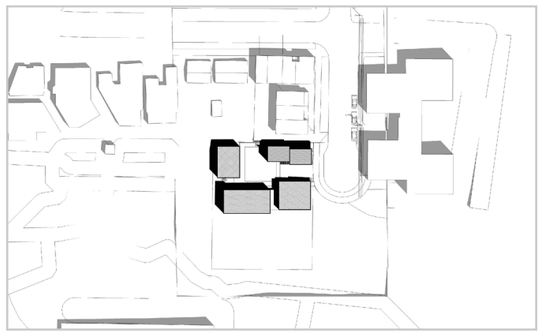
v northeast aerial view



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SHADOW STUDY



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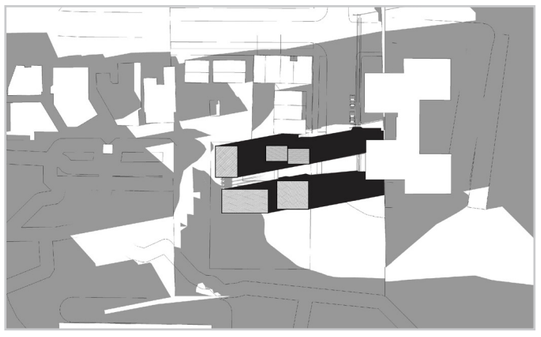
SUMMER SOLSTICE



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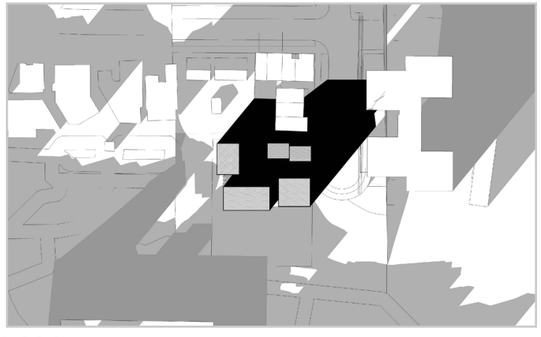
EQUINOX



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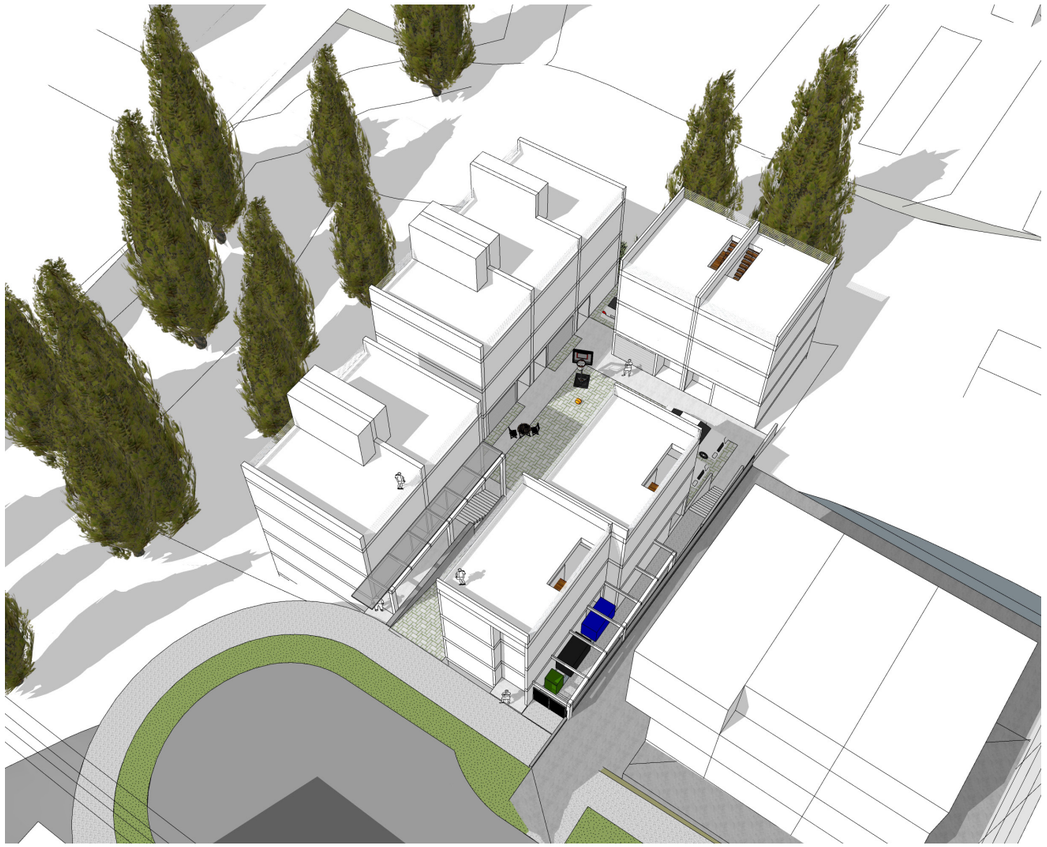
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WINTER SOLSTICE

PREFERRED SCHEME DEVELOPMENT

Design Aspirations

1 Integrate high quality materials on building along with thoughtfully placed large openings
2 Recess and emphasize unit entries
3 Create a family of similar, yet different architecural massings
4 Provide a Woonerf that provides ample open space between units and can serve as an amenity to the residents in addition to its parking utilization
5 Incorporate secondary elements to create a semi private condition at entrance















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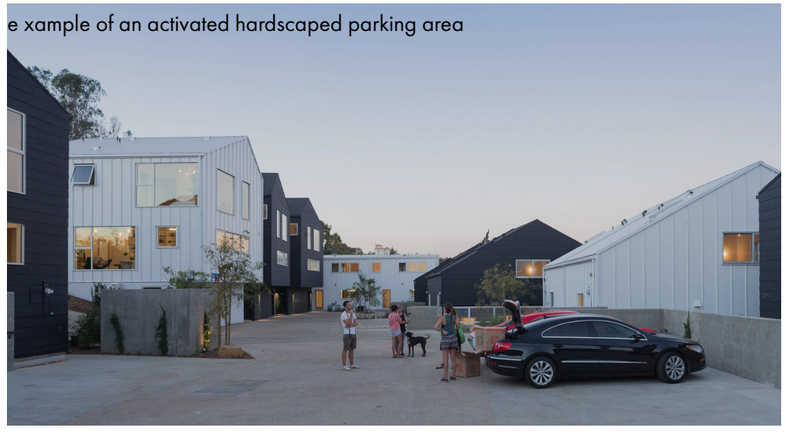
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Landscape Aspirations

1 Provide separated pedestrian and vehicular access to the site
2 Utilize hardscape patterns and circulation to provide vehucular and pedestrian access to all units
3 Provide opportunites for the parking pad, or Woonerf to be utilized by residents for more than parking
4 Provide plantings along purely vehicular traffic points



example of a shared street, or "woonerf"



e xample of an activated hardscaped parking area

GUIDELINE 10 **DC4 Exterior Elements and Finishes**

DC4- D2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4- D4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

Design Team Responses

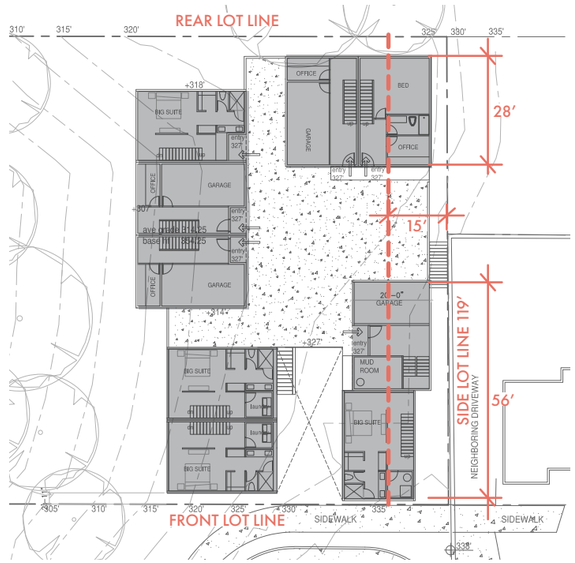
The woonerf will implement a mix of **concrete pavers, grasscrete pavers, and plantings** to make the parking/ driveway area comfortable at the **human scale**.



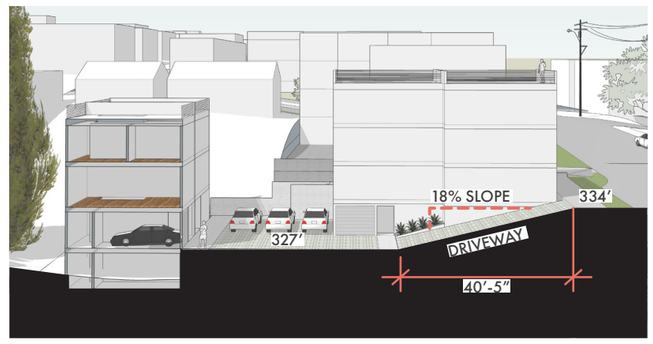
DEPARTURE MATRIX (PREFERRED SCHEME: BASALT)

CODE REQUIRED	REQUEST	DESIGN GUIDELINES	RATIONALE
1. ***Setback Departure (23.45.518)*** **Front:** 7′ average, 5′ min **Rear:** 7′ average, 5′ min **Side (facades 40′ or less):** 5′ min **Side (facades greater than 40′):** 7′ average, 5′ min″	The preferred design requests: 1. 5′-0″ departure from the avg Front Yard Setback off of Taylor Ave N **2′-0″ avg setback proposed**	**Seattle Design Guidelines:** DC3 Open Space Concept - A1: Building Open Space Relationship CS1-D: Plants and Habitat CS2-A2: Archiectural Prescence	The design team respectfully requests a 5′ Front Yard Setback departure. The proposed design has a 2′ average Front yard setback. This decreased setback provides the space necessary to facilitate the parking ingress and egress for all 9 units without fully encoraching into the ECA Steep Slope Variance maximum of 30%. It also has the added benefit of holding the street edge on a site at the dead end of a ROW.
2. ***Facade Length Departure (23.45.527)*** No portion of a driveway, whether located on a lot or on a right-of- way, shall exceed a slope of 15 percent.	The preferred design requests a 5% departure for the maximum facade length within 15′ of the side yard. **Proposed Facade Length is 70% of the side yard length. (84/119 = 70.5%)**	**Seattle Design Guidelines:** DC1-B1: Access Location and Design PL3-A Entries	The project proposes a facade length departure of approximately 5% to enable two of the townhouse units to orient themselves with their longer side along the side yard. This orientation allows one of the units to have a direct street prescence and entrance off Taylor Ave N. It also has the added benefit of providing a more generous separate pedestrian and vehicular access to the site.
3. ***Driveway Slope Departure (23.54.030.D.3)*** No portion of a driveway, whether located on a lot or on a right-of- way, shall exceed a slope of 15 percent... The Director may permit a driveway slope of more than 15 percent if it is found that: a.The topography or other special characteristic of the lot makes a 15 percent maximum driveway slope infeasible; b.The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot; and c.The driveway is still useable as access to the lot.	The preferred design requests a departure for the maximum driveway slope of 15% to 20%.	**Seattle Design Guidelines:** DC1-B1: Access Location and Design CS1 Natural Systems and Site Features - C: Topography	The project proposes a driveway slope of 18% to facilitate a flat parking area 7′ below the existing street gradde. This lowered parking pad would naturally provide visual separation from the right of way due to the height difference, and it can also be used as a landscape and emnity feature for the residents.

1-2: SETBACK & FACADE LENGTH DIAGRAM



3. DRIVEWAY SLOPE DEPARTURE DIAGRAM



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