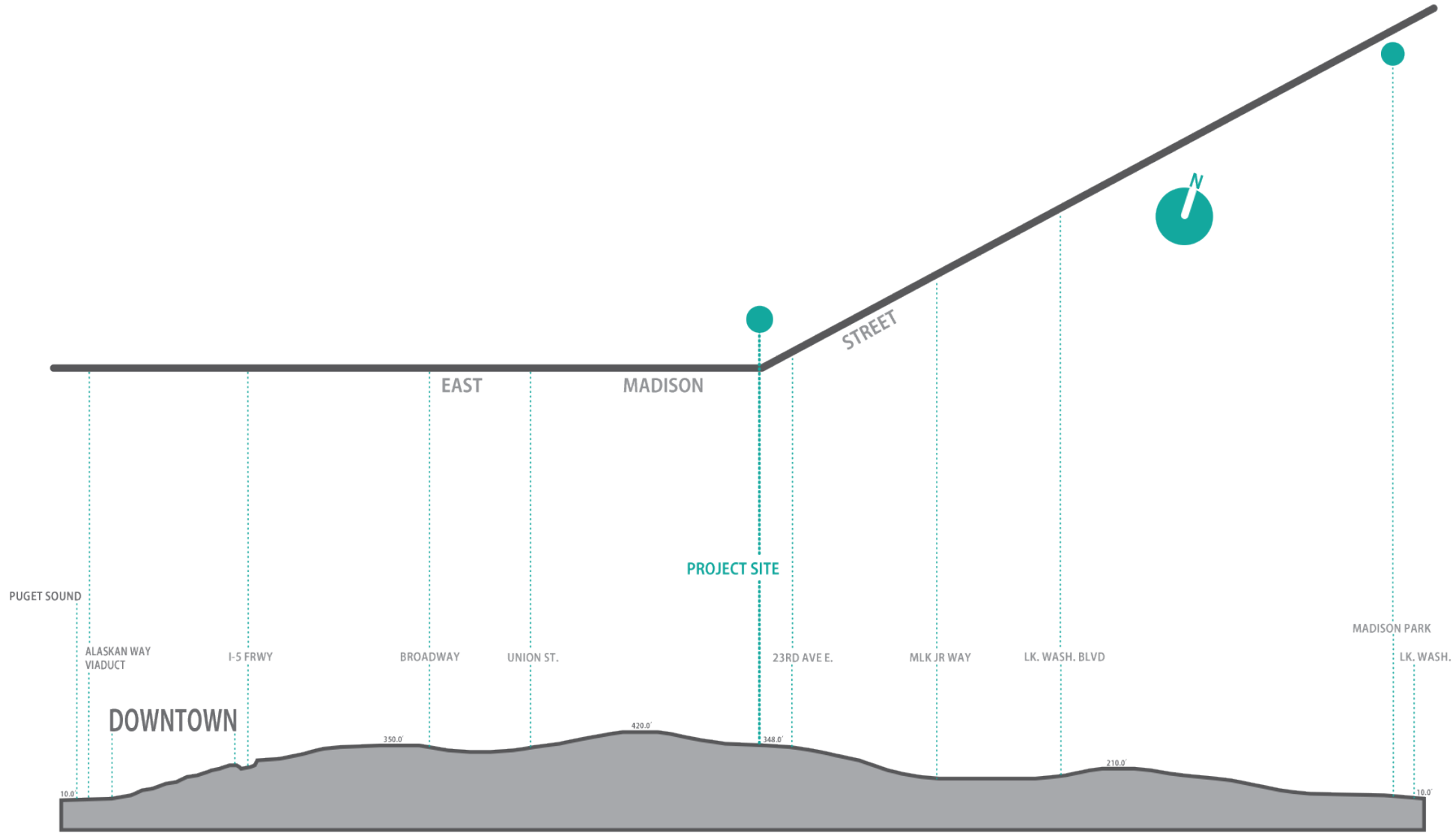
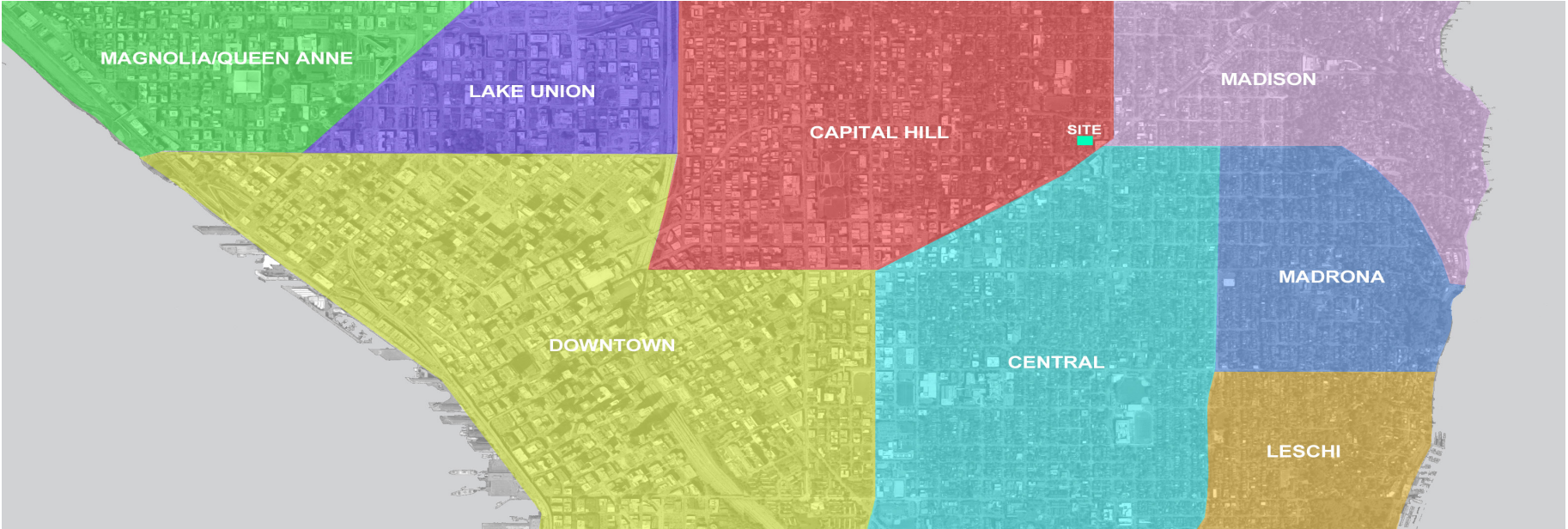


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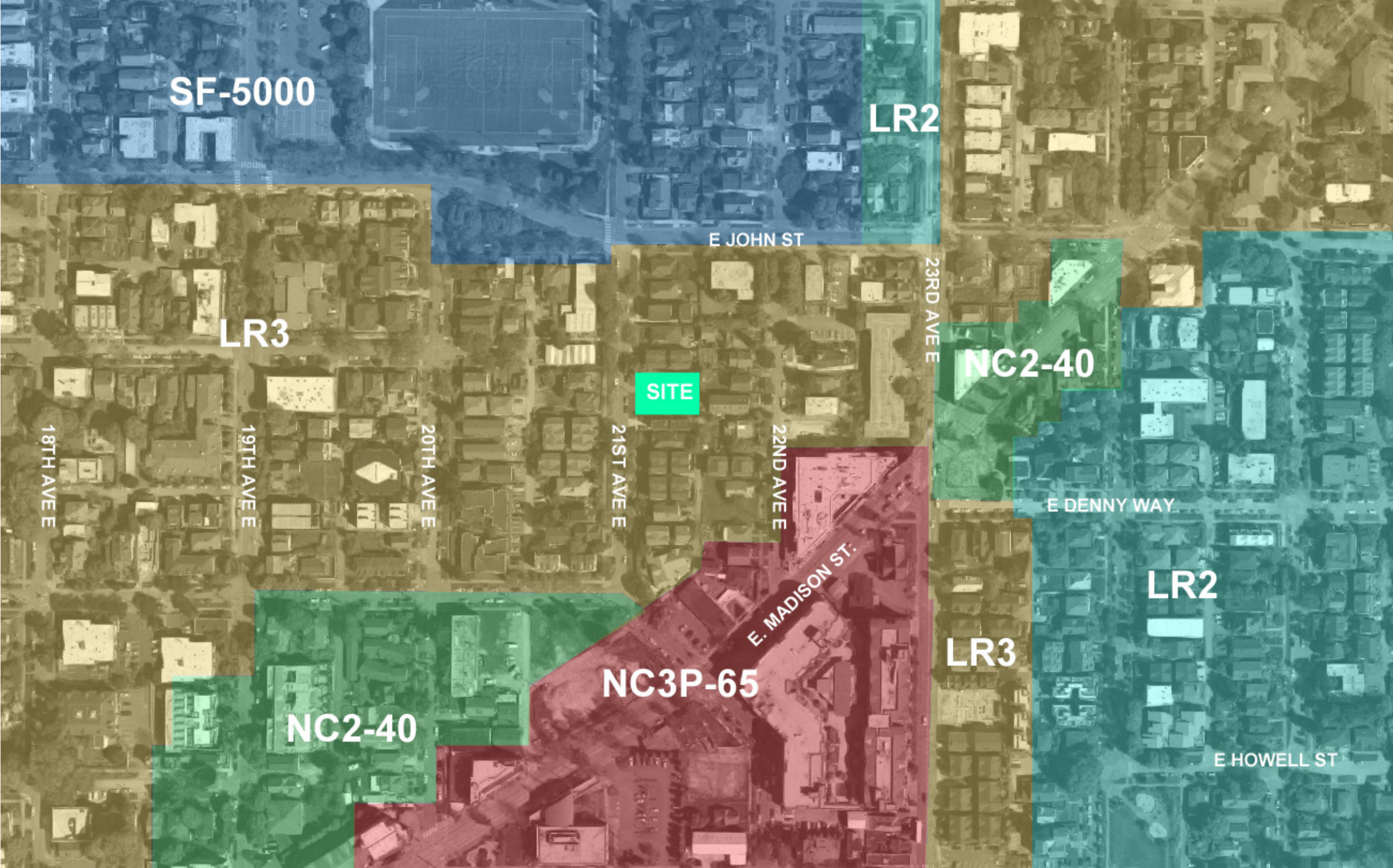
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PROJECT INFORMATION

ADDRESS	132 21ST AVE E SEATTLE, WA 98133
TAX ID NUMBER	0955000440
DPD PROJECT #	3020525
LOT SIZE	4,200 SF
APPLICANT	JULIAN WEBER ARCHITECTS, LTD 3715 S HUDSON STREET, SUITE 105 SEATTLE, WA 98118
OWNER	ISOLA HOMES
ARCHITECT	JULIAN WEBER ARCHITECTS
SURVEYOR	CHADWICK & WINTERS
LANDSCAPE	ROOT OF DESIGN



VICINITY ANALYSIS



PROPOSAL

The project site currently is a lot with (1) SFR. The applicant proposes to demolish the existing SFR and develop the site with (4) Townhouses.

KEY METRICS

- ZONE : LR3
 - LOT SIZE : 4,200 SF
 - TOTAL BUILDING AREA : 6,038 SF
 - FAR : 4,200 sf x 1.4 = 5,880 sf (rh's + green building)
- Proposed FAR : 5,880 sf

ANALYSIS OF CONTEXT

The structures surrounding the site consist of a mix of single family residence and multifamily residences ranging between 1 and 3 stories. Views from the site focus on territorial views as well as potential views to the East and West.

EXISTING SITE CONDITIONS

A drawing of existing site conditions, indicating topography and other physical features and location of structures and prominent landscape elements on the site can be found on page 10.

SITE PLAN

A preliminary site plan including proposed structures, open spaces, and vehicular circulation can be found on page 11.

DESIGN GUIDELINES

See page 8 for Design Guidelines.

ARCHITECTURAL CONCEPT

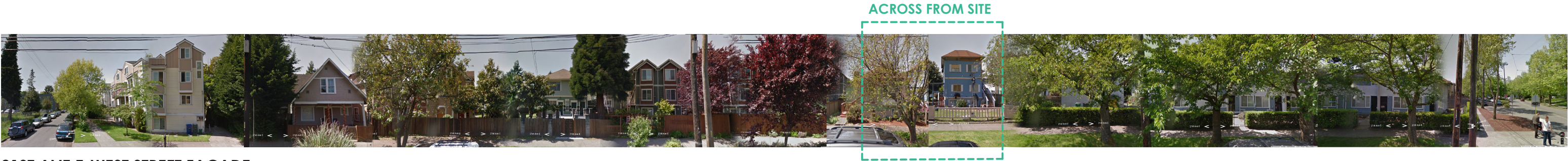
The proposed massing of this project incorporates the idea of moving away from the typical repetitious organization of rowhouses and to combine them to read as a single building with no visual line of separation. Along the street façade the penthouses are pulled back away from the street facing façade in order for a more pedestrian level articulation. Along With the use of material variation and secondary architectural elements help to add visual interest on the street facing façade. The material selection for this project combines ideas of texture as well as modular scale. Proposed is the use of white brick masonry, large Hardie Paneling as well as Lap Siding. The various textures in materials being used helps add to the tactile quality of the experience at the pedestrian level.







21ST AVE E-EAST STREET FACADE



21ST AVE E-WEST STREET FACADE

DESIGN GUIDELINES

CONTEXT AND SITE

CS1. NATURAL SYSTEMS AND SITE FEATURES: The intent of this design was to incorporate a large amount of open space for occupants to feel more visually connected to the rest of the site. The amount of sunlight allowed to penetrate into the site was important, and by pulling the building massings apart a significant amount allowed adequate sunlight to reach the open 2nd floor deck amenity spaces. This also incorporates the ideas of natural ventilation by creating a funneled space on the site which forces the air to create positive and negative pressures to generate a breeze within the interior amenity spaces. With the use of various plantings and landscaping features, the threshold of where the building volume terminates is blurred by the planting stripes provided to help mitigate the impact of the amount of hardscaping that will be required for vehicular access and maneuvering.

CS2. URBAN PATTERN AND FORM: Adjacent sites are a combination of single family homes, townhomes, and apartments ranging from 1 story to 3 stories. The facades along both side lot lines include various material changes as well as architectural features to help break the scale of the façade up. Open space is provided above the shared garages for the inner units and outdoor private yard space is provided for the outer units, along with roof decks. The height of the project at the street side is set to be 3 stories to match the surrounding heights of roofs in the vicinity. The penthouses are pulled away from the street to maintain the scale on the street side to a respectable size and proportion.

PUBLIC LIFE

PL1. OPEN SPACE CONNECTIVITY: This design proposes common walkways to serve each unit running east/west which allows the residents of each unit to interact with each other on a daily basis to help create a sense of community and neighborhood amongst the residents. Ample outdoor space is proposed, both private yard space as well as various sizable decks at varying heights to give the residents opportunities to utilize each outdoor space for a number of various activities.

PL2. WALKABILITY: Each unit will feature large address signage along the common walkways highlighting each entrance as well as include an addressing sign at the sidewalk. Pathway lighting along the common walkway as well as at the unit entrances will ensure a sense of direction and safety for the residents and visitors.

PL3. STREET LEVEL INTERACTION: The entrances to the units are located off of the street with the common walkway highlighted by the use of architectural features to help draw the eye towards the entrances. With the entrances not facing the street, allowed for an opportunity for a visual connection to the street through the use of various window sizes to help create interest on the façade and to maintain a clear line of sight to the street, in relation to the interior program.

PL4. ACTIVE TRANSIT: The entries of all the units are accessed individually off of a common walkway running the length of the site from east to west. This open entry sequence, which starts from a more public axis and then breaks into the private entries, will not only facilitate communal interaction but also encourage a more pedestrian oriented lifestyle. There are numerous bus stops both on E John St and E Madison St, encouraging and highlighting the convenience of alternative transportation methods.

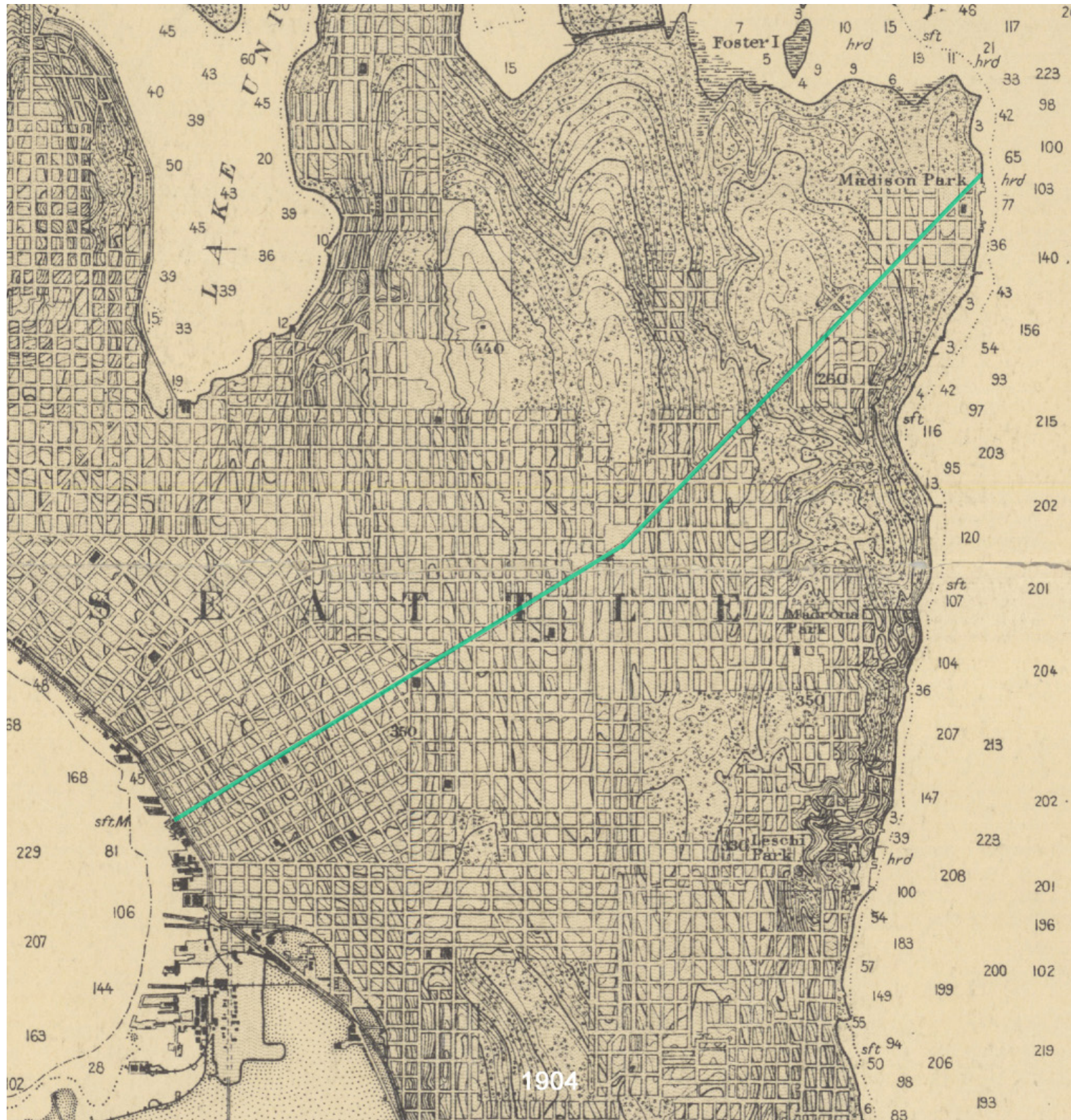
DESIGN CONCEPT

DC1. PROJECT USES AND ACTIVITIES: The design of the massing took into account the vehicular access and the functions of the interior spaces reflect that. With the common access driveway the amount of space needed for a driveway is greatly reduced and with the incorporation of amenity decks above the shared garages allows for the utilization of the deck to become an extension of the Kitchen, living, and dining floor.

DC2. ARCHITECTURAL CONCEPT: The proposed massing of this project incorporates the idea of moving away from a repetitious organization of townhouses but to combine them to read as a single building with no visual line of separation. Along the street façade the penthouses are pulled back away from the street facing façade in order for a more pedestrian level articulation. Along With the use of material variation and secondary architectural elements, visual interest is added on the street facing façade. The material selection for this project combines ideas of texture as well as modular scale. Proposed is the use of white brick masonry, large Hardie Paneling as well as Lap Siding. The various textures in materials being used helps add to the tactile quality of the experience at the pedestrian level.

DC3. OPEN SPACE CONCEPT: The open spaces provided in this design allow for various activities to occur as well as connect the interior spaces to the exterior spaces. The proposed amenity deck above the shared garages allows for the threshold of the living and dining space to become blurred and allowed to flow to the exterior deck. The deck acts as an overflow space to help make the living room, dining, and kitchen to feel more spacious. The other outdoor spaces consist of roof decks as well as private yards where various activities can occur and provide necessary connections to the open air.

DC4. OPEN SPACE CONCEPT: Various exterior elements are proposed including the use of down lighting to adequately illuminate the common walkway to help provide safety and security for residents and visitors. Also proposed are the use of secondary architectural elements which help the composition of the facades as well as highlight the entrances with a continuous running wood banding that projects from the façade to begin to create depth to the projects faces. Address signage will be provided for each unit entry that is clear and helps articulate each entrance from the others. Addressing signage will also be provided at the sidewalk to help visitors navigate towards the unit entrances. In terms of landscaping, SDOT approved street trees will be provided in the design. In addition to street trees, various shrubs and grasses will be incorporated into the design to help elevate the overall curb appeal of the project by being a well thought out design that takes much of the surrounding neighborhood context as well as the historical context into consideration. The hardscaping of this project will be kept to a minimum to help reduce the amount of water runoff that will come from the site. Grasscrete and other pavers are proposed for the common drive and common walkways.

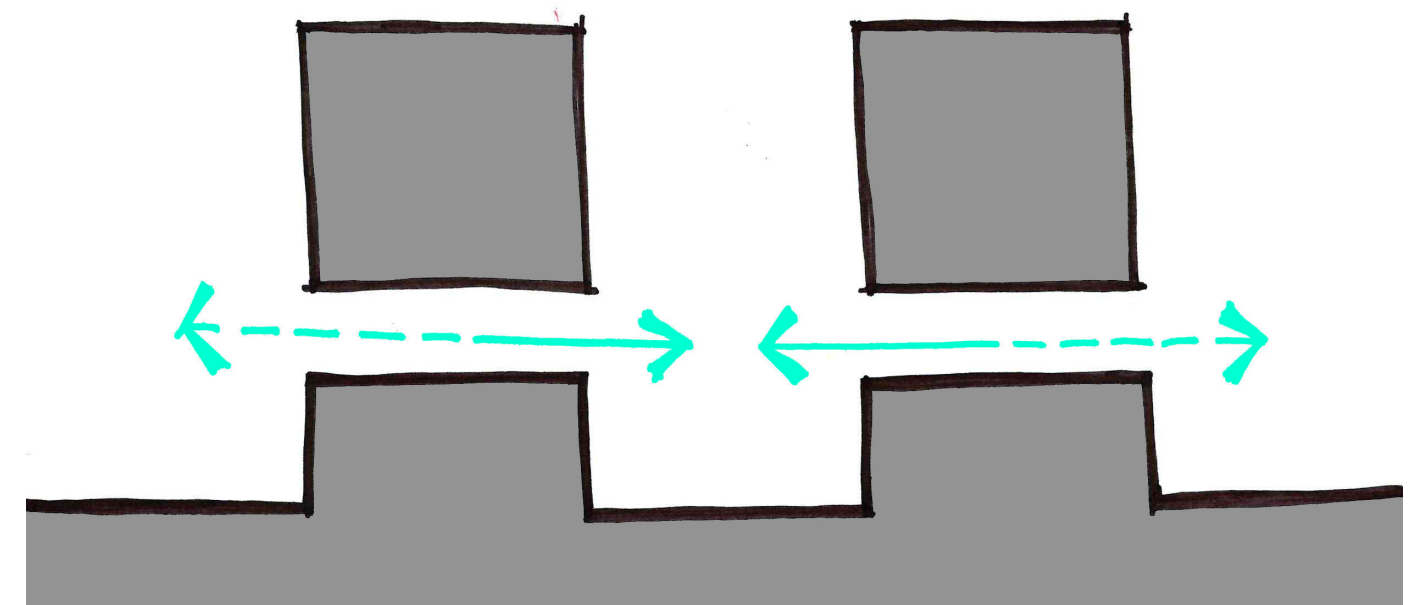


CONCEPT

Madison St is the only continuously running street in Seattle that connects the salt water of Puget Sound to the fresh water of Lake Washington. Historically, Madison St has been utilized as a main through-fare through the city, utilizing various state of the art transportation methods through the years. This continuous East-West connection is the driving conceptual idea that the overall design intent embodies. The Project Site is also located at the intersection of 3 major neighborhoods; Capitol Hill, Central District, and Madison Valley. This intersection of 3 vastly different communities allows for an elevated level of diversity and neighborhood interaction.

APPLICATION

The goal with this site was to create a sense of community within the project itself while incorporating the scale of the neighborhood it resides in. Creating various levels of connection allows future occupants to gain a sense of safety and security solely on the visual link between the interior functions and their relation to the exterior context. The internal focus of the Site circulates around the shared common drive, creating a sense of community and interaction amongst the occupants of the project.

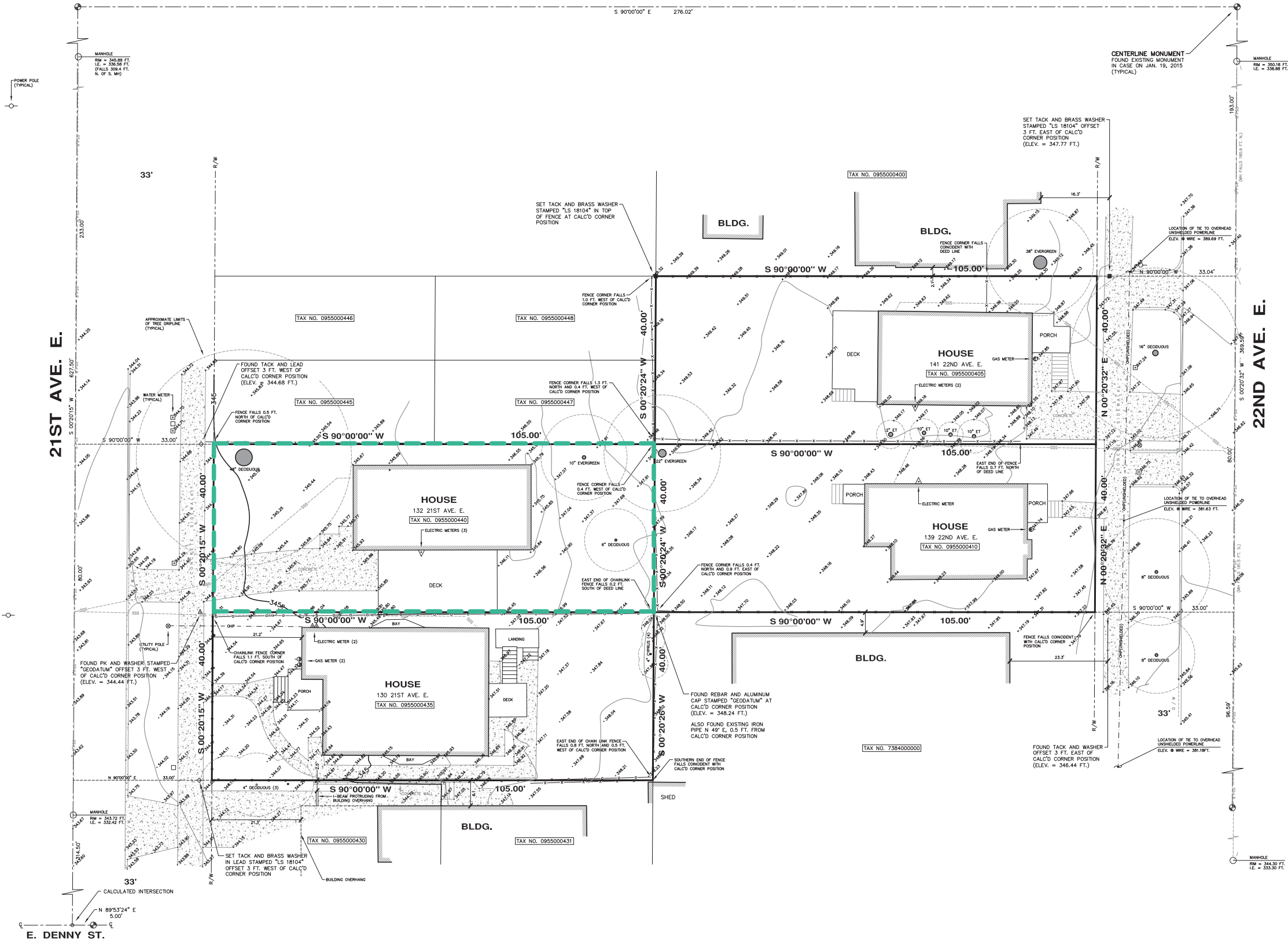


CONCEPT

E. JOHN ST.

LEGAL DESCRIPTION:

TAX PARCEL NO. 0955000440
LOT 11, BLOCK 6, BOSTON HEIGHTS ADDITION TO
THE CITY OF SEATTLE ACCORDING TO THE PLAT
THEREOF RECORDED IN VOLUME 3 OF PLATS,
PAGE 153, RECORDS OF KING COUNTY, WA.



EXISTING CONDITIONS

REQUESTED ADJUSTMENTS

SETBACKS: SMC 23.45.518

In order to make the best use of our site for the proposed development, we are asking for an adjustment for the front and rear setbacks. Our request is to utilize a 5'-0" average setback as opposed to the 7'-0" average. We feel that this adjustment allows us to provide off street parking for each proposed unit as well as provide functional ground floors for all four units. This adjustment allows each unit to maintain access to private amenity yards or amenity decks.

In addition to the Front and Rear setbacks adjustments, we are also requesting an adjustment to the side setback along the South property line, from the required 5'-0" to a 4'-0" side setback. This adjustment allows the proposed design to cantilever over a common drive, which provides access to the shared off street parking garages, allowing for better use of the FAR permitted for the site.

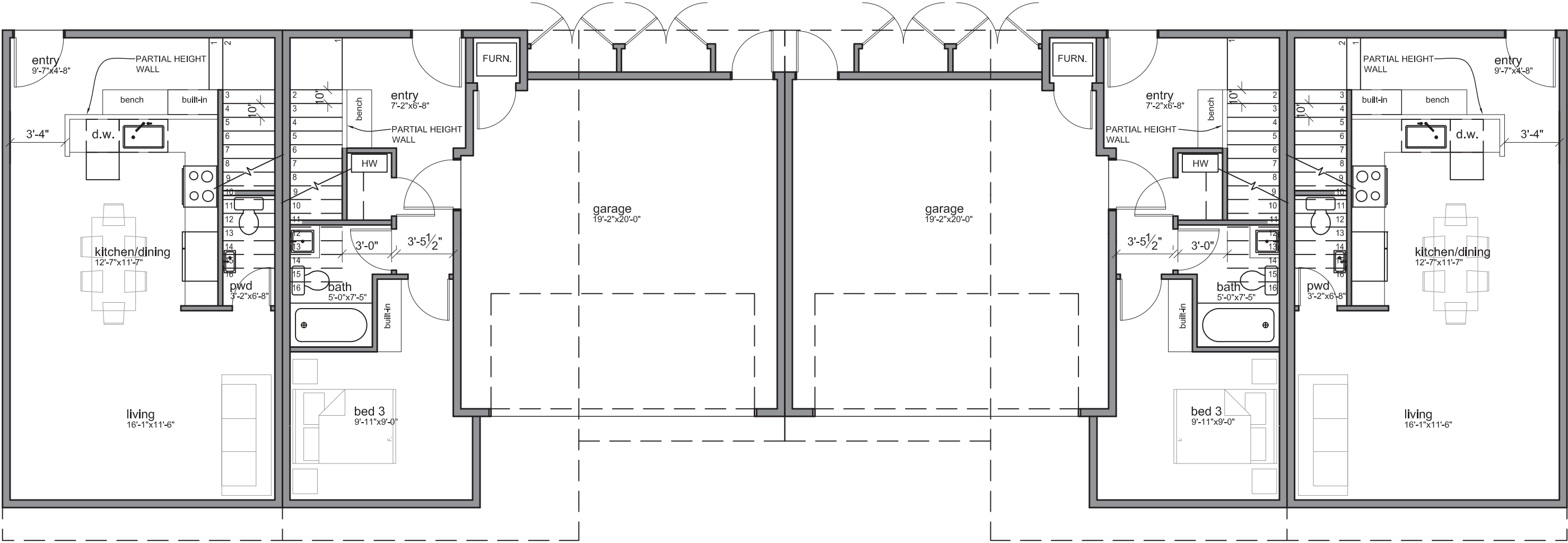
	REQUIRED	PROPOSED	% DIFFERENCE
FRONT:	7' AVG, 5' MIN	5'-0"	29%
SIDE (SOUTH):	5'	4'-0"	20%
SIDE (NORTH):	5'	COMPLIANT	0%
REAR:	7' AVG. 5' MIN	5'-0"	29%

STRUCTURE WIDTH: SMC 23.45.527

We are requesting an adjustment from the required 65% structure width to allow the design to utilize a 90% structure width. With the use of the proposed adjustment we are able to provide off street garage parking for each unit, as well as create a more cohesive design intent in the overall project. The proposed design utilized the 90% structure width only at the ground level. The 2nd, 3rd, and roof deck will utilize a 67% structure width, with the building massings separated by 25'-0".

This massing separation allows for the facade to be modulated into two separate volumes that are linked only on the ground floor. T he proposed separation decreases the impact of the facade for the adjacent property to insure that the quality of space isn't diminished for both the proposed project as well as the neighboring site.

	REQUIRED	PROPOSED	% DIFFERENCE
SIDE (SOUTH):	68'-3"	95'-0"	25%
SIDE (NORTH):	68'-3"	95'-0"	25%



first floor plan

SCALE: N.T.S.

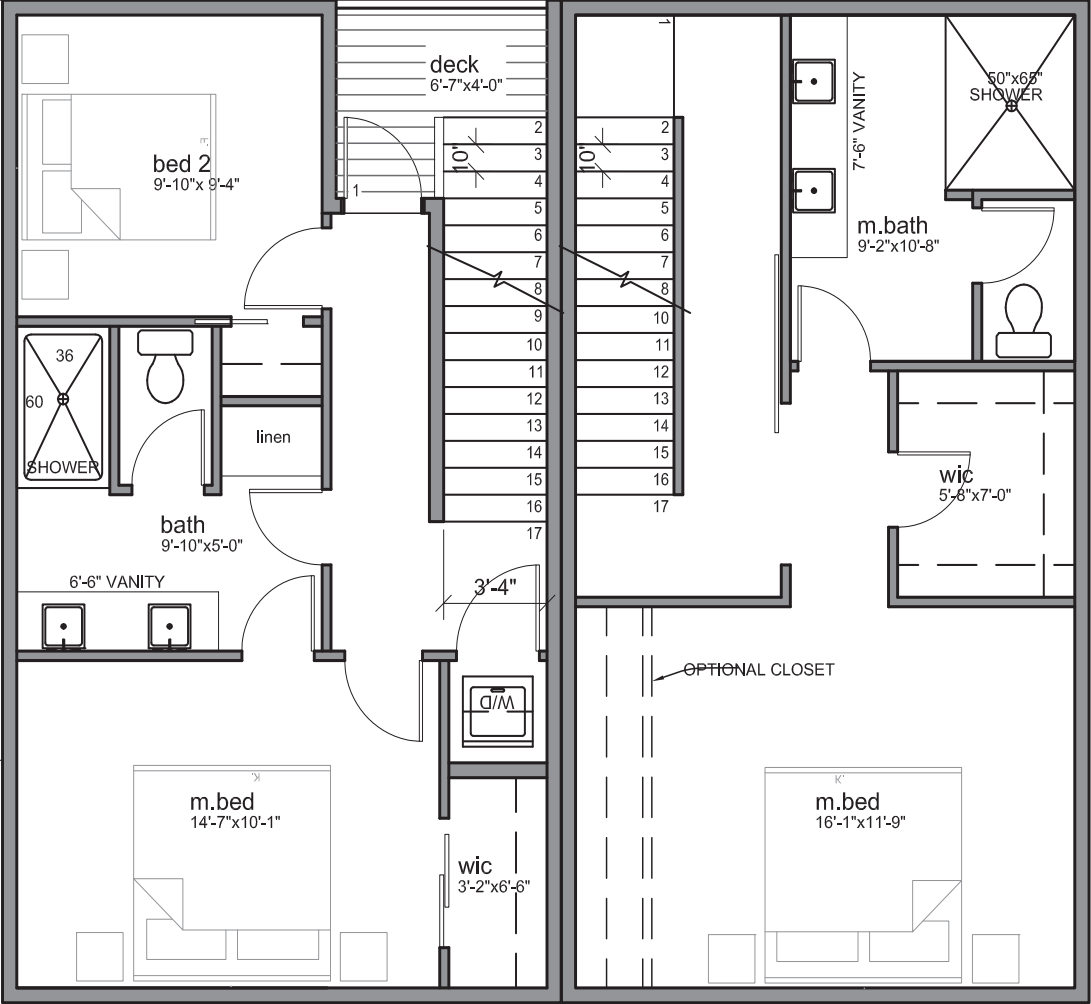
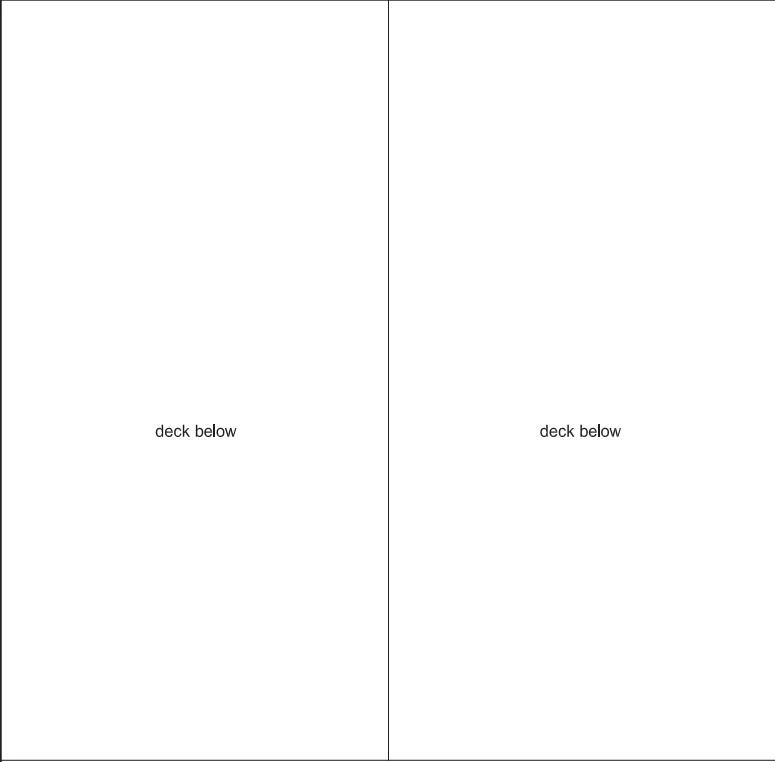
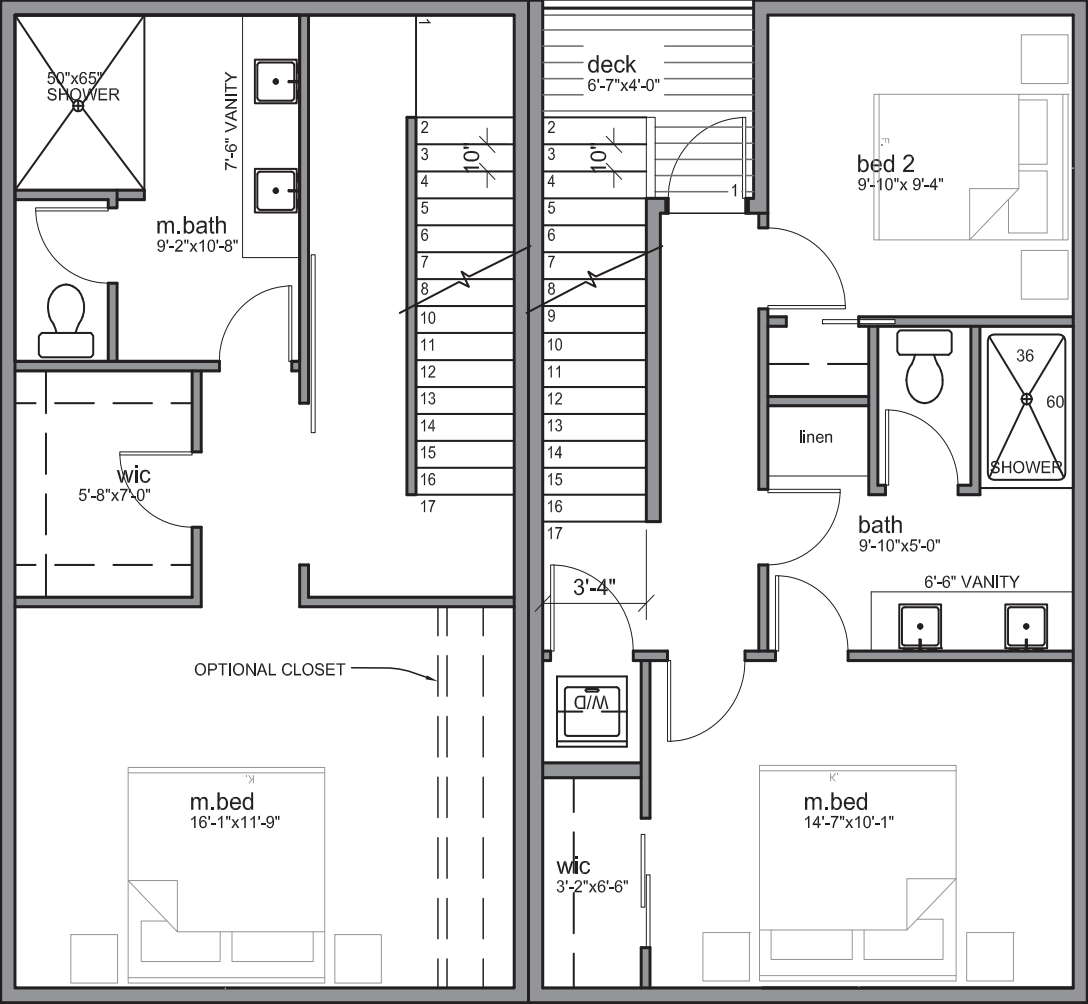




second floor plan

SCALE: N.T.S.





third floor plan

SCALE: N.T.S.





roof deck plan

SCALE: N.T.S.





WHITE BRICK



DARK GREY HARDIE LAP SIDING



WHITE HARDIE PANEL



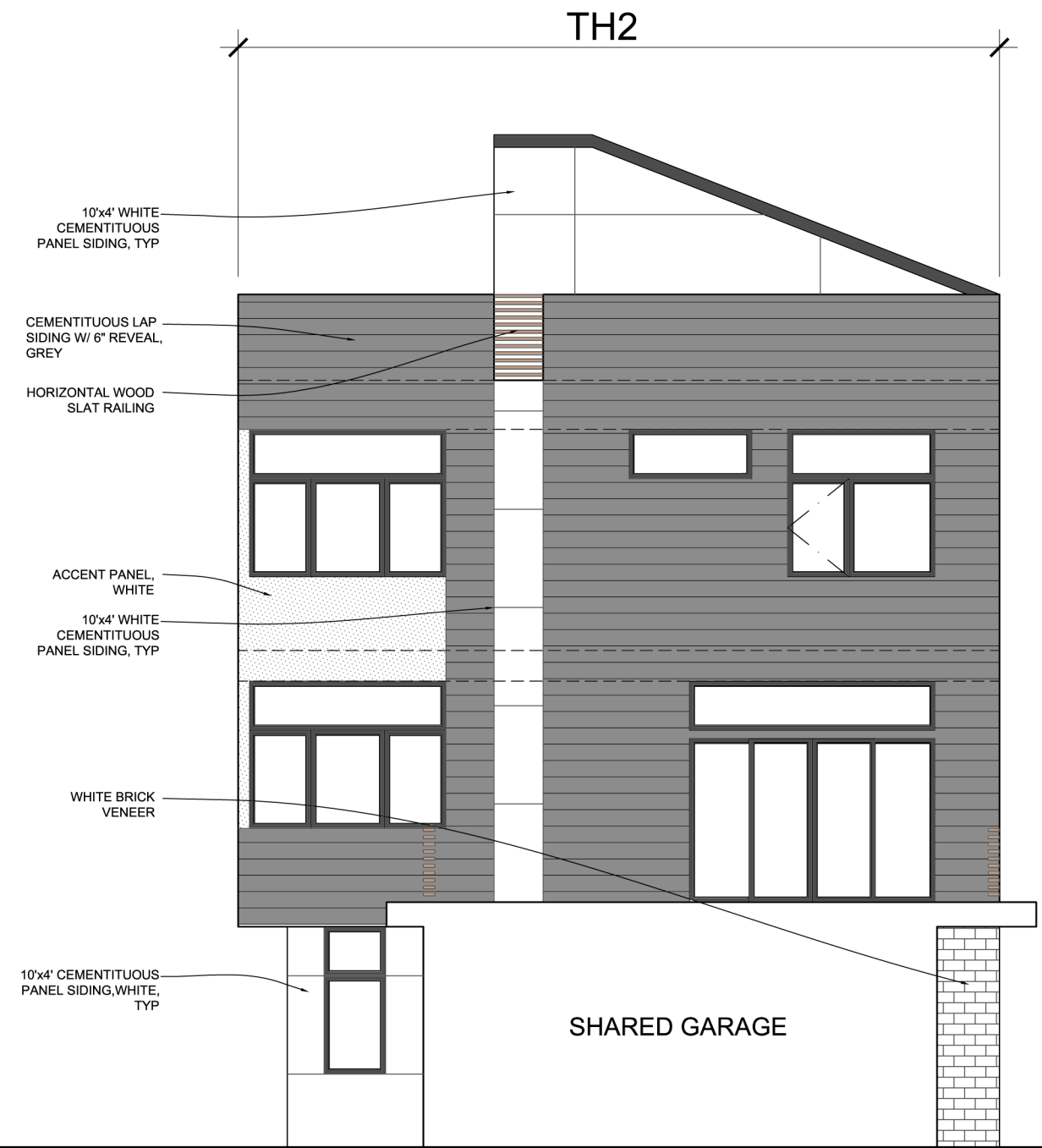
CEDAR STAINED SIDING





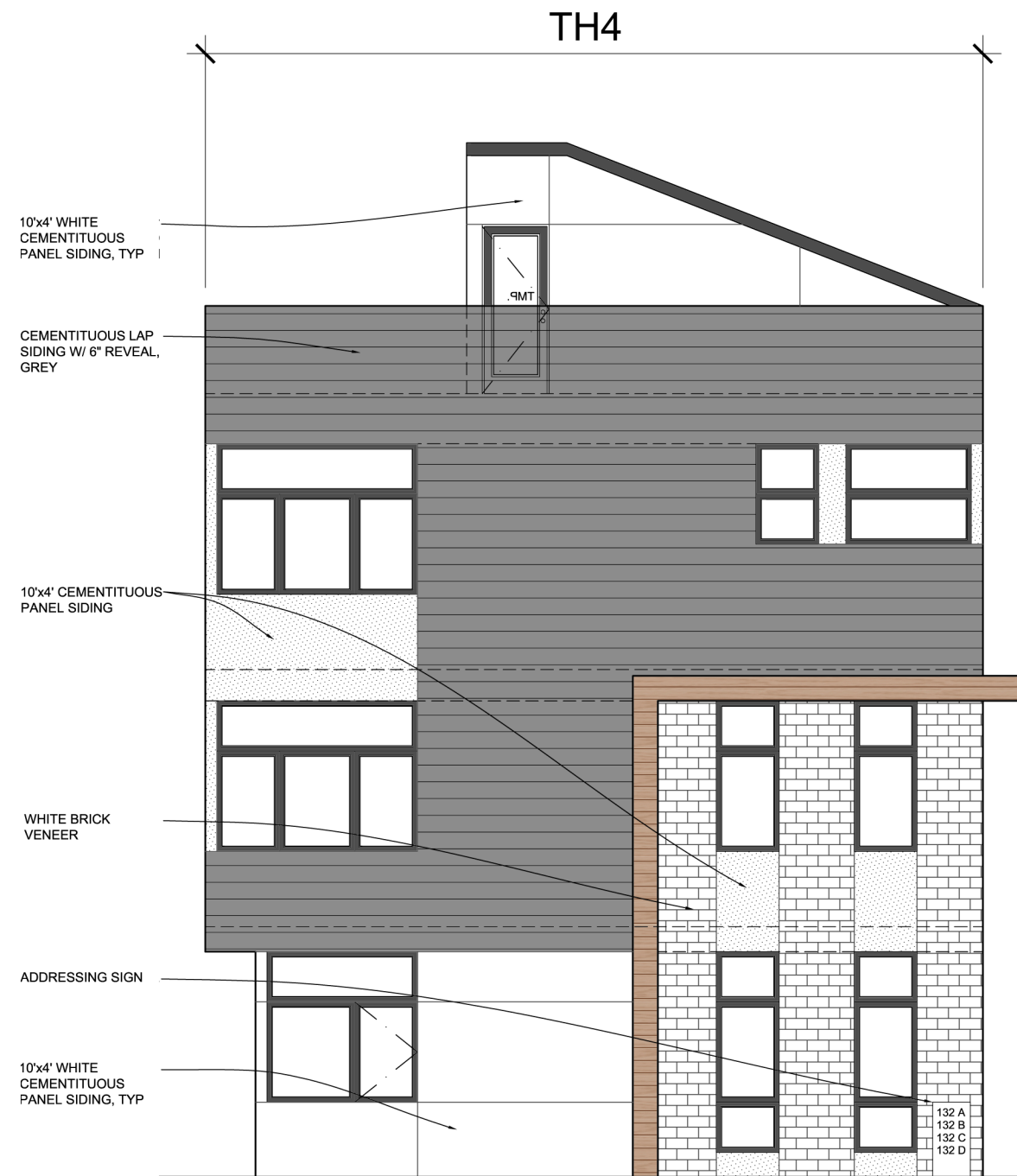
east elevation

SCALE: N.T.S.



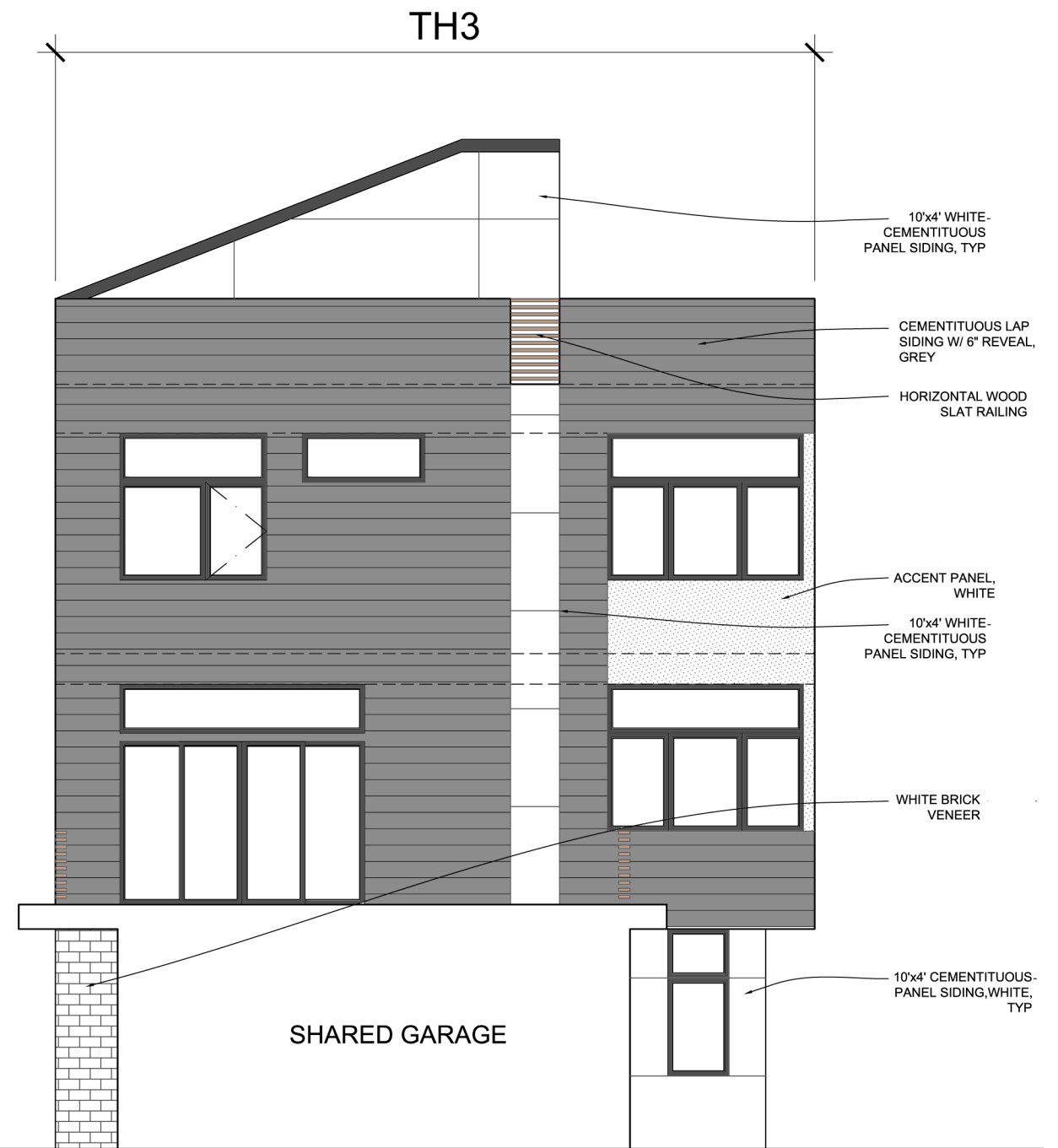
west partial elevation

SCALE: N.T.S.



west elevation

SCALE: N.T.S.



east partial elevation

SCALE: N.T.S.



south elevation

SCALE: N.T.S.

ELEVATIONS

