

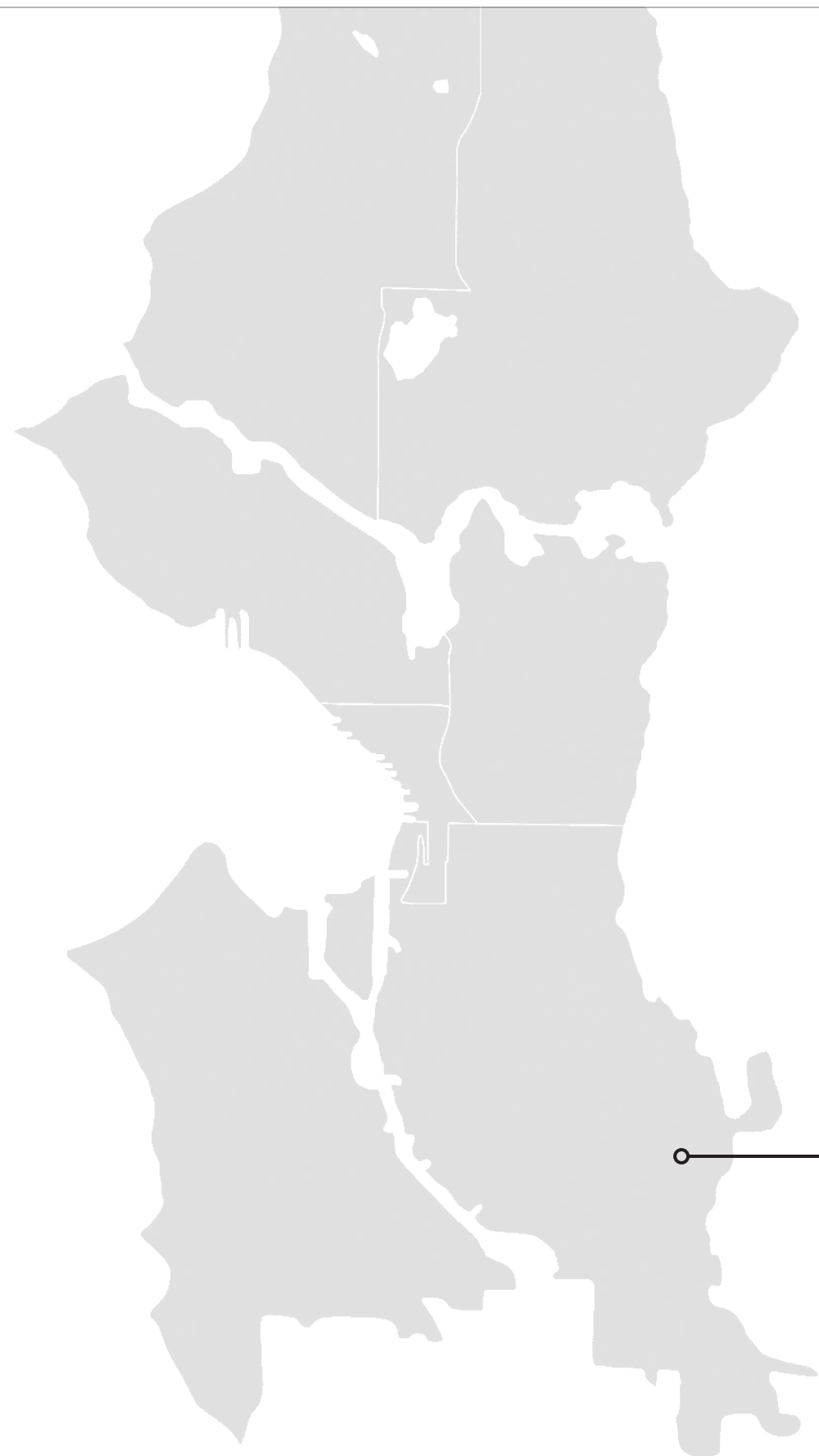
STREAMLINED DESIGN
REVIEW APPLICATION

DCI # 3028739
4818 S. Holly St.
Seattle, WA 98118

Applicant:
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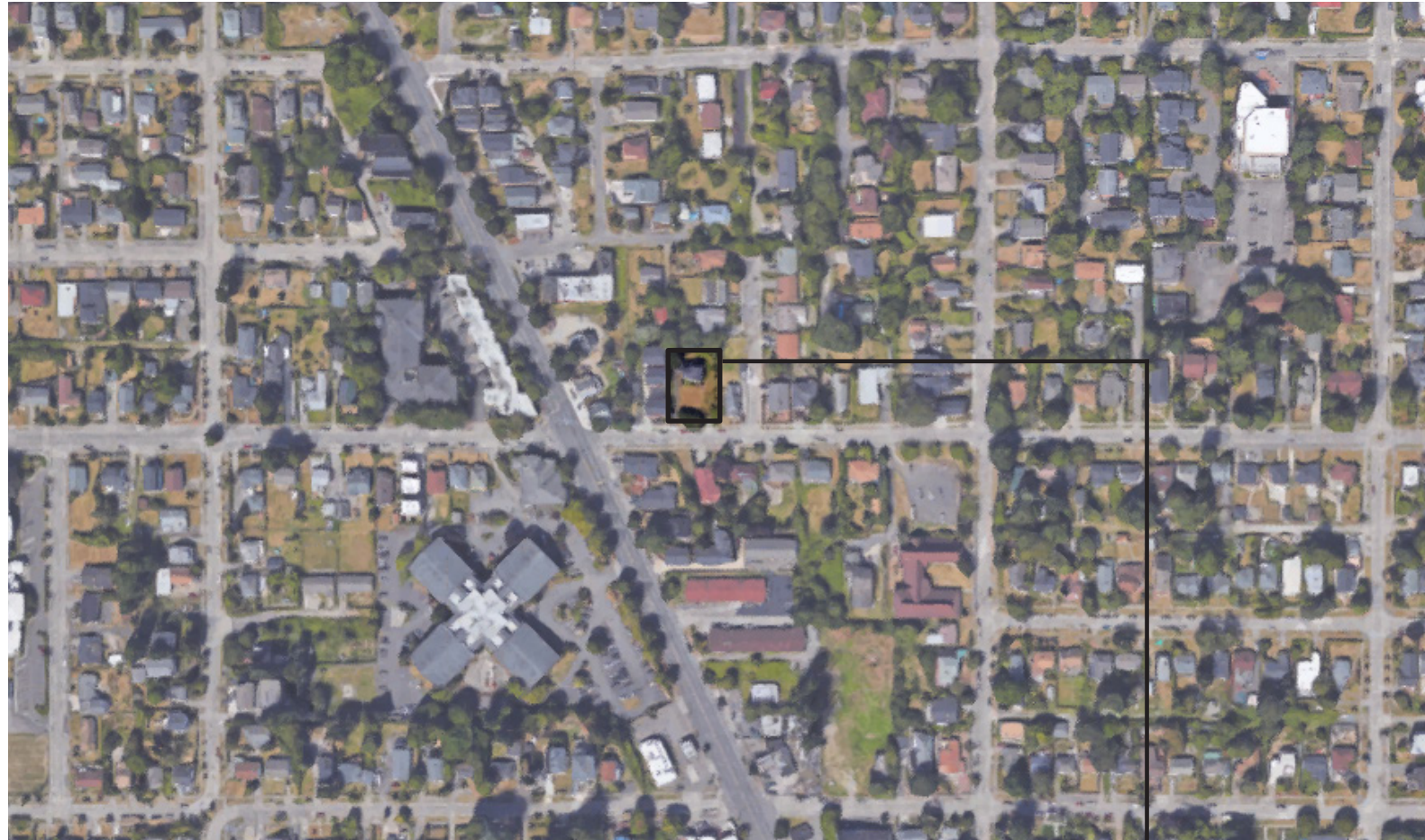
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○ ————— PROJECT SITE



VICINITY MAP

EXISTING SITE

The project site (Assessor Parcel # 1105000366) is located on S. Holly Street off of Rainier Ave S. There is an existing multifamily project to the west of the site and a single family residence to the east. The site slopes from the south west corner up to the north east corner with an overall change in grade of 21 feet. Currently there is (1) existing family home and detached garage on site.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned LR3 and has no overlays. The project site is on the edge of a SF 5000 zone, starting to the east of the site. The project is a half a block from Rainier Ave South. Rainier Ave South is an arterial street that continues north into downtown and transitions to Boren Ave and continues south to become route 167.

DEVELOPMENT OBJECTIVES

The project proposes to construct 8 new townhouse units. There is currently one single family and detached garage on the property which is proposed to be demolished as part of this proposal. The neighboring site to the west is a multi family development and our project proposes to continue the street edge created by the development. The 8 townhouses are designed to have more square footage and interior layout to accommodate potential families. This project site, due to its location to biking and transit route and proximity to an arterial street with commercial zoning, is prime for denser development.

NEIGHBORHOOD CUES

This project sits in the Rainier Valley neighborhood, a block away from Rainier Ave South and a mile from the Othello light rail. A bus stop is a half a block away on Rainier Ave S – bus route 7 and 9 – which bring passenger north to downtown Seattle and south to Rainier Beach. In addition to close transit, there are number of great amenities in the area, such as Steward Park one mile to the east and the Othello Playground to the south. Several grocery stores, restaurants, banks, schools, and cultural centers are within a mile of the project site.

This multifamily development seeks to increase the density of the site with generous sized townhomes while taking elements found in the surrounding area including shed roof form, lap siding and scale to fit into the existing neighborhood character.



OSITE LOCATION

4818 S. Holly Street
Seattle, WA 98118

ZONING SUMMARY

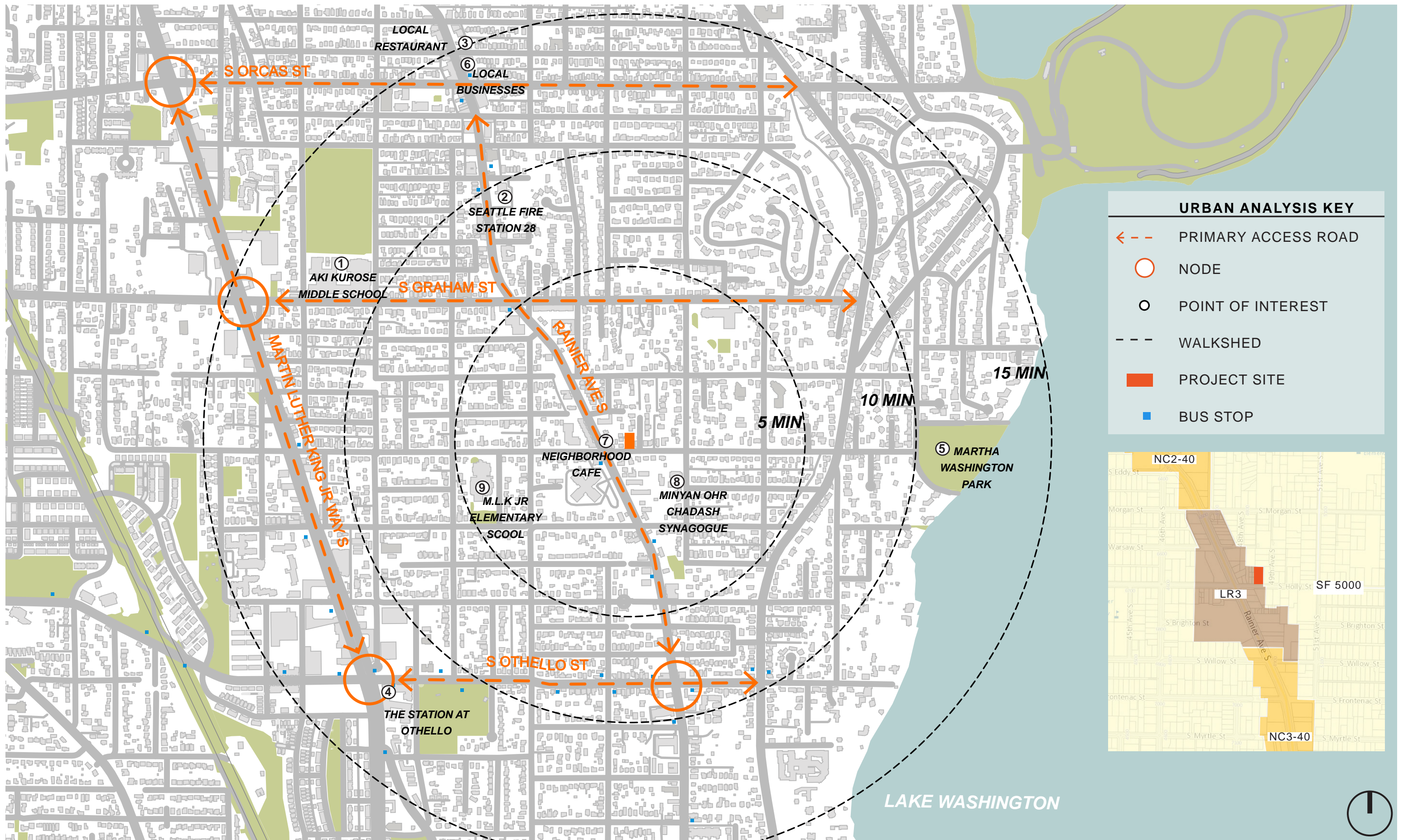
Zone: LR-3
Overlay: None
ECA: None

PROJECT PROGRAM

Site Area: 12,144 SF
Number of Residential Units: 8
Number of Parking Stalls: 10
Approx. Floor Area = 16,884 SF
Approx. Floor Area / Unit = 2,110 SF

ADJUSTMENTS REQUESTED:

None





① AKI KUROSE MIDDLE SCHOOL



② SEATTLE FIRE STATION 28



③ LOCAL RESTAURANT



④ OTHELLO LIGHT RAIL STATION



⑤ MARTHA WASHINGTON PARK



⑥ LOCAL BUSINESSES



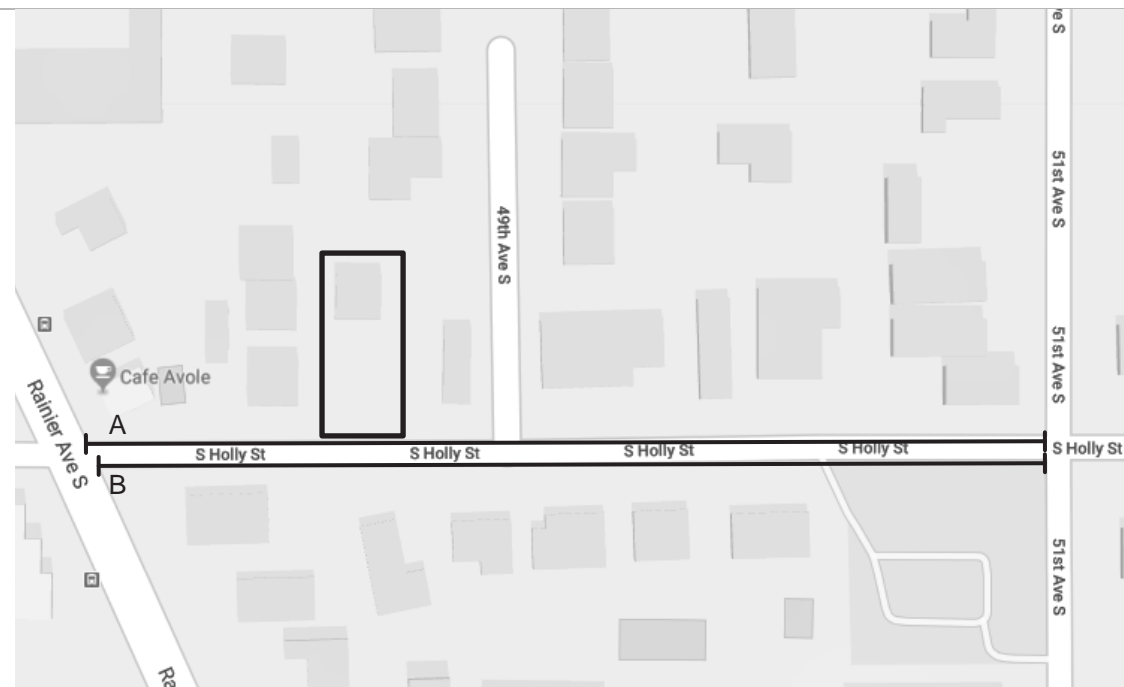
⑦ NEIGHBORHOOD CAFE



⑧ MINYAN OHR CHADASH SYNAGOGUE



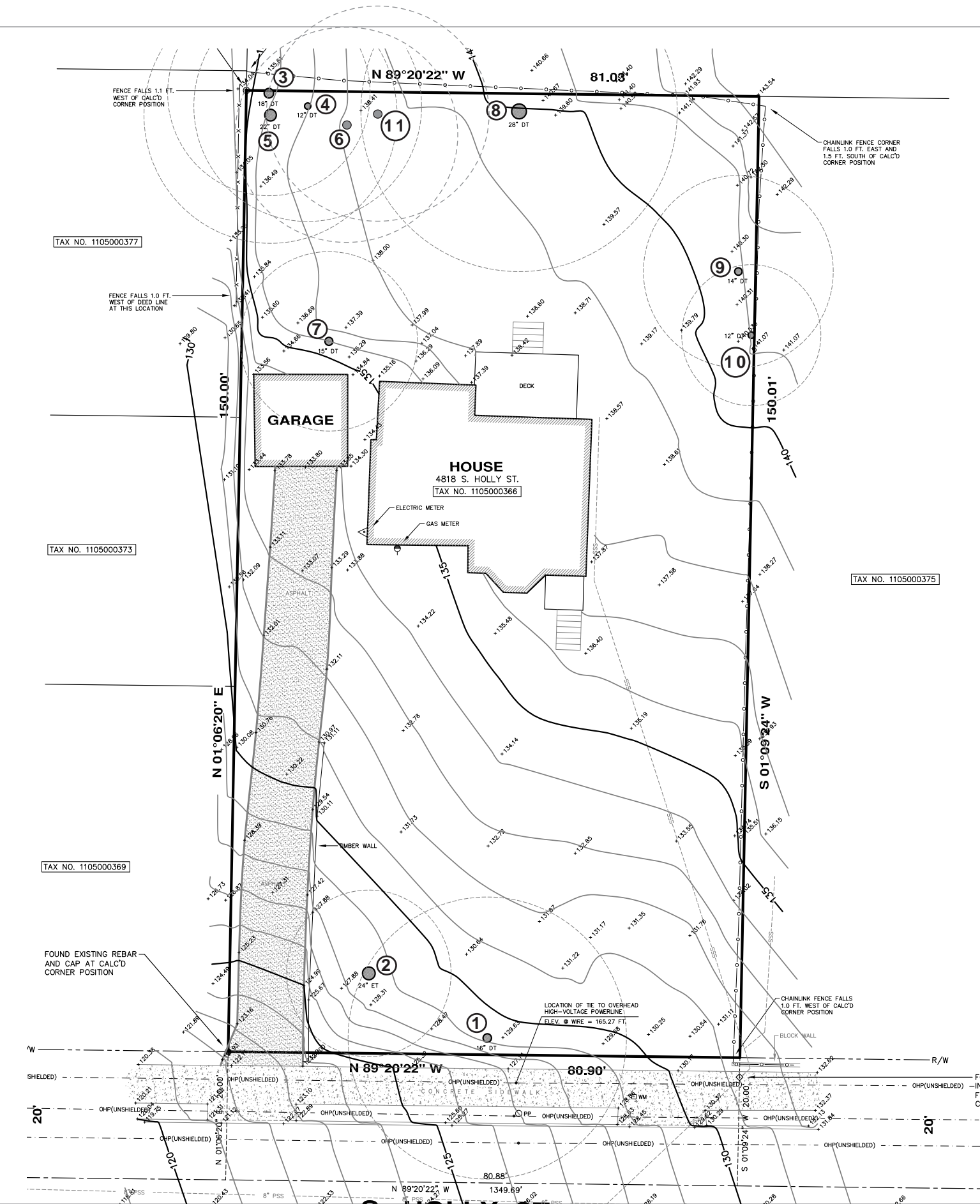
⑨ MARTIN LUTHER KING JR ELEMENTARY SCHOOL



S HOLLY STREET LOOKING NORTH (A)



S HOLLY STREET LOOKING SOUTH (B)



EXISTING SITE CONDITIONS

The project site is located on South Holly Street between Rainier Ave South and 51st Ave South. Currently there is (1) existing single family home and a garage on site. The site measures roughly 81'-0" wide by 150'-0" deep, with a site area of 12,144 square feet. This project is zoned as a LR-3, to the north and east of the site are single family residence, to the west is a multifamily project.

The site slope from the south west corner to the north east corner with an overall 21 foot change in grade. The project proposes to step with the existing topography. There are 11 non-exceptional trees on this parcel and no significant trees in the right of way.

LEGAL DESCRIPTION

BRIGHTON BEACH ACRE TRACTS ADD S 150 FT LESS E 50 FT

ARBORIST REPORT

There are eleven (11) trees located on the property that are all non-exceptional. There were no tree groves located on the subject property. The proposed plan for the site is to remove the trees and replant the site.



SITE PLANNING + LANDSCAPE APPROACH

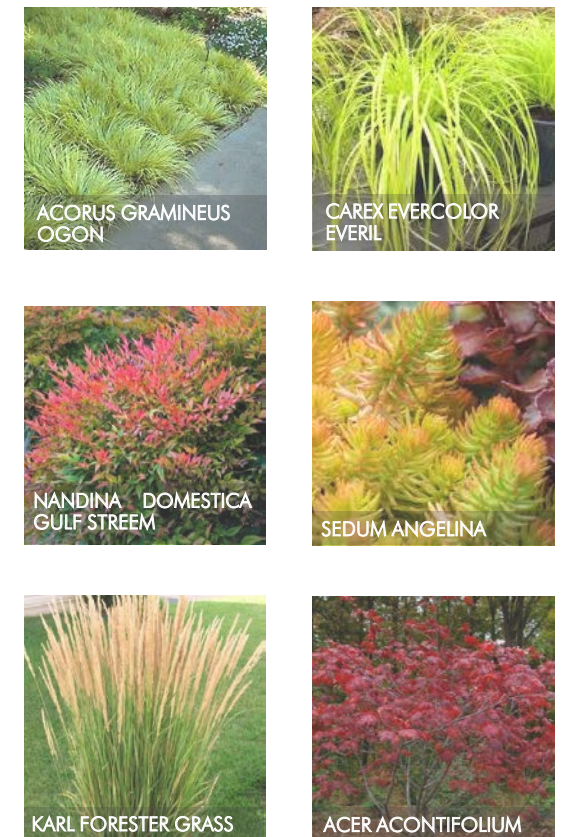
The eight (8) proposed townhomes are strategically placed on the site to accommodate generous common walkways stretched along the east and west side yards with centralized vehicular traffic brought through the middle of the site. Pockets of ground level amenity space are provided throughout the site, strategically at each unit entry and centrally via a woonerf which offers centralized common green space. The vehicle's circulation is defined by a meandering path through the middle of the site creating areas of landscape and hardscape on either side. The vehicular path starts at an offset curb cut to the south and snakes through the site through angled drives, slowing down the car. The woonerf is designed to encourage both bicycle and pedestrian use by providing bike parking that's clearly visible from the street and benches incorporated into terraced planting beds. Circulation, drainage, daylight and the existing topography have all played a central role in defining the location and layout of the proposed units.

By elongating the two triplex buildings in the north/south direction, each unit can step gracefully up the hillside and subtly fuse the grade differences required to address the separate pedestrian traffic stretching up the side yards and the shared vehicular traffic that ramps up the center. At the top of the hill is a duplex stretched in the east/west direction that providing ample space to terminate all pathways and a street-facing façade that takes advantage of the view corridor between the front buildings.

Dense native plantings are proposed to infill the open spaces throughout the site with particular attention paid to the central woonerf, the individual unit entries, and yard spaces fronting Holly Street. Conceptually the intention would be for the woonerf to incorporate some more unique landscape features and centralized trees that would be interwoven into pedestrian bench and bicycle components.



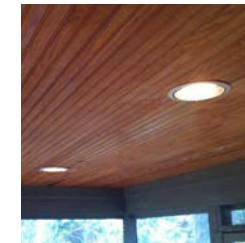
AERIAL VIEW OF WOONERF





PROPOSED LIGHTING PLAN

The lighting concept is intended to provide safety for pedestrians and vehicles, facilitate easy wayfinding for residents and visitors, and enhance the exterior features of the building facades. Primary lighting will be provided at all unit entries, along common walkways, up the driveway and throughout the centralized woonerf. Soffit lights will be provided in the awnings over each unit entry and at the continuous overhang of each triplex. Sconces will be located at the planted area and along the side walkways to provide an indirect and ambient effect for the green spaces. All exterior lighting will be shielded away from neighboring buildings and focus the illumination on walkways and building facades.



① RECESSED CAN LIGHTS (SOFFIT)

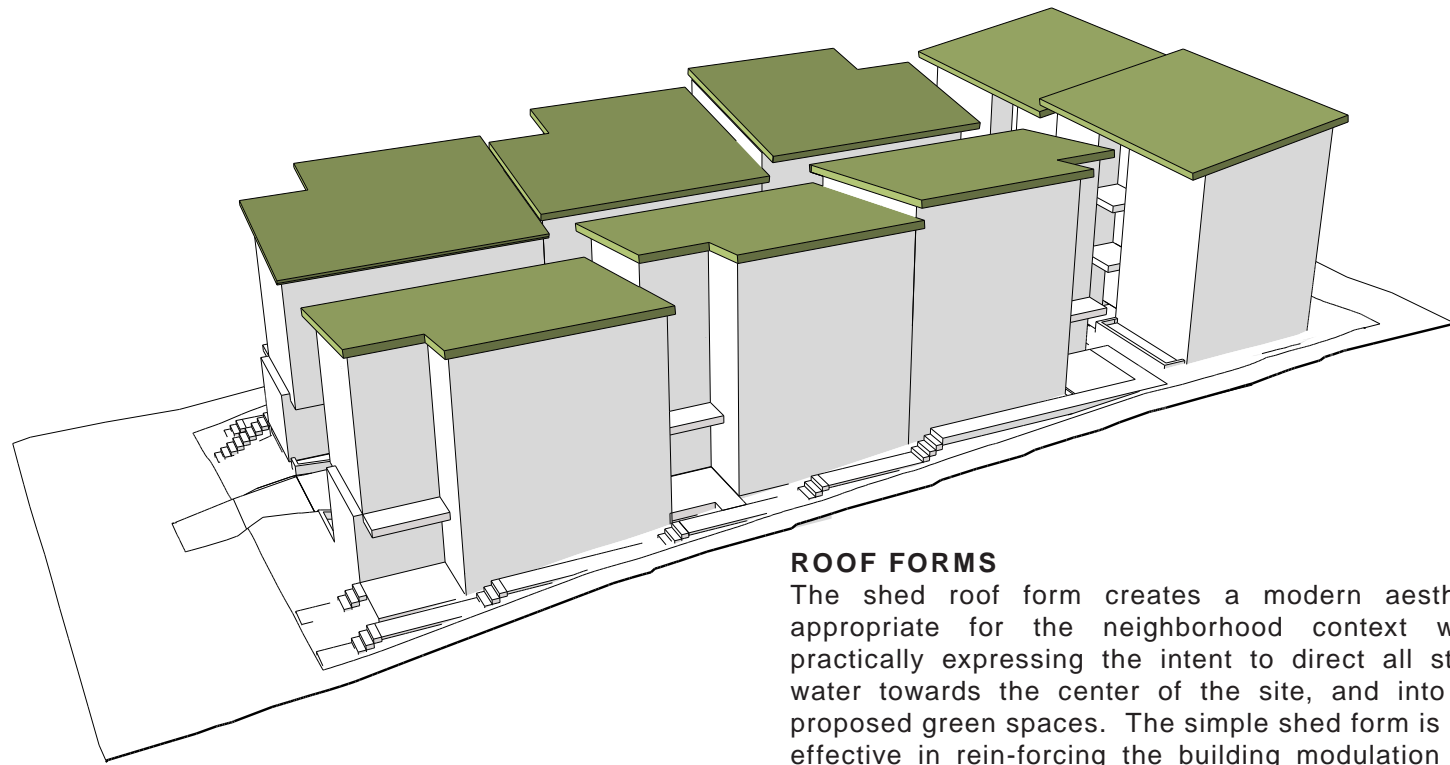


② EXTERIOR SCNCES



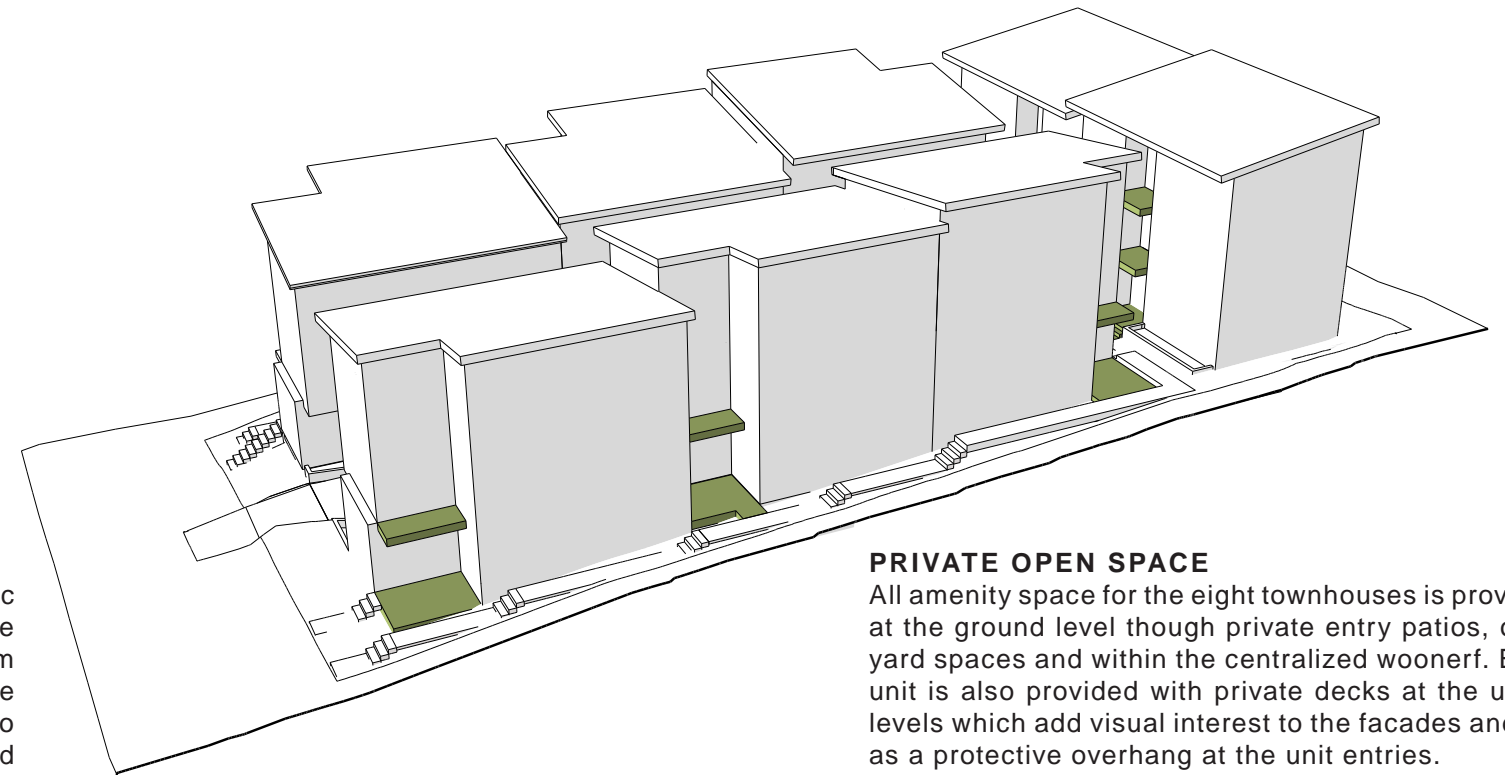
VIEW OF ENTRY AND PATHWAY LIGHTING

GUIDELINE	DESCRIPTION	SUB-GUIDELINE	NOTES	EARLY RESPONSE
CS1. Natural Systems and Site Features	Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevation.	C. Topography E. Water	Use the natural topography to inform the project design. Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevations. Use project drainage systems as opportunities to add interest to the site through water-related design elements.	The units are stepped with the existing 21 feet of grade change. The center driveway is cut into the site to provide appropriate slope for vehicular traffic. Pedestrian pathways along the east and west edges follow the site topography with a series of steps to provide access to the unit entries. A step in the floor plan accommodates the difference in elevation between the garage and unit entries. The proposed shed roofs are sloped toward the center of the site to express the stormwater management strategy. Bioretention planters are located within the woonerf to mitigate the stormwater and add a green element to the built environment.
CS2. Urban Pattern and Form	Strengthen the most desirable characteristics and patterns of the streets, block faces, and open spaces in the surrounding area.	A. Location in City and Neighborhood B. Adjacent Sites, Streets, and Open Spaces C. Relationship to the Block	Allow characteristics of sites to inform the design, especially topography. Identify opportunities for project to make strong connection to street. Mid-Block Sites: Look to the use and scales of adjacent buildings. Continue a strong street-edge where already present, and respond to datum lines created by adjacent buildings.	The building setback from the street follows the existing street edge of the multi-family development to the west reinforcing a strong street edge. The massing relates to and expresses the grade change of the site. The front façade opens to the street through large amounts of transparency. Open space is provided within the woonerf, which creates a functional space at the center of the site that can support information gathering and recreational use. Additional open space is provided as patios at the unit entries and at the rear of the site.
PL1. Connectivity	Complement and contribute to the network of open space in the surrounding area.	B. Walkways and Connections C. Outdoor Uses and Activities	Connect on-site pedestrian walkways, supporting pedestrian connections within and outside a project. Opportunities for creating lively, pedestrian oriented open spaces...should be considered. Consider including spaces for information community use. Where possible, include features for activities beyond daylight hours and through the seasons of the year.	Gracious side setbacks allow for a pleasant pedestrian experience with landscaping and adequate room for privacy at the unit entries. The woonerf is incorporated into the site design as an amenity space within the center drive aisle. Bike parking, benches, vegetation and material changes encourage pedestrian use and will slow down vehicular traffic.
PL3. Street Level Interaction	Encourage human interaction and activity at the street-level.	A. Entries C. Residential Edges	Individual entries should be scaled and detailed appropriately to provide for a more intimate and personal type of entry. Provide security and privacy for residential buildings through the use of semi-private space between building and street.	Individual unit entries occur along the pedestrian pathways at the east and west edges of the site and are setback from the path to accommodate a private patio and vegetation. The generous side setback allow for a landscaping buffer to provide privacy from the neighboring sites as well as between the pathway and unit entry. The decks above provide weather protection at the entry and serve as a location for wayfinding signage.
DC1. Project Uses and Activities	Optimize the arrangement of uses and activities on site.	B. Vehicular Access and Circulation	Choose locations for vehicular access that minimize conflict.	Vehicular access is through the center of the site, separate from the main pedestrian access along the site edges to minimize conflict. However, the drive aisle is treated as a woonerf, welcoming pedestrians with landscaping, seating, lighting and bicycle parking.
DC3. Open Space Concept	Integrate open space design with the design of the building so that each complements the other.	A. Building-Open Space Relationships B. Open Spaces Uses and Activities C. Design	Develop an open space concept in conjunction with architectural concept. Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.	The unit entries are set back from the pedestrian path creating a transitional space between the public and private realm while maintaining a visual connection to the common walkway to provide for chance of interaction. The woonerf offers an open space in the middle of the site for informal gathering and social interaction.



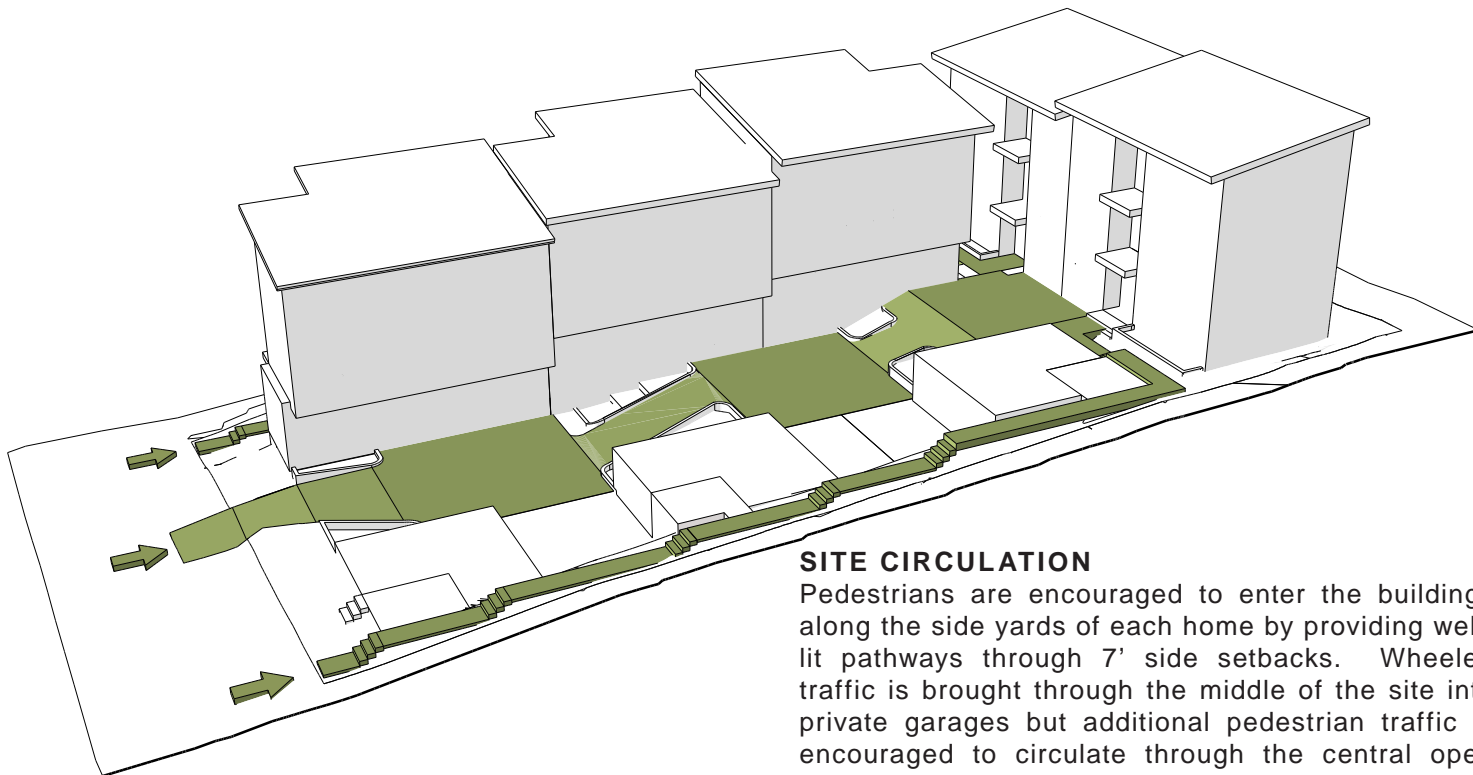
ROOF FORMS

The shed roof form creates a modern aesthetic appropriate for the neighborhood context while practically expressing the intent to direct all storm water towards the center of the site, and into the proposed green spaces. The simple shed form is also effective in reinforcing the building modulation and subtly highlights the way each building steps up the hillside. This can best be seen in the stepped profile of the roof eaves when viewed from sidewalk at the center of the site.



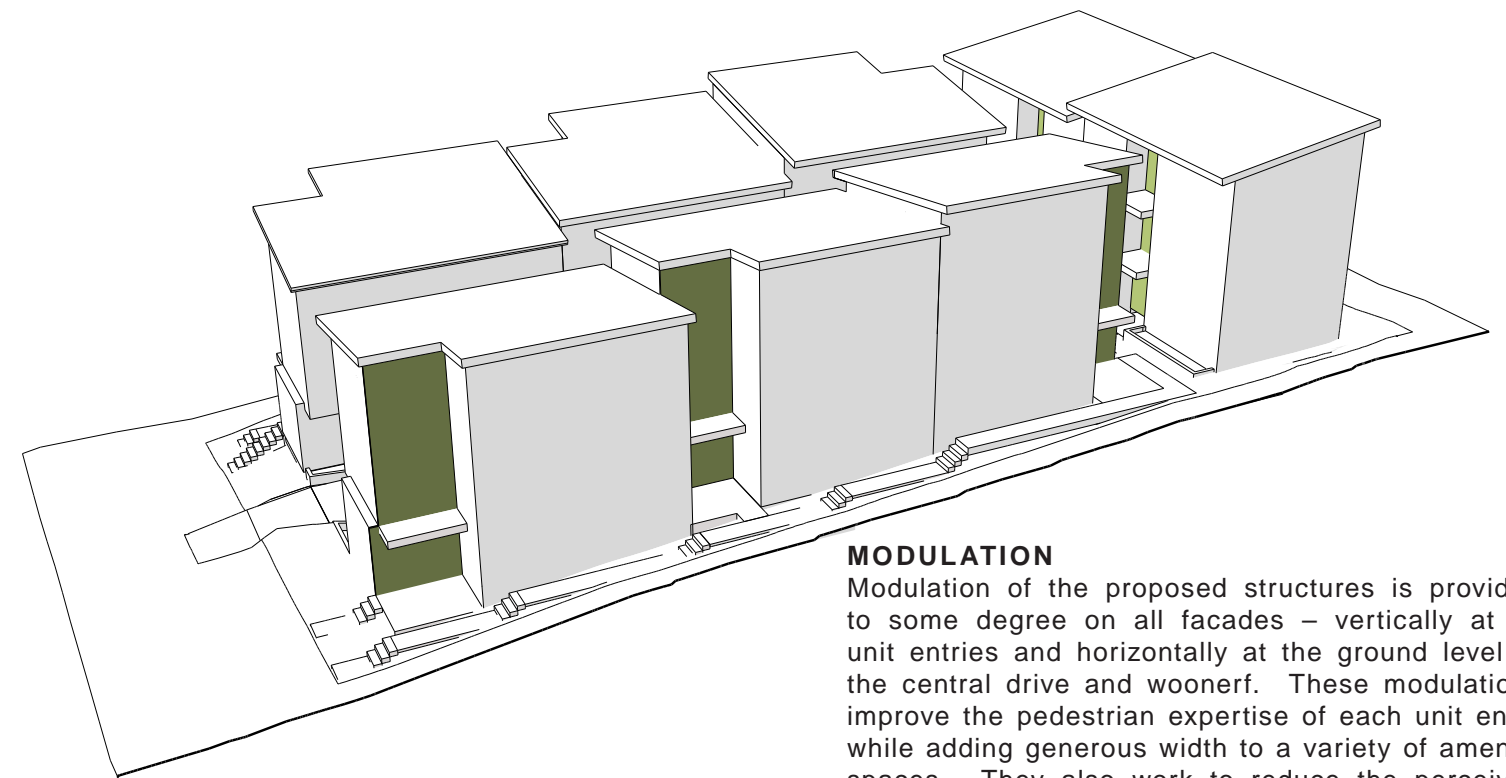
PRIVATE OPEN SPACE

All amenity space for the eight townhouses is provided at the ground level though private entry patios, open yard spaces and within the centralized woonerf. Each unit is also provided with private decks at the upper levels which add visual interest to the facades and act as a protective overhang at the unit entries.



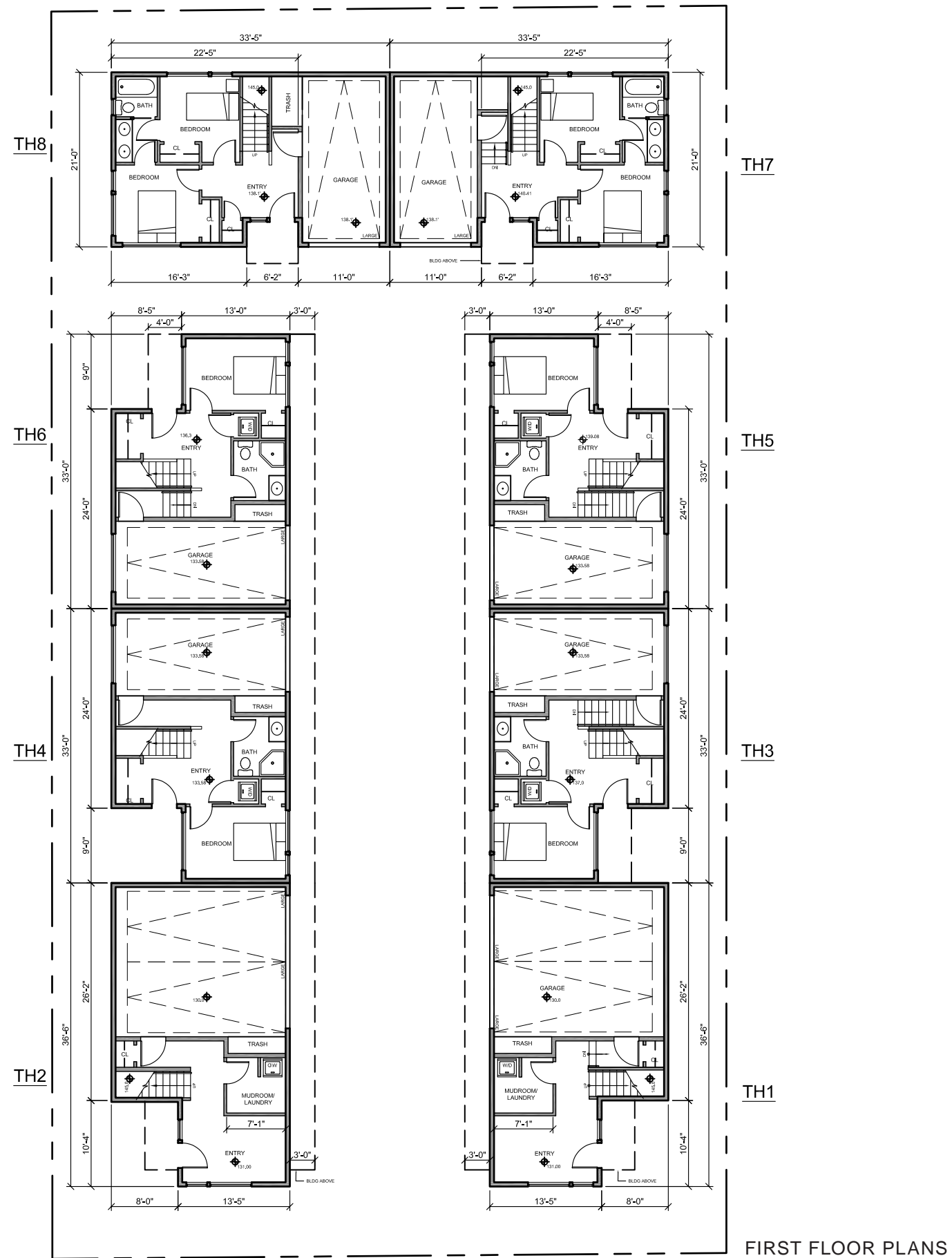
SITE CIRCULATION

Pedestrians are encouraged to enter the buildings along the side yards of each home by providing well-lit pathways through 7' side setbacks. Wheeled traffic is brought through the middle of the site into private garages but additional pedestrian traffic is encouraged to circulate through the central open space as well. This is accomplished via a woonerf which supports luscious landscaping, integrated benches and bike parking.

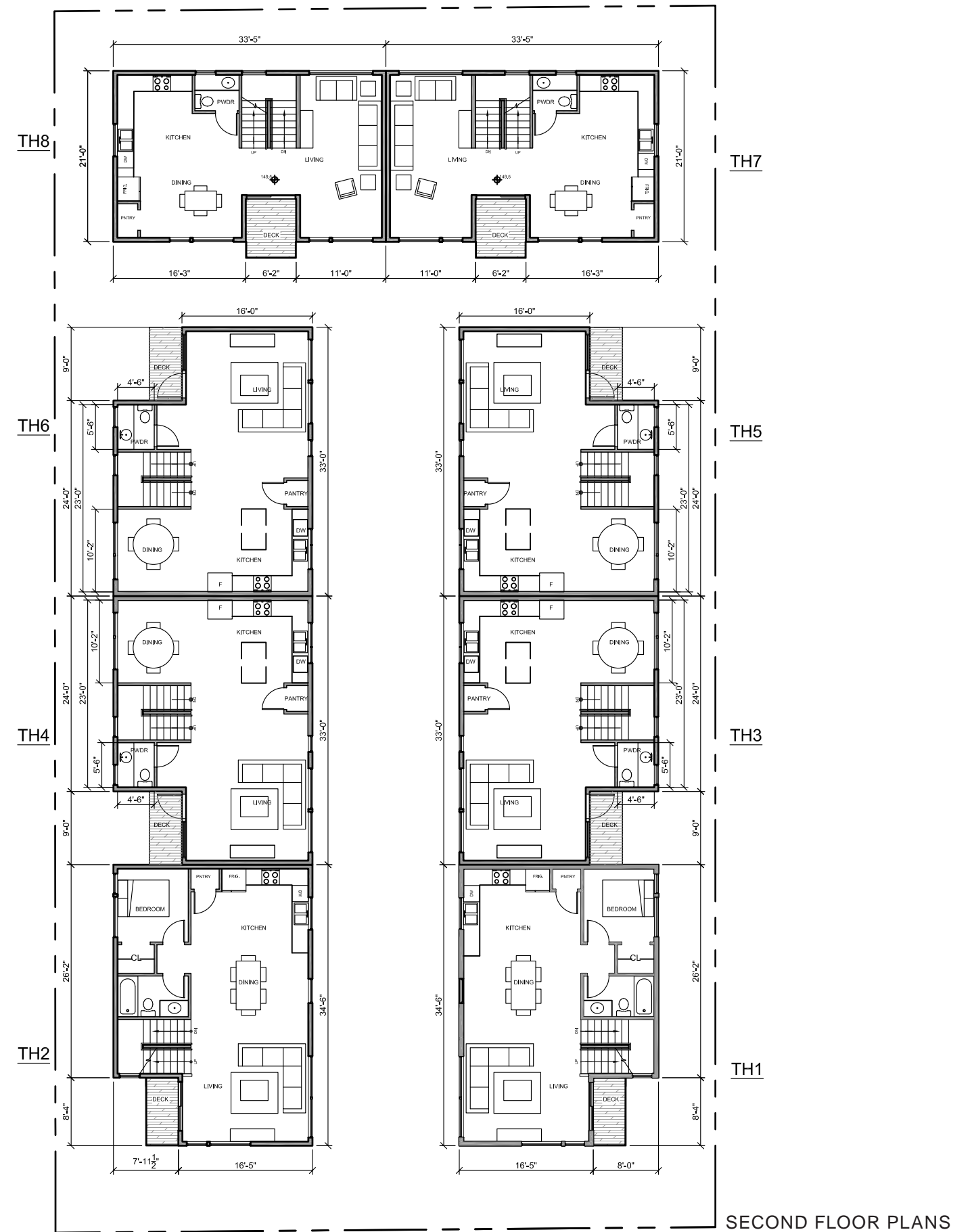


MODULATION

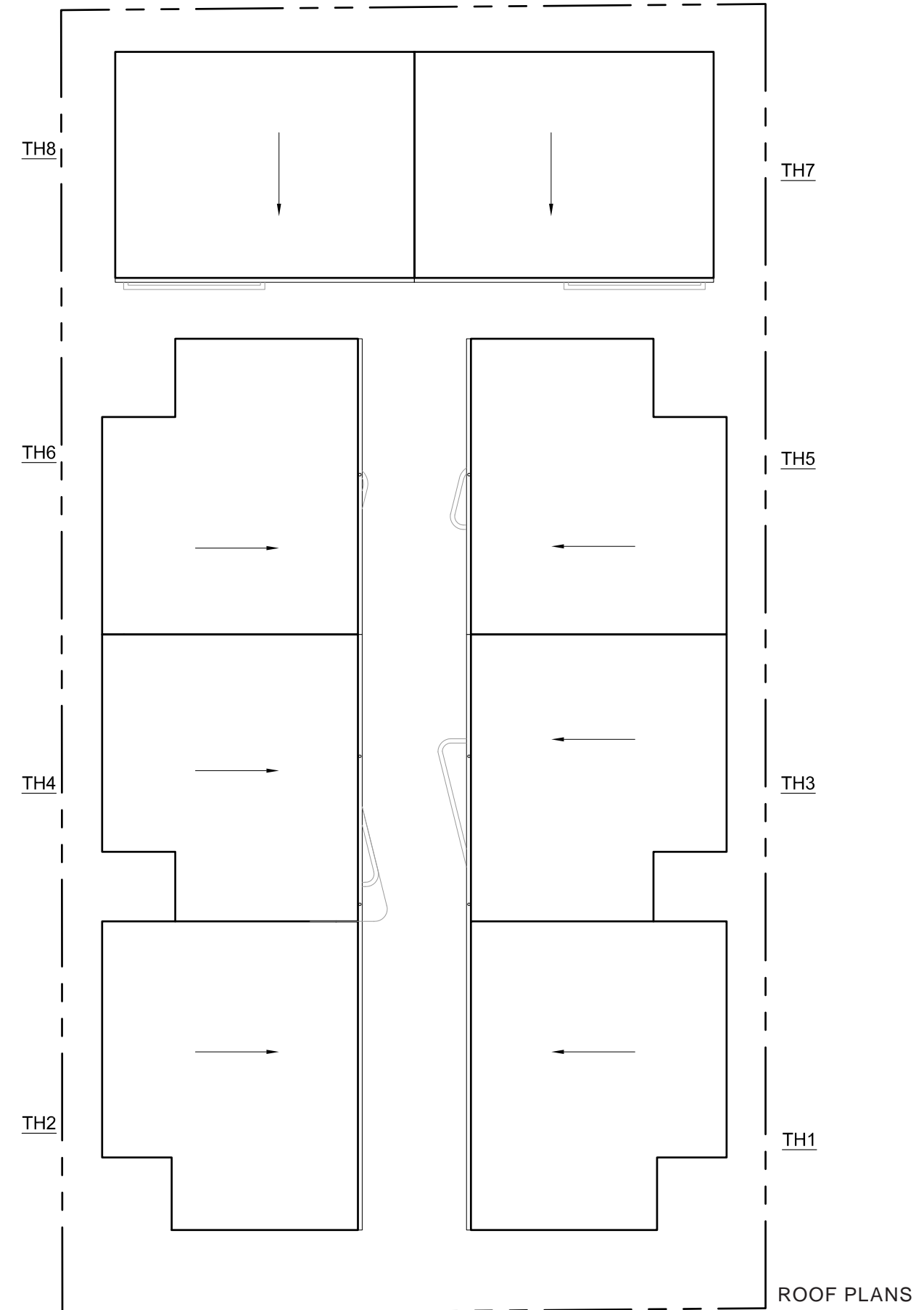
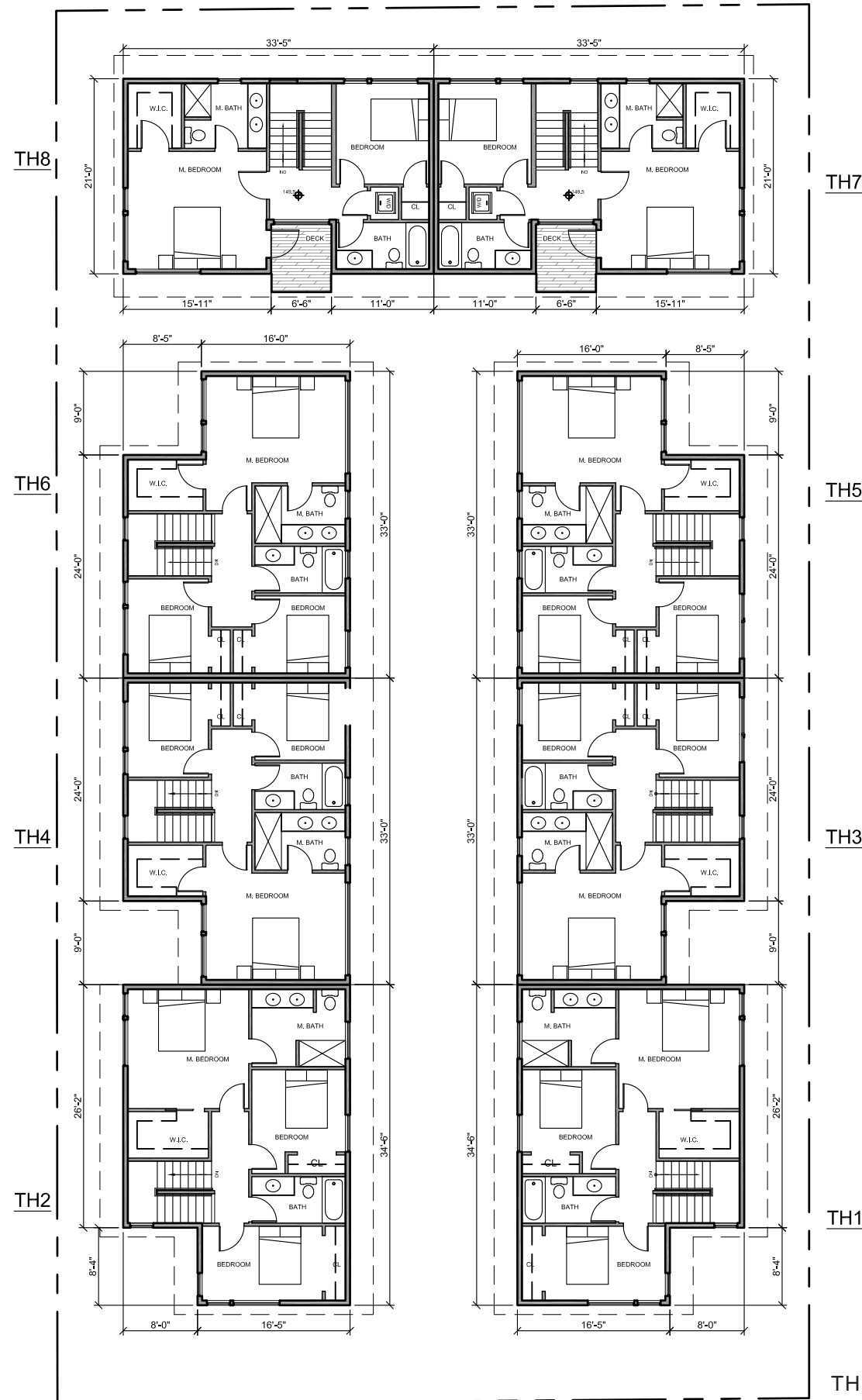
Modulation of the proposed structures is provided to some degree on all facades – vertically at all unit entries and horizontally at the ground level of the central drive and woonerf. These modulations improve the pedestrian expertise of each unit entry while adding generous width to a variety of amenity spaces. They also work to reduce the perceived width, height, bulk and scale of the buildings along the common pathways and adjacent to neighboring structures.



FIRST FLOOR PLANS



SECOND FLOOR PLANS





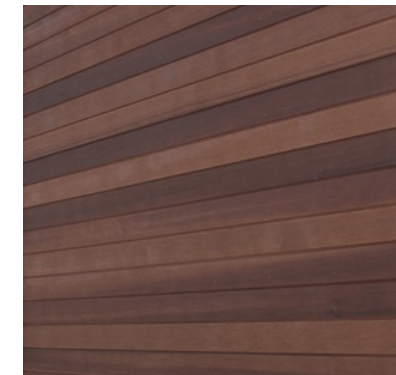
SOUTH ELEVATION



① 4"/6" HORIZONTAL LAP SIDING



② HARDIE PANEL BETWEEN WINDOWS



③ 4" HORIZONTAL CEDAR



④ OPEN METAL RAILING

PROPOSED MATERIALS

This project seeks to highlight the simple massing with a dark base volume supporting a simple two-story white volume above. Lap siding will be used in a dark and light color at two different scales to reflect the residential nature of the structures. White cementitious hardie panel will be used to connect window groupings in both the light and dark volumes. Horizontal cedar siding is used to accent the all unit entries providing interest and texture. Where applicable open railing allows for greater transparency at living levels and from the private decks. Cast-in-place concrete will be used for foundations and planters will be used as needed throughout the site at bioretention locations.



SOUTH ELEVATION - TH 7 & 8



EAST & WEST ELEVATION- AT AUTOCOURT



EAST & WEST ELEVATION- AT PEDESTRIAN WALKWAY

SITE SECTIONS

The proposed step in buildings responds to the change in topography across the site. The center aisle slopes up to flat required passing and backing areas. The side pedestrian walk steps up to inset entries for each individual unit.



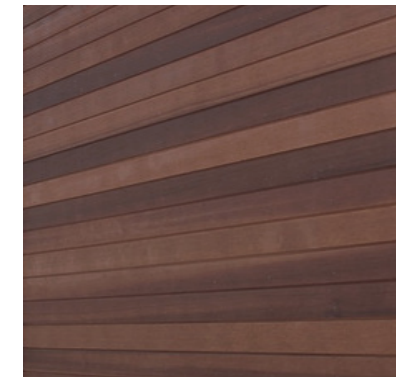
NORTH ELEVATION - TH 7 & 8



① 4"/6" HORIZONTAL LAP SIDING



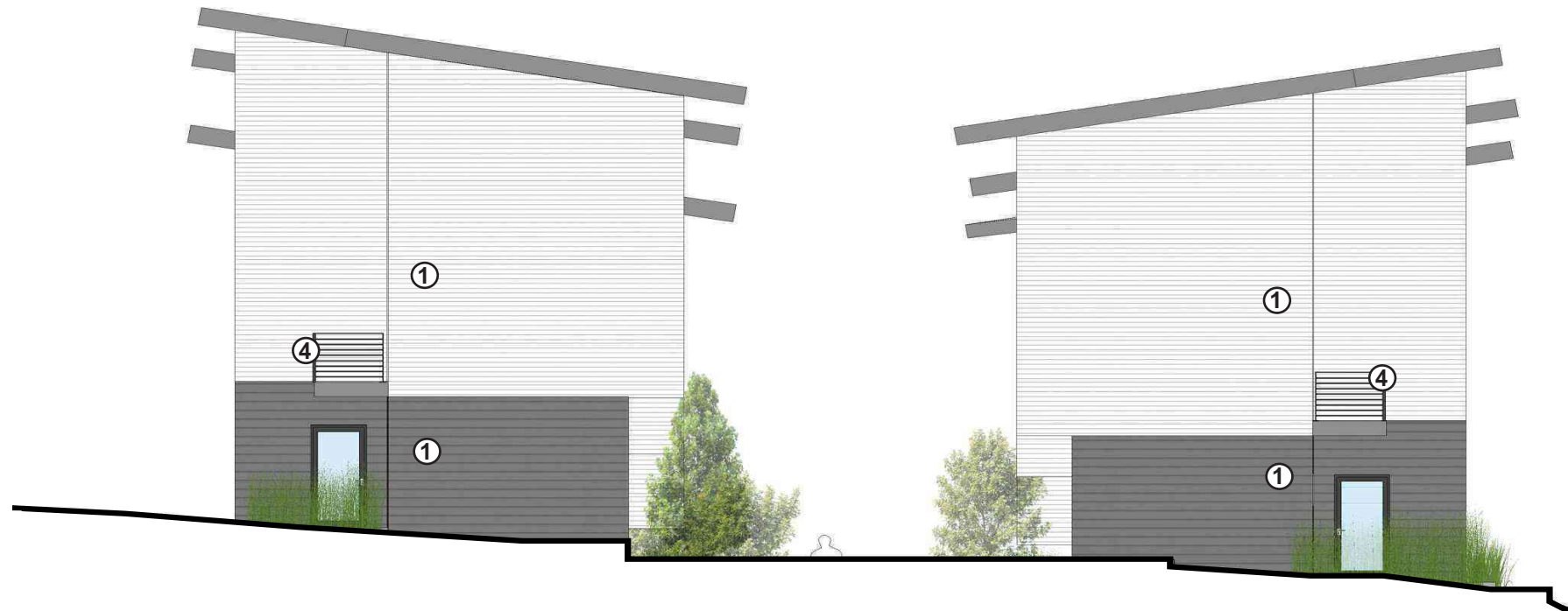
② HARDIE PANEL BETWEEN WINDOWS



③ 4" HORIZONTAL CEDAR



④ OPEN METAL RAILING



NORTH ELEVATION - TH 5 & 6



EAST PRIVACY DIAGRAM



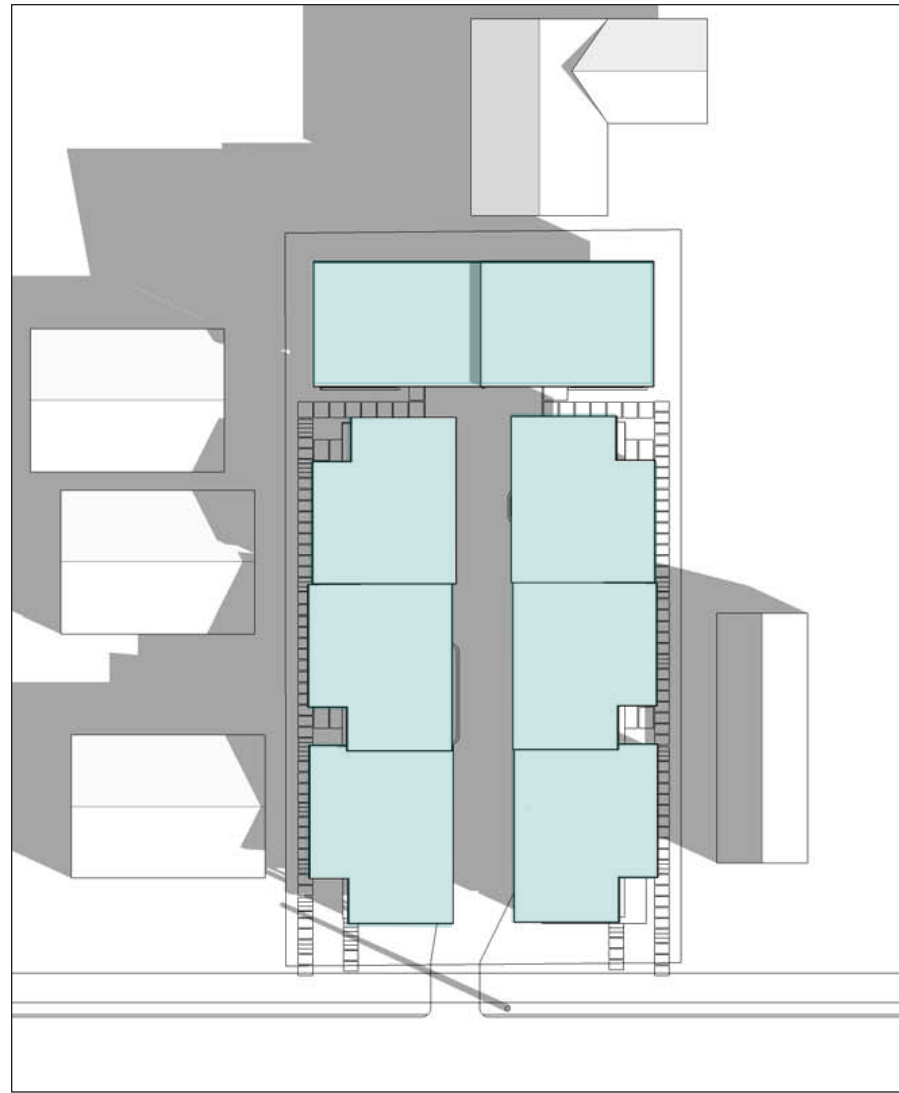
WEST PRIVACY DIAGRAM



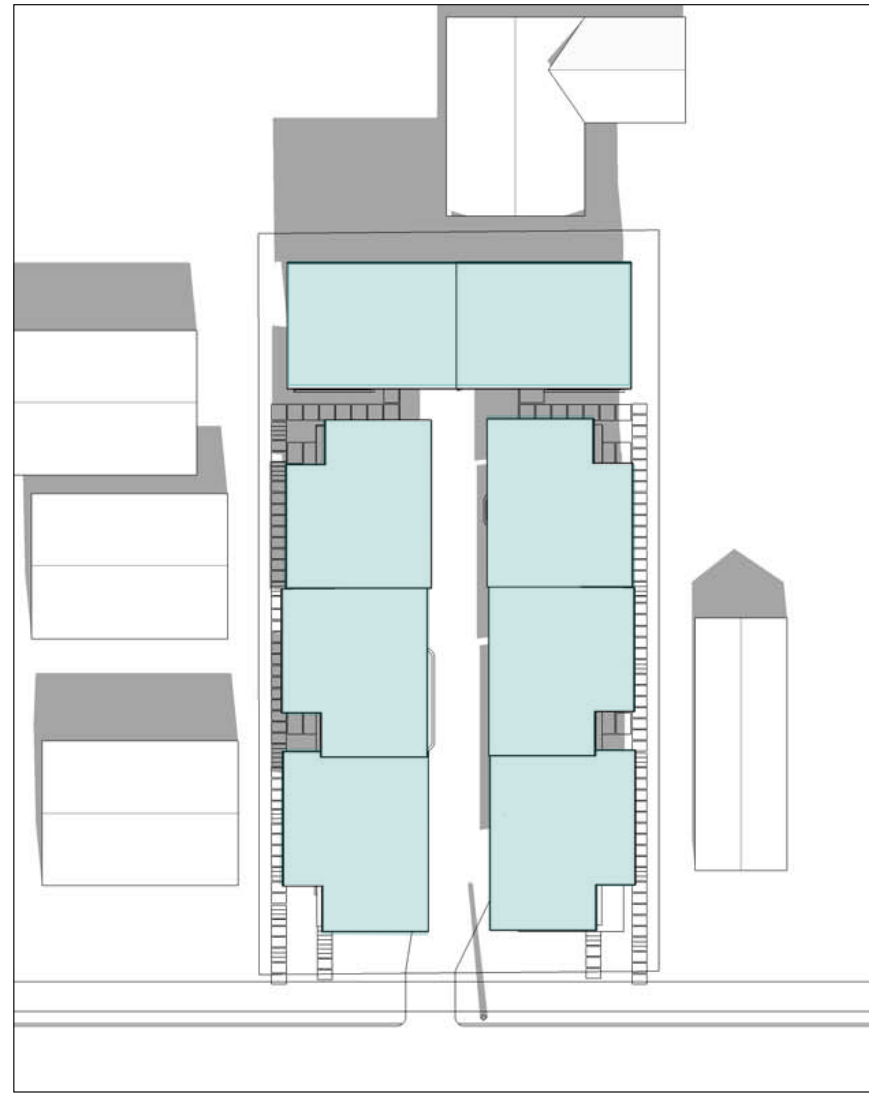
NORTH PRIVACY DIAGRAM

PRIVACY STUDIES

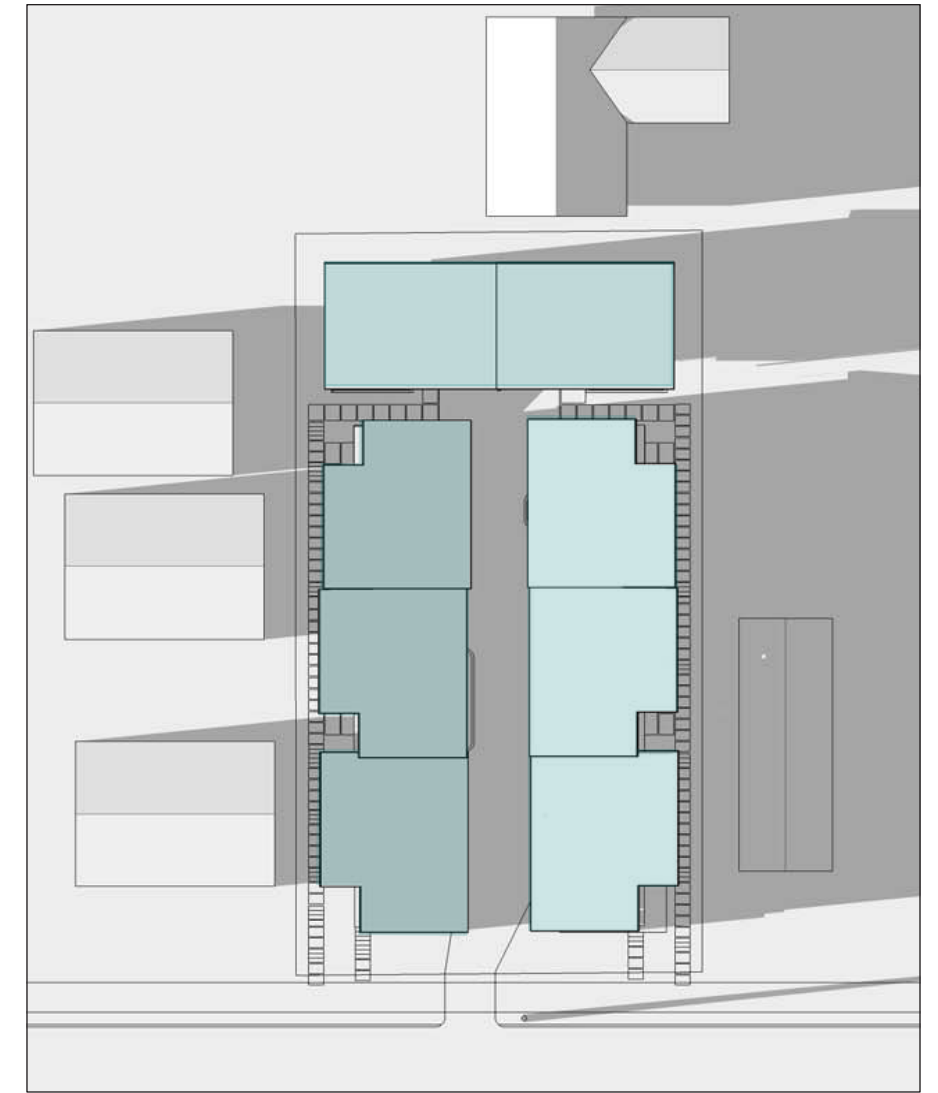
The parcel to the north has a single-family residence with no fenestrations on the south façade. The east and west neighboring buildings have minimal openings on the exposed façades allowing privacy between the parcels.



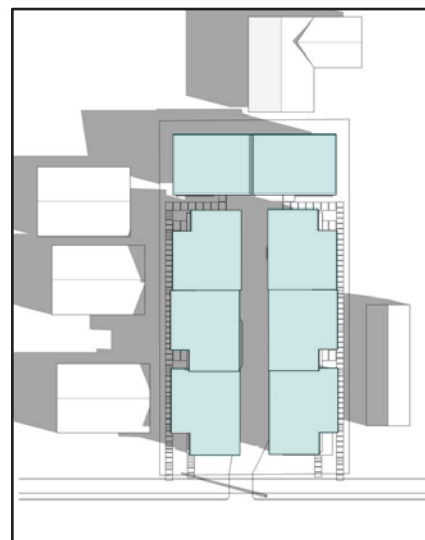
MARCH / SEPTEMBER 21, 9 AM



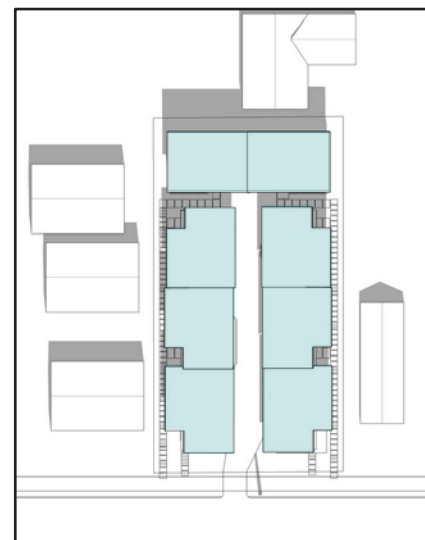
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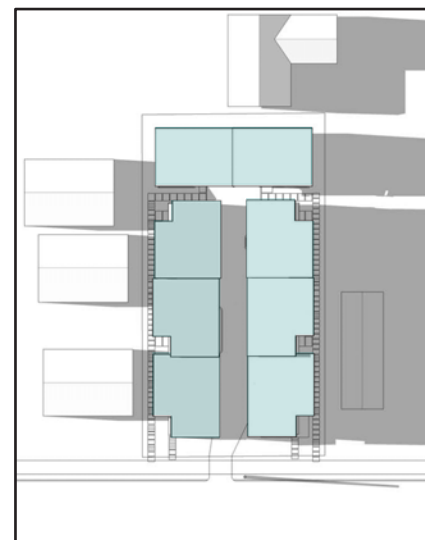
MARCH / SEPTEMBER 21, 5 PM



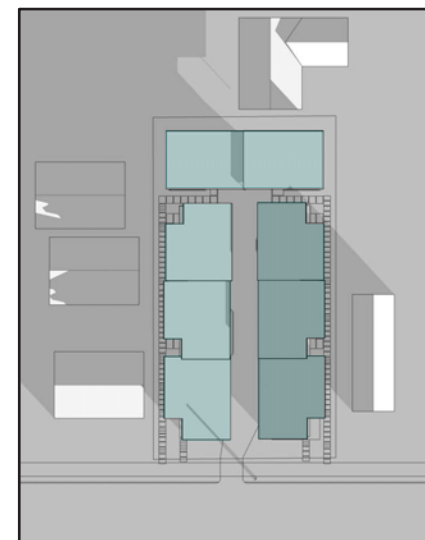
JUNE 21, 9 AM



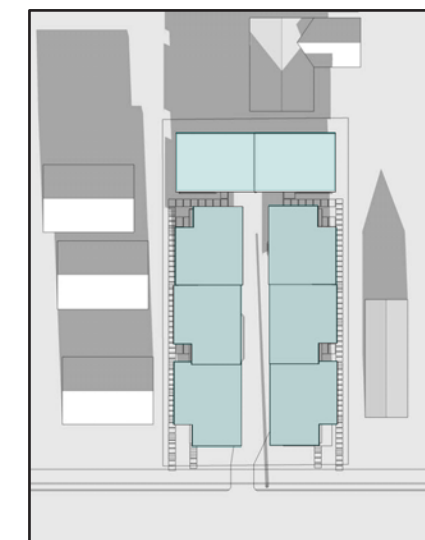
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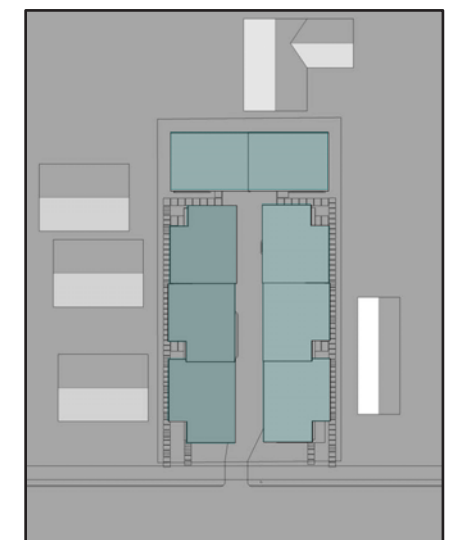
JUNE 21, 5 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 5 PM



VIEW FROM SOUTHWEST CORNER OF SITE FROM S. HOLLY STREET



VIEW FROM S. HOLLY STREET AT UNIT 1 ENTRY

EXTERIOR ELEMENTS AND MATERIALS

This project expresses a simple massing with a dark base volume with white volume above. Cementitious hardie lap siding will be used in a dark and light color at two different scales. Horizontal cedar siding will accent the entry providing interest and texture to the space at the street level.



VIEW OF SIDE UNIT 3 ENTRY FROM PEDESTRIAN PATH

PRIVATE DECKS

Private decks are provided off the living space at all units and master bedroom in the rear units. The private decks are focused towards the east and west facades to allow the opportunity for more sweeping views of the surrounding neighborhood.

ENTRIES

The entries are defined by the semi private entry space created by landscaping, a covered entry, lighting and cedar accent. The living space is located above the entry, with access to the deck above the entry connecting the entry sequence with the activity of the space above.

PEDESTRIAN WALKWAYS

Pedestrian walkways are distinguished by a clear path along both sides of the project site, with a generous side set back and landscape incorporated along the path to add a buffer between the proposed project and existing neighboring sites.



VIEW OF REAR UNITS (7&8) ENTRIES FROM AUTOCOURT



VIEW OF WOONERF FROM S. HOLLY STREET

GLAZING STRATEGY

The project proposes to locate the primary glazing components on the exterior east, west and front facades framing the territorial views out and allowing plenty of natural light in. The use of high panoramic windows facing the middle court allows natural light to filter into the living space while promoting privacy between neighbors.

MASSING

The overall massing of the structures reflects the interlacing of vehicular and pedestrian circulation overlaid with a response to the sloping grade conditions and the expression of a practical stormwater management scheme. Overall the intention was to keep the massing simple, with minimal modulations utilized to maximize effect.

WOONERF

This centralized green space is intended to activate what would otherwise be considered a drab auto court by drawing in pedestrians and bicyclists to an open space that is both practical and beautiful. To slow down the vehicular entry and egress, in and out of the site, the proposed curb cut has been offset to the west and all the required passing areas and backing distances for vehicular traffic have been shrunk to the required minimum dimensions. As the vehicles path through the woonerf continues, the drive has been shifted to create a meandering snake like route that slows the vehicles down and creates pockets of useable hardscapes and landscape areas. Taller landscaping elements such as trees and slender reed grasses will be incorporated into benched planting terraces that will add a natural layering to the built environment. Amenities like bike parking, several seating options and the overhang of the building massing above makes this a place not only for vehicular and bike circulation but a place for tenants to gather and enjoy.



AERIAL VIEW OF WOONERF