SDR proposal packet

18.April.2012

3216 21st Ave W

streamlined design review 3216 21st Ave W

3216 W

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1 panoramic view along 21st Ave. W, looking west

2 panoramic view along 21st Ave. W, looking east

3 panoramic view along the alleyway, looking west

4 panoramic view along the alleyway, looking east

context panoramic photos

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1. Proposal. Statement of development objectives indicating types of desired uses, structure height, number of residential units, amount of commercial square footage and number of parking stalls..

Development Objectives

The development intends to provide two triplex structures at 3216 21st Avenue W with a shared courtyard in between. The project design will address 21st Avenue W as well as the alley at the rear of the site. The courtyard at the center of the project will provide the primary entrance to each of the six townhomes. Parking access will be from the alley to six covered parking stalls. All homes will connect directly to the courtyard with and will have private decks to extend the interior living spaces. Many of the homes will have private roof decks as well to access territorial views to the east. The courtyard will be the heart of the project, a communal space that is wrapped by primarily two-story volumes with three-story volumes pushed towards the east and west edges of the site.

Desired Uses

Townhomes

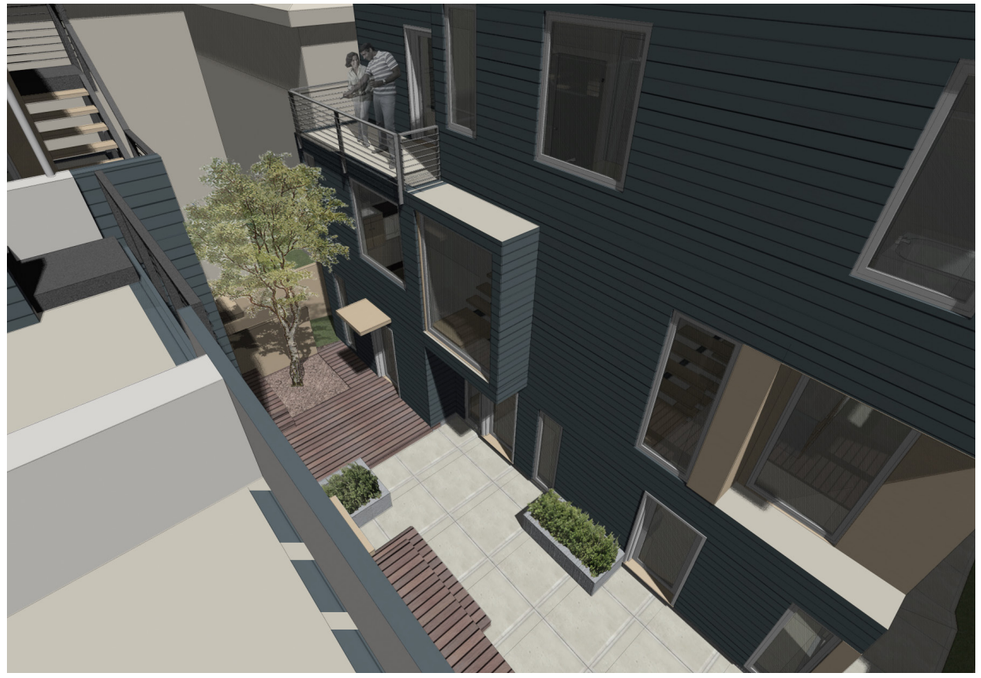
Six townhomes (in two triplexes) ranging from 1400 to 1500 square feet, will provide the opportunity for people to live just in a central location, close to Interbay, Discovery Park, Ballard and Queen Anne. Just a few blocks away is the Elliott Bay trail providing access to downtown Seattle. The proposed design will organize the townhomes into two triplexes oriented north-south with a courtyard in between. Parking will be pushed to the edge of the site adjacent to the alley. Decks providing territorial views extend over the noses of some of the parking stalls. Thoughtful fenestration, double height spaces, and massing choices express progressive thinking and innovation. Further environmental consciousness will be expressed through material choice, building practices, and site planning. Thoughtful architecture and green building practices will demonstrate that these homes are informed by time and place. These homes will be certified minimum of 4-star Built Green. Further development of the building's exterior through modulation of the exterior wall combined with decks and variation in materials and window treatment will express individual spaces and reduce the mass of the building.

Structure Height

Zoning allows 30 feet in height, with additional 4 feet for a parapet and 10 feet for a roof penthouse. It is our intent to utilize the full height permitted while following the topography from east to west along the site and providing modulation for decks at upper stories that reduces the overall height.

Access and Parking

Parking access will be from the alley abutting the rear of the site. The alley will need to be improved from one of the adjacent streets, as required in code section SMC 23.45.510b 2 and SMC 23.53.030 in order to reach the higher allowable far for the project site. All parking stalls will be located at the rear of the lot on a pervious parking surface. The noses of the cars will be covered by decks for the rear units.



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1

View from 22ND Ave. W and W. Dravus St. looking East

2

A pub on 21ST Ave. W and W. Dravus St.


3

Mixed used building on 21ST Ave.W and W. Dravus St.


4

Railroad East of 20TH Ave. W

5

A gas station on 20TH Ave. W and W. Dravus St.

6

Bus stop for bus#31 on 22ND Ave W and W Dravus.

2 ANALYSIS OF CONTEXT

Initial site analysis addressing site opportunities and constraints, adjacent buildings, zoning of the site and adjacent properties, overlay designations, solar access, views, circulation patterns, community nodes, landmarks, and existing architectural and siting patterns.

Neighborhood Context and Adjacent Zoning

Land Use

The site, shown in orange on the adjacent page in the aerial photo and zoning map sits midblock between W Dravus Street to the south and W Bertona Street to the north. It is located in the new LR-3 zone with LR-1 directly across 21st Avenue W. NC2-40 is located across the alley to the west and 3 blocks south abutting W Dravus Street. There is a concentration of LR-2 along W Dravus St to the west with SF 5000 north and south of the arterial. Generally, there is a mix of three-story townhomes and apartment buildings to the north and south along 21st Ave W with some one and two-story single-family houses. One and two-story commercial structures are located to the east across the alley. The neighborhood is predominantly single-family to the east with multifamily and commercial along 21st Ave W. Adjacent to the east is the Interbay with a concentration of EG1 U/45 along the rail yard.

Architecture

The architecture varies dramatically in this neighborhood with a wide range of building types. Along 21st Ave W and the alley at the rear of the site, there are mostly multifamily homes of various ages and sizes with a few single family homes. Across the alley as well as on W Dravus St, there are a number of commercial buildings also of varying sizes and ages. At the corner of the alley, filling the block front along W Dravus St to 20th Ave W is an Arco gas station. There is no predominant style or typology within this particularly eclectic area.

Topography and Views

The subject site is sloped to downhill to the east, creating a 4' grade difference from its west boundary to the alley at its east edge. Across the alley to the east, the topography slopes down to the further to the east, creating opportunities for territorial views the west side of Queen Anne hill and the Interbay. The topography slopes uphill significantly to the west of the site.

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7

A town house on 21ST Ave W and W.Dravus St.


8

A single family house on 22ND Ave.W and W. Dravus St.


9

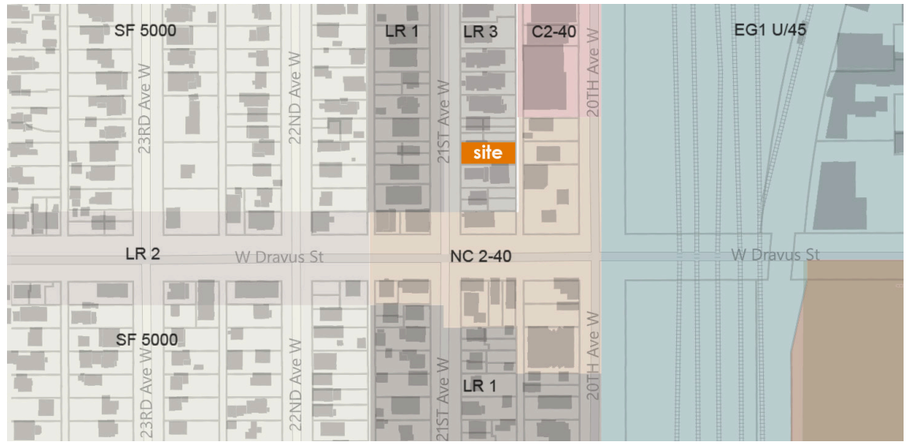
A Multi family building on 24TH Ave.W and W. Dravus St.

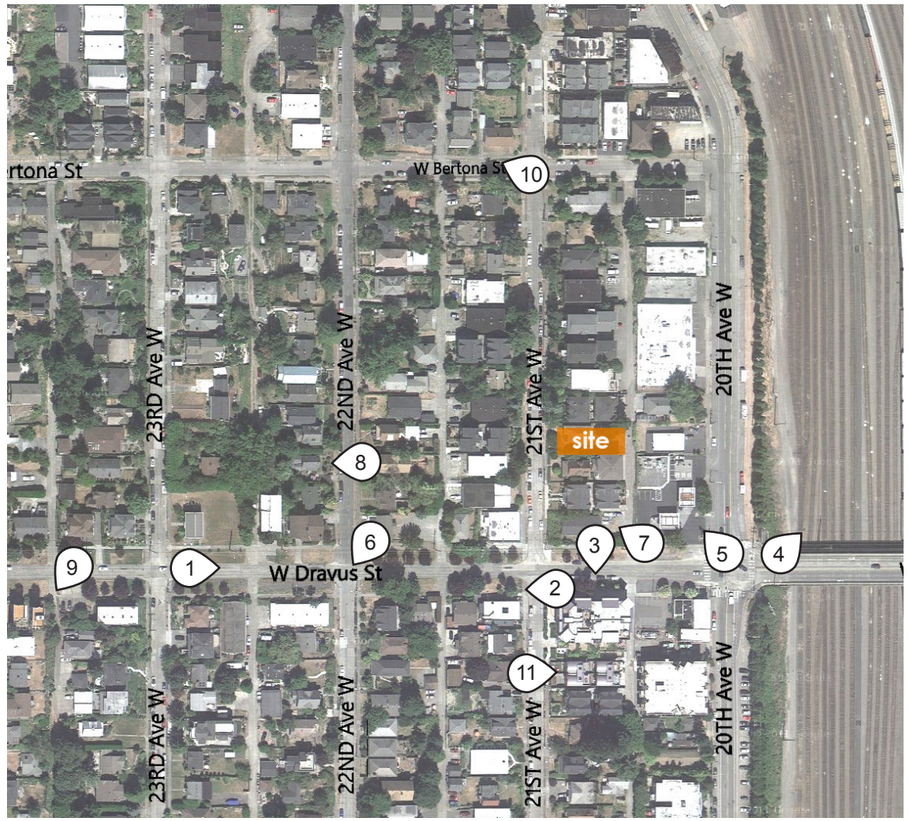

10

A multi family development on 22ND Ave.W. and W.Bertona St.


11

A town house on 21ST Ave.W. and W.Dravus St.





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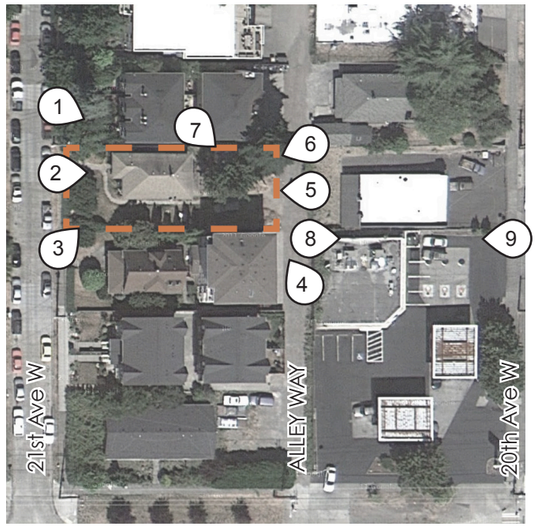

EXISTING SITE. A drawing of existing site conditions, indicating topography of the site or other physical features and location of structures and prominent landscape elements on the site including but not limited to all trees 6 inches or greater in diameter measured 4.5' above the ground (see CAM 242).

Uses

The site is located on 21st Avenue W between W Dravus Street and W Bertona Street and is approximately 120 feet east-west and 50 feet north-south. The lot contains an existing single-family house.

Topography

The site slopes downhill from west to east with an approximate 4-foot grade. The site has territorial views to the east of Interbay and the west side of Queen Anne Hill.

Access

The site is bounded by 21st Avenue W to the west and an alley to the eastv. Dravus Ave W, one block to the south of the site is a minor arterial and provides access from 15th Ave W as well as the Elliott Bay Trail. Both 21st and Dravus are used for vehicular, bicycle and pedestrian access. 21st Ave W is a modest street with relatively small-scale structures and low speed traffic while Dravus is signaled and carries a higher volume of traffic in the neighborhood.

1 Looking southeast from 21st Ave.W.

2 Looking east from 21st Ave.W.

3 Looking northeast from 21st Ave.W.

4 Looking northwest from the alleyway.

5 Looking west from the alleyway

6 Looking southwest from the alleyway

7 Looking southeast from neighboring walk way

8 Looking east from the eastern end of the site

9 Looking at the site from 20th Ave W.

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Site analysis summary:

21st Avenue W
•Slopes downhill from south to north from W Dravus Street to Gilman Avenue W where it terminates, with a relatively flat area in front of the site.

Alley at east edge
• Residential service alley providing vehicular access to neighboring properties. Slope follows 21st Ave W. The site slopes slightly downhill from 21st Ave W to the alley.

W Dravus Street
•Slopes uphill from 20th Ave W, one block east of the subject site to the west to 27th Ave W. It slopes steeply from 22nd Ave W to 27th Ave W.

21st Avenue W traffic
• Residential street connecting Gilman to Thorndyke across Dravus.

W Dravus Street traffic
• Minor Arterial connecting the neighborhood from Magnolia to the west side of Queen Anne Hill and to 15th Ave W that connects Ballard to Downtown Seattle. There are bus stops along 22nd Ave W, at Bertona, Dravus and Barrett Streets for Bus routes 15, 18, 33 and 81 that offer service from Ballard and Magnolia to Downtown Seattle and bus route 31 that connects Magnolia to the University District.

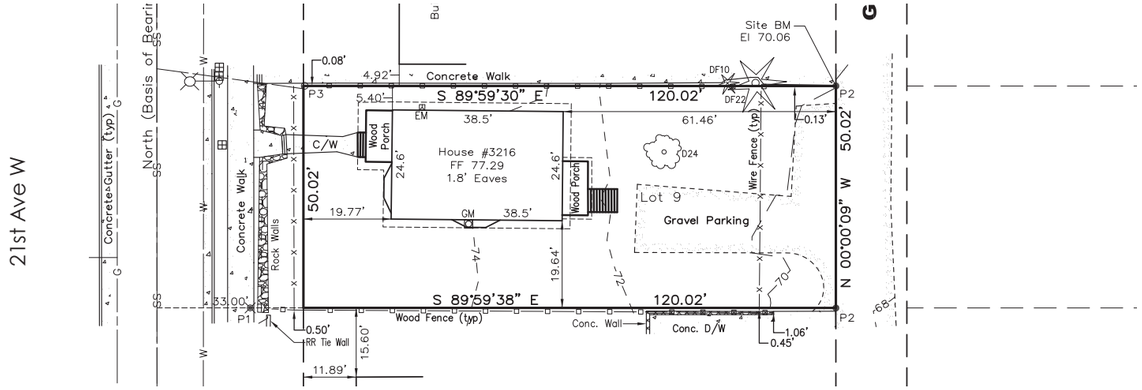
Solar access
•The site has good solar access to the south, southwest and the west with particularly good solar access to the east and southeast due to the slope downhill from the site to the east.

Building mass
•Desire to address both 21st Ave W to the west and the alley to the east with modulation along all its sides while creating a courtyard at the project's center.

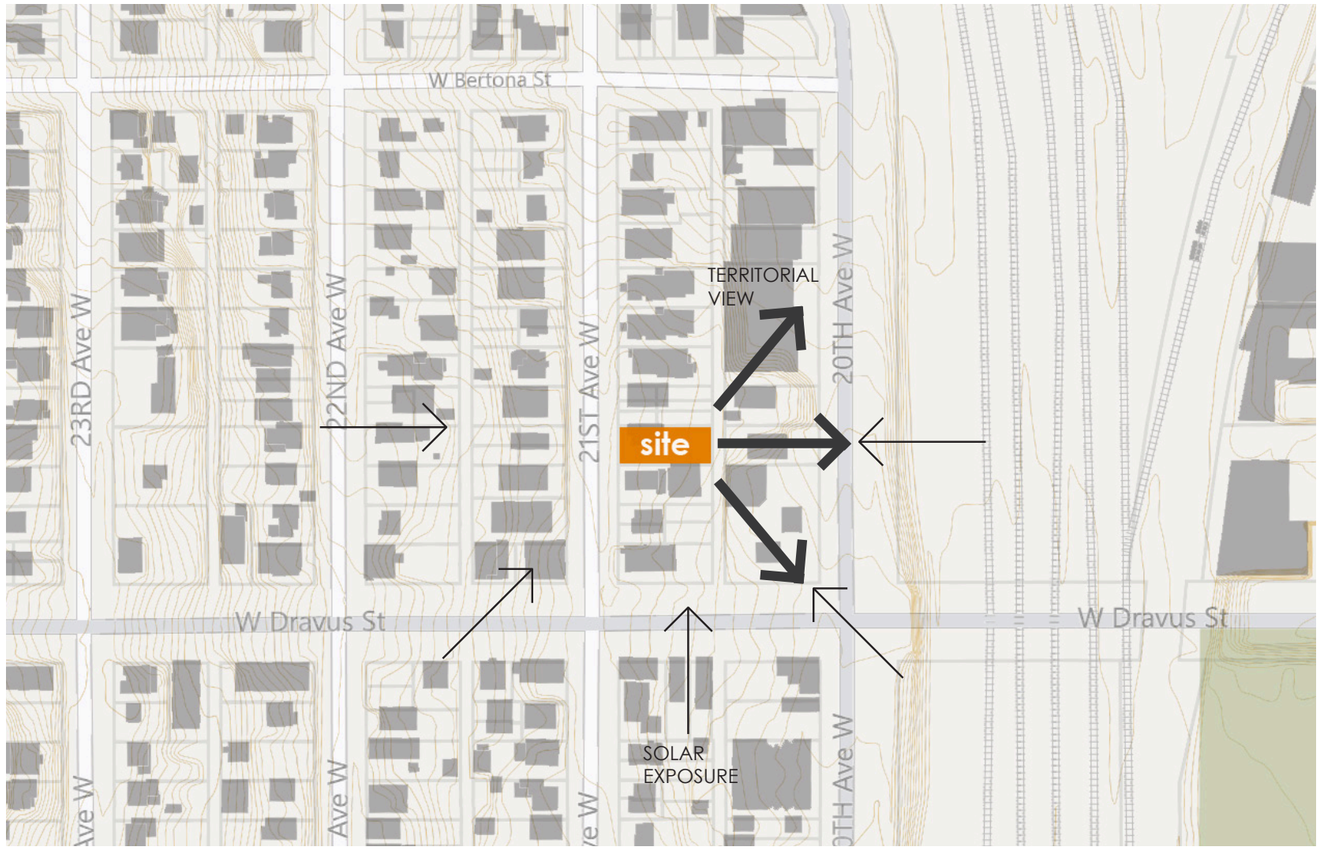
Views
•Territorial views to the east of Interbay and the west slope of Queen Anne Hill. Possible views to the northeast from the upper roof deck to the ship canal.

Parking access
•Propose six surface parking stalls at the rear (east boundary) of the site. Access will be from the alley to the east.

Biking access
•The site has great access to Seattle's bicycling trail network, 5 blocks to the south is the Elliott Bay Trail that connects through Myrtle Edwards Park to downtown Seattle, immediately north of the site, Gilman Ave W connects to Discovery Park and the Chittendon Locks that access Golden Garden's Park and the Burke Gilman Trail.



existing survey



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5. Design Guildelines.

A brief description of how the proposal meets the intent of the applicable citywide and neighborhood design guidelines. Identify design guidelines most relevant to the proposal.

A-1. Respond to Site Characteristics: The building's massing addresses both the abutting street and alley, with a careful reduction in massing at the street, central courtyard and alley. The proposed architecture solution is bold with decks at multiple floors and large windows, yet scaled to the buildings on adjacent properties. At the project's center is a courtyard for the owners and visitors.

A-2. Streetscape Compatibility: The townhomes abutting 21st Avenue are designed to engage the street, with large windows and front porches. The setback varies along this west façade stepping back to the neighbor to the north. Landscaping will be provided instead of a fence to denote individual homes and create a sense of consistency along the sidewalk. In addition a trellis is proposed to draw visitors back into the courtyard.

A-3 Entrances Visible from the Street: All three street facing townhomes will have visible entrances, enhanced by small porches, landscape planters and entry canopies. In addition, a trellis will highlight the entry to the central courtyard and the rear structure. Doors to all six town homes are accessible from the courtyard.

A-5 Respect for Adjacent Sites: The proposed buildings minimize height by maximizing the grade change and the flexibility due to the allowable Floor Area Ratio (FAR). The new structures are modulated in order to express the individual townhomes and reduce the massing of each structure. In order to create maximize the amount of modulation we need an adjustment for the side setback in two locations on the north façade. Most of the façade will be 5 feet away from the north property line with one 15.5 feet long section on each structure that extends to 4 feet within the property line. They will each be no more than 2 stories tall.

A-6 Transition Between Residence and Street: A strong pedestrian connection to the front triplex is established with clear entries and front porches. In addition, a trellis provides a connection at the street to the courtyard between the two structures. There will be decks looking onto the street, into the courtyard and towards the alley that will activate the pedestrian environment.

A-7 Residential Open Space: The amenity space requirement is provided in private front yards for each of the street facing townhomes with a common courtyard accessible to all homes at the center of the site. Additional amenity space is provided on private decks and roof decks for each of the new homes.

A-8 Parking and Vehicular Access: 6 surface parking stalls shall be provided for all townhomes abutting the alley. All parking is accessed from the alley with direct access to each stall.

B-1. Height, Bulk and Scale Compatibility: The 21st Ave W and alley façades maintain form and size consistent with the adjacent residential structures. All townhomes have decks at their third floor to minimize the bulk and scale. This improves the pedestrian experience along 21st, at the alley and in the courtyard. In context with the adjacent structures the rear townhouse structure provides a setback of 22 feet abutting the alley. Modulation on all façades further improves the compatibility with the surrounding context.

C-1 Architectural Context: The proposed architectural solution provides a bold presence while respecting its adjacent context. The design is intended to be modern, with large areas of fenestration facing the street, internal courtyard and the alley. Areas of contrasting material add interest and guide the locations of the fenestration.

C-2 Architectural Concept and Consistency: The project's design is bold and thoughtful. A mass is carved into to pieces, leaving behind a courtyard and articulated façades that shape and activate the courtyard, street and alley edges of the site. The masses are further segmented and detailed with contrasting elements including transparent glass, translucent glass and opaque infill panels. The arrangement of these elements and individual smaller window "punches" create a building envelope and design consistency for the project. Large openings create connections to the courtyard and access to views. Exterior stairs from the third floor decks provide access to roof decks on most of the townhomes.

C-4 Exterior Finish Materials: We will use durable and maintainable materials at the buildings' exterior that also respect the need for sustainability. Painted wood installed as ship-lap siding will be used on the majority of the structures with a paneled material (to be determined) to be used as the contrasting material on the other "infill" surfaces.

D-7 Pedestrian Safety: We intend to have all pedestrian access come from 21st Ave W. The access to the courtyard will be well lit and will connect to the parking at the alley. The townhomes abutting the street have decks facing the street and will maximize glazing in order to create significant interaction with the pedestrian street front.

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites: We will reinforce the lush landscaping along our block front on 21st Ave W. Individual amenity areas will feature lush plantings and provide adequate usable space. The narrow planting strip has no street trees currently and will limit the amount of landscaping that can be provided in the right of way. The south setback providing access to the courtyard shall be edged with landscaping native to the Northwest such as edibles and ferns. The north setback shall be planted with trees and natives. The courtyard shall be carefully landscaped including special pavements, canopies and planters and a couple specimen trees. One tree will be a feature at the north end of the courtyard, providing a focus for the outdoor room. In addition site furniture shall be incorporated into the design of the ground and outdoor decks above grade in the project.

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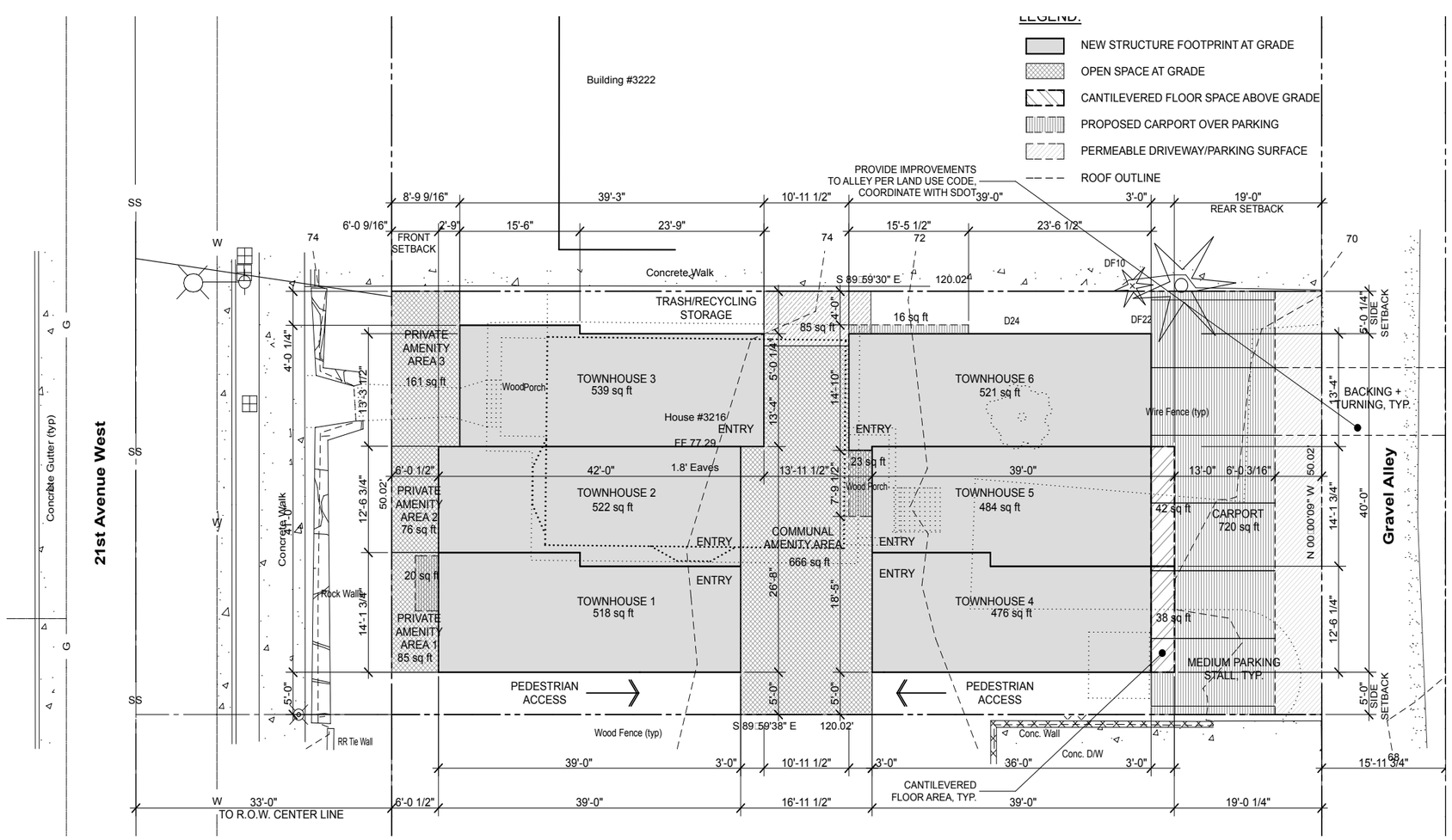

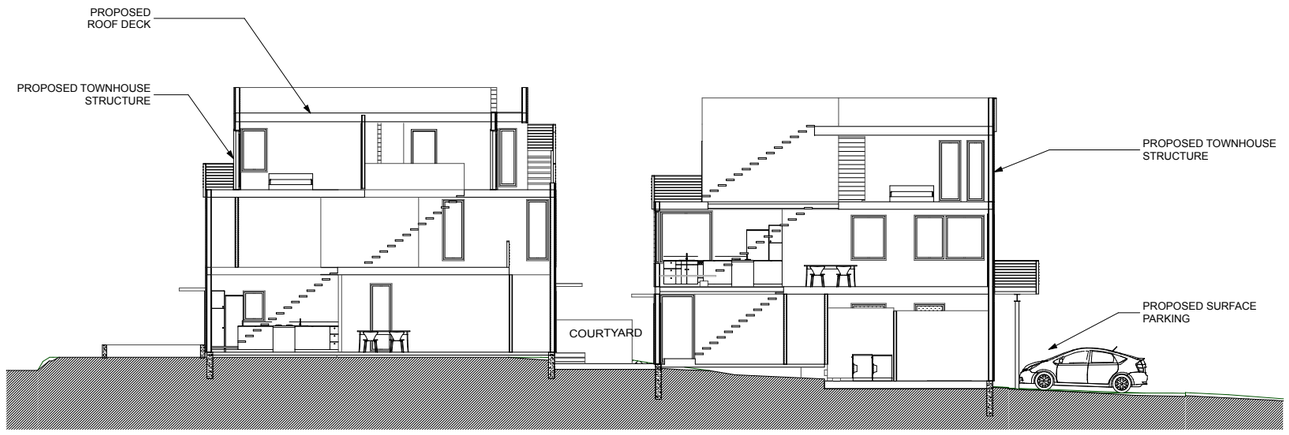

site plan / section

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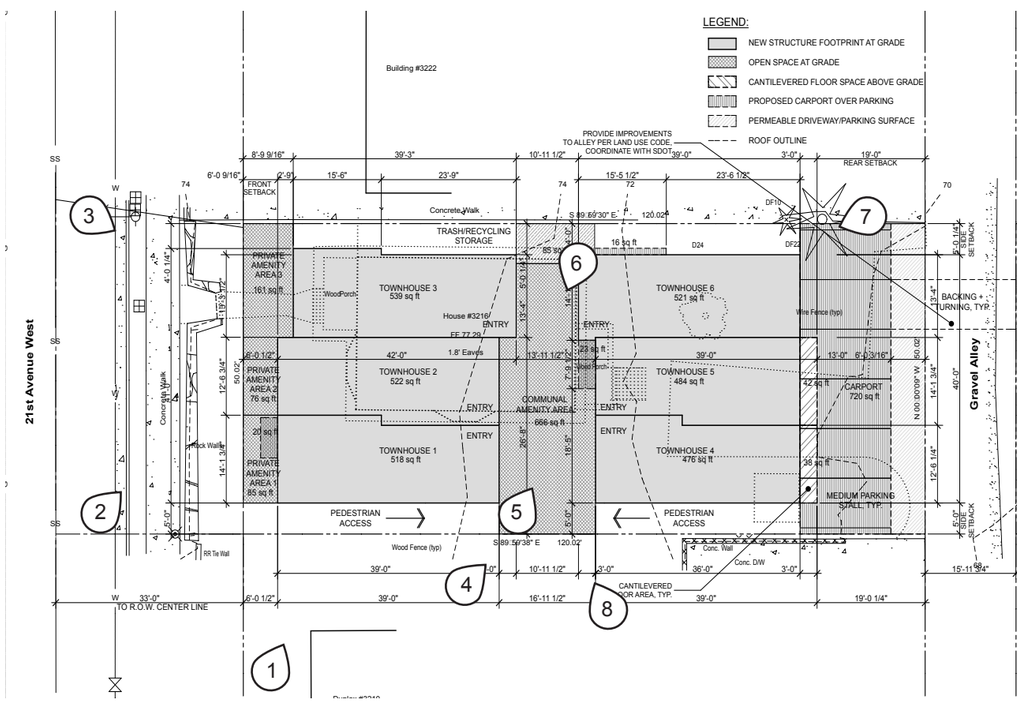

1 Aerial view from South West

Architectural Concept

The project's design is bold and thoughtful. A mass is carved into to pieces, leaving behind a courtyard and articulated façades that shape and activate the courtyard, street and alley edges of the site. The masses are further segmented and detailed with contrasting elements including transparent glass, translucent glass and opaque infill panels. The arrangement of these elements and individual smaller window "punches" create a building envelope and design consistency for the project. Large openings create connections to the courtyard and access to views. Exterior stairs from the third floor decks provide access to roof decks on most of the townhomes.

2 view from 21st street to North East

3 view from 21st street to South East

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4 view of the courtyard looking North East

5 view of the courtyard looking North

6 view of the courtyard looking South

7 view from North East alley way

8 view from South into the courtyard

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7. Adjustments and/or Departures.

A summary of potential development standard adjustments (or departures). A table comparing code requirements with the proposed design should be included.

Site location: 122 18th Avenue E
5000 square feet

Site Zoning: Lowrise LR-3

SEPA Review: Required with construction of over 8 dwelling units in LR-3, Not required in this parcel; see density calculation below (23.45.008).
CAM 208

Permitted Uses: Residential Use: Townhouse and Single Family
23.45.004

Height:
23.45.514

Table A. Structure Height for Lowrise Zones in Feet.
Maximum height is 30 feet for Townhouse Developments in LR3
D3. In LR3 zones, for structures subject to a 30 foot height limit, the ridge of pitched roofs on principal structures may either: a. extend up to 10 feet above the height limit, if the height exception provided in 23.45.514.F is not used, and the number of full stories above grade is limited to three; or b. extend up to 5 feet above the height limit, if the height exception provided in 23.45.514.F is used.
E1. Shed and butterfly roofs in LR zones. In LR zones, the high side(s) of a shed or butterfly roof may extend 3 feet above the height limits set in Table A for 23.45.514, provided that the low side(s) of the shed or butterfly roof are no higher than the height limit (see Exhibit A for 23.45.514).

Height: Rooftop features:
23.45.514

J4. In LR zones, the following rooftop features may extend 10 feet above the height limit set in subsections 23.45.514.A and F, if the combined total coverage of all features does not exceed 15 percent of the roof area or 20 percent of the roof area if the total includes screened mechanical equipment:
a. Stair penthouses, except as provided in subsection 23.45.514.J.6;
b. Mechanical equipment;
J6. Subject to the roof coverage limits in subsections 23.45.514.J.4 and 5, elevator penthouses may extend above the applicable height limit up to 16 feet.
J7. For height exceptions for solar collectors, see Section 23.45.545

Floor Area Ratio:
Table A for 23.45.010

B. Floor Area Ratios. Floor area ratio limits apply in LR zones as shown in Table A for 23.45.510.
Table A. LR3, Outside an Urban Village, for Townhouse Developments 1.2 or 1.3. The higher FAR limit applies if the project meets the standards of subsection 23.45.510.C
C. In LR zones, in order to qualify for the higher FAR limit shown in Table A for 23.45.510, certain standards shall be met regarding: green building performance standards; alley access and improvement standards; parking location if parking is required; access to parking if parking is provided.

Density:
Table A for 23.45.512

Table A. Density Limits in Lowrise Zones: 1/1600 or No limit for Townhouses in LR3 zone. For townhouses that meet the standards of subsection 23.45.510.C, there is no density limit in LR2 and LR3 zones.

Structure Width:
Table A for 23.45.527

B1. The maximum combined length of all portions of facades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line, except as specified in subsection 23.45.527.B.2.

Setbacks and Separations:
Table A for 23.45.518

For All LR Zones:

Setback	Single-Farmily	Townhouse Dev.
Front	7 feet avg, 5 min.	7 feet avg, 5 min.
Rear	0 with Alley, 7 if no alley	7 feet avg, 5 min.
Side Setback for Facades 40 feet or less	5 feet	5 feet
Side Setback for Facades 40 feet or greater	5 feet min.	7 feet avg, 5 min.

23.45.518

F1. Separations between multiple structures. In LR zones, the minimum required separation between principal structures at any two points on different interior facades is 10 feet

Parking:
23.54.015 Required Parking
23.54.030 Parking Space Standards
23.45.536 Parking location, access and screening

Table B Residential Uses – Multifamily residential uses, except as provided in Sections B or C of this Table B for 23.54.015.(1), 1 space per dwelling unit.
B1. If parking is required, it shall be located on the same lot as the use requiring the parking, except as otherwise provided in this subsection 23.45.536.B .
B2. Except as otherwise provided in this subsection 23.45.536.B, surface parking may be located anywhere on a lot except:
a. between a principal structure and a street lot line
b. in the required front setback or side street side setback; and
c. within 7 feet of any street lot line.

Landscaping standards:
23.45.524

A1. All landscaping provided to meet requirements under this Section 23.45.524 shall meet standards promulgated by the Director to provide for the long-term health, viability, and coverage of plantings.
A2a. Landscaping that achieves a Green Factor score of 0.6 or greater, determined as set forth in Section 23.86.019, is required for any lot with development containing more than one dwelling unit in Lowrise zones. Vegetated walls may not count towards more than 25 percent of a lot's Green Factor score.
B1. 1. Street trees are required if any type of development is proposed, except as provided in subsection 23.45.524.B . 2 and B.3 below and Section 23.53.015. Existing street trees shall be retained unless the Director of Transportation approves their removal.

Amenity Area:
23.45.522

A1. The required amount of amenity area for rowhouse and townhouse developments and apartments in LR zones is equal to 25 percent of the lot area.
A2. A minimum of 50 percent of the required amenity area shall be provided at ground level, except that amenity area provided on the roof of a structure that meets the provisions of subsection 23.45.510.E.5 may be counted as amenity area provided at ground level.
A4. For apartments, amenity area required at ground level shall be provided as common space.
D1. All units shall have access to a common or private amenity area.
D3. Projections into amenity areas. Structural projections that do not provide floor area, such as garden windows, may extend up to 2 feet into an amenity area if they are at least 8 feet above finished grade.
D5. Common amenity area for rowhouse and townhouse developments and apartments shall meet the following conditions:
a. No common amenity area shall be less than 250 square feet in area, and common amenity areas shall have a minimum horizontal dimension of 10 feet.
b. Common amenity area shall be improved as follows:
1) At least 50 percent of common amenity area provided at ground level shall be landscaped with grass, ground cover, bushes and/or trees.
2) Elements that enhance the usability and livability of the space for residents, such as seating, outdoor lighting, weather protection, art, or other similar features shall be provided.

Standards for certain accessory uses:
23.45.545

C3. Solar collectors on roofs. Solar collectors that meet minimum written energy conservation standards administered by the Director and that are located on a roof are permitted as follows:
a. In Lowrise zones up to 4 feet above the maximum height limit or 4 feet above the height of elevator penthouse(s).

CODE REQUIREMENTS NEEDING ADJUSTMENTS

CODE ITEM/SECTION	REQUIREMENT	PROPOSED	ADJUSTMENT
1. SETBACKS			
TABLE A 23.45.518	*Townhouse Development*	*Townhouse Development*	
Side Setback for Fa□ades 40 feet or less in length	7 feet average, 5 feet minimum	The north fa□ade of each structure provides a 5-foot setback for most of its length. There is a 15'-6" section of wall for each structure that extends to within 4 feet of the north property line. In efforts to minimize this impact, the development reduces other mass and bulk along this fa□ade.	The minimum is proposed to reduced by 20% for 15'-6" on each structure
2. FA□ADE LENGTH			
23.45.527B	Maximum combined length of all portions of fa□ades within 15 feet of a lot line that is neither a street, alley or rear lot line shall not exceed 65% of the length of that line.	The north side fa□ade length (aggregate of two structures) is 78'-3" for 65.2% with the west structure at 39 feet and the east structure at 39'-3"	65.2% requested instead of 65%.

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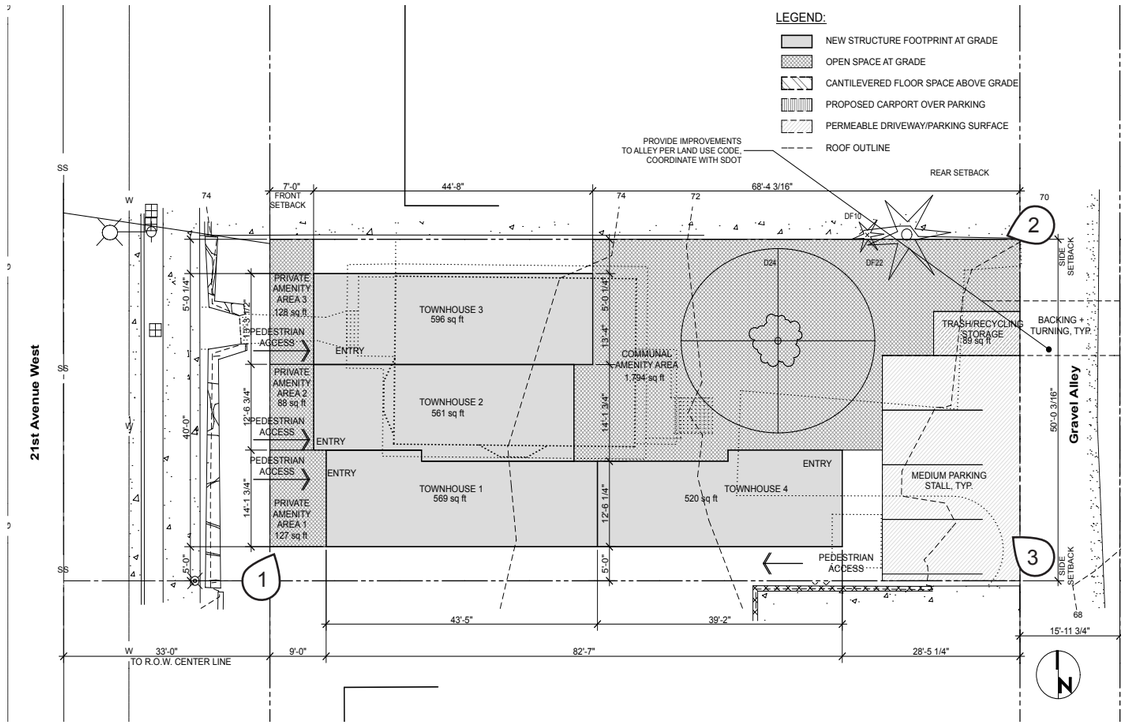
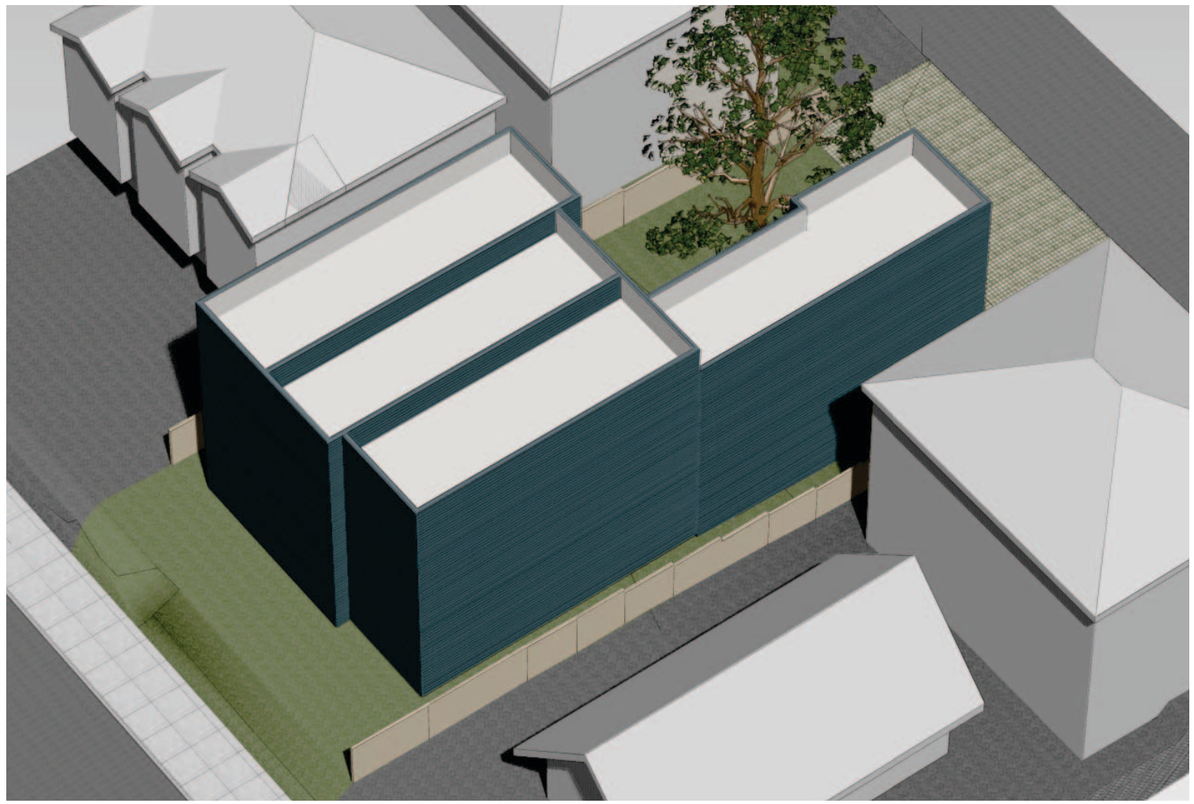




1 Aerial view from South West

2 view from the alley looking South West

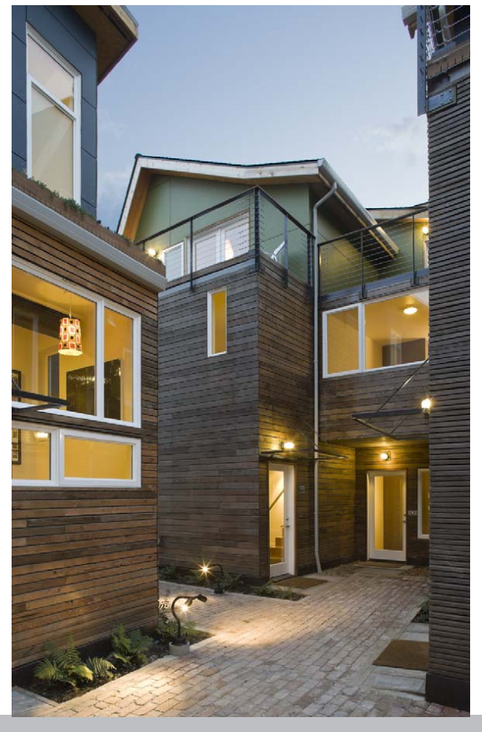
3 view from the alley looking North West

Tree Mitigation

Based on a letter dated April 16, 2012 from Shoffner Consulting, we are unable to determine the whether the tree noted in the Preliminary Guidance Report is exceptional. Although it was determined to be a pear tree, we will need approximately a month from the date of this letter to determine the exact species / variety. Accordingly, we have referenced SMC 25.11.070 and SMC 25.11.040 to review restrictions on tree removal and Tree protection on sites undergoing development in Lowrise zones. Per SMC 25.11.070 A2, this plan sheet demonstrates that the total floor area that could be achieved within the maximum permitted FAR and height limits cannot be achieved while avoiding the tree protection area. We have utilized the standard adjustments to extend the façade length along the south side of the property and are still 1000 square feet short of the allowable FAR. These diagrams demonstrate that the tree removes the possibility of constructing two of the townhomes allowable under SMC. The applicant proposes to offer mitigation in the form of more mature tree plantings in the proposed project's courtyard and amenity areas and planting strip.

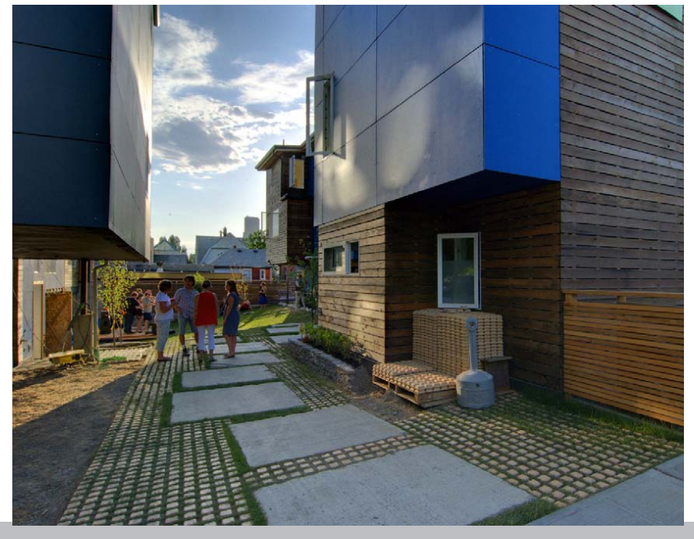
1 208 18th Ave. E. exterior view from street

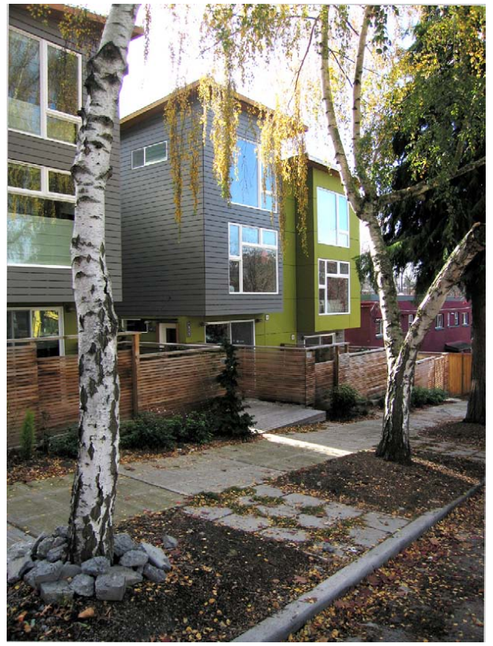
5 1911 E Pine St. view at interior of canyon



2 1504 19th Avenue view of Courtyard

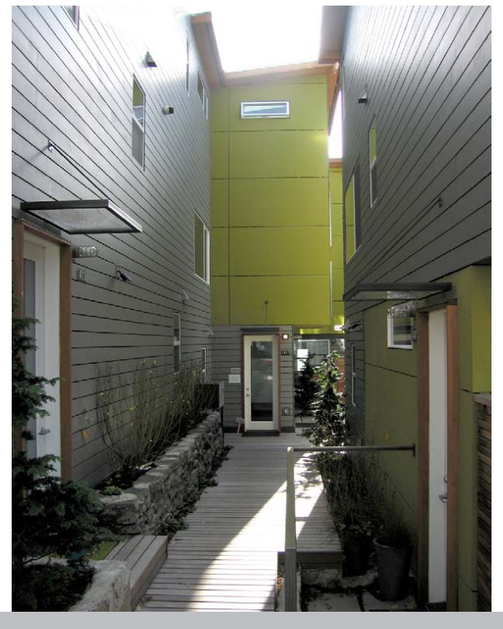
6 1818 E Yesler Way. view of a woonerf





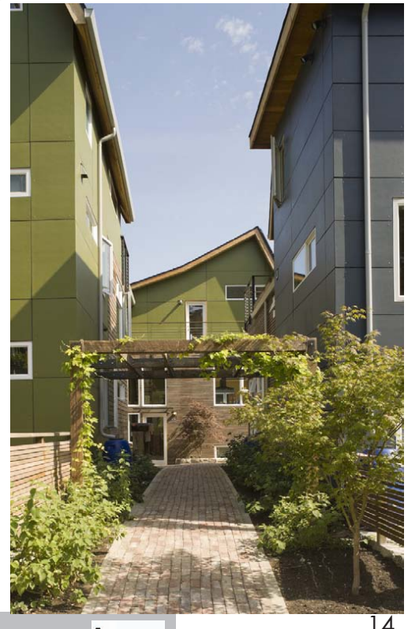
3 1411 E. Fir St. exterior vew from street

7 1411 E. Fir St. interior boardwalk view



4 1911 E. Pine St. courtyard view from a deck

8 1911 E. Pine St. view from street



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