



1119 NW 59th Street

STREAMLINE DESIGN REVIEW
SDCI PROJECT #3039550-EG
JUNE 1ST, 2022



OLSEN ANDERSON

SCALE
DESIGN

SITE INFORMATION

ADDRESS:	1119 NW 59 th Street Seattle, Washington 98107
OWNER:	1119: SHAWN + TRACY ANDERSON
CONTRACT PURCHASER:	Ballard 1119 L.L.C. c/o Olsen Anderson L.L.C.
APPLICANT:	Curtis Bigelow Scale Design NW curtisb@scaledesignnw.com
SDCI PROJECT #:	#3039550-EG
PARCEL NUMBER:	276790-0310
SITE AREA:	±5,003 SF
ZONE:	LR1 (M1)
URBAN VILLAGE:	Ballard Hub Urban Village
NEIGHBORHOOD:	Ballard
MHA:	Yes - Medium
PARKING FLEX:	No
ECA:	No

INDEX

CONTEXT	
CONTEXT ANALYSIS	2
NEIGHBORHOOD CIRCULATION	3
IMMEDIATE SCALE	4
SITE ANALYSIS	
ZONING SUMMARY	5
SURROUNDING DEVELOPMENT	6
STANDARD ADJUSTMENTS	7-8
EXISTING SITE PLAN	9
EXISTING TREES	10
PROPOSED SITE PLAN	11
PLANTINGS CONCEPT	12
LANDSCAPE SITE PLAN	13
ARCHITECTURAL CONCEPT	
MASSING IMAGES	14-16
LIGHTING SITE PLAN	17
FLOOR PLANS	18-19
ELEVATIONS	20-23
SHADOW STUDY	24
EARLY COMMUNITY OUTREACH	25

3.0 DEVELOPMENT OBJECTIVES AND SUMMARY OF PUBLIC OUTREACH

- 3.1: Number of residential units: 4 Townhouse units
- 3.2: Commercial Space: None
- 3.3: Total Gross Floor Area: FAR = 6,476sf
- 3.4: Parking: 4 stalls total (3 surface, one garaged)
- 3.5: Dev Objectives: Provide four fully parked residences
- 3.6: Public Comment: Provide parking and don't block driveways

DESIGN DEVELOPMENT OBJECTIVES:

- A.To create a townhouse community which recalls/reflects neighboring residential developments by using residential architectural elements such as front doors on the street, stoops, balconies, front yards, low level lighting, peaked roofs.
- B.To create a townhouse community which provides eyes on the street by providing living spaces and large windows on front facades.
- C.To provide a strong and positive design model for future townhouse communities in the area.

PROJECT OVERVIEW

The projects at 1111 and 1119 NW 59th Street are functionally unrelated and will be on two separate existing sites, but were reviewed in one Pre-submittal meeting as one design project/concept. Two SDR Packets (West + East) will be submitted separately and CN permits will be pursued separately (6894883-CN & 6895306-CN).

The projects are located in the Ballard neighborhood, very close to the 15th Avenue commercial area, but in the more residentially-focused area East of the main thoroughfare.

The existing sites share and existing curb cut that accesses the existing driveways of the East and West site. The project team intends to keep the existing curb cut.

The site gently slopes down from the street to the back of the site. All floors are above grade, and the driveway does not slope more than 8%. Each site has an existing single-family house that will be demolished and replaced by two duplexes. The North duplex of each site will be accessed from NW 59th Street, and the South duplex of each site will be accessed from the drive court between the two duplexes. Both sites will be fully parked for all 4 units, with three (3) Medium surface stalls and (1) Large garaged stall for the unit directly at the end of the driveway. Solid Waste storage will be at the head of the surface stalls in the drive court, and in the garage of the TH4 unit on each site. There is no alley access for either site.

The neighborhood directly surrounding the site is in major transition, with several developments under construction in the immediate vicinity of NW 59th Street. The project intends to take residential cues from the existing structures, however, as a multifamily structure, massing, siting, and street presence will reflect a different development type, similar to new projects on 56th, 57th, and 58th.

All units are three stories, with roof decks on the back duplex and a covered Level 2 deck facing the streetscape on the front duplex. The design of the project is intended to reflect the modulated residential feel of the existing neighborhood, while creating a fresh and modern color palette and massing that will also fit in seamlessly with the surrounding new construction. The same color scheme will be used on both the West and East sites to unify the project.

NOTE: This project does not include any historic preservation
NOTE: This project does not propose sustainability ambitions.
NOTE: As discussed in the presubmittal meeting, noted below, and described on following pages, this project does not look to emulate the existing small context. Instead, this project proposes to set a standard for multifamily development in the immediate vicinity which better responds to recent upzoning.



LOOKING WEST ON NW 59TH STREET



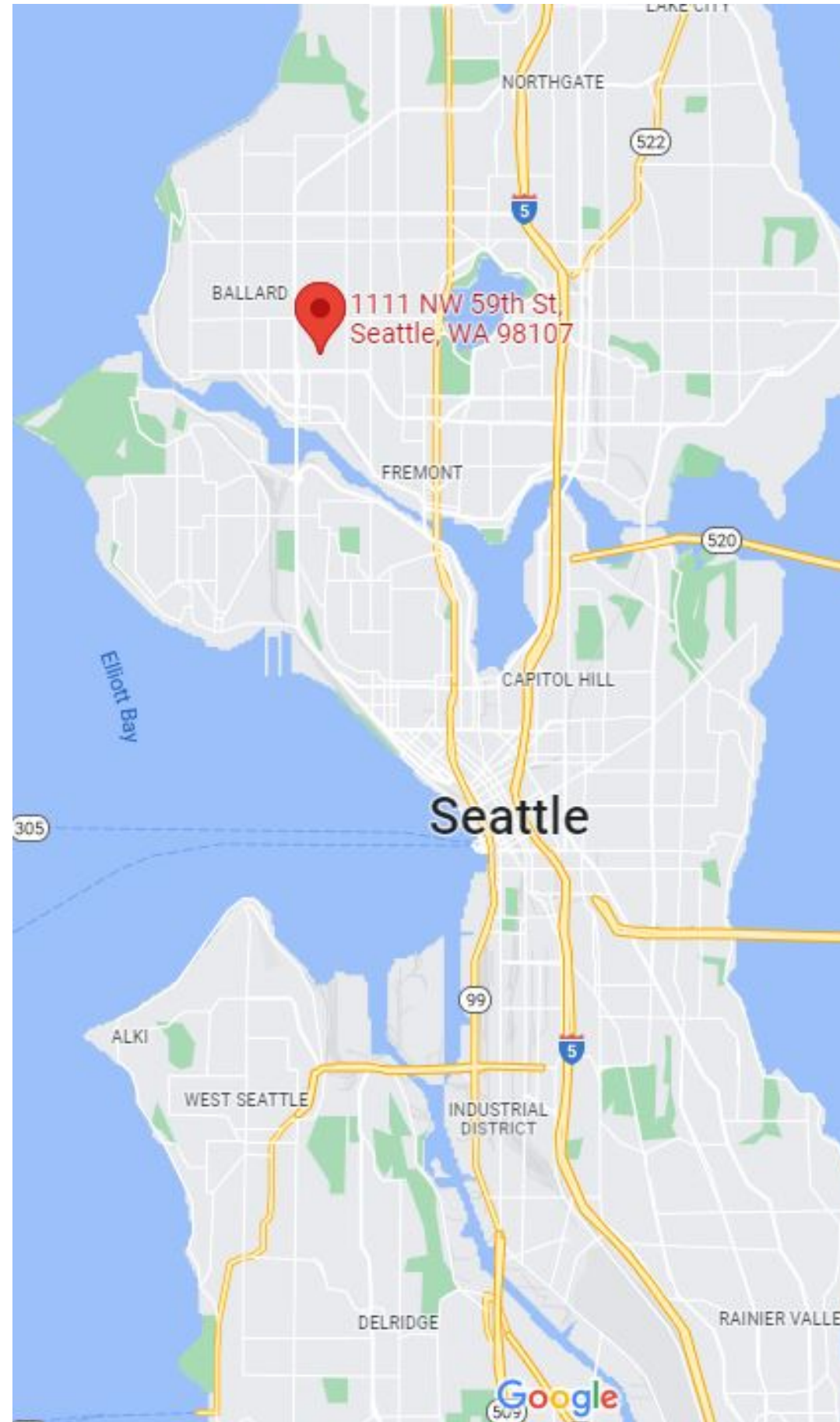
LOOKING EAST ON NW 59TH STREET



LOOKING NORTH ON 14TH AVE NW



LOOKING SOUTH ON 14TH AVE NW



CONTEXT

CITY SCALE

The site is located just east of 14th Avenue NW which has been changed from two lanes of traffic to a pedestrian pathway for a few blocks.



EXISTING SITE PHOTOS

CONTEXT

NEIGHBORHOOD CIRCULATION

PEDESTRIAN

The site is in an older neighborhood with good sidewalks, pathways, and parks. Streets are often tree lined, well lit, and in good condition. The site is close to old town Ballard as well as other amenities.

TRANSIT

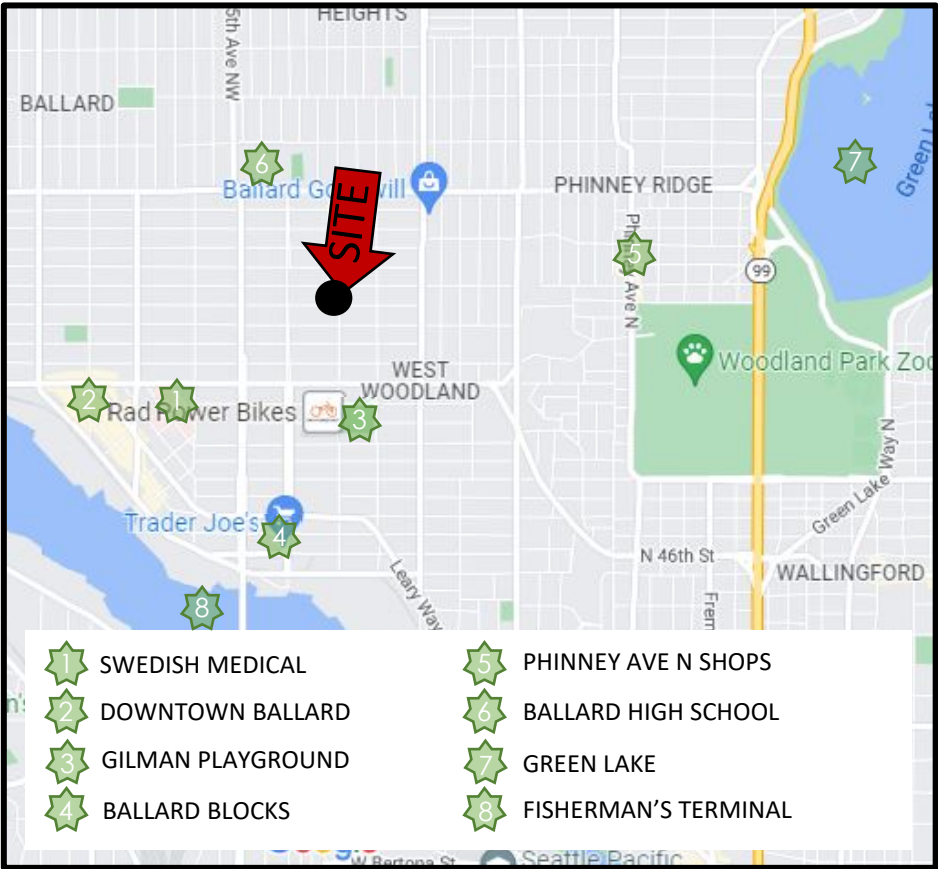
Several bus routes are available near the site. #28 and the #40 connect to downtown through Queen Anne or Fremont. The #44, goes directly to UW. The Rapid Ride D follows 15th, connecting north to Crown Hill and South to Pioneer Square. Looking to the future, the new Link Light Rail line is anticipated to end at 14th/15th and Market, which is only a few blocks away.

BICYCLE

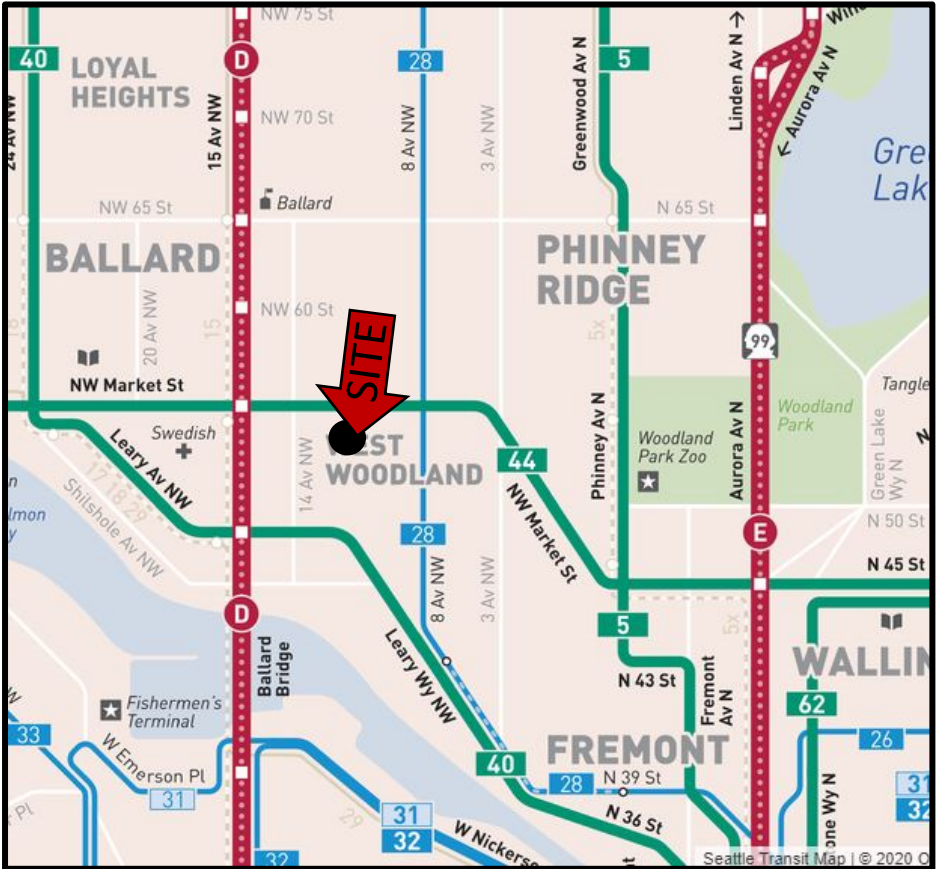
In general, the neighborhood is quite bicycle friendly. Streets in Ballard are generally flat and the Burke Gilman Trail (though the Ballard Gap has not been fixed yet) is easily accessed either via 58th to the north or 8th to the south. Several bike lanes, sharrows, and common bike paths connect the site to city bikeways including the Fremont bridge, Chittenden Locks, and eventually the Elliot Bay Trail. Additionally, for fun, the Green Lake trail is located just a short ride away.

AUTOMOBILE

The site is well served by Seattle's street grid. Arterials including 15th Avenue, Leary Way, and NW Market St. Ballard is notoriously isolated from the rest of the city and this site is no exception. Drivers must battle traffic along Market to get to Aurora and take their chances with a variety of routes to reach I-5.



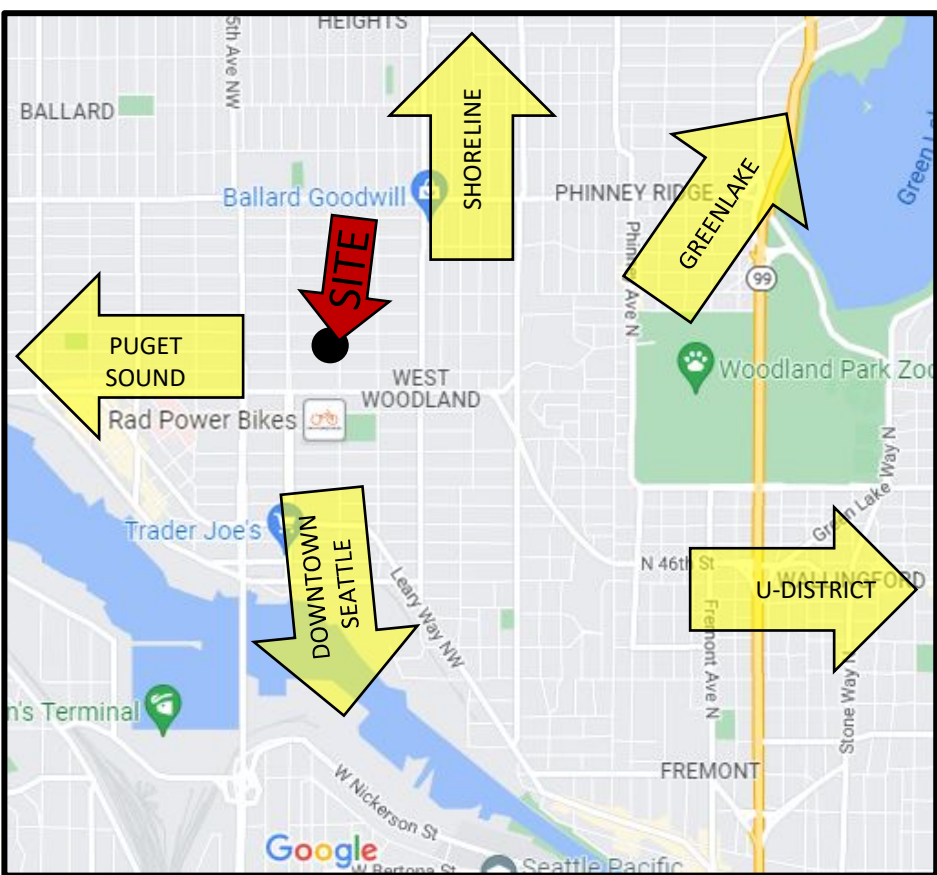
NEIGHBORHOOD ACTIVITY MAP



TRANSIT MAP



BICYCLE MAP



LOCATION IN CITY/MAJOR STREETS



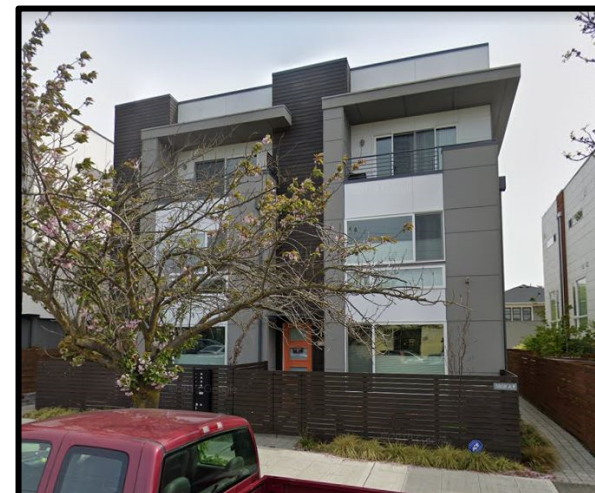
1 5300 9th Avenue NW
New Rowhouses



2 Ballard High School
Civic Building



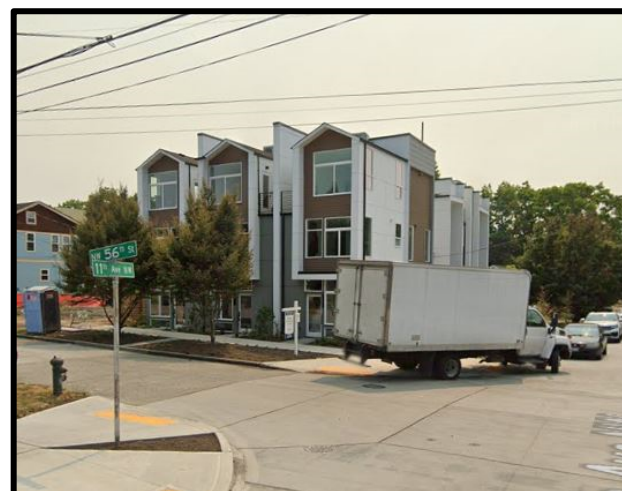
3 1399 NW Market Street
New Apartment



4 5808 14th Avenue NW
New Rowhouses



5 6201 14th Avenue NW
Existing Small Apartments



6 5601 11th Avenue NW
4 New Townhomes



7 1698 NW 56th Street
New Apartment

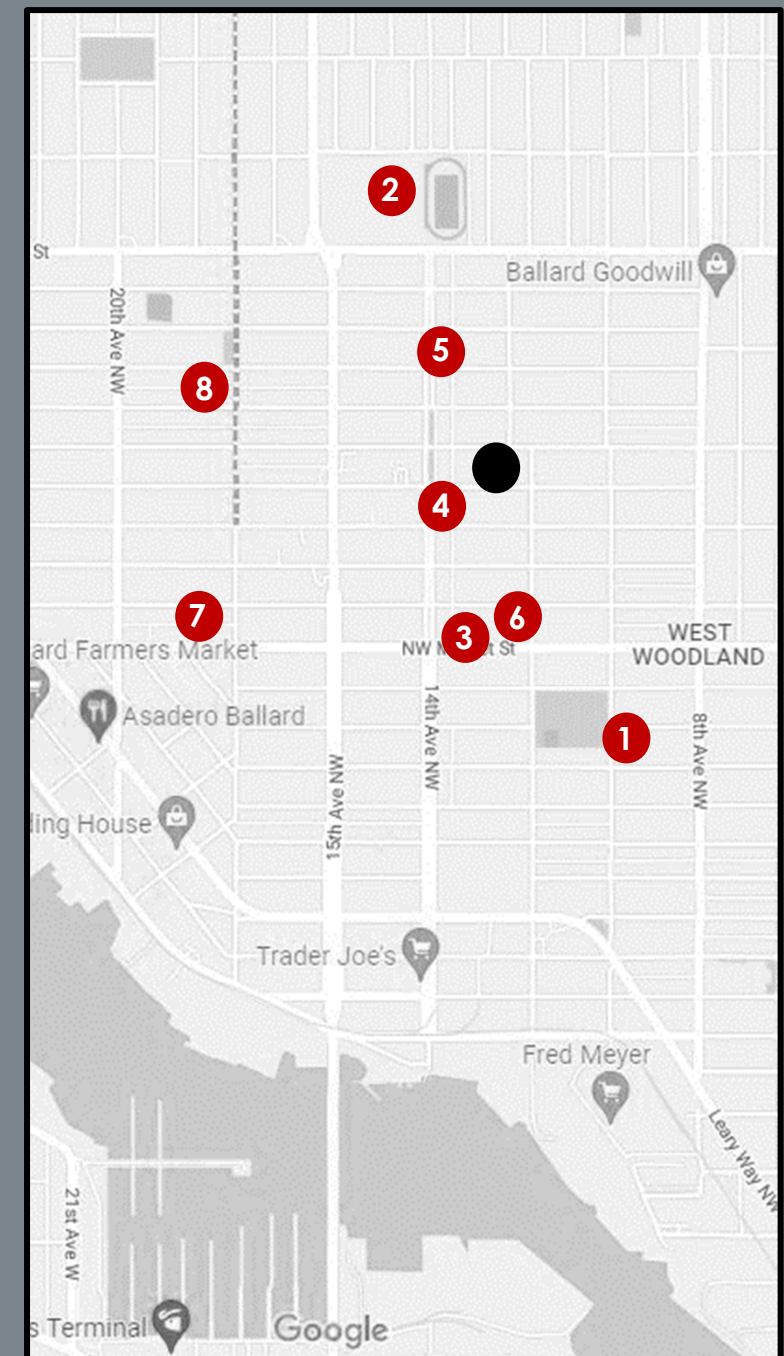


8 1749 NW 62nd Street
Existing Single-Family

CONTEXT

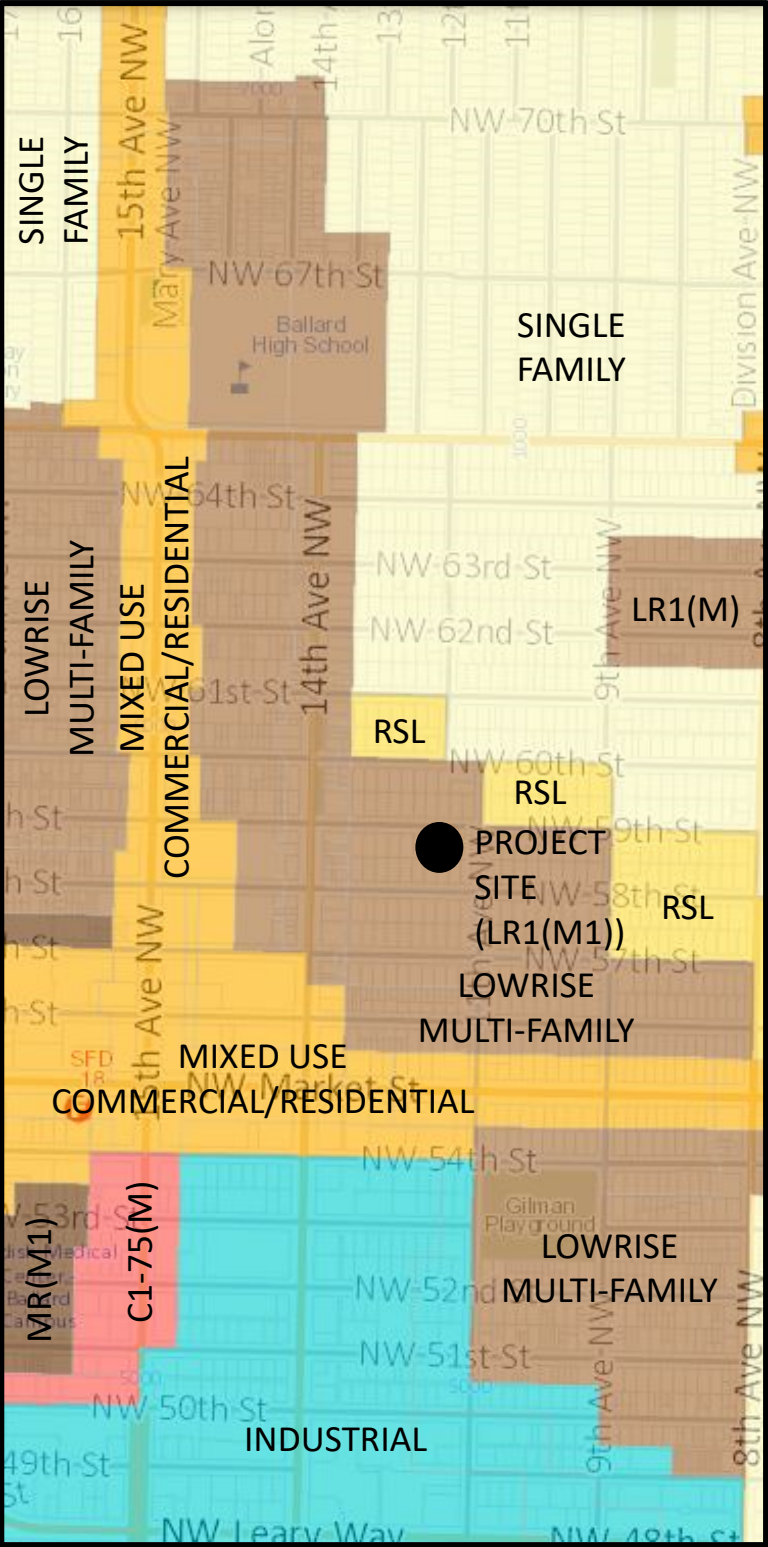
IMMEDIATE SCALE

The immediate neighborhood is changing from small scale single family residences to medium scale townhouses and apartments. New townhouse construction is usually three stories, often with roof decks. Pitched roofs are common as well. Nearby development is usually single lots, approximately 100'x60'.



SITE ANALYSIS

ZONING SUMMARY



CODE	REQUIREMENTS	PROVIDED
23.45.504 PERMITTED USES	RESIDENTIAL	RESIDENTIAL
23.45.510 FLOOR AREA RATIO	TOWNHOUSE: 1.3 (MAX RATIO) X 5,003 SF (TOTAL SITE) = 6,503.90 SF	TOWNHOUSE: 6,476 SF (AREA COUNTING TOWARD FAR) / 5,003 SF (TOTAL SITE) = 1.29 FAR
23.45.512 DENSITY LIMIT	TOWNHOUSE: UNLIMITED	TOWNHOUSE: 4 UNITS
23.45.514 STRUCTURE HEIGHT	ALLOWED MAXIMUM HEIGHT: 30'-0" ADD'L HEIGHT FOR PITCH: 5'-0" ADD'L HEIGHT FOR STAIR PENTHOUSE: 10'-0" TOTAL ALLOWABLE HEIGHT: 40'-0"	34'-9" + 83'-6" (AVG. GRADE A) = EL. +118'-3" 38'-7" + 80'-11" (AVG GRADE B) = EL. + 119'-6"
23.45.518 BUILDING SETBACKS	FRONT: 5' MIN; 7' AVERAGE REAR: 5' MIN; 7' AVERAGE SIDE: 5' MIN (BUILDINGS ARE 40' OR LESS IN LENGTH)	FRONT: 6.5' MINIMUM; 7.10' AVERAGE REAR: 7.0' MINIMUM SIDE: 3.0' MIN (WEST); 5.0' MIN (EAST)
23.45.522 AMENITY AREA	PROVIDE AMENITY SPACE TOTALING 25% OF TOTAL LOT REQUIRED: 5,003 SF X 25% = 1,250.75 SF MINIMUM 50% SHALL BE PROVIDED AT GROUND LEVEL REQUIRED: 1,250.75 SF X 50% = 626 SF	TOTAL AMENITY: 1,268 SF TOTAL GROUND LEVEL AMENITY: 764 SF (67%)
23.34.527 LANDSCAPING	GREEN FACTOR: 0.6	GREEN FACTOR: 0.6
23.54.015 REQ'D VEHICLE PARKING	TABLE B.1: 1:1 FOR MULTI-FAMILY	4 PARKING SPACES (3 SURFACE SPACES AND 1 GARAGED SPACE)
23.45.015 REQ'D BICYCLE PARKING	TABLE D - LONG TERM: 1 STALL PER 1 UNIT TABLE D - SHORT TERM: 1 STALL PER 20 UNITS (MIN. 2)	LONG TERM: 4 SPACES SHORT TERM: 2 SPACES
23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE & ACCESS	84 SF MIN AREA OR SHARED STORAGE SPACE (OR) A SEPARATE 2'-0" X 6'-0" STORAGE AREA PER UNIT	FOUR (4) 3'-0" X 6'-0" STORAGE AREAS



Corner of 58th & 14th
1160, 1158, 1156, 1154 NW 58th Street



936 NW 57th Street



1140 NW 59th Street

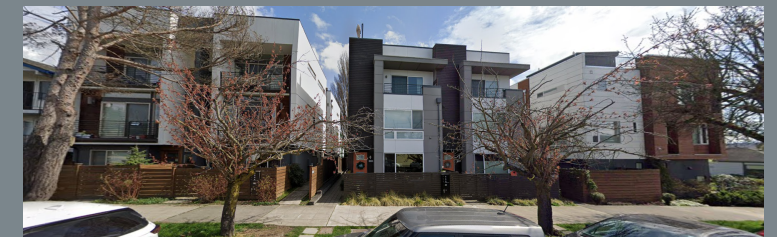


1133 NW 57th Street

SITE ANALYSIS

Surrounding Development

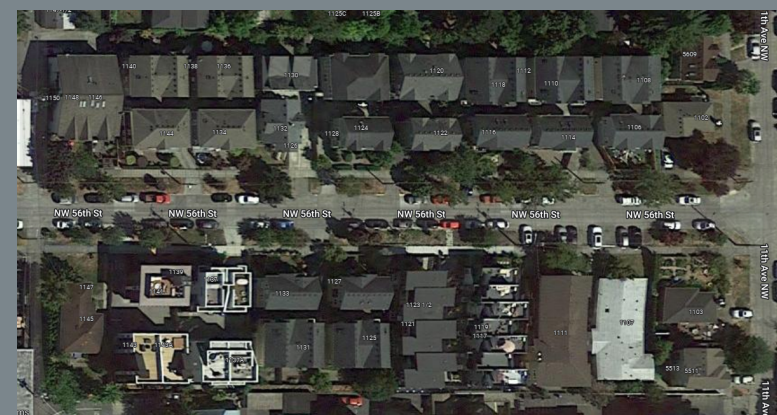
Despite the lack of images on Google Street View and Maps, there has been quite a bit of development just recently on the same block and nearby blocks as the subject site. Photos, left, reflect recent development on nearby streets.



TOWNHOUSES ON 14TH BETWEEN 58TH & 59TH

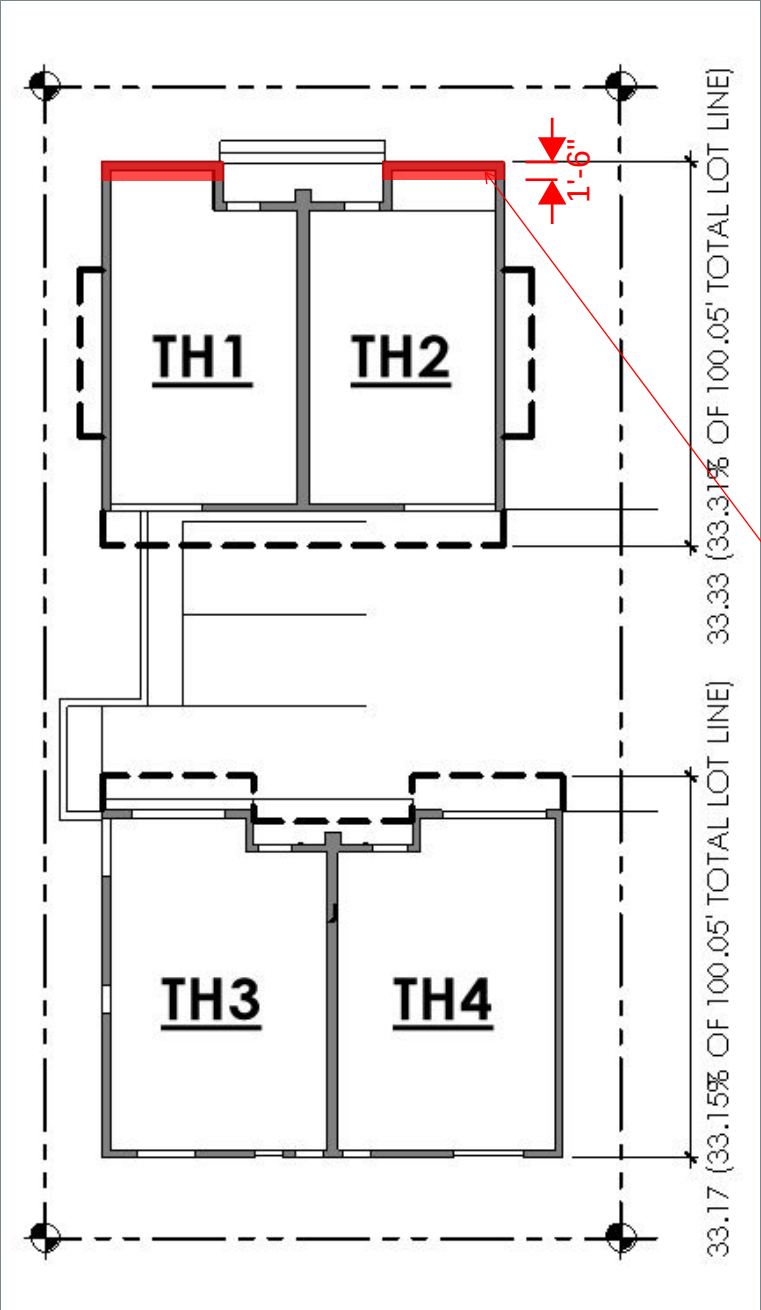


TOWNHOUSES ON 14TH & 61ST

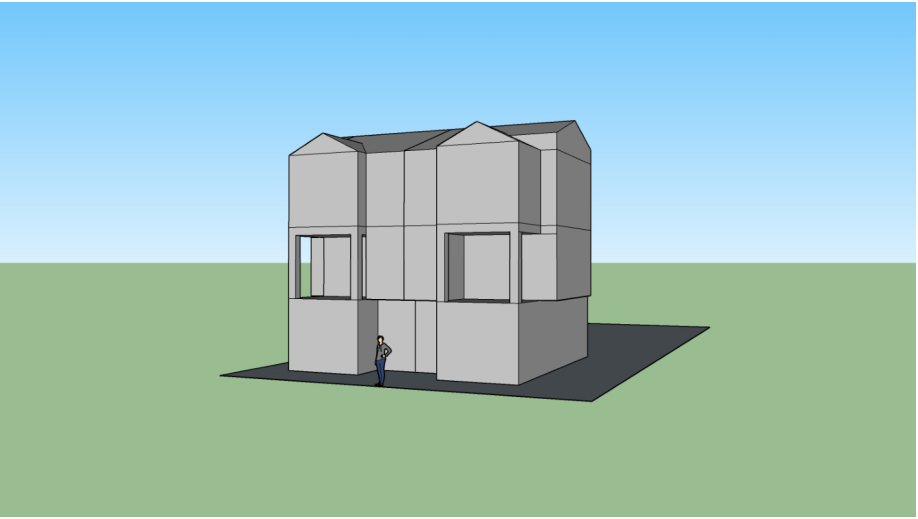
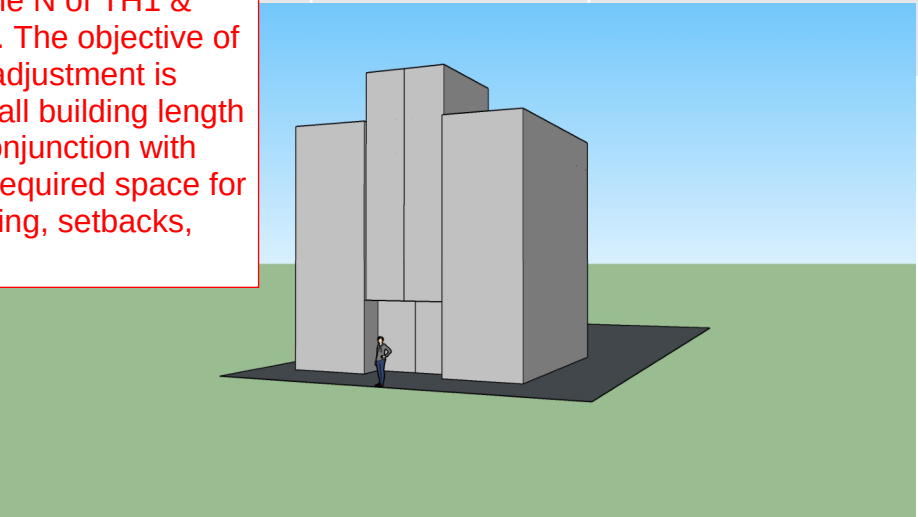


NEW DEVELOPMENT PATTERN ON NW 56TH STREET
SHOWING ANTICIPATED DEVELOPMENT PATTERNS
WITH LR ZONING

SITE ANALYSIS
ZONING SUMMARY



NOTE: Unlike other adjustments, there is no specific location for a facade length adjustment. A graphic depiction of such could be on any of the N & S edges of the building. the red areas represent approximately 18.5" on the N of TH1 & TH2. The objective of the adjustment is overall building length in conjunction with the required space for parking, setbacks, etc.



CS2-A-2 Architectural Presence
CS3-A-1 Fitting Old & New Together
PL3-A-4 Ensemble Elements

DEVELOPMENT STANDARD ADJUSTMENTS

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	ADJUSTMENT AMOUNT	REASON FOR ADJUSTMENT
23.45.527 FAÇADE LENGTH	MAXIMUM FAÇADE LENGTH: 65% FAÇADE LENGTH ALLOWED WITHIN 15' OF LOT LINE. 100.05' X 65% = 65.03' MAX (65'-0 1/2")	FAÇADE LENGTH (EAST/WEST LOT LINES): 66.46% ALONG BOTH EAST AND WEST LOT LINES (66'-7") This number represents the proposed facade length This number is the maximum allowable facade length within 15' of the property line.	ALLOWED PER CODE: FAÇADE LENGTH MAXIMUM MAY BE INCREASED BY UP TO 10%. Maximum allowable facade length SDR Adjustment: 65.03' x 110% = 71.53' Allowable Facade Length = 65'-0 1/2" Proposed Facade Length = 66'-7" Requested Adjustment = 1'-6 1/2" NOTE: SMC 23.45.527 constrains the percentage of length and the adjustment is based on a percentage of that length. Percentage information has been deleted on the express direction of the Planner.	IN RESPONSE TO THE ONLY PUBLIC COMMENT AND MARKET DESIRES, THE PROJECT IS FULLY PARKED. THIS ADJUSTMENT ALLOWS THE PROJECT TO MAXIMIZE THE DEPTH OF MODULATION, GIVING MORE RELIEF TO THE STREET FACING FACADES (DC2-B-1) WHILE MAINTAINING ADEQUATE AUTOMOBILE AND PEDESTRIAN MANEUVERING SPACE. WITHOUT THE ADDITIONAL LENGTH, THE PROJECT WOULD NEED TO LOCATE THE OUTDOOR SPACE AS A ROOF DECK, OMITTING THE LEVEL 2 COVERED DECK, WHICH INCREASES THE PERCEIVED HEIGHT SIGNIFICANTLY AND LESSENS THE NEW PROJECT'S ABILITY TO REFLECT THE NEARBY RESIDENTIAL FORMS.

CODE COMPLIANT SCHEME REDUCES OVERALL LENGTH BY 18", OMITTS THE SECOND LEVEL COVERED DECK, AND ADDS ROOF DECKS. ACTUAL AND APPARENT HEIGHT RISES WITH THE INTRODUCTION OF PARAPETS AND A STAIR TOWER, SIM TO PROJECT RIGHT. GABLED ROOF FORMS ARE LOST.

FACADE LENGTH ADJUSTMENT ALLOWS DEEPER MODULATION, OPEN SPACE AT LOWER LEVELS, AND GABLED ROOF FORMS. ALL OF WHICH ALLOW THE PROPOSED PROJECT TO BETTER FIT IN WITH EXISTING STRUCTURES (CS3-A-1)



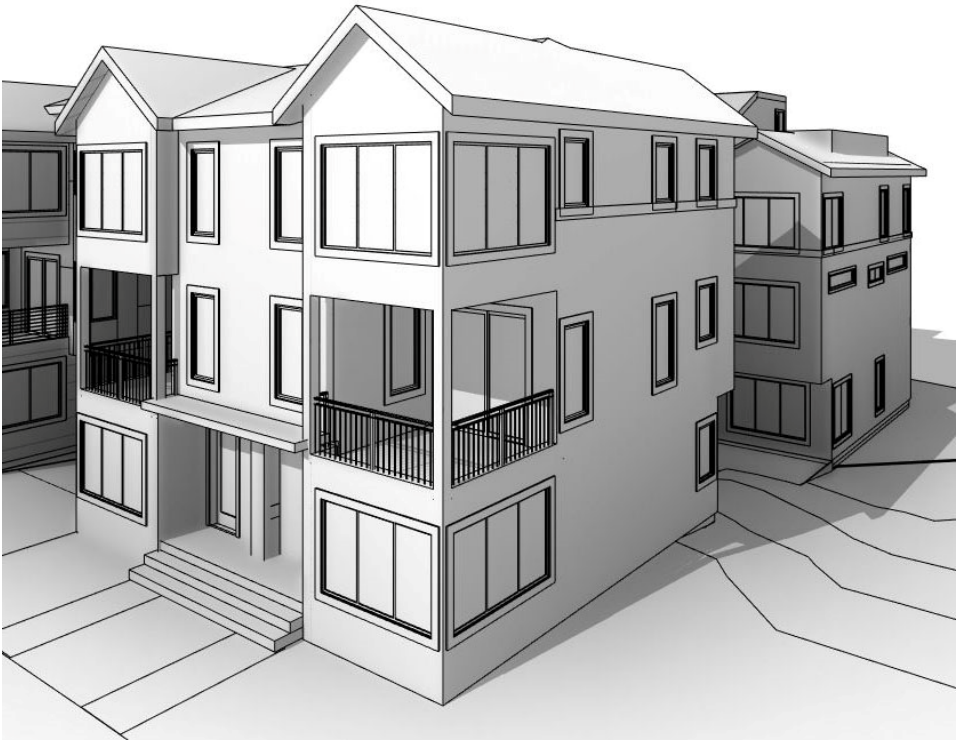
NOTE: Changes this page to information format and depictions have been made at the express request of the reviewer and is not consistent with previous direction.

DEVELOPMENT STANDARD ADJUSTMENTS

DEVELOPMENT STANDARD	REQUIREMENT	PROPOSED	ADJUSTMENT AMOUNT	REASON FOR ADJUSTMENT
23.45.518 SETBACKS AND SEPARATIONS	SIDE SETBACK: 5'-0" MIN FOR FACADES LESS THAN 40' IN LENGTH	SIDE SETBACK WEST: MINIMUM OF 3'-0" SETBACK FOR ONLY 14'-6" OF THE WEST PL, REMAINDER OF WEST PL IS COMPLIANT AT 5' MINIMUM FOR FACADES LESS THAN 40' IN LENGTH.	ALLOWED PER CODE: SETBACKS AND SEPARATION REQUIREMENTS MAY BE REDUCED BY A MAXIMUM OF 50 PERCENT. 3'-0" OF 5'-0" = 60% (2'-0" OUT OF ALLOWABLE 3'-0" REDUCTION FOR ONLY 14'-6" OF THE WEST PL) ORANGE HATCH IS THE DIAGRAM IS THE AREA OF ADJUSTMENT.	THIS BETTER MEETS THE DESIGN GUIDELINES BECAUSE IT ALLOWS FOR MODULATION ON ALL SIDES OF THE FRONT BUILDING. A COMPLIANT SCHEME WOULD NOT HAVE ANY MASSING ALONG THE WEST PL DUE TO THE 10'-1" DRIVEWAY ALONG THE EAST PL. THIS ADJUSTMENT ALSO ALLOWS THE PROJECT TO MAXIMIZE FAR WHILE NOT INCLUDING A STAIR PENTHOUSE ON THE FRONT BUILDING, ALLOWING THE BUILDING TO KEEP A CONSISTENT PITCHED ROOF WHICH IS CONSISTENT WITH THE DESIGN OF THE SURROUNDING RESIDENTIAL NEIGHBORHOOD.

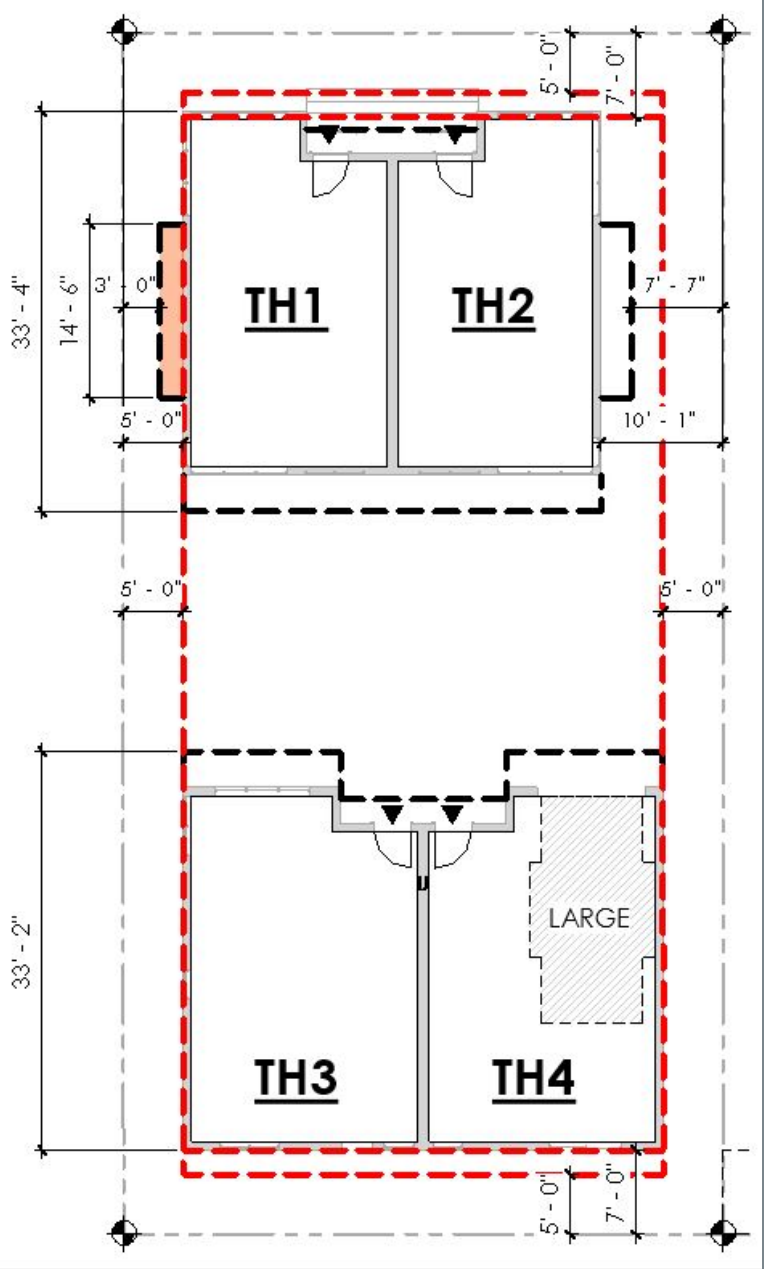


PREFERRED SCHEME
PREFERRED SCHEME BREAKS UP THE THREE-STORY FAÇADE WITH A BUMP-OUT WITH ITS OWN PITCHED ROOF, TO GIVE A RESIDENTIAL QUALITY ALL AROUND THE BUILDING.



COMPLIANT SCHEME
COMPLIANT SCHEME ONLY ALLOWS FOR THREE-STORY FLAT FAÇADE WITH MINIMAL OPPORTUNITIES FOR NATURAL MATERIAL BREAKS.

SITE ANALYSIS
ADJUSTMENT REQUEST



CS2-A-2 Architectural Presence
CS3-A-1 Fitting Old & New Together
PL3-A-4 Ensemble Elements

SITE ANALYSIS

EXISTING SITE

The existing site plan includes a single family, low scale residence with associated stie improvements. A shared curb cut with the adjacent parcel leads to a partially paved parking area.

Pleasant, level sidewalks on both sides of the street are paved, flanked with generous planting strips, and parking is available on both sides of the streets.

Street trees vary in species and size. Some yards are fenced, but generally, there are no significant visual barriers between the public sidewalks and front yards.



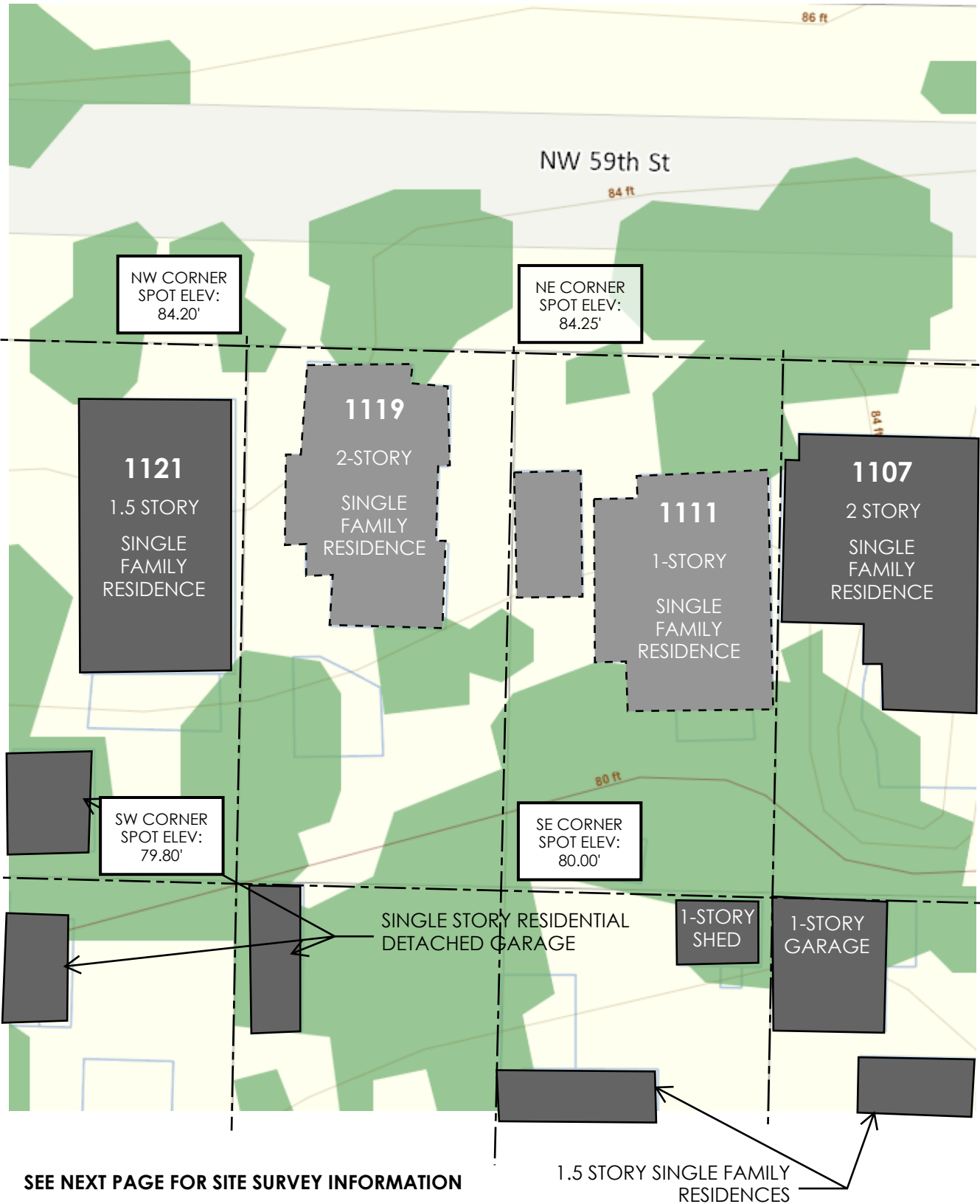
Streetscape View of 1111 + 1119



Residences on opposite side of street

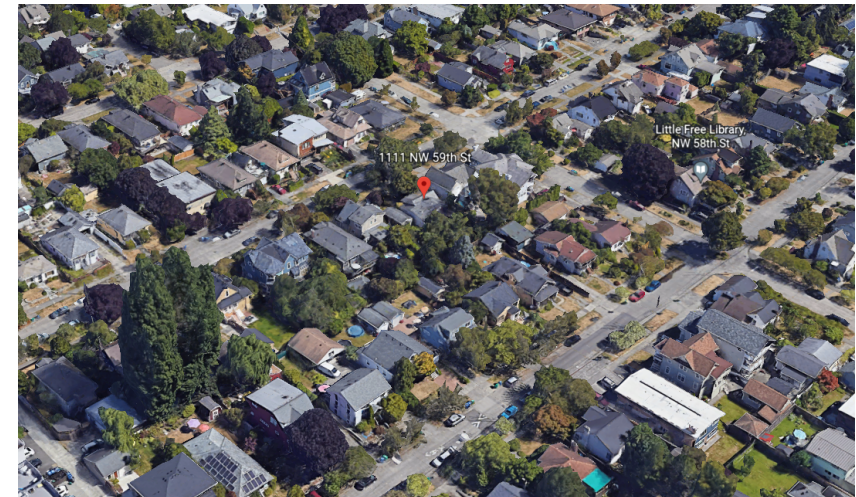
LEGAL DESCRIPTION (KCA)

GILMAN ADD
PLat Block: 102
Plat Lot: 9



EXISTING IMMEDIATE VICINITY SITE PLAN SHOWING APPROXIMATE EXISTING TREE COVER AND STRUCTURES WITHIN 30' OF THE SITE.

- EXISTING STRUCTURES TO BE DEMOLISHED UNDER SDCI
PROJECT NUMBERS 689884-DM & 6895360-DM
- EXISTING OFF-SITE STRUCTURES TO REMAIN
(SEATTLE GIS)
- EXISTING PROPERTY LINE
- EXISTING APPROXIMATE TREE COVER (SEATTLE GIS)



GOOGLE EARTH VIEW SHOWING EXISTING DEVELOPMENT
(GENERALLY 1-4 STORY STRUCTURES)



GOOGLE EARTH VIEW SHOWING PROXIMITY TO 14TH AVE
(COMMERCIAL AREA)

SITE ANALYSIS

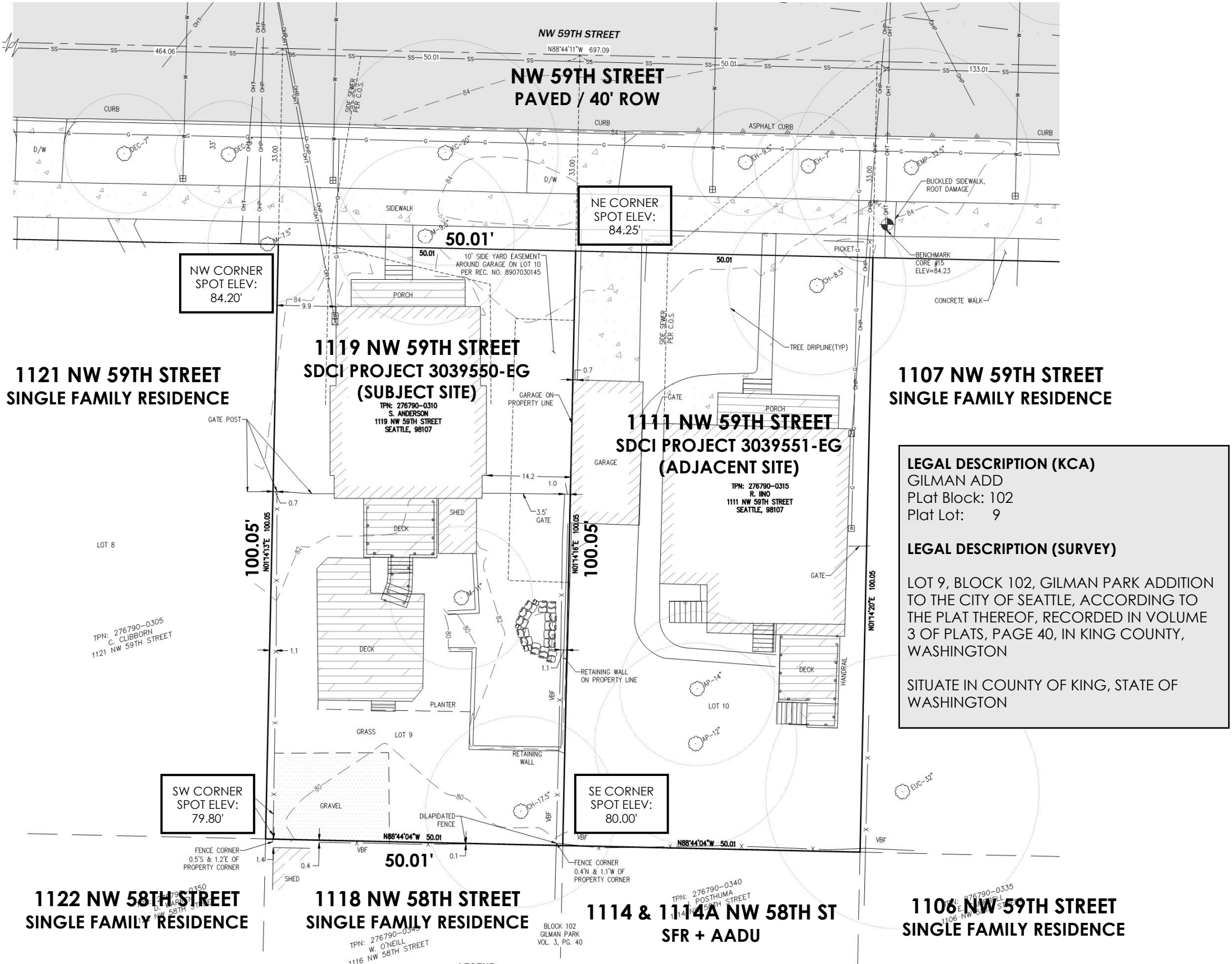
EXISTING SITE



GOOGLE EARTH VIEW FROM SE

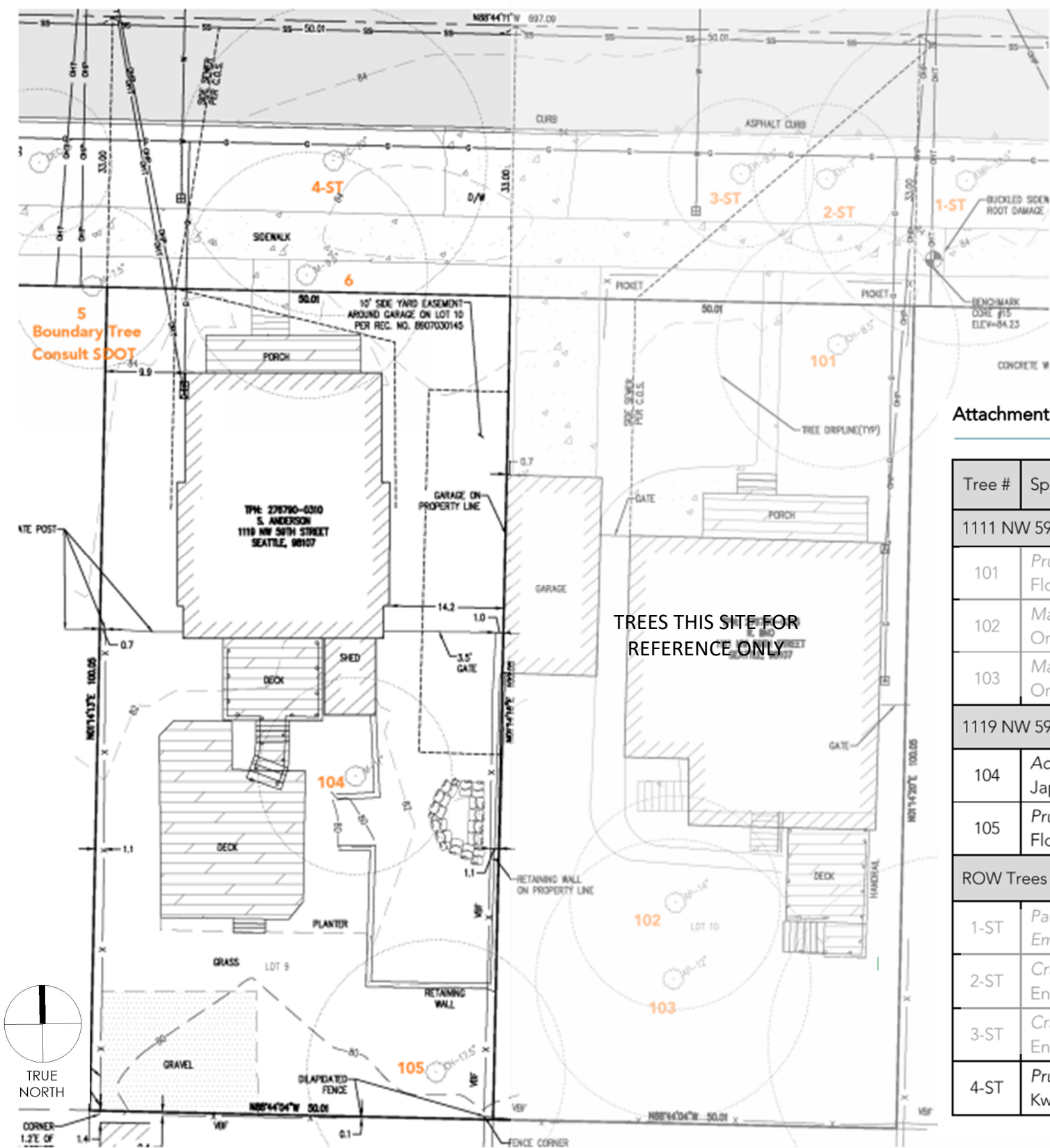


GOOGLE EARTH VIEW FROM NW



EXISTING SITE PLAN (FROM SURVEY)

SITE CONCEPT
EXISTING TREES



Excerpt from current Arborist Report

Attachment 3: Tree Inventory Table

Tree #	Species	DBH	Drip line	Health	Structure	Category	Notes
1111 NW 59th							
101	<i>Prunus sp.</i> Flowering cherry	8.5	15	2	3	Significant	Deep wound at trunk base. Removal recommended.
102	<i>Malus sp.</i> Orchard apple	14	13	1	2	Significant	Measured below branching. Three main stems above: 8, 8, 7 inches.
103	<i>Malus sp.</i> Orchard apple	12	17	1	2	Significant	Measured below branching. Two main stems: 9, 7 inches. Decay in trunk.
1119 NW 59th							
104	<i>Acer palmatum</i> Japanese maple	11	12	1	1	Significant	Measured below branching. Five main stems above: 6.75, 5.75, 4.25, 3.5, 3.25 inches.
105	<i>Prunus sp.</i> Flowering cherry	17.5	16	1	2	Significant	
ROW Trees							
1-ST	<i>Paulownia tomentosa</i> Empress tree	32.5	20	1	1	Street tree	TRE - 1082293, Private. Located in front of house at 1107 NW 59th.
2-ST	<i>Crateagus monogyna</i> English hawthorn	7	9	2	2	Street tree	TRE - 1082294, Private.
3-ST	<i>Crateagus monogyna</i> English hawthorn	9.5	9	2	2	Street tree	TRE - 1082295, Private.
4-ST	<i>Prunus serrulata</i> 'Kwanzan' Kwanzan flowering cherry	20	19	1	1	Street tree	TRE - 1082327, Private.

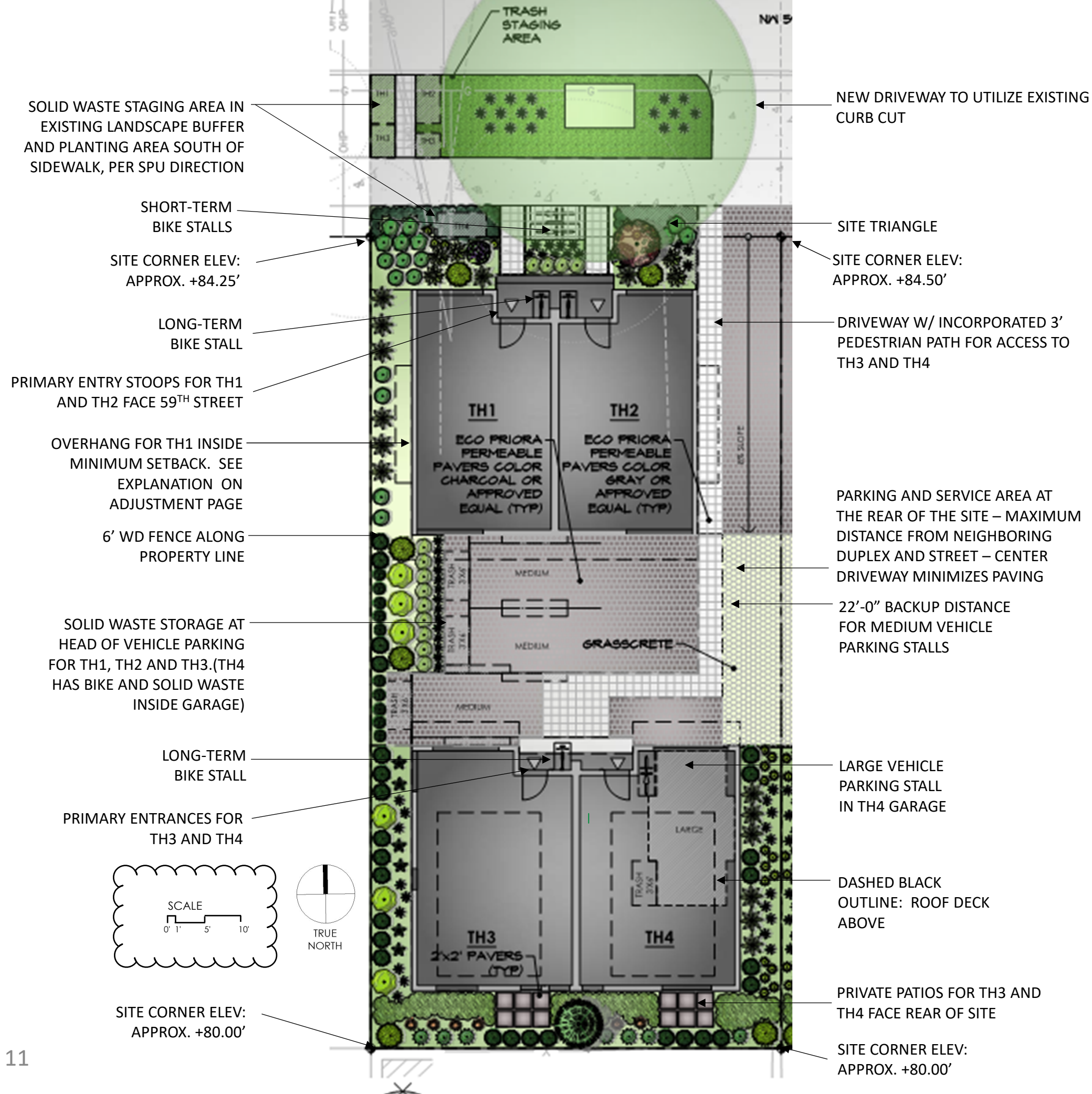
SITE CONCEPT

PROPOSED SITE

LEGAL DESCRIPTION:

LOT 9, BLOCK 102, GILMAN PARK ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEROF, RECORDED IN VOLUME 3 OF PLATS, PAGE 40, IN KING COUNTY, WASHINGTON.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.



SITE CONCEPT

PLANTINGS CONCEPT



Carex o. 'Everillo'



Hydrangea p. 'Limelight'



Liriope m. 'Big Blue'



Lonicera p. 'Moss Green'



Mahonia e. 'Soft Caress'



Nandina d. 'Gulf Stream'



Polystichum munitum



Rhododendron x 'Ramapo'

PLANT SCHEDULE

SHRUBS	BOTANICAL / COMMON NAME
	Calamagrostis x acutiflora 'Karl Foerster' Feather Reed Grass
	Carex oshimensis 'Everillo' Everillo Japanese Sedge
	Carex testacea Orange Sedge
	Choisya ternata 'Sundance' Sundance Mexican Mock Orange
	Evonymus fortunei 'Emerald Gaiety' TM Wintercreeper
	Evonymus japonicus 'Greenspire' Greenspire Upright Evonymus
	Hydrangea paniculata 'Limelight' Limelight Hydrangea
	Liriope muscari 'Big Blue' Big Blue Lilyturf
	Lonicera pileata 'Moss Green' Moss Green Honeysuckle
	Mahonia eurybracteata 'Soft Caress' Mahonia Soft Caress
	Nandina domestica 'Gulf Stream' TM Heavenly Bamboo
	Pieris japonica 'Cavatine' Lily of the Valley Bush
	Polystichum munitum Western Sword Fern
	Rhododendron x 'Ramapo' Ramapo Rhododendron
	Sarcococca hookeriana humilis Dwarf Sweet Box

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	SIZE
	Chamaecyparis obtusa 'Gracilis' Slender Hinoki Cypress	5'-6' Ht
	Fagus sylvatica 'Danyck Purple' Danyck Purple Beech Street Tree	2"-2.5" Cal B&B
	Koelreuteria paniculata Goldenrain Tree Street Tree	2"-2.5" Cal B&B
GROUND COVERS	BOTANICAL / COMMON NAME	
	Ajuga reptans Bugleweed	
	Sagina subulata Irish Moss	
	Thymus praecox 'Purple Carpet' Mother of Thyme	



EXISTING STREET TREE

SITE ANALYSIS

LANDSCAPE PLAN

Pedestrian access from the existing sidewalk on 59th. Pavers lead directly to TH1 and TH2 while a shared path accesses TH3 & TH4. Parking is located in the center of the site, behind buildings accessed by a 10' wide driveway from 59th. Although paving has been kept to a minimum, the design team felt the back up area would benefit from some greenery, so grasscrete has been proposed.

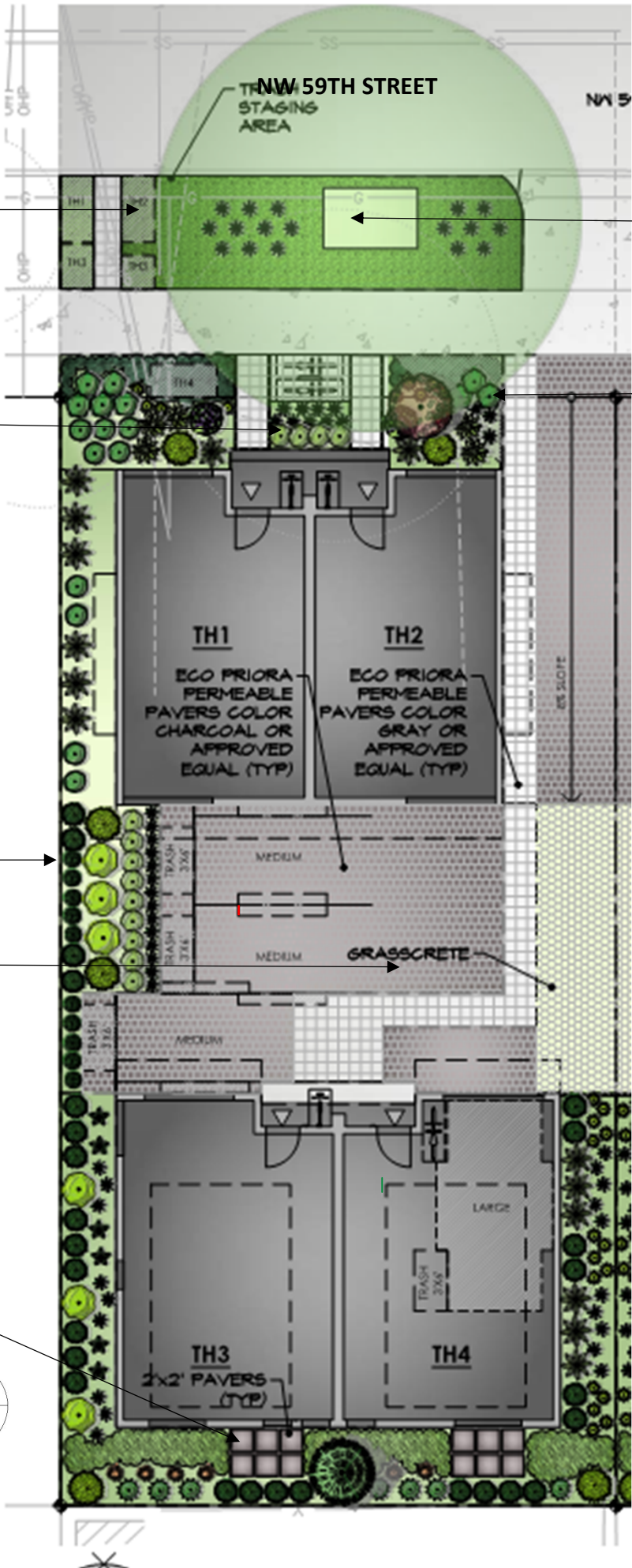
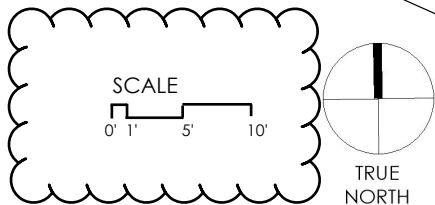
LOW GROWING
GROUND COVER FOR EASY
STAGING

PLANTED AREA PROVIDES
SEPARATION AT ENTRY

EVERGREEN SHRUBS BUFFER PARKING
AND TRASH FROM NEIGHBORS

GRASSCRETE IN MOTOR
COURT PROVIDES RELIEF
FROM PAVING

WALK OUT PATIO PAVERS
WITH GROUND COVER



EXISTING STREET TREE
Prunus serrulata 'Kwanzan'
KWANZAN FLOWERING CHERRY

CHANGE IN PAVING COLOR TO
INDICATE PEDESTRIAN PATHWAY
TO REAR UNITS.



STREET FACING ENLARGED LANDSCAPING PLAN

LOW TO MEDIUM EVERGREEN AND
FLOWERING PLANTINGS PROVIDE A
BUFFER BETWEEN THE GROUND LEVEL
USES AND THE STREET.

SITE CONCEPT

Streetscape

Street facing elevations include gables and pitched roof forms as well as inset covered porches. Overall, the duplex nature of the structure is reinforced with a mirrored scheme.

Each unit has a street facing entry that is elevated a few steps above grade with an overhanging canopy. Separate paths from the sidewalk to the porch reinforces individual units. Though the porch is shared, ample space is provided for personalized separation.

Plantings reinforce separation.

The driveway access to the motor court is adjacent to the property line, combined with the neighboring driveway provide for a wider glimpse into the rear of the site. Changes in paving lead rear unit entries.

Rear units reflect the front structure's forms, with gabled roof forms, materials, and color choices.

The adjacent site is being developed concurrently and is intended to be seen as a continuation of the streetscape.



SITE CONCEPT

MASSING AND GUIDELINES

KEY DESIGN GUIDELINES

CS2 Urban Pattern and Form
C. Relationship to the block



Gable and rake facing street massing.

CS3 Architectural Context and Character
A. Emphasize Positive Neighborhood Attributes

Well organized and aligned windows.



PL3 Street Level Interaction
C. Residential Edges

Front porches and steps encourage pedestrian interaction as well as large windows facing the ROW.



ARCH CONCEPT

MASSING IMAGES

CONCEPT DESCRIPTION

Overall site massing minimizes height at the street by omitting roof decks and providing a sloped roof. The rear units do have roof decks which require stair penthouses to access. The stair penthouses have been located in the center rear of the site to minimize the impact from the ROW.

Similar to the front units, the rear units have covered entries and a mirrored massing scheme. Colors and materials reinforce that this structure is also a duplex.

CS3 Materials and colors reinforce massing and reflect residential materials.



ARCH CONCEPT

LIGHTING PLAN



FIXTURE 1 (SHOWN IN RED)



FIXTURE 2 (SHOWN IN YELLOW, HALF CIRCLE)



FIXTURE 3 (SHOWN IN YELLOW, FULL CIRCLE)



WALL MOUNTEED LIGHTING
ABOVE ADDRESS SIGNAGE
(FIXTURE 2)

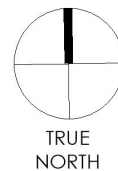
RECESSED CEILING LIGHTS IN
CANOPY ABOVE ENTRY PORCHES
(FIXTURE 3)

LOW WALL-MOUNTED
PATHWAY LIGHTING
(FIXTURE 1)

WALL MOUNTEED LIGHTING
ABOVE ADDRESS SIGNAGE
(FIXTURE 2)

RECESSED CEILING LIGHTS IN
CANOPY ABOVE ENTRY PORCHES
(FIXTURE 3)

WALL MOUNTEED LIGHTING AT
PATIO DOOR
(FIXTURE 2)



ARCH CONCEPT

FLOOR PLANS

SDCI Design Guidelines are marked with red dots with the corresponding guideline reference number.

KEY DESIGN GUIDELINES

CS2 Urban Pattern and Form
C. Relationship to the block

Plan modulation mimics existing residences with inset entry porches facing the street

CS3 Architectural Context and Character
A. Emphasize Positive Neighborhood Attributes

Materials coordinate with forms to emphasize massing.

PL3 Street Level Interaction
C. Residential Edges

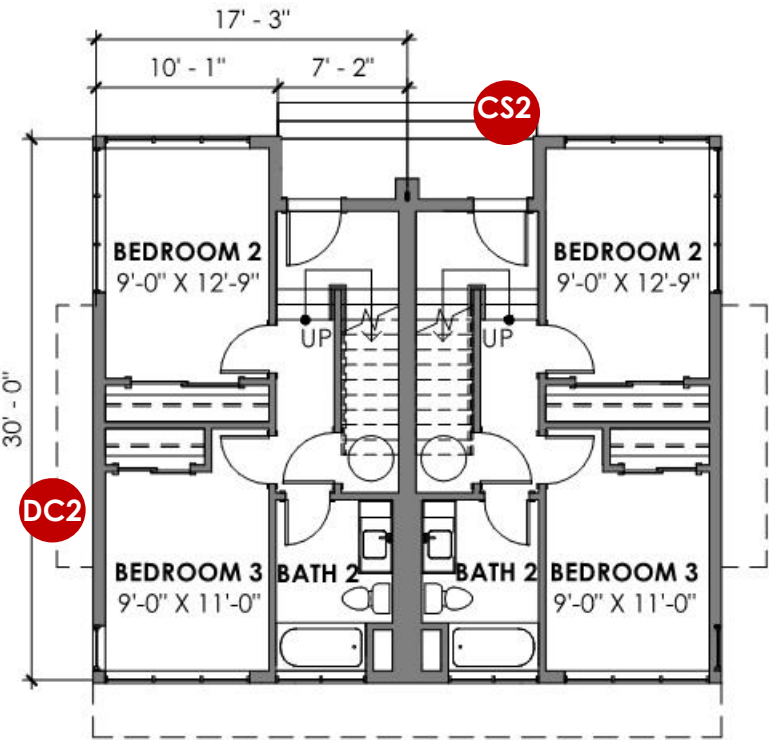
Front porches and stoops encourage pedestrian interaction as well as large windows facing the ROW.

DC2 Architectural Concept
D. Scale and Texture

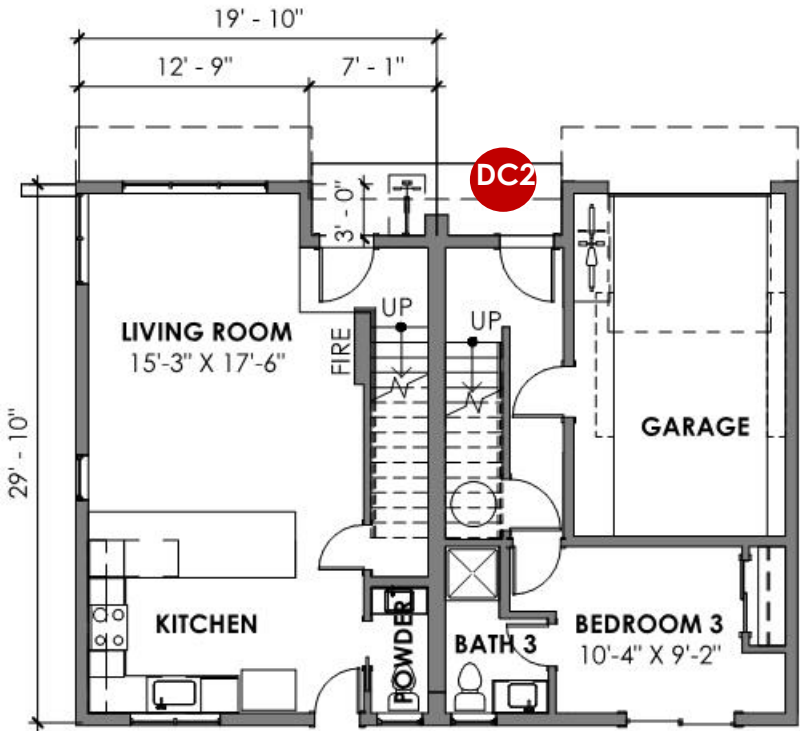
Modulation and fenestration patterns reinforce the residential scale of the neighborhood.



Repeating forms in the neighborhood

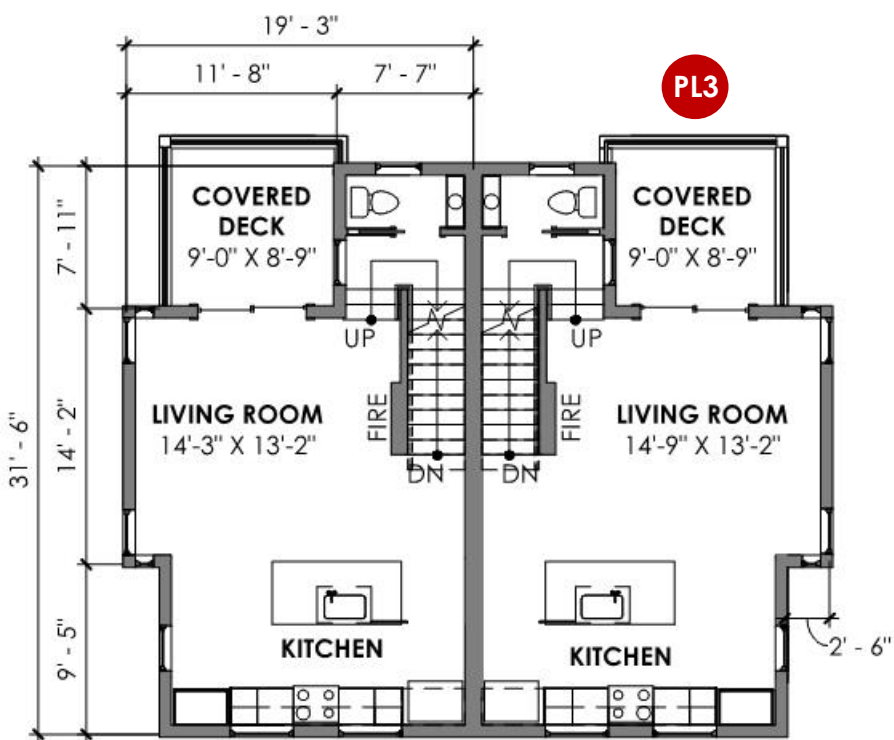


BLDG A

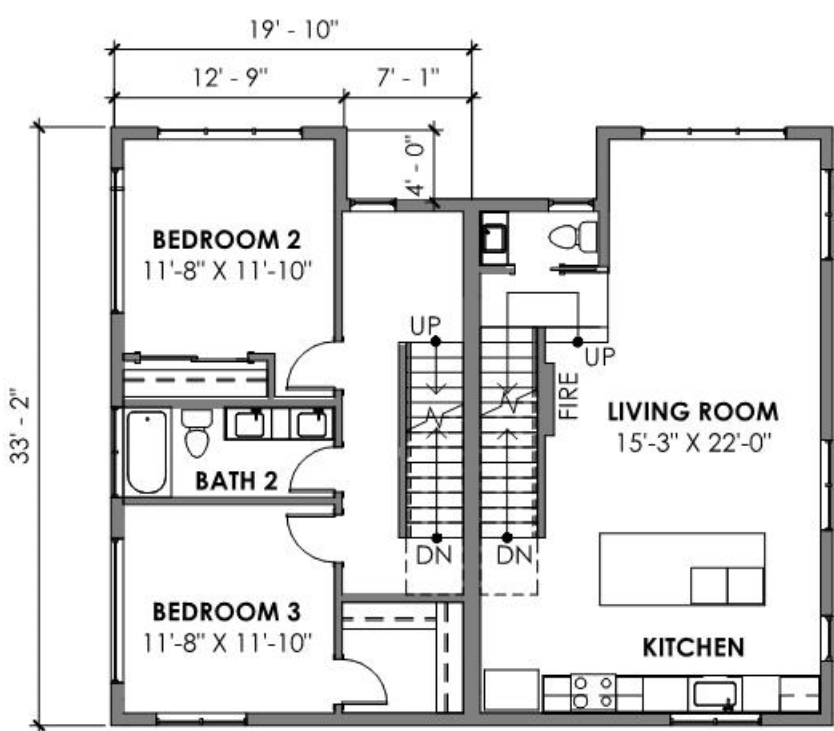


BLDG B

LEVEL 1

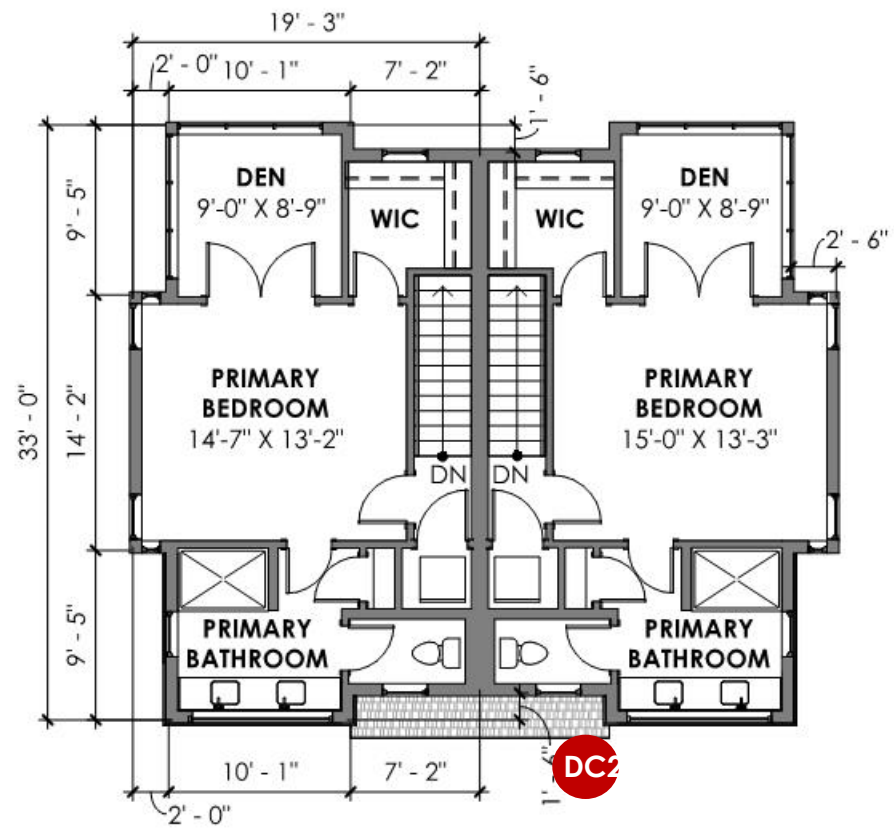


BLDG A

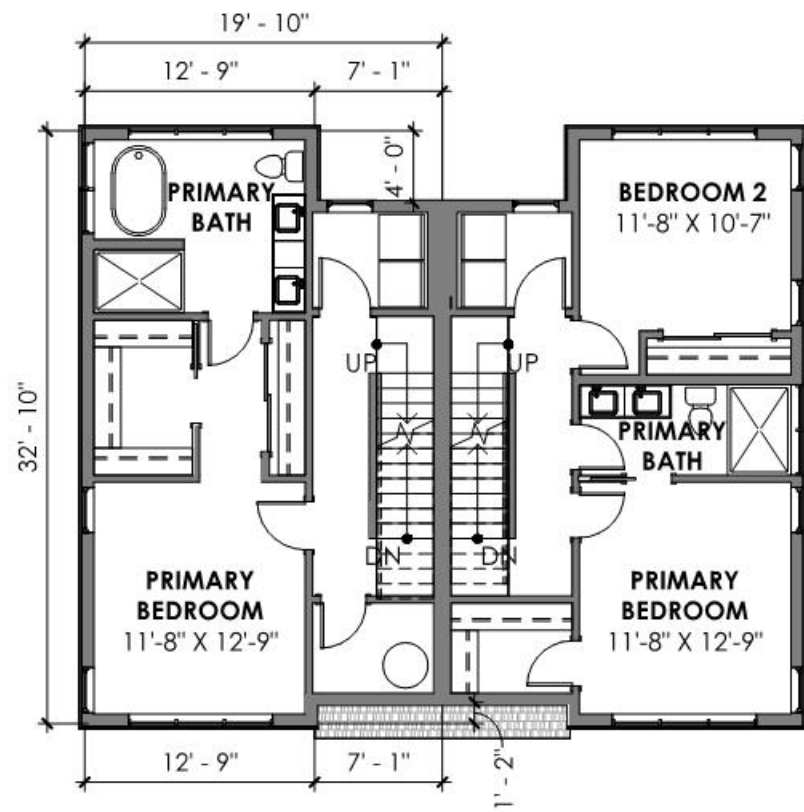


BLDG B

LEVEL 2

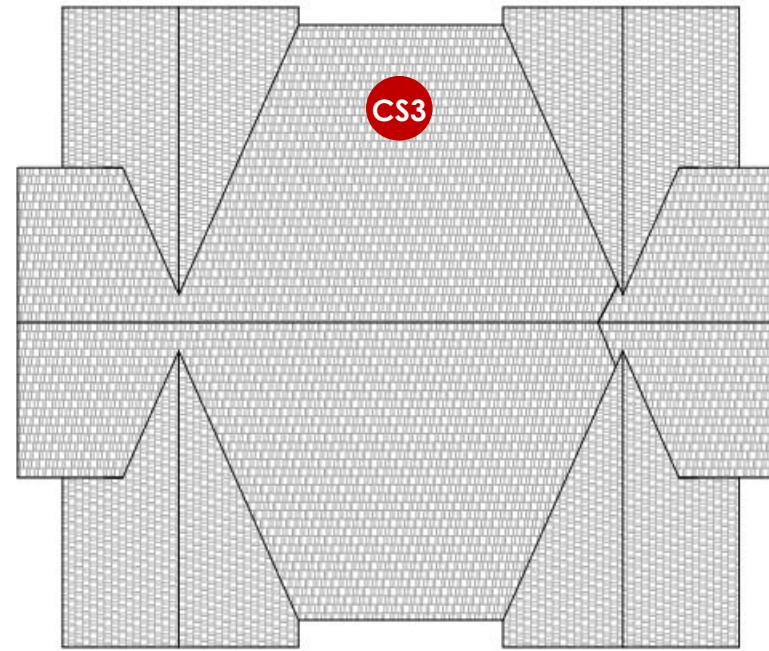


BLDG A

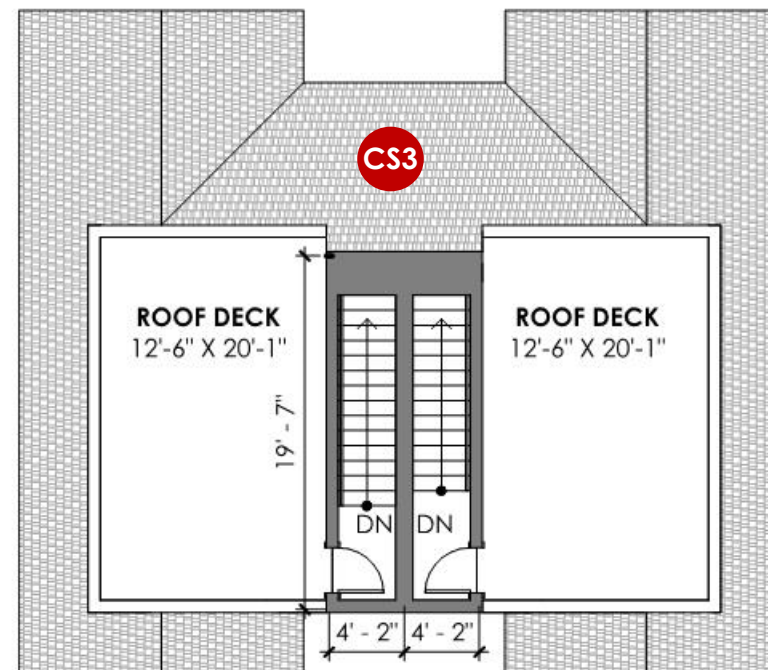


BLDG B

LEVEL 3



BLDG A



BLDG B

ROOF PLAN

ARCH CONCEPT

FLOOR PLANS

SDCI Design Guidelines are marked with red dots with the corresponding guideline reference number.

KEY DESIGN GUIDELINES

PL3 Street Level Interaction
C. Residential Edges

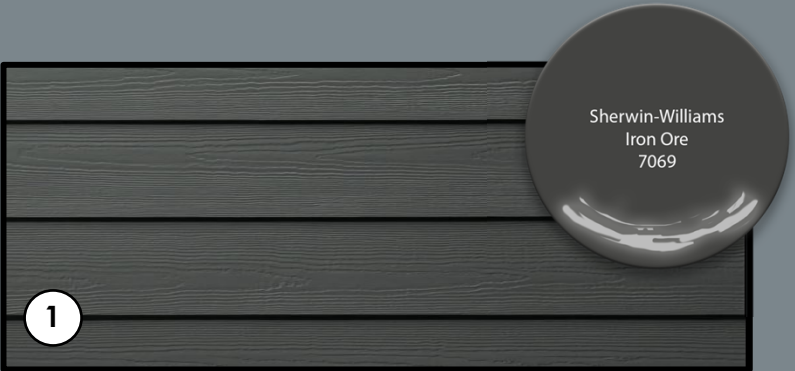
DC2 Architectural Concept
D. Scale and Texture

Small modulations and simple massing reflect extant, nearby construction.

PL3 Street Level Interaction
C. Residential Edges

ARCH CONCEPT

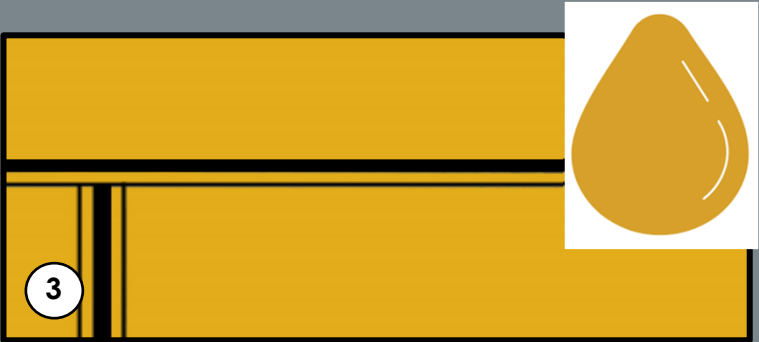
ELEVATIONS + MATERIALS



FC PANEL SIDING - SW 7069 – IRON ORE



FC PANEL SIDING - SW 7015 – REPOSE GRAY



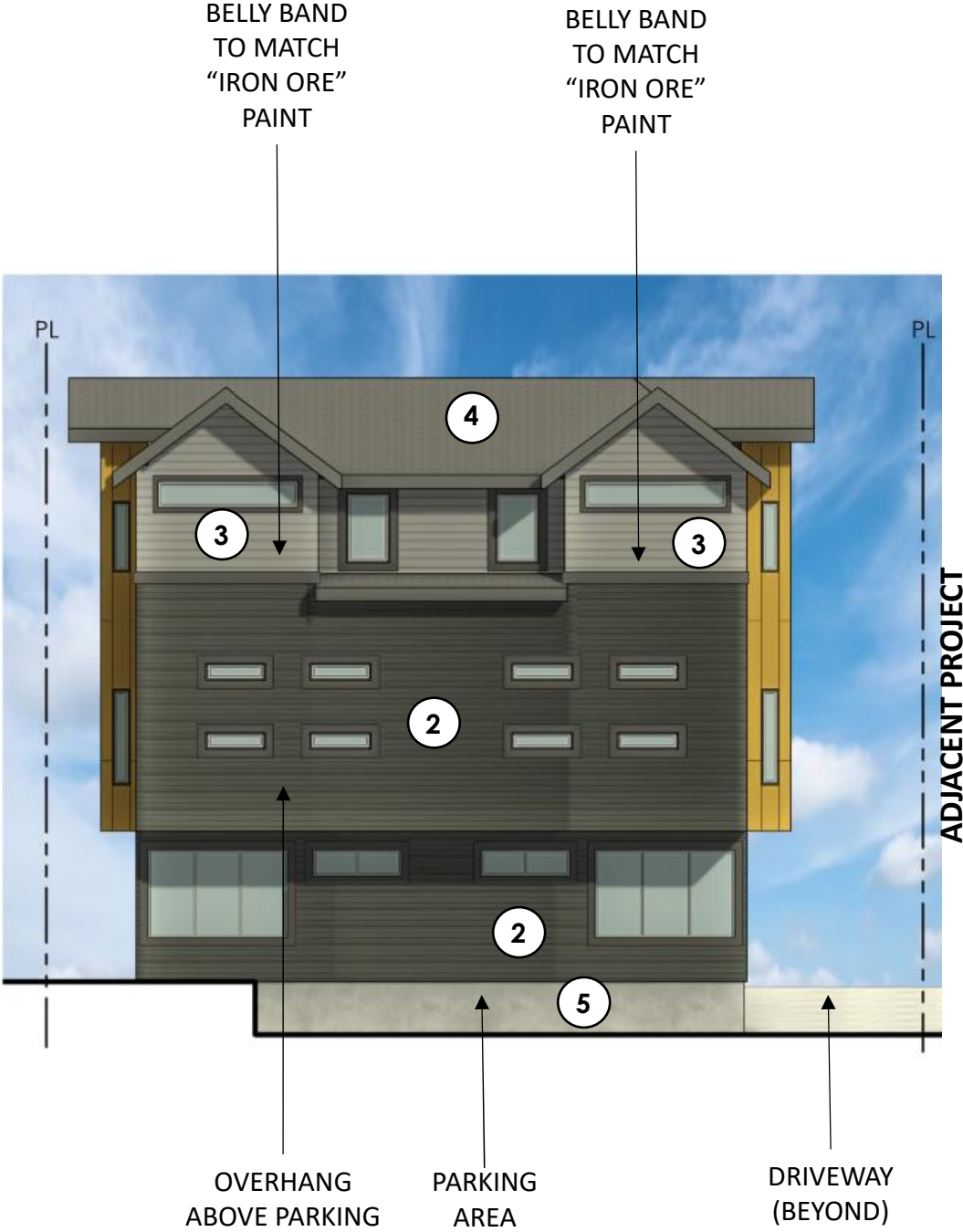
FC PANEL SIDING – SW 6691 GLITZY GOLD



ASPHALT SHINGLES ; CHARCOAL



NORTH ELEVATION – BLDG A



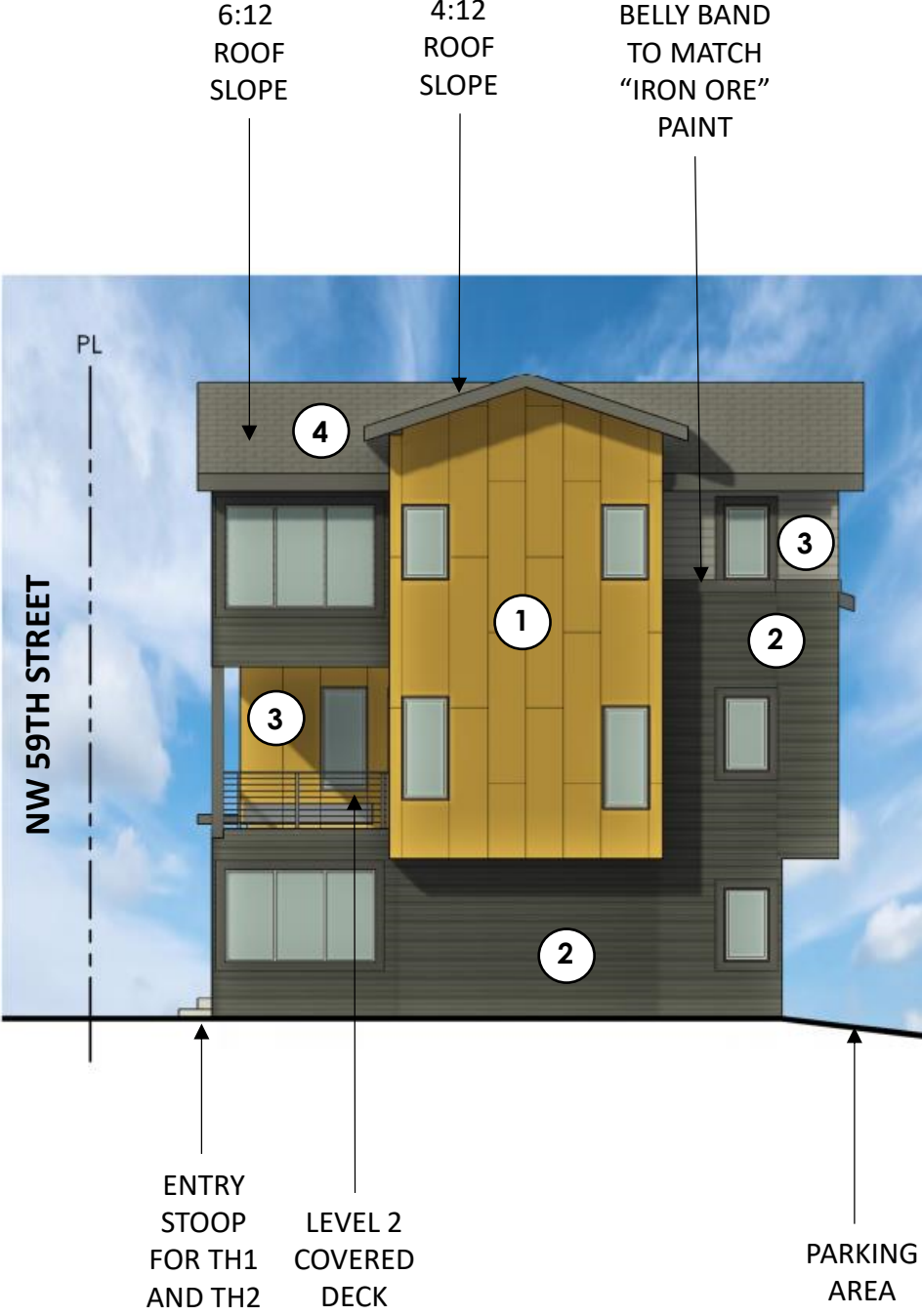
SOUTH ELEVATION – BLDG A

ARCH CONCEPT

ELEVATIONS + MATERIALS



EAST ELEVATION – BLDG A



WEST ELEVATION – BLDG A



FC PANEL SIDING - SW 7625 – MT ETNA



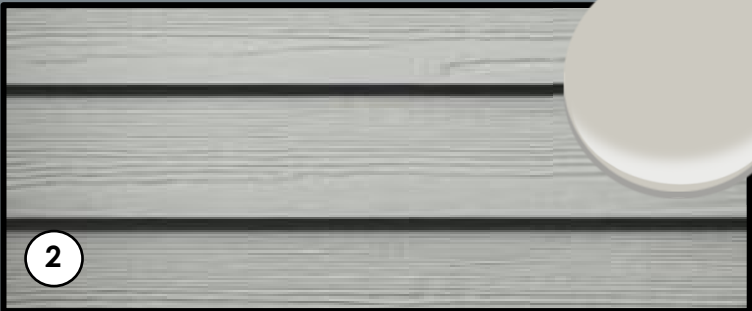
FC PANEL SIDING - SW 6222 - RIVERWAY

ARCH CONCEPT

ELEVATIONS + MATERIALS



FC PANEL SIDING - SW 7069 – IRON ORE



FC PANEL SIDING - SW 7015 – REPOSE GRAY



FC PANEL SIDING – SW 6691 GLITZY GOLD



ASPHALT SHINGLES ; CHARCOAL



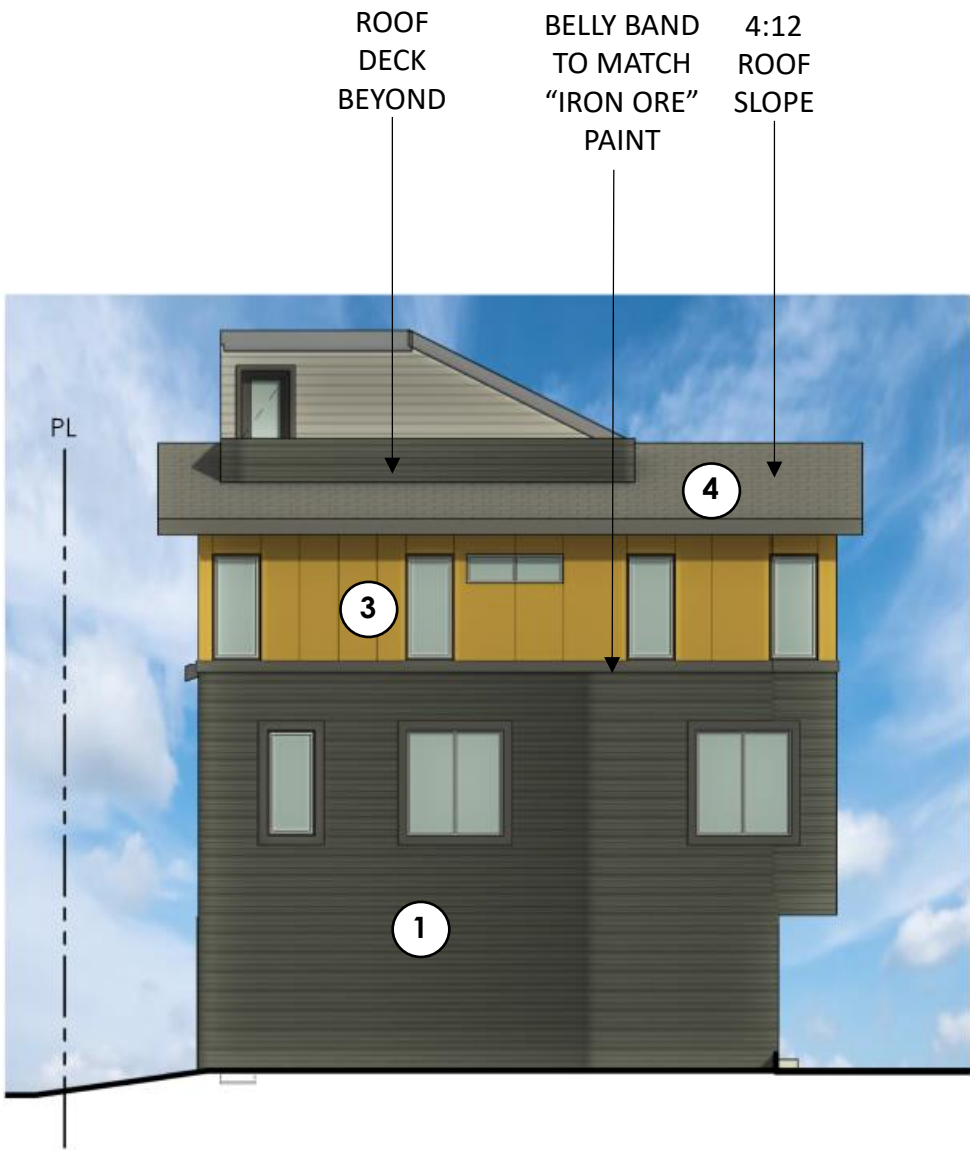
NORTH ELEVATION – BLDG B



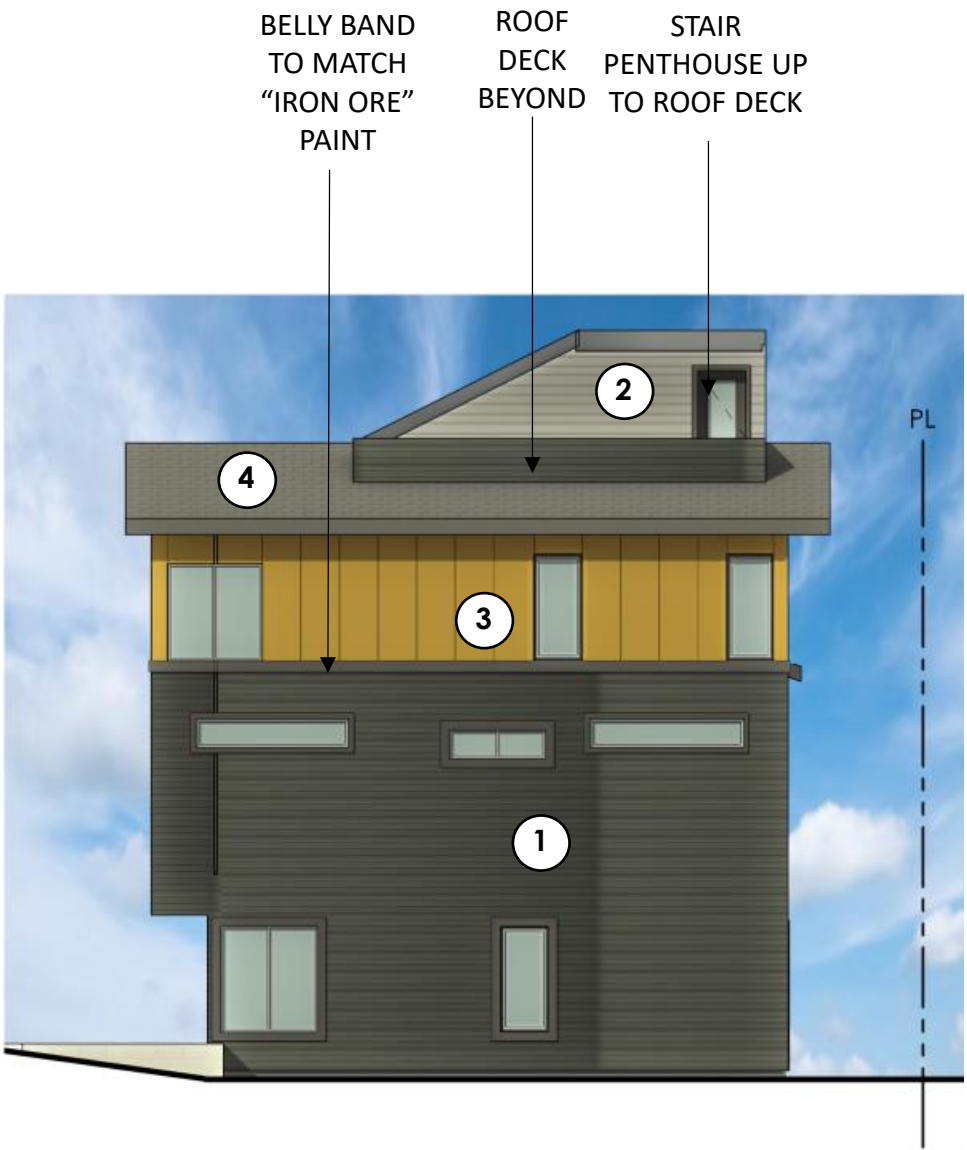
SOUTH ELEVATION – BLDG B

ARCH CONCEPT

ELEVATIONS + MATERIALS



EAST ELEVATION (BLDG B)



WEST ELEVATION (BLDG B)



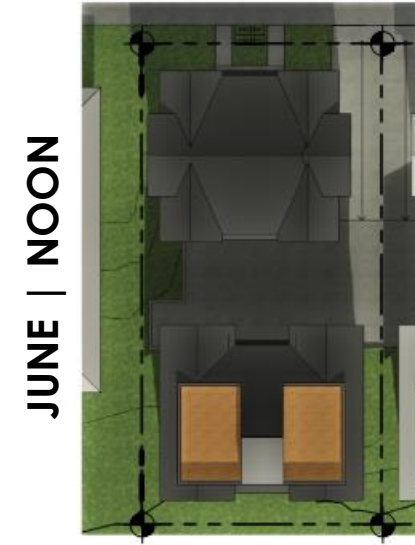
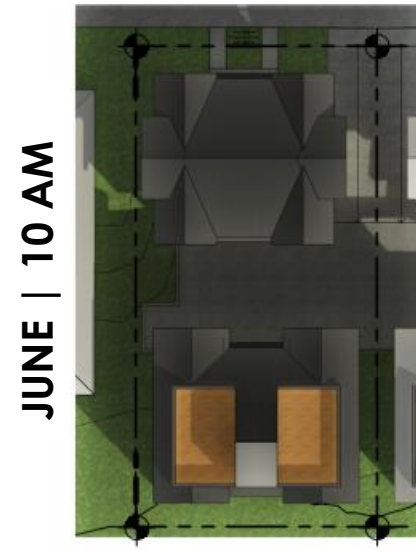
FC PANEL SIDING - SW 7625 – MT ETNA



FC PANEL SIDING - SW 6222 - RIVERWAY

ARCH CONCEPT

SHADOW STUDY





LYNN DIXON

Posted at 18:20h, 15 March [REPLY](#)

Hi there. I live across the street from this proposed development. It is already difficult for me to back out of my driveway when there are cars parks across the street, so I am concerned about where the parking for the development will be located. Please consider putting off street parking. I also want to ensure access to my house/driveway during all phases of development. We've had some development further up the block and the workers have continually blocked access to our street. Our street is already heavily trafficked and this is going to put more stress on the neighborhood.

EARLY COMMUNITY OUTREACH

Minimal response to early community response was received. One person posted a single comment onto Scale's Project website, zero responses were received from the survey, and zero other comments were received from any other source.

The comment is from a neighbor across the street who was concerned about access to the existing driveway. The comment noted that cars parked on the street make parking and offstreet parking difficult. The comment requests that the project provide offstreet parking.