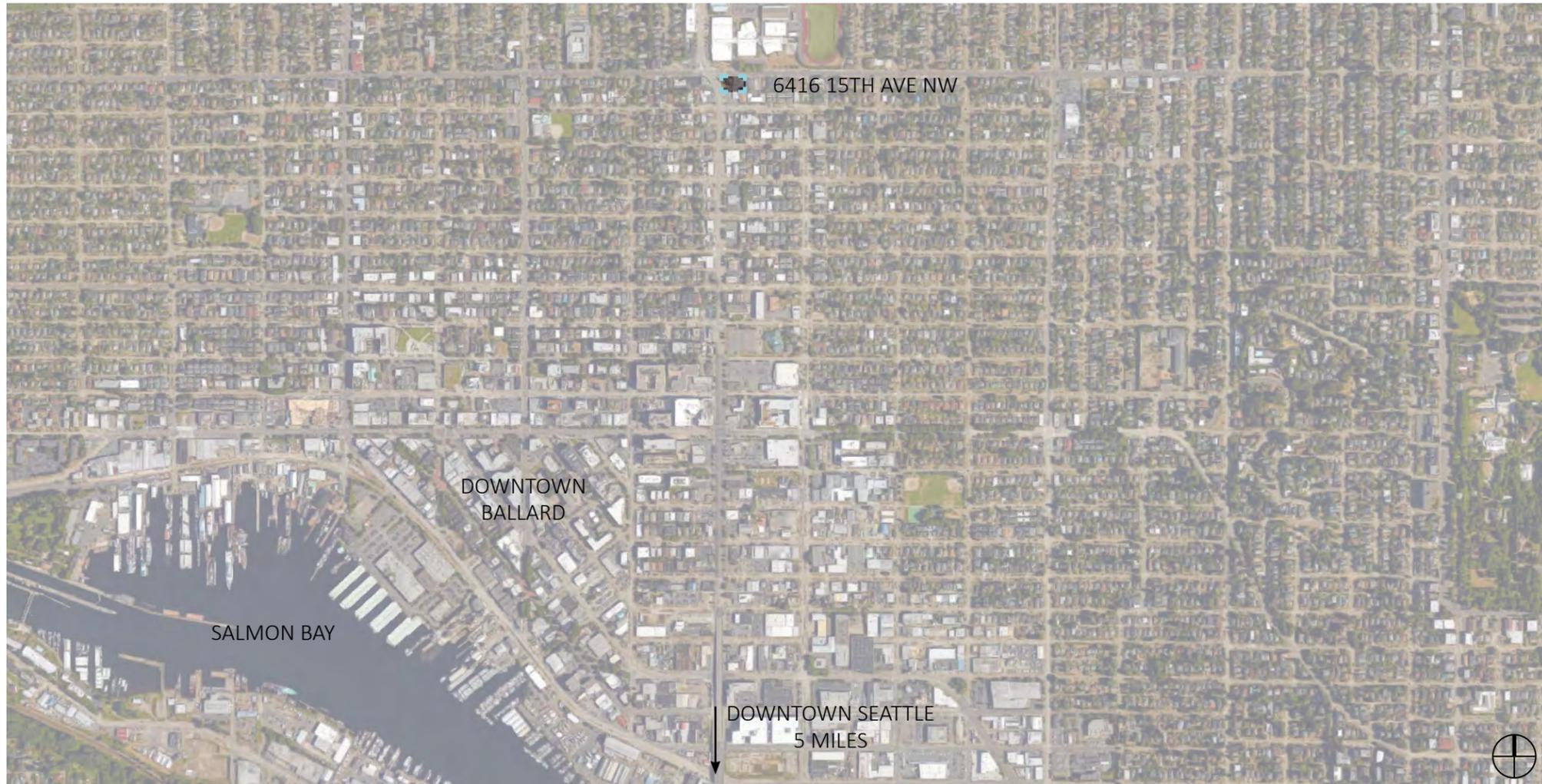


SEATTLE DESIGN REVIEW

Date of EDG Meeting | Early Design Guidance Meeting 1



PROJECT SUMMARY

The proposed project consists of 74 residential units located on 6 levels above grade and 3 Live-Work Units. The lobby, amenities, residential and commercial uses are located on L1, residential units on L2-L6, and the one level of below grade parking located on P1.

The proposed project is voluntarily implementing HALA and is applying for a contract re-zone from NC3P-40' to NC3P-65', allowing for a maximum building height of 65' and FAR of 4.75.

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Zone: NC3P - 40 (Neighborhood Commercial 3 Pedestrian)
Ballard Hub Urban Village, Frequent Transit

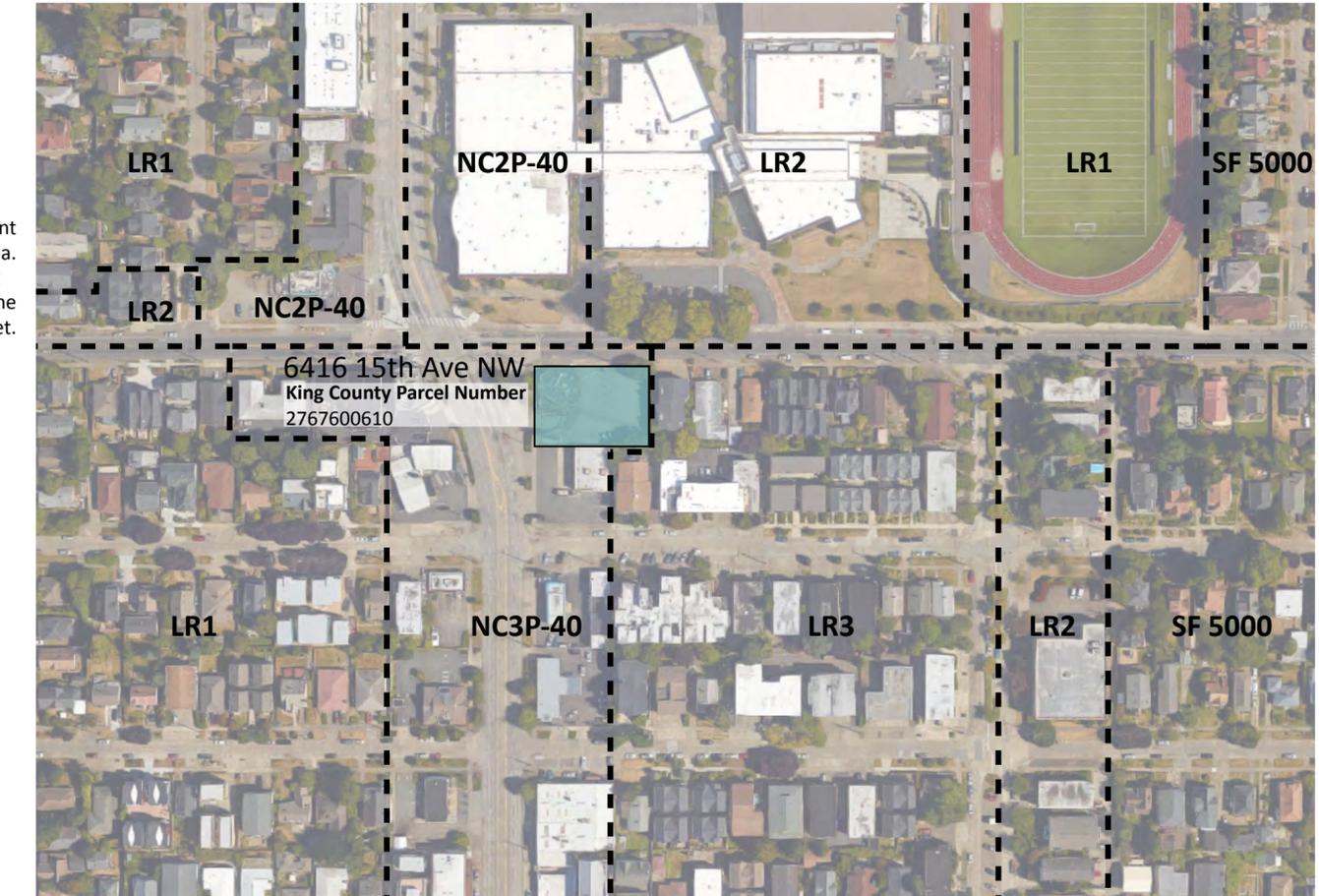
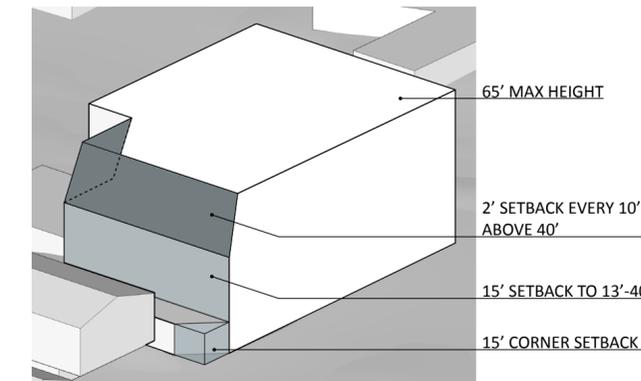
Contract Rezone: NC3P - 65 (Neighborhood Commercial 3 Pedestrian)

Principal Pedestrian Street: 15th Avenue NW & NW 65th Street

Permitted Uses (23.47A.004)
Residential, Commercial, Live-Work Units

Setback Requirements (23.47A.014)
B.1. Setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone. The required setback forms a 15' triangular area.
B.3.a. 15' Setback for portions of structures above 13' in height to a max. of 40 feet
B.3.b. For each portion of a structure above 40' in height, additional setback at the rate of 2' of setback for every 10' by which the height of such portion exceeds 40 feet.

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NEIGHBORHOOD CONTEXT

The project site, located at the southeast corner of 15th Avenue NW and NW 65th Street intersection, sits directly across the street from Ballard High School. The site is also located at the northeast corner of the Ballard Hub Urban Village. The Seattle 2035 neighborhood plan has targeted this area to provide to 'a community with housing types that range from single-family to moderate-density multifamily.'

15th Avenue NW is a principal arterial that is one of the primary vehicular and transit corridors to downtown Seattle. The corridor has seen moderate density development around the Market Street NW intersection. Future light rail transit expansion studies have identified two stops in Ballard to be located at Market Street and NW 65th Street. The commercial corner at the intersection of NW 65th Street and 15th Ave NW needs to target future densities and establish human scale elements, interest and activity along the street frontage.



7016 15th Ave NW SDCI #3016160



6700 15th Ave NW



Belay Apartments



1701 NW 65th St



1511 NW 63rd St



1427 NW 65th ST SDCI #3020654



1916 23rd Ave South SDCI #3016656



6301 15th Ave NW SDCI



6

SITE ANALYSIS

7



South Side of NW 56th Street



North Side of NW 56th Street



East Side of 17th Street

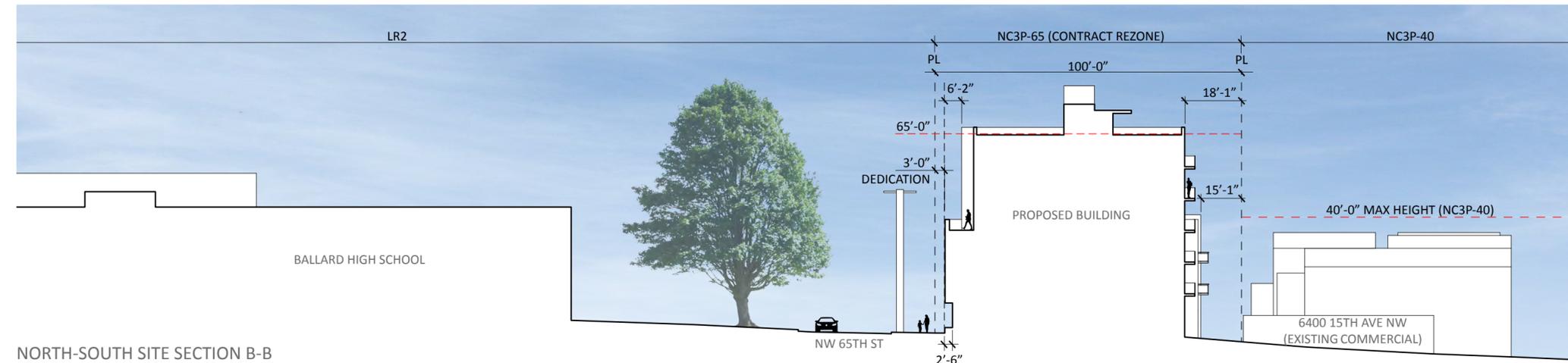
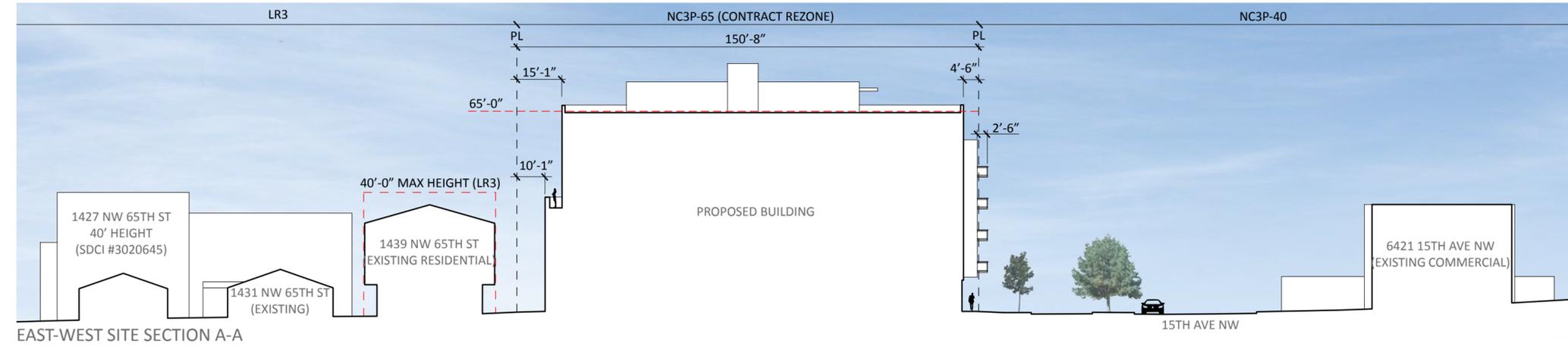
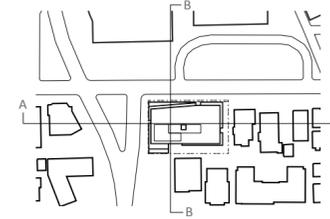


West Side of 17th Street



CONTEXT & LOCAL IMPACT- SECTION THROUGH NEIGHBORHOOD

8



CONTEXT & LOCAL IMPACT- ADJACENT PROPERTIES

9



FAR (23.47A.013)

Allowable FAR (65' Height Limit) 4.75 (x 15,000 SF Lot)
71,250 SF Allowable Area

Proposed FAR:

Live/Work	1,875 SF	62,550 Total FAR
Commercial (Retail)	3,100 SF	
Residential Uses	56,122 SF	
Level 1 Mechanical/Services	1,453 SF	
Additional Square Footage:		
Parking/Mech.	14,137 SF	
Total	76,687 SF	

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
56,918 SF * 5% = 2,845.75 SF Required

735 SF Provided at L1	3,504 SF Total Amenities
1,020 SF Provided at L1 Plaza	
1,000 SF Provided at L3 Terraces	
749 SF Provided at Roof	

Parking Requirements (23.47A.030)

0 parking stalls Required
34 parking stalls Provided
Parking waivers for non-residential uses
(23.54.015.D.1.) In all commercial zones and in pedestrian-designated zones, no parking is required for the first 1,500 square feet of each business establishment

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.
34 parking stalls * 2% = 1 accessible parking stalls Provided

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 Provided

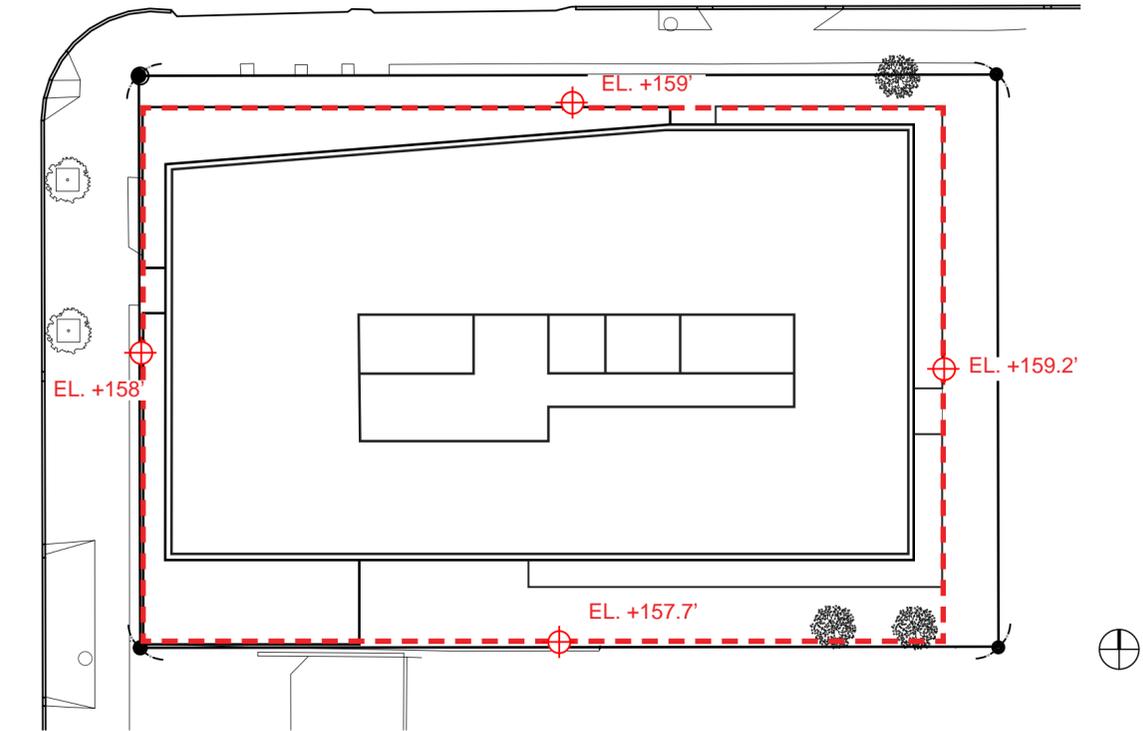
Parking Location and Access (23.47A.032)

If access is not provided from an alley and the lot abuts only one street, access is permitted from the street, and limited to one two-way curb cut.

Solid Waste Calculation (23.54.040)

Residential	75 Units =	375 SF + (4 SF X 33) = 507
Non-Residential		82 SF X 50% reduction = 41 SF
Total		548 SF Required

INTENTIONALLY BLANK



$$\frac{159' (137.75') + 158' (90') + 157.7' (137.75') + 159.2' (90')}{455.5'} = 158.45' \text{ Average Grade Level}$$

Structure Height Measurement (23.86.006.A.1)

Average Grade Level 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.

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Option A - Code Compliant

Pros

- A strong building form along NW 65th Street and 15th Avenue NW reinforces the street edge and provides strong connection to the street.
- Upper floors of the building are setback along east and south property lines to provide furthest separation to the LR3 zone.
- Retail located along 15th Ave NW and NW 65th Street to continue the commercial corner
- Scheme yields larger floor plates and more spacious units.

Cons

- Most prominent building massing makes building appear largest of the three schemes and less in scale with surrounding context.
- Scheme requires power lines along NW 65th Street to be relocated underground, which is costly.
- The garage entry located adjacent to the east property line creates a 1-story blank wall adjacent to the neighboring property adjacent to the property line.
- Six story blank facade located at the southwest portion of the building.



Option B

Pros

- Building modulated in mid-block along NW 65th Street to reduce the perceived mass at the pedestrian scale.
- Building provides a courtyard along the south elevation to reduce the perceived mass as viewed from the south.
- Building stepped along NW 65th Street to create a transition between the commercial corner at the intersection and the LR3 to the east. The setback also accommodates the power lines on NW 65th Street.

Cons

- Prominent, six story building mass building along the southwest corner. Building will appear larger on the approach from the south, downtown.
- The at grade parking garage is located along the east and south property lines, which creates a 1-story blank wall adjacent to the neighboring property adjacent to the property line.
- Parking at grade yields fewest parking stalls of the three schemes.
- The setbacks along NW 65th Street push the mass closer to the south property line and require the greatest setback departure from the LR3 zone.



Option C - Preferred Scheme

Pros

- Provides multiple distinct masses to reduce the overall scale of the building and transition to neighboring zones and properties.
- Building mass defines the street edge at the intersection and commercial corner.
- Upper three floors of the building setback along east and south property lines to provide separation to the LR3 zone.
- The ground floor retail is setback from the property line along the south portion to provide larger sidewalk and pedestrian amenities. Provides modulation at the pedestrian scale.
- Retail located along 15th Ave NW to continue the commercial corridor established to the south.
- The building steps down a story at the southwest corner to reduce perceived height of building on the approach from south. It also reduces the blank facade facing the south property.
- Multiple setbacks provide landscape terraces that will provide layers and depth to the facades.



MASSING OPTION A Code Compliant - No Departures

75 Residential Units
34 Parking Stalls

Option A - Code Compliant

Pros

- A strong building form along NW 65th Street and 15th Avenue NW reinforces the street edge and provides strong connection to the street.
- Upper floors of the building are setback along east and south property lines to provide furthest separation to the LR3 zone.
- Retail located along 15th Ave NW and NW 65th Street to continue the commercial corner
- Scheme yields larger floor plates and more spacious units.

Cons

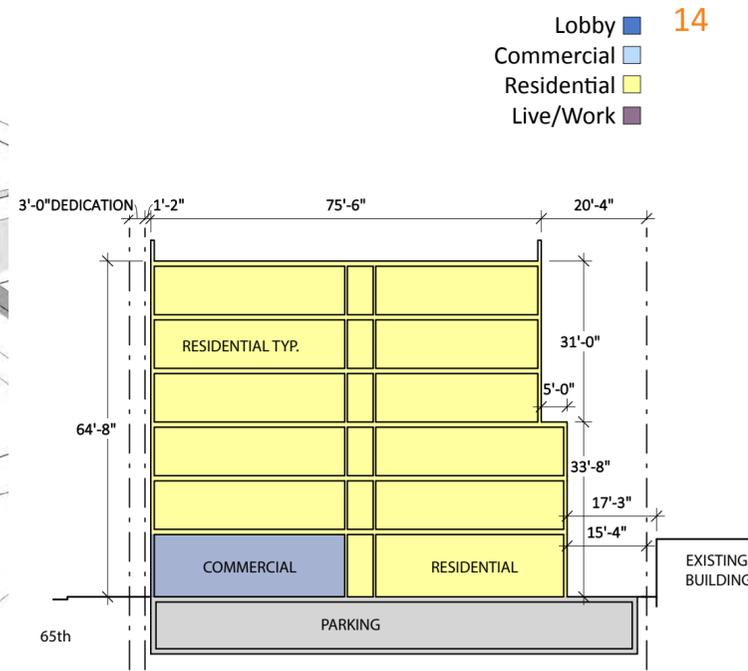
- Most prominent building massing makes building appear largest of the three schemes and less in scale with surrounding context.
- Scheme requires power lines along NW 65th Street to be relocated underground, which is costly.
- The garage entry located adjacent to the east property line creates a 1-story blank wall adjacent to the neighboring property adjacent to the property line.
- Six story blank facade located at the southwest portion of the building.



AERIAL VIEW LOOKING SOUTHEAST

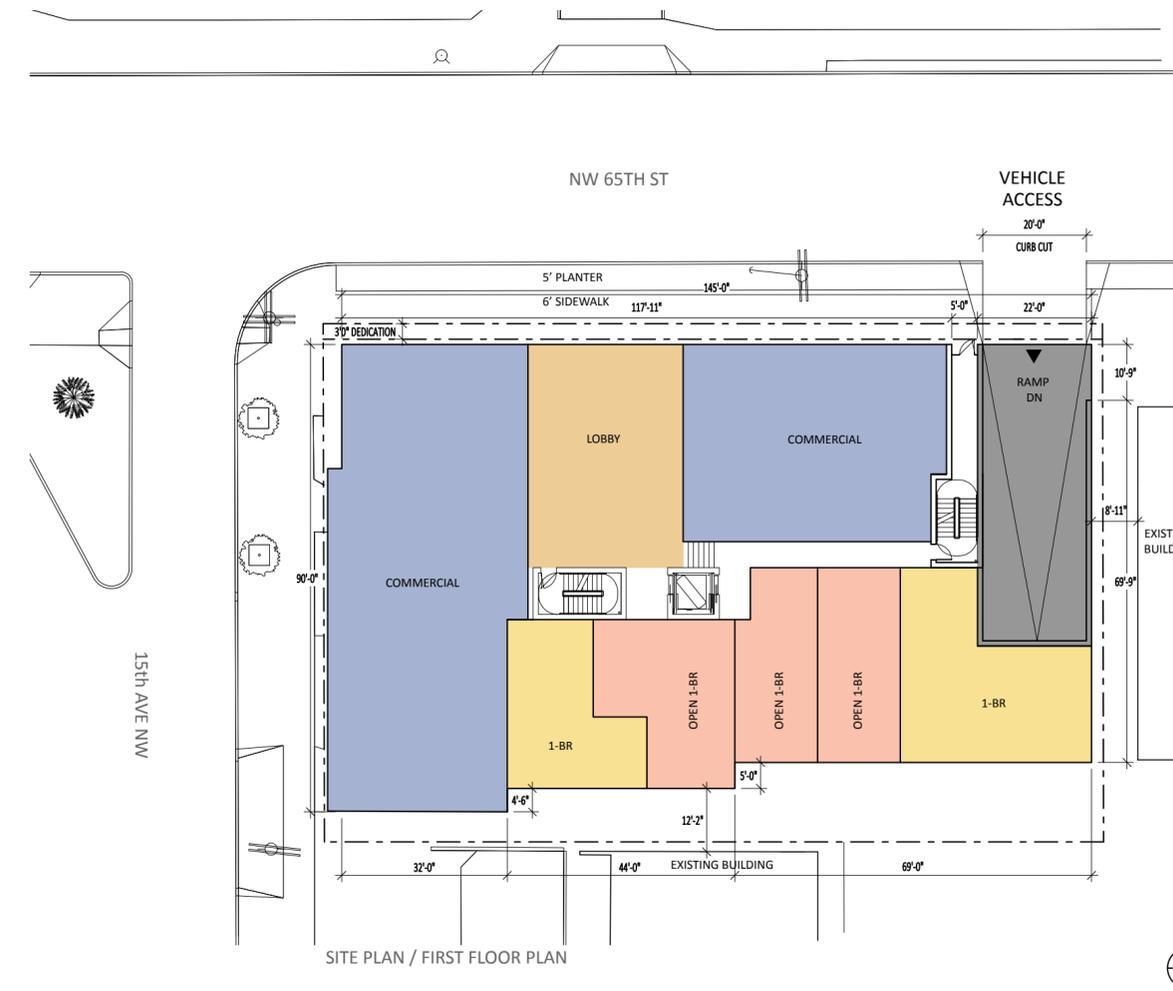


STREET VIEW LOOKING SOUTHEAST FROM 15TH AVE NW & NW 65TH ST

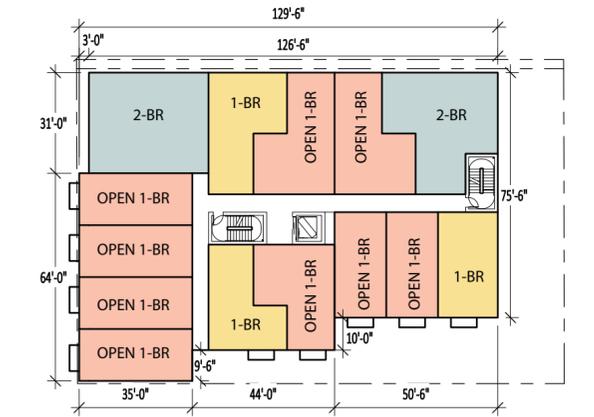


STREET VIEW LOOKING NORTH FROM 15TH AVE NW

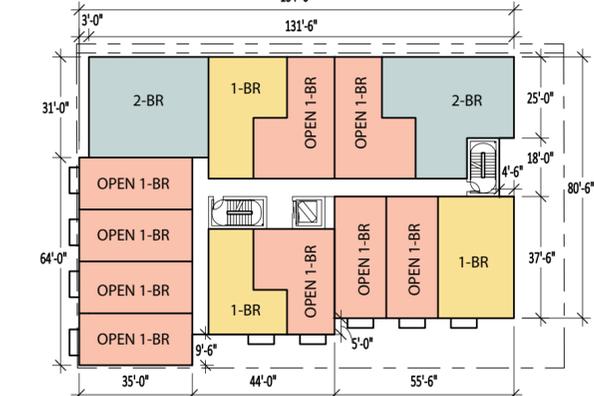
MASSING OPTION A



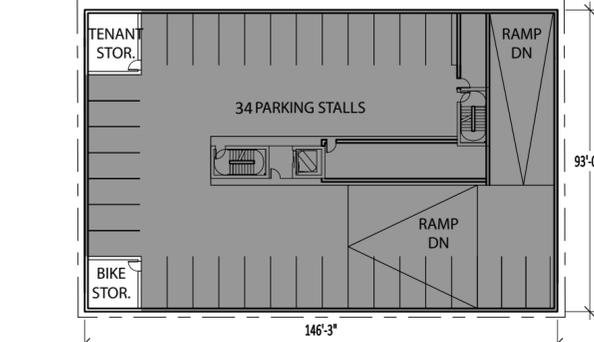
SITE PLAN / FIRST FLOOR PLAN



4TH-6TH FLOOR PLAN



2ND-3RD FLOOR PLAN



PARKING FLOOR PLAN

MASSING OPTION B

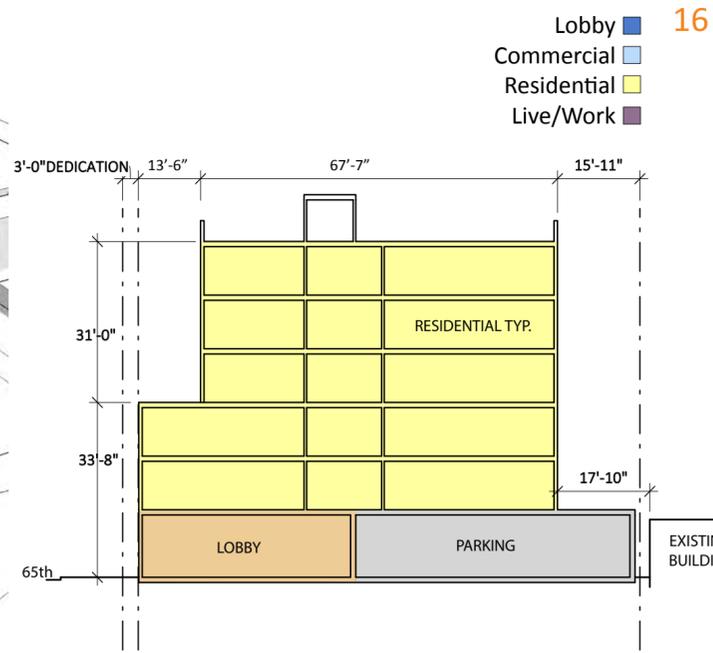
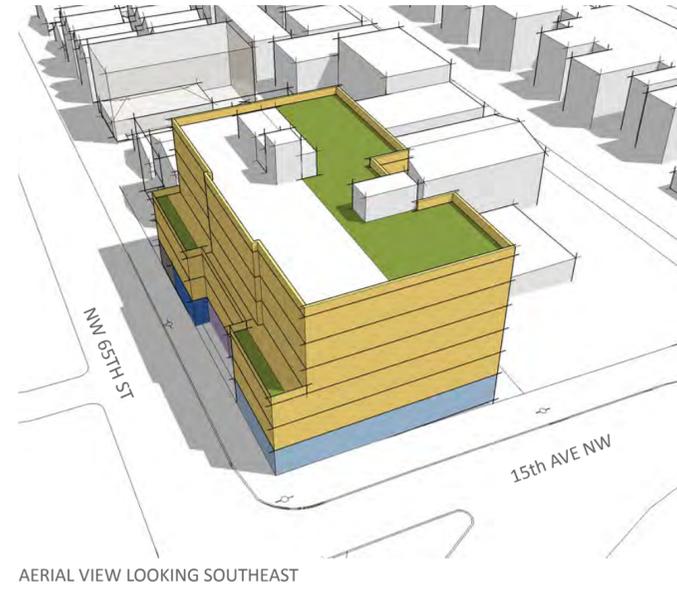
67 Residential Units
22 Parking Stalls
Option B

Pros

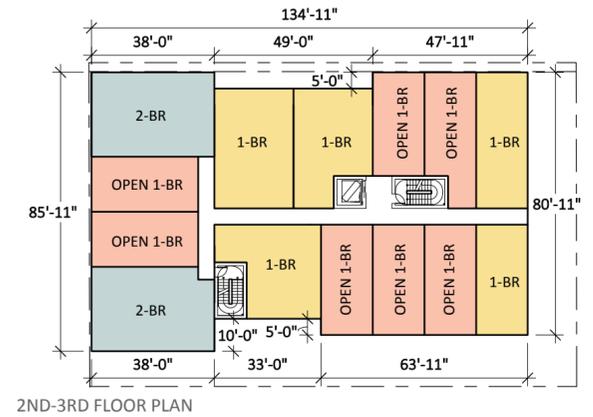
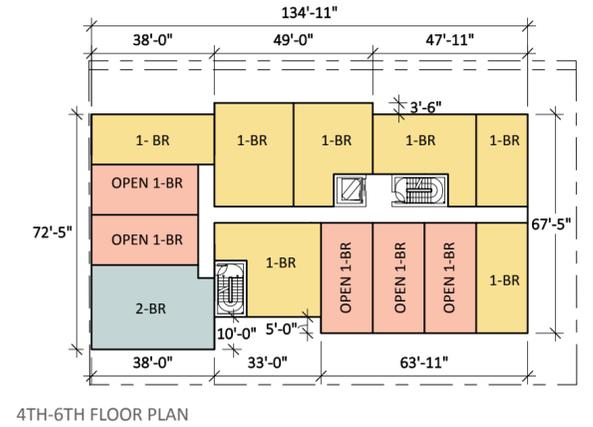
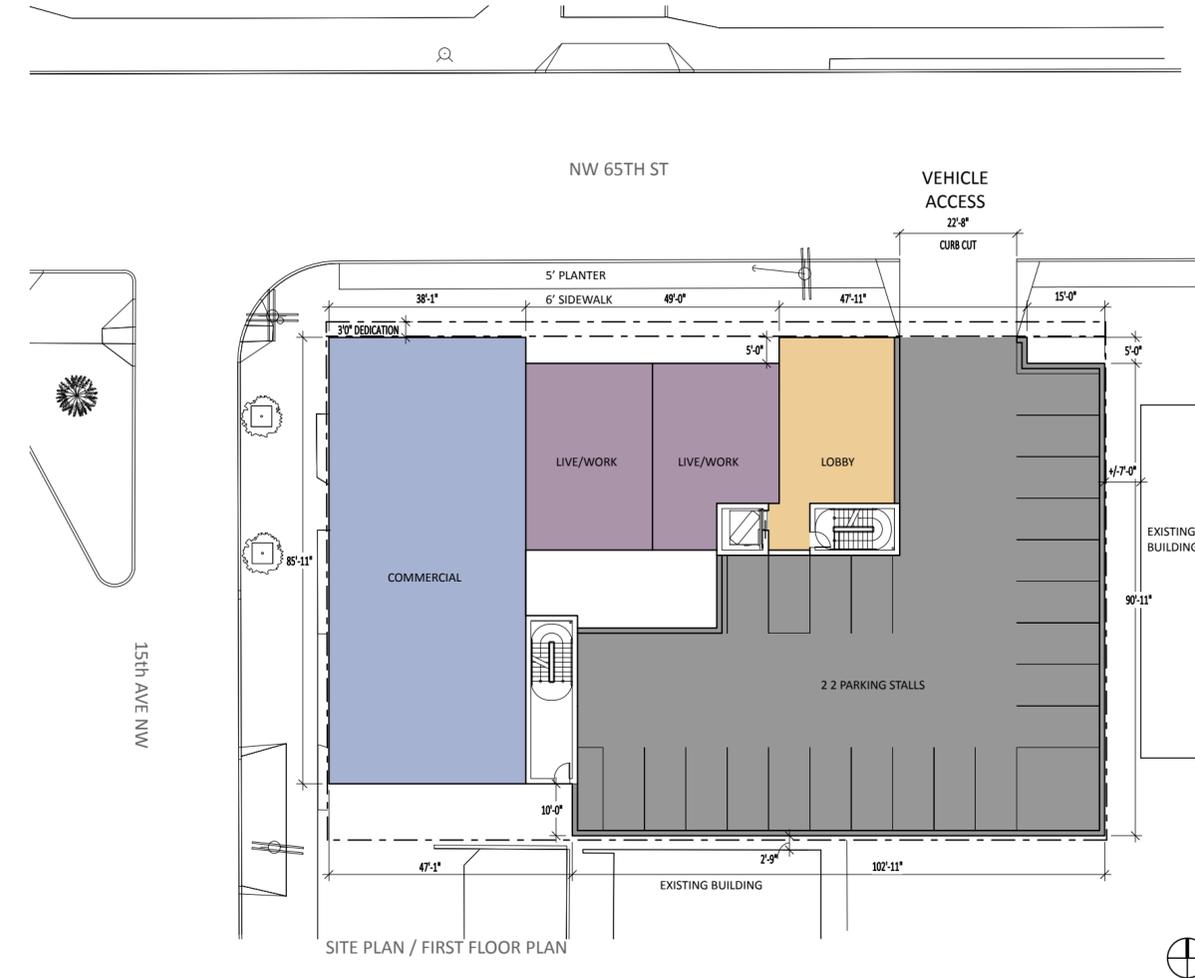
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Cons

- Prominent, six story building mass building along the southwest corner. Building will appear larger on the approach from the south, downtown.
- The at grade parking garage is located along the east and south property lines, which creates a 1-story blank wall adjacent to the neighboring property adjacent to the property line.
- Parking at grade yields fewest parking stalls of the three schemes.
- The setbacks along NW 65th Street push the mass closer to the south property line and require the greatest setback departure from the LR3 zone.



MASSING OPTION B



MASSING OPTION C (PREFERRED SCHEME)

75 Residential Units
34 Parking Stalls

Option C - Preferred Scheme

Pros

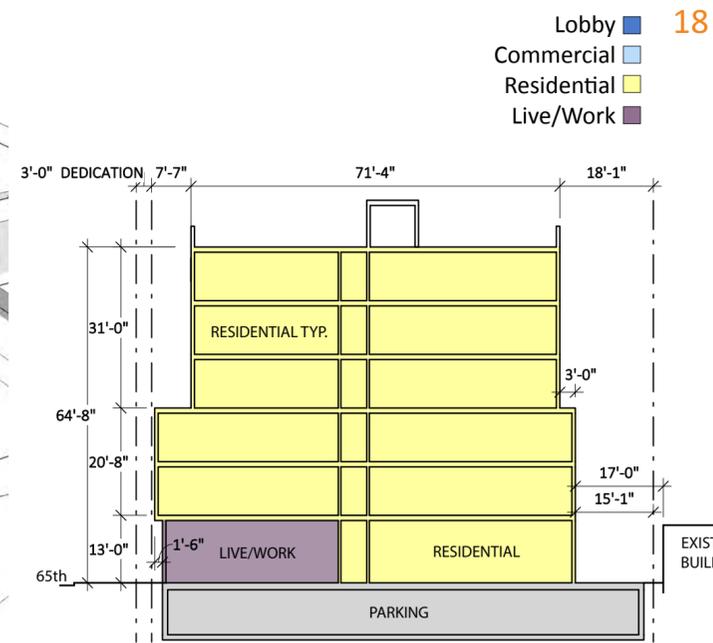
- Provides multiple distinct masses to reduce the overall scale of the building and transition to neighboring zones and properties.
- Building mass defines the street edge at the intersection and commercial corner.
- Upper three floors of the building setback along east and south property lines to provide separation to the LR3 zone.
- The ground floor retail is setback from the property line along the south portion to provide larger sidewalk and pedestrian amenities. Provides modulation at the pedestrian scale.
- Retail located along 15th Ave NW to continue the commercial corridor established to the south.
- The building steps down a story at the southwest corner to reduce perceived height of building on the approach from south. It also reduces the blank facade facing the south property.
- Multiple setbacks provide landscape terraces that will provide layers and depth to the facades.



AERIAL VIEW LOOKING SOUTHEAST



STREET VIEW LOOKING SOUTHEAST FROM 15TH AVE NW & NW 65TH ST



Lobby ■ 18
Commercial ■
Residential ■
Live/Work ■

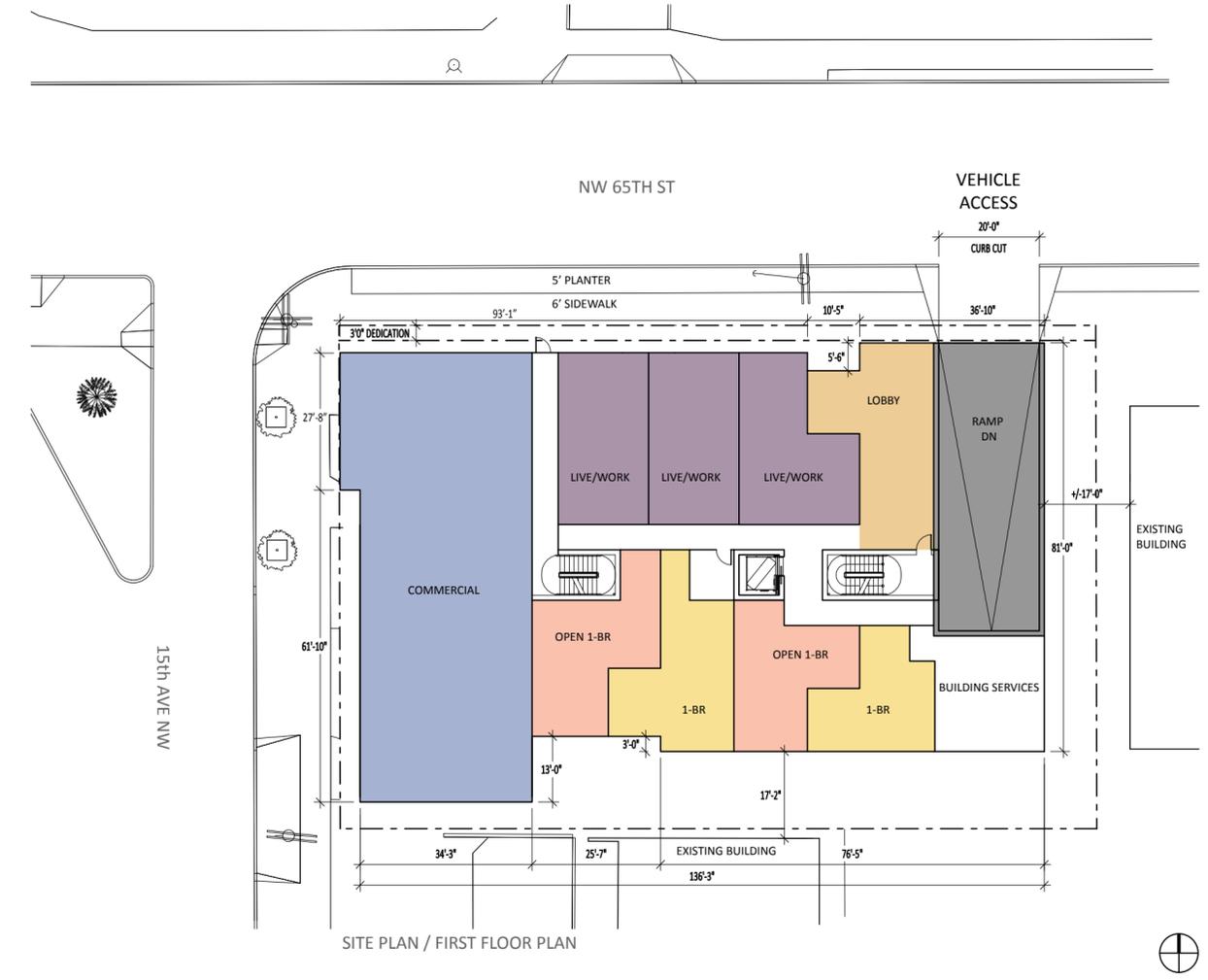


STREET VIEW LOOKING WEST FROM NW 65TH ST



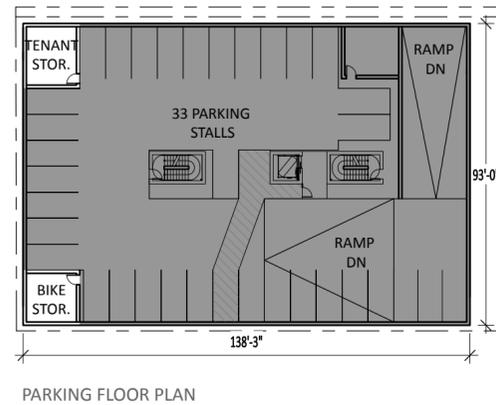
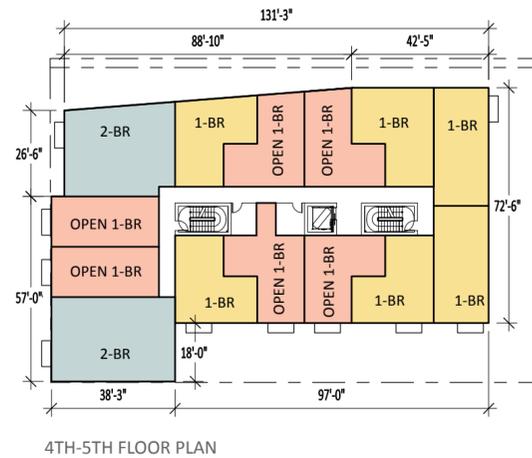
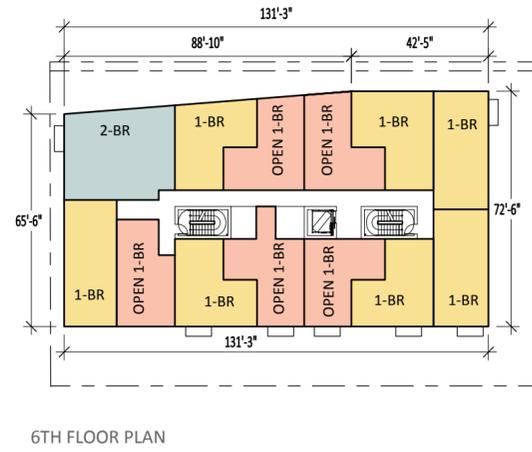
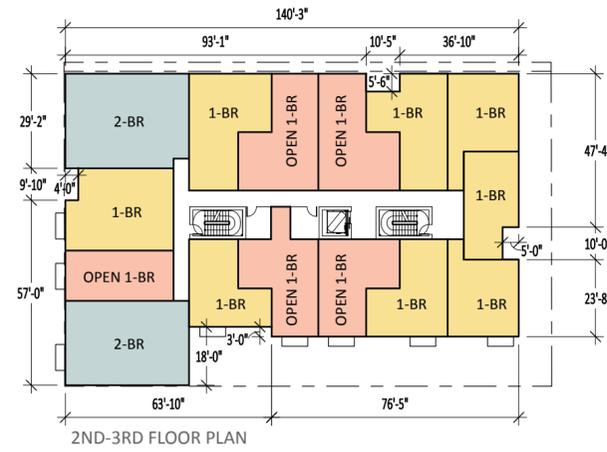
STREET VIEW LOOKING NORTH FROM 15TH AVE NW

MASSING OPTION C (PREFERRED SCHEME)



SITE PLAN / FIRST FLOOR PLAN

MASSING OPTION C (PREFERRED SCHEME)



MASSING OPTION SHADOW COMPARISON SEPTEMBER 21ST



CONTEXT AND SITE

CS2.A.2 Architectural Presence

The site is located across the street from Ballard High School and catty-corner to a busy bus stop. The preferred scheme defines the street edge at the first 3 floors and steps the building back along NW 65th Street and neighboring LR3 zones.

CS2.B.2 Connection to the Street

NW 65th Street has a more residential presence, while 15th Ave NW is a commercial corridor. The ground floor in the preferred scheme is slightly recessed to give texture, landscape planters and variation to the street edge. The sidewalk and a planter strip will be added to the right-of-way improvements along NW 65th Street.

CS2.C.1 Corner Site

The project site is located at the corner of 15th Ave NW and NW 65th Street. The preferred scheme defines the street edge along NW 65th Street for the first 3 floors, while 15th Ave NW defines the street edge with the first 5 floors, since the streets have distinct character.

CS2.D Height, Bulk and Scale

- 1 Existing Development and Zoning,
- 3 Zone Transitions
- 4 Massing Choices
- 5 Respect for Adjacent Sites

The proposed development is NC3P-65 with NC3P-40 located to the south and LR3 located to the east and southeast. The site and neighboring parcels are located in the Ballard Urban Hub Village, which permits LR3 to have a maximum 40' height residential building with 5'-7' side yard setbacks and 15' rear yard setbacks. The preferred scheme provides similar or greater setbacks that the neighboring sites are required and does not build the ground floor to the property line, so the neighboring site have more development potential.

PUBLIC LIFE

PL1.B.2 Pedestrian Volumes

The proposed development will be providing a wider sidewalk and planter strip in the right-of-way improvements along NW 65th Street. On site planters are proposed in the preferred scheme to provide layers along the pedestrian edge. A wider sidewalk is proposed along 15th Ave NW.

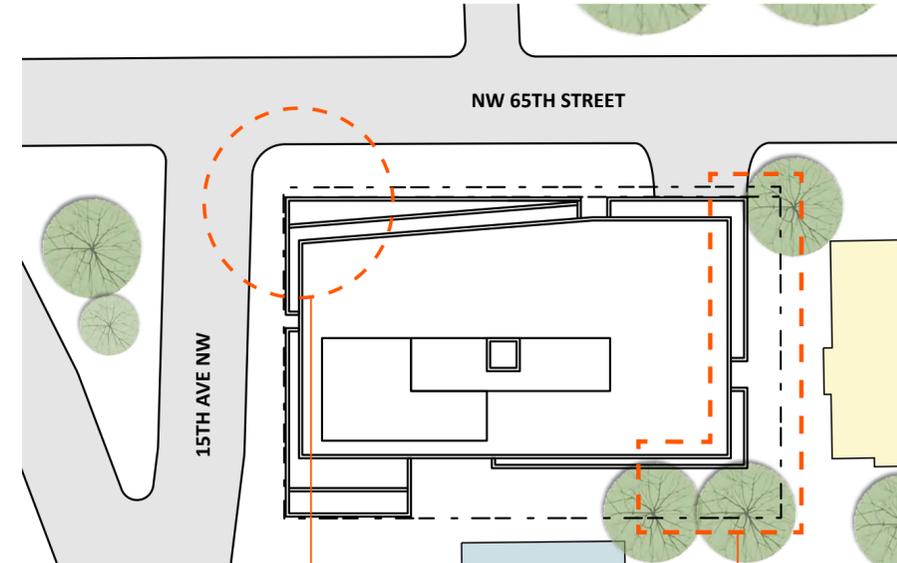
PL2.B Safety and Security

- 1 Eyes on the Street
- 2 Lighting for Safety
- 3 Street-Level Transparency

The proposed development will incorporate ground floor storefront along 15th Ave NW and NW65th Street at the Retail, Live/Work and Residential Lobby to provide transparency and eyes on the street. Down lighting to be provided at the ground floor to provide illumination at the sidewalk level.

PL3.A.C Common Entries to Multi-Story Residential Buildings

The preferred scheme locates the residential entry at the residential lobby. Building modulates to signify the residential entry and the modulation provides a recess at the primary building entrance.



NW 65TH STREET VIEW



PL3.B.3 Buildings with Live/Work Uses

In the preferred scheme, the Live/Work units are located between the Retail and the Residential lobby, to transition intensity of uses. The Live/Work spaces to be designed to commercial standards.

PL3.C.1 Retail Edges - Porous Edge

In the preferred scheme, retail uses are located along 15th Ave NW. Storefront along the street edge provides flexibility for multiple points of entry.

DESIGN CONCEPT

DC1.B.1 Access Location and Design

The parking garage entry has been located on NW 65th Street, adjacent to the east property line. In the preferred scheme, the garage is located 10' off of the east property line to avoid conflict with the adjacent site.

DC1.C.1 Below-Grade Parking

Parking is not required in the Urban Village Hub/Frequent Transit, but the preferred scheme has provided a full level of below grade parking.

DC1.C.4 Service Uses

The preferred scheme has set the building back 10' from the east property line. Building services are located from either the 10' path way or in the below grade parking, to reduce impacts at pedestrian areas.

DC2.A.2 Reducing Perceived Mass

A combination articulated building masses, balconies and sunshades to be used to reduce the perceived mass.

DC2.B Architectural and Facade Composition

- 1 Facade Composition
- 2 Blank Walls

All of the elevations to be designed with a high level of window and material articulation. One blank wall located at the along the south elevation, adjacent to the west property line. The mass located next to the property line has been minimized by recessing the ground floor for windows and eliminating the sixth story along the property line.

DC2.D.1 Human Scale

The commercial/retail and Live/Work spaces are recessed to provide planters adjacent to the sidewalk, which will define the building entries.

DC4.A.1 Exterior Finish Materials

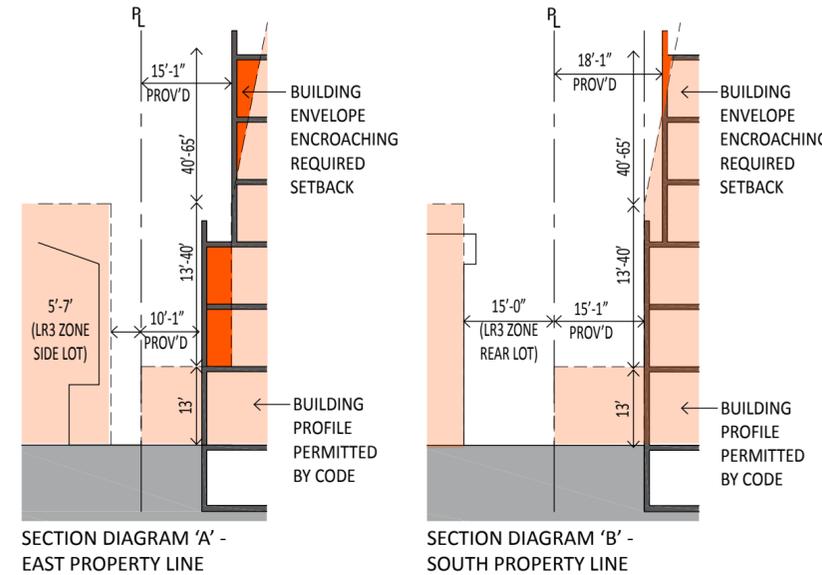
High quality, durable exterior materials to be used in a combination of metal panel, fiber cement board, wood textured siding.



DC1.B.1 Access Location and Design
DC1.C.1 Below-Grade Parking
DC1.C.4 Service Uses
PL3.B.3 Buildings with Live/Work Uses
PL3.A.C Entries to Multi-Story Residential Bldgs



DEPARTURE #1
SMC 23.47A.014.B.3 Setback Abutting a Side or Rear Lot Line of a Residentially-Zoned Lot
REQUIRED SETBACK
For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone, as follows:
<ol style="list-style-type: none"> 15' 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.
PROVIDED AT EAST PROPERTY LINE
<ol style="list-style-type: none"> 10'-1" provided from 0'-40' 15'-1" provided above 40
JUSTIFICATION AT EAST PROPERTY LINE
<ol style="list-style-type: none"> The ground floor is setback 10'-1" along with the 2nd/3rd floors to reduce the building mass adjacent to the property line and provide light and air to neighboring properties. 10'-1" building setback provided is compatible and exceed required 5'-7' side yard setbacks at LR3 zones.
SUPPORTED DESIGN GUIDANCE
<ul style="list-style-type: none"> CS2.D.1 Existing Development and Zoning CS2.D.3 Zone Transitions CS2.D.4 Massing Choices DC2.B.1 Facade Composition
PROVIDED AT SOUTH PROPERTY LINE
<ol style="list-style-type: none"> 15'-1" provided from 0'-40' 18'-1" provided above 40
JUSTIFICATION AT SOUTH PROPERTY LINE
<ol style="list-style-type: none"> Shifting the upper 3 stories to the south to provide increase front setback resulting from high voltage lines; The ground floor is setback 15'-1" along with the 2nd/3rd floors to reduce the building mass adjacent to the property line and provide light and air to neighboring properties. The building setbacks are consistent with setbacks required for the first 40' that are required at neighboring LR3 zones.
SUPPORTED DESIGN GUIDANCE
<ul style="list-style-type: none"> CS2.D.1 Existing Development and Zoning CS2.D.3 Zone Transitions CS2.D.4 Massing Choices DC2.B.1 Facade Composition



INTENTIONALLY BLANK



DRAVUS APARTMENTS



BELAY APARTMENTS



ARGENS



HJARTA CONDOS



DOWNTOWNER 2



2134 WESTERN



THE VALDOK



SOREN APARTMENTS



KEELSON APARTMENTS