

LESCHI. TOWNHOMES SOUTH.

1311 31ST AVENUE SOUTH.

ARCHITECT:

VANDERVORT ARCHITECTS

CC: BRIAN O'CONNOR

2000 FAIRVIEW AVE E, SUITE 103

SEATTLE, WA 98102

(206) 784-1614 EXT. 4

PROPERTY OWNER:

SHELTER HOMES LLC

CC: RON FROTON

88 EAST HAMLIN STREET

SEATTLE, WA 98102

LESCHI. TOWNHOMES SOUTH.

01. PROJECT INFORMATION

PROJECT DESCRIPTION.

The proposed townhome project is located mid-block along 31st Avenue South in a LR-2 (M) zone. The site is currently undeveloped. This project proposes to build (5) townhomes split between (2) buildings. A duplex will front on 31st Avenue South with a triplex behind. The proposed townhomes will be 4 stories tall. Parking is required and will be provided through a mix of attached private garages and surface parking stalls on site. There is no alley, parking will be accessed from 31st Avenue South.

02. SITE ANALYSIS

03. DESIGN STANDARDS

04. BUILDING DESIGN

05. CODE ADJUSTMENT

PROJECT #.	3037605-EG
LOT AREA.	5,991 SF
PROPOSED COMMERCIAL UNITS.	N/A
COMMERCIAL SQUARE FOOTAGE.	N/A
PROPOSED DWELLING UNITS.	5 UNITS
RESIDENTIAL UNIT # / TYPE.	5 TOWNHOMES
RESIDENTIAL SQUARE FOOTAGE.	8,368 GROSS SF
PARKING.	5 TOTAL SPACES
	3 PRIVATE GARAGES
	2 SURFACE STALLS



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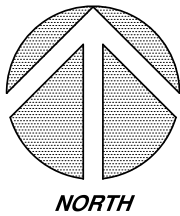
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PUBLIC OUTREACH
IN PROGRESS

PROJECT INFORMATION. SURVEY.

01. PROJECT INFORMATION



02. SITE ANALYSIS

PROPERTY DESCRIPTION

THE NORTH 5.00 FEET OF LOT 17 AND ALL OF LOTS 18, 19, 20, 21 AND 22, BLOCK 1, PROSPECT TERRACE ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 3 OF PLATS, PAGE 33, IN KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION OF SAID LOTS 21 AND 22 CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NO. 57437 FOR 31ST AVENUE SOUTH AS PROVIDED BY CITY OF SEATTLE ORDINANCE NO. 15637.

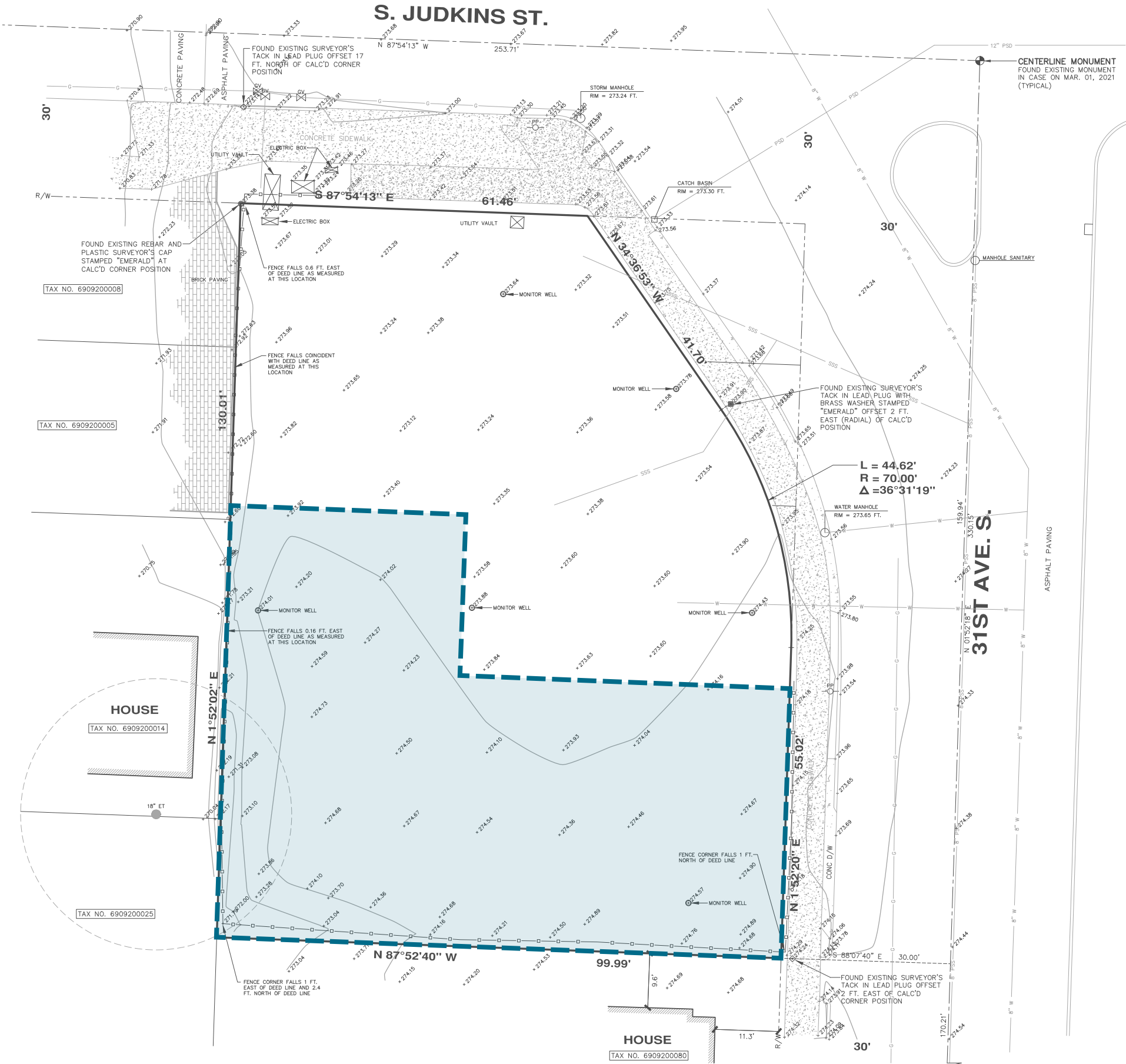
NOTES

- 1. THIS SURVEY WAS PERFORMED BY FIELD TRAVERSE USING A 10 SECOND "TOTAL STATION" THEODOLITE SUPPLEMENTED WITH A 100 FT. STEEL TAPE. THIS SURVEY MEETS OR EXCEEDS THE STANDARDS FOR LAND BOUNDARY SURVEYS AS SET FORTH IN WAC CHAPTER 332-130-090.
- 2. CONTOUR INTERVAL = 1 FT.
- 3. VERTICAL DATUM = NAVD'88, AS PER DIRECT OBSERVATIONS USING GPS EQUIPMENT ON MAR. 01, 2021.

HORIZONTAL DATUM = NAD 83/91
- 4. PARCEL AREA = 11,947 SQ. FT.
- 5. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A CURRENT TITLE REPORT. THEREFORE EASEMENTS AFFECTING THE PROPERTY, IF ANY, ARE NOT SHOWN HEREON.
- 6. UNDERGROUND UTILITY INFORMATION AS SHOWN HEREON IS APPROXIMATE ONLY AND IS BASED UPON CITY OF SEATTLE SEWER CARD NO. 1340 AND ALSO AS PER TIES TO ABOVE GROUND STRUCTURES.
- 7. TAX PARCEL NO. 6909200085
- 8. TREE DIAMETERS AND DRIPLINES DISPLAYED HEREON ARE APPROXIMATE. FOR SPECIFIC GENUS AND DIAMETER, TREES SHOULD BE EVALUATED BY A CERTIFIED ARBORIST.

04. BUILDING DESIGN

05. CODE ADJUSTMENT



EXISTING CONDITIONS. SITE PLAN.



1. VIEW OF 1315 31ST AVE S.



2. VIEW OF 1310 30TH AVE S.



3. VIEW TO SOUTH WEST.



4. VIEW OF 1302 30TH AVE S.



5. VIEW TO NORTH WEST.

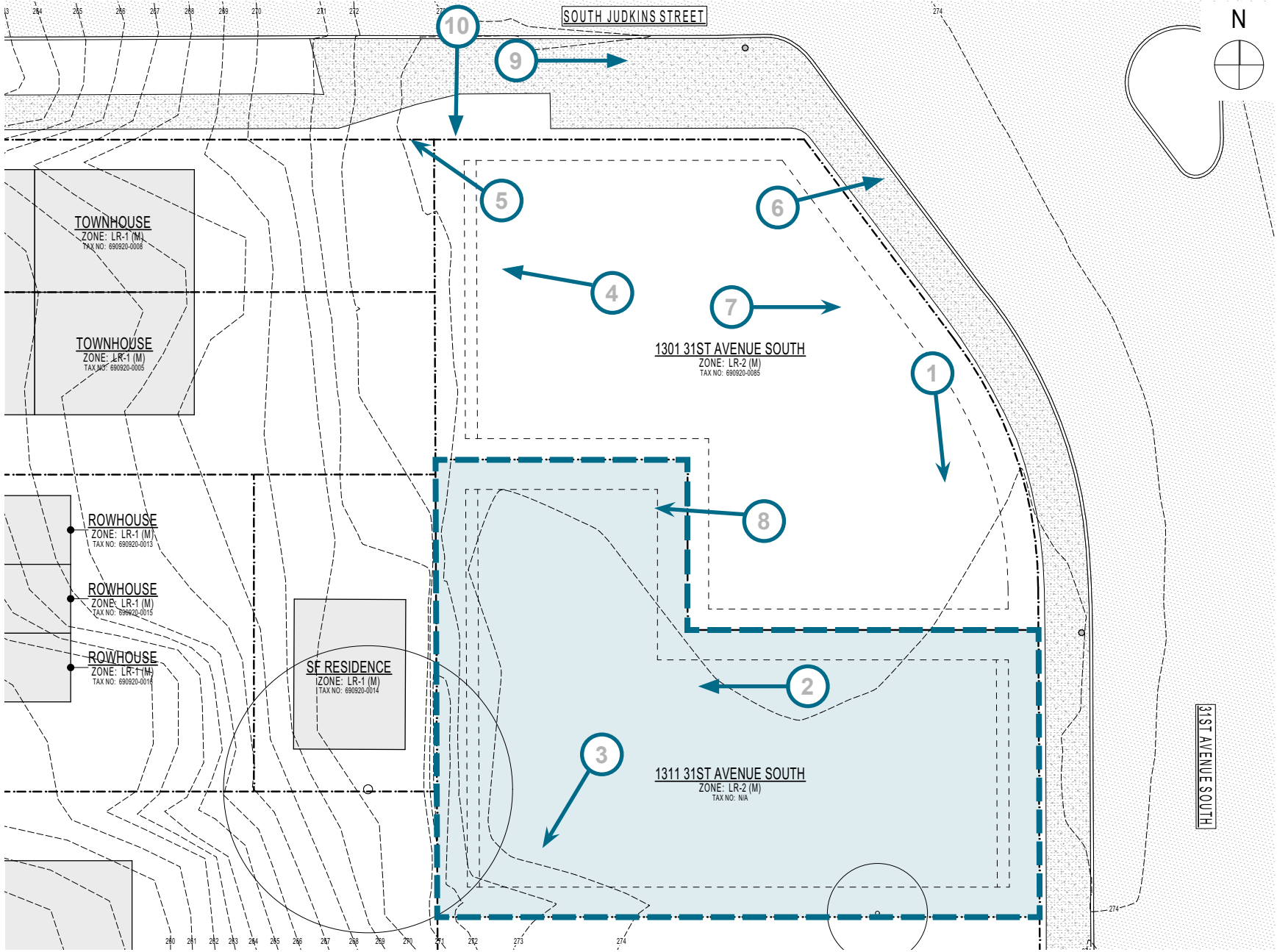


PHOTO KEY PLAN.



6. VIEW TO NORTH EAST.



7. VIEW TO EAST



8. DRONE VIEW TO WEST.



9. VIEW TO EAST FROM SIDEWALK.



10. VIEW OF SITE FROM NORTH.

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CONTEXT ANALYSIS. VICINITY MAP.

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1. LAKE WASHINGTON.

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2. I-90 FLOATING BRIDGE.

03.
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3. DAY STREET BOAT RAMP.

04.
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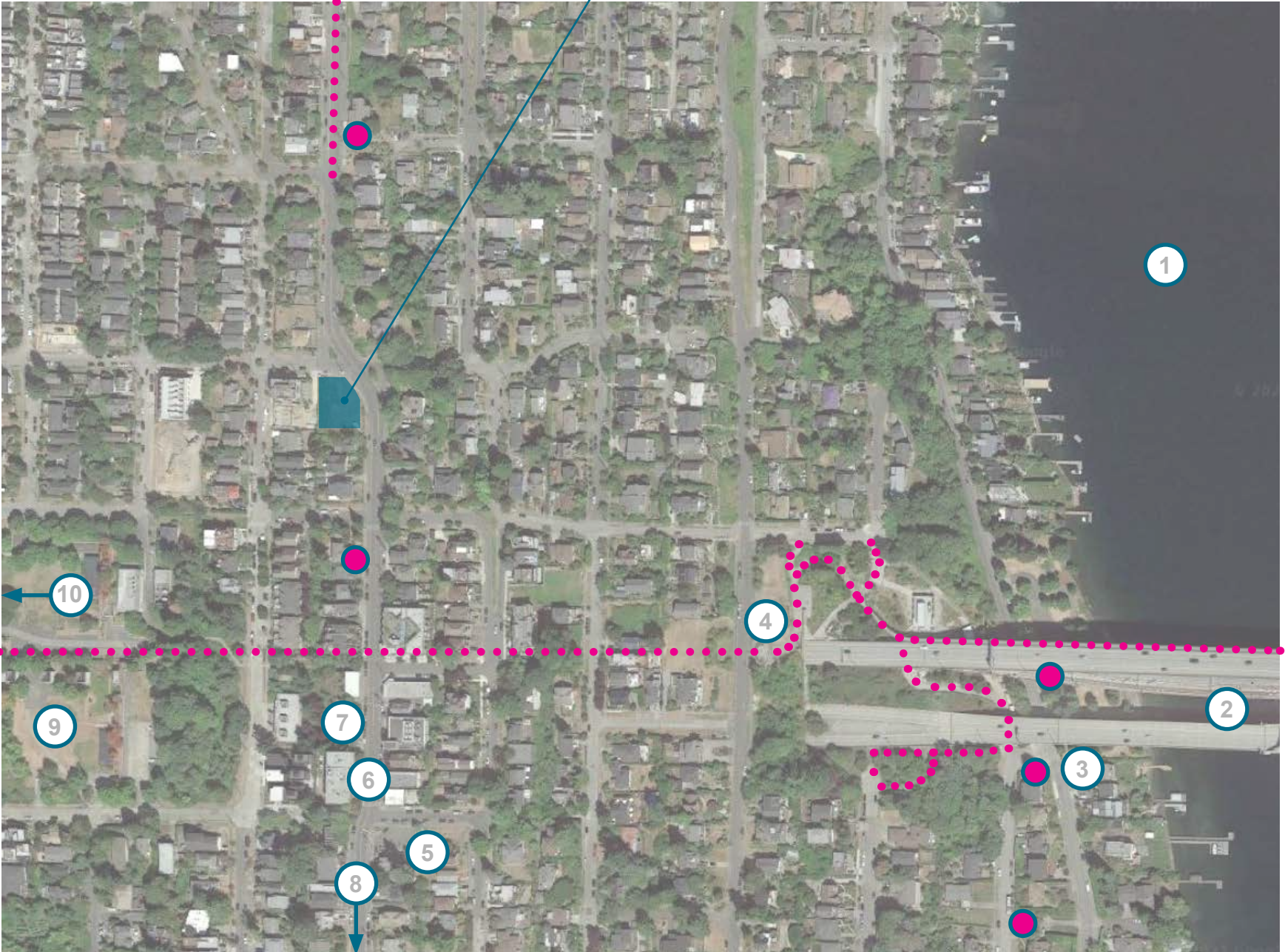
4. EAST PORTAL VIEWPOINT.

05.
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5. ST. CLEMENT'S CHURCH.

 BUS STOPS  BIKE LANE / PATH  SITE



6. COMMERCIAL AMENITIES.



7. MT. BAKER RIDGE VIEWPOINT.



8. COLMAN PARK.

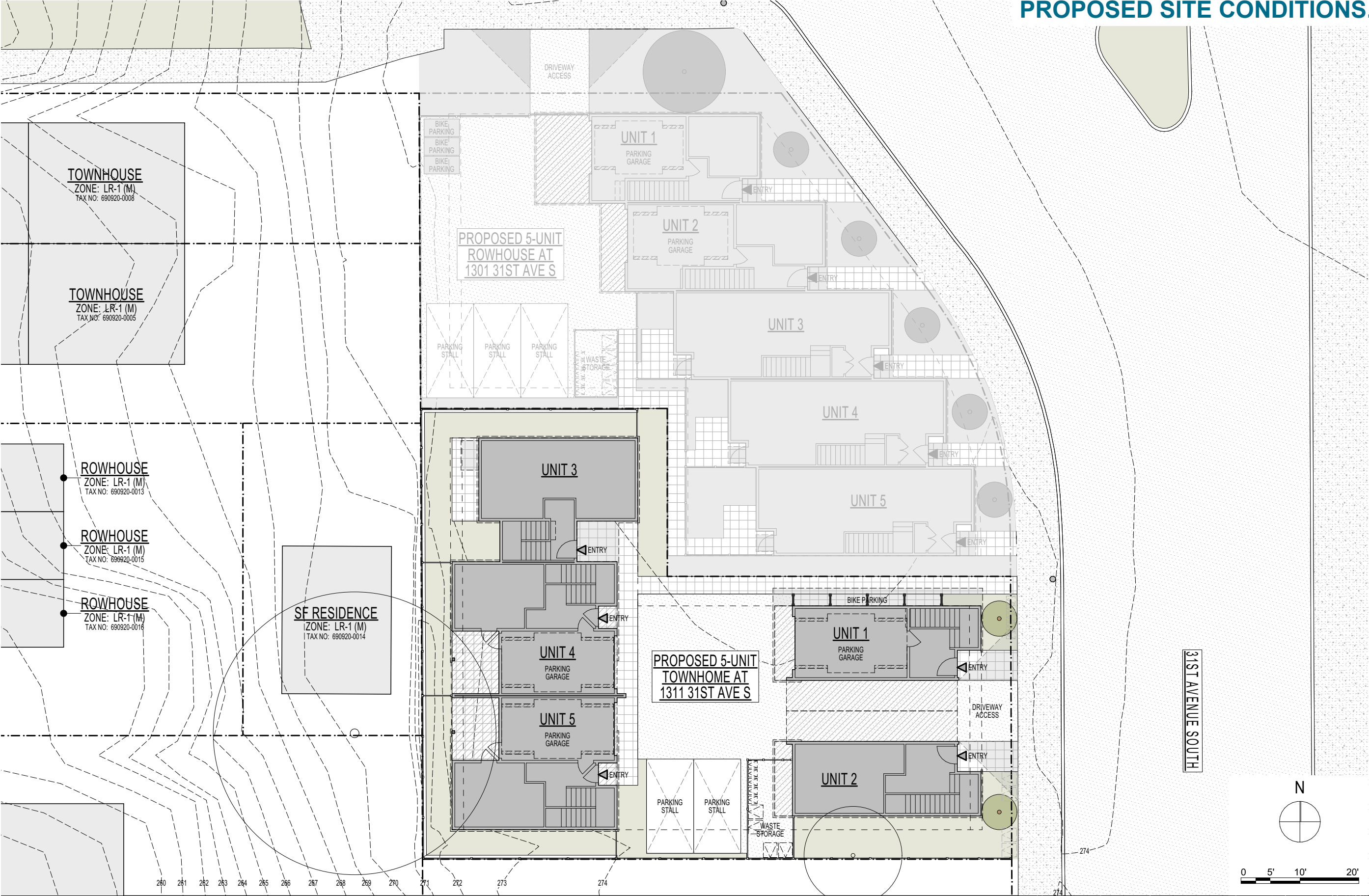


9. SAM SMITH PARK.



10. THURGOOD MARSHALL ELEM.

PROPOSED SITE CONDITIONS. SITE PLAN.



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CONTEXT ANALYSIS. ZONING DATA.

01. PROJECT INFORMATION

LOT AREA:	5,991 SF
ZONING:	LR-2 (M)
ECA:	N/A
COMMERCIAL USE:	N/A
RESIDENTIAL USE:	5 TOWNHOMES
FAR:	1.4 PER TABLE A 23.45.510
HEIGHT:	40' BASE HEIGHT

02. SITE ANALYSIS

4' OF ADDITIONAL HEIGHT FOR RAILINGS / PARAPETS PER 23.45.514.I2

03. DESIGN STANDARDS

SETBACKS:	FRONT: 7' AVERAGE / 5' MINIMUM PER TABLE A 23.45.518
	SIDES: 5' MINIMUM FOR FACADES <40' IN LENGTH PER TABLE A 23.45.518
	7' AVERAGE / 5' MINIMUM FOR FACADES >40' IN LENGTH PER TABLE A 23.45.518
	REAR: 7' AVERAGE / 5' MINIMUM PER TABLE A 23.45.518

PARKING: 1 SPACE PER DWELLING UNIT

PARKING ACCESS: NO ALLEY, PARKING ACCESSED VIA 31ST AVENUE SOUTH

BICYCLE PARKING: 1 BIKE PARKING SPACE PER DWELLINGS PER 23.54.015 TABLE D
1 SHORT TERM BIKE PARKING SPACE PER 20 DWELLINGS (ROUND TO NEXT EVEN #)

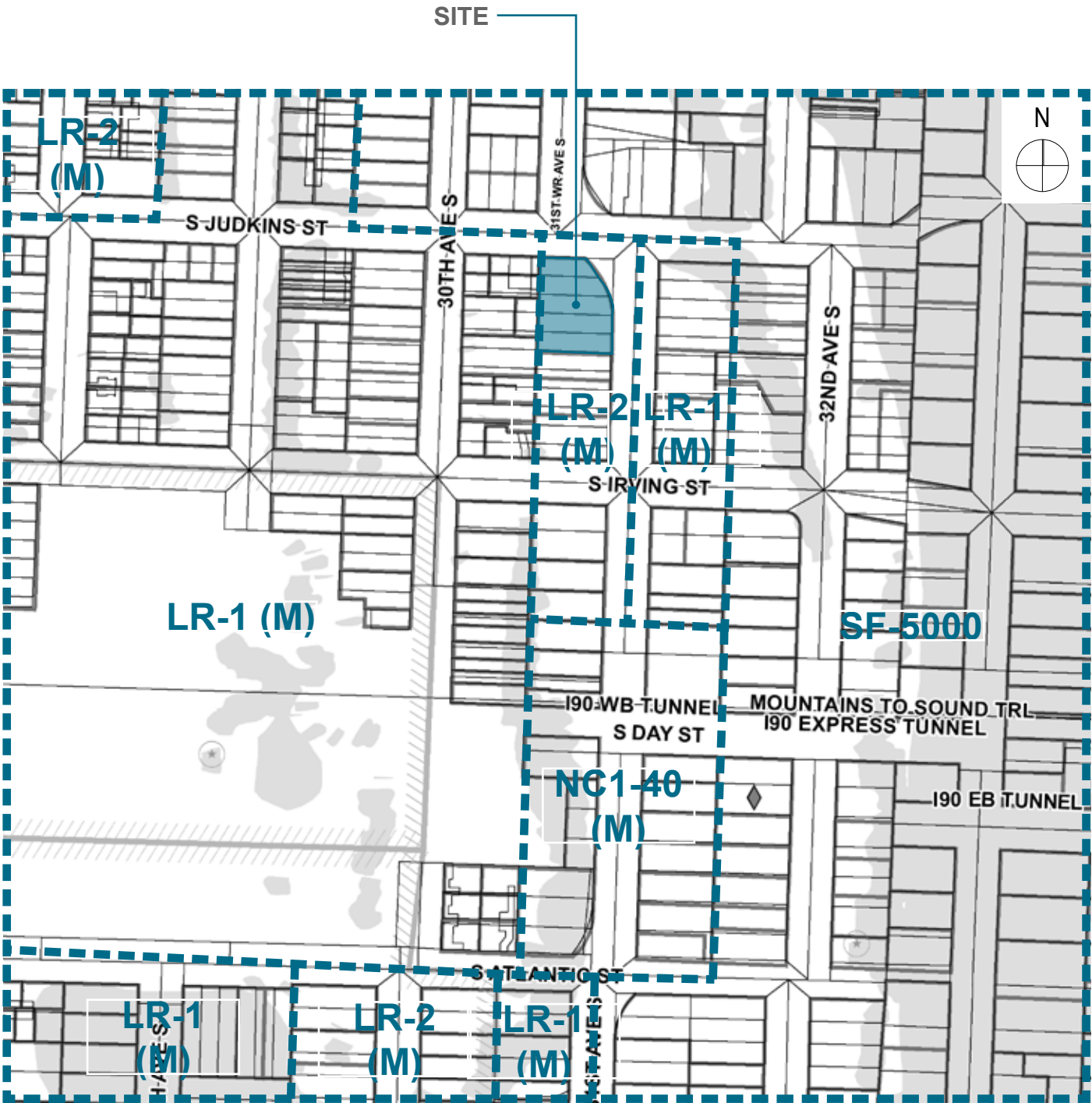
04. BUILDING DESIGN

AMENITY AREA: 25% OF THE LOT AREA PER 23.45.522A
50% OF THE REQUIRED AMENITY AREA MUST BE PROVIDED AT THE GROUND LEVEL

EXCEPTIONAL TREE: ALASKAN WEEPING CEDAR ALONG SOUTH PROPERTY LINE (14.4" DBH)

GREEN FACTOR: A GREEN FACTOR SCORE OF 0.6 IS REQUIRED FOR THIS SITE PER 23.45.524.A2A

05. CODE ADJUSTMENT



WINDOW STUDY. NEIGHBORING BUILDINGS

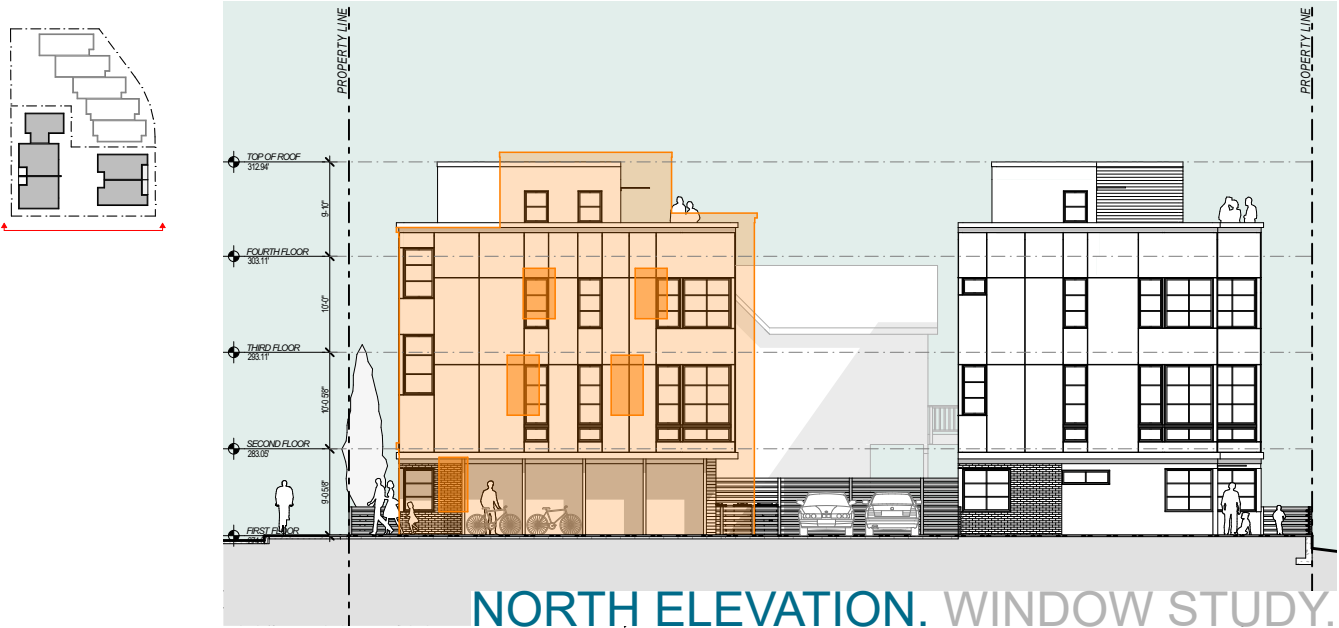
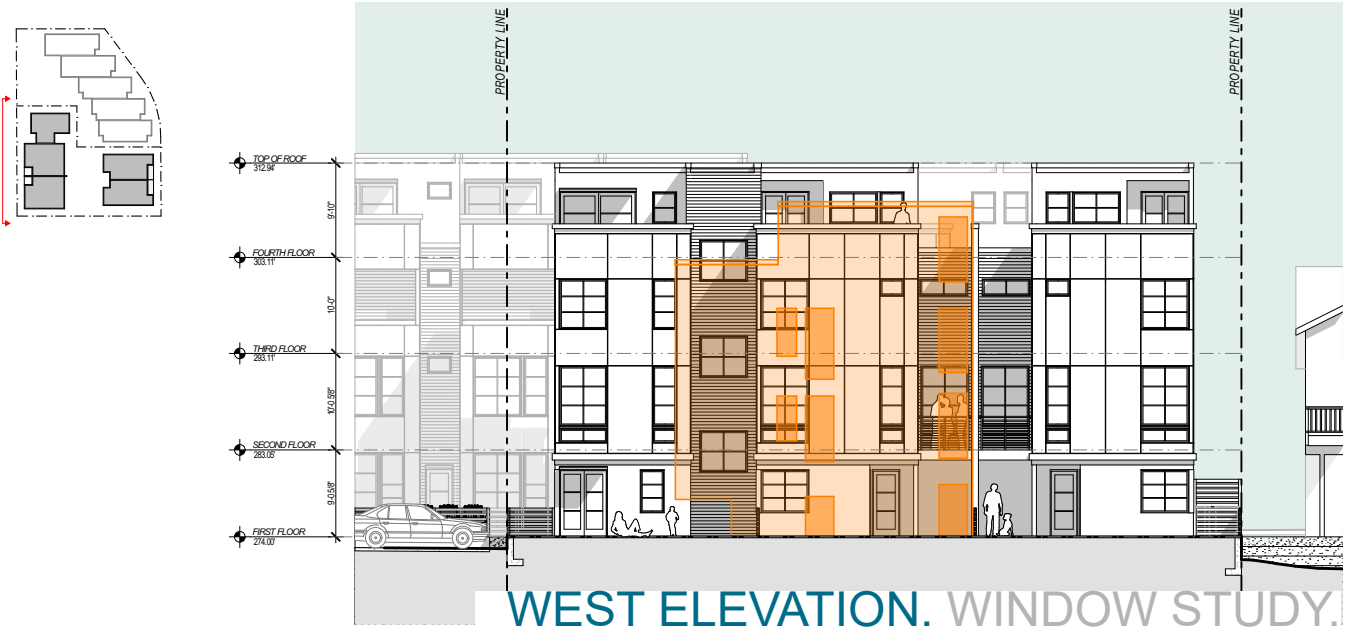
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BLOCK FACE STUDY. 31ST AVENUE SOUTH.

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VIEW FROM 31ST AVENUE SOUTH. LOOKING EAST.

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VIEW FROM 31ST AVENUE SOUTH. LOOKING WEST.

BLOCK FACE STUDY. 31ST AVENUE SOUTH



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VIEW FROM 31ST AVENUE SOUTH. LOOKING EAST.



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VIEW FROM 31ST AVENUE SOUTH. LOOKING WEST.

BLOCK FACE STUDY. SOUTH JUDKINS ST.

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VIEW FROM SOUTH JUDKINS STREET. LOOKING NORTH.



VIEW FROM SOUTH JUDKINS STREET. LOOKING SOUTH.



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VIEW FROM SOUTH JUDKINS STREET. LOOKING NORTH.

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VIEW FROM SOUTH JUDKINS STREET. LOOKING SOUTH.

DESIGN STANDARDS. COMPLIANCE.

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CS1 / DC1

CS1: Natural Systems and Site Features

B.2 Daylight and Shading
C.2 Elevation Changes

While our development site has almost no elevation change across it to our west the grade steps down quickly with neighboring lots to the West. By pushing our Townhouse project to the East and West side of the site we minimize our impacts to the neighboring building to the South while not impacting the neighbor to the West whose primary orientations are to the South, East and West. We also have minimal impact on the proposed building to our North whose southern façade is primarily composed of a stair core and windows that bring in ambient light to the unit. This building primary orientation is the East and West so our close proximity to this structure has minimal impacts and allows us to create a continued street edge and positive pedestrian connection to the street with our streetfacing units. Another benefit of spreading out the distance between buildings is that it allows greater solar orientation for our units by creating a void in the middle of the site and reduces potential window conflicts between the two structures.



CS2 / DC4

CS2: Urban Pattern and Form

B.2 Connection to the Street
C.2 Mid-Block Sites

Being a mid-block site with minimal frontage we looked to continue the street edge created by the proposal to our North which follows the line of 31st Avenue South and creates a strong pedestrian connection / rhythm along the street. This zone being recently up-zoned to LR2-M means that there is a lot of change happening in this area. Directly to our south new triplex and 3 story Single Family Residence are under construction. While we feel that the neighboring house to the South will eventually be torn down and a larger project built we planned the site to minimize our impacts by pushing the buildings towards the edges. By pushing our buildings closer to the street and rear lot line we open up the middle of the site and allow for views across our site from the Single Family Residence to the South. The under construction single family has some windows on its façade facing us however the majority of this façade is taken up by their stair core and the windows are not meant to capture the view but bring in ambient light which they will still do. Their main views are to the South, West and North and their glazing scheme reflects this.



DC1 / DC4

DC1: Project Uses and Activities

A.4 Views and Connections

To capture views to both Elliot Bay to the West and Lake Washington to the East we ran the Townhomes in an East / West direction so that every unit would have access to the view. Since we have units in front and back we provided views both directions along the (2) streetfront units while focusing on the view to the west for the back building. To take full advantage of the views we went up a 4th story with a bonus room that is usable year-round when a traditional townhouse roof deck wouldn't be. Then we pulled back the 4th floor to the East and West on the streetfronting units to create 2 separate roof decks to take advantage of each view off of the bonus room. At the back building where a view to the East is not possible we provided a larger West facing deck. One of our main consideration on the back building was views from levels 1-3 as the Single Family Residence under construction to the west is quite large and 3 stories. By locating windows that take advantage of more diagonal views we focus the attention around the neighboring building and out to the view.





DC2: Architectural Concept:
A.1 Site Characteristics and Uses

Being in an LR2-M Zone we have extra height allowances that allow us to go to (4) stories in height. This creates additional massing challenges. To reduce the appearance of the 4th floor and maximize our connection to the view opportunities we stepped back our 4th floor from both the East and West end of the façade to reduce the height, bulk and scale of the massing. Furthermore we were able to provide 2 separate rooftop decks at the streetfront units to take advantage of their (2) unique outlooks. One the back building we focus a larger deck on the view to the south. This maximizes privacy between the front and back building while also taking advantage of the single view of the back building out to the west.

DC4: Exterior Elements and Finishes
A.1 Exterior Finish Materials

We are using a mixture of materials that have a range of characteristics to create an attractive, durable façade with a range of textures. At the ground level we have created a strong base with a thin-brick application where we are along the street front and entries. We balance the texture, warmth and additional cost of the brick with more economical materials that provide great durability without the cost of brick in fiber cement lap and panel siding. To ensure a proper application this siding will be detailed during the permit process to ensure the best possible application of the material is achieved.



Mt Baker Design Guidelines
PL3 / DC1: Street Level Interaction / Project Uses
PL3.III Residential Edges
DC1.II Vehicular Access & Circulation

We were initially concerned about how we would provide both pedestrian and vehicular access to the site in a way that adequately protected pedestrians but allowed us to bring cars onto the site. By locating the vehicular access between the (2) street facing units we were able to provide a physical separation / barrier between the primary path to the back units and the vehicular access. This creates a safer pedestrian experience and allowed us opportunities to place bike parking conveniently along the pathway to the back units. We were also able to maintain visually prominent entries along the streetfront units that feature a landscape buffer, overhead weather protection and a step up into the units to provide a vertical separation to the adjacent driveway.



Mt Baker Design Guidelines
DC2: Architectural Concept
DC2.I Massing

Our streetfront massing on this site was a challenge given the narrow lot width at the street, an exceptional tree to the South and the need for vehicular access. By creating a tunnel for the vehicle access with units flanking on either side we clearly define the 2 units while also allowing us to create depth on the façade. Our façade design takes a contemporary approach to a more traditional façade with elements like its brick base, horizontal expression at transitions and repetition to create architectural variety while still fitting in with its surroundings through the use of building materials common to the area. Balconies at the second level help to provide another layer of depth and to create a connection between the living spaces and the streetfront.

ARCH CONCEPT. ELEVATIONS.

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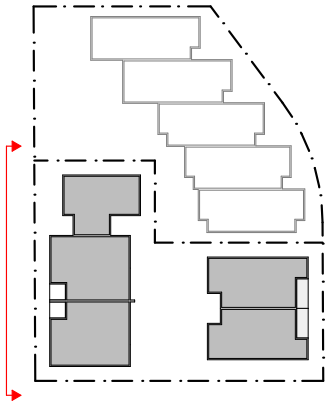
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EAST ELEVATION.



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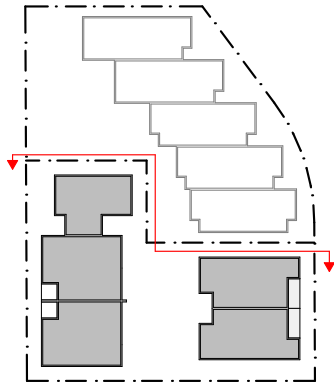
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WEST ELEVATION.

ARCH CONCEPT. ELEVATIONS.

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NORTH ELEVATION.

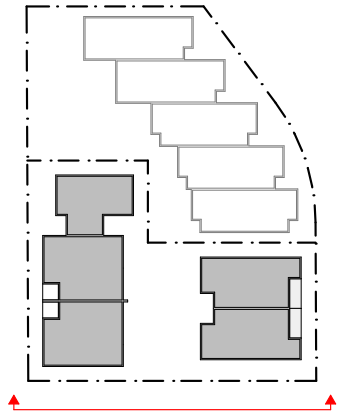
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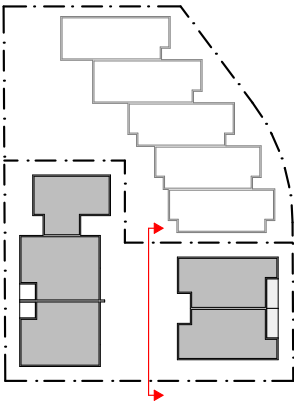
SOUTH ELEVATION.

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EAST ELEVATION. AT COURTYARD.



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WEST ELEVATION. AT COURTYARD.

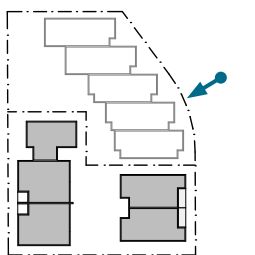
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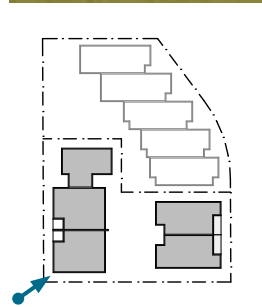
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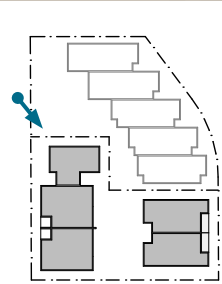
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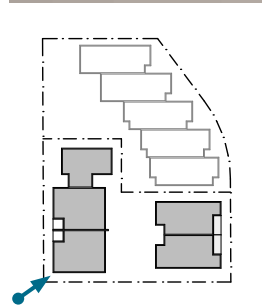
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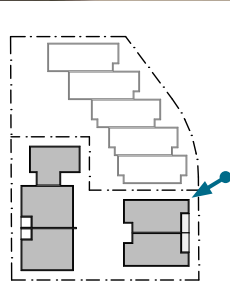
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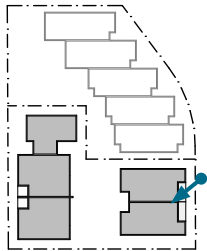
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STEP UP INTO UNITS
WHERE ADJACENT TO
DRIVEWAY





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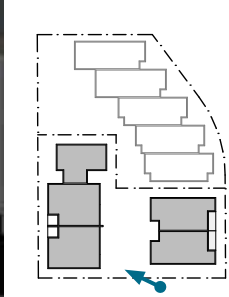
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ARCH CONCEPT. FLOOR PLAN.

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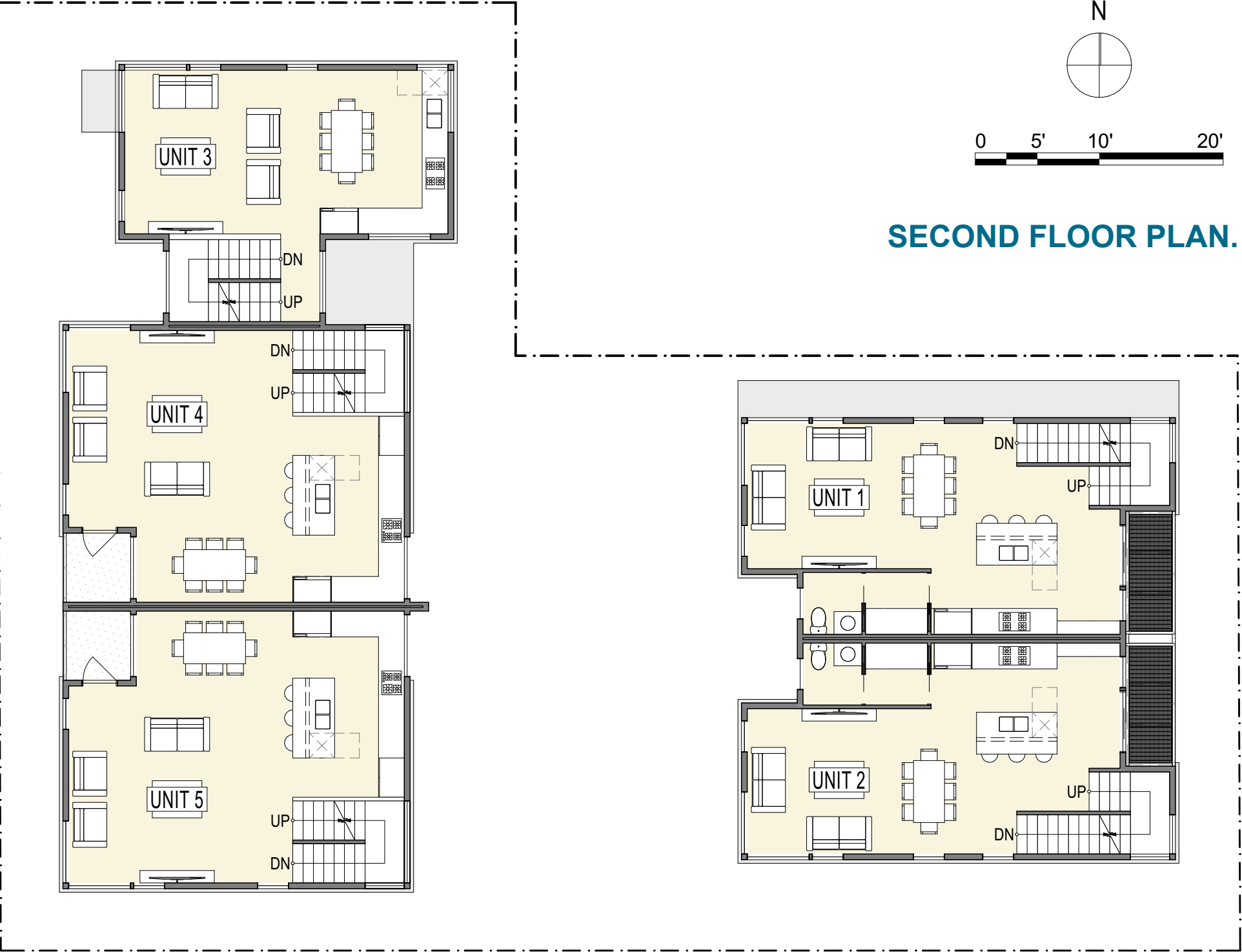
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FIRST FLOOR PLAN.



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ARCH CONCEPT. FLOOR PLAN.

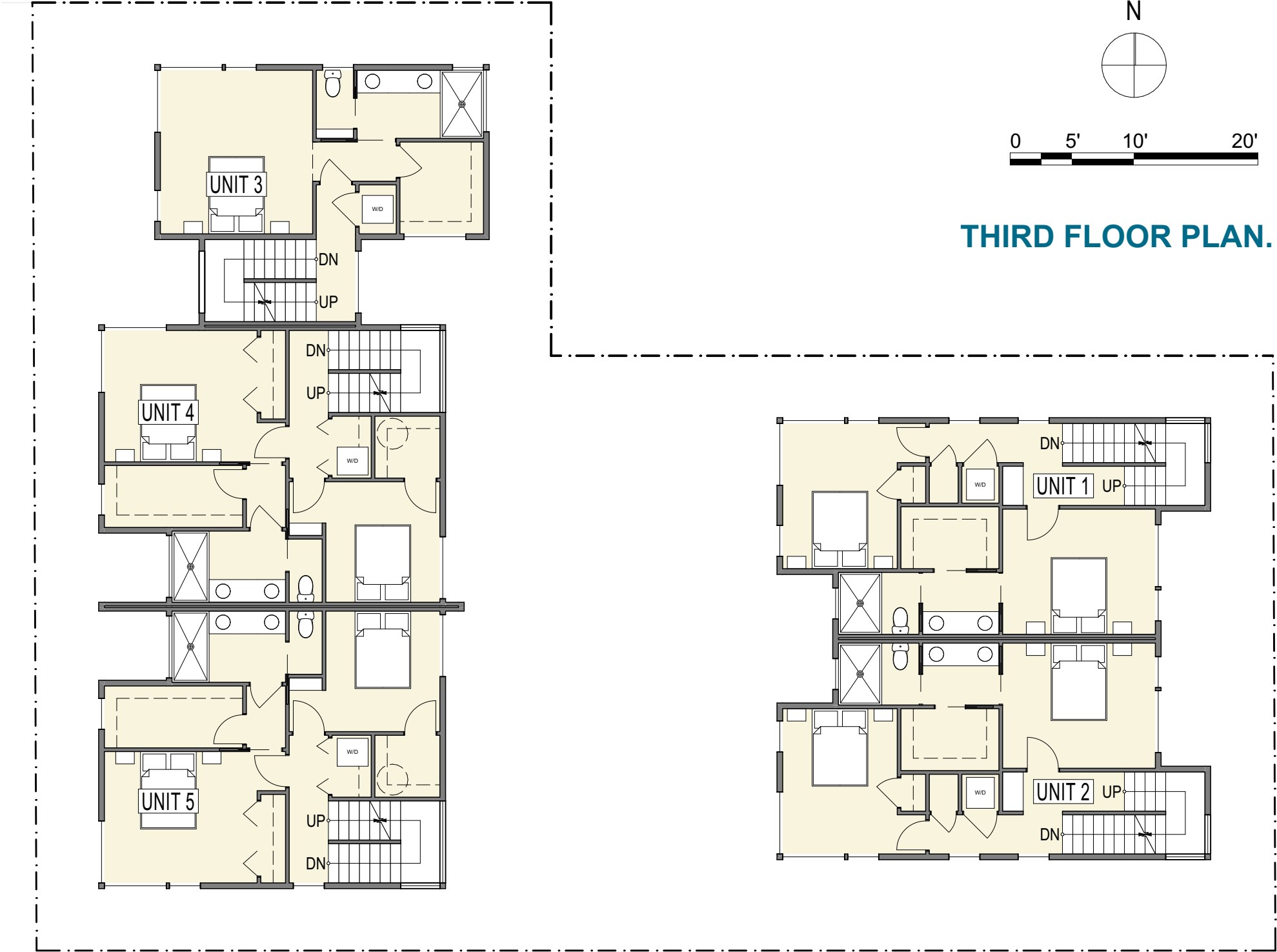
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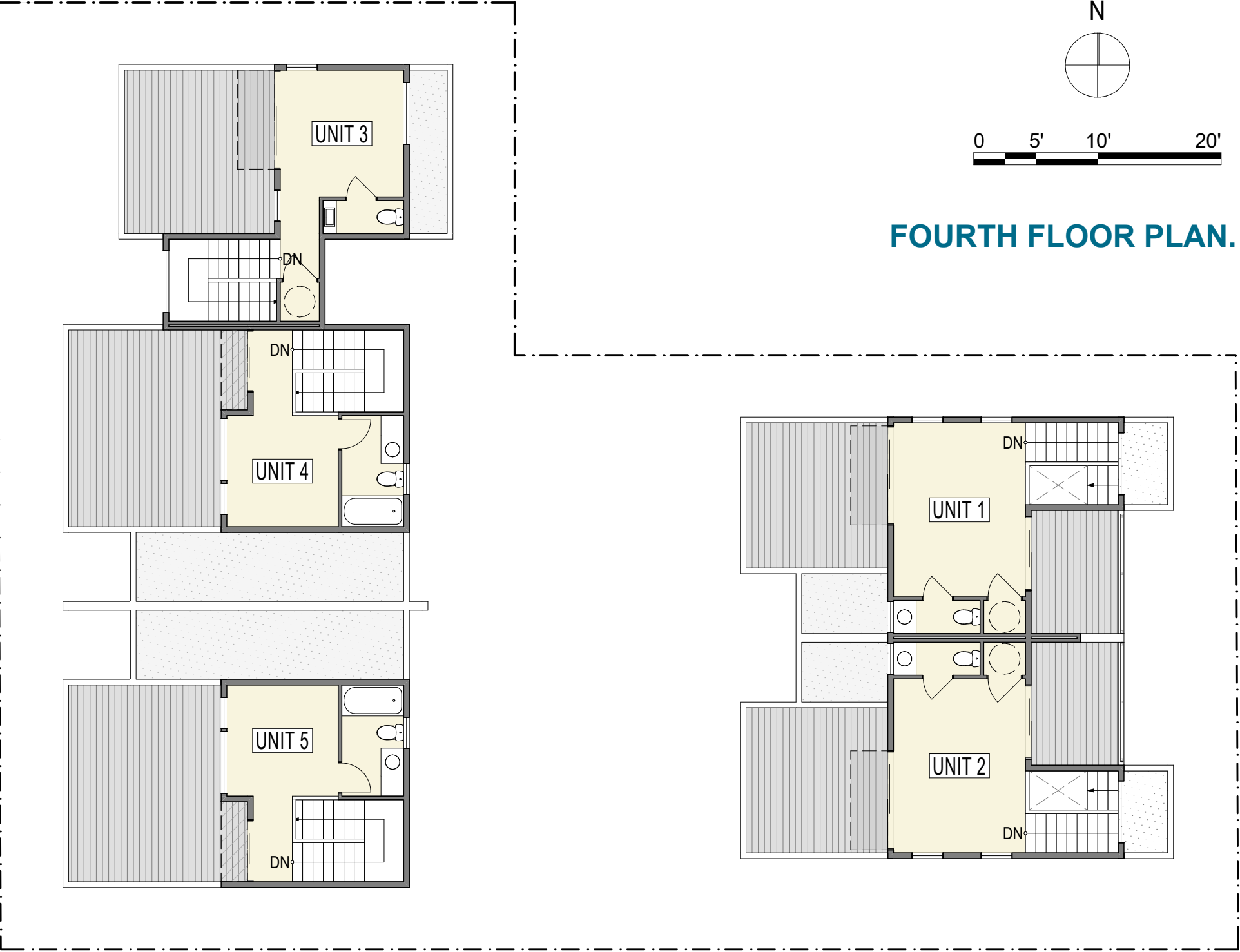
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COLOR LANDSCAPE PLAN
IN PROGRESS



PAPERBARK MAPLE.
ACER GRISEUM.



KATSURA TREE.
CERCIDIPHYLLUM JAPONICUM.



EDDIE WHITE WONDER.
CORNUS.



RED CARPET SEDUM.
SEDUM SPURIUM.



ANGELINA SEDUM.
SEDUM X 'ANGELINA'.



BOWLES PERIWINKLE.
VINCA MINOR 'BOWLES'.



GOLDEN SWEET FLAG.
ACORUS GRAMINEUS 'OGON'.



GOLDEN ROCKET.
BERBERIS T.



DEER FERN.
BLECHNUM SPICANT.



ORANGE SEDGE.
CAREX TESTACEA.



GOLDEN HEATH.
ERICA CARNEA.



JAPANESE FOREST GRASS.
HAKONECHLOA MACRA.



BIG BLUE LILYTURF.
LIRIOPE MUSCARI 'BIG BLUE'.



MOSS GREEN.
LONICERA PILEATA.



GULF STREAM BAMBOO.
NANDINA DOMESTICA.



GOSHIKI.
OSMANTHUS HETEROPHYLLUS.



HAMELN.
PENNISETUM ALOPECUROIDES.



SWEET BOX.
SARCOCOCCA HUMILIS.

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CODE MODIFICATIONS. ADJUSTMENTS.

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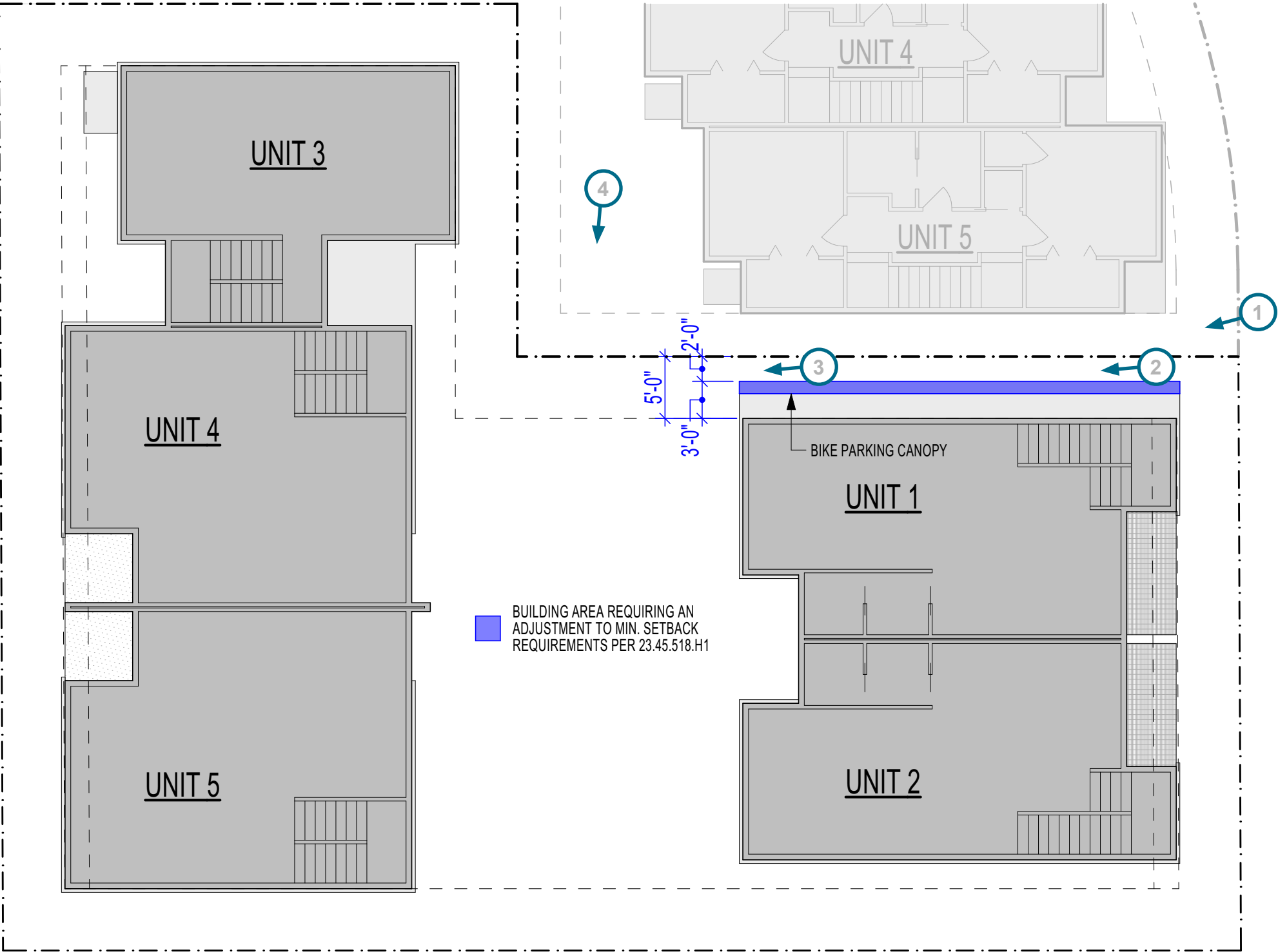
ADJUSTMENT: SETBACK PROJECTIONS

CODE CITATION:
PER 23.45.518.H.1: CORNICES, EAVES, GUTTERS, ROOFS, AND OTHER FORMS OF WEATHER PROTECTION MAY PROJECT INTO REQUIRED SETBACKS AND SEPARATIONS A MAXIMUM OF 4 FEET IF THEY ARE NO CLOSER THAN 3 FEET TO ANY LOT LINE.

PROPOSED MODIFICATION:
• REDUCTION TO THE ALLOWED PROXIMITY OF WEATHER PROTECTION TO THE PROPERTY LINE TO NO CLOSER THAN 2 FEET AT THE NORTH PROPERTY LINE.

REASON FOR REQUEST:
WE HAVE A NARROW FRONTAGE ALONG 31ST AVENUE SOUTH WHICH IS PRIMARILY COMPOSED OF A STREET FRONTING DUPLEX, VEHICULAR ACCESS AND AN INCREASED SOUTH SETBACK DUE TO THE PRESERVATION OF AN EXCEPTIONAL TREE. TO INCREASE THE SAFETY AND CREATE A MORE PEDESTRIAN FRIENDLY EXPERIENCE WE WANTED TO SEPARATE THE PEDESTRIAN ACCESS FROM THE VEHICULAR. TO DO THAT WE RUN THE PEDESTRIAN ACCESS ALONG THE NORTH LOT LINE AND HAVE INCORPORATED A SERIES OF LINEAR BIKE PARKING STALLS AGAINST THE NORTH FACADE OF UNIT 1. THESE PARKING STALLS ARE SCREENED AND PROVIDE SECURE BIKE PARKING THAT IS ON JUST OFF THE PRIMARY PEDESTRIAN PATHWAY TO THE SITE. BIKE PARKING REQUIRES WEATHER PROTECTION WHICH WE ARE PROVIDING, HOWEVER DUE TO OUR MINIMUM FRONTAGE WIDTH WOULD REQUIRE AN ADJUSTMENT DUE TO ITS PROXIMITY TO THE NORTH PROPERTY LINE.

DR GUIDELINES CITED:
• PL3.A.2 - ENSEMBLE OF ELEMENTS
• PL4.A.1 - SERVING ALL MODES OF TRAVEL
• PL4.B.2 - BIKE FACILITIES
• DC1.B.1 - ACCESS LOCATION AND DESIGN
• DC2.C2 - DUAL PURPOSE ELEMENTS



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INFORMATION

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STANDARDS

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BUILDING
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