

WHITTIER HEIGHTS 1480

1480 NW 80TH St.
Seattle, WA 98117

SDCI PROJECT #:

6736480-CN



CITIZEN
DESIGN

1480 NW 80TH STREET



SITE INFORMATION

1480 NW 80th St
 APN: 45800-0145
 Zoning: LR2 (M1)
 Overlay: Crown Hill Residential Urban Village
 Lot Area: 5,960 sf
 Current Use: Duplex
 Additional Approvals Required: Environmental Review, Building Permit

DEVELOPMENT GOALS

20 Apartments
 No Commercial Space
 No Parking

DEVELOPMENT STATEMENT

Whittier Heights 1480 proposes a total of 20 one-bedroom and studio apartments in a single structure with four above-grade stories and one daylight basement. No parking is proposed.

The project envisions a contemporary take on traditional residential architecture. This is embodied in the massing, detailing and materiality of the building and is also seen in the landscape design.

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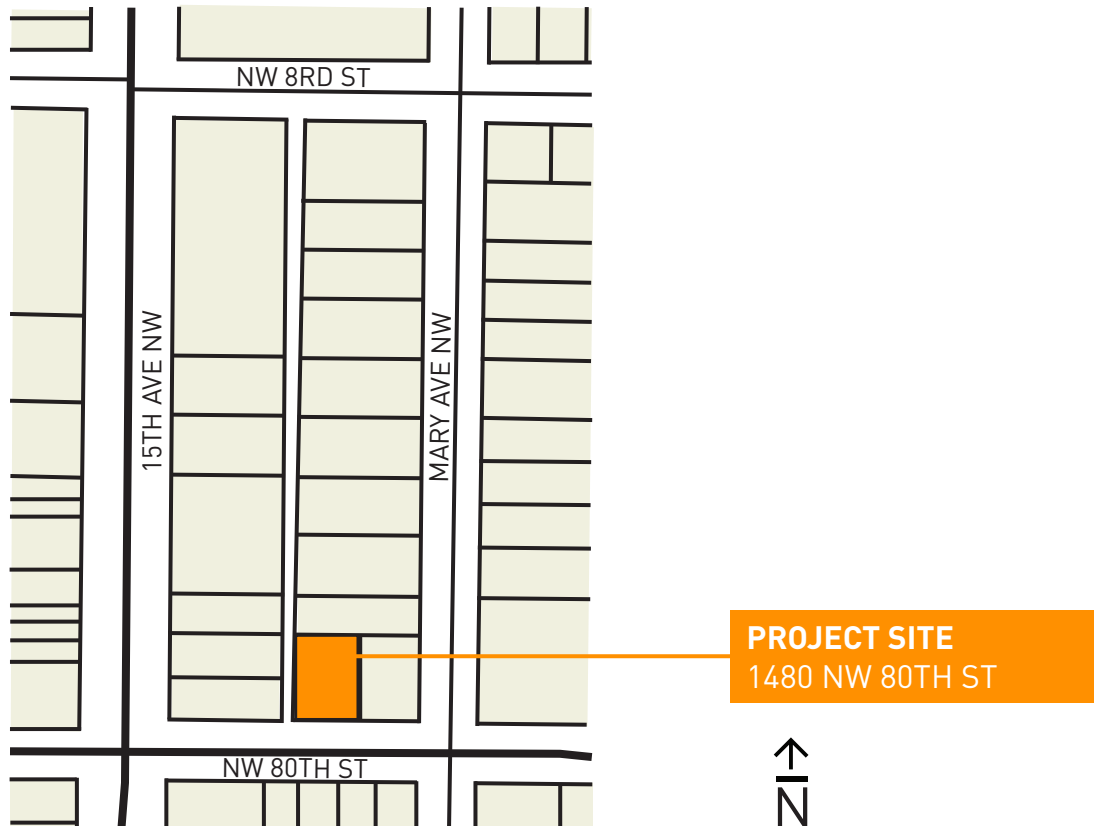
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VICINITY MAP



PROJECT TEAM

OWNER + DEVELOPER

BK Investment Group
 557 Roy Street #125
 Seattle, WA 98109

LANDSCAPE ARCHITECT

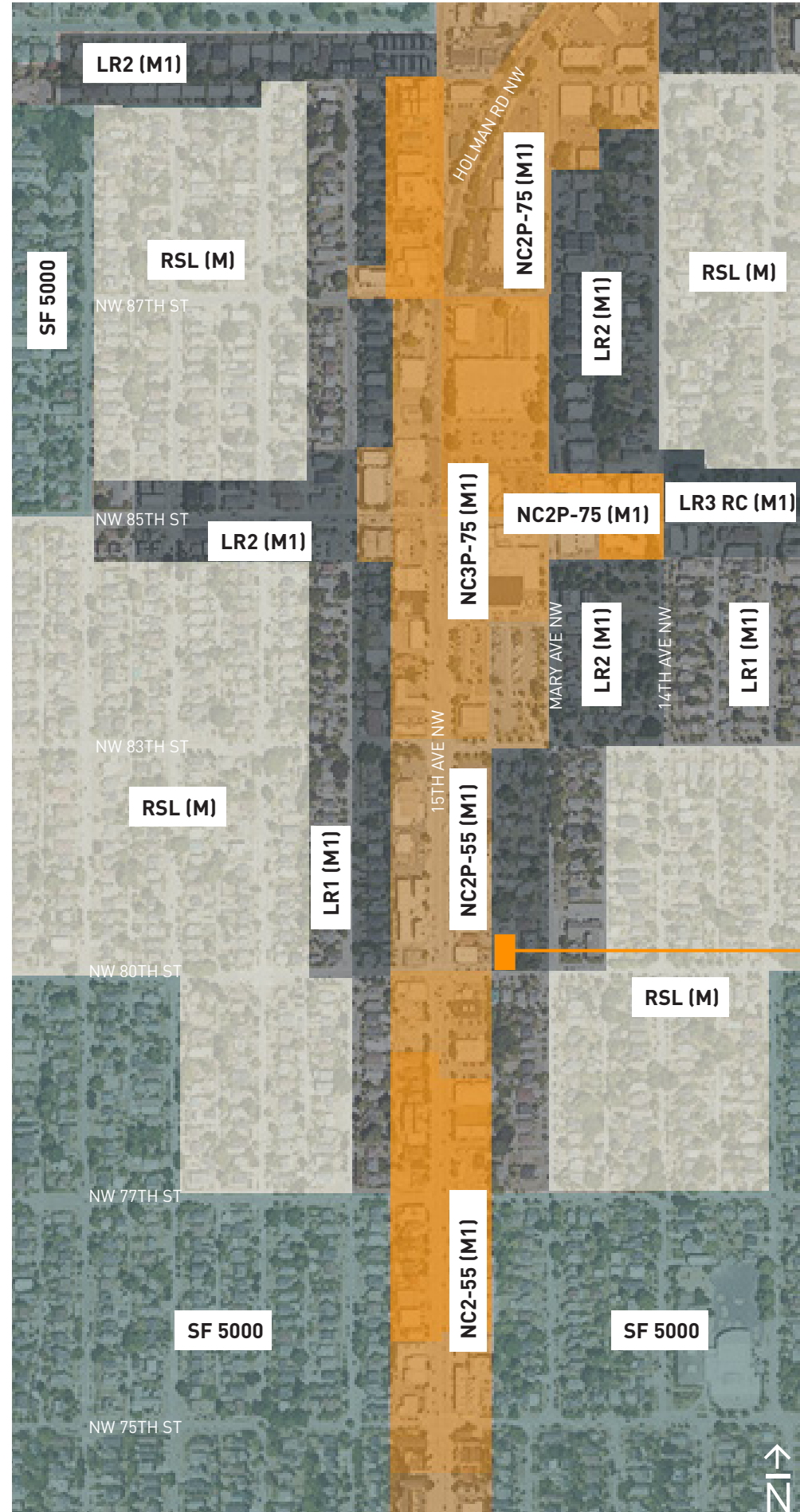
Cramer Design Consultants
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APPLICANT + ARCHITECT

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ZONING MAP

Map is 1 mile north-to-south and 1/3 mile east-to-west



ZONING SUMMARY

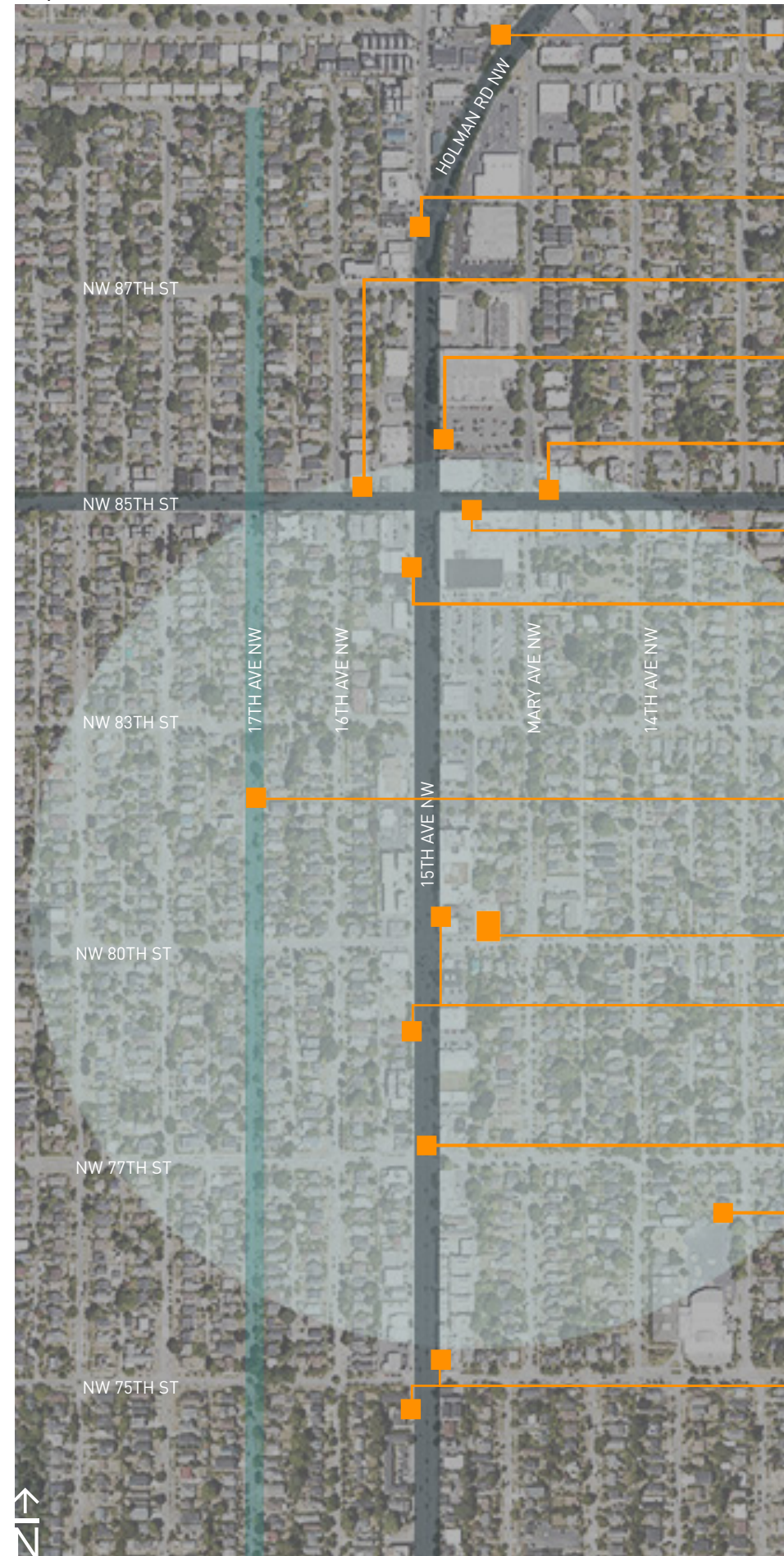
- The nine-block vicinity contains mixed use, low rise and single family zoning
- Properties adjacent to the subject are zoned NC2P-55 (M) to the east and LR2 (M1) to the north and west and LR1 (M1) to the south.

LAND USE SUMMARY

- The predominant land uses in the nine-block vicinity are commercial, multi-family and single family residential.
- The subject parcel sits in a multi-family residential use zone, which includes affordable housing requirements.
- Other nearby land uses include commercial (retail), single family homes, a park and a church.

TRANSIT + ACCESS MAP

Map is 1 mile north-to-south and 1/3 mile east-to-west



BUS STOP
 HOLMAN RD NW + MARY AVE NW
 ROUTES 40, D LINE

BUS STOP
 NW 85TH ST + 15TH AVE NW
 ROUTES 15, 40, D LINE

BUS STOP
 NW 85TH ST + 15TH AVE NW
 ROUTES 40, 45

BUS STOP
 NW 85TH ST + 15TH AVE NW
 ROUTES 15, 40, D LINE

BUS STOP
 NW 85TH ST + MARY AVE NW
 ROUTE 45

BUS STOP
 NW 85TH ST + 15TH AVE NW
 ROUTE 45

BUS STOP
 NW 85TH ST + 15TH AVE NW
 ROUTES 15, D LINE

NEIGHBORHOOD GREENWAY
 17TH AVE NW

PROJECT SITE
 1480 NW 80TH ST

BUS STOP
 15TH AVE NW + NW 80TH ST
 ROUTES 15, D LINE

FREQUENT TRANSIT CORRIDOR

1/4 MILE RADIUS FROM SITE
 (Translucent Area)

BUS STOP
 15TH AVE NW + NW 75TH ST
 ROUTES 15, D LINE

TRANSIT + ACCESS

15th Avenue NW + NW 80th Street: Routes 15 + D Line

This stop is approximately 1/16 mile northeast of the subject parcel. Northbound service is provided to Crown Hill and Blue Ridge. Southbound service is provided to Queen Anne, Downtown and Yesler Terrace.

15th Avenue NW + NW 85th Street: Routes 40 + 45

This stop is approximately 1/4 mile northeast of the subject parcel. Northbound service is provided to Northgate. Southbound service is provided to Ballard, Fremont, Queen Anne and Downtown Seattle. Westbound service is provided to Loyola Heights. Eastbound service is provided to Greenwood, Green Lake, Roosevelt, and University District.

Northbound Stops Analysis

Route 15 provides northbound service on weekdays only from 4:39 pm to 7:07 pm. A total of 10 northbound stops are provided during this period. Route 40 provides 75 northbound stops each weekday between 6 am and 7 pm. RapidRide D Line provides 84 northbound stops between 6 am and 7 pm. At least three trips are provided per hour. Route 40 provides 70 northbound stops between 6 am and 12 am on Saturdays and 51 during the same period on Sundays. RapidRide D Line provides 85 Saturday and 72 Sunday stops. At least one stop is provided per hour.

Southbound Stops Analysis

Route 15 provides southbound service on weekdays only from 6:56 am to 8:45 am. A total of 13 stops are provided during this period. Route 40 provides 77 southbound stops each weekday between 6 am and 7 pm. RapidRide D Line provides 88 southbound stops during this period. At least three stops are provided per hour. Route 40 provides 72 southbound stops between 6 am and 12 am on Saturdays and 52 during the same period on Sundays. RapidRide D Line provides 81 Saturday and 70 Sunday stops. At least one stop is provided per hour.

Eastbound Stops Analysis

Route 45 provides 63 eastbound stops each weekday between 6 am and 7 pm. It also provides 69 eastbound stops between 6 am and 12 am on Saturdays and Sundays. At least three trips are provided per hour on weekdays and one per hour on weekends.

Westbound Stops Analysis

Route 45 provides 63 westbound stops each weekday between 6 am and 7 pm. It also provides 67 westbound stops between 6 am and 12 am on Saturdays and Sundays. At least three trips are provided per hour on weekdays and one per hour on weekends.

Conclusion

The subject parcel meets the definition of "frequent transit service" per SMC 23.84A.038.





CROWN HILL BROILER
NOBA + DUO APARTMENTS
THE DANE

BUDGET TRUCK RENTAL
SEATTLE TILE
WONDERLAND
GEAR EXCHANGE

PROJECT SITE
1480 NW 80TH ST

SAFEWAY GROCERY
UNITED EVANGELICAL
FREE CHURCH

BAKER PARK
SEATTLE CROWN HILL
DENTAL

NW 80TH STREET MONTAGE

NORTH SIDE OF STREET



15TH AVE NW

MULTIFAMILY RESIDENTIAL

LOW-RISE COMMERCIAL

ALLEY

MATURE STREET TREES

MARY AVE NW

PROJECT SITE EXTENTS
1480 NW 80TH STREET



KEY PLAN - TOP ROW

NORTH SIDE OF STREET

DETACHED HOUSING ON INDIVIDUAL LOTS

MARY AVE NW

TRADITIONAL MASONRY SINGLE FAMILY RESIDENCES

PRIVATE DRIVEWAYS AND GARAGES

OVERHEAD POWER

INTRICATE ROOFLINES





MODERNIST
MASONRY CHURCH

WEST SIDE OF STREET

OBSERVED PATTERNS

- Brick masonry is the dominant material for older structures. Both traditional and modern uses of the material are seen.
- Fiber cement panel is prevalent for newer structures.
- Pitched roofs are common, often in intricate combinations of gables.
- Generous front setbacks are provided for single-family structures.
- Single-family structures typically have private garages and driveways.

OTHER OBSERVATIONS

- Dominant land uses in the vicinity are single-family residential and low-rise commercial.
- Multifamily structures are observed abutting 15th Avenue NW.
- Mature street trees are present along NW 80th Street.
- Overhead power lines are present on the south side of NW 80th Street.



KEY PLAN - BTM ROW

SOUTH SIDE OF STREET

LOW RISE COMMERCIAL
WITH SURFACE PARKING

15TH AVE NW



∞ SITE SURVEY

EXISTING DEVELOPMENT SUMMARY

EXISTING ONSITE IMPROVEMENTS

1860 sf single-family residence, built in 1928
1583 sf concrete parking area
(1) 36" Norway spruce tree (*Picea abies*)
(1) 18" silver fir tree (*Abies alba*)
Neither tree is exceptional per Director's Rule 2008-16.
Established use of property is single-family residential.

EXISTING FRONTAGE IMPROVEMENTS

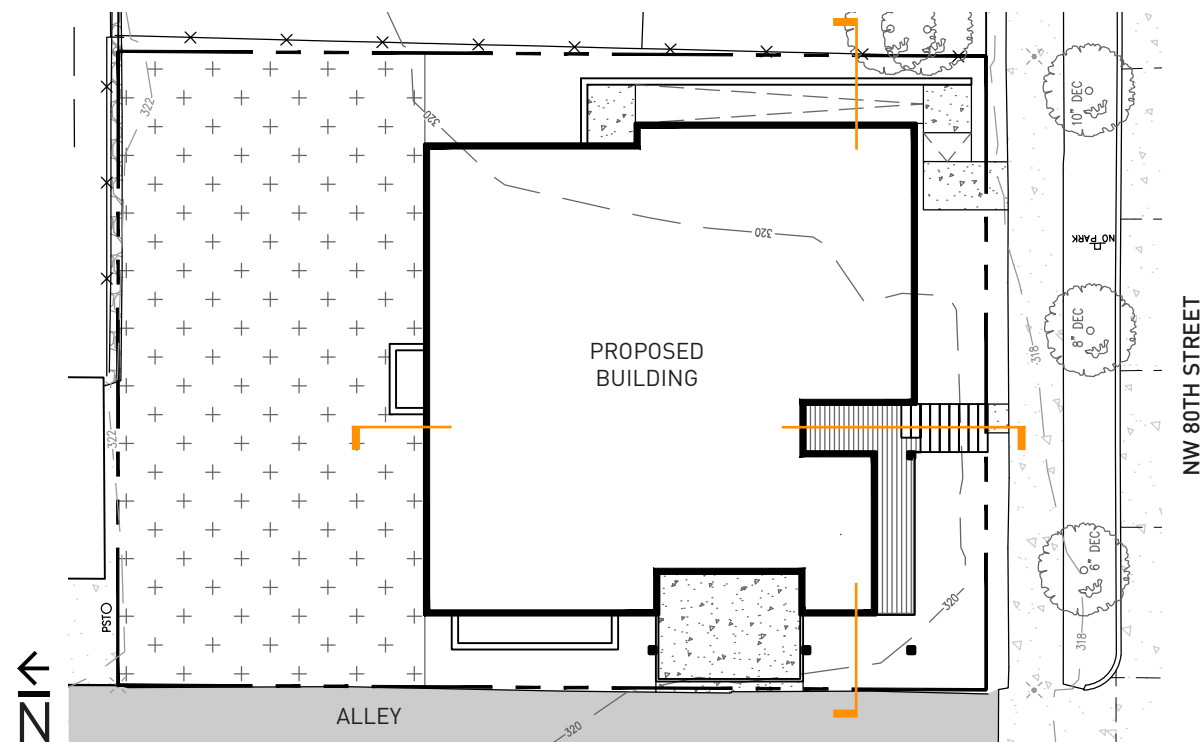
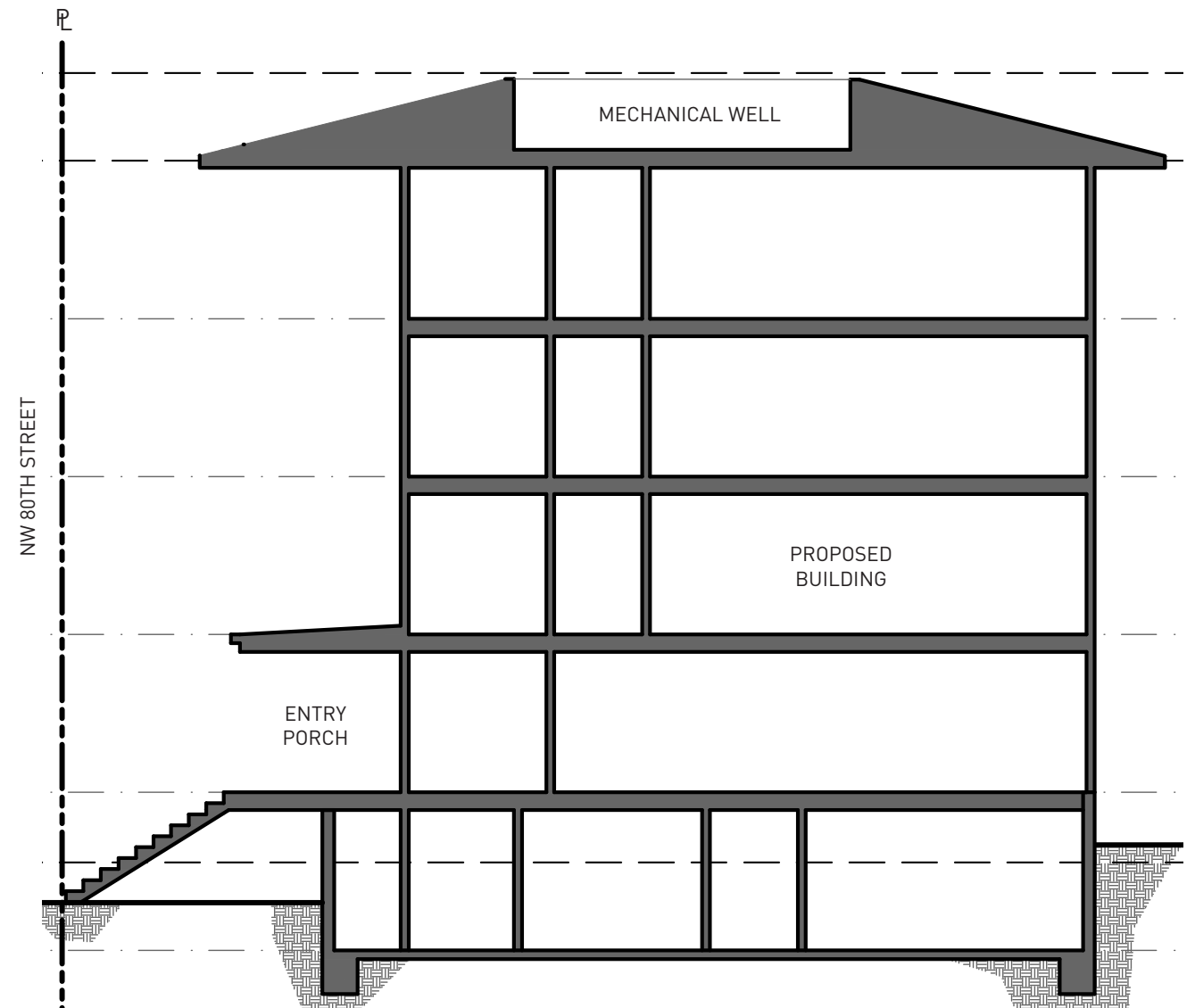
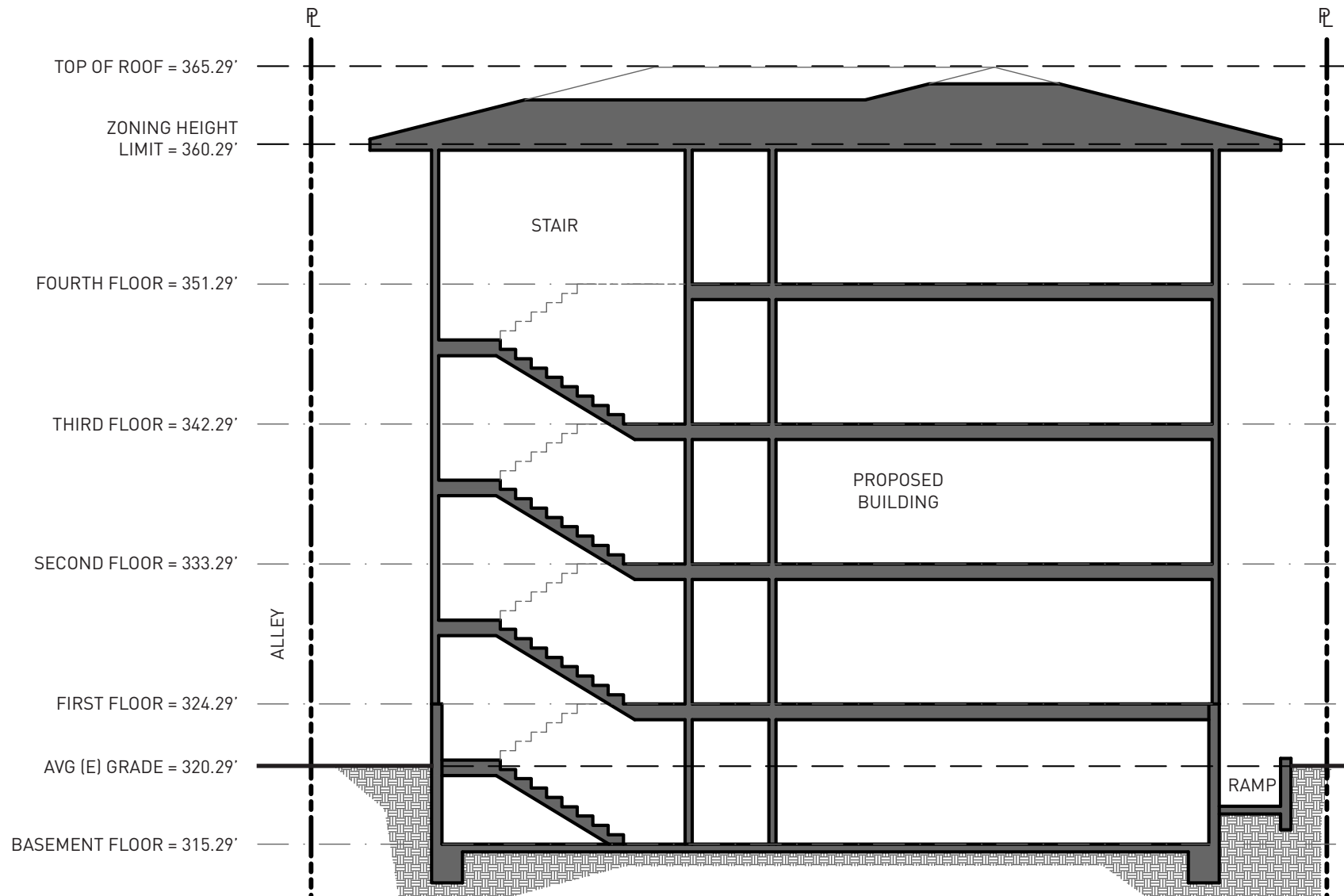
5'-9" concrete sidewalk
6" concrete curb
5'-6" planting strip
(3) street trees

LEGAL DESCRIPTION

The West 66 feet of the South 20 feet of Lot 19, and the West 66 feet of Lot 20, Block 1, Ballard Heights, according to the plat thereof recorded in Volume 21 of Plats, Page 12, records of King County, Washington.

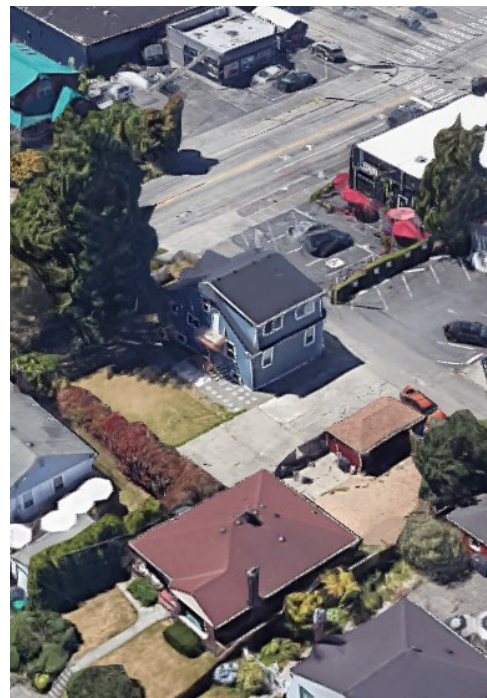
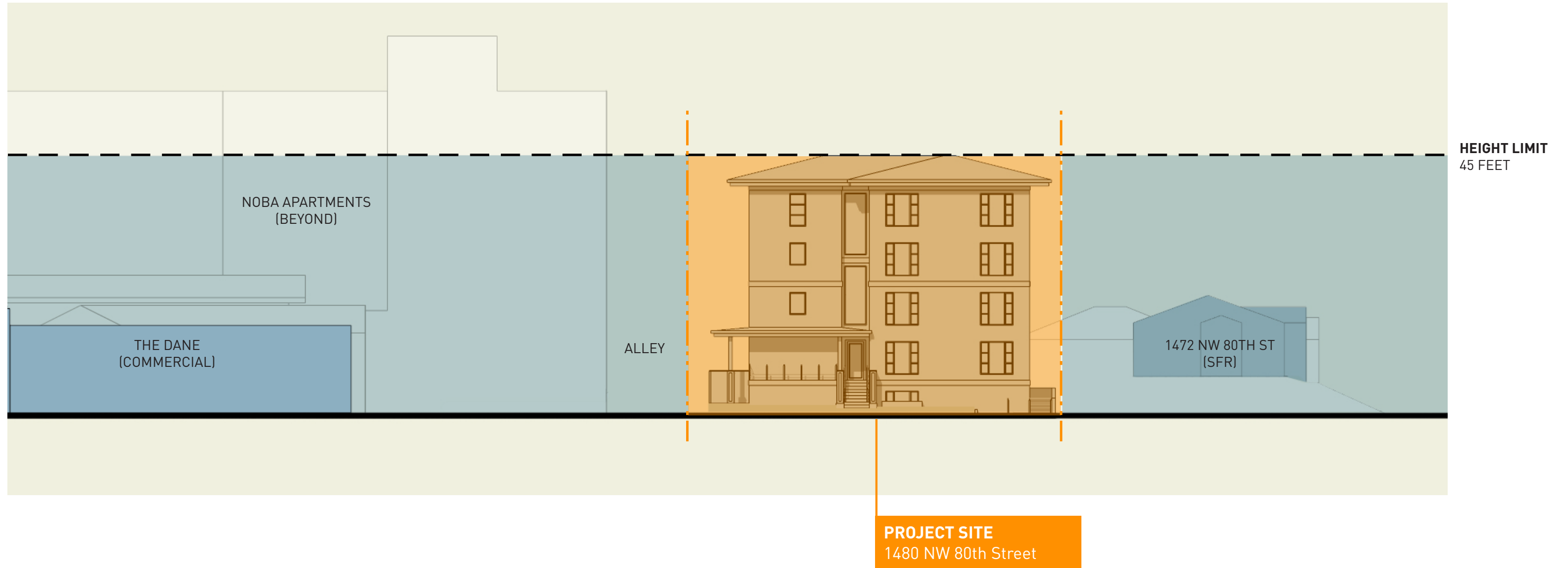
Situate in the County of King, State of Washington.





One challenge posed by larger buildings with pitched roofs is providing space for exterior mechanical equipment. In the interest of keeping heat pumps, condensers and similar equipment out of the public view as well as away from residents' amenity areas, this project proposes a rooftop mechanical well. This well would be surrounded by the building's hip roof, blocking views of the equipment and helping keep any noise generated by it from reaching the pedestrian environment below.

By allowing for roof-mounted equipment, this well also makes it easier to run the supply and return lines for mini-split heat pumps to each apartment. This allows the project to rely on such systems for its heating and cooling, reducing the overall energy needs of the project due to the efficiency of such systems.



The subject parcel is presently developed with a single-family residence. It also contains two trees. No evidence of Environmentally Critical Areas (ECAs) has been found.

The subject's frontage contains only two lots, including the subject. Both lots are developed with two-story structures. The frontage on the opposite side of the alley contains one lot, which is occupied by The Dane. As there are so few structures, no strong datum has been established.

Recent development along 15th Avenue NW to the west has tended toward three-story multifamily and mixed-use buildings on larger parcels. These larger developments have attempted to break up the buildings into smaller vertical segments.

The remaining single-family residences primary have raised entries with front porches. This is also true of the church to the east and some of the larger developments on 15th. Other commercial and mixed-use structures, such as The Dane, use at-grade entries.



THE DANE
WEST OF SITE
Commercial storefront



15TH AVE NW
WEST OF SITE
Lowrise residential
Contemporary designs



CORNER OF NW 80TH ST + MARY AVE NW
EAST OF SITE
Single-family residential



**UNITED EVANGELICAL
FREE CHURCH**
EAST OF SITE
Unusual cupola form



CORNER OF NW 80TH ST + 15TH AVE NW
WEST OF SITE
Lowrise residential and commercial

ZONING STANDARDS

STANDARD	COMPLIANCE	CALCULATIONS	NOTES
FLOOR AREA RATIO <i>SMC 23.45.510</i>	1.6 FAR maximum (See amenity area for details)	Maximum GFA: $1.6 * 5960 \text{ sf} = 9536 \text{ sf}$ Proposed GFA: 9378 +/- sf	Storied with ceilings less than 4 ft above grade are not chargeable.
DENSITY <i>SMC 23.45.512</i>	No limit for apartments in LR-2 (M1)	N/A	N/A
STRUCTURE HEIGHT <i>SMC 23.45.514</i>	40 ft maximum + 5 ft for pitched roofs	Average Existing Grade: 320.29' Height Limit: 360.29' Proposed Top of Roof: 365.29'	N/A
SETBACKS <i>SMC 23.45.518</i>	Front: 5 ft minimum Rear: 15 ft minimum Side: 7 ft average, 5 ft minimum	Proposed Front: 5 ft Proposed Rear: 15 ft Proposed Side: 7 ft	N/A
AMENITY AREA <i>SMC 23.45.522</i>	25% of lot area minimum (See right for details)	Required Amenity Area: $0.35 * 5960 \text{ sf} = 2086 \text{ sf}$ Proposed At-Grade Amenity Area: 2210 sf	For 1.6 FAR, 35% of the lot area must be dedicated to at-grade amenity areas with a minimum horizontal dimension of 20 ft.
LANDSCAPING STANDARDS <i>SMC 23.45.524</i>	GreenFactor 0.6 minimum Street trees required at SDOT's request	GreenFactor calculations to be submitted at MUP. Existing street trees to remain.	N/A
STRUCTURE WIDTH + LENGTH <i>SMC 23.45.527</i>	Width: 90 ft maximum Length: 65% of side lot line (maximum) when within 15 ft	Width: N/A (limit exceeds width of property) Allowable Length: $0.65 * 90.41 \text{ ft} = 59.42 \text{ ft} (59'-5")$ Proposed Length: 51'-2" maximum	N/A
GREEN BUILDING STANDARD <i>SMC 23.45.530</i> <i>SMC 23.58D</i>	BuiltGreen 4-Star (or equivalent)	BuiltGreen commitment to be submitted at MUP.	Requirement applies for projects proposing FAR greater than 1.2.
STREET + ALLEY IMPROVEMENTS <i>SMC 23.53.015 TABLE A</i> <i>SMC 23.53.030 TABLE A</i>	None requested	N/A	N/A
PARKING <i>SMC 23.54.015 TABLES B + D</i>	None required	N/A	Project is located in Crown Hill Residential Urban Village.
SOLID WASTE STORAGE <i>SMC 23.54.040 TABLE A</i>	Required Storage Area: 225 sf	Provided Storage Area: 163 sf Adjustment to be submitted to SPU at MUP.	N/A

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.

As the first site to be redeveloped on its block frontage, the project has the opportunity to set the tone for future lowrise development nearby. By breaking the building's southern facade into three vertical masses and incorporating strong horizontal elements, the project reduces its apparent mass. This is appropriate in its current context of single-family houses and lowrise commercial [CS2-D-4]. The project also strikes a balance between high-profile and quieter design that is appropriate for the area [CS2-A-2].

CS3: ARCHITECTURAL CONTEXT AND CHARACTER

Contribute to the architectural character of the neighborhood.

The project offers a mixture of traditional features, such as the siding patterns and front porch, and contemporary ones, such as the simple massing and minimal color palette [CS3-A-1, CS3-A-2]. This allows the project to serve as a transitional element between the more contemporary development along 15th Avenue NW and the more traditional construction along NW 80th Street and Mary Avenue NW [CS3-A-4].

PL2: WALKABILITY

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

Units on the south side of the building are provided with street-facing windows, allowing residents to serve as eyes on the street [PL2-B-1]. For privacy, these windows are vertically separated from the pedestrian environment. Overhead weather protection is provided at the entrance and front porch [PL-C-1], and the entry sequence is composed of predominantly human-scale elements [PL-C-3]. Pedestrian entries are also located away from the alley.

PL3: STREET-LEVEL INTERACTION

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

The primary entrance is clearly visible from the street and emphasized through the use of a raised, covered front porch [PL3-A-1-c]. The stairs accessed the porch also serve as a clear delineation between the sidewalk and the building entrance. Similarly, the ramp entry to the lower floor is distinguished from the sidewalk by a short walkway wrapping around the corner of the building.

PL4: ACTIVE TRANSPORTATION

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

The project proposes bicycle parking for each unit, all of which is located within a single, secure room inside the building [PL4-B-2]. The project is also located within a block of 15th Avenue NW, a major transit corridor for the area. The front porch is located on the southwest corner of the building, making it more easily visible to persons walking to the building from the 15th Avenue NW transit stops [PL4-C-1]. While it is anticipated that most residents will not own cars, those who do will likely utilize nearby street parking and approach the building in much the same way as cyclists and transit riders [PL-A-2].

DC1: PROJECT USES AND ACTIVITIES

Optimize the arrangement of uses and activities on site.

Service uses, such as the refuse enclosure and mechanical equipment are tucked out of view and separated from both areas used by building residents and the public sphere [DC1-C-4]. The refuse enclosure is located on the side of the building and part of the way down the alley, keeping it separate from both the sidewalk and the amenity area at the rear of the site. Much of the mechanical equipment is located in a mechanical well at the top of the building, isolating it from the public sphere below and allowing the building to retain the appearance of an uninterrupted hip roof.

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.

As noted above, the project proposes a combination of traditional and modern elements. These elements are used consistently on all faces of the building. The porch roof also wraps the street/alley corner and continues north to form the roof of the refuse enclosure, allowing the alley facade to read as a continuation of the front [DC2-B-1]. The project is divided into three vertical masses, one of which is recessed and forms the entry. This reduces apparent massing, keeping the project appropriately scaled for its surroundings [DC2-A-2, DC2-C-3]. Blank walls are minimized through window placement, articulation and the use of multiple siding patterns and colors [DC2-B-2]. The deep eaves used throughout the project, particularly at the front porch, provide visual depth and texture [DC2-C-1]. The divided lites, architectural columns and siding patterns allow the project to present a human-scaled entrance, and the varying siding pattern also provides texture [DC2-D-1, DC2-D-2]. Finally, the use of traditional residential forms and details makes the purpose of the structure clear to passersby [DC2-E-1].

DC3: OPEN SPACE CONCEPT

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

This project proposes siting development near the street and green space behind, creating a back yard similar to those found in single-family areas. As the block is redeveloped, this allows for new development to present a classically urban frontage of buildings located near the right-of-way with the back yards used as a buffer between them and neighboring sites to the north [DC3-C-1]. Amenities proposed as part of this back yard include a shared firepit, barbeque and seating area [DC3-C-2, DC3-B-4].

In addition to the back yard, the project proposes a narrower green space between the building and the right-of-way. This is envisioned as primarily a planted buffer, providing a soft separation from a sidewalk used primarily as a thoroughfare [DC3-B-3].

DC4: EXTERIOR ELEMENTS AND FINISHES

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

The project proposes the use of highly textured siding patterns, such as shiplap and board-and-batten, composed of fiber-cement board. This results in a finish that is both attractive and durable [DC4-A-1]. Siding and trim details will be designed to ensure the longevity of the material and will be more fully considered later in the design process [DC4-A-2]. Roofing materials are expected to include standing seam metal in a coordinating color with the siding and trim.

The proposed colors, white and gray, have been selected to contribute to the project's overall modern aesthetic. In combination with the more traditional detailing, they provide an interesting, attractive design [DC4-A-1].

Plants used in the project's landscaping are a combination of native species and well-adapted ornamental species, helping ensure the long-term appropriateness of the design. Similarly, they have been selected and placed to complement the architectural design [DC4-D-1, DC4-D-3]. Relatively little hardscape is proposed.

CODE ADJUSTMENTS

**NO CODE ADJUSTMENTS
ARE REQUESTED.**

EARLY COMMUNITY OUTREACH METHODS

- Printed Outreach:
(10) posters displayed in Whittier Heights neighborhood, hung within 1/2 mile of the site. At least (5) are visible from the street. Posted on October 8, 2019.
- Digital Outreach:
Online survey (link provided on printed posters)
Available from October 8-16, 2019
- In-Person Outreach:
Guided community site walk on October 16, 2019

COMMUNITY FEEDBACK

Minimal feedback was received. No responses were received to the online survey, and no community members attended the site walk. Feedback received while posting the printed outreach was generally positive. No specific comments regarding the proposed design were received.

A community outreach report was submitted to the Department of Neighborhoods on October 29, 2019. Community outreach approval was received via email on November 6, 2019.



SE STREET-LEVEL VIEW



SW STREET-LEVEL VIEW

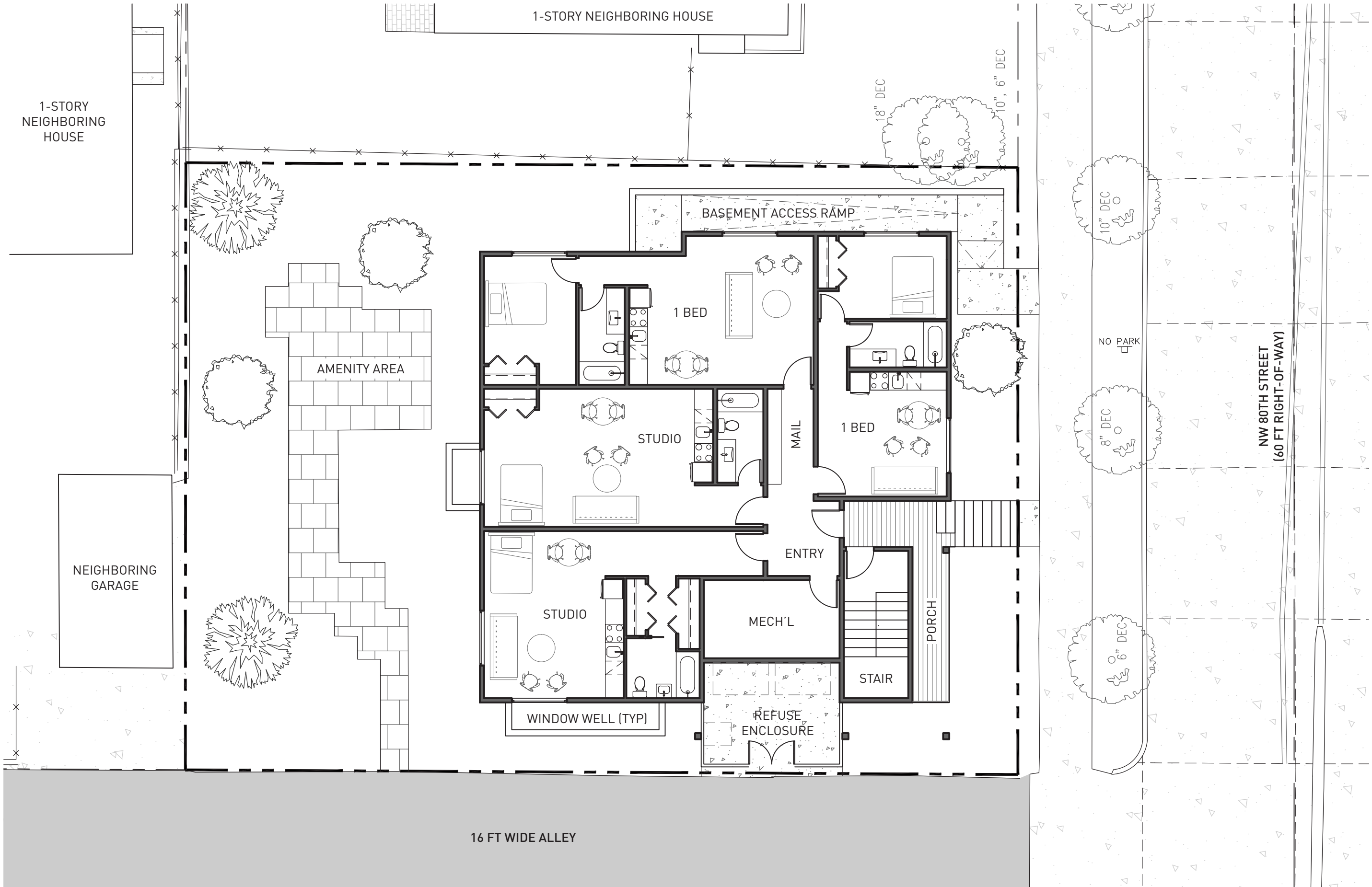


STREET-FACING FACADE RENDERING

The proposed design offers a contemporary take on traditional residential architecture. A classic tripartite elevation is provided by transitioning from concrete at the base to lap and board-and-batten siding above, and detail bands emphasize these material transitions. An elevated, covered front porch provides for a gracious entry and buffer between the public and private realms.

The entry recess continues up the facade and visually divides the building into two vertical masses, reducing its perceived bulk.

Large windows with divided lites provide ample transparency while also avoiding large, unbroken expanses of glass. Smaller details, such as architectural columns, provide additional interest and texture.





Japanese Maple



Mahonia



Incense Cedar

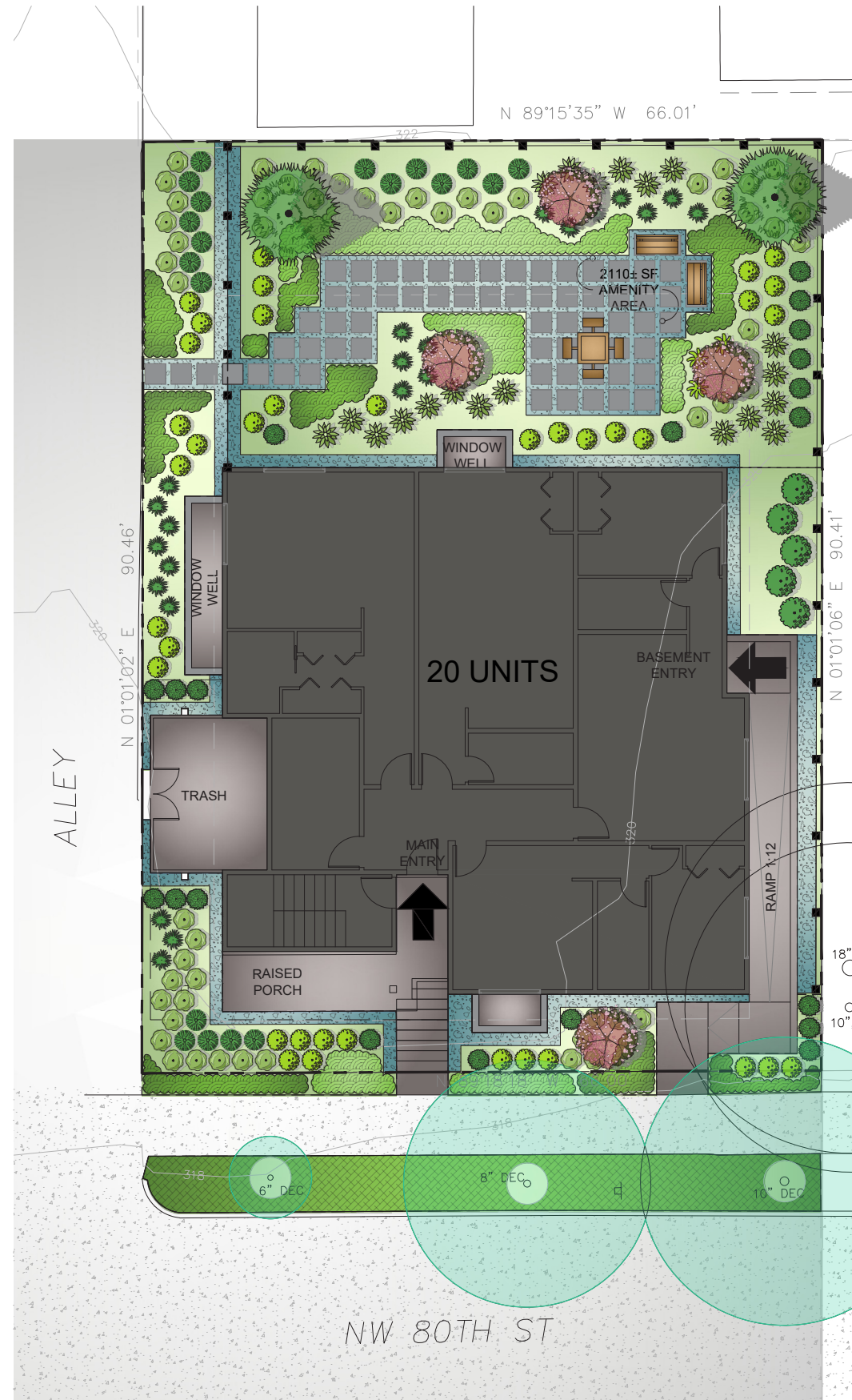


Feather Reed Grass



Moss Green Honeysuckle

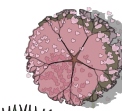
SAMPLE PLANTS



RENDERED LANDSCAPE PLAN

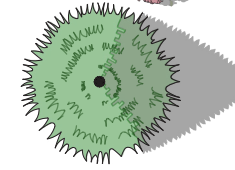
PLANT SCHEDULE *

TREES



BOTANICAL / COMMON NAME

Acer palmatum 'Bloodgood' / Bloodgood Japanese Maple



Calocedrus decurrens / Incense Cedar

SHRUBS



BOTANICAL / COMMON NAME

Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass



Evonymus japonicus 'Greenspire' / Greenspire Upright Evonymus



Hakonechloa macra 'Aureola' / Golden Variegated Hakonechloa



Lonicera pileata 'Moss Green' / Moss Green Honeysuckle



Mahonia x media 'Charity' / Mahonia



Nandina domestica 'Gulf Stream' TM / Heavenly Bamboo



Pennisetum alopecuroides 'Hameln' / Hameln Dwarf Fountain Grass



Pieris japonica 'Cavatine' / Lily of the Valley Bush

GROUND COVERS



BOTANICAL / COMMON NAME

Arctostaphylos uva-ursi 'Vancouver Jade' / Kinnikinnick

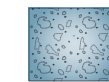


Carex oshimensis 'Everillo' / Everillo Japanese Sedge



Erica carnea 'Golden Starlet' / Golden Heath

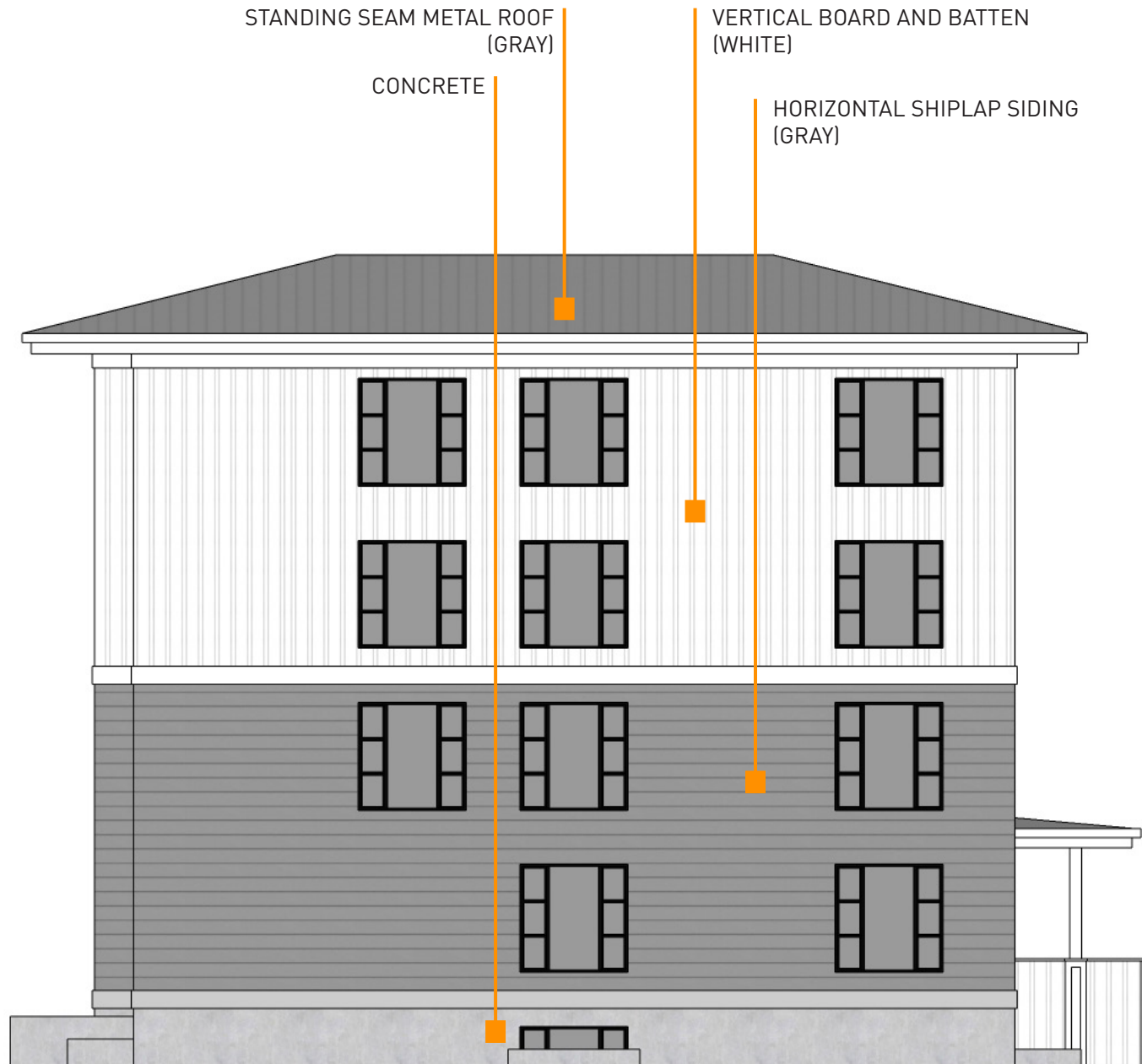
SITE



BOTANICAL / COMMON NAME

1/8" Drain Rock





NORTH ELEVATION



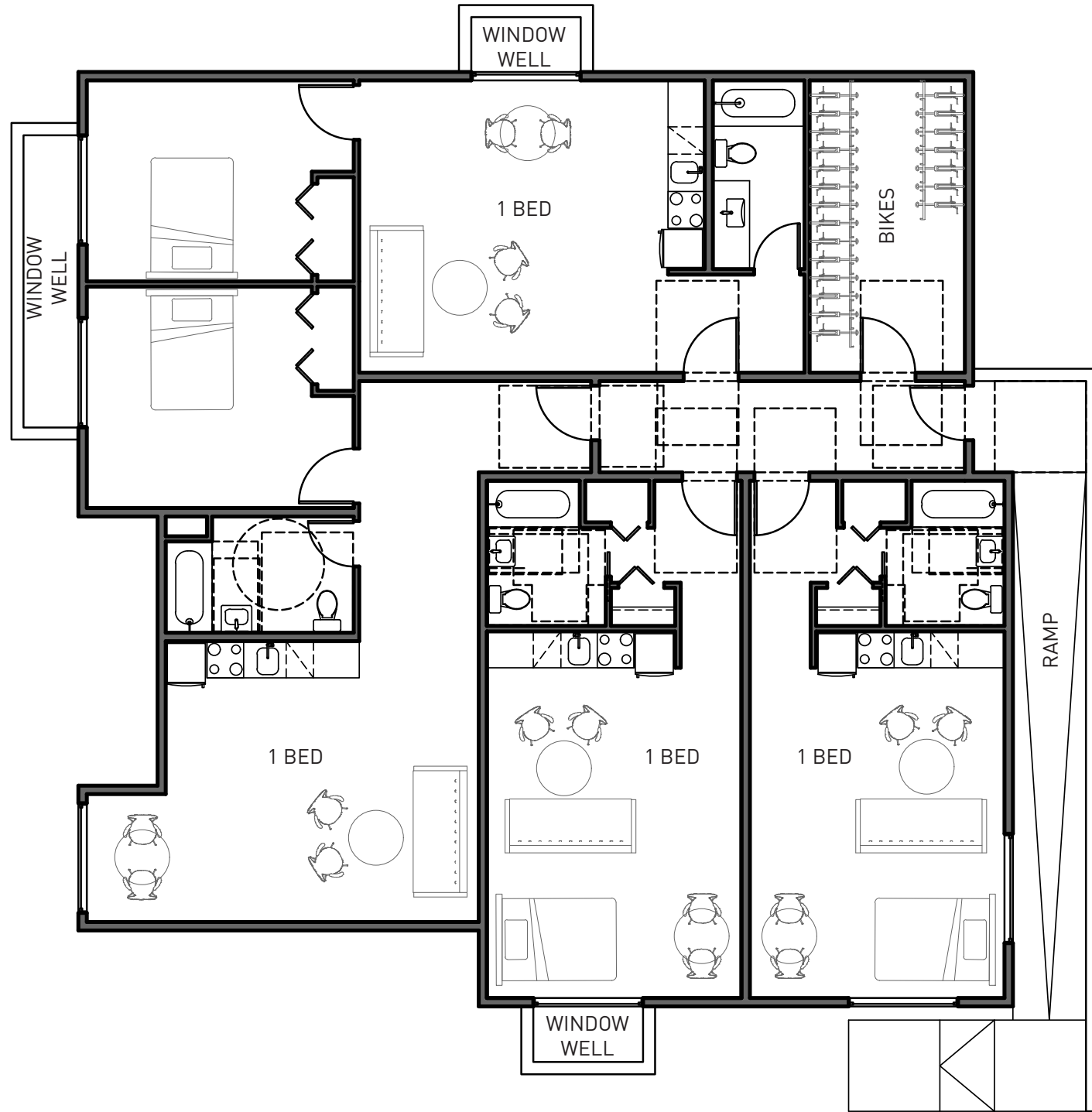
EAST ELEVATION



SOUTH ELEVATION (FACES NW 80TH STREET)

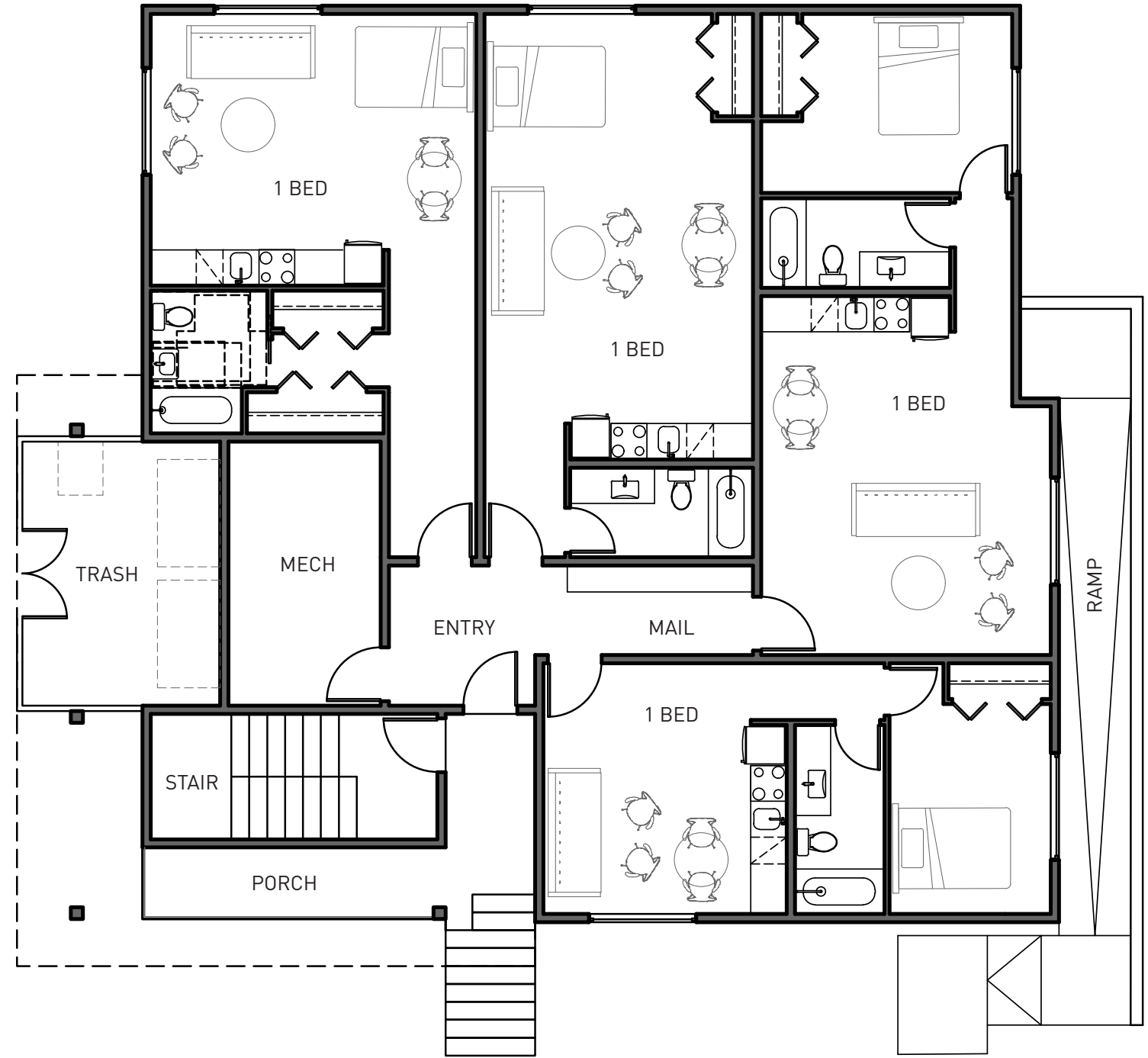


WEST ELEVATION (FACES ALLEY)

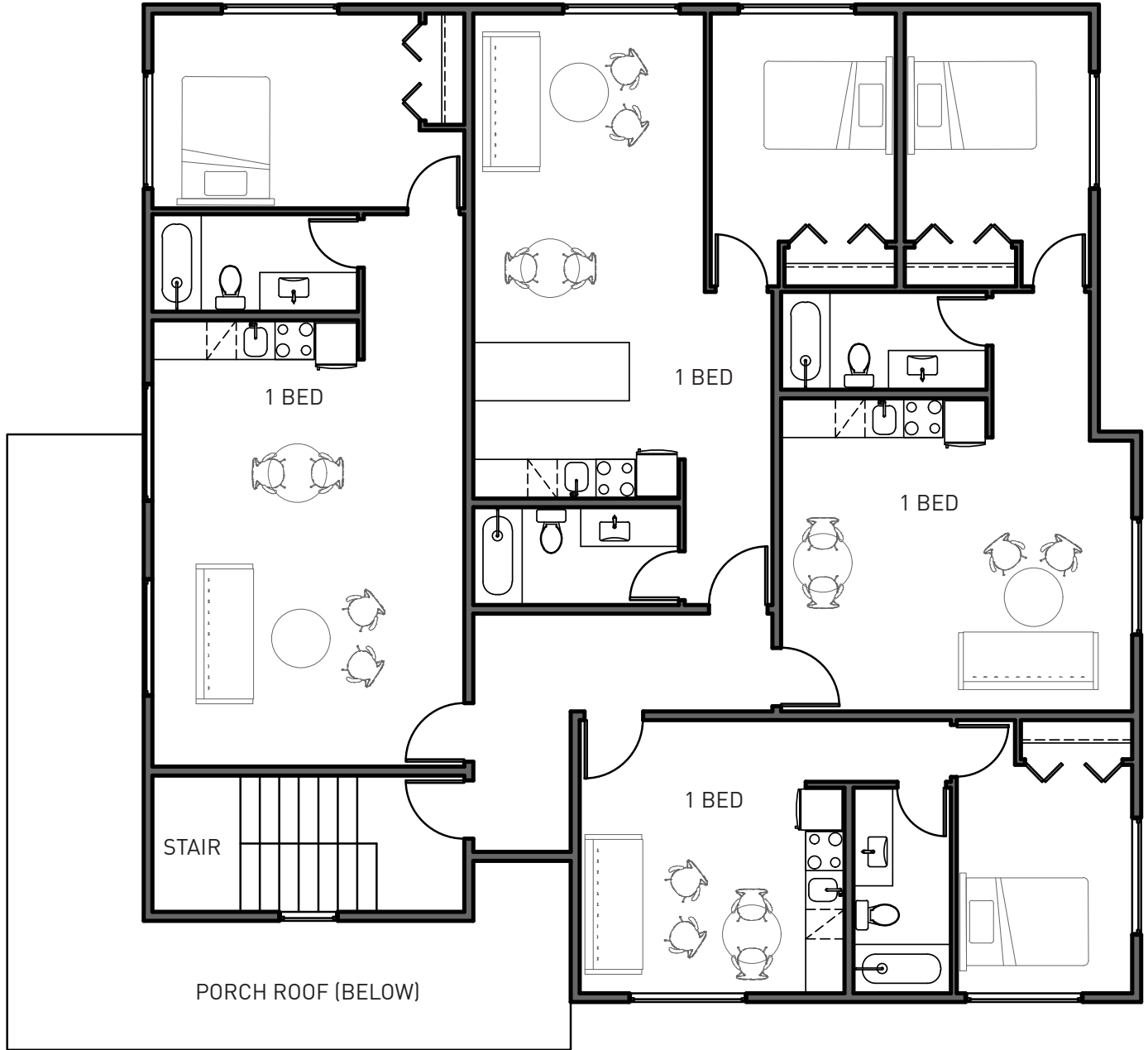


NW 80TH STREET

BASEMENT FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN

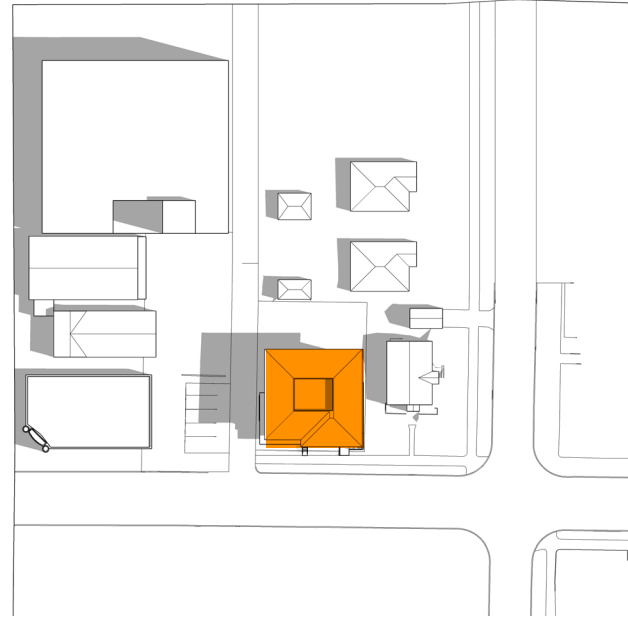


THIRD + FOURTH FLOOR PLAN

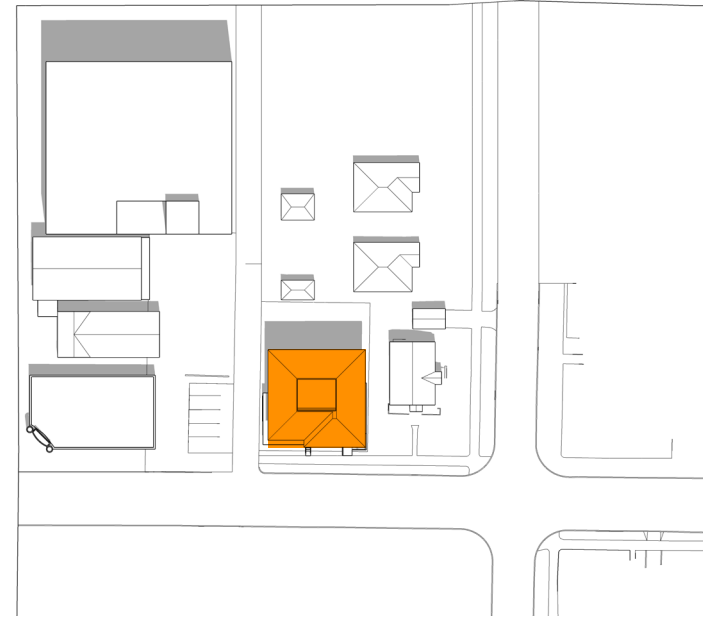


JUNE 21

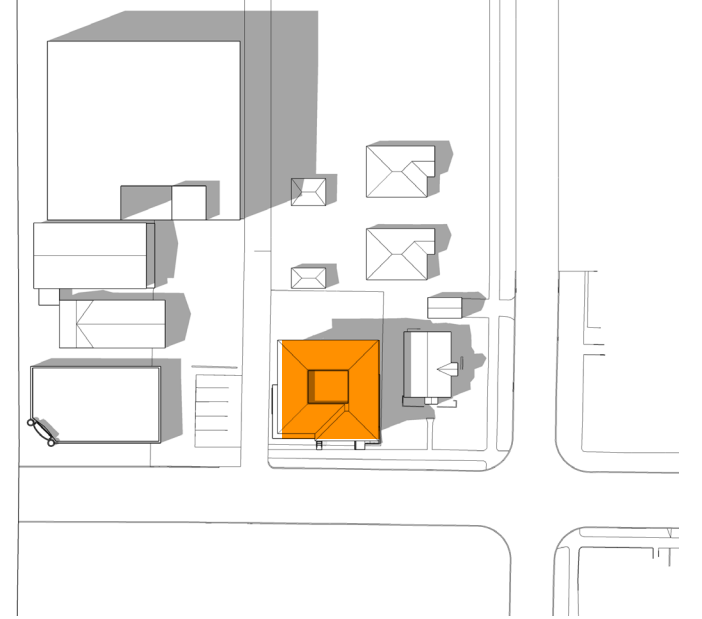
9 AM



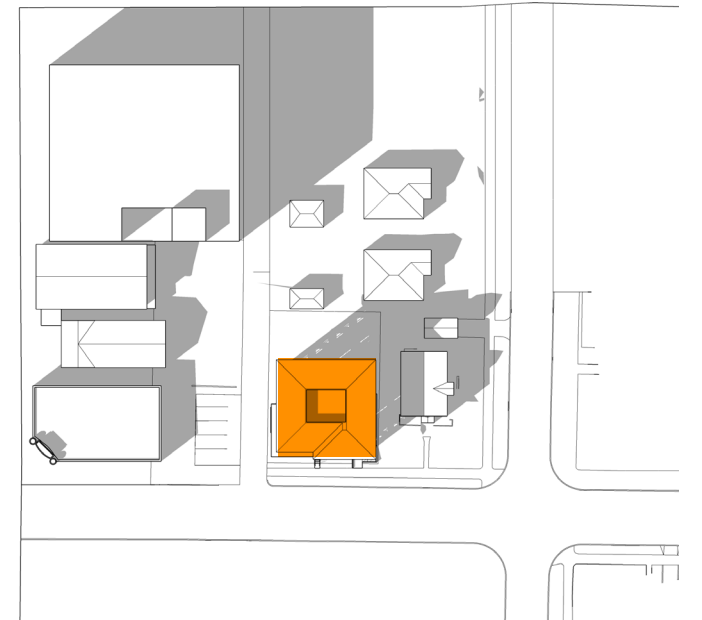
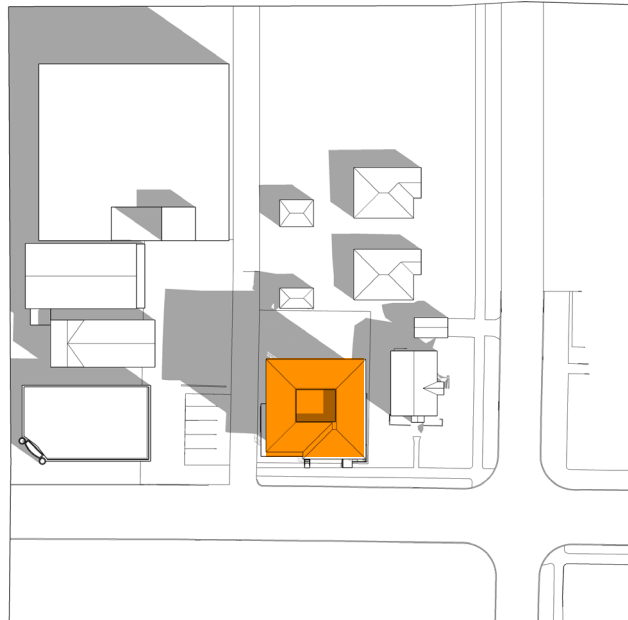
12 PM



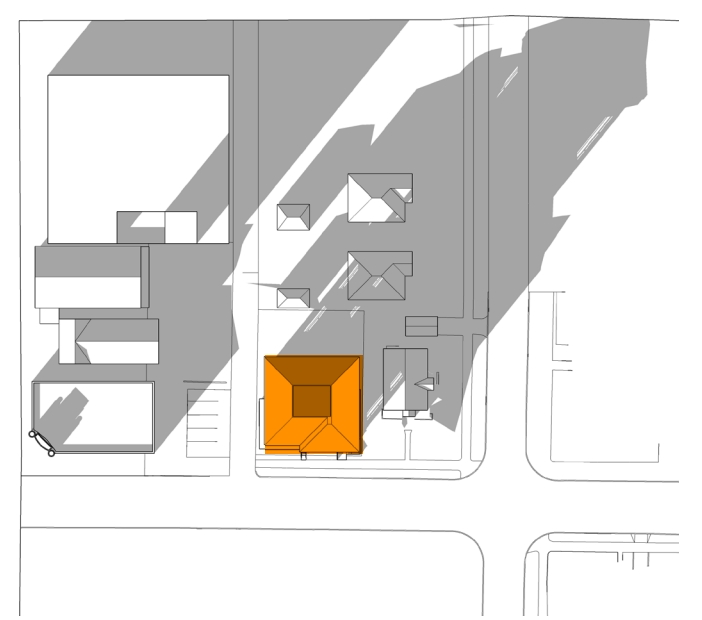
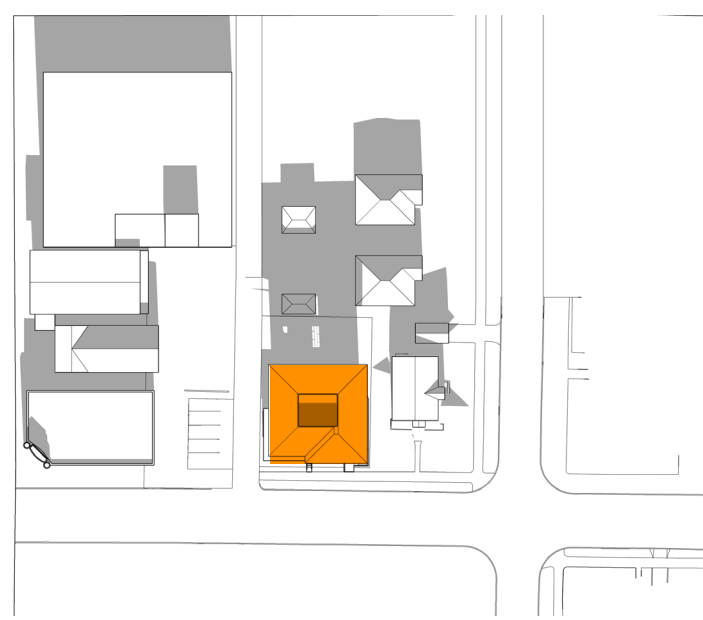
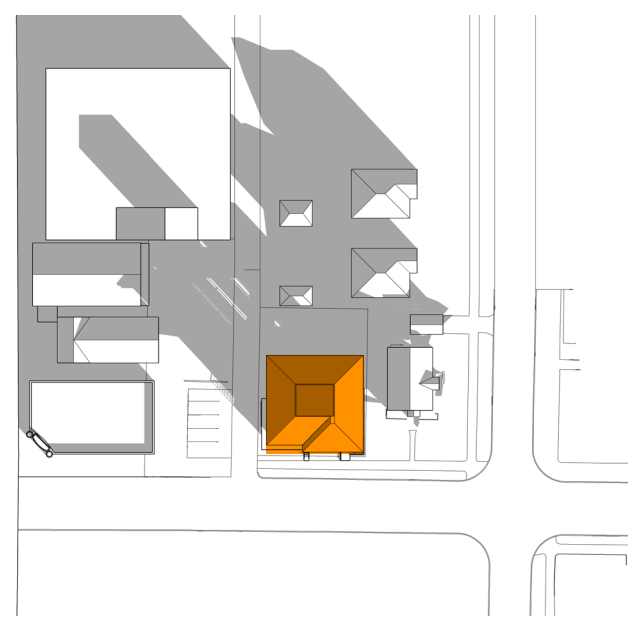
3 PM



MARCH|SEPTEMBER 21



DECEMBER 21

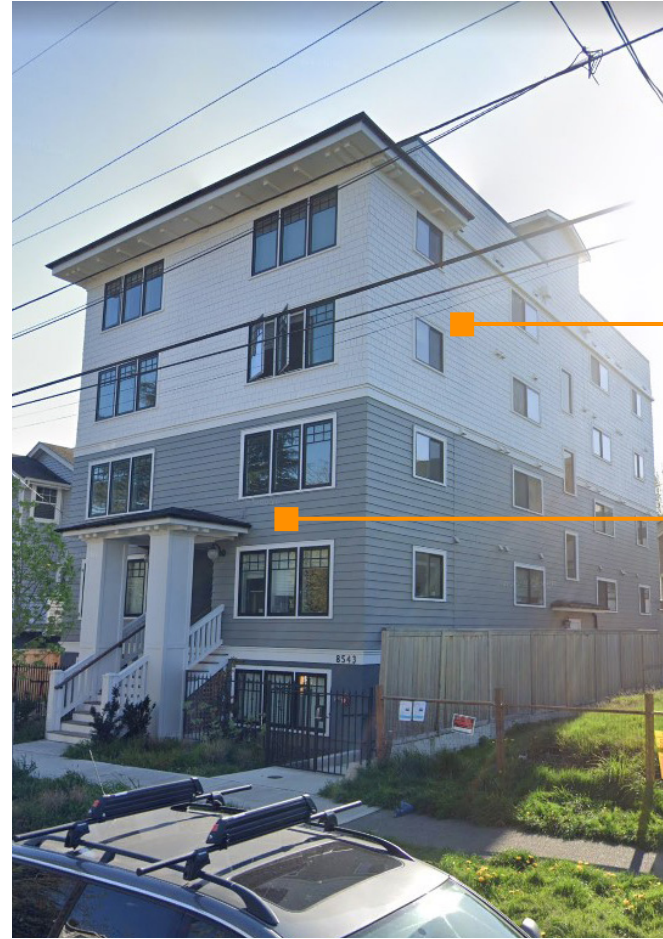




Combination of board-and-batten siding, lap siding and simple trim details provides texture.



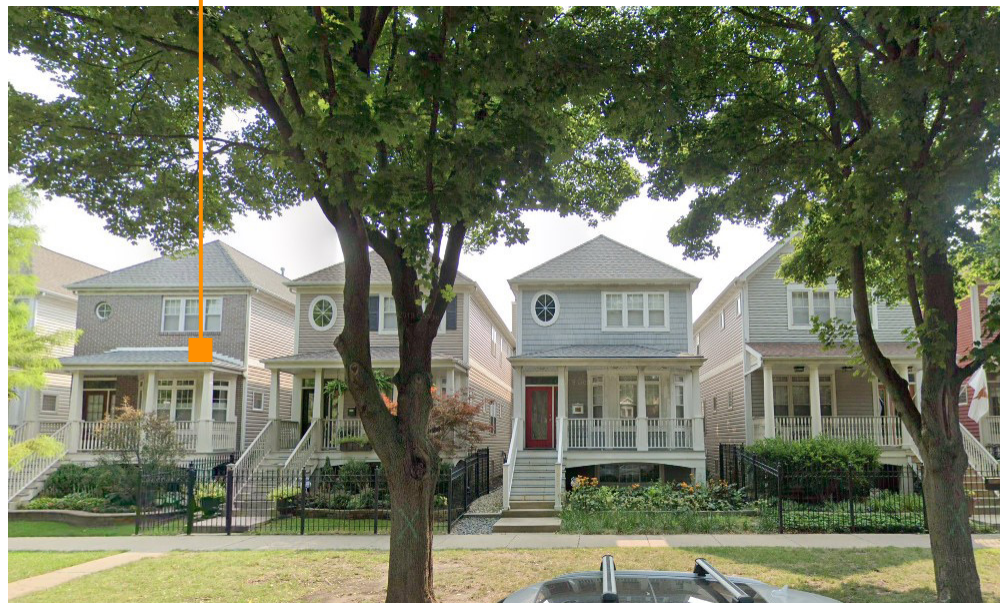
Deep eaves and low roof pitch provide a strong horizontal terminus at top of building



Modern color palette combined with traditional siding patterns

Tripartite elevation and front porch reduce perceived height of building

Elevated porches, divided lites and architectural columns contribute to traditional residential character.



Clean lines, simple windows and asymmetric massing contribute to modern aesthetic.



Vertical feature with strong horizontal termination

