



TABLE OF CONTENT

CONTEXT PROJECT INFORMATION | p.2
VICINITY ANALYSIS | p.3
ZONING ANALYSIS | p.4
SITE ANALYSIS | p.5
STREET VIEWS | p.6
EXISTING CONDITIONS | p.7

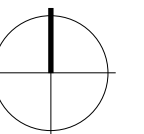
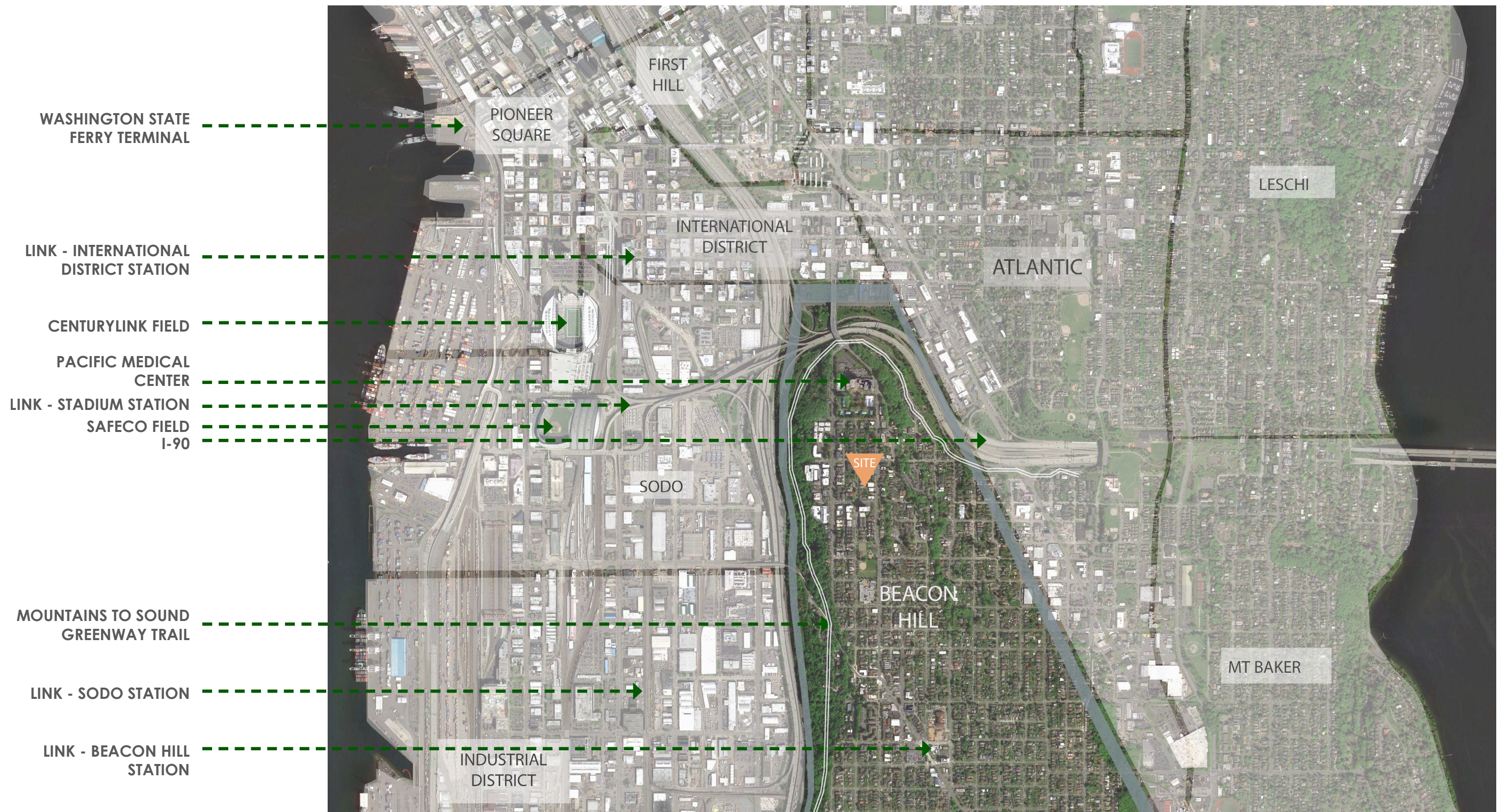
APPROACH DESIGN GUIDELINES | p.8
CONCEPT | p.9

DESIGN SITE PLAN | p.10

LANDSCAPE PLANS | p.11
PLANS | p.12 - 15
ELEVATIONS | p.16 - 18
SECTIONS | p.19
RENDERINGS | p.20-21

PROJECT INFORMATION

ADDRESS	1520 13TH AVE S SEATTLE, WA 98144
TAX ID NUMBER	7660600075
DPD PROJECT #	6485563 ; 3021408
LOT SIZE	5,904 SF
APPLICANT	JULIAN WEBER ARCHITECTS, LTD. 3715 S HUDSON STREET, SUITE 105 SEATTLE, WA 98118
OWNER	JOHN HANSEN 1530 13TH AVENUE S SEATTLE, WA 98144
ARCHITECT	JULIAN WEBER ARCHITECTS, LTD. 3715 S HUDSON STREET, SUITE 105 SEATTLE, WA 98118
SURVEYOR	GEODIMENSIONS, INC. 10801 MAIN STREET, SUITE 102 BELLEVUE, WA 98004



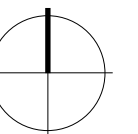
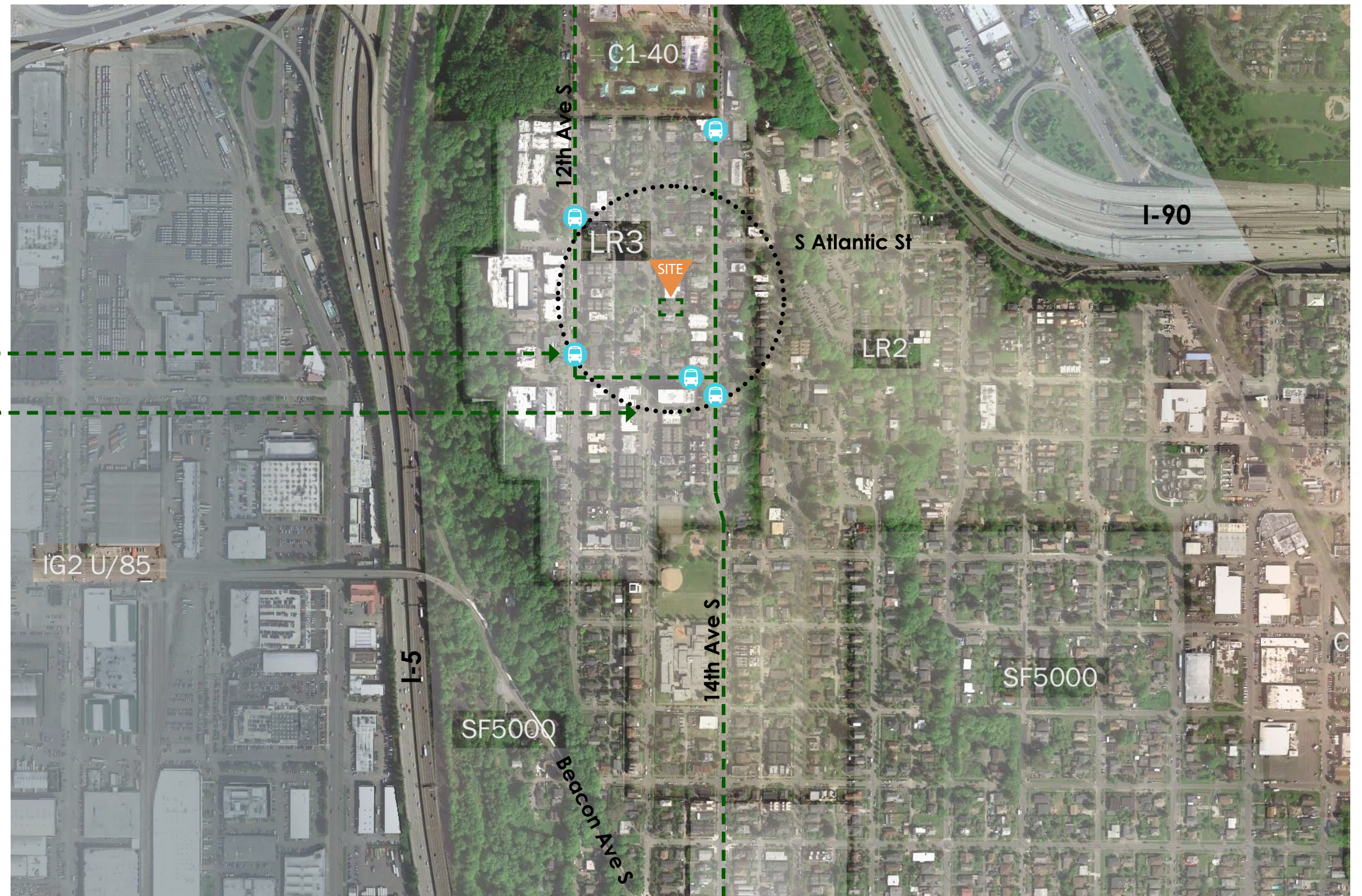
ADJACENT ZONES: C1-40
LR2
SF 5000

BUS ROUTES: 36 - Downtown Seattle,
N Beacon Hill

60 - Broadway,
First Hill

36, 60

1/4-mile radius



ZONING ANALYSIS

PROPOSAL: 1520 13th Ave S is currently a single lot with (1) SFR. Project proposal includes demo existing SFR, construct (5) THs with (3) open parking stalls.

KEY METRICS:	Zone:	LR3
	Lot size:	5,904 SF
	FAR:	5,904 sf x 1.4 = 8,266 sf allowed (th/s+built green) 8,266 sf/ 5 units = 1,653 sf per unit (inside face of walls)
	Structure Height:	30' + 4' Parapet Allowance & 10' Penthouse
	Units:	5
	Parking:	3 open parking stalls



1520 AERIAL VIEW EAST

ANALYSIS OF CONTEXT: The structures surrounding this site consist of a mix of single-family and multi-family residences between 2 and 3 stories. To the north of the site is a small commercial zone, consisting of healthcare administration offices.

EXISTING SITE CONDITIONS: A drawing of existing site conditions, indicating topography and other physical features, location of structures, and prominent landscape elements on the site can be found on page 7.

SITE PLAN: A preliminary site plan including proposed structures, open spaces, and vehicular circulation can be found on page 10. A preliminary landscape plan can be found on page 11.

DESIGN GUIDELINES: See page 8 for concept statement, diagrams, and images.

ARCHITECTURAL CONCEPT: See page 9 for Design Guideline Responses.

1520 AERIAL VIEW WEST





13TH AVENUE - LOOKING WEST

ACROSS FROM SITE

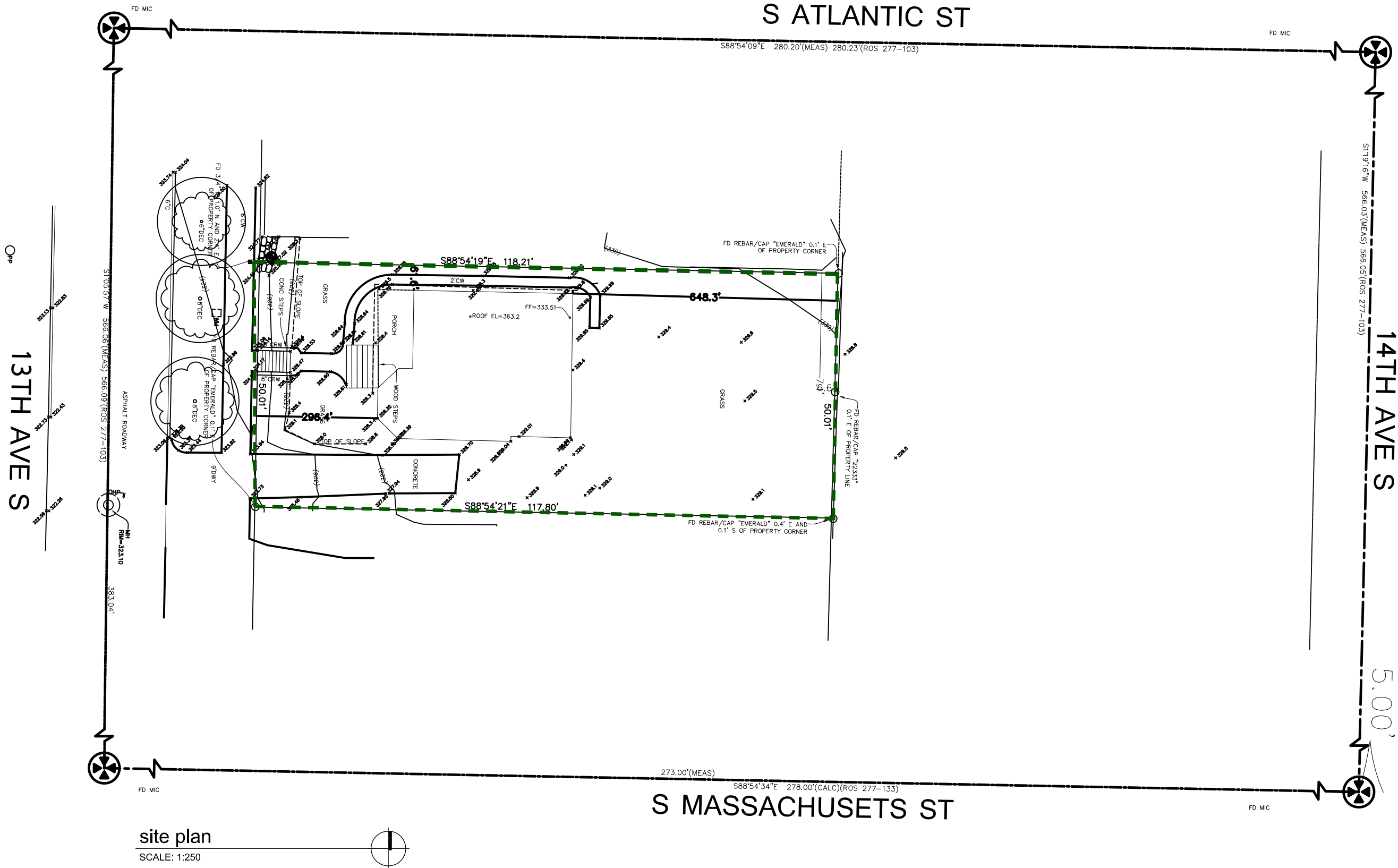


13TH AVENUE - LOOKING EAST

SITE

LEGAL DESCRIPTION:

Lot 5, block 7, McAleers
supplement to seattle
homestead addition,
according plat thereof,
recorded in Volume 3 of
plats, page 167, in King
County, Washington.



EXISTING CONDITIONS

CONTEXT AND SITE

- CS1. Natural Systems + Site Features

The design staggers the (5) units along the gradual rise of the site to enable maximum sunlight and glazing opportunities. This staggered layout, corresponding directly with the topography of the site, creates unique outdoor spaces.
- CS2. Urban Pattern and Form

The adjacent sites contain a three-story apartment building to the north and a three-story single-family residence to the south. The facades along both lot lines feature ample modulation/architectural treatments. At the ground level, open outdoor spaces are provided, creating a more active space between the buildings. The driveway, to parking in the back, also creates an outdoor buffer zone adjacent to the lot to the south. With the majority of the structures on the block at three stories, the height of the proposed design will naturally blend into the surrounding context.
- CS3. Architectural Context +Character

The architectural context of the neighborhood is primarily residential, with a mix of multi-family structures and single-family residences. The character of this block very easily embodies the changes we are seeing today within Seattle's urban fabric at a larger scale as higher density living is introduced into an establish neighborhood along with more contemporary building styles. This project aims to enable the increasing density while maintaining the sense of a neighborhood community.

PUBLIC LIFE

- PL1. Open Space Connectivity

This design proposes a walkway/driveway running East/West, connecting the units along a single pedestrian corridor terminating at a parking courtyard. The intent is to create an active space for connection amongst the residents, allowing for a sense of community to develop within the site itself.
- PL2. Walkability

Each unit will feature large address signage at their front doors to enable easier way finding for the end-users. Pathway lighting along the common walkway and to each entrance will also ensure a sense of direction and safety within the pedestrian experience.
- PL3. Street Level Interaction

The entry of the street-facing unit is intentionally placed along the south facade to maintain the strong facade rhythm of the remaining units. A large, open, southfacing porch and facade modulation, along the west, provides a friendly street presence.
- PL4. Active Transit

The entries of all units are accessed individually off of the common walkway/driveway 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. The east end of the walkway terminates at the parking court giving access to off street parking.

DESIGN CONCEPT

- DC1. Project Uses and Activities

As a result of the walkway/driveway at rear of the lot, all of the parking is confined to a small portion of the overall lot. This set up an opportunity for the project to prioritize a pedestrian-oriented experience as one progresses through the site to the individual units. This priority is embodied in the common walkway. The arrangement of the interior spaces is also aligned with this idea. Four out of the five units have the main living space located on the ground level, activating the ground plane both in the public and private realm. Large southfacing windows adjacent to the kitchen sink at units 1-4 provide "eyes" on the walkway/driveway and increase safety.
- DC2. Architectural Concept

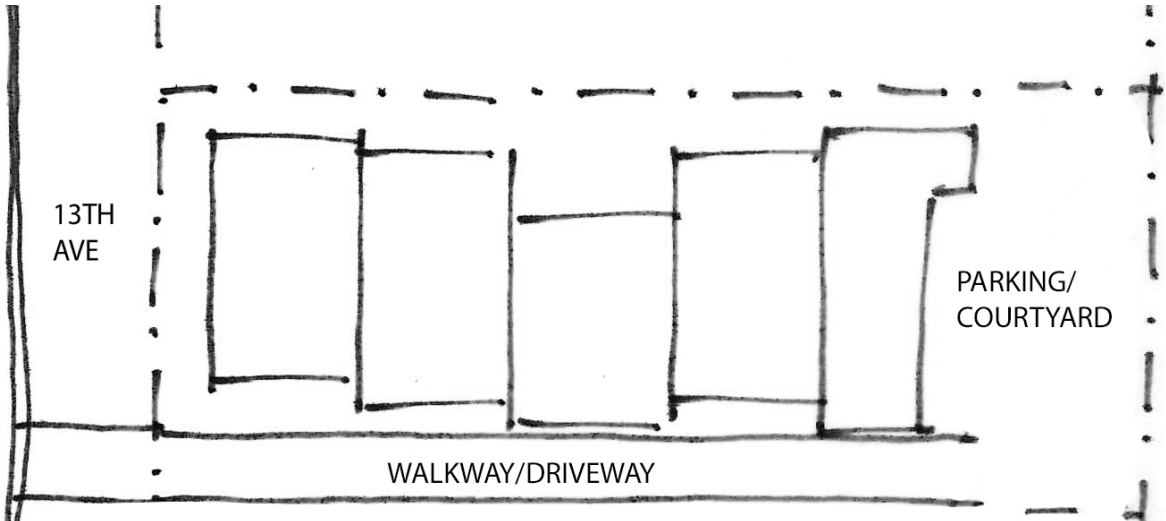
The goal of this project is to connect 13th Avenue with the parking court through a pedestrian / vehicular shared access. Based on the woonerf typology, we created a hardscape design that expands the usage of a typical drive and parking to be a more active space. We used images of turn-of-the-century neighborhoods from cities such as New York or Boston for inspiration of roads being used for activities such as children playing and social gatherings in addition to vehicles. The walkway / driveway activates the unit entries and clearly articulates the facade rhythm.
- DC3. Open Space Concept

While the main walkway through the site provides a significant amount of outdoor space for all units, each unit also has private outdoor spaces as well. Individual patio spaces have been provided at the rear of the units, adding a more private outdoor space for the activity of the main living floor. The roof decks of each unit also give the users an opportunity to enjoy the potential views of the site at a more individual scale.
- DC4. Exterior Elements and Materials

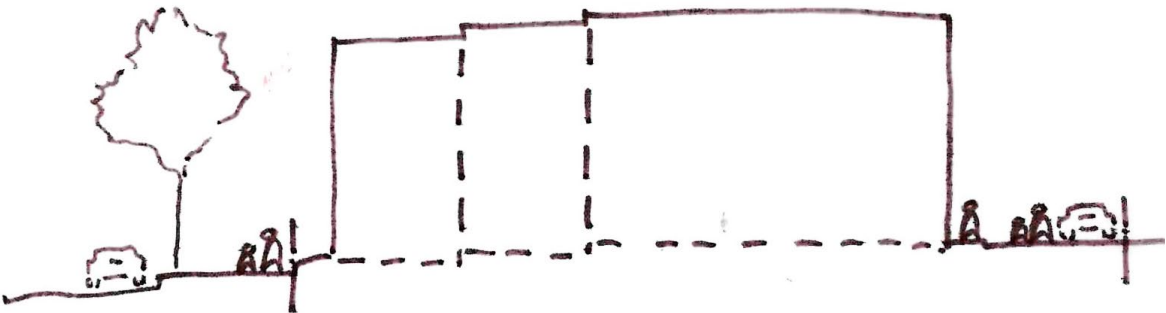
Each unit entry contains an awning that extends from a horizontal panel of wood siding. This not only accentuates the individual units but also provides light and protection at the entry of each unit. Our landscape architect is in contact with Bill Ames, the City Arborist, and discussing potential street tree species. The landscape design will help create individuality for each unit as you walk along the walkway/driveway to the units.

CONCEPT

The goal of this project is to connect 13th Avenue with the parking court through a pedestrian / vehicular shared access. Based on the woonerf typology, we created a hardscape design that expands the usage of a typical drive and parking to be a more active space. We used images of turn-of-the-century neighborhoods from cities such as New York or Boston for inspiration of roads being used for activities such as children playing and social gatherings in addition to vehicles. The walkway / driveway activates the unit entries and clearly articulates the facade rhythm.



Concept Plan

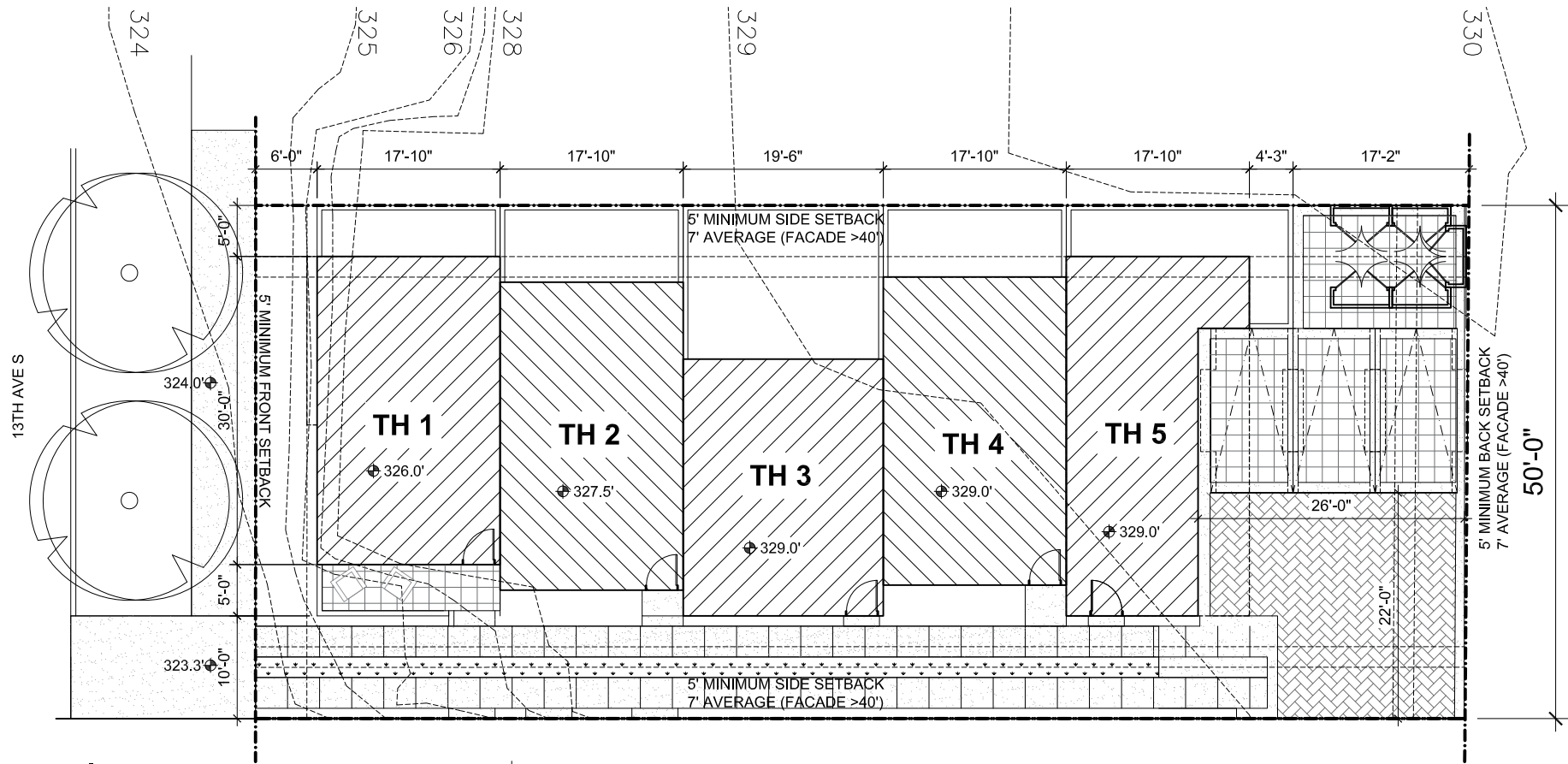


Concept Section



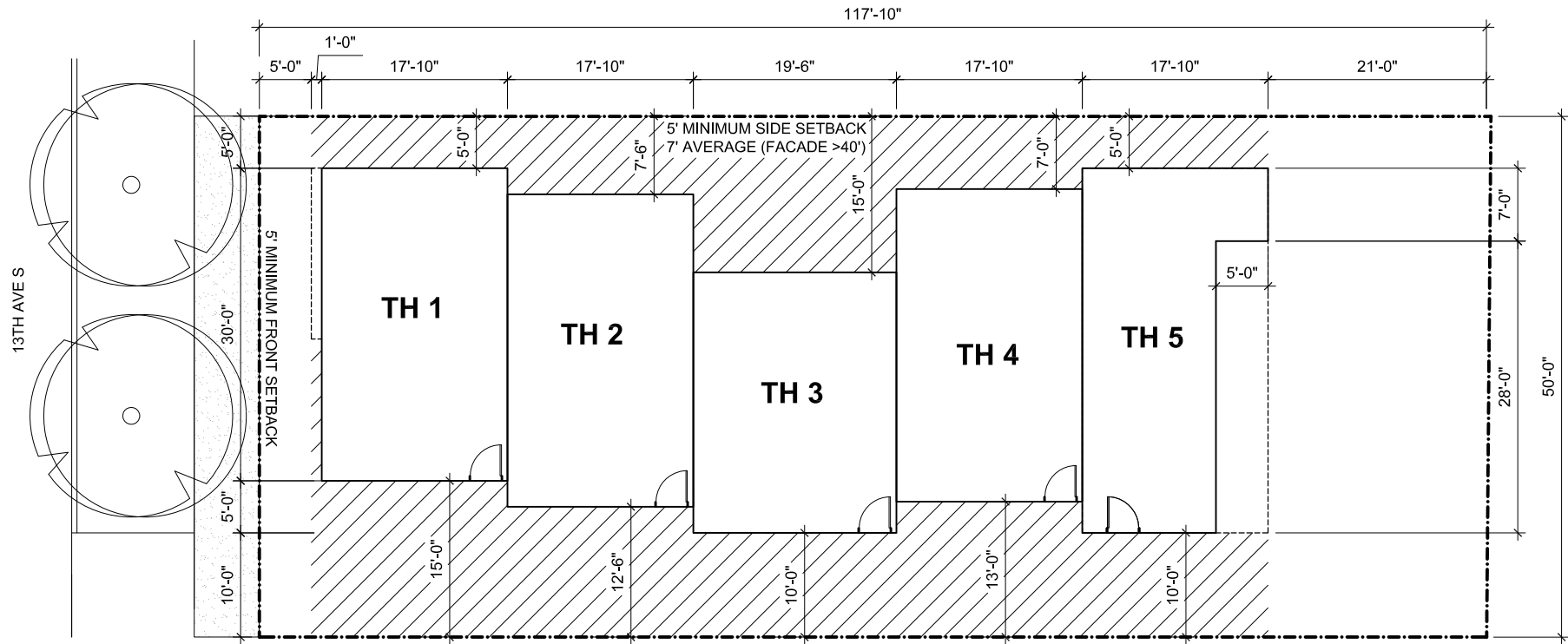
PRECEDENT IMAGES





site plan

SCALE: 1/16" = 1'-0"



setback/facade diagram

SCALE: 1/16" = 1'-0"

SETBACKS

	Required	Provided	% Difference
Front:	7' average, 5' minimum	6' - 0"	Compliant
Side (north):	5'	5' - 0"	Compliant
Side (south):	5'	10' - 0"	Compliant
Rear:	7' average, 5' minimum	21'	Compliant

AVERAGE SETBACKS

NORTH SIDE SETBACK:

$$\frac{(17.8' \times 5') + (17.8' \times 7.5') + (19.5' \times 15') + (17.8' \times 7') + (17.8' \times 5')}{90.33'}$$

= 8.06 AVG SIDE SETBACK

SOUTH SIDE SETBACK:

$$\frac{(17.8' \times 15') + (17.8' \times 12.5') + (19.5' \times 10') + (17.8' \times 13') + (17.8' \times 10')}{90.33'}$$

= 12.11 AVG SIDE SETBACK

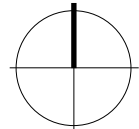
FACADE LENGTH

118.8' x 65% = 77.2' ALLOWED STRUCTURE DEPTH
 71.2' PROPOSED FOR THE NORTH
 67.9' PROPOSED FOR THE SOUTH

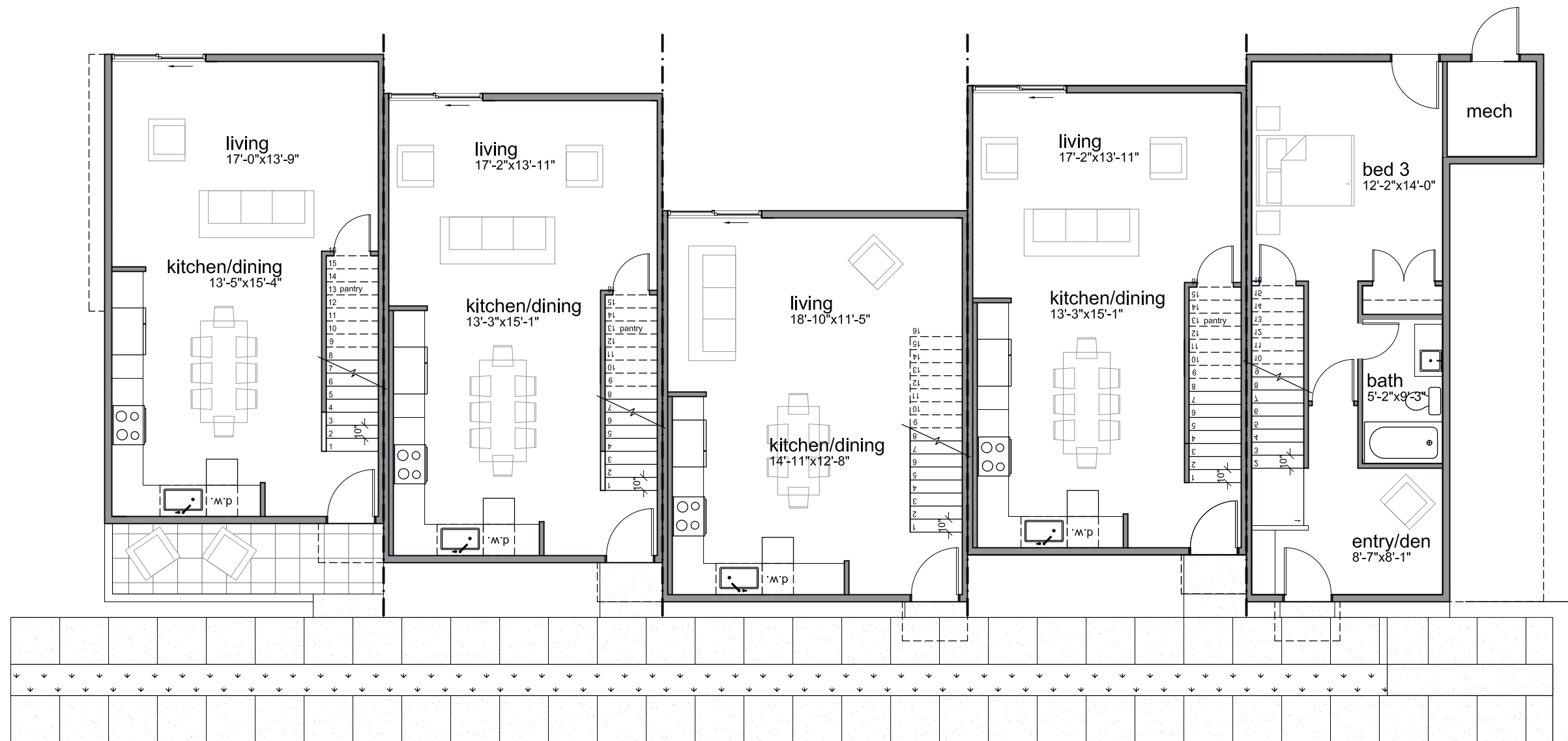


landscape plan

SCALE: nts

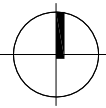


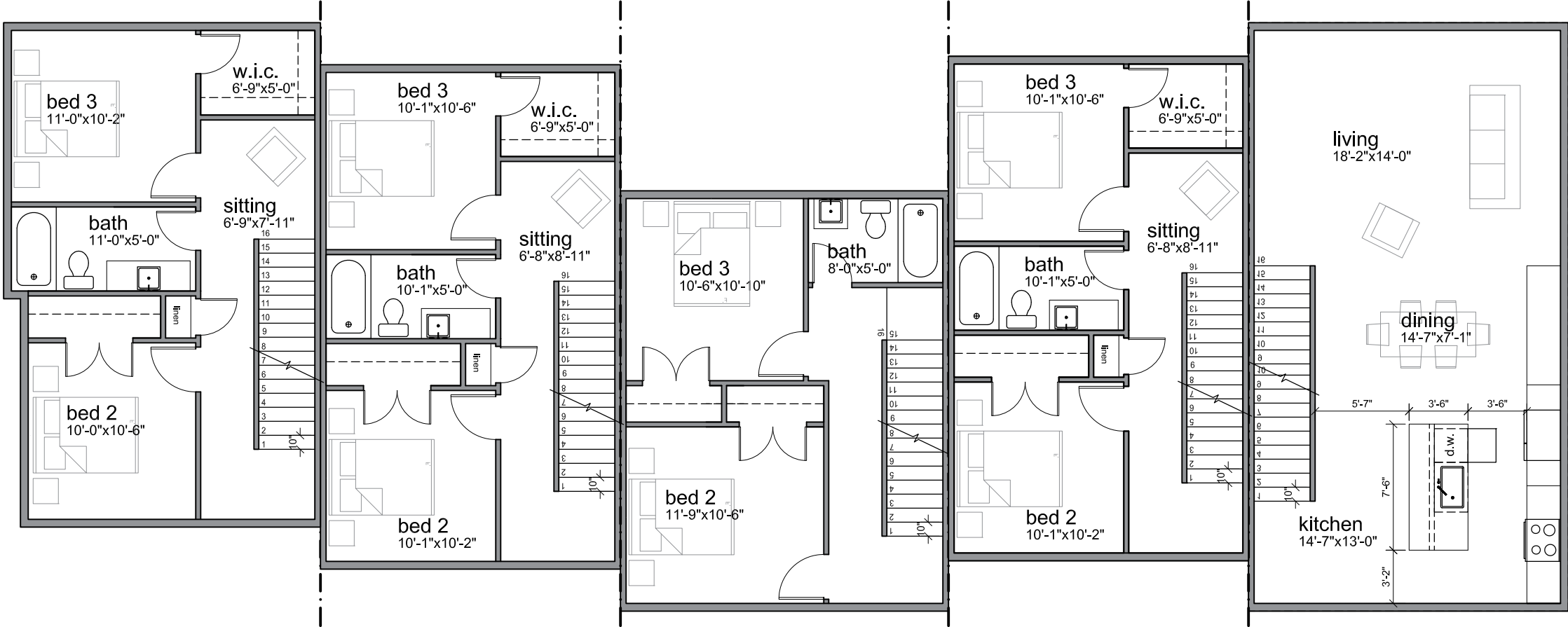
LANDSCAPE PLAN



first floor plan

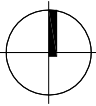
SCALE: 1/8" = 1'-0"

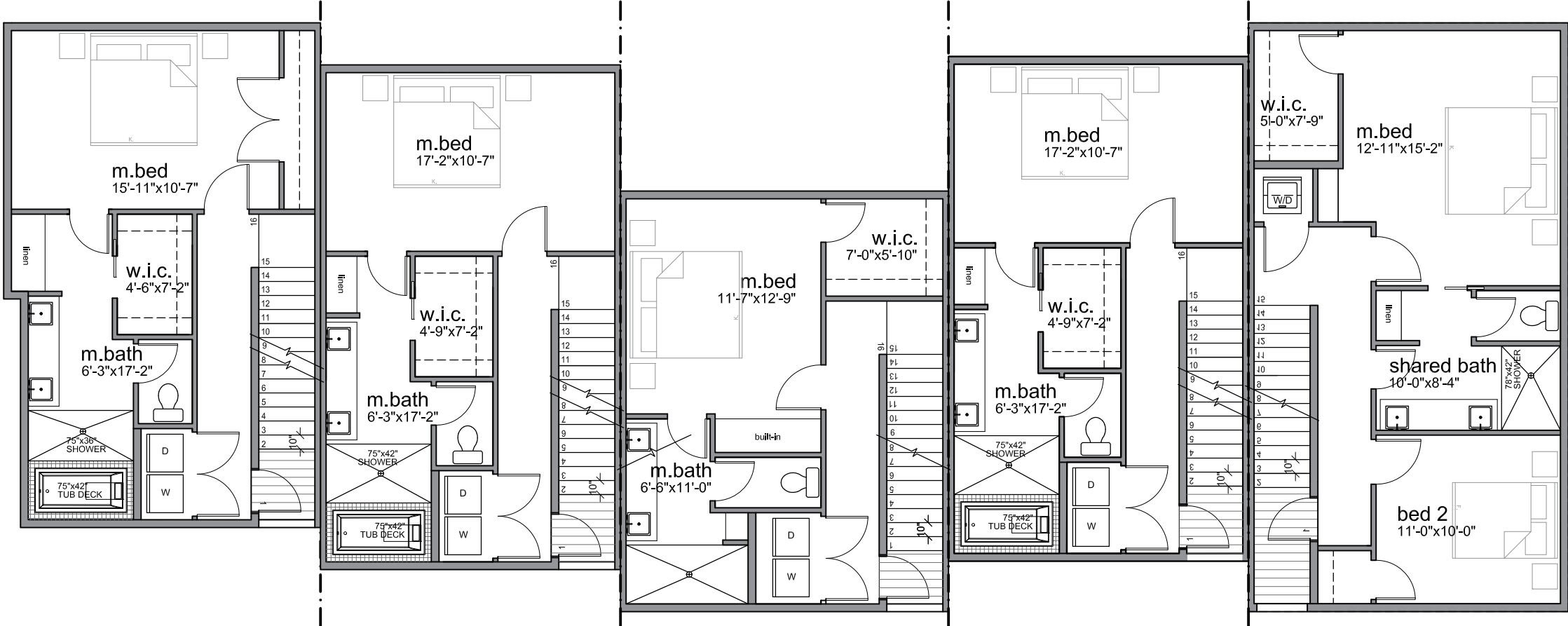




second floor plan

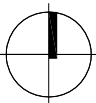
SCALE: 1/8" = 1'-0"

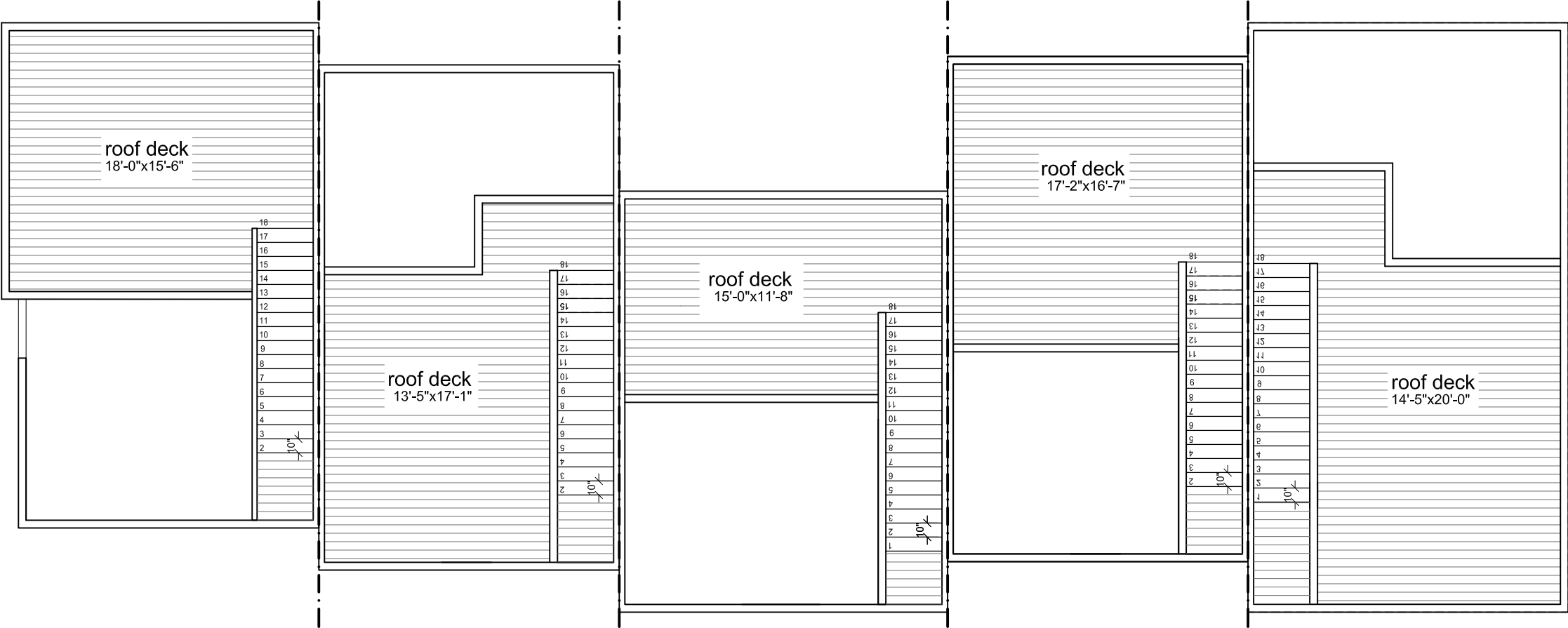




third floor plan

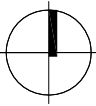
SCALE: 1/8" = 1'-0"

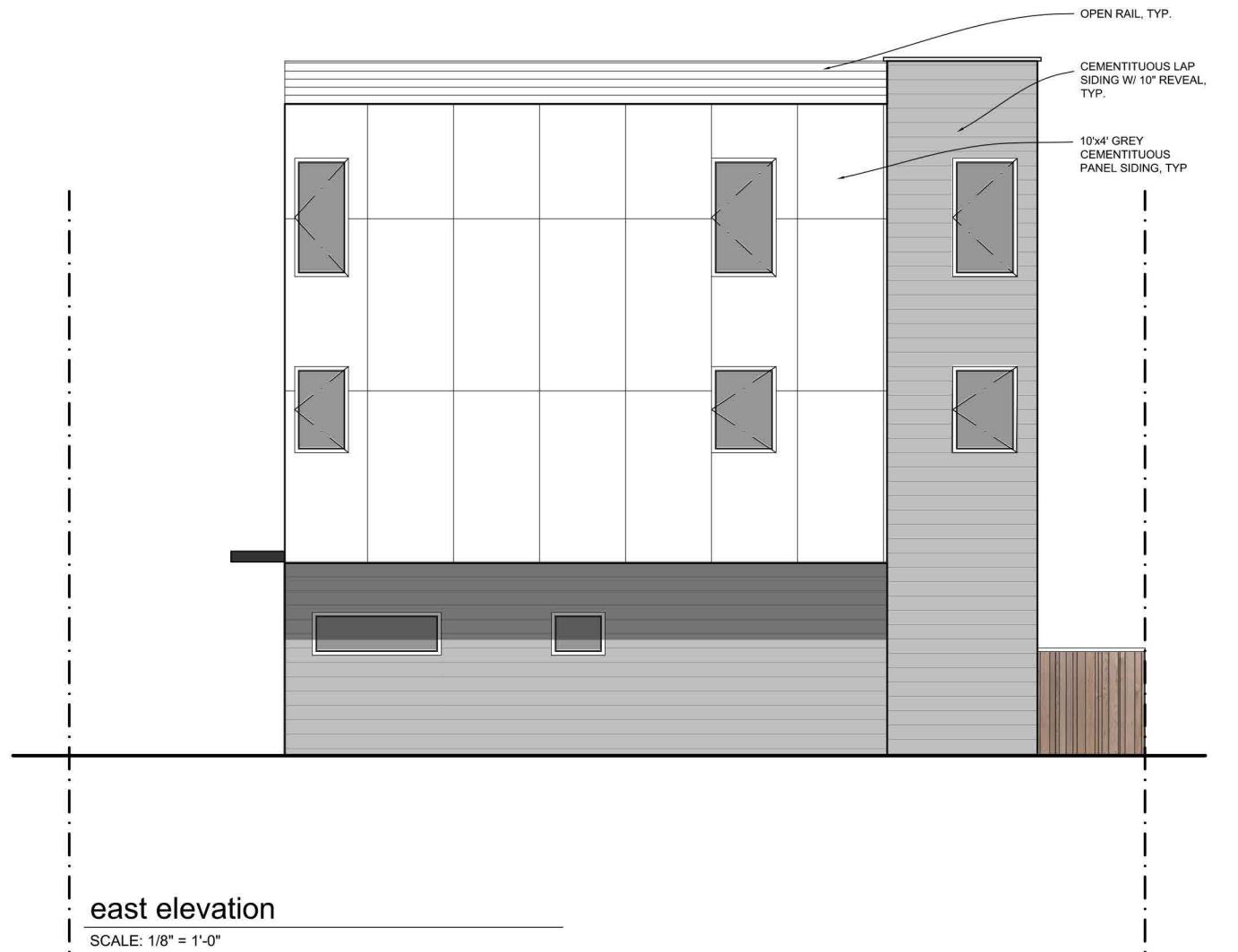




roof plan

SCALE: 1/8" = 1'-0"



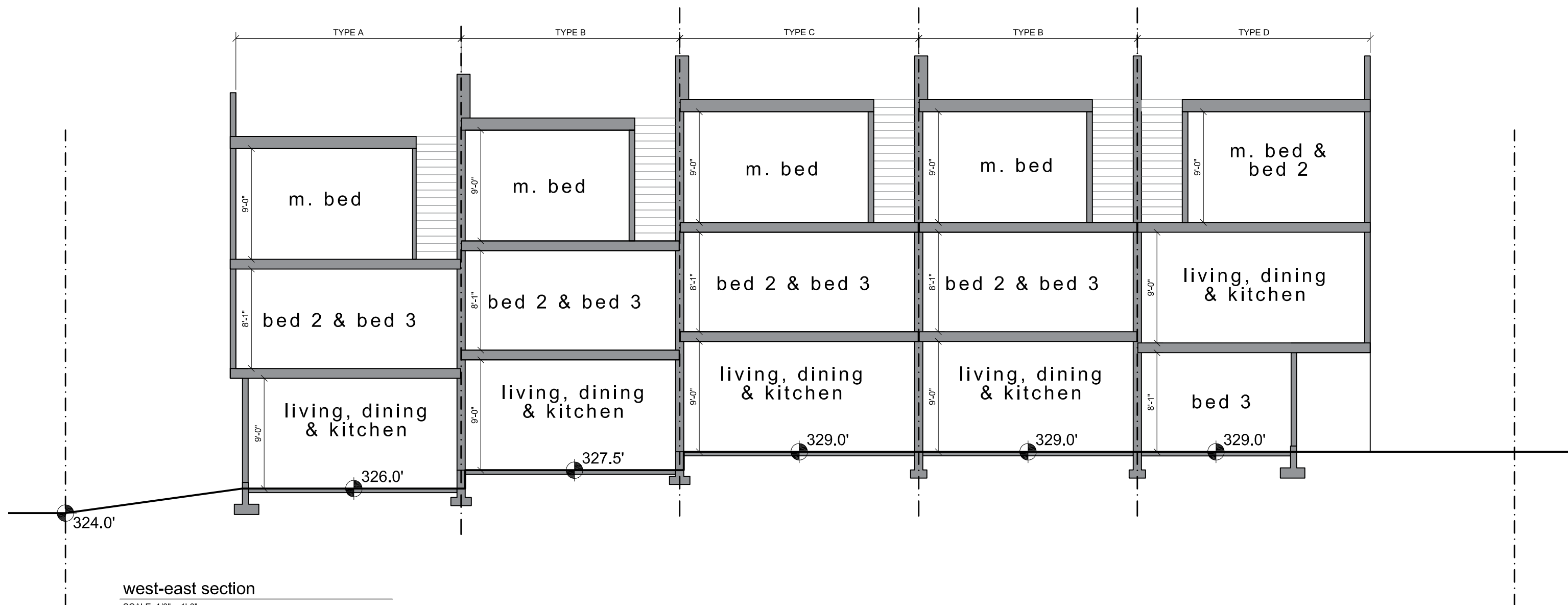






north elevation

SCALE: 1/8" = 1'-0"





View looking southeast



View of south elevation



View of walkway/driveway



View from courtyard

RENDERINGS



View looking northeast

VIEW FROM 13TH AVE