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BARNES

DRB1 RECOMMENDATION MEETING: OCTOBER 2, 2017

DRB2 RECOMMENDATION MEETING: APRIL 2, 2018

DESIGN REVIEW

SDCI 3024352 - 6416 15TH AVENUE NW

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APPLICANT TEAM

OWNER: Ballard 15th, LLC
419 NE 70th Street
Seattle, WA 98115

ARCHITECT: CLARK | BARNES
1401 W Garfield Street
Seattle, WA 98119

LANDSCAPE ARCHITECT: Fazio Associates
2244 NW Market Street, Ste B
Seattle, WA 98107

PROJECT DESCRIPTION

The proposed building is located at the corner of 15th Ave. NW and NW 65th Street within the Ballard Urban Center Village overlay, and is requesting a contract rezone from NC3P-40 to NC3P-55(M). The proposed building will be 4 levels of residential over 1 level of commercial containing 60 total units, ground floor commercial space and 30 parking stalls.

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SUMMARY CONTEXT ANALYSIS: AXONOMETRIC



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.



VICINITY MAP



1 - BELAY APARTMENTS



2 - 7016 15TH AVENUE NW



3 - 6700 15TH AVENUE NW



4 - 6400 15TH AVENUE NW (SDCI 3027656)



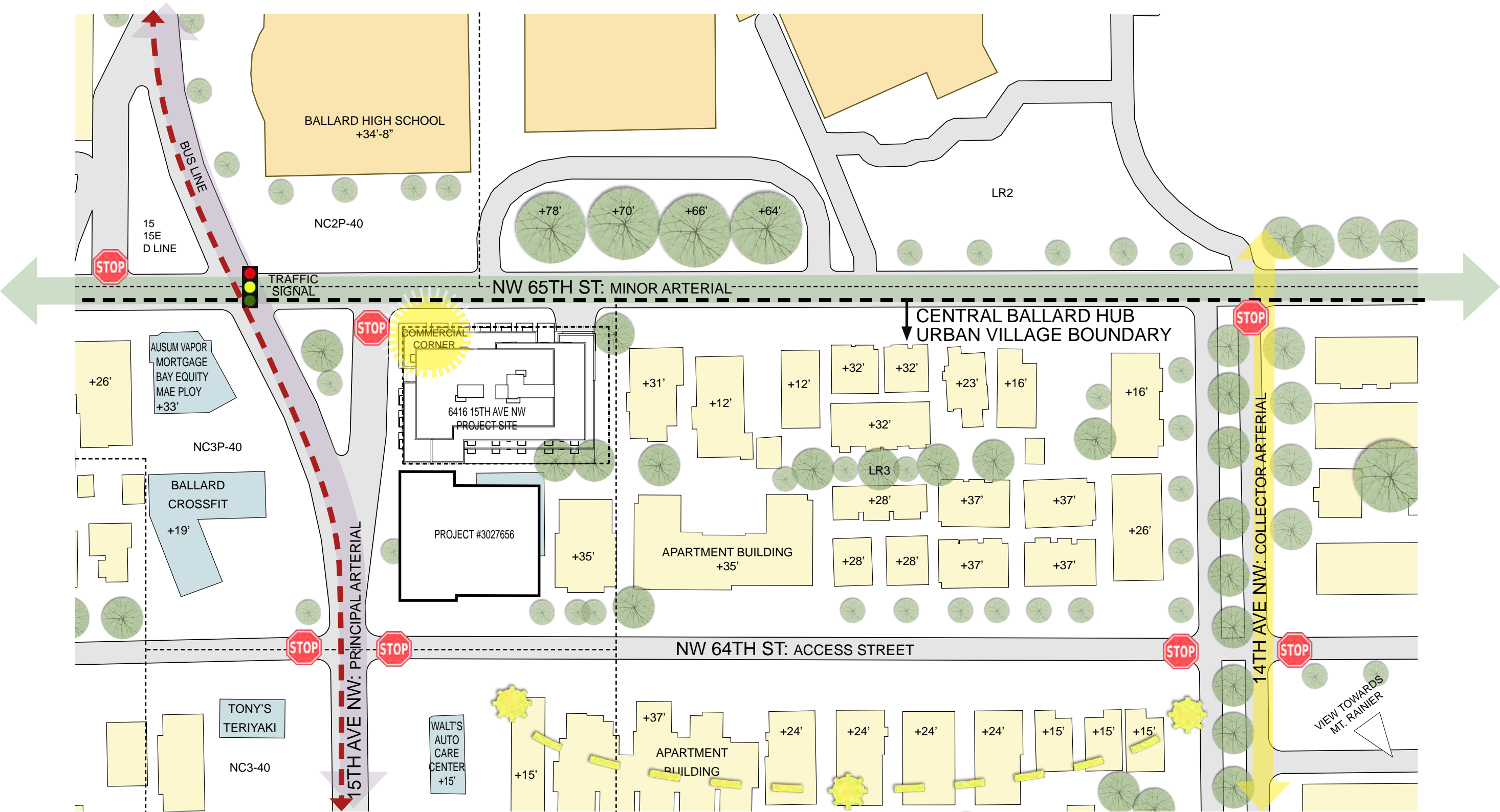
5 - 1427 NW 65TH STREET (SDCI 3020654)



6 - 6301 15TH AVENUE NW (SDCI 3016656)

EXISTING SITE CONDITIONS

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SITE ANALYSIS



South Side of NW 56th Street



North Side of NW 56th Street



East Side of 17th Street



West Side of 17th Street

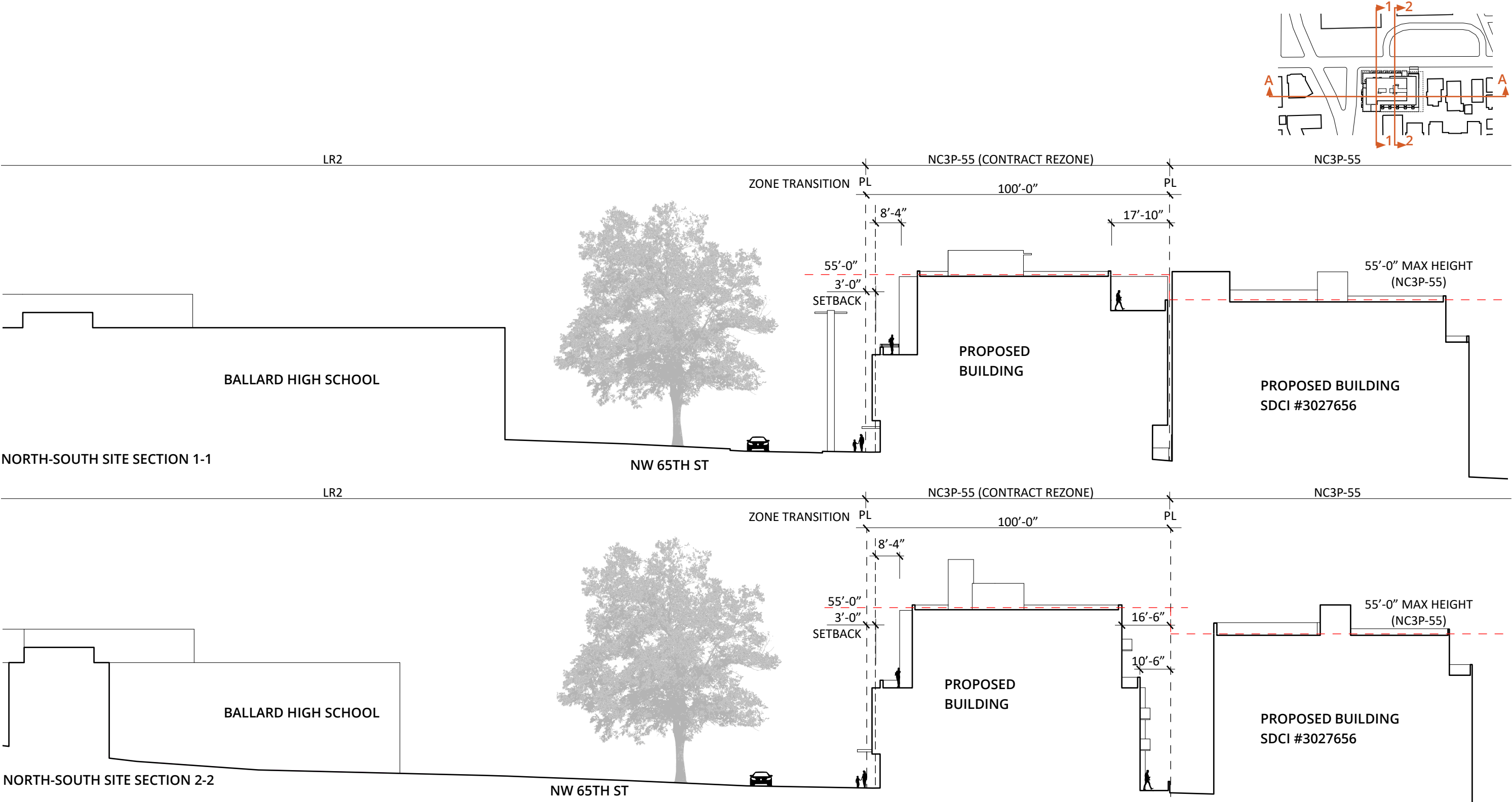


ZONING ANALYSIS

ZONE	NC3P - 40 (Neighborhood Commercial 3) Ballard Hub Urban Village		
CONTRACT REZONE	NC3P - 55M		
STREETS	15th Avenue NW & NW 65th Street		
PERMITTED USES	Residential & Commercial		
STREET-LEVEL DEVELOPMENT STANDARDS 23.47A.008	<p>Street-Level Development Standards 23.47A.008</p> <p>Blank Facades are limited to Max 20’ width and maximum 40% overall of facade width. Facades shall be located within 10 feet of property line, unless wider sidewalks, plazas, approved landscape or open spaces are provided. Between 2’ and 8’ above sidewalk, min 60% of the street facing façade shall be transparent.</p> <p>Non-residential uses shall extend an average depth of 30’ and minimum of 15’ from the street level, street facing façade.</p> <p>Continuous overhead weather protection is required along at least 60 percent of the street frontage of a structure on principal pedestrian streets.</p> <p>The project will comply with Street level uses along 15th Avenue NW & NW 65th Street.</p>		<p>BALLARD HUB URBAN VILLAGE REQUIREMENTS 23.47A.014G</p> <p>Facade modulation requirements apply to all portions of a street-facing facade of a structure up to a height of 45 feet located within 10 feet of a street lot line.</p> <p>a setback with an average depth of 10 feet from all abutting street lot lines is required for portions of a structure above a height of 45 feet. the maximum depth of a setback that can be used for calculating the average setback is 20 feet.</p> <p>The project complies with the Ballard Hub Urban Village modulation and setback requirements.</p>
STRUCTURE HEIGHT: 23.47A.012	<p>Base height limit = 55 feet</p> <p>The proposed height is 55 feet.</p>		<p>AMENITY AREA 23.47A.024</p> <p>Residents to have access to at least one common or private area with an area 5% of the total gross floor area in residential uses.</p> <p>The project complies with a mix of ground floor residential amenities and a rooftop terrace.</p>
FAR 23.47A.013	<p>Lot Area: 15,067 SF</p> <p>Max. Mixed Use 3.75</p> <p>Max FAR: 56,501.25 SF</p> <p>The project complies with Floor Area Ratio limits.</p>		<p>STRUCTURE HEIGHT 23.86.006.A.1</p> <p>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.</p> <p>158.92' Average Grade Level</p> <p>55' Allowable Building Height</p> <p>213.92' = Maximum Building Height</p>
SETBACK REQUIREMENTS 23.47A.014	<p>A required side and rear setback adjacent to the LR zone:</p> <ul style="list-style-type: none">• 0'-0" setback from 0'-0" to 13'-0" above grade• 10'-0' setback from 13'-0" to 65'-0" above grade <p>A 15’ setback triangle is required at commercial sites that abut a residential site.</p> <p>The project complies with setback requirements.</p>		

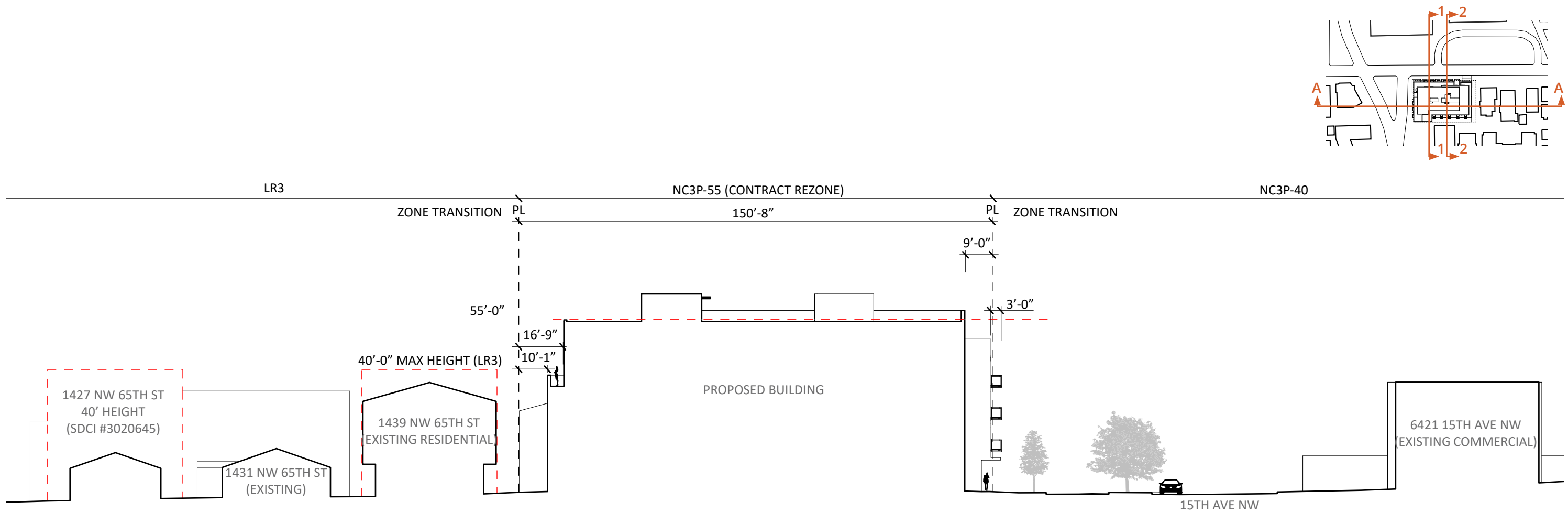
NEIGHBORHOOD SECTIONS

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NEIGHBORHOOD SECTION

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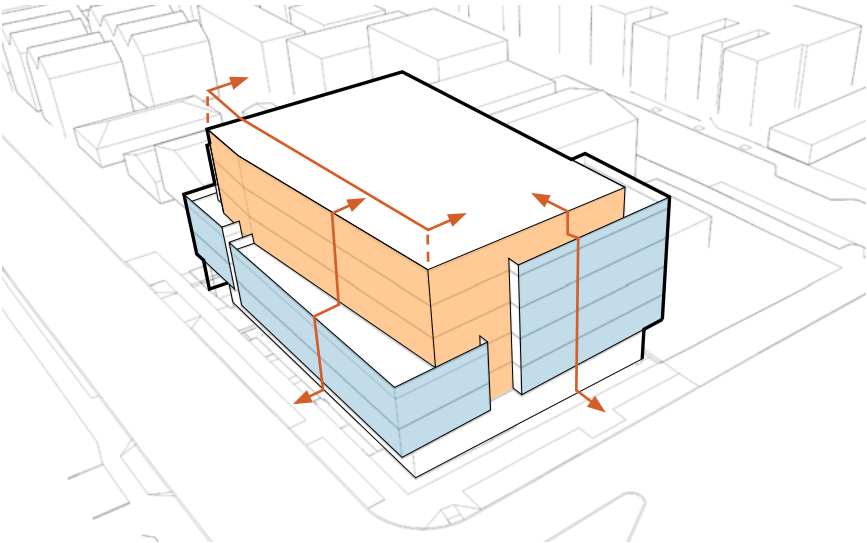


EAST-WEST SITE SECTION A-A

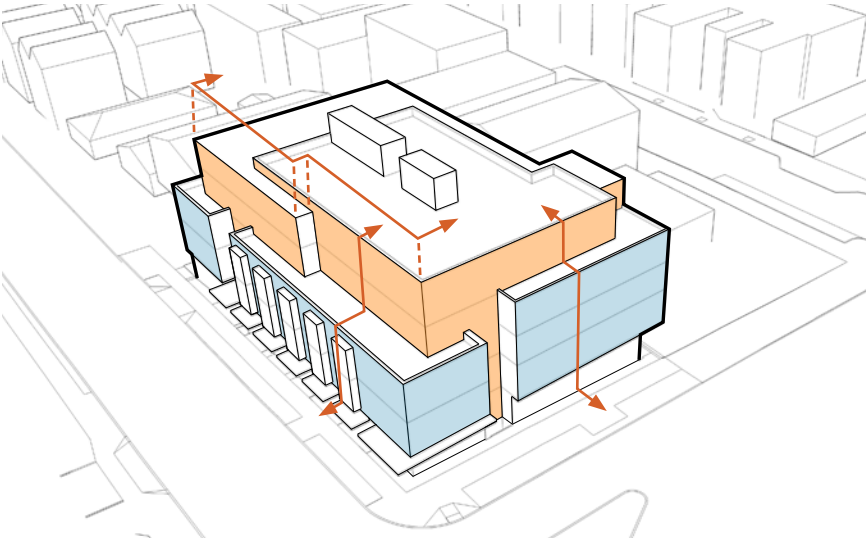
MASSING OVERVIEW

WHAT WE HEARD:

- Provide meaningful design with interesting proportions.
- Shift the bulk away from the LR3 zone.
- Minimize the height.
- Provide strong presence at the corner.
- Design street level to respond to uses.



DRB1 MASSING



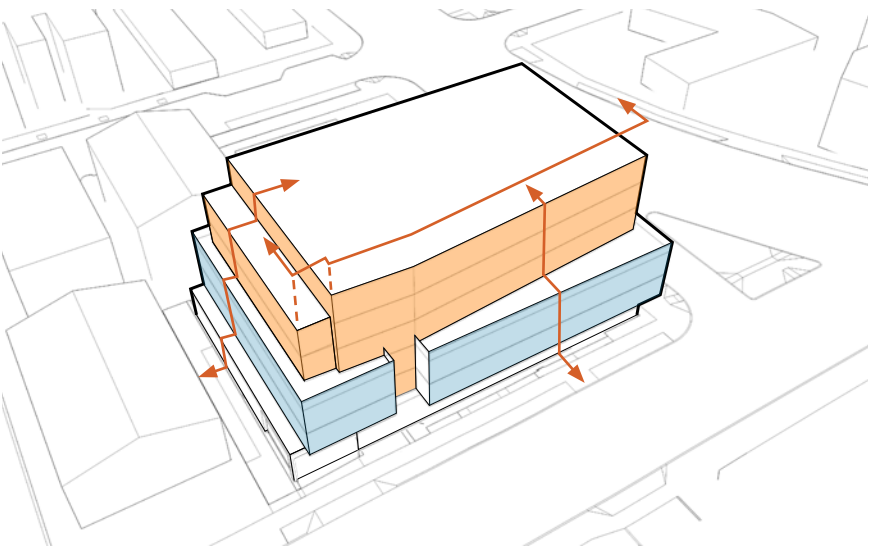
DRB2 MASSING



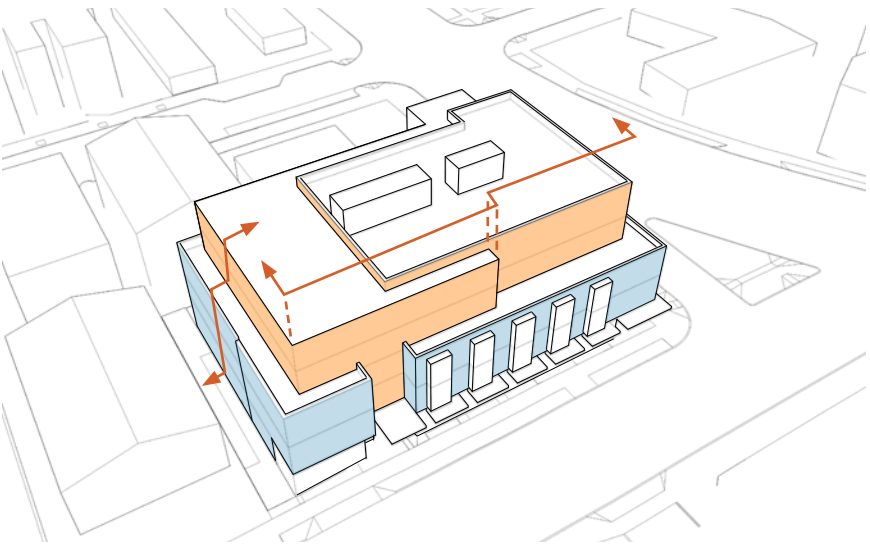
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DRB1 MASSING



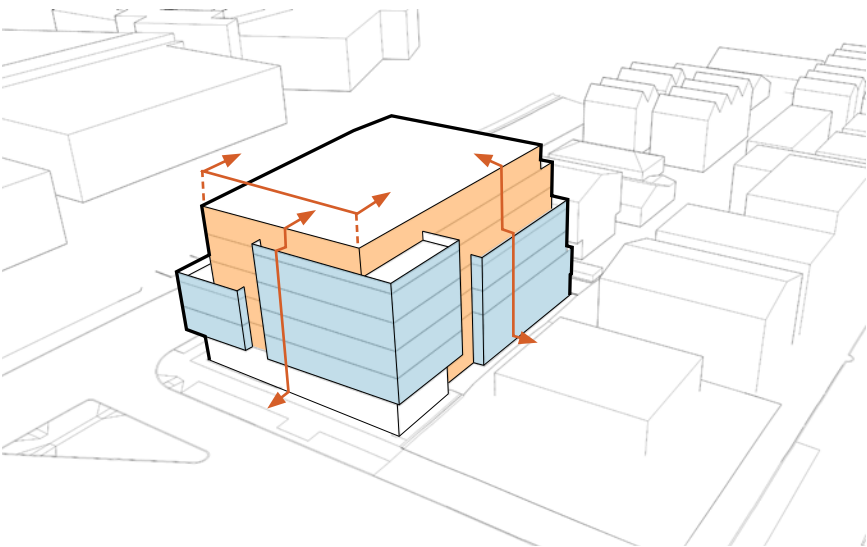
DRB2 MASSING



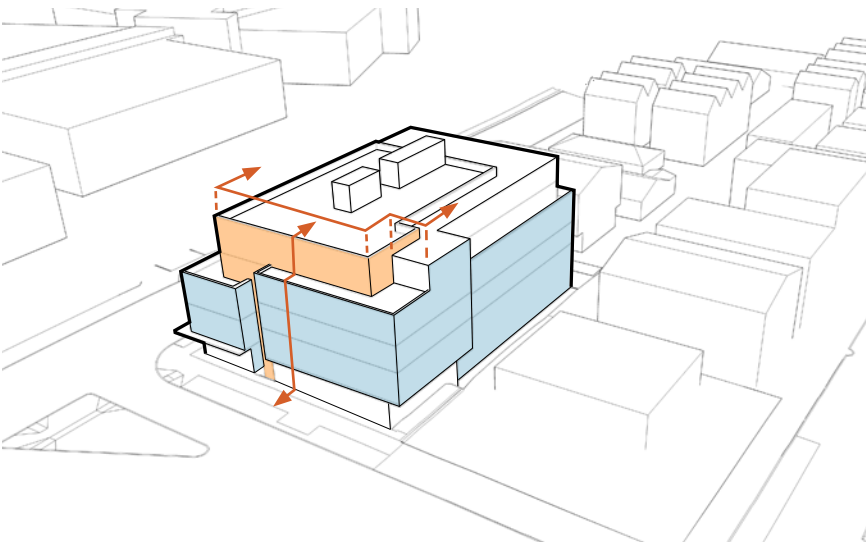
MASSING OVERVIEW

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- Minimize the height.
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- Design street level to respond to uses.



DRB1 MASSING



DRB2 MASSING



PERSPECTIVE AT INTERSECTION

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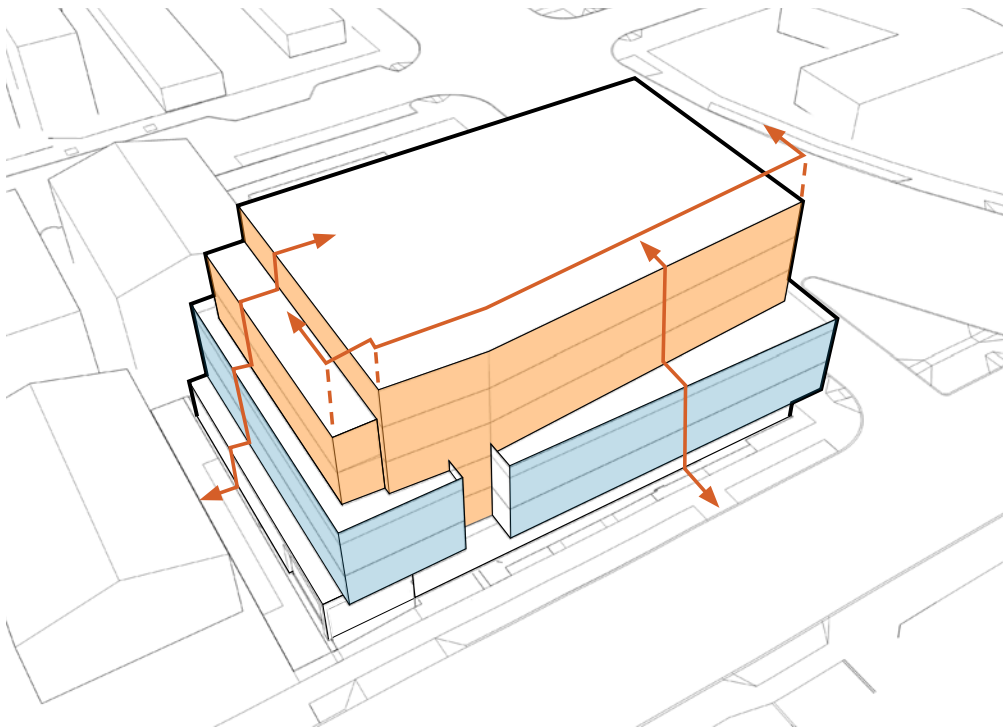
HEIGHT, BULK, SCALE - SETBACKS

DRB1 RECOMMENDATION

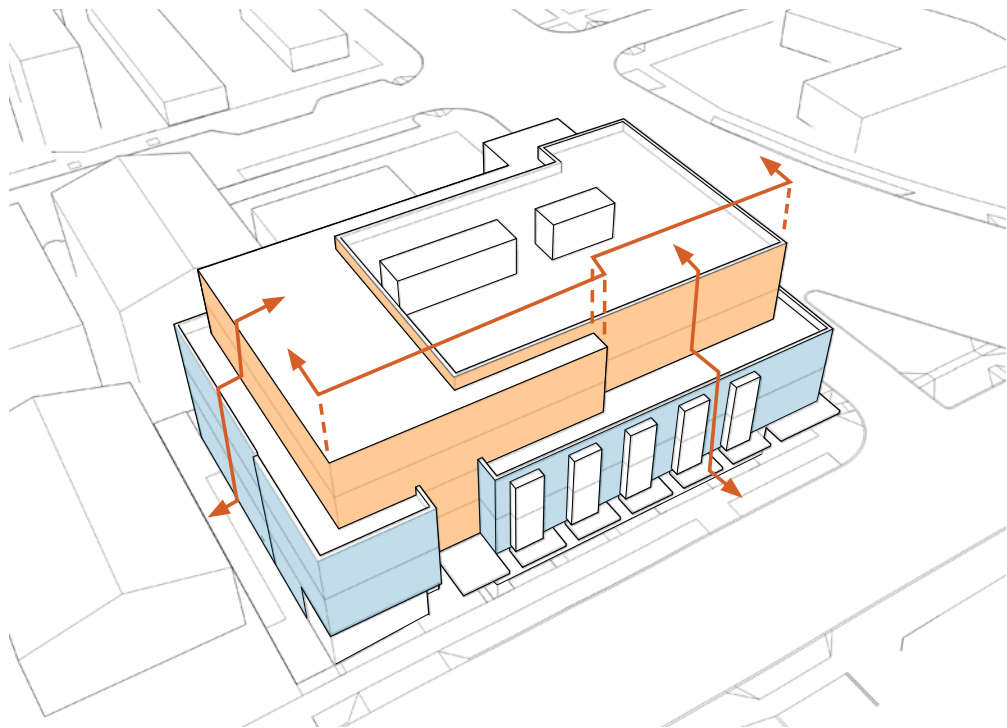
- a. The proposed project does not relate to the context of the surrounding sites and is too tall. (CS2.D.3 & 4)
- b. More relief should be provided at the zone edge by stepping the building and setting back the upper floors. (CS2.D.1, 3, 4 & 5)

PROJECT RESPONSE

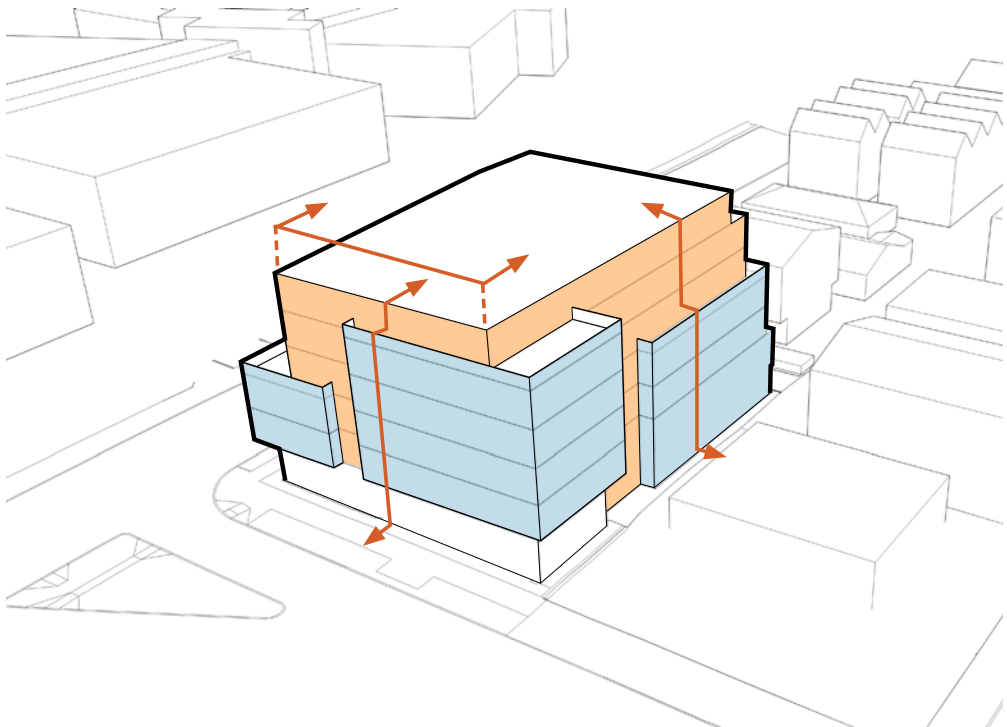
- a. The building has been revised to 5-stories, rather than the previous 6-story proposal. The 3-story massing along NW 65th St relates to the scale of Ballard High School. The windows at the bay windows provide similar scale to the high school windows.
- b. The massing has been simplified to comply with the MHA 55' zoning setback requirements. The building is permitted to be 10' from the LR zone up to 65'. The 4-5 floors are setback 16' to provide additional relief.



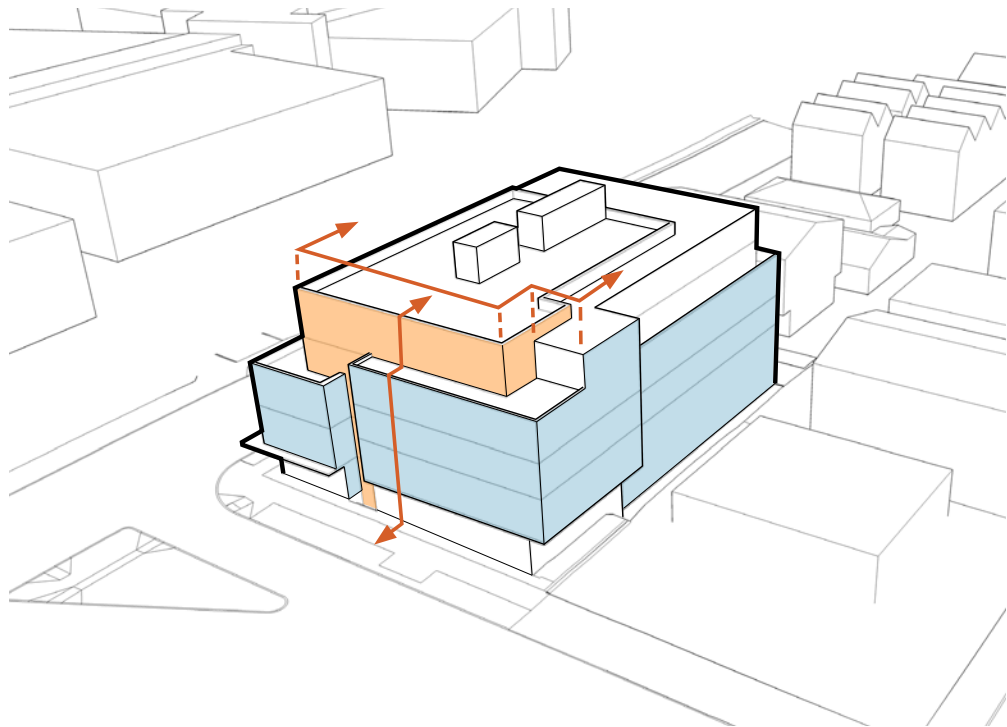
DRB1 MASSING - TRANSITION ALONG NW 65TH STREET & EAST PROPERTY



DRB2 MASSING - TRANSITION ALONG NW 65TH STREET & EAST PROPERTY



DRB1 - TRANSITION ALONG 15TH AVE NW & SOUTH PROPERTY



DRB2 - TRANSITION ALONG 15TH AVE NW & SOUTH PROPERTY

PRIVACY



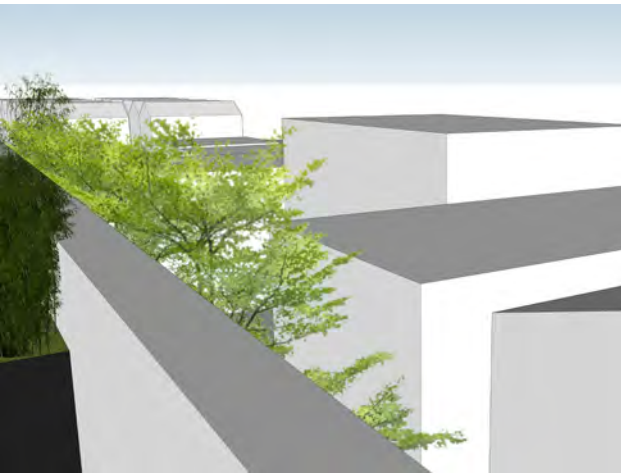
1 - GROUND FLOOR TERRACE LOOKING SOUTH



4 - FOURTH FLOOR TERRACE LOOKING SOUTH



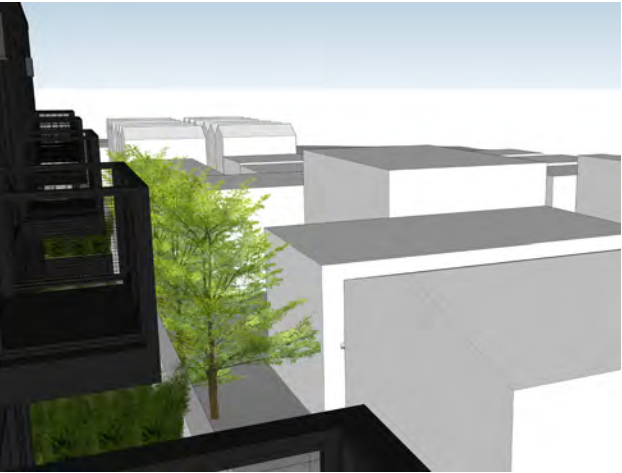
2 - GROUND FLOOR TERRACE LOOKING WEST



5 - FOURTH FLOOR TERRACE LOOKING EAST



3 - GROUND FLOOR TERRACE LOOKING EAST



6 - FIFTH FLOOR BALCONY LOOKING EAST

MASSING & DESIGN

UPPER FLOORS

DRB1 RECOMMENDATION

- a. Provide a meaningful design concept that is not simply driven by accommodating the power lines. The massing and setback along NW 65th St should embrace the design concept and not simply be a result of the powerlines. (DC2.A.1, DC2.B.1)
- d. Consider a massing along NW 65th St that has more interesting proportions than the 3-story upper and lower massing shown. (DC2.B.1)

PROJECT RESPONSE

- a & d. The building has been revised from 6-stories to 5-stories. The upper floor massing now consists of 2 floors along NW 65th Street, rather than 3 floors. The gray masses at the SW and NE corners frame the white mass that has been setback.



DRB1 DESIGN



DRB2 DESIGN

MASSING & DESIGN

NW 65TH STREET - NORTH ELEVATION

DRB1 RECOMMENDATION

- c. Design the elevations with primary and secondary facade elements. (DC2.B.1)
- e. Echoing public comment on materiality, the Board encouraged the use of brick or higher quality such as wood panels at a 3rd story band. (DC2.B.1, DC4.A.1)

PROJECT RESPONSE

c & e The brick along NW 65th Street has been revised to a light gray and extends the entire street frontage as the primary material. 2-story bay windows further articulate the brick facade. 2-story window articulation relates to the civic scale at Ballard HS. The upper floors are articulated with Nichiha fiber cement panel adjacent to the bay windows and at the upper floor gray massing.



DRB1 MASSING



DRB2 MASSING



DRB1 MASSING



DRB2 MASSING



DRB2 MASSING WITH PROPOSED SOUTH PROJECT (SDCI 3027656)



15TH AVENUE NW - WEST ELEVATION

DRB1 RECOMMENDATION

- f. On the west elevation consider a design that provides more horizontality instead of the 'cubes' as shown in the packet. (DC2.B.1)

PROJECT RESPONSE

- f. The proportions of the massing have been revised with the elimination of 1-story. The SW mass is Nichiha panels with the horizontal floor bands articulated throughout the mass. The same Nichiha panel articulation is used at the brick infill. The ground floor brick treatment is carried along 15th Avenue NW, for a continuous retail frontage.



DRB1 MASSING



DRB2 MASSING



DRB2 MASSING WITH PROPOSED SOUTH PROJECT (SDCI 3027656)



SOUTH ELEVATION

DRB1 RECOMMENDATION

- g. Design the 'floating' mass at the SW corner of the structure to appear more civic and less residential to embrace this high visible corner due to the jog in the street alignment at this intersection.

PROJECT RESPONSE

- g. The brick from NW 65th Street is continued at the street level on 15th Avenue and the south facade. The SW mass has been revised to Nichiha Panel. The horizontal floor bands are articulated throughout the mass.

DRB1 RECOMMENDATION CONTINUED

- h. The treatment of the blank wall along the south property line is very important as it will be visible along 15th Ave NW and should be intentionally designed. (DC2.A.1, DC2.B.1)

PROJECT RESPONSE

- h. The blank wall on the south facade is designed with material articulation carried from the west facade. The blank facade was intentionally designed to accommodate the project to the south that is currently in Design Review.



DRB1 MASSING



DRB2 MASSING

DRB1 RECOMMENDATION

- a. Provide a greater setback at the street level for pedestrian relief and emphasize the upper stories with materiality or design treatment. (PL1.B.2, DC2.D.2)
- b. Consider the different neighborhood contexts and uses along 15th Ave and NW 65th Street in the design of the corner as it wraps toward the residential lobby and residential uses along NW 65th St. (DC2.A.1, DC2.B.1)



PROJECT RESPONSE

- a. The ground floor commercial space on 15th Avenue NW and the main commercial entry along NW 65th Street are recessed to provide pedestrian relief at the corner. The building has been revised from 6-stories to 5-stories. The upper floor massing now consists of 2 floors along NW 65th Street, rather than 3 floors. The gray masses at the SW and NE corners frame the white mass that has been setback.

PROJECT RESPONSE CONTINUED

- b. The intersection of NW 65th Street & 15th Avenue NW consist of commercial and civic uses. The 2 proposed live/work units have been replaced with commercial space. The commercial space extends along 15th Avenue NW street frontage and NW 65th Street frontage. The residential entry is located between the commercial space and the parking garage entry along NW 65th Street.

STREET LEVEL TREATMENT

DRB1 RECOMMENDATION

The Board agreed that the proposed location of the curb cut and access to below grade parking near the east property line was the best location. (DC1.B.1) The Board gave the following guidance related to the street-level

- a. Provide a greater setback at 15th Ave NW at street level. (PL1.B.2, DC3.B.3)
- b. Design the residential entry and the commercial entries to be different. (PL3.A.1)

PROJECT RESPONSE

- a. The ground floor commercial space on 15th Avenue NW and the main commercial entry along NW 65th Street are recessed to provide pedestrian relief at the corner.
- b. The primary commercial entry is located at the corner, oriented toward NW 65th Street. Secondary commercial entries are located on NW 65th Street and 15th Avenue NW. Black metal canopies with wood tone soffits and integral downlights are located along the commercial and residential entries for a cohesive street frontage.



RETAIL ENTRY VIGNETTE - 15TH AVENUE NW



RETAIL ENTRY VIGNETTE - NW 65TH STREET

STREET LEVEL TREATMENT

DRB1 RECOMMENDATION

The Board agreed that the proposed location of the curb cut and access to below grade parking near the east property line was the best location. (DC1.B.1) The Board gave the following guidance related to the street-level

- b. Design the residential entry and the commercial entries to be different. (PL3.A.1)
- c. Along NW 65th St, transition the design with the uses along NW 65th St. (DC2.E.1)
- d. Screen the staging area for solid waste storage, if it is located along the east property line. (DC1.C.4)

PROJECT RESPONSE

- b. The residential entry is recessed 11'-3" from the property line and a deeper canopy is provided. The primary commercial entry is located at the corner, oriented toward NW 65th Street. Secondary commercial entries are located on NW 65th Street and 15th Avenue NW. Black metal canopies with wood tone soffits and integral downlights are located along the commercial and residential entries for a cohesive street frontage.
- c. The 2 proposed live/work units have been replaced with commercial space. The commercial space extends along 15th Avenue NW street frontage and NW 65th Street frontage. The residential entry is located between the commercial space and the parking garage entry along NW 65th Street.
- d. The trash room is located within the ground floor, off of the east property line. There is a service path located within the 10' setback that connects the trash room and the screened trash staging area off of NW 65th Street.



RESIDENTIAL ENTRY VIGNETTE - NW 65TH STREET



TRASH SCREEN VIGNETTE - NW 65TH STREET

STREET LEVEL TREATMENT

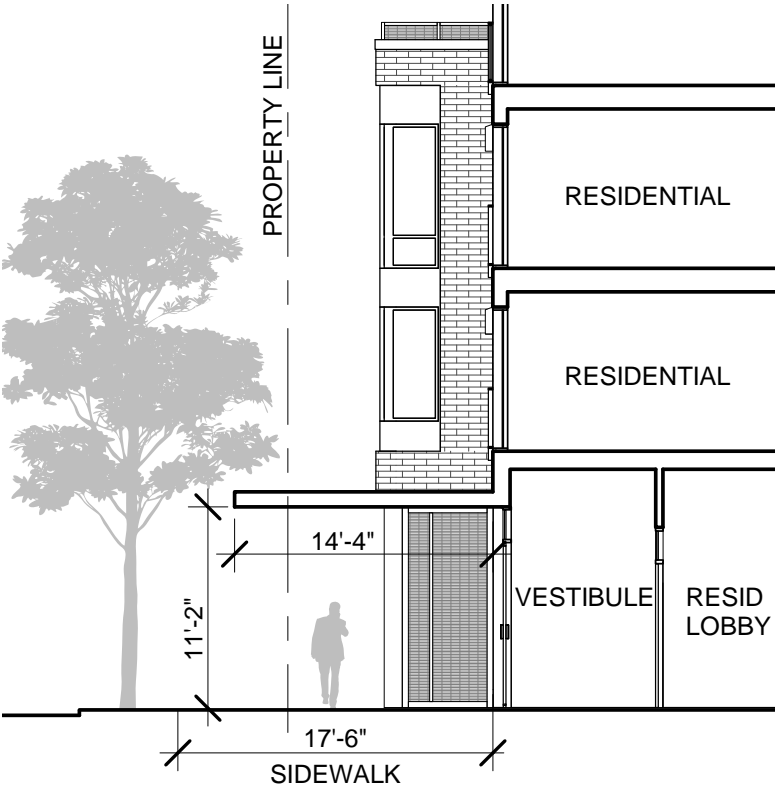
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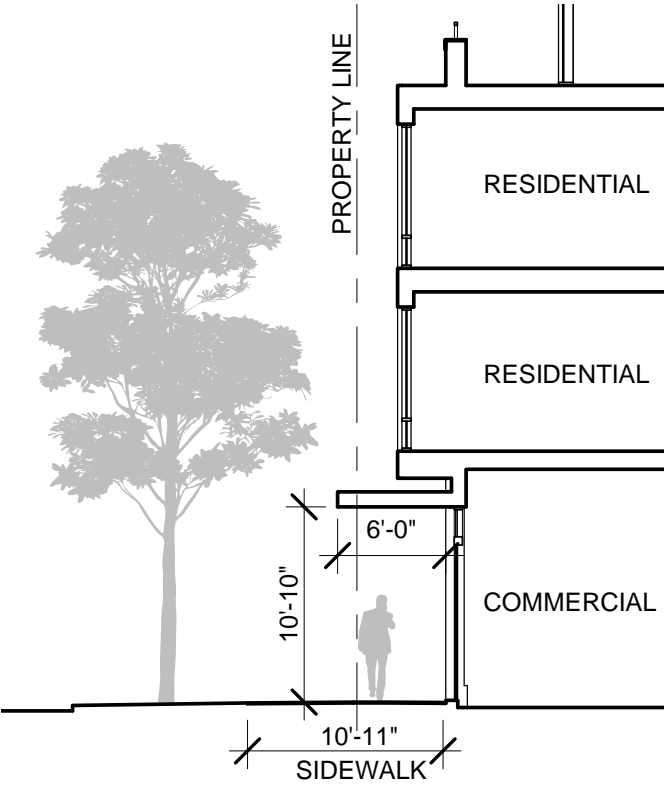
NW 65TH STREET - PARTIAL ELEVATION AT ENTRY CANOPIES



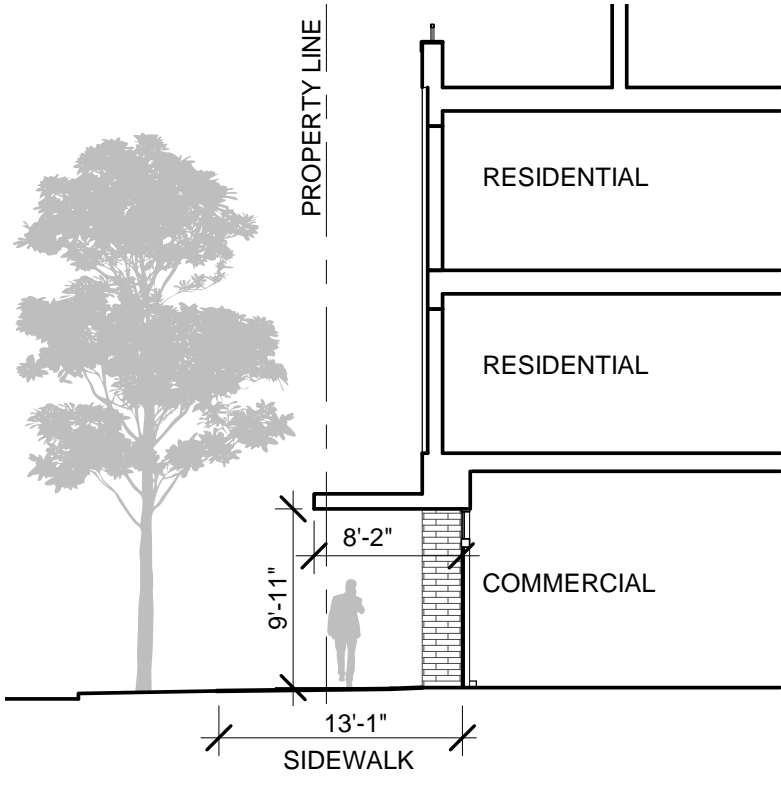
15TH AVENUE NW - PARTIAL ELEVATION AT ENTRY CANOPIES



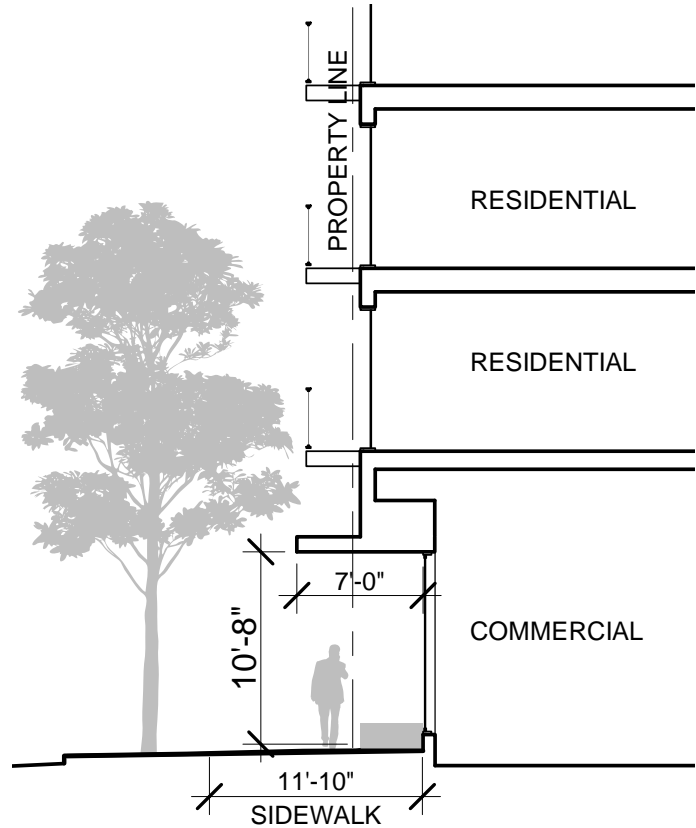
ENTRY CANOPY SECTION A



ENTRY CANOPY SECTION B



ENTRY CANOPY SECTION C



ENTRY CANOPY SECTION D

ZONE TRANSITION

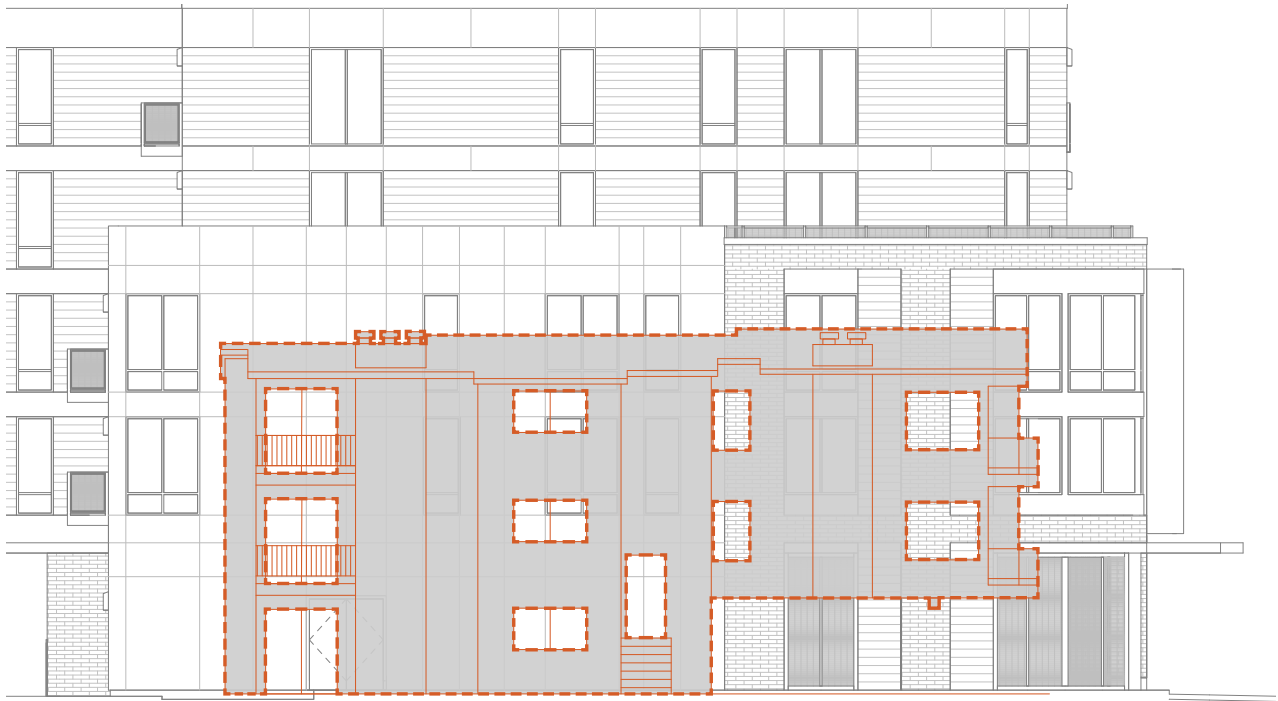
LR TRANSITION - EAST ELEVATION

DRB1 RECOMMENDATION

- b. Provide more relief at the zone edge by stepping the building and setting back the upper floors. (CS2.D.3&4)
- i. The roof amenity area should be configured away from the LR zone and focus the active rooftop uses at the SW corner. (CS2.D.5)

PROJECT RESPONSE

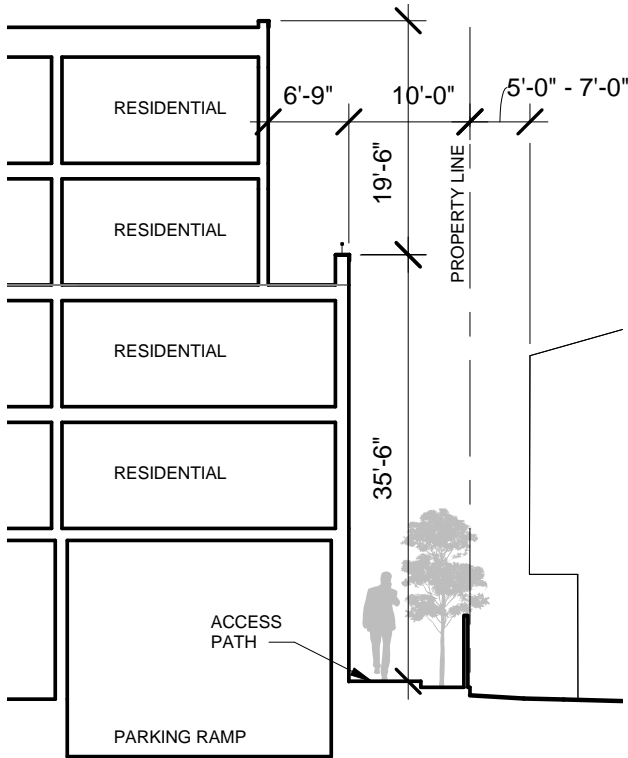
- b. The building has been revised to 5-stories, rather than the previous 6-story proposal. The 3-story massing along NW 65th St and the east property line relates to the scale of Ballard High School and the context in the LR zone. The massing has been simplified adjacent to the LR3 zone with the reduction of 1-floor and complies with the MHA 55' setback requirements. The building is permitted to be 10' from the LR zone up to 65'. The 4-5 floors are setback 16' to provide additional relief.
- i. The roof amenities area has been configured to the west and southwest portions of the roof as identified on the roof plan.



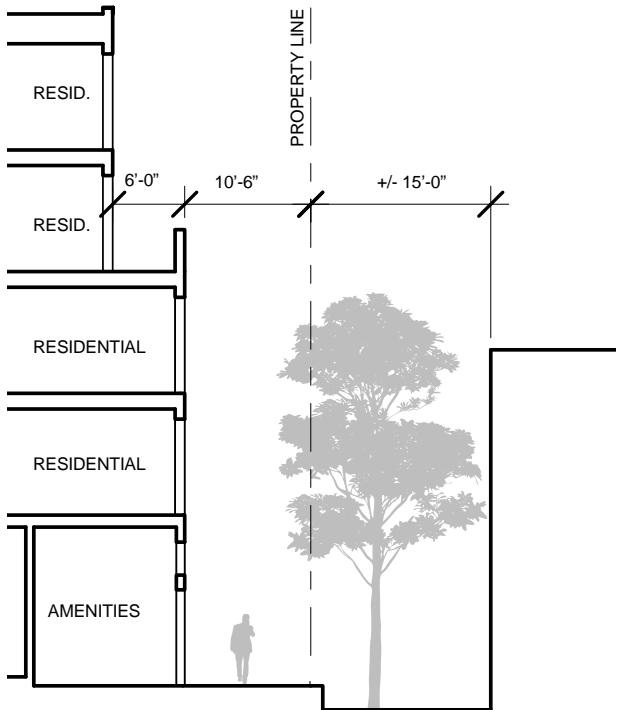
WINDOW STUDY DIAGRAM AT EAST PROPERTY LINE



WINDOW STUDY DIAGRAM AT SOUTH PROPERTY LINE



SECTION AT EAST PROPERTY LINE



SECTION AT SOUTH PROPERTY LINE

ELEVATIONS & MATERIALS

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WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



1 - NICHHA SIDING STEEL



2 - HARDIE PANEL VERTICAL
SIDING PAINTED SW 6077



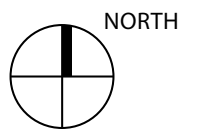
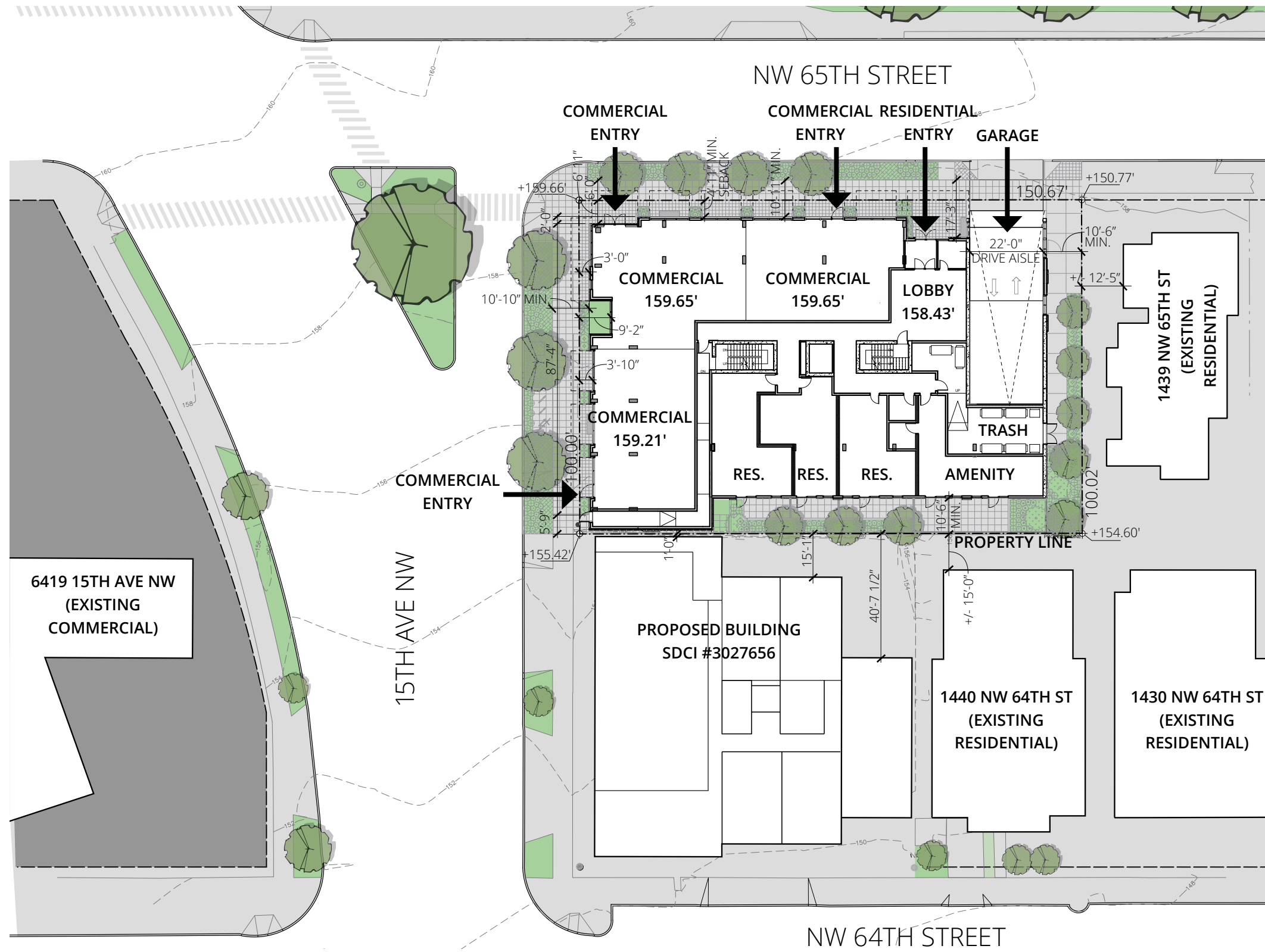
3 - GRAY BRICK BLEND

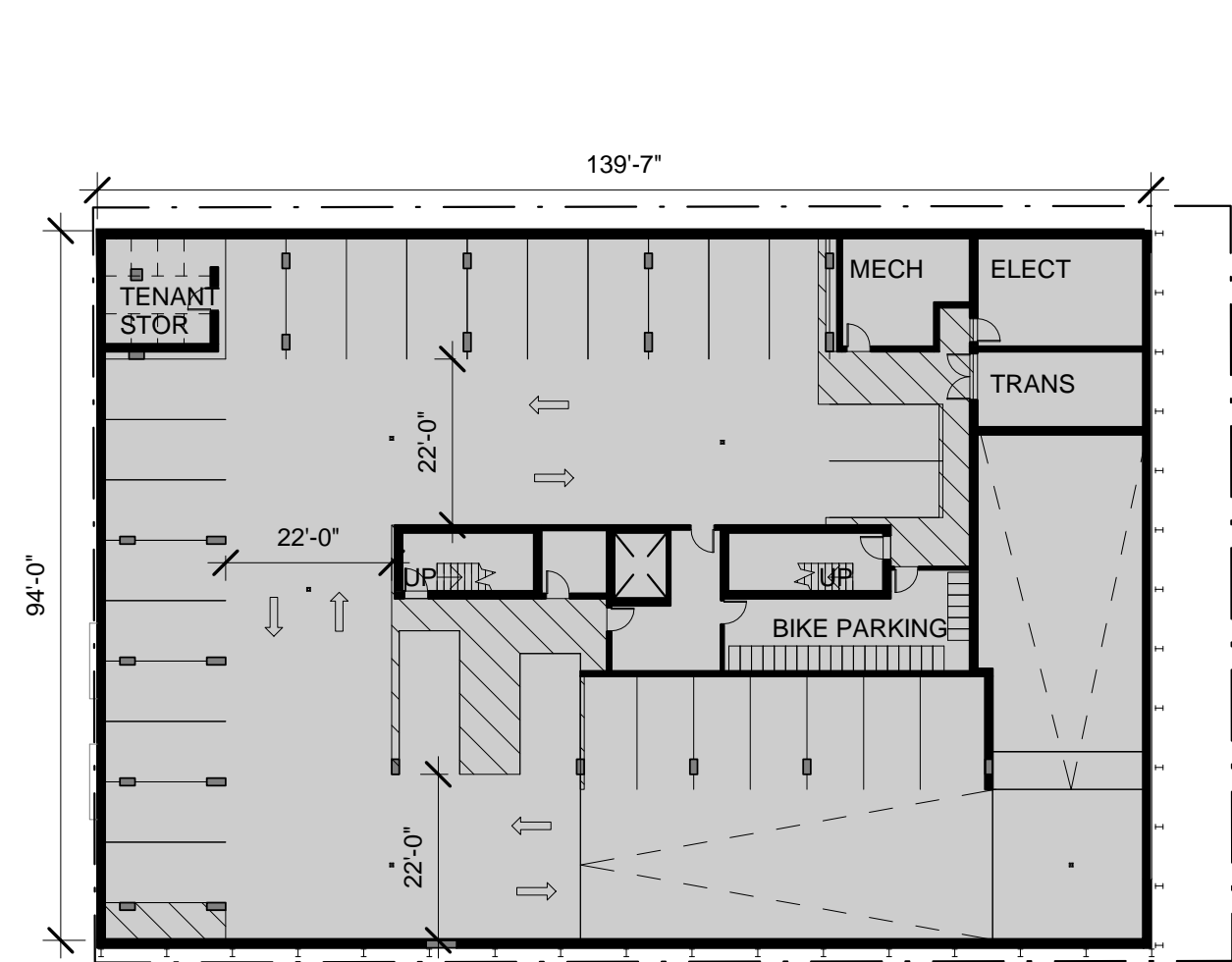


4 - FLUSH WALL PANEL COOL
MATTE BLACK

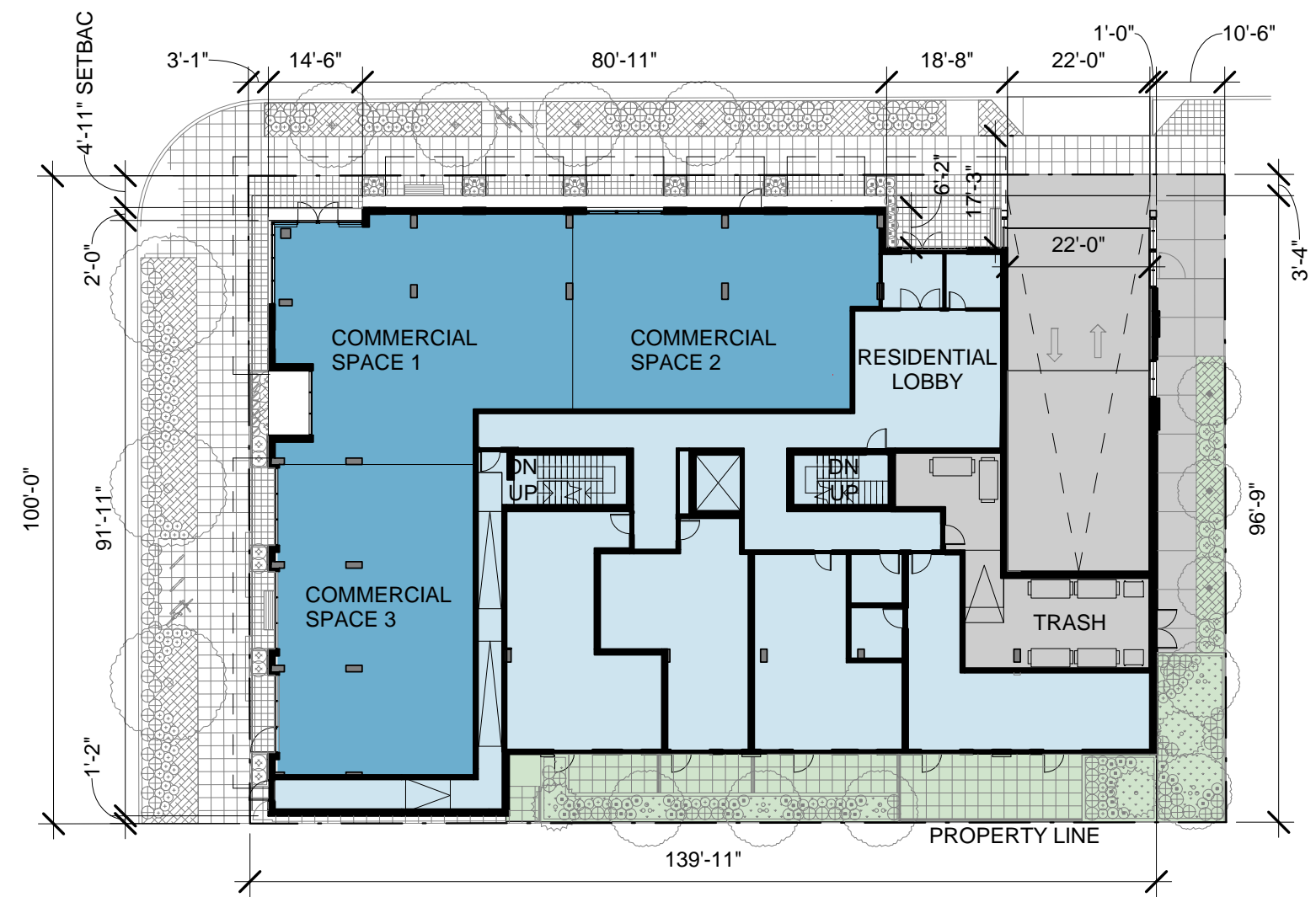


SITE PLAN

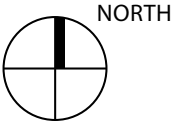
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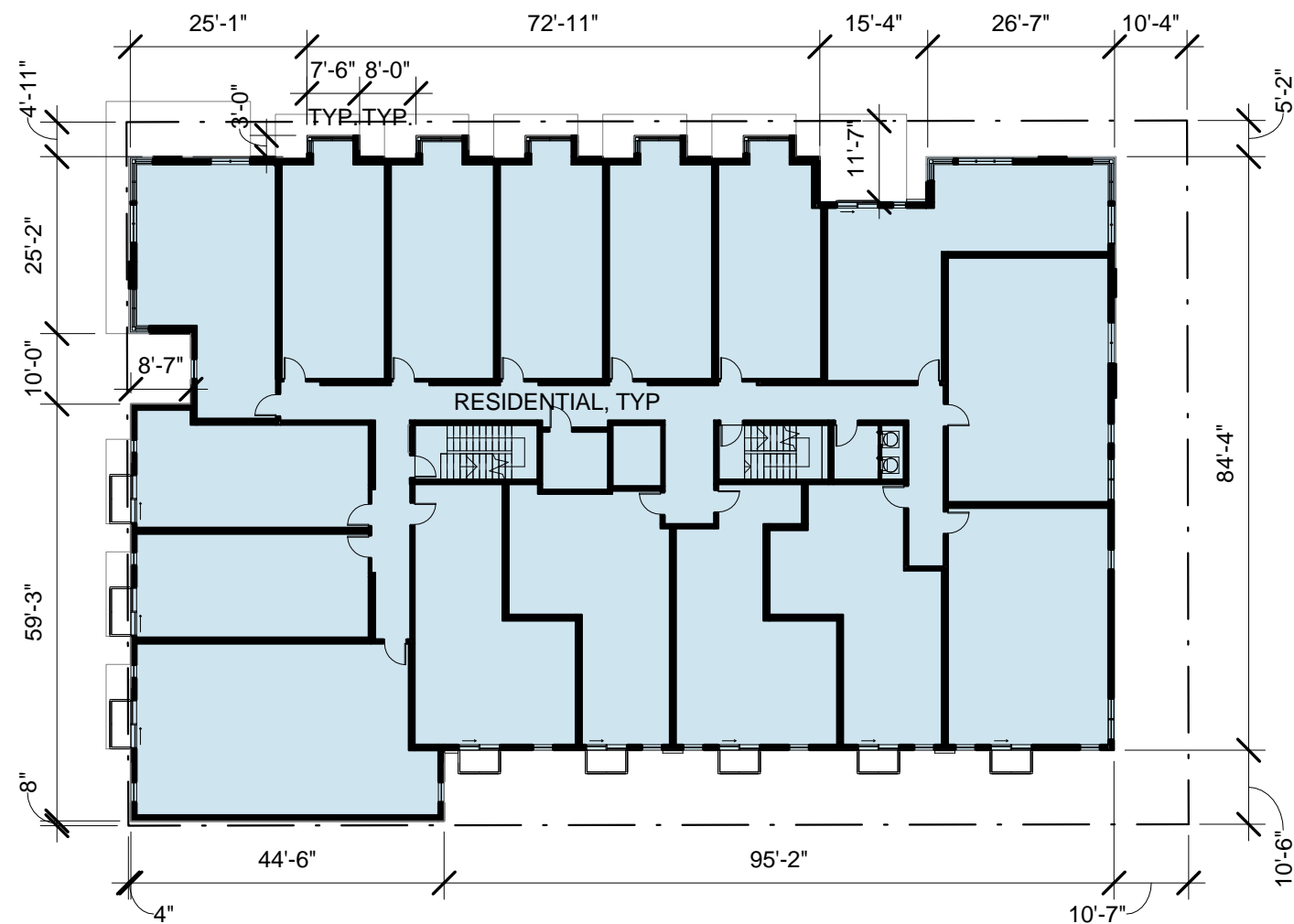


PARKING LEVEL 1

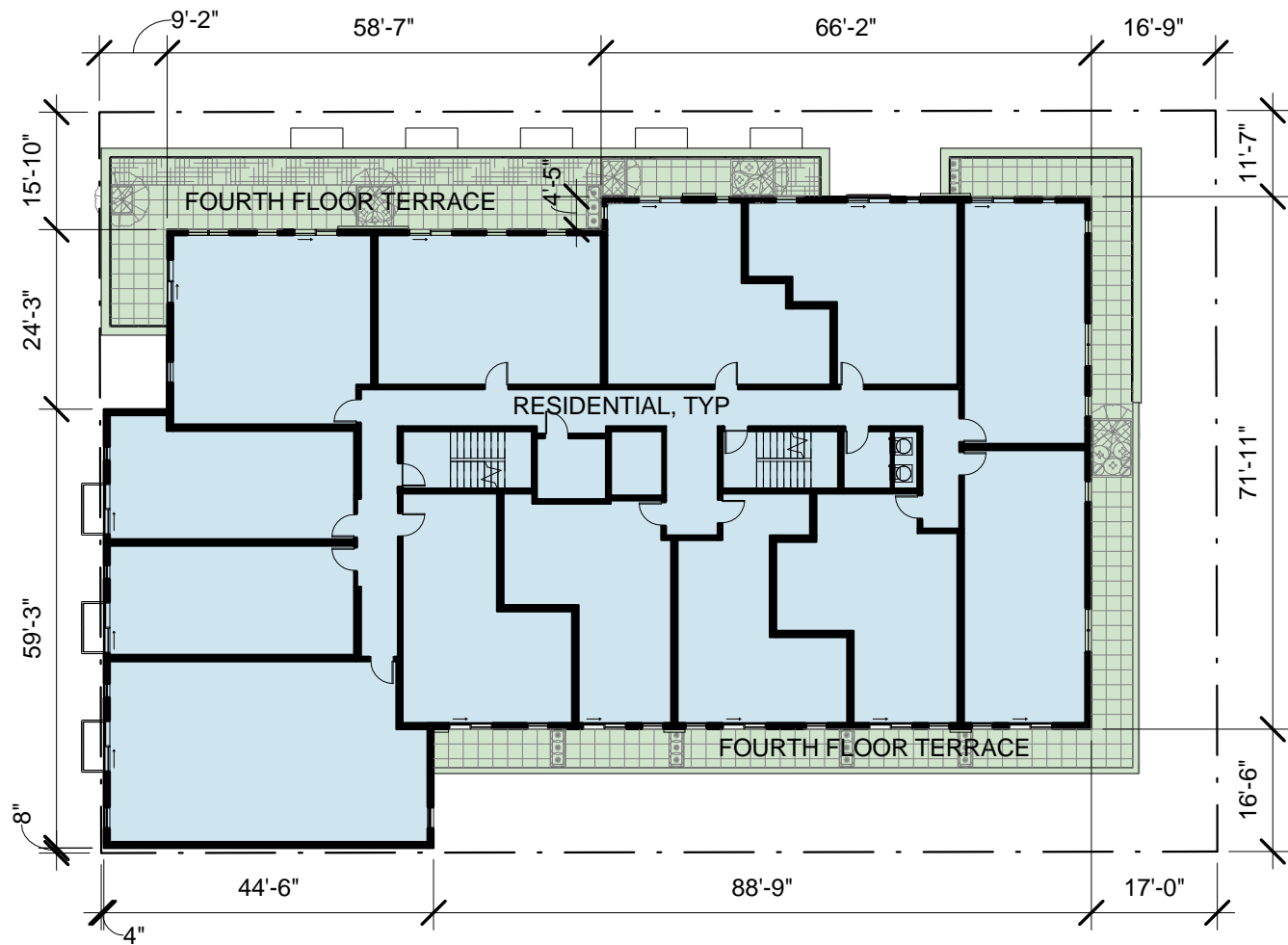


GROUND FLOOR LEVEL 1

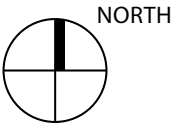


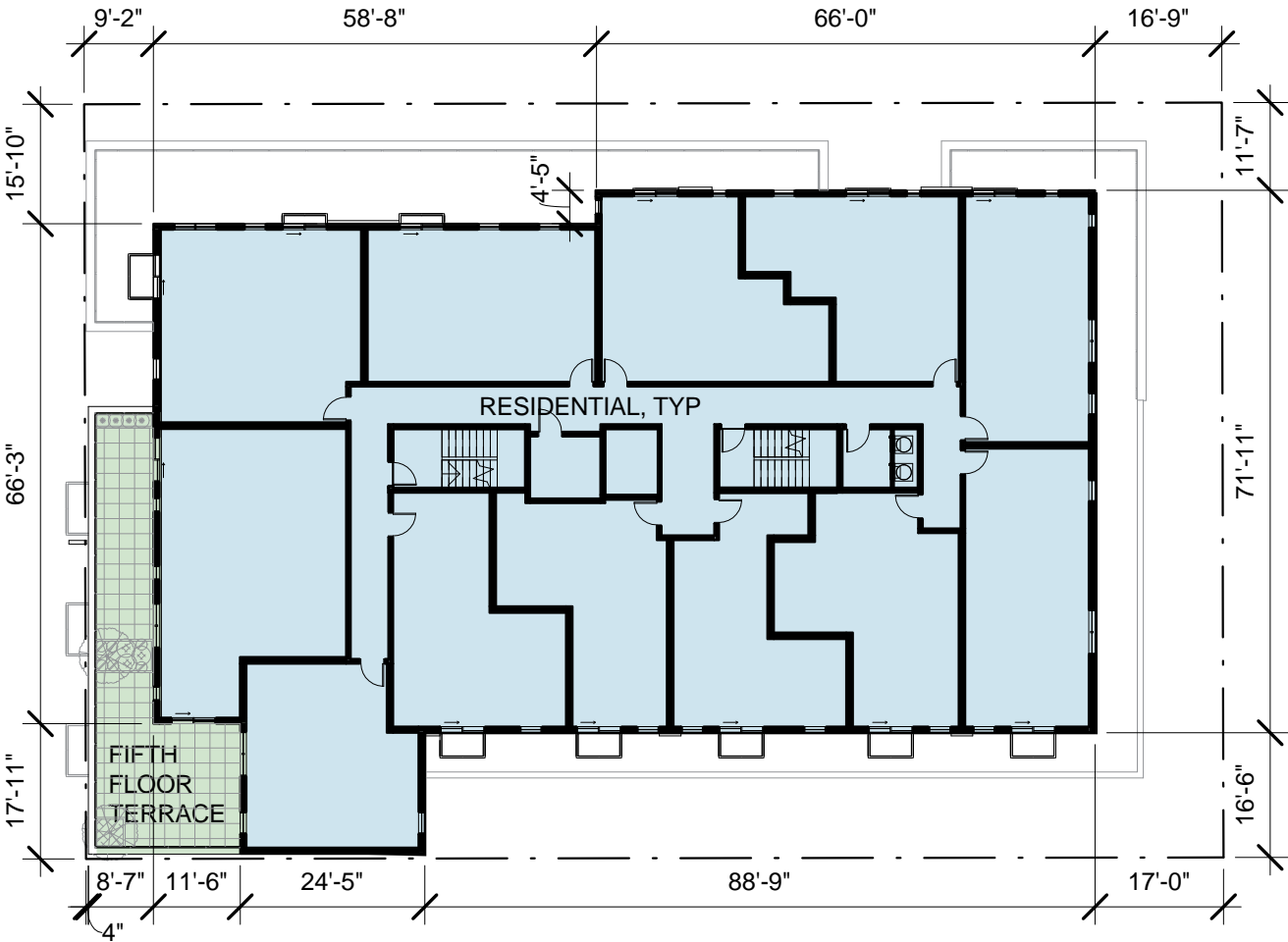


LEVEL 2-3, TYPICAL



LEVEL 4

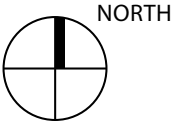




LEVEL 5



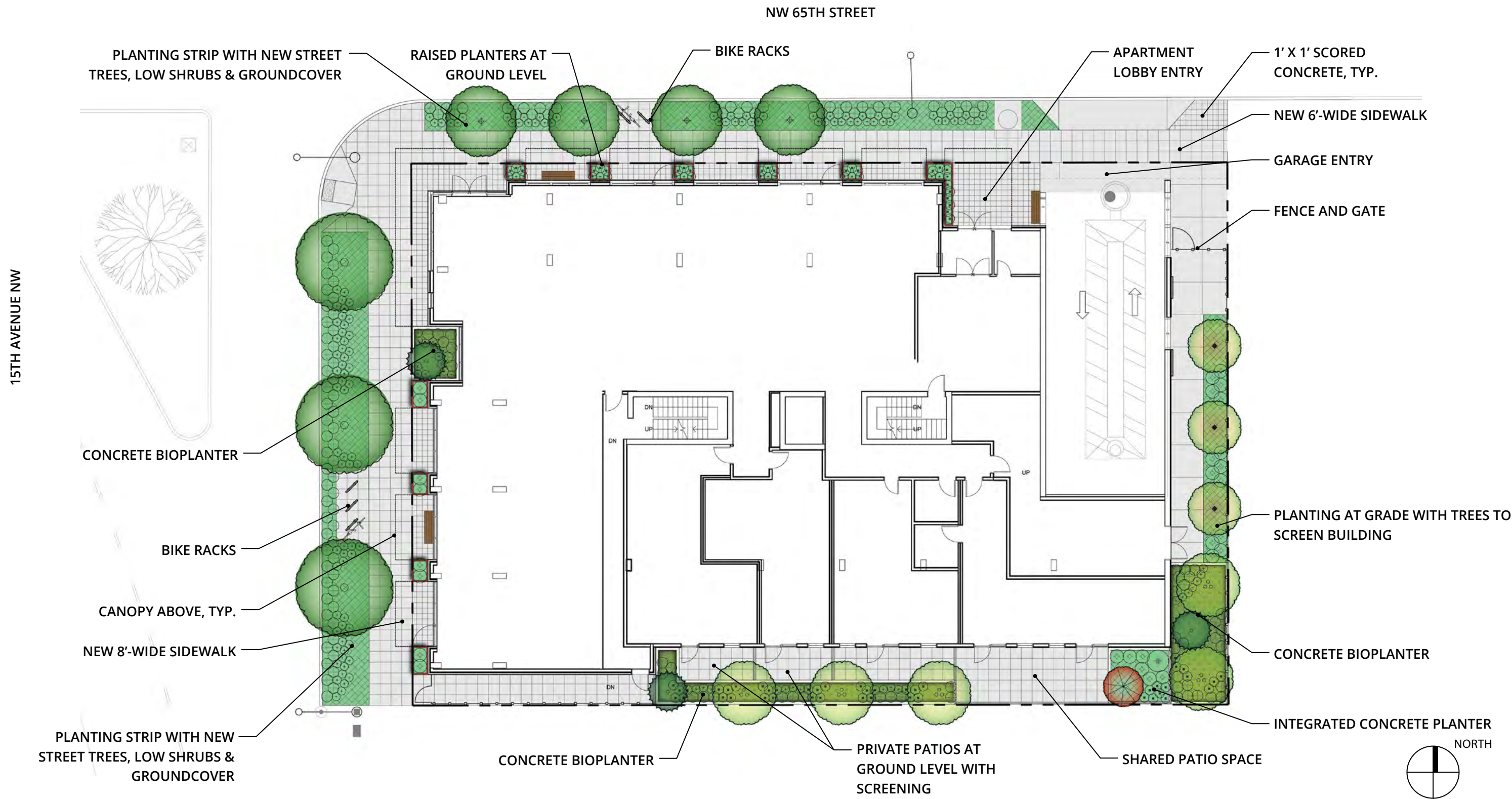
ROOF LEVEL



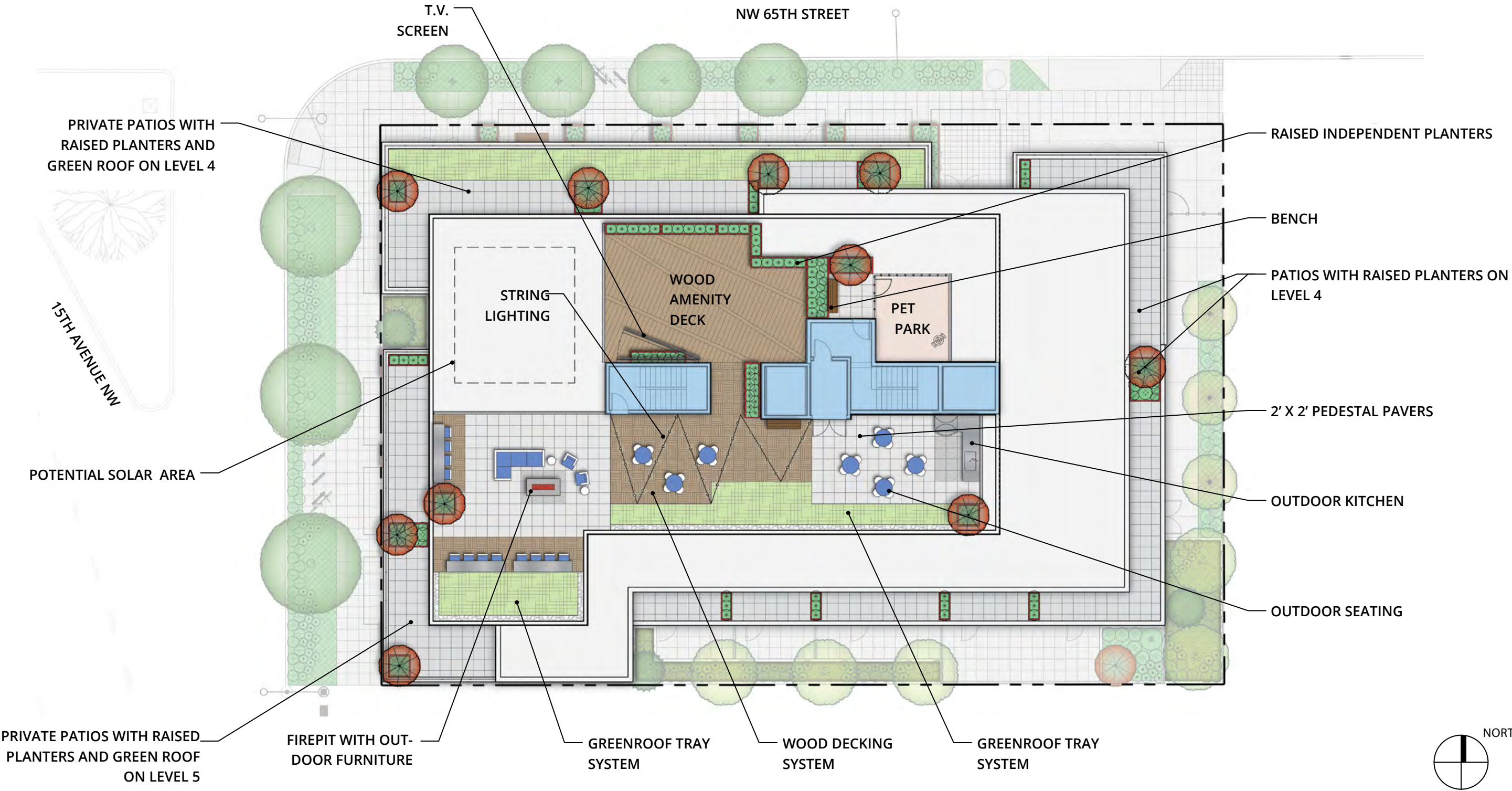
CONCEPTUAL LANDSCAPE PLAN



CONCEPTUAL LANDSCAPE PLAN - GROUND LEVEL



CONCEPTUAL LANDSCAPE PLAN - LEVELS 4, 5 & ROOF



SITE ELEMENTS



OUTDOOR KITCHEN



FIREPIT & OUTDOOR FURNITURE



STRING LIGHTING



PET PARK



CONCRETE PAVERS & WOOD DECKING SYSTEM



GREEN ROOF



RAISED PLANTERS AT ROOF



BENCH



PLANTING STRIP WITH NEW STREET TREES



RAISED PLANTERS AT GROUND LEVEL



BIKE RACK



INTEGRATED CONCRETE PLANTER



CONCRETE BIOPLANTER

PLANT PALETTE



VANESSA PARROTIA
(STREET TREE)



SCARLET OAK
(STREET TREE)



VINE MAPLE



JAPANESE MAPLE



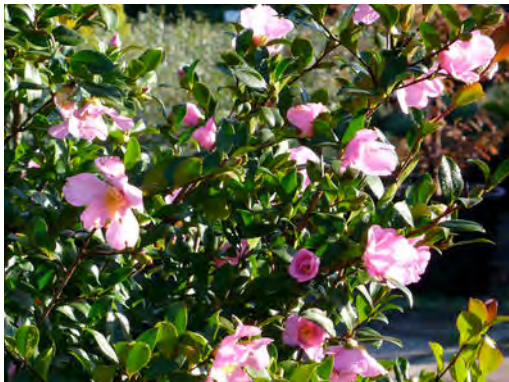
EASTERN REDBUD



SHORE PINE



DEER FERN



SASANQUA CAMELLIA



KELSEY DOGWOOD



RUFA BAMBOO



BIGLEAF HYDRANGEA



ENGLISH LAVENDER



HEAVENLY BAMBOO



GOLDFLAME SPIREA



KINNIKINNICK



SLOUGH SEDGE



GREENROOF

LIGHTING



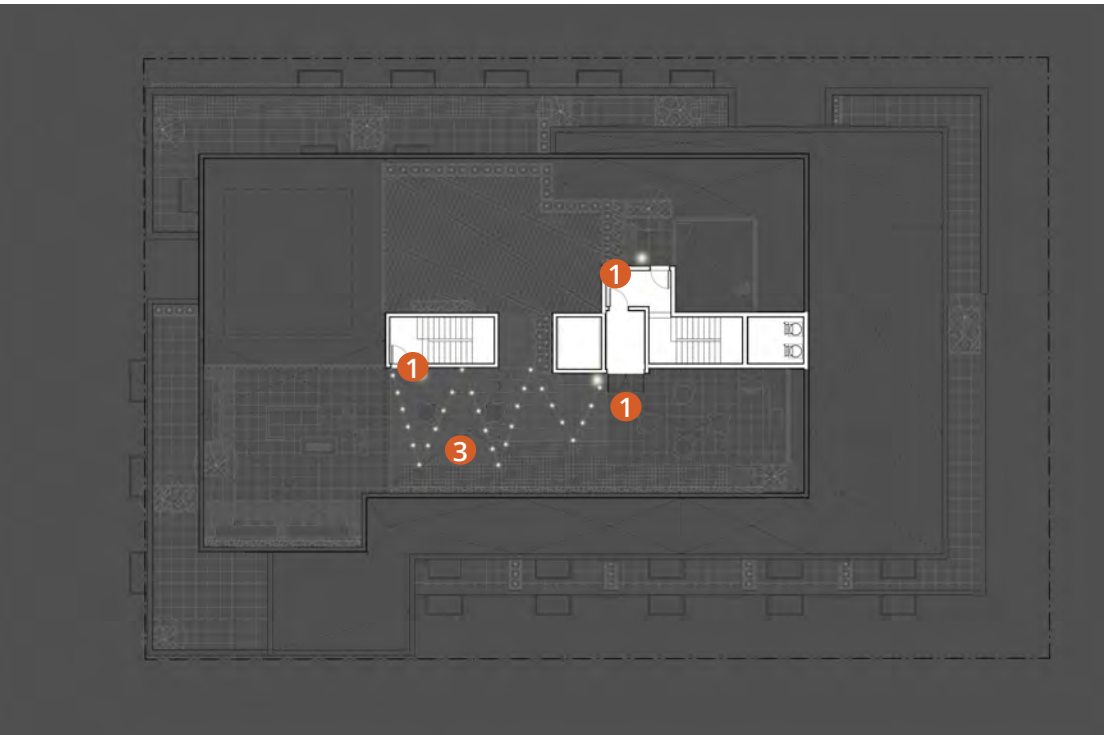
1 - RECTANGULAR WALL SCONCE LIGHTS



2 - RECESSED CANOPY DOWNLIGHT



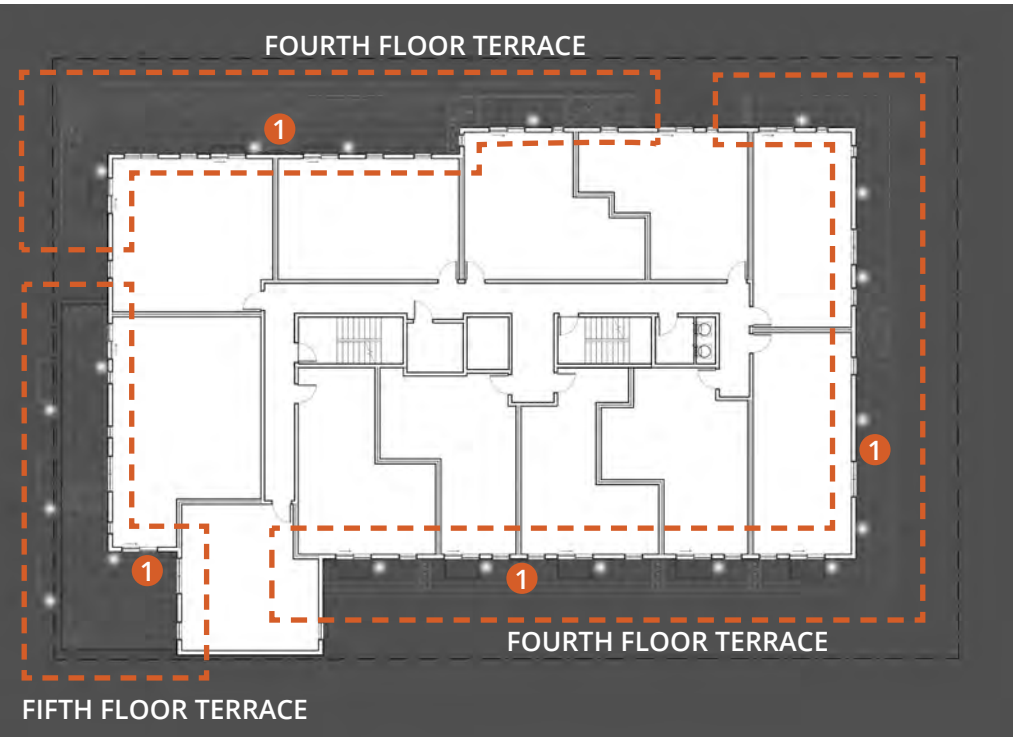
3 - STRING LIGHTS



ILLUMINATION PLAN - ROOF



ILLUMINATION PLAN - GROUND FLOOR



ILLUMINATION PLAN - FOURTH & FIFTH FLOOR



NORTH ELEVATION



WEST ELEVATION



1- ENTRY SIGNAGE CONCEPT



2- COMMERCIAL SIGNAGE CONCEPT



3- BUILDING SIGNAGE CONCEPT

DEPARTURE #1

SMC 23.54.030 Sight Triangle

CODE REQUIREMENT

- 2. For two way driveways or easements 22 feet wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk, or curb intersection if there is no sidewalk. The entrance and exit lanes shall be clearly identified.
- 3. The sight triangle shall also be kept clear of obstructions in the vertical spaces between 32 inches and 82 inches from the ground.

PROVIDED

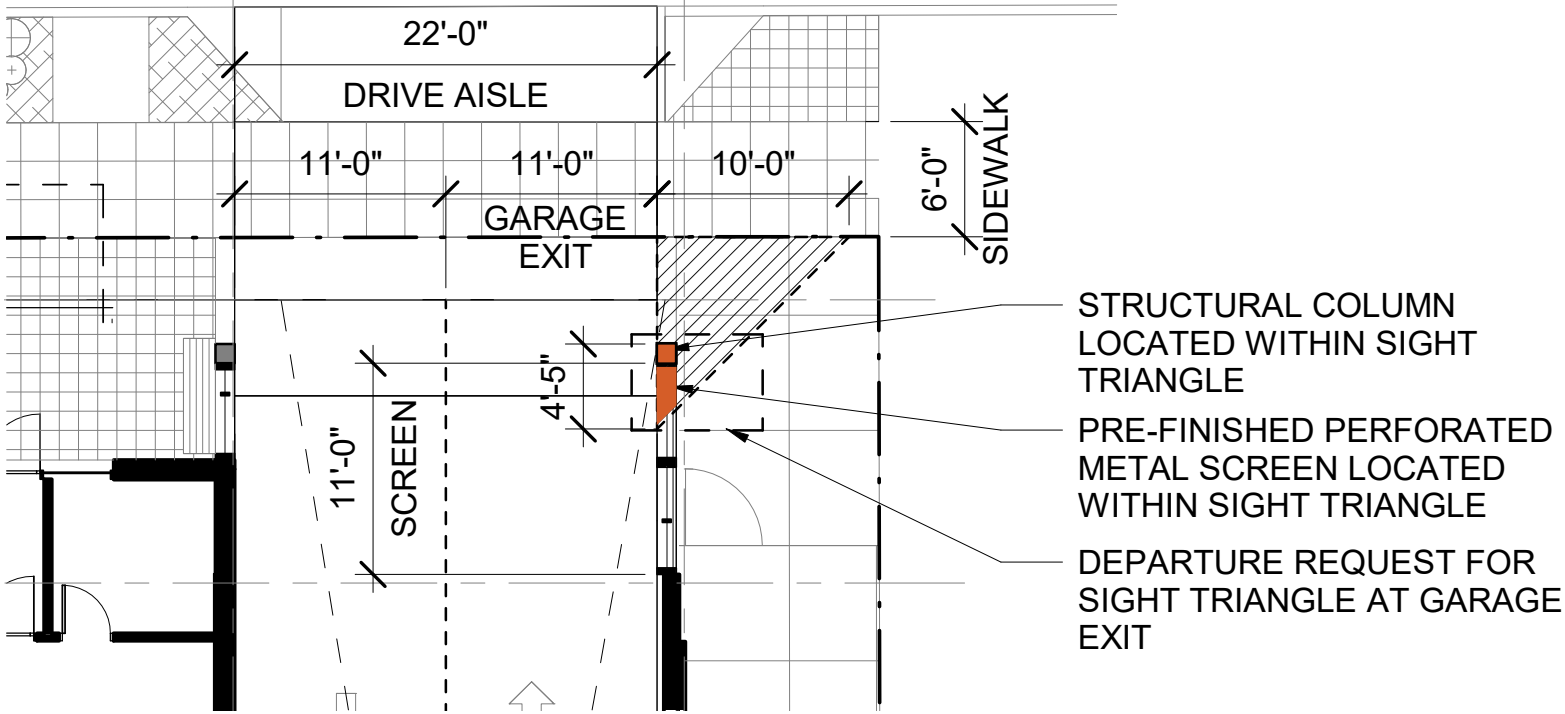
To allow for an obstruction on one side of the sight triangle of the exit aisle in order to maintain a 22'-0" wide two-way drive aisle.

JUSTIFICATION

The proposed residential entry and 22'-0" wide drive aisle has been setback from the property line to provide a sight triangle at the entry and exit lanes. A structural support column is required at the northeast corner to hold up the 2nd and 3rd floor massing. A perforated metal screen will provide added protection for pedestrian traffic while providing visual continuity for circulation.

SUPPORTED DESIGN GUIDANCE

- 1. CS2.D.4 -Massing Choices
- 2. PL4.A.1 - Serving all Modes of Travel
- 3. DC1.B.1 - Access Location and Design



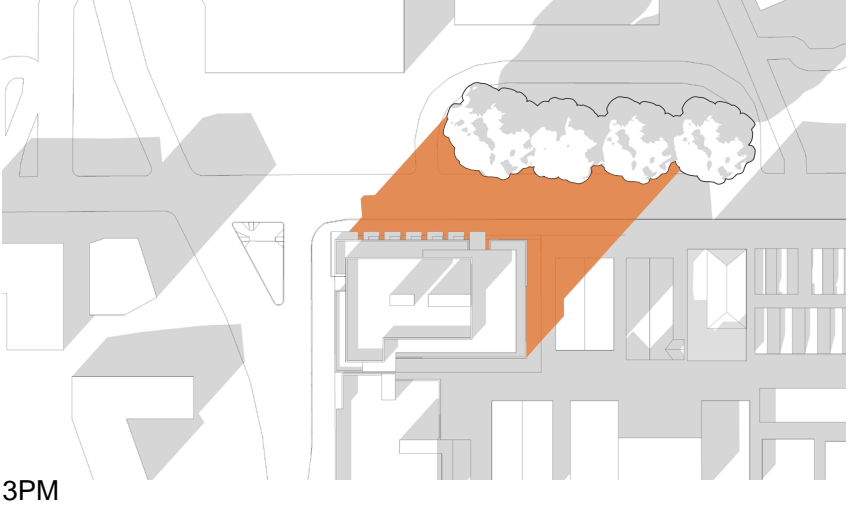
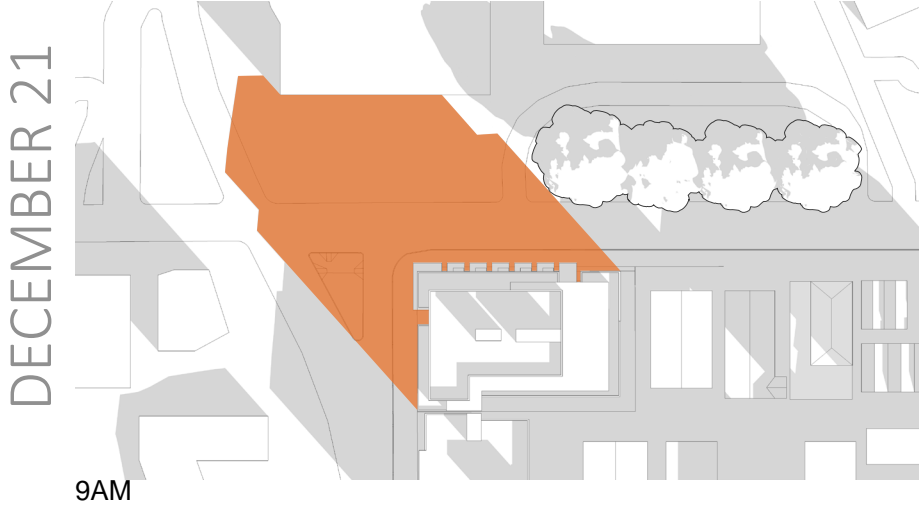
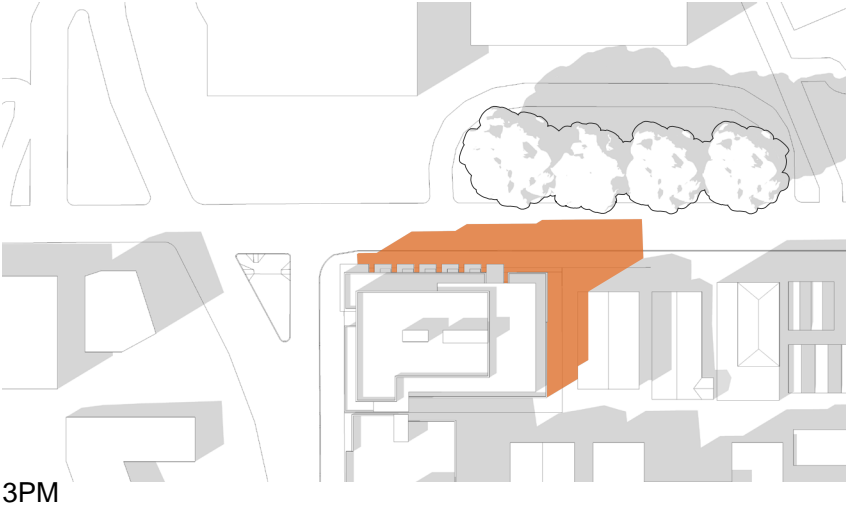
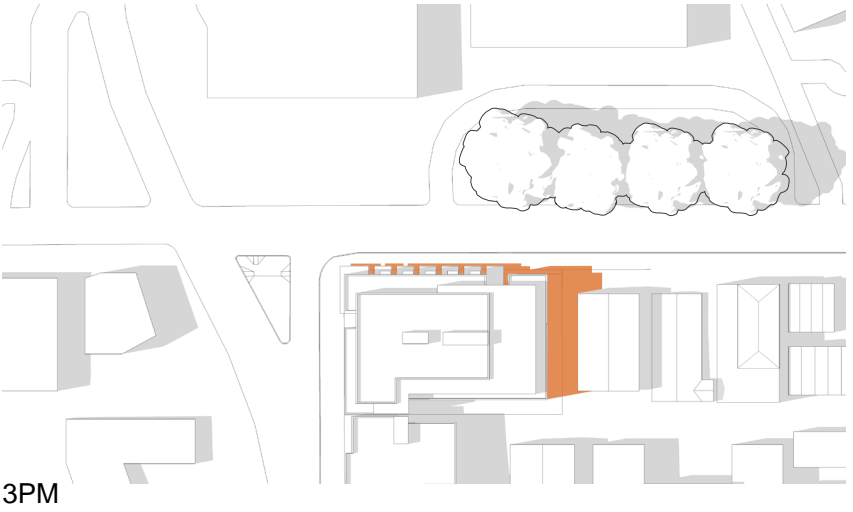
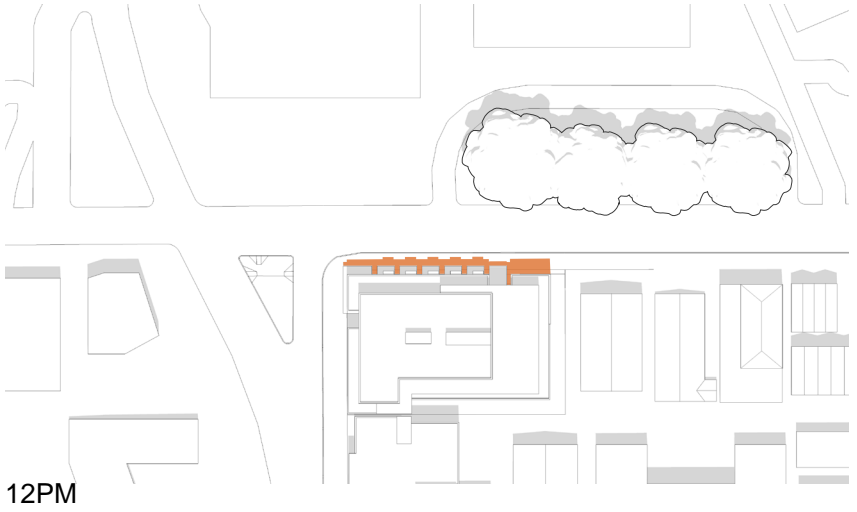
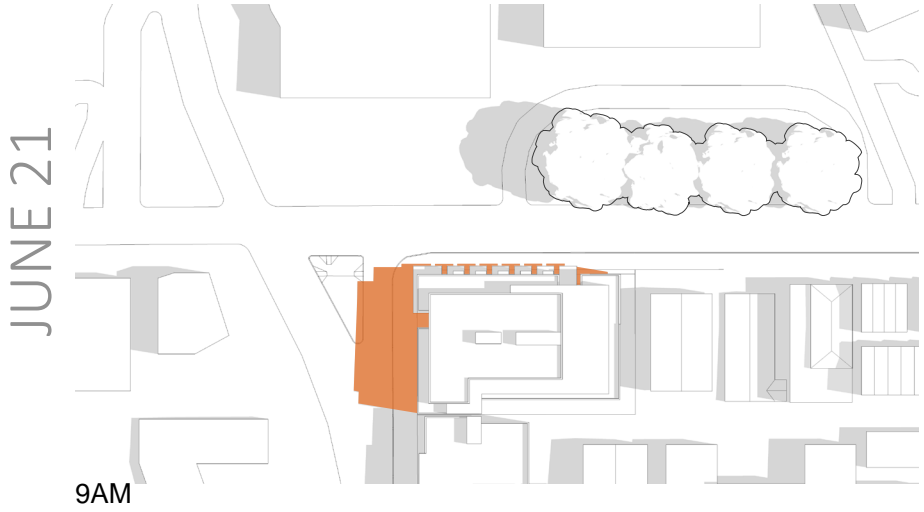
PLAN DIAGRAM - PARKING GARAGE ENTRY



EAST ELEVATION DIAGRAM - PARKING GARAGE ENTRY

SHADOW STUDY

CLARK
BARNES





PERSPECTIVE AT INTERSECTION

CLARK
BARNES

