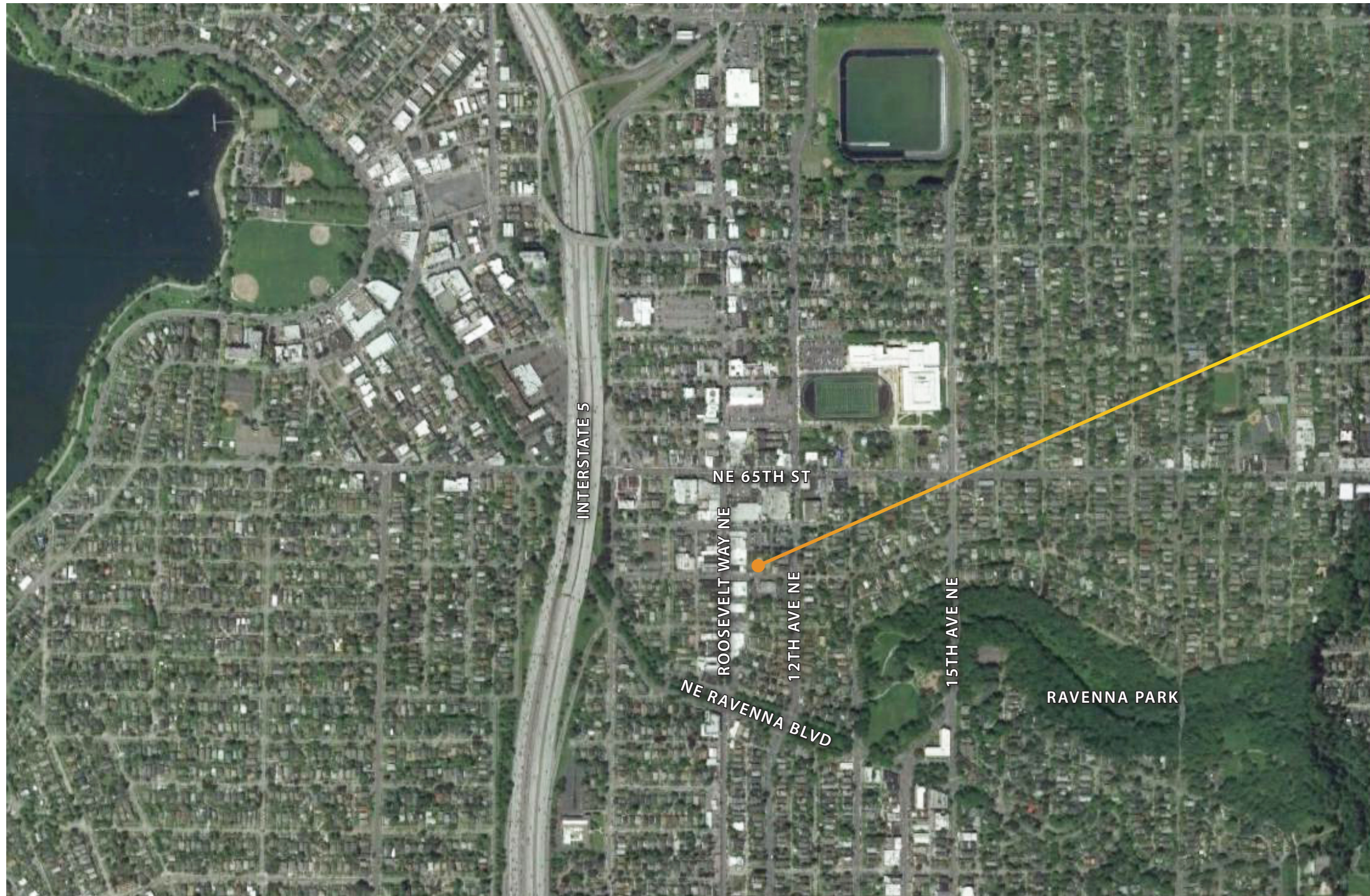


# 1020 NE 63rd STREET MIXED USE HOUSING

DRB RECOMMENDATION • DPD #3012241  
February 06, 2012

**SITE**



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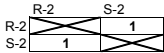


Project Data:	1020 NE 63rd Street Mixed Use	MUP
Client:	IS Property Investments	
Description	Mixed Use	

1.0 PROJECT DATA  
1.1 Location: Seattle WA  
1.2 Site Area:  
1.3 Zone:

1012 - 1022 NE 63rd St  
15,644  
NC3-65  
adjacent zoning: NC3P-65, NC2-40, LR2-RC  
Roosevelt Urban Village  
2009 Seattle Amendments to International Bldg. Code (IBC), sprinklered  
Mixed Use

1.4 Building Code: 2009 SBC  
1.5 Proposed Use: R-2, S-2  
1.7 Occupancy Classification / Separations  
Residential  
Parking



Fir. Lev.	PKG (gsf)	VERT CIRC	LOBBY/ CORE/MECH	LIVEWORK (gsf)	leaseable storage	common amenity	RESID. (gsf)	TOTAL (gsf)	roof ctyds	compliant open spc	FAR (SMC 23.84A.016)
Level P1	13,704	476						14,180			
Level L1	6,097	476	3513	2859				12,945			8,730
Level L2		476	1275		205	72	11,264	13,292			12,936
Level L3		476	1275		205	72	11,264	13,292			12,936
Level L4		476	1275		205	72	11,264	13,292			12,936
Level L5		476	1275		205	72	11,264	13,292			12,936
Level L6		476	1275		205	865	10,212	13,033			12,696
Roof		476	337			318		1,131	3,888	3,888	649
Subtotal	19,801	3,808	10,225	2,859	1,025	1,471	55,268	94,457	3,888	3,888	73,819
											4.72
average		55,268 /		108 excl. L/W	=	512	gsf per unit average EXCL L/W				4.16 for any single use w/in mixed use

1.9 Unit Distribution

Unit Distribution per floor

	L/W	Studio	Open 1-BR	1 BR	1+DEN	2 BR	total
L1	4						4
L2		6	12				22
L3		6	12				22
L4		6	12				22
L5		6	12				22
L6		4	13			3	20
L7							0
L8							0
	4	28	61	0	0	19	112

Unit Mix			Average Unit Size		
Unit Type	# Units	%	Res	# of Units	Avg. GSF
L/W	4	3.6%			
Studio	28	25.0%			
Open 1-BR	61	54.5%			
1 BR	0	0.0%			
1+DEN	0	0.0%			
2 BR	19	17.0%			
Totals	112	1			

INCL L/W

1.10 Project Metrics

Residential Area Efficiency	res. area	/	total floor area (at res. levels)	
	55,268	/	66,201	= 83.5%
Heated Area Efficiency	heated area	/	total floor area	
	69,823	/	94,457	= 73.9%
Parking Efficiency	parking area	/	number of stalls	
	19,801	/	70	= 283 sf per stall
Total gross rentable area (gsf)	residential	+	commercial (live/work)	
	55,268	+	2,859	= 58,127



Project Data:	1020 NE 63rd Street Mixed Use
Client:	IS Property Investments
Description	Mixed Use

2.0 ZONING DATA

2.1 Use:	SMC 23.47A.004
Residential	Permitted
General Sales/Svc	Permitted

2.2 Street Development Standards:

Blank facades permitted:	SMC 23.47A.008.A.2 no segment longer than 20 ft total blank facade < 40%	Provided: <b>compliant</b> See 5/T0.2
Setbacks:	SMC 23.47A.008.A.3 Street-level facades must be within 10 ft of lot line unless wider sidewalks, plazas, or other approved landscaping or open space is provided.	Provided: <b>compliant</b> Plaza and landscaping provided at facades greater than 10'. See A1.0
Transparency required:	SMC 23.47A.008.B.2 60%	Provided: <b>compliant</b> See 5/T0.2
Depth of nonres.:	SMC 23.47A.008.B.3 average 30 ft, minimum 15 ft	Provided: <b>compliant</b> 35' average
Height of nonres.:	13 ft floor-to-floor	Provided: <b>13'</b>
Residential use at street:	SMC 23.47A.008.D.2.c maximum 20% of facade	Provided: compliant

2.3 Outdoor Activities:	SMC 23.47A.011.D, E
Outdoor storage prohibited	
Outdoor sales/service of food or beverages prohibited within 50 ft of residentially-zoned lot	

2.4 Structure Height:	SMC 23.47A.012 A	65' height of underlying zone See exterior elevations A3.0- A3.3 for compliance
Projections allowed above height limit: clerestories, guardrails, elevator/stairs overruns		

2.5 Floor Area Ratio	SMC 23.47A.013.B
Allowed:	4.75 for mixed use
Lot Area:	15,644 SF
Total Floor Area (excluding below grade):	73,819 SF
FAR provided:	<b>4.72</b> compliant
Allowed:	4.25 for any single purpose within mixed use
Lot Area:	15,644 SF
Total Floor Area in Residential Use:	65,089 SF
FAR provided:	<b>4.16</b> compliant

2.6 Setbacks		SMC 23.47A.014.B.3	
North property line:	0	alley easement:	5 ft
East property line:	0	alley dedication:	5 ft
South property line:	0	sidewalk easement:	2 ft
West property line:	DEPARTURE REQUESTED 5' to 13' above grade 10' to 40' above grade 2' per 10' above 40'	alley easement:	5 ft
Site triangle for abutting residential zones?		Not applicable.	
Projections permitted into setback: exterior balconies, decks		2 ft projection above and below grade at sidewalk easement	

2.7 Required Landscaping:	SMC 23.47A.016.A
Required: Seattle Green Factor 0.30	Provided: Refer to Landscape Plans
Required: street trees	Provided: Refer to Landscape Plans

2.8 Noise Generators:	
When noise generators located outdoors (heat exchangers, refrigeration, etc.) acoustic report shall be provided describing measures to be taken so that noise complies with standards	

2.9 Residential Amenity Area:	SMC 23.47A.024.A
Required: 5% gross bldg. in resid. use:	5% of 65,089 = <b>3,254 sf</b>
Provided:	at roof deck <b>compliant</b> 3,737 sf

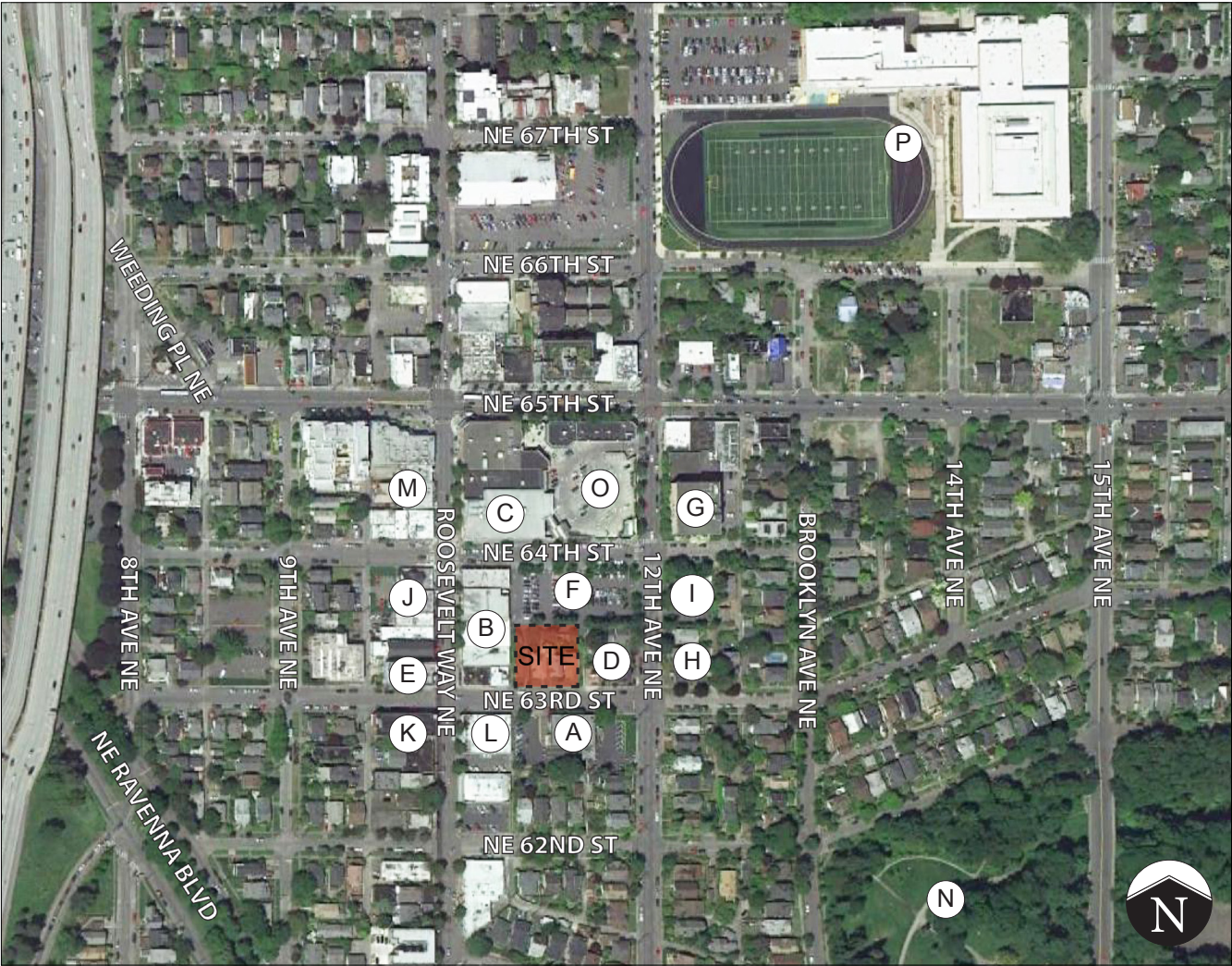
	SMC 23.47A.024.B
Required: minimum dimension 6 ft (private) or 10 ft (common)	
2.10 Solid Waste:	SMC 23.54.040 Table A
Required for mixed use, 100+ units:	min 575 sf plus (16 x 4sf) plus 1/2 commercial (82 x 0.5) <b>664 sf</b>
No dimension less than 12 ft (for over 9 units)	

2.11 Parking Location / Access:	SMC 23.47A.032
One curb cut permitted	
Parking may not be located between structure and street lot line	
Parking may not be located inside a structure adjacent to street-level street-facing facade	
Driveway:	SMC 23.54.030.D.2 For non-residential uses: driveways for one-way traffic 12-15 ft; two-way traffic 22-25 ft Proposed driveway width = 22 ft
Curb cuts:	SMC 23.54.030.F.2 For non-residential uses: driveways for one-way traffic 12-15 ft; two-way traffic 22-25 ft Proposed curb cut = None - access from alley.

2.12 Required Parking:	SMC 23.54.015 Chart A, Chart B
Urban Village, Frequent Transit Service = zero code-required parking	
Provided Parking = 70 stalls	
	S M L BF BF Van Totals
P1	49 0 0 2 1 51
L1	12 5 0 1 1 19
subtotal	61 5 0 3 1 70

Bicycle Parking	SMC 23.54.015 Chart E
	LONG TERM SHORT TERM LONG SHORT
	Bicycle Pkg Ratio Bicycle Pkg Ratio Required Required
Residential	112 units 1/ 4 28 n/a
Loading berth:	low to medium demand use (general commercial sales, medical services) less than 10,000 sf no loading berth required



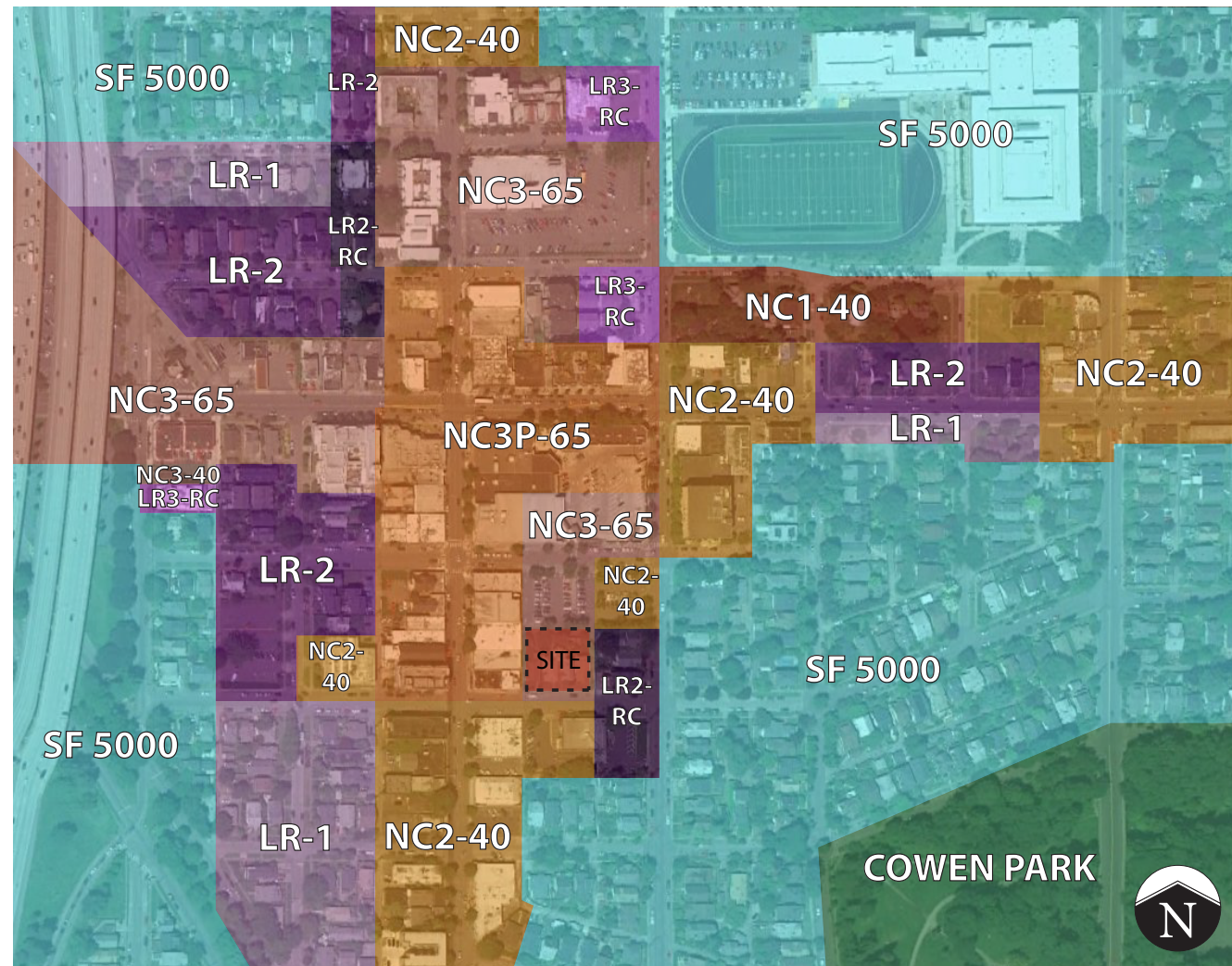


SURROUNDING USES





- Residential
- Commercial
- Parking Lot
- Civic/Recreation

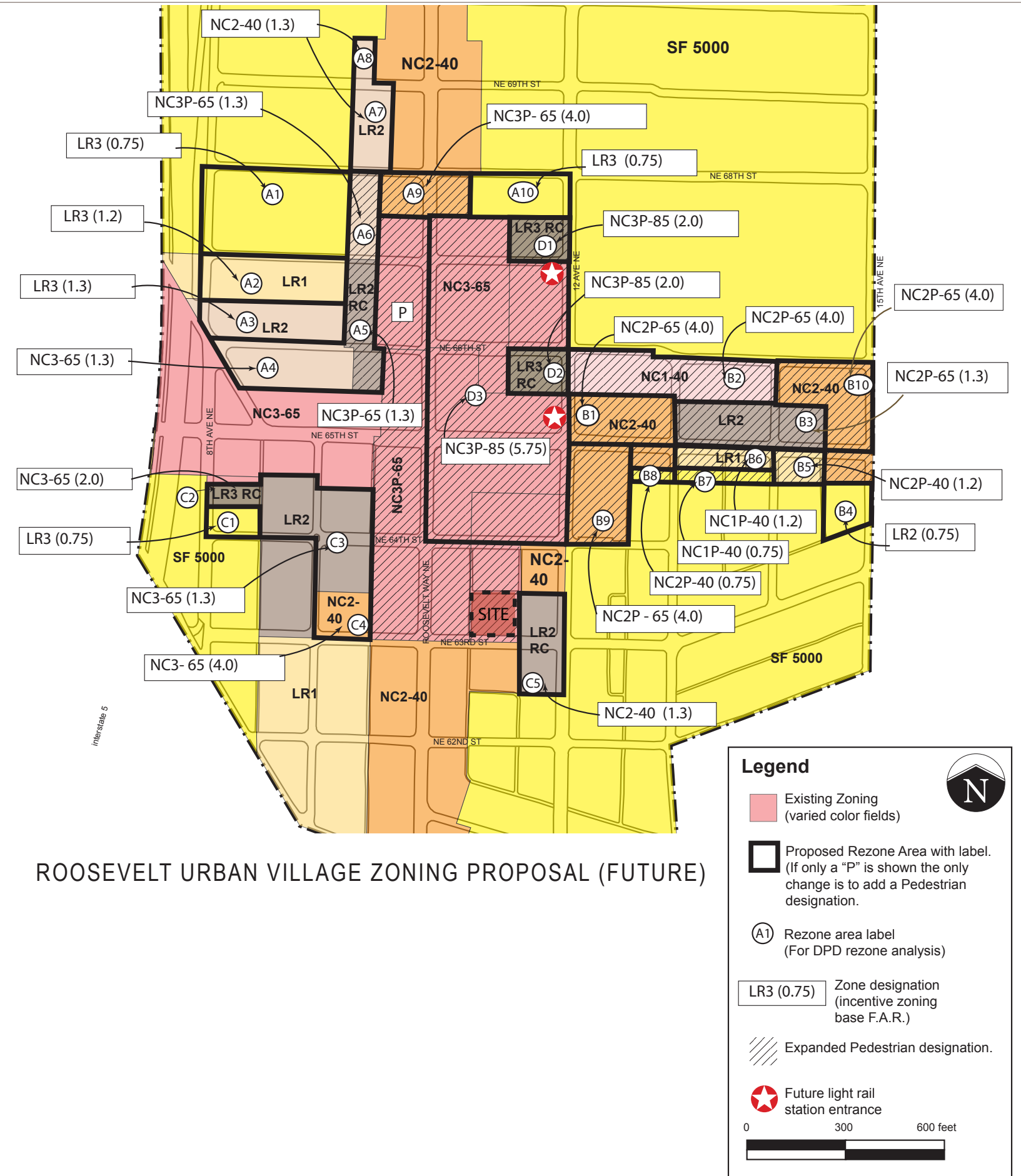


## SITE CONTEXT



## ZONING MAP (CURRENT)

-  Residential, Multifamily, Lowrise  
 Neighborhood Commercial  
 Single Family 5000  
 Park



ROOSEVELT URBAN VILLAGE ZONING PROPOSAL (FUTURE)

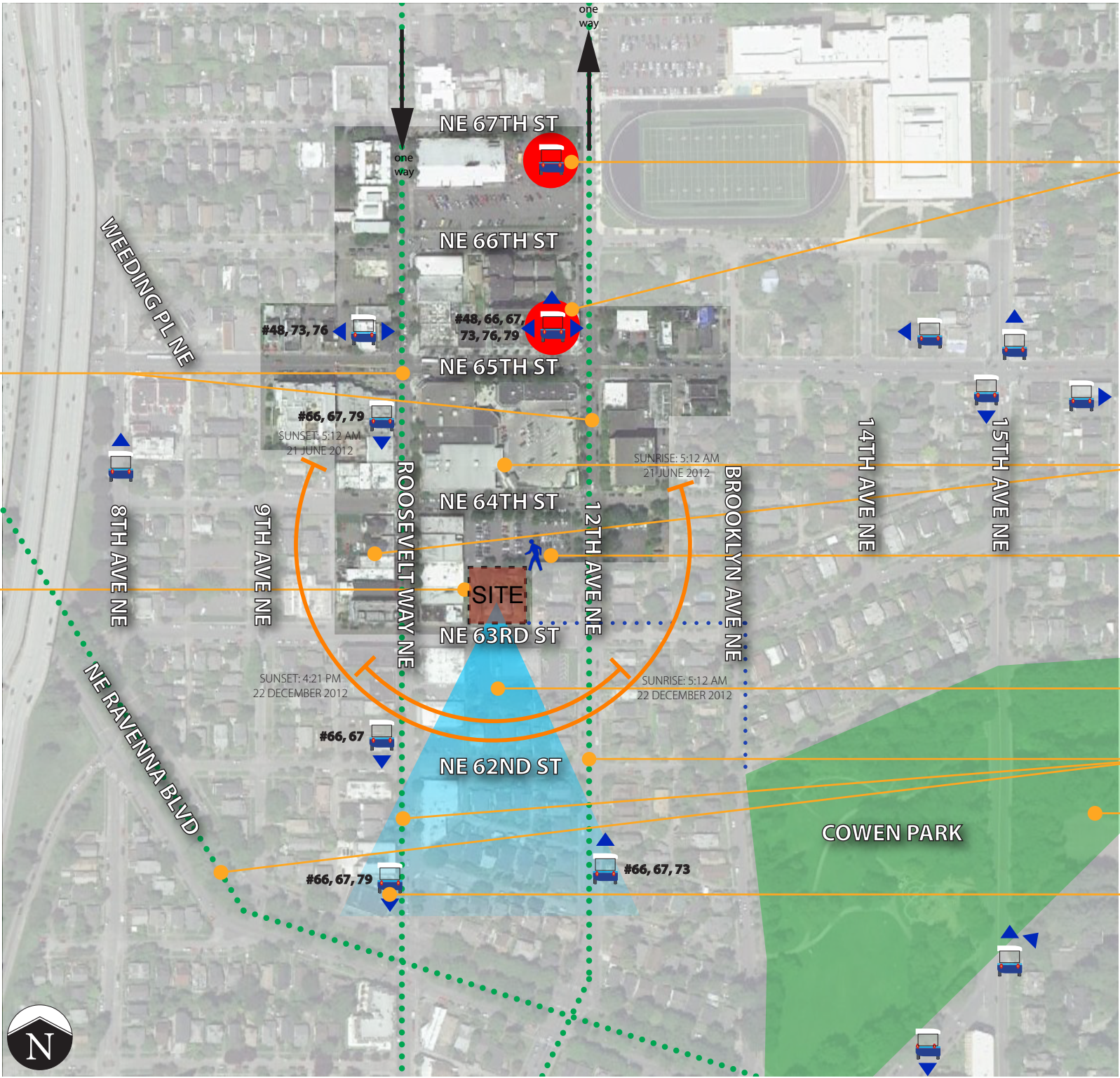


CONSTRAINTS

- Potential traffic and noise from Roosevelt and 12th Ave.
- Lack of cohesive architectural context.
- Tight vehicular alley.

OPPORTUNITIES

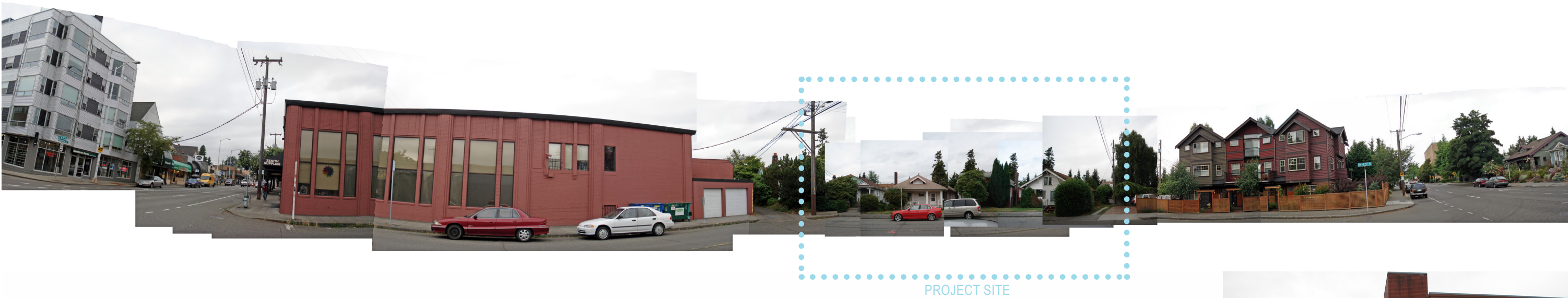
- Fast connections to Downtown, University of Washington, and Northgate Shopping Center via future Link Light Rail Line.
- Future density expected.
- Close proximity to neighborhood node: Whole Foods and local shops and cafes.
- Popular pedestrian connections.
- Territorial and city views, especially for upper floors.
- Bicycle pathways.
- Walking distance to parks and recreation facilities
- Connection to Downtown and University of Washington via Metro bus routes.





SITE CONTEXT: STREET ELEVATIONS

NE 63RD ST - LOOKING NORTH



NE 63RD ST - LOOKING SOUTH



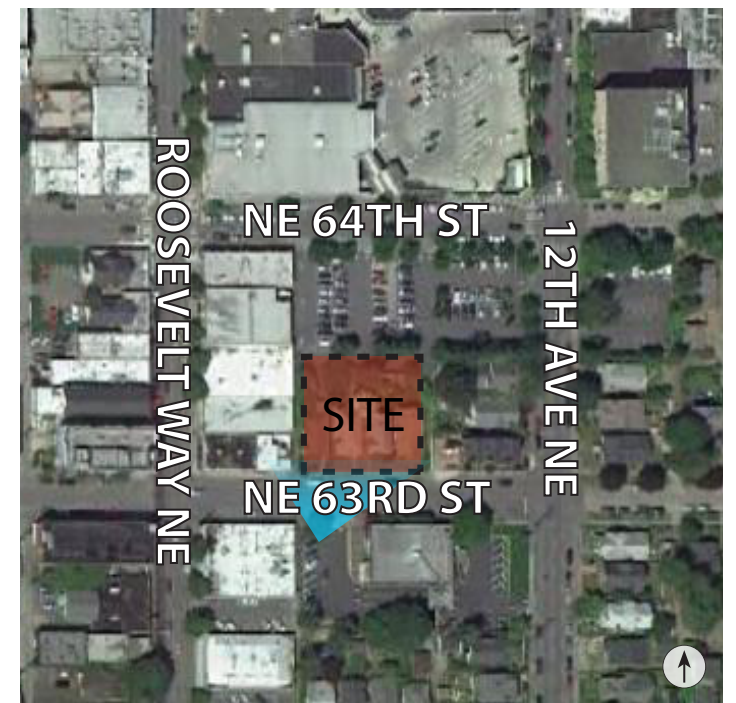
NE 64TH ST - LOOKING SOUTH







VIEW FROM SOUTH





SITE CONTEXT: EXISTING CONDITIONS



VIEW OF SITE FROM 12 AVE NE



VIEW OF ADJACENT BUILDING TO EAST

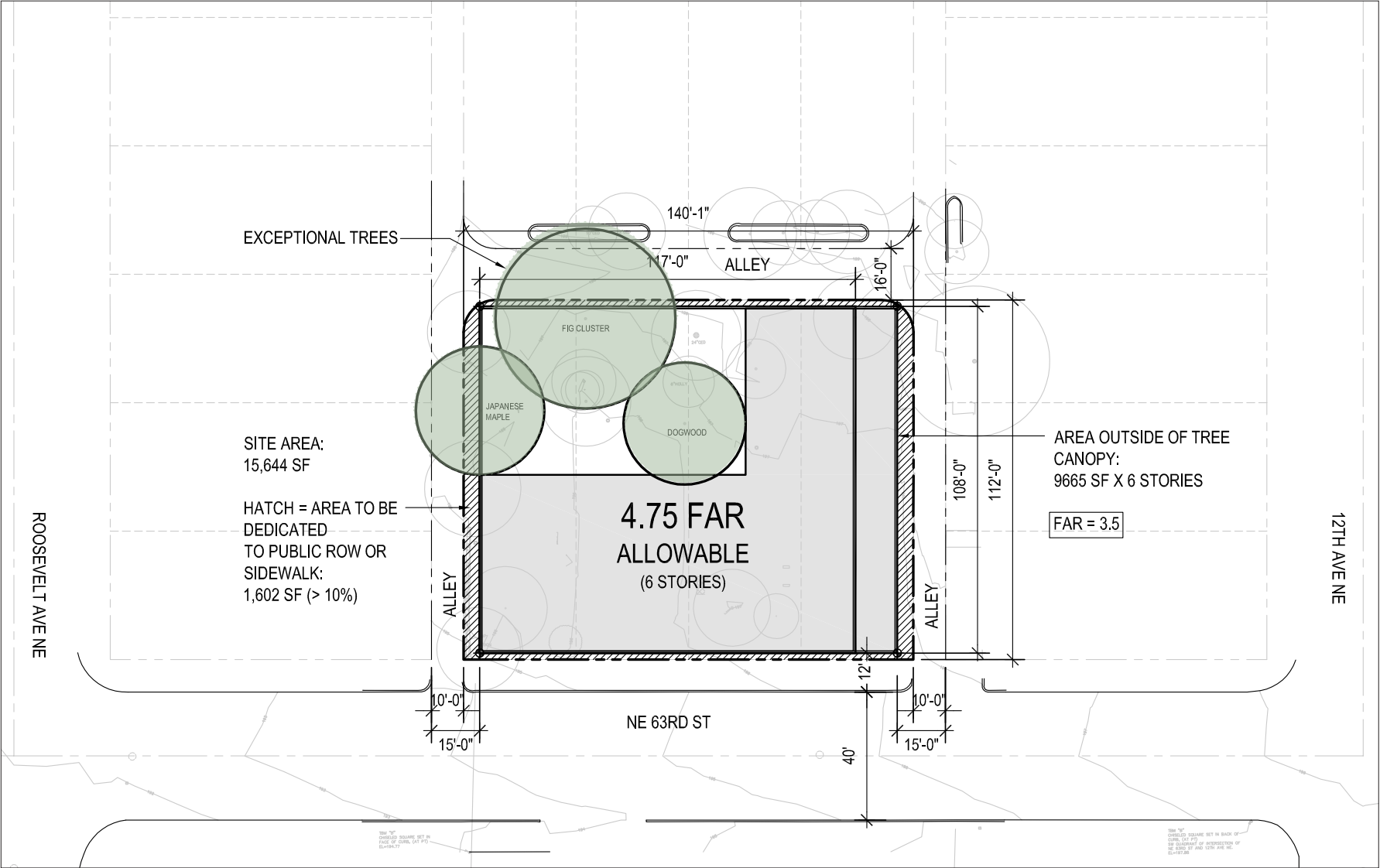


VIEW OF BUILDING ACROSS STREET ON NE 63RD ST



VIEW OF SITE FROM WEST ALLEY





- Goals:
- meet development objectives by developing site to full potential
  - develop high-density housing for transit-oriented site
  - provide cohesive design that provides a sense of scale at pedestrian level
  - provide design that reads consistently since site is equally visible from nearby surface parking lots as from the street (NE 63rd)
  - provide sensitive transition to low-rise zone at street level (at east)

- Site Challenges:
- 10% of site is dedicated to public ROW and sidewalk
  - in order to achieve 4.75 FAR on the developable portion of the site, not much flexibility remains (massing occupies 90% of remaining lot area)
  - massing studies do not have much variety due to limited area
  - exceptional trees: maintaining trees would limit useability of site to FAR 3.5, available departures would not help (project proposes to replace tree canopy elsewhere = 4,850 sf).



The project is located at 1020 NE 63rd Street. The proposal is to construct a 6-story mixed-use building with four live/work units at street level and 108 apartments on five levels above for a total of 112 units. Approximately 70 parking stalls are located in a screened, below-grade parking garage. Access to parking will be via the alley on the west side of the site. The total area of the building including below grade parking is approximately 93,700 gsf. The project site is surrounded on the north, east, and west sides by alleys.

The site is located in the Roosevelt Urban Village, on NE 63rd Street between two arterials; Roosevelt (one-way travelling south) and 12th Avenue NE (one-way travelling north).

The project will improve the west alley to SDOT paving standards and is dedicating 5-feet to the alley right-of-way resulting in a 15-foot wide alley. This, along in addition to the entrance to the garage direct vehicular traffic to the west alley. Dialog with SDOT is on-going regarding appropriate paving and landscaping for the east alley. Additionally a 5-foot landscaped buffer with low level pedestrian scaled lighting is located at the east alley in order to encourage pedestrian activity.

An arborist has identified three trees on site that meet the City of Seattle’s criteria of “exceptional trees.” At Early Design Guidance it was determined that there are no design departures which would make retaining the trees economically feasible. Discussion is ongoing with SDOT regarding replacement trees in accordance with the Exceptional Tree regulations.

The street frontage on NE 63rd has been designed to encourage human activity and includes landscaping, lighting, blade signs, overhead shelter and large areas of commercial storefront.

A-1

A. Site Planning	
<p><b>A-1 Responding to Site Characteristics</b></p> <p>The siting of buildings should respond to specific site conditions and opportunities such as nonrectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.</p> <p><b>Roosevelt-specific supplemental guidance:</b></p> <p>Solar Orientation – Minimizing shadow impacts along Roosevelt Way and NE 65<sup>th</sup> Street is especially important in the Roosevelt neighborhood. The design of a structure and its massing on the site can enhance solar exposure for the project and minimize shadow impacts onto adjacent public areas between March 21<sup>st</sup> and September 21<sup>st</sup>.</p> <p><b>The Board discussed how the site, with public right-of-way on all four sides, dictates that the building will have no back side, with each façade presenting an important “face.”</b></p>	<p><b>Applicant’s Response:</b></p> <p>The building is designed to present a modern and cohesive appearance from all sides because it is surrounded by public right-of-way. The design uses subtraction and color to reduce the overall massing of the project into simple and logical forms. Large windows at all units facing north, south, east and west allow the project to open up to neighborhood from all sides. The simple and durable materials of aluminum, glass, concrete and fiber cement represent the exterior surfaces. The combination of the massing and materials allow the building to be expressive, while simultaneously allowing it to become part of the fabric of future development within the Roosevelt neighborhood.</p> <p>Over 10% of the site is being dedicated to either right of way improvements or easements. Unfortunately this along with the siting of the building does not allow the exceptional trees to be preserved while achieving the development objectives and code allowed FAR.</p>

A-2

<p><b>A-2 Streetscape Compatibility</b></p> <p>The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.</p> <p><b>Roosevelt-specific supplemental guidance:</b></p> <p>Commercial and Mixed-Use Developments: Continuity of the Street Wall Along Sidewalks – Where building setbacks vary along the street due to required street dedications, new developments are encouraged to introduce elements that can help preserve the continuity of adjacent street-facing building walls, especially within the Core Commercial Area. Any element within the public right-of-way such as awnings, planters, etc., will require SEATRAN (Seattle Transportation Department) approval.</p> <p><b>The Board discussed the context of the site and how there is a change from commercial character on the west to multi-family residential on the east. The Board indicated it is not inclined to lower the 13 floor to floor height requirement for the first floor (a requested development standard departure) as the context along the street frontage is appropriately commercial/retail. The leasing office and some amenity space was thought by the Board to be appropriate for a portion of the N.E. 63rd St. frontage.</b></p>	<p><b>Applicant’s Response:</b></p> <p>The ground level commercial units have been designed to encourage commercial use at street level along NE 63rd Street. The commercial live/work units are primarily glazed with aluminum storefront, which wraps around to both the east and west alleys to provide “eyes” on the alley’s for additional security.</p> <p>Setbacks along NE 63rd allow the live/work commercial units to each have their own entrances and provides a sheltered gathering space for residents and customers of the project. Low planters, overhead canopies and the building above help to create a strong urban edge along NE 63rd Street.</p>
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A-4

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

Roosevelt-specific supplemental guidance:

Roosevelt is looking for opportunities to encourage pedestrian activity along sidewalks within the Commercial Core. This is especially important because sidewalks along Roosevelt and 65th are considered too narrow. If not required with new development, applicants are encouraged to increase the ground level setback in order to accommodate pedestrian traffic and amenity features.

**The Board discussed the importance of a commercial character to the street frontage. It indicated that the live/work units should be designed to be clearly commercial in character and the overhang of building above the street facing building front at ground level seemed counter to this goal. The Board indicated it thought a strong, urban street edge needs to be established.**

Applicant's Response:

The NE 63rd street level live/work units have been designed with an appropriate setback for the neighborhood that will provide shelter and encourage human activity along the street frontage. The design creates a strong, active, urban street edge that is compatible with the current neighborhood as well as future neighborhood development.

Clearly commercial in character, the live/work units are designed to maximize their usability for public and private uses. The units have been conceived with four flexible zones that allow for a variety of uses for the present and future. These zones allow the live/work to function as an active commercial function during business hours, and as a private residence after close of business. The design also allows the spaces to function solely as a commercial use. The zones are defined as:

- Zone 1 Public - This area includes the public sidewalk and entrances to the units. The sheltered space creates the potential to have the commercial uses spill out into a weather protected space for gathering and display of products. Landscaping planters and street trees help to soften the hardscape materials in the right-of-way.
- Zone 2 Commercial - The interior space immediately adjacent to the public zone and designed to be visibly open to the street through commercial storefront. At each transparent entrance there is an area for the prominent display of signage and products. Each space opens directly into the public zone 1.
- Zone 3 Utility - This supports both the commercial and living portion of the live work units with a bathroom, kitchen, working and eating area. This zone can be opened up to both the commercial and live portion of the unit through a translucent curtain system.
- Zone 4-Living - This area contains the sleeping and living portions of the space and can be screened from the utility and commercial portions of the space with another layer of the translucent curtain system.

A-5

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.

**The Board discussed the proposals relation to adjacent sites, indicating that Option C seems to best address those sites and that there should not be any balconies facing the residential structures to the east.**

**The Board stated the top left image of existing building on the “Precendent Images,” on page 24 of the applicant’s information packet used at the meeting, is a good example of a box that is rectangular, but, has massing and façade treatment which suggests a stepping down towards an adjacent use. This would be a useful technique in the subject situation.**

Applicant's Response:

The residential low-rise zone to the east is expected to change to a commercial zone (NC2-40) prior to this projects construction. To suggest the transition to a lower commercial zone, the massing has stepped back at the upper level along 63rd Avenue and the east alley. The accent color wraps around the building at this level tying the geometry together at the South and East elevations.

In order to minimize intrusions into the privacy of the adjacent homes there are no residential decks above the 2nd floor as recommended by the board.

The garage entry has been located on the opposite west alley in order to minimize vehicular traffic adjacent to the existing homes. The common amenity roof deck is concentrated on the south and west areas of the roof to minimize disruption to the existing homes as well.



A-6

**A-6 Transition Between Residence and Street**

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

**Roosevelt-specific supplemental guidance:**

Encourage the incorporation of separate ground-related entrances and private open spaces between the residence, adjacent properties, and street, especially for multifamily developments west of Roosevelt Way.

Ground level landscaping can be used between the structure(s) and sidewalk.

**The Board indicated that the transition from the live/work and residential lobby/amenity area should read as commercial. It also stated the cantilever of building above should be less than proposed, not necessarily none, but incorporated in a way that allows the building to hold the street edge and encourage pedestrian interaction.**

**Applicant's Response:**

As discussed in A-2 and A-4, the transition from the sidewalk to the live work units is designed to hold the street edge and encourage pedestrian activity. Separate ground related entrances encourage the spaces to use the sheltered outdoor space as an extension of the commercial space.

Sheltered areas for seating at the ground level entrances will help encourage social interaction between residents and neighbors.

A-7

**A-7 Residential Open Space**

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

**Roosevelt-specific supplemental guidance:**

The Roosevelt Neighborhood values places for residents to gather. For mixed use developments, provision of ground-related common open space areas in exchange for departures especially to the maximum residential coverage limit is encourage, in addition to other allowable departures.

Open space areas can also be achieved in a variety of ways including:

Terraces on sloping land to create level yard space

Courtyards

Front and/or rear yards

Roof tops

**Applicant's Response:**

As previously discussed in A-4, an active, urban frontage has been designed along with integrated landscaping and public open space at the ground floor commercial entrances. A large, landscaped rooftop terrace has been designed as a gathering space for residents.



A-8

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.

**Roosevelt-specific supplemental guidance:**

Minimize the number of curb cuts and width of driveways and curb cuts along Roosevelt Way NE and NE 65th Street by locating vehicle access onto alleys and/or side streets when feasible.

Locate surface parking at rear or side of lot. Where feasible, parking areas for properties that lie outside pedestrian overlay zones should be located to the rear of buildings that face Roosevelt Way NE and NE 65th Street.

Encourage creation of multi-purpose parking areas. These areas can provide for parking as well as public open space areas.

**The Board indicated that vehicle entry from the west is appropriate.**

**Applicant's Response:**

The parking garage entrance is located on the alley to the west side of the property. Currently this alley has the most vehicular use and will be designed to encourage traffic while and discouraging vehicular traffic to the alley abutting the residentially zoned lots to the east.

B-1

**B. Height, Bulk, Scale**

**B-1     Height, Bulk, Scale**

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

**Roosevelt-specific supplemental guidance:**

Careful siting, building design and building massing at the upper levels should be used to achieve a sensitive transition between multifamily and commercial zones as well as mitigating height, bulk and scale impacts. Some of the techniques already identified in the Citywide Design Guidelines are preferred in Roosevelt. These techniques include:

- 1. increasing building setbacks from the zone edge at ground level;
- 2. reducing the bulk of the building's upper floors;
- 3. reducing the height of the structure;
- 4. use of landscaping or other screening (such as a 5-foot landscape buffer).

Departures to development standards are encouraged in Roosevelt in order to create a positive transition along zone edges. If any of the 4 techniques listed above is employed, applicants and Board members are encouraged to consider specific departures to the development standards identified below in addition to those listed in the Citywide Design Guidelines.

- a) 64% coverage limit for the residential portion of mixed use buildings;
- b) building height for all or some portions of the building;
- c) required open space.

Applying any of these or other departures allowed through Design Review is intended to help offset a significant loss of development opportunity within the Roosevelt neighborhood.

**The Board indicated that the height, bulk and scale of the proposal on this site is a concern to be addressed, particularly in terms of a transition thought necessary from the west to the multi-family area to the east.**

**Applicant's Response:**

The anticipated future zoning to the east is NC2-40' (currently L3). The project massing provides an upper level setback at the top floor on the south and east to provide a transition from the 65' zone to the 40' zone. The use of color for the setback at the south, east, north and west elevation create a cohesive and integrated massing which allows the scale of the building to become proportionally compatible with the neighborhood. The setbacks on the south and east also help to create a step down in perceived height to the adjacent zone to the east.

Additionally, a 7-foot landscaped setback with path lighting has been created to help pedestrian oriented transition between the zones.



C-1

C. Architectural Elements and Materials	
<p><b>C-1 Architectural Context</b></p> <p>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.</p> <p><b>Roosevelt-specific supplemental guidance:</b></p> <p>Streetwalls adjacent to sidewalks within the Roosevelt Commercial Core should be designed to incorporate traditional commercial façade components. This can be achieved by using narrow, traditional storefronts defined by vertical elements with multiple pedestrian entrances. This type of articulation is especially important for projects that occupy most or all of a blockface.</p> <p>The following is encouraged:</p> <p>Articulate the building façade and break down the mass of long facades into units or intervals through architectural design and detailing to reflect Roosevelt’s historical building pattern.</p> <p>Consider a variety of traditional methods to break up the mass of large buildings in order to provide for distinctly different architectural treatments at the ground or lower levels.</p> <p>Incorporate design elements, architectural details, or materials in the building façade at the street level that are similar to those of adjacent buildings.</p> <p><b>The Board discussed the context in the immediate area and the importance of relation both to commercial west and eastern multi-family areas.</b></p>	<p><b>Applicant’s Response:</b></p> <p>The Board encouraged the design to follow a similar development pattern as the nearby commercial development (even if there is no strong precedent in the architectural language). This project responds to the neighborhood guidelines in providing multiple entrances at the sidewalk and modulation at street level that corresponds to a more traditionally-scaled storefront module. Large storefront windows emphasize transparency and tie the commercial base to the commercial core.</p>

C-2

<p><b>C-2 Architectural Concept and Consistency</b></p> <p>Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit forms and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.</p> <p><b>Roosevelt-specific supplemental guidance:</b></p> <p>The architectural features below are especially important for new commercial and mixed use developments in Roosevelt’s commercial core: Multiple building entries, Courtyards, Building base, Attractively designed alley-facing building facades including architectural treatments, fenestration, murals, etc.</p> <p><b>The Board indicated the building does not need to be as formal and symmetrical as in the applicant’s preferred scheme. Instead it felt the use of variety in expression should be used to deal with adjacent zone transition issues.</b></p>	<p><b>Applicant’s Response:</b></p> <p>The structure presents a unified building form as viewed from all sides, including the north alley elevation facing the Whole Foods parking lot. A setback in each façade is reinforced with color, which allows the building to be broken down into three smaller, proportional masses as seen from each direction.</p> <p>The upper levels containing residential apartments have a consistent expression of large openings and simple cladding details.</p> <p>The ground floor facade along 63rd is transparent to reinforce the urban commercial character of the future development, while the ground level at the east and north alleys have a landscaped buffer and vertical green screens to help with transition to the neighboring properties.</p>
<p><b>C-3 Human Scale</b></p> <p>The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.</p> <p><b>The Board felt that elements of human scale were an important needed element. Both the architecture and the landscaping needs to be designed and detailed to add positively to the pedestrian space. The Board asked that many details of the human context be shown at the next meeting; particularly at the street edge.</b></p>	<p><b>Applicant’s Response:</b></p> <p>The pedestrian space along the east alley and NE 63rd Avenue have been enhanced with well detailed and thoughtful aspects of the human experience. Along NE 63rd, sunscreens, commercial and residential signage, landscape planters and a sheltered outdoor space positively contribute to the pedestrian experience. Along the east alley, landscaping and low level lighting has been designed to encourage pedestrian activity while minimizing light trespass onto adjacent properties.</p>



C-4

C-4 Exterior Finish Materials

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

Roosevelt-specific supplemental guidance:

Signs: Developments should accommodate places for signage that are in keeping with the building's architecture and overall sign program. Preferred sign types include:

Small signs incorporated into the building's architecture, along a sign band, on awnings or marquees, located in windows, or hung perpendicular to the building façade are preferred within the Commerical Core Area.

Neon signs are also encouraged, while large illuminated box signs are discouraged.

Blade signs hung from beneath awnings or marquees are especially favored in the Commercial Core Area.

Large box signs, large-scale super graphics and back -lit awnings or canopies are less desirable, especially within the Commercial Core. Where awnings are illuminated, the light source should be screened to minimize glare impacts to pedestrians and vehicles.

**The Board stated that materials and colors would be important and should be shown at the next meeting. It said the alley frontages should also not be forgotten in this regard. The Board stated the nearby metal building on Roosevelt Ave. is a bad example of execution of this design guideline.**

Applicant's Response:

Materials along NE 63rd Street are architectural concrete and commercial storefront. The parking garage is screened with metal trellis greenscreens.

The cladding of the upper floors is painted fibercement siding panels with aluminum reveals to create a crisp, well detailed facade with the emphasis on clarity of expression and openness. Powdercoated aluminum sunscreens on the south and window railings on the east, north, and west elevations are also provided for the residential units.

At the commercial level integrated blade signs provide identiy to the businesses and a added layer of texture to the street level experience.

D-1

D. Pedestrian Environment

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 sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

Roosevelt-specific supplementalguidance:

Pedestrian amenities are encouraged where appropriate along sidewalks within the Core Commercial Area. Providing for sufficient pedestrian movement is necessary in order to provide pedestrian amenities. One way to accomplish this is by extending curbs to create opportunities for outdoor cafes and/or vending areas. Amenities could also be placed within small and larger setbacks along commercial streets. Curb extensions and any amenity feature proposed within the public right-of-way should be explored with SEATRAN (Seattle Transportation) very early in the design process.

**At the Early Design Guidance Meeting, the Board indicated they support both the downplaying of the auto in the east alley and the inclusion of landscape elements in the alley right-of-ways.**

Applicant's Response:

The entry is provided with overhead weather protection and lighting to create an urban streetscape and attractive entrances to the building.

The pedestrian connection to the north commercial core is encouraged along the east alley with pedestrian-scaled lighting and plantings.



D-2	<p><b>D-2 Blank Walls</b></p> <p>Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.</p> <p><b>At the Early Design Guidance Meeting, the Board indicated the avoidance of blank walls to the greatest extent possible and the treatment of any that do exist so as to increase their visual interest will be important.</b></p>	<p><b>Applicant's Response:</b></p> <p>No blank walls facing the street are proposed. Windows into the live work areas are located at both the east and west alleys.</p> <p>At the live/work units, one wall facing the windows will be designed as an opportunity for display of the commercial business for added visual interest.</p> <p>The parking structure is screened with metal trellis, greenscreen, and plantings along the north, east and west alleys.</p>
D-5	<p><b>D-5 Visual Impacts of Parking Structures</b></p> <p>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.</p> <p><b>At the Early Design Guidance Meeting, the Board discussed these issues. It stated that ventilation opening, implementation of green screens and safety along the parking garage are important. It asked the location and details of ventilation features be shown at the next meeting.</b></p>	<p><b>Applicant's Response:</b></p> <p>The parking structure is screened with metal trellis, greenscreen, and plantings to provide a pleasant environment for pedestrians and to encourage pedestrian use of the alley.</p>

D-6	<p><b>D-6 Screening of Dumpsters, Utilities, and Service Areas</b></p> <p>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.</p> <p><b>At the Early Design Guidance Meeting, the Board requested that details of these elements be shown at the next meeting.</b></p>	<p><b>Applicant's Response:</b></p> <p>Dumpsters are located within the structure. Gas meters are located on the alley and away from the sidewalk.</p> <p>The electrical transformer vaults are provided at grade on the east alley.</p>
D-7	<p><b>D-7 Personal Safety and Security</b></p> <p>Project design should consider opportunities for enhancing personal safety and security in the environment under review.</p> <p><b>At the Early Design Guidance Meeting, the Board discussed this issue and stated the east alley in particular, but all four buildings faces, need to be designed to provide personal safety and security.</b></p>	<p><b>Applicant's Response:</b></p> <p>Live/work units have windows facing the alleys to maximize "eyes on the street" for greater security. The alley will be well lit with pedestrian-level lighting to encourage pedestrian use. A second stair connects to the east alley to encourage residents to use the east alley when walking to the retail core.</p>
D-8	<p><b>D-8 Treatment of Alleys</b></p> <p>The design of alleys entrances should enhance the pedestrians' street front.</p> <p><b>At the Early Design Guidance Meeting, the Board discussed the treatment of the alleys indicating it favors the modified form proposed for the east alley.</b></p>	<p><b>Applicant's Response:</b></p> <p>The garage will be screened from the alley (see D-5). Enhanced planting and greenscreens for the garage are proposed for the north alley.</p>



D-10

<b>D-10 Commercial Lighting</b> Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.  <b>At the Early Design Guidance Meeting, the Board indicated lighting design and plan should be shown at the next meeting.</b>	<b>Applicant's Response:</b> The lighting design provides and emphasis on lighting at the commercial frontage and residential entry along 63rd to provide a vibrant and active commercial presense during dark hours.  The lighting along the east alley pedestrian exit will provide ample security lighting at the doors, and low level path lighting for security along the alley.
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D-11

<b>D-11 Commercial Transparency</b> 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.  <b>At the Early Design Guidance Meeting, the Board discussed this issue under other guidelines above, indicating a transparent, commercial context is important along the street face.</b>	<b>Applicant's Response:</b> The live/work units have commercial character with a primairly transparent storefront facade for a direct visual connection to the public right of way.  Screening within the unit will provide separation between the “work” portion at the front and the “live” portion at the rear but emphasise the visually transparent commercial zone adjacent to the street.
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D-12

<b>D-12 Residential Entries and Transitions</b> For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.  <b>At the Early Design Guidance Meeting, the Board indicated this is an important guideline for the proposal.</b>	<b>Applicant's Response:</b> Per the Board's guidance at EDG, the live/work units should have a commercial character. The design of the interior space allows a front area of the unit to be commercially-oriented with a large amount of transparency. See A-4 for a description of the live/work zones.  Planters also provide a human scale and transition from private to public.
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E-1

E. Landscaping	
<p><b>E-1 Landscaping to Address Design Continuity with Adjacent Sites</b></p> <p>Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.</p> <p><b>At the Early Design Guidance Meeting, the Board indicated this guideline is important particularly in how the building relates to surrounding properties.</b></p>	<p><b>Applicant's Response:</b></p> <p>Street trees will be provided in consultation with the City of Seattle Arborist. Street trees will be extended beyond the frontage of the property site in order to provide replacement canopy trees. Plant material selection has taken cues from adjacent properties.</p>
<p><b>E-2 Landscaping to Enhance Building and/or Site</b></p> <p>Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.</p> <p><b>At the Early Design Guidance Meeting, the Board discussed the importance of street trees to the proposal and asked that they be shown in number and location at the next meeting.</b></p>	<p><b>Applicant's Response:</b></p> <p>The garage is screened with greenscreens and trellises to provide an attractive base. A landscaped roof deck is the primary residential amenity space for the building.</p> <p>The east alley includes a 5-foot wide planted setback. The north alley includes a 2-foot wide planted setback.</p> <p>Feature paving will be utilized at the residential entry.</p> <p>Street trees will also be provided in consultation with the City of Seattle Arborist.</p>
<p><b>E-2 Landscape Design to Address Special Site Conditions</b></p> <p>The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.</p> <p><b>At the Early Design Guidance Meeting, the Board discussed the three building sides facing alleys and the notable, positive, usefulness of landscape at the building base in these areas.</b></p>	<p><b>Applicant's Response:</b></p> <p>Parking strip planters with street trees will be utilized to create separation for pedestrians from automotive uses. Landscaping at the south will emphasize commercial uses.</p> <p>Landscaping will be introduced into all of the alley environments to provide a better pedestrian environment.</p>












E-2

E-3



Current Roosevelt Neighborhood Design Guidelines

New  
Neighborhood  
Design  
Guidelines

	A1 Response to Site Characteristics	A2 Streetscape Compatibility	A4 Human Activity	A6 Transition Between Residence and Street	A7 Residential Open Space	A8 Parking and Vehicle Access	B1 Height, Bulk and Scale	C1 Architectural Context	C2 Architectural Concept and Consistency	C4 Exterior Finish Materials	D1 Pedestrian Open Spaces and Entrances
CS2 Urban Pattern and Form											
CS3 Architectural Context and Character											
PL2 Walkability											
PL3 Street - Level Interaction											
DC1 Project Uses and Activities											
DC2 Architectural Concept											
DC3 Open Space Concept											
DC4 Materials											



ELEVATION - SOUTH (NE 63rd STREET)









ELEVATION - WEST (VEHICULAR ALLEY)

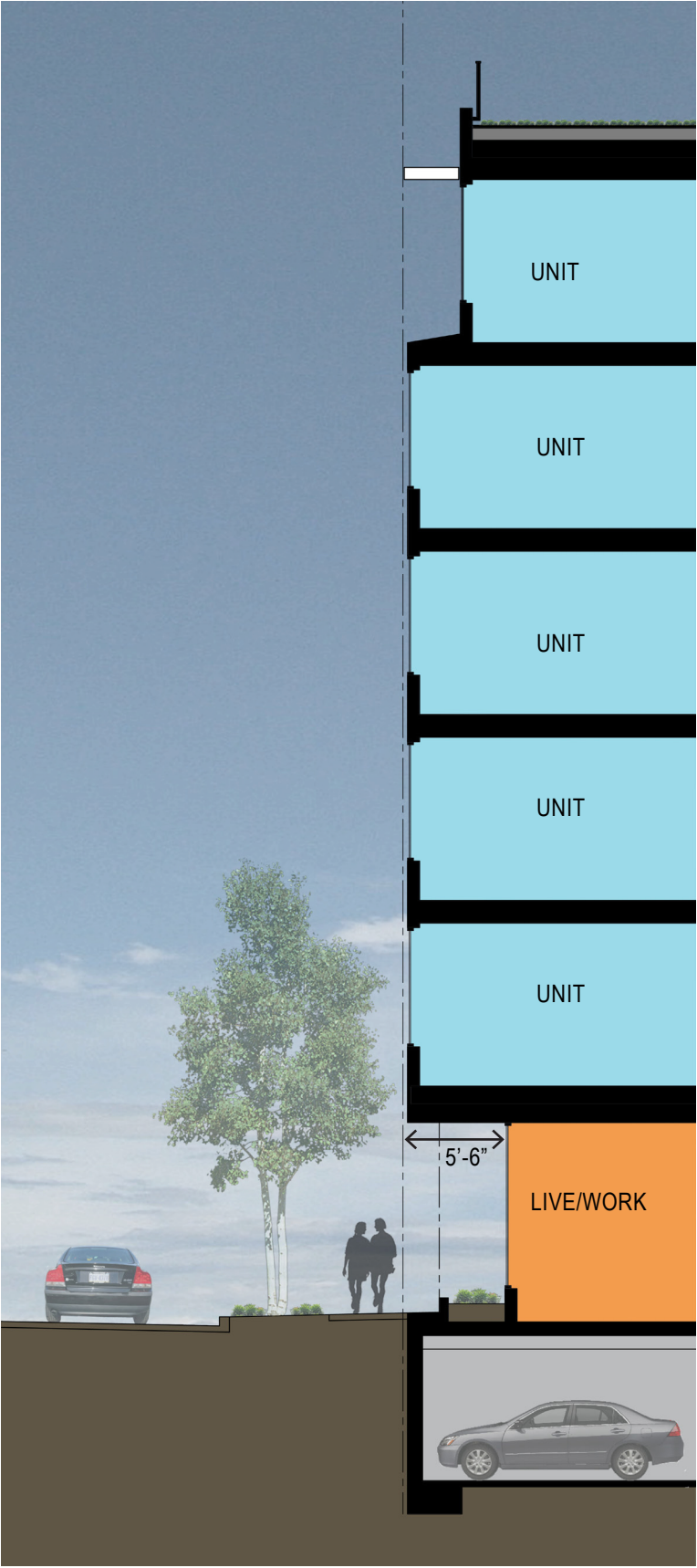




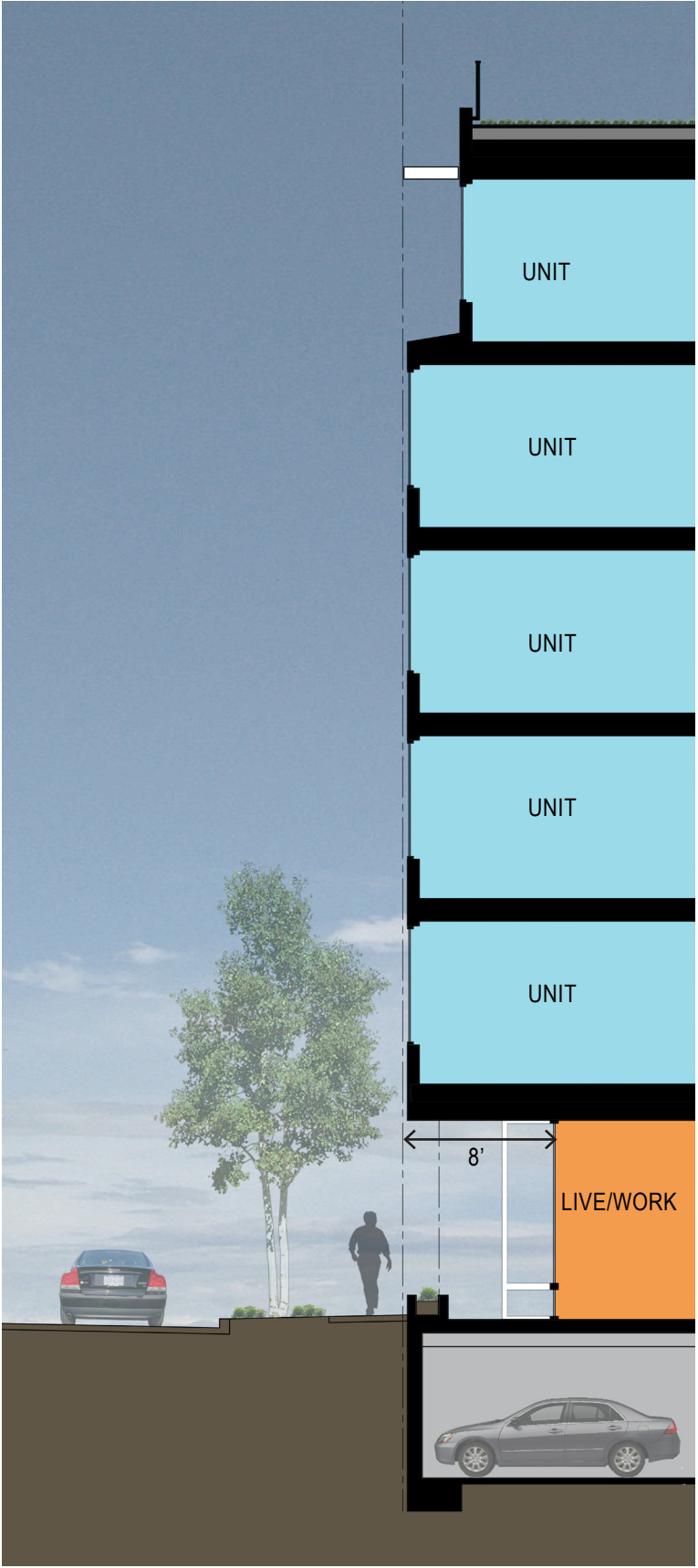




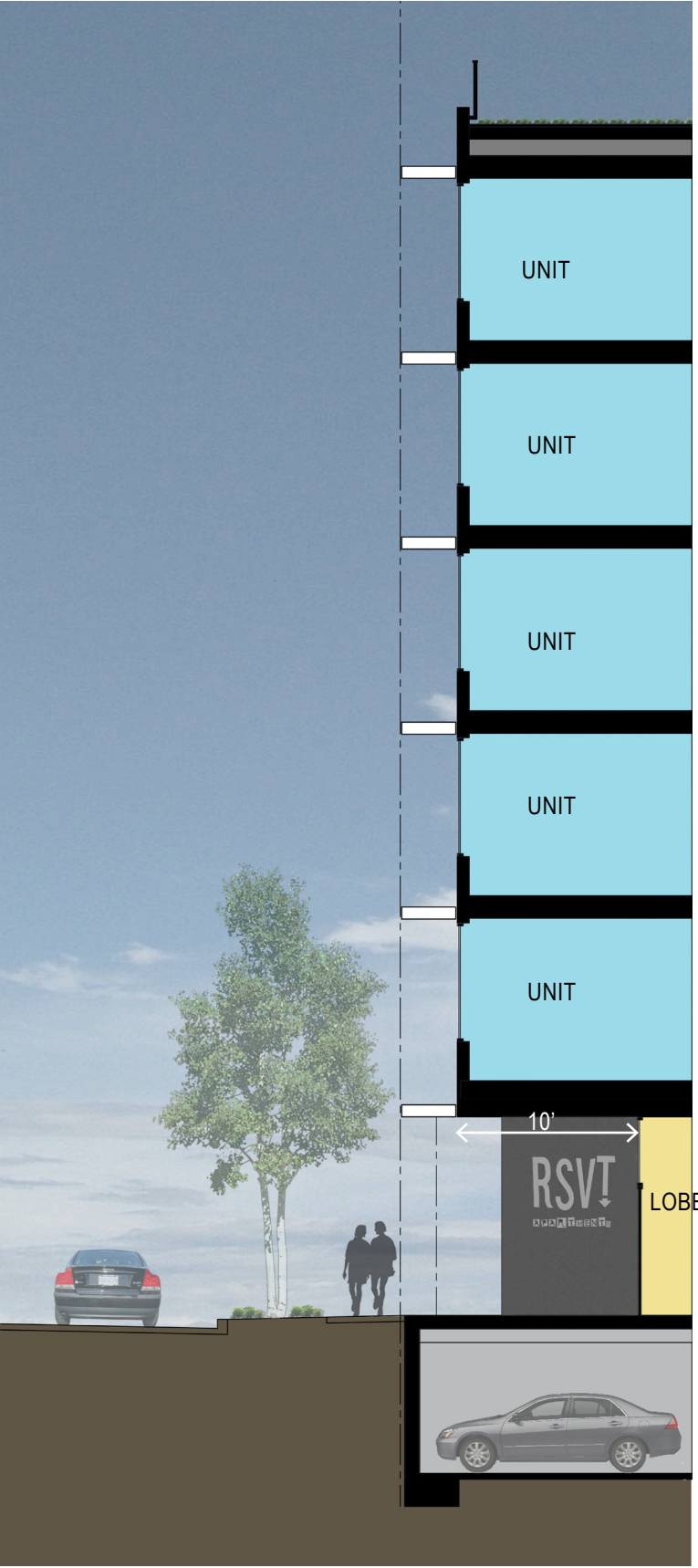
SECTION DIAGRAMS



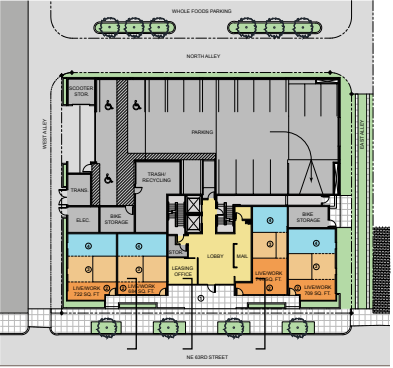
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B. SECTION THROUGH LIVE/WORK



C. SECTION THROUGH LOBBY

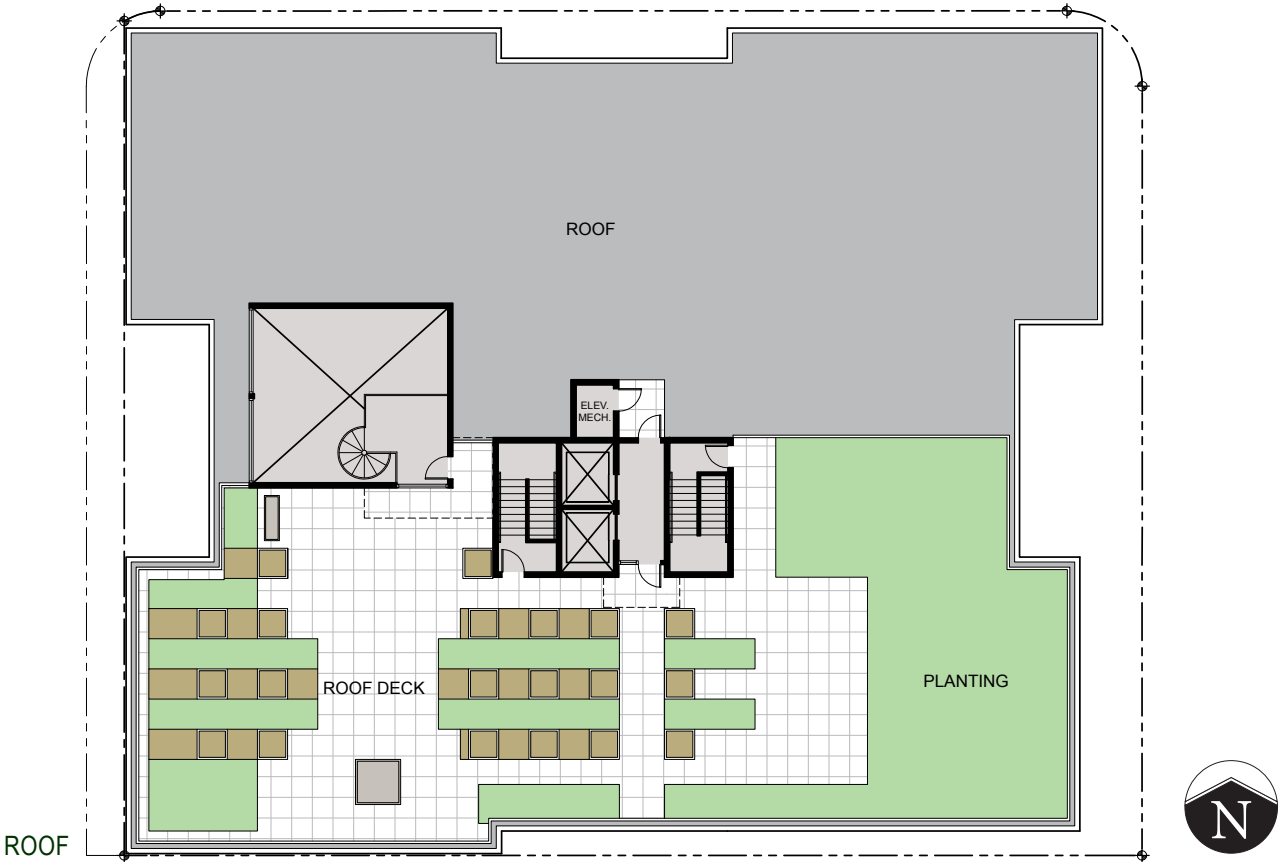
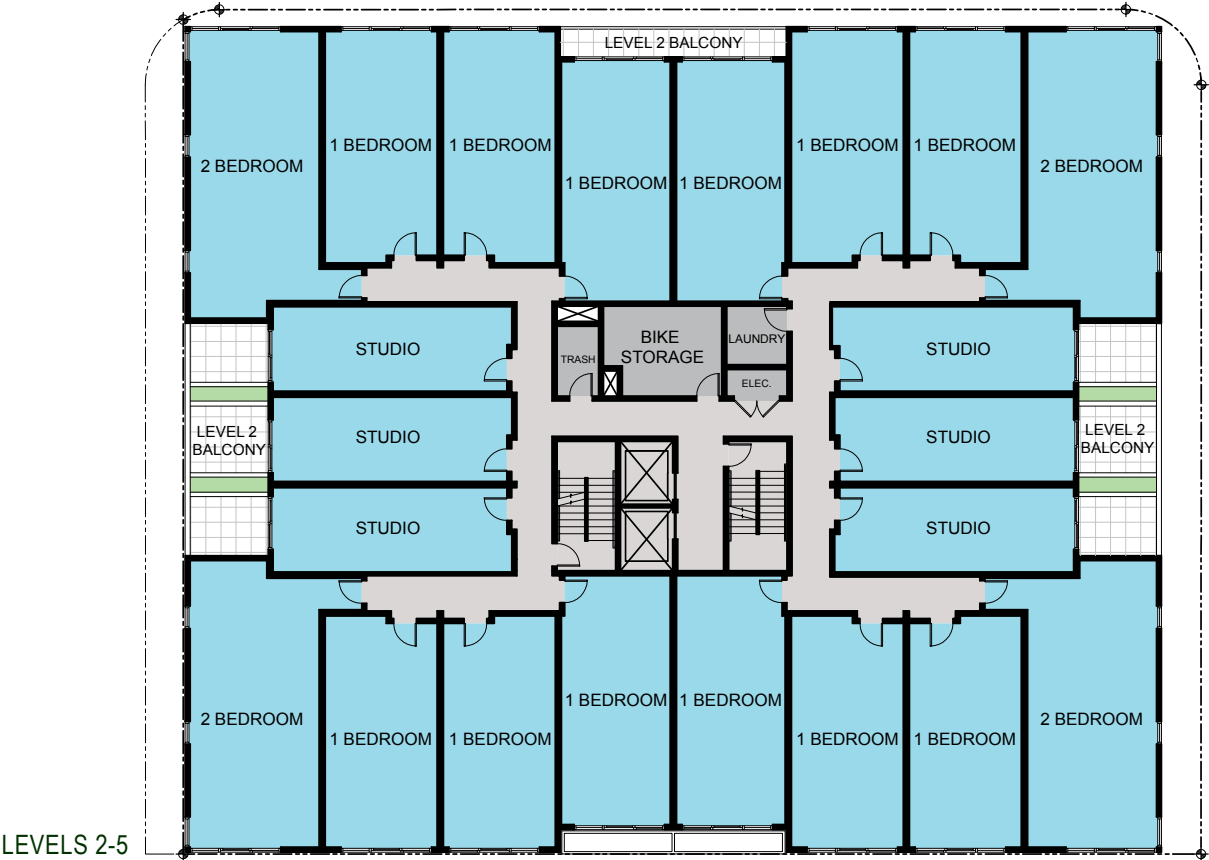
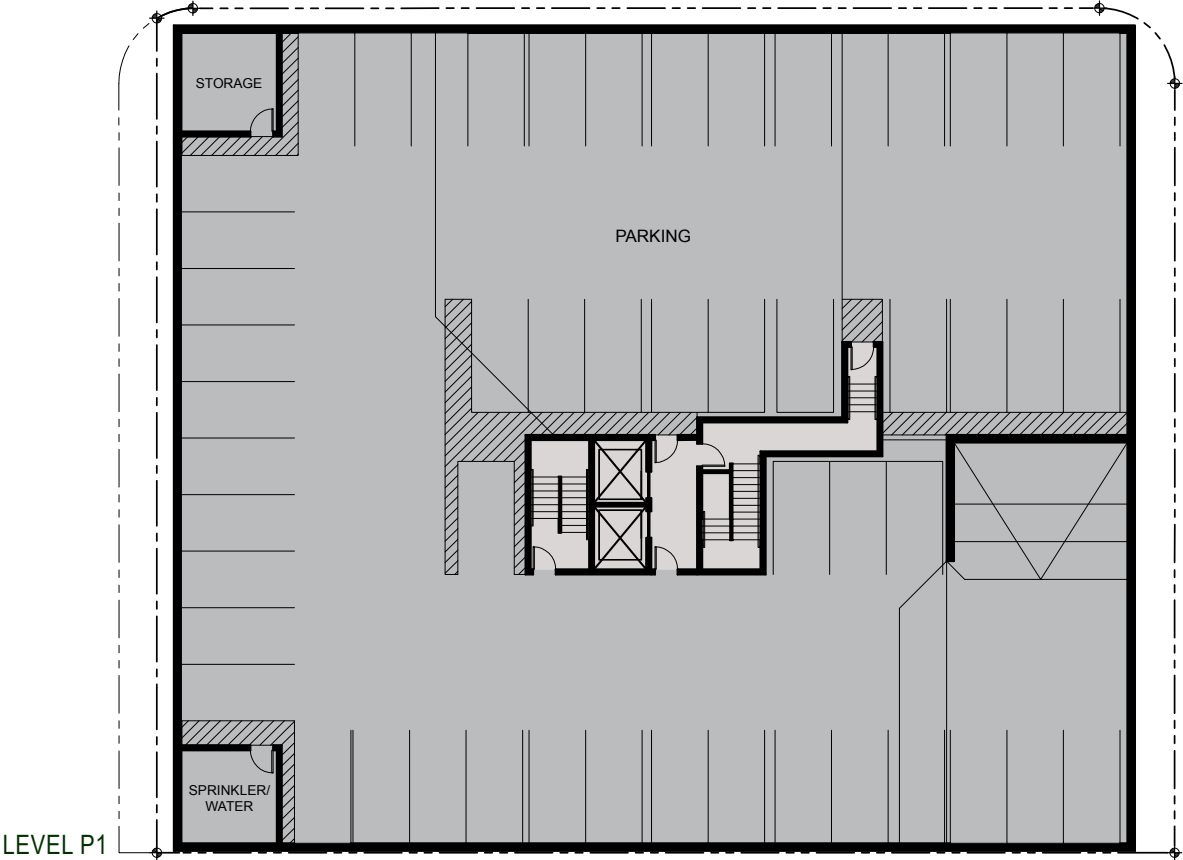








FLOOR PLANS







- A-1 Responding to Site Characteristics
- C-1 Architectural Context
- C-2 Architectural Concept and Consistency



- A-1 Responding to Site Characteristics
- A-5 Respect for Adjacent Sites
- B-1 Height, Bulk, Scale
- C-1 Architectural Context
- C-2 Architectural Concept and Consistency
- D-1 Pedestrian Open Spaces and Entrances
- D-7 Personal Safety and Security
- D-8 Treatment of Alleys
- E-2 Landscaping to Enhance Building and/or Site
- E-3 Landscape Design to address Special Site conditions







A-6 Transition Between Residence and Street

D-11 Commercial Transparency

D-12 Residential Entries and Transitions



D-1 Pedestrian Open Spaces and Entrances

D-10 Commercial Lighting

D-11 Commercial Transparency

D-12 Residential Entries and Transitions







- D-1 Pedestrian Open Spaces and Entrances
- D-10 Commercial Lighting
- D-11 Commercial Transparency
- D-12 Residential Entries and Transitions



- A-1 Responding to Site Characteristics
- A-2 Streetscape Compatibility
- A-4 Human Activity
- A-7 Residential Open Space
- D-1 Pedestrian Open Spaces and Entrances







A-1 Responding to Site Characteristics

B-1 Height, Bulk, Scale

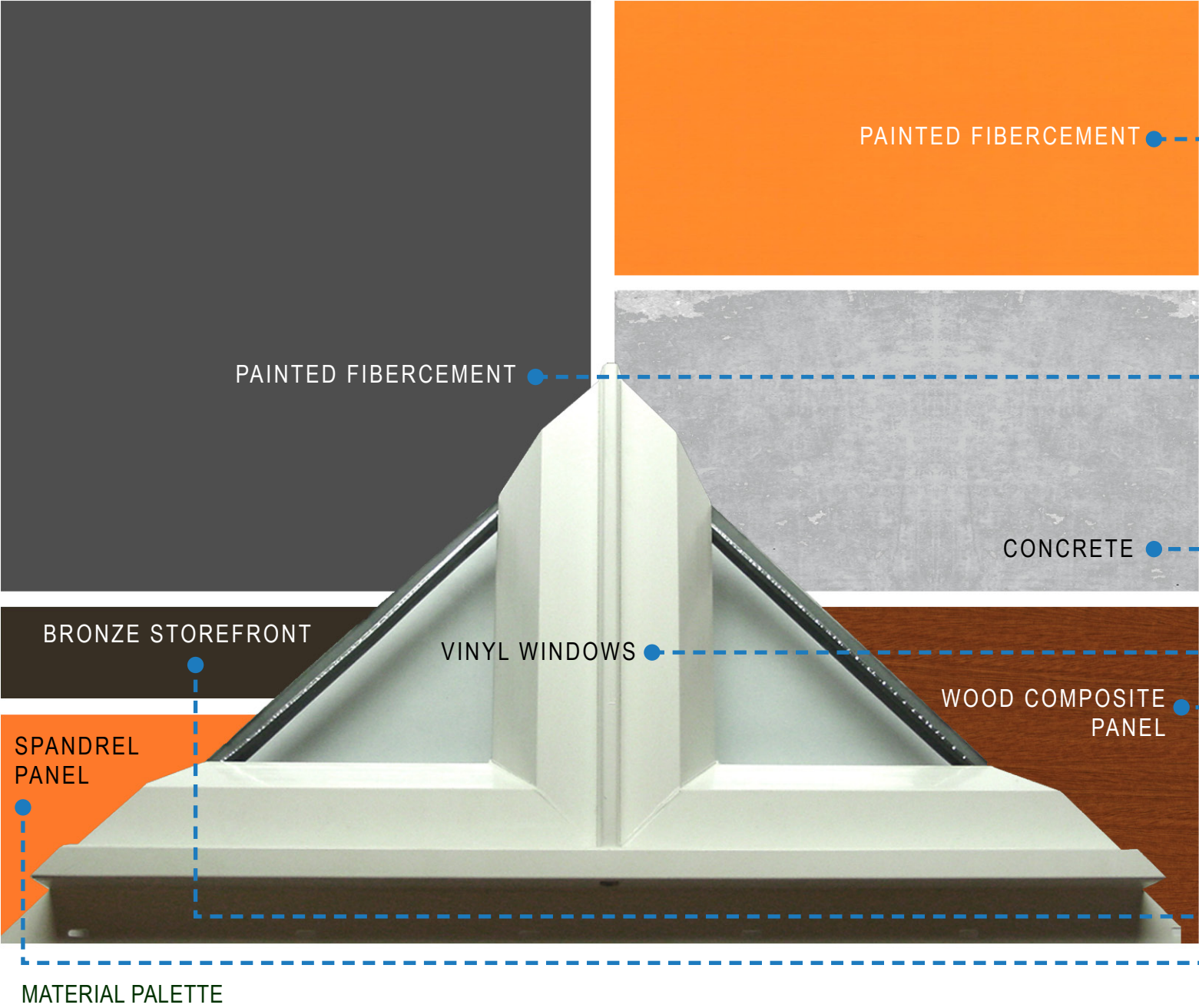
C-4 Exterior Finish Materials



- D-1 Pedestrian Open Spaces and Entrances
- D-2 Blank Walls
- D-5 Visual Impacts of Parking Structures
- D-8 Treatment of Alleys
- E-1 Landscaping to address Design Continuity with Adjacent Sites
- E-3 Landscape Design to address Special Site conditions



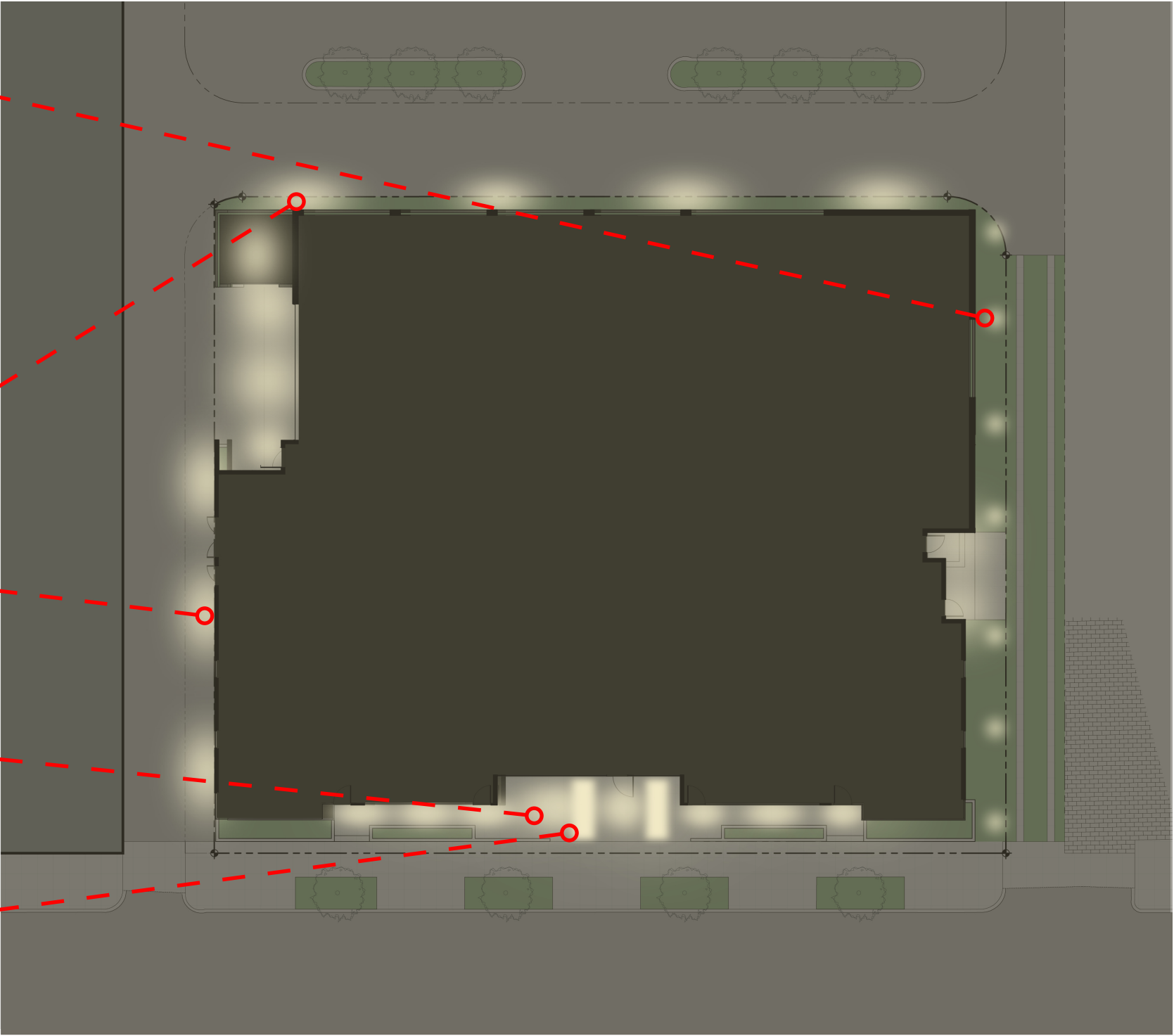




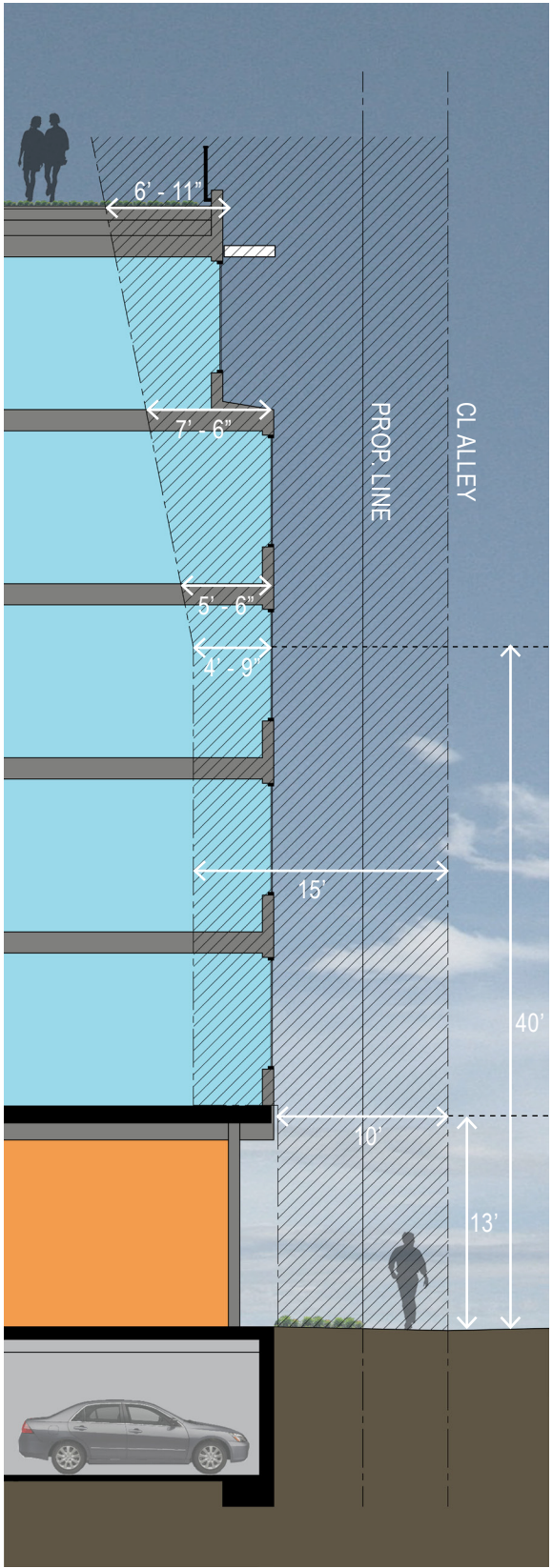
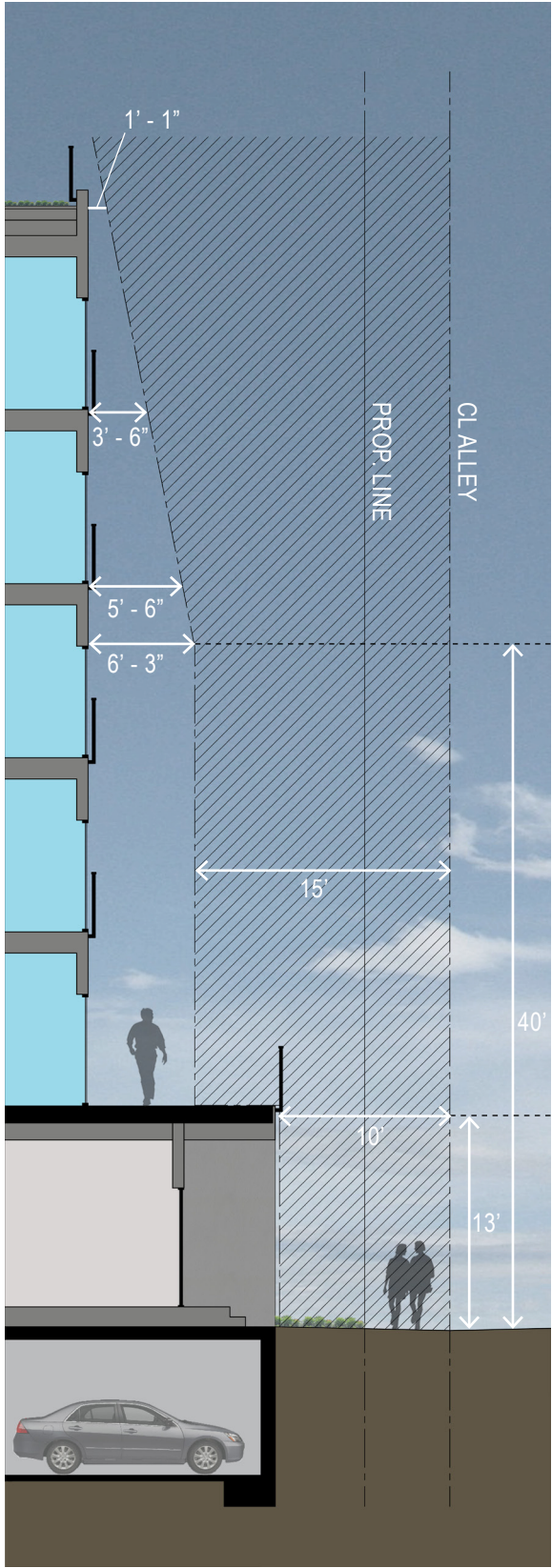




ARCHITECTURAL COVE  
LIGHTING AT CANOPIES AND  
WALLS ENTRY

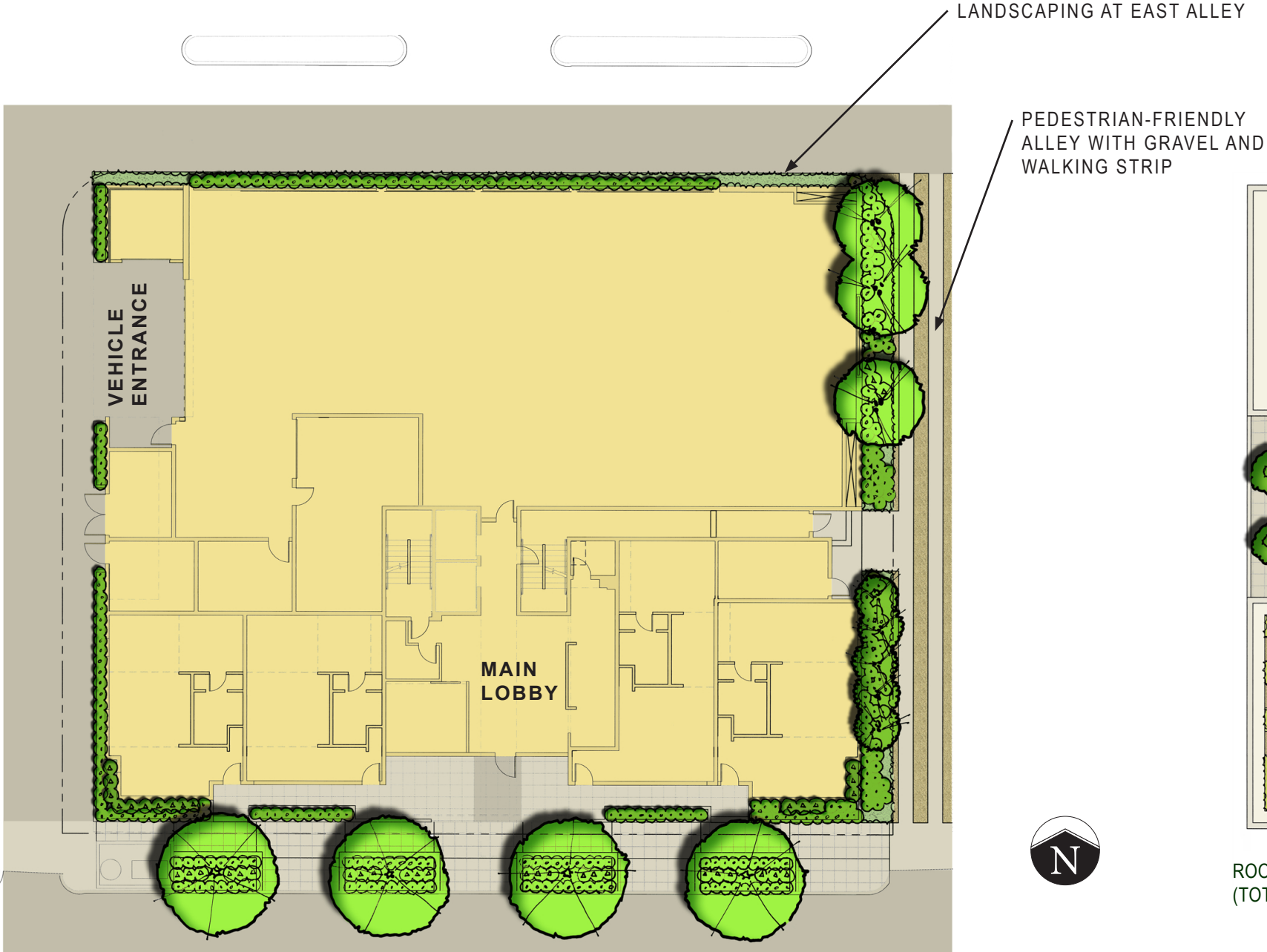




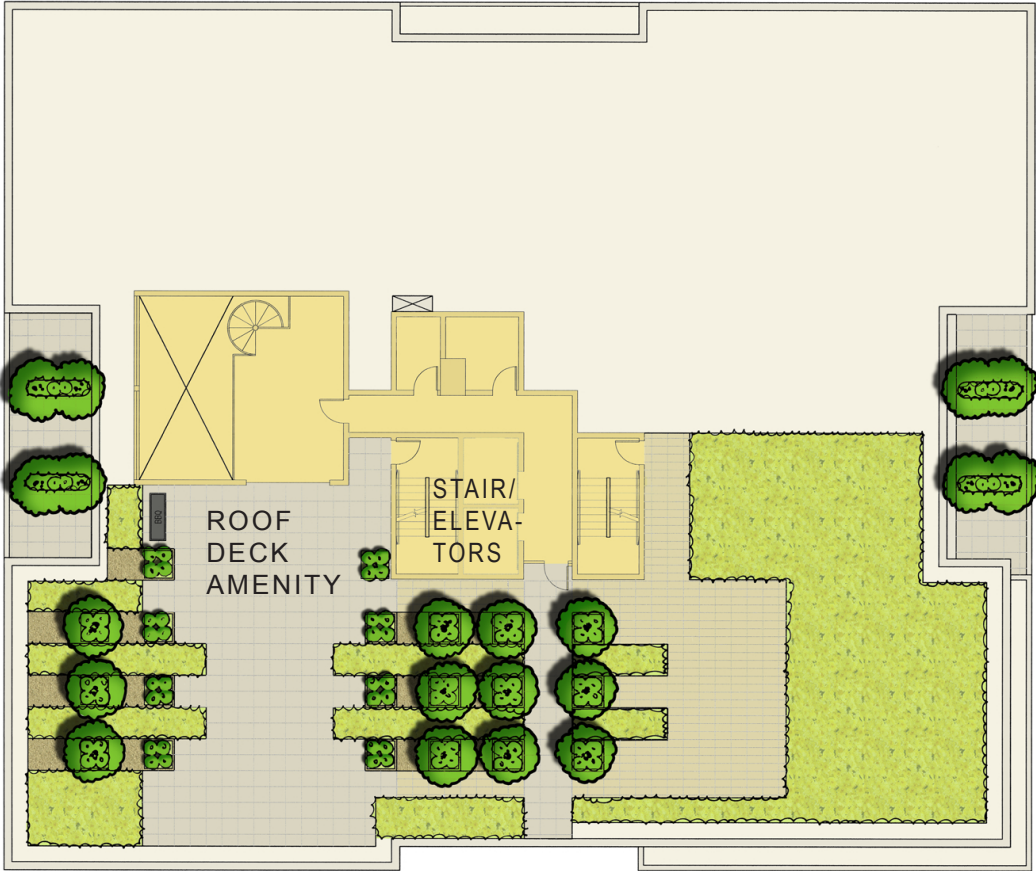


DEVELOPMENT STANDARD REQUIREMENT	REQUEST/ PROPOSAL	JUSTIFICATION
<p>1</p> <p>SMC 23.47A.014 B.3</p> <p>3. FOR A STRUCTURE CONTAINING A RESIDENTIAL USE, A SETBACK IS REQUIRED ALONG ANY SIDE OR REAR LOT LINE THAT ABUTS A LOT IN A RESIDENTIAL ZONE OR THAT IS ACROSS AN ALLEY FROM A LOT IN A RESIDENTIAL ZONE, AS FOLLOWS:</p> <p>A. FIFTEEN FEET FOR PORTIONS OF STRUCTURES ABOVE 13 FEET IN HEIGHT TO A MAXIMUM OF 40 FEET;</p> <p>AND</p> <p>B. FOR EACH PORTION OF A STRUCTURE ABOVE 40 FEET IN HEIGHT, ADDITIONAL SETBACK AT THE RATE OF 2 FEET OF SETBACK FOR EVERY 10 FEET BY WHICH THE HEIGHT OF SUCH PORTION EXCEEDS 40 FEET (EXHIBIT C FOR 23.47A.014).</p>	<p>THE DEPARTURE IS REQUESTED FOR THE NORTH AND SOUTH PORTIONS OF THE FACADE THAT ARE OVER THE REQUIRED SETBACK ALONG THE EAST ALLEY.</p>	<p>THE STRUCUTURE IS OVER THE SETBACK AT THE NORTH AND SOUTH THIRD OF THE EAST ELEVATION, BUT WELL WITHIN THE REQUIRED SETBACK OF THE CENTER THIRD. IN ADDITION, THE STRUCTURE IS STEPPED BACK AT THE UPPER LEVEL TO HELP TRANSITION TO THE LOWER ZONE.</p> <p>THE ZONE WILL BE CHANGED TO NC2-40 BEFORE CONSTRUCTION BEGINS ON THE PROJECT AND THIS SETBACK REQUIREMENT WILL NOT EXIST.</p>





LANDSCAPE SITE CONCEPT  
(TOTAL LANDSCAPING TO COMPLY WITH SEATTLE GREEN FACTOR 0.3 REQUIREMENT)



ROOFTOP DECK CONCEPT  
(TOTAL LANDSCAPING TO COMPLY WITH SEATTLE GREEN FACTOR 0.3 REQUIREMENT)





SWORD FERN



JAPANESE SNOWBELL



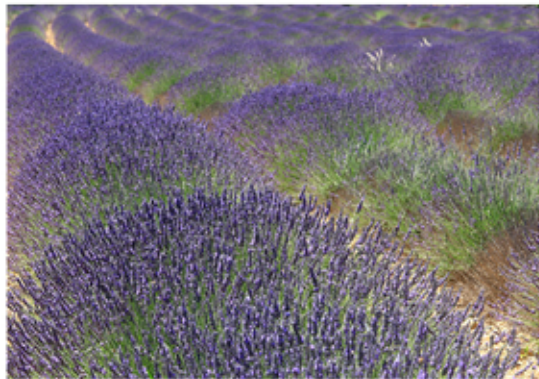
SNOWBERRY



PIERIS



HEAVENLY BAMBOO



LAVENDER



HOSTA



LIRIOPE



LITTLE PRINCESS SPIRAEA



MAHONIA REPENS



KARL FOERSTER REED GRASS



EVERGREEN SPURGE



VARIEGATED SEDGE



CLUMPING BAMBOO



JAPANESE BLOOD GRASS



BLUE OAT GRASS

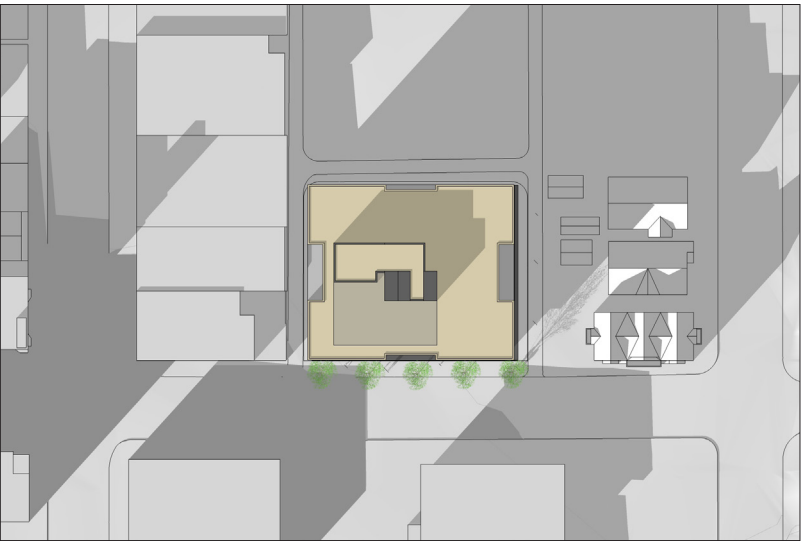
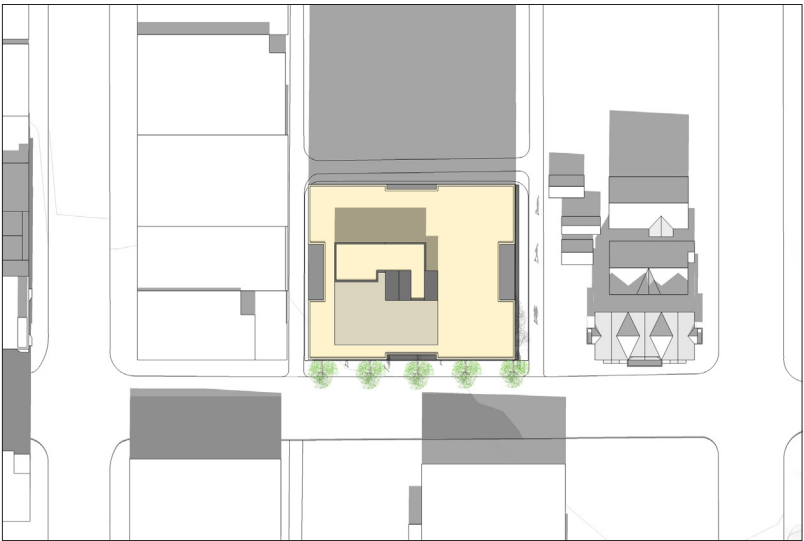


9:00 am

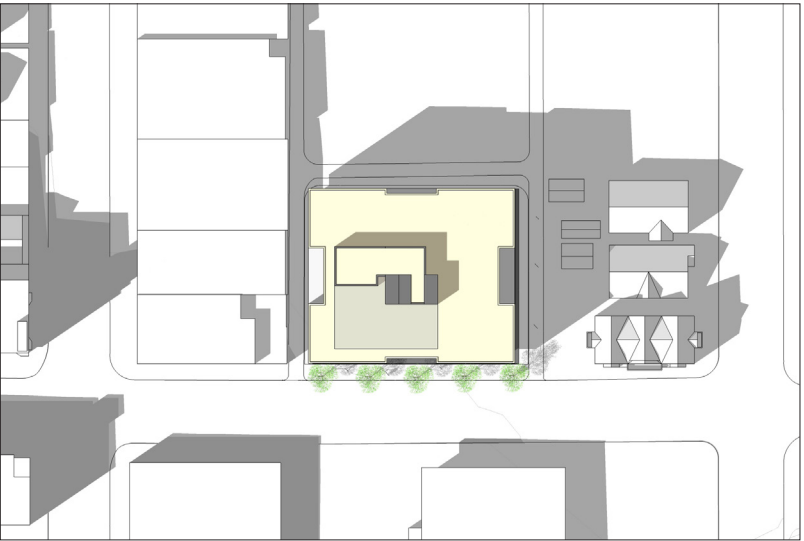
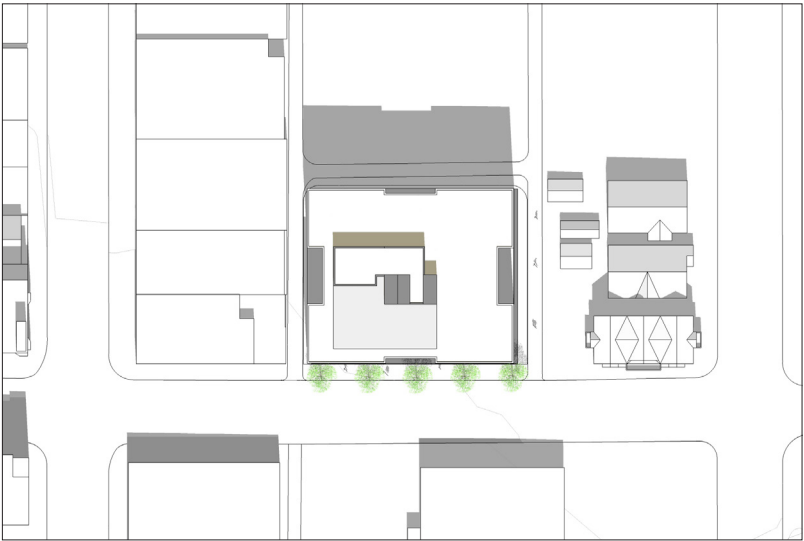
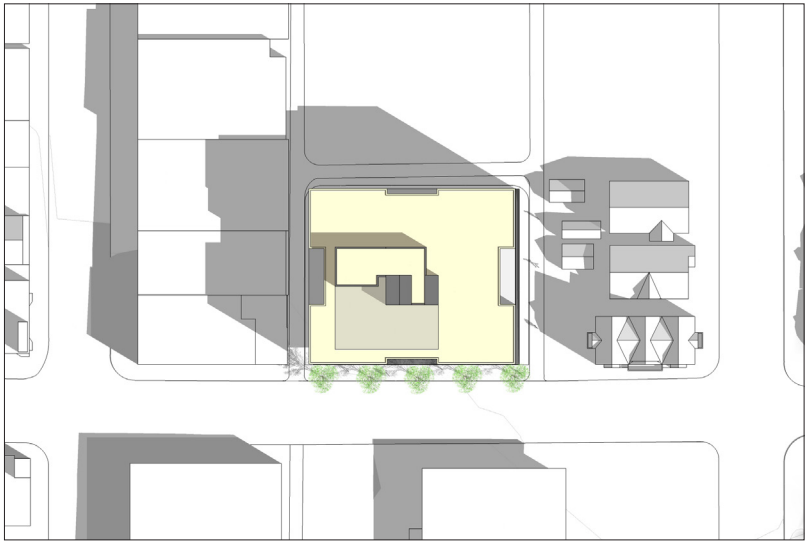
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WINTER  
SOLSTICE



EQUINOX



SUMMER  
SOLSTICE

