



CURVE

DESIGN REVIEW
RECOMMENDATION

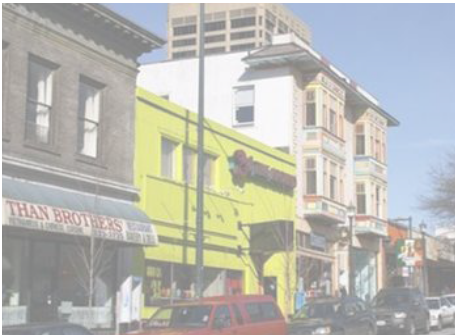
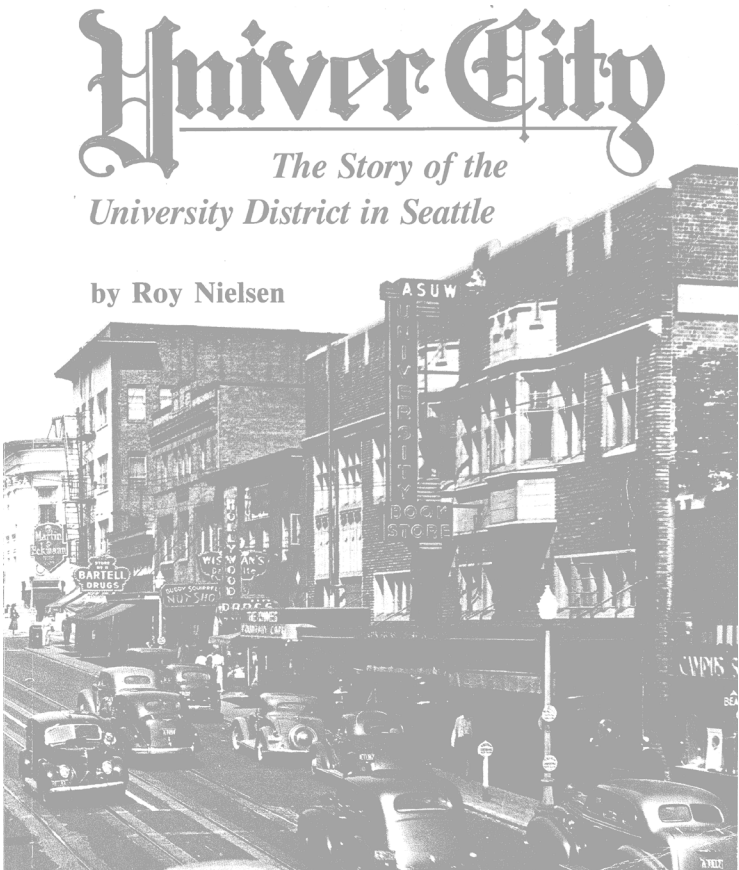
SEPTEMBER 10, 2012
PROJECT # 3012924

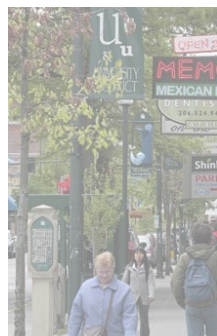
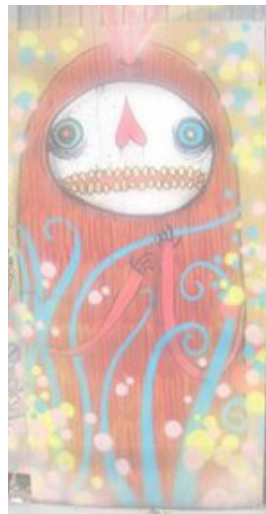
4557 11TH AVENUE NE
SEATTLE, WASHINGTON



VISION

- Enhance and revitalize community
- Create an innovation and successful model for workforce housing
- Provide affordable, family supportive housing
- Encourage multi-modal opportunities
- Achieve a LEED Silver rating
- Incorporate local art





TEAM

Security Properties (SP) is a Seattle based top-50 owner and manager of apartment buildings in the US and is one of the largest owners and managers of affordable housing. SP's development activities are focused on creating unique, art-filled buildings that enhance great neighborhoods.

In 2004 they completed the funky/flashy Epicenter, giving Fremont a center to the Center of the Universe, and in 2010 finished the serene, Danish-modern, Ballard on the Park, in honor of Ballard's Nordic heritage. The SP team includes:

GGLO

The award-winning Seattle integrated design firm providing architecture and landscape architecture.

Urban Relations

A fixture in the U District for over 15 years, working with stakeholders to encourage and utilize comments and ideas.

Rodman Miller Studio

Acting as Art Advisor for integration of art and artist-designed elements.

Seattle Children's

Development team member, involved in every aspect of the project.

PROJECT

Conceptually named Curve in honor of the site along curvaceous 11th Avenue, the project is envisioned as the backbone of a newly developing transit oriented residential neighborhood.

The housing development is the culmination of a decades-old goal of the UW and Children's to provide housing in the University District - a goal repeatedly articulated in the University District neighborhood plan - that will be specifically targeted to employees, as well as be available to the general public. Curve fulfills Children's commitment for replacement housing in conjunction with its current hospital expansion and will include an affordable set-aside for 20 years, well beyond the Seattle's Multi-Family Tax Exemption program.

Security Properties will utilize art, design, open spaces, environment and collaboration to create a building that will be home to many and become an asset to the Roosevelt and University District neighborhoods.

At the core of the goals for Curve is to create a diverse, vibrant community within its walls and connected to its immediate neighborhood through the integrated design of:

- Enlivened Street Edges
- New through-block open spaces
- Incorporated art elements
- Iconic architecture
- Urban Ecology
- Landscape

Number of Residential Units

Approximately 184 units will be provided.

Number of Parking Spaces

Approximately 127 underground parking spaces will be provided along with approximately 15-20 additional new street parking spaces.

Amount of Commercial/Retail Space

The preferred scheme anticipates approximately 1,375 square feet of retail space.

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U-DISTRICT NEIGHBORHOOD PLAN

Below are excerpts from the **University Community Urban Center Plan** pertinent to CURVE, originally published in August 1998. Our preferred alternative supports the following:

- **Partnerships with the UW to create housing**, specifically
 - "Undertake joint community-university projects, such as housing development," II-10
 - "test an employer-assisted, shared-equity, or land-trust housing program." II-20
- **Housing for families and specifically for UW faculty and staff.**
Goals include:
 - "The primary goals of the University Community housing plan are to provide housing affordable to those projected to live here and to attract middle-class, family-oriented owner housing. Housing goals have been set to provide residential opportunities for those who work in the neighborhood." IV-9
 - "Provide amenities to attract UW faculty and staff to the community." IV12
 - "Attract families to the community" IV-13

Section III – D discusses the University Gardens Mixed-Use Core Brooklyn to I-5, 43rd to 50th III-20 & 21. Its high points are as follows:

- "Best opportunity to accommodate new residential and commercial growth"
- "Develop a more intense pedestrian-oriented mixed-use complex with amenities, open space and transit..."
- "Strong multifamily residential neighborhood with pleasant streets, open spaces and amenities"
- Encourage property owners to develop:
 - "Compact, high-quality facilities"
 - "Single-use residential buildings on non-commercial streets"
 - "Good pedestrian environment and pedestrian-oriented open space"
 - "Small parks, gardens and plazas"
 - "Street improvements"
 - "Mid-block east-west passages"



DESIGN GUIDELINES



Guideline A-1: Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

RESPONSE The project responds to the unique non-rectangular, elongated lot and its orientation by providing three distinctly different buildings for variety of scale, each maximizing southern exposure for related open spaces. Slope of the site is being leveraged to reduce visibility of the parking garage and related entries.



Guideline A-3: Human Activity

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

RESPONSE Lively street edges will be created with retail, amenity, and residential entries oriented to the street throughout the long block to encourage social interaction. Street level open space will be accessible by the public, and may include site features such as al fresco dining terraces and water features.



Guideline A-2: Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

RESPONSE Buildings are sited to provide ideal sidewalk widths, with through-block connections, ground-level open spaces, and residential stoops to activate the street. The streetscape is developed to minimize or remove curb cuts while providing pedestrian amenities including wide sidewalks, accent paving, layered planting, a consistent street tree canopy, ornamental lighting.



Guideline A-4: Transition Between Residence & 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.

RESPONSE Residential stoops are transitional from the street with grade separation, entry planting, accent paving and low ornamental gates.

COMMUNITY OUTREACH

Community based design is central to the philosophy of Security Properties and GGLO.

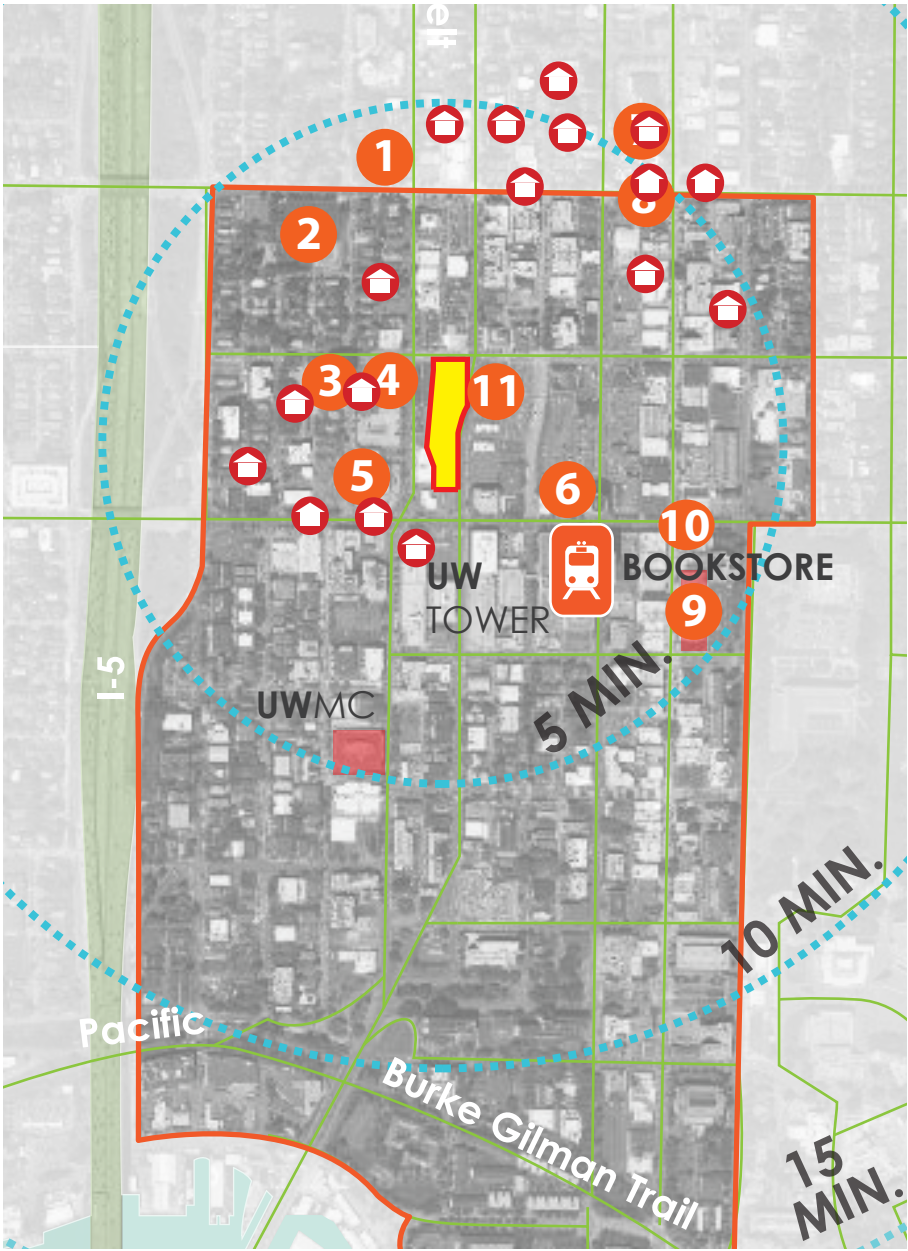
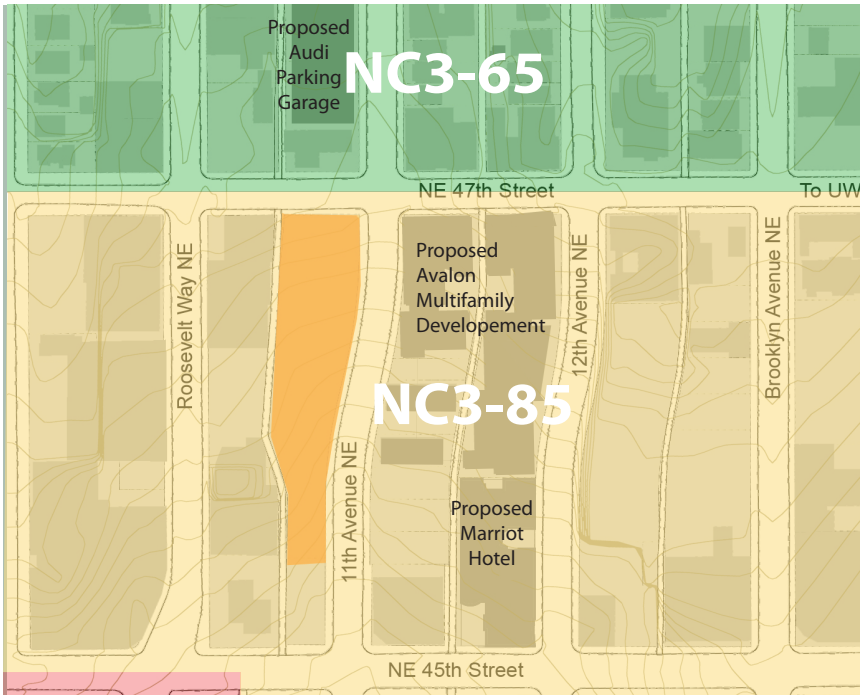
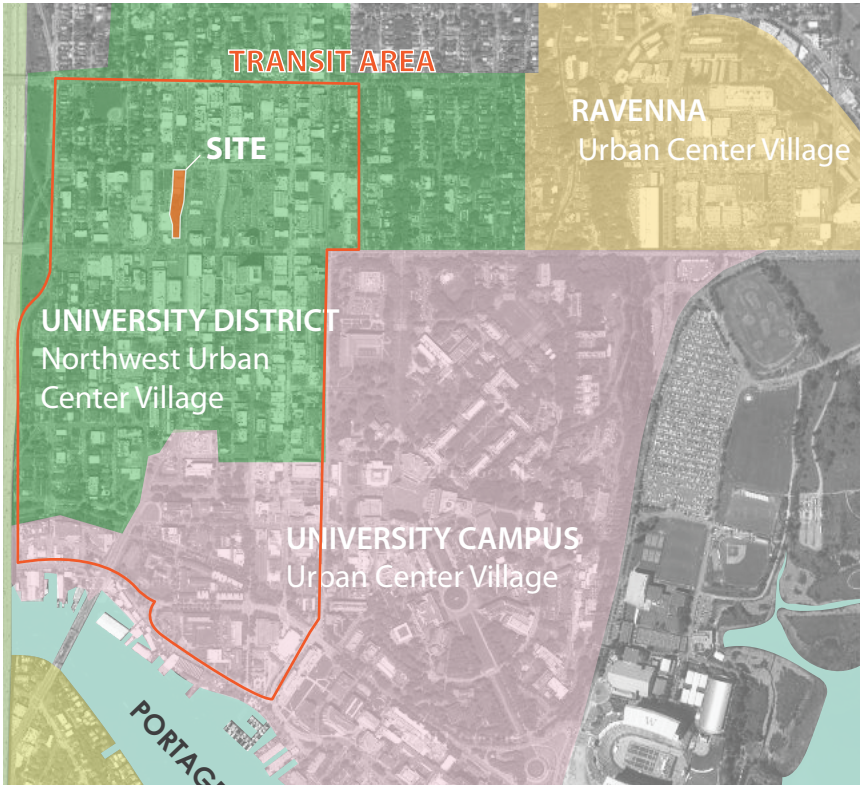
The CURVE team has met with numerous local stakeholder groups over the course of the design process. This has been done on a voluntary basis in the interest of bringing the project solution ...

GROUP	MEETING	DISCUSSION POINTS		OUTCOME
GREATER UNIVERSITY DISTRICT CHAMBER OF COMMERCE (GUCC)	FALL 2011	Presented EDT package. Discussed: <ul style="list-style-type: none">•Through-block passages and three buildings•Treatment on 47th•Family target with larger units•Connectivity and Open spaces		This sets the standard for housing in the district going forward. We are pleased top see how closely the proposed plan adheres to the neighborhood plan and guidelines for the area. <ul style="list-style-type: none">•Particularly pleased to see the family-oriented housing, the two mid-block passages, and the lively streetscape on the alley. Having eyes on the alley will reduce crime and graffiti pressure.•We support the curb cut on 11th as crucial to the project’s success.•Appreciate the quality of the developer
ROOSEVELT NEIGHBORS ALLIANCE (RNA)	1/10/12	Presented EDT package. Discussed: <ul style="list-style-type: none">•Through-block passages and three buildings•Treatment on 47th•Family target with larger units•Open spaces		Very encouraged. Quality construction, human scale, art focused. Great addition to the neighborhood. Creates a good example of inner city community. <ul style="list-style-type: none">•Engaging alley with eyes on it will benefit by having residents•Through block passages are in the right places. We would use them.•Appreciate the density. Like to see family spaces.•Like the treatment on 47th, with no garage. Supportive of curb cut for garage on 11th•Appreciate use of landscape and modulation along the street. Looking for a variety of experiences, as with row houses.•Requested durable materials, including brick
CHUCK ANDERSON, OWNER OF ADJOINING MAZDA DEALERSHIP	1/26/12	Presented EDG package. Discussed schedule and that business’ alley issues.		<ul style="list-style-type: none">•Alley is crucial to the business to move vehicles between northern and southern repair shops and for customer movements. Access is necessary during construction•Supportive of curb cut along 11th.
ROOSEVELT NEIGHBORS ALLIANCE (RNA)	2/21/12	Attended EDG Design Review Board meeting. Voiced support on curb cut.		RNA Board voted unanimously on a resolution to support the curb cut to allow traffic more than one way into the garage, so that the alley remains interesting living space. Resolution re-iterated support for: <ul style="list-style-type: none">•Family-sized units and family friendly spaces•Two mid-block passages that allow for pedestrian circulation at multiple locations•Greenery and modulation along the street•Residences along the alley
CITY UNIVERSITY COMMUNITY ADVISORY COMMITTEE (CUCAC)	5/8/12	Presented on: <ul style="list-style-type: none">•Size of development (184 units)•Targeting workforce for UW and Children’s•Affordable totaling 20%, utilizing MFTE		<ul style="list-style-type: none">•“Really impressive” — Matt Fox•“Can’t see anything we could quibble with” — Chris Leman•“Very interesting buildings”•Encouraging of the art element
UNIVERSITY OF WASHINGTON ARCHITECTURAL COMMISSION	6/4/12	Presented full schematic designs provided to City for MUP, including: <ul style="list-style-type: none">•Elevations and perspectives,•Site plan, landscape plan•Unit plans		<ul style="list-style-type: none">•Great overall approach to design for buildings of this type. “Does not look like a typically multi-family building” - Daniel Friedman•Successful integration of urban design and architecture.

"The team should be congratulated."
- Stephen Kieran
UW Architecture Commission
founding partner of KieranTimberlake

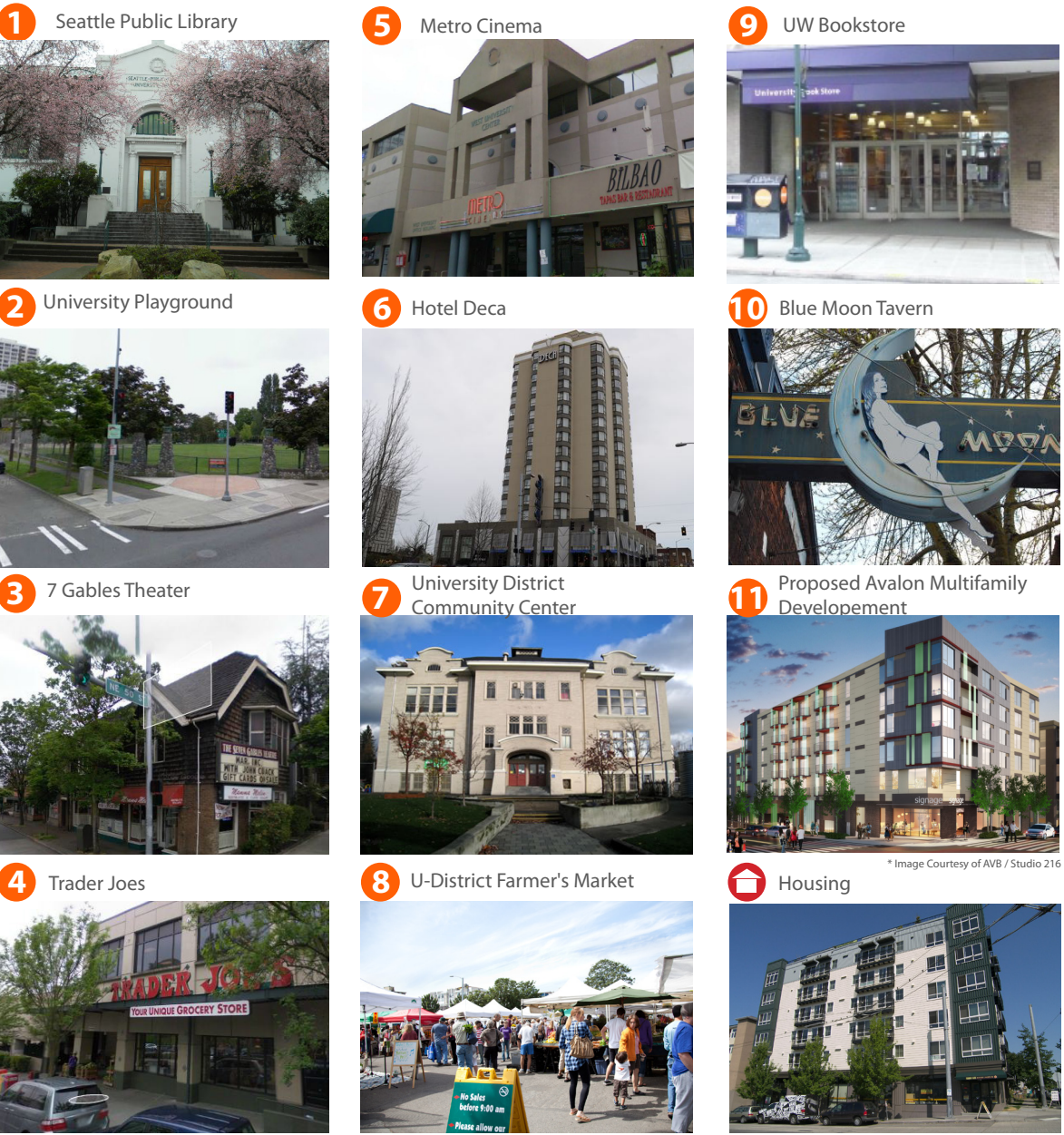
"In a really good way this does not look like a typically multifamily building ."
- Daniel Friedman
UW Architecture Commission
Dean and Professor, College of Built Environments

LAND USE CONSIDERATIONS



LAND USE OVERVIEW

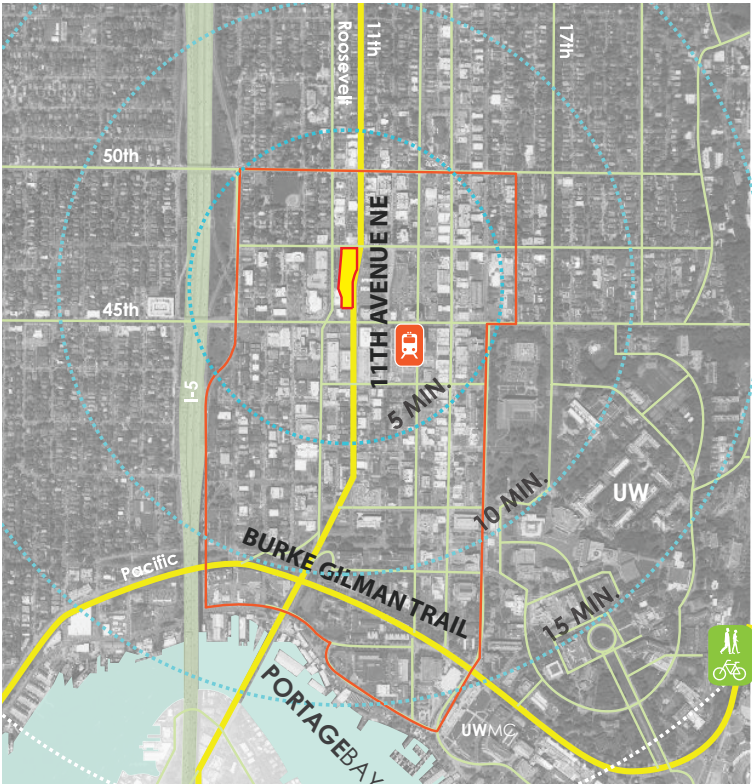
- BASE ZONE: NC3-85 / OVERLAY ZONES:
- University District Northwest Urban Center Village
 - Light Rail Station Area Overlay Zone
- ADJACENT ZONES:
- NC3-65 North of NE 47th Street
 - All other adjacent properties zoned NC3-85



STREET FRONTAGE

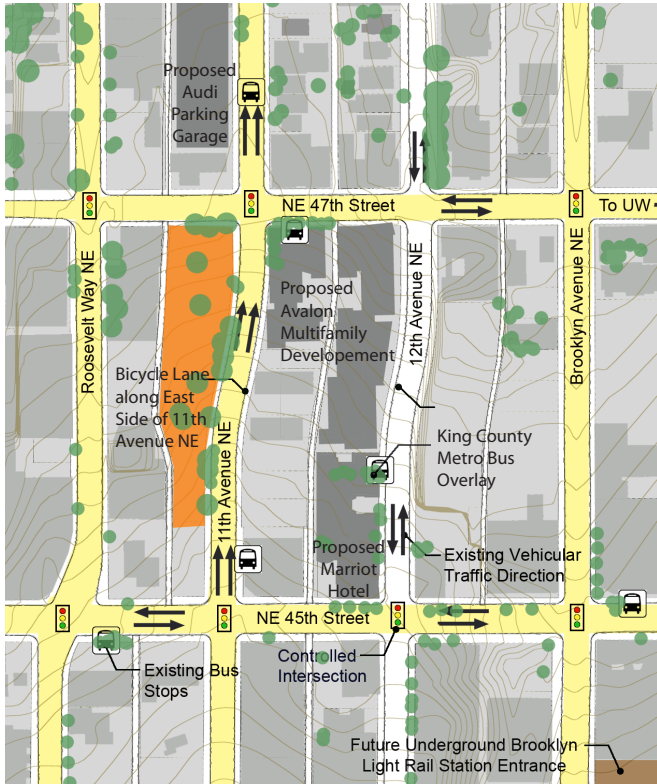
- Approximately 470' on 11th Ave. NE
 - Approximately 100' on NE 47th ST.
- DESIGN GUIDELINES:
- University Community Design Guidelines
- DESIGN REVIEW BOARD:
- Northeast Board

SITE ATTRIBUTES



TRANSPORTATION + WALK SCORE

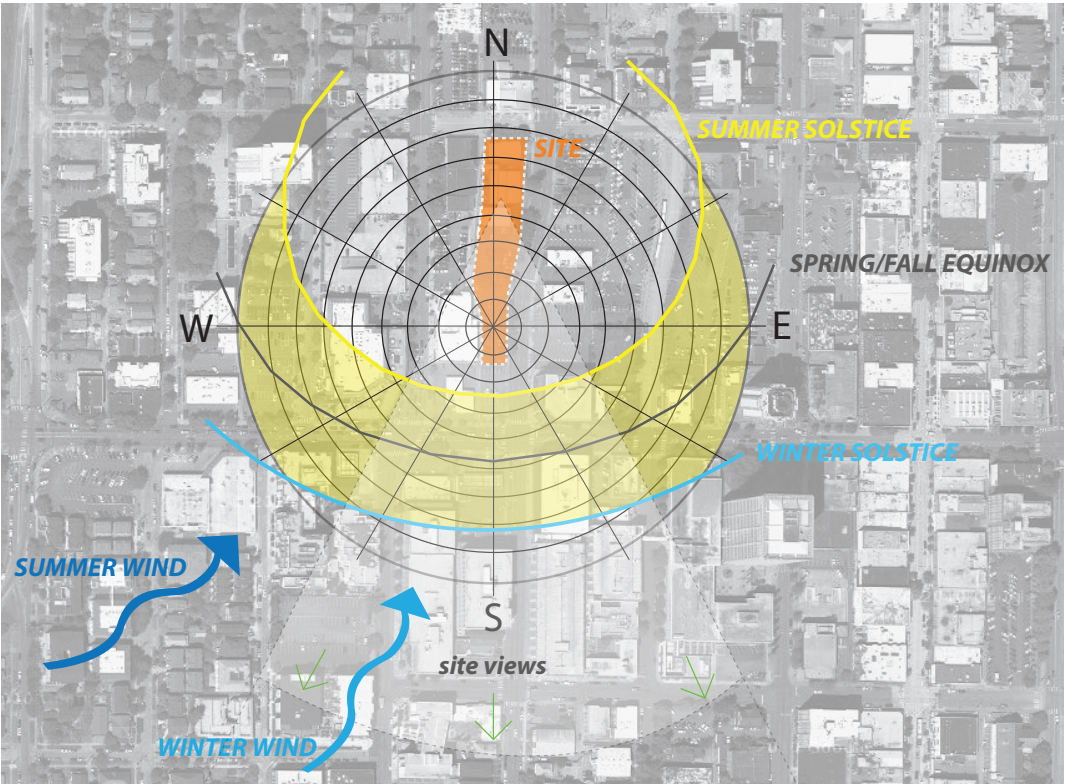
The immediate area near the project site contains a variety of building uses, heights and massing. There is little consistency in the pedestrian environment except along University Way, where storefronts line several consecutive blocks. Overall, there is an abundance of surface parking surrounding the site. Walkable neighborhoods offer surprising benefits to the environment, our health, our finances, and our communities. Walk Score translates those benefits into a tangible number. The Walk Score of CURVE is 100, which represents a walker's paradise and means daily errands do not require a vehicle.



SITE SLOPE + TREE CANOPY

The site slopes upward from the southern property line to the northern property line with 4.5% grade. It flattens out as it reaches NE 47th St. The site slope will need to be addressed as the site is accessed from the right of way. Existing tree cover and landscape areas near the site are minimal and sidewalks are often narrower than current SDOT standards. Existing street trees have been topped over time, with inconsistency of species and locations.

SITE ENVIRONMENT : WIND AND LIGHT

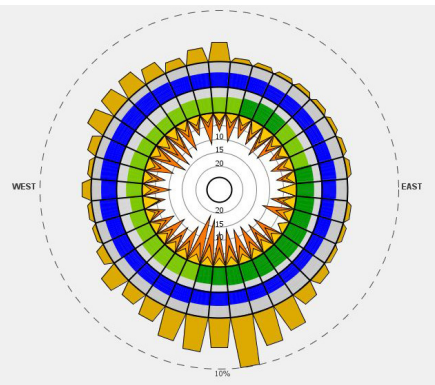
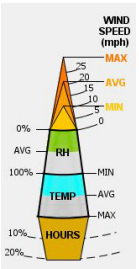


SUN EXPOSURE

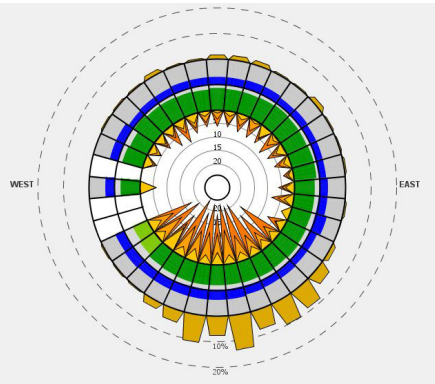
The site lies on predominantly a north/south axis which allows for full sun exposure on the east and the west facades throughout the year. Solar exposure is typical for greater Seattle region; predominantly overcast/cloudy skies with intermittent rainfall for much of the year except June through October. Daylight hours are long in summer and short in winter. Sunrise and sunset are north of the horizon in the summer and south of the horizon in the winter with higher sun angles in the summer. Adjacent properties, if fully developed in the future may cast shadows on the project site in the late afternoons.

WIND

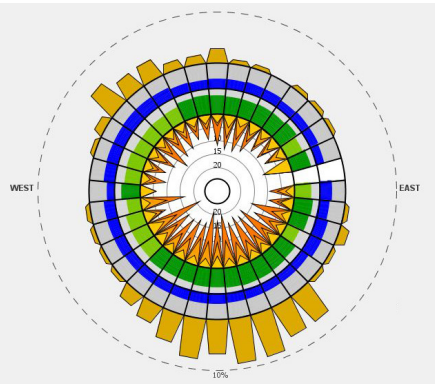
The prevailing winds for the summer months are strongest coming from the southwest direction but more consistent from an almost direct southern direction and from the northwest direction. They provide dry cooling breezes typically. The prevailing winds in the winter months are strongest and most consistent coming from the south/southeastern. They tend to be associated with heavy rainfall.



JUNE WIND DIRECTION



DECEMBER WIND DIRECTION



MARCH WIND DIRECTION

01

PROJECT OVERVIEW





NORTHEAST PERSPECTIVE



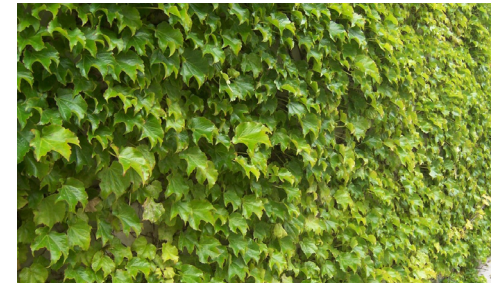
SOUTHEAST PERSPECTIVE

PREFERRED PLAN

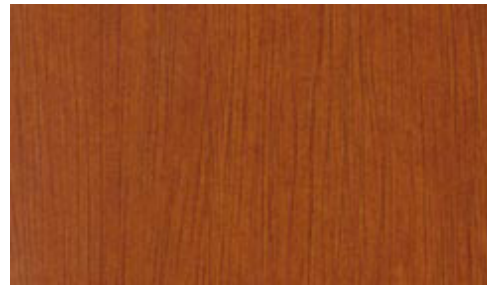


PREFERRED PLAN - SOUTHWEST PERSPECTIVE

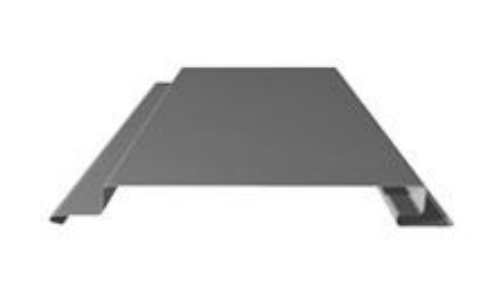
SITE ELEMENTS



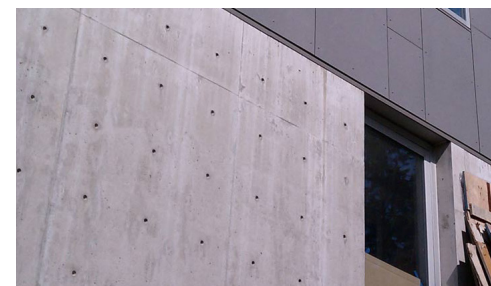
WOOD



METAL



CONCRETE / MASONRY



EXTERIOR ELEMENTS



AERIAL PERSPECTIVE AT 11th AVE NE



VERTICAL CIRCULATION



PUBLIC ART INTEGRATION

DIAGRAMS - PUBLIC INTERFACE

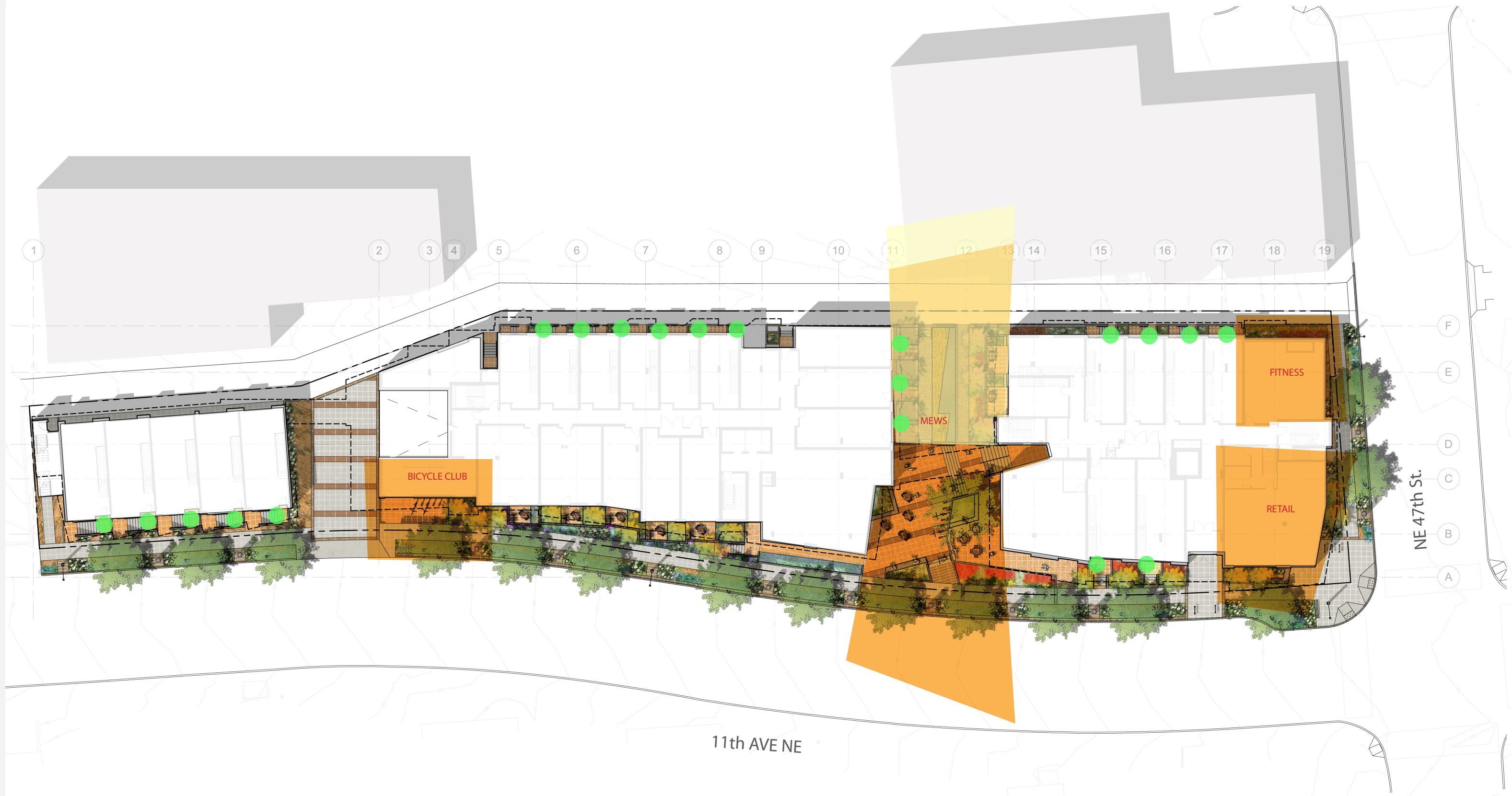


THROUGH BLOCK
CONNECTION

ROOFTOP AMENITIES

MEWS

PERSPECTIVE AT NE 47th ST / 11th AVE NE



SITE PLAN - PROGRAM DIAGRAM

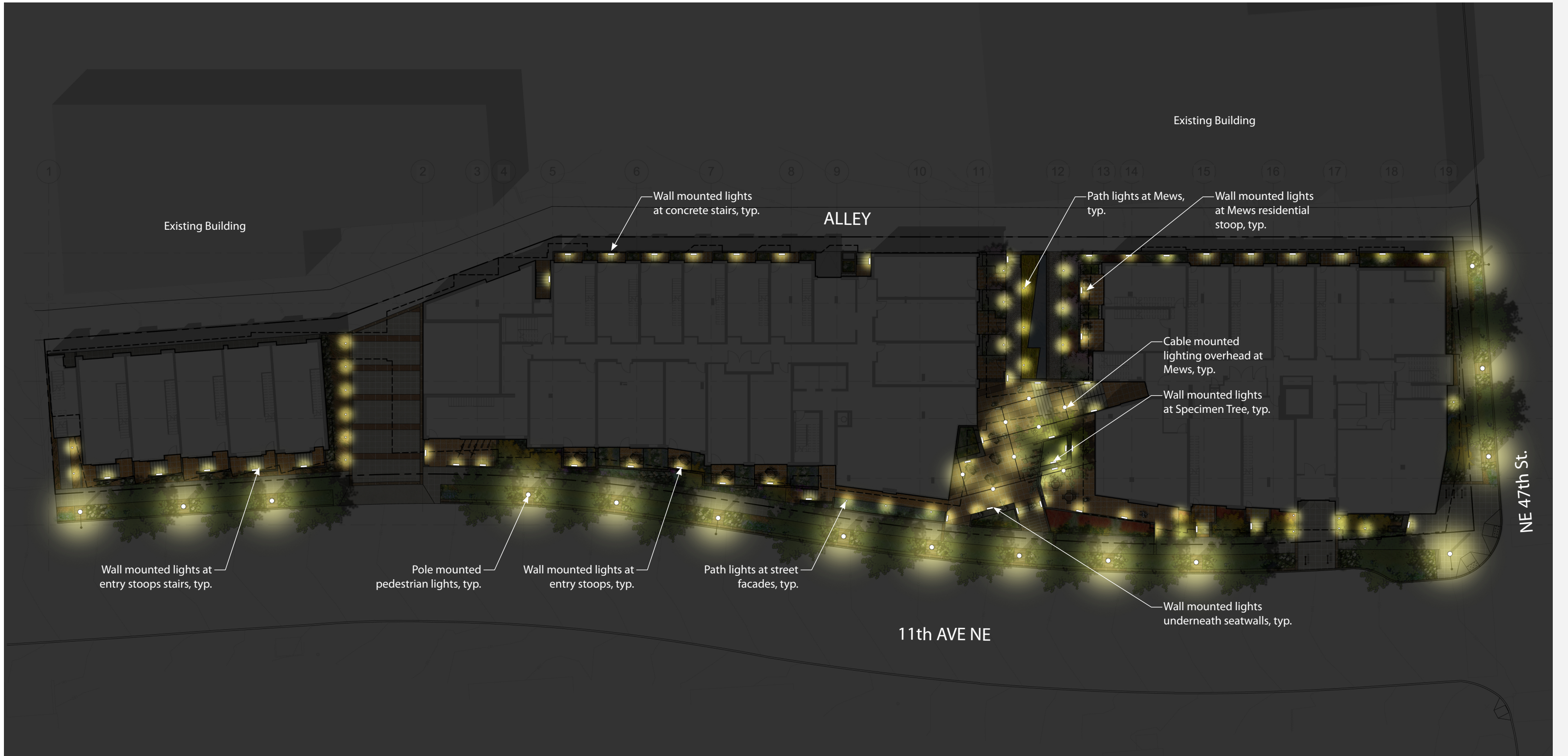


PERSPECTIVE AT ALLEY OFF NE 47th STREET

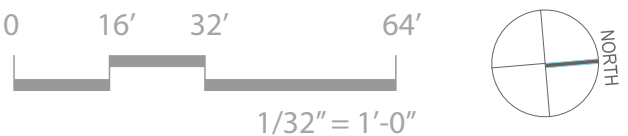
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PUBLIC REALM



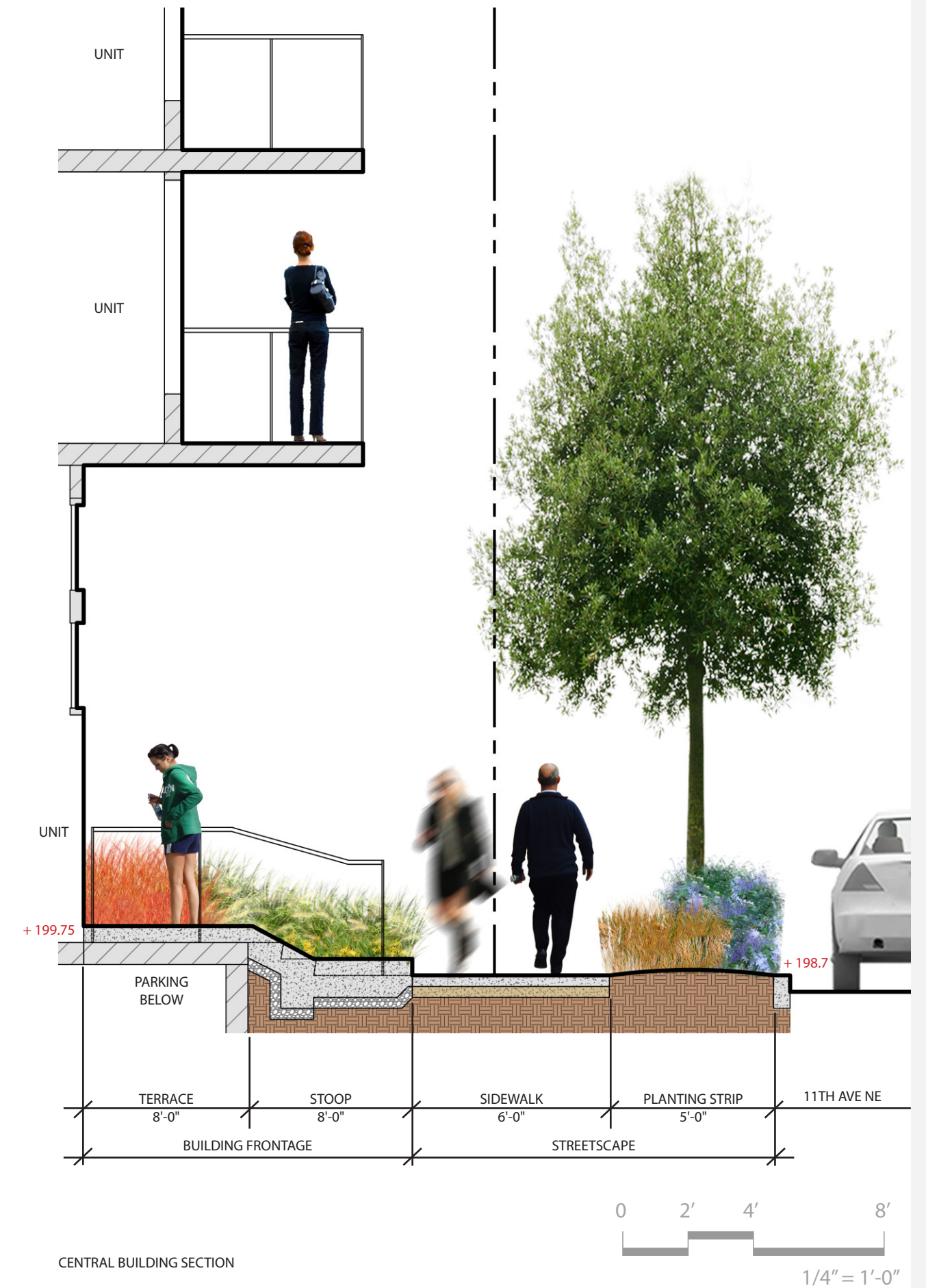


CONCEPTUAL LIGHTING PLAN





11th AVE NE STREETSCAPE : NORTH BUILDING



11th AVE NE STREETSCAPE : NORTH BUILDING



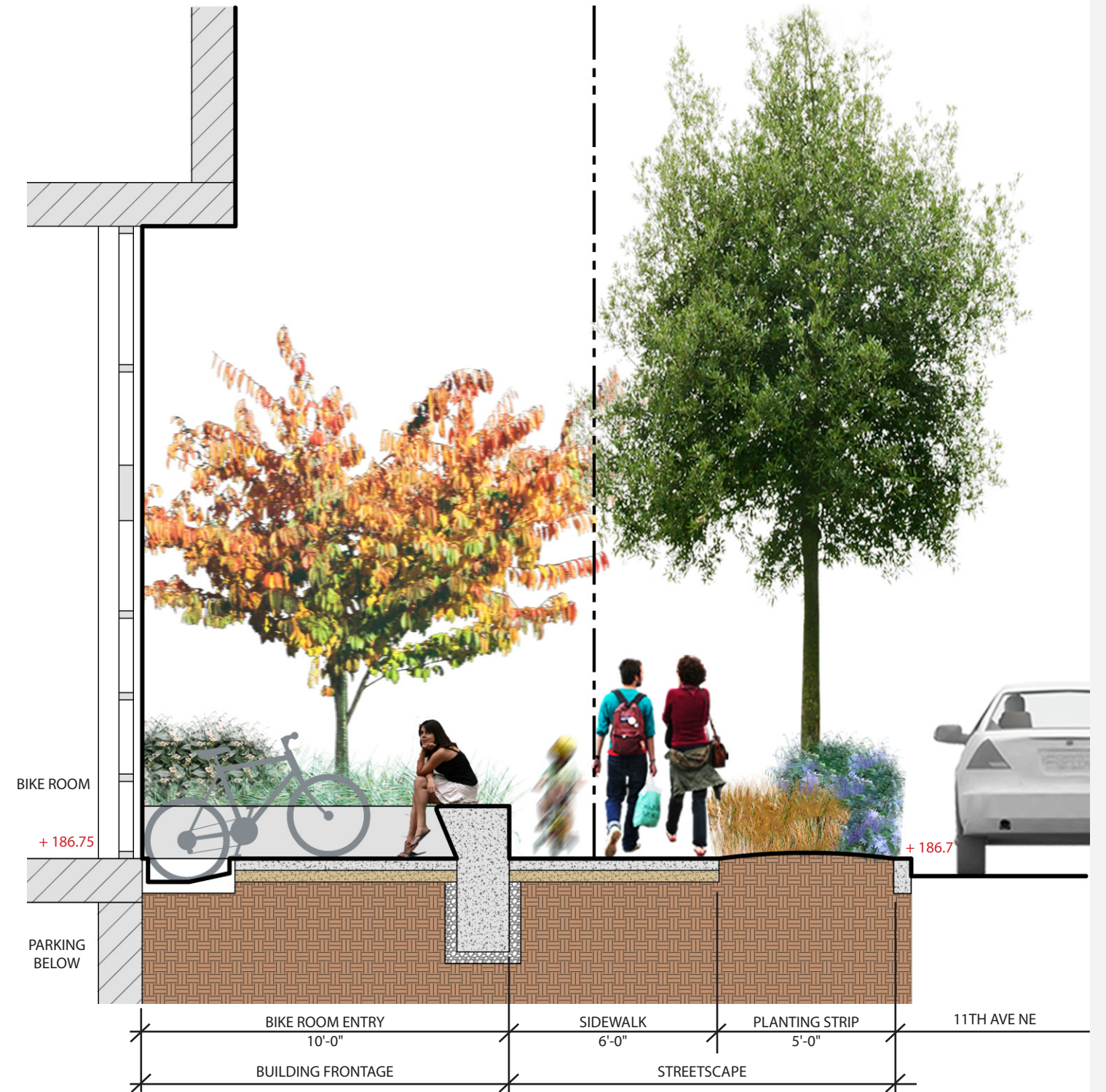
11th AVE NE STREETSCAPE : CENTRAL BUILDING



11th AVE NE STREETSCAPE : CENTRAL BUILDING

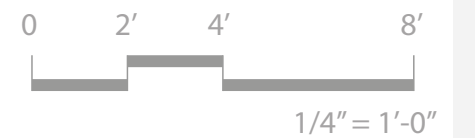


11th AVE NE STREETSCAPE : CENTRAL BUILDING



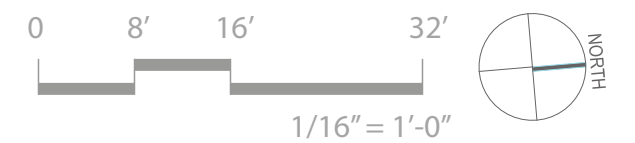
11th AVE NE STREETSCAPE : CENTRAL BUILDING

BIKE ROOM SECTION



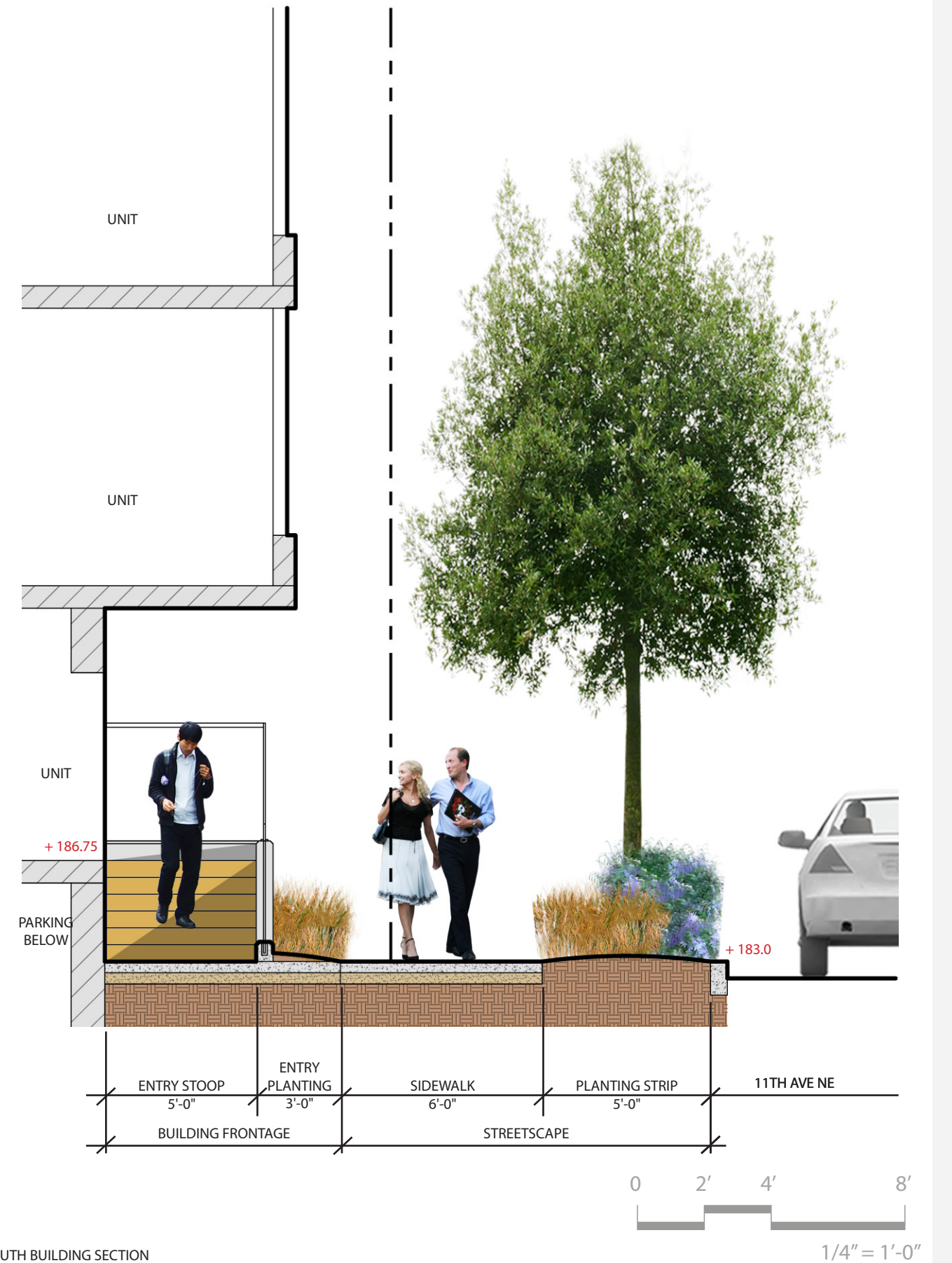


11TH AVE NE STREETSCAPE : SOUTH BUILDING





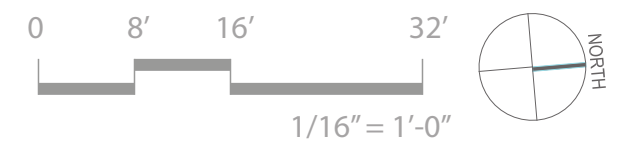
11th AVE NE STREETSCAPE : SOUTH BUILDING



SOUTH BUILDING SECTION

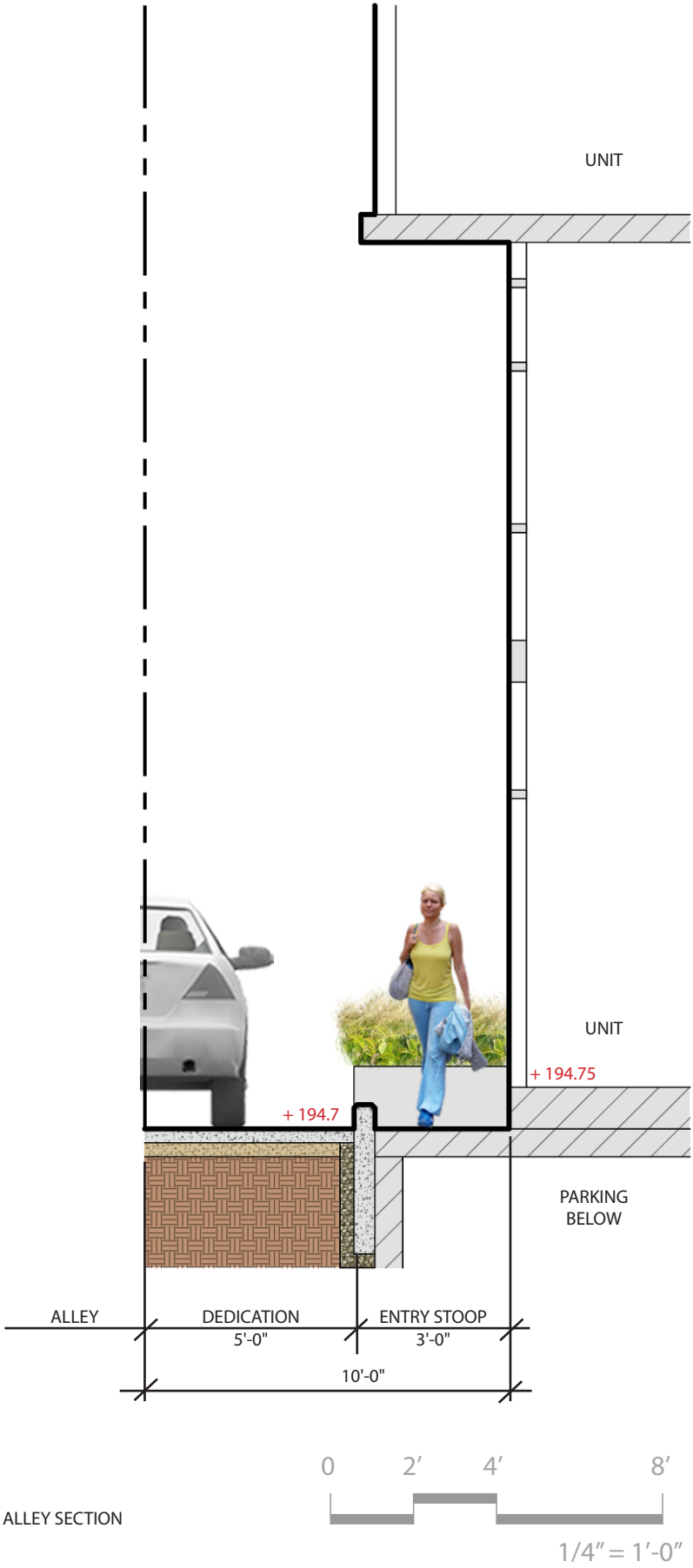


ALLEY STREETSCAPE : CENTRAL BUILDING



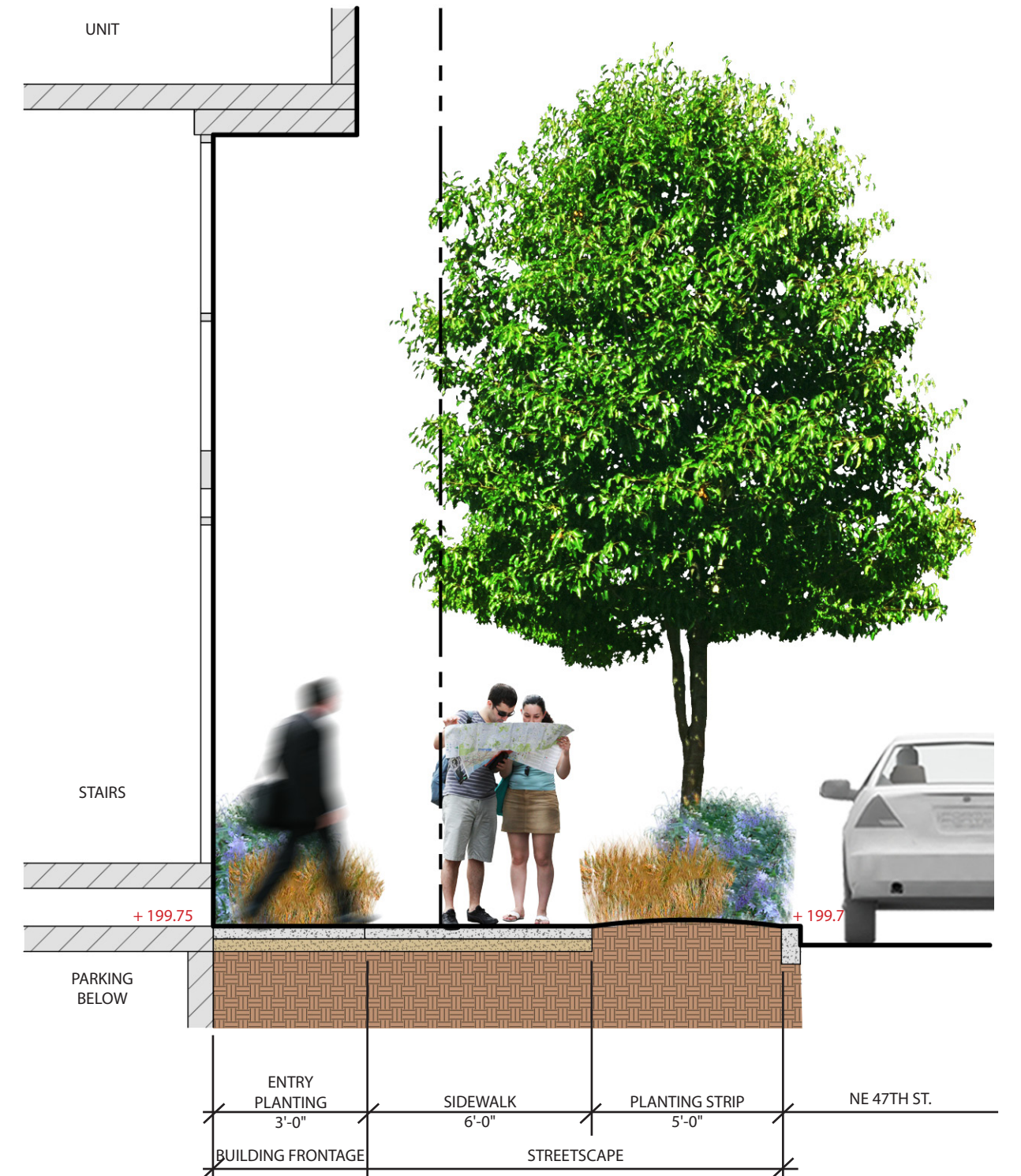


ALLEY STREETSCAPE : CENTRAL BUILDING



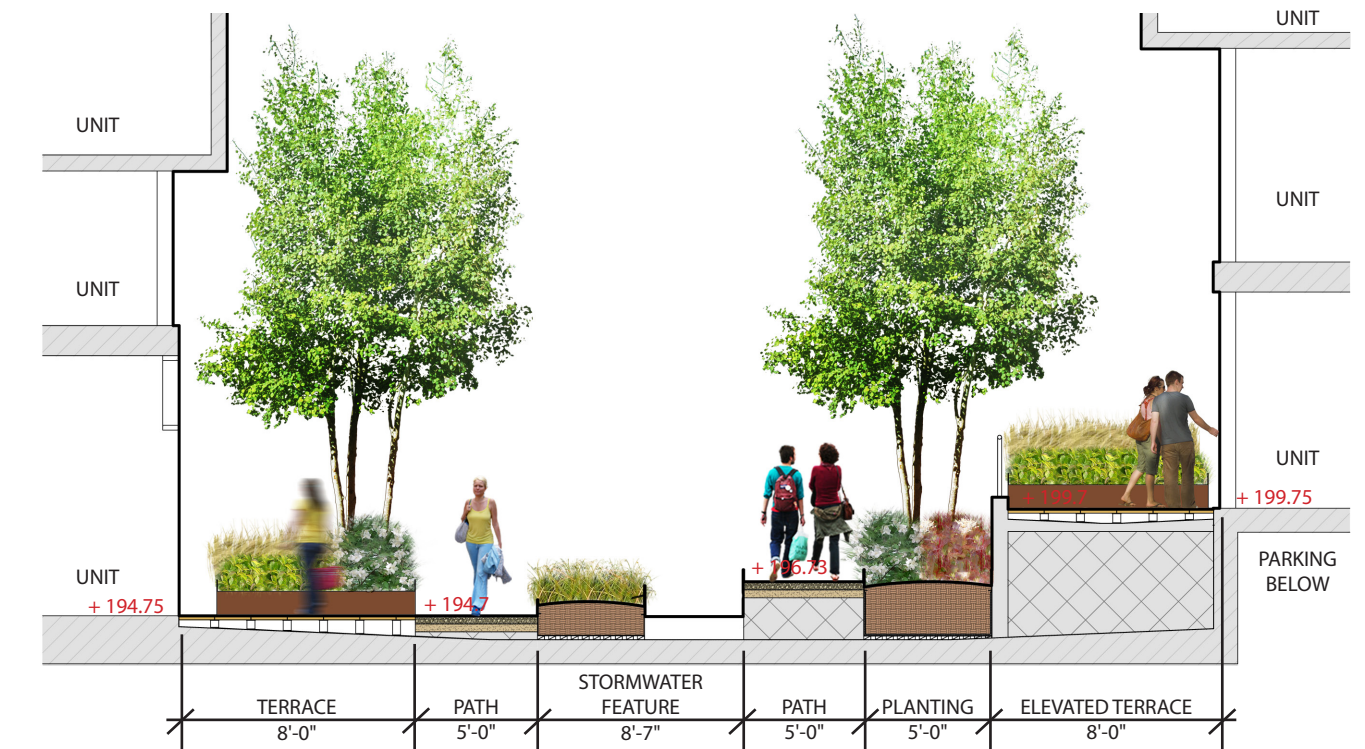
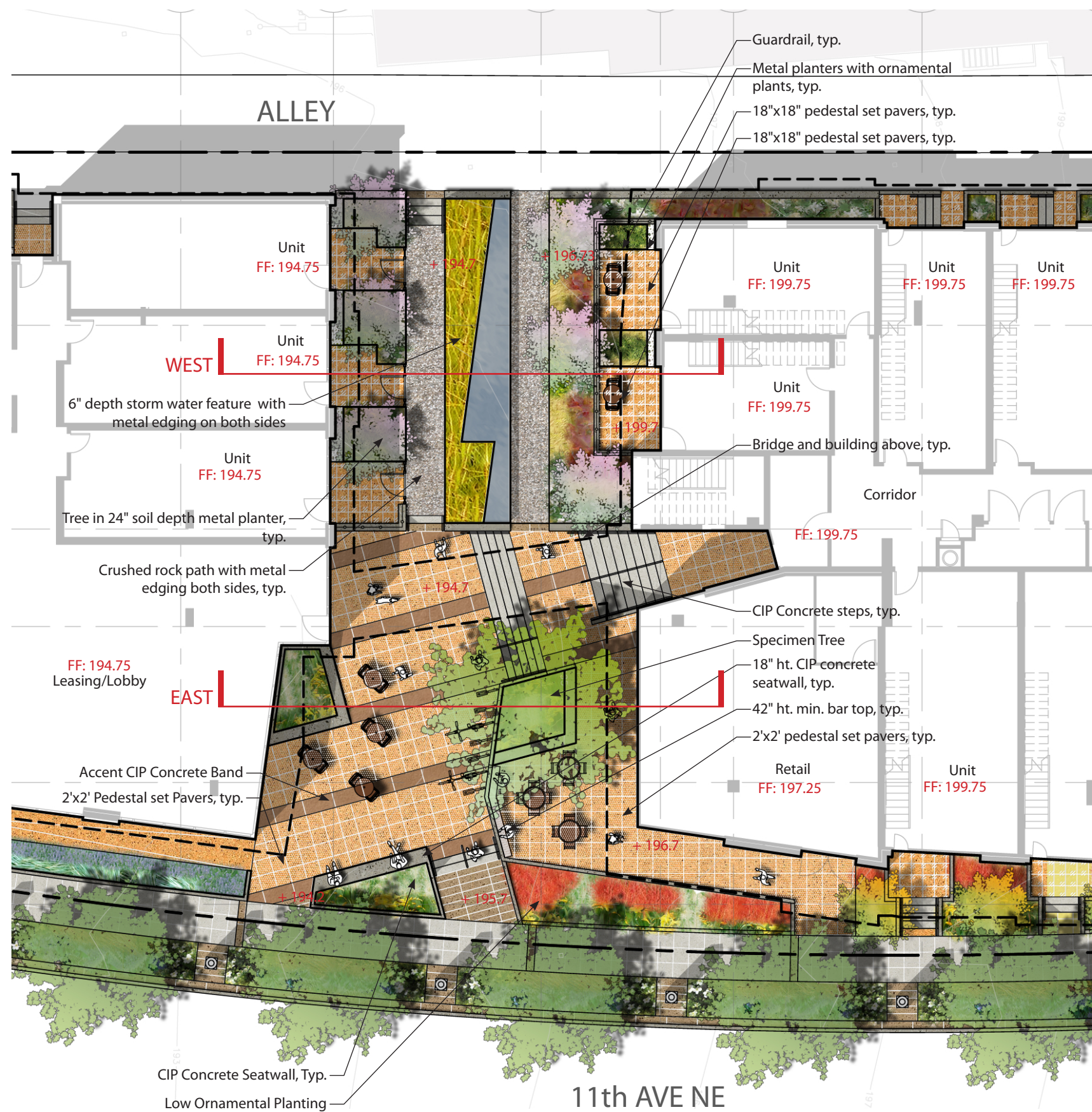


NE 47th ST. STREETSCAPE : NORTH BUILDING



ALLEY SECTION

NE 47th ST. STREETSCAPE : NORTH BUILDING



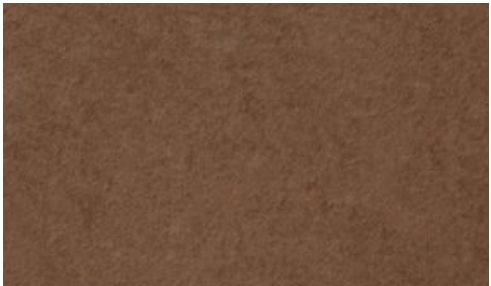


VIEW OF THE MEWS - PUBLIC REALM

PAVERS / PLANTER BOXES



18"x18" Pedestal Set Pavers



2'x2' Pedestal Set Pavers

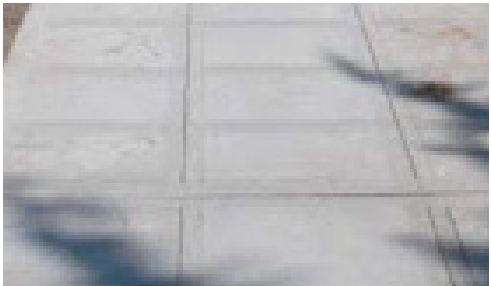


Metal Planter

CONCRETE



2'x4' CIP Concrete Pavement Color 1



2'x2' CIP Concrete Sidewalk



1'x4' CIP Concrete Pavement Color 2



Gravel Path

LIGHTING



Pedestrian Light



Step Light



Path Light

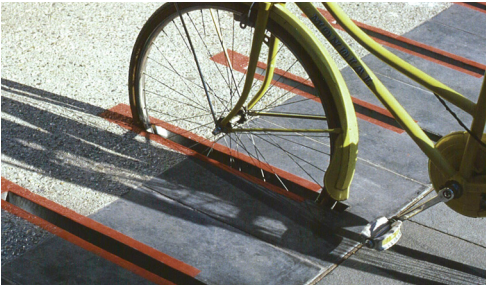
PEDESTRIAN FEATURES



Bench



Table / Chair



Bike Slot



Bike Rack

MATERIALS PALETTE - GROUND LEVEL LANDSCAPE

TREES



Japanese Maple



Autumn Brilliance Serviceberry



Sourwood Tree



Autumn Blaze Pear



Allee Elm

SHRUBS



Common Harebell



Clematis



Kelseyi Dogwood



Midwinter Fire Dogwood



Crocsmia



Spreading English Yew



Hebe



English Lavender



Blizzard Mockorange



Abbotswood Potentilla



Golden Willow



David Viburnum

GROUND COVER



Carex



Prairie Fire Sedge



Blue Oat Grass



Day Lily



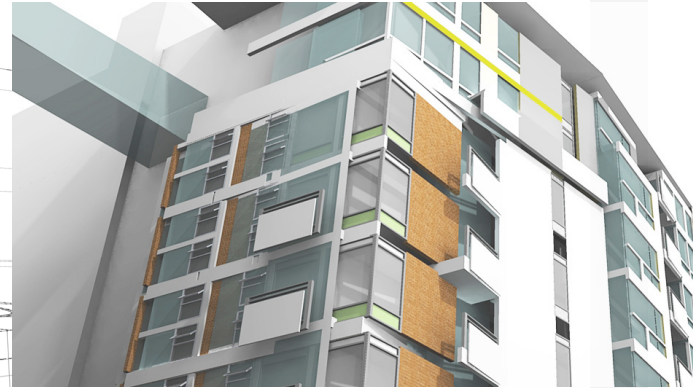
Fountain Grass

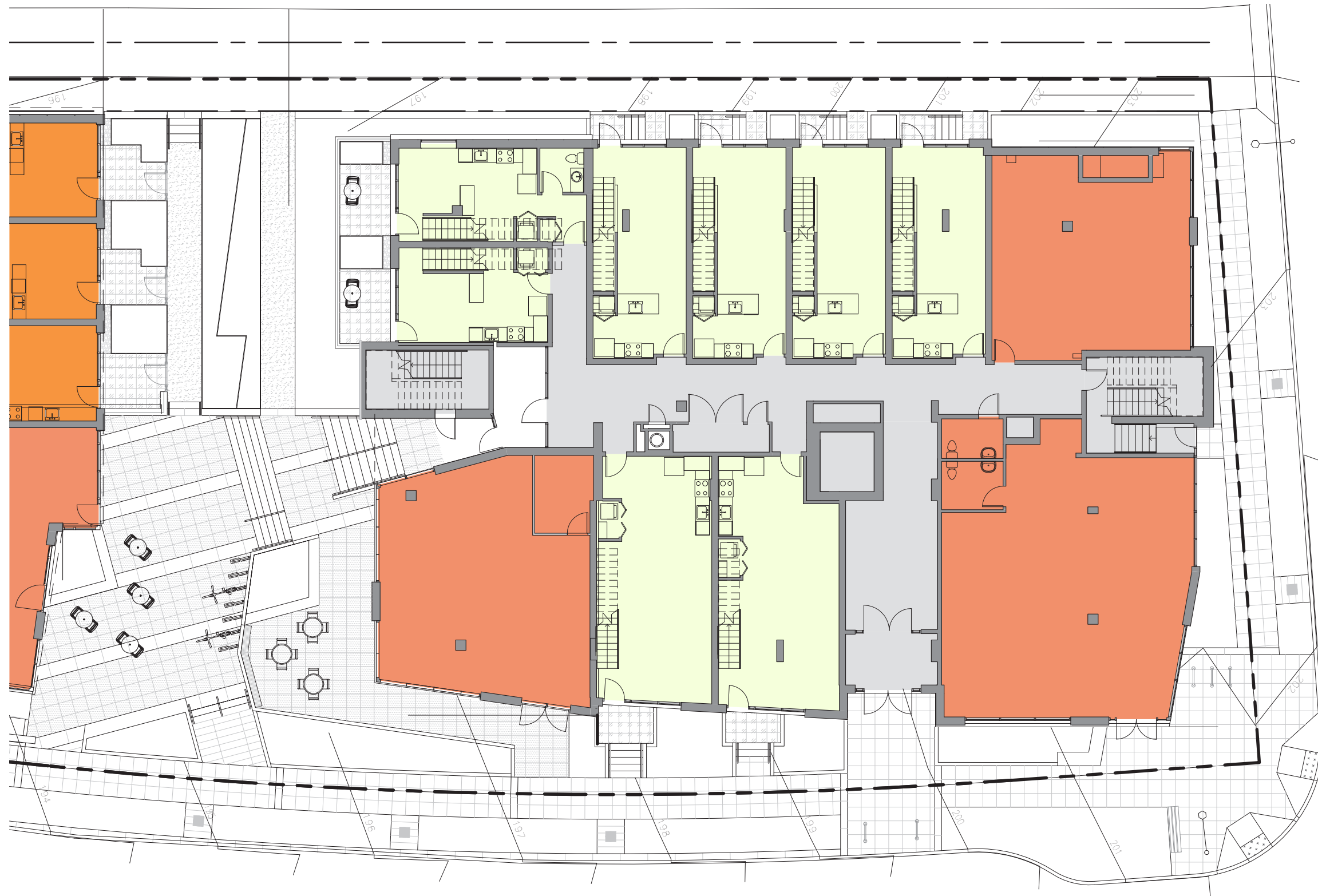


Mexican Feather Grass

MATERIALS PALETTE - LANDSCAPE HARDSCAPE

03 NORTH BUILDING





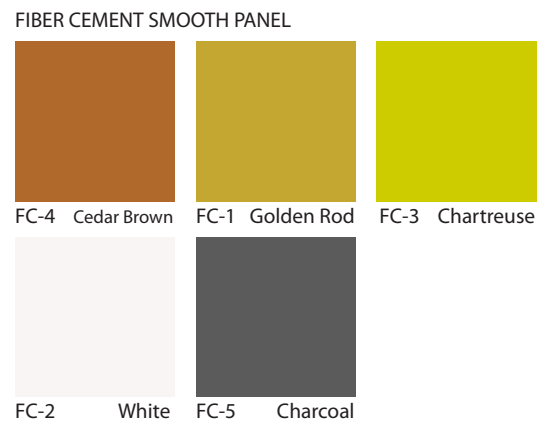
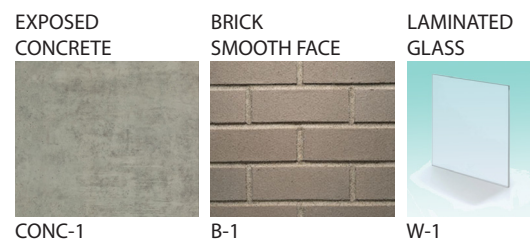
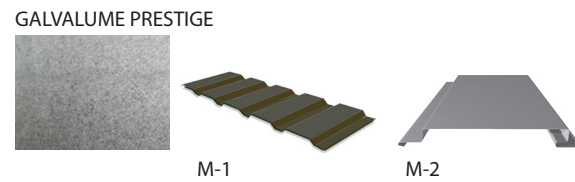
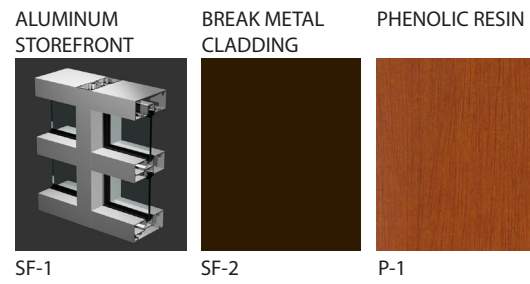
UNIT TYPE

 RETAIL	 1 BDRM	 TOWNHOUSE
 AMENITY	 2 BDRM	 CIRCULATION
 STUDIO	 3 BDRM	 UTILITY

NORTH BUILDING - LEVEL 1.1



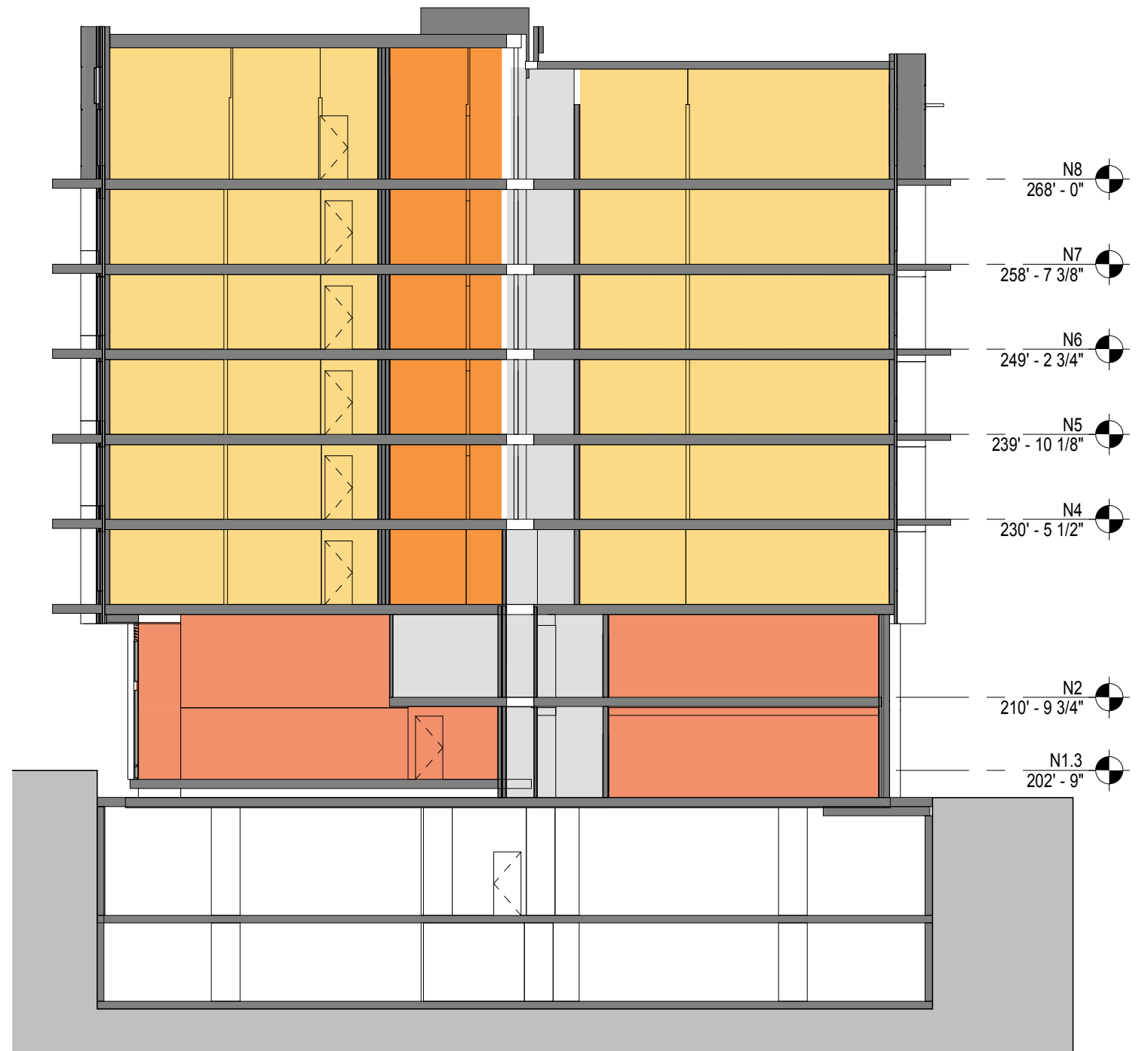
NORTH BUILDING - LANDSCAPE PLAN



NORTH BUILDING - EAST ELEVATION

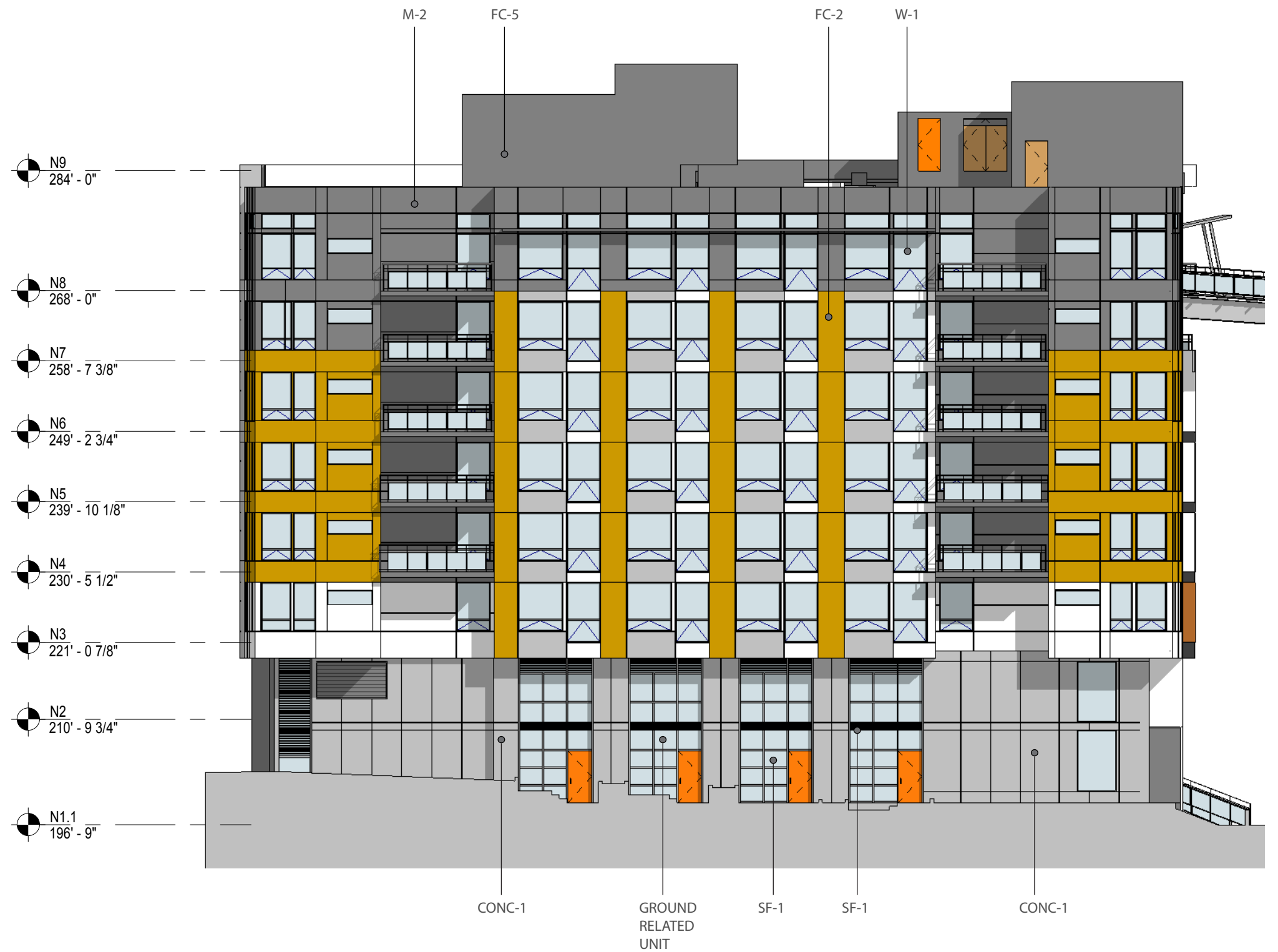
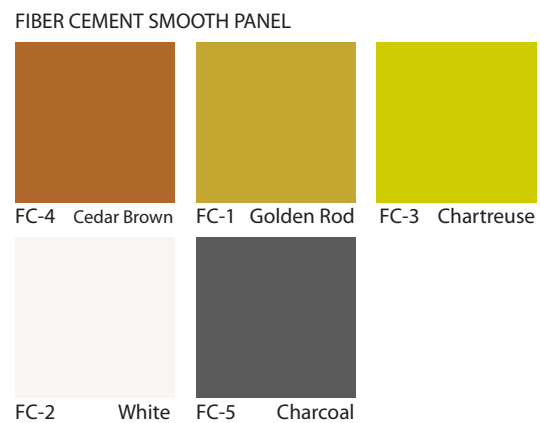
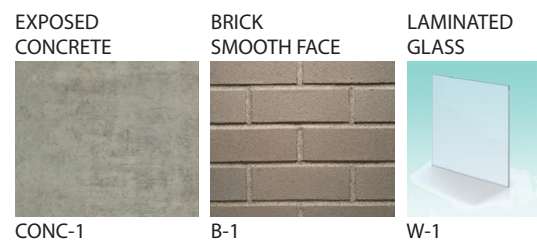
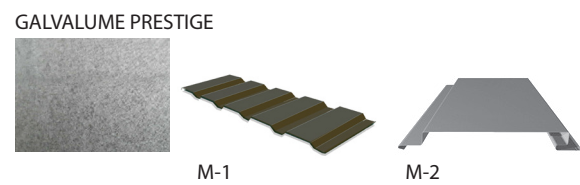
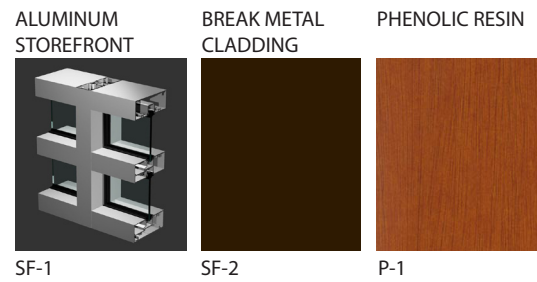


NORTH BUILDING - NORTH ELEVATION

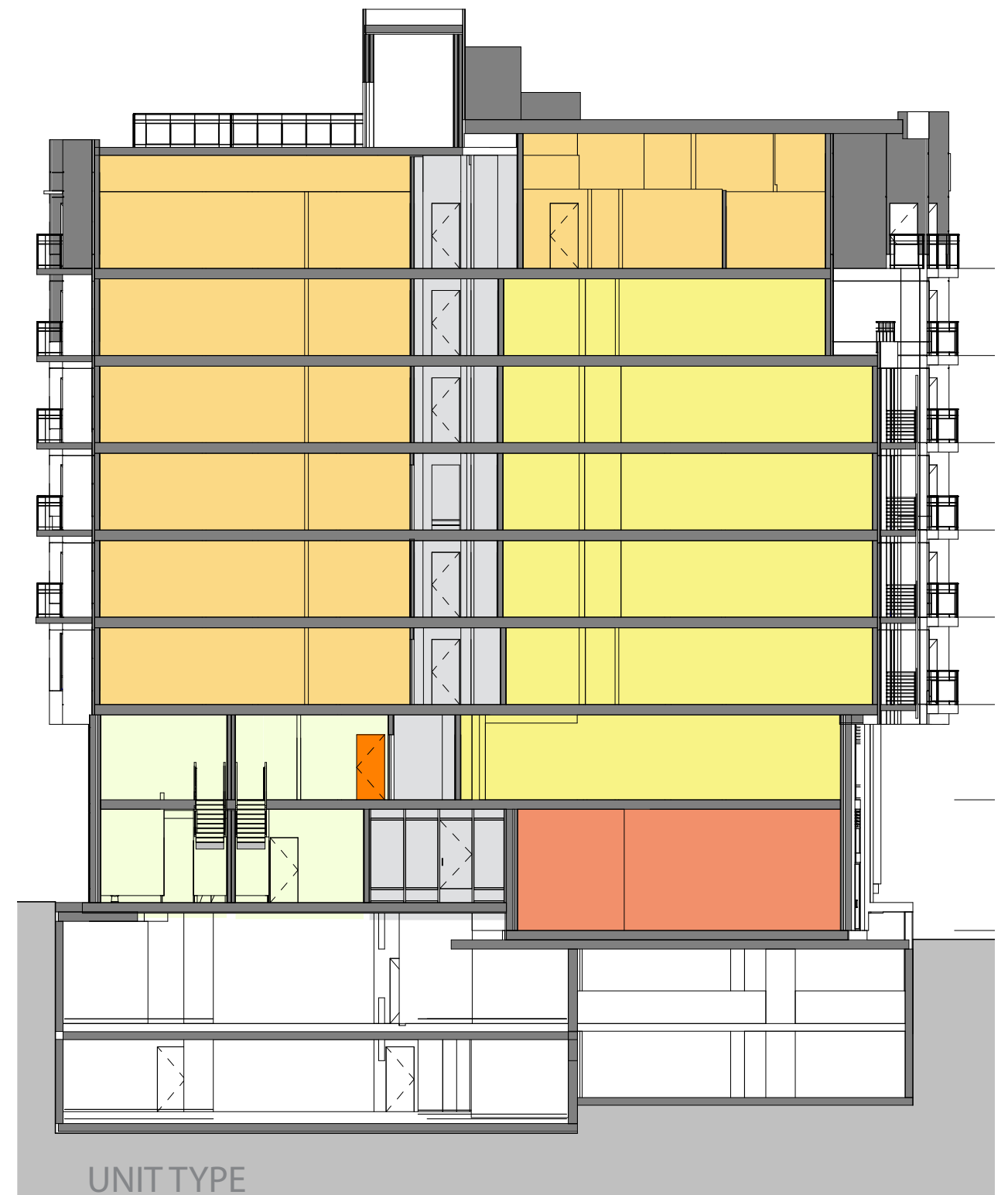


UNIT TYPE

RETAIL	1 BDRM	TOWNHOUSE
AMENITY	2 BDRM	CIRCULATION
STUDIO	3 BDRM	UTILITY



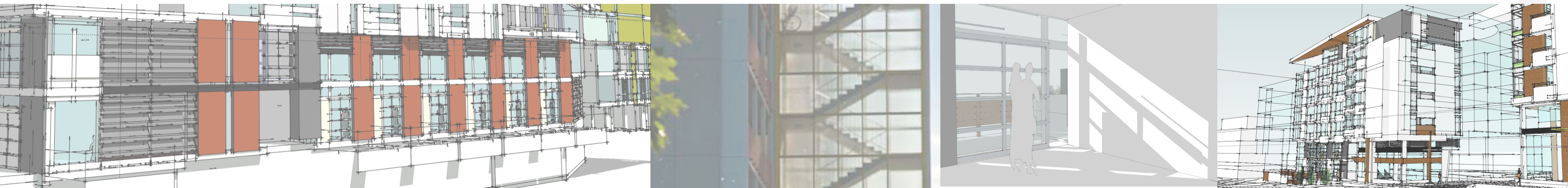
NORTH BUILDING - WEST ELEVATION



RETAIL	1 BDRM	TOWNHOUSE
AMENITY	2 BDRM	CIRCULATION
STUDIO	3 BDRM	UTILITY

NORTH BUILDING - SOUTH ELEVATION

04 CENTRAL BUILDING





UNIT TYPE

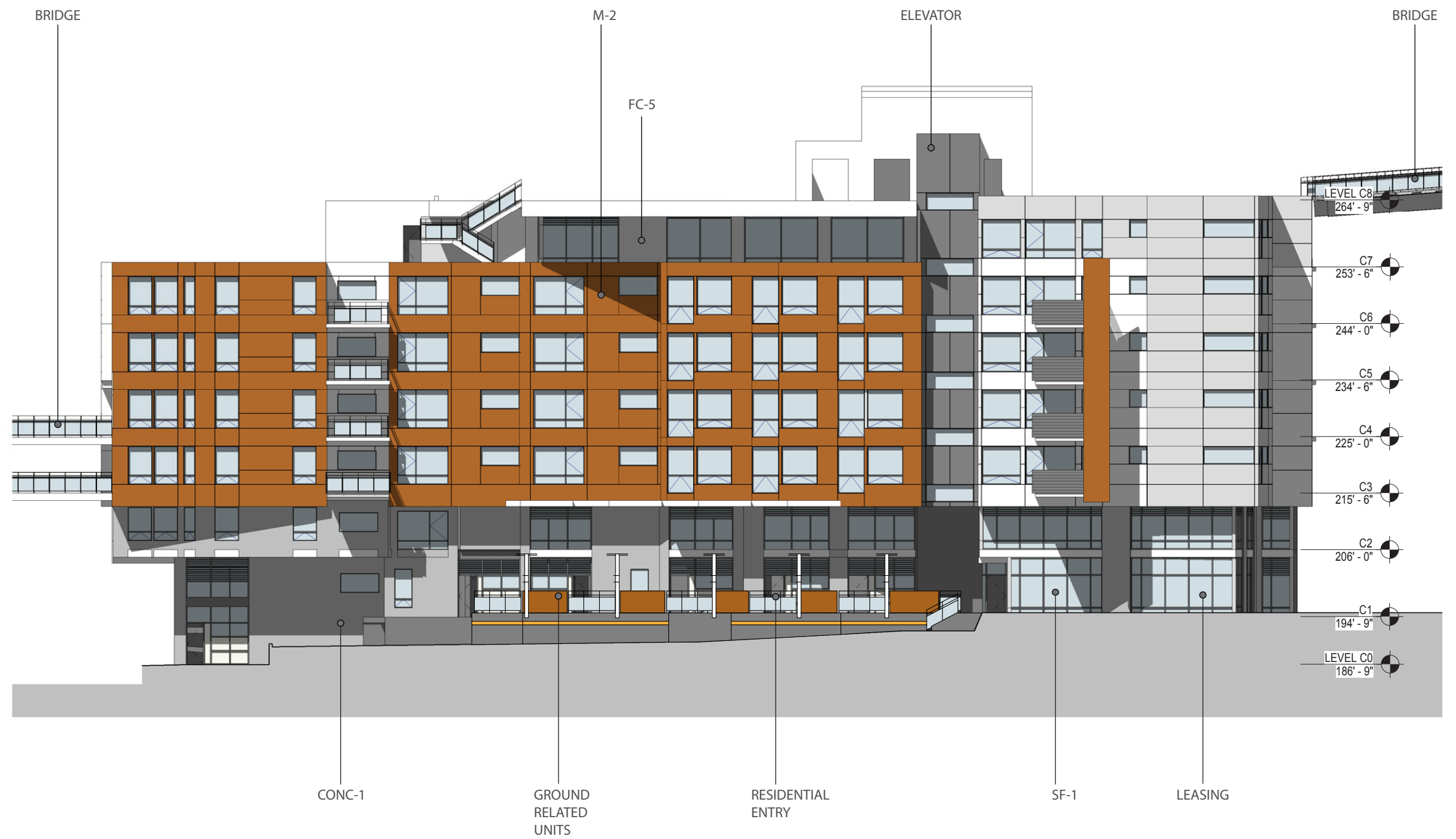
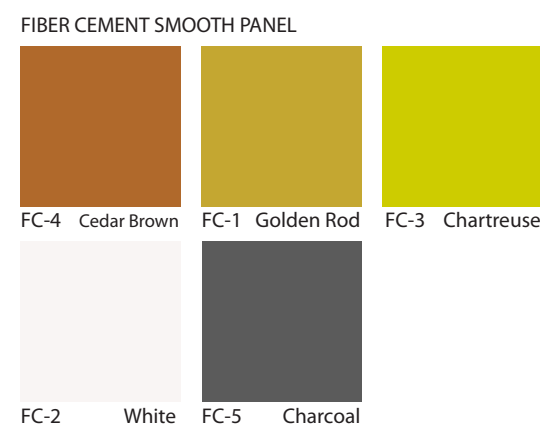
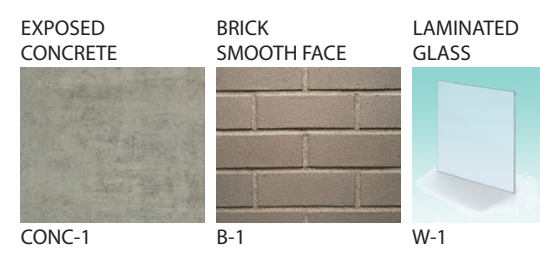
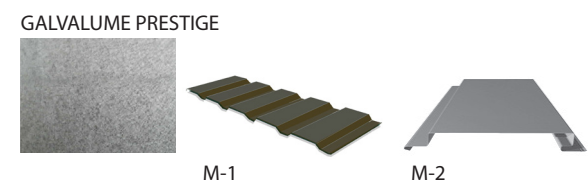
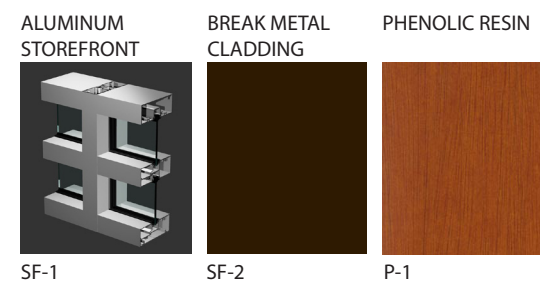
 RETAIL	 1 BDRM	 TOWNHOUSE
 AMENITY	 2 BDRM	 CIRCULATION
 STUDIO	 3 BDRM	 UTILITY

CENTRAL BUILDING - LEVEL 1



LANDSCAPE PLAN - CENTRAL BUILDING





CENTRAL BUILDING - EAST ELEVATION / NE 11TH



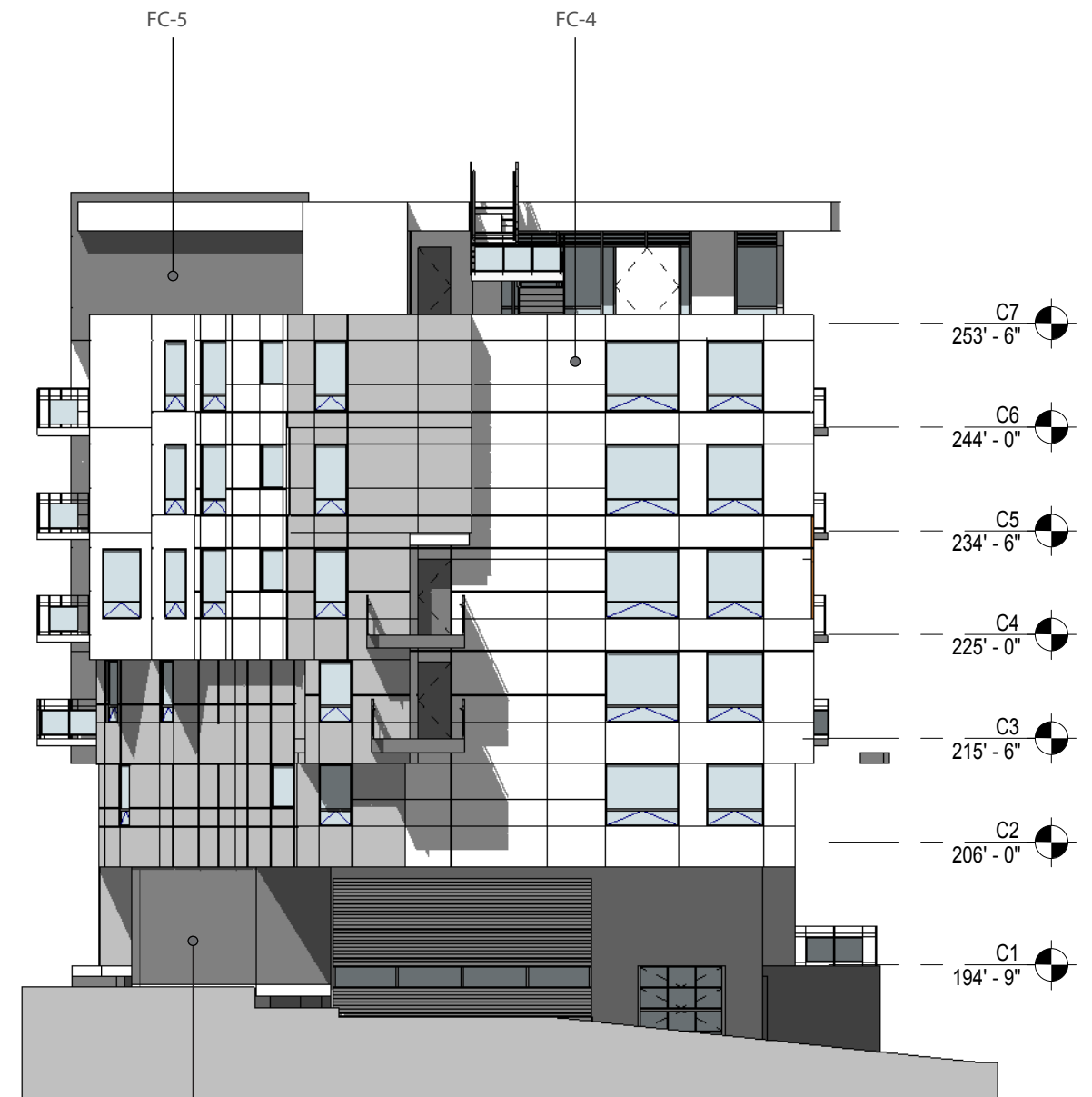
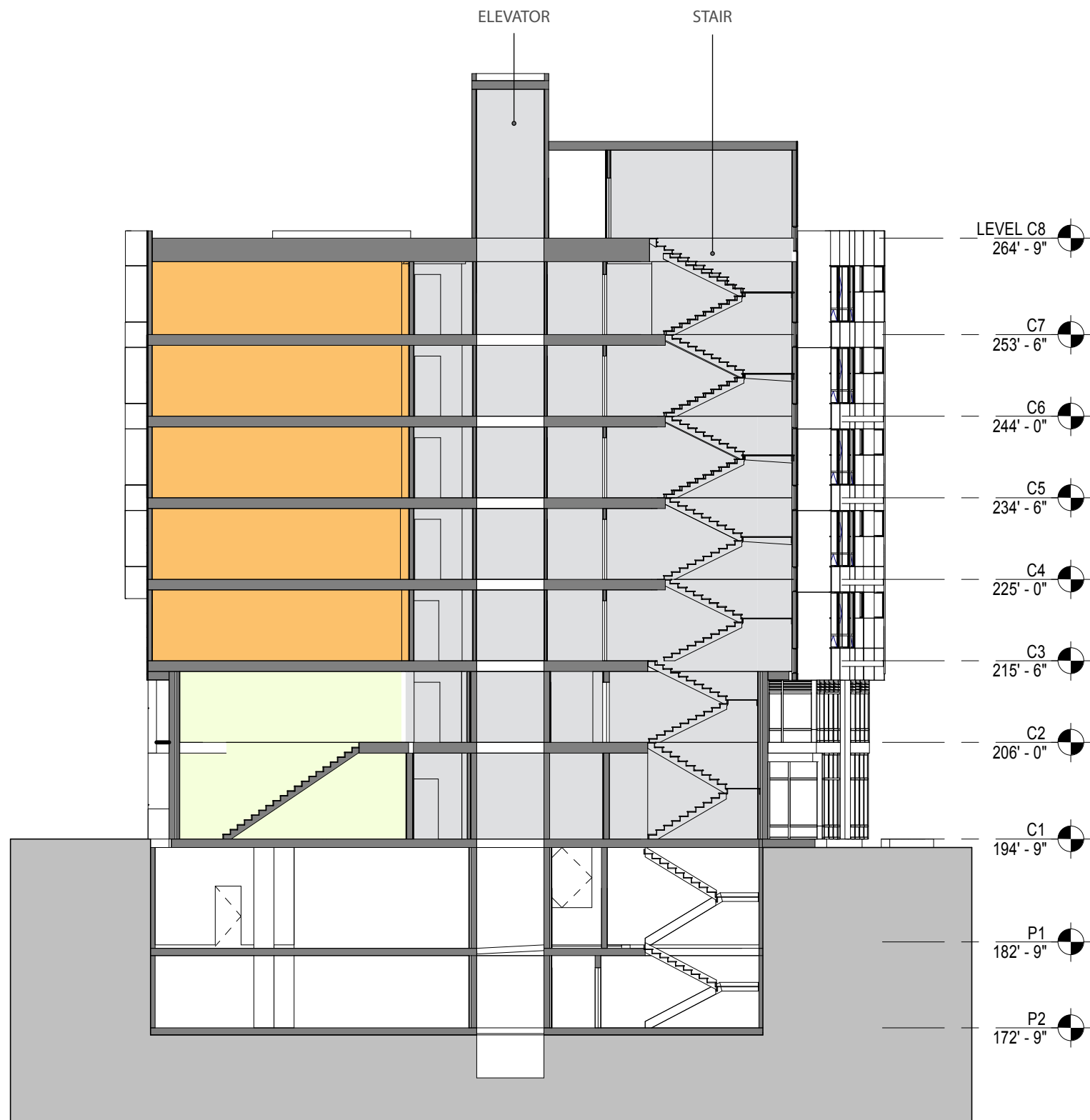
UNIT TYPE

RETAIL	1 BDRM	TOWNHOUSE
AMENITY	2 BDRM	CIRCULATION
STUDIO	3 BDRM	UTILITY

CENTRAL BUILDING - NORTH ELEVATION



CENTRAL BUILDING - WEST ELEVATION / ALLEY



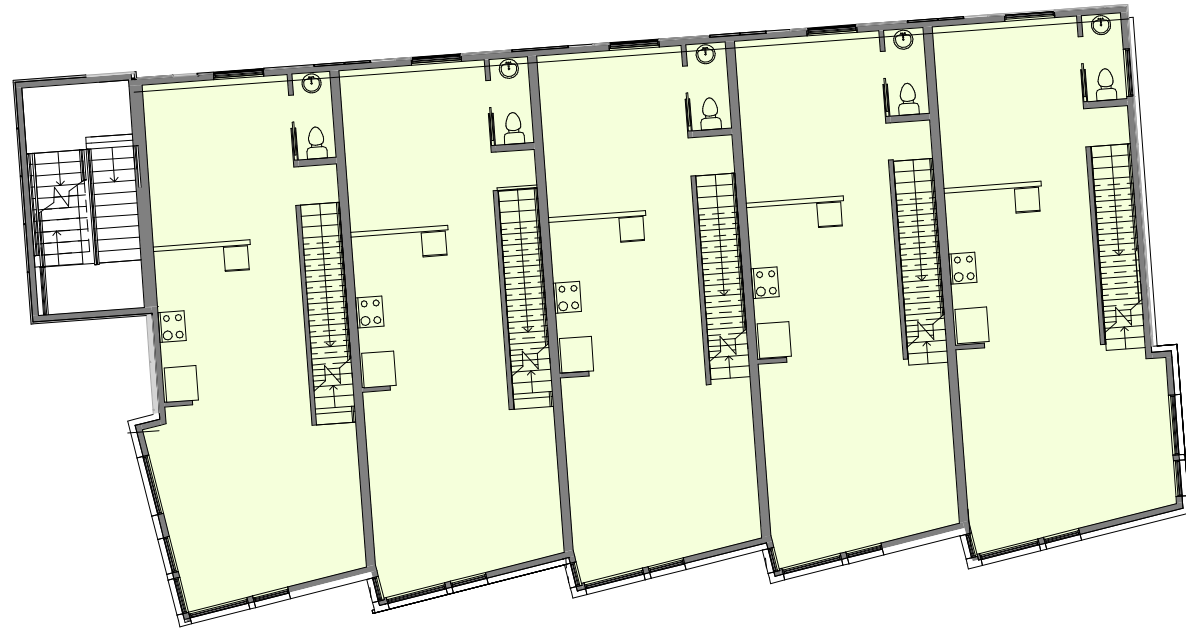
UNIT TYPE

RETAIL	1 BDRM	TOWNHOUSE
AMENITY	2 BDRM	CIRCULATION
STUDIO	3 BDRM	UTILITY

CENTRAL BUILDING - SOUTH ELEVATION

05 SOUTH BUILDING





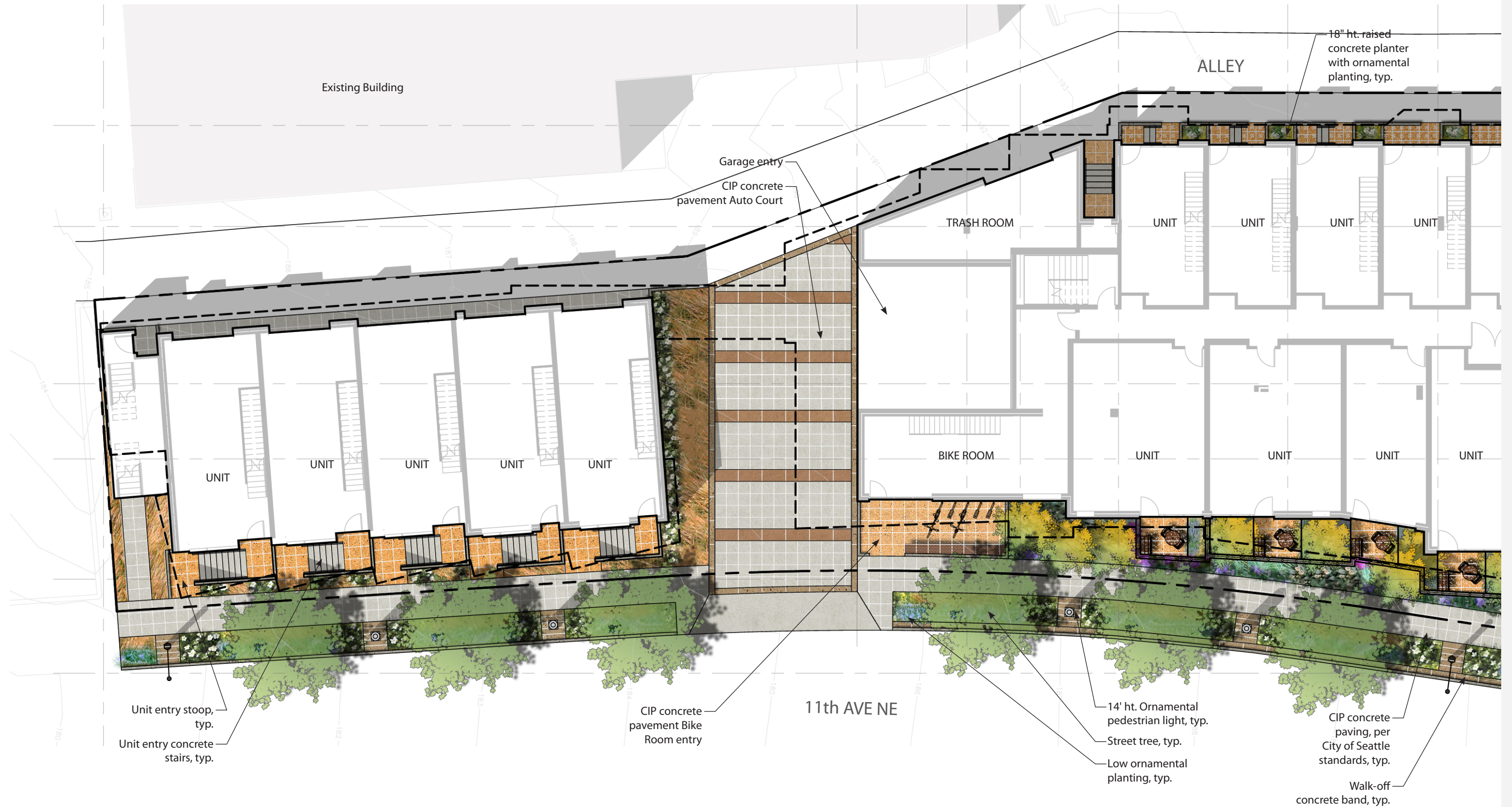
SOUTH BUILDING - LEVEL 2



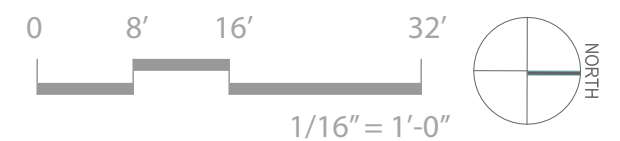
SOUTH BUILDING -LEVEL 1

UNIT TYPE

RETAIL	1 BDRM	TOWNHOUSE
AMENITY	2 BDRM	CIRCULATION
STUDIO	3 BDRM	UTILITY



LANDSCAPE PLAN - CENTRAL BUILDING

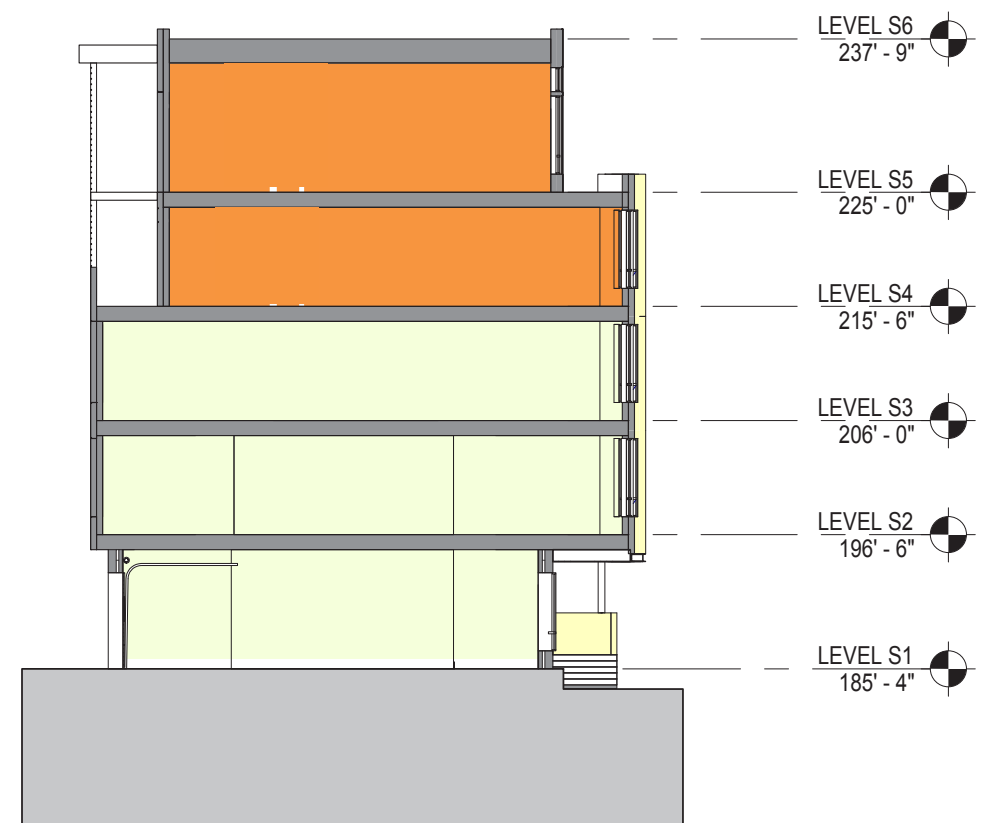




SOUTH BUILDING - EAST ELEVATION / NE11TH



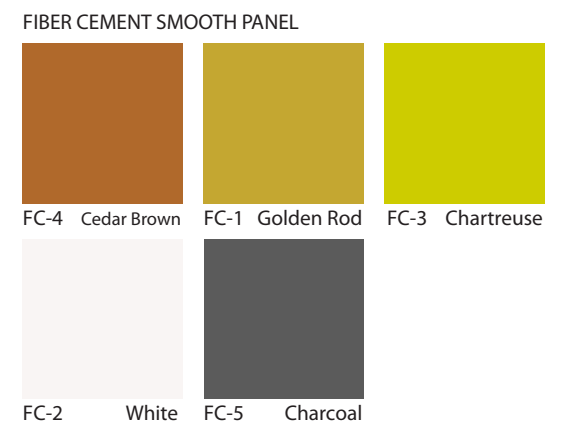
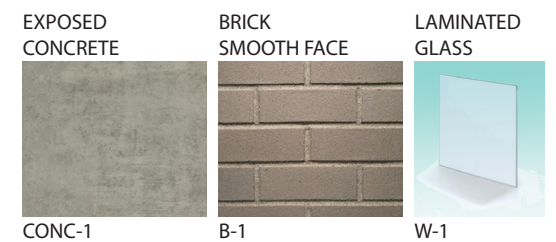
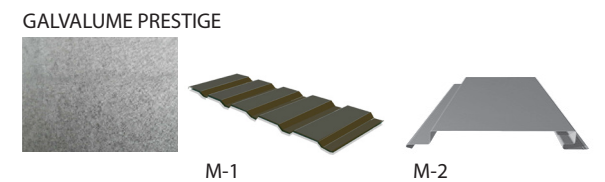
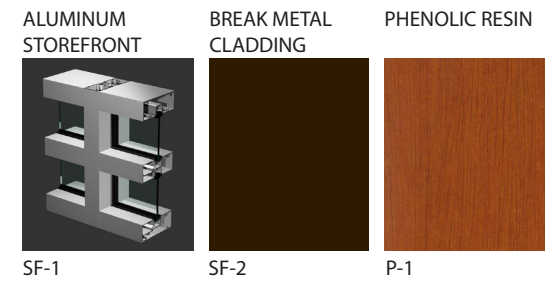
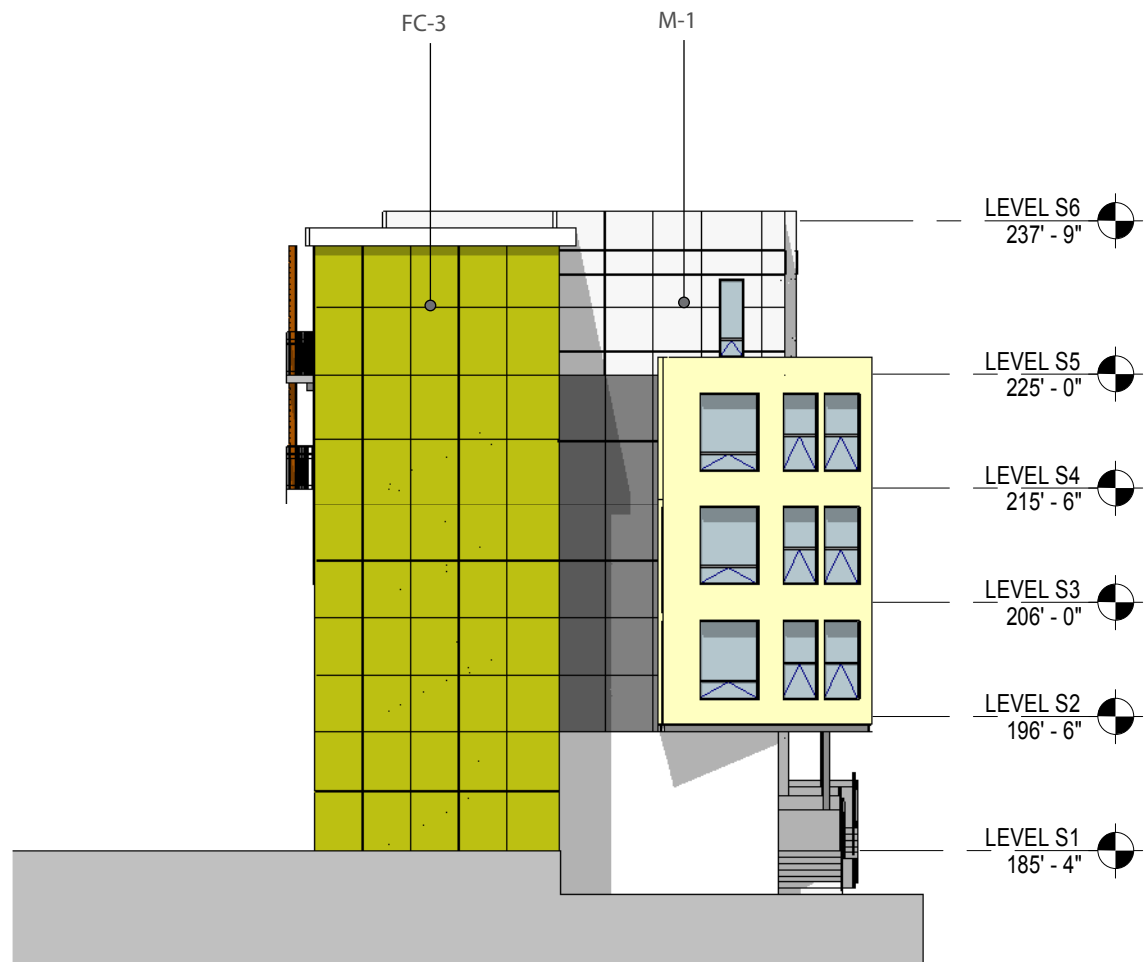
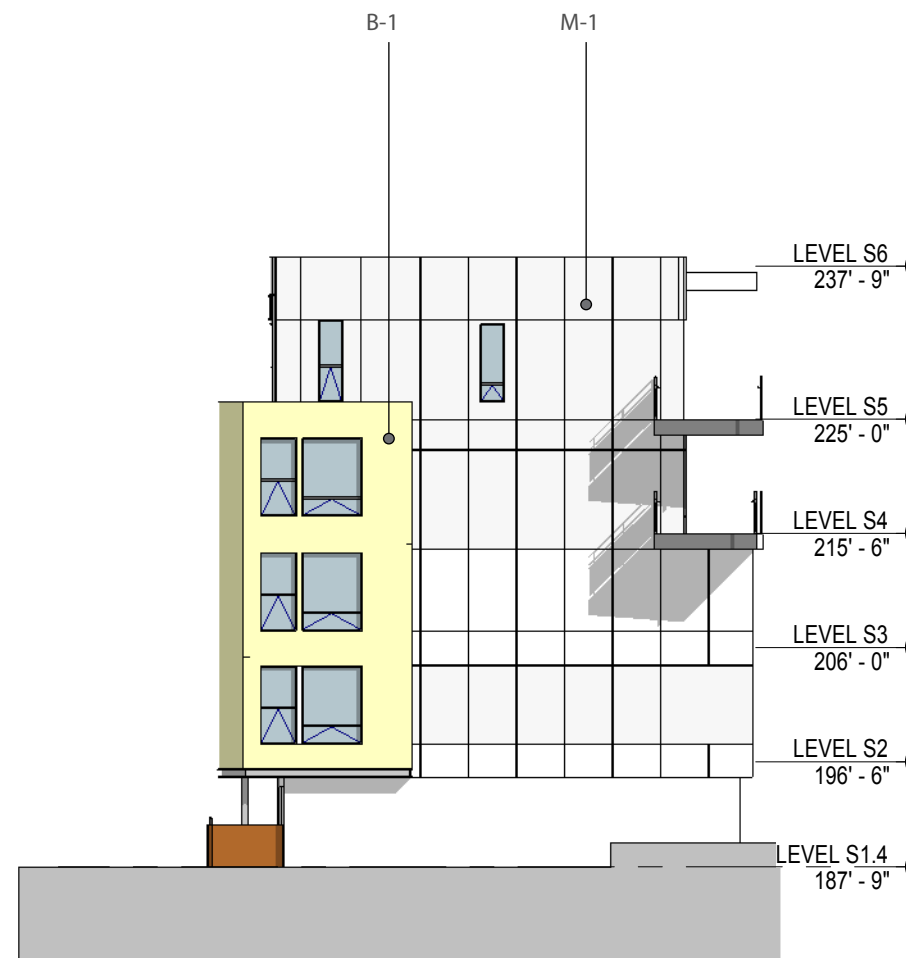
SOUTH BUILDING - WEST ELEVATION
NORTH FACING TRANSVERSE SECTION



UNIT TYPE

RETAIL	1 BDRM	TOWNHOUSE
AMENITY	2 BDRM	CIRCULATION
STUDIO	3 BDRM	UTILITY



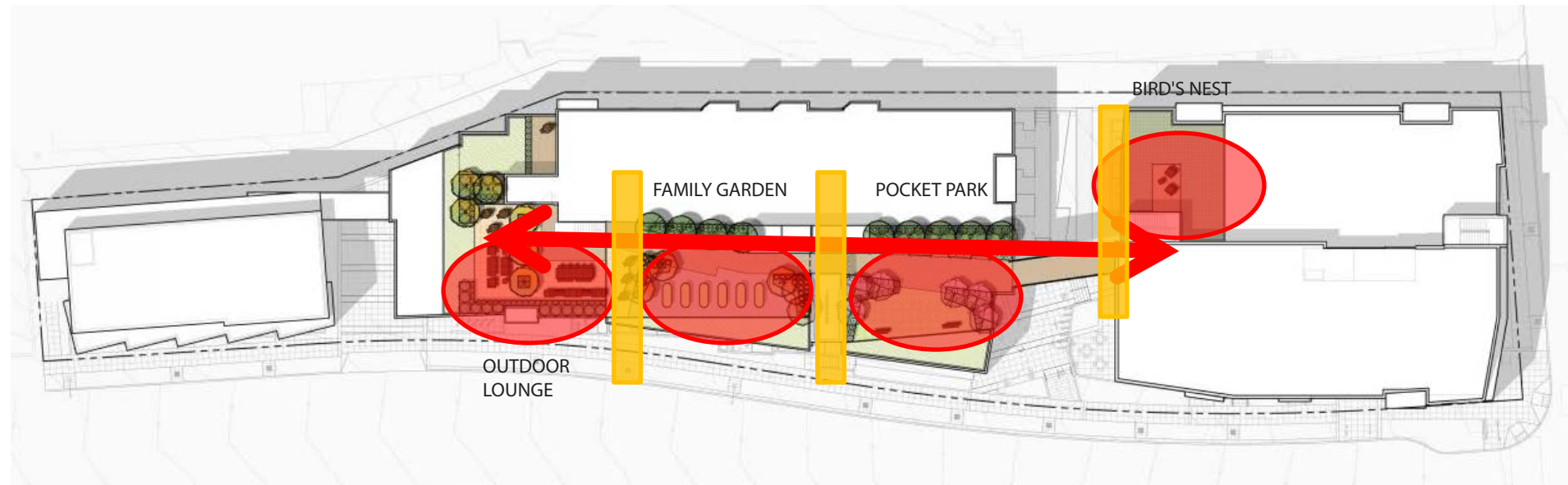


SOUTH BUILDING - NORTH ELEVATION / SOUTH ELEVATION

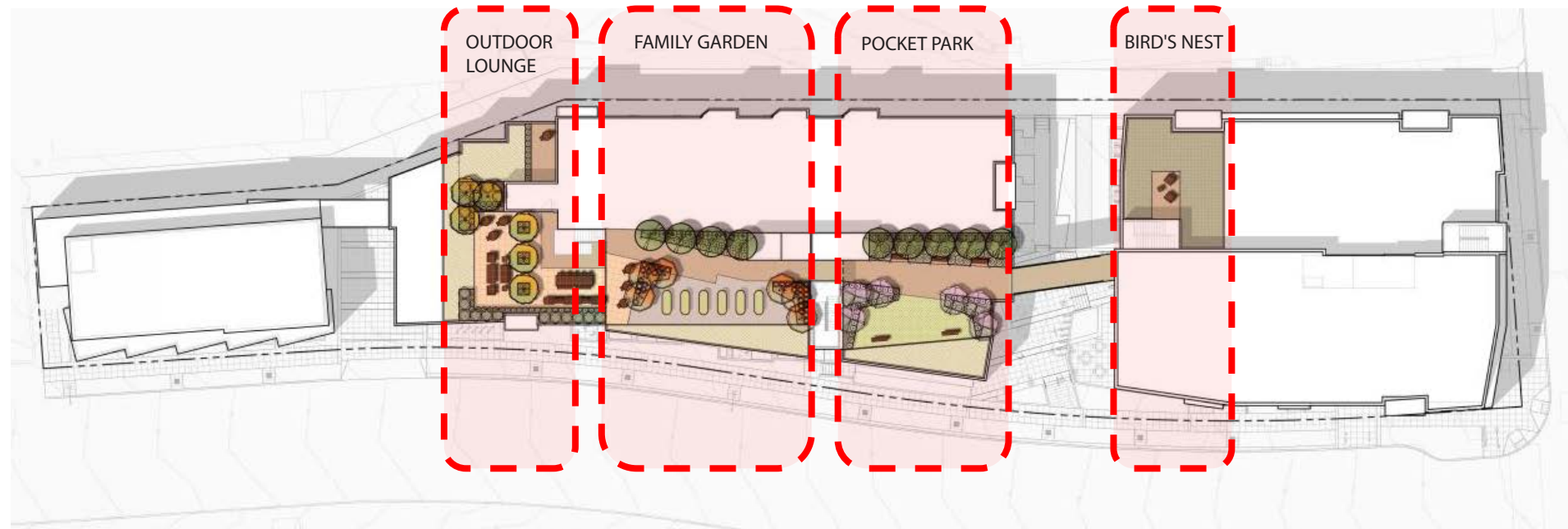
06

ROOF PLANE



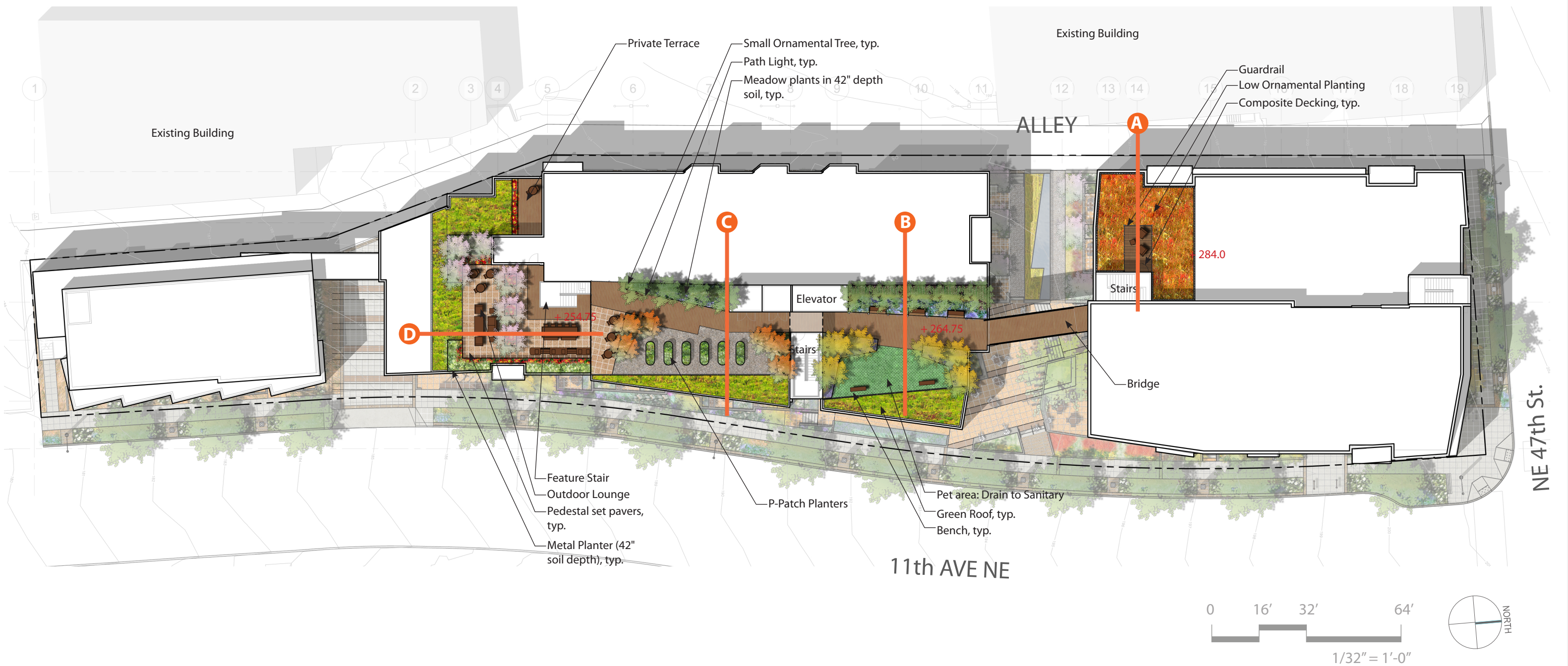


PEDESTRIAN CIRCULATION DIAGRAM



CHARACTERISTIC DIAGRAM

ROOF SPATIAL DIAGRAMS



Outdoor Lounge w/ Fire Pit



P-Patch Planters

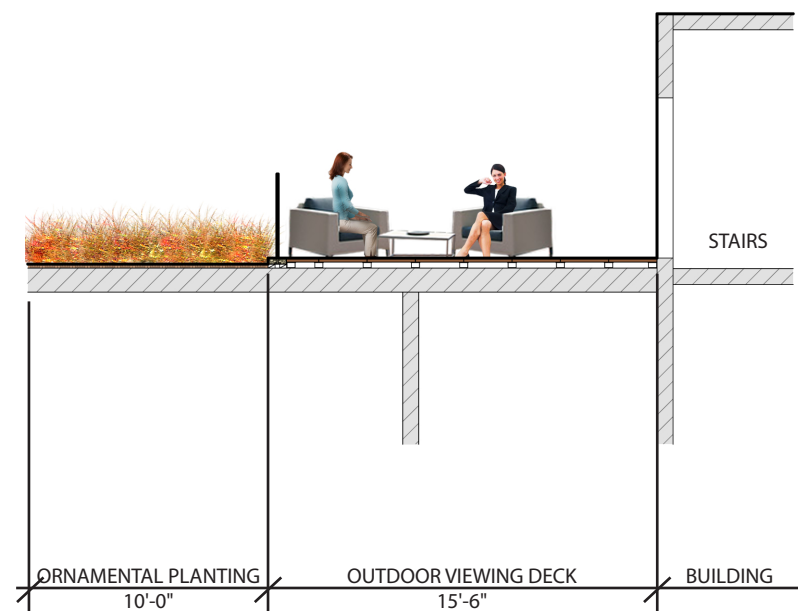


Pet Area

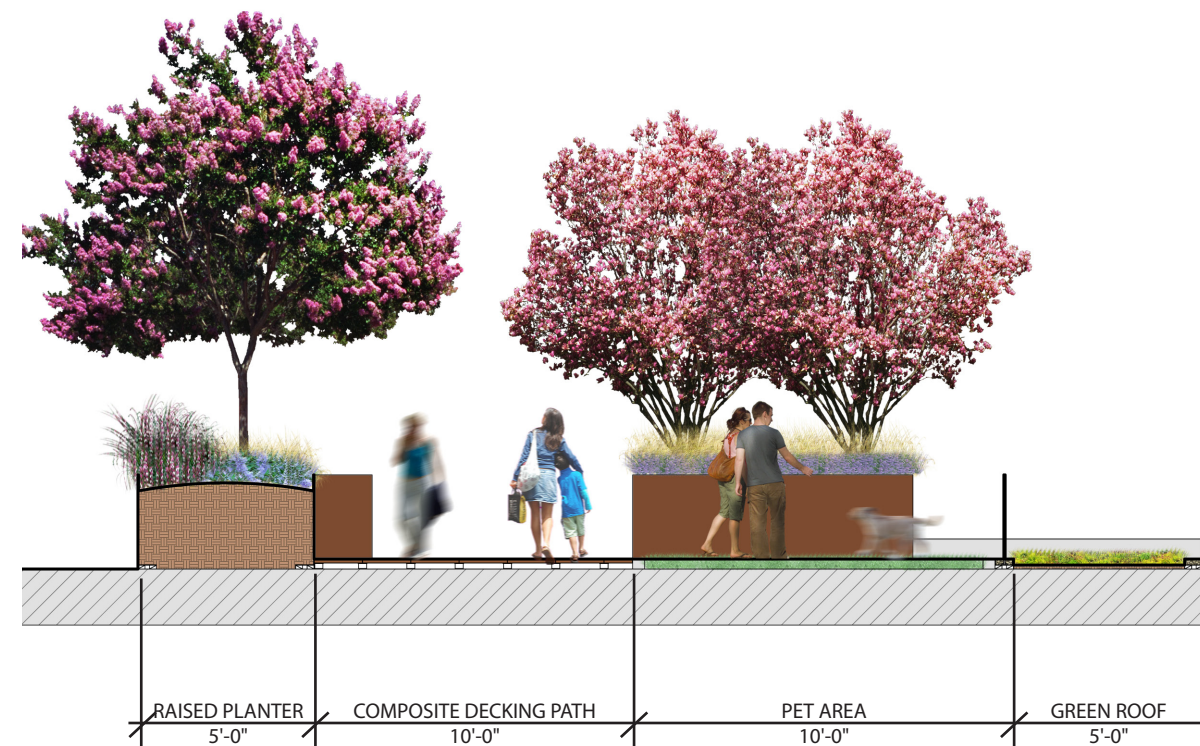


View Deck

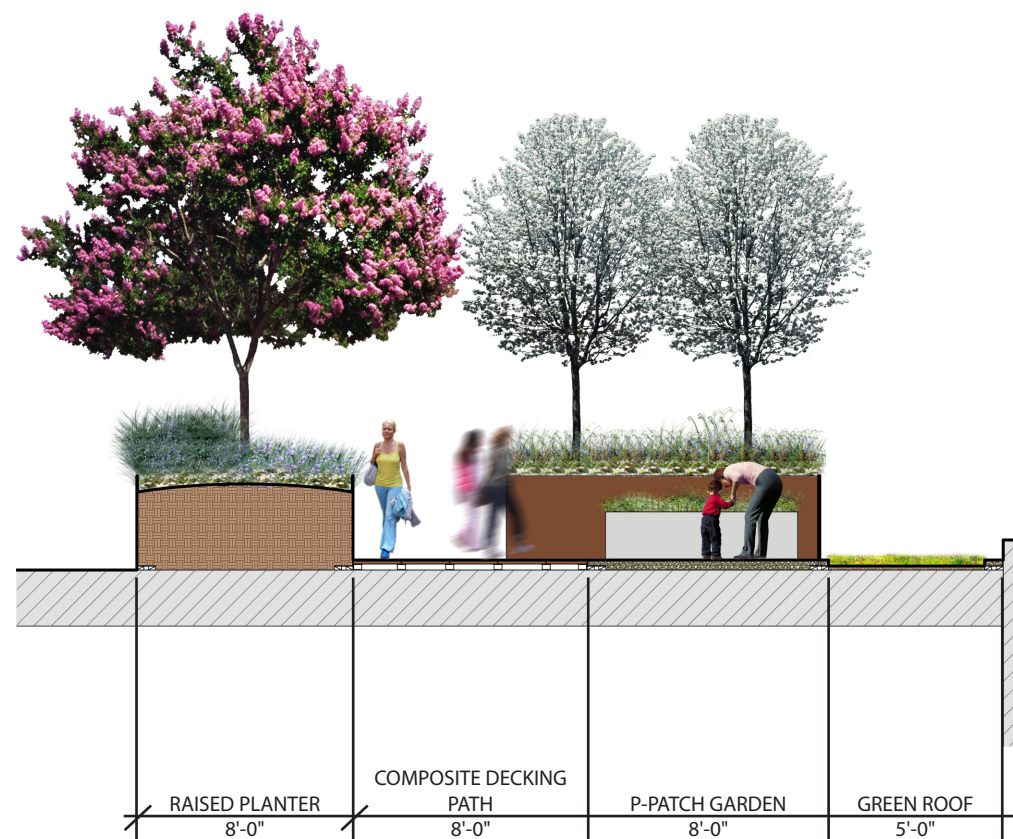
COMPOSITE PLAN - ROOF LANDSCAPE



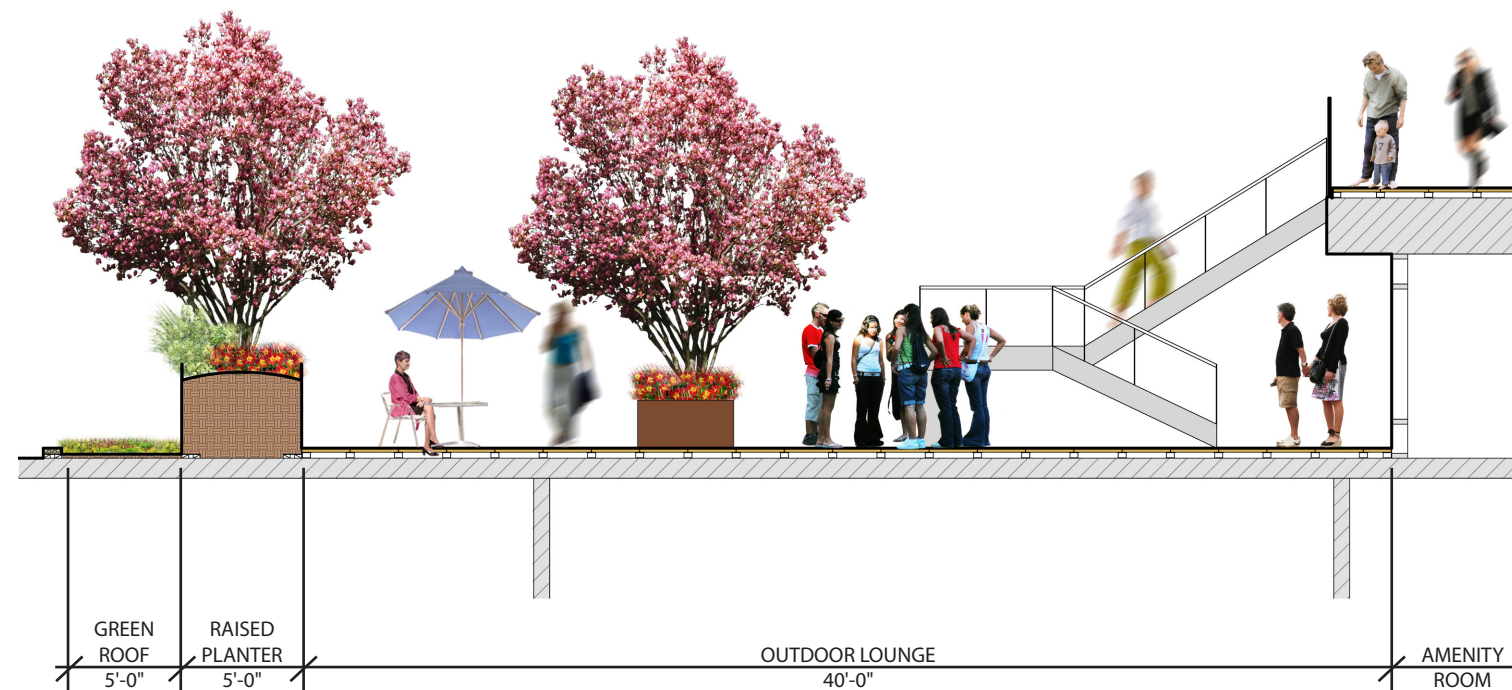
ROOF SECTION: A



ROOF SECTION: B



ROOF SECTION: C



ROOF SECTION: D



ROOF PLANE - LANDSCAPE SECTIONS

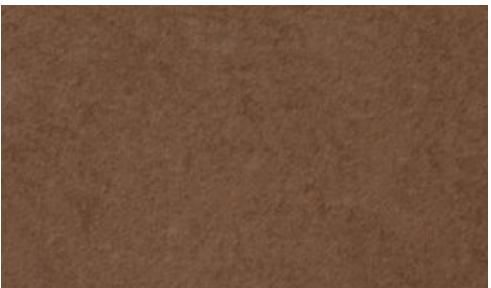


ROOFTOP PERSPECTIVE

PAVERS / PLANTER BOXES



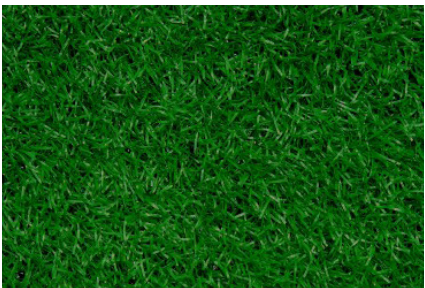
IPE Decking



2'x2' Pedestal Set Pavers



Metal Planter



Synthetic Turf

CONCRETE



1'x4' CIP Concrete Pavement Color 2



Gravel Path

LIGHTING



Step Light



Path Light

PEDESTRIAN FEATURES



Bench



Table / Chair



P-patch container

ROOF PLANE - HARDSCAPE MATERIALS PALETTE

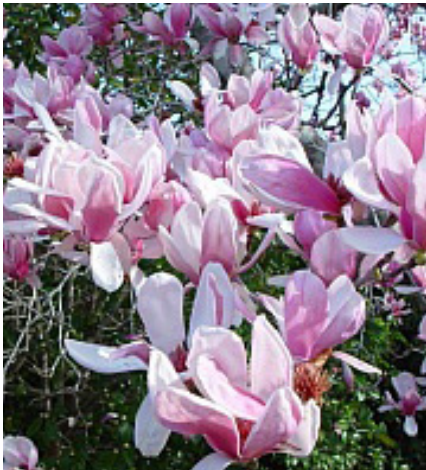
TREES



Princess Diana Serviceberry



Crape Myrtle Coral Pink



Galaxy Magnolia



Asian Pear

GROUND COVER



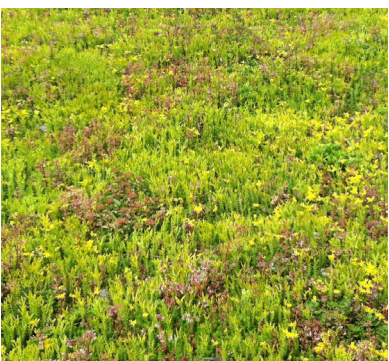
Kinnikinnick



Beach Strawberry



Rotstrahlbusch Switch Grass



Sedum



Mexican Feather Grass

SHRUBS



Bear's Breech



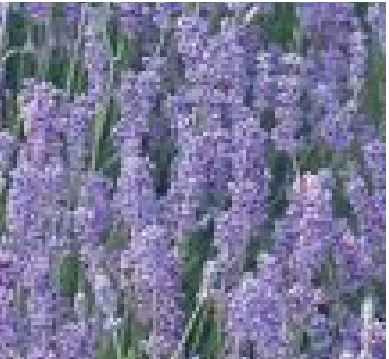
Purple Smoke False Indigo



California Lilac



Day Lily



English Lavender



Tuscan Blue Rosemary



Lowbush Blueberry

ROOF PLANE - PLANTING MATERIALS PALETTE

07

DEPARTURES

DEPARTURE REQUESTS

	REQUIREMENT	PROPOSED	REASON FOR DEPARTURE
#1 STREET LEVEL DEVELOPMENT STANDARDS 23.47A.008 A.2.b	BLANK FACADES: Maximum 20' blank segment.	57' 7" linear feet of terrace and supporting wall with vegetation.	The frontage along 11th that includes blank sections are supporting decks and terraces for the residential ground related uses of the building. This creates a separate private territory for the residential use while providing the valuable function of grade-separated "eyes on the street" along 11th. The terraces will feature strong cues such as residential addressing that communicate the expression of individual entries. The frontage will be supported by extensive planting.
#2 STREET LEVEL DEVELOPMENT STANDARDS 23.47A.008 A.2.c	BLANK FACADES: Maximum 40% combined total of all blank segments.	43 percent blank wall	See item 1
#3 STREET LEVEL DEVELOPMENT STANDARDS 23.47A.008 D.3	DWELLING UNIT LOCATION. The floor of a dwelling unit located along the street-level street-facing façade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.	Four of 12 dwelling units located along the street-level street-facing façade comply with the standard.	We believe there is value in offering a variety of streetscape conditions along 11th Ave NE that includes residential uses at grade and in closer proximity than 10' to the sidewalk edge. Our goal is to have building frontage along 11th Ave NE that is interspersed with open space, elevated stoops, and at-grade residential. We see this variety of frontage types as providing for interest along the public realm, as well as "eyes on the street," with an end result of having a walkable, vibrant, and varied streetscape.
#4 PARKING LOCATION AND ACCESS 23.47A.032 A.1.a	ACCESS TO PARKING. In NC zones, access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C.	Parking is accessed from the alley. A departure is requested for an additional access from 11th Ave NE.	In addition to the alley access prescribed, we propose a curb cut on 11th Ave NE to provide an additional relief point for vehicle access, thereby advancing pedestrian safety by eliminating three existing curb cuts and keeping one.
#5 23.54.030 D.3 PARKING SPACE STANDARDS	DRIVEWAY SLOPE FOR ALL USES. No portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent, except as provided in this subsection 23.54.030.D.3. The maximum slope shall apply in relation to both the current grade of the right-of-way to which the driveway connects, and to the proposed finished grade of the right-of way if it is different from the current grade. The ends of a driveway shall be adjusted to accommodate an appropriate crest and sag.	18% maximum slope, with crest and sag that meets SDOT Manual Chapter 4.	The grades at the top of the ramp are established by the existing grades of 11th Ave NE and the alley, and the narrowness of the site precludes any manipulation between the two right-of-ways. Also, twenty percent driveway slope has been determined to be useable, as it is allowed per SDOT Manual Chapter Design Criteria, 4.9 Driveways, Figure 4.11.

11th Avenue Access Memo



11730 118th Avenue N.E.
Suite 600
Kirkland, WA 98034-7120

T 425-821-3665
F 425-825-8434

www.transpogroup.com

TG: 12009.00

March 28, 2012

Craig Kolbitz
Security Properties
1201 Third Avenue, Suite 5400
Seattle, WA 98101

Subject: Conversation with John Shaw (DPD) regarding Alley and Access via 11th Avenue NE

Dear Craig:

I spoke with John Shaw in February regarding the proposed access via 11th Avenue NE given we heard some uncertainty regarding if access would be allowed via 11th Avenue NE. I reviewed the Seattle Municipal Code (SMC) and coordinated with John Shaw regarding his uncertainty and believe that we agree that access from 11th Avenue NE is allowable by code given that the alley is not considered an improved alley. We will just have to provide an operations analysis in our traffic study to show that the access will function at acceptable levels.

John originally wasn't sold on the idea of allowing access to 11th Avenue NE because he was assuming that the alley would be classified as an "improved" alley as the code states that if your project is located on an improved alley, access shall be via the alley. For all NC zones, the SMC mentions "Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030C". Given the project is located in an NC3 zone, an alley is considered improved if it is 16 feet wide. Given the existing alley is 10 feet wide and will be 15 feet wide with the dedication of 5 feet from the proposed project, the alley falls short of being considered improved. To approve the access via 11th Avenue NE, John Shaw will have to review the site access operations and make sure it functions at acceptable levels. I don't see this being a problem as we are forecasting the access driveway to operate at an acceptable LOS A as it will be right in and right out only given 11th Avenue NE is one way.

Let me know if you have any questions.

Regards,

Dan McKinney, Jr.
Associate Principal

Roosevelt Neighbor's Alliance

Resolution of the Board

Roosevelt Neighbor's Alliance, on the Curve Project, as presented.

The Board of the Roosevelt Neighbor's Alliance was presented with the Curve Project EDG package by the developer and design team at our January 10 meeting.

We are supportive of the design, especially

- The family-sized units and family friendly spaces,
- The two mid-block passageways that break up the bulk and allow for pedestrian circulation at multiple locations,
- The greenery and modulation along the street, and
- The residences along the alley, and the eyes it will provide on the alley

** We like divide probably brick (masonry-block).*

We are supportive of the curb cut on 11th, to allow project traffic more than one way into the garage, so that the alley remains interesting living space.

2012 Officers

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President
Merrill Gardens – U Village

C Micheal Cross
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Louise Little
Secretary/Treasurer
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Tom Ferguson
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Andrew McMasters
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Brian Ives
*Holman, Cahill, Garrett, Ives,
Oliver & Andersen*

Jim Moran
Consultant

Scott Soules
Soules Properties



February 14, 2012

TO: North East Design Review Board
c/o Colin Vasquez, Planner

FROM: Greater University Chamber of Commerce
Teresa Lord Hugel, Executive Director

RE: Curve Apartment, NE 47th Street, and 11th Avenue NE
Project number 3012924

The Security Properties/ GGLO team presented this project, per the Early Design Guidance package, to the Chamber Board in January. We have reviewed the plans and are familiar with the location and siting. We are pleased to see how closely the proposed plan adheres to the neighborhood plan and guidelines for the area.

We are particularly pleased to see the family-oriented housing, the two mid-block passages, and the lively streetscape along both 11th and the alley. Having eyes on the alley will substantially reduce crime and graffiti pressure.

We support the curb cut on 11th as crucial to the project's success, since this will allow the project to accept traffic to the parking garage from both the alley and 11th. With the one-way streets in this particular location it is already fairly difficult to access this site, and having two entries will allow traffic to flow more easily. Very importantly, it will reduce some of the traffic pressure on the alley, allowing it to be a more livable space for residents whose apartment face the alley.



VEHICLE CIRCULATION - PARKING LOCATION / ACCESS DEPARTURE



BIKE ROOM





SIDEWALK AT 11TH

07

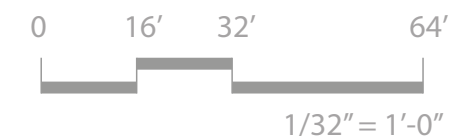
APPENDIX

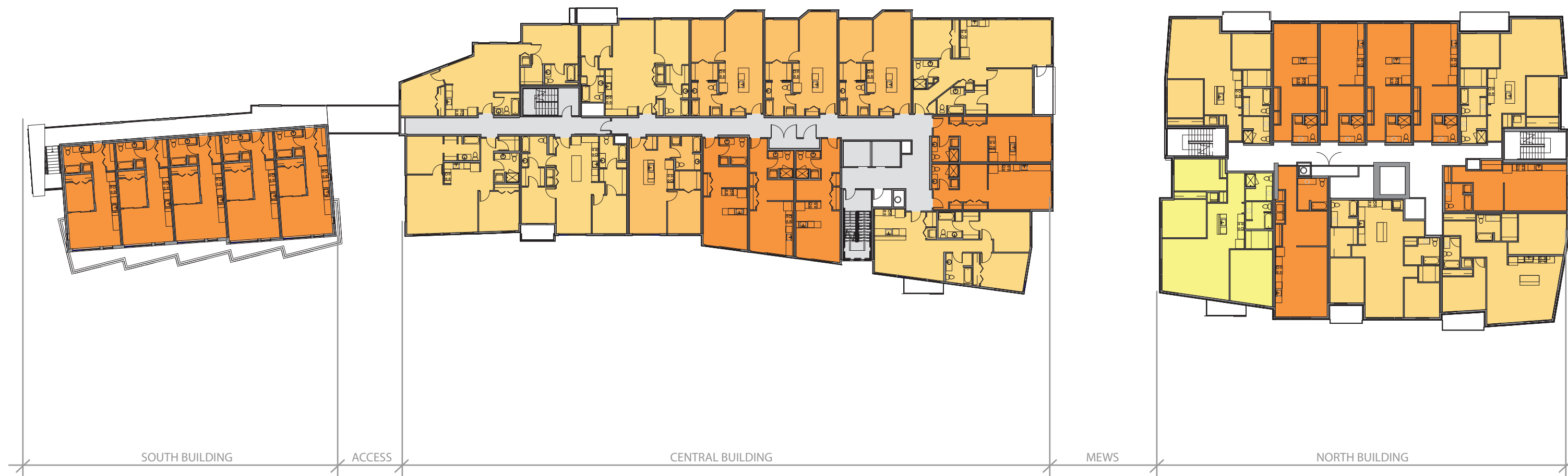


UNIT TYPE

RETAIL	1 BDRM	TOWNHOUSE
AMENITY	2 BDRM	CIRCULATION
STUDIO	3 BDRM	UTILITY

SITE COMPOSITE - STREET LEVEL FLOOR PLAN

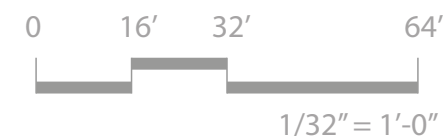




UNIT TYPE

RETAIL	1 BDRM	TOWNHOUSE
AMENITY	2 BDRM	CIRCULATION
STUDIO	3 BDRM	UTILITY

SITE COMPOSITE - REPRESENTATIVE FLOOR PLAN C5

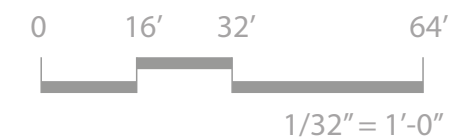


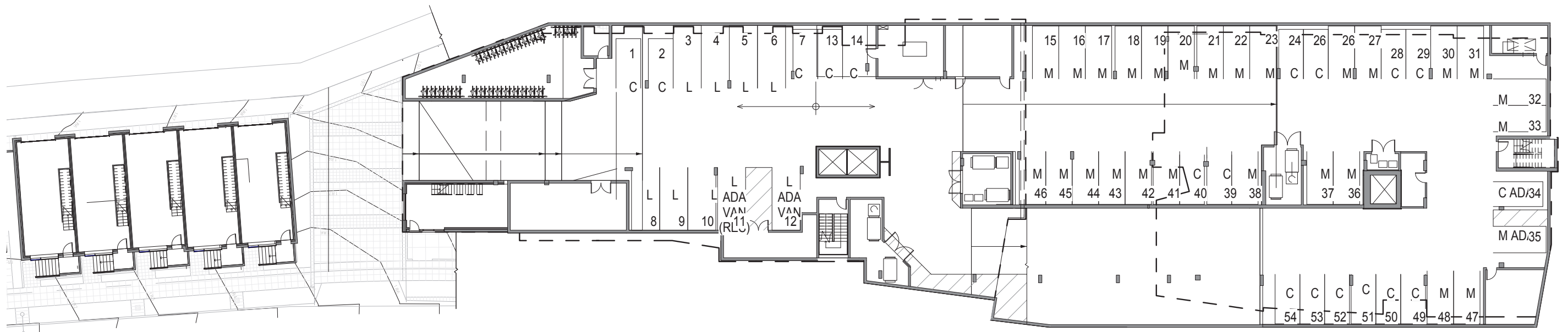


UNIT TYPE

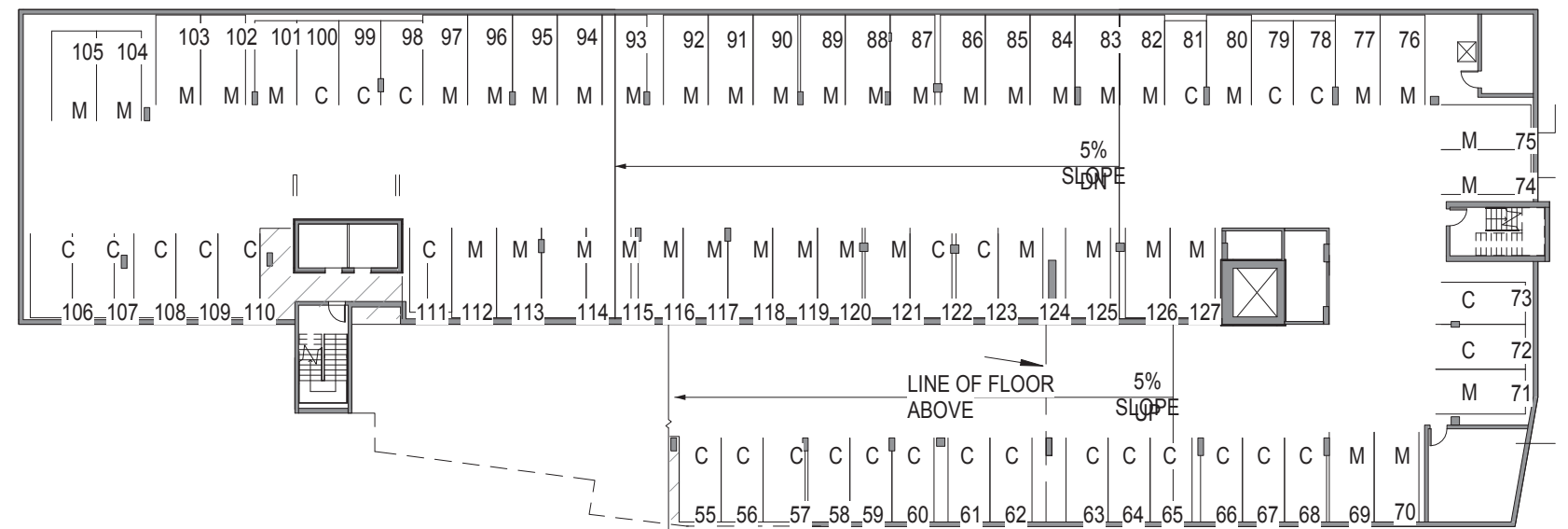
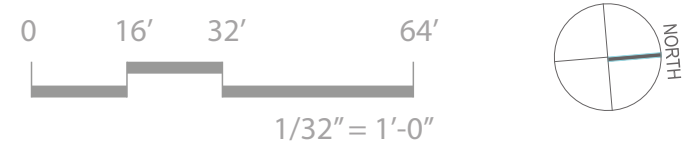
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AMENITY	2 BDRM	CIRCULATION
STUDIO	3 BDRM	UTILITY

SITE COMPOSITE - REPRESENTATIVE FLOOR PLAN C7

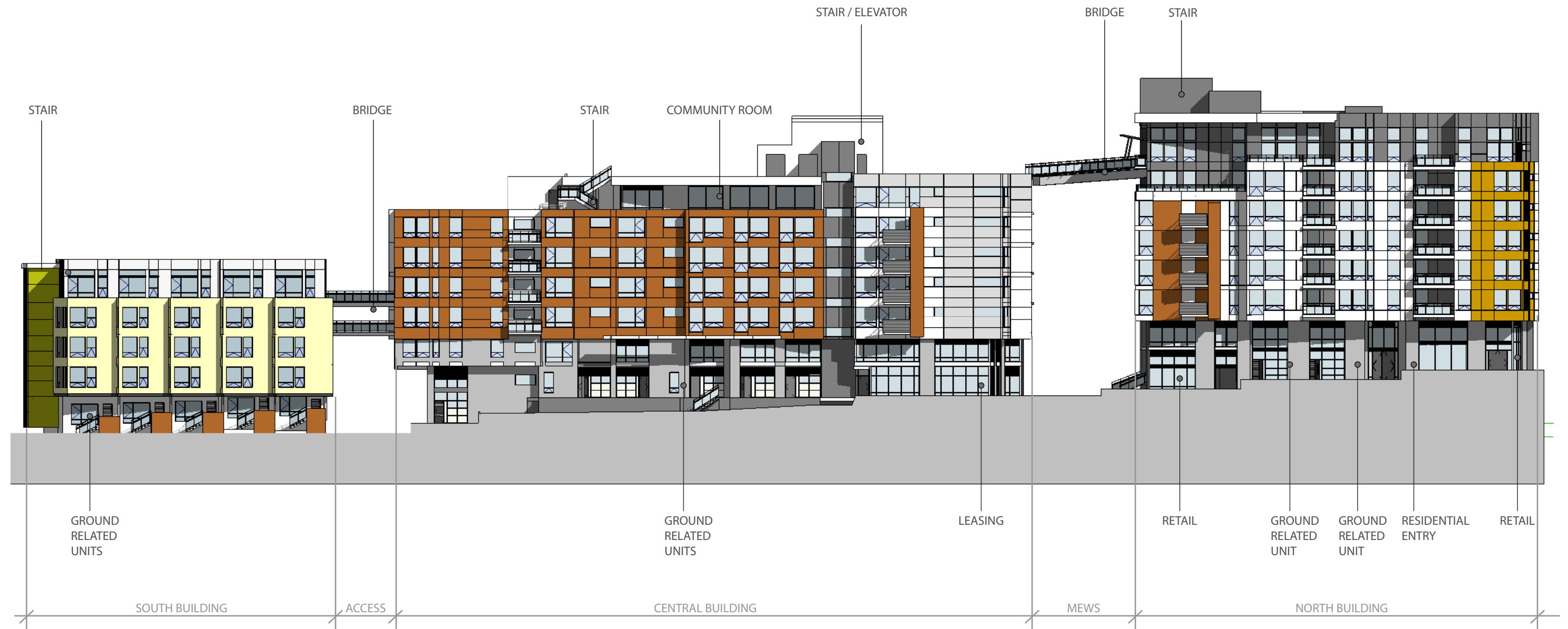




PARKING PLAN - P1



PARKING PLAN - P2



EAST ELEVATION / NE 11TH



WEST ELEVATION / ALLEY

