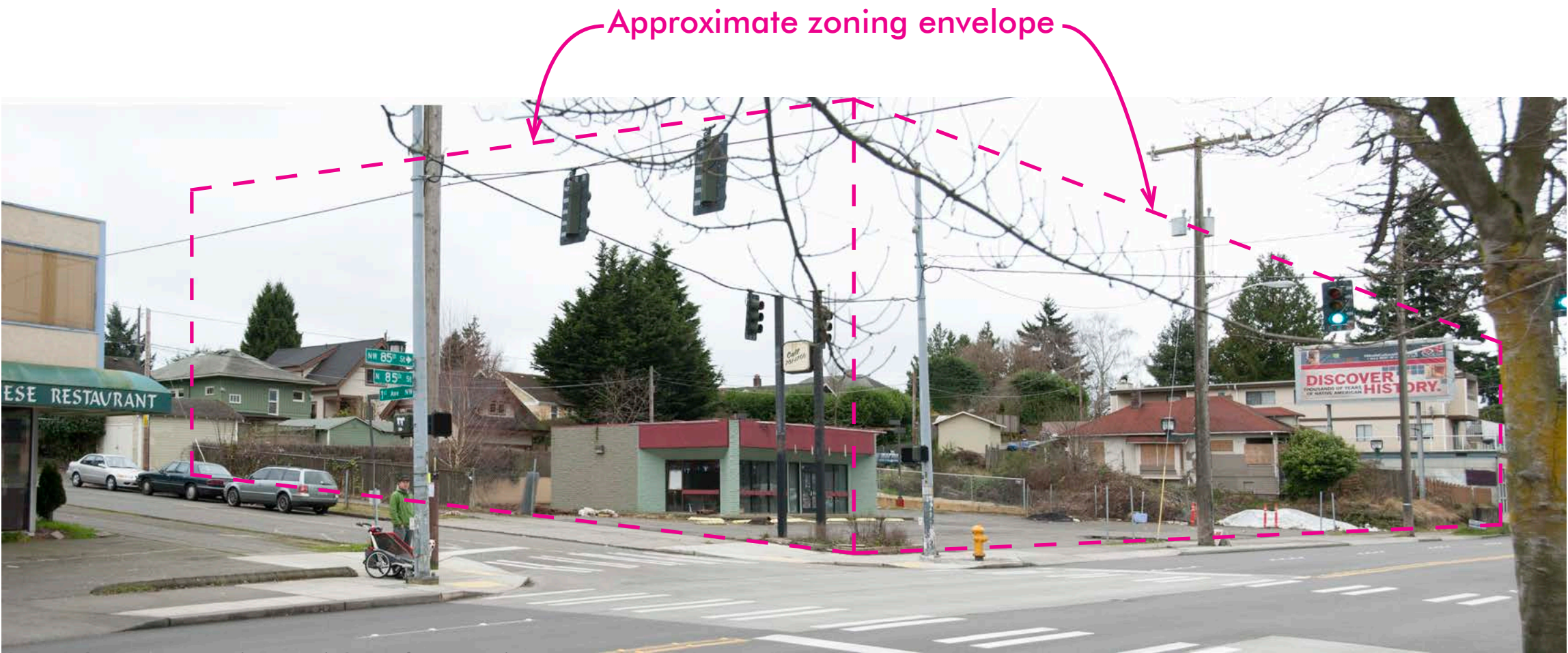


DPD Poject # 3014209

# 85th and First

A P A R T M E N T S

101 NW 85TH STREET, SEATTLE 98117



Corner of 1st Ave NW and NW 85th Street, facing southwest

## Table of Contents

Cover	1
Project Discription/3D map of 9 block area	2
Existing nearby structures	3
Neighborhood Zoning	4
Zoning Summary	5
Site Analysis	6
Photographs of Alley	7
Block Front: Panorama	8
Block Front: Panorama	9
Survey	10
Applicable Design Guidelines	11
Applicable Design Guidelines	12
Applicable Design Guidelines	13
Option 1: Preferred	14
Option 1: Preferred Section and Massing	15
Option 2: Floor Plans	16
Option 2: Section and Massing	17
Option 3: Floor Plans	18
Option 3: Section and Massing	19
Landscape Design	20
Design Inspiration	21



# Project Discription

## Development Objectives

The development objective is to develop the maximum amount of housing possible on the site and the right type and amount of neighborhood oriented retail .

## Existing Site

The site is at the Southwest corner of NW 85th Street and 1st Ave NW, stretching 277.36’ along NW 85th Street and 105.39’ along 1st Avenue NW, and contains structure at the corner and two single family homes to the west. A 12’ alley to the south separates the site from single-family houses on the south side of the alley. The site is zoned NC2-40 and is within the Greenwood-Phinney Ridge Urban Village. The site slopes down from SW to NE at about 18’.

Address: 101 NW 85th Street, Seattle 98117  
DPD project #: 3014209  
Owner: Security Properties Inc  
Applicant: Bumgardner Architects

## Preliminary Project Program and Area:

Residential units: approx. 106 units  
Vehicle Parking stalls: approx. 104 vehicle stalls

## Areas (SF)

Residential Use:	approx. 93,757
Parking Use:	approx. 35,928
Retail Use:	approx. 9,511
Total:	approx. 139,196

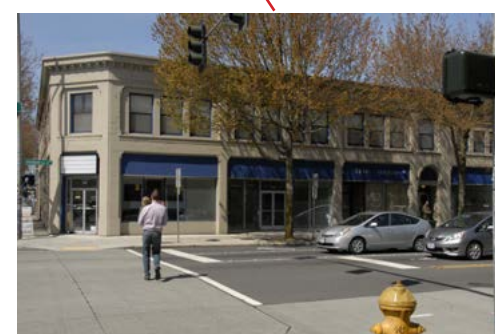
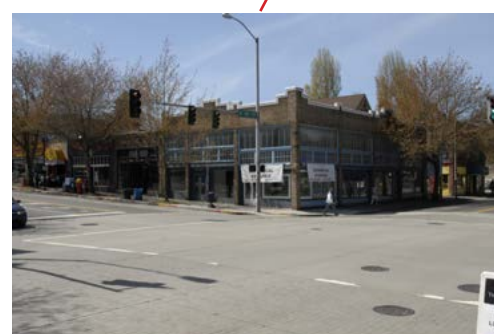


Site Location

3D map of 9 Block area

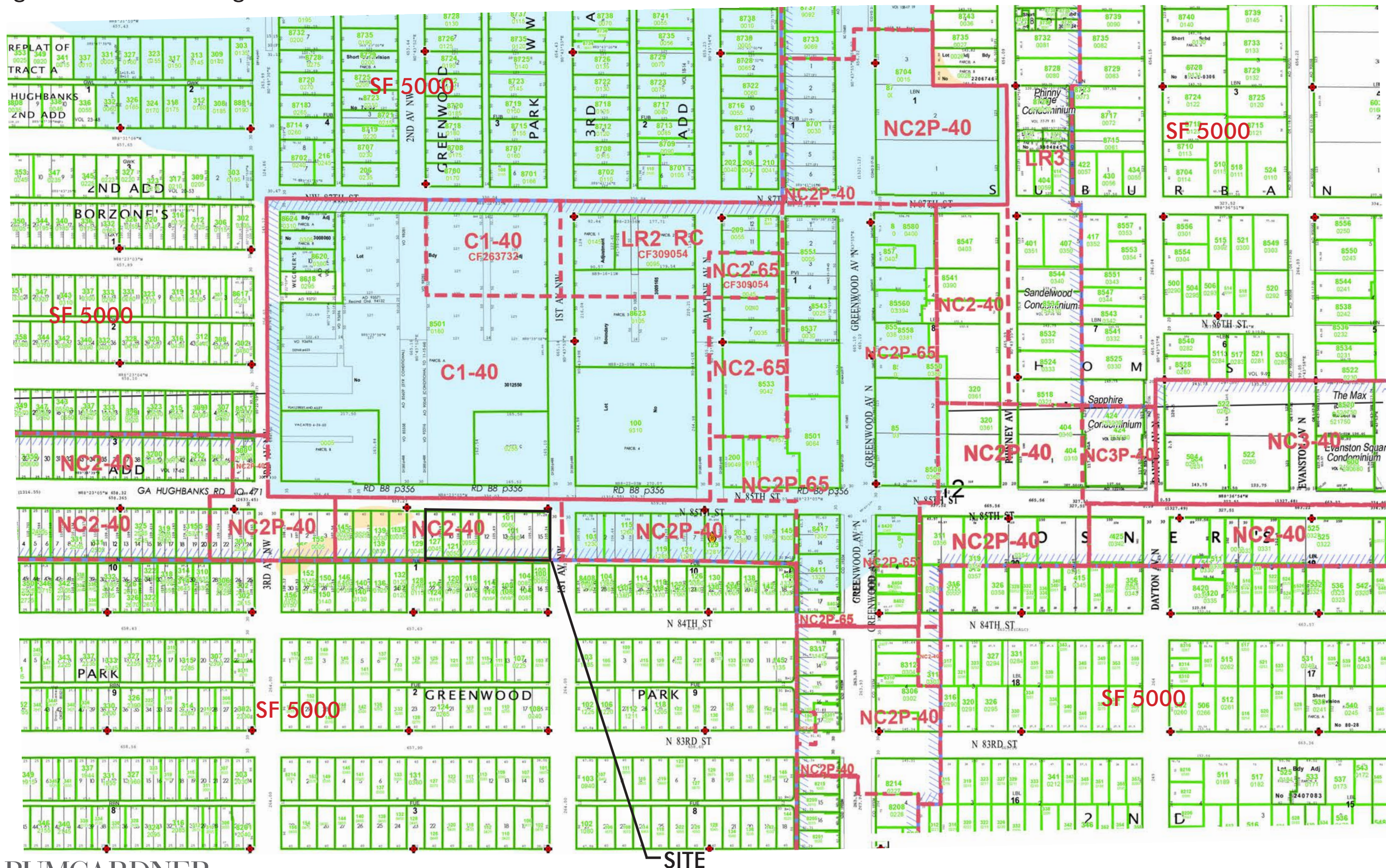


# Existing nearby structures





# Neighborhood Zoning





Zoning: NC2-40  
Overlay: Greenwood Phinney Ridge Urban Village  
Lot size: 29,390 SF

23.47.004 Uses:  
All proposed uses (residential, retail, restaurant, accessory parking) are permitted outright.

23.47A.008B2a Transparency:  
Non-residential façade to be 60% transparent between 2’ and 8’ above sidewalk.  
Preliminary Transparency Calculation

Frontage	Façade	Mini. Req’d	Provided
NW 85th Street	1662	997	1452
1st Ave NW	600	360	480
Total	2262	1357	1932

23.47A.012 Height:  
Base allowed height is 40’ above average grade with numerous exceptions, see Sections for detailed analysis.

23.47A.013A3 Floor Area Ratio	Max FAR	Lot size	Max area
	4	29,390 SF	117,558'
FAR Proposed	Level 1	28,002	
	Level 2	22,189	
	Level 3	22,189	
	Level 4	22,189	
	Level 5	22,189	
	Total	116,758	
	Lot Area	29,390	
	Actual FAR	3.97	

23.47A.014B2 Setbacks  
10’ Rear setback required from centerline of alley for any elements above 13’ in height.  
15’ Rear setback required from centerline of alley for residential elements above 13’ in height to 40’, then 2’ for every 10’ above 40.’

23.47A.024A Amenity Area:  
5% of the gross residential floor area is to be unenclosed amenity = 4,438 SF  
Required: 4,438 SF  
Provided(approx):

Level 1	500
Level 2	6000
Total	6500

23.47A.032A.2.a Parking Access  
Access must be from the alley if improved to the standards of 23.53.030C, which would require a 2’ wide dedication from properties on both sides of the alley, to increase the current 12’ wide paved alley to a 16’ wide paved alley.

However with single family homes and garages on the south side of the alley, it is unlikely the alley will ever be fully improved. If access is not from the alley it is to be provided from the street that impacts pedestrian movement the least.

The preferred alternative most closely meets the code by enlarging only the curb cut at the alley to 24’ and only providing access to the few retail parking stalls. The bulk of the parking (residential) is accessed from NW 85<sup>th</sup> Street at the middle of the block, far from the intersection, where, due to the nature of 85<sup>th</sup>, pedestrian movements are less than on First Avenue Northwest, which is designated a bicycle and pedestrian Greenway.

23.53.015A.6 NW 85<sup>th</sup> Street ROW Setback  
Per the Arterial Street Map, Section 11.18.010, NW 85th Street is to be a 66’ ROW, instead of the existing 60’. This would require a 3’ setback from the existing ROW.

The Director may waive the setback if one or more principal structure on the block are located in the area needed for future expansion, making future widening unlikely. The structure immediately to the west is about 9” from the ROW. The applicant is seeking this waiver from the director.

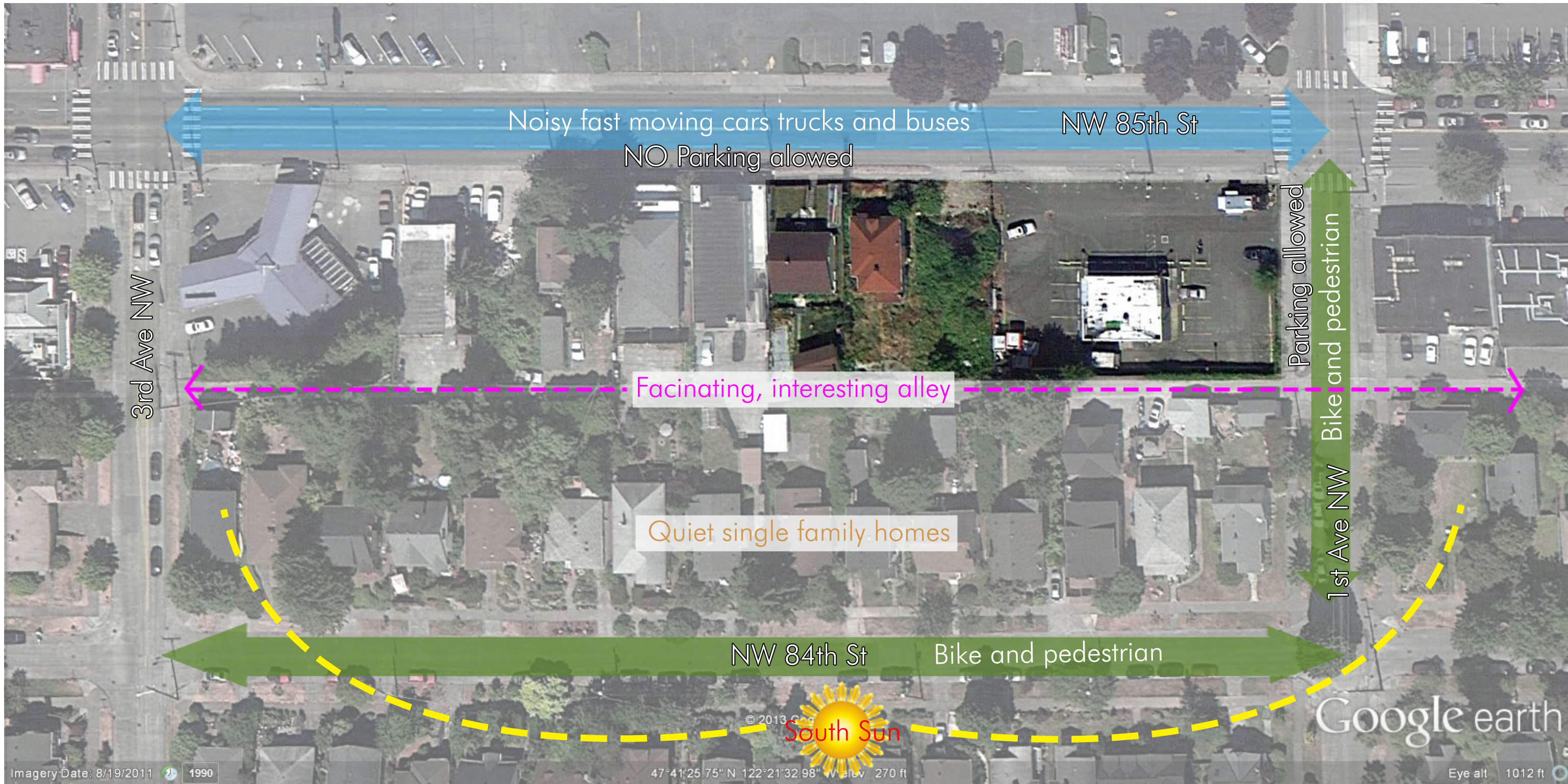
23.54.015 Required Parking:  
Non-residential Use

Use	Ratio	Area	Waiver	Factor	Req’d	Provided
Sales/Service	1/500 sf	9,511 sf	1,500 sf	500	16	28
Eating/Drinking	1/250 sf		1,500 sf	250	0	

Residential Use  
No minimum within an Urban Village and within 1320 ‘of Frequent Transit,  
Provided: Approximately 76



Site Analysis





## Photographs of Alley

Alley west of 1st Avenue NW 

Alley east of 1st Avenue NW



Block Front: Panorama



Panoramic view from N 85th street looking at the site



Panoramic view from N 85th street looking North



Panoramic view from 1st AVE NW street looking East



Block Front: Panorama

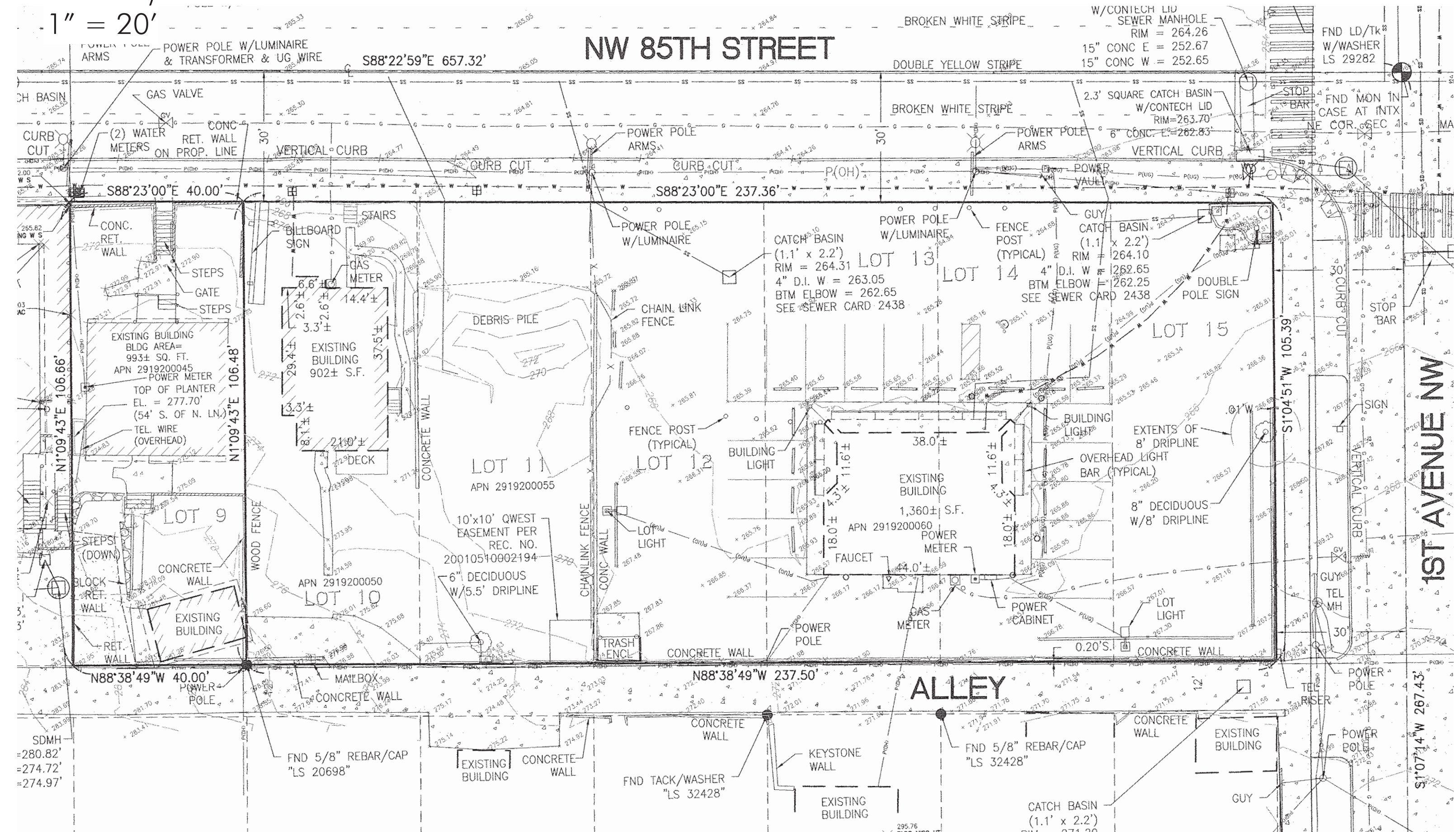


Panoramic view from 1st AVE NW street looking at the Site



# Survey

1" = 20'





# 3. Applicable Design Guidelines

## CS2 - Urban Pattern and Form

**Citywide Guideline:** Strengthen the most desirable characteristics and patterns of the streets, block faces, and open spaces in the surrounding area.

### *Greenwood/Phinney Supplemental Guidance*

#### **Streetscape Compatibility**

##### **1. Reinforcement of Commercial and Residential Development Patterns:**

Commercial development in the Greenwood/Phinney corridor has historically been oriented toward the street, with buildings up against the sidewalks. Most residential developments have modest landscaped setbacks and first floors are built slightly above grade to allow for privacy and a sense of transition from the street. Continuing this pattern will reinforce the character of both the business districts and residential areas. Consider:

- a. Build commercial development up to the sidewalk where possible.

*Proposal: Build to sidewalk*

Along North/Northwest 85th Street, new commercial buildings should be set back sufficiently to provide 12-foot minimum sidewalks (including street trees and other plantings). Commercial buildings may be setback off the street if pedestrian-oriented space is provided that is enhanced with humanizing components such as trees and other plants, site furnishings and high-quality, well-detailed pavements between the sidewalk and the building.

*Proposal: Existing Sidewalk on NW 85<sup>th</sup> street is about 9'-6" wide. Proposal is to set back retail 3' from ROW to provide 12'-6" sidewalk.*

b. Residential buildings (on Greenwood Avenue North and North/Northwest 85th Street) should be setback where possible five to 15 feet from the sidewalk to provide extensive landscaping in the front yard. When possible, first floor residential units facing Greenwood Avenue North or North/Northwest 85th Street should be located at least three feet above the sidewalk level to provide a sense of privacy and surveillance over the street.

*Proposal: No street level residential is proposed on NW 85th*

**2. Treatment of Side Streets:** Some treatment of side streets off of Greenwood Avenue North and 85th Street is important to create an effective transition to residential neighborhoods. Some options to consider include:

- setbacks with view-framing landscaping;
- arbors with hanging plants; and
- small outdoor spaces with trees and landscaping.

*Proposal: Outside dining is proposed on the side street, First Avenue NW*

## PL2 - Walkability

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

### *Greenwood/Phinney Supplemental Guidance*

#### **Pedestrian Open Spaces and Entrances**

##### **North/Northwest 85th Street Corridor and Greenwood Avenue**

**North Corridor, North of North 87th Street:** New development should enhance the pedestrian environment and encourage pedestrian activity along the North/Northwest 85th Street corridor and the Greenwood Avenue North corridor, north of North 87th Street. The following measures should be encouraged:

- Building entries facing the street
- Pedestrian-oriented facades
- Weather protection
- Below-grade parking, when possible

*Proposal: All of the above is proposed*

**Pedestrian Amenities:** When possible, new development should integrate pedestrian amenities including but not limited to street trees, pedestrian lighting, benches, newspaper racks, public art and bike racks to maintain and strengthen pedestrian activity.

*Proposal: All of the above is proposed and will be indicated as the project develops*

#### **Pedestrian Lighting**

Provide lighting that enhances pedestrian safety and comfort. Pedestrian street lights should conform to the existing Greenwood lighting design plan (Lumec Z-14 Green finish GN8TX). New buildings are encouraged to incorporate custom lighting fixtures along sidewalks and public pathways. Special care should be made to not over-illuminate.

*Proposal: All of the above is proposed and will be indicated as the project develops*

#### **Street Elements**

Integrate public art into buildings and landscaping. Small signs—especially blade signs that hang over sidewalks—should be incorporated. Signage for way-finding, especially parking, is encouraged. Coordinate signage plans with the Greenwood/Phinney Main Street Plan.

*Proposal: All of the above is proposed and will be indicated as the project develops*



# 3. Applicable Design Guidelines

## DC1 - Project Uses and Activities

**Citywide Guideline:** Optimize the arrangement of uses and activities on site.

### *Greenwood/Phinney Supplemental Guidance*

#### **Parking and Vehicular Circulation**

Where it is necessary to include parking adjacent to a public street, consider mitigating the visual impacts with street trees, landscaping or other design features.

*Proposal: No parking is proposed adjacent to Public streets*

■ Curb cuts along North/Northwest 85th Street should be consolidated where feasible.

*Proposal: One consolidated curbcut is proposed on NW 85th*

■ Entrances to parking could include special paving and other sidewalk treatments and amenities, such as additional landscaping, signage or art.

*Proposal: This could be considered as the project develops*

■ Access to off-street parking around Palatine Avenue North, First Avenue North and Third Avenue North should be consolidated where feasible.

*Proposal: Parking access at First Avenue NW is consolidated to just the alley, with widening at the curbcut to make it safer.*

#### ■ **Blank Walls**

Storefronts are encouraged to be located at the sidewalk edge, particularly in neighborhood commercial districts, and should be continuous, minimizing blank walls. Where unavoidable consider treating blank walls with one or more of the methods suggested in the Seattle Design Guidelines, including:

■ installing vertical trellis in front of the wall with climbing vines or plant material;

■ employing small setbacks;

■ employing different texture, colors, or materials;

■ providing art or murals.

*Note: Successful murals typically require a clear vision, a strong theme (historical, cultural, etc.), some fl air or whimsy, and exemplary execution.*

*Proposal: Most of the frontage will be storefront.*

## DC2 - Architectural Concept

**Citywide Guideline:** Develop an architectural concept that will result in a unified, functional and harmonious design that fits well on the site and within its surroundings.

### *Greenwood/Phinney Supplemental Guidance*

#### **Architectural Context**

**Façade Articulation and Modulation:** Façade articulation and modulation in the Greenwood/Phinney Ridge Planning Area are most critical in multi-family residential buildings. Use of façade articulation and architectural elements is encouraged to make new construction compatible with the surrounding architectural context. Architectural features such as those listed below can add further interest to a building, and lend buildings a human scale:

■ Pitched roof

■ Covered front porch

■ Vertically proportioned windows

■ Window trim and eave boards

Façade modulation and articulation are less critical in commercial or mixed-use structures as long as appropriate levels of detail are present to break up the façade. Many of these structures are simple boxes that are well-fenestrated and contain a number of details that add interest at the ground level and lend buildings a human scale. Modulation of commercial and mixed-use structures at the street level is discouraged unless the space or spaces created by the modulation are large enough to be usable by pedestrians.

*Proposal: the Proposal is a mixed use structure, however it has two very different frontages. A more vertical articulated façade is proposed along the south Single Family facing façade, and a more horizontal, less articulated, retail-focused façade is proposed facing NW 85th and the Fred Meyer.*

#### **Human Scale**

New multi-story developments should consider methods to coordinate a buildings upper and lower stories. The parts should function as a composition—not necessarily requiring the top and bottom to be the same or similar.

*This will be articulated as the project develops.*

#### **Mass and Scale**

Consider reducing the impact or perceived mass and scale of large structures by modulating upper floors; varying roof forms and cornice lines; varying materials, colors and textures; and providing vertical articulation of building facades in proportions that are similar to surrounding plat patterns.

*The subject site is only zoned for 40' as opposed to 65' directly across the street. Nevertheless the project will address issues of Mass and Scale to ensure it is appropriate for the location.*



### DC4 - Exterior Materials & Finishes

**Citywide Guideline:** Use appropriate and high quality elements and finishes for the building and its open spaces.

#### *Greenwood/Phinney Supplemental Guidance*

##### **Architectural Context**

**Signage:** The design and placement of signs plays an important role in the visual character and identity of the community. Key aspects of this effort are to ensure that the signs are at an appropriate scale and fit in with the building's architecture and the local district. Small signs are encouraged in the building's architecture, along a sign band, on awnings or marquees, located in windows or hung perpendicular to the building façade.

The following signs are generally discouraged:

- Large illuminated box (back-lit "can") signs, unless they are treated or designed to be compatible with the character of surrounding development.

Back-lit awnings should be limited to one horizontal-mounted lighting tube. Small neon signs are an alternative as long as they are unintrusive to adjacent residences.

- Pole-mounted signs. Small monument signs are encouraged as part of low walls screening parking and abutting pedestrian-oriented space. Design should not present a visibility problem to a driver, pedestrian or bicyclist.

*The above will be incorporated as the project develops.*

##### **Exterior Finish Materials**

New buildings should feature durable, attractive and well-detailed finish materials.

##### **Building Materials in the Greenwood Avenue North/Phinney Avenue**

**North and North/Northwest 85th Street Corridors:** Again, buildings within these corridors are characterized by their utilitarian, nonflamboyant, traditional architectural styles. Brick is the most common surface treatment in the commercial areas and should be encouraged. Plastic awnings should be strongly discouraged. As an alternative, architectural canopies are encouraged to provide weather protection and a place for business signage.

*The above will be incorporated as the project develops*

##### **Landscaping**

Use of plants that are native to the Pacific Northwest is encouraged. In parking areas consider using architectural raised planters, earth berms, terraced planters and trellises. New development should include streetscape improvements to the public street and private internal drives where possible. Coordinate landscaping and tree location to maintain visibility of business signage.

*The above will be incorporated as the project develops*



# Option 1: Preferred

- Residential parking from NW 85th Street.
- Residential setback from SF zone

## Departure Needed

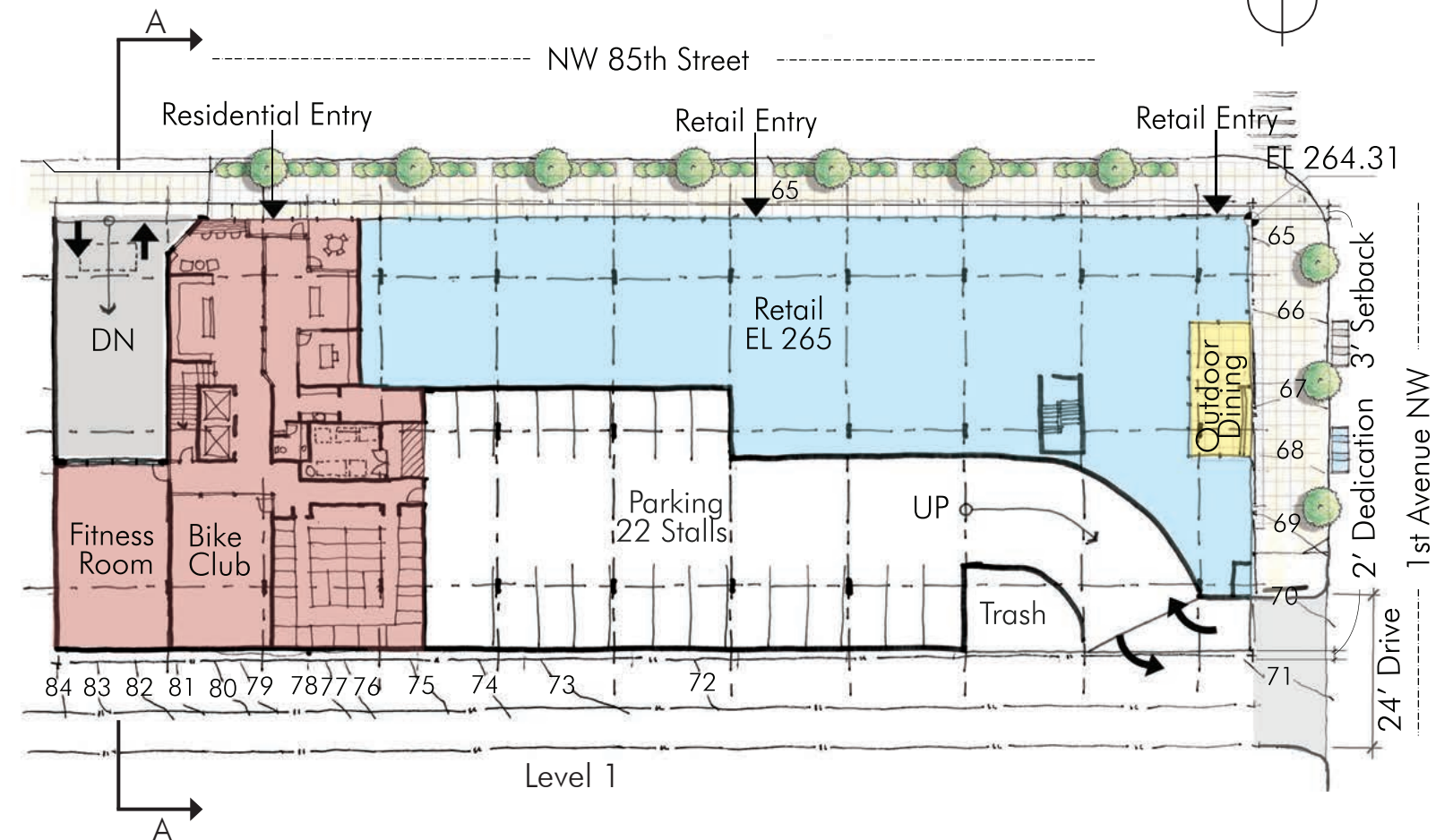
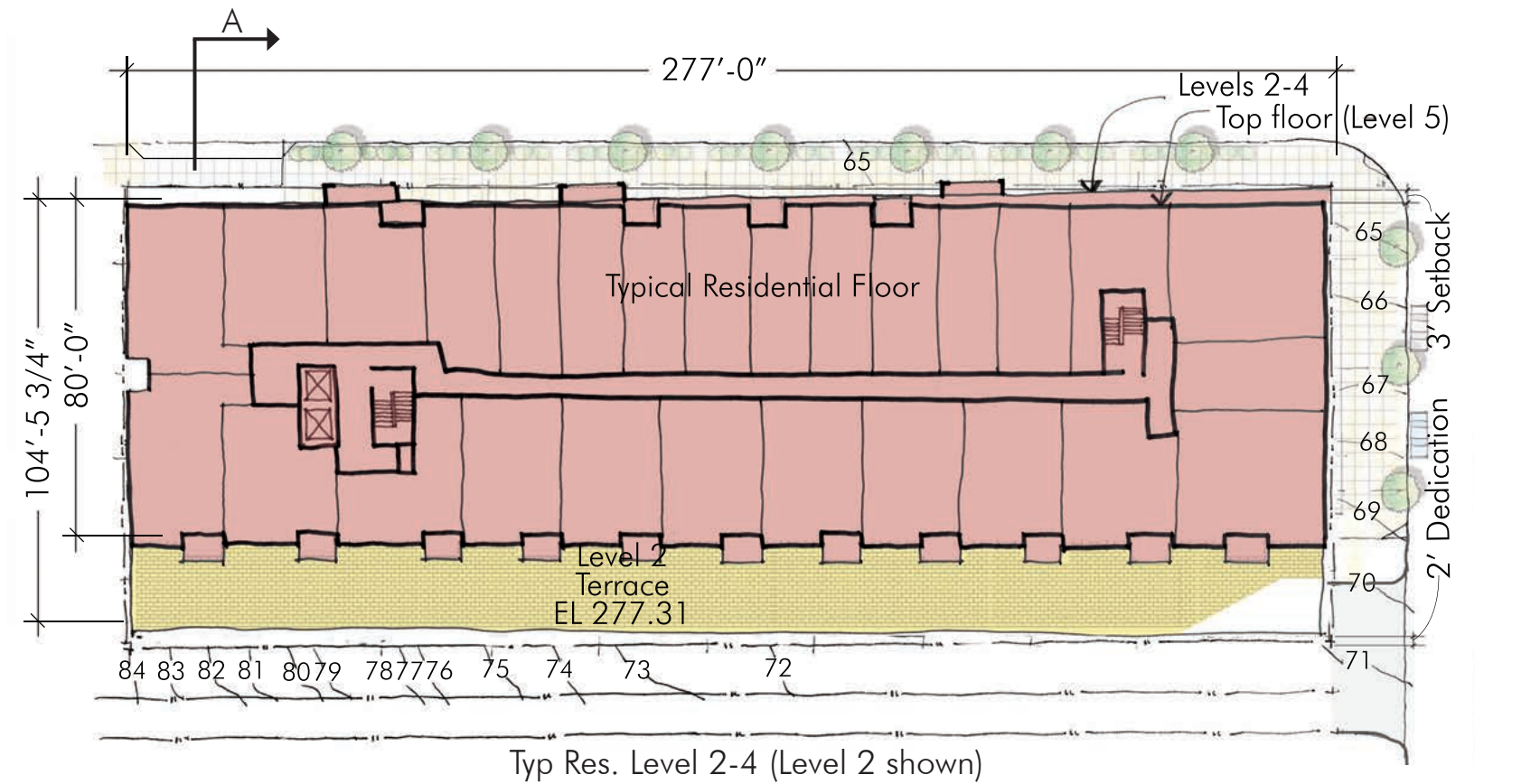
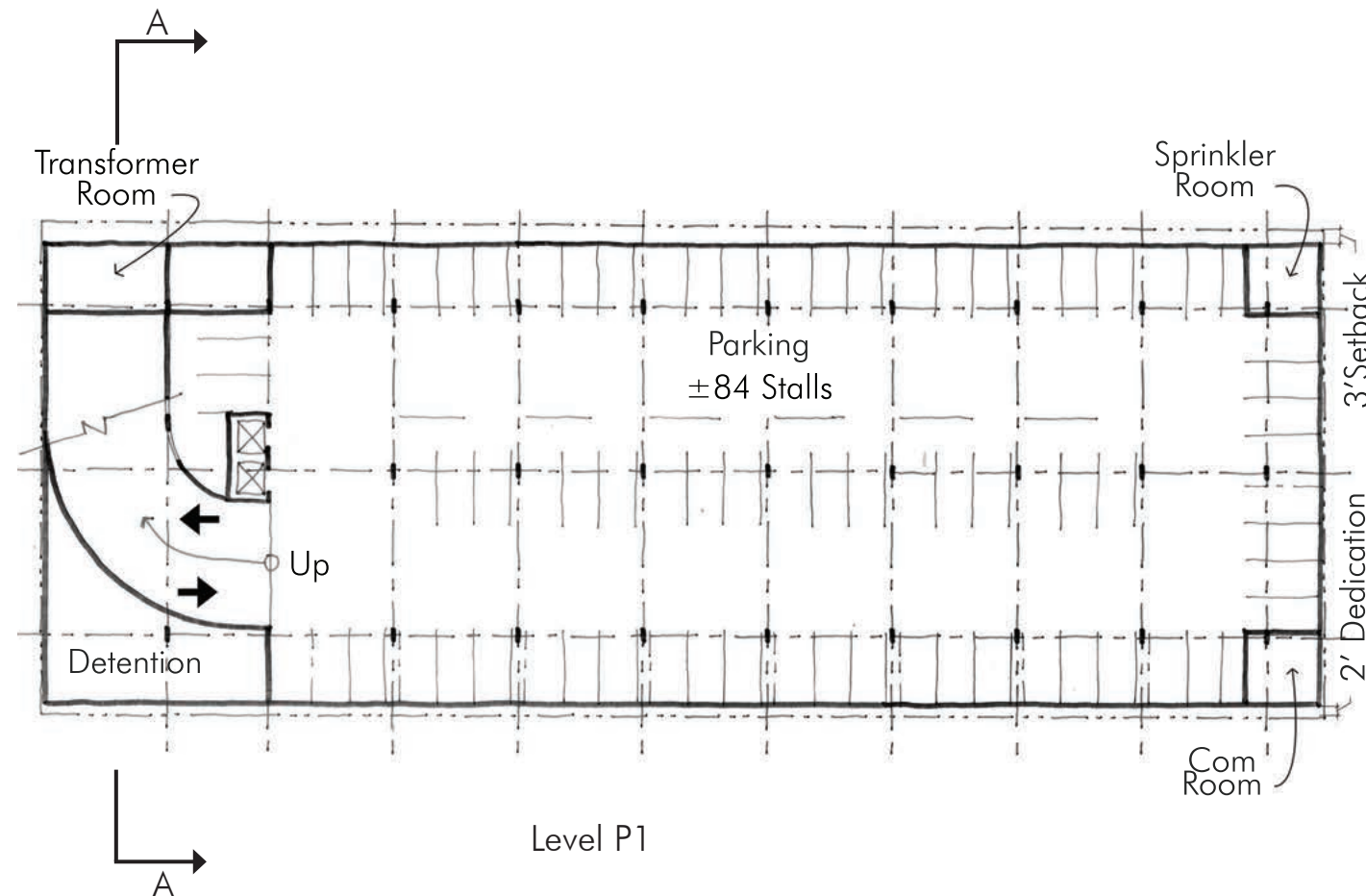
The applicant's interpretation is that no departure is required, however parking access requirements are subject to interpretation and may require a departure.

### 23.47A.032A.2.a Parking Access

Access must be from alley if improved to the standards of 23.53.030C, which would require a 2' wide dedication from properties on both sides of the alley, to increase the current 12' wide paved alley to a 16' wide paved alley

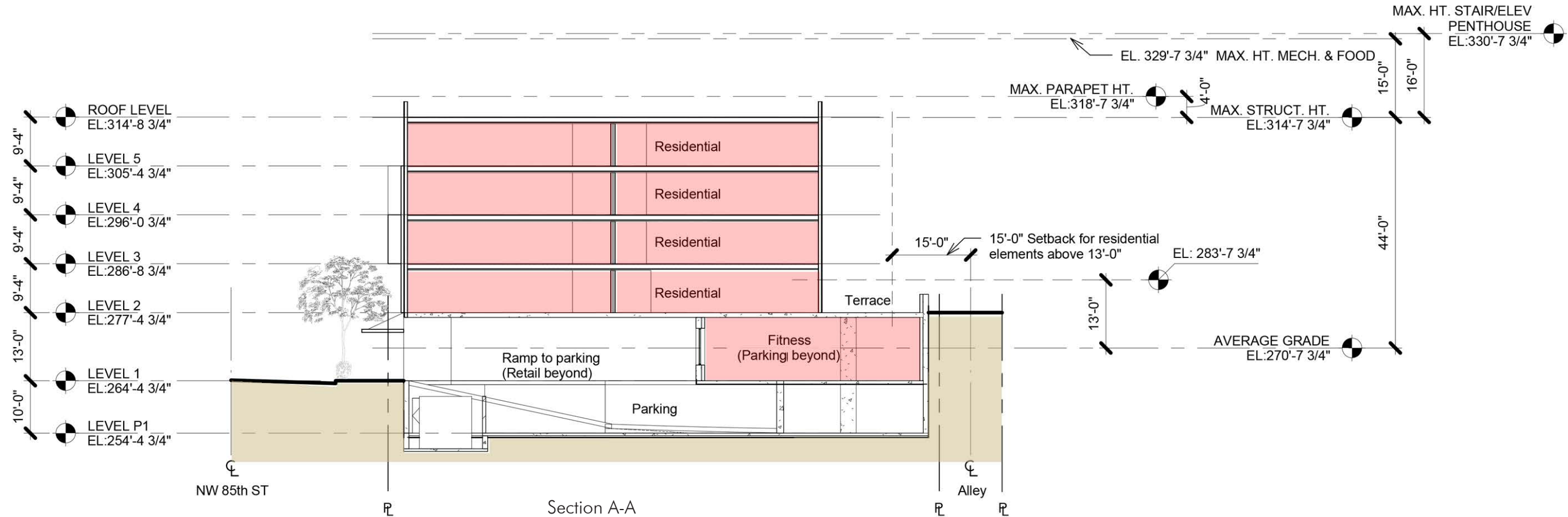
However with single family homes and garages on the south side of the alley, it is unlikely the alley will ever be fully improved. If access is not from the alley it is to be provided from the street that impacts pedestrian movement the least.

The preferred alternative most closely meets the code by enlarging only the curb cut at the alley to 24' and only providing access to the few retail parking stalls. The bulk of the parking (residential) is accessed from NW 85th Street at the middle of the block, far from the intersection, where, due to the nature of 85th, pedestrian movements are less than on First Avenue Northwest, which is designated a bicycle and pedestrian Greenway.





# Option 1: Preferred Section & Massing



Corner of NW 85th Street & 1st Ave NW  
Facing Southwest



NW 85th Street  
Facing Southeast



## Option 2:

- Parking access: retail from alley, residential from NW 85th Street.
- Residential mass setback from NW 85th Street.

### Departure Needed

Departure needed from 15' residential setback requirement from center line of alley.

### 23.47A.014 Setback requirements

A setback is required along any rear or side lot line that abuts a lot in a residential zone, as follows:

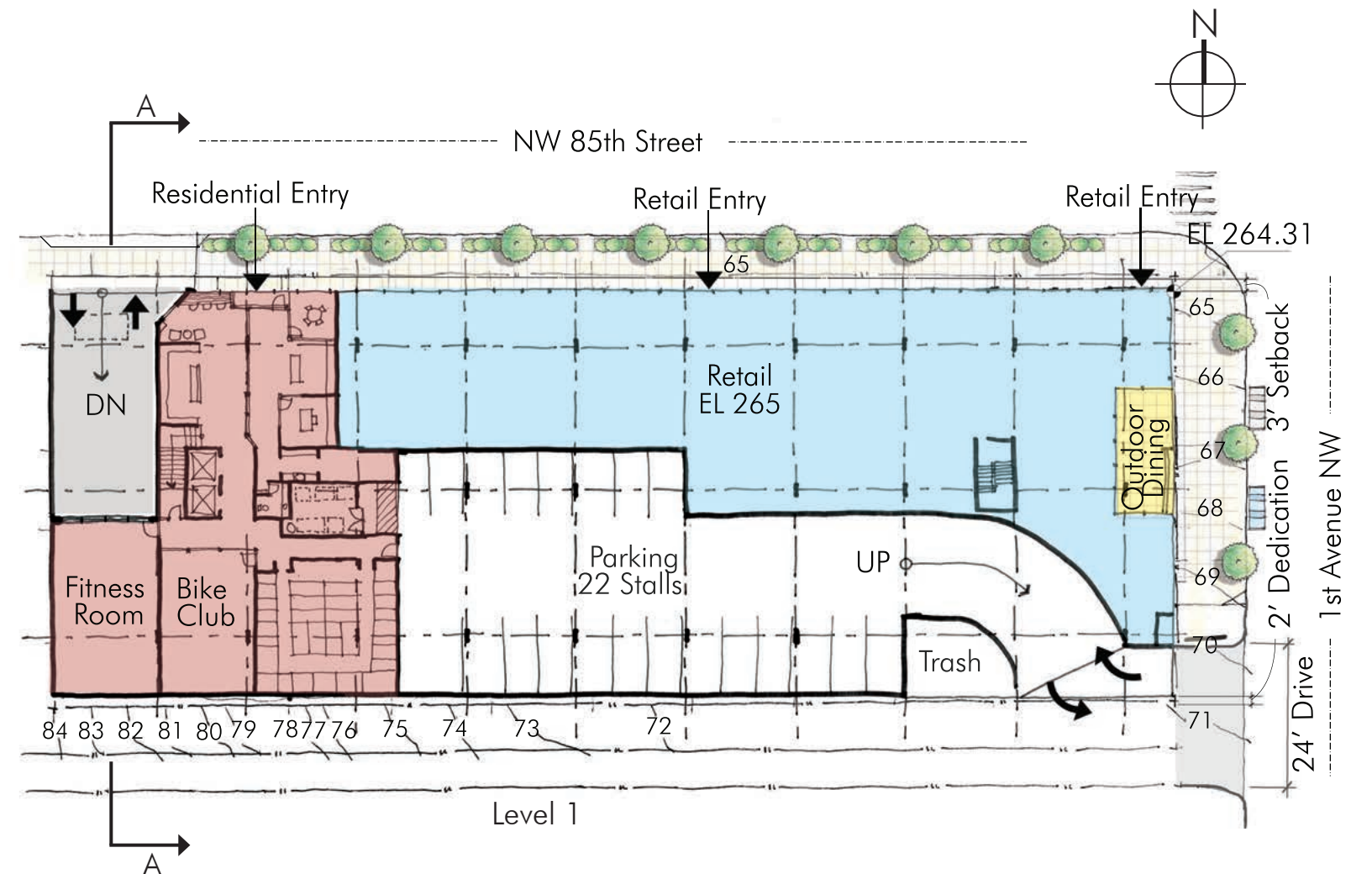
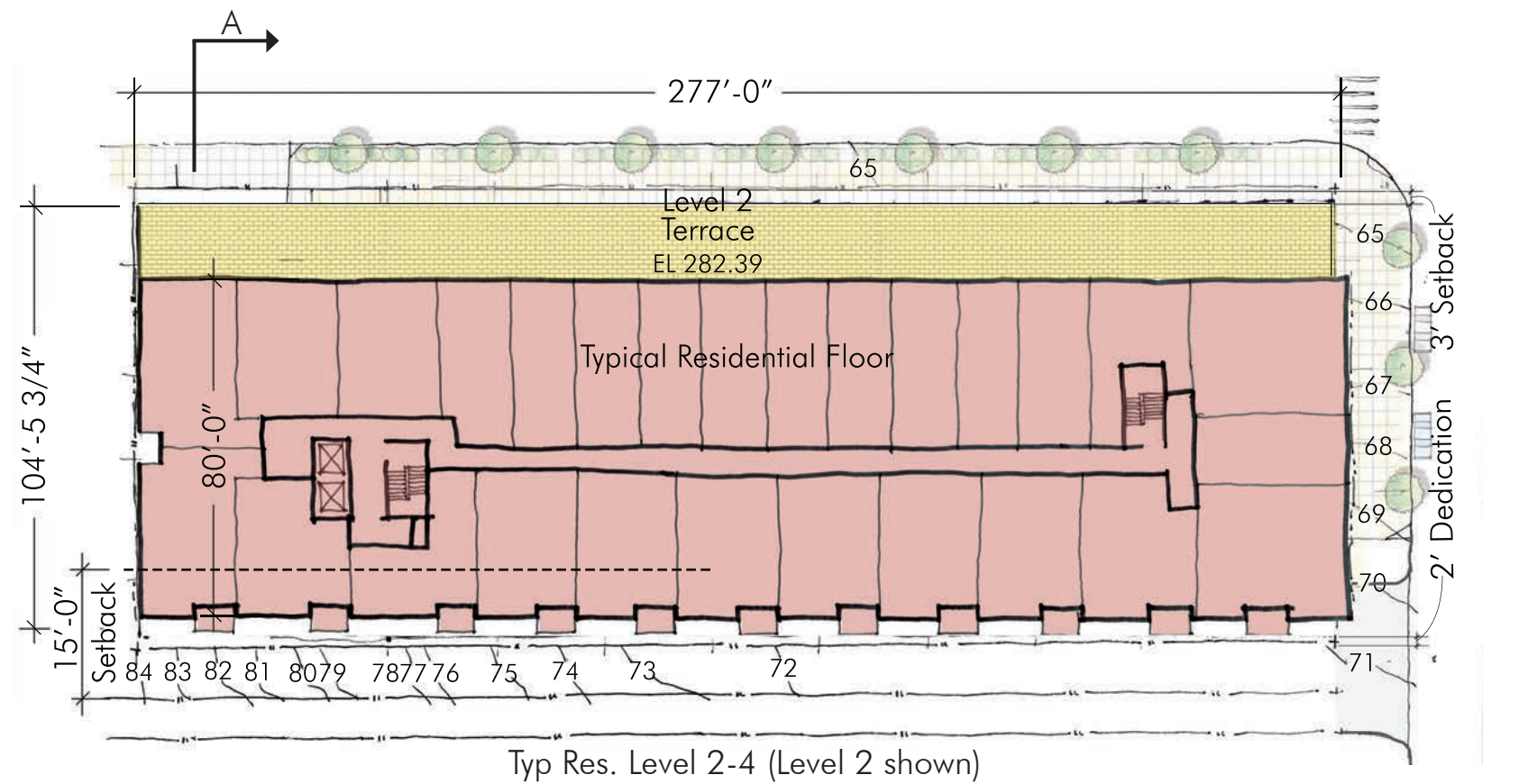
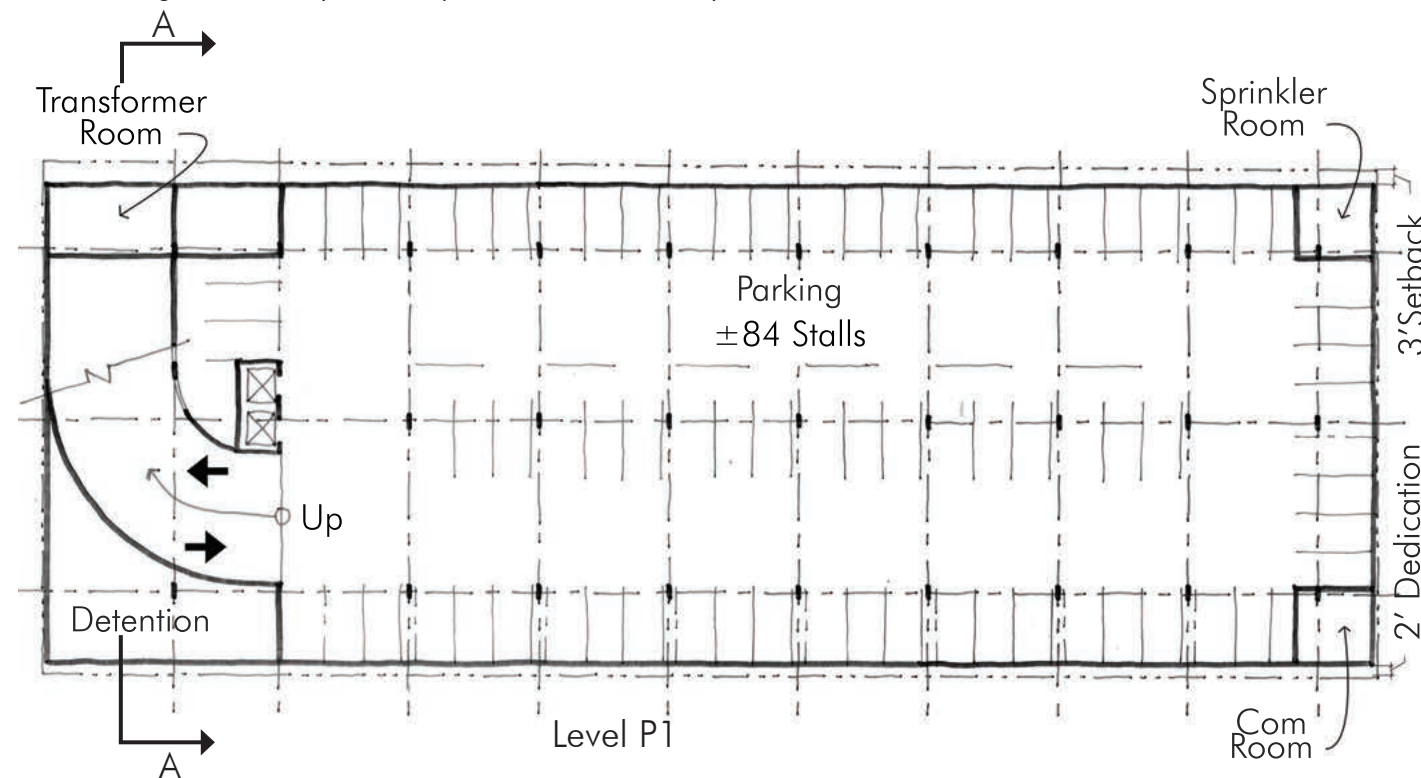
- Ten feet for portions of structures above 13 feet in height to a maximum of 65 feet; and
- For each portion of a structure above 65 feet in height, additional setback at the rate of 1 foot of setback for every 10 feet by which the height of such portion exceeds 65 feet

### 23.47A.032A.2.a Parking Access

Access must be from alley if improved to the standards of 23.53.030C, which would require a 2' wide dedication from properties on both sides of the alley, to increase the current 12' wide paved alley to a 16' wide paved alley

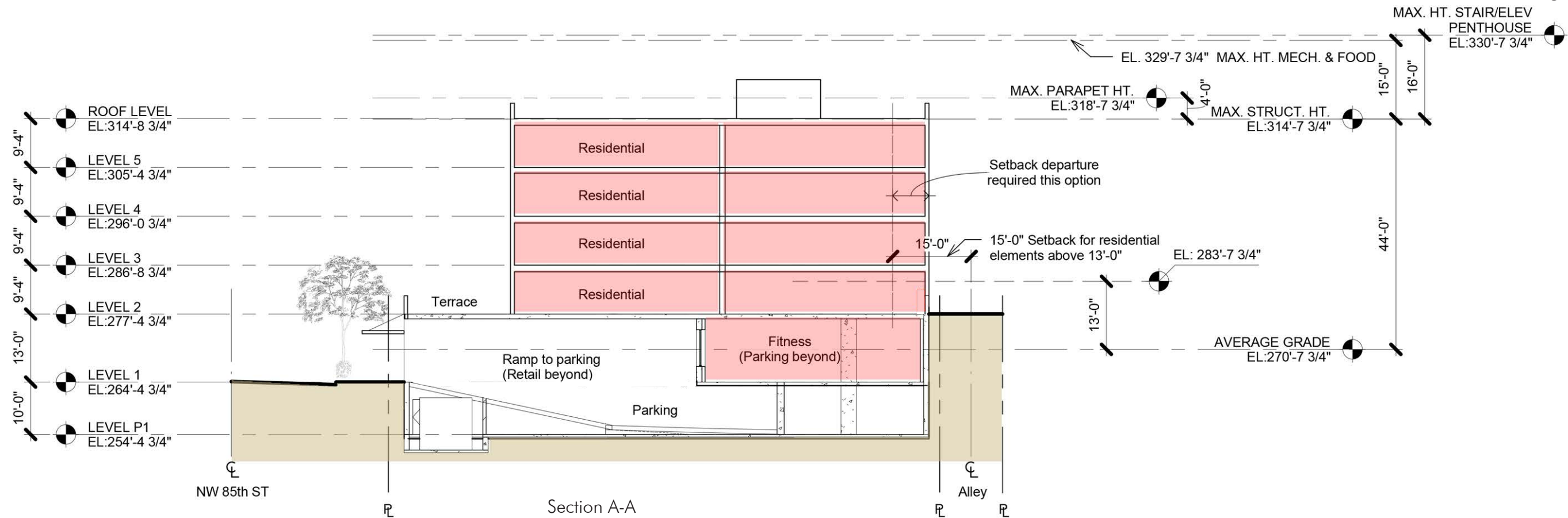
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This alternative most closely meets the code by enlarging only the curb cut at the alley to 24' and only providing access to the few retail parking stalls. The bulk of the parking (residential) is accessed from NW 85th Street at the middle of the block, far from the intersection, where, due to the nature of 85th, pedestrian movements are less than on First Avenue Northwest, which is designated a bicycle and pedestrian Greenway.





# Option 2: Section & Massing



Corner of NW 85th Street & 1st Ave NW  
Facing Southwest



NW 85th Street  
Facing Southeast



Option 3:

- Parking Access: All parking is from alley
- Massing: Residential mass set back from alley (adjacent to SF zone)

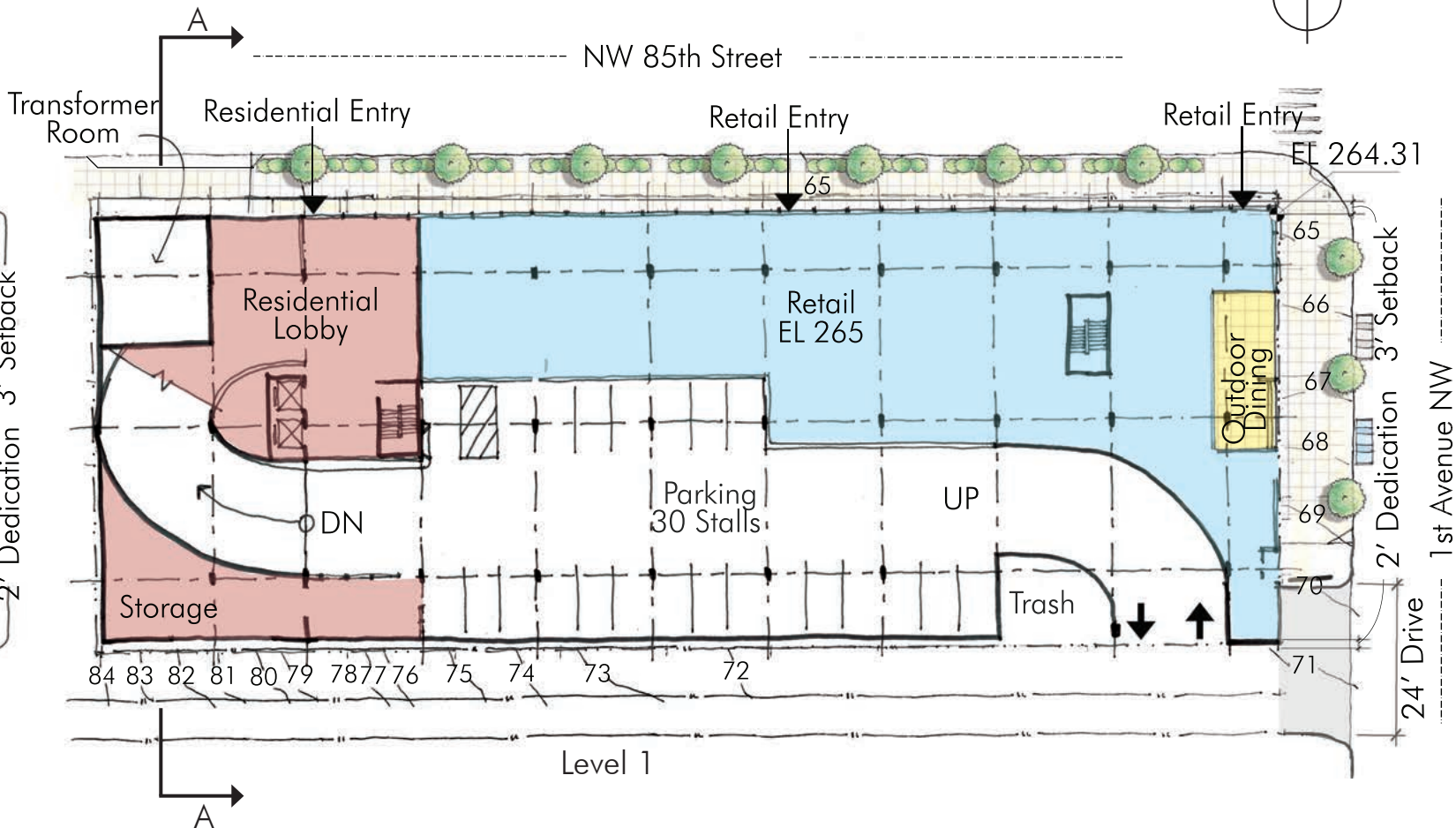
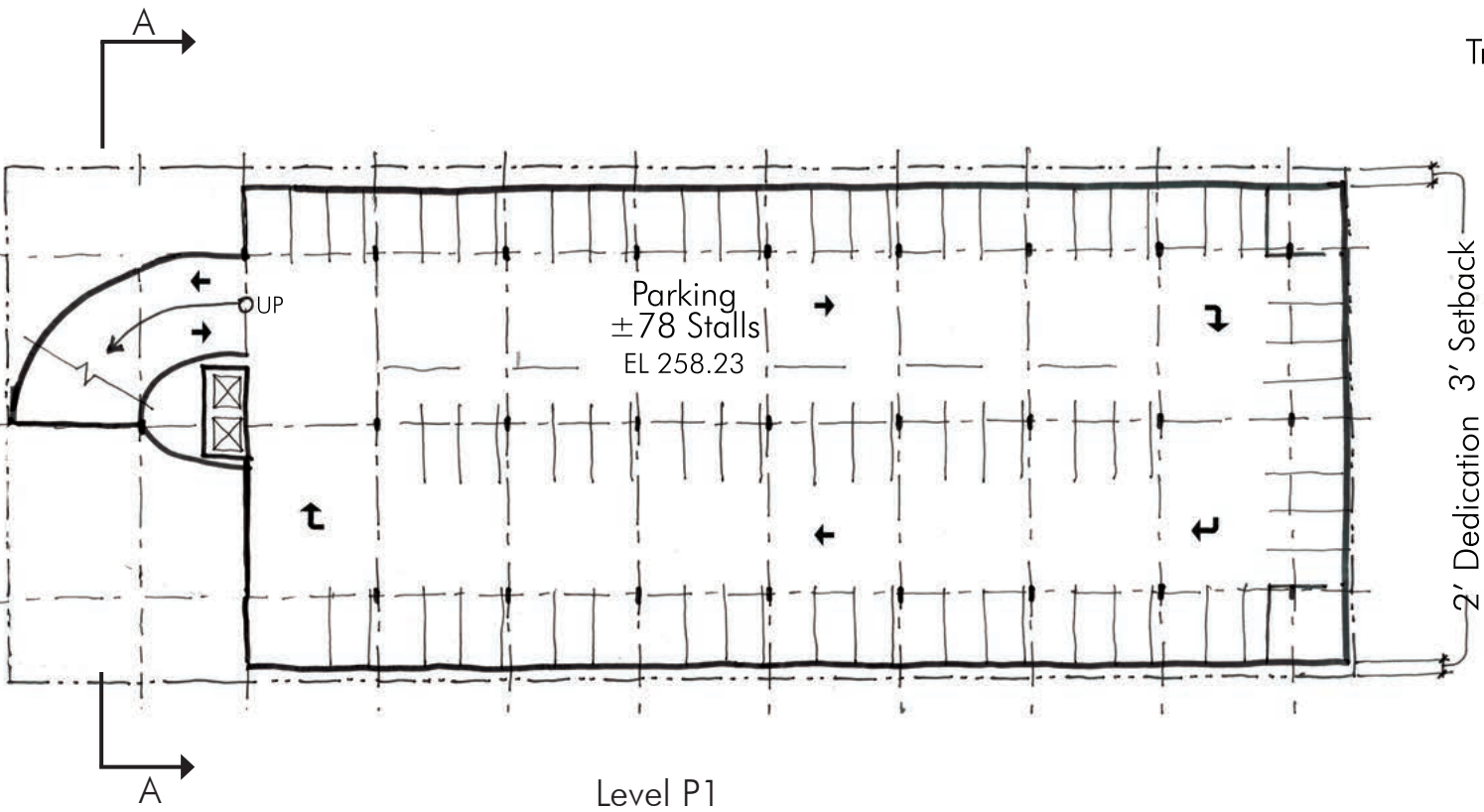
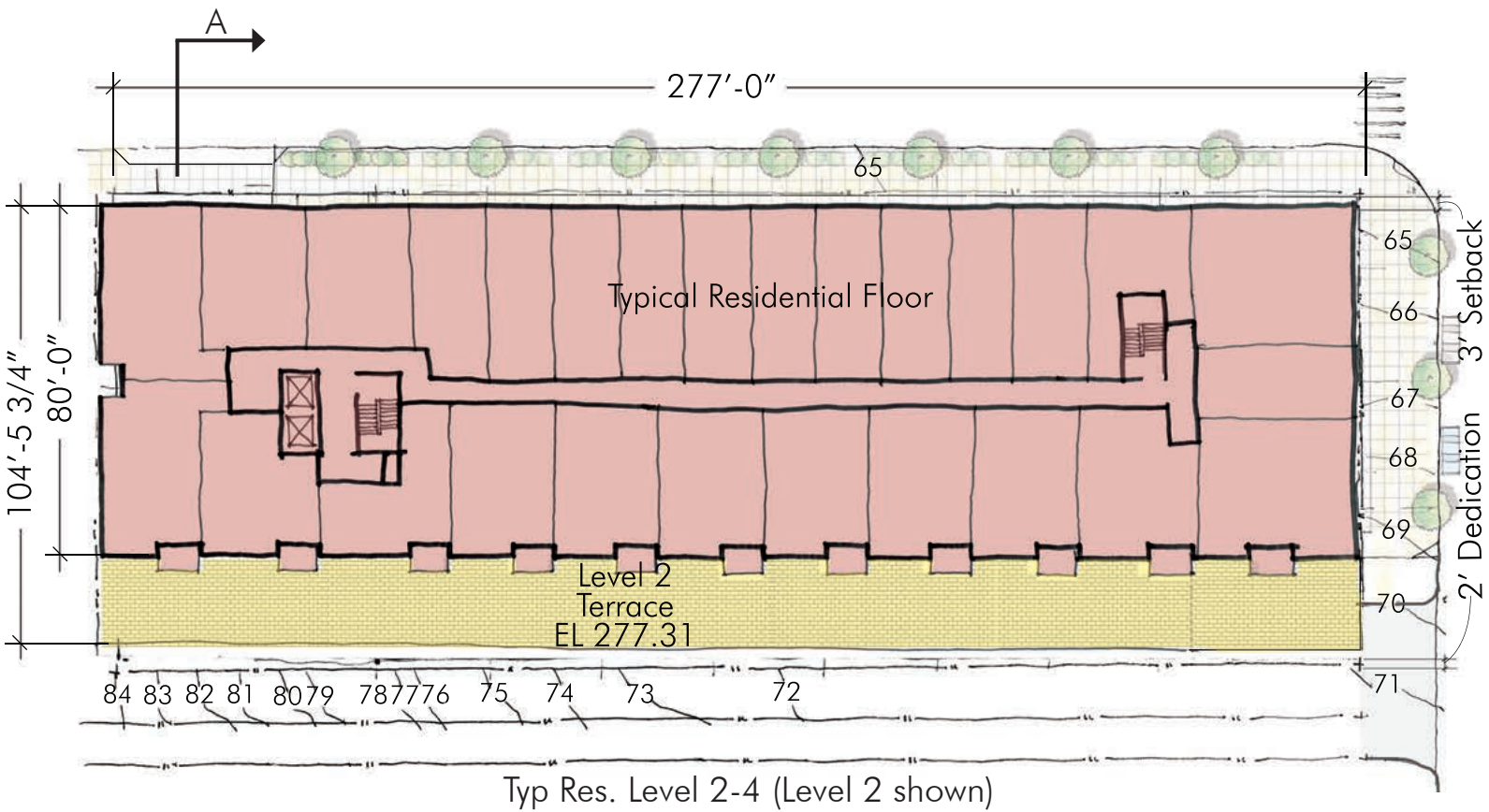
Departure Needed

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23.47A.032A.2.a Parking Access

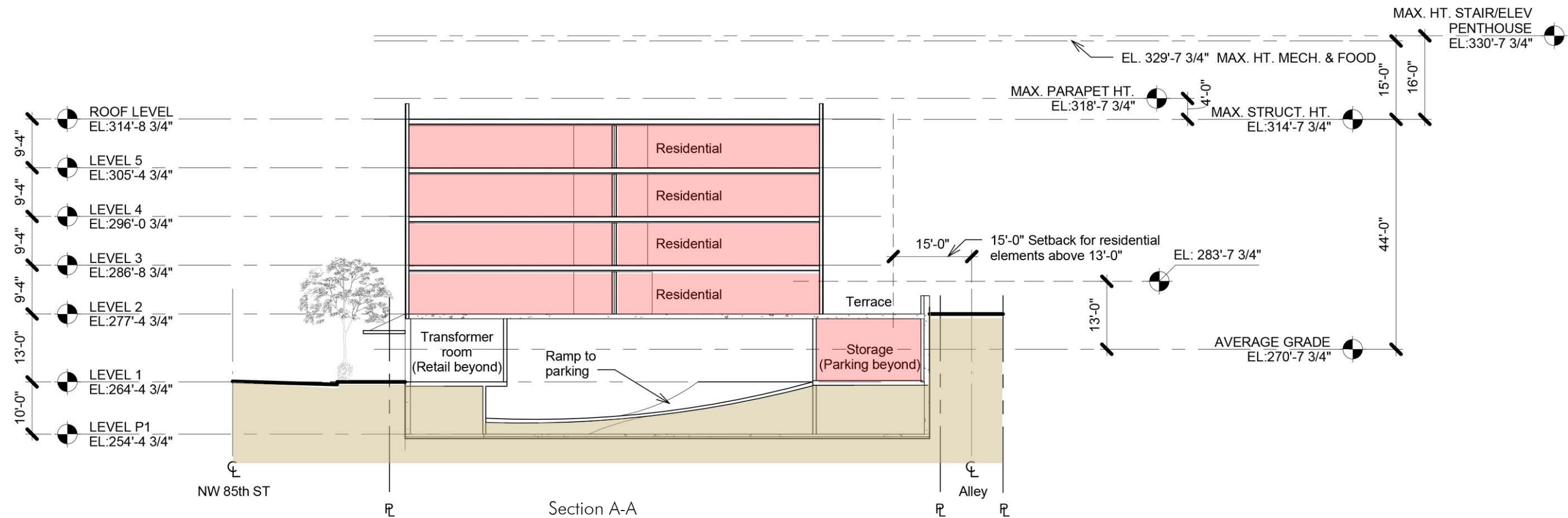
Access must be from an alley if improved to the standards of 23.53.030C, which would require a 2’ wide dedication from properties on both sides of the alley, to increase the current 12’ wide paved alley to a 16’ wide paved alley.

A departure may be required from an alley that is not improved to the standards notes above.





# Option 3: Section & Massing



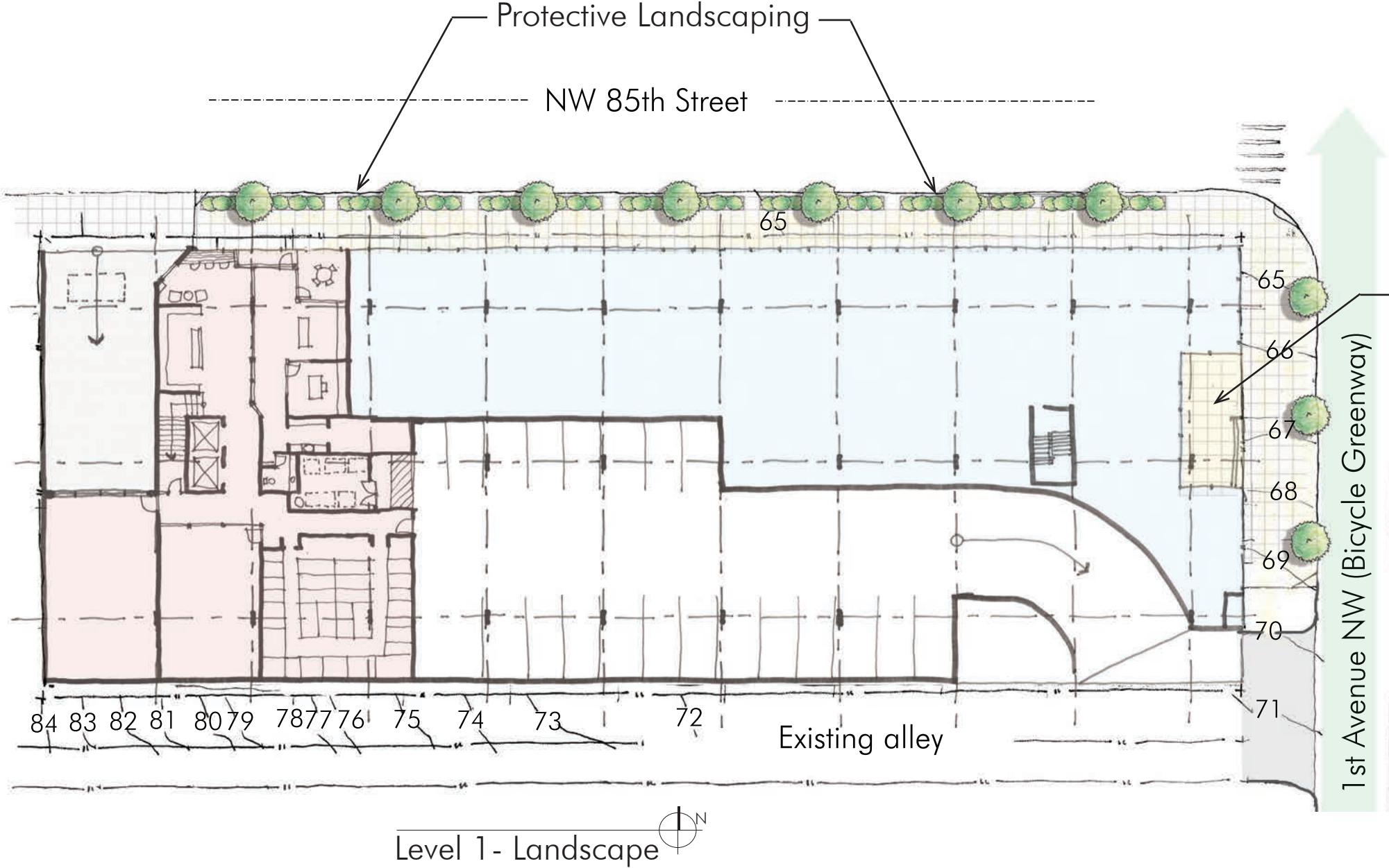
Corner of NW 85th Street & 1st Ave NW  
Facing Southwest



NW 85th Street  
Facing Southeast



Landscape Design



Extend sidewalk with outside dining





Parking garage/residential terrace screen/trellis



Residential character along alley



Commercial character along NW 85th Street



Enhanced blank wall @ west interior property line