

# 1804 E SPRUCE ST

EARLY DESIGN GUIDANCE 212 18TH AVE - # 3023583  
EARLY DESIGN GUIDANCE 208 18TH AVE - # 3023584  
EARLY DESIGN GUIDANCE 1804 E SPRUCE ST - # 3023032



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- DESIGN OBJECTIVES:** 21 Units [Rowhouses & Townhouses]  
21 Open parking stalls  
0 SF Commercial
- Promote density in this central neighborhood within Seattle while providing parking for each household.
  - Contributes to vibrant community already established along 18th Ave and E Spruce St.

**KEY METRICS**

**ADDRESS:** 212 18th Ave, Seattle, Washington 98122  
208 18th Ave, Seattle, Washington 98122  
1804 E Spruce St, Seattle, Washington 98122

**PROJECT NUMBERS:** 212 18th Ave (Lot A) - #3023583  
208 18th Ave (Lot B) - #3023584  
1804 E Spruce St (Lot C) - #3023032

**PARCEL NUMBER:** 1934800090

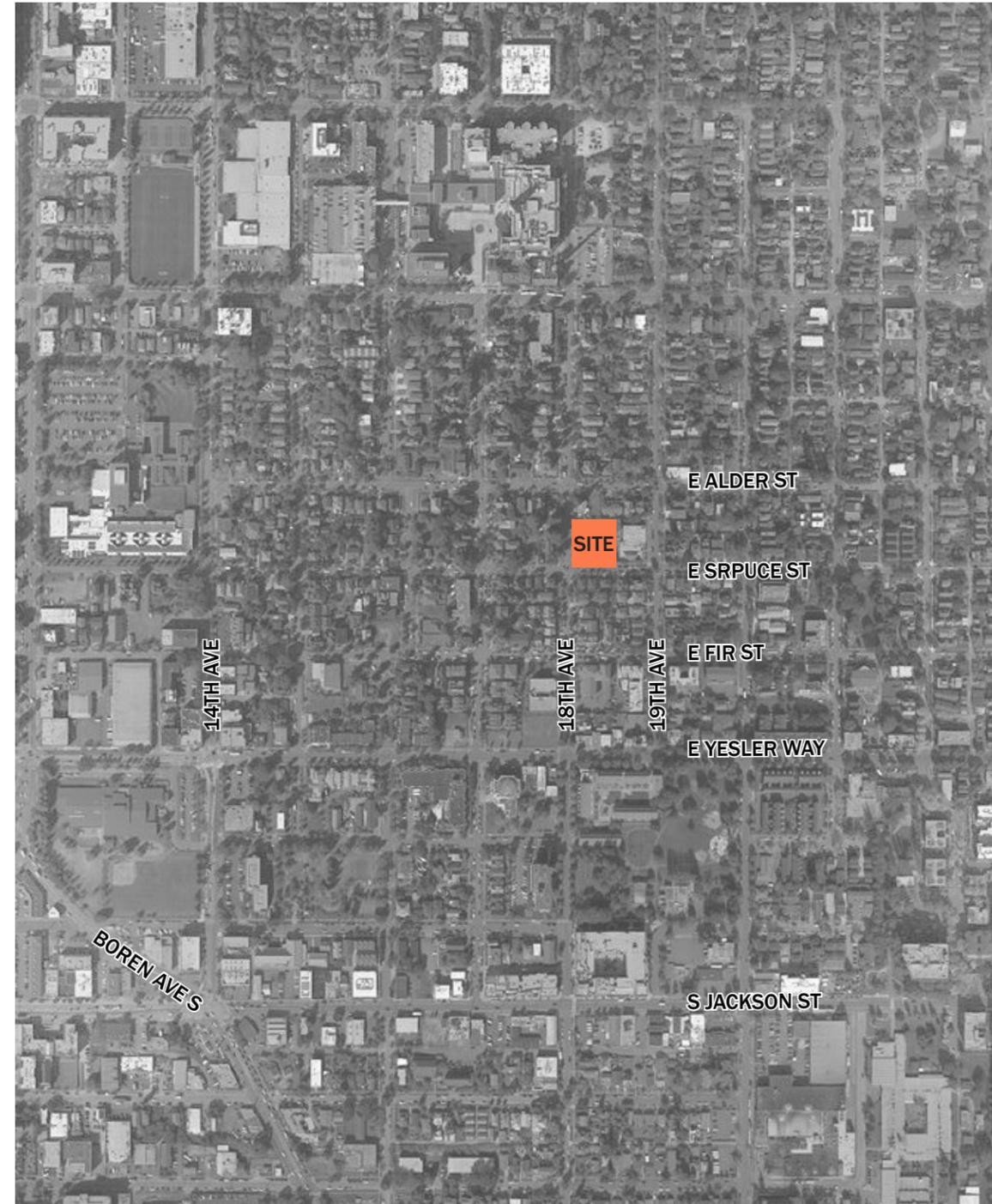
**ZONE:** LR 2

**LOT SIZE:** 212 18th Ave (Lot A) - 6,048 SF  
208 18th Ave (Lot B) - 5,720 SF  
1804 E Spruce (Lot C) - 7,432 SF

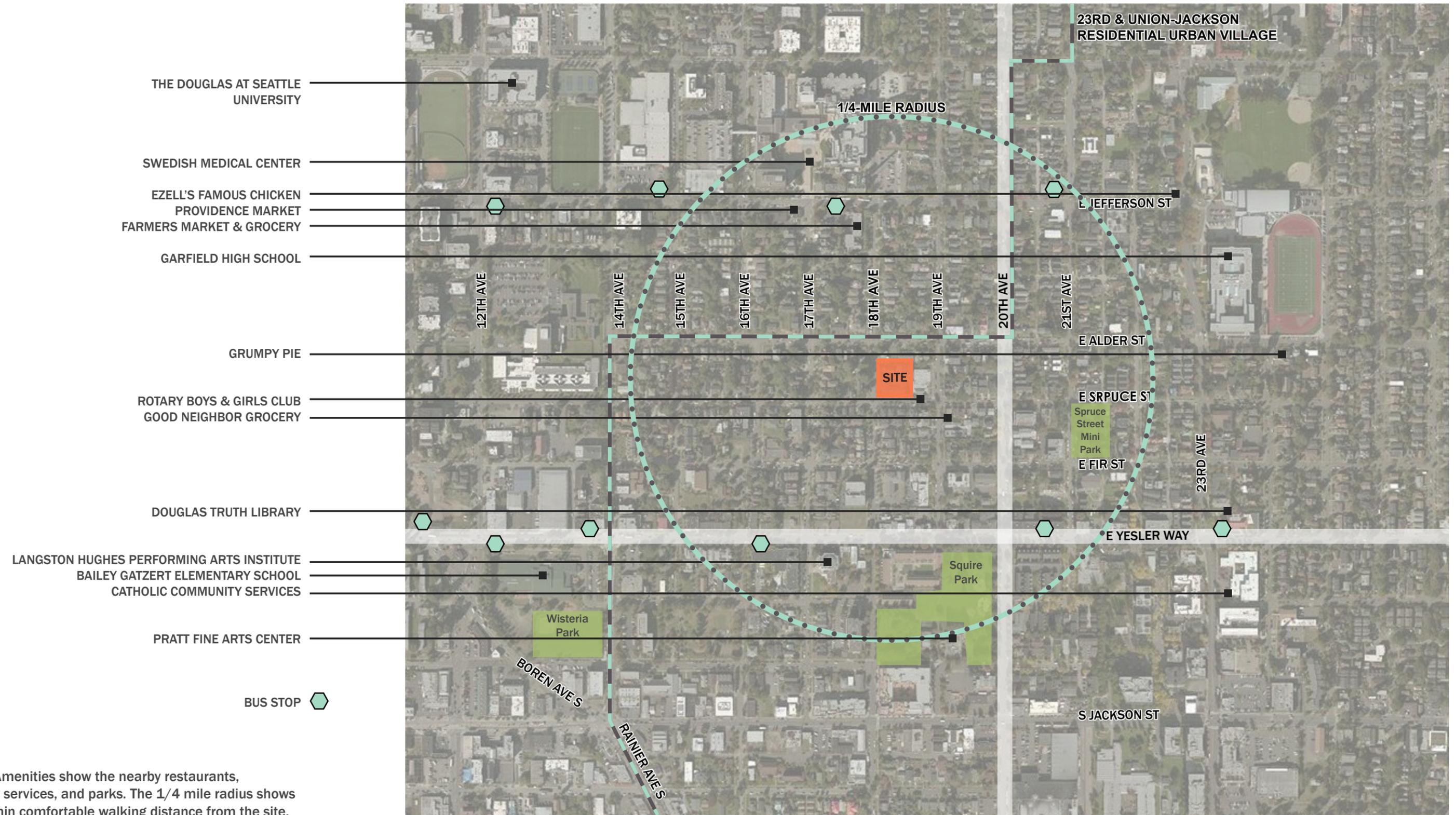
**OVERLAYS:** 23rd & Union-Jackson (Residential Urban Village)

**ANALYSIS OF CONTEXT:** This project is located on the corner of 18th Ave and E Spruce St in the 23rd & Union-Jackson Residential Urban Village in the Central District. The site has good access to transit and major arterials and sits in a residential neighborhood that is growing with more housing and businesses.

The project site is zoned LR2. The neighboring zones are SF-5000 and LR2. Just (2) blocks away is NC1-40 with businesses along E Yesler Way.



## SITE ANALYSIS



The Local Amenities show the nearby restaurants, community services, and parks. The 1/4 mile radius shows what is within comfortable walking distance from the site.

## LOCAL AMENITIES

- SF 5000
- LR 2
- LR 3
- NC1-40



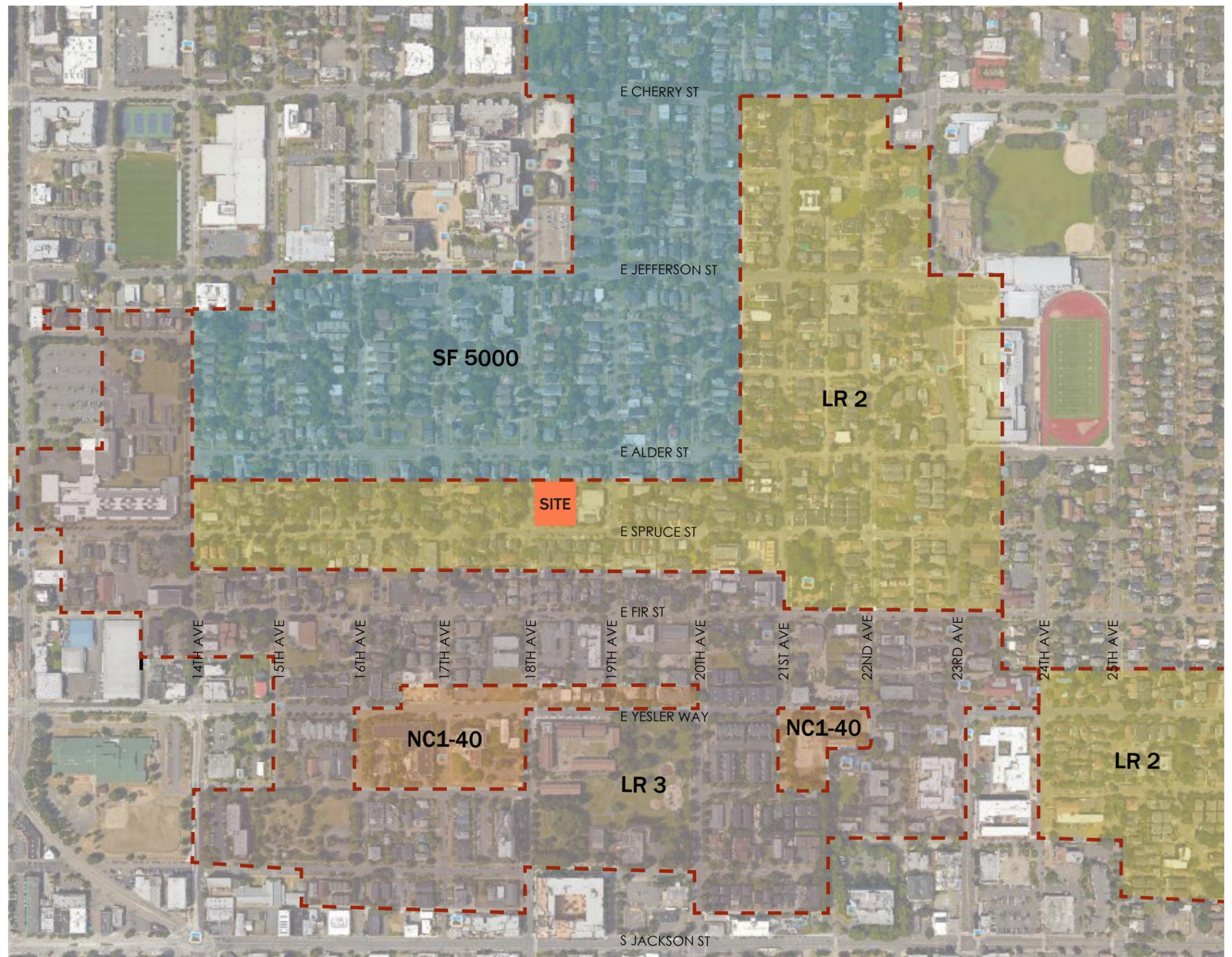
AT SITE LOOKING NORTHWEST



AT SITE LOOKING NORTHEAST



AT SITE LOOKING SOUTHEAST



## ZONING AERIAL DIAGRAM

- SF 5000
- LR 2
- LR 3
- NC1-40

SITE

E ALDER ST

E SPRUCE ST

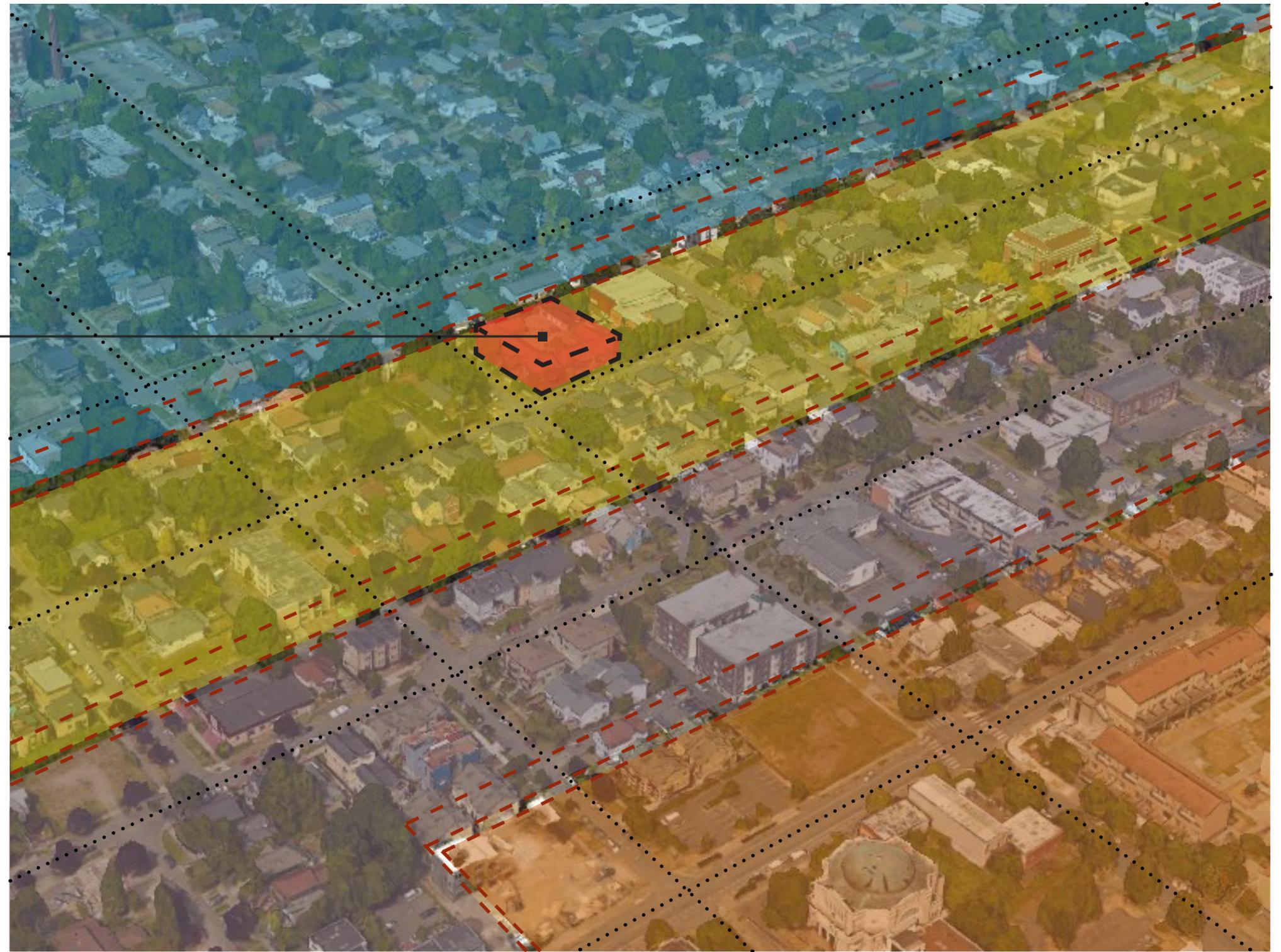
E FIR ST

E YESLER WAY

17TH AVE

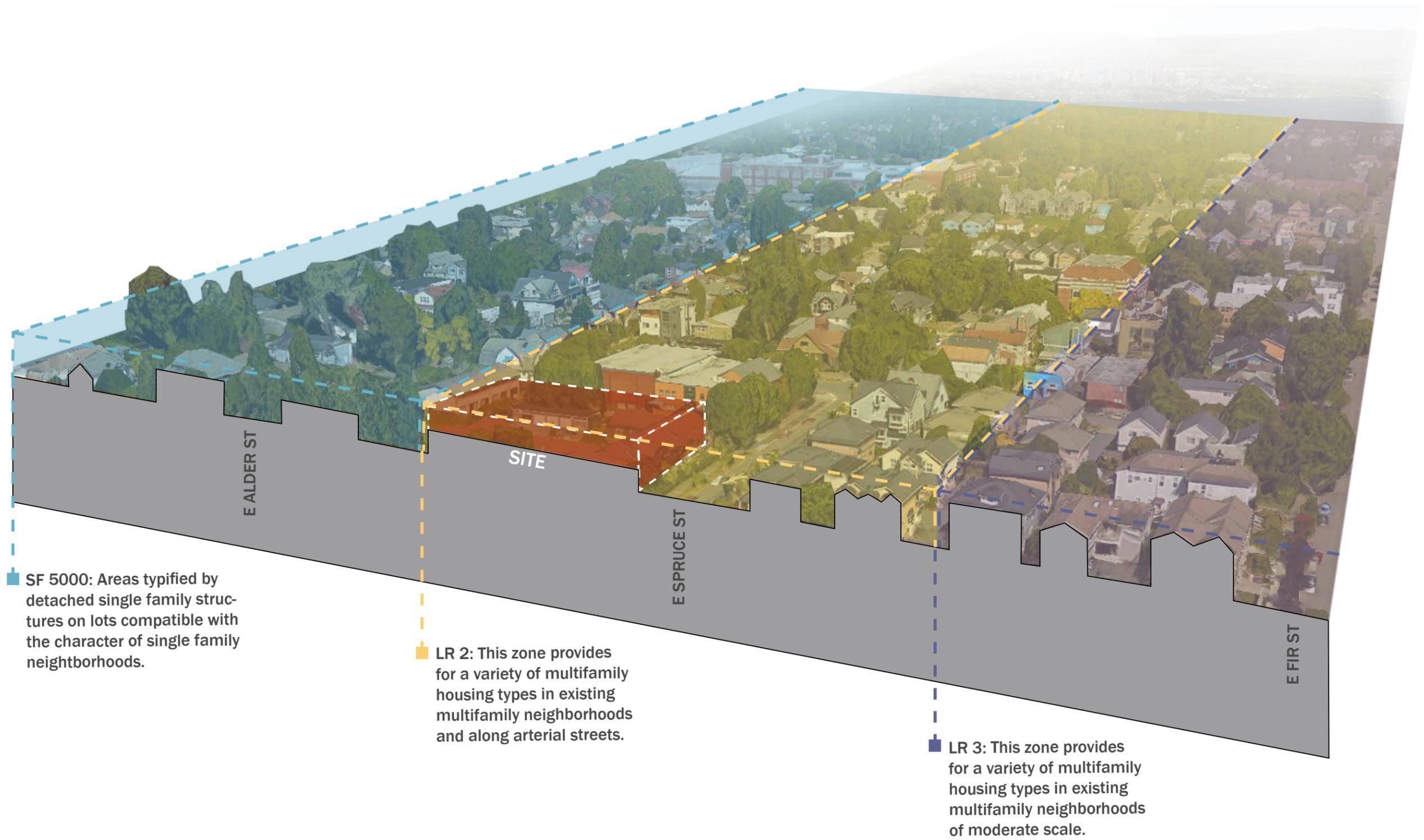
18TH AVE

The site is zoned LR2 and is surrounded by both LR3 and SF5000 with NC1-40 further to the south. Our project is responsive to its zone and surrounding zones with characteristics, such as entries, that respond to the SF homes to the North while promoting density that responds to the LR3 zone to the South.



## ZONING MAP DIAGRAM

- SF 5000
- LR 2
- LR 3



## ZONING SECTION DIAGRAM

1

The Douglas  
at Seattle  
University

1223 E Cherry St



5

DEP City 15  
16th and Fir



2

Swedish  
Medical Center

500 17th Ave



6

Douglas Truth  
Library

2300 E Yesler Wy



3

Rotary Boys and  
Girls Club

201 19th Ave



7

Avant Live-Work  
Townhomes

17th and Yesler



4

Townhomes

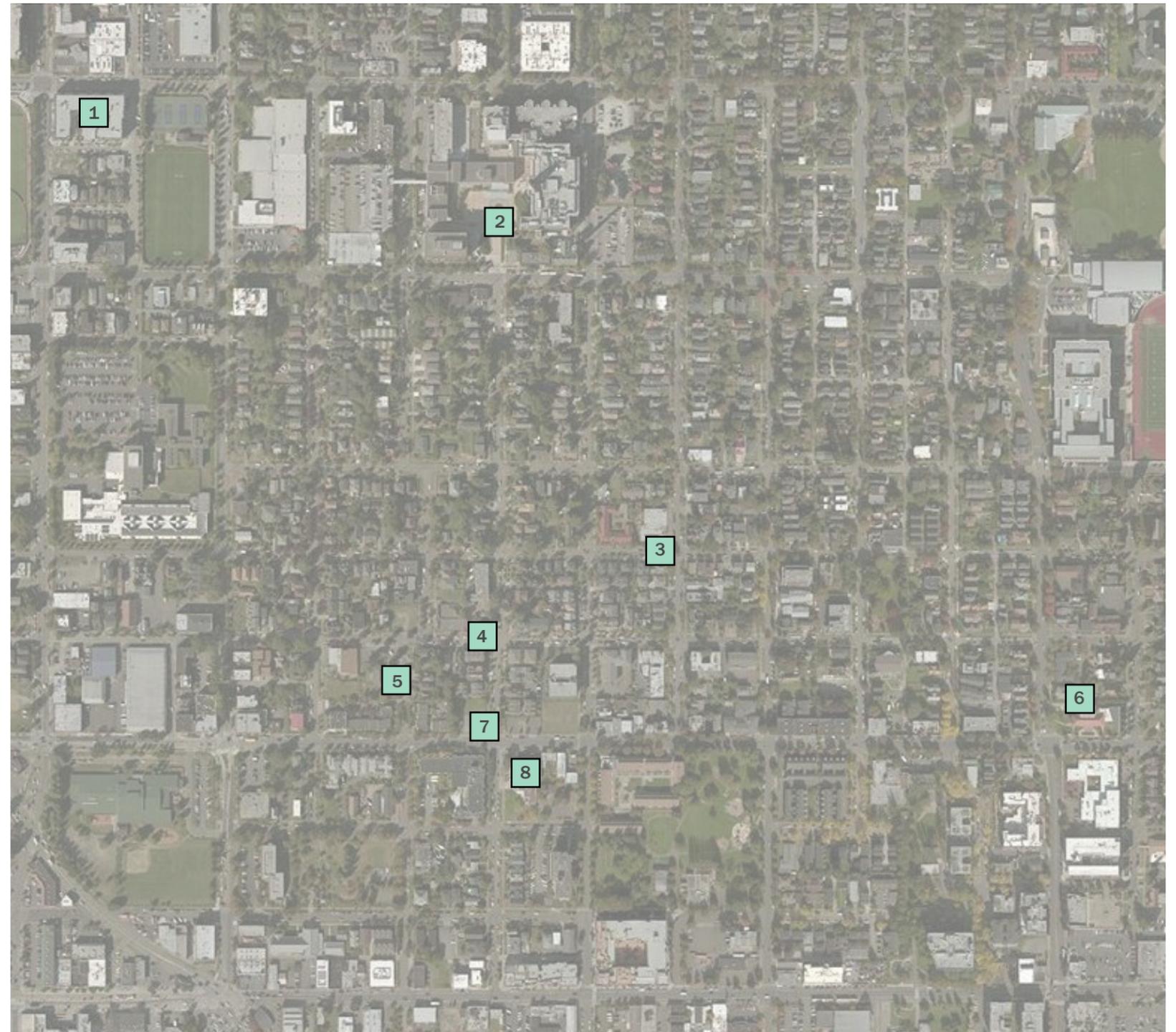
17th and Fir



8

Langston  
Hughes  
Performing Arts  
Center

104 17th Ave S



This map indicates buildings in the neighborhood that have architectural influence on our project.

## NEIGHBORHOOD CONTEXT

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**A**

716 16TH AVE

SDR - 3-story  
(3) unit  
townhouses.



**E**

114 16TH AVE

SDR - (1) 3-unit  
rowhouse  
structure and  
(1) 4-unit  
townhouse  
structure.



**B**

213 18TH AVE

SDR - 3-story  
(3) unit  
townhouses.



**F**

1622 E Yesler  
Way

7 4-story live-  
work units.



**C**

206 22ND AVE

SDR - (2) 3-story  
townhouses  
structure with  
(3) units each,  
totaling (6)  
units.



**G**

115 20TH AVE

SDR - (2) 3-unit  
townhouse  
structures with  
(6) units total.



**D**

119 15TH AVE

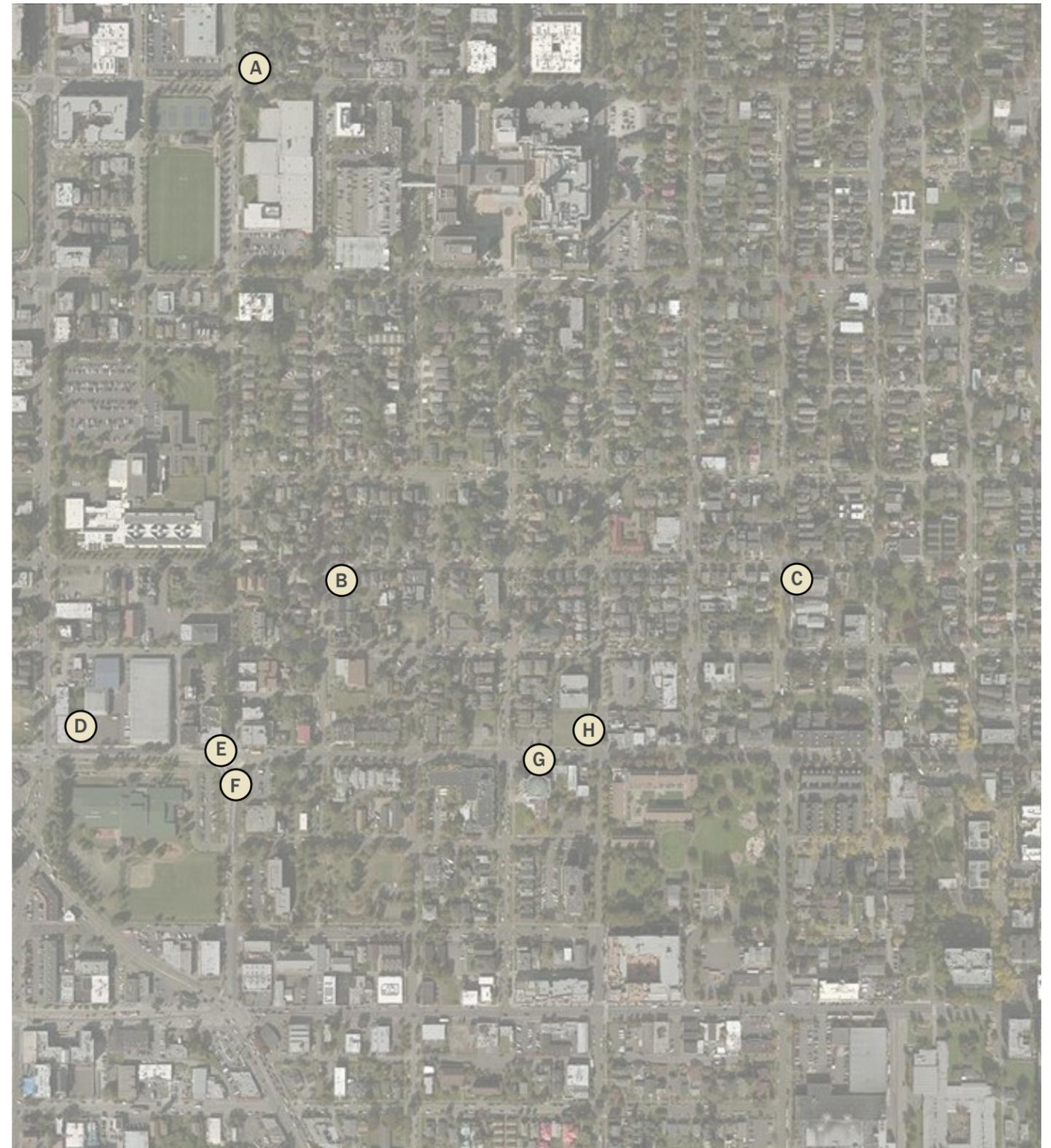
3-story (4) unit  
townhouses.



**H**

120 20TH AVE

SDR - (2) 4-unit  
townhouse  
structures.



This map indicates projects in the neighborhood undergoing SDR or EDG.

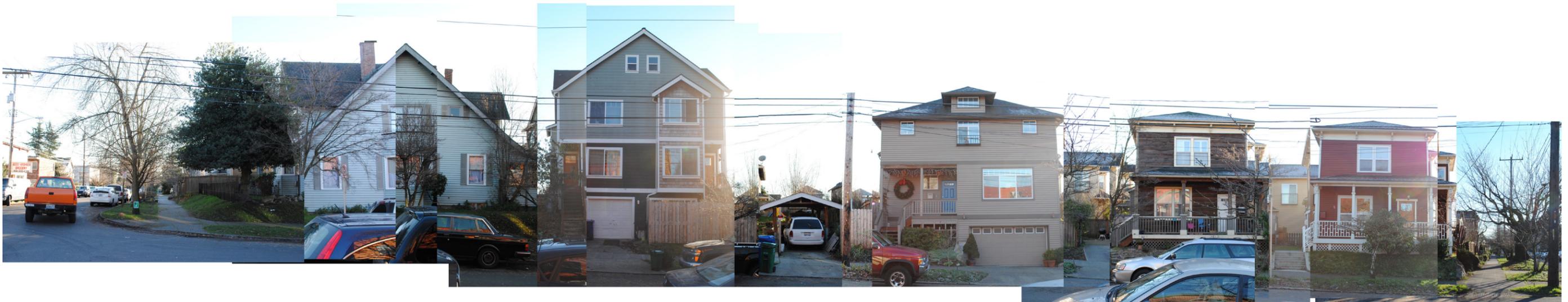
## NEAR-BY DESIGN REVIEW PROJECTS



LR 2

THE SITE

### E SPRUCE ST - NORTH FACING

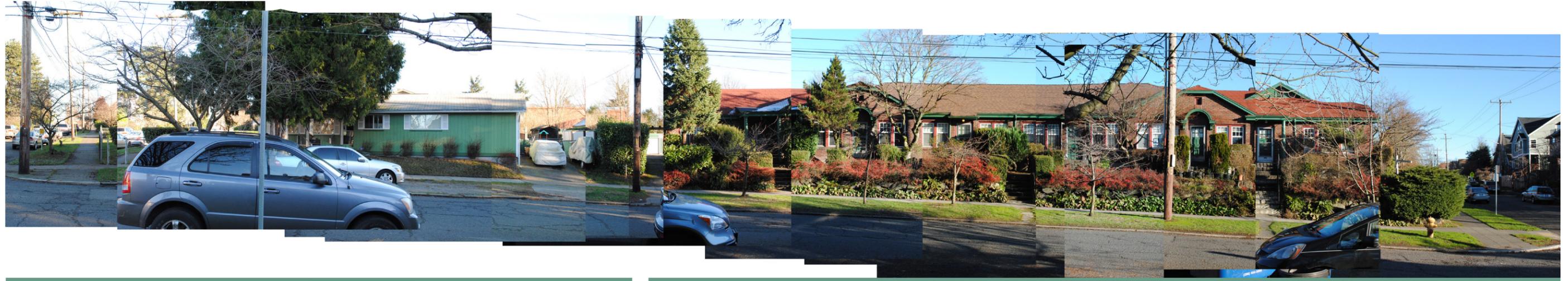


LR 2

ACROSS THE STREET

### E SPRUCE ST - SOUTH FACING

## E SPRUCE ST FACADES



SF 5000

LR 2



THE SITE

18TH AVE - EAST FACING



LR 2

SF 5000



18TH AVE - WEST FACING

ACROSS THE STREET

18TH AVE FACADES

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MODULATION



LANDSCAPES



ENTRIES

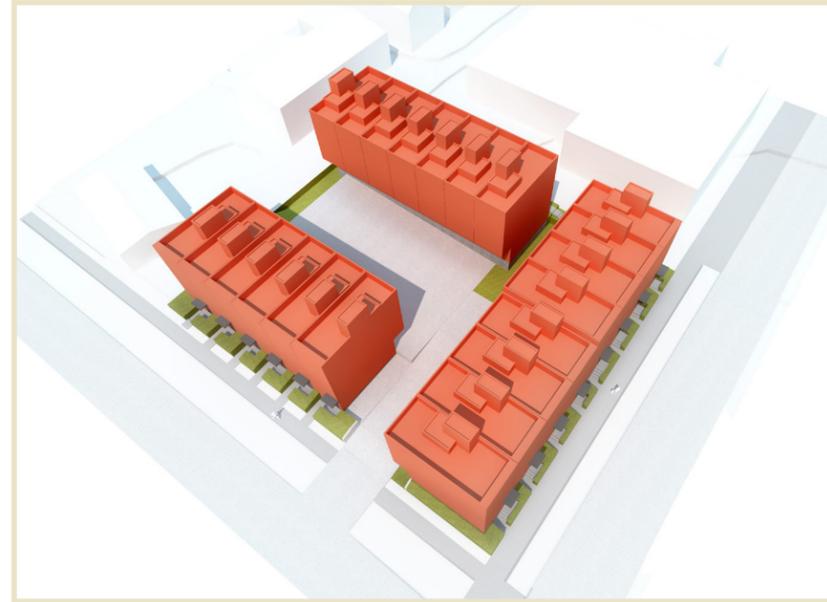


PROJECT INSPIRATION



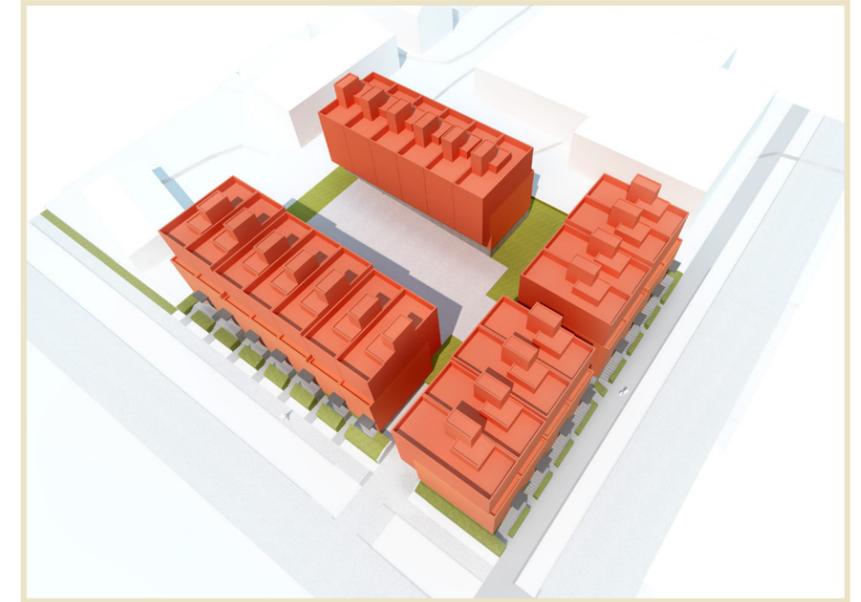
### FIRST ITERATION - code compliant

The first iteration utilizes the existing lot lines, organizing the buildings into clusters on each site. Townhouses are placed on the north and middle sites with rowhouses running along the south lot giving a strong street presence along E Spruce St. There is one main driveway for the project servicing all the units. The project provides (21) open parking stalls at the rear of the site adjacent to the east neighboring site. The townhouses on the north and middle lots are paired together with a common walkway between them. The rowhouses along the south lot are sited so the entries are 30" or less above the sidewalk grade with stoops at each entry for private access.



### SECOND ITERATION - code compliant

The second iteration for this site intends to create a street friendly community with easy access into the site. The plan utilizes the lot boundary adjustment, adjusting the lot lines. Townhouses and rowhouses are then organized in the parcels to front the street and have parking centered in the site. The building is pushed down into the site creating a recessed entry into each unit. The entries repeat along the facade and create personality for the street. Although this scheme meets required setbacks, access, driveway widths, and vertical raise to the entry within the setback, it requires an extensive amount of excavation to get the entry within 30" above the sidewalk. The access point for the driveway along 18th Ave is very wide and prominent, giving more attention to the car traffic than to the street facing units. The buildings are maximized for property development with no modulation, however, flat roofs allow access to roof decks.



### THIRD ITERATION - preferred

The third iteration also utilizes the lot boundary adjustment and provides a strong street facing presence on both 18th Ave and E Spruce St. The driveway width is reduced to create more common amenity space and a more friendly pedestrian environment. This gives more attention to the unit entries than the cars entering and exiting the site. The internal courtyard provides a common amenity space that is screened from the street. The building along E Spruce St is split in two to create a pedestrian path that immediately opens to the common amenity space providing additional modulation along the street frontage. The buildings are situated at the same elevation as the existing apartment buildings which reduces site disturbance significantly.

Departures are requested to further enhance the residential experience and create a community that speaks to the rest of the neighborhood. They include a reduced driveway width, reduced sight triangle, and increased raise from the sidewalk within the setback.

## ITERATION OVERVIEW

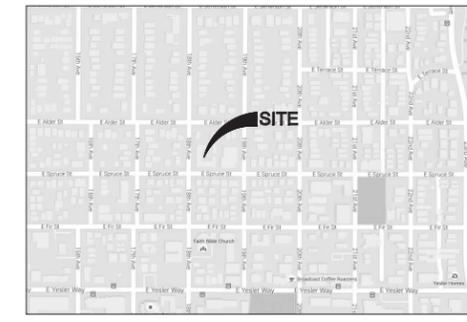
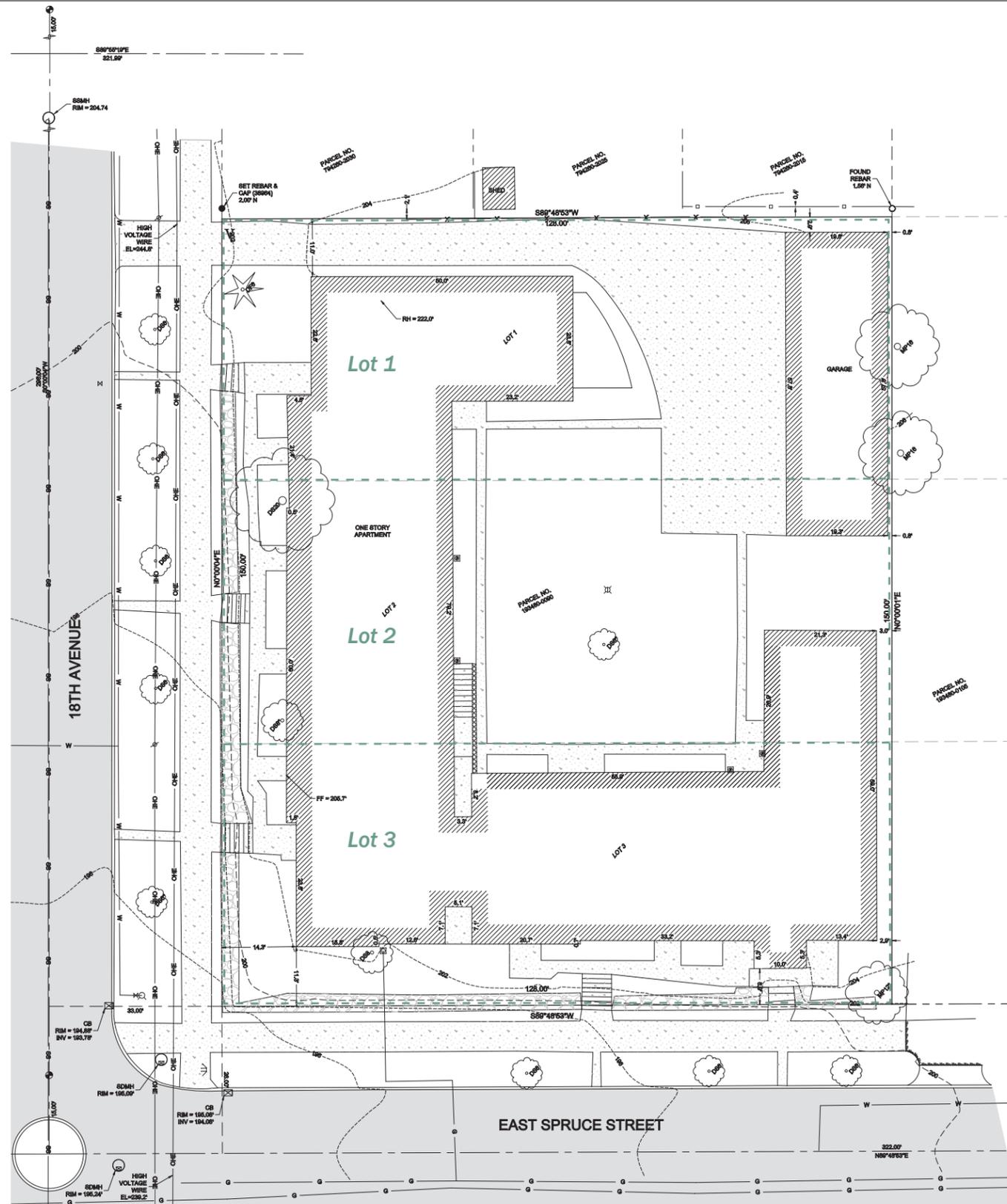
**LOT 1 - TOWNHOUSES**  
 LOT SIZE: 6,400 sf  
 ZONE: LR2

**LOT 2 - TOWNHOUSES**  
 LOT SIZE: 6,400 sf  
 ZONE: LR2

**LOT 3 - ROWHOUSES**  
 LOT SIZE: 6,400 sf  
 ZONE: LR2



**VERTICAL DATUM  
 CONTOUR INTERVAL**  
 ELEVATIONS SHOWN ON THIS  
 DRAWING ARE ON AN ASSUMED  
 DATUM.  
 2' CONTOUR INTERVAL - THE  
 EXPLICIT VERTICAL ACCURACY IS  
 EQUAL TO 1/2 THE CONTOUR INTERVAL  
 OR PLUS/MINUS 1' FOR THIS  
 PROJECT.



**VICINITY MAP**  
 NTS

**LEGEND**

- FOUND MONUMENT AS DESCRIBED
- FOUND REBAR AS DESCRIBED
- ⊗ TACK IN LEAD FOUND
- SET 60\"/>

**GENERAL NOTES**

1. THIS SURVEY WAS COMPLETED WITHOUT BENEFIT OF A CURRENT TITLE REPORT. EASEMENTS AND OTHER ENCUMBRANCES MAY EXIST ON THIS PROPERTY THAT ARE NOT SHOWN HEREON.
2. INSTRUMENTATION FOR THIS SURVEY WAS A SECOND NIKON NVD 6.0 TOTAL STATION. PROCEDURES USED IN THIS SURVEY MEET OR EXCEED STANDARDS SET BY WAC 352-130-060.
3. THE INFORMATION ON THIS MAP REPRESENTS THE RESULTS OF A SURVEY MADE IN OCTOBER 2018 AND CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITIONS EXISTING AT THAT TIME.
4. UTILITIES SHOWN ON THIS SURVEY ARE BASED UPON ABOVE GROUND OBSERVATIONS AND AS-BUILT PLANS WHERE AVAILABLE. ACTUAL LOCATIONS OF UNDERGROUND UTILITIES MAY VARY AND UTILITIES NOT SHOWN ON THIS SURVEY MAY EXIST ON THIS SITE.
5. ALL MONUMENTS WERE LOCATED DURING THIS SURVEY UNLESS OTHERWISE NOTED.

**LEGAL DESCRIPTION**

LOTS 1, 2 AND 3, BLOCK 3, DEANS ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 206, IN KING COUNTY, WASHINGTON.

**BASIS OF BEARINGS**

THE PLAT OF DEANS ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 1 OF PLATS, PAGE 206, IN KING COUNTY, WASHINGTON.

**PROJECT INFORMATION**

**SURVEYOR:** SITE SURVEYING, INC.  
 21623 NE 11TH ST  
 SHAMUSBURG, WA 98174  
 PHONE: 425.288.4412

**PROPERTY OWNER:** ISOLA HOMES  
 1818 18TH AVENUE S, 3 301  
 SEATTLE, WA 98134

**TAX PARCEL NUMBER:** 180480-0000

**PROJECT ADDRESS:** 1804 E SPRUCE STREET  
 SEATTLE, WA 98122

**ZONING:** LR2

**JURISDICTION:** CITY OF SEATTLE

**PARCEL ACREAGE:** 18,200 S.F. (± 0.411 ACRES)  
 AS SURVEYED



DATE	REVISION

**TOPOGRAPHIC SURVEY**  
 ISOLA HOMES  
 1804 E SPRUCE STREET  
 SEATTLE, WA 98122

**PROJECT NO.:** 15-425  
**DRAWN BY:** EFJ  
**CHECKED BY:** TNW  
**DATE:** 1/17/15  
**SHEET:** 1 OF 1

**SURVEY**

# FIRST ITERATION



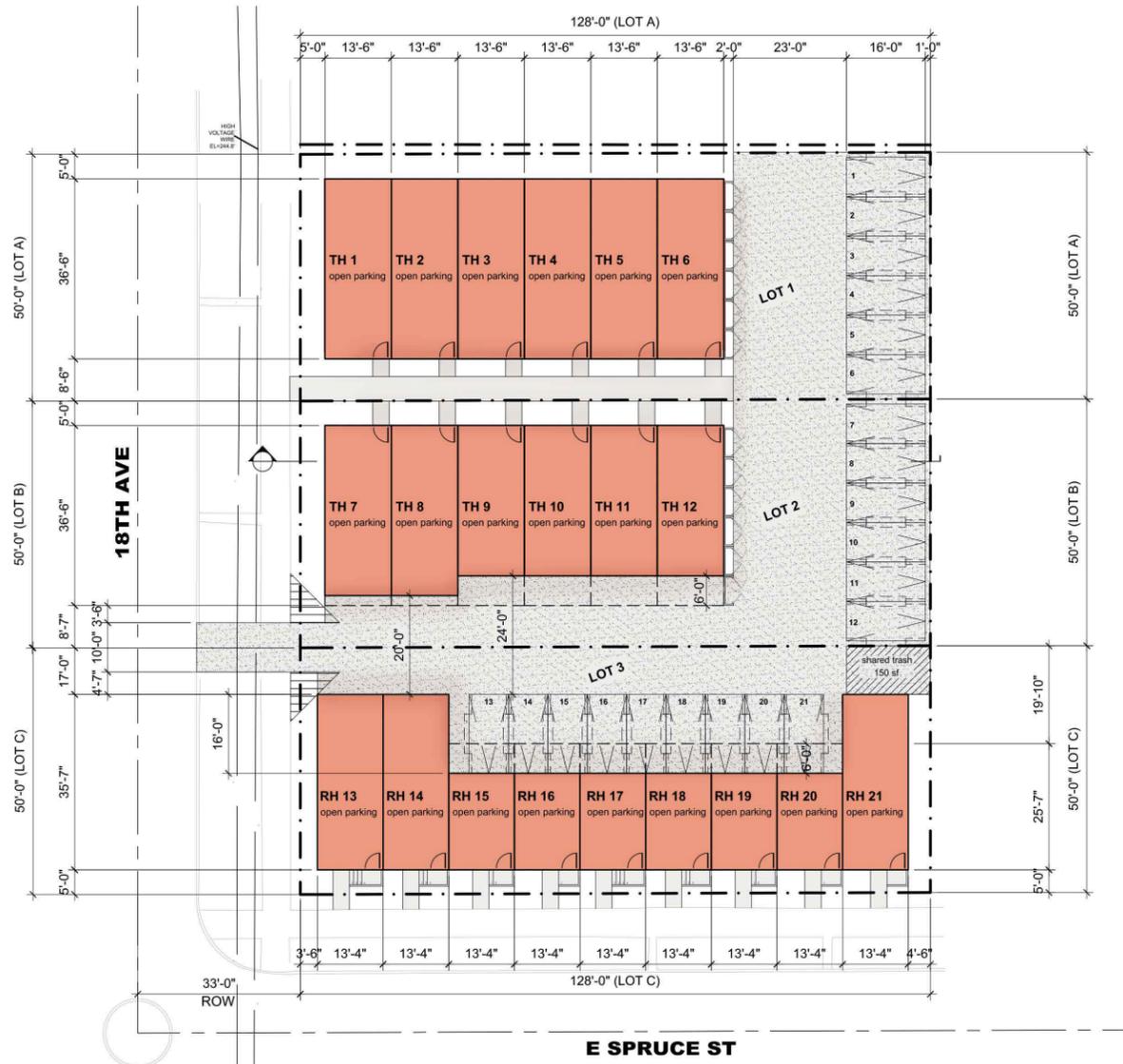
### DISTINGUISHING FEATURES:

- 3 STORIES PLUS PENTHOUSES
- FLAT ROOFS ALLOWING FOR ROOF TOP DECKS
- 21 UNITS (12 TH'S, 9 RH'S)
- (21) OPEN PARKING STALLS
- 10' DRIVE OPENING TO 24' AT THE PROPERTY LINE

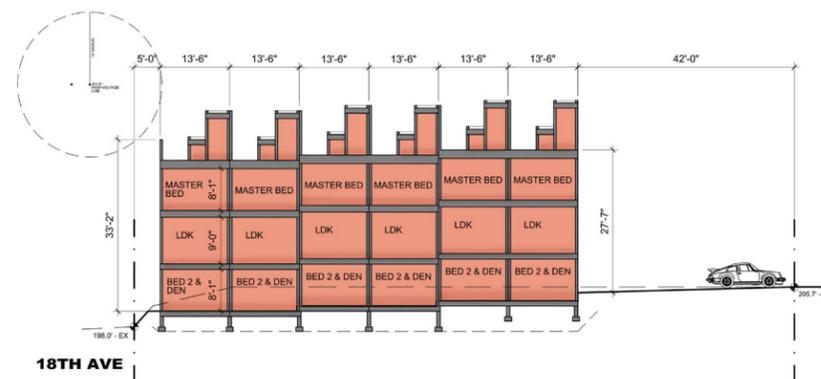
### REQUESTED DEPARTURES:

- None

The first iteration utilizes the existing lot lines, organizing the buildings into clusters on each site. Townhouses are placed on the north and middle sites with rowhouses running along the south lot giving a strong street presence along E Spruce St. There is one main driveway for the project servicing all the units. The project provides (21) open parking stalls at the rear of the site adjacent to the east neighboring site. The townhouses on the north and middle lots are paired together with a common walkway between them. The rowhouses along the south lot are sited so the entries are 30" or less above the sidewalk grade with stoops at each entry for private access.



**SITE PLAN**



**SECTION**

### LOT 1

The first iteration for the original Lot 1 places (6) townhouses on the site with pedestrian access to units on the south side along a shared walkway. There are (6) open parking stalls located at the rear of the site which are accessed from a common driveway for the whole site. Each townhouse has a roof deck but there is little modulation to increase the floor area.

### LOT 2

The first iteration for the original Lot 2 places (6) townhouses on the site with pedestrian access to units on the south side along a shared walkway. There are (6) open parking stalls located at the rear of the site which are accessed from a common driveway for the whole site. Each townhouse has a roof deck but there is little modulation to increase the floor area.

### LOT 3

The first iteration for Lot 3 places (9) rowhouses along E Spruce St. There are (9) open parking stalls with a common shared trash area at the east part of the site. The units along E Spruce St have stoops at the entries to create a division between the public and private realms. Each townhouse has a roof deck but there is little modulation to increase the floor area.

HOUSE  
1-STORY (SF5000)

BOYS & GIRLS CLUB  
2-STORIES (LR2)



BIRDSEYE



VIEW FROM CORNER OF E SPRUCE AND 18TH AVE

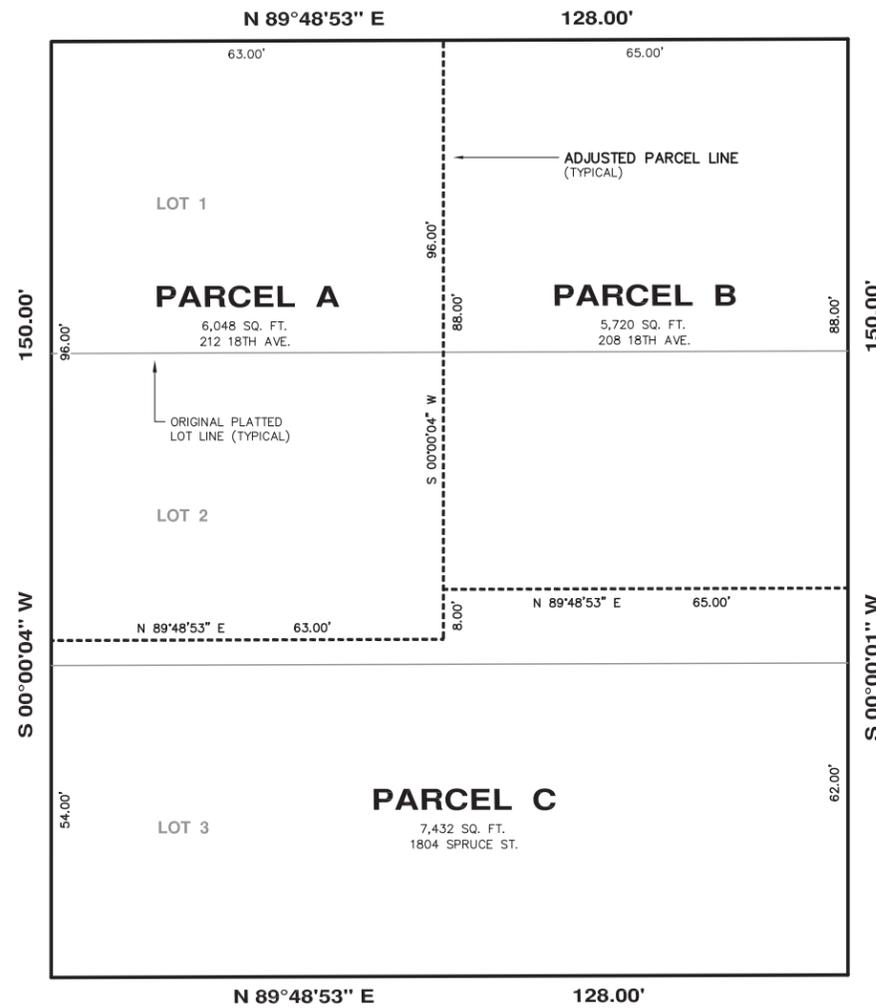


APPROACH FROM SOUTHEAST ON E SPRUCE ST

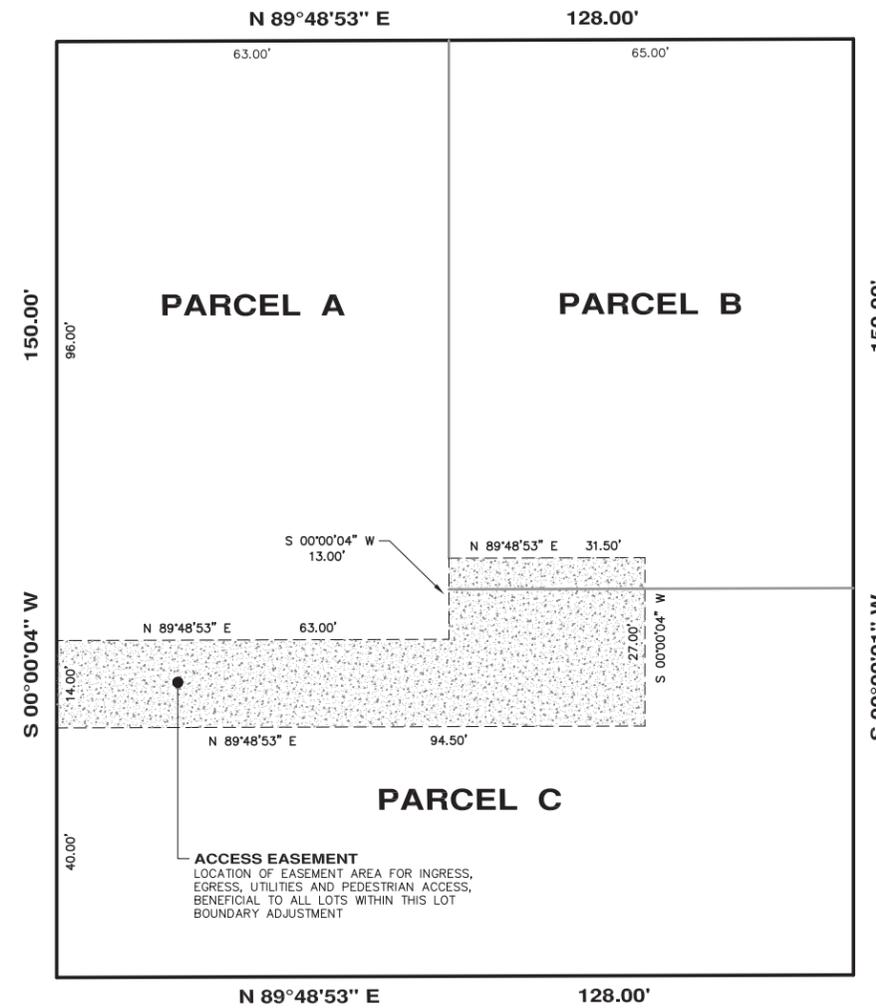
**LOT BOUNDARY ADJUSTMENT NO. 3022616  
FOR ISOLA REAL ESTATE, LLC**



SCALE: 1"=16'  
0 8 16 32



**ADJUSTED PARCEL DETAIL**



**EASEMENT 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:**  
**SW 1/4, SW 1/4, SEC. 33, T. 25 N., R. 4 E., W.M.**  
**KING COUNTY, WASHINGTON**  
FOR: ISOLA REAL ESTATE, LLC

DRAWN BY: SAL	DATE: 11-24-15	PROJECT #: 15-5330
CHK. BY: RHW	SCALE: 1" = 16'	SHEET: 4 OF 5

**LOT BOUNDARY ADJUSTMENT**

**PROPOSED LOT LINES: ITERATION 2 & 3**

**LOT A - ROWHOUSES**

LOT SIZE: 6,048 sf  
 ZONE: LR2  
 ADDRESS: 212 18TH AVE  
 EDG PROJECT: #3023583  
 PROPOSED USE: 7 ROWHOUSES

**LOT B - TOWNHOUSES**

LOT SIZE: 5,720 sf  
 ZONE: LR2  
 ADDRESS: 208 18TH AVE  
 EDG PROJECT: #3023584  
 PROPOSED USE: 6 TOWNHOUSES

**LOT C - ROWHOUSES**

LOT SIZE: 7,432 sf  
 ZONE: LR2  
 ADDRESS: 1804 E SPRUCE ST  
 EDG PROJECT: #3023032  
 PROPOSED USE: 8 ROWHOUSES

	<u>ALLOWED</u>	<u>PROPOSED</u>
FAR:	Lot A: 1.3 x 6,048 SF = 7,862 SF Lot B: 1.2 x 5,720 SF = 6,864 SF Lot C: 1.3 x 7,432 SF = 9,662 SF	7,860 SF 6,860 SF 9,032 SF
HEIGHT:	30' in LR2; 4' parapet; 10' penthouse	29.3'
BLDG LENGTH:	Lot A: 63' x 65% = 40.9' Lot B: 62' x 65% = 40.3' Lot C: 65' x 65% = 42.3'	34'-6" 35'-0" 34'-6"

**E ALDER ST**

**E SPRUCE ST**



**18TH AVE**

**19TH AVE**

**LOT SPECIFICATIONS & SIZES**

**LOT A #3023583**

**LOT SIZE:** 6,048 sf

**ZONE:** LR2

**ALLOWED FAR:** 6,048 sf x 1.3 = 7,862 sf  
(RHs + garages + green building)

**SETBACKS:** 5' front setback  
0' side setback (RH next to RH)  
3.5' side setback (RH next to residential)  
5' rear setback (7' average)

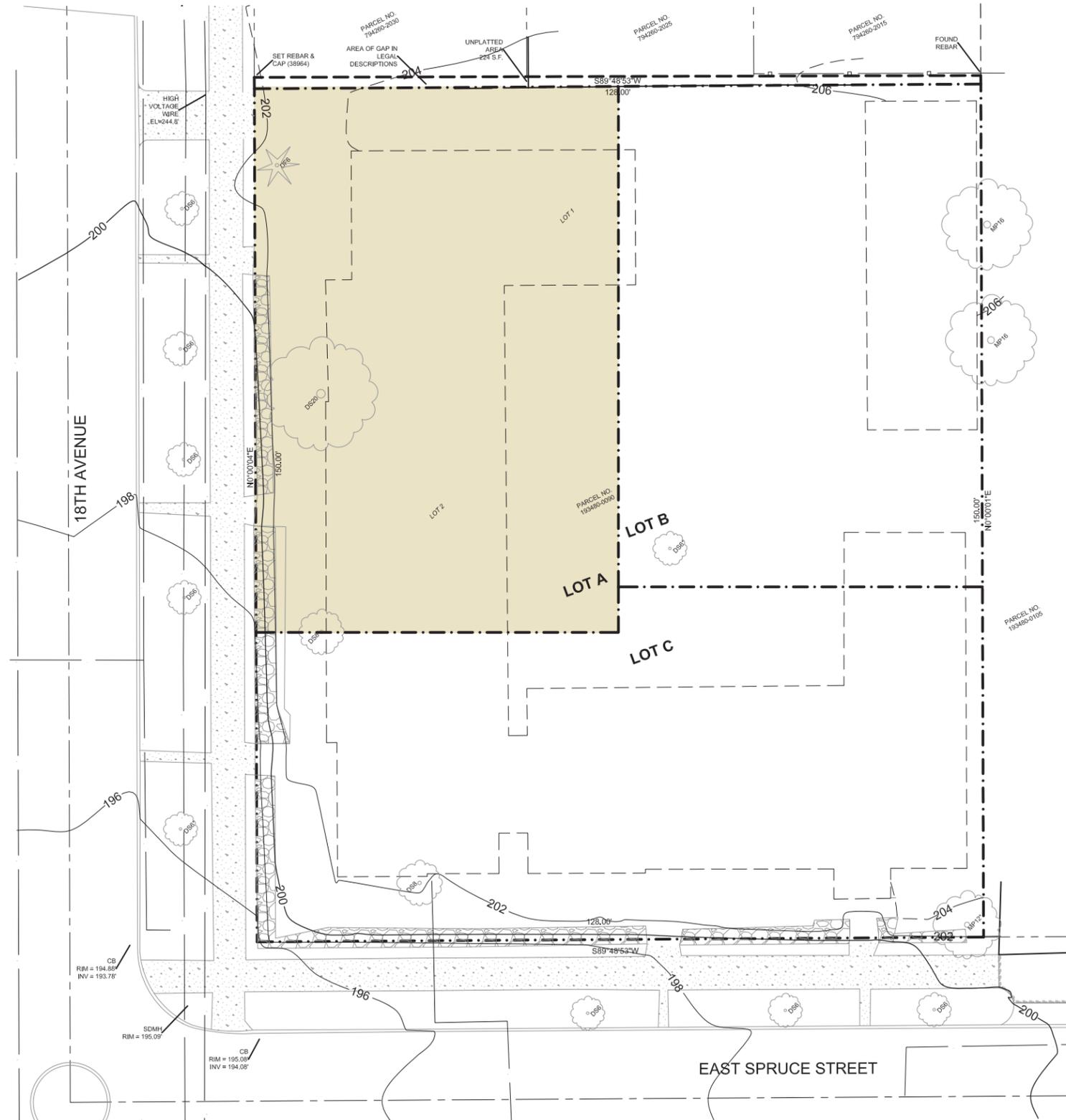
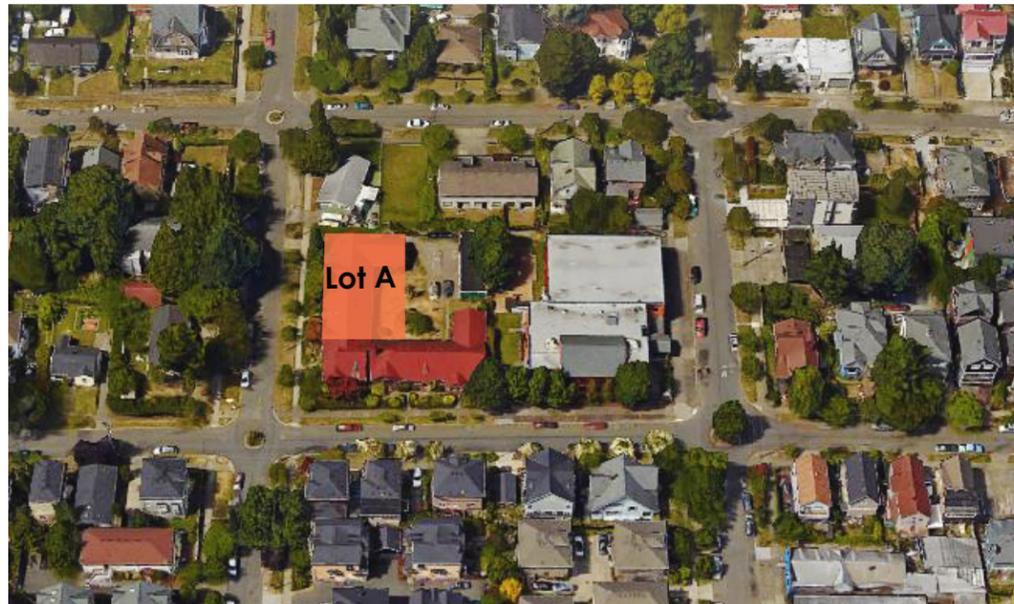
**ALLOWED HEIGHT:** 30' + 4' Parapet Allowance & 10' Penthouse

**FACADE LENGTH:** 36' (allowed 40' per 23.45.527.B.2)

**LEGAL DESCRIPTION:** THAT PORTION OF LOTS 1 AND 2, BLOCK 3, DEANS'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED UNDER VOLUME 1 OF PLATS, PAGE 206, RECORDS OF KING COUNTY, WA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE N.W. CORNER OF SAID LOT 1; THENCE N 89°48'53" E ALONG THE NORTH LINE OF SAID LOT FOR A DISTANCE OF 63.00 FT.; THENCE S 00°00'04" W, 96.00 FT.; THENCE S 89°48'53" W, 63.00 FT.; THENCE N 00°00'04" E, 96.00 FT. TO THE POINT OF BEGINNING.

TOGETHER WITH AN EASEMENT FOR INGRESS, EGRESS, UTILITIES AND PEDESTRIAN ACCESS AS SHOWN AND DESCRIBED AS "ACCESS EASEMENT" ON CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NO. 3022616.



## LOT A - SIZE & FAR

**LOT B #3023584**

**LOT SIZE:** 5,720 sf

**ZONE:** LR2

**ALLOWED FAR:** 5,720 sf x 1.2 = 6,864 sf  
(THs + garages + green building)

**SETBACKS:** 5' front setback (7' average)  
5' side setback  
5' rear setback (7' average)

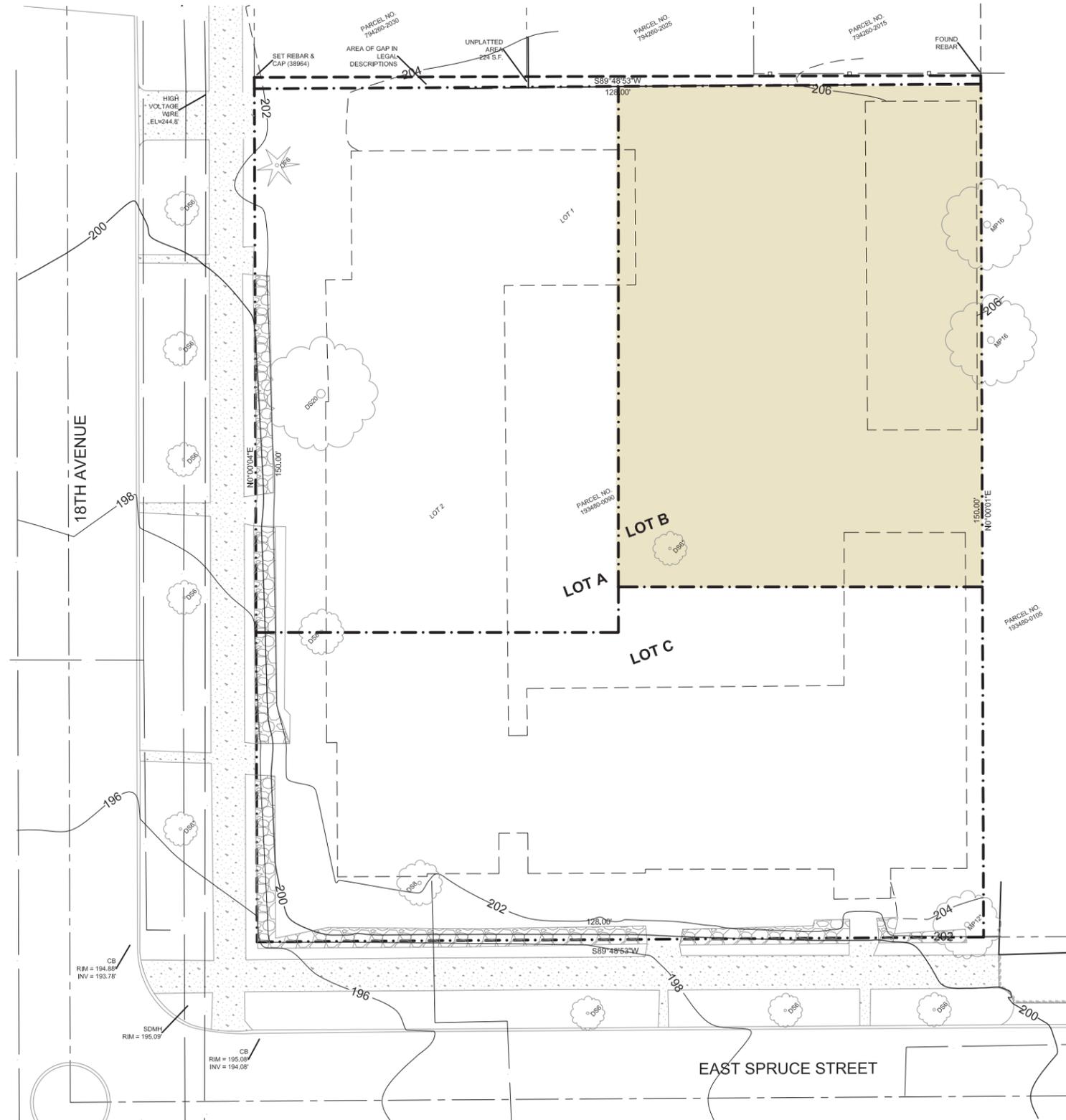
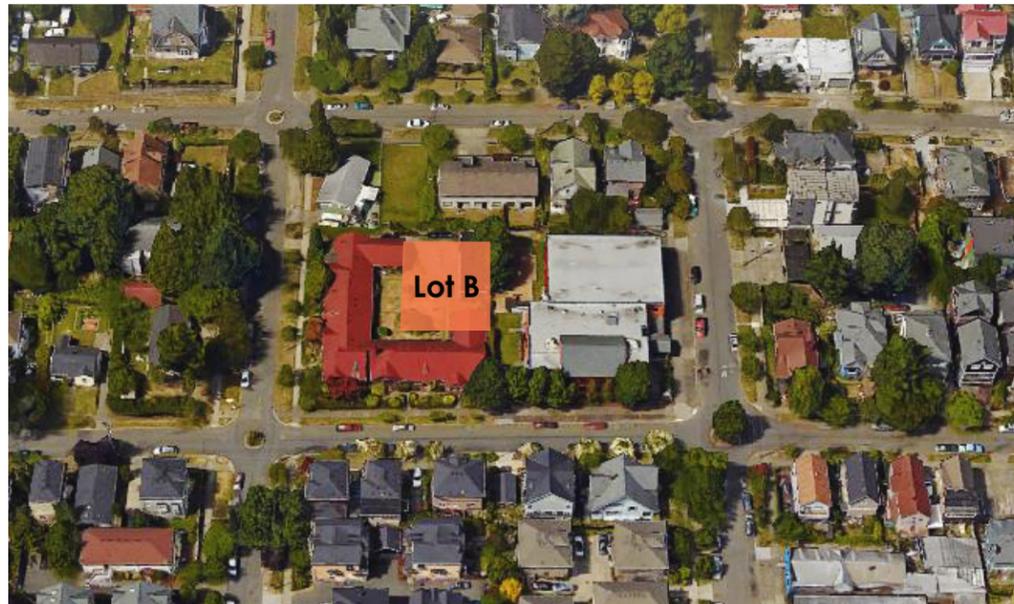
**ALLOWED HEIGHT:** 30' + 4' Parapet Allowance & 10' Penthouse

**FACADE LENGTH:** 65' x 65% = 42.3' allowed facade length  
88' x 65% = 57.2' allowed facade length

**LEGAL DESCRIPTION:** THAT PORTION OF LOTS 1 AND 2, BLOCK 3, DEANS'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED UNDER VOLUME 1 OF PLATS, PAGE 206, RECORDS OF KING COUNTY, WA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE N.E. CORNER OF SAID LOT 1; THENCE S 00°00'01" W ALONG THE EAST LINE OF SAID LOT FOR A DISTANCE OF 88.00 FT.; THENCE S 89°48'53" W, 65.00 FT.; THENCE N 00°00'04" E, 88.00 FT.; THENCE N 89°48'53" E, 65.00 FT. TO THE POINT OF THE BEGINNING.

SUBJECT TO AND TOGETHER WITH AN EASEMENT FOR INGRESS, EGRESS, UTILITIES AND PEDESTRIAN ACCESS AS SHOWN AND DESCRIBED AS "ACCESS EASEMENT" ON CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NO. 3022616.



**LOT B - SIZE & FAR**

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**LOT C #3023032**

**LOT SIZE:** 7,432 sf

**ZONE:** LR2

**ALLOWED FAR:** 7,432 sf x 1.3 = 9,662 sf  
(RHs + garages + green building)

**SETBACKS:** 5' front setback  
0' side setback (RH next to RH)  
3.5' side setback (RH next to residential)  
5' rear setback (7' average)

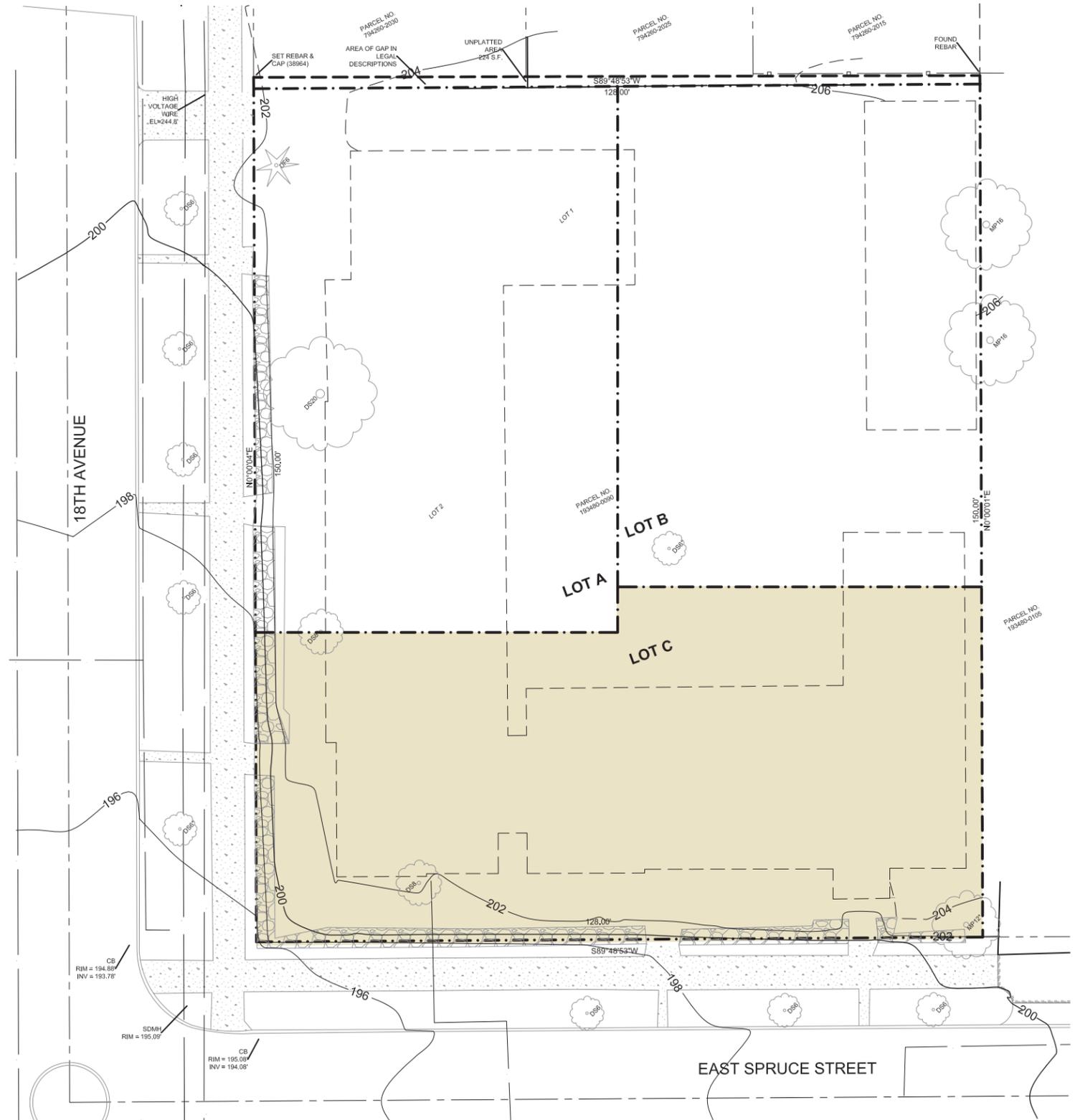
**ALLOWED HEIGHT:** 30' + 4' Parapet Allowance & 10' Penthouse

**FACADE LENGTH:** 36' (allowed 40' per 23.45.527.B.2)

**LEGAL DESCRIPTION:** THAT PORTION OF LOTS 1 AND 2, BLOCK 3, DEANS'S ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED UNDER VOLUME 1 OF PLATS, PAGE 206, RECORDS OF KING COUNTY, WA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE S.E. CORNER OF SAID LOT 3; THENCE S 89°48'53" W ALONG THE SOUTH LINE OF SAID LOT FOR A DISTANCE OF 128.00 FT.; THENCE N 00°00'04" E, 54.00 FT.; THENCE N 89°48'53" E, 63.00 FT.; THENCE N 00°00'04" E, 8.00 FT.; THENCE N 89°48'53" E, 65.00 FT.; THENCE S 00°00'01" W, 62.00 FT. TO THE POINT OF BEGINNING.

TOGETHER WITH AN EASEMENT FOR INGRESS, EGRESS, UTILITIES AND PEDESTRIAN ACCESS AS SHOWN AND DESCRIBED AS "ACCESS EASEMENT" ON CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NO. 3022616.



**LOT C - SIZE & FAR**

## SECOND ITERATION: CODE COMPLIANT



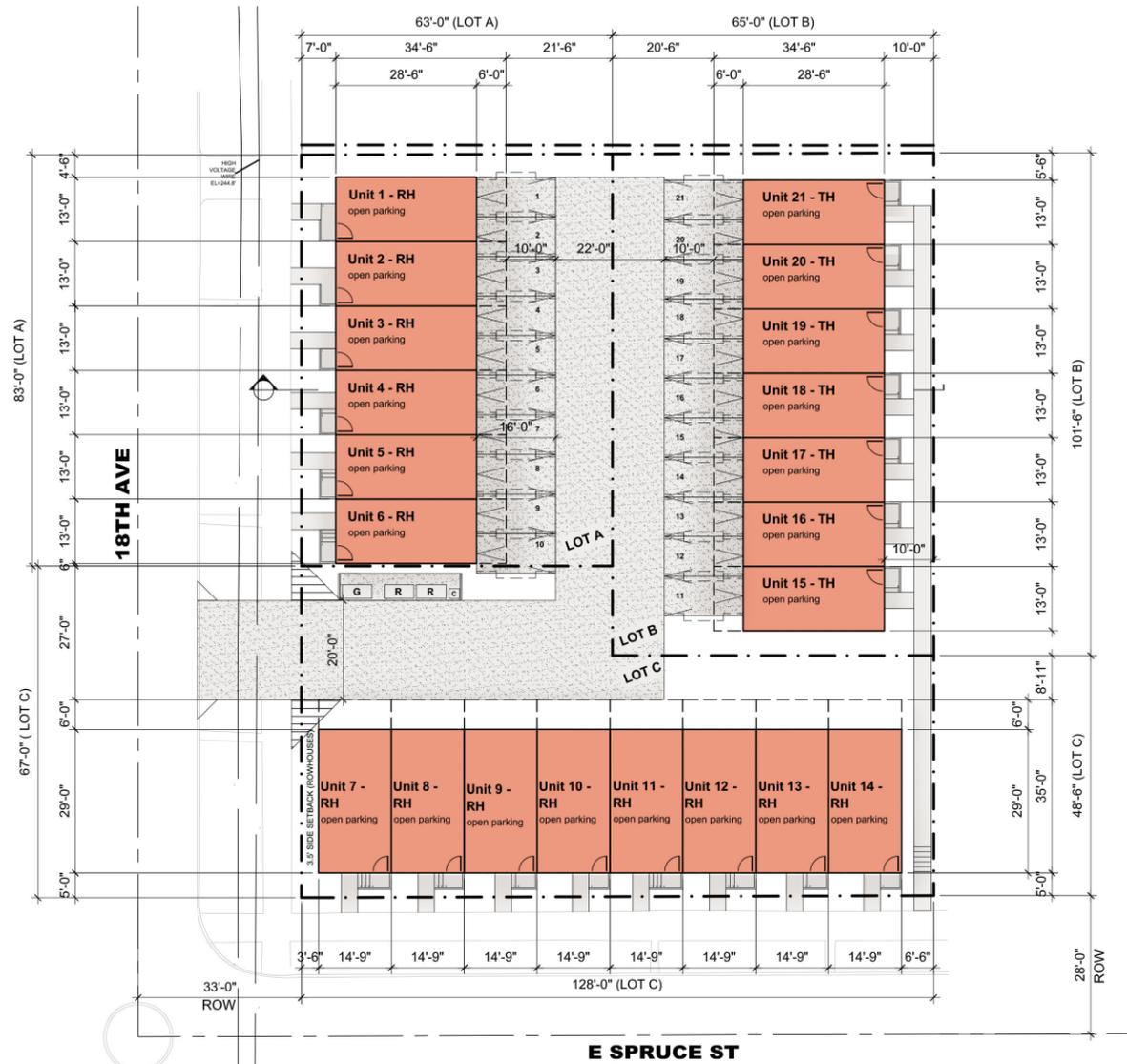
### DISTINGUISHING FEATURES:

- 3 STORIES PLUS PENTHOUSES
- FLAT ROOFS ALLOWING FOR ROOF DECKS
- 21 UNITS (14 RHs, 7 THs)
- 21 PARKING SPACES
- 20' DRIVEWAY WIDTH
- SIDEWALK LEVEL ENTRIES

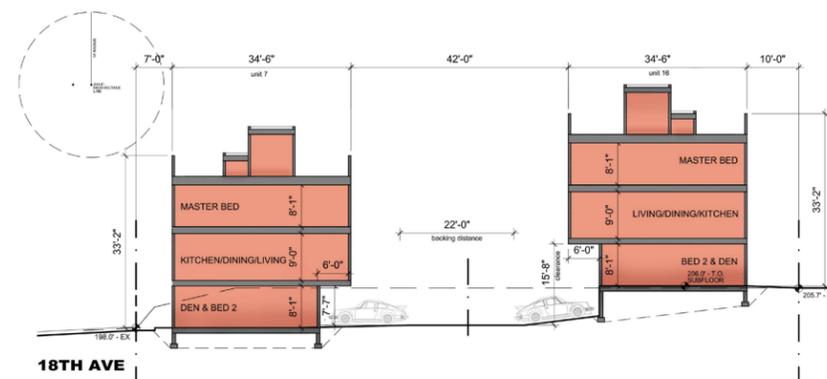
### REQUESTED DEPARTURES:

- No departures requested

The second iteration for this site intends to create a street friendly community with easy access into the site. The plan utilizes the lot boundary adjustment, adjusting the lot lines. Townhouses and rowhouses are then organized in the parcels to front the street and have parking centered in the site. The building is pushed down into the site creating a recessed entry into each unit. The entries repeat along the facade and create personality for the street. Although this scheme meets required setbacks, access, driveway widths, and vertical raise to the entry within the setback, it requires an extensive amount of excavation to get the entry within 30" above the sidewalk. The access point for the driveway along 18th Ave is very wide and prominent, giving more attention to the car traffic than to the street facing units. The buildings are maximized for property development with no modulation, however, flat roofs allow access to roof decks.



**SITE PLAN**



**SECTION**

### LOT A - Project #3023583

The second iteration for Lot A on this site includes six rowhouses along the street front. The rowhouses are placed along the street and provide flat roofs for roof top decks. Each rowhouse has an open parking space behind within the parking court. The building is cantilevered 6'-0" over the parking spaces to maximize the interior square footage.

### LOT B - Project #3023584

The second iteration for Lot B on this site places seven townhouses towards the back of the site. Pedestrian access is located along the east providing private entrances. The setback is increased to create a more open entry and the units have flat roofs for roof top decks. Each townhouse has an open parking space behind within the parking court. The building is cantilevered 6'-0" over the parking spaces to maximize the interior square footage.

### LOT C - Project #3023032

The second iteration for Lot C on this site lines up eight rowhouses along the south portion of the site. The rowhouses have great street frontage and contain private entries. They help to optimize the development of the property by maximizing the building footprint and providing flat roofs for roof top decks. Parking is provided for each unit within the parking court. A portion of the site is dedicated to the driveway into the site.

HOUSE  
1-STORY (SF5000)

BOYS & GIRLS CLUB  
2-STORIES (LR2)



BIRDSEYE



VIEW FROM CORNER OF E SPRUCE AND 18TH AVE



APPROACH FROM SOUTHEAST ON E SPRUCE ST

# THIRD ITERATION: PREFERRED



### DISTINGUISHING FEATURES:

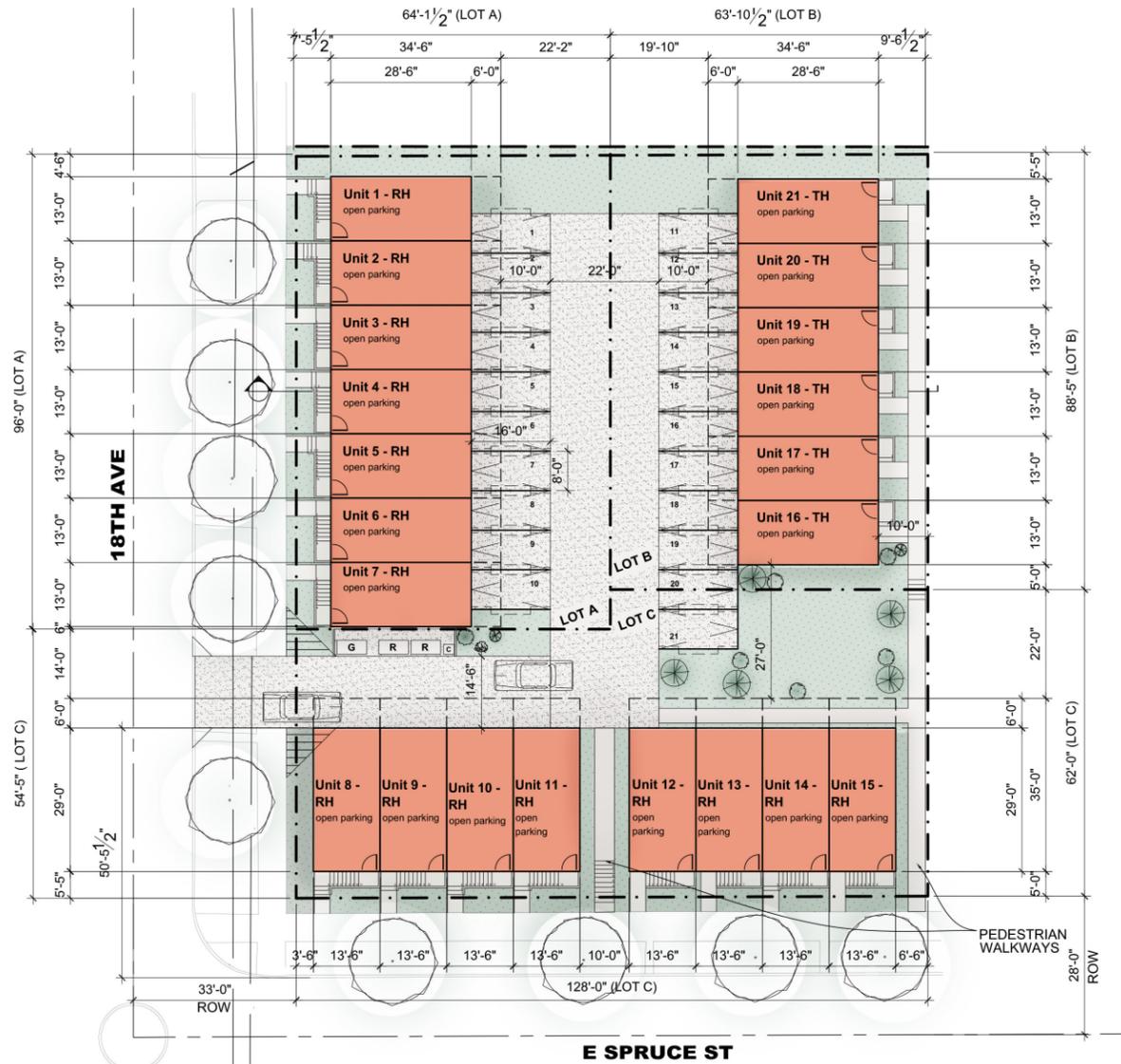
- 3 STORIES PLUS PENTHOUSES
- FLAT ROOFS ALLOWING FOR ROOF TOP DECKS
- 21 UNITS (14 TH'S, 7 RH'S)
- 21 PARKING SPACES
- 14'-6" DRIVE
- BUILDINGS AT EXISTING GRADE

### REQUESTED DEPARTURES:

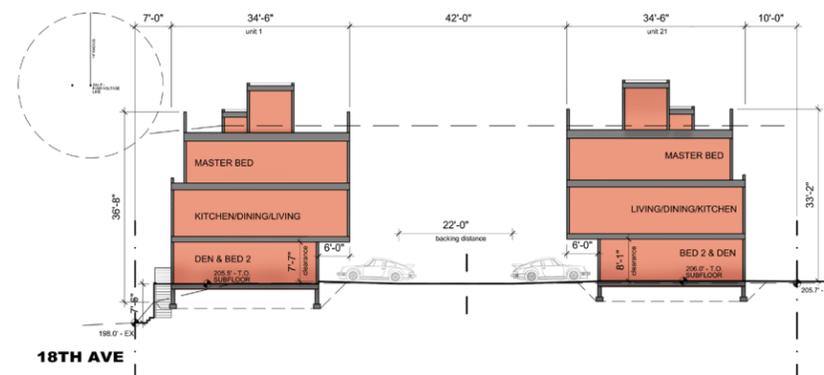
- Access driveway reduced from the required 20' to 14'-6" (Lot A, B, & C)
- Reduced sight triangle (Lot A, B, & C)
- Increased raise from sidewalk to unit entry within setback (Lot A & C)

The third iteration also utilizes the lot boundary adjustment and provides a strong street facing presence on both 18th Ave and E Spruce St. The driveway width is reduced to create more common amenity space and a more friendly pedestrian environment. This gives more attention to the unit entries than the cars entering and exiting the site. The internal courtyard provides a common amenity space that is screened from the street. The building along E Spruce St is split in two to create a pedestrian path that immediately opens to the common amenity space providing additional modulation along the street frontage. The buildings are situated at the same elevation as the existing apartment buildings which reduces site disturbance significantly.

Departures are requested to further enhance the residential experience and create a community that speaks to the rest of the neighborhood. They include a reduced driveway width from 20' to 14'-6", a reduced sight triangle, and an increased raise from the sidewalk to the entry within the setback. By creating new entrances at existing elevations, we are mimicking the current apartment entry arrangement and maintaining neighborhood character. In addition, the reduced site disturbance will be a benefit to the neighbors during construction (fewer large truck trips) and generally better environmentally.



**SITE PLAN**



**SECTION**

### LOT A - Project #3023583

The third iteration for Lot A on this site includes seven rowhouses along the street front. The rowhouses are placed along the street and provide flat roofs for roof top decks. Each rowhouse has an open parking space behind within the parking court. The building is cantilevered 6'-0" over the parking spaces to maximize the interior square footage. More space along the street is dedicated to the entry stairs providing a unique experience for each resident.

### LOT B - Project #3023584

The third iteration for Lot B on this site places six townhouses towards the back of the site. Pedestrian access is located along the East providing private entrances. The setback is increased to create a more open entry and the units have flat roofs for roof top decks. Each townhouse has an open parking space behind within the parking court. The building is cantilevered 6'-0" over the parking spaces to maximize the interior square footage.

### LOT C - Project #3023032

The third iteration for Lot C on this site provide two buildings of four rowhouses along the south portion of the site. The rowhouses have great street frontage and contain private entries along with flat roofs for roof top decks. The split buildings provide another pedestrian access. Parking is provide for each unit within the parking court. Portions of the site are dedicated to the driveway and common amenity space.

HOUSE  
1-STORY (SF5000)

BOYS & GIRLS CLUB  
2-STORIES (LR2)



BIRDSEYE



VIEW FROM CORNER OF E SPRUCE AND 18TH AVE

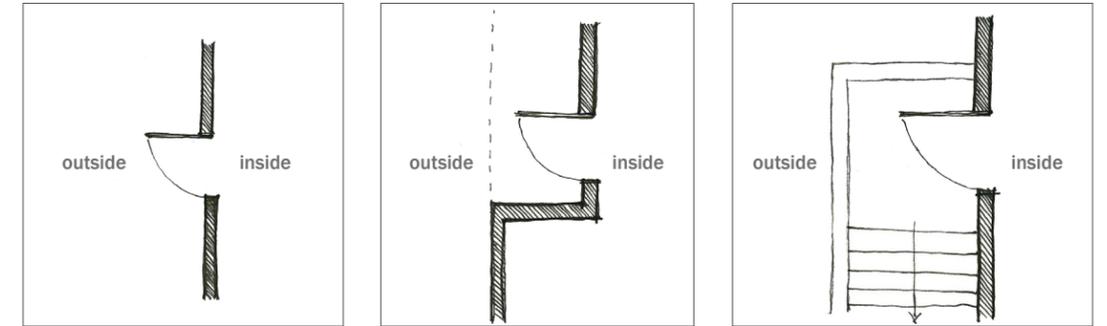


APPROACH FROM SOUTHEAST ON E SPRUCE ST

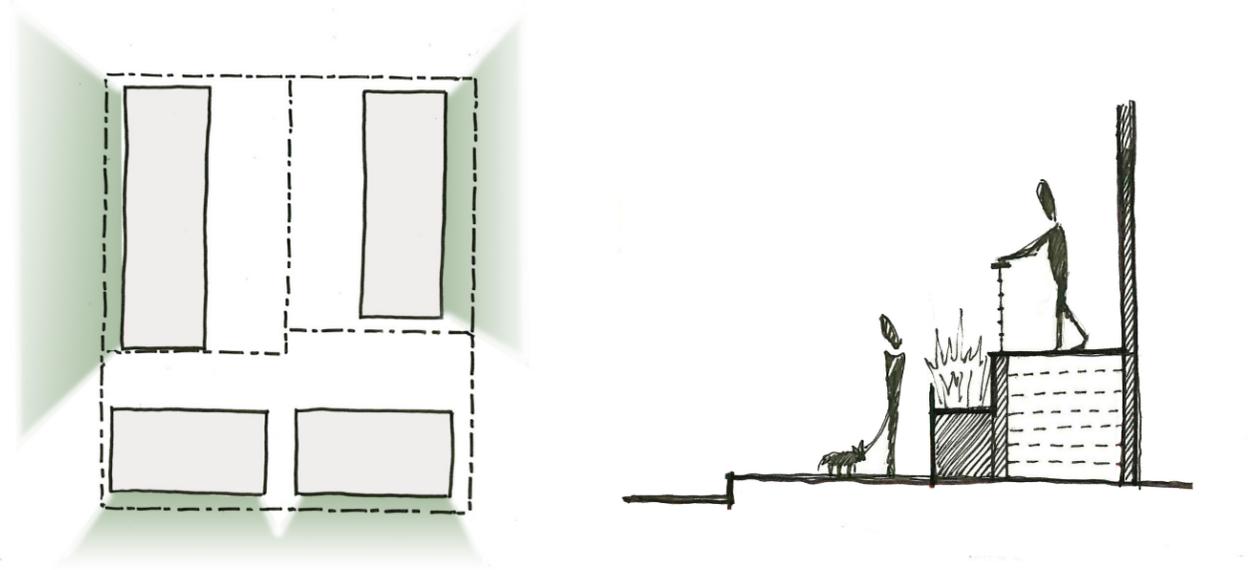
## ITERATION 3: PREFERRED

# THE MODERN STOOP

Jane Jacobs described stoops and porches as places that create social overlook where residents can see the street, watch people pass by and keep an eye on children. Oscar Newman referred to these features as 'symbolic boundaries' - a way for the resident to feel privacy while maintaining visual connection to the street. The stoop acts as the inbetween-space, transitioning from public to private. Our intention is to create a modern stoop that reaches back out to the community - integrating natural surveillance, reinforcing the private/public realm, and refocusing externally to the community as a whole.



Development of strong public-private threshold



Precedents showing activity on the stoop



Images by: David Baker Architects; Meridian 105 Architecture, and Colizza Bruni Architecture.

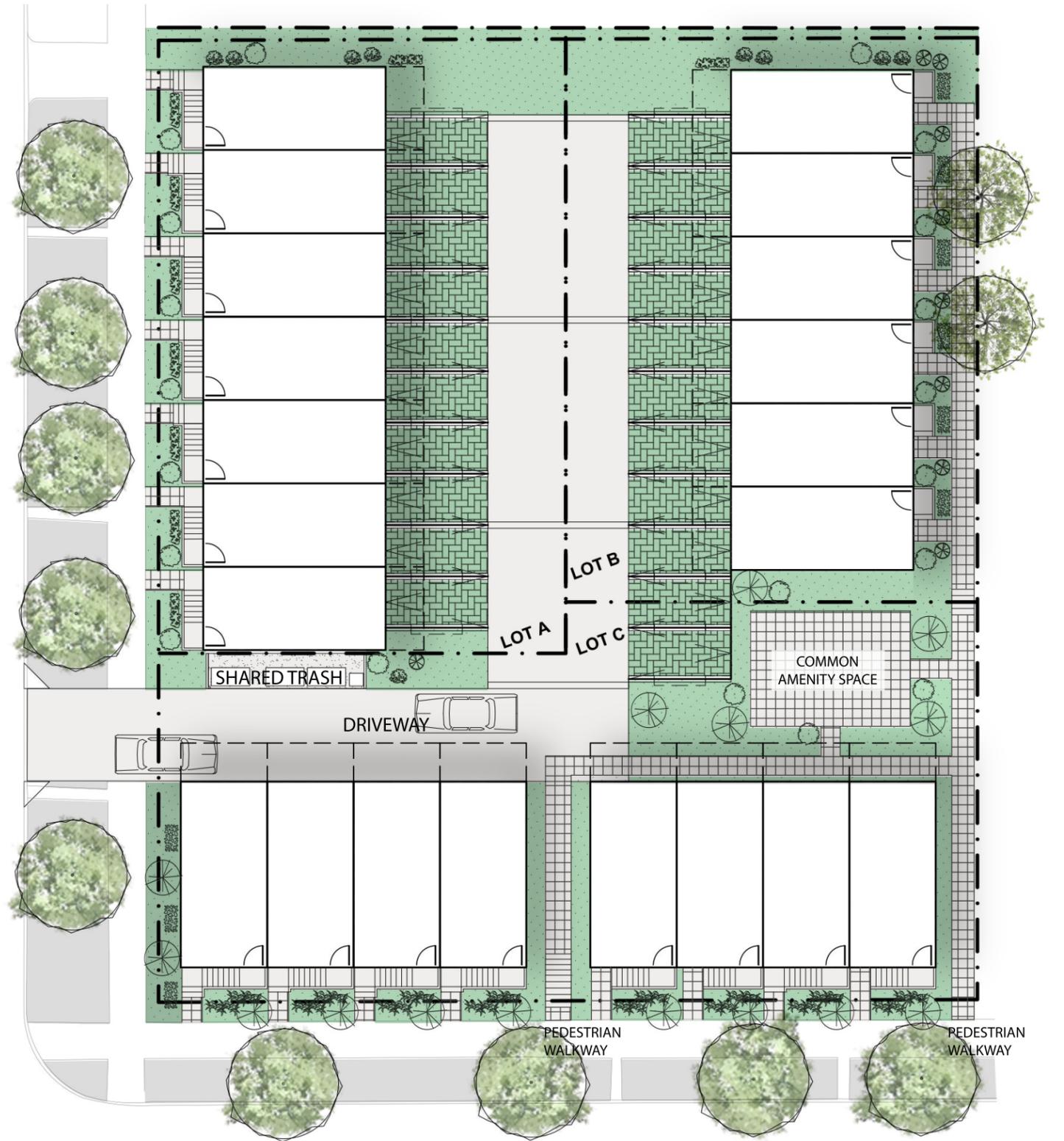
## CONCEPT



The landscape for the project plays a significant role in activating the outdoor spaces. The driveway into the project needs to be functional yet appealing to drivers entering the site. The pedestrian paths also need to feel inviting. The common driveway is flanked with parking spaces that are intended to be permeable. The paving provides an attractive look to the inner parking court. The theme is then carried to the common amenity spaces. This helps with the infiltration on site and provide a functional space for the community members to gather.

**LANDSCAPE PLAN**

**18TH AVE**



**E SPRUCE ST**

**LANDSCAPE CONCEPT**

## SEATTLE DESIGN GUIDELINES

### 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.

### CS3. Architectural Context and Character

Contribute to the architectural character of the neighborhood.

### PL1.Connectivity

Complement and contribute to the network of open spaces around the site and the connections among them.

### PL3.Street-Level Interaction

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

### DC1.Project Uses and Activities

Optimize the arrangement of uses and activities on site.

### 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.

### Adjacent Sites, Streets, and Open Spaces

**B2 Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape -- its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street) -- in siting and designing the building.

### Emphasizing Positive Neighborhood Attributes

**A1 Fitting Old and New Together:** 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.

**A2 Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

### Walkways and Connections

**B3 Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks.

### Entries

**A2 Ensemble of Elements:** Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

### Residential Edges

**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.

### Vehicular Access and Circulation

**B1 Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers...

### Parking and Service Uses

**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.

### Massing

**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.

## DESIGN RESPONSE

By creating new entrances at existing elevations, we are mimicking the current apartment entry arrangement and maintaining neighborhood character. Street trees will buffer the resident from the street and other plantings will create an area in front of the entry for personalization and attractive street fronts.

The design proposes to reflect the scale, regulating lines, and texture of the existing residences on the streets. By setting the third floor back, a visual line is created that speaks to the neighboring buildings. The buildings step down with the slope to keep the visual height of the building low. The design will use awnings, material changes, and fenestrations to define the unit entries as well as create proportions and articulation that respond to the context of the neighborhood.

The buildings will have flat roofs for roof decks with reduced penthouses to keep the scale of the buildings down. The contemporary design reinforces the rhythm along the street front which are articulated more with the entry stairs.

The proposed design features multiple pedestrian paths into the site from the sidewalk. The paths lead to a common amenity space that is inviting and flexible for the residents. The paths are lined with plantings for intrigue. Each unit is expressed along the street with a design stair that leads from the sidewalk up to the units. The stairs create a space between the entry and the sidewalk for plantings and can be personalized by each resident.

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.

Ground-level residential entries are raised above the existing grade with designed stairs for each unit. The stairs provide a transition from public to private while also giving an architectural feature to the building. The area between the stairs and the sidewalk will be planted to provide a nice landscape as well as privacy and noise control.

The parking for all residences is located in the middle of the site. It is not visible from the street and provides safe access for the residents to park their vehicles. Pedestrian access is located to the sides of the building to limit the interaction between pedestrians and vehicles. The hardscape will consist of pavers at varying scales which clearly delineate the parking and pedestrian areas while providing flexible space that is aesthetically pleasing.

The parking for all residences is located in the middle of the site. It is not visible from the street and provides safe access for the residents to park their vehicles. The shared trash area is also located to the side of the driveway for easy pick-up. This area will be fenced and will have landscaping around it to screen it from pedestrians and the street. The driveway entrance is reduced in width to limit the visual impact of cars entering and exiting the site.

The preferred design scheme steps the massing of the structures back at the third story. This staggered massing allows for a diminished visual presence while still reaching the intended density of the site's zoning. The penthouses for the roof deck are pushed back to limit the visual appearance from the street. Awnings are also provided at each entry.

## POTENTIAL DESIGN GUIDELINES

**CS2** **Street Trees:**  
*The street trees help create a pleasant buffer from the public side to the private residences.*

**CS3** **Building Attributes:**  
*By stepping the buildings down with the slope, pushing the massings back at the third floor, adding awnings at the entries, and designed fenestrations, we aim to create proportions and articulation that respond to the context of the neighborhood.*

**PL1** **Residential Entrances:**  
*Each unit entry is raised from the sidewalk level to mimic the apartment currently onsite and to create individual entry stoops for the residences. Large windows will be located next to the front doors for natural surveillance.*

**PL3** **Landscape Buffer:**  
*Integrated into the entry stair is a landscape buffer. This creates modulation, rhythm, personalization, and reinforces the public/private threshold.*

**DC1** **Parking and Trash:**  
*The driveway to the parking court in the middle of the site is reduced in width to encourage drivers to slow down and give less emphasis on the vehicle. The shared trash area is located off the driveway for easy access and will be fully enclosed with a gate for access.*

**DC2** **Building Massing:**  
*The massing is reduced on the street facade by pushing back the third floor. The different material also helps to reduce the scale and create modulation. The penthouses are pushed off the front of the building to reduce their visual appearance.*



## EXPERIENTIAL RENDERING



MARCH/  
SEPTEMBER 21

9am



JUNE 21

9am



DECEMBER 21

9am



MARCH/  
SEPTEMBER 21

12pm



JUNE 21

12pm



DECEMBER 21

12pm



MARCH/  
SEPTEMBER 21

3pm



JUNE 21

3pm



DECEMBER 21

3pm

## SHADOW DIAGRAMS - PREFERRED SCHEME

## DEPARTURE REQUESTED FOR ITERATION 3: LOT A, B, & C

LOT A - Project #3023583  
 LOT B - Project #3023584  
 LOT C - Project #3023032

### DRIVEWAY WIDTH

#### STANDARD:

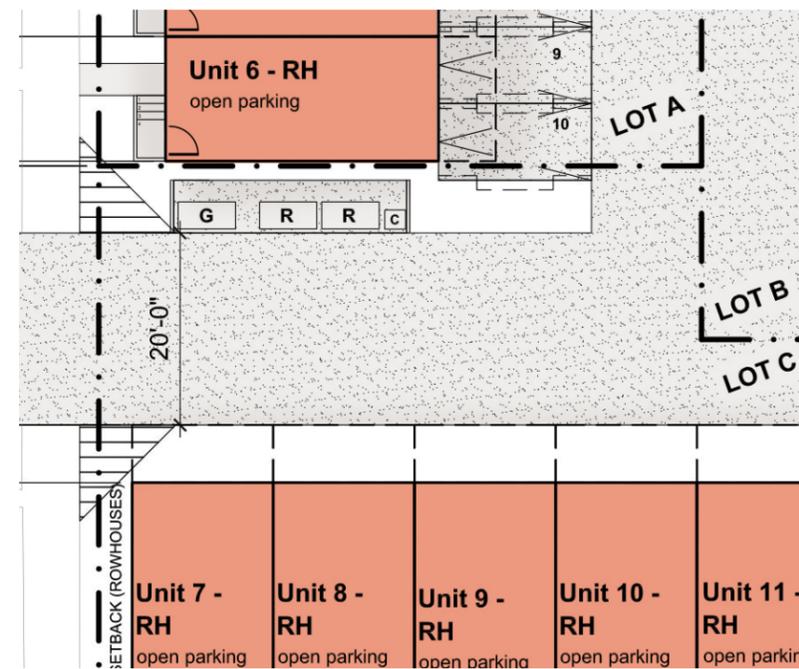
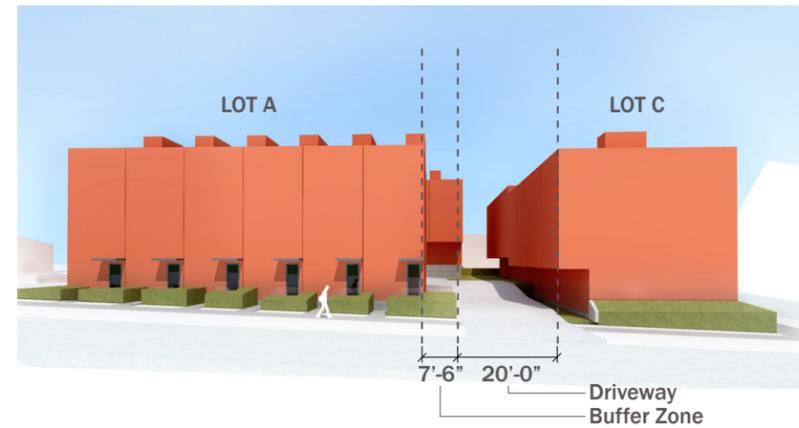
SMC 23.54.030.D.1b. Residential uses. Driveways more than 100 feet in length that serve 30 or fewer parking spaces shall either: 1) be a minimum of 16 feet wide, tapered over a 20 foot distance to a 10 foot opening at the lot line; or 2) be a minimum of 10 feet wide and provide a passing area at least 20 feet wide and 20 feet long.

#### DEPARTURE REQUESTED:

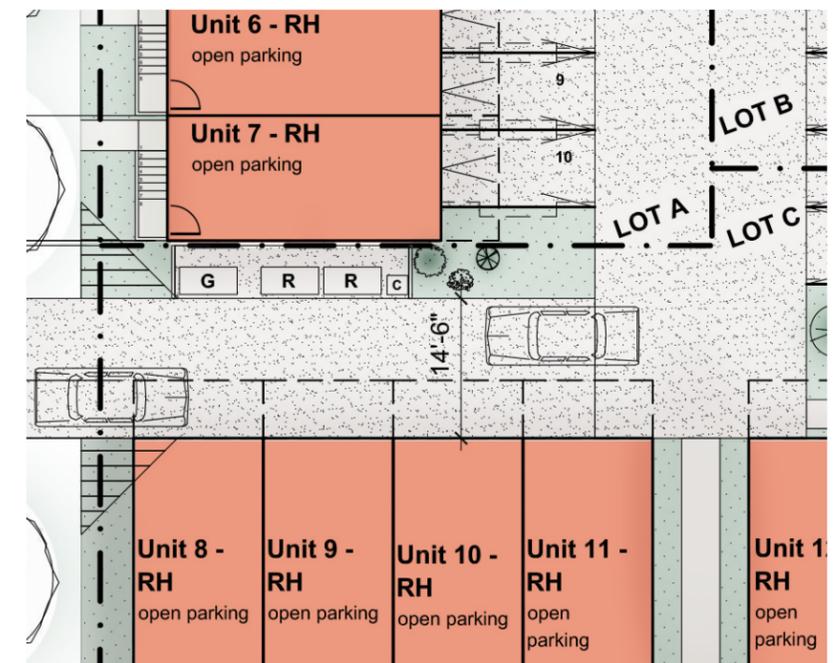
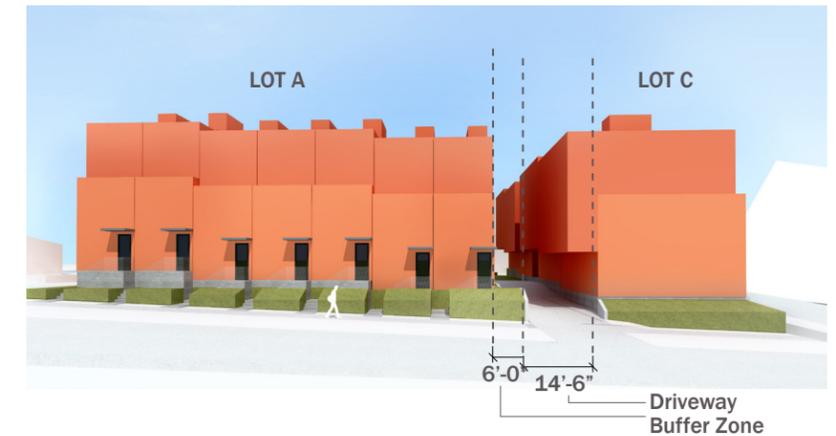
Allow for the driveway to be 14'-6" into the site from the curb without a taper or 20'-0"x20'-0" passing area.

#### DEPARTURE RATIONALE:

By prioritizing the buildings along the street, the width between the buildings easily accommodates a 14'-6" drive and a small space for the shared trash area. The width allows for easy access into the site and opens up to 22'-0" once you turn into the driveway to the parking spaces. (CS2-A2, DC1-B1, DC1-C2).



CODE COMPLIANT



DEPARTURE REQUESTED

## REQUESTED DEPARTURES

# DEPARTURE REQUESTED FOR ITERATION 3: LOT C

LOT C - Project #3023032

## SIGHT TRIANGLE

### STANDARD:

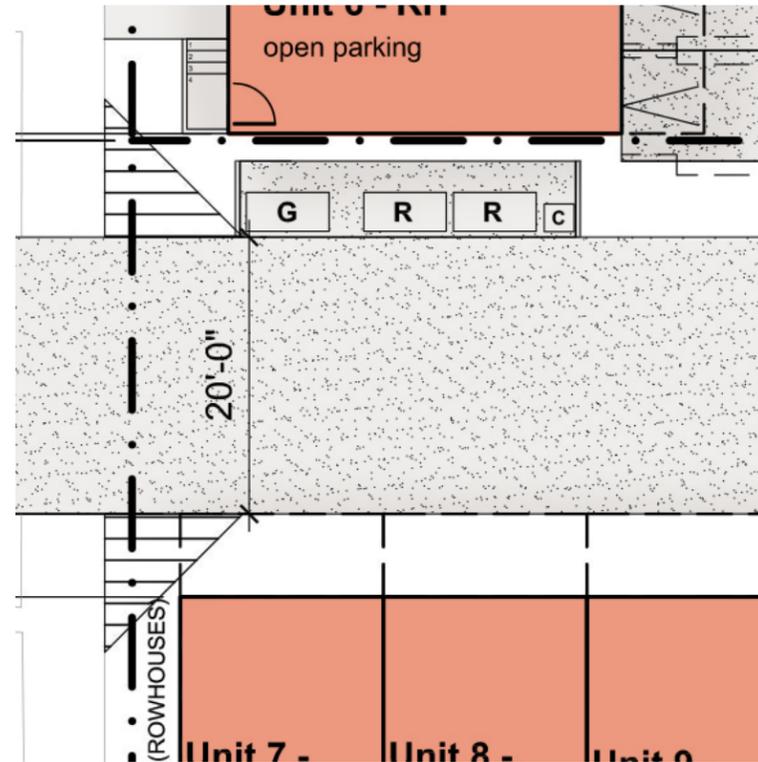
SMC 23.54.030.G.1. For exit-only driveways and easements, and two way driveways and easements less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway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

### DEPARTURE REQUESTED:

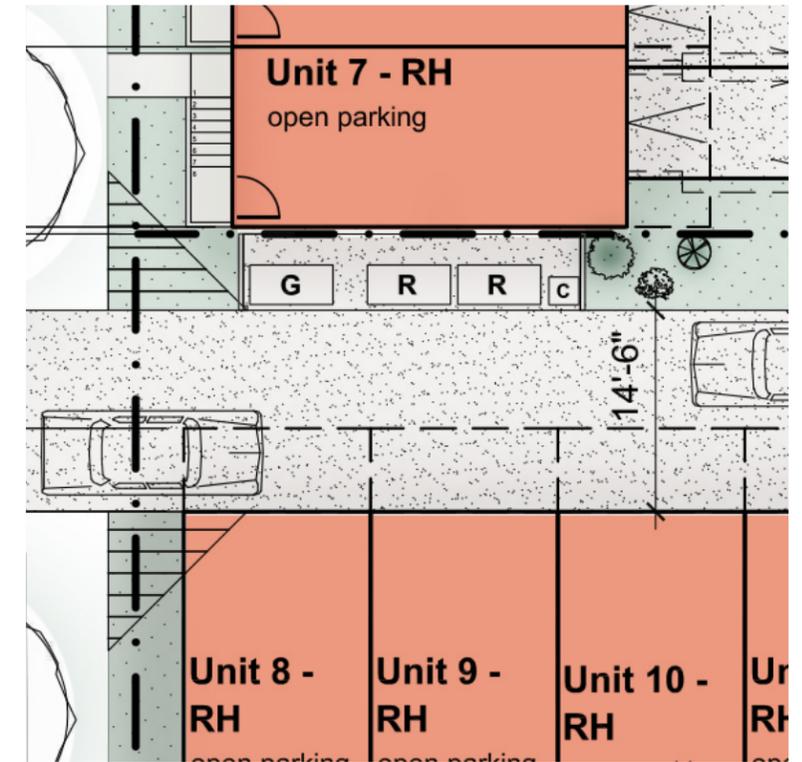
Allow for a reduced sight triangle on the south side of the driveway.

### DEPARTURE RATIONALE:

If the corner of the building were to be jogged, it would take away from the geometry of the building. Only 1'-6" of the building is encroaching into the sight triangle. A majority of the site triangle is still open for cars to see oncoming pedestrians and traffic. The building is unable to jog forward due to the entry along the south. (CS3-A1, PL2-B3, DC1-B1)



CODE COMPLIANT



DEPARTURE REQUESTED

## REQUESTED DEPARTURES

## DEPARTURE REQUESTED FOR ITERATION 3: LOT A & C

LOT A - Project #3023583

LOT C - Project #3023032

### RAISE FROM SIDEWALK TO ENTRY

#### STANDARD:

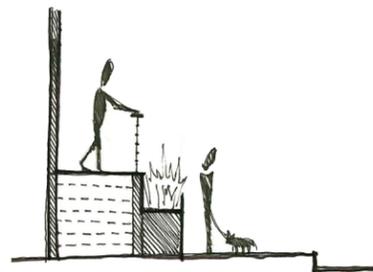
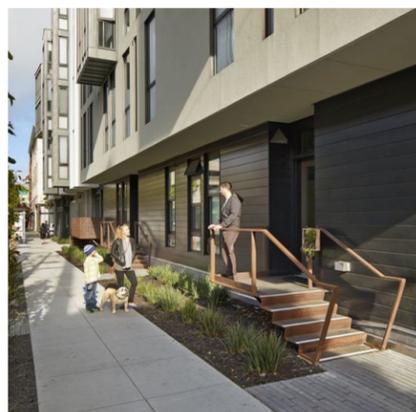
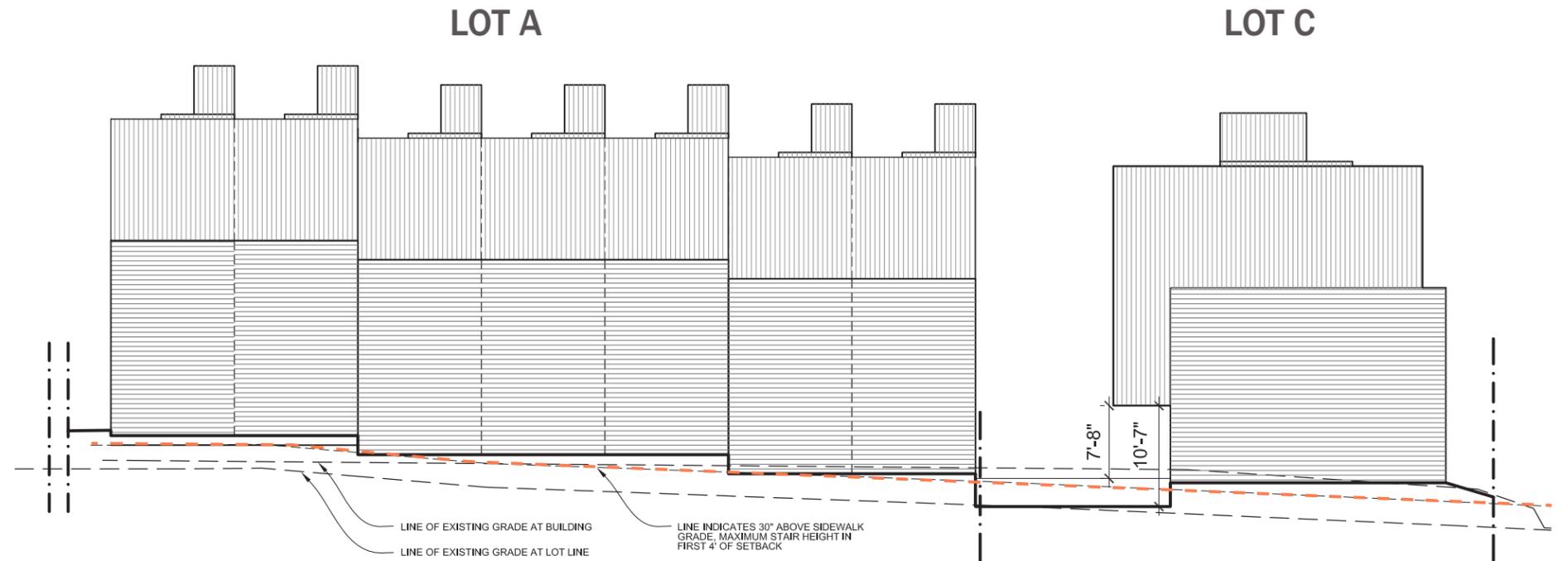
SMC 23.45.518.H.5. If setbacks are required pursuant to subsection 23.45.518.A.1, unenclosed porches or steps no higher than 4 feet above existing grade, or the grade at the street lot line closest to the porch, whichever is lower, may extend to within 4 feet of a street lot line, except that portions of entry stairs or stoops not more than 2.5 feet in height from existing or finished grade whichever is lower, excluding guard rails or hand rails.

#### DEPARTURE REQUESTED:

Allow for more than 2.5 feet in height from existing grade within 4 feet of a street lot line.

#### DEPARTURE RATIONALE:

By creating new entrances at existing elevations, we are mimicking the current apartment entry arrangement and maintaining neighborhood character. In addition, the reduced site disturbance will be a benefit to the neighbors during construction and generally better environmentally. It also allows for the unit entries to be individualized with space at the stairs to allow for plantings. The buildings step with the grade and create architectural expression. (CS2-B1, CS2-B2, CS3-A1, PL1-B3, PL3-A2, PL3-B2).



## REQUESTED DEPARTURES



## RECENT JW AND ISOLA HOMES PROJECTS