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DESIGN OBJECTIVES: The owner's aim is to construct a twenty-one unit fee-simple development. The intention is that these will not be apartments or condos but rather will be classified as townhouses so that they can be sold individually. These units will be clustered around and above a podium parking garage. These units will be between 1,500 and 2,000 square feet each and are intended to provide buyers with a walkable, urban home. Providing quality public and private outdoor space is an important project goal and amenity area will be provided through roof decks and a communal courtyard.

KEY METRICS

ADDRESS: 85590 Mary Avenue NW, Seattle, Washington

PARCEL NUMBER: 2776600145

ZONE: NC3P-40

LOT SIZE: 6,142 SF

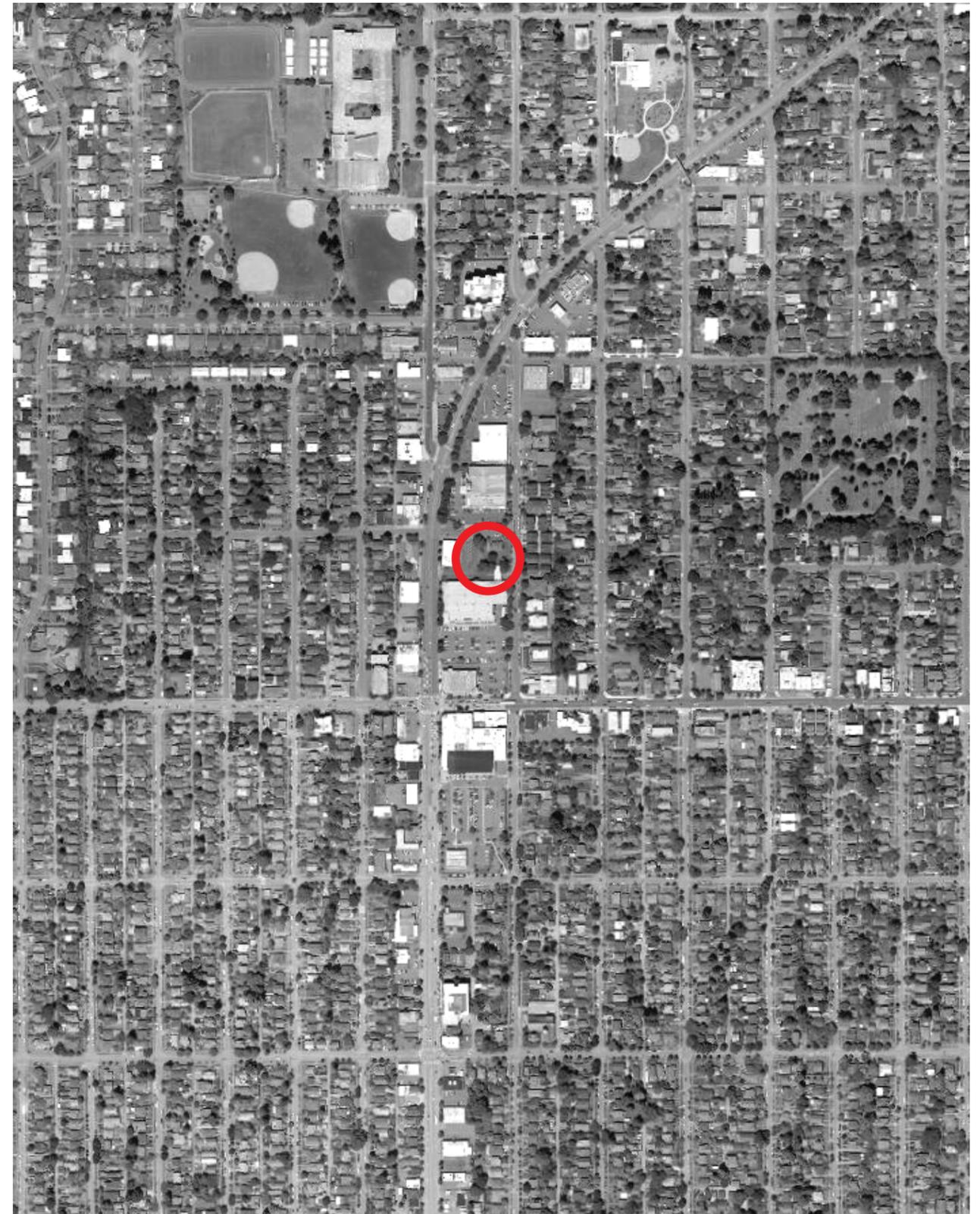
OVERLAYS: Crown Hill Residential Urban Village

ALLOWED FAR: 16,142 sf x 3.0 = 48,426 sf allowed (townhouses)

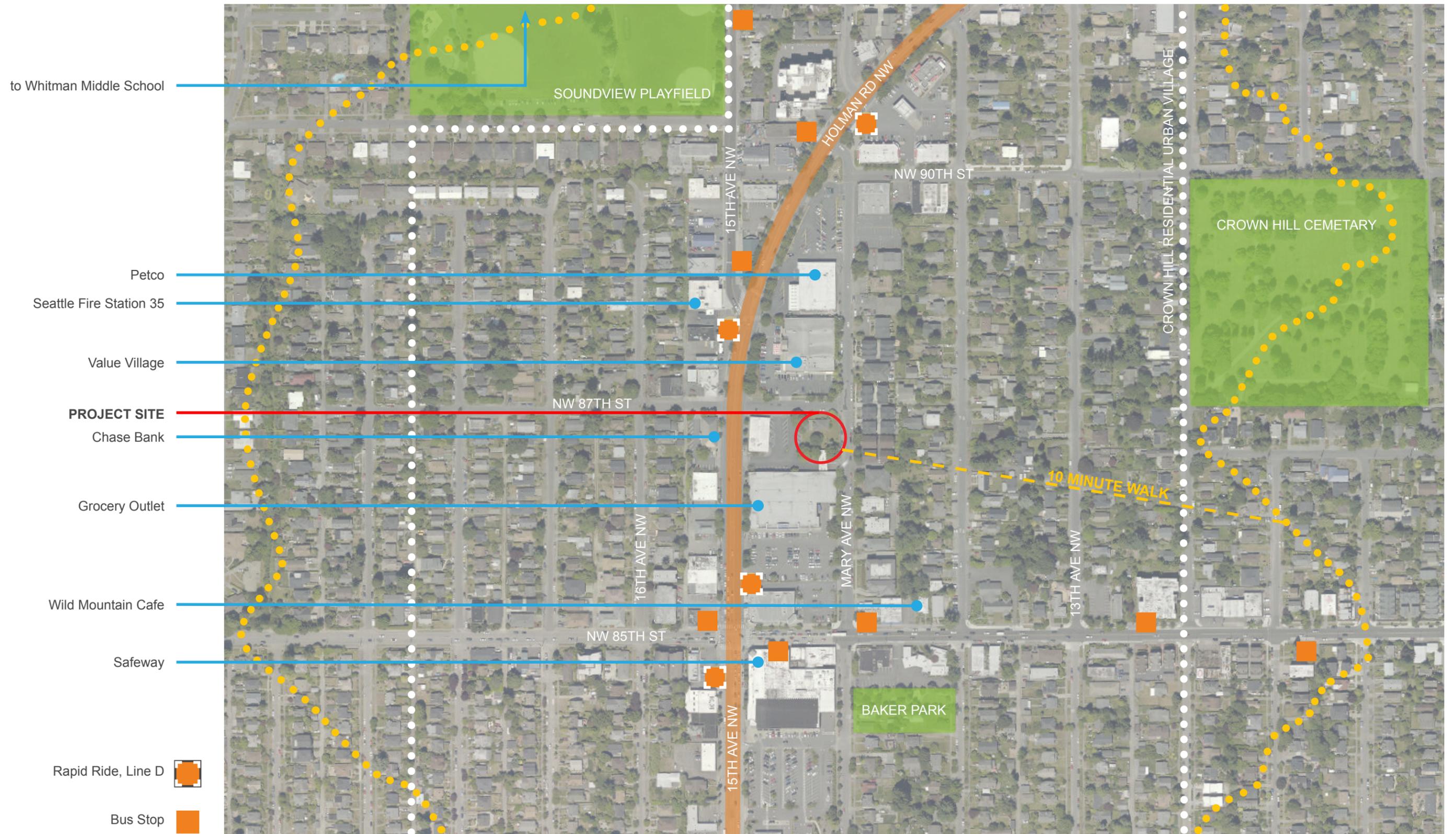
ALLOWED HEIGHT: 40' + 4' Parapet Allowance & 10' Penthouse

ANALYSIS OF CONTEXT: The project site is located at the intersection of Northwest 87th Street and Mary Avenue Northwest in the Crown Hill Residential Urban Village. It is a very walkable site with easy access to a variety of services including grocery stores, restaurants, and shops. The site also has good access to transit including the Rapid Ride D-Line. While the site has many amenities within walking distance the area is very car-oriented. Many of the surrounding sites have large parking lots separating the businesses from the street and nearby 15th Avenue Northwest is a main arterial.

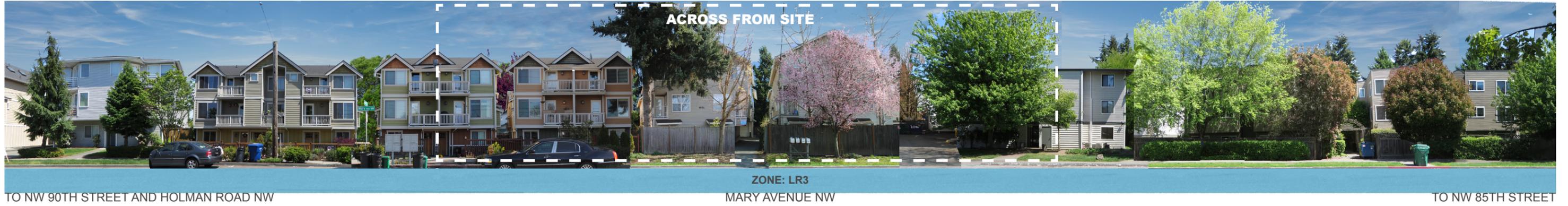
The project site is zoned NC3P-40. The project's direct neighbors, also zoned NC3P-40 are Value Village and the Bank of America. Across Northwest 87th Street in C1-40 zoning is the Grocery Outlet. The land across Mary Avenue is zoned LR2 and is developed as townhouses and small apartment buildings. The project site will be a transition from the boxy commercial development along 15th Avenue Northwest to the more residential scale of development along Mary Avenue Northwest.



SITE MAP



LOCAL AMENITIES



MARY AVENUE FACADES



NW 87TH STREET FACADES

PROJECT SITE

NC3P-40



NC2-40



NC1-40



C1-40



LR3 RC



LR2 RC



LR3



LR2



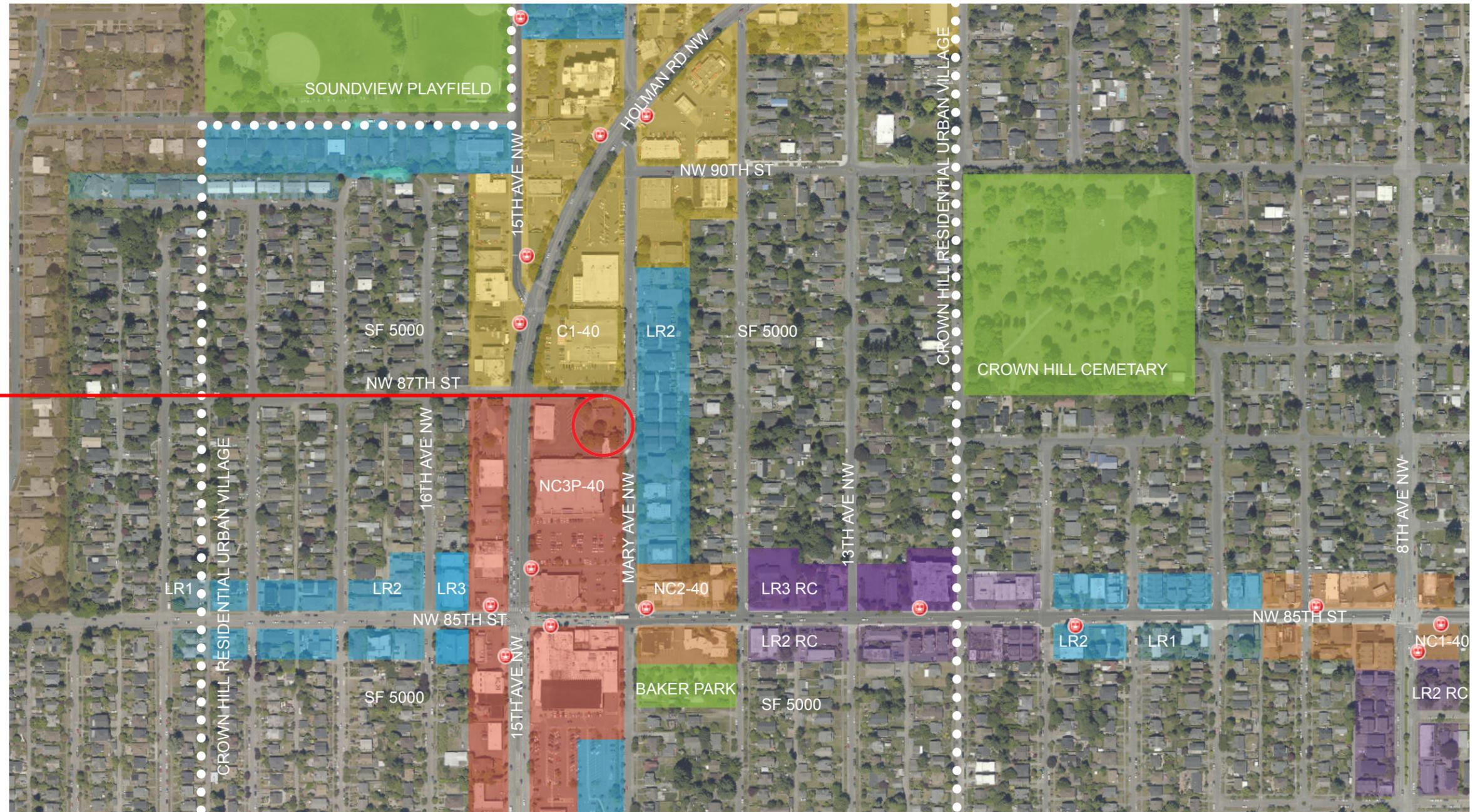
LR1

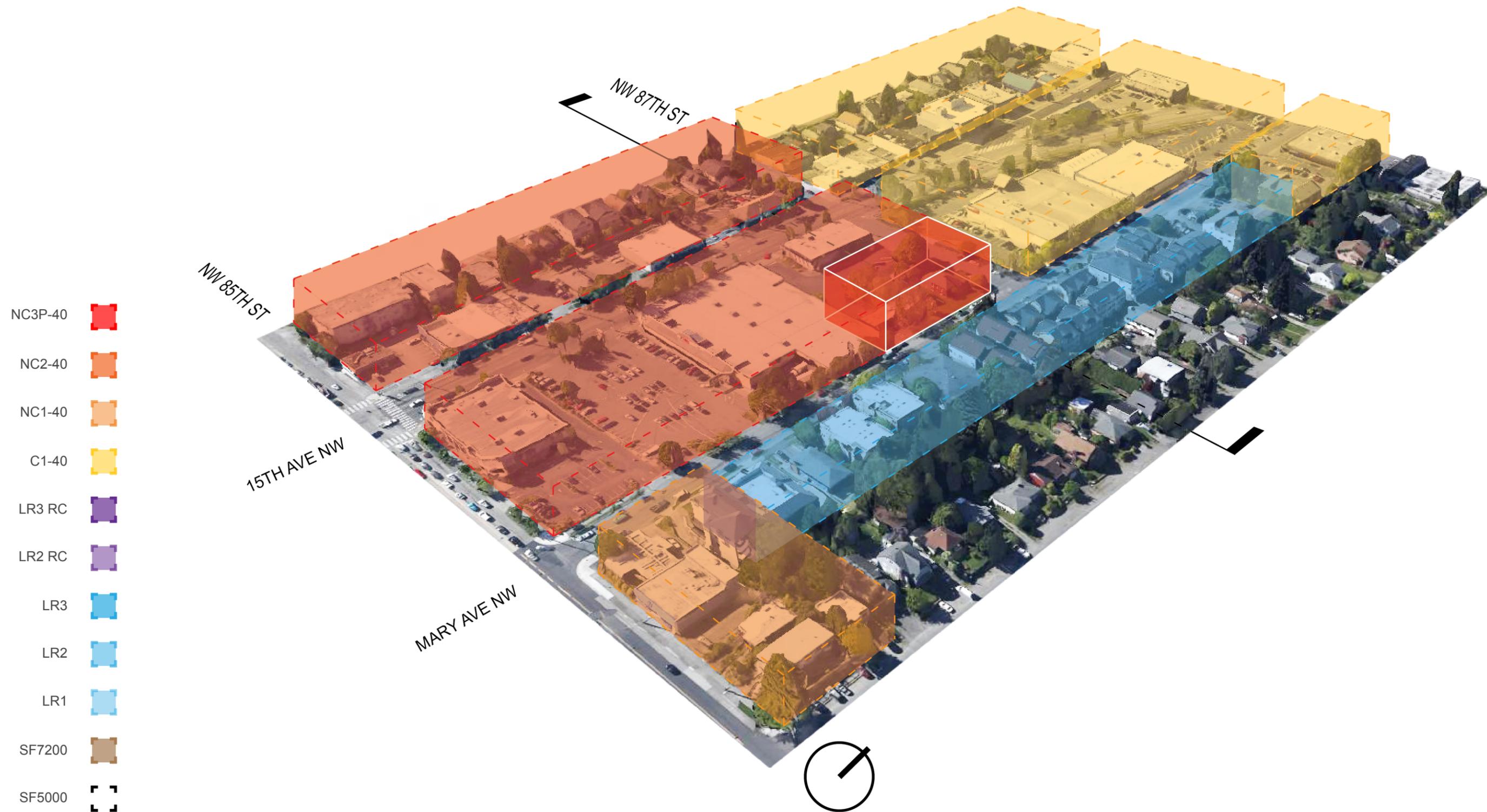


SF7200

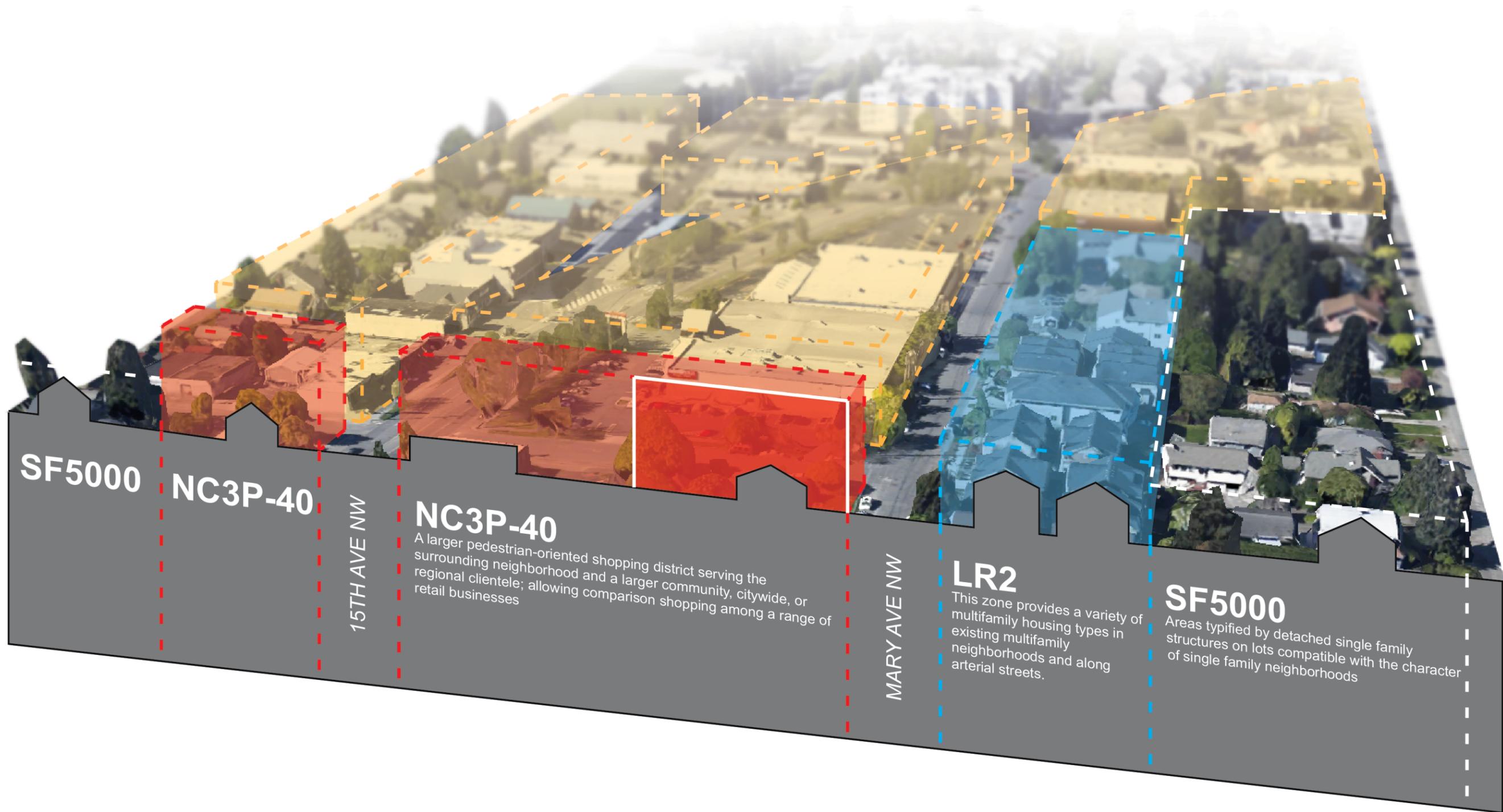


SF5000



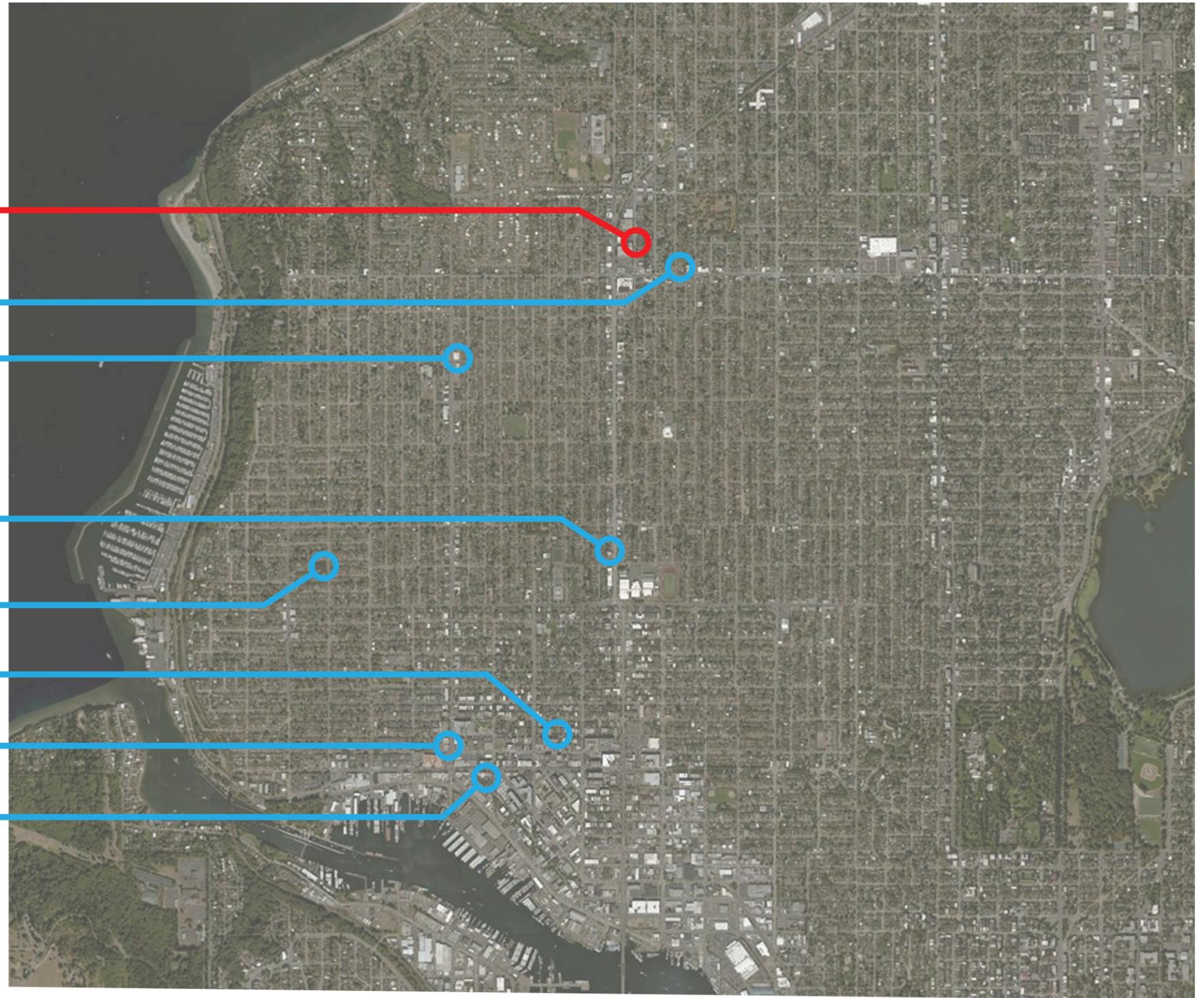


ZONING MAP DIAGRAM



ZONING SECTION DIAGRAM

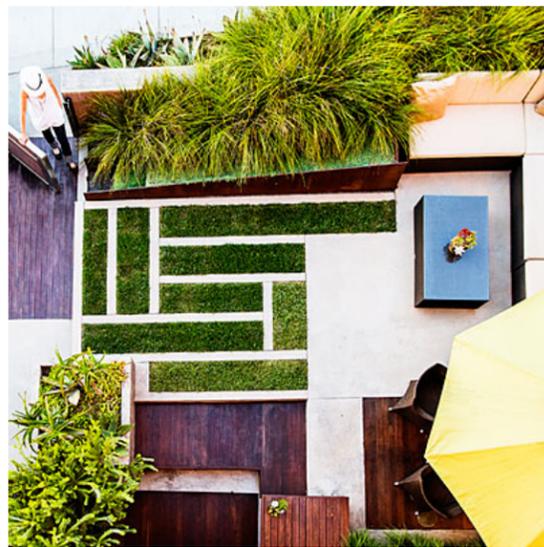
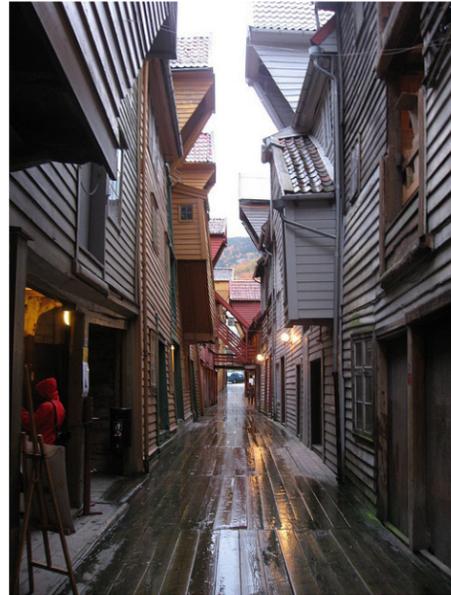
- Project Site**
 established 2016
 building upon a century of nordic heritage
- Finnish Lutheran Church**
 cultural and religious crossroads, established 1919
- Larsen's Bakery**
 Seattle's home of the Danish Kringle, 1974
- Scandinavian Specialties**
 purveyor of Scandinavian goods, 1952
- Nordic Heritage Museum**
 bastion of Nordic culture, 1980
- Consulate General of Iceland**
 diplomatic emissary 1984
- Leif Erikson Lodge**
 Norwegian cultural society, 1903
- Bergen Place**
 dedicated by the King of Norway, 1975



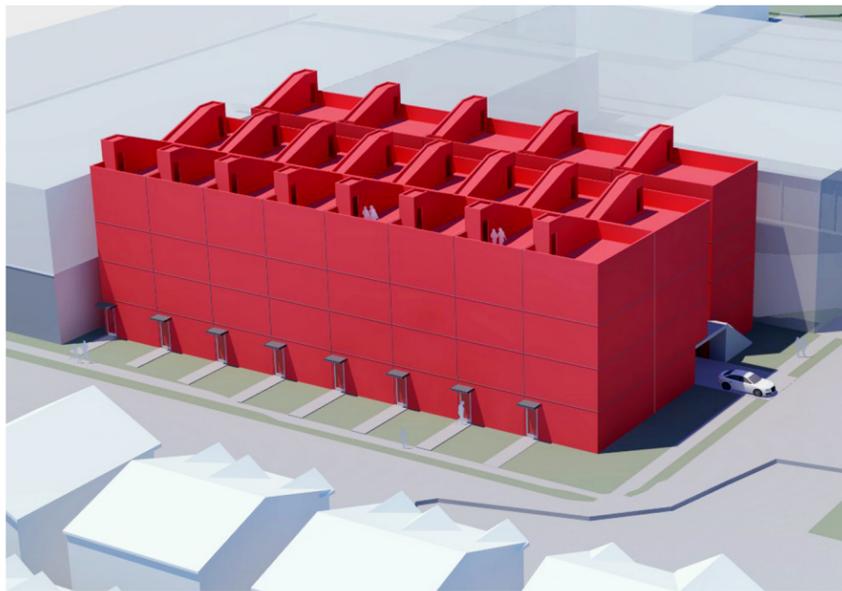
NORDIC HERITAGE MAP



This project will add to the neighborhood identity with massing that references the gabled roofs of Seattle's sister city, Bergen, Norway. The central courtyard in the project will reference the fjords that run through Bergen and act as a hub of communal activity.

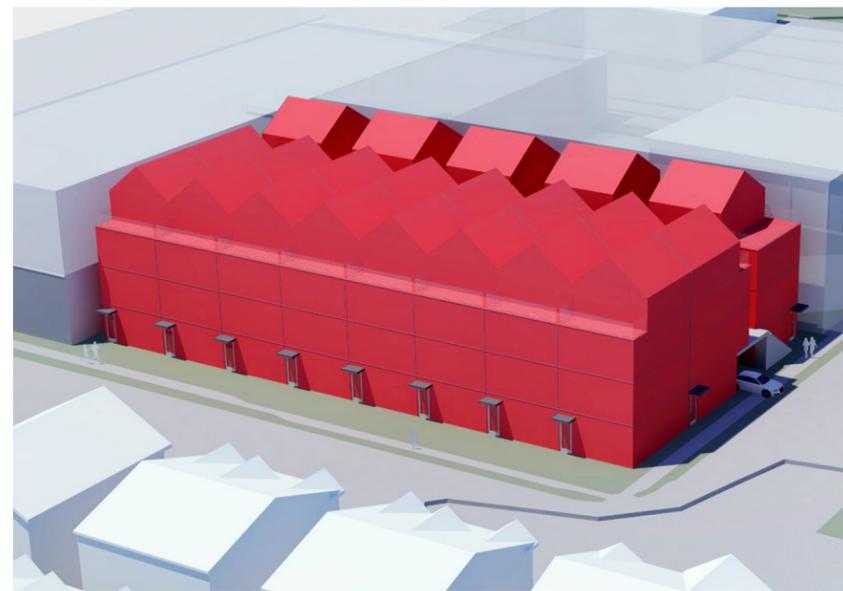


PROJECT INSPIRATION



FIRST ITERATION

The first iteration maximizes the allowable floor area with four story units on all street facades. Each unit has a penthouse and a rooftop-deck. Parking for 18 of the 21 units is provided in a podium garage accessed off of Northwest 87th Street. This option provides a 10' courtyard between the middle and westernmost units. This scheme requires no departures.



SECOND ITERATION

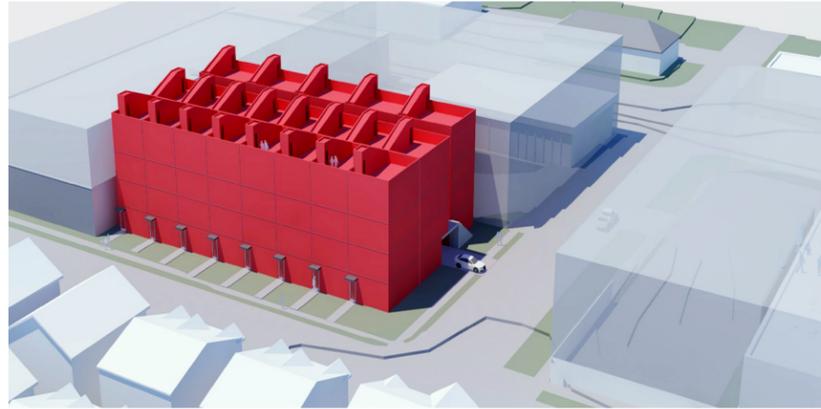
The second iteration reduces the height and bulk proposed in the previous iteration by introducing gabled roofs and widening the courtyard. The penthouses have been removed and instead this iteration provides deck spaces adjacent to living spaces. Removal of the rooftop decks allows the massing to step back from the street and reduces the overall scale. This scheme also has podium parking and provides parking for all but one unit. This scheme requires one departure.



THIRD ITERATION: PREFERRED

The third iteration, the applicant's preferred option, adds an additional east-west axis to the interior courtyard. This axis helps break up the façade along Mary Avenue to reduce the overall scale of the project. This iteration provides the widest courtyard at eighteen feet and allows for better quality of public outdoor space. This scheme has podium parking as well and provides a parking space for each unit. This scheme requires one departure.

ITERATION 1



DISTINGUISHING FEATURES:

- 4 STORIES PLUS PENTHOUSES
- FLAT ROOFS ALLOWING FOR ROOF TOP DECKS
- 21 UNITS
- 18 PARKING SPACES
- 10' WIDE COURTYARD ABOVE PARKING

DEPARTURES

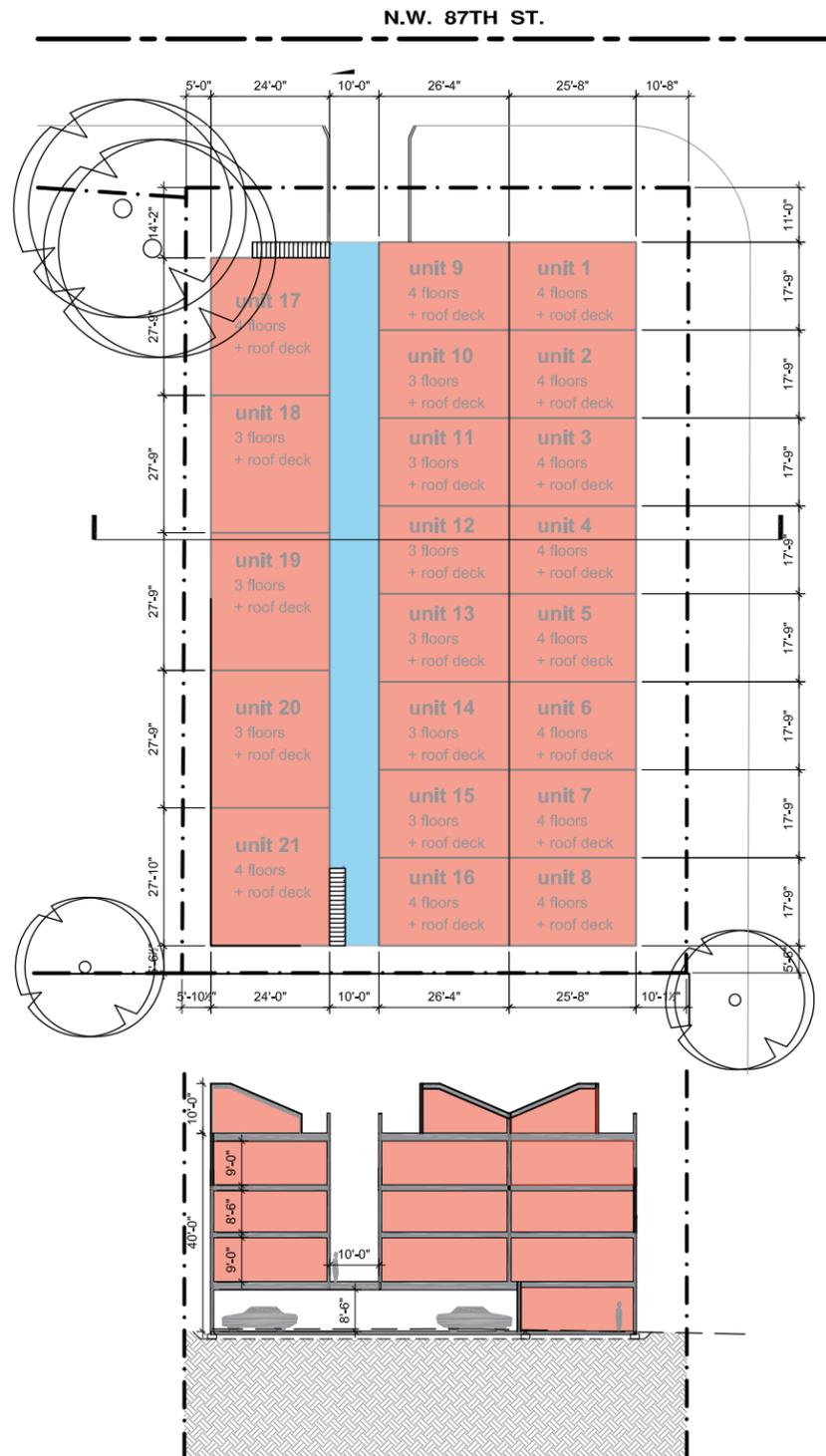
- No departures requested

The first iteration for this site was intended to maximize the fee simple development at this location. We proposed four-story street facing units in order to maximize the forty foot height limit and took advantage of the penthouse height bonus to provide each unit with a roof deck. Units sited over the garage were three stories high but the perceived height was the same as the four story units.

We sited the parking access in this iteration off of Northwest 87th Street as that provided an efficient parking layout and moved the parking entrance away from the residential zoning on Mary Avenue.

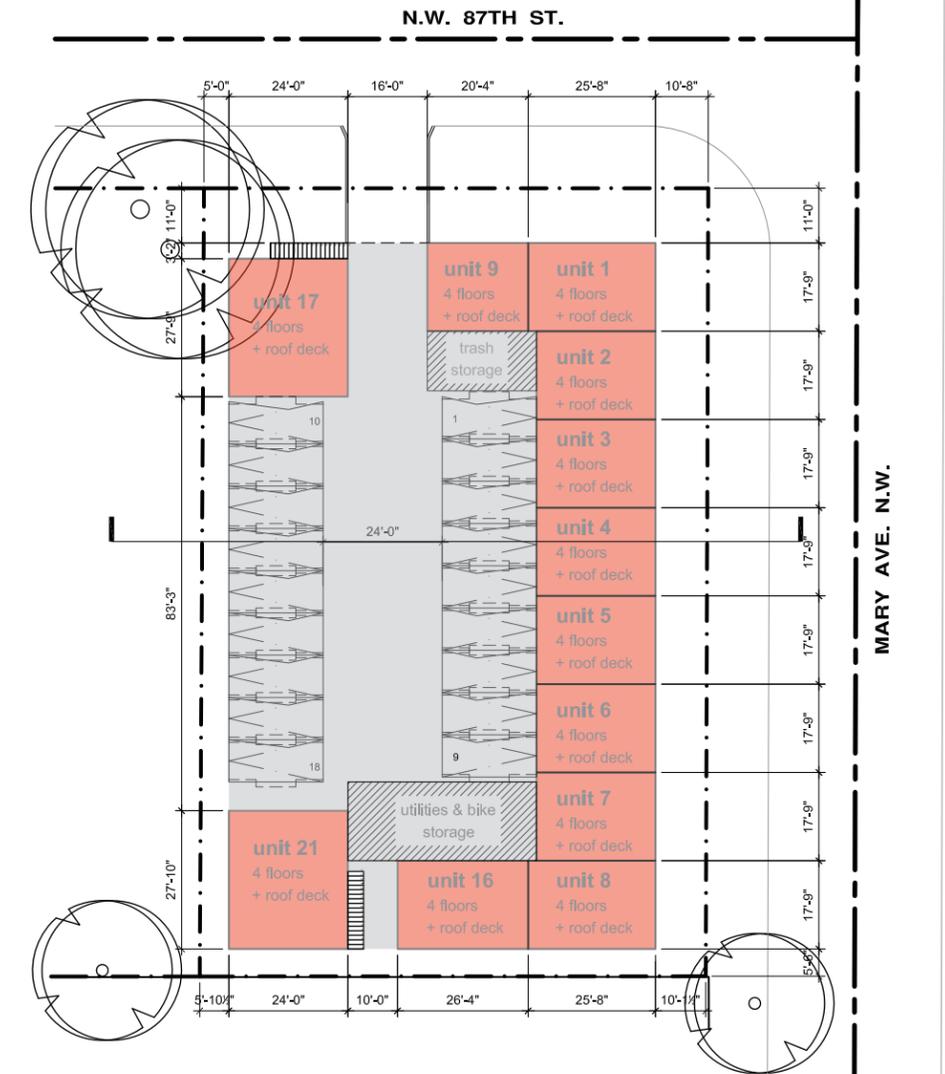
In this iteration we provided ten foot setbacks as required by the land use code for residential uses in a commercial zone. High voltage lines on Mary Avenue made the ten foot setback preferable to raising the first floor 4' above the sidewalk as raising the building would encroach on required power line setbacks. We also determined that lowering the first floor four feet was undesirable as the site is very flat and would have required extensive excavation. The ten foot setbacks allowed us to provide large yards for street facing units but compromised the outdoor space available for interior units. The setbacks also limited room in the garage to provide parking for every unit.

SITE PLAN



SITE SECTION

GARAGE PLAN



ITERATION 1



ITERATION 1

ITERATION 2



DISTINGUISHING FEATURES:

- 3.5 STORIES WITH SLOPED ROOFS
- LIVING SPACE ADJACENT TO ROOF DECKS
- 21 UNITS
- 20 PARKING SPACES
- 11'-6" WIDE COURTYARD ABOVE PARKING

DEPARTURES

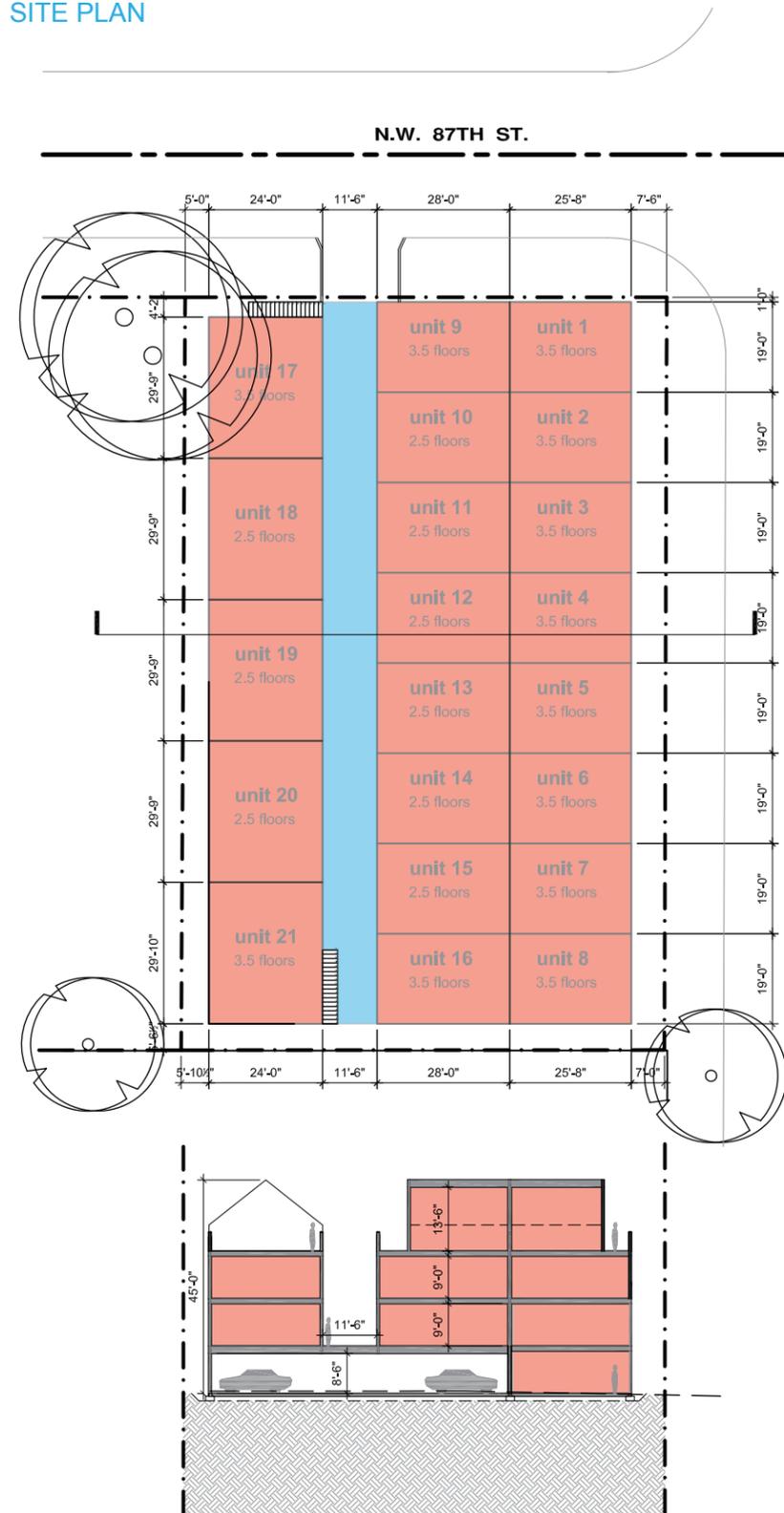
- The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

With the second iteration we began to explore how to provide better outdoor spaces for all of the units. First, we eliminated the flat roofs of the previous iteration in favor of gable roofs. This reduced the scale of the building and provided character to facades. It also began to reference the Nordic influences of the neighborhood. Next we pulled the fourth story back on all of the faces to further reduce the scale. This allowed us to provide a direct relationship between living spaces and decks and allowed us to eliminate the penthouses and thus reduce the overall building height by five feet. It also eliminated bulk adjacent to the communal courtyard mitigating the canyon-feel of the previous iteration.

To enhance the interior courtyard in this iteration we eliminated the ten foot setback required for residential uses and distributed that square footage so that we could make the units narrower and add an additional foot and a half of width to the interior courtyard.

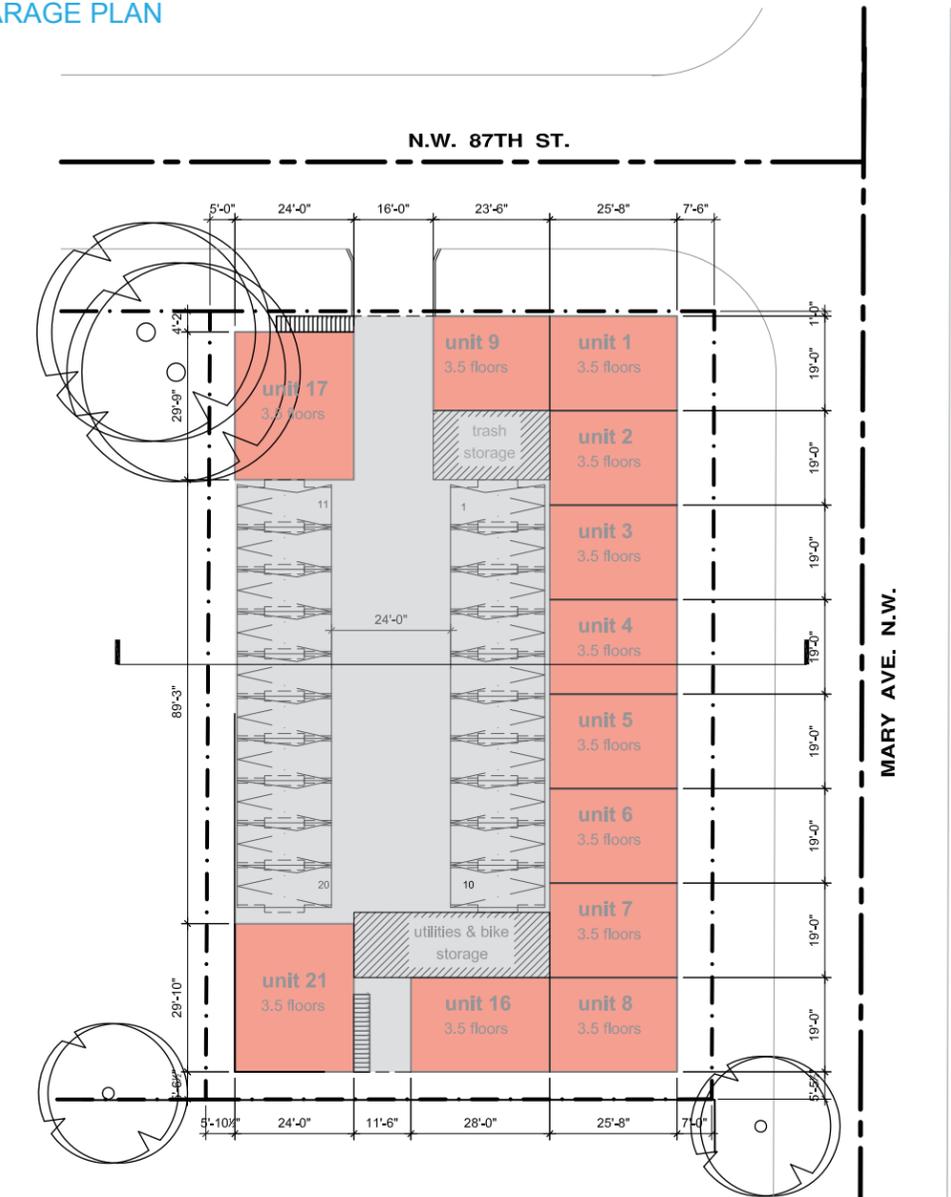
Parking in this iteration is still accessed off of Northwest 87th Street but the reduction in setbacks allowed us to provide parking for all but one unit.

SITE PLAN

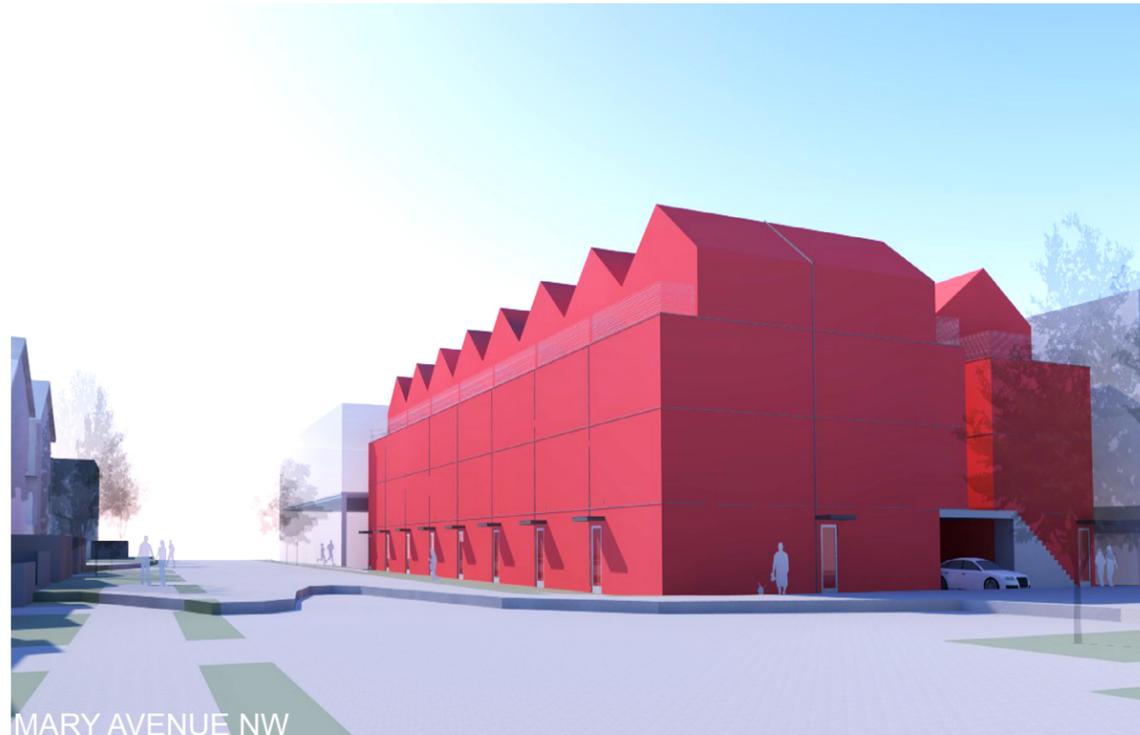
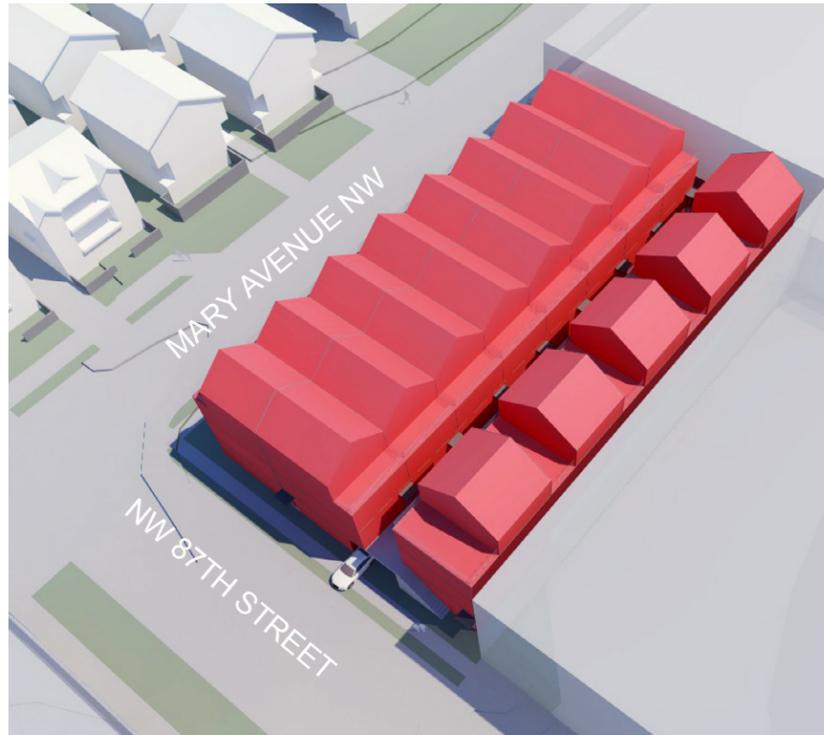


SITE SECTION

GARAGE PLAN



ITERATION 2



ITERATION 2

ITERATION 3: PREFERRED



DISTINGUISHING FEATURES:

- 3.5 STORIES WITH SLOPED ROOFS
- LIVING SPACE ADJACENT TO ROOF DECKS
- 21 UNITS
- 21 PARKING SPACES
- 18'-0" WIDE COURTYARD ABOVE PARKING

DEPARTURES

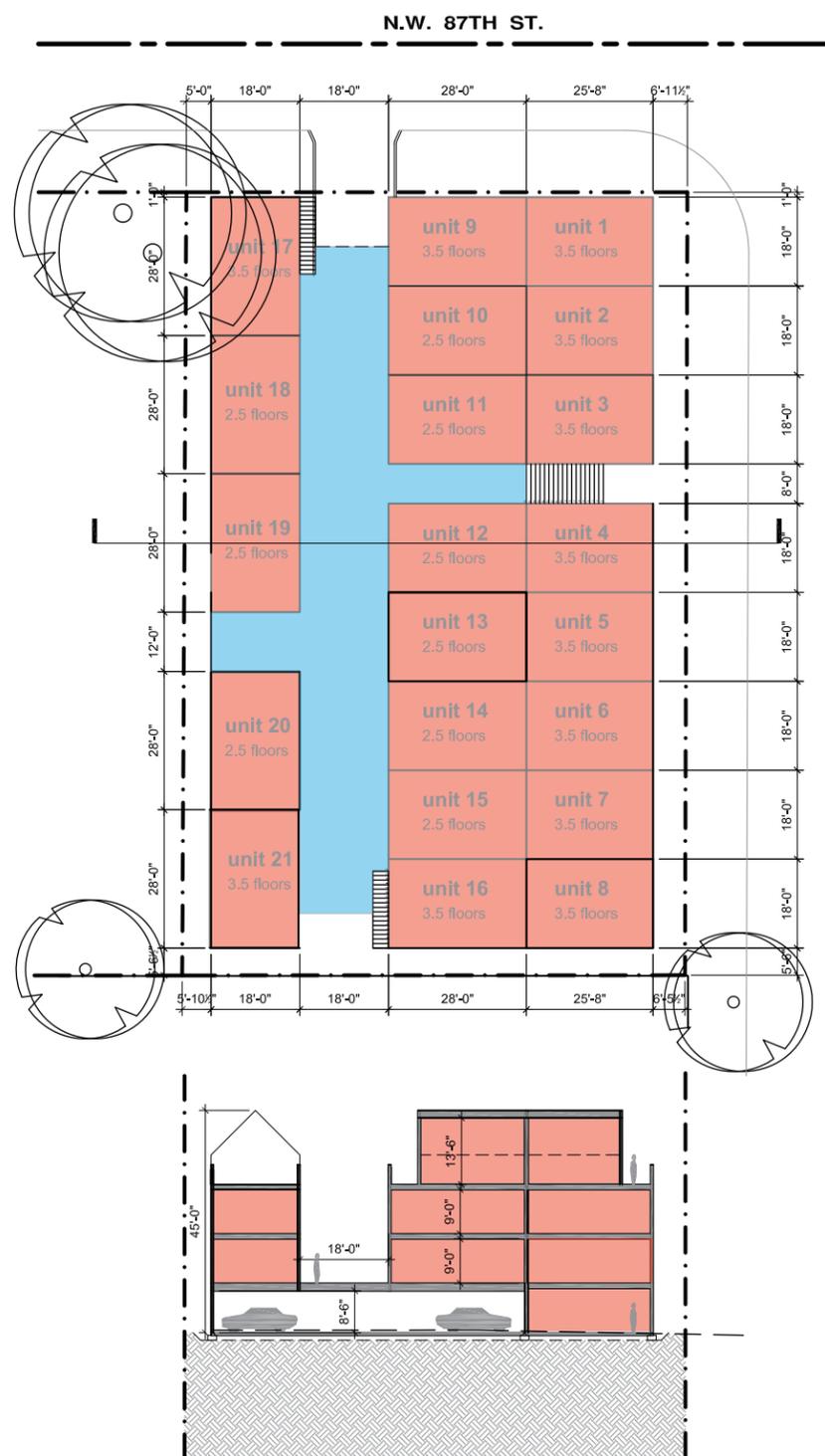
- The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.

In the preferred iteration we explored how to make the interior courtyard even more successful than in the previous iteration. This scheme uses the same departure from iteration number two to decrease the required residential setback. In this iteration we made the units narrower to allow for the addition of another circulation axis. Making all of the units narrower allowed the preferred scheme to provide an east-west axis in addition to the north-south axis in the earlier iterations. The addition of this axis helped to break up the façade of the building along Mary Avenue and transition from the surrounding boxy facades to the more residential scale of the townhouses across the street. The axis will be marked by a monumental stair that will allow all residents to use the communal courtyard.

The wider courtyard in this option also improved the quality of outdoor space not only for the interior units but for the project as a whole. The 18 foot separation allowed the courtyard room for communal spaces in addition to private spaces for courtyard facing units.

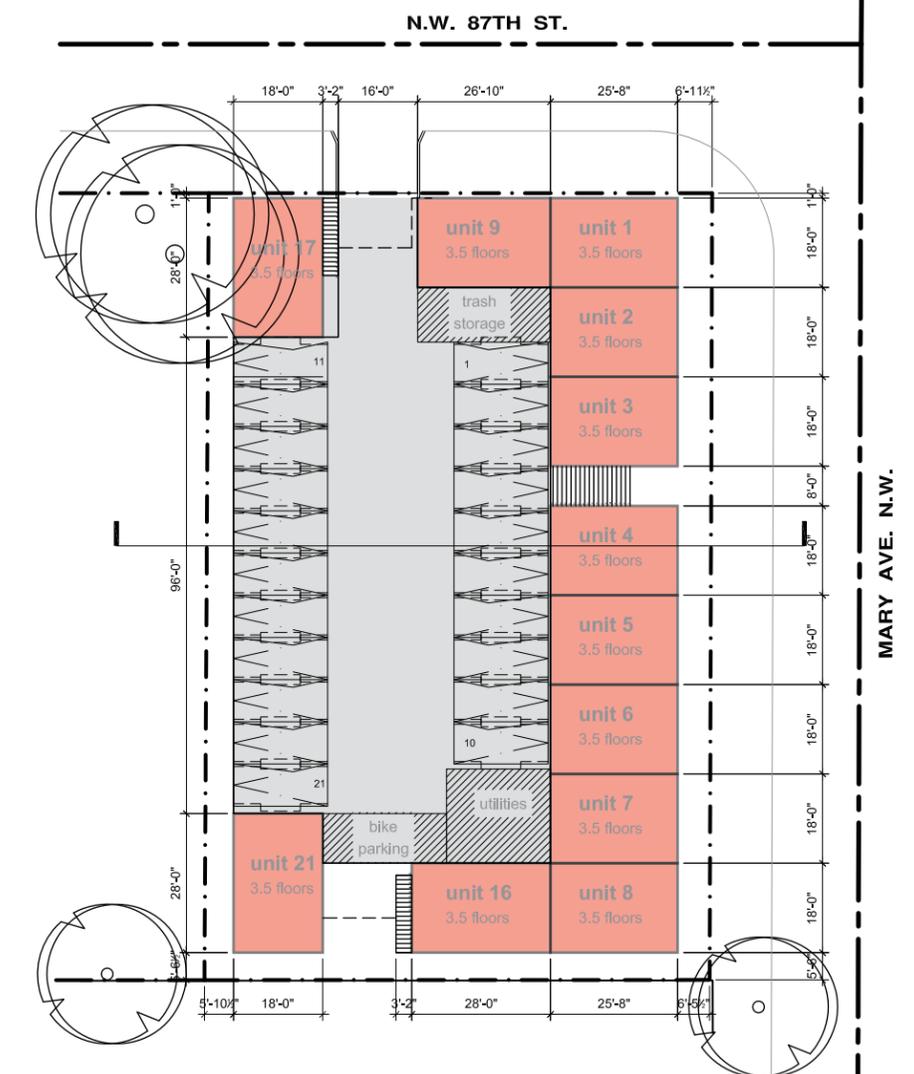
Making the units narrower in the preferred option also allowed us to provide parking for all 21 units. Access is still proposed off of Northwest 87th Street.

SITE PLAN

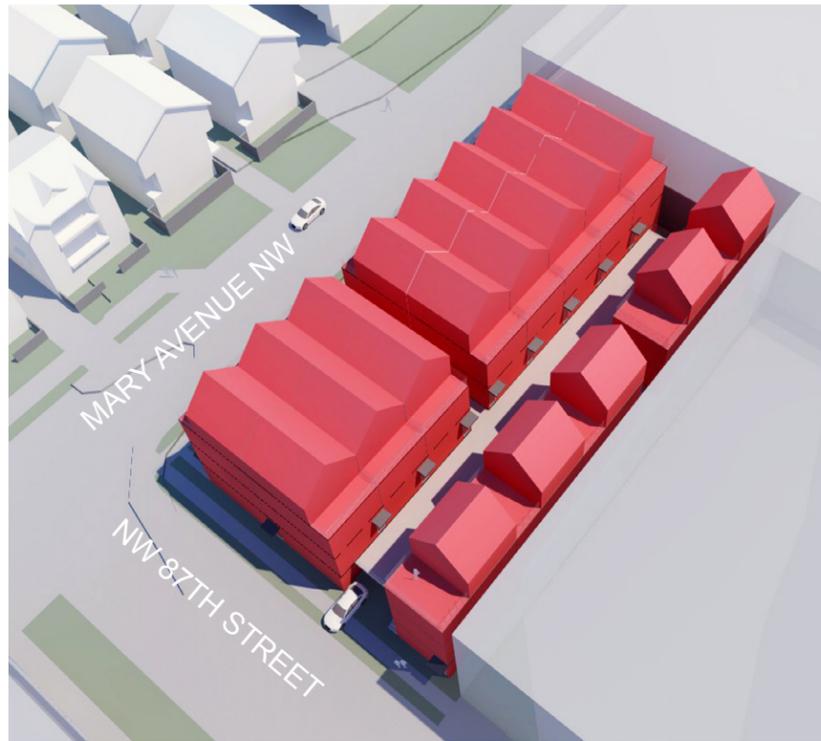


SITE SECTION

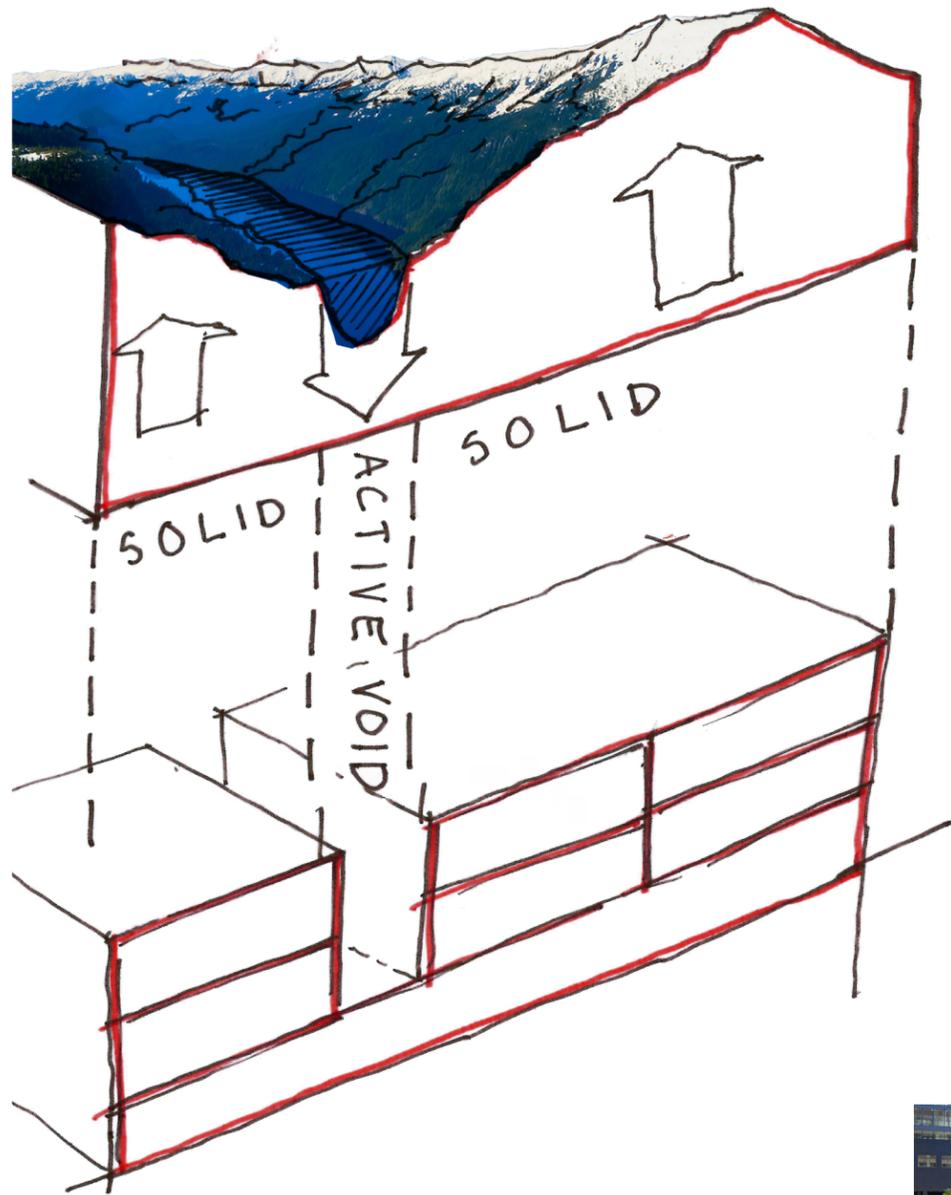
GARAGE PLAN



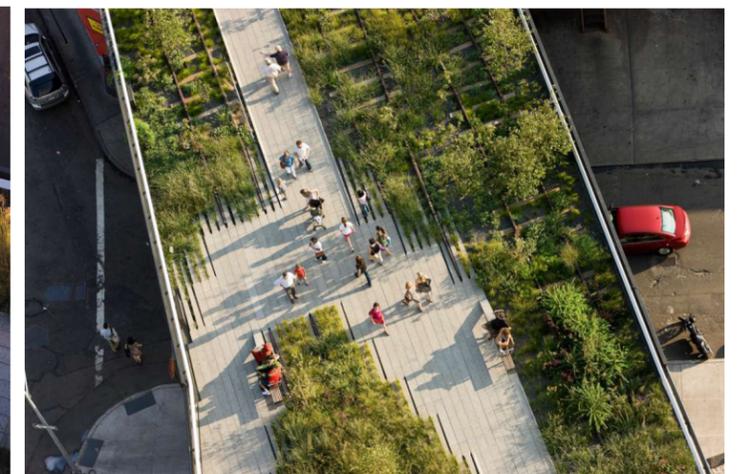
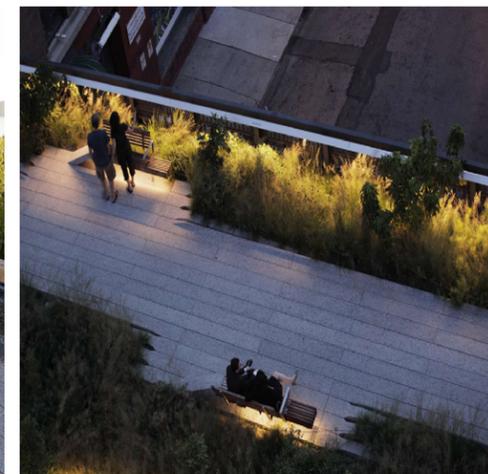
ITERATION 3: PREFERRED



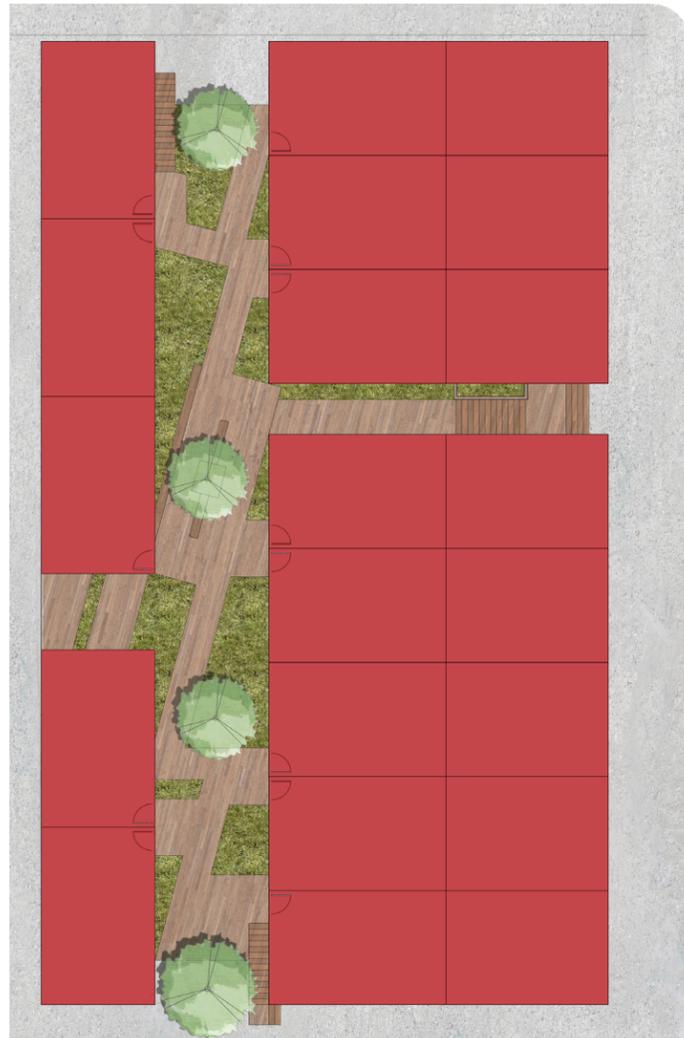
ITERATION 3: PREFERRED



FJORD CONCEPT SKETCH

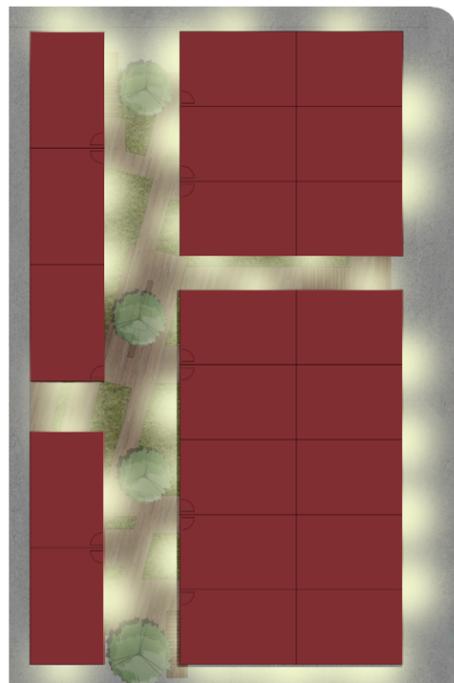


COURTYARD CONCEPT



SCHEMATIC COURTYARD PLAN

In plan, the courtyard begins to illustrate the main circulation arteries within the site. The pedestrian entries to the North and East function as gateways to the raised deck, where the large common space serves not as a pedestrian corridor but also a place to stay and dwell.

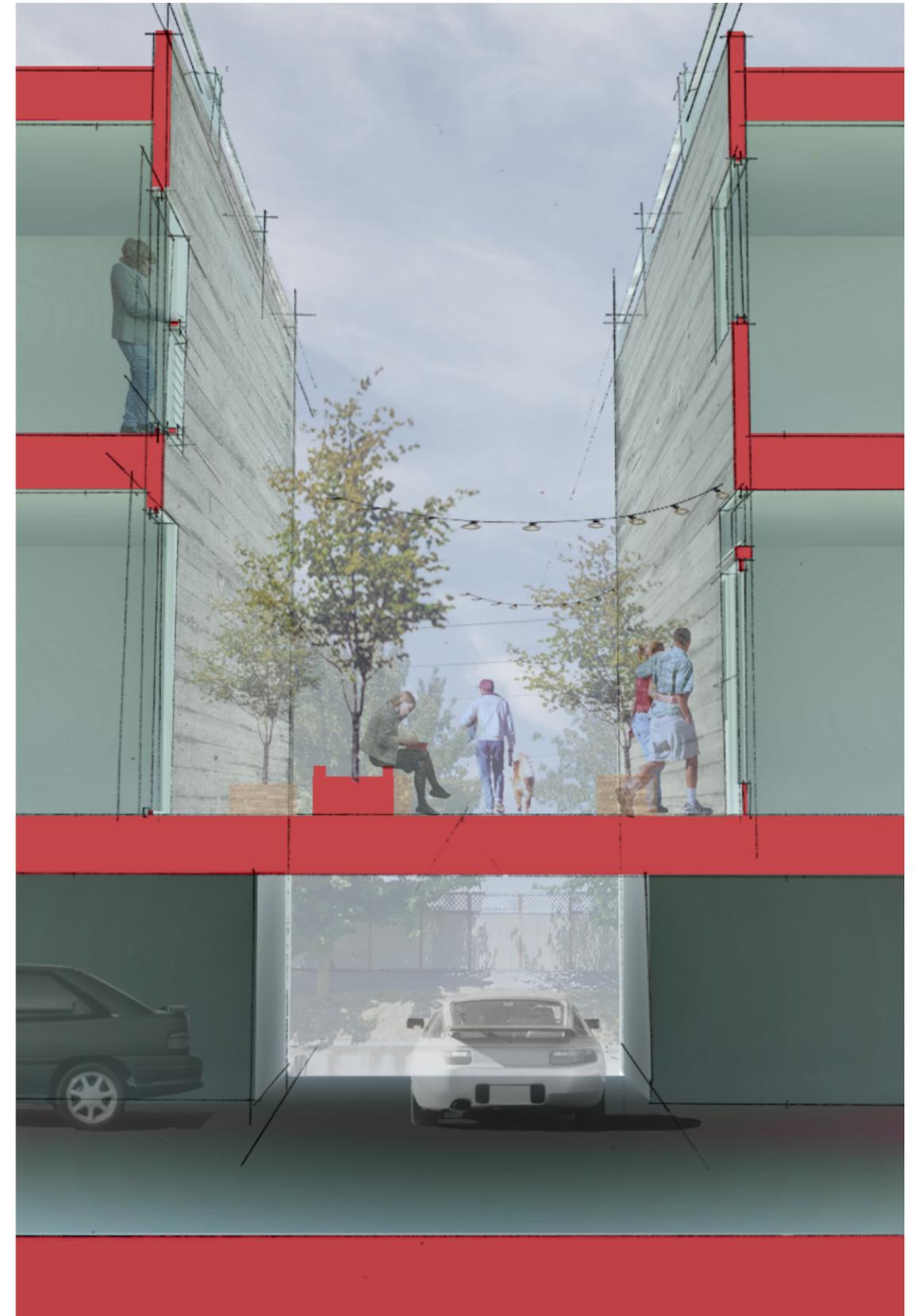


SCHEMATIC LIGHTING PLAN

Lighting will be placed adjacent to both the courtyard and street facing entries of each unit to establish a sense of security and identity. Outdoor lighting will also be focused on the pedestrian entries to the courtyard to help signify the points of entry.

SCHEMATIC COURTYARD SECTION

In section, the stacking programmatic elements reveal the efficient space planning that the at-grade covered garage allows. The large utility of the covered garage meets the parking requirements for the site, while providing a base on which the active space of the common deck can thrive.



COURTYARD CONCEPT

SEATTLE DESIGN GUIDELINES

DESIGN RESPONSE

<p>CS1. Natural Systems and Site Features Use natural systems and features of the site and its surroundings as a starting point for project design</p>	<p>B1 Sunlight and Natural Ventilation Take advantage of solar exposure and natural ventilation available onsite where possible. Use local wind patterns and solar gain as a means of reducing the need for mechanical ventilation and heating where possible.</p>	<p>The proposed structure features a large common courtyard running North-South through the site. This large courtyard will not only enable daylight penetration into the site but also facilitate natural ventilation due to the northerly and southerly winds found within the Puget Sound area.</p>
<p>CS2. Urban Pattern and Form Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.</p>	<p>D1 Height, Bulk, and Scale Review the height, bulk, and scale of neighboring buildings as well as the scale of the 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.</p>	<p>From commercial to multi-family, the site is currently surrounded by a mix of higher density uses. While the existing site use is currently a single family residence, this design proposes to increase the density to better match that of the surrounding area, while maintaining a residential pedestrian experience both internally and externally.</p>
<p>CS3. Architectural Context and Character Contribute to the architectural character of the neighborhood.</p>	<p>B1 Local History and Culture Exploring the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.</p>	<p>Due to the site's proximity to Ballard, there is a strong prevalence of Scandinavian heritage within the site's context. From the massive geological landmarks of fjords to the tightly knit yet distinctive fishing villages, the proposed design will draw inspiration from the culture of the early Ballard settlers.</p>
<p>PL1.Connectivity Complement and contribute to the network of open spaces around the site and the connections among them.</p>	<p>B2 Pedestrian Volumes Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.</p> <p>B3 Pedestrian Amenities Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and the building should be considered. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks.</p>	<p>The proposed design features a large courtyard running through the site with pedestrian access points along the north, east, and south sides. This courtyard will primarily function as a pedestrian corridor for the future residents to easily circulate the site. This active internal space will also, however, provide the future residents an opportunity to interact with one another and form a sense of community within the site.</p>
<p>PL3.Street-Level Interaction Encourage human interaction and activity at the street-level with clear connections to building entries and edges.</p>	<p>B1 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.</p> <p>B2 Ground-level Residential Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence.</p>	<p>The majority of the proposed street-level residential entries will be located along Mary Ave NW. These entries will feature a generous landscaped buffer and a modest elevation change from street level to reinforce the public/private threshold and distinguish each individual entry as its own.</p>
<p>DC1.Project Uses and Activities Optimize the arrangement of uses and activities on site.</p>	<p>A2 Gathering Places Maximize the use of any interior or exterior gathering spaces by considering the following: -a location at the crossroads of high levels of pedestrian traffic; -proximity to nearby or project-related shops and services; and -amenities that complement the building design and offer safety and security when used outside normal business hours.</p> <p>A3 Flexibility Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.</p> <p>C2 Visual Impacts Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible. Consider breaking large parking lots into smaller lots, and/or provide trees, landscaping or fencing as a screen. Design at-grade parking structures so that they are architecturally compatible with the rest of the building and street-scape.</p>	<p>The main courtyard within the proposed design contains two main circulation axes that intersect each other at the center of the site. While the north/south axis will act as the primary circulation axis and the east/west the secondary, it is at their intersection that the converging pedestrian traffic and landscaped deck will facilitate an active space for the future residents to gather and interact.</p> <p>The ground floor of all street-facing units will be designed to initially function as residential with the plan for maximum adaptability for potential future commercial uses.</p> <p>The proposed design features an at-grade parking lot, however, it is tucked within the site and covered with a common deck. By fully incorporating the parking into the structure, the design reduces the visual impact of the parking lot, minimizes excavation, and introduces a new pedestrian-oriented program element in the common deck.</p>
<p>DC2.Architectural Concept Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.</p>	<p>A2 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.</p> <p>C3 Fit With Neighboring Buildings Use design elements to achieve a successful fit between a building and its neighbors, such as: -considering aspects of neighboring buildings through architectural style, roof line, datum line detailing, fenestration, color or materials, -using trees and landscaping to enhance the building design and fit with the surrounding context, and/or -creating a well-proportioned base, middle and top to the building in locations where this might be appropriate. Consider how surrounding buildings have addressed base, middle, and top, and whether those solutions—or similar ones—might be a good fit for the project and its context.</p>	<p>The preferred design scheme steps the massing of the structures back at the fourth story and introduces gable roof forms. This staggered massing allows for a diminished visual presence while still reaching the intended density of the site's zoning.</p> <p>The site's current surrounding context consists of both multi-family and commercial structures, each of which conveys their respective uses with differing distinct architectural forms. The preferred design scheme relates to the hard urban edge of the surrounding commercial structures while maintaining the gable roof precedent of the adjacent multi-family structures.</p>

POTENTIAL DESIGN GUIDELINES

SEATTLE DESIGN GUIDELINES

DC3.Open Space Concept

Integrate open space design with the design of the building so that each complements the other.

C2 Amenities and Features

Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed. Use a variety of features, such as planters, green roofs and decks, groves of trees, and vertical green trellises along with more traditional foundation plantings, street trees, and seasonal displays.

DESIGN RESPONSE

The large central courtyard will feature a variety of enhancing elements aimed at sparking communal interaction amongst the future residents. These amenities range from larger plantings and benches to outdoor lighting and awnings. The goal is to create a space in which a sense of community within the project can thrive.

DC4.Exterior Elements and Finishes

Use appropriate and high quality elements and finishes for the building and its open spaces.

D4 Place Making

Create a landscape design that helps define spaces with significant elements such as trees.

The proposed design of the common deck aims to feature larger landscaping elements along with a variety of smaller plantings to enhance the sense of a unique lively space, activating the project from the center of the site.



RECENT JWA PROJECTS