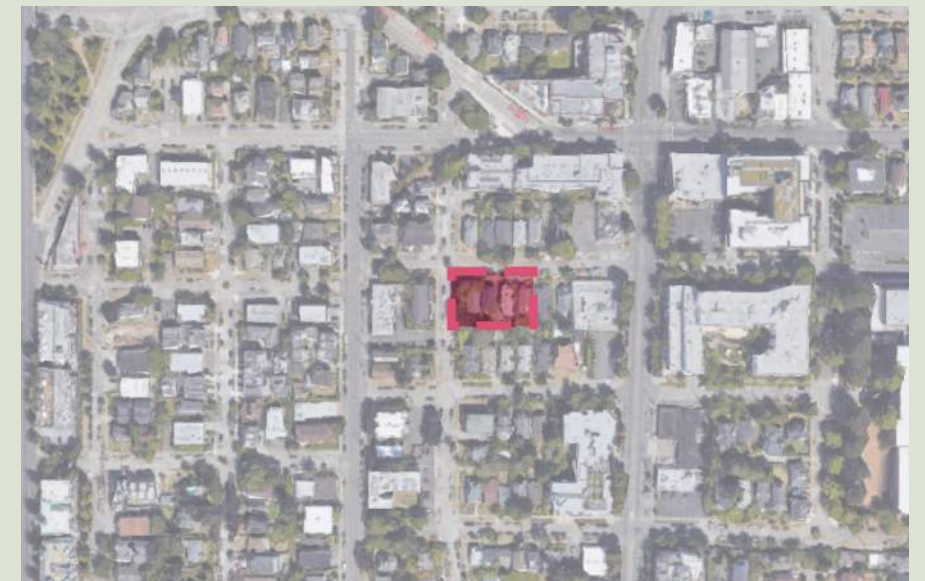


DRAFT



DEVELOPER: GREEN CITY BUILDING
LANDSCAPE ARCHITECT: ROOT OF DESIGN

EARLY DESIGN GUIDANCE: ADMINISTRATIVE DESIGN REVIEW

1203 N ALLEN PLACE, SEATTLE, WA

07.25.2022

SDCI PROJECT# 3039633-EG

DRAFT

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PROJECT PROPOSAL

OF UNITS - THE NORTH BUILDING, LOT A, WILL CONSIST OF (9) ROW HOME UNITS. THE SOUTH BUILDING, LOT B, WILL CONSIST OF (8) TOWN HOME UNITS FOR A TOTAL OF (17) RESIDENTIAL UNITS.

OF PARKING STALLS - 0 REQUIRED / 15 PROVIDED (7 FOR LOT A & 8 FOR LOT B)

PROJECT SUMMARY

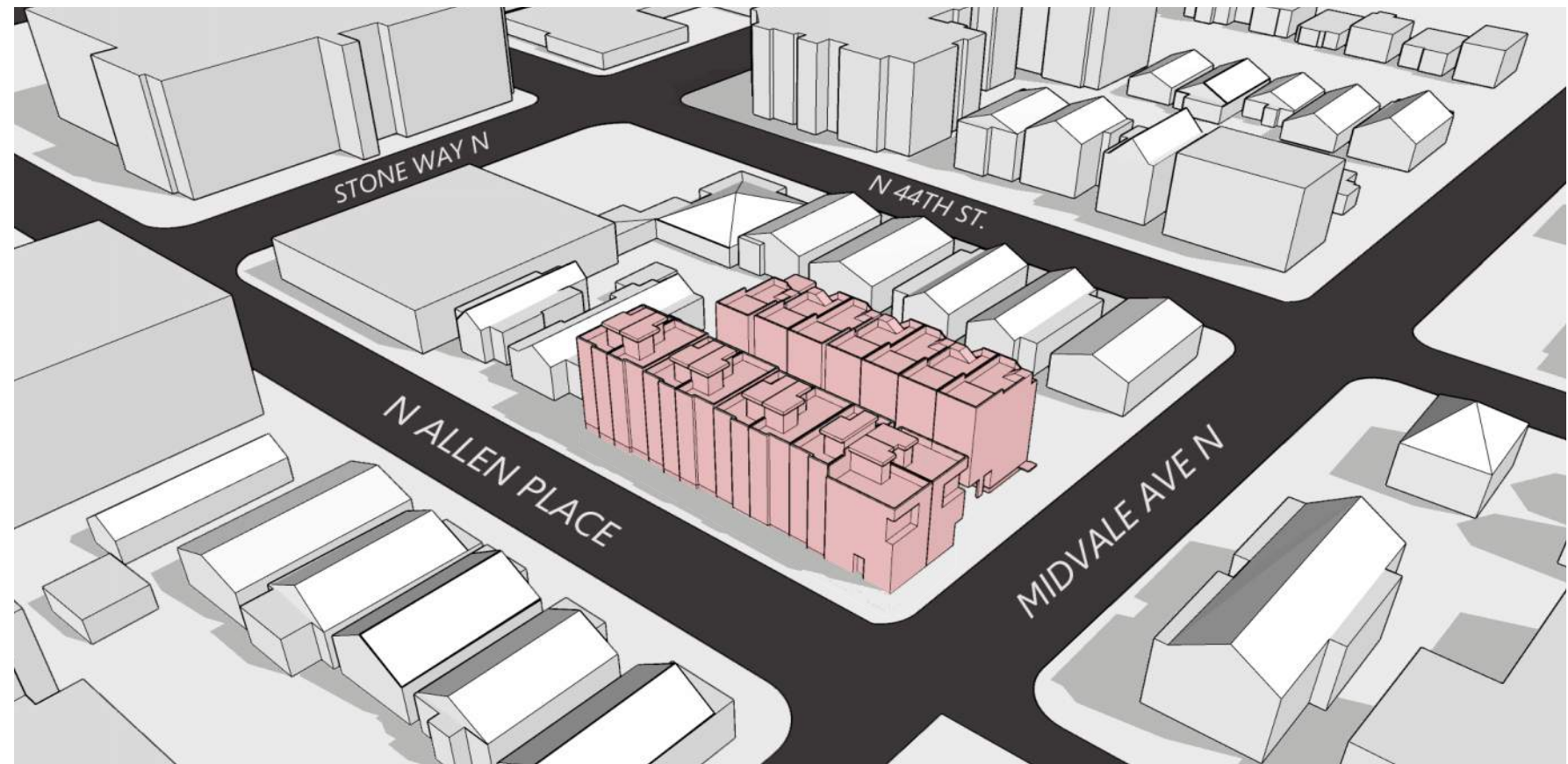
THE OWNER PROPOSES THE CONSTRUCTION OF NINE (9) ROWHOME UNITS ON LOT A AND EIGHT (8) TOWN HOME UNITS ON LOT B. THE EXISTING SITE IS CURRENTLY BEING USED AS FOUR (4) SINGLE FAMILY RESIDENCES. THE PARCELS, DUE TO THEIR LOCATION IN AN LR3 ZONE AND BORDERING A MIXED USE COMMERCIAL ZONE ALONG STONE WAY N., IS IDEAL FOR THIS DEVELOPMENT. THE PROJECT SITE IS LOCATED ON N. ALLEN PL. BETWEEN MIDVALE AVE N TO THE WEST AND STONE WAY N. TO THE EAST. OPPOSITE THE PROJECT PARCEL ARE SINGLE FAMILY HOMES AND A MIXED-USE RESIDENTIAL/COMMERCIAL BUILDING. ON THE WEST SIDE OF THE PARCEL IS A CONDOMINIUM BUILDING WITH A SMALL OFFICE BUILDING BEHIND. ON THE EAST SIDE THERE ARE SINGLE FAMILY RESIDENCES WITH A RETAIL STORE AT THE END OF THE BLOCK ON THE CORNER OF N. ALLEN & STONE WAY. THE PROPOSED PROJECT FITS WITHIN THE CONTEXT OF THE NEIGHBORHOOD BY REFLECTING THE USAGE, MATERIALS, COLORS, AND SIZE OF THE NEIGHBORING BUILDINGS.

PUBLIC OUTREACH SUMMARY

PUBLIC OUTREACH WAS COMPLETED ON 06.20.22 AND APPROVED BY THE DEPARTMENT OF NEIGHBORHOODS IN 07.13.22. OUTREACH WAS DONE THROUGH PRINTED MAILERS, EMAILS TO STAKEHOLDERS, A PROJECT WEBPAGE, AND ONLINE SURVEY.

COMMUNITY FEEDBACK SUMMARY

- + CONCERNS ABOUT SCALE.
- + DESIRE FOR UNIQUITY.
- + FUTURE PARKING CONCERNS.
- + REQUEST FOR ENVIRONMENTAL SUSTAINABILITY.
- + REQUEST FOR MORE LANDSCAPING/TREES.



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5

LR3 (M2)

7821200500

14,400 SF (3,600 SF PER LOT)

LOT: 9 THRU 12

LOT: 9 THRU 12

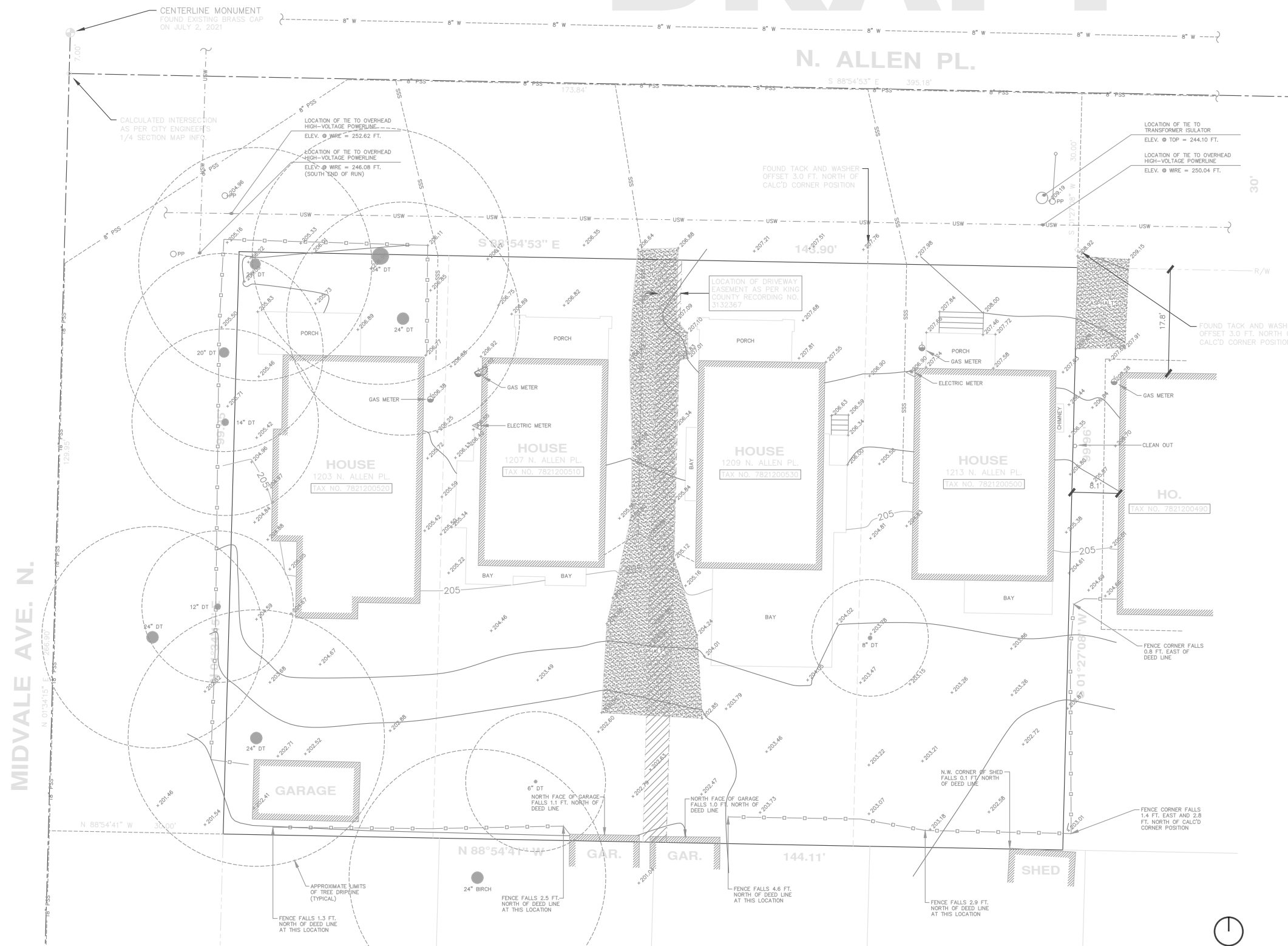
LOT: 9 THRU 12

LOT: 8 THRU 12

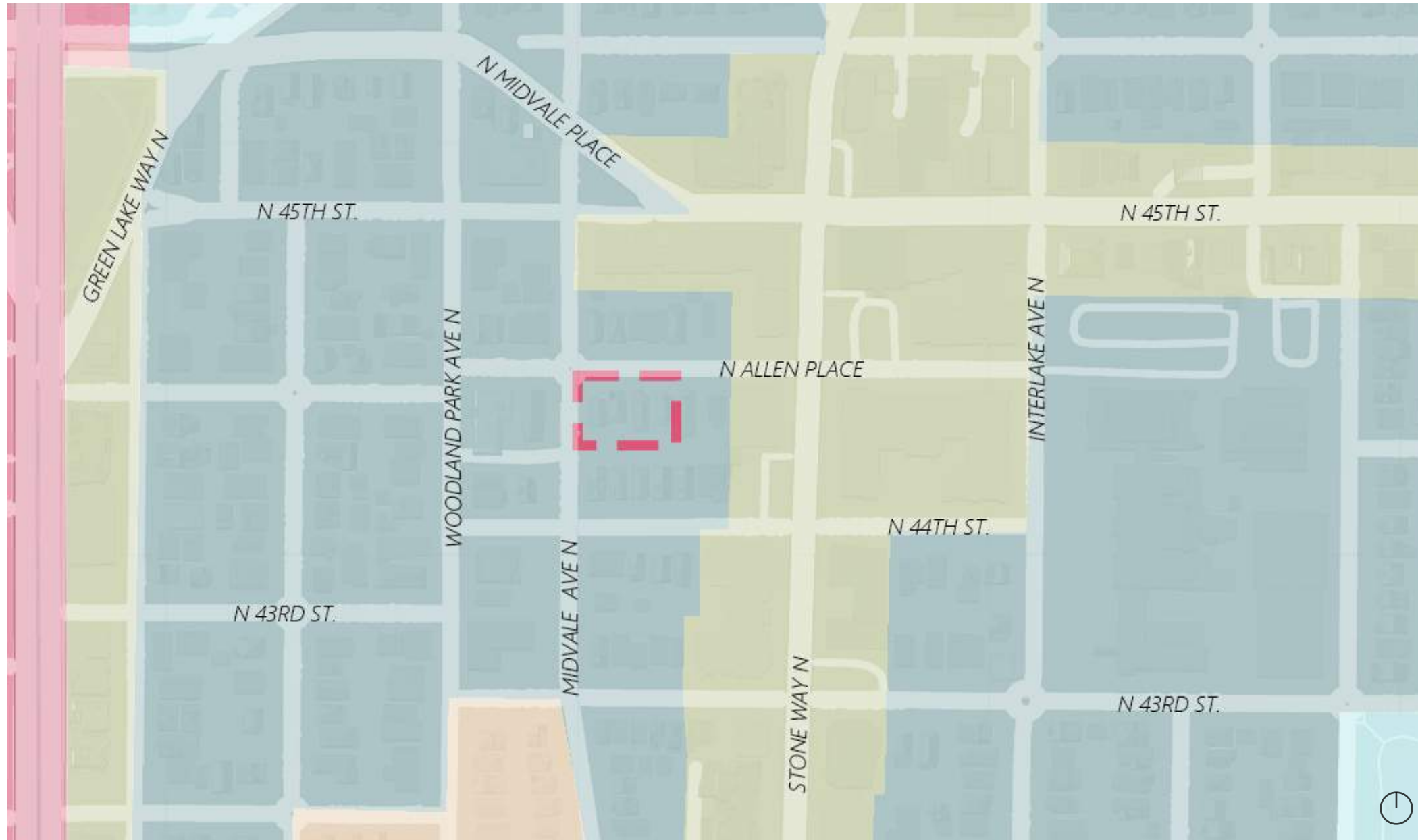
WEST OF SITE - MULTI-FAMILY & BUSINESS

THE SITE TOPOGRAPHY CONSISTS OF GENTLY SLOPING TERRAIN EAST TO WEST, WITH AN OVERALL MAXIMUM ELEVATION CHANGE OF APPROXIMATELY 8 FEET.

SINGLE FAMILY RESIDENCES



NOTE: SURVEY HAS BEEN SCALED BY 75%.



3-BLOCK AERIAL (5.1)

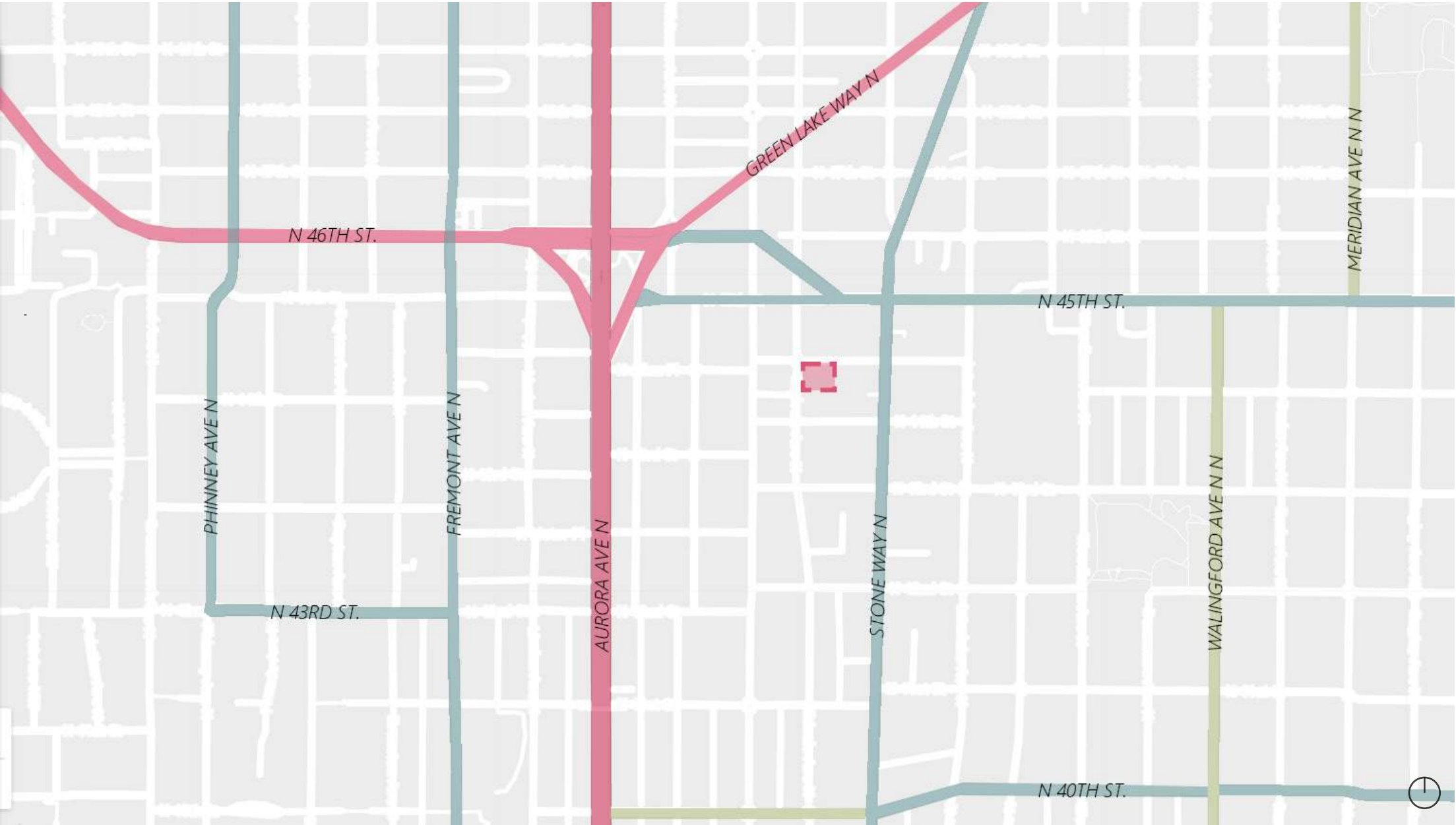
ZONING DESIGNATION**PROJECT ADDRESS**

1203 N ALLEN PLACE, SEATTLE WA 98103

ZONE DESIGNATIONLR3 (M2)
WALLINGFORD RESIDENTIAL URBAN
NEIGHBORHOOD OVERLAY**NEIGHBORHOOD**

WALLINGFORD

- NEIGHBORHOOD COMMERCIAL
- LOWRISE MULTI-FAMILY
- COMMERCIAL
- NEIGHBORHOOD RESIDENTIAL
- RESIDENTIAL SMALL LOT



STREET TYPES

- COLLECTOR ARTERIAL
- MINOR ARTERIAL
- PRINCIPAL ARTERIAL

9-BLOCK AERIAL WITH STREET TYPES



A STREET VIEW ALONG N ALLEN PLACE, FACING PROJECT SITE ^(5.4)

THE PROJECT ON N ALLEN PLACE IS LOCATED BETWEEN SINGLE FAMILY HOMES TO THE NORTH AND SOUTH OF SITE, AND MIXED-USE COMMERCIAL AND RESIDENTIAL CORRIDOR TO THE EAST.



B STREET VIEW ALONG N ALLEN PLACE, OPPOSITE PROJECT SITE ^(5.4)

THE NEIGHBORING HOUSES ARE PRIMARILY BUNGALOWS PARTIALLY OBSCURED BY GREENERY, WITH A NEWLY CONSTRUCTED APARTMENT BUILDING AT THE CORNER.





A 1203 N ALLEN PLACE (5.7)



B 1207 N ALLEN PLACE (5.7)



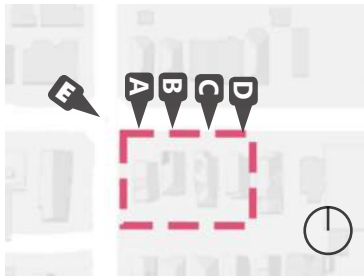
C 1209 N ALLEN PLACE (5.7)

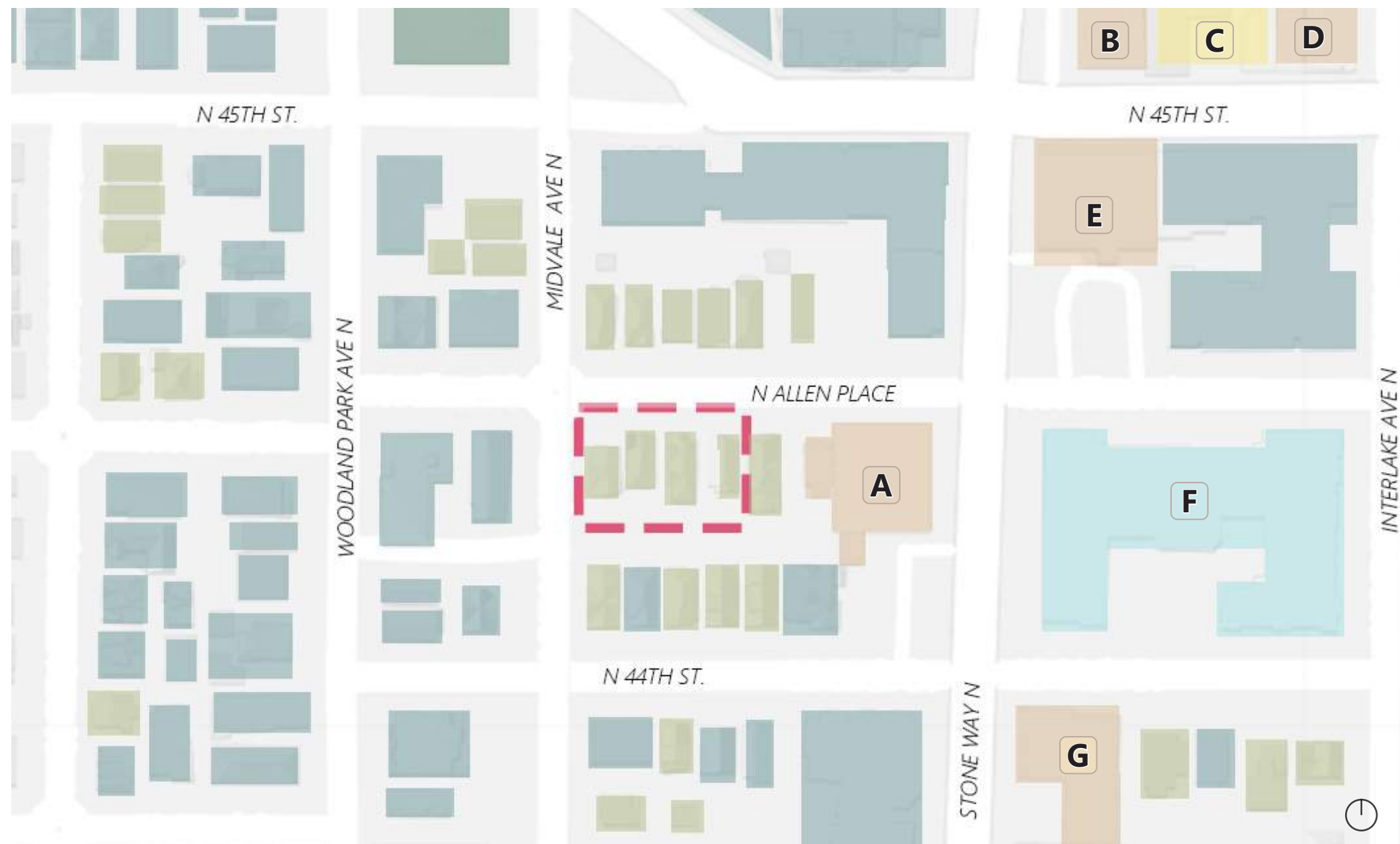


D 1213 N ALLEN PLACE (5.7)



E CORNER OF N ALLEN PLACE AND MIDVALE AVE N (5.7)

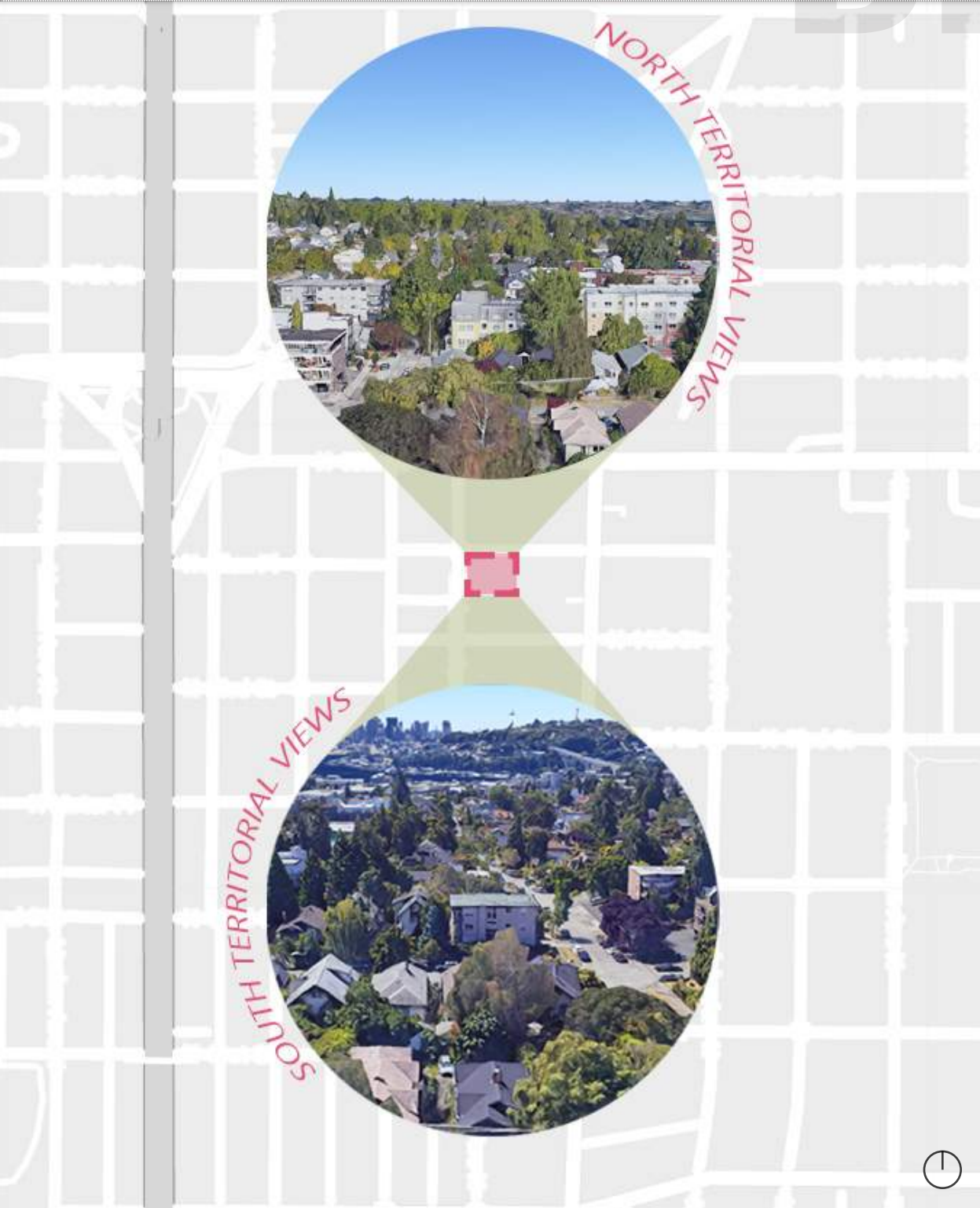


**SURROUNDING BUILDINGS**

- A** RETAIL
TUTTA BELLA PIZZERIA; RAINY PASS REPAIR
- B** RETAIL
ARCHIE MCPHEE
- C** MIXED USE RESIDENTIAL
WALLINGFORD BOYS & GIRLS CLUB
- D** RETAIL
STRIP MALL
- E** RETAIL
WALGREENS
- F** MIXED USE RESIDENTIAL
UNIVERSITY HOUSE WALLINGFORD RETIREMENT
- G** RETAIL
STONEWAY HARDWARE

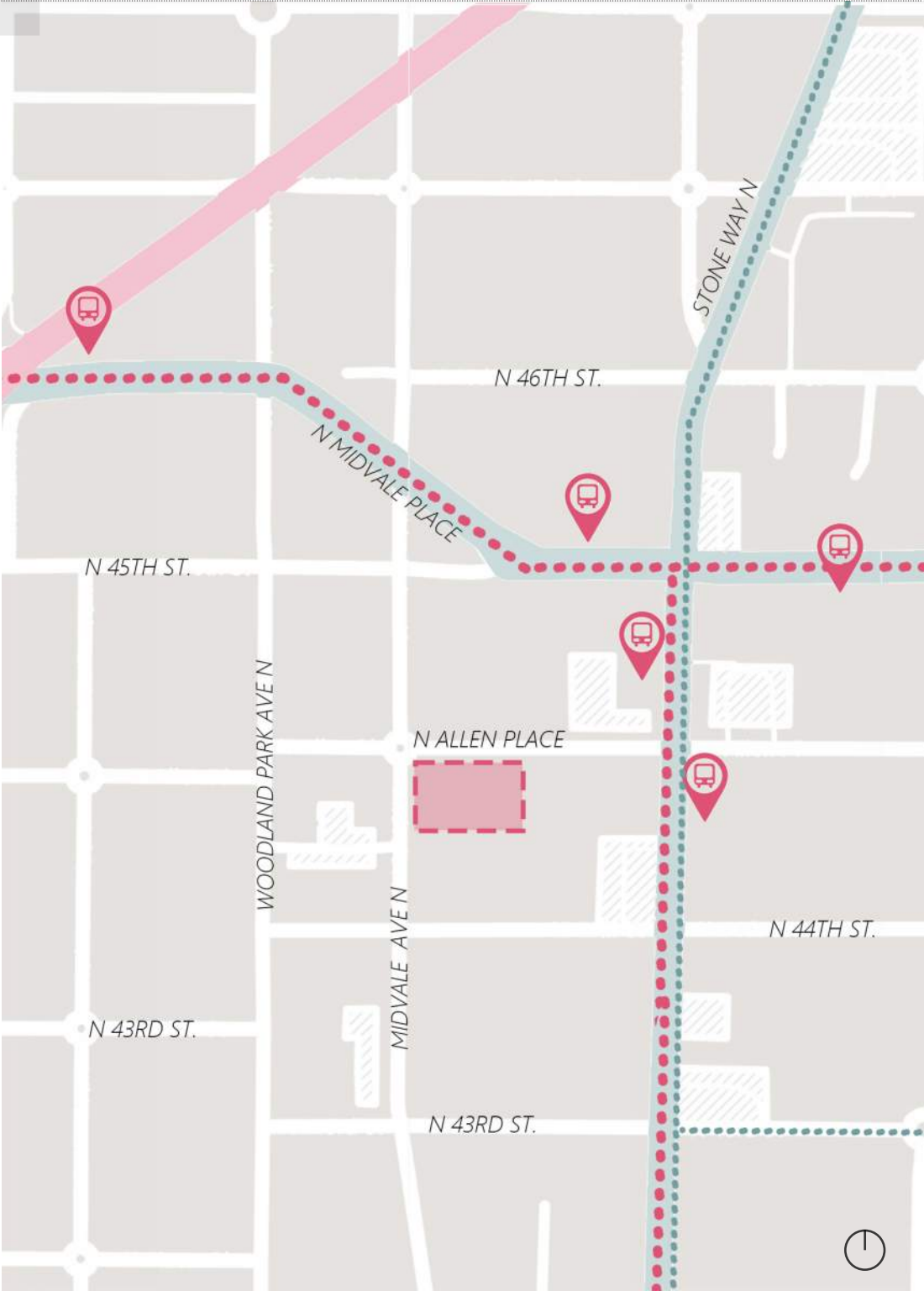
NEIGHBORING USES

- SINGLE-FAMILY
- MULTI-FAMILY
- SCHOOL
- HEALTHCARE
- COMMERCIAL

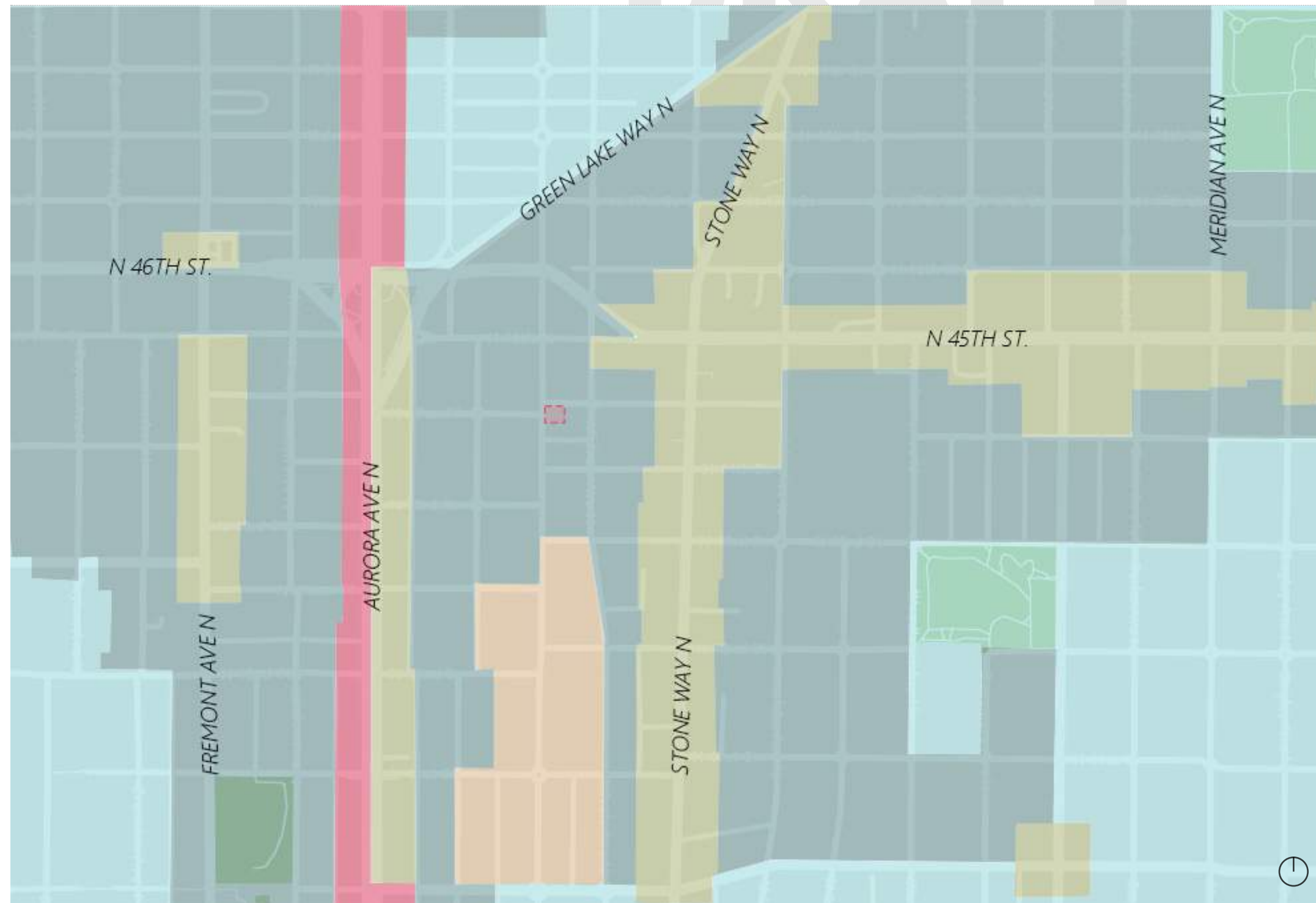


SURROUNDING CONTEXT

- BUS ROUTE
- BUS STOP
- BICYCLE LANE
- MINOR ARTERIAL
- PRINCIPAL ARTERIAL



ACCESS AND MOBILITY (5.6)



- NEIGHBORHOOD COMMERCIAL
- LOWRISE MULTI-FAMILY
- COMMERCIAL
- NEIGHBORHOOD RESIDENTIAL
- RESIDENTIAL SMALL LOT

9-BLOCK AERIAL (5.3)

LAND USE CODE SUMMARY

23.45.502	SCOPE OF PROVISIONS LOWRISE 3: LR3 (M2)
23.45.504	PERMITTED AND PROHIBITED USES TABLE A. RESIDENTIAL USES ARE PERMITTED OUTRIGHT SUBJECT TO PROVISIONS OF THIS TITLE. THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.
23.45.510	FLOOR AREA RATIO (FAR) LIMITS IN LR AND MR ZONES B. THE APPLICABLE FAR LIMIT APPLIES TO THE TOTAL CHARGEABLE FLOOR AREA OF ALL STRUCTURES ON THE LOT. TABLE A. TOTAL FAR PERMITTED FOR MHA INSIDE URBAN VILLAGES: 2.3 THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.
23.45.514	STRUCTURE HEIGHT TABLE A. DESIGNATED ZONE ALLOWS FOR A HEIGHT OF FIFTY (50) FEET. THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.
23.45.518	SETBACKS AND SEPARATIONS ROW HOMES (LOT A) FRONT: 5'-0" MINIMUM REAR: 7'-0" AVERAGE; 5'-0" MINIMUM SIDE (FACADES 40 FEET OR MORE IN LENGTH): 3'-6" TOWN HOMES (LOT B) FRONT: 7'-0" AVERAGE; 5'-0" MINIMUM REAR: 7'-0" AVERAGE; 5'-0" MINIMUM SIDE (FACADES 40 FEET OR MORE IN LENGTH): 5'-0" THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.
23.45.522	AMENITY AREA A. 1. 25 PERCENT OF TOTAL LOT AREA REQUIRED IN RESIDENTIAL USE. 2. A MINIMUM OF 50 PERCENT OF THE REQUIRED AMENITY AREA SHALL BE PROVIDED AT GROUND LEVEL. 3. AMENITY AREA REQUIRED AT GROUND LEVEL MAY BE PROVIDED AS EITHER PRIVATE OR COMMON SPACE. THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.
23.45.524	LANDSCAPING STANDARDS. A.2. A GREEN FACTOR SCORE OF 0.6 OR GREATER IS REQUIRED B.1. STREET TREES REQUIRED. THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.

23.45.527	STRUCTURE WIDTH AND FACADE LENGTH LIMITS. A.TABLE A. MAXIMUM WIDTH FOR: ROW HOUSE DEVELOPMENT: UNLIMITED TOWN HOUSE DEVELOPMENT: 60 FEET B.1 MAXIMUM COMBINED LENGTH OF ALL PORTIONS OF FACADES WITHIN 15 FEET OF A LOT LINE SHALL NOT EXCEED 65 PERCENT OF THE LENGTH OF THE LOT LINE. ROW HOMES: THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE. TOWN HOMES: DEPARTURE REQUESTED SEE ADDITIONAL INFORMATION ON DEPARTURE PAGE.
23.45.529	DESIGN STANDARDS C.1.a) 20 PERCENT OF THE AREA OF EACH STREET FACING FACADE SHALL CONSIST OF WINDOWS AND/OR DOORS. C.3.a) VARIATIONS IN BUILDING MATERIALS AND/OR COLOR, OR BOTH, THAT REFLECT THE STACKING OF STORIES OR REINFORCE THE ARTICULATION OF THE FACADE b) INCORPORATION OF ARCHITECTURAL FEATURES THAT ADD INTEREST AND DIMENSION TO THE FACADE. d) SPECIAL FENESTRATION TREATMENT. THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.
23.45.534	LIGHTING AND GLARE STANDARDS A. EXTERIOR LIGHTING SHALL BE SHIELDED AND DIRECTED AWAY FROM ADJACENT PROPERTIES. THE PROPOSAL WILL COMPLY WITH THIS SECTION OF THE LAND USE CODE.



CS2. URBAN PATTERN AND FORM CS2-B. ADJACENT SITES, STREETS, AND OPEN SPACES CS2-D. HEIGHT, BULK, AND SCALE	STRENGTHEN THE MOST DESIRABLE FORMS, CHARACTERISTICS, AND PATTERNS OF THE STREETS, BLOCK FACES, AND OPEN SPACES IN THE SURROUNDING AREA.	SEE DIAGRAMS FOR COMPLIANCE WITH DESIGN GUIDELINES
	2. CONNECTION TO THE STREET: IDENTIFY OPPORTUNITIES FOR THE PROJECT TO MAKE A STRONG CONNECTION TO THE STREET AND CAREFULLY CONSIDER HOW THE BUILDING WILL INTERACT WITH THE PUBLIC REALM. CONSIDER THE QUALITIES AND CHARACTER OF THE STREETScape— ITS PHYSICAL FEATURES (SIDEWALK, PARKING, LANDSCAPE STRIP, STREET TREES, TRAVEL LANES, AND OTHER AMENITIES) AND ITS FUNCTION (MAJOR RETAIL STREET OR QUIETER RESIDENTIAL STREET)—IN SITING AND DESIGNING THE BUILDING.	
	5. RESPECT FOR ADJACENT SITES: RESPECT ADJACENT PROPERTIES WITH DESIGN AND SITE PLANNING TO MINIMIZE DISRUPTING THE PRIVACY AND OUTDOOR ACTIVITIES OF RESIDENTS IN ADJACENT BUILDINGS.	SEE DIAGRAMS FOR COMPLIANCE WITH DESIGN GUIDELINES
CS3. ARCHITECTURAL CONTEXT & CHARACTER CS3-A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES	CONTRIBUTE TO THE ARCHITECTURAL CHARACTER OF THE NEIGHBORHOOD.	THE PROPORTIONS OF THIS PROPOSAL ARE IMITATED FROM NEARBY RESIDENTIAL STRUCTURES ALONG STONE WAY N, MATERIALITY AND DETAILS ARE INSPIRED FROM ADJACENT OLDER STRUCTURES.
	1. FITTING OLD AND NEW TOGETHER: CREATE COMPATIBILITY BETWEEN NEW PROJECTS, AND EXISTING ARCHITECTURAL CONTEXT, INCLUDING HISTORIC AND MODERN DESIGNS, THROUGH BUILDING ARTICULATION, SCALE AND PROPORTION, ROOF FORMS, DETAILING, FENESTRATION, AND/OR THE USE OF COMPLEMENTARY MATERIALS.	
	2. CONTEMPORARY DESIGN: EXPLORE HOW CONTEMPORARY DESIGNS CAN CONTRIBUTE TO THE DEVELOPMENT OF ATTRACTIVE NEW FORMS AND ARCHITECTURAL STYLES; AS EXPRESSED THROUGH USE OF NEW MATERIALS OR OTHER MEANS.	SEE DIAGRAMS FOR COMPLIANCE WITH DESIGN GUIDELINES
	3. ESTABLISHED NEIGHBORHOODS: IN EXISTING NEIGHBORHOODS WITH A WELLDEFINED ARCHITECTURAL CHARACTER, SITE AND DESIGN NEW STRUCTURES TO COMPLEMENT OR BE COMPATIBLE WITH THE ARCHITECTURAL STYLE AND SITING PATTERNS OF NEIGHBORHOOD BUILDINGS.	THIS PROPOSAL COMPLEMENTS THE VIVID NEIGHBORHOOD CHARACTER BY INTRODUCING A VISUALLY ENGAGING FORM WHILE RESPECTING COMMUNITY CONCERNS AND PRIORITIES.
	4. EVOLVING NEIGHBORHOODS: IN NEIGHBORHOODS WHERE ARCHITECTURAL CHARACTER IS EVOLVING OR OTHERWISE IN TRANSITION, EXPLORE WAYS FOR NEW DEVELOPMENT TO ESTABLISH A POSITIVE AND DESIRABLE CONTEXT FOR OTHERS TO BUILD UPON IN THE FUTURE.	THIS PROPOSAL ADOPTS CHARACTERISTICS OF OLDER NEARBY STRUCTURES AND RECONFIGURES THEM IN MODERN EXPRESSION, PAYING TRIBUTE TO NEIGHBORHOOD HISTORY AS IT EVOLVES.
PL3. STREET LEVEL INTERACTION PL3-A. ENTRIES	ENCOURAGE HUMAN INTERACTION AND ACTIVITY AT THE STREET-LEVEL WITH CLEAR CONNECTIONS TO BUILDING ENTRIES AND EDGES.	SEE DIAGRAMS FOR COMPLIANCE WITH DESIGN GUIDELINES
	1. DESIGN OBJECTIVES: DESIGN PRIMARY ENTRIES TO BE OBVIOUS, IDENTIFIABLE, AND DISTINCTIVE WITH CLEAR LINES OF SIGHT AND LOBBIES VISUALLY CONNECTED TO THE STREET. SCALE AND DETAIL THEM TO FUNCTION WELL FOR THEIR ANTICIPATED USE AND ALSO TO FIT WITH THE BUILDING OF WHICH THEY ARE A PART, DIFFERENTIATING RESIDENTIAL AND COMMERCIAL ENTRIES WITH DESIGN FEATURES AND AMENITIES SPECIFIC TO EACH. C. COMMON ENTRIES TO MULTI-STORY RESIDENTIAL BUILDINGS NEED TO PROVIDE PRIVACY AND SECURITY FOR RESIDENTS BUT ALSO BE WELCOMING AND IDENTIFIABLE TO VISITORS. DESIGN FEATURES EMPHASIZING THE ENTRY AS A SEMI-PRIVATE SPACE ARE RECOMMENDED AND MAY BE ACCOMPLISHED THROUGH SIGNAGE, LOW WALLS AND/OR LANDSCAPING, A RECESSED ENTRY AREA, AND OTHER DETAILING THAT SIGNALS A BREAK FROM THE PUBLIC SIDEWALK. D. INDIVIDUAL ENTRIES TO GROUND-RELATED HOUSING SHOULD BE SCALED AND DETAILED APPROPRIATELY TO PROVIDE FOR A MORE INTIMATE TYPE OF ENTRY. THE DESIGN SHOULD CONTRIBUTE TO A SENSE OF IDENTITY, OPPORTUNITY FOR PERSONALIZATION, OFFER PRIVACY, AND EMPHASIZE PERSONAL SAFETY AND SECURITY FOR BUILDING OCCUPANTS.	

PL3-A. ENTRIES	2. ENSEMBLE OF ELEMENTS: DESIGN THE ENTRY AS A COLLECTION OF COORDINATED ELEMENTS INCLUDING THE DOOR(S), OVERHEAD FEATURES, GROUND SURFACE, LANDSCAPING, LIGHTING, AND OTHER FEATURES. CONSIDER A RANGE OF ELEMENTS SUCH AS: A. OVERHEAD SHELTER: CANOPIES, PORCHES, BUILDING EXTENSIONS; B. TRANSITIONAL SPACES: STOOPS, COURTYARDS, STAIRWAYS, PORTALS, ARCADES, POCKET GARDENS, DECKS; C. GROUND SURFACE: SEATING WALLS; SPECIAL PAVING, LANDSCAPING, TREES, LIGHTING; AND D. BUILDING SURFACE/INTERFACE: PRIVACY SCREENS, UPWARD-OPERATING SHADES ON WINDOWS, SIGNAGE, LIGHTING.	INDIVIDUAL STREET-FACING UNIT ENTRIES WILL BE CLEARLY DENOTED THROUGH THE UNDULATION OF THE FACADE, AS WELL AS MATERIAL TRANSITIONS, LANDSCAPE CUSHIONING, SPATIAL BUFFERING FROM THE SIDEWALK TO THE ENTRY, VERTICAL PLANE CHANGE WITH STAIRS, OVERHEAD EAVES, AND ILLUMINATION.
	1. SECURITY AND PRIVACY: PROVIDE SECURITY AND PRIVACY FOR RESIDENTIAL BUILDINGS THROUGH THE USE OF A BUFFER OR SEMI-PRIVATE SPACE BETWEEN THE DEVELOPMENT AND THE STREET OR NEIGHBORING BUILDINGS. CONSIDER DESIGN APPROACHES SUCH AS ELEVATING THE MAIN FLOOR, PROVIDING A SETBACK FROM THE SIDEWALK, AND/OR LANDSCAPING TO INDICATE THE TRANSITION FROM ONE TYPE OF SPACE TO ANOTHER.	SEE DIAGRAMS FOR COMPLIANCE WITH DESIGN GUIDELINES
DC1. PROJECT USES AND ACTIVITIES	OPTIMIZE THE ARRANGEMENT OF USES AND ACTIVITIES ON SITE.	SEE DIAGRAMS FOR COMPLIANCE WITH DESIGN GUIDELINES
DC1-B. VEHICULAR ACCESS AND CIRCULATION	1. ACCESS LOCATION AND DESIGN: CHOOSE LOCATIONS FOR VEHICULAR ACCESS, SERVICE USES, AND DELIVERY AREAS THAT MINIMIZE CONFLICT BETWEEN VEHICLES AND NON-MOTORISTS WHEREVER POSSIBLE. EMPHASIZE USE OF THE SIDEWALK FOR PEDESTRIANS, AND CREATE SAFE AND ATTRACTIVE CONDITIONS FOR PEDESTRIANS, BICYCLISTS, AND DRIVERS BY: A. USING EXISTING ALLEYS FOR ACCESS OR, WHERE ALLEY ACCESS IS NOT FEASIBLE, CHOOSING A LOCATION FOR STREET ACCESS THAT IS THE LEAST VISUALLY DOMINANT AND/OR WHICH OFFERS OPPORTUNITY FOR SHARED DRIVEWAY USE; B. WHERE DRIVEWAYS AND CURB CUTS ARE UNAVOIDABLE, MINIMIZE THE NUMBER AND WIDTH AS MUCH AS POSSIBLE; AND/OR C. EMPLOYING A MULTI-SENSORY APPROACH TO AREAS OF POTENTIAL VEHICLEPEDESTRIAN CONFLICT SUCH AS GARAGE EXITS/ENTRANCES. DESIGN FEATURES MAY INCLUDE CONTRASTING OR TEXTURED PAVEMENT, WARNING LIGHTS AND SOUNDS, AND SIMILAR SAFETY DEVICES.	
DC1-C. PARKING AND SERVICE USES	4. SERVICE USES: LOCATE AND DESIGN SERVICE ENTRIES, LOADING DOCKS, AND TRASH RECEPTACLES AWAY FROM PEDESTRIAN AREAS OR TO A LESS VISIBLE PORTION OF THE SITE TO REDUCE POSSIBLE IMPACTS OF THESE FACILITIES ON BUILDING AESTHETICS AND PEDESTRIAN CIRCULATION. WHERE SERVICE FACILITIES ABUT PEDESTRIAN AREAS OR THE PERIMETER OF THE PROPERTY, MAINTAIN AN ATTRACTIVE EDGE THROUGH SCREENING, PLANTINGS, OR OTHER DESIGN TREATMENTS.	
DC2. ARCHITECTURAL CONCEPT	DEVELOP AN ARCHITECTURAL CONCEPT THAT WILL RESULT IN A UNIFIED AND FUNCTIONAL DESIGN THAT FITS WELL ON THE SITE AND WITHIN ITS SURROUNDINGS.	SEE DIAGRAMS FOR COMPLIANCE WITH DESIGN GUIDELINES
DC2-B. ARCHITECTURAL AND FAÇADE COMPOSITION	1. FAÇADE COMPOSITION: DESIGN ALL BUILDING FACADES—including ALLEYS AND VISIBLE ROOFS—CONSIDERING THE COMPOSITION AND ARCHITECTURAL EXPRESSION OF THE BUILDING AS A WHOLE. ENSURE THAT ALL FACADES ARE ATTRACTIVE AND WELLPROPORTIONED THROUGH THE PLACEMENT AND DETAILING OF ALL ELEMENTS, INCLUDING BAYS, FENESTRATION, AND MATERIALS, AND ANY PATTERNS CREATED BY THEIR ARRANGEMENT. ON SITES THAT ABUT AN ALLEY, DESIGN THE ALLEY FAÇADE AND ITS CONNECTION TO THE STREET CAREFULLY. AT A MINIMUM, CONSIDER WRAPPING THE TREATMENT OF THE STREET-FACING FAÇADE AROUND THE ALLEY CORNER OF THE BUILDING.	



DC2-C.
SECONDARY ARCHITECTURAL FEATURES

1. **VISUAL DEPTH AND INTEREST:** ADD DEPTH TO FACADES WHERE APPROPRIATE BY INCORPORATING BALCONIES, CANOPIES, AWNINGS, DECKS, OR OTHER SECONDARY ELEMENTS INTO THE FAÇADE DESIGN. ADD DETAILING AT THE STREET LEVEL IN ORDER TO CREATE INTEREST FOR THE PEDESTRIAN AND ENCOURAGE ACTIVE STREET LIFE AND WINDOW SHOPPING (IN RETAIL AREAS). DETAILING MAY INCLUDE FEATURES SUCH AS DISTINCTIVE DOOR AND WINDOW HARDWARE, PROJECTING WINDOW SILLS, ORNAMENTAL TILE OR METAL, AND OTHER HIGH-QUALITY SURFACE MATERIALS AND FINISHES.

3. **FIT WITH NEIGHBORING BUILDINGS:** USE DESIGN ELEMENTS TO ACHIEVE A SUCCESSFUL FIT BETWEEN A BUILDING AND ITS NEIGHBORS, SUCH AS:

A. CONSIDERING ASPECTS OF NEIGHBORING BUILDINGS THROUGH ARCHITECTURAL STYLE, ROOF LINE, DATUM LINE DETAILING, FENESTRATION, COLOR OR MATERIALS,
B. USING TREES AND LANDSCAPING TO ENHANCE THE BUILDING DESIGN AND FIT WITH THE SURROUDING CONTEXT, AND/OR
C. CREATING A WELL-PROPORTIONED BASE, MIDDLE AND TOP TO THE BUILDING IN LOCATIONS WHERE THIS MIGHT BE APPROPRIATE. CONSIDER HOW SURROUNDING BUILDINGS HAVE ADDRESSED BASE, MIDDLE, AND TOP, AND WHETHER THOSE SOLUTIONS—OR SIMILAR ONES—MIGHT BE A GOOD FIT FOR THE PROJECT AND ITS CONTEXT.

THE STREET-FACING AND INWARD-FACING FACADES WILL PROMOTE VISUAL INTEREST THROUGH SURFACE UNDULATION AND AN ORCHESTRATION OF MATERIALITY INTENDED TO VISUALLY UNIFY THE STRUCTURE WHILE STILL DIFFERENTIATING THE INDIVIDUAL LIVING SPACES, AS WELL AS ROOFTOP DECKS THAT ALLOW VISUAL CONNECTION FROM TOP TO BOTTOM.

SEE DIAGRAMS FOR COMPLIANCE WITH DESIGN GUIDELINES

DC3. OPEN SPACE CONCEPT

INTEGRATE OPEN SPACE DESIGN WITH THE DESIGN OF THE BUILDING SO THAT EACH COMPLEMENTS THE OTHER.

DC3-B.
OPEN SPACE USES AND ACTIVITIES

1. **MEETING USER NEEDS:** PLAN THE SIZE, USES, ACTIVITIES, AND FEATURES OF EACH OPEN SPACE TO MEET THE NEEDS OF EXPECTED USERS, ENSURING EACH SPACE HAS A PURPOSE AND FUNCTION.

SEE DIAGRAMS FOR COMPLIANCE WITH DESIGN GUIDELINES

DC3-C.
DESIGN

2. **AMENITIES AND FEATURES:** CREATE ATTRACTIVE OUTDOOR SPACES WELL-SUITED TO THE USES ENVISIONED FOR THE PROJECT. USE A COMBINATION OF HARDSCAPE AND PLANTINGS TO SHAPE THESE SPACES AND TO SCREEN LESS ATTRACTIVE AREAS AS NEEDED. USE A VARIETY OF FEATURES, SUCH AS PLANTERS, GREEN ROOFS AND DECKS, GROVES OF TREES, AND VERTICAL GREEN TRELLISES ALONG WITH MORE TRADITIONAL FOUNDATION PLANTINGS, STREET TREES, AND SEASONAL DISPLAYS.

SEE DIAGRAMS FOR COMPLIANCE WITH DESIGN GUIDELINES



DC3-C. DESIGN
2. AMENITIES AND FEATURES:
EACH RESPECTIVE UNIT FEATURES ITS OWN PRIVATE ROOFTOP DECK AMENITY AREA, CREATING ATTRACTIVE OUTDOOR SPACES WELL-SUITED TO THE USES ENVISIONED FOR THE PROJECT. THESE AMENITY AREAS MAY INCLUDE TABLES, CHAIRS, UMBRELLAS, POTTED PLANTS, AND OTHER USER PERSONALIZATIONS.

PL3-B. RESIDENTIAL EDGES
1. SECURITY AND PRIVACY:
NATURAL LANDSCAPING INCLUDING GRASS, TREES, SHRUBS, BUSHES, AND GROUND COVER IS PLACED AS A GENTLE BUFFER BETWEEN THE STRUCTURE'S EDGE AND THE SIDEWALK, AND BETWEEN THE SIDEWALK AND THE STREET TO ENHANCE SAFETY AND PRIVACY FOR USERS.

DC1-C. PARKING AND SERVICE USES
4. SERVICE USES:
PARKING, SERVICE AREAS, AND TRASH RECEPTACLES ARE LOCATED BETWEEN THE MASSINGS, NOT VISIBLE FROM PEDESTRIAN AREAS.

PL3-A. ENTRIES
1. DESIGN OBJECTIVES:
INDIVIDUAL STREET-FACING UNIT ENTRANCES ARE FORMALLY DENOTED BY PLANE CHANGES IN THE FACADE, AS WELL AS INDICATIONS THROUGH MATERIALITY.

CS2-B. ADJACENT SITES, STREETS, AND OPEN SPACES
2. CONNECTION TO THE STREET:
MAIN ENTRANCES TO UNITS ARE CONVENIENTLY LOCATED ALONG THE SIDEWALK AND LANDSCAPE BUFFERS, WITH A DIRECT CONNECTION TO MIDVALE AVE N THAT ALLOWS VEHICULAR ACCESS TO UNIT PARKING SPACES.





**DC3-B.
OPEN SPACE USES AND ACTIVITIES**

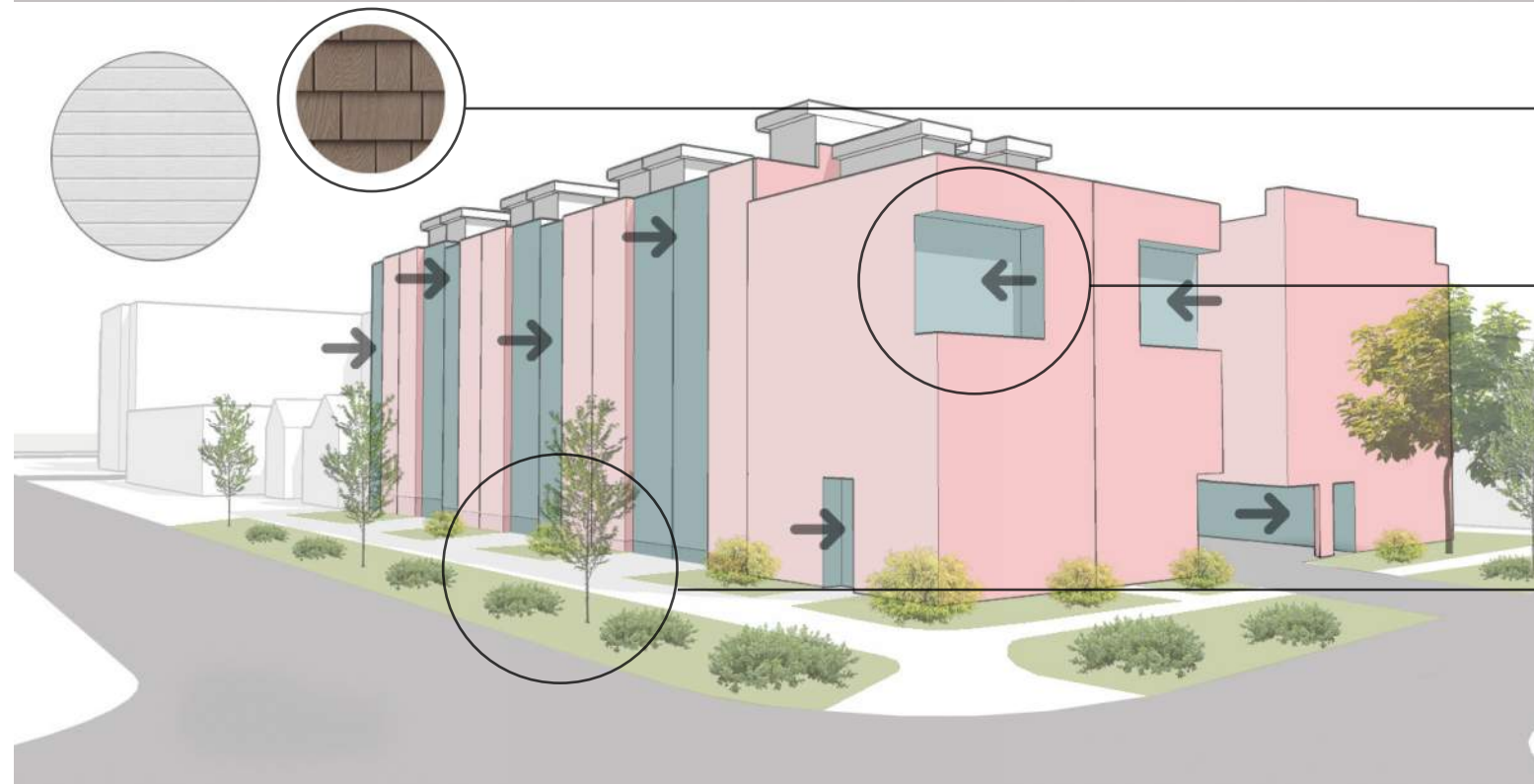
1. MEETING USER NEEDS:
EVERY LEVEL MAXIMIZES USABLE SPACE FOR COMFORTABLE RESIDENTIAL LIVING, INCLUDING ROOF DECK SPACES THAT ENCOURAGE VIEWS AND RELAXATION.

**CS2-D.
HEIGHT, BULK, & SCALE**

5. RESPECT FOR ADJACENT SITE:
DIVISION OF MASSING INTO TWO SEPARATE FORMS HELPS TO BREAK UP THE MASS, ALLOWING A BETTER FLOW OF AIR, LIGHT, AND REDUCING VISUAL AND SPATIAL CONGESTION.

**DC1-B.
VEHICULAR ACCESS AND CIRCULATION**

1. ACCESS LOCATION AND DESIGN:
SAFE AND ATTRACTIVE VEHICULAR ACCESS LOCATION FOR SHELTERED RESIDENT PARKING, IN ADDITION TO SURROUNDING STREET PARKING. PEDESTRIAN ACCESS IS FACILITATED AND ENCOURAGED THROUGH LANDSCAPING.



**DC2-C.
SECONDARY ARCHITECTURAL FEATURES**

3. FIT WITH NEIGHBORING BUILDINGS:
MATERIALS UTILIZED IN NEARBY ARCHITECTURE ARE EMPLOYED FOR AESTHETIC CONTINUITY OF THE NEIGHBORHOOD.

**DC2-B.
ARCHITECTURAL AND FAÇADE COMPOSITION**

1. FAÇADE COMPOSITION:
EXTERIOR FAÇADES EMPLOY UNDULATING POSITIVE AND NEGATIVE VOLUMES TO ENGAGE THE EYE WITH A SENSE OF DEPTH AND DYNAMISM. THESE VARIATIONS ALSO SERVE TO DENOTE UNIT ENTRIES.

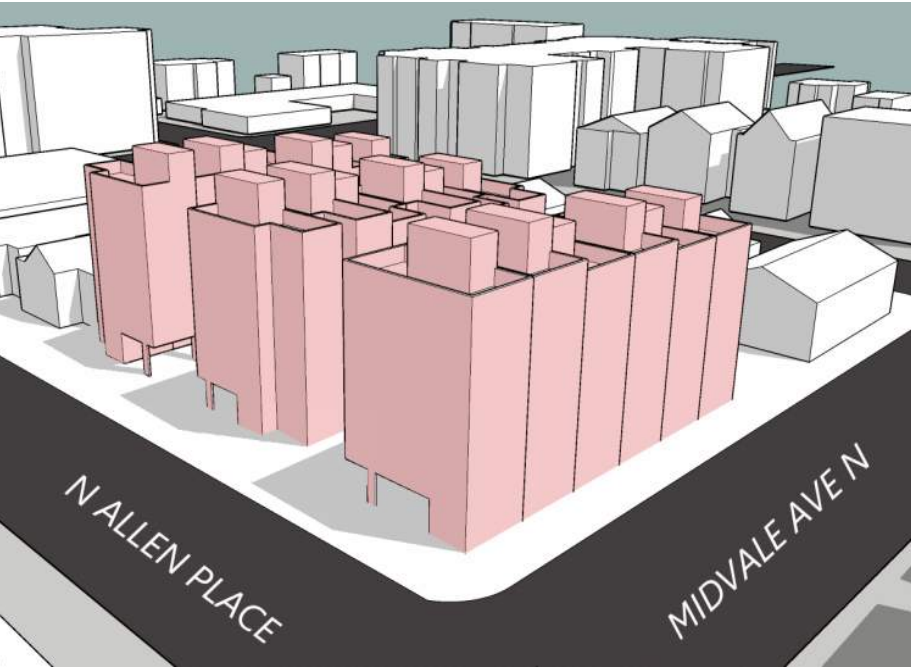
**CS3-A.
EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES**

2. CONTEMPORARY DESIGN:
AS WELL AS INTRODUCING A CONTEMPORARY MODERN ARCHITECTURAL FORM, THIS PROPOSAL EMPHASIZES GREEN SPACE AS A BUFFERING TOOL TO CREATE A SOFT SEPARATION BETWEEN THE STREET AND PRIVATE UNITS.

DESIGN PROCESS SUMMARY

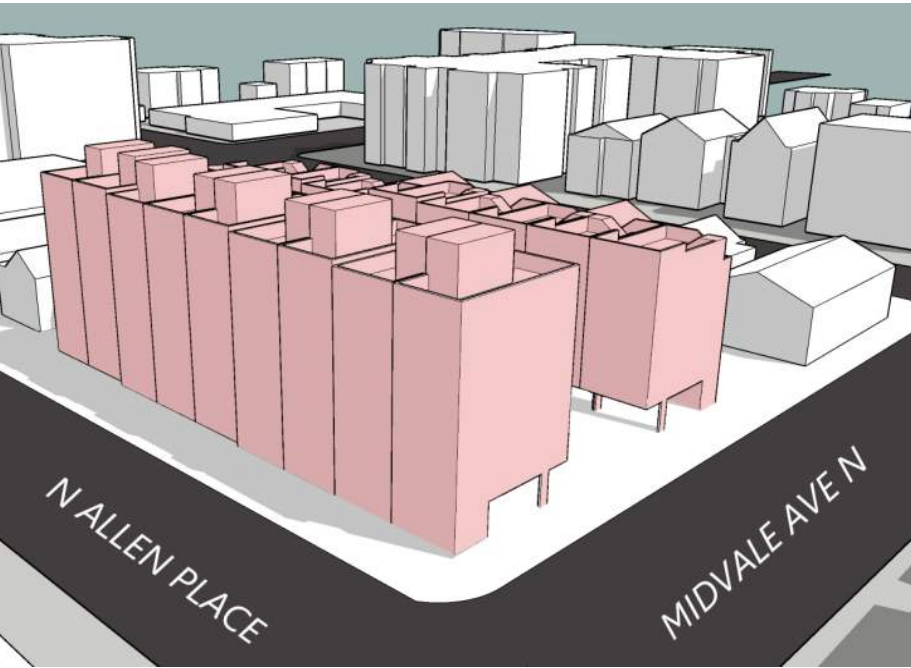
EDG: OPTION 1

# OF UNITS:	18 dwelling units
AMENITY AREA:	Lot A: 1,250 SF required < 3,092 SF provided Lot B: 2,350 SF required < 4,782 SF provided
HEIGHT:	Max allowed: 50' + 10' Penthouse
FAR:	Max allowed: Lot A - 11,500 SF > 9,840 SF provided Lot B - 21,620 SF > 18,560 SF provided
BIKE STALL:	Lot A - 6 long-term + 2 short-term required & provided Lot B - 12 long-term + 2 short-term required & provided
PARKING STALL:	0 required, 18 provided (Lot A - 6, Lot B - 12)
OPPORTUNITIES:	Increased unit count to maximize FAR & height. Separation between buildings for reduced mass
CONSTRAINTS:	Light and view reduction at interior space of lot. Variance required for removal of exceptional tree Multiple curb cuts required along N. Allen. Increased height imposes on neighboring buildings
COMPLIANCE:	The proposal is code compliant.



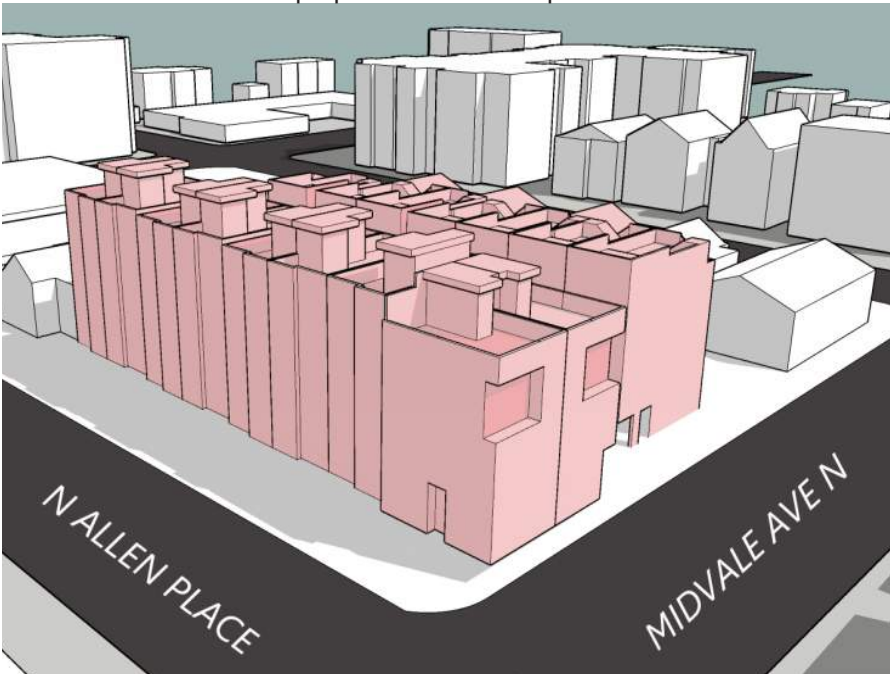
EDG: OPTION 2

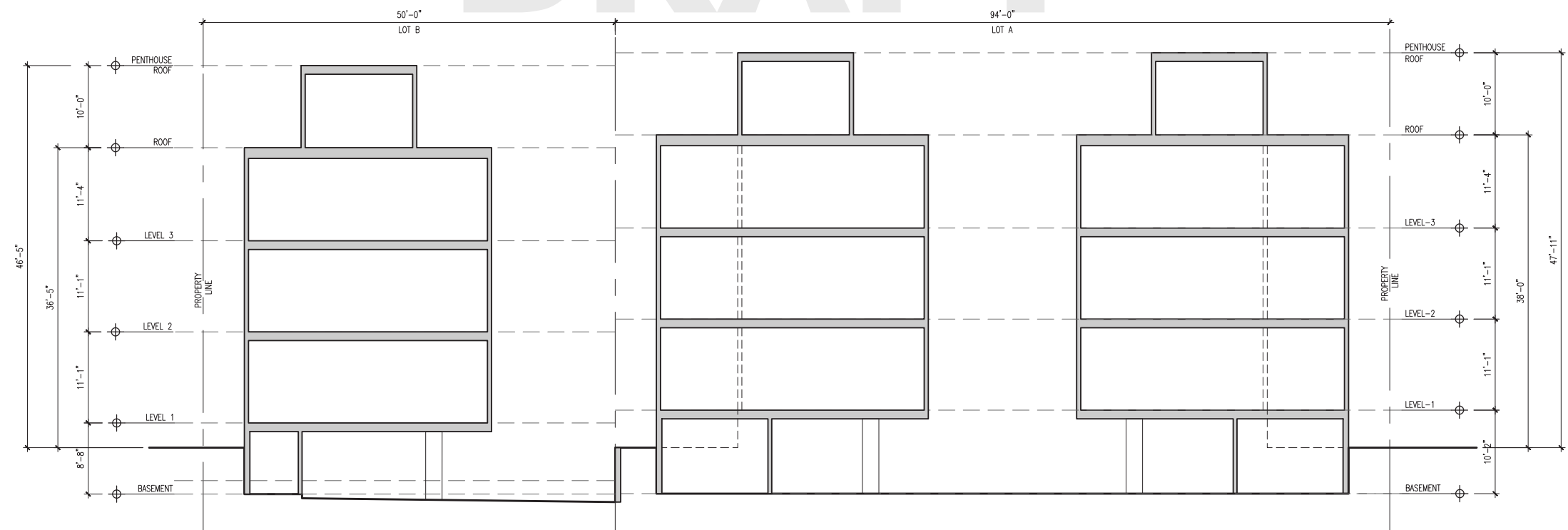
# OF UNITS:	17 dwelling units
AMENITY AREA:	Lot A: 1,800 SF required < 4,856 SF provided Lot B: 1,800 SF required < 4,370 SF provided
HEIGHT:	Max allowed: 50' + 10' Penthouse
FAR:	Max allowed: Lot A - 16,560 SF > 14,809 SF provided Lot B - 16,560 SF > 11,057 SF provided
BIKE STALL:	Lot A - 9 long-term + 2 short-term required & provided Lot B - 8 long-term + 2 short-term required & provided
PARKING STALL:	0 required, 15 provided (Lot A - 9, Lot B - 6)
OPPORTUNITIES:	Reduced Mass at S property line. Maximizes unit count along N. Allen. Increased ground amenity at SE corner
CONSTRAINTS:	Does not maximize height or FAR. Increased drive aisle and curb cut on Midvale Ave. Variance required for removal of exceptional tree. Lot A massing imposing on N. Allen.
COMPLIANCE:	The proposal is code compliant.



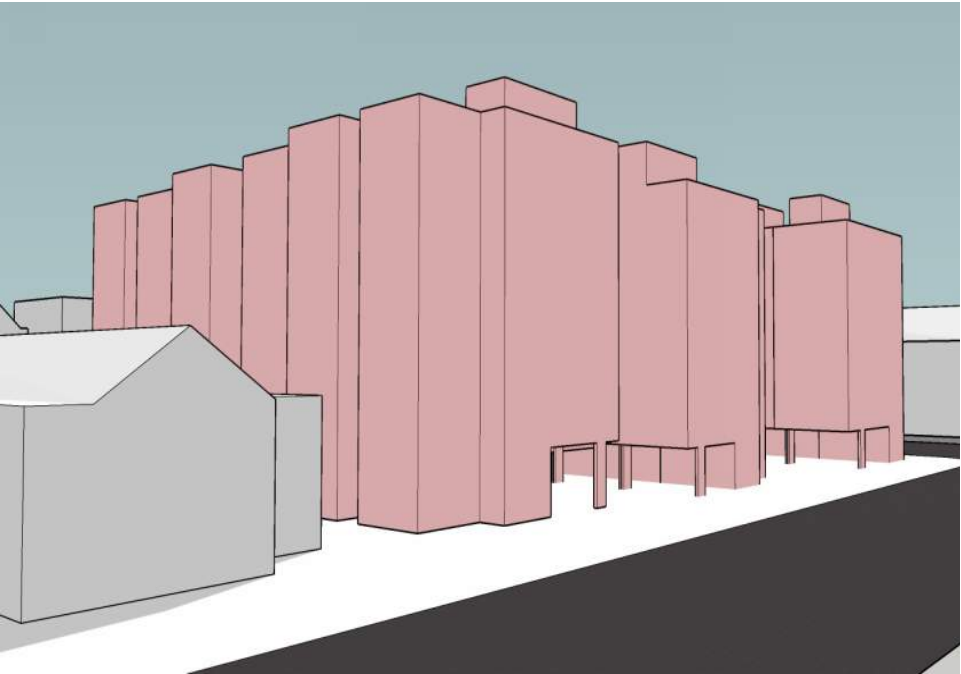
EDG: OPTION 3 (PREFERRED)

# OF UNITS:	17 dwelling units
AMENITY AREA:	Lot A: 1,792 SF required < 4,425 SF provided Lot B: 1,807 SF required < 4,898 SF provided
HEIGHT:	Max allowed: 50' + 10' Penthouse
FAR:	Max allowed: Lot A - 16,491 SF > 14,070 SF provided Lot B - 16,629 SF > 12,257 SF provided
BIKE STALL:	Lot A - 9 long-term + 2 short-term required & provided Lot B - 8 long-term + 2 short-term required & provided
PARKING STALL:	0 required, 15 provided (Lot A - 8, Lot B - 7)
OPPORTUNITIES:	Reduced Mass at S property line. Modulation at street & corner provides rhythm & reduces perceived mass along street Single drive entry for both lots. Increased ground level green space Exceptional tree incorporated into community amenity
CONSTRAINTS:	Does not maximize height or FAR. Variance required for 15' side lot setback
COMPLIANCE:	The proposal is code compliant.

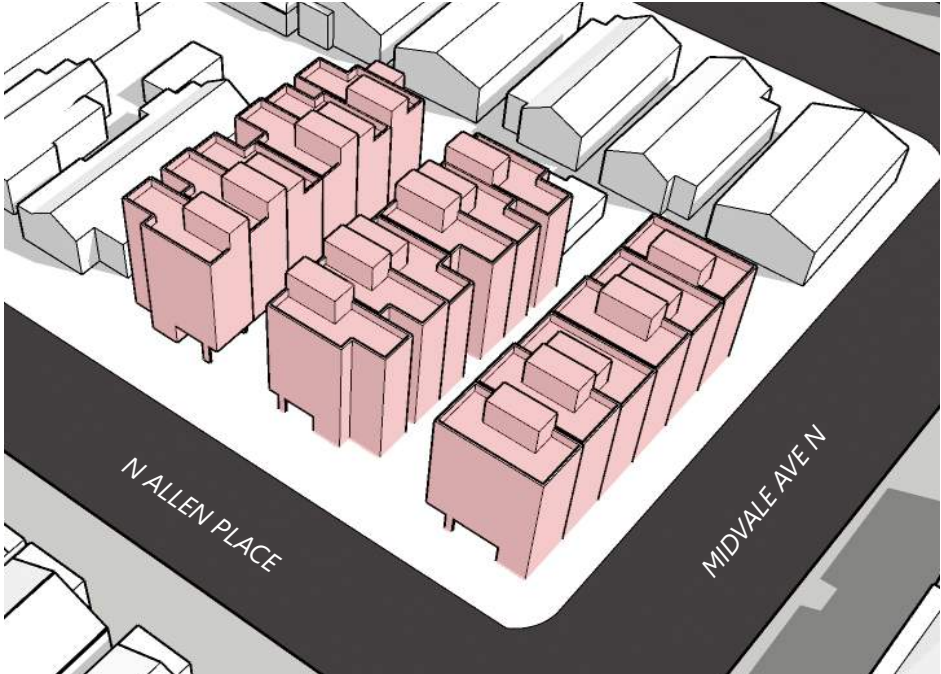




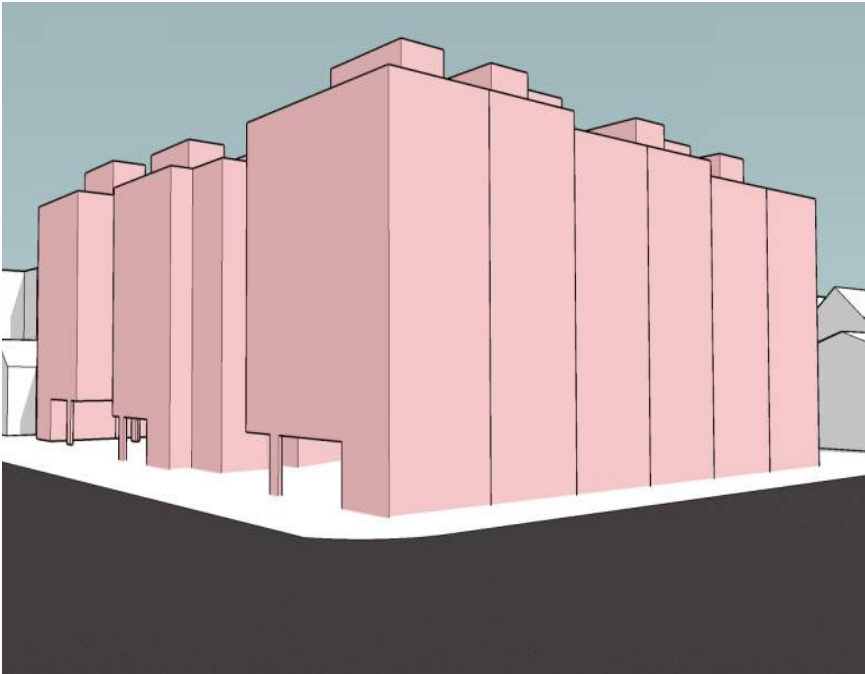
DIAGRAMMATIC LONGITUDINAL SECTION



STREET VIEW LOOKING SOUTHWEST

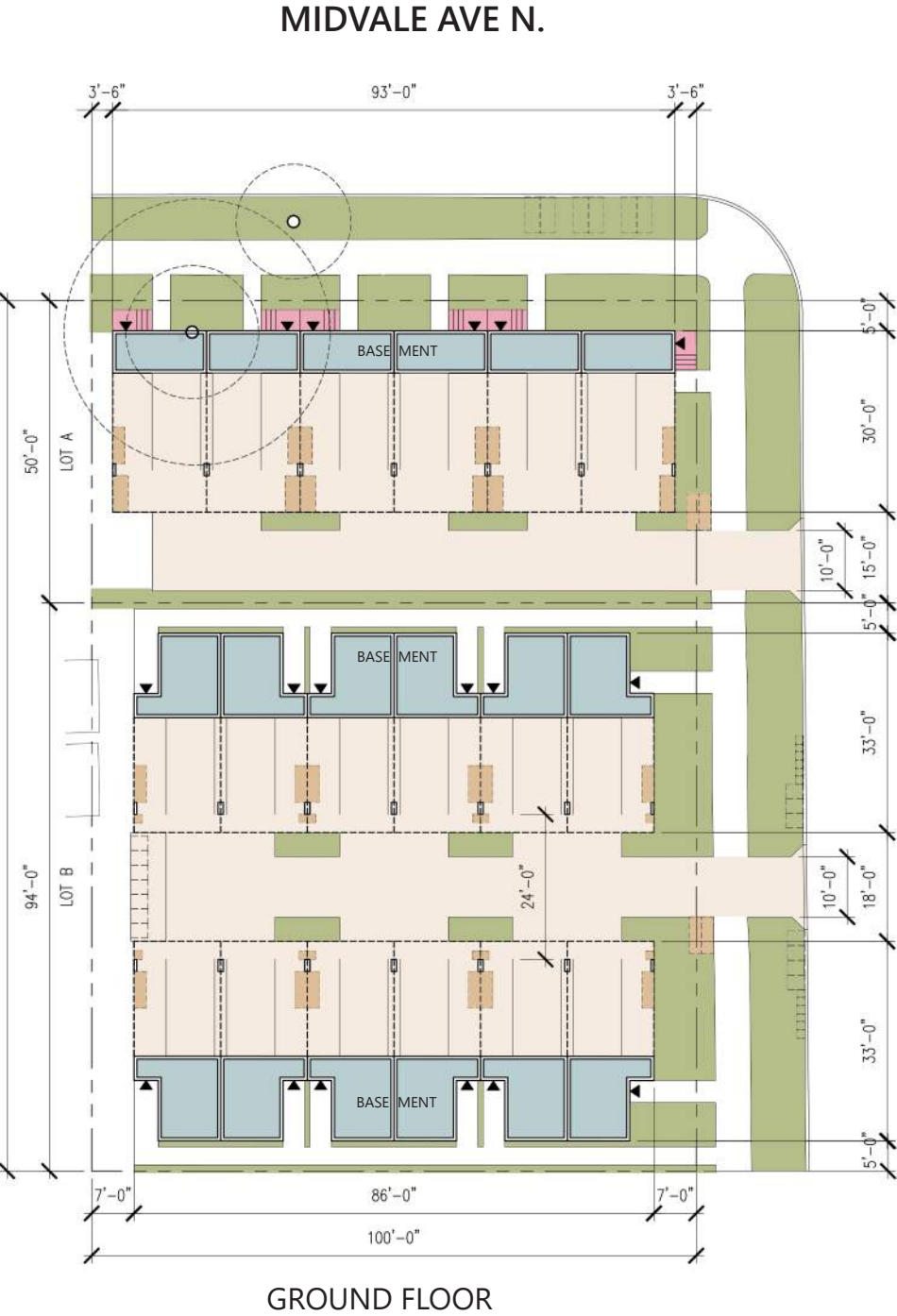


AERIAL VIEW

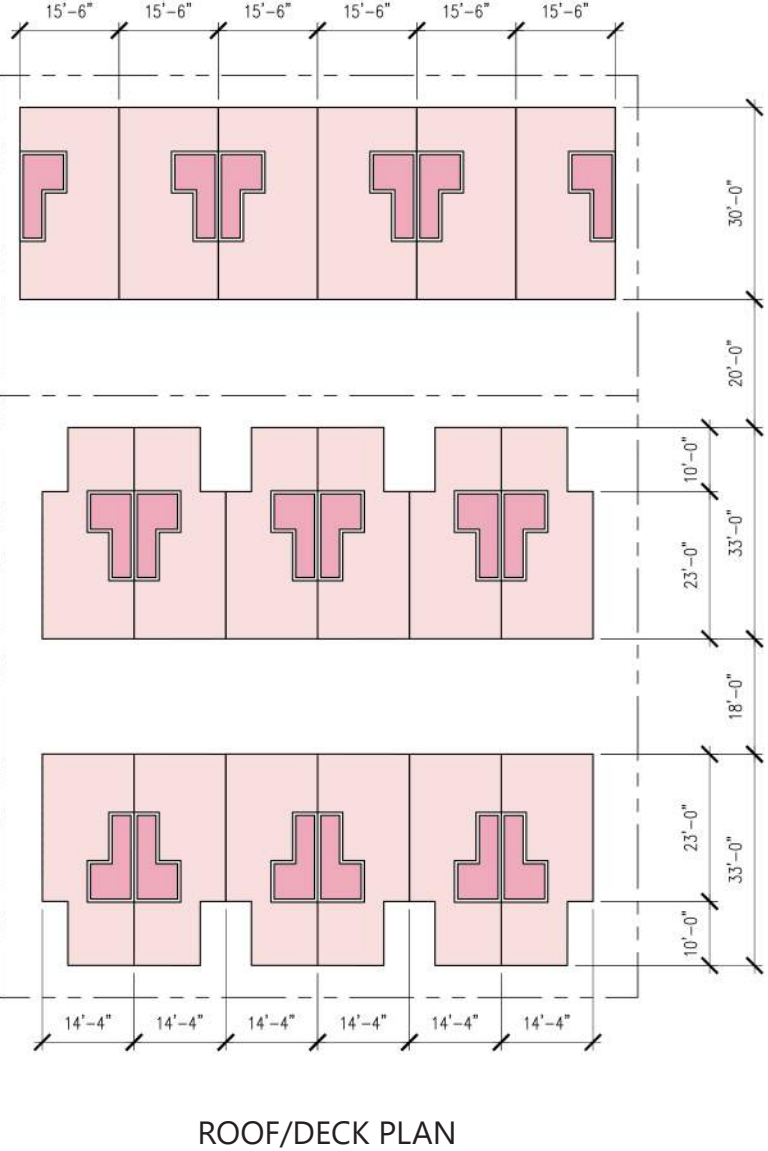
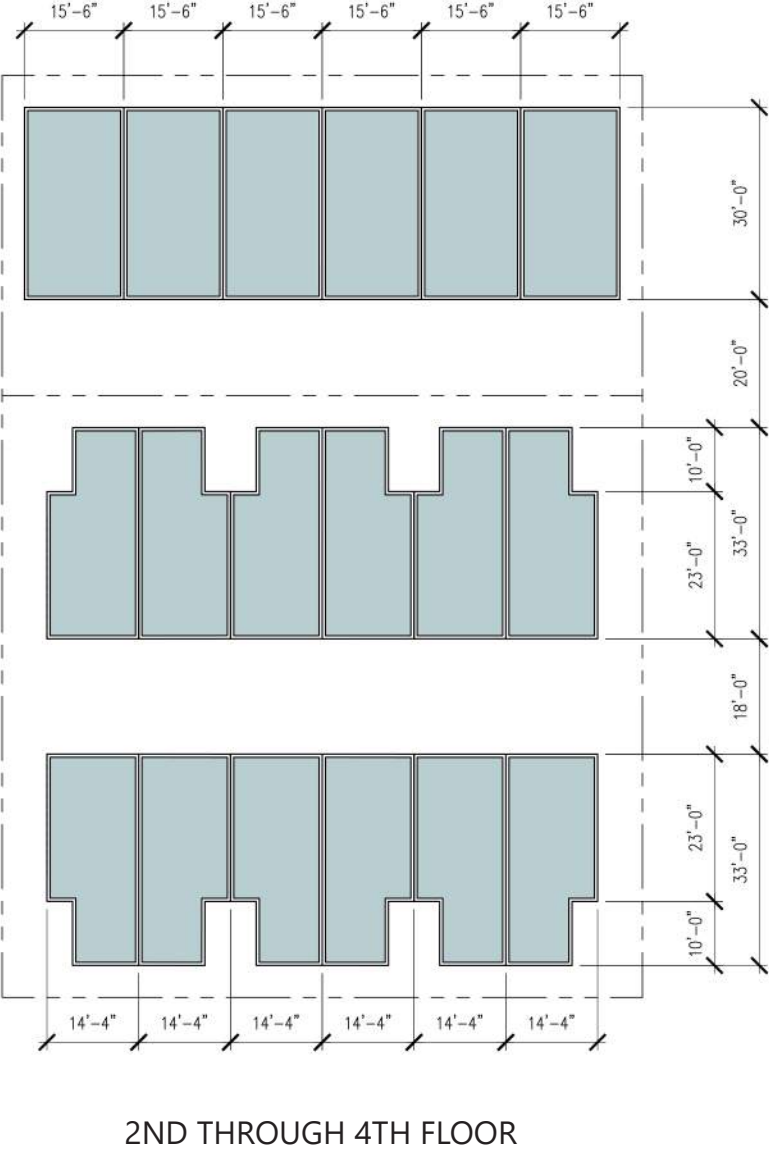


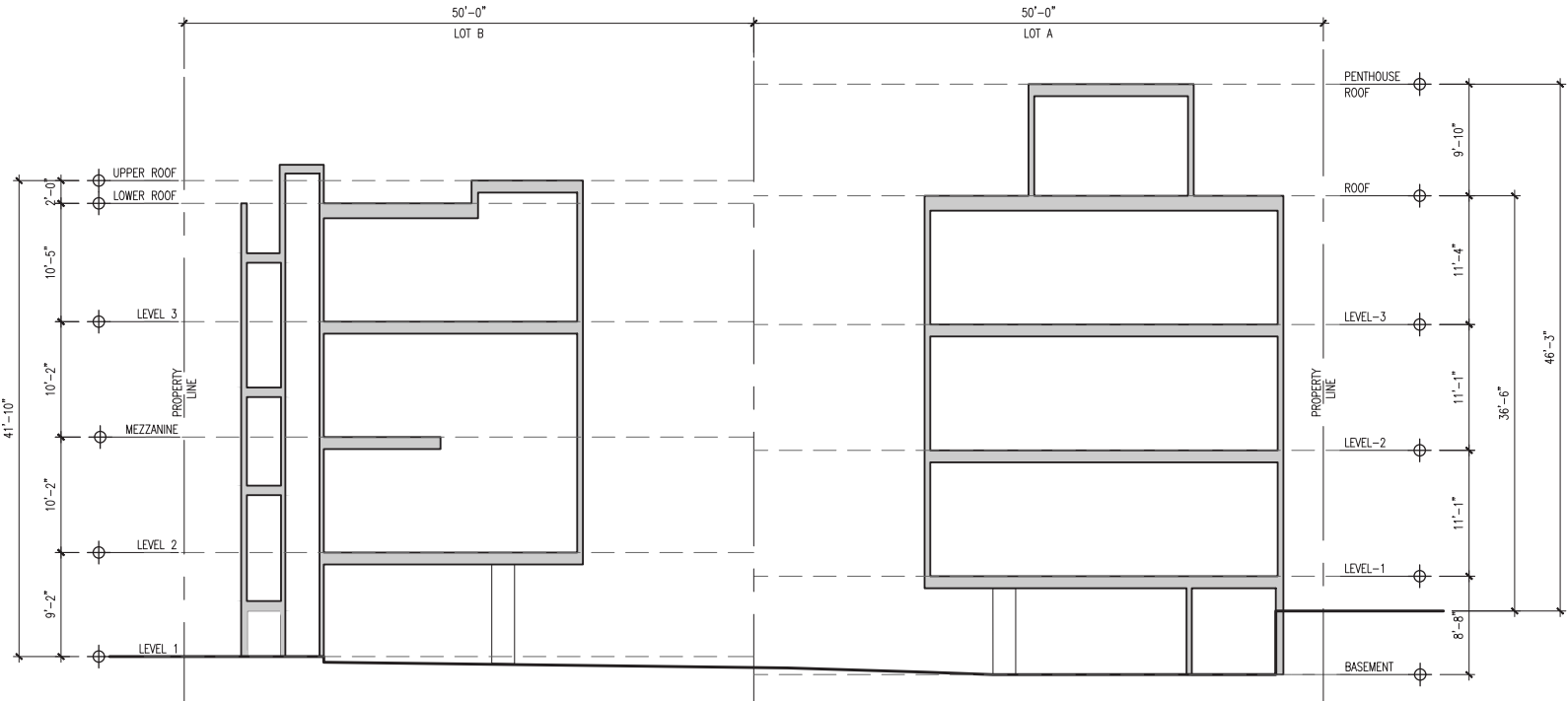
STREET VIEW LOOKING SOUTHEAST

DESIGN OPTION 1 PLANS

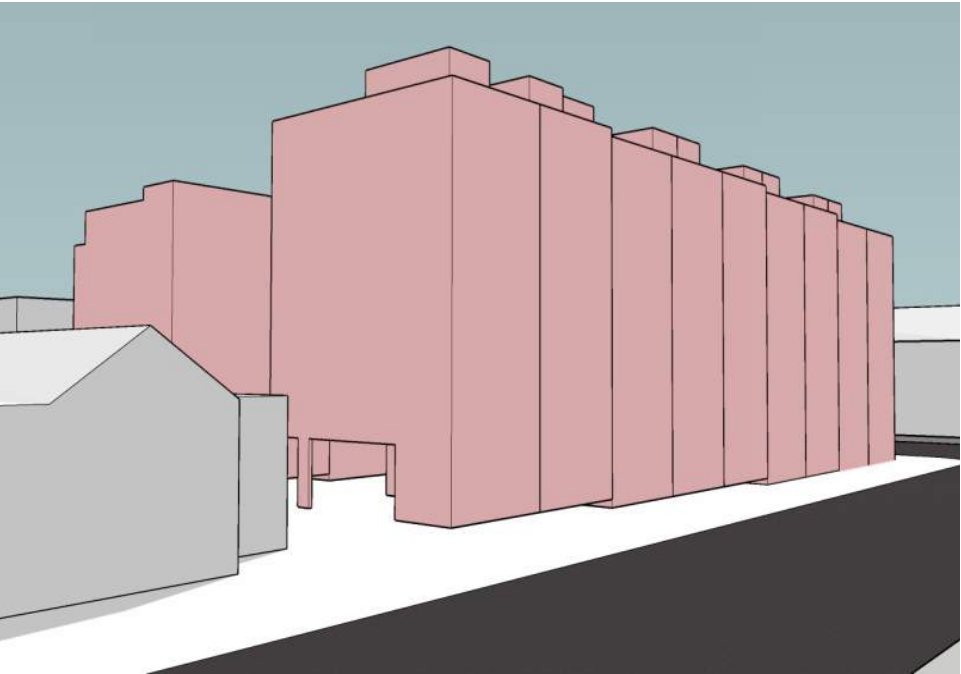


NORTH ALLEN PL.

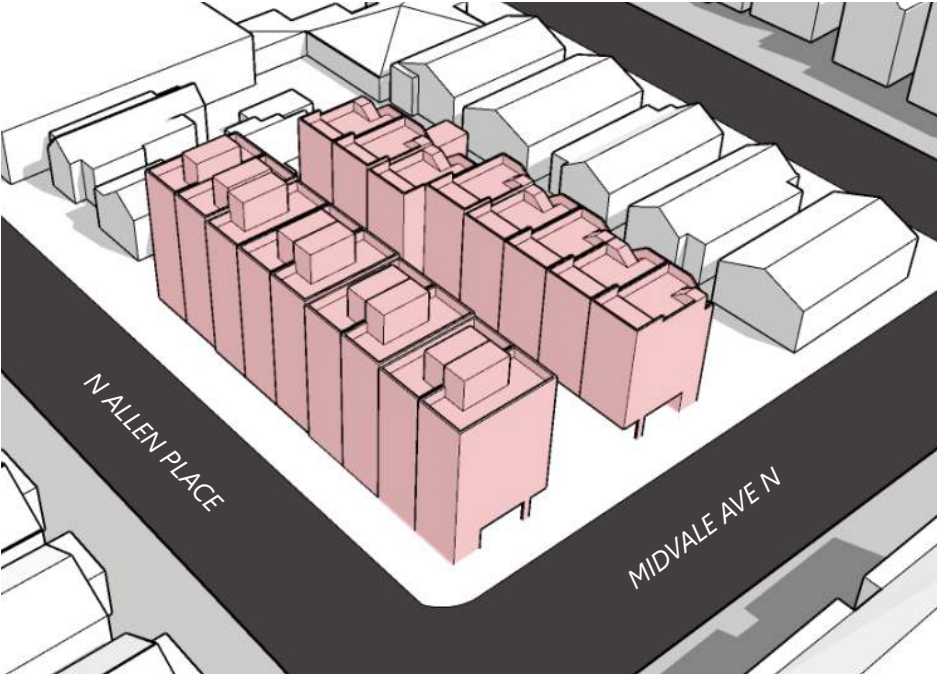




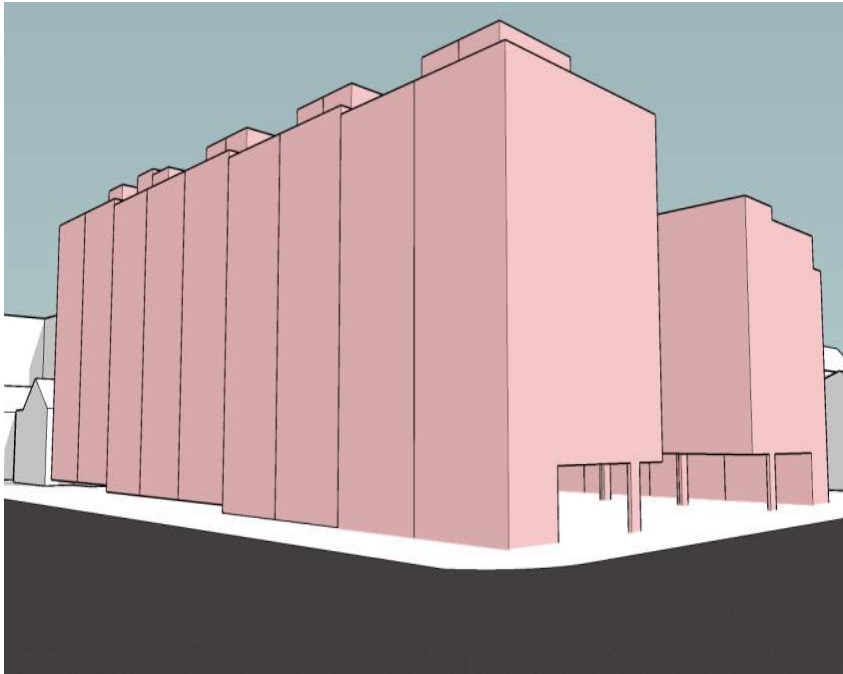
DIAGRAMMATIC LONGITUDINAL SECTION



STREET VIEW LOOKING SOUTHWEST



AERIAL VIEW

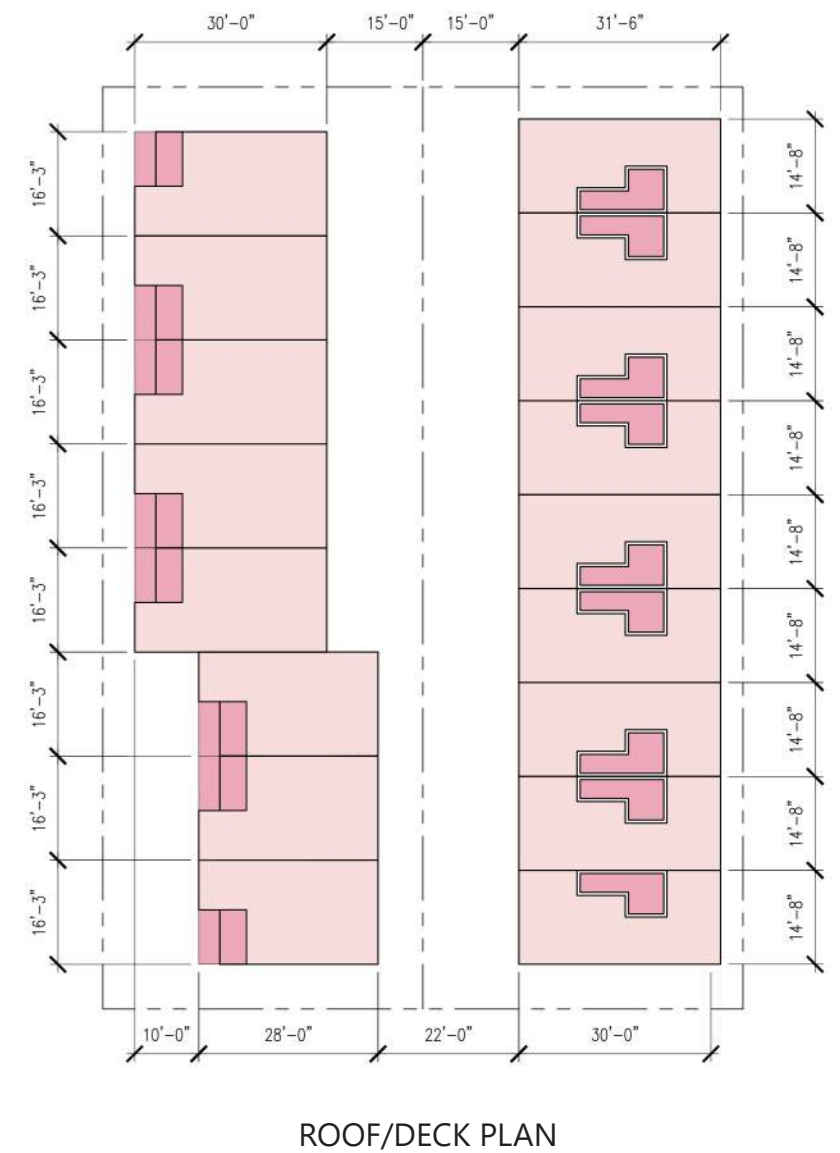


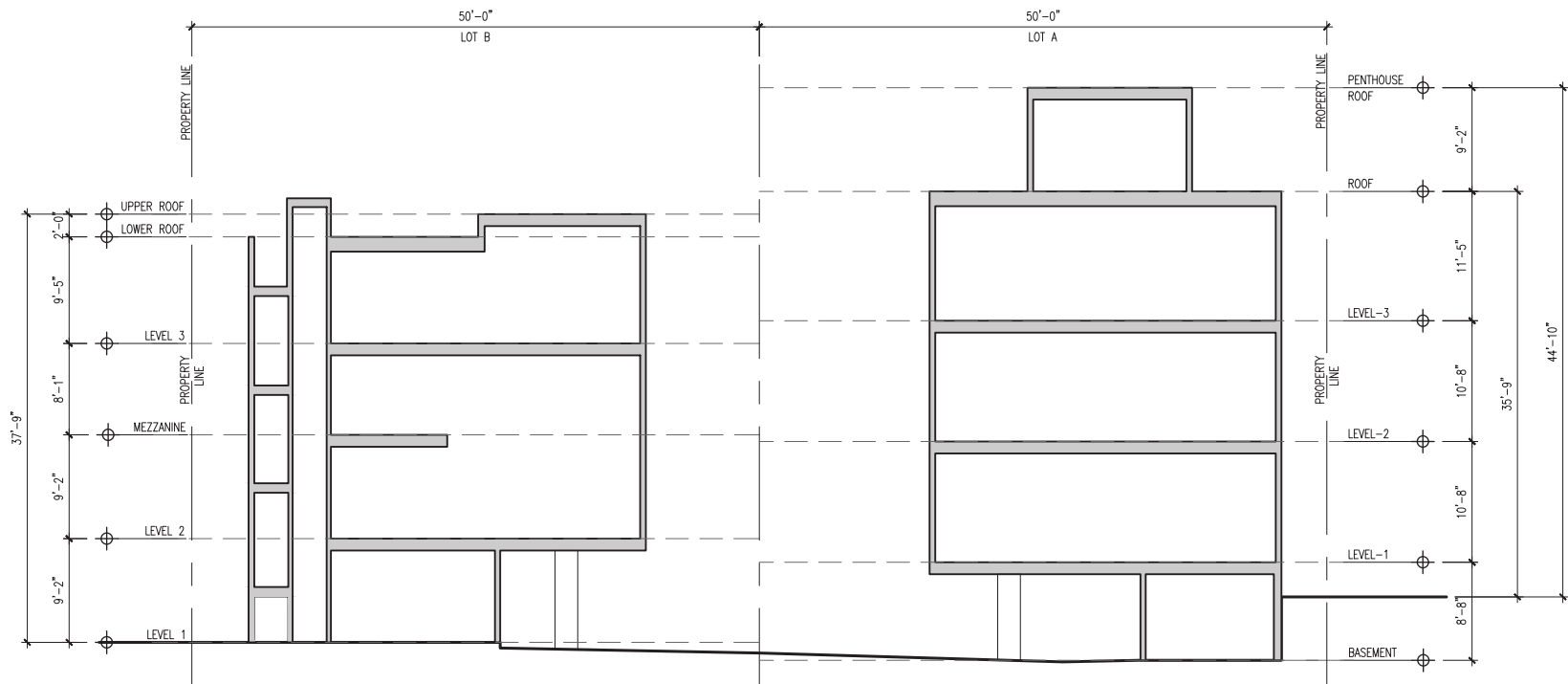
STREET VIEW LOOKING SOUTHEAST

RESIDENTIAL DECK STAIRS

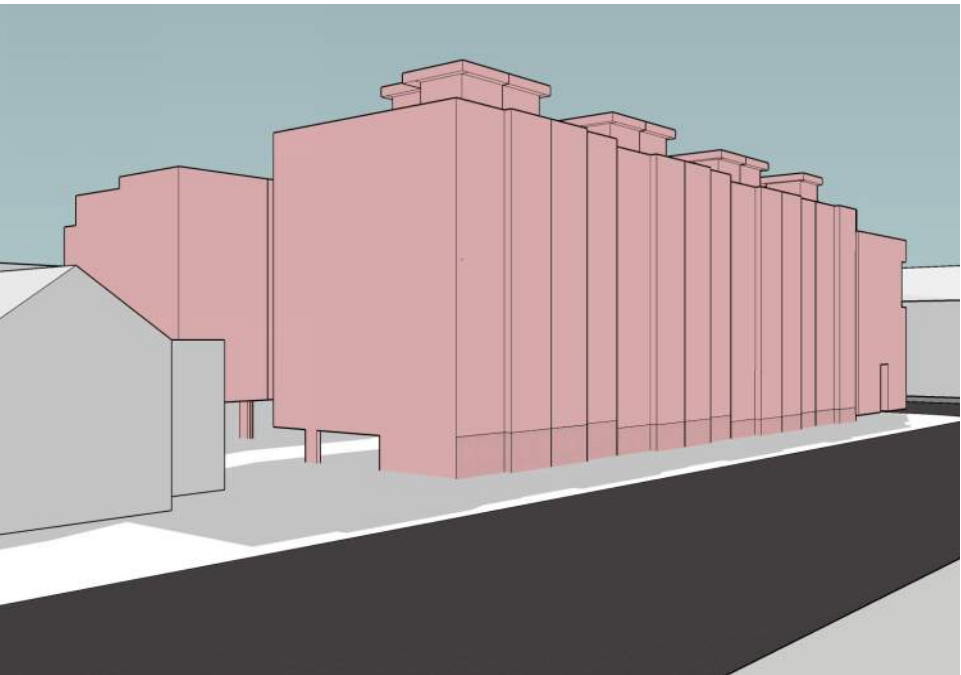
UTILITY

MIDVALE AVE N.





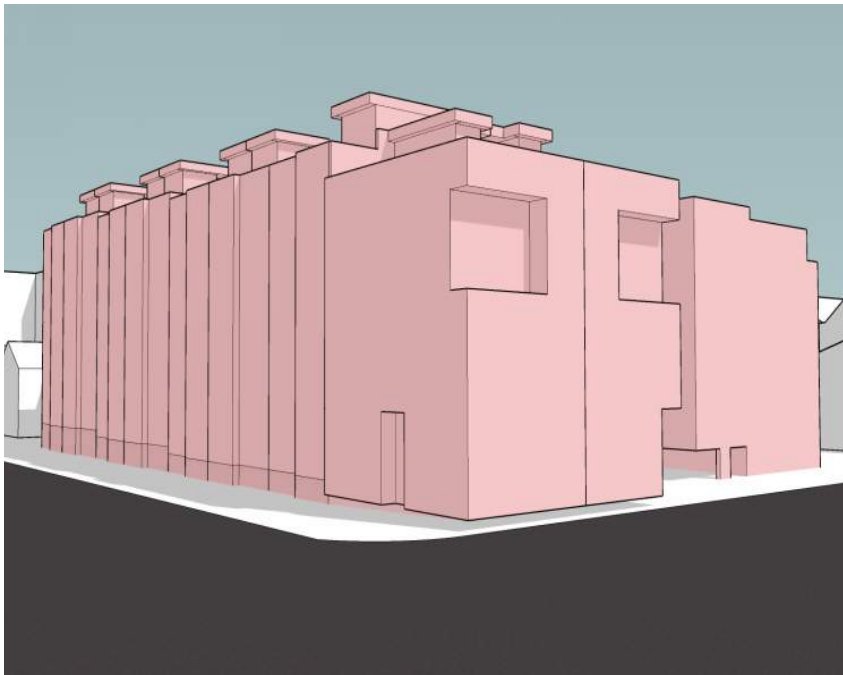
DIAGRAMMATIC LONGITUDINAL SECTION



STREET VIEW LOOKING SOUTHWEST



AERIAL VIEW



STREET VIEW LOOKING SOUTHEAST

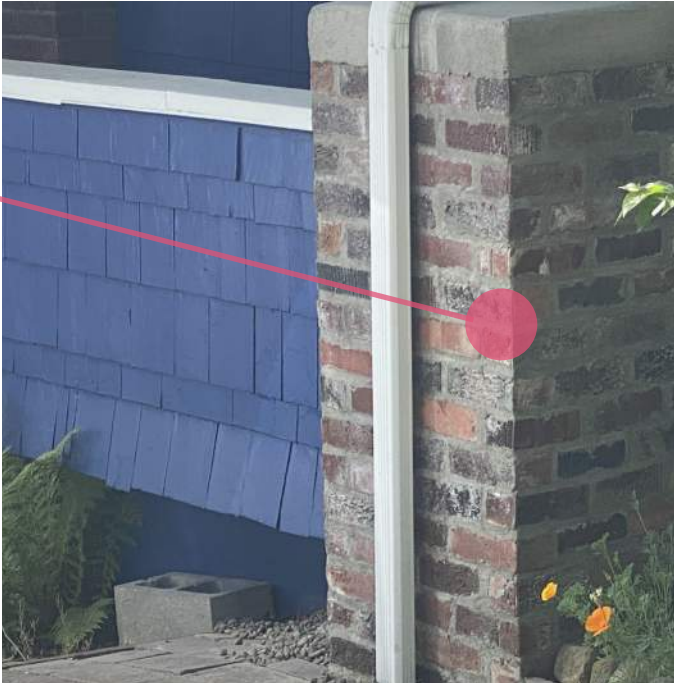


4453-4455 STONE WAY N - ORI STONE WAY APARTMENTS (8.8)

EVEN THOUGH THE MADISON VALLEY NEIGHBORHOOD IS COMPRISED OF MULTIPLE BUILDING STYLES AND USES, DEFINING ACCENTS AND MATERIAL PATTERNS CAN BE FOUND THROUGHOUT. IT IS THAT AESTHETIC WHICH SERVES AS PRECEDENT AND INSPIRATION FOR FUTURE DEVELOPMENTS IN THE AREA.



REDDISH-TONED WOOD PANELLING. (8.8)



USE OF BRICK AND WOOD SIDING. (8.8)



ORI STONE WAY APARTMENTS (8.8)
GLAZING MAXIMIZATION ON EAST AND SOUTH FACADES.



ORI STONE WAY APARTMENTS (8.8)
BRICK SIDING AND ELEVATED ENTRANCE.



4459 MIDVALE AVE N (8.8)
BRIGHT COLOR POPS AND ELEVATED ENTRANCE.



4461 MIDVALE AVE N (8.8)
VISIBLE GARAGE FROM STREET.



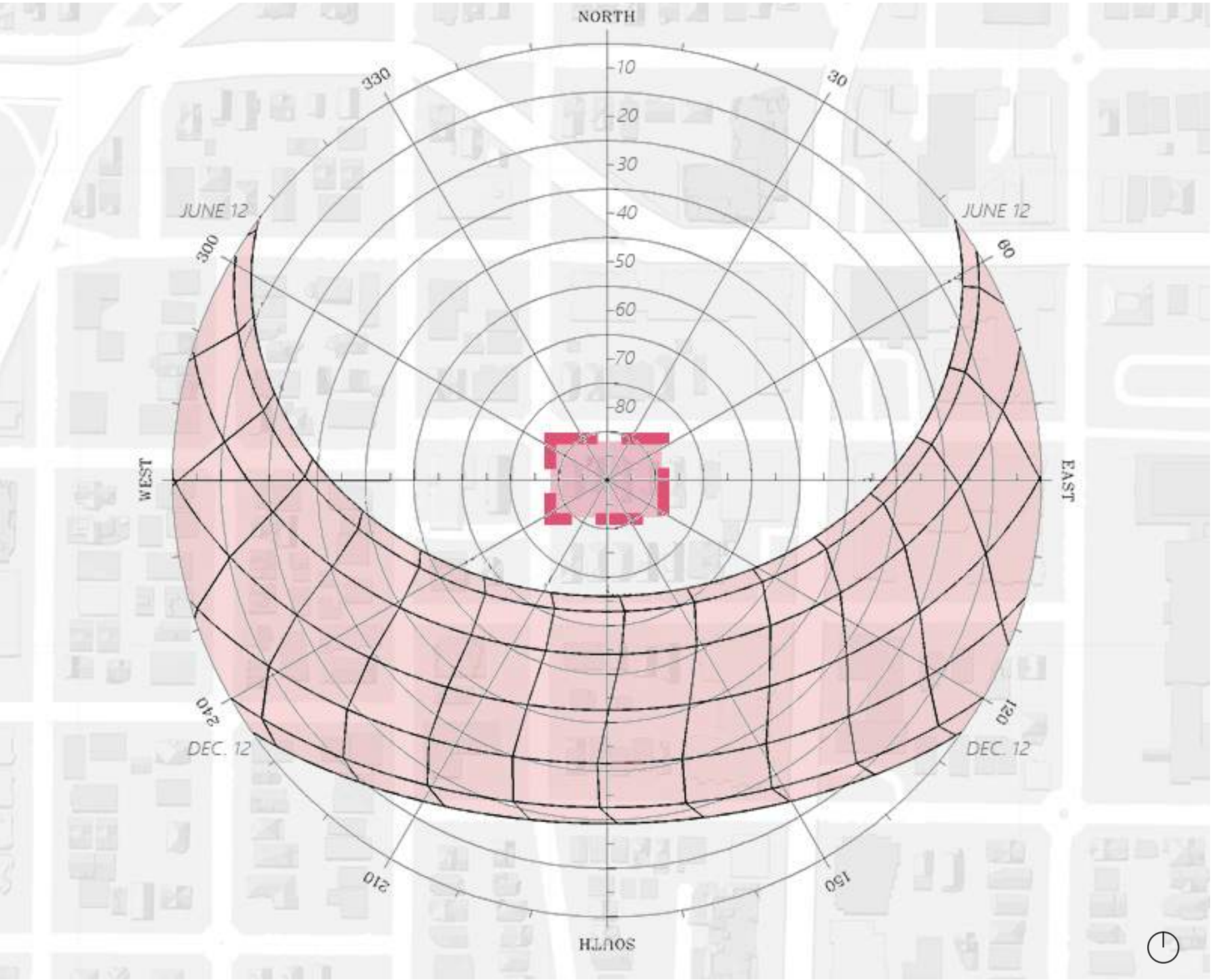
1102 N ALLEN PLACE (8.8)
GLAZING MAXIMIZATION ON SOUTHERN FACADE.



4501 MIDVALE AVE N (8.8)
MUTED NEUTRAL TONES.



1205 N 45TH STREET (8.8)
MULTI-STORY WITH COLOR POP.



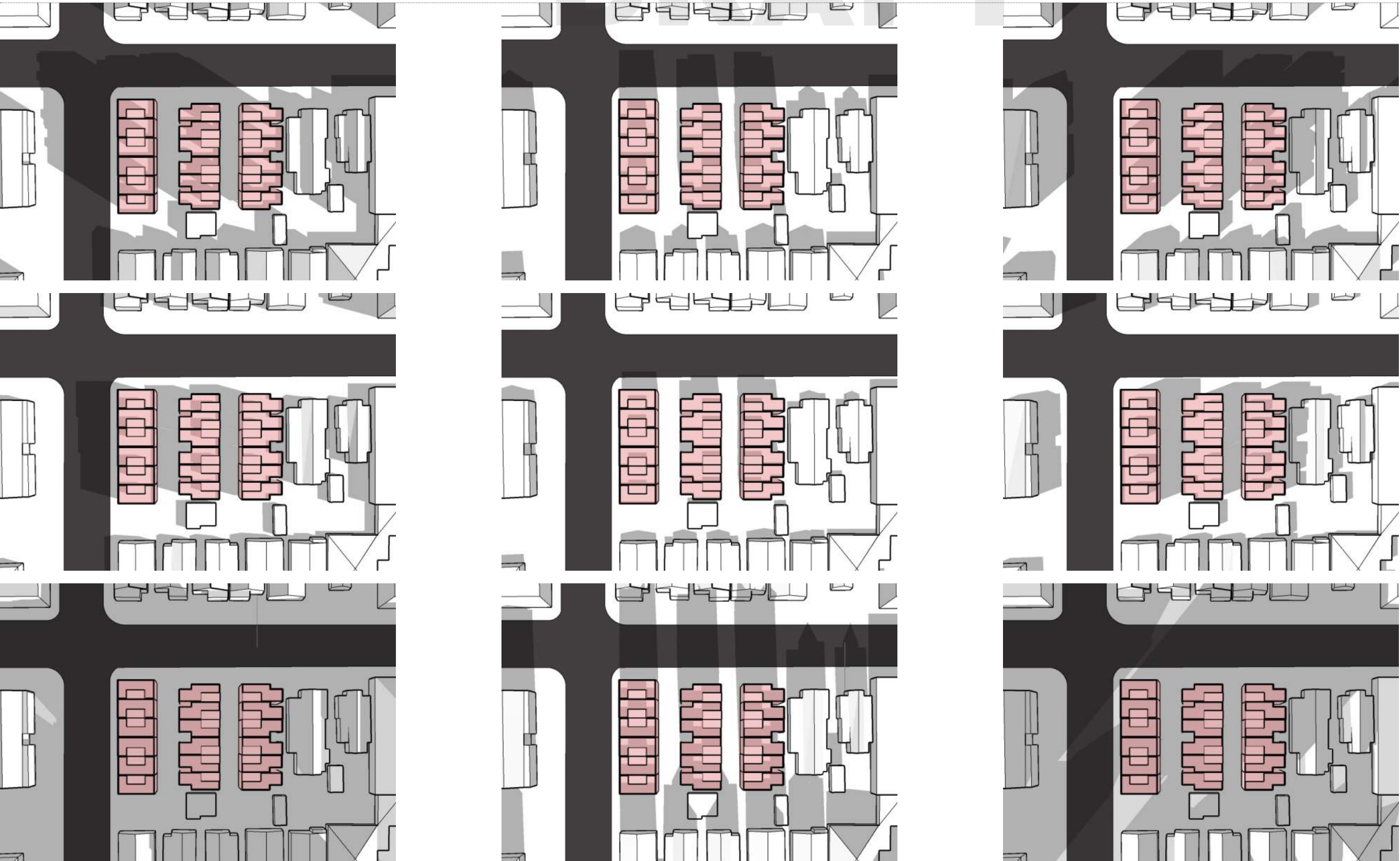
SOLAR DESIGN APPROACH

THE PREFERRED OPTION IS OF SIMILAR HEIGHT TO THE NEIGHBORING BUILDING SOUTH OF THE PARCEL AND CLOSEST IN HEIGHT, OF THE THREE OPTIONS, TO THE BUILDING NORTH OF THE PARCEL.

THE SEPARATION OF THE PREFERRED OPTION INTO WEST AND EAST UNITS PROVIDES THE ABILITY TO BRING DIRECT LIGHT INTO THE CENTER OF THE SITE DURING THE SUMMER AND INDIRECT LIGHT DURING THE WINTER. THIS OPTION WILL ALSO PROVIDE LIGHT INTO THE MIDDLE OF THE ADJACENT BUILDING TO THE NORTH.

EACH UNIT BENEFITS FROM DIRECT SUNLIGHT THROUGH THE ENTIRE YEAR DURING MIDDAY HOURS. THE DESIGN INCORPORATES USING LARGER WINDOWS AT THE SOUTHWEST FACADES TO TAKE ADVANTAGE OF WHERE A MAJORITY OF THE SUNLIGHT REACHES THE SITE. LARGE WINDOWS ON THE NORTHEAST FACADES WILL PROVIDE INDIRECT LIGHT.

DRAFT



EQUINOX
MARCH 21
SEPTEMBER 21

SUMMER SOLSTICE
JUNE 21

WINTER SOLSTICE
DECEMBER 21

9:00 AM

12:00 PM

3:00 PM





EQUINOX
MARCH 21
SEPTEMBER 21

SUMMER SOLSTICE
JUNE 21

WINTER SOLSTICE
DECEMBER 21

9:00 AM

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DECEMBER 21

9:00 AM

12:00 PM

3:00 PM



EDG option 1 & 2 Departure Request:

Departure to remove exceptional tree at southwest corner of lot B to maximize site development

Reason for request:

The current location of the exceptional tree significantly impacts the full development of the site. Departures through SMC 25.11.070.A.2 or SMC 23.41.012 would be an undesirable alternative to exceptional tree removal as designs to accommodate either code would increase the height of the project negatively impacting the current neighborhood scale.

Code Requirement:

SMC 25.11.070.A.2: The Director may permit the exceptional tree to be removed only if the total floor area that could be achieved within the maximum permitted FAR and height limits of the applicable Lowrise zone according to Title 23 cannot be achieved while avoiding the tree protection area through the following

- a. Development standard adjustments permitted in Section 23.41.018 or the departures permitted in Section 23.41.012.
- b. An increase in the permitted height as follows under subsection 25.11.070.A.3.

SMC 23.41.012.10.b

Departures of up to an additional 0.5 FAR may be granted if the applicant demonstrates that:

- 1) The departure is needed to protect a tree that is located on the lot that is either an exceptional tree, as defined in Section 25.11.020, or a tree greater than 2 feet in diameter measured 4.5 feet above the ground; and
- 2) Avoiding development in the tree protection area will reduce the total development capacity of the site;

EDG Option 3 (preferred) Departure Request:

We are requesting a departure of the Maximum Façade Length along the north property line of lot B due to being 26.4’ over the minimum 65%.

Reason for request:

Typically, with a lot of this depth, there would be room to properly space multiple buildings so that no side façade would exceed 65% within 15’ of the property line. This design maintains the exceptional tree located in the southwest corner of the lot, thus reducing the buildable area and available depth for multiple buildings while maximizing FAR.

The design incorporates a shared drive with Lot A which mitigates the distance between the buildings on Lot A and Lot B. Where typically townhomes on a shared lot line would be 10’-14’ apart, the average for this development is 22.8’. Lot A is in full compliance with SMC23.45.527.B.1 with 24.7’ or 17.5% of façade within 15’ of the property line.

The design of the two lots together provides the following façade separation between building:

- 25’ of separation for 47.3’ of the façades
- 23’ of separation for 30’ of facades
- 21’ of separation for 12.7’ of the facades
- 20’ of separation for 30’ of facades

Code Requirement:

SMC 23.45.527.B.1 Maximum Facade length: The maximum combined length of all portions of façades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65% of length of lot

Maximum façade length allowed within 15’ of lot line: 93.6’

Lot B north façade within 15’ of lot line: 120’ or 85%, (20% over allowed)

