

6559 - 15th AVENUE NW

Subject: Early Design Guidance
Property: 6559 15th Ave NW
Project Number: 3011448
Date: August 16, 2010

Zone: NC2-40
Overlay: None
ECA: None
Site Area: 26,083 SF

Project Description:

A 4-story mixed use residential building with live/work and parking on the ground floor. The project will consist of 101 apartments on the 2nd-4th floors with 5 live/work units on the ground floor. The ground floor will include a covered parking garage at the rear of the site with 68 parking spaces. Pedestrian entrances to the apartments and live work units, and pedestrian access to parking, through the residential lobbies, will be from 15th Ave. Vehicular access to the parking garage will be from 67th St. The project will include the demolition of two vacant houses which are currently on the site. Some grading will be necessary to bring the level of the site down to match the adjacent sidewalk.

Proposed Uses

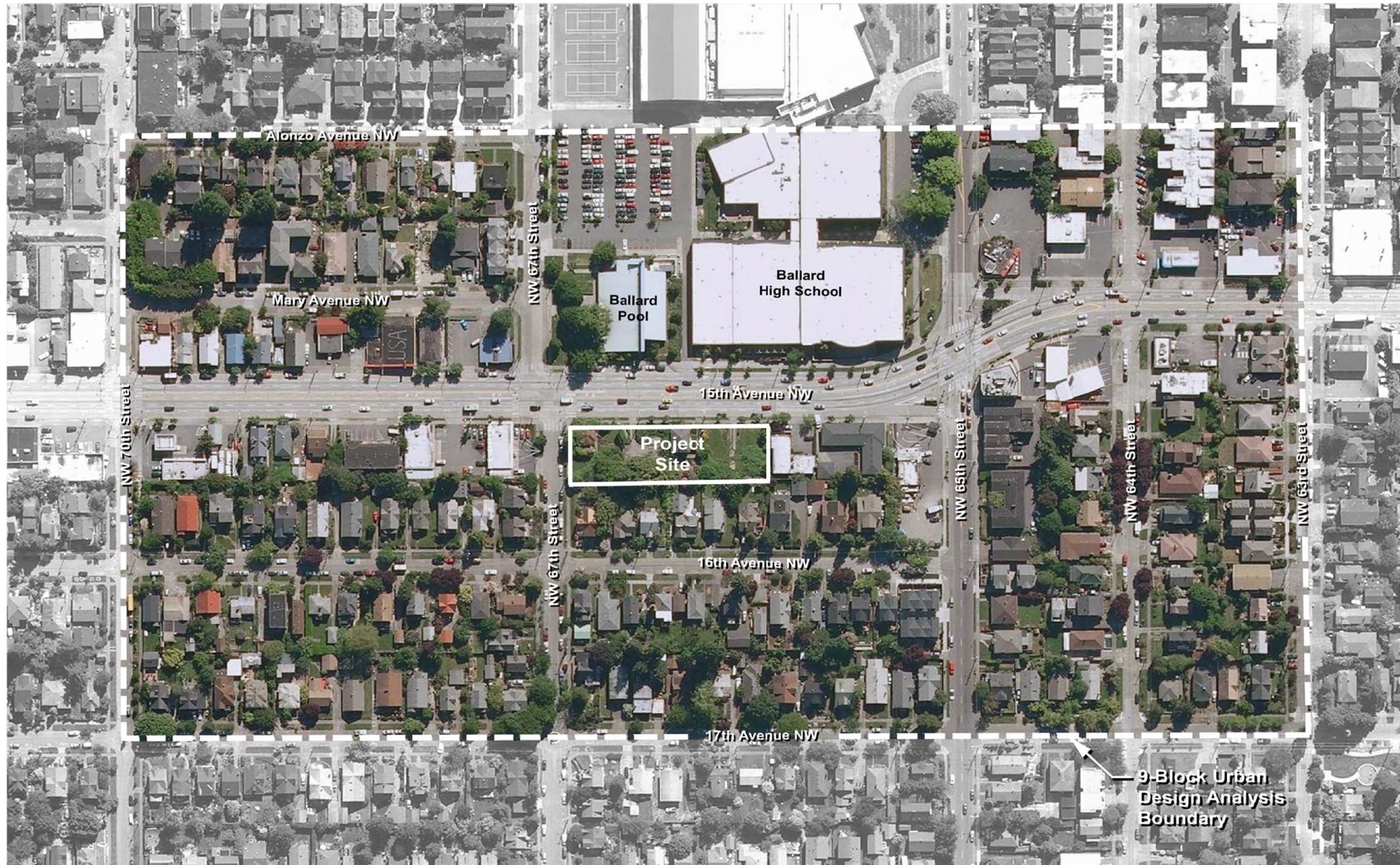
Residential:	64,614 SF	101 units
Live-work:	5,015 SF	5 units
Parking:	14,788 SF	68 spaces
Total:	82,219 SF	

Objective:

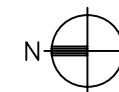
The project will act as an intermediary between the commercial zone to the east of the site and the single family zone to the west. It is a contextual response to the adjacency of the two zones, and to the large scale and high volume of traffic on 15th Ave NW. The project will take advantage of the site topography to achieve the stated objective.

The right of way at 15th Ave NW is 90 ft wide. SDOT classifies 15th Ave as a major truck street, and the highest classification for transit usage. The project will include a widened sidewalk parallel to 15th Ave. It will respond to pedestrian activity particularly at the corner of 15th and 67th. The project will provide a layering of zones along 15th, including; a landscape buffer adjacent to the street, an improved pedestrian space at the most public zone of the sidewalk, and a more intimate scale at the entries to the individual uses at the ground level.

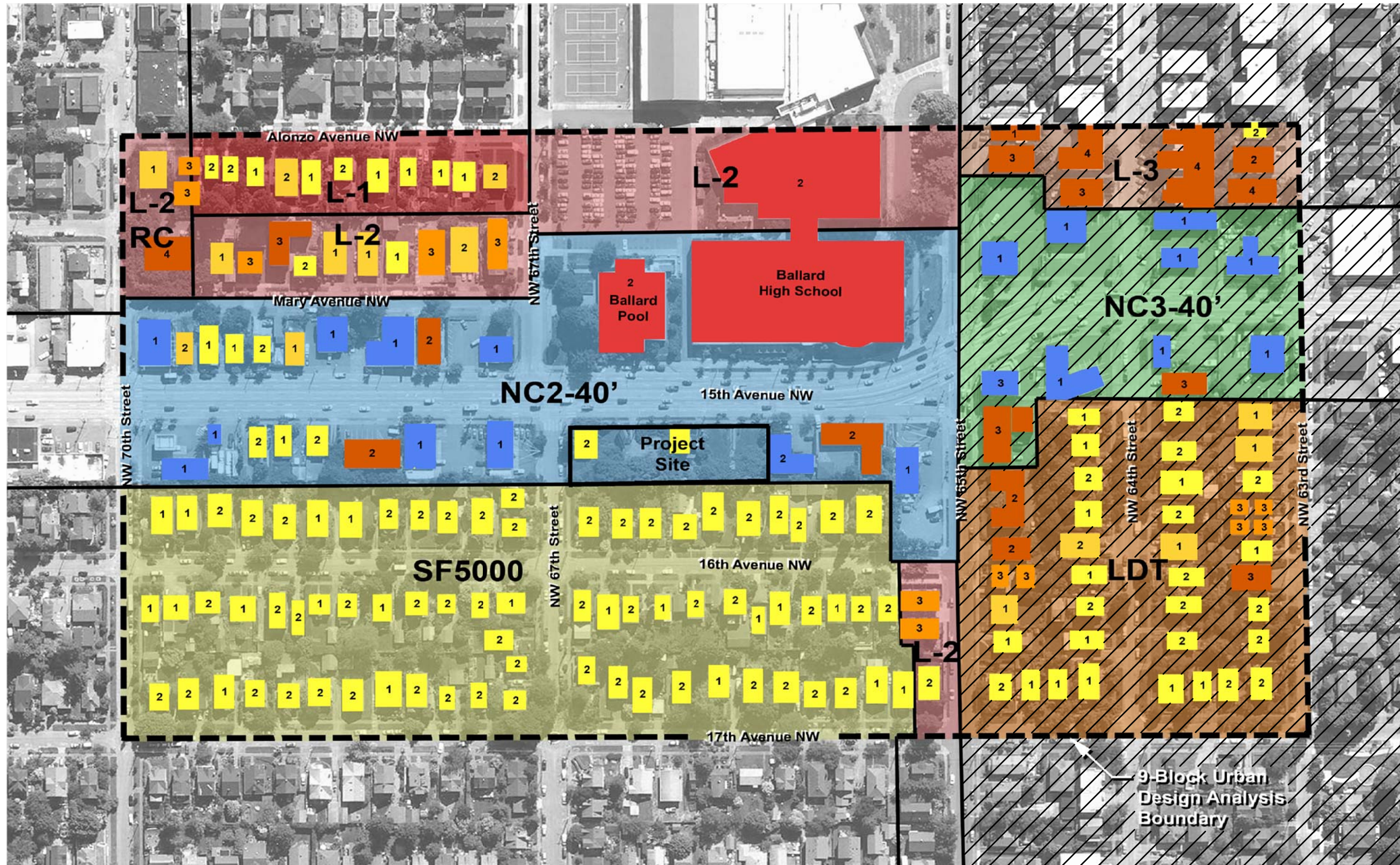
The site slopes 16ft from the north property line to the south property line. This topography allows us to break down the scale of the building as it steps along 15th creating a tumble down effect of separate masses. This is achieved by modulating the depth of the building to break the widths down to a scale similar to the residential lots to the rear of the site. The topography also allows for a taller façade, varying from 40 to 44ft, facing the commercial zone, and a lower façade, ranging from 30 to 35ft, facing the residential lots to the rear.



URBAN DESIGN ANALYSIS



VICINITY MAP



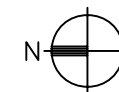
NUMBER OF STORIES
 2
 COLOR INDICATES USE (SEE KEY BELOW)

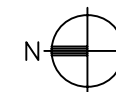
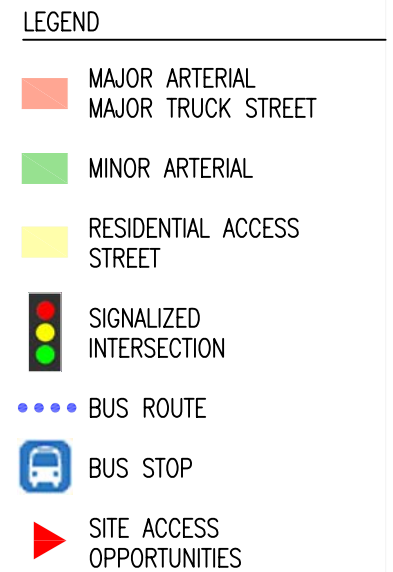
- ZONES
- SF5000
 - L-1
 - L-2, L-2 RC
 - L-3
 - LDT
 - NC2-40'
 - NC3-40'
 - BALLARD URBAN VILLAGE OVERLAY

- USES
- SINGLE FAMILY
 - DUPLEX, TRIPLEX
 - TOWNHOUSE
 - MULTI-FAMILY
 - COMMERCIAL
 - INSTITUTIONAL/PUBLIC

URBAN DESIGN ANALYSIS

CURRENT ZONING AND USES







1 LOOKING WEST TOWARDS PROJECT SITE



2 LOOKING SOUTHWEST TOWARDS PROJECT SITE



4 LOOKING NORTHWEST TOWARDS PROJECT SITE



3 LOOKING SOUTH TOWARDS PROJECT SITE

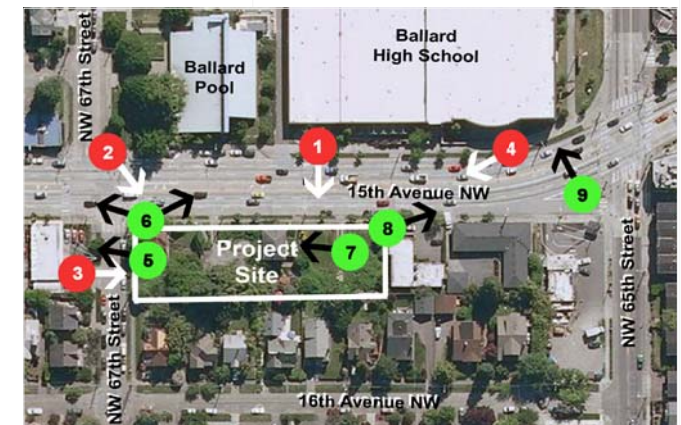


PHOTO KEY

PHOTOMONTAGE

VIEWS LOOKING TOWARDS PROJECT SITE



5 LOOKING NORTH FROM PROJECT SITE



8 LOOKING SOUTHEAST FROM PROJECT SITE



6 LOOKING NORTHEAST TO SOUTHEAST FROM PROJECT SITE



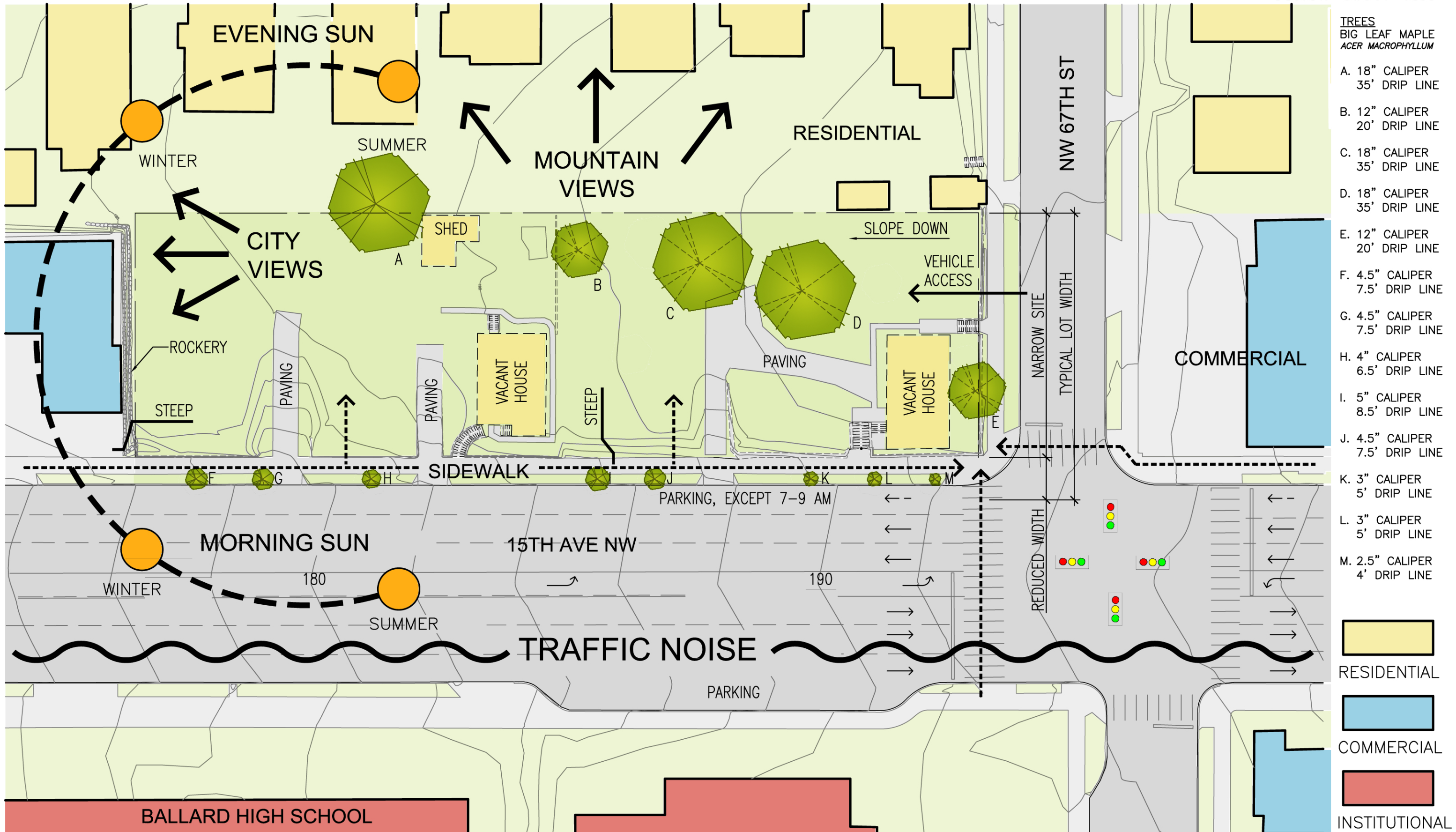
7 LOOKING NORTH FROM PROJECT SITE



9 BALLARD HIGH SCHOOL

PHOTOMONTAGE

VIEWS LOOKING FROM PROJECT SITE



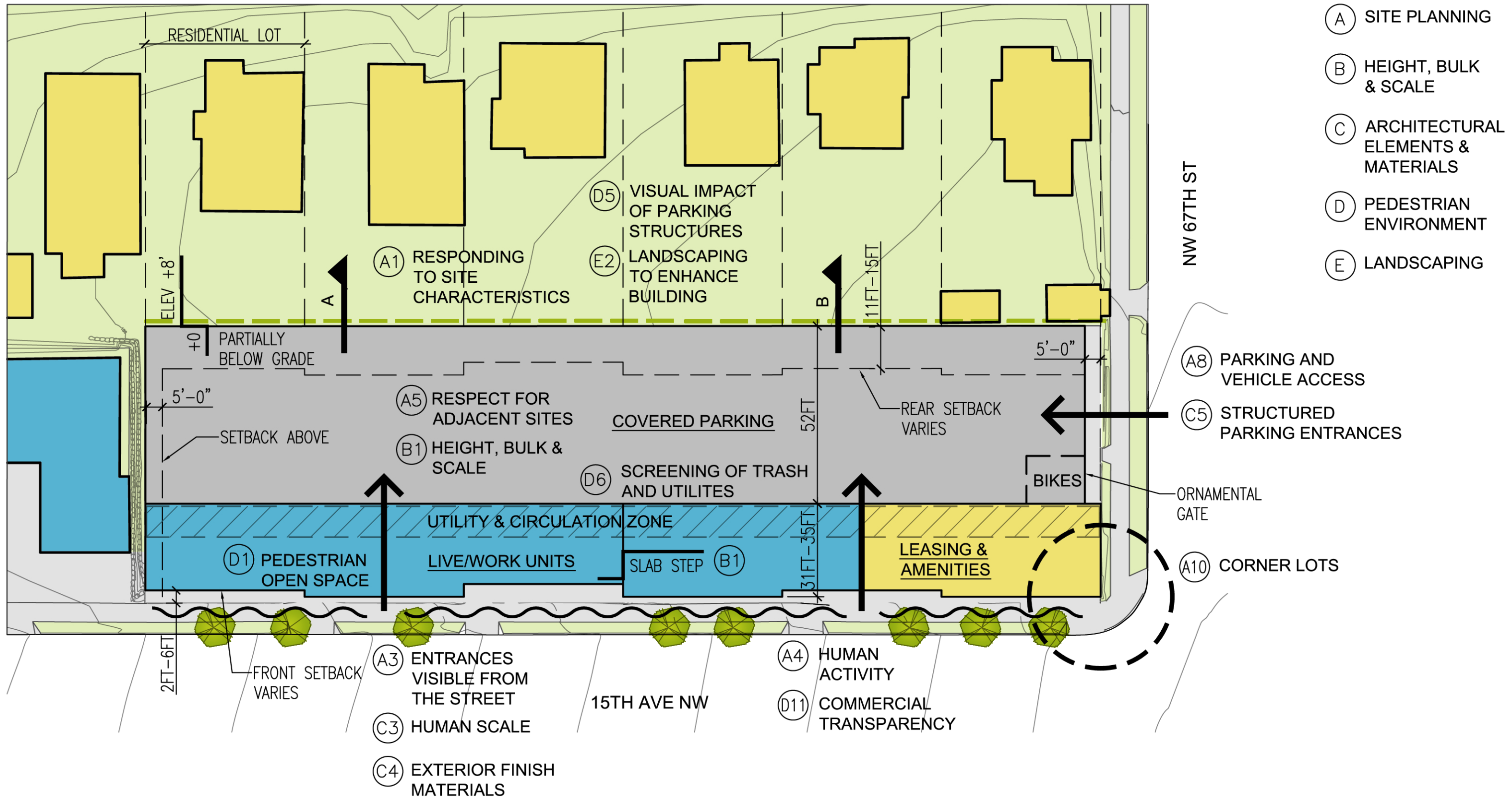
SITE ANALYSIS

SCALE: 1/32"=1'-0"

14 JULY 2010



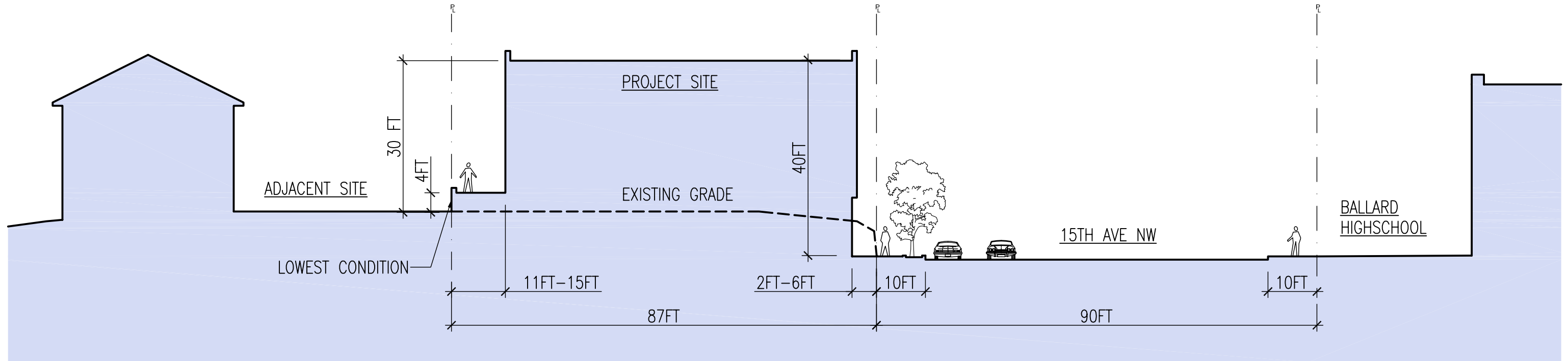
OPPORTUNITIES & CONSTRAINTS



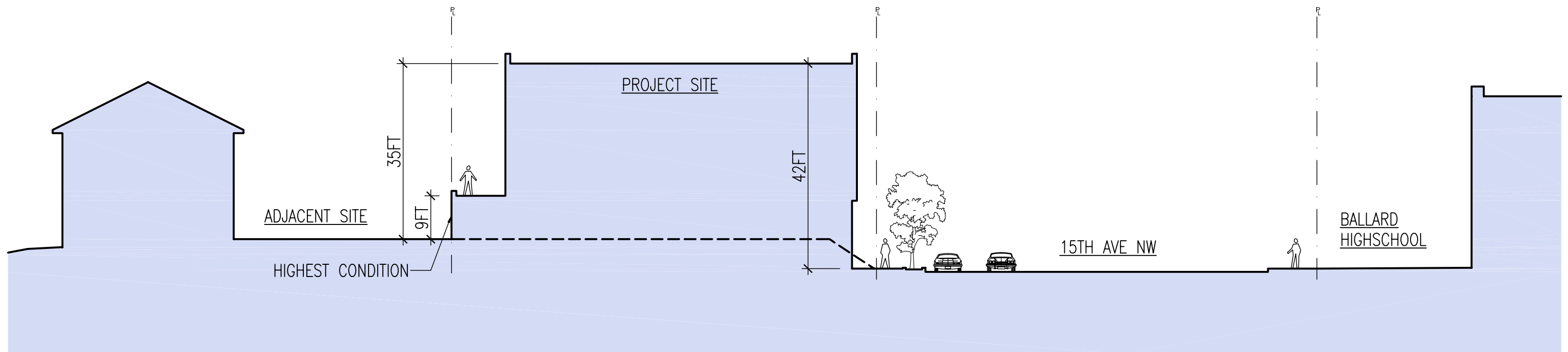
DESIGN GUIDELINES



DESIGN GUIDELINE ANALYSIS



SECTION A



SECTION B

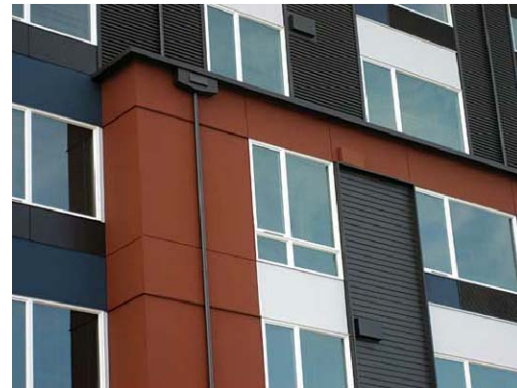
SITE ANALYSIS

SITE SECTIONS



Ⓒ1 CONTEXTUAL MATERIALS - There is a prevalence of brick in the adjacent buildings.

Ⓒ3 HUMAN SCALE - Canopies bring the scale of the building down to a pedestrian size.



Ⓒ4 EXTERIOR FINISH MATERIALS - Buff brick will relate to the adjacent commercial buildings. Horizontal siding will relate to the adjacent residences.

Ⓓ1 PEDESTRIAN ENTRANCES - Warm materials and landscape layering will signal the individual identity of the entrances.



ⓓ5 VISUAL IMPACTS OF PARKING STRUCTURES - Bike storage will be used as an opportunity to enliven the parking area with a decorative gate.



ⓔ2 LANDSCAPING TO ENHANCE THE SITE - Layers of landscape will create different zones of space ranging from the street edge, to the sidewalk, to the pedestrian entries.



ⓔ2 LANDSCAPING TO ENHANCE THE BUILDING - Landscape elements will act as a screen to define the residential open space and act as a buffer to the adjacent properties.

6559 - 15th AVENUE NW

Design Guidelines:

A.1 – Responding to Site Characteristics - parking is located partially below grade in response to site topography.

A.3 – Entrances Visible from the Street - entrances will be clearly articulated by spatial and material cues.

A.4 – Human Activity - pedestrian activity will be encouraged by transparency at the street level, and a widened sidewalk. Eliminating three curb cuts reduces the interruption of pedestrian space.

A.5 – Respect for Adjacent Sites - locating parking partially below grade reduces the scale of the building adjacent to the residential properties.

A.7 – Residential Open Space - required rear setback, and covered parking is used to create a residential patio space at the second floor.

A.8 – Parking and Vehicle Access - parking access is located away from pedestrian activity. Traffic flow is improved by eliminating three existing curb cuts.

A.10 – Corner Lots - public uses are located on the corner to create activity and visibility.

B.1 - Height Bulk and Scale Compatibility - setbacks of upper levels reduce the bulk of the building. A change in floor elevation separates the building into two smaller masses.

C.3 – Human Scale - articulation of the primary entries create distinct human scale elements within the length of the façade.

C.4 – Exterior Finish Materials - warm tactile materials will be used at the entries to create inviting spaces at the street level.

C.5 – Structured Parking Entrances - parking entrance is located on a secondary street and set back from the property line.

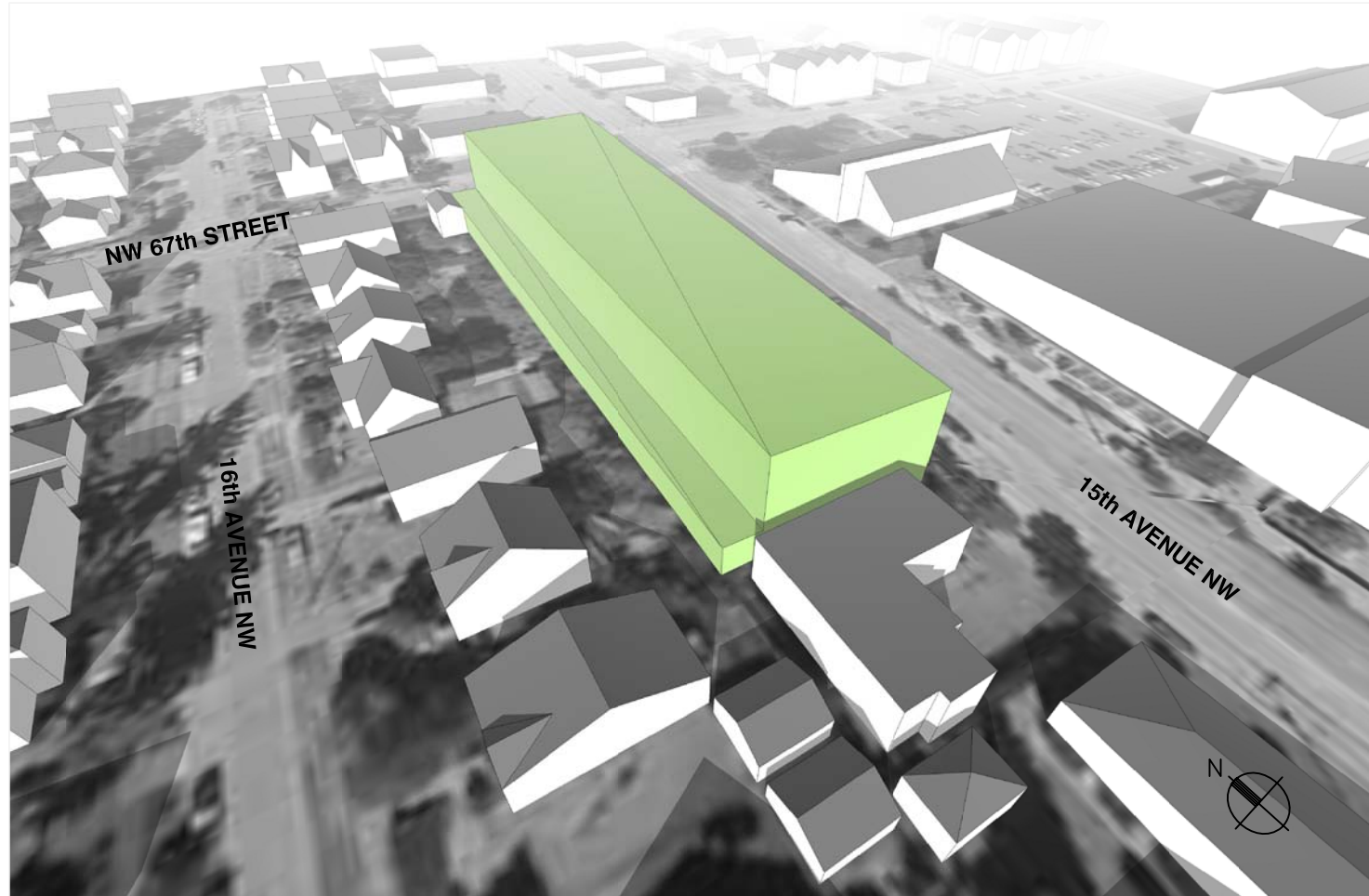
D.1 – Pedestrian Open Spaces and Entrances - widened sidewalk creates open space and allows for landscaping to articulate building entrances.

D.5 – Visual Impacts of Parking Structures - vegetation will be used to lessen the visual impact of the covered parking.

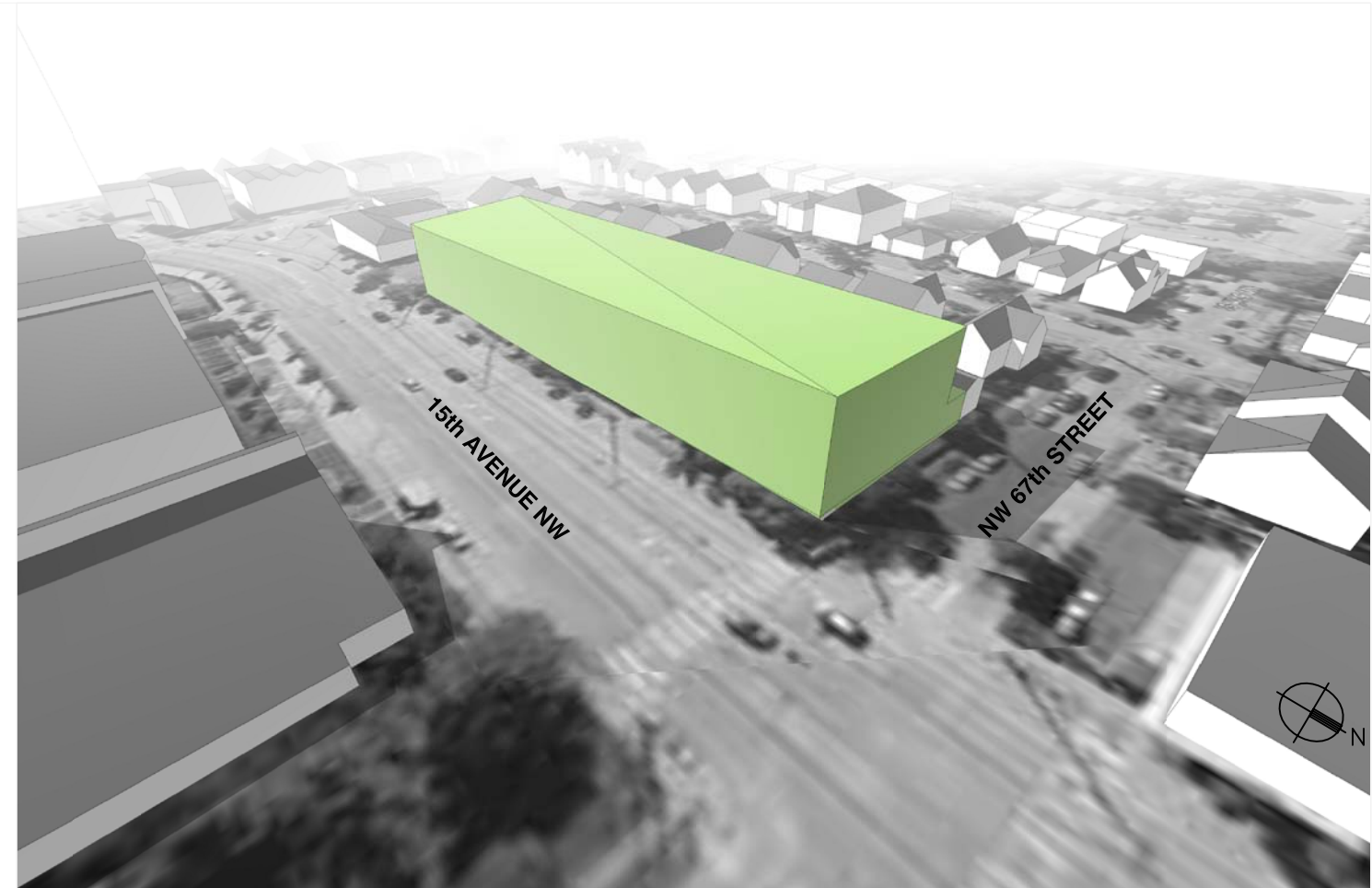
D.6 – Screening of Dumpsters, Utilities and Service Areas - all dumpsters and utilities will be located within the covered parking area.

D.11 – Commercial Transparency - tall glazed storefronts at the street level will create transparency between the sidewalk and interior spaces.

E.2 – Landscaping to Enhance the Building and/or Site - massing of the covered parking will be used as an opportunity to enhance the building with landscape elements.



LOOKING NORTHEAST



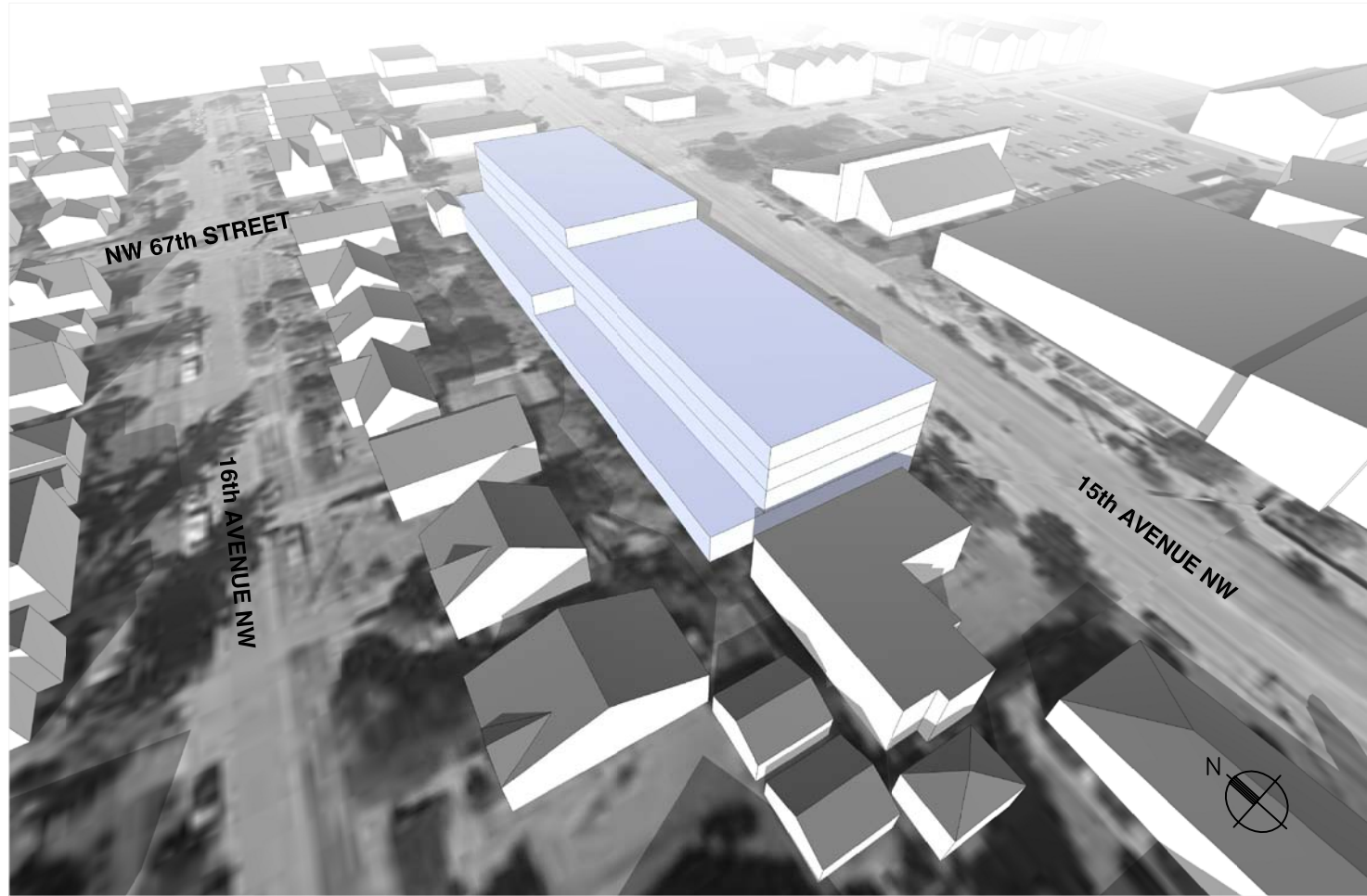
LOOKING SOUTHWEST

LAND USE

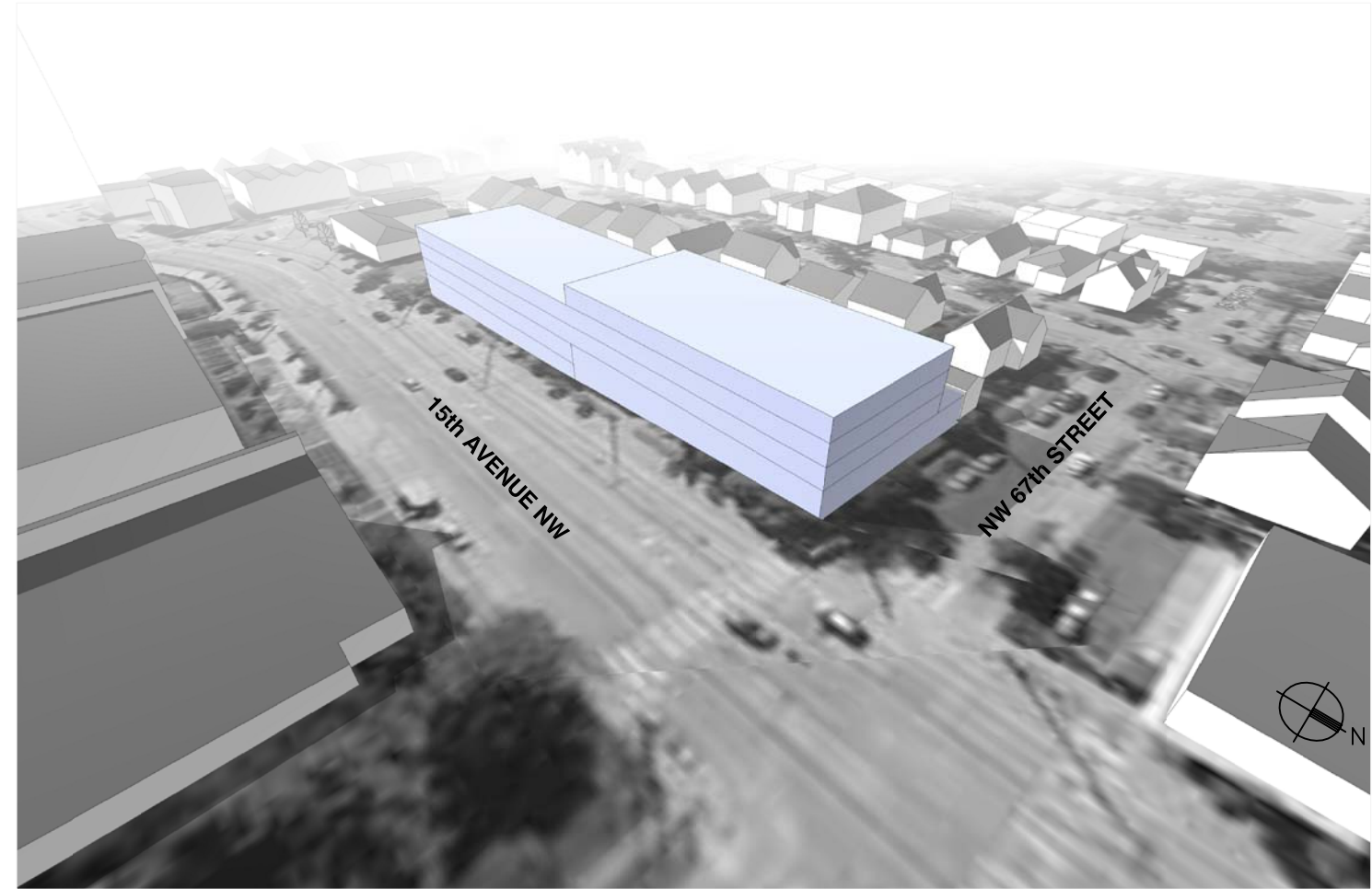
ZONE:	NC2-40'	HEIGHT LIMIT: (SMC 23.47A.012)	40' (44' IF 13' FLOOR-TO-FLOOR PROVIDED AT GROUND LEVEL FOR NON-RESIDENTIAL USES)
OVERLAYS:	NONE		
CRITICAL AREAS:	NONE	SETBACKS: (SMC 23.47A.014)	15' REQUIRED FOR PORTIONS 13' ABOVE GRADE AT REAR LOT LINES ABUTTING RESIDENTIAL ZONES
PERMITTED USES: (SMC 23.47A.004)	RESIDENTIAL, LIVE/WORK UNITS	VIEW CORRIDORS: (SMC 23.47A.015)	NONE REQUIRED
LOT AREA:	26,074 SF		
FAR: (SMC 23.47A.013)	3.25 (84,740 SF)		

ZONING ENVELOPE

SCALE: NOT TO SCALE



LOOKING NORTHEAST



LOOKING SOUTHWEST

PROS

- MAXIMIZES BUILDING AREA AND NUMBER OF RESIDENTIAL UNITS

CONS

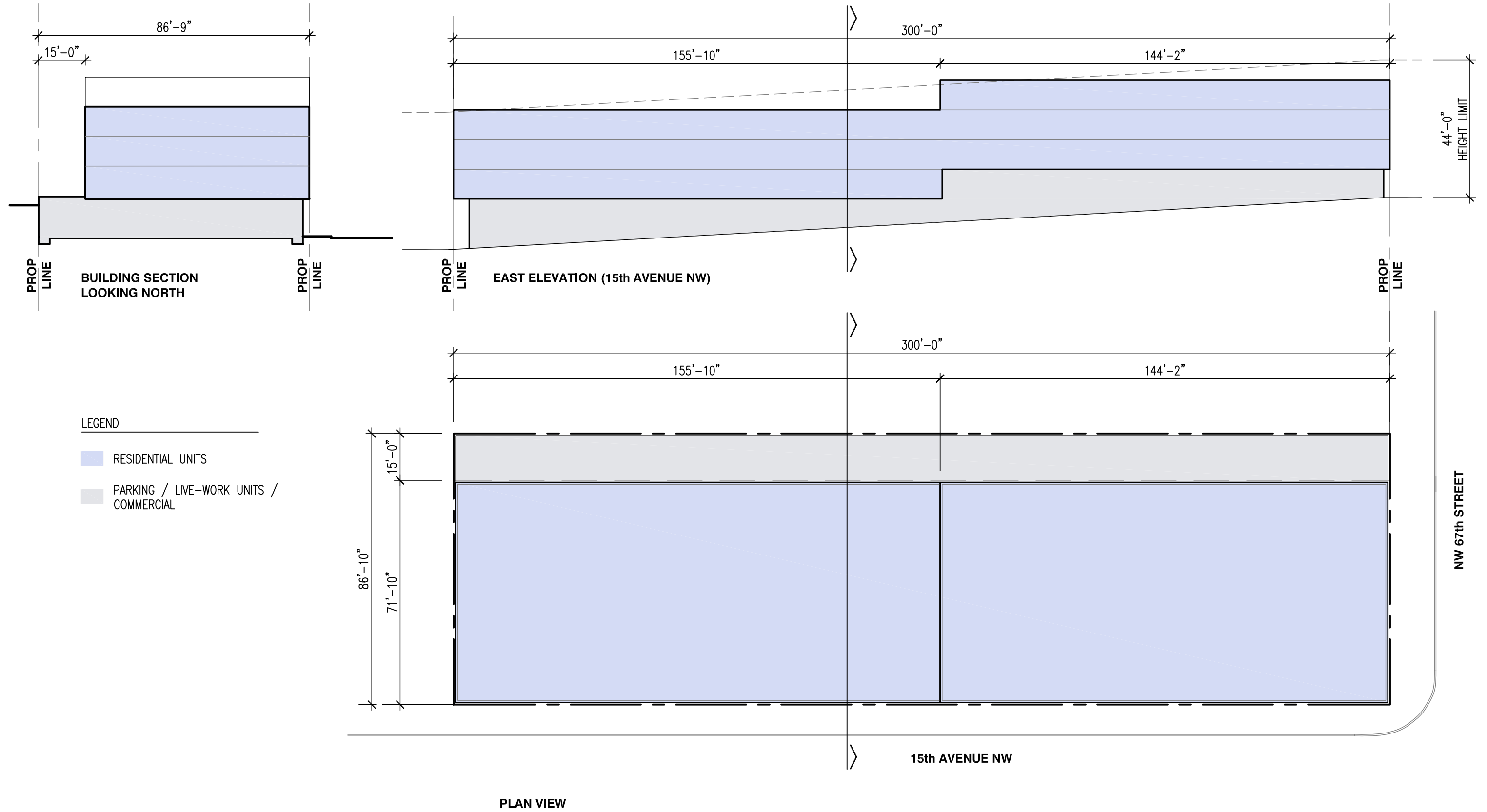
- 300' LONG MONOLITHIC BLOCK OUT OF SCALE WITH NEIGHBORHOOD CONTEXT
- LACK OF ARTICULATION IN BUILDING FORM DOES NOT RELATE TO HUMAN SCALE

PROJECT DATA - ALTERNATIVE 'A' (APPROXIMATE VALUES)

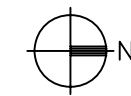
RESIDENTIAL UNITS:	100
LIVE/WORK UNITS:	4
RESIDENTIAL FLOOR AREA:	64,850 SF
LIVE/WORK FLOOR AREA:	5,700 SF
COMMERCIAL FLOOR AREA:	18,000 SF
PARKING AREA:	

ALTERNATIVE 'A'
FEASIBLE ARCHITECTURAL CONCEPTS

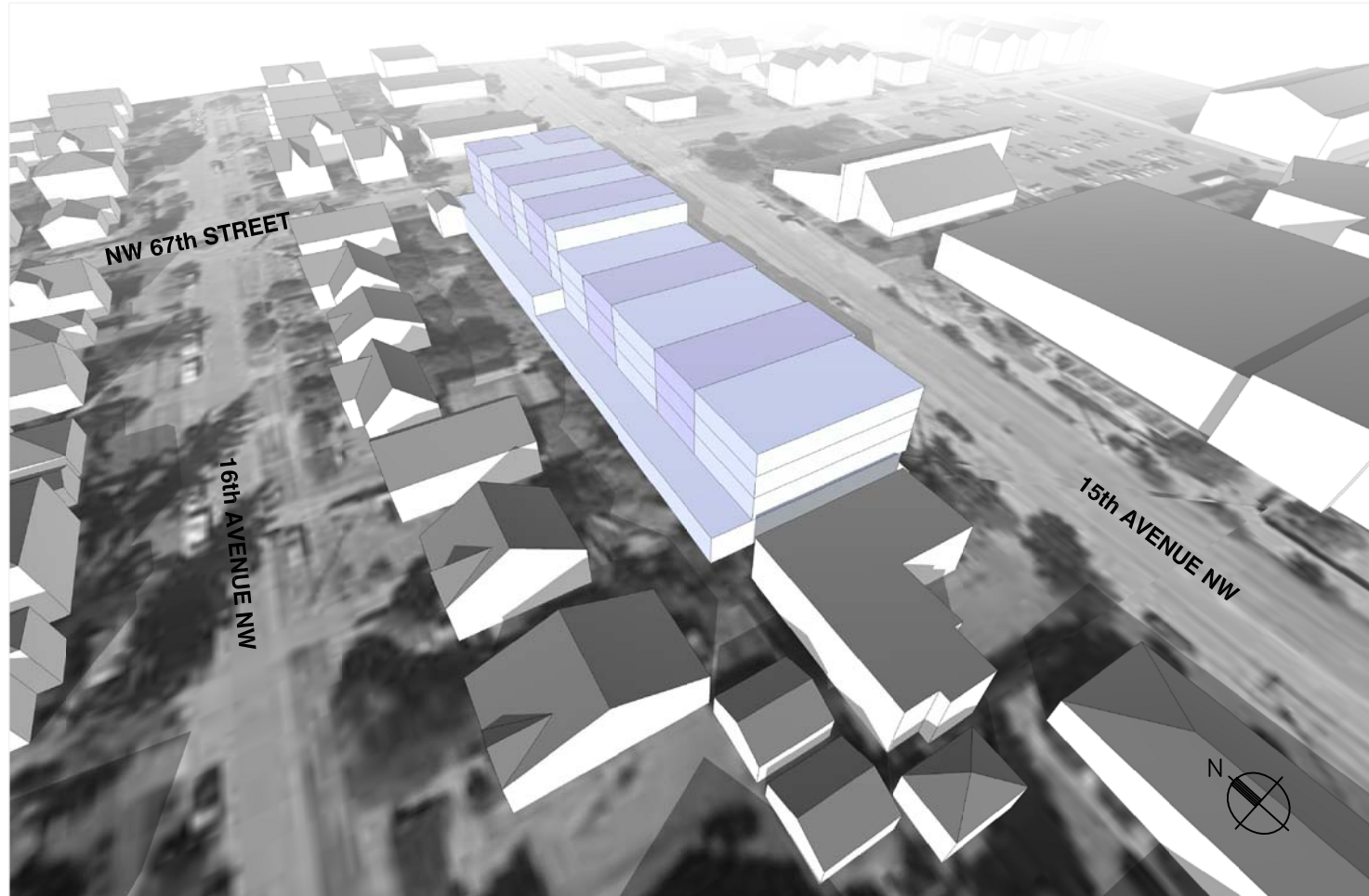
SCALE: NOT TO SCALE



ALTERNATIVE 'A'
FEASIBLE ARCHITECTURAL CONCEPTS



30'



LOOKING NORTHEAST



LOOKING SOUTHWEST

PROS

- REDUCES THE SCALE AND MASSING OF THE BUILDING ALONG 15TH AVE

CONS

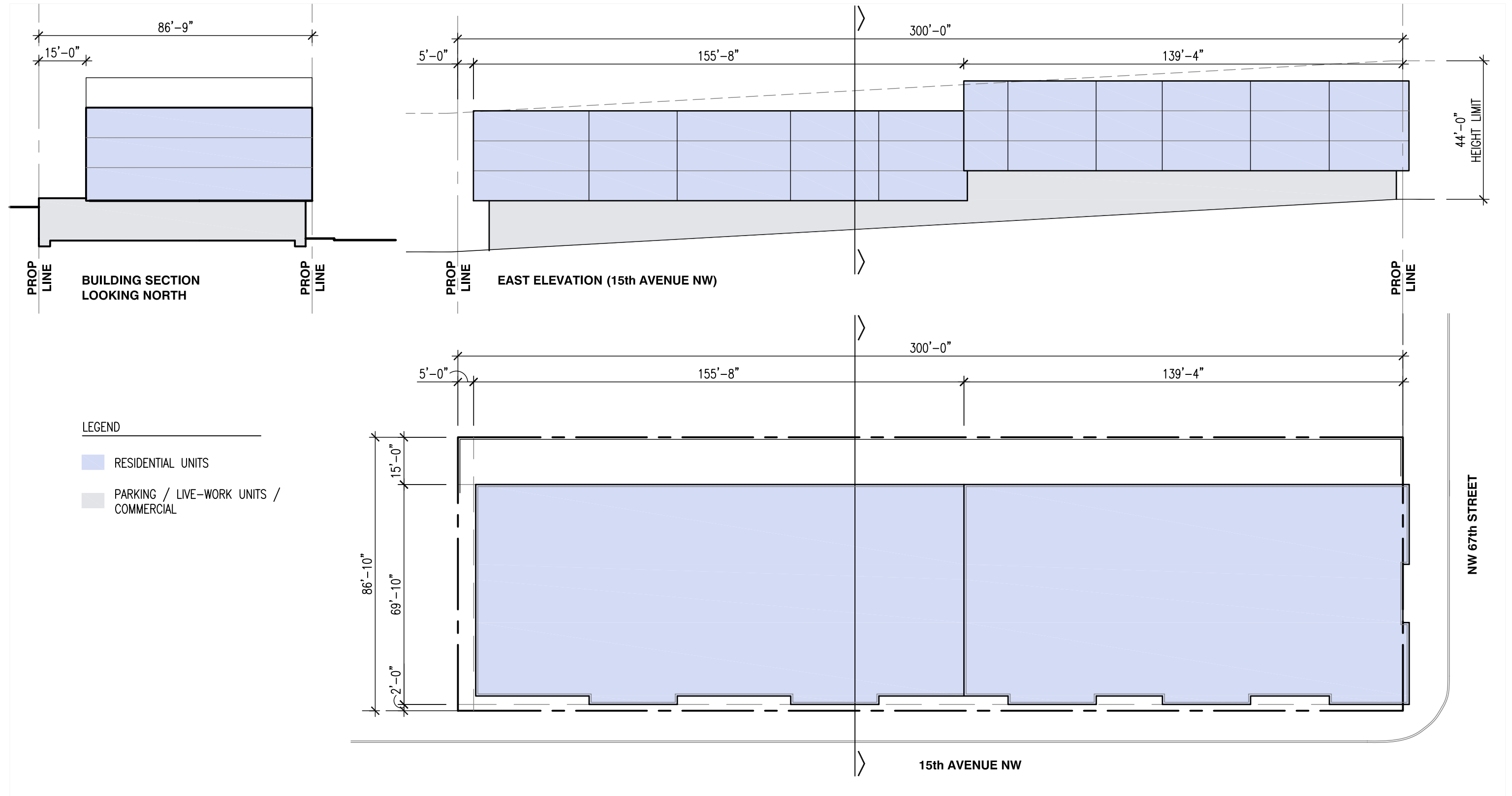
- RELATIVELY FLAT AND UNARTICULATED FACING RESIDENTIAL ZONE

PROJECT DATA - ALTERNATIVE 'B' (APPROXIMATE VALUES)

RESIDENTIAL UNITS:	101
LIVE/WORK UNITS:	5
RESIDENTIAL FLOOR AREA:	64,614 SF
LIVE/WORK FLOOR AREA:	5,015 SF
PARKING AREA:	16,500 SF

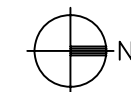
ALTERNATIVE 'B'
FEASIBLE ARCHITECTURAL CONCEPTS

SCALE: NOT TO SCALE

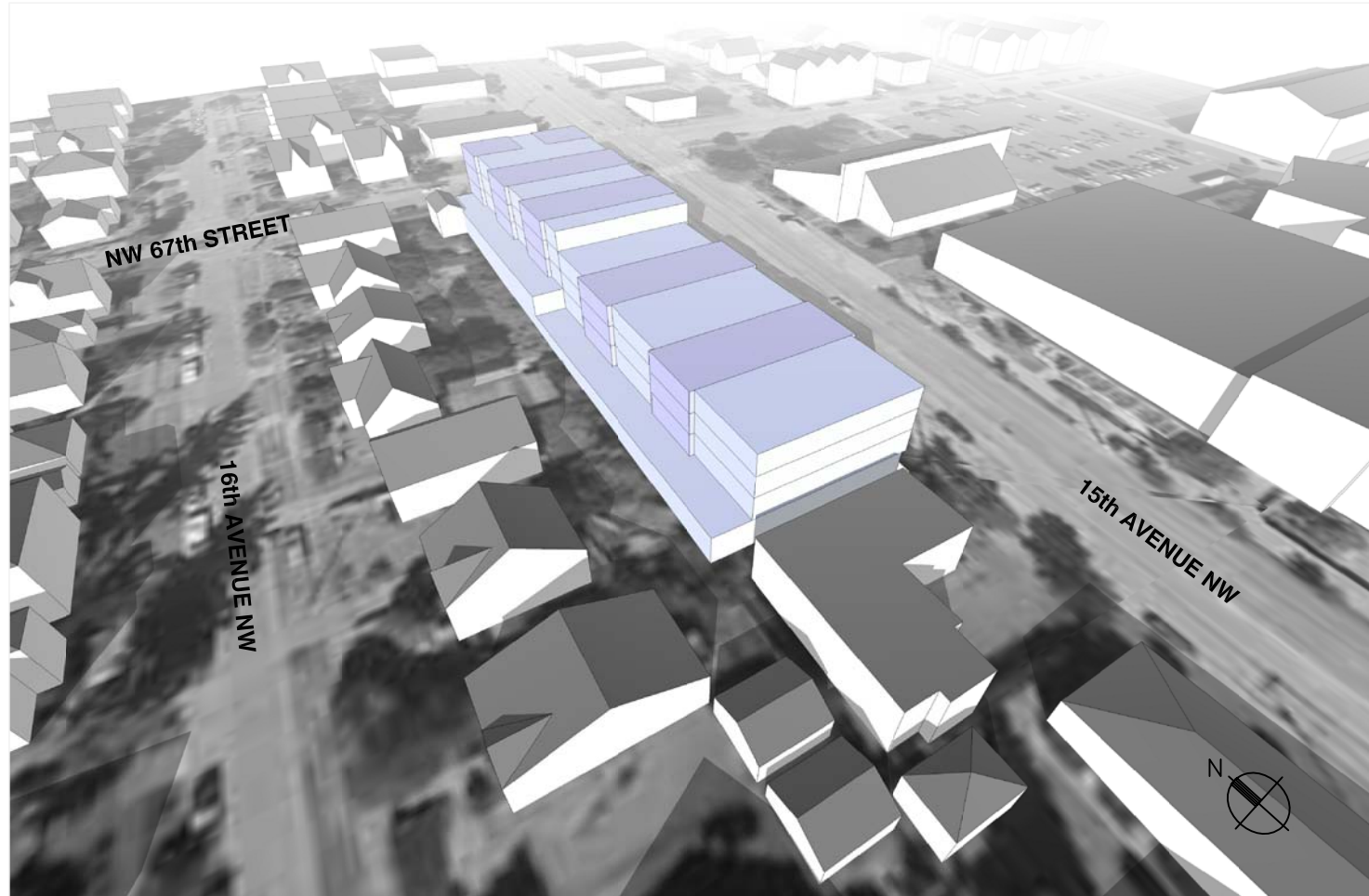


PLAN VIEW

ALTERNATIVE 'B'
FEASIBLE ARCHITECTURAL CONCEPTS



30'



LOOKING NORTHEAST



LOOKING SOUTHWEST

PROS

- HIGHLY ARTICULATED FACADES REDUCE BULK OF BUILDING MASSES AND ADDS VISUAL INTEREST
- TWO FOOT SETBACK AT 15th AVENUE STREET LEVEL ALLOWS FOR WIDER SIDEWALK

CONS

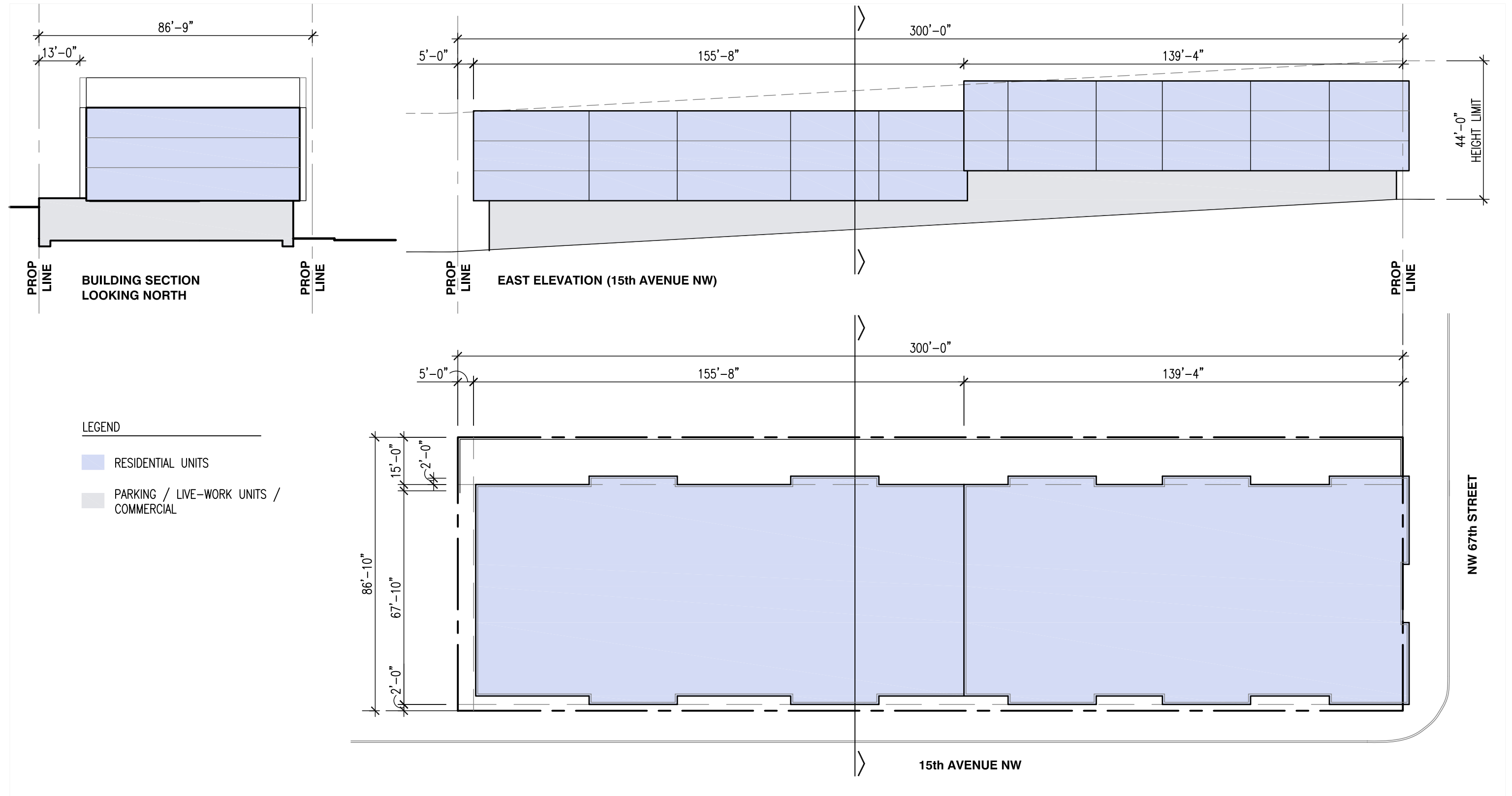
- REDUCES REAR SETBACK

PROJECT DATA - ALTERNATIVE 'C' (APPROXIMATE VALUES)

RESIDENTIAL UNITS:	101
LIVE/WORK UNITS:	5
RESIDENTIAL FLOOR AREA:	64,614 SF
LIVE/WORK FLOOR AREA:	5,015 SF
PARKING AREA:	14,788 SF

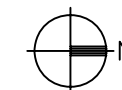
ALTERNATIVE 'C'
FEASIBLE ARCHITECTURAL CONCEPTS

SCALE: NOT TO SCALE



PLAN VIEW

ALTERNATIVE 'C'
FEASIBLE ARCHITECTURAL CONCEPTS



30'

6559 - 15th AVENUE NW



Potential Development Departures:

Residential Street Frontage (23.47A.005.C.3)

Code requirement: 20% maximum
Proposed frontage: 35%

Reason for Departure: We are proposing to locate some residential business and recreation uses on the ground floor in addition to the entrance lobbies. The residential leasing office and exercise room would be located at the north end of the façade on 15th Ave. It is appropriate to locate these public functions on the ground floor. There are several factors which necessitate that we locate these uses on 15th Ave. The site is narrower than a typical lot due to a prior expansion of the width of 15th Ave. The required depth of the non-residential uses and the required number of parking stalls occupy nearly the full depth of the site.

The proposed uses would comply with commercial development standards to create visible activity on the street that will enliven the pedestrian space along 15th Ave. The transparency from the street will be the same as for any commercial use. The proposed uses would be consistently occupied spaces on the street level with potentially longer hours of operation than some other activities.

Rear Setback (23.47A.014)

Code requirement: 15 ft minimum
Proposed setback: 11ft -15 ft

Reason for Departure: We want to improve the pedestrian environment on 15th and modulate the massing of the building. We are providing a setback at front of the property of at least 2ft in all locations, and varying to a depth of 6ft. These setbacks improve the pedestrian environment and allow for modulation to effectively break down the scale of the façade. We will in turn be varying the depths of the rear setback. This will break down the massing of the building to a scale similar to the adjacent residential properties. In providing setbacks at the front of the property and varying the depth of the rear setback we are prioritizing the public pedestrian space. We are also breaking down the scale of the building at both the front and rear facades.

Mix of Parking Stall Sizes (23.54.015)

Code requirement: 60% medium stalls, 40% any size stalls
Proposed parking mix: 100% compact stalls

Reason for Departure: The site is narrower than a typical lot because the width of the property was reduced in the past in order to widen 15th Ave. The non-residential uses on the ground level are required to be an average of 30ft deep. We are providing setbacks at the front of the property to increase the depth of the sidewalk. In order to achieve the required average depth of non-residential uses and increase the depth of the sidewalk we need to reduce the depth of the parking. Maintaining the depth of non-residential uses and improving the pedestrian environment while reducing the parking depth prioritizes the public space and street level uses over the parking area.