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# 3025

*3025 NE 130TH STREET, SEATTLE WA 98125*

## EARLY DESIGN GUIDANCE

**AUGUST 25TH, 2014**  
**DPD# 3017341**

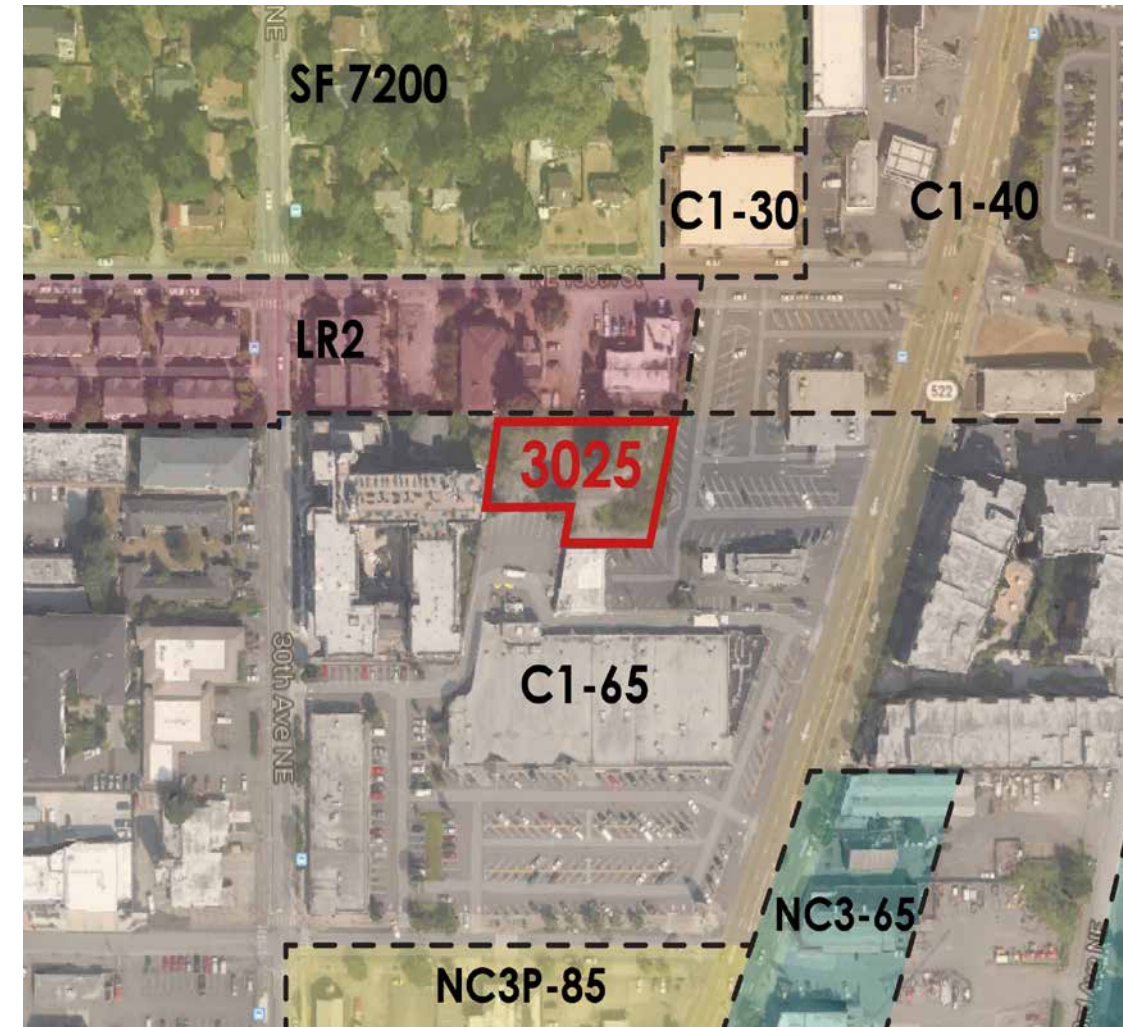
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                 AMERICAN FAMILY, LLC  
                 7523 119TH PLACE SE  
                 NEWCASTLE, WA 98056  
                 PHONE: 206.604.9588

ARCHITECT      STUDIO19 ARCHITECTS  
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                 SEATTLE, WA 98104  
                 PHONE: 206-466-1225  
                 htian@studio19architects.com

## PROJECT INFORMATION

<b>PROPERTY ADDRESS</b>	3025 NE 130th Street, Seattle WA 98125
<b>PARCEL NUMBER</b>	1453600665   1453600482
<b>ZONE</b>	C1-65 (Commercial 1)
<b>OVERLAYS</b>	Lake City (Hub Urban Village)
<b>APPLICABLE DESIGN GUIDELINES</b>	City of Seattle, North District / Lake City Neighborhood Design Guidelines
<b>FREQUENT TRANSIT</b>	Yes
<b>MAPPED ECA</b>	Yes / Salmon Watershed
<b>LOT AREA</b>	23,518 SF
<b>FAR</b>	4.25 Residential use only (23,518 SF X 4.25 = 99,952 SF)
<b>NUMBER OF RESIDENTIAL UNITS</b>	166
<b>NUMBER OF PARKING STALLS</b>	55
<b>BUILDING HEIGHT</b>	65 FEET
<b>DEPARTURES</b>	None



## PROJECT DESCRIPTION

The proposal is to construct a 166 unit apartment building on an open lot. Commercial retail space and a residential lobby will be located at the ground floor level with 6 floors of apartments above for a total of 72 units. No parking is proposed.

# CONTEXT ANALYSIS

Located on NE 130th Street this project sits along the northern edge of the Lake City Civic Core near the transition between the commercial center and single family neighborhoods. The area blends retail and offices spaces and multi-family apartments along Lake City Way and NE 30th Avenue with single family homes on adjacent blocks. Existing retail is mixture of restaurants and stores selling goods and services. The site is just a short walk away from a frequent transit corridor, a major grocery outlet, and the center of the civic core.

King Arthurs Court Apartments



Cedar Park Apartments



Grocery Outlet Store



Wells Fargo Bank



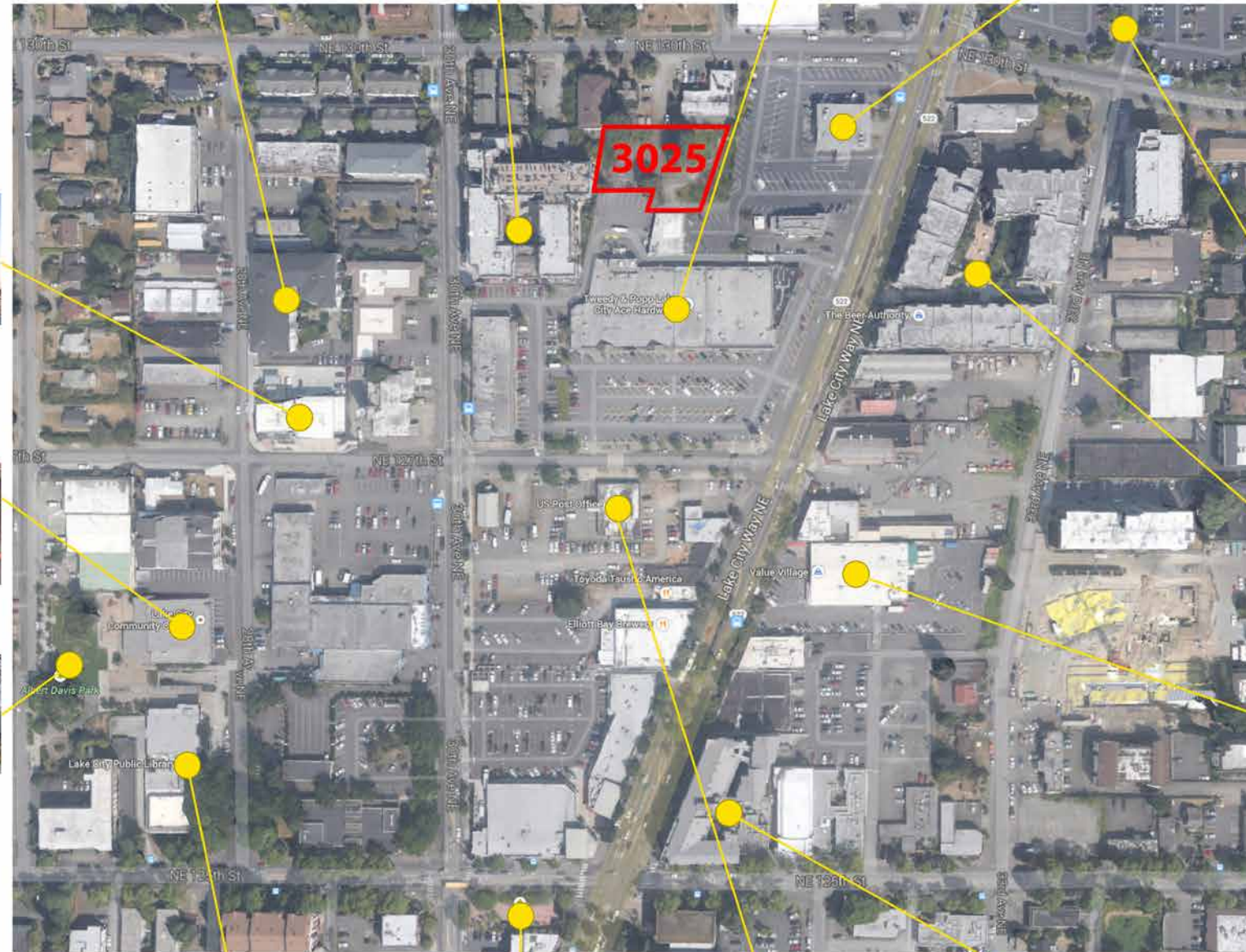
Fire Station 39



Lake City Community Center



Albert Davis Park



Fred Meyer Store



Solara Apartments



Value Village Store



Lake City Public Library



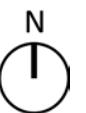
Lake City Mini Park



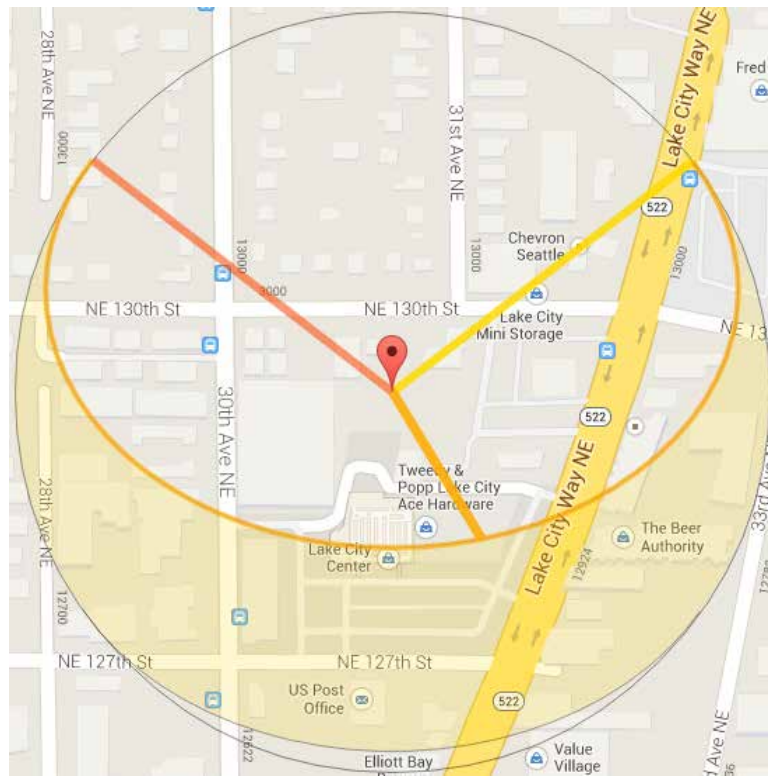
USPS Post Office



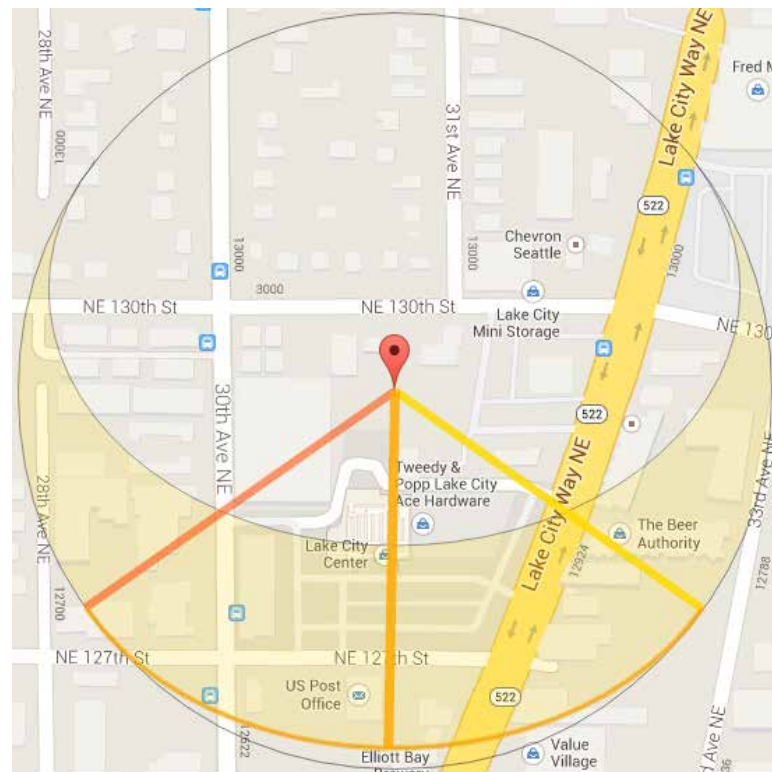
Rekhi Building Apartments



# CONTEXT ANALYSIS

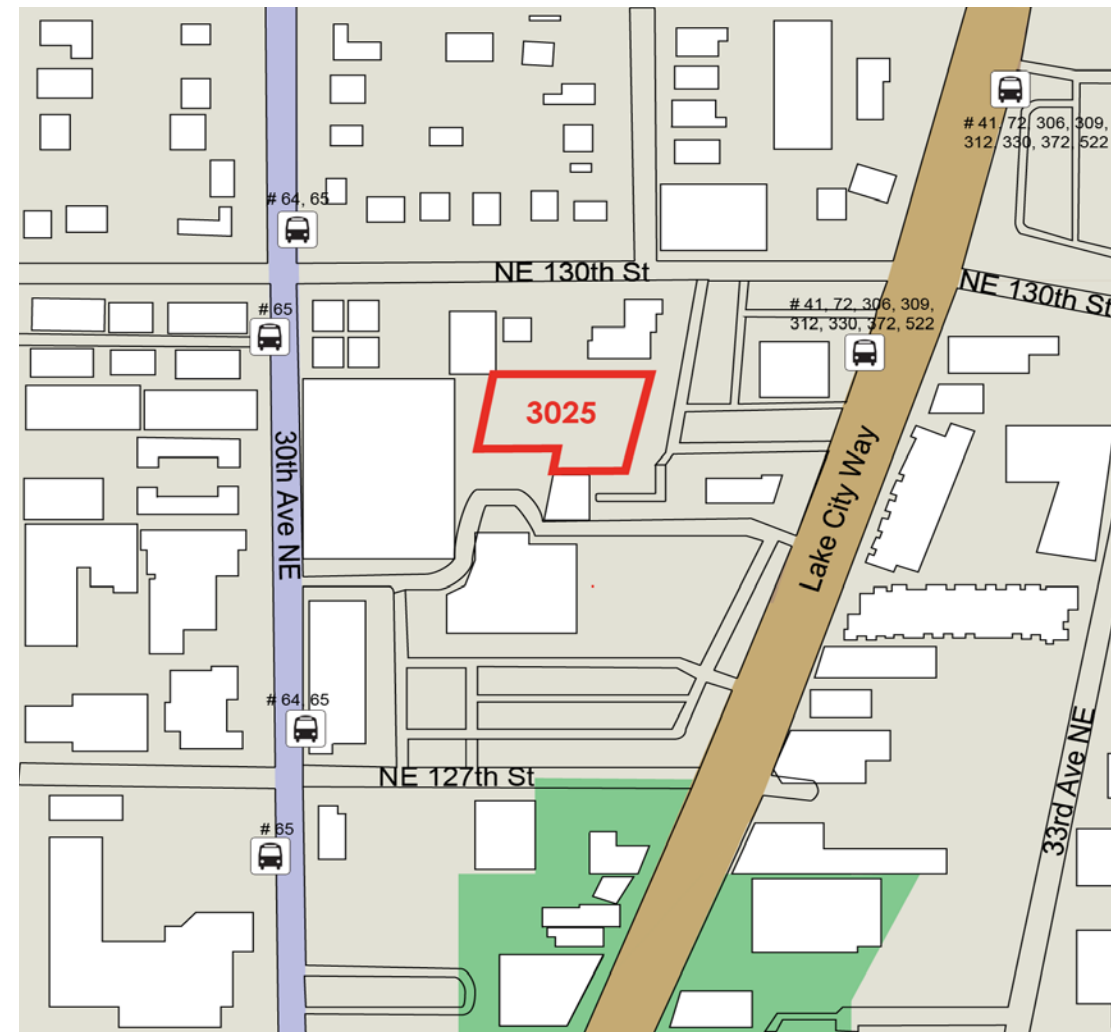


Summer Solstice - June 21st



Winter Solstice - December 21st

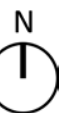
## Sun Studies



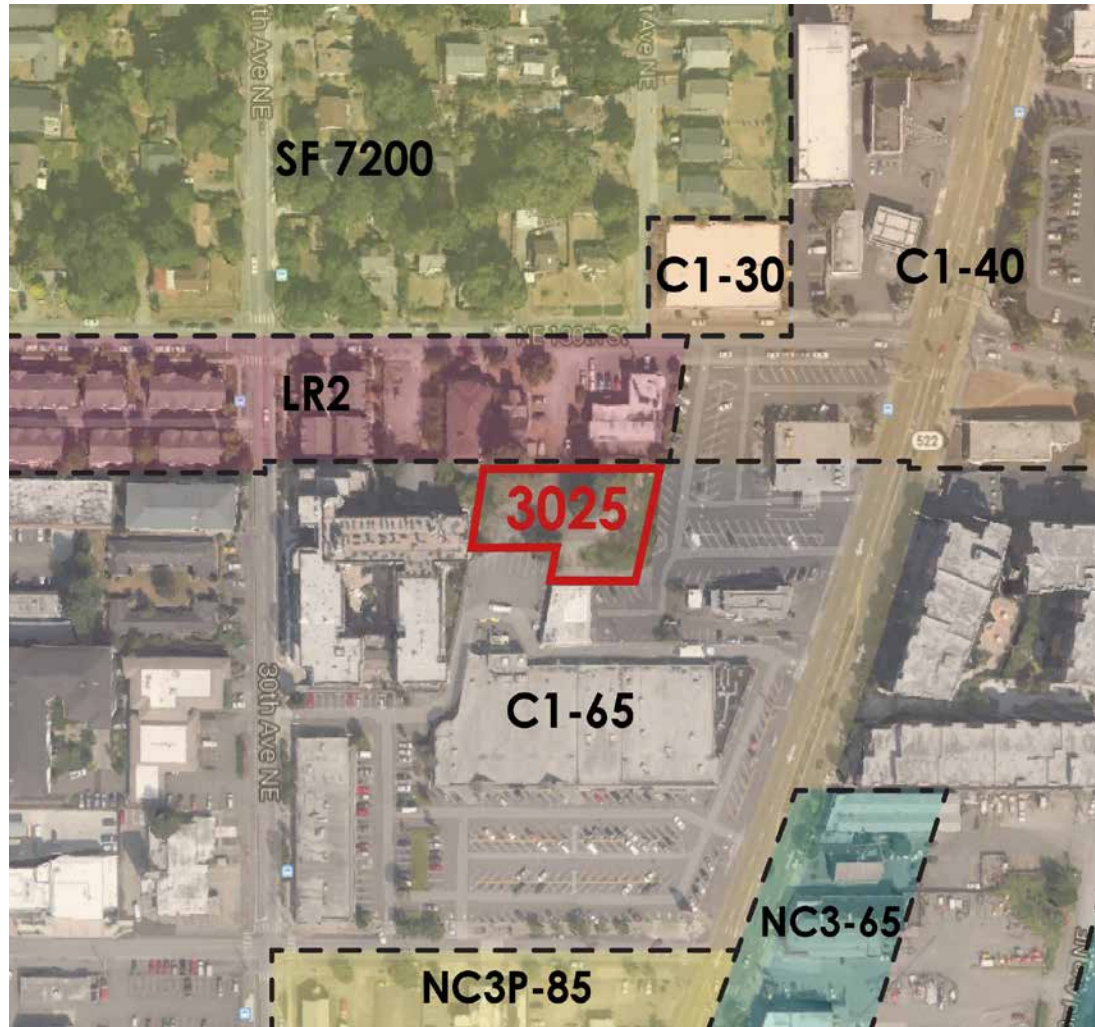
- Pedestrian Oriented Area
- Principal Arterial
- Collector Arterial
- Bus Stop

## Access Opportunities

The site is located between a principal arterial and a collector arterial. Vehicles will access the project site from Lake City Way while the residential entry offers a convenient path for pedestrians to access from NE 130th St. Bus stops of several routes are along Lake City Way and the 30th Ave NE.

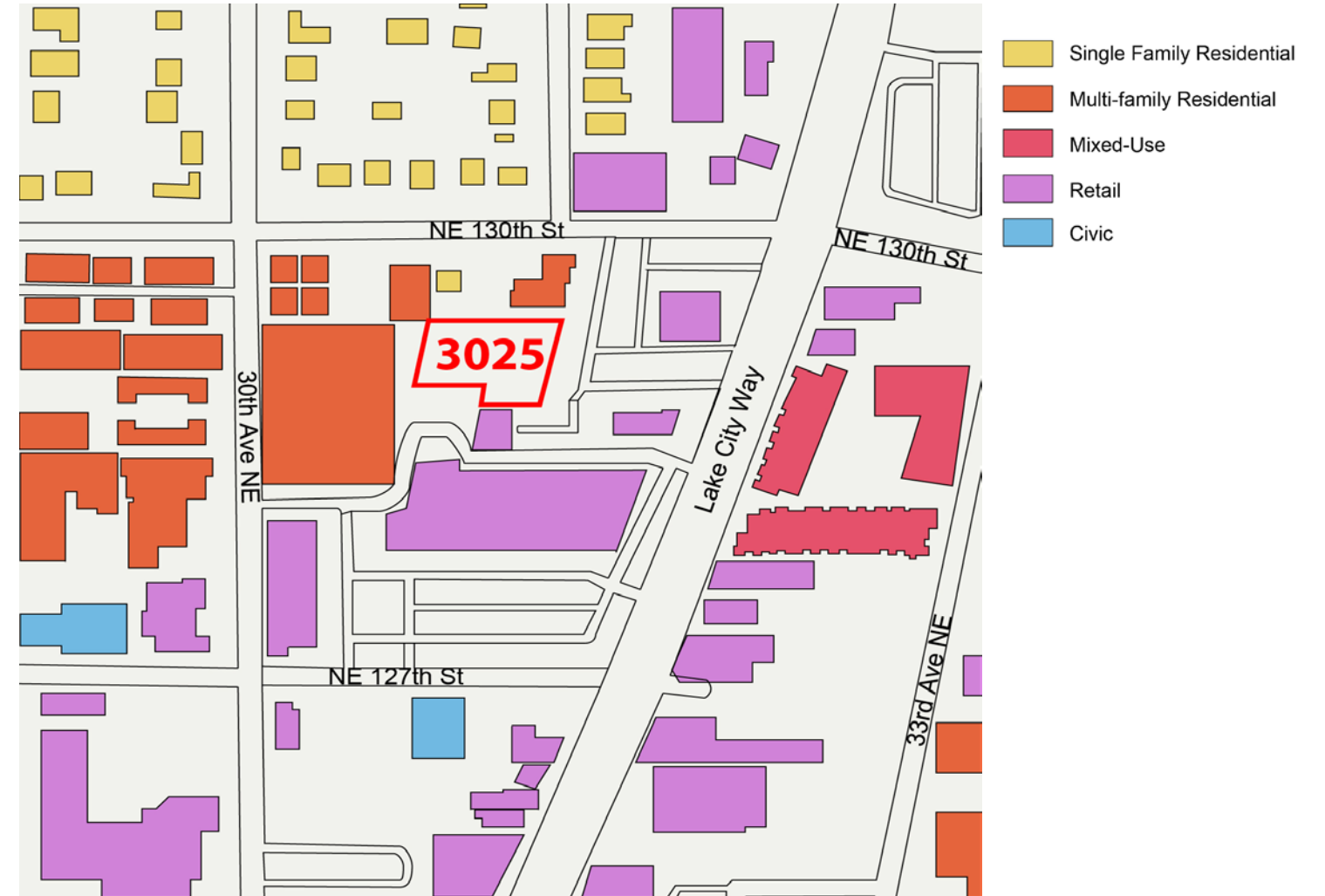


# CONTEXT ANALYSIS

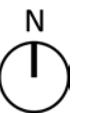


## Zoning and Overlay Designation

The project site is within the Lake City Hub Urban Village and is zoned C1-65. Parcels to the east, south and west are also zoned C1-65. The properties to the north are zoned L2 with single family developments beyond.



## Surrounding Uses



# CONTEXT ANALYSIS



**A** NE 130th St - Facing North

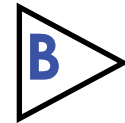
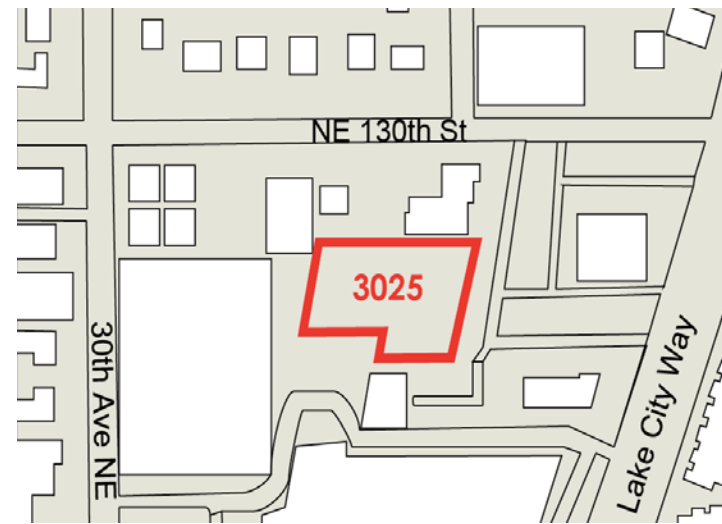


**B** NE 130th St - Facing South



# SITE ANALYSIS

## SITE PHOTOS

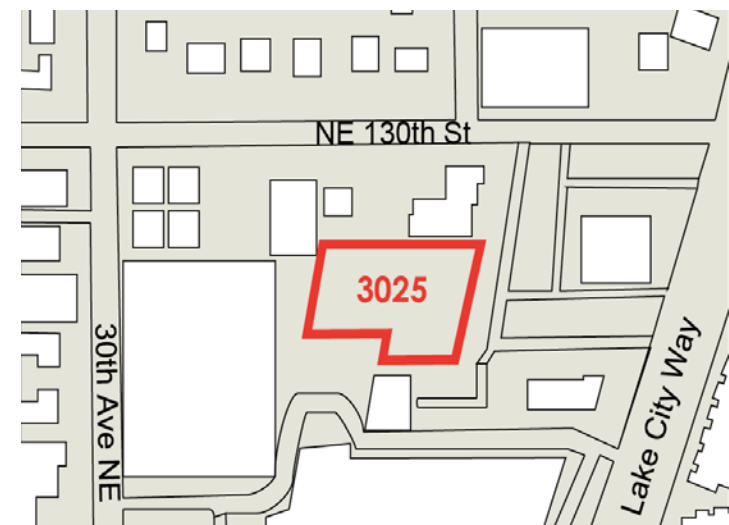


VIEWS FROM THE SITE

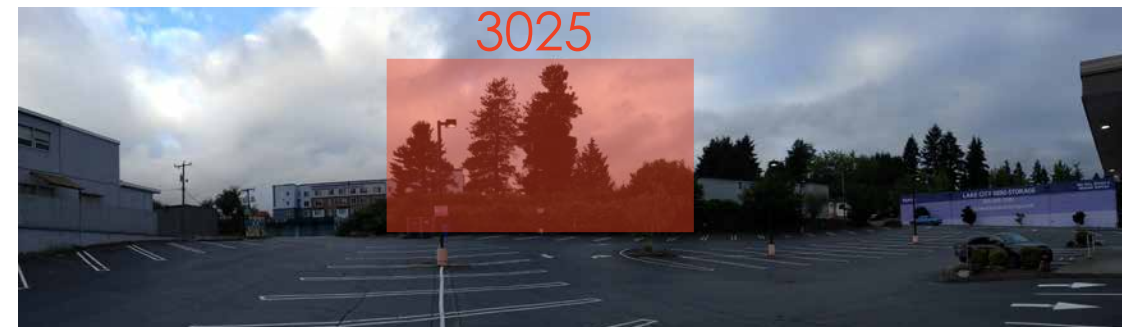
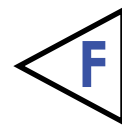
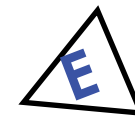


# SITE ANALYSIS

## SITE PHOTOS

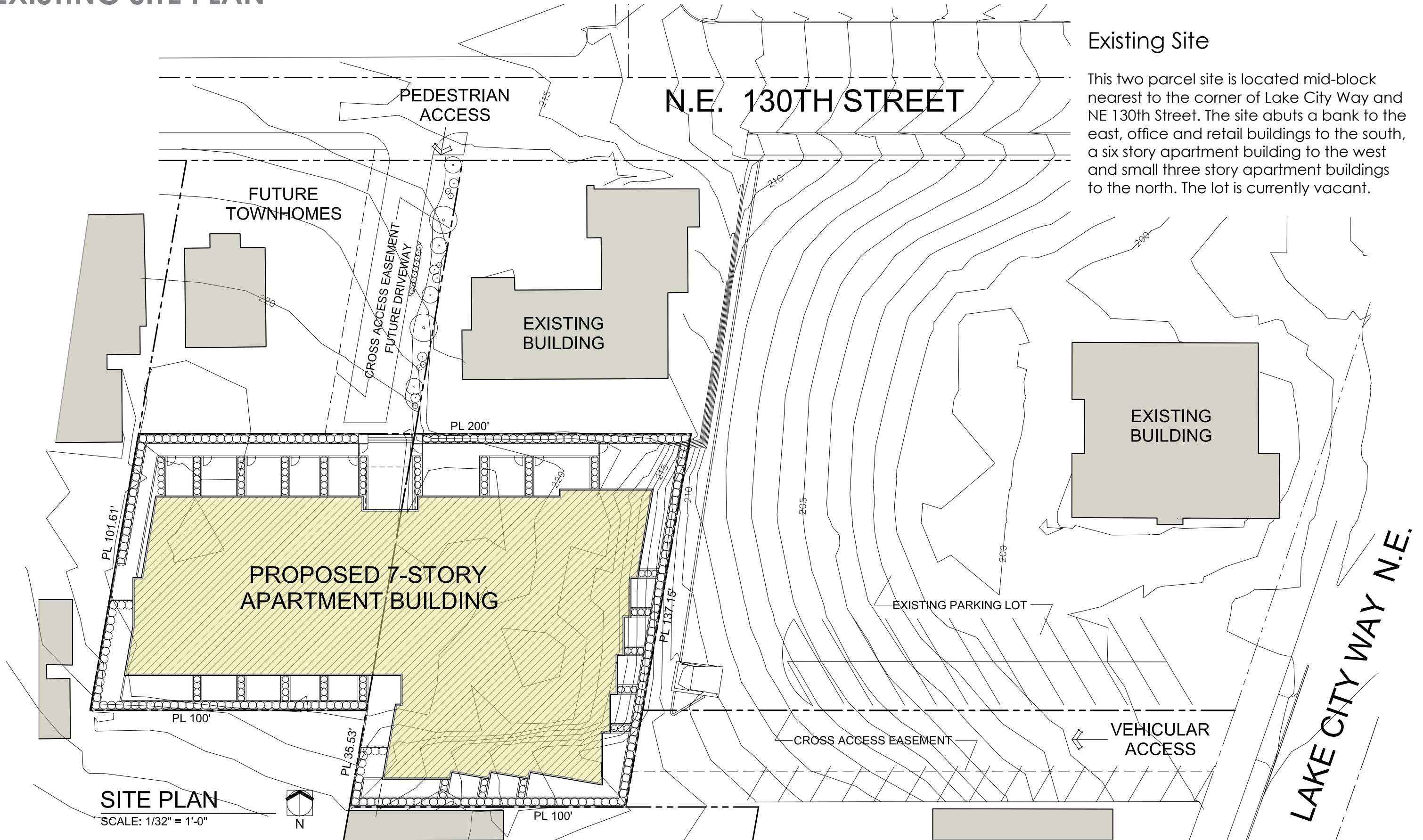


VIEWS INTO THE SITE





# EXISTING SITE PLAN



## Existing Site

This two parcel site is located mid-block nearest to the corner of Lake City Way and NE 130th Street. The site abuts a bank to the east, office and retail buildings to the south, a six story apartment building to the west and small three story apartment buildings to the north. The lot is currently vacant.

**SITE PLAN**  
SCALE: 1/32" = 1'-0"



# ZONING CODE SUMMARY

<b>BASE ZONE</b>	C1-65 (Commercial)
<b>USES</b> <i>SMC 23.54.040</i>	Residential Uses Permitted
<b>STRUCTURE HEIGHT</b> <i>SMC 23.54.040</i>	1. Maximum Structure Height is 65' 2. Open railings, planters, skylight, clerestories, greenhouses, solariums, parapets and firewalls may extend as high as the highest ridge of a pitched roof permitted by subsection 23.47A.012.B or up to 4' above the otherwise applicable height limit, whichever is higher. 3. Stair or elevator penthouses may extend up to 15 feet above the applicable height limit, as long as the combined total coverage of all features gaining additional height listed in subsection 23.47A.012.C.4 does not exceed 25 percent of the roof area.
<b>ALLOWABLE FAR</b> <i>SMC 23.54.040</i>	4.25 FAR for Residential use only
<b>SETBACK REQUIREMENTS</b> <i>SMC 23.54.040</i>	Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet; and for each portion of a structure above 40 feet in height, additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet when abutting a residential lot
<b>LANDSCAPE STANDARDS</b> <i>SMC 23.54.040</i>	Landscaping that achieves a Green Factor score of .30 or greater
<b>AMENITY AREA</b> <i>SMC 23.54.040</i>	5% of GFA in residential use
<b>REQUIRED PARKING</b> <i>SMC 23.54.040</i>	No minimum requirement for all residential uses within Urban Villages if the residential use is located within 1,320 feet of a streets with frequent transit service
<b>REQUIRED BIKE PARKING</b> <i>SMC 23.54.040</i>	1 per 4 units for multi-family structures
<b>SOLID WASTE STORAGE</b> <i>SMC 23.54.040</i>	For more than 100 dwelling units, 575 square feet plus 4 square feet for each additional unit above 100, except as permitted in subsection 23.54.040.C

# URBAN DESIGN ANALYSIS

The following examples of similar urban infill projects in the area represent well designed attempts at creating an urban fabric in a rapidly growing city. The Lake City Way area, as with many of our neighborhoods, is experiencing rapid growth which presents the challenge to designers of how best to integrate new buildings which offer greater density while still acknowledging the transitional phase of urban growth that Seattle is currently undergoing.

MCDERMOTT PLACE



CEDAR PARK APARTMENTS



REKHI BUILDING



SOLARA APARTMENTS

# DESIGN GUIDELINES

CITY OF SEATTLE AND NORTH DISTRICT / LAKE CITY NEIGHBORHOOD DESIGN GUIDELINE PRIORITIES:

## CONTEXT AND SITE

### CS-1 NATURAL SYSTEMS AND SITE FEATURES

#### C. TOPOGRAPHY

2. **Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site. Consider “stepping up or down” hillsides to accommodate significant changes in elevation.

#### D. PLANTS AND HABITAT

2. **Off-Site Features:** Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

The site's location atop a small rise above surrounding commercial areas allows the project to capture light and views, especially to the south and east. Although not required to provide parking, the proposed design will provide 55 parking stalls. A portion of the parking provided will be dedicated for visitors only in order to ease potential parking pressure on the neighborhood. Entrance to partially covered parking garage is located at the lowest point of the property to take advantage of existing grades.

### CS-2 URBAN PATTERN AND FORM

#### B. ADJACENT SITES, STREETS, AND OPEN SPACES

1. **Site Characteristics:** Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

#### D. HEIGHT, BULK, AND SCALE

1. **Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.

North District/Lake City Supplemental Guidance:

- **Civic Core:** While existing development in the Civic Core is varied in height, bulk and scale, the zoning generally allows new structures up to heights of 65 and 85 feet. The development potential of these zones should be utilized where possible to provide the density needed for a successful mixed-use area with retail and housing that is well served by transit. Focusing density in the Civic Core helps protect single family areas outside the Hub Urban Village.

Located near a busy retail and transit corridor, this project will seek to maximize the development potential of this site while also providing an appropriate transition to the adjacent zones. The north facade is setback a minimum of 20 feet from neighboring residential areas to provide a greater buffer for light and air. Vehicular access will be located away from residential areas to minimize the impact of light and noise on adjacent residents.

### CS-3 ARCHITECTURAL CONTEXT AND CHARACTER

#### A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

4. **Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

Although lacking street frontage the massing is consistent with recent and proposed buildings in the neighborhood and will allow the building to blend with future projects along Lake City Way as they are developed.

## PUBLIC LIFE

### PL-1 CONNECTIVITY

#### B. WALKWAYS AND CONNECTIONS

1. **Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

Access through the adjacent townhouse development to the north off of 130th Street offers the best location for pedestrian connection to this project in an otherwise land-locked site. Vehicular access is restricted to the driveway of an existing parking lot (via an ingress and egress easement) off of Land City Way to keep additional traffic away from the residential neighborhood to the north.

### PL-2 WALKABILITY

North District / Lake City Supplemental Guidance

- Create strong aesthetic, visual and pedestrian connections between public space and neighboring development. Mid-block passages and dedicated easements are seen as ways to provide safe, pleasant and convenient alternatives to walking along Lake City Way.

Pedestrian entrance to the apartments will be to the north through a pedestrian path within a dedicated easement. The entry path will be designed to reinforce emerging developments patterns in the neighborhood and provide a pedestrian friendly connection to 130th Street and beyond.

# DESIGN GUIDELINES

CITY OF SEATTLE AND NORTH DISTRICT / LAKE CITY NEIGHBORHOOD DESIGN GUIDELINE  
PRIORITIES: (CONTINUED)

## PL-3 STREET LEVEL INTERACTION

### B. RESIDENTIAL EDGES

1. **Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another.

Taking advantage of the site topography, the residential entry level will be a level higher than the vehicular entry level. The partially covered parking garage serves as a security and privacy barrier between the commercial neighbors to the east and south and apartment residents. The landscaped perimeter provides additional privacy while also serve to soften the transition to adjacent properties.

## PL-4 ACTIVE TRANSPORTATION

### A. ENTRY LOCATIONS AND RELATIONSHIPS

1. **Serving all Modes of Travel:** Provide safe and convenient access points for all modes of travel.

Site condition necessitates a clear separation between pedestrian access and vehicular access. The residential entry offer a safe and convenient path for pedestrians to access 130th Street while vehicles are kept away from residential areas by entering and exiting from Lake City Way.

## DESIGN CONCEPT

### DC-1 PROJECT USES AND ACTIVITIES

#### C. PARK AND SERVICE USES

2. **Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

North District / Lake City Supplemental Guidance:

- Vehicular traffic of the new development should ingress and egress toward the more intensive zoned area and not the lesser zoned area.

This project will include 55 parking stalls located in a partially underground parking garage to minimize the impact on surrounding residential properties. The driveway access to the garage is located within an existing parking lot located at the southeast corner of the site off of Lake City Way to minimize disruption to pedestrians along 130th Street and to take advantage of the site topography.

## DC-2 ARCHITECTURAL CONCEPT

### A. MASSING

2. **Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

North District / Lake City Supplemental Guidance:

- **Hub Urban Village:** Pay special attention to projects on the zone edges in the Hub Urban Village, such as between Northeast 125th and 130th Streets and on the eastern boundary of the urban village for example. Incorporate vegetation to buffer and provide significant visual screening where privacy for adjacent sites is an important concern.

Strongly geometric modulation and a simple organization of the parking level base, vertical circulation and residential blocks organize the facades. A simple yet refined palette of exterior building materials will reinforce architectural concept. A change of material serves to highlight the corner elements and provide visual interest when viewed along Lake City Way. Vegetation along the perimeter serves as a visual and privacy buffer to the adjacent commercial properties.

## DC-3 OPEN SPACE CONCEPT

### B. OPEN SPACE USES AND ACTIVITIES

4. **Multifamily Open Space:** Design common and private open spaces in multi-family projects for use by all residents to encourage physical activity and social interaction. Some examples include areas for gardening, children's play (covered and uncovered), barbecues, resident meetings, and crafts or hobbies.

Multiple common amenity areas as well as private balconies and decks offer all residents with both indoor and outdoor venues for physical and social activities.

## DC-4 EXTERIOR ELEMENTS AND FINISHES

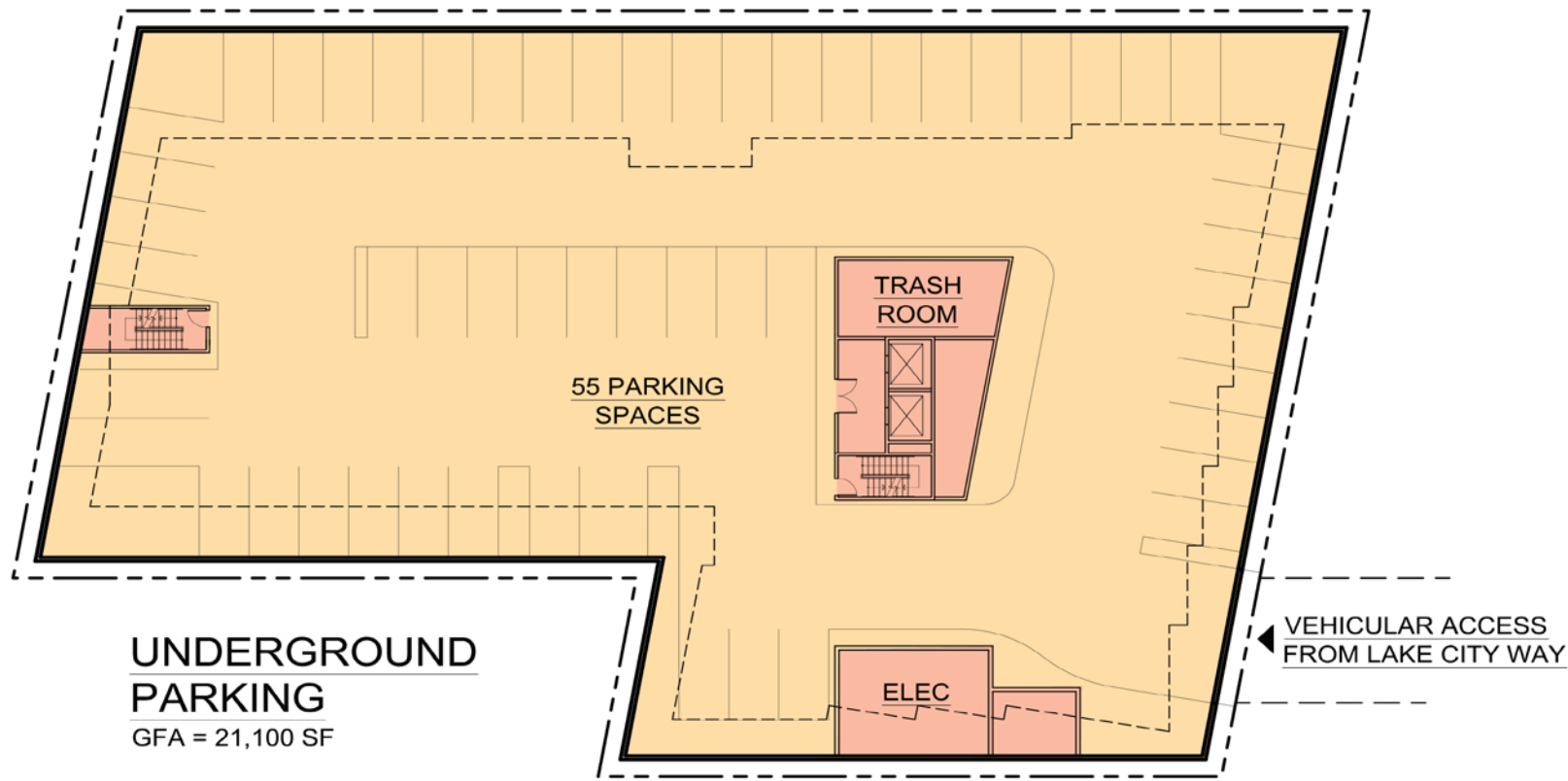
### A. BUILDING MATERIALS

1. **Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

### D. TREES, LANDSCAPE AND HARDSCAPE MATERIALS

2. **Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

The building will incorporate high quality materials that include substantial use of pre-finished metal panels, commercial grade fiber cement panels, aluminum composite panels, metal railings and canopies and attractive exterior light fixtures.



**OPTION A**

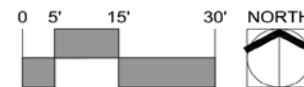
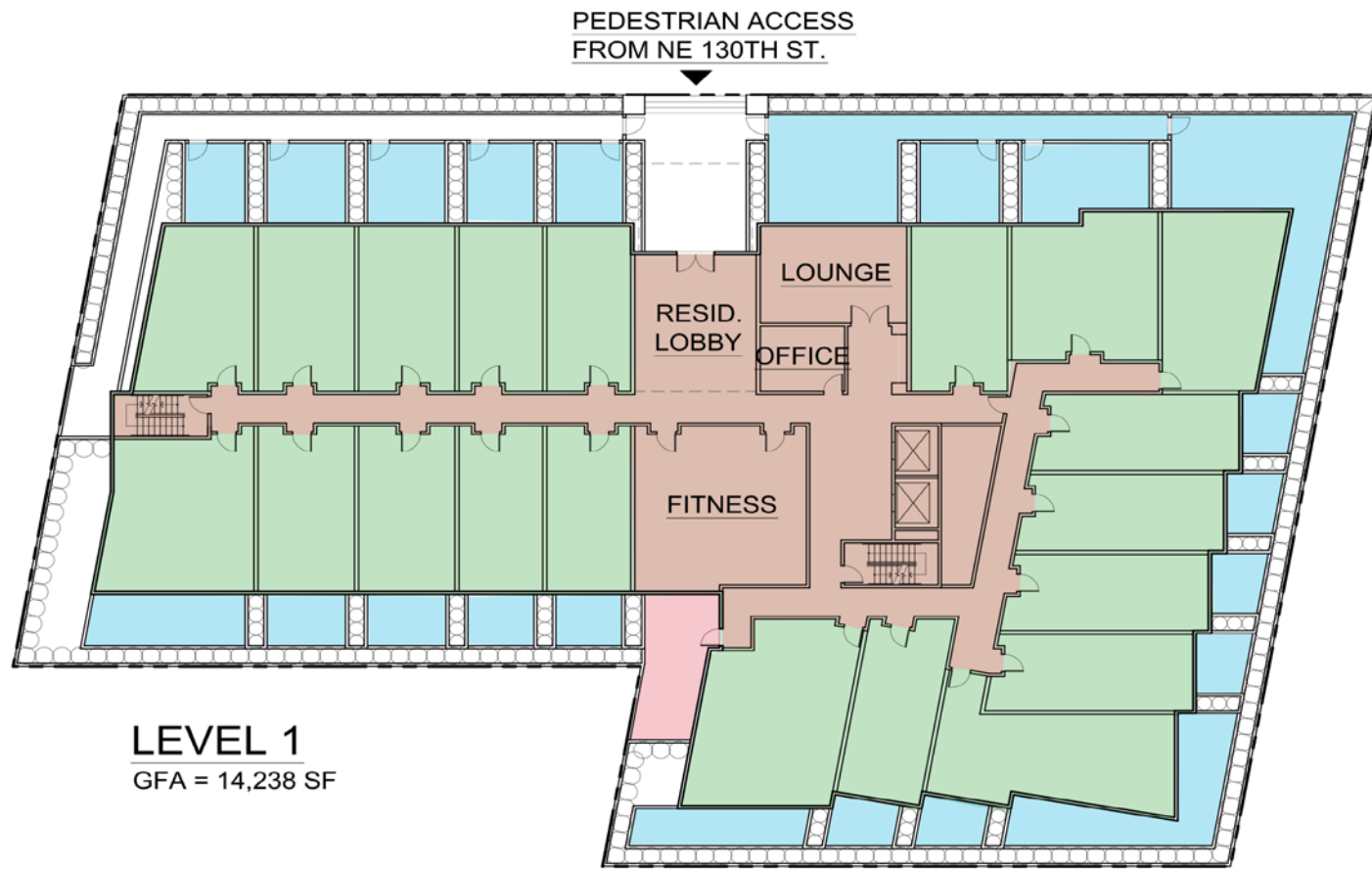
AREA CALCULATIONS:  
(FAR = 23,518 SF x 4.25 = 99,952 SF)

LEVEL 1: 14,238 SF  
 LEVEL 2: 14,238 SF  
 LEVELS 3-6: 14,342 SF X 4 = 57,368 SF  
 LEVEL 7: 13,358 SF

TOTAL AREA: 99,202 SF  
(4.22 FAR)

TOTAL UNITS: 166

- UNDERGROUND PARKING
- RESIDENTIAL AREA
- RESIDENTIAL COMMON AREA
- AMENITY AREA






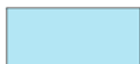
**OPTION A**

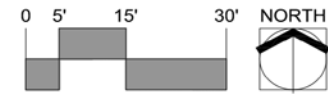
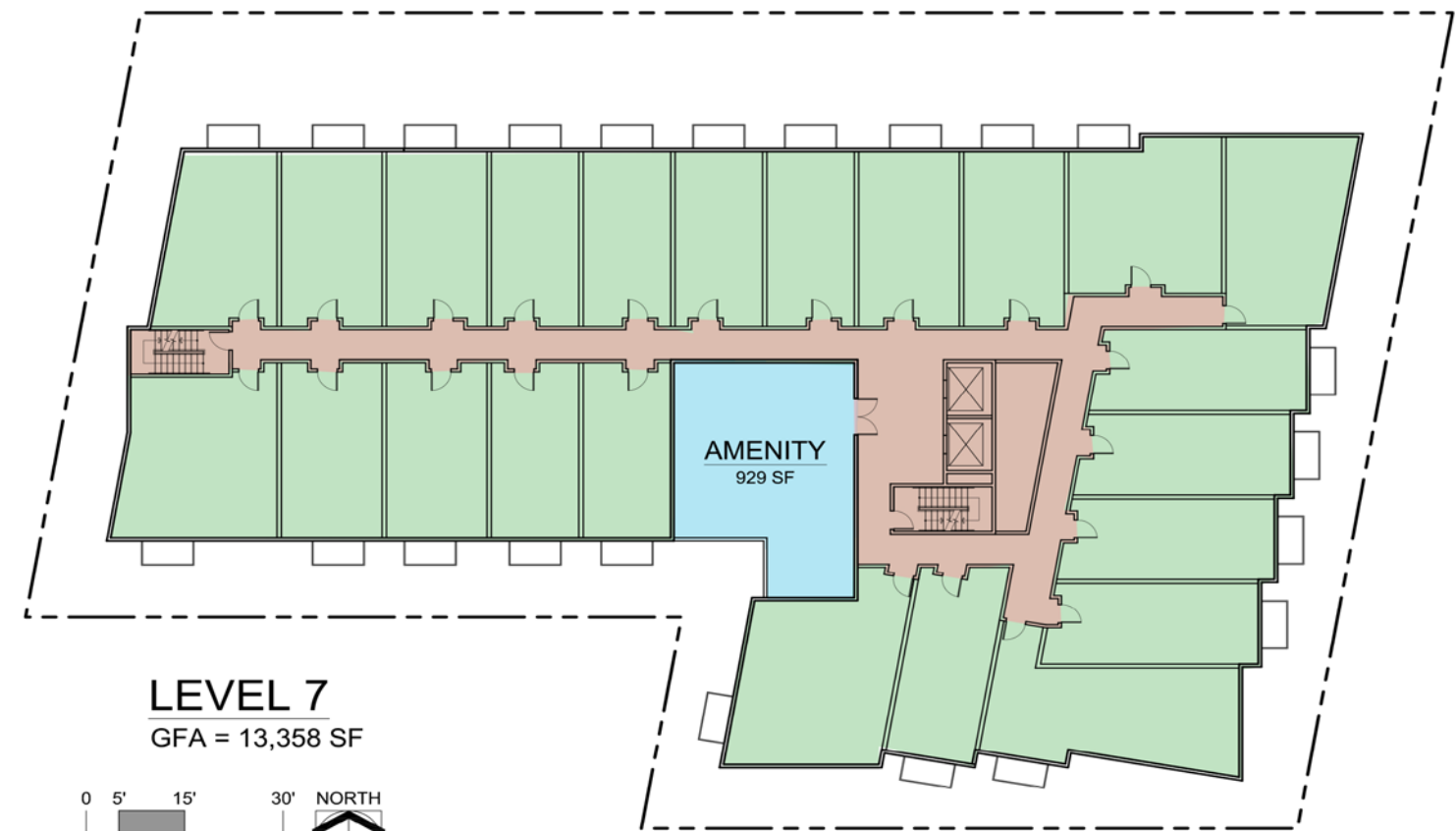
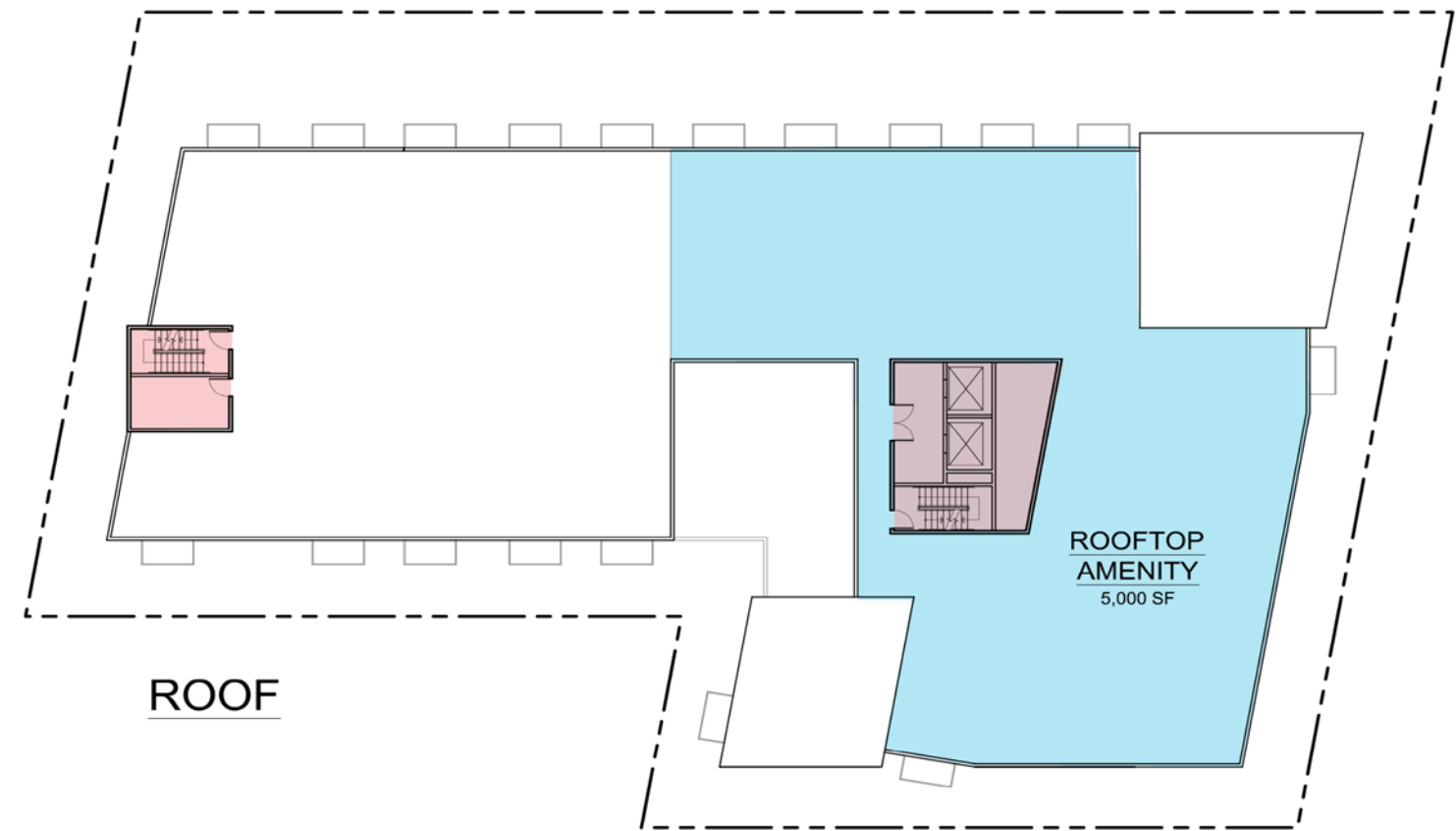
**PROS:**

- Maximizing development potential
- Better Security due to single use

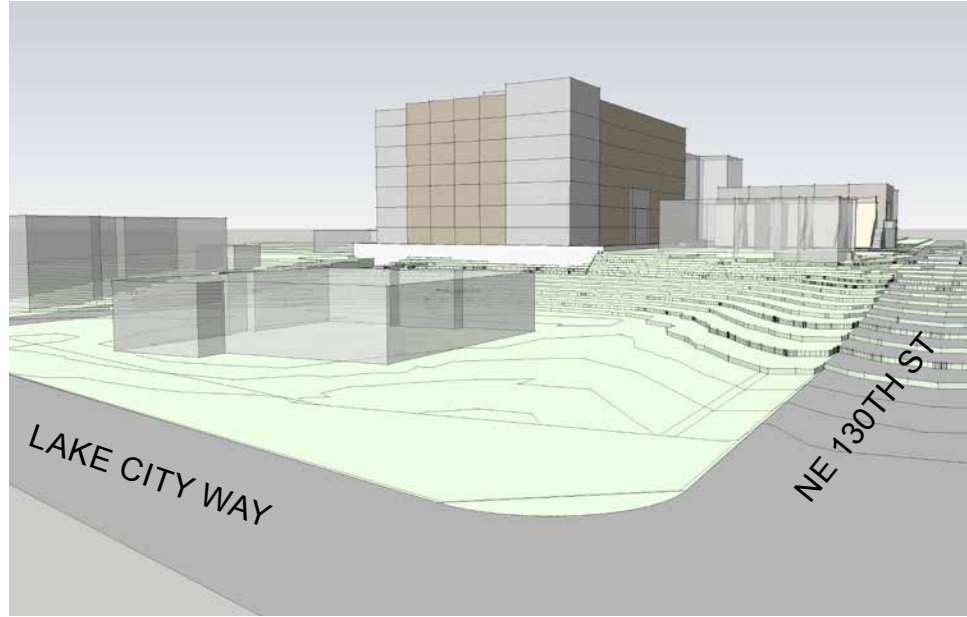
**CONS:**

- Limited modulation on north facade

	UNDERGROUND PARKING
	RESIDENTIAL AREA
	RESIDENTIAL COMMON AREA
	AMENITY AREA



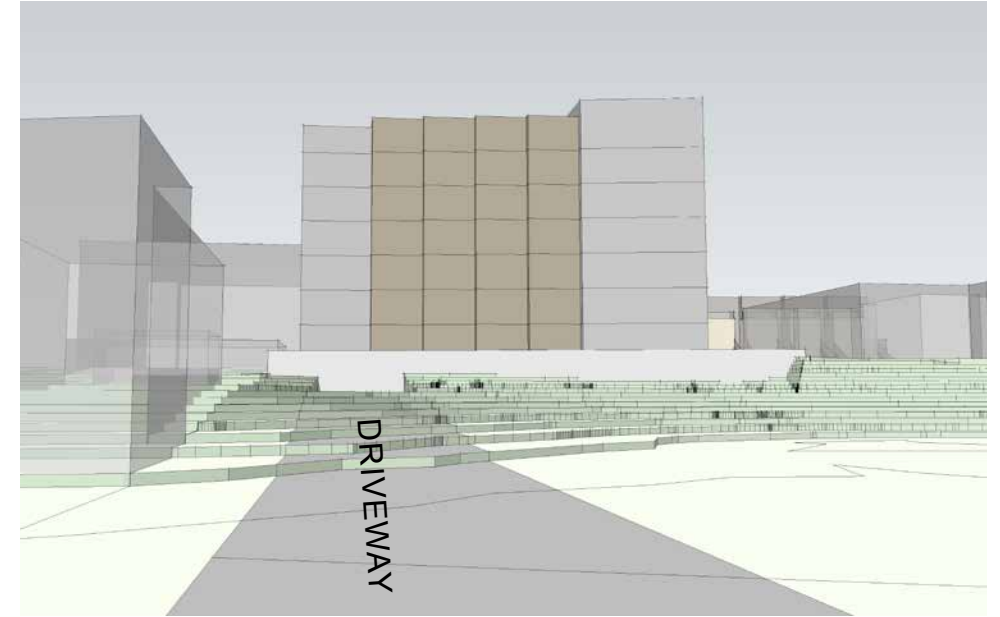
# OPTION A



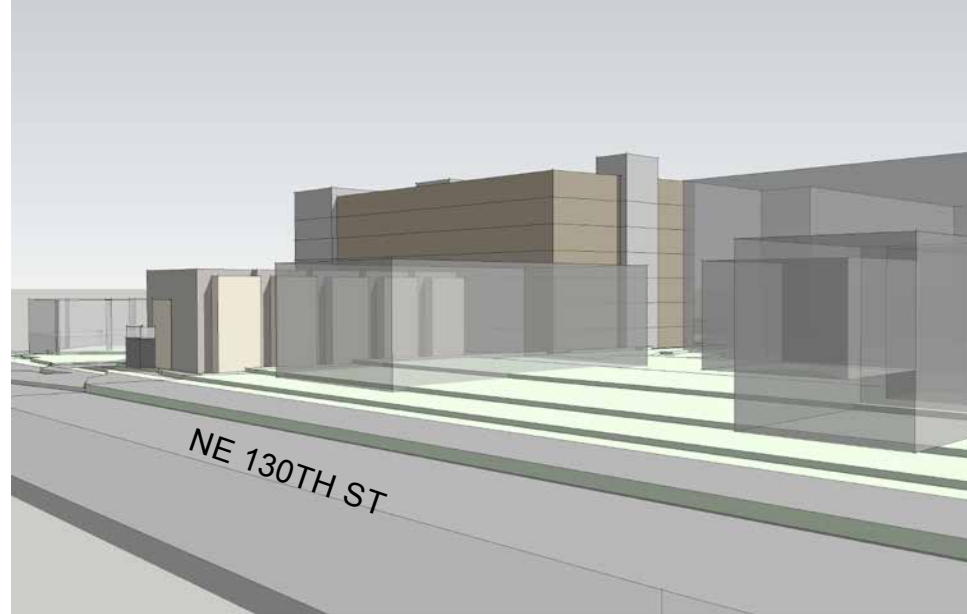
LAKE CITY WAY - LOOKING SOUTHWEST



SOUTHEAST CORNER



LAKE CITY WAY - LOOKING WEST



NE 130TH ST - LOOKING SOUTHEAST



NORTHWEST CORNER



NE 130TH ST - LOOKING SOUTH

OPTION A



SOUTHEAST CORNER

OPTION B



SOUTHEAST CORNER

OPTION C - PREFERRED



SOUTHEAST CORNER



NORTHWEST CORNER



NORTHWEST CORNER



NORTHWEST CORNER



## OPTION B

AREA CALCULATIONS:  
(FAR = 23,518 SF x 4.75 = 111,710 SF)

LEVEL 1: 15,944 SF

LEVEL 2: 15,560 SF

LEVELS 3-4: 15,664 SF X 2 = 31,328 SF

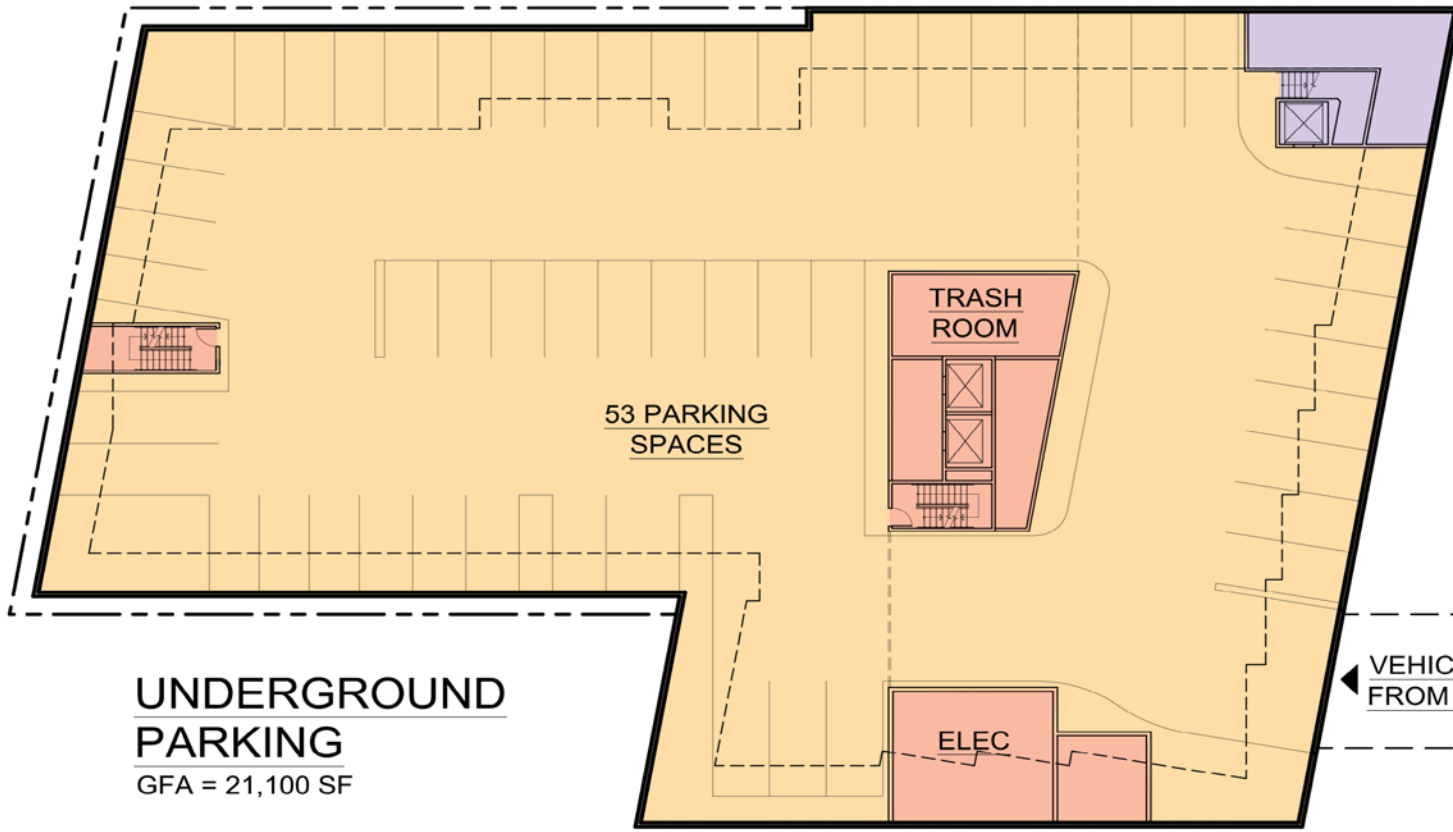
LEVELS 5-6: 15,227 SF X 2 = 30,454 SF

TOTAL AREA: 93,286 SF

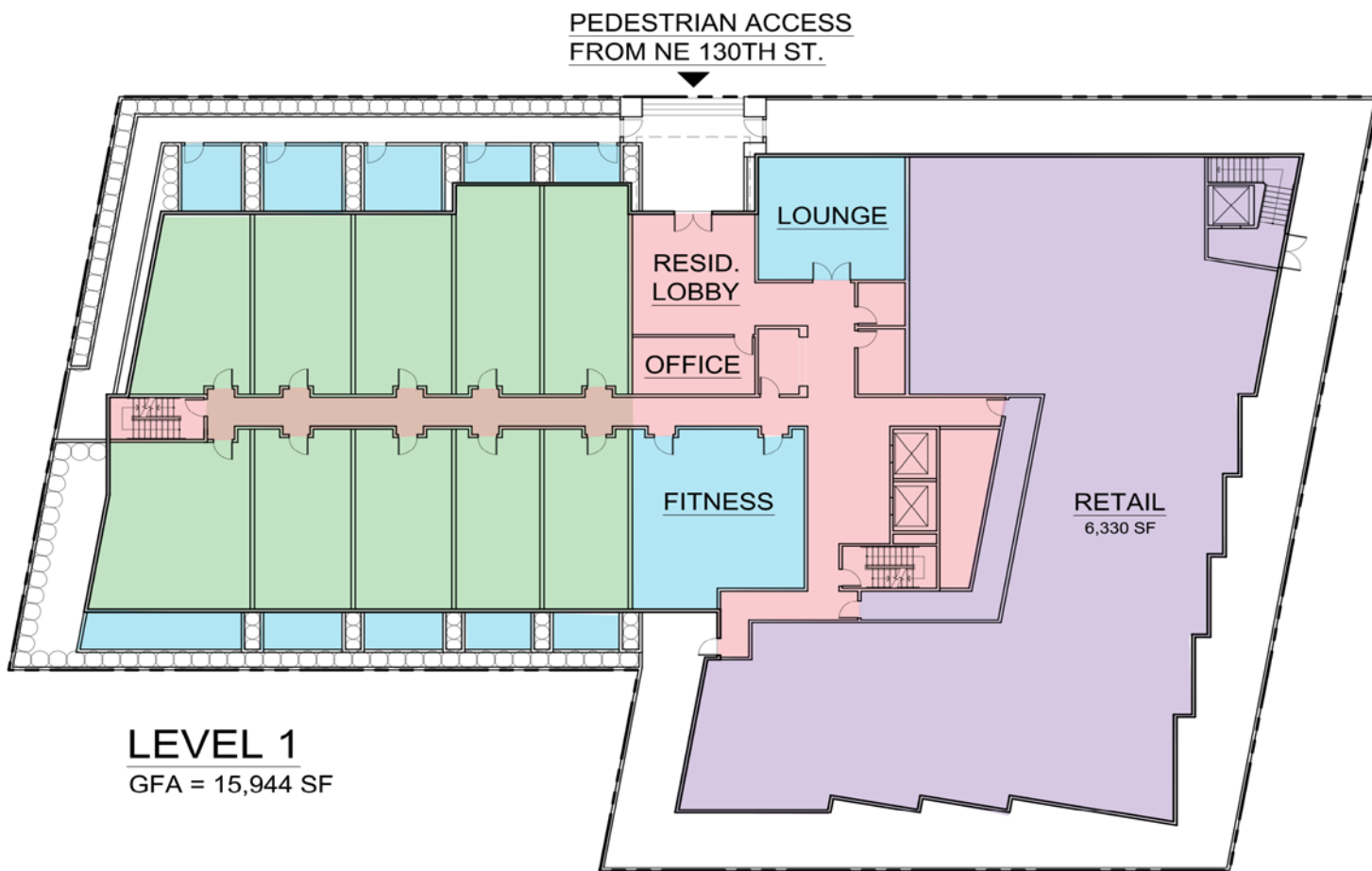
(3.97 FAR)

TOTAL UNIT: 135

- UNDERGROUND PARKING
- RETAIL SPACE
- RESIDENTIAL AREA
- RESIDENTIAL COMMON AREA
- AMENITY AREA



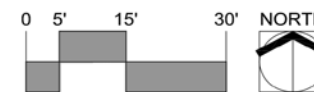
**UNDERGROUND PARKING**  
GFA = 21,100 SF



**LEVEL 1**  
GFA = 15,944 SF



**LEVEL 2**  
GFA = 15,560 SF



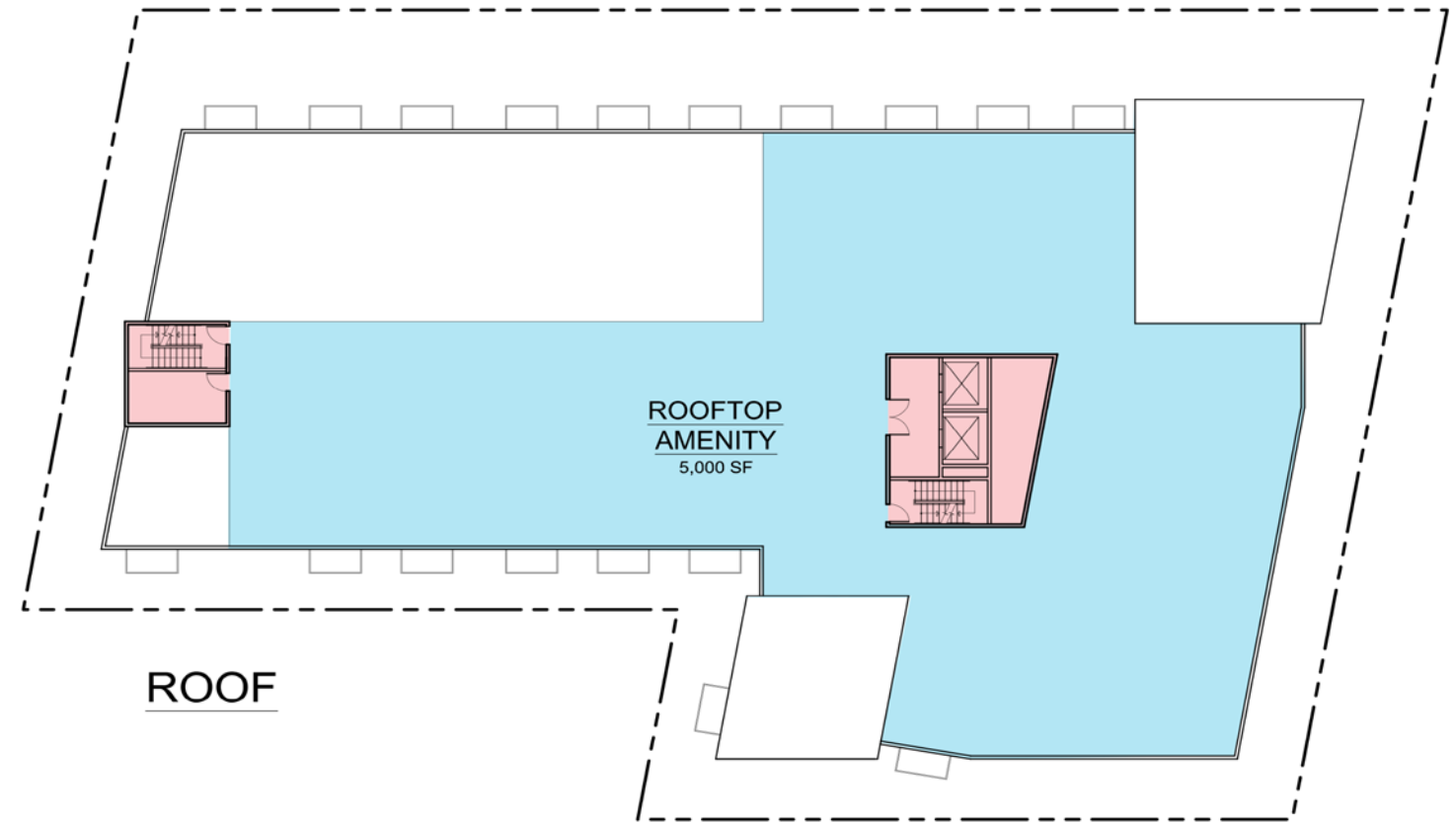
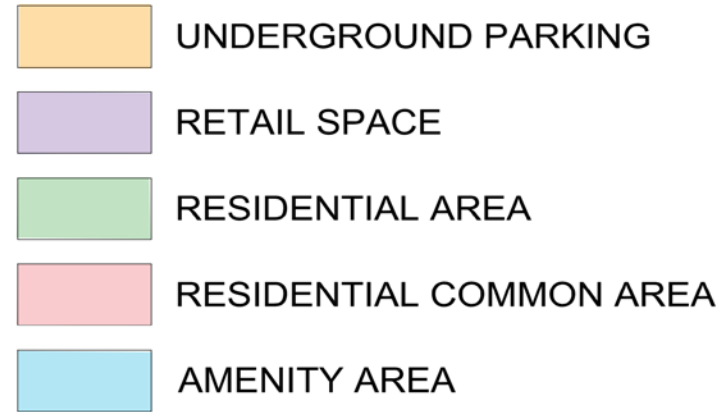
**OPTION B**

**PROS:**

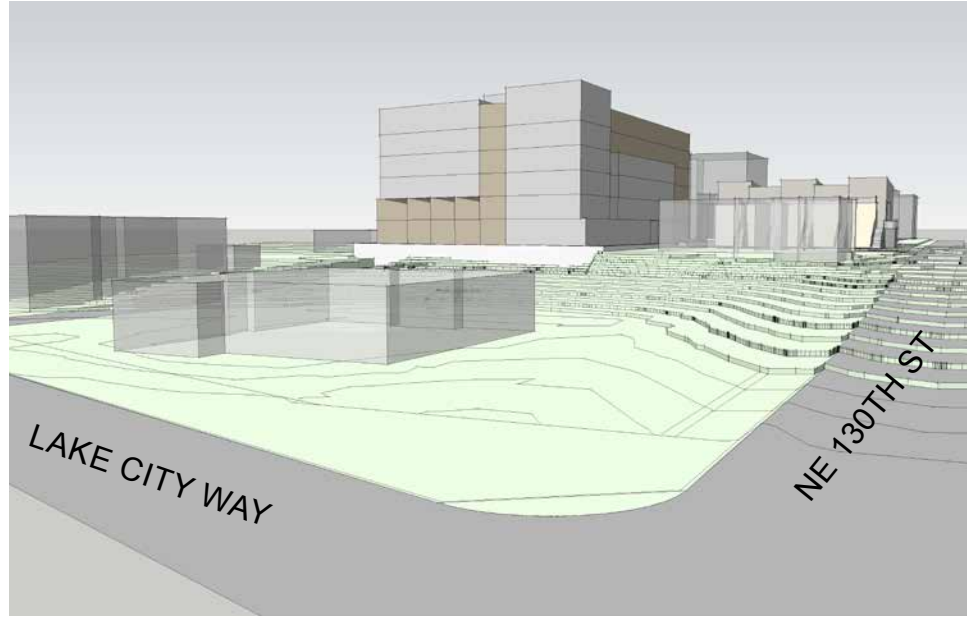
- Mixed-use project
- Lower density

**CONS:**

- Retail space as setback and not easily visible from street



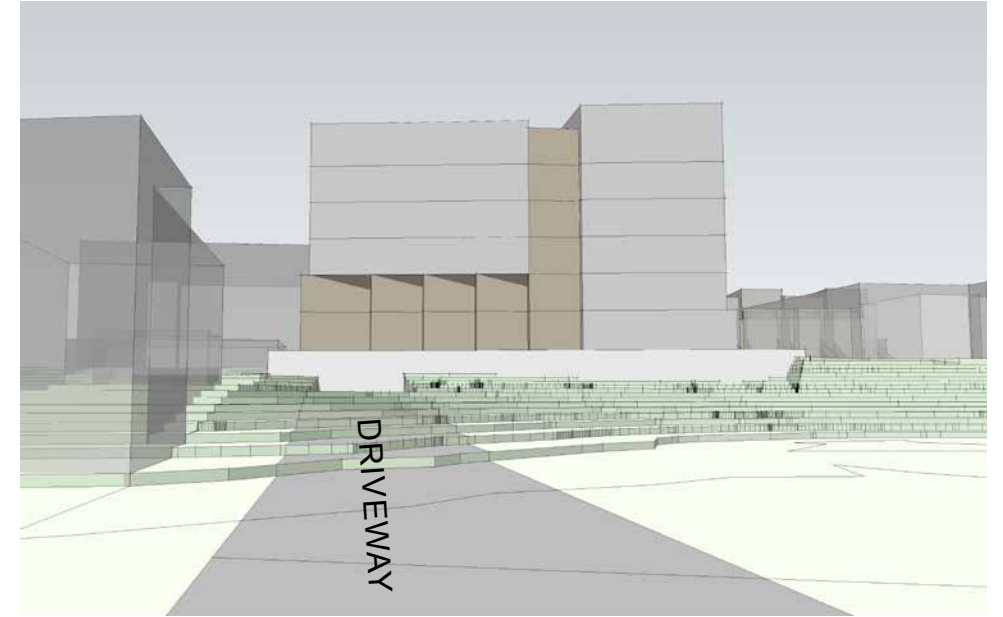
# OPTION B



LAKE CITY WAY - LOOKING SOUTHWEST



SOUTHEAST CORNER



LAKE CITY WAY - LOOKING WEST



NE 130TH ST - LOOKING SOUTHEAST

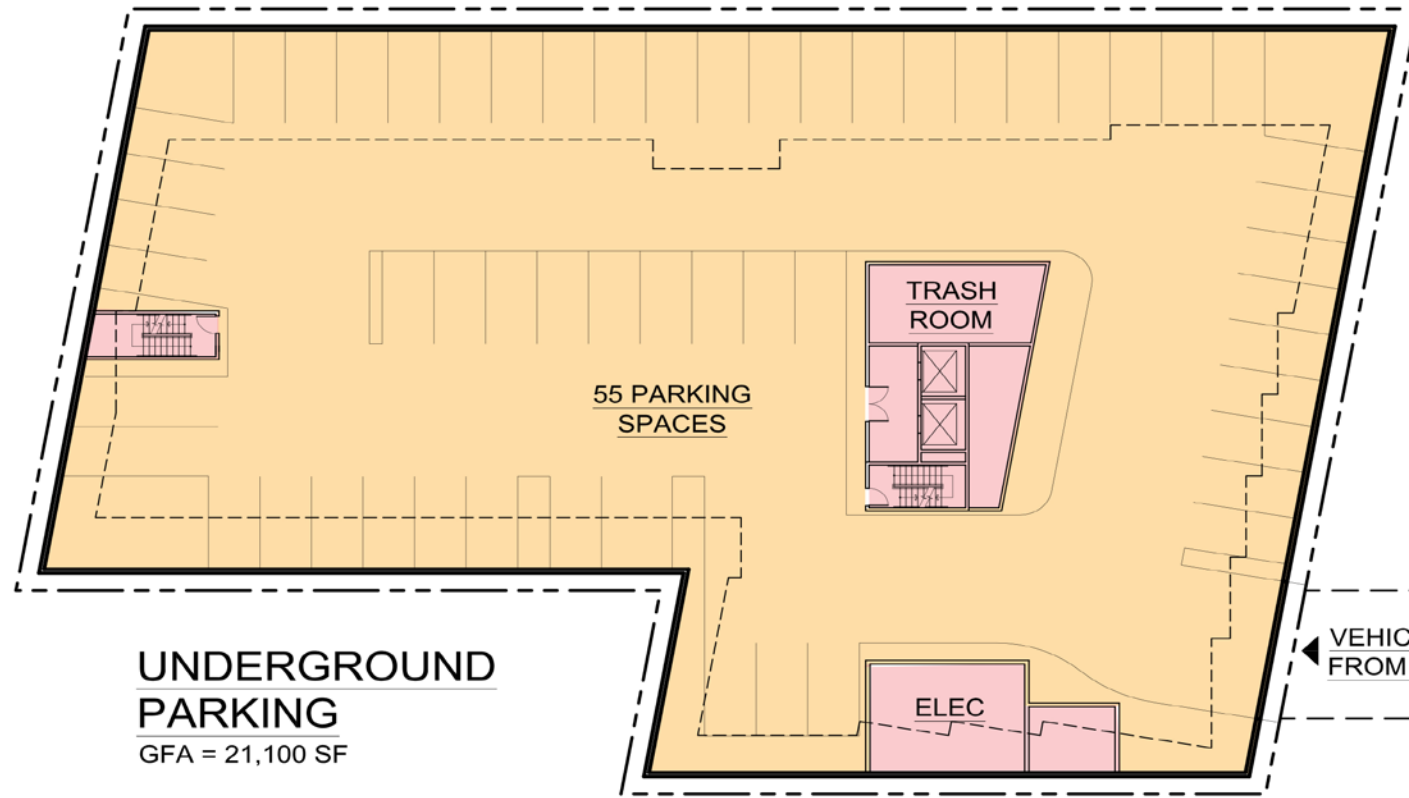


NORTHWEST CORNER



NE 130TH ST - LOOKING SOUTH

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**UNDERGROUND PARKING**  
GFA = 21,100 SF

**OPTION C - PREFERRED**

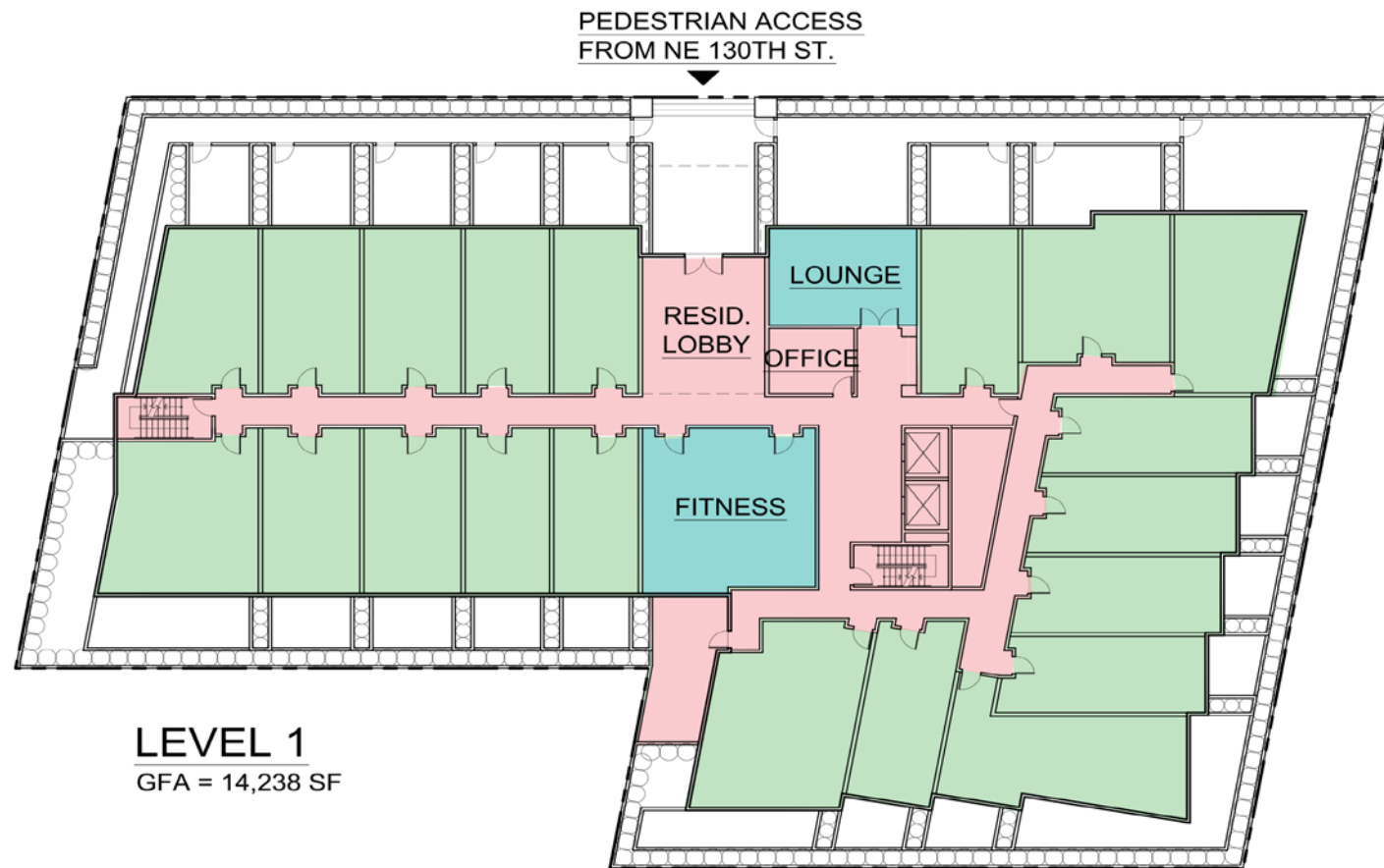
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LEVEL 1: 14,238 SF  
 LEVEL 2: 14,238 SF  
 LEVELS 3-6: 14,446 SF X 4 = 57,784 SF  
 LEVEL 7: 13,463 SF

TOTAL AREA: 99,723 SF  
(4.24 FAR)

TOTAL UNITS: 166

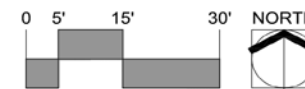
- UNDERGROUND PARKING
- RESIDENTIAL AREA
- RESIDENTIAL COMMON AREA
- AMENITY AREA



**LEVEL 1**  
GFA = 14,238 SF



**LEVEL 2**  
GFA = 14,238 SF




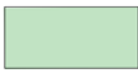


**OPTION C - PREFERRED**

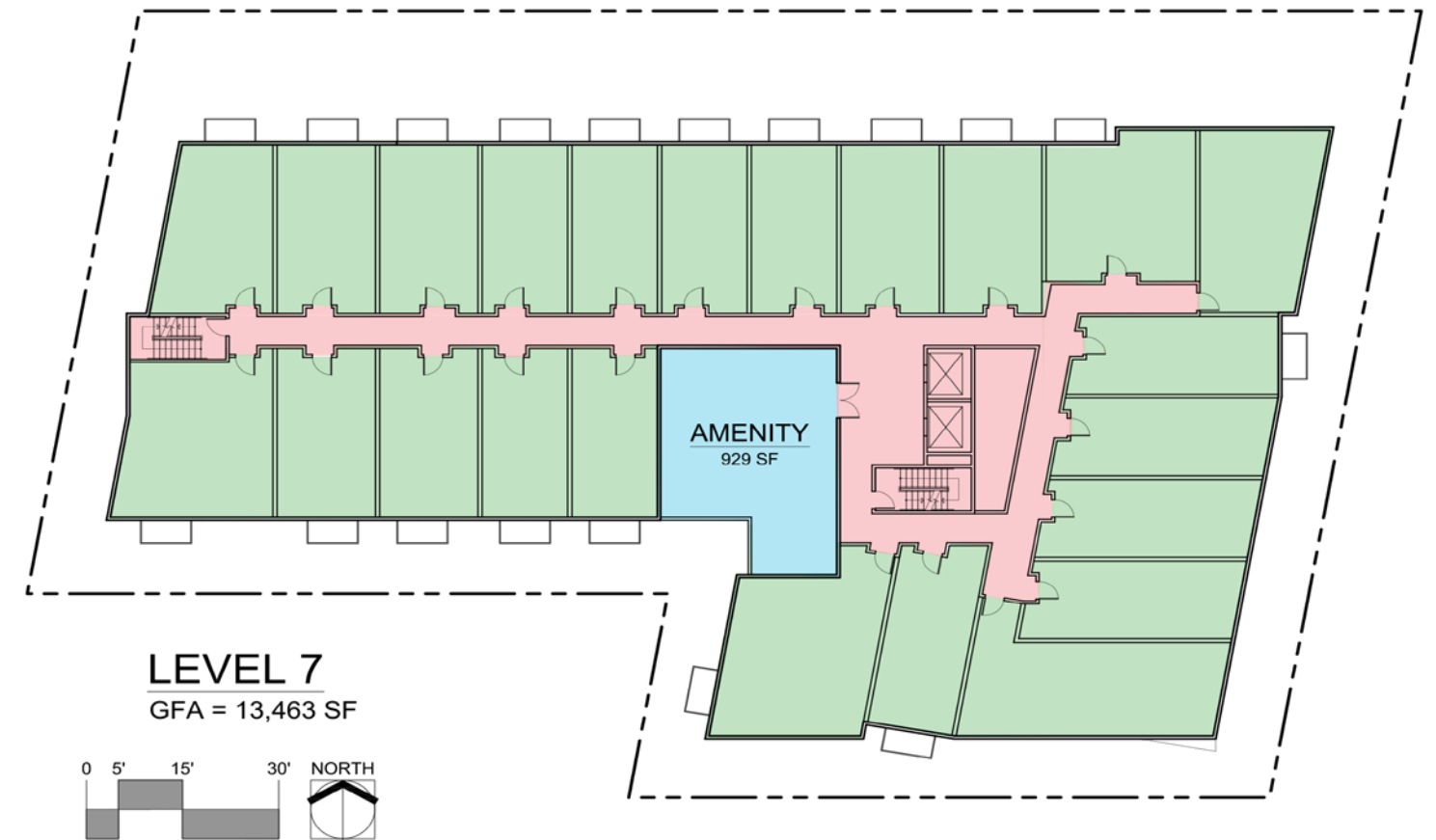
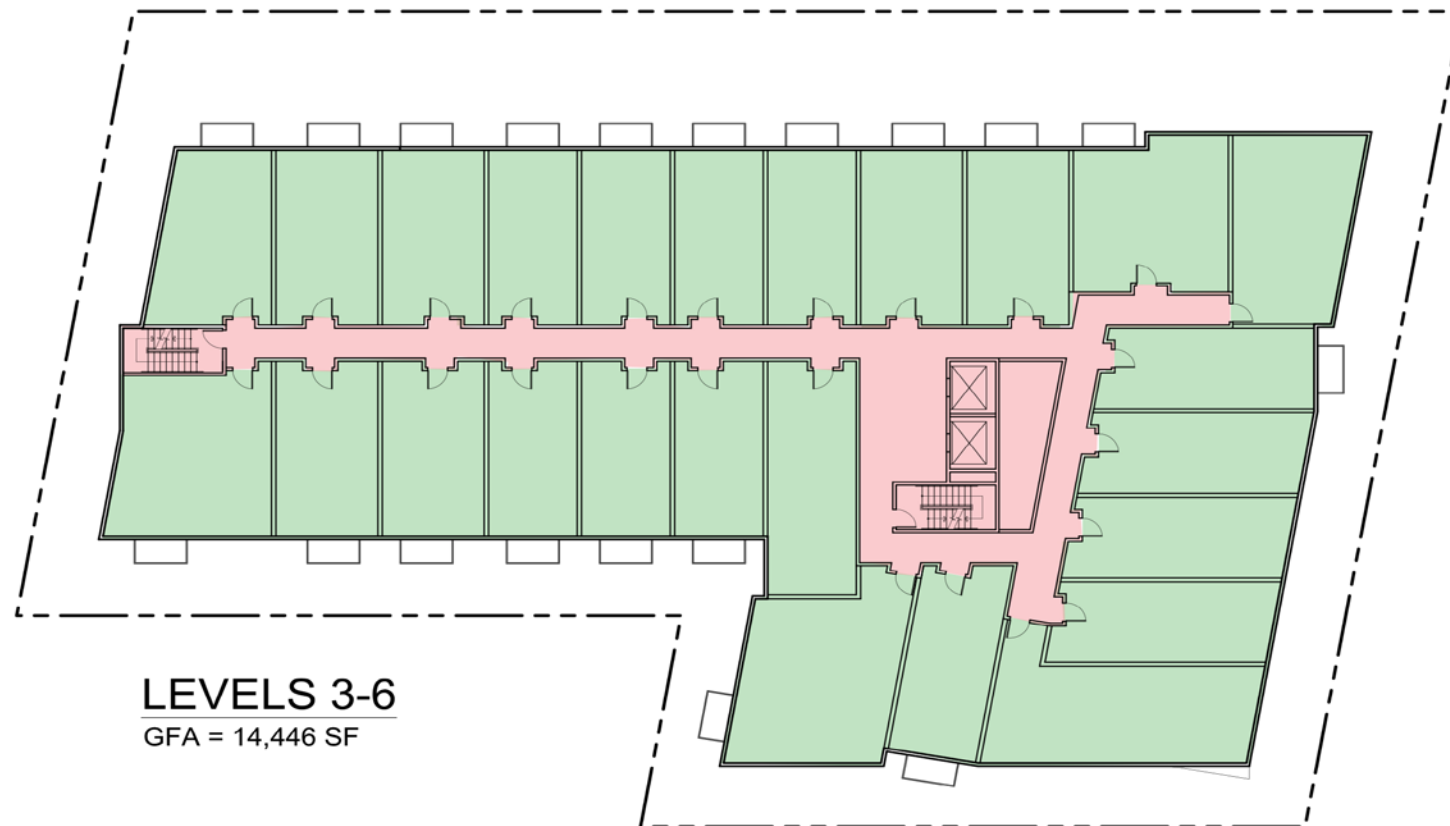
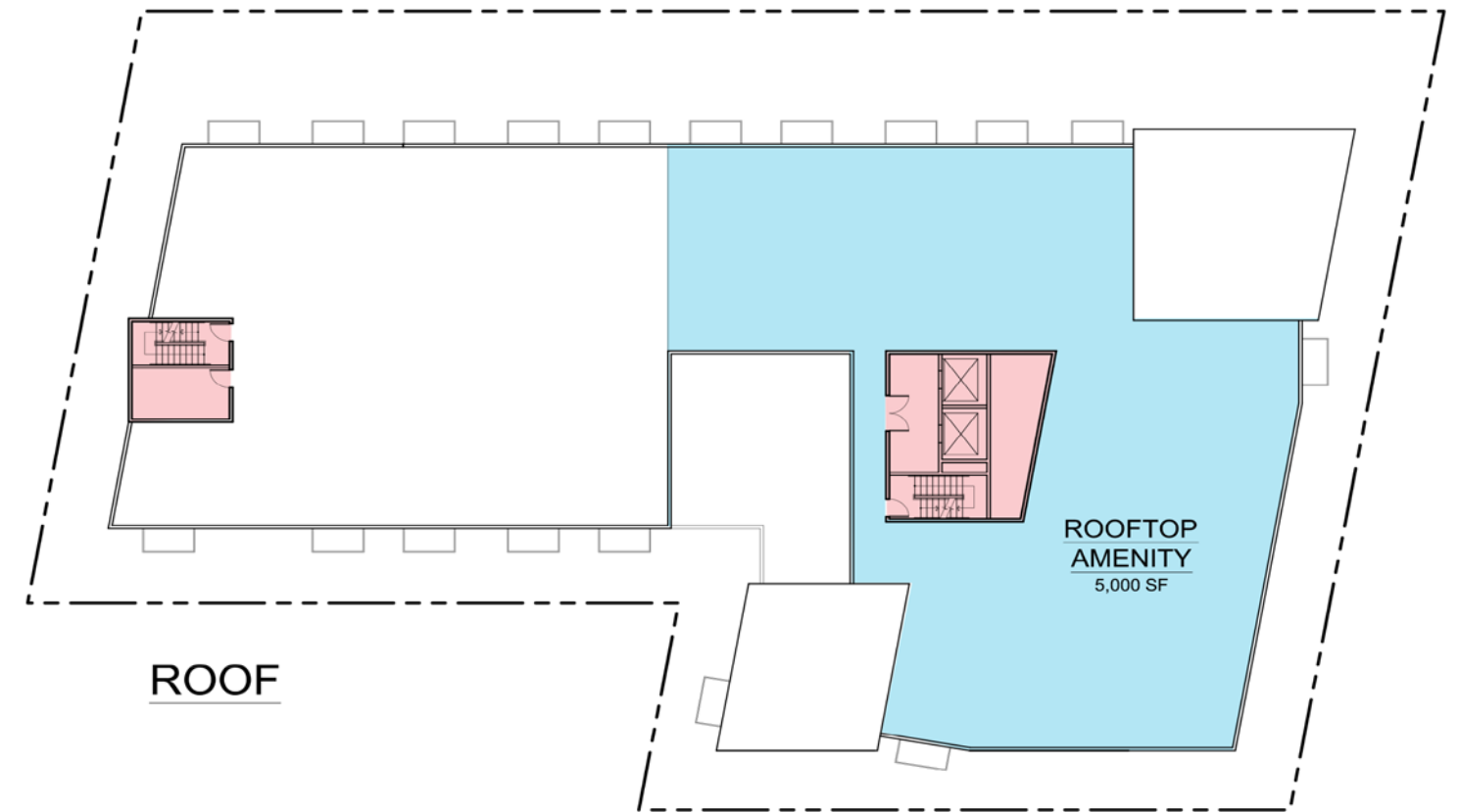
**PROS:**

- Maximizing development potential
- Better security due to single use

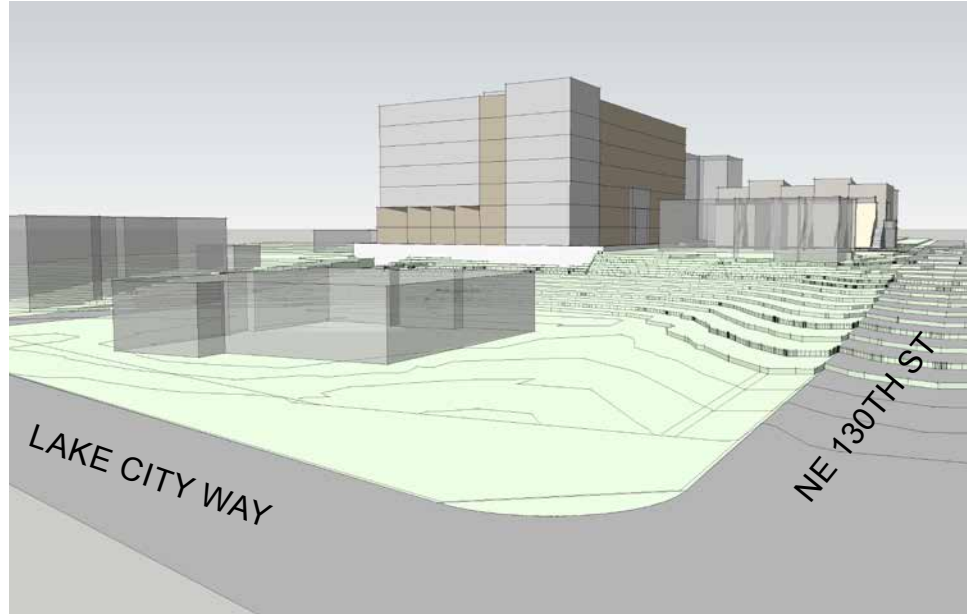
**CONS:**

- Limited modulation on north facade

	UNDERGROUND PARKING
	RESIDENTIAL AREA
	RESIDENTIAL COMMON AREA
	AMENITY AREA



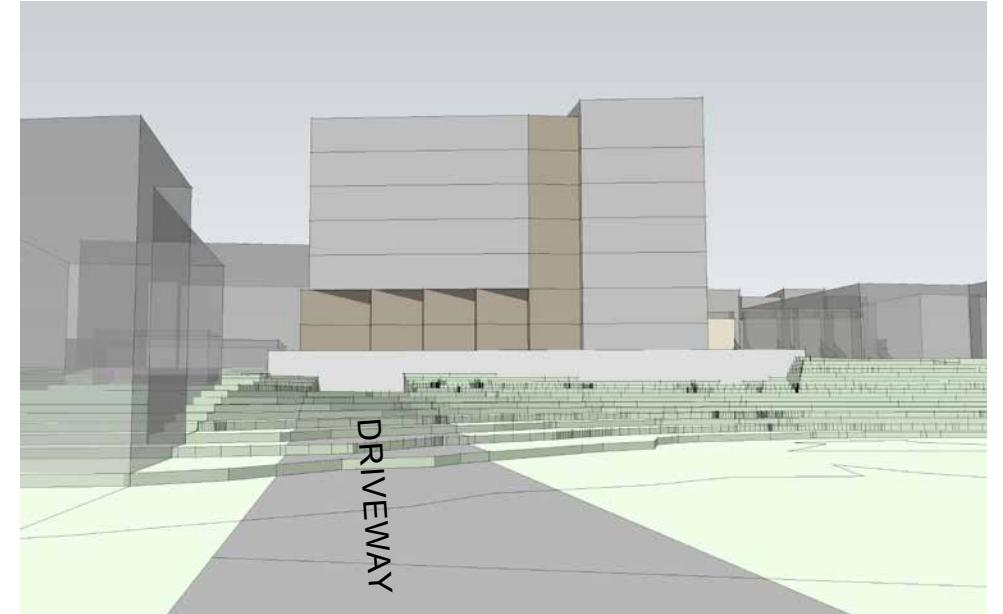
# OPTION C - PREFERRED



LAKE CITY WAY - LOOKING SOUTHWEST



SOUTHEAST CORNER



LAKE CITY WAY - LOOKING WEST



NE 130TH ST - LOOKING SOUTHEAST



NORTHWEST CORNER

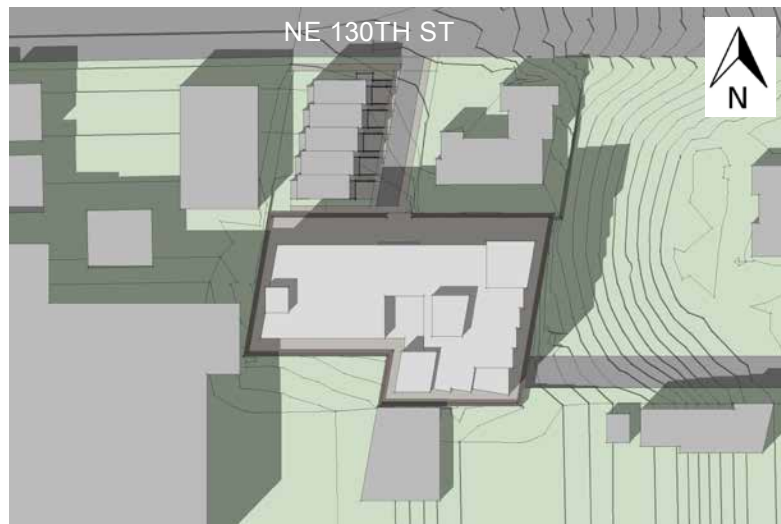


NE 130TH ST - LOOKING SOUTH

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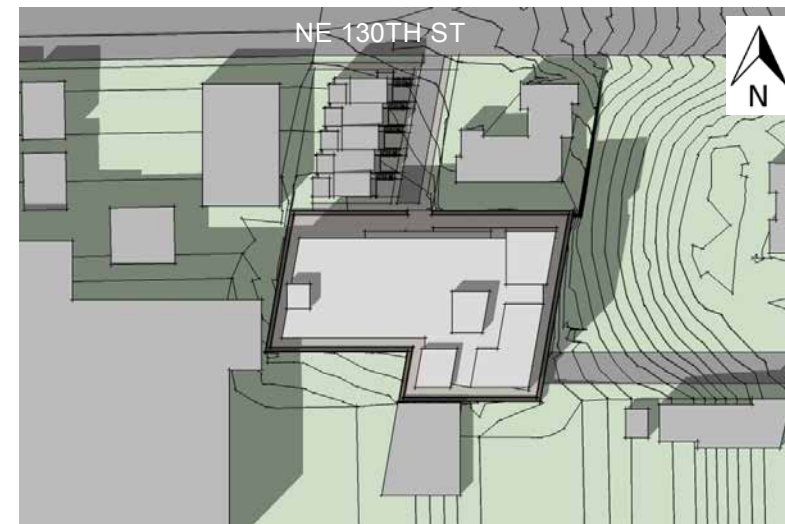
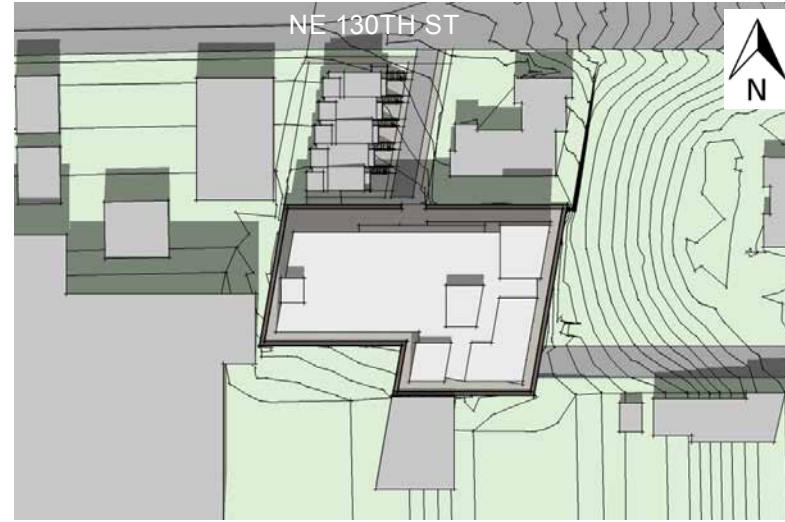
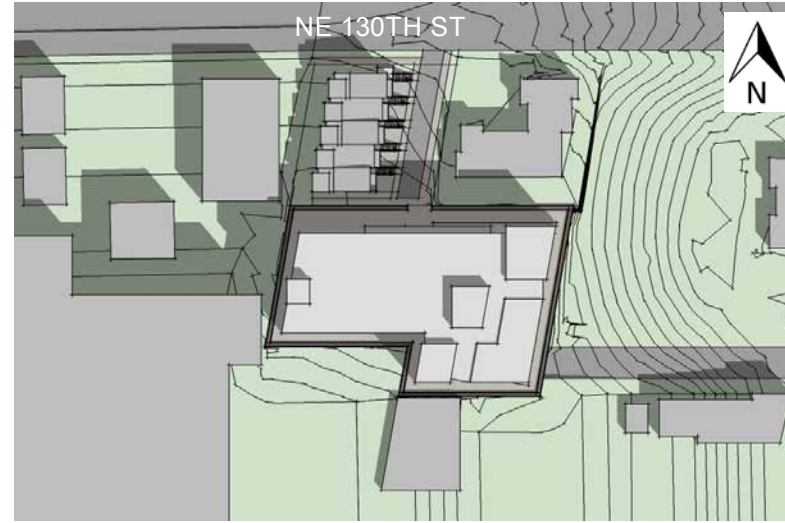


# SHADOW STUDIES - OPTION A



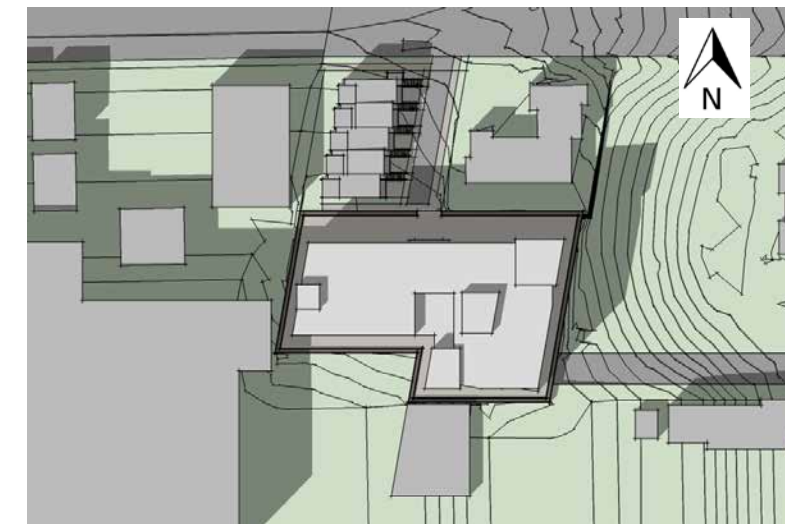
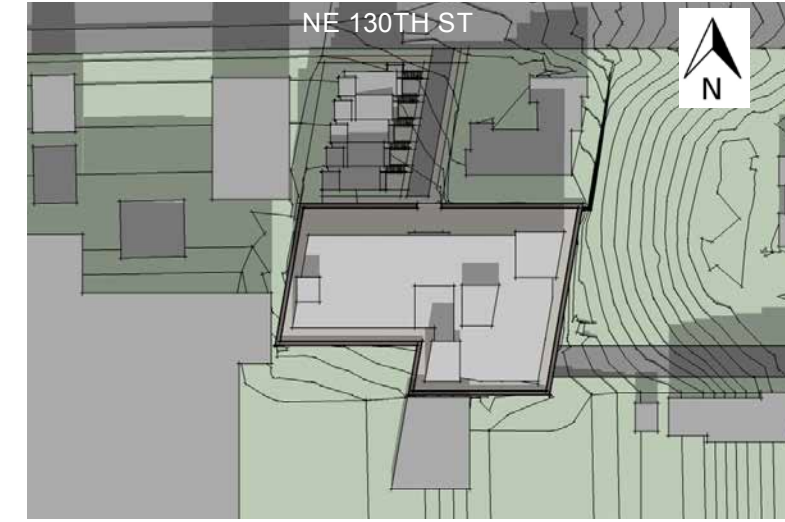
MARCH/SEPTEMBER 21

# OPTION B



MARCH/SEPTEMBER 21

# OPTION C (PREFERRED)



MARCH/SEPTEMBER 21

10:00 AM

12:00 PM

2:00 PM

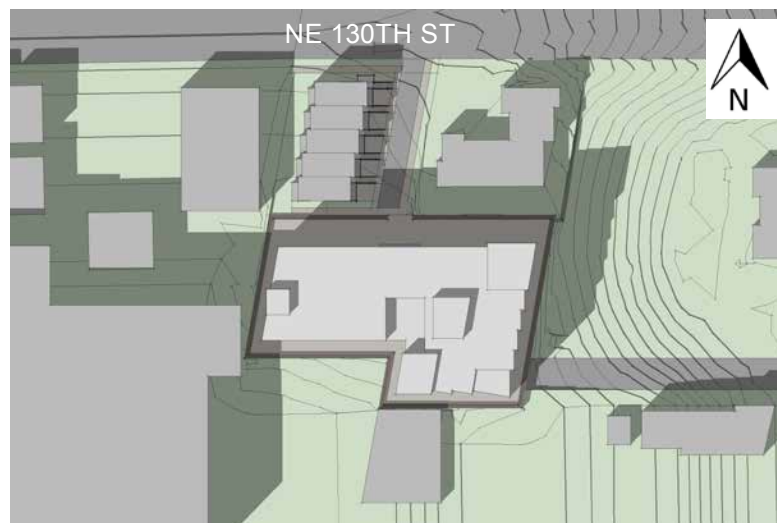
# SHADOW STUDIES - OPTION A



10:00 AM



12:00 PM



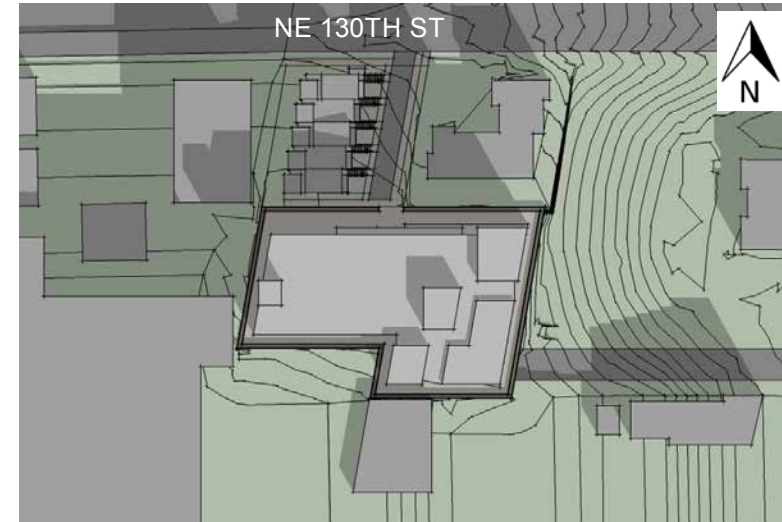
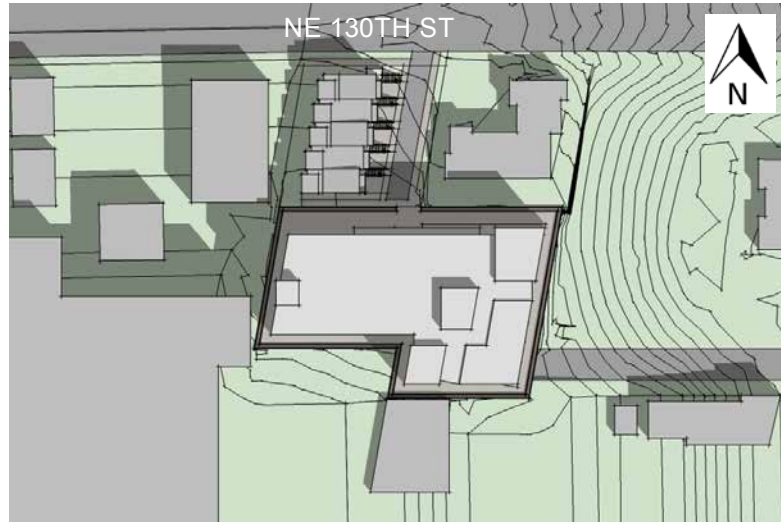
2:00 PM

MARCH/SEPTEMBER 21

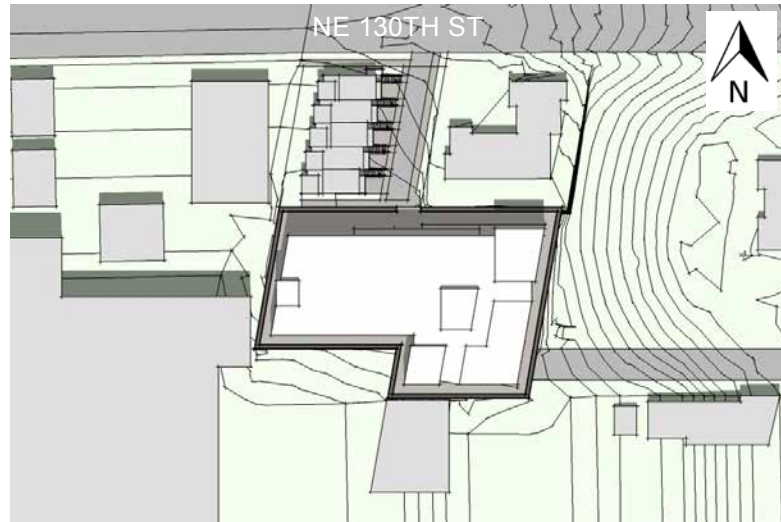
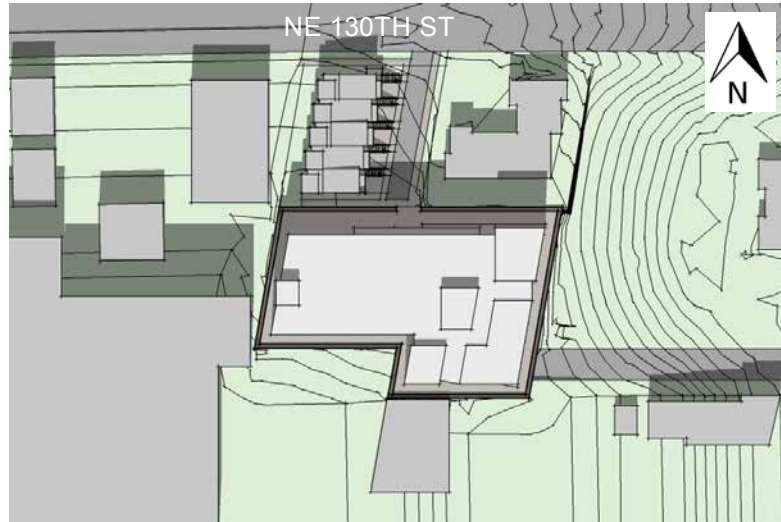
JUNE 21

DECEMBER 21

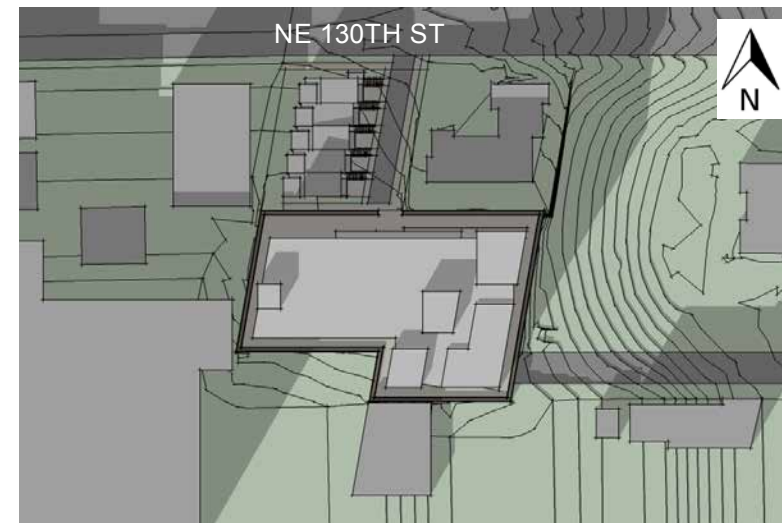
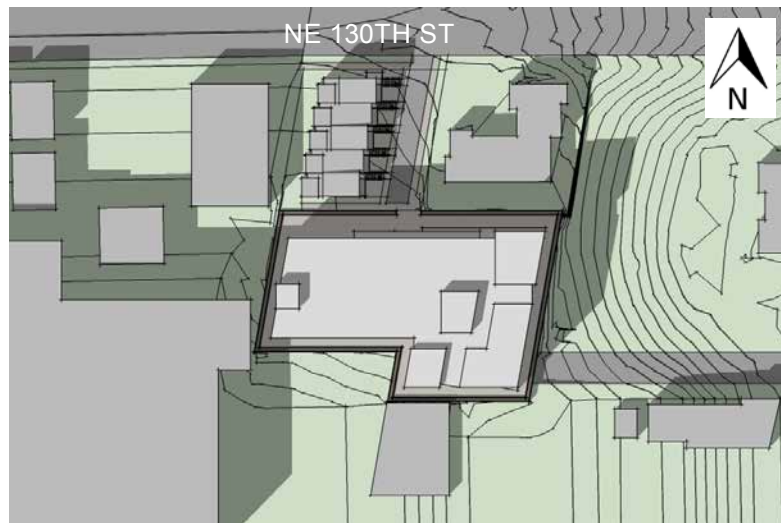
# SHADOW STUDIES - OPTION B



10:00 AM



12:00 PM



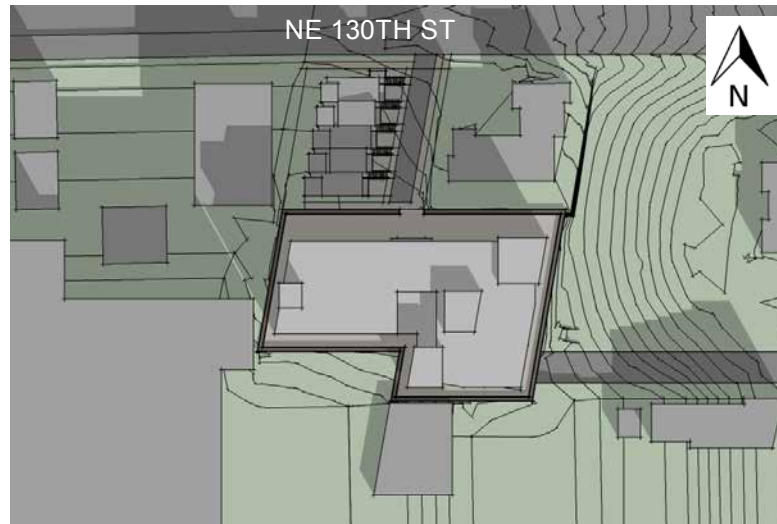
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MARCH/SEPTEMBER 21

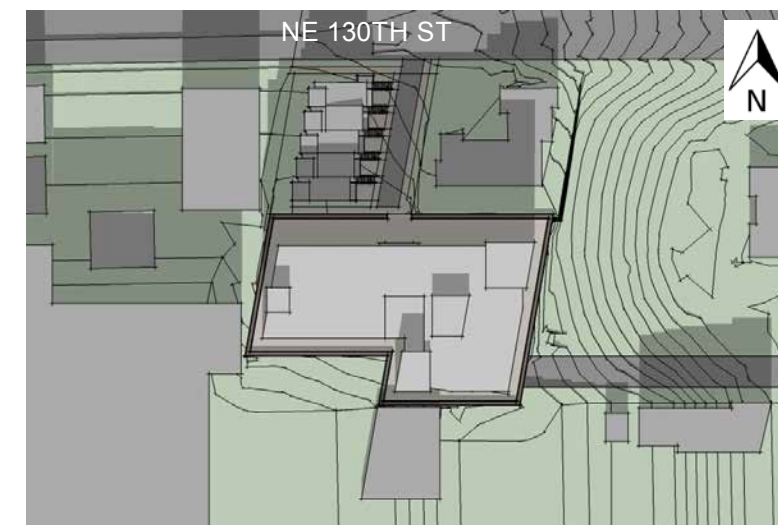
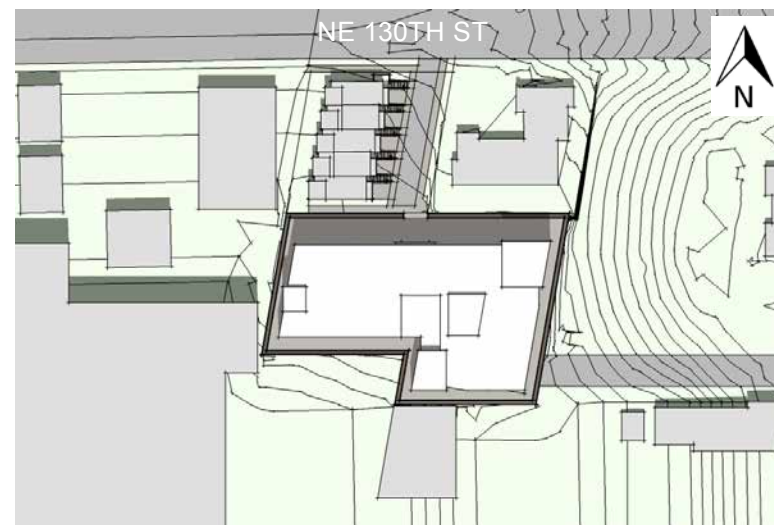
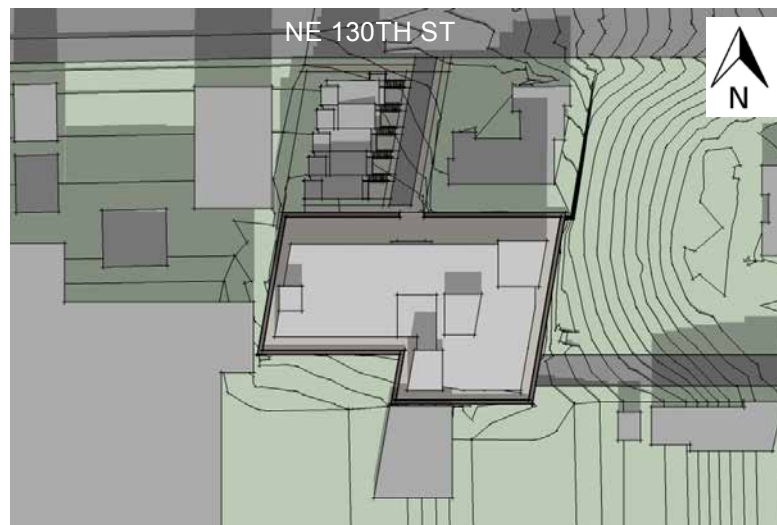
JUNE 21

DECEMBER 21

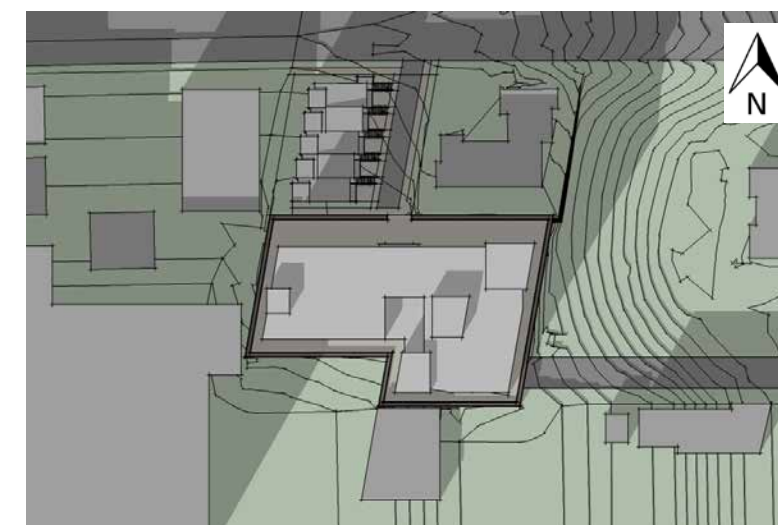
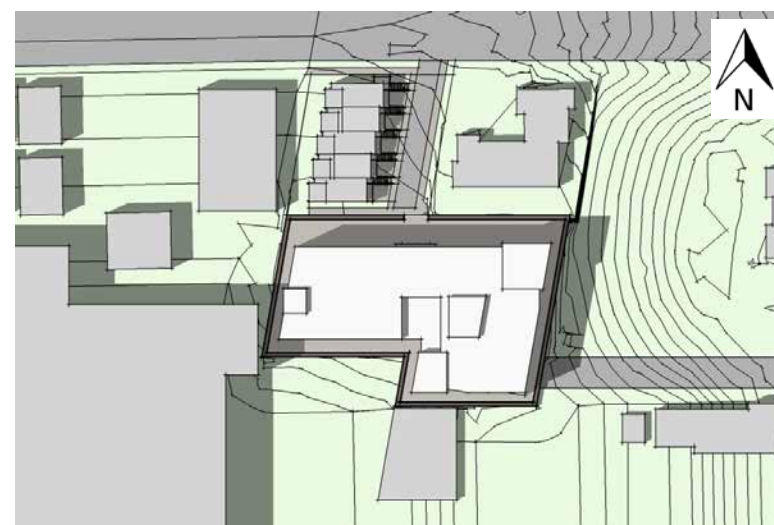
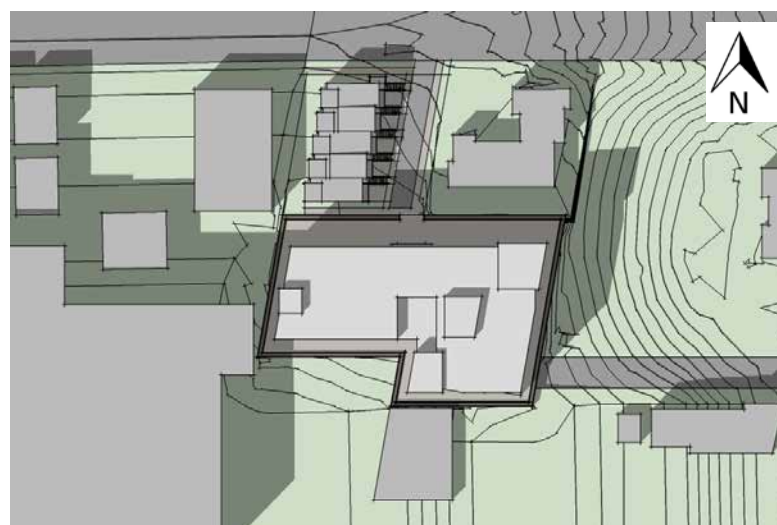
# SHADOW STUDIES - OPTION C (PREFERRED)



10:00 AM



12:00 PM



2:00 PM

MARCH/SEPTEMBER 21

JUNE 21

DECEMBER 21