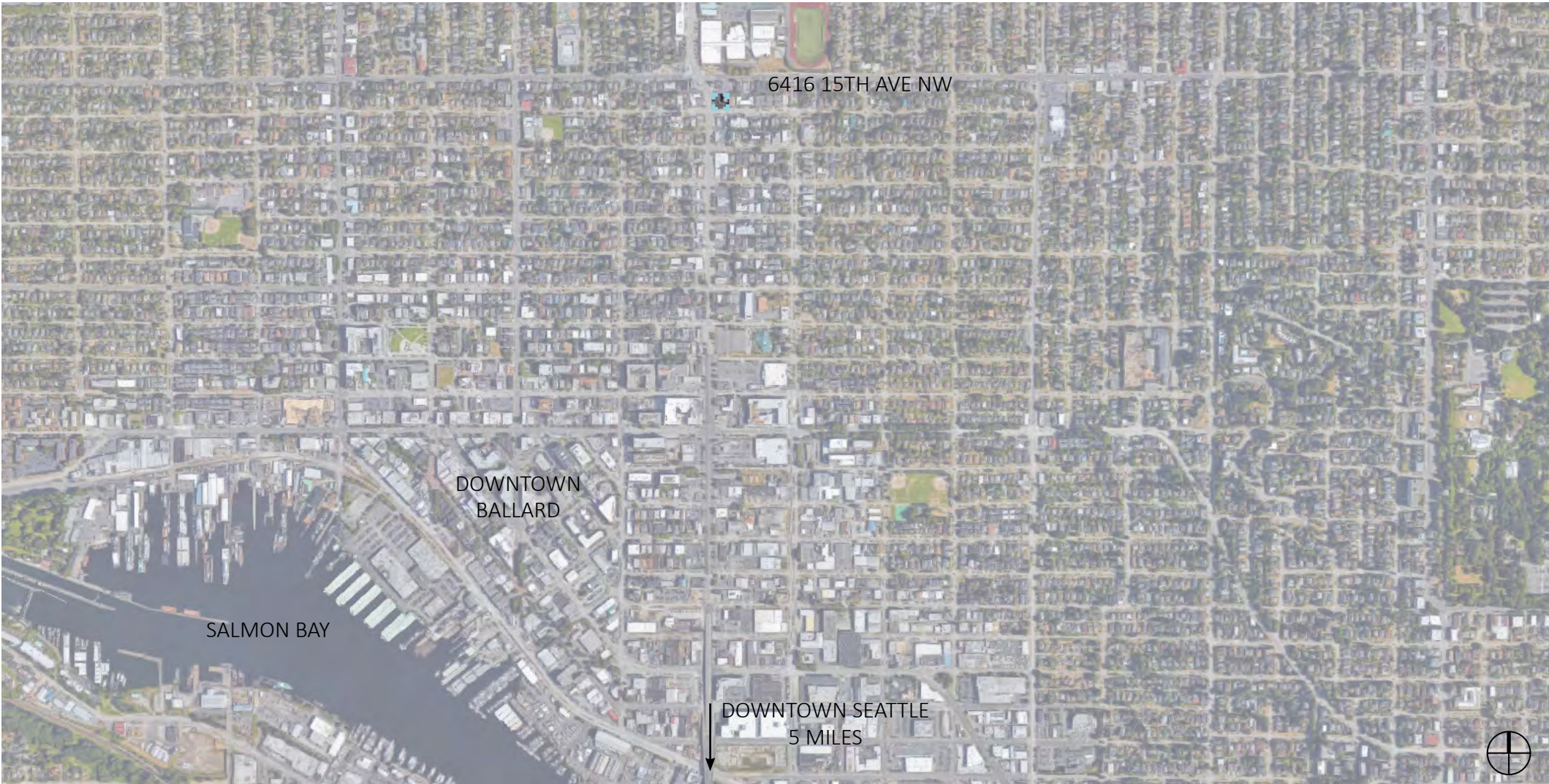


SEATTLE DESIGN REVIEW

11 September 2017 | Early Design Guidance Meeting 1



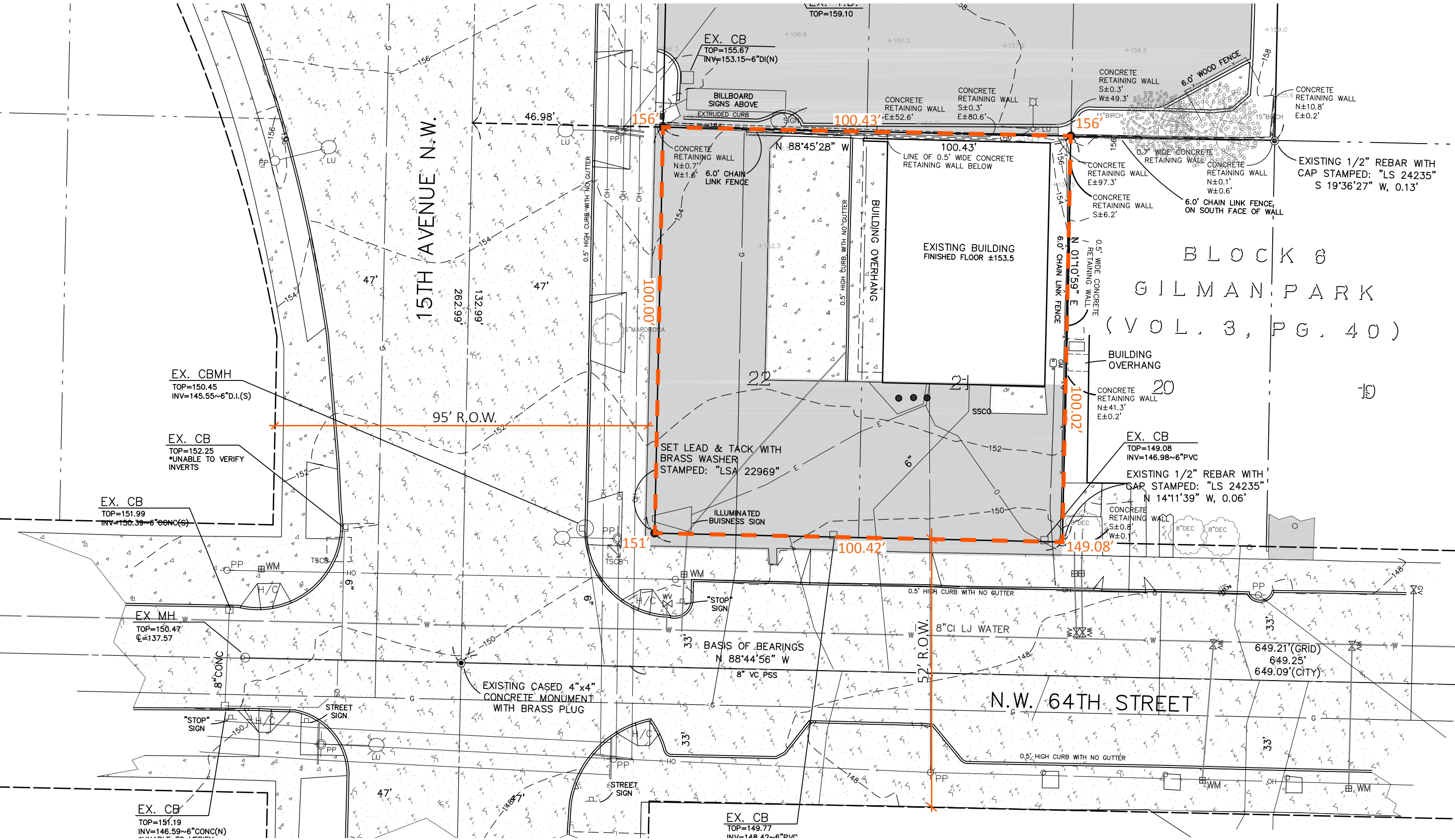
APPLICATION TEAM

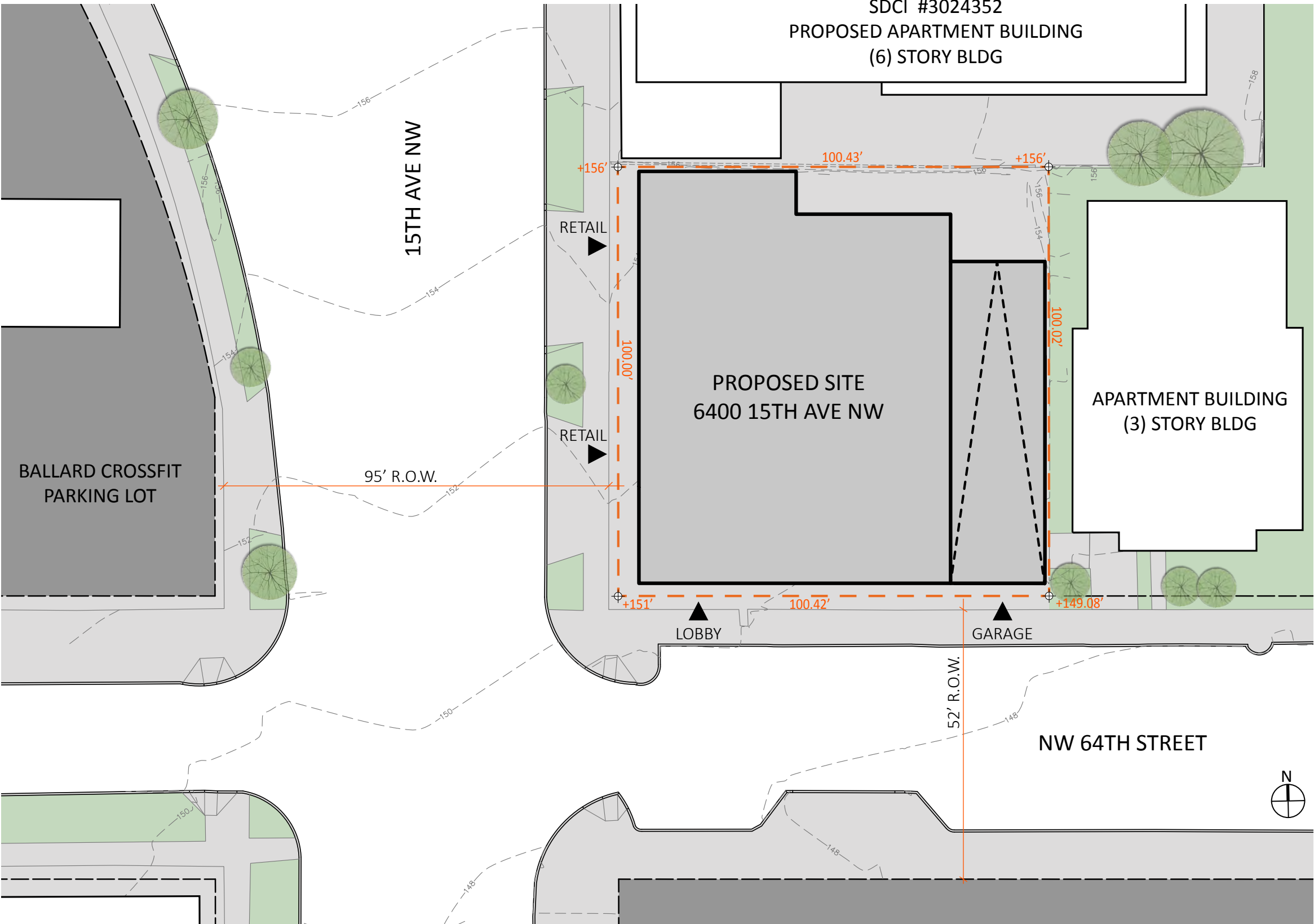
- APPLICANT:** PrydeJohnson LLC
419 N.E. 70TH STREET
SEATTLE, WA 98115
- ARCHITECT:** CLARK DESIGN GROUP PLLC
1401 W GARFIELD ST
SEATTLE, WA 98119
- LANDSCAPE ARCHITECT:** FAZIO ASSOCIATES LLC.
2244 NW MARKET ST., SUITE B
SEATTLE, WA 98107

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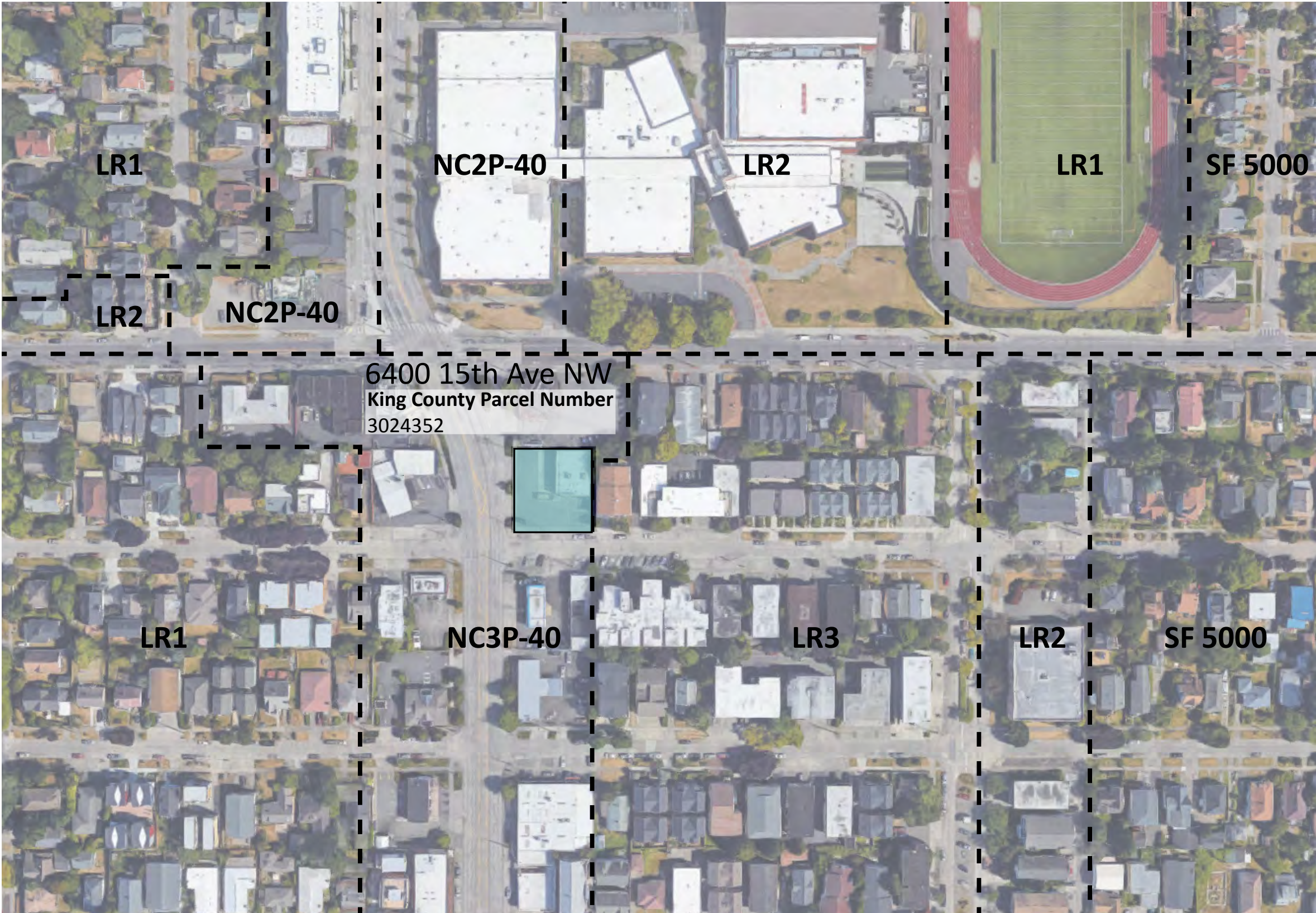


Overview:
Site Area: 10,042 SF
Zone: NC3P-40
FAR: 3.25
Parking: 20 Stalls Below Grade
Residential Units: 27
Stories: 4

Square Footages:
Retail: 2187 SF
Parking: 9505 SF
Residential: 27,563 SF
Building 30,750 SF

LEGAL DESCRIPTION:
LOTS 21 AND 22, BLOCK 6, GILMAN PARK ADDITION TO THE CITY OF SEATTLE, AS PER PLAT THEREOF RECORDED IN VOLUME 3 OF PLATS, ON PAGE 41, RECORDS OF KING COUNTY, STATE OF WASHINGTON.

SUBJECT TO EASEMENTS, RESTRICTIONS AND RESERVATIONS OF RECORD.







6416 15th Ave NW SDCI #3024352



Belay Apartments



7016 15th Ave NW



6700 15th Ave NW



1701 NW 65th St



1511 NW 63rd St



1427 NW 65th ST SDCI #3020654
Under Construction



1506 NW 61st St

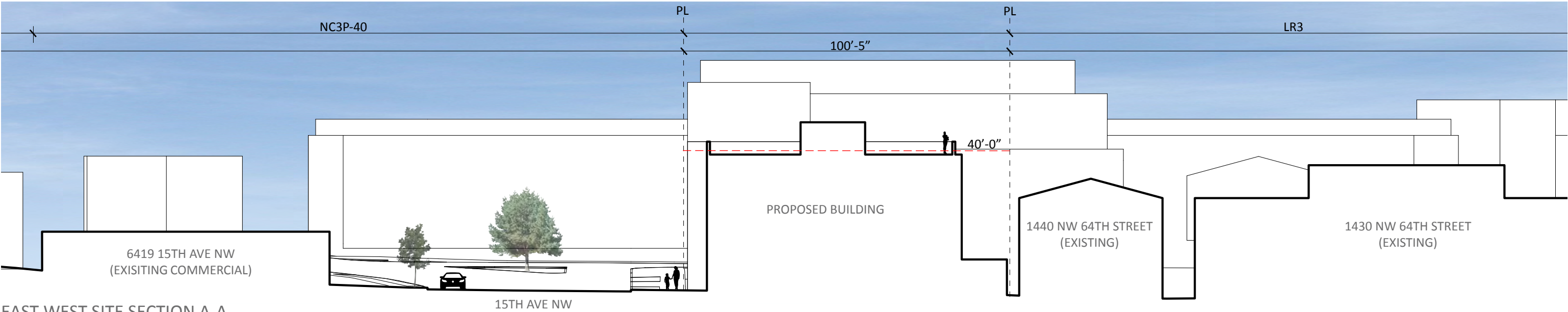
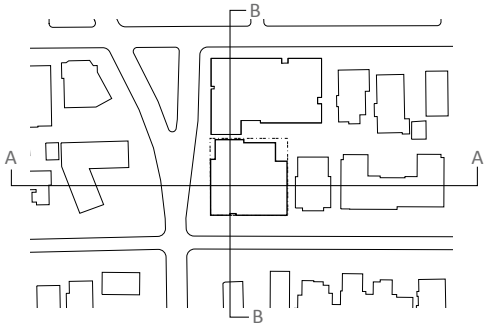


6301 15th Ave NW SDCI #3016656
Under Construction

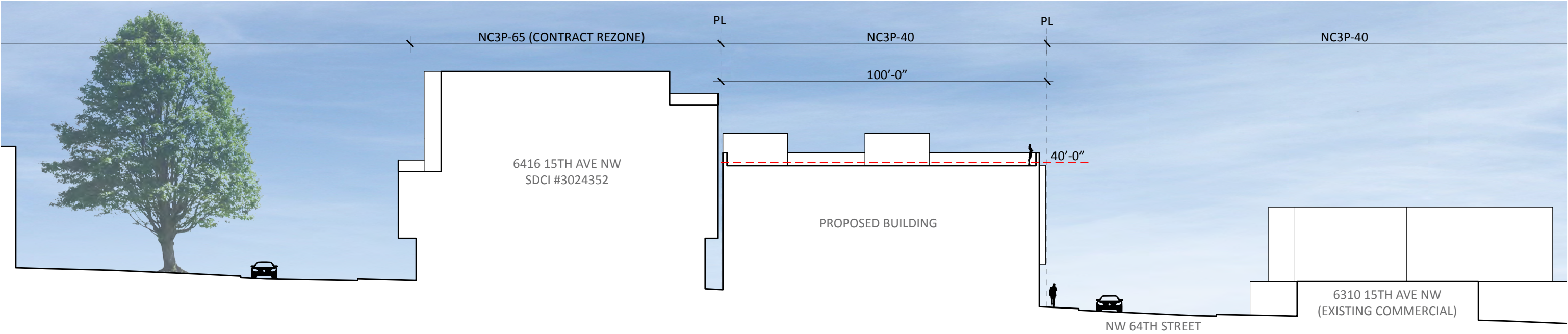




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EAST-WEST SITE SECTION A-A



NORTH-SOUTH SITE SECTION B-B



East Side of 15th Ave NW

PROJECT SITE



West Side of 15th Ave NW

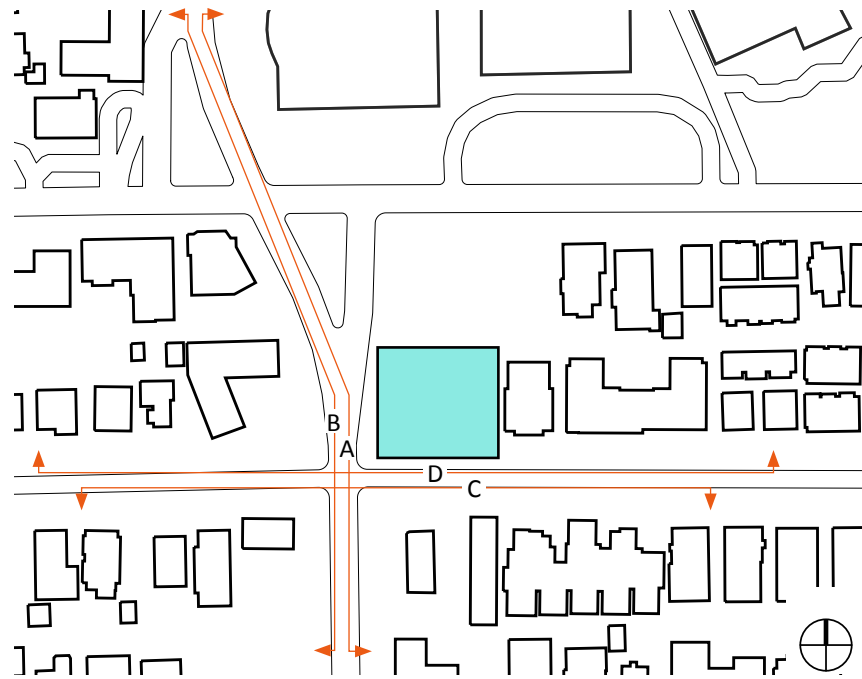


South Side of NW 64th Street



North Side of NW 64th Street

PROJECT SITE





FAR (23.47A.013)

Allowable FAR (65' Height Limit)	3.25 (x 10,042 SF Lot)	
	32,636 SF Allowable Area	
Proposed FAR:		
Commercial (Retail)	2,187 SF	
Residential Uses	27,563 SF	29,750 Total FAR

Additional Square Footage:	
Parking/Mech.	9,505 SF
Total	39,255 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
27,563 SF * 5% = 1,378.15 SF Required

1,700 SF Provided at L1	
1,500 SF Provided at Roof	2,200 SF Total Amenities

Parking Requirements (23.47A.030)

0 parking stalls Required
18 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.
15 parking stalls * 2% = 1 accessible parking stalls Provided

Van Spaces (SBC 1106.5)

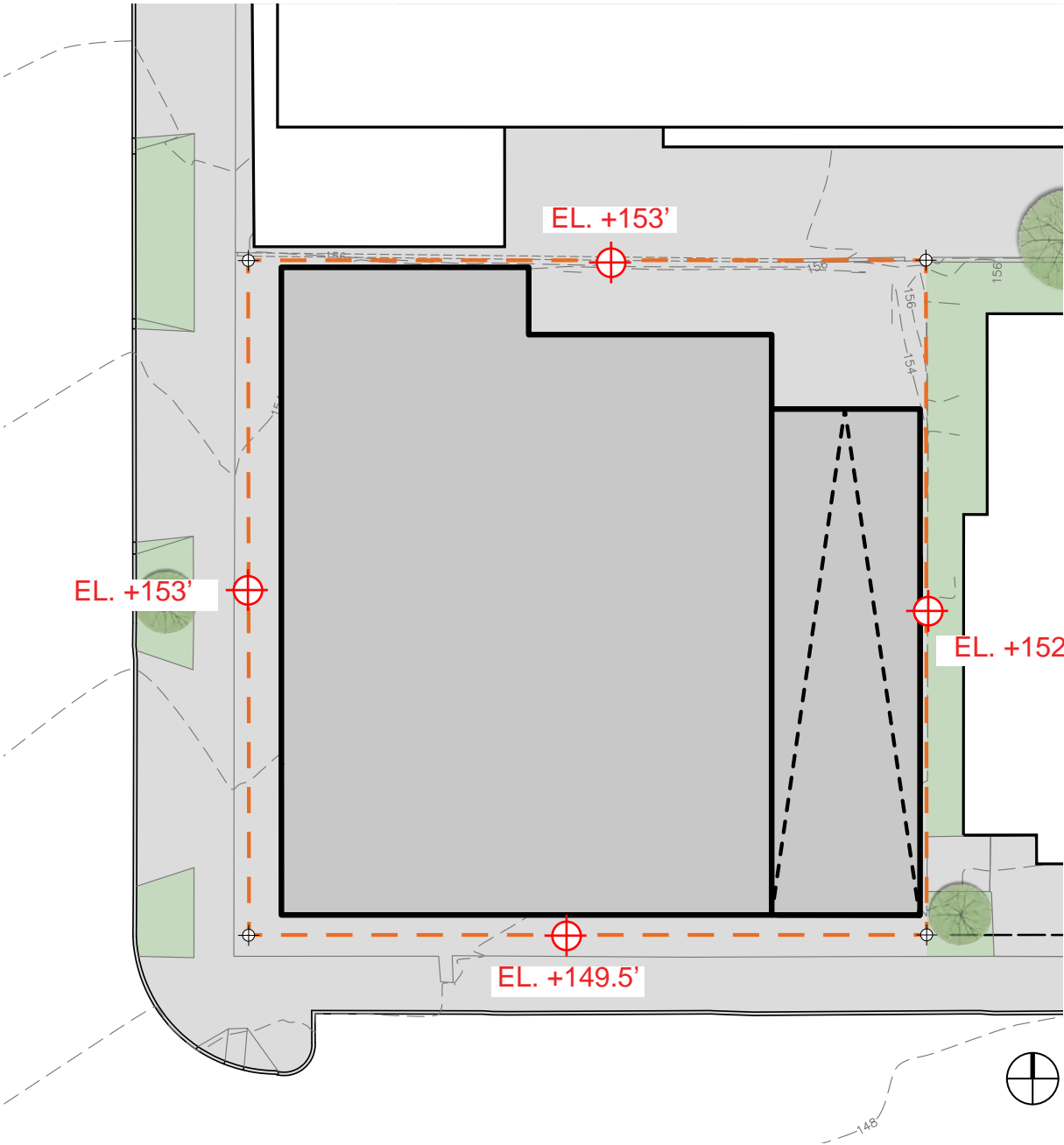
For every 6 or fraction of six accessible parking spaces, at least 1 shall be a van-accessible parking
space with 7 feet minimum vertical clearance.
1 van-accessible parking stall Provided

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	27 Units =	375 SF
Non-Residential	82 SF X 50% reduction =	41 SF
Total		416 SF Required



$$\frac{153' (100') + 153' (100.43') + 152' (100.02') + 149.5' (100.42')}{400.87'} = 151.85' \text{ Average Grade Level}$$

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.

URBAN PATTERN AND FORM

CS2 B2 CONNECTION TO THE STREET

Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

APPLICANT RESPONSE

15th Avenue NW is a principal arterial and commercial connector that carries 50,000 vehicles daily and provides frequent bus service along the Rapid Ride D.
NW 64th Street is an access street for the residential community.
The site is located at the corner of 15th Avenue NW and NW 64th Street, which have distinctly different characteristics. The building mass provides retail connection to the street along 15th Ave NW, while responding to the residential scale along NW 64th Street.

CS2 C1 CORNER SITE

Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.

APPLICANT RESPONSE

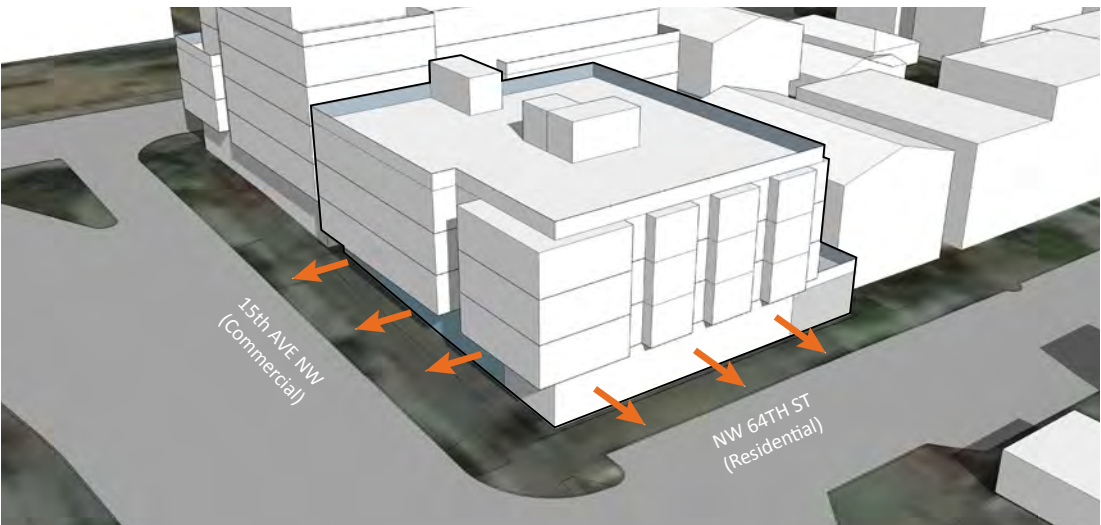
The corner of 15th Ave NW and NW 64th Street is visible northbound on 15th Ave NW. There is significant pedestrian traffic along 15th Avenue NW and the building mass should provide relief at the commercial entries.

CS2 D3 ZONE TRANSITIONS

For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

APPLICANT RESPONSE

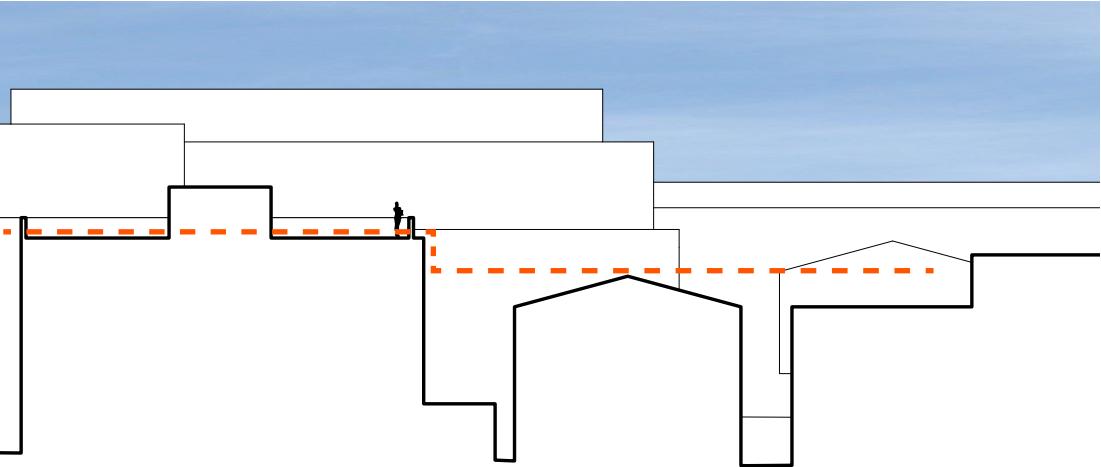
The site is located next to a 3-story apartment building in the LR3 zone. The building mass should step-back at the upper floors to provide light and air along the property line.



CS2 B2 CONNECTION TO THE STREET



CS2 C1 CORNER SITE



CS2 D3 ZONE TRANSITIONS

WALKABILITY
PL2 B1 EYES ON THE STREET

Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

APPLICANT RESPONSE
Maximizing transparency and connection to the street is a vital component to streetscape along 15th Avenue NW and the corner at NW 64th Street.

STREET-LEVEL INTERACTION

PL3 A2 ENTRIES
Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

APPLICANT RESPONSE
The proposed project is a mixed use development with retail and residential uses. Primary retail entries shall be located 15th Ave NW, the commercial street, addressing overhead weather protection, recessed entries and lighting. The primary residential entry shall be located on NW 64th Street, the residential street, addressing the quieter nature of the street with landscaping and down lighting.

PROJECT USES AND ACTIVITIES

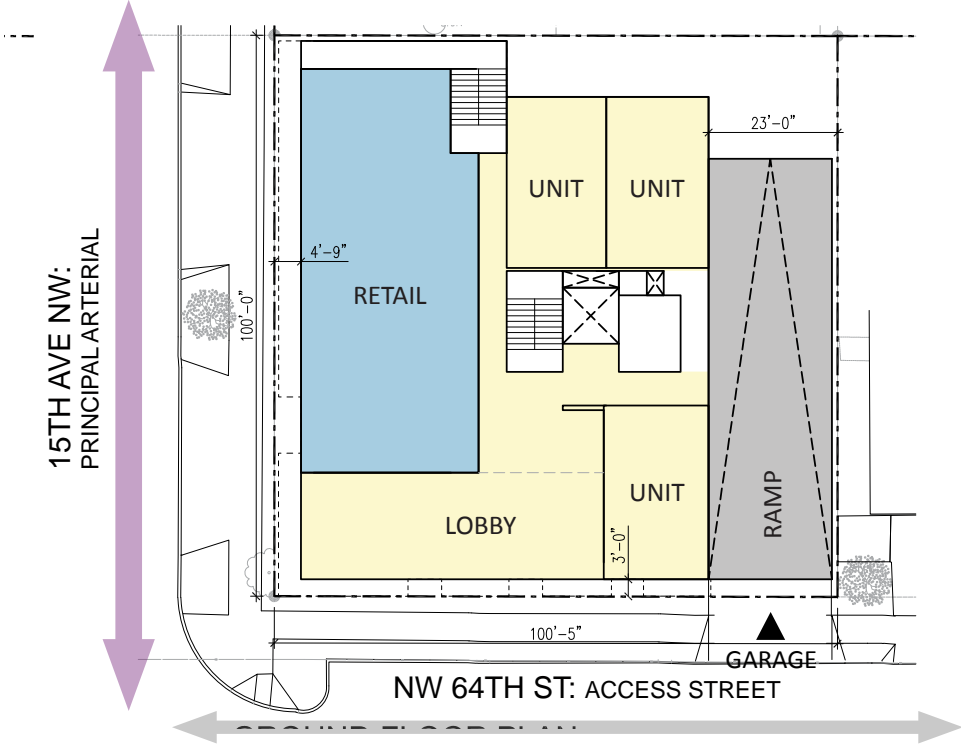
DC1 B1 VEHICULAR ACCESS AND CIRCULATION
Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible.

APPLICANT RESPONSE
The proposed project locates the parking garage access along the lower designated street, NW 64th Street, as far from the intersection to minimize conflict between pedestrians and vehicles.

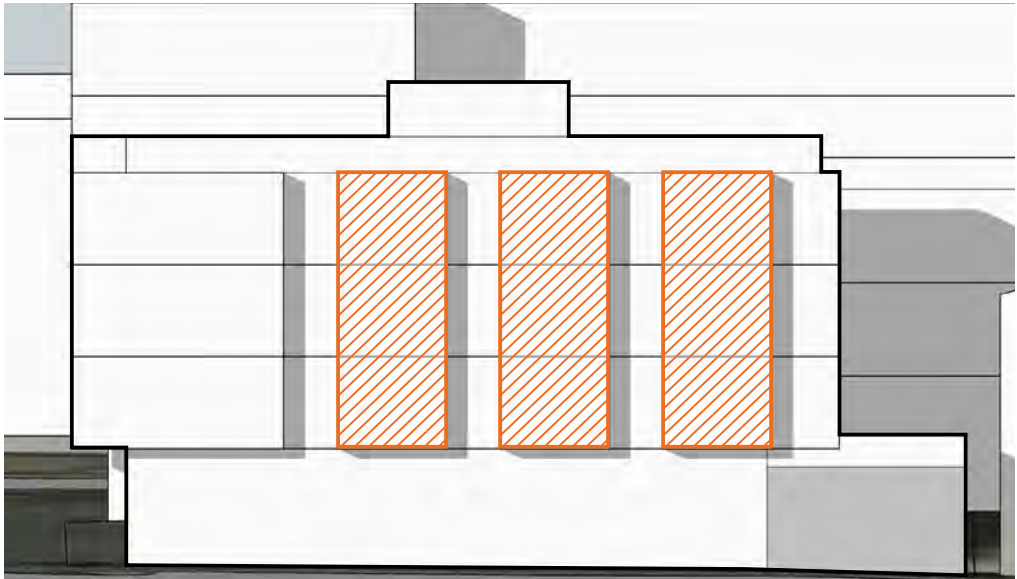
ARCHITECTURAL CONCEPT

DC2 B1 FAÇADE COMPOSITION
Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement.

APPLICANT RESPONSE
In the preferred scheme, the façade composition responds to the scale of NW 64th Street with bay windows to provide similar rhythm to the townhouses located down the street.



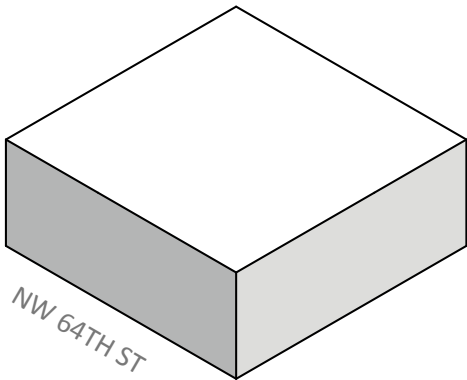
PL3 A2 ENTRIES



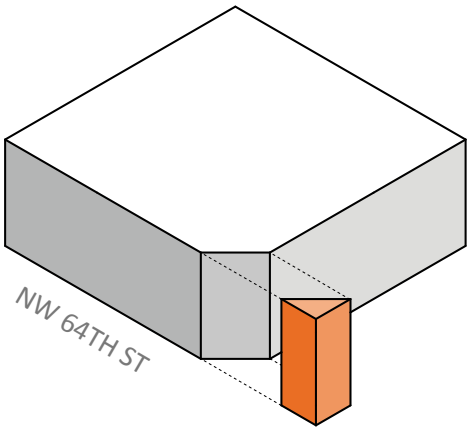
DC2 B1 FACADE COMPOSITION



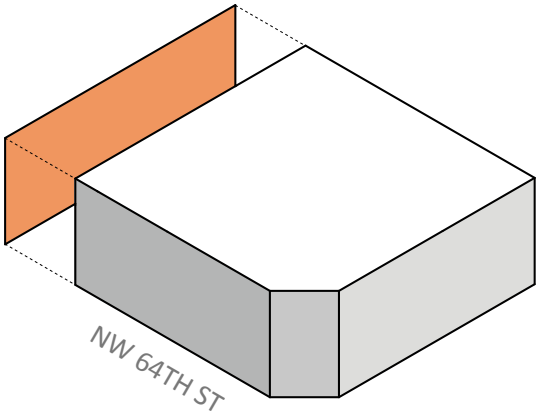
1416 NW 64TH STREET



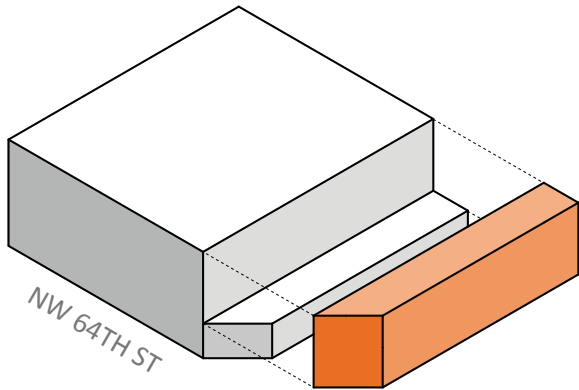
SITE BLOCK



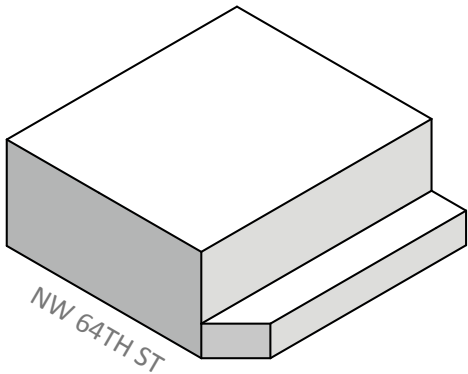
CORNER SETBACK
15' TRIANGLE AREA SET BACK



6" DEDICATION ALONG
15TH AVE NW

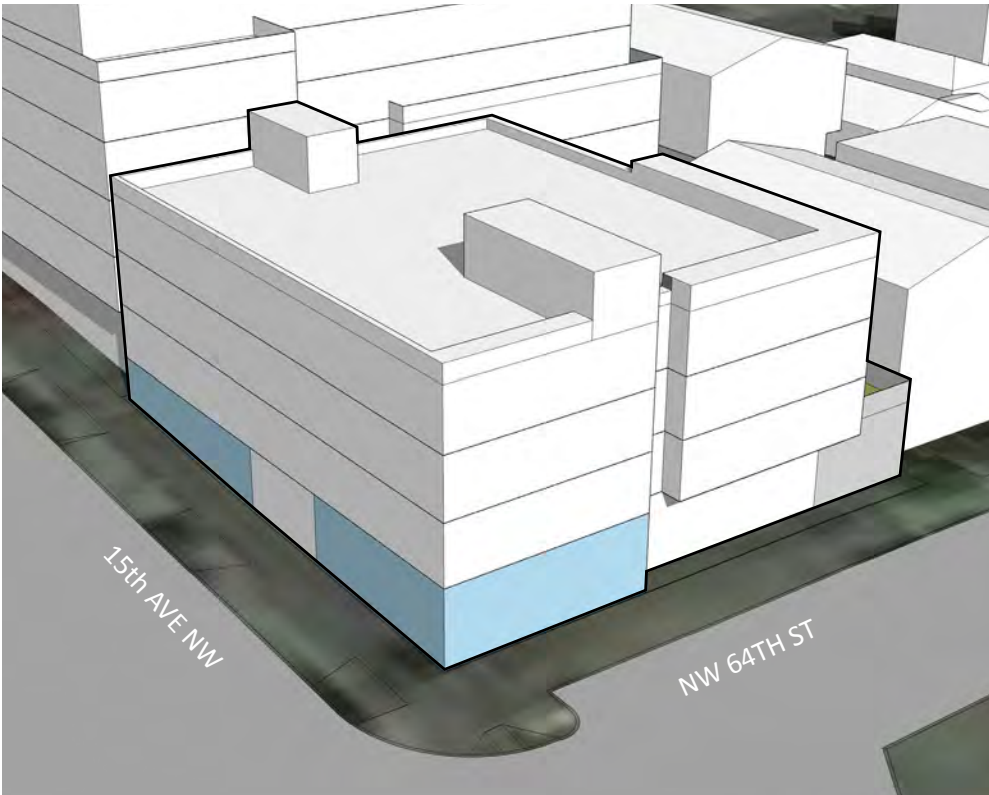


LR SETBACK 15'
REQUIRED SETBACK ABOVE 13'
DIRECTLY ADJACENT LR-ZONE



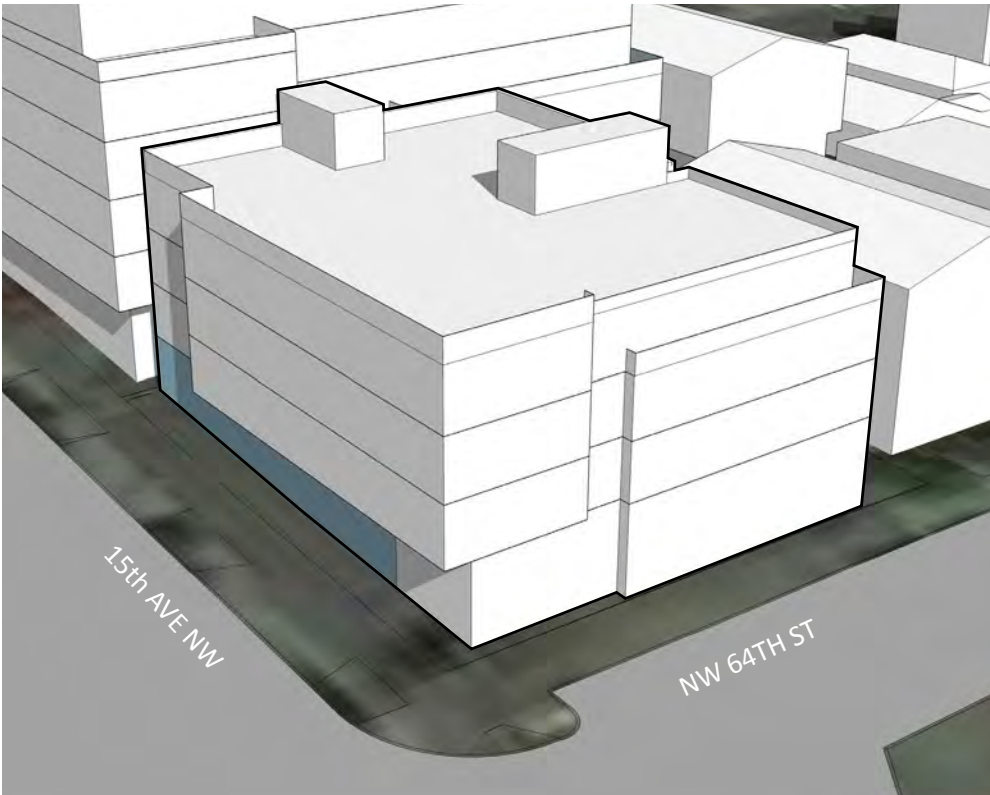
SITE ALLOWABLE AREA

INTENTIONALLY BLANK



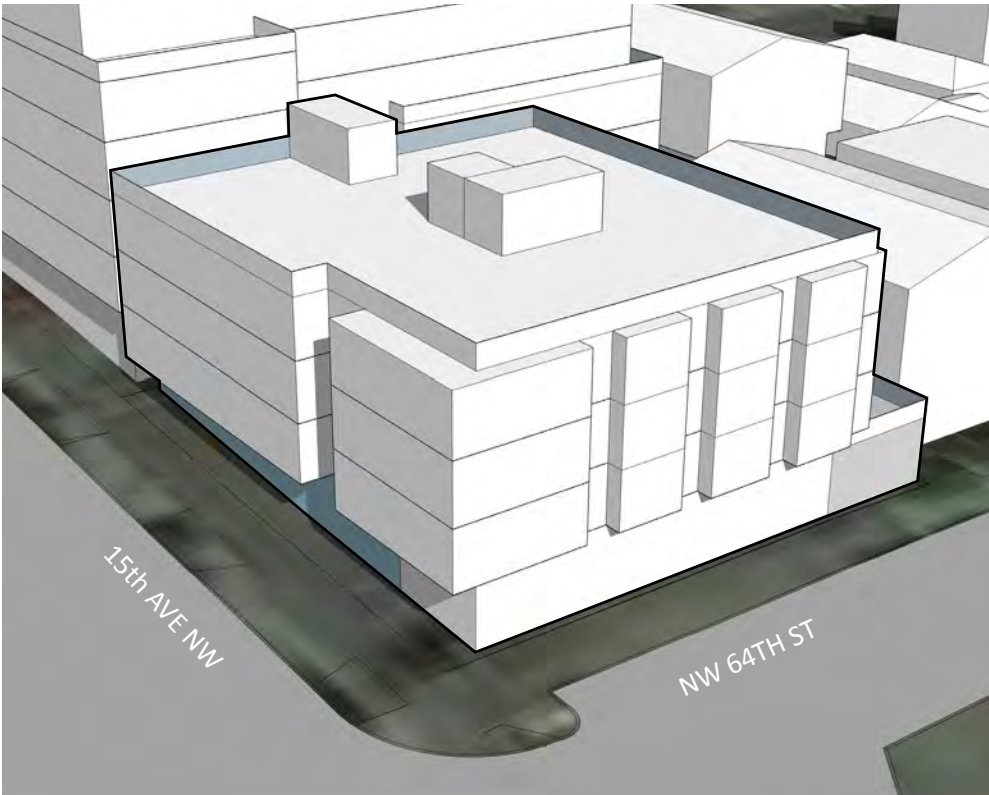
Option A

- Pros
- Building mass at the corner provides strong urban edge to the block.
 - Recess in mass along NW 64th Street breaks down mass.
- Cons
- Does not provide extra space for pedestrians along 15th Ave NW.
 - Residential entry off of 15th Ave NW divides commercial space.
 - Largest mass at southeast corner along the zone transition to the east, LR3 zone.
 - Parking garage access pulled to property line increases bulk adjacent to LR3 zone.
 - Parking garage provides fewest number of parking stalls.



Option B (Code Compliant)

- Pros
- Building mass at the corner provides strong urban edge to the block.
 - Recess at the ground floor provides extra space for pedestrians along 15th Ave NW.
 - Upper floor setback to provide relief at the zone transition to the east, LR3 zone.
 - Parking garage access setback from property line to reduce bulk adjacent to LR3 zone.
- Cons
- Building mass along NW 64th Street provides strong urban edge rather than softer edge along residential street.



Option C (Preferred Scheme)

- Pros
- Building mass at the corner and along 15th Ave NW provides strong urban edge to the block.
 - Bay windows along NW 64th Street respond to scale of townhouses along NW 64th Street.
 - Recess at the ground floor at the corner provides extra space for pedestrians at building entries.
 - Recess at the ground floor along NW 64th Street provides extra space for planting to soften edge on residential street.
 - Upper floor setback to provide relief at the zone transition to the east, LR3 zone.
 - Parking garage access setback from property line to reduce bulk adjacent to LR3 zone.
 - Curb-cut reduced to reduce conflict with pedestrians crossing the drive aisle.
 - Greatest number of parking stalls provided.
- Cons
- Parking garage access pulled to property line increases bulk adjacent to LR3 zone.

MASSING OPTION A [8.0]

26 Residential Units
16 Parking Stalls

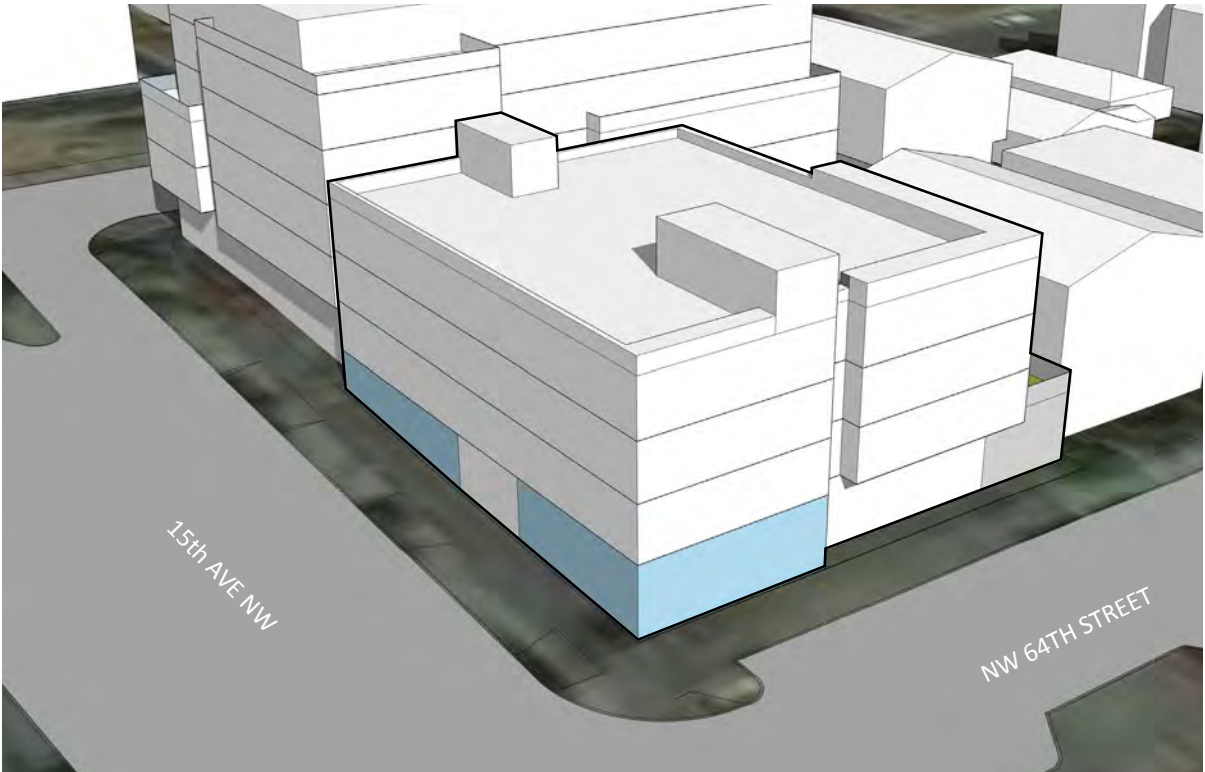
Option A

Pros

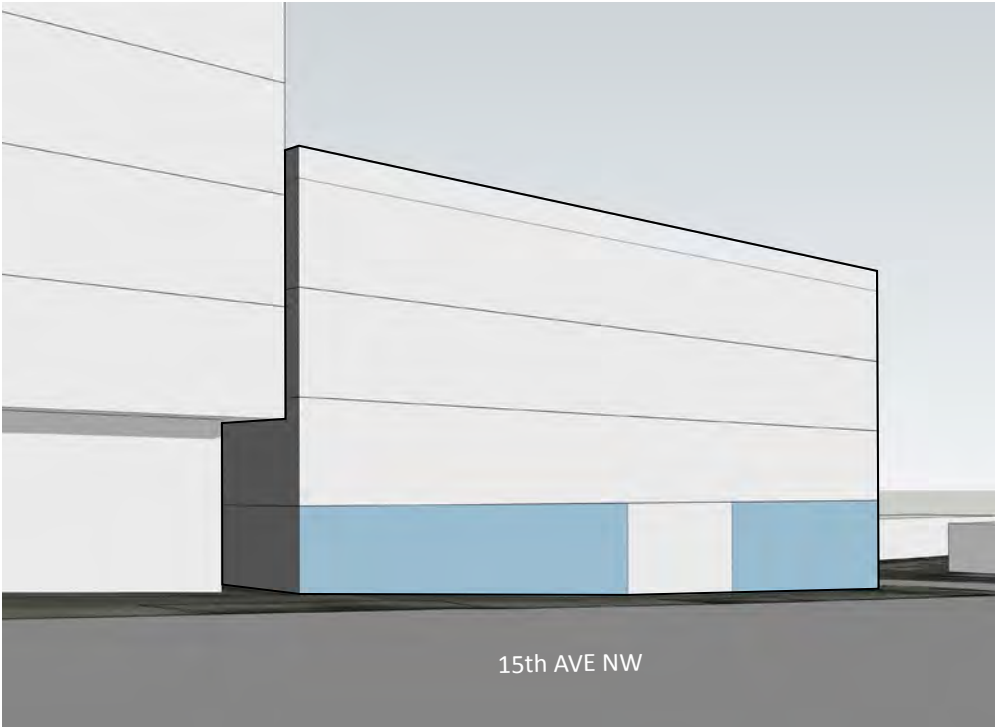
- Building mass at the corner provides strong urban edge to the block.
- Recess in mass along NW 64th Street breaks down mass.

Cons

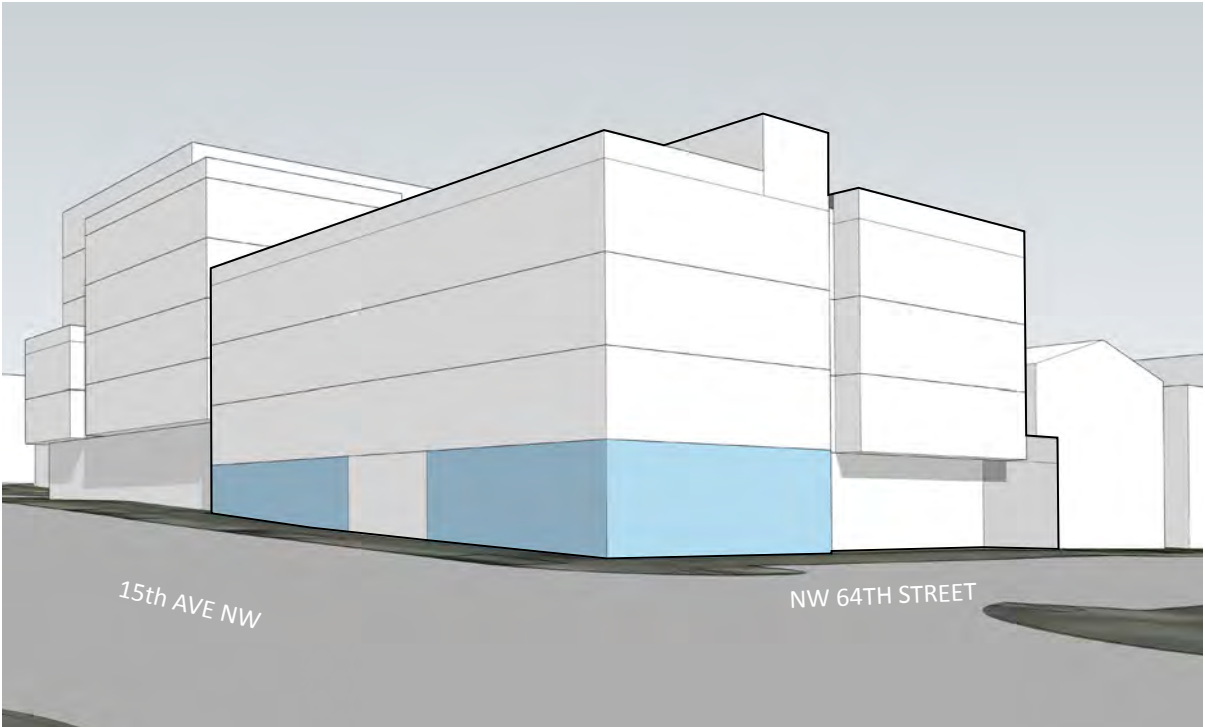
- Does not provide extra space for pedestrians along 15th Ave NW.
- Residential entry off of 15th Ave NW divides commercial space.
- Largest mass at southeast corner along the zone transition to the east, LR3 zone.
- Parking garage access pulled to property line increases bulk adjacent to LR3 zone.
- Parking garage provides fewest number of parking stalls.



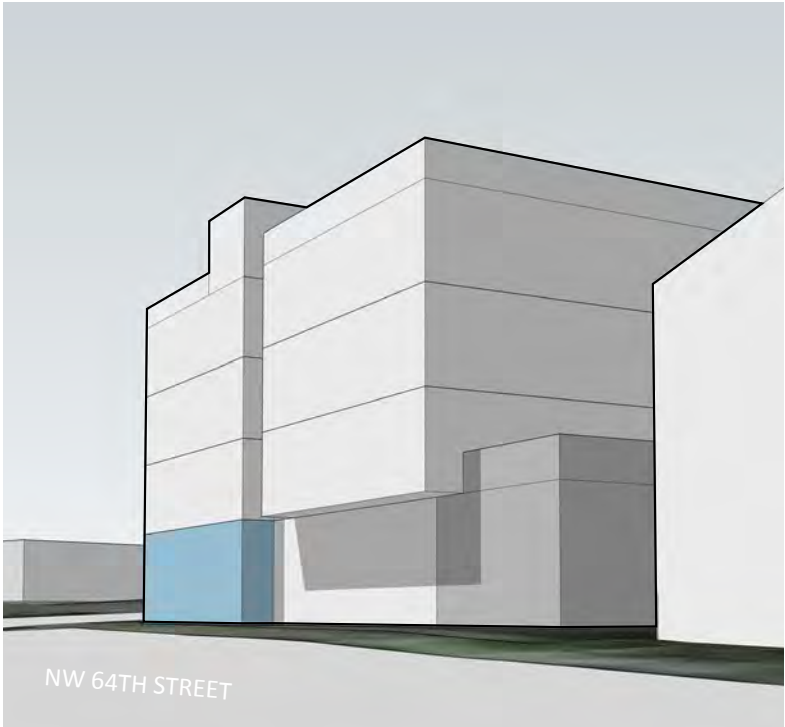
AERIAL VIEW LOOKING SOUTHEAST



STREET VIEW LOOKING WEST FROM NW 65TH ST



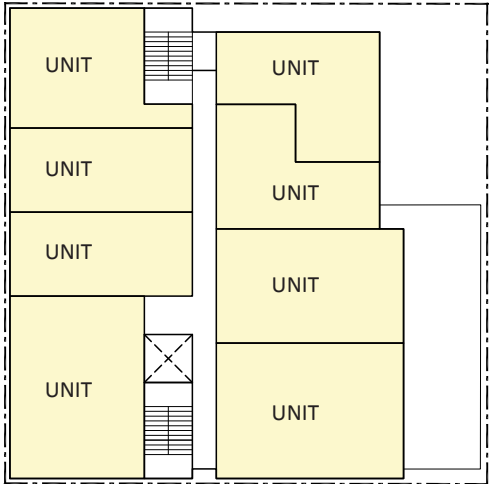
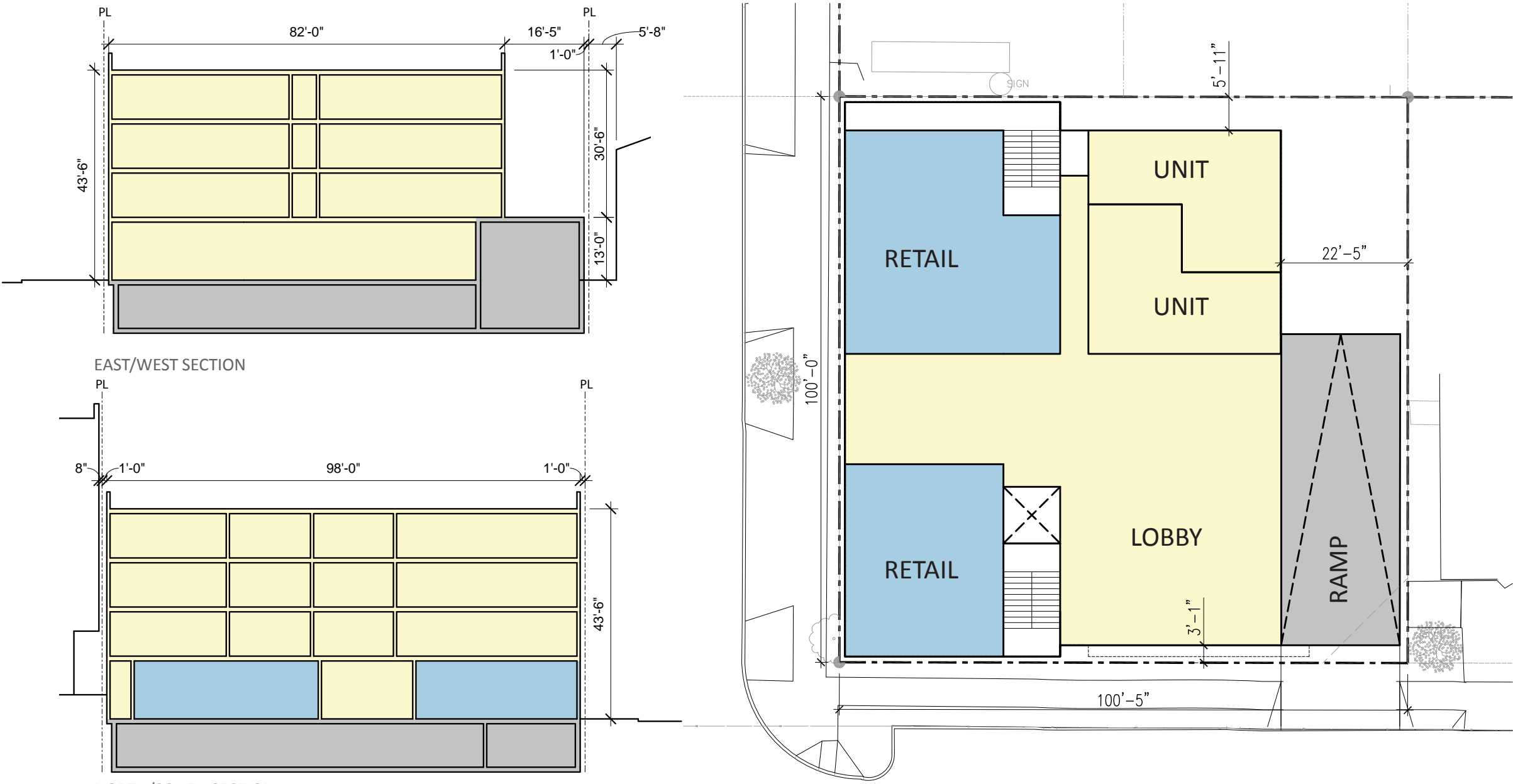
STREET VIEW LOOKING NORTHEAST FROM 15TH AVE NW & NW 64TH ST



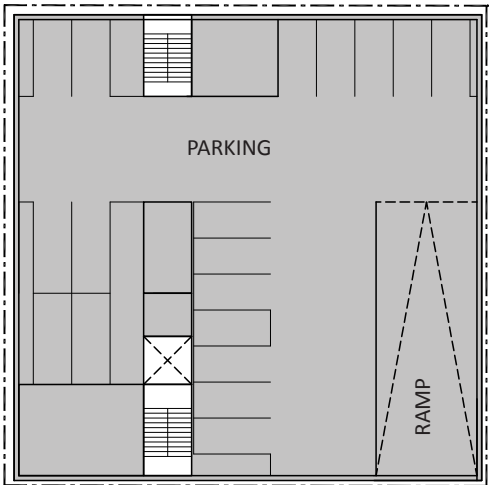
STREET VIEW LOOKING NORTH FROM 15TH AVE NW

MASSING OPTION A [8.0]

26 Residential Units
16 Parking Stalls



LEVEL 2 - LEVEL 4



PARKING LEVEL 1

MASSING OPTION B [8.0] Code Compliant - No Departures

27 Residential Units
17 Parking Stalls

Option B

Pros

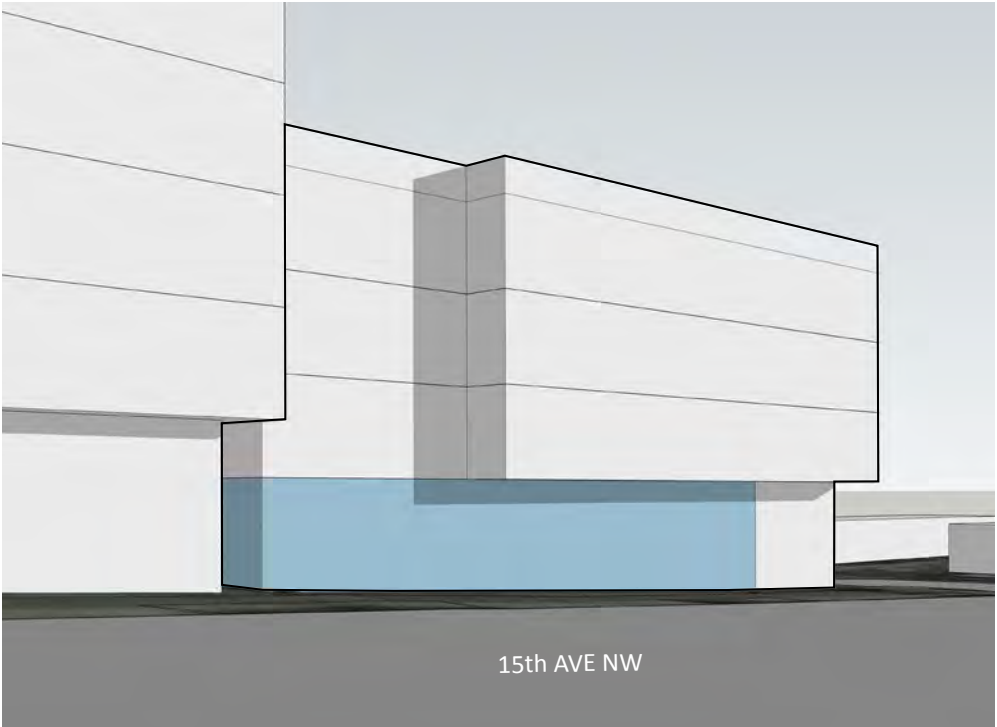
- Building mass at the corner provides strong urban edge to the block.
- Recess at the ground floor provides extra space for pedestrians along 15th Ave NW.
- Upper floor setback to provide relief at the zone transition to the east, LR3 zone.
- Parking garage access setback from property line to reduce bulk adjacent to LR3 zone.

Cons

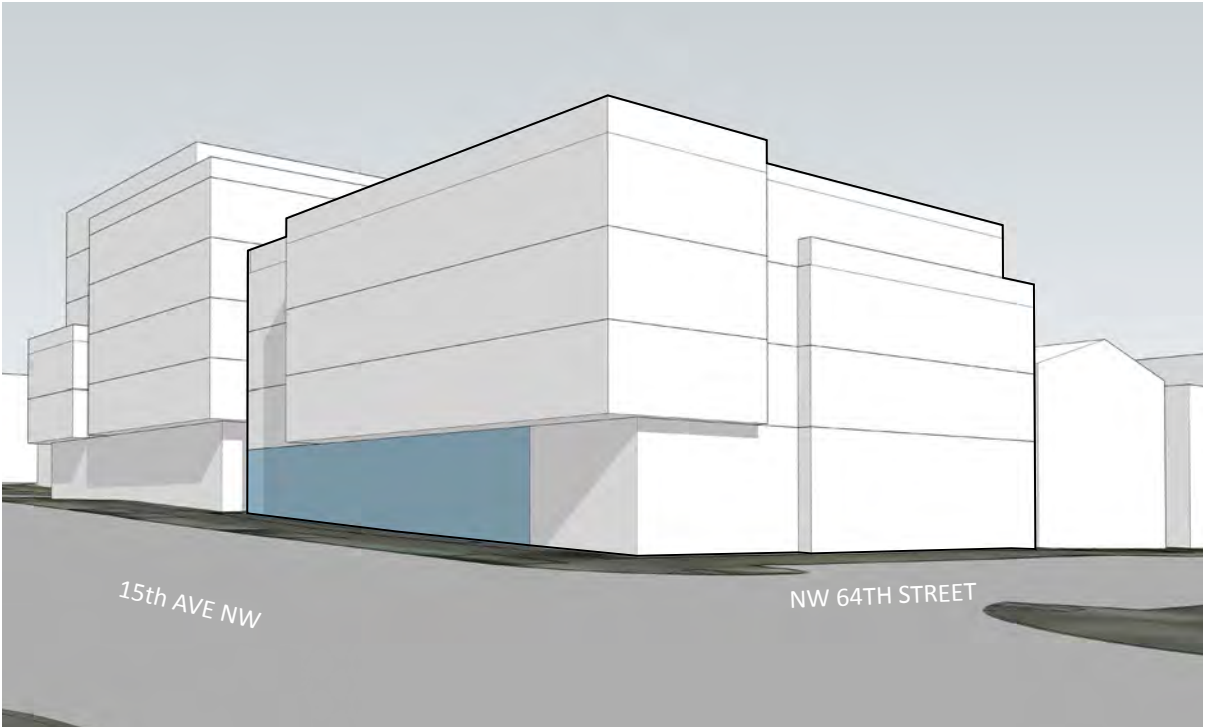
- Building mass along NW 64th Street provides strong urban edge rather than softer edge along residential street.



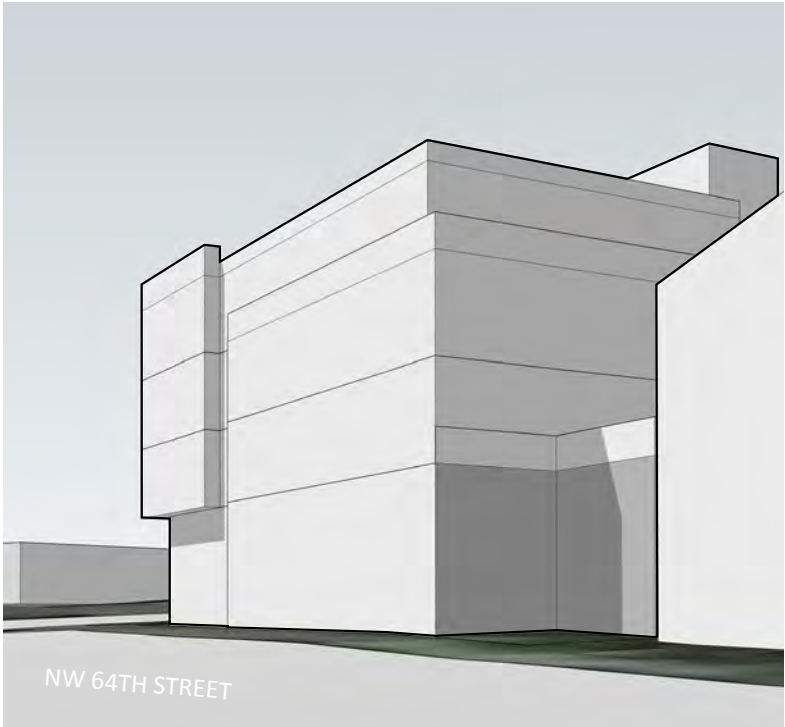
AERIAL VIEW LOOKING SOUTHEAST



STREET VIEW LOOKING WEST FROM NW 65TH ST



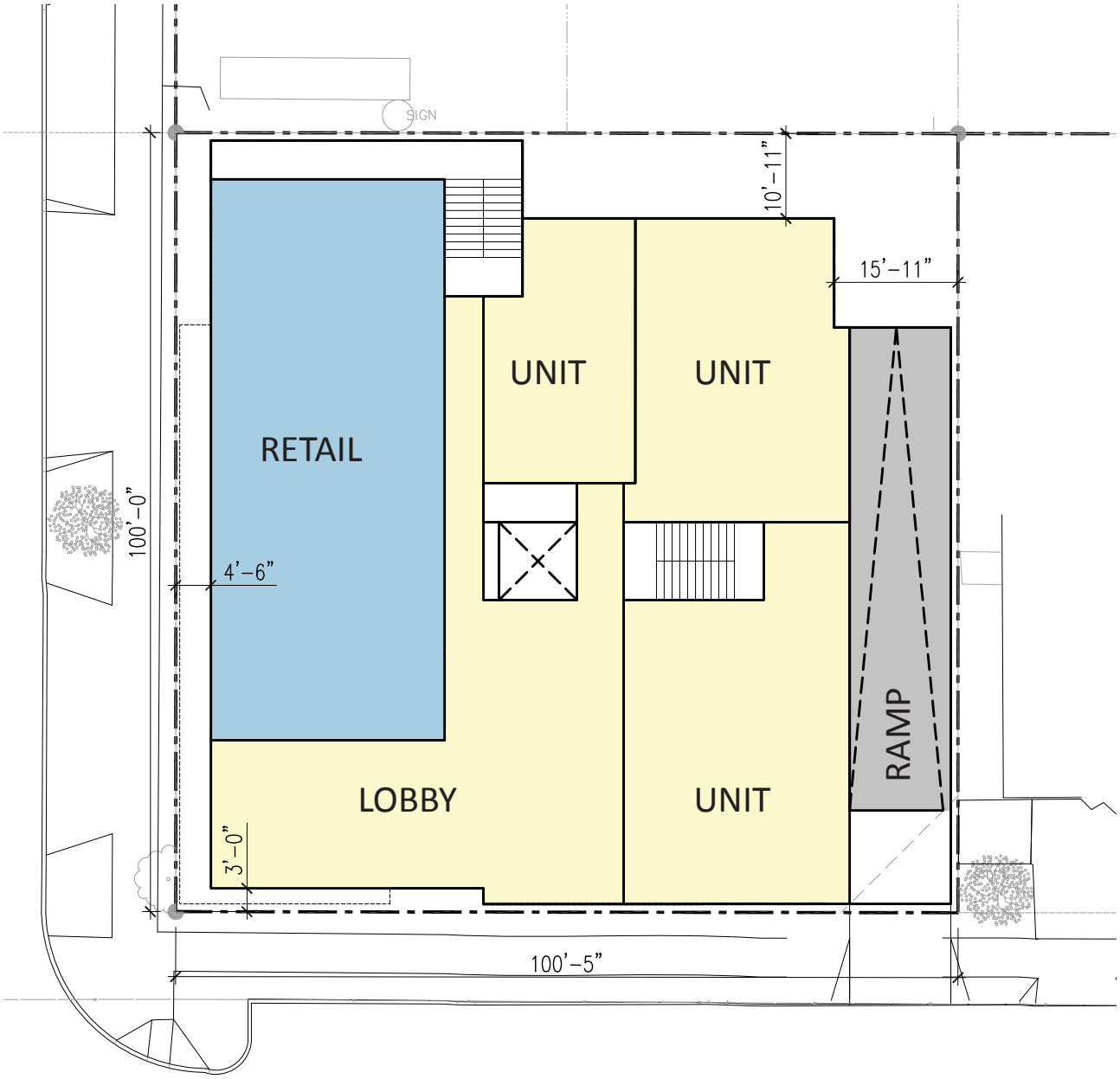
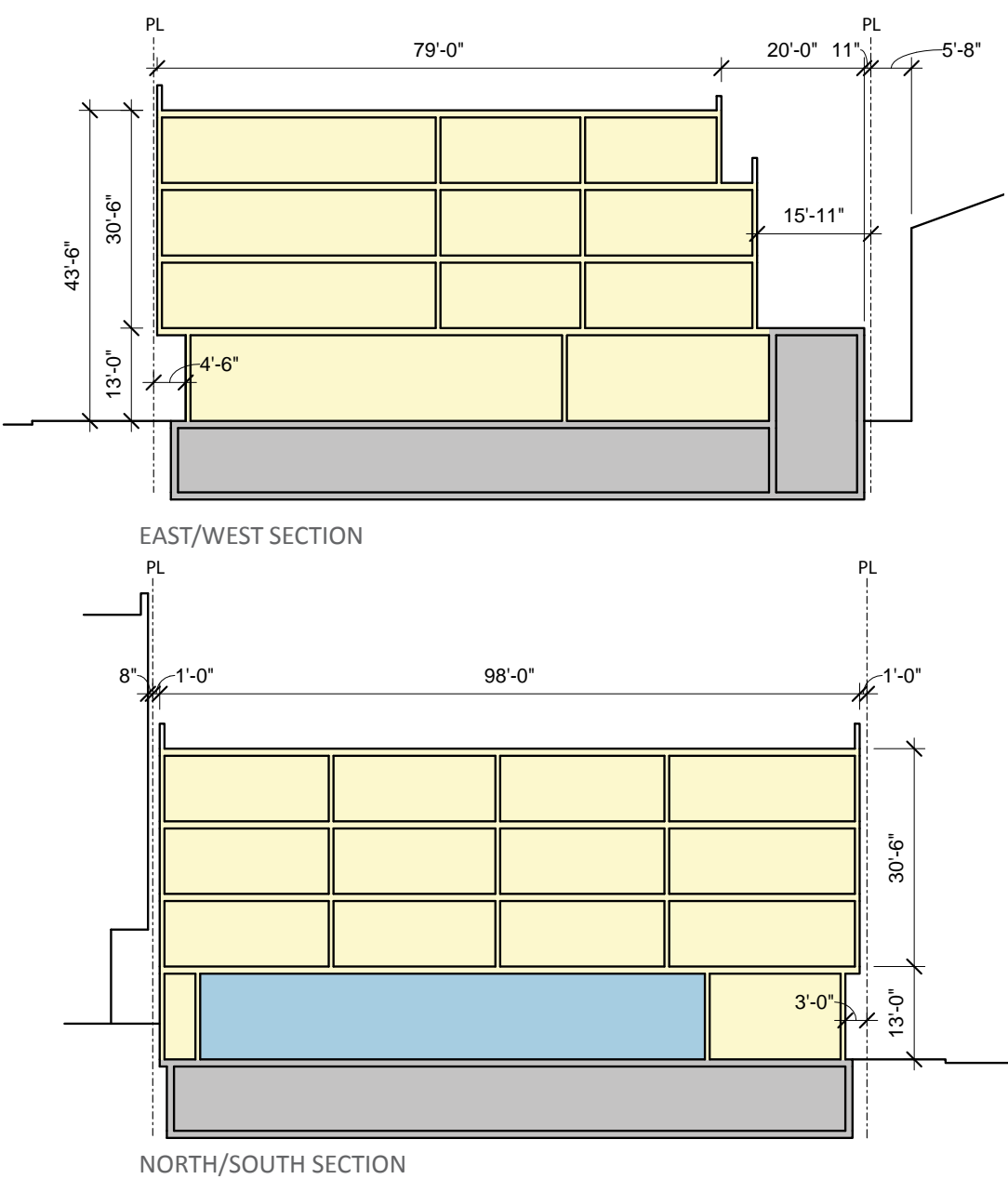
STREET VIEW LOOKING NORTHEAST FROM 15TH AVE NW & NW 64TH ST



STREET VIEW LOOKING NORTH FROM 15TH AVE NW

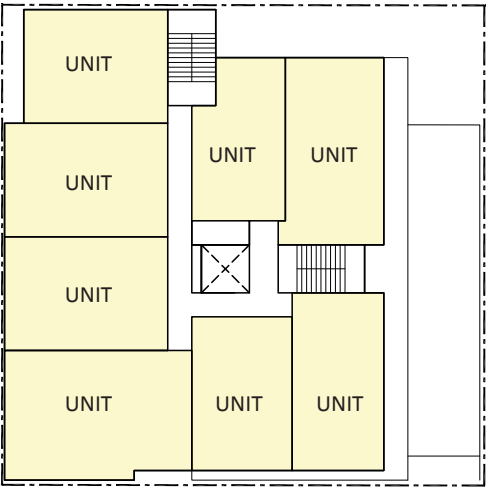
MASSING OPTION B [8.0] Code Compliant - No Departures

27 Residential Units
17 Parking Stalls

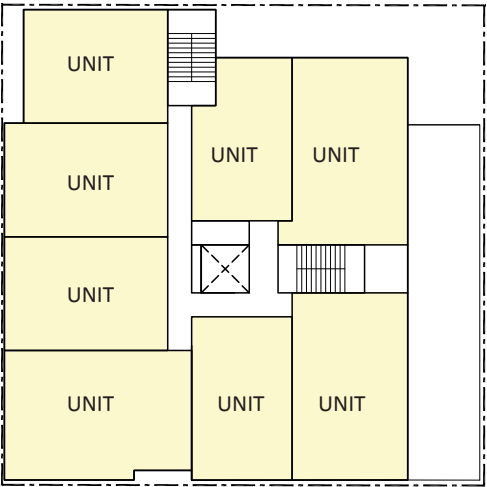


GROUND FLOOR
Commercial: 2160 SF

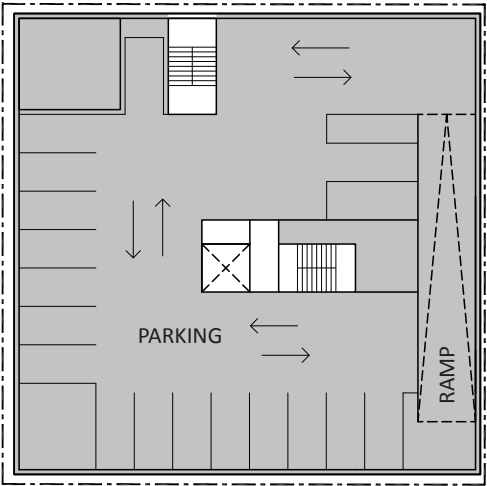
- Commercial
- Residential/Lobby
- Parking



LEVEL 4



LEVEL 2 - LEVEL 3



PARKING LEVEL 1

MASSING OPTION C (Preferred Scheme) [8.0]

27 Residential Units
20 Parking Stalls

Option C (Preferred Scheme)

Pros

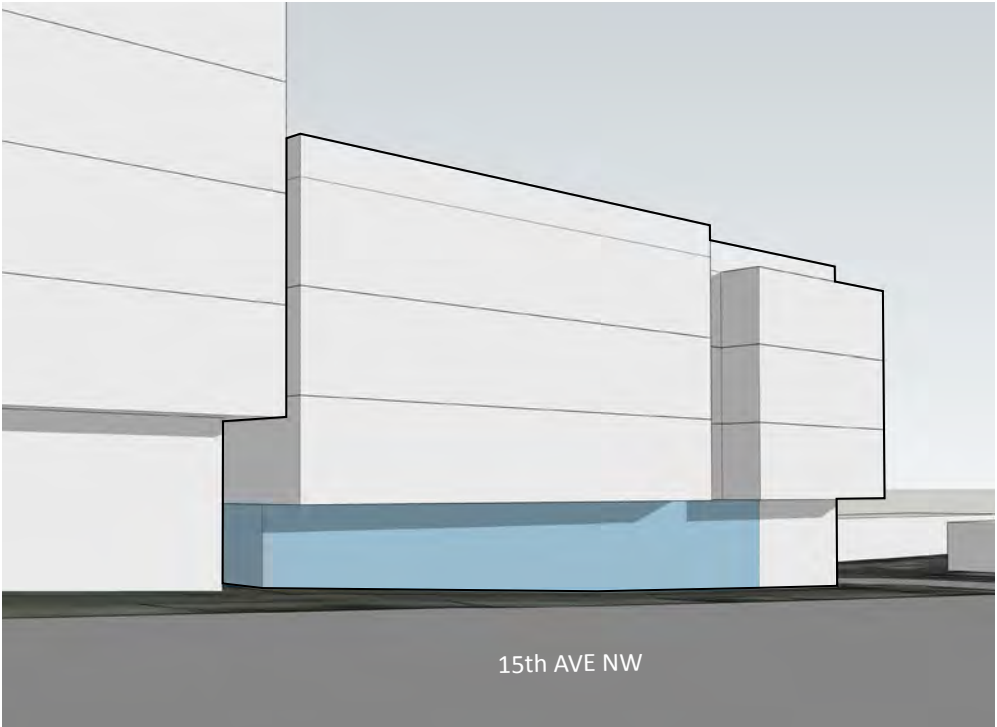
- Building mass at the corner and along 15th Ave NW provides strong urban edge to the block.
- Bay windows along NW 64th Street respond to scale of townhouses along NW 64th Street.
- Recess at the ground floor at the corner provides extra space for pedestrians at building entries.
- Recess at the ground floor along NW 64th Street provides extra space for planting to soften edge on residential street.
- Upper floor setback to provide relief at the zone transition to the east, LR3 zone.
- Parking garage access setback from property line to reduce bulk adjacent to LR3 zone.
- Curb-cut reduced to reduce conflict with pedestrians crossing the drive aisle.
- Greatest number of parking stalls provided.

Cons

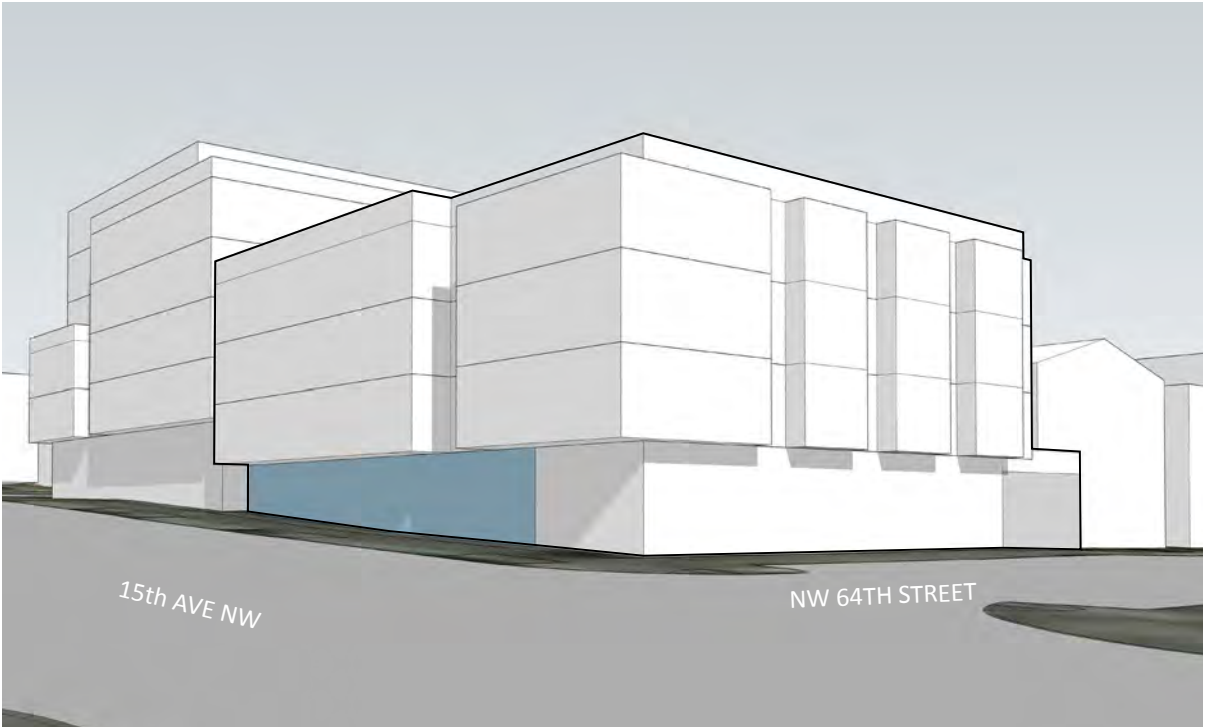
- Parking garage access pulled to property line increases bulk adjacent to LR3 zone.



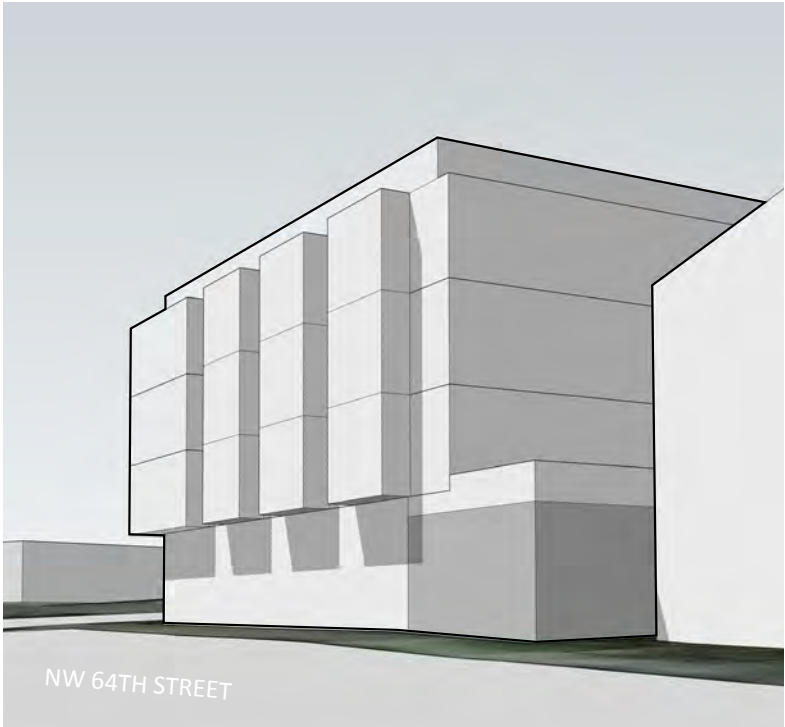
AERIAL VIEW LOOKING SOUTHEAST



STREET VIEW LOOKING WEST FROM NW 65TH ST



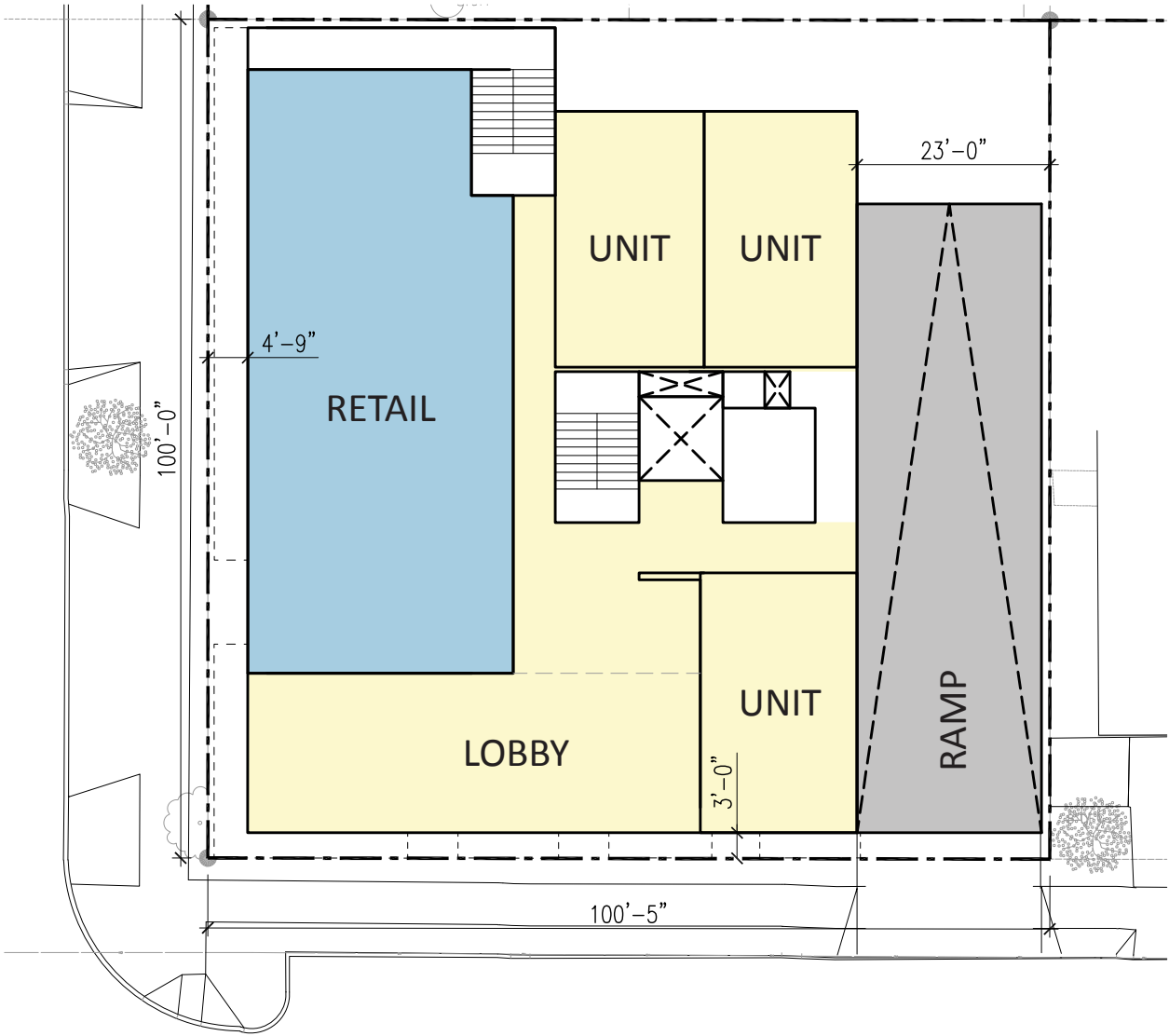
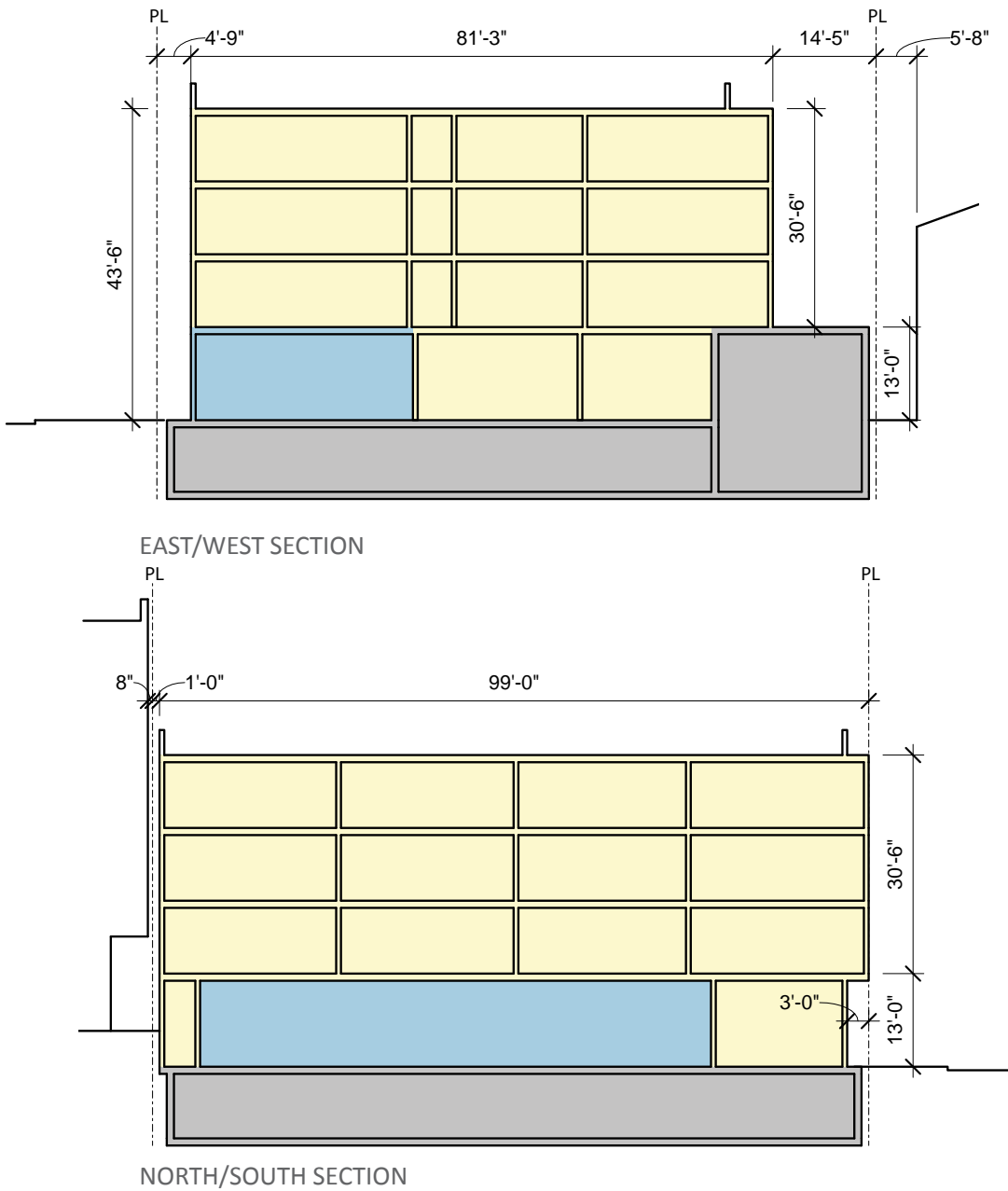
STREET VIEW LOOKING NORTHEAST FROM 15TH AVE NW & NW 64TH ST



STREET VIEW LOOKING NORTH FROM 15TH AVE NW

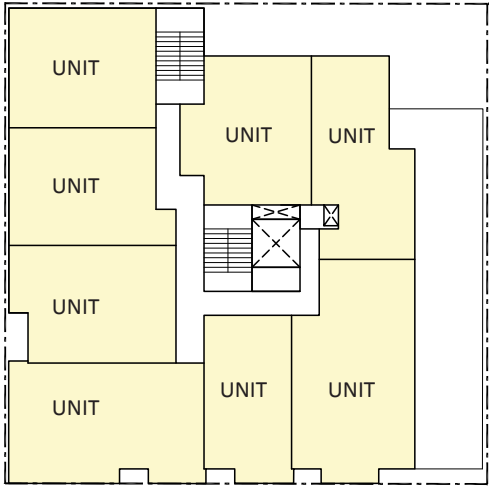
MASSING OPTION C (Preferred Scheme) [8.0]

27 Residential Units
20 Parking Stalls

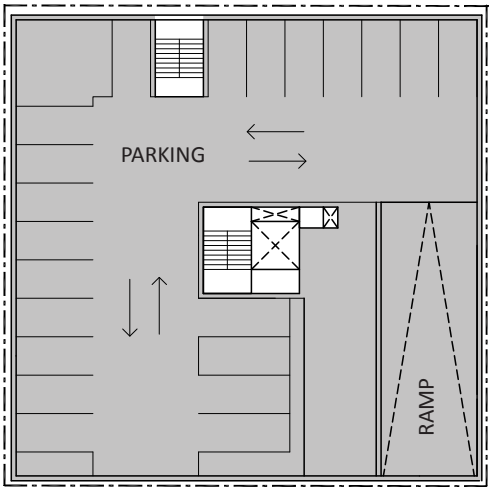


GROUND FLOOR
Commercial: 2204 SF

- Commercial
- Residential/Lobby
- Parking



LEVEL 2 - LEVEL 4



PARKING LEVEL 1

INTENTIONALLY BLANK



INTENTIONALLY BLANK

DEPARTURE #1

SMC 23.47A Setback abutting a side line of a residentially zoned lot

CODE REQUIREMENT

1. A 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 triangular area. The sides of the triangle extend along the street lot line and side lot line 15 feet from the intersection of the residentially zoned lot’s front lot line and the side lot line abutting the residentially zoned lot. The third side connects these two sides with a diagonal line across the commercially-zoned lot.

PROVIDED

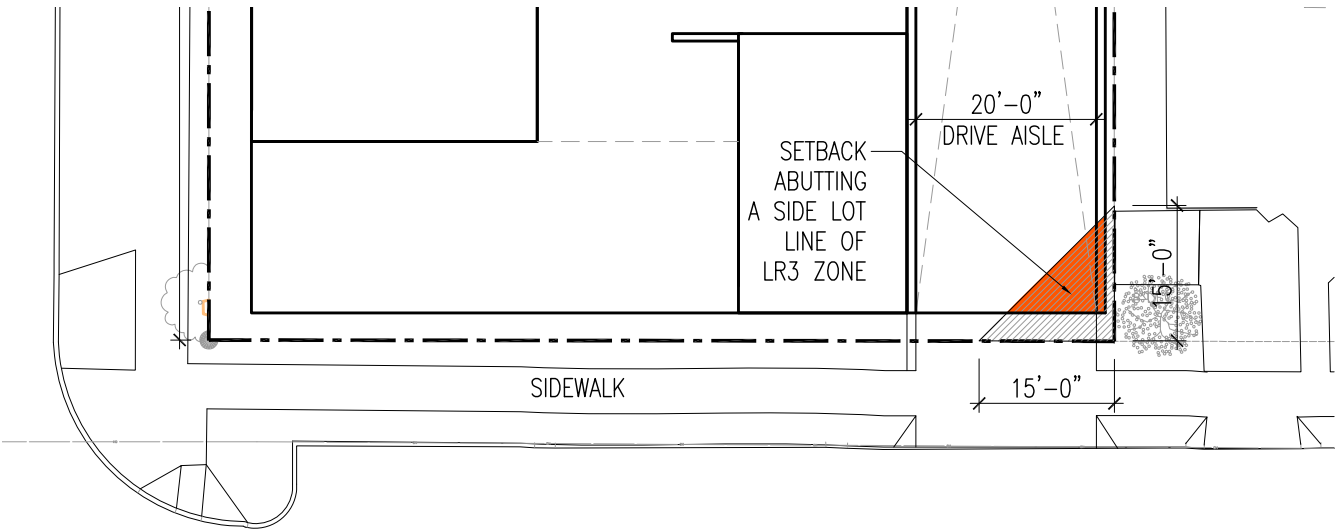
The building is located within the visibility triangle by 3’-7”.

JUSTIFICATION

In order to provide maximum separation between the driveway access to the below grade parking and the intersection, the parking garage access is located within the setback.

SUPPORTED DESIGN GUIDANCE

- 1. CS2.A.2
- 2. PL4.A.1
- 3. DC1.B.1



DEPARTURE #2

SMC 23.54.030 Sight Triangle

CODE REQUIREMENT

- 1. For exit-only driveways and easements, and two way driveways and easements less than 22 feet wide, a sight triangle on both sides of the driveway or easement 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, as depicted in Exhibit E for 23.54.030.
- 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

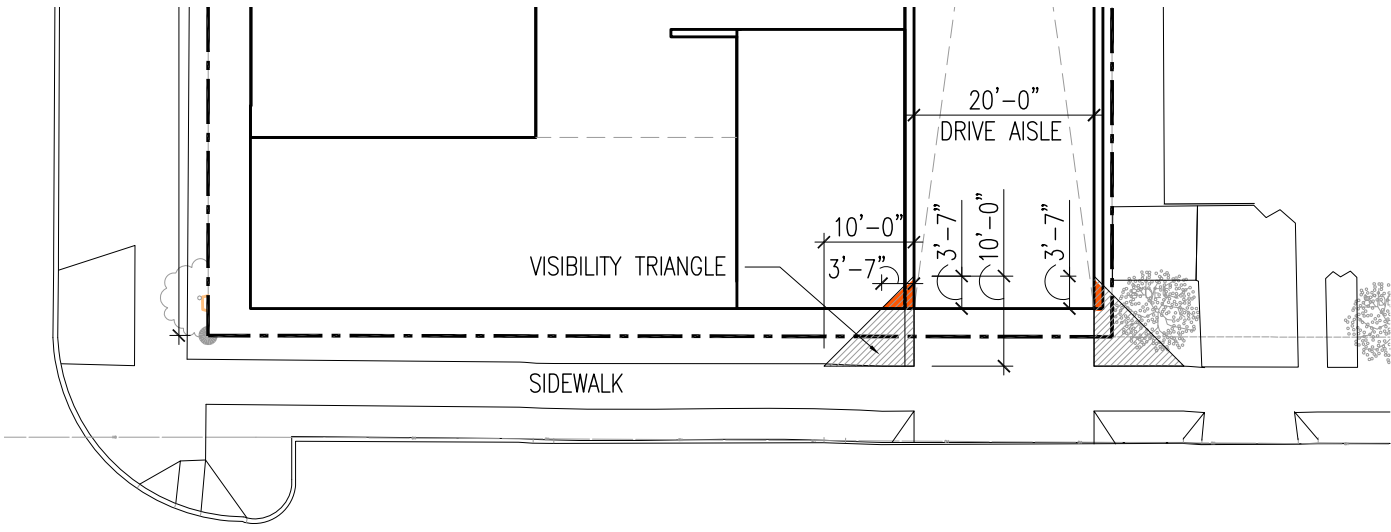
The building is located within the visibility triangle by 3’-7”.

JUSTIFICATION

In order to provide maximum separation between the driveway access to the below grade parking and the intersection, the building is located inside the visibility triangle.

SUPPORTED DESIGN GUIDANCE

- 1. CS2.A.2
- 2. PL4.A.1
- 3. DC1.B.1





DRAVUS APARTMENTS



BELAY APARTMENTS



ARGENS



DOWNTOWNER 2



2134 WESTERN



THE VALDOK



HJARTA CONDOS



SOREN APARTMENTS



KEELSON APARTMENTS