



PROJECT SUMMARY

PROJECT ADDRESS
2368 FRANKLIN AVE EAST, SEATTLE WA 98102

SDCI PROJECT NUMBER
3033402-EG

OWNER'S NAME
CAMERON McKINNON

ARCHITECT
MICHAEL HOFFMAN / H+dIT COLLABORATIVE

LANDSCAPE ARCHITECT
DEVIN PETERSON / ROOT OF DESIGN

ZONING INFORMATION
LR3
EASTLAKE RESIDENTIAL URBAN VILLAGE
PARKING FLEXIBILITY AREA

PARCEL NUMBER
2902200800

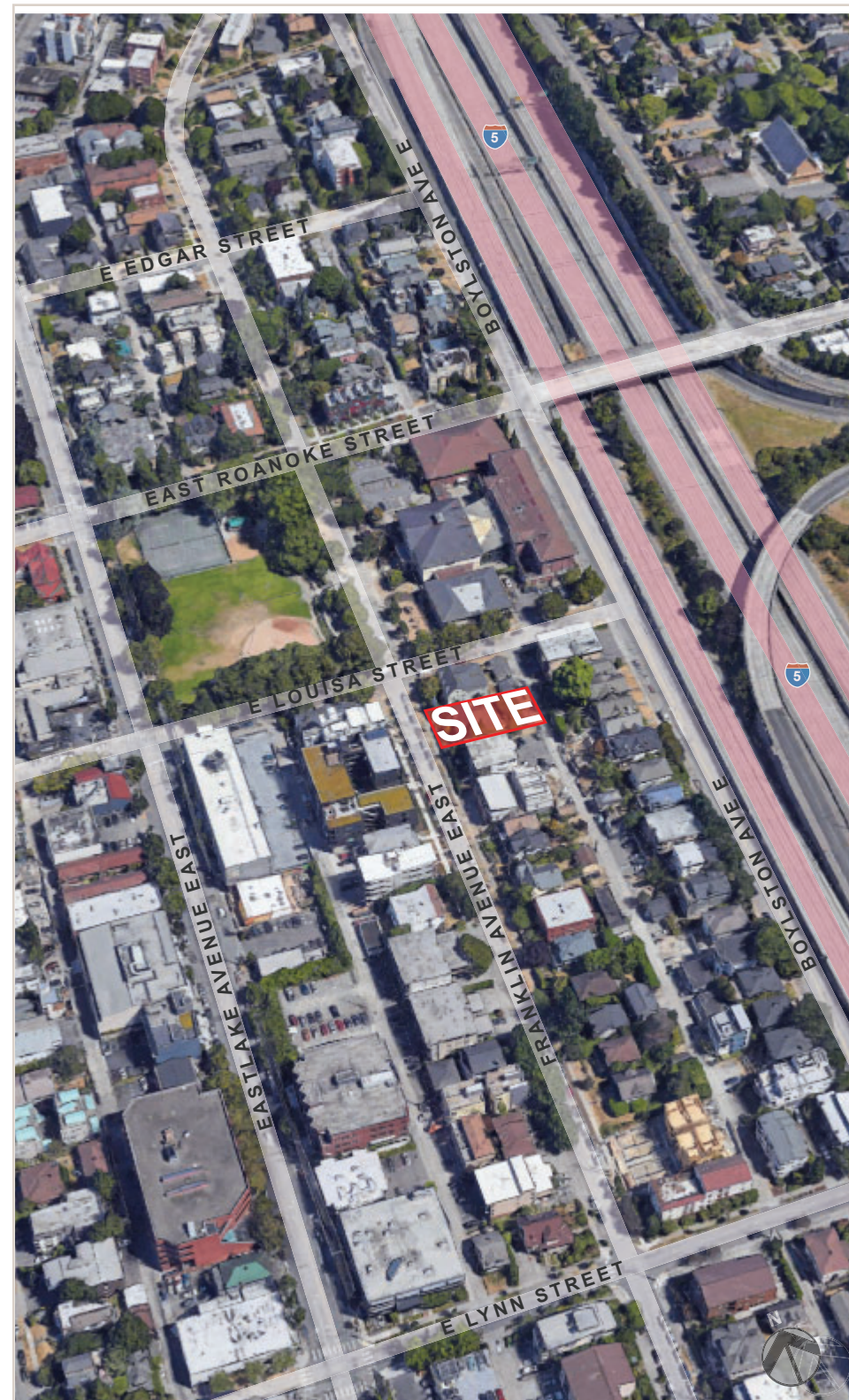
LOT AREA
6,594 SF

LEGAL DESCRIPTION
GREENES ADD
PLAT BLOCK: 11; PLAT LOT: 15

OF UNITS
TOWNHOUSE: 7

FAR SQUARE FOOTAGE
9,231 FAR SF

PARKING STALLS (ALLEY ACCESS)
0 PARKING STALLS REQUIRED, 6 PROVIDED



AERIAL MAP

DEVELOPMENT OBJECTIVES

THE OWNER PROPOSES THE CONSTRUCTION OF SEVEN TOWNHOUSE UNITS. THE EXISTING APARTMENT BUILDING WITH TWO DETACHED GARAGE STRUCTURES ON THE PARCEL ARE TO BE DEMOLISHED. THE PARCEL IS IDEAL FOR A TOWNHOUSE DEVELOPMENT DUE TO ITS PROXIMITY TO THE I-5 AND THE COMMERCIAL CORRIDOR ON EASTLAKE AVENUE E, AS WELL AS ITS LOCATION IN A FREQUENT TRANSIT CORRIDOR, SURROUNDED BY APARTMENT BUILDINGS AND OTHER RESIDENTIAL CONTEXT.

EXISTING SITE

THE PROJECT SITE IS LOCATED ON FRANKLIN AVENUE E, BETWEEN E LOUISA STREET TO THE NORTH AND EAST LYNN STREET TO THE SOUTH. THE PROJECT PARCEL ON FRANKLIN AVENUE EAST IS LOCATED BETWEEN APARTMENT BUILDINGS TO THE NORTH AND SOUTH. TO THE EAST OF THE SITE IS AN ALLEY, ACROSS FROM WHICH ARE APARTMENT BUILDINGS AND SINGLE-FAMILY RESIDENCES, WITH APARTMENTS TO THE WEST AS WELL. SEVERAL BLOCKS OVER TO THE WEST IS THE COMMERCIAL CORRIDOR ON EASTLAKE AVENUE E.

ZONING AND OVERLAY DESIGNATION

THE PROJECT PARCEL IS ZONED LR3 IN THE EASTLAKE RESIDENTIAL URBAN VILLAGE. LOWRISE 3 CONTINUES TO SURROUND THE IMMEDIATE ADJACENT PARCELS OF THE SITE. NEIGHBORHOOD COMMERCIAL ENCOMPASSES EASTLAKE AVENUE E, WHICH IS A MAJOR ARTERIAL IN THE NEIGHBORHOOD, BEFORE STEPPING DOWN BACK DOWN TO LR2. THE I-5 LIES TO THE EAST OF THE SITE AND THE PARCELS BEYOND THAT ARE ZONED SF 5000. THE SITE IS LOCATED WITHIN A FREQUENT TRANSIT CORRIDOR SO NO PARKING IS REQUIRED, BUT SIX STALLS WILL BE PROVIDED AT THE REAR OF THE SITE ALONG THE EXISTING ALLEY.





A STREET VIEW ALONG FRANKLIN AVENUE E, LOOKING EAST TOWARDS PROJECT SITE
THE PROJECT SITE IS ADJACENT TO APARTMENT BUILDINGS AT BOTH SIDES. RESIDENTIAL USES ON THIS BLOCK INCLUDE BOTH SINGLE AND MULTI-FAMILY STRUCTURES.



B STREET VIEW ALONG FRANKLIN AVENUE E, LOOKING WEST OPPOSITE PROJECT SITE
OPPOSITE THE PROJECT SITE ON FRANKLIN AVENUE E ARE MAINLY MULTI-FAMILY RESIDENTIAL USES.



PROJECT SITE (BEYOND)

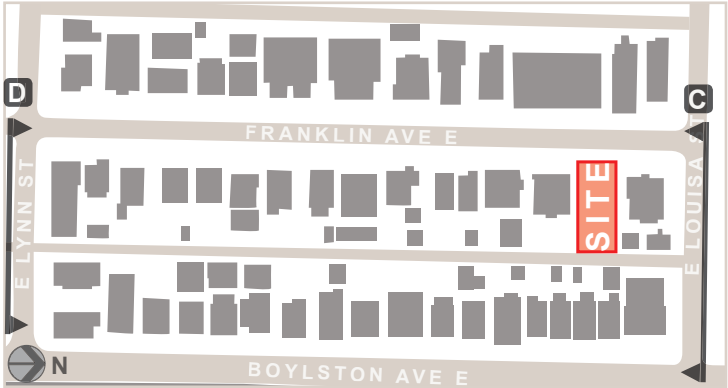


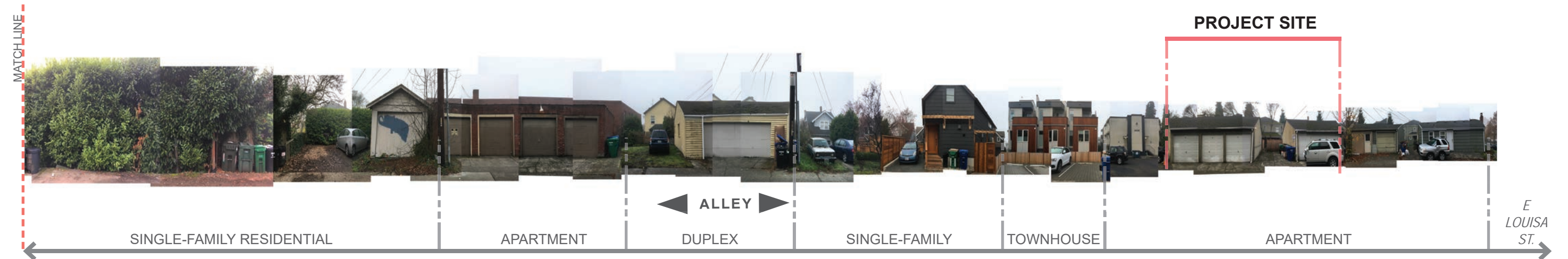
C STREET VIEW ALONG E LOUISA STREET, LOOKING SOUTH TOWARDS PROJECT SITE BEYOND
THE SOUTHERN SIDE OF E LOUISA STREET IS A SHORT BLOCK OF APARTMENT BUILDINGS.

PROJECT SITE (BEYOND)

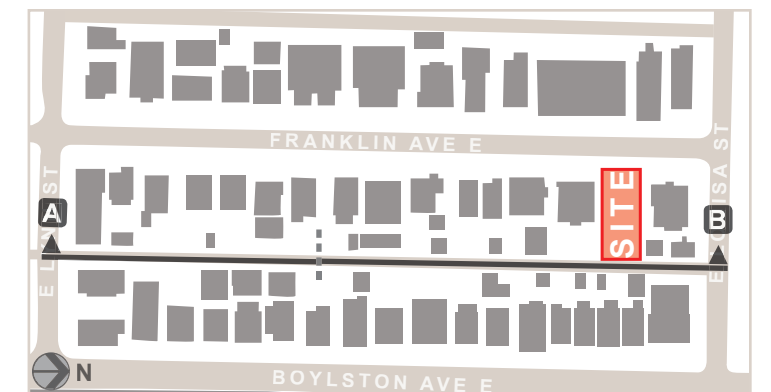


D STREET VIEW ALONG E LYNN STREET, LOOKING NORTH
THE NORTHERN SIDE OF E LYNN STREET CONSISTS OF VARIOUS MULTI-FAMILY USES.



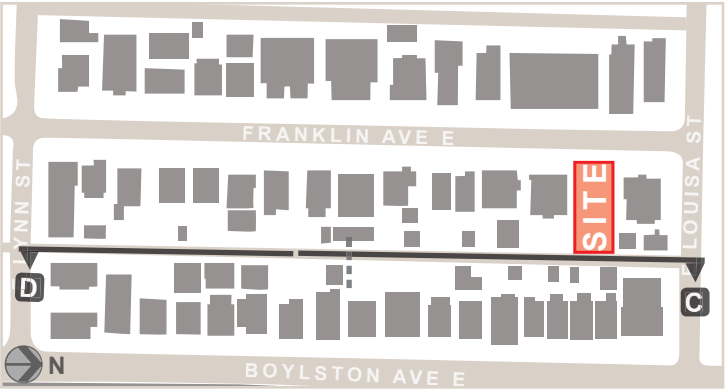


B STREET VIEW ALONG ALLEY, LOOKING WEST TOWARDS PROJECT SITE
 ALONG THE ALLEY AT THE REAR OF THE PROJECT SITE, THE SITE IS ADJACENT TO MULTIFAMILY RESIDENTIAL USE.
 THE ALLEY IS MAINLY USED FOR VEHICLE PARKING AND WASTE STORAGE.





D STREET VIEW ALONG ALLEY, LOOKING EAST OPPOSITE PROJECT SITE
ALONG THE ALLEY OPPOSITE THE PROJECT SITE IS A COMBINATION OF BOTH MULTI-FAMILY AND SINGLE-FAMILY USE.





A VIEW FROM FRANKLIN AVENUE E, LOOKING TOWARDS PROJECT SITE



B PROJECT SITE



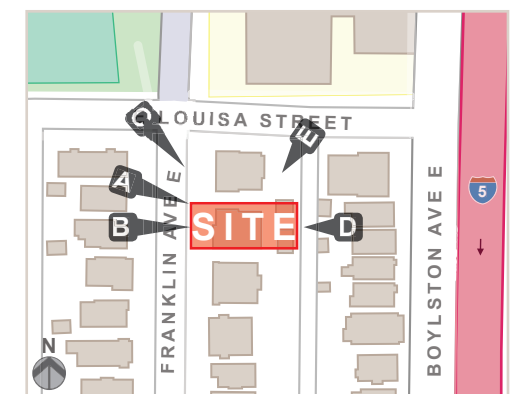
C VIEW FROM FRANKLIN AVENUE E & E LOUISA STREET, LOOKING TOWARDS PROJECT SITE

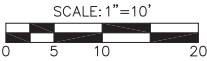
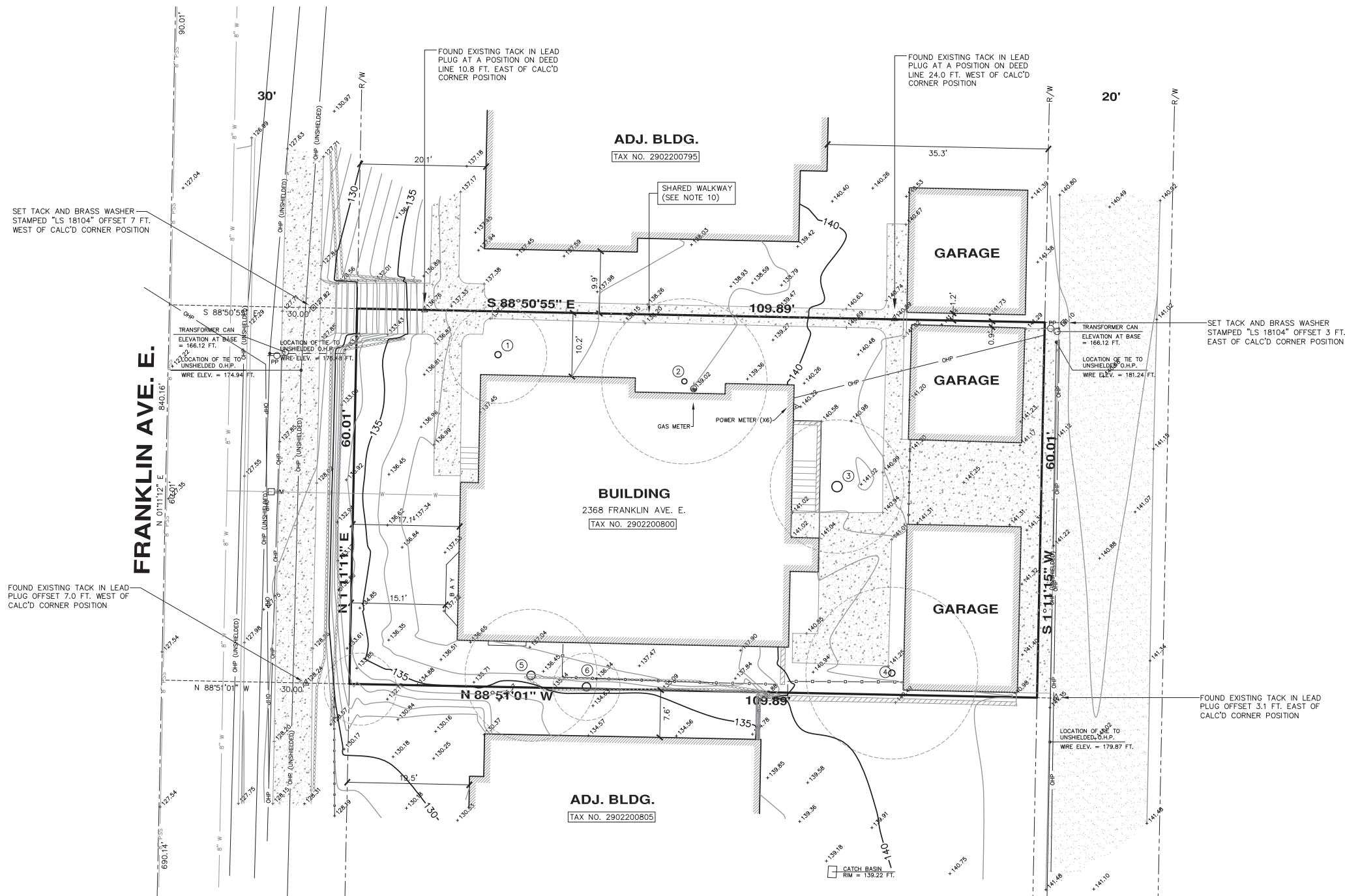


D EAST VIEW FROM ALLEY



E PROJECT SITE FROM ALLEY & EAST LOUISA STREET.





NOTES

1. THIS SURVEY WAS PERFORMED BY FIELD TRAVERSE USING A 10 SECOND "TOTAL STATION" THEODOLITE SUPPLEMENTED WITH A 100 FT. STEEL TAPE. THIS SURVEY MEETS OR EXCEEDS THE STANDARDS FOR LAND BOUNDARY SURVEYS AS SET FORTH IN WAC CHAPTER 332-130-090.
2. CONTOUR INTERVAL = 1 FT.
3. ELEVATION DATUM = NAVD'88, AS PER DIRECT OBSERVATIONS USING GPS EQUIPMENT ON NOV. 2, 2018.
4. PARCEL AREA = 6,594 SQ. FT.
5. THIS SURVEY IS RELIANT UPON THE INFORMATION CONTAINED WITHIN FIRST AMERICAN TITLE INSURANCE COMPANY FILE NO. 4201-3101105, COMMITMENT DATE AUG. 27, 2018.
6. UNDERGROUND UTILITY INFORMATION AS SHOWN HEREON IS APPROXIMATE ONLY AND IS BASED UPON CITY OF SEATTLE G.I.S. AND ALSO AS PER TIES TO ABOVE GROUND STRUCTURES.
7. TAX PARCEL NO. 2902200800
8. TREE DIAMETERS AND DRIPLINES DISPLAYED HEREON ARE APPROXIMATE. FOR SPECIFIC GENUS AND DIAMETER, TREES SHOULD BE EVALUATED BY A CERTIFIED ARBORIST.
9. WE HAVE DETERMINED TO THE BEST OF OUR ABILITY THE OVERHEAD HIGH VOLTAGE POWERLINE WHICH IS CLOSEST TO THE PROJECT SITE AND HAVE DISPLAYED ITS HORIZONTAL AND VERTICAL LOCATION HEREON. HOWEVER, ADDITIONAL OVERHEAD SERVICE LINES MAY EXIST WHICH ARE NOT OBVIOUS TO US BY FIELD OBSERVATION AND POTENTIALLY IMPACT PROJECT DESIGN. THEREFORE, PRIOR TO DESIGN AND CONSTRUCTION WE RECOMMEND THAT SEATTLE CITY LIGHT BE CONSULTED REGARDING THE POSSIBLE EXISTANCE OF ADDITIONAL SERVICE LINES NOT DISPLAYED HEREON WHICH SHOULD BE CONSIDERED FOR PROJECT DESIGN.
10. THE ABOVE MENTIONED TITLE REPORT MAKES REFERENCE TO A POSSIBLE UNRECORDED EASEMENT FOR COMMON CONCRETE STEPS AND WALKWAY BETWEEN THE PROPERTY SHOWN HEREON, AND THE NORTHERLY ADJOINER.

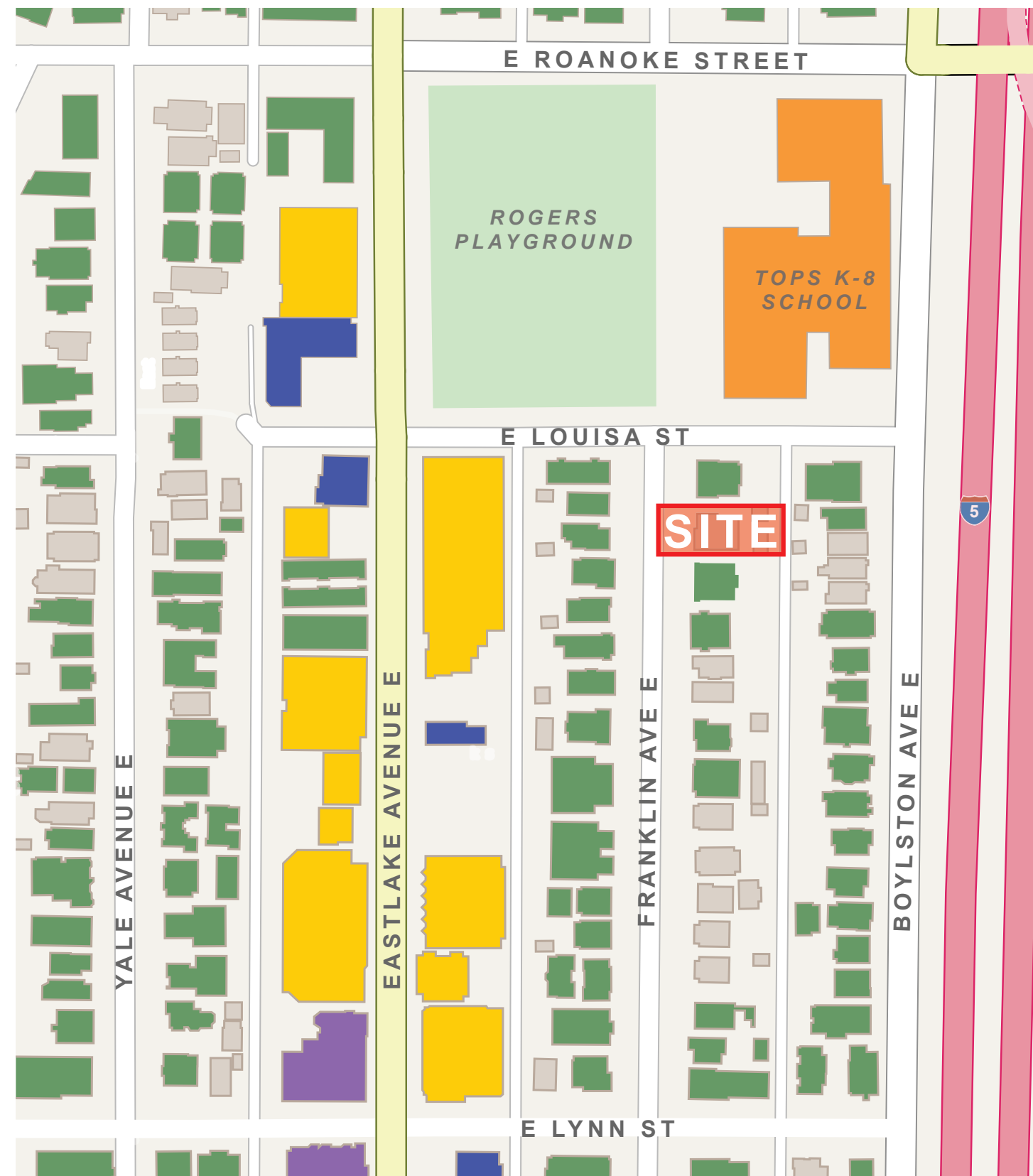
PROPERTY DESCRIPTION

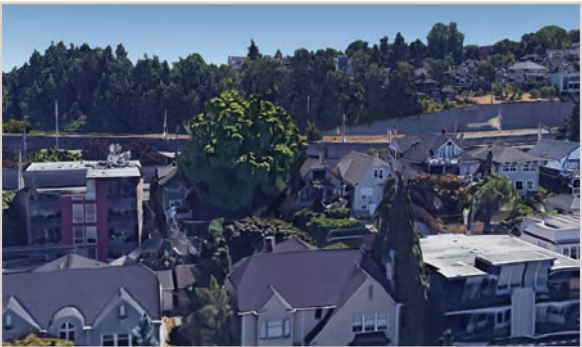
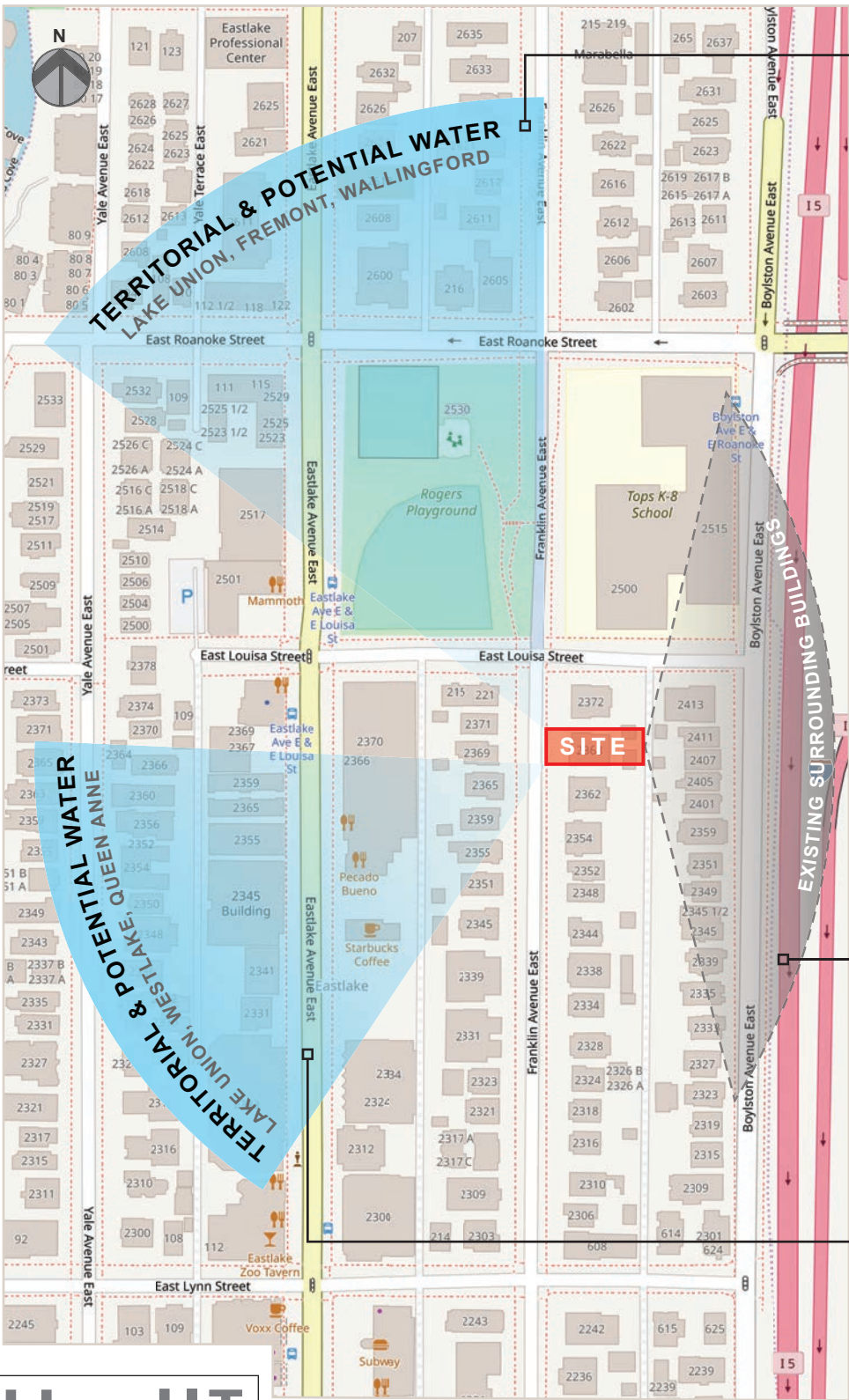
LOT 15, BLOCK 11, GREEN'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 73, RECORDS OF KING COUNTY, WA.

NOTE: SURVEY HAS BEEN SCALED BY 50%.

SURROUNDING USES OTHER THAN SINGLE FAMILY

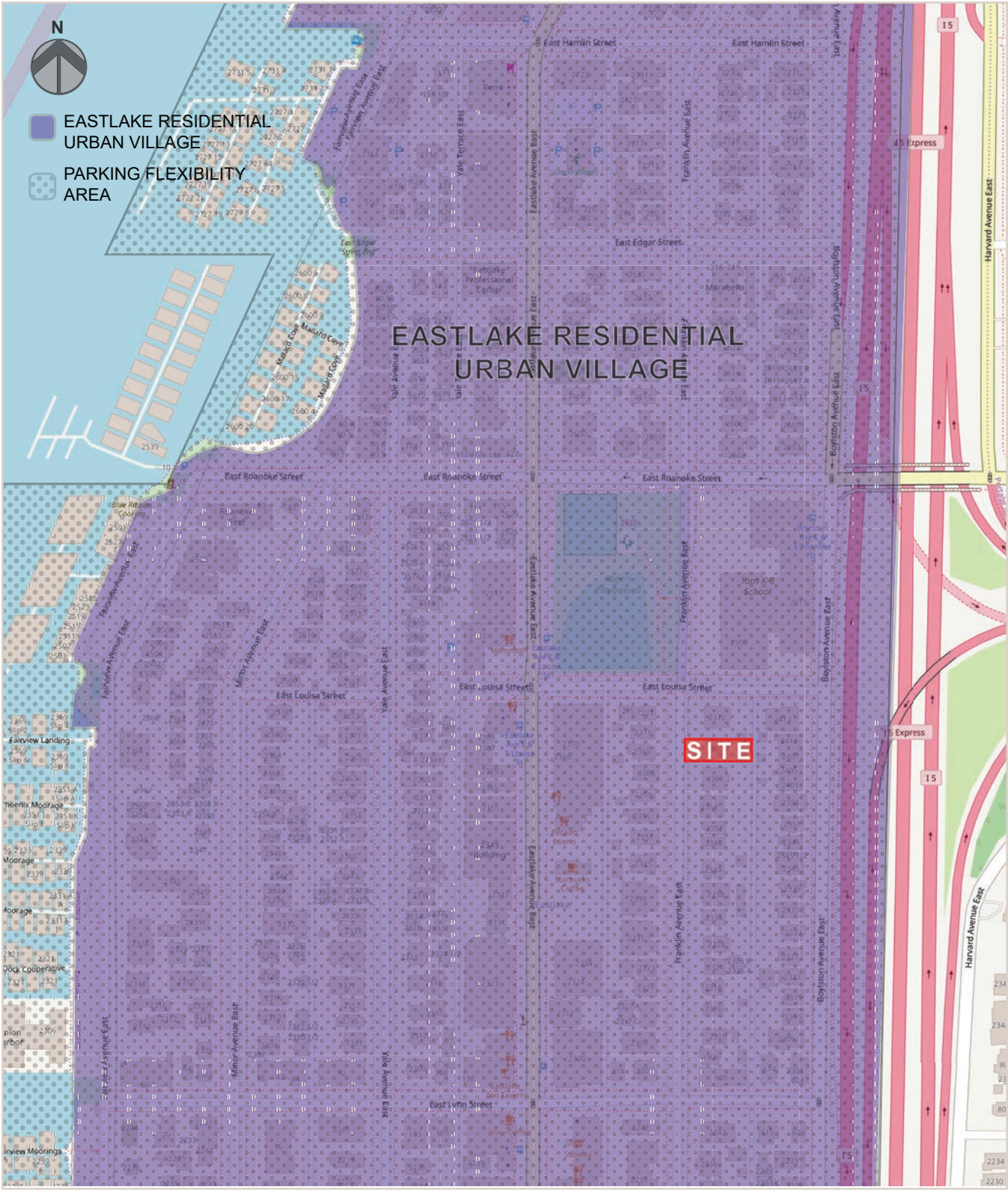
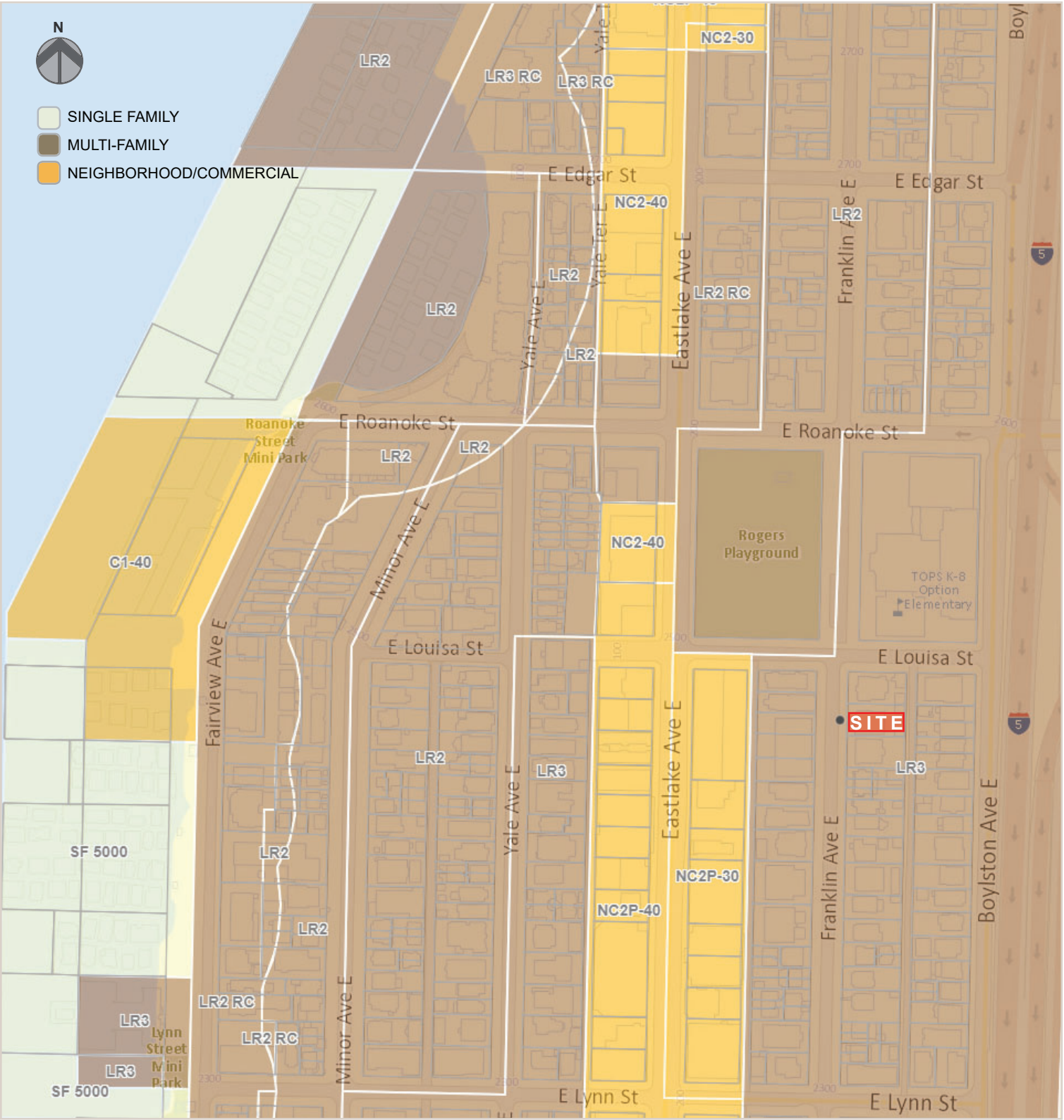
- RETAIL USE
- MULTI-FAMILY
- MIXED-USE RESIDENTIAL
- COMMERCIAL / OFFICE
- SCHOOL
- INDUSTRIAL





- BUS LINES
- BICYCLE LANES
 - DEDICATED LANES
 - BICYCLE-FRIENDLY ROADS
- MAJOR ARTERIAL





23.45.502	SCOPE OF PROVISIONS LR3 NEIGHBORHOOD LOWRISE 3 MULTI FAMILY (LR3).	23.45.524	LANDSCAPING STANDARDS. A.2. A GREEN FACTOR SCORE OF 0.6 OR GREATER IS REQUIRED B.1. STREET TREES REQUIRED. <i>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</i>
23.45.504	PERMITTED AND PROHIBITED USES TABLE A. RESIDENTIAL USES ARE PERMITTED OUTRIGHT SUBJECT TO PROVISIONS OF THIS TITLE. <i>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</i>	23.45.527	STRUCTURE WIDTH AND FACADE LENGTH LIMITS. A.TABLE A. 120 FEET MAXIMUM WIDTH FOR TOWNHOUSE DEVELOPMENT. B.1 MAXIMUM COMBINED LENGTH OF ALL PORTIONS OF FACADES WITHIN 15 FEET OF A LOT LINE SHALL NOT EXCEED 65 PERCENT OF THE LENGTH OF THE LOT LINE. <i>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</i>
23.45.510	FLOOR AREA RATIO (FAR) LIMITS A.1. ALL GROSS FLOOR AREA NOT EXEMPT IS COUNTED AGAINST THE MAXIMUM GROSS FLOOR AREA ALLOWED BY THE PERMITTED FAR. TABLE A. TOTAL FAR PERMITTED FOR TOWNHOUSE DEVELOPMENTS = 1.4. <i>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</i>	23.45.529	DESIGN STANDARDS C.1.a) 20 PERCENT OF THE AREA OF EACH STREET FACING FACADE SHALL CONSIST OF WINDOWS AND/OR DOORS. 3.a) VARIATIONS IN BUILDING MATERIALS AND/OR COLOR, OR BOTH, THAT REFLECT THE STACKING OF STORIES OR REINFORCE THE ARTICULATION OF THE FACADE b) INCORPORATION OF ARCHITECTURAL FEATURES THAT ADD INTEREST AND DIMENSION TO THE FACADE. c) SPECIAL FENESTRATION TREATMENT. <i>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</i>
23.45.514	STRUCTURE HEIGHT A. DESIGNATED ZONE ALLOWS FOR A HEIGHT OF THIRTY (30) FEET. J. ROOFTOP FEATURES 2. OPEN RAILINGS, PARAPETS, PLANTERS, ETC. MAY EXTEND UP TO 4 FEET ABOVE THE OTHERWISE APPLICABLE HEIGHT LIMIT. 4. STAIR PENTHOUSES MAY EXTEND ABOVE THE APPLICABLE HEIGHT LIMIT UP TO 10 FEET IF COMBINED COVERED AREA DOES NOT EXCEED 15% OF ROOF AREA OR 20% IF THE TOTAL INCLUDES SCREENED MECHANICAL EQUIPMENT. <i>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</i>	23.45.534	LIGHTING AND GLARE STANDARDS A. EXTERIOR LIGHTING SHALL BE SHIELDED AND DIRECTED AWAY FROM ADJACENT PROPERTIES. C. DRIVEWAYS AND PARKING AREAS FOR MORE THAN TWO VEHICLES SHALL BE SCREENED FROM ABUTTING PROPERTIES BY A FENCE OR WALL BETWEEN 5 FEET AND 6 FEET IN HEIGHT. <i>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</i>
23.45.518	SETBACKS AND SEPERATIONS FRONT: 5'-0" MINIMUM REAR: 7'-0" AVERAGE; 5'-0" MINIMUM SIDE (FACADES 40 FEET OR LESS IN LENGHT): 5'-0" F. SEPERATIONS BETWEEN MULTIPLE STRUCTURES. 1. THE MINIMUM REQUIRED SEPARATION BETWEEN PRINCIPAL STRUCTURES AT ANY TWO POINTS ON DIFFERENT INTERIOR FACADES IS 10 FEET. L. A MINIMUM UPPER-LEVEL SETBACK FROM ALL STREET LOT LINES IS REQUIRED IN ADDITION TO ANY REQUIRED GROUND-LEVEL SETBACK 1. THE UPPER-LEVEL SETBACK REQUIREMENT IS 12 FEET ABOVE A HEIGHT OF 34 FEET FOR STRUCTURES WITH A 30 FOOT HEIGHT LIMIT. <i>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</i>	23.54.030	PARKING LOCATION, ACCESS, AND SCREENING C. ACCESS TO PARKING 1. ALLEY ACCESS REQUIRED <i>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</i>
23.45.522	AMENITY AREA A. 1. 25 PERCENT OF TOTAL LOT AREA REQUIRED IN RESIDENTIAL USE. 2. A MINIMUM OF 50 PERCENT OF THE REQUIRED AMENITY AREA SHALL BE PROVIDED AT GROUND LEVEL. 3. AMENITY AREA REQUIRED AT GROUND LEVEL MAY BE PROVIDED AS EITHER PRIVATE OR COMMON SPACE <i>THE PROPOSAL COMPLIES WITH THIS SECTION OF THE LAND USE CODE.</i>		

CS. CONTEXT AND SITE

CS1 NATURAL SYSTEMS AND SITE FEATURES

C TOPOGRAPHY
C.2. ELEVATION CHANGES
THE PLACEMENT OF STRUCTURES TAKES INTO CONSIDERATION THE TOPOGRAPHY CHANGES OF THE SITE BY GRADUALLY STEPPING UP FROM STREET LEVEL ALL THE WAY BACK TO THE ALLEY.

CS2 URBAN PATTERN AND FORM

B ADJACENT SITES, STREETS, AND OPEN SPACES
B.2. CONNECTION TO THE STREET
THE PROJECT INCORPORATES LANDSCAPE BETWEEN THE SITE AND THE SIDEWALK. THIS ALLOWS FOR A TRANSITION SPACE FITTING OF THE STREETScape ALONG THAT SIDE OF FRANKLIN AVENUE.

C RELATIONSHIP TO THE BLOCK
C.2. MID-BLOCK SITES
THE SITE IS LOCATED BETWEEN TWO MULTI-FAMILY STRUCTURES THREE TO FOUR STORIES HIGH. THE PROPOSED PROJECT OF SEVEN TOWNHOME UNITS WITH THREE STORIES FITS RIGHT IN BETWEEN OF THE ADJACENT SCALES.

CS3 ARCHITECTURAL CONTEXT AND CHARACTER

A EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES
A.3. ESTABLISHED NEIGHBORHOODS
THE PROPOSED DESIGN INCORPORATES THE USE OF BRICK AND DARKER COLORS TO BLEND IN WITH THE AESTHETIC SEEN THROUGHOUT THE NEIGHBORING STRUCTURES.

PL. PUBLIC LIFE

PL1 CONNECTIVITY

B WALKWAYS AND CONNECTIONS
B.3. PEDESTRIAN AMENITIES
ENTRY TO THE FRONT UNITS WILL BE VIA PRIVATE STAIRWAYS ACCESSED FROM THE SIDEWALK. FOR THE BACK UNITS THERE WILL BE A SINGLE ENTRY POINT WITH STAIRWAY AT THE NORTH SIDE AND PEDESTRIAN WALKWAYS TO UNIT ENTRIES AND PARKING AREA.

PL2 WALKABILITY

B SAFETY AND SECURITY
B.1. EYES ON THE STREET
WITH THE FRONT UNIT ENTRIES FACING THE STREET AND ALL OTHER UNITS TO BE ACCESSIBLE FROM THE SIDE YARDS, TWO SINGLE LINES OF SIGHT THAT ENCOURAGE NATURAL SURVEILLANCE ARE PROVIDED.

PL3 STREET-LEVEL INTERACTION

A ENTRIES
A.2. ENSEMBLE OF ELEMENTS
THE FRONT UNITS ENTRY DOOR AND SIDELIGHT WILL HAVE A CANOPY DIRECTLY ABOVE FOR WEATHER PROTECTION. THE BACK UNITS WILL HAVE THE ENTRY DOOR RECESSED FROM THE WALKWAYS FOR BOTH PRIVACY AND WEATHER PROTECTION, WITH THE USE OF BRICK DEMARCATING THE ENTRIES.

B RESIDENTIAL EDGES
B.1. SECURITY AND PRIVACY
THE PROPOSED BUILDINGS ARE ELEVATED FROM THE STREET LEVEL AND WILL HAVE LANDSCAPING AND ENTRY STAIRWAYS THAT WILL SERVE AS A BUFFER FOR SECURITY AND PRIVACY.

DC. DESIGN CONCEPT

DC1 PROJECT USES AND ACTIVITIES

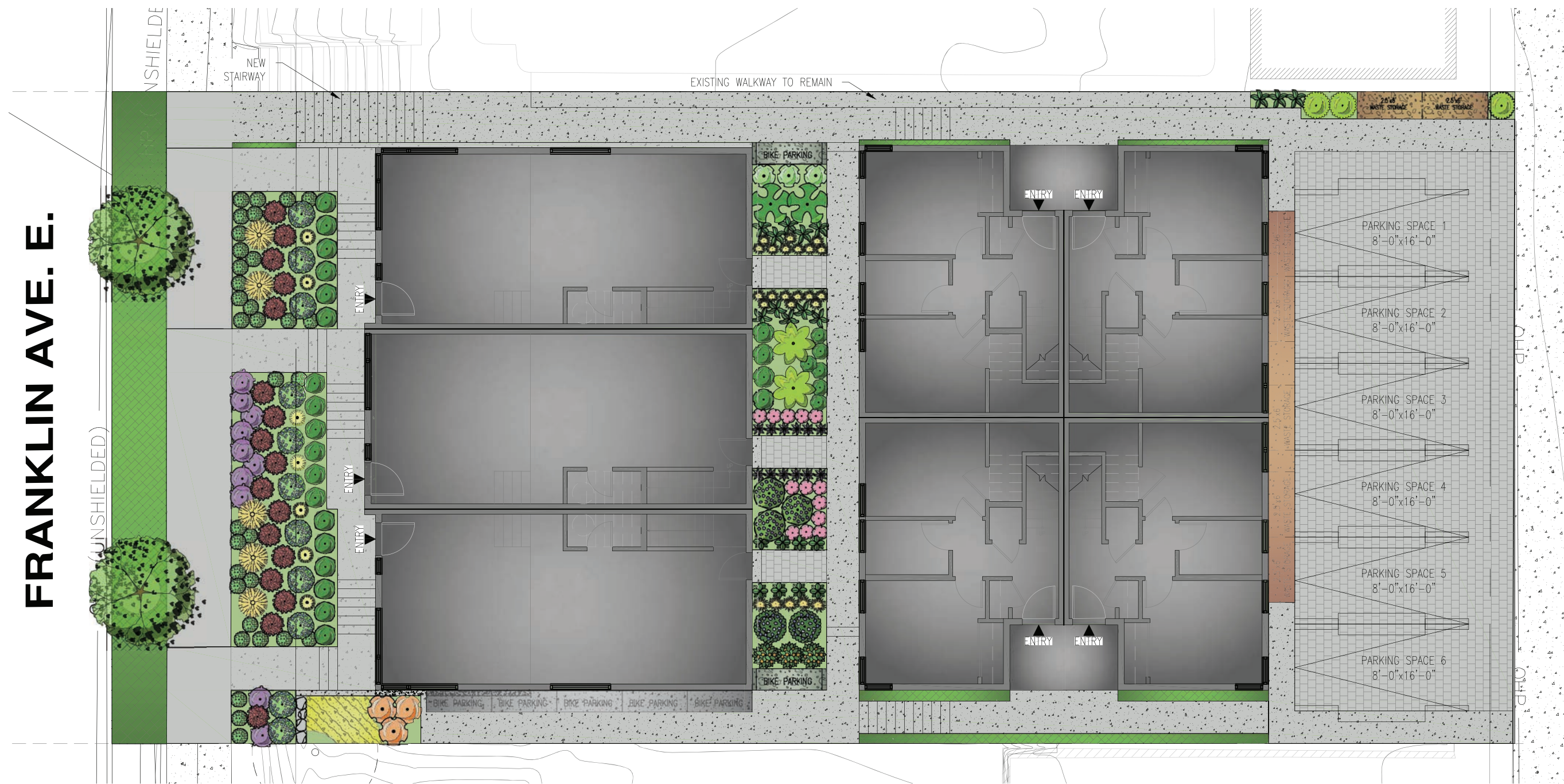
B VEHICULAR ACCESS AND CIRCULATION
B.1. ACCESS LOCATION AND DESIGN
THOUGH PARKING IS NOT REQUIRED, THE PROJECT PROPOSES SIX (8'-0" X 16'-0") PARKING SPACES. THEY WILL BE LOCATED AT THE REAR OF THE LOT AND ACCESSED THROUGH THE EXISTING ALLEY.

C PARKING AND SERVICE USES
C.2. VISUAL IMPACTS
LOCATING THE PARKING AT THE REAR OF THE LOT PROVIDES NO VISUAL IMPACT IN THE NEIGHBORHOOD BECAUSE IT CAN ONLY BE SEEN THROUGH THE ALLEY.

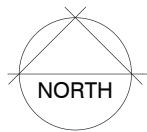
DC2 ARCHITECTURAL CONCEPT

A MASSING
A.2. REDUCED PERCEIVED MASS
RAILINGS, CANOPIES, EAVES AND CHANGES IN DEPTHS ARE INCORPORATED WITHIN THE DESIGN WITH THE PURPOSE OF VISUALLY BREAKING UP THE MASSING.

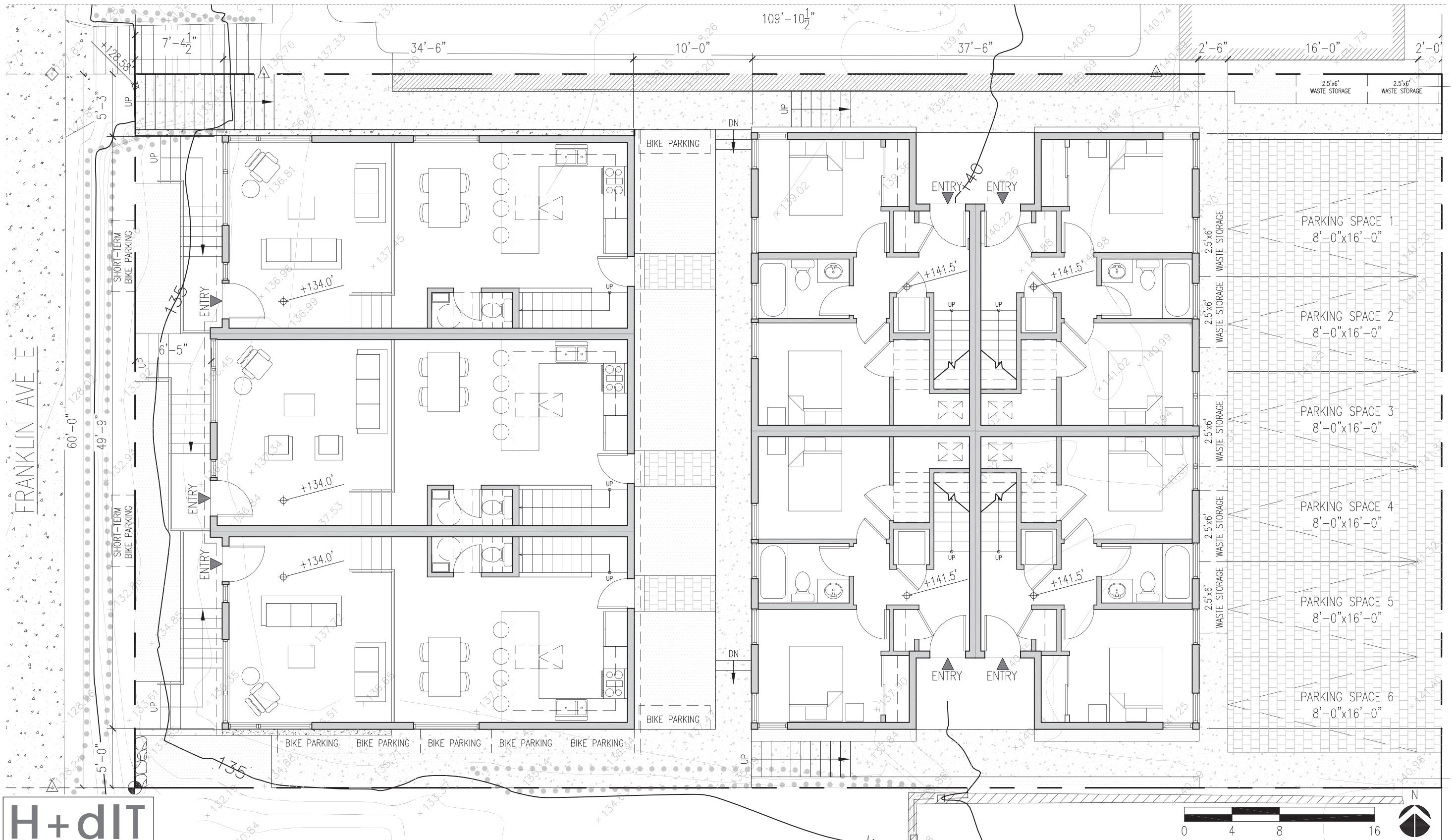
B ARCHITECTURAL AND FAÇADE COMPOSITION
B.1. FAÇADE COMPOSITION
DIFFERENT MATERIALS HAVE BEEN PROPOSED IN THE FRONT FACADES TO CREATE VISUALLY DISTINCTIVE AREAS. BRICK PATTERN TO VISUALLY BREAK UP THE FACADE PLANES, WIDE HARDIE PANELS TO PRONOUNCE THE FRONT FACADES FOR ALL UNITS, AND LAP SIDING TO INCORPORATE A MORE SUBDUED FEEL INTO THE OVERALL AESTHETIC. GLAZING HAS BEEN MAXIMIZED THROUGHOUT THE PROJECT TO ENHANCE NATURAL LIGHTING INSIDE THE SPACES WHILE ADDING FENESTRATIONS INTO THE FACADES.

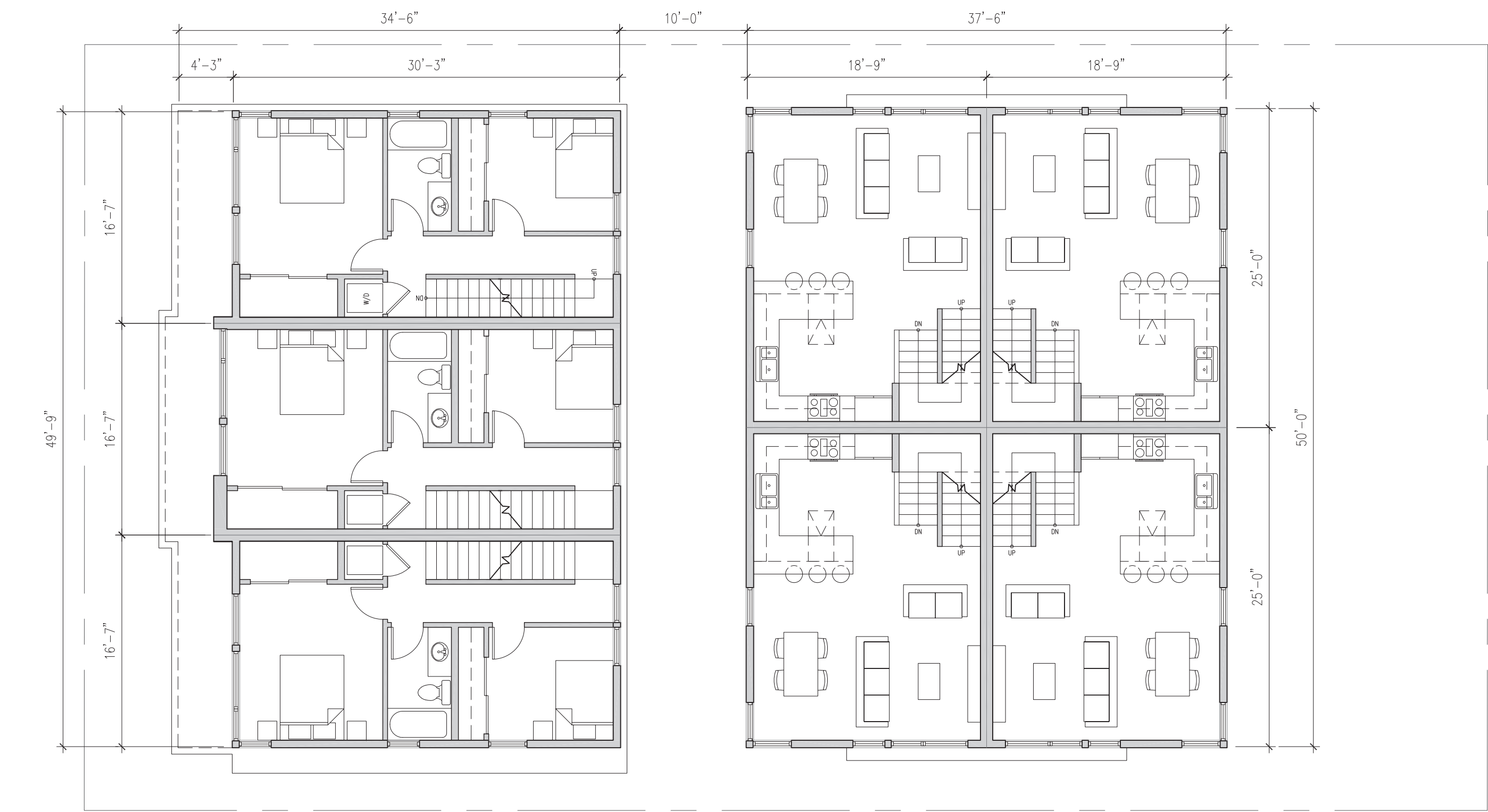


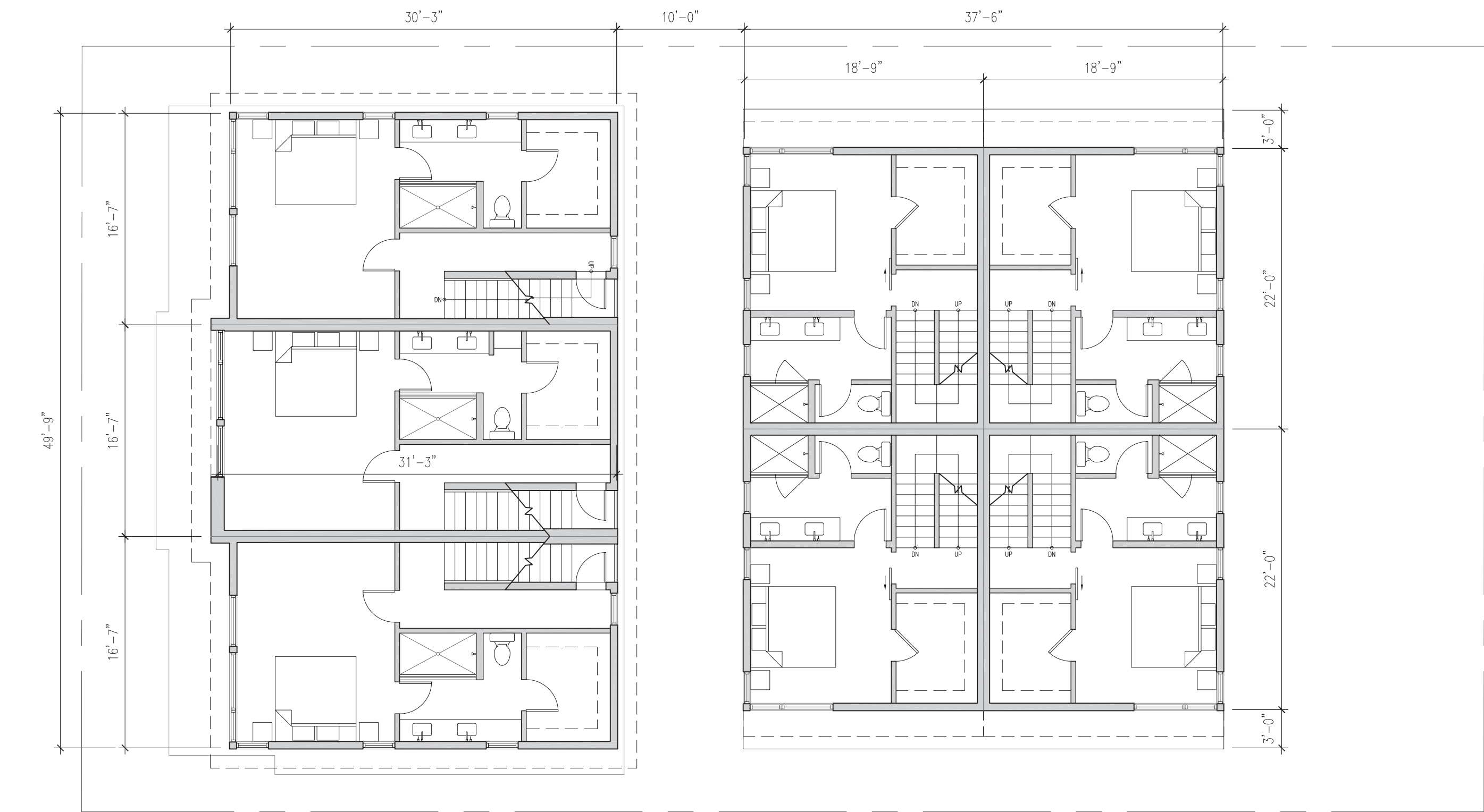
Root of Design
206.491.9545
7104 265th St NW #218
Stanwood, WA 98292

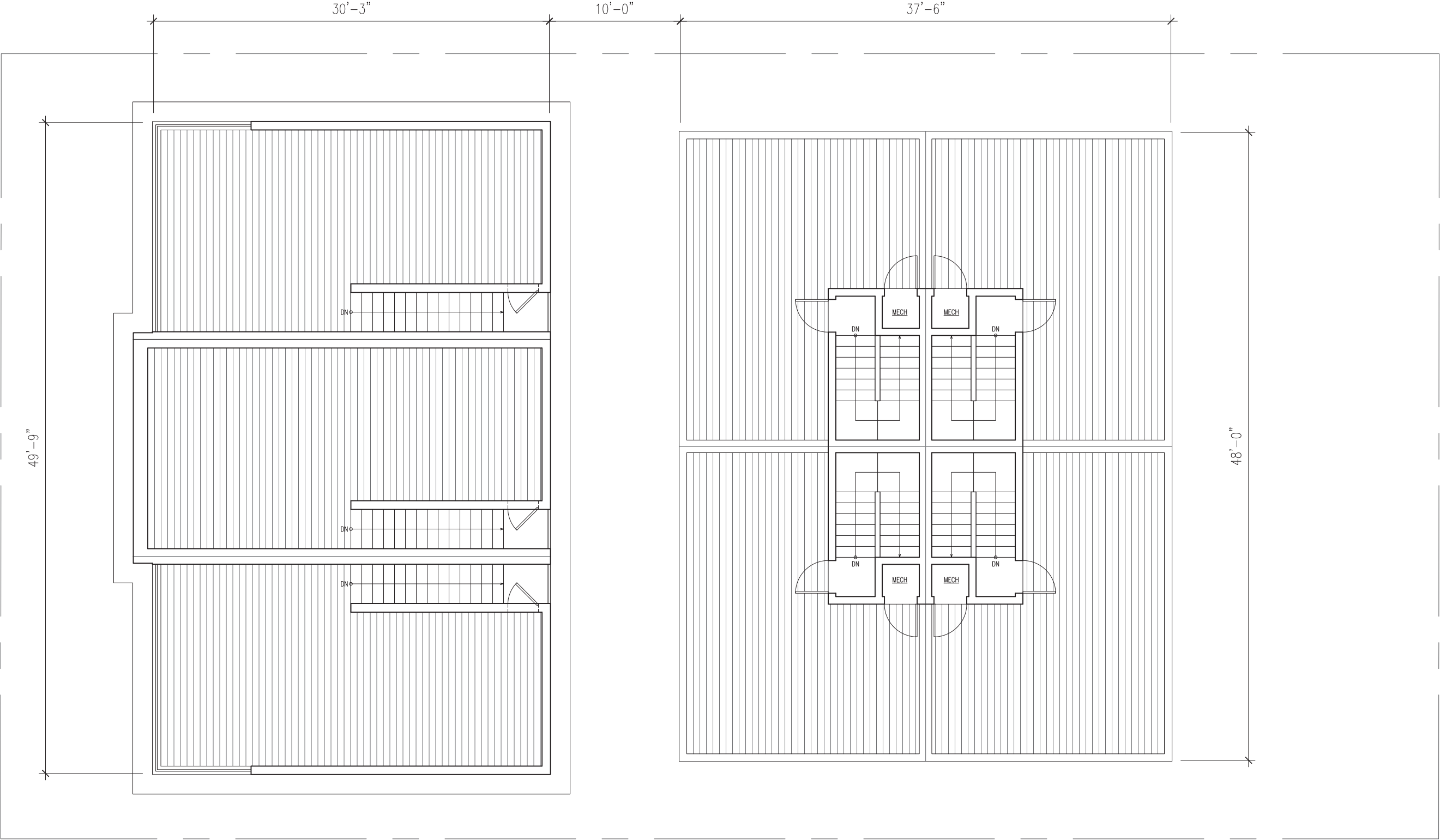


RENDERED LANDSCAPE PLAN
N.T.S.









ELEVATION - WEST (FRANKLIN AVENUE E) & EAST - FRONT UNITS

MATERIALS: ① FIBER CEMENT LAP SIDING - COLOR: LIGHT GRAY ③ FIBER CEMENT PANEL SIDING - COLOR: DARK GRAY ⑤ EXPOSED CONCRETE
 ② FIBER CEMENT LAP SIDING - COLOR: DARK GRAY ④ THIN BRICK SIDING - COLOR: RED TONES ⑥ METAL RAILING & CANOPY - BLACK



WEST ELEVATION
FRANKLIN AVENUE E, FRONT UNITS



EAST ELEVATION
FRONT UNITS

ELEVATION - NORTH

- MATERIALS:
- ① FIBER CEMENT LAP SIDING - COLOR: LIGHT GRAY
 - ② FIBER CEMENT LAP SIDING - COLOR: DARK GRAY
 - ③ FIBER CEMENT PANEL SIDING - COLOR: DARK GRAY
 - ④ THIN BRICK SIDING - COLOR: RED TONES
 - ⑤ EXPOSED CONCRETE
 - ⑥ METAL RAILING & CANOPY - BLACK



- MATERIALS:
- ① FIBER CEMENT LAP SIDING - COLOR: LIGHT GRAY

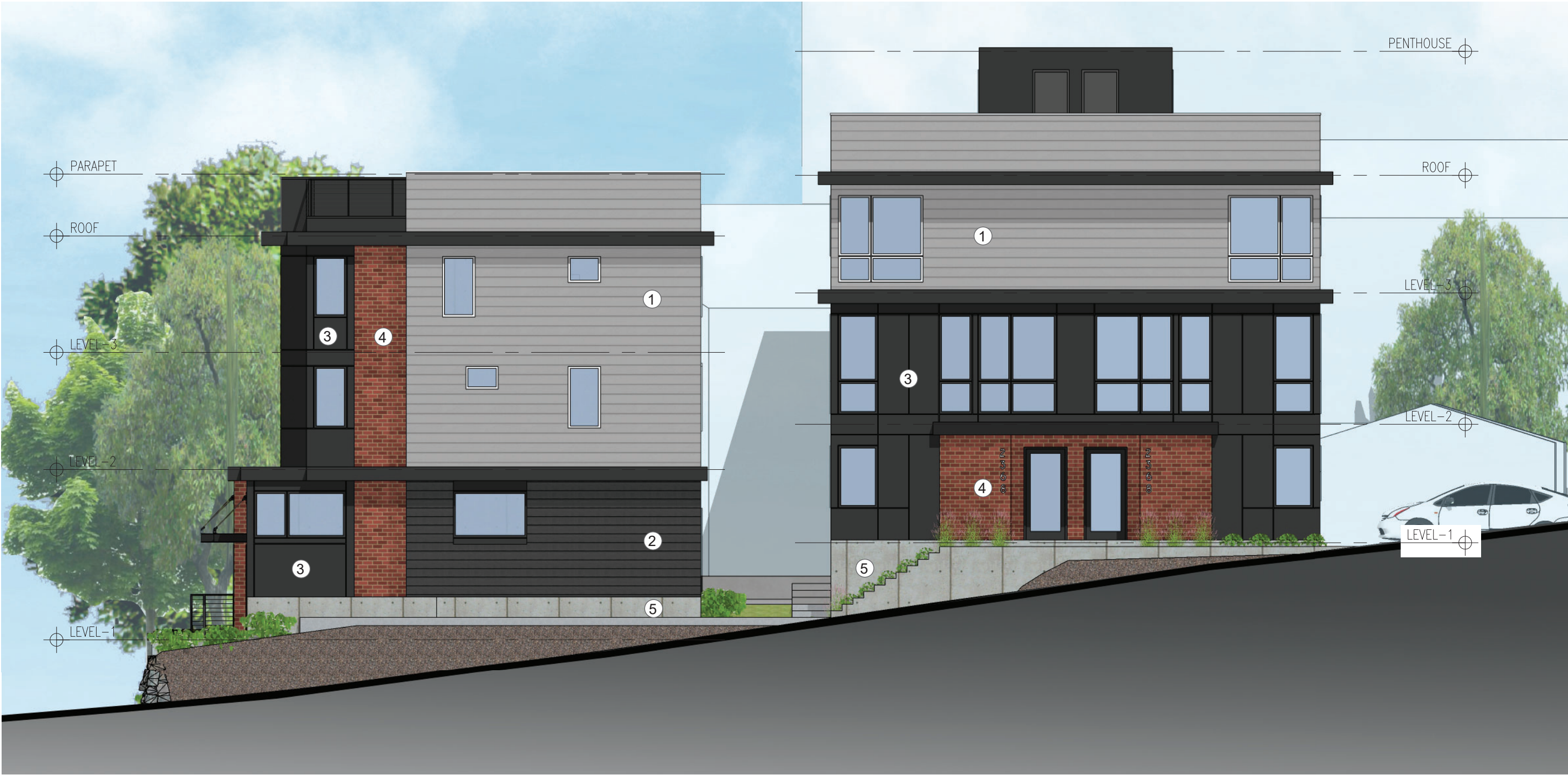
② FIBER CEMENT LAP SIDING - COLOR: DARK GRAY

③ FIBER CEMENT PANEL SIDING - COLOR: DARK GRAY

④ THIN BRICK SIDING - COLOR: RED TONES

⑤ EXPOSED CONCRETE

⑥ METAL RAILING & CANOPY - BLACK



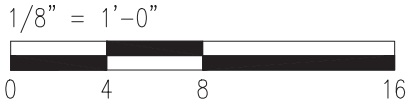
ELEVATIONS - WEST & EAST (ALLEY) - BACK UNITS

- MATERIALS:
- ① FIBER CEMENT LAP SIDING - COLOR: LIGHT GRAY
 - ② FIBER CEMENT LAP SIDING - COLOR: DARK GRAY
 - ③ FIBER CEMENT PANEL SIDING - COLOR: DARK GRAY
 - ④ THIN BRICK SIDING - COLOR: RED TONES
 - ⑤ EXPOSED CONCRETE
 - ⑥ METAL RAILING & CANOPY - BLACK



WEST ELEVATION
BACK UNITS

EAST ELEVATION
ALLEY, BACK UNITS





PERSPECTIVE OF FRONT UNITS



PERSPECTIVE OF BACK UNITS



PERSPECTIVE OF SOUTHWEST CORNER FROM FRANKLIN AVE E





PERSPECTIVE OF NORTHWEST CORNER





PERSPECTIVE OF SOUTHEAST CORNER LOOKING DOWN ALLEY

