2010 FAIRVIEW. TOWNHOMES.

PROJECT NUMBER: 3039201-LU / 3038392-EG I RECOMMENDATION PACKET I FEBRUARY 2023.

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PROJECT DESCRIPTION.

The proposed townhome project is located midblock on Fairview Avenue East between East Boston Street and East Newton Street. The site is a split zone lot containing both LR-2 RC (M) and LR-3 (M). The site is currently developed with a 2 story tall commercial building that will be demolished. The site is also currently going through an LBA process to turn the original lot into (3) lots including the proposed lot that is the focus of this application.

This project proposes to build (19) townhomes, 5 of which would directly front on Fairveiw Avenue East. The townhomes are divided into (6) different buildings located adjacent to or ontop of a PT deck that acts as the lid of the shared parking garage below and common amenity area above. Units are a mix of (2) and (3) stories tall. Units fronting on the street have their ground floor partially buried with the entry level being 1/2 story above the sidewalk to create a transition from public to private while still maintaining a strong connection to the street.

Parking will be provided through a partially below grade shared garage. There is no alley, parking will be accessed from Fairview Avenue East.

PROJECT #.	3038392-EG
LOT AREA.	17,112 SF
COMMERCIAL UNITS.	N/A
COMMERCIAL AREA (GROSS).	N/A
RESIDENTIAL DWELLING UNITS.	19 UNITS
RESIDENTIAL UNIT TYPE.	TOWNHOMES
RESIDENTIAL AREA (GROSS).	28,145.08 GSF
RESIDENTIAL AREA (FAR).	27,513.27 SF
AUTO PARKING STALLS.	20 PARKING STALLS
AUTO PARKING LOCATION.	BELOW GRADE GARAGE

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CONTEXT ANALYSIS. VICINITY MAP.

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BUS STOPS

BIKE LANE / PATH





1. HOUSE BOAT COMMUNITY.



2. TERRY PETTUS PARK.



3. 2000 FAIRVIEW AVENUE EAST.



4. NEOLEUKIN THERAPEUTICS.



5. LAKE UNION DRY DOCK.



6. PETE'S MARKET.



7. BUSINESSES ALONG EASTLAKE.



8. BUSINESSES ALONG EASTLAKE.



9. LAKE UNION.



10. INTERSTATE 5.



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PROJECT INFORMATION. SURVEY.

01. PROJECT INFORMATION

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LEGAL DESCRIPTION.

PARCEL Z (17,112 SQ. FT.) (17,112 SQ. FT.) (17,112 SQ. FT.) THAT PORTION OF LOTS 1, 2 AND 3, BLOCK 5, GREEN'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 73, RECORDS OF KING COUNTY, WA. TOGETHER WITH THAT PORTION OF LOTS 1, 2 AND 3, BLOCK 57, LAKE WITH THAT PORTION OF LOTS 1, 2 AND 3, BLOCK 57, LAKE UNION SHORE LANDS. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 3; THENCE S AT THE NORTHWEST CORNER OF SAID LOT 3; THENCE S AT THE NORTHWEST CORNER OF SAID LOT 3; THENCE S 88°52'15" E ALONG THE NORTH LINE OF SAID LOT FOR A DISTANCE OF150.78 FT.; THENCE S 01°11'12" W, 121.95 FT.; THENCE N 88°52'01" W,117.03 FT. TO A POINT OF CURVATURE; THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIAL BEARING OF N 59°01'38" E, A CENTRAL ANGLE OF32°07'12", A RADIUS OF 220.00 FT. FOR A DISTANCE OF 123.33 FT.;THENCE N 01°08'50" E, 4.96 FT. TO THE POINT OF BEGINNING.







1. 2010 FAIRVIEW LOOKING EAST.



2. EAST DOWN SOUTH PROP. LINE.



3. OFFSITE VIEW TO THE NORTH.



4. ON SITE LOOKING NORTH EAST.



5. OFFSITE VIEW TO THE WEST.

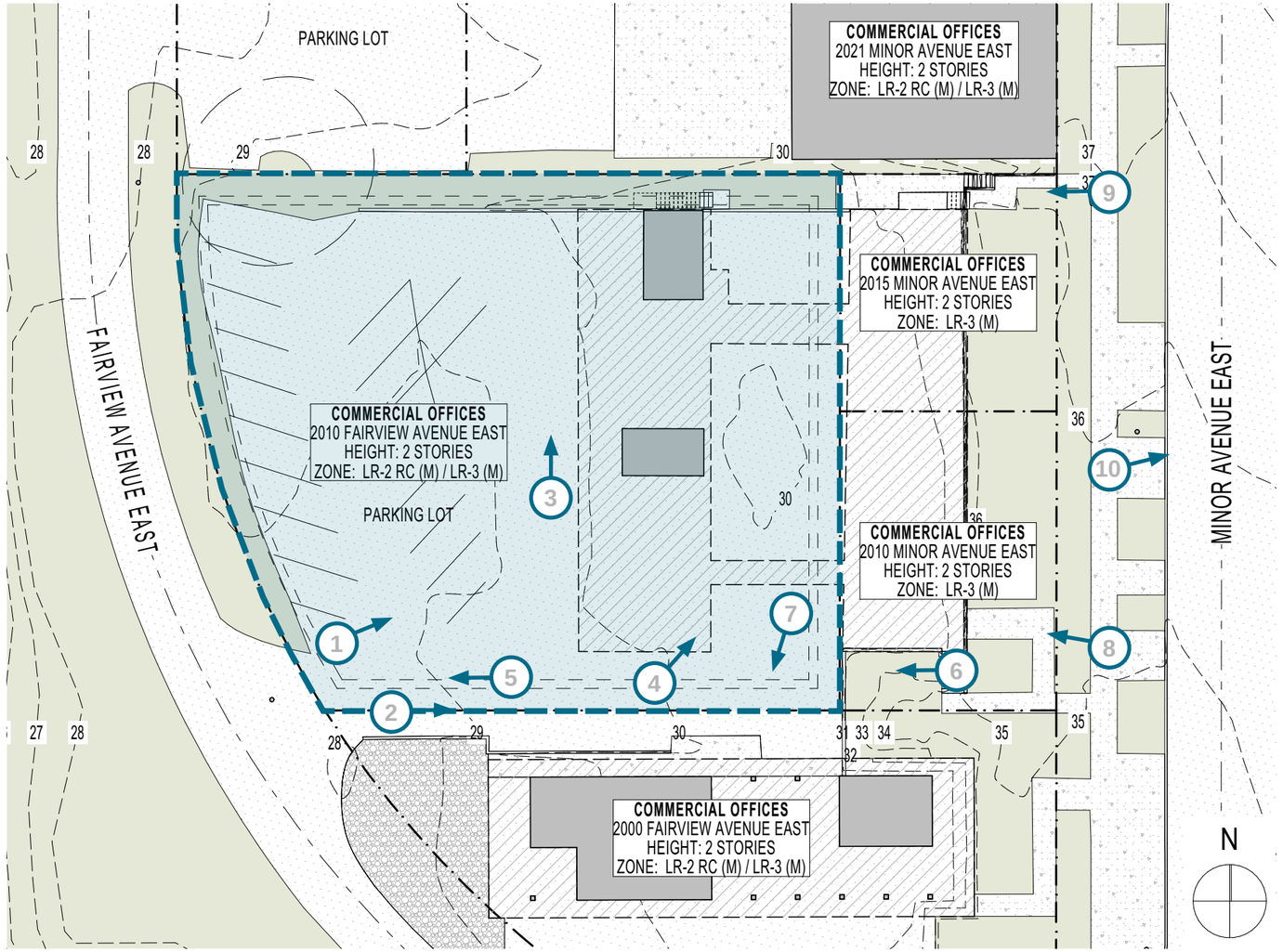


PHOTO KEY PLAN.



6. VIEW TO WEST ALONG BUILDING.



7. VIEW OF 2000 FAIRVEIW AVE E.



8. ENTRY FROM MINOR AVE. EAST



9. WEST DOWN NORTH PROP. LINE.



10. OFFSITE VIEW TO THE EAST.

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CONTEXT ANALYSIS. OPPORTUNITIES & CONSTRAINTS.

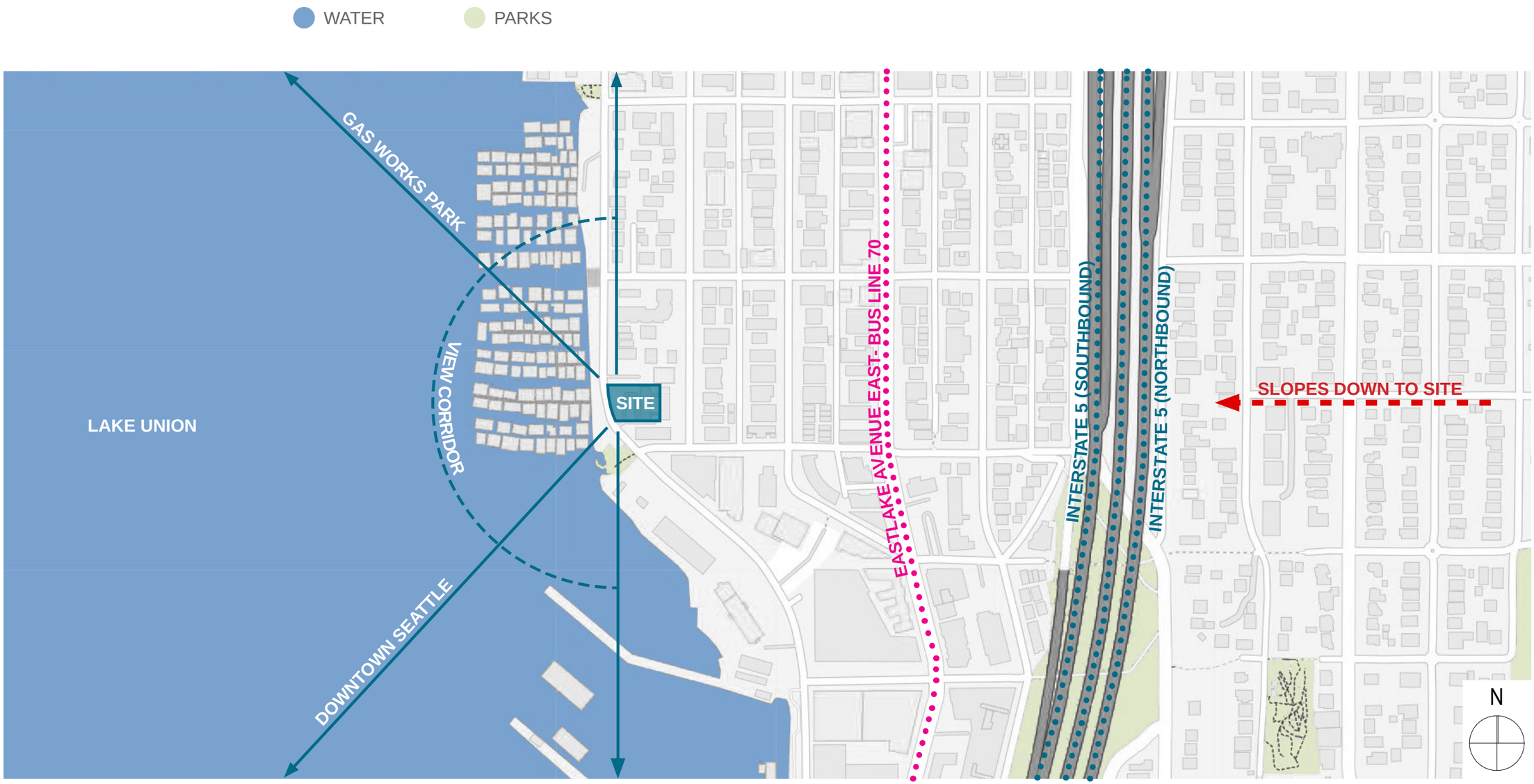
01. PROJECT INFORMATION

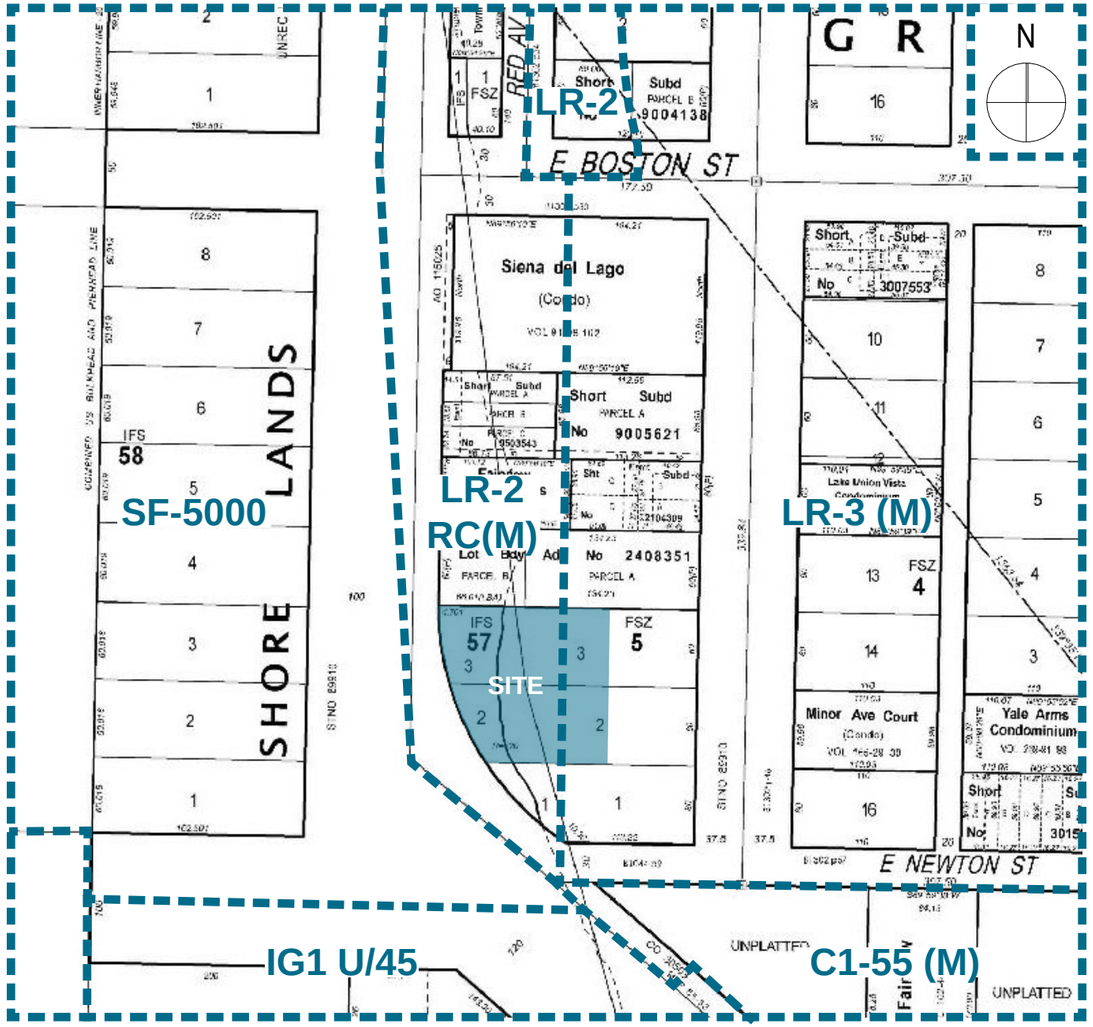
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LOT AREA:	17,112 SF
ZONING:	SPLIT ZONE: LR-2 RC (M) LR-3 (M)
OVERLAY:	UC SHORELINE OVERLAY SUBJECT TO 23.60A.386
ECA:	N/A
COMMERCIAL USE:	N/A
RESIDENTIAL USE:	19 TOWNHOMES
FAR:	LR-2 RC (M): 1.4 PER TABLE A 23.45.510
	LR-3 (M): 2.3 PER TABLE A 23.45.510
HEIGHT:	30’ BASE HEIGHT PER 23.60A.386.A1
	5’ OF ADDITIONAL HEIGHT FOR PITCHED ROOFS PER 23.60A.386.C
	4’ OF ADDITIONAL HEIGHT FOR RAILINGS / PARAPETS PER 23.60A.386.D2
SETBACKS:	FRONT: 7’ AVERAGE / 5’ MINIMUM PER TABLE A 23.45.518
	SIDES: 5 MINIMUM FACADES 40’ OR LESS IN LENGTH PER TABLE A 23.45.518
	7’ AVERAGE / 5’ MINIMUM FACADES > 40’ IN LENGTH PER TABLE A 23.45.518
	REAR: 7’ AVERAGE / 5’ MINIMUM PER TABLE A 23.45.518
PARKING:	NO MINIMUM REQUIREMENT PER TABLE B 23.54.015.M
PARKING ACCESS:	NO ALLEY, PARKING ACCESSED VIA FAIRVIEW AVENUE EAST
BICYCLE PARKING:	1 BIKE PARKING SPACE PER DWELLINGS PER 23.54.015 TABLE D
	1 SHORT TERM BIKE PARKING SPACE / 20 DWELLINGS (ROUND TO NEXT EVEN #)
AMENITY AREA:	25% OF THE LOT AREA PER 23.45.522A
	50% OF THE REQUIRED AREA MUST BE PROVIDED AT THE GROUND LEVEL
EXCEPTIONAL TREE:	TREE #1: 60” QMD EXCEPTIONAL POPLAR
	TREE #2: 57.6” DBH EXCEPTIONAL POPLAR
GREEN FACTOR:	A GREEN FACTOR SCORE OF 0.6 IS REQUIRED FOR THIS SITE PER 23.45.524.A2A

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01. PROJECT INFORMATION

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03. DESIGN STANDARDS

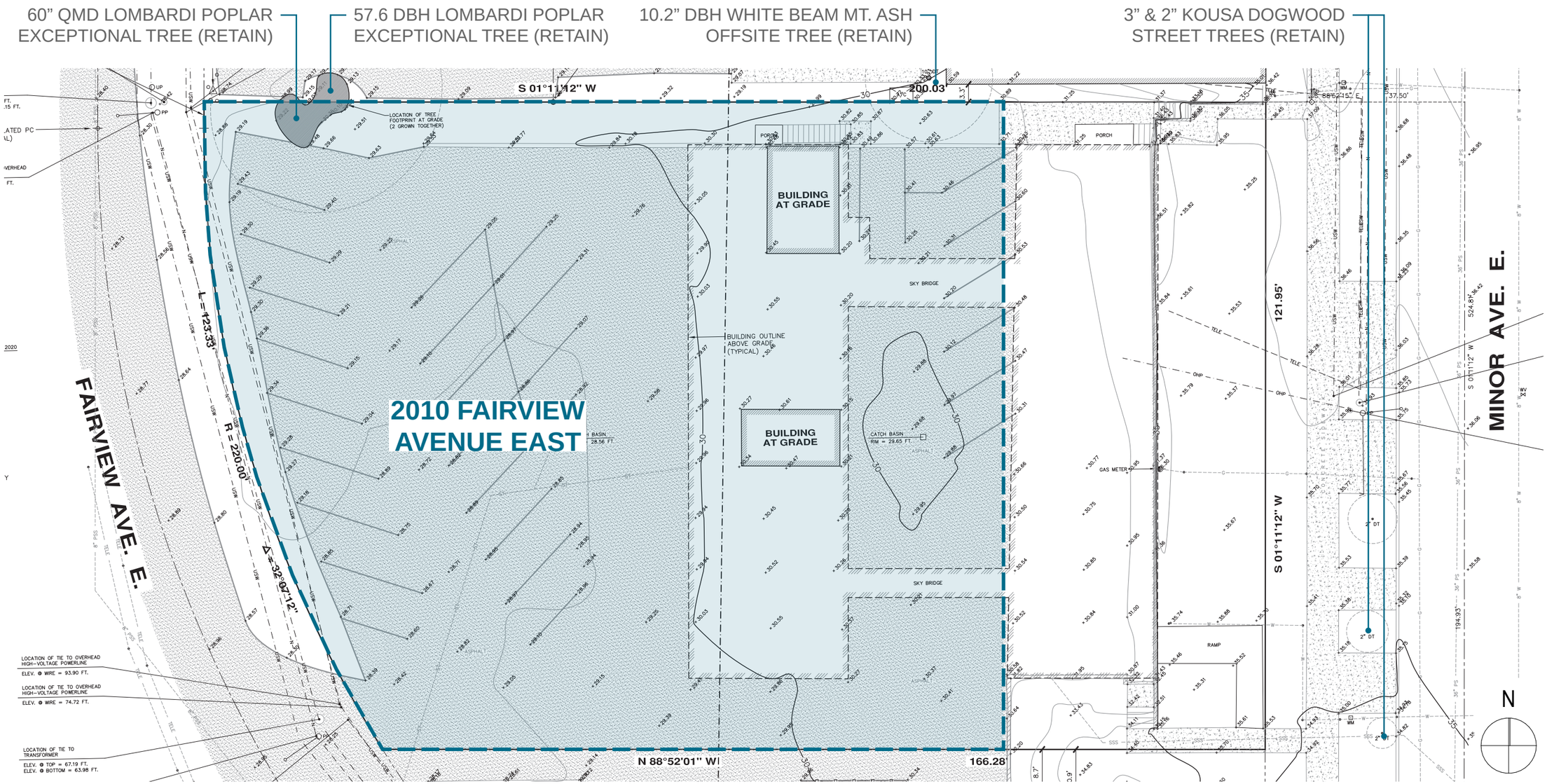
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Significant	Exceptional Size	Grove Size	Exceptional Grove	Tree No.	DBH – Inches (QMD)	Tree Common Name & Latin Binomial	Exc. Threshold	Dripline (R')	Health	Structure/Form	Comments on Condition	Viable Tree?
	YES	YES	NO	1	45.6, 38.4" (60")	Lombardi poplar, *Populus nigra 'Italica'*	30"	19'	1	1	No visible defects	Yes
	YES	YES	NO	2	57.6"	Lombardi poplar, *Populus nigra 'Italica'*	30"	19'	1	2	Double leader	Yes
ROW TREES												
				3	2"	Kousa dogwood	N/A	0			Dead	
				4	3"	Kousa dogwood	N/A	5'				
				5	2"	Kousa dogwood	N/A	5'				
OFFSITE TREE												
YES	NO	NO	NO	101	10.2"	White Beam Mt. Ash, *Sorbus aria*	12.5"					

SITE VISIT.

THIS SITE HAS TWO EXCEPTIONAL TREES, AND THREE STREET TREES (ONE OF WHICH IS DEAD). TWO LARGE EXCEPTIONAL LOMBARDI POPLARS STAND AT THE NW CORNER OF THE PARCEL AND ARE IN GOOD CONDITION, THOUGH SURROUNDED BY PAVED PARKING. THE STREET TREES STAND WITHIN THE MINOR AVE E ROW. OTHER VEGETATION IN VARIOUS PLANTING BEDS ON THE PARCEL ARE EITHER SHRUBS, OR NON-REGULATED TREES. THERE IS ONE OFFSITE TREE AT THE NORTH PARCEL BOUNDARY WITH BRANCHES OVERHANGING THE PROPERTY LINE: A 10.2" DBH WHITE BEAM MT. ASH. THERE ARE NO GROVE TREES ON THIS PARCEL.



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BLOCK FACE STUDY. FAIRVIEW AVENUE EAST.

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EAST BOSTON ST. RIGHT-OF-WAY



FAIRVIEW AVENUE EAST. LOOKING EAST.

ACROSS FROM PROPOSED PROJECT SITE



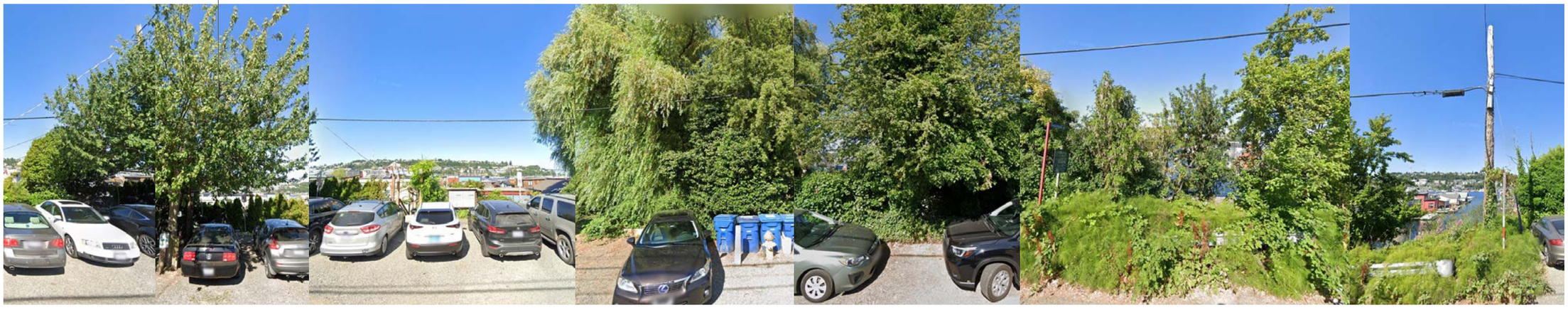
FAIRVIEW AVENUE EAST. LOOKING WEST.

PROPOSED
PROJECT SITE

EAST NEWTON ST.
RIGHT-OF-WAY



FAIRVIEW AVENUE EAST. LOOKING EAST.



FAIRVIEW AVENUE EAST. LOOKING WEST.

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2350. MINOR AVENUE EAST. *(TOWNHOMES)*



2037. YALE AVENUE EAST. *(APARTMENT)*



2501. YALE AVENUE EAST. *(SINGLE FAMILY RESIDENCE)*



2347. MINOR AVENUE EAST. *(TOWNHOMES)*



2361. MINOR AVENUE EAST. *(TOWNHOMES)*



2233. MINOR AVENUE EAST. *(ROWHOUSES)*





1938. FAIRVIEW AVENUE EAST. *(OFFICE BUILDING)*



2000. FAIRVIEW AVENUE EAST. *(OFFICE BUILDING)*



2255. MINOR AVENUE EAST. *(TOWNHOMES)*



2048. MINOR AVENUE EAST. *(TOWNHOMES)*

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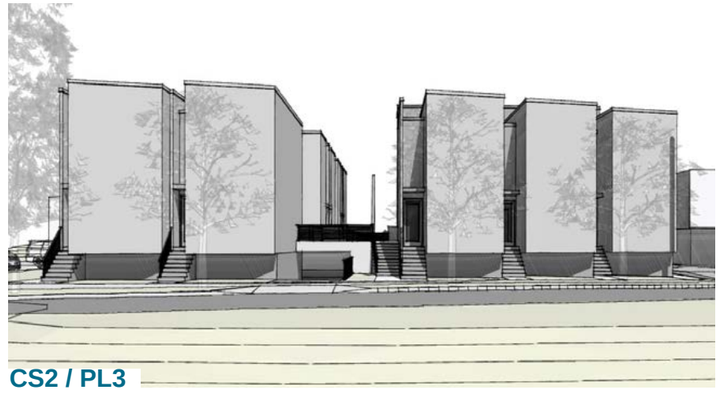
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CS1 / CS2



CS2 / PL3



CS2 / PL3

CS1: Natural Systems and Site Features

D.1 Plants & Habitat: On-Site Features
D.2 Plants & Habitat: Off-Site Features

On site and off site trees. We intend to retain and protect the existing Lombardi Poplar trees that are situated at the NW corner of the site. For our preferred option, we are proposing removal of adjacent parking lot pavement and a generous protection zone to ensure that these trees will be able to be retained and to thrive.

CS2: Urban Pattern and Form

A.1 Location in the City & Neighborhood: Sense of Place

This site is fairly visible and provides an opportunity to provide high-quality multifamily housing in a beautiful location. Our concept is to present walk-up dwellings along the street frontage, and to provide additional dwelling accessed via a common amenity area at the back of the site. In this way, we are able to work with, and enhance, the existing development patterns that are found along Fairview Ave E.

CS2: Urban Pattern and Form

B.2 Adjacent Sites, Streets & Open Spaces: Connection to Street

We are proposing a shared amenity courtyard that will be a half level above the sidewalk grade. This configuration will have several advantages:

- Most of the primary living levels will be at the level of the amenity deck, providing connection and an enhanced shared experience amongst occupants
- Dwellings fronting on Fairview will have half-level entry steps that strike a balance between privacy and street connection.
- The space under the amenity deck will contain a common parking garage, as such, cars will be hidden from view and pedestrian and auto circulation can be separated.

CS2: Urban Pattern and Form

D.5 Height, Bulk & Scale: Respect for Adjacent Sites

The decision to build an amenity deck over the common parking garage will mean that the dwellings fronting on Fairview Ave E will present a 2 ½ story façade, as opposed to a 3 story façade as allowed per code. This reduction in scale will help our project to fit in with adjacent development and will help maintain access to light and views to and from neighboring sites.

PL3: Street-Level Interaction

A.1D Entries: Design Objective- Individual Entries to Ground-Related Housing

There are three types of paths to access entries for this project:

- Dwellings fronting on Fairview will have entry steps connecting directly to the sidewalk.
- Units 6 thru 9 and 17 thru 19 have individual entries access at grade on the north and south sides of the site.
- Units 10 thru 16 are provided with entries via the common amenity courtyard.

Each type of entry path provides a unique experience and enhances the sense of individuality within the overall project. These individual entries will be provided with special features such as quality doors, covered stoops, recessed areas at the doors. It should be noted that we have also been careful to provide access to the common amenity deck from all dwelling units. In this way, all dwellings will have accessed to this unique site amenity.



PL4 / DC1

PL4: Active Transportation

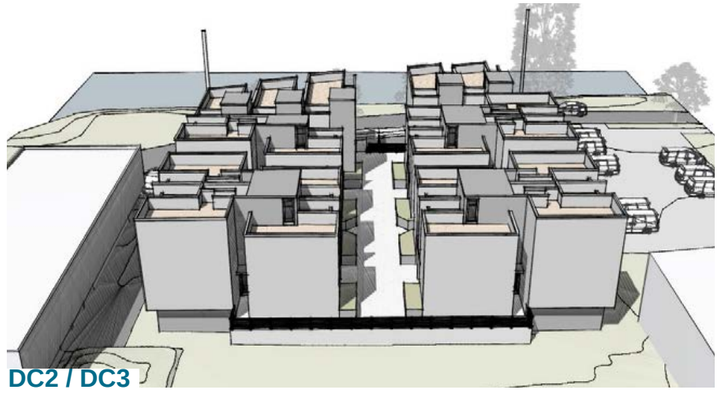
B.2 Planning Ahead for Bicyclists: Bike Facilities

One advantage of our common parking garage is that there will be adequate space for protected bicycle parking and storage. Often times, it is difficult to adequately secure bicycles in townhouse projects, but we intend to provide storage that will be well secured and convenient.

DC1: Project Uses and Activities

C.1 Parking & Service Uses: Below Grade Parking

As can be seen in our code complying scheme, providing parking at grade significantly compromises this site, creating conflicts between pedestrians and auto circulation. As such, we prefer to set the parking a half-level below grade and to develop an amenity deck on top of the parking. This will effectively hide the parking from view and will provide a high-quality shared space for all occupants to enjoy.



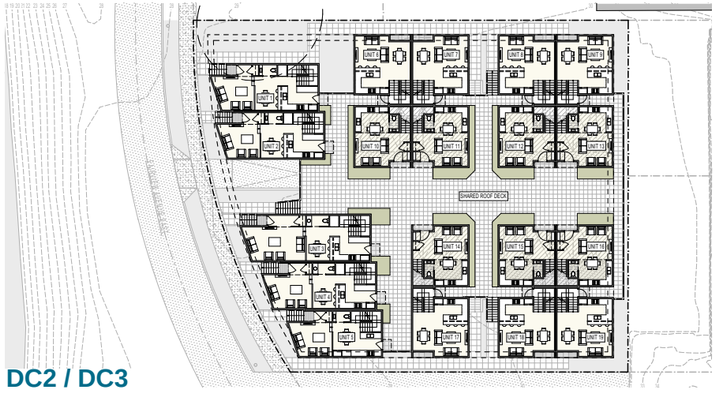
DC2 / DC3

DC2: Architectural Concept

A.1 Massing: Site Characteristics & Uses

One of the best features of this site is that it is adjacent to Lake Union, affording fantastic views and social & natural connections. As such, one of the project goals is to make this connection available to as many occupants as possible. With our preferred option, we found two solutions to accomplish this:

- Provide a common amenity deck that is very open to the view. In this way, all occupants will be able to enjoy this view while coming and going, and to utilize this space for social gatherings.
- Provide private roof decks atop individual dwelling units. These spaces will have low railings and parapets around their perimeters so that occupants (and neighbors) will have access to light and views.



DC2 / DC3

DC3: Open Space Concept

B.4 Open Space Uses & Activities: Multifamily Open Space

Our preferred scheme places a high priority on both common and private open spaces. The common amenity area that is over the garage will provide space for social interaction and gatherings and will provide access to all dwelling units. Roof decks that are on top of the individual dwellings will provide space this is more personally controllable. Engagement with others that are on the common roof deck will be possible since it is only two stories above the common amenity area, but these decks will also afford a private outdoor space for relaxation and recreation.

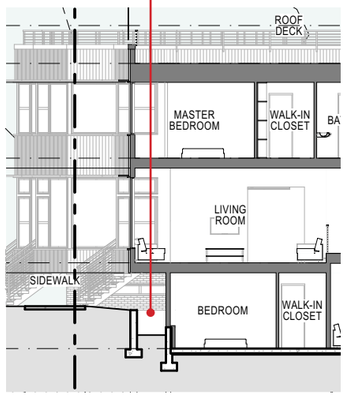
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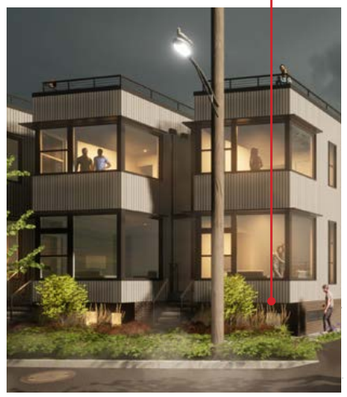
OPTION 3: PREFERRED MASSING



WINDOWWELL EGRESS



MATERIAL TRANSITION LINE



LOW PARAPET W/ OPEN RAILING

BREAKING DOWN OF FACADE



1. Architecture-Massing

a. Staff supports further development of Option 3, the preferred massing layout. The street-facing units relate to the public realm, and the breakdown of structures into asymmetric massing volumes creates contextual scale at the street wall. Staff supports the organization of the center units oriented around a consolidated open space on an elevated deck level. The raised deck provides opportunities to provide below-grade parking for the units, as well as accommodates all services, like solid waste storage and bike parking, out of the main pedestrian circulation and use areas. CS2-D Height, Bulk, and Scale

Response:
We agree with the staff's support of Option 3 and have continued to develop this option in line with the following guidance.

b. The massing of the street-facing units in Option 3 shows a large overhang of the upper levels, creating a dark, blank façade along the sidewalk. Revise the townhouse massing to bring the front wall of the lower level forward to eliminate the overhang (similar to the massing of these units shown in Options 1 and 2). Continue to refine the façade composition to activate the street frontage. DC2-B Architectural and Facade Composition, DC2-B-2. Blank Walls, CS2-B-2. Connection to the Street

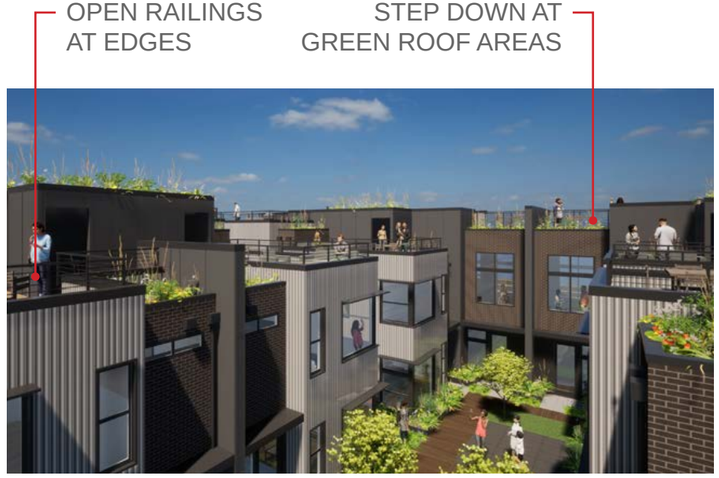
Response:
The stepping of the façade serves multiple purposes that may not have been apparent in the EDG packet. The surrounding area has a number of zones and building scales. It is important to us to modulate the façade and reduce the perceived bulk of this street-facing facade. To do this, we pushed the building down half a story to reduce the height, bulk and scale of the project where we are directly adjacent to the street (CS2.D.1). However we also need to provide egress from our basement spaces, requiring window wells. Pushing the lower floor back allows for the code required egress but also modulates the façade in a meaningful way. (DC2.B.1) This modulation also provides a clear place to transition between materials. This helps establish a logical material rhythm / relationship throughout the project where we have a strong base of brick with metal and panel cladding above. The window wells allow us to maintain a strong relationship to the street while maintaining a minimum of 4' between the widow well and the sidewalk. This space allows for a landscaping buffer providing privacy and security of the units (PL3.B.1).

c. Due to the angled right-of-way and the setback of the adjacent building to the south, the southwest corner of the site will be very visible. Clearly wrap the architectural concept from the front façade to the south façade. Modify the side of this unit to activate the visible facade, including transparency and other design strategies. Provide a street level perspective of this view in the Recommendation package for review. CS2-B-1. Site Characteristics

Response:
We agree with this comment and the importance of the design of South façade of Unit 5. As such we have extending the façade language of the brick base and 2 story metal box from the street-facing façade around the corner to the South Façade (DC2.B.1). This includes extending glazing around the corner at floors 2 and 3, window shading devices above the windows and other secondary design elements (DC2.C.1).

d. Staff notes that parapets are shown in all option models as full height, solid construction. Use railings (or other visually permeable guardrails) to reduce visual bulk of the buildings wherever possible. This is especially important along the west street-facing facade across the street from the single family zone and along the south façade where the building will be visible behind the existing low-scale building. DC2-A-2. Reducing Perceived Mass, CS2-D-3. Zone Transitions

Response:
We agree that it is important to include greater transparency in the guardrail design of the roof decks in general. We recognize that this will create better access to views and will reduce the perceived mass of the façade from the street. It is also important to provide privacy between dwelling units (PL3.B.1). Solid parapets are utilized at buildings 3-5 along the party wall between units. Partial height parapets with open railings ontop are used throughout the project where we have metal siding to provide privacy while also maintaining the connection to views. Vegetated roofs act as a physical buffer between units to increase the separation. This privatizes the decks (CS2.D.5) while also allowing for the open railings that help with massing reduction and views (DC1.A.4). The facade designs use of various parapet hights and railings allows units to maintain their privacy and their view while also helping to reduce their perceived mass (DC2.D.2)

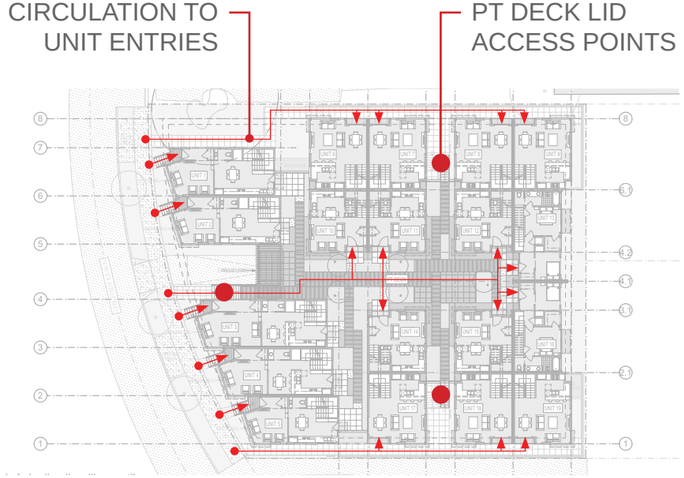


i. Staff supports the use of railings at the roof decks to provide better access to views and air flow at the private amenity spaces. CS1-B-1. Sun and Wind

Response:
As noted in the response above, we are providing solid parapets primarily between units and the majority of exterior facades utilize an open railing consistent with this comment.

ii. Areas of green roof appear to be incorporated into the roof level. Assess where the parapet can be lowered at these areas to provide modulation along the roofline. Ensure access for maintenance to the green roof areas is provided in the layout. DC2-A-2. Reducing Perceived Mass

Response:
As noted in the response above, the overwhelming majority of exterior fall protection is now being provided via open railings. At green roofs we eliminate the railing piece along the facade to define the change in use. By then changing the parapet heights between the roof decks and planters we create a vertical step of 18". This vertical step is accompanied by a horizontal plane change in the building façade at changes in materials to further break down the façade (DC2.A.2).



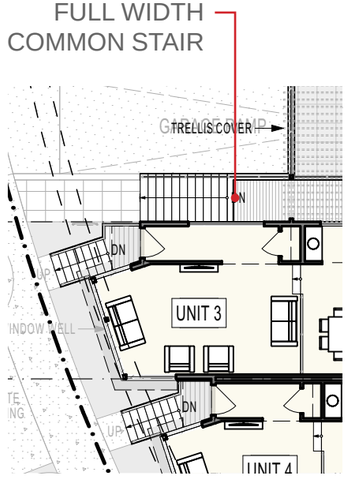
2. Architecture-Layout

a. Although the general layout of Option 3 is supported, the design of access, pedestrian connections and circulation is lacking hierarchy and clarity. The west units are accessed from the sidewalk, the north and south units are accessed via an on-grade path, and the center units are accessed via the deck; the intervening parking structure serves as an additional variation for access. Re-orient the primary access for all of the rear units (Units 6-19) to be from the deck level as a way to clarify circulation and as a way to activate and enhance use of the raised deck area. PL2-D-1. Design as Wayfinding

Response:
In an effort to clarify circulation for this protect, we have determined that it is best to clearly define primary and secondary entry points for each type of dwelling unit: Street-facing dwelling units (1 thru 5) have primary access from Fairview, and secondary access via the common amenity roof deck (CS2.B.2). Perimeter units north and south (6 thru 9 and 17 thru 19) take access from the north and south edges of the site. The remaining units take access from the common roof deck amenity area. All dwelling units have access (either direct or indirect) to the common roof deck amenity area.

The original EDG proposal split circulation for the perimeter units in an effort to create direct connection to the common amenity area. In discussion with the project planner, it was determined that this configuration created confusion as to primary and secondary entries and the decision was made to move ahead with single entry points for the perimeter dwellings and to emphasize the common amenity deck connections that we have created along the north and south property lines.

The common amenity roof deck will be maintained with three access points to the site on the west, north and south sides. These access points will all be provided with wayfinding signage that clearly illustrates the access to individual units (PL2.D.1).





b. The main pedestrian stair to the elevated deck is hidden from view on the north side of Unit 3. Move the stair towards the street so it is visible from the sidewalk for clear wayfinding to the main unit entrances (as noted in 2.a.). Include specific information on the refinement to the design of the entrance stair in the Recommendation package so its integration with the deck structure and the site design can be assessed. PL3-A-2. Common Entries, CS2-B-2. Connection to the Street

Response:
We started by removing the vertical fin at the north side of Unit 3 and moving the stair closer to the street by 6.5' (PL3.B.1). Then we maximized the stair width by removing a concrete curb (now 5'-1" in width) (PL3-A.1.C). We changed materials along the stair to brick to add a better tactile and visual experience along with an entry canopy above that helps to better define the entry to the courtyard (PL3.A.2.A).

c. The street-facing units each have clear, individualized entrance sequences but the doors are recessed and minimized in the façade composition. Reduce the recess at the door and make the entrance door more visually prominent on the facades. PL3-A-1. Design Objectives, CS2-B-2. Connection to the Street

Response:
In response to this comment we have moved the door toward the street by 3'-6" (PL3.A.1). This aligns floors 1-3 and eliminates any recess at the entry door wall. For weather protection since we are no longer protected by the floor above, we added a canopy (PL3.A.2.A). Next we pulled the angled North wall of the living rooms south 8" and removed the vertical fin walls betwen units along the street to give extra width. Finally we revised the stairs to follow the angle of the building and land perpendicular to the sidewalk.

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DESIGN STANDARDS. RESPONSE TO EDG.

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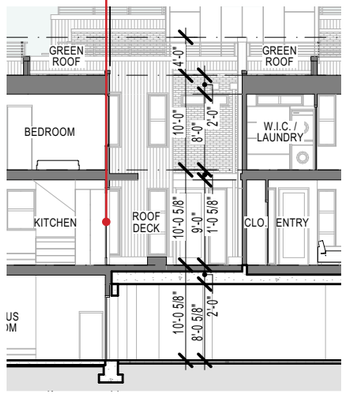
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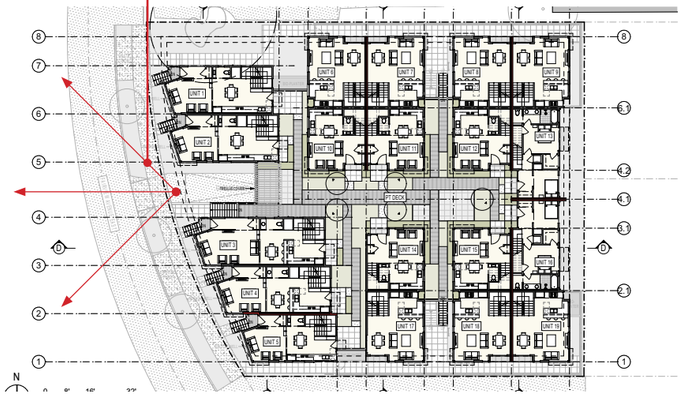
GLAZING CONNECT USERS TO PT DECK



INT/EXT VISUAL CONNECTION



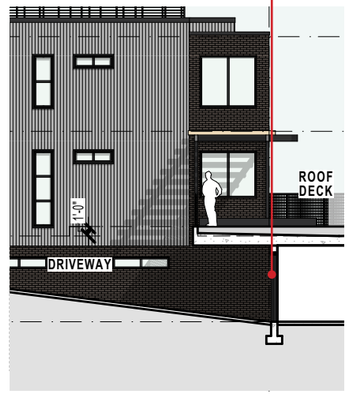
VIEWS TO NW OF GASWORKS, WEST TO LAKE UNION AND SW TO DOWNTOWN



DARK GARAGE DOOR BLENDS IN



GARAGE DOOR SETBACK FROM LID



i. These west units also have a rear door that connects to the deck. As currently shown, the interior of the units have no visual connection to the deck space and there are no defined uses of the space on the deck, so it is unclear how valuable or usable this rear access is for the units. Further develop the deck as usable space (see 'Site' section) and insert transparency in the facade from the interior to the exterior deck space so that access from these units to the deck is visually connected and beneficial to the residents. DC3-A-1. Interior/Exterior Fit

Response:
We have taken the time to develop the connection between Units 1-5 and the common amenity roof deck to the East. In order to increase visual connection with the roof deck, each unit is provided with an 8' tall glass patio door with sidelight that vary in size depending on the Unit layout to provide ample visual connection between the Unit and deck. Stepping out onto the deck we provide 3' deep overhead weather protection in order to provide year-round use and pleasant outdoor spaces (PL3.A.2.A). The door from the dwelling to the deck is always located adjacent to the Kitchen. In doing so, we create private patios for these units that can be used for sitting, chatting with a neighbor or as a great space to set up a BBQ. (DC3.A.1) Each patio is separated from adjacent Units via a combination of at grade and raised landscaping areas (PL3.B.1)

d. The units along the north and south property lines (Units 6, 7, 8, 9, 17,18, and 19) have connections to the elevated deck, but the access occurs mid-level in a stairway that then only connects to the usable deck space via a recessed access corridor. Further refine these unit entrances from the deck to serve as their main entrances, as noted in 2.a. above. Ensure the entrance is visually prominent in the plans and in the façade development and detailed to aid in wayfinding. PL2-D-1. Design as Wayfinding, PL3-A-1. Design Objectives

Response:
As described in comment 2A above per our meeting on 3/17/2022 we have removed the direct connection to the roof deck entirely, therefore this comment no longer applies.

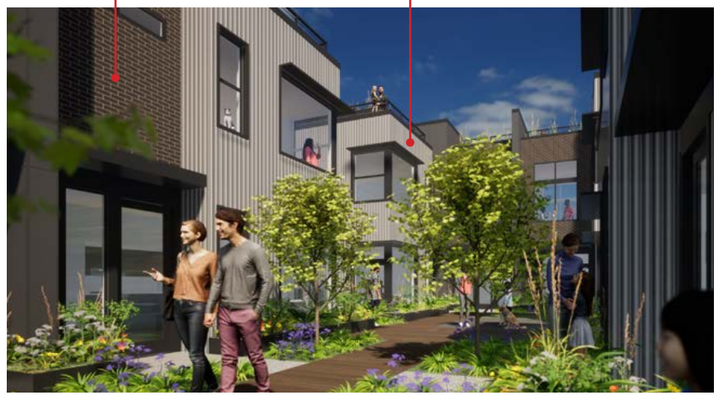
e. According to the site context analysis presented in the EDG package, views to Gas Works Park, Lake Union and Downtown are a major amenity to this specific location. Considering this unique (and highly desirable) aspect of redevelopment at this location, none of the massing options emphasize or respond to Guidelines related to enhancing opportunities for views from the individual units. Identify view sheds from the units and develop the design to respond to these views. Staff notes that angled facades, as indicated along the street-facing units of Option 3, could also be employed along the interior units to orient living spaces towards the views. DC1-A-4. Views and Connections

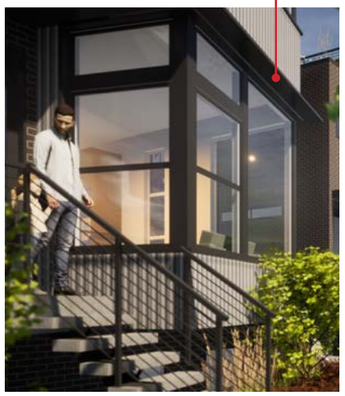
Response:
We agree in the importance of connection to views. Units 1-5 along the street have angled street facing facades that are heavily glazed and provide corner windows at both their North West and South West corners allowing views of the city and gas works park (CS2.B.2). Units 17-19 will enjoy great views of the city from their 2nd and 3rd floors over the top of 2000 Fairview which is a historic landmark and likely to be retained over time. Units 13 & 16 are now joined together at the back of the site so that they will have views of Lake Union through the courtyard. All other units will enjoy terrific views that vary depending on location on site and orientation from their roof decks which account for the majority of their roof area. In addition, all dwellings will have the best chance for views now that we have very few solid parapet walls and none of the units have stair penthouses (DC1.A.4).

The use of angled facades in Units 1-5 makes sense as a response to the street condition. This condition does not existing at the back or sides of the site, and as such, is the exception to the rectilinear rule of the overall site concept. We found unity in this project with consistent fenestration, material blocking and architectural detailing, and the specific geometric expression of the angles is not necessary for the non-street-facing dwelling units. Angled facades are inherently inefficient from a space planning perspective but larger floor plates can absorb this inefficiency. Units 6-19 with the exception of 13 and 16 have a substantially smaller floorplate with very modest room sizes (kitchen, living dining range from 309 SF - 370 SF combined per unit). They are pushed to the minimum setback to make a PT deck that is functional as an outdoor amenity (DC3.B.4)

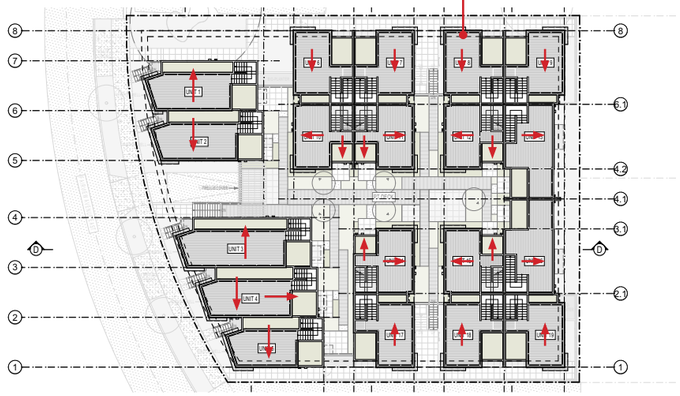
f. Staff generally supports inclusion of a below-grade garage and location of the vehicle entrance. Staff notes, however, that the design of the entrance drive and screening garage door needs to be integrated into the architectural and site design such that its prominence is reduced as much as possible along the street facing facade. Provide street level perspectives showing the façade, including the garage entrance design, in the Recommendation package to assess visual impacts along the street. DC1-B-1. Access Location and Design, DC1-C-2. Visual Impacts, DC2-B Architectural and Facade Composition

Response:
We have located the garage in the middle of the site due to our lack of an alley, a pair of exceptional trees along the North edge of the site (CS1.D.1) and the prominence of the South West corner of the site due to the site characteristics and angled lot line (CS2.B.1). Locating the driveway between Units 2 and 3 avoids conflicts with the exceptional trees and maintains the prominence of the corner at the SW edge of the site. Working within the constraints of sight triangles and a high water table we were able to push the garage down +/- 4' below the sidewalk grade (DC1.C.1). This greatly reduces its visual prominence along the street and helps to hide the garage door at the bottom of the ramp (DC1.C.2). The driveway is the code minimum 10' wide to further reduce its visual impact (DC1.B.1.B). We then pushed the garage door entry wall back 8'-3" from the face of the amenity deck to further reduce its appearance. The door to the garage itself will be a solid door painted black to minimize any visual and auditory connection. By also playing up the adjacent pedestrian circulation to the amenity deck by increasing its width, reducing its distance to the sidewalk and expressing the entry with a canopy we reduce the prominence of the vehicular circulation and access (CS2.B.2)









3. Architecture-Materials

a. As the design develops, draw on the context of this location to inform the selection of materials. Show how the project is building the neighborhood at the convergence of residential, commercial and industrial zones in a waterfront location. Use high quality façade materials, like heavy gauge metal, masonry, wood, and painted lap siding, that reflect neighborhood textures and scale. Avoid the use of large panel material on the highly visible north, west and south façades. CS2-A-1. Sense of Place, DC4-A-1. Exterior Finish Materials, DC2-D Scale and Texture

Response:
We have chosen a material palette based on the high quality materials found in the surrounding area. Our site is unique in its zoning as various residential and commercial zones are in the immediate vicinity. We have 2 main materials throughout the project that play off of this uniqueness and that make up the vast majority of the facades: brick and corrugated metal panels (DC2.D.2). Brick is found throughout the area in both residential and commercial buildings and acts as a strong base that extends upward to the roof deck at areas on the second and third floor where the façade is in plane with the ground floor. Where the second and third floor extend out past the ground floor the material is a high quality corrugated metal panel. Metal is used extensively on commercial faces in the area as well as on some nearby residential as well as playing off of the maritime functions in the area. The brick being a darker ebony color helps reinforce the idea of a strong base and sets itself in contrast to the much lighter metal panel that cantilevers out away from the brick (DC4.A)

As secondary material we are suggesting a fiber cement panel as a neutral to play off the large volumes of metal and brick. As a rule, fiber cement panel is used at the stair cores and fin walls that divide the units from one another. They are used in low quantities compared to other materials, are largely obscured from view by existing trees, the relationship between buildings, canopies and other architectural features. We are suggesting fiber cement panel over a lap-siding as a means of expressing a more monolithic appearance for the areas in question (DC2.D.2).

b. Illustrate the proposed material palette in the rendered perspectives that include neighboring buildings to show how the proposal relates to context. CS3-A-4. Evolving Neighborhoods, DC2-B Architectural and Facade Composition

Response:
We have provided several images on this sheet of model shots as well as larger views on sheets 08 and 09 of our MUP submittal which clearly show the material scheme. More sophisticated renderings with entourage and landscaping will accompany he recommendation packet. Also see color elevations on sheets A2.1-A2.5.

i. Include views from the south, where the structures will be very visible due to the orientation of the street, topography and the existing low-scale, historically significant building to the south. CS3-A-1. Fitting Old and New Together, CS2-B-1. Site Characteristics

Response:
We have included images of the South façade per the request. See images on this sheet as well as on sheet 08 and 09. Also see color elevations on sheets A2.1-A2.5.

c. As the massing model progresses into more detailed façade compositions, add modulation on the facades, along with depth at windows and doors, as a way to add variation and relief along the façade forms. DC2-B Architectural and Façade Composition, DC2-C-1. Visual Depth and Interest

Response:
We have developed the facade design and added modulation in the form of having a layered facade design with various planes to break up the mass (DC2.A.2). Then secondary elements such as 2X4 furring at metal siding provide added depth to the facade paired with 2x window trim which projects out from the facade. Metal shading devices above windows and canopies at entrances further add to to the depth and visual interest of the facade (DC2.C.1)

i. Integrate downspouts and vents into the facade modulations and material applications to diminish their visibility. PL2-C-2. Design Integration

Response:
Drainage from roofs has been designed to avoid downspouts and scuppers on primary building facades (PL2.C.2). Our plans sheets A1.1-A1.4 as well as our elevations sheets A2.1-A2.5 and renderings on sheets 08 & 09 all show downspouts and scuppers. We are still working with our MEP consultant, so venting will be added at a future time when we can reflect it more accurately.

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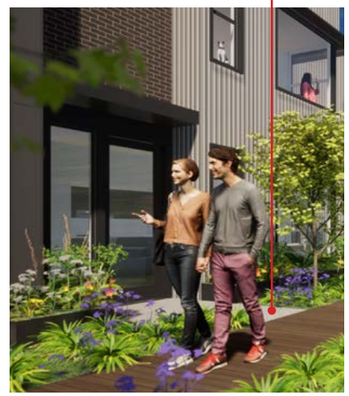
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4. Site

a. Although Staff supports the concept of a common deck in Option 3, the layout and design of the deck space, including circulation, access and creation of private/semi-private use areas, needs further development. DC3-A-1. Interior/Exterior Fit, DC3-B-1. Meeting User Needs, PL3-B-4. Interaction

Response:

Our amenity deck concept is a reference to the Lake Union houseboats, which we are adjacent to. We found this to be a solid relation as houseboat communities tend to be compact and close-knit. (CS2.A.1). Our idea is that we have various public and private spaces connected via “docks” that instead of being surrounded by water are surrounded by landscaping. There are (6) components of this concept; the docks themselves which serve as circulation and vary in width depending on their importance, community gathering spaces (large format pavers), private gathering spaces (large format accent paver), interstitial spaces (serve as small transitions or buffers from the dock to the private gathering spaces), low landscaping (at the level of the walkways) and elevated landscaping for larger bushes and small trees that vary in height (DC3.B.1)

i. Identify and refine design of common use areas on the deck, especially near the western overlook. Show site plan development, including layout of permanent planters, seating, etc., that assist in creating a shared usable gathering area. PL1-C Outdoor Uses and Activities, DC3-B-4. Multifamily Open Space, DC3-C-2. Amenities/Features

Response:

We have developed the overall amenity deck design. We have identified two areas for congregation based on their locations. The first is located at the westernmost part of the deck with the other located between Units 11, 12, 14 and 15. These areas were chosen due to being the largest open spaces on the deck (DC3.B.1) where people could gather and have the smallest impact on the privacy adjacent units (PL3.B.1). Common amenity areas will be defined by the material (large format pavers) from adjacent circulation (wood decking). They will feature a variety of seating options all of which are designed to be easily movable so that they can accommodate several small groups, one large groups or be moved out of the way for activities (DC3.B.2).

Planters will be permanently built into the deck and provided as a physical and visual buffer between units that front on the courtyard and the common pathways and gathering locations (DC3.A.1). Low planters will extend along pathways and communal spaces where raised planters will be utilized adjacent to units as a buffer for increased privacy.

ii. Ensure circulation and wayfinding to the front entrances are enhanced through site design of the deck. Integrate layout of permanent planters, paving design, and other hardscape elements with planting design, with the refinement of the architectural facades, to enhance the legibility of the layout. PL2-D-1. Design as Wayfinding, DC4-D Trees, Landscape, and Hardscape Materials

Response:

Wayfinding signage will be provided at all 3 access points to the deck, the primary access from Fairview Avenue East as well as the access from the North and South stairs. The clear designation of materials which distinguish pathways, public gathering spaces and private gathering spaces from one another informs users of the use of the spaces. Pathways are hierarchical and guide people to gathering spaces and unit entries with landscaping along the edges of the pathways to direct people toward common gathering spaces and unit entries (PL2.D.1).

iii. For units that have front door access via the deck, create small front patio spaces in the site plan to create transitions from the semi-private access areas to the private entrances. PL3-A-1. Design Objectives, DC3-B-4. Multifamily Open Space

Response:

Each unit that takes its entry off of the deck will have a patio at its entry. Each patio is accessed from a “dock” and transition from the public realm to the private realm through an interstitial space that separates the dock and the private patio. Patios are further privatized through the use of landscape barriers between the dock and the patio which serve as a buffer and help to identify ownership of that portion of the deck to the unit it serves (DC3.B.4).

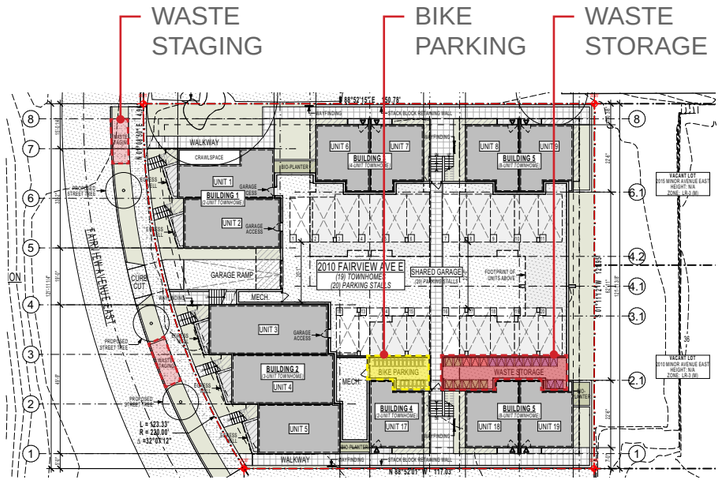


iv. For the west-facing units that access the deck via their back door, create private rear patio spaces allotted to each unit to enhance access to exterior space and encourage connection to the communal deck space. DC3-B-4. Multifamily Open Space

Response:
Units 1-5 have private patios that vary in size and provide an area to sit, chat with a neighbor or just setup your BBQ. (DC3.B.4) Each patio is separated from adjacent Units via a combination of at grade and raised landscaping areas (PL3.B.1)

v. If primary access to the north and south units (Units 6, 7, 8, 9, 17, 18 and 19) shifts to the deck level, ground level spaces can become private yards for each of the units. Create access from the ground level of the units to the side and rear yard setbacks to create additional amenity for these units. DC3-B-1. Meeting User Needs, DC3-B-4. Multifamily Open Space

Response:
This comment no longer applies as per response 2A above units 6-9 and 17-19 no longer have direct access to the deck. In working with the planner, it was determined that direct access from the perimeter units to the deck is not as clear. The only way to have level entry from these units would be to depress them half a story to match the street facing units. If the units are depressed the yard you would be creating would consist primarily of a stairway to get back up to grade and little to no yard (DC3.B.1). This was one of the reasons we went away from accessing these units directly from the roof deck.

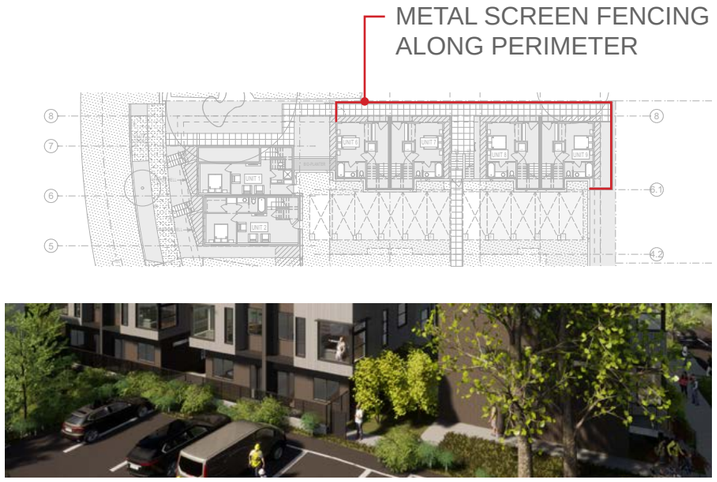


b. Staff notes that solid waste storage, staging and service has not been indicated on any of the massing options. Locate storage of solid waste in the garage location where it can be easily accessed by residents, is away from the entry paths to units and does not impact exterior use spaces. Design the solid waste plan to limit staging along Fairview Ave and lessen impacts on the pedestrian environment. Owing to the complications discussed in the pre-submittal meeting, Staff recommends early coordination with SPU Solid Waste to ensure appropriate storage and service can be accommodated within the site plan. DC1-C-4. Service Uses

Response:
Solid waste storage is now being shown on our plans. We are nearing approval from SPU for our conceptual design of the solid waste staging and storage. We are showing storage located in the garage on the south side and accessed via a central pathway through the middle of the garage. Due to limitations with staging options allowed we are utilizing a shared cart service that will reduce the number of carts required. Further reducing our cart count is that we will be doing 2X a week pickup with garbage and food waste picked up on one day and recycle on another. This allows our total carts to go from (57) down to (20) carts total (DC1.C.4).

c. Staff notes that long-term bicycle storage is not indicated on the plans. Locate bicycle storage within the below-grade parking area, consolidating service uses. Add an access door aside the garage door for easy accessibility for residents use. PL4-B Planning Ahead for Bicyclists, PL4-A-1. Serving all Modes of Travel

Response:
Long term bicycle storage is now being shown on our plans. We are showing bike parking located in the garage on the south side and accessed via a central pathway through the middle of the garage (PL4.A.1). We are not showing a separate swing door into the garage as bikes can either use the driveway and carry their garage door opener with them to open the garage door or the can access the garage via the man doors located along the North and South facades (PL4.B.2).



d. Indicate any fences or gates on the plans and show these items in the renderings so visual impacts of these site elements can be assessed. DC4-D Trees, Landscape, and Hardscape Materials

Response:
We have updated our plans and model to reflect fencing and gates on our plans and 3D renderings. These consist of perimeter metal screen fencing along the North and South property lines with recessed access gates along the street frontage. The main entry to the courtyard is secured via a metal access gate as well for security (PL3.B.1)

e. Move all planting areas (including bio-retention planters) out from under building overhangs, where plants will not survive. DC4-D Trees, Landscape, and Hardscape Materials

Response:
We do not have any major planting areas under building overhangs. The areas below the overhangs at buildings 1-5 are actually window wells for egress from the basement which was not clear in the EDG package. Any planting that is below the building overhang has a minimum of a full story before an overhang that is a maximum of 2' deep which will not affect plantings or their access to light in any significant way (DC4.D).

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EDG DESIGN SUMMARY. POSITIVE / NEGATIVE COMPARISON.

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OPTION 1: PRIVATE LIVING. *(CODE COMPLYING)*



POSITIVES.

- NO DEPARTURES REQUIRED
- PRIVATE GARAGES
- RESPONDS TO STREETFRONT

NEGATIVES.

- NO GROUND LEVEL AMENITIES / COMMON SPACES
- MAJORITY OF THE SITE IS PAVED
- INTERIOR SPACES ARE NOT AS FUNCTIONAL
- LARGEST PERCEIVED MASS
- MAJORITY ARE 1-BEDROOM UNITS
- MINIMAL STREETFRONT CONNECTION
- 12 OF 19 UNITS ARE CORNER UNITS

OPTION 2: PRIVATE COURTYARD.



POSITIVES.

- CARS ARE LOCATED IN A BELOW GRADE GARAGE
- RESPONDS TO STREETFRONT W/ 6 STREETFRONT UNITS
- VARIETY OF UNIT TYPES (2-STORY & 3-STORY)
- COMMON AMENITY AREA AT SECOND LEVEL DECK

NEGATIVES.

- REQUIRES (3) DEPARTURES
- STREETFRONT UNITS BLOCK VIEWS TO THE WEST
- NO PERIMETER STEPPING ALONG SIDES AND REAR LOT LINES
- NO VERTICAL SEPARATION BETWEEN LIVING & STREET
- MINIMAL ACCESS TO NATURAL LIGHT / FULLY ENCLOSED
- 12 OF 19 UNITS ARE CORNER UNITS

OPTION 3: CONNECTED COURTYARD. *(PREFERRED)*



POSITIVES.

- CARS ARE LOCATED IN A BELOW GRADE GARAGE
- RESPONDS TO STREETFRONT W/ 5 STREETFRONT UNITS
- VARIETY OF UNIT TYPES (2-STORY & 3-STORY)
- LARGE COMMON AMENITY AREA AT SECOND LEVEL DECK WITH VIEWS
- UNITS ARE DIVIDED INTO 6 BUILDINGS TO BREAK DOWN MASSING
- GAPS IN MASSING CREATE OPENINGS ON SITE AND ACCESS TO VIEWS
- STREET-FRONT UNITS ARE BURIED 1/2 LEVEL FOR LOWER MASSING ALONG THE STREET / BALANCE BETWEEN CONNECTION AND PRIVACY
- 18 OF 19 UNITS ARE CORNER UNITS

NEGATIVES.

- REQUIRES (4) DEPARTURES

OPTION 1: PRIVATE LIVING. *(CODE COMPLYING)*



CONCEPT SUMMARY.

OPTION 1 EXPLORED THE IDEA OF A CONVENTIONAL TOWNHOUSE DEVELOPMENT. EACH UNIT IS 3-STORIES AND THE SEPARATION BETWEEN UNITS EXTENDS FROM THE GROUND TO THE SKY. THIS PLAN IS ALSO THE MOST ECONOMICAL AS IT DOES NOT REQUIRE A PT DECK AS PARKING IS CONTAINED WITHIN EACH UNIT. IT ALSO REQUIRES THE LEAST EXCAVATION AS UNITS ARE DESIGNED TO MEET EXISTING GRADE.

VEHICULAR ACCESS TO THE SITE IS PROVIDED VIA A COMMON DRIVEWAY LOCATED AT THE CENTER OF THE SITE. STREET FACING UNITS HAVE DIRECT PEDESTRIAN ACCESS WHILE ALL OTHER UNITS ARE SERVED VIA PEDESTRIAN PATHWAYS ALONG THE NORTH AND SOUTH EDGES OF THE SITE.

OPTION 2: PRIVATE COURTYARD.



CONCEPT SUMMARY.

ONE OF THE THINGS WE DIDN'T LIKE ABOUT OPTION 1 WAS THE SHEER VOLUME OF HARDSCAPE PRESENT ON SITE AND LACK OF SHARED OUTDOOR SPACE. OPTION 2 LOOKED TO SUBMERGE THE PARKING IN A HALF STORY BELOW GRADE GARAGE AND CREATE A PEDESTRIAN COURT ONTOP. THIS PROVIDED US WITH A NEW 2-STORY UNIT TYPE AS WELL FOR UNITS ATOP THE GARAGE.

THE DRIVEWAY REMAINED IN THE MIDDLE OF THE SITE AND THE STREETFACING FACADE WAS INFILLED WITH A UNIT ABOVE THE DRIVEWAY TO CREATE A CONTINUOUS STREET WALL. PEDESTRIAN ACCESS IS LOCATED ALONG THE NORTH AND SOUTH EDGES OF THE SITE.

OPTION 3: CONNECTED COURTYARD. *(PREFERRED)*



CONCEPT SUMMARY.

BUILDING ON OPTION 2 WE SPREAD UNITS OUT, GROUPING THEM TO CREATE SLOTS THROUGH THE SITE WE CREATE A OPEN, MORE USABLE SHARED AMENITY DECK ATOP THE GARAGE. THAT ALLOWS FOR VIEWS, NATURAL LIGHT AND RELIEF TO THE MASSING ALONG ALL FACADES. BY DROPPING THE GROUND FLOOR OF STREET FACING UNITS A HALF LEVEL WE REDUCE THE PERCEIVED MASS AND INCREASE PRIVACY WHILE STILL MAINTAINING THE CONNECTION TO THE STREET.

THE DRIVEWAY REMAINS IN THE MIDDLE WITH THE 2 STREET FACING BUILDINGS SPLIT APART TO ALLOW FOR A COMMON ACCESS STAIR TO THE ROOF DECK AMENITY. EVERY UNIT HAS DIRECT ACCESS TO THE ROOF DECK.

01. PROJECT INFORMATION

02. SITE ANALYSIS

03. DESIGN STANDARDS

04. BUILDING DESIGN

05. CODE DEPARTURES

2010 FAIRVIEW. SITE PLAN 1ST FLOOR.

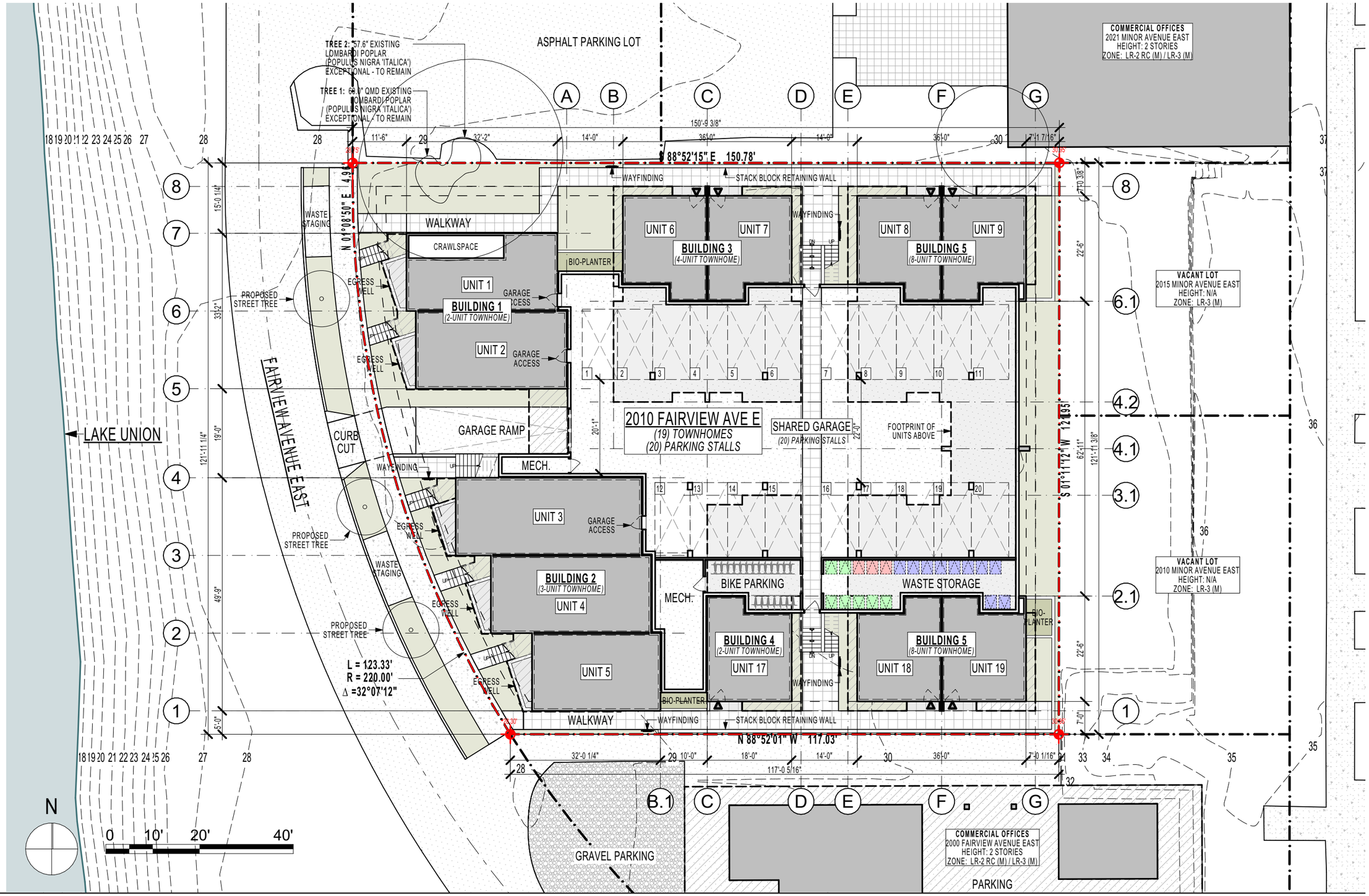
01. PROJECT INFORMATION

02. SITE ANALYSIS

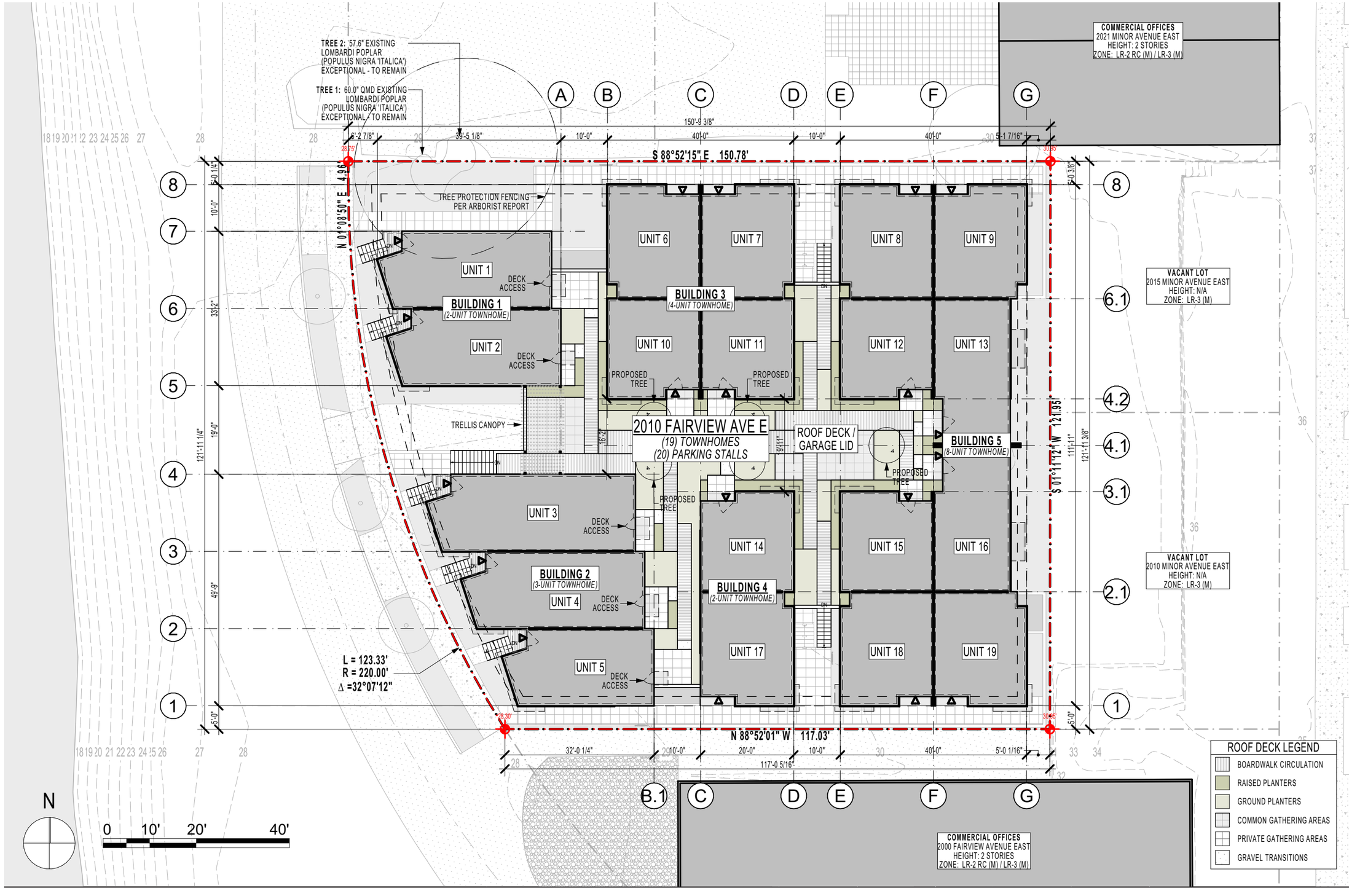
03. DESIGN STANDARDS

04. BUILDING DESIGN

05. CODE DEPARTURES



2010 FAIRVIEW. SITE PLAN 2ND FLOOR.



01. PROJECT INFORMATION
02. SITE ANALYSIS
03. DESIGN STANDARDS
04. BUILDING DESIGN
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2010 FAIRVIEW. FIRST FLOOR PLAN.

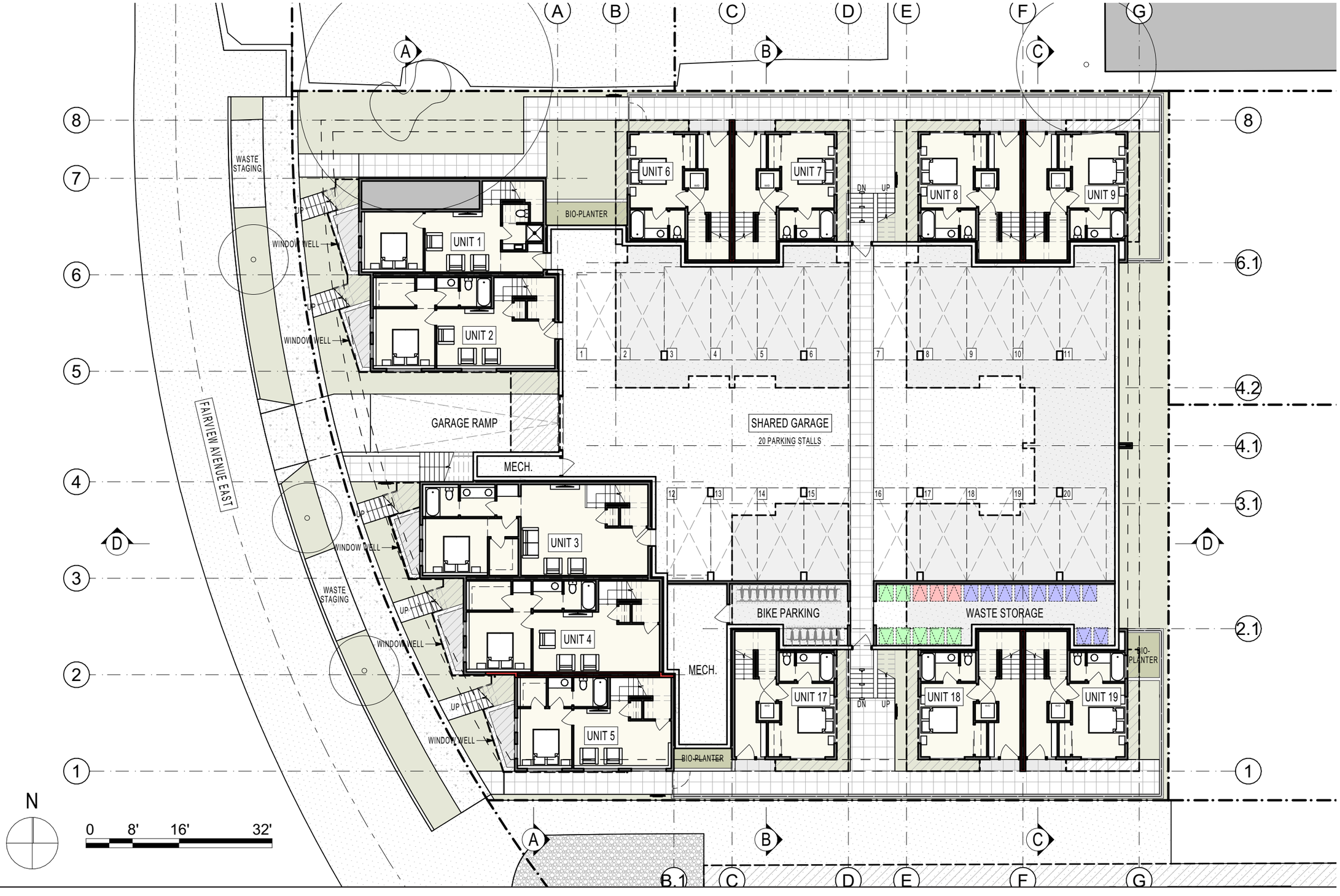
01. PROJECT INFORMATION

02. SITE ANALYSIS

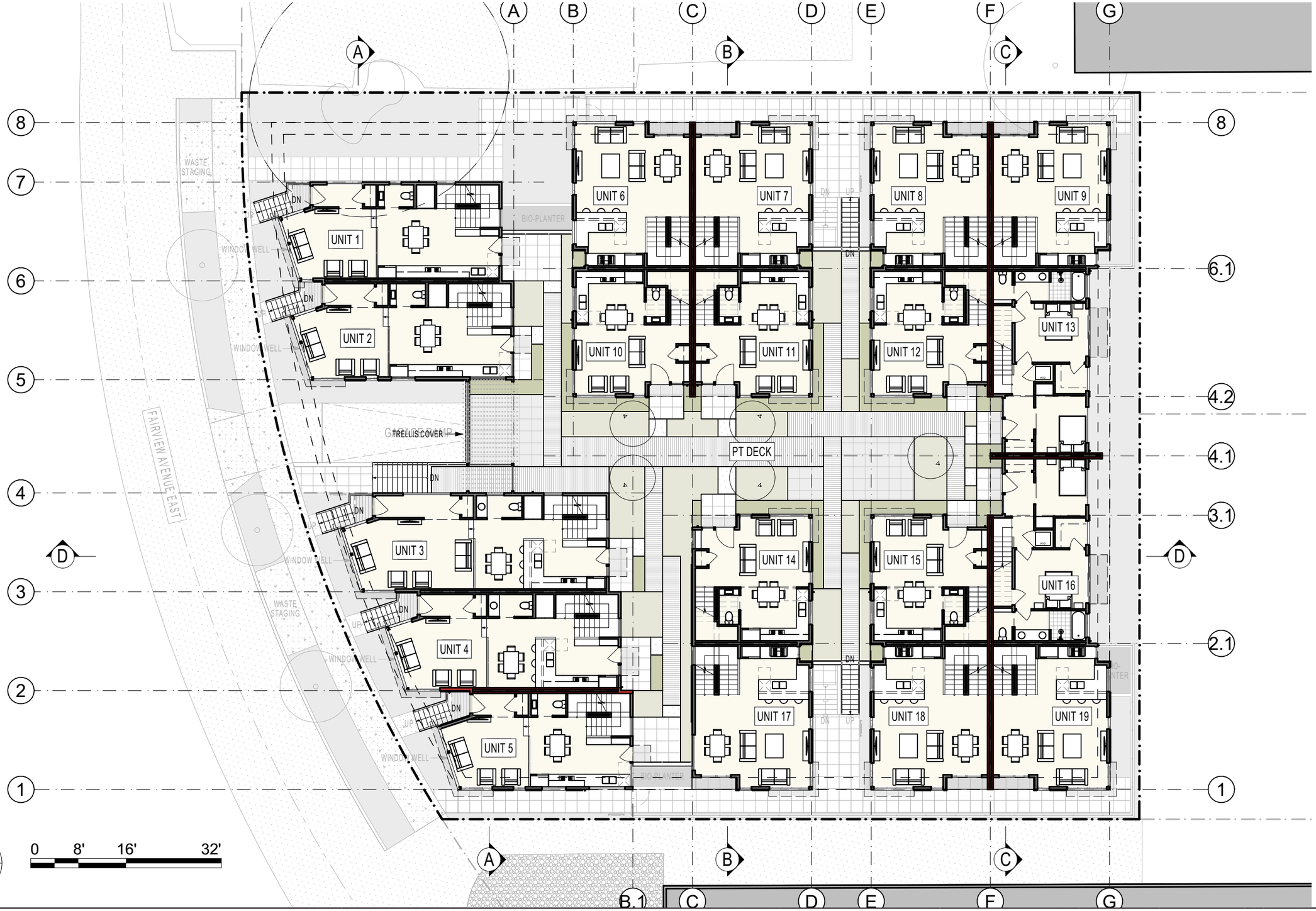
03. DESIGN STANDARDS

04. BUILDING DESIGN

05. CODE DEPARTURES



2010 FAIRVIEW. SECOND FLOOR PLAN.



01. PROJECT INFORMATION

02. SITE ANALYSIS

03. DESIGN STANDARDS

04. BUILDING DESIGN

05. CODE DEPARTURES

2010 FAIRVIEW. THIRD FLOOR PLAN.

01. PROJECT INFORMATION

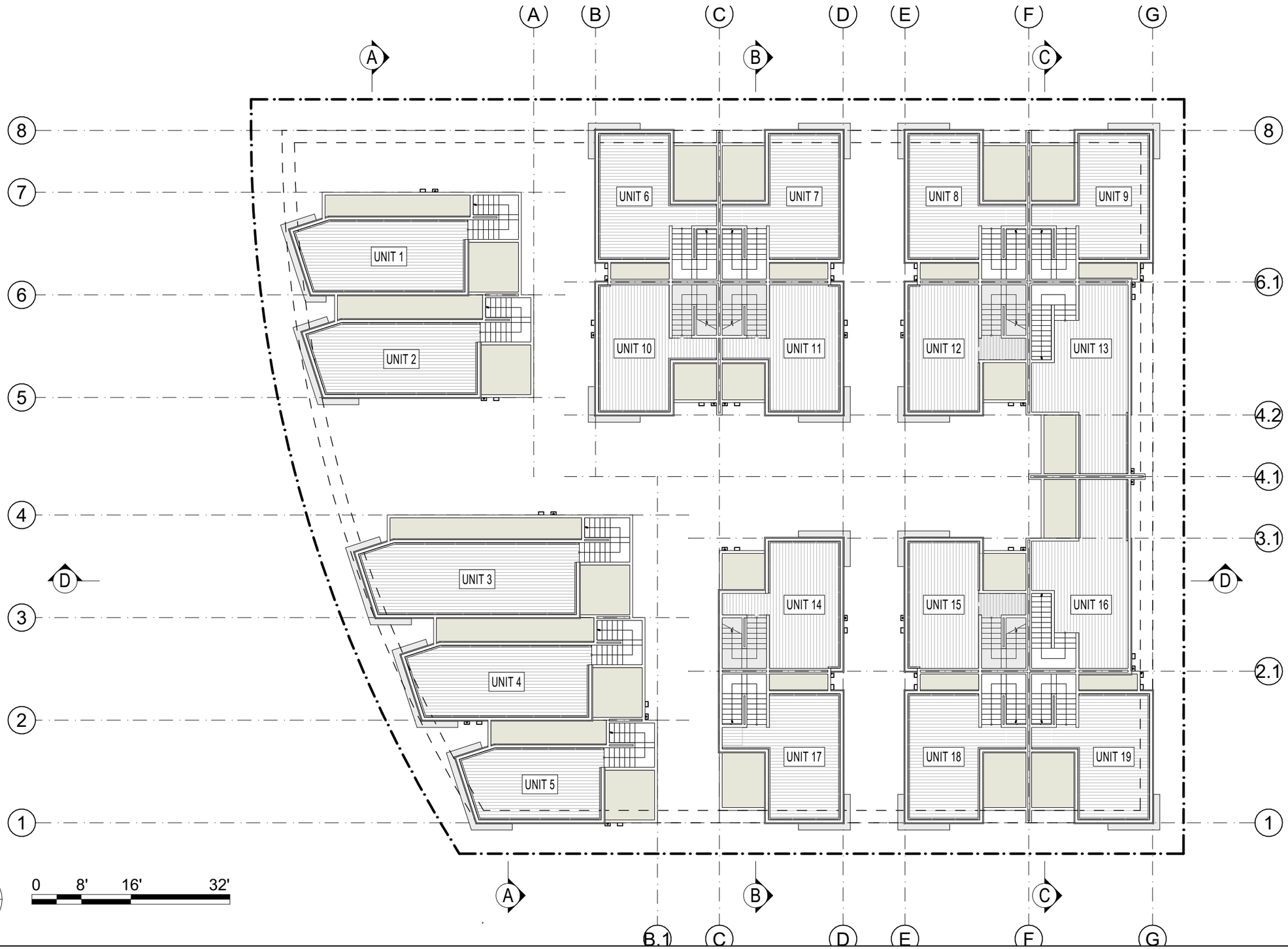
02. SITE ANALYSIS

03. DESIGN STANDARDS

04. BUILDING DESIGN

05. CODE DEPARTURES





01. PROJECT INFORMATION
02. SITE ANALYSIS
03. DESIGN STANDARDS
04. BUILDING DESIGN
05. CODE DEPARTURES

2010 FAIRVIEW. ELEVATIONS.

01. PROJECT INFORMATION

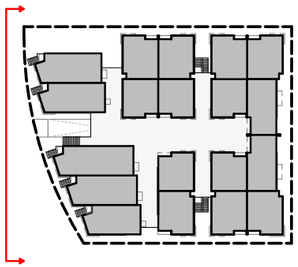
02. SITE ANALYSIS

03. DESIGN STANDARDS

04. BUILDING DESIGN

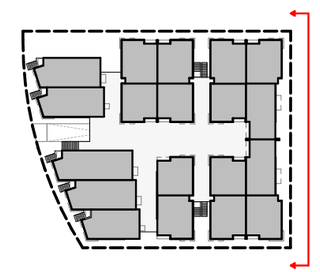
05. CODE DEPARTURES

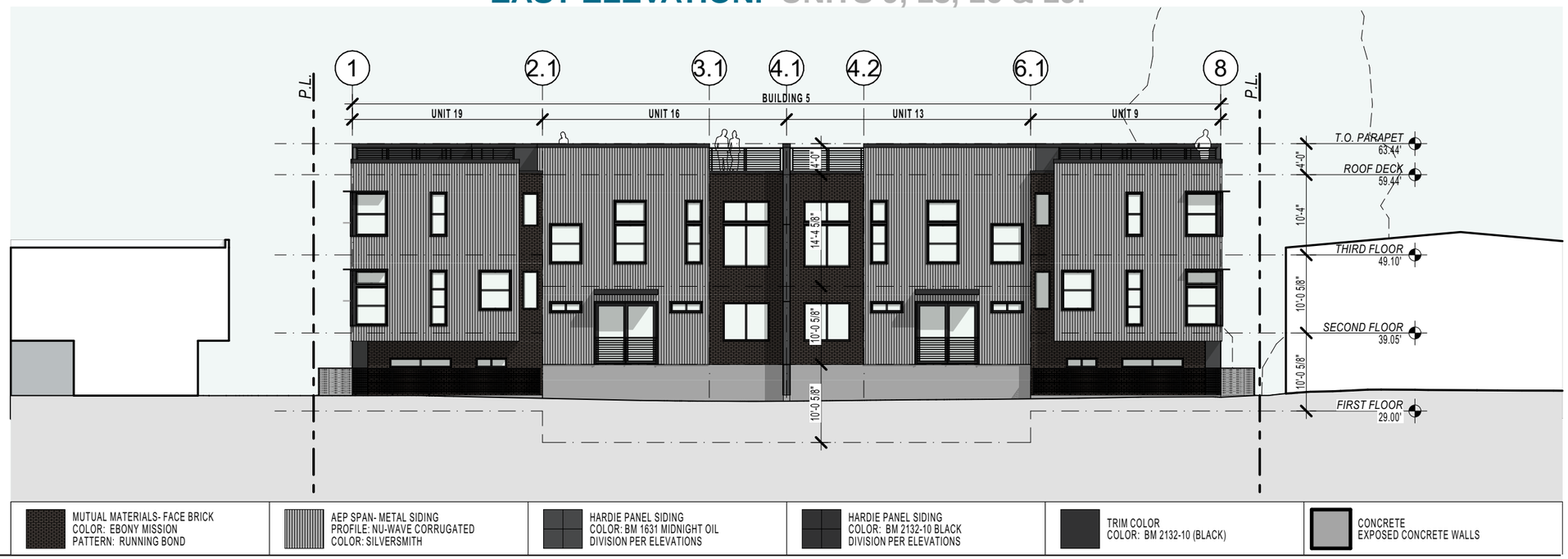
WEST ELEVATION. UNITS 1-5.



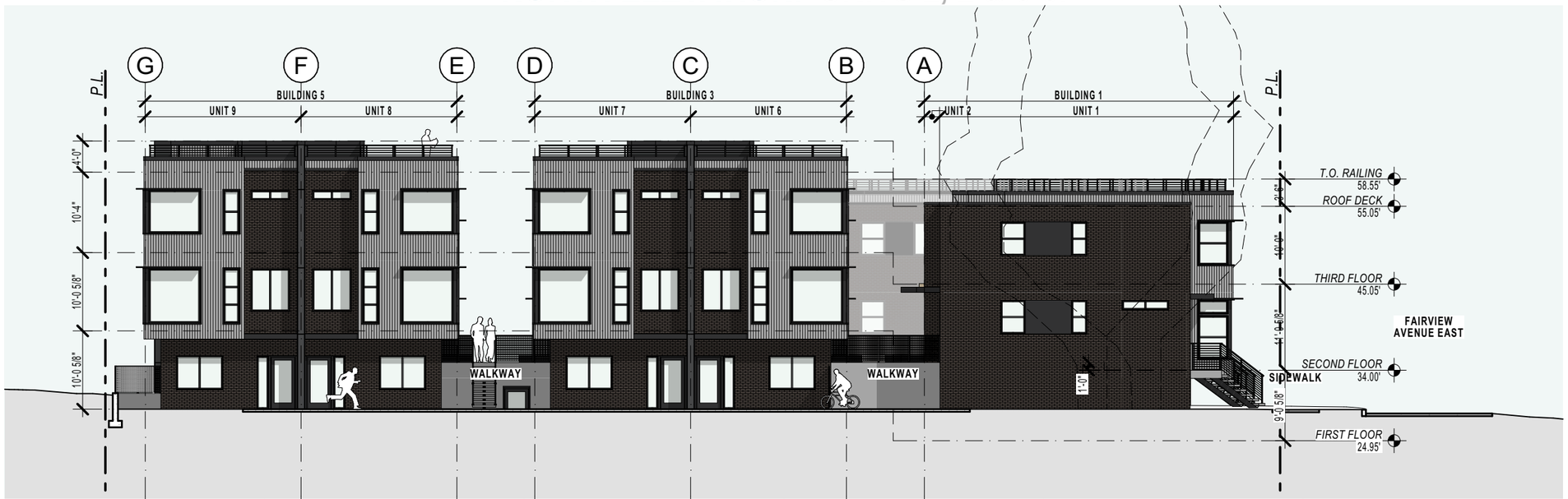


EAST ELEVATION. UNITS 9, 13, 16 & 19.



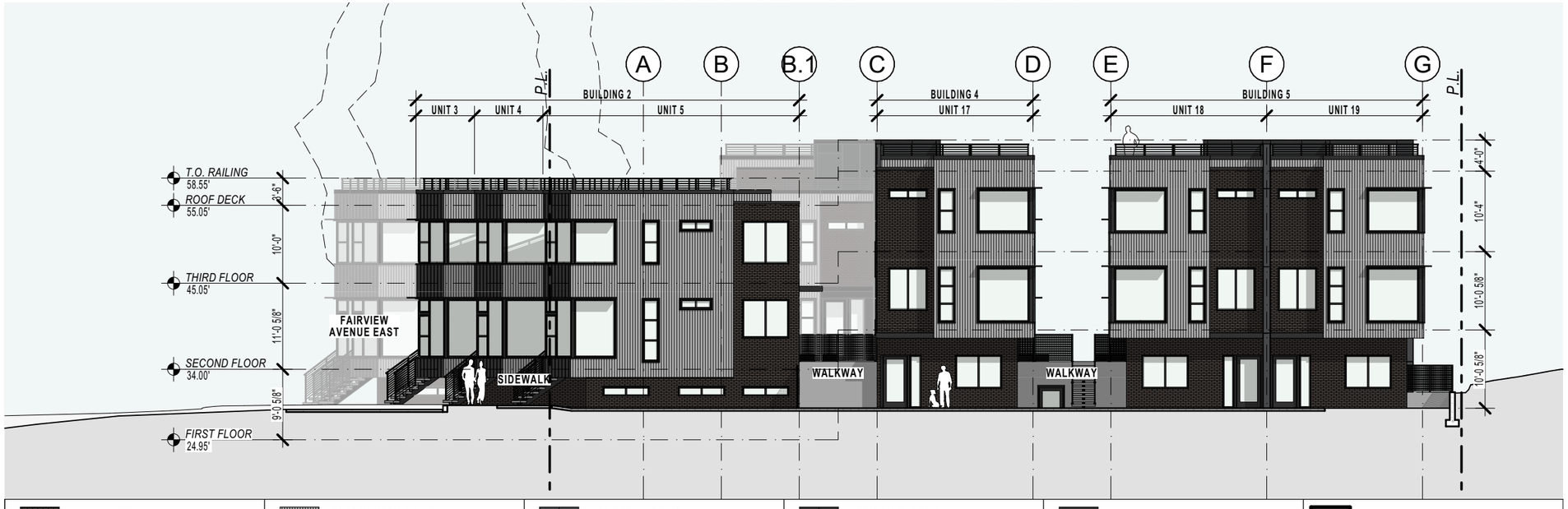


NORTH ELEVATION. UNITS 1, 2 & 6-9.

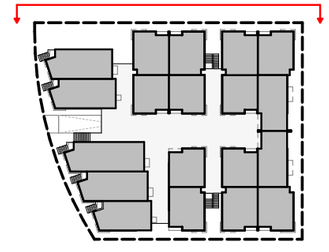


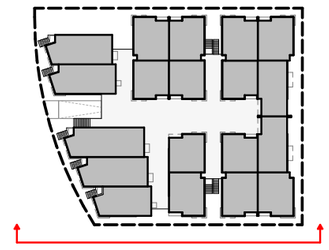
MUTUAL MATERIALS- FACE BRICK COLOR: EBONY MISSION PATTERN: RUNNING BOND	AEP SPAN- METAL SIDING PROFILE: NU-WAVE CORRUGATED COLOR: SILVERSMITH	HARDIE PANEL SIDING COLOR: BM 1631 MIDNIGHT OIL DIVISION PER ELEVATIONS	HARDIE PANEL SIDING COLOR: BM 2132-10 BLACK DIVISION PER ELEVATIONS	TRIM COLOR COLOR: BM 2132-10 (BLACK)	CONCRETE EXPOSED CONCRETE WALLS

SOUTH ELEVATION. UNITS 3-5 & 17-19.



MUTUAL MATERIALS- FACE BRICK COLOR: EBONY MISSION PATTERN: RUNNING BOND	AEP SPAN- METAL SIDING PROFILE: NU-WAVE CORRUGATED COLOR: SILVERSMITH	HARDIE PANEL SIDING COLOR: BM 1631 MIDNIGHT OIL DIVISION PER ELEVATIONS	HARDIE PANEL SIDING COLOR: BM 2132-10 BLACK DIVISION PER ELEVATIONS	TRIM COLOR COLOR: BM 2132-10 (BLACK)	CONCRETE EXPOSED CONCRETE WALLS





01. PROJECT INFORMATION
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03. DESIGN STANDARDS
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05. CODE DEPARTURES

01. PROJECT INFORMATION

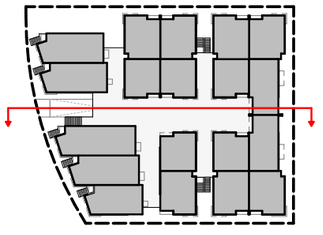
02. SITE ANALYSIS

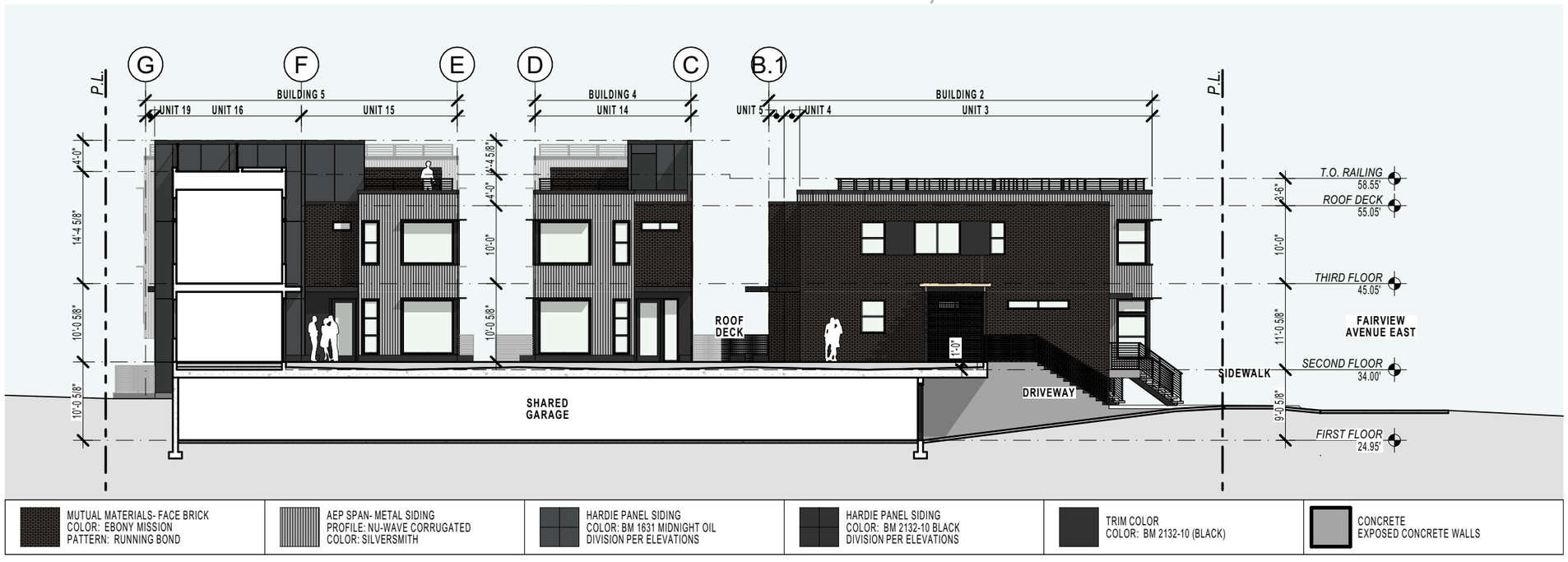
03. DESIGN STANDARDS

04. BUILDING DESIGN

05. CODE DEPARTURES

NORTH ELEVATION. UNITS 3-5, 14-16 & 19.





MUTUAL MATERIALS- FACE BRICK
COLOR: EBONY MISSION
PATTERN: RUNNING BOND

AEP SPAN- METAL SIDING
PROFILE: NU-WAVE CORRUGATED
COLOR: SILVERSMITH

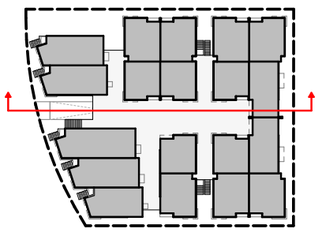
HARDIE PANEL SIDING
COLOR: BM 1631 MIDNIGHT OIL
DIVISION PER ELEVATIONS

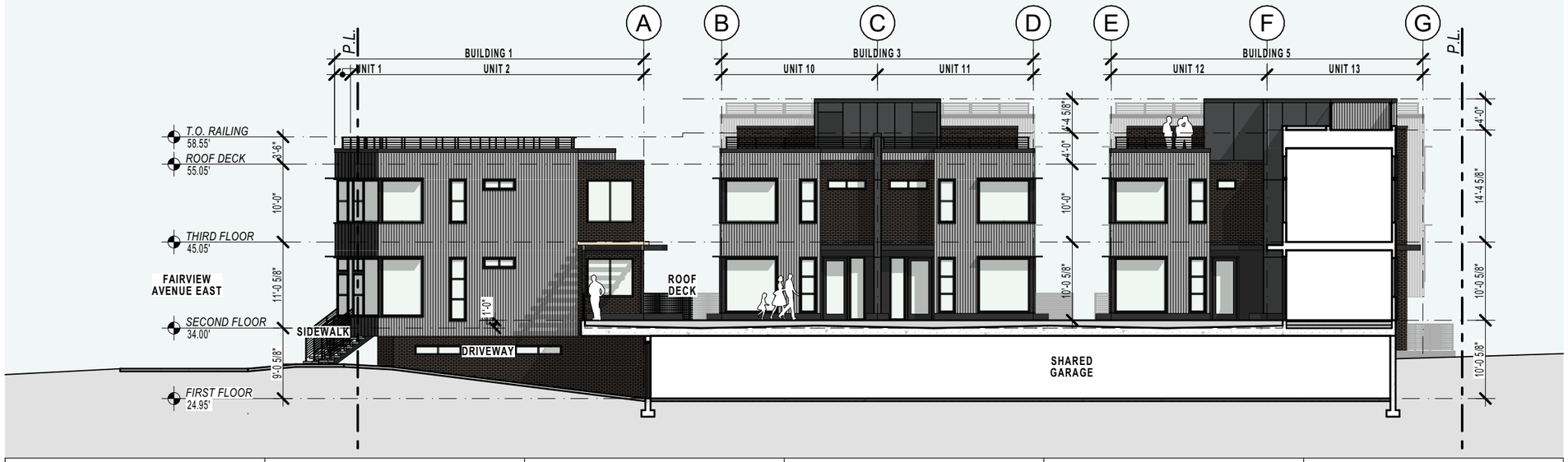
HARDIE PANEL SIDING
COLOR: BM 2132-10 BLACK
DIVISION PER ELEVATIONS

TRIM COLOR
COLOR: BM 2132-10 (BLACK)

CONCRETE
EXPOSED CONCRETE WALLS

SOUTH ELEVATION. UNITS 1, 2 & 9-13.





MUTUAL MATERIALS- FACE BRICK
COLOR: EBONY MISSION
PATTERN: RUNNING BOND

AEP SPAN- METAL SIDING
PROFILE: NU-WAVE CORRUGATED
COLOR: SILVERSMITH

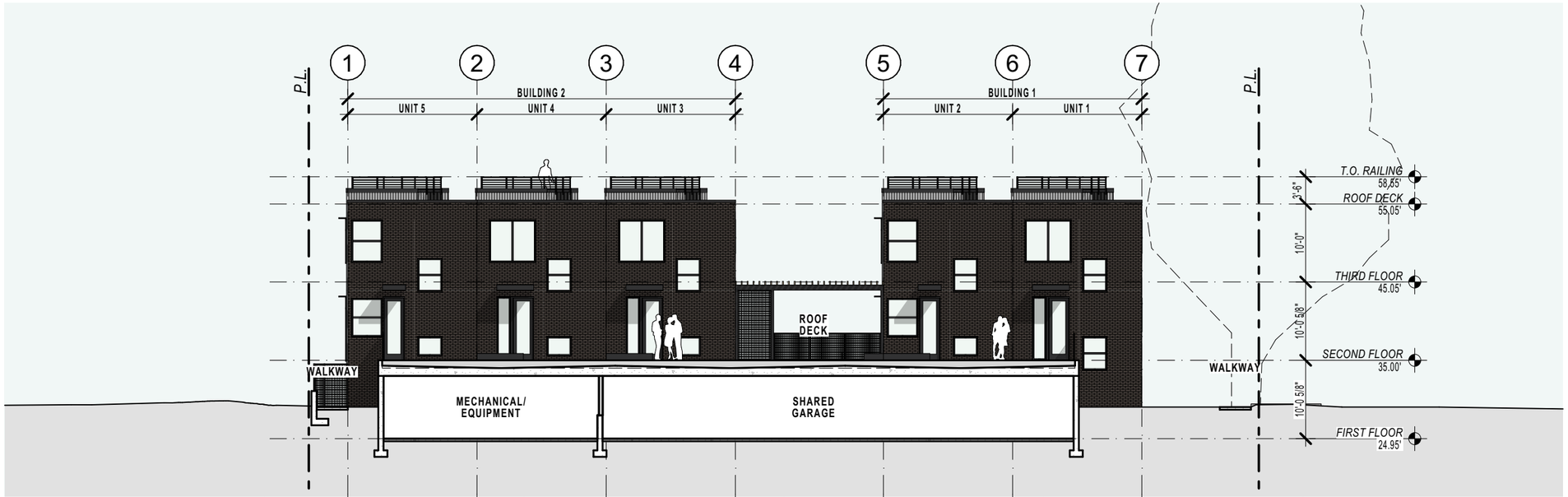
HARDIE PANEL SIDING
COLOR: BM 1631 MIDNIGHT OIL
DIVISION PER ELEVATIONS

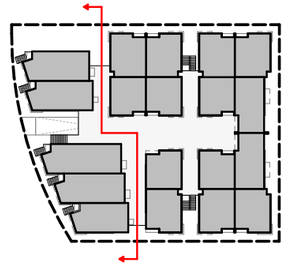
HARDIE PANEL SIDING
COLOR: BM 2132-10 BLACK
DIVISION PER ELEVATIONS

TRIM COLOR
COLOR: BM 2132-10 (BLACK)

CONCRETE
EXPOSED CONCRETE WALLS

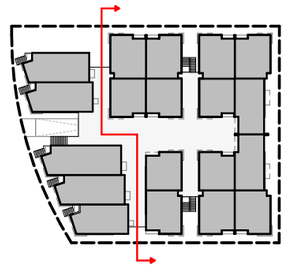
EAST ELEVATION. UNITS 1-5.





WEST ELEVATION. UNITS 6, 10, 14 & 17.



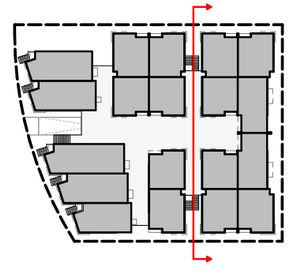


01. PROJECT INFORMATION
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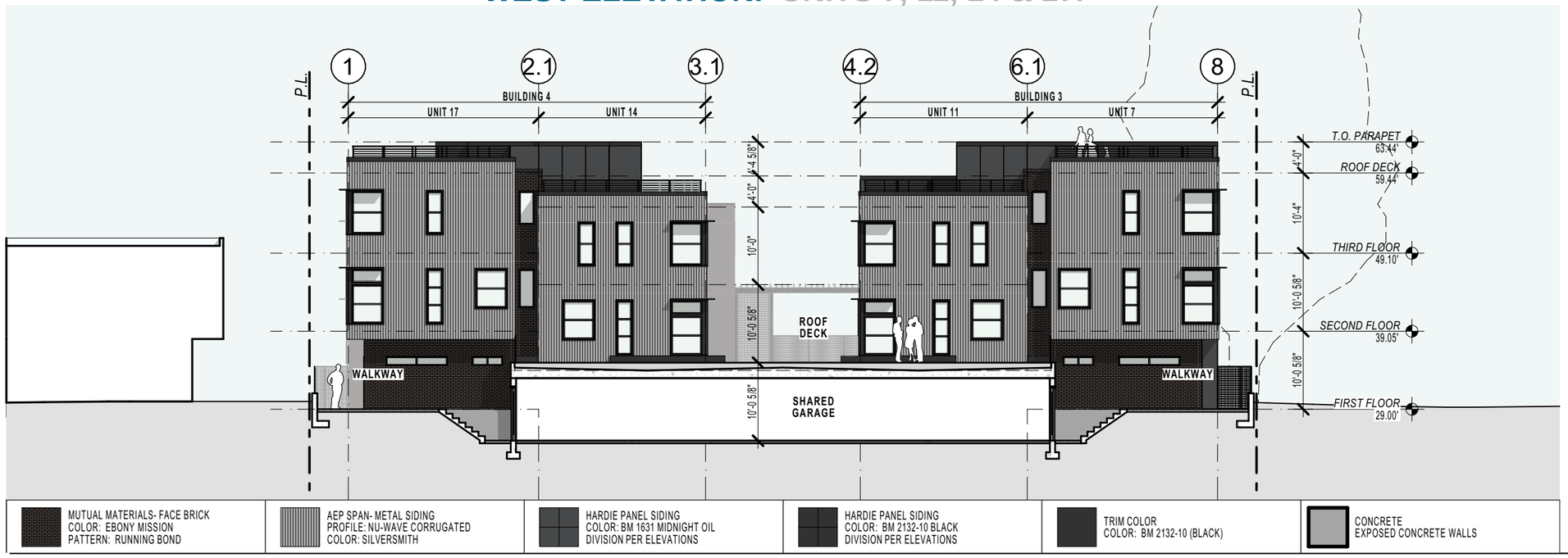
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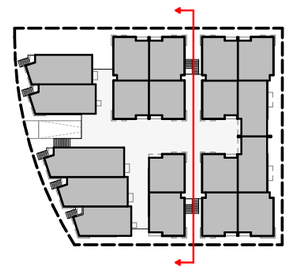
WEST ELEVATION. UNITS 8, 12, 13, 15, 16 & 18.





WEST ELEVATION. UNITS 7, 11, 14 & 17.





01. PROJECT INFORMATION
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2010 FAIRVIEW. BUILDING SECTIONS.

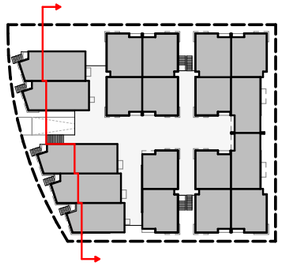
01. PROJECT INFORMATION

02. SITE ANALYSIS

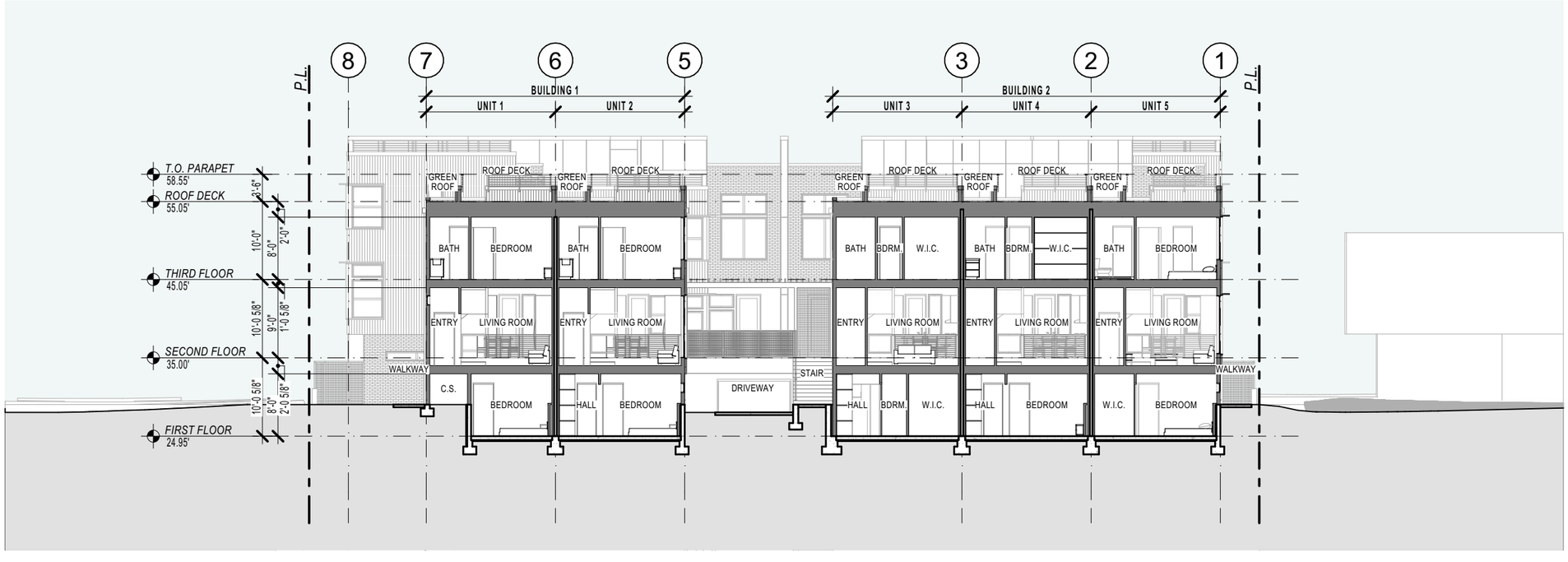
03. DESIGN STANDARDS

04. BUILDING DESIGN

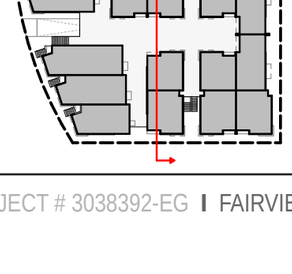
05. CODE DEPARTURES

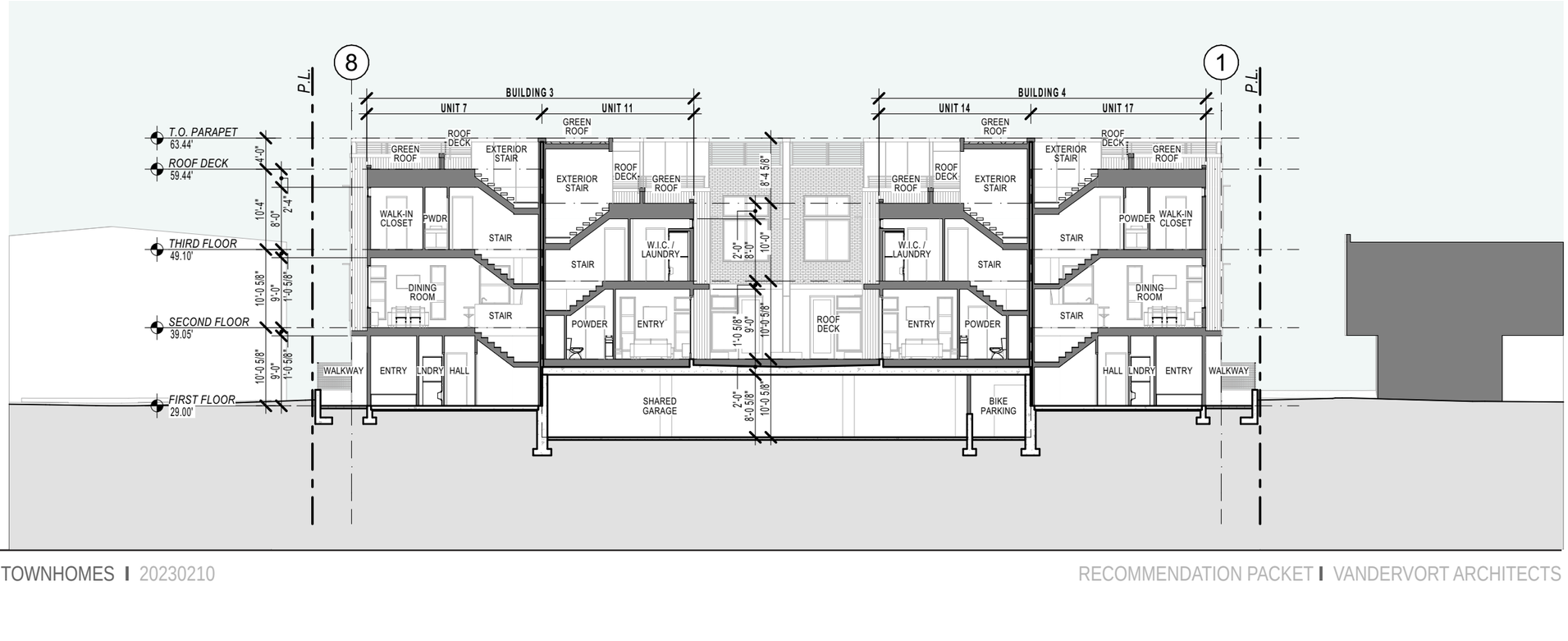


NORTH / SOUTH. SECTION A.

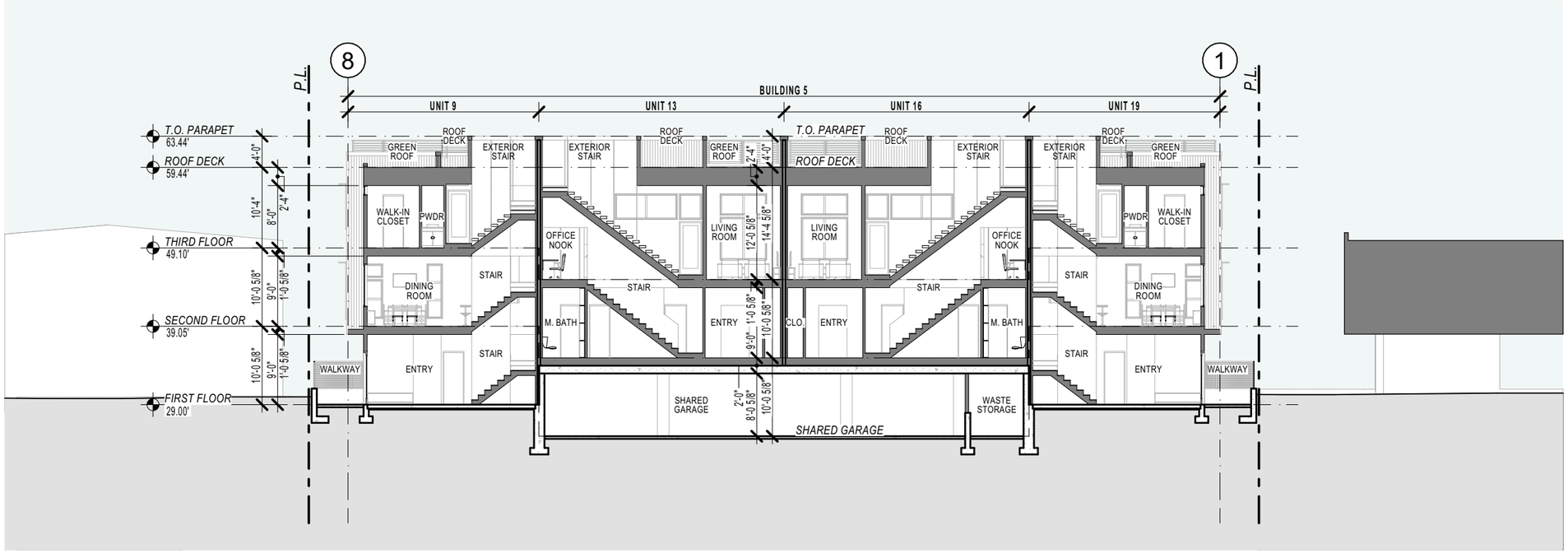


NORTH / SOUTH. SECTION B.

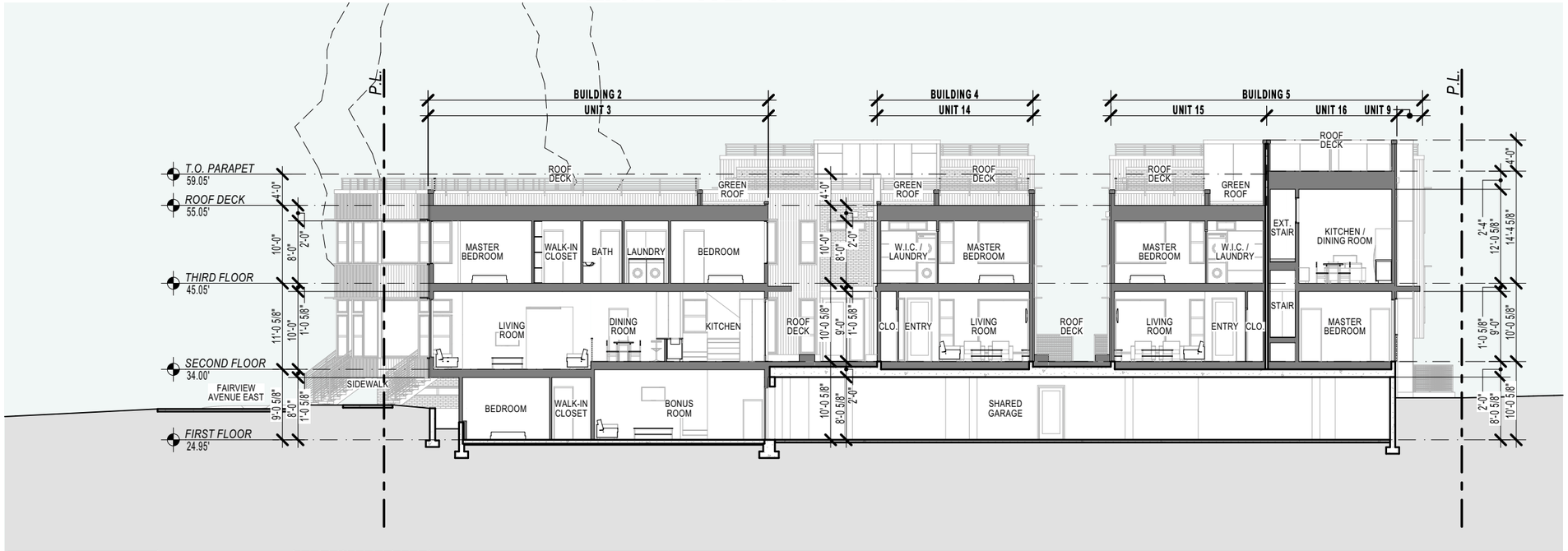


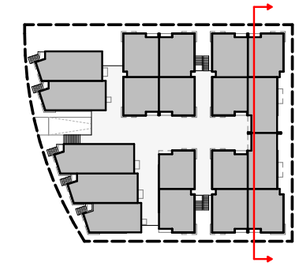


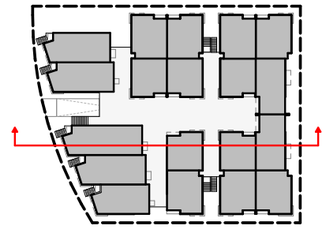
NORTH / SOUTH. SECTION C.



EAST / WEST. SECTION D.







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2010 FAIRVIEW. MATERIAL REFERENCE IMAGES.

01. PROJECT INFORMATION

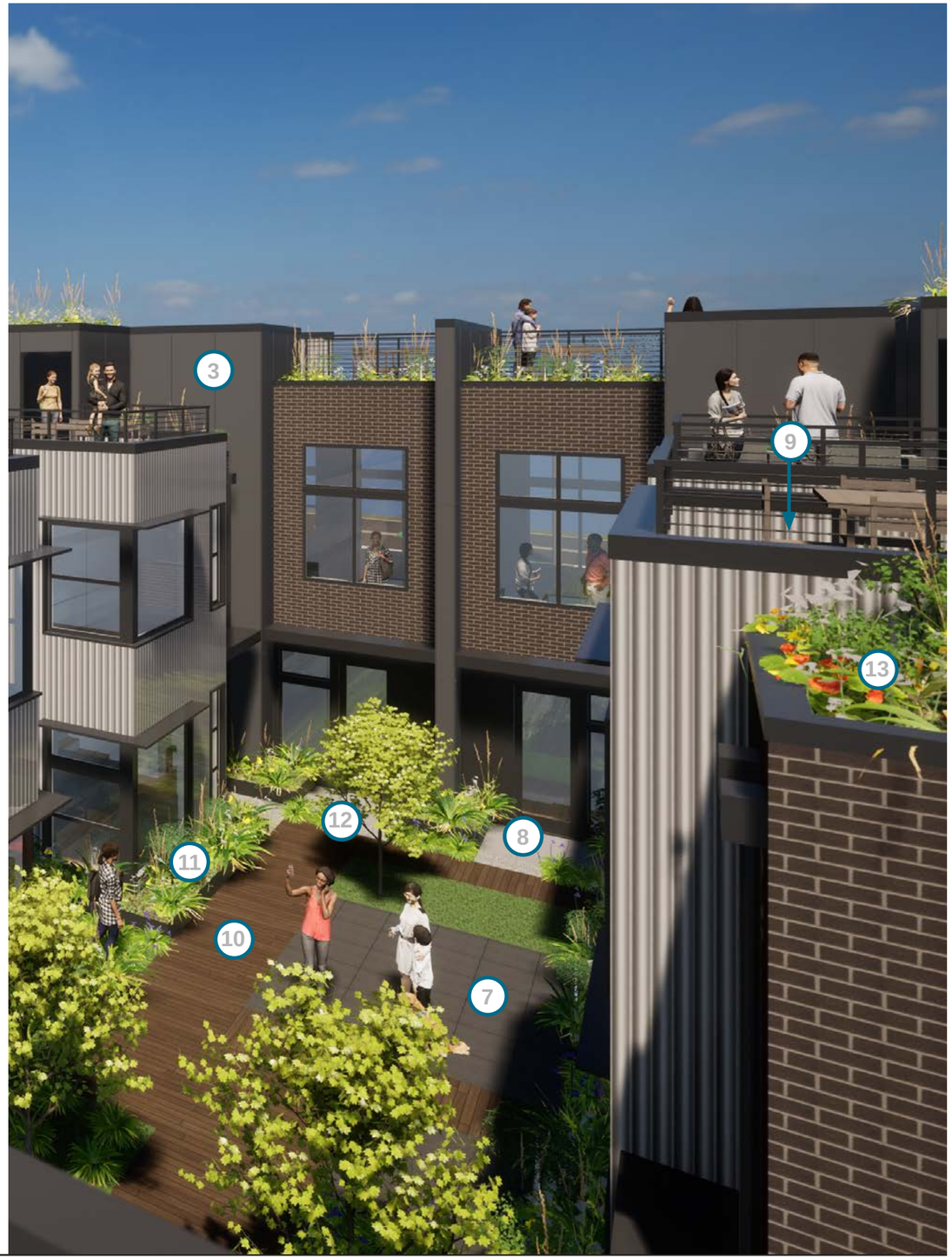
02. SITE ANALYSIS

03. DESIGN STANDARDS

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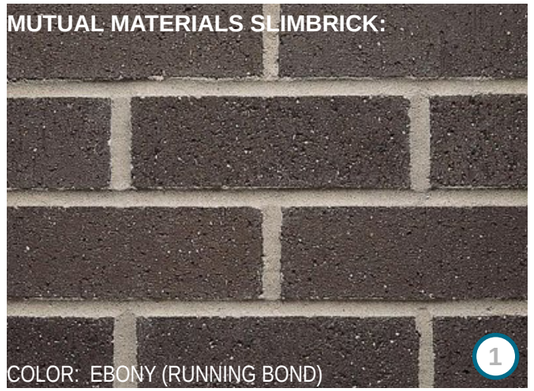
05. CODE DEPARTURES





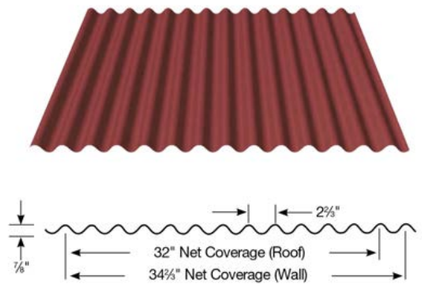
2010 FAIRVIEW. MATERIAL BOARD.

MUTUAL MATERIALS SLIMBRICK:



COLOR: EBONY (RUNNING BOND) — 1

AEP NU-WAVE CORRUGATED METAL PANEL:



PATTERN DETAIL ONLY (SEE COLOR BELOW)

EXPOSED CONCRETE:



FINISH: SACKED AS NEEDED — 6

GARAGE LID (PT DECK):



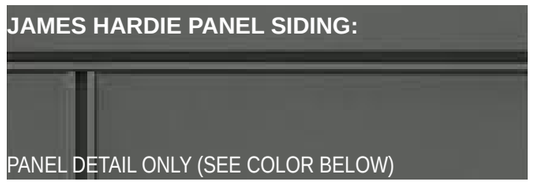
5/4 CEDAR DECKING (SEE STAIN COLOR BELOW)



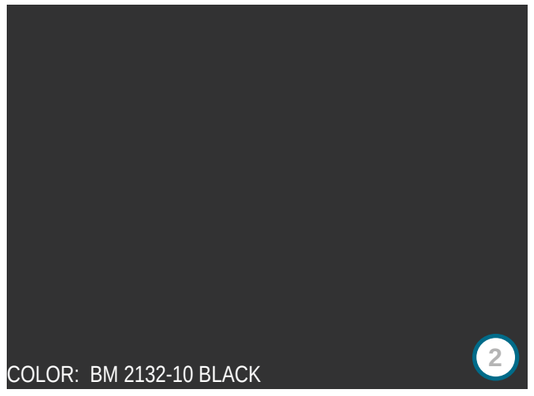
10

SHERWIN-WILLIAMS STAIN: HARBOR MIST (SW3541SS)

JAMES HARDIE PANEL SIDING:



PANEL DETAIL ONLY (SEE COLOR BELOW)



COLOR: BM 2132-10 BLACK — 2



COLOR: AEP COOL SILVERSMITH — 4

MUTUAL MATERIALS LARGE FORMAT PAVER:



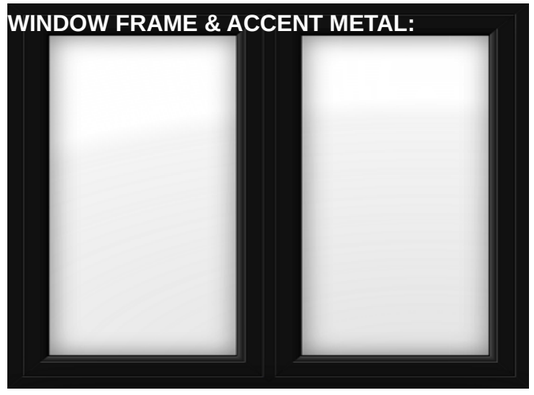
DETAIL ONLY (SEE COLOR BELOW)



11

BLACKENED STEEL PLANTERS (SEALED)

WINDOW FRAME & ACCENT METAL:

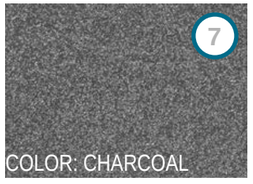




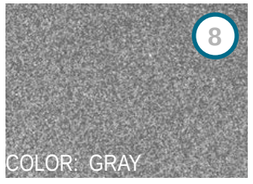
COLOR: BM 1631 MIDNIGHT OIL — 3



WINDOW COLOR: BLACK — 5



COLOR: CHARCOAL — 7



COLOR: GRAY — 8

ROOFTOP DECKS (PRIVATE)



APOLLO DECKING: SIGNATURE - TEAK — 9



12

PEA GRAVEL



13

GREEN ROOF TRAY SYSTEM (PER LANDSCAPE)

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2010 FAIRVIEW. RENDERINGS KEY PLAN.



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2010 FAIRVIEW. RENDERINGS- IMAGE 1.

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2010 FAIRVIEW. RENDERINGS- IMAGE 3.

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2010 FAIRVIEW. RENDERINGS- IMAGE 5.

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2010 FAIRVIEW. RENDERINGS- IMAGE 7.

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2010 FAIRVIEW. RENDERINGS- IMAGE 9.

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2010 FAIRVIEW. RENDERINGS- IMAGE 11.

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2010 FAIRVIEW. RENDERINGS- IMAGE 13.

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2010 FAIRVIEW. RENDERINGS- IMAGE 15.

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LANDSCAPE DESIGN. COLORED LANDSCAPE PLAN.

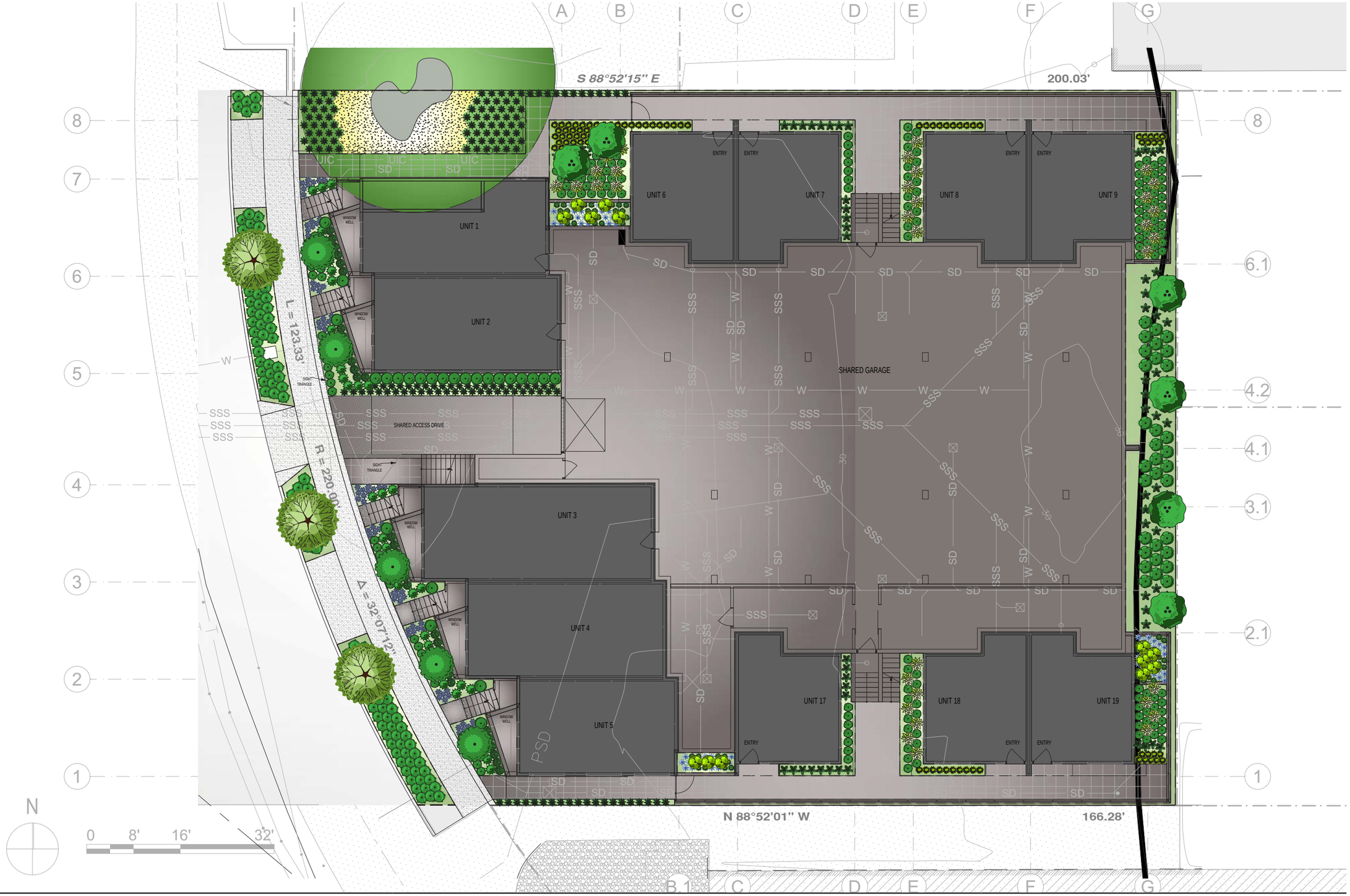
01. PROJECT INFORMATION

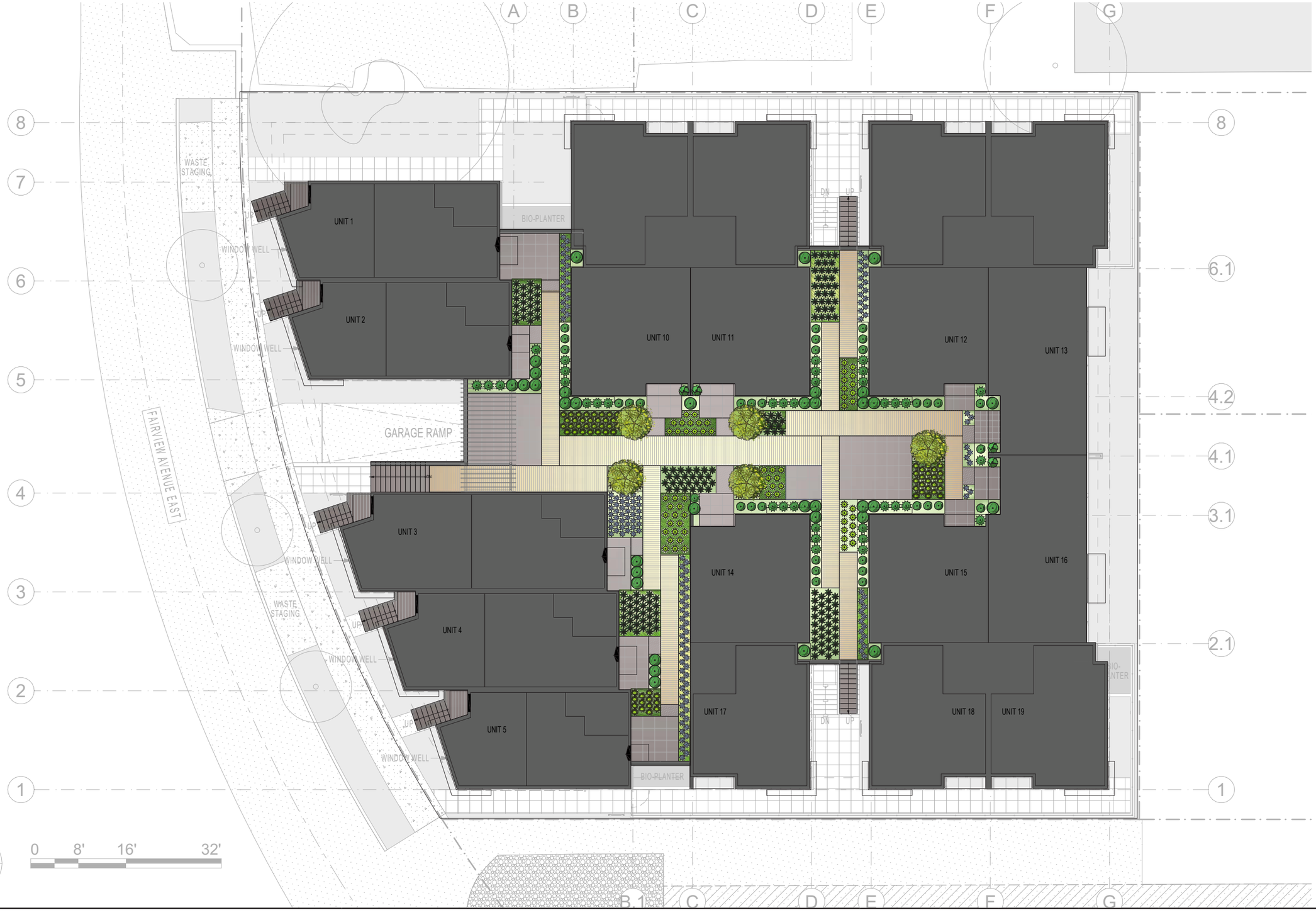
02. SITE ANALYSIS

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LANDSCAPE DESIGN. COLORED LANDSCAPE PLAN.

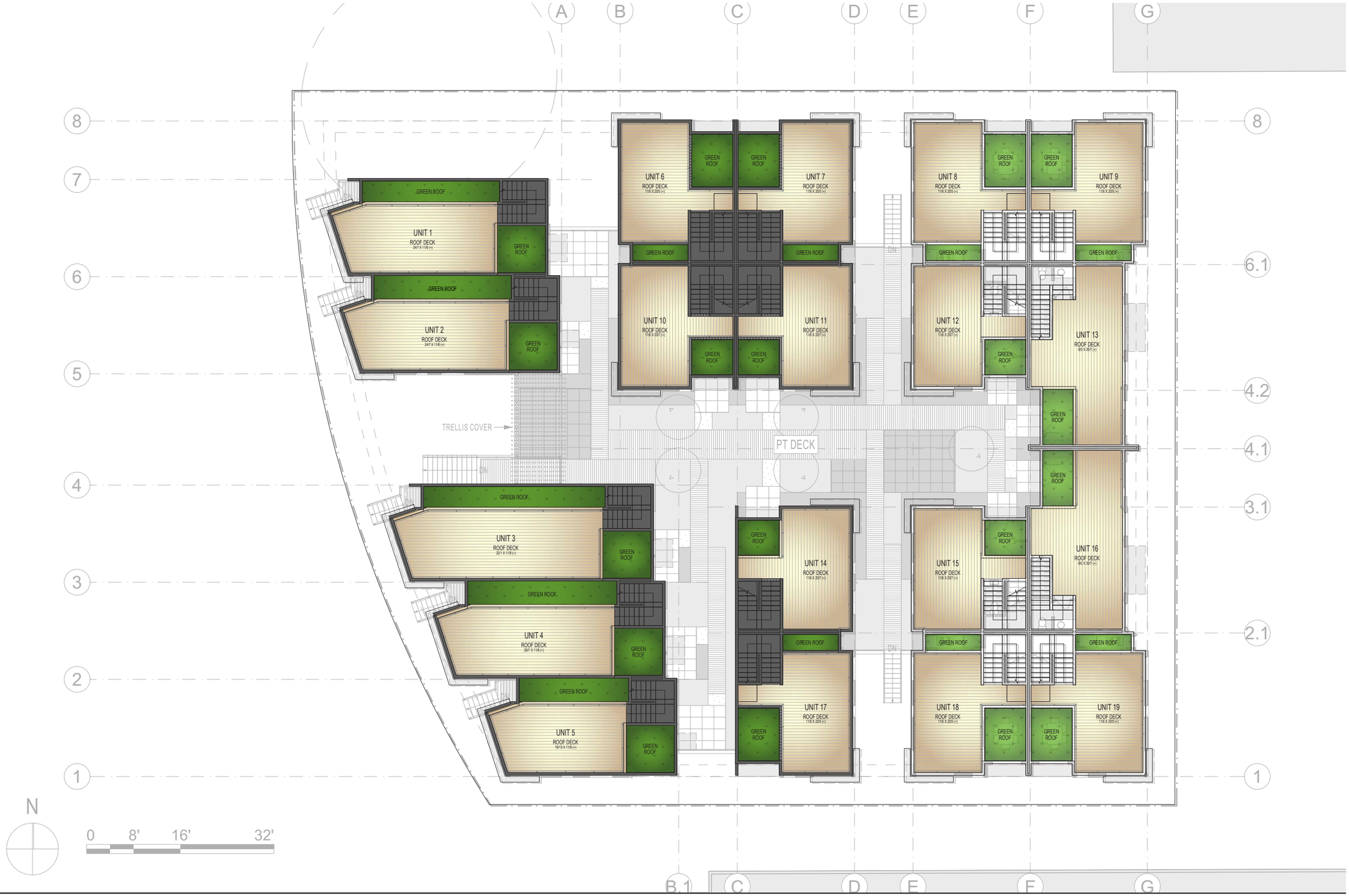
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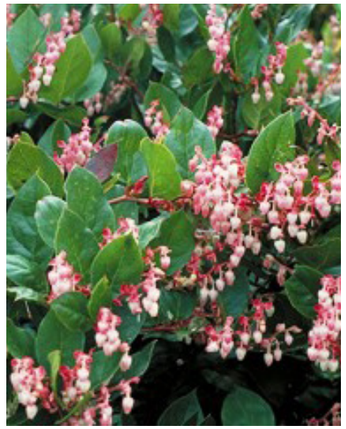
VARIEGATED SWEET FLAG.
ACORUS GRAMINEUS.



FEATHER REED GRASS.
CALAMAGROSTIS X. A.



SLOUGH SEDGE.
CAREX OBNUPTA.



SALAL.
GAULTHERIA SHALLON.



JAPANESE HOLLY 'SKY PENCIL'.
ILEX C.



BLUE ARROW JUNCUS.
JUNCUS INFLEXUS.



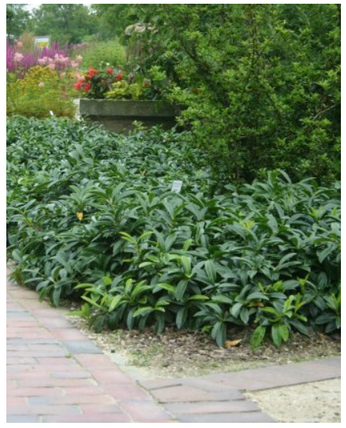
SWORD FERN.
POLYSTICHUM MUNITUM.



BIG BLUE LILIOPE.
LILIROPE MUSCARI 'BIG BLUE'.



BLACK MONDO GRASS.
OPHIOPOGON P. 'NIGRESCENS'.



MOUNT VERNON LAUREL.
PRUNUS 'MT VERNON'.



LIONS HEAD JAPANESE MAPLE.
ACER P. 'LIONS HEAD'.



VINE MAPLE.
ACER CIRCINATUM.



JAPANESE STEWARTIA.
STEWARTIA PSEUDOCAMLLIA.



GOLDENLEAF DOGWOOD.
CORNUS ALBA 'GOUCHAULTII'.



GULF STREAM NANDINA.
NANDINA 'GULF STREAM'.



'GOSHIKI' HOLLY.
OSMANTHUS HETEROPHYLLUS.



DWARF SWEET BOX.
SARCOCOCCA H. HUMILIS.

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2010 FAIRVIEW. LIGHTING PLAN 1ST FLOOR.

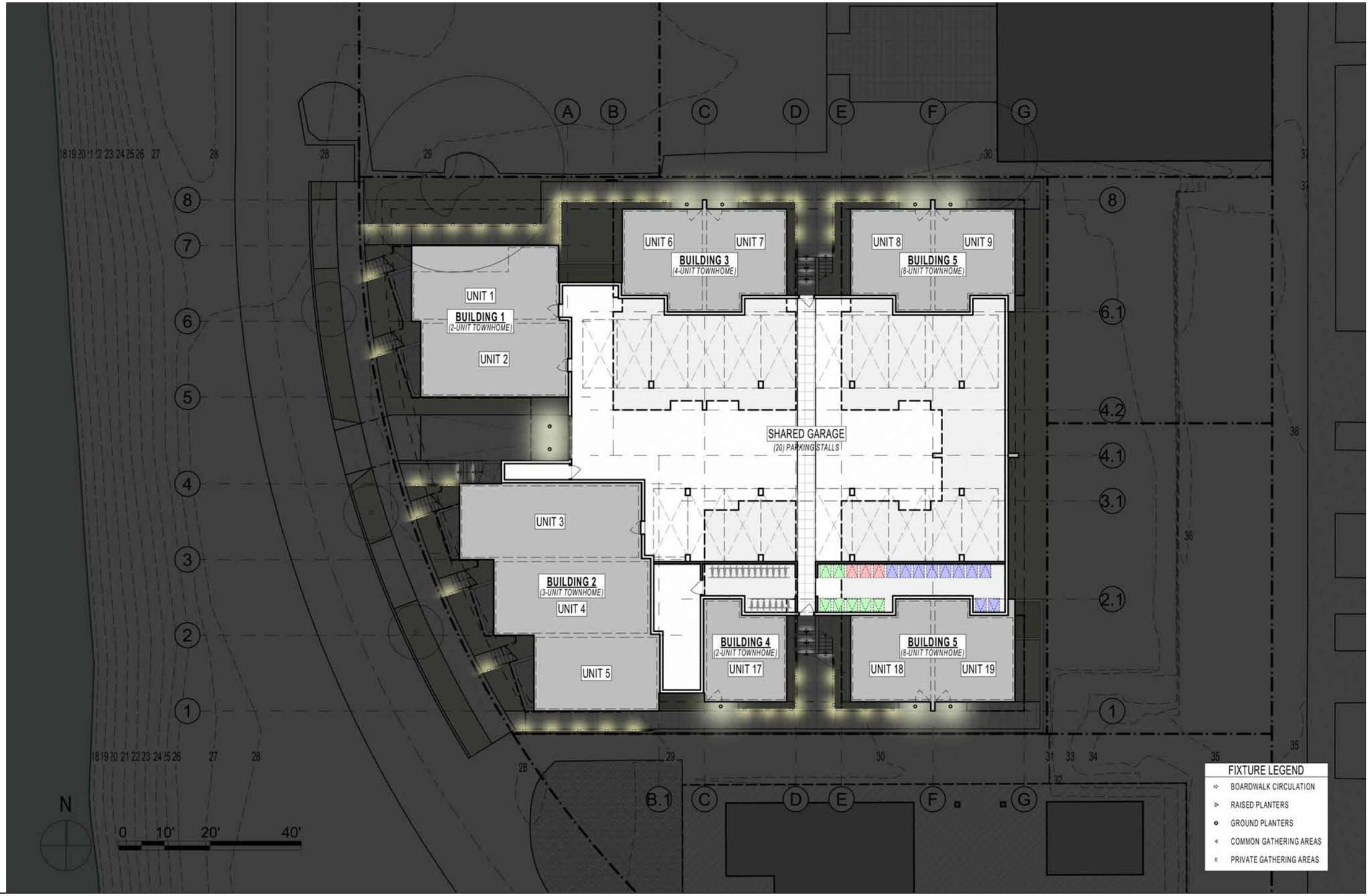
01. PROJECT INFORMATION

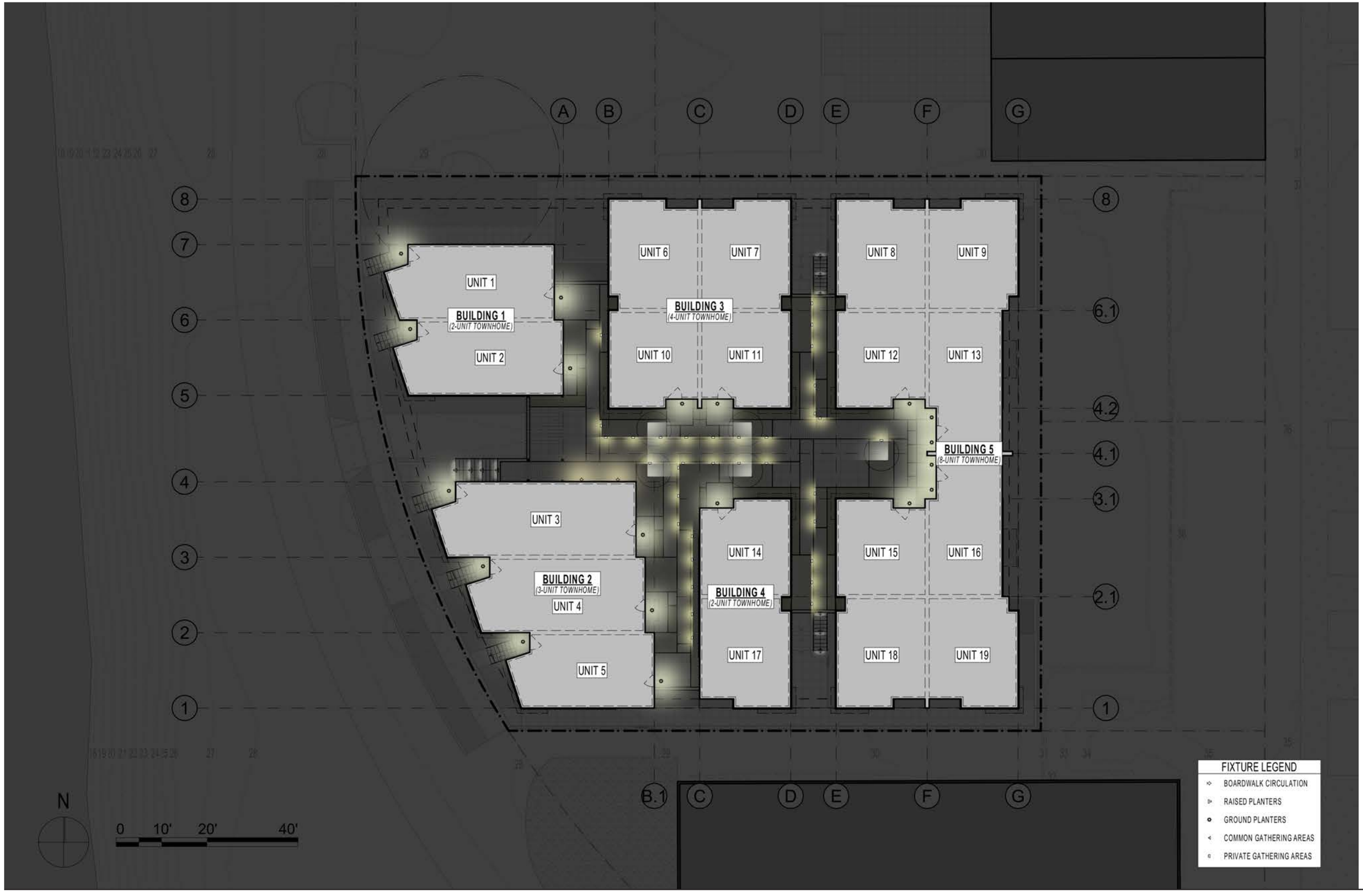
02. SITE ANALYSIS

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2010 FAIRVIEW. SIGNAGE DESIGN.

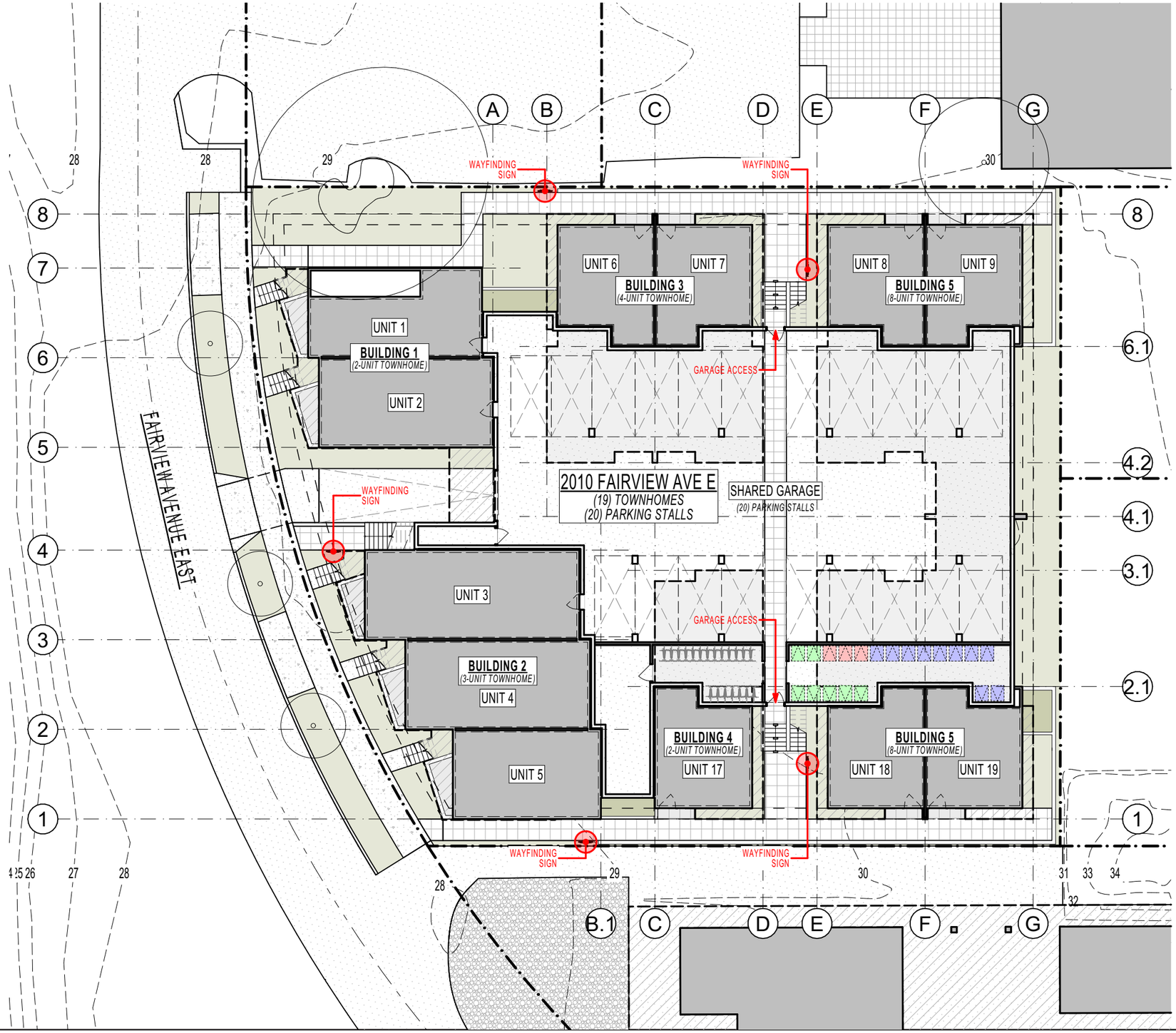
01. PROJECT INFORMATION

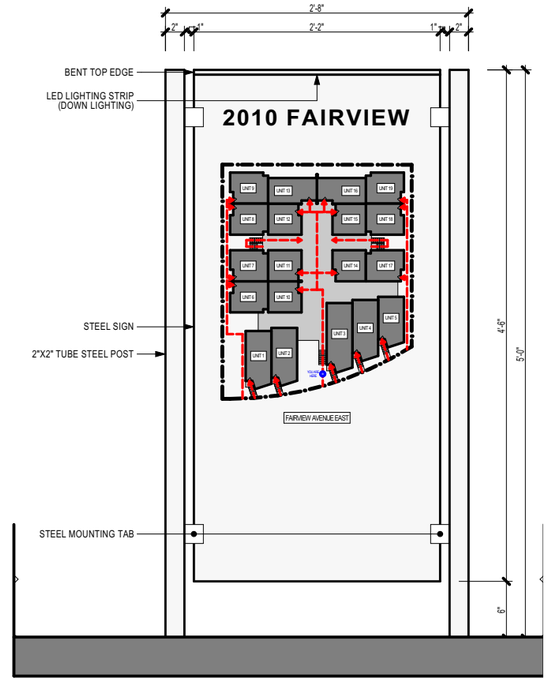
02. SITE ANALYSIS

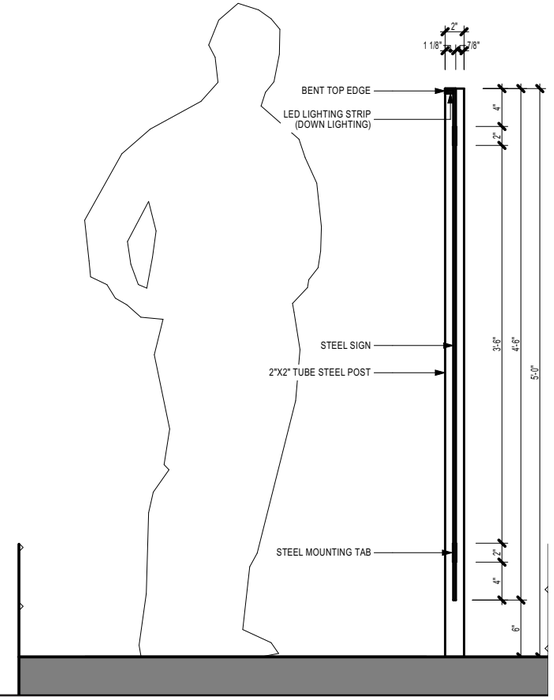
03. DESIGN STANDARDS

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BUILDING DESIGN. INSPIRATION IMAGES.

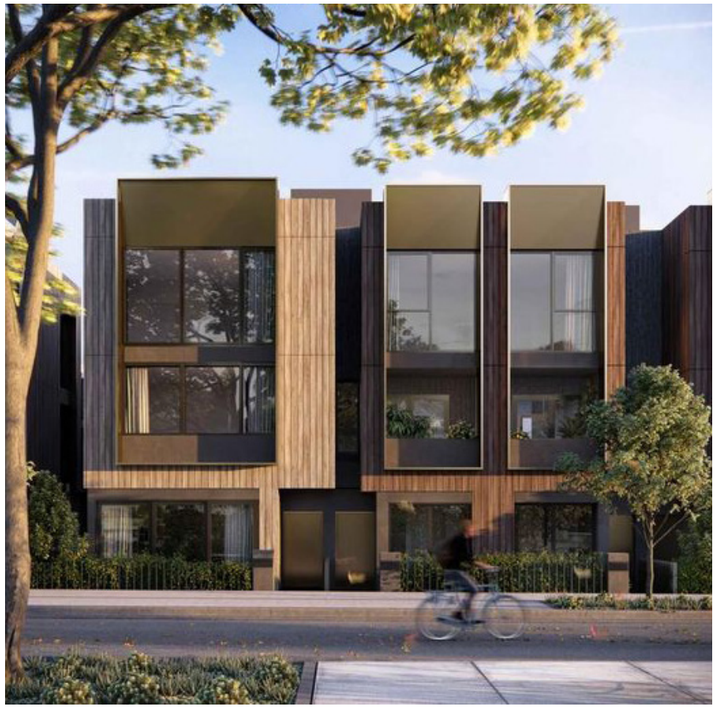
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INSPIRATION. IMAGE 1.

- HIGH QUALITY MATERIALS
- RICH CONTRAST BETWEEN MATERIAL COLOR / TEXTURE
- FACADE ARTICULATION PROVIDES CLEAR DIVISIONS BETWEEN UNITS
- PROJECT HAS A ROOF DECK YET HAS VERTICAL STEPPING BETWEEN MATERIALS TO CREATE DEPTH AT THE PARAPET
- STRONG VERTICAL REPRESENTATION



PREFERRED DESIGN.

INSPIRATION. IMAGE 2.

- RICH CONTRAST BETWEEN MATERIAL COLOR / TEXTURE
- ENTRIES ARE RECESSED TO CREATE A COVERED AREA AT THE DOOR
- REPEATING PATTERN ADDS VISUAL INTEREST WHILE CLEARLY DEFINING THE DIVISION BETWEEN UNITS

INSPIRATION. IMAGE 3.

- ENTRIES ARE RECESSED TO CREATE A COVERED AREA AT THE DOOR
- REPEATING PATTERN ADDS VISUAL INTEREST WHILE CLEARLY DEFINING THE DIVISION BETWEEN UNITS
- GLAZING RESPONDS TO THE ROOF FORM
- ENTRIES ARE HALF A STORY ABOVE THE STREET FOR INCREASED PRIVACY



INSPIRATION. IMAGE 4.

- RICH CONTRAST BETWEEN MATERIAL COLOR / TEXTURE
- RELATIONSHIP TO THE STREET IS MADE BETWEEN THE SECOND FLOOR AND THE STREET FOR INCREASED PRIVACY
- SIMPLE BUT DYNAMIC ROOF FORM
- RECESSED GARAGE PROVIDES DEPTH





INSPIRATION. IMAGE 5.

- HIGH QUALITY MATERIALS
- DARKER MATERIAL AT GROUND LEVEL PROVIDES FOR A STRONG BASE
- LOTS OF GLAZING FOCUSED ON THE VIEW FACADE
- CHANGE OF MATERIALS AT SPECIAL CONDITIONS



INSPIRATION. IMAGE 6.

- SIMPLE ROOF FORM
- VERTICAL WOOD FACADES / RAILING PROVIDE FOR BREAK DOWN IN SCALE
- ENTRY ELEVATED ABOVE THE SIDEWALK FOR PRIVACY WHILE MAINTAINING ITS CONNECTION

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INSPIRATION. IMAGE 7.

- COVERED EXTERIOR DECKS AND LIVING SPACE BREAK DOWN THE RELATIONSHIP BETWEEN INTERIOR AND EXTERIOR
- PATTERNING ON THE FACADE WITH WINDOW AND OPENINGS IN FACADES.
- RICH WOOD PROVIDES WARMTH AT USER SPACES



INSPIRATION. IMAGE 8.

- LOT OF GLAZING TO TAKE ADVANTAGE OF SOLAR ORIENTATION
- PATTERNING ALONG THE FACADE DEFINES THE DIFFERENT SPACES THROUGH ORDER AND HIERARCHY
- ROOF OVERHANG PROVIDES WEATHER PROTECTION



CODE DEPARTURE. FACADE LENGTH SOUTH P.L.

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FACADE LENGTH (SOUTH PROPERTY LINE).

CODE CITATION:

PER TABLE A 23.45.527.B1:

THE MAXIMUM COMBINED LENGTH OF ALL PORTIONS OF FACADES WITHIN 15'-0" 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.

PROPOSED MODIFICATION:

SOUTH PROPERTY LINE: INCREASE TO THE MAXIMUM COMBINED FACADE LENGTH OF ALL PORTIONS OF THE FACADES WITHIN 15'-0" OF THE SOUTH LOT LINE SHALL NOT EXCEED 87.5%.

STAFF RESPONSE AT EDG:

STAFF SUPPORTS THE DEPARTURE REQUEST AS IT ALLOWS SPACE FOR DEVELOPMENT OF A PROMINENT CENTRALIZED PEDESTRIAN ENTRANCE FROM THE SIDEWALK TO THE UPPER DECK (CS2.B.2) AS WELL AS CREATION OF A CENTRAL OPEN SPACE ON THE ELEVATED DECK (DC3.B.4). AS THE DEVELOPMENT HOLDS STRUCTURES BACK FROM THE NORTHWEST CORNER DUE TO SETBACKS AT THE EXCEPTIONAL TREES TO REMAIN, THE SHIFT IN LAYOUT TO THE SOUTHWEST CORNER ALLOWS THE DESIGN TO PROVIDE OPEN SPACE PROVIDED ALONG THE OPPOSITE PROPERTY LINE, WHICH HAS THE POTENTIAL TO BETTER MEET THE INTENT OF THE DESIGN GUIDELINES (DC3.C 3).

RESONSE:

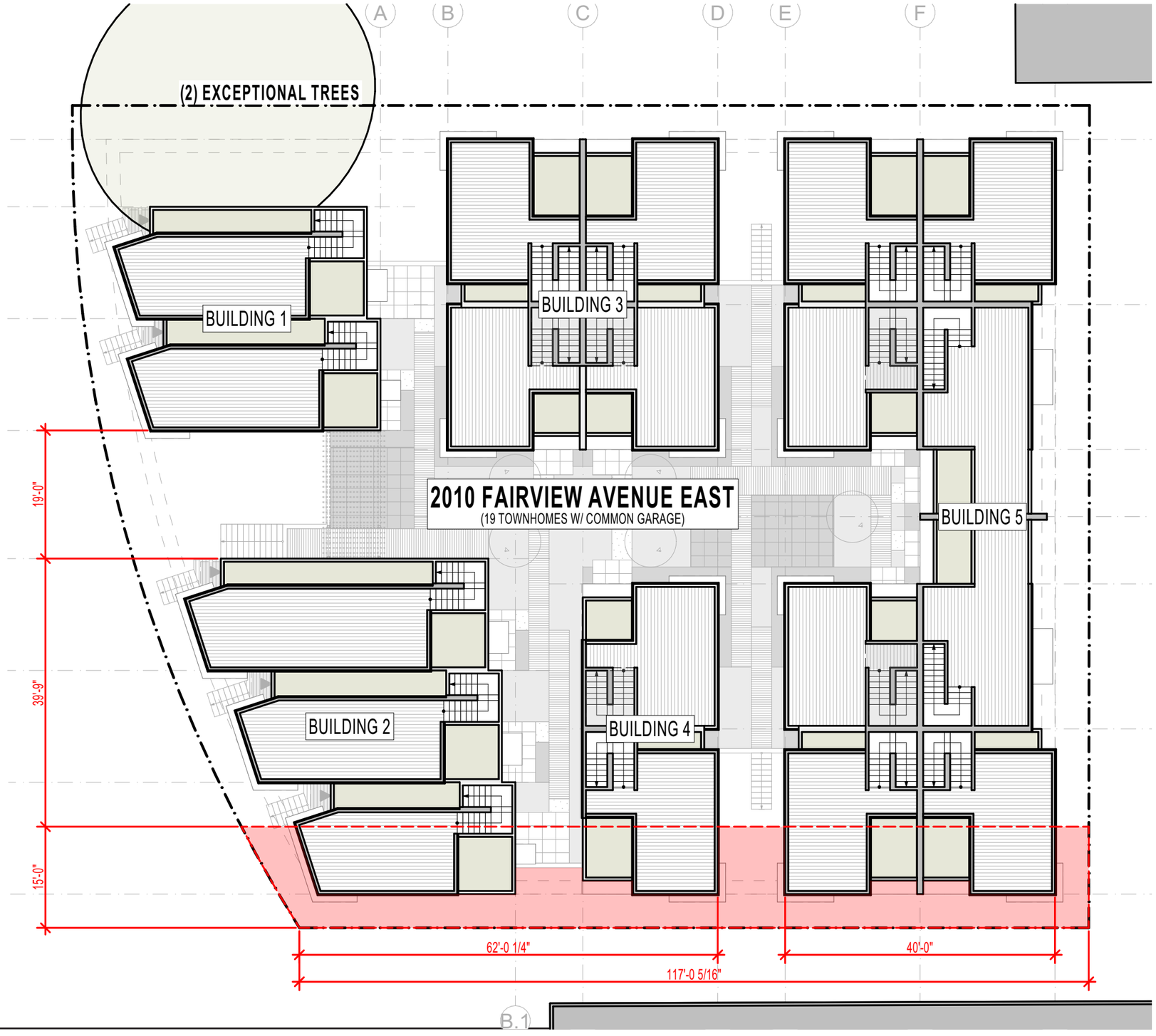
DUE TO NO LONGER HAVING OUR PT DECK MEET THE STANDARDS OF 23.45.510.D WE ARE REQUIRED TO INCLUDE IT IN OUR FACADE LENGTH CALCULATION. WE ARE ASKING FOR AN INCREASE TO IN FACADE LENGTH TO 87.2%. NO CHANGE HAS BEEN MADE TO THE MASSING SINCE EDG.

AREA WITHIN 15' OF PROPERTY LINE

FACADE LENGTH: SOUTH	
MAX. FACADE LENGTH =	65% WITHIN 15' OF P.L.
PROPERTY LINE LENGTH =	117'-0 5/16"
PROPOSED FACADE LENGTH =	62'-0 1/4" + 40'-0"
	102'-0 1/4" / 117'-0 5/16"
	87.2% FACADE LENGTH

N

0 8' 16' 32'



CODE DEPARTURE. FACADE LENGTH SOUTH P.L.

FACADE LENGTH (SOUTH PROPERTY LINE).

REASON FOR REQUEST:

INCREASING THE MAXIMUM FACADE LENGTH ALONG THE SOUTH PROPERTY LINE WILL ALLOW US TO EMPLOY THE OPEN SPACE CONCEPT THAT WE HAVE ENVISIONED. BY KEEPING OUR BUILDINGS PUSHED TO THE EDGES OF THE SITE, WE ARE ABLE TO CREATE A LARGE OPEN SPACE IN THE MIDDLE OF THE SITE. THIS SLOT ALSO ACTS AS AN UNOBSTRUCTED VIEW CORRIDOR THROUGH THE SITE FROM THE NEIGHBORING PARCELS TO THE EAST. TO MINIMIZE OUR IMPACTS ON SITES TO NORTH AND SOUTH WE HAVE BROKEN OUR UNITS INTO (6) BUILDINGS. THE SEPARATIONS BETWEEN THESE BUILDINGS ACTS AS A VIEW CORRIDOR THROUGH THE SITE AND BREAKS DOWN THE MASSING.

THIS SITE IS UNIQUE IN SEVERAL WAYS. FIRSTLY THERE ARE (2) EXCEPTIONAL TREE LOCATED ON THE PROPERTY LINE AT THE NORTH WEST CORNER OF THE SITE. TO MINIMIZE OUR IMPACTS TO THESE TREES, WE ARE PROVIDING THEM WITH AMPLE ROOM AT THE NORTHWEST CORNER OF THE SITE. SECONDLY THE ROAD THAT THE SITE FRONTS ON IS CURVED. BECAUSE OF THIS, THE SOUTH FACADE OF BUILDING 2 IS HIGHLY VISIBLE AND ACTS AS A CORNER. THIS ALSO CREATES A SITUATION WHERE THE LENGTH OF OUR SOUTHERN PROPERTY LINE IS 33'-9" SHORTER THAN THAT OF THE NORTH PROPERTY LINE. FINALLY, THE SITE AFFECTED BY OUR PROPOSED FACADE LENGTH ADJUSTMENT TO THE SOUTH IS SETBACK FROM THEIR NORTH LOT LINE OVER 11'-0" AT ITS CLOSEST POINT. THIS IS UNLIKELY TO CHANGE AS THE BUILDING IS A REGISTERED HISTORIC LANDMARK AND THUS UNLIKELY TO BE TORN DOWN.

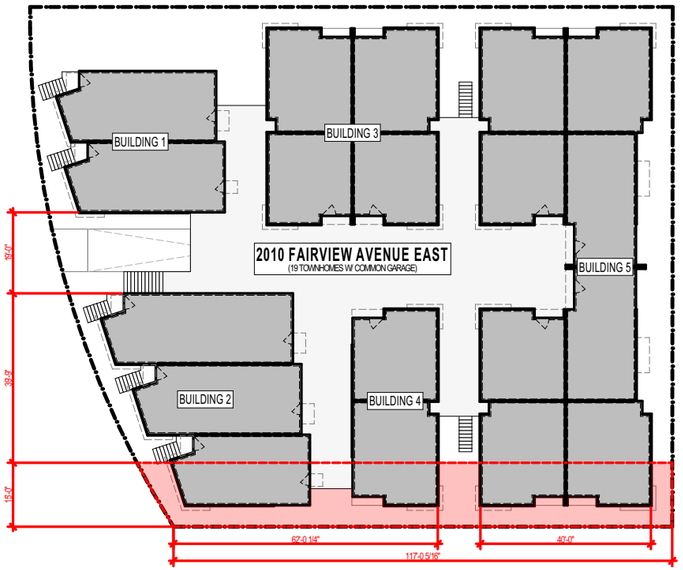
THIS SITE IS IN A TRANSITION AREA BETWEEN MANY DIFFERENT ZONES AS FAIRVIEW HEADS TOWARD SOUTH LAKE UNION. THESE OTHER ZONES ARE MUCH LARGER IN SCALE AND HAVE A STRONG STREET PRESENCE. BY HAVING AS MANY UNITS FRONTING ON THE STREET AS POSSIBLE WE INCREASE OUR STREET PRESENCE AND CONNECTION TO THE STREET. THAT CONNECTION IS FURTHER INCREASED WITH A SITE STAIR CONNECTING DIRECTLY FROM FAIRVIEW TO THE COMMON AMENITY DECK.

DR GUIDELINES CITED:

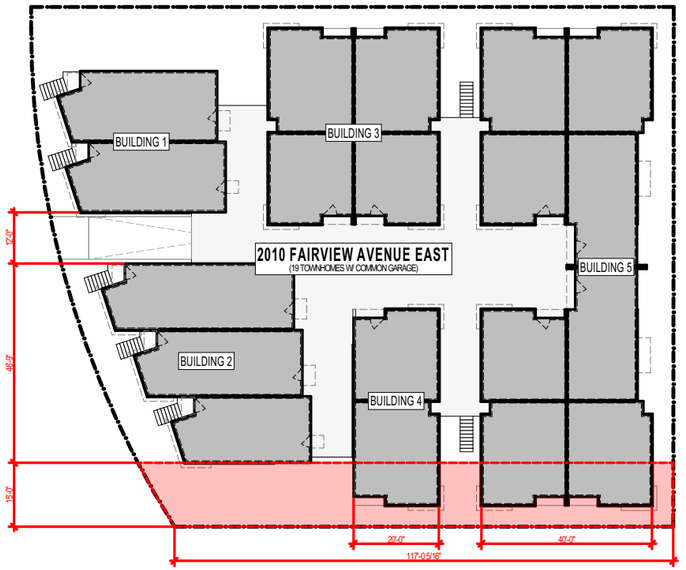
CS1.B.2: DAYLIGHT AND SHADING. ADEQUATE SPACE BETWEEN BUILIDNGS 1 AND 2 WILL ENSURE THAT SOLAR ACCESS WILL BE MORE AVAILABLE TO ALL DWELLINGS ON THE NORTH SIDE OF THIS SITE.

CS2.B.2: CONNECTION TO STREET. PROVIDING A WIDER CONNECTION TO BETWEEN THE AMENITY COURT AND THE STREET IS CRITICAL TO THE SUCCESS OF THIS PROJECT. BETWEEN BUILDINGS 1 AND 2, WE ARE PROVIDING AMPLE ROOM FOR VEHICLE AND PEDESTRIAN ACCESS TO THE AMENITY DECK.

DC3.B.4: MULTIFAMILY OPEN SPACE. THE SUCCESS OF OUR PROPOSED AMENITY COURT DEPENDS ON GOOD ACCESS AND PROPER PROPORTIONS. 19' BETWEEN BUILDINGS 1 AND 2 WILL HELP OPEN UP THIS SPACE TO VIEWS, LIGHT AND AIR AND WILL MAKE THE HEART OF THE AMENITY SPACE MUCH MORE PLEASANT.



AREA WITHIN 15' OF PROPERTY LINE



AREA WITHIN 15' OF PROPERTY LINE

PROPOSED PLAN DESIGN.

POSITIVES.

- INCREASED WIDTH BETWEEN BUILDINGS 1 & 2 (19'-0") & CORRESPONDING VIEW CORRIDOR THROUGH THE SITE
- INCREASED WIDTH BETWEEN BUILDINGS 2 & 3 (16'-2") & CORRESPONDING VIEW CORRIDOR THROUGH THE SITE
- DIRECT CONNECTION TO THE STREET VIA A STAIR LEADING FROM THE SIDEWALK TO THE COMMON AMENITY DECK
- INCREASED PRESENCE AT UNIT 5 (SOUTH END OF BUILDING 2) WHICH IS HIGHLY VISIBLE DUE TO THE SLOPING LOT LINE
- INCREASED WIDTH AT BUILDING 2 RESULTING IN STRONGER CONNECTION TO THE STREET & MORE FUNCTIONAL LAYOUTS

NEGATIVES.

- REQUIRES A DEPARTURE FOR FACADE LENGTH ALONG THE SOUTH PROPERTY LINE

CODE COMPLYING STUDY.

POSITIVES.

- NO DEPARTURE TO MAXIMUM FACADE LENGTH IS REQUIRED

NEGATIVES.

- REDUCED WIDTH BETWEEN BUILDINGS 1 & 2 (12'-0") & CORRESPONDING VIEW CORRIDOR THROUGH THE SITE
- REDUCED WIDTH BETWEEN BUILDINGS 2 & 3 (9'-2") & CORRESPONDING VIEW CORRIDOR THROUGH THE SITE
- REDUCED WIDTH BETWEEN BUILDING 1 & 2 MAKES IT IMPOSSIBLE TO PROVIDE A DIRECT CONNECTION BETWEEN THE
- STREET AND THE COMMON AMENITY DECK
- REDUCED PRESENCE AT UNIT 5 (SOUTH END OF BUILDING 2) WHICH IS HIGHLY VISIBLE DUE TO THE SLOPING LOT LINE.
- REDUCED WIDTH AT BUILDING 2 RESULTING IN WEAKER CONNECTION TO THE STREET & LESS FUNCTIONAL UNIT LAYOUTS

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CODE DEPARTURE. STRUCTURE WIDTH.

STRUCTURE WIDTH (LR-2 ZONE).

CODE CITATION:

PER TABLE A 23.45.527.B1:
STRUCTURE WIDTH MAY NOT EXCEED THE WIDTH INDICATED ON TABLE A FOR 23.45.527. PER TABLE A FOR TOWNHOUSE DEVELOPMENTS THE REQUIREMENTS ARE AS FOLLOWS:

- LR2 ZONES: 90'-0"
- LR3 ZONES: 150'-0" (URBAN VILLAGES, URBAN CENTERS & STATION OVERLAY DISTRICTS)

PROPOSED MODIFICATION:

INCREASE THE MAXIMUM STRUCTURE WIDTH IN THE LR-2 PORTION OF THE LOT FROM 90'-0" TO 112'-0"

STAFF RESPONSE AT EDG:

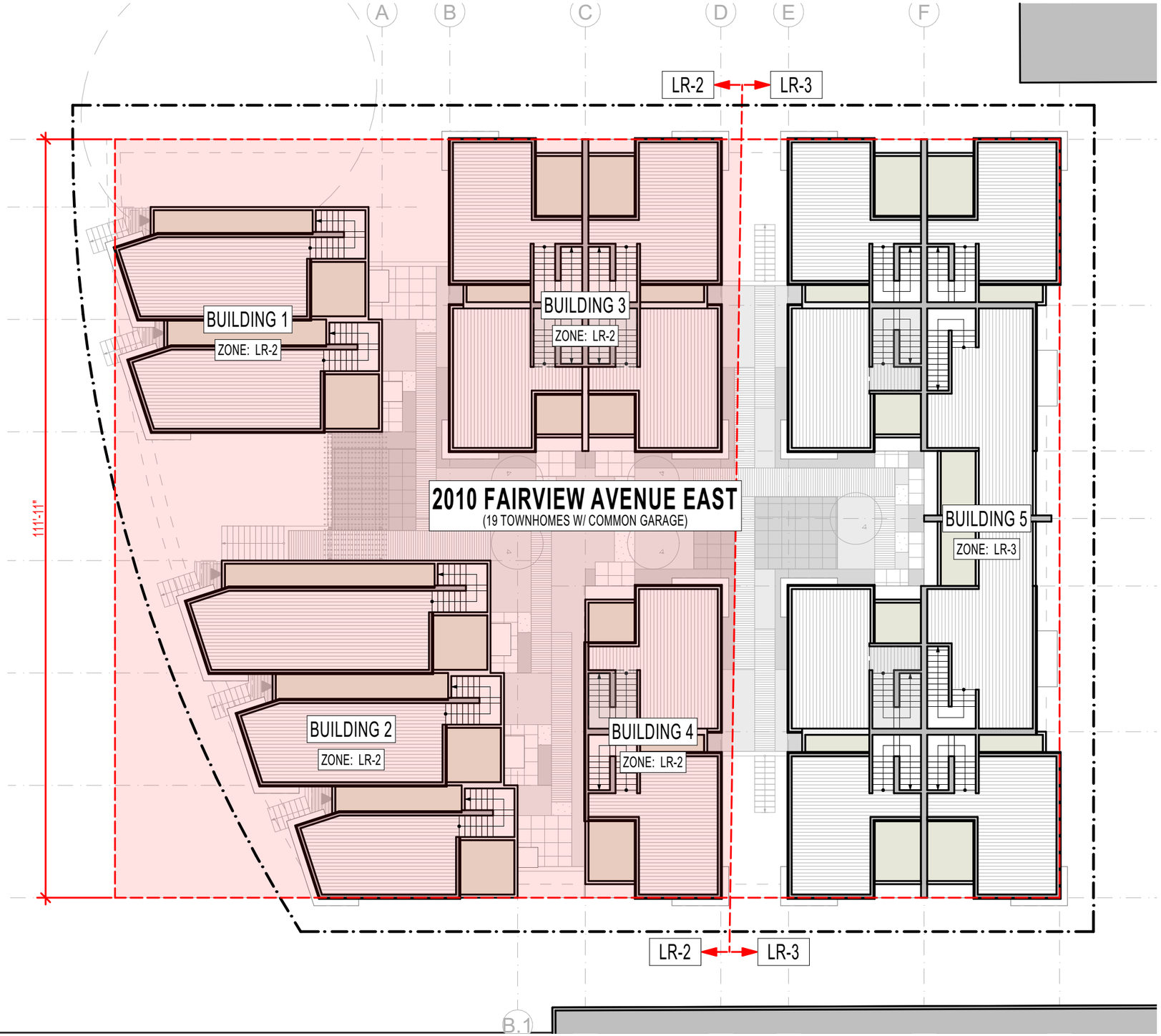
THIS DEPARTURE WAS NOT PROPOSED AT EDG DUE OUR UNDERSTAND THAT THE STRUCTURE WIDTH WAS CALCULATED AS 5 INDIVIDUAL BUILDINGS. IN OUR INITIAL MUP REVIEW WE RECIEVED NOTIFICATION THAT THE STRUCTURES WOULD BE DEFINED AS A SINGLE BUILDING FOR THIS SECTION DUE TO BEING ATTACHED VIA A PARTIALLY ABOVE GRADE GARAGE. NO CHANGE TO MASSING WAS MADE SINCE EDG.

STRUCTURE WIDTH

STRUCTURE WIDTH:	
ALLOWED STRUCTURE WIDTH LR-2 =	90'-0"
PROPOSED STRUCTURE WIDTH LR-2 =	111'-11"
ALLOWED STRUCTURE WIDTH LR-3 =	150'-0"
PROPOSED STRUCTURE WIDTH LR-3 =	111'-11"

N

0 8' 16' 32'



STRUCTURE WIDTH (LR-2 ZONE).

REASON FOR REQUEST:

THE INTENT OF 23.45.527.B1 IS TO MITIGATE THE VISUAL MASS OF BUILDINGS IN THE LR ZONES BY LIMITING THEIR WIDTH. THIS IS A SPLIT ZONE SITE, WITH THE LR2 ZONE FRONTING ON FAIRVIEW AND THE LR3 ZONE AT THE BACK OF THE SITE. THE BUILDING WIDTH LIMIT FOR THE LR3 ZONE IS GREATER THAN THE WIDTH OF OUR LOT, SO WE DO NOT REQUIRE A DEPARTURE FOR THE BACK SECTION OF THE LOT. THE BUILDING WIDTH LIMIT FOR THE LR2 ZONE IS 90', SO WE ARE PROPOSING TO INCREASE THE ALLOWED BUILDING WIDTH TO 112'. WE FEEL THAT THIS DEPARTURE IS WARRANTED FOR THE FOLLOWING REASONS:

- THE BUILDING MASSING FOR THIS PROJECT IS ORGANIZED AS GROUPS OF DWELLING UNITS ATOP A PARTIALLY-BURIED COMMON PARKING GARAGE. DUE TO A CODE TECHNICALITY, WE ARE REQUIRED TO INCLUDE THE PARKING GARAGE IN THE WIDTH OF THE CALCULATION, BUT FOR ALL INTENTS AND PURPOSES, THE PARKING GARAGE IS NOT PERCEIVED AS PART OF THE BUILDING WIDTH.
- THE BUILDING FACADE ALONG FAIRVIEW READS AS A WIDTH OF ONLY (XX') AND IS DIVIDED INTO TWO SEPARATE MASSES WITH A GAP BETWEEN THEM THAT FORMS THE AMENITY DECK ACCESS STAIR AND DRIVEWAY.
- THE UNDERGROUND GARAGE DOES A WONDERFUL JOB OF SCREENING VEHICLE PARKING FROM OCCUPANTS AND NEIGHBORS.
- WE ARE UTILIZING THE LID OF THE PARKING GARAGE AS COMMON OPEN SPACE, CREATING A DYNAMIC SEQUENCE FOR DWELLING ENTRIES AND OUTDOOR INTERACTION AND ENTERTAINING.

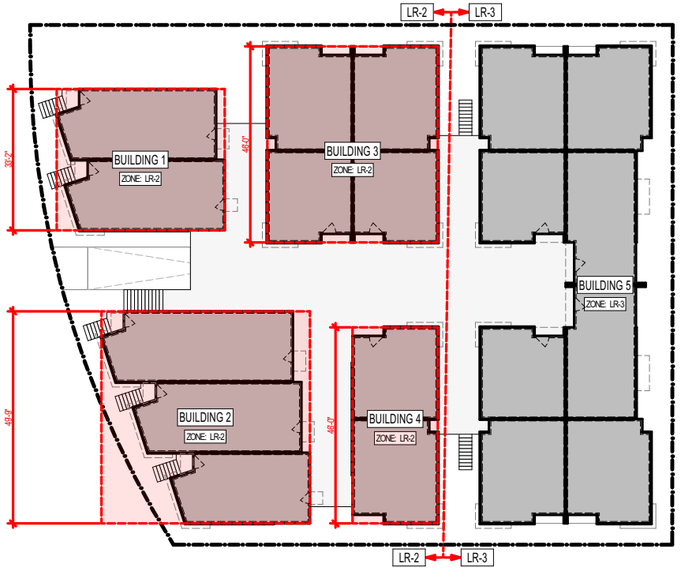
DR GUIDELINES CITED:

DC1.C.1: BELOW GRADE PARKING. BY PROVIDING PARTIALLY BELOW GRADE PARKING WE MINIMIZE GREATLY THE VISUAL IMPACT OF THE PARKING GARAGE.

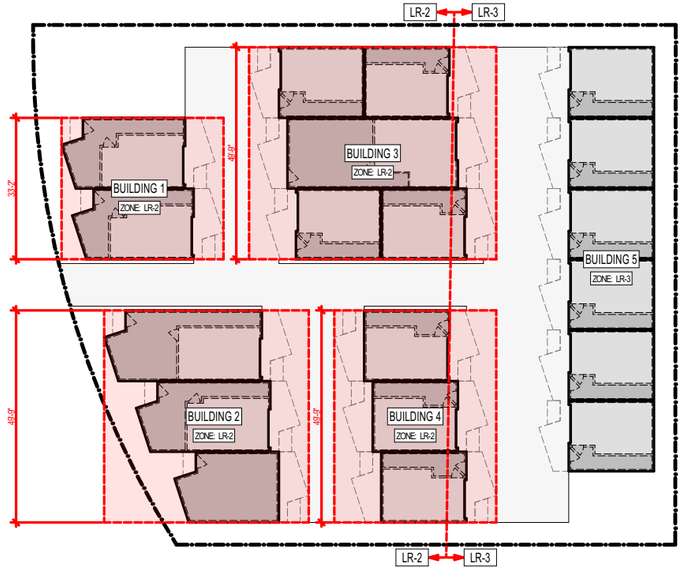
DC3.B.4: MULTIFAMILY OPEN SPACE. BY PROVIDING PARKING IN A PARTIALLY BURIED GARAGE WE HAVE THE OPPORTUNITY TO ACTIVATE THE GARAGE LID AS A PLACE FOR A SERIES OF COMMON AND PRIVATE OUTDOOR SPACES TO ENCOURAGE RESIDENT INTERACTION AND ACTIVITY.

DC3.C.3: AMENITIES & FEATURES: BY UTILIZING THE GARAGE LID WE NOT ONLY HAVE A PLACE FOR OCCUPANTS TO CONGREGATE BUT PROVIDE A VARIETY OF SPACES. A TRELLIS COVERS THE MAIN GATHERING SPACE WITH VIEWS OF LAKE UNION. BOARDWALK PATHWAYS CONNECT ALL OF THE COMMON AND PRIVATE SPACES ON THE DECK. VARIATIONS IN THE PAVING DEFINES WHICH AREAS ARE PRIVATE AND WHICH ARE COMMON. LANDSCAPING HELPS TO BUFFER THESE PUBLIC AND PRIVATE SPACES WITH ELEVATED LANDSCAPING WHERE A GREATER BUFFER IS NEEDED.

CS2.A.1: SENSE OF PLACE: THE EASTLAKE NEIGHBORHOOD HAS LOTS OF OPEN SPACE, PLACES TO GATHER AND TREMENDOUS VIEWS. BY PUSHING THE PARKING DOWN IN A SHARED GARAGE WE ELIMINATE THE SEA OF HARDSCAPE THAT WOULD BE REQUIRED TO NAVIGATE CARS ONSITE TO PRIVATE GARAGES. WE INSTEAD ARE CREATING AN OPENING IN THE MIDDLE OF THE SITE THAT PROVIDE VALUABLE OUTDOOR SPACE FOR RESIDENTS TO CONGRETE AND TAKE IN THE BEAUTY OF THE VIEWS OF THE LAKE.



PERCEIVED STRUCTURE WIDTH



STRUCTURE WIDTH

PROPOSED PLAN DESIGN.

POSITIVES.

- CREATES COMMON AREAS FOR PEOPLE TO CONGREGATE
- INCREASED LANDSCAPING / REDUCED HARDSCAPE
- 2.5 STORY EXPRESSION ALONG THE STREET WITH VERTICAL STEPPING BETWEEN REAR 3 STORY UNITS AND GARAGE LID
- NO SHARED PEDESTRIAN AND VEHICULAR PATHWAYS
- ROOF DECK PROVIDES AREA TO TAKE ADVANTAGE OF VIEWS
- SECONDARY ARCHITECTURAL FEATURES SUCH AS TRELLIS, LANDSCAPING HELP TO SCALE DOWN THE BUILDING

NEGATIVES.

- REQUIRES A DEPARTURE FOR BUILDING WIDTH IN THE LR-2 PORTION OF THE LOT

CODE COMPLYING STUDY.

POSITIVES.

- NO DEPARTURE FOR BUILDING WIDTH IS REQUIRED
- CHEAPER CONSTRUCTION TO NOT BUILD BELOW GRADE PARKING AND HALF BURIED UNITS ALONG THE STREET

NEGATIVES.

- NO COMMON AREAS FOR CONGREGATION
- GREATLY INCREASED HARDSCAPE / GREATLY REDUCED LANDSCAPING
- 3 STORY EXPRESSION ALONG THE STEETFRONT WITH NO VERTICAL STEPPING
- SHARED PEDESTRIAN WALKWAYS AND VEHICULAR DRIVEWAYS
- NO AREA TO TAKE ADVANTAGE OF THE VIEWS FROM THE SITE
- NO SECONDARY ARCHITECTURAL FEATURES TO SOFTEN AND HELP SCALE DOWN THE BUILDING

01. PROJECT INFORMATION
02. SITE ANALYSIS
03. DESIGN STANDARDS
04. BUILDING DESIGN
05. CODE DEPARTURES