

MAGNOLIA 4311
4307-4317 35th Avenue W
Seattle, WA 98199

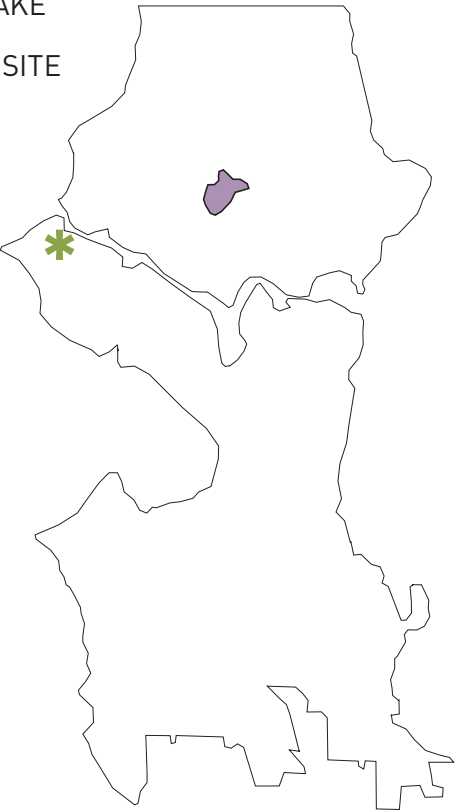
SDCI PROJECT #:
3041426-EG
6994733-CN



4307-4317 35TH AVE. W

CITYWIDE MAP

-  GREEN LAKE
-  PROJECT SITE



SITE INFORMATION

4307-4317 35th Avenue W
APN: 423420-0000
Zoning: LR3 RC [M]
Lot Area: 10,221± SF
Current Use: Apartments

DEVELOPMENT GOALS

8 Townhouses with garages
No Live/Work Units
No Commercial Space

DEVELOPMENT STATEMENT

Magnolia 4311 seeks to replace an outdated single-story apartment building with modern, efficient townhouses. Larger, family-size units are proposed, better meeting the needs of the area while increasing the number of units on the lot. Off-street parking is provided to each unit, mitigating its impact on the vicinity.

Magnolia 4311 also seeks to provide a modern aesthetic while responding to its architectural context. Its careful massing and fenestration, quality detailing and simple materials will further contribute to this context.

PROJECT TEAM

OWNER + DEVELOPER
4311 Discovery, LLC
19209 NE 165th St
Woodinville, WA 98077

ARCHITECT + APPLICANT

Citizen Design
10 Dravus Street
Seattle, WA 98109
Contact: Jacob Young
E: jyoung@collaborativeco.com
T: 206.535.7908

LANDSCAPE ARCHITECT
ROOT OF DESIGN
2020 Maltby Road #7
Bothell, WA 98021

VICINITY MAP

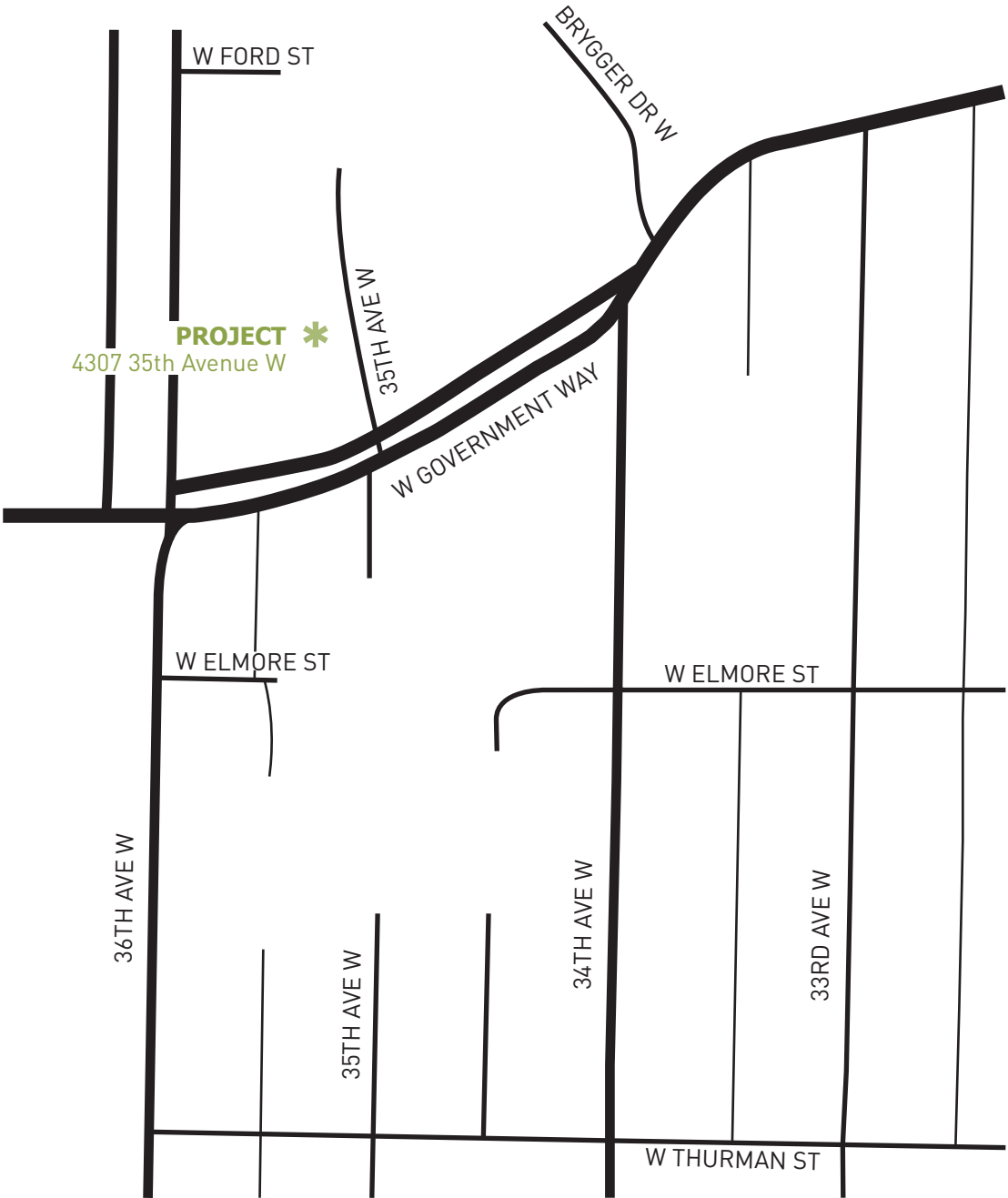


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ZONING KEY

	LR3 RC [M] - LOWRISE MULTIFAMILY
	NR3 - NEIGHBORHOOD RESIDENTIAL
	NC1-55 [M] - NEIGHBORHOOD COMMERCIAL

- ZONING SUMMARY**
- The vicinity contains Neighborhood Commercial [NC1-55 [M]], Low Rise [LR3 RC [M]] and Neighborhood Residential [NR3] zoning.
 - The northerly abutting property is zoned NR3. The southerly abutting property is split-zoned between LR3 RC [M] and NR3.



LAND USE KEY

	SINGLE FAMILY
	TOWNHOUSES
	MULTIFAMILY
	COMMERCIAL

- LAND USE SUMMARY**
- The predominant land uses of the block vicinity are single- and multifamily residential.
 - Some townhouse developments exist on the same block as the project site, including the immediate neighbor to the north.
 - Some detached houses remain from early 20th Century development.
 - One commercial building is present on the block.
 - Public parks are nearby, including Kiwanis Ravine to the north and Discovery Park to the west.

AXONOMETRIC KEY

- NINE-BLOCK AXONOMETRIC
- LOCAL AMENITIES



DISCOVERY PARK

PROJECT SITE
4307 35TH AVE W

METROPOLITAN
MARKET

W GOVERNMENT WAY
NEIGHBORHOOD
COMMERCIAL AREA

KIWANIS
MEMORIAL
PRESERVE PARK

LAWTON
ELEMENTARY

SALMON BAY
MARINE CENTER

TRANSIT + ACCESS

- 34TH AVE W + W ELMORE ST: ROUTE 24
This stop is approximately 0.2 miles southeast of the subject parcel. Southbound service is provided to Magnolia and Discovery Park South Parking Lot. Northbound service is provided to West Queen Anne and Downtown Seattle. Southbound and northbound Route 24 headways are approximately 30 minutes.
- 34TH AVE W + W GOVERNMENT WAY: ROUTE 24
This stop is approximately 675 ft southeast of the subject parcel.
- W GOVERNMENT WAY + 33RD AVE W/34TH AVE W: ROUTES 24 & 33
This stop is approximately 0.2 miles east of the subject parcel. Eastbound Route 33 provides service to similar destinations as eastbound Route 24. Westbound Route 33 provides service to Discovery Park North Parking Lot. Eastbound and westbound Route 33 headways are approximately 30 minutes.
- DEDICATED BIKE LANE
The dedicated bike lane along W Government Way is 150 ft south of the subject parcel. Its eastbound terminus is at its intersection with W Plymouth St. In the westbound direction, it provides access to the Discovery Park.

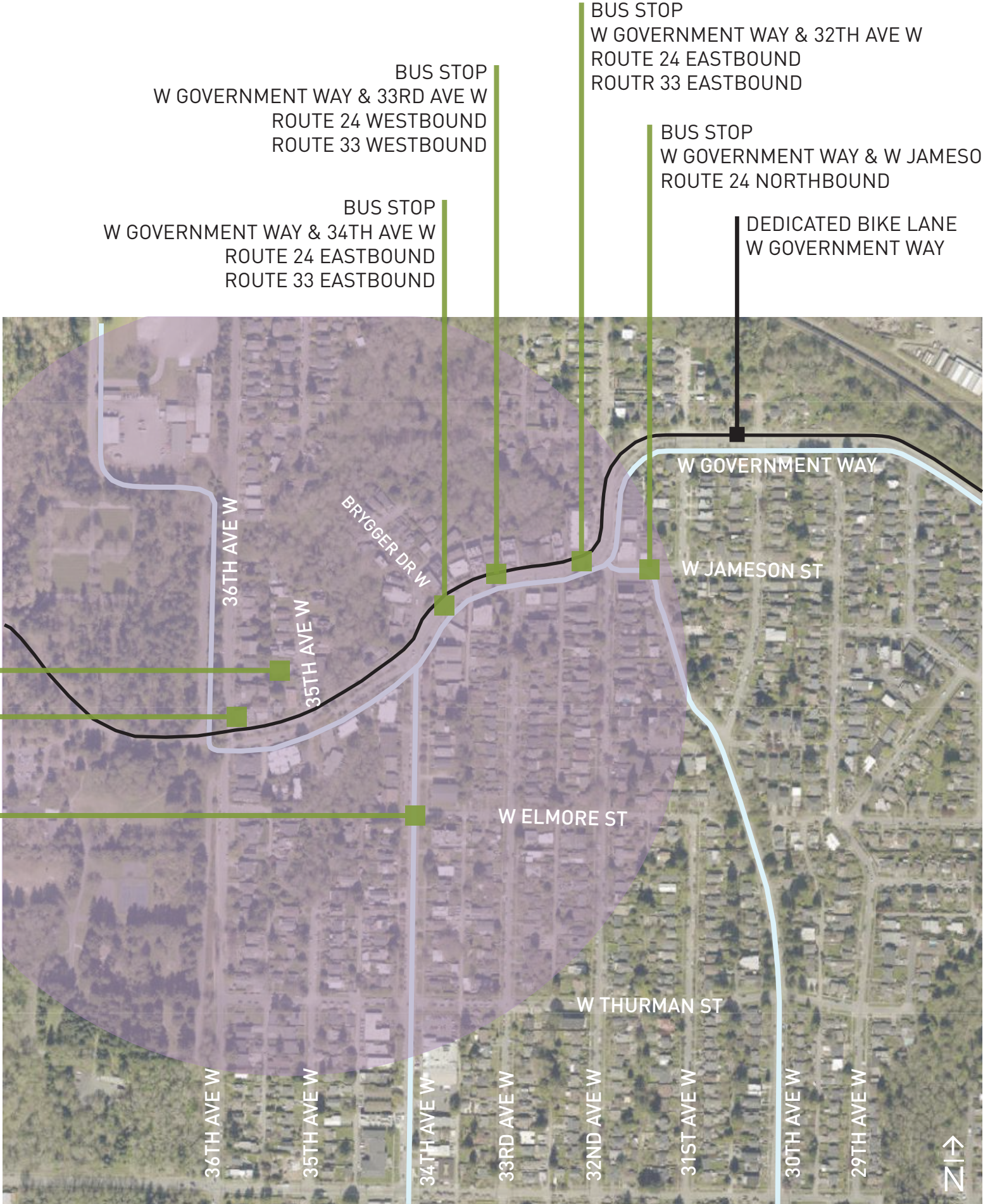
PEDESTRIAN ZONE
Pedestrian access is provided on ADA-accessible sidewalks along W Government Way.

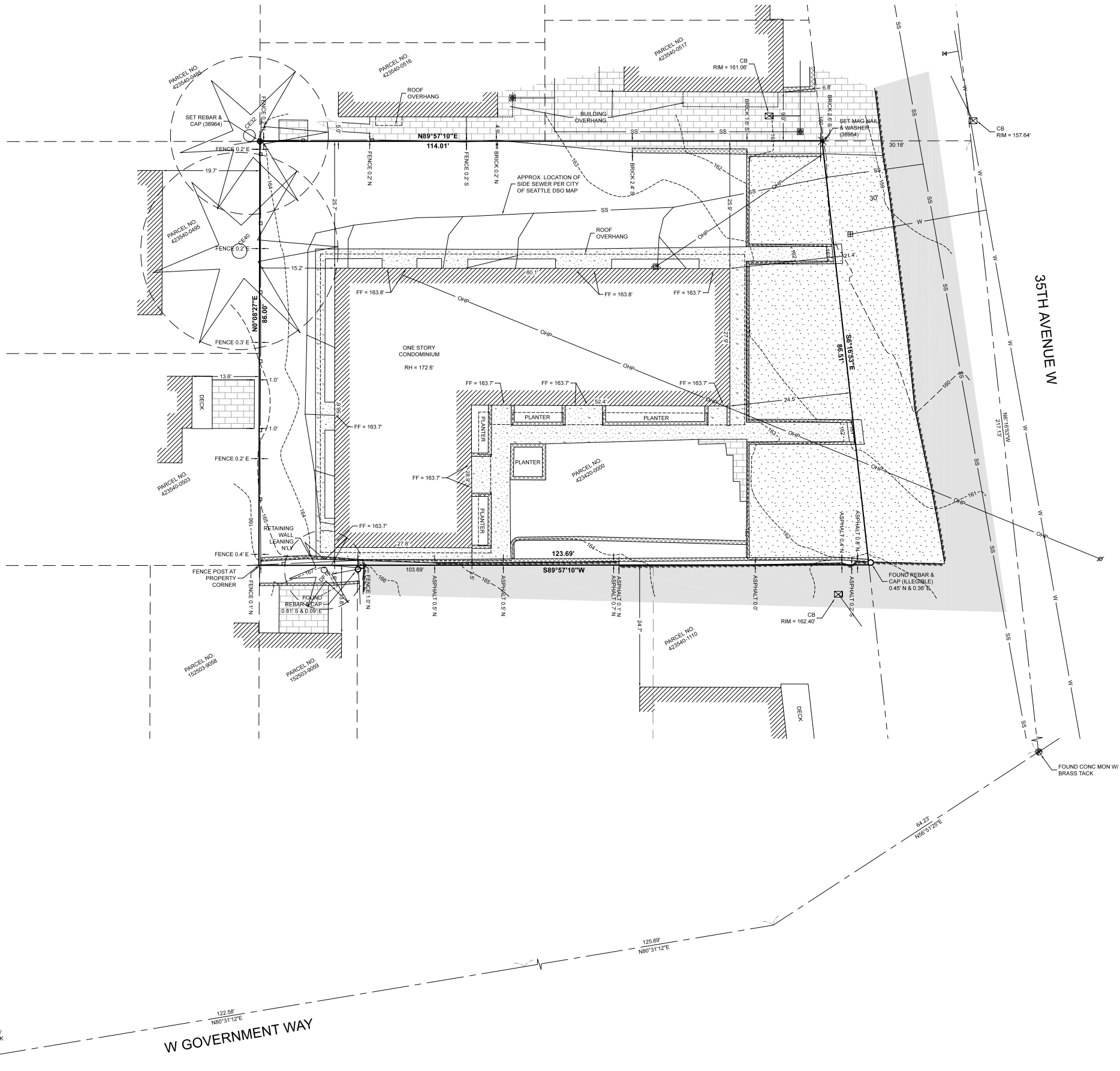
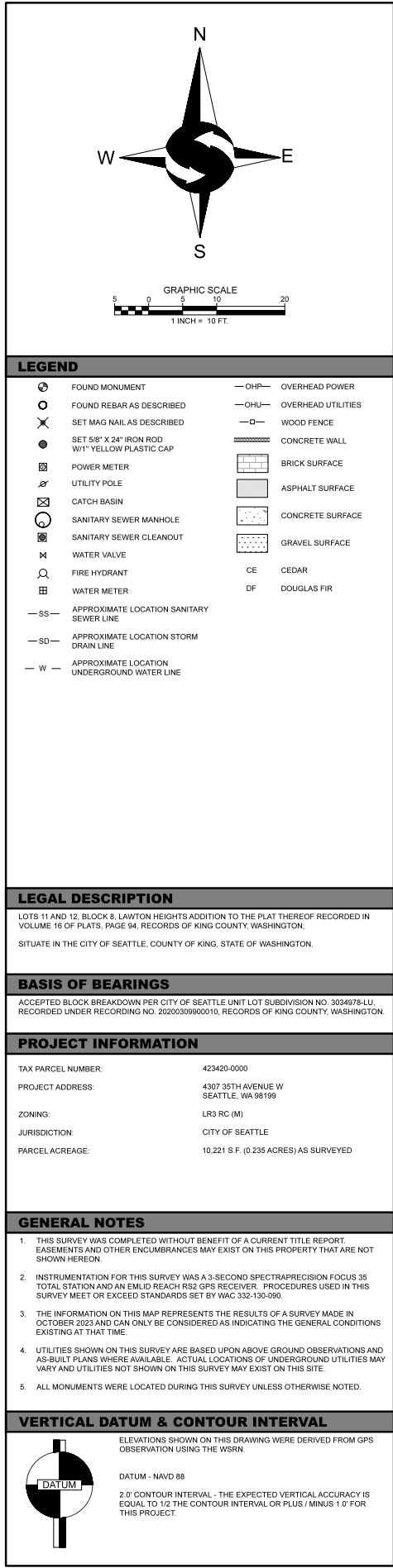
PROJECT SITE EXTENTS
4307 35TH AVE W

- BUS STOP
36TH AVE W & W GOVERNMENT WAY
ROUTE 33 EASTBOUND & WESTBOUND
- BUS STOP
34TH AVE W & W ELMORE ST
ROUTE 24 SOUTHBOUND & NORTHBOUND

CONCLUSION

The subject parcel is not located within an Urban Village or Frequent Transit Overlay. One parking space is required per dwelling and will be provided in private garages.





NE 1/4, NE 1/4, SEC 15, TWP 25N, RNG 3E, W.M.



TOPOGRAPHIC SURVEY

KYLE MILLER
4307 35TH AVENUE W
SEATTLE, WA 98199

PROJECT NO. 23-441

DRAWN BY: MTS
CHECKED BY: TNW
DATE: 10/10/2023

SHEET 1 OF 1

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Prasham Ajmera Tree Inventory - 4307 35th Ave W Seattle, WA 98199

Tree #	Botanical Name	Common Name	DBH	Dripline	Condition	Notes	Action
1	Thuja plicata	Western Red Cedar	30" Tier 2	20N/20E/20S	FAIR	OFF SITE: 100' tall, 30% live crown, lower limb dieback, sparse crown	RETAIN
2	Thuja plicata	Western Red Cedar	40" Tier 2	20N/20E/20S	FAIR	OFF SITE: 90' tall, co-dominant at base, full crown	RETAIN
3	Pseudotsuga menziesii	Douglas Fir	16" Tier 3	15N/15E/15S/15W	FAIR	OFF SITE: 60' tall, sparse branching	RETAIN

Inventory completed on 12/15/2023 by Laughing Trees Landscapes - Kim Ettari (ISA Certified Arborist PN1301A/TRAQ)
*DBH = diameter at breast height / 4.5' from base
**DBH for multi-stem = square root of sum of squared stem diameters
*Drip line = measured in radius

PROJECT INDEX

OWNER AND DEVELOPER

4311 DISCOVERY, LLC
19209 NE 165TH STREET
WOODINVILLE, WA 98077
CONTACT: PRASHAM AJMERA

ARCHITECT AND APPLICANT

CITIZEN DESIGN
10 DRAVUS STREET
SEATTLE, WA 98109
CONTACT: JACOB YOUNG
T: 206.853.8055
E: JYOUNG@COLLABORATIVECO.COM

TREE PROTECTION PLAN - 12/15/23
Kim Ettari - ISA Arborist PN1301A/TRAQ
Laughing Trees Landscapes - TSP#18856

TREE LEGEND:

- 1 - 30" DBH (Tier 2) Western Red Cedar - off site
- 2 - 40" DBH (Tier 2) Western Red Cedar - off site
- 3 - 16" DBH (Tier 3) Douglas Fir - off site

NOTES:

- 1. Tree protection fencing to be installed prior to commencement of any construction activities and to remain until project completion.
- 2. Consult project arborist if any encroachment into tree protection area is requested.

PROJECT INFO.

SCOPE OF WORK

CONSTRUCT (8) TOWNHOUSES, PER PLANS AND AS FOLLOWS:

- (2) TOWNHOUSES WITH 1842± SF LIVING AREA & 186± SF GARAGE AREA, EA.
- (2) TOWNHOUSES WITH 1185± SF LIVING AREA & 186± SF GARAGE AREA, EA.
- (4) TOWNHOUSES WITH 1430± SF LIVING AREA & 292± SF GARAGE AREA, EA.

(E) STRUCTURE TO BE DEMOLISHED, ESTABLISH USE AND OCCUPY, PER PLANS.

DIVIDE SUBJECT INTO SIX UNIT LOTS UNDER SEPARATE PERMIT.

SITE ADDRESS

4307-4317 35TH AVENUE W
SEATTLE, WA 98119

ZONING AND LAND AREA

ZONING: LR3 RC (M)
LOT AREA: 10,223± SF

PRELIMINARY F.A.R.

ALLOWED: 18,401± SF
PROPOSED: 13,684± SF
(1.34 F.A.R.)

PARCEL MAP NUMBER

423420-0000

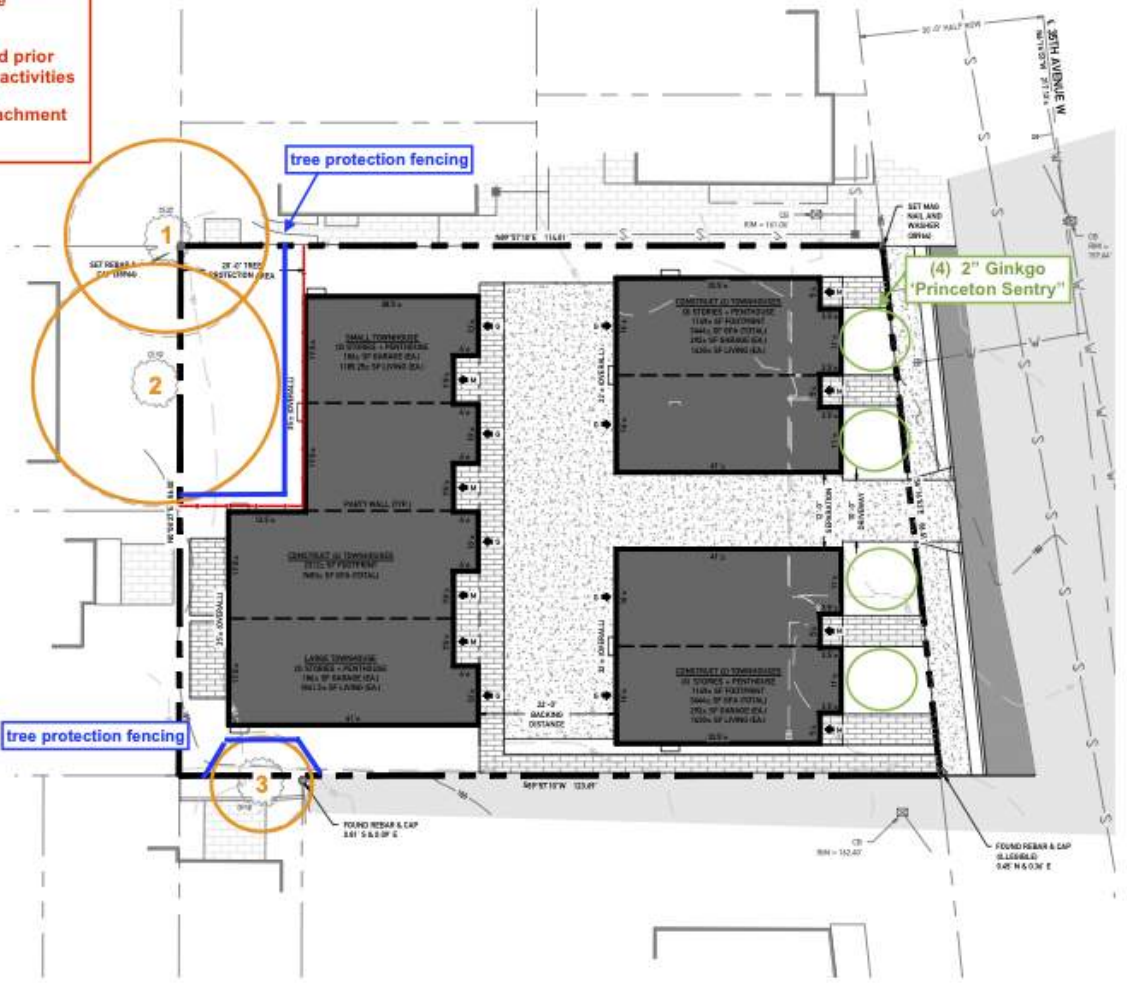
LEGAL DESCRIPTION

UNITS 4307, 4309, 4311, 4313, 4315 AND 4317, LAWTON CONDOMINIUM, A CONDOMINIUM, ACCORDING TO THE DECLARATION THEREOF RECORDED UNDER RECORDING NO. 7807140680, AND ANY AMENDMENTS THEREOF, AND SURVEY MAP AND PLANS RECORDED UNDER RECORDING NO. 7807140679 IN VOLUME 21 OF CONDOMINIUMS, PAGE 77, IN KING COUNTY, WASHINGTON, AND ANY AMENDMENTS THERETO.

JURISDICTION

SEATTLE, KING COUNTY, WASHINGTON

NOTE: THE ENTIRE SUBJECT PARCEL IS WITHIN A BLUE HERON WILDLIFE HABITAT ECA.



PRELIM. SITE PLAN: TOWNHOUSES
SCALE: 1" = 20'



MAGNOLIA 4307
4307 35TH AVENUE W, SEATTLE, WA 98199

City of SEATTLE
Tree Revision
December 7, 2023

SCALE: AS NOTED
PRELIMINARY
SITE PLAN:
TOWNHOUSES

A1

NOT FOR CONSTRUCTION

EARLY COMMUNITY OUTREACH SUMMARY

Early community outreach for this project included an online survey [open from February 6 to March 11, 2024], printed posters in the project’s vicinity and a community presentation conducted on February 29, 2024. Valuable responses were received from the community via both the online survey and community presentation.

In the interest of brevity, this summary does not restate each response separately. For additional detail, please refer to the Early Community Outreach report submitted to the Seattle Department of Neighborhoods on March 15, 2024.

ONLINE SURVEY AND RESPONSE

Fourteen people from the community submitted responses to our online survey. On the welcome page we provided information about the project, including the scope of work, building size, unit count and parking arrangement.

- The questions included in the survey were:
- 1. What is your connection to this development project?
 - 2. What is most important to you about a new building in this area?
 - 3. What are the most important considerations for how the building addresses the street?
 - 4. What concerns do you have about the project?
 - 5. Do you have any follow-up comments about any of the previous multiple-choice questions?
 - 6. Is there anything specific about this property or neighborhood that would be important for us to know?
 - 7. What else would help make the new building successful for decades to come?

All the people that completed the survey either lived very close to the project or lived in the general area. Some important aspects that were brought up in the responses were the following:

- That attractive building materials are used.
- Quality construction with the use of sustainable materials.
- The design reflects and honors the surrounding parks and natural elements of the area.

Some common concerns that were brought up in the responses were the following:

- That the building will not be architecturally compatible with the rest of the neighborhood.
- Be strategic with window placement so that the windows wont be facing the neighbors’ windows.
- That it may feel out of scale with other buildings nearby.

- That native plants and trees will be cut down.

Comments outside the scope of design review, such as affordability, parking and construction noise concerns, were also received.

COMMUNITY PRESENTATION AND RESPONSE

On February 29, 2024 we hosted a community presentation at the Magnolia Branch of the Seattle Public Library, from 5 pm to 6:15 pm. The presentation was attended by five members of the community and three members of the Citizen Design team. Four community members wrote down their contact information on the sign-in sheet.

The event started with the Citizen Design team introducing themselves and their role in the project. One member of the team proceeded to get the presentation started. They discussed the type of project they were planning to design and build, how many units, and what amenities were being proposed. Images of the proposal were presented, including perspectival renderings of the proposed development, a site plan with a description of the units to show the site context, and rendered elevations with material callouts to give the attendees an idea of how the project would look.

Some members of the community expressed their concern about having back yard fire pits, since it would vent straight to one of the neighbors homes. The design team responded that no fire pits were proposed. Another community concern was that there would be a lack of privacy on the roof decks in relation to the surrounding buildings, particularly with the townhouses to the north. Community members also requested a copy of the images presented, and the design team noted that final versions would be included in the project’s design review packet, a public document.

A neighbor to the west expressed concern that the development would block their access to morning sun. Citizen Design responded that the proposed townhouses were located on the easterly portion of the site, which should help mitigate shading. They also noted that solar access and shading diagrams would be provided as part of the design review packet for further analysis of this issue.

The presentation continued with Citizen Design discussing the building design and window arrangements. A member of the community asked the team to provide more explanation of window placement and what each window was facing. One of the concerns that was raised was having too many windows lining up with the neighbors windows, as this would compromise privacy for both buildings. Citizen noted that the design review would include window diagrams to demonstrate the window placement was not in conflict with the surrounding buildings’ windows as much as pratical.

Another neighbor then inquired about the separation between the driveway of the townhouse development to the north and the building site. The main concern was whether there would be a fence separating their driveway from the new development. They requested a fence to be placed there, for privacy and also for safety.

The presentation continued with the member of the Citizen Design team going through the different floor plans and how many bedrooms and bathrooms they each had. The team also noted that each townhouse was proposed to include a private garage for car and bicycle parking.

The next concern that was brought up was the potential location of the trash and recycling. Citizen Design mentioned that they had started talking to Seattle Public Utilities [SPU] about how they want to handle this issue and that SPU had suggested a semi-combined system. In this system, the townhouse residents would share recycling and compost carts and have their own private garbage cans. This helps reduce the number of carts that are stored in the common storage area as the garbage cans would be in the garages. One community member requested not to put the garbage in the back of the site and suggested that it be placed at the front of the site, near the street.

Citizen Design then discussed the street improvements requested by SDOT. These include a new sidewalk, curb and street trees. Neighbors to the north expressed that their driveway [located adjacent to the site’s northerly property line] was narrow, and they were concerned that development would result in it getting narrower. The Citizen team noted that all proposed development would remain on the development site’s side of the common boundary line. This should limit impacts on the existing driveway. The meeting attendees discussed the possibility of locating the new development’s driveway adjacent to the northerly neighbor’s driveway as well.

Concerns outside the scope of design review were also raised at the community meeting. These included discussion of a damaged retaining wall along the westerly property line, parking, stormwater management, construction noise and duration.

CONCLUSION

While several of the comments received during the outreach process are not within the scope of design review, other comments are. The latter group of comments are related to the design review scope:

- Provide a good space for pedestrians to walk.
- Provide a welcoming entry through the use of plantings and good lighting.
- Use siding materials that are compatible with surrounding development, so that the new development does not feel out of context.
- Design a project that will not feel out of scale with the surrounding buildings and houses of the neighborhood.
- Design a project with more traditional looking forms to match the surrounding developments.
- Provide privacy mechanisms such as hedges, screens, and fences between roof decks and between the proposed development and the neighboring driveway to the north.
- Provide trash and recycling staging on the site. There is already limited space for trash and recycling for the neighbors to use, so there is a concern that more units will create a trash staging problem.
- Be strategic with window placement so that the windows will notface directly into neighbors’ windows.
- Improve bicycle access.

4307-4317 35TH AVE. W

NEIGHBORHOOD SURVEY

PROJECT INFORMATION

PROJECT ADDRESS:

4307-4317 35th Ave W
Seattle, WA 98199

DESCRIPTION:

Construct 8 townhomes with 8 private garages. Build site improvements including, but not limited to refuse storage, retaining walls, and walkways.

DEVELOPER:

4311 Discovery, LLC

APPLICANT:

Citizen Design

CONTACT:

Jacob Young
info@collaborativeco.com
Mariana Puig
info@collaborativeco.com

TYPE OF BUILDING:

Residential

NEIGHBORHOOD:

Magnolia

IN EQUITY AREA:

No

COMMUNITY INPUT

Join us for a community meeting to learn more about this project!

WHEN:

February 29, 2024
From 5:00 pm to 6:00 pm

WHERE:

Magnolia Branch
Seattle Public Library
2801 34th Ave W
Seattle, WA 98199

CODE FOR SURVEY

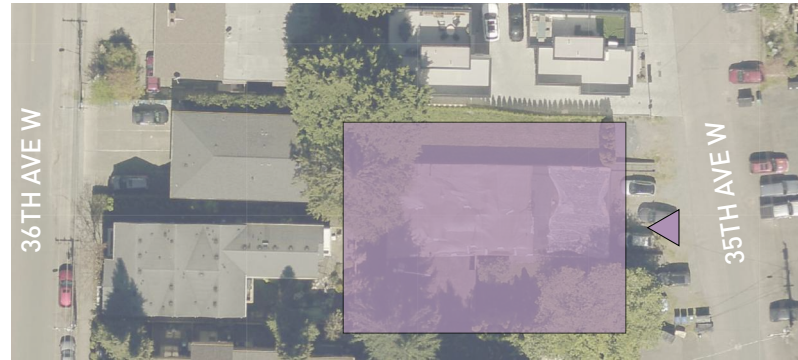
DISCLAIMER: ANY INFORMATION COLLECTED MIGHT BE MADE PUBLIC. PLEASE DO NOT SHARE ANY SENSITIVE INFORMATION.

SDR PACKET | MAGNOLIA 4311 [3041426-EG] | 24.0516



SITE FROM 35TH AVE W [FROM EAST]

SITE FROM NORTHWEST



KEY MAP

KEY MAP

The subject parcel contains approximately 10,221 sf land area. It is presently developed with a six unit condo originally constructed in 1953. Other existing site improvements include concrete walkways and gravel parking. The condo structure and all appurtenances are to be demolished.

The subject is within a wildlife habitat ECA associated with a great blue heron colony in Kiwanis Ravine. While the colony appears to be abandoned, construction will comply with Director’s Rule 13-2018 if the colony is reoccupied. No evidence of other ECAs was found.

No trees are present on the subject, but several are present on adjacent sites. The project arborist has recommended a 20 ft protection zone in the northwest corner and a 15 ft protection zone in the southwest corner of the subject.

All utility services are proposed to be taken from 35th Ave W. Mainlines for both potable water and combined sewer are present in this right-of-way. It is assumed that electrical service will be underground.

WEST SIDE OF STREET



EXISTING APARTMENTS

TRADITIONAL
RESIDENTIAL FORMS

PROJECT SITE
4307 35TH AVE W

VARIED ROOF TYPES

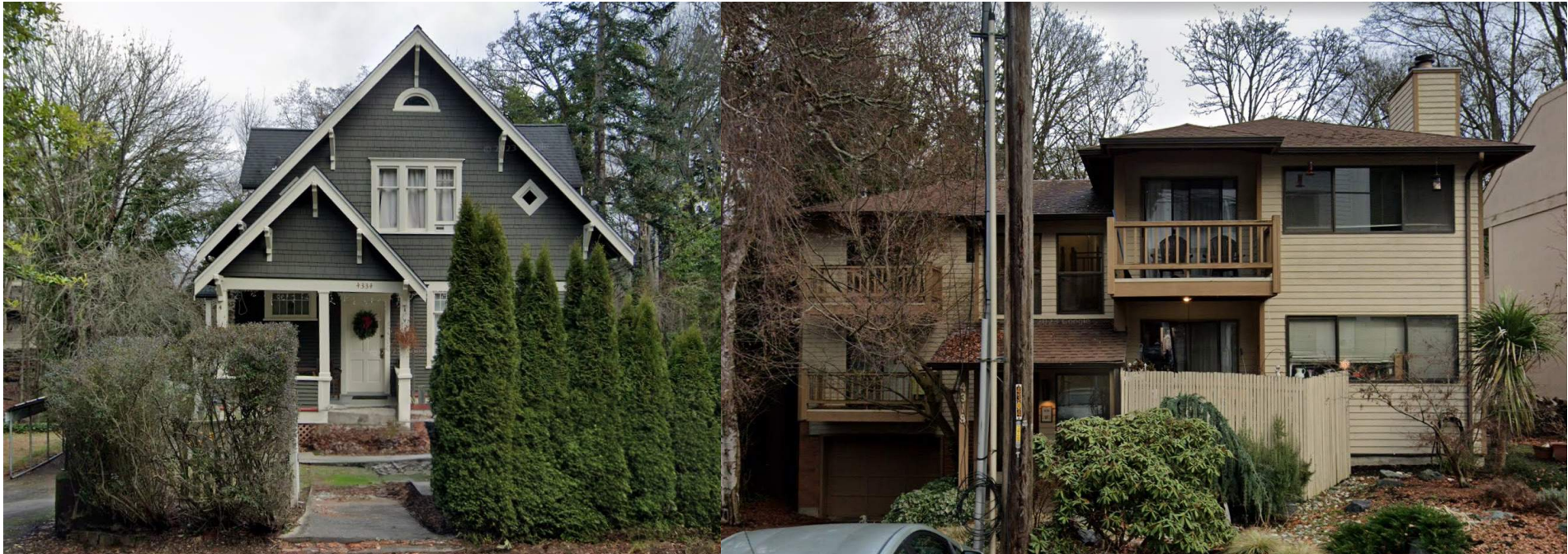
EXISTING TOWNHOUSES



KEY PLAN

- OBSERVED PATTERNS:
- Two- or three-story structures are common
 - Existing development dates from early to late 20th Century
 - Predominantly traditional detached houses and low-rise apartment buildings, contradictory to new zoning designation
 - Significant vegetation is present
 - Roofs pitched on smaller buildings and flat on larger ones

- OTHER OBSERVATIONS:
- No dominant architectural style
 - Lap siding is a common exterior material
 - Varying colors and textures found on the block
 - It is anticipated that the existing context will gradually be replaced in the near future due to upzoning. New structures are likely to be significantly taller than the current context.



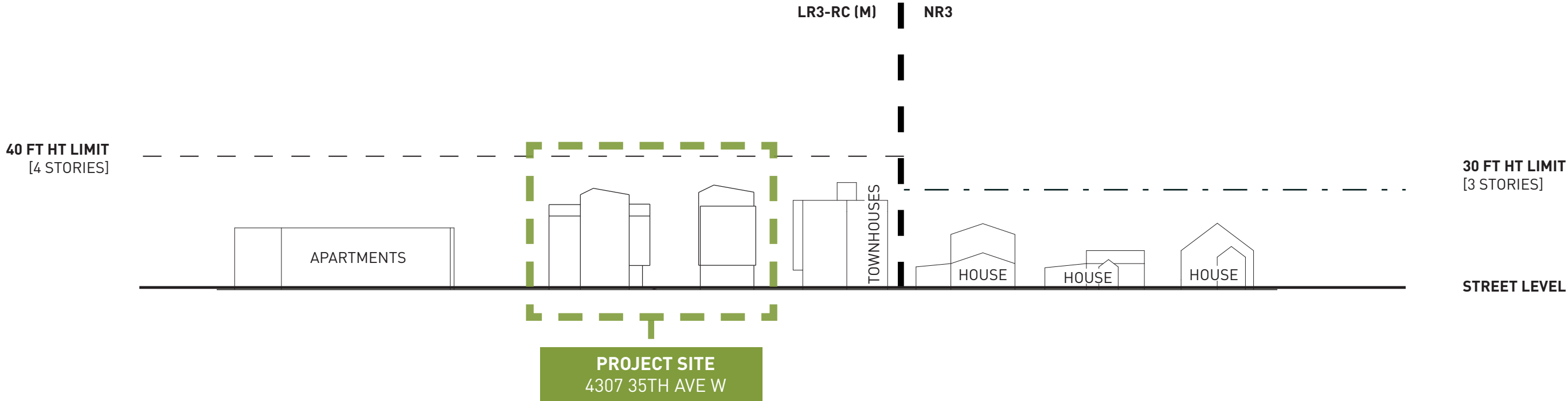
RECTANGULAR SHAPES



The area is predominantly developed with single-family houses and multifamily low-rise buildings. Several townhouses are also present. The houses are traditionally styled and often have detailed elevations including trim, eave returns, brackets and stoops. The townhouses are simpler and more contemporary. They have a rectilinear massing and a black and white color palette. Like the houses, they are provided with stoops. Finally, the apartment buildings have minimal detailing.

Visual interest is provided by stacked balconies, deep overhangs and repeating linear elements such as columns and guardrails. Access to the houses is frequently characterized by a driveway in front of a garage and steps leading to a front stoop. In general, single-family development is set back from the street. Multifamily uses, including the townhouse development, tend not to provide this setback.

A variety of roof forms is present, including gable, flat and hip roofs. Some structures, such as the red and tan apartment building above, combine multiple forms. Observed materials include both vertical and horizontal wood siding, fiber cement lap siding, stucco siding and asphalt composition shingle roofing. No single siding pattern or material predominates. Colors are typically beige and gray shades.



At present, the structures on the site's block frontage have varying heights and story counts. No distinct datum line exists on the block. The abutting lot to the south is developed with a two-story apartment building which appears to be 20 ft tall, more or less. The abutting lot to the north is developed with three-story townhouses which appear to be 30 ft tall, more or less.

Per the SMC, the maximum height allowed in the LR3-RC [M] zone is 40 feet. This can be increased by several bonuses.

The townhouses immediately to the north provide a minimal [6 ft] setback from the street. Houses further to the north provide 15-20 ft setbacks, and the apartment building to the south provides a 13 ft setback.

ZONING STANDARDS

STANDARD	PROPOSAL
RC ZONING SUFFIX <i>[SMC 23.46.002.B]</i>	Not applicable. No commercial uses proposed.
FLOOR AREA RATIO <i>[SMC 23.45.512.A]</i> FAR Multiplier = 1.8 FAR Limit = 18,398 sf	14,673± sf Gross Floor Area (GFA) proposed
DENSITY <i>[SMC 23.45.512.A]</i>	Not applicable to sites with MHA suffixes.
STRUCTURE HEIGHT <i>[SMC 23.45.514 Table A]</i> Bldg A Avg. Ex. Grade = 163.05'± Bldg A 40' Height Limit = 203.05'± Bldg B Avg. Ex. Grade = 163.64'± Bldg B 40' Height Limit = 203.64'±	Building A Roof Deck: 191.13'± Building A Penthouse: 203.03'± Building B Roof Deck: 191.13'± Building B Penthouse: 202.48'±
SETBACKS <i>[SMC 23.45.518 Table A]</i> Front: 7 ft avg., 5 ft min. Rear: 7 ft avg., 5 ft min. Side [ea.]: 7 ft avg., 5 ft min.	Front [East]: 7 ft avg., 3.4 ft min. [See Adjustment 1, Page 47] Rear [West]: 22 ft min. Side [North]: 5 ft avg., 5 ft min. [See Adjustment 2, Page 47] Side [South]: 4.5 ft avg., 4.5 ft min. [See Adjustment 3, Page 47]
SEPARATION BETWEEN STRUCTURES <i>[SMC 23.45.518.F]</i> <i>[SMC 23.54.030.E.1]</i> Driveway width plus 2 ft = 24 ft	22 ft [See Adjustment 4, Page 47]
AMENITY AREA <i>[SMC 23.45.522]</i> 2555± sf, half at grade	2095± sf at-grade amenity area [total] 1371± sf roof deck area [total]
LANDSCAPING STANDARDS <i>[SMC 23.45.524]</i> 0.6 Green Factor Required Street Trees Required	Landscaping to meet requirements of GreenFactor 0.6. Street trees to be provided per SDOT.
STRUCTURE WIDTH <i>[SMC 23.45.527 Table A]</i> 120 ft max.	58 ft

STANDARD	PROPOSAL
FAÇADE LENGTH <i>[SMC 23.45.527.B]</i> North Façade: 74.11 ft max. South Façade: 80.40 ft max.	North Façade: 85.5 ft South Façade: 92.75 ft [See Adjustment 5, Page 47]
DESIGN STANDARDS <i>[SMC 23.45.529]</i>	Not applicable to design review projects.
GREEN BUILDING STANDARD <i>[SMC 23.45.530 Table A]</i> Threshold: 1.6 FAR	Not applicable. Project does not cross FAR threshold.
OFF-STREET PARKING <i>[SMC 23.54.015 Table B]</i> [8] medium parking spaces	[8] medium parking spaces provided in private garages
BICYCLE PARKING <i>[SMC 23.45.015 Table D]</i> [8] long-term spaces	[8] long-term bicycle spaces provided in private garages
SOLID WASTE STORAGE <i>[SMC 23.54.040]</i> 84 sf min. storage area	95 sf common storage enclosure proposed for hybrid service. [4] 96 gal recycling carts and [1] 96 gal compost cart provided in common enclosure. [8] 32 gal garbage carts provided in private garages.
MANDATORY AFFORDABLE HOUSING <i>[SMC 23.47A.017]</i>	Pursuant to SMC 23.58C.040, the payment option is proposed.

CS1: NATURAL SYSTEMS AND SITE FEATURES

Use natural systems and features of the site and its surroundings as a starting point for project design.

- A roof deck is provided, taking advantage of views available to the north and west, as well as maximizing daylight exposure to the different units [CS1.B.2]
- The southerly abutting lot is developed with a structure that is shorter than the proposed townhomes, but mature trees are also located to the project’s south. Solar gain from the south is thus not anticipated to be problematic as the site will be shaded by the neighboring trees. [CS1.B.3]
- The subject parcel is surrounded by trees to the west and south. Several of these trees extend onto the subject parcel, and tree protection zones have been proposed to help ensure their continued health. This helps maintain and incorporate on-site and nearby natural habitat and landscape elements. [CS1.D.1, CS1.D.2]

CS2: URBAN PATTERNS AND FORM

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

- The westerly portion of the lots abuts a number of mature trees. By leaving the entire standard tree protection area undeveloped rather than encroaching upon 30% of it as permitted by code, the project places a high priority on protecting them. [CS2.B.1]
- The project utilizes the tree protection area as a large, common amenity area. [CS2.B.3]
- The townhouses to the north are located near the east [front] property line. This project continues this development pattern, allowing both the existing and proposed townhouses to form part of an urban whole. [CS2.C.2, CS2.D.1]

CS3: ARCHITECTURAL CONTEXT AND CHARACTER

Contribute to the architectural character of the neighborhood.

- The site is located in the middle of the block and is not highly visible except from its own street. The existing architectural context suggests a mix between the use of modern materials and design elements, and traditional roof forms and shapes. [CS3.A.1]
- Providing a contemporary interpretation of such elements, as proposed, allows the project to respond to its context without the artificiality of simply copying traditional forms. [CS3.A.2, CS3.A.4]



DESIGN GUIDELINES RESPONSE

PL1: OPEN SPACE CONNECTIVITY

Compliment and contribute to the network of open spaces around the site and the connections among them.

- As a townhouse project, the primary connections between the private and public realm are its access points to the sidewalk. A pathway connecting each entrance with the street is proposed as way to provide a clear connection between rear units and the street. [PL1.B.1]
- Roof decks are provided, allowing each unit to take advantage of both solar access and views into the surrounding tree canopy. [PL1.C.1]
- Pavement is limited to the driveway and pedestrian walkways, allowing for a large, landscaped amenity area at the rear of the site. Centralizing the amenity in this way allows for a variety of uses to take place in the same space rather than splitting them up throughout smaller amenity areas scattered around the site. [PL1.C.2]

PL2: WALKABILITY

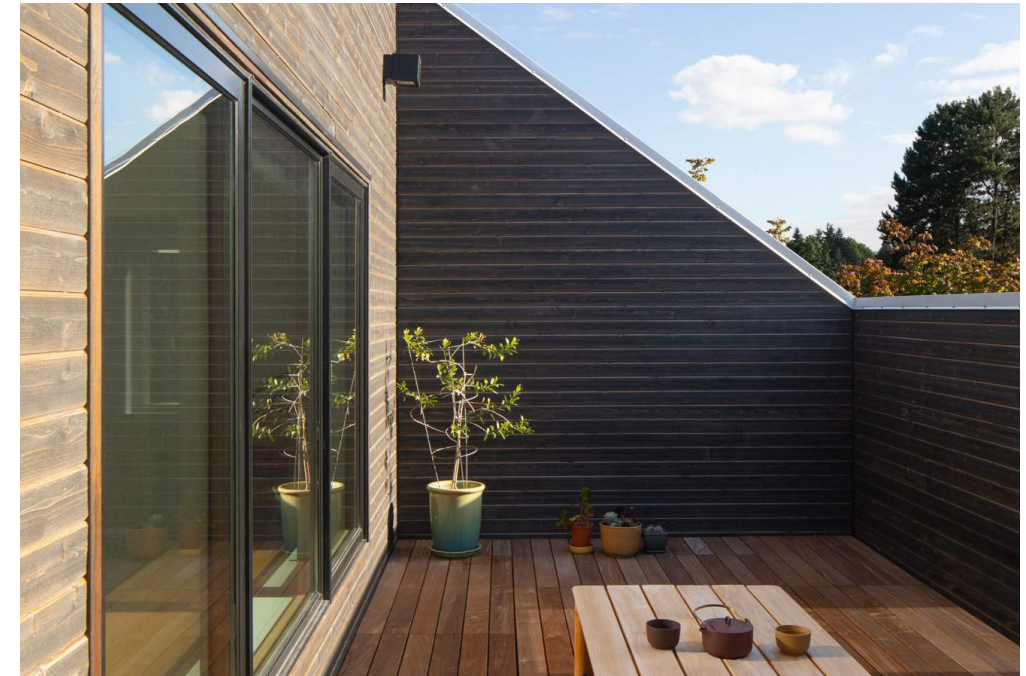
Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features

- The street-facing unit in Building A places its roof deck on the east end of the unit, allowing occupants to directly observe the street below. Similarly, the street-facing units in both buildings provide east-facing windows to allow eyes on the street. [PL2.B.1]
- Overhead protection and covered entries are proposed for each entry door. This is provided through a combination of recessed entries and metal canopies integrated with the overall design. These features also contribute to human-scale design. [PL2. C.1, PL2.C.2, PL2.C.3]

PL3: STREET-LEVEL INTERACTION

Complement and contribute to the network of open spaces around the site and the connections among them. Encourage human activity and interaction at street level.

- Each entry door is sheltered from the weather and is recessed from the pedestrian path accessing it, helping indicate its private nature while remaining welcoming. The street-facing unit in Building A is provided with a main entry facing the street, welcoming visitors while still indicating its private nature. [PL3.A.1.d]
- The entry sequence to each building includes a slightly meandering walkway, providing a clear yet welcoming separation from the public sidewalk. [PL3.A.2]





PL4: ACTIVE TRANSPORTATION

Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

- As a townhouse project, each unit is to be provided with a long-term bicycle storage space in its garage. [PL4.B]

DC1: PROJECT USES AND ACTIVITIES

Optimize the arrangement of uses and activities on site.

- Vehicular circulation is concentrated to the center of the lot, and pedestrian circulation is concentrated to the north and south edges. This allows all pedestrian routes to be separated from vehicular traffic, increasing safety. It also helps conceal garage doors from public view. [DC1.B.1]
- Solid waste storage is located either within private garages or behind the proposed buildings, reducing its visibility from the street. [DC1.C.4]

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.

- The buildings are located to protect the existing trees located towards the westerly side of the property. [DC2.A.1]
- The project's massing utilizes pitched roofs, intersecting horizontal and vertical masses, recesses and overhangs to reduce its perceived visual mass. [DC2.A.2]
- All façades are carefully composed and feature a variety of materials, fenestration, repeating elements and other features. No blank walls are present. [DC2.B.1, DC2.B.2]
- Certain design elements, such as the pitched roof and linear siding, are modern reinterpretations of historic features observed in the vicinity. This helps the project fit into its context without unnecessary imitation of it. [DC2.C.3]
- Different façade planes in the composition are sided with different materials, resulting in a highly textured design. A consistent palette of materials is used throughout the project to help it read as a harmonious whole. [DC2.D.2]

DC3: OPEN SPACE CONCEPT

Integrate open space design with the design of the building so that each complements the other.

- Placing the large, at-grade amenity area in the tree protection zone at the rear of the site supports the natural area represented by the tree canopy. It also provides a semi-private yet shared area for residents to interact. [DC3.A.1, DC3.C.3]
- Roof decks allow for more private outdoor areas. [DC3.B.1]

DC4: EXTERIOR ELEMENTS AND FINISHES

Use appropriate and high quality elements and finishes for the building and its open spaces.

- The project includes a variety of high quality materials such as cedar siding, shingle roofing and metal canopies. [DC4.A.1]
- Where cost-effective materials such as fiber cement siding are used, they are elevated to a higher level through the use of detailing such as faux board-and-batten and through careful color coordination with other materials. [DC4.A.1]
- Plant materials have been selected by the landscape architect to thrive in their proposed locations while providing a variety of colors and textures. The landscape architect has also considered the mature size of plantings for long-term compatibility. [DC4.D.1, DC4.D.3]
- Onsite hardscape materials are proposed to include both concrete [for durability in vehicular areas] and permeable pavers [for attractiveness in pedestrian areas]. [DC4.D.2]





INTERESTING ROOF FORMS

DYNAMIC WINDOW FORMS

MULTIFAMILY RESIDENTIAL



REPETITION OF GLAZING

JUXTAPOSITION OF MATERIALS

CONCEALED ENTRANCE





SPECIMEN TREES



ROOF DECK

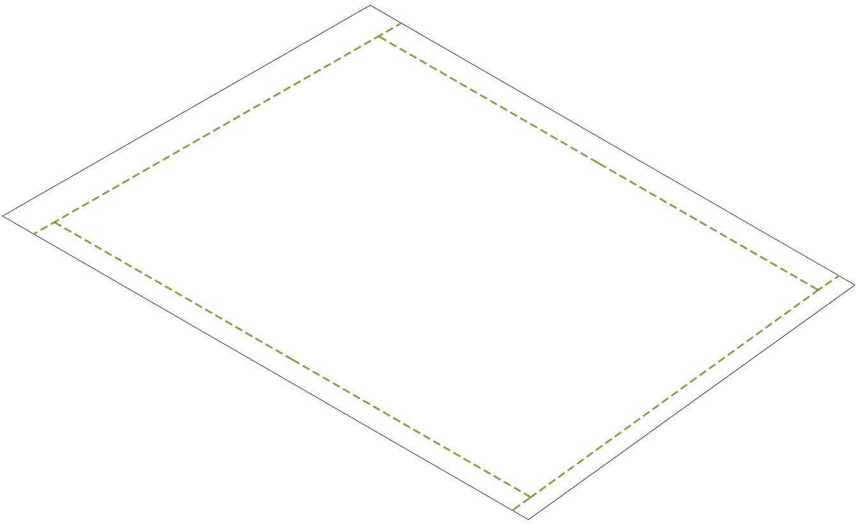


PLANTED SHARED AMENITY AREA

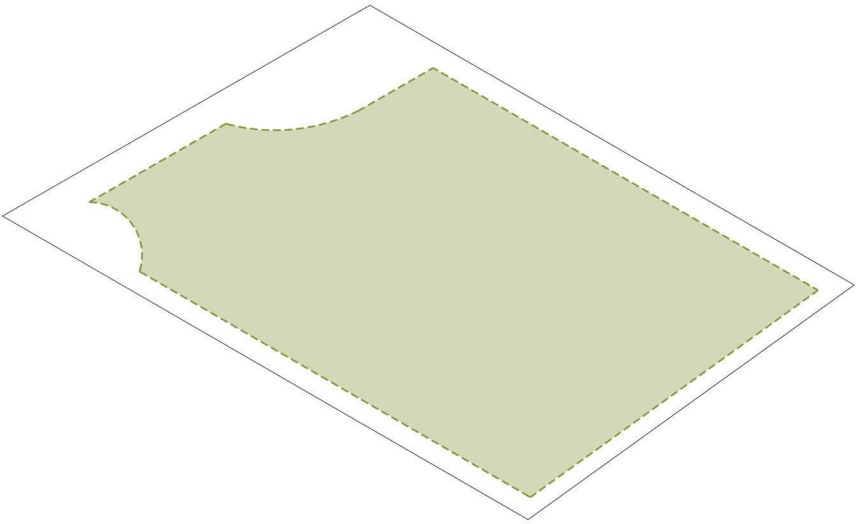
ENTRY AT RIGHT ANGLE TO ACCESS WALKWAY

VARIED PLANTINGS AND COLORS

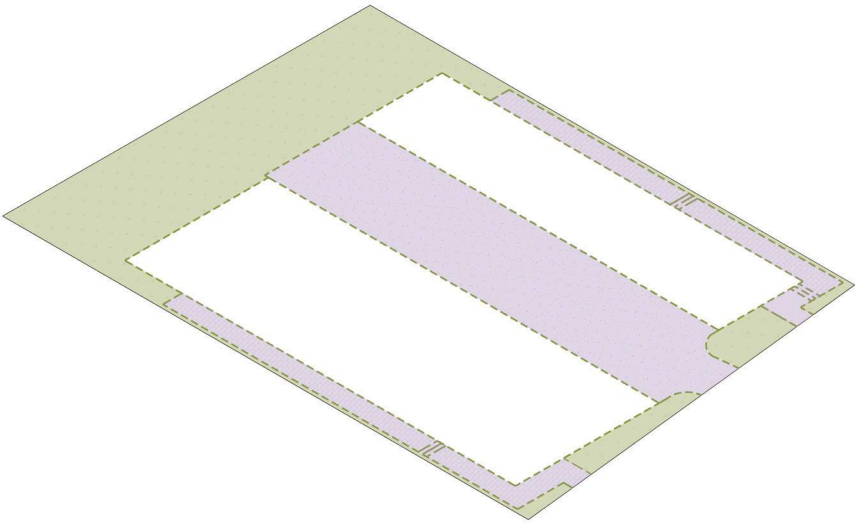




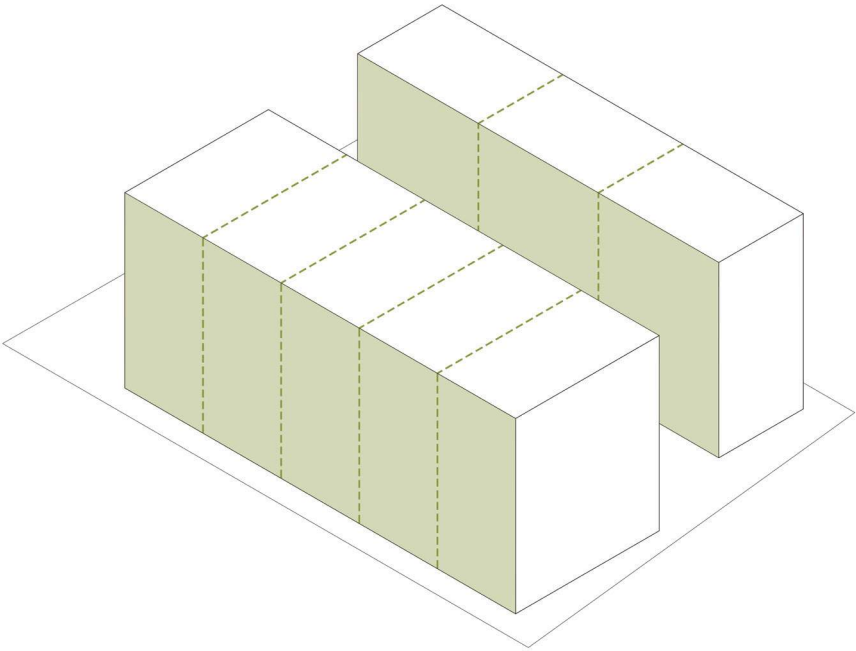
1. SETBACKS



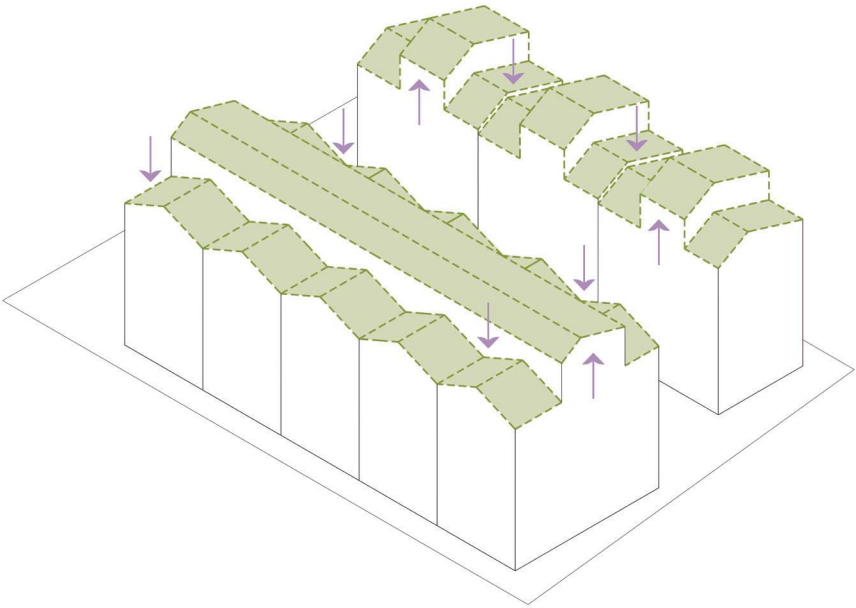
2. TREE PROTECTION



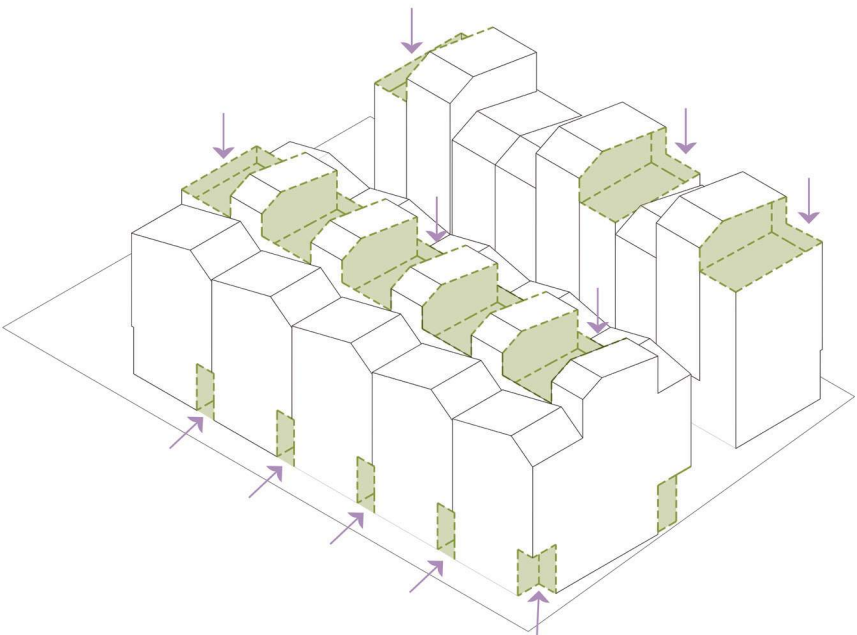
3. ACCESS AND AMENITIES



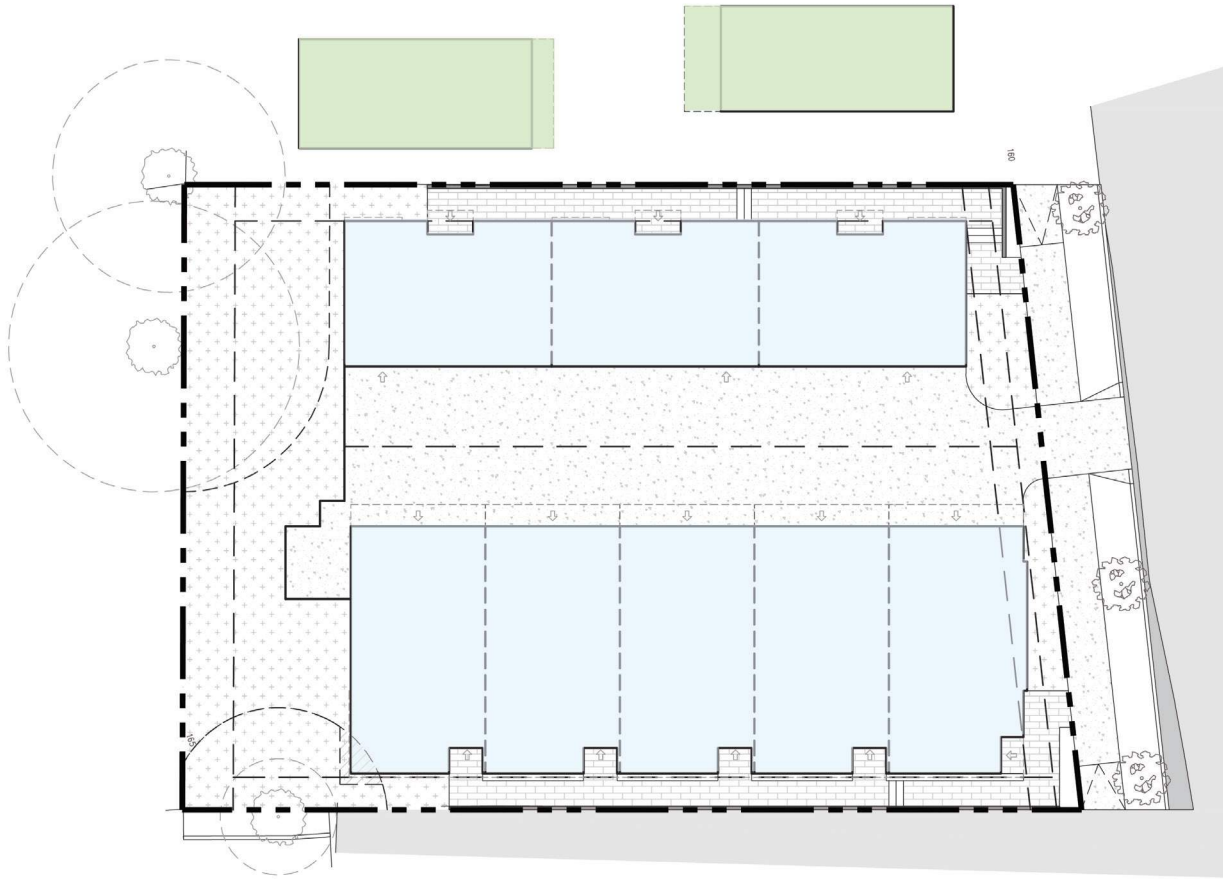
4. EXTRUSION



5. OFFSETS + GABLES



6. RECESSES + DECKS



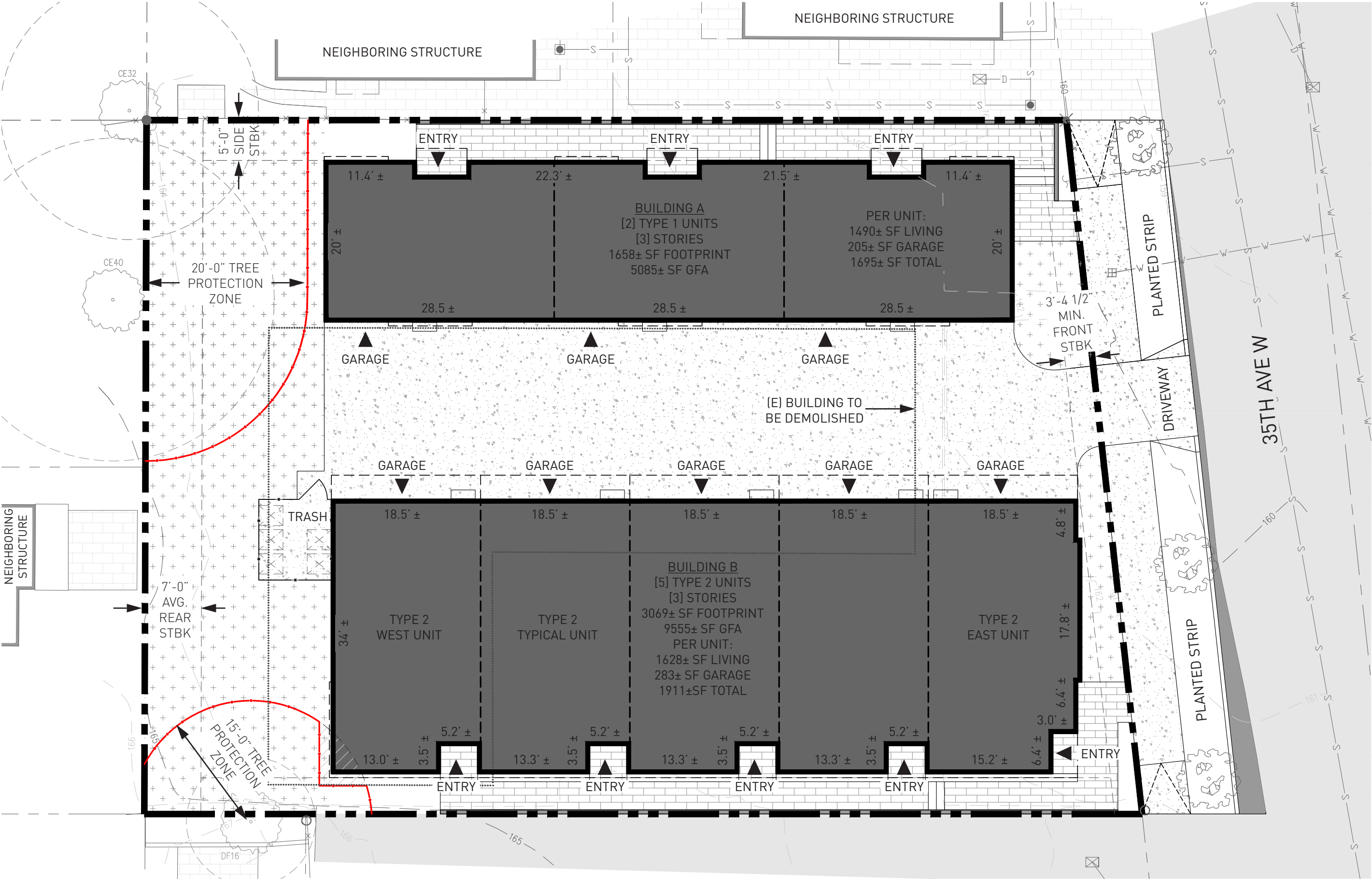
KEY

- FOOTPRINT OF EXISTING NEIGHBORING TOWNHOUSES
- PROPOSED BUILDINGS

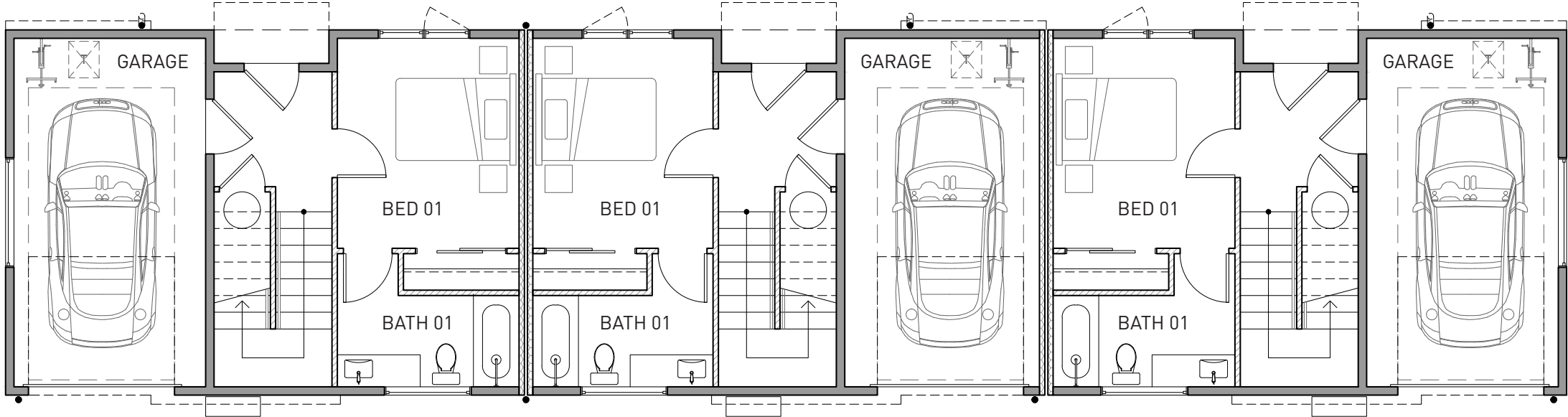


KEY

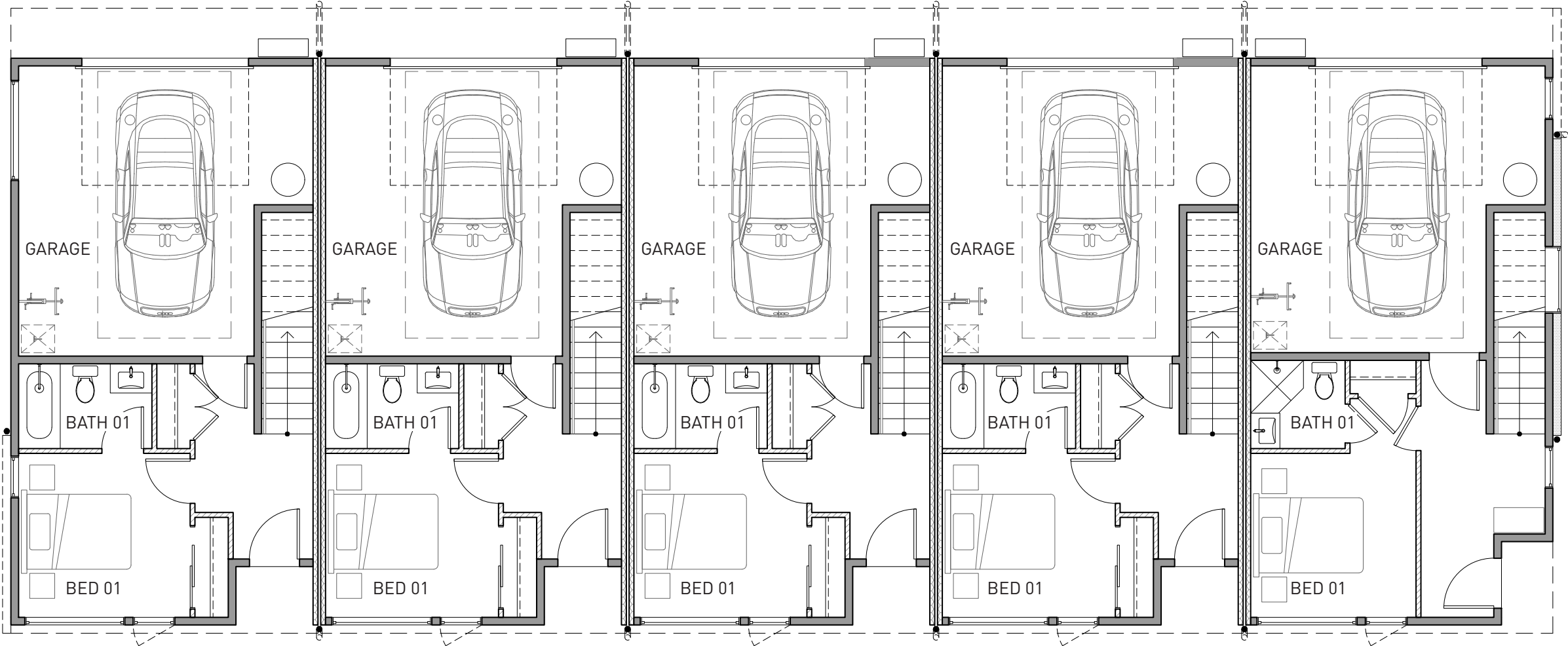
- AREA OF WINDOW OVERLAP
- WINDOWS IN ADJACENT TOWNHOUSES
- OUTLINE OF EXISTING TOWNHOUSES TO THE NORTH



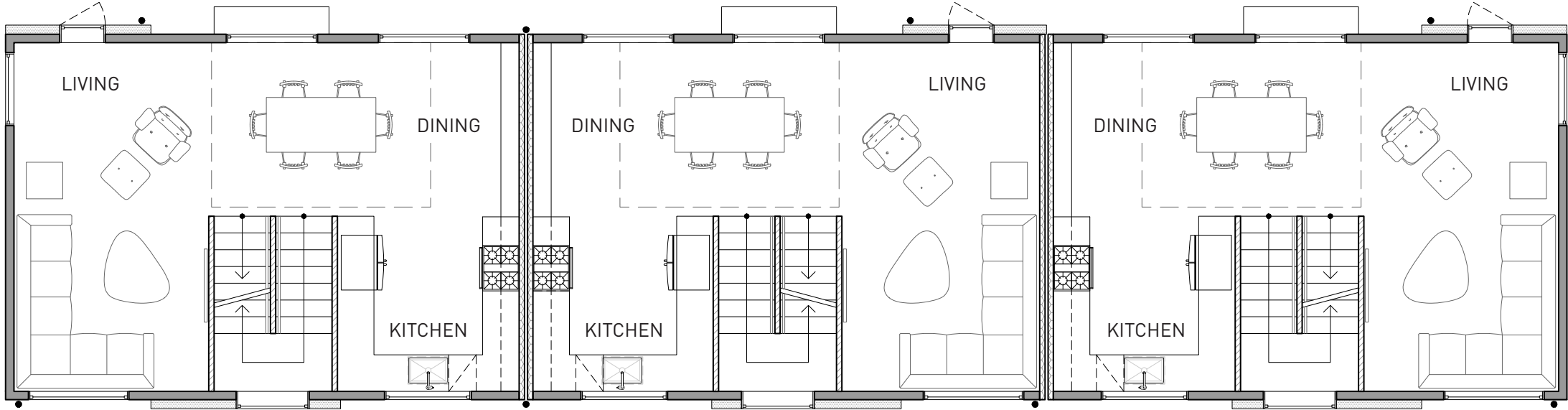
BUILDING A FIRST FLOOR



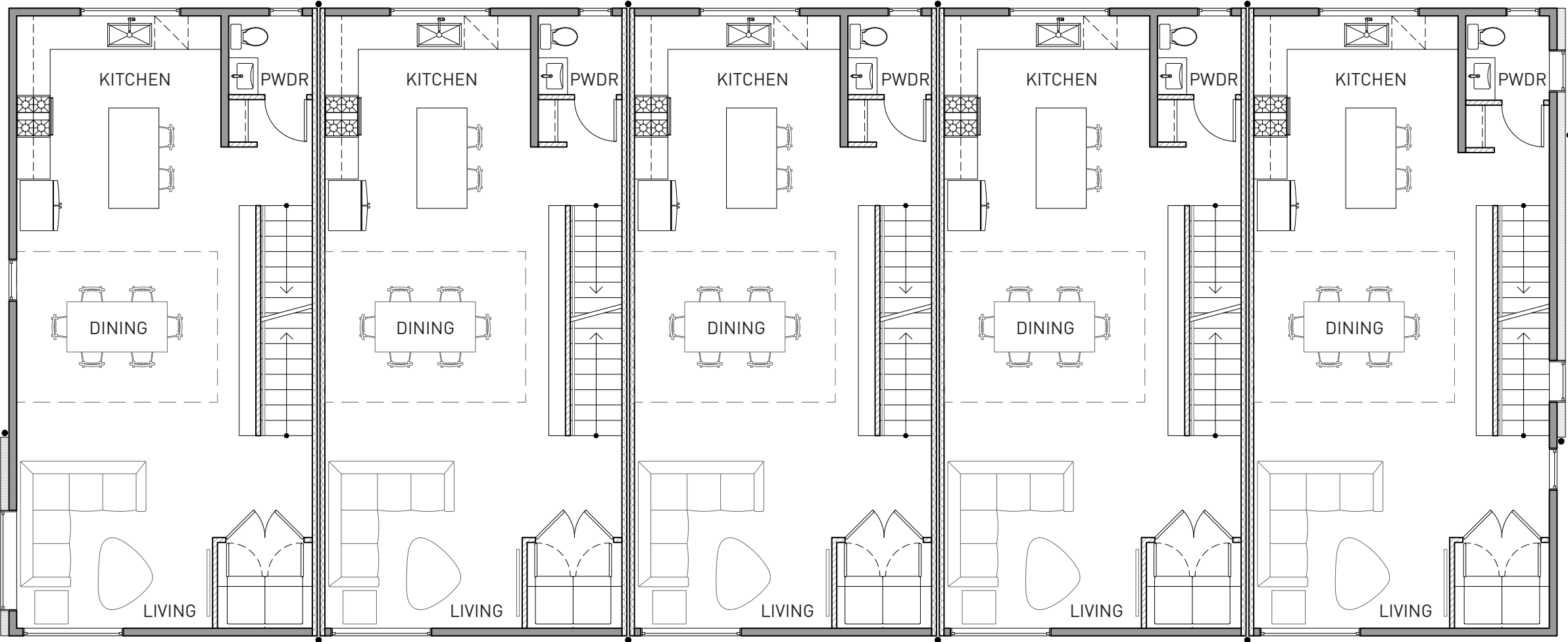
BUILDING B FIRST FLOOR



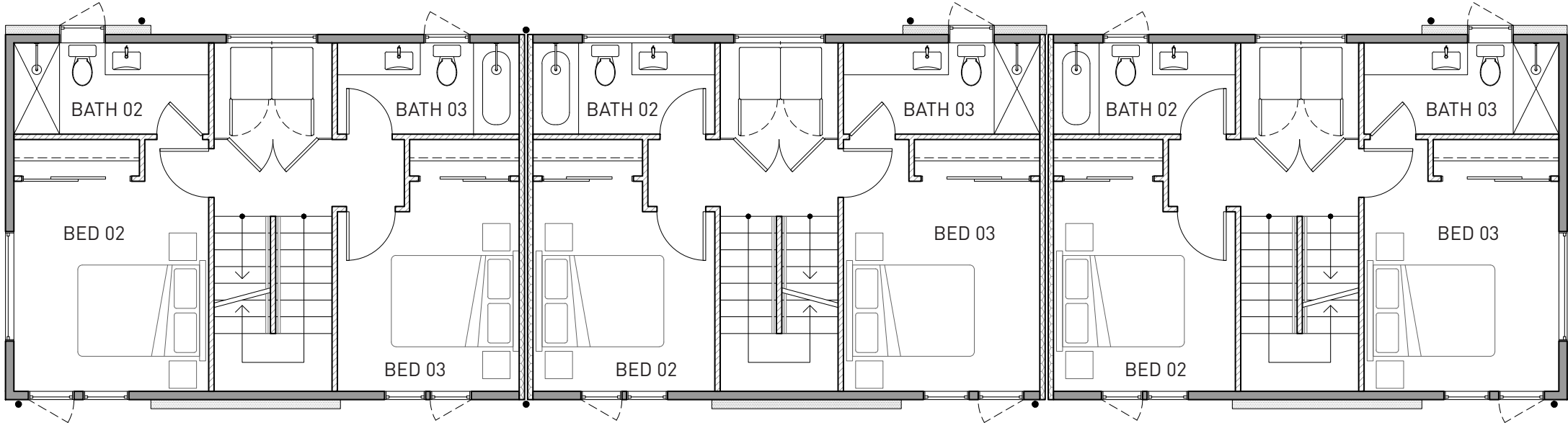
BUILDING A SECOND FLOOR



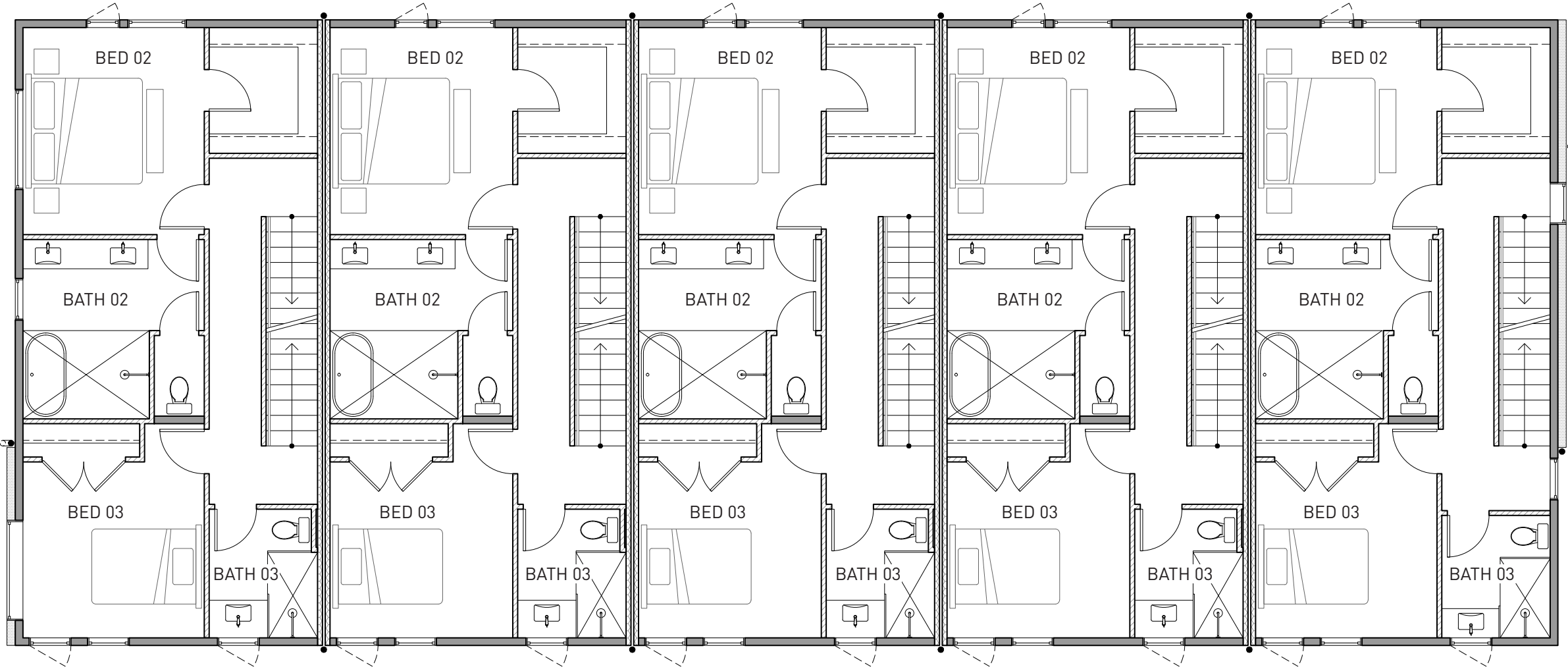
BUILDING B SECOND FLOOR



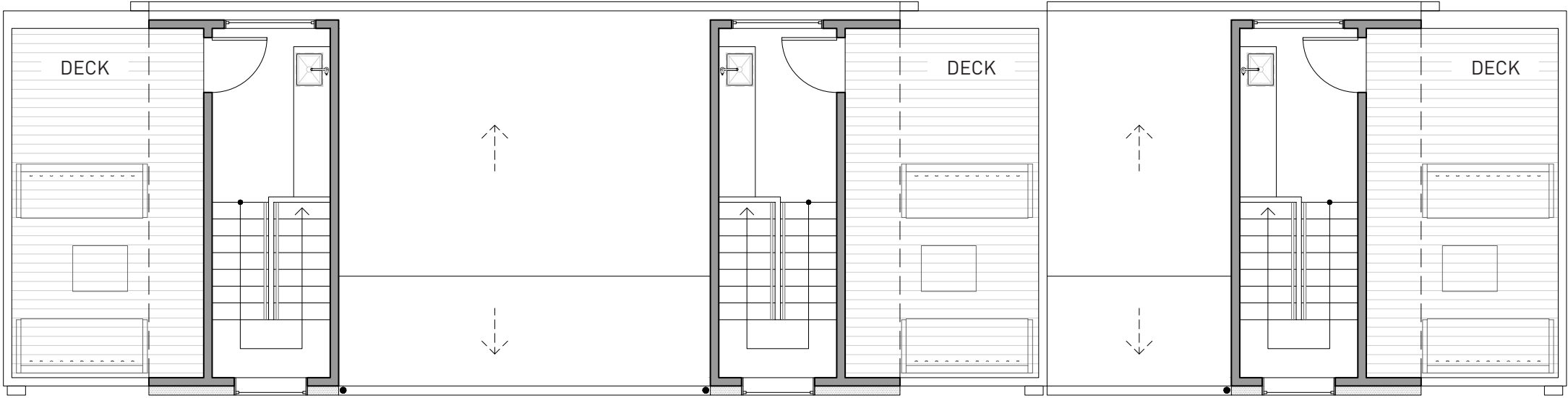
BUILDING A THIRD FLOOR



BUILDING B THIRD FLOOR



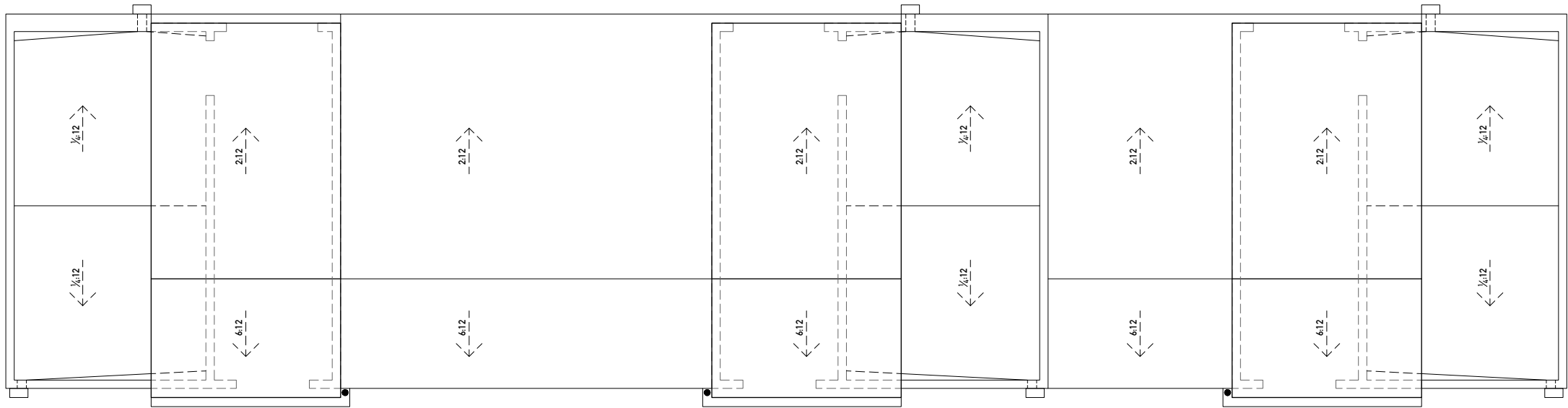
BUILDING A ROOF DECK



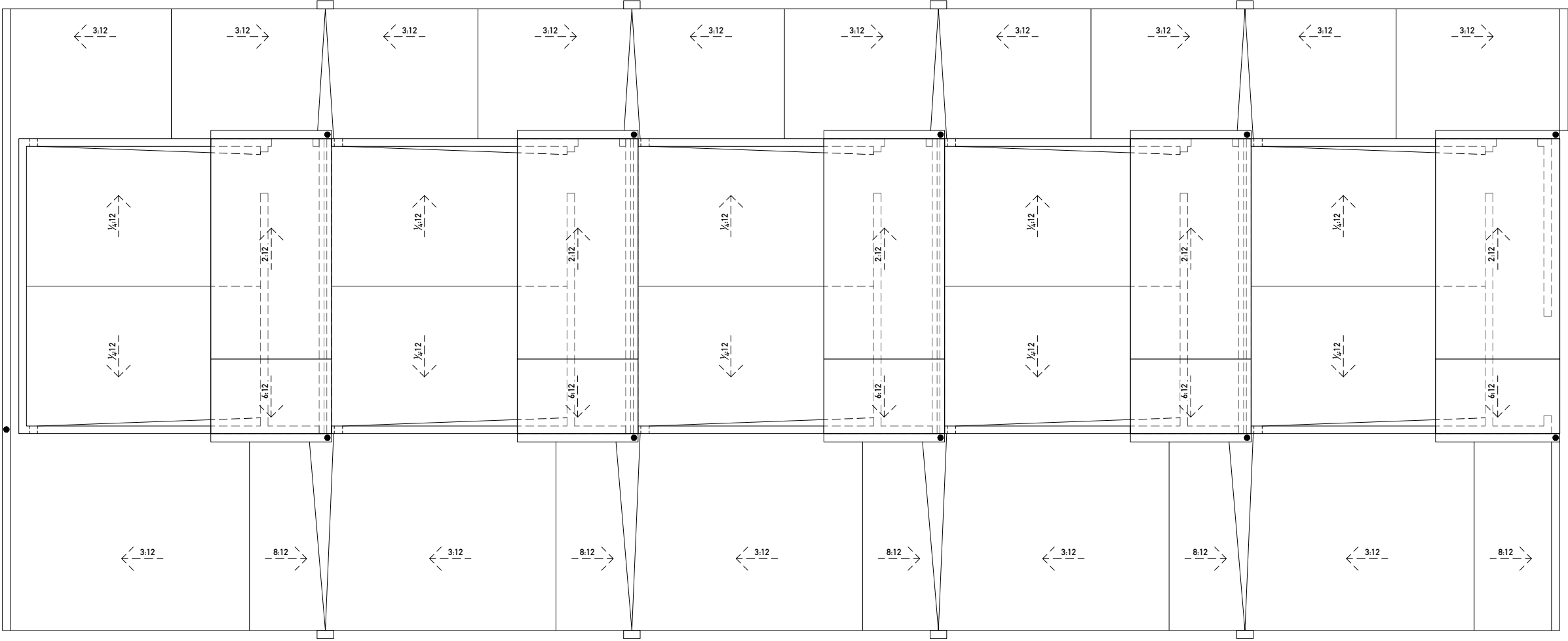
BUILDING B ROOF DECK

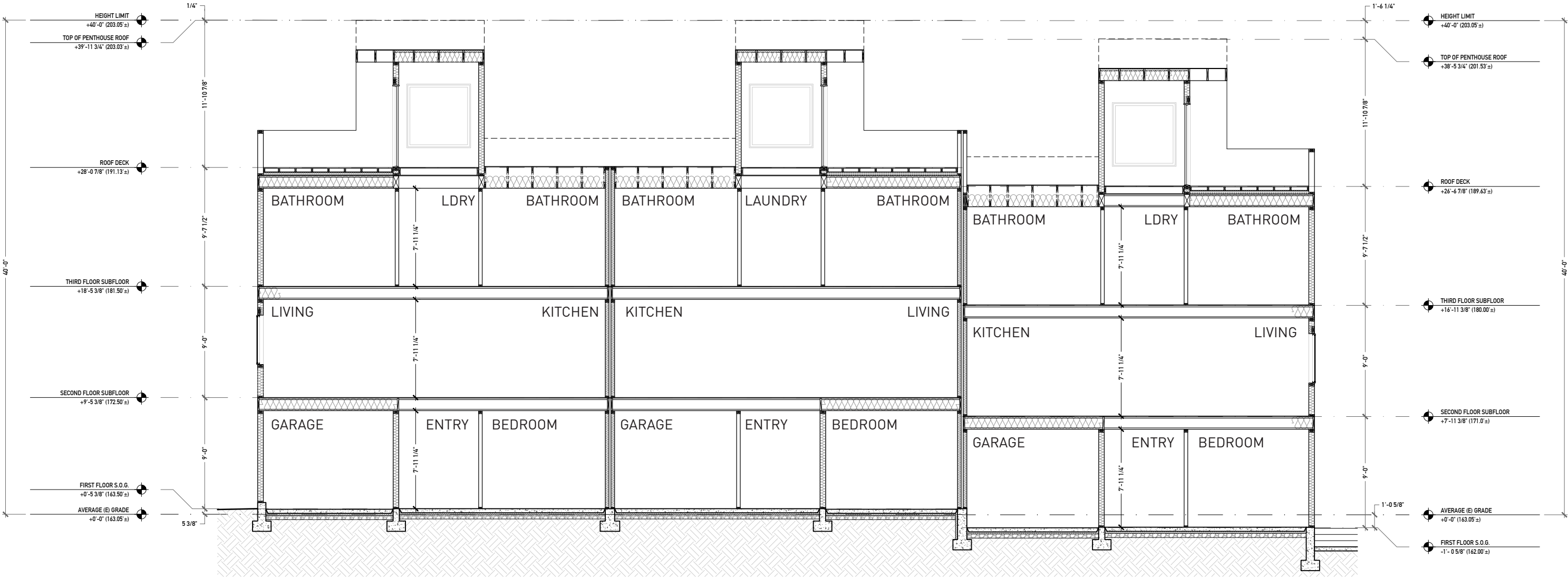


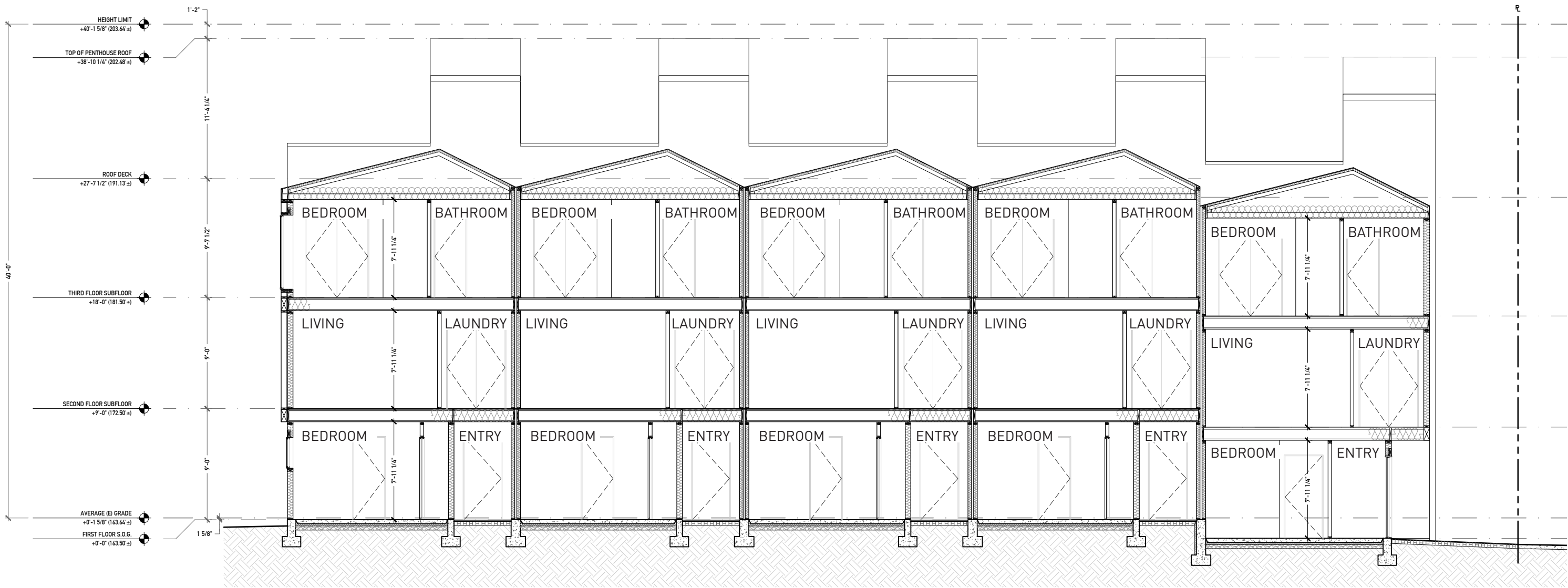
BUILDING A ROOF PLAN

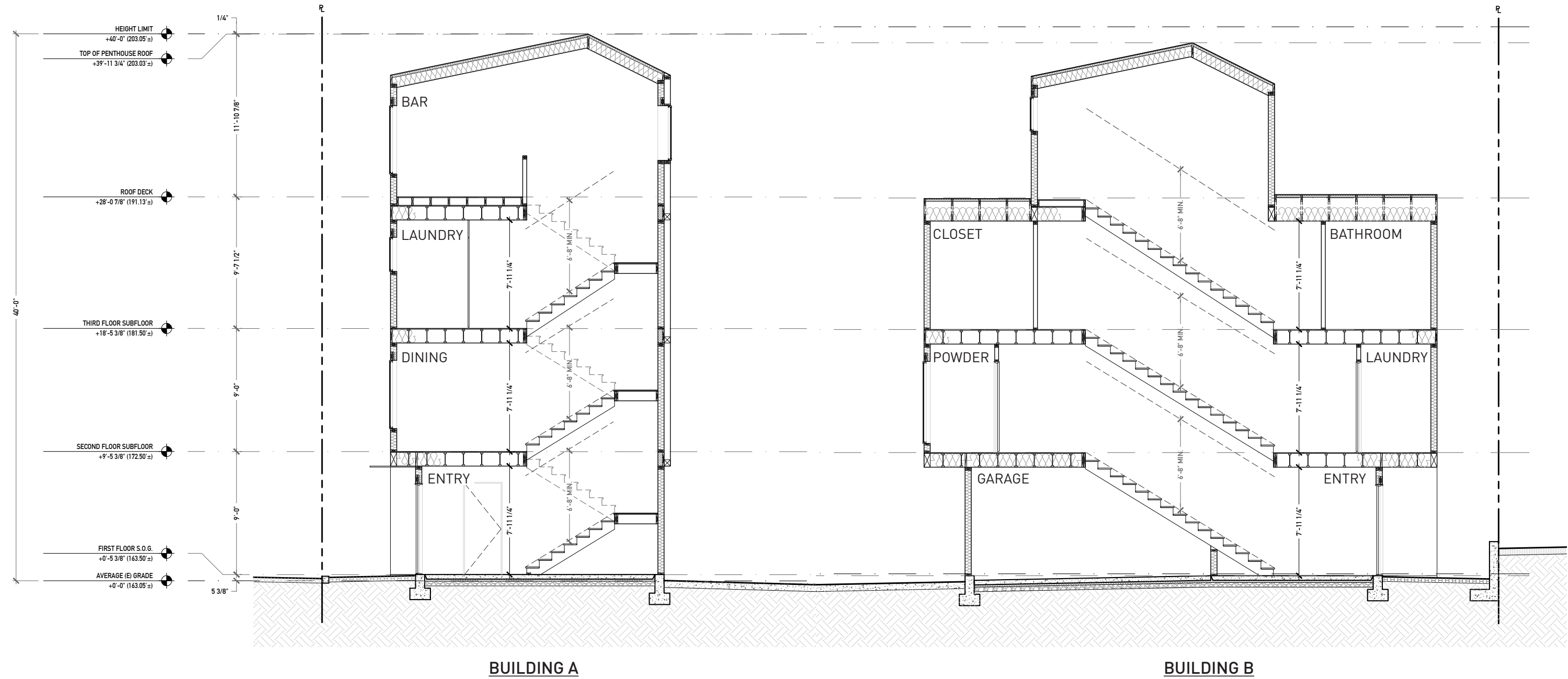


BUILDING B ROOF PLAN











- 6" FASCIA [BLACK]
- ROOF DECK PARAPET
- FIBERGLASS WINDOWS [BLACK]
- 6" OVERFRAMING
- FIBERGLASS GARAGE DOORS [BLACK]

- ROOF OVERHANG AT ROOF DECK
- CEDAR HORIZ. SIDING [NATURAL]
- BOX GUTTER [BLACK]
- HARDIE DETAIL PANEL [BLACK]
- DOWNSPOUT [BLACK]
- 6" OVERFRAMING
- HARDIE PANEL SIDING W/ 1x1 BATTENS [GRAY + NATURAL]

BUILDING A

BUILDING B



BUILDING B

BUILDING A

6" FASCIA
[BLACK]

ASPHALT COMP.
SHINGLE ROOFING
[CHARCOAL]

CEDAR HORIZ. SIDING
[NATURAL]

DOWNSPOUT
[BLACK]

FIBERGLASS
WINDOWS
[BLACK]

6" OVERFRAMING

HARDIE PANEL SIDING
W/ 1x1 BATTENS
[GRAY + NATURAL]

HARDIE PANEL SIDING
[GRAY]









ROOF OVERHANG AT
ROOF DECK

FIBERGLASS
WINDOWS
[BLACK]

FIBERGLASS
GARAGE DOORS
[BLACK]

CEDAR HORIZ.
SIDING [NATURAL]

METAL COPING
[BLACK]

HARDIE DETAIL PANEL
[BLACK]

HARDIE PANEL SIDING
[GRAY]









JUNE 21



MARCH|SEPTEMBER 21



DECEMBER 21



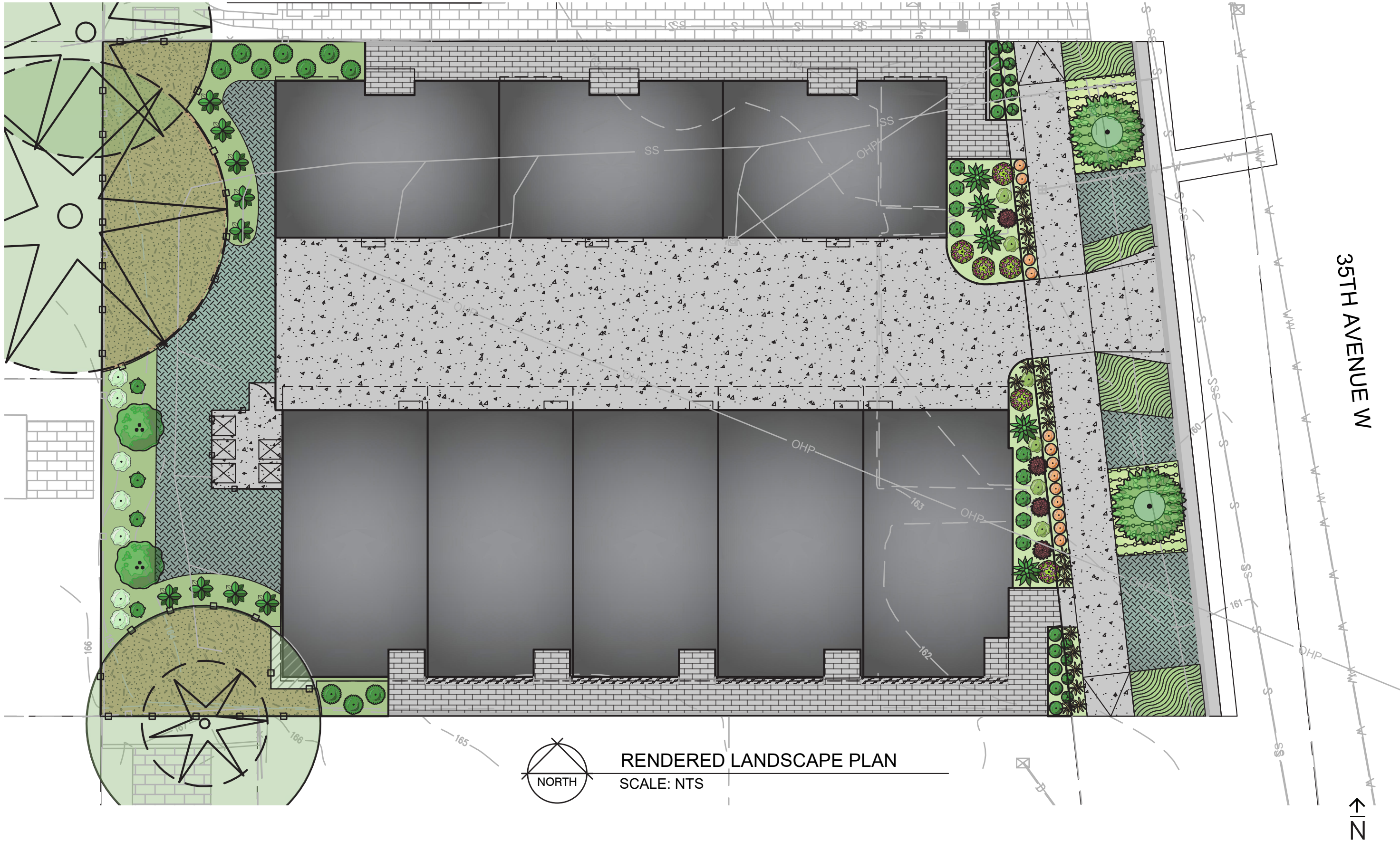
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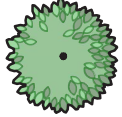
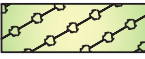


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PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME
TREES	
	Acer circinatum / Vine Maple
	Zelkova serrata 'Village Green' / Village Green Zelkova Street Tree
SHRUBS	
	Berberis thunbergii 'Crimson Pygmy' / Crimson Pygmy Barberry
	Calluna vulgaris 'Firefly' / Heather
	Cornus sericea 'Kelsey' / Kelsey Dogwood
	Ilex crenata 'Sky Pencil' / Sky Pencil Japanese Holly
	Lonicera pileata 'Moss Green' / Moss Green Honeysuckle
	Mahonia eurybracteata 'Soft Caress' / Soft Caress Mahonia
	Nandina domestica 'Gulf Stream' TM / Heavenly Bamboo
	Pennisetum alopecuroides 'Hameln' / Hameln Dwarf Fountain Grass
	Pieris japonica 'Brouwer's Beauty' / Lily of the Valley Bush
	Pieris japonica 'Cavatine' / Lily of the Valley Bush
	Prunus laurocerasus 'Mount Vernon' / Mount Vernon Laurel
	Sarcococca ruscifolia / Fragrant Sarcococca
	Spiraea japonica 'Firelight' / Firelight Spirea
GROUND COVERS	
	Epimedium grandiflorum 'Lilafée' / Longspur Barrenwort
	Liriope muscari 'Big Blue' / Big Blue Lilyturf
	Sagina subulata / Irish Moss
SITE	
	Arborist Chips 3" Depth



Zelkova serrata 'Village Green'-
Village Green Zelkova



Acer circinatum -
Vine Maple



Mahonia eurybracteata 'Soft
Caress' - Soft Caress Mahonia



Pennisetum orientale -
Oriental Fountain Grass



Calluna vulgaris 'Firefly' -
Firefly Heather



Pieris japonica 'Cavatine' -
Lily of the Valley Bush



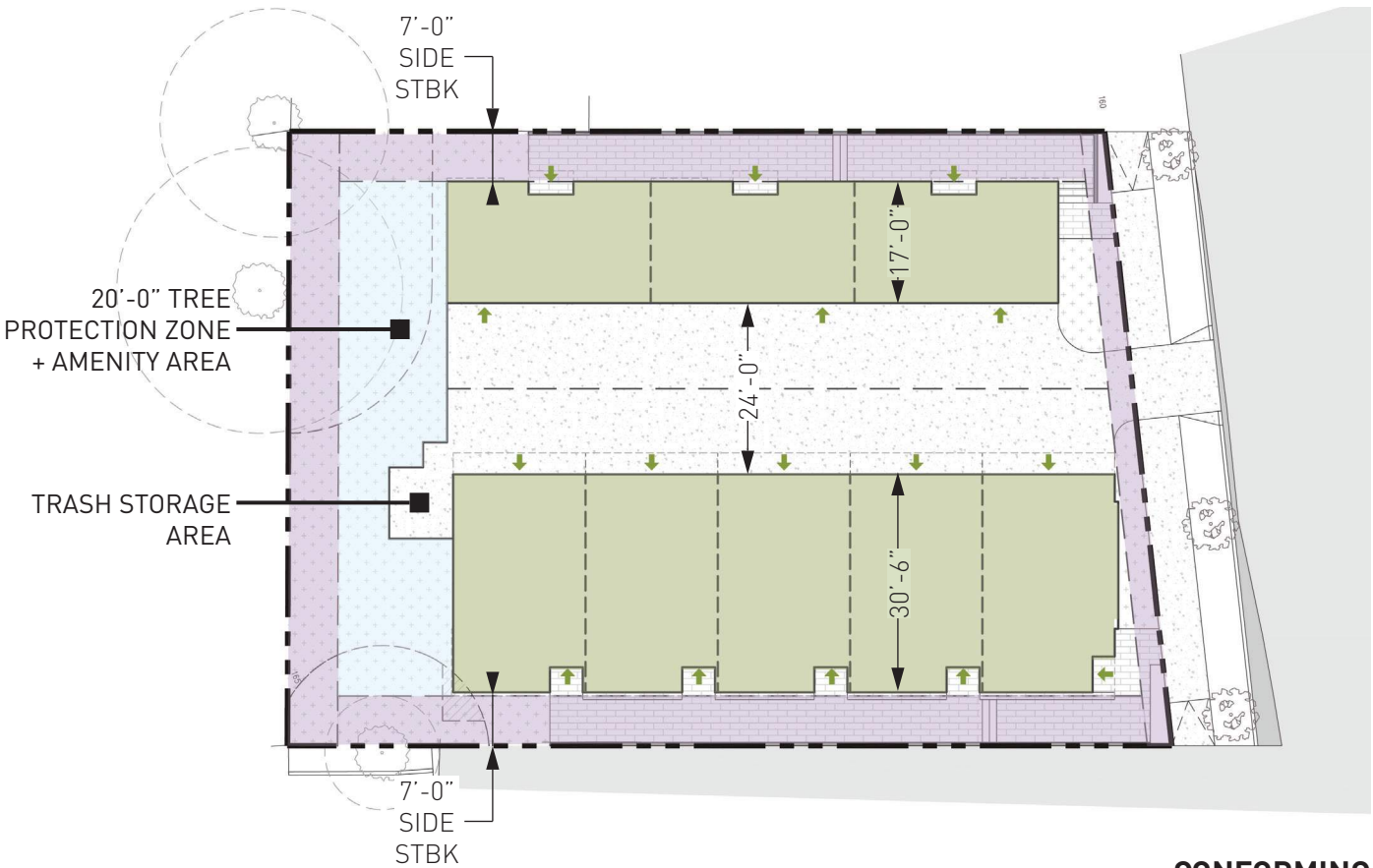
Nandina domestica 'Gulf Stream'-
Gulf Stream Heavenly Bamboo



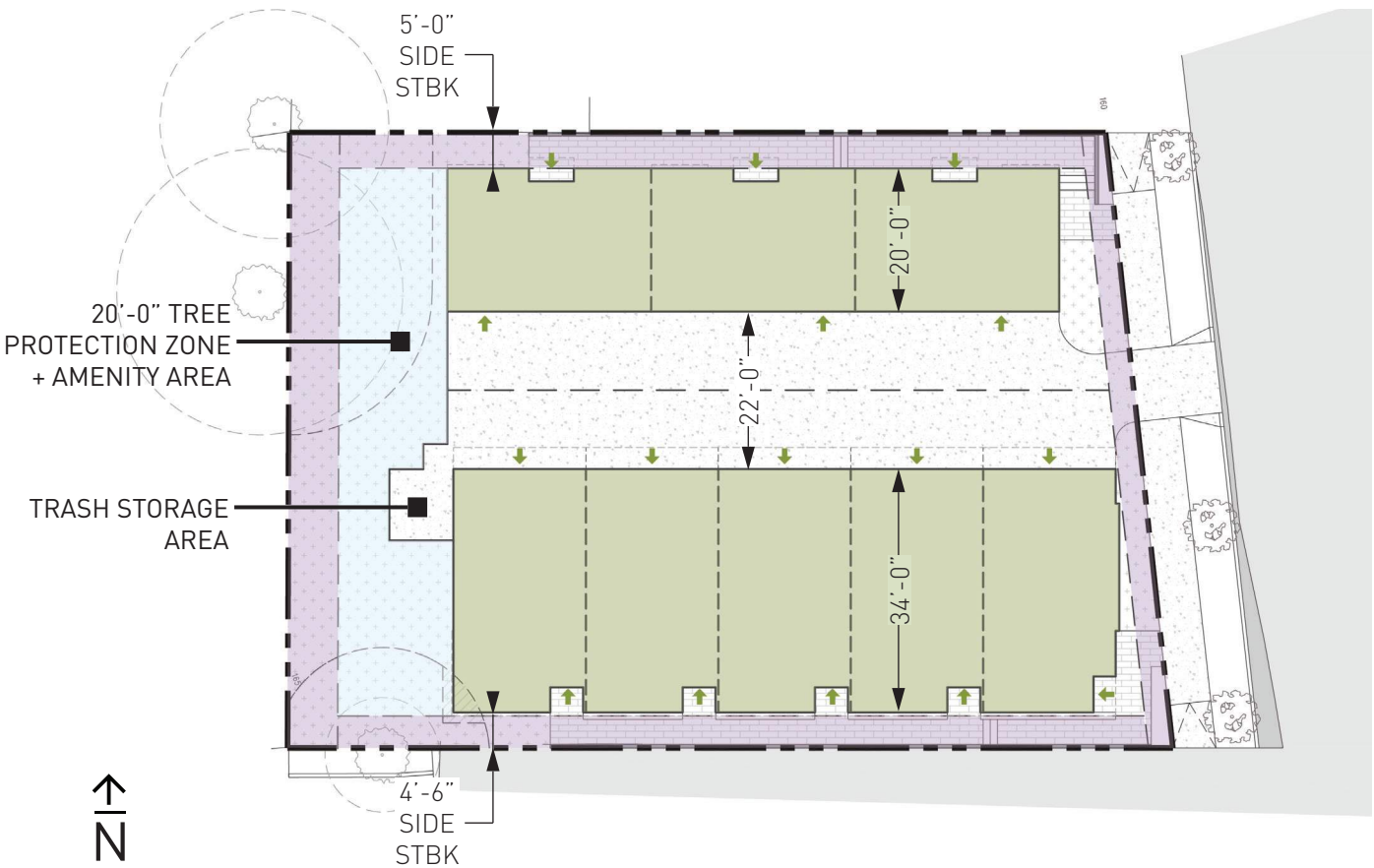
Sagina subulata -
Irish Moss



Spiraea japonica 'Firelight' -
Firelight Spirea



CONFORMING



WITH ADJUSTMENTS

KEY

- BUILDINGS
- SETBACKS
- TREE PROTECTION / AMENITY AREA

REQUESTED SIDE SETBACKS + SEPARATION BETWEEN STRUCTURES ADJUSTMENT

The project proposes decreasing the average north side setback from 7'-0" to 5'-0" [28.9% reduction] and the average south side setback from 7'-0" to 4'-6" [35.7% reduction]. The project proposes reducing the minimum south setback from 5'-0" to 4'-6" [10% reduction]. The minimum north side setback is to remain unchanged.

The project proposes decreasing the separation between Buildings A and B from 24 ft to 22 ft [8.3% reduction].

The top diagram depicts a design conforming with the side setbacks and building separation. The bottom diagram depicts a design with all requested adjustments.

Three feet of building depth is lost from Building A and 2'-6" fom Building B in the conforming design. This results in the Building A garage depth being less than 16 ft, displacing both the car and bicycle parking from this building. This would require at-grade parking, which would be more visible than garage parking [discouraged by DC1.C.2]. In the case of Building B, this reduction would likely require eliminating ground floor living area, which conflicts with the project's goal of developing family-size units. Reducing the width of the buildings also results in very tight spaces within them, decreasing the overall livability of the unit itself.

Recouping the lost floor area would likely require the buildings to be extended into the tree protection area to the west [see Page 47]. While this is permitted by code as the existing building already extends into the tree protection area, it is discouraged by CS1.D.2 and DC3.C.3. Such an extension would also displace the trash storage area, which would then be located in a more publicly visible area [discouraged by DC1.C.4].

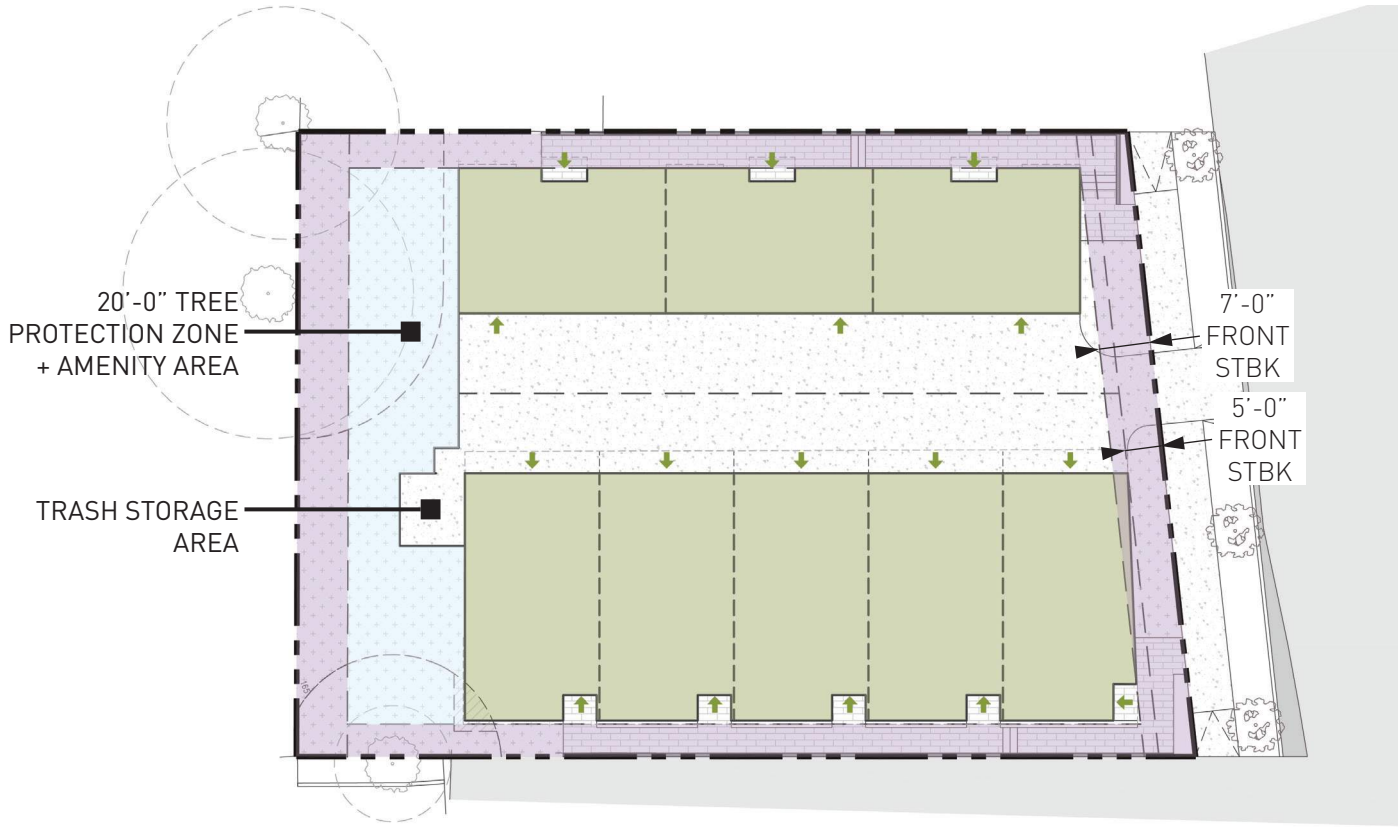
REQUESTED FRONT SETBACKS ADJUSTMENT

The project proposes decreasing the minimum front setback from 5'-0" to 3'-4 1/2" (32.5% reduction). Average front setback to remain unchanged.

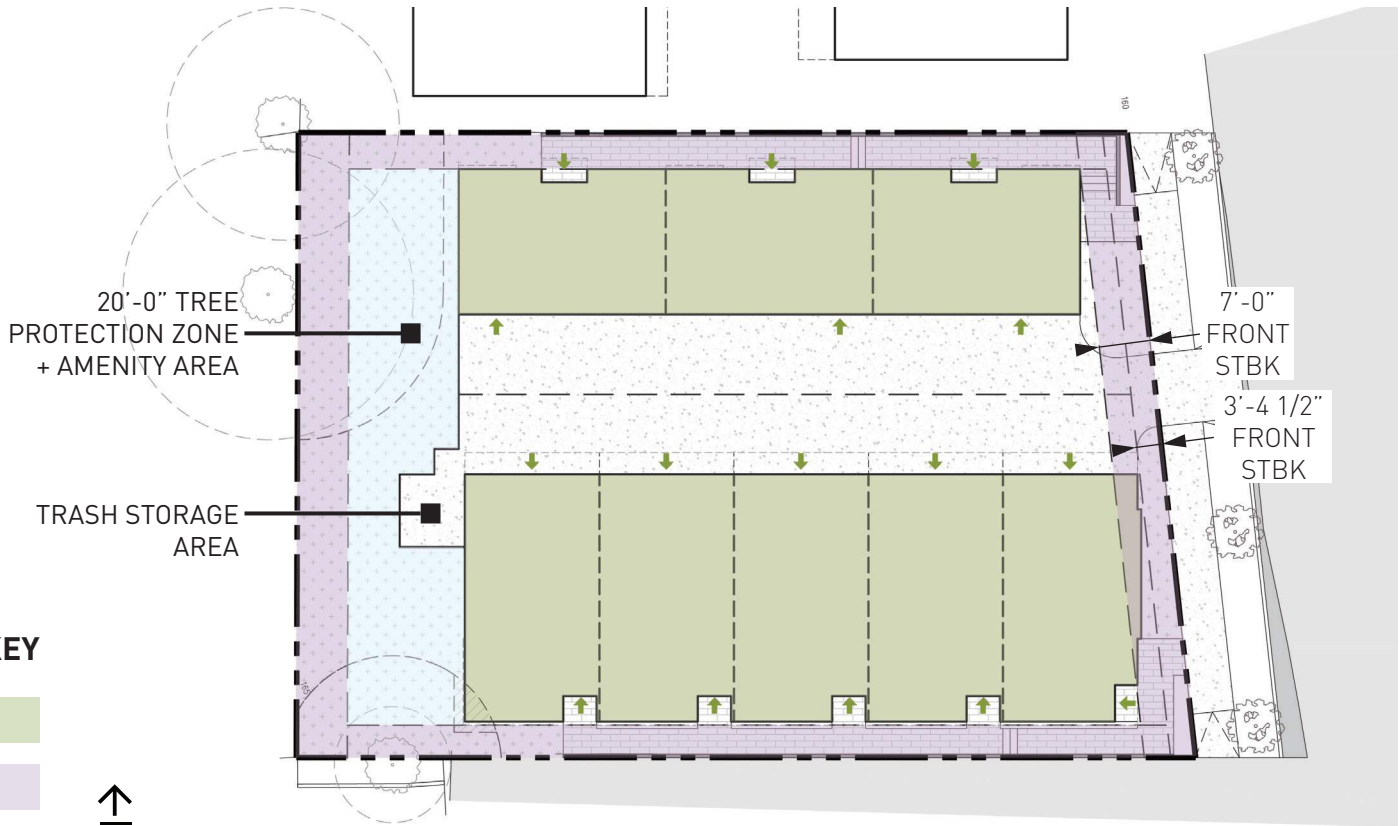
The top diagram depicts a design conforming with the 5'-0" minimum front setback. The bottom diagram depicts a design with the requested adjustment.

Building A is fully compliant with the minimum from setback, so this adjustment only impacts Building B. As can be seen in the diagrams, the front property line is not parallel to the rear property line or to the proposed structures. Thus, Building B's northerly corner is closer to the property line than the rest of its east façade. Granting this adjustment allows the building to retain its overhang on the north side and the projecting mass at the center of its elevation. Compliance with the standard setback would require elimination of these features, reducing the visual interest of the street-facing elevation. This is in direct conflict with DC2.B.1. The loss of façade articulation would also cause this elevation to read as a single, larger plane, increasing its visual mass [discouraged by DC2.A.2].

As with the prior departure, the alternative means of compliance is to move the building to the west and encroach upon the tree protection area. This is discouraged by CS1.D.2 and DC3.C.3.



CONFORMING



WITH ADJUSTMENTS

KEY

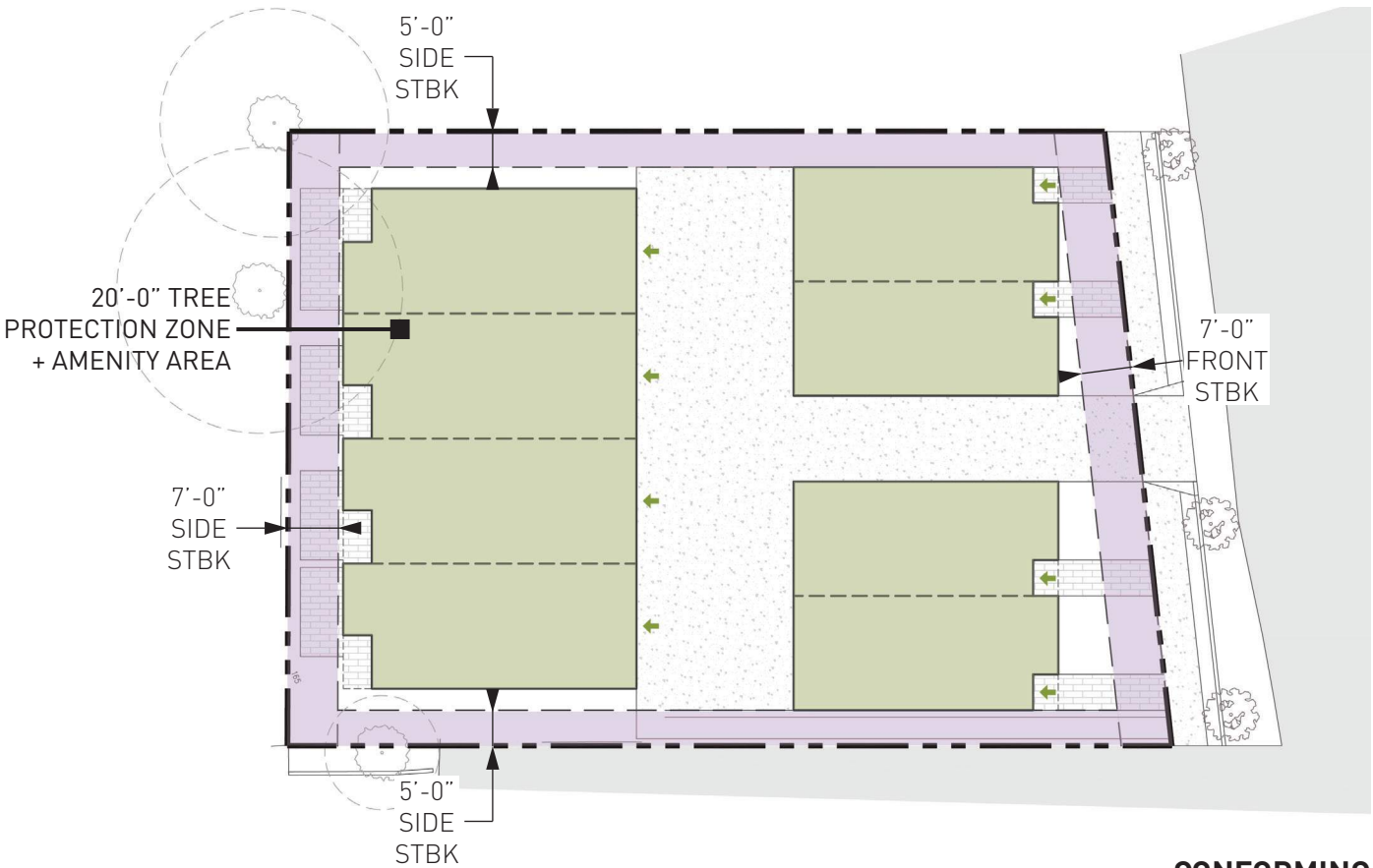
BUILDINGS

SETBACKS

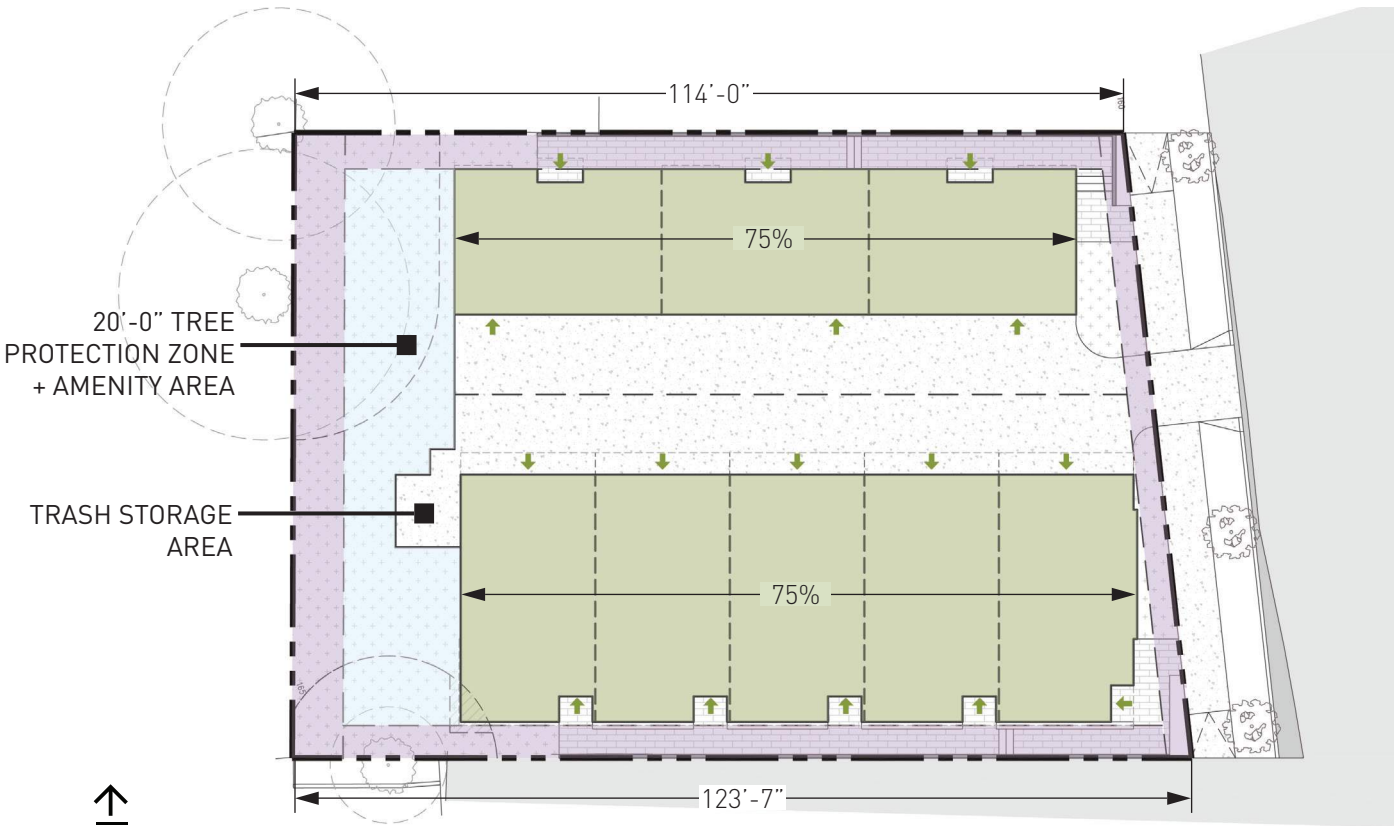
TREE PROTECTION / AMENITY AREA

↑

N



CONFORMING



WITH ADJUSTMENTS

KEY

- BUILDINGS
- SETBACKS
- TREE PROTECTION / AMENITY AREA

REQUESTED FACADE LENGTH ADJUSTMENT

The project proposes increasing the allowable facade depth to 75% (10% increase) for the north and south side lot lines.

The top diagram depicts an alternate site plan that complies with the facade length limit. As can be seen, it also encroaches heavily upon the tree protection area. The lower diagram depicts a design with a 10% adjustment from the facade length limit that does not encroach upon the tree protection area.

As previously discussed, the design guidelines encourage preservation of existing trees [CS1.D.2 and DC3.C.3]. By avoiding any encroachment on the northerly tree protection area and minimizing encroachment on the southerly tree protection area, this project protects the existing trees to the greatest extent practical. Code allows for more encroachment into tree protection areas than in proposed. Thus, voluntarily choosing not to encroach better meets the intent of the relevant design guidelines. It also requires that the remaining site be developed more intensively to fit the development onto the site, thus justifying the adjustment request.

Due to the geometry of the site, it is not feasible to move portions of the structures at least 15 ft from the side lot lines to exclude them from the facade length calculation. The site is 86 ft wide, 22 ft of which is the driveway. Thus, setting the buildings back 15 ft on each side leaves only 34 ft. This is equal to 17 ft per building, which is too narrow for garage parking. Parking is required in this zone, thus requiring it to be at grade [discouraged by DC1.C.2].

STANDARD	PROPOSED ADJUSTEMENT	JUSTIFICATION
SIDE SETBACK <i>(SMC 23.45.518 TABLE A)</i> <i>(SMC 23.41.018.D.3.a)</i> Side Setback: 7 ft average Side Setback: 5 ft minimum	Decrease the avg. north side setback to 5’-0” (28.9% reduction). Decrease the avg. south side setback to 4’-6” (35.7% reduction). Decrease the min. south setback to 4’-6” (10% reduction). Minimum north side setback to remain unchanged.	Granting these adjustments allows the project to better preserve existing trees [CS1.D.2 and DC3.C.3] while also concealing parking and trash storage from public view [DC1.C.2 and DC1.C.4].
SEPARATION BETWEEN STRUCTURES <i>(SMC 23.45.518.F)</i> <i>(SMC 23.54.030.E.1)</i> Aisle width: 22 ft + 2 ft between structures separated by a parking aisle.	Decrease the separation between Buildings A and B to 22 ft [8.3% reduction].	Granting this adjustment allows the project to better preserve existing trees [CS1.D.2 and DC3.C.3] while also concealing parking and trash storage from public view [DC1.C.2 and DC1.C.4].
FRONT SETBACK <i>(SMC 23.45.518 TABLE A)</i> <i>(SMC 23.41.018.D.3.a)</i> Front Setback: 7 ft average Front Setback: 5 ft minimum	Decrease the min. front setback to 3’-4½” [32.5% reduction] for Building B only. Average front setback to remain unchanged.	Granting this adjustment allows Building B to present a more articulate, less massive façade to the street [DC2.A.2 and DC2.B.1]. It also helps the project preserve existing trees [CS1.D.2 and DC3.C.3].
FACADE LENGTH <i>(SMC 23.45.527.B)</i> <i>(SMC 23.41.018.D.3.d)</i> Facade Depth: Total facade depth of all facades within 15 ft of a side lot line to be no more than 65% of the length of that lot line.	Increase the max. north façade length to 75% [10% increase]. Increase the max. south façade length to 75% [10% increase].	Granting this adjustment allows the project to better preserve existing trees [CS1.D.2 and DC3.C.3] by concentrating development on the opposite side of the property.