W. Dravus Street
Looking west, between 16th and 17th Ave. W.

Observations

- Existing wide sidewalk and planting strip (~20'+) is sparsely improved.
- Bicycles share roadway.
- Two travel lanes each direction, widens to include center turn lane at 15th.

- Development to SM-D 40/85 zoning. 50’ upper level setback at 45’ at Dravus.
- Travel lane, with sharrow.
- Roadway widens for center turn lane to east.

- ROWIM Street Type: Regional Connector & Ind. Access
- Street Type Recommendation: Mixed Use Street
- Recommendation: Class 1 Ped. Street in (SM Zone)
W. Dravus Street

Looking west, between 16th and 17th Ave. W.
17th Ave. W. / Thorndyke Ave.
Looking north, north of W. Dravus St.

Observations
- Industrial character street. Curbless.
- Varied, flexible use of space for parking, access, loading and movement.
- ~36 two-way path of travel
- Contains King County 96’ combined drainage main.

- ROWIM Street Type: None identified
- Street Type Recommendation: Ind. Access Street

Existing.

Curbless, industrial street. Flexible roadway organization. Perpendicular parking overlaps sidewalk space.

Landscape planting in some areas.

Represents existing industrial structures and warehouses.

Property line

6’ 10’ 36’ 8’ 5’ 5’ ~16

86’ ROW
17th Ave. W. / Thorndyke Ave.
16th Ave. W. - Existing Condition

Looking north, north of W. Dravus St.

Observations / Opportunities

- Narrow curb to curb creates slow traffic street. Narrow 66’ right of way.
- Buildings extend to 15th frontage, but use 16th for access and parking and entry.
- Intermittent sidewalks, landscaping.
- ROWIM Classification: No specific assignment.

- ROWIM Street Type: None identified
- Non-arterial street
16th Ave. W. - Existing Condition

Looking north, north of W. Dravus St.
16th Ave. W - Potential Character

Looking north, north of W. Dravus St.

Observations

- Narrow curb-to-curb helps create quiet local neighborhood street.
- New development orients to 16th and activates the neighborhood street.
- Bicycle connection / trail added to local neighborhood street.
- Consider pedestrian scale lighting, street trees, improved sidewalks.
- ROWIM Classification: No specific assignment.

• ROWIM Street Type Potential: Neighb. Green Street? (or no specific type)
15th Ave. W.

Looking north, north of Dravus St.

Observations

- Extremely wide, 188’ ROW, highway condition
- One way slip ramps adjacent to properties
- Grade change contributes to highway condition
- Very challenging conditions for creating a pedestrian, or activated street.

- ROWIM Street Type: Regional Connector
- Major Truck Street
- Recommendation: No “P” Zone Designation on NC areas

Direct access to surface parking.

Retaining walls at grade change. Tuck-under parking or surface parking in some locations.
15th Ave. W.
Looking north, north of Dravus St.
Rail Line Edge
West of Interbay Golf Center

Observations

- 25' King County parcel over 96" drainage main
- Wooded sloping hillside
- Access road on BNSF properties
15th Ave. W.
Looking north, south of Armory Way

Observations
• Wide 100’ ROW
• Constrained space - travel lanes and sidewalk
• Major power lines both sides of street, in limited sidewalk zone
• Challenge to locate bus zones in limited sidewalk space
• Building setback provides opportunity to improve public realm

• ROWIM Street Type: Regional Connector
• Major Truck Street
15th Ave. W.
Looking north, south of Armory Way