

6559 - 15th AVENUE NW

Subject: Early Design Guidance
Property: 6559 15th Ave NW
Project Number: 3011448
Date: August 23, 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	67 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.

Potential Development Departures:

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

Code requirement: 20% maximum
Proposed frontage: 39%

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 non-residential uses and the parking stalls occupy 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.

Depth Of Non-Residential Uses (23.47A.008.B.3.A)

Code requirement: 30'-0" avg 15'-0" min
Proposed depth: 23'-0" avg 9'-0" min

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. A double loaded parking lot will be needed to meet parking requirements. Once the depth of the parking is taken the remaining depth for the live/work (non-residential use) is approximately 30ft.

We are proposing to increase the width of the sidewalk by 2 ft-6 ft in order to provide a more gracious pedestrian environment. The existing sidewalk is 10ft wide with a 4 ft planting strip. Setting the ground floor façade back from the property line improves the public space at the street level and allows for deeper façade modulation on the upper floors. The increased sidewalk width will reduce the live/work depth to less than 30 ft.

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 the front of the property 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: 55% medium stalls, 45% 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 maximize the 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.

Early Design Guidance Response:

A-1 Responding to Site Characteristics

"Along the rear property line, the site sits above the rear yards of single family houses to the west. The cement wall of a parking garage along this line needs to be designed to lessen the blankness of the wall which may be as high as 13 feet above grade."

Response; The project has incorporated a green screen railing that is broken regularly by the concrete wall. The landscape is designed to grow up and over the green screen. The concrete wall has joints that have been added to lessen the blankness and the lower section of the wall is recessed to create shadow. Please see East Elevation and Sections.

A-1 Responding to Site Characteristics (cont.)

"The long length of the site in the north/south directions requires the proposed building be designed with "movements", whether horizontal or vertical or both, and material and color changes, all designed to lessen the appearance of a long building.

Response; The massing has been broken down into smaller bays that relate better to the single family zone. There are material and color changes to lesson the appearance of a long building. Please see West and East Elevation.

A-2 Streetscape compatibility

"Street and building landscape should provide a buffer. Building architecture should be commercial enough in character, with some formality and hardness to be successful in this environment."

Response; The ground floor has utilized brick, storefronts and glass & aluminum canopies that reflect a commercial character. A low wall with precast top is located in front of the live/work entries to provide a buffer from the street and to make a distinction between the main building entrances. There is landscape in the planting strip adjacent to the street and in the four foot setback adjacent to the building on 15th Ave NW. Please see West Elevation.

A-2 Streetscape compatibility (cont.) The location and form of potential signage on the building should be developed and incorporated into the architecture.

Response; The project currently does not have a name but a unlit blade sign is located near the corner of NW67th and 15th Ave NW. A signage permit will be submitted at a later date. Please see rendering at the Northeast corner.

A-5 Respect for Adjacent Sites

Landscape elements along the western edge, on the landscape lid of the parking garage, should be designed to keep pedestrians far enough away from the edge to prevent looking down into the back yards of the houses to the west.

Response; The project has a 42" green screen with trailing vine, a 5 foot planting bed with evergreen screening shrubs and small conifers to provide a year round buffer for privacy. There is also a 10" concrete curb at the edge of the patio to keep pedestrians away from the edge. Please see Building Plans, Section, West Elevation and Rendering of patio area.

A-10 Corner Lots

The fact that the building sits on a corner should be expressed in the architecture and at grade. Some area of pedestrian refuge would be appropriate at the corner sidewalk.

Response; The project has set the building back five feet from the property line on 15th Ave NW and one foot from the property line on NW 67th Street to provide pedestrian relief at this corner. Overhead weather protection at this location was explored at this area but a street sign with pedestrian crossing signals is located right at the property line and makes it technically infeasible to build a canopy. The building massing emphasizes the corner as do materials and color. Please see Site plan, Ground Floor Plan and North Elevations.

Early Design Guidance Response cont. :

C-3 Human Scale

“Over head weather protection along sidewalks is highly encouraged. Such a canopy along the length of the 15th Ave NW frontage is encouraged.”

Response; The building is set back from the property line four feet so a continuous canopy would not provide weather protection at the sidewalk. So, individual canopies have been provided at all the building entries and live/work entries. Please see Section at Live/work entries and Ground floor plan.

D-7 Personal Safety and Security

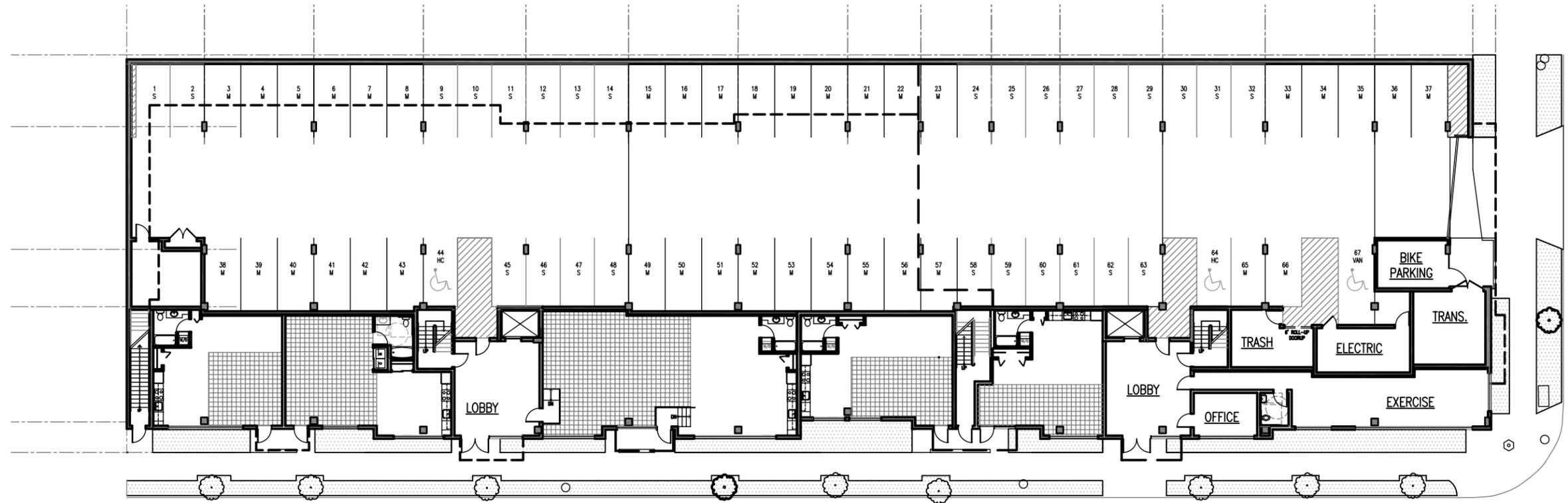
“The surface of the driveway out of the parking garage should have a feature incorporated into it which signals to exiting motorists that they are entering the pedestrian realm and need to exercise caution.”

Response; The garage entry has been pulled back from the property line to give motorists plenty of room to see pedestrians. We have also added scoring to the concrete that signals they are in a pedestrian zone. In addition we are going to paint the north side of the bike parking wall with a mural that signals bicycles in this zone. There is also an ornamental gate shown at the bicycle parking. Please see Site plan and North Elevation.

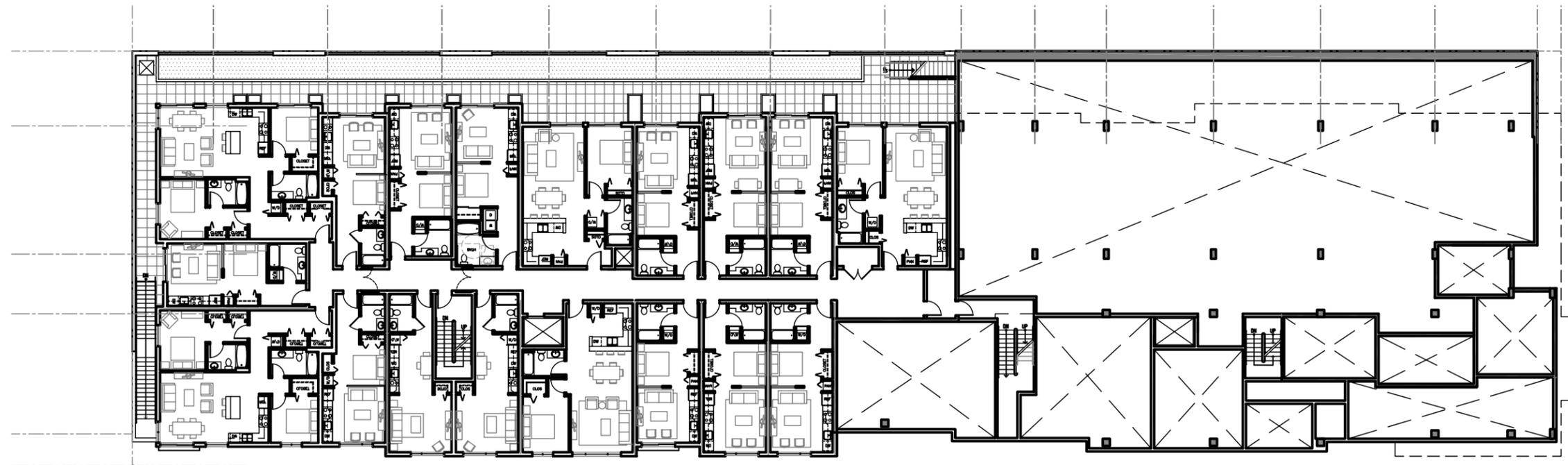


SITE PLAN



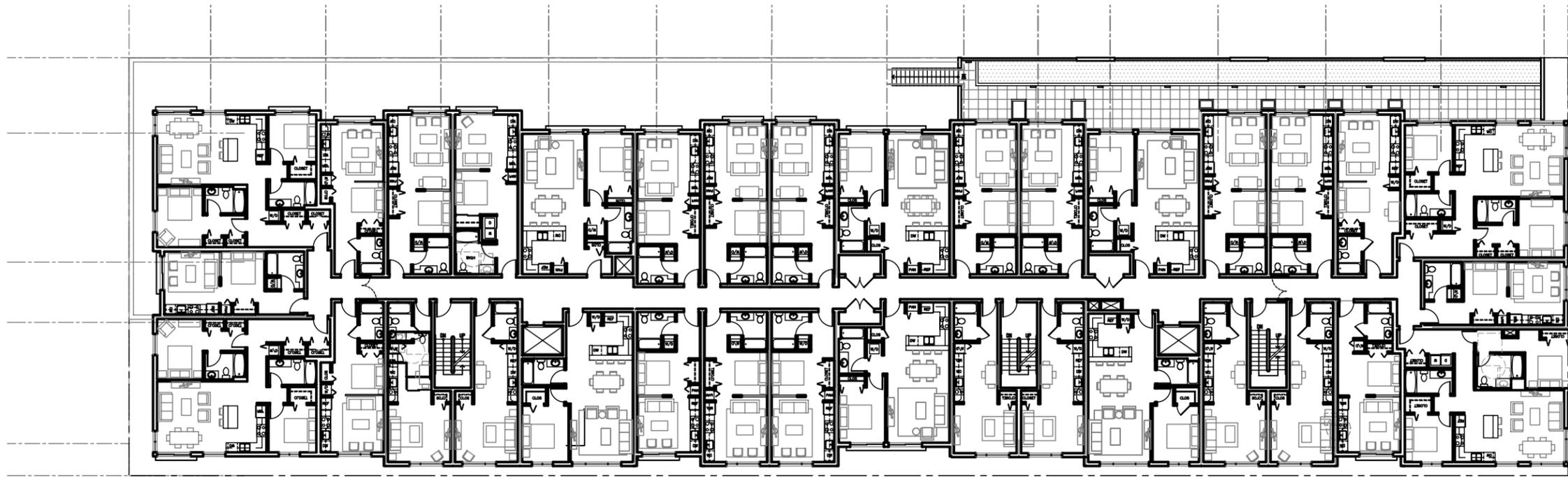


GROUND LEVEL

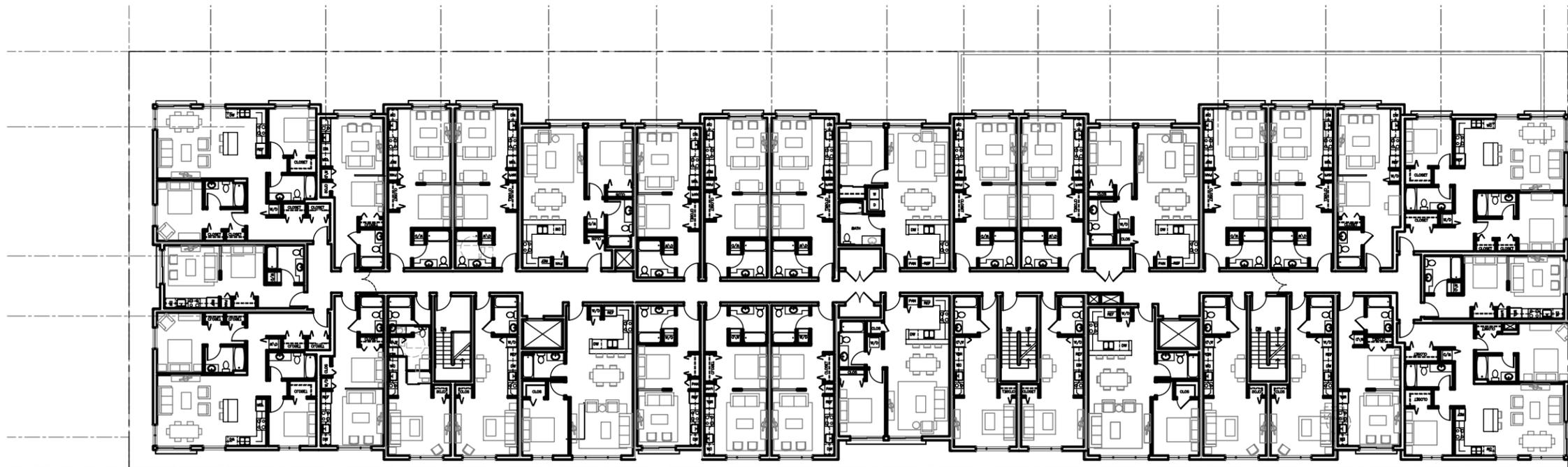


SECOND LEVEL



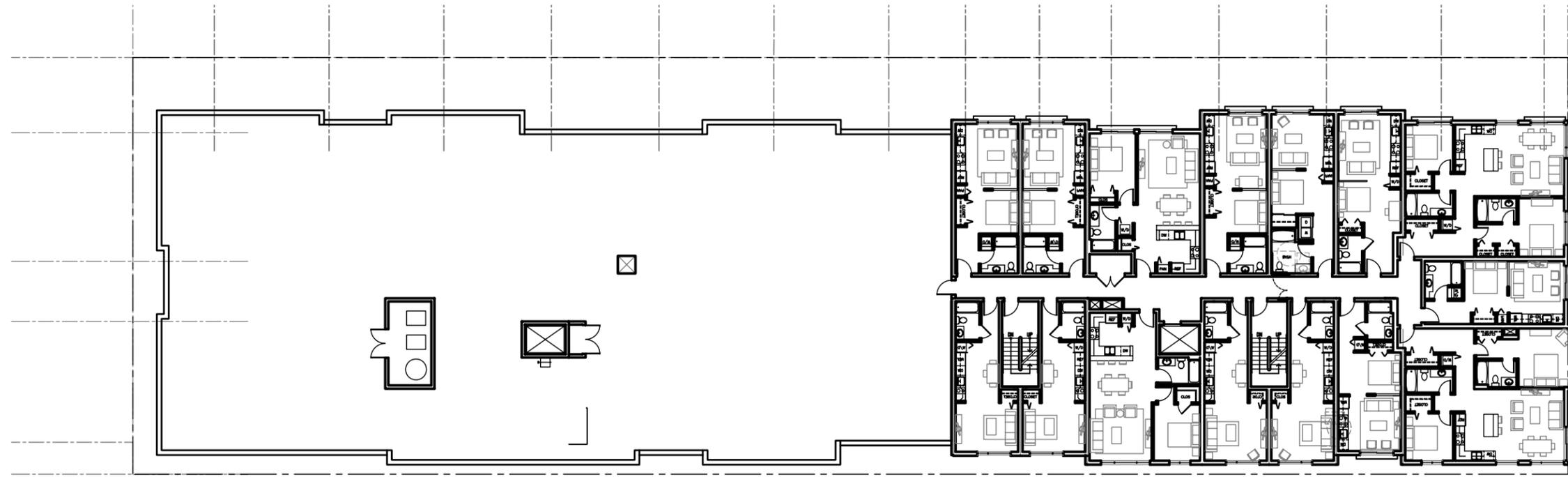


THIRD LEVEL

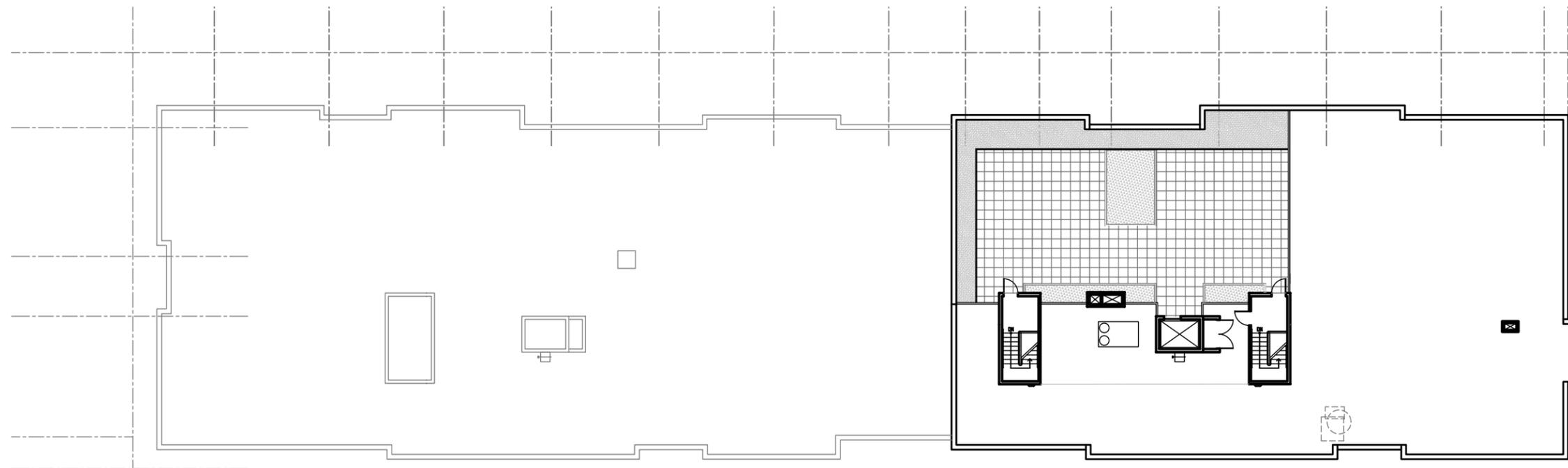


FOURTH LEVEL





FIFTH LEVEL



ROOF PLAN



EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION

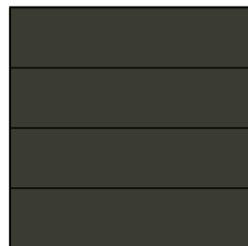
WEST ELEVATION



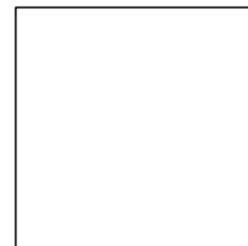
DETAIL AT ELEVATION



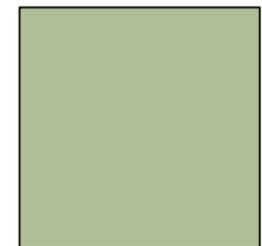
MUTUAL MATERIALS
IMPERIAL GRAY
MISSION TEXTURE



JAMES HARDIE
6" LAP SIDING
COLOR: IRON GRAY
SMOOTH FINISH



JAMES HARDIE
FLAT PANELS
COLOR: ARCTIC WHITE
SMOOTH FINISH



JAMES HARDIE
FLAT PANELS
COLOR: HEATHERED MOSS
SMOOTH FINISH



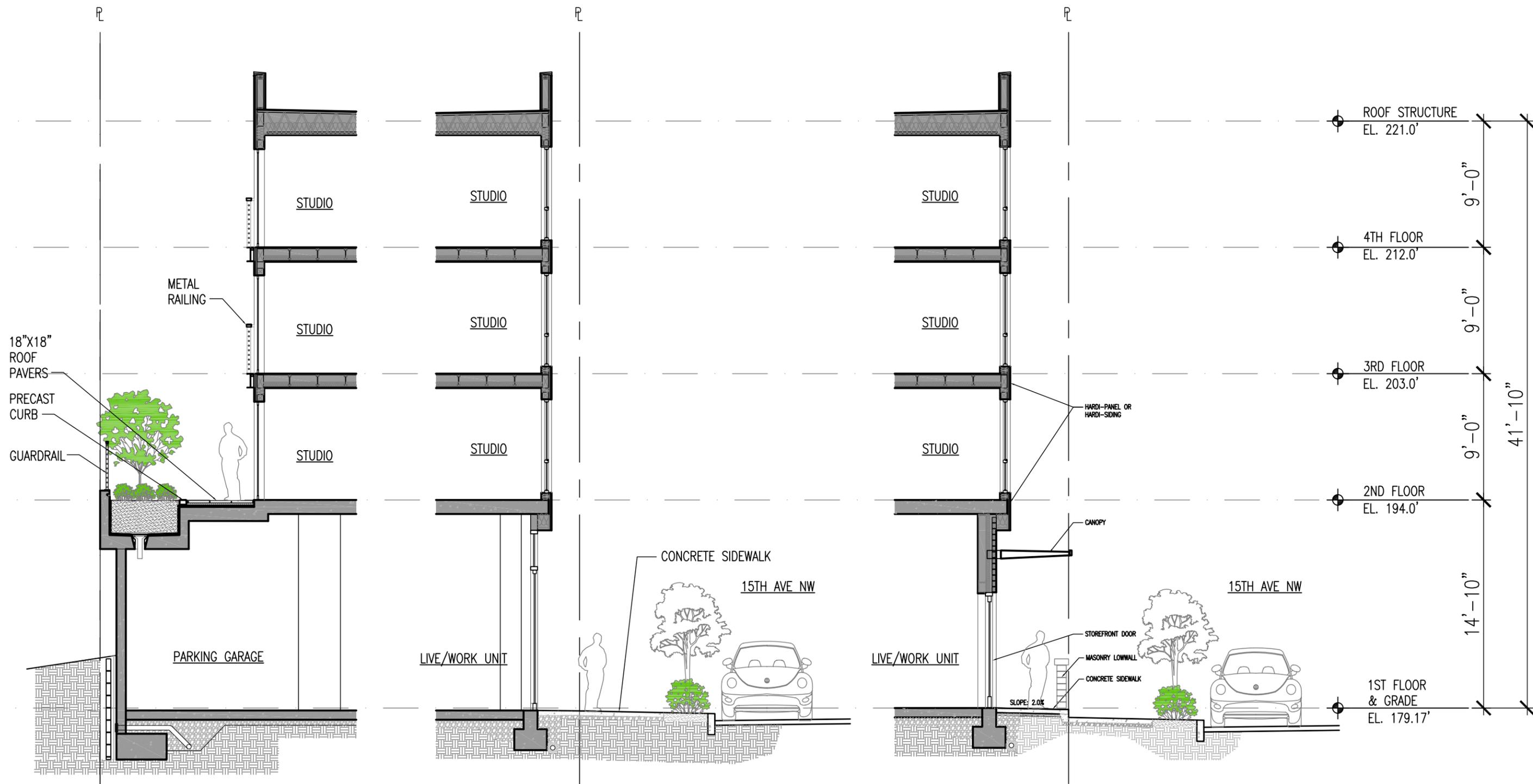
LOOKING EAST FROM NEIGHBOR'S REAR YARD



LOOKING EAST FROM NEIGHBOR'S REAR YARD



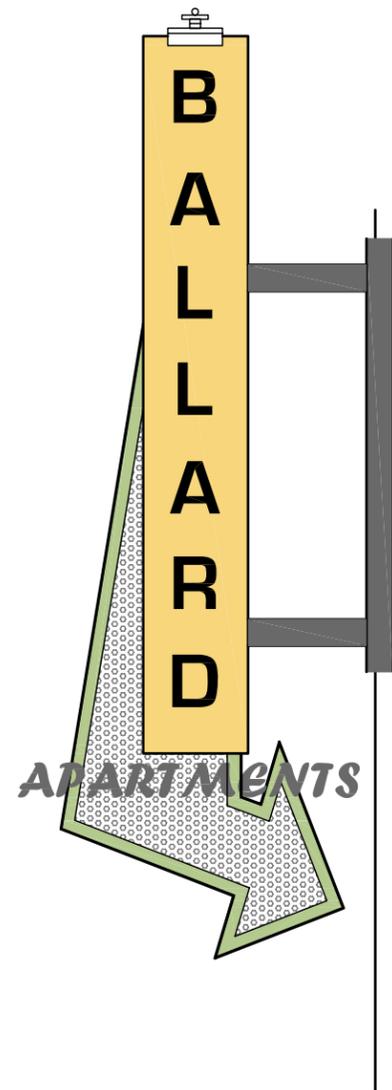
LOOKING WEST FROM SECOND FLOOR PATIO



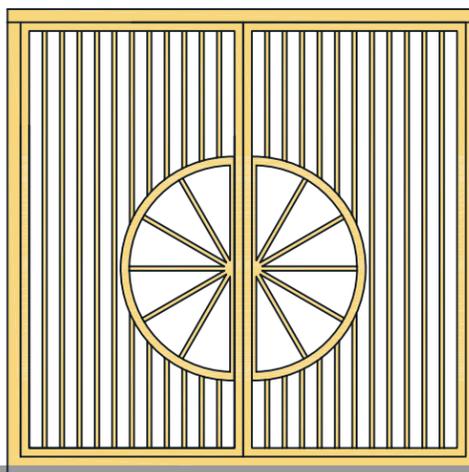
SECTION AT WEST

SECTION AT EAST

SECTION AT EAST



SIGNAGE



BICYCLE STORAGE