



DRISCOLL ARCHITECTS



115 BELL STREET  
SEATTLE, WA 98121

EARLY DESIGN GUIDANCE | DPD# 3007947 | 10 DEC 2007

# 9076 Holman Rd. NW SEATTLE, WA

DRISCOLL ARCHITECTS, PS | U-SAVE OIL CO., INC.



**SITE & PROJECT INFORMATION:**

Address: 9076 Holman Rd. NW  
APN: 1862400411  
Site Area: 31,851 sf  
Zoning: C1-40  
Overlays: Crown Hill Residential Urban Village  
Existing Use: Automotive/Misc. Commercial

**DESIGN OBJECTIVES:**

**Proposal**

The proposal is for a 4-story mixed-use development with approximately 8-10,000 sf of commercial use, 5-6 ground floor live-work units and 90-100 residential units above. Code required parking of approximately 100-110 stalls is provided at, and below grade, within the structure. Total project area of approx. 125-135,000 gsf.

**Vicinity/Site**

The site is currently occupied by a surface parking lot and a few small vacant commercial buildings. Like many sites in the vicinity, it is primarily focused on automobile accessed businesses. Parking is generally on grade and visible to the street. The site is adjacent to a major pedestrian overpass over Holman Rd. NW that links the neighborhood to the S. to the school.

**Residential Uses**

Proposed residential uses will be market-rate, and may be apartments or for-sale condominiums. Units will include studios, 1-bedroom and 2-bedroom units.

**Commercial Uses**

Commercial uses will be located along Holman Rd. towards the intersection of Holman Rd. NW and 13h Ave. NW. Proposed commercial uses will likely be less auto-dependent because of the reconfigured parking.

**Access & Parking**

The site is bounded by Holman Rd. NW, 13th Ave. NW, and 14th Ave. NW. We are proposing parking access from both Holman Rd. NW (right in only) and 13th Ave. NW.

SITE & PROJECT INFORMATION/  
DEVELOPMENT OBJECTIVES

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## PERTINENT CITY DESIGN GUIDELINES:

[A-1 Responding to Site Characteristics](#). Site is triangular with the long dimension fronting on a busy street to the N. Topography is relatively flat.

[A-2 Streetscape Compatibility](#). **Currently auto-oriented. Project will introduce human-scaled streetscape.**

[A-3 Entrances Visible to the Street](#). Clear auto and pedestrian entrances will be important in making the project visually accessible.

[A-4 Human Activity](#). The project will introduce street level pedestrian activity at the commercial uses, residential entry and the live-work units.

[A-5 Respect for Adjacent Sites](#). All adjacent sites are similarly zoned. Commercial sites along Holman Rd. are already developed. S-F houses to the S and SW may be developed to a higher density in the future. The project should be designed with this future development in mind.

[A-6 Transition Between Residence and Street](#). **Ground floor live work units will be set back from the street to provide a transition space.**

[A-7 Residential Open Space](#). Residential open space will be provided at private decks and upper level terraces. The area at the NE corner of the site is an opportunity for a 'public' space.

[A-8 Parking and Vehicle Access](#). Access to structured parking is proposed from the W. end of the site on Holman Rd. (R/in only) and from 13th Ave. NW.

[A-9 Location of Parking on Commercial Street Fronts](#). Commercial parking will be within structure.

[A-10 Corner Lots](#). The NE corner of the site will be developed to take advantage of the additional public r.o.w. and

[B-1 Height, Bulk, and Scale Compatibility](#). See A-5, above.

[C-1 Architectural Context](#). Existing architectural context of site is not well defined.

[C-2 Architectural Concept and Consistency](#). Pertinent.

[C-3 Human Scale](#). Pertinent.

[C-4 Exterior Finish Material](#). Pertinent.

[C-5 Structured Parking Entrances](#). Parking entrances will be minimized to mitigate their impact.

[D-1 Pedestrian Open Spaces and Entrances](#). Pertinent.

[D-2 Blank Walls](#). **Walls along the S. property line may be 'blank' and will be landscape to reduce their impact.**

[D-3 Retaining Walls](#). Not Applicable

[D-4 Design of Parking Lots Near Sidewalks](#). Not Applicable

[D-5 Visual Impacts of Parking Structures](#). **Parking is all within structure and separated from the street by other uses.**

[D-6 Screening of Dumpsters, Utilities, and Service Areas](#). Service areas will be screened within the building.

[D-7 Personal Safety and Security](#). Project design will provide additional overview of the street and will improve safety and security at the site.

[D-8 Treatment of Alleys](#). Not Applicable.

[D-9 Commercial Signage](#). Proposed signage will be appropriate for the uses and the neighborhood.

[D-10 Commercial Lighting](#). Lighting will be used to enhance pedestrian safety, identify entrances, and promote visual interest.

[D-11 Commercial Transparency](#). **Commercial and live work units will provide transparency to 'connect' with the street.**

[D-12 Residential Entries and Transitions](#). The main residential entry is proposed near the NE corner of the site.

[E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites](#). Landscaping along Holman Rd. will be used to 'screen' the noise and traffic; along 13th Ave. NW the landscaping will be more residential in character.

[E-2 Landscaping to Enhance the Building and/or Site](#). See E-1, above.

[E-3 Landscape Design to Address Special Site Conditions](#). See E-1, above.

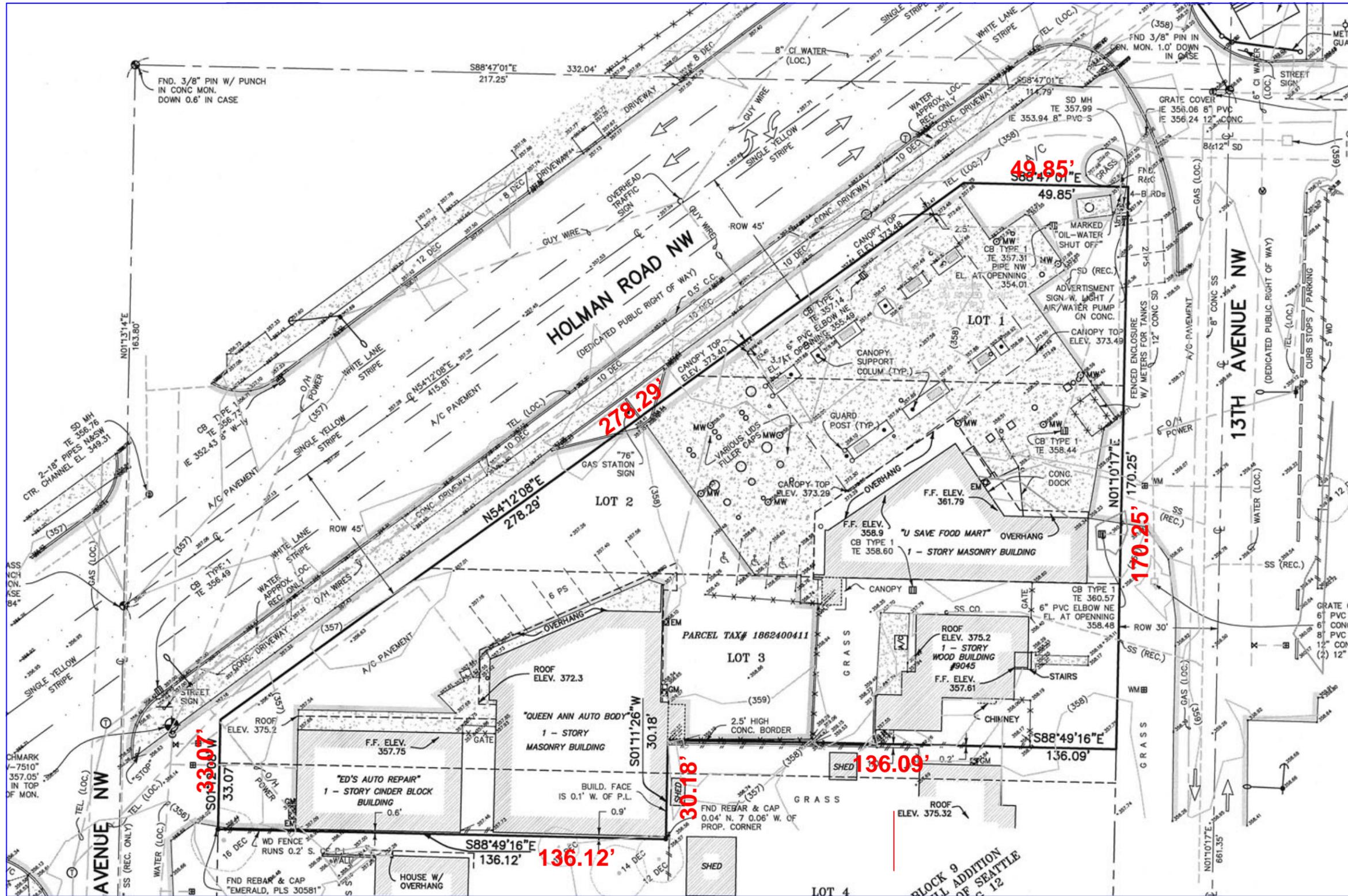
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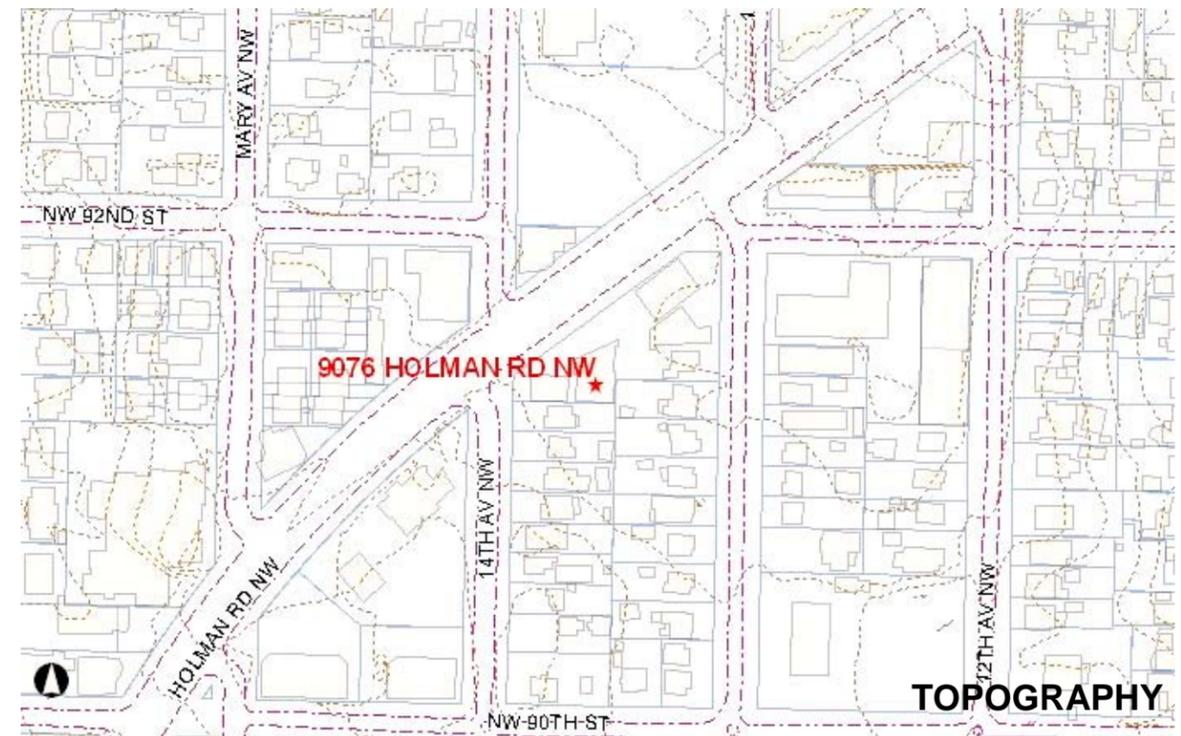
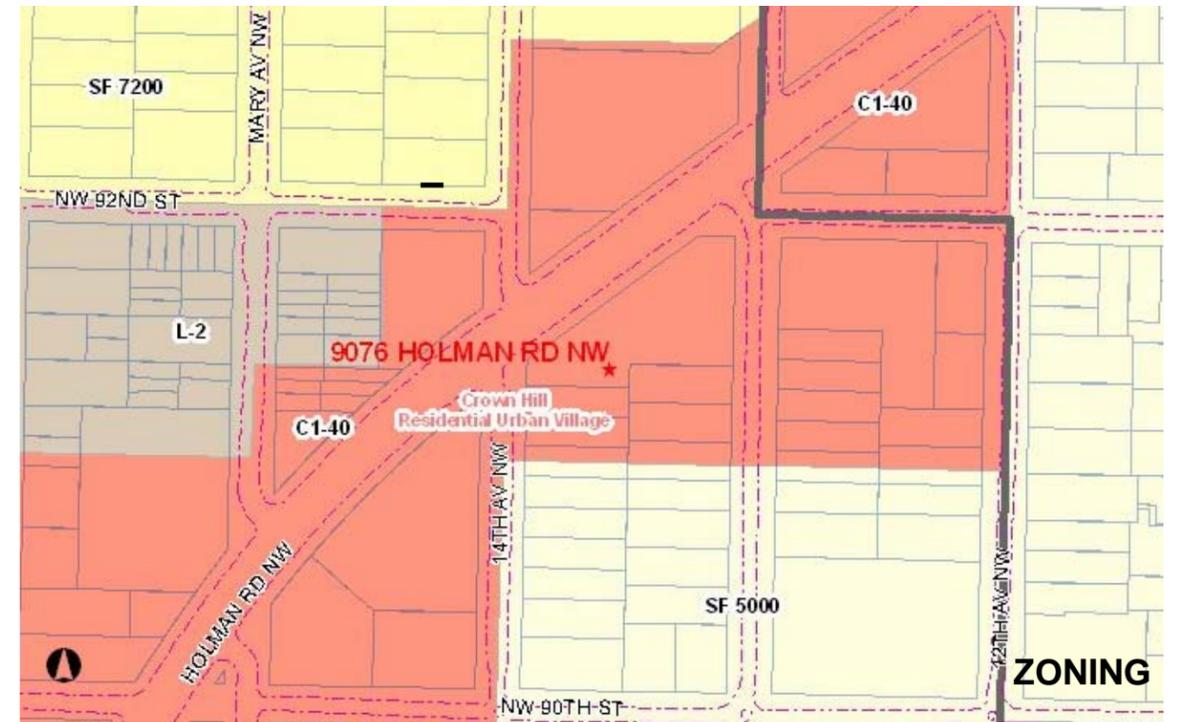
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ZONING/ TOPOGRAPHY/ VICINITY

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AERIAL/ LAND USES

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SITE PHOTOS

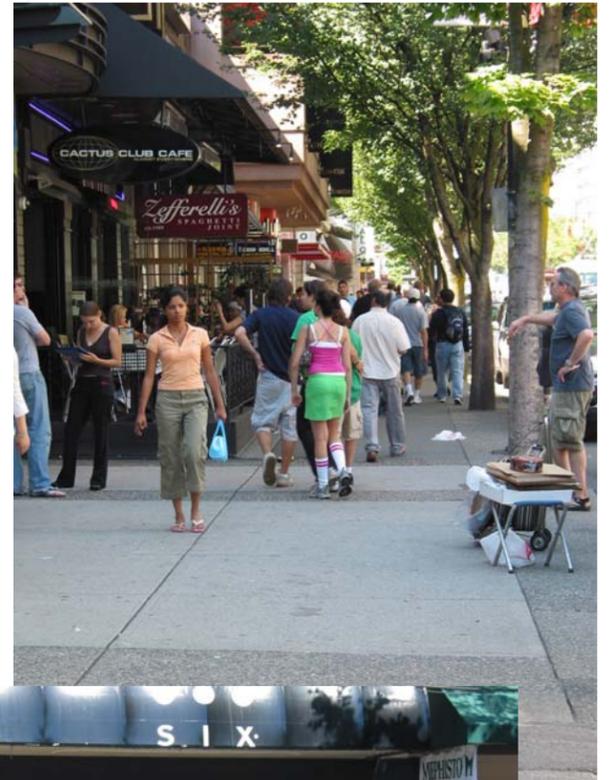
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# Streetscape Compatibility

# Human Activity



# Human Scale



## DEVELOPMENT OBJECTIVES

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# Modulation



# Detailing



# Massing and Color



GRAPHIC STUDIES

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# South: Residential Courtyard



# North: Holman Modulation



# North: Public Streetscape

FRONTAGE MODULATION SKETCHES

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**ALTERNATIVE A - Preferred**

- 3 Levels of residential with parking at and below grade
- 100+ Units
- Residential Amenity at L2 courtyard in center of building facing S.
- 3.25 FAR
- Parking Entrance off of 13th Ave NW Sketch shows alternate departure access on Holman Rd
- Residential entry off of 13th
- Commercial near NE corner

**Pros:**

- Maximizes Site
- Creates a street edge on Holman Rd.
- Sets live-work back from Holman Rd. and 13th to allow transitional open space
- Reduces building mass as seen from S.

**Cons:**

- None

**Departures:**

- None



ALTERNATIVE A

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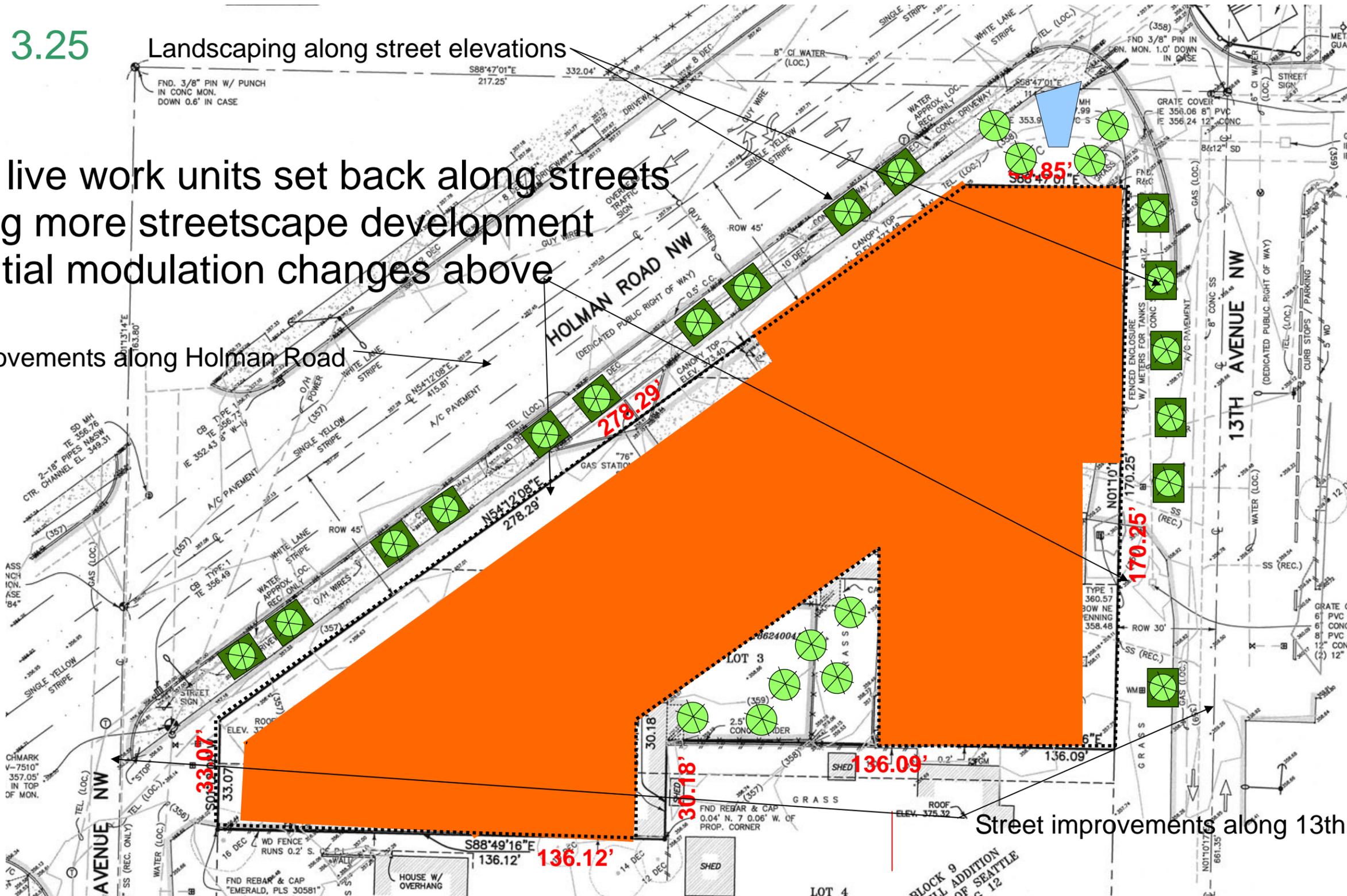
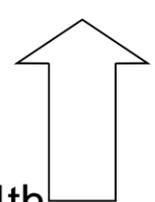
# FAR 3.25

## Landscaping along street elevations

Retail & live work units set back along streets  
Providing more streetscape development  
Residential modulation changes above

Street improvements along Holman Road

Street improvements along 13th and 14th



ALTERNATIVE A

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**ALTERNATIVE B**

- 3 Levels of residential with parking at and below grade
- 100 Units
- Residential Amenity at roof terrace
- 3.25 FAR
- Parking Entrance off of Holman Rd. NW and 13th Ave. NW
- Residential entry off of Holman Rd.
- Commercial / Live-Work on Holman Rd

**Pros:**

- Maximizes Site
- Strong street 'wall' along Holman Rd.

**Cons:**

- Appears 'bulky' from S.
- Live-work close to sidewalk w/o transition

**Departures:**

- None



ALTERNATIVE B

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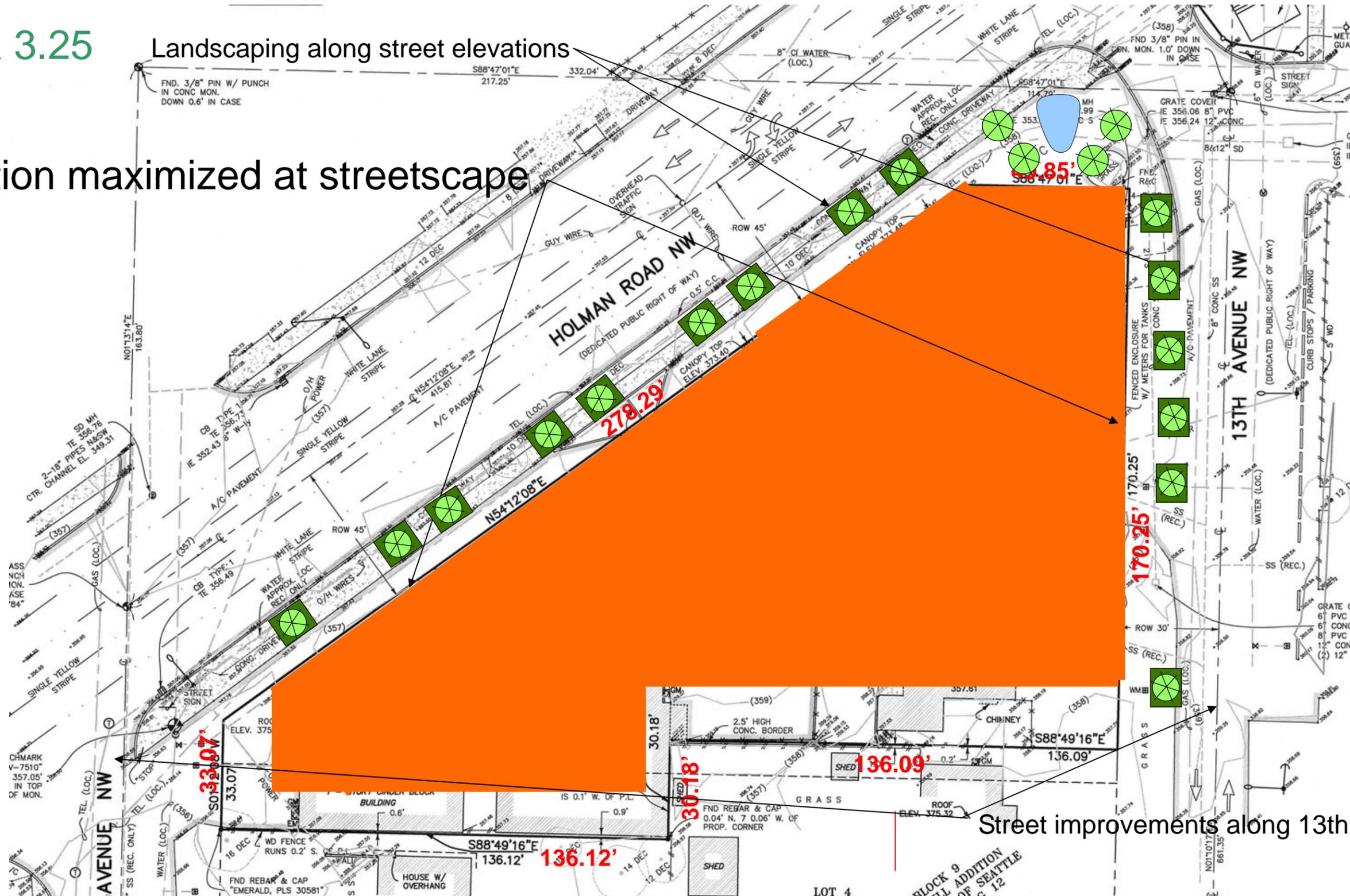
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# FAR 3.25

Landscaping along street elevations

Modulation maximized at streetscape



Street improvements along 13th and 14th

ALTERNATIVE B

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**ALTERNATIVE C**

- 3 Levels of residential with parking at and below grade
- 100 Units
- Residential Amenity at 2nd flr. Courtyard at S.
- 3.25 FAR
- Parking Entrance off of Holman Rd. NW and 13th Ave. NW
- Residential entry off of Holman Rd.
- Commercial / Live-Work on Holman Rd and 13th

**Pros:**

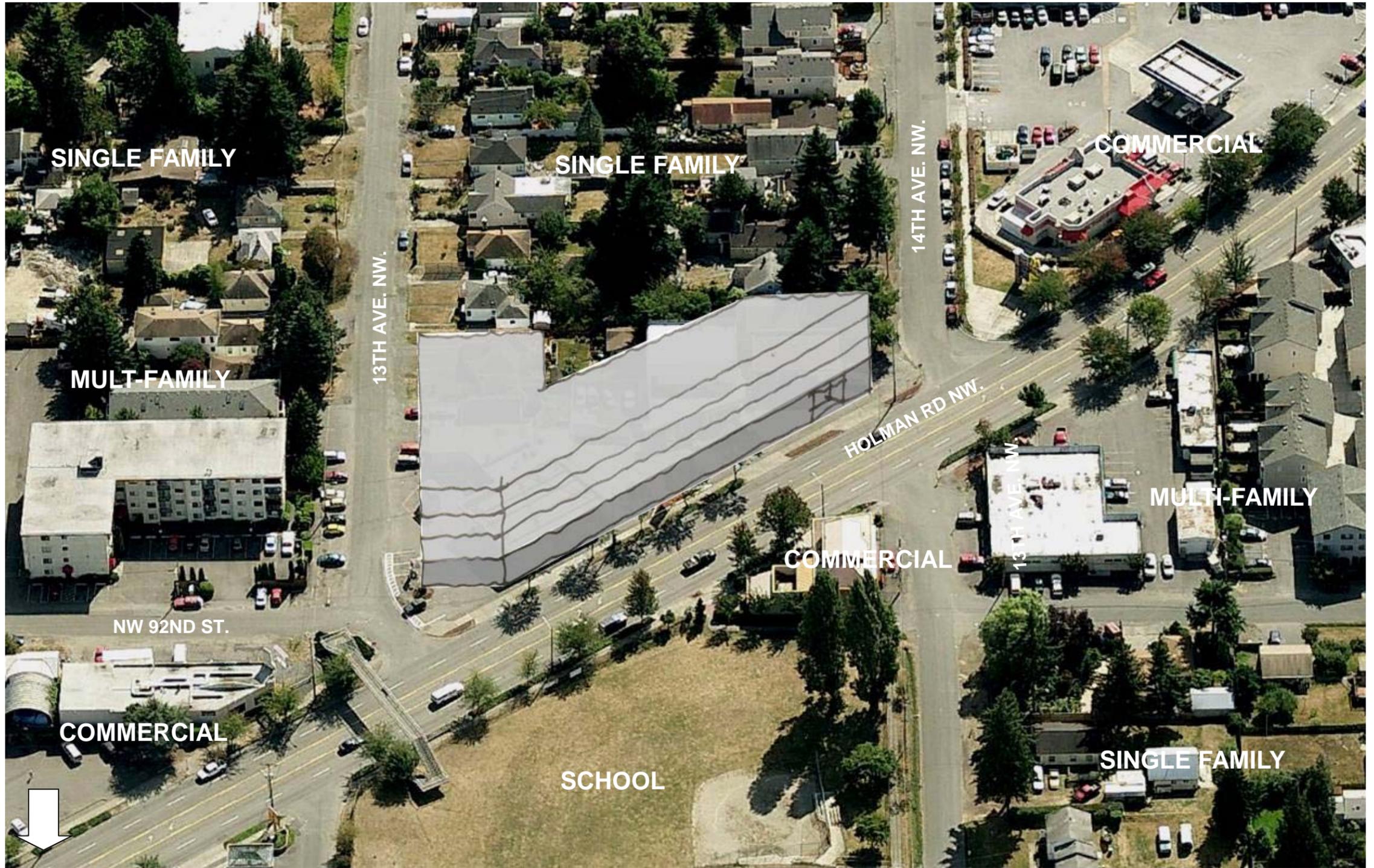
- Maximizes Site
- Strong street 'wall' along Holman Rd.
- Reduces bldg. mass when viewed from s.

**Cons:**

- Appears 'bulky' from S.
- Live-work close to sidewalk w/o transition

**Departures:**

- None



ALTERNATIVE C

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# FAR 3.25

## Landscaping along street elevations

Penthouse units set back along residential property line



Street improvements along 13th and 14th

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ALTERNATIVE C

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