

EARLY DESIGN GUIDANCE - PROJECT# 3022596

EARLY DESIGN GUIDANCE - PROJECT# 3020898

EARLY DESIGN GUIDANCE - PROJECT# 3023474

1638, 1640, & 1644 20TH AVE



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CONTEXT

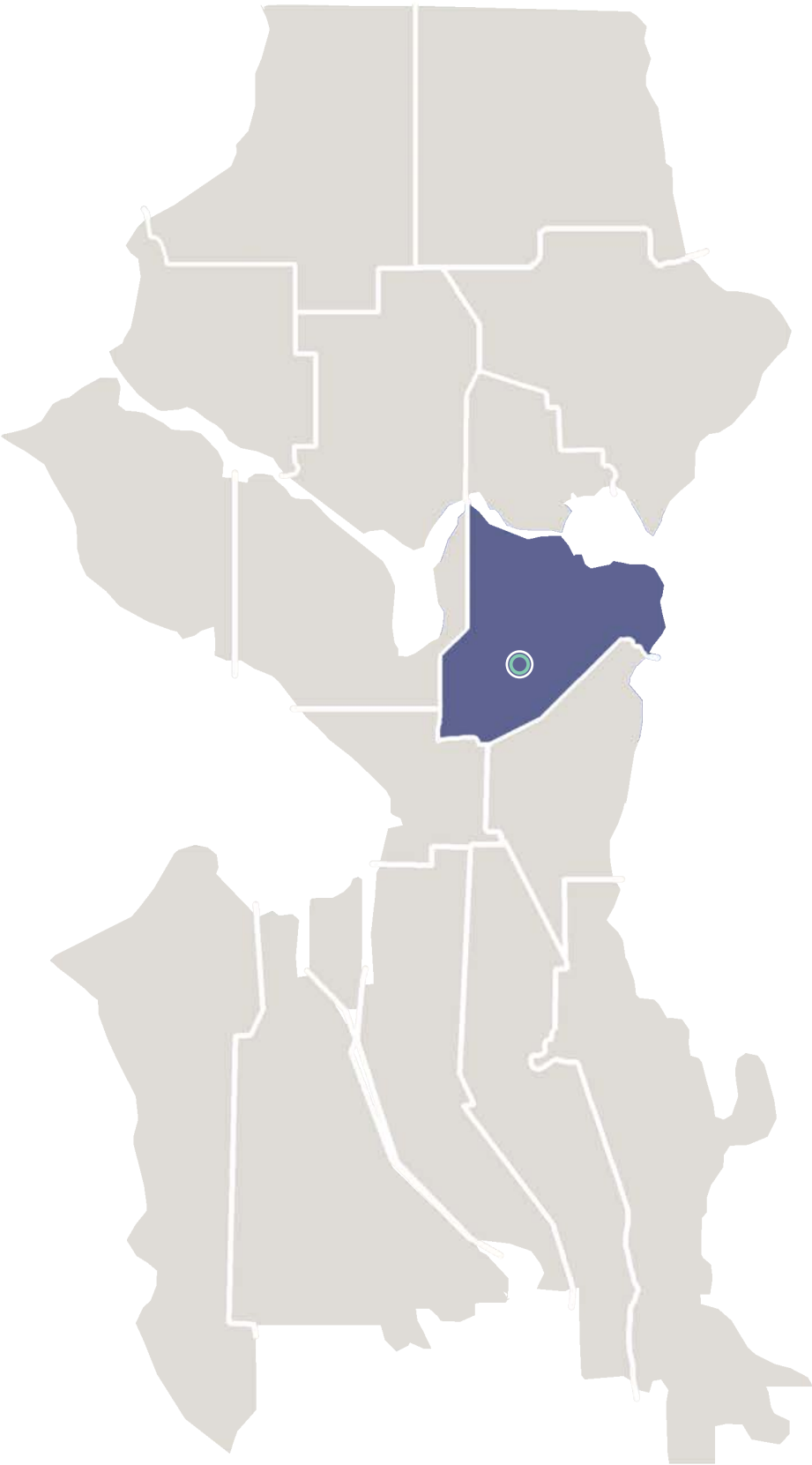
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DESIGN OBJECTIVES: This new community of two live-work units and 15 townhouses will promote density in this special location. The design emphasizes the benefits of dense urban living while still providing parking for each household.

Fundamentally informed and inspired by the neighboring context, this community elegantly bridges the gap between commercial and residential areas along 20th Avenue.

KEY METRICS

ADDRESS: 1638, 1640, 1644 20th Ave, Seattle, Washington

PROJECT NUMBERS: EDG - 3022596, EDG - 3020898, EDG - 3023474

PARCEL NUMBERS: 7228501945, 7228501950

ZONE: NC2-40/LR 3

LOT SIZE: 5,247 sf NC2-40
9,744 sf LR3

OVERLAYS: Madison-Miller Residential Urban Village

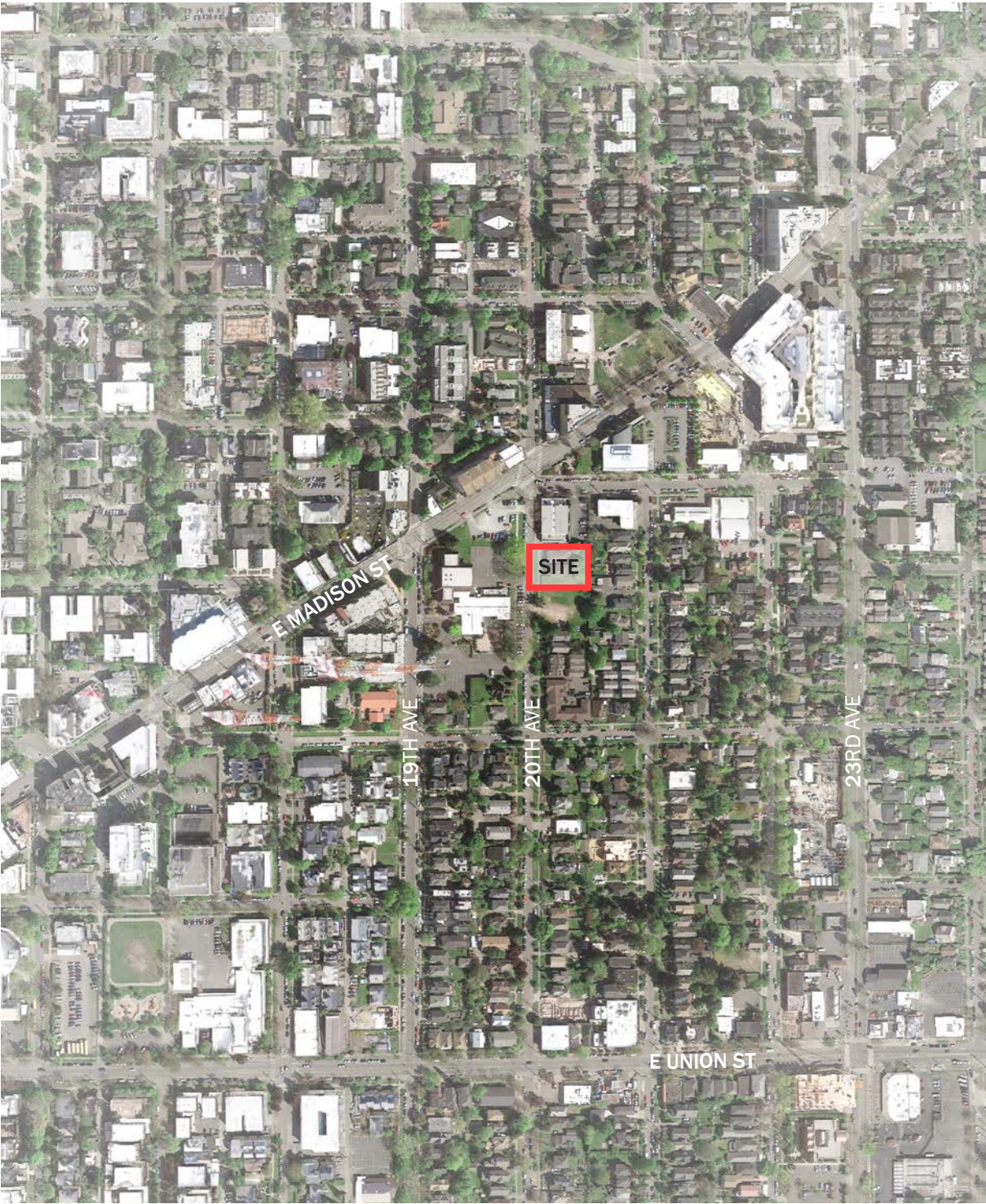
ALLOWED FAR: 3.0/3.25 in NC2-40; 1.4 in LR3 w. bonus

ALLOWED HEIGHT: 40' in NC2-40; 30' in LR3

ANALYSIS OF CONTEXT: This project is located near the intersection of 20th Ave and E Madison St in the Madison-Miller Residential Urban Village in Capitol Hill. It is a very walkable site with easy access to a variety of services including grocery stores, restaurants, and shops. The site also has good access to transit and major arterials which makes it a convenient location for a variety of modes of transportation. This location sits in a transition zone between a main business arterial and residential zoning.

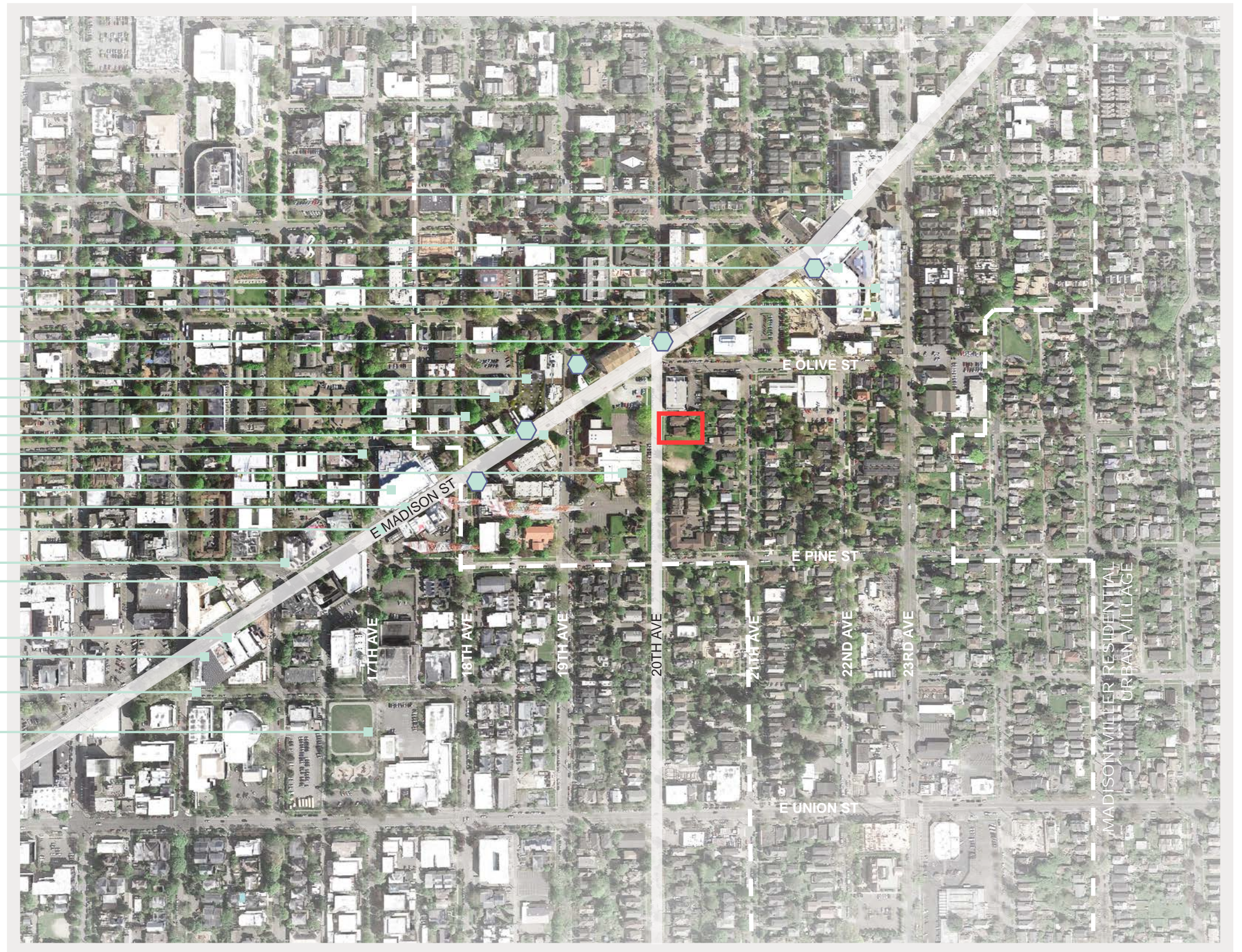
The project site is zoned NC2-40 and LR3. The neighboring zones are NC 3P-65 including the businesses along E Madison St and RSL/TC moving more into single family homes.

Although this site does not qualify for frequent transit designation, it is located in a very walkable neighborhood.



- MADISON TEMPLE CHURCH OF GOD
- MADISON STREET ANIMAL HOSPITAL
- STARBUCKS
- WESTERN UNION
- SAFEWAY
- FLEX TRAINING GYM
- THUDSUAN KITCHEN AND BAR
- BREATHE HOT YOGA
- BOTI
- CAYTON CORNER PARK
- ANYTIME FITNESS
- MT ZION BAPTIST CHURCH
- TRADER JOE'S
- KSTW-TV UPN CHANNEL 11
- SHELL
- CENTRAL CO-OP
- 7-ELEVEN
- LITTLE UNCLE
- BULLITT CENTER
- MCGILVRA PLACE PARK
- TT MINOR PLAYGROUND

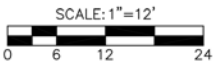
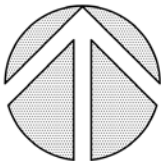
BUS STOP



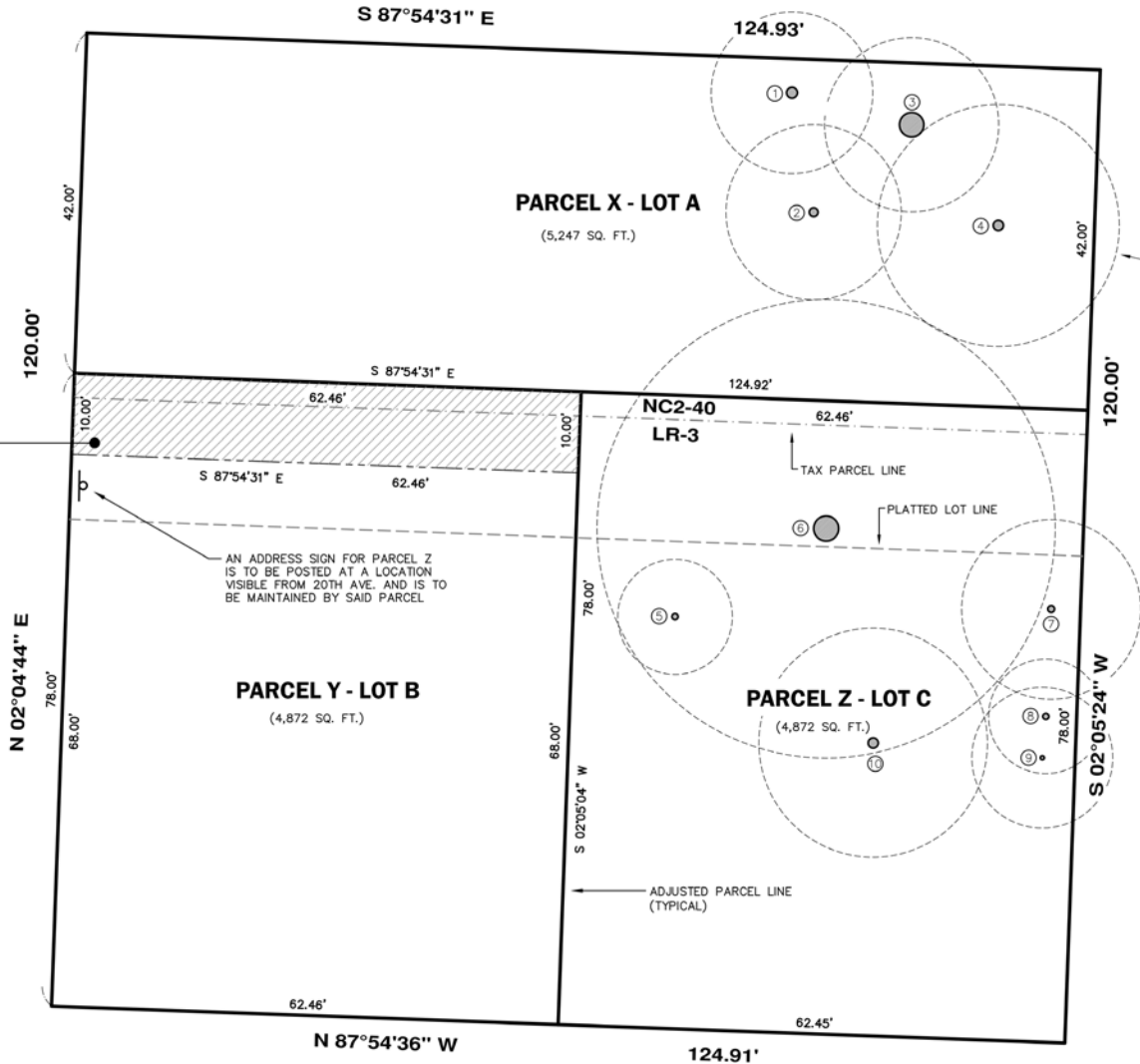
LOCAL AMENITIES



LOT BOUNDARY ADJUSTMENT NO. 3021904
FOR ISOLA HOMES, LLC



ACCESS EASEMENT
LOCATION OF EASEMENT AREA
FOR INGRESS, EGRESS &
UTILITY EASEMENT BENEFICIAL
TO PARCEL Z OF THIS LOT
BOUNDARY ADJUSTMENT



TREE IDENTIFICATION TABLE

SOURCE: STEVE CUSHING, I.S.A. CERTIFIED ARBORIST

I.D. #	DIAMETER	TREE NAME	BOTANICAL NAME
1	13.7"	MOUNTAIN ASH	SORBUS AMERICANA
2	6.3"	APPLE TREE	MALUS DOMESTICA
3	12.3"	MAGNOLIA	MAGNOLIA GRANDIFLORA
4	15"	ALDER	ALNUS RUBUS
5	9.9"	RED PLUM	PRUNUS CERASIFERA
6	49.7"	WEeping WILLOW	SALIX BABILONICA
7	10.6"	BALSAM FIR	ABIES MALSAMEA
8	9.2"	BALSAM FIR	ABIES MALSAMEA
9	6"	BALSAM FIR	ABIES MALSAMEA
10	10.6"	ALDER	ALNUS RUBUS

ADJUSTED PARCEL DETAIL



CHADWICK WINTERS
LAND SURVEYING AND MAPPING
1422 N.W. 85TH ST., SEATTLE, WA 98117
PHONE: 206.297.0996
FAX: 206.297.0997
WEB: WWW.CHADWICKWINTERS.COM

SURVEY IN:
NE 1/4, NW 1/4, SEC. 33, T. 25 N., R. 4 E., W.M.
KING COUNTY, WASHINGTON

FOR: ISOLA HOMES, LLC

15-5221Y.DWG

DRAWN BY: SAL	DATE: 08-18-15	PROJECT #: 15-5221
CHK. BY: RHW	SCALE: 1" = 12'	SHEET: 4 OF 5



AT SITE LOOKING NORTH



AT SITE LOOKING SOUTH



AT SITE LOOKING WEST



ZONING AERIAL DIAGRAM

- LOT A*

LOT SIZE: 5,247 sf

ZONE: NC2-40

ADDRESS: 1644 20th Ave

EDG PROJECT: #3023474

PROPOSED USE: 2 live/work units
5 townhouses
- LOT B - ROWHOUSE*

LOT SIZE: 4,872 sf

ZONE: LR3

ADDRESS: 1638 20th Ave

EDG PROJECT: #3022596

PROPOSED USE: 5 rowhouses
- LOT C - TOWNHOUSE*

LOT SIZE: 4,872 sf

ZONE: LR3

ADDRESS: 1640 20th Ave

EDG PROJECT: #3020898

PROPOSED USE: 5 townhouses



LOT SPECIFICATIONS & SIZES

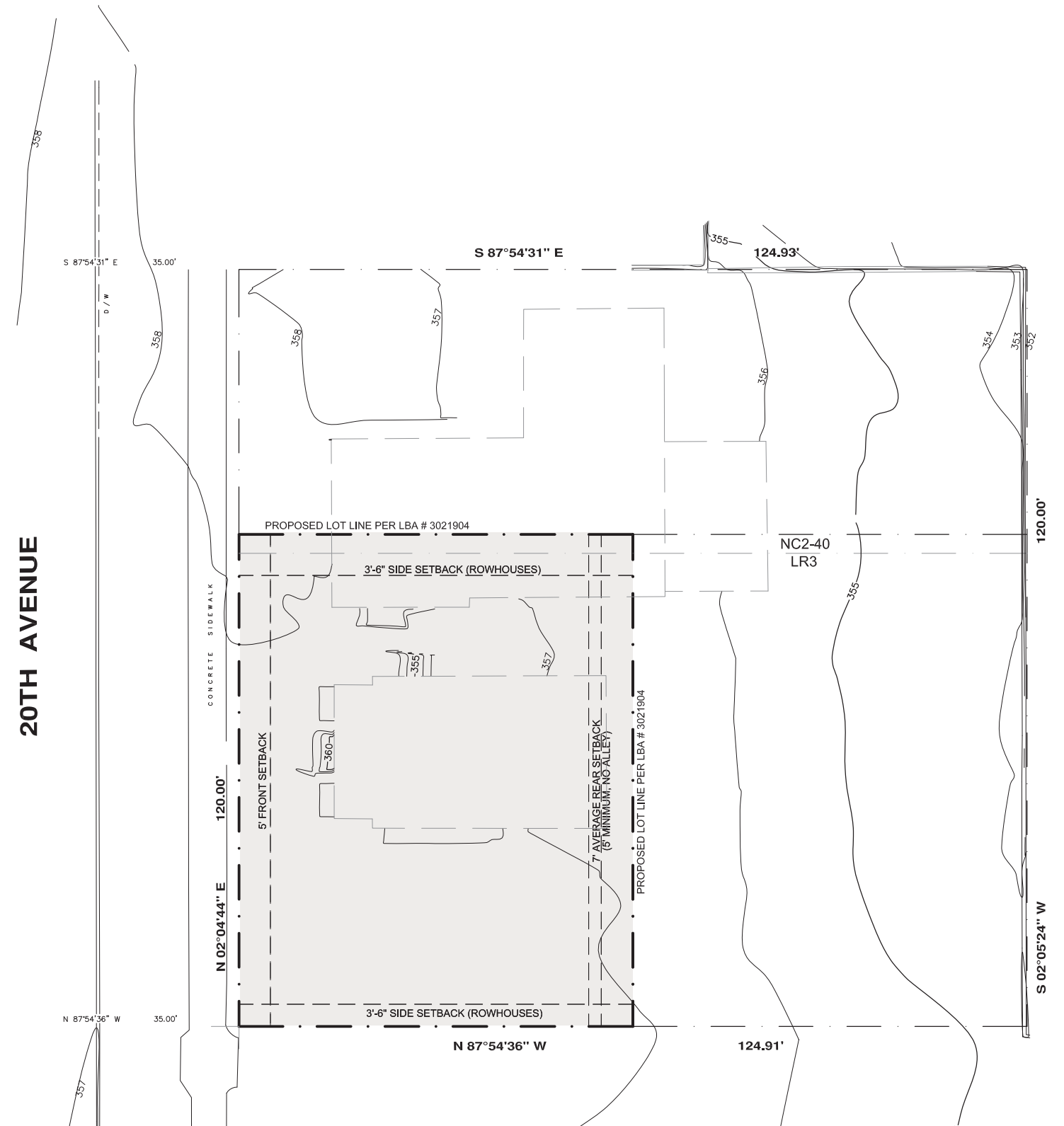
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LOT B #3022596
LOT SIZE: 4,872 sf
ZONE: LR3
ALLOWED FAR: 4,872 sf x 1.4 = 6,821 sf
(RHs + green building)
SETBACKS: 5' front setback
3'6" side setback
7' rear setback
ALLOWED HEIGHT: 30' + 4' Parapet allowance & 10' Penthouse

LEGAL DESCRIPTION: THAT PORTION OF LOTS 17 AND 18, BLOCK 15, RENTON HILL ADDITION, ACCORDING TO THE PLAT THEREFORE RECORDED IN VOLUME 8 OF PLATS, PAGE 68, RECORDES OF KING COUNTY, WA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

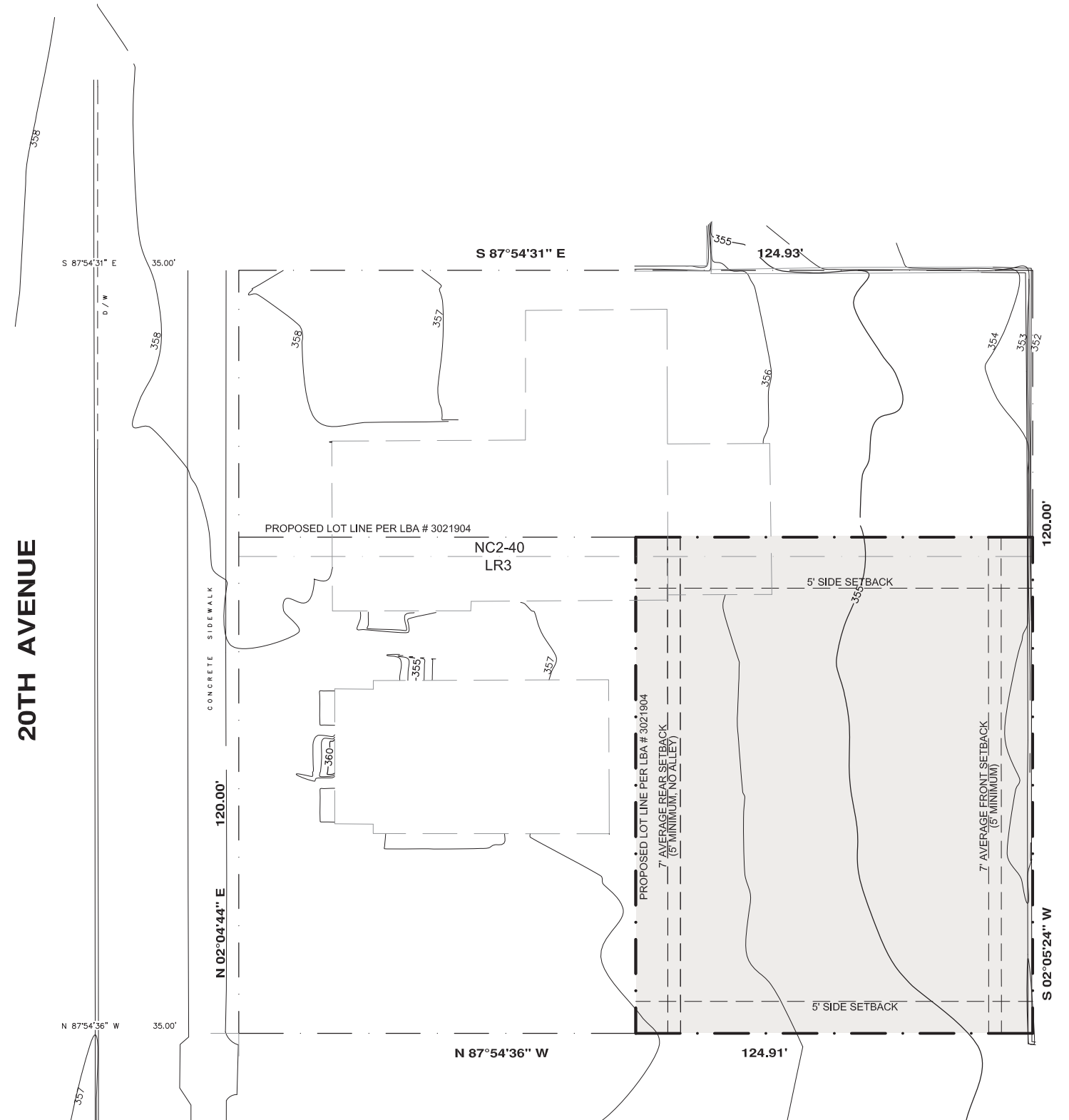
COMMENCING AT THE N.W. CORNER OF SAID LOT 18; THENCE S 02°04'44" E ALONG THE WEST LINE OF SAID LOT FOR A DISTANCE OF 42.00 FT. TO THE POINT OF BEGINNING; THENCE S 87°54'31" E, 62.46 FT.; THENCE S 02°05'04" W, 78.00 FT.; THENCE N 87°54'31" W, 62.46 FT.; THENCE N 02°04'44" E, 78.00 TO THE POINT OF BEGINNING

SUBJECT TO AN EASEMENT FOR INGRESS, EGRESS AND UTILITIES AS SHOWN AND DESCRIBED AS "ACCESS EASEMENT" ON CITY OF SEATTLE SHORT LOT BOUNDARY ADJUSTMENT NO. 3021904



LOT B - SIZE AND FAR

TOGETHER WITH AN EASEMENT FOR INGRESS, EGRESS AND
UTILITES AS SHOWN AND DESCRIBED AS "ACCESS EASEMENT"
ON CITY OF SEATTLE SHORT LOT BOUNDARY ADJUSTMENT NO.
3021904



LOT C - SIZE AND FAR



ACROSS THE STREET



20TH AVE WEST FACING



20TH AVE EAST FACING

20TH AVENUE FACADES



LIFESTYLES



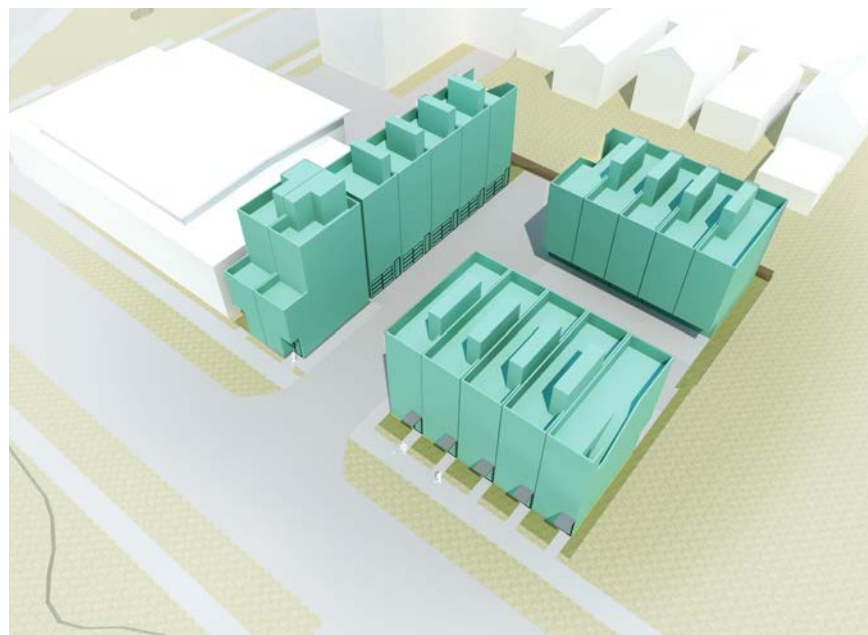
FACADES



LANDSCAPES

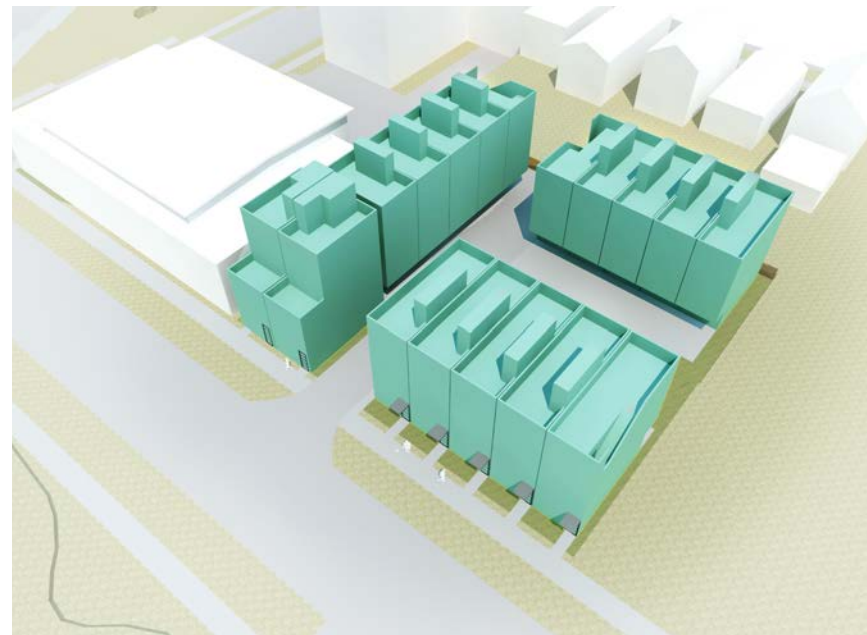


PROJECT INSPIRATION



FIRST ITERATION

The first iteration for this site intends to create a special community in the heart of the urban environment. Although this scheme meets required setbacks and access and driveway widths, these constraints result in a disproportionate amount of space dedicated to vehicles rather than the people who will live and work in this community.

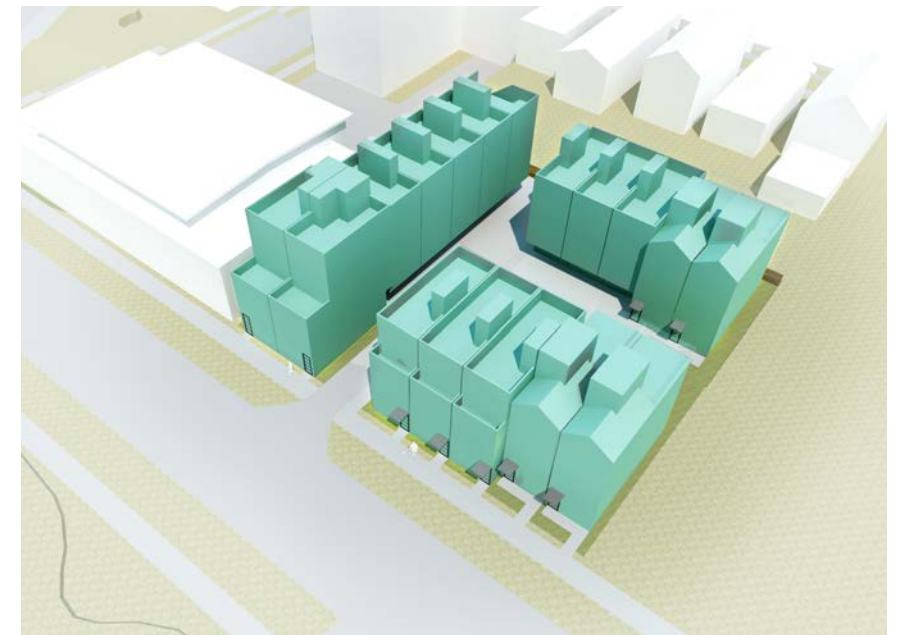


SECOND ITERATION

The second iteration reduces the focus of vehicular access along the street face. The drive and separation between the live/work and street-facing residential units have been reduced. The setback of the live/work entries is reduced and a cantilever over the northern townhouse garages is provided.

Two departures are requested to emphasis a sense of community and quality of lifestyle amenities. We would like to reduce the driveway width to something appropriate to the nature of the project and allow for a sight triangle only on one side of the driveway. Limiting the modulation of the volumes at this transition point between commercial to residential is important and highlights the priority to connect with the current neighborhood character.

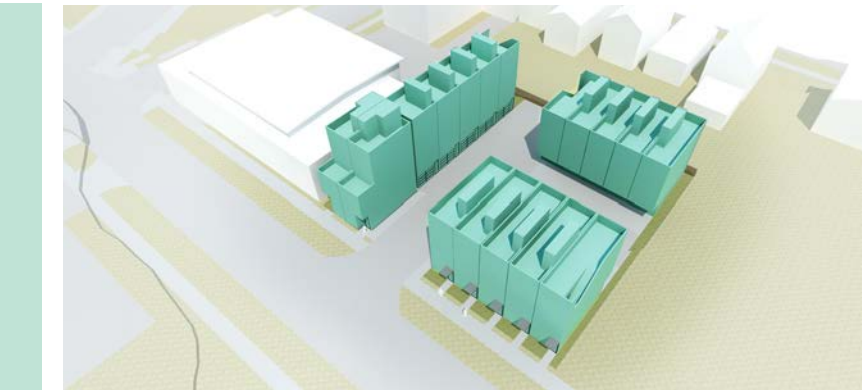
Additionally, a departure is suggested to reduce an internal setback created by the residential use on the commercial portion of the site.



THIRD ITERATION: PREFERRED

The third iteration provides an addition layer to the transition from commercial to residential by increasing the street facing setback of the southern residential units and reducing the setback for the units between the these and the live/works. The upper levels of the middle 6 units are set back to provide modulation while reducing the appearance of mass from the street and neighbors to the east. The drive way width is further reduced and the scheme requests four departures.

FIRST ITERATION



DISTIGUISHING FEATURES:

- 3-4 STORIES PLUS PENTHOUSES
- FLAT ROOFS ALLOWING FOR ROOF TOP DECKS
- 17 UNITS (15 RESIDENTAIL, 2 LIVE/WORK)
- 15 PARKING SPACES (NO PARKING REQUIRED FOR LW <1,500 sf)
- 24' DRIVE, 32' EASEMENT

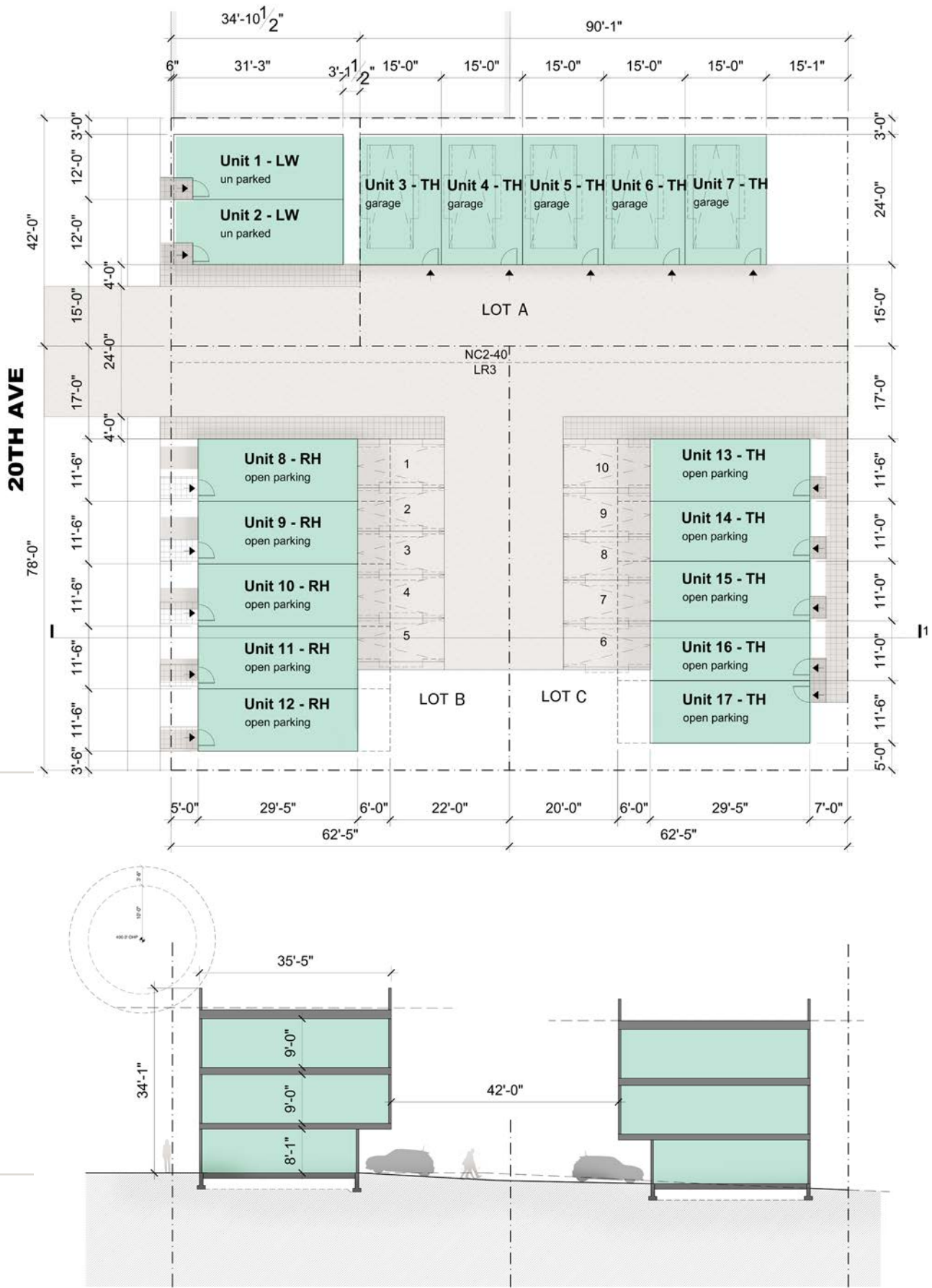
REQUESTED DEPARTURES

- No departures requested

The first iteration for this site was intended to maximize the development of the property while attempting to create a special community in the heart of the urban environment. This code compliant scheme meets required setbacks and access and driveway widths. With these constraints, the intent of the project is being jeopardized by a disproportionate amount of space dedicated to vehicles rather than the people who will live and work in this community.

SITE PLAN

SECTION



LOT A - Project #3023474

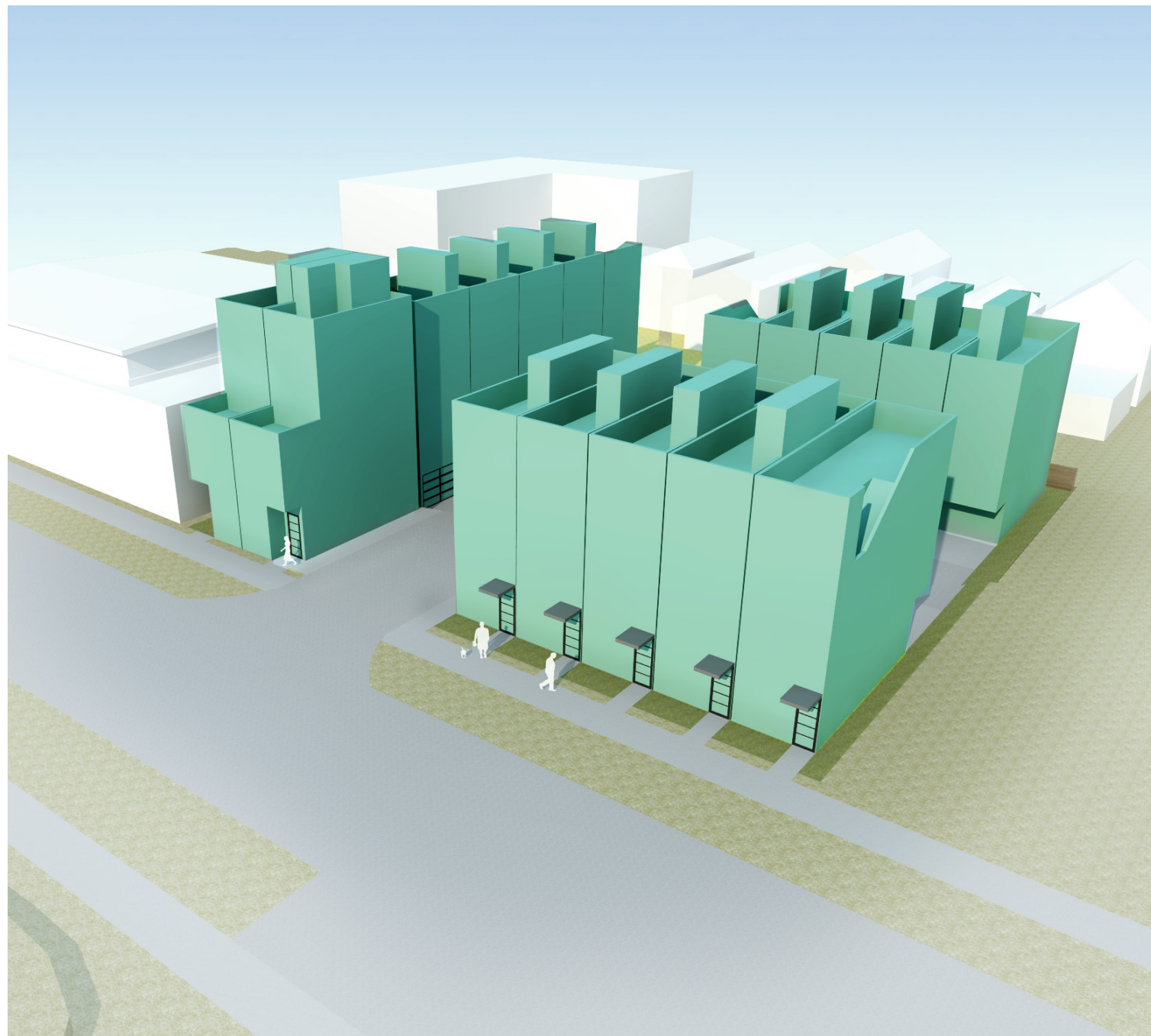
The first iteration for Lot A on this site includes two live/work units at the street and five townhouses in the back without a street front. The live/work units allow for a smooth transition from commercial to residential on 20th Ave. The townhomes help to maximize the development of the property and all units provide flat roofs for roof top decks. The live/work units are unparked and each townhouse unit includes a garage.

LOT B - Project #3022596

The first iteration for Lot B on this site lines up five rowhouses along the front setback establishing a street presence. This level of density also plays into the transition from what was proposed on Lot A and the surrounding single family homes. The units maximize the development on the site and provide opening parking spot in the rear for each unit.

LOT C - Project #3020898

The first iteration for Lot C on this site lines up five townhouses along the east of the lot. Meeting the required access and driveway widths to access these units, it jeopardizes the livable space surrounding the units. The units maximize the development on the site, provide flat roofs for roof top decks, and provide opening parking spot for each unit.



BIRDSEYE



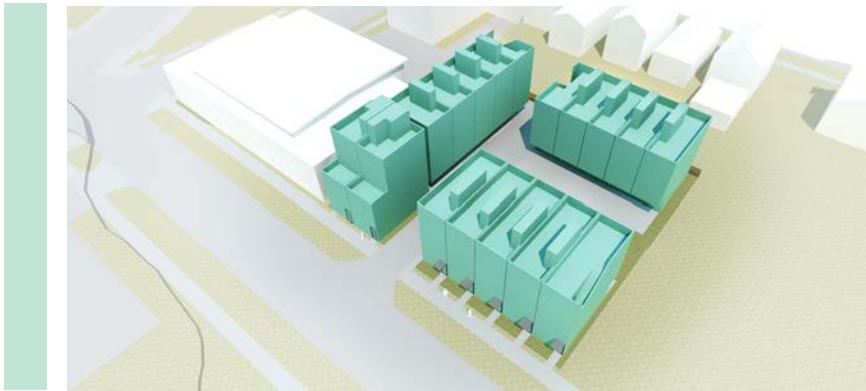
VIEW FROM 20TH AVE



APPROACH FROM NORTHWEST

ITERATION 1

SECOND ITERATION



DISTIGUISHING FEATURES:

- 3-4 STORIES PLUS PENTHOUSES
- FLAT ROOFS ALLOWING FOR ROOF TOP DECKS
- 17 UNITS (15 RESIDENTAIL, 2 LIVE/WORK)
- 17 PARKING SPACES
- 15' DRIVE

REQUESTED DEPARTURES - Lot A, B, & C

- Access and paving were reduced from the required 32' and 24' to 19'-6" and 15'.

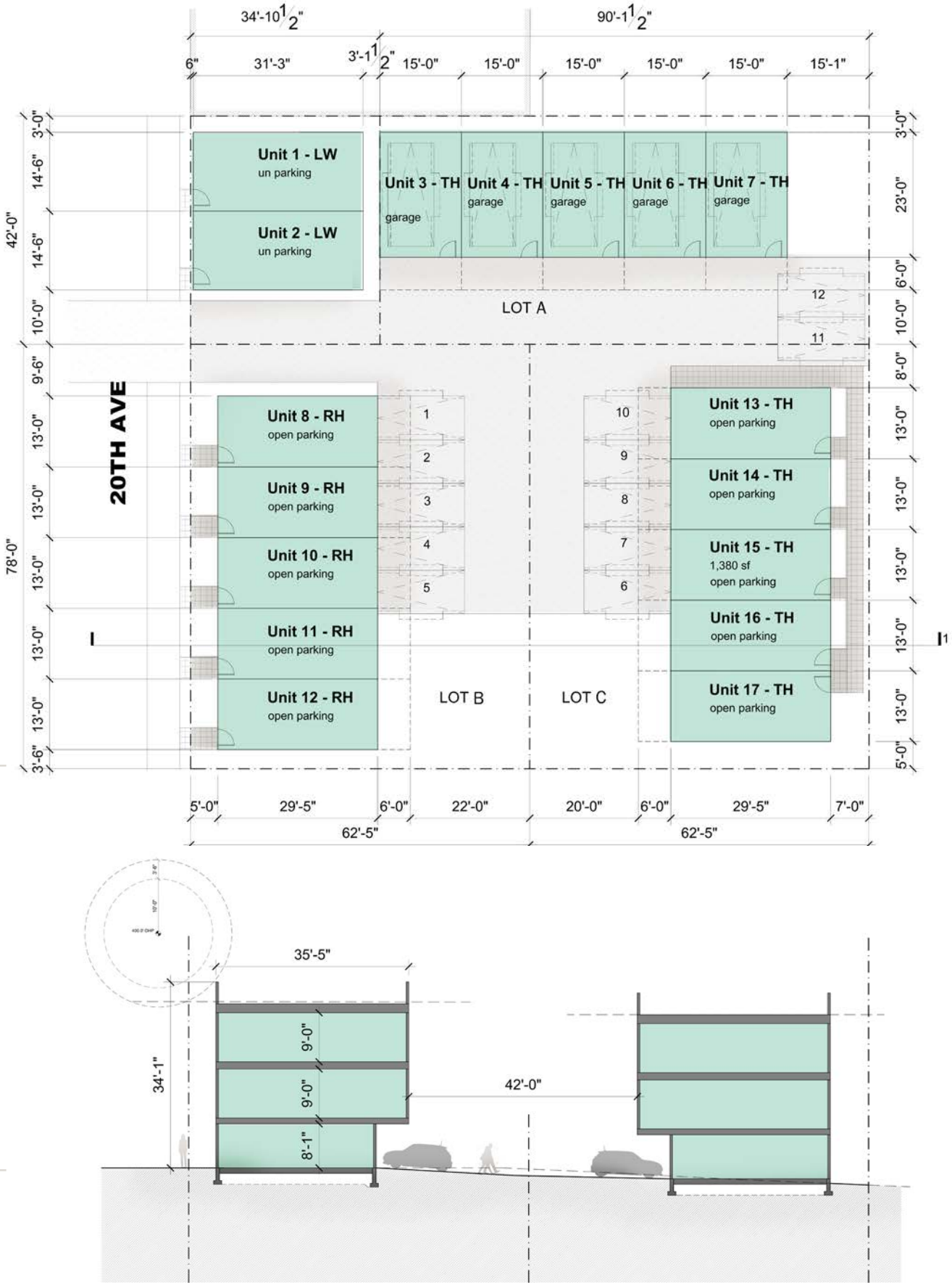
REQUESTED DEPARTURES - Lot A

- Sight triangle reduced from two sides to one side
- Residential uses in commercial zones shall provide a 15' setback above 13' from residential zones, reduced setback at intersection of commercial lot with side lot line and front lot line of residential lot.

With the second iteration we began to explore how to reduce the focus of vehicular access along the street face and provide a transition from commercial to residential. First, we reduced the width of the drive from 24' to 15' and separation between the live/works & street facing residential units from 32' to 19.5'. This reduced the visual impact of the vehicular access from the streetscape. Next we reduced the setback of the live/work entries to provide a street-level experience and façade language more in keeping with the existing commercial adjacent to the north. We then provided a cantilever over the garages of northern townhouses to provide interest and reduce the emphasis on the garage/vehicular access.

SITE PLAN

SECTION



LOT A - Project #3023474

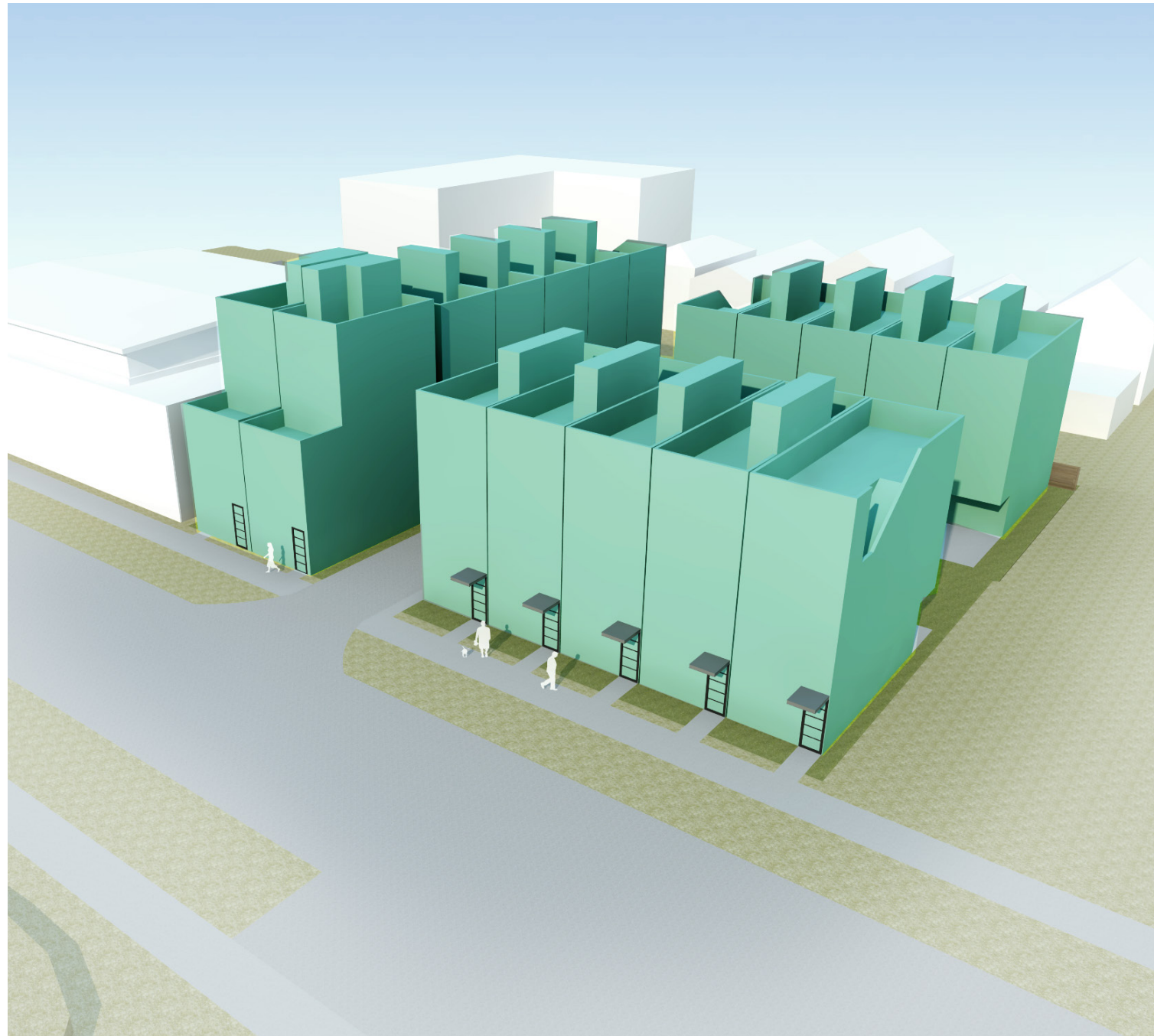
The second iteration for Lot A on this site is a similar scheme as it was in the first iteration. The plan includes two live/work units and five townhouses maximizing the development on the site. In an attempt to balance the distribution of vehicular circulation and pedestrian circulation, this iteration for Lot A requests three departures.

LOT B - Project #3022596

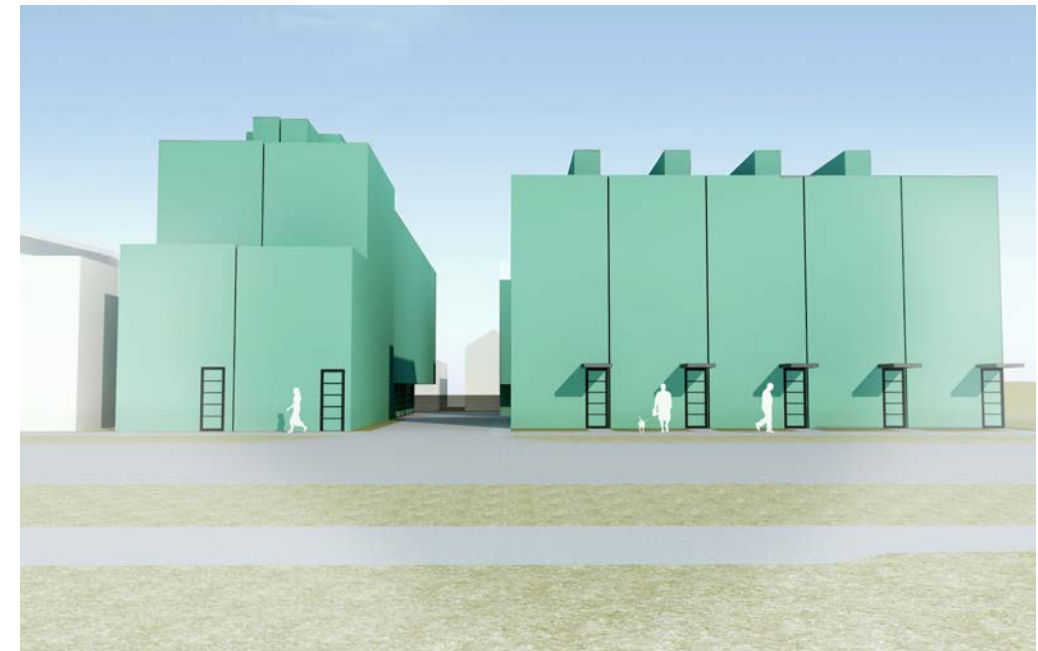
The second iteration for Lot B on this site lines up five rowhouses along the front setback establishing a street presence like the first iteration. This level of density also plays into the transition from live/work units and the surrounding single family homes. The units maximize the development on the site and provide opening parking spot in the rear for each unit. The differences between the first and second iteration are the reduced vehicular access width and paving square footage.

LOT C - Project #3020898

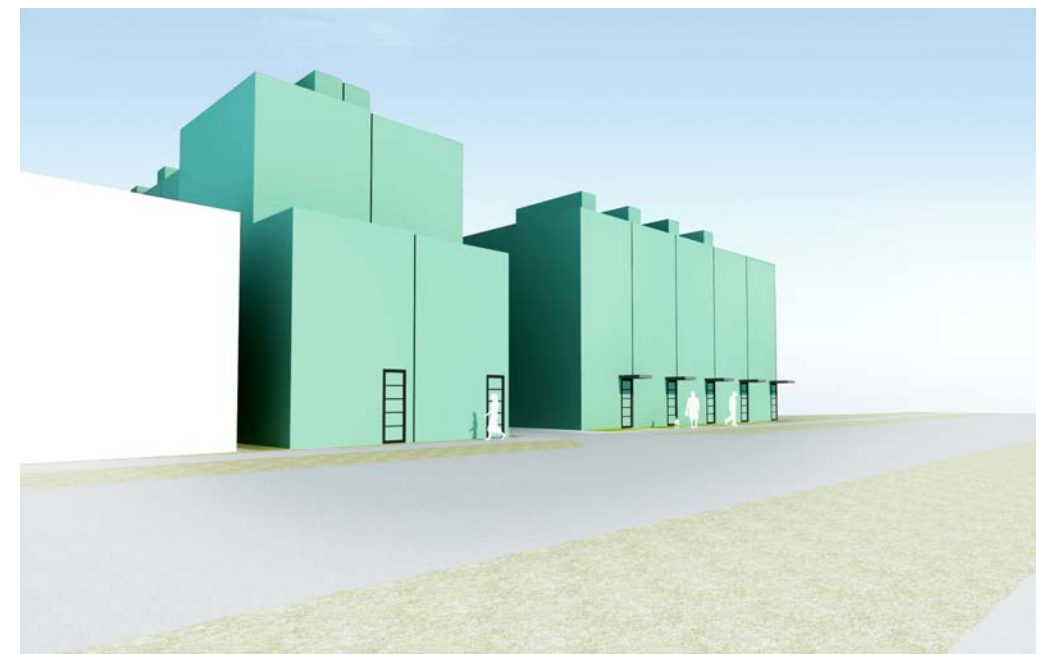
The second iteration for Lot C on this site lines up five townhouses along the east of the lot and provides open parking for each unit. Meeting the required access and driveway widths to access these units jeopardizes the livable space surrounding the units, so in the second iteration Lot C is positively impacted by the reduced access and paving departure requested. The units maximize the development on the site, provide flat roofs for roof top decks, and provide opening parking spot for each unit.



BIRDSEYE



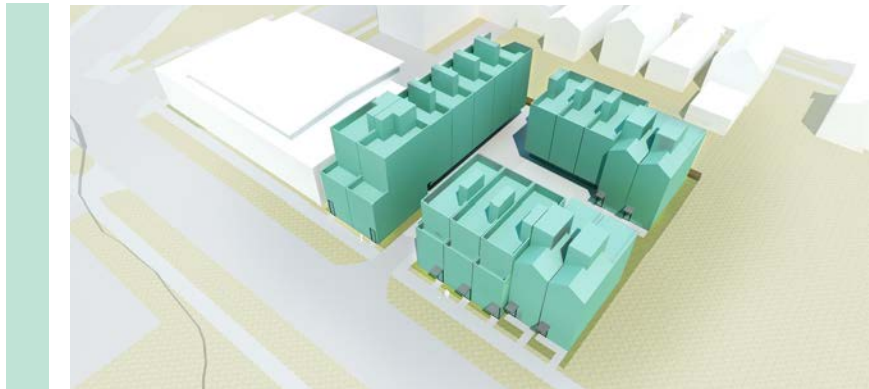
VIEW FROM 20TH AVE



APPROACH FROM NORTHWEST

ITERATION 2

THIRD ITERATION: PREFERRED



DISTIGUISHING FEATURES:

- 3-4 STORIES PLUS PENTHOUSES
- COMBINATION OF FLAT & PITCHED ROOFS WITH ROOF TOP DECKS
- 17 UNITS (15 RESIDENTAIL, 2 LIVE/WORK)
- 17 PARKING SPACES
- 10' DRIVE
- GENEROUS SHARED COURTYARD

REQUESTED DEPARTURES - Lot A, B, & C

- Access and paving were reduced from the required 32' and 24' to 19'-6" and 15'.

REQUESTED DEPARTURES - Lot A

- Sight triangle reduced from two sides to one side
- Residential uses in commercial zones shall provide a 15' setback above 13' from residential zones, Commercial uses in commercial zones shall provide a 10' setback above 13' from residential zones, setback at intersection of commercial lot with side lot line and front lot line of residential lot.

REQUESTED DEPARTURES - Lot B

- 5' front set back required for row-house units in a low-rise zone

In the preferred iteration we explored how to make the transition from commercial to residential even more successful than in the previous iteration. This scheme requests the same departures from iteration number two to decrease the width of the drive, reduce the sight triangle, and reduce the setback adjacent to the zone change. In this iteration we propose to further reduce the width of the drive to 10', while providing a clearly separate pedestrian walk, of 4', for a total of 14' of driveable hardscape.

The setbacks are staggered from north to south to carefully transition from a commercial to residential feel. This provides a stronger transition along the street face from a zero setback of the commercial zone to the residential zone to the south. Modulation reduces the height and scale of the units towards the street on the west and adjacent single family lots to the east. The entries for units 16 & 17 have been relocated to towards the courtyard side of the unit.



LOT A - Project #3023474

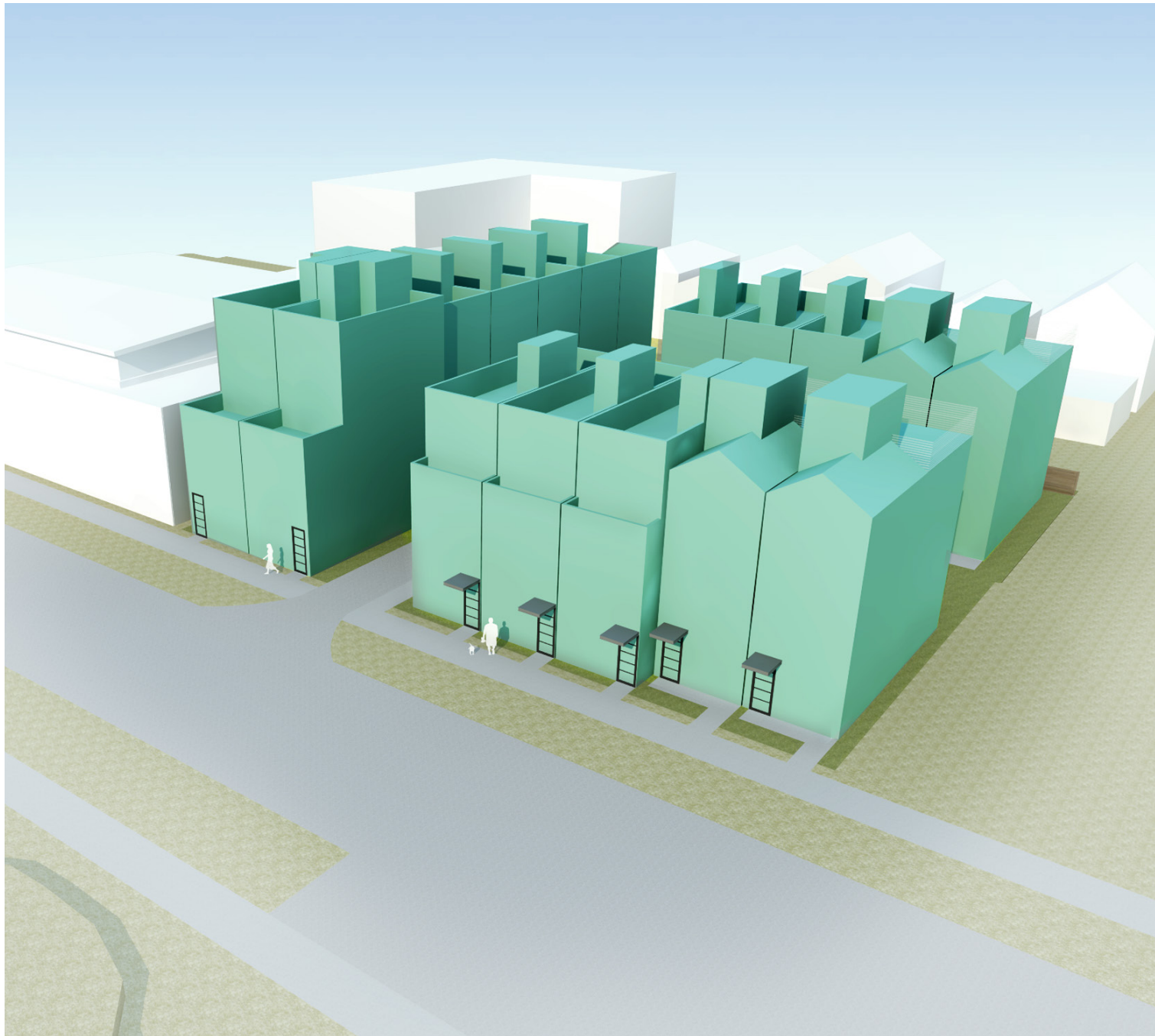
The third iteration for Lot A on this site is unchanged from the second iteration. The plan includes two live/work units and five townhouses maximizing the development on the site. In a continued attempt to even out the distribution of vehicular circulation and pedestrian circulation, this iteration for Lot A requests three departures.

LOT B - Project #3022596

The third iteration for Lot B on this site lines up five rowhouses along the front setback establishing a street presence like the first iteration. The push of units 8-10 forward provide a clear transition from the live/work units proposed on Lot A. The push of units 11-12 back provides a front yard symmetrical to the single-family homes on the street. Gable roofs were added to units 11-12 to break up the rhythm of massing and offer a softer street presence. The units maximize the development on the site and provide an opening parking spot in the rear for each unit.

LOT C - Project #3020898

The third iteration for Lot C on this site lines up five townhouses along the east of the lot. This lot mirrors the push and pull in Lot B to create a composed yard and shared amenity area between the lots. The massing rhythm is also mirrored to connect Lot B & C while also achieving the same aesthetic qualities. The units maximize the development on the site and provide an opening parking spot for each unit.



BIRDSEYE



VIEW FROM 20TH AVE



APPROACH FROM NORTHWEST

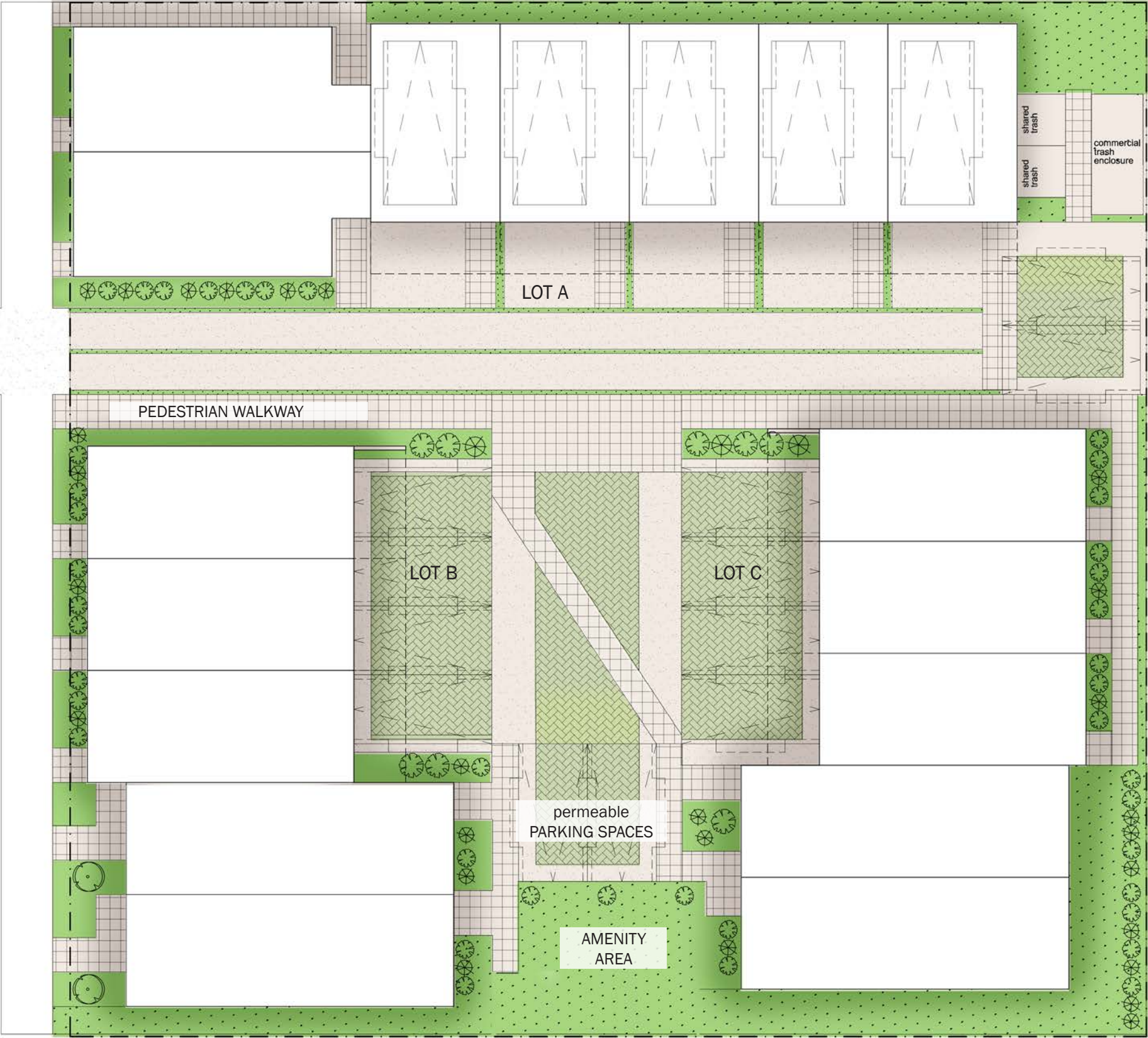
ITERATION 3: PREFERRED

SEATTLE DESIGN GUIDELINES		DESIGN RESPONSE
CS1. Natural Systems and Site Features Use natural systems and features of the site and its surroundings as a starting point for project design	B1 Sunlight and Natural Ventilation Take advantage of solar exposure and natural ventilation available onsite where possible. Use local wind patterns and solar gain as a means of reducing the need for mechanical ventilation and heating where possible.	The proposed structure features a large common courtyard running North-South through the site. This large courtyard will not only enable daylight penetration into the site but also facilitate natural ventilation due to the northerly and southerly winds found within the Puget Sound area.
CS2. Urban Pattern and Form Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.	D1 Height, Bulk, and Scale Review the height, bulk, and scale of neighboring buildings as well as the scale of the development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.	From commercial to multi-family to single-family, the site is currently surrounded by a mix of density and uses. While the existing site use is currently a single family residence, this design proposes to increase the density, while maintaining a residential pedestrian experience both internally and externally. Proposed uses provide transition from NC to lowrise.
	D3 Zone Transitions For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.	
CS3. Architectural Context and Character Contribute to the architectural character of the neighborhood.	A1 Emphasizing Positive Neighborhood Attributes Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.	The design proposes to reflect the scale, regulating lines, and texture of the existing commercial building to the north with the building articulation of the live/works. The roof form of the southern townhouses provides a transition from new multi-family forms to the existing residential context south & east of the project site.
PL1.Connectivity Complement and contribute to the network of open spaces around the site and the connections among them.	B2 Pedestrian Volumes Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.	The proposed design features a large courtyard drive running through the site. This courtyard will function as a pedestrian corridor for the future residents to easily circulate the site. This active internal space will also, however, provide the future residents an opportunity to interact with one another and form a sense of community within the site.
PL3.Street-Level Interaction Encourage human interaction and activity at the street-level with clear connections to building entries and edges.	B1 Security and Privacy Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another.	Street-level residential entries will be clearly articulated with modulation, exterior finishes, and pedestrian scaled entry elements. Entries will feature landscape buffers to reinforce the public/private threshold and distinguish each individually entry as its own. Live/work units are provided with high transparency at the street level.
	B2 Ground-level Residential Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence.	
	B3 Buildings with Live/Work Uses Maintain active and transparent facades in the design of live/work residences that are required to orient the nonresidential portions of the unit toward the street. Design the first floor so it can be adapted to other commercial use as needed in the future.	
DC1.Project Uses and Activities Optimize the arrangement of uses and activities on site.	C2 Visual Impacts Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible. Consider breaking large parking lots into smaller lots, and/or provide trees, landscaping or fencing as a screen. Design at-grade parking structures so that they are architecturally compatible with the rest of the building and streetscape.	The preferred design proposes a reduced width drive minimizing the visual impact of parking from the street. Landscape buffers and screening elements reduce the scale of the overall drive/courtyard. Parking area designed to serve multiple uses as a woonerf for activities such as outdoor gathering, through the hardscape & landscape design.
	C3 Multiple Uses Design parking areas to serve multiple uses such as children’s play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.	
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.	A2 Reducing Perceived Mass Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.	The preferred design scheme steps the massing of the structures back at the third story and introduces gable roof forms. This staggered massing allows for a diminished visual presence while still reaching the intended density of the site’s zoning.
	C3 Fit With Neighboring Buildings Use design elements to achieve a successful fit between a building and its neighbors	The site’s current surrounding context consists of both residential and commercial structures, each of which conveys their respective uses with differing distinct architectural forms. The preferred design scheme relates to the hard urban edge of the surrounding commercial structures while maintaining the gable roof precedent of the adjacent residential structures.
DC4.Exterior Elements and Finishes Use appropriate and high quality elements and finishes for the building and its open spaces.	D4 Place Making Create a landscape design that helps define spaces with significant elements such as trees.	The proposed design of the drive/courtyard aims to feature larger landscaping elements along with a variety of smaller plantings to enhance the sense of a unique lively space, activating the project from the interior of the site.



In response to the intent of the project, the landscape is a vital tool in activating the outdoor spaces. Allowing vehicles and pedestrians to share spaces creates a unique design challenge that we feel can be made successful through the use of the woonerf concept. Creating a living street allows us to compose wayfinding for both vehicles and pedestrians to direct and form safe and comfortable multipurpose spaces.

LANDSCAPE PLAN



LANDSCAPE CONCEPT

DEPARTURE REQUESTED FOR LOT A, B, & C

- Lot A - Project #3023474
- Lot B - Project #3022596
- Lot C - Project #3020898

DRIVEWAY WIDTH

STANDARD

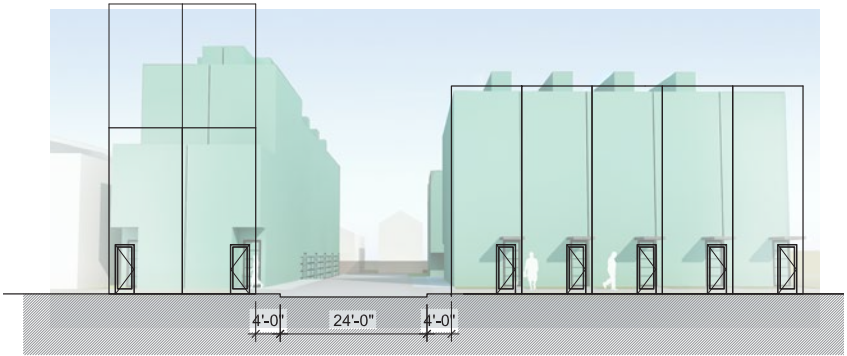
SMC 23.53.025.D. Vehicle Access easements serving ten or more residential units, easement width shall be a minimum of 32’ and provide a surfaced roadway at least 24’ wide.

DEPARTURE REQUESTED:

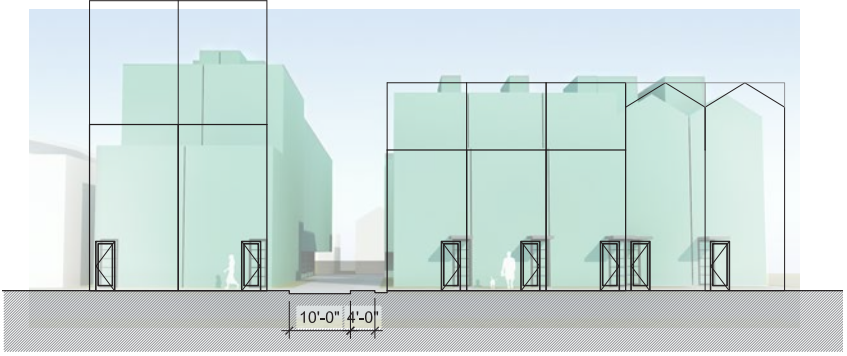
Allow for the driveway to be a minimum of 10’ and provide 4’ of pedestrian walkway with different pattern for a total combined width of 14’ driveable.

DEPARTURE RATIONALE:

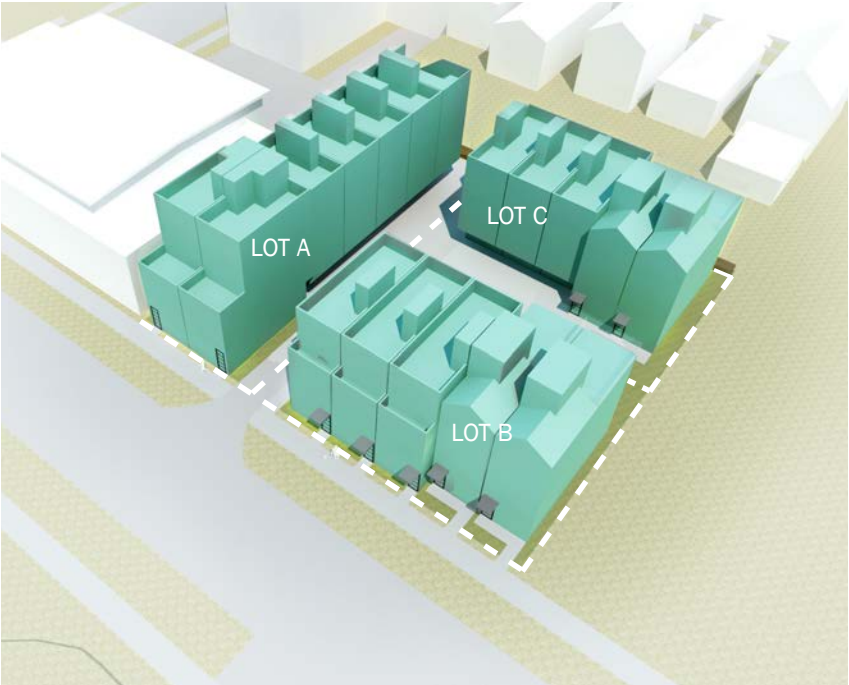
Access and location designed to minimize the number and width of curb cuts and drive. Reduced width will reduce the visual impact of the vehicular access from the streetscape. (DC1-B1, DC1-C2, DC1-C3)



CODE COMPLIANT



DEPARTURE REQUESTED



DEPARTURE REQUESTED FOR LOT A

- Lot A, Project #3023474

SIGHT TRIANGLE

STANDARD

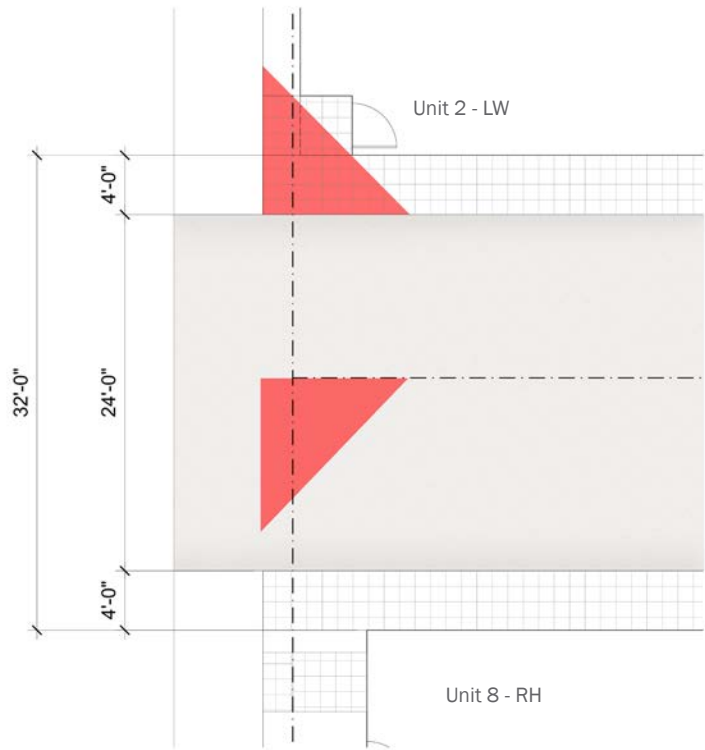
SMC 23.54.030.G.1. For exit-only driveways and easements, and two way driveways and easements less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk.

DEPARTURE REQUESTED:

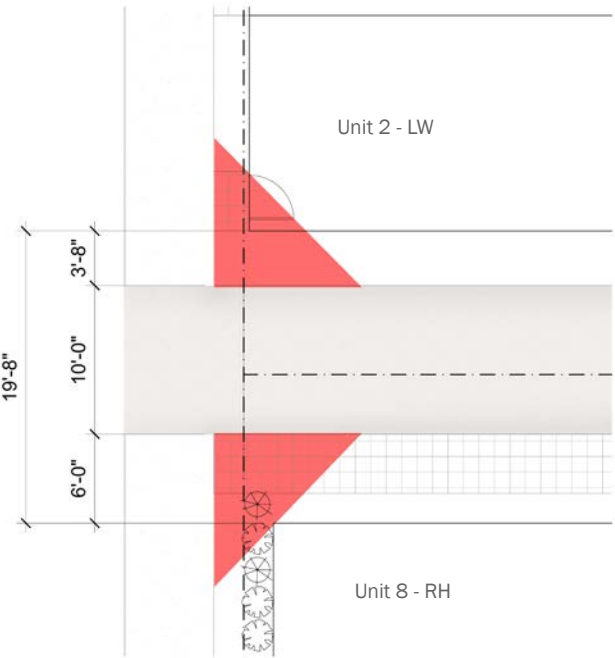
Allow for a sight triangle on only one side of the driveway.

DEPARTURE RATIONALE:

Reduce the setback of the live/work entries to provide a street-level experience and façade language more in keeping with the existing commercial adjacent to the north. (CS3-A1, PL3-B3)



CODE COMPLIANT



DEPARTURE REQUESTED

REQUESTED DEPARTURES

DEPARTURE REQUESTED FOR LOT A

- Lot A, Project #3023474

SETBACKS FOR COMMERCIAL LOTS ABUTTING RESIDENTIAL ZONES

STANDARD

SMC 23.47A.014.B.1 A setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone. The required setback forms a triangular area. Two sides of the triangle extend along the street lot line and side lot line 15 feet from the intersection of the residentially zoned lot’s front lot line and the side lot line abutting the residentially zoned lot. The third side connects these two sides with a diagonal line across the commercially-zoned lot.

SMC 23.47A.014.B.2. A setback is required along any rear or side lot line that abuts a lot in a residential zone or that abuts a lot that is zoned both commercial and residential if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot, as follows:

- a. Ten feet for portions of structures above 13 feet in height to a maximum of 65 feet;

SMC 23.47A.014.B.3. For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone, or that abuts a lot that is zoned both commercial and residential if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot, as follows:

- a. Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet; and
- b. For each portion of a structure above 40 feet in height, additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet

DEPARTURE REQUESTED:

Reduce 15’ setback for residential units to 10’, reduce 10’ setback for commercial units to 9’-8”. Reduce street lot line side of setback triangle to 9’-8”.

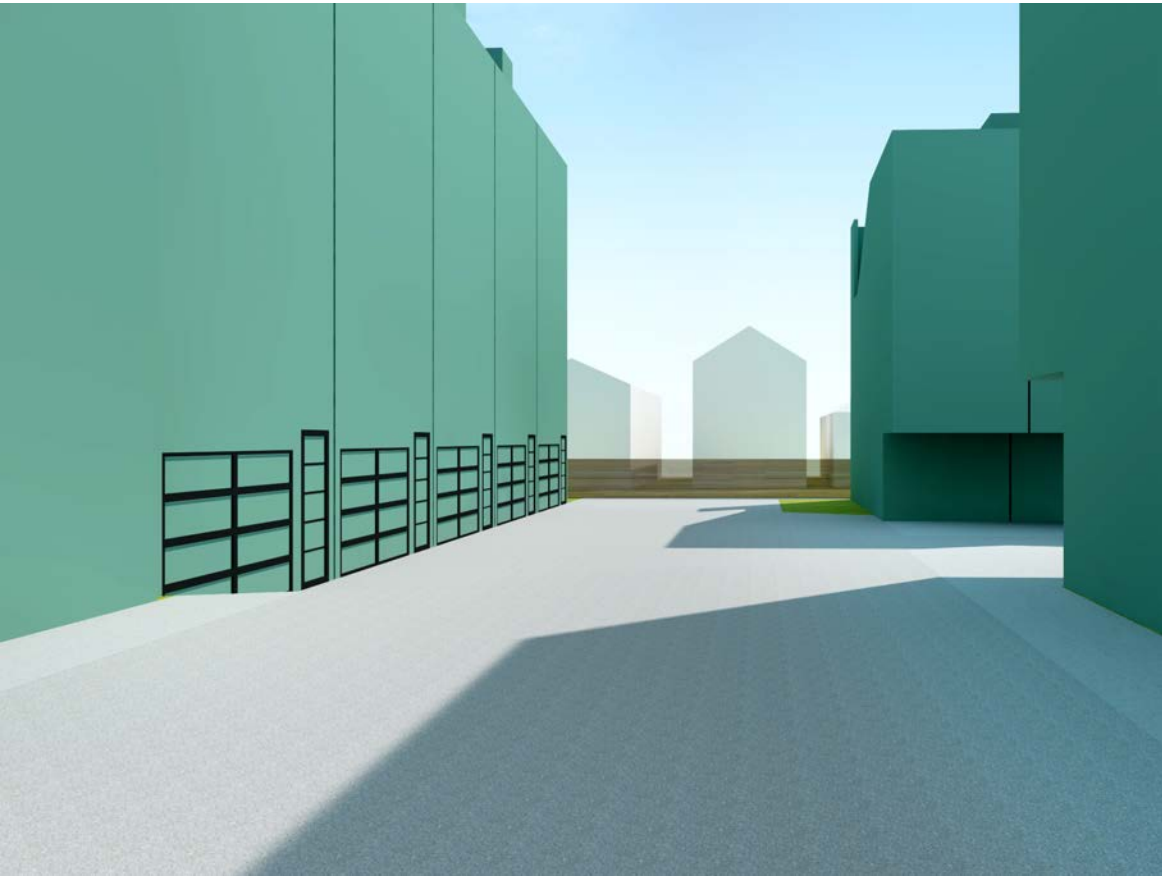
DEPARTURE RATIONALE:

Reduced residential setback allows façade modulation that provides interest and focus towards the residential portions of the unit and reduces the emphasis on the garage/vehicular access. Reduced commercial setback allows increased setback of live/works adjacent to north property line. Reduced setback triangle provides for a reduced separation between live/works and street-facing residential units providing less visual impact on parking and drive. (CS2-D1, DC1-C2)

DEPARTURE REQUESTED



CODE COMPLIANT



REQUESTED DEPARTURES

DEPARTURE REQUESTED FOR LOT B

- Lot B - Project #3022596

FRONT SETBACK

STANDARD

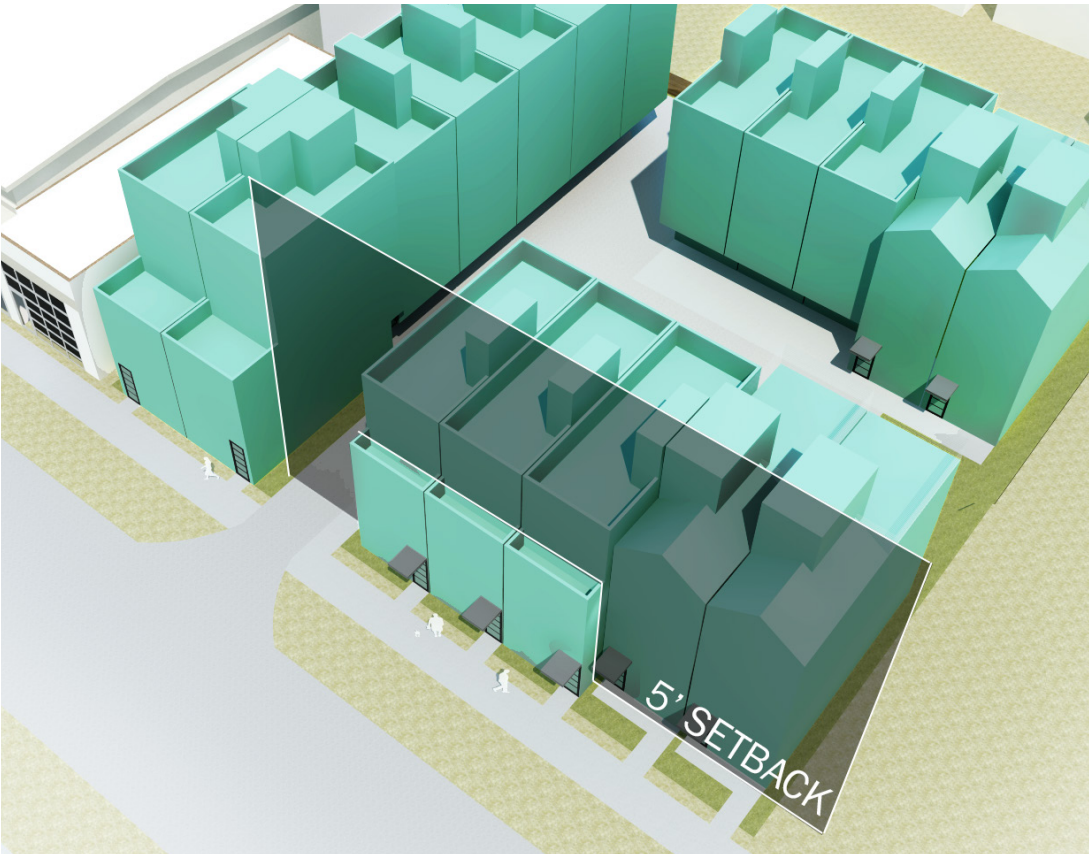
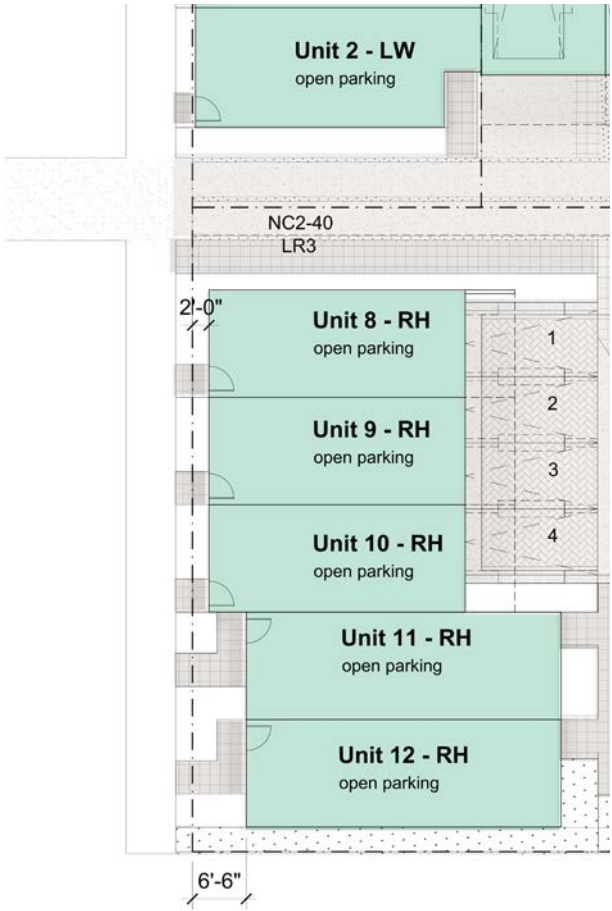
SMC 23.45.518.A. Front setback for rowhouse developments is a 5’ minimum in an LR zone.

DEPARTURE REQUESTED:

Allow for a 2’ front setback in LR zone for units 8-10

DEPARTURE RATIONALE:

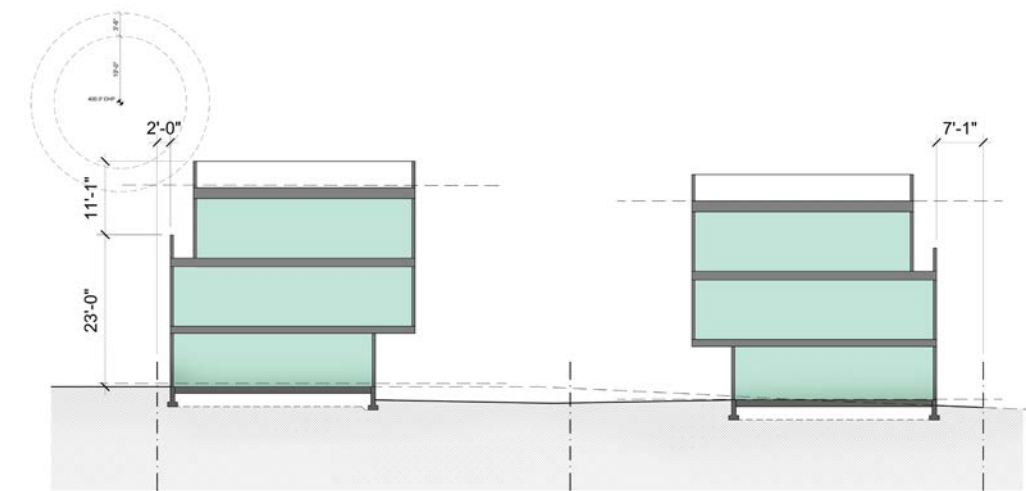
This allows for a distinct transition along the street face between the zero setback at the commercial zone and the residential zone to the south. Reduced set back of units 8-10 allows units 13-15 to shift west as well providing a greater separation for their entries and adjacency to the single family houses to the east. (CS2-D1, CS2-D3)



PORTION OF ROWHOUSES WITH <5' FRONT SETBACK



VIEW LOOKING NORTH





RECENT ISOLA HOMES PROJECTS