

# Legendary 17th Townhomes





PARCEL INFORMATION

Project Name	Legendary 17th Townhomes
Address	1529 17th Ave S
Tax ID Number	885000-0305
Legal Description	Lots 17 and 18, Block 5, Valentine Add
Lot Size	5,992 SF

TEAM

Owner/Developer	AK Homes, LLC Alik Moskalkenko 13027 SE 288th Place Auburn, WA 98092
Architect	CB Anderson Architects PLLC Nadezhda Azarova 7209 Greenwood Ave N Seattle, WA 98103
Landscape Architect	Glenn Takagi ASLA 18550 Firland Way N, # 102 Shoreline, WA 98122

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Streamlined Design Review Early Design Guidance Packet  
SDCI PROJECT # 3024485

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PROJECT DESCRIPTION

Project location is at 1529 17th Ave S in an LR2 zone in the North Beacon Hill neighborhood of South Seattle and is a part of Mt. Baker Urban Village Overlay. The proposed townhouse project consists of two new triplex buildings and involves demolition of an existing single family residence with detached garage.

The first proposed triplex (east) will be stretched north-south along the street front with the entries facing 17th Ave S. The second triplex (west) will be located in the rear of the property, parallel to the first, with unit entries facing auto court.

Each building will have private amenity areas for each unit. Ground level amenity area for Building 1 (east bldg) will be located along the street, ground level amenity area for Building 2 (west bldg) will be on the west side of the building at the back (west) property line. Pedestrian pathway starting at the auto court will lead to the private amenity areas of the building 2 (west). Each unit of the building2 will also have direct access to the amenity area. In addition, each unit will have roof top terrace. An auto court will provide access to garages in each unit.



North Beacon Hill boundaries on Seattle

9-Block Aerial



NEIGHBORHOOD ANALYSIS

The project site is located in the north part of North Beacon Hill neighborhood, within the block immediately south of I-90 interstate with “Mountains to Sound” Greenway trail between the interstate and the residential area.

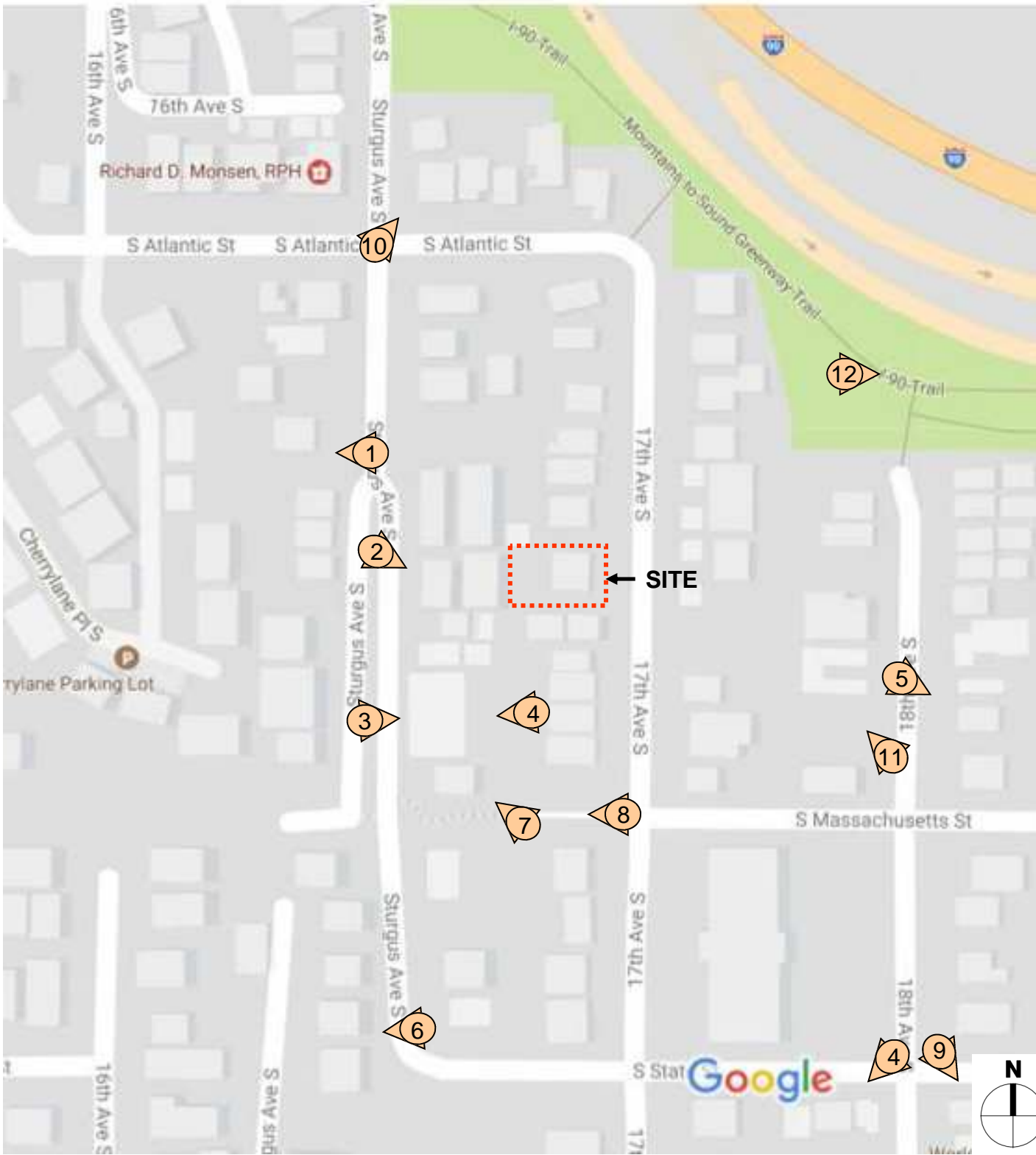
Beacon Hill is a long north-south stretched ridge with distinguished views from many neighborhood points. North Beacon Hill is the north most municipal division of Beacon Hill neighborhood in southeast Seattle. It has its western boundary along I-5, north on Dearborn Street, east along Rainier Ave S. Jefferson Park and golf course with VA Health Care complex conclude the south end. The most prominent building that marks the north end of this subdivision is Pacific Tower (Formerly the US Marine Hospital and later Amazon first headquarters in Seattle).

According to “Beacon Hill Historic Context Statement” prepared by city of Seattle Department of Neighborhoods in 2004, much of the northern portion of Beacon hill was platted between 1869 and 1878. in anticipation of transcontinental railroad. Most development occurred on the north end, closest to downtown, and by 1916 the area was covered by small wood framed houses.

Homebuilding in the area intensified after World War II, and at present area is predominantly residential consisting of older single-family homes in various states of maintenance punctured by new townhouse developments and older multifamily and townhouse clusters, especially observable uphill to the west of the proposed site.

The design for these new townhomes strives to take characteristics of both the modern townhomes as well as single family into account. The flat roofs and overall clean lines of the buildings continue the trend of more contemporary new developments with horizontal lap siding creating the bridge to adjacent single family houses and older townhomes. The scale of façade modulations and a variety of colors and materials will allow these new townhomes to blend in as well as to have a distinct residential character. Rooftop terraces will provide notable views, and the absence of surface parking (garages) would allow for cleaner, pedestrian friendlier space between two buildings.

NEIGHBORHOOD EXAMPLE MAP





NEIGHBORHOOD EXAMPLES



1 TOWNHOMES



2 TOWNHOMES



3 TOWNHOMES



4 TOWNHOMES



5 TYP. MIX OF TOWNHOMES SFR



6 MULTI-FAMILY



7 MULTI-FAMILY



8 PEDESTRIAN WAY UP SLOPE



9 TOWNHOMES



10 SINGLE FAMILY



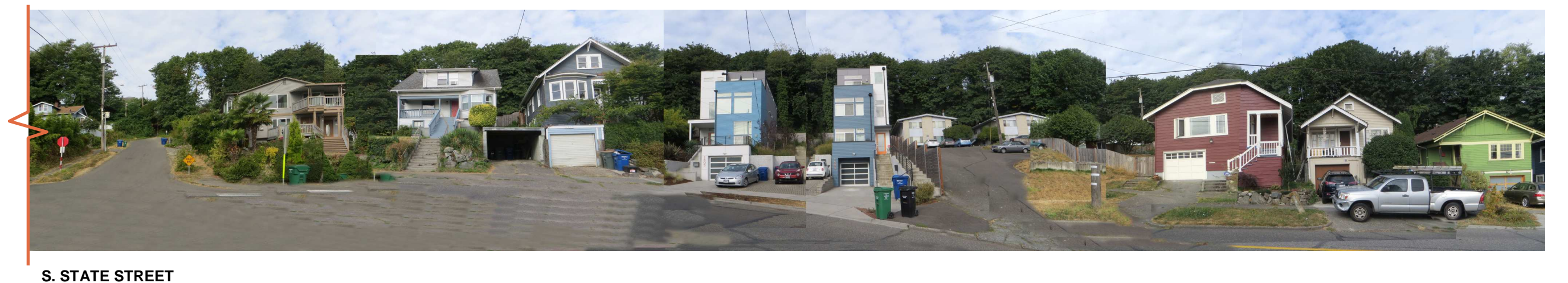
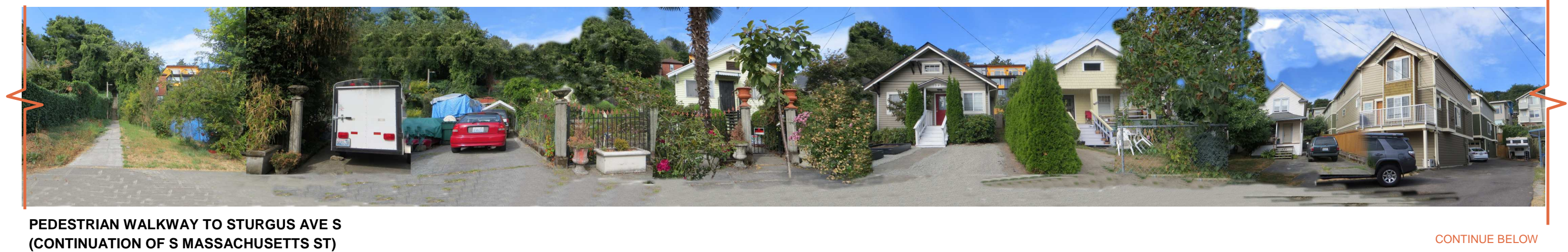
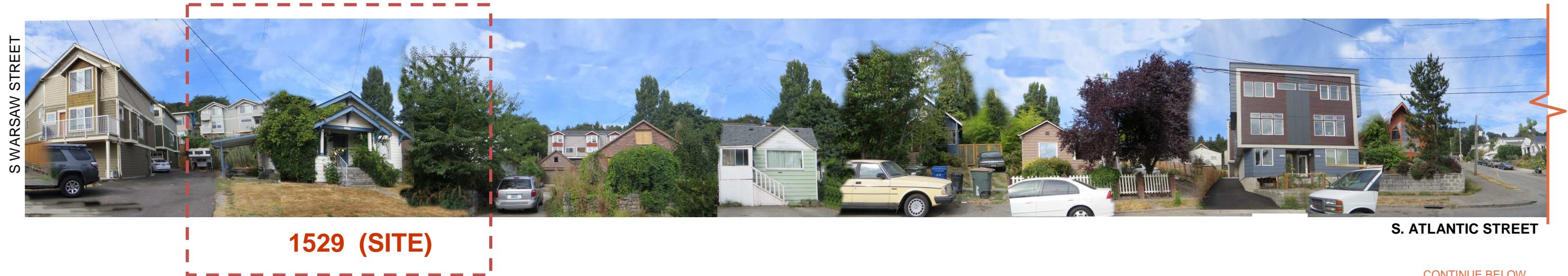
11 TOWNHOMES



12 PARKS

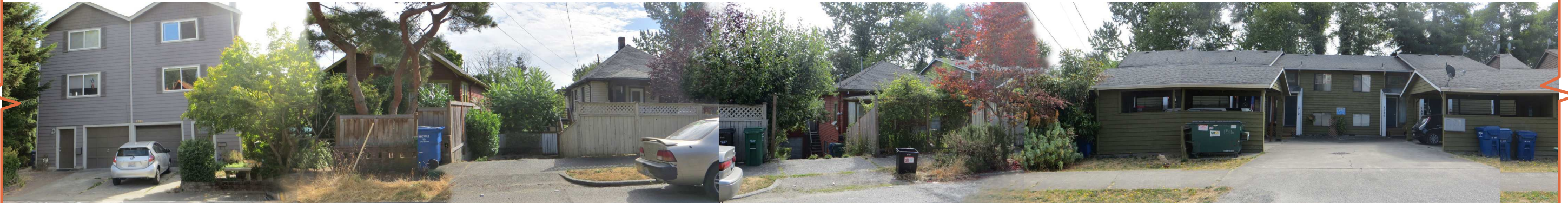


## 17TH AVE S WEST SIDE





## 17TH AVE S EAST SIDE



CONTINUE PICTURE BELOW



ACROSS FROM 1529 (SITE)

CONTINUE PICTURE BELOW



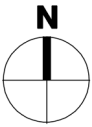
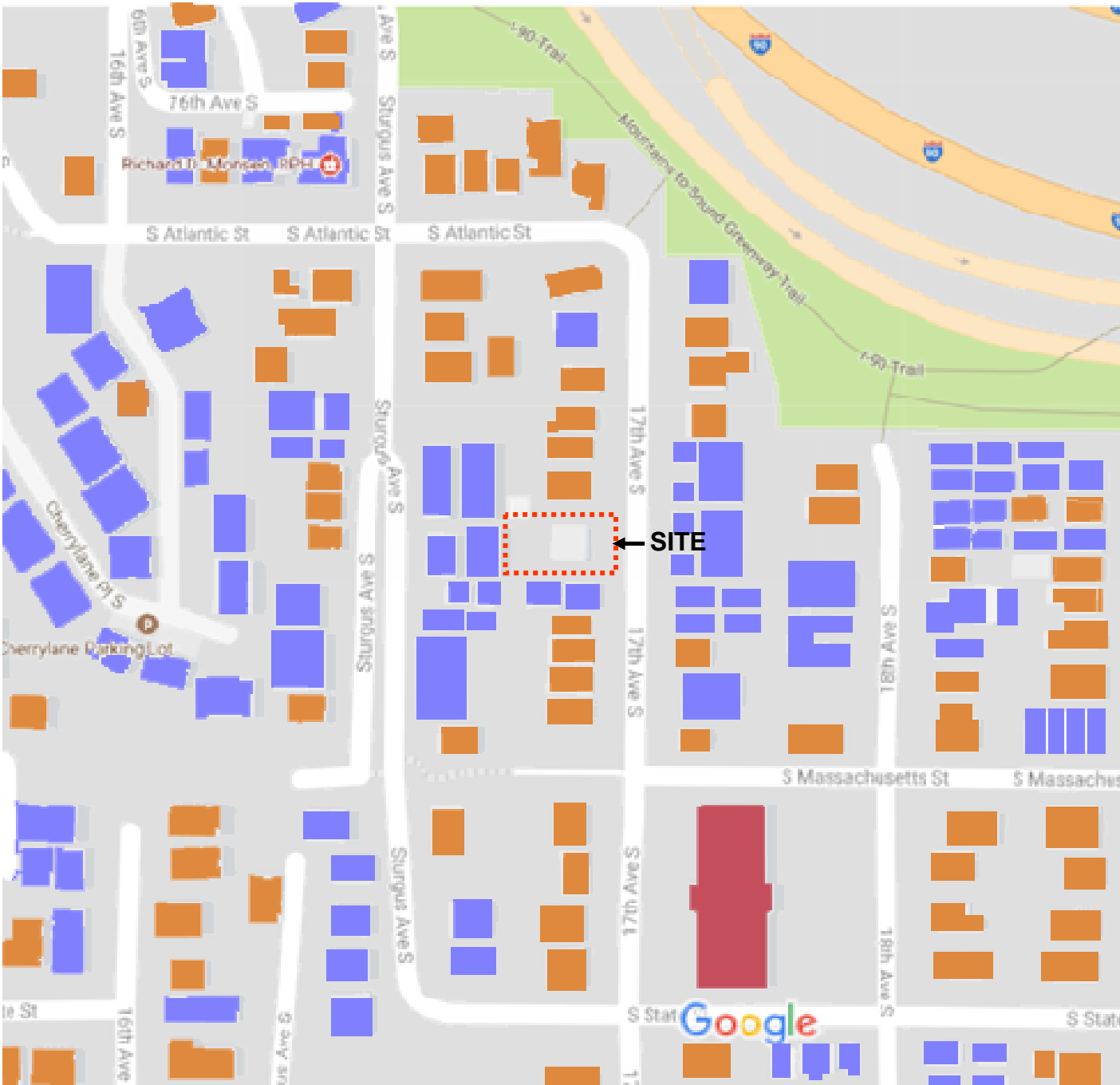
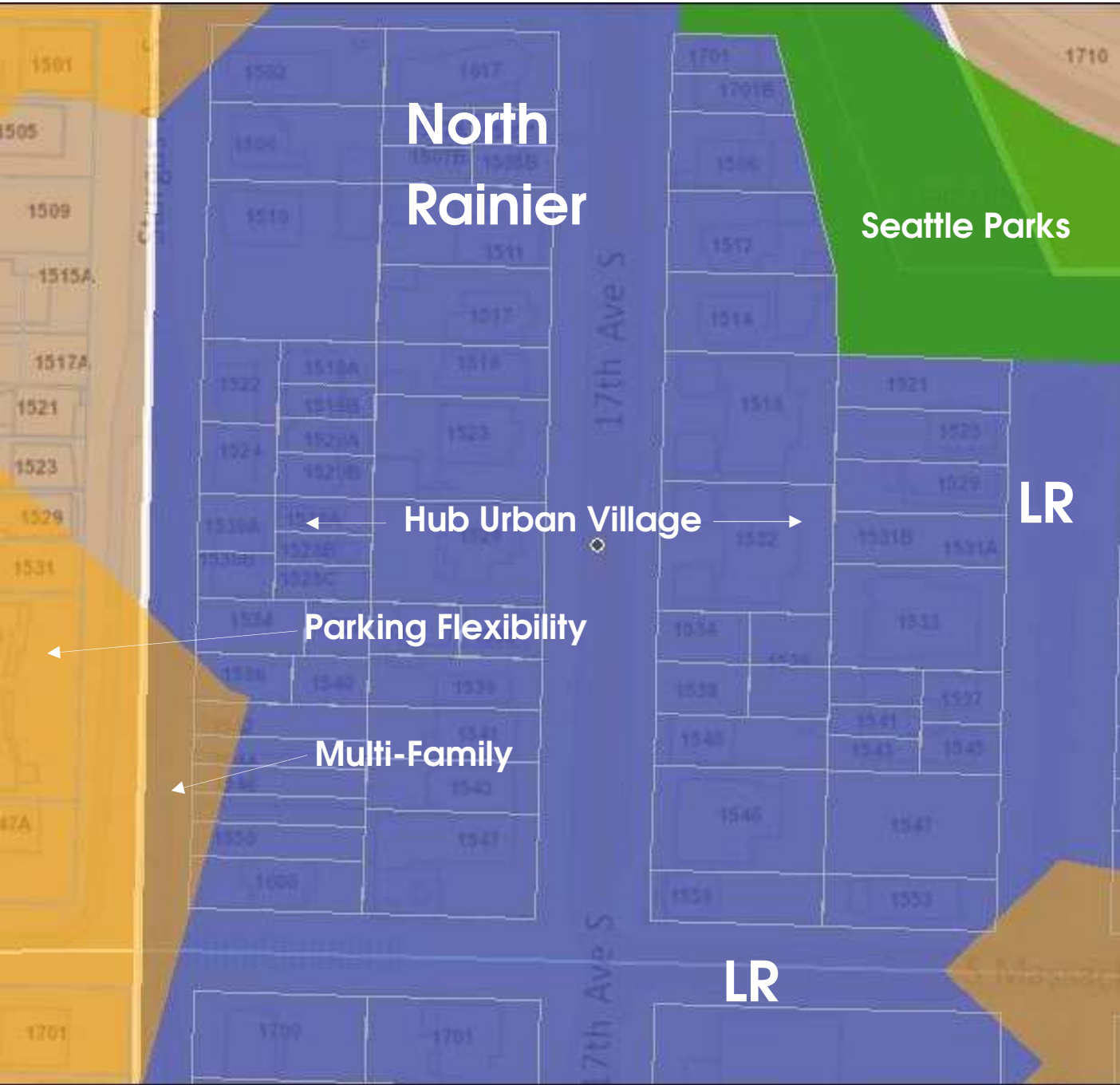
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S. STATE STREET



DETAILED ZONING MAP

VICINITY MAP WITH EXISTING USES



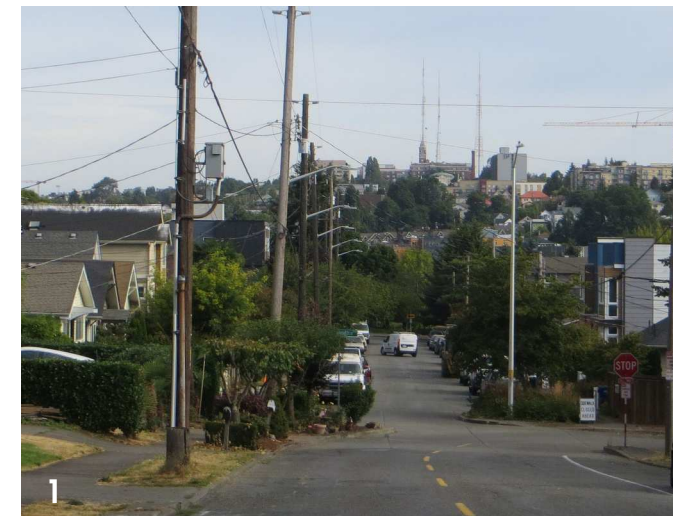
- Single Family
- Multi Family

- Institutional



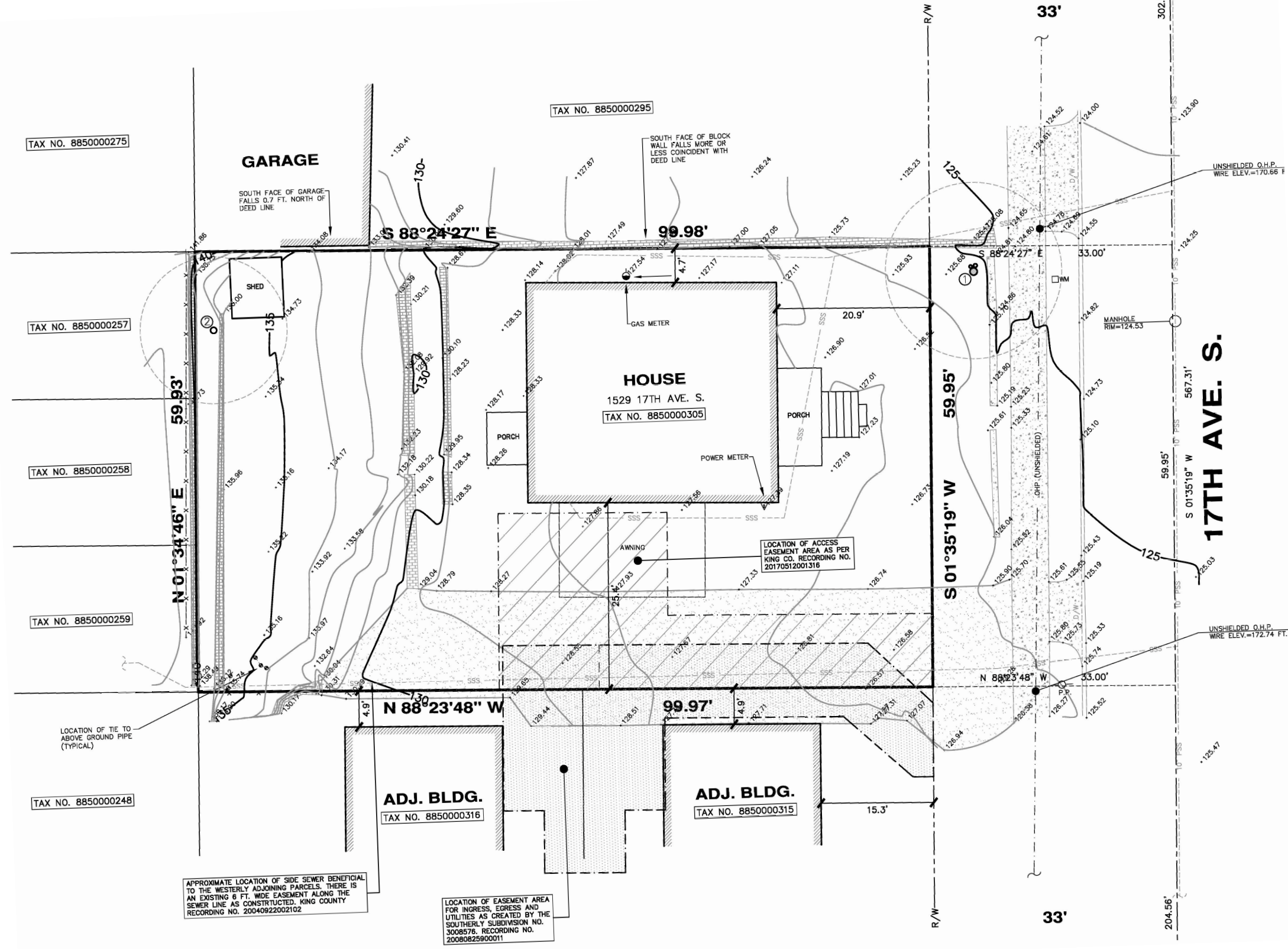


## EXISTING AND ADJACENT BUILDINGS





SURVEY



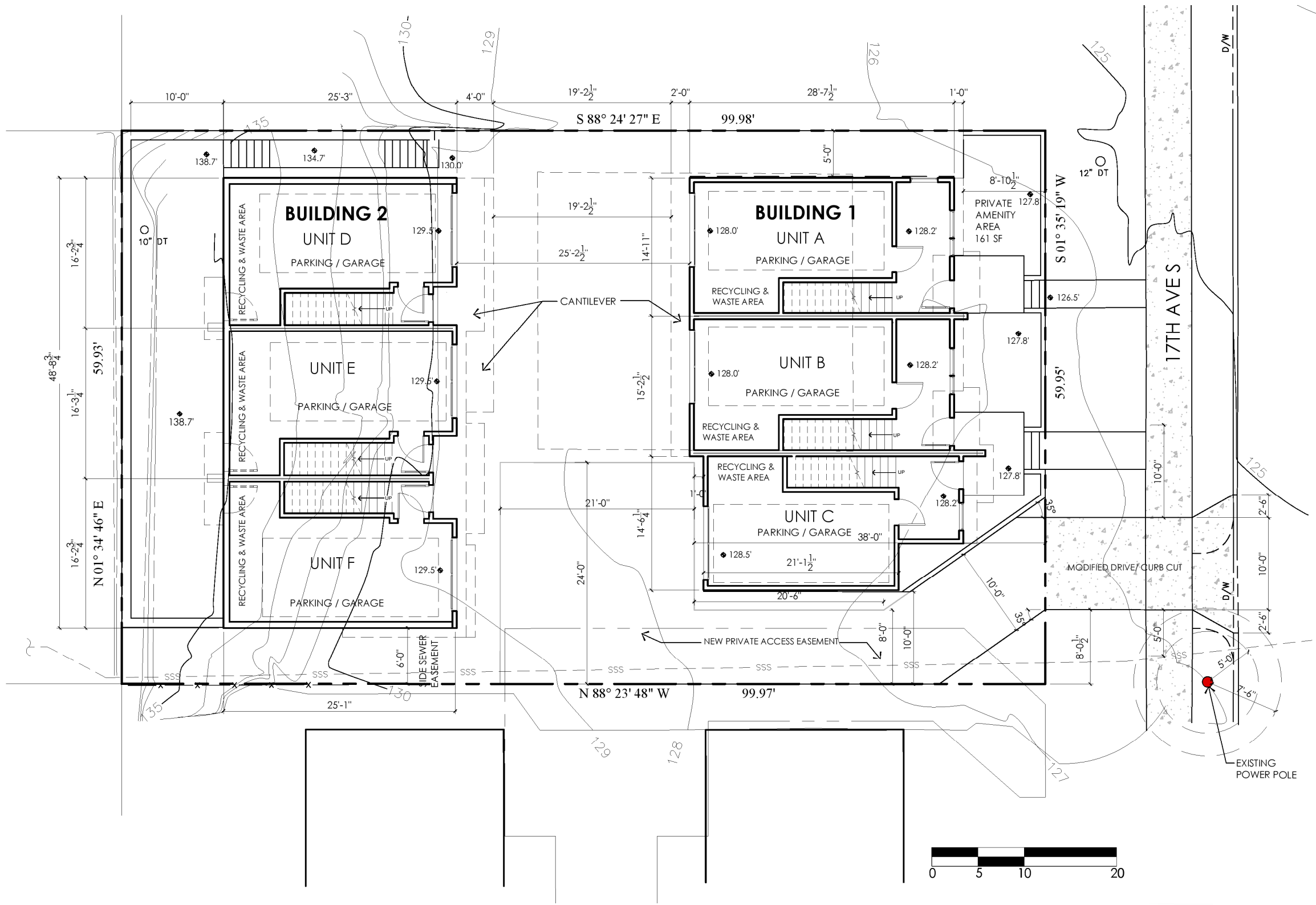
TREE IDENTIFICATION TABLE

I.D. #	DIAMETER	TRFF NAME	BOTANICAL NAME
1	5, 6 & 12"	BITTER CHERRY	PRUNUS EMARGINATA
2	10"	BLACK LOCUST	ROBINIA PSUEDOACACIA



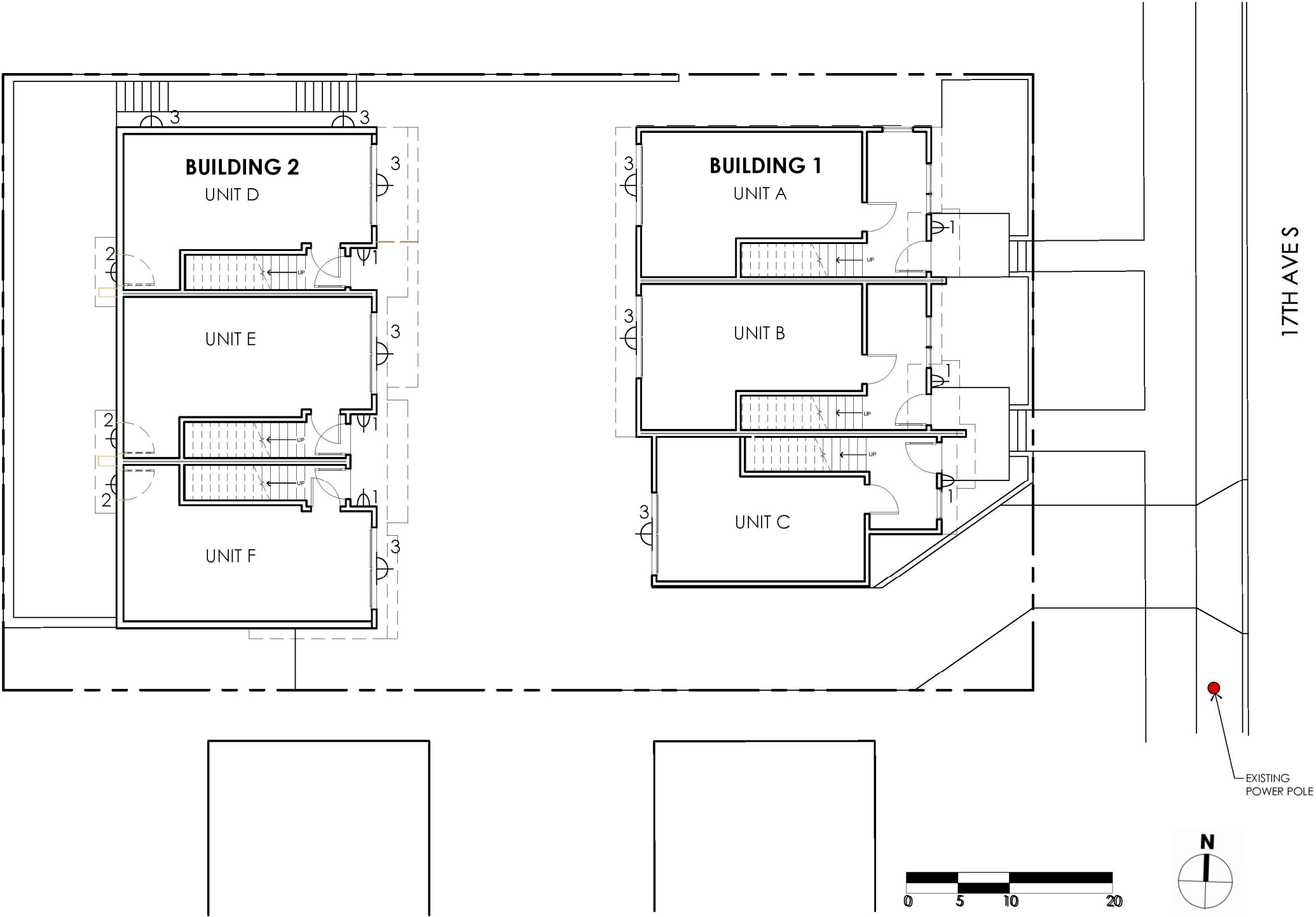


ARCHITECTURAL SITE PLAN





LIGHTING PLAN



1 ENTRY WALL SCONCE



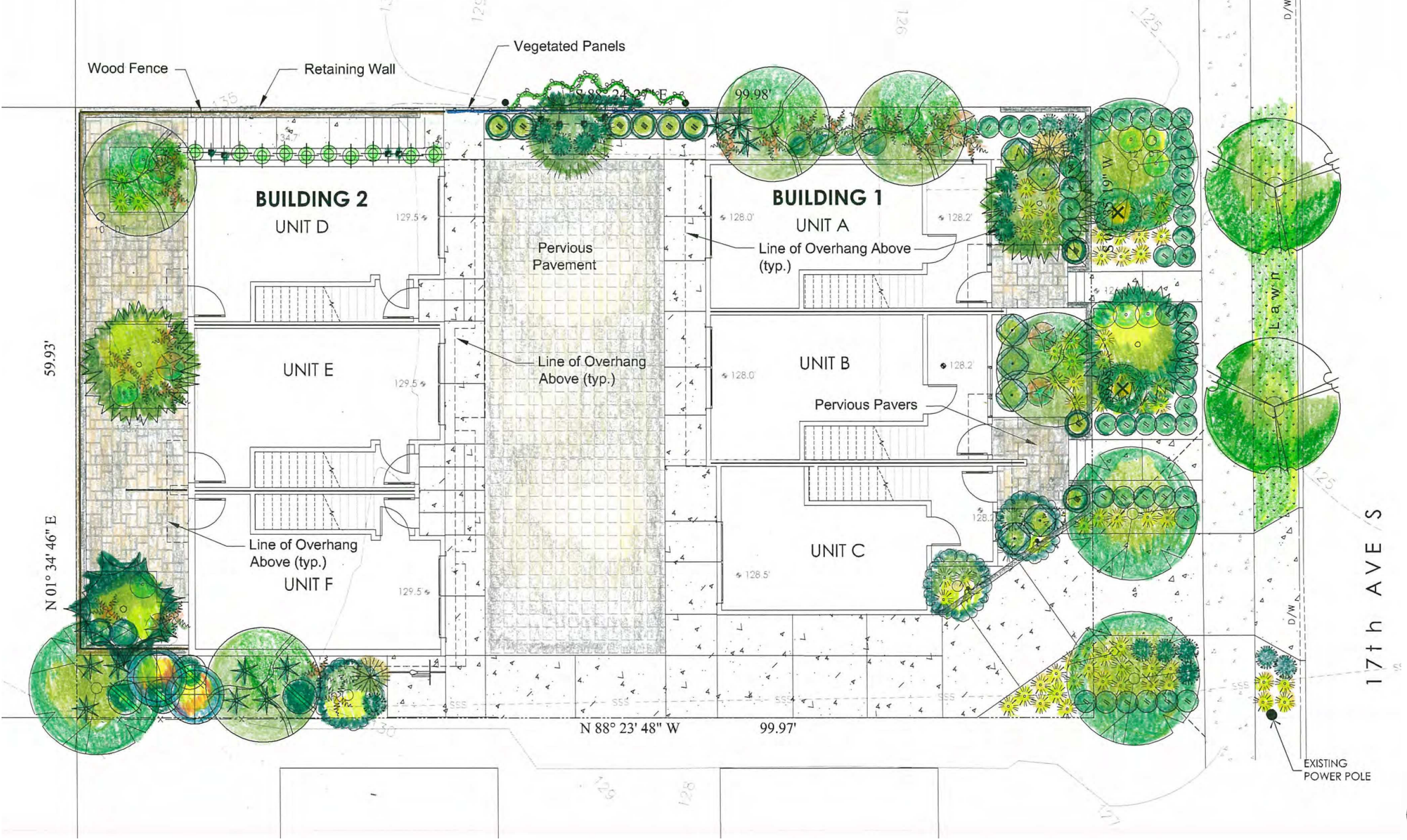
3 GARAGE LIGHT



3 PATIO WALL SCONCE



LANDSCAPE PLAN





PLANT SELECTION EXAMPLES



KALMIA LAUREL



OREGON GRAPE



FOUNTAIN GRASS



HINOKI CYPRESS



FLOWERING PEAR—  
STREET TREE



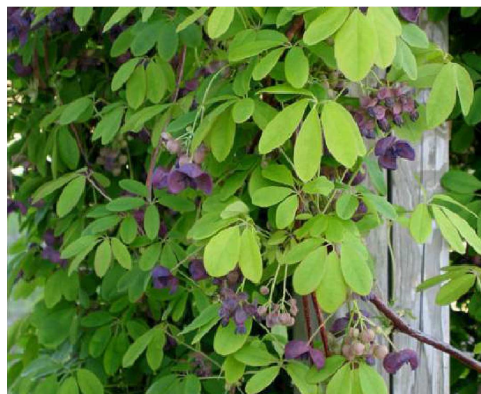
DWARF LAUREL



NANDINA



MAIDEN GRASS



AKEBIA VINE



SWORD FERN



EVERGREEN MAGNOLIA



PARROTIA—STREET TREE



EVERGREEN HUCKLEBERRY



PACIFIC WAX MYRTLE



BOXWOOD



VINE MAPLE



SEDUM



EPIEDIUM



MEXICAN ORANGE



FLOWERING CURRENT



HONEYSUCKLE VINE



## ZONING TABLE

Seattle Land Use Section	Code	Proposed
23.45.510 Floor Area Ratio	Maximum FAR in LR2 for townhomes: 1.0 or 1.2 if meeting standards of 23.45.510. C.	Lot area: 5,992 SF Maximum FAR allowed: 5,992 SF x 1.2 = 7,190 GFA Maximum FAR proposed: 7,178 SF GFA
24.45.512 Density Limits	LR density limit for townhomes: 1 unit in 1,600 SF of lot area or No Limit if meeting standards of 23.45.510.C.	Maximum density allowed: 5,992 SF./ 1,600 SF = 3 units or No Limit Proposed: 6 units, no limit
23.45.514 Structure Height	<ul style="list-style-type: none"> <li>- Maximum base height for townhomes for principle structures is 30' in LR2 zone.</li> <li>- Open railings and parapet walls may extend 4' above the base height</li> <li>- Stair penthouses are allowed to extend 10' above the maximum allowed base height</li> </ul>	Proposed: building heights will comply with code
23.45.518 Setbacks	Townhome setbacks Front setback: 7' average, 5' minimum Rear setback: 7' average, 5' minimum Side setback for facades 40' or less in length: 5' Side setback for facades 40' or more in length: 7' average, 5' minimum	Proposed Front setback: 8'-9" minimum Proposed Rear setback: 10' Proposed Side setback for facades 40' or less: Buildings 1 & 2 5' south & 5' North None
23.45.522 Amenity Area	Minimum amenity area for Townhomes: 25% of lot area A minimum of 50% of the amenity area is required on ground level	Minimum required Amenity area: 5,992 SF x 25 % = 1,498 SF with min n50% at ground level Proposed: 783 SF of private and common amenity area on ground level and 2,000 SF of private amenity area on roof top decks for all units
23.45.524 landscaping Standards	Green Factor Requirement: Green Factor score or 0.6 or greater	Proposed: landscaping will meet Green Factor score of 0.6
23.45.527 Structure Width & Façade Length	Townhouse requirements: Maximum allowed structure width: 90' Maximum façade length within 15' of a side lot line: 65% or lot depth	Proposed max. width: 30'-8" Maximum allowed façade length: 99.97' x 65% = 64.98', Proposed: Building 1 31'-7" + Building 2 29'-3" = 60'-10"
23.54.015 Table B Parking for Residential Uses	Required Parking : 1 space per dwelling unit = 6 parking stalls	Proposed: 6 garages, 1 per each unit



DESIGN GUIDELINES PART 1

DESIGN GUIDELINE	DESCRIPTION	DESIGN RESPONSE
Context and Site		
CS1 Natural Systems and features	D. Plants and Habitat	Project incorporates native plant species. More than 50% of the total landscaped area is visible to passerby from the adjacent public right of way.
CS2 Urban Pattern and Form	D. Height, Bulk, and Scale	Existing buildings in the surrounding area are the mixture of older single-family homes and newer townhouses with the current tendency of increasing density and height within L2 zoning regulations. The proposed project is in line with this trend offering larger and higher mass, yet supported by rising slope with 3-story townhouses on the back and same size buildings abundant in the vicinity. Design for both proposed buildings employs form and color to break the mass down to smaller residential scale native to the area. The existing ROW and larger front yard with amenity areas provide plenty of space between street and building frontage for planting and privacy
Public Life		
PL1 Open Space Connectivity	B. Walkways and Connections	Proposed project is connected to the street through private green space allowing access to three front units and merging into large planting area within ROW. Rear units are connected to the street through access on the south side ROW sidewalk and planting together with landscaping and lighting at the front building provide attractive path leading to greenway trails along I-90
PL2 Walkability	A. Accessibility B. Safety and Security D. Wayfinding	Site design employs driveway/ walkway for easy access to all units. Side units in both buildings have windows on all four sides allowing for natural surveillance. Site will be illuminated along walkways, at entry and back doors and garages All units will have highly visible stainless steel numbers
PL3 Street Level Interaction	A. Entries C. Residential Edges	The entries to the front building are facing the street. The building will have landscaping in front to allow for some privacy. In addition, the front doors to each unit are separated by wing walls to ensure privacy from each other. The entries to the units in the rear of the property are facing auto court and recessed for privacy. All units feature covered entries. To provide more privacy and security, the front building is set back slightly more than average front yard requirement and elevated above the walkway. All major living spaces are on the 2nd and 3rd level with entry lobby plus some office space at the grade level
PL4 Active Transit	A. Entry Locations and Relationships B. Planning ahead for bicyclists C. Planning ahead for Transit	Building 2 entries are connected to the street through access on the south side that is equally convenient for drivers, bicyclists and pedestrians. All units have garages that are spacious enough to accommodate bike storage. In addition, bike rack is proposed on the south side across from the access easement. This location of the bike rack provides for easy in and out and convenient for all inhabitants and their guests. Few bus stops are in the vicinity accessible by bike, with convenient access from site to bike routes.



DESIGN GUIDELINES PART 2

DESIGN GUIDELINE	DESCRIPTION	DESIGN RESPONSE
Design Concept		
DC1 Project Uses and Activities	A. Arrangement of Interior Uses B. Vehicular Access and Circulation C. Parking and Service Uses	While project proposes use of interior space between two buildings for vehicular access to garages, it put emphasis on street facing amenity areas to maximize street level connectivity and visibly enhance pedestrian path along street front. Proposal utilizes existing grade on the west side for amenity area facing multifamily building further west for larger building setback beneficial for all, proposed and existing building, residents.  Existing access easement on the property currently servicing two neighboring townhomes is proposed for joint access to existing and proposed townhouses. This configuration minimizes hard surface areas and maximizes open space available for residents
DC2 Architectural Concept	A. Massing B. Architectural and Façade Composition C. Secondary Architectural Features D. Scale and Texture E. Form and Function	While site placement for the big part is dictated by the existing topography and easement, consideration is given to dividing the total mass into two buildings to support overall scale of the neighborhood . Roof terrace access structures are oriented to slope toward the street to visually reduce overall building height and bulk.  Further detailing employing recesses and extensions from façade plane along with varying colors is proposed to avoid repetition and emphasize residential character.  Design proposes different material scales and textures—smaller-scale, smooth siding at pedestrian level for human scale and larger panels on 2dn and 3rd floors, wrapping corners for visual continuation of color themes throughout each building.
DC3 Open Space Concept	A. Building—Open Space relationship	All units have access to roof top decks offering views and use as private amenity areas. East building will have private amenity areas located on the ground level at the street side to allow for street connectivity, more privacy for residents and some gardening. West building will have common amenity area at the west side to allow for gathering, gardening and play.
DC4 Exterior Elements and Materials	A. Exterior elements and Finishes B. Signage C. Lighting	The project offers various exterior finishes and colors. The proposed siding provides a reference to existing single family homes. Painted cement board panel siding refers to the contemporary designs seen in the area.  Buildings will have raised stainless letters for easy identifications and in-line with proposed style.  All units will have lighting fixtures as shown on sheet 12—Lighting Plan at entries and garage doors. In addition wall mounted fixtures on the north side of the west building will be used along the exterior stair leading to the west amenity area.



ELEVATIONS



EAST ELEVATION BUILDING 1 (EAST BUILDING) FACING 17th AVE S

WEST ELEVATION BUILDING 1 (EAST BUILDING)  
FACING AUTOCOURT





ELEVATIONS



EAST ELEVATION BUILDING 2 (WEST BUILDING)

WEST ELEVATION BUILDING 2 (WEST BUILDING)





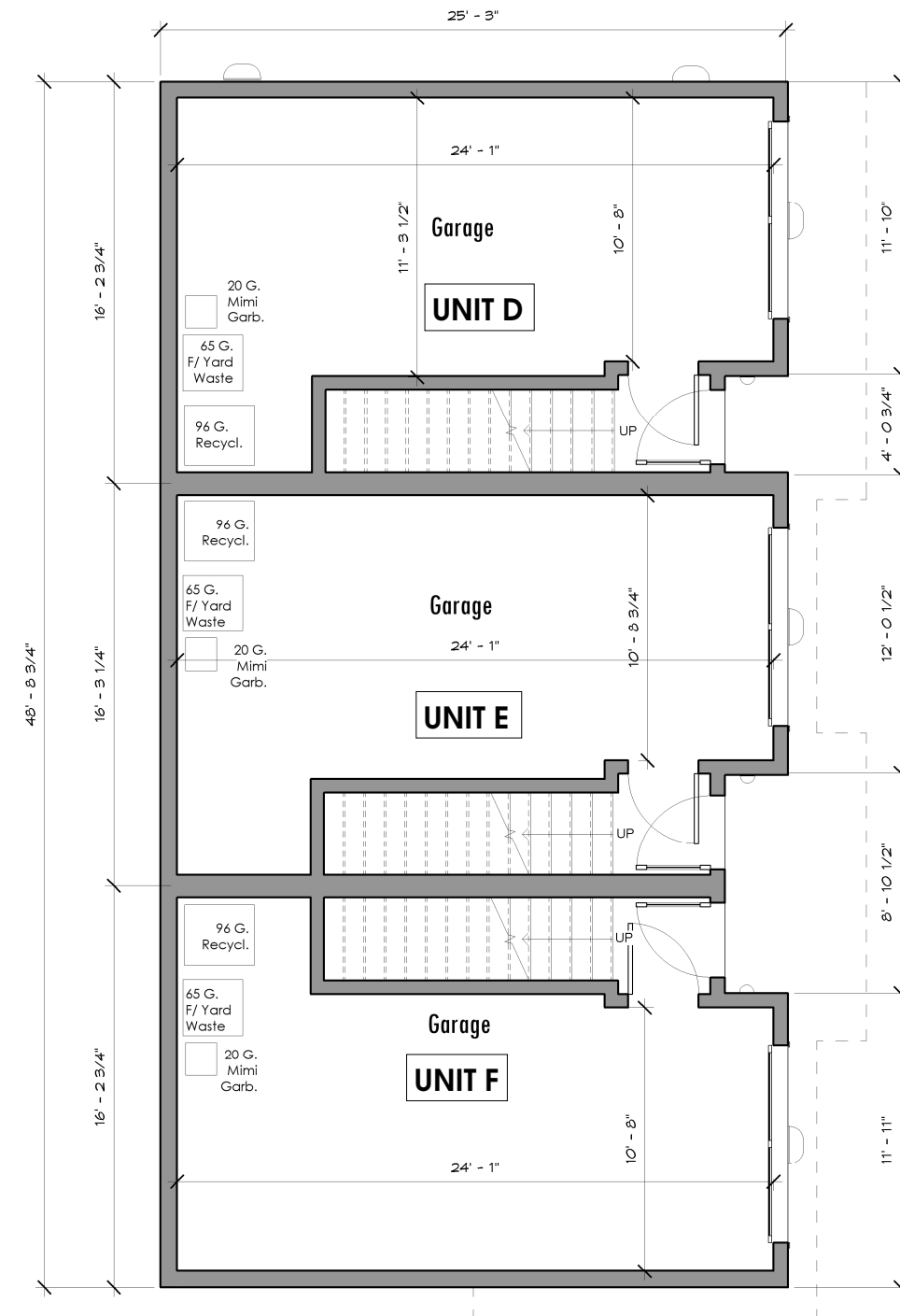
ELEVATIONS





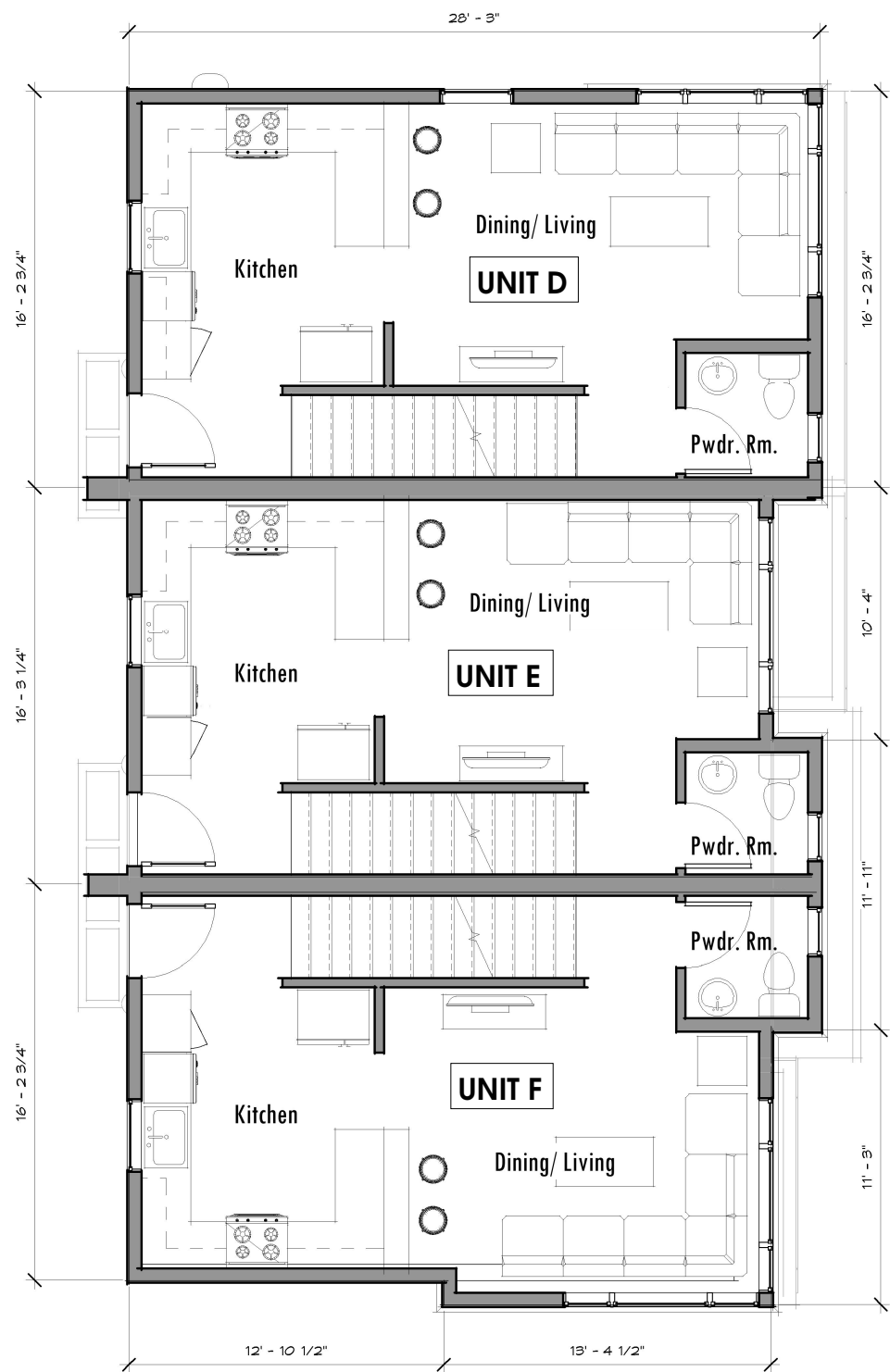
## ARCHITECTURAL CONCEPT

## FLOOR PLANS

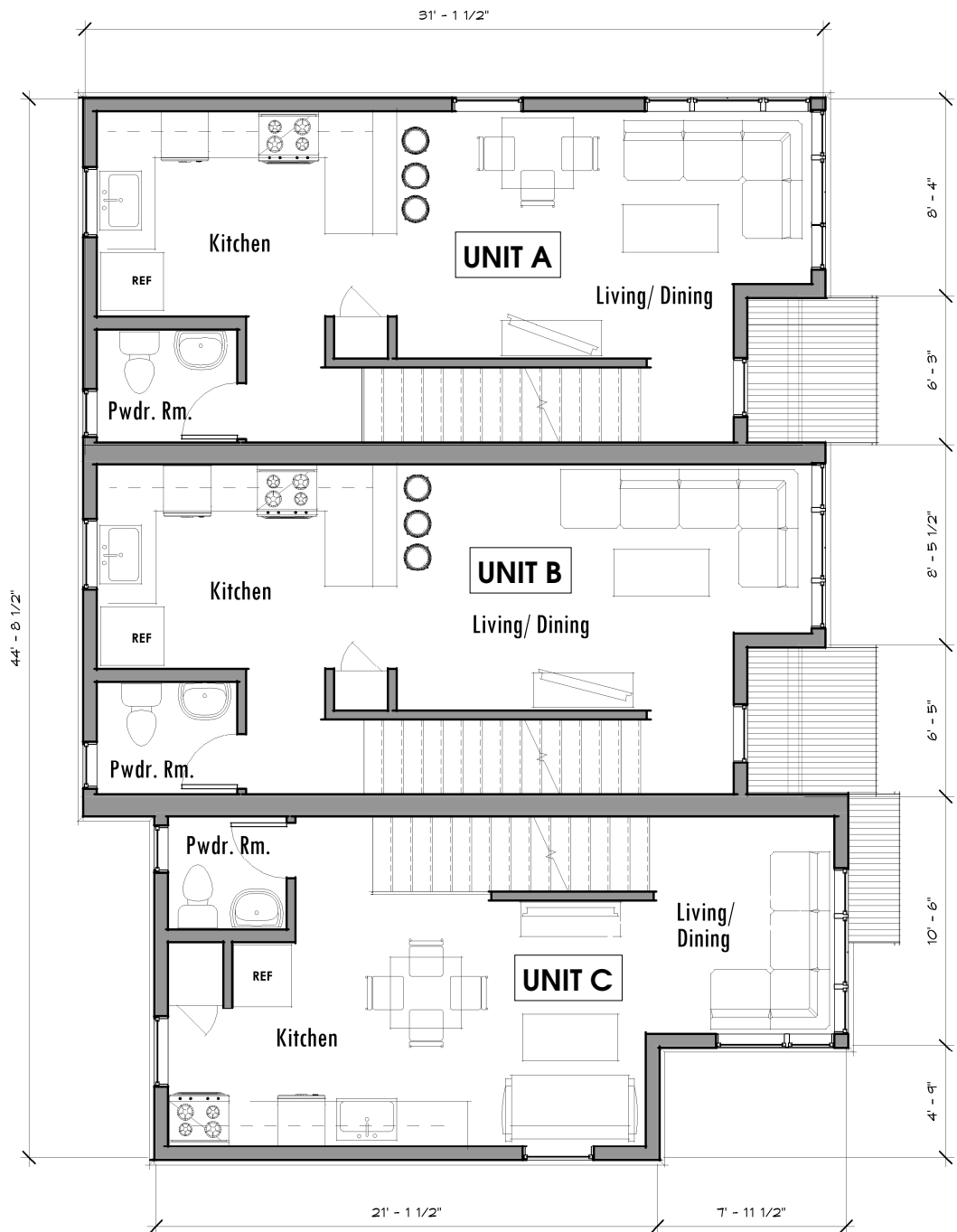




FLOOR PLANS



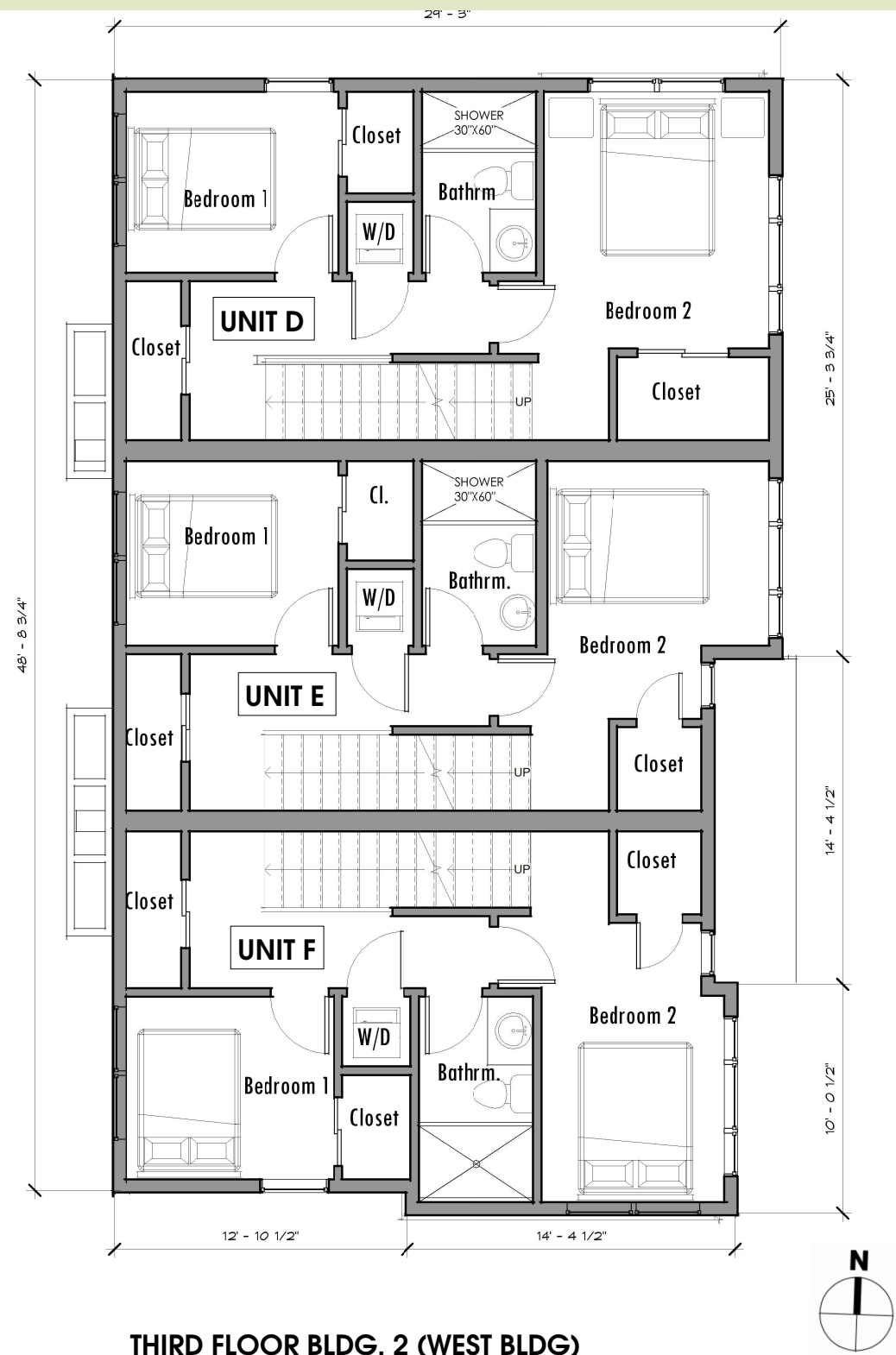
SECOND FLOOR BLDG. 2 (WEST BLDG)



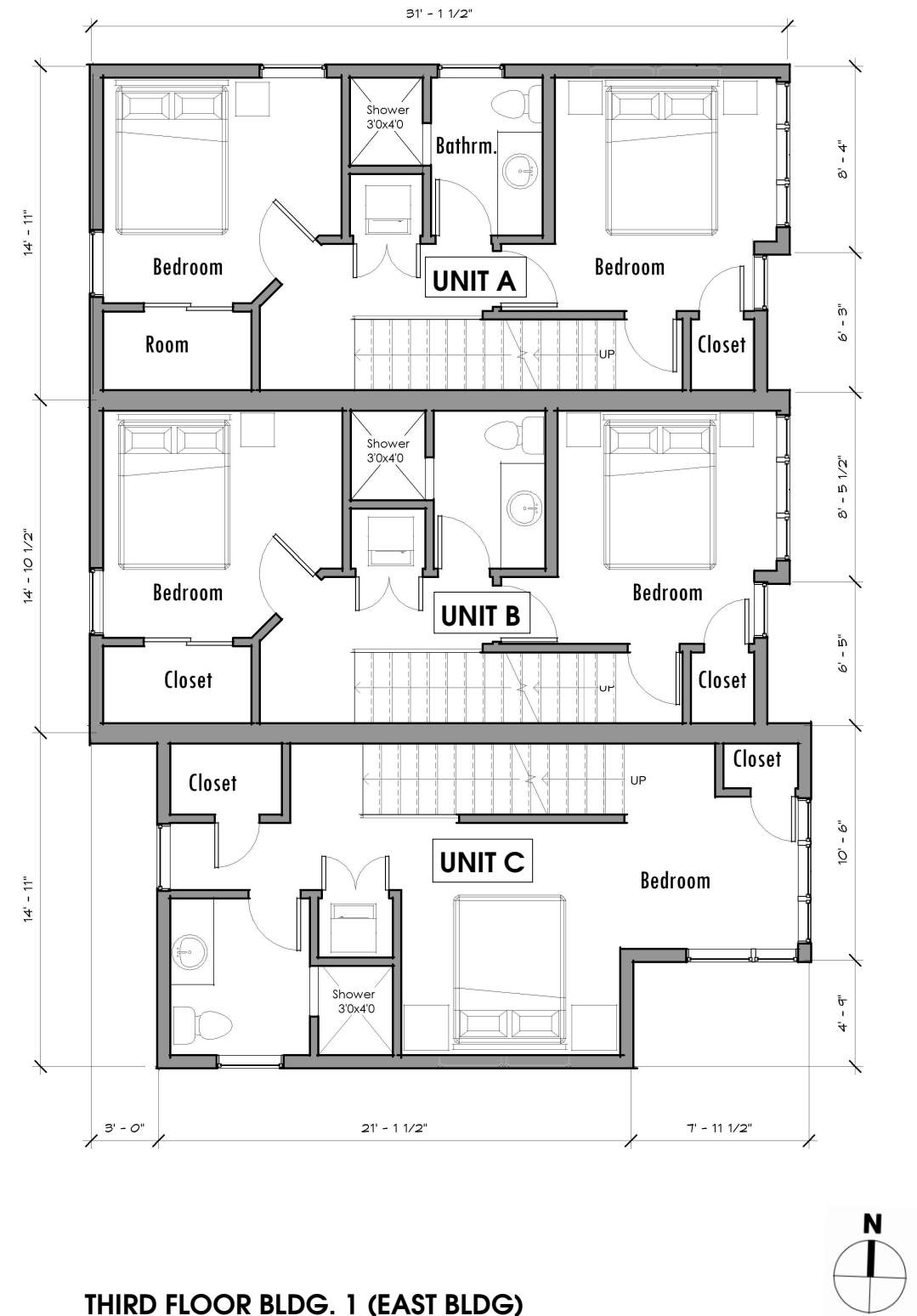
SECOND FLOOR BLDG. 1 (EAST BLDG)



FLOOR PLANS



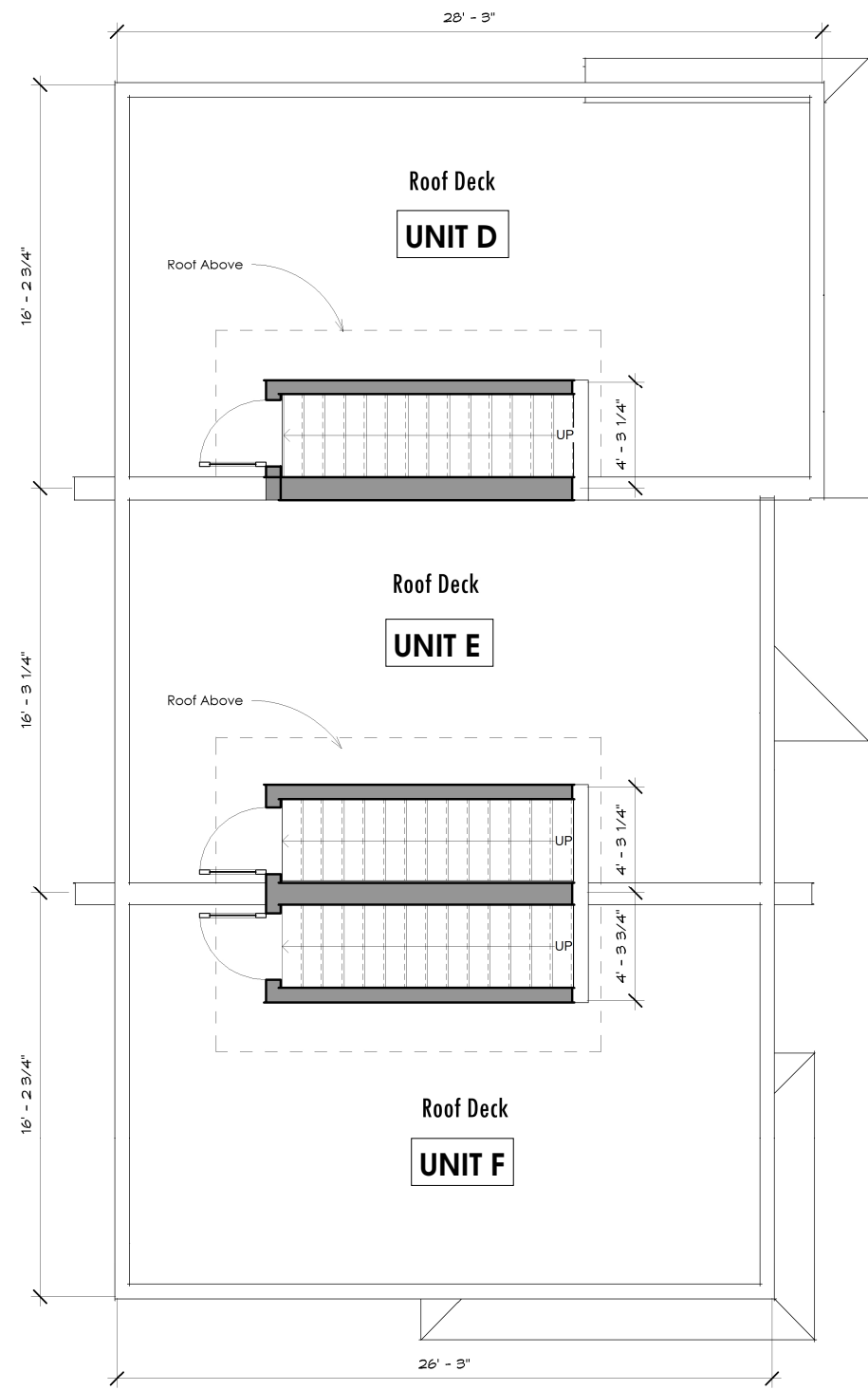
THIRD FLOOR BLDG. 2 (WEST BLDG)



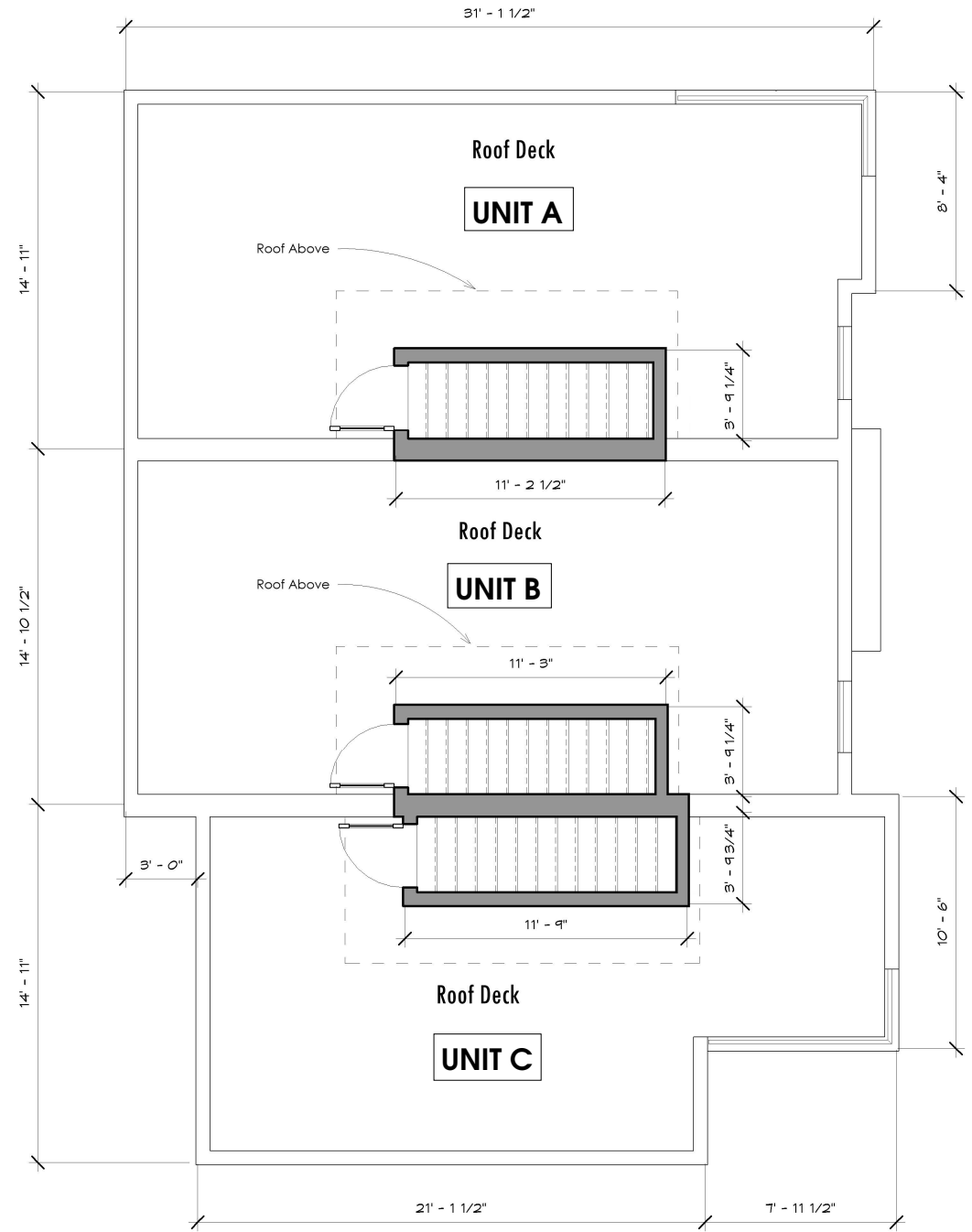
THIRD FLOOR BLDG. 1 (EAST BLDG)



FLOOR PLANS



ROOF TERRACE PLAN BLDG. 2 (WEST BLDG)



ROOF TERRACE PLAN BLDG. 1 (EAST BLDG)





3D VIEWS

CS1 Natural Systems and Site Features:

Plants and Habitat. Currently site hosts a single family residence in the middle of an open space with some sporadic vegetation. Development planned on the site has an Increased density, but also adds carefully planned landscaping contributing to and enhancing the streetscape.

CS2 Urban Patterns and Form:

Height, Bulk and Scale. North Beacon Hill is an evolving neighborhood with gradually increasing density and a mixture of building scales consisting mostly of single family houses and townhomes from different eras. The proposed development is in line with current trend of height and scale of the newer townhomes. The terrain rising on the west of the property with 3-story townhomes on top of the hill visually minimizes the scale of the proposed buildings and helps to place this new development in line with the surrounding area



STREET VIEW FROM 17TH STREET



VIEW FROM NORTHEAST TO NEIGHBORHOOD



3D VIEWS

3D VIEW FROM SOUTHEAST  
BUILDING 2 (WEST)

- Painted smooth cement board panel siding
- Bicycle rack on site for guests and resident's quick stops
- Horizontal fiber cement siding



- Horizontal fiber cement siding
- Vegetated Panels
- Different pattern of permeable pavement

3D VIEW FROM SOUTHEAST  
AT AUTOCOURT



3D VIEW ALONG  
NORTH SIDE

3D VIEW FROM THE STREET TO  
SOUTHEAST CORNER

- Painted smooth cement board panel siding
- Horizontal fiber cement siding
- Corrugated metal roof canopies over unit entries
- Address identification for Building 1 and unit numbers visible from street
- Wall sconces at entries, typ.
- Light fixtures over garage doors, typ.
- Address identification for Building 2 is visible from street





3D VIEWS



AERIAL VIEW LOOKING SOUTHWEST

PL Street level interaction:

Along north and south sides of the lot there are view lines that visually connect the complex with the street and allow pedestrians to catch a feel of the terrain rising on the west side with older developments on top of the hill. Vehicular entrances are hidden from the street view and screened from the property on the north side, which grants more privacy for the residents keeping casual activities and circulation out of the view. This arrangement leaves the street side of the Building 1 for gardening and positively contributes to the local landscape.

DC Design Concept:

Architectural and façade composition. All units are designed with the same design elements such as different facades planes, staggering units in plan, using plane variations to break up flat wall surfaces, application of a variety of siding materials and different heights and top treatment of parapet walls. The same palette of colors and materials are used throughout the project. Street, side yard and alley facades are modeled using the same design elements.



VIEW AT AUTOCOURT LOOKING NORTH



## ADJUSTMENTS

No adjustments or departures from Land Use Code requirements are requested for this project.



STREET LEVEL VIEW LOOKING NORTH

STREET VIEW LOOKING SOUTH

