

6010 PHINNEY AVE.
6010 PHINNEY AVENUE NORTH
SEATTLE, WA 986103



6010 PHINNEY 6010 Phinney Avenue North Seattle, WA 98103

COVER SHEET

# **NEIGHBORHOOD FEATURES & DEVELOPMENT**

#### PHYSICAL FEATURES

PHINNEY RIDGE IS AN URBAN RESIDENTIAL NEIGHBORHOOD PLATTED PREDOMINATELY BY AN ORTHOGONAL URBAN GRID.

ITS PHYSICAL CHARACTER IS GREATLY INFLUENCED BY A FEW NATURAL PHYSICAL FEATURES. GREEN LAKE PARK (AS WELL AS AURORA AVENUE NORTH) DEFINES PHINNEY RIDGE'S EAST BOUNDARY, AND WOODLAND PARK OCCUPIES ALL OF PHINNEY RIDGE'S SOUTHEAST CORNER. BOTH PARKS ARE POPULAR URBAN RECREATION DESTINATIONS, AND CONSTITUTE AMENITIES FOR THE GREATER SEATTLE AREA,. ALSO, PHINNEY RIDGE'S NATURAL 'RIDGE' TOPOGRAPHY PROVIDES ACCESS TO LOTS OF LIGHT AND GOOD VIEWS.

PROPERTIES ALONG PHINNEY AVE NORTH ARE ZONED NC2-40, A NEIGHBORHOOD COMMERCIAL ZONE. THIS IS A MIXED-USE ZONING DESIGNATION TO ENCOURAGE DEVELOPMENTS WITH STREET-LEVEL COMMERCIAL AND MULTI-FAMILY RESIDENTIAL ABOVE AND A MAXIMUM ALLOWABLE BUILDING HEIGHT OF 40 FEET. THE NEIGHBORHOOD BEYOND THE PHINNEY AVE NORTH BLOCK IS PREDOMINATELY ZONED SINGLE-FAMILY RESIDENTIAL: SF5000. WITHIN THIS RESIDENTIAL ZONE AND EAST OF PHINNEY AVE N. ARE TWO MAJOR RECREATIONAL FEATURES, IMPORTANT TO ALL OF SEATTLE: WOODLAND PARK AND GREEN LAKE PARK.

THE CHARACTER OF THE PHINNEY RIDGE NEIGHBORHOOD IS THUS DEFINED QUITE LITERALLY BY A COMMERCIAL, VEHICULAR AND EVEN ARCHITECTURAL 'CORRIDOR' OF PHINNEY AVE NORTH RUNNING THROUGH AN OTHERWISE RESIDENTIAL AND RECREATIONAL NEIGHBORHOOD. THIS 'CORRIDOR' FUNCTIONS AS A COMMERCIAL CENTER FOR ITS NEIGHBORHOOD AS WELL AS A VITAL LINK OF PHINNEY RIDGE TO THE REST OF THE CITY. THIS CORRIDOR IS ALSO DEMONSTRATED IN THE BOUNDARIES OF PHINNEY RIDGE'S URBAN VILLAGE, DEFINED BY SEATTLE'S COMPREHENSIVE PLAN AS THE 'GREENWOOD-PHINNEY RIDGE RESIDENTIAL URBAN VILLAGE'.

PER SEATTLE'S COMPREHENSIVE PLAN, A "RESIDENTIAL URBAN VILLAGE" SHOULD PROVIDE A FOCUS OF GOODS AND SERVICES FOR RESIDENTS AND SURROUNDING COMMUNITIES WITHOUT ENCOURAGING A CONCENTRATION OF EMPLOYMENT. THIS GOAL IS BEST ACHIEVED BY SMALL COMMERICAL SPACES, INTEGRATED BY PEDESTRIAN-ORIENTED, AND TRANSIT-SUPPORTED STREETSCAPES.

DUE TO ITS ACCESS TO MANY NATURAL AMENITIES AND ALSO BECAUSE OF ITS LARGE INVENTORY OF OLDER AND WELL CARED-FOR SINGLE-FAMILY HOUSES, PHINNEY RIDGE IS A POPULAR RESIDENTIAL NEIGHBORHOOD. DEVELOPMENT ALONG THE PHINNEY AVE N. CORRIDOR SHOULD SERVE AN ADDITIONAL AMENITY TO ITS RESIDENTIAL CONTEXT.

#### **NEIGHBORHOOD AMENITIES**

- PROXIMITY TO WOODLAND PARK AND THE ZOO
- PROXIMITY TO GREENLAKE PARK
- ACCESS TO LIGHT AND VIEWS
- ACCESS TO MASS TRANSIT AND FUTURE URBAN-VILLAGE AND PEDESTRIAN-FREINDLY DEVELOPMENT

## **VICINITY MAPS**



SEATTLE





URBAN VILLAGE BOUNDARY



...



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ARCHITECTS LLC

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NEIGHBORHOOD



# SITE TOPOGRAPHY, VIEWS, LIGHT, AMENITIES

#### **TOPOGRAPHY**

PHINNEY AVE NORTH IS A NATURAL TOPOGRAPHICAL RIDGE, WITH THE SURROUNDING GRADES DROPPING EAST TOWARDS GREEN LAKE AND WEST TOWARDS BALLARD. THIS PARTICULAR TOPOGRAPHY GREATLY INFLUENCES OTHER CHARACTERISTICS OF THE NEIGHBORHOOD INCLUDING ACCESS TO VIEWS, GOOD SOLAR EXPOSURE, AND EVEN ITS DEVELOPMENT AS A NATURAL VEHICULAR CORRIDOR.

#### **VIEWS**

AS THE RIDGE OF PHINNEY RIDGE, PHINNEY AVE NORTH HAS ACCESS TO GREAT VIEWS:

- VIEWS TO THE EAST ARE OF GREEN LAKE AND THE CASCADE MOUNTAINS BEYOND.
- VIEWS TO THE NORTH ARE OF PHINNEY RIDGE AND GREENWOOD NEIGHBORHOODS.
- VIEWS TO THE WEST ARE OF BALLARD WITH THE PUGET SOUND AND THE OLYMPIC MOUNTAINS BEYOND.
- VIEWS TO THE SOUTH ARE OF PHINNEY AVE. N. ITSELF, THE TREELINE OF WOODLAND PARK ZOO, AND FREMONT AND QUEEN ANNE NEIGHBORHOODS BEYOND. ON CLEAR DAYS. MOUNT RAINIER IS VISIBLE.

#### **SOLAR EXPOSURE**

DUE TO THE NEIGHBORHOOD'S HIGH TOPOGRAPHY, PHINNEY RIDGE HAS PLENTY OF SOLAR EXPOSURE, WITH FULL ACCESS TO EAST, SOUTH AND WEST LIGHT. INDIVIDUAL LOTS IN THE NEIGHBORHOOD HAVE VARYING SOLAR EXPOSURE BASED ON THEIR LOCATION ON THE SLOPE AND THE PRESENCE OF EXISTING TREES.

IT IS IMPORTANT TO CONSIDER THE SOLAR IMPACT OF LARGER DEVELOPMENT ALONG PHINNEY AVE. N. ON ITS SINGLE-FAMILY NEIGHBORS. LARGE BUILDINGS SHOULD SETBACK FROM SINGLE-FAMILY NEIGHBORS, WHERE POSSIBLE, IN ORDER TO MINIMIZE SHADOWS ON THE SINGLE FAMILY HOMES.

#### **TRAFFIC**

PHINNEY AVE. N. PROVIDES A CIRCULATION AS WELL AS DEVELOPMENT CORRIDOR TO THE SURROUNDING NEIGHBORHOODS. ORIENTED APPROXIMATELY NORTH-SOUTH, PHINNEY AVE N. PROVIDES A VITAL VEHICULAR CONNECTION BETWEEN NEIGHBORHOODS NORTH AND SOUTH OF PHINNEY RIDGE: GREENWOOD, NORTHGATE, FREMONT, AND EVEN QUEEN ANNE AND DOWNTOWN.

STREETS RUNNING PERPENDICULAR TO PHINNEY AVE N. ARE ESSENTIALLY NEIGHBORHOOD STREETS, SERVING THE SINGLE-FAMILY NEIGHBORHOOD. ON-STREET PARKING ALONG BOTH SIDES OF THESE RESIDENTIAL STREETS IS VERY COMMON

### **MASS TRANSIT**

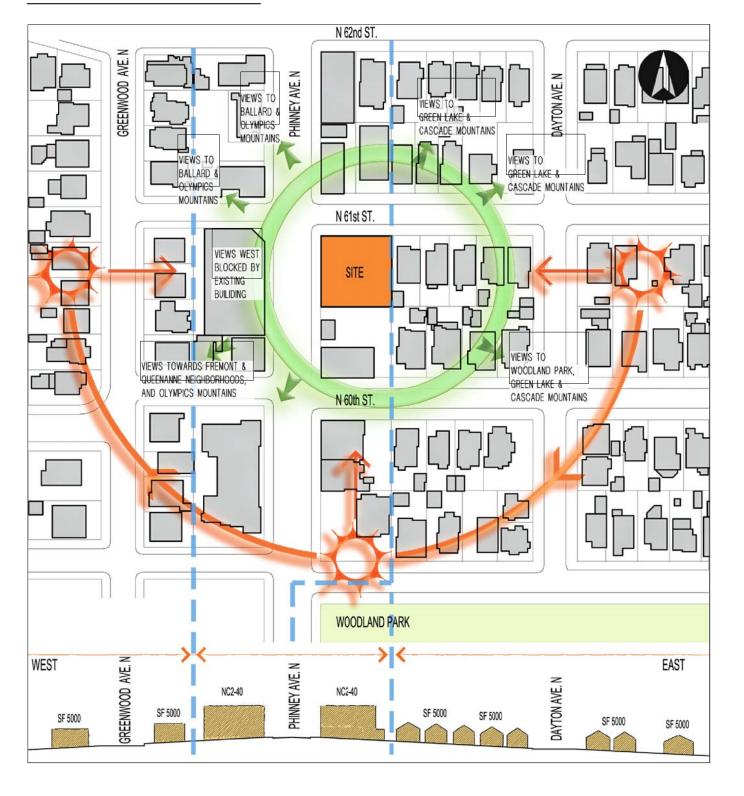
KING COUNTY METRO PROVIDES THE FOLLOWING MASS TRANSIT LINES TO THE AREA:

ROUTE 5: DOWNTOWN TO SHORELINE VIA PHINNEY AVE N.
 ROUTE 28: DOWNTOWN TO BROADVIEW VIA 8TH AVE NW.
 ROUTE 82: DOWNTOWN TO MAPLE LEAF VIA PHINNEY AVE N.

ROUTE 358: DOWNTOWN TO SHORELINE VIA AURORA AVE AND LINDEN AVE N.

ROUTE 44: UNIVERSITY OF WASHINGTON TO BALLARD VIA N 45 ST N 46 ST AND NW MARKET.

# SITE ANALYSIS DIAGRAM





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ANALYSIS



### **NEIGHBORHOOD ZONING & TRAFFIC PATTERNS**



#### ZONING

PROPERTIES ALONG PHINNEY AVE NORTH ARE ZONED NC2-40, A NEIGHBORHOOD COMMERCIAL ZONE. THIS MIXED-USE ZONING DESIGNATION ENCOURAGES DEVELOPMENT WITH STREET-LEVEL COMMERCIAL BELOW AND MULTI-FAMILY RESIDENTIAL ABOVE. THIS ZONE IS 1/2 BLOCK DEEP EACH SIDE OF THE PHINNEY AVENUE. THE NEIGHBORHOOD BEYOND IS ZONED SINGLE-FAMILY RESIDENTIAL. SF5000. WOODLAND AND GREEN LAKE PARKS ARE ALSO LOCATED WITHIN THIS SF ZONE.

### NC2-40 -NEIGHBORHOOD COMMERCIAL

A PEDESTRIAN-ORIENTED SHOPPING AREA COMPOSED OF SMALL TO MEDIUM-SIZED BUSINESSES PROVIDING A FULL RANGE OF HOUSEHOLD AND PERSONAL GOODS AND SERVICES TO A SURROUNDING NEIGHBORHOOD.

PERMITTED USES: SMALL COMMERCIAL ESTABLISHMENTS

MULTI-STORY RESIDENTIAL STRUCTURES

MIXED USE BUILDING: STREET-FRONT COMMERCIAL W/ RESIDENTIAL ABOVE

COMMERCIAL SPACE: MAXIMUM 15,000 SF FOR MOST USES

HEIGHT LIMIT: 44 FEET: 40 FEET + 4 FEET ALLOWED WITH A 13-FOOT COMMERCIAL LEVEL

FLOOR AREA RATIO (FAR): 3.25

(6010 PHINNEY AVENUE NORTH = 3.25 X 10,000 SF (LOT AREA) = 32,500 SF MAXIMUM FLOOR AREA)

SETBACKS: FRONT: ZERO SETBACK
SIDE: ZERO SETBACK
REAR: 15-FOOT AT13 FEET AND HIGHER ABOVE GRADE

PARKING REQUIRED: COMMERCIAL: 1 STALL/500 SF

RESIDENTIAL: 1.24 STALL/UNIT (PER 23.54.015 H)

PARKING ACCESS: FRONT, SIDE STREET OR ALLEY

LANDSCAPING: LANDSCAPING EQUAL TO 5% OF LOT AREA SHALL BE VISIBLE TO PEDESTRIANS

(6010 PHINNEY AVENUE NORTH = 5% x 10,000 SF = 500 SF)

GREEN FACTOR: 0.3

### APPLICABLE DESIGN GUIDELINES

#### ZONING AND APPLICABLE DESIGN GUIDELINES

HIGHER-DENSITY DEVELOPMENTS ALONG PHINNEY AVE NORTH SERVE TO CREATE A VILLAGE FABRIC AND COMMERCIAL FOCUS THAT COMPLEMENTS LOWER DENSITY, SINGLE-FAMILY NEIGHBORS. THE URBAN VILLAGE MODEL ENCOURAGES PEDESTRIAN AND TRANSIT-ORIENTED NEIGHBORHOOD CENTERS TO SERVE AS 'DESTINATIONS' AS WELL AS 'CORRIDORS'.

EVEN THOUGH THE PROPOSED PROJECT IS JUST SOUTH AND OUTSIDE THE DESIGNATED BOUNDARY OF THE 'GREENWOOD-PHINNEY RIDGE RESIDENTIAL URBAN VILLAGE', IT IS STILL VERY MUCH WITHIN THE PHINNEY-RIDGE ZONING, DEVELOPMENT AND VEHICULAR CORRIDOR, AND INTENDS TO SERVE AS AN EXTENSION OF THE GREENWOOD-PHINNEY URBAN VILLAGE FABRIC.

APPLICABLE GREENWOOD / PHINNEY NEIGHBORHOOD DESIGN GUIDELINES INCLUDE ALL THOSE THAT ENCOURAGE THE CREATION OF VITAL PEDESTRIAN STREETSCAPE: PEDESTRIAN-ORIENTED BUILDING FACADES WITH FACADE MODULATION, STORE-FRONT WINDOWS, CANOPY WEATHER PROTECTION, WIDE SIDEWALKS, STREET TREES / LANDSCAPING, LIGHTING, AND UNDERGROUND PARKING.

#### **APPLICABLE DESIGN GUIDELINES**

#### A. SITE PLANNING

- A-2 STREETSCAPE COMPATIBILITY
- A-3 ENTRANCES VISIBLE FROM THE STREET
- A-4 HUMAN ACTIVITY
- A-5 RESPECT FOR ADJACENT SITES
- A-8 PARKING AND VEHICLE ACCESS
- A-10 CORNER LOTS

#### B. HEIGHT, BULK AND SCALE

B-1 HEIGHT, BULK AND SCALE COMPATIBILITY

#### C. ARCHITECTURAL ELEMENTS AND MATERIALS

- C-1 ARCHITECTURAL CONTEXT
- C-2 ARCHITECTURAL CONCEPT AND CONSISTENCY
- C-3 HUMAN SCALE
- C-5 STRUCTURED PARKING ENTRANCES

#### D. PEDESTRIAN ENVIRONMENT

- D-1 PEDESTRIAN OPEN SPACES AND ENTRANCES
- D-2 BLANK WALLS
- D-5 VISUAL IMPACTS OF PARKING STRUCTURES
- D-6 SCREENING OF DUMPSTERS, UTILITIES AND SERVICE AREAS
- D-11 COMMERCIAL TRANSPARENCY

#### E. LANDSCAPING

- E-1 LANDSCAPING TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITES
- E-2 LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE



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ZONING



# **NEIGHBORHOOD DEVELOPMENT PATTERNS & EXAMPLES**

### TYPICAL NEIGHBORHOOD HOUSING TYPES





1. THE ROYCROFT : MIXED USE

2. MULTI FAMILY





3. MULTI FAMILY

4. MULTI FAMILY





5. MULTI FAMILY: HISTORIC, BRICK STRUCTURE

6. TOWN HOUSE





7. SINGLE FAMILY

8. SINGLE FAMILY: ADJACENT TO SITE



### DEVELOPMENT PATTERNS ALONG PHINNEY AVE N.

CURRENT DEVELOPMENT ALONG PHINNEY AVE N IS VARIED. DUE TO CURRENT MARKET TRENDS AND PHINNEY AVENUE'S ZONING, 4-STORY MIXED-USE DEVELOPMENTS, MAXIMIZING ALLOWABLE USE, SIZE AND DENSITY, ARE LIKELY TO BE MORE COMMON. NEW BUILDINGS ALONG PHINNEY AVE NORTH HAVE AN OPPORTUNITY TO ENCOURAGE FUTURE DEVELOPMENT TOWARDS THE TRANSFORMATION OF THIS COMMERCIAL CORRIDOR INTO A RESIDENTIAL AND PEDESTRIAN-ORIENTED URBAN VILLAGE.

#### EXISTING NEIGHBORHOOD PATTERNS TO RESPECT, PRESERVE AND EMMULATE:

PHOTO 1 (THE ROYCROFT) HAS NUMEROUS POSITIVE NEIGHBORHOOD-FRIENDLY QUALITIES:

- A TRANSPARENT COMMERCIAL STREETFRONT CREATES A LIVELY PEDESTRIAN SIDEWALK EXPERIENCE
- MODULATION IN MASSING AND MATERIAL PROVIDES SCALE
- AN ARCHITECTURALLY STRONG CORNER CREATES A NEIGHBORHOOD IDENTITY
- VARIATION IN UNIT SIZES AND TYPES

PHOTO 5 SHOWS A HISTORIC RESIDENTIAL BUILDING. ITS POSITIVE CONTRIBUTIONS TO THE NIEGHBORHOOD EXPERIENCE ARE:

- QUALITY EXTERIOR MATERIALS (BRICK AND TERRA-COTA DETAILING) ARE TIMELESS AND LONG-LASTING
- MODULATION IN FACADE REDUCES BUILDING MASS AND CREATES OPEN SPACE
- RESIDENTIAL ENTRY IS CELEBRATED

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DEVELOPMENT PATTERNS



A-U<sup>2</sup>

### SITE DESCRIPTION

THE SITE IS LOCATED AT 6010 PHINNEY AVE NORTH AT THE SOUTHEAST CORNER OF THE INTERSECTION OF NORTH 60TH STREET AND PHINNEY AVE NORTH. THE SITE IS TWO BLOCKS NORTH OF THE WOODLAND PARK ZOO. ALTHOUGH IT IS JUST OUTSIDE (FIVE BLOCKS SOUTH) OF THE GREENWOOD-PHINNEY URBAN VILLAGE, IT IS VERY MUCH WITHIN PHINNEY RIDGE'S GROWING COMMERCIAL CENTER.

THE SITE IS APPROXIMATELY 100 FEET BY 100 FEET, FOR A TOTAL AREA OF 10,000 SQUARE FEET. IT IS ESSENTIALLY A FLAT LOT, WHICH HAS BEEN MADE VIRTUALLY COMPLETELY IMPERVIOUS BY TWO EXISTING BUILDINGS AND A SMALL PARKING LOT.

A ONE SINGLE-STORY COMMERCIAL BUILDING HAS BEEN BUILT RIGHT UP TO AND ALONG THE PHINNEY AVE N. PROPERTY LINE, WHILE ANOTHER SMALLER SINGLE-STORY STORAGE BUILDING HAS BEEN BUILT NEAR THE REAR LOT LINE. THERE ARE SIX (6) SURFACE PARKING STALLS ALONG THE REAR LOT LINE. THE EXISTING VEHICULAR ACCESS TO THE PROPERTY IS FROM NORTH 61ST STREET.

EXISTING TENANTS INCLUDE VAL'S CAFE, CHEF LIAO ASIAN GARDEN CAFE, THE DAILY PLANET, AND PHINNEY RIDGE CLEANERS.

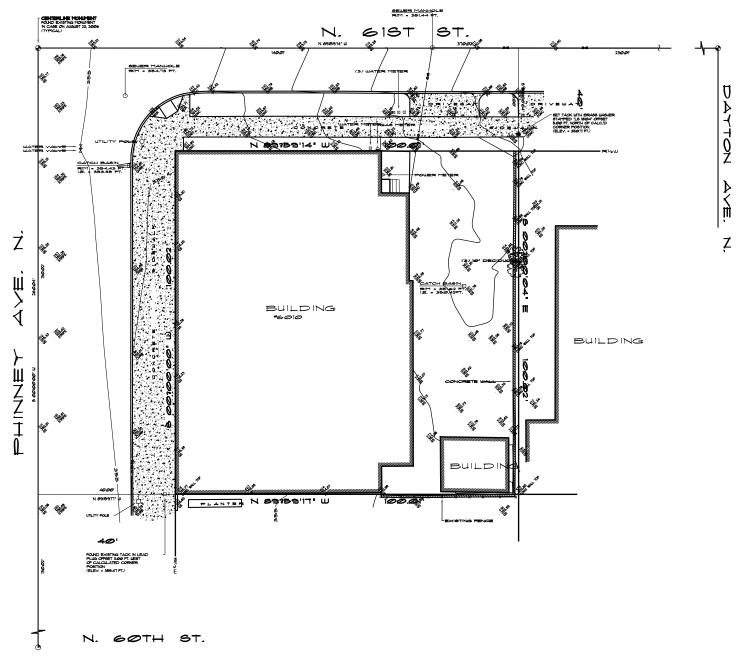
THERE ARE NO SIGNIFICANT TREES ON THE PROPERTY.

THERE IS A DAMAGED MURAL PAINTED ON THE BLANK WALL ALONG N. 61ST STREET.





# SITE SURVEY







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EXISTING SITE





SITE PLAN / FIRST FLOOR PLAN



#### PROJECT DESCRIPTION:

THE PROJECT IS A 4-STORY MIXED-USE BUILDING CONTAINING 2,755 SQUARE FEET OF COMMERCIAL AT GROUND LEVEL WITH 19 RESIDENTIAL UNITS ABOVE. PARKING FOR 23 VEHICLES IS PROVIDED BELOW GRADE WITHIN THE STRUCTURE. PROJECT INCLUDES 4,815 CU. YDS. OF GRADING. EXISTING STRUCTURE IS TO BE DEMOLISHED.

LOT AREA 10,000 SQUARE FEET

FAR 3.25

FLOOR AREA: 30,257 SQUARE FEET

COMMERCIAL SPACE:

'A' : 1,355 SQUARE FEET 'B': 1,400 SQUARE FEET

HEIGHT: 44 FEET

FRONT: SETBACKS: ZERO

SIDE: ZERO REAR: 16 FEET



6010 PHINNEY







SITE PLAN / FIRST FLOOR PLAN







AUTOMOBILE PARKING STALLS:
14 SPACES MEDIUM SIZE (8'-0"x16'-0")
8 SPACES SMALL SIZE (7'-6" x 15'-0")
1 VAN-ACCESSIBLE (11'-0" x 19'-0")

23 TOTAL SPACES

BICYCLE PARKING: 7 TOTAL SPACES

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2ND, 3RD, & 4TH FLOOR PLANS
SCALE: 1/8" = 1'-0"



1-BEDROOM: 7 UNITS (A, C, & F) 2-BEDROOM: 12 UNITS (B, D, E, & G) TOTAL: 19 UNITS

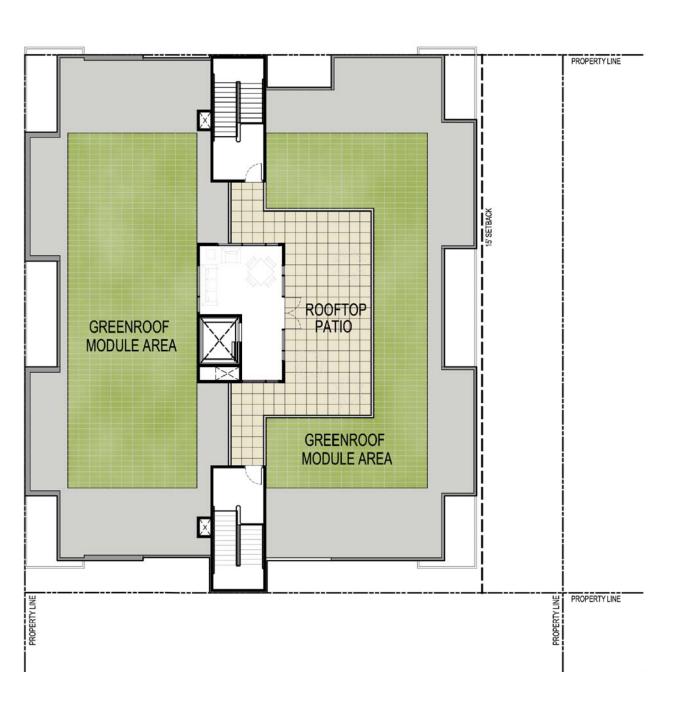
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SECOND, THIRD & FOURTH FLOOR PLANS



ROOF PLAN

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



#### RESIDENTIAL GROSS FLOOR AREA

 FIRST FLOOR RESIDENTIAL
 2,995 SF

 SECOND, THIRD, FOURTH
 21,969 SF

 ROOF
 1,160 SF

 TOTAL
 26,124 SF

### RESIDENTIAL AMENITY FLOOR AREA

TOTAL	2,843 SF
ROOFTOP PATIO	815 SF
DECKS (2ND, 3RD, 4TH FLRS	1,656 SF
FIRST FLOOR PATIO	372 SF

2,843 / 26,214 = **11% RESIDENTIAL AMENITY** 

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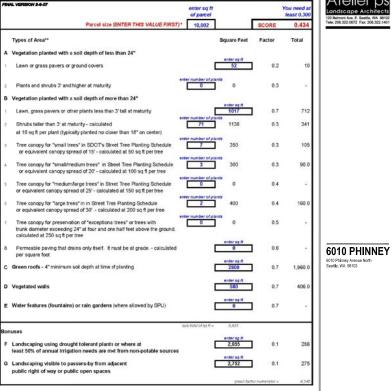


ROOF PLAN









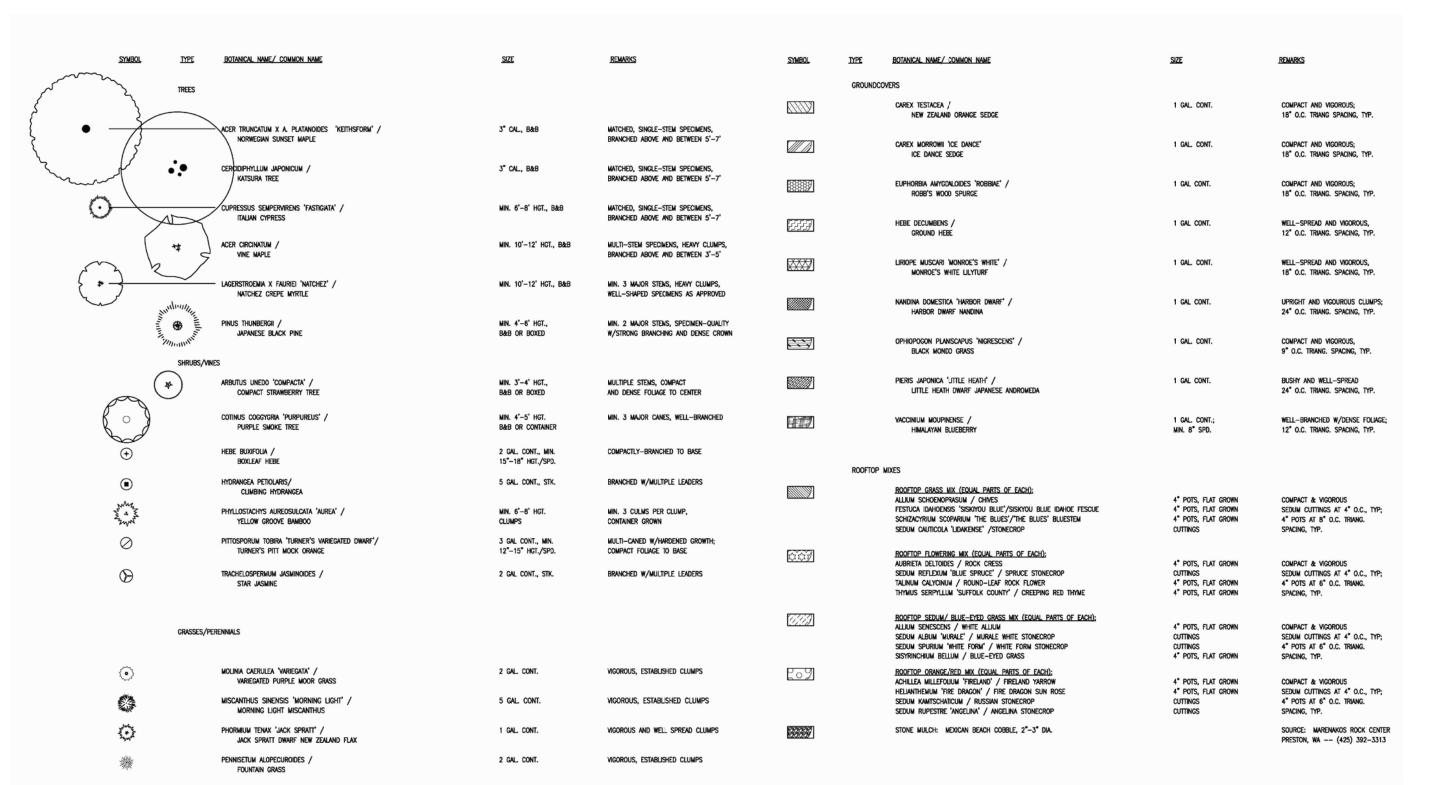




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PLANTING SCHEDULE





SITE LIGHTING

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

### EXTERIOR LIGHTING SCHEDULE

TYPE	MANUF.	DESCRIPTION	LAMP	COMMENTS
A	JUNO	6" RECESSED CEILING FIXTURE	CFL	ENERGY STAR
В	LIGHTOLOGY	CEILING LIGHT	HALOGEN	
С	ELEEK INC.	WALL SCONCE	CFL	
D	LITHONIA.	WALL PACK	CFL	FULL CUTOFF
E	SPJ LIGHTING	LANDSCAPE UPLIGHTING	HALOGEN	
F	VISION 3 LIGHTING	WALL MOUNTED	CFL	FULL CUTOFF

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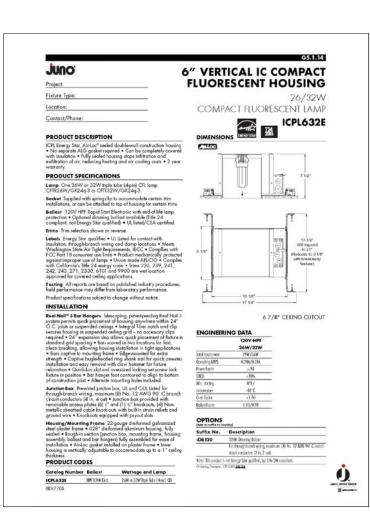


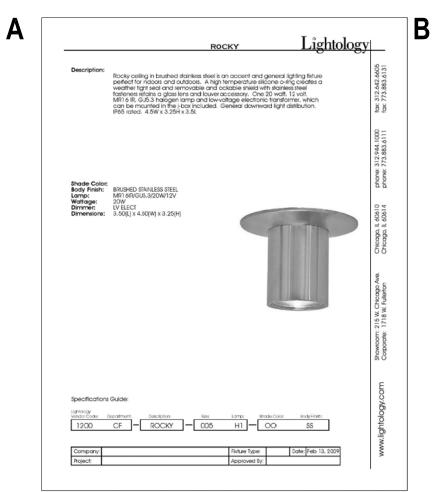
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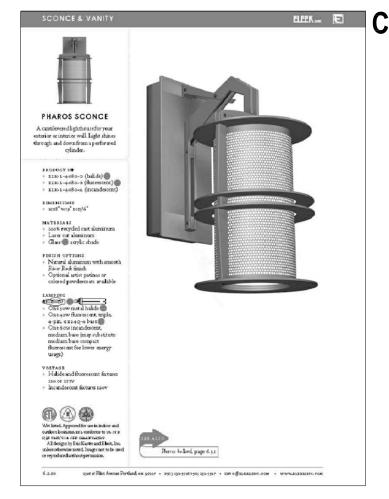
SITE LIGHTING



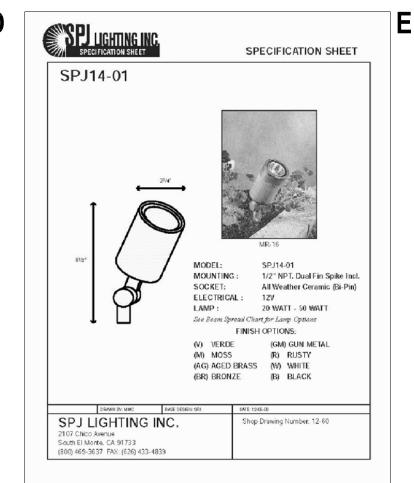


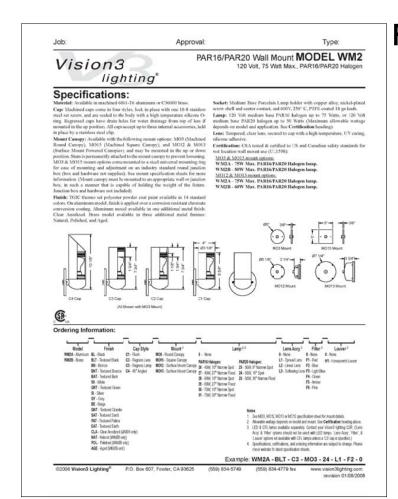














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SITE LIGHTING CUT SHEETS



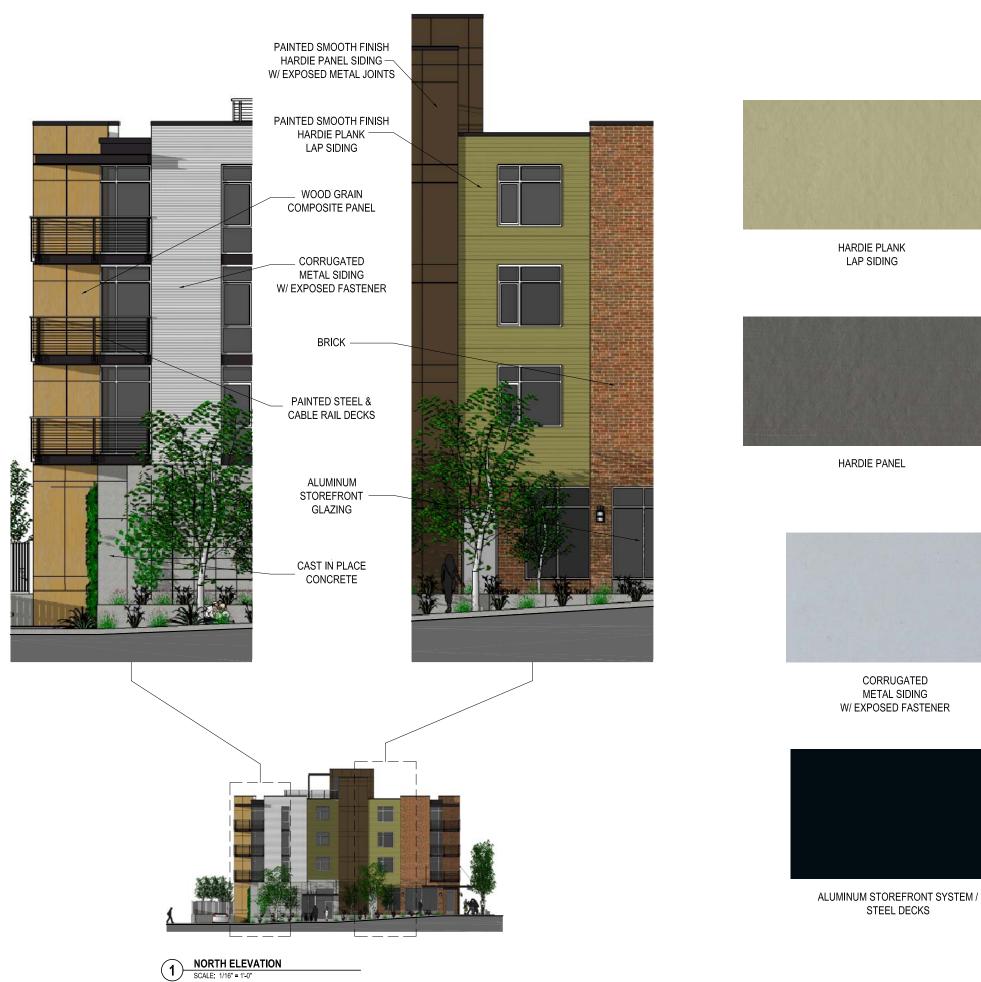




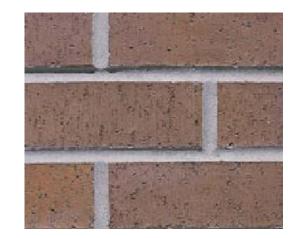
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ELEVATIONS







BRICK





WOOD GRAIN COMPOSITE PANEL



CORRUGATED METAL SIDING W/ EXPOSED FASTENER



CONCRETE



WOOD FENCE



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BUILDING MATERIALS





SOUTH WEST CORNER VIEW

SCALE: NONE

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NORTH WEST CORNER VIEW

SCALE: NONE

BUILDING PERSPECTIVES

SOUTH EAST CORNER VIEW

SCALE : NONE













SOUTH WEST CORNER WEW

GCALE : NONE





SOUTH WEST CORNER VIEWING NORTH

SCALE : NONE





NORTH WEST CORNER VIEWING SOUTH

SCALE: NONE





NORTH WEST CORNER VIEW

SCALE: NONE





PEDESTRIAN PERSPECTIVES











RESIDENTIAL ENTRY VIEW

9CALE : NONE





NORTH WEST CORNER VIEWING EAST

SCALE: NONE

NORTH EAST CORNER VIEWING WEST SCALE: NONE



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PEDESTRIAN PERSPECTIVES





61st ST : South View

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Phinney Ave N.: East View

62nd ST.

STREET SECTIONS





Spring Equinox Solar Study - 08: 00 AM

Spring Equinox Solar Study - 02 : 00 PM



Spring Equinox Solar Study - 05 : 00 PM



SPRING EQUINOX SOLAR STUDY

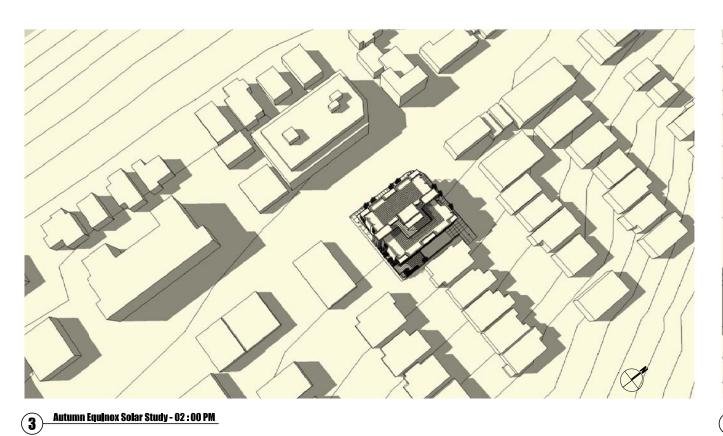
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Autumn Equinox Solar Study - 08: 00 AM



Autumn Equinox Solar Study - 05 : 00 PM

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AUTUMN EQUINOX SOLAR STUDY

#### DEPARTURES FROM DEVELOPMENT STANDARDS

REQUIREMENT	PROPOSAL	COMMENTS / RATIONALE FOR THE REQUEST	ACTION BY BOARD
1. NORTH FACADE TRANSPARENCY PER SMC.23.47A.008.B.2.a	A REDUCTION IN THE REQUIRED AMOUNT OF NORTH FACADE TRANSPARENCY FROM SIXTY (60) PERCENT TO FORTY-ONE (41) PERCENT.	THE NORTH FACADE CONTAINS BOTH COMMERCIAL AND RESIDENTIAL COMPONENTS AND IS 41% TRANSPARENT. A MAJORITY OF THIS TRANSPARENCY (64%) OCCURS WITHIN THE COMMERCIAL COMPONENT OF THE FIRST FLOOR. THE BLANK FACADES ARE A RESULT OF THE LOADING DOCK AND STARWELL LOCATIONS-SEE NOTE AT LEFT.) IF THESE TREATED WALLS ARE ADDED TO THE TRANSPARENCY TOTAL, THE TOTAL OF TREATED WALLS BECOMES 88% WITH ONLY 12% REMAINING BLANK.	
"SIXTY (60) PERCENT OF THE STREET-FACING FACADE BETWEEN TWO (2) FEET AND EIGHT (8) FEET ABOVE THE SIDEWALK SHALL BE TRANSPARENT."		IN GENERAL, THE SEPARATION OF THE COMMERCIAL & RESIDENTIAL FUNCTIONS REFLECTED IN THE DESIGN OF THE NORTH FACADE CREATES AN GOOD TRANSITION FROM THE (NC) COMMERCIAL ZONE & THE ADJACENT (SF) SINGLE FAMILY ZONE. THE GREENWALL & LANDSCAPING NEAREST THE (SF) ZONE SOFTENS THE TRANSITION BETWEEN ZONES & IS MORE APPROPRIATE THAN LARGE STOREFRONT GLAZING JUXTAPOSED TO THE MORE PRIVATE NATURE OF THE (SF) ZONE.	
		NOTE: EDG RECOMMENDATION DATED 11/01/07 READS:  "THE APPLICANT SHOULD AVOID BLANK SURFACES ALONG BOTH STREET FRONTAGES. WHERE UNAVOIDABLE THEY SHOULD BE TREATED WITH LANDSCAPING, MATERIAL TEXTURING, EMPLOYING SMALL SETBACKS, INDENTATIONS, FORM-BOARD PATTERNS, OR OTHER MEANS OF BREAKING UP THE WALL."	
2. RESIDENTIAL STREET-LEVEL REQUIREMENT	A REDUCTION IN THE REQUIRED FIRST FLOOR HEIGHT FROM FOUR (4) FEET HIGH TO ON-GRADE AT ENTRY AND THREE (3) FEET SIX (6) INCHES HIGH	WITH EXCEPTION OF THE ON-GRADE FIRST FLOOR RESIDENTIAL ENTRY LOBBY, THE RESIDENTIAL PORTION IS +3*-6" ABOVE SIDEWALK GRADE. ADDITIONALLY, ONLY ONE UNIT IS LOCATED ON THE FIRST FLOOR (AT THE BUILDING REAR) AND THE REMAINDER OF THE SPACES ARE FOR SERVICE OR STORAGE.	
PER SMC.23.47A.008.D.2	AT REMAINDER OF FIRST FLOOR.	ALTHOUGH THE LOBBY IS AT GRADE, IT IS SET BACK 3'-6'. THIS AFFORDS SOME PRIVACY WHILE STILL RETAINING A "VISUALLY PROMINENT PEDESTRIAN ENTRY". (SMC 23.47A.008.D.1)	
"EITHER THE FIRST FLOOR OF THE STRUCTURE AT OR ABOVE GRADE SHALL BE AT LEAST FOUR (4) FEET ABOVE SIDEWALK GRADE OR THE STREET-LEVEL FACADE SHALL BE SET BACK AT LEAST TEN (10) FEET FROM THE SIDEWALK."	A REDUCTION IN THE REQUIRED STREET-LEVEL FACADE SETBACK FROM TEN (10) FEET TO THREE (3) FEET SIX (6) INCHES.		

### RESPONSES TO BOARD GUIDANCE

GUID	ELINE	RESPONSE
PROP THE N SHOU EAST. TRAN STRU	THE DESIGN NEEDS TO CREATE A GOOD TRANSITION FROM COMMERCIAL TO SINGLE FAMILY ZONED ERTIES ALONG THE EAST LOT LINE. THIS WILL BE A PARTICULARLY IMPORTANT ISSUE TO ADDRESS IN JUNEAU THE RESIDENTIAL UNITS ALONG THE EAST PROPERTY LINE LID BE ABOVE, RATHER THAN AT, THE (SAME) LEVEL AS THE SINGLE FAMILY RESIDENTIAL USES TO THE LITE DESIGN SHOULD TAKE MORE STEPS THAN SHOWN IN THE EDG PACKET TO FURTHER EASE THE SITION ABOVE THE GROUND LEVEL, FACING THE STRUCTURES TO THE EAST. THE BULK OF THE CTURE MASSING SHOULD BE FURTHER DIRECTED TOWARDS PHINNEY AVENUE NORTH, AND SHOULD HE FULLEST EXTENT POSSIBLE" MITIGATE AND RELIEVE THE "VERY HARSH" SCALE CONDITIONS EEN THE TWO DISTINCT ZONES.	THE RESIDENTIAL UNITS ARE ABOVE THE GROUND FLOOR WITH THE EXCEPTION OF ONE UNIT. THIS UNIT IS BUFFERED FROM THE ADJACENT EAST PROPERTY BY A LANDSCAPED PATIO. ALSO BUFFERING THE STRUCTURE FROM THE ADJACENT SITE IS THE ENTRANCE TO THE UNDERGROUND PARKING STRUCTURE. ATHOUGH THIS MAY NOT BE THE MOST DESIRED NEIGHBOR, IT DOES PREVENT PEOPLE FROM LOITERING RIGHT ON THE OTHER SIDE OF THE FENCE FROM THE SINGLE FAMILY HOUSE. MOST OF THE GROUND FLOOR OF THE STRUCTURE IS SET BACK 22 FEET FROM THE ADJACENT EAST PROPERTY ON THE GROUND FLOOR AND 16 FEET ON ALL OTHER FLOORS. THE EAST ELEVATION HAS NOT BEEN DESIGNED AS A "REAR FACADE". DECKS, WOOD GRAIN PANELS, AND PAINTED LAP SIDING ARE ALL USED TO CREATE A BALANCED AND ARTICULATED FACADE ON A SURFACE THAT IS OFTEN FORGOTTEN.
NORT CORN	PARKING GARAGE ACCESS SHOULD BE FROM NORTH 61ST STREET, RATHER THAN PHINNEY AVENUE  H. THE BOARD WAS UNANIMOUS IN THIS GUIDANCE. THE CURBCUT SHOULD STAY ON THE NORTHEAST  IER OF THE LOT, ALONG NORTH 61ST STREET. PHINNEY AVENUE NORTH SHOULD BE DESIGNED AS A  STRIAN, RETAIL ORIENTED, STREET WITH NO CURBCUTS.	THE ENTRANCE TO THE UNDERGROUND PARKING GARAGE IS ON THE NORTHEAST CORNER OF NORTH 61ST STREET. THIS IS THE FURTHEST POINT FROM THE PEDESTRIAN TRAFFIC ALONG PHINNEY AVENUE.
A.	SITE PLANNING	
A-2	STREETSCAPE COMPATIBILITY - THE SITING OF BUILDINGS SHOULD ACKNOWLEDGE AND REINFORCE THE EXISTING DESIRABLE SPATIAL CHARACTERISTICS OF THE RIGHT-OF-WAY.	THE STRUCTURE DIRECTLY ABUTS AND MAINTAINS THE COMMERCIAL STREET WALL ALONG PHINNEY AVENUE, BUT WITHOUT BEING OPPRESSIVE. ARTICULATION, VEGETATION, TRANSPARENCY, AND MATERIALITY ALL CREATE A POSITIVE URBAN STREET EXPERIENCE.
A-3	ENTRANCES VISIBLE FROM THE STREET - ENTRIES SHOULD BE CLEARLY IDENTIFIABLE AND VISIBLE FROM THE STREET.	ALL ENTRANCES HAVE CLEAR SIGNAGE, LIGHTING AND TRANSPARENT GLAZING TO SIGNIFY THE ENTRYWAY INTO THE STRUCTURE. THE COMMERCIAL ENTRANCES ARE LOCATED AT BOTH CORNERS OF THE PHINNEY AVENUE FACADE AND ARE SLIGHTLY RECESSED TO ATTRACT THE PASSERBY AS WELL AS PROVIDE A SEMI-PUBLIC ENTRY INTO THE STRUCTURE. THE RESIDENTIAL ENTRY IS ALONG 61ST STREET AND IS RECOGNIZABLE BY ITS OWN CANOPY AND THE BREAK IN THE RIGHT OF WAY LANDSCAPING.
A-4	HUMAN ACTIVITY - NEW DEVELOPMENT SHOULD BE SITED AND DESIGNED TO ENCOURAGE HUMAN ACTIVITY ON THE STREET.	THE PRESENCE OF GROUND FLOOR COMMERCIAL SPACES ALONG PHINNEY AVENUE PROVIDES OPPORTUNITIES FOR HUMAN ACTIVITY. TRANSPARENCY, MATERIALITY, ARTICULATION AS WELL AS HIGH QUALITY LIGHTING FIXTURES HELP FOSTER THIS ACTIVITY. ON THE UPPER RESIDENTIAL LEVELS, A SERIES OF STEEL AND CABLE RAIL DECKS OFFER THE RESIDENTS PLACES TO SIT AND PROVIDE "EYES ON THE STREET".
A-5	RESPECT FOR ADJACENT SITES - BUILDINGS SHOULD RESPECT ADJACENT PROPERTIES BY BEING LOCATED ON THEIR SITES TO MINIMIZE DISRUPTION OF THE PRIVACY AND OUTDOOR ACTIVITIES OF RESIDENTS IN ADJACENT BUILDINGS.	SEE RESPONSE TO GUIDELINE #1 ABOVE.
A-8	PARKING AND VEHICLE ACCESS - SITING SHOULD MINIMIZE THE IMPACT OF AUTOMOBILE PARKING AND DRIVEWAYS ON THE PEDESTRIAN ENVIRONMENT, ADJACENT PROPERTIES AND PEDESTRIAN SAFETY.	SEE RESPONSE TO GUIDELINE #2 ABOVE.
A-10	CORNER LOTS - BUILDINGS ON CORNER LOTS SHOULD BE ORIENTED TO THE CORNER AND PUBLIC STREET FRONTS. PARKING SHOULD BE LOCATED AWAY FROM THE CORNER.	THE CORNER IS ARTICULATED WITH A SERIES OF STEEL AND CABLE RAIL DECKS, SIGNAGE, A CANOPY AND A RECESSED ENTRYWAY TO THE COMMERCIAL SPACE. THIS ARMATURE WILL ALLOW A TENANT TO EASILY OCCUPY THIS SPACE AND ENHANCE THE CORNER IN PARTICULAR AND THE COMMERCIAL STREET EXPERIENCE IN GENERAL.  SEE RESPONSE TO GUIDELINE #2 ABOVE.
В.	HEIGHT, BULK AND SCALE	
B-1	HEIGHT, BULK AND SCALE COMPATIBILITY - PROJECTS SHOULD BE COMPATIBLE WITH THE SCALE OF DEVELOPMENT ANTICIPATED BY THE APPLICABLE LAND USE POLICIES FOR THE SURROUNDING AREAS AND SHOULD BE SITED AND DESIGNED TO PROVIDE A SENSITIVE TRANSITION TO NEARBY, LESS-INTENSIVE ZONES.	THE STRUCTURE IS BUILT TO THE HEIGHT ALLOWED BY CODE (44'-0"). IT ANTICIPATES THAT MOST, IF NOT ALL, OF THE NEW DEVELOPMENT (AS EVIDENCED BY THE ADJACENT ROYCROFT) WILL BE BUILT TO A SIMILAR HEIGHT AND SCALE. THE STRUCTURE IS ABOUT 2,000 SQUARE FEET BELOW THE F.A.R. ALLOWED BY CODE AND ADDITIONALLY IS SET BACK AN EXTRA FOOT BEYOND WHAT IS REQUIRED ALONG THE EAST PROPERTY LINE.  SEE SOLAR STUDIES,  SEE RESPONSE TO GUIDELINE #1 ABOVE.

GUID	<u>ELINE</u>	RESPONSE
C.	ARCHITECTURAL ELEMENTS AND MATERIALS	
C-1	ARCHITECTURAL CONTEXT - NEW BUILDINGS PROPOSED FOR EXISTING NEIGHBORHOODS WITH A WELL-DEFINED AND DESIRABLE CHARACTER SHOULD BE COMPATIBLE WITH OR COMPLEMENT THE ARCHITECTURAL CHARACTER AND SITING PATTERN OF NEIGHBORING BUILDINGS.	THE STRUCTURE UTILIZES BRICK IN A BAY STRUCTURE SIMILAR TO THE HISTORIC STRUCTURES IN THE NEIGHBORHOOD, ADDITIONALLY, SIDING MATERIALS ARE USED THAT HAVE A SIMILAR APPEARANCE TO RESIDENTIAL SIDING MATERIALS LOCALLY PRESENT. THE FLAT ROOF, ALTHOUGH NOT PITCHED LIKE THE ADJACENT 1 AND 2 STORY RESIDENTIAL STRUCTURES, IS CONSISTENT WITH THE NEIGHBORHOOD COMMERCIAL STRUCTURES, EVEN THOUGH MANY ARE SMALLER SCALE LIKE THE BUILDING CURRENTLY ON THE SITE.
C-2	ARCHITECTURAL CONCEPT AND CONSISTENCY - BUILDING DESIGN ELEMENTS, DETAILS AND MASSING SHOULD CREATE A WELL PROPORTIONED AND UNIFIED BUILDING FORM AND EXHIBIT AN OVERALL ARCHITECTURAL CONCEPT.	THE BUILDING HAS BEEN DESIGNED AS A MIXED USE STRUCTURE THAT COALESCES VARIOUS MATERIALS AND ELEMENTS INTO A VARIED YET COHESIVE DESIGN. IT ECHOES SOME OF THE EXISTING NEIGHBORHOOD CHARACTER WHILE ANTICIPATING THE FUTURE DEVELOPMENT ALONG PHINNEY AVENUE.
C-3	HUMAN SCALE - THE DESIGN OF NEW BUILDINGS SHOULD INCORPORATE ARCHITECTURAL FEATURES, ELEMENTS AND DETAILS TO ACHIEVE A GOOD HUMAN SCALE.	THE BUILDING UTILIZES RAISED PLANTERS, STREET TREES, MODULATIONS IN THE FACADE AT EVERY LEVEL, CANOPIES, EXPOSED PESDESTRIAN LIGHTING FIXTURES, BRICK, AND CABLE RAIL DECKS TO PROVIDE "HUMAN SCALE".
C-5	STRUCTURED PARKING ENTRANCES - THE PRESENCE AND APPEARANCE OF GARAGE ENTRANCES SHOULD BE MINIMIZED SO THAT THEY SO NOT DOMINATE THE STREET FRONTAGE OF A BUILDING.	SEE RESPONSE TO GUIDELINE #2.
D.	PEDESTRIAN ENVIRONMENT	1
D-1	PEDESTRIAN OPEN SPACES AND ENTRANCES - CONVENIENT AND ATTRACTIVE ACCESS TO THE BUILDING'S ENTRY SHOULD BE PROVIDED TO ENSURE COMFORT AND SECURITY, PATHS AND ENTRY AREAS SHOULD BE PROTECTED FROM THE WEATHER. OPPORTUNITIES FOR CREATING LIVELY, PEDESTRIAN-ORIENTED OPEN SPACE SHOULD BE CONSIDERED.	THE STRUCTURE PROVIDES CONTINUOUS WEATHER PROTECTION ALONG PHINNEY AVENUE. THERE IS ALSO CONTINUOUS WEATHER PROTECTION PROVIDED FOR THE RESIDENTIAL ENTRY.  SEE RESPONSE TO GUIDELINE A-3.
D-2	BLANK WALLS - RETAINING WALLS NEAR A PUBLIC SIDEWALK THAT EXTEND HIGHER THAN EYE LEVEL SHOULD BE AVOIDED WHERE POSSIBLE. WHERE HIGH RETAINING WALLS ARE UNAVOIDABLE, THEY SHOULD RECEIVE DESIGN TREATMENT TO INCREASE PEDESTRIAN COMFORT AND INTEREST.	THE COMMERCIAL FACADE ALONG PHINNEY AVENUE IS 60% TRANSPARENT. FOR TRANSPARENCY ALONG 61ST STREET, SEE NORTH FACADE TRANSPARENCY DEPARTURE REQUESTED ABOVE.
D-5	VISUAL IMPACTS OF PARKING STRUCTURES - THE VISIBILITY OF ALL AT-GRADE PARKING STRUCTURES OR ACCESSORY PARKING GARAGES SHOULD BE MINIMIZED. THE PARKING PORTION OF A STRUCTURE SHOULD BE ARCHITECTURALLY COMPATIBLE WITH THE REST OF THE STRUCTURE AND STREETSCAPE. OPEN PARKING SPACES AND CARPORTS SHOULD BE SCREENED FROM THE STREET AND ADJACENT PROPERTIES.	SEE RESPONSE TO GUIDELINE #2.
D-6	SCREENING OF DUMPSTERS, UTILITIES AND SERVICE AREAS - BUILDING SITES SHOULD LOCATE SERVICE ELEMENTS LIKE TRASH DUMPSTERS, LOADING DOCKS AND MECHANICAL EQUIPMENT AWAY FROM THE STREET FRONT WHERE POSSIBLE. WHEN ELEMENTS SUCH AS DUMPSTERS, UTILITY METERS, MECHANICAL UNITS AND SERVICE AREAS CANNOT BE LOCATED AWAY FROM THE STREET FRONT, THEY SHOULD BE SITUATED AND SCREENED FROM VIEW AND SHOULD NOT BE LOCATED IN THE PEDESTRIAN RIGHT-OF-WAY.	THE RECYCLING AND TRASH AREA IS LOCATED BEHIND A ROLL-UP GARAGE DOOR PERPENDICULAR TO 61ST STREET AND ADJACENT TO THE DRIVEWAY, MECHANICAL EQUIPMENT WILL EITHER BE LOCATED ON THE ROOF OR ON THE FIRST FLOOR OF THE BUILDING.
D-11	COMMERCIAL TRANSPARENCY - COMMERCIAL STOREFRONTS SHOULD BE TRANSPARENT, ALLOWING FOR A DIRECT VISUAL CONNECTION BETWEEN PEDESTRIANS ON THE SIDEWALK AND THE ACTIVITIES OCCURRING ON THE INTERIOR OF A BUILDING, BLANK WALLS SHOULD BE AVOIDED.	SEE RESPONSE TO GUIDELINE D-2.
E.	LANDSCAPING	
E-1	LANDSCAPING TO REINFORCE DESIGN CONTINUITY WITH ADJACENT SITES - WHERE POSSIBLE, AND WHERE THERE IS NOT ANOTHER OVERRIDING CONCERN, LANDSCAPING SHOULD REINFORCE THE CHARACTER OF NEIGHBORING PROPERTIES AND ABUTTING STREETSCAPE.	THE SITE LANDSCAPING IN THE RIGHT OF WAY INCLUDES STREET TREES AND PLANTING EITHER IN PLANTING STRIPS OR IN RAISED CONCRETE BEDS. CURRENTLY THERE IS LITTLE PLANTING ON THE SITE AND NO STREET TREES. THE DEVELOPER INTENDS TO REPLANT THE NEIGHBOR'S TREES ALONG (ON OR OVER) THE EASTERN PROPERTY LINE THAT WILL BE DAMAGED DURING CONSTRUCTION.
E-2	LANDSCAPING TO ENHANCE THE BUILDING AND/OR SITE - LANDSCAPING INCLUDING LIVING PLANTS, SPECIAL PAVEMENT, TRELLISES, SCREEN WALLS, PLANTERS, SITE FURNITURE AND SIMILAR FEATURES SHOULD BE APPROPRIATELY INCORPORATED INTO THE DESIGN TO ENHANCE THE PROJECT.	CONCRETE WALLS FACING 61ST STREET AS WELL AS THE EAST PROPERTY LINE ALONG THE DRIVEWAY WILL BE SCREENED BY A GREEN WALL. A GREEN ROOF WILL BE UTILIZED TO REDUCE STORMWATER AND HEAT ISLAND EFFECT.



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> lease Dar RELY DESIGN 10.08.0 JIDANCE ESIGN REVIEW 02.23.0

DEPARTURES & DRB RESPONSES

