



DPD Project #3012014

EDG: Apartments 2556 14th Ave. W



CODE SECTION	ZONING ANALYSIS	NOTES
	USE	
23.45.504	The proposed uses (multi-family apartments and residential parking) are allowed outright by the Seattle Land Use & Zoning Code with updated ordinance 123495	
23.41.004a	A Master Use Permit (MUP) is required; including full Design Review will apply. (over 8 units)	
	HEIGHT	
23.45.514	Height of structure: 30' above average grade.	
23.45.514F	4' bonus for partially underground story (if the average height of that story does not exceed 4' from existing or finished grade)	
23.45.514H	Additional 4' allowed for roofs fully enclosed by parapet	
23.45.514J6	Additional 16' for stair and elevator overrun.	
	FAR	
23.45.510	FAR Exemptions: All underground stories and stories which do not extend more than 4' above grade are exempt.	
23.45.510	Base FAR for Apartments 1.3	
	Bonus .2 FAR per 23.45.510C	
	1. Built Green 4* applicable	
	2. If alley is used, it needs to be paved	
	3. Parking location: below (up to 4' above) grade or at the rear of the lot	
	DENSITY	
23.45.510C	Unlimited density in L3 for apartment	
	SETBACKS	
23.45.518	Front: 5'	
	Side: 7' average 5' minimum	
	Back: 10'	
	AMENITY AREA	
23.45.522	Required 25% of lot area	
	50% at ground level	
23.54.040	Solid Waste and Recycling storage is 375 SF	
	LANDSCAPING	
23.45.524 A2	Landscaping that achieves a green factor score of .6 or greater is required because the structure would contain more than one dwelling unit.	
	No street trees required on 14 th ave W	
	STRUCTURE WIDTH AND DEPTH	
23.45.527	width max 120' depth max 75%=84'	
	PARKING	
23.54.020	1 car required per unit	
	Parking reduction	
	20% deduction for mass transportation	
	5% deduction for bicycle parking	
23.54.030B1b	When more than 5 parking spaces are provided, 60% min. shall be medium (8'x16').	
23.54.015	Bicycle parking is required: 1 space for every 4 dwelling units plus 1 per 2,000 s.f. retail.	
	No loading berths are required.	
	PARKING LOCATION AND ACCESS	
23.45.536	Access to underground parking is from 14th Avenue W and one row of parking is provided along the alley per	

Statement of Development Objectives

Programmatic Goal:

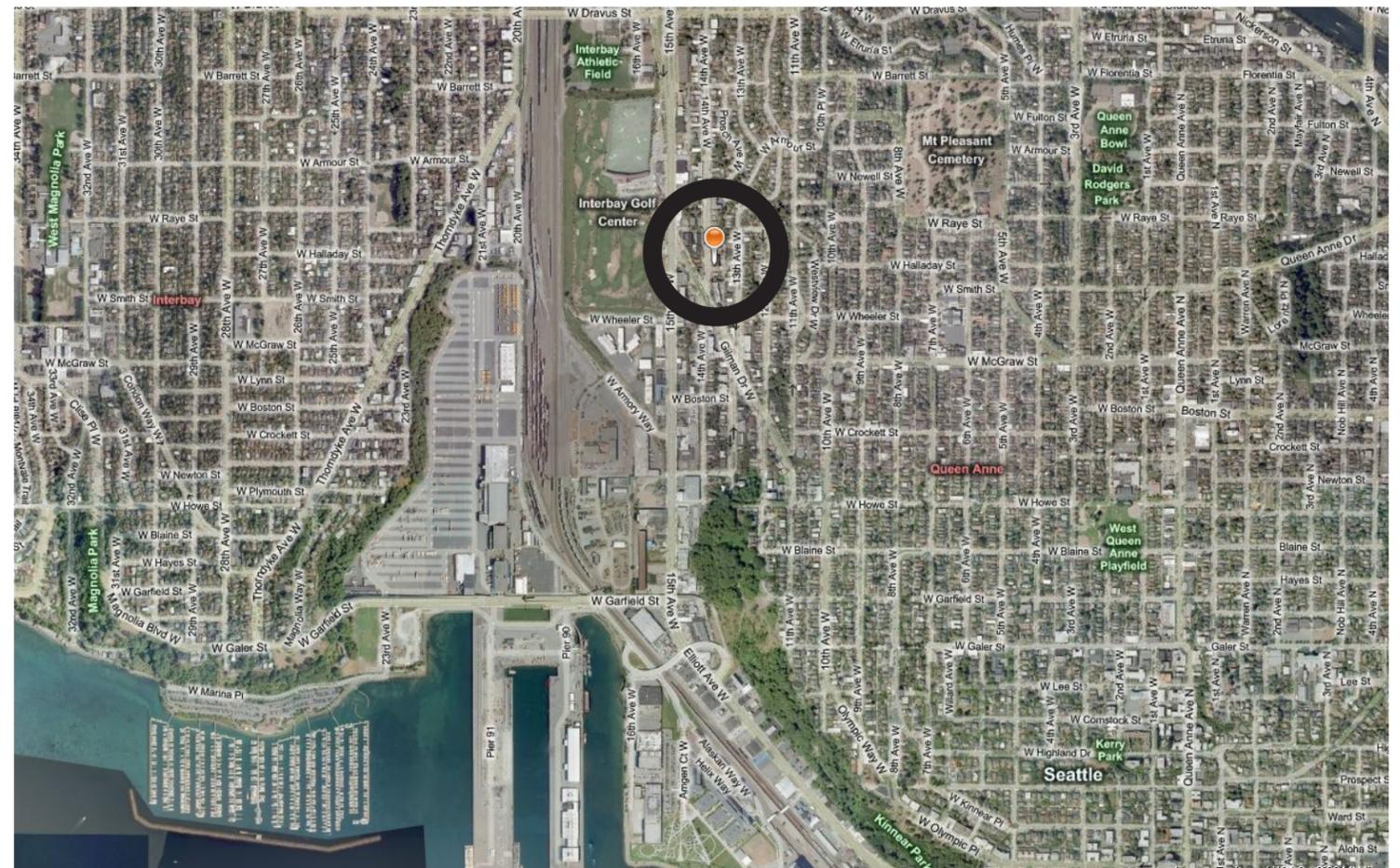
4 story residential apartment building with approx. 28 units of market rate dwelling units. Approx. 23 parking spaces provided.

Building is proposed to meet Building Smart and Built Green 4 Star programs.

Urban Design Goal:

Provide attractive multifamily building compatible with multifamily neighborhood development, minimize street visibility of parking and maximize views for tenants.

Vicinity map



Contents

Statement of Development Objectives

Aerial Views of the Neighborhood

Urban Design Analysis

Streetscape Photographs

Pertinent Design Guidelines

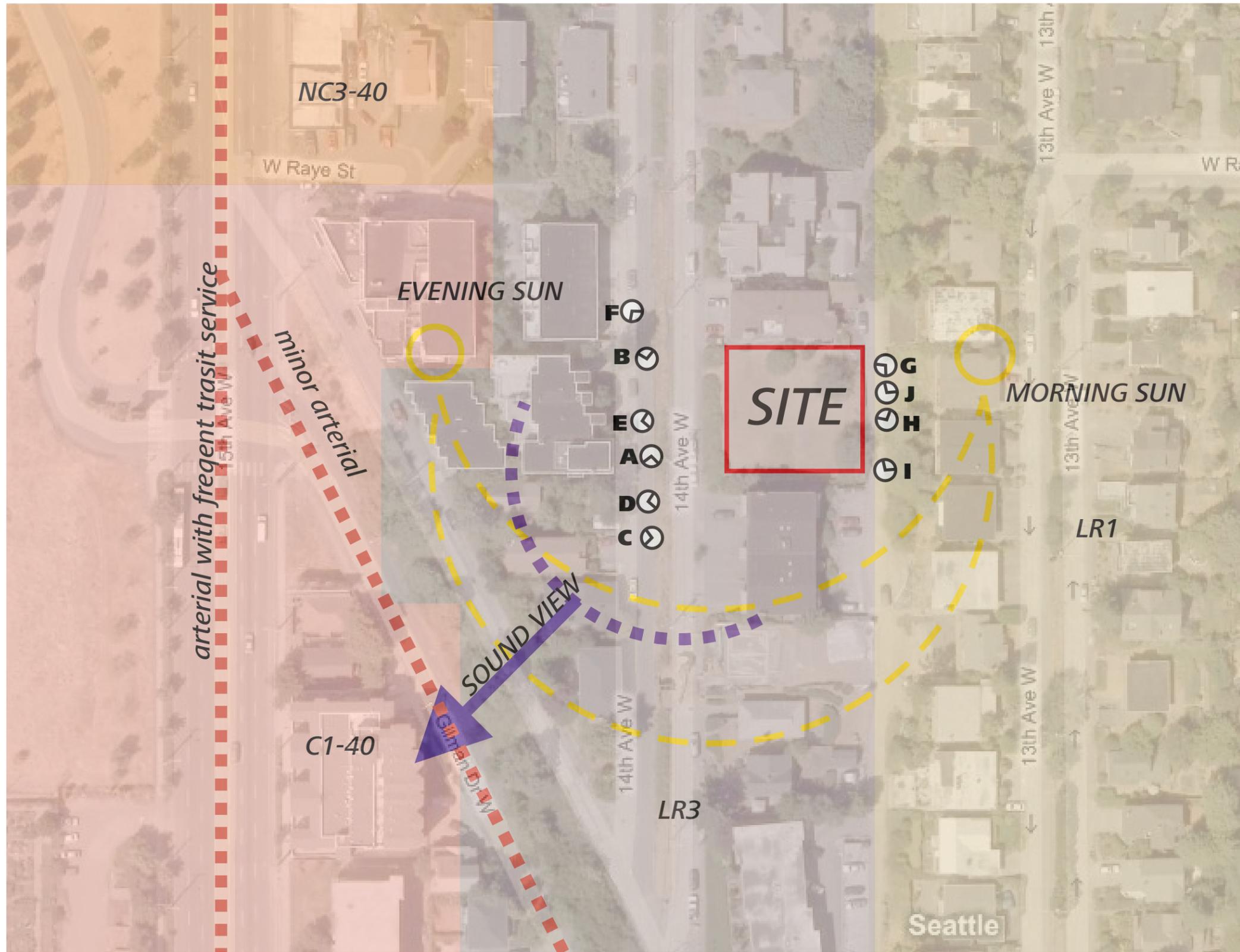
Site Analysis

Design Alternative 'A'

Design Alternative 'B'

Design Alternative 'C'

Site Cross Sections



Urban Design Analysis

The adjacent neighborhood is a mix of zoning, building types, and occupancies representing diverse styles of architecture. The site is bounded on three sides by LR3 zones. Across the alley to the east the zone is LR1. Adjacent buildings are single use apartments.

14th Ave W is a split street with a planter median because of the sloped grade. Street parking is prominent along the block.

15th Ave west is a main commercial arterial one block to the West. It has frequent bus transit service.

The site and adjacent neighborhood are relatively steep, with a grade change of approximately 30 feet across the site from alley to sidewalk. Older residential buildings (such as single family residences that have been converted to apartments) sit above the sidewalk with a high bank front yard.

There are potential views looking to Magnolia hill to the west and to the waterfront to the South West.

The nearest City Landmark is the Interbay golf course and driving range along 15th Ave W.



A: View looking North Along 14th Ave W



B:View looking South along 14th Ave W



C:Johnston Manor (parking in street front)



D: View 14th Ave looking west



E: View 14th ave looking west



F: View 14th Ave looking North West



G: View Alley looking East



H: View Alley looking East



I:View Alley looking South West(Johnston Manor alley parking)



J: View Alley looking South WestEast

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STREETSCAPE PHOTOS



A-8 Parking and Vehicle Access
 Parking is accessed from the rear alley, not from open parking in the front yard setback (as seen in the building beyond)

A-2 Streetscape compatibility
 This facade comes up to the street and defines the street wall and gives interest to the sidewalk.

Seattle Design Guidelines most relevant to this project:

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 of other natural features.

Response:

The proposed building is oriented to face the long views to the West with large windows and some Juliet balconies.

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right of way.

Response:

The preferred scheme reinforces the street wall along 14th Ave with its long and tall west facade. This is consistent with adjacent apartments along this block.

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.

Response:

By locating the building mass on the lower portion of the site the views of adjacent swells are preserved (across the alley). Across 14th Ave the apartment building is primarily single loaded units looking west, so the proposed mass along this street does not block any views.

A-7 Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well integrated open space.

Response:

The project has a proposed roof deck with long views. Open space on the East side provides provides ground related open space to the lower units on the East side facing up hill with eastern sun exposure.

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.

Response:

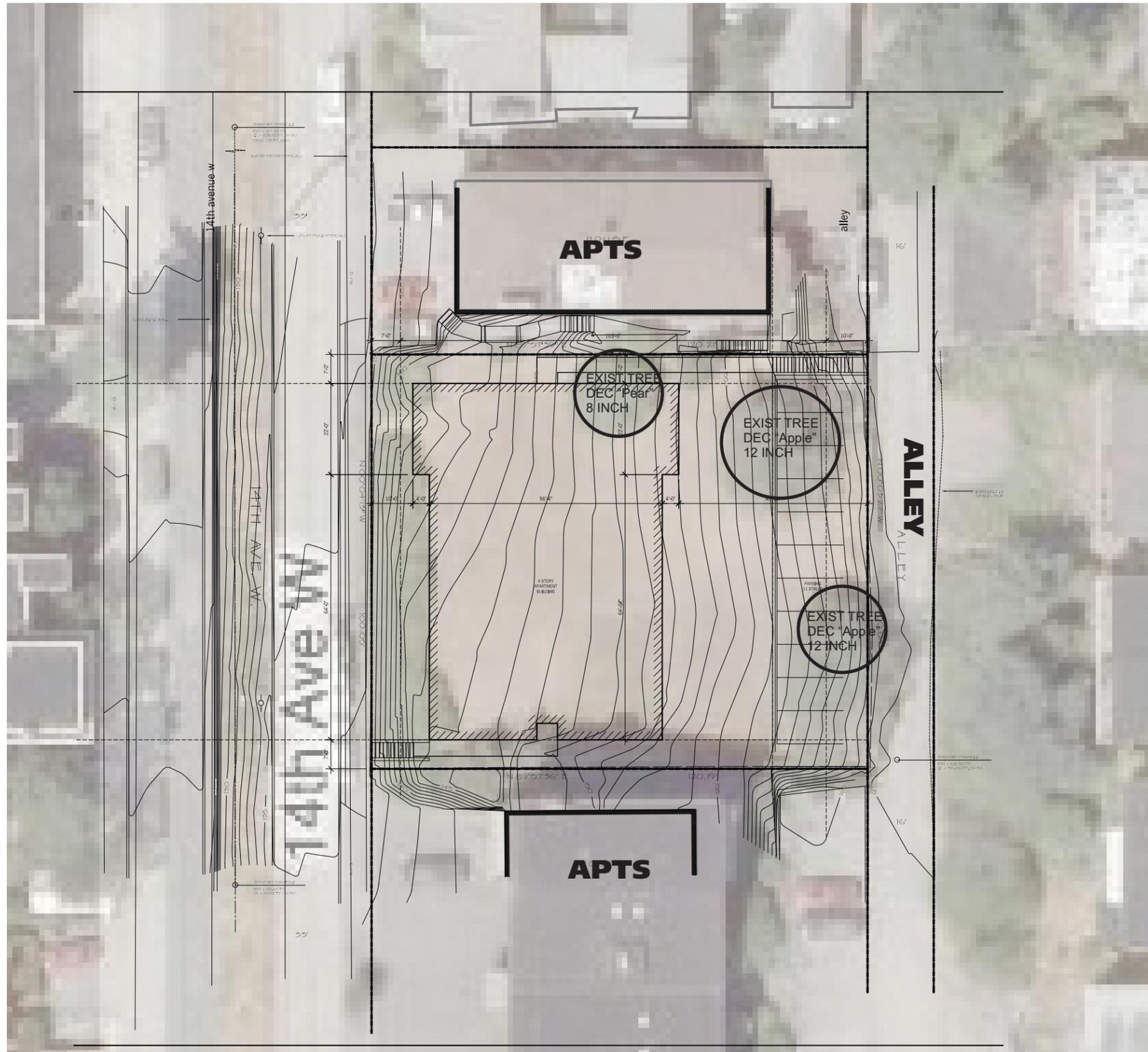
The project has an underground garage.

B-1 Height Bulk and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable land Use Policies for the surrounding area and designed to provide a sensitive transition to near-by, less-intensive zones.

Response:

The mass is located to the west side away from the lower height zoning to the the East.



Site Analysis

This mid block site has its west edge along 14th Ave W and the east edge abuts an alley. This is a vacant lot with no existing structures and 2 trees. Nearby buildings are mostly apartment buildings and a few single family houses.

Topography across the site is significant, with a grade change of approximately 30 feet. This creates a challenge for efficient parking access. Two separate parking areas are proposed. 11 spaces are proposed along the alley, and a separate below grade garage is accessed from 14th Ave W.

The building mass is proposed on the lower (West) side of the site to minimize neighbor's view obstruction and to better relate to the street edge.

The existing tree at the NE will be preserved. Existing landscape will be preserved if feasible.

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SITE ANALYSIS



Design Concept A:
"RECTANGLE" (Preferred design)

4 stories of wood framed construction over
1 story of concrete

Concepts A, B, and C represent massing
options for the wood-framed residential
floors above a concrete podium base. The
concrete base in each of these schemes is
identical, with the option of additional
parking access along the alley.
No design departures are requested

Pros

- Continuous facade along 14th Ave W defines the street wall and has many eyes on the street.
- Takes advantage of potential views to the West
- Entrance is demarcated by the massing modulation above.
- Tall mass is on the low side of the site to avoid any neighbor's view obstruction
- Public Roof deck with long views facing West.
- Open space on the east side facing up hill with eastern sun.

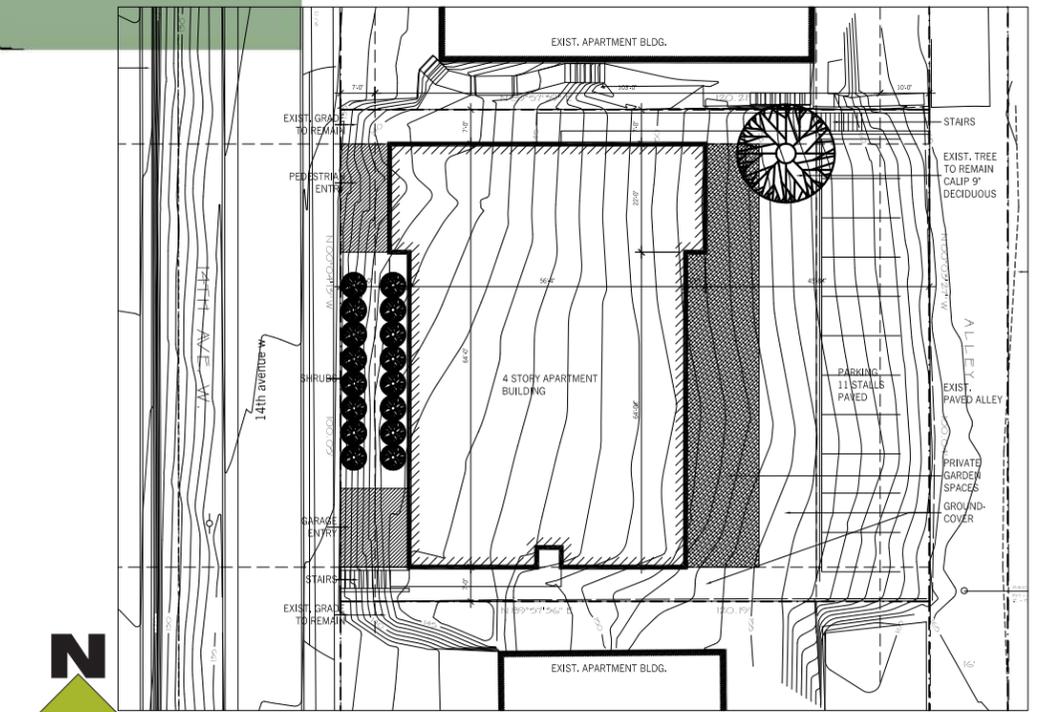
Cons

- Rear (up hill) facing dwelling units have limited access to views.



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DESIGN ALTERNATIVE A (PREFERRED)



Site Plan / Landscape Plan



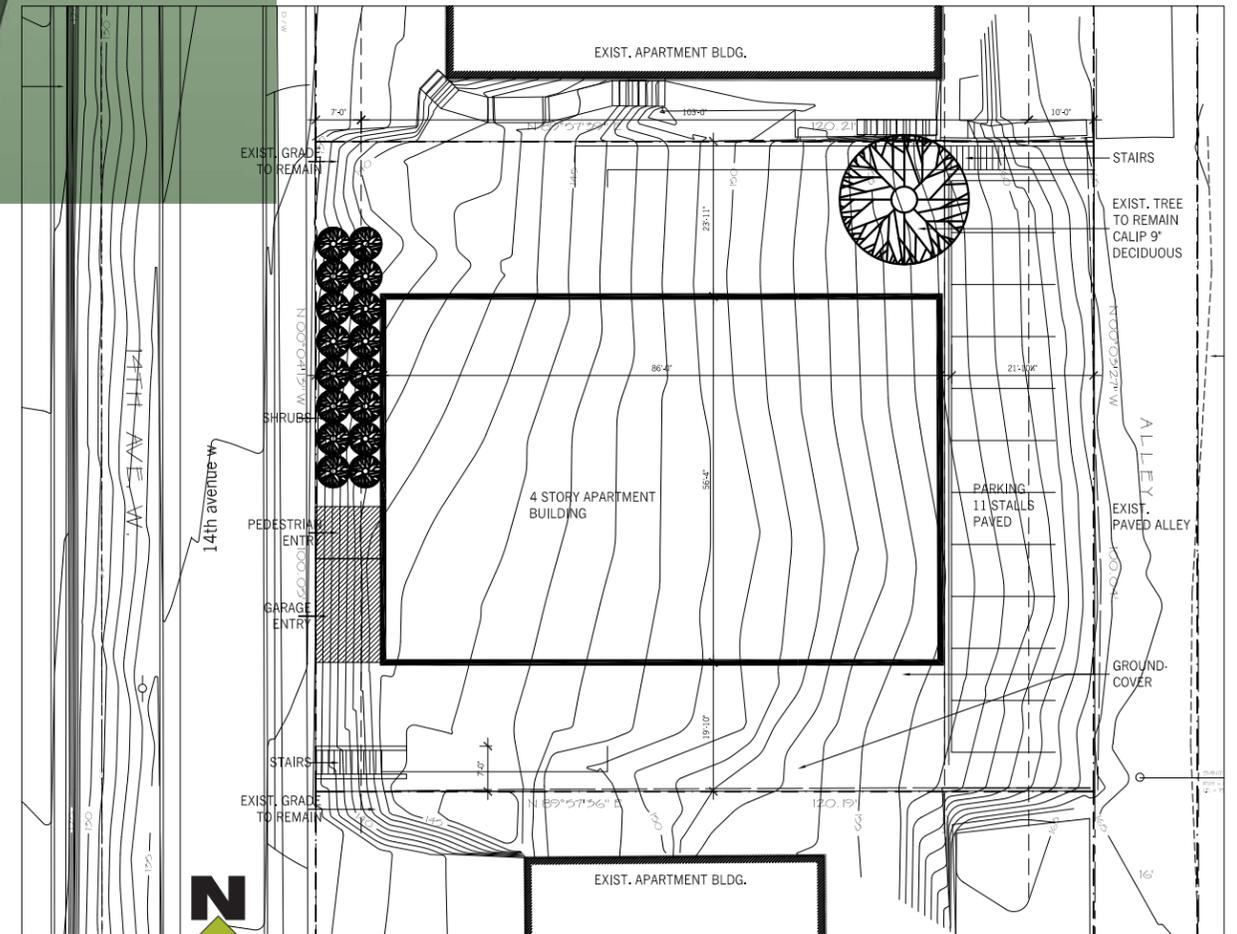
Design Concept B:
"Perpendicular to Street"

Pros

- Greater light and air for adjacent neighbors to the North and South due to deeper side yards.
- Better views across the site East and West.

Cons

- Dwelling units face North or South towards neighboring buildings with only limited views to the West and less light and air.
- Less opportunity for garden spaces due to the height of adjacent and proposed buildings.
- The street facing facade will have large blank areas since only two dwelling units face this way per floor.
- Loss of (8) dwelling units due to the sloping grade.
- Much more excavation into the slope is required, more concrete construction required below grade.



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DESIGN ALTERNATIVE B



Street View



Alley View

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DESIGN ALTERNATIVE C

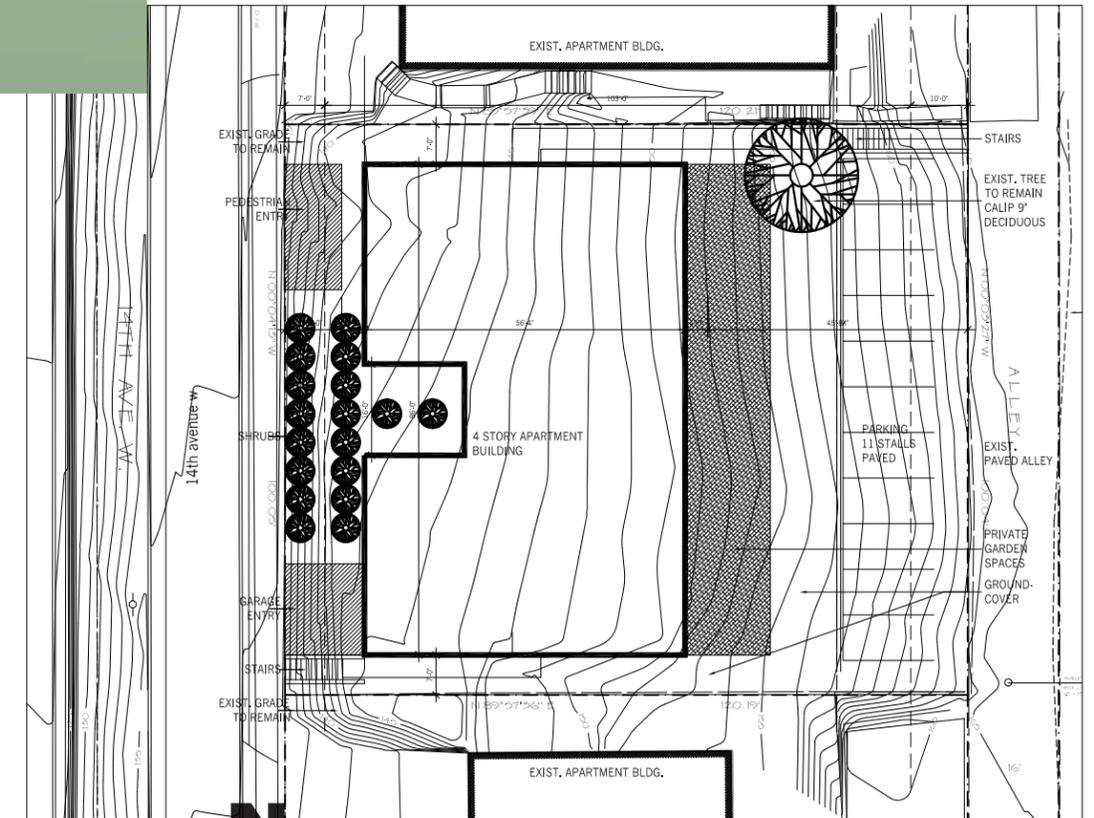
Design Concept C
"U shape"

Pros

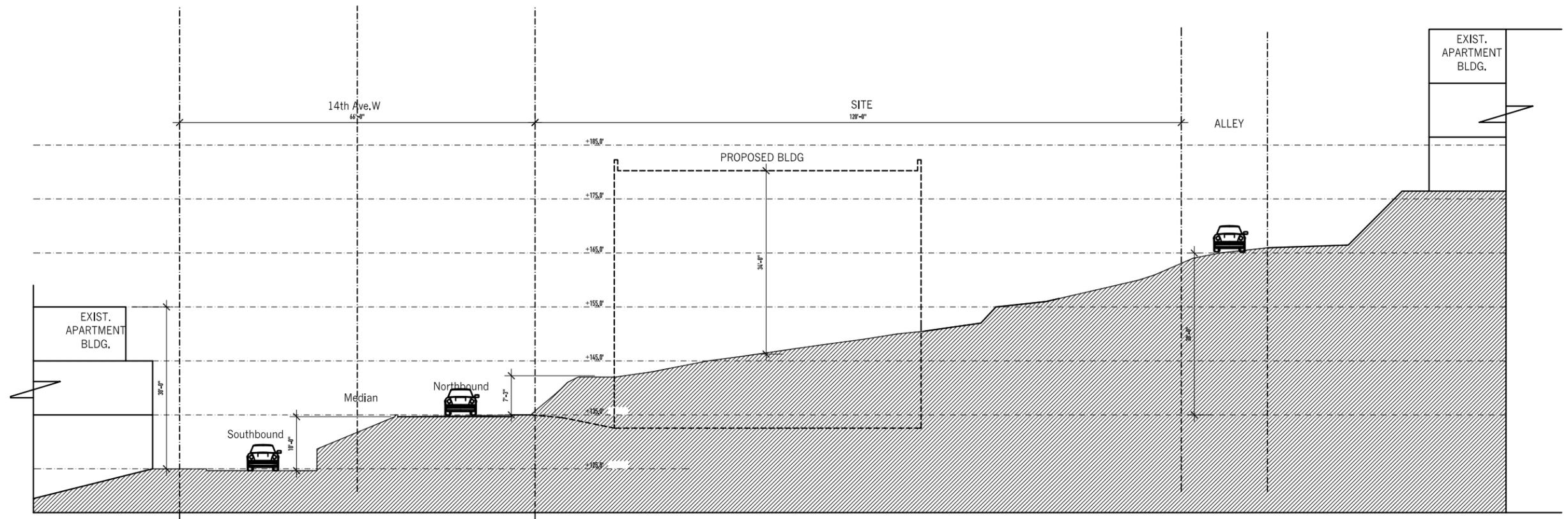
- Building mass is broken down into two twin masses
- more corner windows for views

Cons

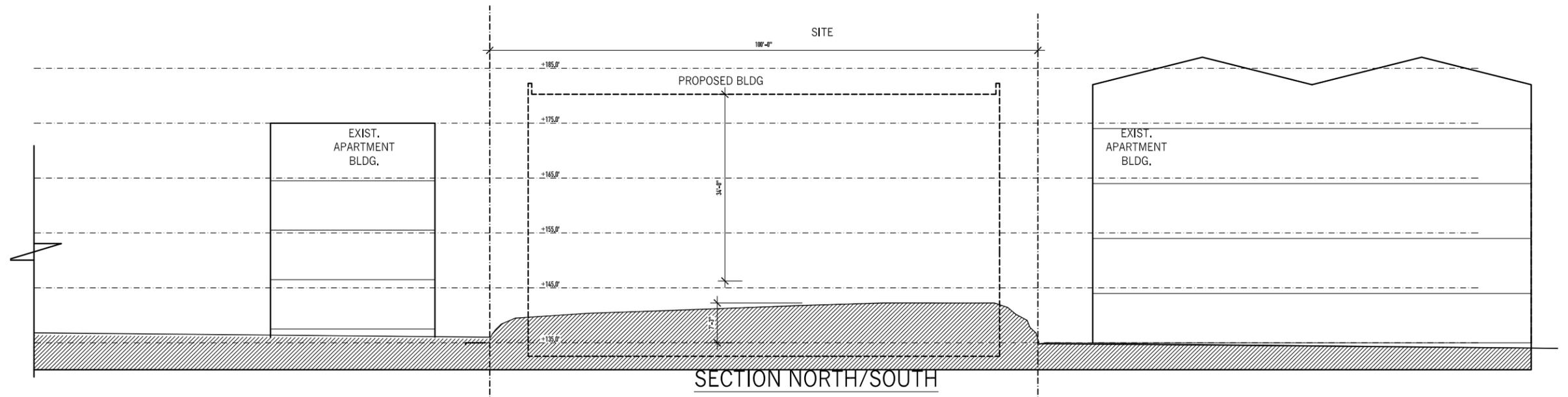
- Irregular shape increases building envelope area, cost and energy efficiency.
- Loss of one dwelling unit per floor (4) total



SITE PLAN / LANDSCAPE PLAN

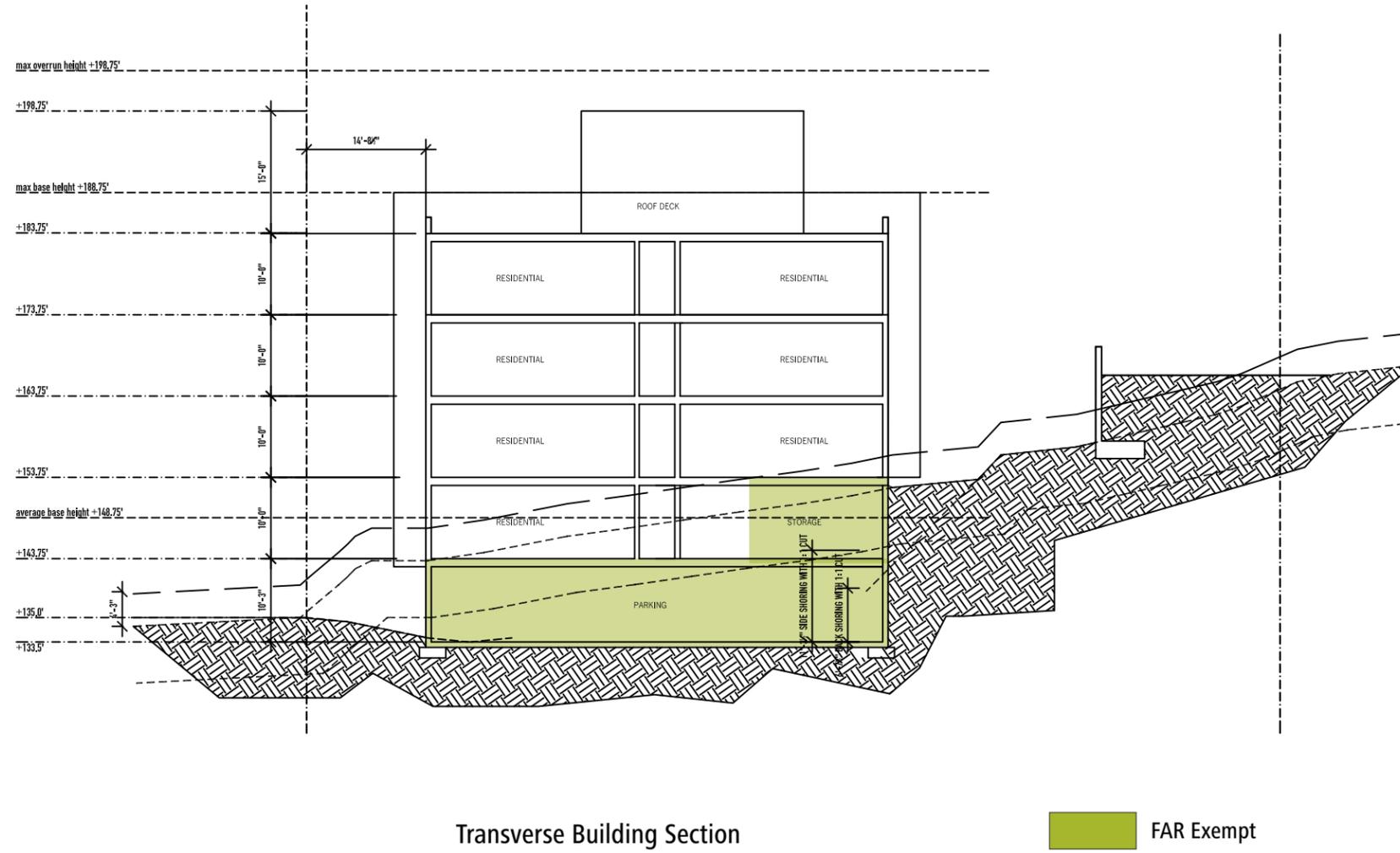


SECTION EAST/WEST



SECTION NORTH/SOUTH

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Transverse Building Section

FAR Exempt

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FAR ANALYSIS