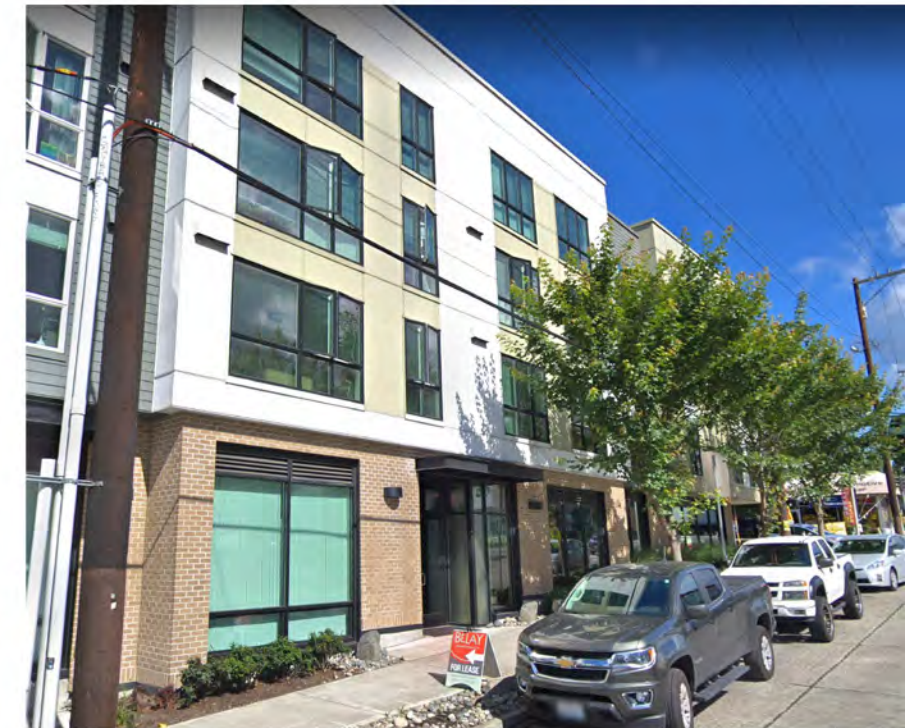


BALLARD APARTMENT



6743 15th Ave NW
SDCI Project # 3033969-EG

06/30/2019

EARLY DESIGN GUIDANCE REVIEW PACKET

ARCHITECT
Studio 77LLC
P.O. BOX 50281
Bellevue, WA 98015
qiqi_686@msn.com

OWNER
Green Bridge Investment LLC &
Golden Tower Group LLC
1840 Newell road,
Palo Alto, CA, 94303

SITE INFORMATION

ZONING:
NC2-55(M) MHA

SITE AREA:
4,363 SF

PARCEL:
751850-0440

SITE ADDRESS:
6743 15TH AVE NW 98117

LEGAL DESCRIPTION:
SALMON BAY PARK ADD LESS ST
Plat Block: 8
Plat Lot: 5-6

OVERLAY:
NONE

FREQUENT TRANSIT:
YES

ECA:
NO

PROPOSED USE:
MIXED-USE (IIVE-WORK, SEDU APARTMENT)

BASE HEIGHT LIMIT:
55 FEET

F.A.R.:
3.75 ALLOWED. SEE DIAGRAMS

SETBACKS:
SEE DIAGRAMS

LANDSCAPING:
GREEN FACTOR SCORE OF .30 REQUIRED

LIGHT & GLARE:
EXTERIOR LIGHTING SHALL BE SHIELDED AND
DIRECTED AWAY FROM ADJ. USES.

AMENITY AREA:
5% OF TOTAL GFA IN RESIDENTIAL USE

PARKING:
.5 STALL PER SEDU (SMALL EFFICIENCY DWELLING UNIT)
50% REDUCTION FOR FREQUENT TRANSIT
1. STALL REDUCTION PER 1 CAR SHARE STALL
1 BICYCLE STALL PER SEDU

PROJECT SUMMARY

TOTAL GROSS FLOOR AREA: VARY PER DESIGN OPTIONS
TOTAL # OF UNITS: 30
TOTAL # OF PARKING: 7
TOTAL # OF BICYCLE PARKING: 23
TOTAL # OF TYPE A UNITS: 2
TOTAL # OF TYPE B UNITS: 28

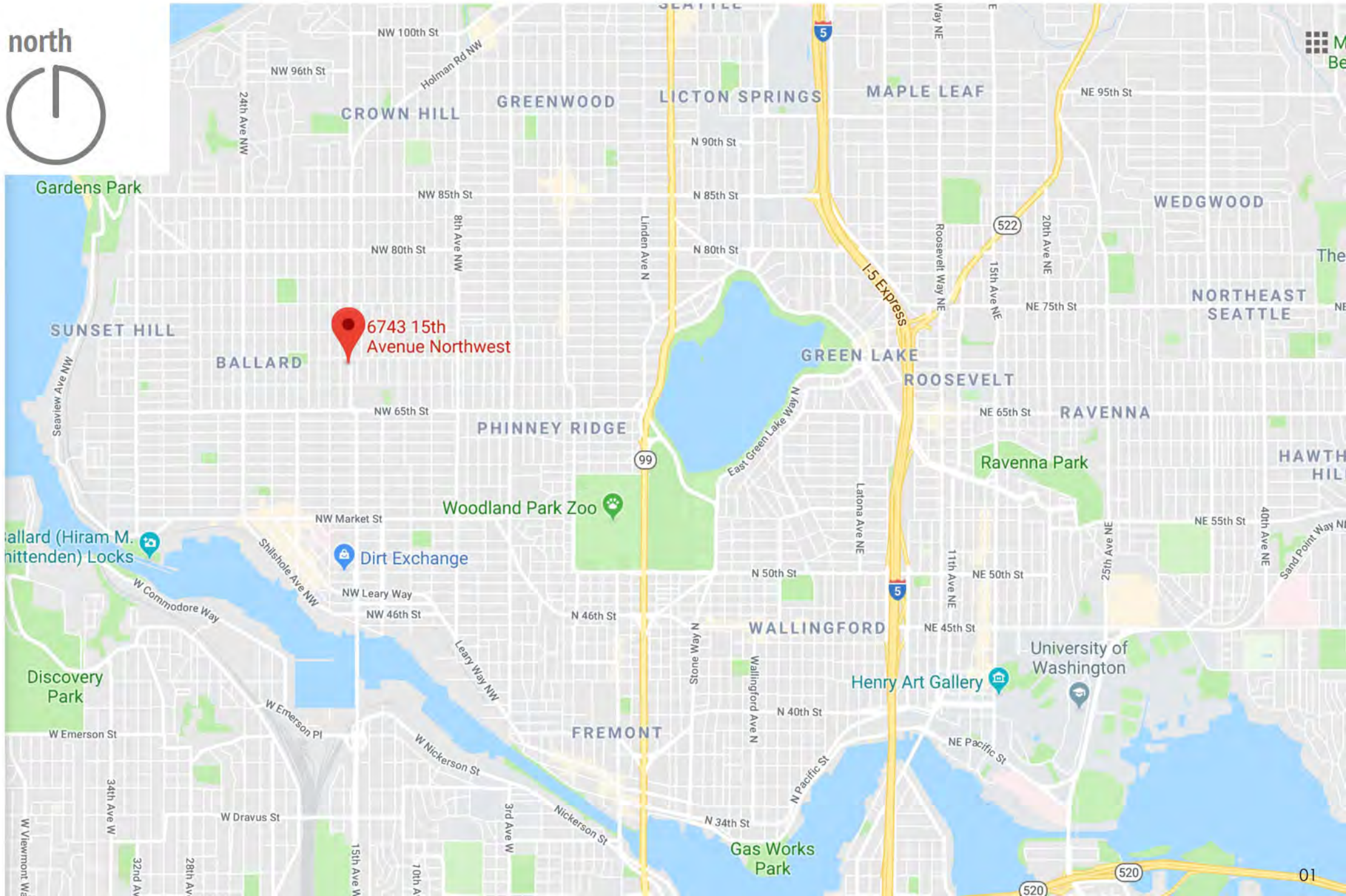
DESIGN ADJUSTMENT

No design adjustment is requested.

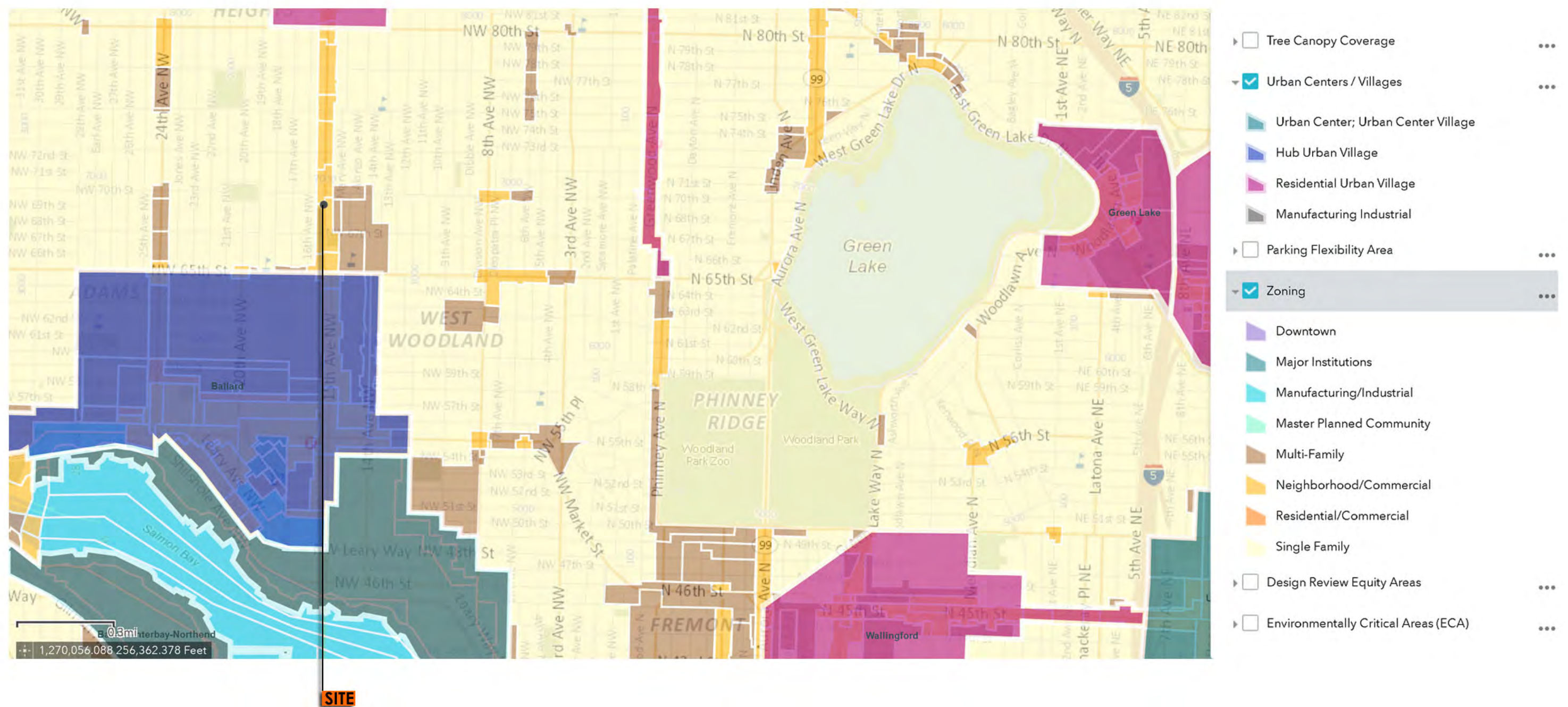
GENERAL DESCRIPTION

The proposed project is to construct a new mixed-use building with 30 small efficiency dwelling units . The project is intending to provide young professionals good quality accommodations with:

- 1) Affordable rent
- 2) Multi-functional dwelling units (Sleeping/ cooking/bathing/studying)
- 3) 'Green' design for healthier living and energy saving



URBAN DESIGN ANALYSIS

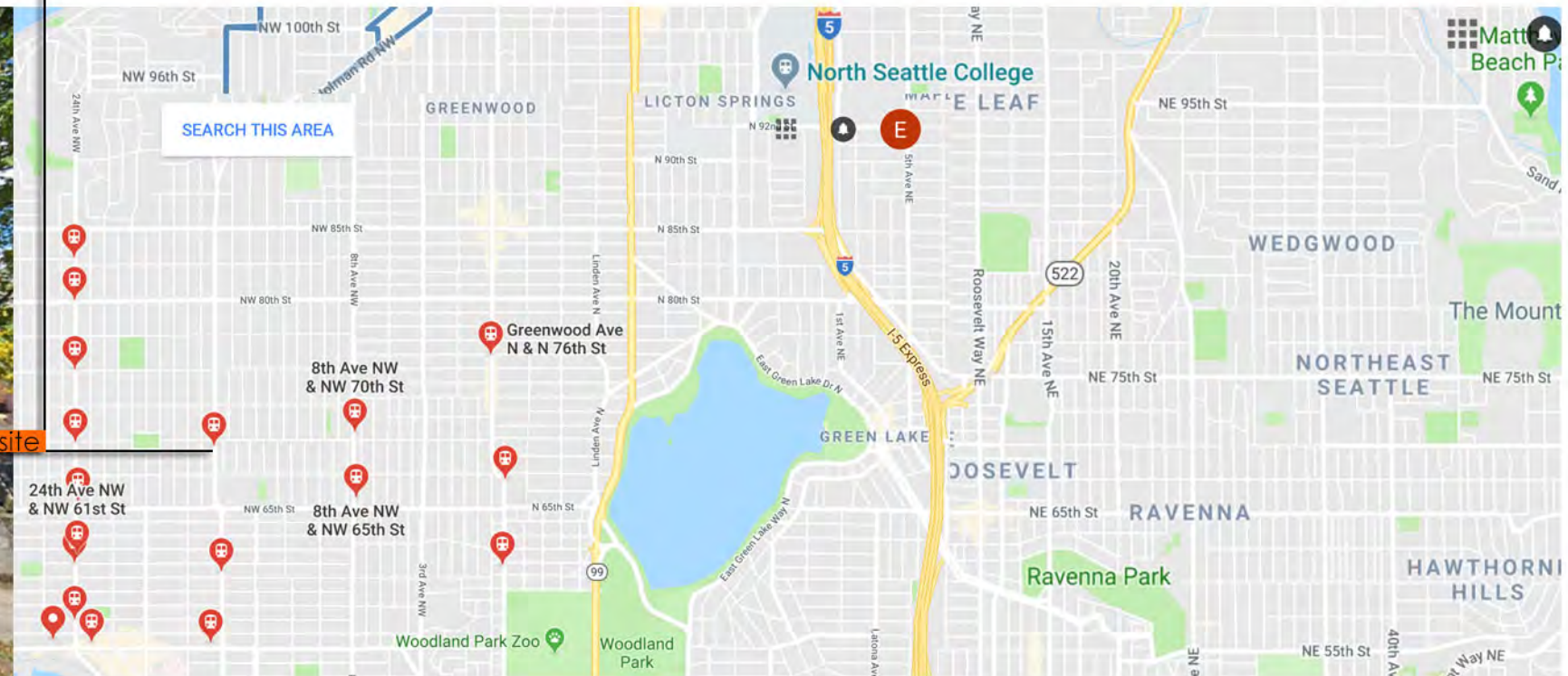


Zoning map

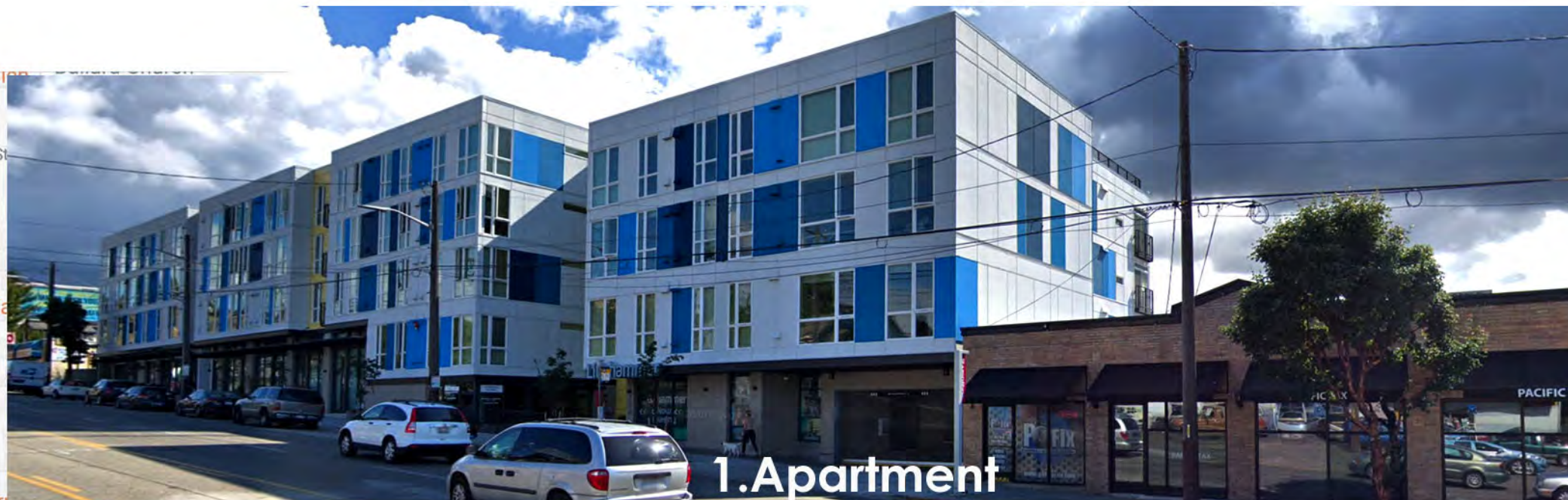
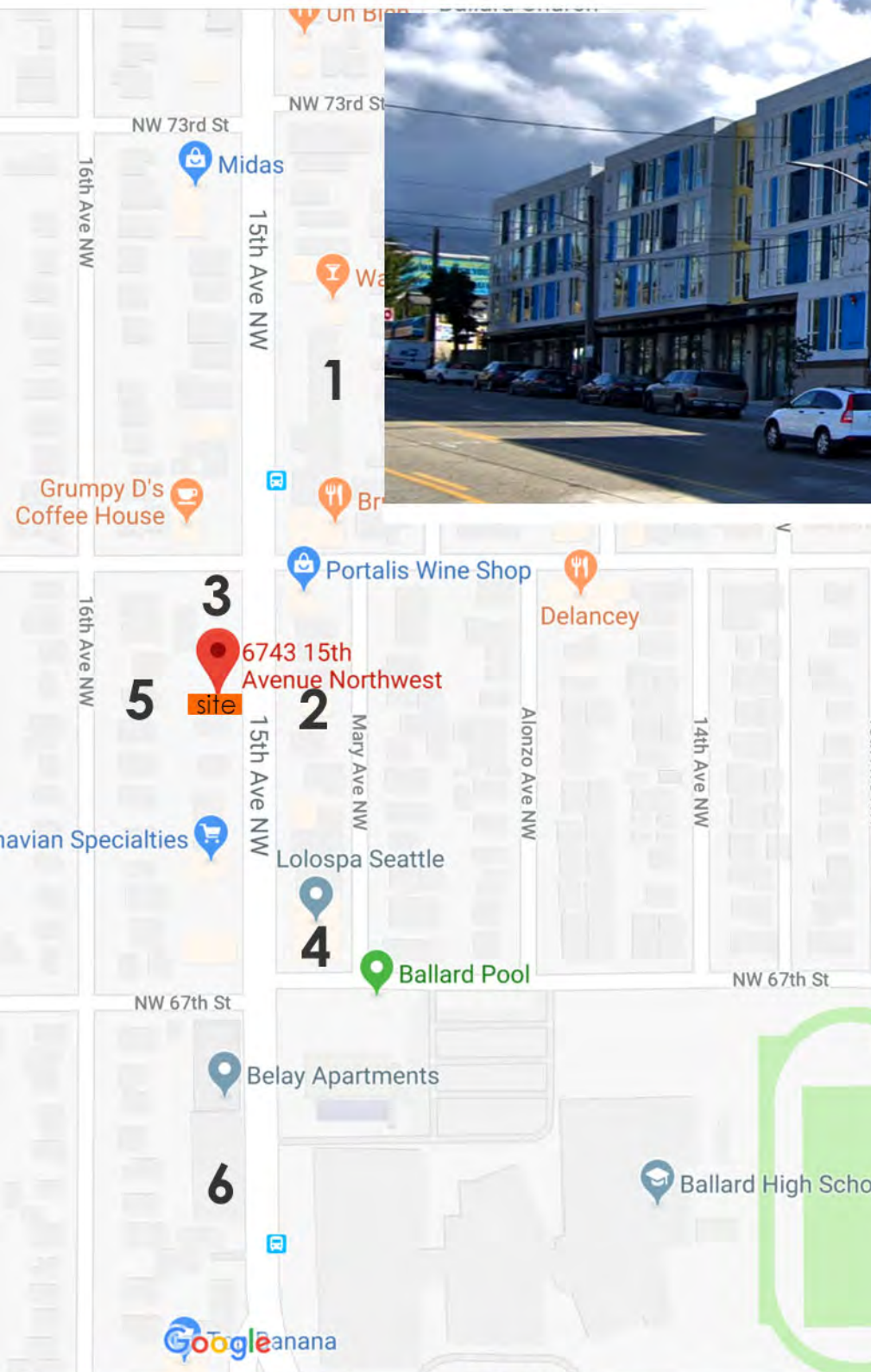
The project site is zoned for NC-55(MHA) , no urban village/center overlay .
Single family zoning abutting backyard.



Bus stop for D-line and Route 15 is right in front of the property.
Other transit connecting to Seattle metro area are very well distributed with 10-min. walking distance.



10-min. walking distance to retails, restaurants, coffee shops, and parks. Sidewalks are built on both sides of most streets. All grade slopes are gentle and easy for walking.



1. Apartment



2. Apartment



3. Gas station



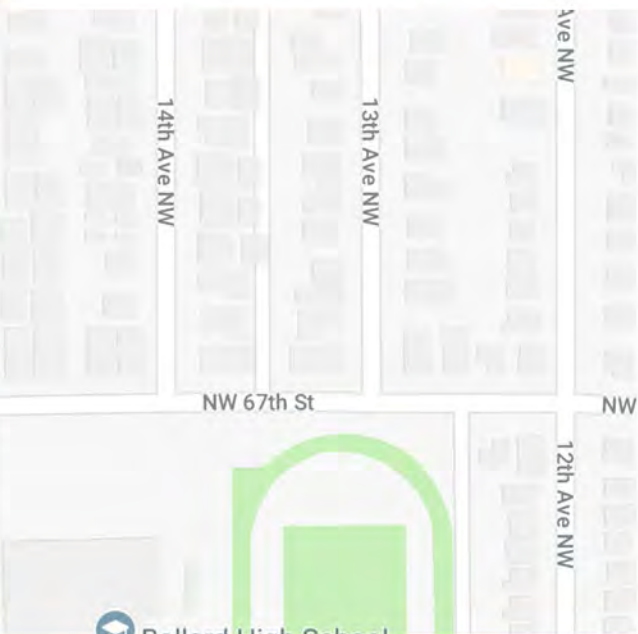
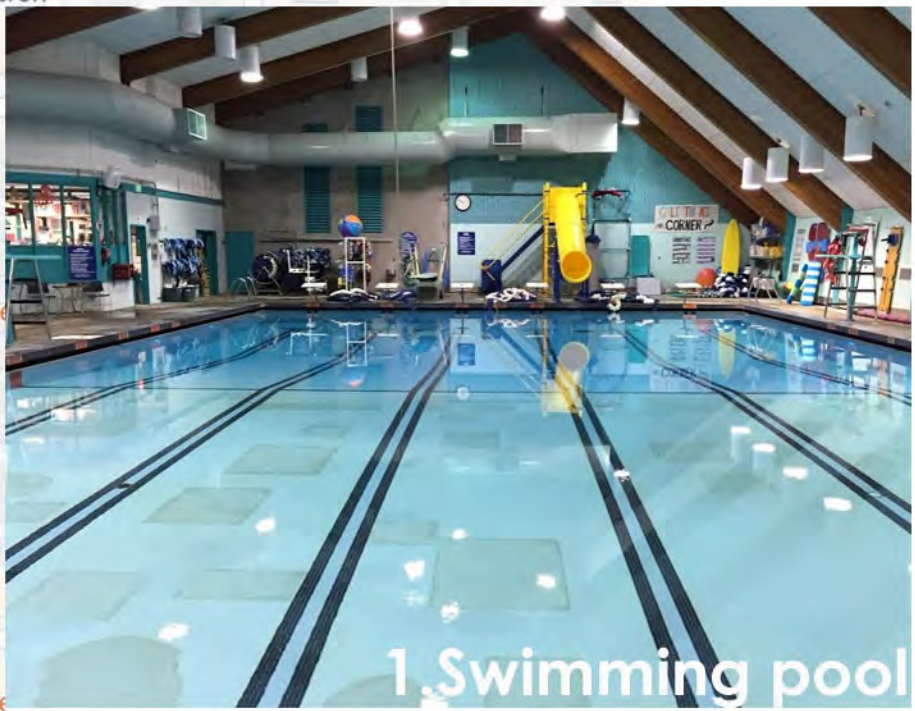
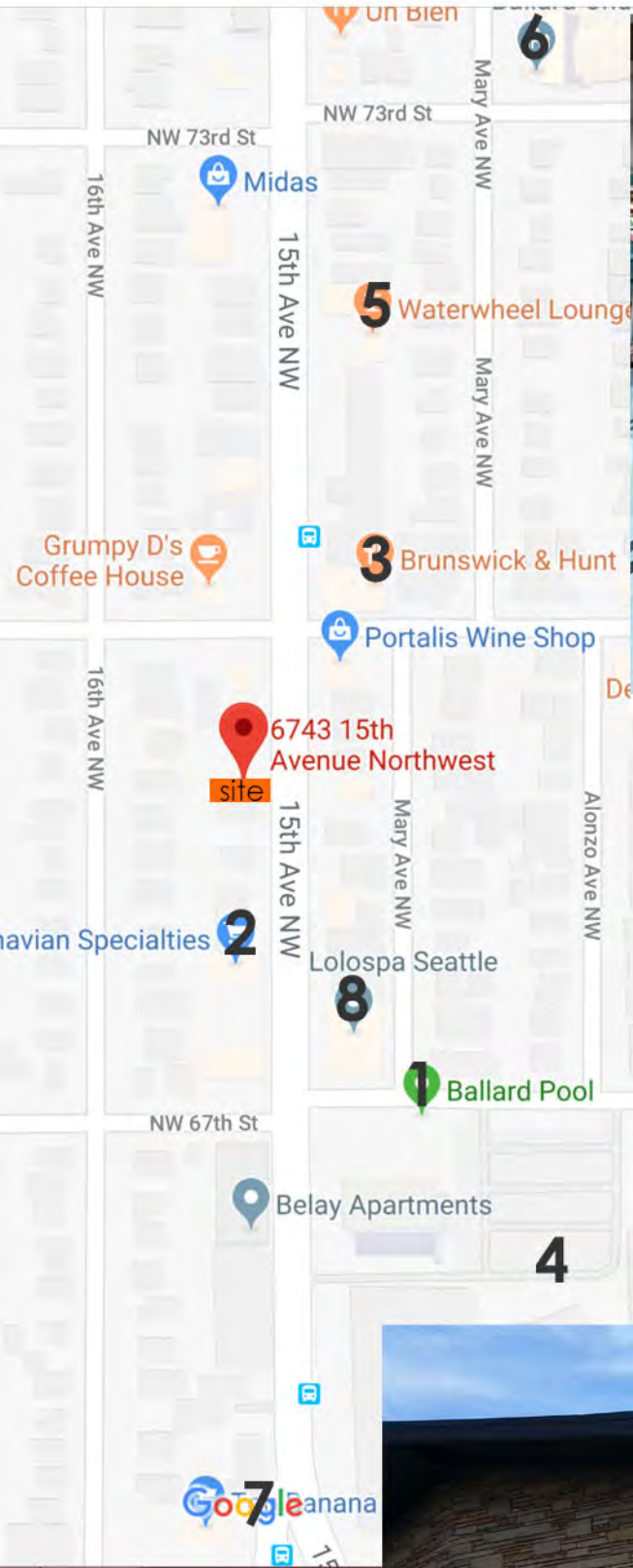
4. Townhouses

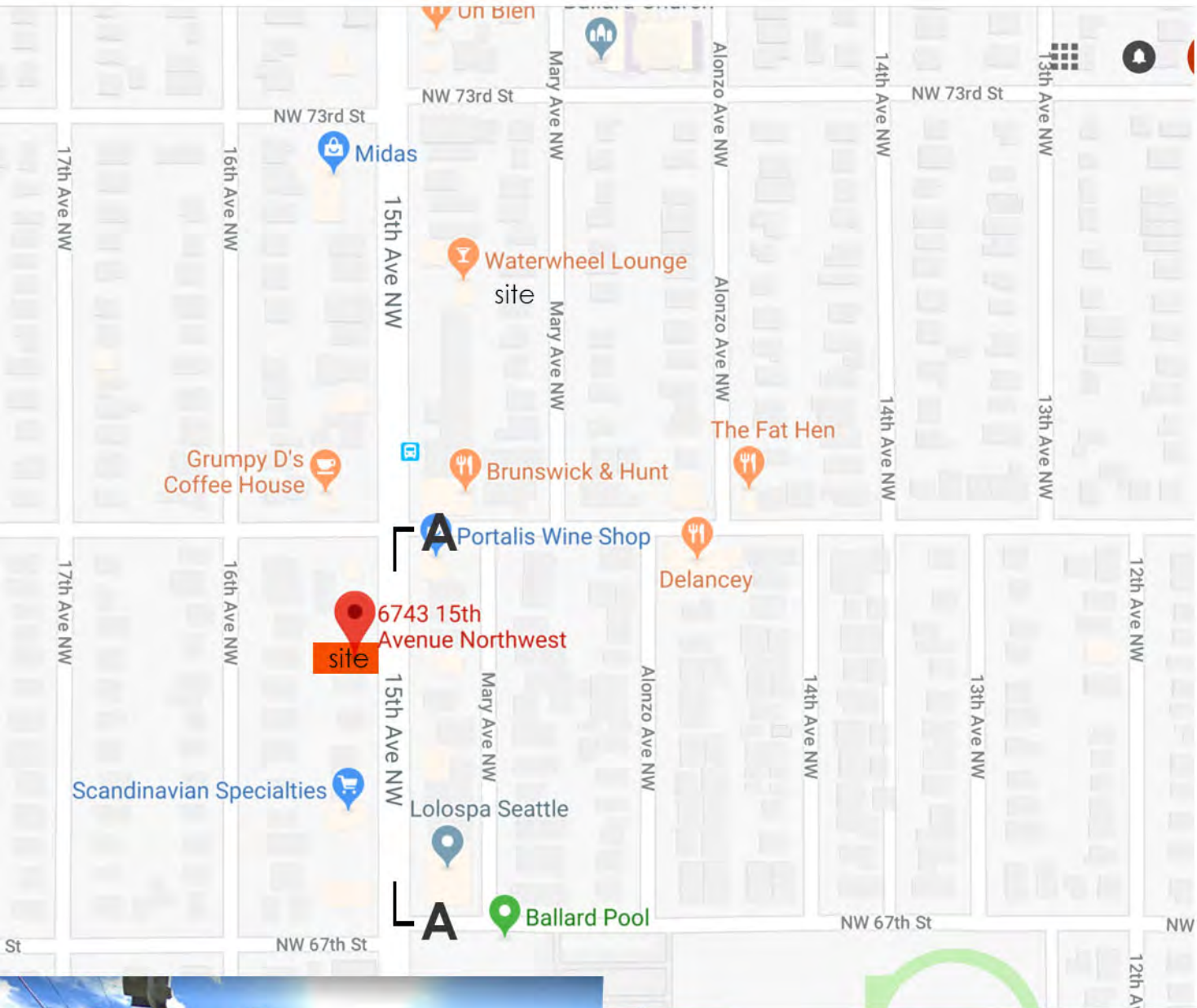


5. Houses



6. Apartment

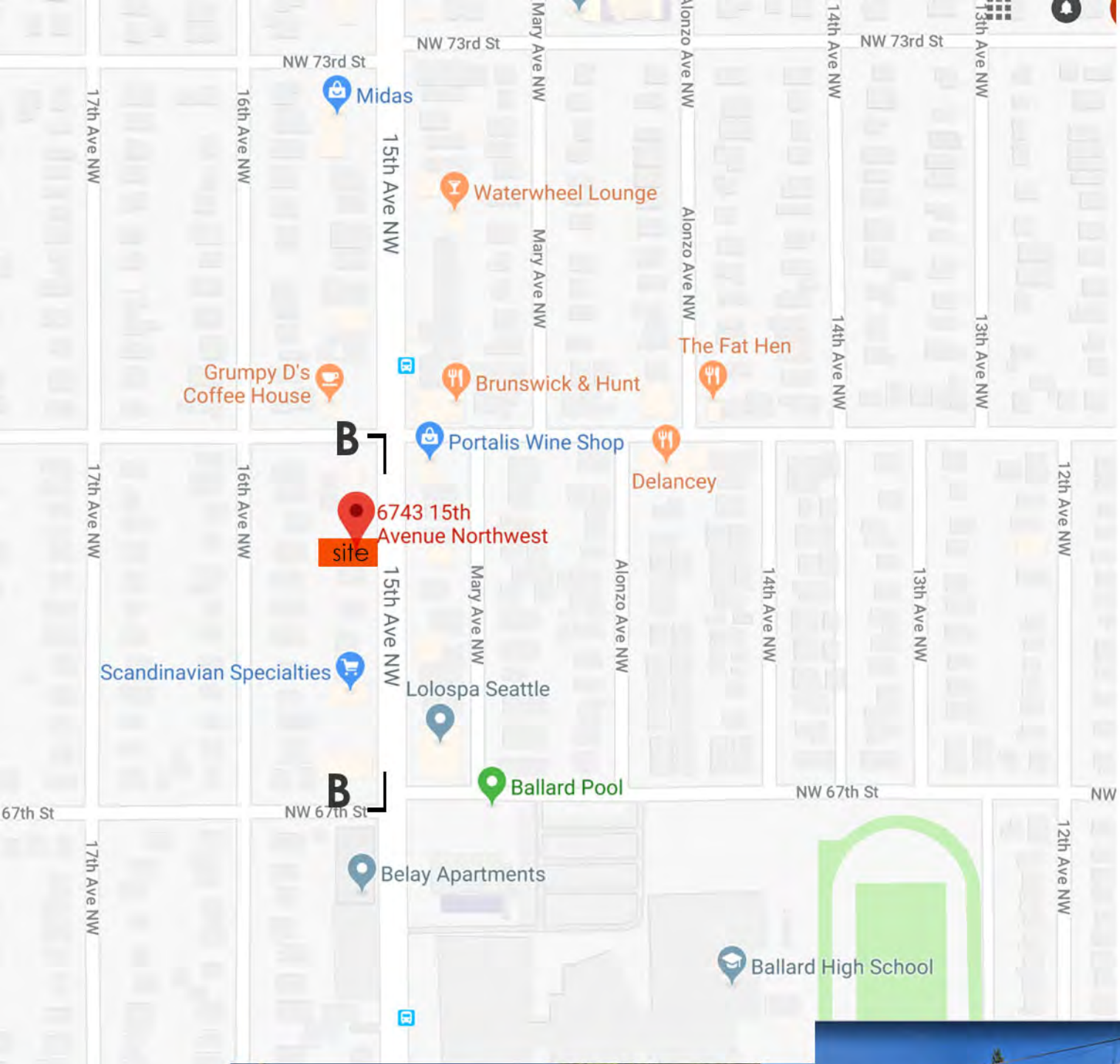




Streetscape A-A

One multi-family building & one townhouse are on the other side of the 15th Ave NW as the project site. A lot of small commercial business, including retail, bar, restaurant, spa shop and garage service repair are also present.

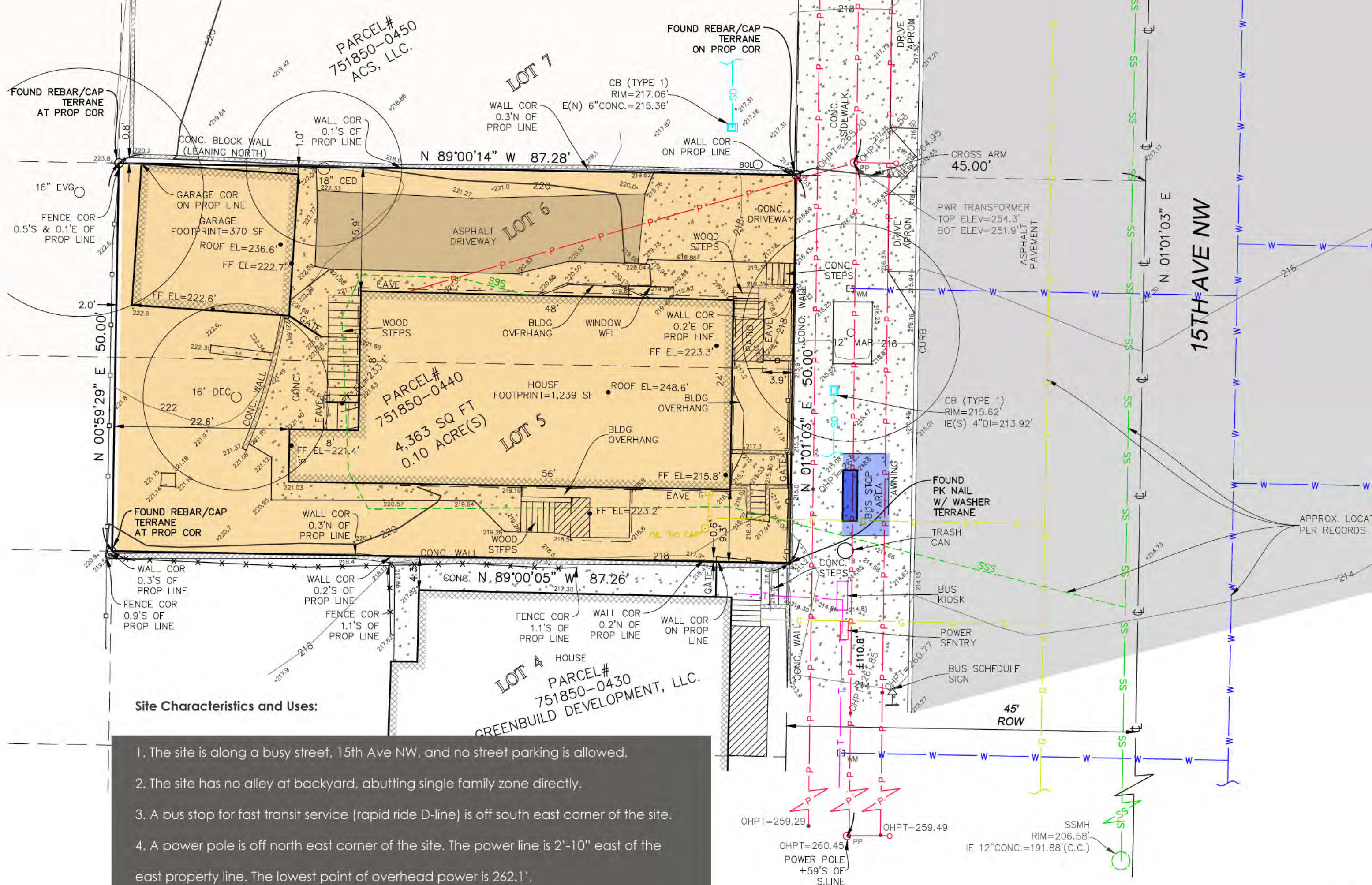




Streetscape B-B

Buildings with diverse uses are present on the same side of the 15th Ave NW as the project site, such as Shell Gas Station, Plumbing & heating store, apartments, retail stores, automobile care, gift shop and pet care.





KEY DESIGN GUIDELINES

Context and Site

CS1. Natural Systems and Site Features C. Topography

The building will respond to the existing topography.

Primary entrance for residential lobby/live-work are located at south to take advantage of the topo—the site is sloping down from north to south, primary entrance at south, is set at 214', same/even with sidewalk; parking entrance at north, is set at 216.5', same/even with sidewalk. So the garage ceiling height is 10.5'; the live-work could have higher ceiling height of 13', which allows for 4' additional height per SMC 23.47A.012A.1.a.1.a, which would be used as loft space for top floor units.

Take into consideration of the overhead power line along 15th Ave NW, recess the mass of the building from 3rd story to keep away from the required 14' clearance from overhead power line.

[Response to comments on CS-D-1, D-2: Existing trees on site/street tree and garage access conflicts](#)
[We would like to keep the existing street tree, which would be a nice buffer between garage entrance and bus stop, in order to achieve the goal, we request departure for sight triangle for keep existing vehicle access.](#)

CS2. Urban Pattern and Form

D. Height, Bulk, and Scale

This project is strive to reduce perceived Mass by terrace the building along both front yard and back yard.

Adjacent buildings at the backyard are single family houses.

We propose private patio above parking garage along the backyard, which helps to reduce the mass of this apartment project and allow it to blend into a neighborhood.

[Response to comments on CS2-D: response to SF zone. Treatment of setback, privacy, secondary architectural features.](#)

[Green wall could be use to screen for privacy and to soften facades facing single family zones.](#)
[Setback of building planes to break the scale of the façade coupled with secondary design features such as staggered pattern to be incorporated on the zone edge.](#)

CS3. Architectural Context and Character

A. Emphasizing Positive Neighborhood Attributes

The project should create a consistent building edge abutting the sidewalk. Residential lobby facing street, 7 parking stalls hidden behind the little commercial area.

The project should be compatible with the adjacent buildings. The existing apartment buildings in the neighborhood is a range of 3 to 5 story buildings. Based on zoning requirements, our building will be shorter than the allowable zoning, and we feel it's important for the proposed project to hold it's own on the street front.

The project is to explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

[Response to comments on CS3: First development in subject block, need to set a positive precedent. This is the first development after city adopts MHA, the design concept is "Future meets present".](#)



Public Life

PL1. Open Space Connectivity

Design residential lobby such that all visitors can be greeted and welcomed through the front door with no steps.

[Response to comments on PL1-B-2, PL1-C: Rapid ride bus stop; Where is amenity space located. The proposed 1st floor would be setback 3' from the property line to provide extra ample space for pedestrian flow and circulation.](#)

PL2. Walkability

The main entrance will be visible from the street to provide a clear entry for pedestrians and vehicles. We will also look to recess the entry to provide a covered entry area.

PL3. Street-Level Interaction

The project will provide adequate lighting for residents and encourage "eyes on the street" through the placement of exterior decks and outdoor space.

[Response to comments on PL3-A: Discuss street level uses. Live work is not viable as proposed. Live-work unit has been eliminated, changed to a spacious residential lobby.](#)

PL4. Active Transportation

The parking entrance would be along north side, using existing curb cut, and avoid conflict with existing bus stop at south side of the property.

[Response to comments on PL4-B,C: How will bicycle access site; Rapid ride bus stop](#)
[Bicycle users would use garage entrance to get into the garage and use elevator to reach the bicycle room in the basement.](#)

Design Concept

DC1. Project Uses and Activities

Optimize the arrangement of uses and activities on site.

[Response to comments on DC1-B-1: Design for garage entry.](#)

[Propose to keep the existing vehicle entrance.](#)

[SDOT thought the proposed driveway location was the only feasible location given the limited frontage and existing RapidRide stop.](#)

DC2. Architectural Concept

The project aims to achieve a consistency in design throughout the building. Some features that we hope will reinforce the concept include emphasize on the building entry, massing change and terraced massing.

[Response to comments on DC2-A: Articulate design concept for each massing alternatives.](#)

[Please see Page 27 for design concepts for each massing.](#)

DC3. Open Space Concept

Design common and private open spaces in this projects for use by all residents to encourage physical activity and social interaction.

[Response to comments on DC3-B-4: Domstrate location/design of amenity areas.](#)

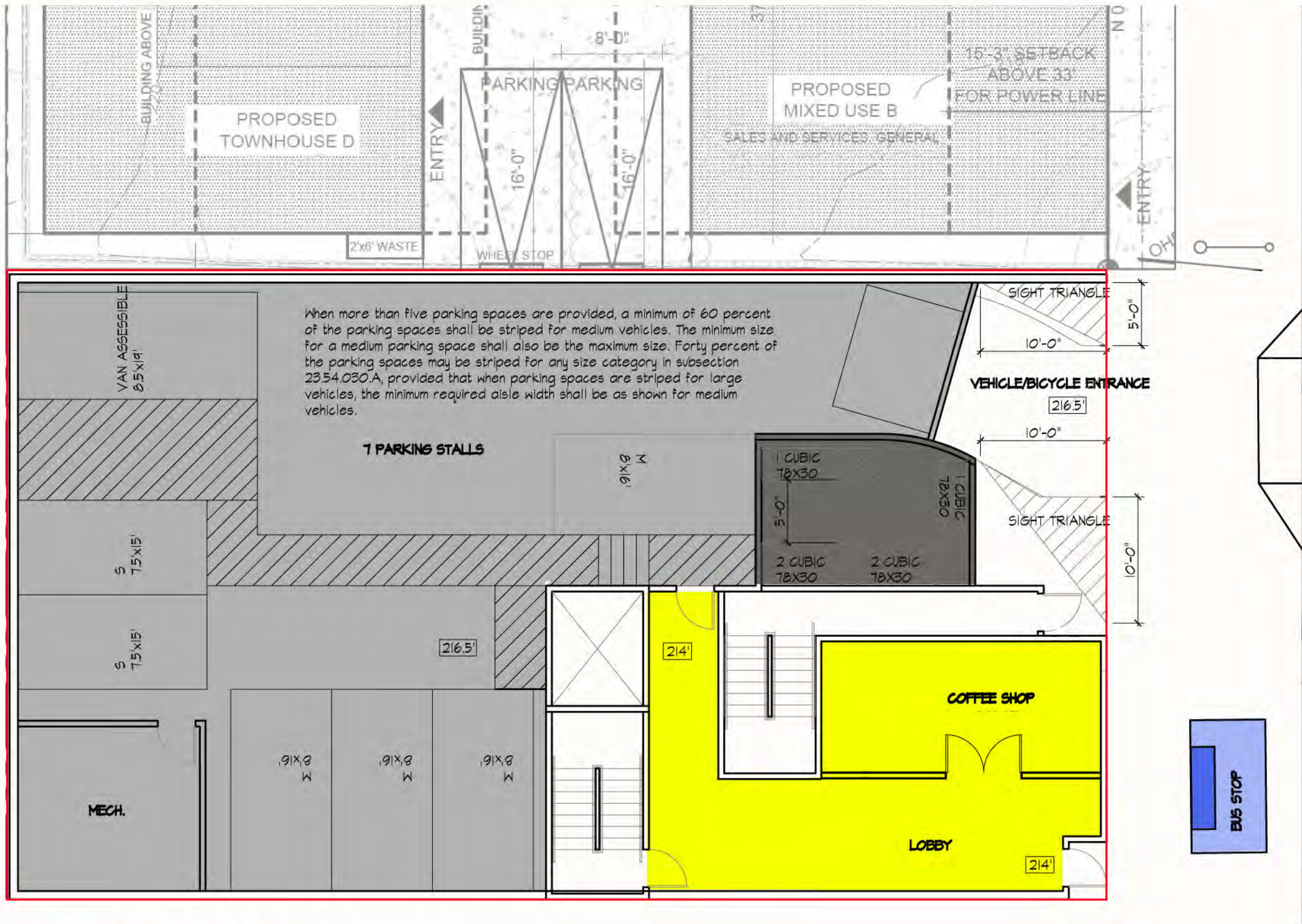
[Amenity areas are on patios and roof decks, please see page 17,21,25 for locations and sizes.](#)

DC4. Exterior Elements and Finishes

Exterior finish materials would be brick, cedar, hardie panel and hardie siding. The materials will be sustainable and durable.

[Response to comments on DC4-A: Provide a quality material application.](#)

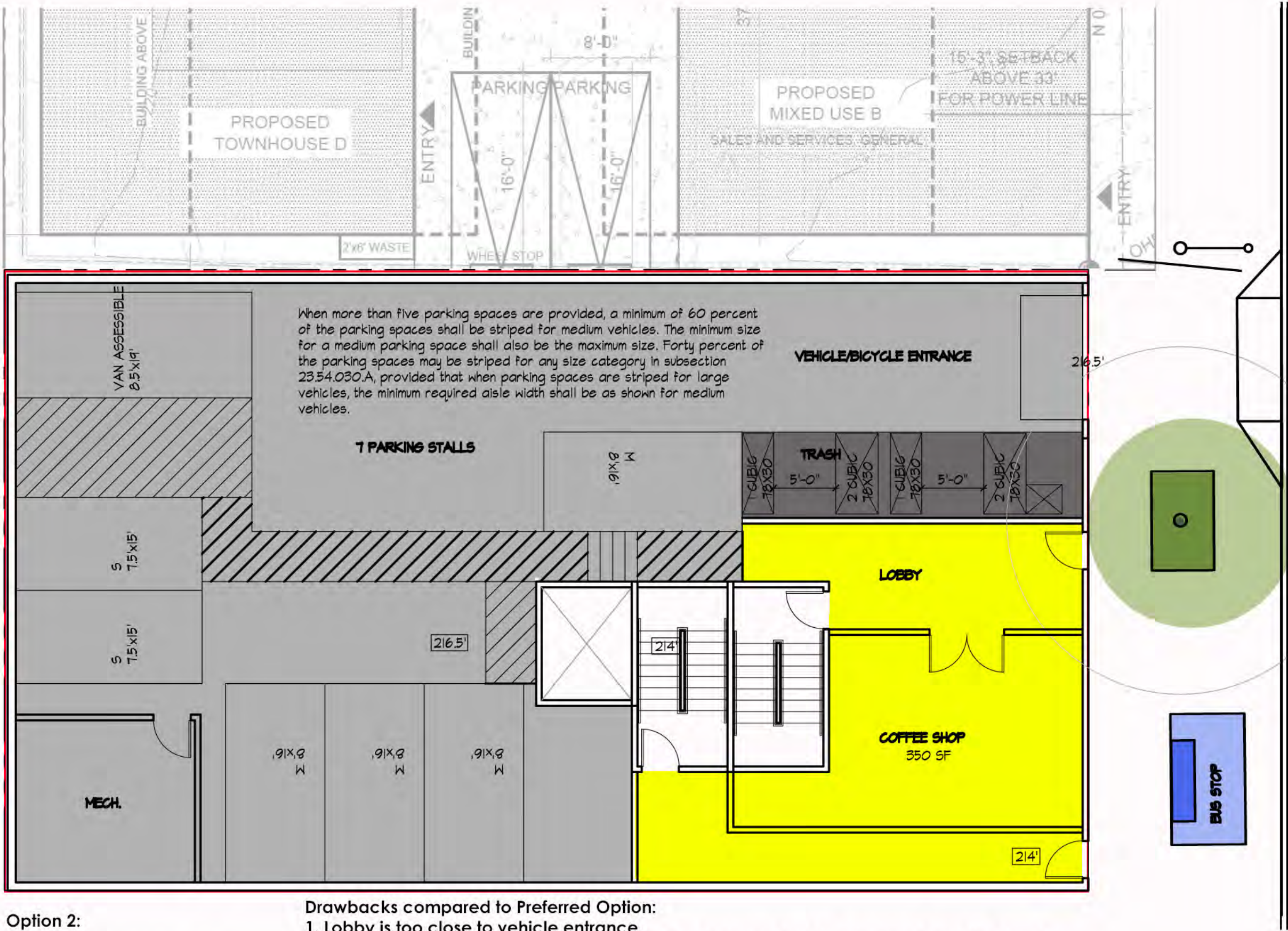
[Please see Page 28 for material application for Option 3 \(preferred option\)](#)



Land use code conforming option:

Drawbacks:

- 1. Has to kill the existing tree on sidewalk
- 2. Driveway entrance is too close to bus stop, adding life risk to pedestrian waiting for bus
- 3. Potential traffic conflicts between apartment vehicle and frequent buses.

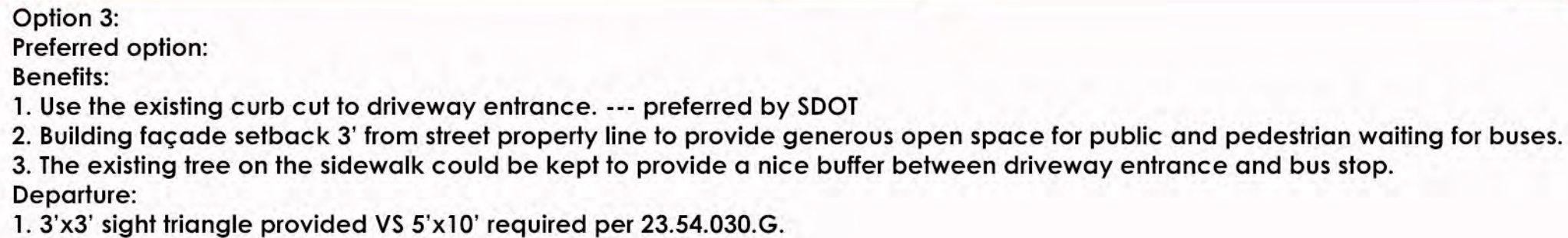


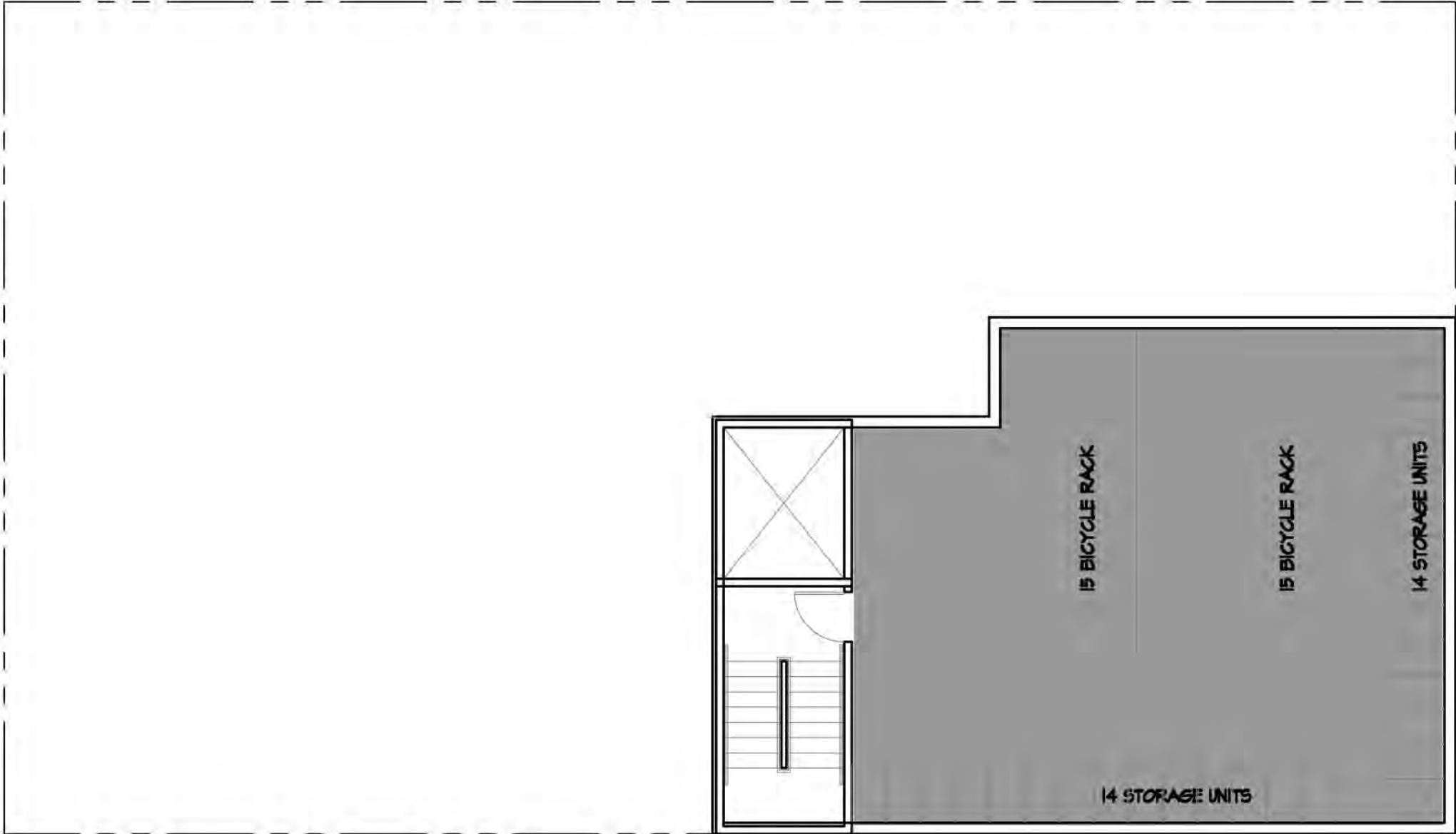
Option 2:
Benefits:
Similar as Preferred Option
Departure:
Same as Preferred Option

Drawbacks compared to Preferred Option:
1. Lobby is too close to vehicle entrance
2. No street setbacks, which eliminate the buffer between the development and the street; also eliminate the weather protection for pedestrian.
It conflicts with Design Guideline PL3. Street-Level Interaction B.
"Ground floor setback from the sidewalk, could indicate the transition from one type of space to another"

It also conflicts with Design Guideline PL2 .Walkability. C. Weather Protection
"Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries"



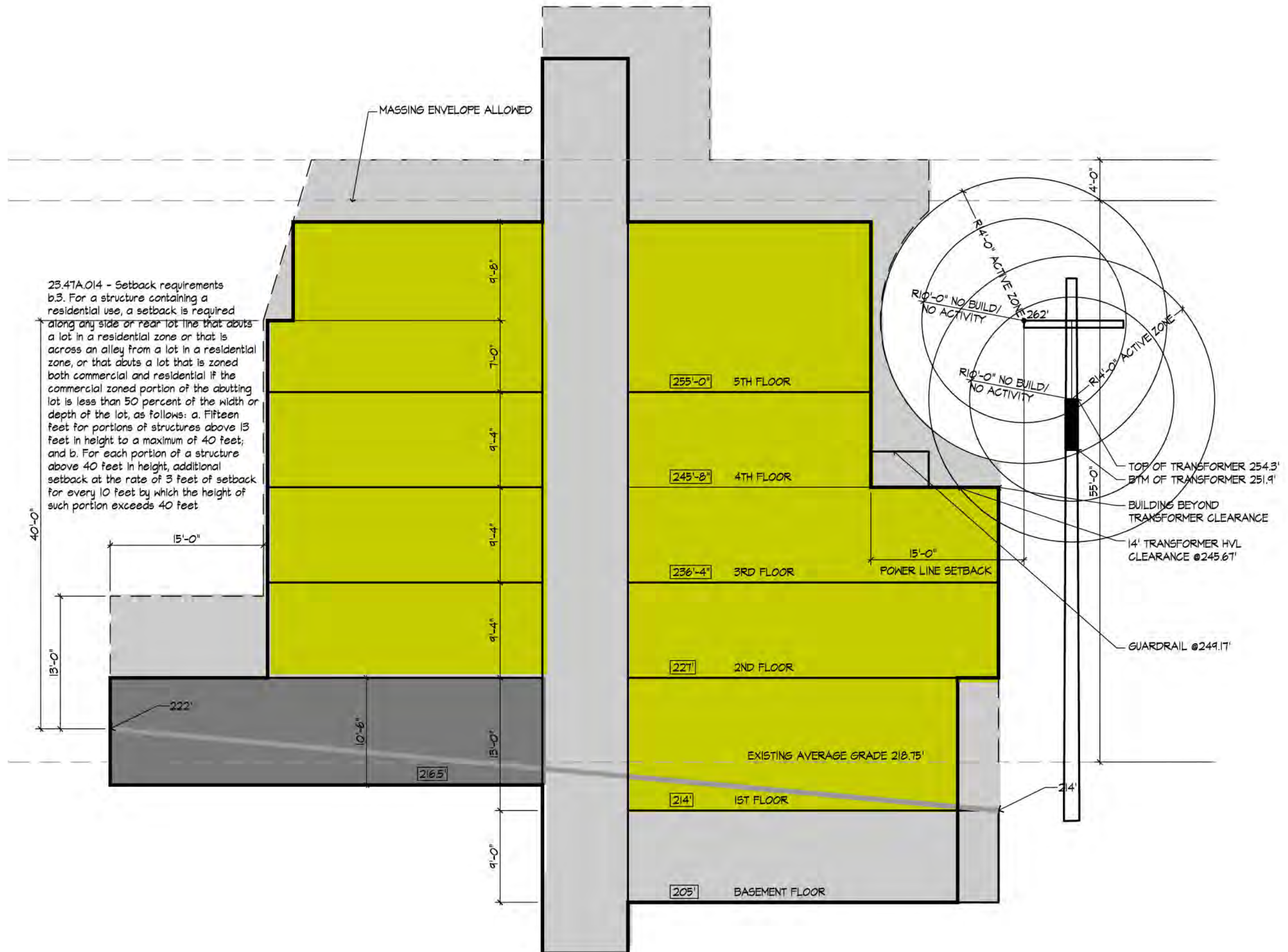




BASEMENT FLOOR PLAN

SCALE: 1/8" TO 1'-0"
1,188 SF





ZONE: NC2-55(M) MHA
MHA FEE ZONE: (M) MEDIUM
UNIT COUNT: 30 SEDU

\$7/SF
(EXCLUDES PARKING/ MECH./ ELEC.)

FLOOR TO AREA RATIO ALLOWED: 3.75
FLOOR AREA LIMIT ALLOWED:
 $4,363 \times 3.75 = 16,361$ SF

Option 1:

GROSS SQUARE FOOTAGE:
 $1,188 + 3,999 + (2)3,106 + (2)2,678 =$
16,755

FAR:
 $16,755 - 1188 = 15,567 / 4,363 = 3.57$

Least preferred option.
Land use code conforming.
Sight triangle is provided.

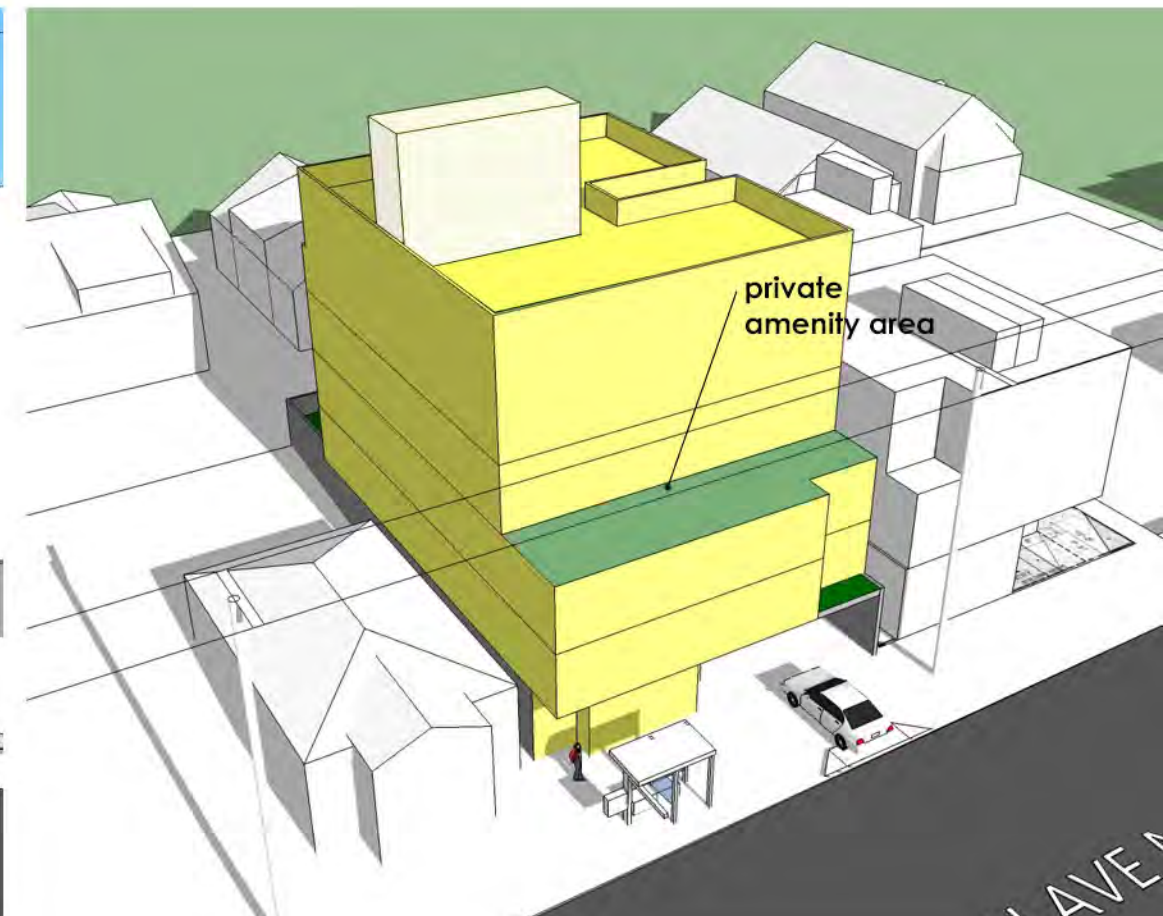
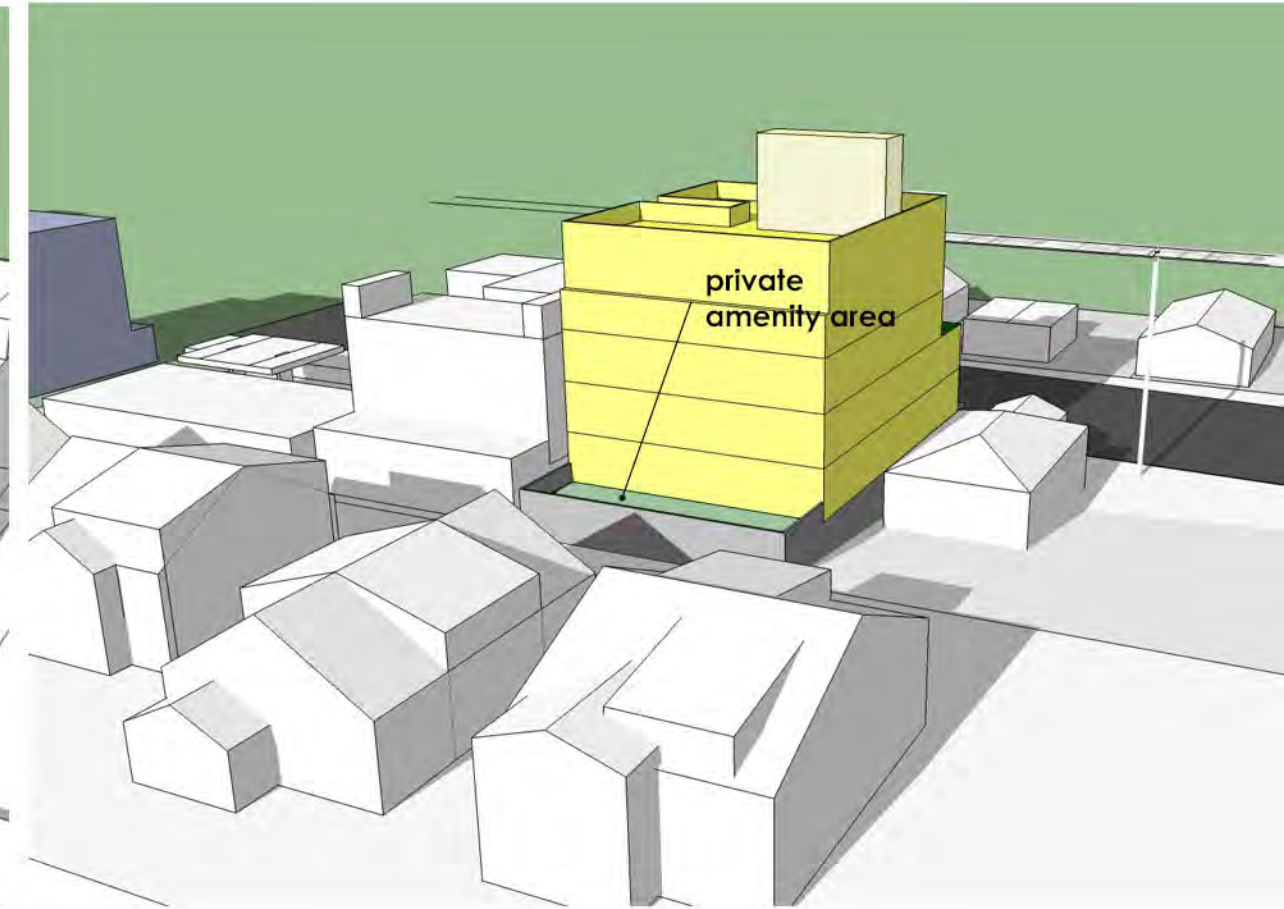
There is no buffer between the bus stop and the vehicle entrance.

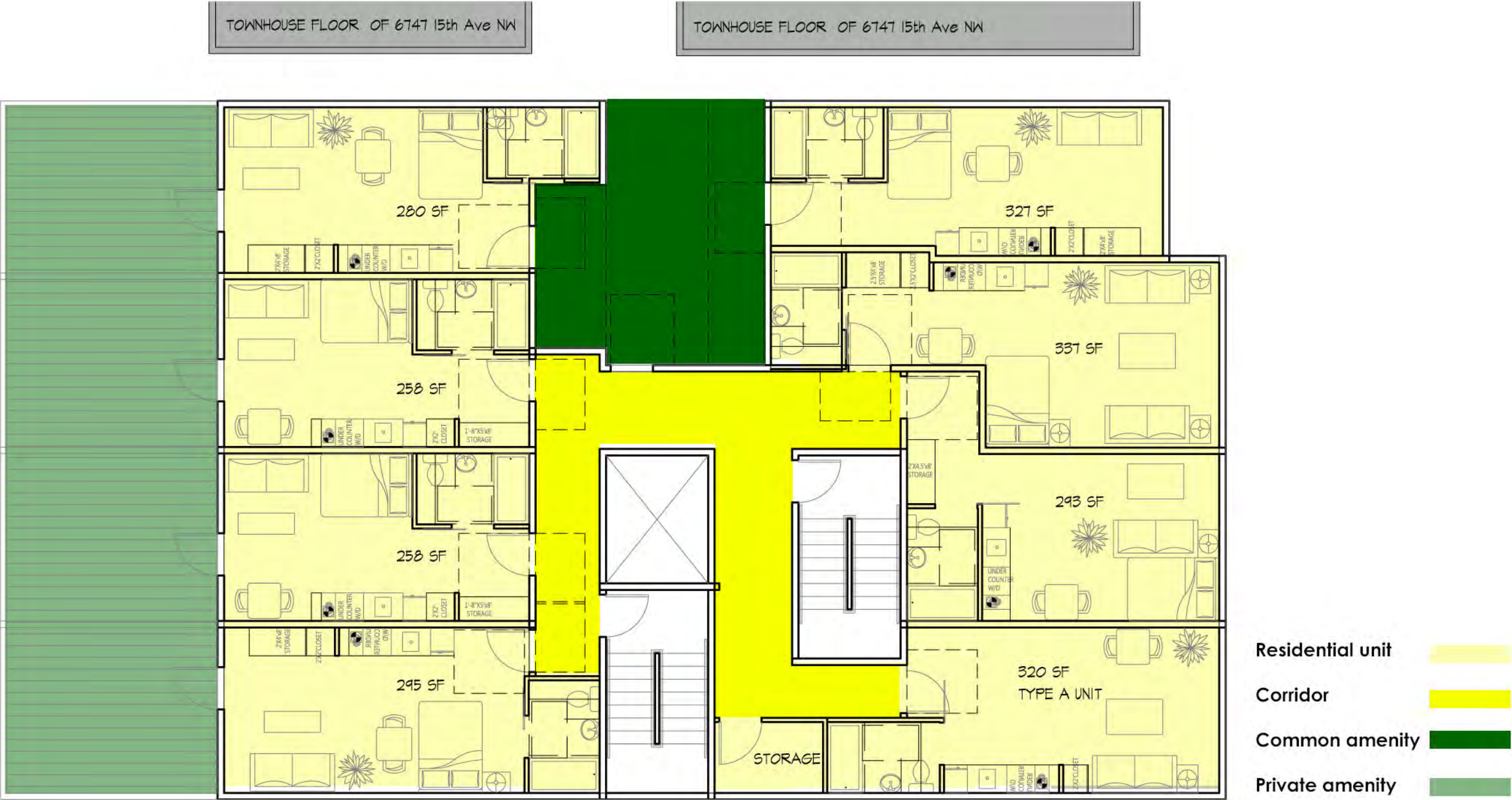
Common amenity is facing north,
a townhouse project under construction,
the courtyard could be dark with
minimum daylight.

Four units have to access their units
via exterior doors.

Relatively plain street look.

Relatively plain backyard massing.





2ND & 3RD FLOOR PLAN - OPTION 1

SCALE: 1/8" TO 1'-0"
3,106 SF

TOWNHOUSE ROOF OF 6747 15th Ave NW

TOWNHOUSE ROOF OF 6747 15th Ave NW

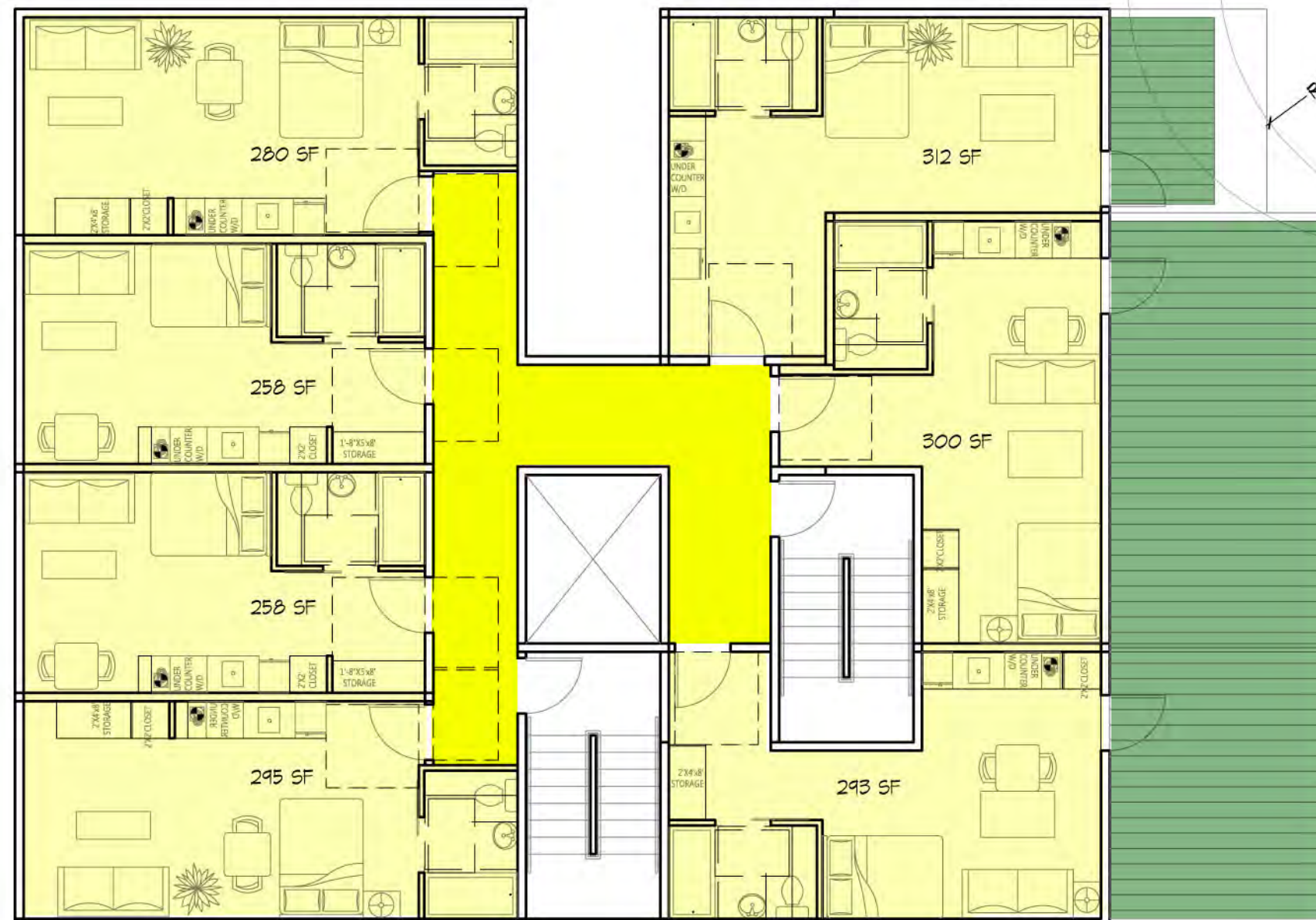
TOP OF
TRANSFORMER
254.3'

LOWEST
SAGGING
POINT OF
OHPT

FLOOR PLANS

R14'-0" ACTIVE ZONE

R14'-0" ACTIVE ZONE

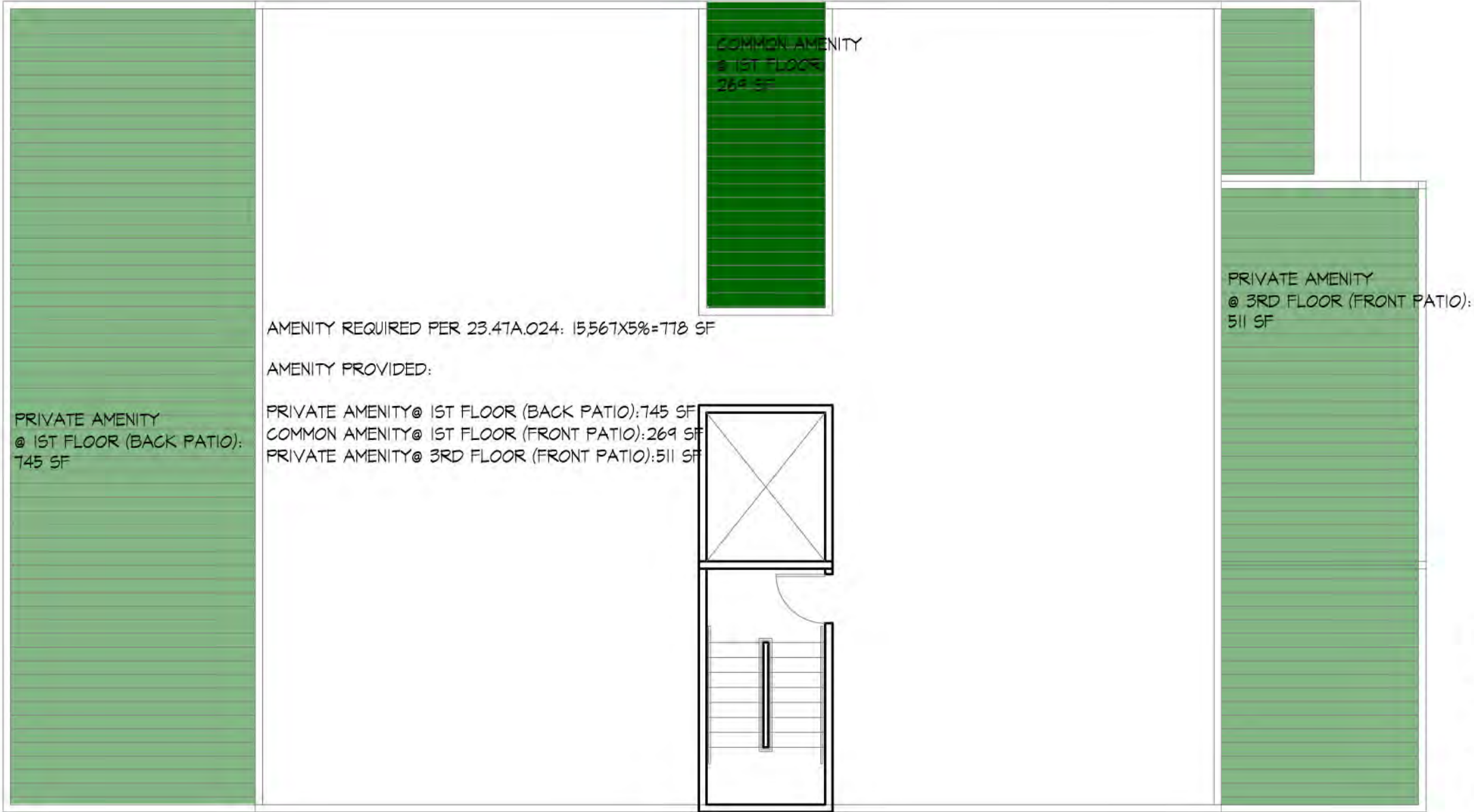


- Residential unit
- Corridor
- Common amenity
- Private amenity

4TH (& 5TH) FLOOR PLAN - OPTION 1

SCALE: 1/8" TO 1'-0"

2,678 SF



ROOF PLAN - OPTION 1

SCALE: 1/8" TO 1'-0"
AMENITY REQUIRED: 5%X15,163=758 SF
AMENITY PROPOSED: 1,600 SF



Option 2:

GROSS SQUARE FOOTAGE:
 $1,188 + 3,999 + (2)3,049 + (2)2,703$
 $= 16,691$

FAR:
 $16,691 - 1,188 = 15,503 / 4,363 = 3.55$

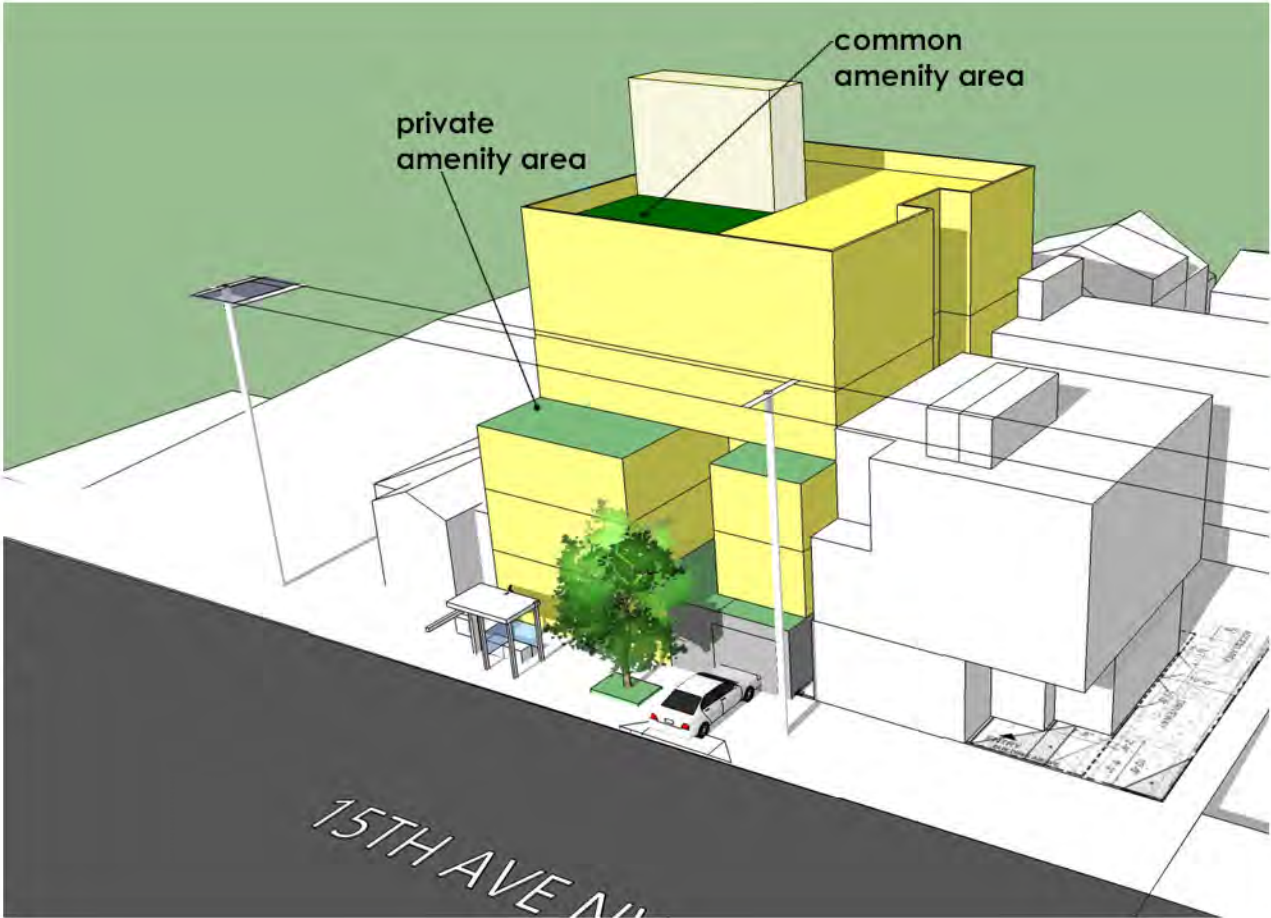
Design concept:
Mimicking Modular Unit Assembly: Modular block stacking in two directions to create homogenous looking.

- Benefit:**
- 1. The cavity between " blocks" becomes open space, with good solar exposure at east facade and echoing north townhouse development.
 - 2. Contemporary designs can bring fresh thinking to the community.
 - 3. "Modular blocks" break down the building scale.

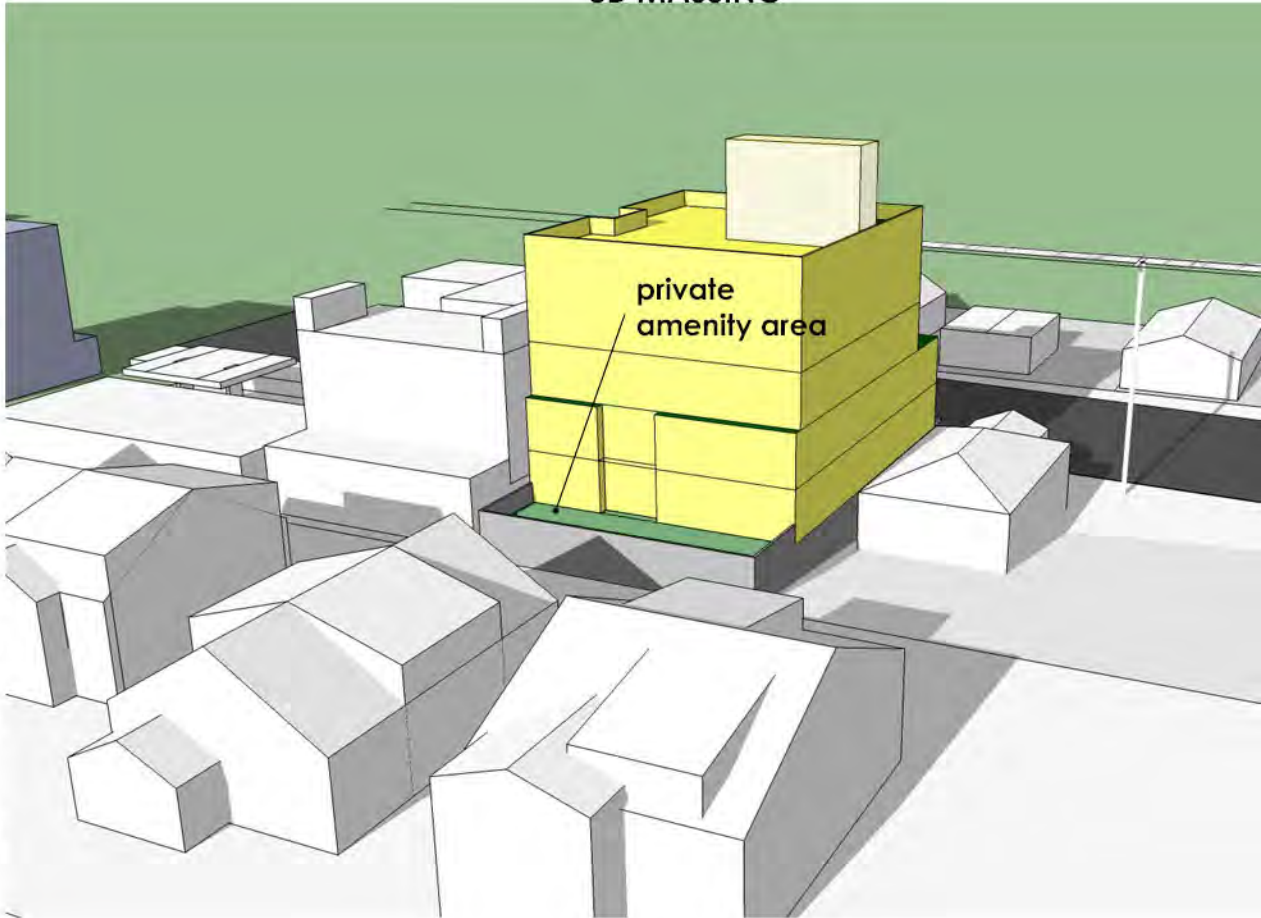
Drawbacks:

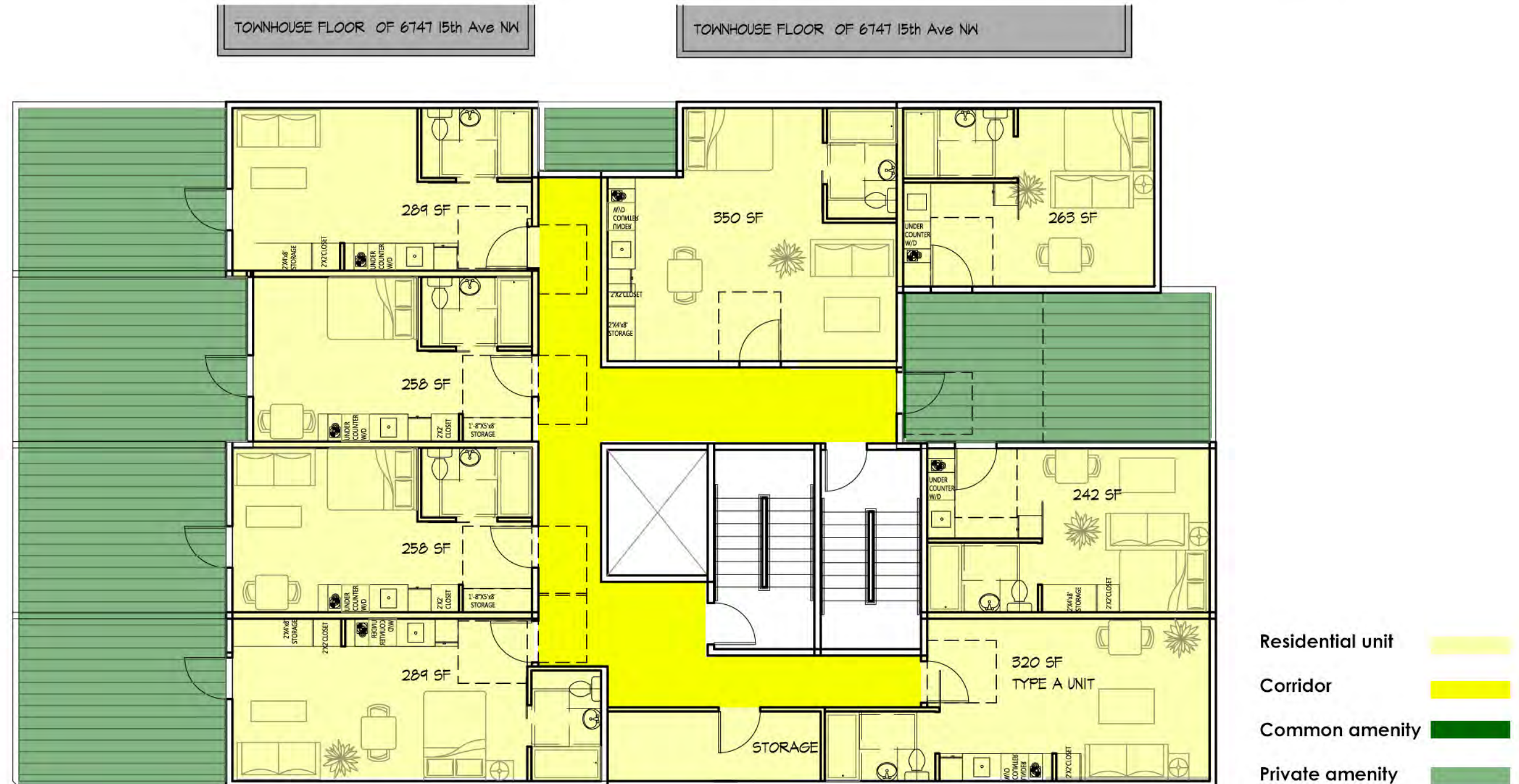
Four units have to access their units via exterior doors. (no interior access)

Departure for sight triangle is requested.



3D MASSING





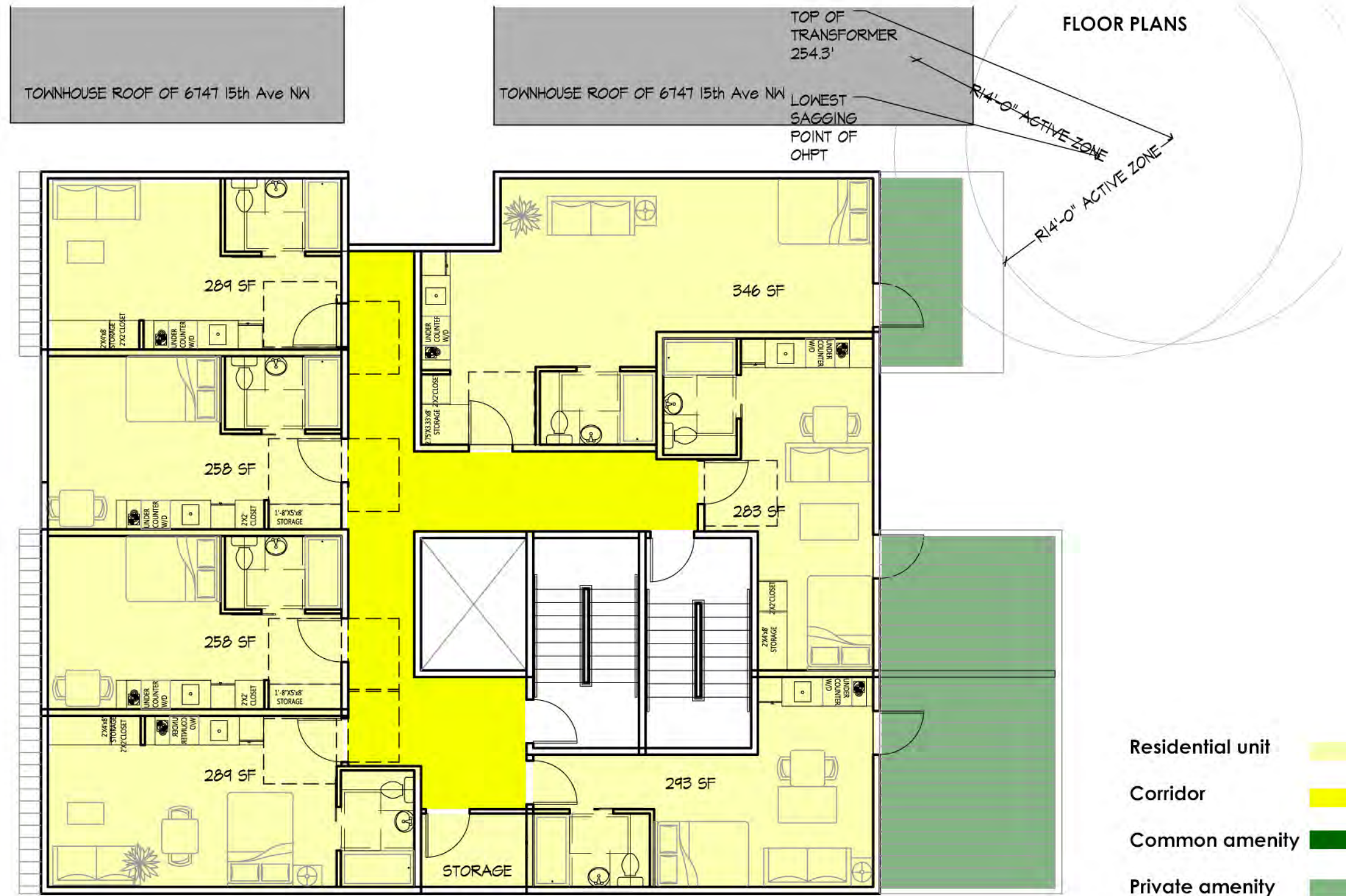
Please see Page 27-2 for
Analysis for Stair tower location.

Compared to Preferred Option, this layout has

1. Longer circulation corridor
 2. Narrower interior space facing street/exterior spaces (especially @ 4th\$ 5th FL), which conflict with Design Guideline: DC1
- Project Uses and Activities
- A. ARRANGEMENT OF INTERIOR USES

2ND & 3RD FLOOR PLAN - OPTION 2

SCALE: 1/8" TO 1'-0"
3,049 SF

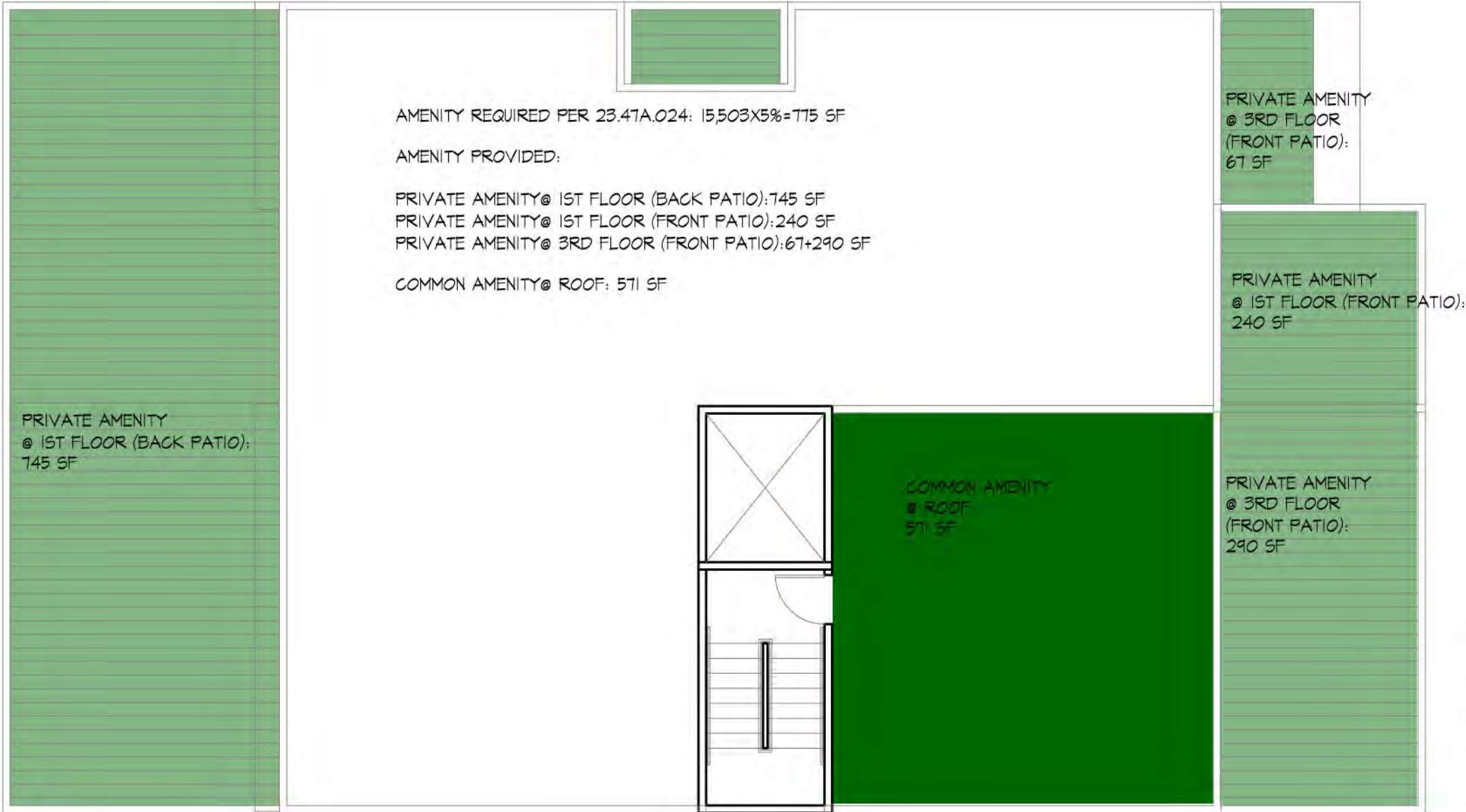


Please see Page 27-2 for
Analysis for Stair tower location.

Compared to Preferred Option, this layout has

1. Longer circulation corridor
 2. Narrower interior space facing street/exterior spaces (especially @ 4th & 5th FL), which conflict with Design Guideline: DC1
- Project Uses and Activities
A. ARRANGEMENT OF INTERIOR USES

4TH (& 5TH) FLOOR PLAN - OPTION 2
SCALE: 1/8" TO 1'-0"
2,711 SF



ROOF PLAN - OPTION 2

SCALE: 1/8" TO 1'-0"

AMENITY REQUIRED: 5%X15,595=780 SF

AMENITY PROPOSED: 1,513 SF

Option 3:

GROSS SQUARE FOOTAGE:
 $1,188 + 3,999 + (2)3,194 + (2)2,719 = 17,013$

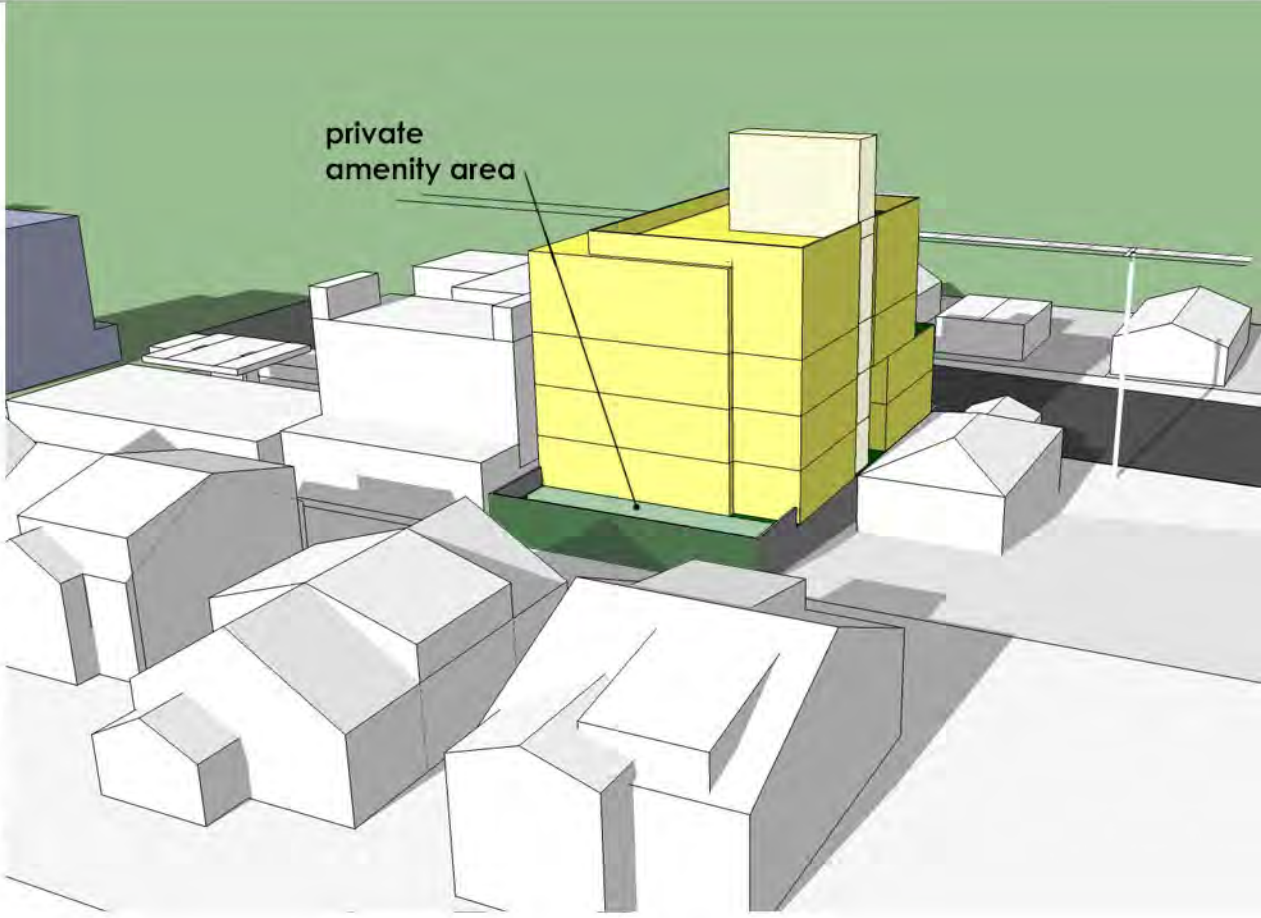
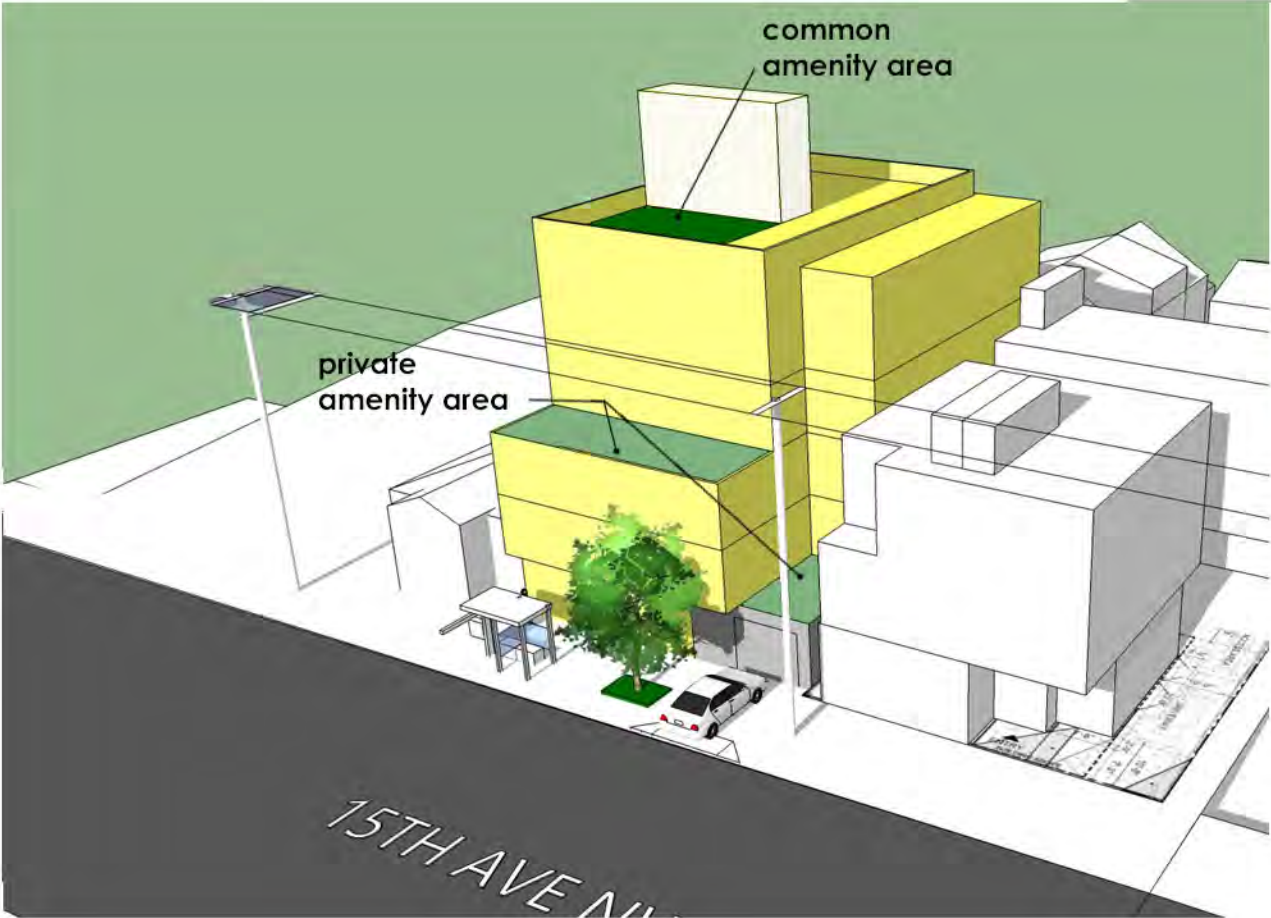
FAR:
 $17,013 - 1,188 = 15,825 / 4,363 = 3.63$

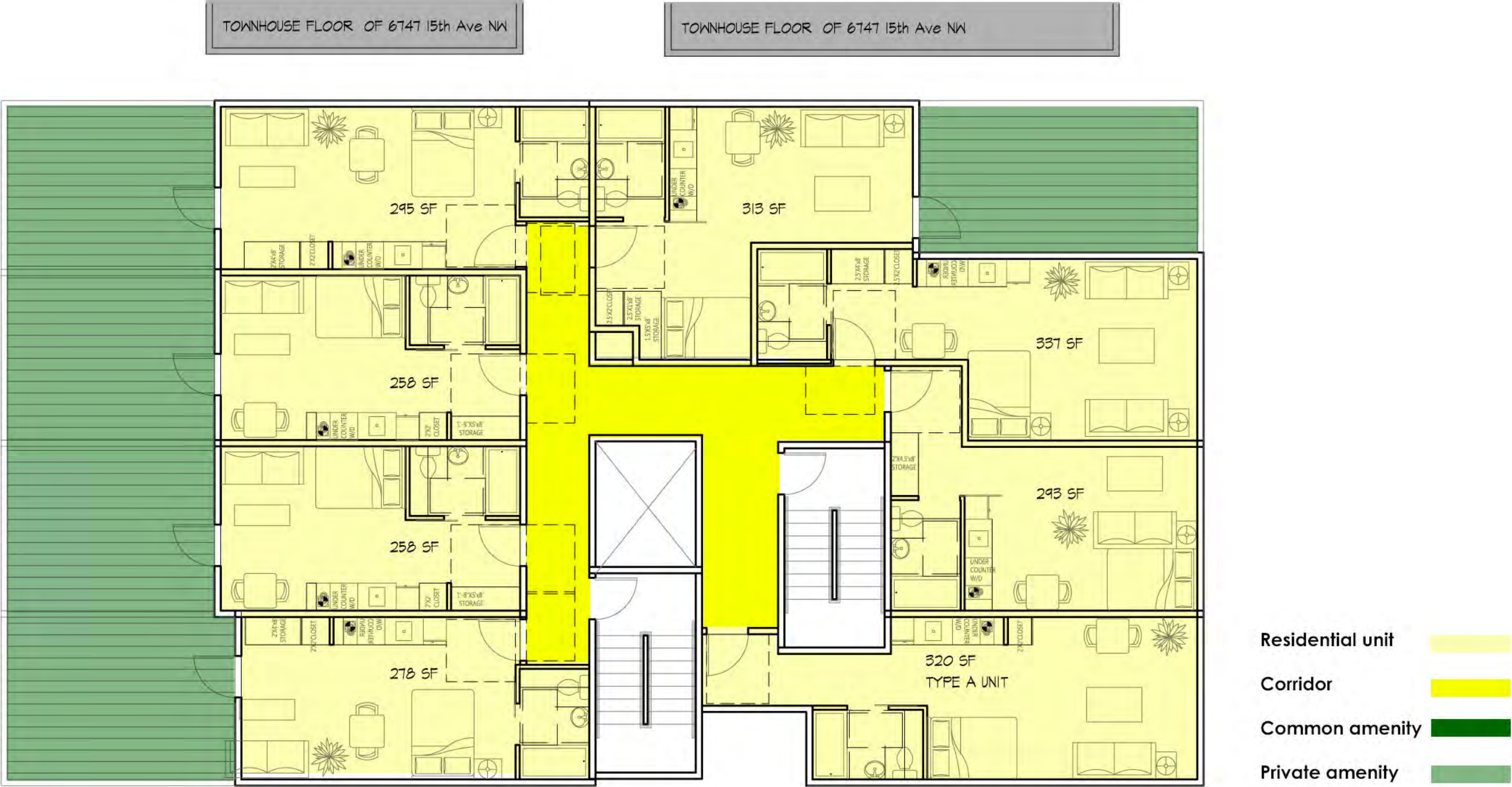
Design Concept:
Futuer meets present
1. The left mass was built typically vertical to clue the future of the City's higher skyline, which is set up by MHA upzoning.
2. The 1-3 floor mass represents current street & backyard scale
3. The right mass is a transition between future and present.

- Benefit:**
- 1. Considering site Characteristics and uses, recess the building massing at north corner to introduce natural light into the space between north facade & neighbor's townhouse project.
 - 2. Street mass setback 3' to create generous space for public waiting at bus stop.
 - 3. Striving for a successful transition between our site (commercial zoning) and sites abutting backyard (single family zoning) by lowering down building height by 5', breaking up the massing by recessing façade planes. Green wall would be provided along west facade at 1st floor to create a visual buffer.
 - 4. Staircase recesses along south facade to create some interesting look.

Drawbacks:

Sight triangle is only 3' VS 5'/10' required.
Departure is request.





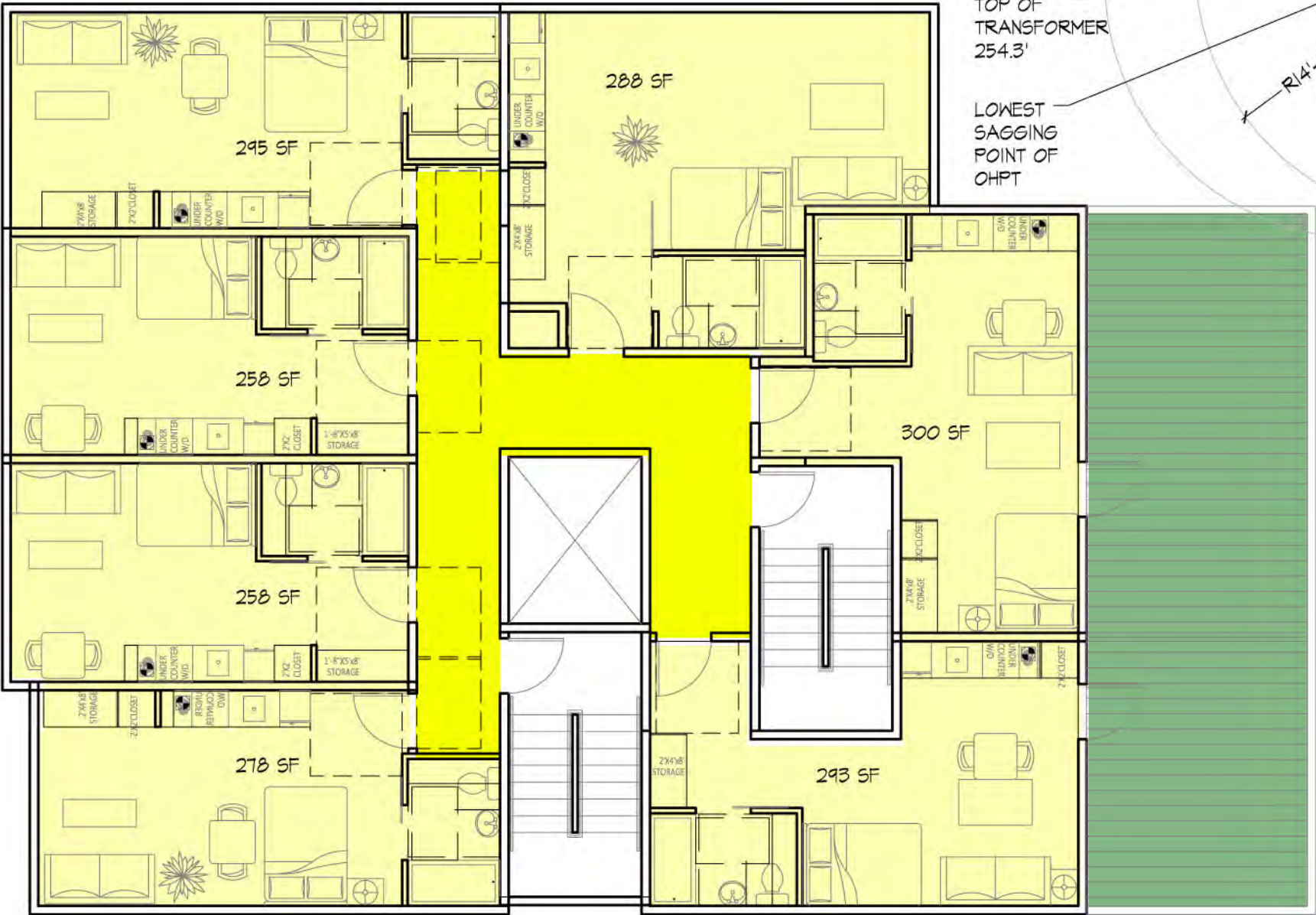
2ND & 3RD FLOOR PLAN - OPTION 3

SCALE: 1/8" TO 1'-0"
3,194 SF

TOWNHOUSE ROOF OF 6747 15th Ave NW

TOWNHOUSE ROOF OF 6747 15th Ave NW

FLOOR PLANS



TOP OF
TRANSFORMER
254.3'

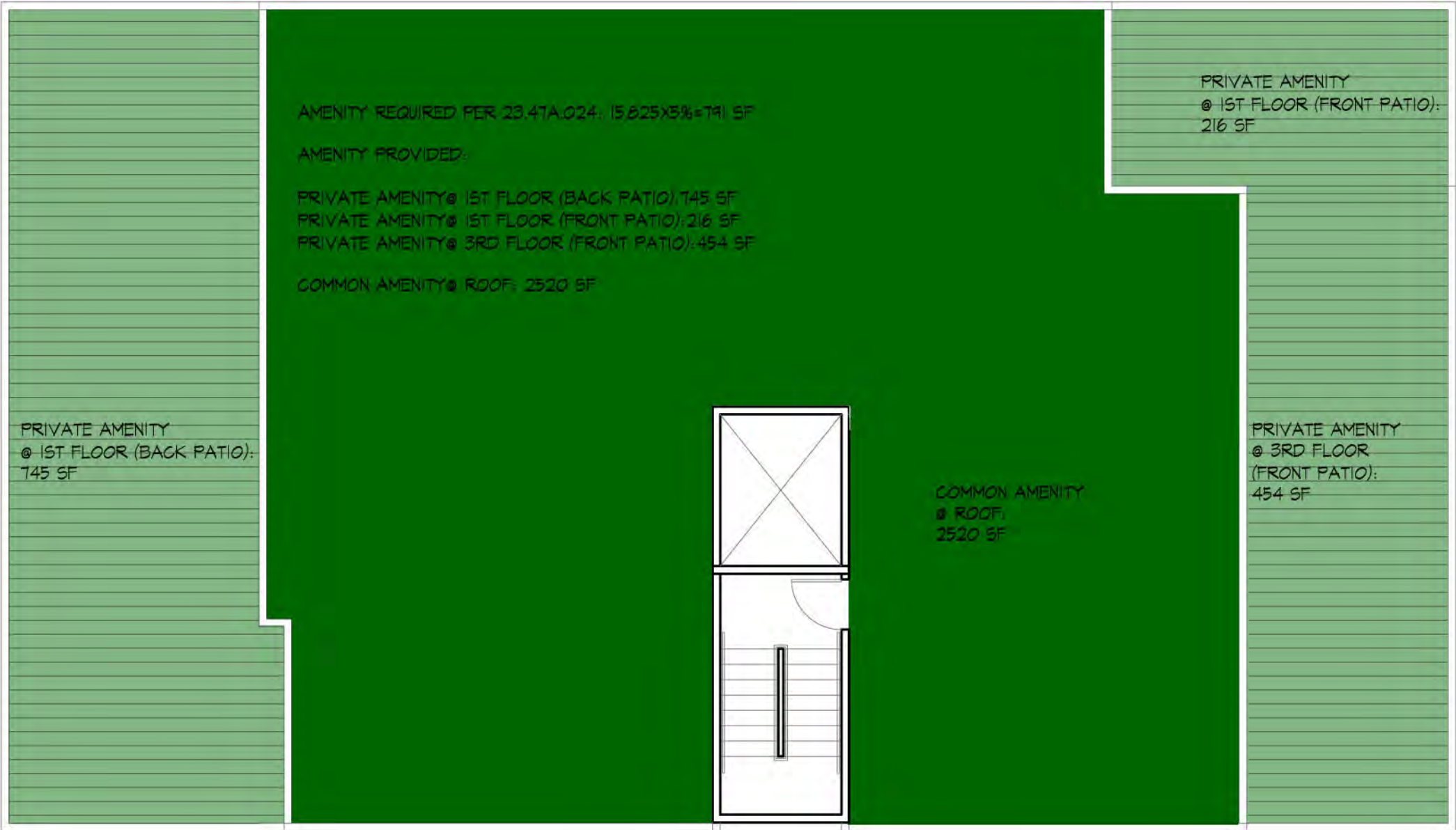
LOWEST
SAGGING
POINT OF
OHPT

R14'-0" ACTIVE ZONE

R14'-0" ACTIVE ZONE

- Residential unit
- Corridor
- Common amenity
- Private amenity

4TH (& 5TH) FLOOR PLAN - OPTION 3
SCALE: 1/8" TO 1'-0"
2,719 SF



- Residential unit
- Corridor
- Common amenity
- Private amenity



ROOF PLAN - OPTION 3

SCALE: 1/8" TO 1'-0"
AMENITY REQUIRED: 5%X15,797=790 SF
AMENITY PROPOSED: 1,460 SF+570 SF(ROOF GARDEN)

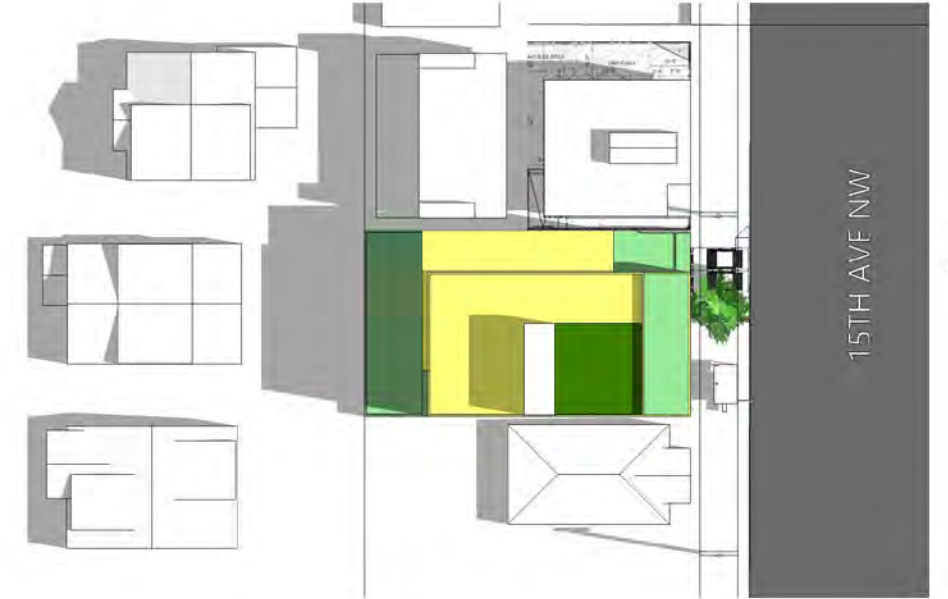
WINTER
SOLSTICE



EQUINOX



SUMMER
SOLSTICE



9 AM

12 PM

3 PM



OPTION 1**Code conforming design**

Least preferred option.
Land use code conforming.
Sight triangle is provided.

There is no buffer between the bus stop and the vehicle entrance.

Common amenity is facing north, a townhouse project under construction, the courtyard could be dark with minimum daylight.

Four units have to access their units via exterior doors.

Relatively plain street look.

Relatively plain backyard massing.

OPTION 2**Design concept:**

Mimicking Modular Unit Assembly: Modular block stacking in two directions to create homogenous looking.

Benefit:

1. The cavity between "blocks" becomes open space, with good solar exposure at east facade and echoing north townhouse development.

2. Contemporary designs can bring fresh thinking to the community.

3. "Modular blocks" break down the building scale.

Drawbacks:

Four units have to access their units via exterior doors. (no interior access)

Departure for sight triangle is requested.

OPTON 3 (preferred option)**Design Concept:**

Futuer meets present

1. The left mass was built typically vertical to clue the future of the City's higher skyline, which is set up by MHA upzoning.
2. The 1-3 floor mass represents current street & backyard scale
3. The right mass is a transition between future and present.

Benefit:

1. Considering site Characteristics and uses, recess the building massing at north corner to introduce natural light into the space between north facade & neighbor's townhouse project.

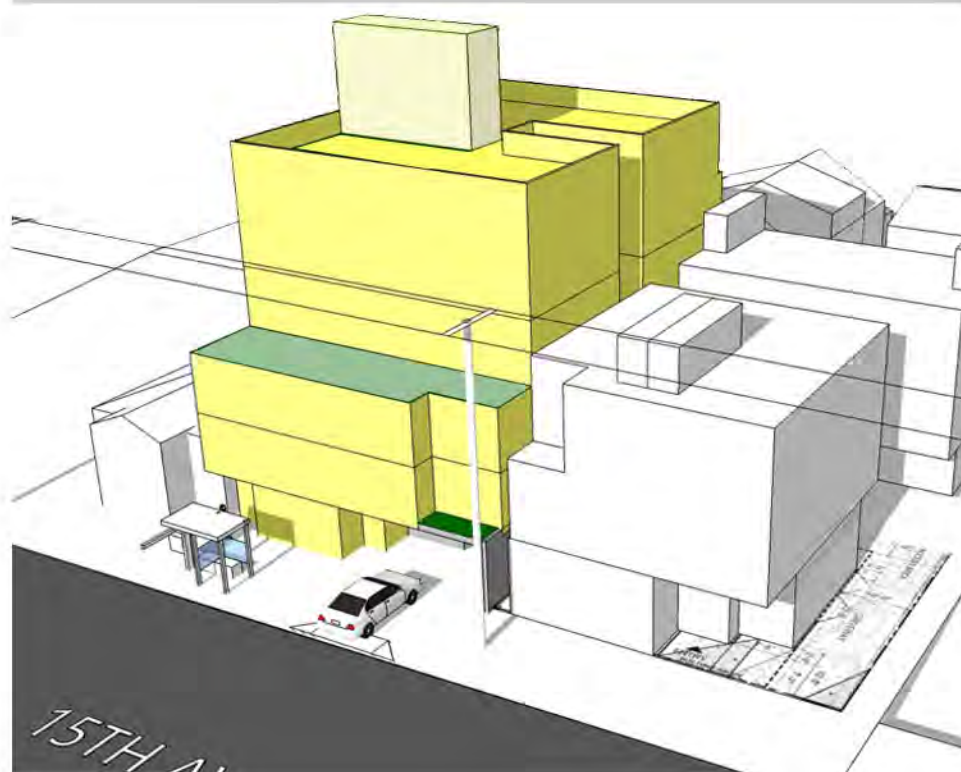
2. Street mass setback 3' to create generous space for public waiting at bus stop.

3. Striving for a successful transition between our site (commercial zoning) and sites abutting backyard (single family zoning) by lowering down building height by 5', breaking up the massing by recessing façade planes. Green wall would be provided along west facade at 1st floor to create a visual buffer.

4. Staircase recesses along south facade to create some interesting look.

Drawbacks:

Sight triangle is only 3' VS 5'/10' required.
Departure is request.





SOUTH EAST PERSPECTIVE

SOUTH WEST PERSPECTIVE

WEST PERSPECTIVE



EAST PERSPECTIVE



EXAMPLE OF HARDIE PANEL TREATMENT



EXAMPLE OF STREET FACADE TREATMENT



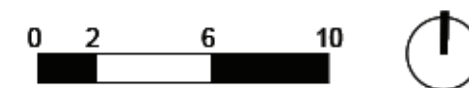
EXAMPLE OF GARAGE DOOR TREATMENT



EXAMPLE OF PATIO TREATMENT



ROOF GARDEN LANDSCAPE PLAN





TERRACE LANDSCAPE PLAN

