



15TH AVE NW TOWNHOMES

7500, 7510, 7514, 7518, & 7530
15TH AVENUE NW, SEATTLE, WA

EARLY DESIGN GUIDANCE
NW DESIGN REVIEW BOARD
DPD #3017926 **NOVEMBER 17, 2014**

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PROJECT OVERVIEW



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PROJECT TEAM

OWNER

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ARCHITECT

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 Contact: Chris Jones

DPD

Project #: 3017926
 Contact: Carly Guillory

EXISTING SITE

Addresses: 7500, 7510, 7514, 7518, & 7530 15th Avenue NW
 Location: NE corner of 15th Ave NW & NW 75th St.
 Site Area: 35,996 sf across 6 underlying parcels
 Lot Size: Approximately 340' facing 15th, by approximately 128' wide at the north end, 113' wide at middle four parcels, and 70' wide at south property line.
 Slope: Approximately 12' from NW to SE
 Alley: An unopened and unpaved ROW along a portion of the east side of the property.

Existing Development:

7530: Westernco Donut House
 7510: Stop-N-Go
 7514: The Greener Cleaners
 7518: Galway Traders
 7522: Unfinished concrete shell.
 7530: Ballard Muffler & Auto Center

PROJECT PROGRAM

Number of Residential Units:	33
Number of Live-Work Units:	20
Number of Parking Stalls:	55
Area of Residential Use:	Approximately 44,628 gsf
Area of Live-Work Use:	Approximately 29,150 gsf
Area of Parking Garage Podium:	Approximately 18,223 gsf
Total Area:	Approximately 92,001 gsf

PROGRAM OBJECTIVES

The proposed project combines 22 live work units fronting along 15th Avenue NW and wrapping the corner at NW 75th Street, with 31 townhouses clustered in several buildings, four of which are atop the enclosed parking garage podium. Because the site is in a frequent transit overlay, and live-work units are not required to provide parking, only 12 parking spaces are required by code. However, the project will include parking for 55 cars, a greater than 1:1 ratio. Outdoor amenity spaces will be a mix of private yards, shared commons space, and rooftop decks on each unit.

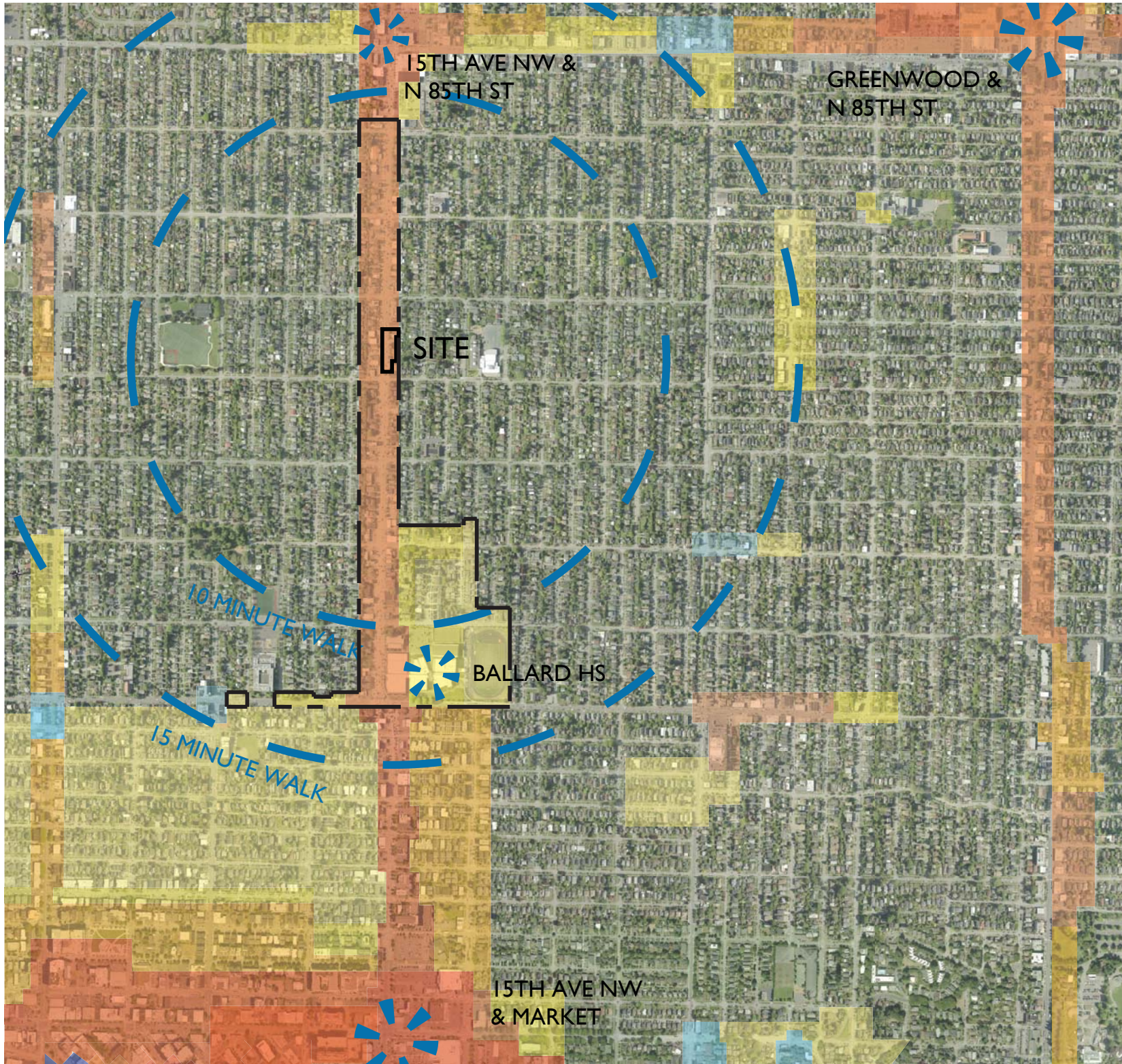
The live-work units are grouped to present a street facade that is commercial in scale, provide separation for the townhouses from traffic and noise, and maintaining residential flexibility in an area that is still in transition.

ZONING & OVERLAY

- Zoned NC2-40 in its entirety
- Within Frequent Transit Overlay
- Parcels to the North, South, and West also zoned NC2-40
- Parcels to the East zoned SF 5000

NEIGHBORHOOD DEVELOPMENT

- Site is located along a 5-lane commercial street with a mix of small homes converted to office space, small retail stores, automotive service garages, and small multi-family developments.
- The character of this stretch of 15th Ave NW could be described as “transitional” with some new development mixed with older structures, adult entertainment venues, and the occasional unused building.
- Location is midway between neighborhood nodes at Ballard HS & NW 85th Street.
- Whittier Elementary is two blocks east of the site, and several small parks are nearby.

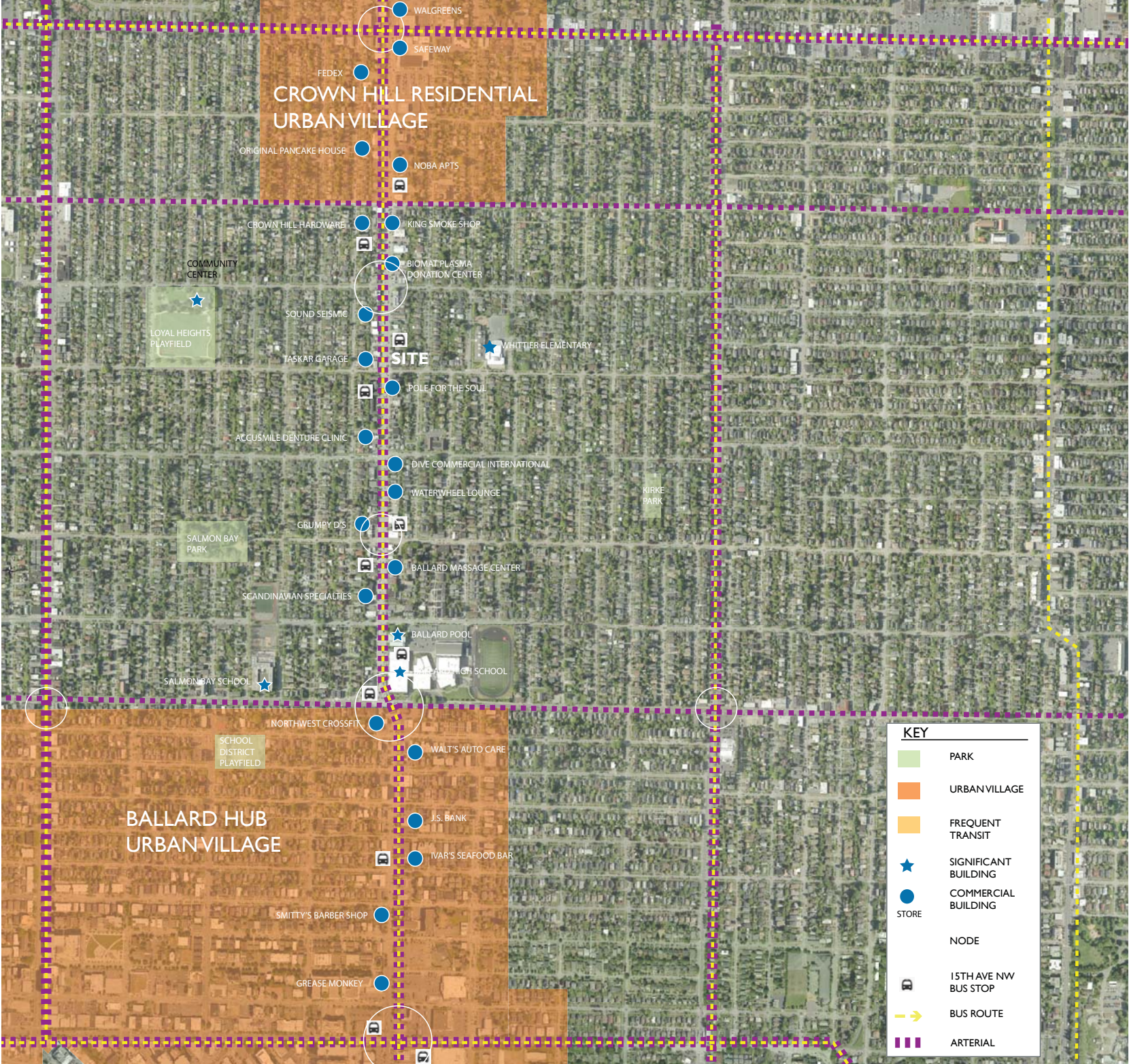


KEY	
	SITE
	WALKSHED
	FREQUENT TRANSIT
	LR1
	LR2
	LR3
	NCI-30
	NC2-40
	NC2-65
	NC3-40
	NC3-65
	NC3-85
	CI-65
	IG2 U/65

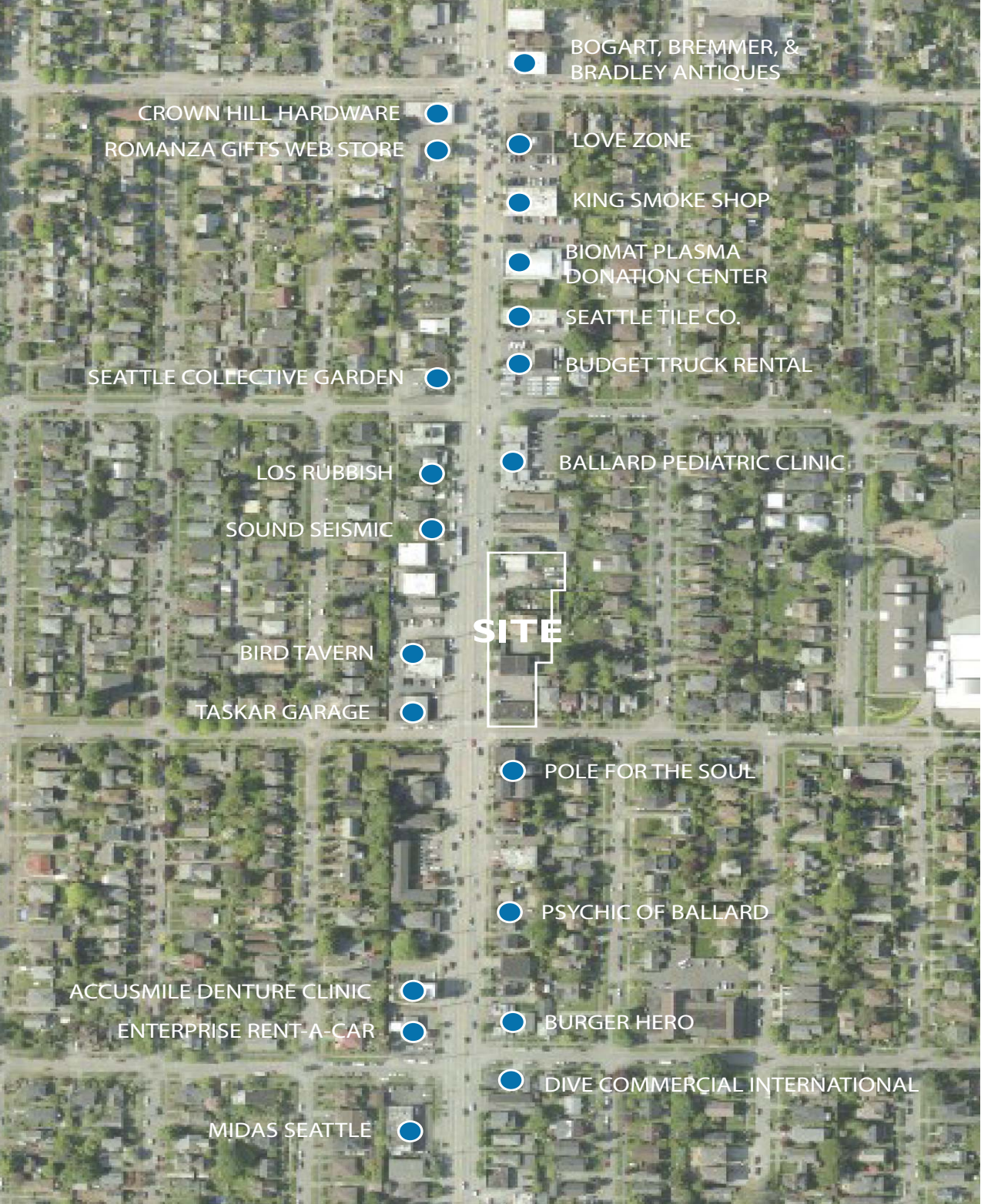
NEIGHBORHOOD ZONING MAP



NEIGHBORHOOD ANALYSIS



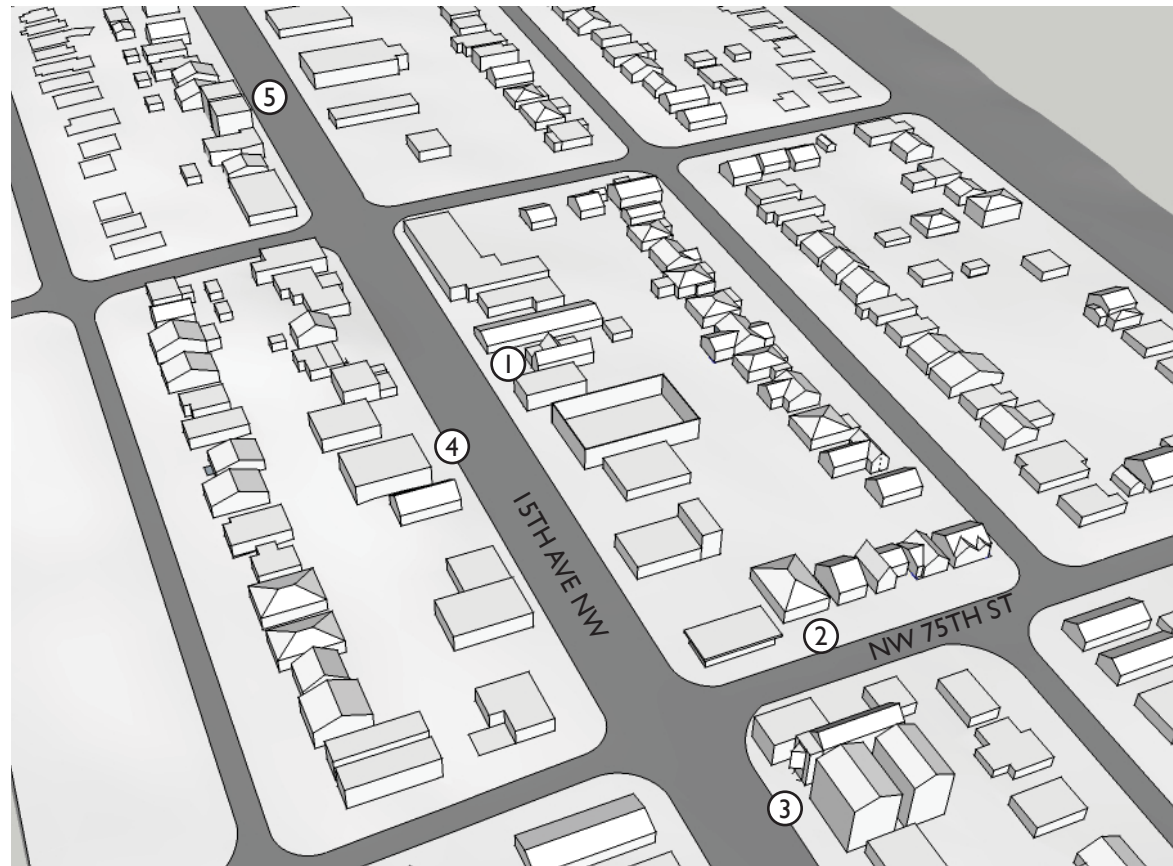
TRANSPORTATION MAP



ADJACENT BUSINESSES - 15TH AVENUE NW



NEIGHBORHOOD ANALYSIS



LOCAL CONTEXT MAP



① 7536 15TH AVE NW



② 1484 NW 75TH ST



③ 7352 15TH AVE NW (APTS)



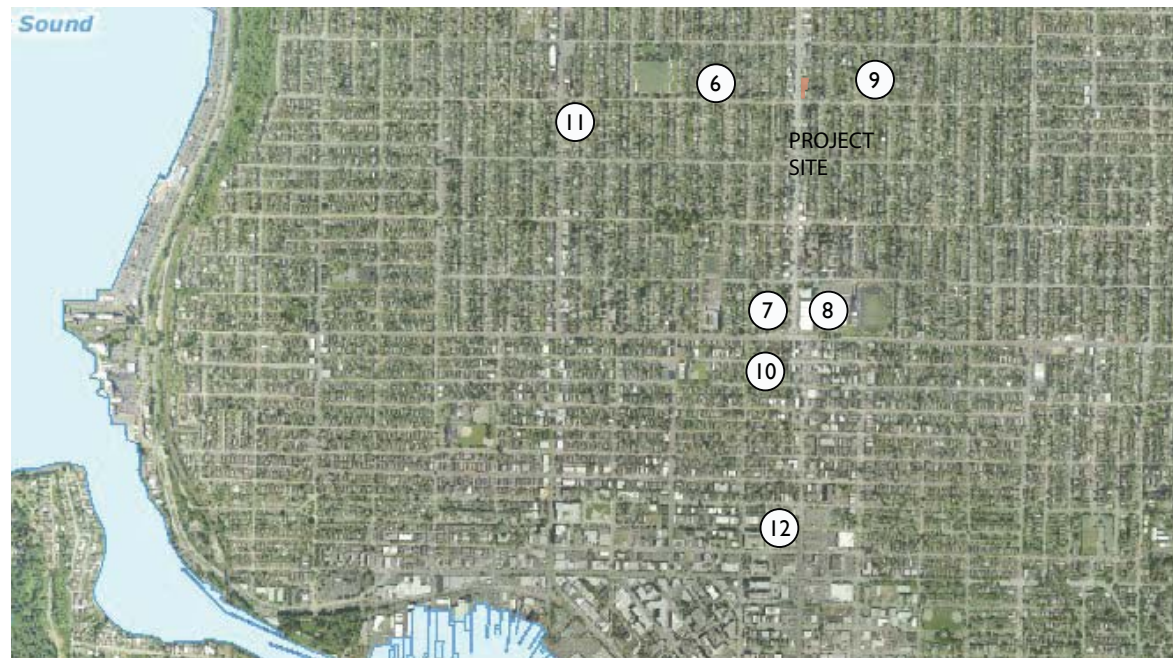
④ 7525 15TH AVE NW



⑤ 7717 15TH AVE NW



⑥ NW CHRISTIAN CHURCH



NEIGHBORHOOD CONTEXT MAP



⑦ BELAY APTS



⑧ BALLARD HIGH SCHOOL



⑨ WHITTIER ELEMENTARY SCHOOL



⑩ 1511 NW 63RD ST



⑪ 7002 23RD AVE NW



⑫ LEVA APTS

EXISTING SITE CONDITIONS



① LOOKING SE AT SITE FROM ACROSS 15TH



② VIEW FROM NE CORNER OF SITE LOOKING SW TOWARD 15TH



③ VIEW OF SITE FROM SIDEWALK LOOKING SOUTH



PHOTO LOCATION MAP



④ VIEW FROM W PROPERTY LINE OF 7518



⑤ VIEW FROM E PROPERTY LINE OF 7518 LOOKING TOWARD 15TH

EXISTING SITE CONDITIONS



⑥ EXCEPTIONAL TREE (OFF SITE, ARBORIST REPORT PREPARED)



⑦ VIEW OF 7514 LOOKING EACROSS 15TH



⑧ VIEW OF SITE LOOKING NE ACROSS 7500 PARKING LOT



⑨ VIEW OF SW CORNER OF SITE FROM SW CORNER OF 15TH & 75TH

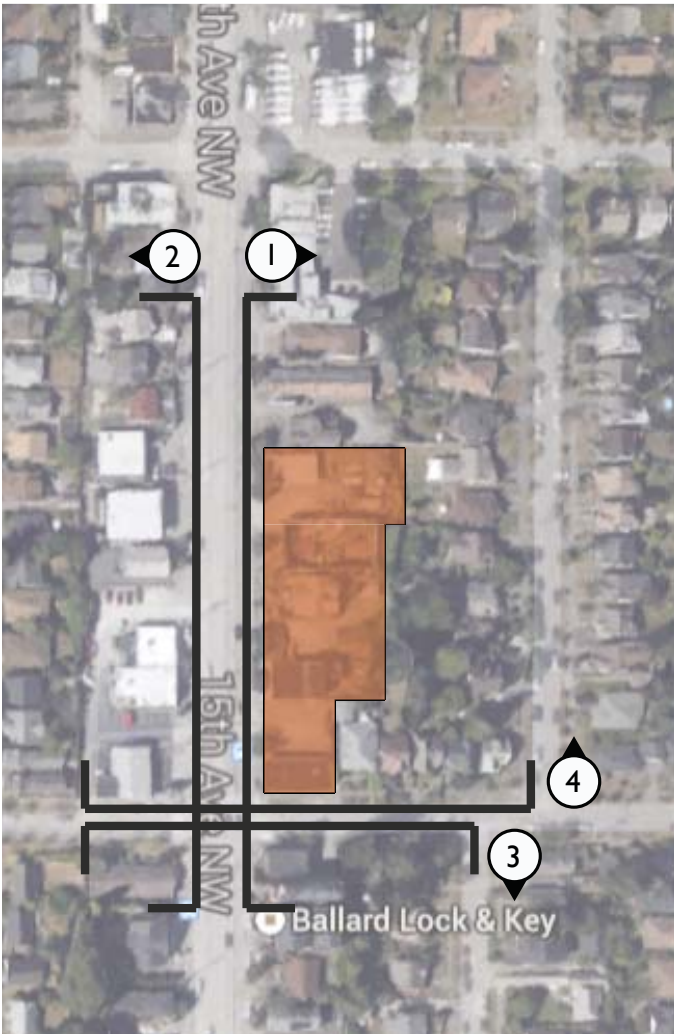


⑩ VIEW OF SOUTH PROPERTY LINE AND NEIGHBORING HOUSE

EXISTING STREETSCAPES



① 15TH AVE NW LOOKING EAST



STREETSCAPE PHOTO LOCATIONS



② 15TH AVE NW LOOKING WEST

PROJECT SITE ACROSS 15TH AVE NW

PROJECT SITE ACROSS NW 75TH ST



③ NW 75TH ST LOOKING SOUTH

PROJECT SITE



PROJECT SITE



④ NW 75TH ST LOOKING NORTH

15TH AVE NW TOWNHOMES - DPD# 3017926

EARLY DESIGN GUIDANCE

EXISTING SITE PLAN

EXISTING SITE CONDITIONS

- The site contains an automotive service garage, and abandoned building, a small retail shop in a converted single-family home, a dry cleaners, a convenience store, a donut shop, and several related parking lots.
- There is a metro bus stop located in front of the site along 15th Avenue NW just north of the intersection.
- An unopened right-of-way extends across half of the eastern property line, and contains an exceptional tree. There is no alley serving the property.
- There is no significant landscaping on the site.
- 15th Avenue NW contains two lanes of traffic in each direction, a center turn lane, and parallel parking along both sides of the street.
- NW 75th street has one lane of traffic in each direction with no parking adjacent to the site, however it transitions to parking along both curbs with a shared center lane just east of the site.
- High-voltage lines stop just north of the site and this property is instead served from lines on the opposite side of 15th Avenue NW.
- The zoning transition occurs within the single family parcel immediately to the east along NW 75th Street.

CONSTRAINTS

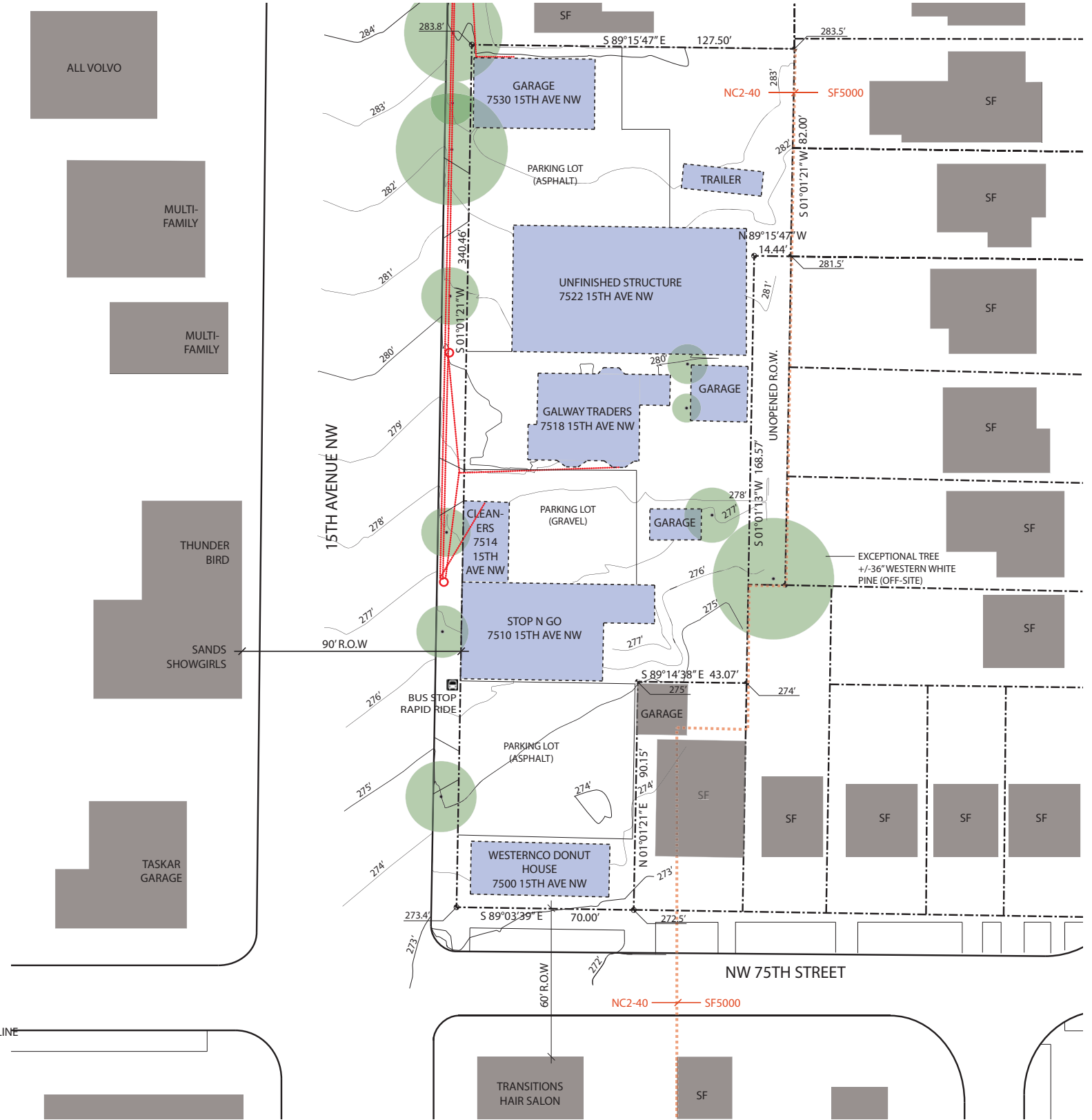
- A portion of the east property line abuts the SF-5000 zoning, requiring that setbacks at these points be maintained.
- There is a slope from northwest to southeast of about 13' across the site.
- Overhead wires along 15th Ave NW will impact views.
- Transitional nature of development along 15th Ave NW.
- Exceptional tree located in unopened right-of-way to the east of the site.

OPPORTUNITIES

- Location at intersection of 15th Ave NW and NW 75th Street affords increased visibility for the project.
- Substantial territorial and mountain views from upper levels to the east, south, and west.
- Frequent transit stop is located at the site for quick access to downtown.
- Nearby schools, grocery stores, churches, recreation areas are appealing to families.

LEGEND

- UTILITY POLE
- OVERHEAD LOW VOLTAGE LINE
- EXISTING TREE



EXISTING SITE PLAN



PARCEL #: 3491300012, 3491300011, 7748000005, 7748000010, 7748000015, & 3491300023
ZONING: NC2-40
OVERLAYS: FREQUENT TRANSIT
LOT AREA: 35,996 SF

23.47A.004 PERMITTED USES (NC2-40)

Permitted outright: Residential, Live-Work, Retail, Offices, & others.

23.47A.005 STREET-LEVEL USES (NC2-40) &

23.47A.008 STREET LEVEL DEVELOPMENT STANDARDS (NC2-40)

- Residential uses can occupy no more than 20% of the street-level, arterial-facing facade in NC zones per DR 17-2012.
- Blank segments of the street-facing façade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width
- The total of all blank façade segments may not exceed 40% of the width of the façade of the structure along the street.
- Street-level, street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.
- 60% of the street-facing façade between 2 feet and 8 feet above the sidewalk shall be transparent.
- Nonresidential uses I uses at street level shall have a floor-to-floor height of at least 13 feet, shall extend an average depth of at least 30 feet, and a minimum depth of 15 feet from the street-level, street-facing façade.
- For purposes of calculating 80% of a structure's street-level façade, the width of a driveway at street level, not to exceed 22 feet, may be subtracted from the width of the street-facing façade.
- At least one of the street-level, street-facing facades containing a residential use shall have a visually prominent pedestrian entry.
- The floor of a dwelling unit located along the street-level, street-facing façade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

23.47A.012 STRUCTURE HEIGHT (NC2-40)

Allowed maximum base height: 40'-0"
 Maximum height w/street level commercial space: 44'-0"
 - 4' Maximum height increase is allowed with 13' floor to floor at street level non-residential use (SMC 23.47A.012.A.1.a)
 Max. height w/4' additional allowed for parapets: 48'-0"
 Max. height w/5' additional allowed for pitched roofs: 49'-0"

23.86.006 STRUCTURE HEIGHT MEASUREMENT

The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level ('average grade level' means the average of the elevation of existing lot grades at the midpoints, measured horizontally, of each exterior wall of the structure or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure)

23.47A.013 FLOOR AREA RATIO (NC2-40)

Single purpose: 3.0

23.47A.014 SETBACK REQUIREMENTS (NC2-40)

Front setback: No setback required
 Rear setback:
 - Abutting commercial: No setback required
 - Abutting residential: No setback below 13' high
 15' setback above 13' high
 Side setback from interior lot line: No setback required
 Additional setbacks: No setback required

23.47A.024 AMENITY AREAS (NC2-40)

Required: 5% of gross floor area in residential use
 Estimated requirement: 35,996 x 5% = 1,800 sf
 General Requirements:
 - All residents shall have access to at least one private or common amenity area
 - Amenity areas shall not be enclosed
 - Common amenity areas shall have a minimum dimension of 10 ft and be no less than 250 sf in size
 - Private balconies and decks shall have a minimum area of 60 sf and no horizontal dimension less than 6 ft

23.47A.016 LANDSCAPING STANDARDS (NC2-40)

- Green factor score of 0.3 or greater required.
- Street trees are required when any development is proposed

23.54.015 REQUIRED PARKING (NC2-40)

Table B Residential Use:
 - Multifamily residential uses: 1 space per dwelling unit
 Table A Nonresidential Use:
 - Live/Work units: 0 spaces for units with 1,500 sf or less; 1 space for each unit greater than 1,500 sf; 1 space for each unit greater than 2,500 sf, plus the parking that would be required for any

nonresidential activity classified as a principal use

Bicycle short-term parking:
 - Nonresidential Use: 1 per 4,000 sf
 Bicycle long-term parking:
 - Residential Use: 1 per 4 units.
 - Nonresidential Use: 1 per 12,000 sf

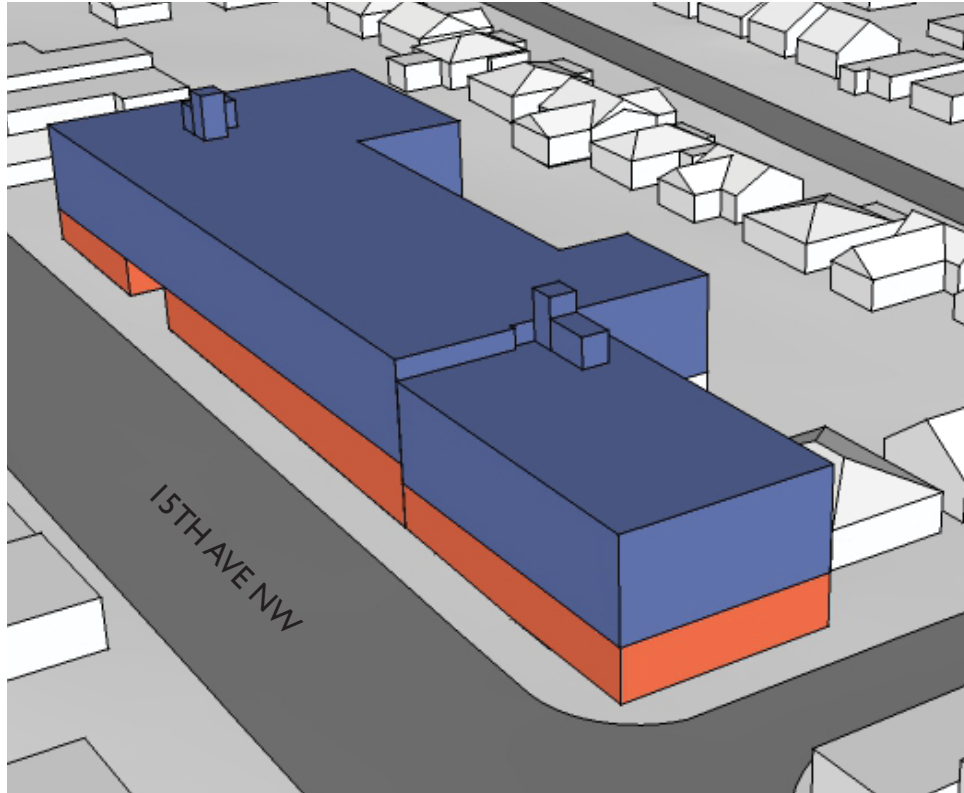
23.54.020 REQUIRED PARKING EXCEPTIONS (NC2-40)

In multifamily and commercial zones, the minimum parking requirement for all uses in reduced by 50% if the use is located within 1,320 feet of a street with frequent transit service.

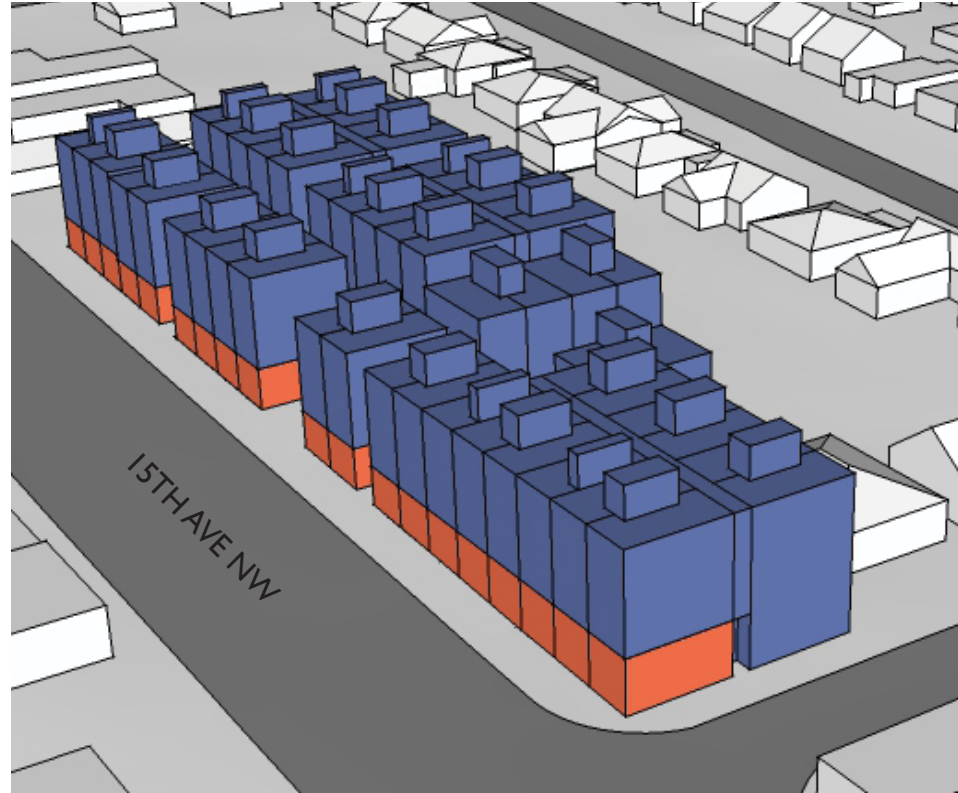
23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS (NC2-40)

Residential (26-50 units): 375 sf
 - Min. storage area may be reduced 15% if min. horizontal dimension is 20'
 Nonresidential (15,001-50,000 sf): 175 sf
 - Mixed use development that contains both residential and nonresidential uses shall meet the storage requirements for residential development, plus 50% of the requirement for nonresidential development
 Required:
 - 375 sf + (175 sf x 50%) = 463 sf

DESIGN PROCESS



MAXIMUM DEVELOPMENT STUDY



INTERMEDIATE TOWNHOUSE STUDY



CONCEPT THREE (PREFERRED)



MAXIMUM DEVELOPMENT PLAN

- Dense development with minimal greenspace, over 130 rental units, and 152 parking stalls with street level commercial space.
- Designed to maximize the developable potential of the site.



CONCEPT THREE (PREFERRED) SITE PLAN

- Multiple greenspaces, 53 for sale units, 55 parking stalls, and street level commercial live/work space.
- Provides substantial living and commercial spaces, superior greenspace and respect for adjacent properties.

RELEVANT DESIGN GUIDELINE PRIORITIES

CONTEXT AND SITE

CS1 - NATURAL SYSTEMS AND SITE FEATURES

- B2. DAYLIGHT AND SHADING
- C2. ELEVATION CHANGES

CS2 - URBAN PATTERN AND FORM

- B2. CONNECTION TO THE STREET
- C1. CORNER SITES
- D5. RESPECT FOR ADJACENT SITES

CS3 - ARCHITECTURAL CONTEXT & CHARACTER

- A2. CONTEMPORARY DESIGN

Located midway between Ballard High School and the commercial node at NW 85th Street, this stretch of 15th Avenue NW is home to an eclectic mix of retail, office and residential uses. We intend to craft a collection of homes and live-work commercial spaces that actively engage the street, mark the intersection with NW 75th Street, and provide a greater density of residents to energize the area.

The topography of the area slopes gently to the south and slightly east, suggesting stepped structures that allow increased visibility of the project as you approach from the south while maintaining a scale that is considerate to adjacent properties. This slope also affords opportunities for views to the mountains and city, while allowing additional light to flow into greenspaces between buildings.

With the site extending 340' along 15th, this project will redefine the relationship between the street and commercial spaces along this block. Breaks have been introduced into the building mass to create courtyards that allow residents direct access to light, air and landscaped amenity areas. Further, breaking the structure down into smaller masses allows the project to better relate to the human scale. Careful modulation of the facade through the use of structural bay overhangs, canopies, and material choices will provide a substantial street presence without being overwhelming.

Where the building meets the intersection, these two elevations will be designed to wrap the corner and engage both streets. The work space will be similar to its neighbors, but modified to take full advantage of the corner exposure.

Half of a block to either side of 15th Avenue NW the zoning changes from NC2-40 to SF5000, with the neighborhoods offering a collection of bungalow style homes, typical for Seattle. Proposed setbacks beyond

code requirement in conjunction with an unopened 15' right-of-way along the east side of the site allow this project to act as a transitional buffer between the busy commercial nature of 15th Ave NW and the quiet neighborhood quality of the adjacent single family neighbors. The existing commercial development along 15th is consistently low-rise or housed in repurposed single family homes, often with surface parking lots visible from the street. Our proposal uses the live work units to reinforce the street edge and act as a buffer to the residential townhouses and neighborhood beyond.

Responding to the site's location along a busy thoroughfare and the mix of style and period of nearby development, this project will provide a modern character with a blend of clean planes, large windows, and textured materials. Visibility and durability will be emphasized at street level, while integrating with a collection of bright and airy homes above. Canopies will provide shelter to pedestrians entering commercial spaces as well as shadow and detail on the facades. On the interior, planters and green walls will be utilized throughout to create an urban oasis from the surrounding activity. Residents and their guests will have access to multiple shared amenity spaces as well as private roof decks with excellent views of the city and beyond.

PUBLIC LIFE

PL1 - OPEN SPACE CONNECTIVITY

- B1. PEDESTRIAN INFRASTRUCTURE

PL2 - WALKABILITY

- B1. EYES ON THE STREET
- C1. LOCATIONS AND COVERAGE

PL3 - STREET-LEVEL INTERACTION

- B1. SECURITY AND PRIVACY
- B3. BUILDINGS WITH LIVE/WORK USES

PL4 - ACTIVE TRANSPORTATION

- B1. BIKE FACILITIES
- C1. INFLUENCE ON PROJECT DESIGN

Public life on a neighborhood scale will be served by the introduction of attractive, accessible, and flexible commercial spaces. By keeping these buildings tight to the property line and actively engaging the sidewalk, this project has the opportunity to create an active pedestrian life that will be welcomed and can act as a neighborhood node as the area develops and grows over time. The quantity of commercial spaces along 15th offers the flexibility and volume of space to provide a broad range of goods and services to the neighborhood. These businesses will enhance public safety through additional eyes on the street, engage Metro riders waiting at the Metro stop, and provide shelter from the elements through the use of canopies where appropriate.

By locating the parking in a shared garage behind the commercial spaces and accessing it through a single driveway off of 15th, the interaction between vehicles and pedestrians has been minimized and two existing curb cuts eliminated. Bike parking will be provided for homeowners and customers alike in a safe and accessible area. A separate pedestrian plaza is provided to the north of the driveway that allows for a small break in the commercially scaled elements along 15th that serve as the public face of the residential portion of the project, while also potentially acting as an outdoor dining or gathering space for adjacent commercial units.

DESIGN CONCEPT

DC1 - PROJECT USES AND ACTIVITIES

- B1. ACCESS DESIGN AND LOCATION

DC2 - ARCHITECTURAL CONCEPT

- A1. SITE CHARACTERISTICS AND USES
- B1. FACADE COMPOSITION

DC3 - OPEN SPACE CONCEPT

- A1. INTERIOR/EXTERIOR FIT
- B4. MULTIFAMILY OPEN SPACE
- C2. AMENITIES AND FEATURES

DC4 - EXTERIOR ELEMENTS AND FINISHES

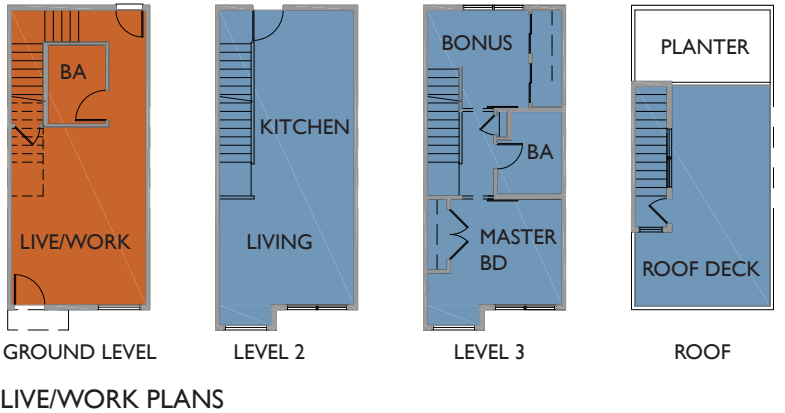
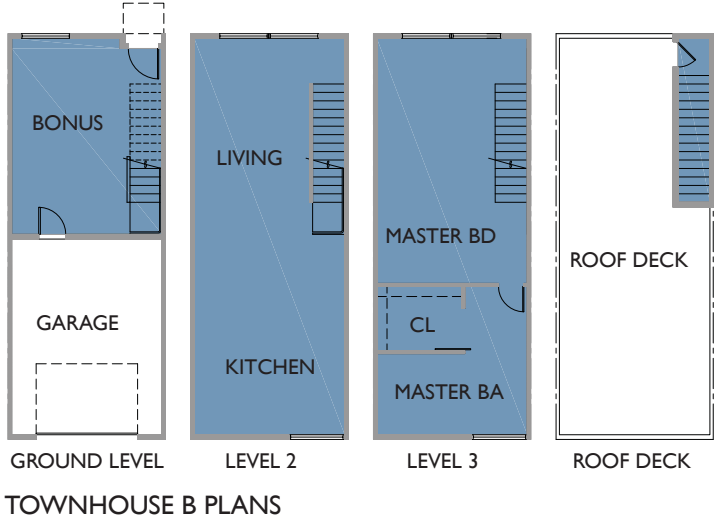
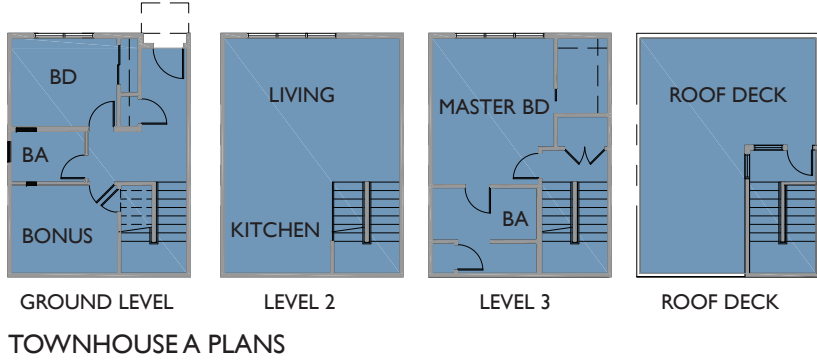
- A1. EXTERIOR FINISH MATERIALS

The commercial live-work units engage the street and intersection while sheltering the townhomes on the interior of the site. Parking has been centralized in a shared above-grade garage that also serves as a podium for the townhomes above. This allows for enhanced pedestrian pathways on site that do not have to share space with vehicles, along with elevating a portion of the townhomes to capture light and views that would otherwise be blocked.

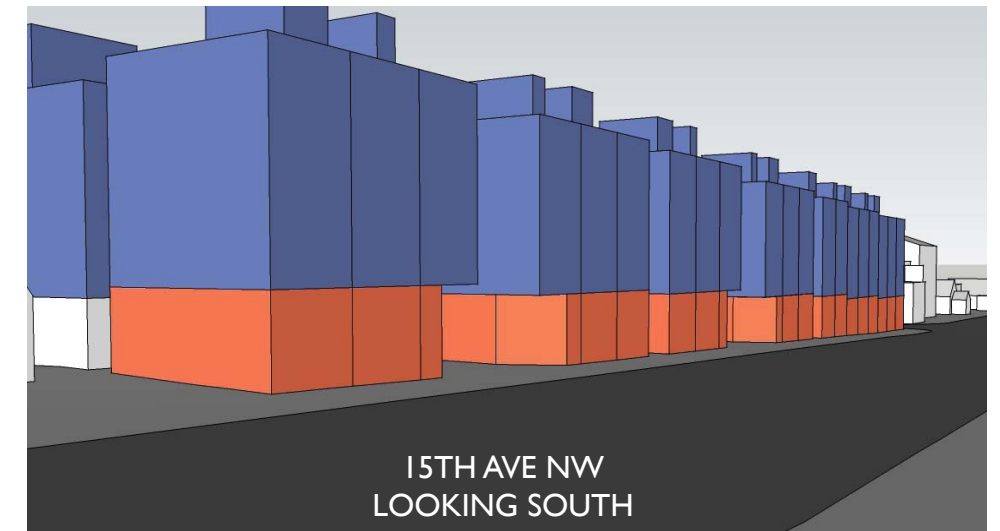
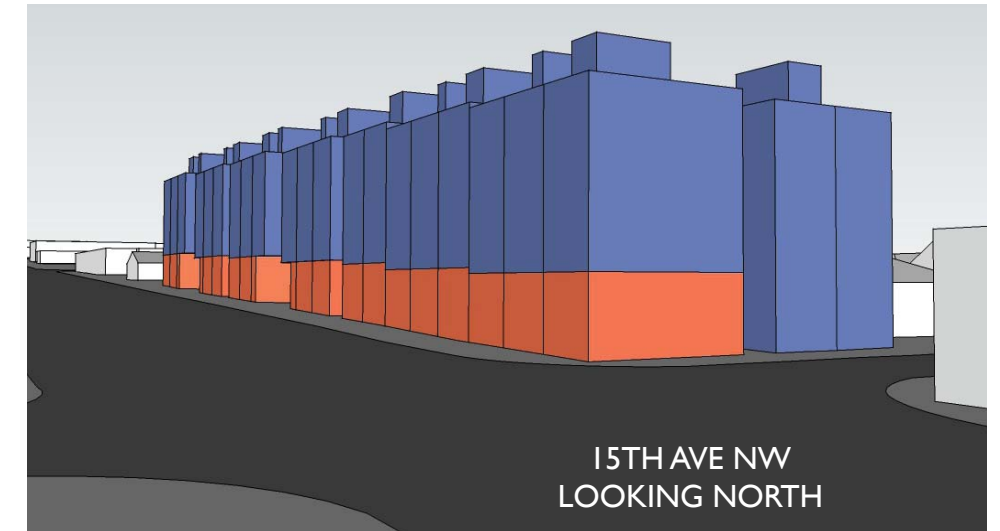
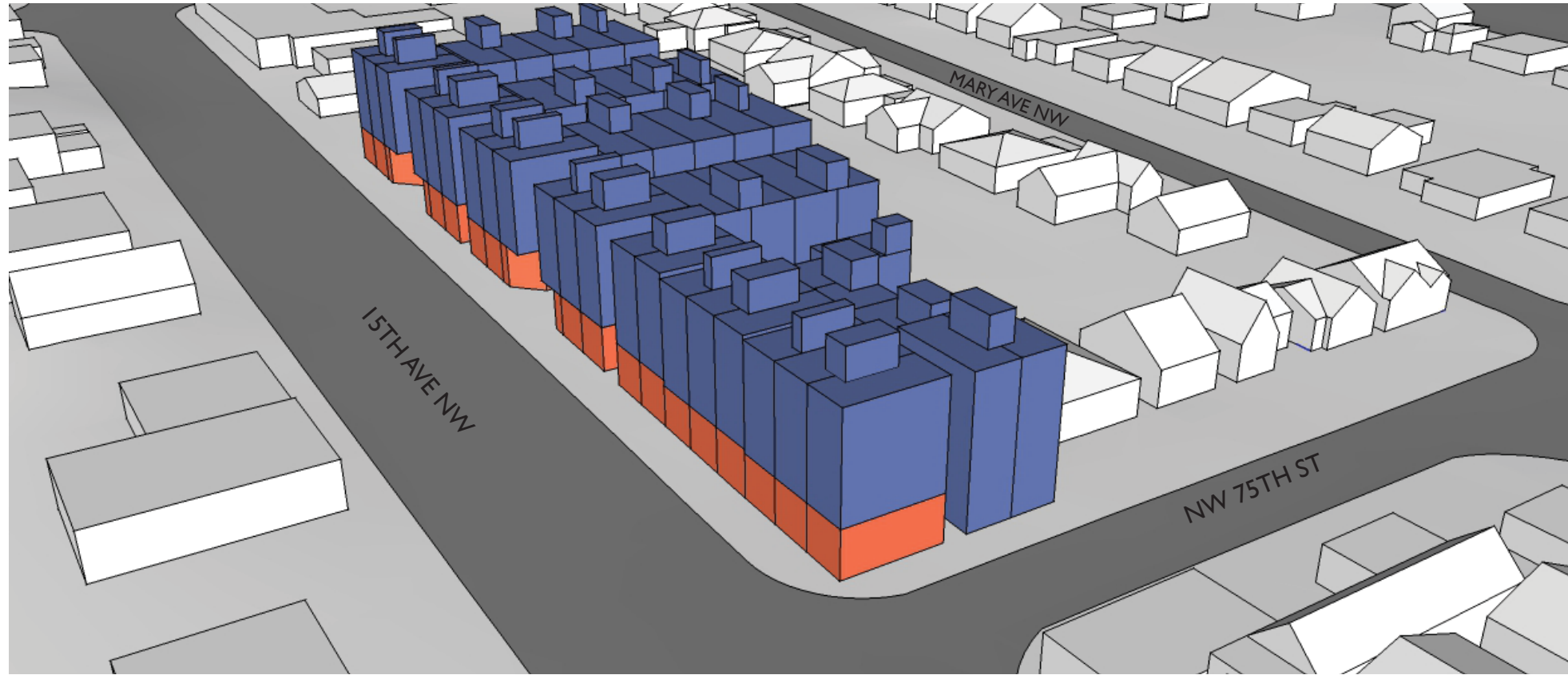
The townhouses are clustered into small buildings that are spaced to create a series of shared greenspaces between them that will act as a communal front porch for those units opening onto them. Enhanced with planters, small trees, lighting, and thoughtful window placement, these will become outdoor rooms with a urban courtyard feel. Each unit will also have access to a private rooftop deck with generous space and expansive territorial and mountain views.

Materials will be more textured and substantial on the elevations facing the streets, crisper and brighter on interior facades, and will be consistently modern. Accents, such as planters, railings, canopies, light fixtures, seating, and more, will be chosen to enhance the overall aesthetic and unify design.

CONCEPT ONE



CONCEPT ONE



DISTINGUISHING FEATURES

- 20 Live-Work Units
- 26 Townhouse Units
- 1-car garages provided for 19 townhouse units.
- Code compliant

PROS

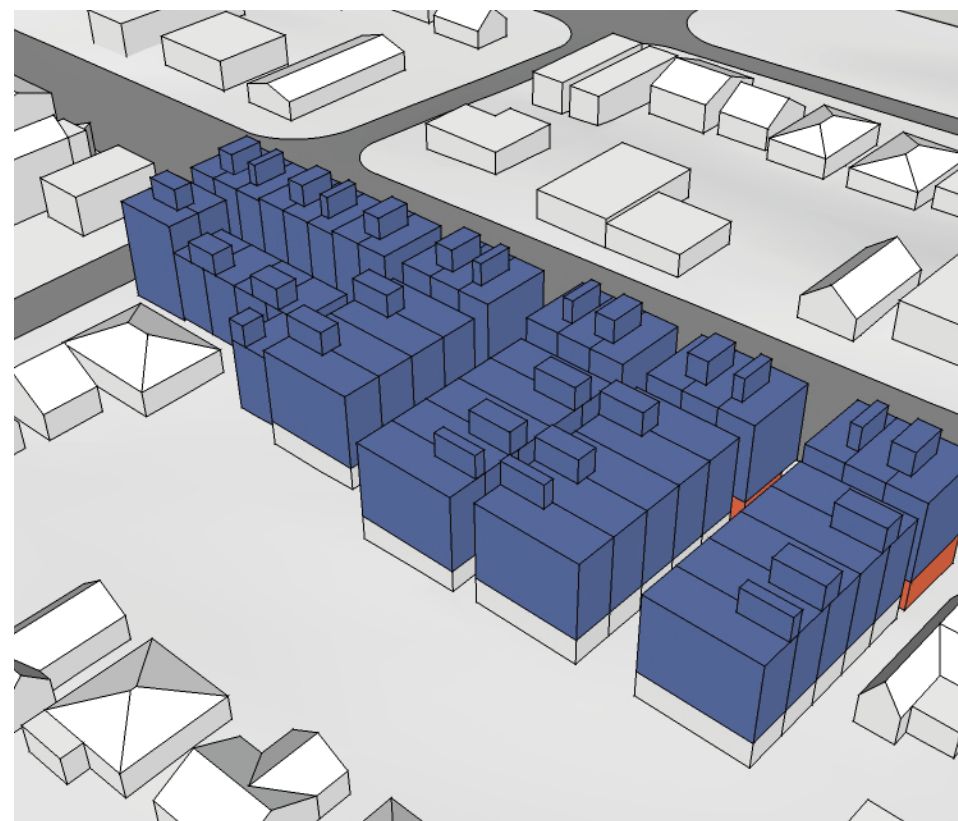
- Simple massing.
- Private rooftop decks for views and amenity area.

CONS

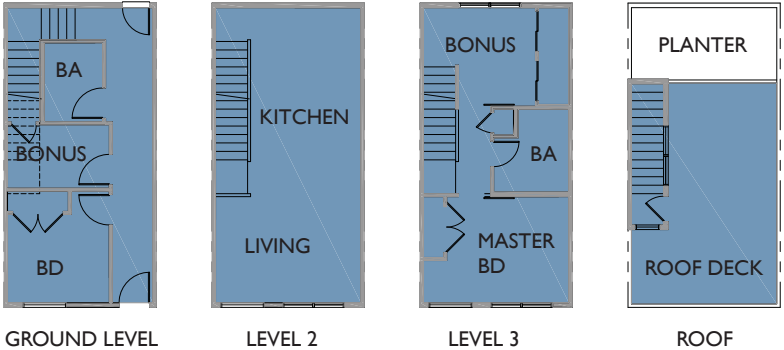
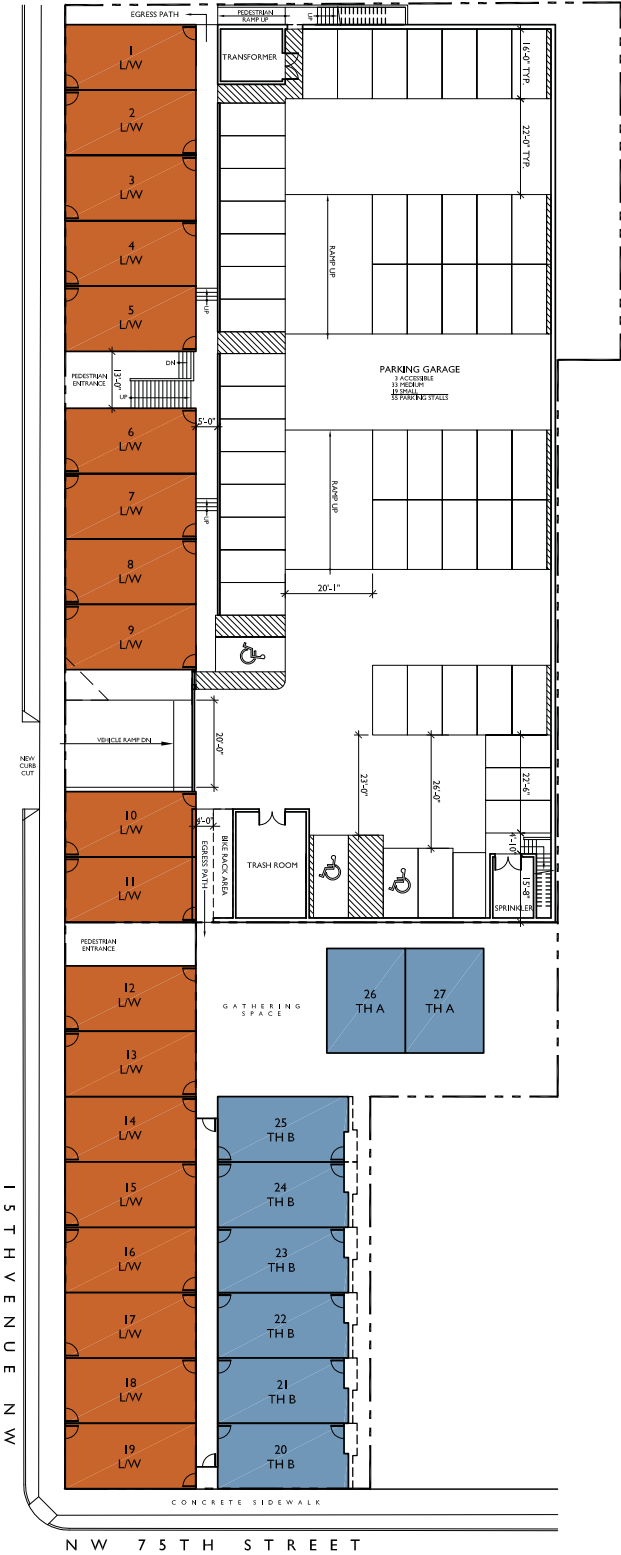
- Less than half of units have parking.
- Minimal shared greenspace
- Two curb cuts and driveways required.
- Live-work units clustered in smaller buildings to north.
- Pedestrians and cars share circulation space
- Narrow setbacks between most buildings

DEPARTURES

- None requested.



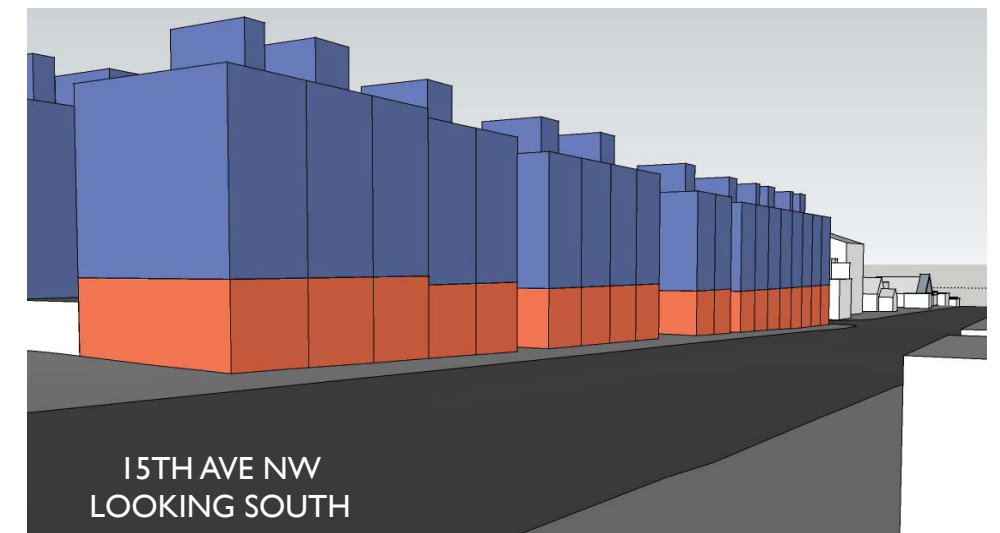
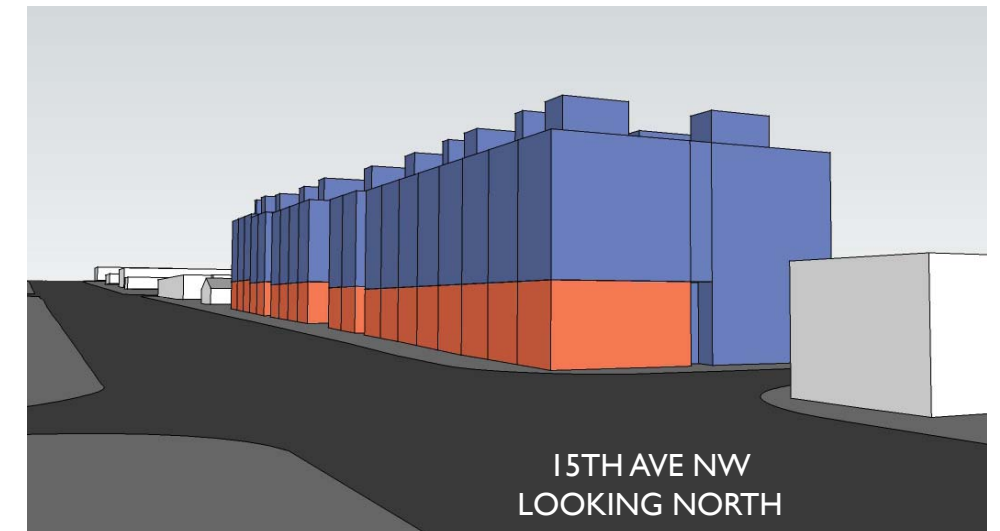
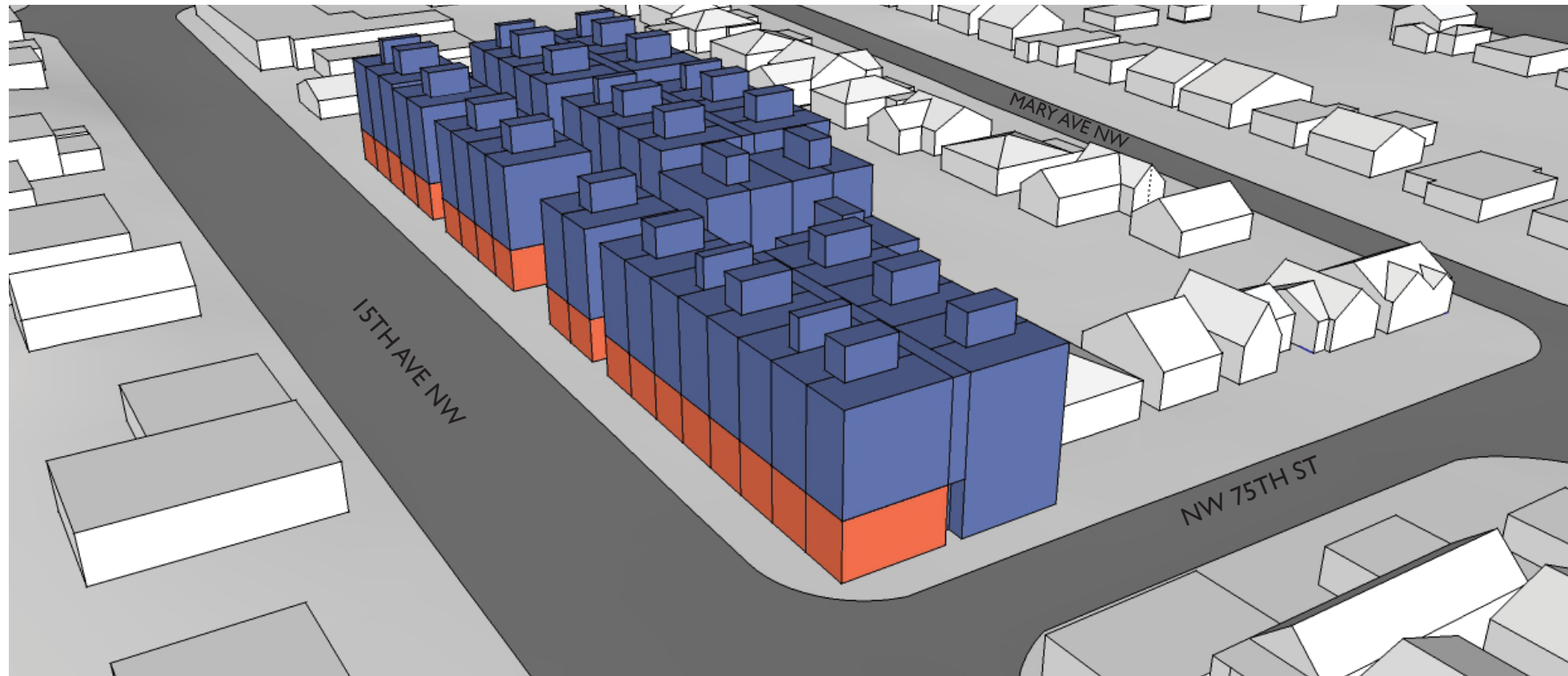
CONCEPT TWO



GROUND FLOOR PLAN
NTS

LEVEL 2 PLAN
NTS

CONCEPT TWO



DISTINGUISHING FEATURES

- 19 Live-Work Units
- 32 Townhouse Units
- Garage parking for 56 cars
- Most units are clustered around shared interior corridors
- Three townhouse buildings on top of parking podium.

PROS

- Live-work units present a more commercial scale to the street
- Podium garage allows for additional parking, only one curb cut.
- Wider pedestrian mews on podium for shared greenspace.
- Private rooftop decks for views and amenity area.

CONS

- Scale of townhouse blocks is too apartment-like.
- Entry sequence into rear units is undesirable
- Shared interior corridors create interior units with windows only on one side

DEPARTURES

- None requested.



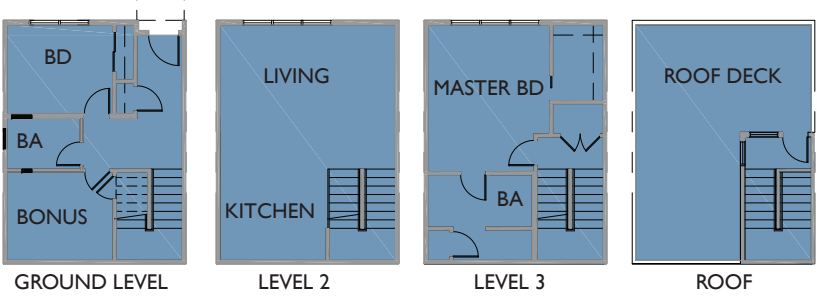
CONCEPT THREE (PREFERRED OPTION)



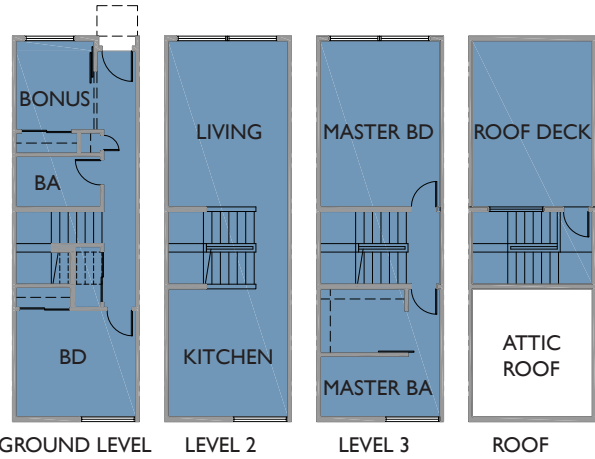
GROUND FLOOR PLAN
NTS



LEVEL 2 PLAN
NTS



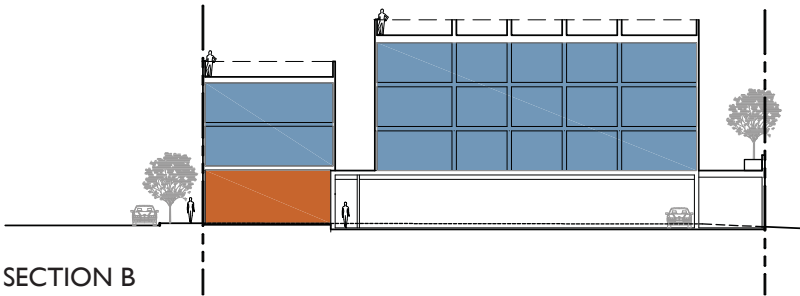
TOWNHOUSE A PLANS



TOWNHOUSE B PLANS

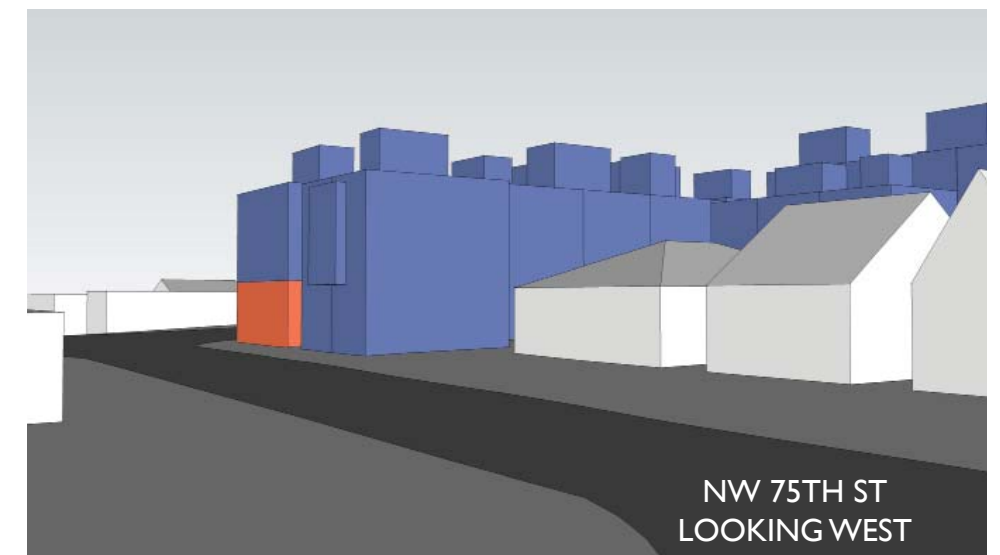
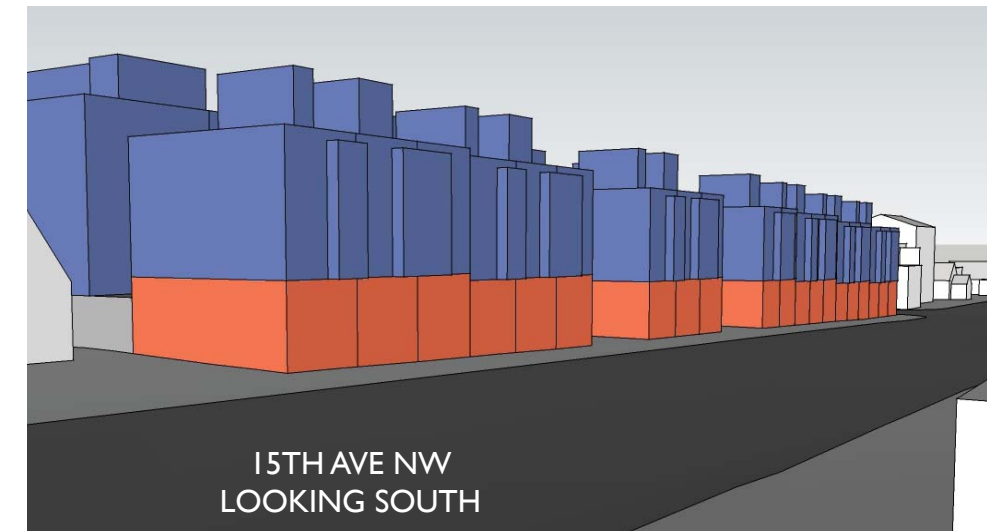
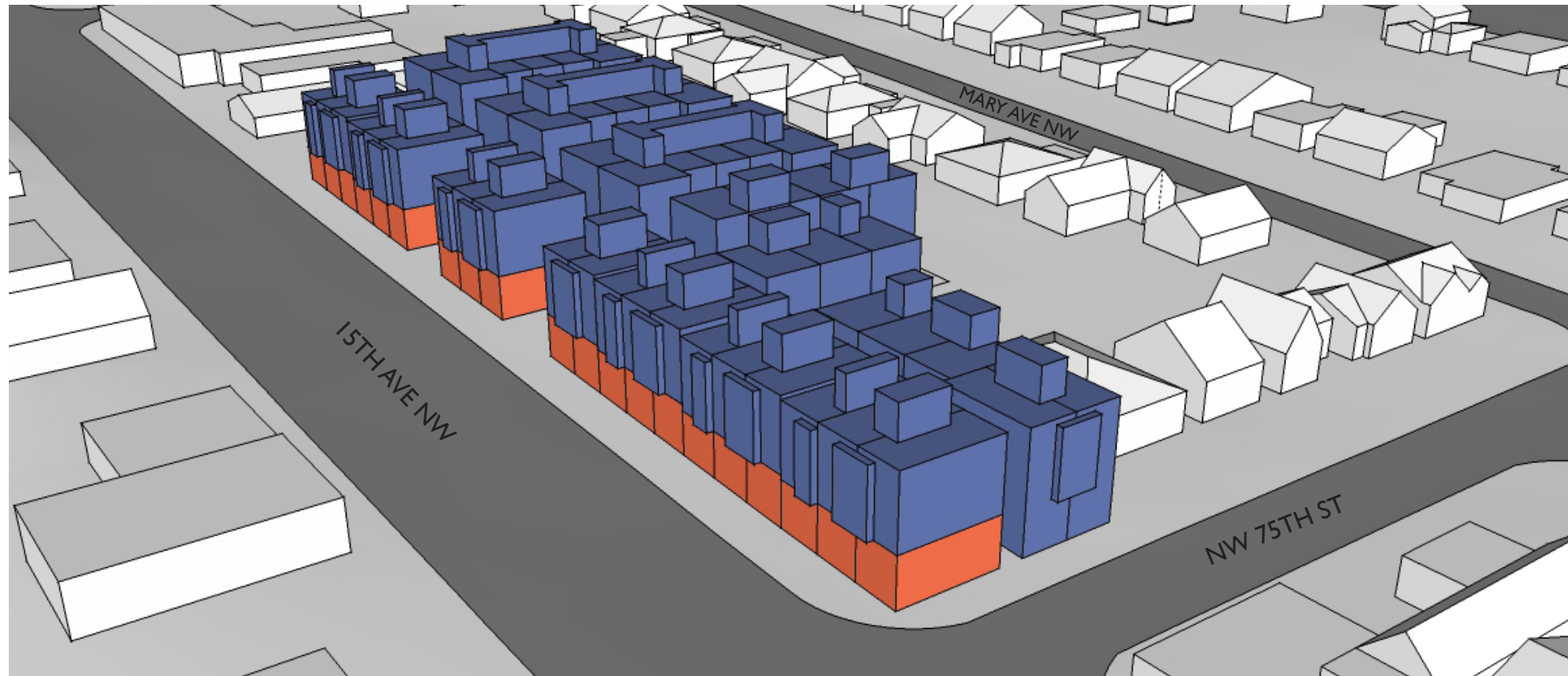


LIVE/WORK PLANS



SECTION B

CONCEPT THREE (PREFERRED OPTION)



DISTINGUISHING FEATURES

- 20 Live-Work Units
- 33 Townhouse Units
- Garage parking for 55 cars.
- Four townhouse buildings on top of parking podium.

PROS

- Breaks townhouses into smaller clusters.
- Wider setbacks between buildings create multiple shared greenspaces.
- Three-story live-work units better relate to surrounding development.
- Private rooftop decks for views and amenity area.
- Substantial voluntary setbacks and reduced building scale at property lines facing single family neighbors

CONS

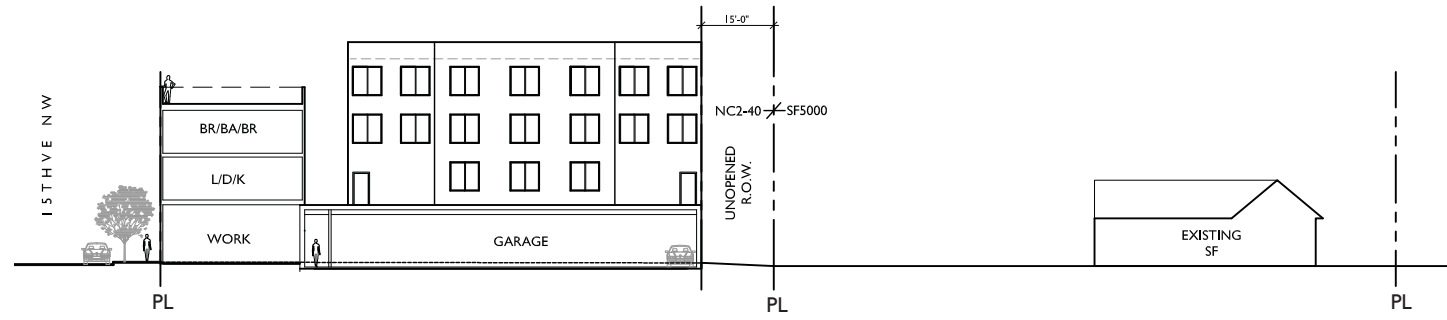
- None

DEPARTURES

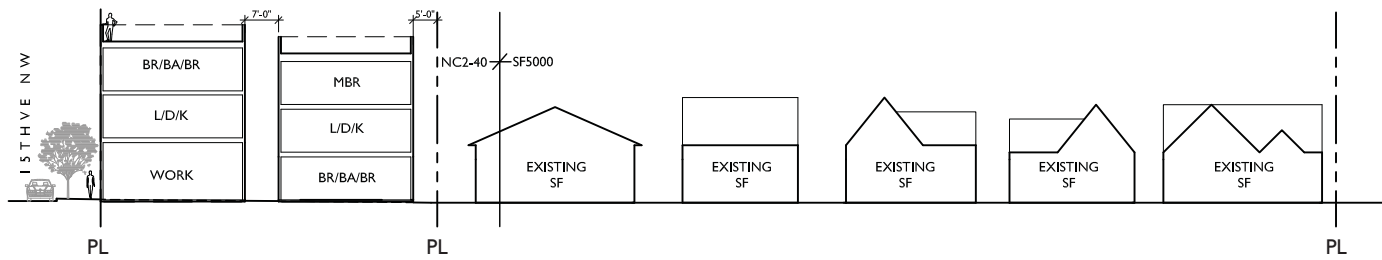
- None requested.



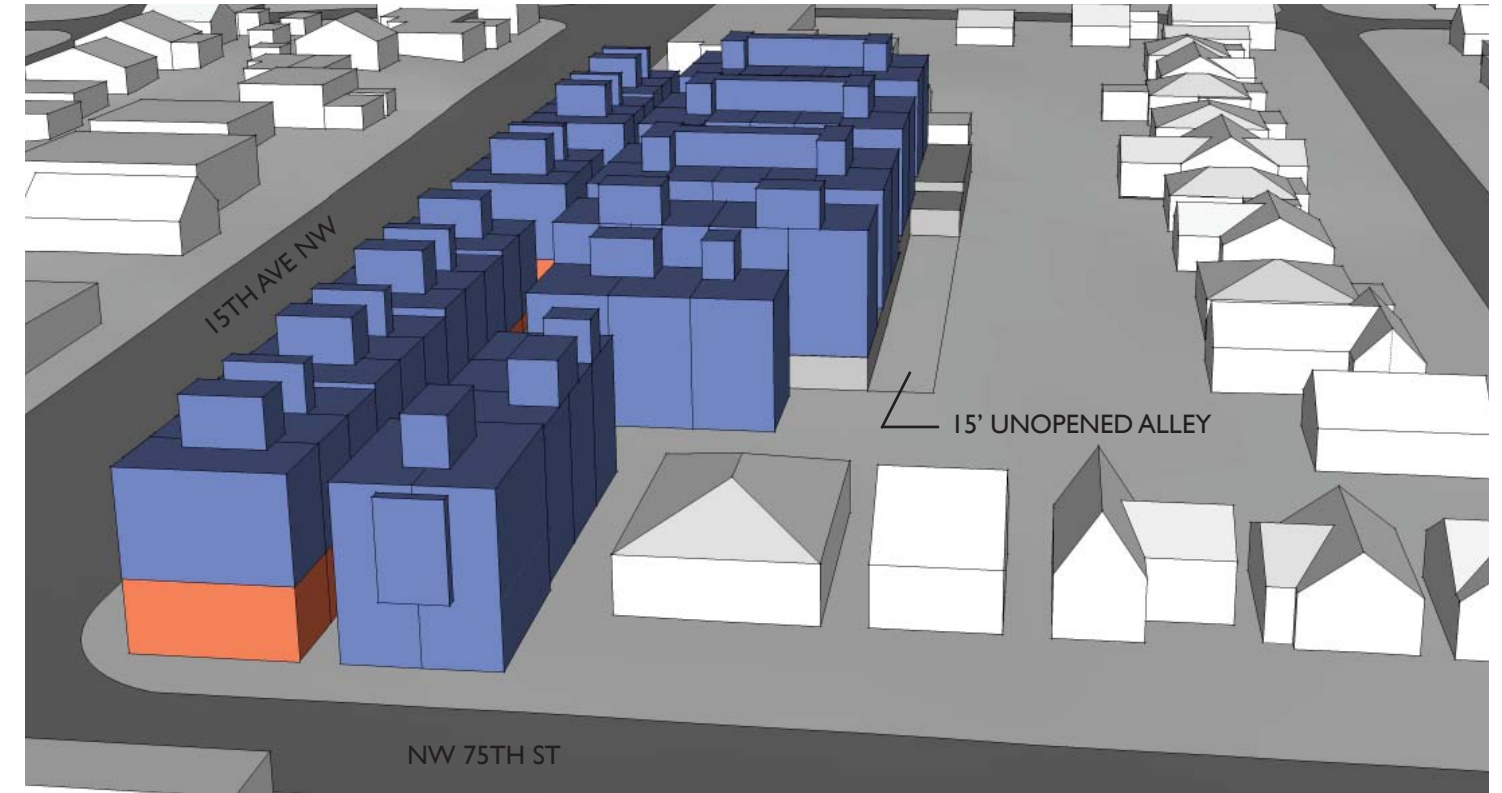
MASSING & OPEN SPACE



BLOCK SECTION A



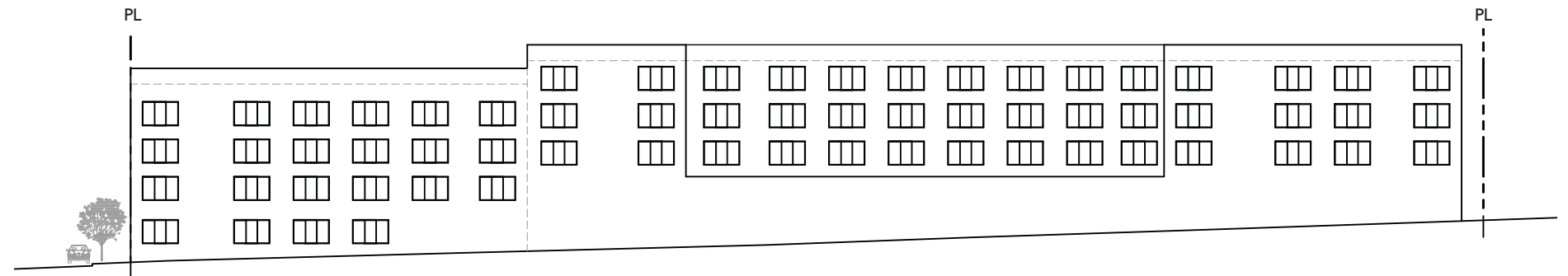
BLOCK SECTION B



CONCEPT THREE (PREFERRED) SETBACK FROM NEIGHBORING PROPERTIES

BLOCK SECTIONS AND SETBACKS

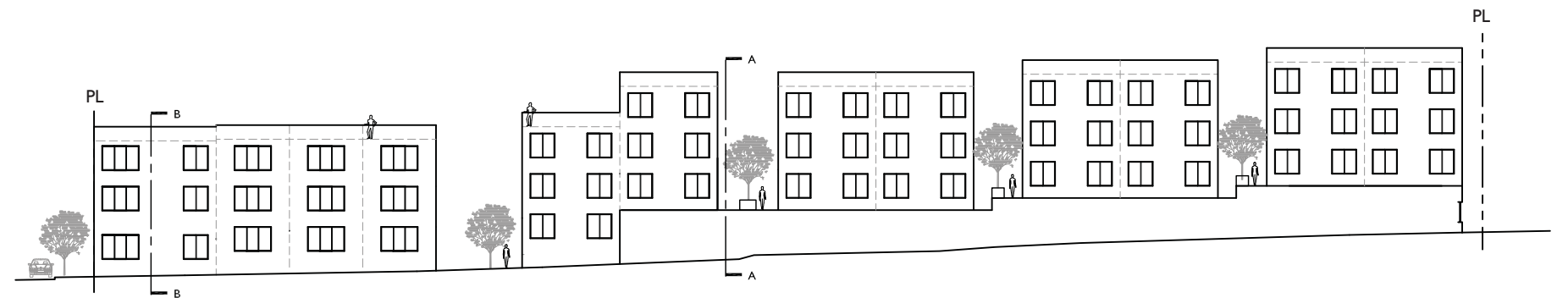
- An existing 15' wide unopened right-of-way along nearly 170' of the eastern property line and an additional 15' building setback immediately south provide a buffer between the project and multiple rear yards.
- In addition to the buffer and setback, these yards are approximately 60'-70' deep from the rear of the house to the property line.
- At Block Section A, while the zoning change from NC2-40 to SF-5000 occurs east of the property line and would allow the project to be built with no setbacks at all, the east facade of the building has been held back 5' as an additional buffer.



MAXIMUM DEVELOPMENT EAST ELEVATION

EAST ELEVATIONS AND WINDOWS

- The development capacity of the site allows for 130 rental apartment units, roughly 65 of which would face the neighbors to the east. The preferred scheme proposes 12 owner-occupied units facing the east.
- Multiple breaks in the massing allow for additional light onto adjacent properties.
- Plantings along with railings and screening elements will minimize situations where outdoor spaces look directly down into adjacent yards.



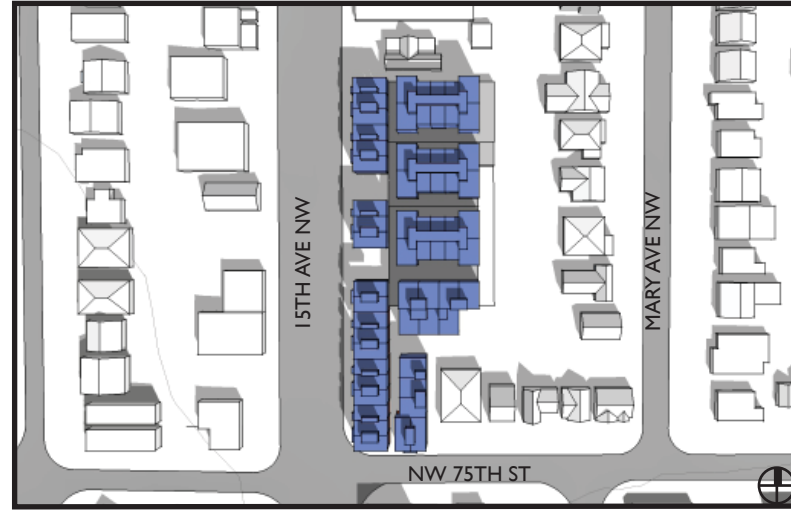
CONCEPT THREE (PREFERRED) EAST ELEVATION

SHADOW STUDIES

MARCH/SEPTEMBER 21 - 10AM



MARCH/SEPTEMBER 21 - 12PM



MARCH/SEPTEMBER 21 - 2PM



JUNE 21 - 10AM



JUNE 21 - 12PM



JUNE 21 - 2PM



DECEMBER 21 - 10AM



DECEMBER 21 - 12PM



DECEMBER 21 - 2PM

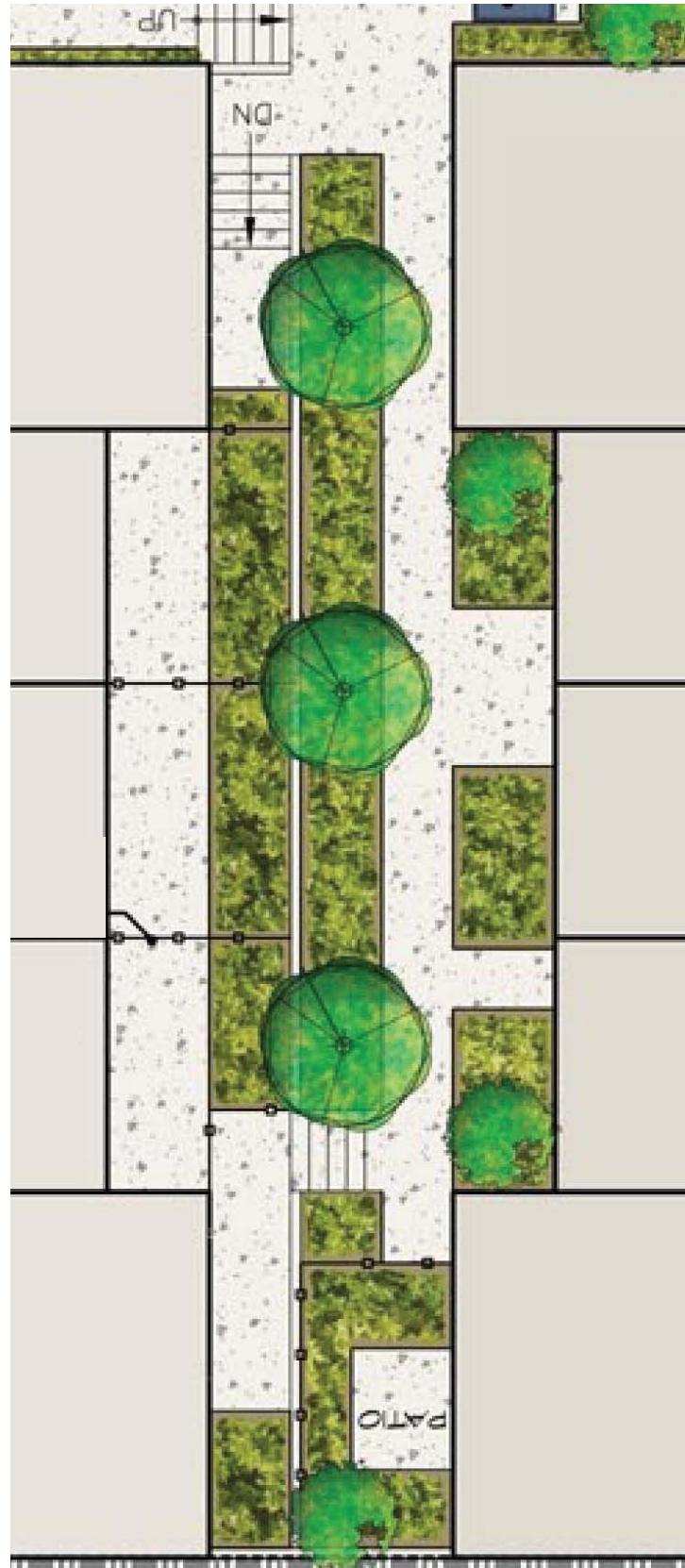


LANDSCAPE DESIGN



LANDSCAPE SITE PLAN
NTS





PROPOSED INTERIOR PATHS AND PLANTING, TYP.



PROPOSED INTERIOR COURTYARD, TYP.



SIMILAR INTERIOR PATHS AND PLANTING



SIMILAR INTERIOR PATHS AND PLANTING

DESIGN INSPIRATION



STREET-FACING BUILDING MATERIALS



EXTERIOR COMMON SPACE



INTERIOR MATERIALS & BUILDING MODULATION



BUILDING CONNECTION TO COURTYARDS



LANDSCAPE MATERIALS



INTERIOR/EXTERIOR TRANSITION



PARC WEST - PHINNEY RIDGE



FREMONT 6, PHINNEY RIDGE



MORGAN 5.1 - WEST SEATTLE



PHINNEY ROW - PHINNEY RIDGE



GREENWOOD CONDOMINIUMS - PHINNEY RIDGE



WEST SEATTLE - SEATTLE

15TH AVE NW TOWNHOMES - DPD# 3017926

EARLY DESIGN GUIDANCE

NK PROJECTS



HARBOR WORK / LIVE



CREEKSIDE



ADMIRAL LOFT HOMES



FOURTH & ROY



SALVEO - LEED H PLATINUM



WALLINGFORD GREEN