

playhouse.design.group
1916 23RD AVE SOUTH, SEATTLE WA



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PROJECT INFORMATION

ADDRESS: 1436 NW 62nd Street / Seattle 98107
 DPD #: 3015381
 OWNER: Vitaliy Afichuk
 APPLICANT: Playhouse Design Group
 CONTACT: Kim Shipley

PROJECT PROGRAM

BUILDING TYPE: Apartments
 UNIT COUNT: 27
 UNIT SIZES: 224 sf - 428 sf
 ABOVE-GROUND STORIES: 4
 PARKING STALLS: 0
 APPROX FAR: 9,950 sf (higher FAR of 2.0 used)
 LOT SIZE: 5,000 sf

PROJECT OBJECTIVES

The proposed objective is to construct an apartment building with 4 above-ground stories plus a basement for laundry and storage. The intent is to provide affordable studio apartments in the Ballard neighborhood where rents are currently skyrocketing. The project will encourage alternate means of transportation by providing secured bicycle storage and an option for off-street scooter parking. The intended market will be those who are community- and socially-oriented, both young and old, who choose to live simply and with minimal possessions.





ZONING ANALYSIS

The site is located in an LR-3 zone, one lot away from a neighborhood commercial area (NC3-40). It is in the Ballard Hub Urban Village and a frequent transit area, therefore no parking is required.

There will be views towards the Southwest to the Southeast of the site from the upper floors and roof deck.

CODE REFERENCE

- SMC 23.45.510 - FAR
Higher FAR of 2.0 allowed for apartments
- SMC 23.45.514 - Structure Height
40'-0" for apartments in Urban Village & Frequent Transit areas using higher FAR
- SMC 23.45.512 - Density limits
No limit for buildings using higher FAR
- SMC 23.45.518 - Setbacks and Separations
5'-0" min front, 15'-0" min rear, 7'-0" avg/5'-0" min sides
- SMC 23.45.527 - Facade Length
Facade length - up to 65% within 15' of lot line
- SMC 23.54.030 - Parking space standards
medium space: 8'-0" x 16'-0", scooter-only parking not addressed

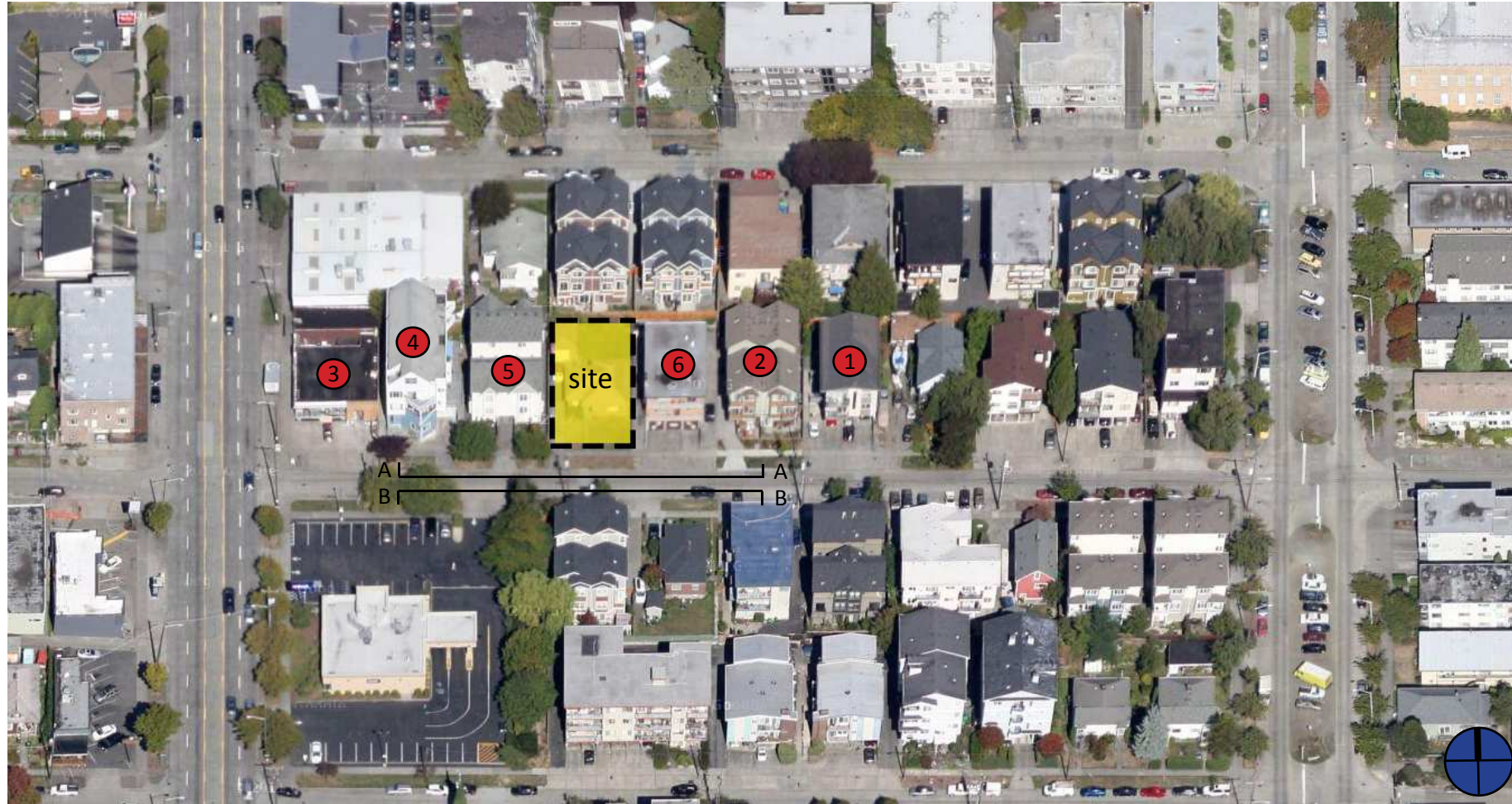
PUBLIC TRANSPORTATION

The project is located in an area with access to several public transit routes. It is less than half a block from a stop on the Rapid Ride transit line that connects Downtown, Ballard, & North Beach. A transfer stop for frequent service running East-West is a third of a mile South of the site. It is also within walking distance of the main commercial areas of Ballard.



- Frequent all-day service
- Rapid Ride line and stop





VICINITY MAP



1 apartments built in 1970



2 townhouses built in 2006



3 commercial/retail



4 commercial & apartments built in 1991



5 townhomes built in 1998



6 apartments built in 1961





AA - PANORAMA LOOKING NORTH



BB - PANORAMA LOOKING SOUTH





EXISTING SITE



LOOKING EAST ON NW 62ND STREET



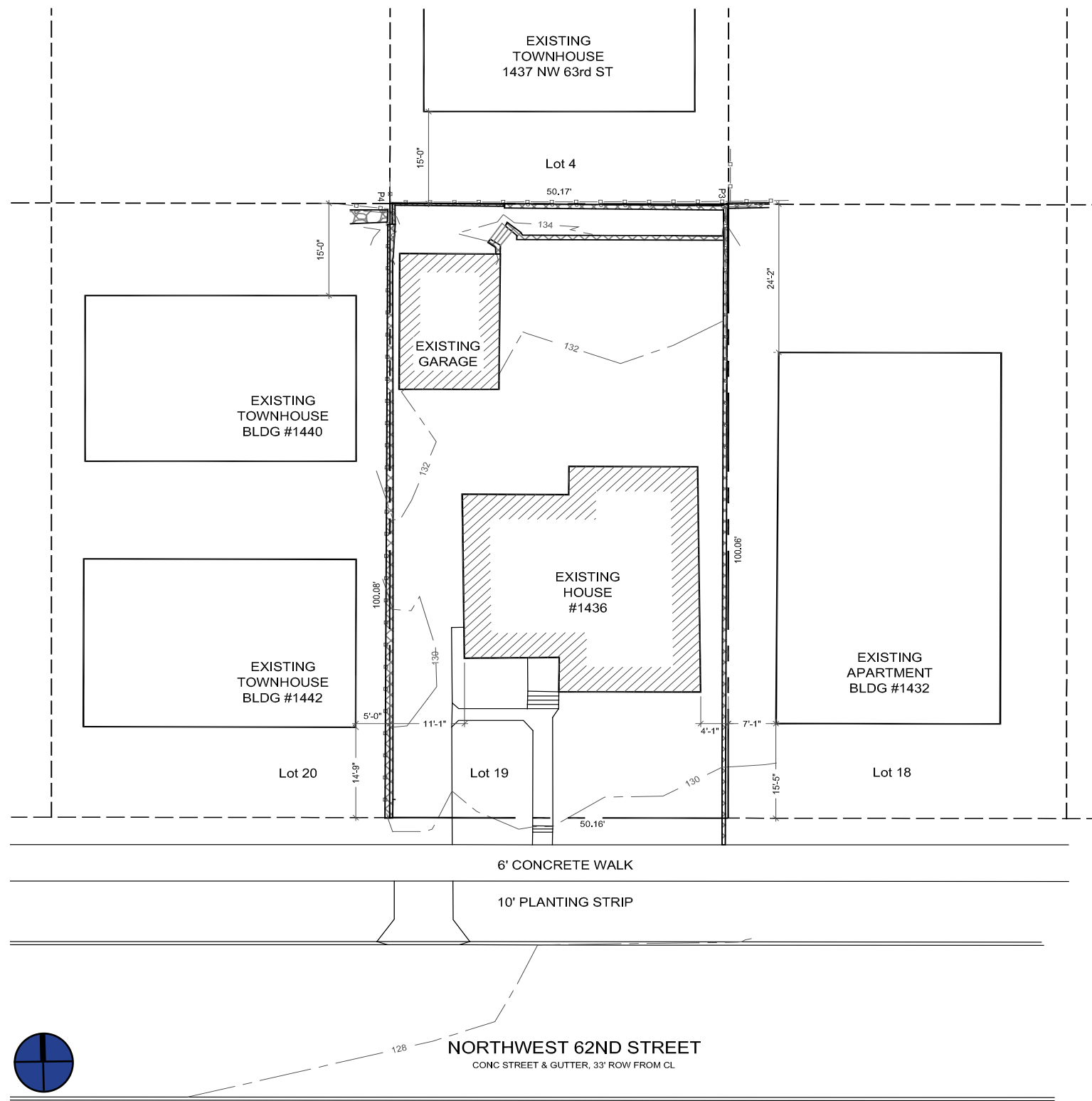
LOOKING WEST ON NW 62ND STREET

NEIGHBORHOOD DESCRIPTION

The site is surrounded mainly by a mixture of townhomes with auto-courts built in the last 10 years and apartment buildings constructed in the 1960s & 1970s. Those apartment buildings are vehicle-oriented with open carports or garages on the street level facade, a popular design style of that era, which Seattle's land use code no longer supports.

Less than half a block to the West lies 15th Avenue NW, an arterial street with various commercial uses. The Metro bus line runs frequently along this corridor.





SUBJECT PROPERTY



NORTH NEIGHBOR



EAST NEIGHBOR



EAST NEIGHBOR



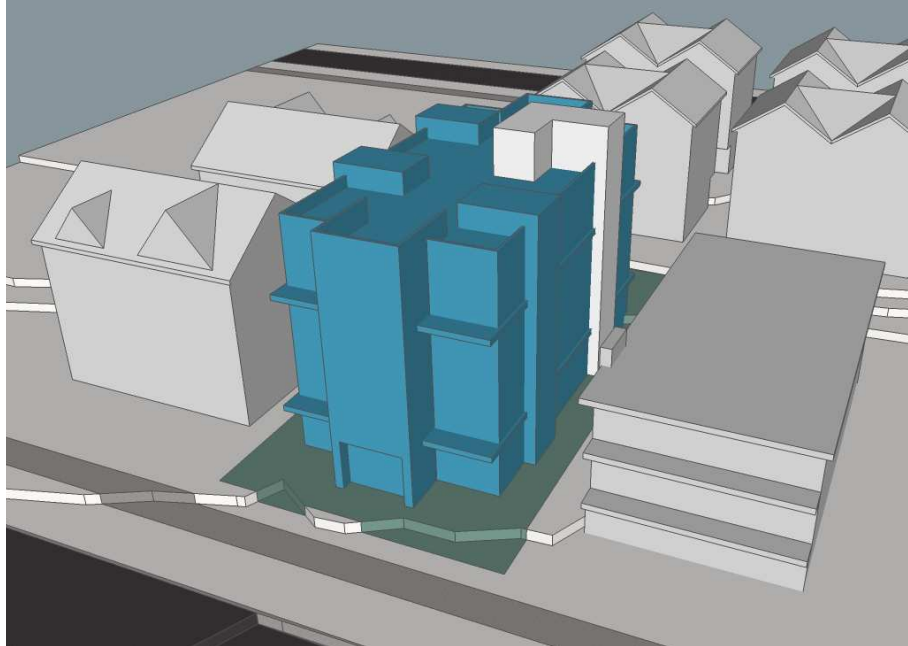
WEST NEIGHBOR



WEST NEIGHBOR

EXISTING SITE PLAN





OPTION ONE | CODE COMPLIANT

- Symmetrical, traditional facade
- Front setback = 6'-0", rear setback = 15'-0", sides = 7'-0"
- Building facade length = 65'-0" within 15' of the side lot line
- Building mass is set forward on the site, creating a larger amenity space in rear & small amenity in front
- Proposed bicycle/scooter parking in front of building

DEPARTURES REQUESTED

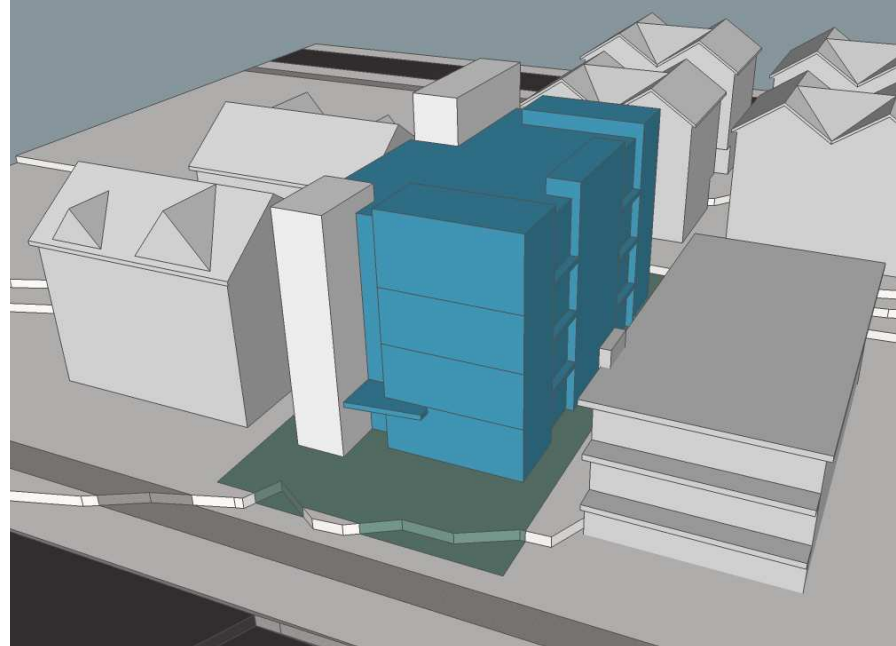
- None

PROS

- Generous common entry lounge has a visual connection to the front amenity space and view of the street
- More distance from North neighbors

CONS

- Front facade sticks out further than both adjacent neighbors
- Amenity in rear at North property line will not get as much sunlight and noise could be bothersome to the North neighbors



OPTION TWO

- Asymmetrical, modern facade
- Front setback = 14'-1", rear setback = 12'-0", sides = 5'-11" & 5'-4"
- Building facade = 74'-0" along West property line, 68'-8" @ East
- Building mass is set back on the site, creating a larger amenity space in front & small amenity in rear
- Proposed covered parking for scooters along the side of building

DEPARTURES REQUESTED

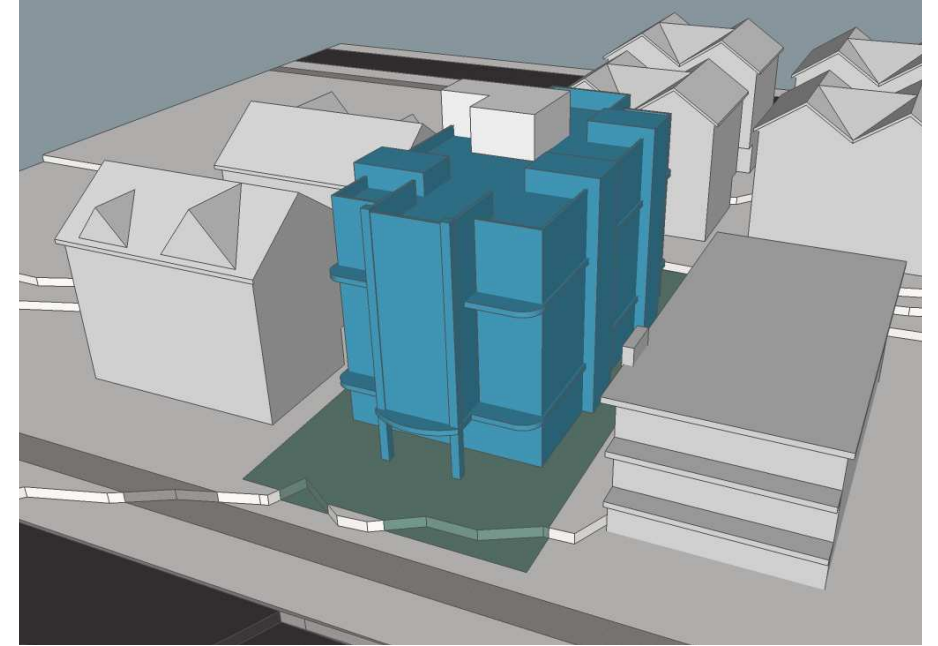
- Rear and side setbacks, facade length, 10' curb cut

PROS

- Large amenity space in the front of the building encourages interaction between residents and neighbors & gets a lot of sunlight
- Possible covered parking for scooters & bicycles
- Front facade in line with neighboring buildings
- Majority of units face East to get more light & views over the shorter of the neighboring buildings

CONS

- Common entry lounge faces West and lacks a view of the street
- Units are skinny and therefore have less exterior wall for bringing in light throughout the space
- Less distance from North neighbors
- Excavation will be required closer to the property line



OPTION THREE | PREFERRED

- Symmetrical, traditional facade
- Front setback = 13'-0", rear setback = 11'-1", sides = 7'-0"
- Building facade length is to code: 65'-0" within 15' of the side lot line
- Building mass is set back on the site, creating a larger amenity space in front & small amenity in rear
- Proposed bicycle/scooter parking in front of building

DEPARTURES REQUESTED

- Rear setback, 10' curb cut

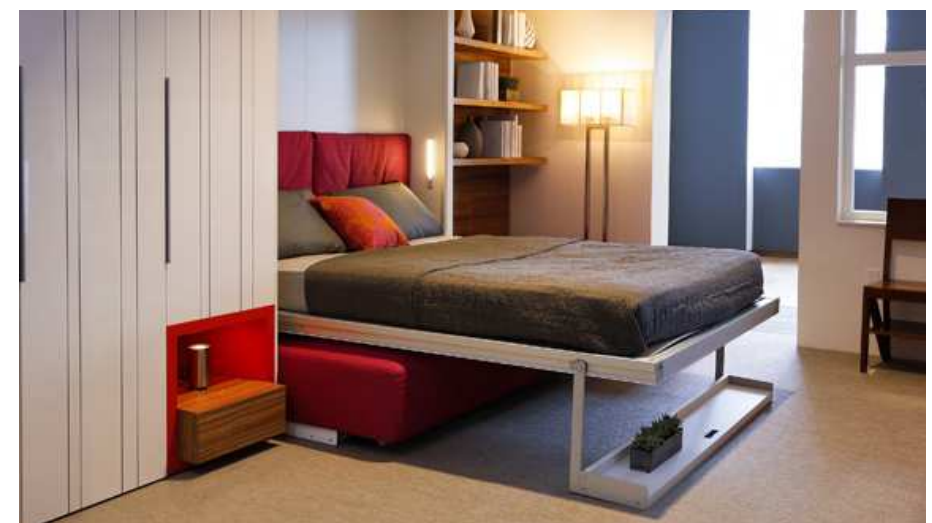
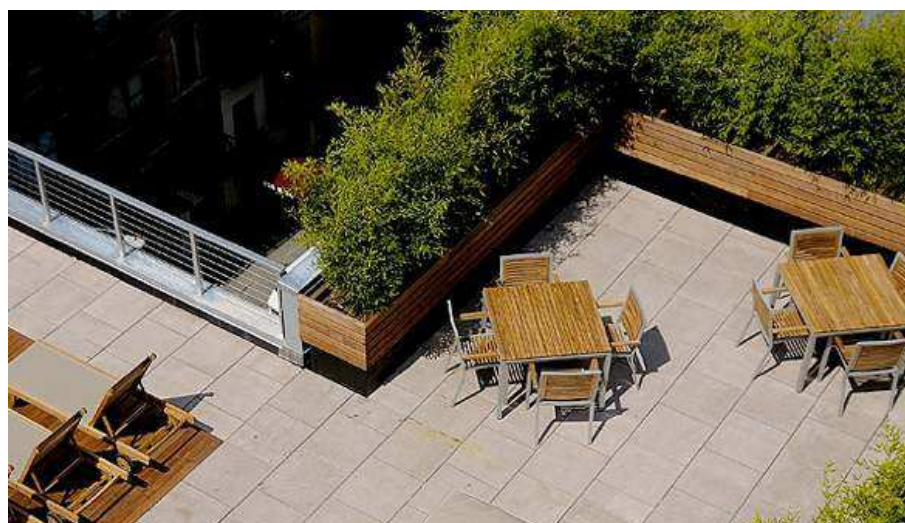
PROS

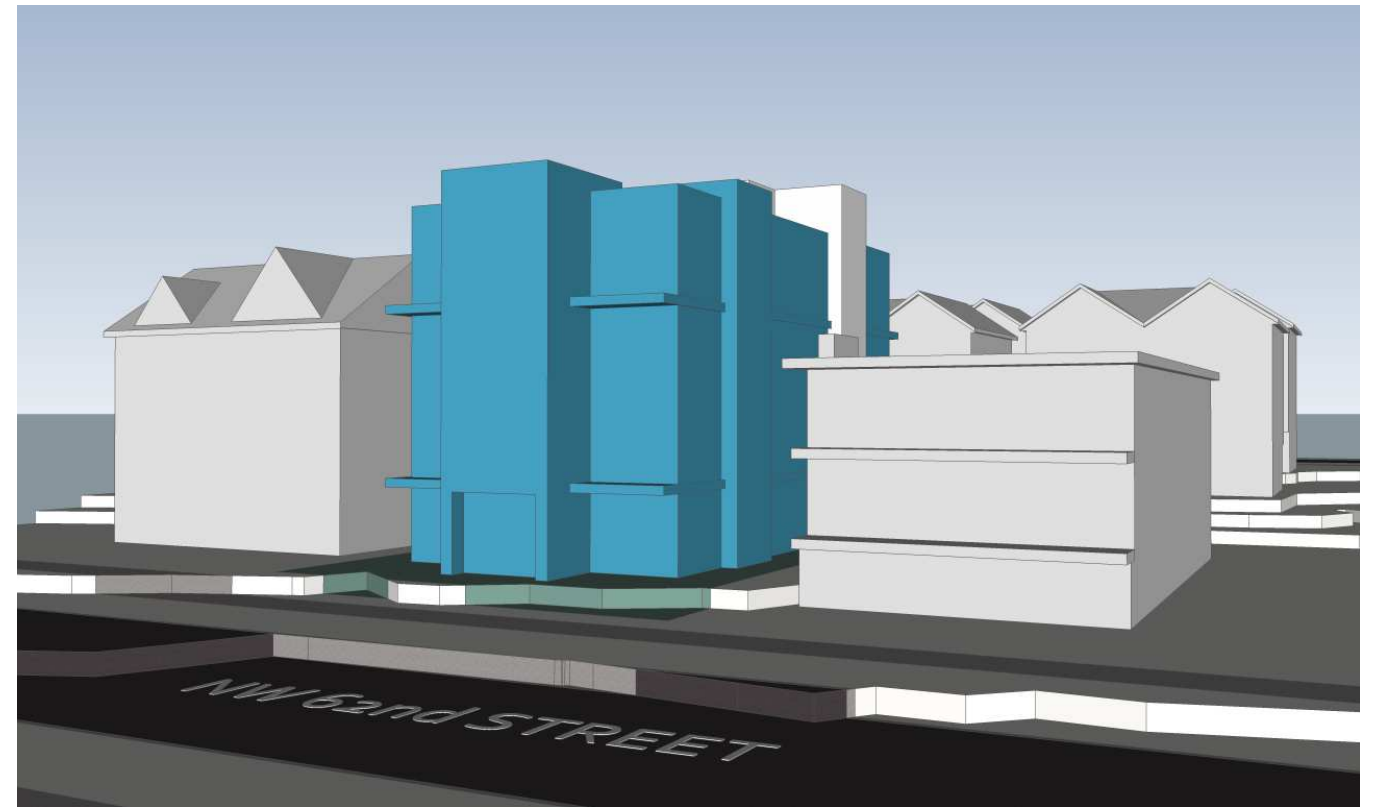
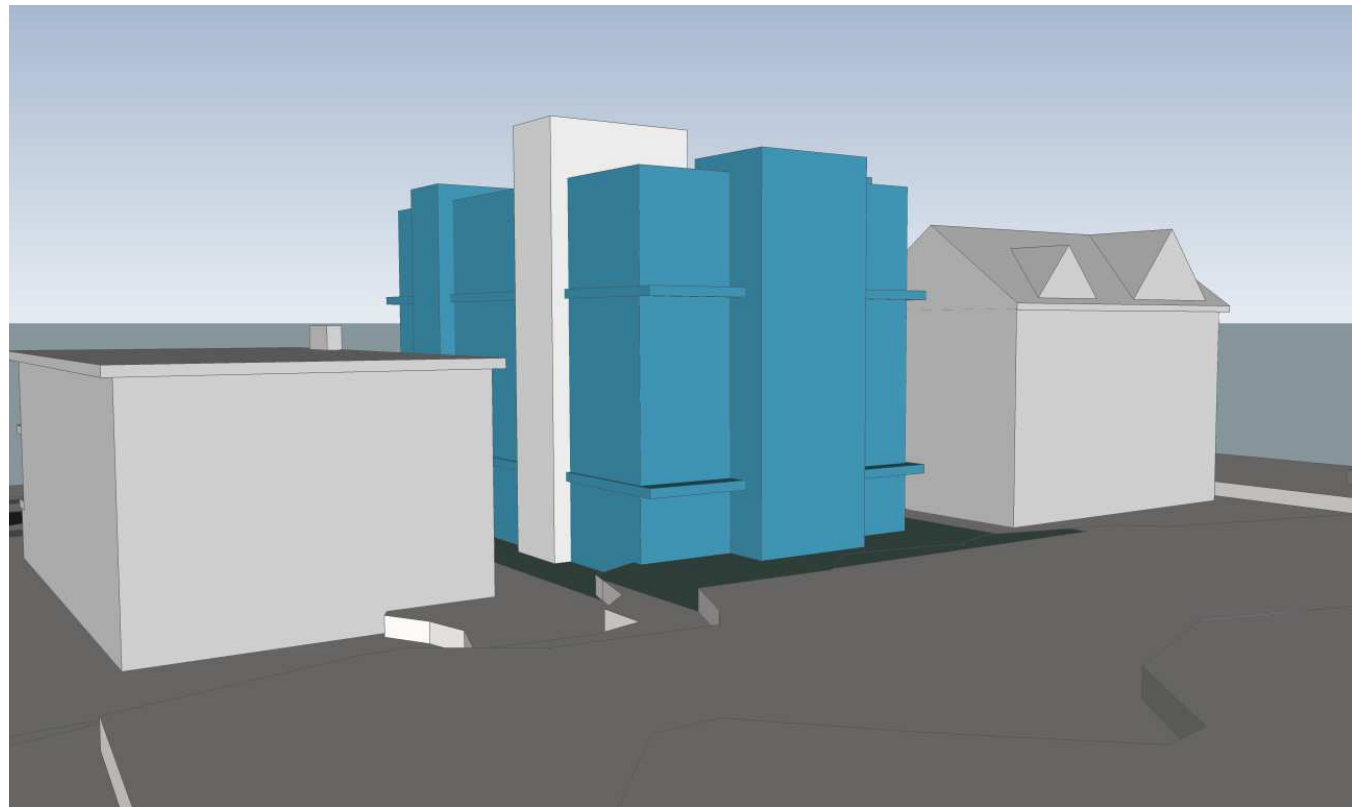
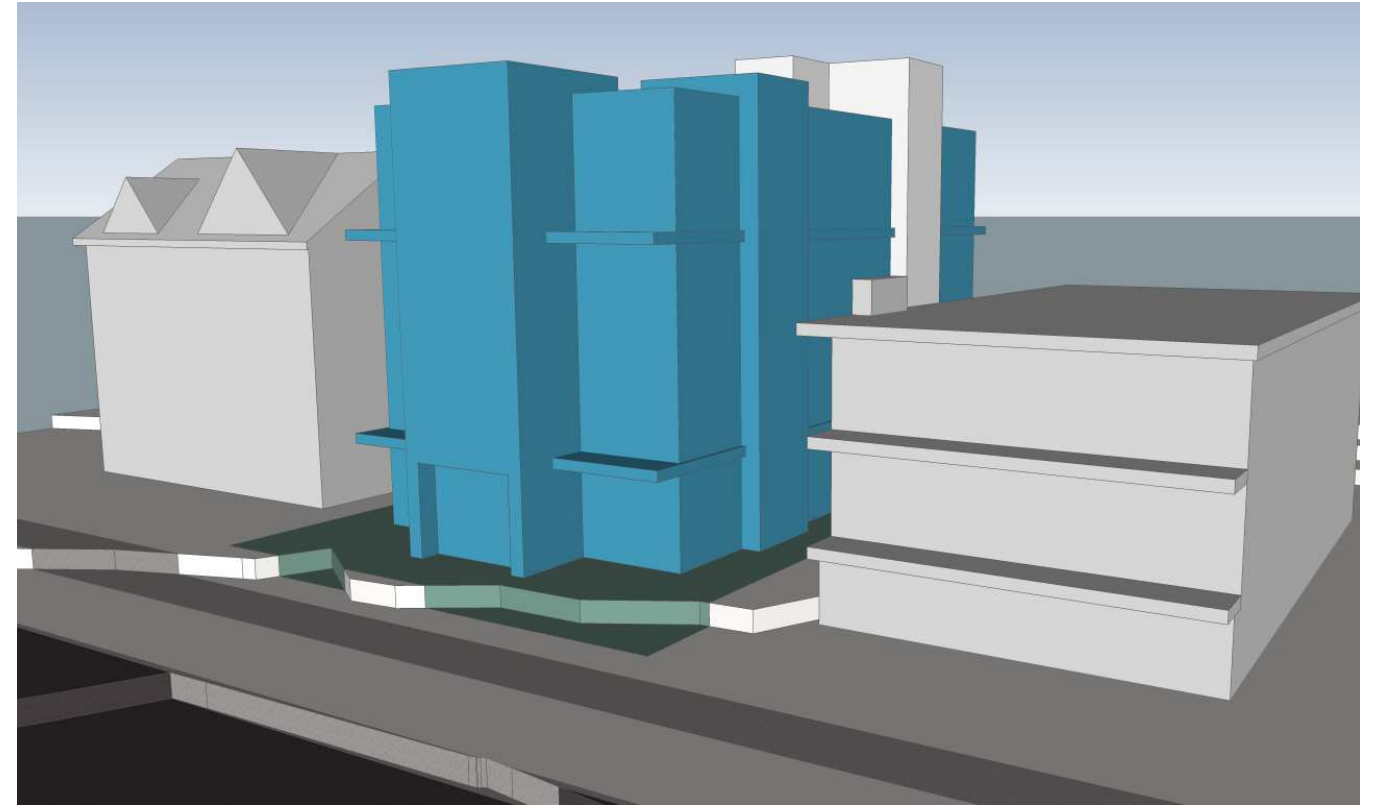
- Large amenity space in the front of the building encourages interaction between residents and neighbors & gets a lot of sunlight
- Common entry lounge has a visual connection to the front amenity space and view of the street
- Front facade is in line with neighboring buildings
- Large covered entry provides an outdoor area protected from weather where residents can linger

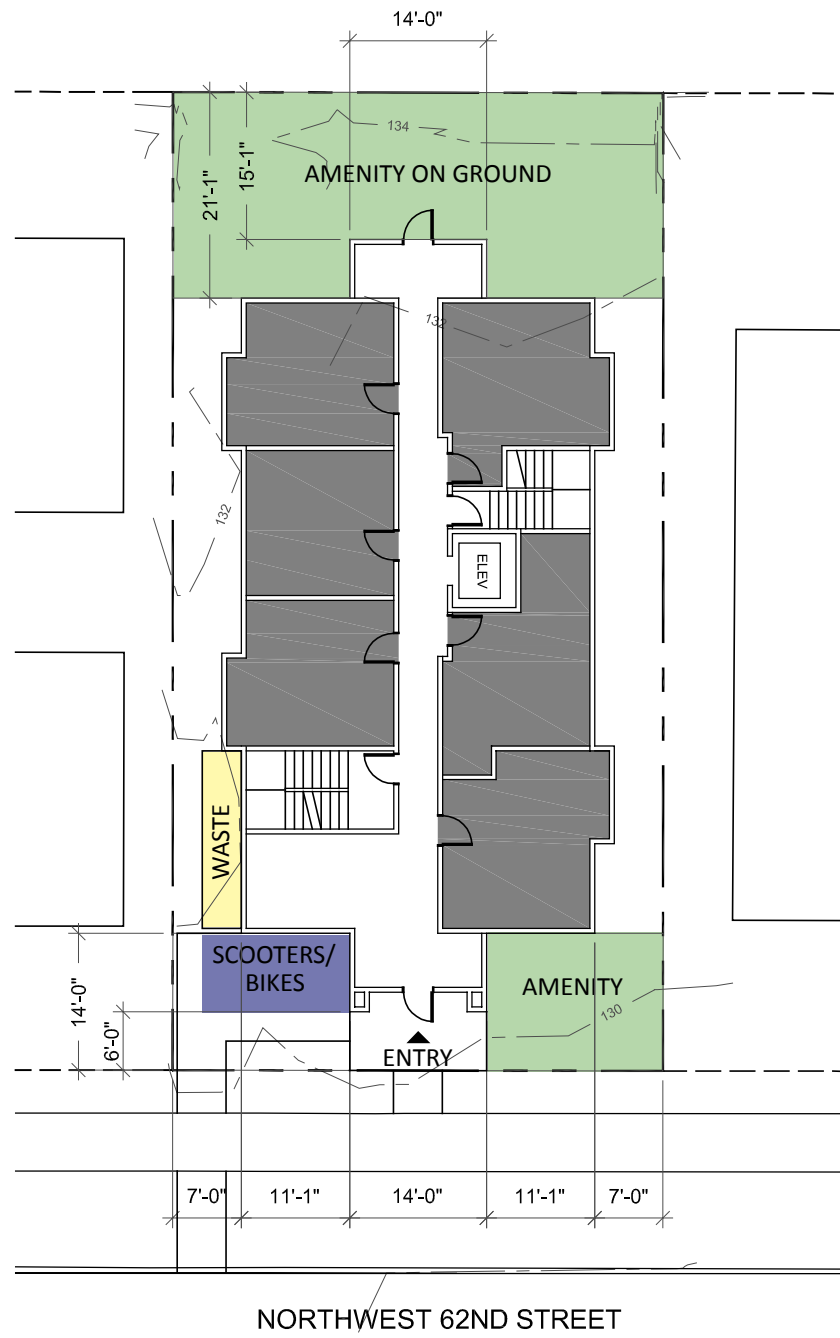
CONS

- Less distance from North neighbors



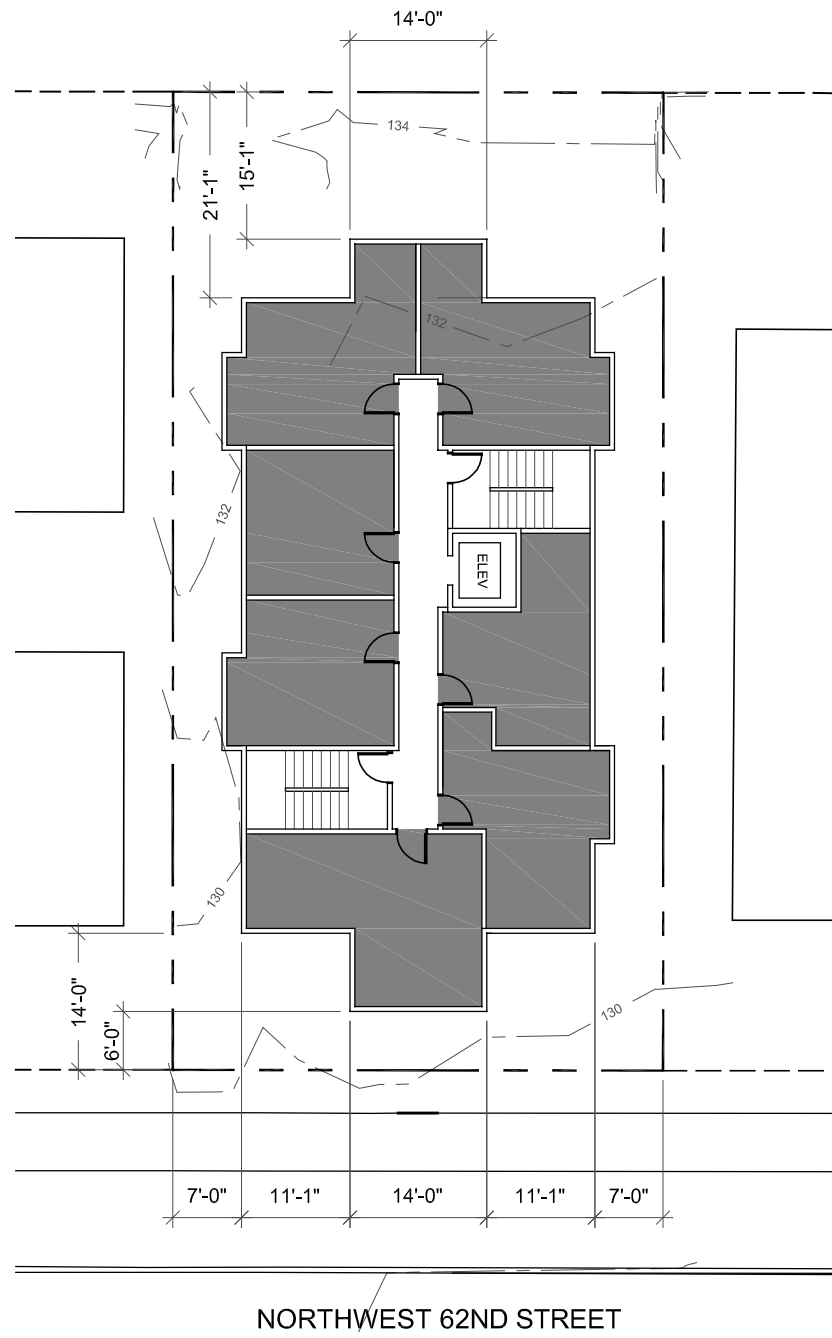




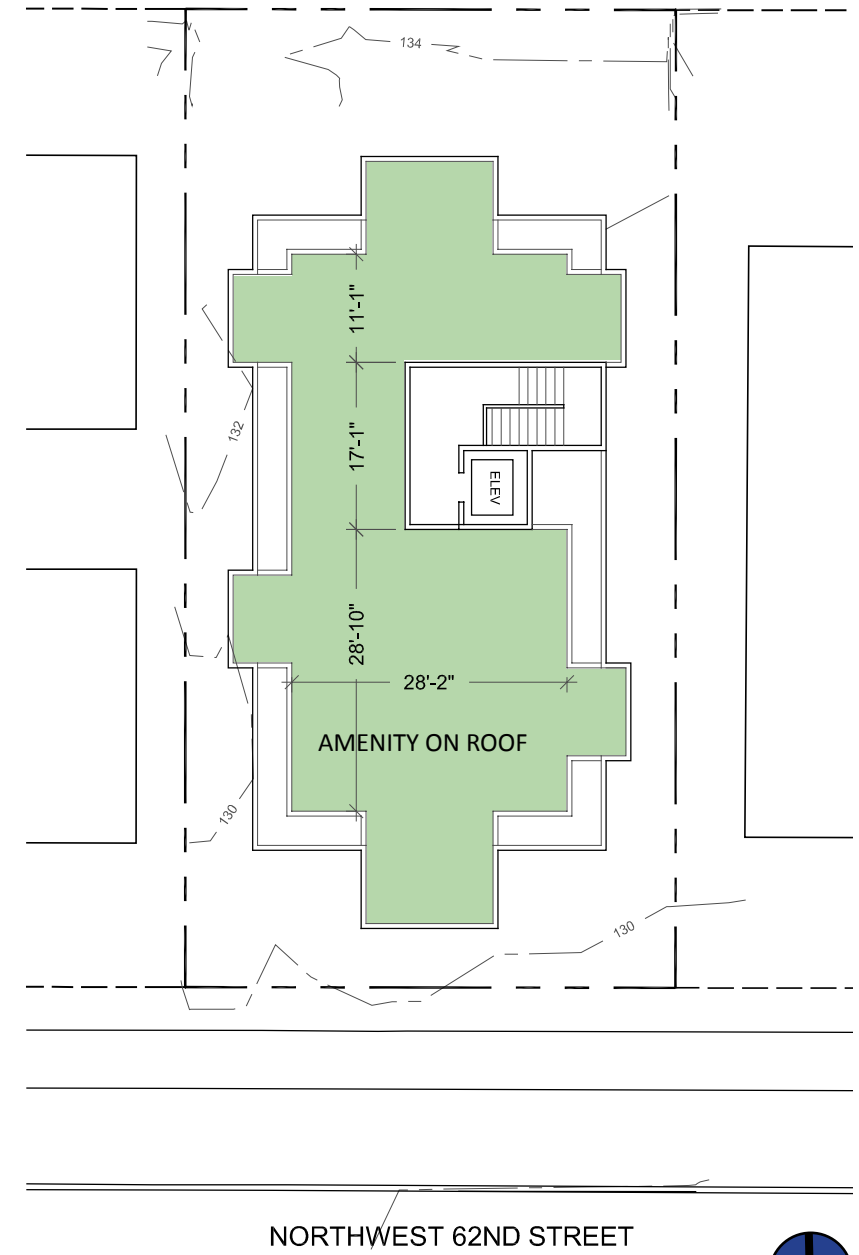


FIRST FLOOR

- Main facade setback = 14'-0", setback @ entry= 6'-0"
- Rear setback @ vestibule = 15'-0"
- Scooter & bicycle parking in front of building
- Solid waste & recycle in side setback near front



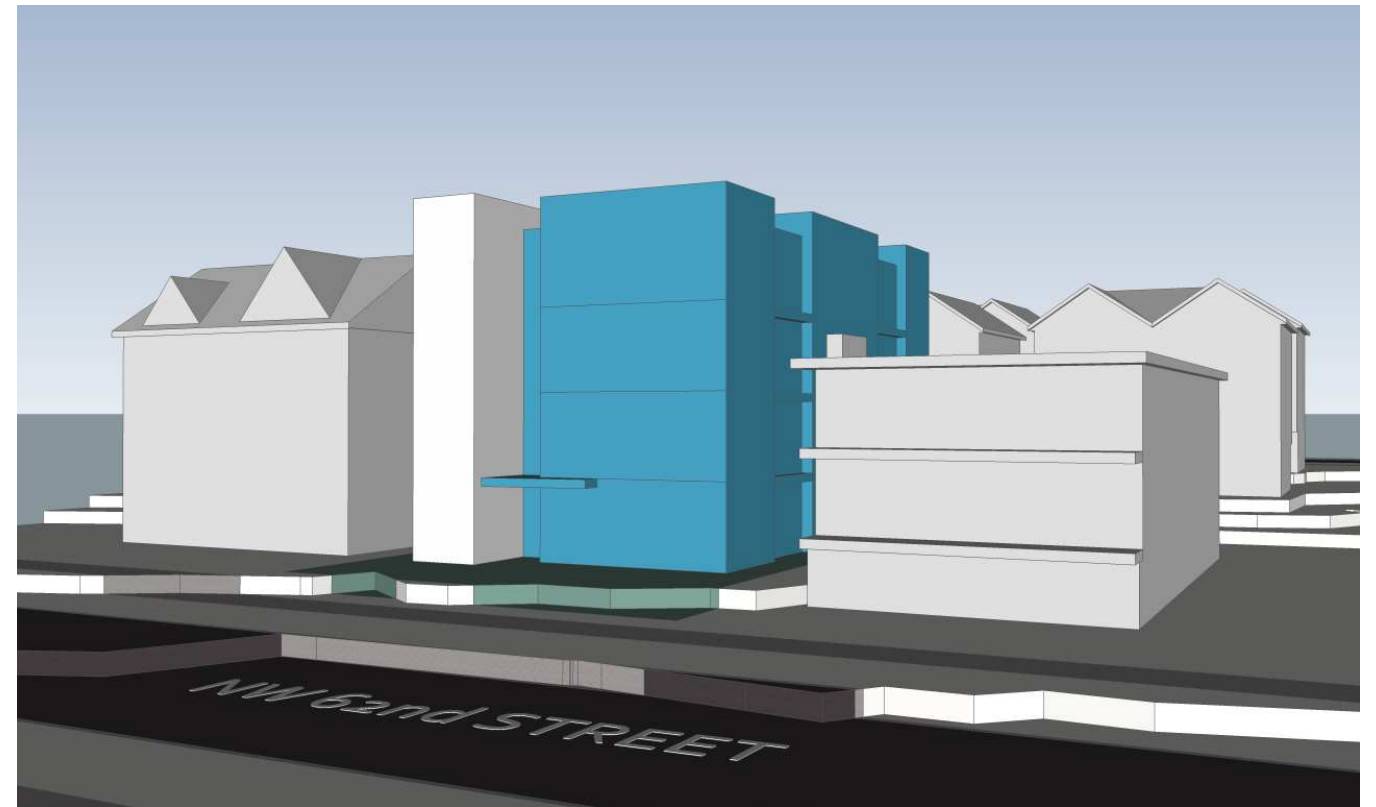
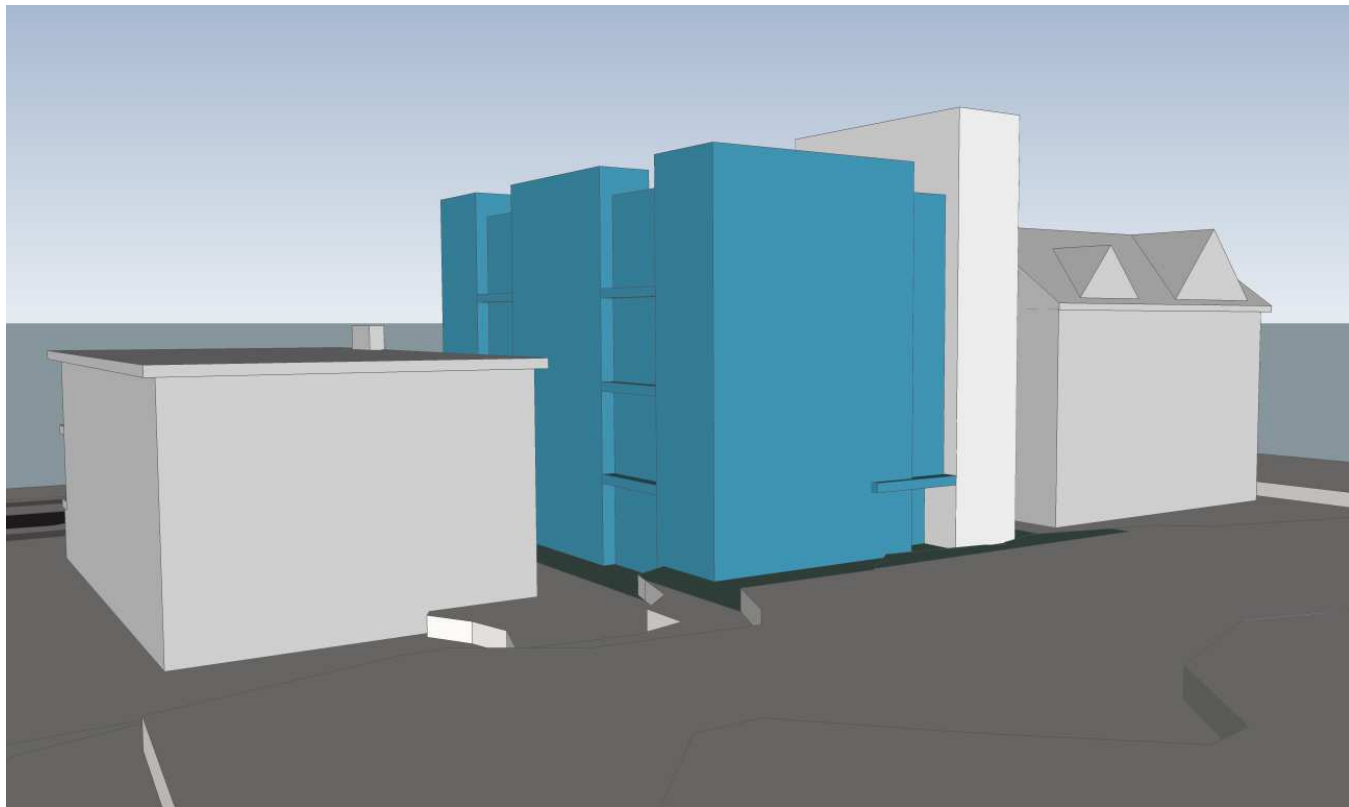
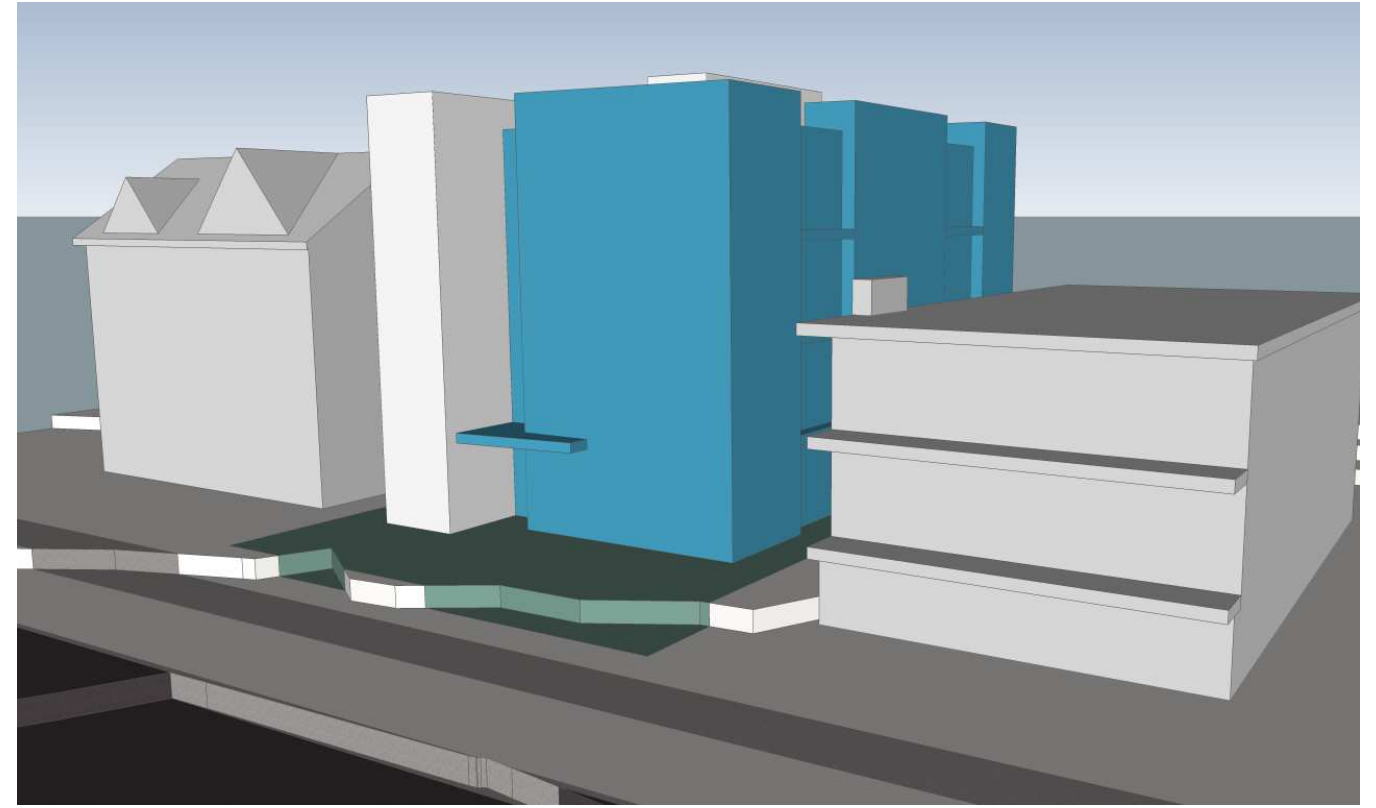
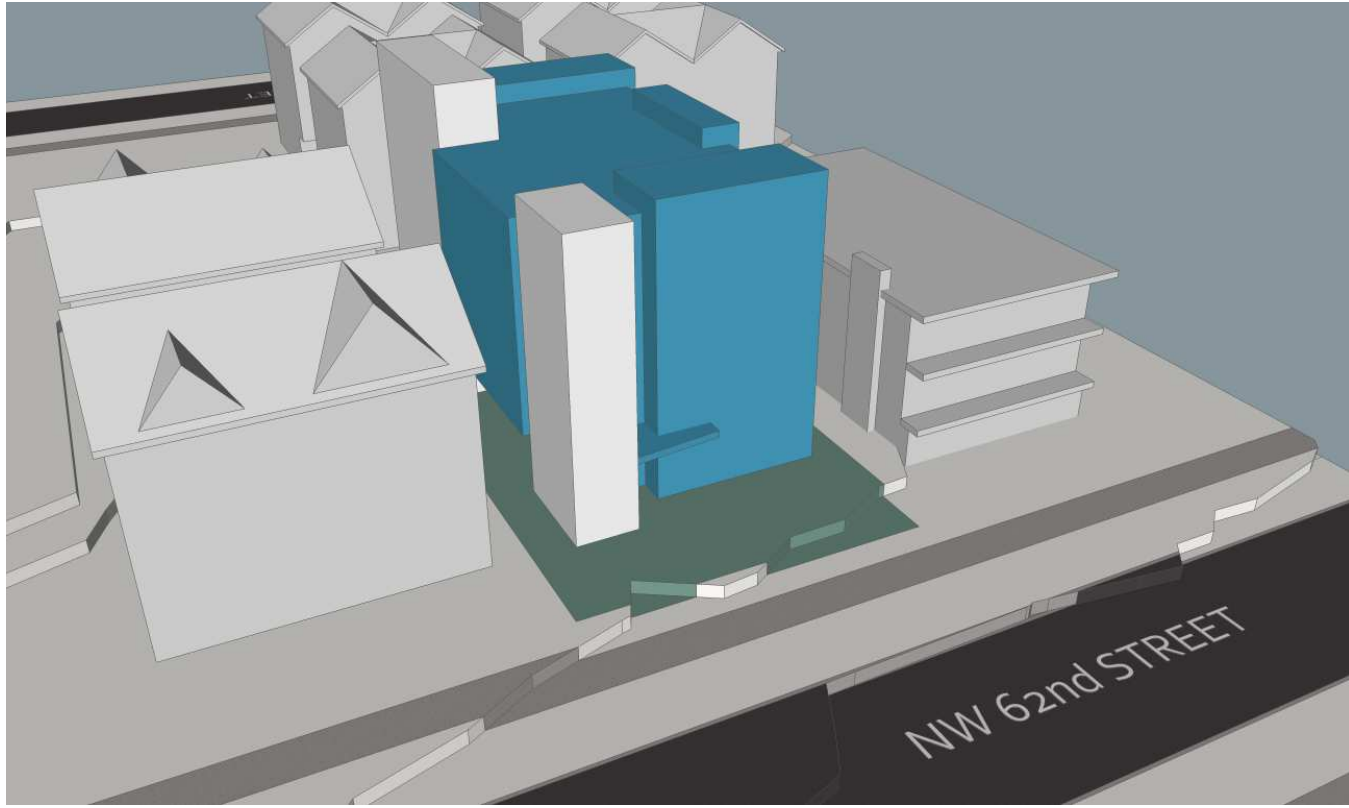
SECOND - FOURTH FLOORS

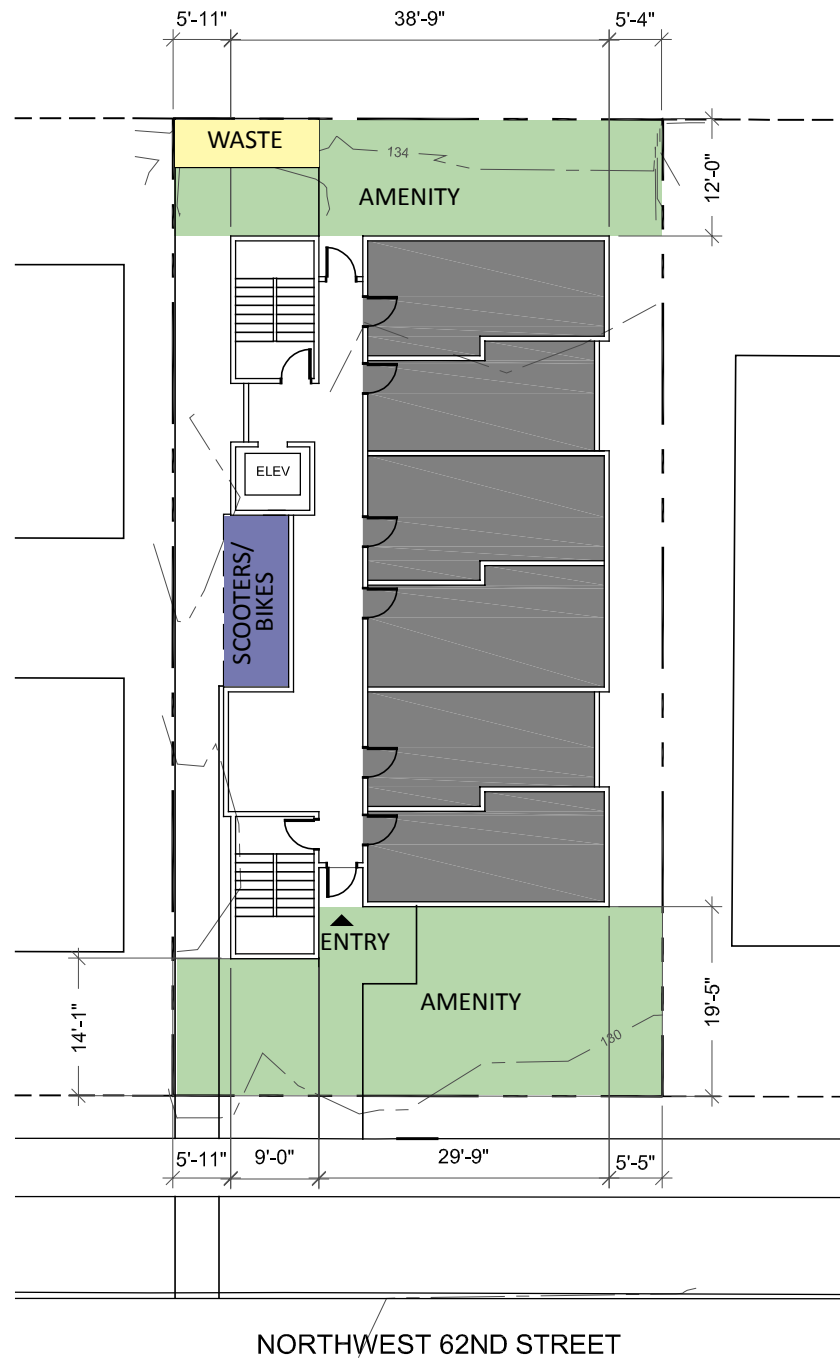


ROOF DECK

- 1800 sf +/- amenity space
- 360 sf +/- planting area

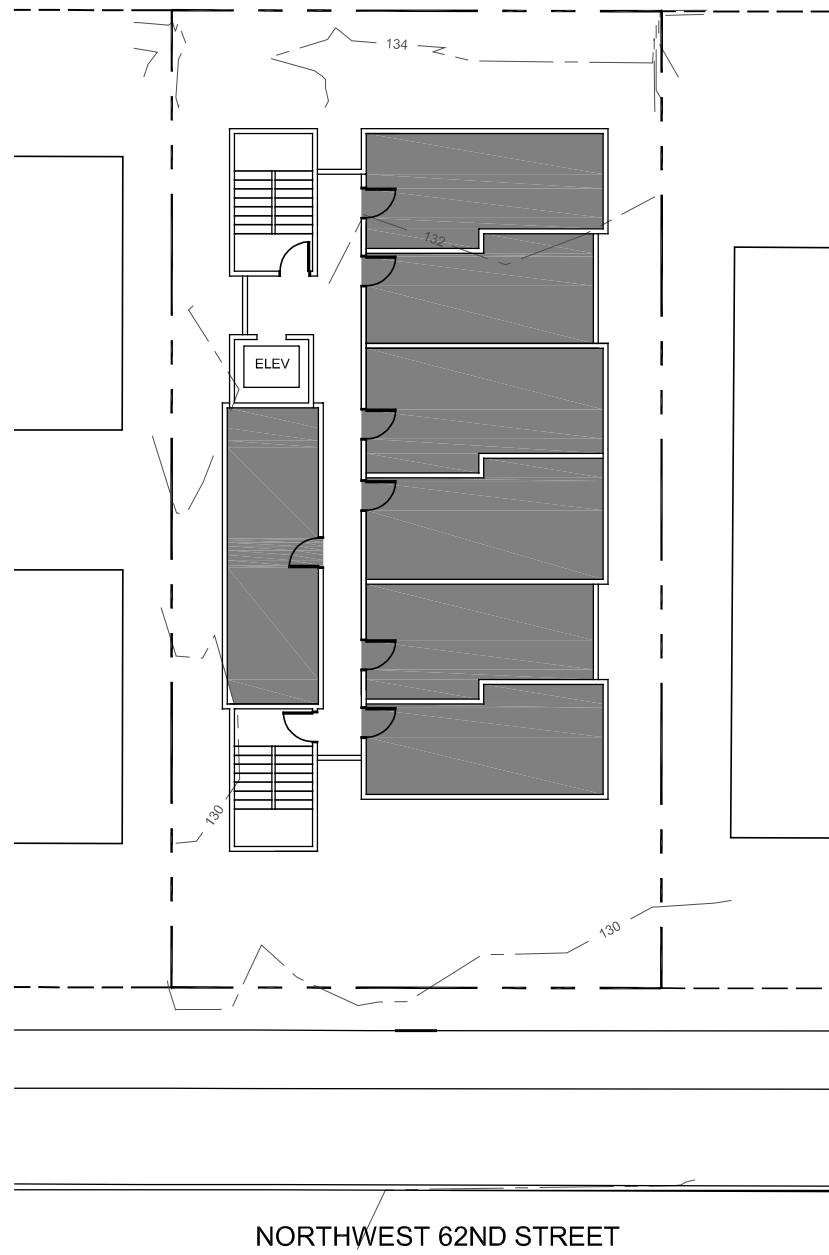




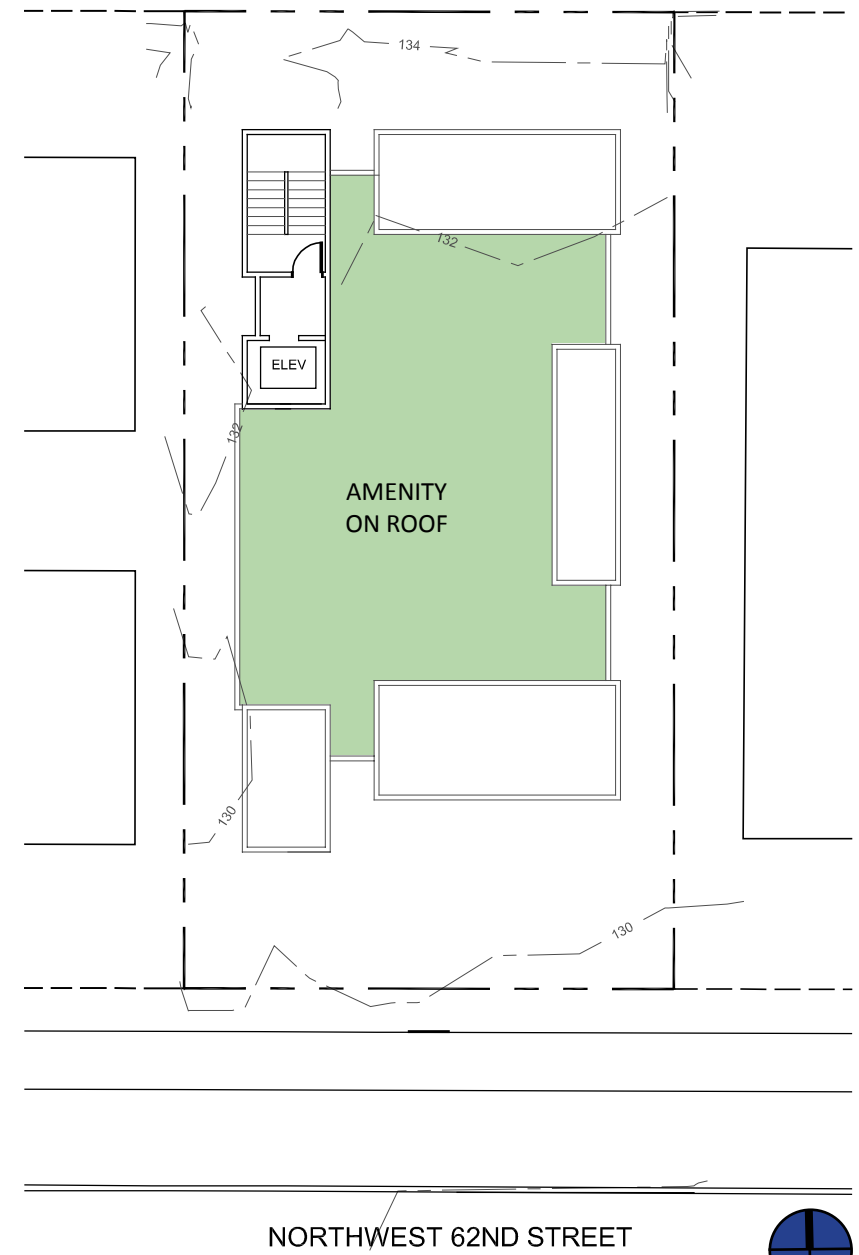


FIRST FLOOR

- Main facade setback = 19'-5", setback @ stair= 14'-1"
- Rear setback = 12'-0"
- Covered scooter & bicycle parking on side
- Solid waste & recycle in rear setback



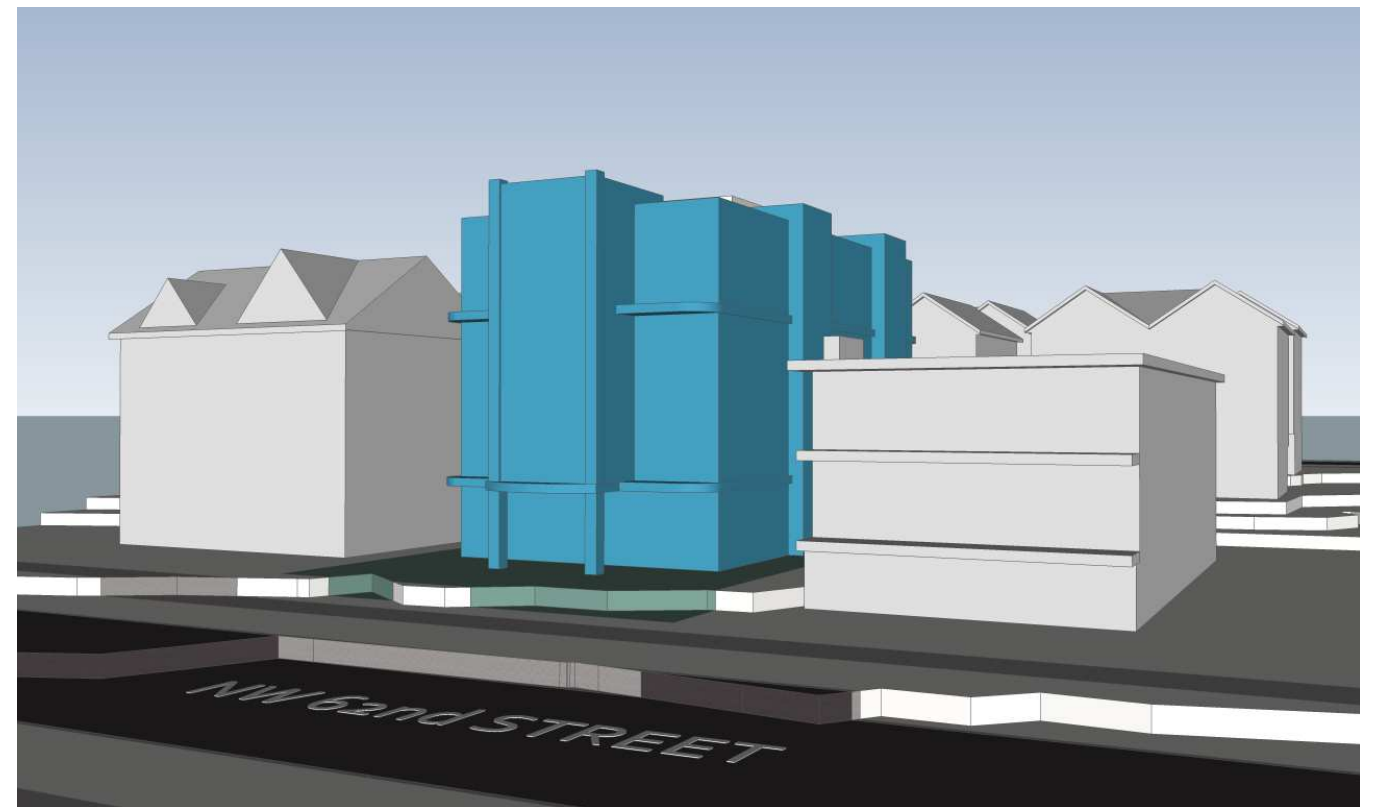
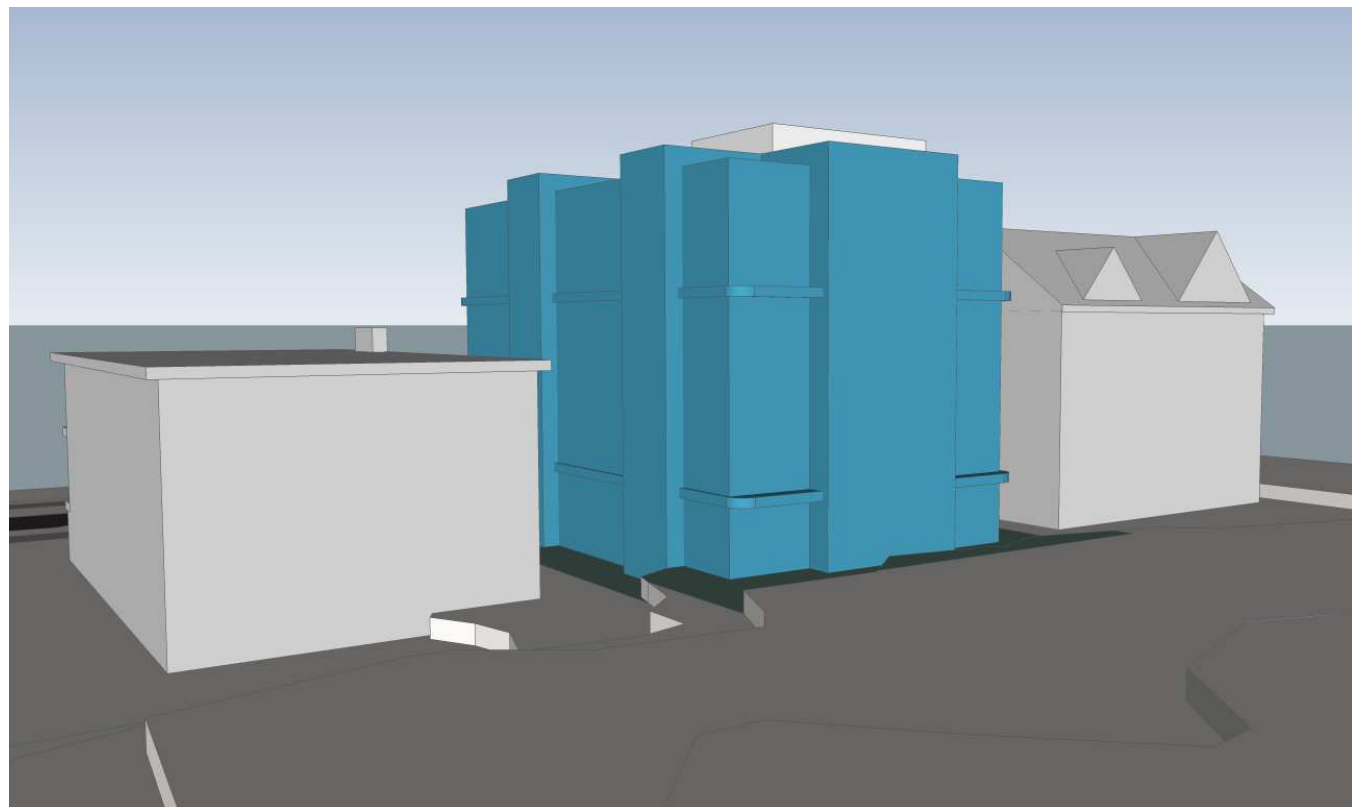
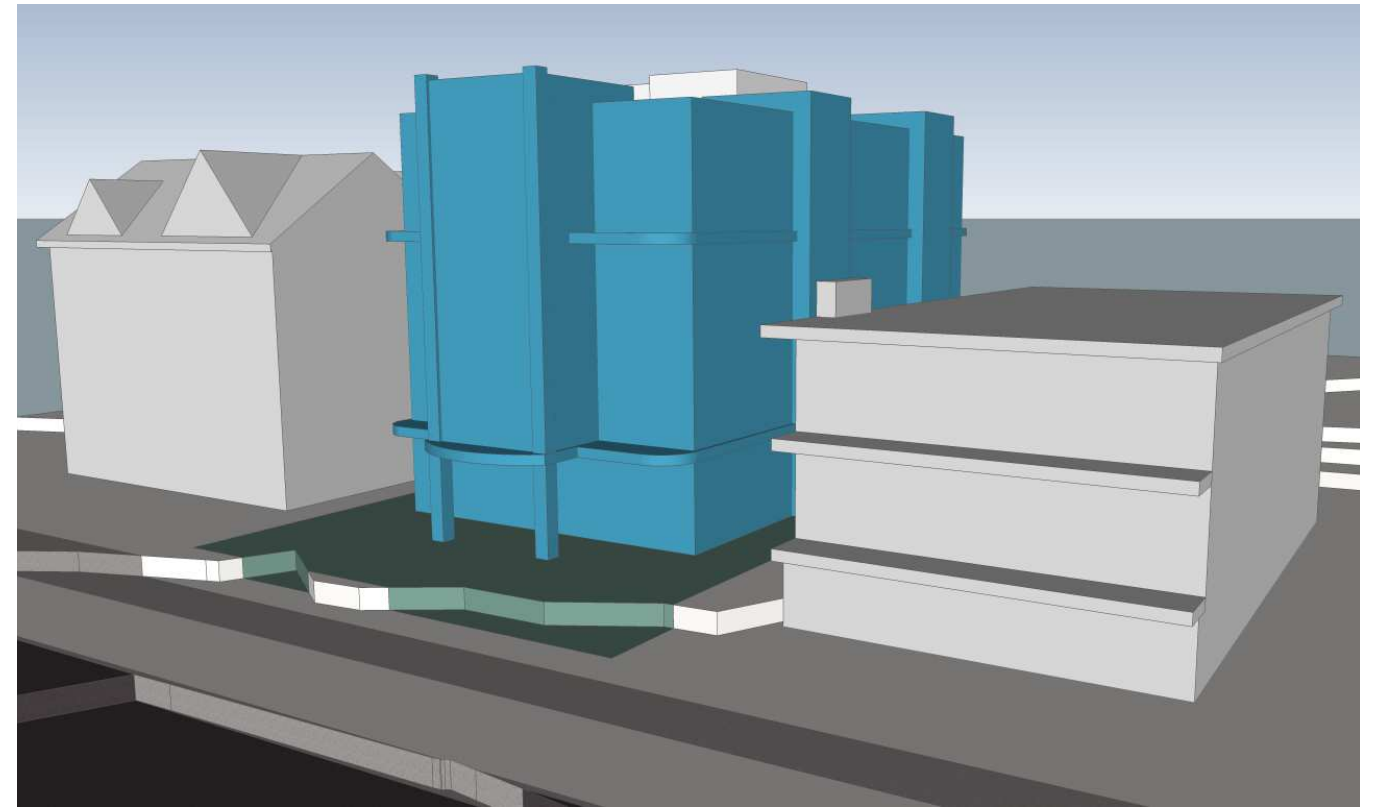
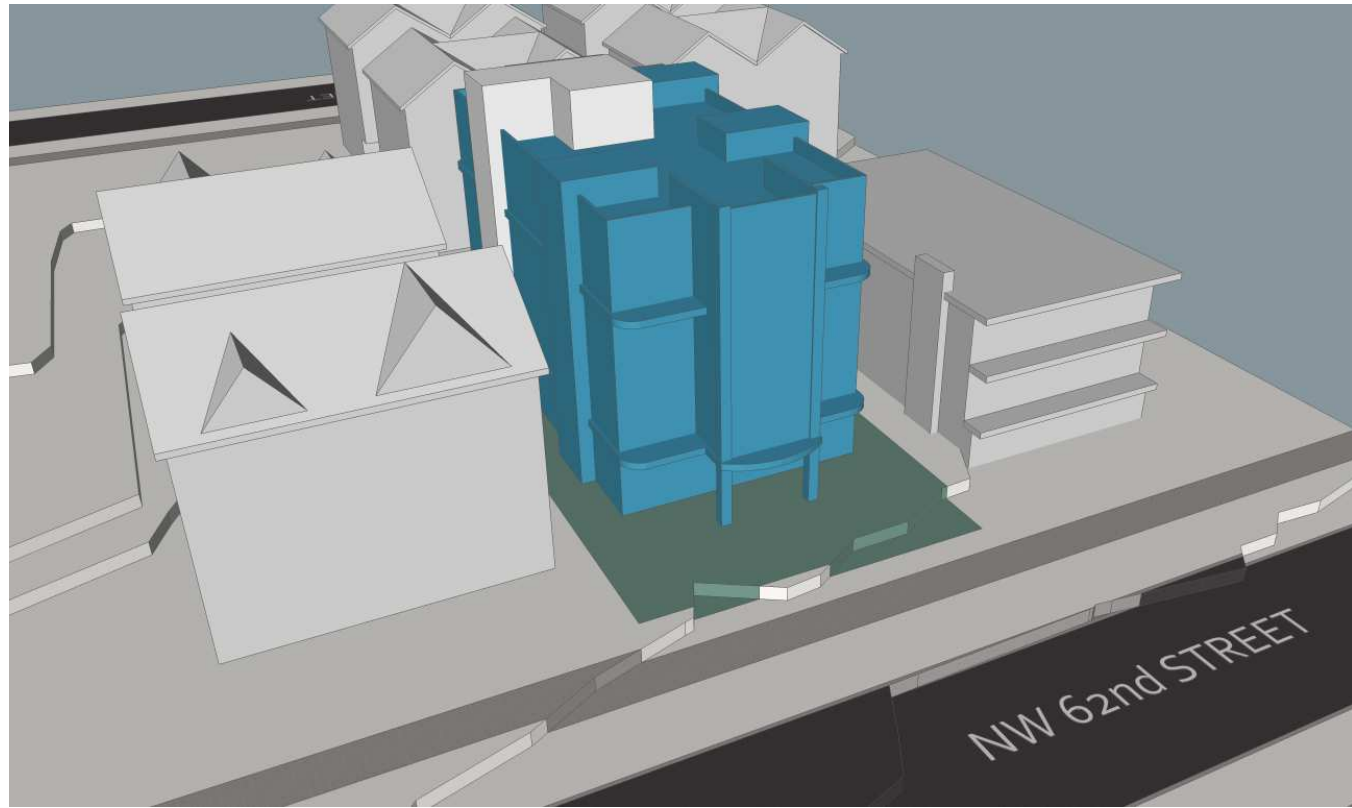
SECOND - FOURTH FLOORS

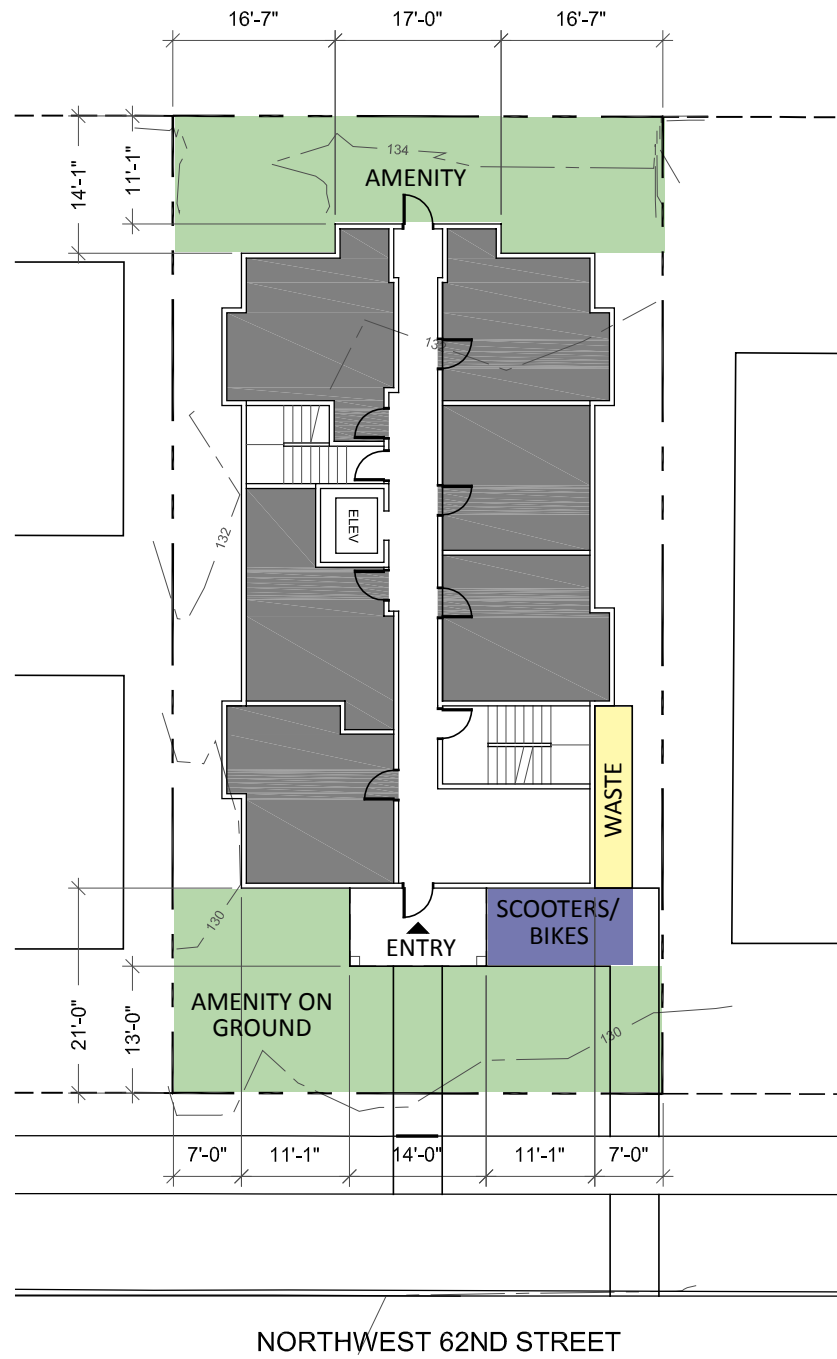


ROOF DECK

- 1500 sf +/- amenity space
- 490 sf +/- planting area

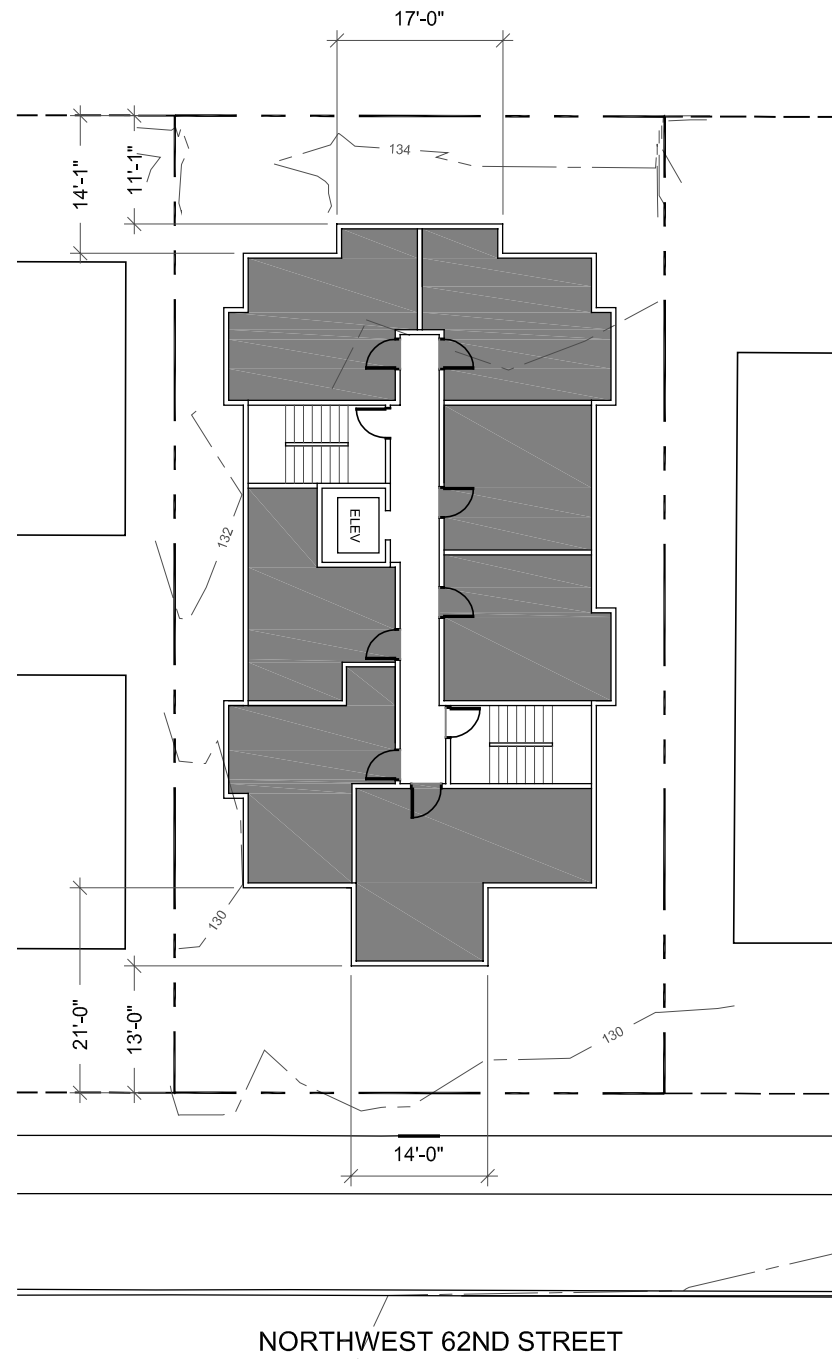




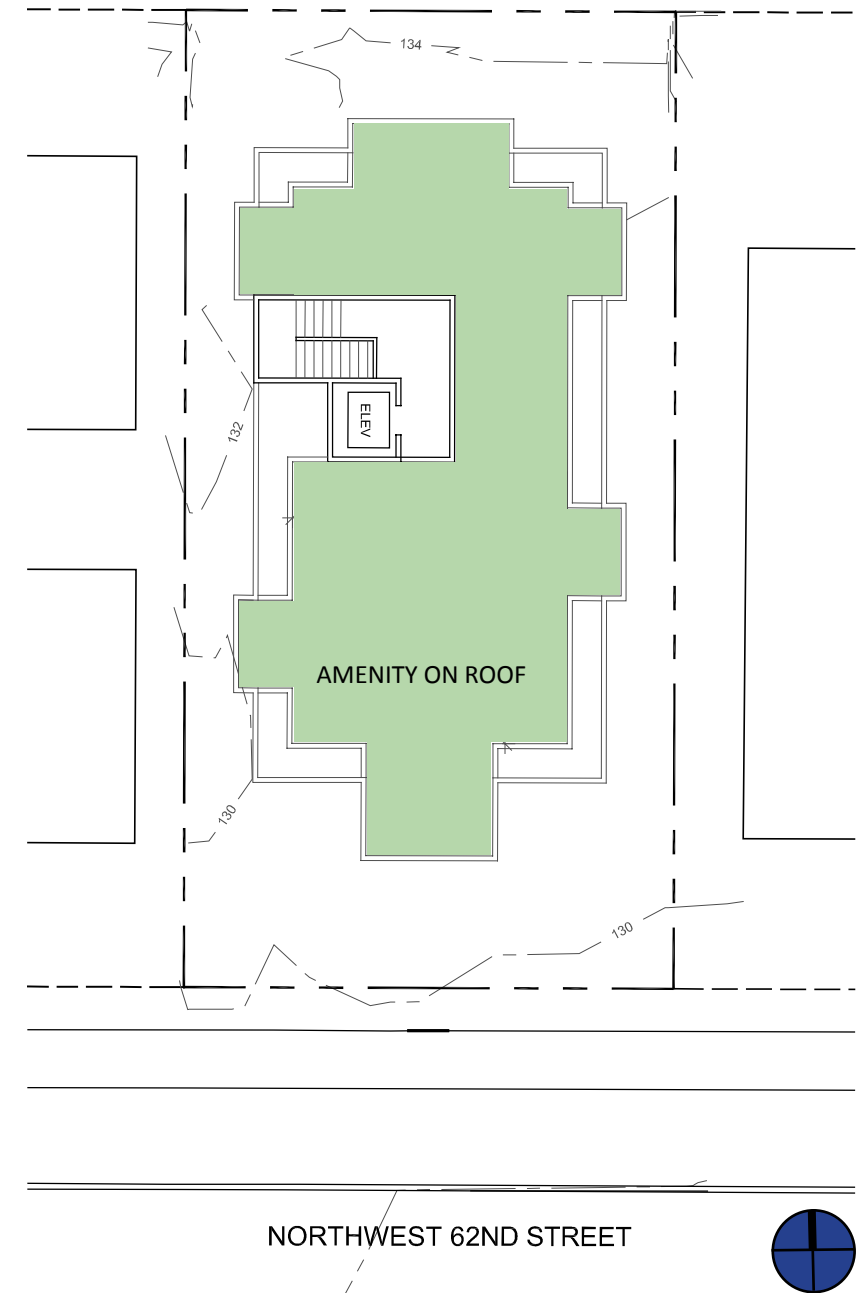


FIRST FLOOR

- Main facade setback = 21'-0", setback @ entry= 13'-0"
- Rear setback @ vestibule = 11'-1"
- Scooter & bicycle parking in front of building
- Solid waste & recycle in side setback near front



SECOND - FOURTH FLOORS



ROOF DECK

- 1773 sf +/- amenity space
- 350 sf +/- planting area

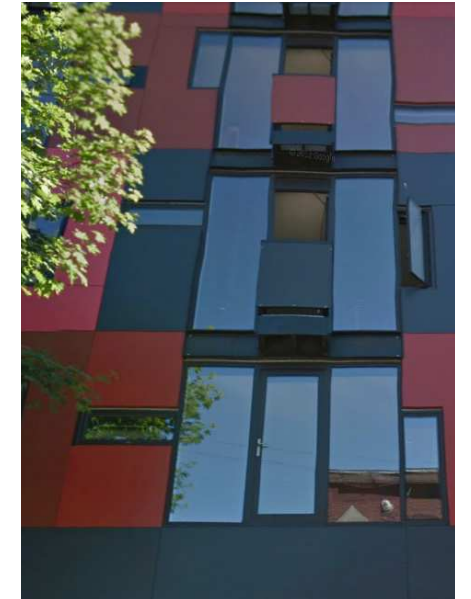




Salmon Bay School, Ballard



Greenfire Building, Ballard



Century Link Building, Ballard



Sanborn Building, Ballard



Kolstrand Building, Ballard



Ballard Locks Building, Ballard

Many historic buildings in Ballard were built with a traditional form that put emphasis on symmetry & verticality, and provided a strong entry.

Newer buildings in Ballard tend towards an asymmetrical and playful modern form and use materials such as metal, glass, and durable panels. Many seek a higher level of transparency. Option 2 proposes to take a similar approach.

Metal detailing with glass and panel siding is found in different parts of Seattle, as are other historic buildings incorporating a symmetrical verticality. Proposed options 1 & 3 intend to integrate a traditional form with modern materials.



DESIGN GUIDELINES

A-1 RESPOND TO SITE CHARACTERISTICS

The project takes advantage of views to the South.

A-2 STREETScape COMPATIBILITY

Options 2 & 3 have similar front setbacks as the neighboring buildings.

A-3 ENTRANCES VISIBLE FROM THE STREET

All options have prominent entrances that are easily identifiable from the street.

A-4 HUMAN ACTIVITY

Amenity space at the front of the building encourages interaction between residents, neighbors, and passersby.

A-5 RESPECT FOR ADJACENT SITES

Neighbors to the East and West have minimal windows along the property lines. Amenity spaces of the proposed project will abut those of the neighbors.

A-7 RESIDENTIAL OPEN SPACE

In addition to the roof deck, there are opportunities for amenity space both in the front and rear of the building. Options 2 & 3 place larger common areas in the front as a way to give life to the street and encourage interaction as residents pass thru on their way inside the building.

A-8 PARKING & VEHICLE ACCESS

There is no vehicle parking required, however all Options will request a smaller curb cut to incorporate on-site scooter parking.

B-1 HEIGHT, BULK & SCALE COMPATIBILITY

The allowable height limit for apartments is 40' in LR-3 zones, which is the roof height for the proposed project. The townhomes to the West have a 30' limit, but their pitched roofs continues another 5' higher. One lot further West, the zone is neighborhood commercial with a height limit of 40'.

C-1 ARCHITECTURAL CONTEXT

Options 2 & 3 site the building with similar front setbacks to adjacent buildings. The existing styles of neighboring apartments and townhomes are not seen as appropriate for a new apartment building in this area.

C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY

The building will have a simple elegance with clean lines.

C-3 HUMAN SCALE

Human scale will be maintained by horizontal detailing at floor lines to break up the verticality of the facade.

C-4 EXTERIOR FINISH MATERIALS

Exterior finishes are not yet selected, however they are expected to be durable and varied with clean lines and window detailing to add texture and interest.

D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES

All options provide landscaped amenity spaces along the street facade and pedestrian path to the main entry.

D-6 SCREENING OF DUMPSTERS, UTILITIES, ETC

Recycling and solid waste will be screened and placed along the side lot line or in the rear setback.

D-7 PERSONAL SAFETY AND SECURITY

Units will face the street as well as side and rear setbacks, allowing surveillance by residents

E-1 LANDSCAPING TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITES

Currently there is not much landscaping of neighboring buildings' front setbacks. The streetscape will be enhanced by providing interest along the sidewalk in the form of varied and textured plants.

E-2 LANDSCAPING TO ENHANCE THE BUILDING AND SITE

The landscaping of this project will help to soften both the massing and the transition from street to entry.



DEPARTURES - OPTION TWO

SMC 23.45.518 Setbacks and Separations

Apartments

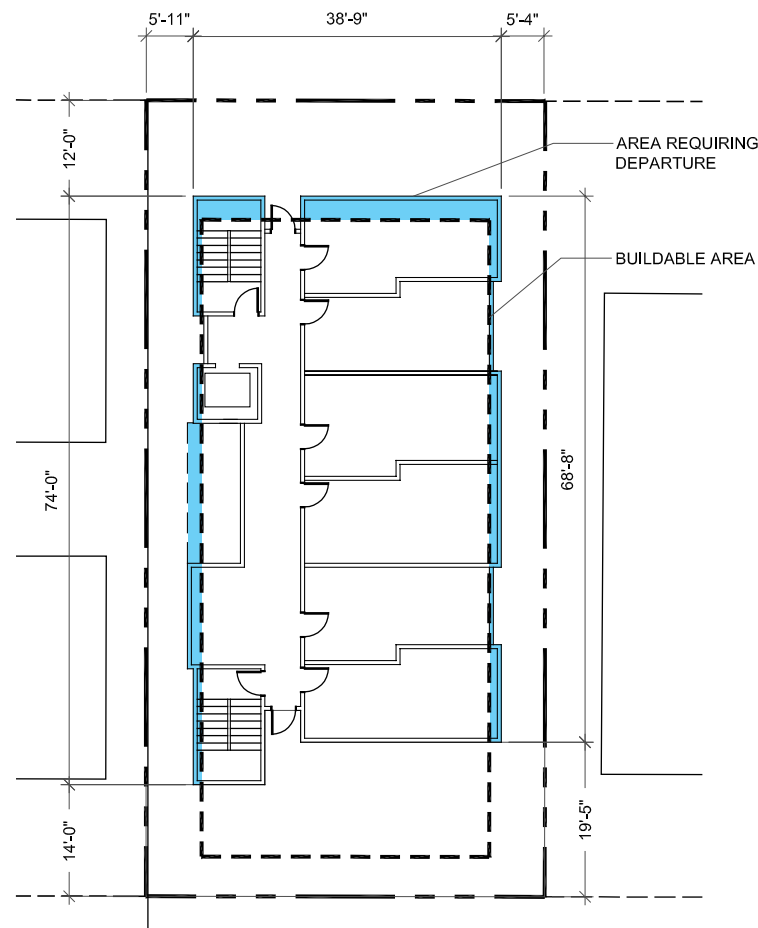
- Front: 5' min;
- Rear: 15' min w/ no alley;
- Side for facades greater than 40' in length: 7' average/5' min

REQUESTED DEPARTURE

Allow reduced side and rear setbacks. East side proposed to be 5'-8" average, 5'-4" min. West side proposed at 5'-9" average, 5'-2" min. Rear proposed to be 12'-0".

RATIONALE

The reduced rear yard allows a larger amenity space to be provided along the street, which, being placed at the south of the building, will also receive more sunlight, satisfying guideline A-7. In addition, the front facade will be similarly setback as the adjacent buildings per C-1.



SMC 23.45.527 Structure width and facade length limits in LR zones

B. Maximum facade length in Lowrise zones.

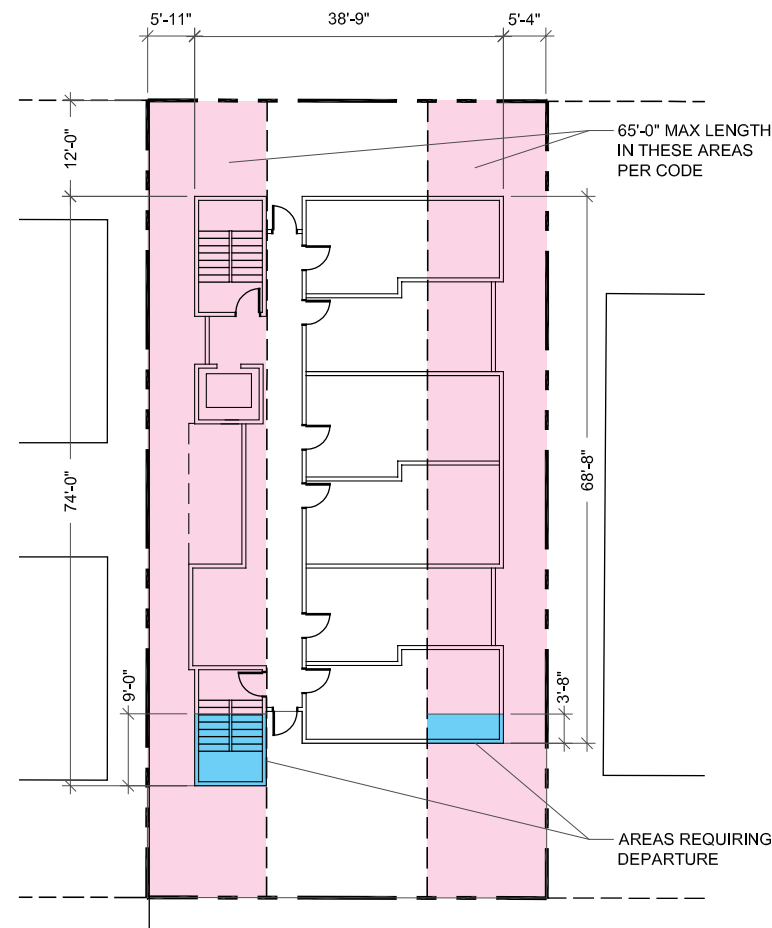
1. The maximum combined length of all portions of facades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line.

REQUESTED DEPARTURE

Allow greater facade length. Proposed length of 74'-0" for a 9'-0" width, & 68'-8" for a 25'-0" width.

RATIONALE

The greater facade length will allow the ground floor layout to incorporate a covered bicycle & scooter parking area.



SMC 23.54.030 Parking space standards

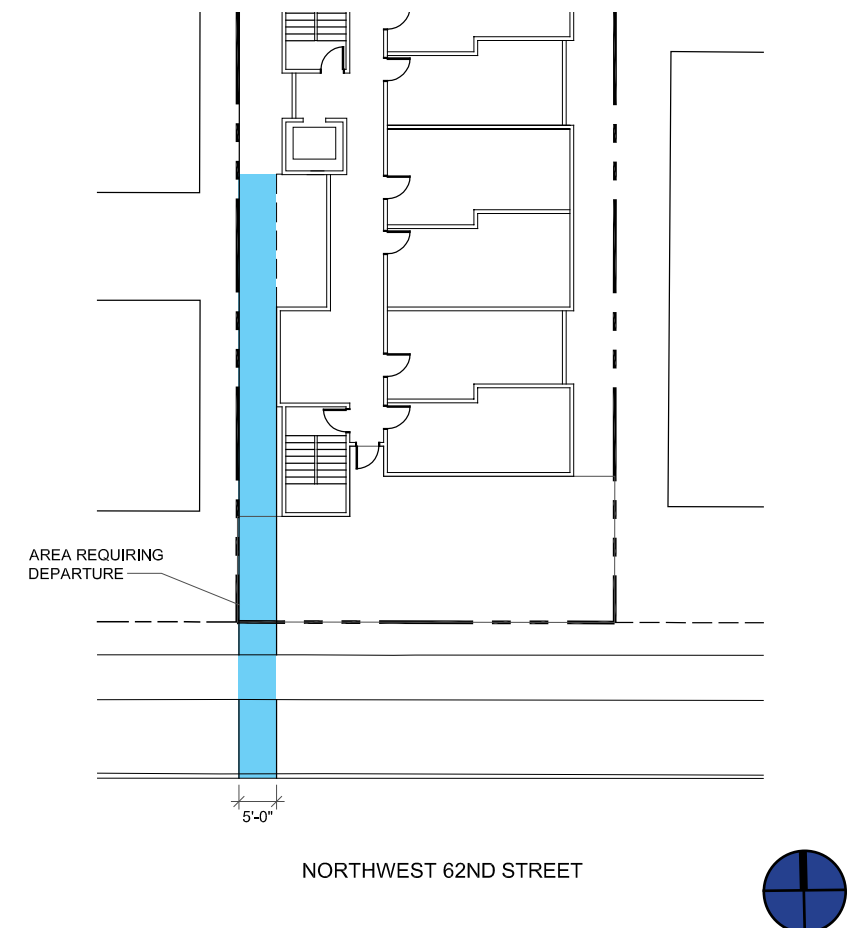
- E.2. Minimum aisle widths shall be provided for the largest vehicles served by the aisle.

REQUESTED DEPARTURE

The current code doesn't address parking for scooters, so this request would be for a 5'-0" wide drive aisle in place of the required 10'-0".

RATIONALE

In order to provide dedicated scooter parking onsite, a driveway will be required, however a 10' width for such a use is unneeded. This supports Guideline A-8, which seeks to reduce impact of driveways.



DEPARTURES - OPTION THREE (PREFERRED)

SMC 23.45.518 Setbacks and Separations

Apartments

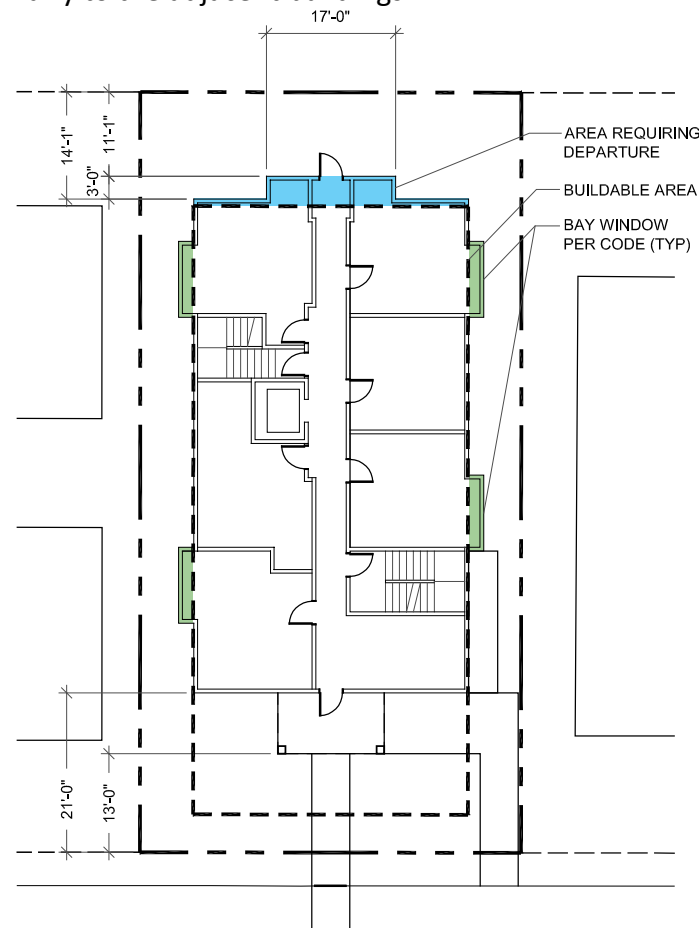
- Front: 5' min;
- Rear: 15' min w/ no alley;
- Side for facades greater than 40' in length: 7' average/5' min

REQUESTED DEPARTURE

Allow reduced rear setback. Rear proposed to be 10'-0" for a length of 17'-0" and 13'-0" for the remainder.

RATIONALE

The reduced rear yard allows a larger amenity space to be provided along the street, which, being placed at the south of the building, will also receive more sunlight. In addition, the front facade will be aligned with the neighboring buildings. This helps to satisfy guidelines A-7 & C-1 by creating well-integrated open space and & siting the front of the building similarly to the adjacent buildings.



SMC 23.54.030 Parking space standards

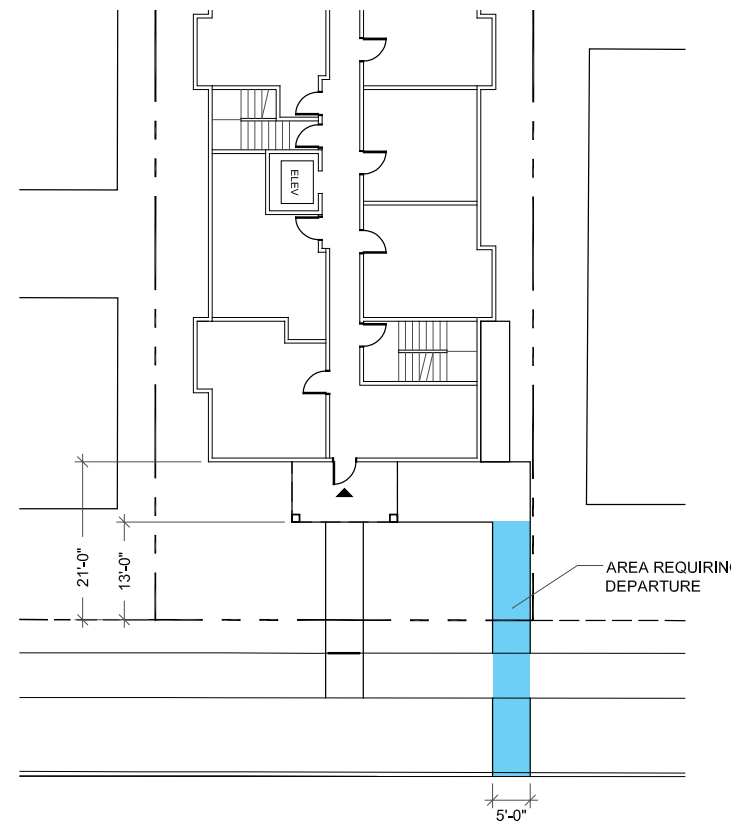
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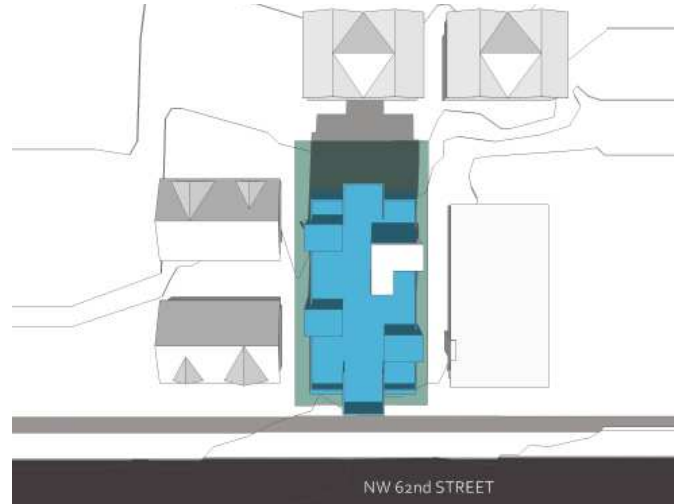
NORTHWEST 62ND STREET



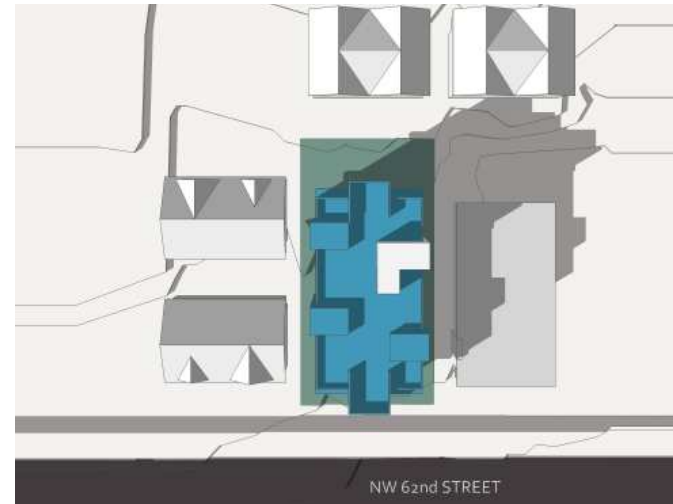
OPTION ONE
Sept/Mar 21



9 am



12 pm

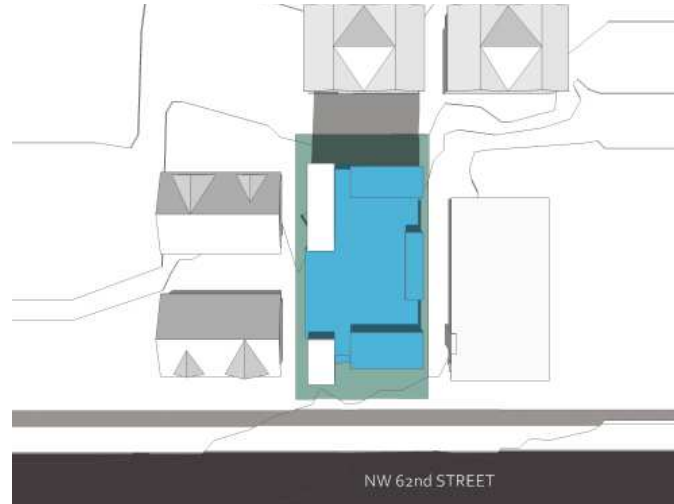


3 pm

OPTION TWO
Sept/Mar 21



9 am

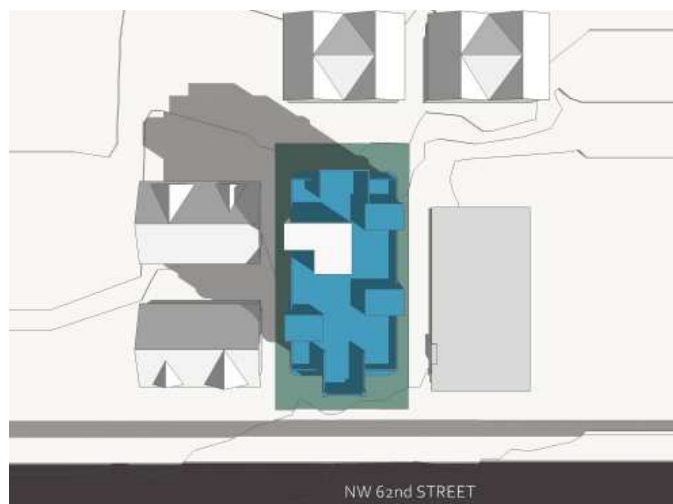


12 pm



3 pm

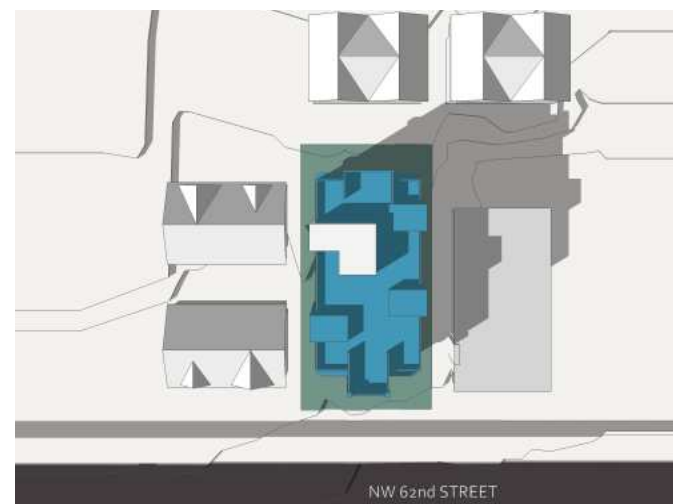
OPTION THREE
Sept/Mar 21



9 am

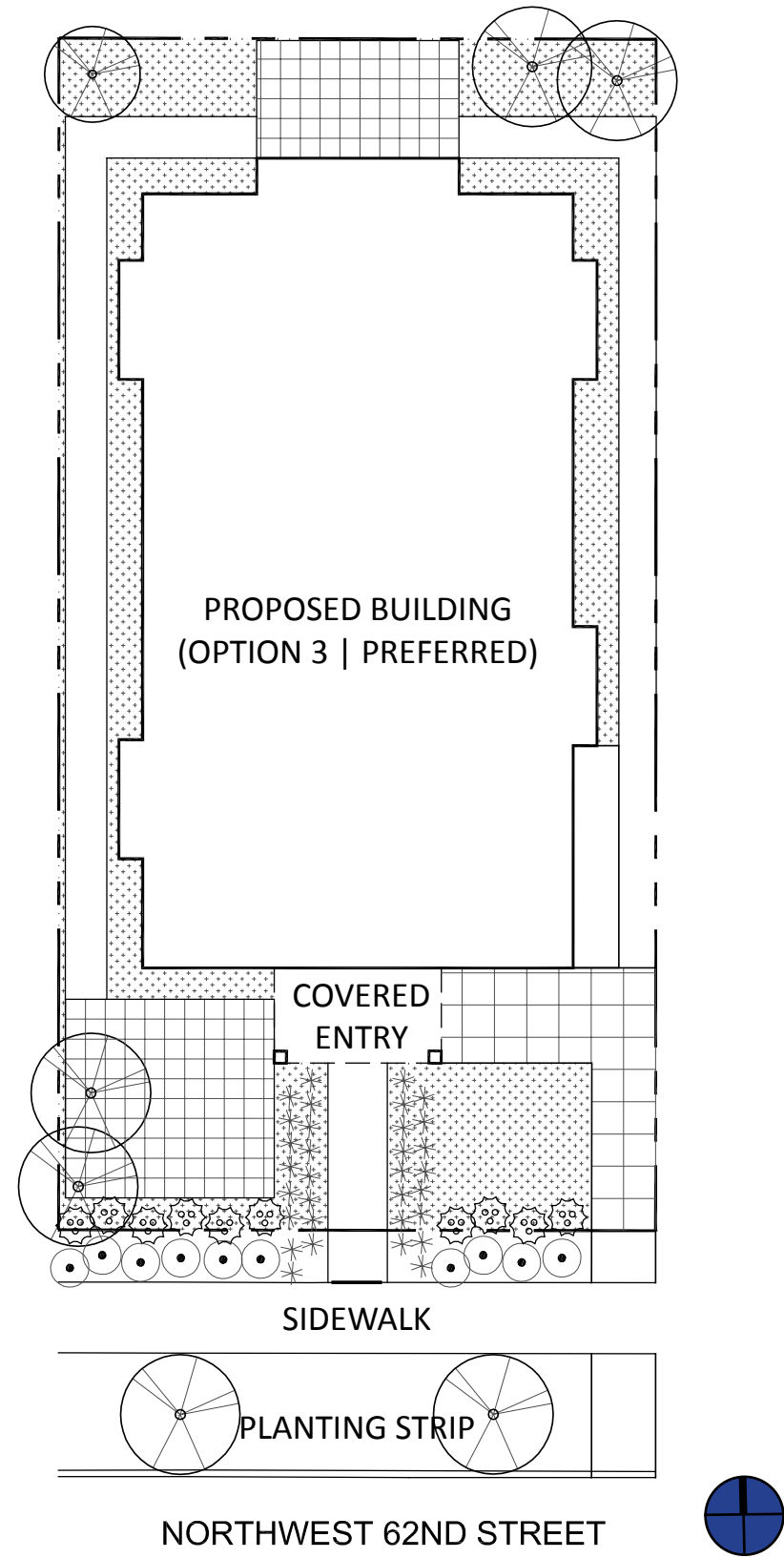


12 pm



3 pm





Rosemary



Cherry



Blue Oat Grass



Euphorbia



Lavender



Japanese Maple

