



PONTE
5011 15TH AVE NW | SEATTLE, WA 98144
3032087

EARLY DESIGN GUIDANCE 2 MEETING

MEETING DATE:
October 22nd, 2018, 8:00pm

ADDRESS:
Ballard Community Center
6020 28th Ave NW
Sunset / Captain Ballard Room

HYBRID

1205 E PIKE STREET 2D | SEATTLE, WA 98122
www.hybridarc.com | 206.267.9277



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5011 15TH AVE NW APARTMENTS

Development Objectives

Provide mix of congregate and small efficiency dwelling units for single residents to live in an efficient but communal setting with shared kitchens and amenity lounge areas.

- 134 units**
- 101 bicycle parking stalls (as req)**
- 0 vehicular parking stalls (none are req)**

Neighborhood Objectives

The site is along a very busy intersection with a high volume of auto traffic at all hours of the day.

The site is located just north of the 15th Ave bridge and just southeast of downtown Ballard, which will provide future residents of this building with a variety of civic, commercial and recreational activities.

This project will activate a site that is currently occupied by a one - two story office / retail building along with an at grade parking lot.

This area is transitioning from industrial to residential and is in the process of establishing a new architectural character. This project aims to both acknowledge some of the industrial charm of the area while helping bring a contemporary architectural nature to the context.

Design Objectives

- 1 Create welcoming courtyard environment
- a place for residents and guests to engage with outdoors
- 2 Provide a variety of efficient units
- maximize height and light / bright colors and tall ceilings
- 3 Establish sense of enclosure and privacy within busy context
- try to block noise from car wash & traffic from 15th Ave NW
- 4 Ecological & Sustainable
- harness rainwater in bioplanters, use efficient and durable materials



people at ballard farmer's market



patrons at ballard restaurant



ballard - industrial character



ballard - farmers market



yesler court - courtyard



yesler court - main entry

AFFORDABLE APARTMENTS:
SMALL EFFICIENCY DWELLING UNITS &
CONGREGATE HOUSING



shared exterior space

Provided:

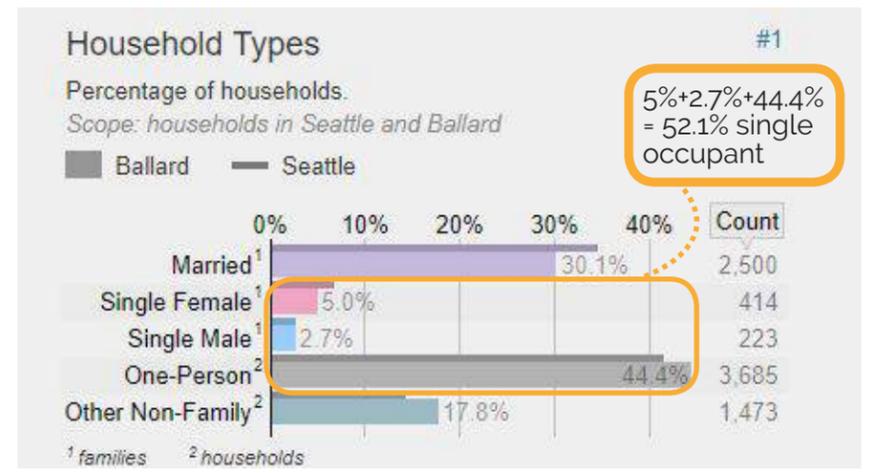
- bed
- table and chair
- wall closet
- refrigerator
- microwave
- private bathroom
- shared kitchens
- bicycle parking
- laundry facilities
- security

What, How big, How much?



What is Needed?

affordable, market rate, non-subsidized multi-family rental product



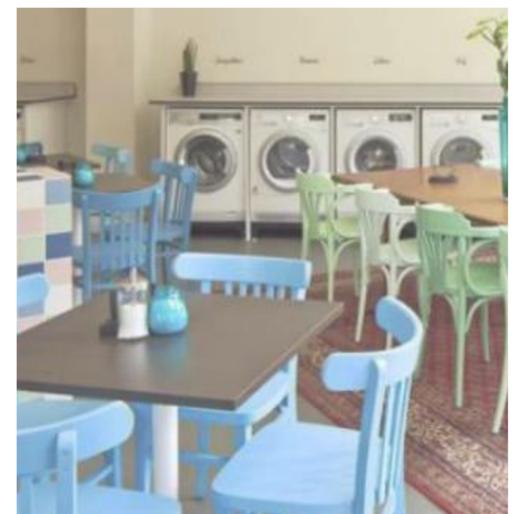
<https://statisticalatlas.com/neighborhood/Washington/Seattle/Ballard/Household-Types>



Average resident:
\$30,000/yr income
age 34
rides public transportation
55% male, 45% female
25% working students
length of stay 14mo



shared kitchens



shared laundry rooms



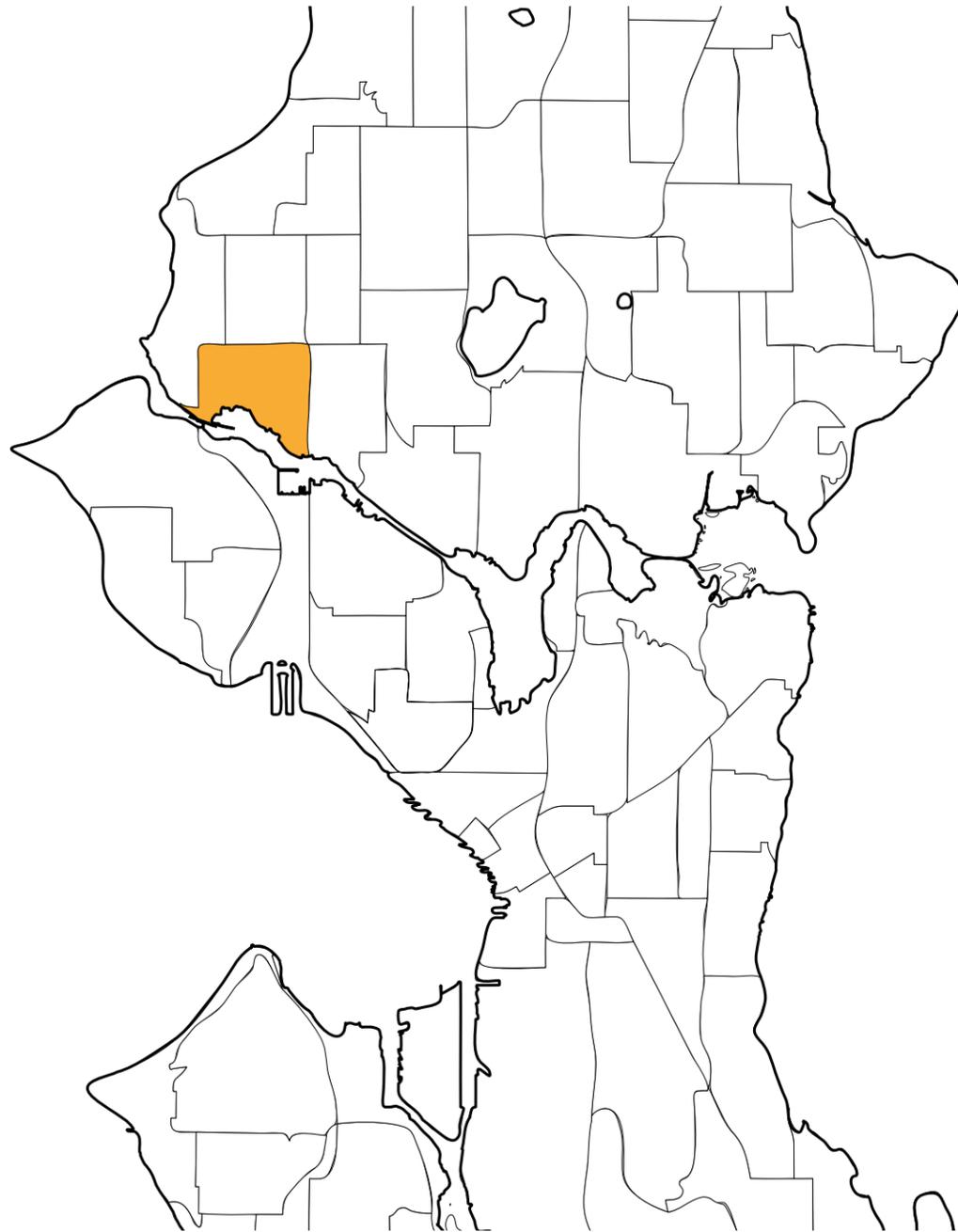
shared bike maintenance facilities



courtyards for meeting your neighbors

In Seattle > 40% of households are single occupant
In Ballard, 52.1% of households in Ballard are single occupant

*Based on US Census data in these areas

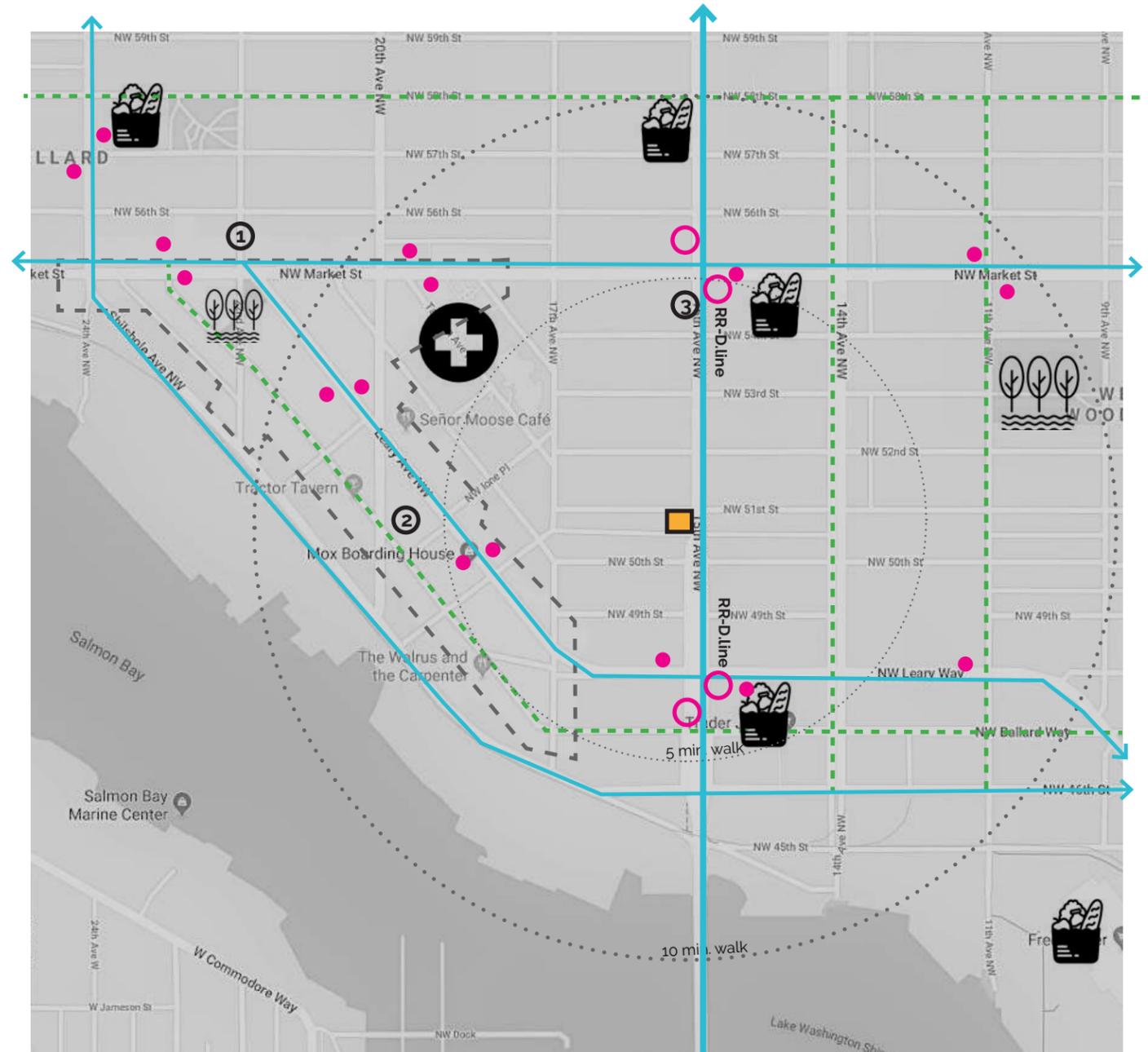


Seattle Map ⓘ

Ballard

Commercial and Cultural Center

Ballard is a neighborhood featuring a variety of housing types that increases in density the further south / east you travel towards the primary vehicular arterials. The density decreases the further north and west you travel into predominantly single family zones with parks, schools and grocery stores. The area showcases a long lasting connection to shipping and fishing culture with a thriving Farmer's Market and small business commercial center along Ballard Ave and NW Market Street

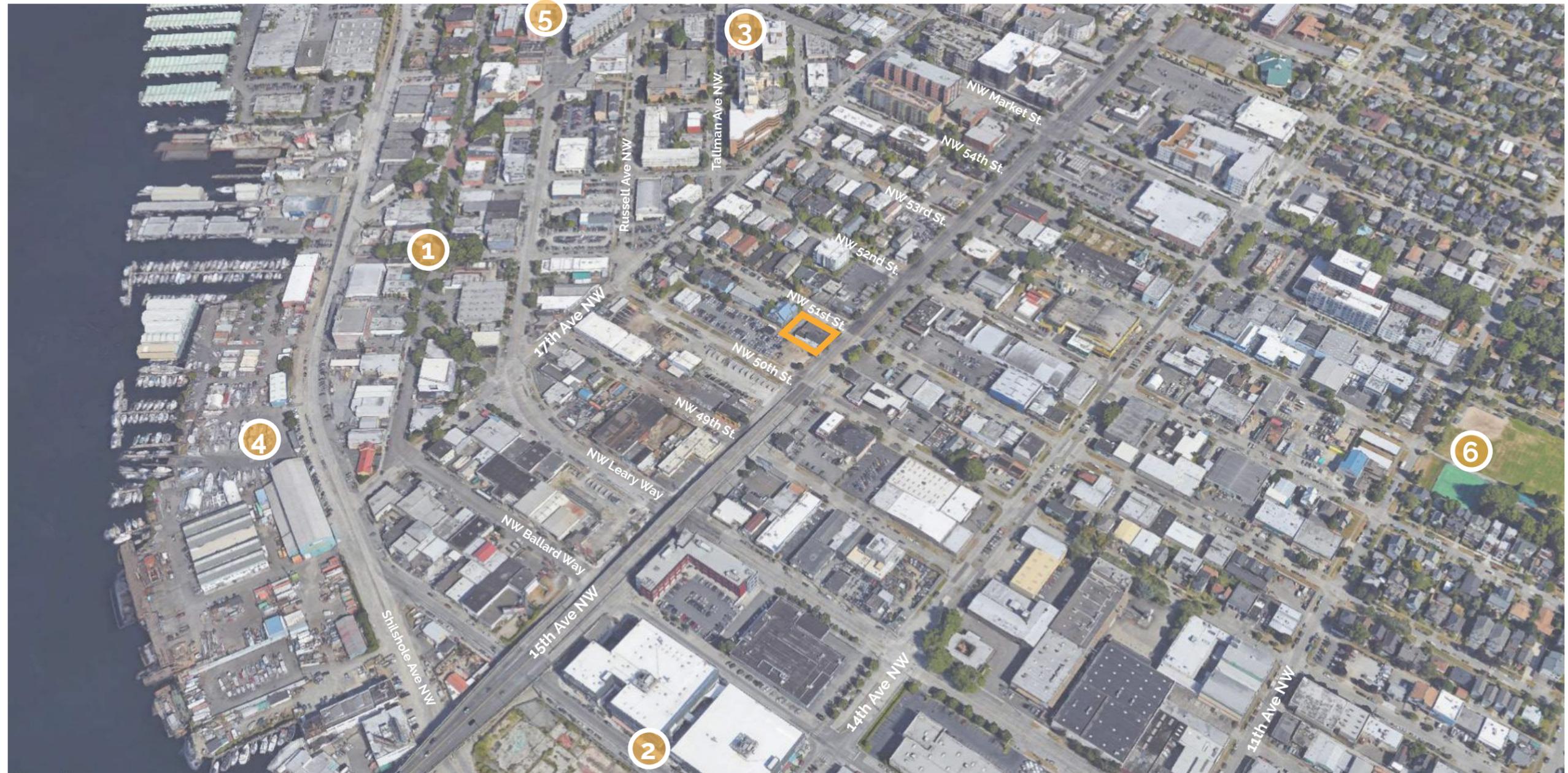


Neighborhood Map ⓘ

- ① **NW MARKET ST**
Commercial Center
Restaurants
Shopping
- ② **BALLARD AVE**
Farmers Market
Bars & Restaurants
Concert Venues
Historic Charm
- ③ **15TH AVENUE NW**
Main North / South corridor
Larger Developments
Grocery Stores
Bus Routes

SITE site

- bus stop
- RAPID RIDE - bus stop
- overlay boundary
- pedestrian / bike path
- main vehicle arterials
- ← secondary vehicle arterials
- 🛒 grocery store
- ⊕ hospital
- 🌳 city park



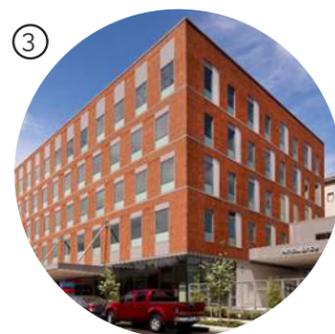
Aerial Map ↻



Ballard Farmer's Market



Ballard Blocks Retail



Swedish - Hospital



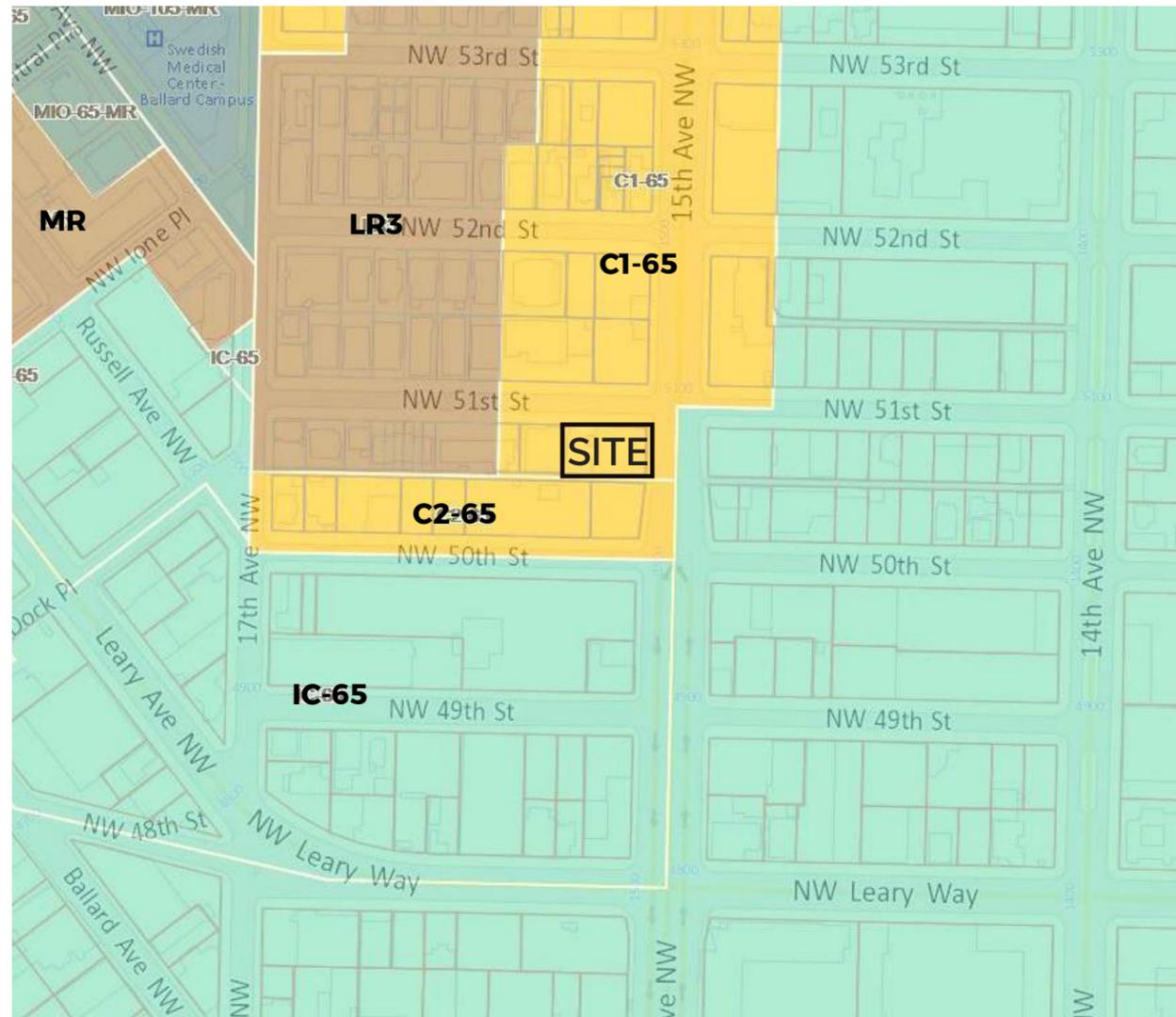
Ballard Marina



Bergen Place at Market St



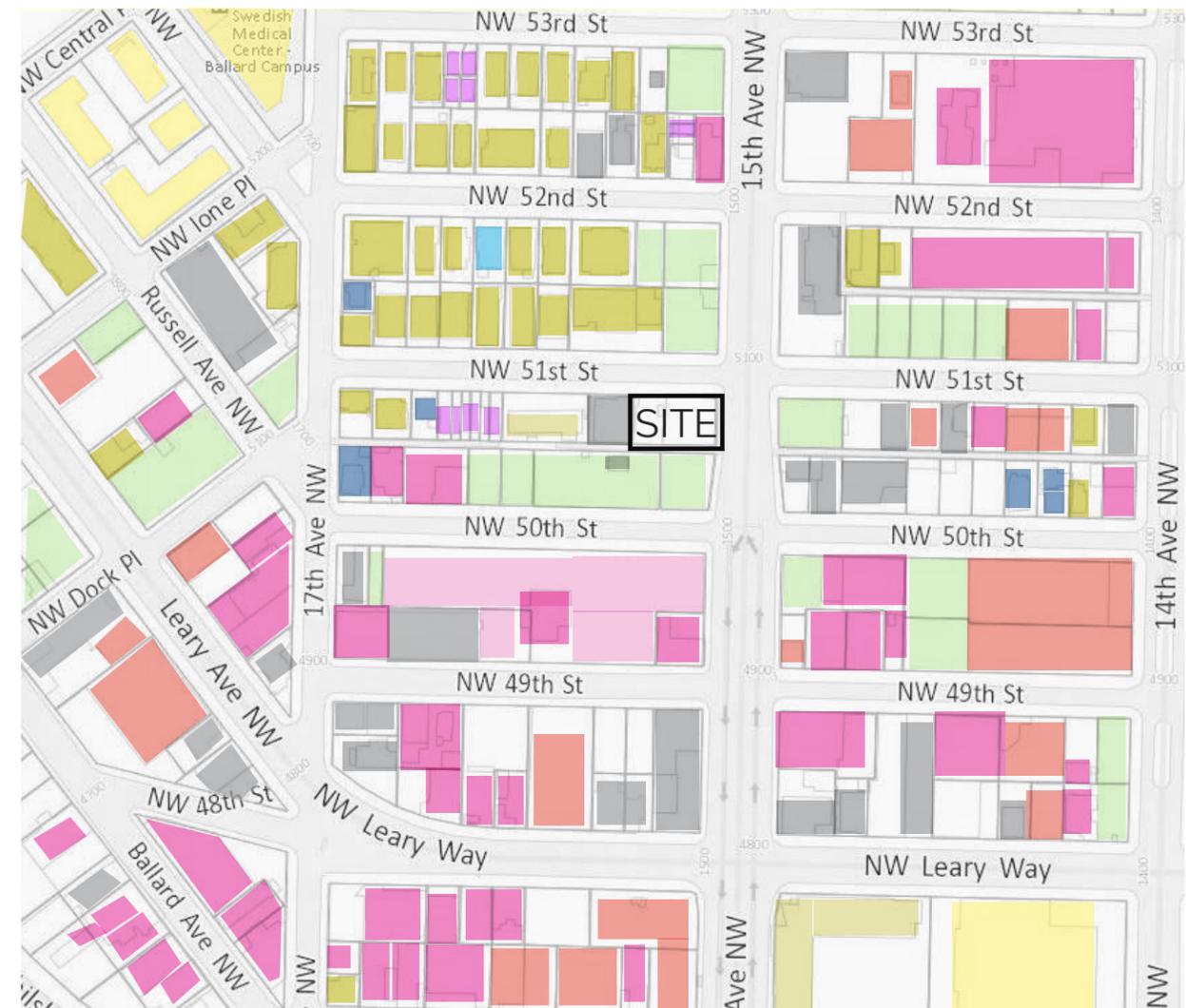
Gilman Playground



Zoning Map - Current

Zoning - C2-65

The site is within a Commercial 2 - 65 foot height limit zone at the corner of 15th Ave NW and NW 51st St. The adjacent sites in all directions are of a similar zoning with Industrial Commercial 65' zoning to the south and east, where the neighborhood is much more industrial in character. Low Rise 3 zoning is found to the northwest of the site, along NW 51st street where the uses tend to be more residential in character.

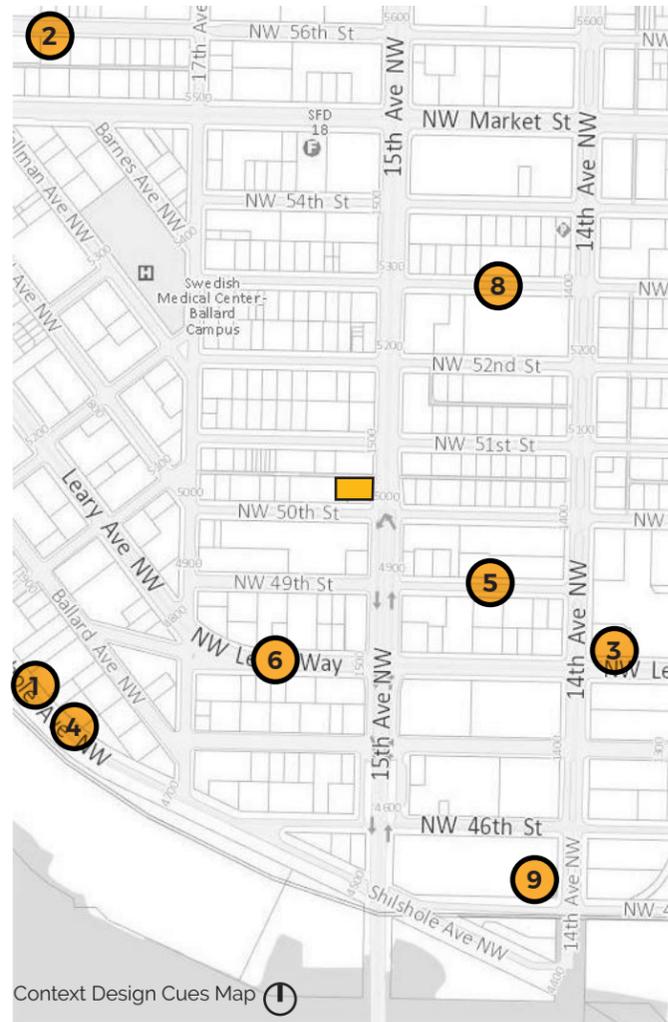


Typologies & Use Map

Adjacent Uses

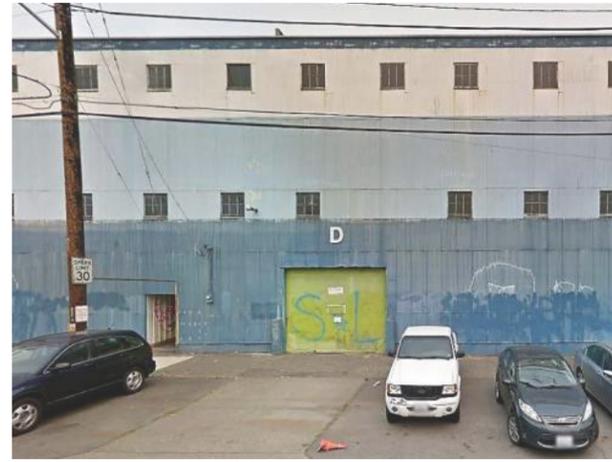
This site's immediate neighbors are a variety of automotive related typologies. To the south is a used car lot and to the north is a car wash and gas station. Immediately to the west is a commercial building and further west, up NW 51st st, apartments, condos, townhouses and some single family residences are found. The uses east of 15th Ave NW tend to be more industrial in character and further west of the site is Swedish Medical Center and the commercial corridor along Leary Way, Ballard Ave and NW Market St.

Single Family Home	
Townhomes	
Condominium	
Apartment	
Commercial	
Civic / Church	
Industrial	
Warehouse	
Parking	

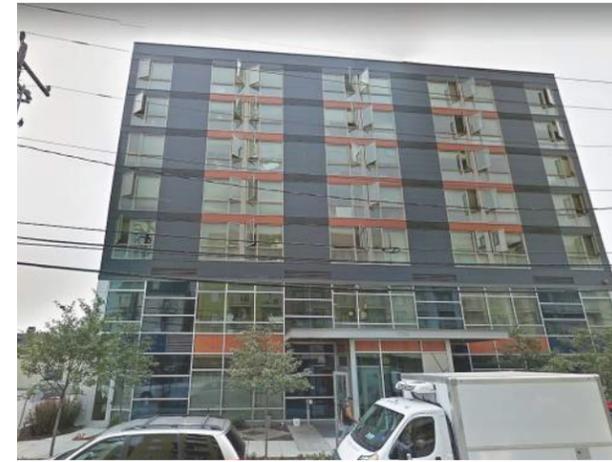


Contextual Design Cues

- 1. Shilshole Warehouse
- historical warehouse with layered metal cladding and simple punched windows
- 2. Nyer Urness House
- New housing project with simple cladding and fenestration
- 3. 14th and Leary Way - Courtyard
- Office building shields sound with internal courtyard
- 4. Ballard Industrial Warehouse
- Large signage on gridded facade
- 5. Vertical Metal Siding
- industrial character that allows for shadow lines that emphasize depth
- 6. Large Loft-like Windows
- Highly transparent ground floor with visibility into / out
- 7. Artist Loft on 49th
- Tall windows lend verticality to monolithic form
- 8. Old Ballard Home w/ new construction in distance
- Both use lap siding which is indicative of past residential area
- 9. Ballard Blocks - Courtyard Space
- Landscaped & Partially covered public space



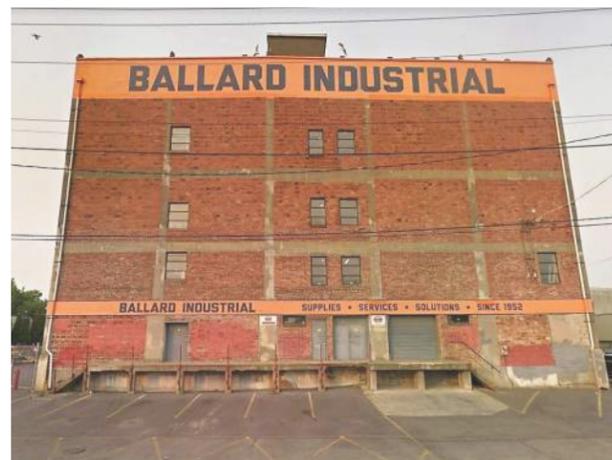
1. Warehouse on Shilshole Ave



2. Nyer Urness House Front



3. 14th and Leary Way - Courtyard



4. Ballard Industrial Warehouse



5. Vertical Metal Siding on Warehouse at 1421 NW 49th



6. Large "Loft" like windows at 1535 Leary Way



7. Artist Loft on 49th Ave



8. Old Ballard Homes w/ Lap Siding



9. Ballard Blocks

Site

ADDRESS:
5011 15TH AVE NW

PARCEL NO.:
2767701750

DESCRIPTION:
GILMAN PARK ADD
Plat Block: 65
Plat Lot: 10-11-12

SITE AREA:
9607 SF

ZONING:
C1-65
BALLARD HUB URBAN VILLAGE

STREET:
11th Avenue East
SLOPES DOWNHILL N>S
30'-0" TO C/L OF STREET
6" CONC. CURB
CONC. SIDEWALK

ALLEY:
UNIMPROVED ALLEY

UTILITIES:
SANITARY SEWER MAIN - NW 51ST ST
STORM DRAIN - 15TH AVE NW

TOPOGRAPHY:
SITE SLOPES DOWNHILL 1.8'
FROM SOUTH WEST TO NORTH EAST

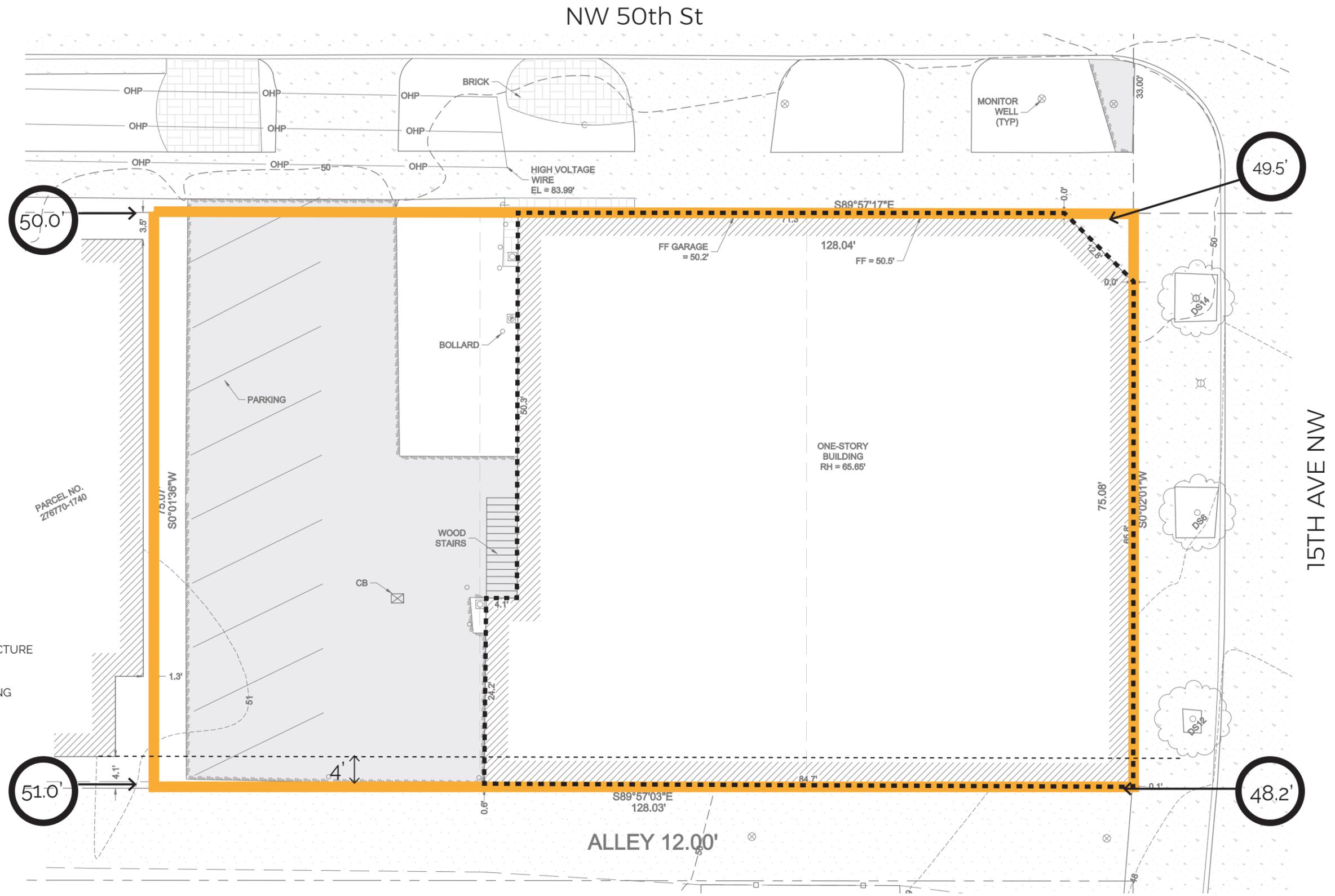
HIGHEST POINT - SW CORNER (51.0')
LOWEST POINT - SE CORNER (48.2')

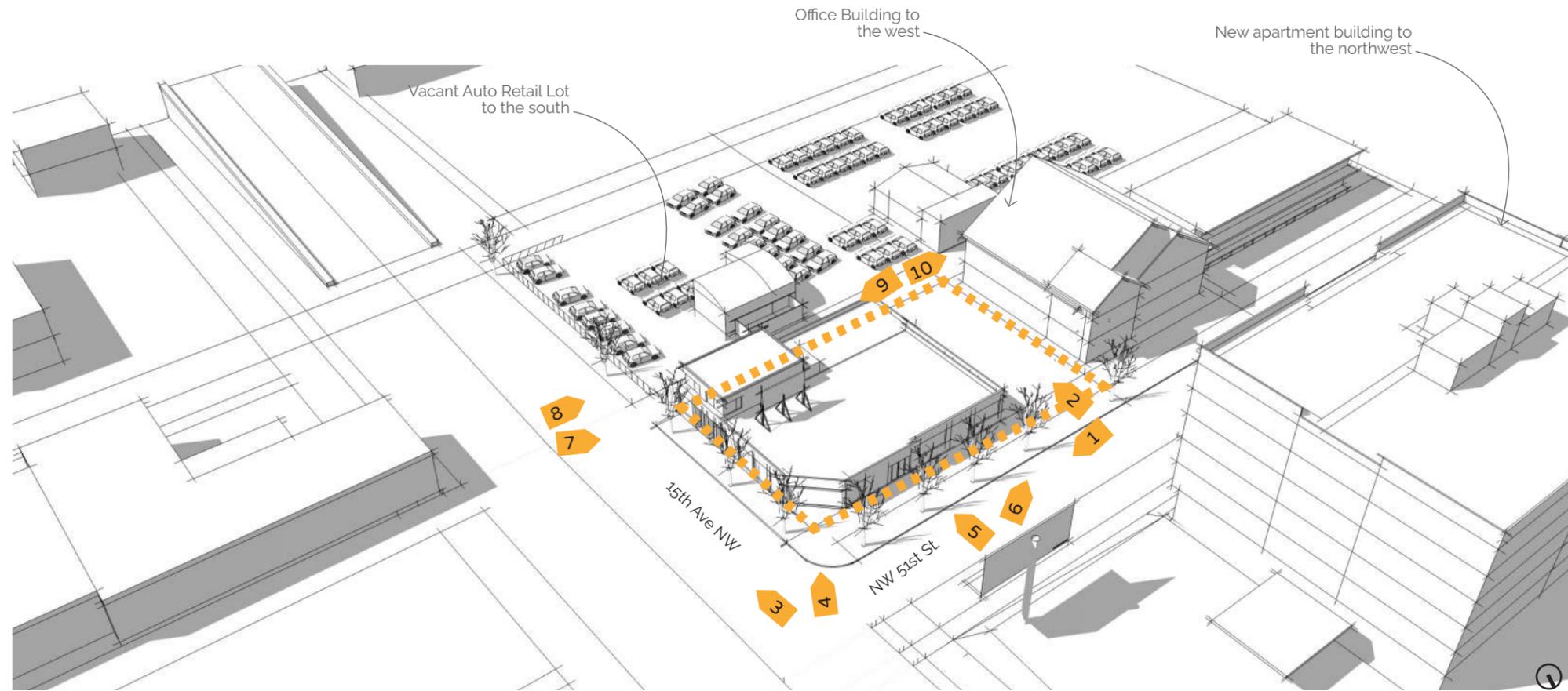
ADJACENT BUILDINGS:
1510 NW BALLARD WAY - INDUSTRIAL
1502 NW BALLARD WAY - SHELL STRUCTURE

WEST -
1515 NW 51ST STREET - OFFICE BUILDING

NORTH -
1516 NW 51ST ST - APARTMENT
1502 NW 51ST ST - PARKING LOT

SOUTH -
4901 15TH AVE NW - CAR LOT
1550 NW 49TH ST - PARKING LOT





1. North property line and sidewalk



2. West facade of existing building, looking towards alley



3. East facade, looking south down 15th Ave



4. Corner of 15th and NW 51st st looking west



5. Looking at north facade



6. North facade looking west down NW 51st st



7. Southeast corner of site, looking north up 15th Ave NW



8. Looking west down south property line (alley)



9. Looking east down alley towards 15th Ave NW



10. Looking east towards end of alley (west neighbor on right side of image)



Directly northwest of the site is the recently completed Vive Apartments. A 90 unit building clad in cement board and wood accents with large building signage that is directed to traffic along 15th Ave NW



Kavu Inc is the immediate neighbor to the west of the site and also features large building signage directed south towards the northbound traffic along 15th Ave NW



When viewed from the northwest direction (along NW 51st St) the KavU building is much more residential in character. Its western neighbor is a modern style "motel inspired" apartment building with pull in parking right off the street and exterior circulation

SITE



Office Building Last Resort Fire Department Parking Lot 15th Ave NW KavU Inc Office Space 2 Story Apartment Building 6 Townhouse Development Single Family Residence

SITE

NW 51st Street South Elevation



6 Unit Apartment Building 8 Unit Apartment Building 10 Unit Apartment Building 8 Unit Apartment Building Vive 90 Unit Apartment Building Brown Bear Car Wash 15th Ave NW Amazon Fresh Pick Up Parking Lot

NW 51st Street North Elevation



The Car Lot to the south of the site is used by nearby Carter Subaru. This site also contains two small office structures with offices for the car salespeople.



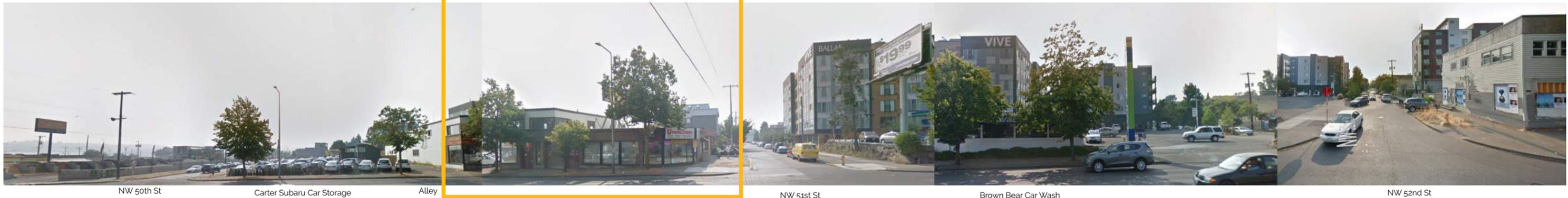
Directly north of the site is a billboard for rent that is in the drive aisle for Brown Bear Car wash. Cars enter from the north, pay, make a u-turn to enter the wash facility that is parallel to 15th Ave NW



Amazon Fresh Pick Up is located to the northeast of the site and is a quick stop and go facility to pick up their groceries.



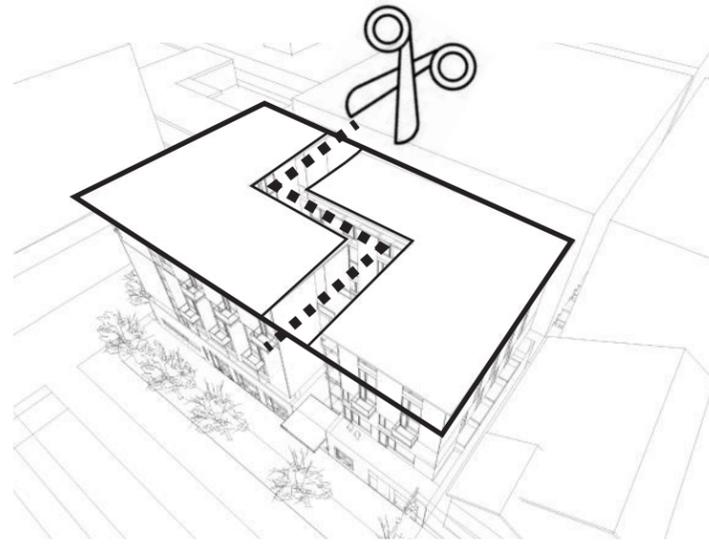
SITE



15th Ave NW Elevation
West Elevation



15th Ave NW Elevation
East Elevation



CS1: NATURAL SYSTEMS AND SITE FEATURES

Use natural systems and features of the site and its surroundings as a starting point for project design.

B. SUNLIGHT AND NATURAL VENTILATION

- 2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.

Response: Natural ventilation and sunlight are vital for livable residences. Units are oriented to capture daylight through exterior facing windows and interior courtyards. Operable windows in each unit allow natural ventilation into the dwelling. Interior courtyards have landscape plantings, as allowable. Street trees are provided on both street frontages - 15th Ave NW & NW 51st Street.

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.

C. RELATIONSHIP TO THE BLOCK

- 1. 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.

Response: The building negotiates the transition from heavily trafficked 15th Ave NW and a more pedestrian friendly NW 51st St by presenting a heavy mass toward 15th and providing relief at the pedestrian entry toward NW 51st St. The street level facade facing 15th will provide a live/work commercial use with high visibility from the street. Open courtyard spaces are internalized to provide some sound relief from 15th Ave NW.



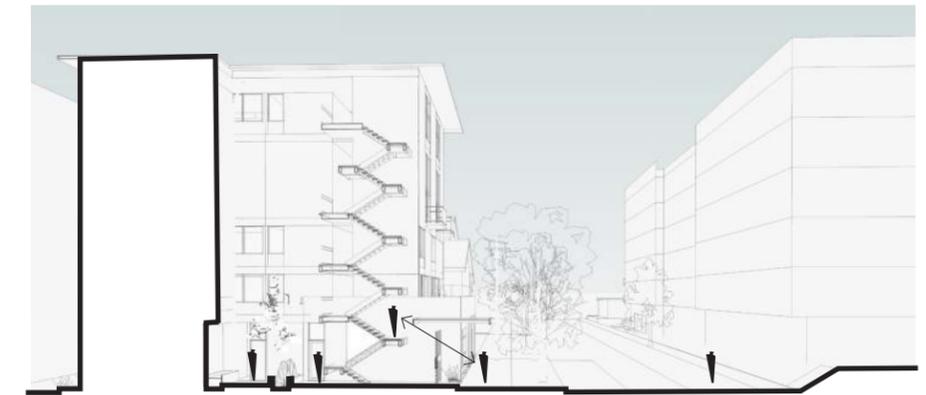
CS3: ARCHITECTURAL CHARACTER & CONTEXT

Contribute to the architectural character of the neighborhood.

A. EMPHASIZE POSITIVE NEIGHBORHOOD ATTRIBUTES

- Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

Response: The neighboring architecture is a mix of residential uses to the North and West and industrial uses to the South and East. Ballard is historically known for its docks. The building will take materiality cues from its industrial neighbors while providing elements of domesticity typical of residential neighborhoods - such as a main entry stoop, covered entries, and exterior amenity, landscaped spaces.



PL1: CONNECTIVITY

Complement and contribute to the network of open spaces around the site and the connections among them.

A. NETWORK OF OPEN SPACES

- 1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

Response: The project intends to have a generous open space at the ground floor that connects with the residential sidewalk on NW 51st St to be activated as circulation between the entry and common spaces used by all residents. Common spaces will be oriented on the courtyard to have opportunity to spill over into the courtyard and create further connections with common outdoor spaces.

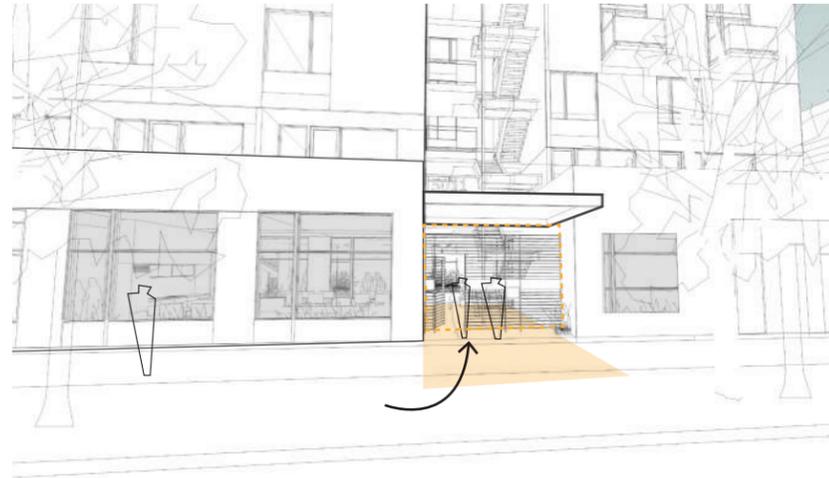
PL2: WALKABILITY

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing.

B. SAFETY AND SECURITY

- 1. 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.

Response: Entry and pedestrian circulation is oriented toward NW 51st St. Circulation is through the courtyard or vertical through stairs. The materiality of the circulation spaces will help to guide wayfinding. The courtyard is secured by a gate and can be accessed through entry. Weather protection will be provided on both NW 51st Street at the building entry and along 15th Ave NW to easily define each live/work unit.



PL3: STREET-LEVEL INTERACTION

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

B. RESIDENTIAL EDGES

- 2. 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.

Response: This project is very much at the edge between the residential areas to the North and West and industrial uses to the South and East. This building orients its residential entry toward the more residential street.

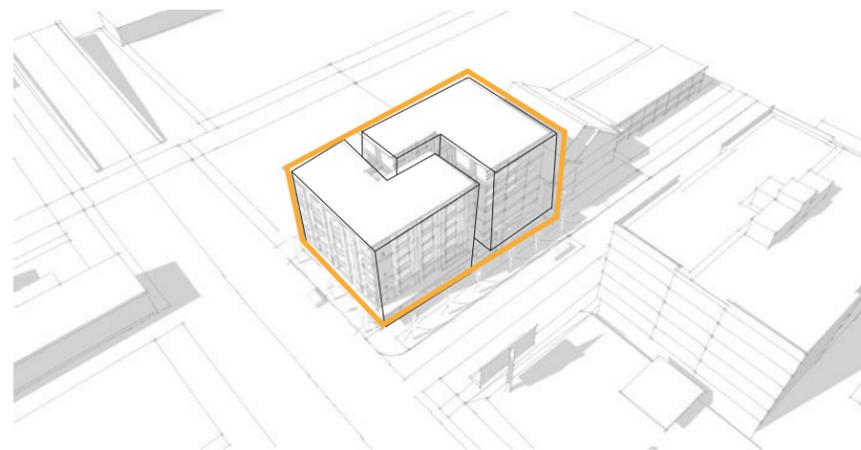
PL4: ACTIVE TRANSPORTATION

Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

A. ENTRY LOCATIONS AND RELATIONSHIPS

- 1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

Response: Existing rapid ride and future light rail use 15th as a main corridor to access downtown. Leaving the entry, pedestrians are expected to walk East toward 15th Ave NW or West to catch other transportation. Bicycles may use the main building entry to access indoor bicycling parking storage.



DC1: PROJECT USES AND ACTIVITIES

Optimize the arrangement of uses and activities on site.

B. VEHICULAR ACCESS AND CIRCULATION

- Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible.

Response: Service uses are pushed to the interior lot line and accessed off NW 51st St and toward the alley. No vehicular access is provided.

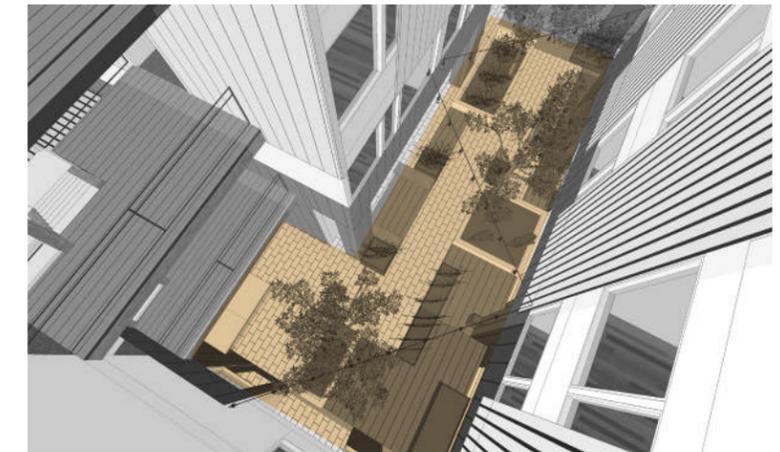
DC2: ARCHITECTURAL CONCEPT

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

A. MASSING

- 2. 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.

Response: The primary masses are large and solid, consistent with the surrounding industrial buildings. Details at the ground level contribute a residential, human scale and detail to the building entry point. At the ground level, textures are focused on the pedestrian scale.



DC3: OPEN SPACE CONCEPT

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

B. OPEN SPACE USES AND ACTIVITIES

- 4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

Response: The courtyard provides ground floor open space that connects to street and sidewalk open spaces. Circulation is configured to encourage activity passing through the courtyard. Common spaces along the central courtyard will also open up to the center to further activate the ground level.

DC4: EXTERIOR ELEMENTS AND FINISHES

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

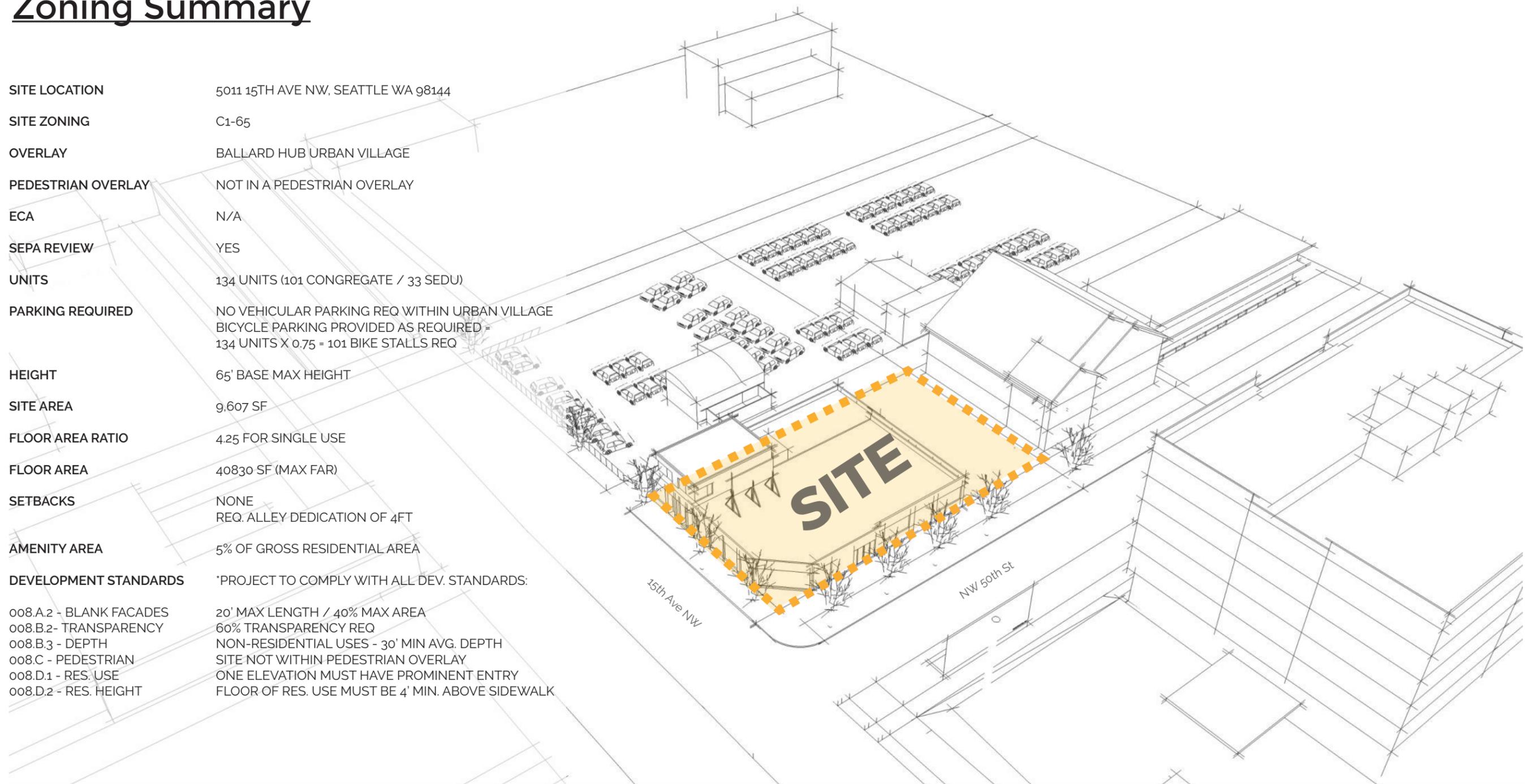
A. BUILDING MATERIALS

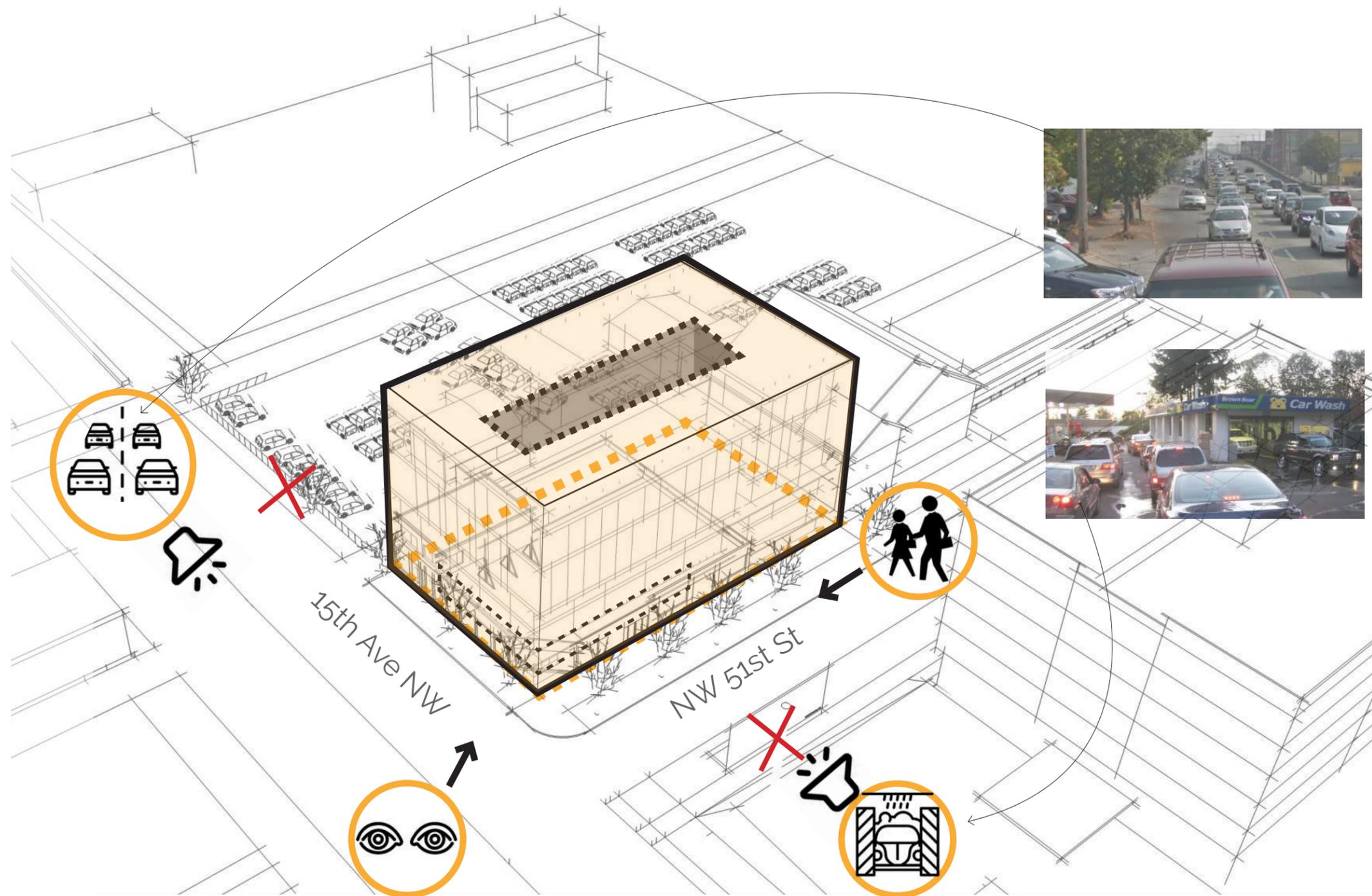
- : Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Response: Exterior finishes will reference the industrial qualities of the Ballard area at upper level massing and the residential textures of the neighborhood at the ground floor. Street trees and landscape plantings will be provided along the street and in the interior courtyard. Lighting will emphasize the pedestrian circulation around and through the project.

Zoning Summary

SITE LOCATION	5011 15TH AVE NW, SEATTLE WA 98144
SITE ZONING	C1-65
OVERLAY	BALLARD HUB URBAN VILLAGE
PEDESTRIAN OVERLAY	NOT IN A PEDESTRIAN OVERLAY
ECA	N/A
SEPA REVIEW	YES
UNITS	134 UNITS (101 CONGREGATE / 33 SEDU)
PARKING REQUIRED	NO VEHICULAR PARKING REQ WITHIN URBAN VILLAGE BICYCLE PARKING PROVIDED AS REQUIRED = 134 UNITS X 0.75 = 101 BIKE STALLS REQ
HEIGHT	65' BASE MAX HEIGHT
SITE AREA	9,607 SF
FLOOR AREA RATIO	4.25 FOR SINGLE USE
FLOOR AREA	40830 SF (MAX FAR)
SETBACKS	NONE REQ. ALLEY DEDICATION OF 4FT
AMENITY AREA	5% OF GROSS RESIDENTIAL AREA
DEVELOPMENT STANDARDS	*PROJECT TO COMPLY WITH ALL DEV. STANDARDS:
008.A.2 - BLANK FACADES	20' MAX LENGTH / 40% MAX AREA
008.B.2- TRANSPARENCY	60% TRANSPARENCY REQ
008.B.3 - DEPTH	NON-RESIDENTIAL USES - 30' MIN AVG. DEPTH
008.C - PEDESTRIAN	SITE NOT WITHIN PEDESTRIAN OVERLAY
008.D.1 - RES. USE	ONE ELEVATION MUST HAVE PROMINENT ENTRY
008.D.2 - RES. HEIGHT	FLOOR OF RES. USE MUST BE 4' MIN. ABOVE SIDEWALK





Design Priorities

1 - NOISE FROM 15TH AVE NW



This 4 lane, north/south, arterial carries a high volume of personal vehicles as well as city busses to and from downtown Seattle. As a result there is a considerable amount of noise generated from this traffic. Therefore, the building should aim to create more solitary interior space in the form of a courtyard or look to minimize openings along the east facade of the building

2 - NOISE FROM CAR WASH



Similarly, there is a degree of noise and activity generated from the car wash to the north of the site. Exterior space (balconies and patios) should be directed away from the car wash or located on upper levels where the noise has dissipated to a normal volume.

3 - PEDESTRIAN ENTRY



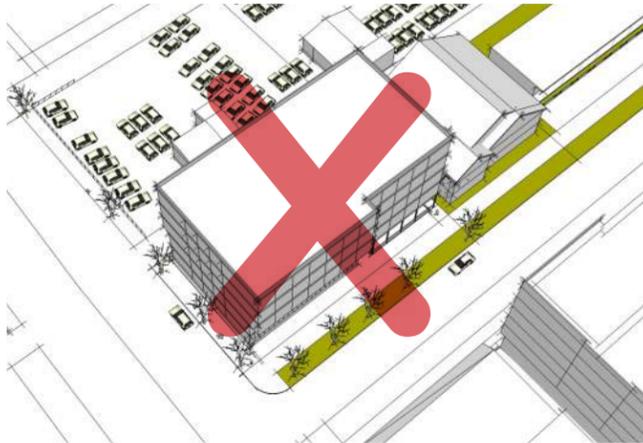
Due to the presence of a high volume of vehicular traffic at the northeast corner of the site, it is best to locate the main pedestrian entry away from this corner for concerns of safety and noise.

4 - VISIBILITY / ACTIVITY



While its important to move the main pedestrian entry away from this active corner, it is also critical to still acknowledge the high degree of visibility this corner has, especially for southbound traffic, along 15th Ave NW. The project should aim to locate building amenity spaces at or around this corner that have a high degree of transparency to best engage with the movement and activity of the cars and people passing by.

EDG #1 Summary



1. no court

134 UNITS
Proposed FAR: 37,000 SF
Max FAR: 4.25 = 40,830 SF
Bike: 101

Positive

- Efficient Massing & Core
- Large pedestrian entry at northwest corner along quieter, more residential street
- Amenity and greenspace focusing north

Negative

- Increased bulk and scale with minimal breakdown in volume
- Long, deep units with dark interior amenity and circulation space

Departures

- amenity area requirements



2. closed court code compliant

134 UNITS
Proposed FAR: 37,000 SF
Max FAR: 4.25 = 40,830 SF
Bike: 101

Positive

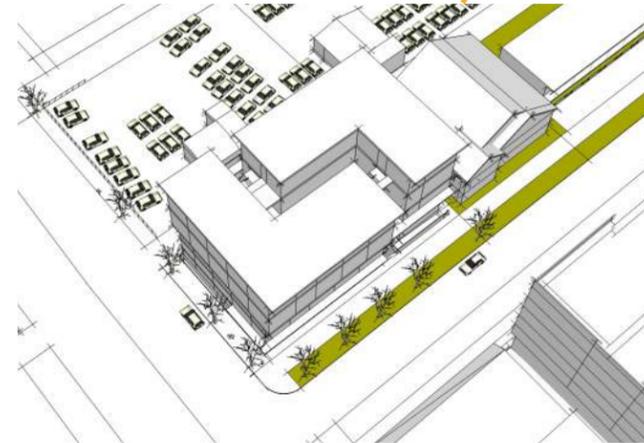
- Central Courtyard with interior facing units that have better separation from noise and activity of 15th
- Exterior stairs along perimeter to provide greater sense of entry into the building

Negative

- Overall massing lacks breakdown of scale and secondary elements
- Narrow courtyard
- Entry off 15th Ave NW is loud and not as pedestrian friendly as 51st St

Departures

- none



3. open court preferred scheme

134 UNITS
Proposed FAR: 37,000 SF
Max FAR: 4.25 = 40,830 SF
Bike: 101

Positive

- Break down overall massing into volumes that relate to neighborhood scale.
- Central courtyard with generous ground floor amenity space
- Large pedestrian entry at northwest corner adjacent to residential street

Negative

- Reduced green space at north / east perimeter

Departures

- amenity area requirements



3. open court EDG2 revised scheme

129 UNITS
5 Live Work Units

Proposed FAR: 37,000 SF
Max FAR: 4.25 = 40,830 SF
Bike: 101

Positive

- Break down overall massing into two separate volumes that relate to neighborhood scale
- Central courtyard with generous ground floor amenity space
- Large pedestrian entry oriented towards NW 51st
- Live/Work commercial uses along 15th
- Bike parking addresses both predominant, street-facing facades

Negative

- Reduced green space at north / east perimeter

Departures

- amenity area requirements

3. open court *preferred scheme*

129 UNITS
5 Live Work Units

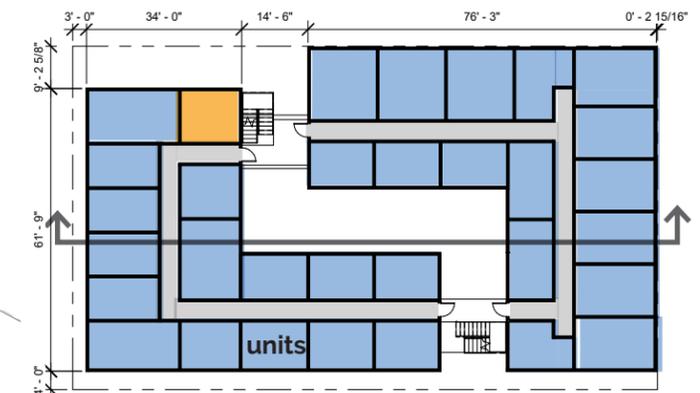
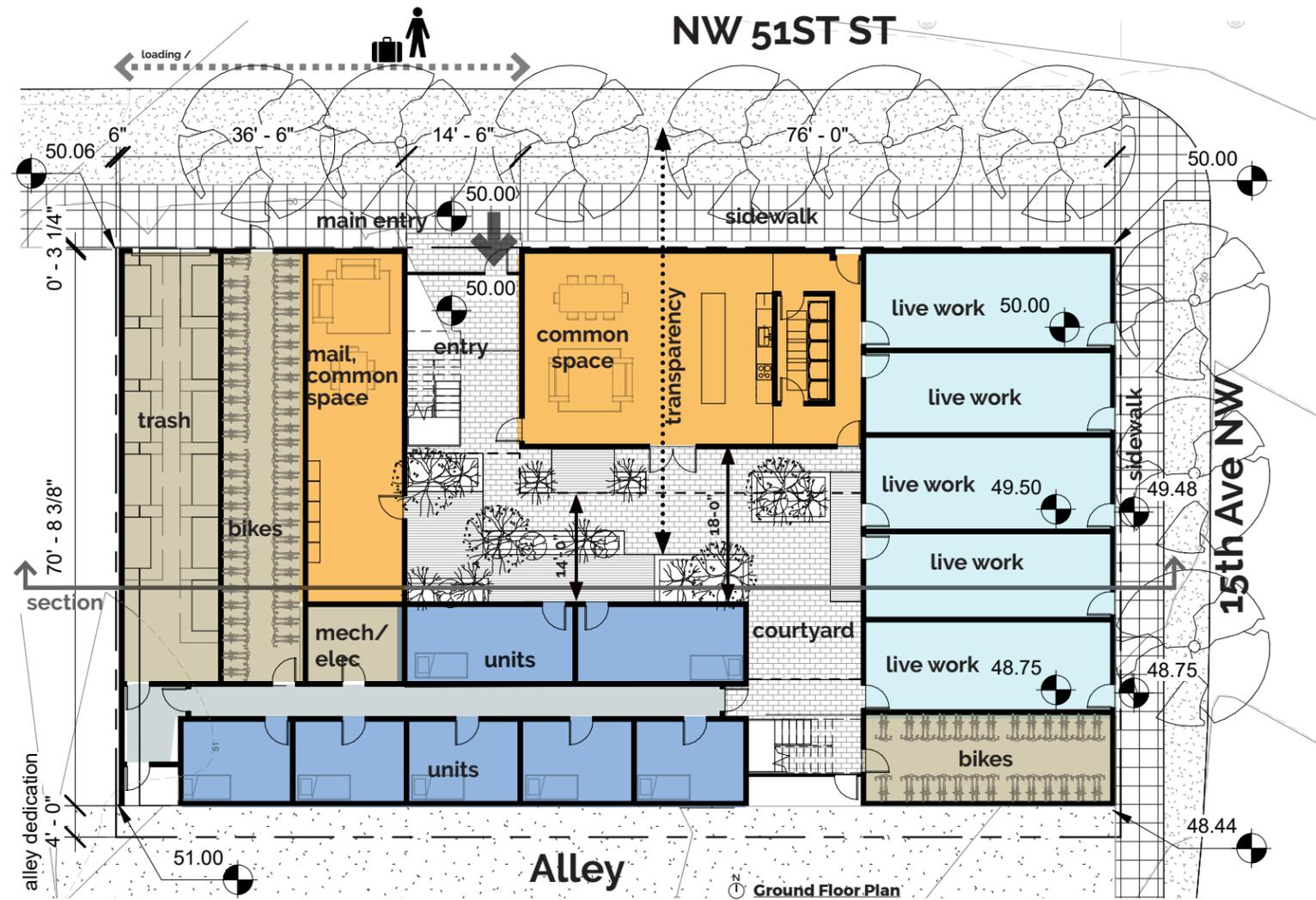
Proposed FAR: 37,000 SF
Max FAR: 4.25 = 40,830 SF
Bike: 101

Positive

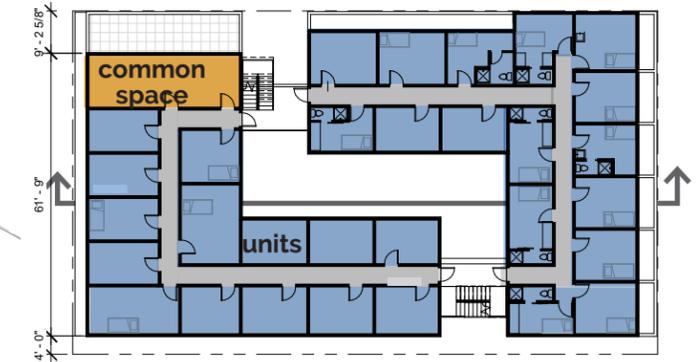
- Break down overall massing into two separate volumes that relate to neighborhood scale
- Central courtyard with generous ground floor amenity space
- Large pedestrian entry oriented towards NW 51st
- Live/Work commercial uses along 15th
- Bike parking addresses both predominant, street-facing facades

Negative

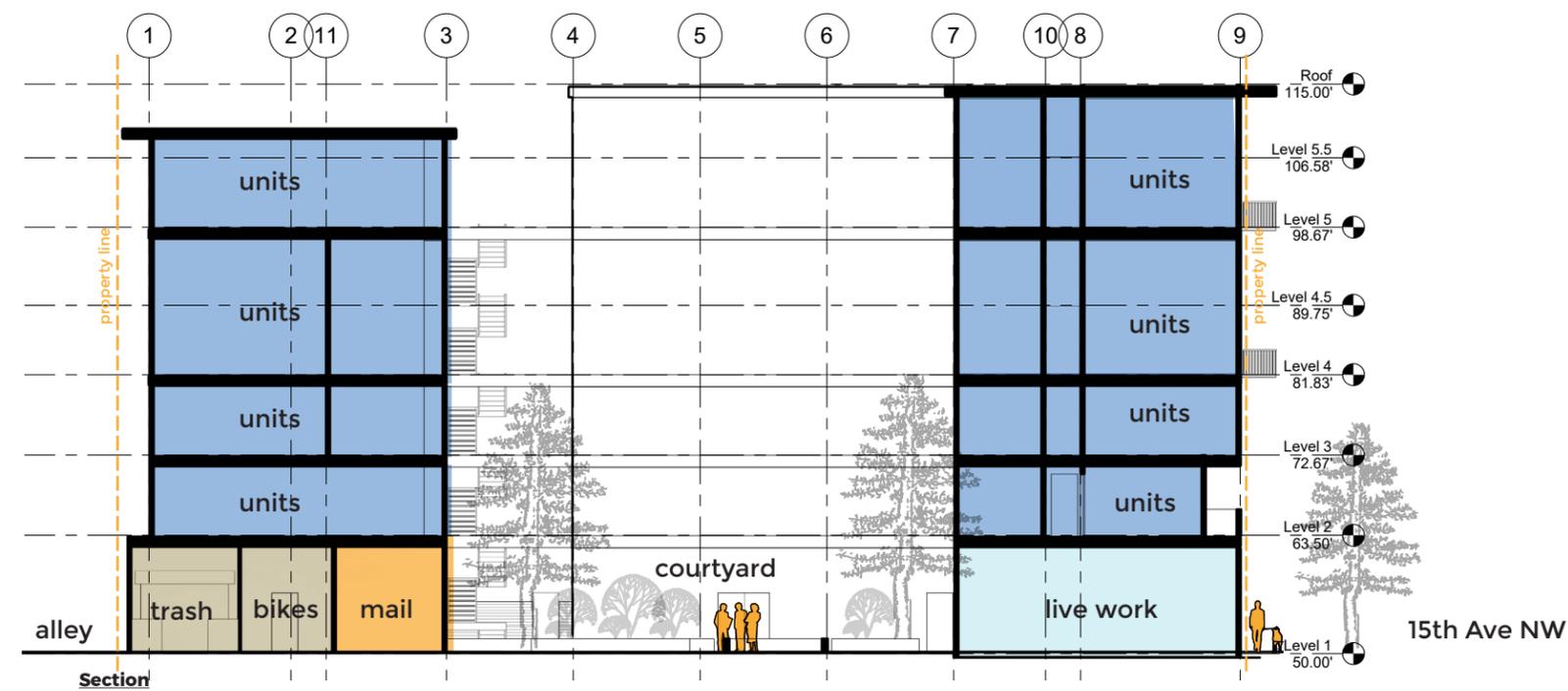
- Reduced green space at north / east perimeter
- **Departures**
• amenity area requirements



Typical Upper Level Floor Plan



Level 2 Floor Plan



Use Diagram Legend

- common space
- utility / mechanical
- live / work units
- units
- corridor

The Board expressed support for the preferred scheme, breaking the massing into two separate structures with a central courtyard.

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned that parking is not proposed and resulting impacts to on-street parking in the surrounding area.
- Concerned with the design and location of bicycle storage.
- Questioned the timeline for approval and construction.
- Concerned regarding the setback from the west property line and relationship to the adjacent structure.

1. Massing:

a. The Board expressed disappointment that massing options 1 and 2 were not developed to the same level as option 3. However, the Board agreed that option 3 best responds to the character of the three frontages and supported this option as the basis for further refinement. (CS2-C-1 Corner Sites, CS2-D-1 Existing Development and Zoning)

b. The Board felt the L-shaped volumes were too boxy and gave guidance to further articulate the massing. (DC2-A-2 Reducing Perceived Mass)

c. The Board agreed that the massing volumes should be perceived as two separate structures. This could potentially be accomplished by differentiating the height of the L-shaped forms. (DC2-A-2 Reducing Perceived Mass, CS2-C-1 Corner Sites, CS2-D-1 Existing Development and Zoning)

d. The Board discussed the horizontal modulation along the alley façade which is driven by the alley dedication requirement. Modulation of the alley façade should be developed as a cohesive element of the overall design concept. (CS2-C-1 Corner Sites, CS2-D-1 Existing Development and Zoning)

2. Courtyard & Amenity Area:

a. The Board discussed the size of the courtyard and noted that the precedent image provided in the EDG packet (pg. 29) showed a courtyard approximately 18' wide. The Board agreed that the proposed 10' width did not provide adequate privacy and access to natural light and air for units facing the courtyard. (CS2-B Sunlight and Natural Ventilation)

b. Noting the communal aspect of the building, the Board emphasized the importance of amenity area for small residential units and strongly agreed that the amount of amenity area provided should be adequate for the number of users. (PL1-C Outdoor Uses and Activities, DC3-B-1 Meeting User Needs, DC3-C-2 Amenities/Features, PL1-A-1 Network of Open Spaces)

3. Arrangement of Ground Floor Uses & Street Level Activation:

a. The Board noted that the structure will be precedent setting for new development along 15th Ave NW and agreed that the proposal should consider the future character of the street rather than responding to the current context. Therefore, the Board requested active uses be located along 15th Ave NW to interact with the street frontage. (CS2-B-2 Connection to the Street, CS3-A-4 Evolving Neighborhoods, PL1-B Walkways and Connections)

b. In addition to the lack of activation of the street, the Board was also concerned with privacy, noise and air quality impacts for ground level residential units along 15th Ave NW and the alley. The Board provided guidance to resolve the ground plane design to mitigate these impacts for ground level residential units. (PL3-B-1 Security and Privacy, PL3-B-2 Ground-level Residential)

c. The Board supported the location of the residential entry on NW 51st street. (PL3-A Entries)

d. The Board discussed the high number of move-ins anticipated and recommended consideration of how and where loading will occur. (PL1-B Walkways and Connections)

4. Façade Composition

a. The Board noted the severe wall condition proposed on 15th Ave NW as well as the high visibility of the façade and gave guidance to break down the boxy character and further articulate the mass, which could include lowering the height. (DC2-A-2 Reducing Perceived Mass, DC2-B-1 Façade Composition)

b. The Board observed that the signage feels applied to the façade and provided guidance to integrate the signage with the design concept and create a cohesive façade composition. (DC2-B-1 Façade Composition, DC4-B Signage)

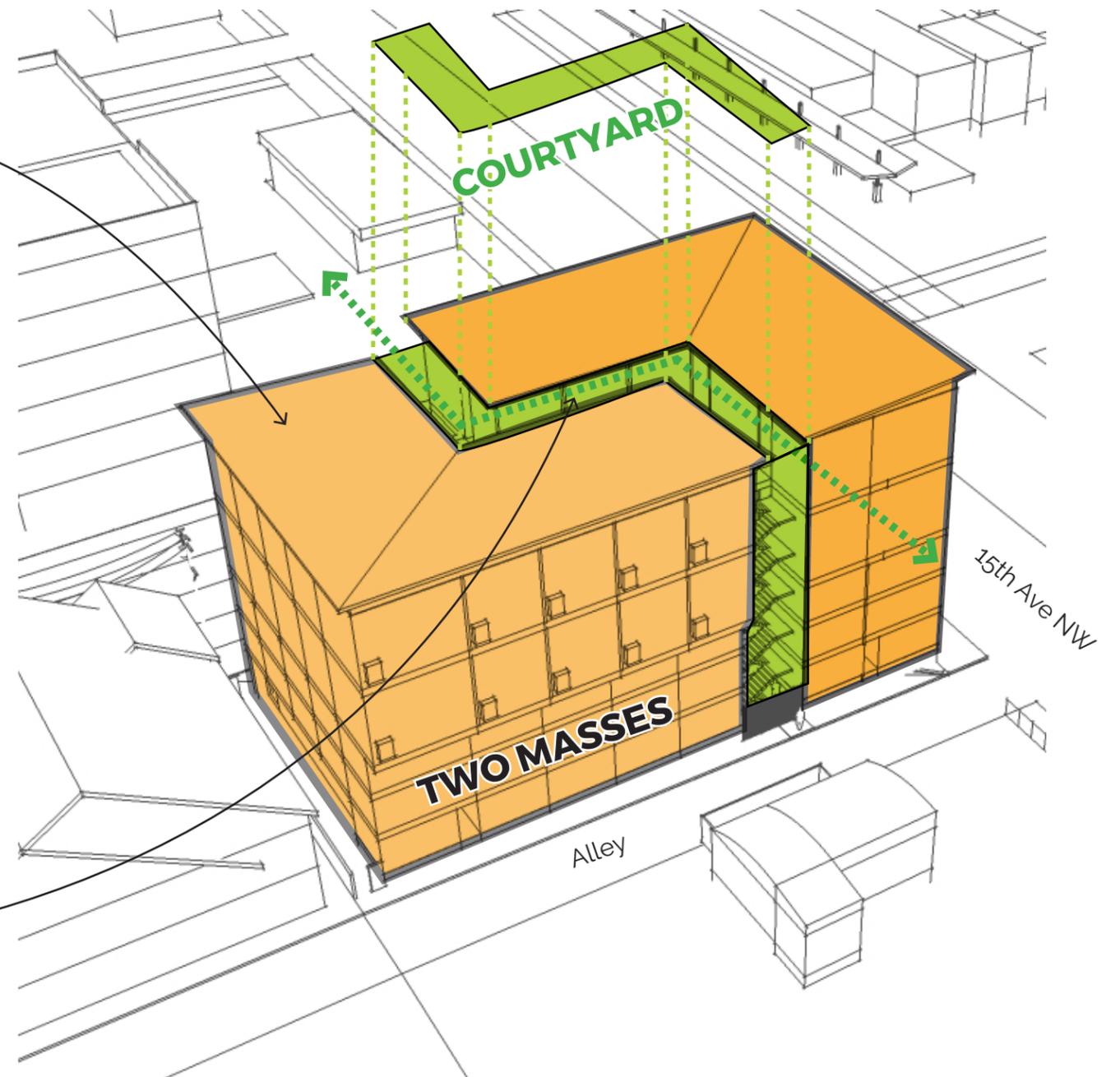
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5. Bike Storage

a. The Board stated concern with the security of the exterior bike storage and encouraged internal storage areas. Further development of the design should create secure bike storage. (PL4-B-2 Bike Facilities, PL4-B-1 Early Planning)

6. Universal Access

a. As concerns regarding the amenity area are resolved, one Board member recommended consideration of including an elevator to provide universal access throughout the structure. (PL2-A Accessibility)



NW Aerial at EDG.1

The Board requested **additional study** to further articulate the massing and to develop a wider courtyard for the building.

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned that parking is not proposed and resulting impacts to on-street parking in the surrounding area.
- Concerned with the design and location of bicycle storage.
- Questioned the timeline for approval and construction.
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4. Façade Composition

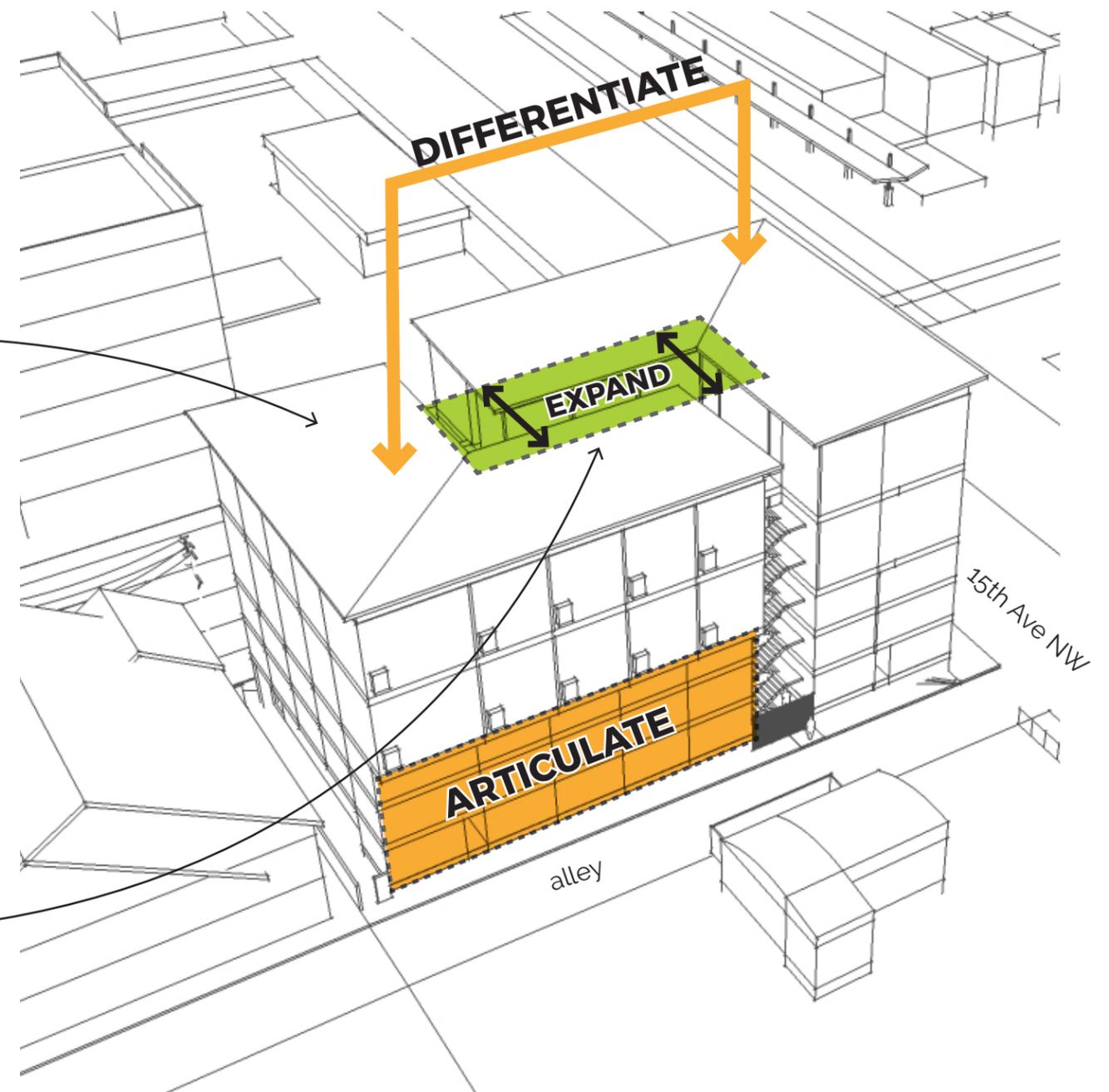
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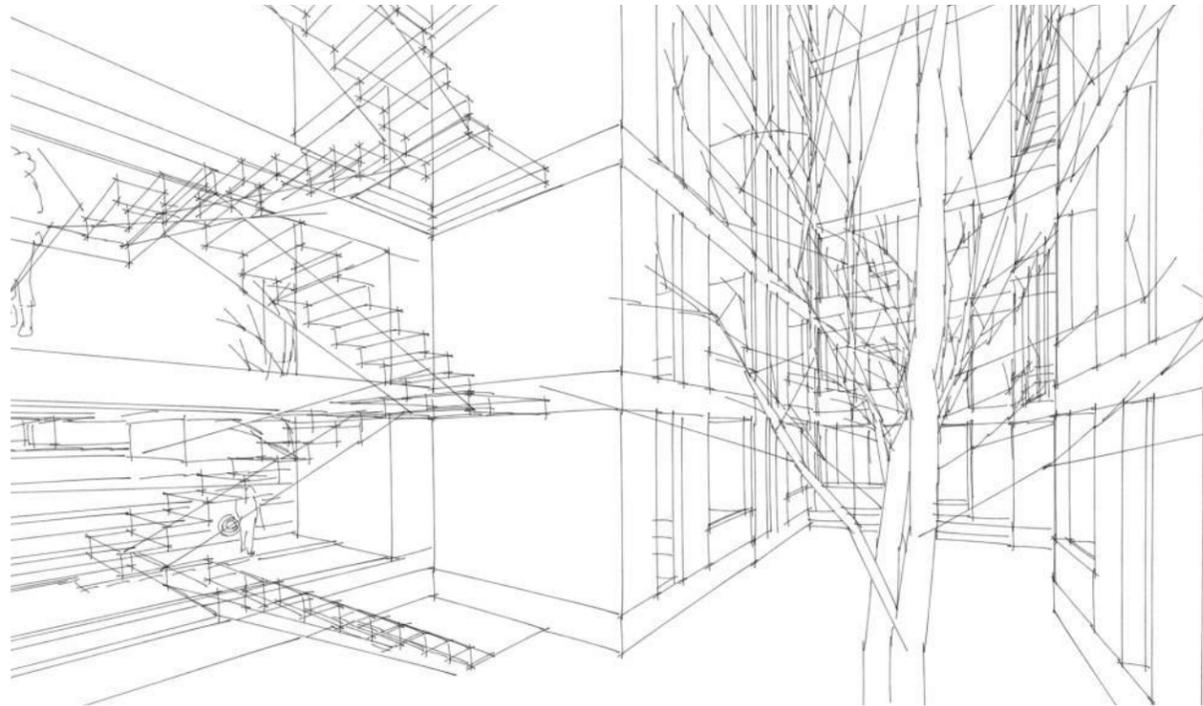
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NW Aerial at EDG 1

EDG#1

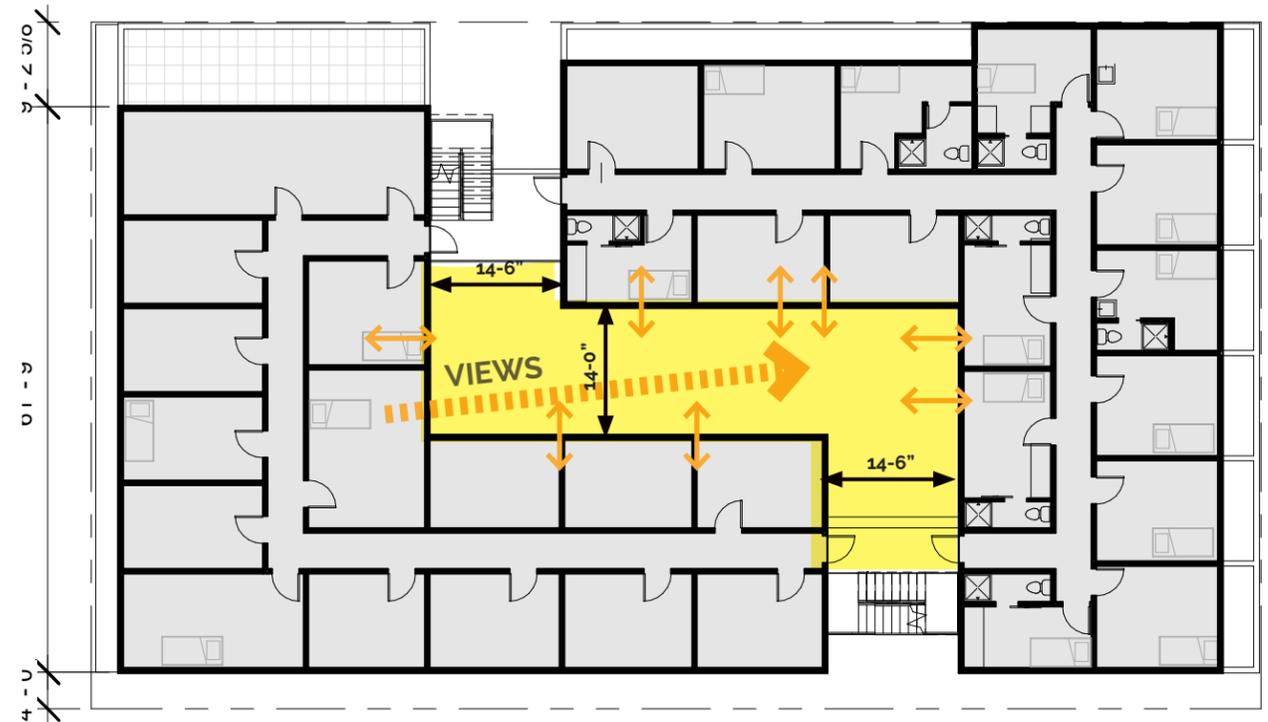


EDG#2 - REVISED



View at level 1

Connection to Natural Light and Air



Upper Level Floor Plans, Floors 2-5



Residential entry at grade along NW 51st St

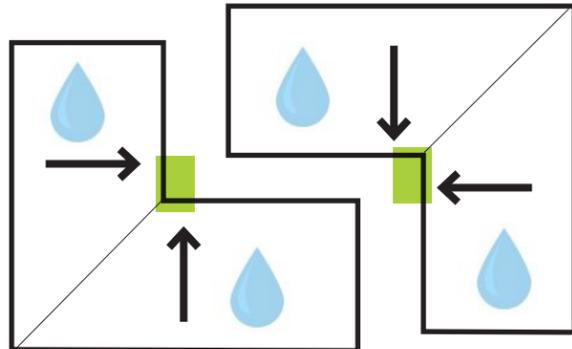
EDG #2

Ground floor lowered to meet grade to allow for higher ceiling height in common space and more light and air into the courtyard. The result is also a more direct and engaging connection to the sidewalk.



RAINWATER FILTERING
Concept - Cupped Hands

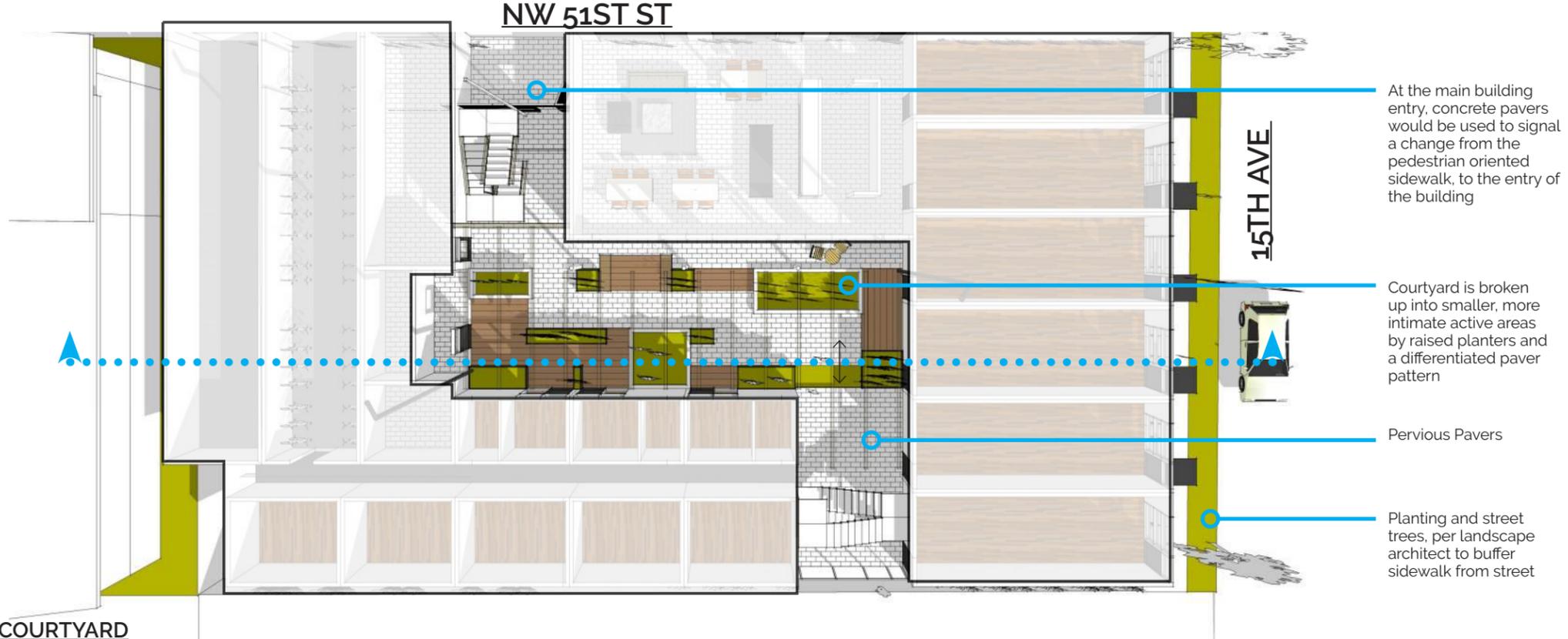
The project will channel the rainwater on the site into centralized bioretention planters that will filter and slow the speed of the runoff into the city's sewer system. The project aims to embrace this process within the site as opposed to hiding these systems.



Roof Plan Diagram - Roof sloping to green bioplanters at the courtyard level



Precedent Image - Chophouse Row

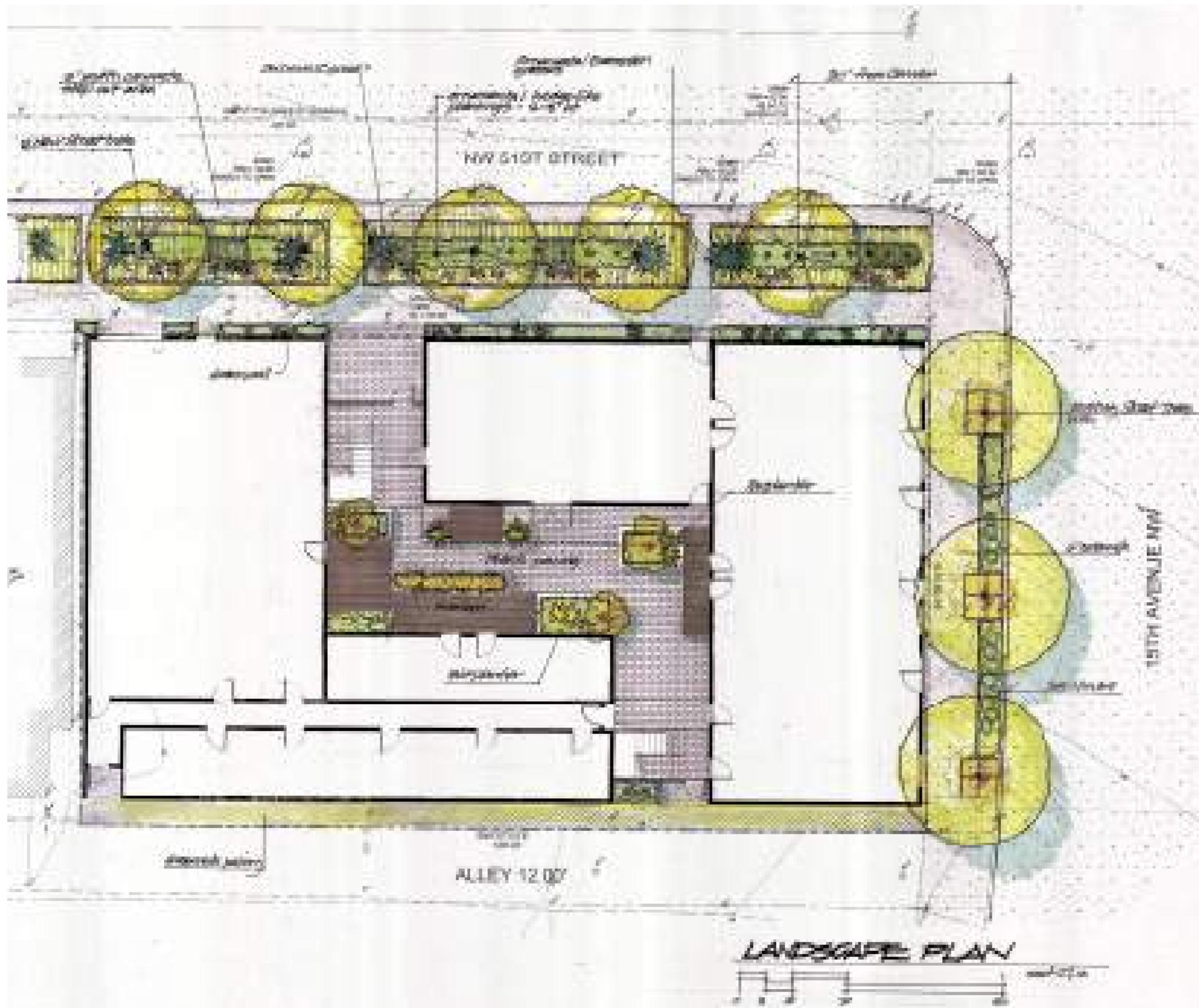


The central void in the building will serve as a landscaped backdrop for the residents to look down into. Shared building amenities will be centered around this courtyard.



Courtyard West Neighbor trash at grade bike storage courtyard live work units at grade sidewalk 15th Ave NW

PRELIMINARY LANDSCAPE PLAN



Use of string lighting across the courtyard will help create an intimate evening setting, ensuring the courtyard space is evenly illuminated for security and wayfinding through the space.



Landscape and hardscape will vary in terms of height, material and texture to create welcoming and engaging spaces that help break up the space into smaller, more defined active spaces for gathering, meeting and entertaining.

LANDSCAPE PLAN
KKLA / KEN LARGE
LANDSCAPE ARCHITECT INC

21803 NE 17th Court
 Sammamish, WA 98074
 425-836-4578

The Board requested **additional study** to resolve the ground plane at the street-level facades to provide privacy and to reduce noise and air impacts.

NE Perspective at EDG 2

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned that parking is not proposed and resulting impacts to on-street parking in the surrounding area.
- Concerned with the design and location of bicycle storage.
- Questioned the timeline for approval and construction.
- Concerned regarding the setback from the west property line and relationship to the adjacent structure.

1. Massing:

- The Board expressed disappointment that massing options 1 and 2 were not developed to the same level as option 3. However, the Board agreed that option 3 best responds to the character of the three frontages and supported this option as the basis for further refinement. (CS2-C-1 Corner Sites, CS2-D-1 Existing Development and Zoning)
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- The Board noted that the structure will be precedent setting for new development along 15th Ave NW and agreed that the proposal should **consider the future character of the street** rather than responding to the current context. Therefore, the Board requested active uses be located along 15th Ave NW to interact with the street frontage. (CS2-B-2 Connection to the Street, CS3-A-4 Evolving Neighborhoods, PL1-B Walkways and Connections)
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4. Façade Composition

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5. Bike Storage

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ACTIVATE / DEFINE

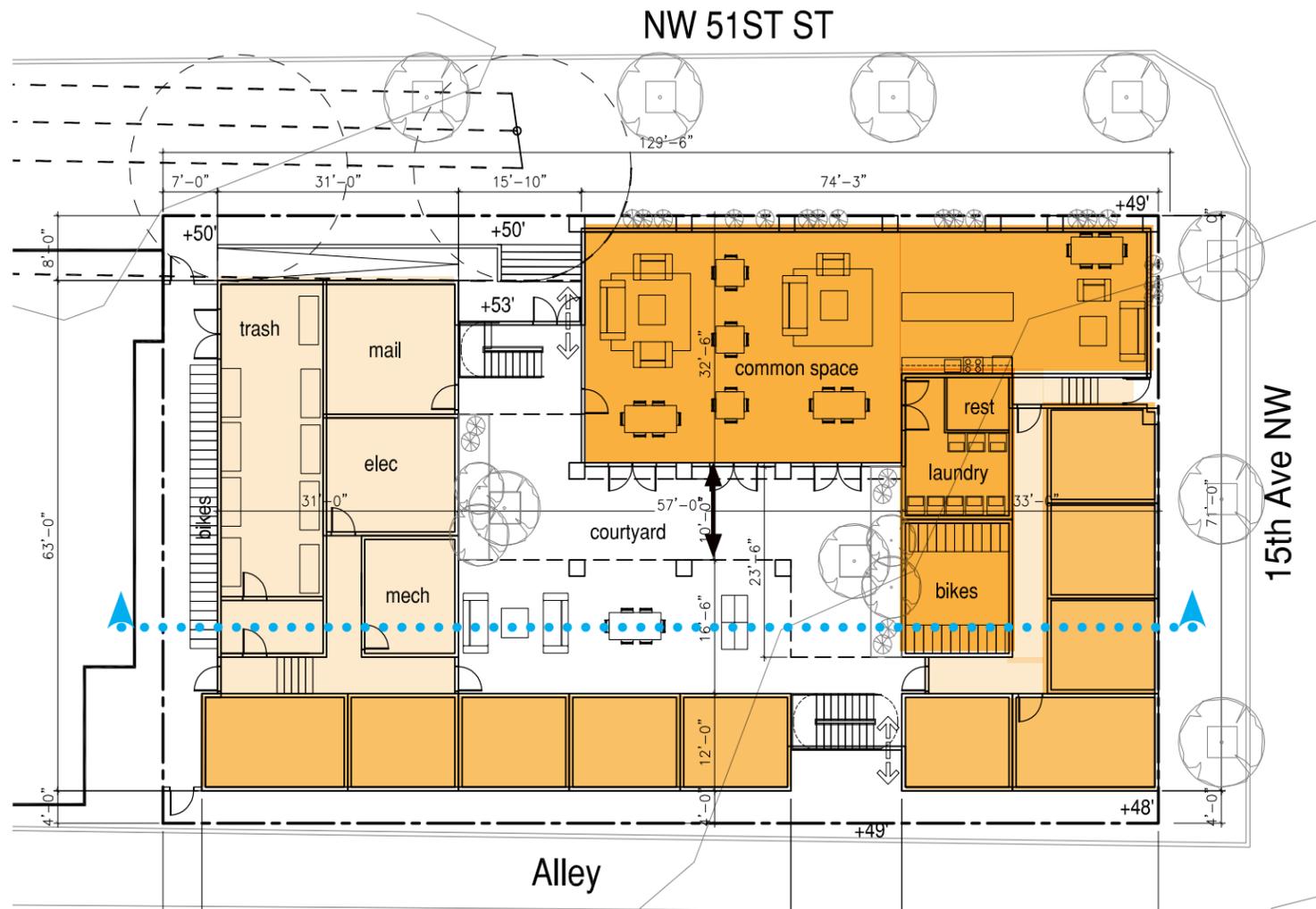
ADDITIONAL STUDY: ARRANGEMENT OF GROUND FLOOR USES

EDG Comment: 3. Arrangement of Ground Floor Uses & Street Level Activation:

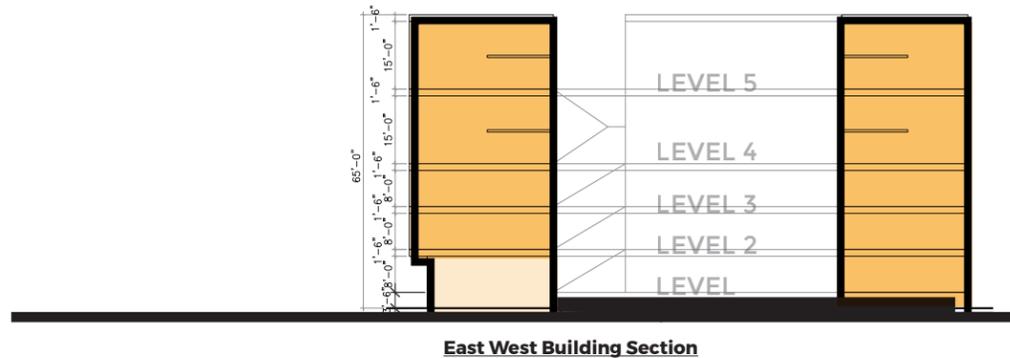
The board suggested that the structure will be precedent setting for development along 15th Ave NW and that the proposal should align active uses along 15th Ave NW to interact with the street frontage.

Board was concerned with privacy, noise and air quality impacts for ground level residential units along 15th Ave NW and the alley. The Board provided guidance to resolve the ground plane design to mitigate these impacts for ground level residential units.

EDG# 1



Ground Floor

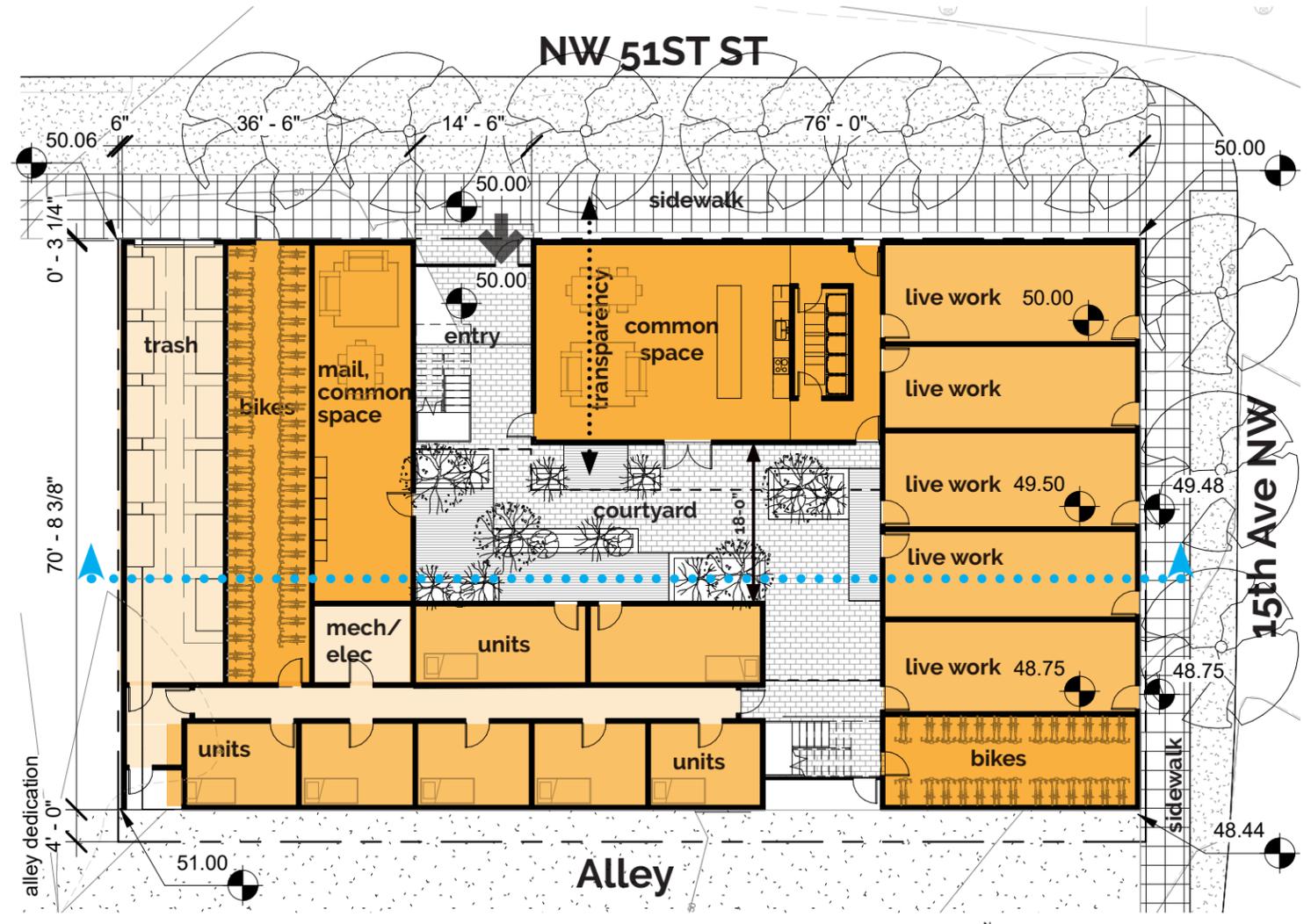


East West Building Section

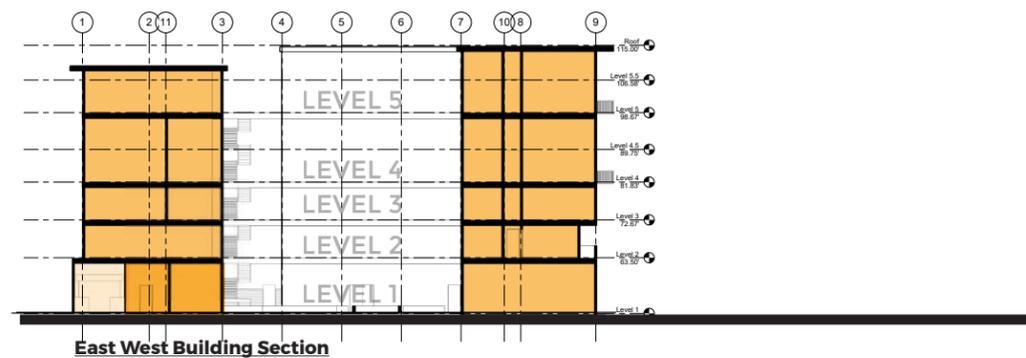
RESPONSE:

Active uses, Live Work replaces units along 15th Ave NW to interact with the street frontage. This significantly reduces the impact of street noise on residential use at grade.

EDG#2 - REVISED



Ground Floor



East West Building Section

VISUAL CONNECTIVITY

- full wall of glazing into the common space
- windows into the mail room
- space setback entries to trash and bike rooms



Sidewalk Perspective - looking east at main entry (on right)

MAIN ENTRY AND GATE

Main entry is defined by a large overhead canopy with building signage. Setback from the sidewalk is a gated entry leading to the primary stairs.



Main Entry w/ Gate



North Elevation

NORTH ELEVATION

Use exterior circulation as a vertical division in the massing to break up the perceived length of the facade. Furthermore, this break in the building can both serve as a unique way to bring people up and through the project but also allow light and air to enter the center courtyard of the site.



Chophouse row entry



Sunset Electric Apartments entry

The Board requested **additional study** to break down and further articulate the building mass and materiality of the project to provide a cohesive whole.

PUBLIC COMMENT

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- Concerned with the design and location of bicycle storage.
- Questioned the timeline for approval and construction.
- Concerned regarding the setback from the west property line and relationship to the adjacent structure.

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6. Universal Access

- As concerns regarding the amenity area are resolved, one Board member recommended consideration of including an elevator to provide universal access throughout the structure. (PL2-A Accessibility)



NE Perspective at EDG 2

EDG# 1



EDG#2 - REVISED



STREET ACTIVATION

This project considers the potential development along 15th Ave NW and considers a time when commercial space along 15th will be more lively and more densely built. Live Work spaces allow for small, local, commercial spaces that engage with the sidewalk along 15th Ave. A planting strip provides a buffer between the storefronts and 15th Ave NW.

(Ref Guidance 4.a - Facade Composition)

15TH AVE MASSING

The Board noted the severe wall condition proposed on 15th Ave NW as well as the high visibility of the facade and gave guidance to break down the boxy character and further articulate the mass, which could include lowering the height.

In response, SW mass was lowered to provide contrast between the two building heights, visible on the North and South facades.

To break up the mass along 15th, the 2nd floor was recessed to articulate the massing differences between the Live Work and residential units above. Texture and shadow introduced above through balconies on the 15th Ave facade.

(Ref Guidance 4.a - Facade Composition)



View from 15th Ave bridge with potential future development



Commercial storefronts along 15th Ave NW

SIDEWALK CORNER

The northeast corner of the building will be heavily glazed along 15th and provide an area of less transparency as a subtle transition to residential use. This wall will be of durable and textural materials.

(Ref Guidance 4.c - Materials)

ADDITIONAL STUDY: MATERIALITY AND SIGNAGE

NE IMAGE

Break up the overall massing of the building with a mixture of large openings to differentiate the massing volumes.

SIGNAGE

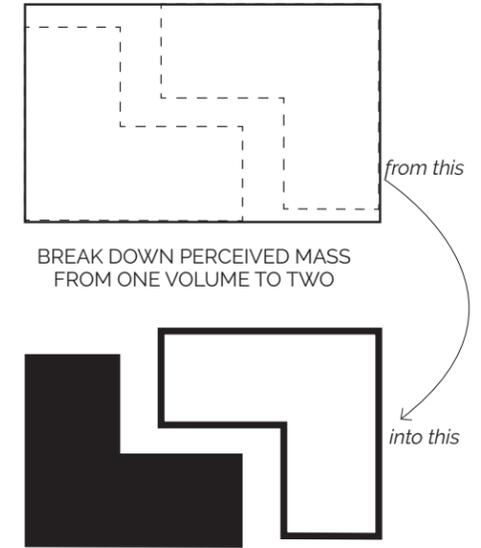
The building will feature large graphic signage on the north and south facades for wayfinding and marketing purposes facing the traffic along 15th Ave NW.

Along 15th Ave NW, pedestrian scaled signage will designate the live/work spaces along the sidewalk through the use of suspended signs at each entry by the unit door.

(Ref Guidance 4.b - Integrate Signage)



NE Perspective



BREAK DOWN PERCEIVED MASS FROM ONE VOLUME TO TWO

Materiality Concept - Cousins not Twins
Related but not identical

Rather than one singular, large building, the project's massing is broken down into TWO distinct volumes.

This division will be further reinforced through the differentiation in materiality of the upper volumes of the facade.



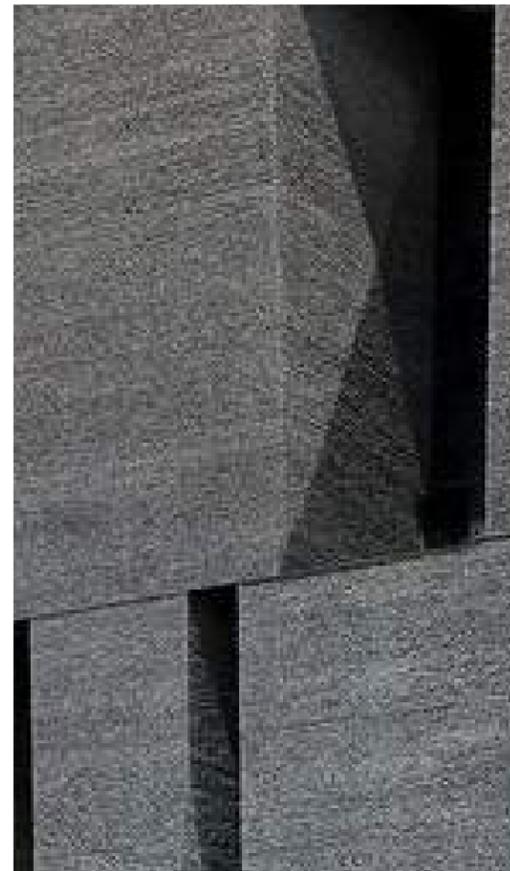
Branding signage



Dark Vertical Metal Cladding



Light Grey / Grey - Vertical Metal Cladding



Thin Brick Base



Wood Stairs



Landscaping / Planters in Courtyard



Branding logo



Building Signage



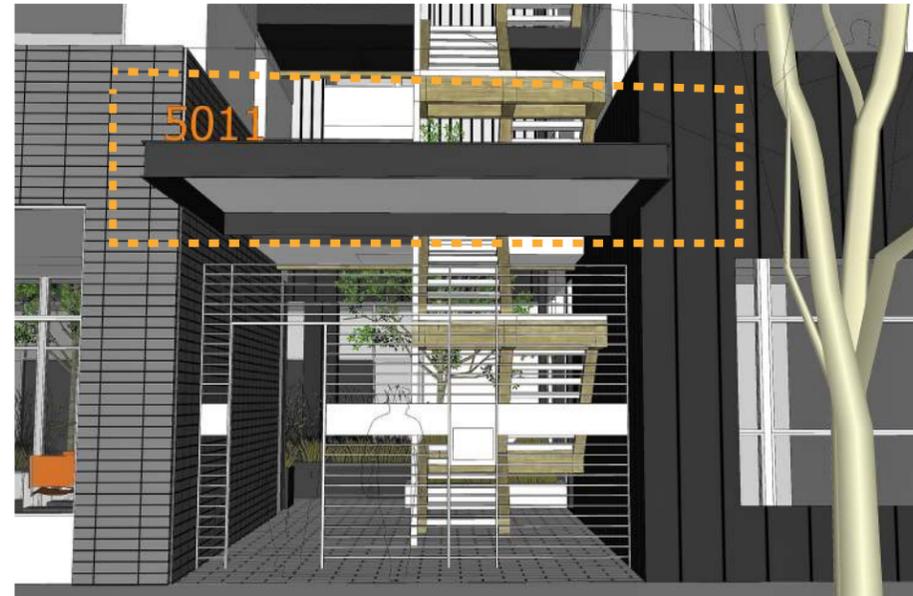
Branding and Building Signage
Stand off signage



Live-Work: Contained signage



1 Building Signage

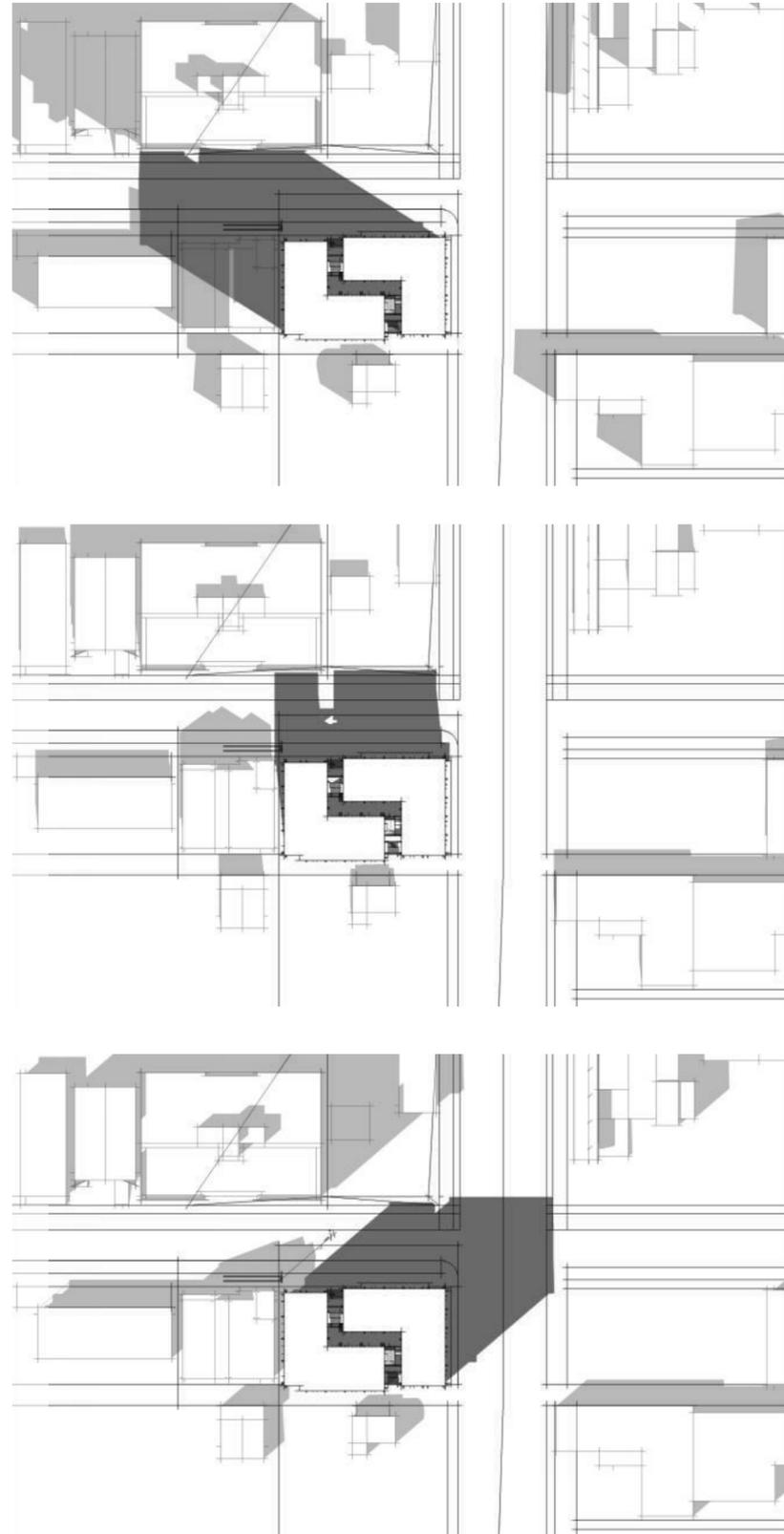


2 Building Entry Signage and Addressing

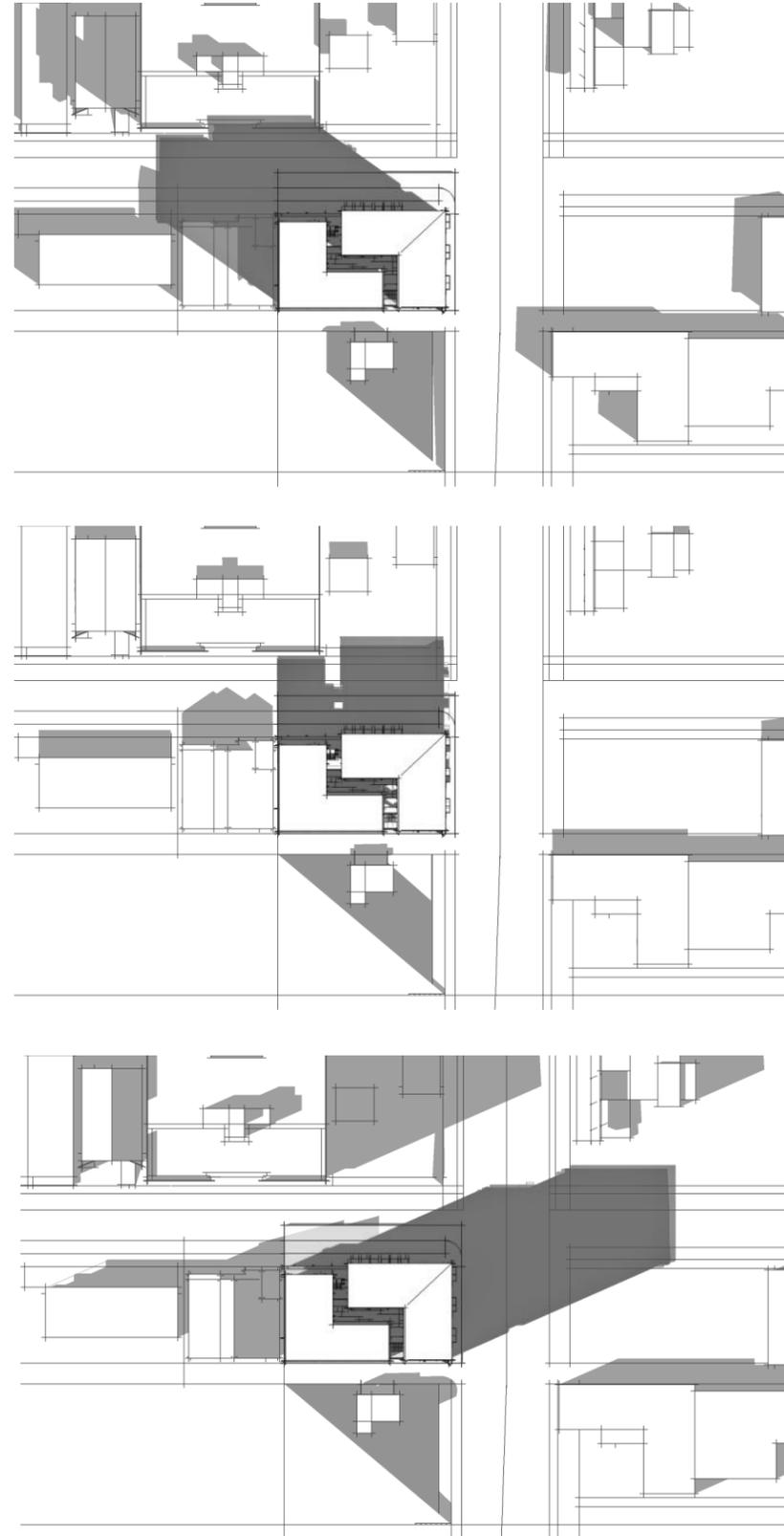


3 Live Work Signage

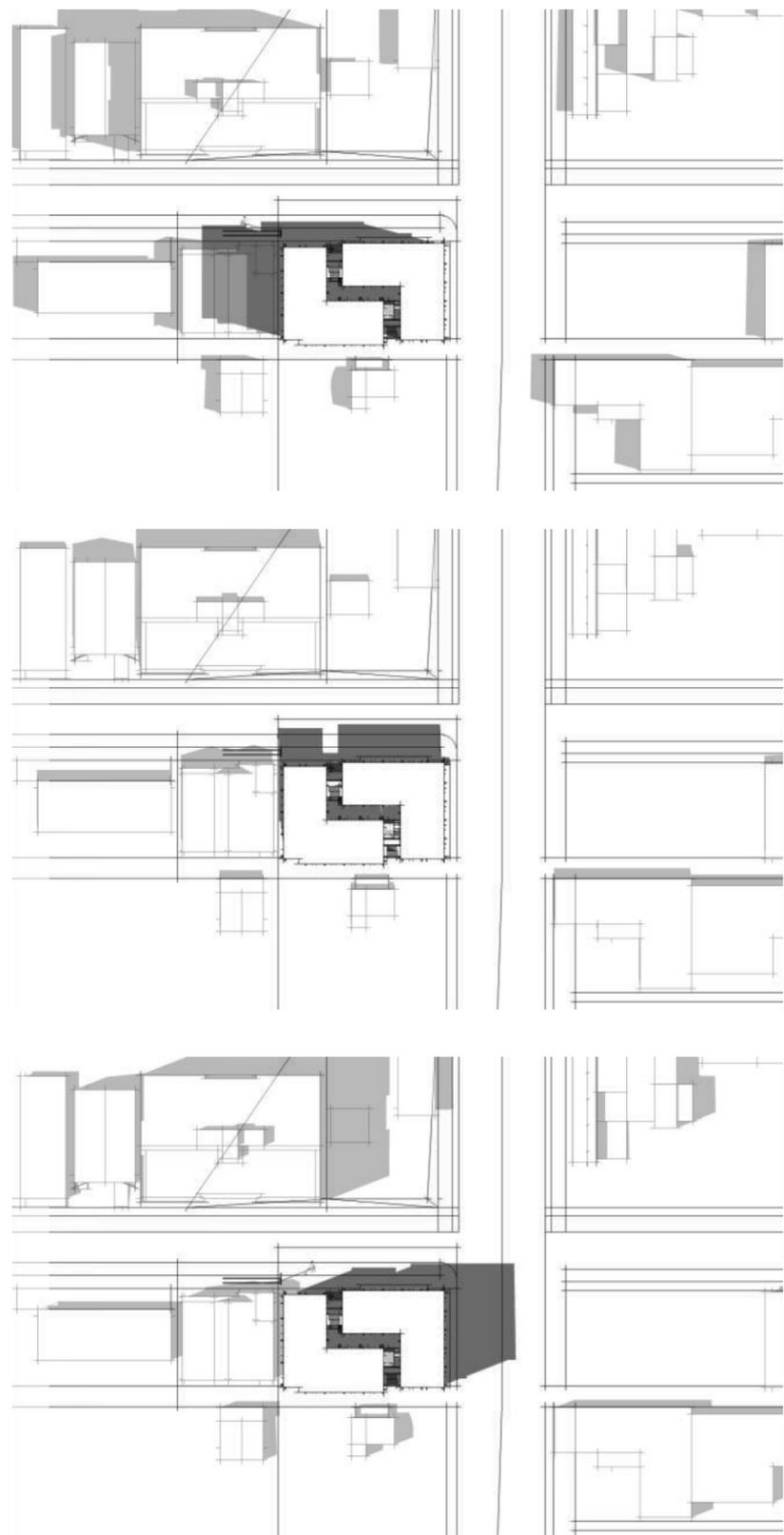
open court EDG1 (preferred scheme)



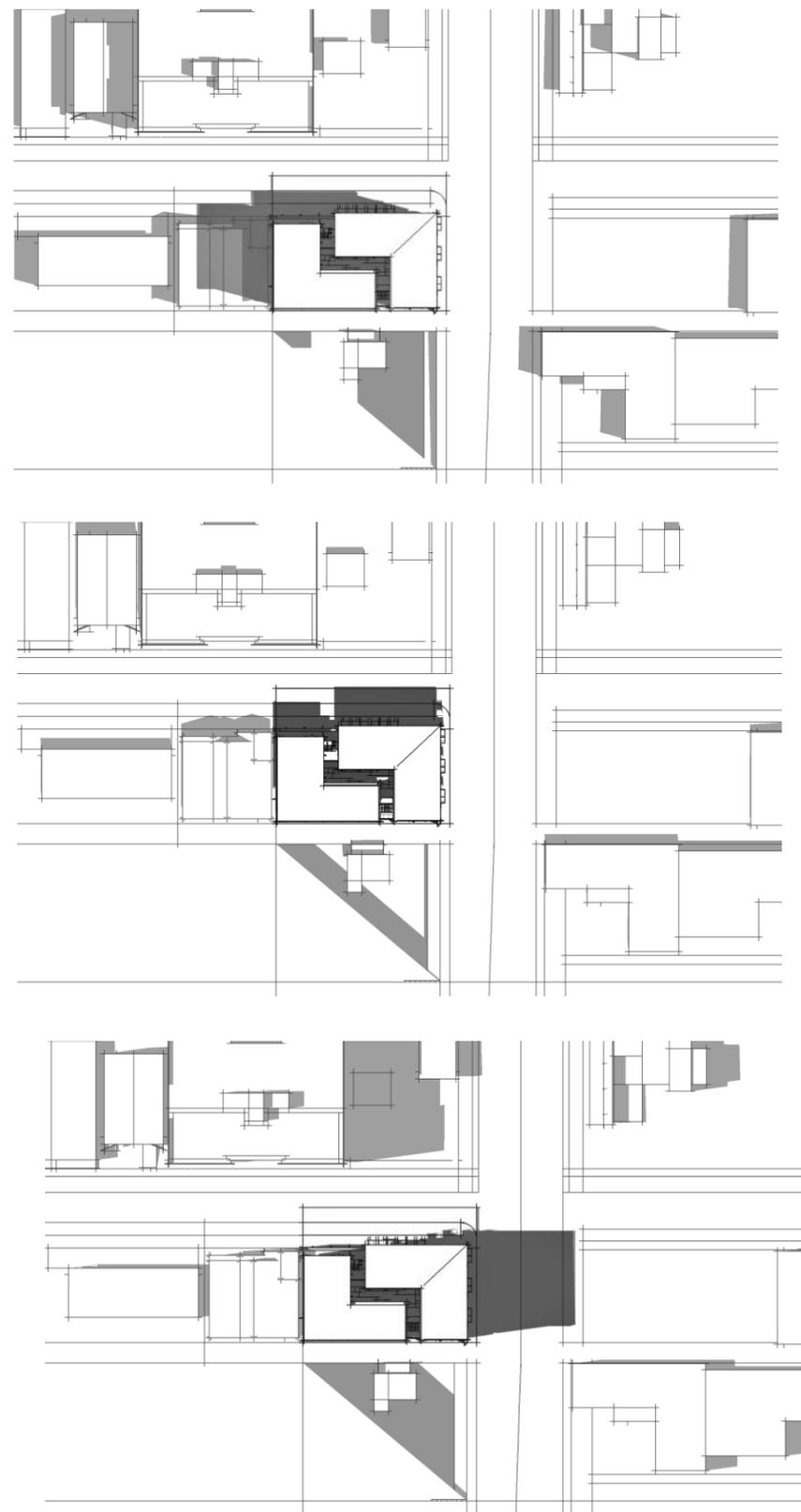
open court EDG2



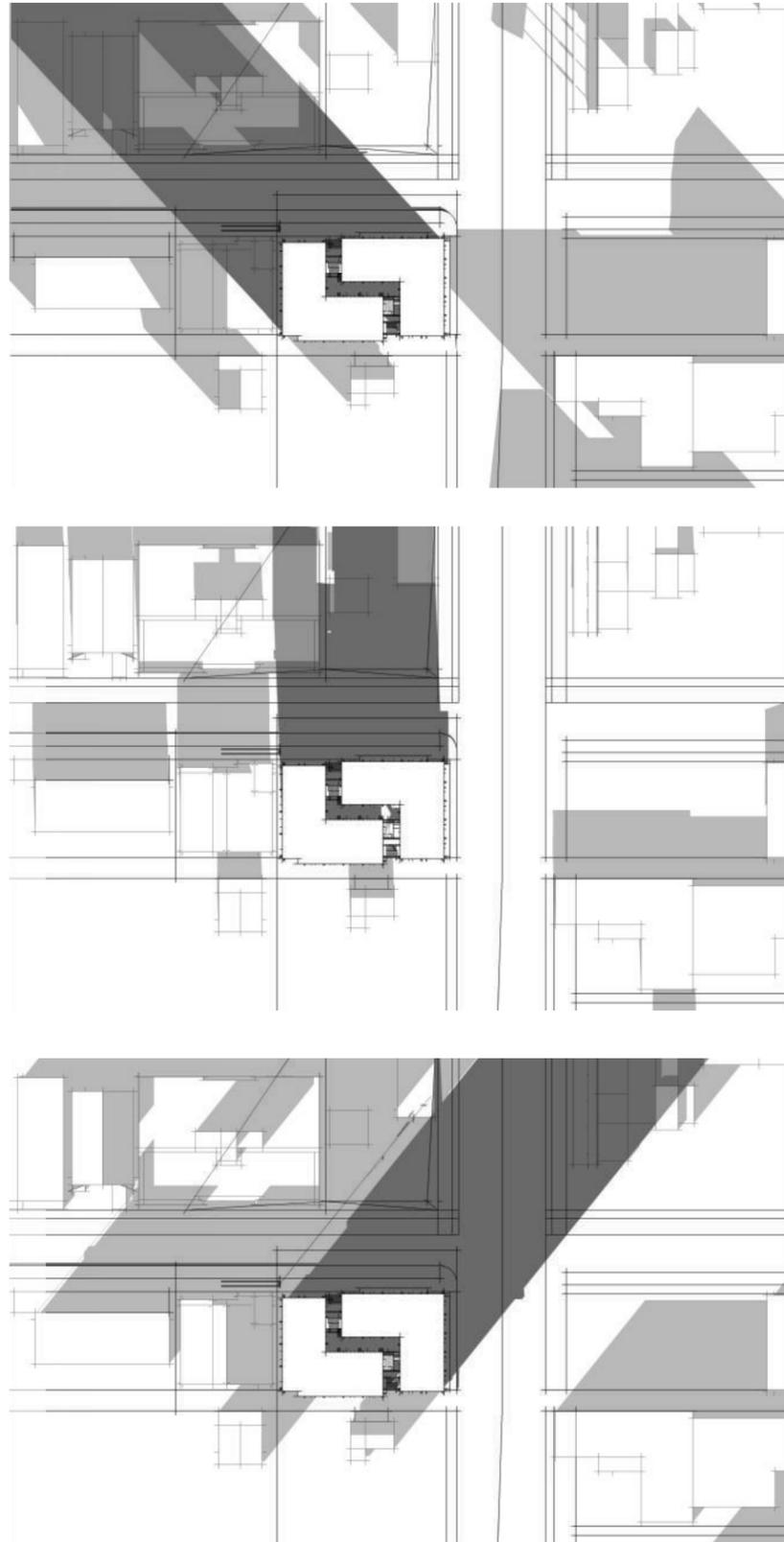
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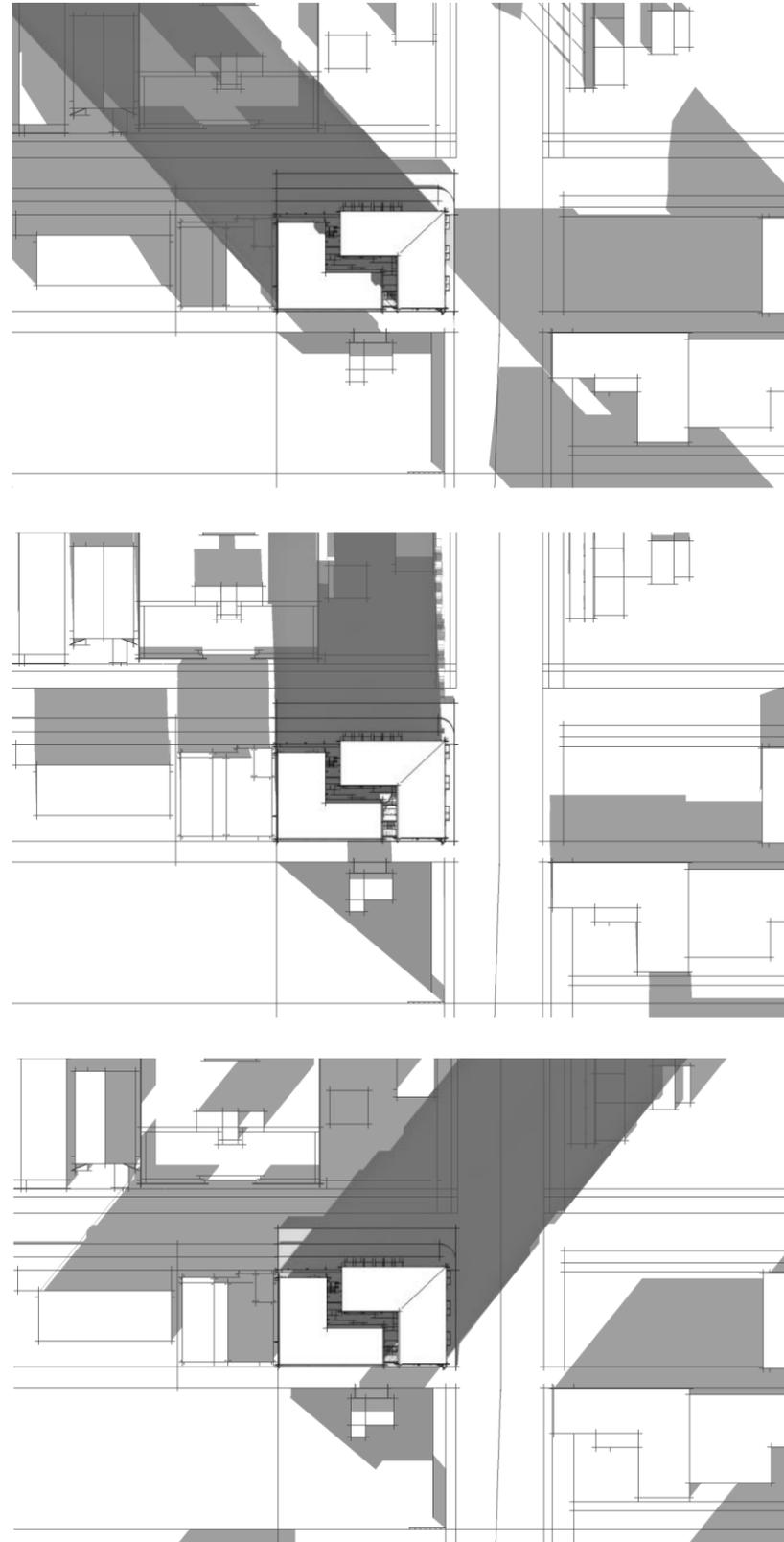
open court EDG2

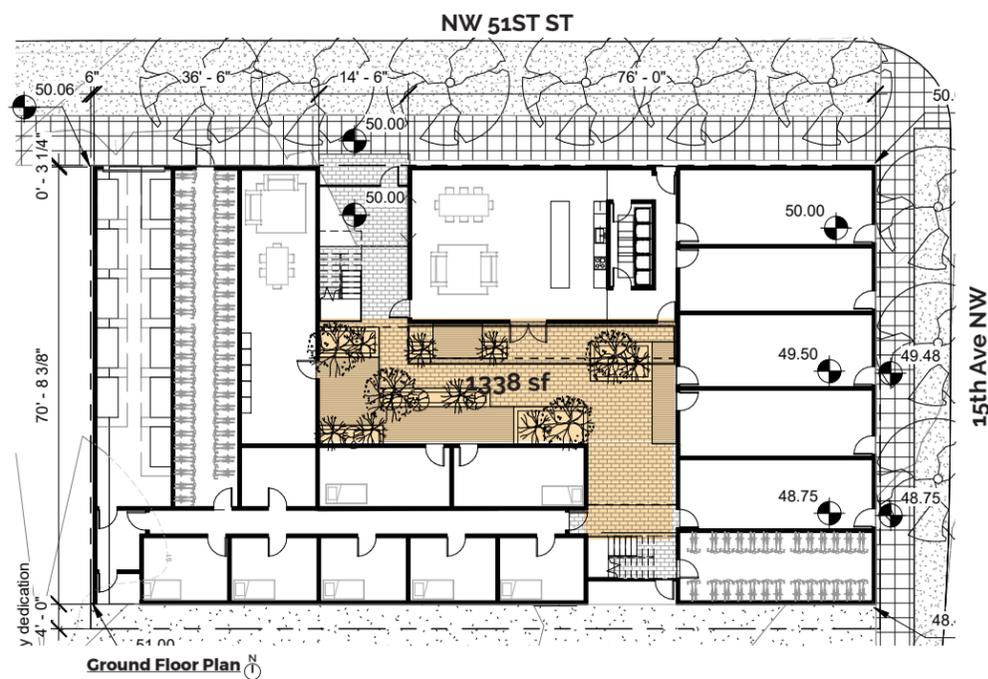
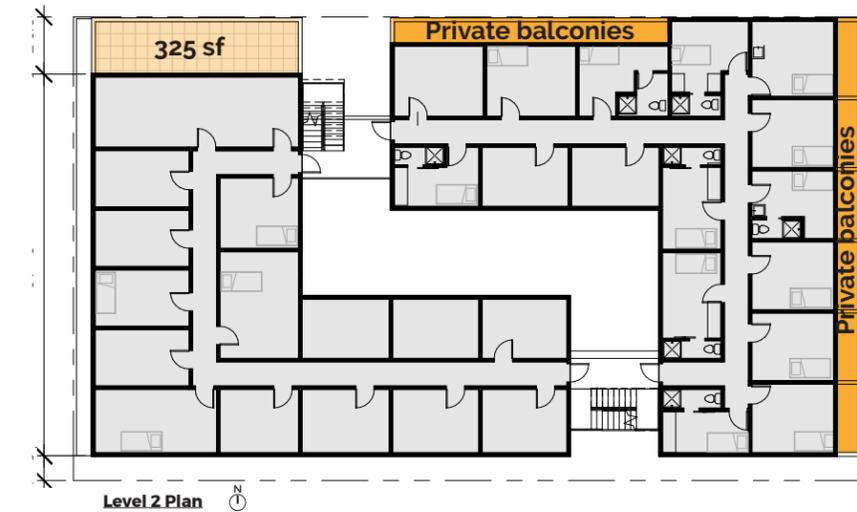
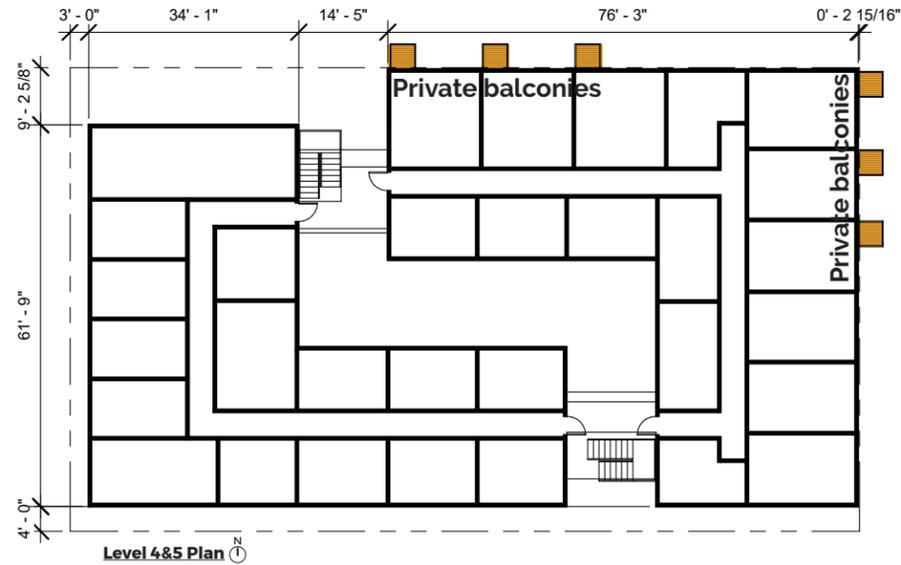


open court EDG1 (preferred scheme)



open court EDG2





EDG2

34,190sf residential area provided x 0.05 = 1,818 sf amenity area required

Outdoor Amenity Provided - Code Compliant

Level 1 = 1338 sf
 Level 2 = 325 sf
 1663sf = 94% provided

Additional Outdoor Amenity - Not Code Compliant

Private balconies at Level 2 = (9) at 37-39 sf each = 385sf total
 Private Balconies at levels 4 & 5 (12) at 20 sf each = 240 sf total

<Departure requested for private amenities <60sf and <6ft horizontal dimension

Total Amenity

Required: 1,818sf
 Provided: 2,288sf = 125% required

Departure #1 - Amenity Area

Per SMC.23.47A.024

A. Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use, except as otherwise specifically provided in this Chapter 23.47A. Gross floor area, for the purposes of this subsection 23.47A.024.A, excludes areas used for mechanical equipment and accessory parking. For the purposes of this subsection 23.47A.024.A, bioretention facilities qualify as amenity areas.

B. Required amenity areas shall meet the following standards, as applicable:

1. All residents shall have access to at least one common or private amenity area.
2. Amenity areas shall not be enclosed.
3. Parking areas, vehicular access easements, and driveways do not qualify as amenity areas,
4. Common amenity areas shall have a minimum horizontal dimension of 10 feet, and no common amenity area shall be less than 250 square feet in size.
5. Private balconies and decks shall have a minimum area of 60 square feet, and no horizontal dimension shall be less than 6 feet.
6. Rooftop areas excluded because they are near minor communication utilities and accessory communication devices, pursuant to subsection 23.57.012.C.1.d, do not qualify as amenity areas.

Rationale

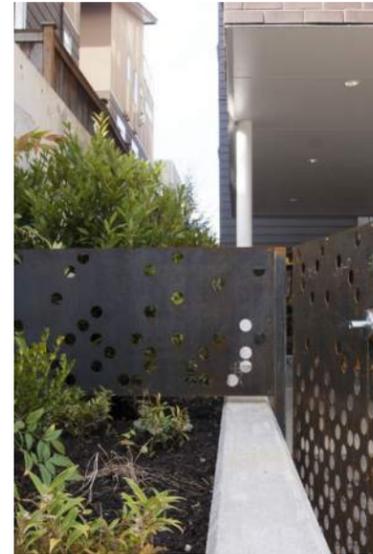
CS1.B.2 - Sunlight and Natural Ventilation / Daylight and Shading

Private balconies are provided to 21 units. In order for these balconies to contribute to amenity area requirements, private outdoor amenities must be 60sf with a horizontal dimension of 6ft.

In order to maximize the number of units with access to private balconies and reduce the shade that would result beneath larger projected 60sf balconies, the project has proposes smaller, 4x5ft (20sf) balconies on upper loft levels. Level 2 allows for 4ft deep (37-39sf) balconies on Level 2.



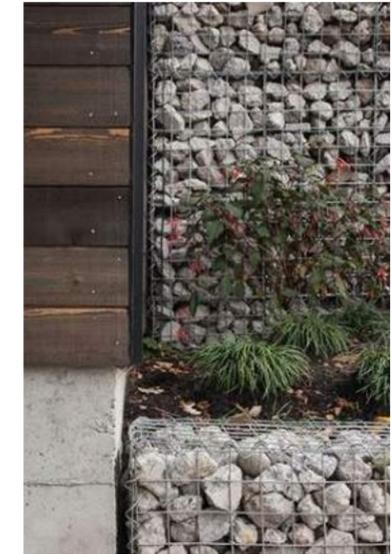
Yesler Exterior Rendering



741 Harvard Entry Gate & Planter



Yesler Courtyard Rendering



Integration of Gabion walls, concrete, cedar siding



Redwood Apartments



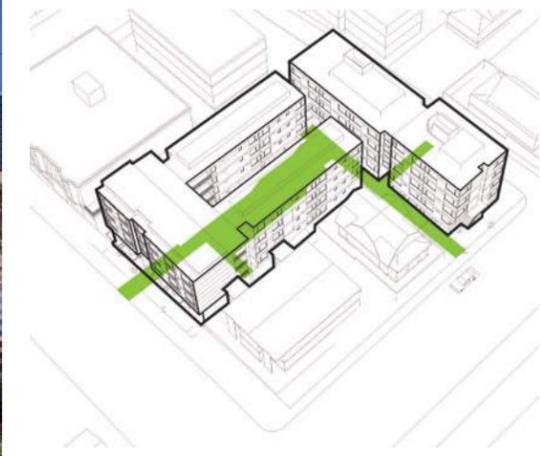
Killbrew Apartments



Redwood Apartments Section



Main Entry at Redwood Apartments



Yesler Courtyard Diagram

PREVIOUS aPodments® EXPERIENCE

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Hybrid Architecture
1205 E Pike St #2D, Seattle, WA 98122
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Owner:
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206.801-3570

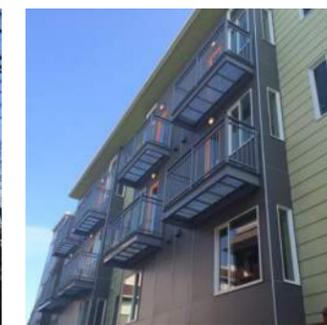
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Calhoun - Fiora aPodments® - Ballard



Calhoun - Riano aPodments® - Ballard



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