



BELLWETHER UCC HOUSING

4738 15TH AVE NE - SEATTLE, WA
DPD PROJECT # 3016764

EDG MEETING
MAY 5TH, 2014



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bellwether



COVER SHEET

01



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Bellwether Housing is a nonprofit corporation whose mission is to develop affordable rental housing for working individuals and their families in Seattle. Bellwether has a long tenure as a developer and operator - we were founded in 1980 (known then as Seattle Housing Resources Group) and we currently own 29 buildings totaling over 1,850 apartments. Throughout the course of our development and property management history, we have always desired to be good neighbors and create open lines of communication with adjacent property owners and community groups. We serve a range of household incomes, ranging from 30% to 80% of Seattle’s Area Median Income.

Bellwether’s mission is consistent with long-standing City of Seattle policy to encourage the development and operation of affordable housing in central neighborhoods or along transit lines, as adopted in the City’s Comprehensive Plan and many other City policies. As apartment rents continue to escalate in the post-recession economy, more of our children, friends, and neighbors are unable to afford a place to live in neighborhoods that have good access to jobs, services, and other amenities. There is a greater need for affordable housing today than at any time in our recent history.

ORGANIZATION GOAL: AFFORDABLE WORKFORCE HOUSING TRIPLE BOTTOM LINE

- Social -** As families and individuals are able to afford rent, their stress is reduced, their children succeed in school, and they can save for the future. The results are vibrant, diverse communities.
- Economic -** Employers experience less absence and turnover when working people live in safe healthy conditions near jobs and transit. Businesses thrive when people have more discretionary income.
- Environmental -** People who live near jobs, transit, and services drive less. The outcome is improved air quality.

PROPOSAL

Bellwether, in partnership with University Christian Church and Compass Housing Alliance, desires to provide low income housing in this diverse and vibrant neighborhood. The site, considering the availability of goods, services and transportation all within walking distance, easily meets the needs of the families and singles who will live in this building. The goal is to provide a building housing 126 affordable low income units (varying in size from 3 bdrms to studios) with social services and exterior and interior community areas. There will be structured parking on 2 levels containing approximately 145 parking stalls with 3-6 raised townhomes and optional commercial and LW units that will face 15th Ave. The building located on the zone edge between NC3-65 and LR3 will seek to create a sensitive transition from the higher intensity commercial district to lower intensity residential neighborhood through building massing, modulation and detailing. The townhomes along 15th will be 2 story ground related housing set above the sidewalk to identify with the neighboring properties. The building desires a connection with the church, across the street one of its benefactors, not only through building materials and detailing but in the shared use of parking stalls. The optional commercial space on 15th, available for offices and services will provide a transition from the retail intensity of the “Ave” to light activity and social services.

PROJECT TEAM

OWNER:
 Bellwether Housing
 1651 Bellevue Ave.
 Seattle, WA 98122
 Contact: Richard Loo

PARTNERS:
 University Christian Church
 4731 15th Ave NE
 Seattle, WA 98105
 Compass Housing Alliance
 77 South Washington St.
 Seattle, WA 98104

ARCHITECT
 Baylis Architects
 10801 Main St. Suite 110
 Bellevue, WA 98004
 Contact: Ann Williamson

LANDSCAPE ARCHITECT
 Berger Partnership
 1721 8th Ave N
 Seattle, WA 98109
 Contact: Jason Henry

CIVIL ENGINEER
 Springline Design
 3131 Western Ave., Suite 501
 Seattle, WA 98121
 Contact: Marc Errichetti

PROJECT DESCRIPTION

PROPERTY ADDRESS: 4738 15th Ave NE

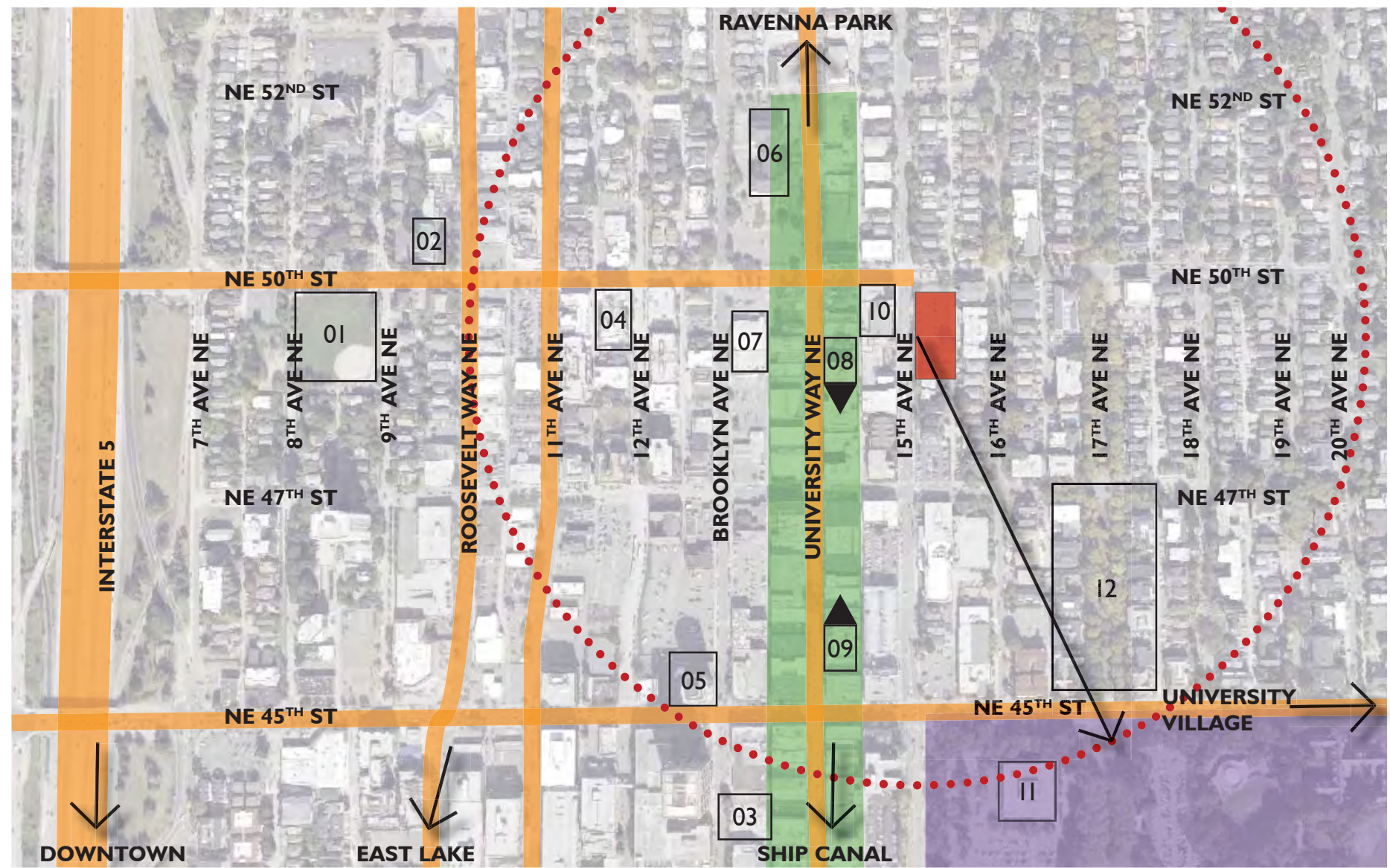
MULTIFAMILY PROJECT WITH:

- Approximately 126 Residential Units of workforce housing
- Approximately 1,500 square feet of active residential amenity space
- Approximately 145 Parking Stalls
- 5 floors of wood framed construction (residential units & amenities) over 2 Floors of concrete construction (Lobby, parking, optional Commercial space, Residential Townhouses)
- 3-6 street front Townhomes, optional commercial, LW units

SITE INFORMED CONCEPT STRATEGY

The site, one block east of the “Ave” and one and a half blocks north of the “U”, sits on the edge between the commercial district and the Greek row / single family neighborhood. This edge, made up of two distinct groups, contains varied size apartment buildings geared toward student housing and churches. The surrounding zones are NC3 and NC2-65 to the west and south and LR3 to the east and north. One LR3 lot is tucked into the NC2-65 block. The strongest architectural influence for this site is the University Christian Church which fills the large lot directly to the west. It is an assembly of masonry buildings started in 1914, adding the Gothic style sanctuary building in 1928 and the more contemporary A framed chapel, offices and courtyard in 1960. Secondly are the two apartment buildings to the east, circa 1979 and 1987 and to the south a 1936 triplex all of which provide student housing. Most of the surrounding structures are 30 to 40 foot in height limiting views in all directions. However once above that height views are gained primarily to the south and west helped by the slope of the land. The most notable community landmark, after the University and the Ave, is the University Heights community center just 1 block away with farmers market, classes and community gardens. Within a ¼ mile radius the library, parks, shops, theaters and restaurants can be found. The future light rail station will be only 4 blocks away. 15th Ave NE, going south and NE 50 St, going west are principal arterials and major bus transit routes. Although the downside of 15th is the busy, noisy, dirty air from the cars and buses the upside is the availability of transportation by metro and sound transit in any direction and to almost any location in the greater city and county area.

The project, being on the zone edge, will address the transition with massing and modulation to minimize potential shadow impacts and detailing to provide privacy and safety to the inhabitants in both zones. The building will incorporate design concepts from the church and other surrounding buildings of the same use and scale, creating a compatible fit between the old and new structures. A strong corner concept will be developed to hold the urban edge of the block, and visible access points will draw the residents and service users to the appropriate entries. Vehicular access and circulation for the commercial and residential users will be separated for security and accessibility. Street level interaction will be addressed with landscape and building setback.



AERIAL VICINITY MAP & MAIN VEHICULAR TRAFFIC



01 University Playground



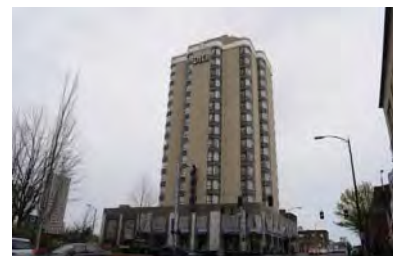
02 University Public Library



03 Future Link Light Rail



04 Helix Apartments



05 Hotel Deca



06 University Heights Center & Farmers Market



07 Safeway Grocery



08 The Ave (Looking South)



09 The Ave (Looking North)



10 University Christian Church



11 Burke Museum of Natural History & Culture



12 17th Ave NE - Greek Row (Looking South)

LEGEND

- Major Vehicular Traffic
- The Ave Shopping / Dining Core
- UW
- Approx. Site Boundary
- 1/4 Mile Radius, 5 min. Walking Distance



AXONOMETRIC VICINITY MAP



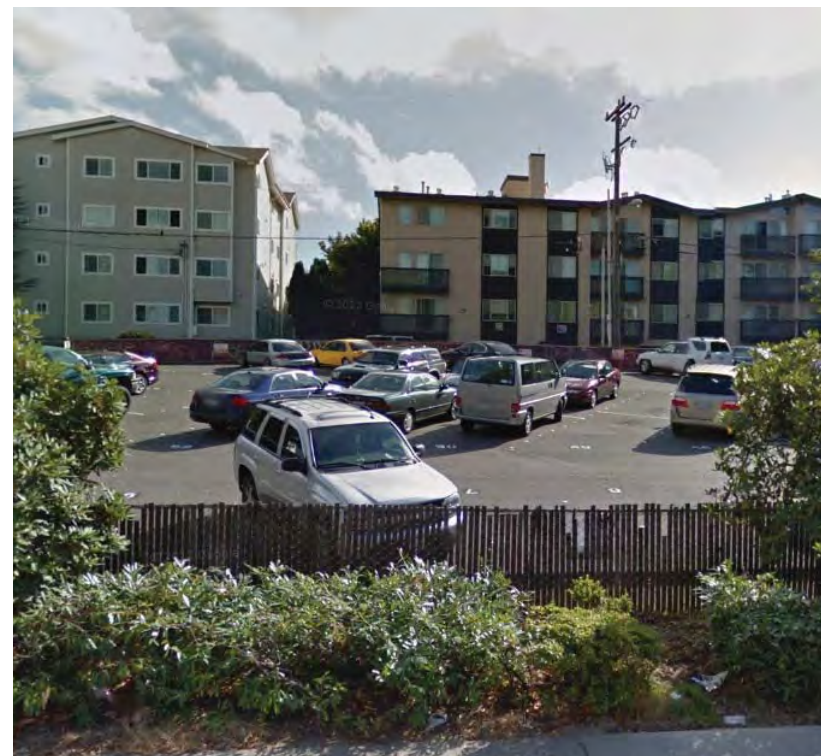
1 View of University Christian Church Entry

AXONOMETRIC VICINITY MAP

04



2 View of corner at NE 50th St & 15th Ave NE looking West



3 View looking East across site at adjacent apartments



3 Elevated view looking South at UW Tower & downtown Seattle skyline

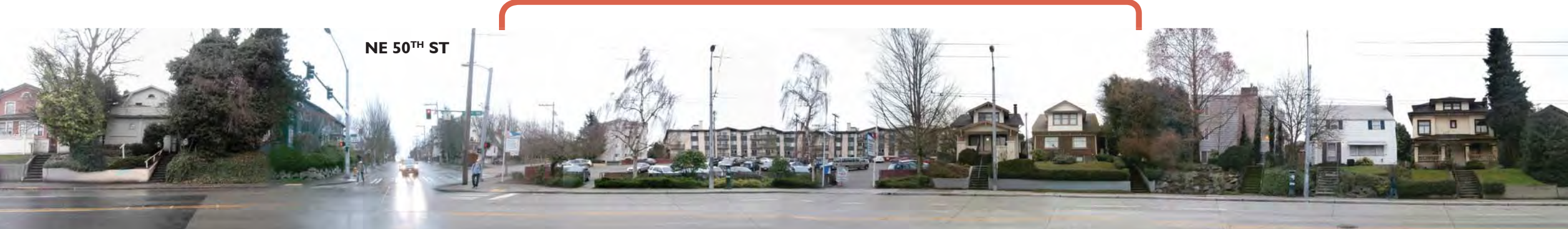
15TH AVE NE - PHOTO MONTAGE

EXTENT OF SITE



1 15TH AVE NE LOOKING WEST - ACROSS STREET FROM SITE

EXTENT OF SITE



2 15TH AVE NE LOOKING EAST - AT SITE



KEY PLAN



NE 50TH ST - PHOTO MONTAGE



3 NE 50TH ST LOOKING NORTH - ACROSS STREET FROM SITE



4 NE 50TH ST LOOKING SOUTH - AT SITE



KEY PLAN



EXTENT OF SITE

NE 50TH ST



5 ADJACENT ALLEY LOOKING EAST - ACROSS FROM SITE

EXTENT OF SITE

NE 50TH ST



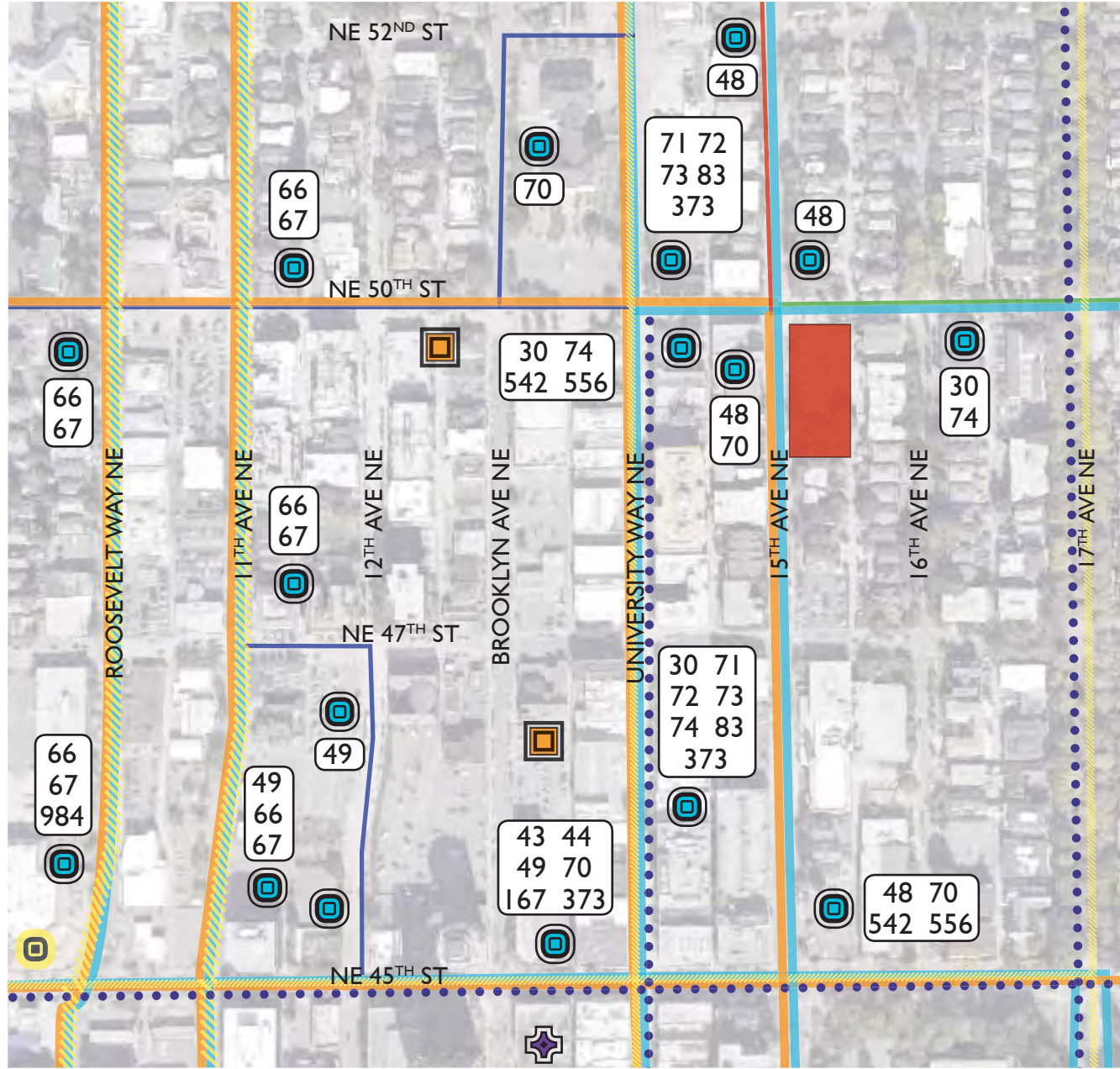
6 ADJACENT ALLEY LOOKING WEST - AT SITE



KEY PLAN



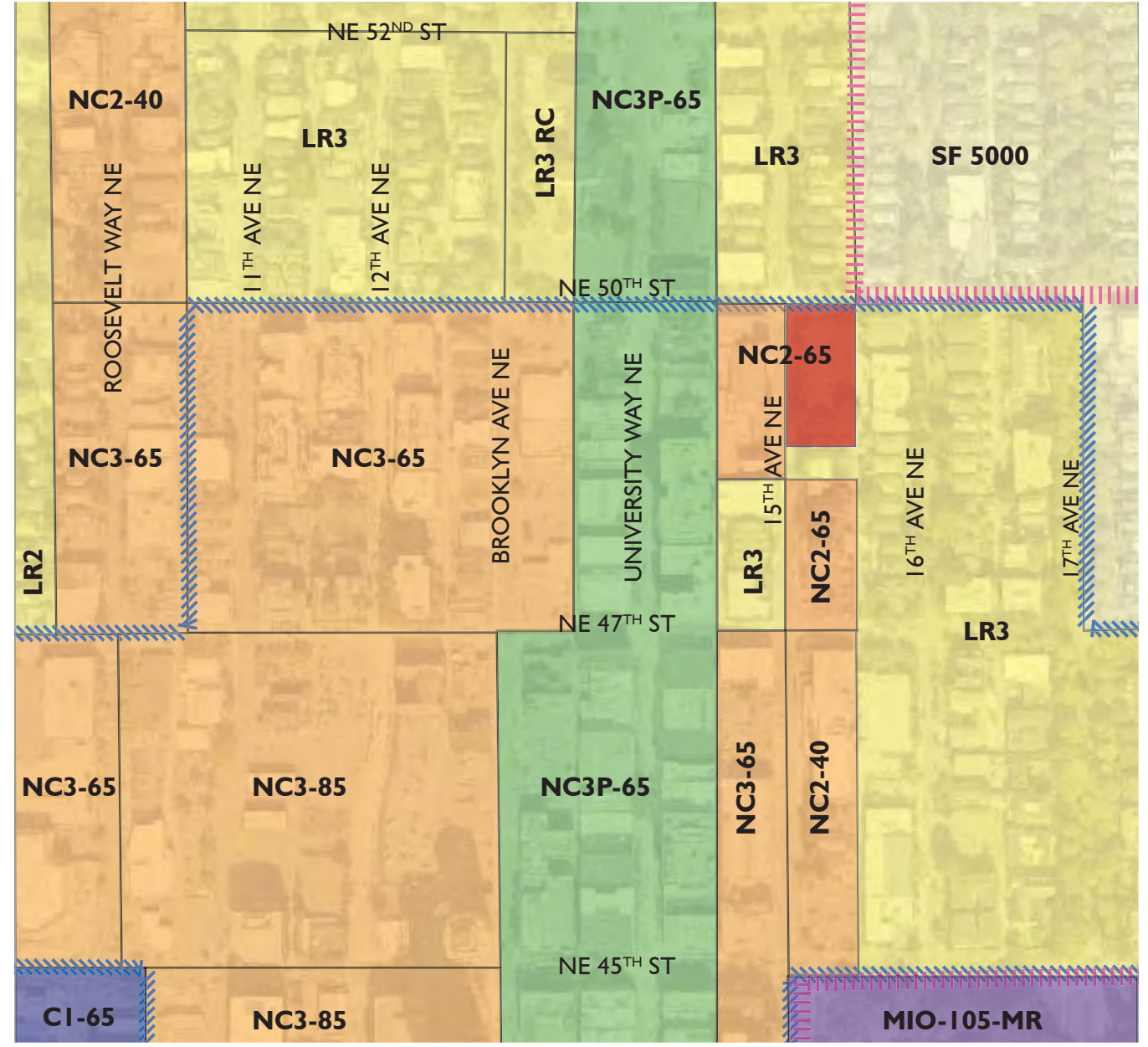
TRANSIT & ZONING VICINITY MAPS



MASS TRANSIT, BICYCLE LANES, & PEDESTRIAN TRAFFIC

LEGEND

- On-street Bicycle Lane
- Bicycle Sharrow
- Pedestrian Traffic
- Performance Bicycle Shop
- Zipcar Drop-off Location
- Future Light Rail Station
- Approximate Site Boundary
- Major Bus Line
- Minor Bus Line
- Bus Stop
- Routes For Bus Stop
- Principle Arterial
- Minor Arterial
- Collector Arterial

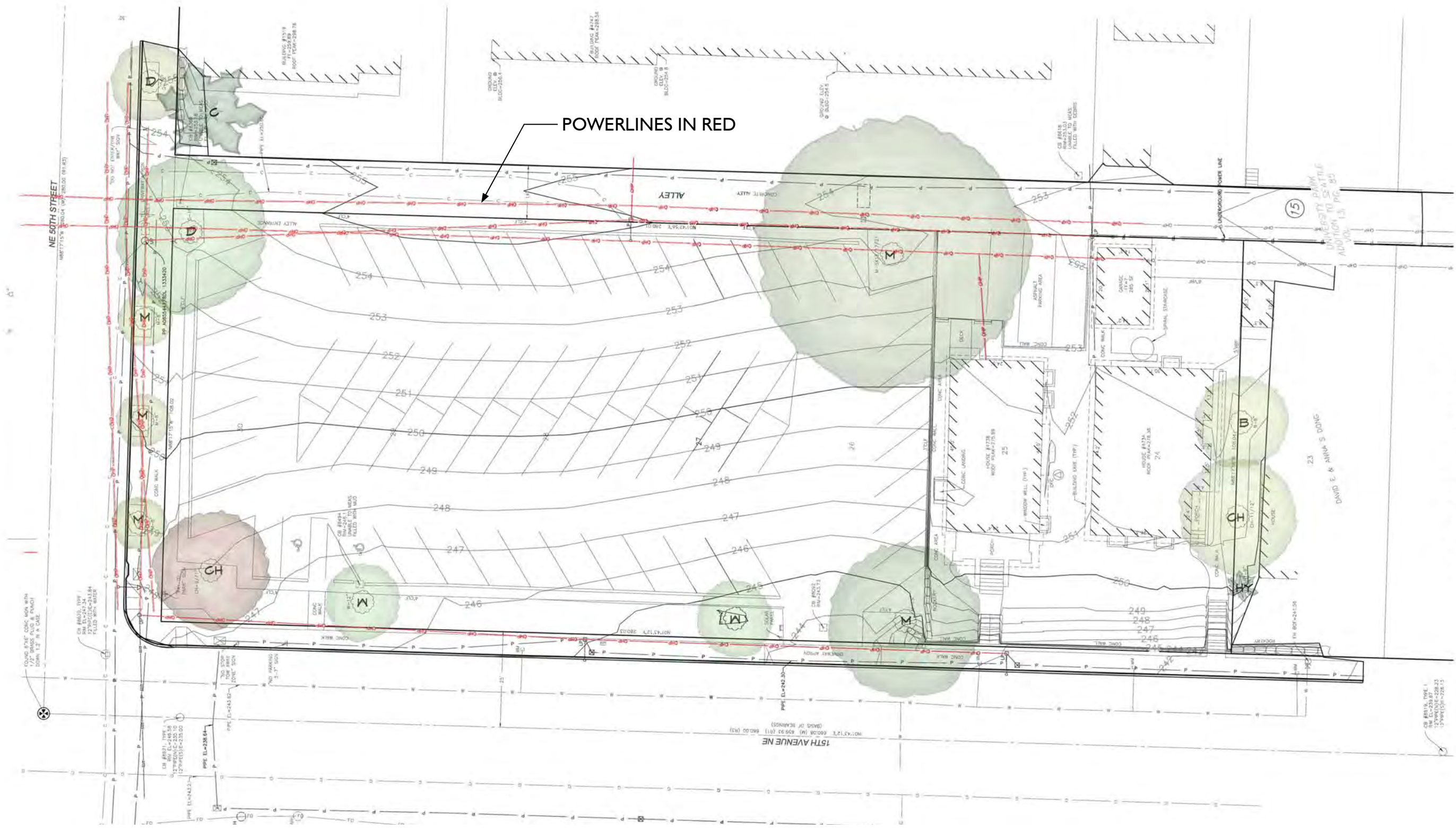


ZONING MAP & DISTRICT OVERLAY

LEGEND

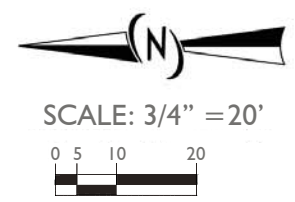
- NE 45th Street Station Overlay District
- University District NW Urban Center Village
- Commercial
- Major Institution
- Neighborhood Commercial
- Lowrise Residential
- Single Family
- Neighborhood Commercial
- Approximate Site Boundary





POWERLINES IN RED

SW1/4, SW1/4, SEC. 9, TWP. 25 N., RGE. 4 E., W.M.

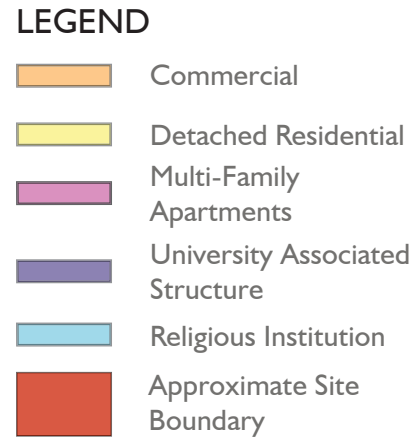
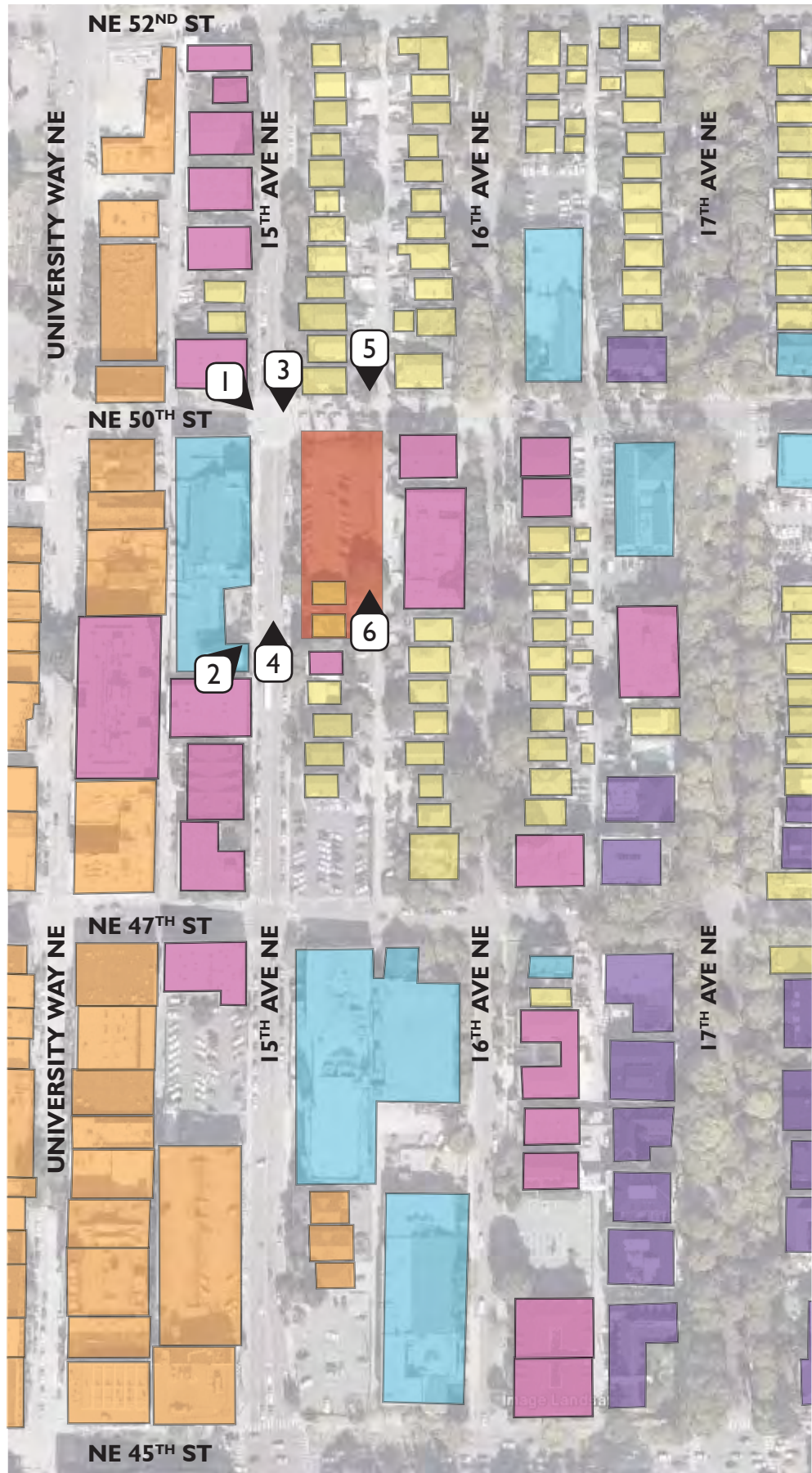


LEGEND							
WM	WATER METER	LP	POWER POLE WITH LIGHT	TL	SIGN	C	COMMUNICATIONS LINE
LP	LIGHT POLE	⊠	POWER JUNCTION BOX	⊠	ELECTRONIC PAY STATION	FO	FIBER OPTIC LINE
UP	UTILITY POLE	Y	GUY ANCHOR	♿	HANDICAP PARKING STALL	G	GAS LINE
B	BIRCH	○	UTILITY POLE	○	DECIDUOUS TREE	P	POWER LINE
CH	CHERRY	○	POWER MANHOLE	⊠	CONIFEROUS TREE	CHP	OVERHEAD UTILITY LINE
D	DECIDUOUS	⊠	TRAFFIC SIGNAL CONTROL BOX	⊠	ROCKERY	W	WATER LINE
HY	HOLLY	○	FIBER OPTIC MANHOLE				
M	MAPLE						
W	WILLOW						
○	SEWER MANHOLE						
⊠	STORM DRAIN MANHOLE						
WM	WATER METER						

TOPOGRAPHIC & EXISTING LANDSCAPING PLAN

09 TOPOGRAPHIC & EXISTING LANDSCAPING

EXISTING USES & SITE VIEWS



1 Looking south from NW corner of NE 50TH ST & 15TH Ave NE toward site on opposite corner note power pole, bus transit lines



2 Looking NE from University Christian Church Plaza at site note bus transit lines



3 Looking South along 15TH Ave NE at north end of site note church tower



4 Looking North along 15TH Ave NE at mid point of site note commercial parking lot



5 Looking South along one way Alley at NE corner of site note location of power pole



6 Looking North along one way Alley with mid point of site to west note location of power poles, alley parking at apartments





1 Powerline along 14' Alley continues north note narrow alley width, apartment parking to east

OPPORTUNITIES AND CONSTRAINTS

The project site, located in the heart of the University District, is within walking distance of the University, the Ave, with its many shops and restaurants, the neighborhood community center with community centered programs, Saturday Market and community gardens and transportation lines that go just about anywhere.

The NE corner of the site at the alley is the high side which slopes down +/- 6' to the west toward 15th and down +/- 3' south along the alley. 15th slopes north to south along the west property line 5-6'. The natural slope of the terrain allows the building to take advantage of views from the upper floors in all directions. The west façade of the building will face 15th with afternoon light but on a very busy street, while the east façade off the quieter alley will provide a good location for more private, quiet residential exterior open spaces.

The long narrow site, 108'x 280', is squeezed between 15th Ave NE and a 14' wide alley. The alley which boundaries the east side of the site is restricted to one way access from south to north forcing all cars to access it off 47th street. SCL power lines run along the north edge of the property on NE 50th and down the length of the alley. The poles on the alley are set on the property line with the power lines infringing 6-8' into the property w/o easements. The building will have to be set back 13' from principal power and 7.5' back from secondary power. SDOT has required a 1' property dedication on the alley, 3' easement on 50th and 5.5' easement on 15th, squeezing our usable building envelope even more. The building massing will have to stack vertically to fit between these constraints. (See site plan on page 9 for extent of power lines.)

As part of the sales agreement UCC, the previous property owners, require 60 parking stalls on the lower level of the parking garage for personal use and for lease as a pay lot on off hours as they do now. Given the site topography the lower level below grade parking is most naturally accessed off 15th and will provide ADA access to church members and the public. Due to the one way nature of the alley, accessing the upper parking level off 50th will cut down on the impact of additional cars through the greater neighborhood and alley providing both safety, security and privacy to the residents.

The many generations of apartments and churches surrounding the site provide a diverse architectural character from which to draw design cues. This rich palette includes distinctive datum lines, celebrated entry portals, window accents and strong vertical massing. In addition, a variety of materials are represented from brick and stucco to beveled siding, hardi panels to shingles.



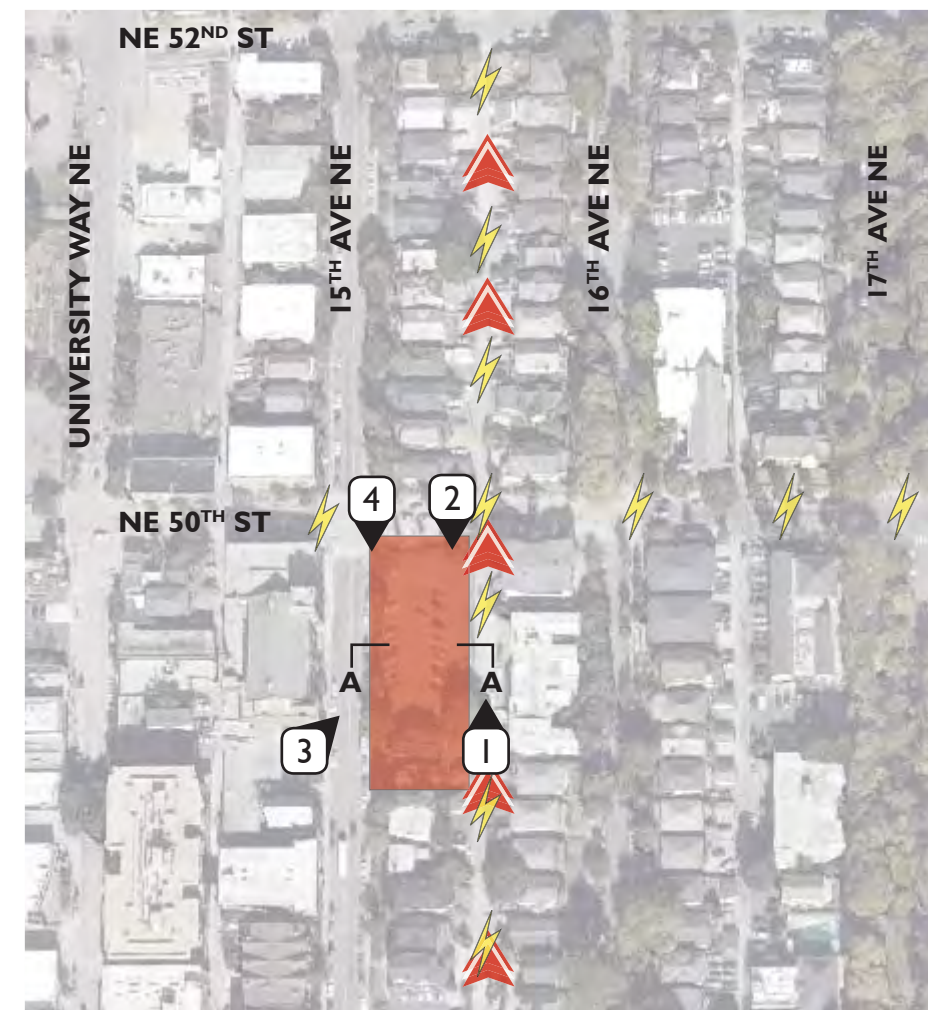
2 Looking south at One-Way Alley exit NE corner of site



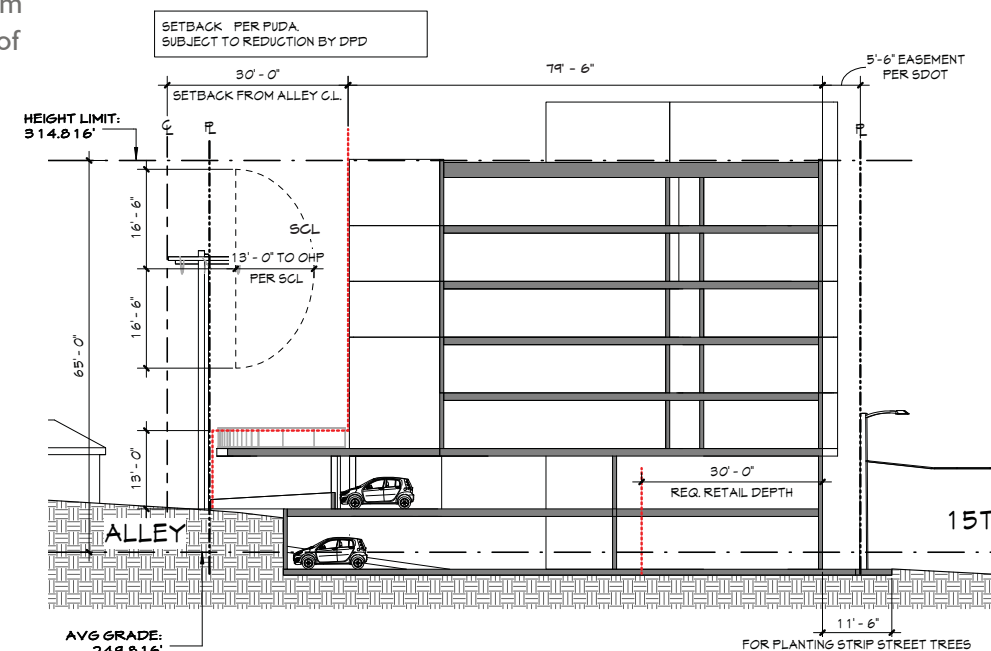
3 Existing curb cut to commercial parking lot mid block of site



4 Busy street along 15th Ave NE note corner power pole, transit lines, 4 lanes of traffic



POWER LINE CONSTRAINTS - ONE WAY ALLEY



A-A - EAST / WEST SITE CONSTRAINTS

SEATTLE DESIGN GUIDELINES

CS2-URBAN PATTERN AND FORM

B. Adjacent sites, Streets, and Open Spaces: Site characteristics to inform design, connection to street and consider impact, features, function.

Conceptual Response: The site is surrounded on 3 sides by City ROW. Street trees will be introduced on 15th as well as a landscape strip to separate the frontage uses/sidewalk from the cars. 50th has street trees, a landscape strip will be added to soften the edge of the building along the sidewalk. The building will come to the edge of the setback along 50th and along 15th to give the building a firm hold on the corner and engage the sidewalk along the commercial spaces. The townhouses at the south end will step in and out to engage the sidewalk while breaking down the scale of the building, provide front stoops, introduce landscaping and provide privacy for the residents.

C. Relationship to the Block: Corner site, provide a strong urban edge to block.

Conceptual Response: The building footprint will come out to the edge of the easements, providing a strong corner and urban edge. Though the building material for the first two floors is planned to be brick or a strong base material to further reinforce the sense of stability, it will give way to storefront windows as it progresses down the street, drawing people into the commercial spaces where occurs.



CS2 - C - Street Edge - Corner Site

D. Height, Bulk, and Scale: Zone transition at edge zone, appropriate, complement adjacent zone. Massing choices, successful transition, where about less intense zone, break up massing, match scale in detailing.



CS2 - D - Massing - Building Scale

Conceptual Response: The building on the edge of the NC3-65 zone provides a transition to the lower LR3 zone. The mass of the building will line up along 15th, the more urban corridor, the building along the alley at the zone edge will be broken into 3 masses separated by ample courtyards. These courtyards will cover the parking situated off the alley. These masses will be setback from the property line.



CS2 - D - Scale - Modulation - Overhang

CS3-ARCHITECTURAL CONTEXT AND CHARACTER

A. Emphasizing Positive Neighborhood Attributes: Fitting old and new, contemporary design, compatible structures, evolving neighborhoods, positive context for future buildings.

Conceptual Response: The construction of the light rail station 3 blocks away is encouraging greater densities in the neighborhood. The single family houses are giving way to increasing numbers of apartment buildings. The project site is surrounded by 3-4 story high multifamily buildings, built from 1923 to the latest in 1999, using materials ranging



CS3 - A - Neighborhood Character

from brick to stucco, hardi panel to wood. Using brick on the first two floors of the façade will give a warm human scale to the building and fit into the old/new context. Above the brick a combination of more contemporary wood and metal siding will give a lighter, updated look and feel to the building. Design cues used from the neighborhood, especially the UCC church and the apartment blocks on either side, provide distinct datum lines, celebrated entries or portals, window accents and strong vertical massing.



PL3 - A - Recessed Entry

PL2-WALKABILITY

A. Accessibility: For all, primary access points.

Conceptual Response: 15th slopes 5-6' along the primary façade of the building. Main access points along 15th will be set back from the sidewalk to provide level accessible entries. If used the commercial facade will be transparent to provide views inside and light/eyes on the sidewalk.

B. Safety and Security: Eyes on the street for a safe environment, lighting for safety with sufficient intensities, street level transparency for safety.

Conceptual Response: The townhomes along 15th will be raised and setback from the street for security/ privacy and will be modulated with modest transparency to provide eyes on the street. The commercial areas if provided will have the required transparency to give visibility and illumination on the street front. Canopies on the commercial will be provided for pedestrian protection.

PL3-STREET-LEVEL INTERACTION

A. Entries: Office/commercial lobbies with visual connection, common entries to multi-story residential buildings with privacy and security, individual entries to ground-related housing with appropriate scale and detailing.

Conceptual Response: Commercial entries where they occur will face the street, bringing light, transparency and energy to the street front.

B. Residential edges: Ground-level residential to provide transition elements for privacy and security. Live/work uses should maintain active and transparent facades.

Conceptual Response: The townhomes will be set above the street for privacy, with stoops for transition and provide interaction with the sidewalk and street front. Lighting will provide security; landscape will soften the unit facades provide scale and additional privacy.



PL3 - B - Townhouse Entries

DCI-PROJECT USES AND ACTIVITIES

B. Vehicular Access and Circulation: Location and design to minimize conflict between vehicles and emphasize safe, attractive conditions for pedestrians.

Conceptual Response: Two levels of parking will provide, 60 stalls dedicated to UCC and stalls for residential tenants. The parking levels will be “screened” from the street by two story commercial spaces and/or townhouse units. The vehicular access for each level is separated for security reasons with the church accessing their parking off of 15th and the tenants accessing parking off 50th. The church parking is an important commercial venture for them, therefore on the weekdays it is used as a pay lot. See item 3 pg. 11.

C. Parking and service uses: Below-grade parking to reduce visual impacts.

Conceptual Response: The parking provided for the church and public will be below grade, dry and well lighted for ease of access and security. Pedestrian access for the lower lot will be directly to/from 15th. The upper lot will be accessed through the secure building circulation system and off 50th.



DC2 - A - Building Massing

DC2-ARCHITECTURAL CONCEPT

A. Massing: Reducing perceived mass by arranging by uses and open space.

Conceptual Response: The length of the building mass is broken by vertical modulation, emphasizing the corner elements, important entries and access points. The mass is broken horizontally by the separation of the lower commercial / townhouse floors from the upper residential floors, with plane changes and building materials.

C. Secondary architectural features: Using visual depth and interest where appropriate and fitting into the neighborhood by design elements and proportions.

Conceptual Response: Canopies, windows, balcony, datum lines and recessed entries, cues derived from the neighborhood, will provide additional scale changes and detailing.



DC2 - C - Secondary Features - Canopies

DC3-OPEN SPACE CONCEPT

B. Open space uses and activities: Multifamily open space design of common and private open spaces for use by all residents.

Conceptual Response: A large balcony on the west façade provides adult residents with outdoor space for relaxing and social interaction. The two large patios on the east side of the building serve to break up the building mass along the alley which faces apartment buildings in the LR3 zone. The east patios provide family oriented residents with outdoor space containing play areas, gardens, dining and socializing separate but visible to each other.



DC3 - B - Patio Seating

DC4-EXTERIOR ELEMENTS

A. Exterior finish materials: Durable and maintainable materials, attractive when viewed up close..

Conceptual Response: Based on building cues from the neighborhood and the need for durable, easily maintained materials, brick, tile and concrete materials are considered for the base with cementitious paneling and metal siding for the exterior of the wood framed upper stories.

UNIVERSITY NEIGHBORHOOD DESIGN GUIDELINES

CSI-NATURAL SYSTEMS AND SITE FEATURES

I. Streetscape Compatibility: Minimizing shadow impacts, design mass on site to enhance solar exposure, minimize shadows.

Conceptual Response: Shadow impacts are minimized by the street widths and alley that surround the site on the west, north and east. In addition to further lessen the impact we have greatly modulated the east elevation which showed minimal impact in the winter months.



CSI - I - Street Scape

CS2-URBAN PATTERN AND FORM

II. Respect for Adjacent sites: Projects on zone edge, minimize impacts to adjacent zones, NC3 to LR3

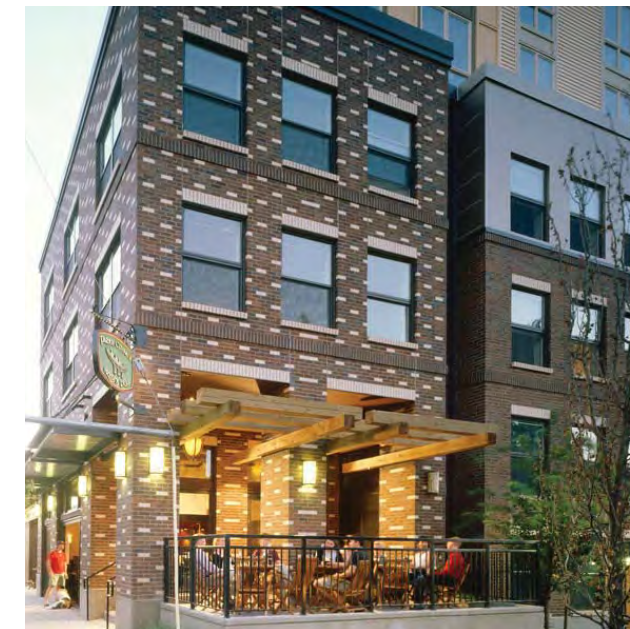
Conceptual Response: This NC2-65 site is on the zone edge between NC3-65 and LR3. The LR3 is across a 14' alley, we proposed to set the building back an additional 7 to 10' and modulate it with two large courtyards. They cover the on grade parking and create a transition zone between the alley and the building.

III. Corner Lots: New buildings located on corners, provide special building elements, distinguishable for rest of building.

Conceptual Response: The lot sits on the SE corner of 15th Ave NE and NE 50th St. Although this is not a gateway corner it is important to strengthen the design with a strong corner element to hold the urban edge. See example picture “corner lot”.

IV. Height, Bulk, and Scale: Projects in areas to minimize impacts of increased height, bulk and scale.

Conceptual Response: The building is on an NC2-65 zone edge next to an LR3 zone with a mix of houses and apartment blocks. The proposed building is placed up against the west easement line. The first two floors which contain parking will set into the grade with the second floor being accessed from the alley. The residential units above the parking platform are also held to the west side of the site and modulated on the east side, which faces 3 and 4 story apartment buildings.



CS2 - III - Corner Lots

CS3-ARCH. CONTEXT & CHARACTER

I. Architectural Elements and Materials: Show how proposed design incorporates elements of local architectural character.

Conceptual Response: The site sits between the “U” and the commercial district where higher densities and taller buildings abound. Surrounded by buildings built in differing era’s and styles, the proposed building will incorporate concepts and elements of those buildings from type of materials, datum lines, defined portals and vertical elements to entry points and window detailing with a neighborhood feel.



CS3 - I - Neighborhood Character



PL2 - I - Protected Entrances

PL2-WALKABILITY

I. Pedestrian Open Spaces and Entrances: Protected pedestrian entries for business and upper story residential uses. Entries for residential uses on street add to activity and allow visual surveillance for safety.

Conceptual Response: The primary residential entry is a focal point on the west façade, helping to break down the massing and organize the uses. It draws the eye to the entry and will be recessed to provide some landscape and seating opportunities, but does not overwhelm the street frontage. The pedestrian experience is enhanced by the townhouse stoops and entries from the commercial space if provided.



PL2 - I - Walkability - Street Scape

PL3-STREET-LEVEL INTERACTION

I. Entrances Visible from the Street: Primary business and residential entrances should be oriented to the commercial street.

Conceptual Response: Townhouse and commercial entries will be oriented toward the street for visibility and security. The townhouses will have front stoops to emphasize human activity.

II. Human Activity: Recessing entrances

Conceptual Response: Principal entries will be recessed for accessibility and if commercial spaces have canopies for overhead protection.



PL3 - I - Entries

DCI-PROJECT USES AND ACTIVITIES

II. Design of Parking Lots Near Sidewalks: Walls rather than shrub screens are generally preferred because walls require less space.

Conceptual Response: The parking accessed from 50th will be screened by green walls to soften the impact of the wall area.

III. Visual Impacts of Parking Structures: Incorporate commercial uses at ground level. Access should be on the arterial.

Conceptual Response: The two parking levels will be fronted by the two story townhouse and commercial units to screen it from 15th.

DC2-ARCHITECTURAL CONCEPT

IV. Architectural Elements and Materials: break up façade into modules not more than 100’.

Conceptual Response: The long west façade faces 15th, vertical elements will be used to break up the façade massing, provide character and scale appropriate to the neighborhood.

DC4-EXTERIOR ELEMENTS AND FINISHES

I. Exterior Finish Materials: New buildings emphasize durable, attractive, well detailed finish materials, brick, concrete, stone, tile, wood.

Conceptual Response: The commercial and townhouse units, which screen the parking, provide the building base and will be treated with solid materials, brick, tile and concrete. The upper residential levels which are wood frame will be treated with lighter materials, metal and panel siding, all of which are representative to the greater neighborhood.

II. Exterior Signs: Shingle, blade, marquee signs, small signs on canopies.

Conceptual Response: Signage will be scaled to the use and visible to the pedestrian.



DC2 - IV / DC4 - I - Exterior Materials

ZONING SUMMARY

Zone:

- **NC2-65**(Neighborhood Commercial) - (Re-zoned from LR-3 - PUDA 309434)
- **University District Northwest Urban Center Village**
- **NW 45th St Station Overlay District**

Adjacent Zones:

LR3, NC3P-65,NC3-65, NC2-40, SF5000

Design Review:

MUP Type II, Northeast Board, SEPA, Transportation concurrency

Streets:

NE 50th Street & 15th Ave NE (2 frontages with alley)

50th is a **Collector Arterial** and a **minor transit street** north of the property

15th is a **Principal Arterial** and a **major transit street** east of the property

NOT principal pedestrian streets

Alley to east is 14' wide, UNIMPROVED - ONE WAY heading north

Building Development:

- Lot Size:
 - North to South: 280'
 - East to West: 108'
 - Total lot area: 30,240 sf
- Gross Floor Area:
 - P2 = 21,079 sf
 - P1 = 21,260 sf
 - R1 = 20,821 sf
 - R2-R5 = 21,083 * 4 = 84,332 sf
 - TOTAL = 147,492 sf
- Allowable FAR
 - Maximum FAR in a Station Overly District = 5.75, (Max. FAR in a S.O.D. - 5.75 @ 65' Ht.)
 - 5.75 x 30,240 sf = 173,880 Max. allowable gross sf
- Basic structure height limit
 - Maximum 65' - Proposed 65'
 - Pitched roof +5' - not sheds or butterfly roofs, all parts must be 4:12 min.
 - Open railings, planters, parapets: may exceed ht limit by +4 ft.
 - Stair & elev. penthouses and mechanical equipment: may exceed ht limit by +16 ft.

Street Level Development:

- Basic Requirements include:
 - Blank facade segments < 20' length
 - Total blank facade < 40% length facing street
 - Street facade setback < 10' lot line (unless approved otherwise)
- Non-Residential Street Level Requirements:
 - Transparency > 60% of street facing facade between 2' & 8' above sidewalk
 - Provide unobstructed view into structure or 30" d. display windows
 - Uses shall have at least 30' depth (may be averaged but w/ min. 15' depth)
 - Street level min floor-to-floor height - Minimum 13'-0" - provided 20'-0"
- Residential Street Level Requirements:
 - Min. one street level / facing facade must have prominent pedestrian entry
 - Floor or DU with street facade w/ res. use must be at least 4' above or below sidewalk grade or setback at least 10' from sidewalk.
 - Live-Work units, business must be conducted between Street & Res. portion (Townhouse may front the street)

Setbacks:

None

PUDA: **ALLEY** - Re-zone requirement - 30' setback from center line of alley

SDOT: **5.5'** sidewalk easement along **15th Ave NE**

3' sidewalk easement along **NE 50th Street**

1' dedication along alley

SCL: required setbacks for powerlines near site

13' setback from principal lines

7.5' setback from secondary lines

Landscaping:

- Required Green Factor Score = 0.30
- Street trees required
 - Existing along 50th and provide new along 15th
- Parking at street faced - NA - Landscaping buffer not required
- Garbage screen NA if located within structure

Parking:

- Parking required: NONE per Station Overlay District
 - Provide 60 stalls for UCC and public (access off 15th) and 84+ stalls for residential tenants (access off 50th and alley).
- Bicycle parking required: 1 per 4 dwelling units

Parking Location, Access and Curb Cuts:

- **Zoning - Commercial - Sec. 23.47A.032**

A. Access to Parking

I. NC Zones

a. Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C.

- **23.53.030.C**

Zones LR3, MR, HR, NC2 right of way width for existing alleys = 16'

4. In the event of conflict between the standards for curb cuts in this subsection 23.47A.032.A and the provisions of subsection 23.54.030.F, the standards in subsection **23.54.030.F** shall control.

- **Sec. 23.54.030.F**

F. Curb Cuts

The number of permitted curb cuts is determined by whether the parking served by the curb cut is for residential or non-residential use, and by the zone in which the use is located. If a curb cut is used for more than one use or for one or more live-work units, the requirements for the use with the largest curb cut requirements shall apply.

- 2. Non-Residential use curb cuts:

Table C for 23.54.030

Where street frontage is between 240' - and 360', 3 curb cuts are permitted.



FEATURES

- 116 DUs above the podium, 3 Townhouses above grade, optional 2 LW spaces with 1 corner commercial unit or 2 additional Townhouses
- 52 parking stalls on the lower level (short the 60 required by contract) and 63 stalls on the upper level - 115 total
- Main residential lobby, TH entries and optional LW, commercial off 15th
- Bicycle storage on both levels of the garage
- Building envelope meets the zoning code, PUDA and site required setbacks

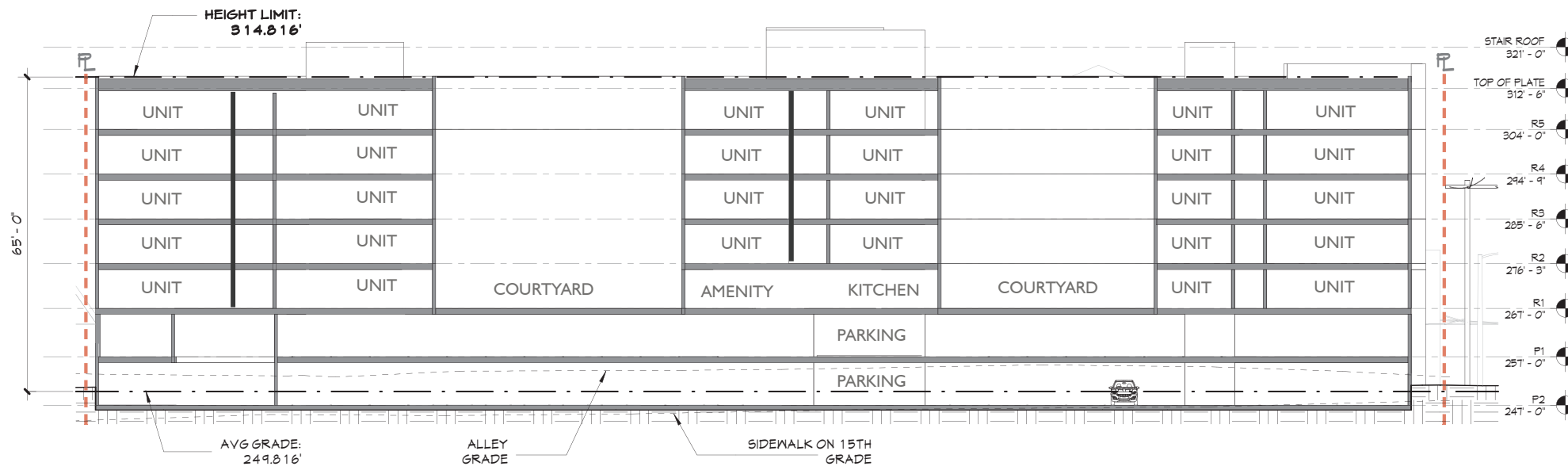
PROS

- TH's raised above the sidewalk and adjacent to the triplex to the south
- The residential entry is on 15th, the main access sidewalk

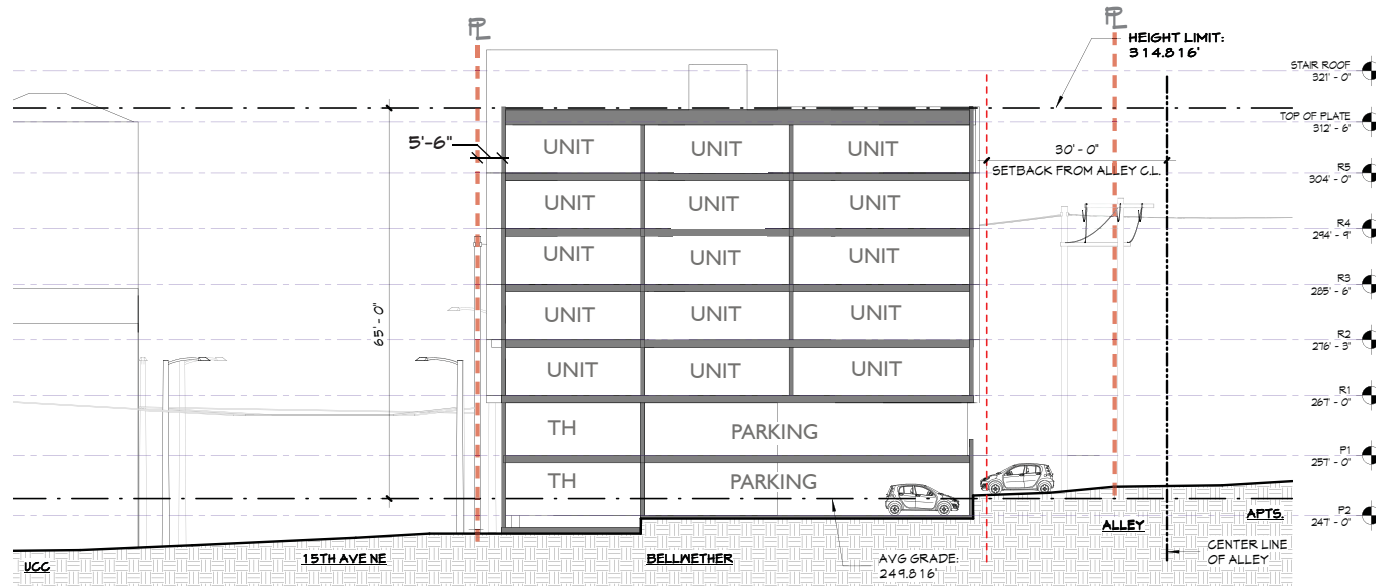
CONS

- No public access to parking off 15th, public has to find pay lot entry off one way alley from 47th street a block south. All cars parking in facility will have to go down to 47th make a left across traffic, up 47th to alley make a left across traffic and drive up the full length of the alley to access parking. Per contract the Owner is required to provide 60 parking stalls dedicated to church use and 120 low income units on the site, 40% of which are to be family size units. The number of DU's are drastically reduced and the size is reduced, 20 studios replaced 1 BDRM units. Contract requirements are not met, which are a condition of the property sale.

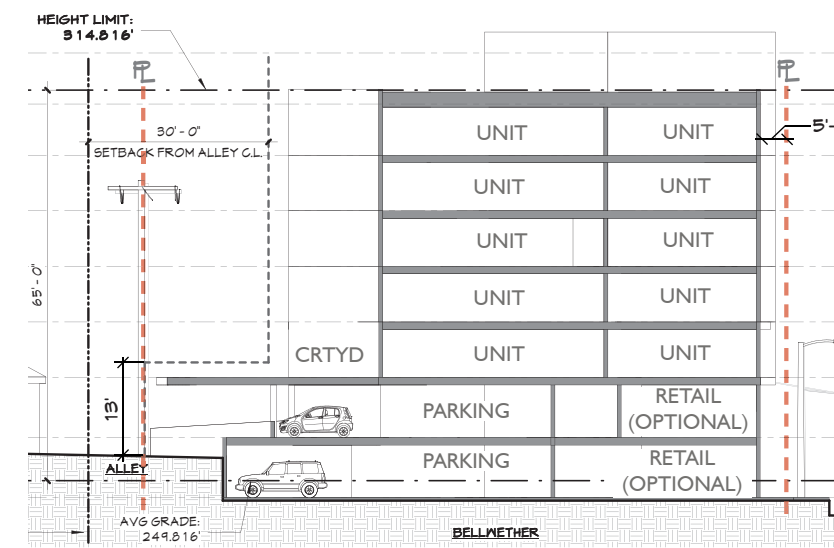




A-A - LONGITUDINAL SECTION N-S - LOOKING WEST



B-B - TRANSVERSE SECTION E-W - LOOKING NORTH



C-C - TRANSVERSE SECTION E-W - LOOKING SOUTH



LOOKING SOUTH DOWN ALLEY



LOOKING SOUTH DOWN 15TH AVE NE



LOOKING EAST AT ENTRANCE



FEATURES

112 DU's above the podium, 3 Townhouses, Optional 2 LW spaces, 1 corner commercial space or 2 additional Townhouse units

58 parking stalls on the lower level and 82 stalls on the upper level - 140 total

Main residential lobby, TH entries with optional LW and retail off 15th

Bicycle storage on both levels of the garage

PROS

Courtyards receive afternoon light.

Commercial parking accessed off 15th

TH's raised above the sidewalk and adjacent to the triplex on the south

The residential entry on 15th the main access sidewalk

CONS

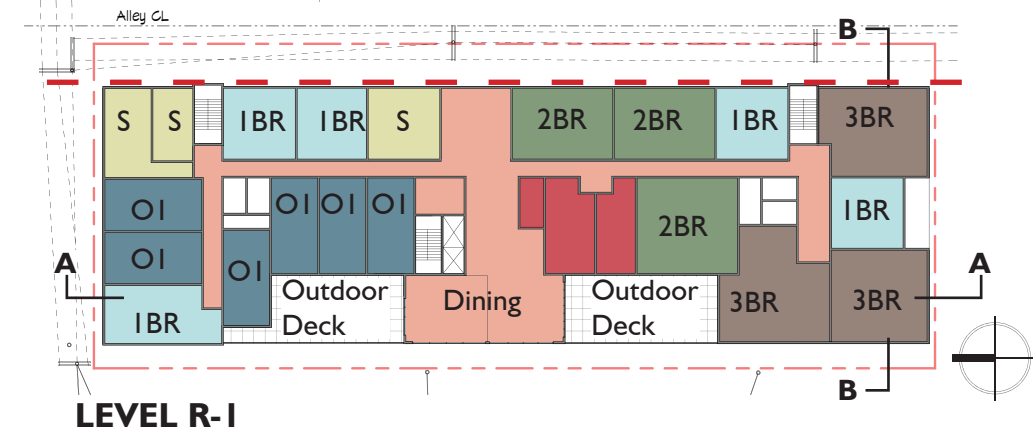
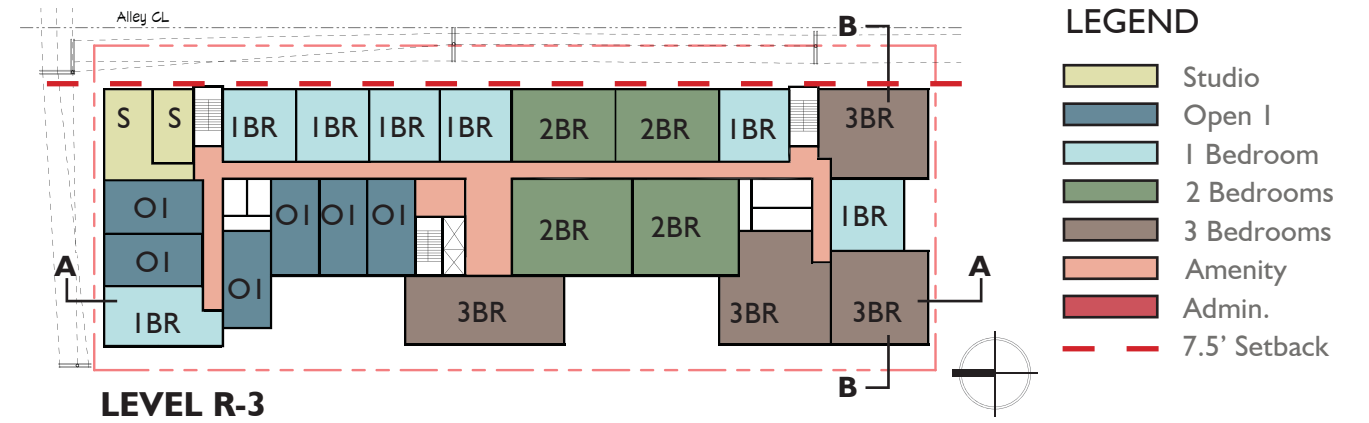
Per contract the Owner has to provide 120 low income units on the site and only 112 are accommodated.

The building bulk is along the alley creating deep shadows on the apartment buildings to the east. The alley wall is unmodulated, flat and tall to accommodate the unit count. The amenity space and patios are smaller, lack privacy and face 15th a very busy, noisy car/bus filled street.

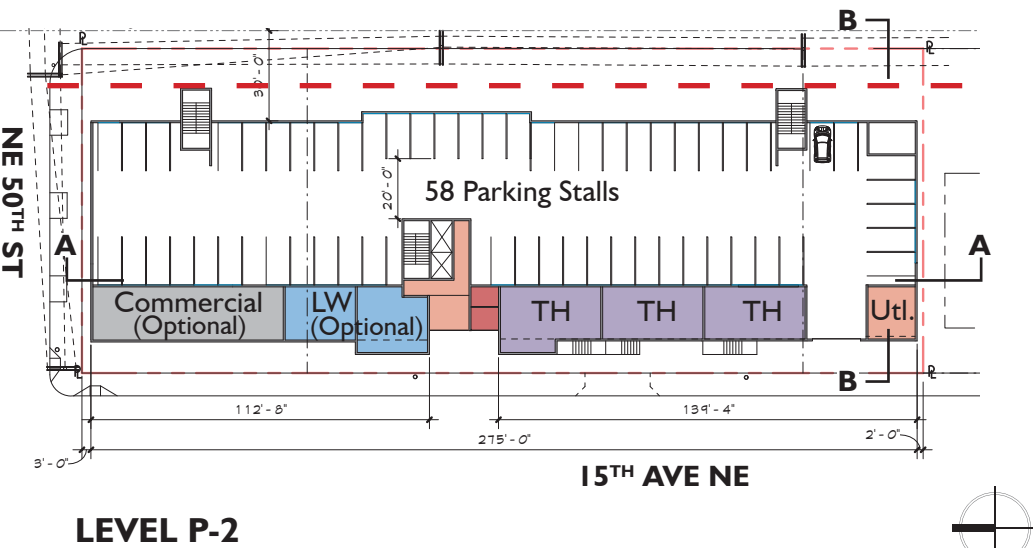
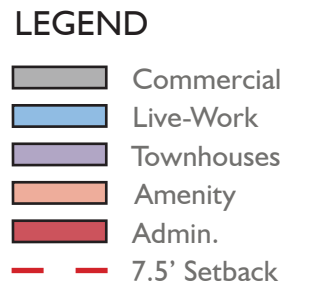
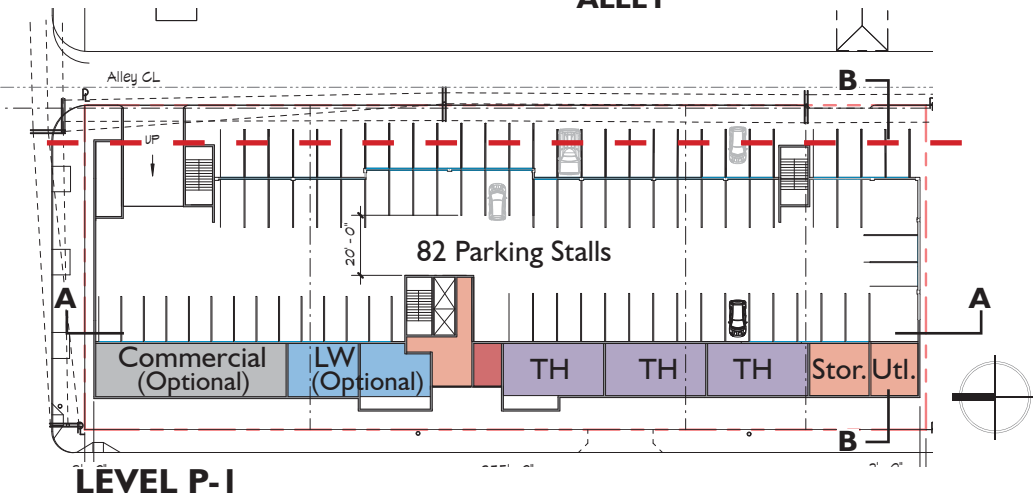
REQUESTED DEPARTURES - 2

1. Per the rezone conditions, request relief from the 30' alley setback, for a constant setback of 17'.

2. Request relief from commercial space average depth of 30' to an average depth of 19'.

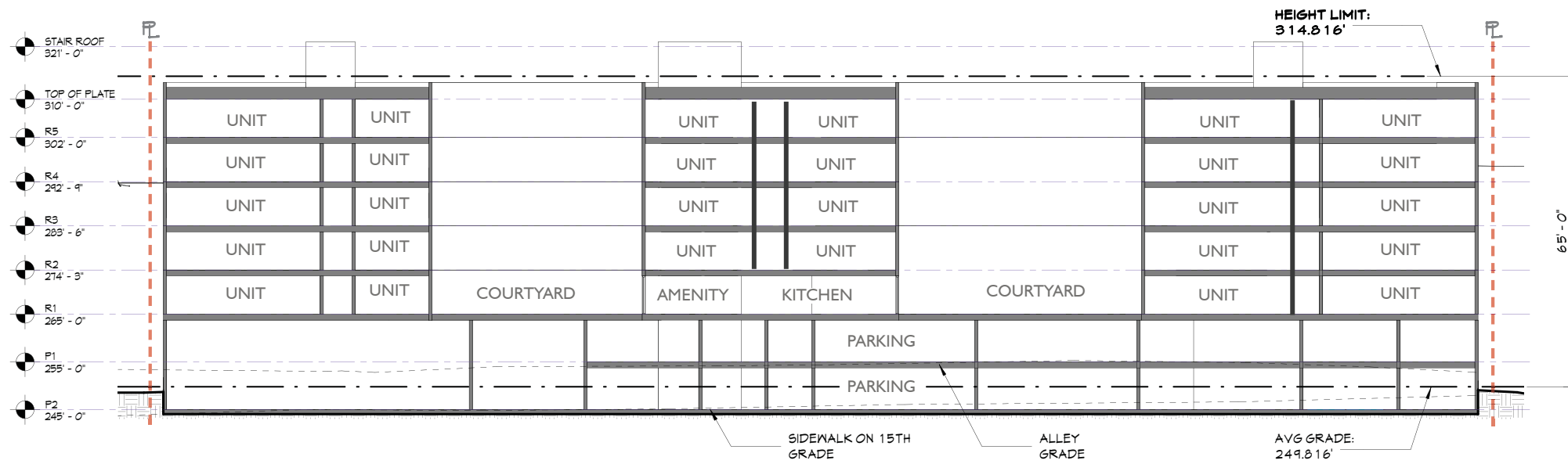


ALLEY

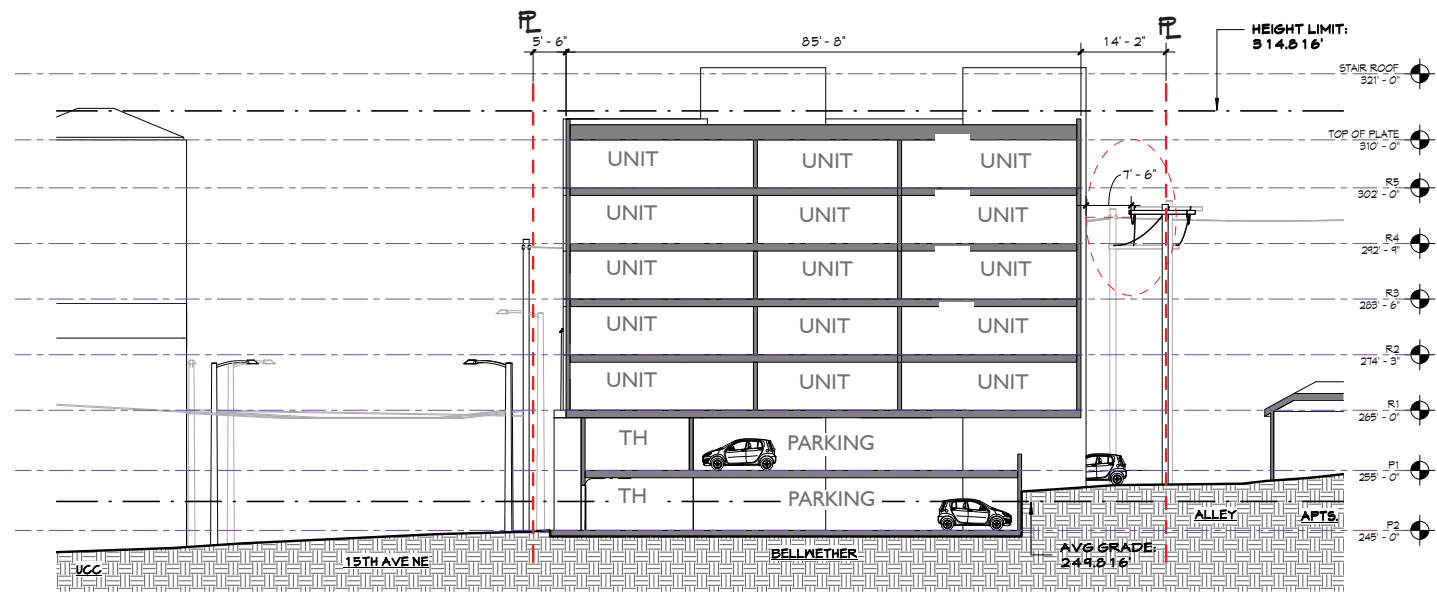


NE 50TH ST

15TH AVE NE



A-A - LONGITUDINAL SECTION N-S - LOOKING WEST



B-B - TRANSVERSE SECTION E-W - LOOKING NORTH



LOOKING SOUTH DOWN ALLEY



LOOKING SOUTH DOWN 15TH AVE NE



LOOKING EAST AT ENTRANCE



FEATURES

126 DU above the podium, 3 Townhouses, optional 2 LW spaces and 1 corner commercial space or 2 additional townhouses.

60 parking stalls on the lower level and 86 stalls on the upper level - 146 total

Main residential lobby, TH entries and optional LW, retail off 15th

Bicycle storage on both levels of the garage

PROS

TH's raised above the sidewalk and adjacent to the triplex on the south

Optional LW/commercial on 15th giving activity to the street w/ residential entry on 15th the main frontage

Commercial parking access off 15th for public access, residential parking off 50th for security, safety and reduced impact of traffic on neighborhood

Achieve 126 low income DU's above the concrete podium

Courtyard amenity facing the alley provides privacy/quiet for families, west facing balcony for adult use

The shadow study shows buildings to east are only impacted in the afternoons/lower levels during the winter

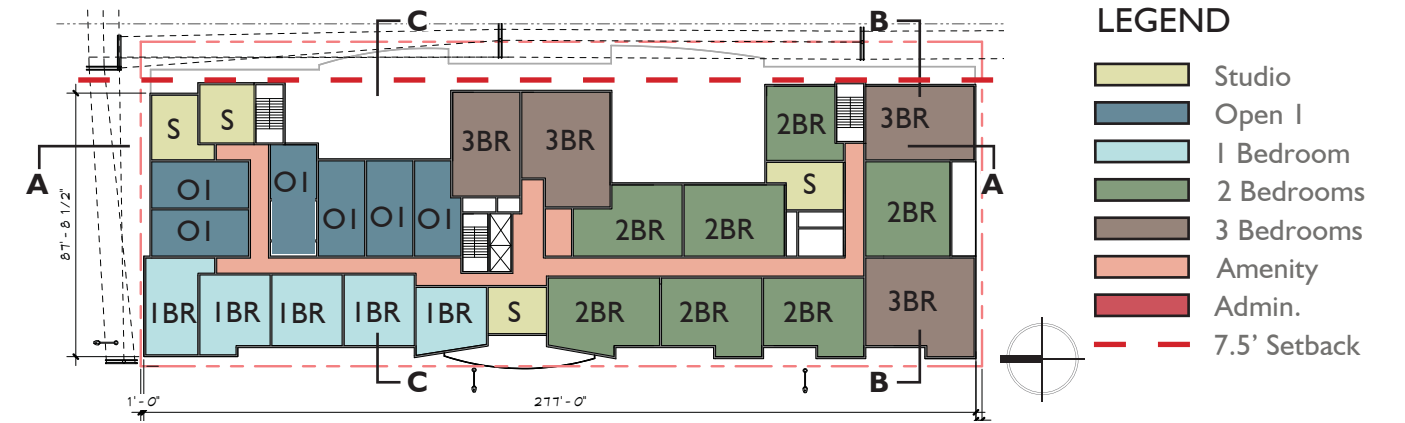
CONS

None

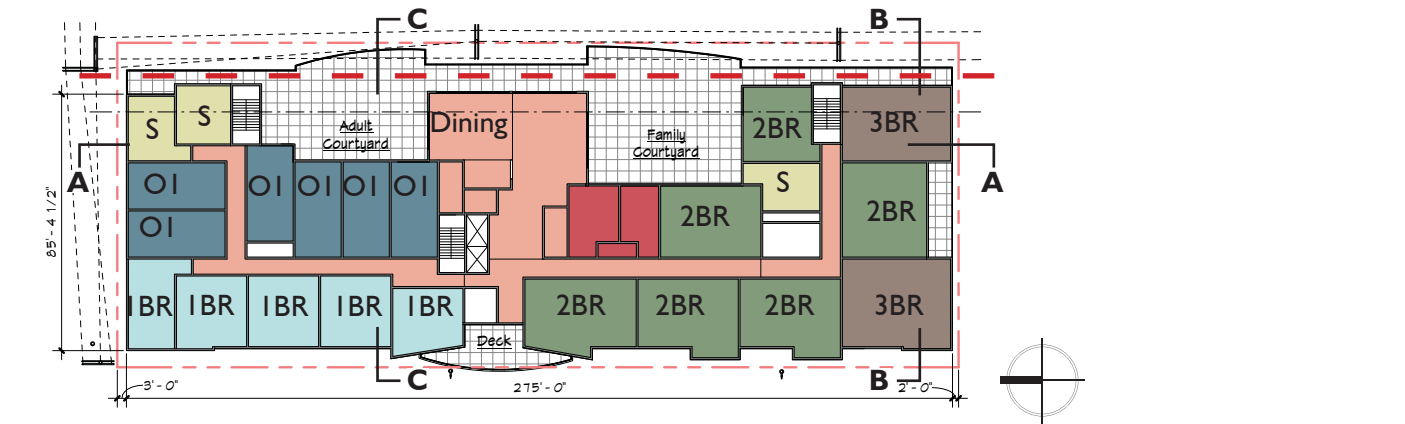
REQUESTED DEPARTURES - 2

1. Per PUDA, request relief from the 30' alley setback, requesting an average setback of 21' with 19' minimum.

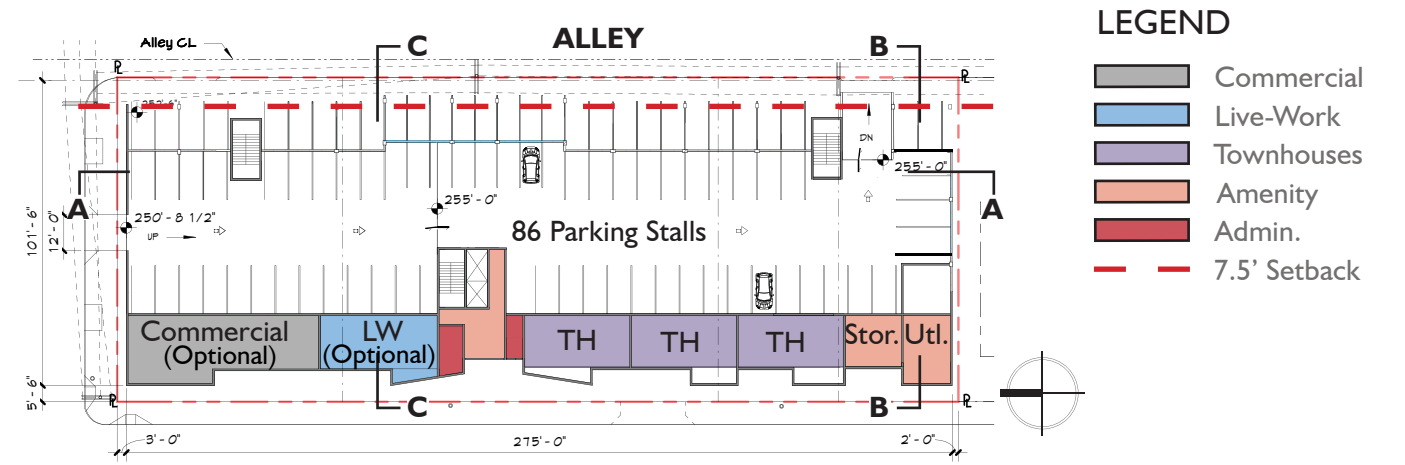
2. Request relief from commercial space average depth of 30' to an average depth of 19' with min. depth of 16'.



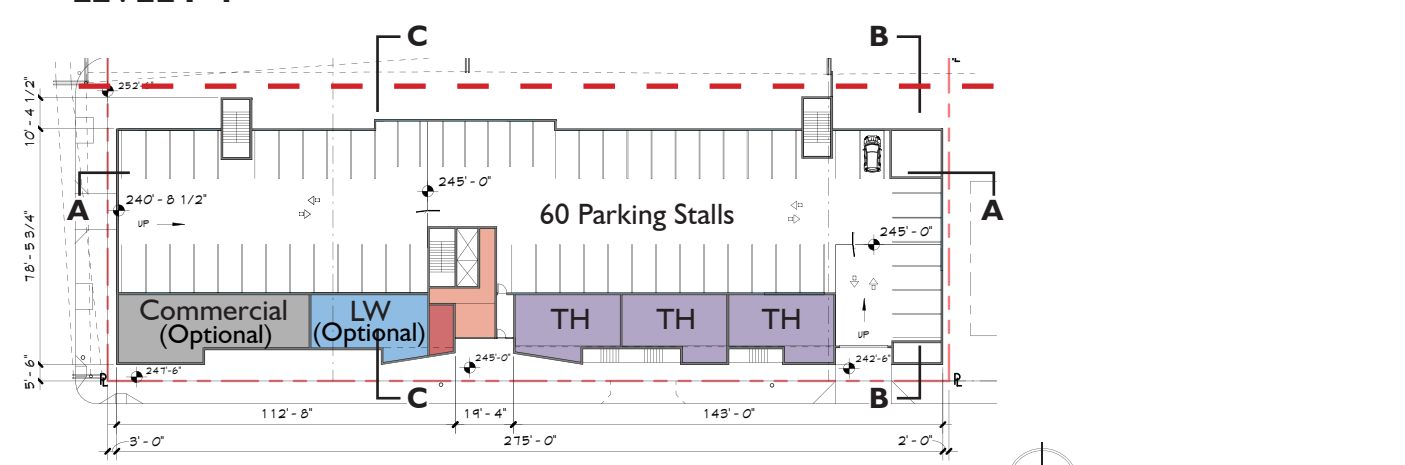
LEVEL R-2



LEVEL R-1

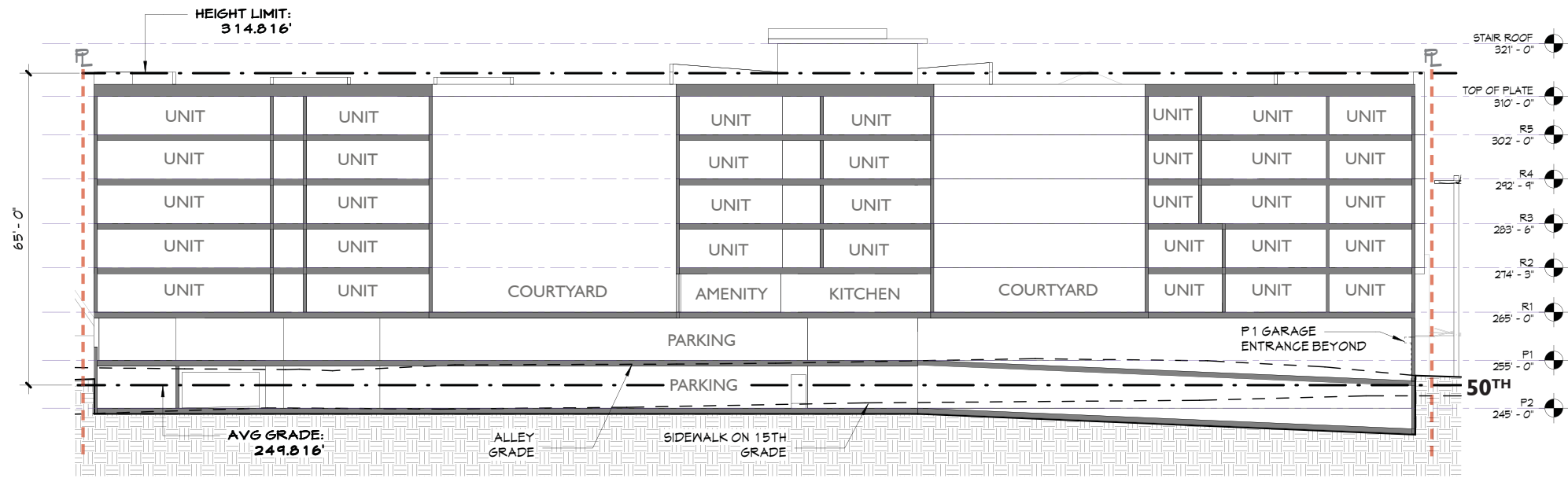


LEVEL P-1

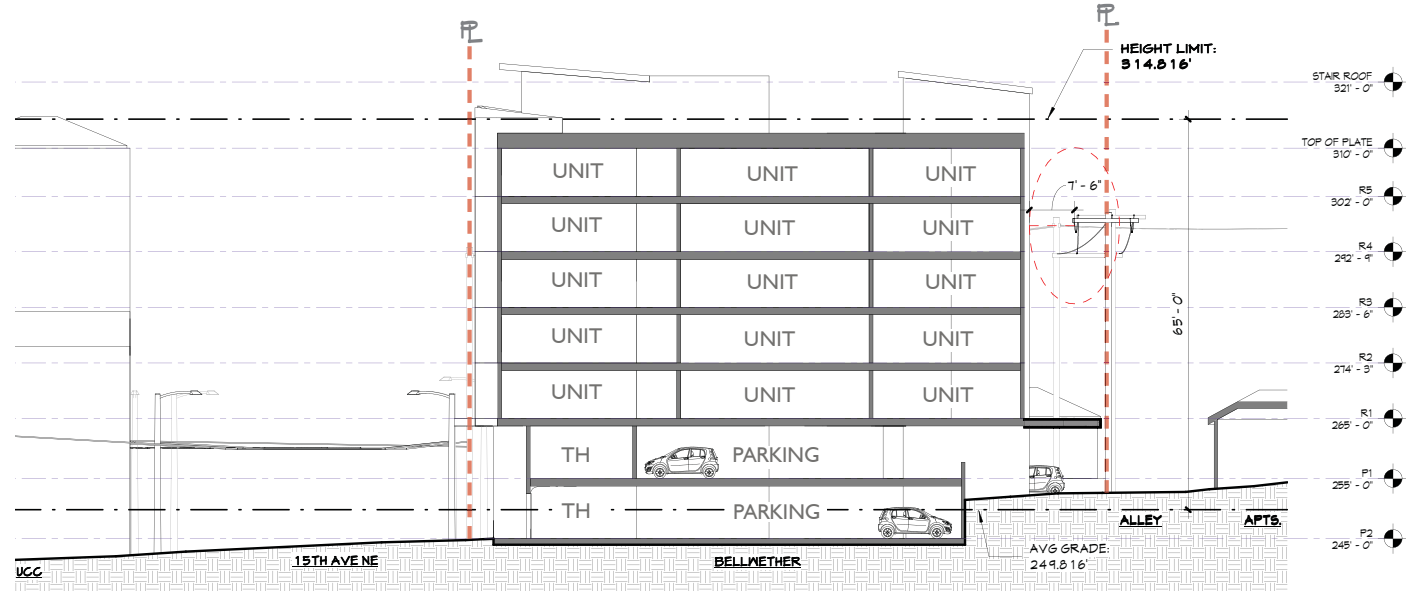


LEVEL P-2

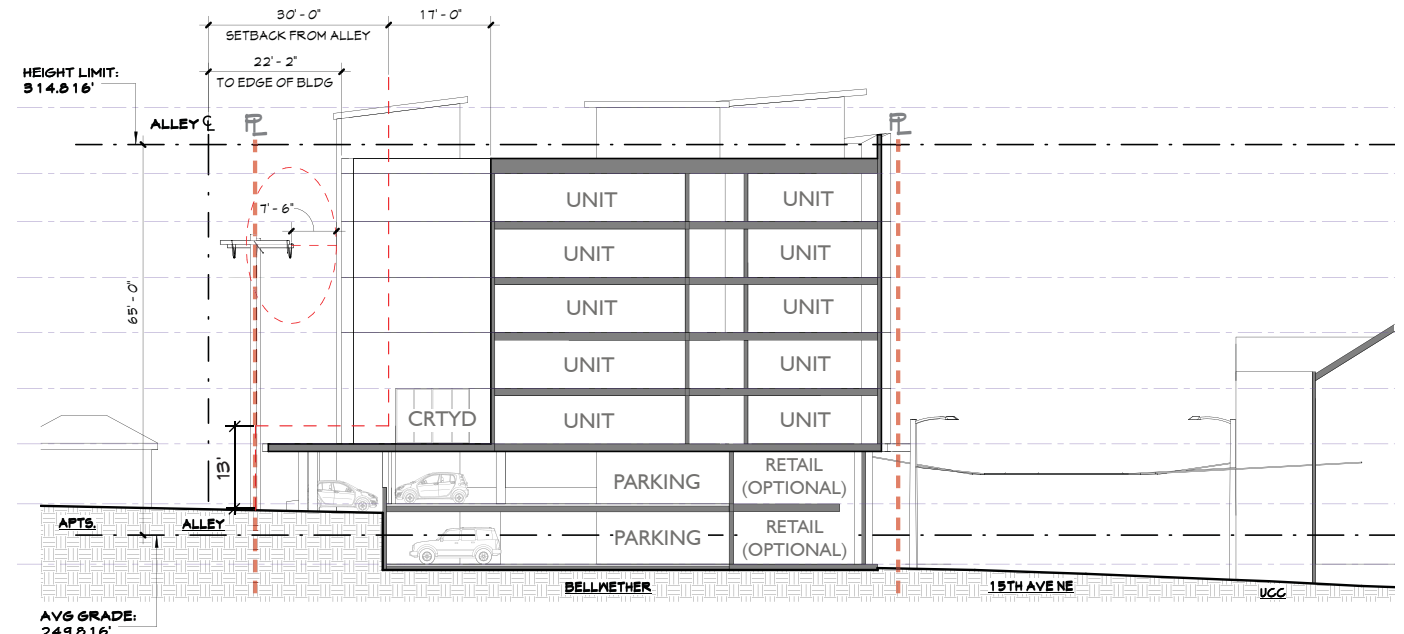
OPTION 3 - PREFERRED



A-A - LONGITUDINAL SECTION N-S - LOOKING WEST



B-B - TRANSVERSE SECTION E-W - LOOKING NORTH



C-C - TRANSVERSE SECTION E-W - LOOKING SOUTH



LOOKING SOUTH DOWN ALLEY



LOOKING SOUTH DOWN 15TH AVE NE



LOOKING EAST AT ENTRANCE

OPTION 3 - PREFERRED

21

DEPARTURES

23.47A.008.B3a -

Uses shall have a least 30' depth (may be averaged w/ min. 15' depth)

Response:

The code requires a minimum depth of **30'** for commercial uses, however due to site constraints, we request a departure to allow for an average unit depth of **19'**. The minimum depth of the commercial spaces are 16', and the maximum depth is 23'-2". Averaged across the entire commercial end of the building, is a depth of **19.387'**.

SDOT is requiring a 5.5' setback on the 15th Ave side of the site, another 1.0' on the alley side. Per contract the client requires a minimum of 60 on site parking stalls dedicated to their use, the commercial spaces facing 15th Ave had to be reduced to accommodate these various needs. Even though the 2 story commercial units are narrower in width, we've compensated by creating fewer longer spaces to provide useable units. This allows each space to have ample square-footages, even with the narrow constraints.

•Total Space Combined: 19.387'

$$(23-2" + 18'-4" + 18'-4" + 23'-1.75" + 17'-4.375" + 15'-11.75") / 6 = 19.387'$$

Depending on funding the commercial spaces are optional and may be changed to townhouses.

PUDA CF309434 -

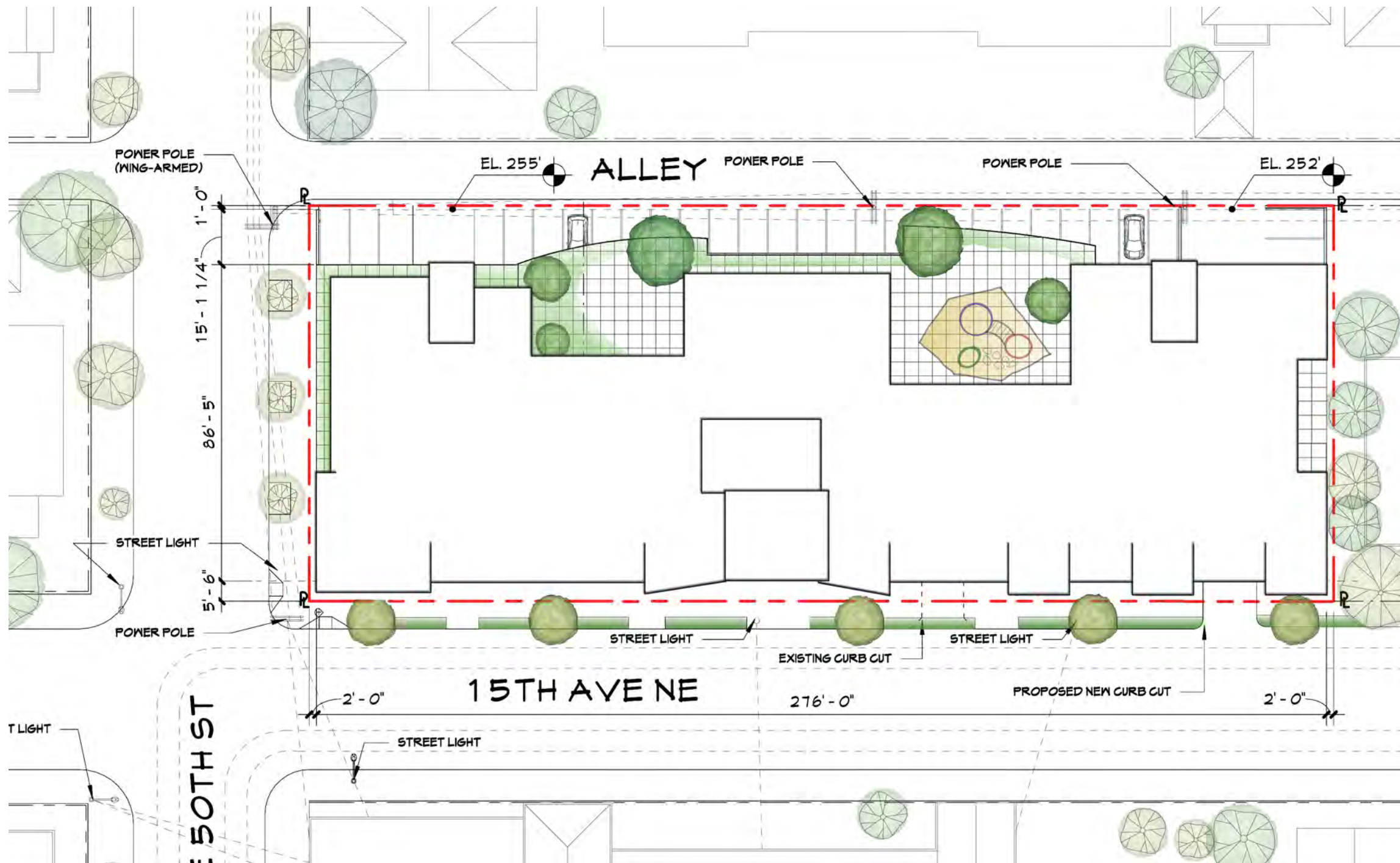
30' rear setback from CL of alley above 13', design review board may give departures

Response:

Per re-zone, a **30'** rear setback is required from the center line of the alley to the rear of the building. We request a departure to allow for an average setback of **21'**. This setback applies to the building 13' above the grade of the alley, affecting the residential levels, R1-R5. On these levels, we provide a minimum setback of 19', and a maximum setback of 53'. Averaged across the entire rear of these residential levels, the average setback is **20.96'**.

Per the property sales agreement we are required to provide 120 low-income units minimum. To meet this goal, we need to maximize the square-footage on the site, especially given the number of family size units the client wants to achieve. In order to reconcile the setback requirements and the number of units, we've modulated the rear of the building to allow for two open courtyards that would separate wings of residential units. These courtyards are deeper than the required setback and provide community space. The departure would allow the building wings and stair-towers to extend out towards the property line, and pass over the required setback. However, without this departure, it would be impossible to meet the clients needs for unit count and size within the site boundaries. The shadow study shows the apartment buildings to the east are minimally affected in the winter months as the alley provides a healthy setback already.

•Total Average Setback: 20.96'



SITE LANDSCAPING PLAN

LEGEND



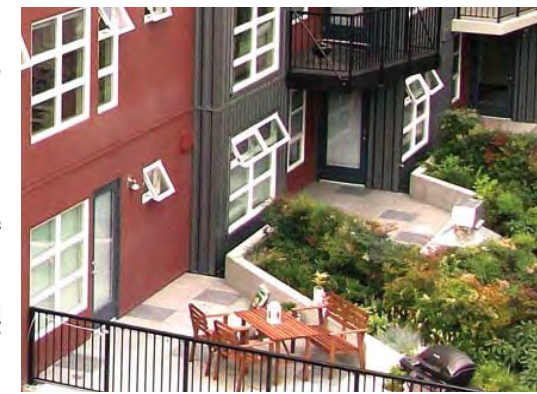
Proposed Tree



Existing Tree

Property Line

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



Option for patio landscaping



Option for street scaping & seating



Option for street scaping & seating



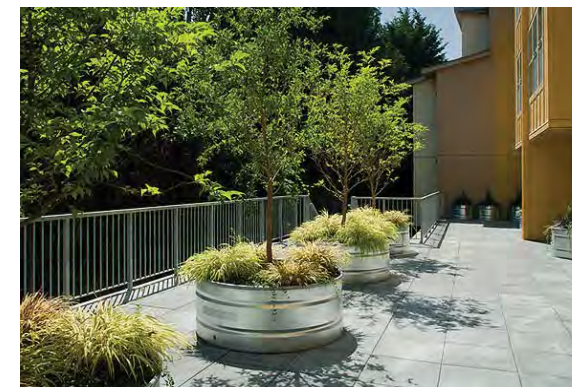
Option for patio seating & landscaping



Planter at West entry



Option for planters at townhouse entrances



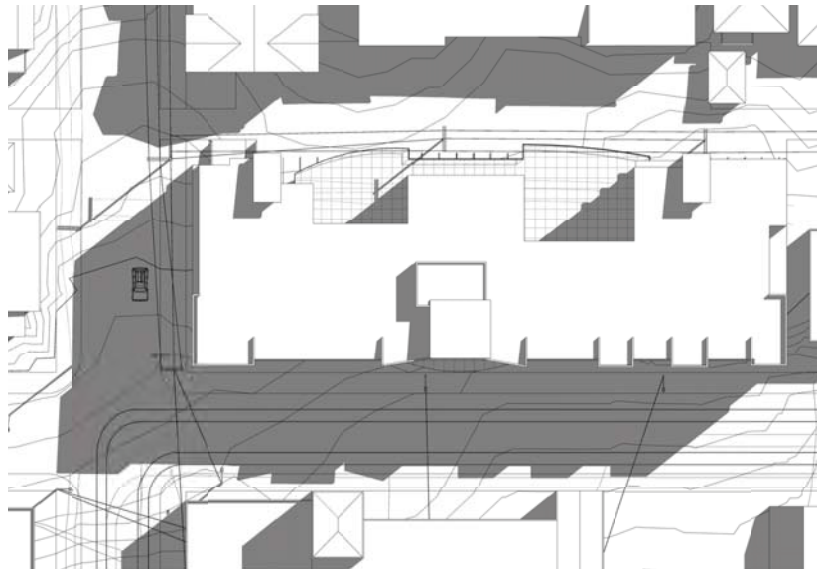
Option for patio landscaping



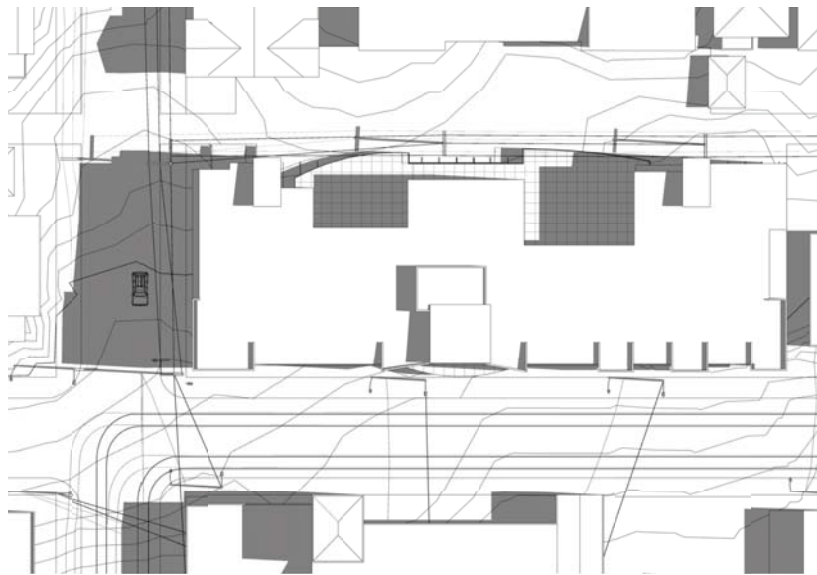
Street scape & townhouse plantings

SITE LANDSCAPING PLAN

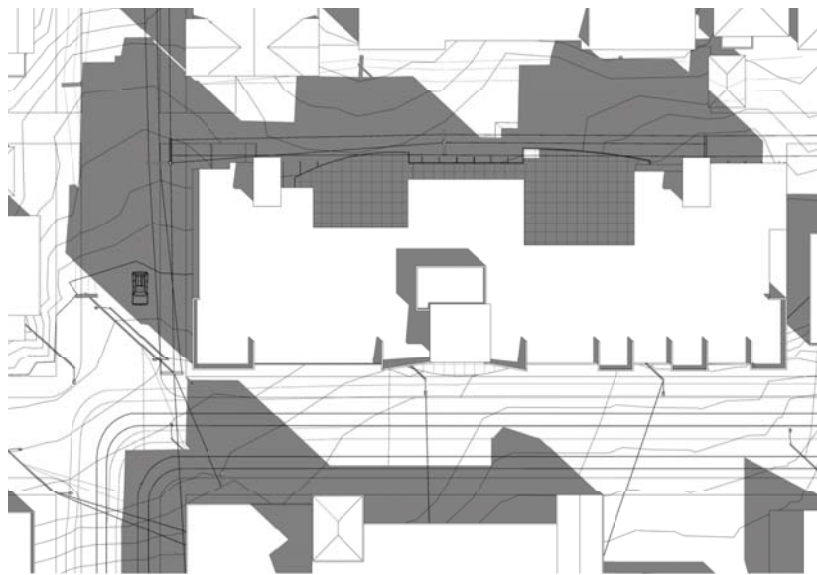
SOLAR STUDY



10:00 AM

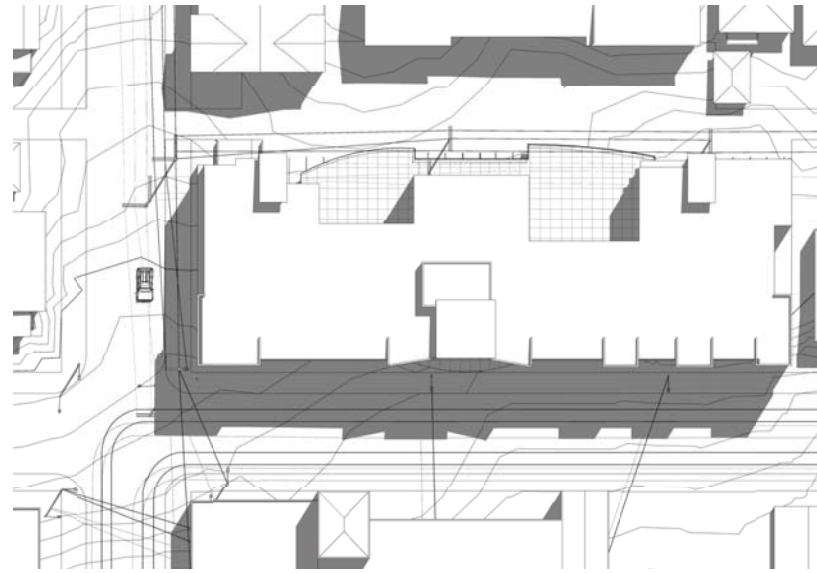


12:00 PM

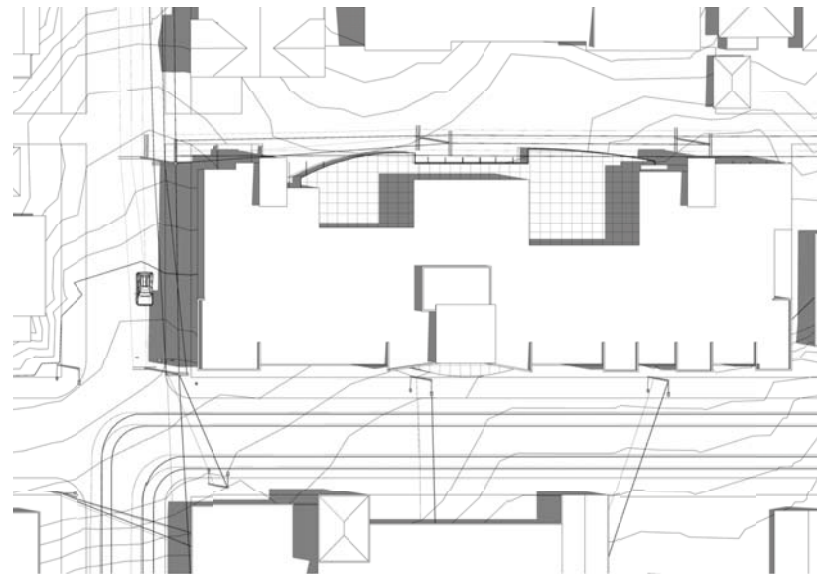


2:00 PM

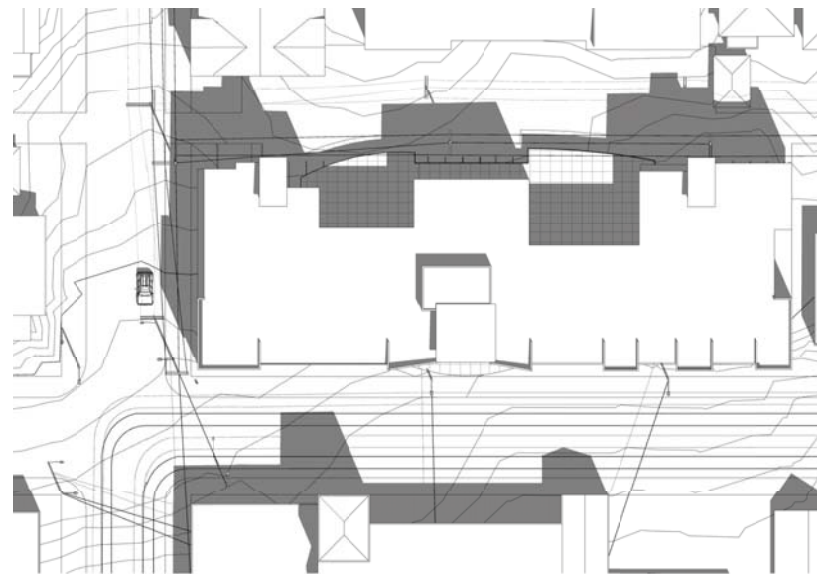
SPRING & FALL EQUINOX



10:00 AM

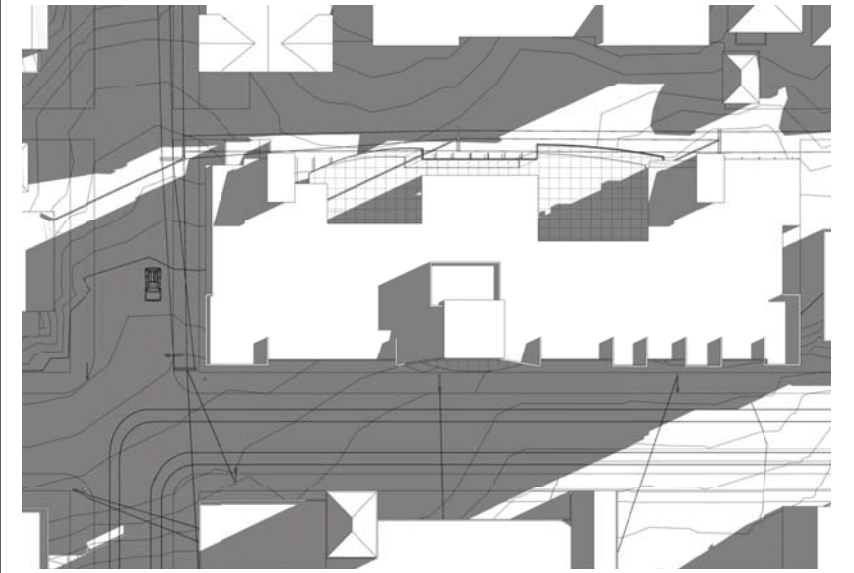


12:00 PM

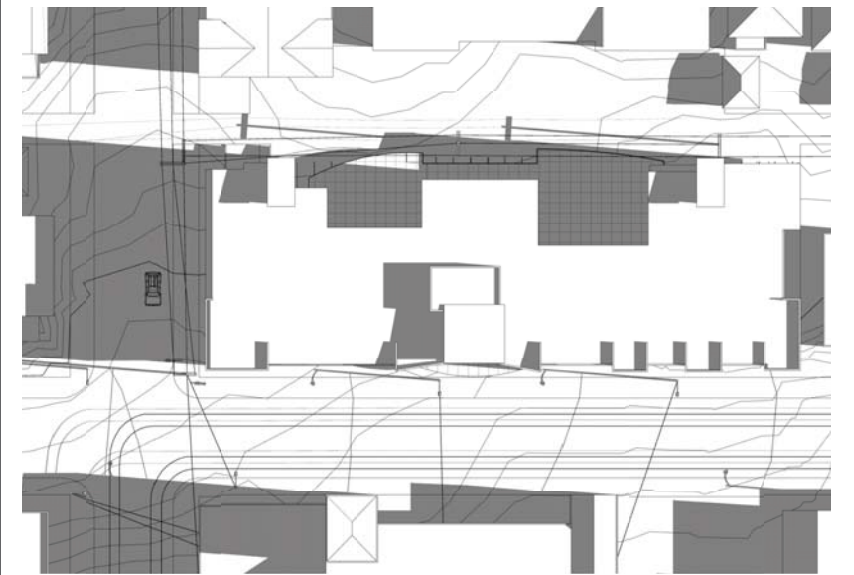


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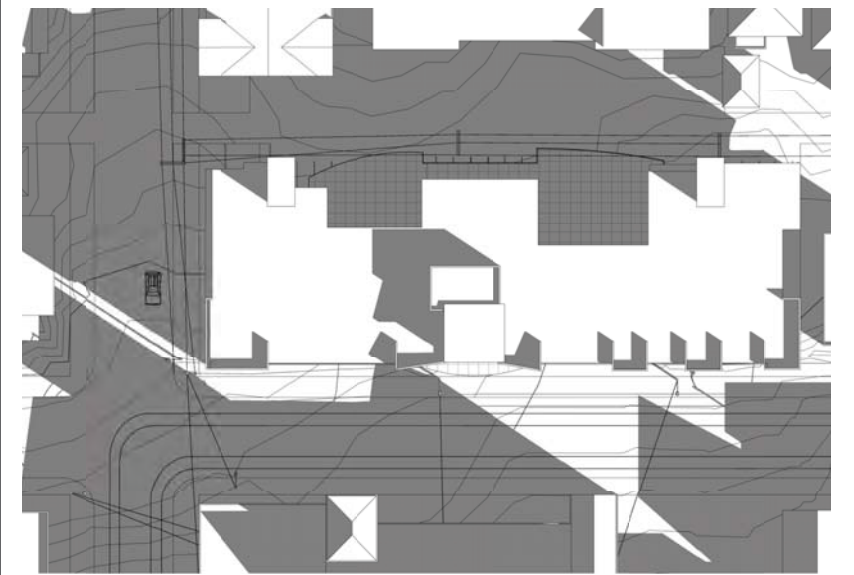
SUMMER EQUINOX



10:00 AM



12:00 PM



2:00 PM

WINTER EQUINOX





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Compass Housing Alliance



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Bellwether



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Compass Housing Alliance



STONE WAY APARTMENTS
Bellwether



COMPASS VETERANS CENTER - RENTON
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COMPASS VETERANS CENTER - RENTON
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