

The Valdok- Proposed New Residential Construction Project (DPD #3018670)

SEATTLE DESIGN REVIEW

December 22, 2014 | Early Design Guidance Meeting 1

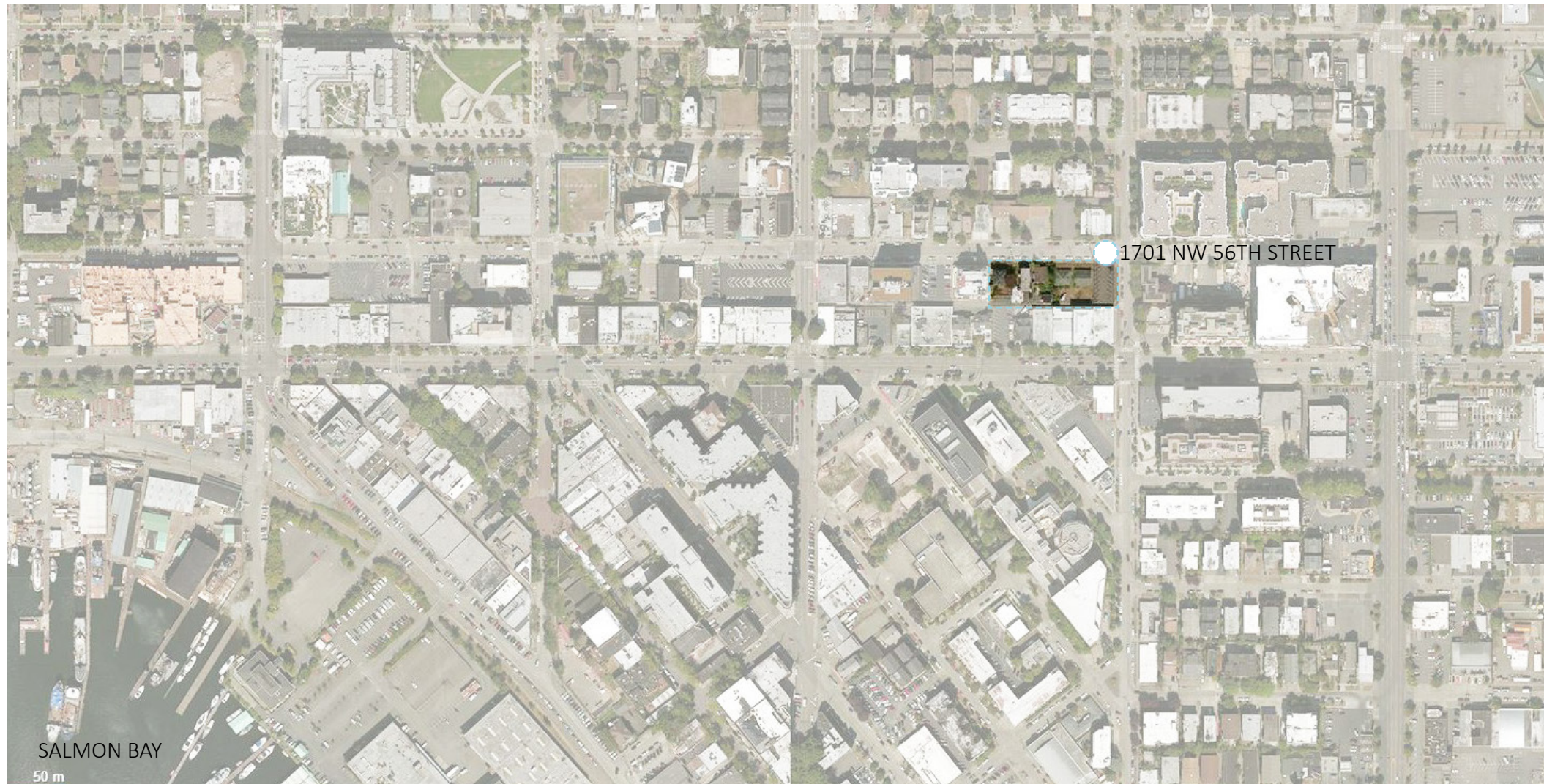


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Zone

NC3-85 (Neighborhood Commercial),
Ballard Hub Urban Village, Frequent Transit

Design Guidelines

Ballard Urban Center Village

Site Area

300' (NW 56th Street) * 95' (17th Avenue NW) = 28,500 SF

Permitted Uses (23.47A.004)

Residential, Commercial including Live-Work Units

Structure Height (23.47A.012.A)

NC3-85: 85' Max Height

Floor Area Ratio (23.47A.013 Table A)

Single Use FAR: **4.5** (128,250 SF)

Max Multiple Uses: **6** (171,000 SF)

Proposed FAR:

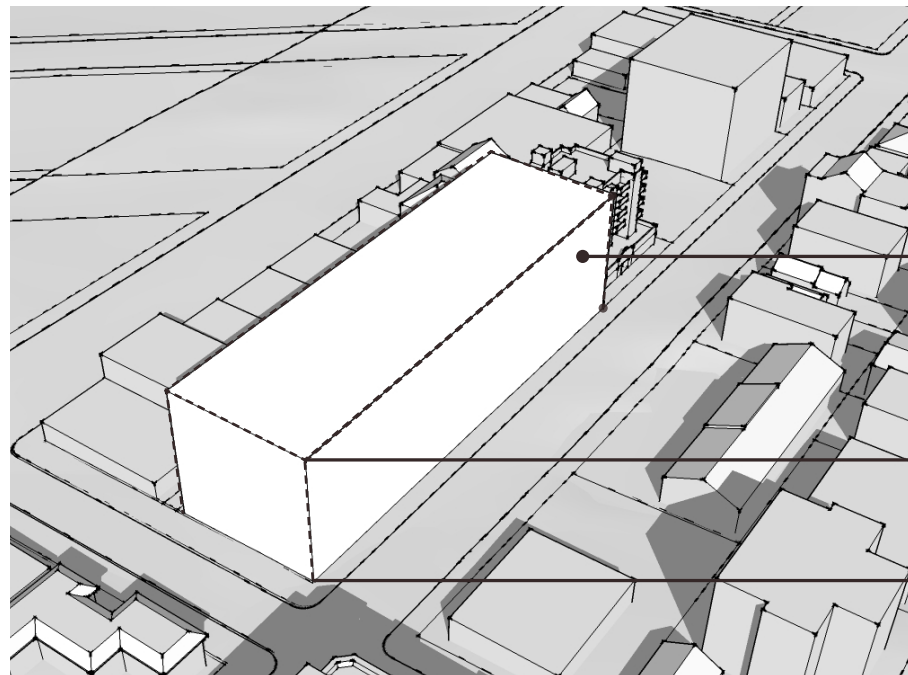
Residential 127,571 SF

Commercial (Retail) 3,917 SF

Commercial (Live-work) 10,284 SF

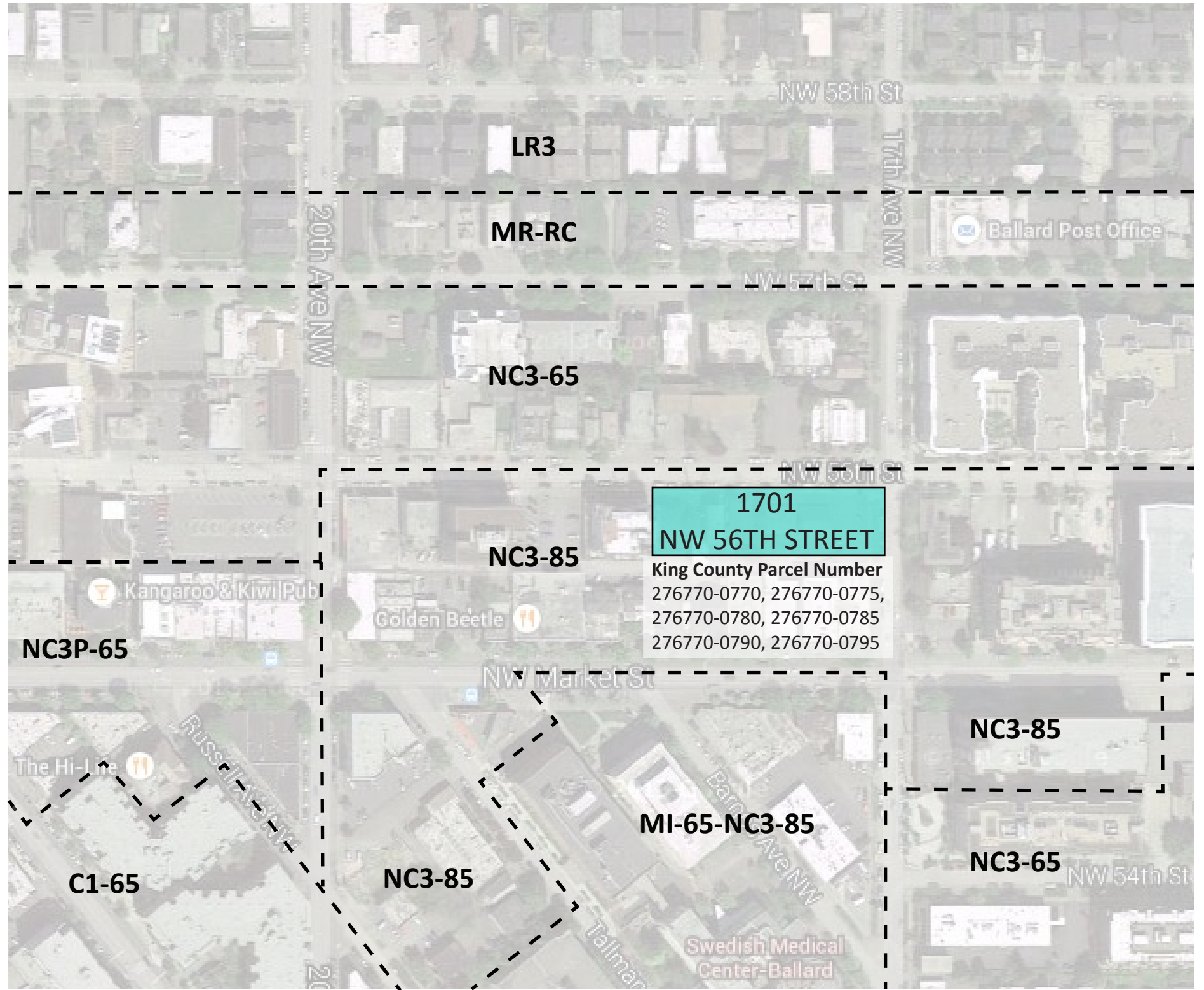
Parking 40,150 SF

Total 181,922 SF



4.5 MAX FAR
SINGLE USE
(128,250 SF)
TOTAL 6 FAR
MIXED-USE
(171,000 SF)

0'-0"



**1701
NW 56TH STREET**

King County Parcel Number
276770-0770, 276770-0775,
276770-0780, 276770-0785
276770-0790, 276770-0795

Setback Requirements (23.47A.014)

No required setbacks

Required Landscaping (23.47A.016)

Seattle Green factor score of .30 or greater

Amenity Space (23.47A.024)

5% residential gross floor area dedicated for Residential Amenity Area

127,571 SF * 5% = 6,378.5 SF Required

8,956 SF Provided

Parking Requirements (23.47A.030)

0 parking stalls Required

117 parking stalls Provided

ADA Parking Requirements (SBC 1106.2)

At least 2%, but not less than 1 of each type of parking stall provided for Group R-2 shall be accessible.

117 parking stalls * 2% = 3 accessible parking stalls Required

Van Spaces (SBC 1106.5)

For every 6 or fraction of six accessible parking spaces, at least 1 shall be a van-accessible parking space with 7 feet minimum vertical clearance.

1 van-accessible parking stall Required

Parking Location and Access (23.47A.032)

Access to parking shall be from the alley if the lot abuts an alley improved to standards outlined in 23.53.030.

Alley Improvement in all Zones (23.53.030.F)

When an existing alley is used for access to parking spaces and the alley does not meet the minimum width in subsection D, a dedication equal to half the difference between the current alley right-of-way width and minimum right-of-way width established in subsection D shall be required.

Alley right-of-way width required = 20 feet

Existing Alley right-of-way = 10 feet

Alley right-of-way dedication = 5 feet

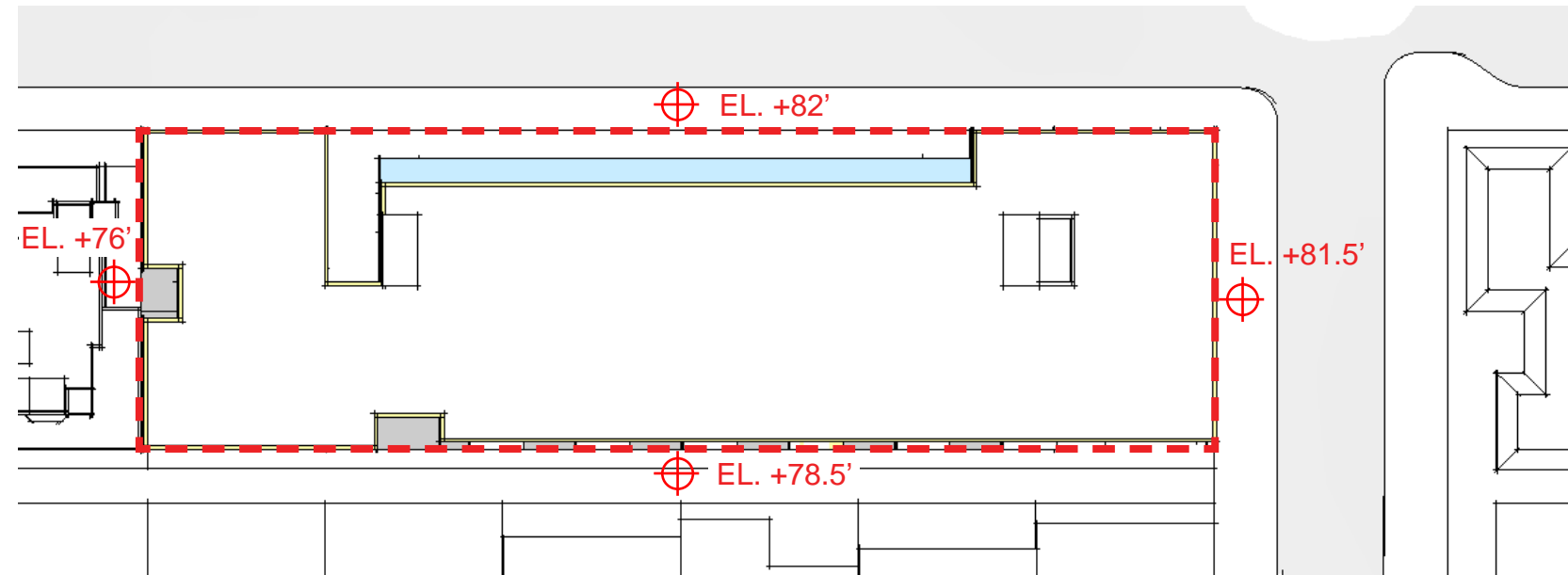
Solid Waste Calculation (23.54.040)

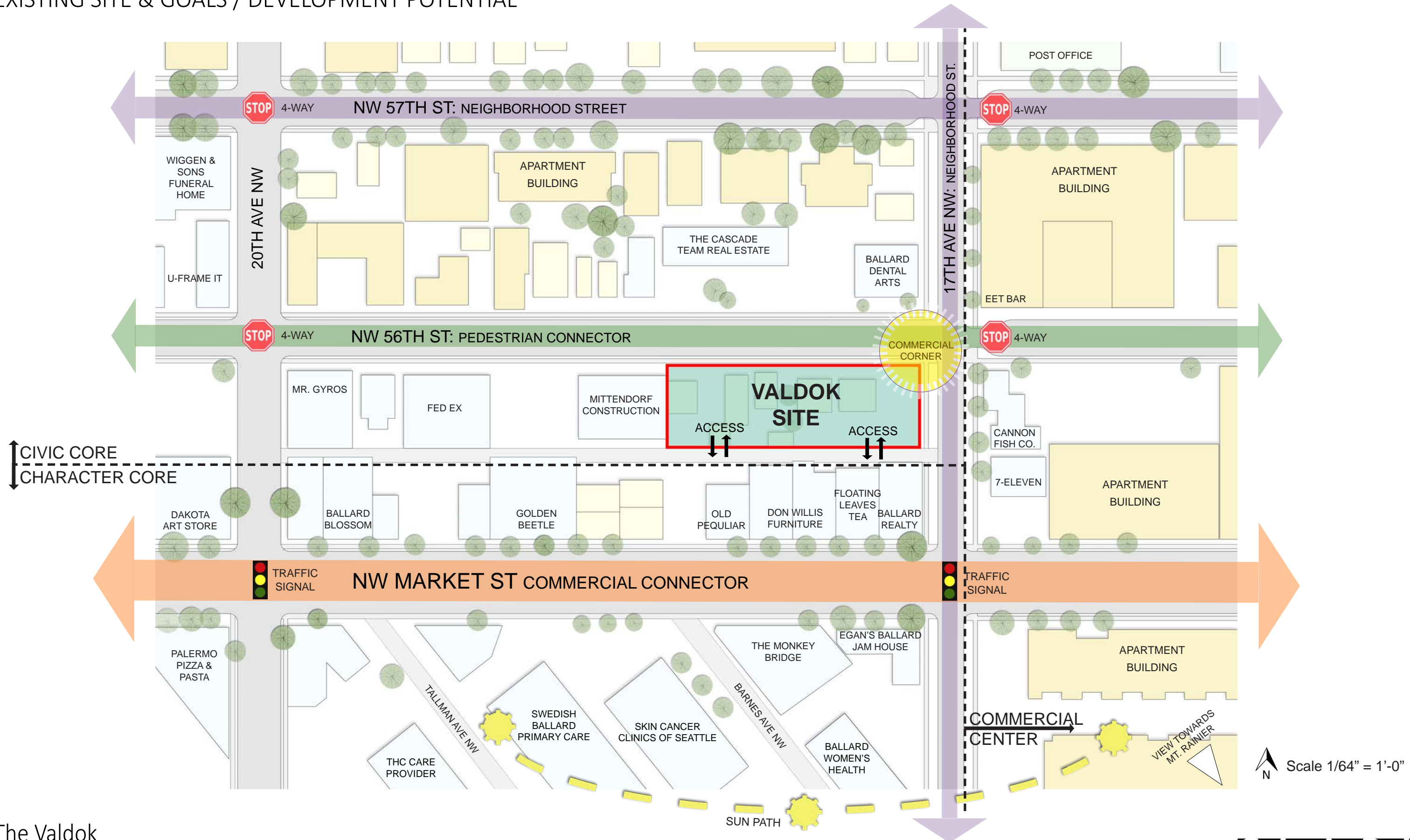
| | | |
|-----------------|-------------|-----------------------------|
| Residential | 174 Units = | 741 SF (875*15% reduction) |
| Non-Residential | | 41 SF (82 SF*50% reduction) |
| Total | | 782 SF Required |

Structure Height Measurement (23.86.006.A.1)

Average Grade is calculated at the midpoint, 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.

$$\frac{82' + 81.5' + 78.5' + 76'}{4} = 79.5' \text{ Average Grade Level}$$





NEIGHBORHOOD CONTEXT

The project site, located at the southwest corner of NW 56th Street and 17th Avenue NW, sits at the edge of the Civic Core adjacent to the Character and Commercial Cores in the Ballard neighborhood in Seattle. This Civic Core is characterized by quiet civic activity, community-oriented businesses, and a variety of residential scaled development. The blocks immediately surrounding the site have seen significant development of apartments and mixed-use buildings that range in height and architectural expression which add to the increasing density of the neighborhood.

New developments in the neighborhood have been conscious of maintaining solar access to the ground plane and ensuring compatibility with the neighborhood scale while maintaining the urban context. Focus has been put on enhancing the pedestrian experience by establishing human scale elements, interest and activity along the street frontage. This and smaller retail opportunities are strengthening the economic vibrancy of the area.



1



2



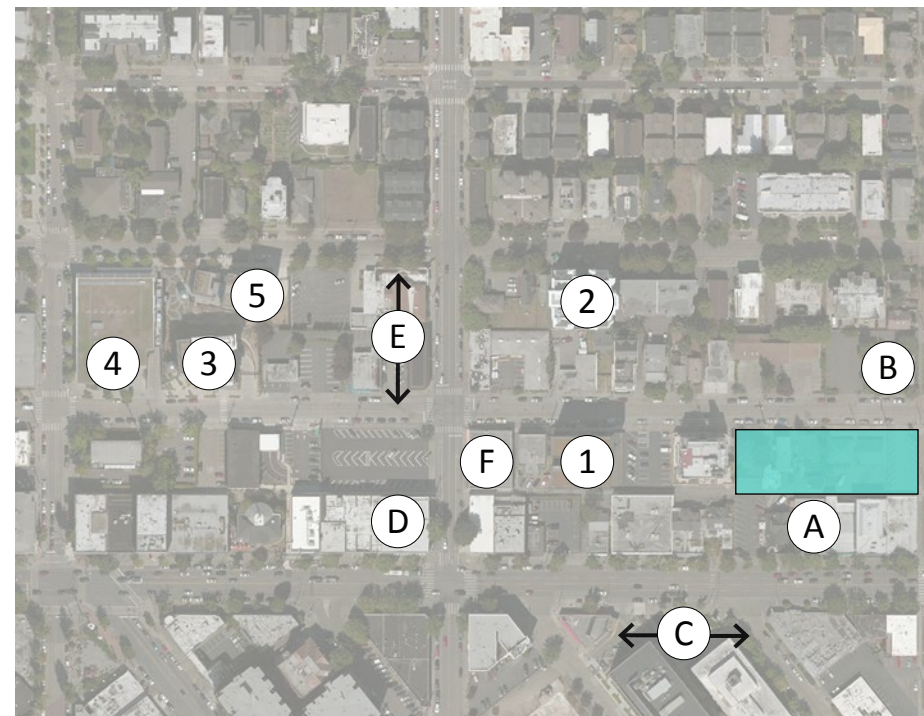
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4



5

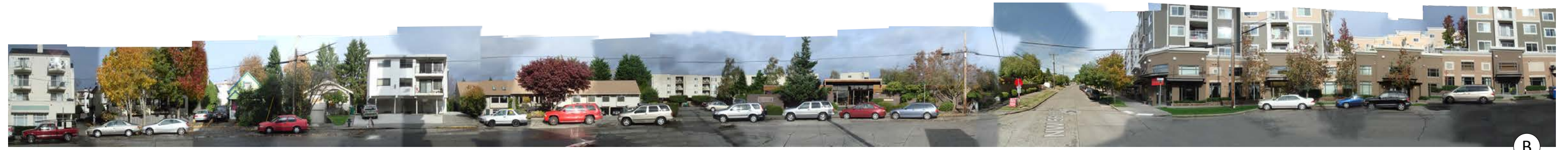


- A. Old Peqiliar
Don Willis Furniture
Floating Leaves Tea
Ballard Realty
- B. Ballard Dental Arts
- C. THC Care Provider
Swedish Ballard Primary Care
Skin Cancer Clinics of Seattle
The Monkey Bridge
Egan's Ballard Jam House
- D. Dakota Art Store
- E. Wiggins & Sons Funeral Home
U-Frame It
- F. Mr Gyros



South Side of NW 56th Street

A



North Side of NW 56th Street

B



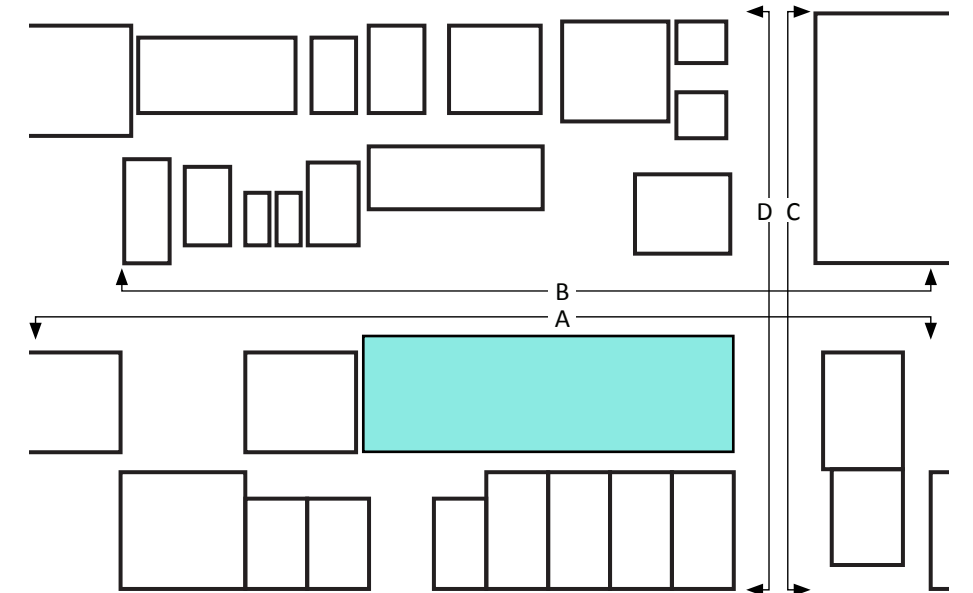
East Side of 17th Street

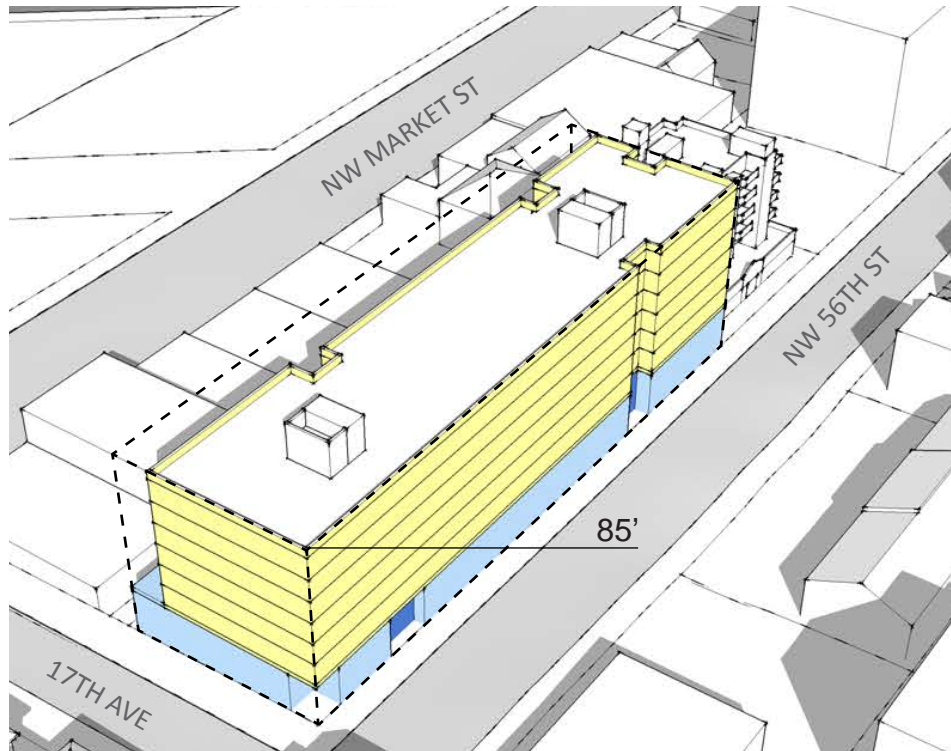
C



West Side of 17th Street

D





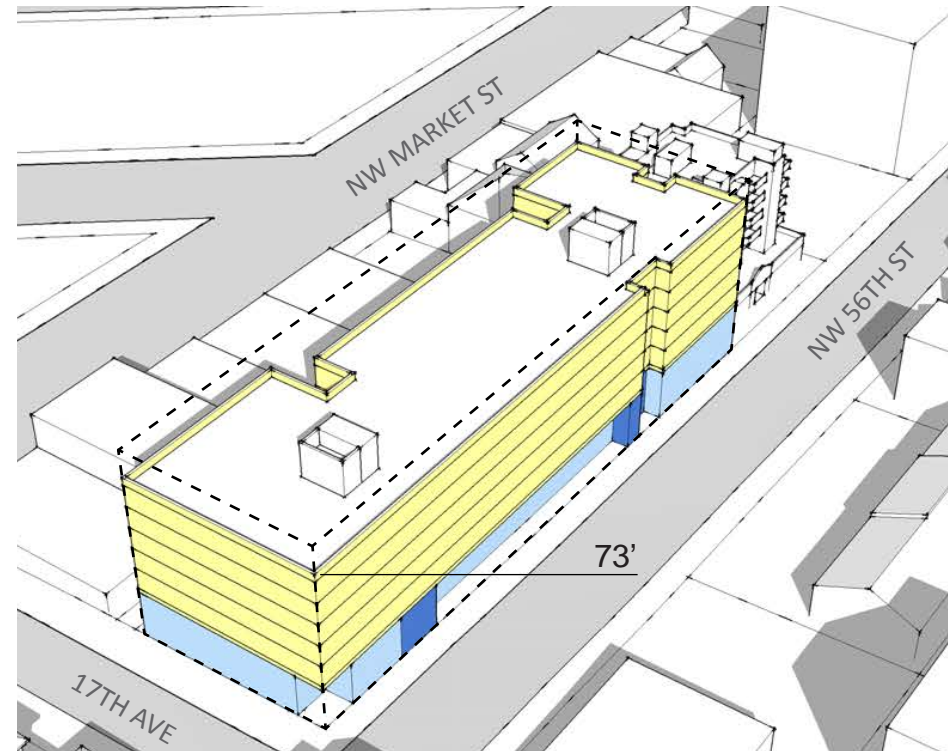
Option A

Pros

- A strong wall along NW 56th Street and 17th Avenue NW reinforces the street edge and provides a prominent corner massing.
- Ground floor commercial at the corner activates the intersection.
- Live-work units at the property line help to break up the long façade length at ground level.
- Building up to 85' max. height allows for a larger setback on the alley above the parking level.

Cons

- The strong wall creates a canyon affect and will shadow the sidewalk and properties across the street to the north.
- Building up to the 85' max. height is out of scale to the adjacent building to the west.
- The façade along NW 56th Street is unmodulated and monotonous.



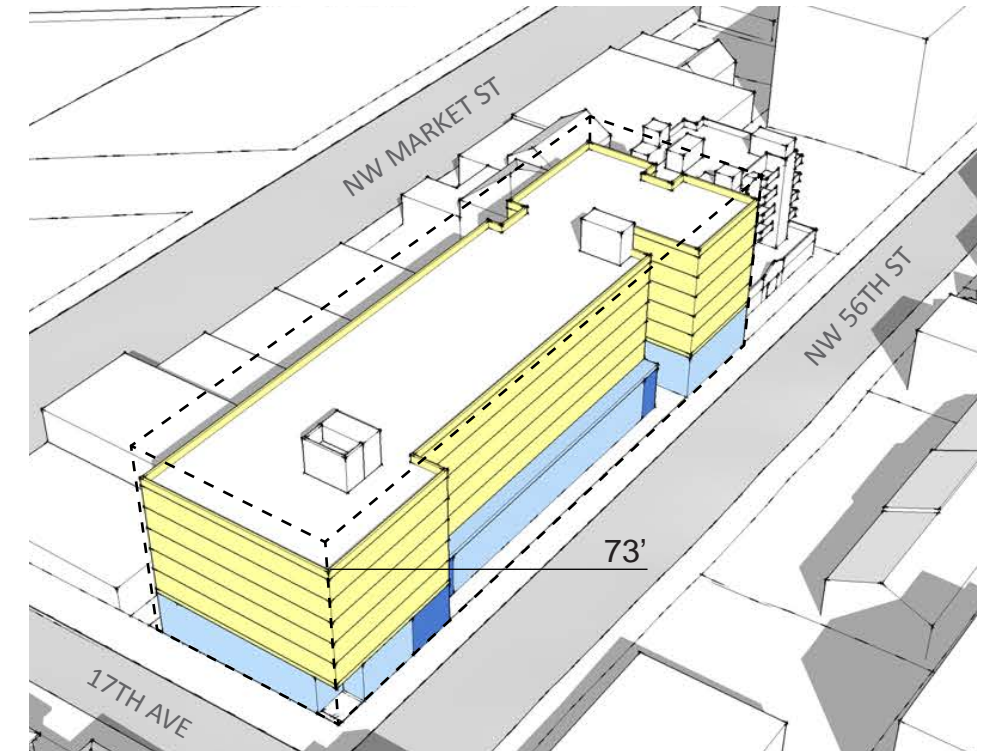
Option B

Pros

- A strong wall along NW 56th Street and 17th Avenue NW reinforces the street edge and provides a prominent corner massing.
- Ground floor commercial at the corner activates the intersection.
- Live-work units set back from the property line help to break up the long façade length at ground level and provide a transition zone from the sidewalk.
- Live-work units set back from the property line allows for potential animation and interaction between the units and the sidewalk.
- Not Building up to 85' max. height reduces the shadow effect on the sidewalk and properties across the street to the north and reduces the bulk and scale of the building.

Cons

- The façade along NW 56th Street is unmodulated and monotonous.
- The strong wall does not visually enhance the pedestrian experience.
- The orientation of the building to the alley reduces the number of units that can take advantage of solar orientation and view.



Option C - (Preferred Scheme)

Pros

- The ground level setback and landscaping increases the visual width of the sidewalk and continues the pattern of public/private spaces established by previous development in the neighborhood.
- The upper level setback from property line ensures greater solar access to the street and reduces the bulk and scale of the building.
- More breaks in the building help create more visual interest for pedestrians.
- The ground floor commercial at the corner responds to the Civic Core and Commercial Center goals set out in Ballard Urban Framework Guidelines.
- Not Building up to 85' max. height reduces the shadow effect on the sidewalk and properties across the street to the north.
- The orientation of the building to the alley allows more residential units to take advantage of solar orientation and view.

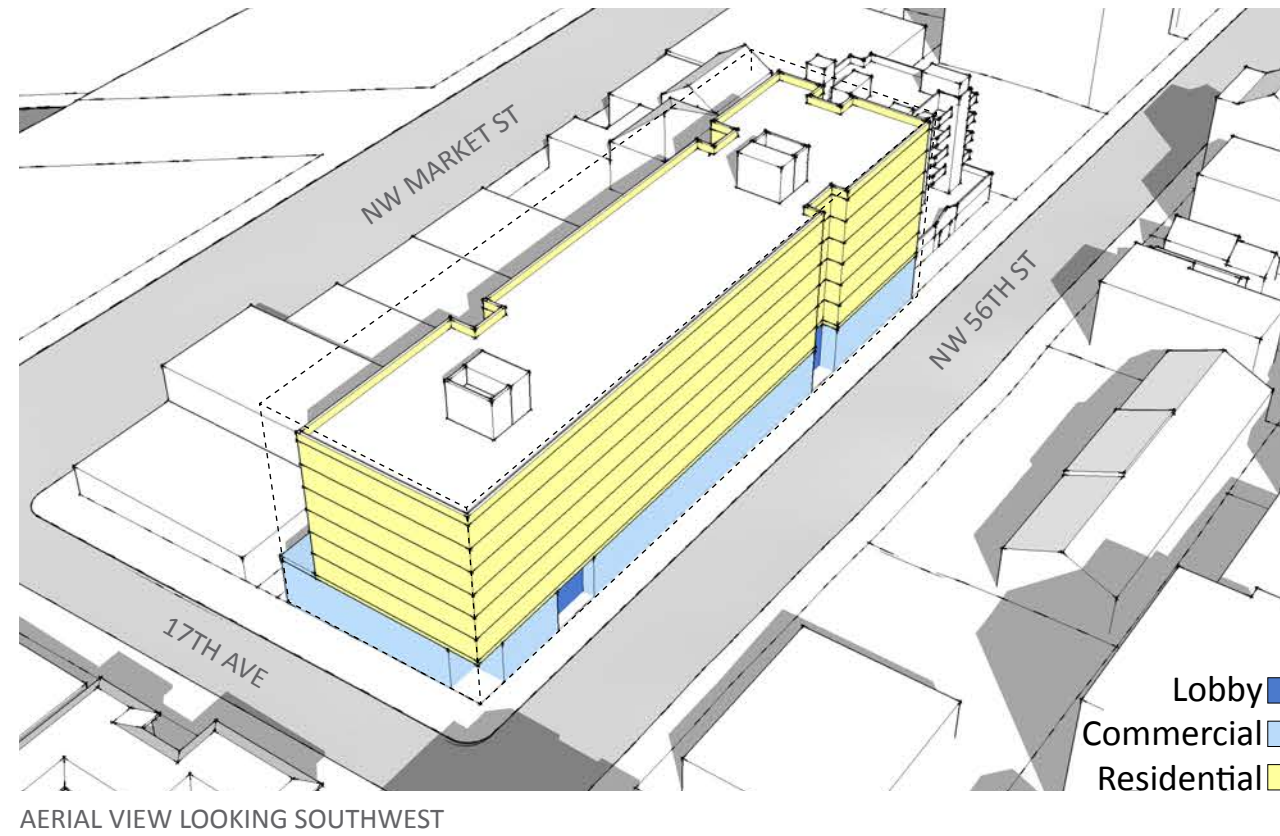
MASSING OPTION A

Pros

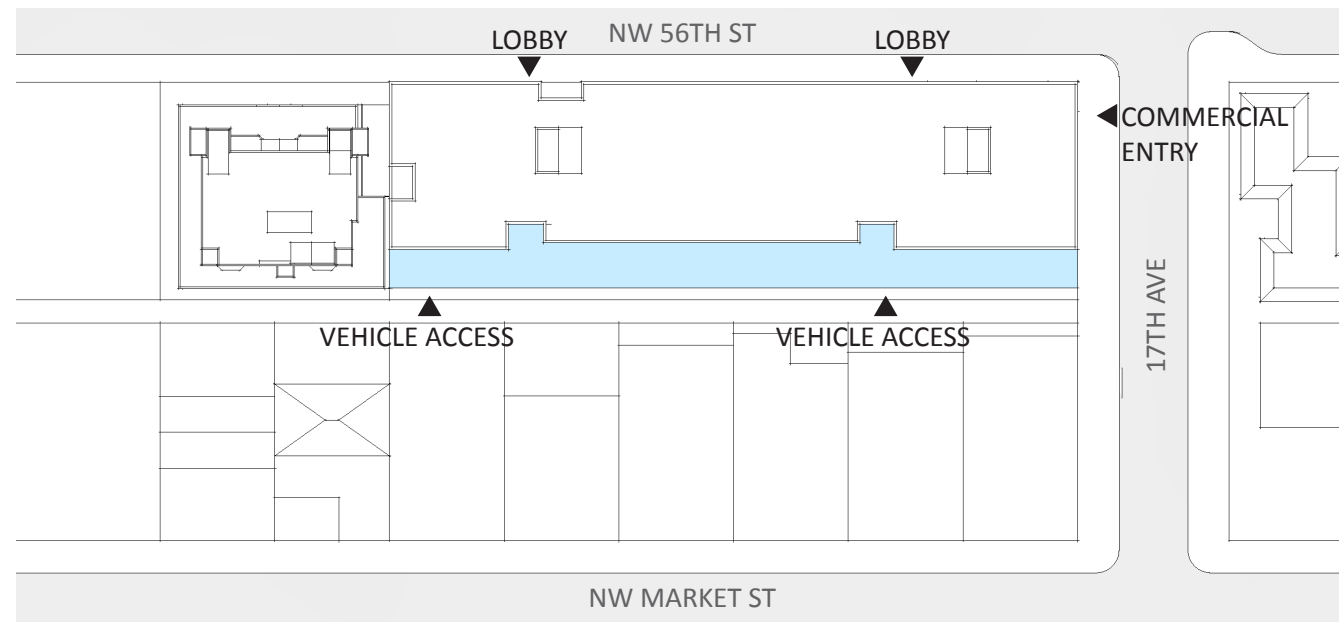
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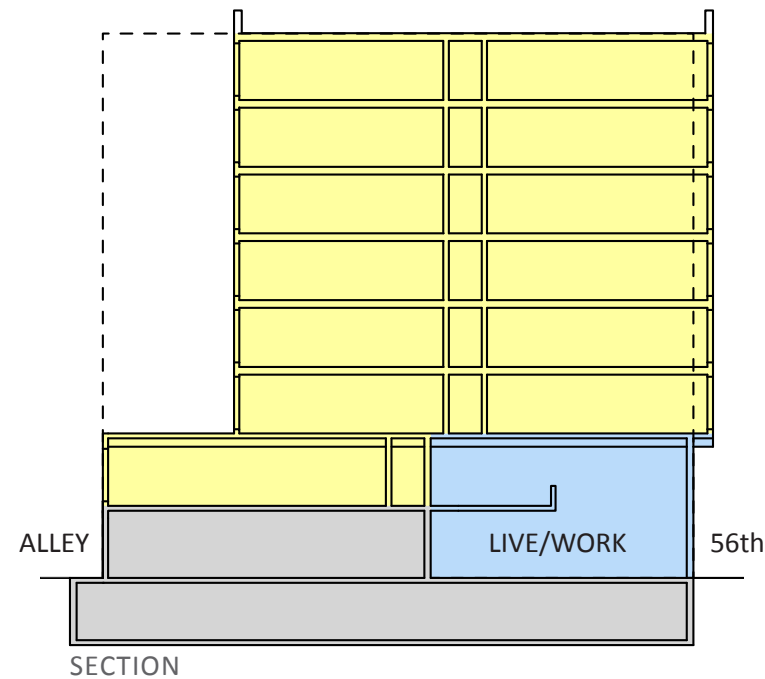
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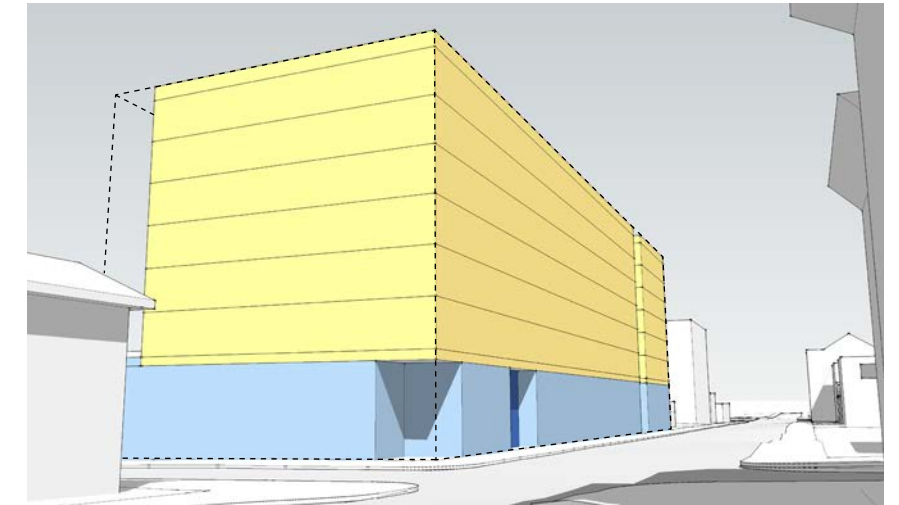
AERIAL VIEW LOOKING SOUTHWEST



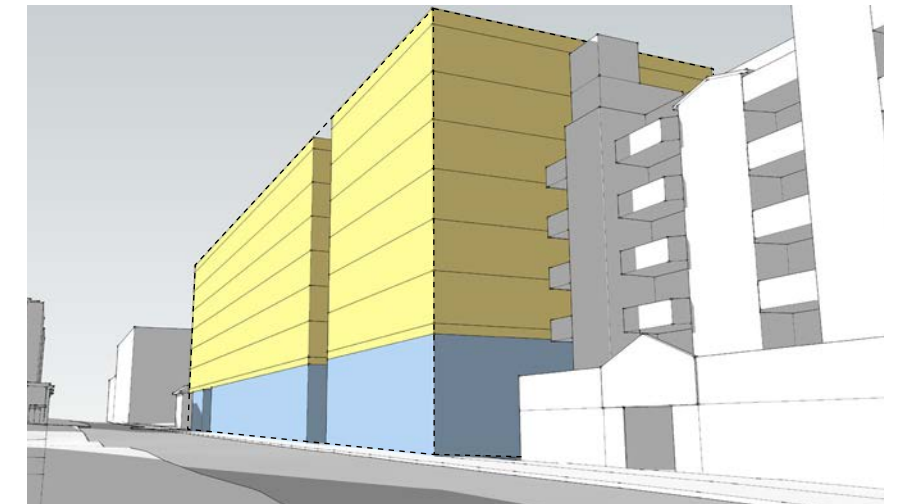
SITE PLAN



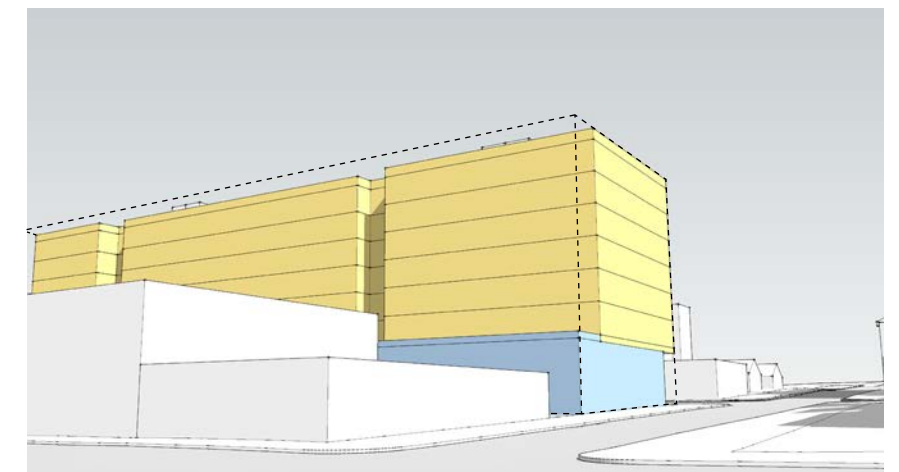
SECTION



VIEW FROM NW 56TH ST LOOKING WEST



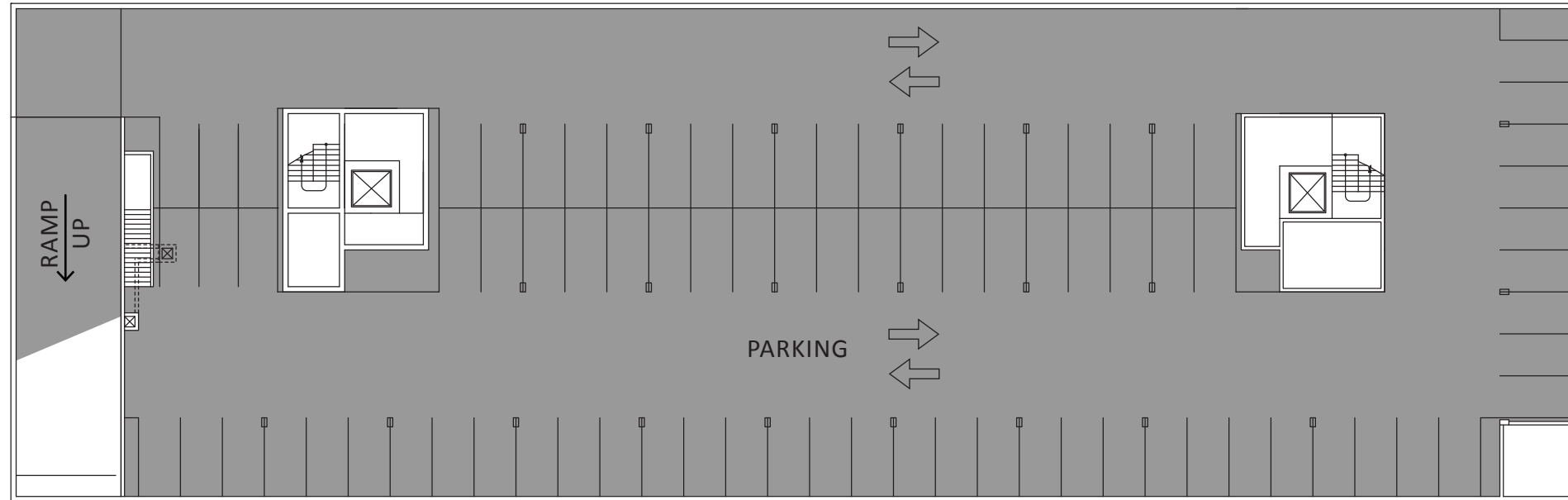
VIEW FROM NW 56TH ST LOOKING EAST



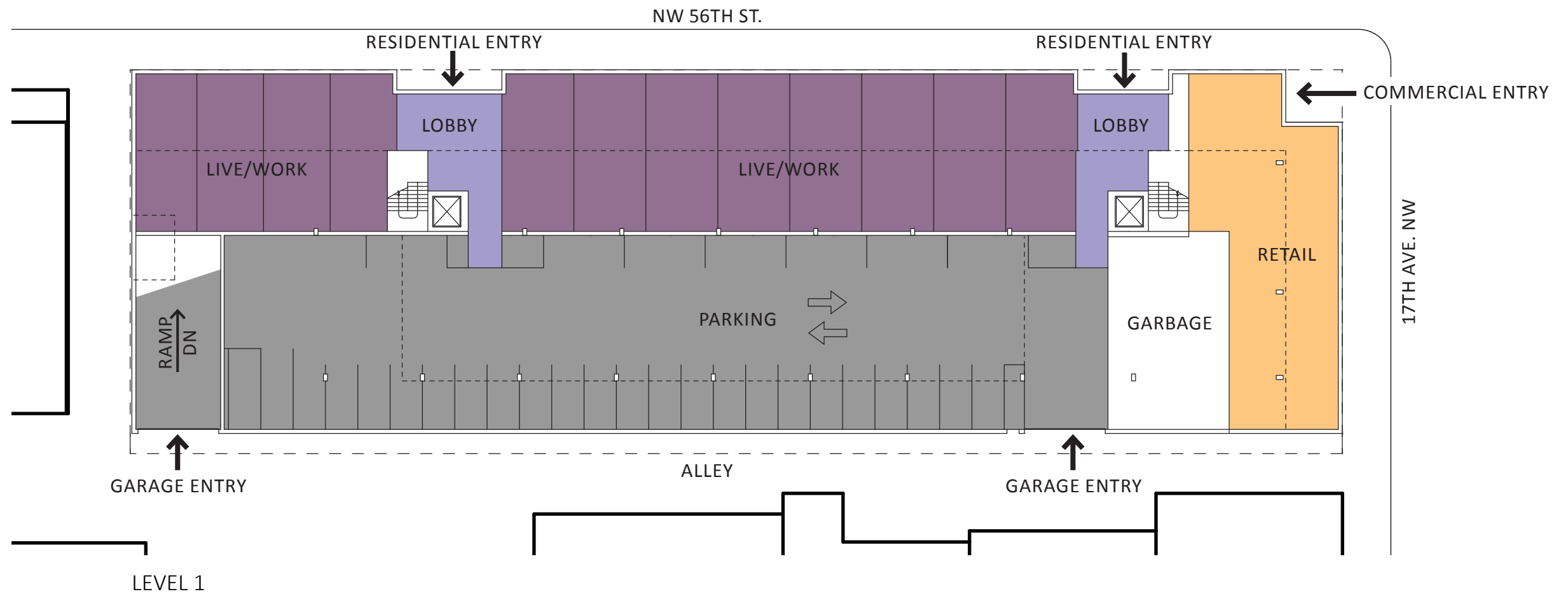
VIEW FROM NW MARKET ST. LOOKING NORTHEAST

The Valdok
 1701 NW 56th Street
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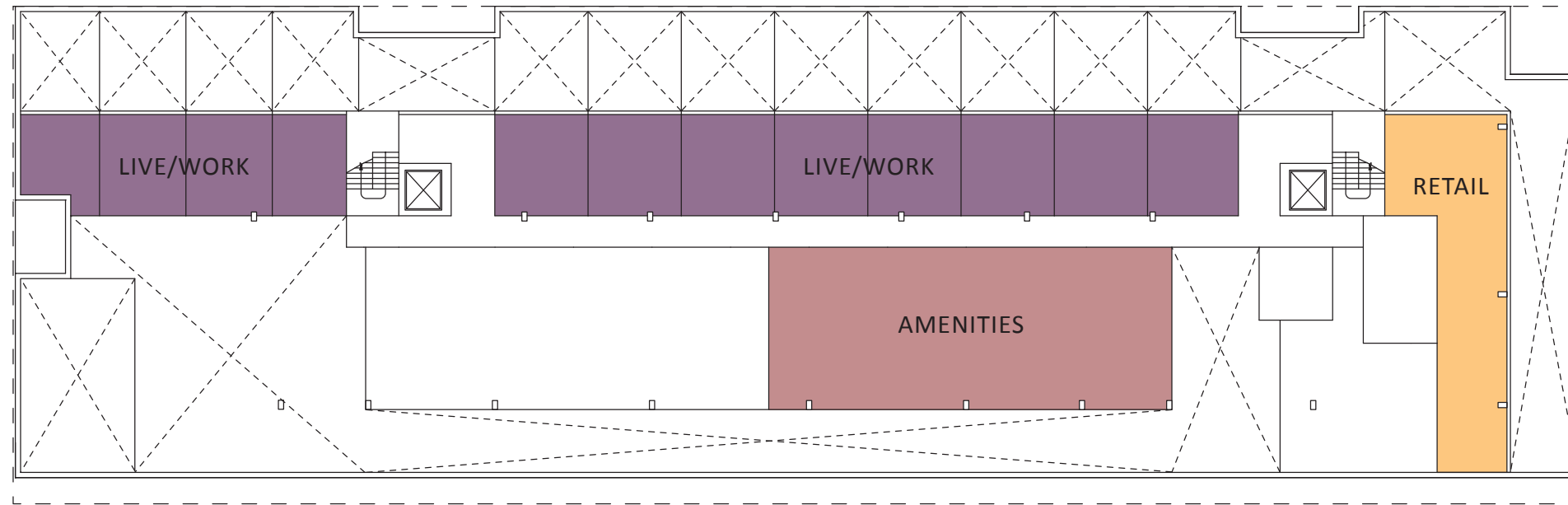
22 December



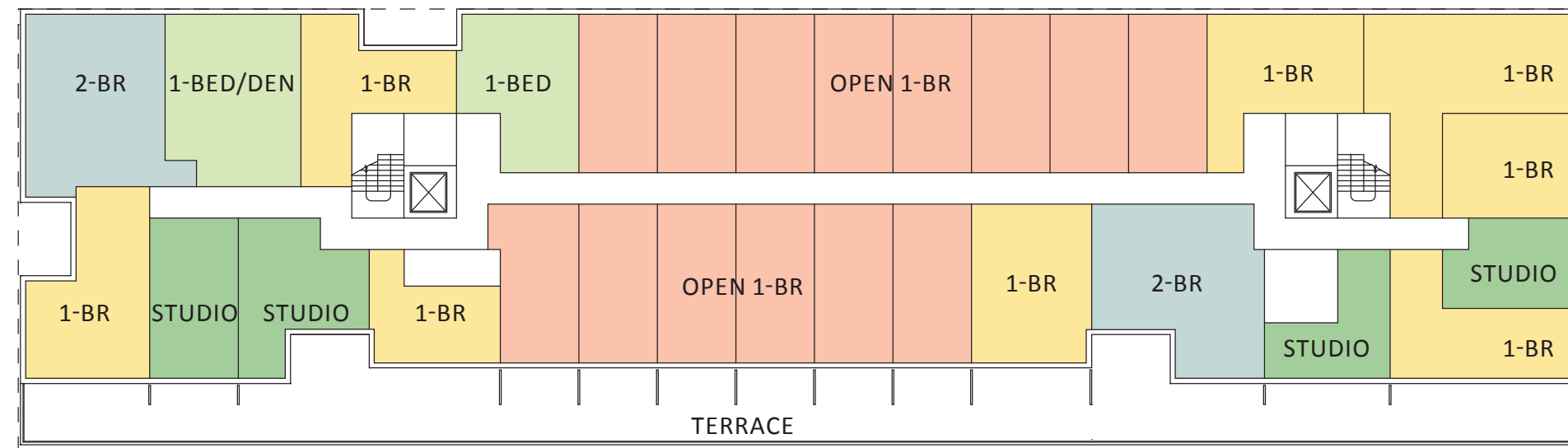
PARKING LEVEL



LEVEL 1



LEVEL 2



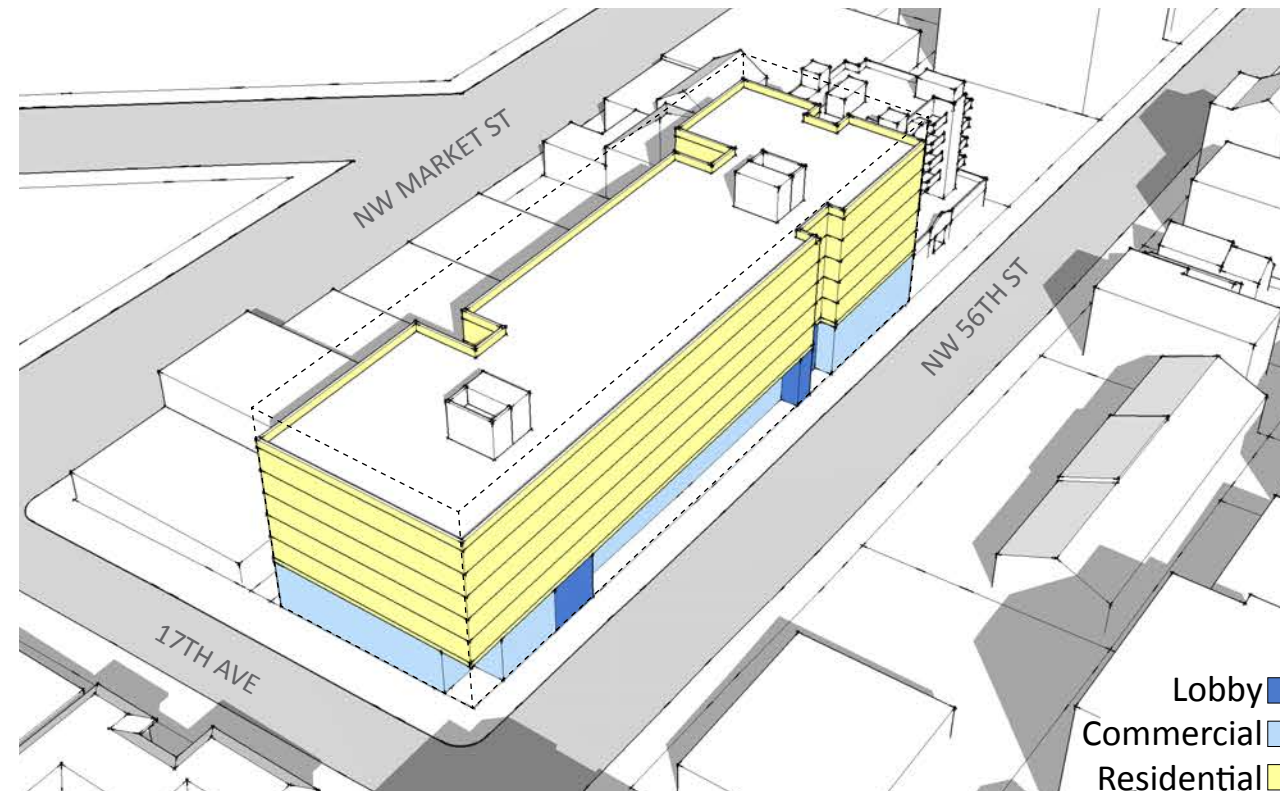
TYPICAL LEVEL

Pros

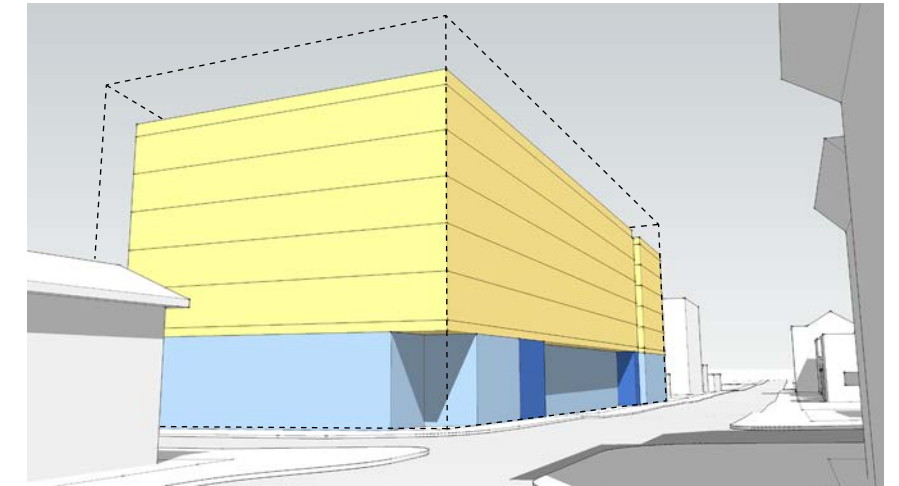
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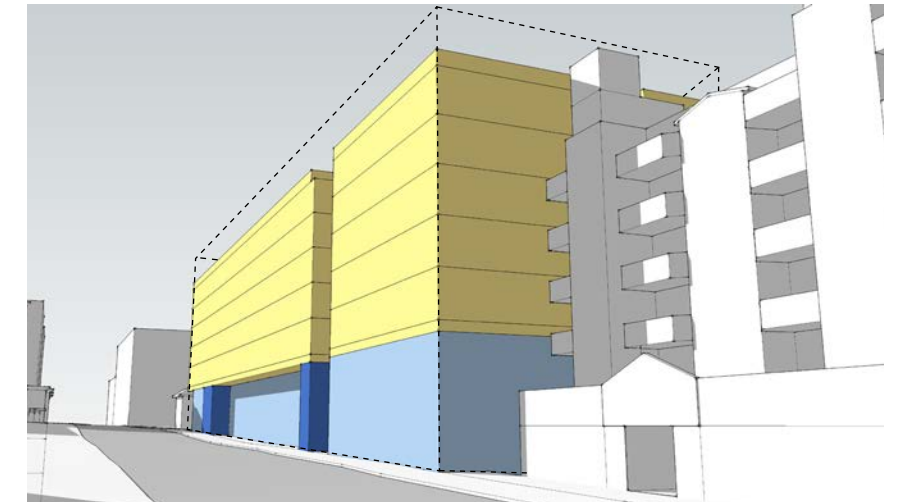
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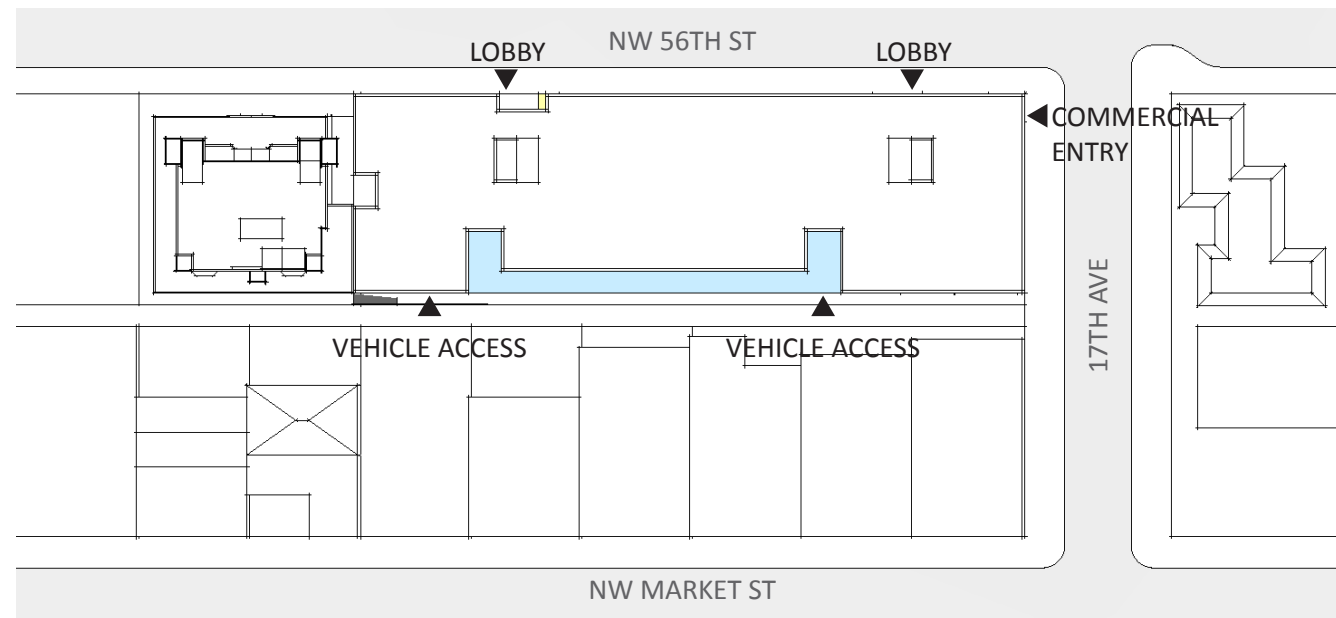
VIEW FROM NW 56TH ST LOOKING WEST



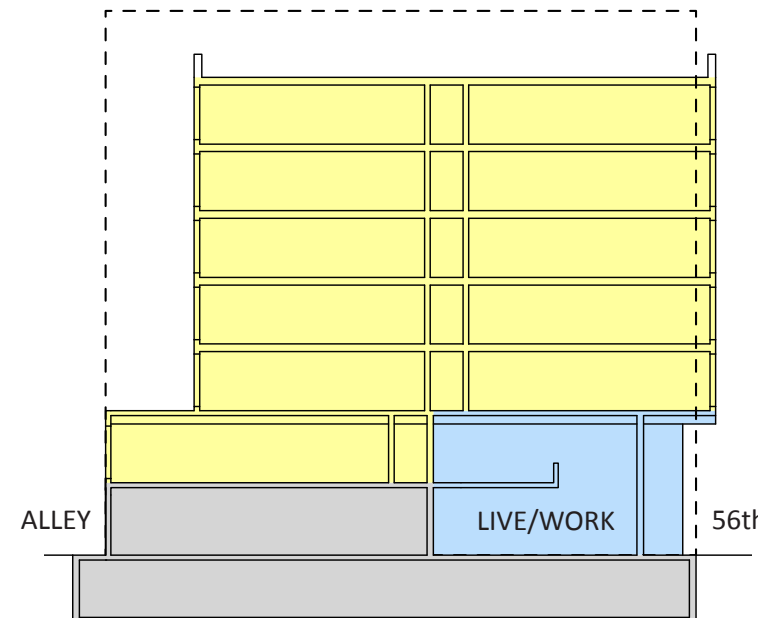
VIEW FROM NW 56TH ST LOOKING EAST



VIEW FROM NW MARKET ST. LOOKING NORTHEAST



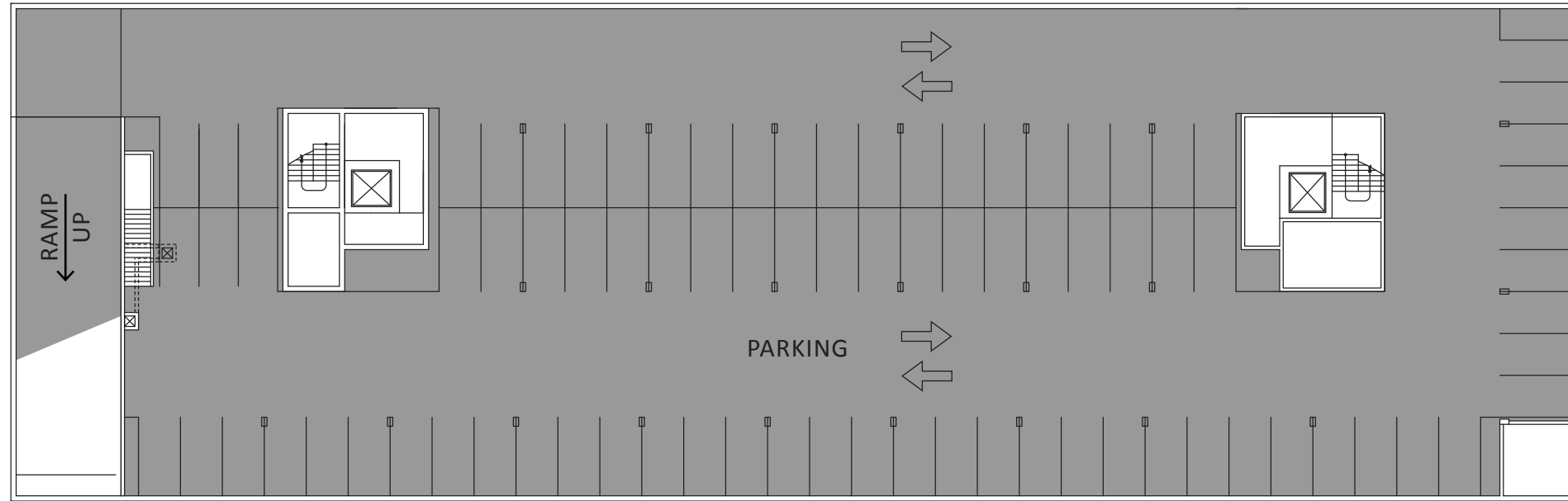
SITE PLAN



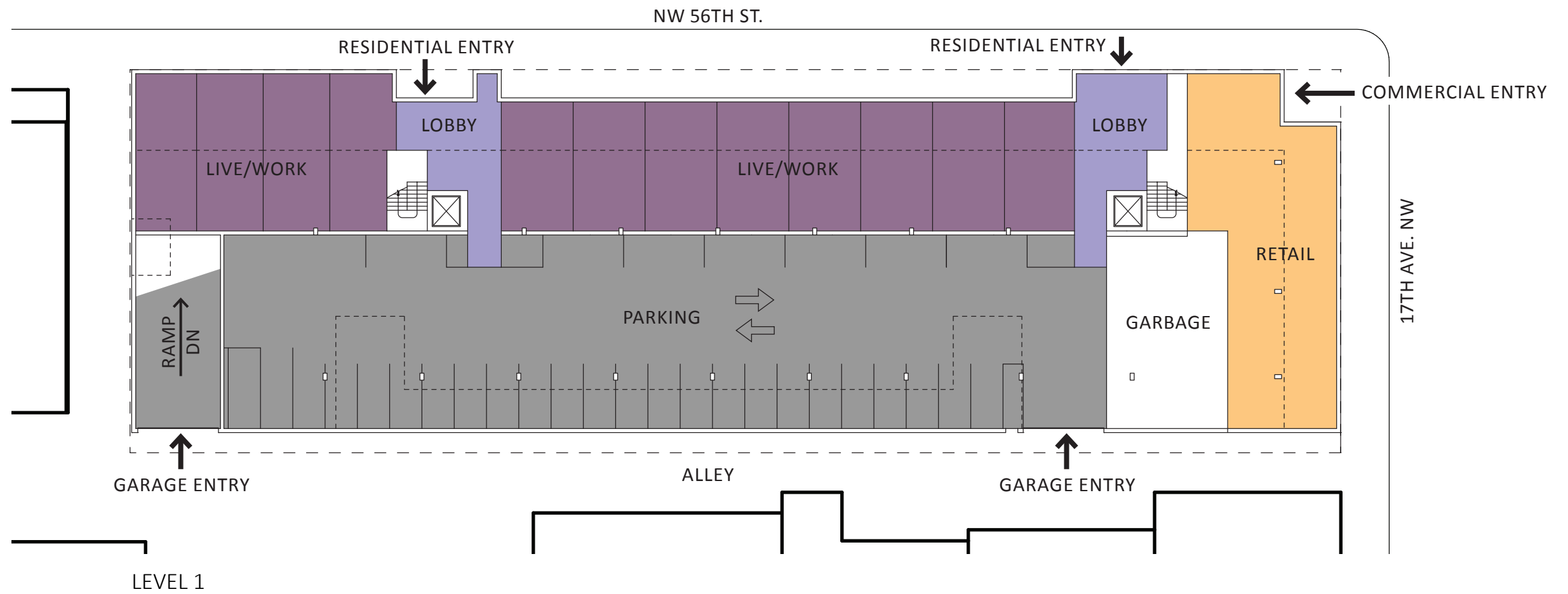
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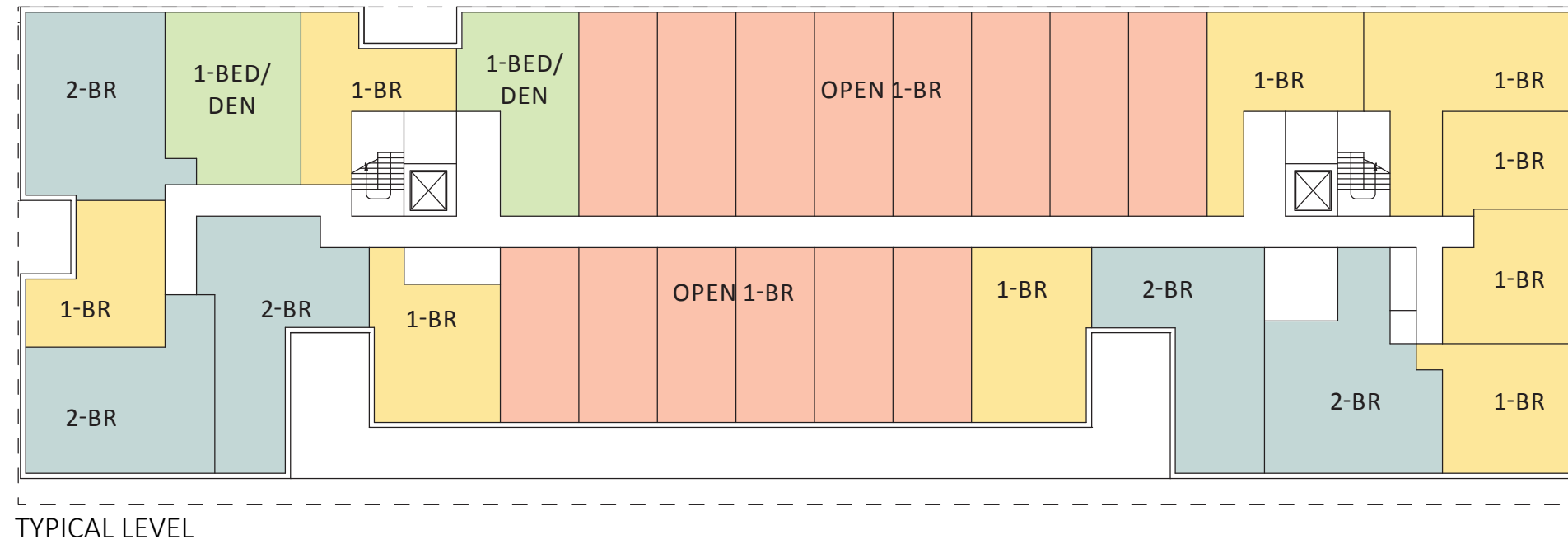
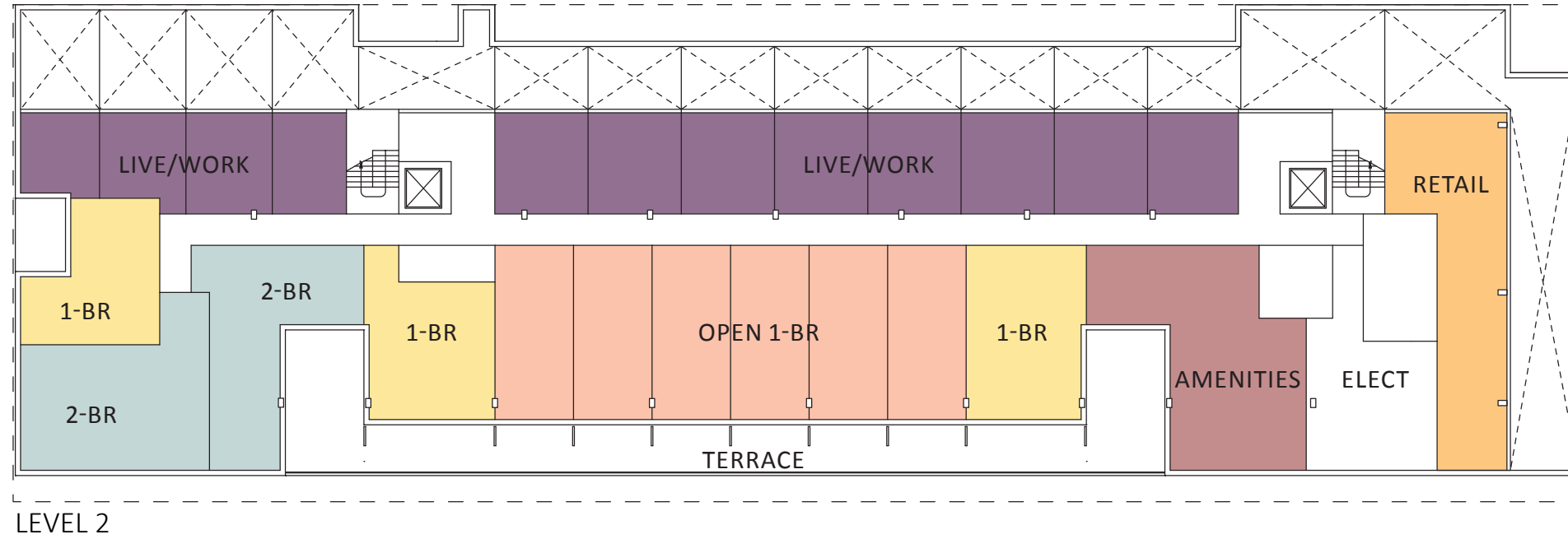
22 December



PARKING LEVEL



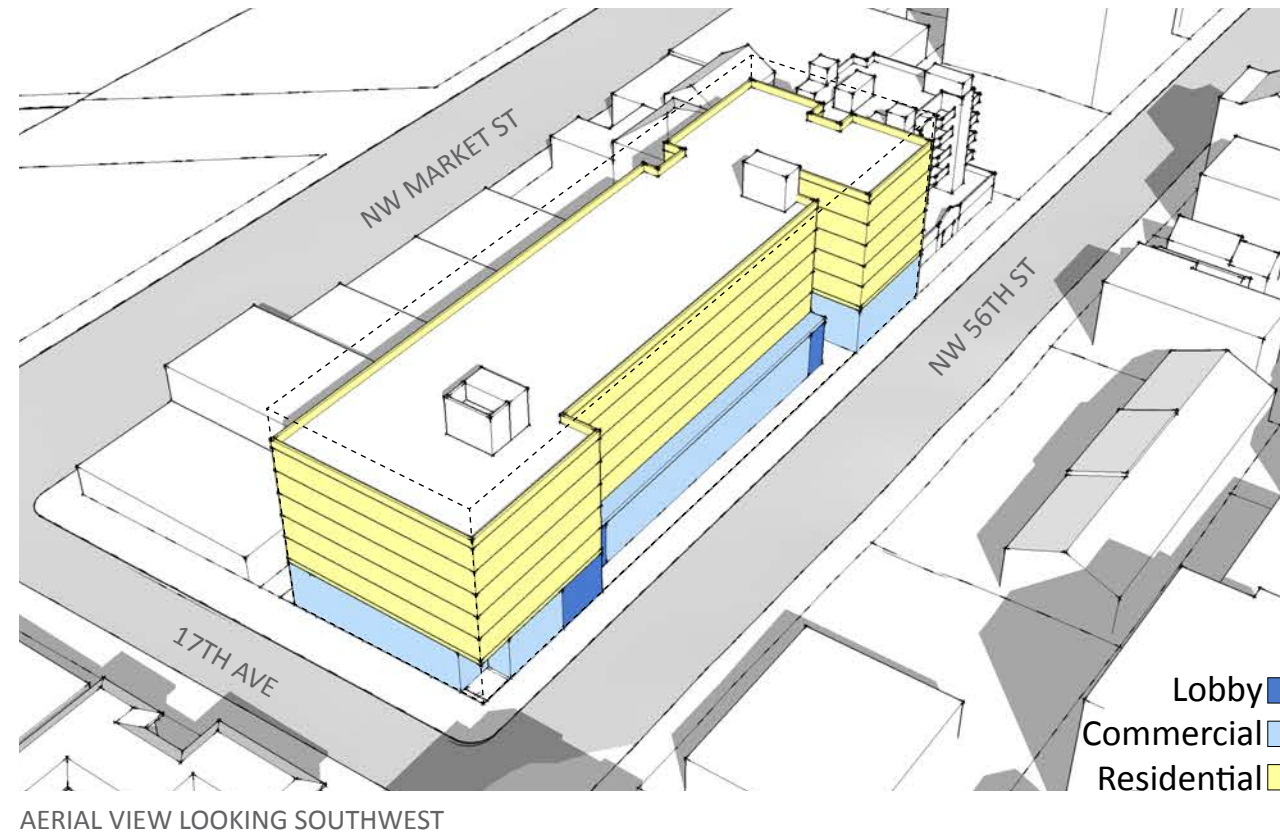
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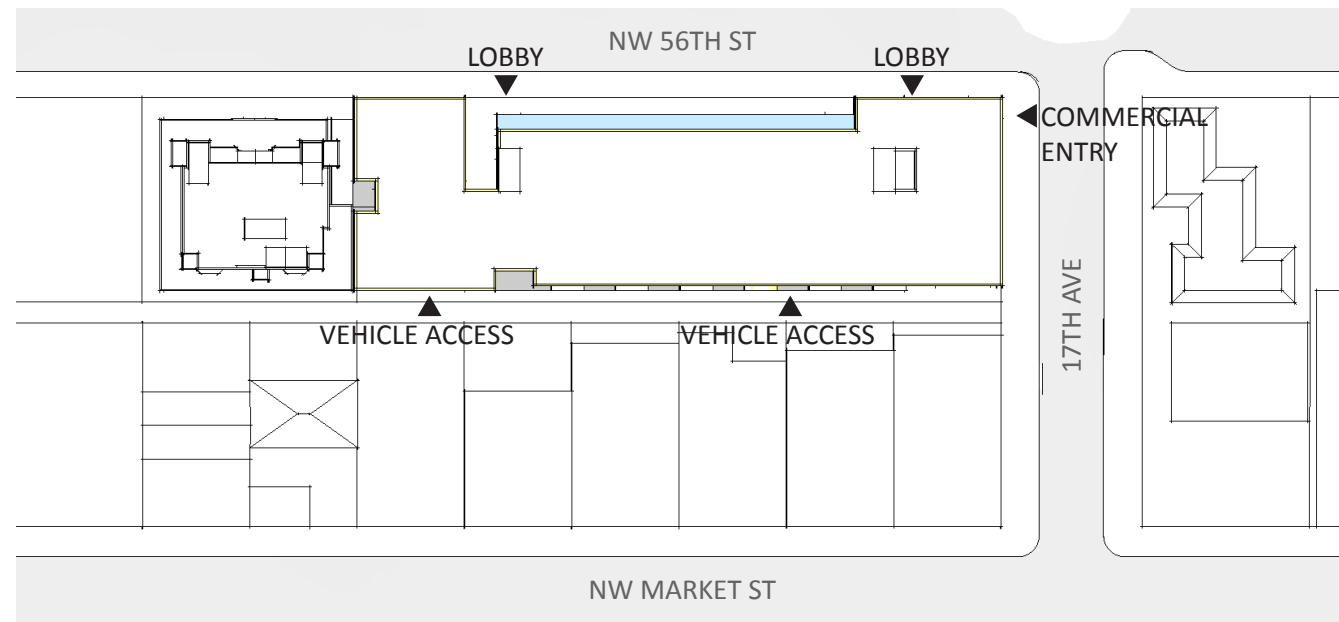
MASSING OPTION C (Preferred Scheme)

Pros

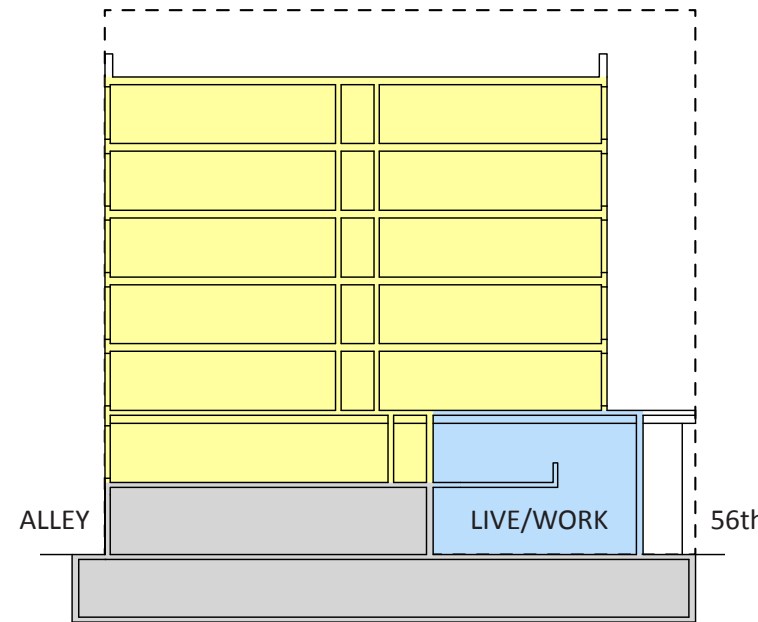
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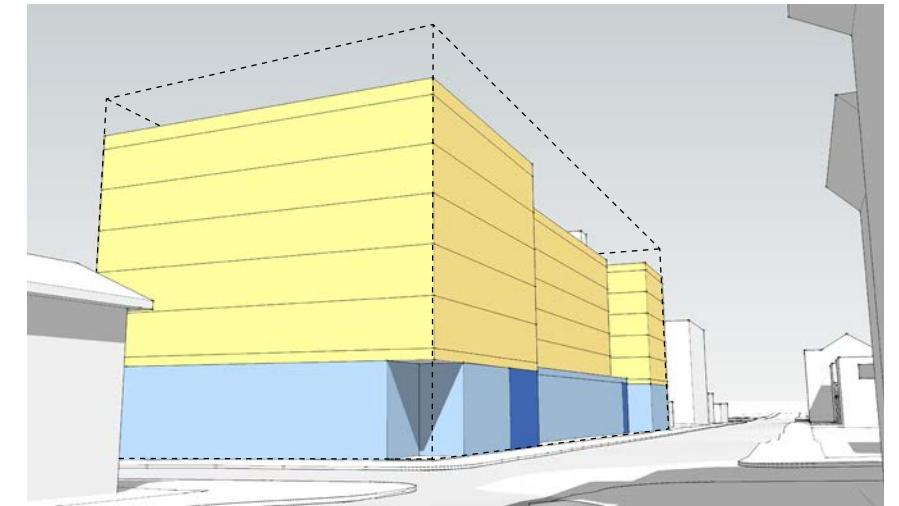
AERIAL VIEW LOOKING SOUTHWEST



SITE PLAN



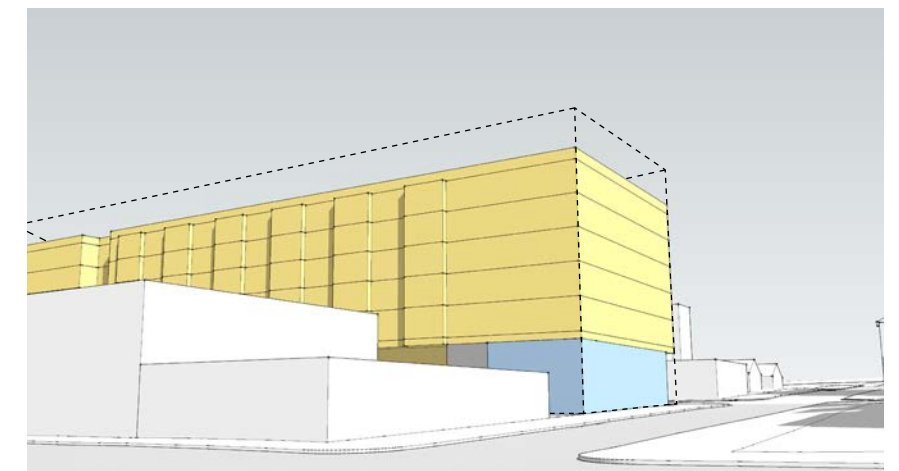
SECTION



VIEW FROM NW 56TH ST LOOKING WEST



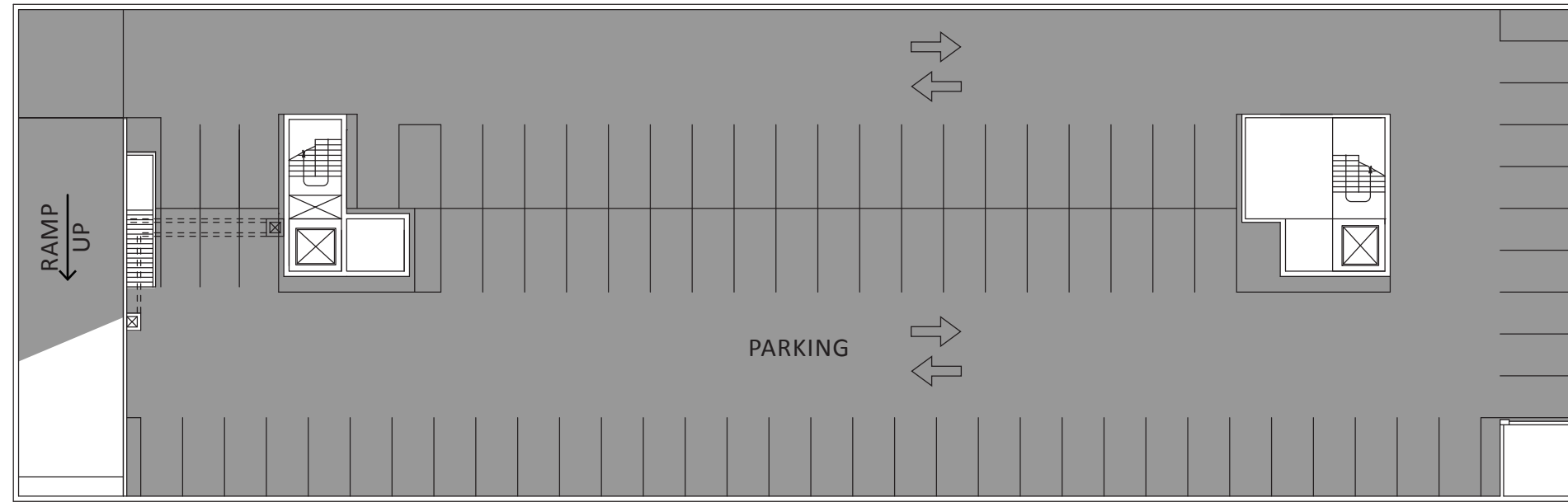
VIEW FROM NW 56TH ST LOOKING EAST



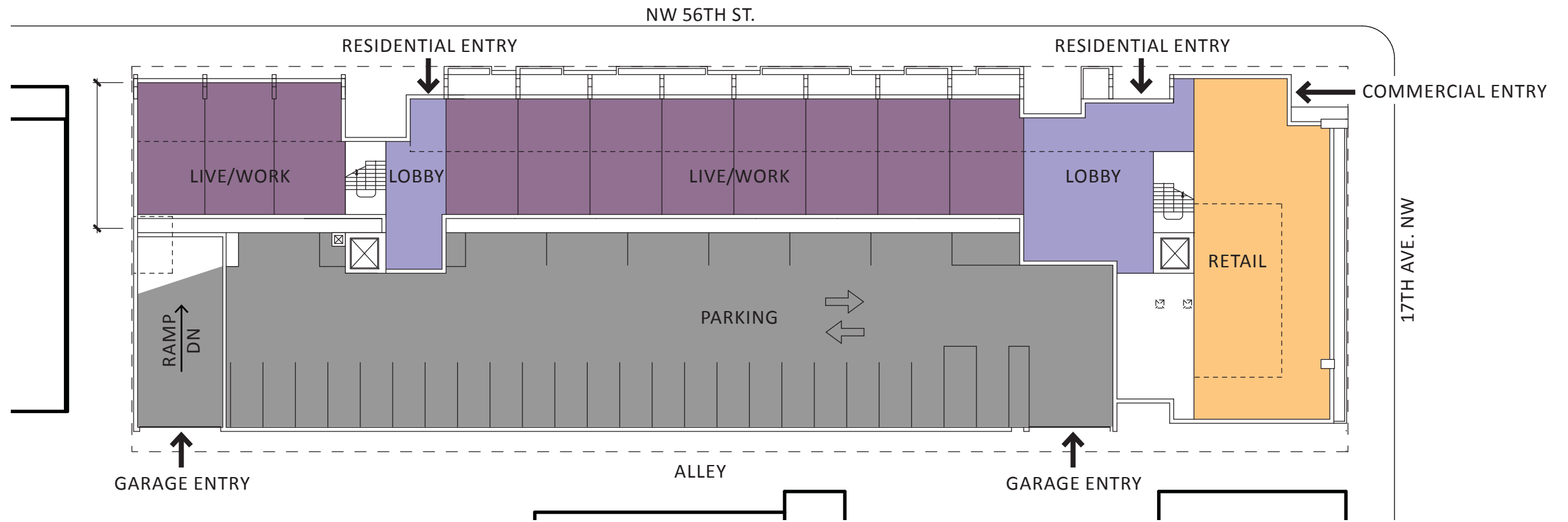
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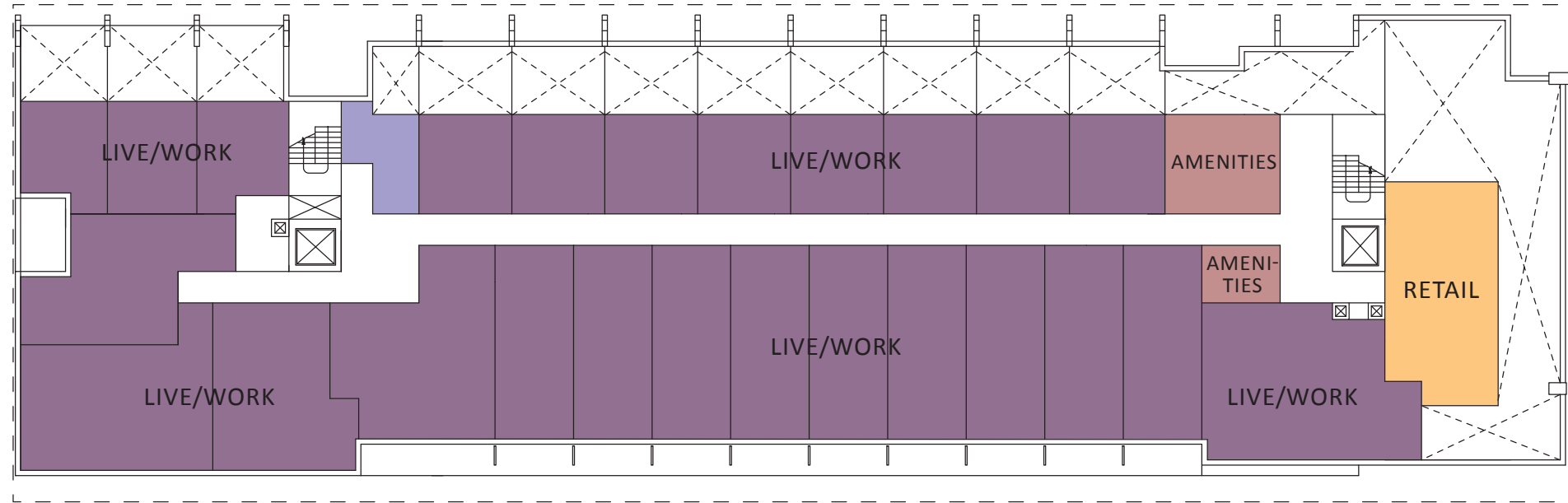
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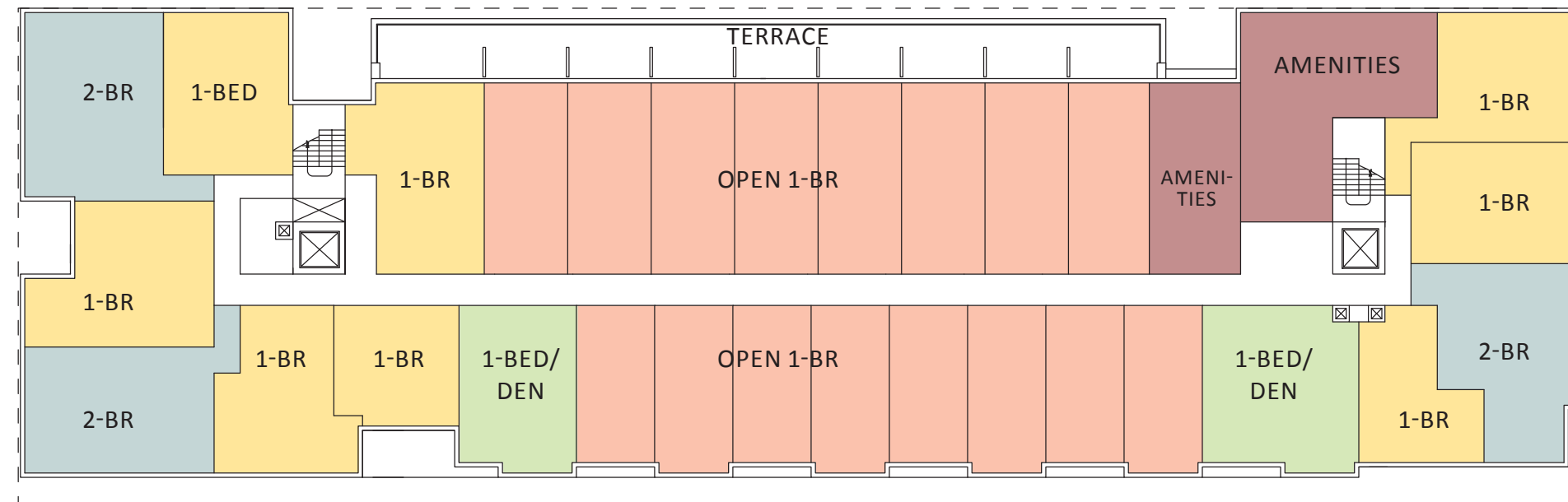
PARKING LEVEL



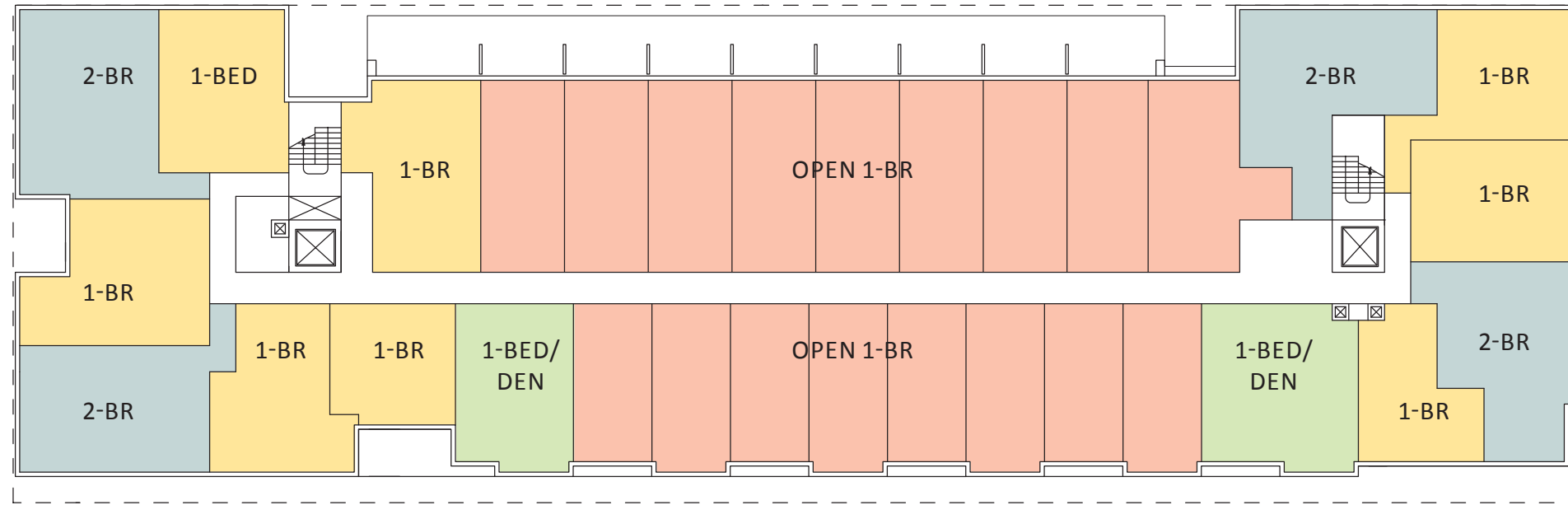
LEVEL 1



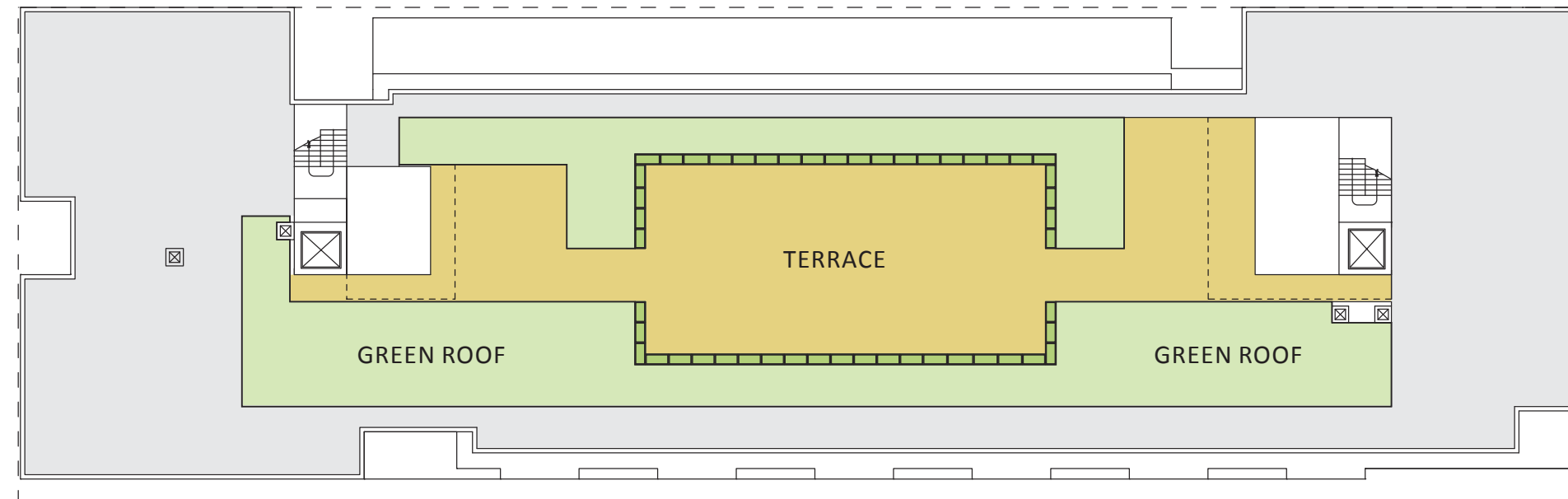
LEVEL 2



LEVEL 3

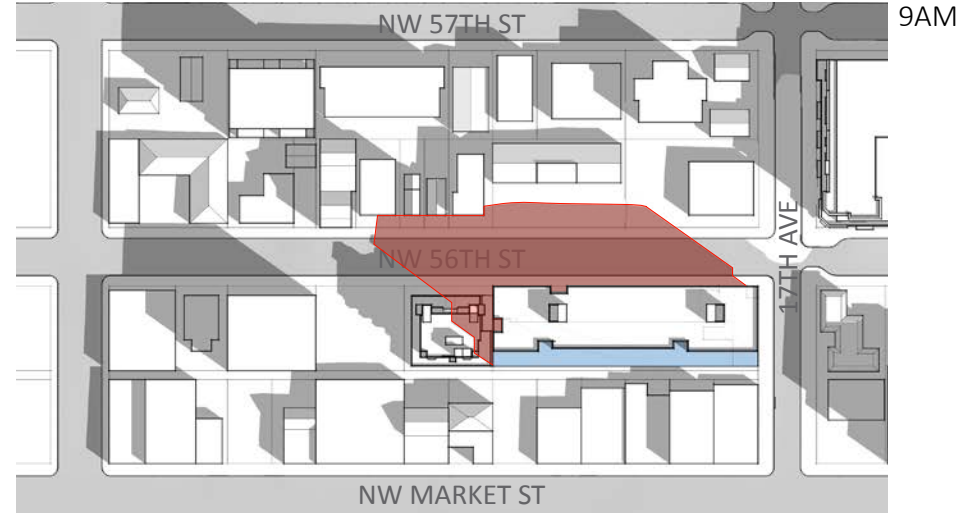


TYPICAL LEVEL

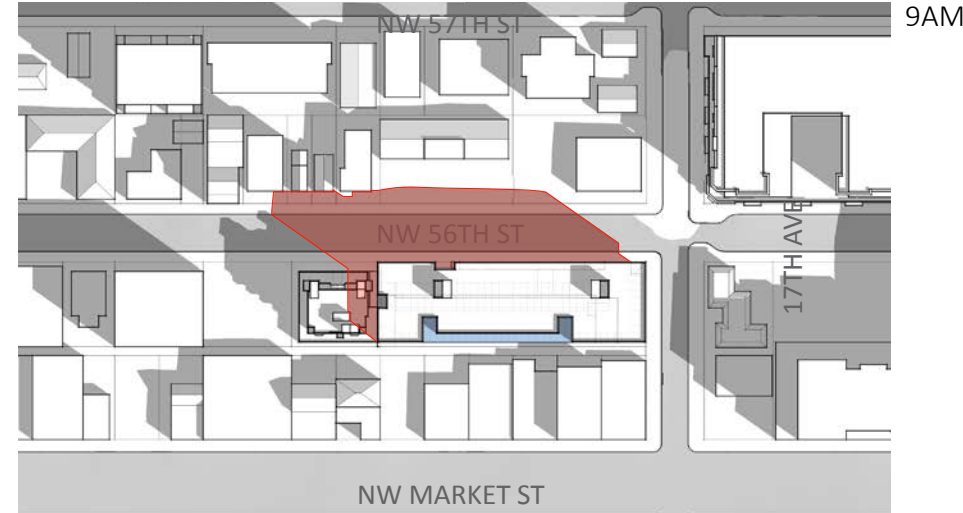


ROOF LEVEL

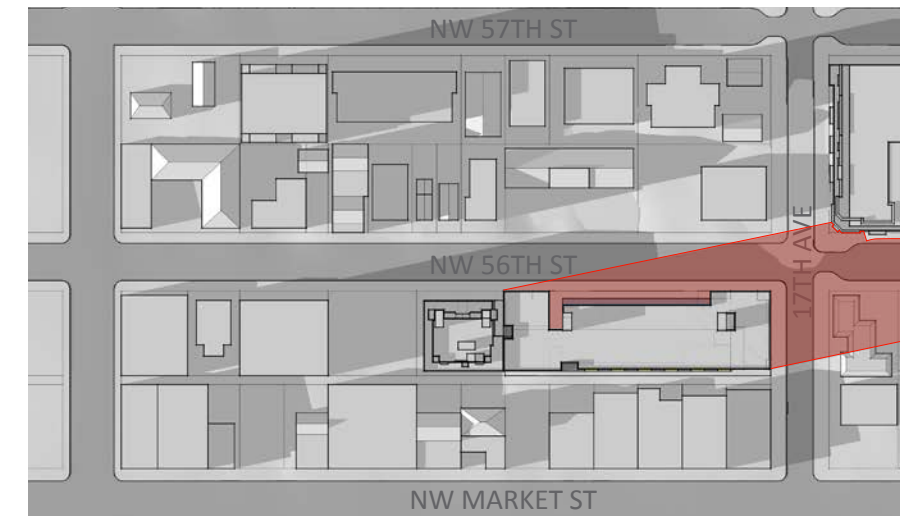
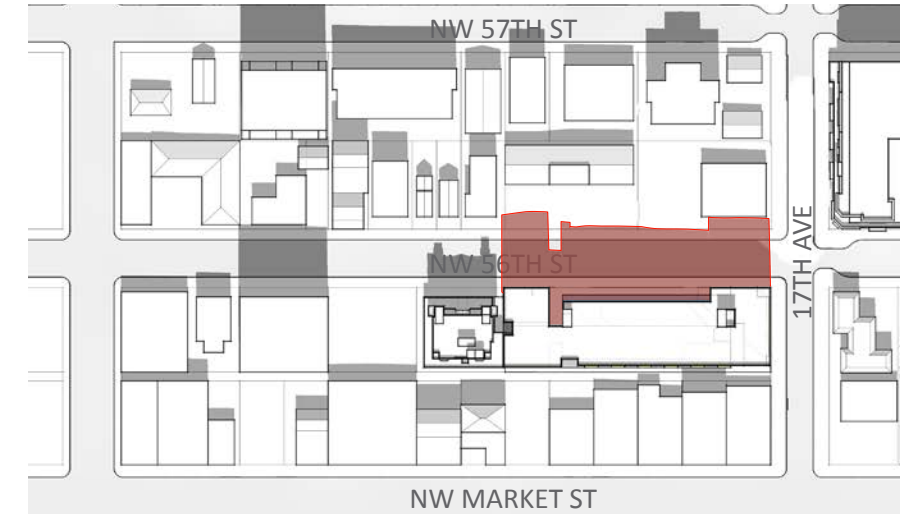
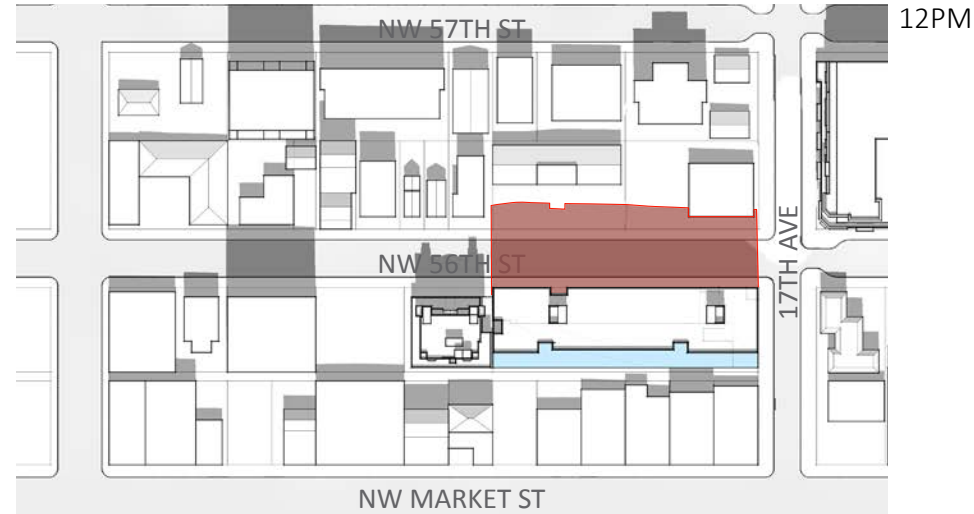
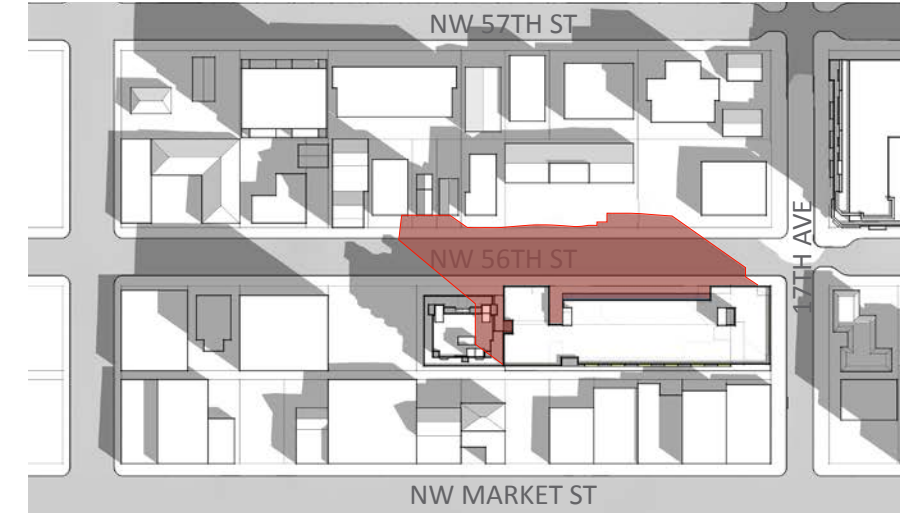
OPTION A



OPTION B



OPTION C





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