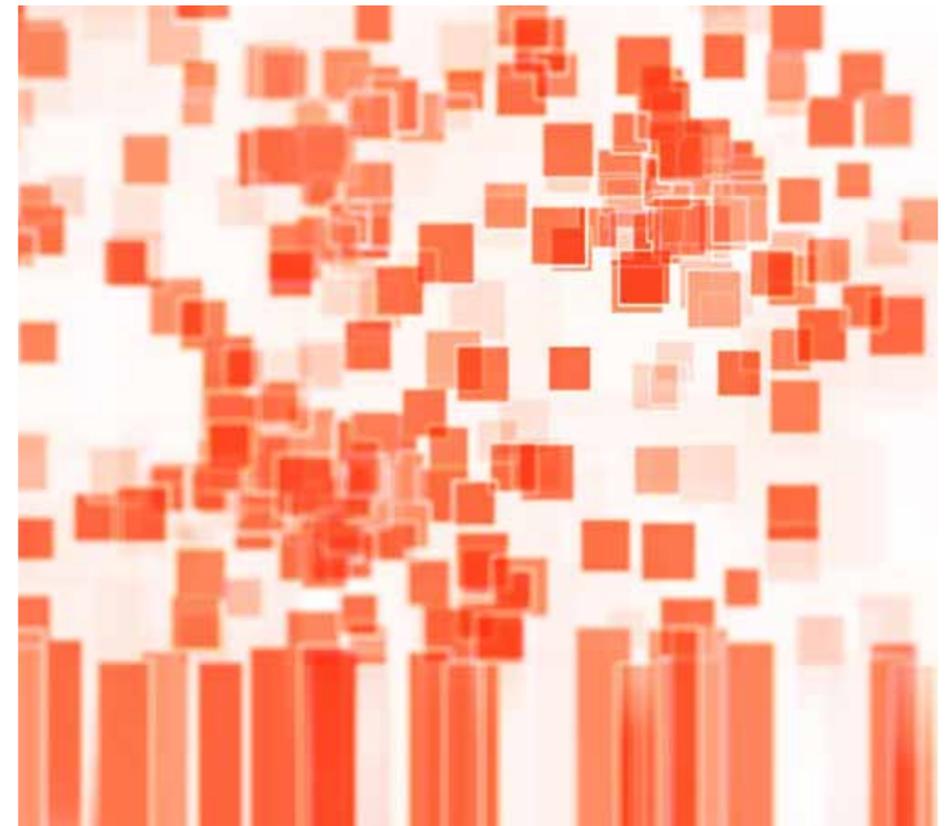


TRIAD - UNIVERSITY DISTRICT

TRIAD CAPITAL PARTNERS

4029 & 4033 7TH AVENUE NE



EARLY DESIGN GUIDANCE

DPD #3012615

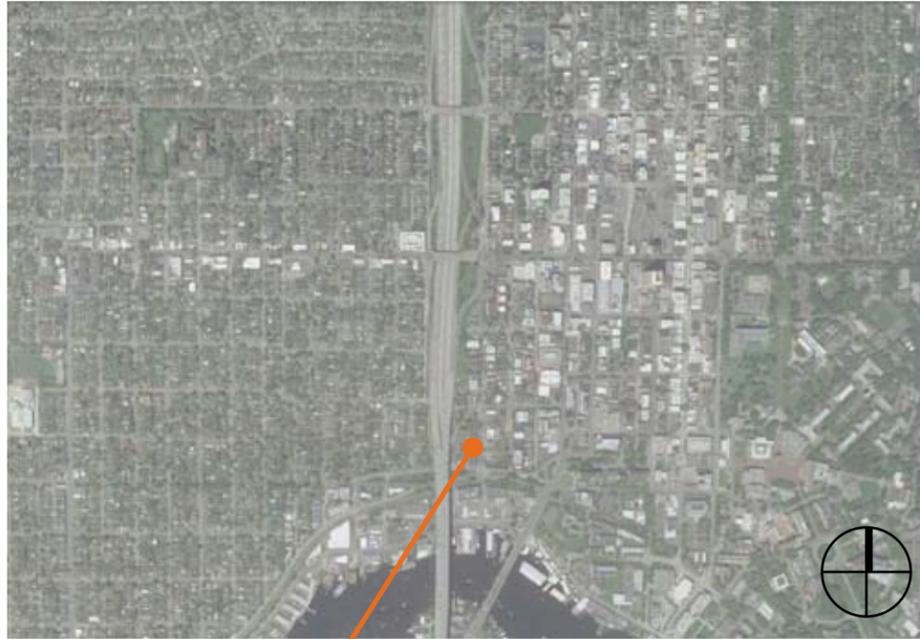
OCTOBER 6, 2011

NK PROJECT #1140

4302 SW ALASKA STREET
SEATTLE, WA 98116
206.933.1150
www.nkarch.com



PROJECT DESCRIPTION



SITE LOCATION

ADDRESS: 4029 & 4033 7th Ave NE
DPD PROJECT #: 3012615
OWNER: Triad Capitol Partners
APPLICANT: Nicholson Kovalchick Architects
CONTACT: Steve Fischer

DEVELOPMENT OBJECTIVES

The proposed project is to construct a new 5-story apartment building with approximately 70-78 units with 0-9 parking stalls. The project intent is to provide housing for students and young professionals, encourage social interaction among residents, and incorporating sustainable design strategies to preserve resources.

Three options for the proposed development are provided in this EDG packet. Each proposal seeks to:

- **Provide affordable housing for the regional student and young professional population.**
- **Engage and encourage the use of bicycles as an alternate means of transportation.**
- **Provide useable outdoor amenity space for resident interaction.**
- **Provide a design that reduces the impact of the adjacent freeway on residents.**
- **Take advantage of solar exposure.**
- **Incorporate green design.**

PROJECT PROGRAM

Number of Residential Units:	Approximately 70 - 78
Number of Parking Stalls:	Approximately 0 - 9
Area of Residential Levels:	Approximately 22,300 - 24,100 sf
Area of Parking Level:	NA – Surface parking is proposed
Total Area:	Approximately 22,300-24,100 sf

EXISTING SITE

The site is composed of 2 tax parcels located mid block along 7th Avenue NE, between NE 40th Street and NE 42nd Street. The parcel is rectangular and measures approximately 115 feet wide by 93 feet deep. An existing alley at the west edge of the site connects to NE 40th Street with secondary connection to Pasadena Place NE via the neighboring existing project to the west.

The site currently contains 2 single-family residences both with detached enclosed garages, and surface parking along the alley serving the residences.

The site slopes from the highest point on the northwest corner to the lowest point on the southeast corner with a diagonal difference of approximately 16'. Existing landscape is consistent with single family structures.

Half of a block to the west of the site is Interstate 5.

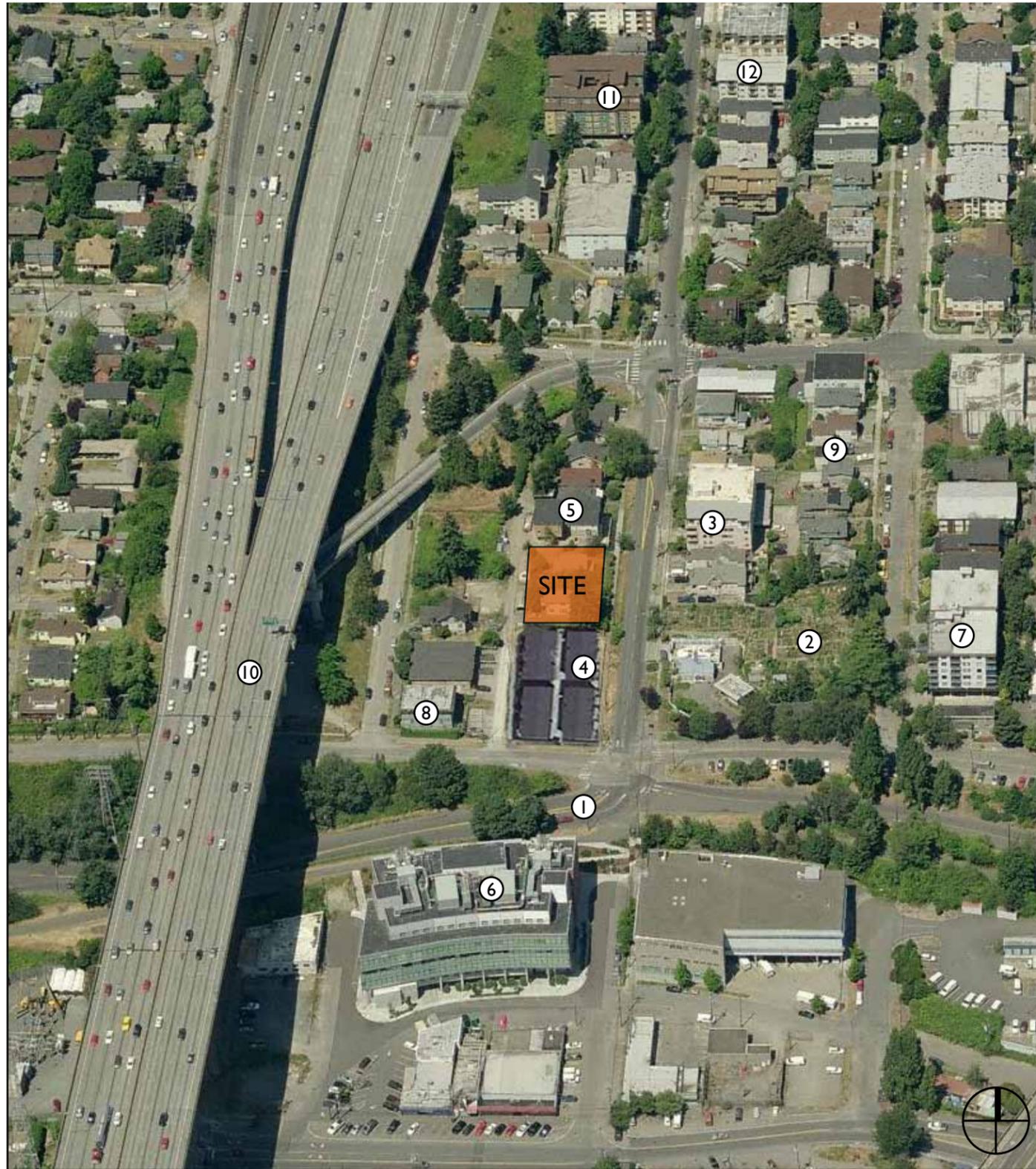
ZONING AND OVERLAY DESIGNATION

The parcel is zoned LR3 (Low-rise 3) and is in the University District Northwest Urban Center Village. The surrounding area is zoned MIO to the South and C1-65 to the East and SF-5000 to the North and West beyond Interstate 5.

NEIGHBORING DEVELOPMENT

The proposed site is located within the University District, which is largely comprised of single-family homes, townhouses and mid-size to large apartment/condominium buildings. Additionally, there are several commercial pockets and streets located throughout the district. NE 45th Street, which is located four blocks north of the project, is a major arterial. Interstate 5, the main north-south transportation route/corridor through Washington State, is located less than a block to the west of the project site. The project site is within walking distance of the University of Washington, and is in a pedestrian friendly neighborhood.

The University District is a diverse neighborhood with a wide array of building typologies. In the immediate vicinity of the proposed project there are single-family houses, town-homes, mid-size residential buildings. Across the alley, to the west, is a newly constructed 3-story town-home project. Town-home projects also occur on the adjacent properties to the north and to the south. Directly across the street to the east is a 4-story apartment building with below grade parking, more town-homes, and a large community garden known as the University P-patch. Beyond the immediate area is more residential structures of various size including some high-rise structures plus there are numerous commercial buildings and service oriented businesses along 45th Avenue towards the north. The western edge of the University of Washington is located 3 blocks to the east with the main campus occurring approximately a quarter mile to the east.



9 BLOCK AERIAL PHOTO



① BURKE GILMAN TRAIL



② UNIVERSITY P-PATCH



③ NEIGHBORING APARTMENT



④ NEIGHBORING TOWNHOME



⑤ NEIGHBORING TOWNHOME



⑥ BENJAMIN HALL (UW)



⑦ PORTAGE BAY APARTMENTS



⑧ NEIGHBORING TOWNHOME



⑨ AVENIDA APARTMENTS



⑩ INTERSTATE 5



⑪ NEIGHBORING APARTMENT



⑫ APARTMENTS

STREETSCAPE



PROJECT SITE



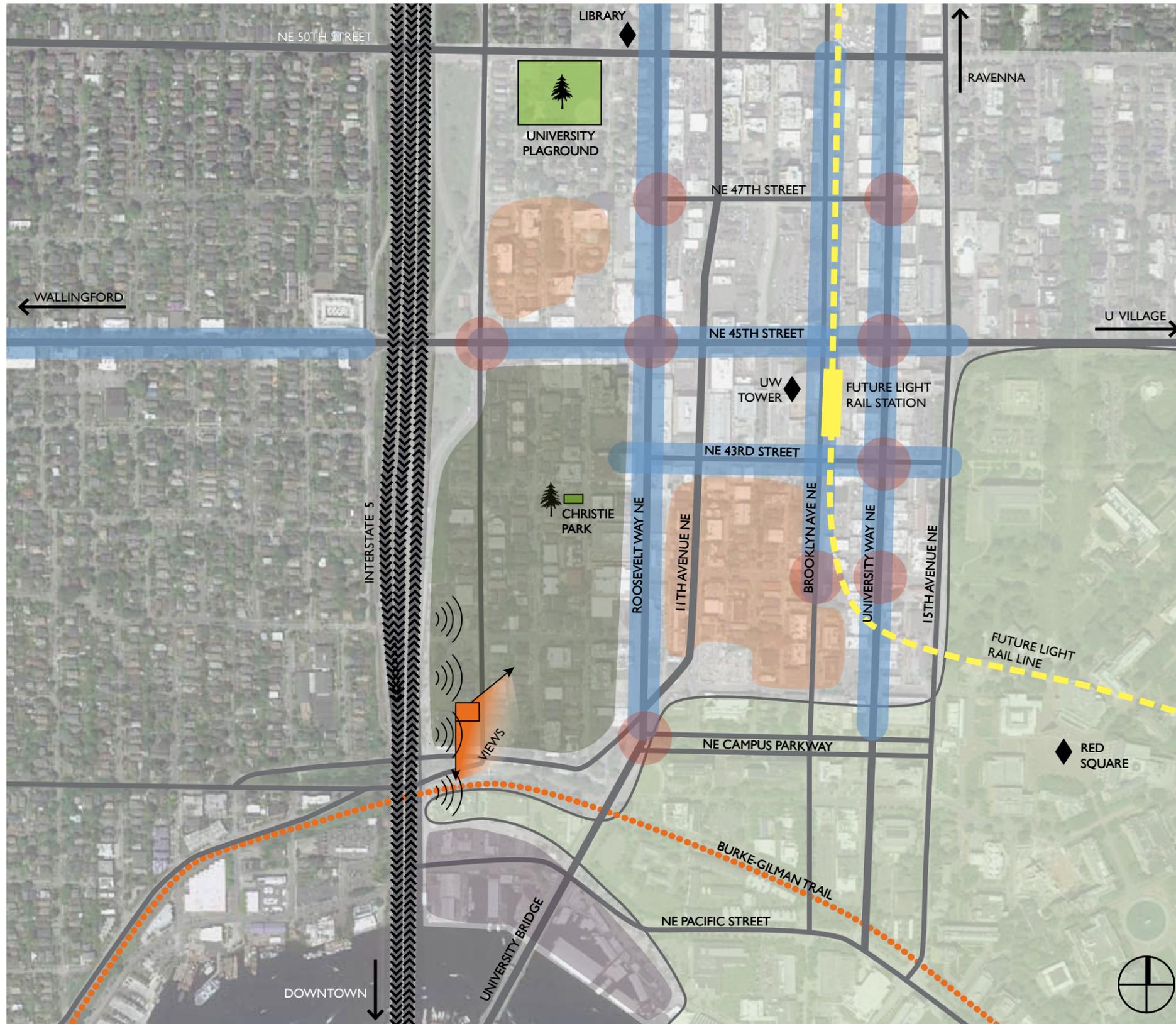
① 7TH AVENUE NE LOOKING EAST



② 7TH AVENUE NE LOOKING WEST



③ NE 40TH STREET LOOKING NORTH



OPPORTUNITIES & CONSTRAINTS

The site is located in the LR3 zone in the University District Northwest Urban Center Village. The University Community Guidelines acknowledge the diversity of the University District, from the architecture, to the building typology.

The site is located within walking distance of the University of Washington, as well as numerous commercial districts and 2 movie theatres. The University District is a pedestrian friendly neighborhood.

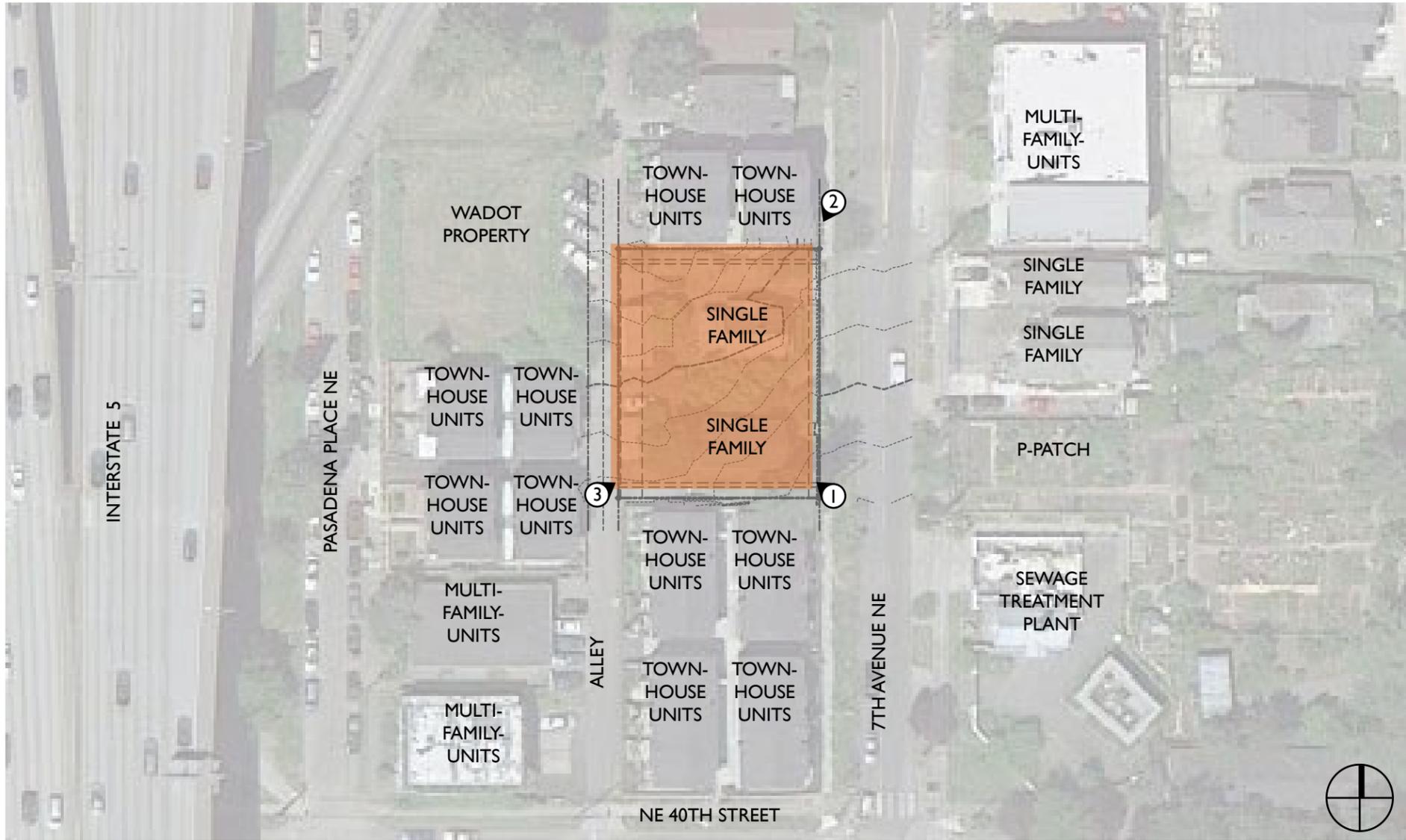
The site is largely bound by major arterials. Major streets include Interstate 5 one block to the west and NE 45th Street to the north. Interstate 5 is the main north-south transportation corridor through Washington State and NE 45th provides direct access to both Interstate 5 and the University of Washington.

Views of the ship canal can be seen looking southeast from the project site.

KEY

- SITE
- UW CAMPUS
- LR3 ZONE
- INDUSTRIAL ZONE
- MR ZONES
- UNIVERSITY COMMUNITY URBAN CENTER
- COMMERCIAL
- MAJOR ARTERIALS
- GATEWAY
- BURKE-GILMAN TRAIL
- PARK
- SIGNIFICANT BUILDING
- FUTURE LIGHT RAIL

EXISTING SITE PLAN & SURROUNDING USES



① SITE LOOKING NORTH WEST



② SITE LOOKING SOUTH WEST



③ SITE LOOKING NORTH EAST

PARCEL #: 4092302120 and 4092302105
 ZONING: LR3
 OVERLAYS: University District Northwest(Urban Center Village)
 LOT AREA: 10,695 SF

3.45.504 PERMITTED USES

Permitted outright: Residential

23.45.510 FAR

Maximum FAR for apartments inside Urban Villages: 1.6 or 2.0

The higher FAR limit applies if the project meets the standards of subsection 23.45.510.C State Standards.

23.45.512 DENSITY LIMITS

Minimum lot area per dwelling unit: no limit

For apartments that meet the standards of 23.45.510.C, there is no density limit.

23.45.514 STRUCTURE HEIGHT

Maximum Base Height: 40'

Additional Height: + 4'

Additional 4' for structures with a partially below grade story:

Railings, planters, parapets, etc.: 4' above base height limit

Stair penthouses, mechanical equipment, and chimneys: 10' above base height limit as long as their total area does not exceed 15% of the total roof area or 20% if it includes mechanical equipment.

Rooftop features allowed above height limit:

Railings, planters, parapets, etc.: 4' above base height limit

Stair penthouses, mechanical equipment, and chimneys: 10' above base height limit as long as their total area does not exceed 15% of the total roof area or 20% if it includes mechanical equipment.

23.45.518 SETBACK REQUIREMENTS

Front Setback: 5' minimum

Rear Setback: 10' minimum + 1' Alley dedication

Side Setback for facades 40' or less in length: 5'

Side Setback for facades greater than 40' in length: 5' minimum; 7' average

Projections allowed into setbacks:

Cornices, eaves, gutters, roofs, etc.: 4' max and ≥ 3' from property line

23.45.522 AMENITY AREA

Required Amenity Area: 25% of Lot Area

Minimum of 50% shall be at ground level except roof amenity area may be counted as ground level amenity space (must meet 23.45.510E5)

Ground Level amenity area shall be common space

All units shall have access to a common or private amenity area

Amenity area shall not be enclosed within a structure

Minimum horizontal dimension of a private amenity area abutting a side lot line that is not a side street lot line is 10'. Otherwise there is no minimum dimension for private amenity areas

No common amenity area shall be less than 250 sf and shall have a minimum horizontal dimension of 10'

At least 50% of common amenity area provided at ground level shall be landscaped

23.45.524 LANDSCAPE REQUIREMENTS

Required Green Factor Score: 0.6

23.45.527 STRUCTURE WIDTH AND FAÇADE LENGTH LIMITS

Maximum structure width for apartments in Urban Villages/Centers: 150'

Maximum combined length of all portions of facades within 15' of a lot line that is not a rear, street or alley lot line shall not exceed 65% of the length of that lot line

23.54.015 REQUIRED PARKING

Residential uses in multifamily zones within urban centers: no min. requirement

Curb Cuts:

Non-arterial street with lot frontage 80 feet or less: 1 curb cut

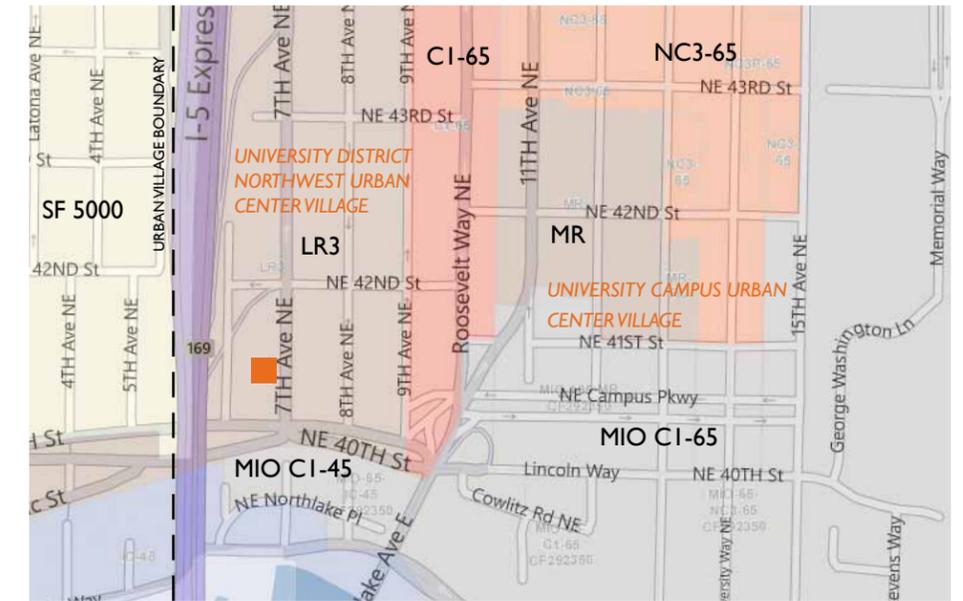
Non-arterial street with lot frontage 80-160 feet: 2 curb cuts

Maximum width of curb cuts: 10'

Minimum distance between any two curb cuts located on a lot: 30'

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE & ACCESS

Minimum area for shared storage space for 51-100 dwelling units: 375 square feet plus 4 square feet for each additional unit above 50



DPD ZONING MAP

DESIGN OPTION I



NORTHWEST AERIAL



NORTHEAST AERIAL



SOUTHWEST AERIAL



SOUTHEAST AERIAL

DESIGN OPTION I - DISTINGUISHING FEATURES

5-story building.

“I-shaped” massing.

Large common landscaped outdoor amenity space between the building and the alley.

PROS

Scheme requires the smallest building footprint and the least amount of ground disturbance.

Scheme creates the least amount of vehicle trips by not providing on-site parking (no parking provided).

Scheme meets 2.00 FAR, maximizing zoning goals of increased neighborhood density.

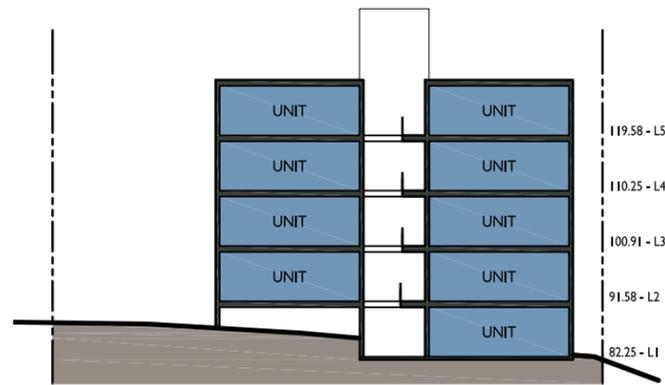
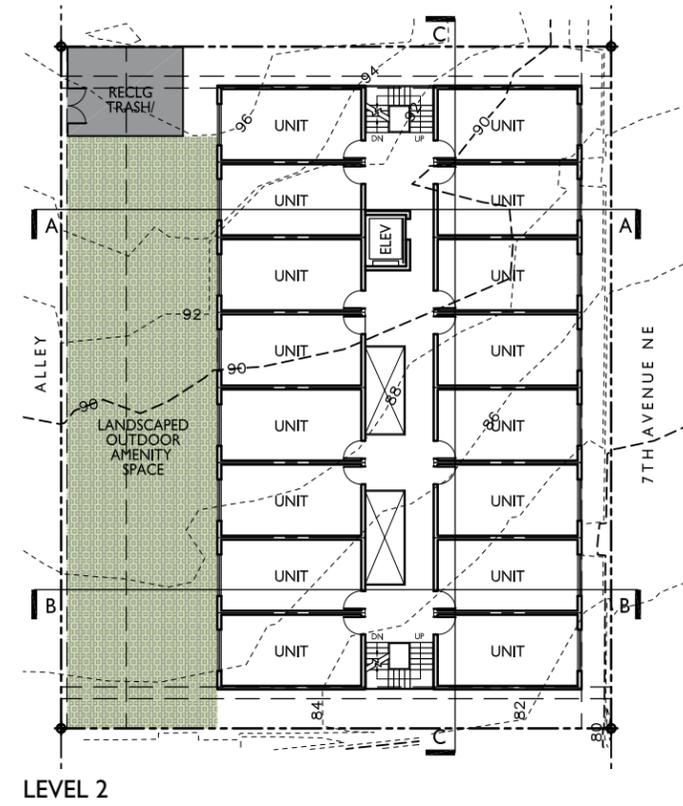
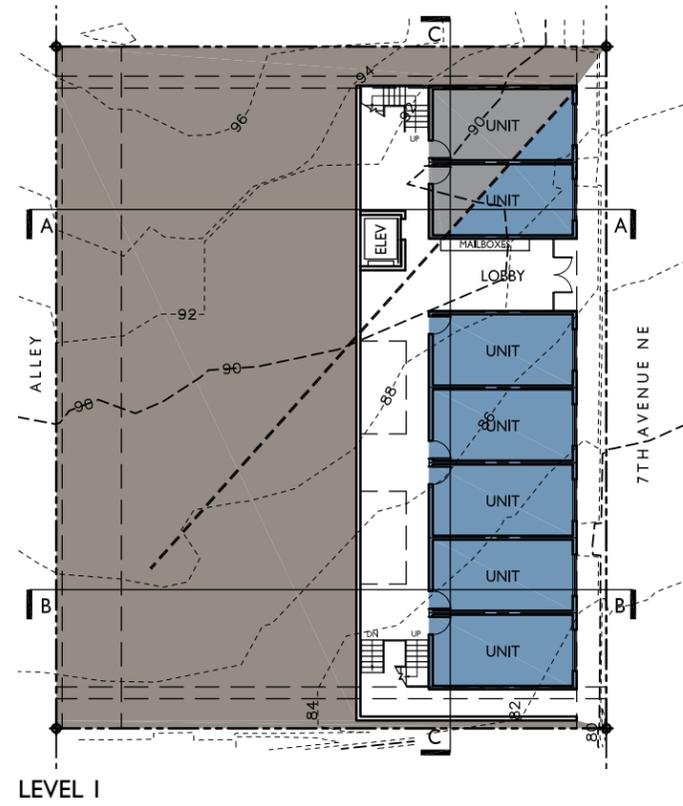
CONS

Half of the residential units face the noise of the freeway.

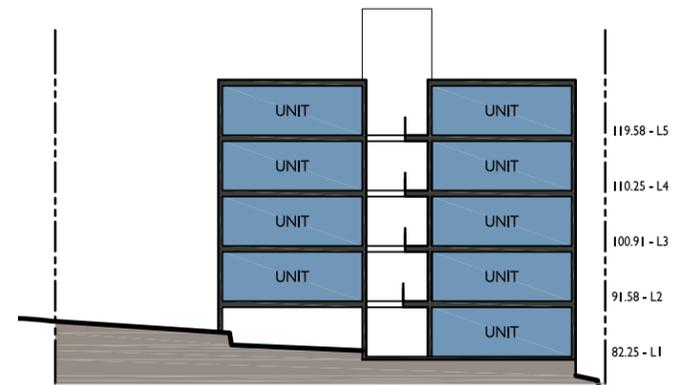
Units are not sited for solar exposure.

Landscaped outdoor amenity space is not enclosed by residential units.

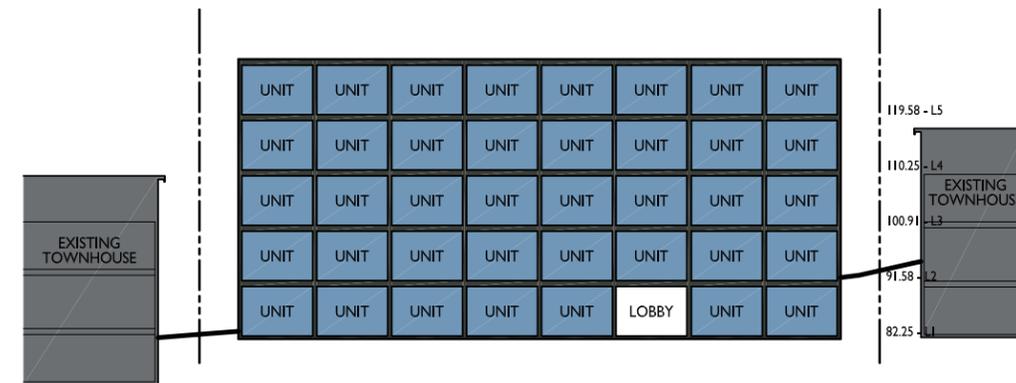
Massing and open walkways lack interest.



SECTION AA

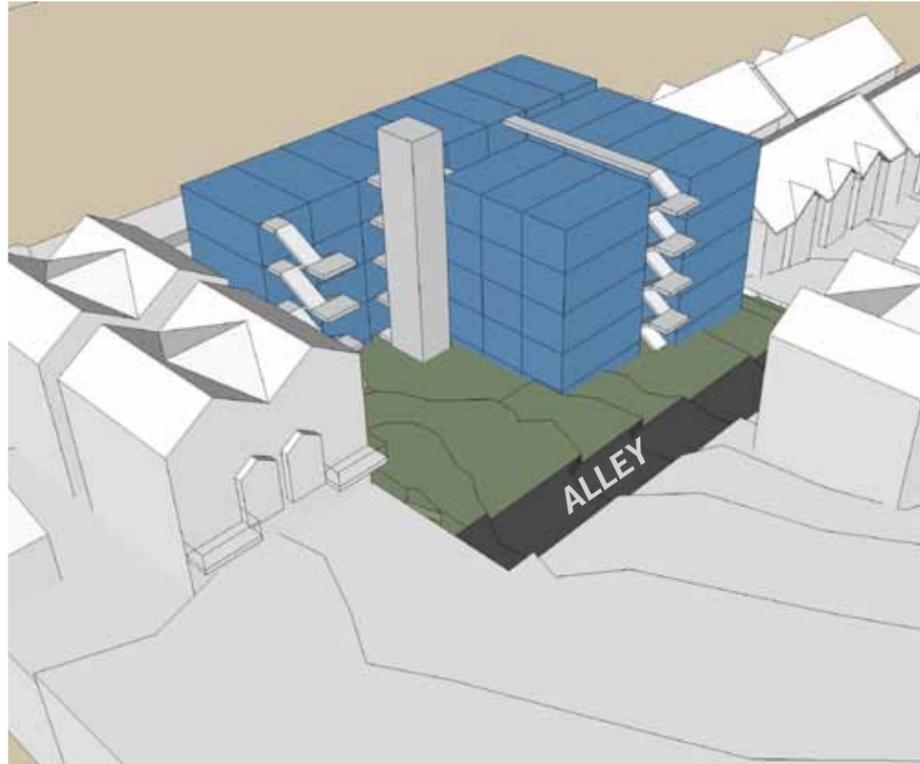


SECTION BB



SECTION CC

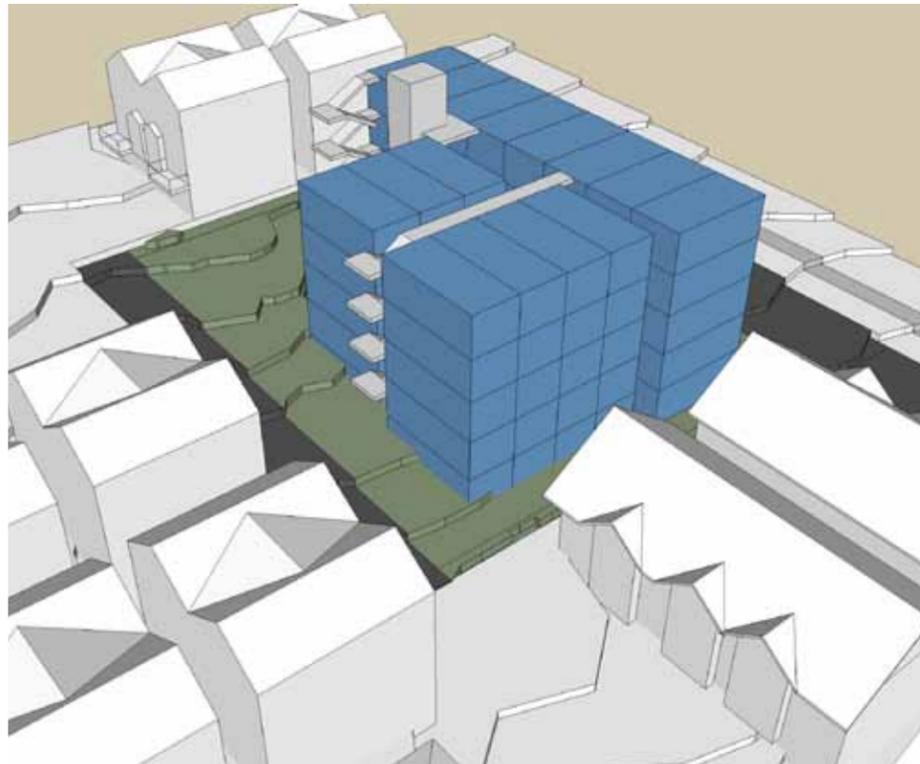
DESIGN OPTION 2



NORTHWEST AERIAL



NORTHEAST AERIAL



SOUTHWEST AERIAL



SOUTHEAST AERIAL

DESIGN OPTION 2 - DISTINGUISHING FEATURES

5-story building.

“J-shaped” massing.

Large common landscaped outdoor amenity space at northwest corner of the site.

PROS

Residential units are turned away from the freeway noise.

Outdoor amenity space is partially enclosed by resident units and walkway.

Outdoor amenity space is accessed directly from the common walkway.

Scheme meets 2.00 FAR, maximizing zoning goals of increased neighborhood density.

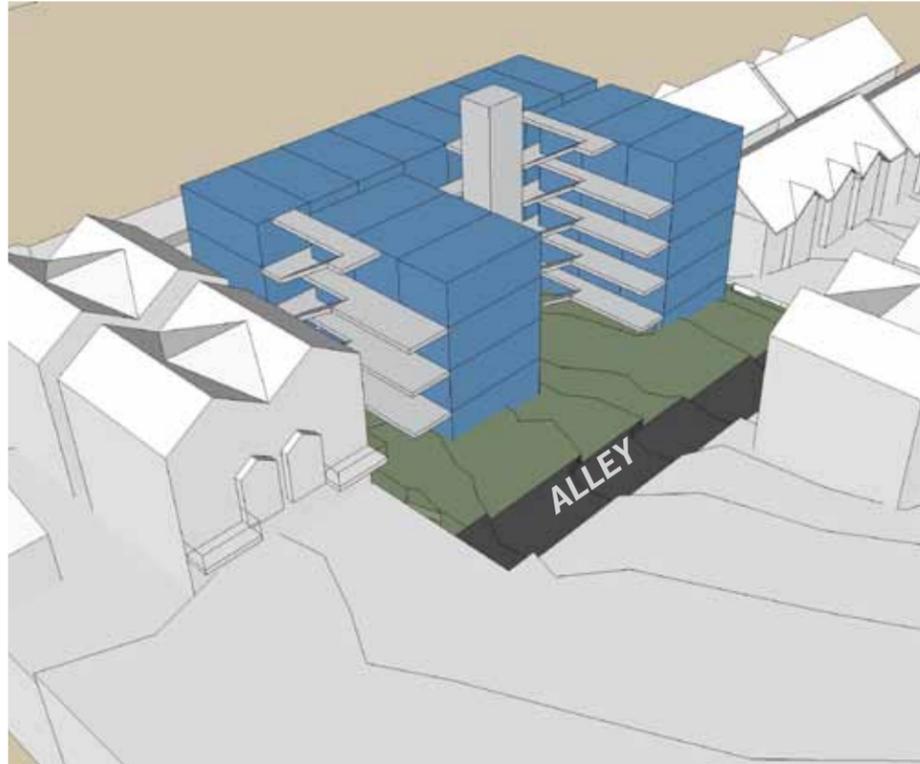
CONS

Outdoor amenity space is not enclosed by residential units.

Larger building footprint and great ground disturbance.

Unenclosed parking.

DESIGN OPTION 3



NORTHWEST AERIAL



NORTHEAST AERIAL



SOUTHWEST AERIAL



SOUTHEAST AERIAL

DESIGN OPTION 3 - DISTINGUISHING FEATURES

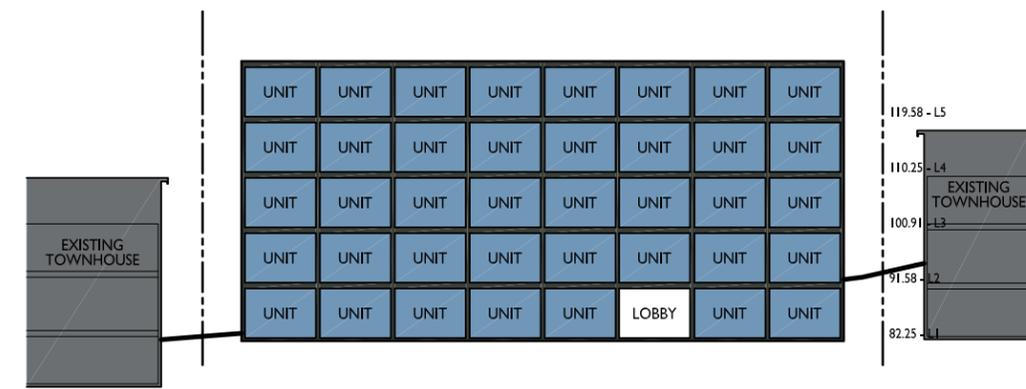
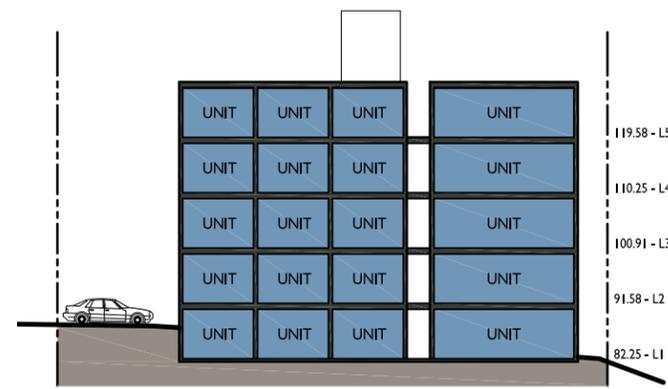
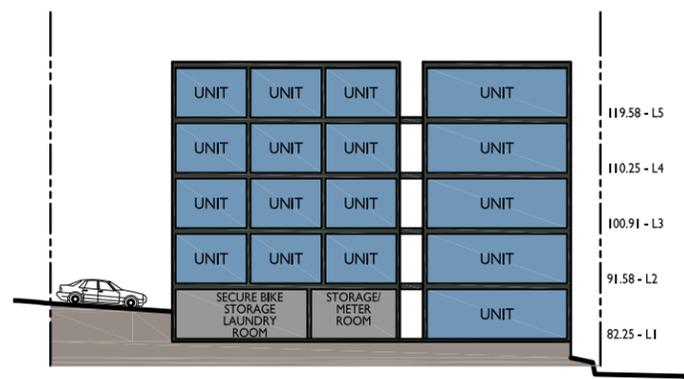
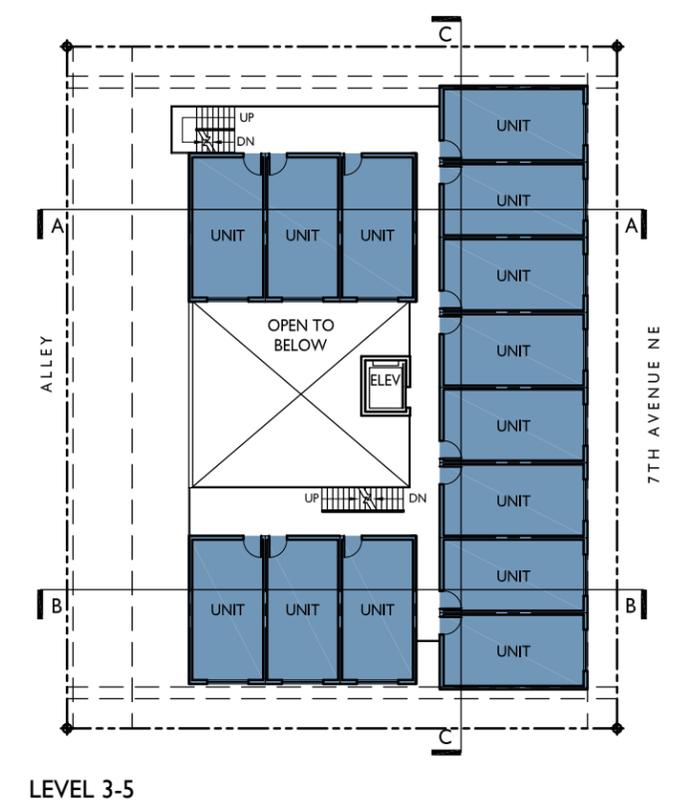
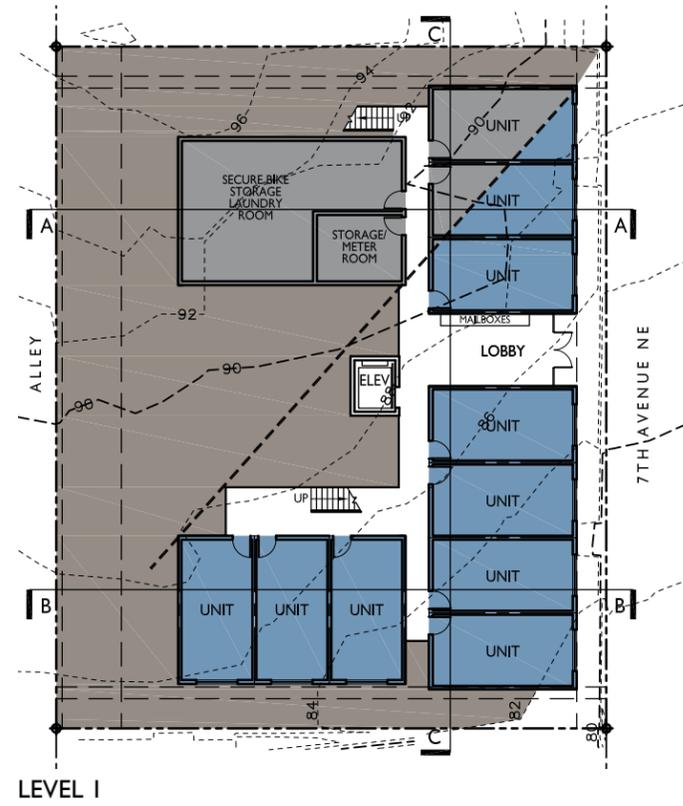
- 5-story building.
- “C-shaped” massing.
- Large common landscaped outdoor amenity space at the center of the site.

PROS

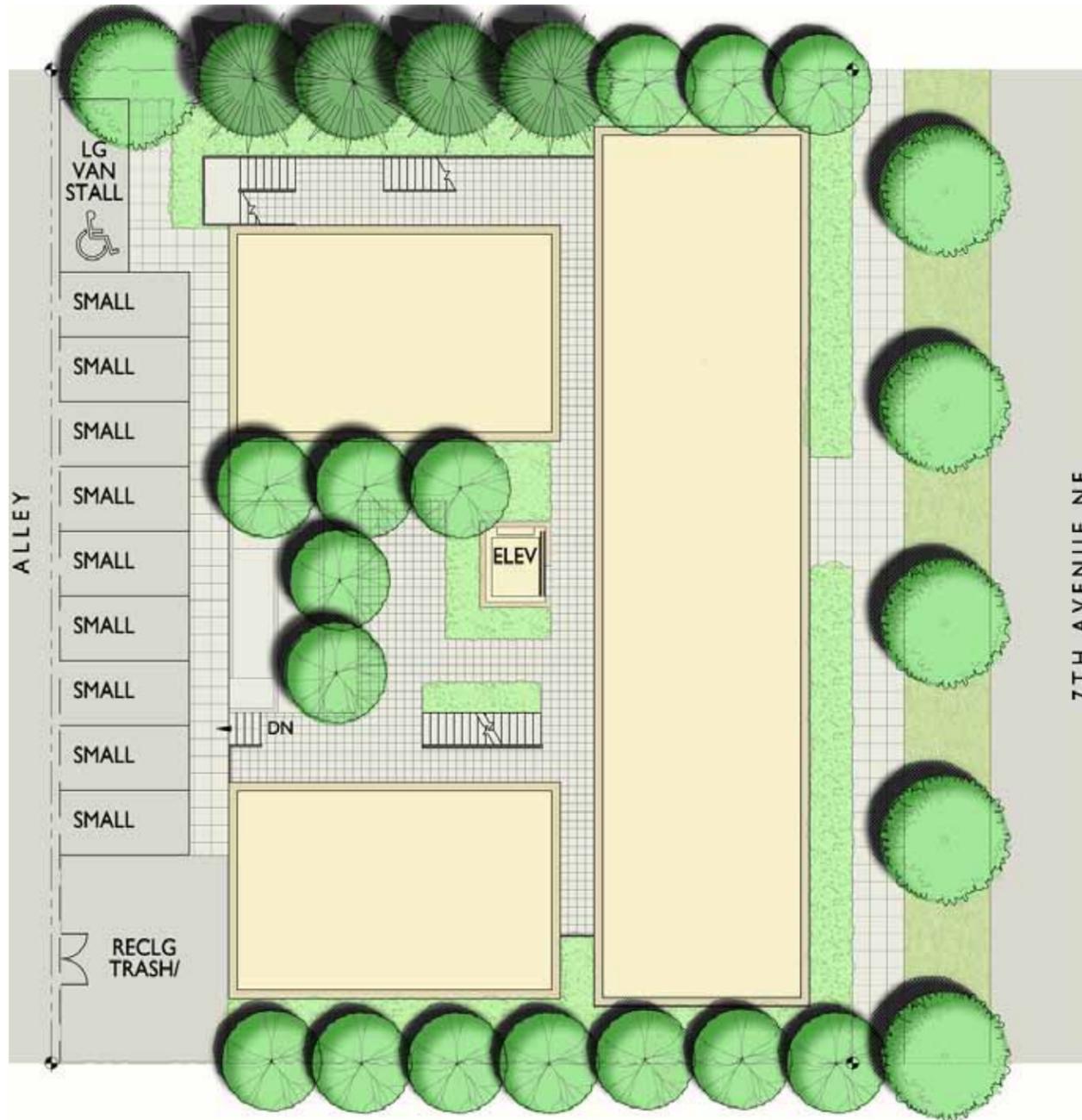
- Residential units are turned away from the freeway noise.
- Half of the residential units are sited to take advantage of the southern solar exposure.
- Outdoor amenity space is enclosed by resident units and walkway.
- Outdoor amenity space is accessed directly from the common walkway.
- Interesting massing and open walkway design.
- Scheme meets 2.00 FAR, maximizing zoning goals of increased neighborhood density.

CONS

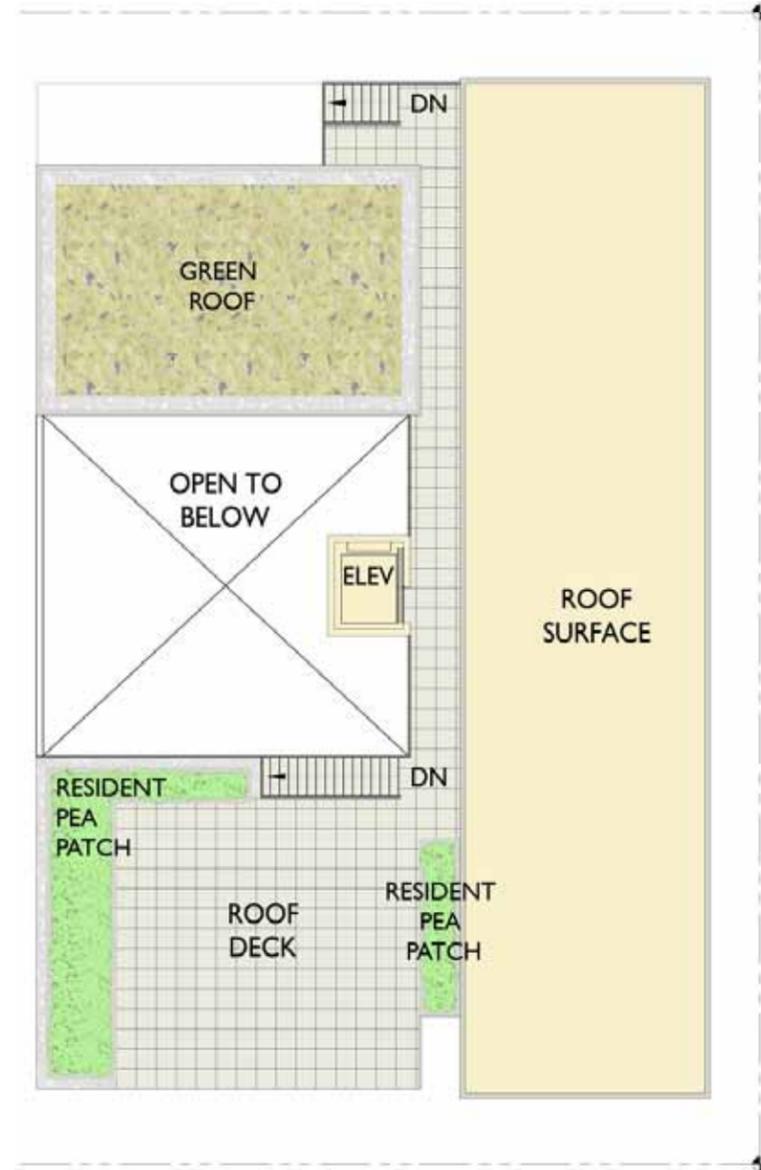
- Larger building footprint and great ground disturbance.
- Unenclosed parking.



PRELIMINARY LANDSCAPE DESIGN CONCEPT (Based upon the preferred option)



GROUND LEVEL PLAN



ROOF PLAN

LANDSCAPE DESIGN STRATEGY

The proposed landscape design palette consists of traditional native and ornamental broadleaf evergreen shrubs, grasses, and herbaceous perennials to ensure year-round changing color and interest.

Street trees will be provided in the public right-of-way within the existing planter strip.

The building entry and street level landscape will be highlighted with a lively mix of colorful plant and flowering species. Native ground covers rather than turf will provide a low-maintenance and attractive building perimeter.

LANDSCAPE DESIGN GOALS:

- Provide an attractive living environment for residents.
- Enhance the building's setting and relationship to it's neighbors.
- Enhance the public experience along 7th Avenue NE.
- Comply with Green Factor requirements.



CREEPING MAHONIA



LEATHER LEAF MAHONIA



SWORD FERN



JAPANESE MAPLE



DAPHNE



DEER FERN



K FOESTER



PIERIS



VINCA

DESIGN GUIDELINE PRIORITIES

A-1 RESPOND TO SITE CHARACTERISTICS:

NA - Project does not face the Burke Gilman Trail or occur on a mixed-use corridor.

A-2 STREETScape COMPATIBILITY:

Shadow impacts on neighboring properties will be reduced by partially holding the building mass away from the west property line, limiting the building width on the north property line and maintaining building frontage along NE 7th Avenue towards the east.

A-3 ENTRANCES VISIBLE FROM THE STREET:

The proposed project does not include storefront entries as it does not occur on a mixed-use corridor. It is anticipated that one walkway will serve a single residential lobby entrance.

A-4 HUMAN ACTIVITY:

NA - Project does not occur on a mixed-use corridor.

A-5 RESPECT FOR ADJACENT SITES:

NA - Project is a lowrise project within a lowrise zone and surrounded by lowrise projects.

A-7 RESIDENTIAL OPEN SPACE:

All three of the proposed design options assume that the proposed structure will be set back from the front property line and that space will be landscaped to reinforce and enhance the quality of the existing streetscape.

The three options also proposed a ground related landscaped outdoor amenity space the will provide a pleasant outdoor common space for residents of the building to interact and enjoy the outdoors. It is assumed that additional landscaped outdoor amenity space will be provided on the roof of the building for common private use by the residents of the building.

A-8 PARKING AND VEHICULAR ACCESS:

NA - The proposed project does not include driveways. Design options 2 & 3 both propose limited parking stall which would be accessed directly from the rear alley without through site connection to the street. Parking stalls, when proposed, are located off the alley thus eliminating the impact of automobile driveways on the public sidewalk.

A-10 CORNER LOTS:

NA - Project does not occur on a corner lot.

B-1 HEIGHT, BULK, AND SCALE COMPATIBILITY:

Although not located in an impact area, the proposed project is by nature a low-rise project and intends to have a low-rise character.

Upon visual inspection of the surrounding projects, the proposed massing, façade height and facade length seem consistent with the existing adjacent structures.

C-1 ARCHITECTURAL CONTEXT:

As a low-rise project, the project intends to comply with Guideline 5 of this section although by nature of the massing and use of the proposed building, it is expected that the use of forms typical to common homes will not be appropriate. It is expected that the proposed building will include an increased amount of exterior glazing and design elements such as trim, mullions, operability, and sun protection will give the windows character. It is also expected that the opaque wall surfaces will be finished in a texture surface with varying levels of detail where materials transition to other materials. Roof elements will also provide a detailed contribution to the overall appearance of the building as well as help tie the design into the existing adjacent character.

C-4 EXTERIOR FINISH MATERIALS:

Although not selected at this time, it is expected that the exterior finish materials for the proposed project will be durable, attractive, and well detailed; specific materials will comply with the guidelines.

Due to the proposed project use and the specific site location, signage other than standard building name and addressing is not anticipated.

D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES:

NA - Proposed project does not occur on a mixed-use corridor.

D-4 DESIGN OF PARKING LOTS NEAR SIDEWALKS:

NA - Project does not propose a parking lot near public sidewalks.

D-5 VISUAL IMPACTS OF PARKING STRUCTURES:

NA - Project does not propose a parking structure.

E-3 LANDSCAPE DESIGN TO ADDRESS SPECIAL SITE CONDITIONS:

NA - Large trees do not occur on the site. It is anticipated that proposed trees will occur around the proposed structure and in the landscaped outdoor amenity spaces. New street trees are required and proposed. The project will also meet City of Seattle Green Factor requirements.

DESIGN GUIDELINE PRIORITIES SUMMARY

- **The proposed project intends to provide appropriately affordable apartments within the University Community.**
- **The project will increase the residential density of the specific site as recommended by the University Design Guidelines.**
- **The project further intends to not only fit in with its surroundings but to also provide a catalyst for future development in the area.**

REQUESTED ZONING DEPARTURES:

- #1 - 65% maximum combined façade length within 15' of a property line that is neither a rear lot line nor a street or alley lot line (Section 23.45.527).
- #2 - If provided, parking is to be totally enclosed within the same structure as the residential use (Section 23.45.510 FAR bonus).

DEPARTURE RATIONALE

Increasing the structure depth allows a similar development capacity to that shown in Option 1, but both alternate solutions mitigate the noise impact of Interstate 5 by rotating the primary residential windows away from the freeway.

Additionally, the landscaped outdoor amenity spaces created in the later options improve the character of the project and provide a better ground related amenity space for residents of the project. These generous outdoor amenity spaces are highly encouraged by the University Community Design Guidelines.

A deeper building also allows us to provide a more comfortable and interesting exterior walkway. These walkways create an opportunity for light and fresh air to be introduced into all units from both sides which creates a more desirable and healthy living environment. Additionally, the walkways set up the prospect for a unique social experience.

Design Option 3 (C-Shaped Building) proposes to rotate the residential unit windows away from the freeway noise and towards the south to take advantage of better solar exposure which will in turn provide a better living environment.

The parking requirement within a Urban Center Village is 'no minimum required'. Design Options 2 and 3 both propose 9 parking stalls in addition to the minimum required; one of these stalls being an accessible van stall. Providing unenclosed parking allows the project to provide a parking opportunity without impacting the residential character along 7th Avenue NE.

SUMMARY

- **The proposed design will provide an affordable apartment solution in the University District Northwest (Urban Center Village).**
- **Adequate secure bicycle storage and proximity to the Burke Gilman trail will encourage bicycle usage as an alternate means of transportation.**
- **The proposed landscaped outdoor amenity spaces and assumed roof terraces will provide a great place for residents to interact and enjoy the outdoors.**
- **Turning units away from the freeway will reduce the noise impact of Interstate 5 on the resident environment.**
- **Turning units toward the south will increase the solar exposure for those units.**
- **This proposed project will incorporate green design and take advantage of the permitted FAR bonus.**

ZONING DEPARTURES	OPTION 1	OPTION 2	OPTION 3
Section 23.45.527		X	X
Section 23.45.510		X	X

RECENT TRIAD PROJECTS



TRIO - BELLTOWN



NOMA - BALLARD



PIER 70 - SEATTLE



REGATA - WALLINGFORD



DWELL - ROOSEVELT



POINT EDWARDS - EDMONDS



CIVIC SQUARE - SEATTLE





WESTLAKE VILLAGE



222 VIEW APARTMENTS



CHELAN RESORT SUITES



THE DAKOTA



SALVEO - LEED H PLATINUM



H2O APARTMENTS - LEED H MIDRISE PILOT GOLD TARGET



BROADSTONE KOI APARTMENTS - LEED NC CERTIFIED TARGET



OLIVEWAY MIXED-USE APARTMENTS - LEED NC SILVER TARGET



MIST APARTMENTS - LEED NC SILVER TARGET

TRIAD - UNIVERSITY DISTRICT
4029 & 4033 7th Avenue NE DPD #3012615