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Project Information

Addresses: 3406, 3410, 3416, 3418 15th Ave W

Legal Description: The South 1.5 ft. of Lot 8 and All of Lots 9, 10, and 11, Block 26, Plat of Gilman's Addition, According to the Plat Thereof Recorded Under Volume 5 of Plats, Page 93, Records of King County, WA.

Parcel #'s: 2770603451, 2770603460, 2770603470, & 2770603475

Site Area: 17,128sf

Zoning: NC3-40

Overlays: Frequent Transit

ECA: 40% Steep Slope

Existing Use: Single Family Residences

Max FAR: Townhouses: 3.0 = 51,384sf

Max Density: TH = No Limit Max

Height: 40' Above AGP Allowed/Provided

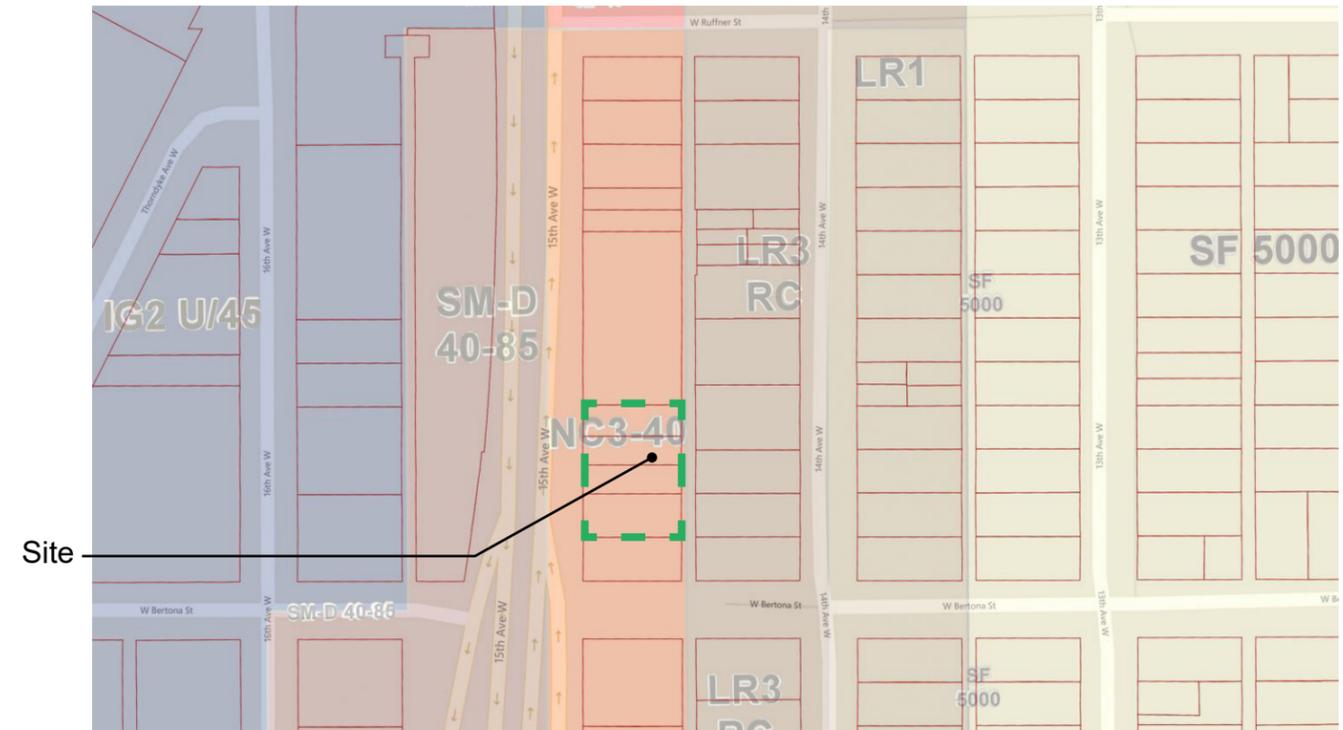
Parking Required: 0.5 Per Dwelling Unit (50% Reduction w/Freq Transit)

Proposed Project Description: Construct 21 Townhouses with 15 surface parking. Existing structures to be deconstructed.

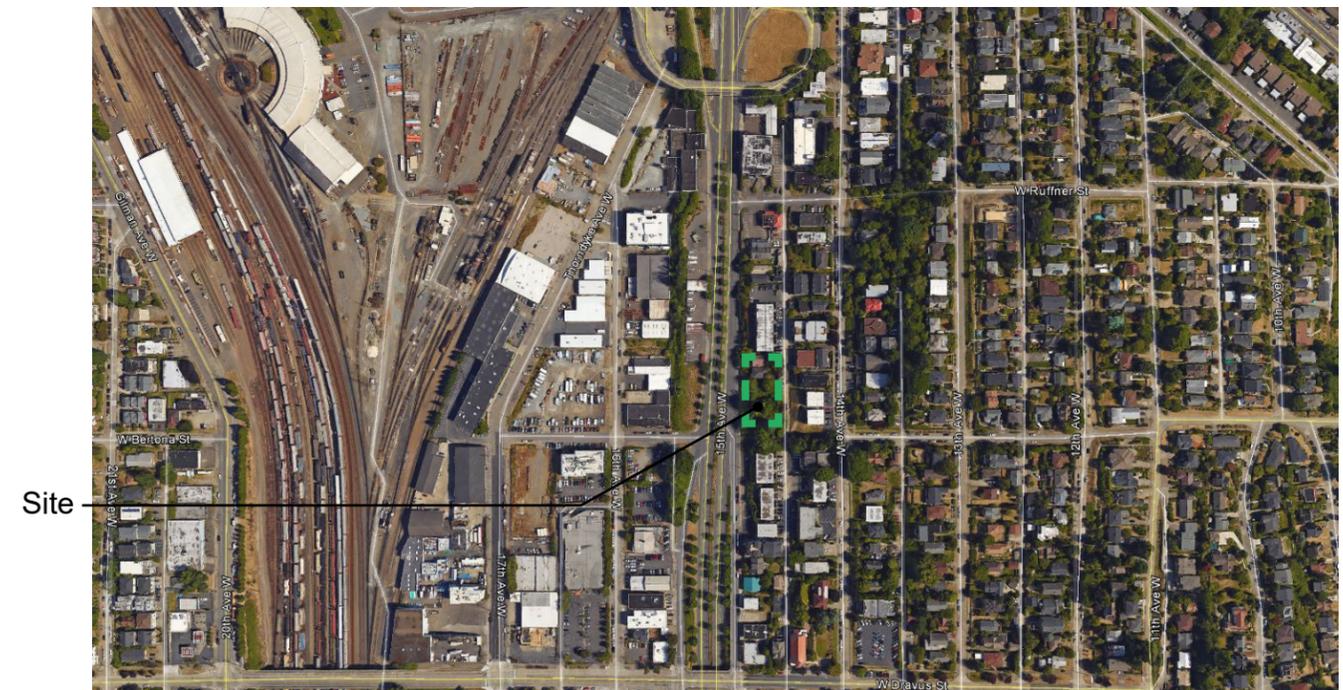
Project Team:

Developer
Architect
Surveyor

Isola Builders, Inc
Lemons Architecture PLLC
Chadwick & Winters Land Surveying



Zoning Map



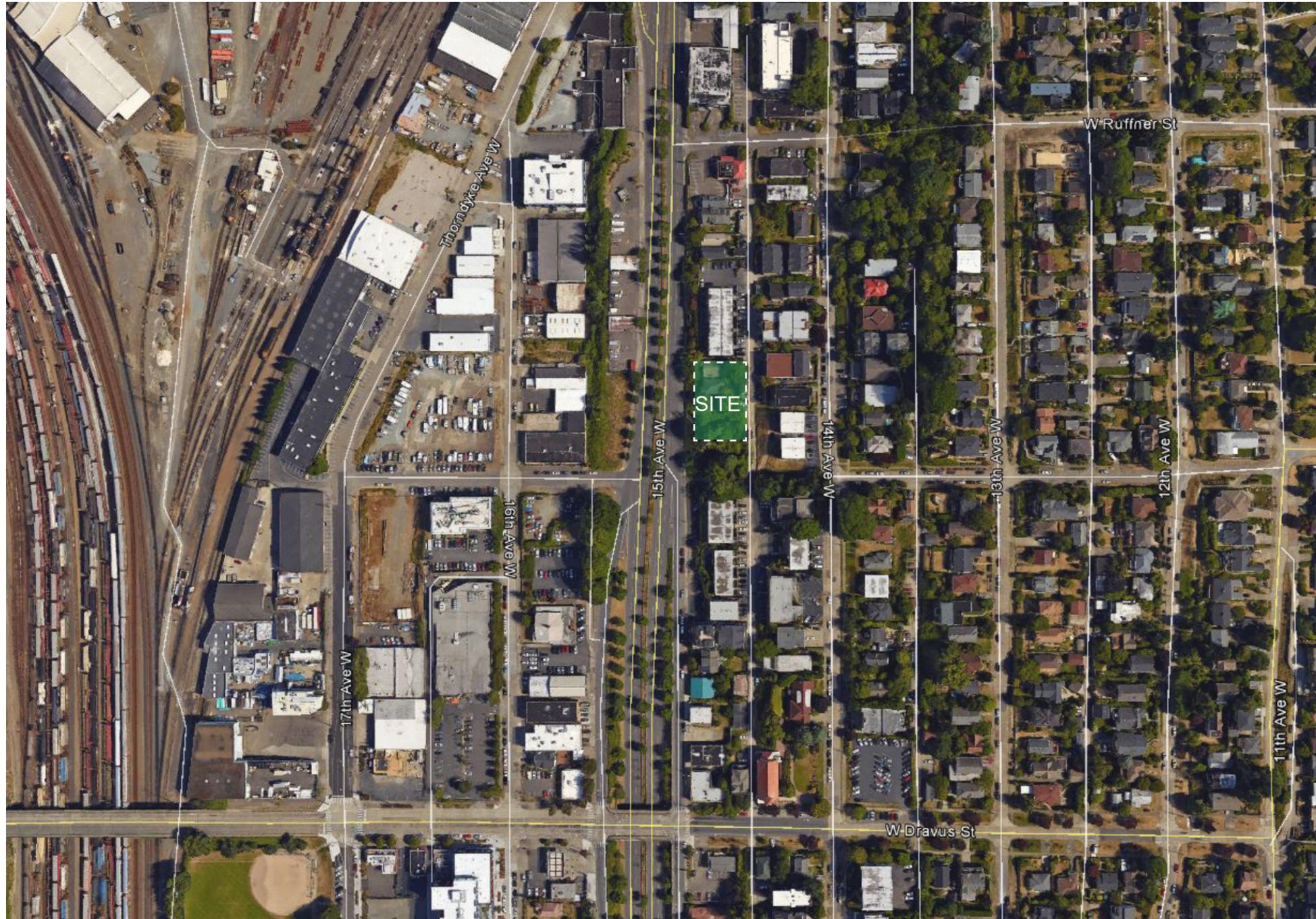
Context Map



Interbay
3406, 3416, 3418 15th Ave W
#3023582, 3024408, 3024407

Project Information
Early Design Guidance Proposal Package

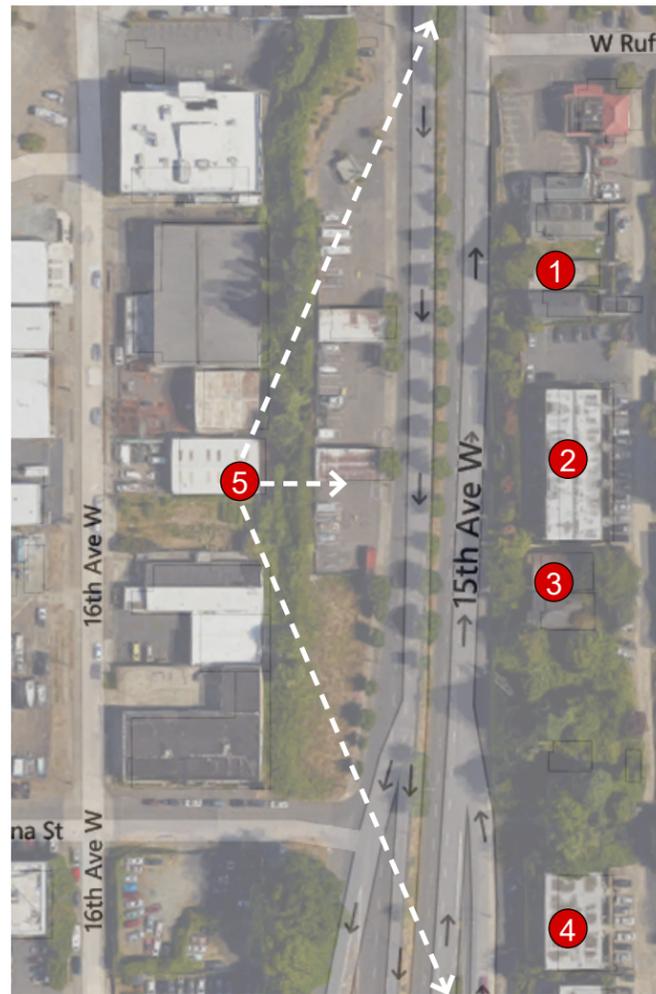
Page 4
2016.07.06



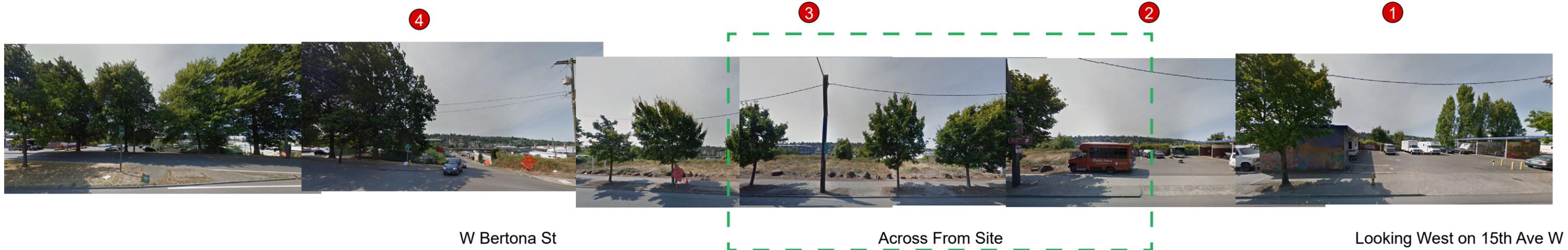
Context Map 



Looking East on 15th Ave W



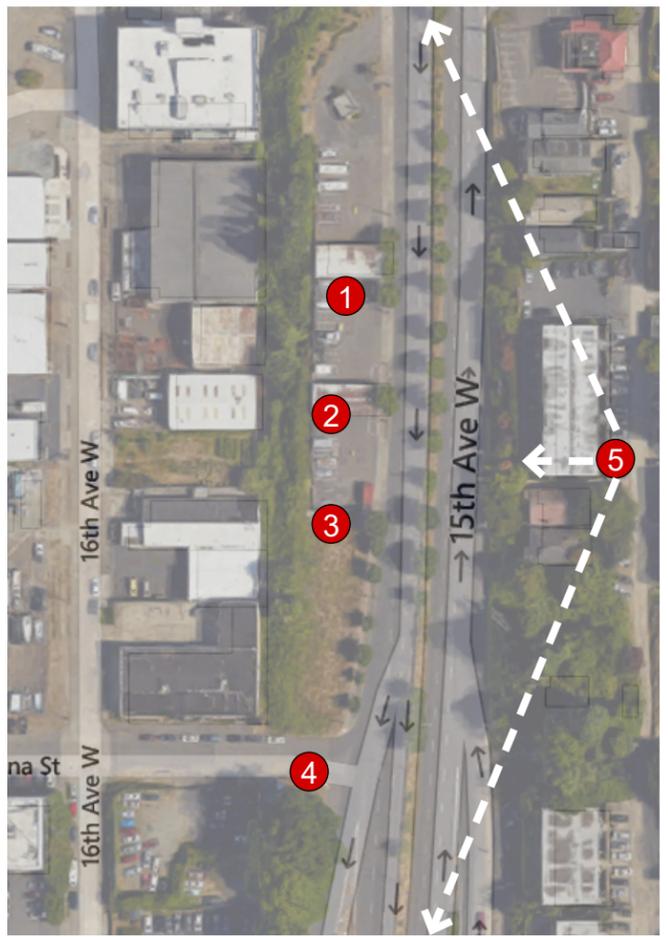
Aerial View Looking East



W Bertona St

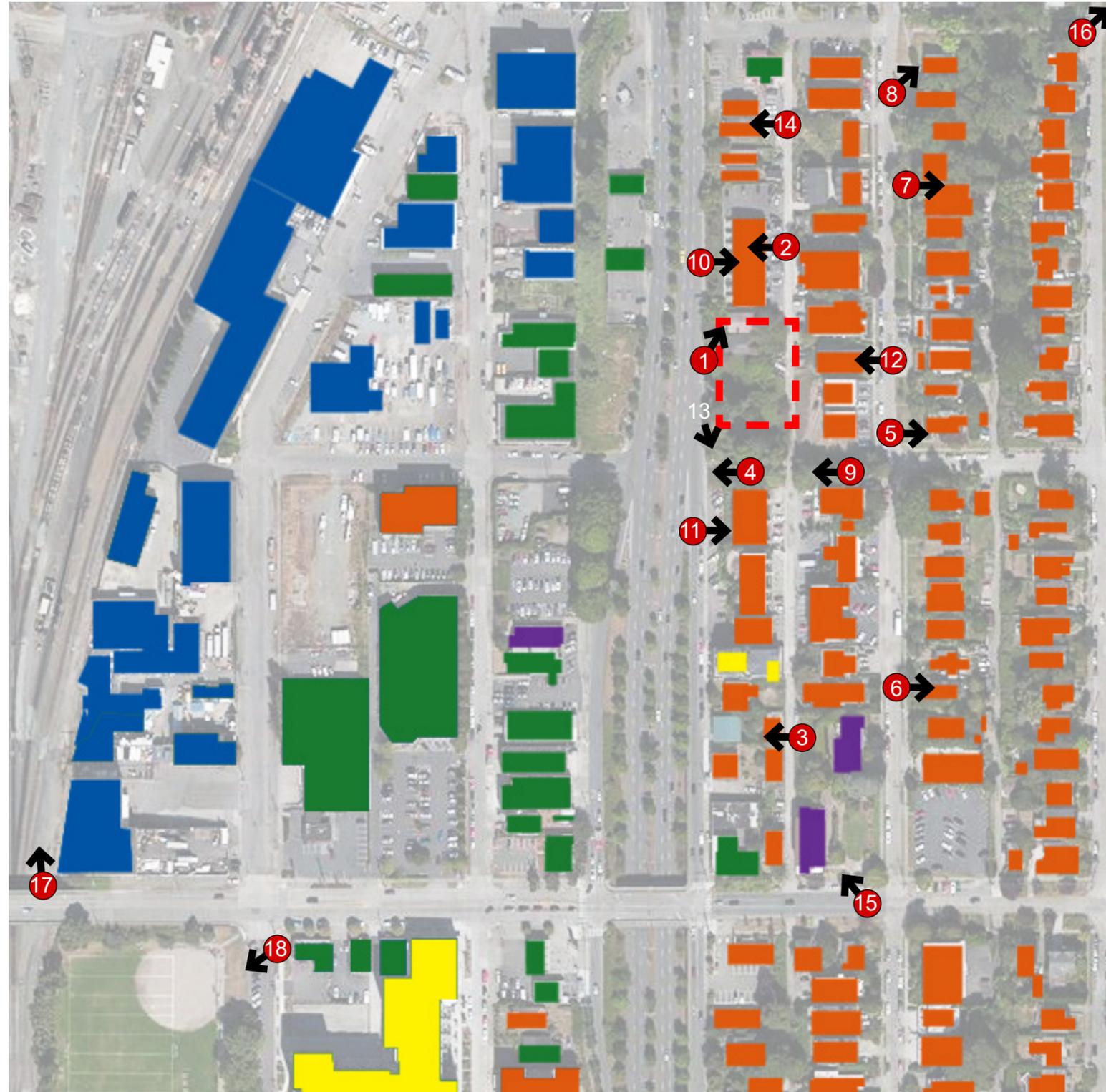
Across From Site

Looking West on 15th Ave W



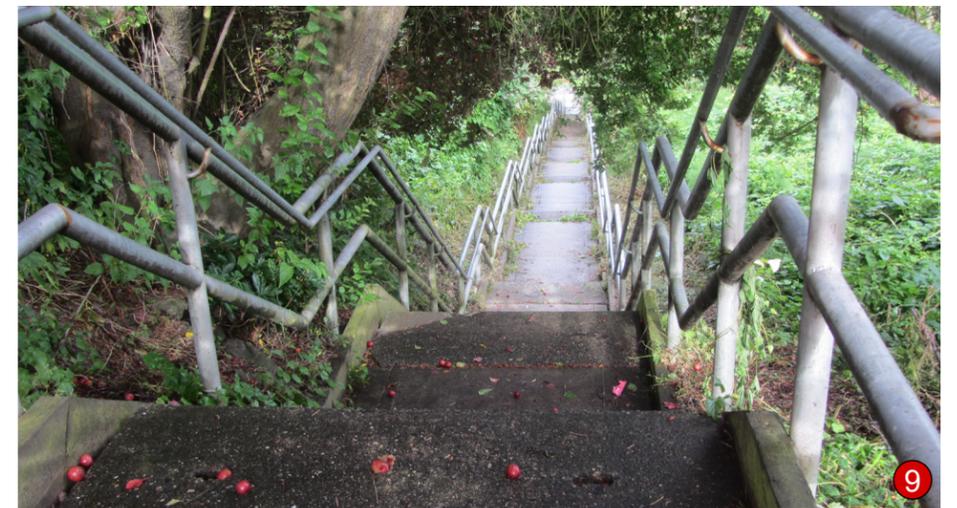
Aerial View Looking East

Surrounding Context



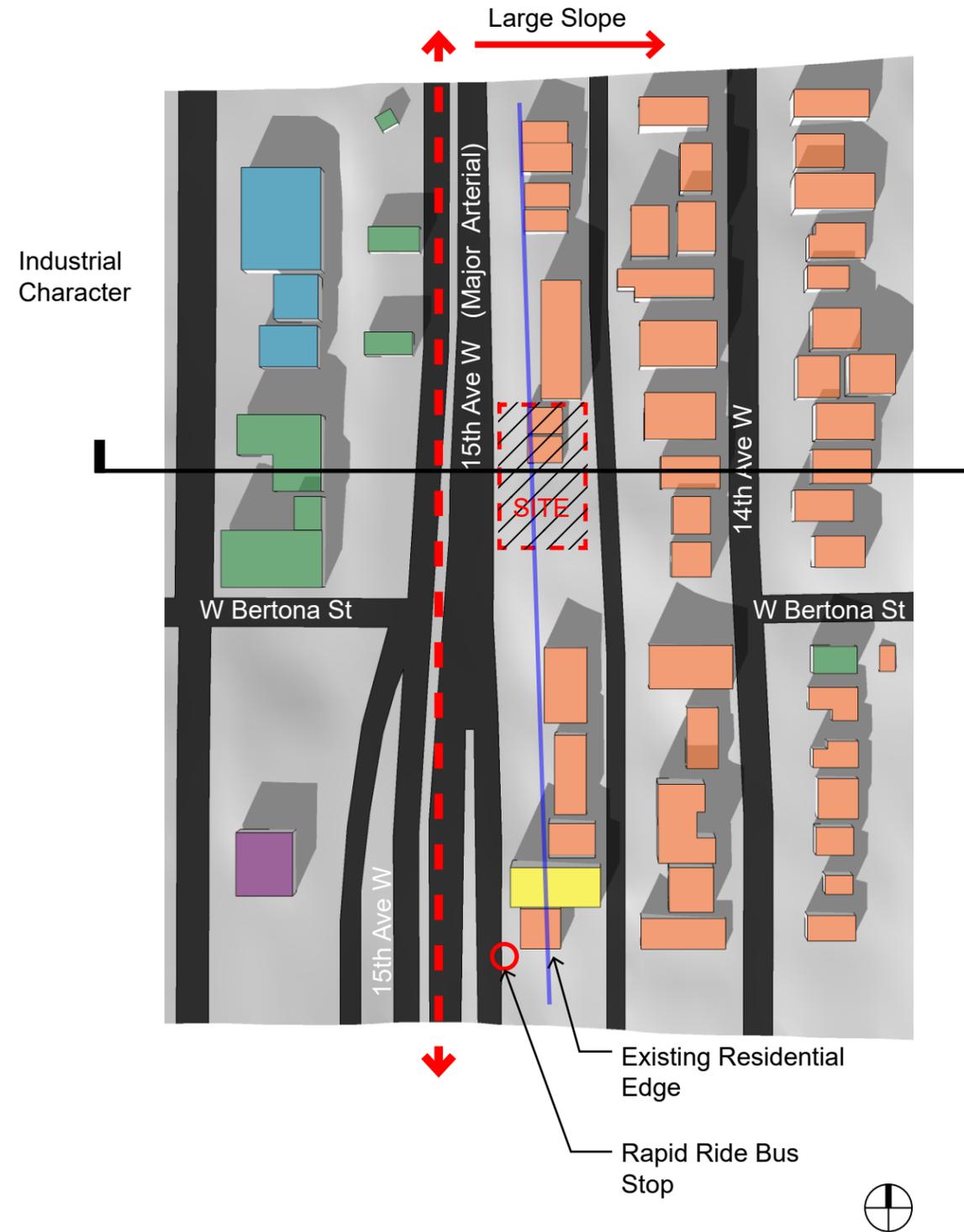
- Industrial
- Residential
- Commercial
- Mixed Use
- Institutional
- Site

- 1 Sidewalk along 15th Ave W North
- 2 Multi-family residence
- 3 Single family residence
- 4 Existing hillclimb stairs
- 5 New construction multi-family
- 6 Single family residence
- 7 Single family residence
- 8 Single family residence
- 9 Existing hillclimb stairs
- 10 Multi-family residence
- 11 Multi-family residence
- 12 Multi-family residence
- 13 Sidewalk along 15th Ave W looking South
- 14 Single family residence
- 15 St. Margaret's Church
- 16 New construction
- 17 Railyard
- 18 Interbay Athletic Complex





Surrounding Uses

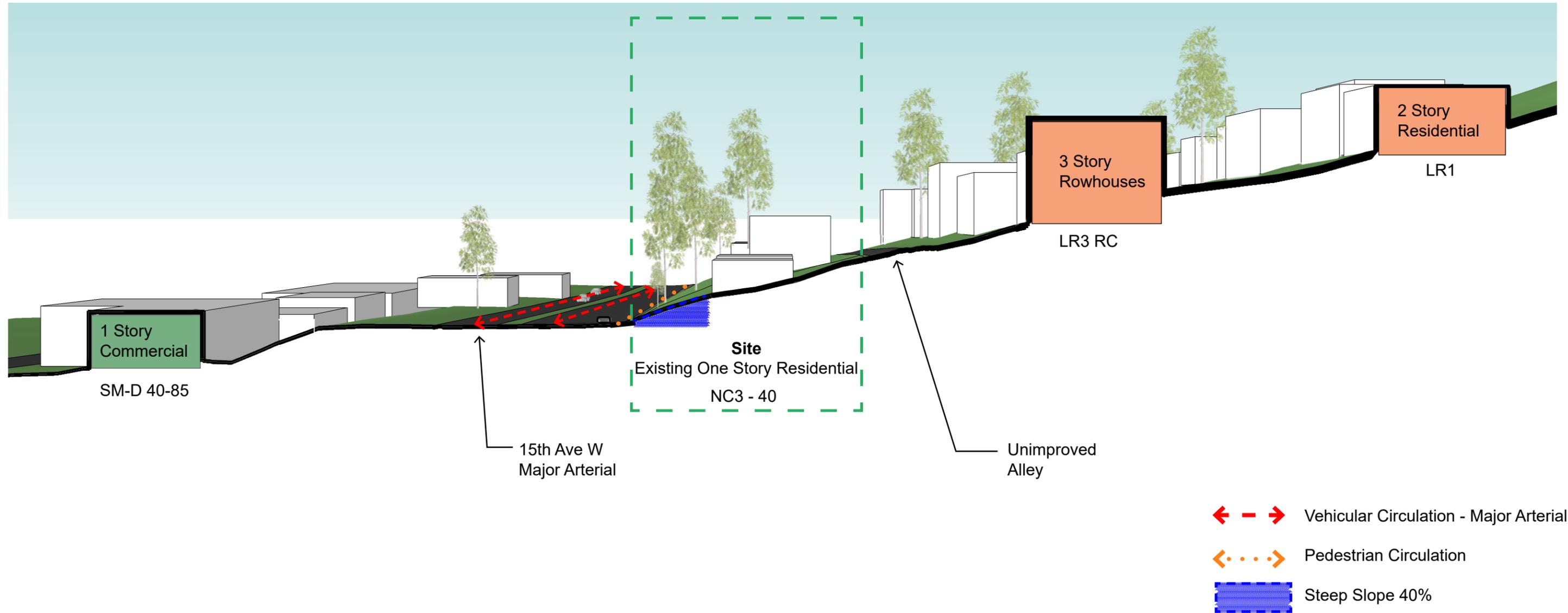


The surrounding built environment is a mixture of multifamily and single family homes with a few small businesses located nearby along 15th Ave W. To the West of 15th Ave is a railyard with surrounding industrial buildings. Public transportation is easily accessible from the site with the closest bus stop being a Rapid Ride less than a 2 minute walk to the South. The site is within close proximity to Highway 99 and Interstate 5 allowing quick access to the greater Seattle area. Nearby attractions include Interbay Golf, Lake Washington Ship Canal, Discovery Park, and the Woodland Park Zoo.

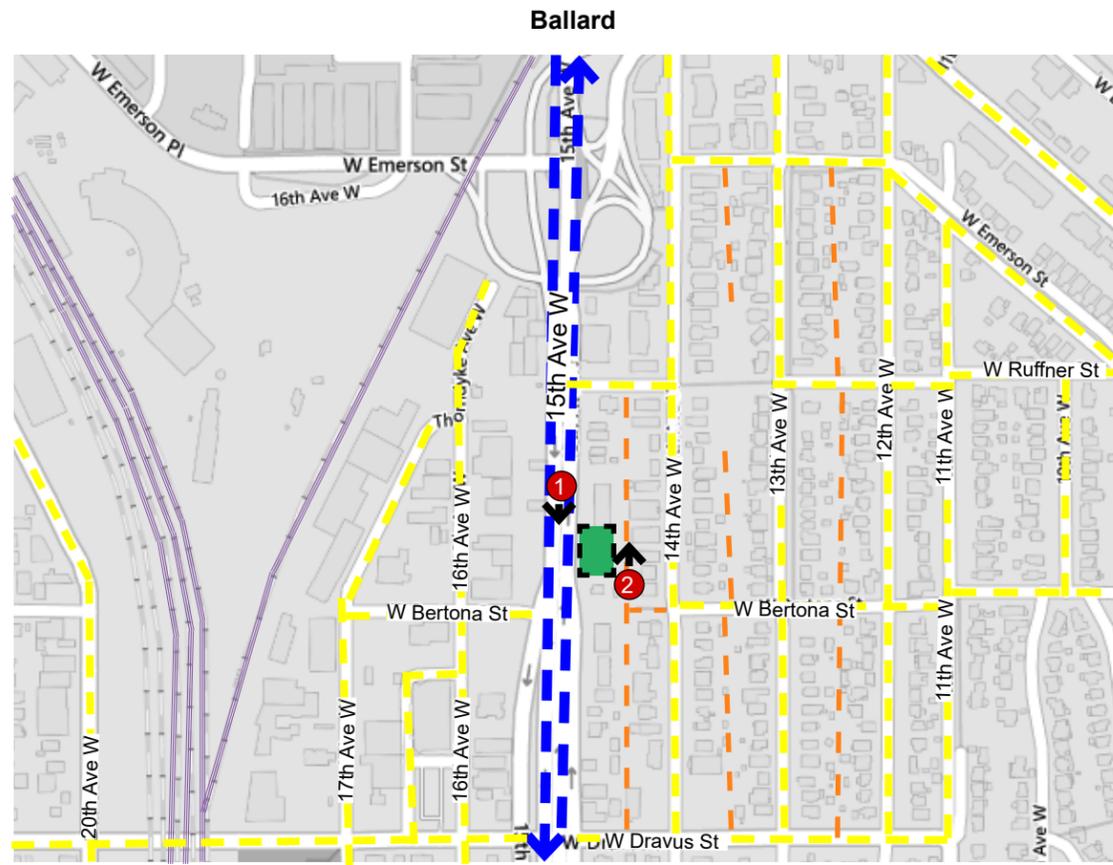
- Mixed Used
- Industrial
- Commercial
- Residential
- Religious

Industrial Character

Residential Character



Transit Analysis



Downtown

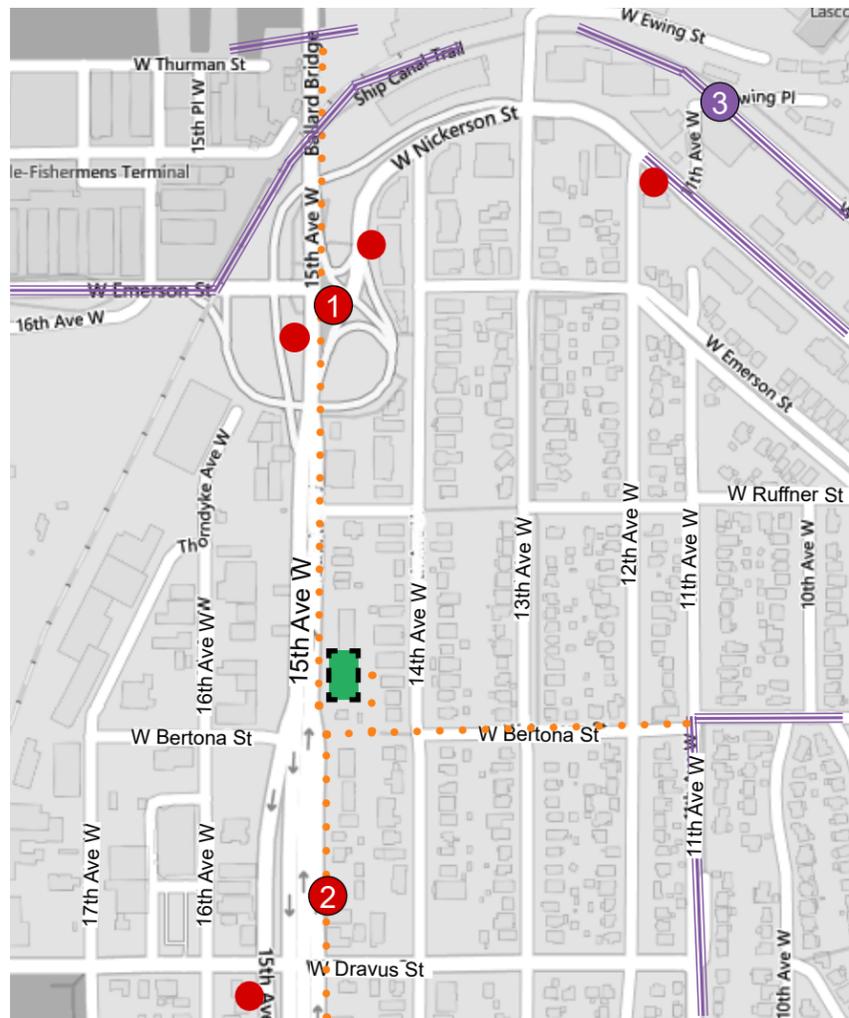
- - - Vehicular Circulation - Major Arterial Connecting Ballard to Downtown Seattle. Speed Limit: 30 mph
- - - Vehicular Circulation - Street
- - - Vehicular Circulation - Alley
- — — Railroad Tracks
- Site



1 15th Ave W Looking South



2 Site Alley Looking North



- RapidRide/Bus Stop
- Pedestrian Circulation
- ══ Bicycle-Friendly Roads/Trails
- Site



① RapidRide Station on 15h Ave W and W Emerson St



② RapidRide Station on 15h Ave W and Dravus St



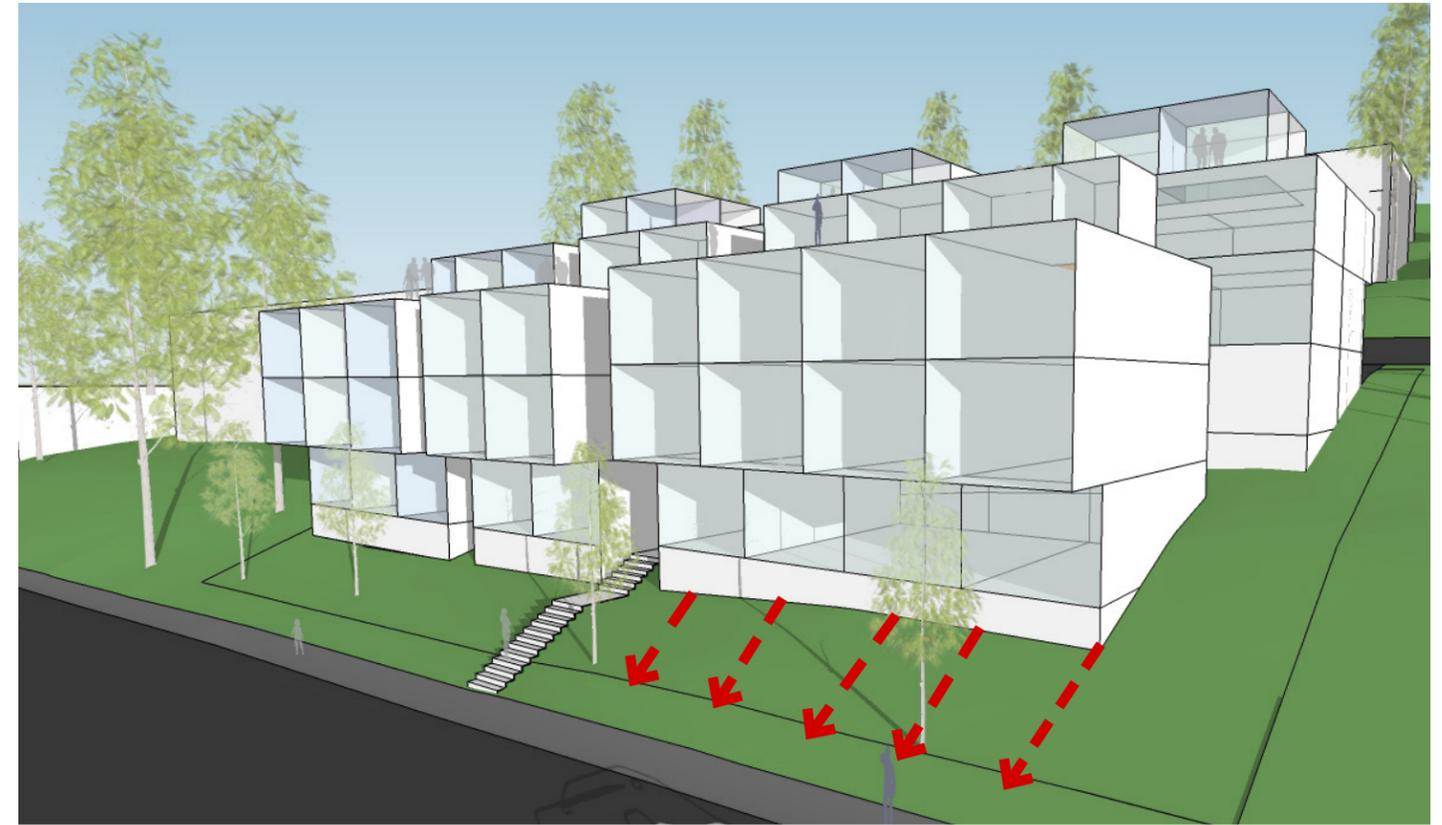
③ Bike Road Along Canal Trail

CS1 Natural Systems and Site Features

C. Topography

Design Response

The uneven topography informs the building location on site. It also influences the design, allowing the buildings to terrace, create access to natural daylight and relate to the existing context. The design responds to the 40% slope on the East and West side of the site. It maximizes the use of the relative flat area on the site, and strives to create a minimal disturbance to the hillside.



CS2 Urban Pattern and Form

B. Adjacent Sites, Streets, and Spaces

Design Response

15th Ave W is a major arterial road West of the site. This design increases the distance between this busy road and the West facade. Pulling the building away from the road allows for street trees and improves the existing pedestrian sidewalk.



- — — — — Pedestrian Connection To Site
- ● ● ● ● Public Pedestrian Circulation

PL1 Connectivity

B. Walkways and Connections

Design Response

The design will create a better connection to the public realm by improving the current connection of the site to the sidewalk. Stairs on the West side of the site connect the project to the public pedestrian sidewalk for a more efficient access point. The smaller building structures create interior courtyards and cloisters for more meaningful gathering spaces.

- — — Site Pedestrian Circulation
- • • Public Pedestrian Circulation

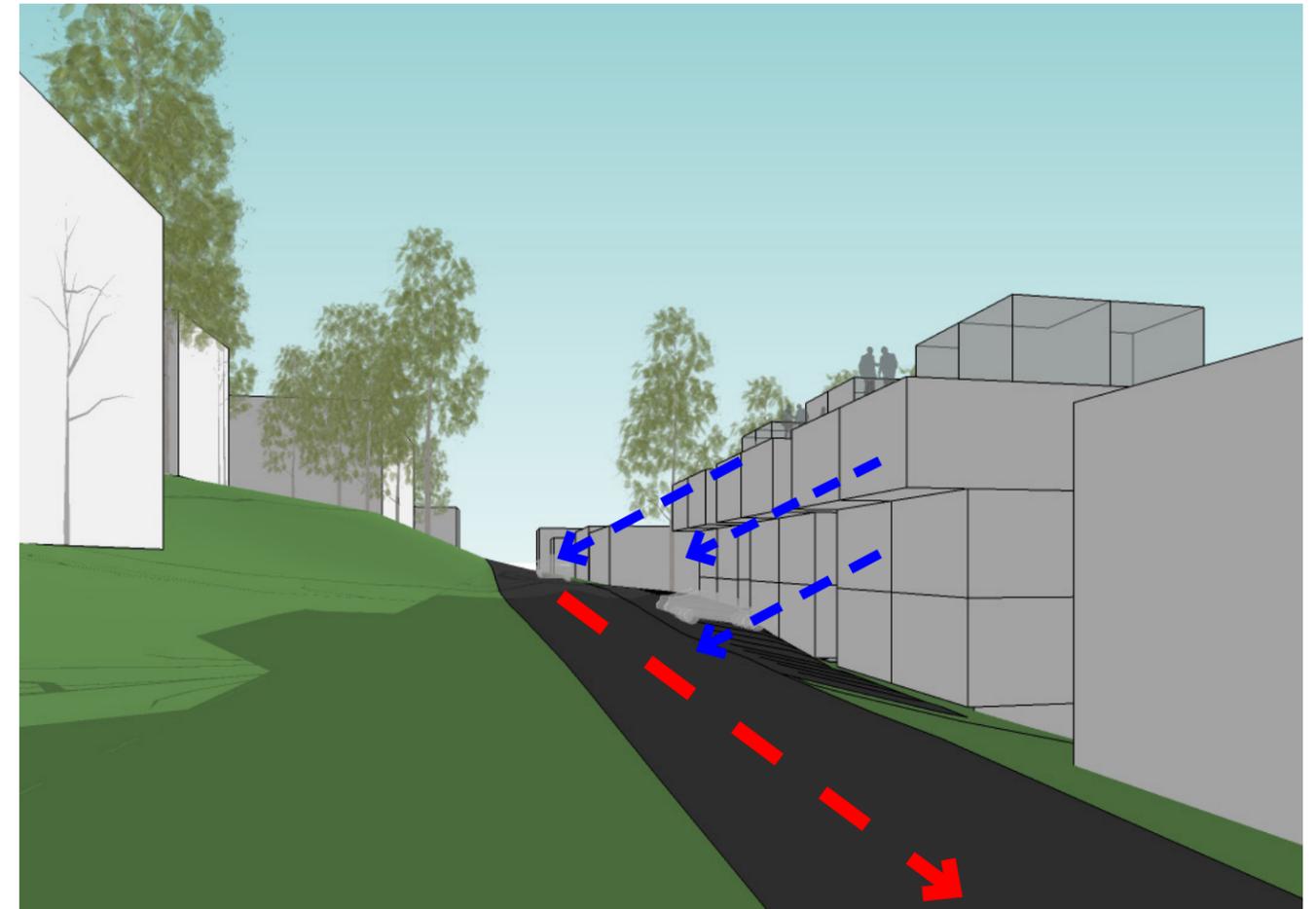
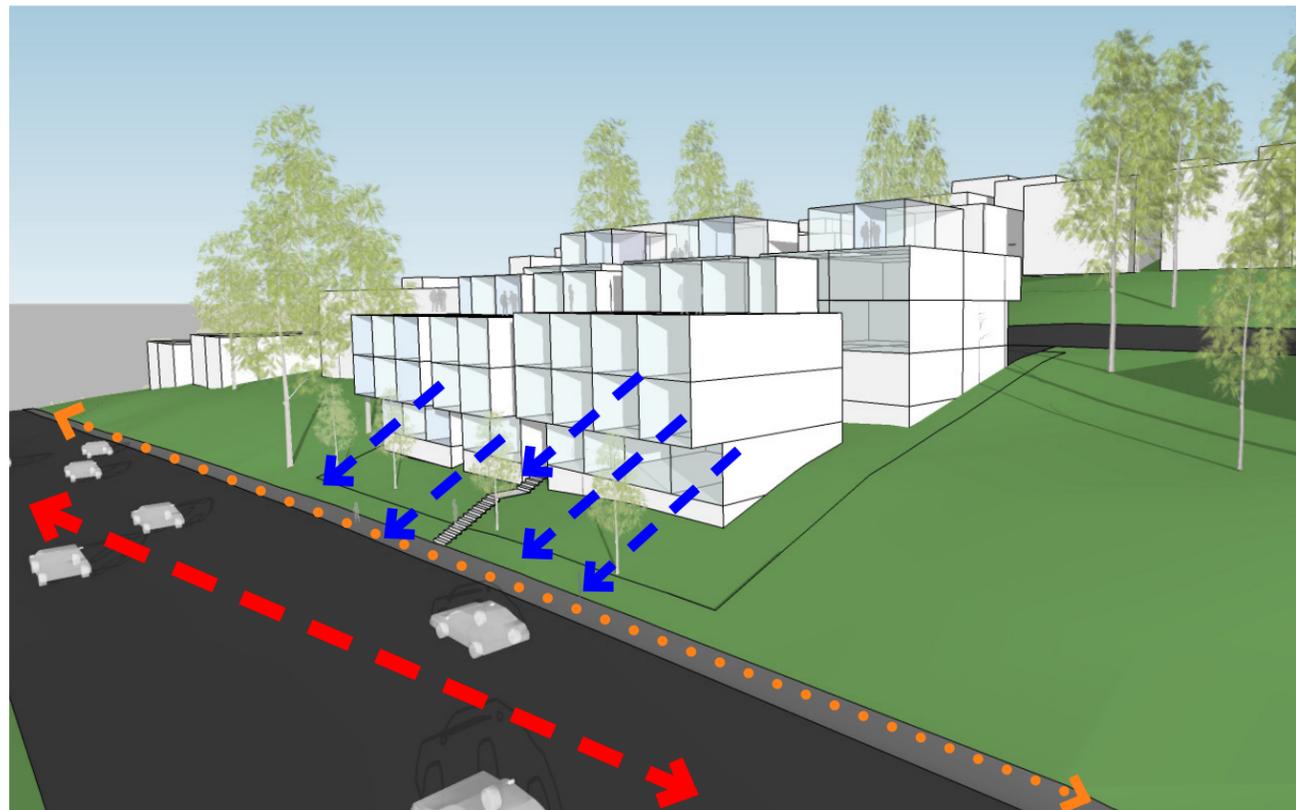


PL2 Walkability

B. Safety and Security

Design Response

The building's windows placed along 15th Ave W, as well as the roof decks will encourage natural surveillance. Stairs, pathways and entries will be well lit to improve pedestrian security. Existing alley way conditions will be improved from gravel to paved asphalt allowing for easier vehicular access.



- — — Views from site
- ● ● Public pedestrian circulation
- — — Vehicular circulation

PL3 Street-Level Interaction

A. Entries

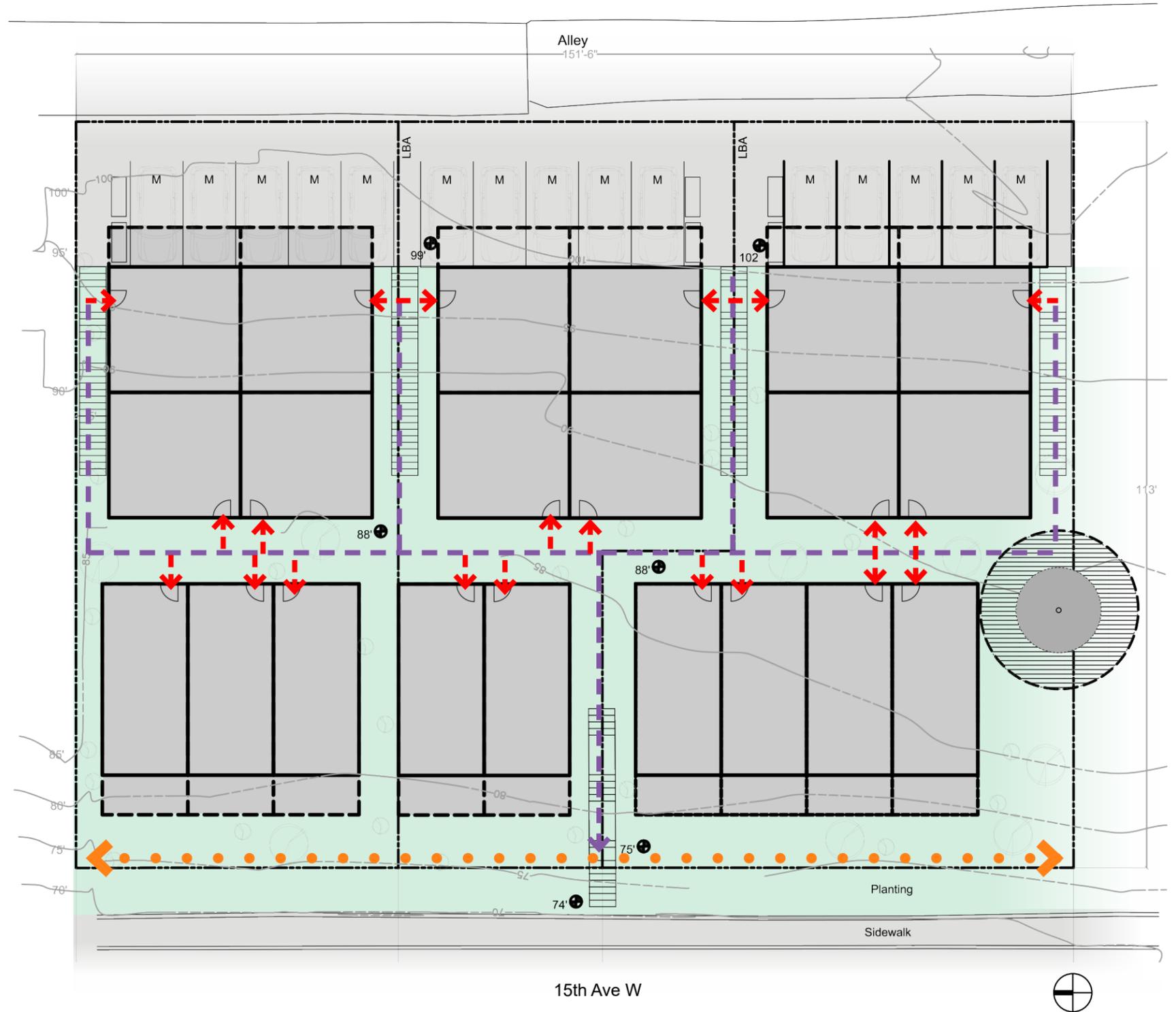
Design Response

The entry to each unit will be raised from street level and facing away from the street giving residents privacy and security. Each unit entry will have its own private covered entrance and will be highly detailed to promote a sense of identity for residents. Stairs and semi-private outdoor areas provide visitors with a more welcoming and identifiable entry.

● ● ● ● Public Pedestrian Circulation

---> Private Unit Entry

--- Site Circulation

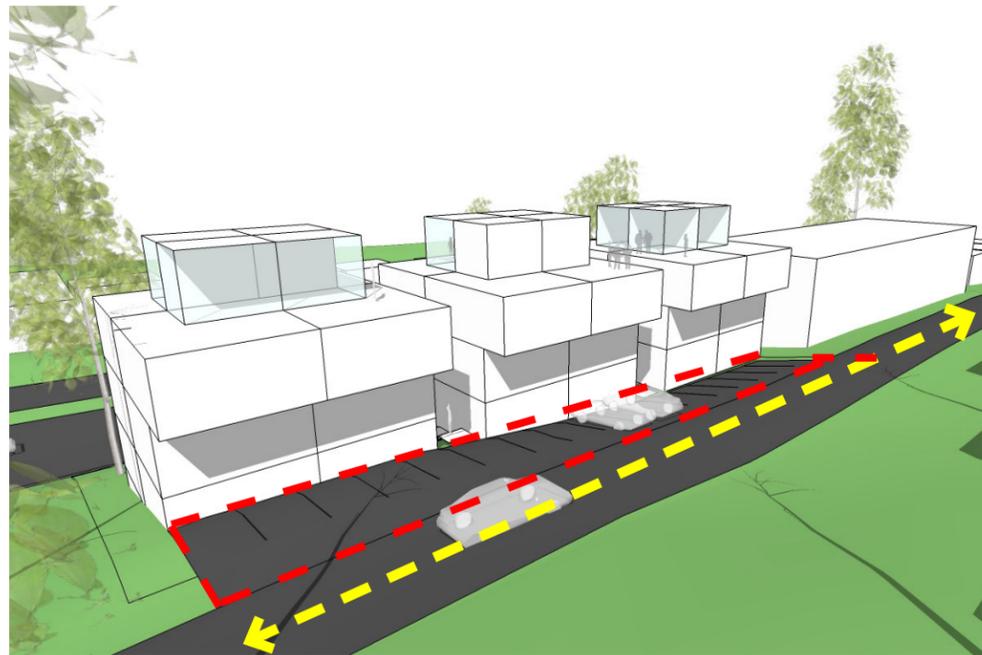


DC1 Project Uses and Activities

C. Parking and Services

Design Response

Parking will be on the East side of the site and accessed off the alley. Stalls will be screened from the street and adjacent lots in order to reduce light and glare impacts.



DC4. Exterior Elements and Finishes

A. Building Materials

Design Response

The overarching goal of the project through the design phase was to keep the building form inherently simple in order to use durable and high quality materials. All finish materials will be durable and easy to maintain in Seattle's climate.



Existing Site Plan & Survey

Parcel #: 2770603451

Lot Size: 4,012sf

Zone: NC3-40

Address: 3418 15th Ave W

Legal Description: The South 1.5 ft. of lot 8 and the North 34 ft. of lot 9, block 26, Gilman's addition to the city of Seattle, according to the plat thereof recorded under volume 5 of plats, page 93, records of King County, WA.

Parcel #: 2770603460

Lot Size: 3,730sf

Zone: NC3-40

Address: 3416 15th Ave W

Legal Description: The South 16 ft. of lot 9 and the North 17 ft. of lot 10, block 26, Gilman's addition to the city of Seattle, according to the plat thereof recorded under volume 5 of plats, page 93, records of King County, WA.

Parcel #: 2770603470

Lot Size: 3,729

Zone: NC3-40

Address: 3410 15th Ave W

Legal Description: The South 33 ft. of lot 10, block 26, Gilman's addition to the city of Seattle, according to the plat thereof recorded under volume 5 of plats, page 93, records of King County, WA.

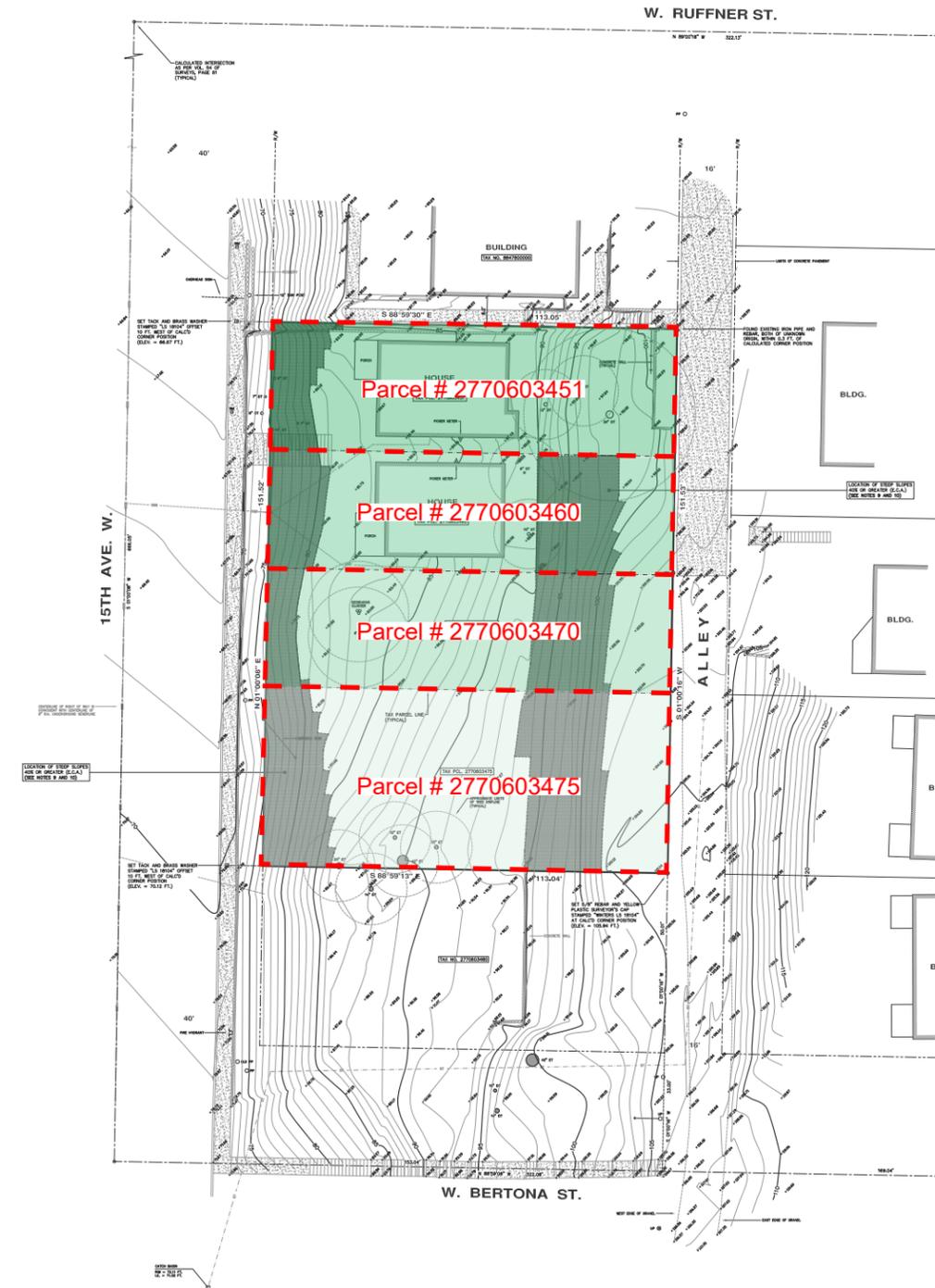
Parcel #: 2770603475

Lot Size: 5,650

Zone: NC3-40

Address: 3406 15th Ave W

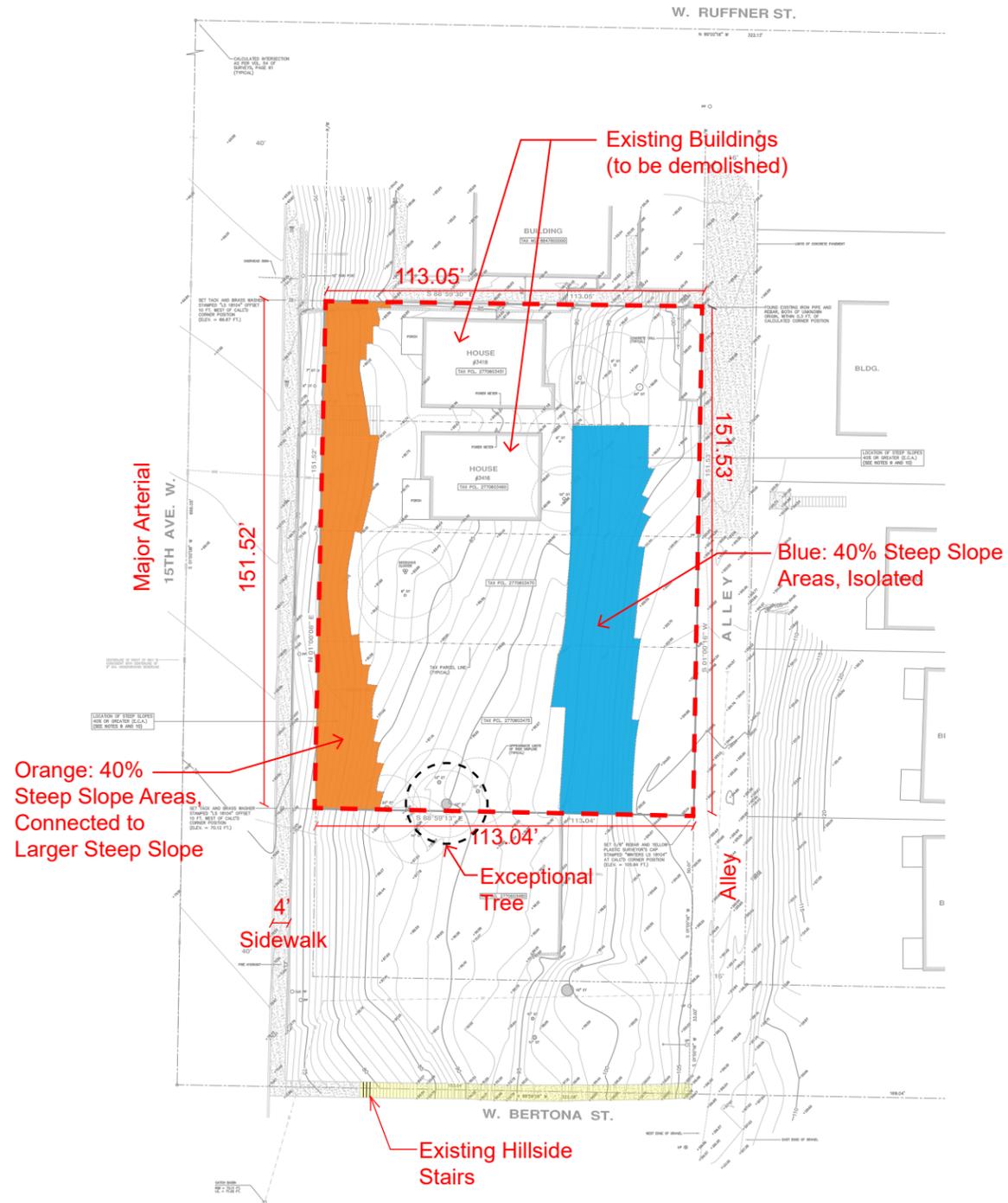
Legal Description: Lot 11, block 26, Gilman's addition to the city of Seattle, according to the plat thereof recorded under volume 5 of plats, page 93, records of King County, WA.



Plan of Existing Parcels



Existing Site Plan & Survey



Existing Site Plan & Survey 

Existing Site Conditions

The site area is 17,128sf and consists of 4 parcels. Existing on the site are 2 single family homes. Access to the site is from the alley, which currently has significant potholes. Pedestrian access is located along 15th Ave by a hillside stair climb. There are 40% steep slope areas found along the East and West sides of the Site with a relatively flat portion in the middle. The Western portion of the steep slope at the street edge is connected to a larger steep slope area to the North and South. There is an Exceptional Tree on the Southwest corner of the site. Per the Arborist report, the tree is a Sequoia Sempervirens - Coast Redwood with a 24' drip line.



Looking East from 15th Ave



15th Ave Conditions: Major Arterial



Existing Alley Conditions



Looking West from the Alley



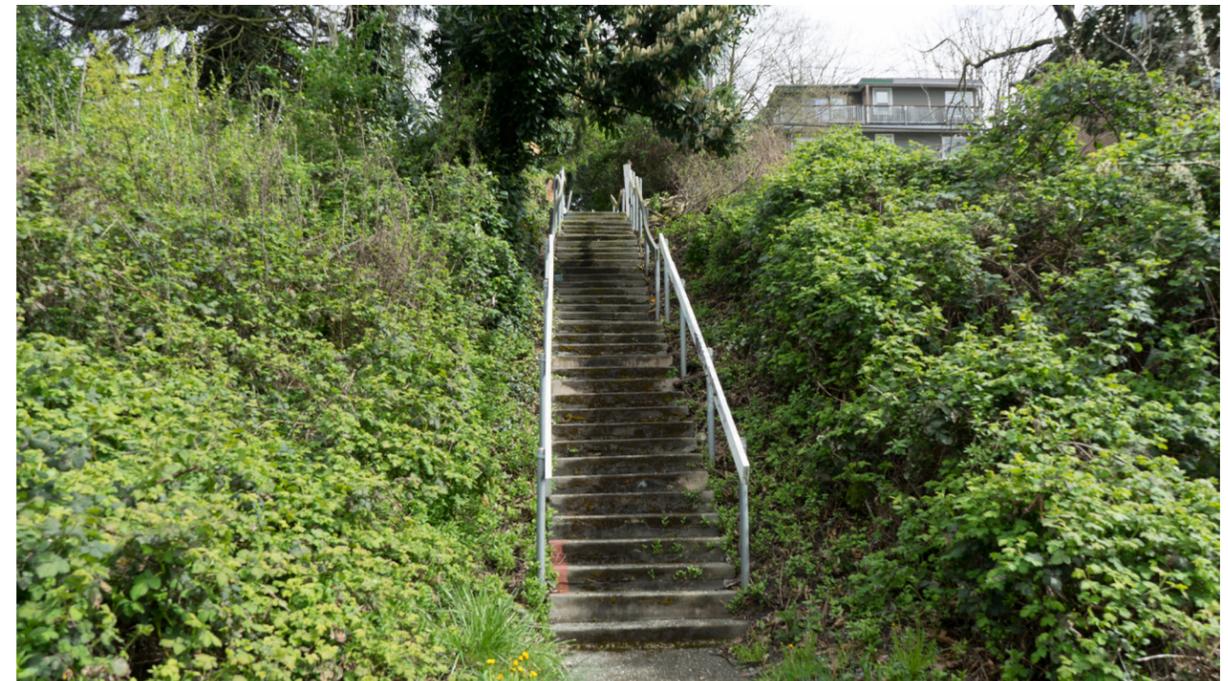
Looking East from 15th Ave: Steep Slope & Structures



Looking East from 15th Ave: Steep Slope & Structures



Unsafe Conditions on Site



Adjacent Pedestrian Stairs



Surrounding Buildings on 15th Ave



Surrounding Buildings on 15th Ave

Proposed Parcels

Parcel A

Address: 3418 15th Ave W

SDCI #: 3024407

Lot Size: 5,539sf

Zone: NC3-40

Legal Description: That portion of lot 8 and 9, block 26, Gilman's addition to the city of Seattle, according to the plat thereof recorded under volume 5 of plats, page 93, records of King County, WA. Being more particularly described as follows:

Commencing at the S.W. corner of said lot 9; thence N 01°00'08" E along the west line of said lot 2.50 ft. to the point of beginning; thence continuing N 01°00'08" E, 49.00 ft.; thence S 88°59'30" E, 113.05 ft.; thence S 01°00'16" W, 49.00 ft.; thence N 88°59'30" W, 113.04 ft. to the point of beginning.

Parcel B

Address: 3416 15th Ave W

SDCI #: 3024408

Lot Size: 4,804sf

Zone: NC3-40

Legal Description: That portion of lot 9 and 10, block 26, Gilman's addition to the city of Seattle, according to the plat thereof recorded under volume 5 of plats, page 93, records of King County, WA. Being more particularly described as follows:

Commencing at the S.W. corner of said lot 10; thence N 01°00'08" E along the west line of said lot 21.51 ft. to the point of beginning; thence continuing N 01°00'08" E, 31.00 ft.; thence S 88°59'30" E, 113.04 ft.; thence S 01°00'16" W, 51.00 ft.; thence N 88°59'30" W, 65.01 ft.; thence N 01°00'30" E, 20.00 ft.; thence N 88°59'30" W, 48.03 ft. to the point of beginning.

Parcel C

Address: 3406 15th Ave W

SDCI #: 3023582

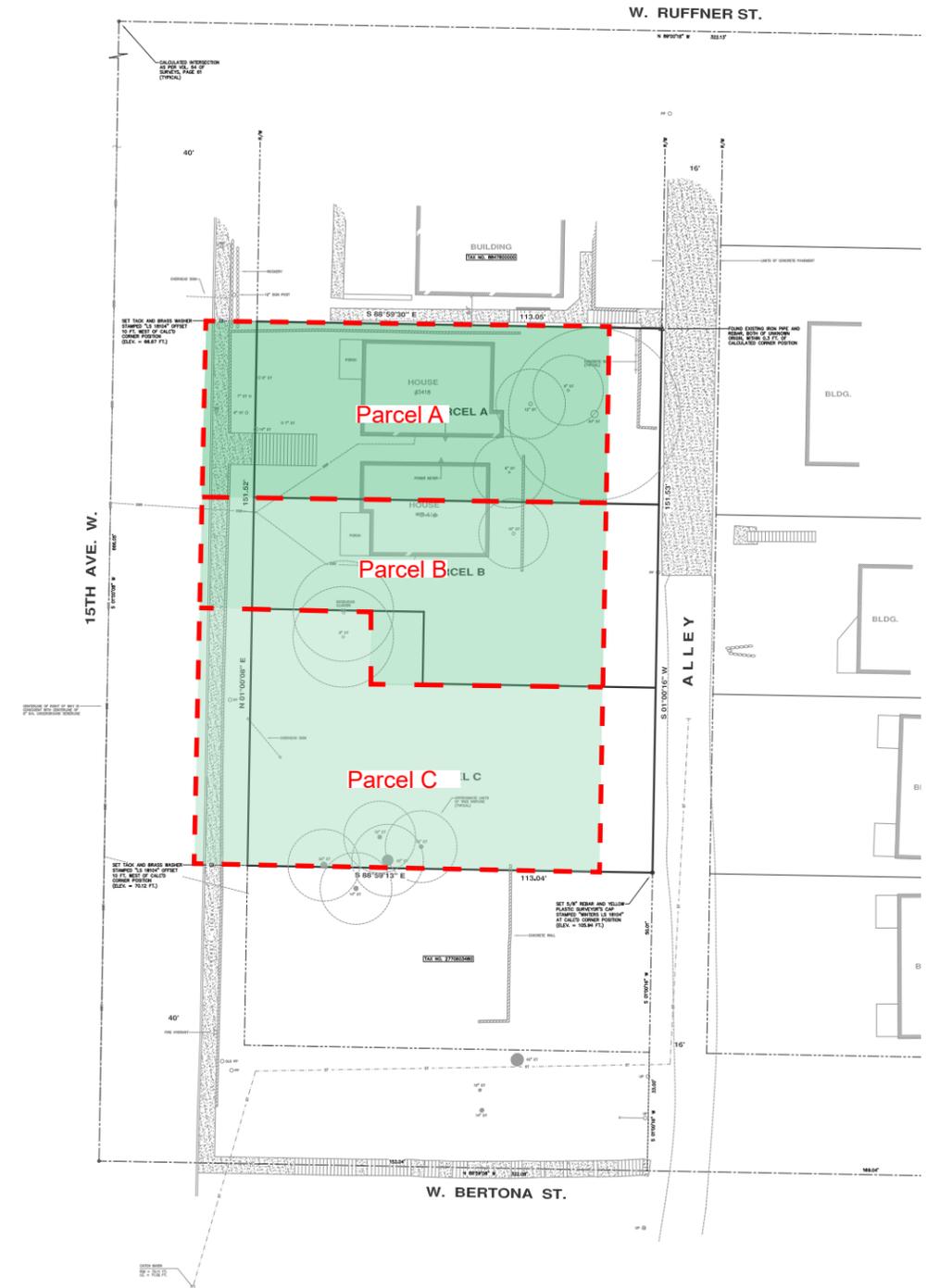
Lot Size: 6,784sf

Zone: NC3-40

Legal Description: Lot 11, block 26, Gilman's addition to the city of Seattle, according to the plat thereof recorded under volume 5 of plats, page 93, records of King County, WA.

Together with that portion of lot 10, block 26 being more particularly described as follows:

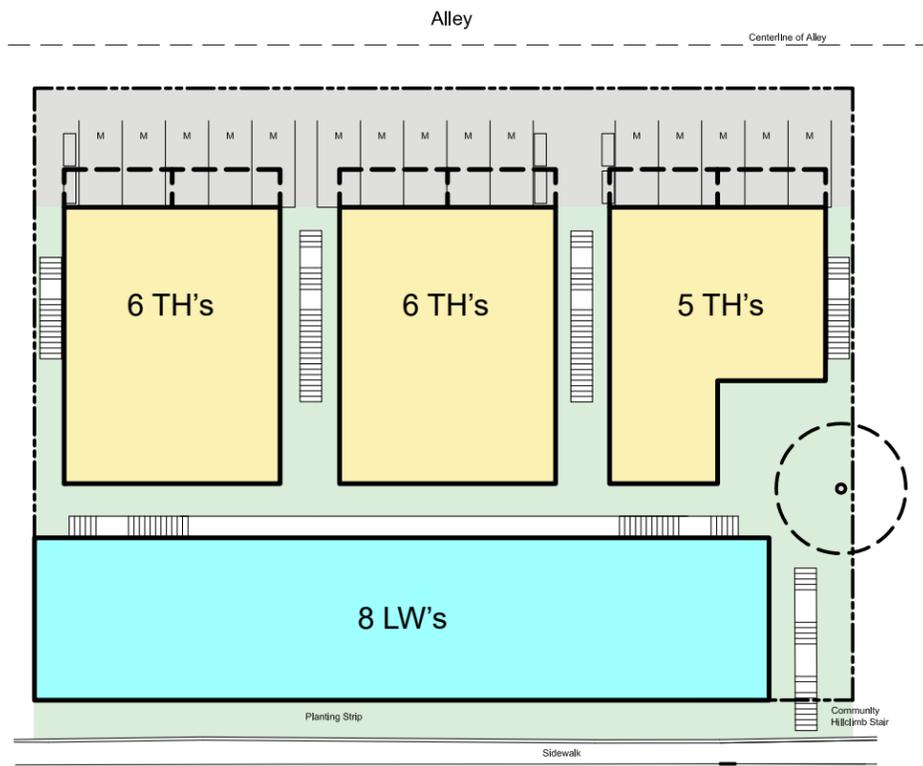
Beginning at the S.W. corner of said lot 10; thence N 01°00'08" E along the west line of said lot 21.51 ft.; thence S 88°59'30" E, 48.03 ft.; thence S 01°00'30" 20.00 ft.; thence S 88°59'30" 65.01 ft.; thence S 01°00'16" W, 1.52 ft.; thence N 88°59'20" W, 113.04 ft. to the point of beginning.



Plan of Proposal Parcels 

Scheme Diagrams

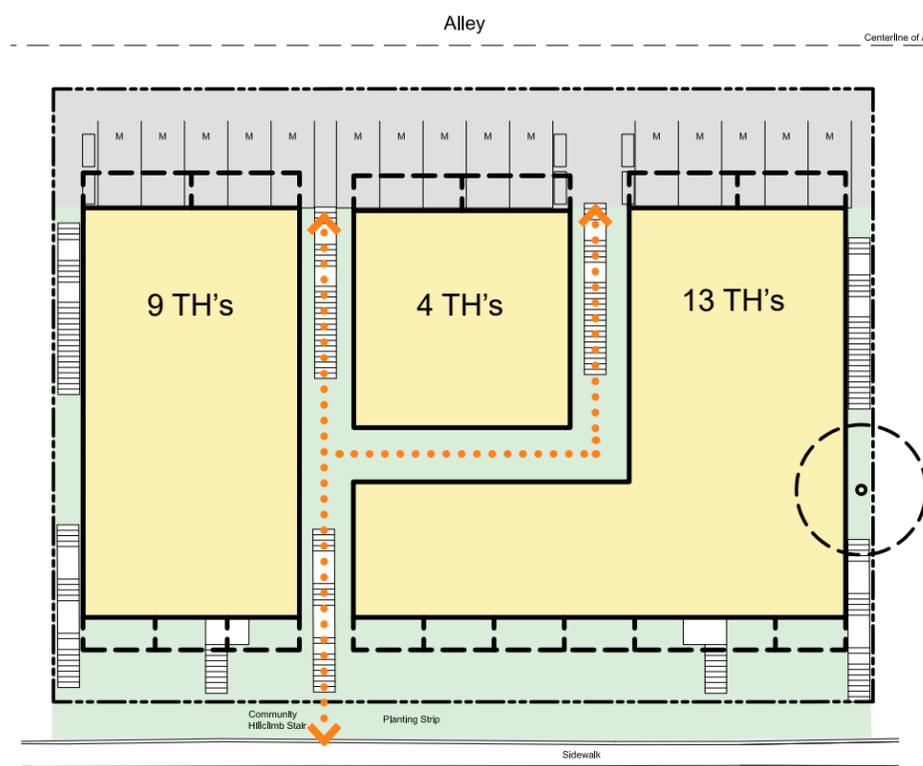
← Pedestrian Spine ◀ Access Townhouse Live-Work Parking



15th Ave W

Scheme 1: Volume

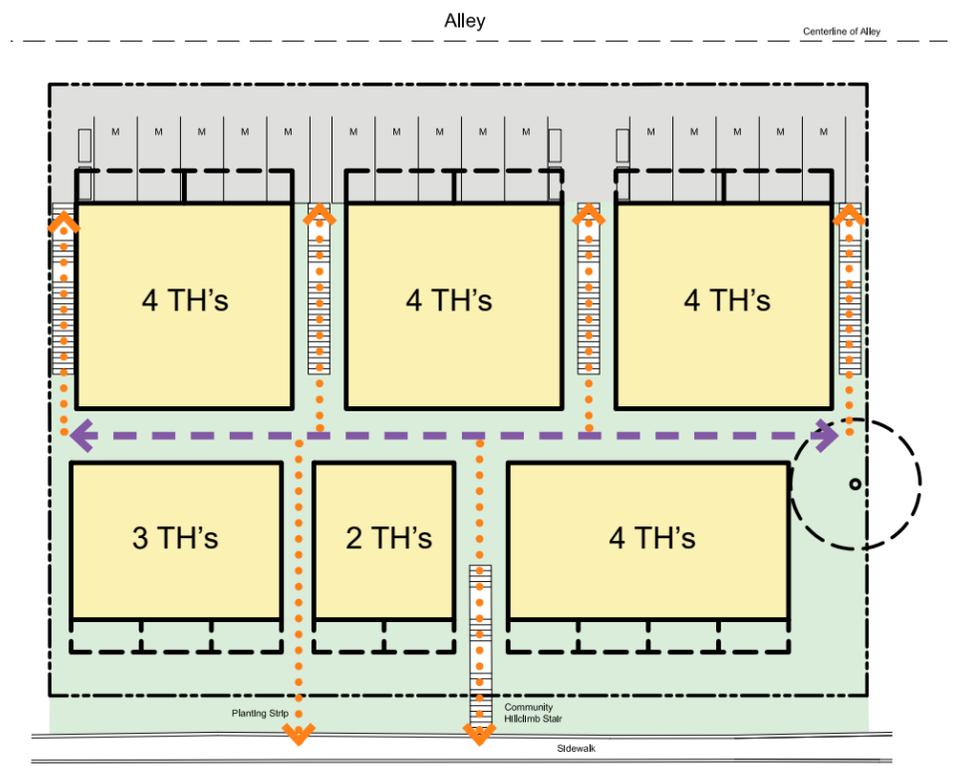
Description: Combination of volumes connected by a pedestrian spine. Live-work units are located at the street front and the exceptional tree is preserved. Buildings don't respond to the topography and the parking is limited to the townhouses.



15th Ave W

Scheme 2: Pathways

Description: Eliminating the live-work units gives more area to the street front allowing street trees to be planted. The larger buildings increase the density but still maintain an interior courtyard. The exceptional tree is eliminated.



15th Ave W

Scheme 3: Urban Village (Preferred)

Description: Small group of buildings knit together with interior courtyards and cloisters for gathering facilitated by a strong pedestrian spine. The broken up units that terrace up the hillside allow for access to natural daylight and fit in with the existing neighborhood. The exceptional tree is preserved at the terminus of the pedestrian spine.

Scheme 1: Volume

Scheme 1 focuses on creating a strong street front along 15th Ave W. Residential uses are limited to no more than 20% of street-level street-facing facade and must be within 10' of the property line. The live work units cause maximum slope disturbance connecting units to the street.

GSF: 35,945

Number of Units: 25

Live - Work: 8 Units, Townhomes: 17 Units

Parcel A: Live - Work: 3 Units, Townhomes: 6 Units

Parcel B: Live - Work: 2 Units, Townhomes: 6 Units

Parcel C: Live - Work: 3 Units, Townhomes: 5 Units

Number of Parking Stalls: 15

Notes

1. 15' Setback from Alley
2. Live-work units must be within 10' of front setback

Positives:

1. Preserve exceptional tree
2. Live-Work units along street front
3. Pedestrian spine

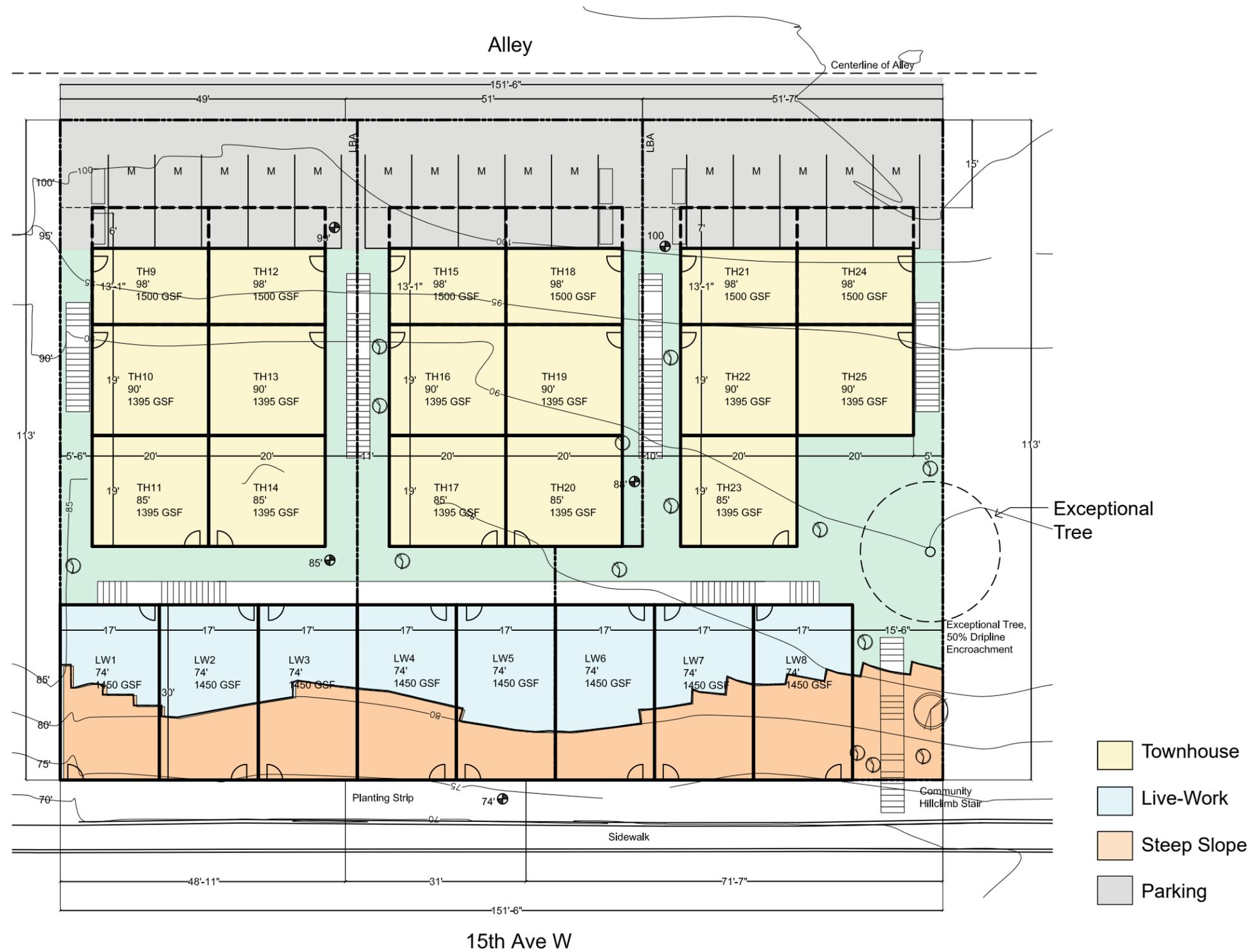
Negatives:

- 1. Maximum slope disturbance by connecting units to street**
2. Long facade along street front
3. Units do not respond to the topography of the site
4. Parking does not allow each unit to have a personal stall

Departures

None

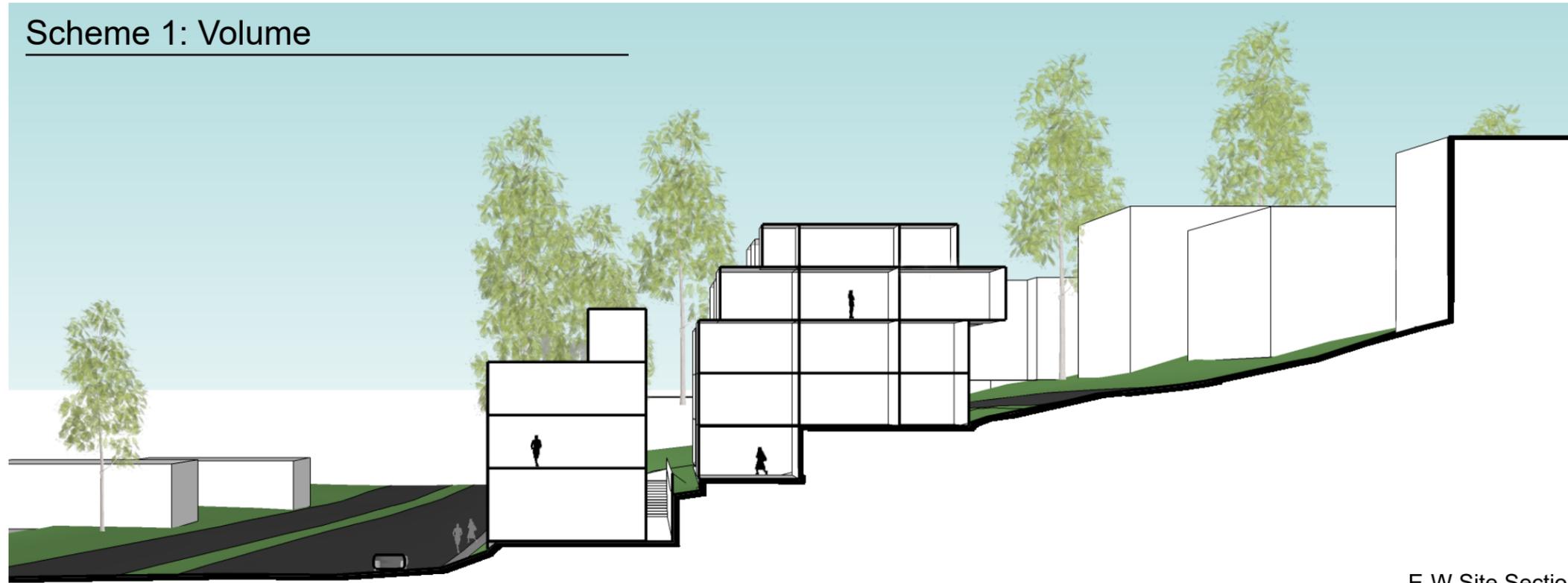




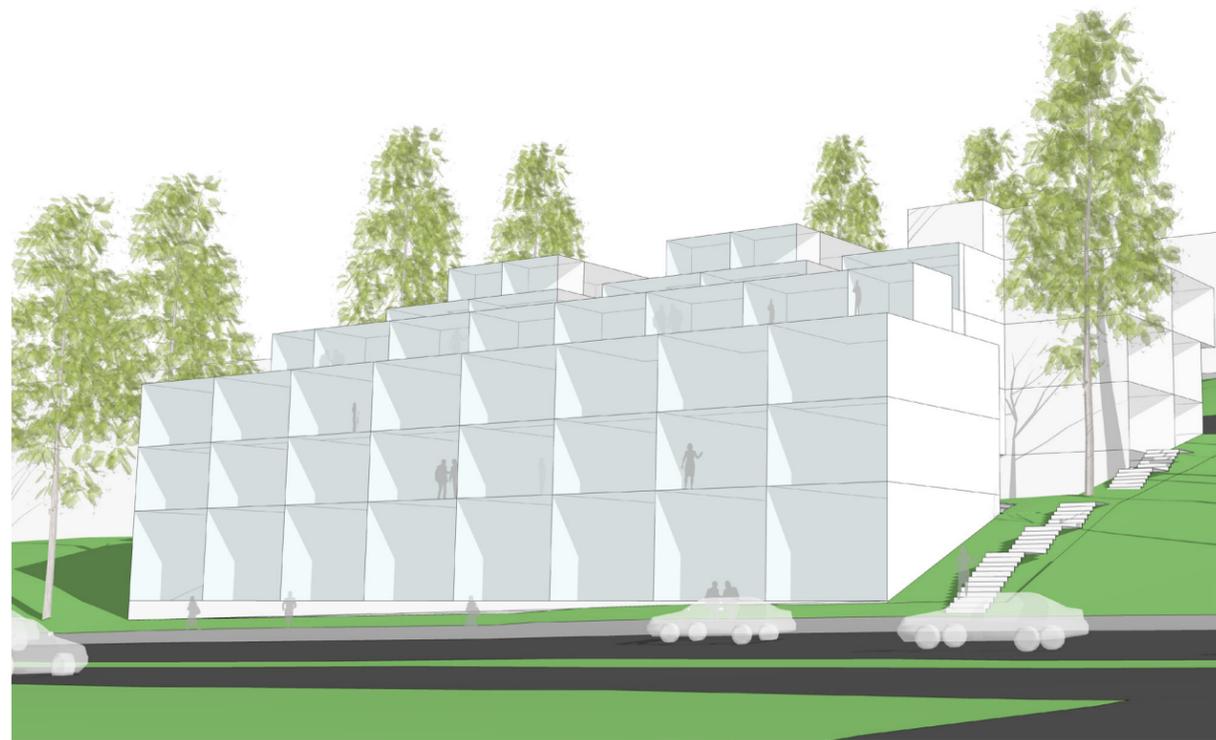
- Townhouse
- Live-Work
- Steep Slope
- Parking

Site Plan
1:20

Scheme 1: Volume



E-W Site Section



View from W Bertona St



Alley Perspective

Scheme 2: Pathways

Scheme 2 focuses on creating a high density layout. The units are broken into three smaller buildings to allow pedestrian access through the site.

GSF: 36,440

Number of Units: 26 Townhouses

Parcel A: 9 Townhouses

Parcel B: 6 Townhouses

Parcel C: 11 Townhouses

Number of Parking Stalls: 15

Notes

1. 15' Setback from Alley

Positives:

1. Central courtyard area
2. High Density

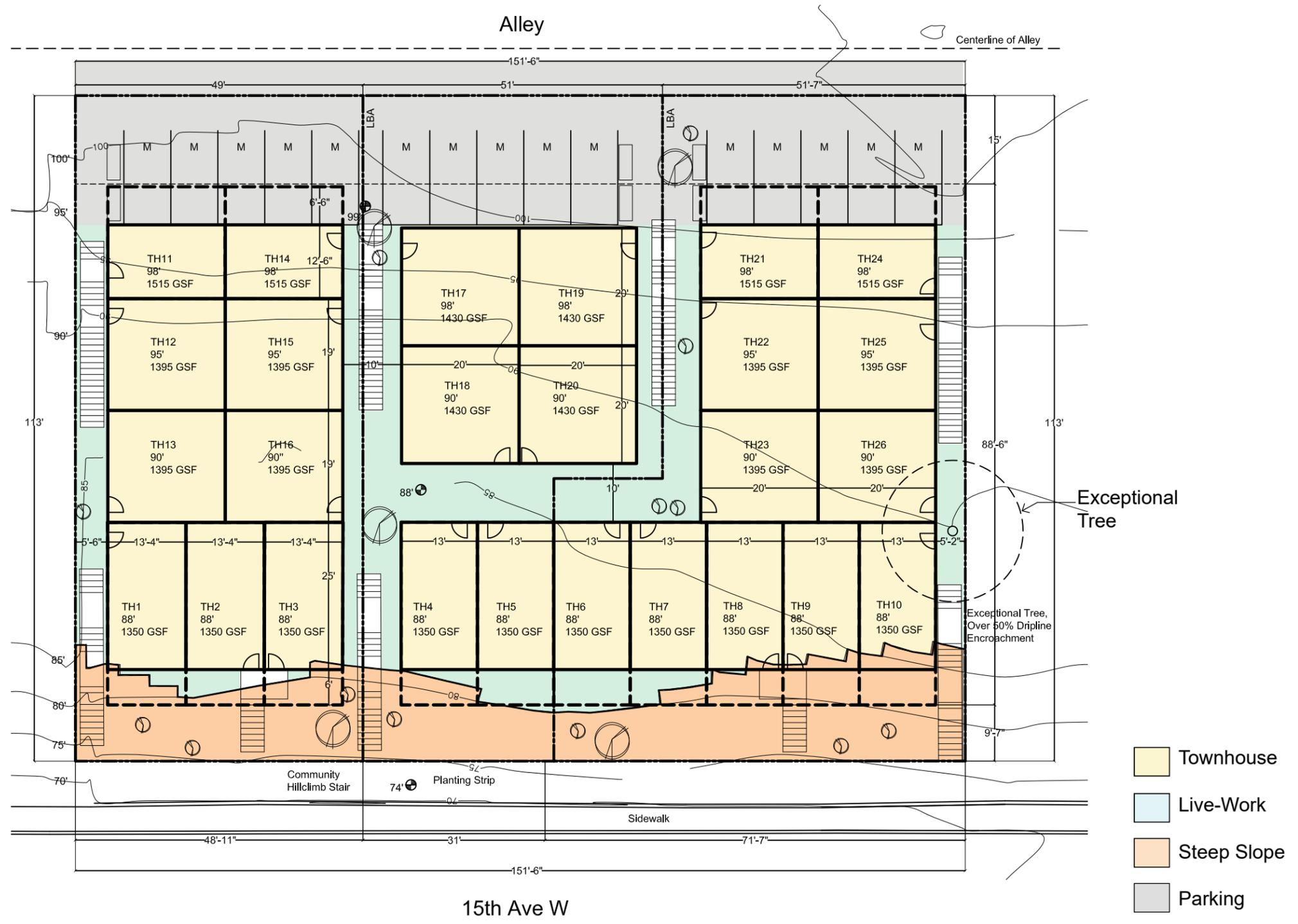
Negatives:

1. Removes exceptional tree
2. No live-work units due to grades
3. Parking does not allow each unit to have a personal stall

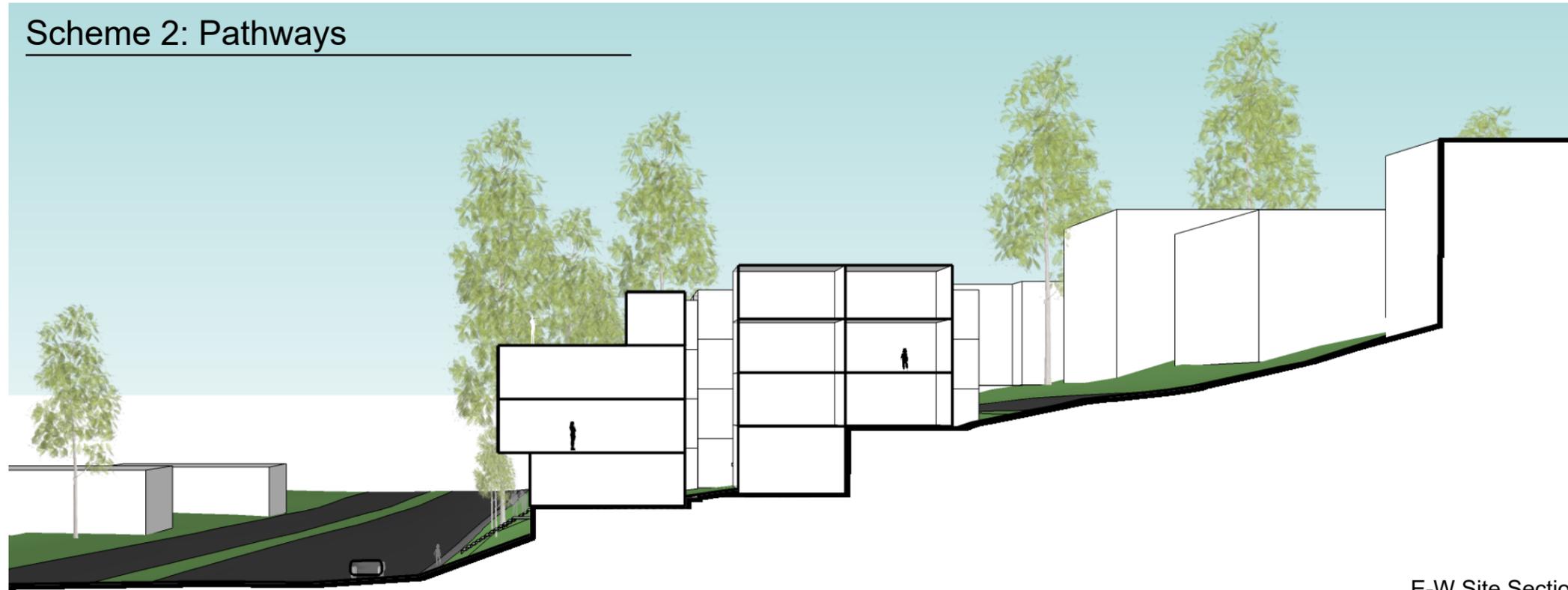
Departures

1. No commercial along street front. **23.47.005.C** Residential uses are limited to no more than 20% of street-level street-facing facade. Due to grades along the street-facing facade being over a 40% steep slope connected to larger steep slopes.

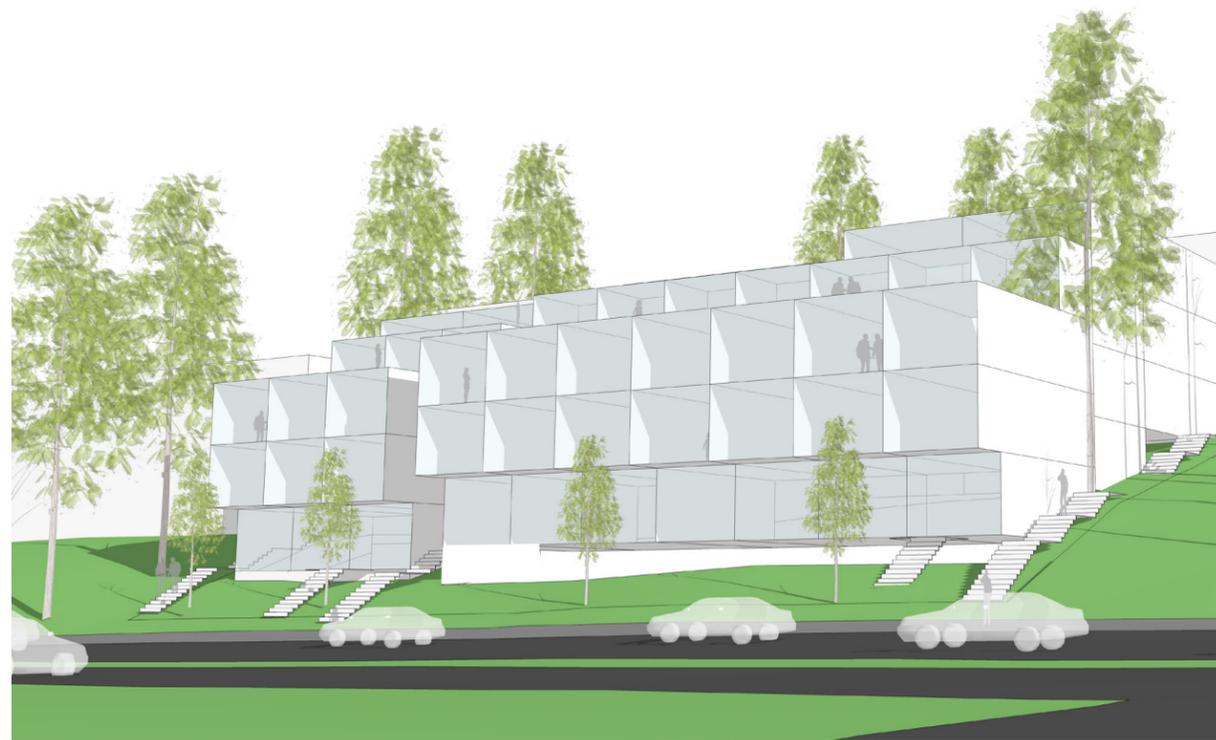




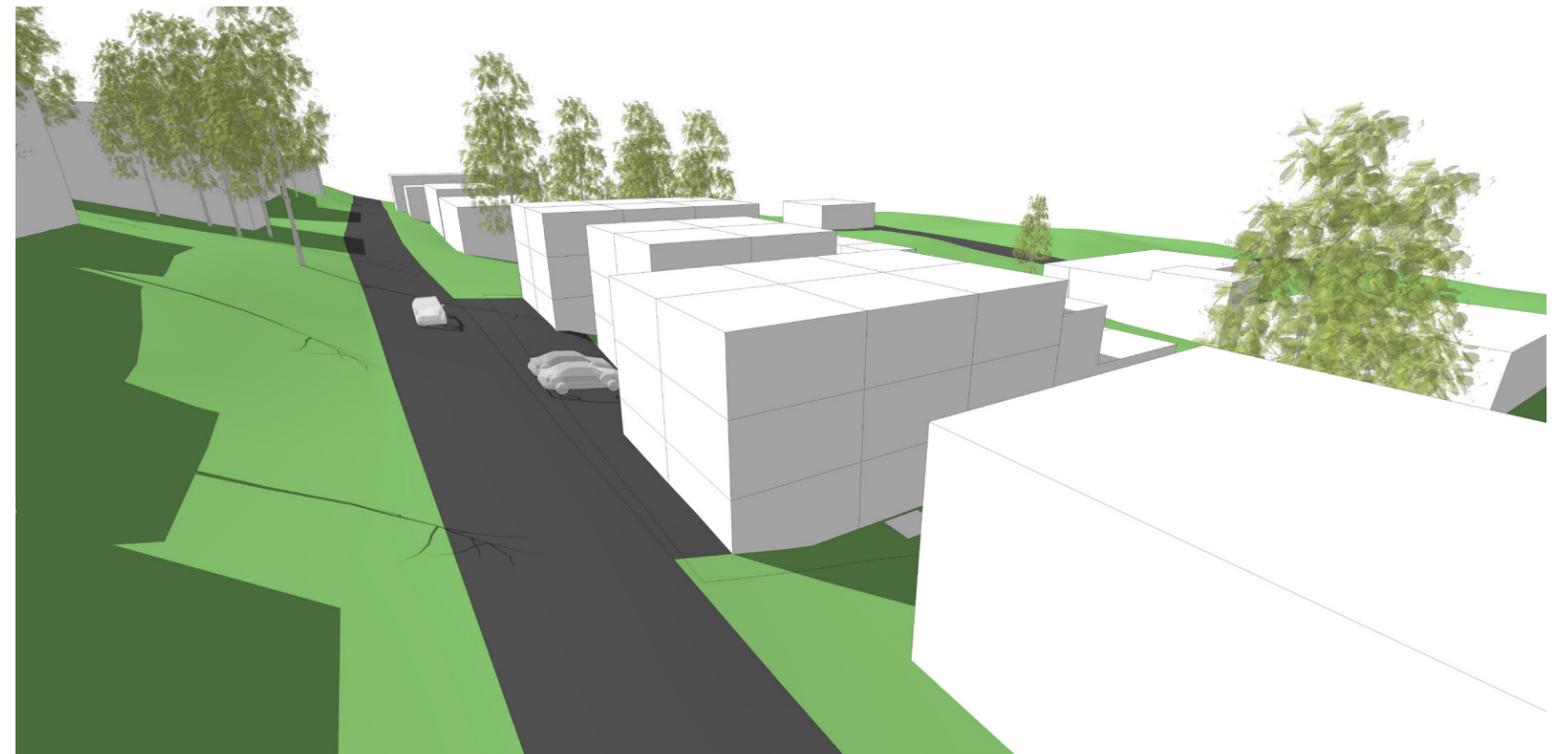
Scheme 2: Pathways



E-W Site Section



View from W Bertona St



Alley Perspective

Scheme 3: Urban Village (Preferred)

Scheme 3 is the most responsive to the site conditions and pedestrian access. Small group of buildings knit together with interior courtyards and cloisters for gathering facilitated by a strong pedestrian spine. The broken up units that terrace up the hillside allow for access to natural daylight and fit in with the existing neighborhood. The exceptional tree is preserved at the terminus of the pedestrian spine.

GSF: 29,610

Number of Units: 21 Townhouses

Parcel A: 7 Townhouses
Parcel B: 6 Townhouses
Parcel C: 8 Townhouses

Number of Parking Stalls: 15

Notes

1. 15' Setback from Alley

Positives:

1. Strong pedestrian spine
2. Interior courtyards and cloisters for gathering
3. Buildings terrace up the hillside gracefully
4. Preserving exceptional tree
5. Breaking up units allow more units to have access to natural daylight
6. Consistent with existing neighborhood residential edge
7. **Minimal disturbance to street edge steep slope area**

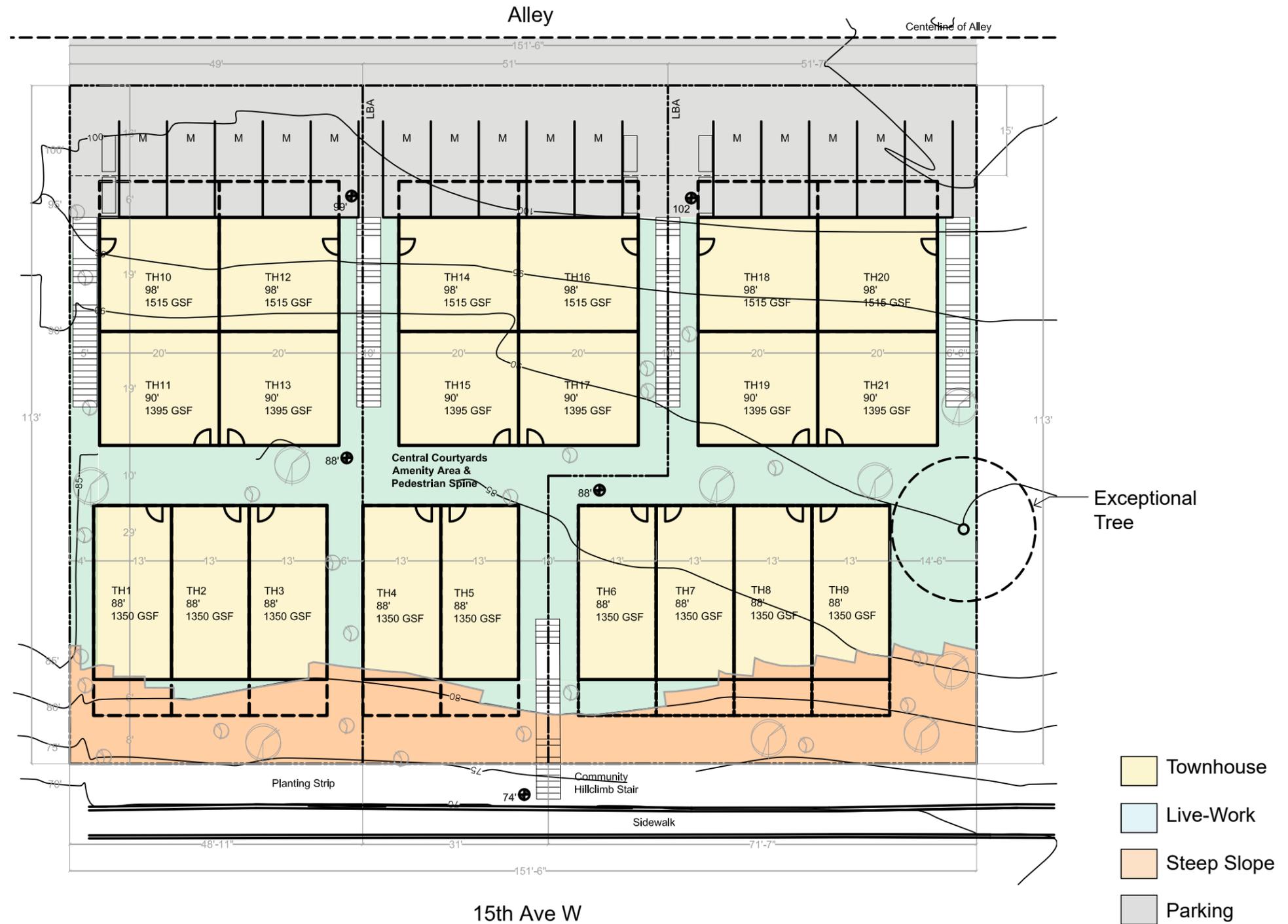
Negatives:

1. No live-work units due to grades
2. Parking does not allow each unit to have a personal stall
3. Lower Density

Departures

1. No commercial along street front. **23.47.005.C** Residential uses are limited to no more than 20% of street-level street-facing facade. Due to grades along the street-facing facade being over a 40% steep slope connected to larger steep slopes.

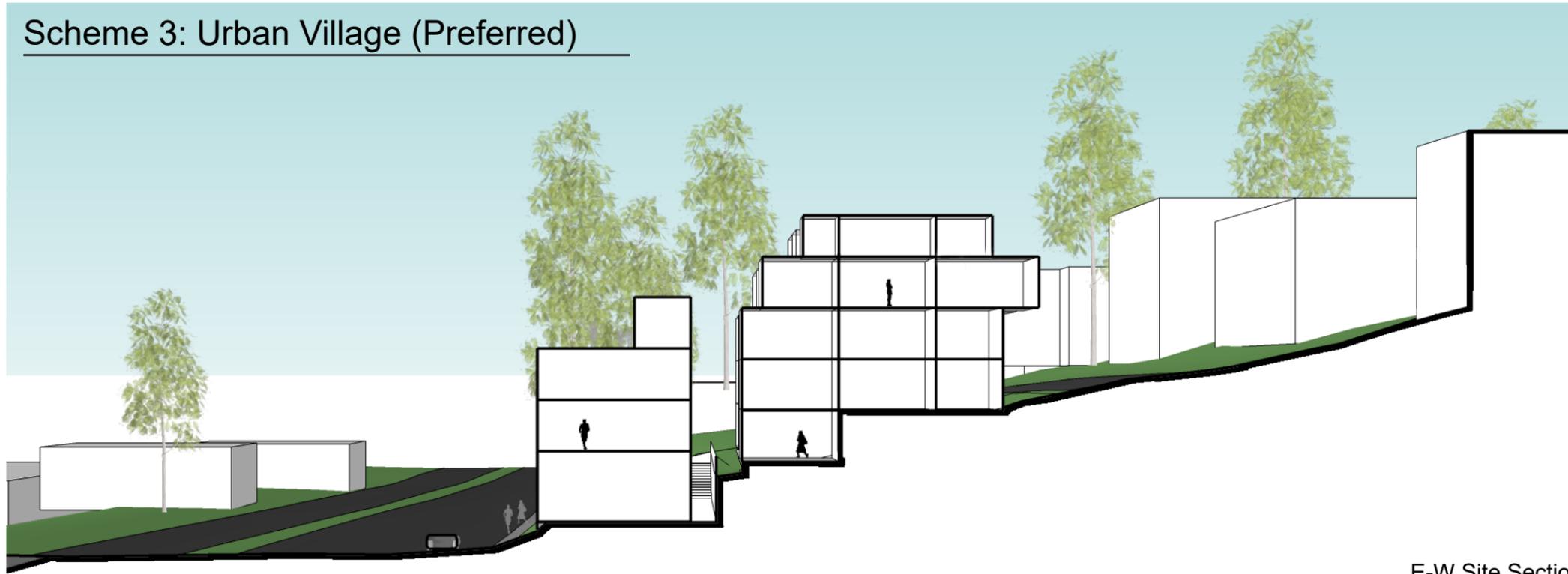




- Townhouse
- Live-Work
- Steep Slope
- Parking

Site Plan
1:20

Scheme 3: Urban Village (Preferred)



E-W Site Section



View from W Bertona St



Alley Perspective

Street Edge Exhibit: EDG Scheme 1 & 3

Code: 23.47A.005.C Residential uses are limited to no more than 20% of street-level street-facing facade.

Departure: Requesting departure to allow all residential use along street-facing facade in response to existing site conditions.

Conditions: Grades along 15th Ave are over a 40% steep slope. By moving the units away from the street-front, it minimizes the disturbance of the steep slope areas connected to larger steep slope. Pedestrian circulation of 15th Ave is not safe with a steep slope to one side and a major arterial to the other.

Scheme 3: Urban Village minimizes disturbance of the steep slope helping strengthen the hillside, creating a softer vegetation edge.



Exhibit Scheme 1: Volume: Maximum Slope Disturbance

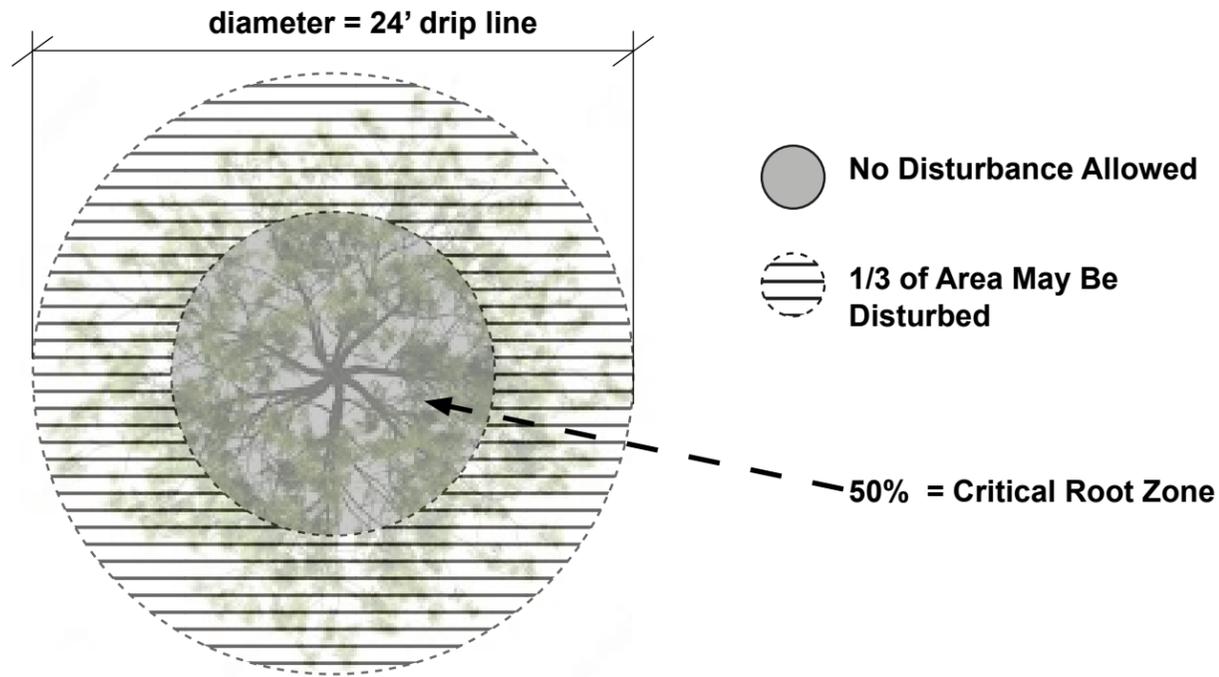


Unsafe Conditions on Site



Exhibit Scheme 3: Minimum Slope Disturbance

Existing Tree Exhibit



--- Existing Exceptional Tree on Site



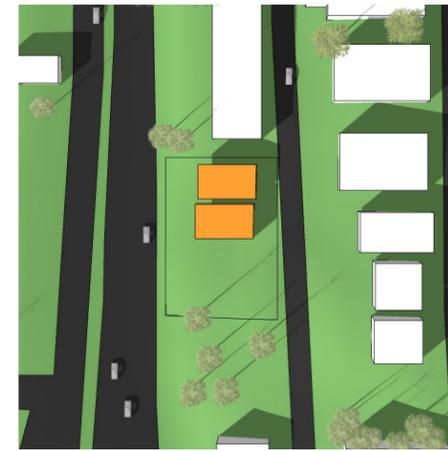
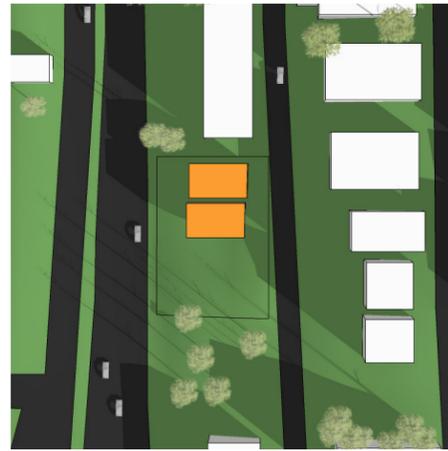
Exceptional Tree: Sequoia Sempervirens - Coast Redwood with a 24' drip line.

9:00 am

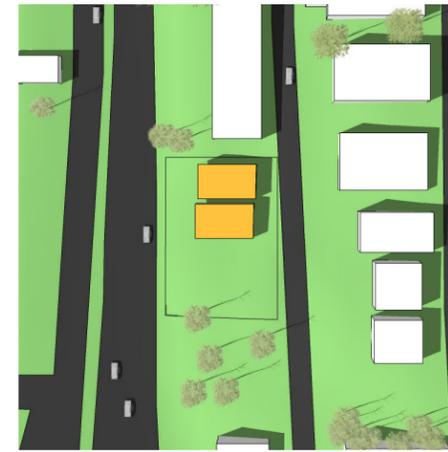
12:00 pm

3:00 pm

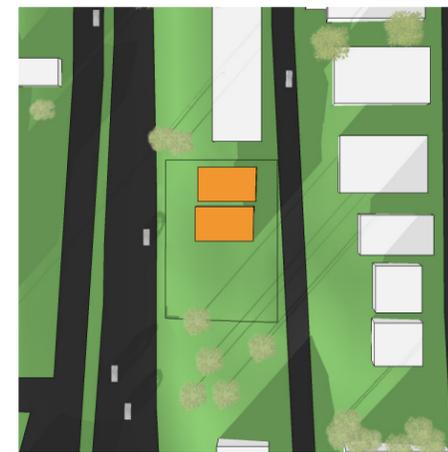
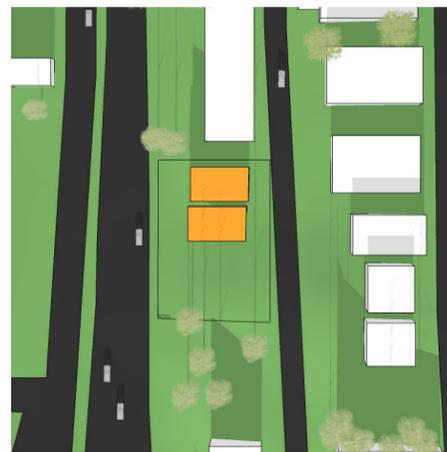
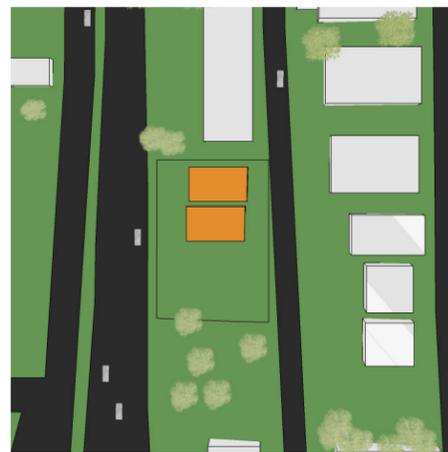
March 21
(Vernal/ Autumnal
Equinox)



June 21
(Summer Solstice)



December 21
(Winter Solstice)



9:00 am

12:00 pm

3:00 pm

March 21
(Vernal/ Autumnal
Equinox)



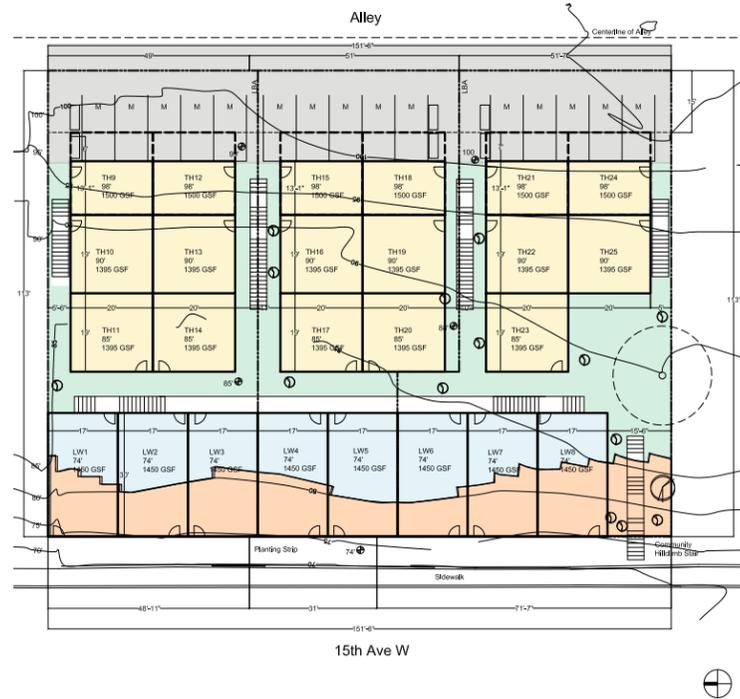
June 21
(Summer Solstice)



December 21
(Winter Solstice)



Scheme 1: Volume



Positives:

1. Preserve exceptional tree
2. Live-Work units along street front
3. Pedestrian spine

Negatives:

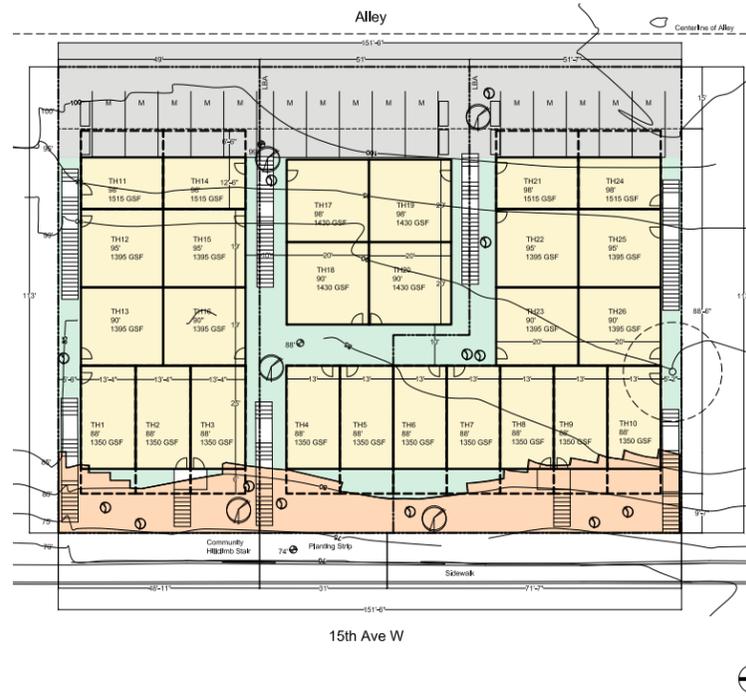
1. Maximum slope disturbance by connecting units to street

2. Long facade along street front
3. Units do not respond to the topography of the site
4. Parking does not allow each unit to have a personal stall

Departures

None

Scheme 2: Pathways



Positives:

1. Central courtyard area
2. High Density

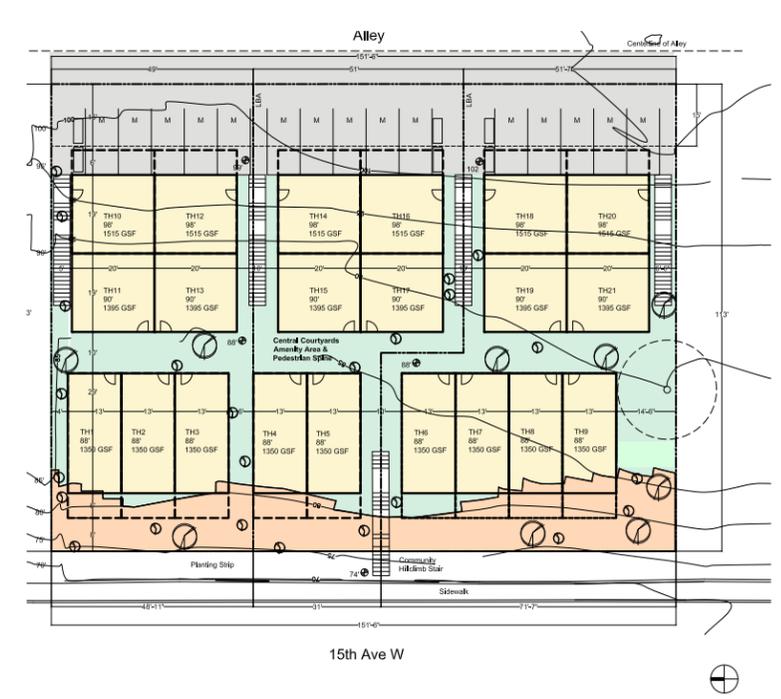
Negatives:

1. Removes exceptional tree
2. No live-work units due to grades
3. Parking does not allow each unit to have a personal stall

Departures

1. No commercial along street front. **23.47.005.C** Residential uses are limited to no more than 20% of street-level street-facing facade. Due to grades along the street-facing facade being over a 40% steep slope connected to larger steep slopes.

Scheme 3 : Urban Village (Preferred)



Positives:

1. Strong pedestrian spine
2. Interior courtyards and cloisters for gathering
3. Buildings terrace up the hillside gracefully
4. Preserving exceptional tree
5. Breaking up units allow more units to have access to natural daylight.
6. Consistent with existing neighborhood residential edge
- 7. Minimal disturbance to street edge steep slope area**

Negatives:

1. No live-work units due to grades
2. Parking does not allow each unit to have a personal stall
3. Lower Density

Departures

1. No commercial along street front. **23.47.005.C** Residential uses are limited to no more than 20% of street-level street-facing facade. Due to grades along the street-facing facade being over a 40% steep slope connected to larger steep slopes.