

EARLY DESIGN GUIDANCE

THORNDYKE APARTMENTS
1966 THORNDYKE AVE W.

DPD PROJECT NO. 3009832



Development Objectives

Future construction of a 12-unit apartment building with on-site underground parking for 15 vehicles.

A mix of 1 bedroom and 2 bedroom units is desired. As many units as possible shall be oriented towards the view (primarily looking southeast).

Previous permit no. 6128671 to construct 5 townhomes in three structures is currently active but will be cancelled in the future.

Project Team

Owner

Michael G. & Lynnette B. Frank
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Architect

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3121 W. Government Way, #1
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**DEVELOPMENT
OBJECTIVES**

Sheet No. 1 of 12



Thorndyke Ave. W. (west side of street)



Thorndyke Ave. W. (east side of street)

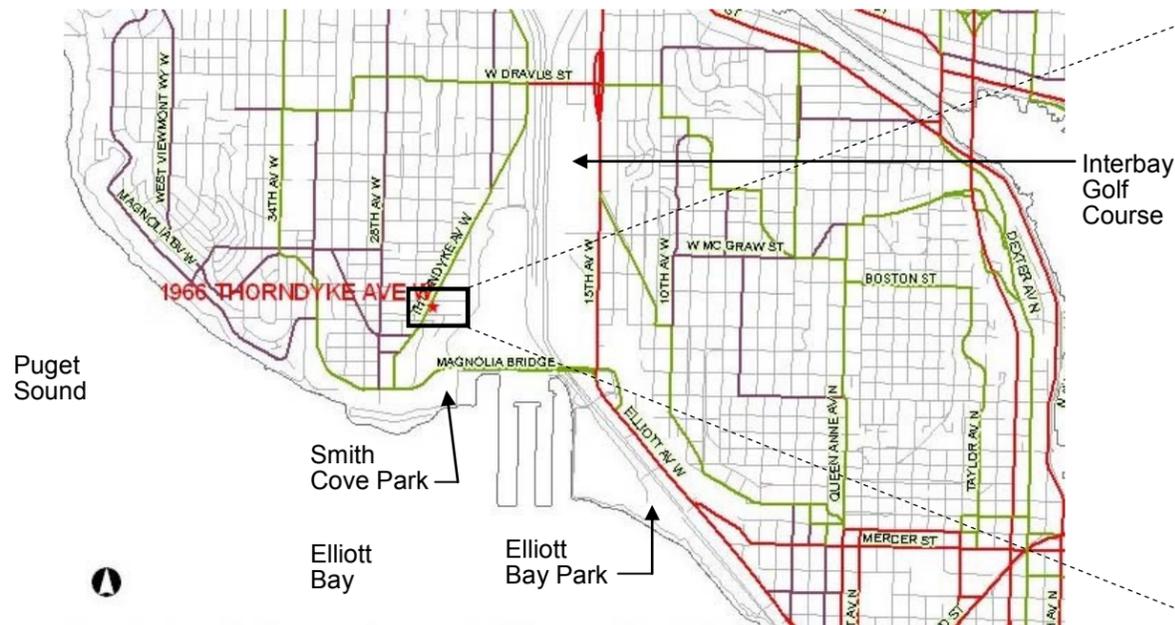
Site

Urban Design Analysis

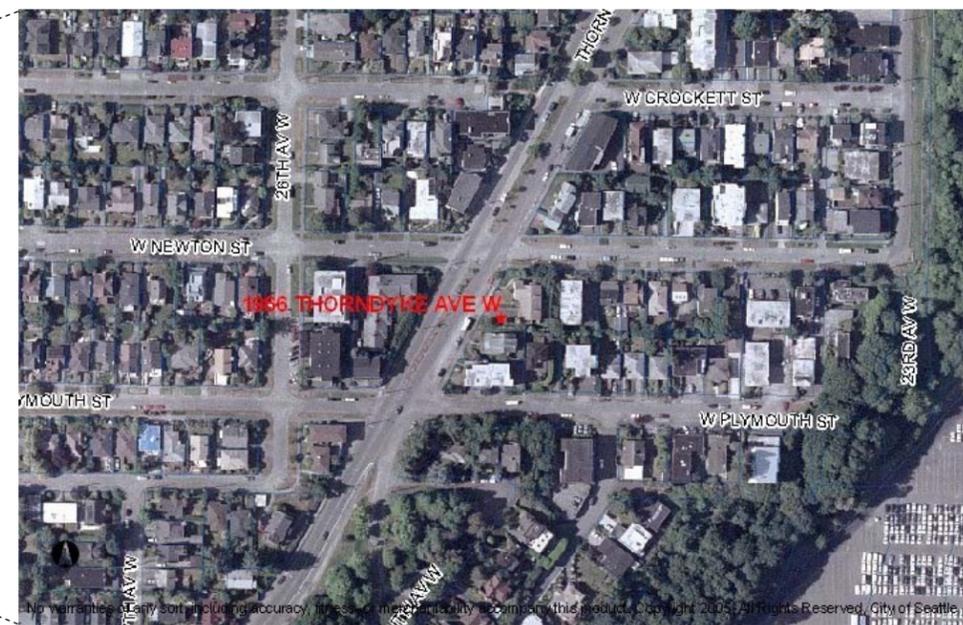
The project site is located at the southeast corner of Thorndyke Ave. W. and W. Newton Street. This is in the southeast part of Magnolia almost at the high point of Thorndyke. Thorndyke is a main arterial which continues south to intersect W. Galer St. which leads to the Magnolia Bridge (heading east) and to Magnolia Boulevard West (heading west). From this property there are views towards the southeast of the Space Needle, downtown Seattle, Elliott Bay and Mount Rainier. There are also views of Mount Baker to the north.

Public transit service is excellent with Metro bus line no. 33 running on Thorndyke Ave. W. The nearest bus stop is at W. Newton St.

Nearby opportunities for recreation include Thorndyke Park (1 block to the south), Discovery Park (2 miles northwest), Smith Cove Park (1/2 mile south), Interbay Golf Course and Driving Range (1 mile northeast) and Elliott Bay Park (1 mile southeast).



VICINITY MAP



Aerial Photograph

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URBAN DESIGN ANALYSIS - PHOTO MONTAGE, AERIAL PHOTO



1



2



3



4



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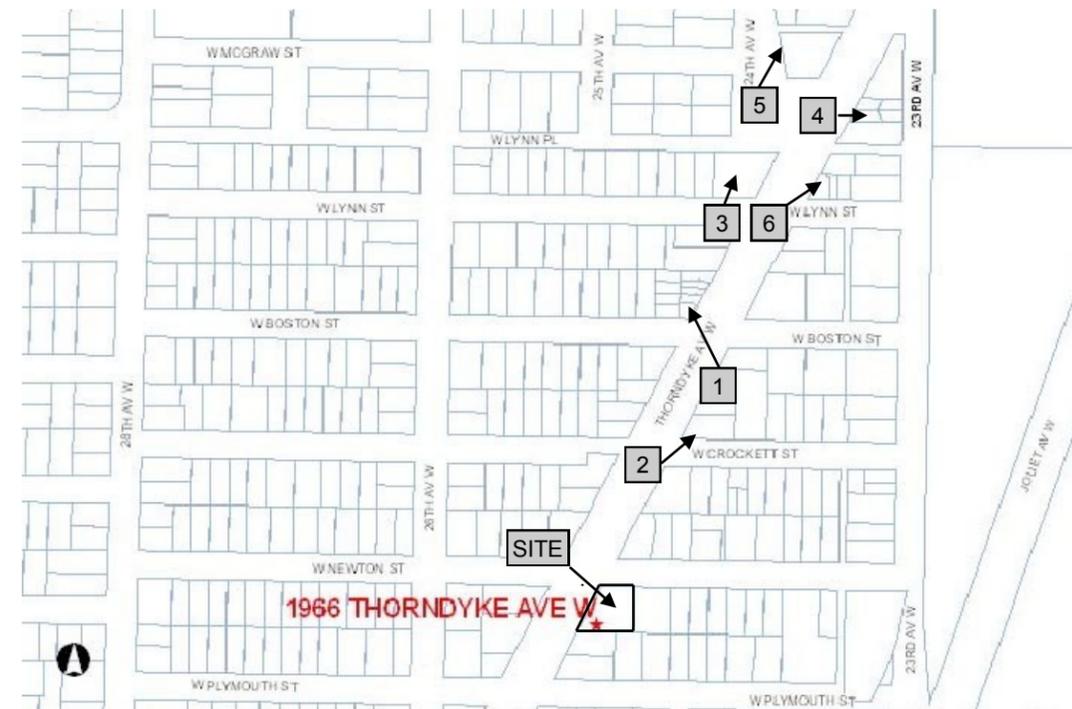
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Urban Form & Architectural Character of Project Vicinity

- Size and style of buildings is mixed. There are several three story apartment buildings and two story duplexes dating from the 1960's as well as new condo buildings and townhomes on Thorndyke Ave. W. The older buildings tend to be predominantly flat roofed while the newer buildings mostly have pitched roofs. Many different siding materials are employed, especially wood lap siding. Detailing tends to be fairly simple and uncluttered.
- Landscaped areas are prominent due to large triangular pockets of space between the buildings and the City sidewalks. Older buildings in general have more mature landscaping which tends to soften the appearance of the structures. In addition, Thorndyke (a 100 ft. right-of-way) has a planted median area which lends extra green space to the public realm.
- Curb and gutter are sporadic along Thorndyke so the arterial edge is more fuzzy than at most sites in Magnolia. Dedicated bike lanes have recently been added in the right-of-way as this is one of the best routes for local bike commuters.
- Overhead power lines are common elements of the streetscape in this area. Power poles are not attractive to look at but they obviously serve an important function.



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**URBAN DESIGN
ANALYSIS -
NEIGHBORHOOD
STRUCTURES**

A. Site Planning

A-1 Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

A-5 Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-6 Transition Between Residence and Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

A-8 Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

A-10 Corner Lots

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

C. Architectural Context

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.

Buildings should exhibit form and features identifying the functions within the building.

In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

C-4 Exterior Finish Materials

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

C-5 Structured Parking Entrances

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

D. Pedestrian Environment

D-6 Screening of Dumpsters, Utilities and Services Areas

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

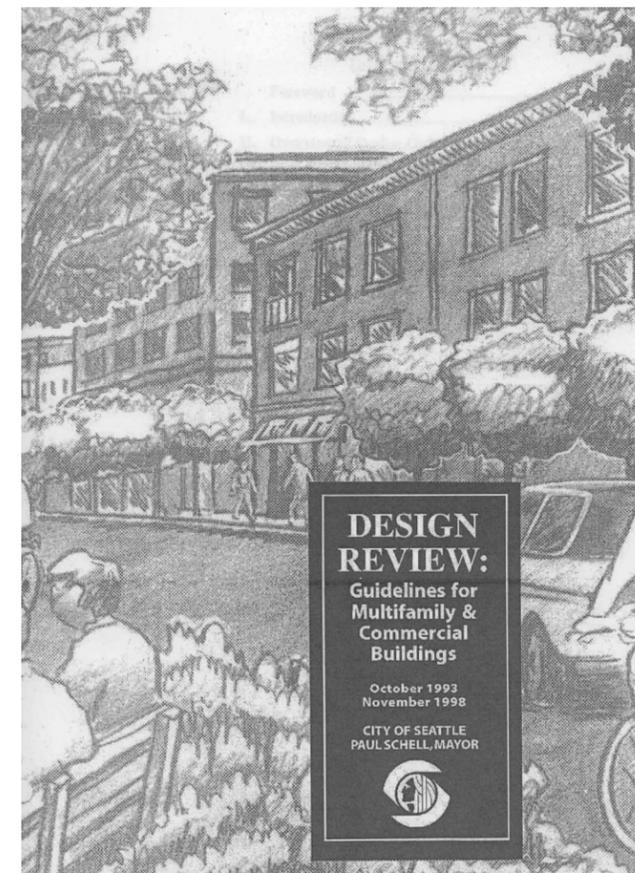
E. Landscaping

E-2 Landscaping to Enhance the Building and/or Site

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

E-3 Landscape Design to Address Special Site Conditions

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.



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**DESIGN
GUIDELINES**

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Zoning Map



ECA Overlay Map

Site Address:	1966 Thorndyke Ave. W., Seattle, WA 98199
Existing Structures:	None (duplex demolished in 2008)
Lot Area:	9,526 sf
Zoning:	L-3
Adjacent Zoning:	L-2 & L-3
Overlays:	ECA
ECA:	Potential Slide (ECA 2) ECA exemption granted on 4/12/07 for steep slope due to legal grading activities related to previous project no. 6128671.
Existing Use:	None (vacant)
Permitted Use: (23.45.008)	3 story lowrise apartment building or townhomes Density limit is 1 unit per 800 sf of property
Height Limit: (23.45.009A.) (23.45.009C.)	30'-0" 5'-0" bonus allowed for pitched roof ≥ 4:12 pitch
Lot Coverage: (23.45.010)	45% for apartments 50% for townhomes
Structure Width & Depth (23.45.011)	Width = 75' max. for apartments w/ modulation Depth = 65% of lot depth max. for apartments
Setbacks: (23.45.014)	For corner lots, the applicant can choose which street frontage is the front yard. Assuming that W. Newton St. is the front yard, the maximum required setback is 15'-0". Thorndyke Ave. W. is then considered a side yard with a minimum setback of 10'-0". The rear yard setback is required to be 15% of lot depth, so 15'-0". The side yard setback along the east is required to be at least 6'-0" for a structure height of 30' and a structure depth up to 80' (Table 23.45.014A).
Landscape: (23.45.015)	Landscape area required = 3 X length of property lines. so 1,208 sf. Street trees required in planting strip per SDOT urban forestry.
Open Space: (23.45.016 A.3.b.(2)i)	Minimum 25% of lot area required at ground level as usable open space.
Parking: (23.54.015, Chart B)	Use H. per Chart B. For 11-30 dwelling units, 1.15 spaces required for each dwelling unit plus .0002 spaces per square foot for unit sizes in excess of 500 sf.

THORNDYKE APARTMENTS

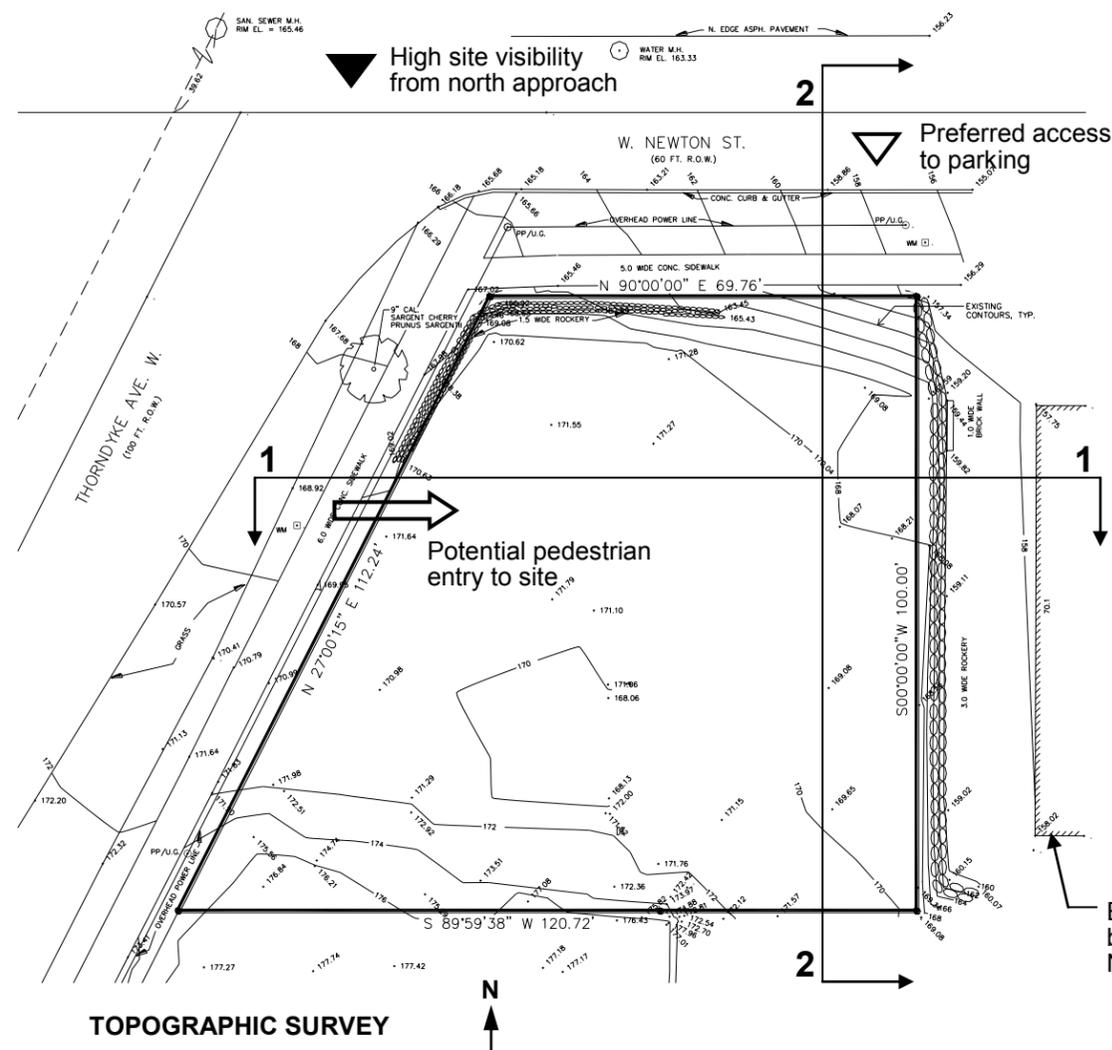
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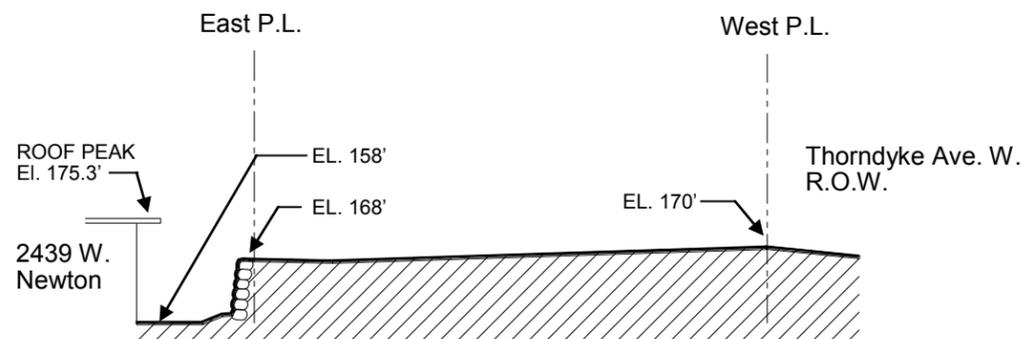
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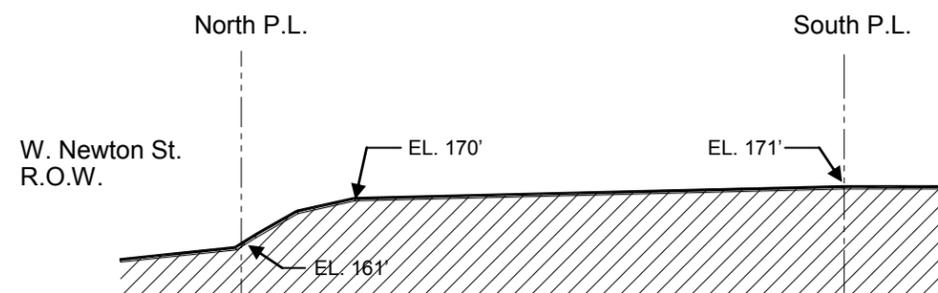
**SITE ANALYSIS -
ZONING CODE
SUMMARY**



TOPOGRAPHIC SURVEY



1 SITE SECTION EAST-WEST

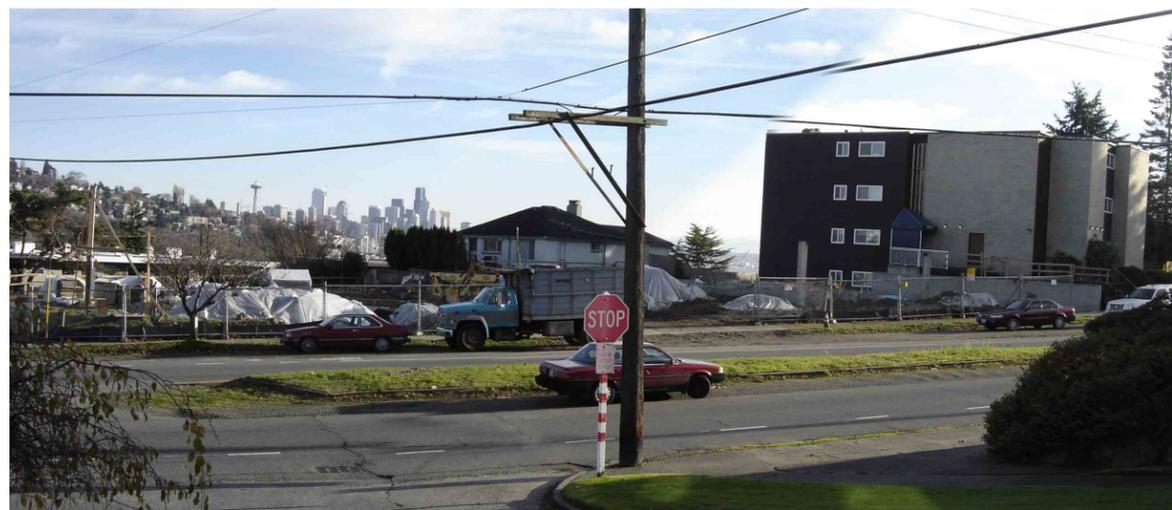


2 SITE SECTION NORTH-SOUTH

Existing apartment bldg. at 2349 W. Newton Street



View of site looking south up Thorndyke Ave. W.



View of site from western side of Thorndyke Ave. W. (looking southeast)

Site Analysis

Topography is generally flat with the average elevation at 170.0' based on City of Seattle bench mark. At the northern side of the property there is a sloped area with slopes of 1 vertical in 1.5 feet horizontal. The northeast corner of the property is the low point at 157.34' and the southwest corner is the high point at approximately 176.0'. Due east of the property there is an existing rockery which is about 10 feet high.

There are no structures on the site. An existing duplex was demolished under permit no. 6161717 in the summer of 2008.

There are currently no trees on the site as it was cleared under permit no. 6128671. One street tree (9" caliper Sargent Cherry) exists along Thorndyke but it will be replaced by new trees in accordance with SDOT urban forestry as part of this application.

Assuming underground parking, the preferred access to parking is from W. Newton Street because grade is lower near the northeast corner of the property.

Solar access for this site is best in the morning hours. Due to the topography of the eastern slope of Magnolia, as well as previous grading activity, this property sits up 10-12 feet higher than the property due east. This affords good solar access in the eastern sky. Solar access from the southern sky could be somewhat impacted by the new 2-unit townhome being constructed due south. However, by locating our building more toward the east, we may be able to avoid the shadow of this townhome building. Later in the afternoon, solar access from the west is blocked by the uphill slope which starts across the street (Thorndyke).

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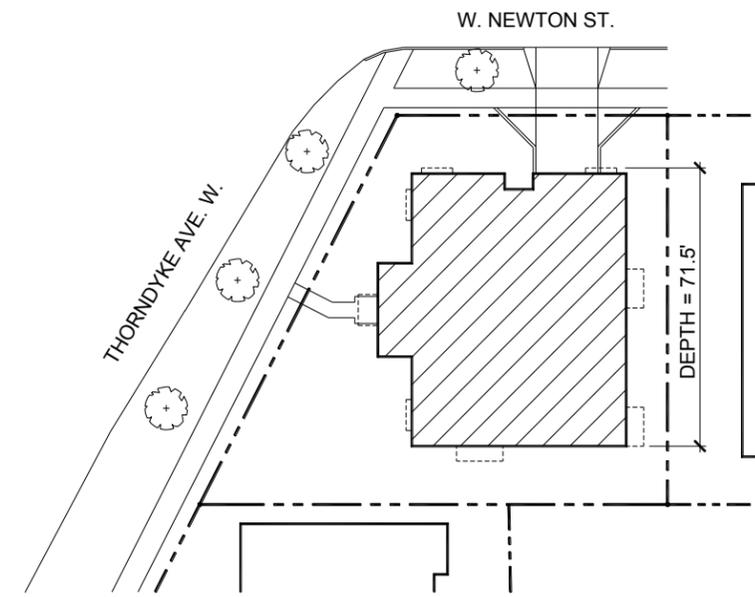
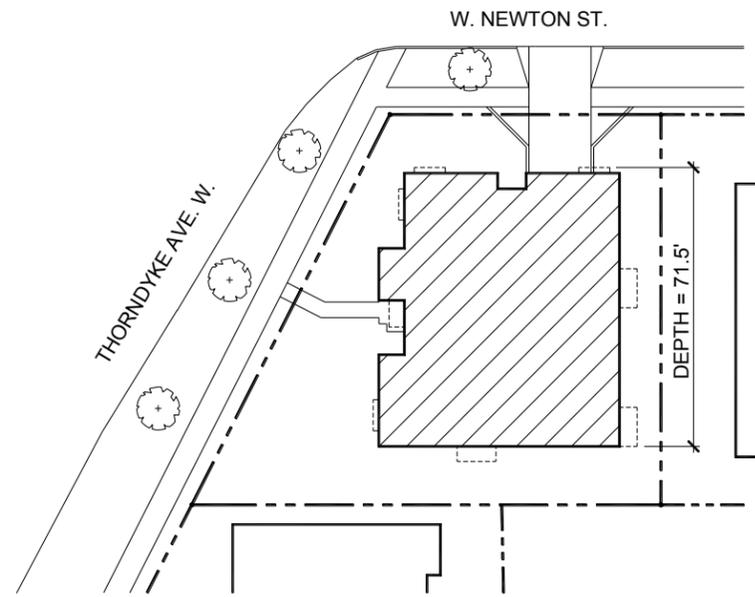
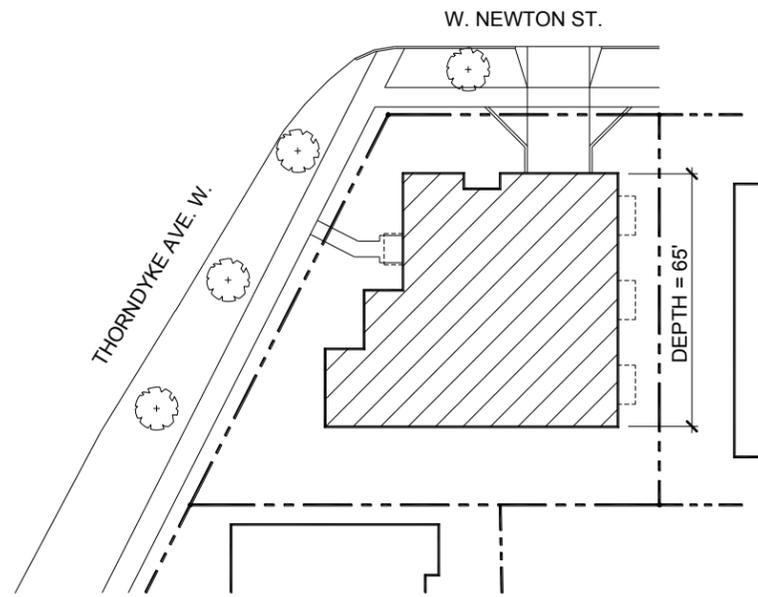


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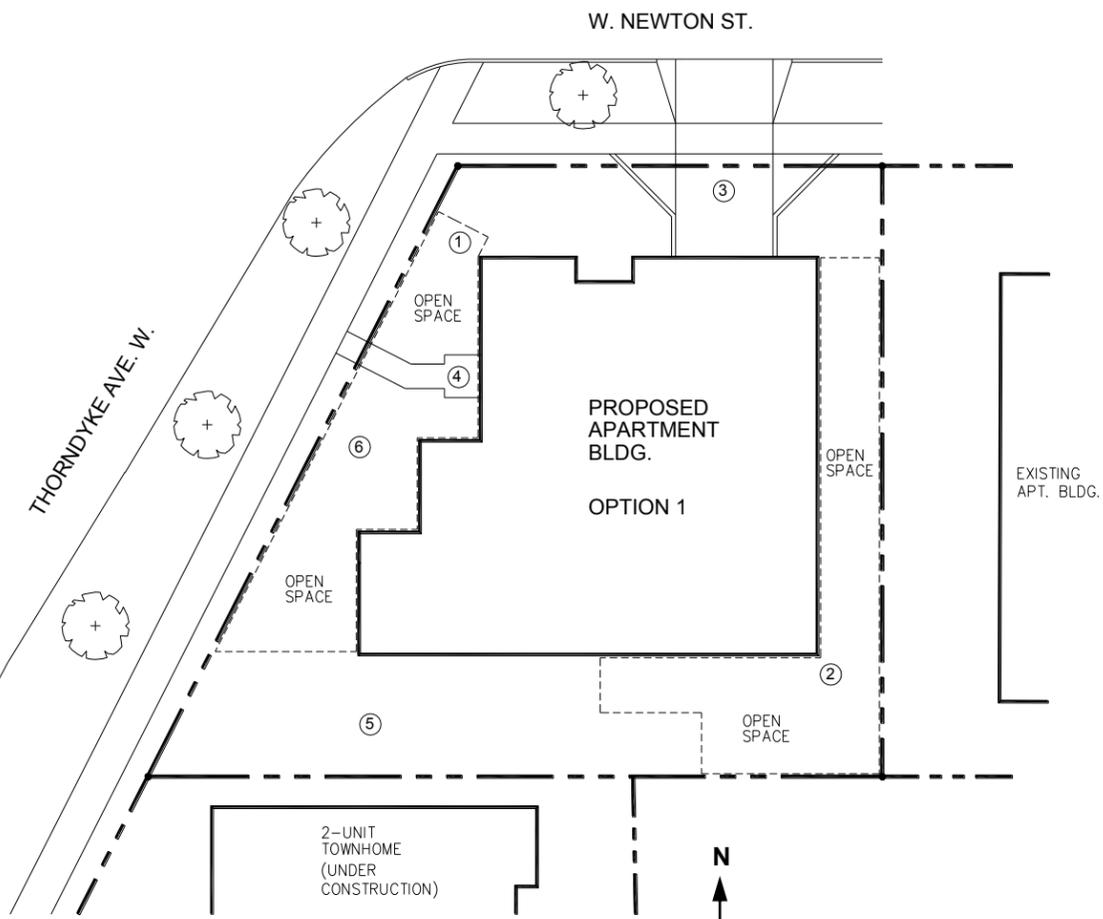
SITE ANALYSIS -
TOPOGRAPHY,
PHOTOS

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	Design Option 1 - Code Compliant	Design Option 2	Design Option 3 - Preferred Scheme
DEPARTURE SUMMARY	<ul style="list-style-type: none"> Complies with Zoning Code 	<ul style="list-style-type: none"> Requires (1) design departure 	<ul style="list-style-type: none"> Requires (1) design departure
CODE REQUIREMENT	<ul style="list-style-type: none"> Structure depth (SMC 23.45.011) 65% of lot depth permitted or 65' 	<ul style="list-style-type: none"> Structure depth (SMC 23.45.011) 65% of lot depth permitted or 65' 	<ul style="list-style-type: none"> Structure depth (SMC 23.45.011) 65% of lot depth permitted or 65'
REQUEST	<ul style="list-style-type: none"> N/A since complies with Zoning Code 	<ul style="list-style-type: none"> Request increase in structure depth to 71.5' or 71.5% 	<ul style="list-style-type: none"> Request increase in structure depth to 71.5' or 71.5%
JUSTIFICATION	<ul style="list-style-type: none"> N/A since complies with Zoning Code 	<ul style="list-style-type: none"> Increased depth is comparable to existing apartment building to the east (2349 W. Newton St.). Zoning code chapter 23.86.016 (measurements - structure depth) includes projecting segments of facade (bays) in depth calculation. We feel bays enliven the W. Newton St. facade and should be encouraged rather than discouraged. Increased depth does not increase allowable lot coverage. Assuming same lot coverage as Option 1, this departure will allow SW corner of property to be more open for landscaping. Also improves light and air for new 2-unit building to the south (1958 Thorndyke Ave. W.). Improves unit layout possibilities. 	<ul style="list-style-type: none"> Increased depth is comparable to existing apartment building to the east (2349 W. Newton St.). Zoning code chapter 23.86.016 (measurements - structure depth) includes projecting segments of facade (bays) in depth calculation. We feel bays enliven the W. Newton St. facade and should be encouraged rather than discouraged. Increased depth does not increase allowable lot coverage. Assuming same lot coverage as Option 1, this departure will allow SW corner of property to be more open for landscaping. Also improves light and air for new 2-unit building to the south (1958 Thorndyke Ave. W.). Improves unit layout possibilities.
SITE PLAN PROS & CONS	<ul style="list-style-type: none"> See Sheet 8 	<ul style="list-style-type: none"> See Sheet 9 	<ul style="list-style-type: none"> See Sheet 10

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Massing Alternative - Design Option 1 Looking Towards Southeast

Design Option 1 - Code Compliant

Site Planning Issues see key plan numbers

Pros:

1. Proposed apartment building engages corner of 2 streets by pulling close to setbacks at NW corner.
2. Proposed apartment building draws close to SE corner for best views (towards Elliott Bay).
3. Pedestrian experience along Thorndyke is prioritized by location of garage entry on W. Newton Street.
4. Entry on Thorndyke is easy to see from north approach and engages pedestrian activity.

Cons:

1. Important NW corner of building is taken up by vertical circulation core (elevator & stair).
4. Entry on Thorndyke is somewhat hard to see on approach from the south.
5. While 25 ft. separation between buildings is generous, the 2-unit townhome will cast an afternoon shadow in the rear yard of the apartment building.
6. Landscape areas along Thorndyke, while good-sized, are not as large as in Design Options 2 and 3.

Building Massing

This option is three stories above grade. The basic height limit is 30'-0" above grade with a possible 5'-0" bonus for 4:12 pitched roofs. The northwest corner of the building will be at least 5'-0" higher to accommodate the elevator overrun.

Open Space & Landscape Areas

Open space is provided on the west, east and south sides of the building. Because of existing topography, areas to the north and southwest are not counted as open space but will be attractively landscaped.

Design Departures

None Required

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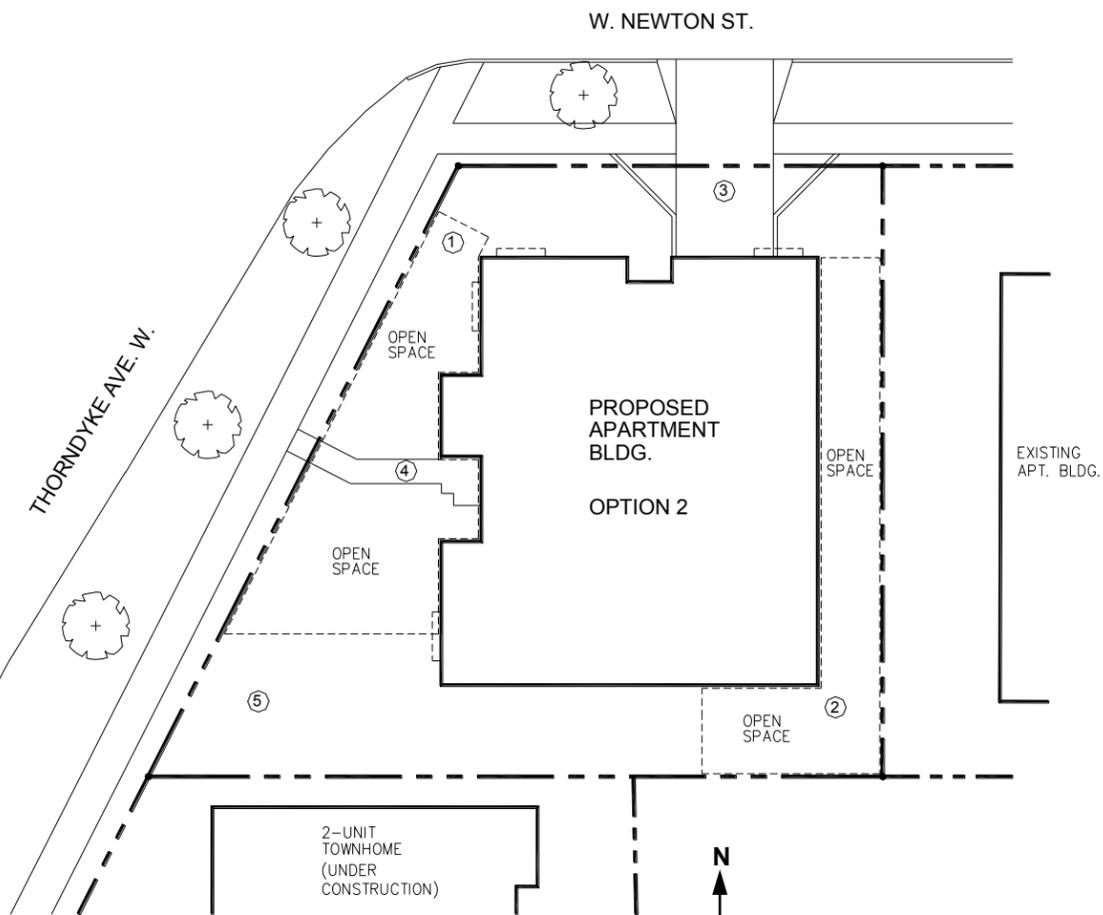
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DESIGN OPTION 1

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Massing Alternative - Design Option 2 Looking Towards Southeast

Design Option 2

Site Planning Issues (see key plan numbers)

Pros:

1. Proposed apartment building engages corner of 2 streets by pulling close to setbacks at NW corner.
2. Proposed apartment building draws close to SE corner for best views (towards Elliott Bay).
3. Pedestrian experience along Thorndyke is prioritized by location of garage entry on W. Newton Street.
4. Entry on Thorndyke is centrally located and engages pedestrian activity.

Cons:

4. Entry on Thorndyke is somewhat hard to see since it is recessed.
6. Landscape areas along Thorndyke while good-sized, are not as large as in Design Option 3.

Building Massing

This option is three stories above grade. The basic height limit is 30'-0" above grade with a possible 5'-0" bonus for 4:12 pitched roofs. The center entry area of the building will be at least 5'-0" higher to accommodate the elevator overrun. Bay projections are envisioned as a way of articulating the street facing facades.

Open Space & Landscape Areas

Open space is provided on the west, east and south sides of the building. Because of existing topography, areas to the north and southwest are not counted as open space but will be attractively landscaped.

Design Departures

Structure depth of 71'-6" exceeds the 65'-0" allowable by code. By comparison, the existing apartment building to the east, which is in an L-2 zone exceeds the code allowable depth by 10'-0".

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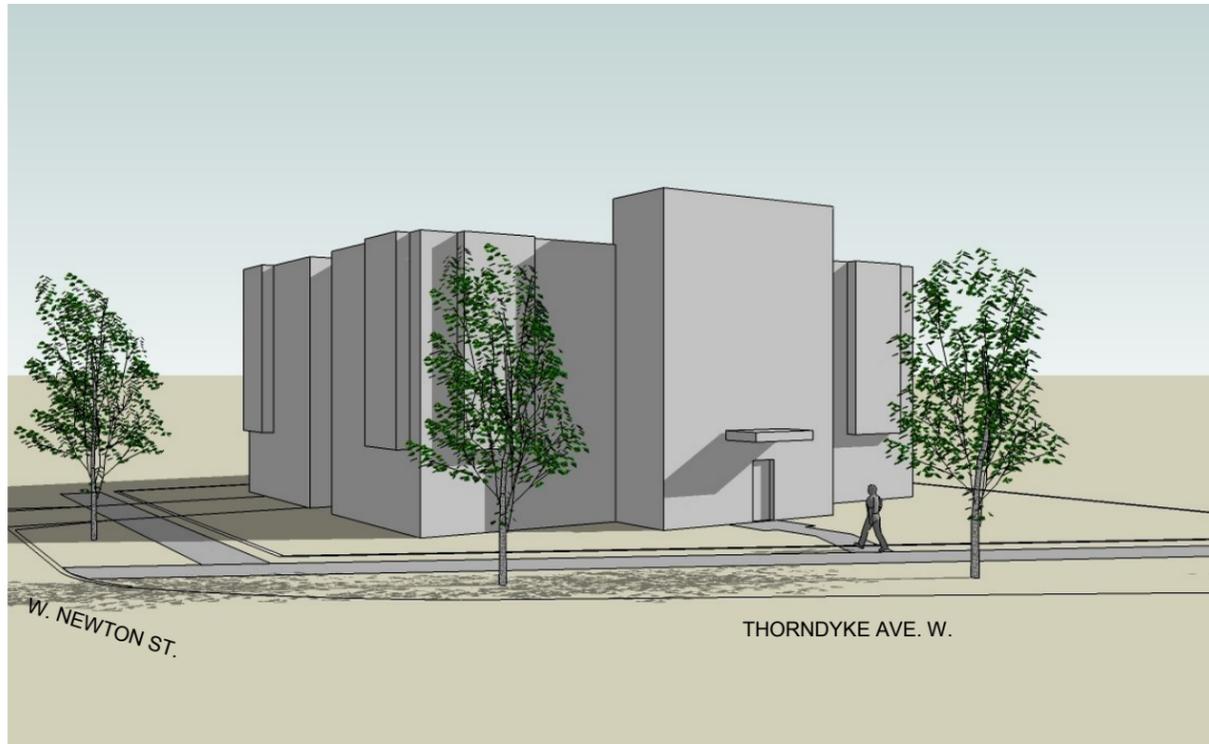
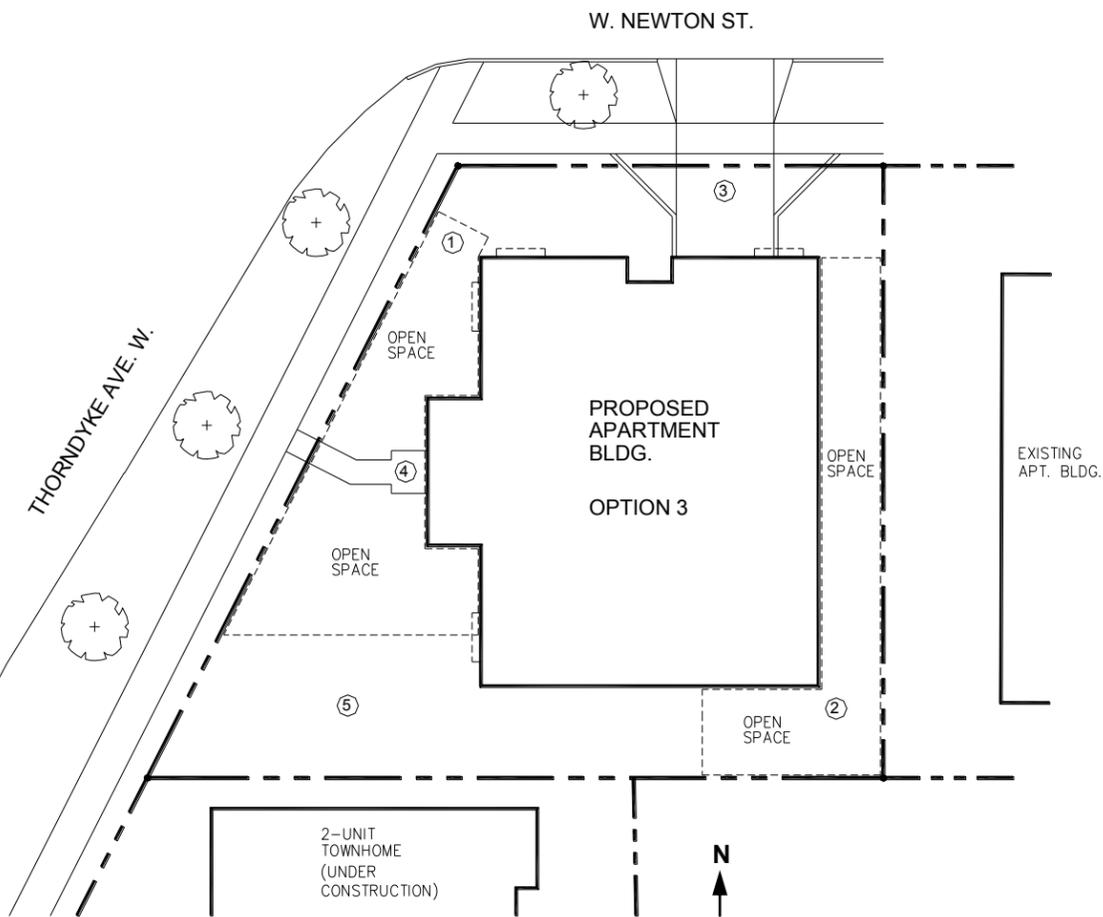
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DESIGN OPTION 2



Massing Alternative - Design Option 3 Looking Towards Southeast

Design Option 3 - Preferred Alternative

Site Planning Issues (see key plan numbers)

Pros:

1. Proposed apartment building engages corner of 2 streets by pulling close to setbacks at NW corner
2. Proposed apartment building draws close to SE corner for best views (towards Elliott Bay).
3. Pedestrian experience along Thorndyke is prioritized by location of garage entry on W. Newton Street.
4. Entry near center of Thorndyke frontage is easy to see and engages pedestrian activity. Also, placement of vertical circulation core at center of building accentuates the entry.
5. Generous landscape area along Thorndyke enhances neighborhood experience of site. Also, 2-unit town home under construction will have optimal light and air at north exposure due to deep setback of proposed apartment building.

Cons:

4. Symmetrical west elevation may appear a bit static.

Building Massing

This option is three stories above grade. The basic height limit is 30'-0" above grade with a possible 5'-0" bonus for 4:12 pitched roofs. The center portion of the building on the west side bumps out 9 feet towards Thorndyke. Because it contains the elevator overrun, this portion will be at least 5 feet taller than the rest of the building. Bay projections are envisioned as a way of articulating the street facing facades.

Open Space & Landscape Areas

Open space is provided on the west, east and south sides of the building. Because of existing topography, areas to the north and southwest are not counted as open space but will be attractively landscaped.

Design Departures

Structure depth of 71'-6" exceeds the 65'-0" allowable by code. By comparison, the existing apartment building to the east, which is in an L-2 zone exceeds the code allowable depth by 10'-0".

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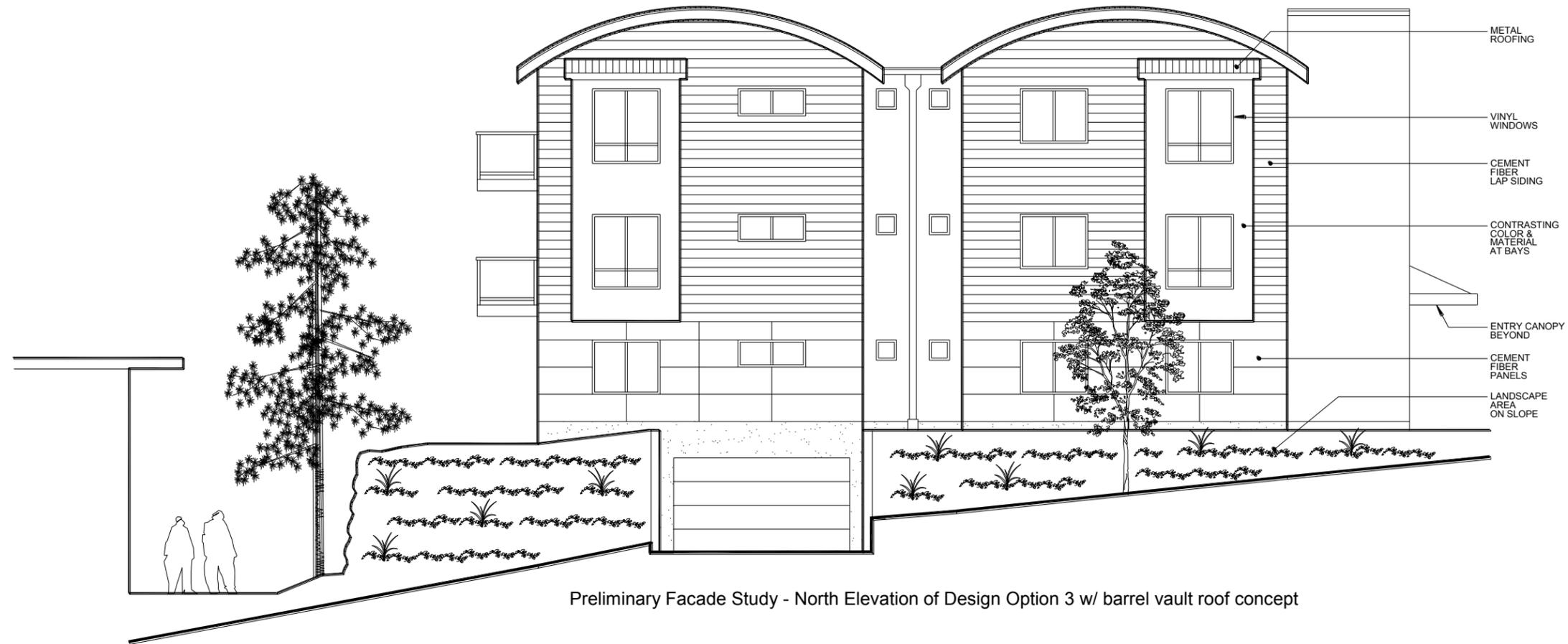
DESIGN OPTION 3

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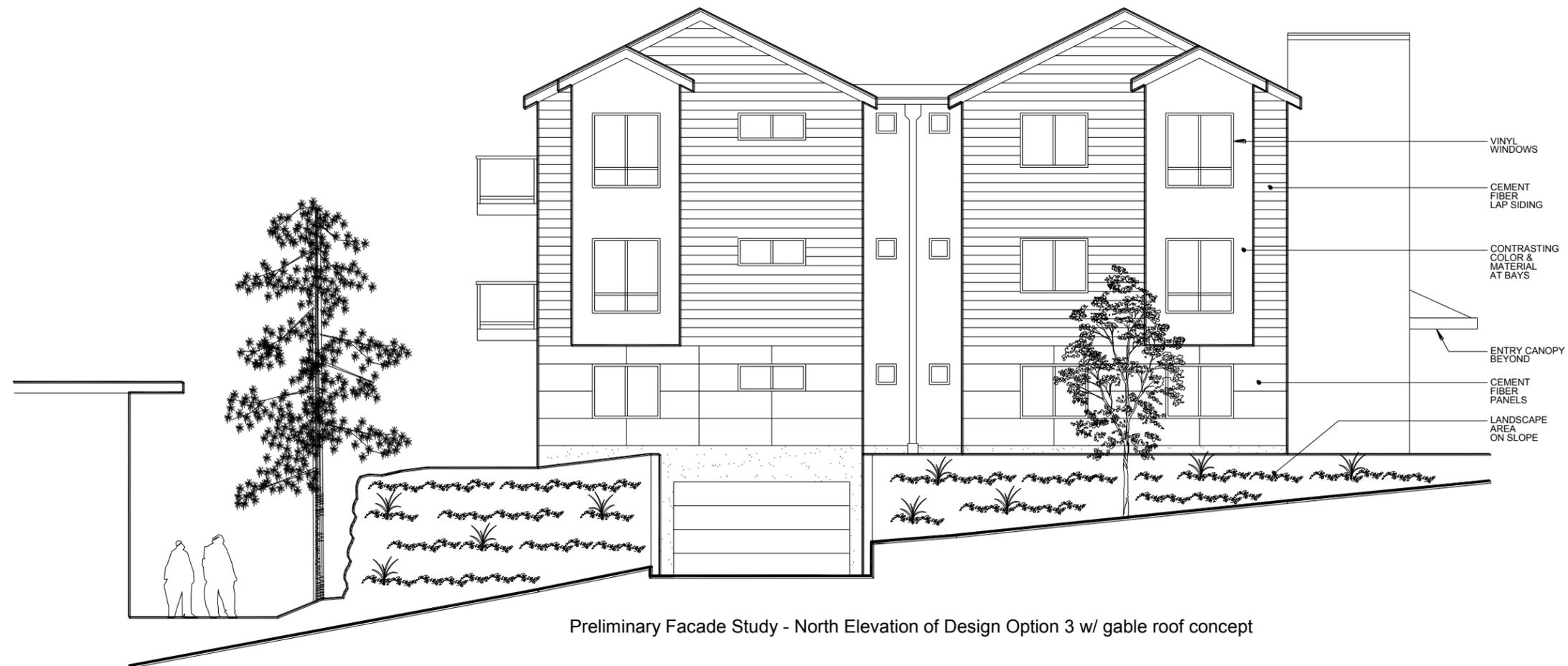
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Preliminary Facade Study - North Elevation of Design Option 3 w/ barrel vault roof concept



Preliminary Facade Study - North Elevation of Design Option 3 w/ gable roof concept

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**PRELIMINARY
FACADE STUDIES**



Spragin Residence, Seattle



Velie Residence, Seattle



Rossi Residence, Seattle

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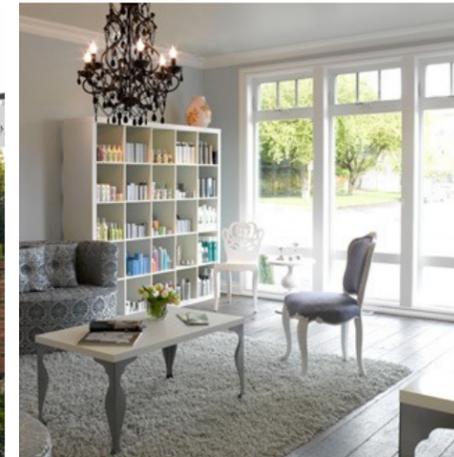
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Cannery Station, Puyallup



Intermezzo Salon, Seattle



Yale Avenue Townhomes, Seattle



Thorndyke Townhomes, Seattle

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PAST PROJECTS