ROOSEVELT MIXED USE

4737 Roosevelt Way NE
Seattle, WA 98105

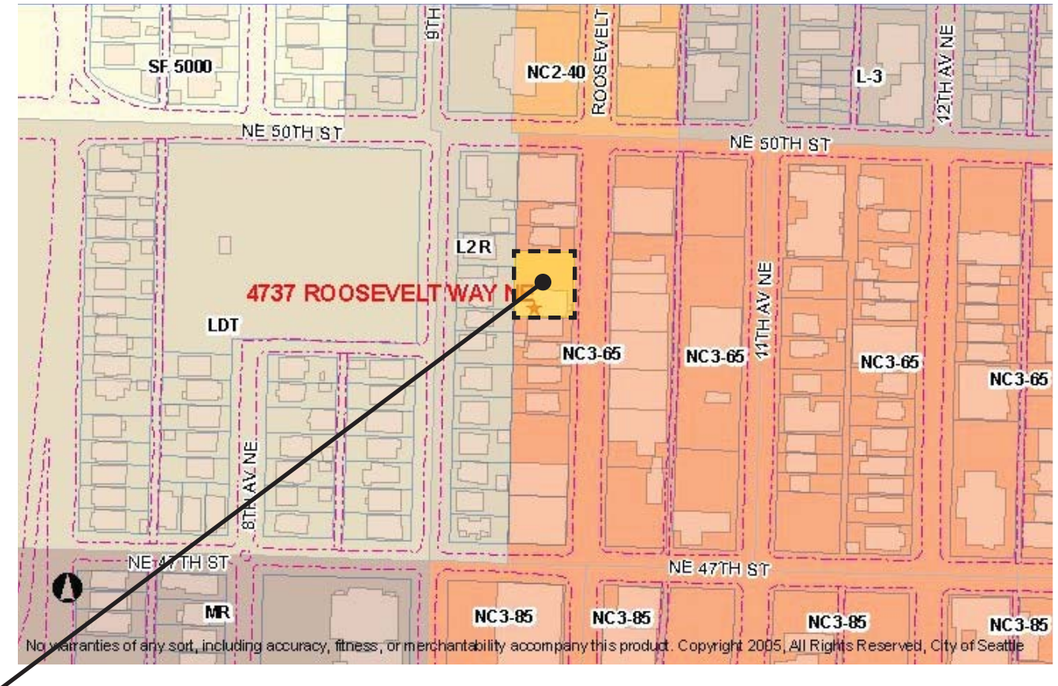
DPD #3013751

Project Site:

NC3-65 Zoning

ADJACENT ZONING & USES

- SF5000
- C1-65
- NC3-85
- NC3P-65
- NC3-65
- NC2-40
- NC2-65
- LR1
- LR2
- LR3
- MR



Site Location
4737 Roosevelt Way NE
Seattle, WA 98105

Site Area
9,054 sf

Site Zoning
NC3-65
University District Northwest Urban Center Village

Adjacent Zoning
NC3-65 to the north, south, and east. L-R2 to the west.

SEPA Review
(CAM 208)
Required with construction of over 4 residential units in an NC zone (30 units within an Urban Center). Required with over 4,000 commercial sf in an NC zone, (12,000 sf in an Urban Center).

Permitted Uses
(23.47A.004)
Proposed uses are residential and retail sales and services; those are permitted outright in NC3.

Street-Level Uses
(23.47A.005)
Residential uses are permitted anywhere in the building, but residential use is limited to 20% of the street-level façade facing an arterial (Roosevelt Way NE). Parking and utility uses may not abut the street façade, and parking must be separated from the façade by another use.

Street-Level Development Standards
(23.47A.008)
Blank façade segments (measured 2-8 feet above the sidewalk) limited to less than 20 feet in length and may not exceed 40% of street-level façade in total. Maximum setback for street-level façade is 10 feet.

Nonresidential uses must be 60% transparent along street-level façade (measured 2-8 feet above the sidewalk), must average 30 feet in depth, and must have a floor-to-floor height of 13 feet minimum.

Residential uses must be set back 10 feet from the sidewalk or elevated 4 feet above the sidewalk.

Outdoor Activities
(23.47A.011)
Outdoor activities that are part of permitted commercial uses are allowed, subject to some size limits and restrictions.

Structure Height
(23.47A.012)
Height limit is 65 feet. Some additional height permitted for sloping lots. Some elements are allowed 4 feet above the limit, including open railings, clerestories, greenhouses, parapets, and firewalls. Some elements are allowed 15 feet above the limit, including stair and elevator penthouses and mechanical equipment, but are limited to 20% or 25% of the roof area.

Some elements, such as planters and parapets, must be located 10 feet min. from the north edge of the roof to avoid shadowing adjacent properties, but this does not apply to firewall parapets or stair and elevator penthouses.

Floor Area Ratio
(23.47A.013)
FAR for mixed-use buildings in 65 foot height zone = 4.75. Above-grade parking in included in FAR calculations. Gross floor area below existing or proposed grade level (whichever is lower) is exempt. Gross floor area is measured to inside face of exterior wall at the floor line.

Setback Requirements
(23.47A.014)
Setback abutting a residential zone (west lot line):
- 0 - 13 feet above grade: none
- 13 - 40 feet above grade: 15 feet
- 40+ feet above grade: additional 2 feet for every 10 feet above 40 feet

No entrance, window, or opening is permitted closer than 5 feet to a residential zone. Some building elements are allowed in required setbacks, including decks, eaves, cornices, gutters, barrier-free access elements, fences, retaining walls. Outdoor trash receptacles are not allowed within 10 feet of a residential zone and must be screened.

Landscaping and Screening
(23.47A.016)
Seattle Green Factor score of .30 or greater is required for developments with more than 4 dwelling units or 4,000 non-residential sf. Street trees will be required. Landscape screening will be required by blank street-facing facades, parking garages facing the street, or parking garages abutting a residential zone.

Noise Standards
(23.47A.018)
Refuse compacting and recycling must be within an enclosed structure. HVAC equipment is considered a major noise generator and will require a report by an acoustical consultant describing mitigation measures.

Odor Standards
(23.47A.020)
Venting shall be 10 feet min. above sidewalk grade and directed away from adjacent residential uses.

Light and Glare Standards
(23.47A.022)
Exterior lighting must be shielded and directed away from adjacent uses. Interior lighting in parking garages must be shielded.

Residential Amenity Areas
(23.47A.024)
Residential amenity areas must be provided, min. 5% of gross floor area in residential use (excludes mechanical equipment, parking, and residential amenity areas). May include decks, balconies, terraces, roof gardens, plazas, courtyards, play areas, sports courts, etc. All residents must have access to at least one area. Parking, driveways, and pedestrian building access do not count. Common recreation areas must have minimum horizontal dimensions of 10 feet and a minimum area of 250 sf. Private balconies must have minimum horizontal dimensions of 6 feet and a minimum area of 60 sf.

Solid Waste and Recyclable Materials
(23.47A.029)
Residential buildings with 51-100 units requires min. 200 sf front-loading space for trash and recycling. Non-residential building (or mixed use with more than 20% non-residential) with 0-5,000 sf requires min. 82 sf rear-loading space. Front-loading containers must have a 10 foot wide direct route to the ROW.

Parking and Loading
(23.47A.030 > 23.54)
No parking is required for uses in commercial zones in urban centers.

Parking space standards:
- large = 8.5’ x 19’
- medium = 8’ x 16’
- small = 7.5’ x 15’
- barrier-free = 8’ wide, 5’ wide access aisle
- van-accessible barrier-free = 8’ wide, 8’ wide access aisle
- one barrier-free space must be 19’ long

Residential parking: min. 60% of spaces must be medium sized. The remaining spaces may be any size. Two-way driveways must be 10 feet min. wide (if serving less than 30 spaces and less than 100 feet long), or 20 feet min. wide (if serving more than 30 spaces). All driveways and parking aisles must meet standard curvature, slope, and width requirements per code.

One two-way curb cut is permitted on an arterial street (Roosevelt Way NE). A width of 20-23 feet is allowed but not required for residential parking. Curb cut flare is max. 2.5 feet each side. A 10 foot sight triangle is required on both sides of a 10 foot driveway, measured from the sidewalk.

Residential use requires bicycle parking: 1 per 4 units (long term). Commercial use requires bicycle parking: 1 per 12,000 sf (long-term) and 1 per 2,000 sf (short-term).

Parking Location and Access
(23.47A.032)
As the lot does not abut an alley, and abuts only one street, access is permitted from the street, limited to one two-way curb cut. The street-facing façade may contain one garage door not to exceed the width of the curb cut. No parking permitted between the structure and the street lot line, or inside the structure abutting the street façade.

Transportation Concurrency LOS Standards
(23.47A.033 > 23.52)
A traffic study will be required.

Improvement Requirements for Existing Streets
(23.53.015)
The following street improvements may be required: pavement, curb and sidewalk, drainage, no-protest agreements, street trees and landscaping.

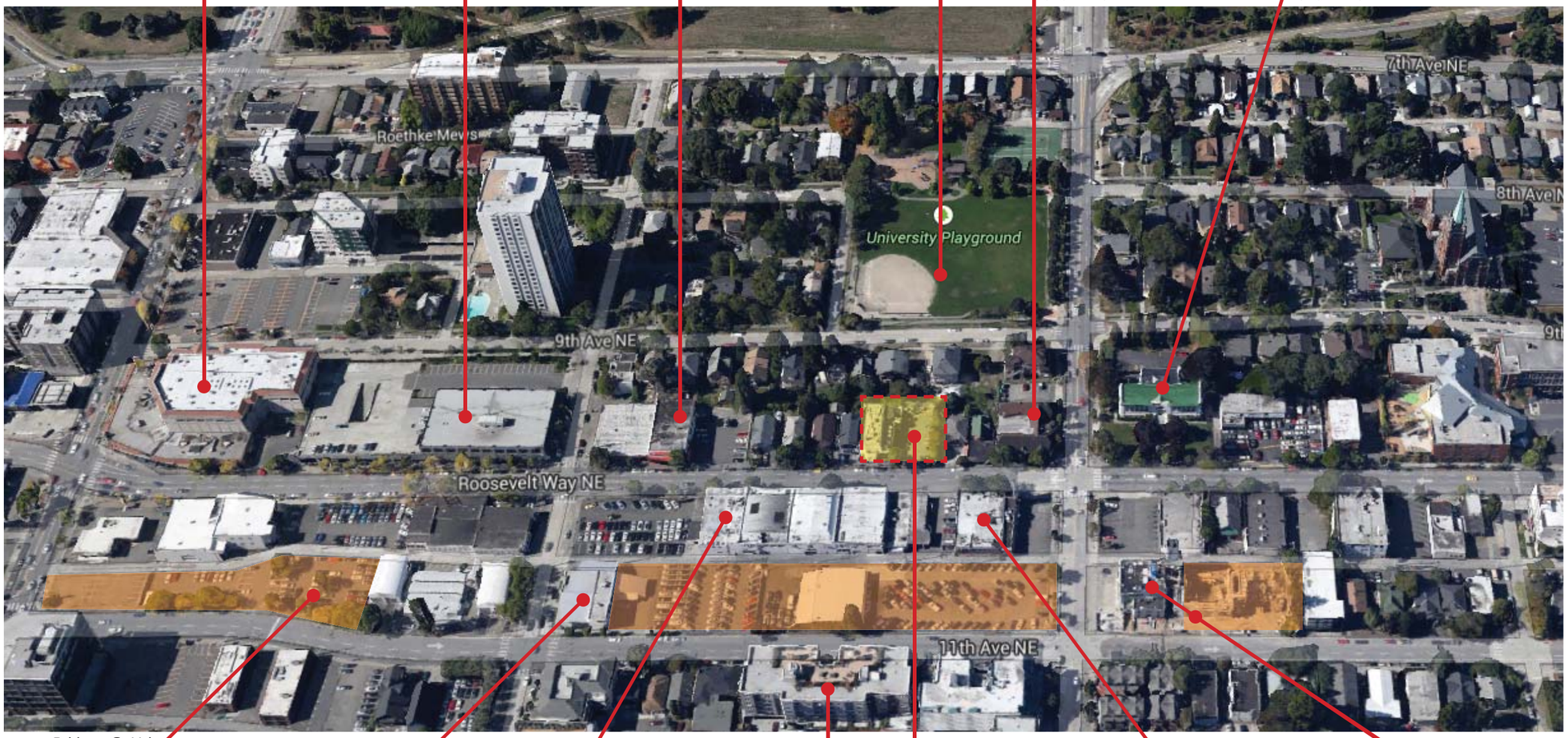
The min. ROW width shall be as specified in the ROW Improvements Manual. Roosevelt Way NE ROW is currently 60 feet wide but required to be 66 feet wide, which may impose a 3 foot setback along the street-facing lot line.

Starting at the curb line, there is a 4 foot landscape zone, then a 6 foot pedestrian zone (sidewalk).

Figure A: Seven Gables Theater

Figure B: University Library

Aerial Looking West



Neighborhood Context: Land Uses

The Roosevelt Avenue corridor is an eclectic mix of uses, predominantly commercial with a mixture of single and multi-family homes, small or medium retail, restaurants, and auto dealerships. The majority of the lots are underdeveloped, with uses in older houses with on-grade parking or auto dealerships with on-grade parking. Examples include the Momma Melina Restaurant and University Volkswagen across Roosevelt Way to the east.

To the north along Roosevelt is the Seven Gables building at the corner of 50th Street and to the south at the corner of 47th Street are a couple of traditional shop buildings including Half Price Books. Several newer 6-story residential-over-retail buildings have been built to the east along 11th Avenue.

Across Roosevelt at the corner of 50th Street is a proposed 6-story residential–over-retail building on the former Tubs Site. The remainder of the east side of Roosevelt Way is University Volkswagen with an older single story service building and surface parking or auto display area. To the north, land uses are essentially the same in addition to the historic University Library and the Fire Station # 17 with expansion along 11th Ave. The land uses on the block to the south are denser, with a mixture of non-descript newer two-story office–over-retail buildings, bank, etc.

Neighborhood Context: Architecture

The architecture, like the land use, varies widely. The majority of the older buildings typically are in poor condition with little design significance. Typically these structures, often converted houses, underutilize their sites and are being held for future development.

Newer apartment buildings to the east along 11th Avenue are conservative and tasteful with no memorable features or architectural style and are clad in shades of stucco. The newer apartment buildings further east are more adventurous with bay modulation, which is complemented with a variety of siding materials.

The Audi and Volkswagen dealerships are new prototype corporate modern designs clad in stucco and metal with a distinctive automotive aesthetic.

Recent developments include the Bridges @ 11th Apartments and the University VW dealership expansion along 11th Ave NE.

Community Landmarks

Landmarks include the classical University Library and Deco-inspired Fire Station. The Seven Gables Theater with its rustic Tudor lodge style is not considered a landmark, but is well known and serves as a gateway from the north and west. The University YMCA building on the corner of 12th Avenue and 50th Street is a nicely restored example of 1950s Suburban Modern.

Neighborhood Context: Topography and Views

The area slopes down from the west to the east from 9th Avenue to Roosevelt Way. Because of the gradual slope to the south of Roosevelt, the site may capture some views to the south, but will most likely only have territorial views to the east and west.

Commercial (converted house)
2 Stories

Commercial (converted house)
2 Stories

Apartments (converted house)
3 Stories

Project Site:
4737 Roosevelt Way NE

Apartments (converted house)
3 Stories

House
2 Stories

Commercial (converted house)
3 Stories

House
2 Stories

Proposed Mixed-Use Development
(Tubs site)

University VW
Service Department

NORTH

Existing Site Conditions

Uses
The site is located mid-block along the east side of Roosevelt Way NE between NE 47th Street and NE 50th Street. The southern portion of the site contains the former Bombay Grill restaurant with a parking lot to the north.

Topography
The site is relatively flat with a slight rise from east to west and low retaining along the north and south property lines. Along the west property line is an approximate 10-foot high retaining wall. The residential properties to the west continue to rise approximately 10 feet to the west up to 9th Avenue NE. There are no alleys adjacent to this site.

Access
The site abuts Roosevelt Way, which is the only pedestrian and vehicular access opportunity.

Development Plans

Objectives
Our objective is to construct a well-designed building that creates excellent urban housing and contributes to the character of its surroundings by:

- Adding to the retail activity and character of Roosevelt Way NE
- Creating residential units that provide convenient access to nearby transit systems
- Making light-filled units that create great spaces for urban living
- Defining and activating the street edge

Approximate Structure Size
The zoning allows a 65-foot height, and the design intent is to use the full height for five residential stories over a single-story mixed-use base. The residential portion will step back along the rear lot line to provide more separation from the adjacent residential zone.

Retail
This site along a prominent arterial is well suited to street-level retail use.

Residential
Five floors of residential units are proposed above the retail level. The following factors inform the configuration of the residential units:

- small, rectangular lot
- one property line facing an arterial street edge
- three lot lines adjoining neighboring parcels
- setback requirements along the rear lot line adjacent to a residential zone
- smaller unit size appropriate to the apartment market in this neighborhood

The overall massing is essentially predetermined by the zoning envelope. The design intent is to have light-filled units with an advantageous solar orientation, and a building massing that reinforces the urban street edge.

Access and Parking
Access off Roosevelt is proposed along the south property line to maximize the distance from intersections. Market trends indicate that some parking is required for the residential units, but not all of the units require parking due to the proximity of current and future transit systems, the location in an Urban Center Village, and the small footprint of the residential studio units.

1 VIEW OF SITE FROM THE WEST

3 VIEW OF SITE FROM THE EAST

2 VIEW OF SITE FROM THE SOUTHEAST

4 VIEW OF SITE FROM THE STREET

ROOSEVELT WAY NE - WEST SIDE

PROJECT SITE:
4737 ROOSEVELT WAY NE

SEVEN GABLES THEATER /
MAMMA MELINA

ROOSEVELT WAY NE - EAST SIDE

PROPOSED MIXED-USE DEVELOPMENT
(TUBS SITE)

UNIVERSITY VW

PROJECT SITE OPPOSITE

Existing Character of the Street:
The area currently surrounding the site can be described as having narrow sidewalks with limited street trees or planting strips. The neighborhood also has a mixture of single family homes converted into businesses, one story offices and auto sales businesses.

Acacia Court Apartments
4707 12th Avenue NE

Park Modern Condominium
5611 University Way NE

Ellipse Apartments
4744 12th Avenue NE

Helix Apartments
4751 12th Avenue NE

Bridges @ 11th Apartments
4557 11th Avenue NE

University Volkswagen Expansion
4724 Roosevelt Way NE

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members (the Board) provided the following siting and design guidance. The Board identified the following Citywide Design Guidelines & University Community specific guidelines (in italics) of highest priority for this project, while all guidelines remain applicable.

- A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street. University-specific supplemental guidance:

  Context: Another way to emphasize human activity and pedestrian orientation, particularly along Mixed Use Corridors, is to provide clearly identifiable storefront entries. In residential projects, walkways and entries promote visual access and security.

  Guidelines:
  1. On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street.
  2. In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances.
  3. When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street.
  4. In residential projects, front yard fences over four (4) feet in height that reduce visual access and security should be avoided.

  At the Early Design Guidance Meeting, the Board discussed how the residential lobby should be distinctive and identifiable from the commercial storefronts adjacent, and aspects of that identity might carry up the very visible northeast corner of the building, beyond the ground level. They suggested double doors at the lobby, and that a canopy might be different or mounted higher. They also advised the lobby (and storefronts) be highly transparent with glazing as low as possible, to improve eyes-on-the-street security.

  Response - The residential entry is set back from the street and is recessed into the building approximately five feet. The walls in the recessed area have wood siding to create a warm contrast to the surrounding street level brick. The underside of the residential canopy has similar wood material to create a contrast with the metal framed retail canopies. To help make the residential entry more distinctive, the residential and retail canopies are designed to have a different character. The retail canopies are made of lighter metal framing members that are attached to the briick wall. The residential canopy is more solid and extends from within the recessed entry. The taller entry storefront makes the entry highly transparent to the street. Wall sconces define and frame the recessed entry. All of these design refinements help make to the entry more distinctive from the retail storefronts.

EDG

DRB

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

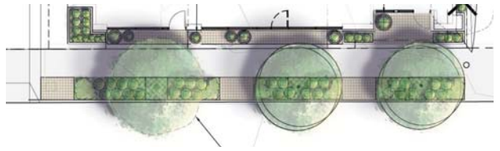
University-specific supplemental guidance:

Context: Pedestrian orientation and activity should be emphasized in the University Community, particularly along Mixed Use Corridors. While most streets feature narrow sidewalks relative to the volume of pedestrian traffic, wider sidewalks and more small open spaces for sitting, street musicians, bus waiting, and other activities would benefit these areas. Pedestrian-oriented open spaces, such as wider sidewalks and plazas, are encouraged as long as the setback does not detract from the “street wall.”

Guidelines: On Mixed Use Corridors, where narrow sidewalks exist (less than 15’ wide), consider recessing entries to provide small open spaces for sitting, street musicians, bus waiting, or other pedestrian activities. Recessed entries should promote pedestrian movement and avoid blind corners.

At the Early Design Guidance Meeting, the Board discussed the ground level street interface at length, and agreed the 3 ft sidewalk setback should NOT be filled with landscape elements, but provide continuous walking space to the building edge. To complement, the curbside planter strip should be generous, mostly continuous and contain a rich variety of plantings, to provide a pedestrian buffer on a busy street. Select planter(s) at the recessed lobby entrance would help distinguish it, but should not diminish the walking width or safety.

Response - The street level landscape planters along the building edge were removed to provide a continuous sidewalk adjacent to the building. Modifications to the building’s façade help distinguish the lobby’s entrance. The landscape planter between the sidewalk and street will be enhanced to provide a safer separation between the sidewalk and street. The landscape strip between the street and sidewalk will have a variety of plants and will provide a buffer for pedestrians.



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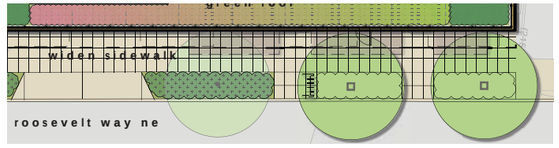

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- A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

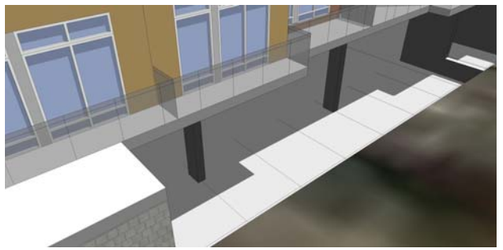
  University-specific supplemental guidance:

  Context: This Citywide Design Guideline is particularly important where a building’s back side, service areas or parking lots could impact adjacent residential uses. Map 2 (page 8) shows potential impact areas—these are where Lowrise zones abut commercial zones.

  Guideline: Special attention should be paid to projects in the zone edge areas as depicted in Map 2 to ensure impacts to Lowrise zones are minimized as described in A-5 of the Citywide Design Guidelines.

  At the Early Design Guidance Meeting, the Board agreed the proposed open gap at the west parking level would create a moat-like space adjacent to the residential neighbors, create security issues and a visual discontinuity. The Board suggested a cap over the entire west portion of parking to the property line, which would screen the cars, minimize hideouts/security issues, and provide a possible amenity deck at that level. Also see comments under B-1 and Departures, for discussion of the façade above the parking.

  Response - The existing retaining wall off the western edge of the site needs to remain but also needs to be concealed from within the parking garage due to it’s current condition. The proposed landscape planter wall will be extended up to 5’ above the parking surface to create a 4’ wide landscape planter along the inside face of the retaining wall. Therefore this planter has been raised up to provide extra height for the landscape buffer. 8’ tall metal screens will be mounted to the top of the 5’ planter wall. Plants will grow up these screens to block views of the parking from the neighboring residential building. The DRB suggested extending the upper concrete deck to the property line to “close the gap.” This would create potential structural conflicts with the existing retaining wall and create potential security issues for the first floor tenants. The parking area needs to remain open to receive natural ventilation and light. Enclosing the west side parking wall would require mechanical ventilation for the parking area.



EDG

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- 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.

At the Early Design Guidance Meeting, the Board agreed while no residential units are at grade, safety and transparency are primary considerations for the entire ground level façade. See A-3, A-4 and A-8.

Response - Large retail and residential entry storefront windows at the street provide a visual connection to the street, while reducing potential hidden niches, will discourage loitering and make the sidewalk experience more defensible.


EDG


DRB

- A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

University-specific supplemental guidance:

Context: There is a severe lack of both public and private open space in the community. Small open spaces—such as gardens, courtyards, or plazas—that are visible or accessible to the public are an important part of the neighborhood's vision. Therefore, providing ground-level open space is an important public objective and will improve the quality of the residential environment.

Guidelines:

1. The ground-level open space should be designed as a plaza, courtyard, play area, mini-park, pedestrian open space, garden, or similar occupiable site feature. The quantity of open space is less important than the provision of functional and visual ground-level open space.
2. A central courtyard in cottage or townhouse developments may provide better open space than space for each unit. In these cases, yard setbacks may be reduced if a sensitive transition to neighbors is maintained.

At the Early Design Guidance Meeting, the Board appreciated the proposed green screen and vines for privacy protection along the west parapet, but requested more detailed information on the roof amenity space, including seating, plant species and other social programming features. As the only common outdoor space, it currently appears very minimal and un-inviting.

Response - The roof area has been modified to meet the residential amenity space requirements and green factor. This amenity roof will consist of generous landscaped areas integrated into the paved areas. This outdoor gathering space will have defined activity areas: barbeque area, TV viewing area, sunning area, fire pit seating, etc.. The seating areas are oriented to take advantage of the views to the Southwest. These amenity spaces are concentrated to the eastern half of the roof to provide separation from the neighbors to the west.. See landscape drawings for specific plant information.


EDG


DRB

- 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.

University-specific supplemental guidance:

Context: In Lowrise residential developments, single-lane driveways (approximately 12 feet in width) are preferred over wide or multiple driveways where feasible.

At the Early Design Guidance Meeting, the Board agreed the deeply recessed parking portal shown on pg 24 created a weak street wall and security issues. The Board encouraged that portal be as close to the street as sight triangles allow, have transparent sidewalls (and/or mirrors) for pedestrian visibility, and integrate an attractive door design and material compatible with the adjacent storefront. To address the car queuing concern, high-speed overhead doors are available. The retail bike racks could be located in the curbside zone.

Response - The design team has addressed the DRB's recommendation and reduced the depth of the recessed area by moving the garage door approximately 10' closer to the street. The required 10' "Site Triangle" defines the location of the garage door (The proposed design is asking for a departure to reduce the Site Triangle requirements to accommodate the DRB's recommendations). Some recess is important to create a separation between the sidewalk and garage entry and also reduce the visual impact of a garage door to the street scape. An attractive aluminum louvered garage door with high-speed opener will be used to ensure that cars will not be blocking the sidewalk. The bike rack originally located in the recessed area will now occupy a small space next to the planting strip.


EDG


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B Height, Bulk and Scale

- B-1 Height, Bulk and Scale Compatibility. Projects should be compatible with scale of developments anticipated by the applicable Land Use Polices for the surrounding area and should sited and designed to provide a sensitive transition to nearby, less-intensive zones. Projects done on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

University-specific supplemental guidance:

Context: The residential areas are experiencing a change from houses to block-like apartments. Also, the proximity of lower intensive zones to higher intensive zones requires special attention to potential impacts of increased height, bulk and scale. These potential impact areas are shown in Map 4. The design and siting of buildings is critical to maintaining stability and Lowrise character.
[NOTE: the project IS located in a designated impact area: "west of Roosevelt Way NE, north of NE 47th Street"]

Guideline: Special attention should be paid to projects in the following areas to minimize impacts of increased height, bulk and scale as stated in the Citywide Design Guideline.

At the Early Design Guidance Meeting, the Board applauded the preliminary massing of the applicant-preferred scheme shown on pages 22 and 27, especially the modulation and material variety on the side walls, and the stepped form and modulation on the west façade facing the LR zone. Also see Departure discussion.

Response – As the design has evolved since the last EDG, the modulation of the building's facades has been modified. The new project owners have a preference for more distinct modulation which has a more uniform composition versus previous ad hoc design. The East elevation has evolved from two large bays to four smaller bays. Each bay extends out three feet to meet the property line. The bay windows are oriented to South to minimize automobile visibility and increase southern exposure. The West elevation has been simplified by eliminating the original asymmetrical layout and increased the depth of the bays from three feet to five feet.. The building steps back from the property line more distinctly as it increases in height. As for setback averaging was utilized to order to follow the DRB's recommendations and meet the required building setbacks. (See setback departure.) As recommended previously, the sidewall's modulation has been enhanced by the selection of materials.

EDG

DRB

C Architectural Elements and Materials

- C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

At the Early Design Guidance Meeting, the Board endorsed the modulations which afford side wall corner windows, and the reading of a harmonious four-sided form (not simply 2 facades), which might be visible like this for the foreseeable future.

Response – The Northwest and Southwest corners of the building step back at the upper two floor. This allows windows to be added to the South and North end walls. A color change at the upper floors emphasizes the corner modulation.

EDG

DRB

- C-3 Human Scale. The design of new buildings should incorporate architectural features, elements and details to achieve good human scale.

At the Early Design Guidance Meeting, the Board endorsed the different materials shown and the scale they create, and supported additional studies to ensure the entire ground floor and storefronts achieve good scale. The Board also suggested more balconies and other scale-giving elements be explored.

Response – In addition to the building's modulation, julliett balconies were added to the recessed wall areas to help add texture to the building's facades. Canopies over the retail storefronts and residential entry provide detail elements to achieve human scale. The use of brick at the street level below the concrete plinth in combination with large storefront windows and wall mounted light fixtures, provide human scale elements.

EDG

DRB

- 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 are encouraged.

University-specified supplemental guidance:

Guidelines:

1. New buildings should emphasize durable, attractive, and well-detailed finish materials, including: Brick; Concrete; Cast stone, natural stone, tile; Stucco and stucco-like panels; Art tile; Wood.
2. Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.
3. The materials listed below are discouraged and should only be used if they complement the building's architectural character and are architecturally treated for a specific reason that supports the building and streetscape character: Masonry units; Metal siding; Wood siding and shingles; Vinyl siding; Sprayed-on finish; Mirrored glass.
4. Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.
5. Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.
6. Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.
7. Light standards should be compatible with other site design and building elements.

Signs

Context: The Citywide Design Guidelines do not provide guidance for new signs. New guidelines encourage signs that reinforce the character of the building and the neighborhood.

Guideleines:

1. The following sign types are encouraged, particularly along Mixed Use Corridors – Pedestrian oriented shingle or blade signs extending from the building front just above pedestrians; Marquee signs and signs on pedestrian canopies; Neon signs; Carefully executed window signs; such as etched glass or hand painted signs; Small signs on awnings or canopies.
2. Post mounted signs are discouraged.
3. The location and installation of signage should be integrated with the building's architecture.
4. Monument signs should be integrated into the development, such as on a screen wall.

At the Early Design Guidance Meeting, the Board supported the asymmetrical composition, end wall modulations, and the variety and distribution of the cladding materials shown in the preferred scheme, and endorsed the canopies and masonry base materials shown. The Board encouraged further development of these attributes, with special emphasis on the quality, durability and details at material/plane changes, and on the entire street facing ground level.

Response - Please see the B-1 response for an explanation of the modified design. The buildings wall modulations have been enhanced by redesign and materials selections. The darker brick base and concrete plinth contrasts well with the cementitious panels and corrugated metal siding. The cementitious panels provide a uniform background in two colors depending upon the building height, while the corrugated metal siding accentuates the bay features. The residential entries wood walls and soffit it will provide a warm glow, while the wall sconces will highlight the brick's texture.

EDG DRB

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.

  University-specific supplemental guidance:

  Context: The University Community would like to encourage, especially on Mixed Use Corridors, the provision of usable, small open spaces, such as gardens, courtyards, or plazas that are visible and/or accessible to the public. Therefore, providing ground- level open space is an important public objective and will improve the quality of both the pedestrian and residential environment.

  Guidelines:

  1. On Mixed Use Corridors, consider setting back a portion of the building to provide small pedestrian open spaces with seating amenities. The building façades along the open space must still be pedestrian-oriented.
  2. On Mixed Use Corridors, entries to upper floor residential uses should be accessed from, but not dominate, the street frontage.

  At the Early Design Guidance Meeting, the Board agreed the city-required 3 foot setback should be left open, for pedestrian walking and storefront interface. See comments under A-4.

  Response - The design followed the EDG recommendations to keep the sidewalk clear. Landscape planters have been adjusted out of the sidewalk. See response to A-4.

- D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

  At the Early Design Guidance Meeting, the Board strongly agreed lighting, transparency and good design for safety and security are essential at this location, and they requested detailed lighting plans, including fixtures and locations for the entire building perimeter. Also see comments about the ground level plan and alcoves under A-8.

  Response – Lighting plans have been provided. Wall sconces are added next to the retail strorefronts and on either side of the residential entry

- D-11 Commercial Transparency. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

  See Board comments under A-3.

- D-12 Residential Entries and Transitions. 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.

  At the Early Design Guidance Meeting, the Board agreed the lobby doors in this location should prioritize safety and transparency to ensure security (see A-3 and A-4), but a small planter or green wall element to identify and soften the lobby entry could be integrated.

  Response - The residential entry doors are recessed back from the façade an additional two feet to provide a clear separation from the retail storefronts and sidewalk, and provide a sense of entry. This entry area is clearly visible to the street and lobby interior. The small planters shown in the original concept along the building were removed. See responses to A-3 and A-4.

E Landscaping

- E-2 Landscaping to enhance the Building and/or Site - 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.

  At the Early Design Guidance Meeting, the Board advised more landscape variety and density be added to the roof deck, and possibly to the amenity cap over the parking gap. Also see comments under A-5 and A-7.

  Response – A complete set of landscape drawings are included in the submittal package. The existing landscaping strip along Roosevelt is enhanced with the additions of street trees and planters. The western edge planting strip provides screening of the parking area. A large portion of the roof will have a variety of landscaping to create a "green roof." The landscaping is integrated with a variety of activity areas (barbeque area, tv viewing, fire pit seating) and separated by different plant types.

DEVELOPMENT STANDARD DEPARTURES

EDG RECOMMENDATIONS (September 23rd 2013):
The Board's recommendation on the requested departure(s) will be based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance meeting, the following departures were requested:

1. Reduce Minimum Depth of Street Level Commercial (SMC 23.47A.008.B.3): The Code requires an average commercial depth of 30 ft min. The applicant-preferred scheme proposes a minimum depth of 28 ft at all locations.

   The Board indicated non-support for reducing the code required depth, since they agree creating viable commercial is critical at this transitional location. They suggested shifting the commercial wall and parking stalls behind it, 2 ft west to fill in the proposed planter at the west property line, which they agreed did not warrant a less-than 30ft commercial; and/or reducing some of the (non-required) parking stall depths

2. Reduce Setbacks abutting Residential Zones (SMC 23.47A.014.B.3): The Code requires a stepped setback at the west property line of 15 ft above 13 ft, then sloping to a point of 20 ft at the top of the 65 ft parapet. The applicant-preferred scheme proposes a complex set of modulated planes on the west façade, with 2 smaller planes encroaching 2 ft into the 15 ft setback, and the majority of the façade setback 18-19 ft (more than minimum required at most locations).

   The Board indicated early support for this request, as long as it follows the specific dimensions and composition shown on pg 26 and the renderings, with the inclusion of railings, material changes and other scale devices. The Board agreed this variety of stepped planes and modulation is a superior response to the adjacent zoning, than a pure reflection of the code setbacks.

3. Reduce or Waive Required Screening for Parking Abutting Residential Zone (SMC 23.47A.016.D.1.c.2): The code requires a 6 ft high screen along ground level parking. The applicant proposes this parking is already screened by the existing retaining wall and 10 ft higher grade change at the location abutting residential, thus an additional screen is redundant.

   The Board indicated early support for this departure, if it is indeed in effect and needed, given the existing stepped grade condition. Future graphics should provide evidence that the screening objective of the design guidelines is satisfied

PREVIOUS

CURRENT

PREVIOUS

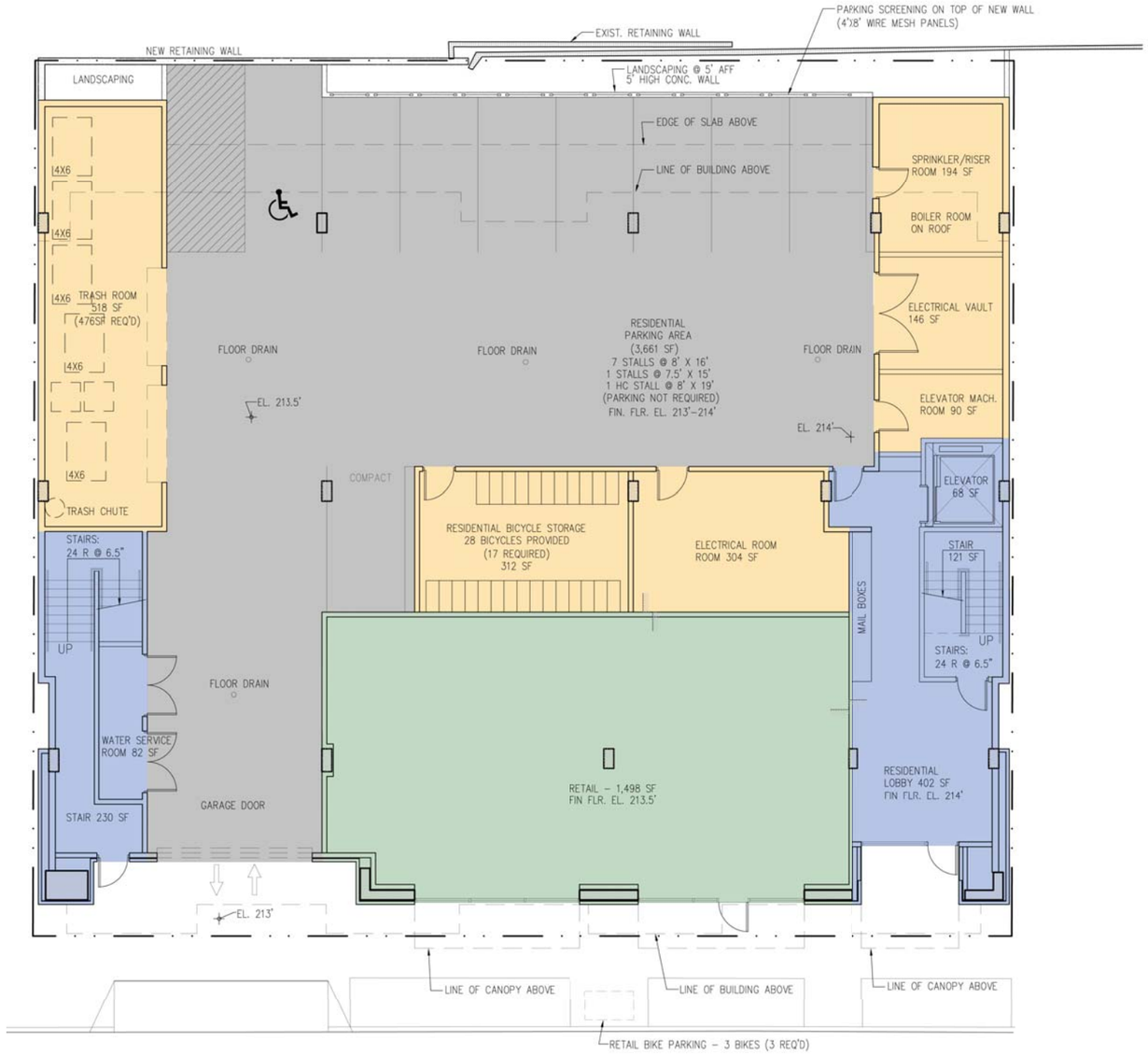
CURRENT

VIEW FROM THE NORTHEAST CORNER

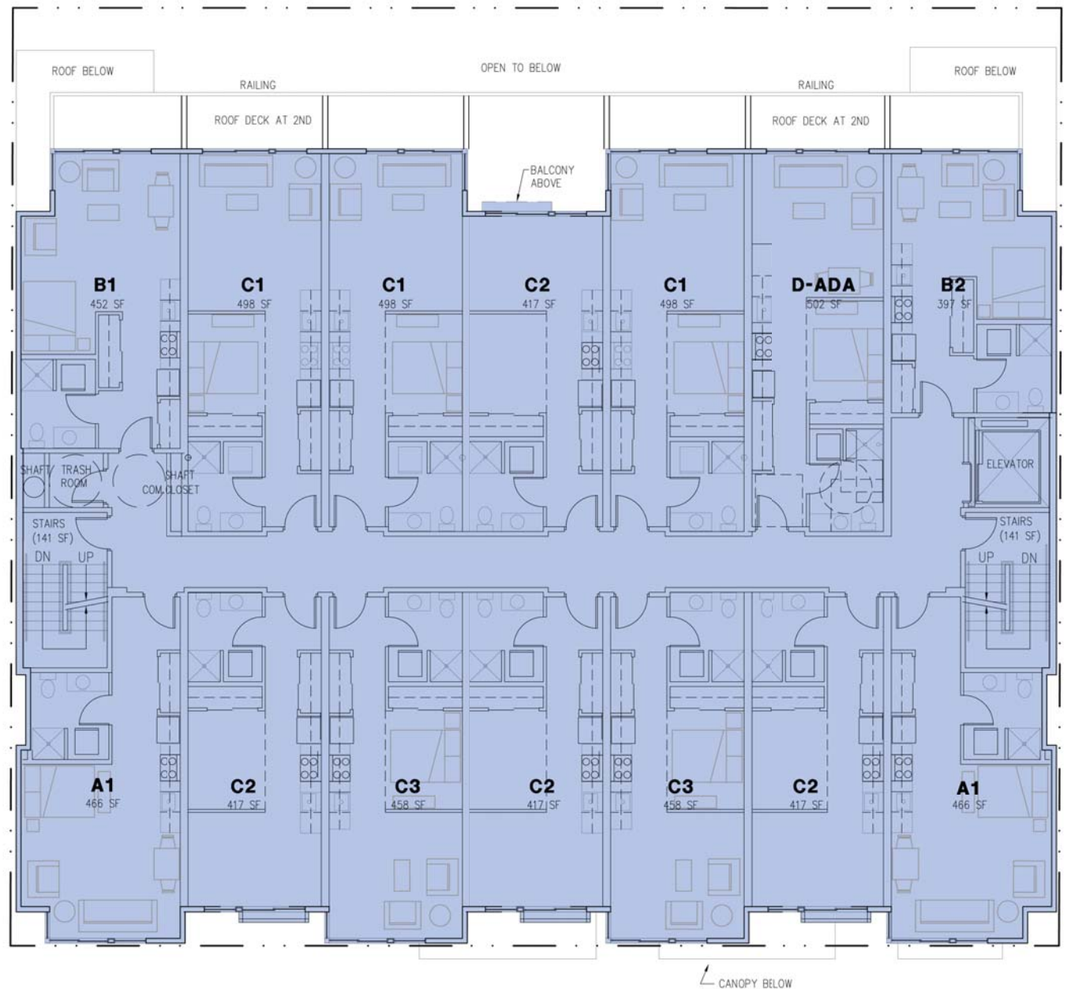
VIEW FROM THE NORTHWEST CORNER

VIEW FROM THE SOUTHWEST CORNER

VIEW FROM THE SOUTHEAST CORNER



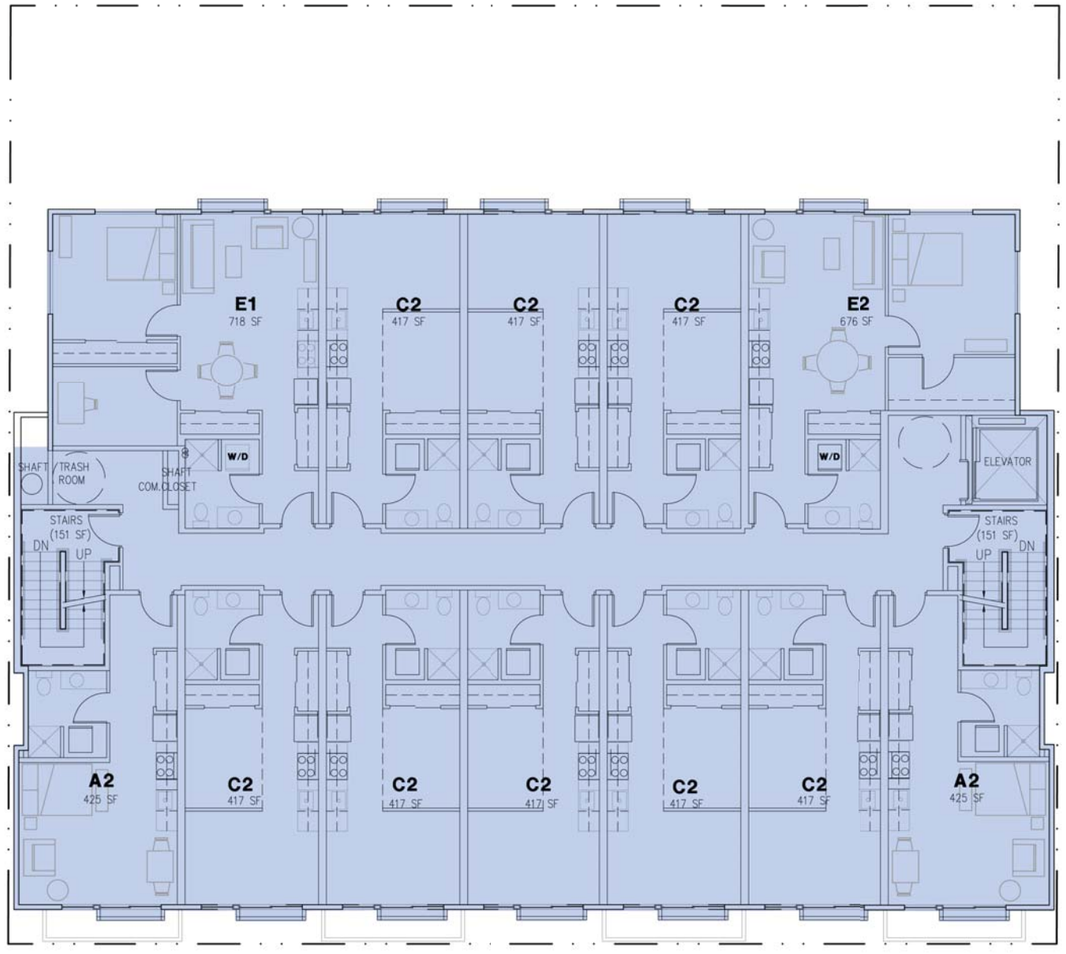
LEVEL 1



LEVEL 2-4

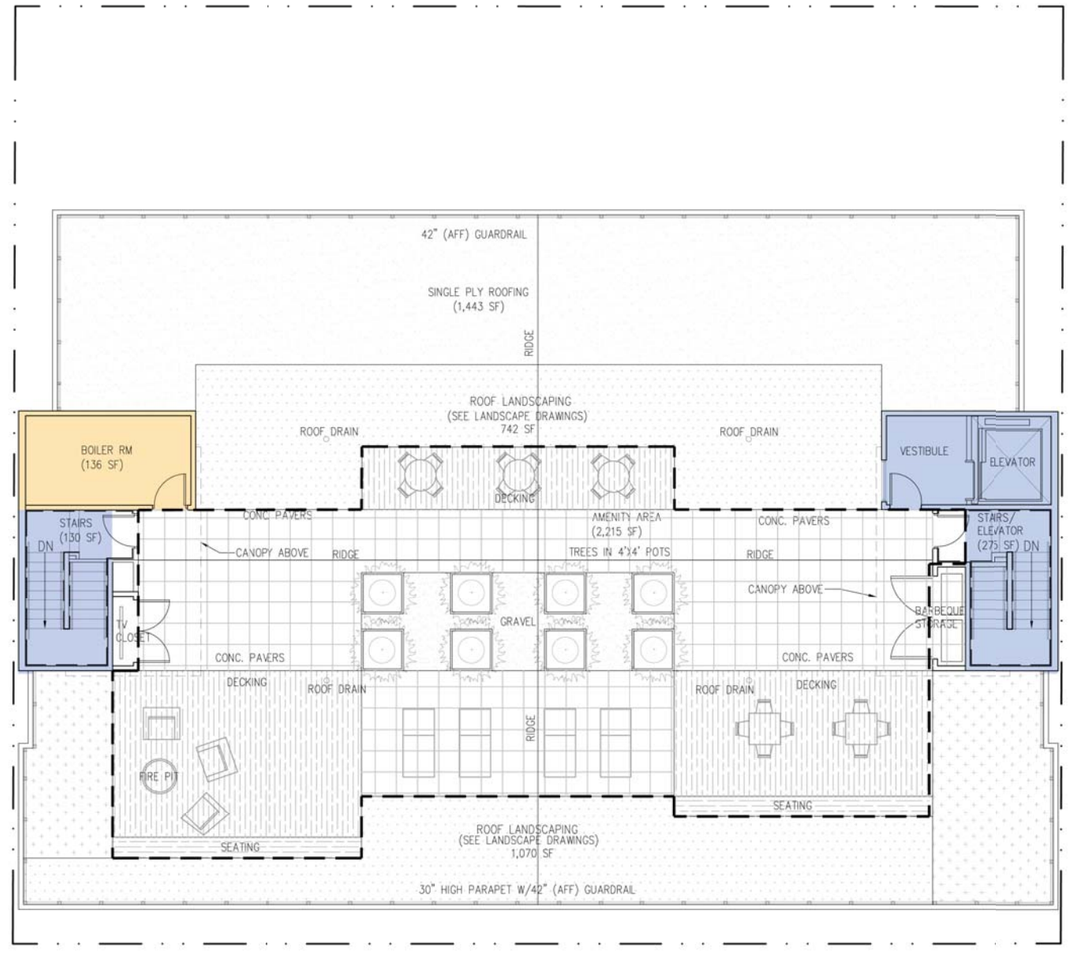
NORTH

LEVEL 5



LEVEL 6

NORTH

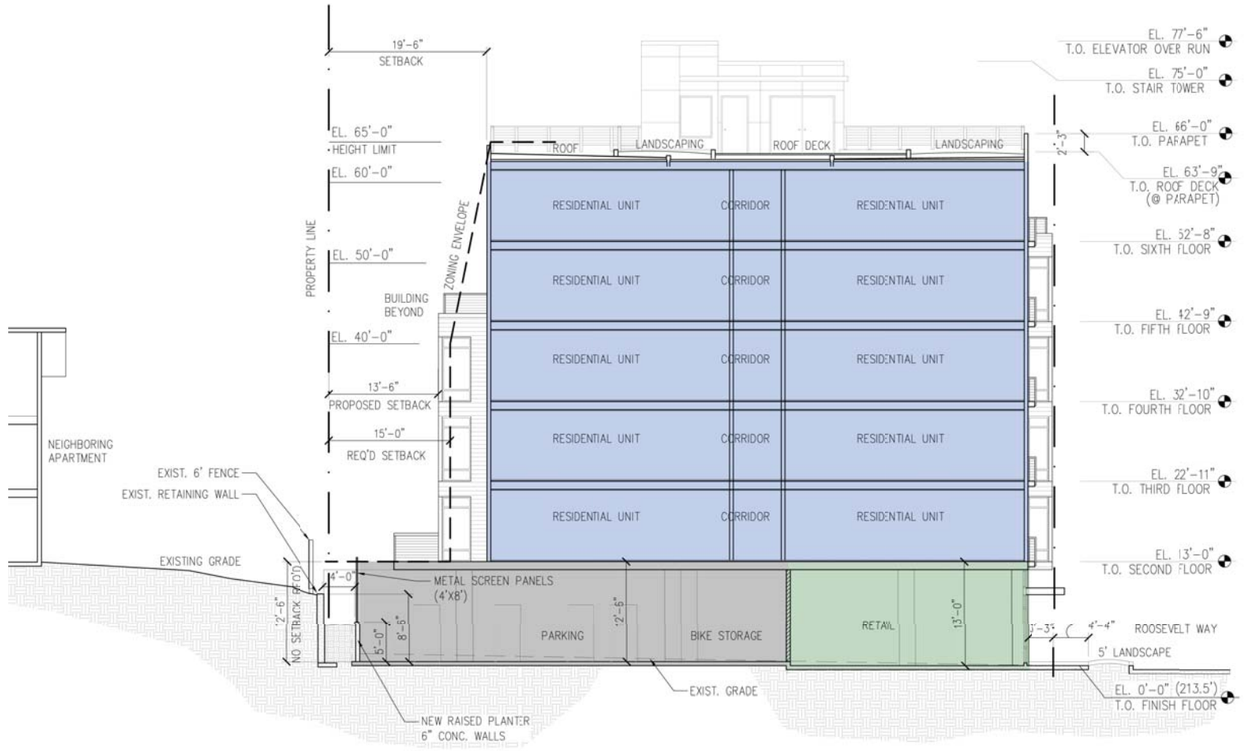


ROOF RESIDENTIAL AREA (ENCLOSED) – 511 SF
TOTAL BUILDING RESIDENTIAL AREA – 37,210 SF
RESIDENTIAL AMENITY REQUIRED – 1,861 SF
(5% TOTAL RESIDENTIAL AREA)

ROOF

NORTH

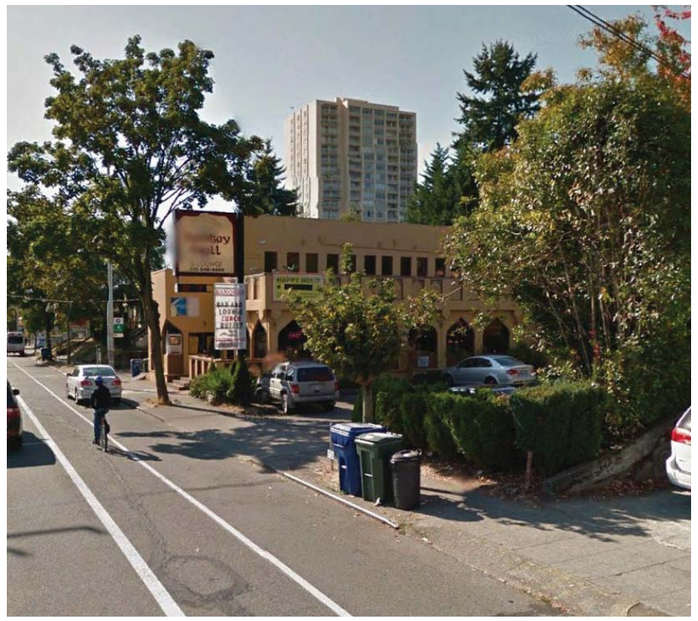
NORTH - SOUTH SECTION



EAST - WEST SECTION

ROOSEVELT STREET FRONTAGE

SECTION AT RETAIL ENTRY



EXISTING STREET VIEW

RESIDENTIAL ENTRY

1X4 T&G WOOD SIDING AT WALLS AND UNDER CANOPY

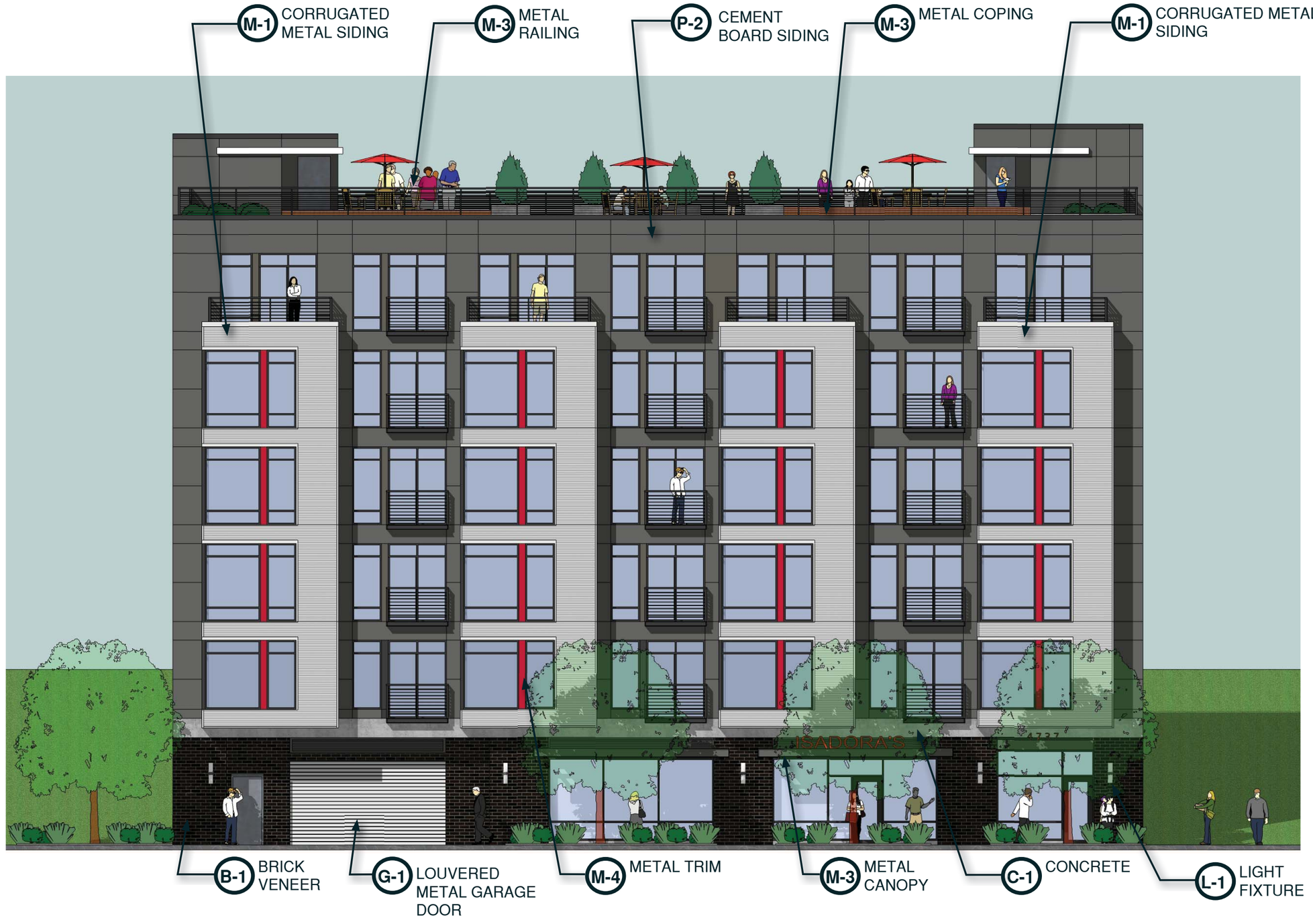
BRICK VENEER

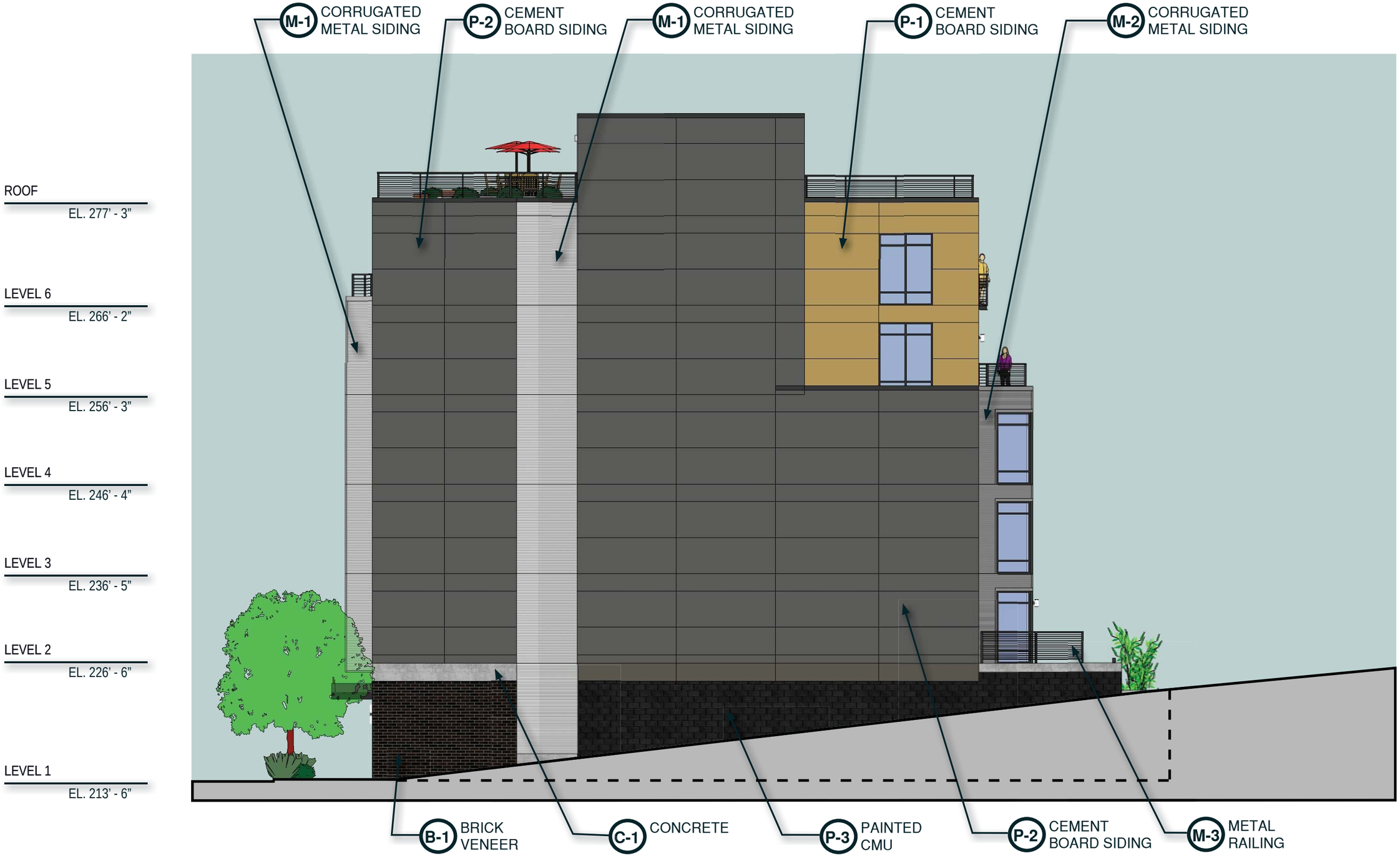
BRICK VENEER

1X4 T&G WOOD SIDING AT WALLS AND UNDER CANOPY

STREET VIEW LOOKING NORTH

STREET VIEW LOOKING SOUTH


M-1 CORRUGATED METAL SIDING
M-3 METAL RAILING
P-2 CEMENT BOARD SIDING
M-3 METAL COPING
M-1 CORRUGATED METAL SIDING
ROOF
EL. 277' - 3"
LEVEL 6
EL. 266' - 2"
LEVEL 5
EL. 256' - 3"
LEVEL 4
EL. 246' - 4"
LEVEL 3
EL. 236' - 5"
LEVEL 2
EL. 226' - 6"
LEVEL 1
EL. 213' - 6"
ISADORA'S
B-1 BRICK VENEER
G-1 LOUVERED METAL GARAGE DOOR
M-4 METAL TRIM
M-3 METAL CANOPY
C-1 CONCRETE
L-1 LIGHT FIXTURE


M-1 CORRUGATED METAL SIDING
P-2 CEMENT BOARD SIDING
M-1 CORRUGATED METAL SIDING
P-1 CEMENT BOARD SIDING
M-2 CORRUGATED METAL SIDING
ROOF
EL. 277' - 3"
LEVEL 6
EL. 266' - 2"
LEVEL 5
EL. 256' - 3"
LEVEL 4
EL. 246' - 4"
LEVEL 3
EL. 236' - 5"
LEVEL 2
EL. 226' - 6"
LEVEL 1
EL. 213' - 6"
B-1 BRICK VENEER
C-1 CONCRETE
P-3 PAINTED CMU
P-2 CEMENT BOARD SIDING
M-3 METAL RAILING

FULLER-SEARS ARCHITECTS
1411 Fourth Ave., Suite 1306
Seattle, WA 98101
Tel. 206.682.6170
DALY PARTNERS

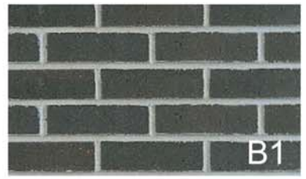

P-1 CEMENT BOARD SIDING
P-2 CEMENT BOARD SIDING
M-1 CORRUGATED METAL SIDING
P-2 CEMENT BOARD SIDING
M-1 CORRUGATED METAL SIDING
ROOF
EL. 277' - 3"
LEVEL 6
EL. 266' - 2"
LEVEL 5
EL. 256' - 3"
LEVEL 4
EL. 246' - 4"
LEVEL 3
EL. 236' - 5"
LEVEL 2
EL. 226' - 6"
LEVEL 1
EL. 213' - 6"
M-3 METAL RAILING
M-2 CORRUGATED METAL SIDING
P-3 PAINTED CMU
B-1 BRICK VENEER
C-1 CONCRETE

METALS

PAINT

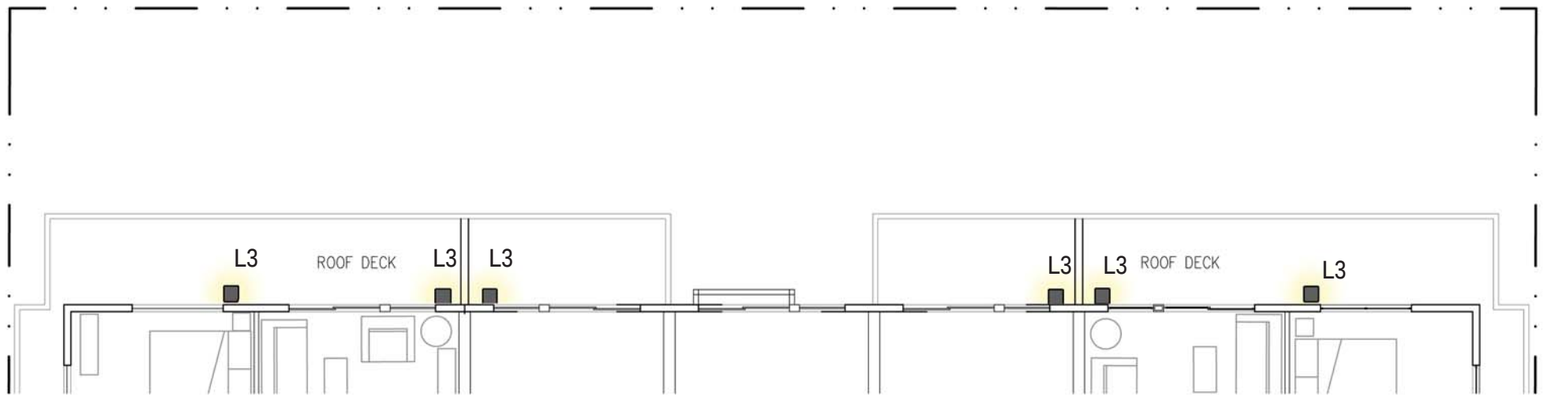
GARAGE DOOR

BRICK

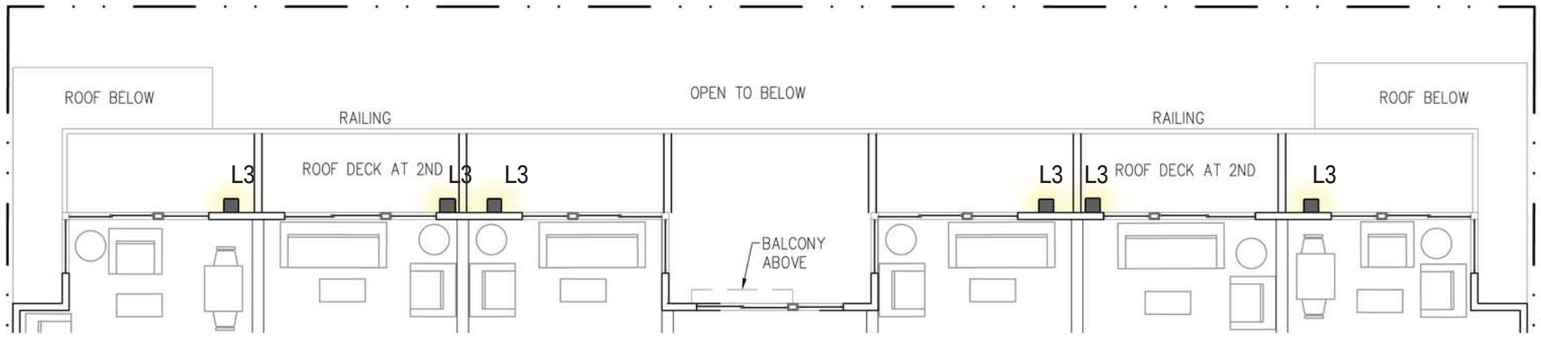


CONCRETE

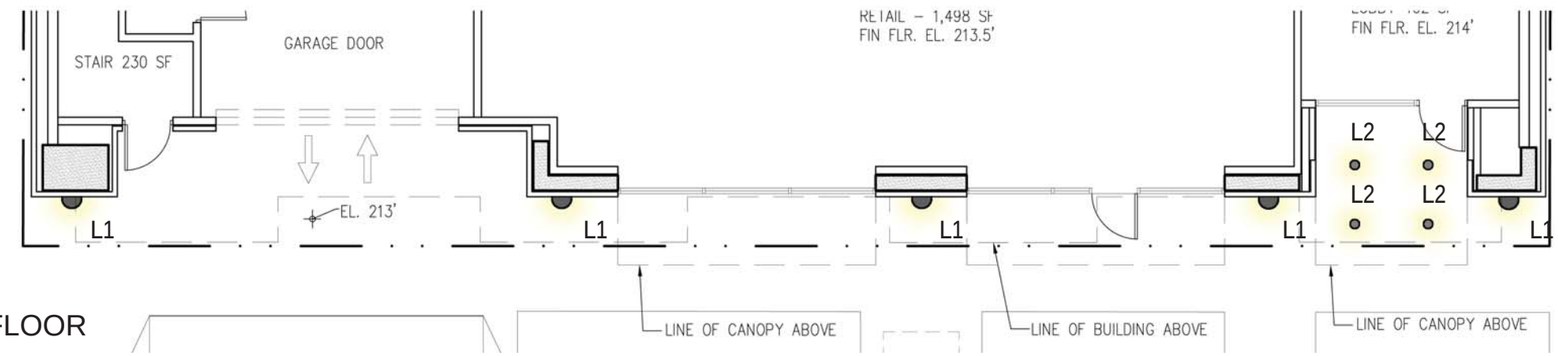
	MATERIAL	DESCRIPTION	COLOR / MANUF.
M1	METAL SIDING	PRE-FINISHED CORRUGATED METAL SIDING & FLASHING	METAL SALES INC V-LINE 32 (24 GA) METALLIC SILVER
M2	METAL SIDING	PRE-FINISHED CORRUGATED METAL SIDING & FLASHING & CANOPIES	METAL SALES INC V-LINE 32 (24 GA) OLD ZINC GREY, CANOPY COLOR TO MATCH
M3	METAL FINISH	COPING & METAL RAILINGS	METAL SALES INC (24 GA) - SLATE GREY, RAILING COLOR TO MATCH
M4	METAL TRIM	BENT METAL TRIM	METAL SALES INC (24 GA) - PATRIOT RED
M5	STOREFRONT	ALUMINUM FRAMING	KAWNEER 451 T - DARK BRONZE
P1	CEMENT BOARD SIDING	PANEL SIDING	COLOR - BENJAMIN MOORE, SEVILLE TAN (BM 251)
P2	CEMENT BOARD SIDING	PANEL SIDING	COLOR - GENERAL PAINT, RACOON (CL 3176N)
P3	CMU	SMOOTH FACED CMU - PAINTED	COLOR - SHERWIN WILLIAMS, BITTER CHOCOLATE (SW 6013)
B1	BRICK VENEER	4 X 4 X 16 NORMAL, RUNNING BOND	INTERSTATE BRICK - MIDNIGHT BLACK
W1	WOOD SIDING	1 X 4 T&G CEDAR	CLEAR FINISH
	RESIDENTIAL WINDOWS	VINYL FRAMES	DARK BRONZE
G1	GARAGE DOOR	1X6 HORIZONTAL ALUMINUM SLATS	CLEAR FINISH (SILVER)



5TH FLOOR



2ND FLOOR

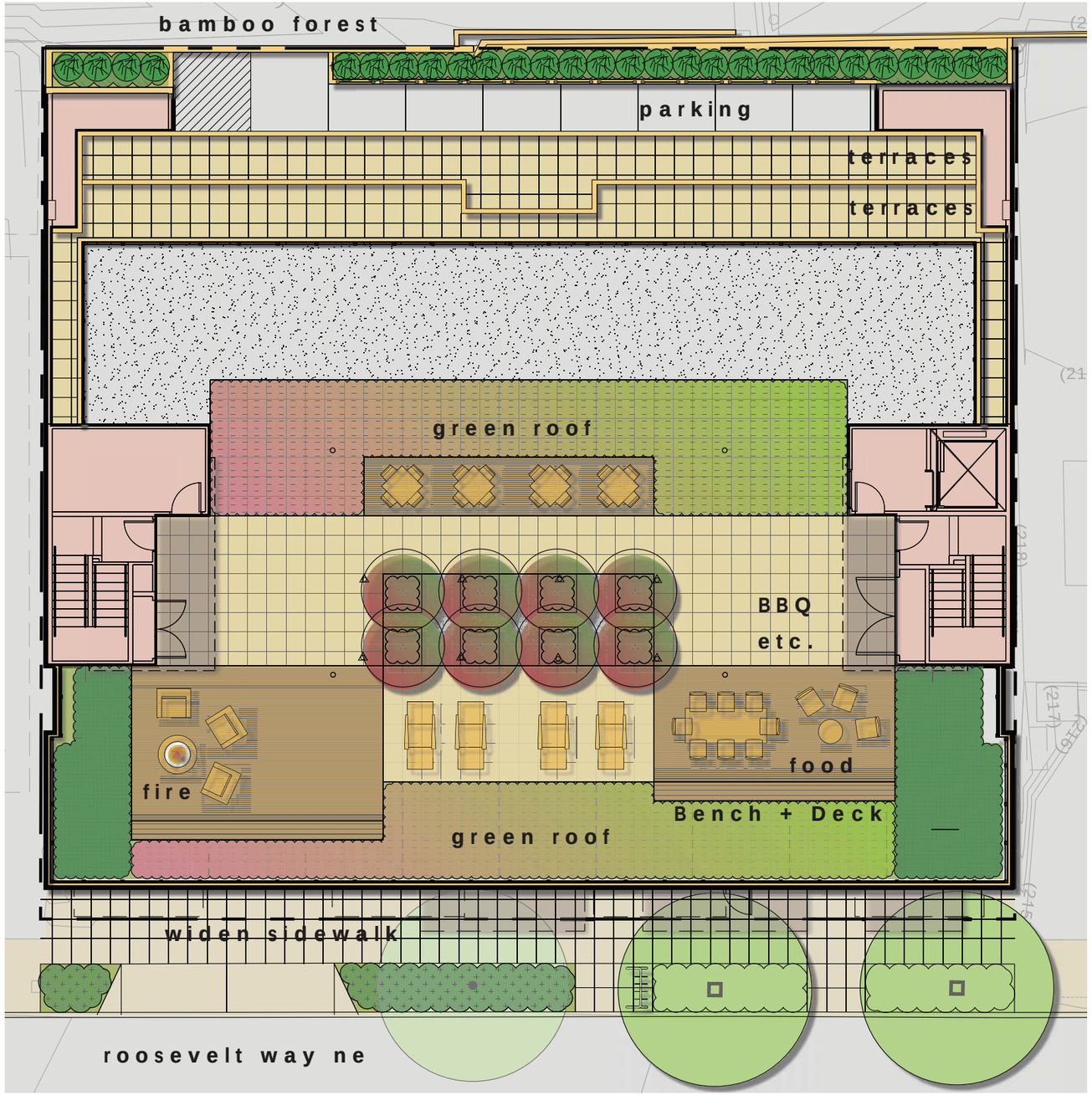


1ST FLOOR

L3 Small Cylinder
Size: 5” Dia. x 8” H
Finish: Metallic Grey

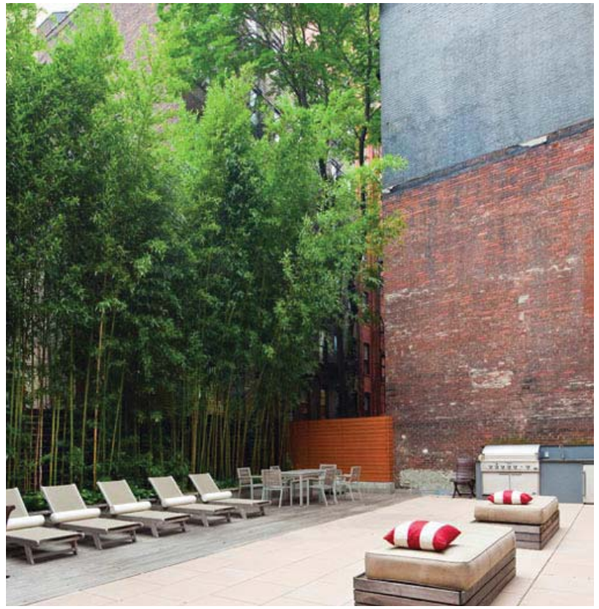
L2 Recessed Can
Size: 4” Dia
Finish: Nickel Finish

L1 Large Cylinder
Size: 5” Dia. x 14” H
Finish: Metallic Grey



STREETSCAPE

active street



bamboo forest

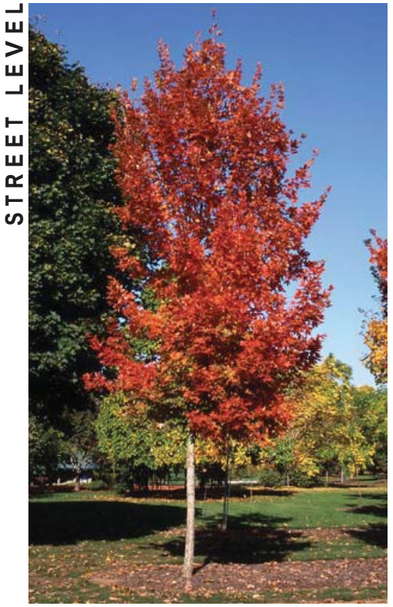
ROOF

trees in pots

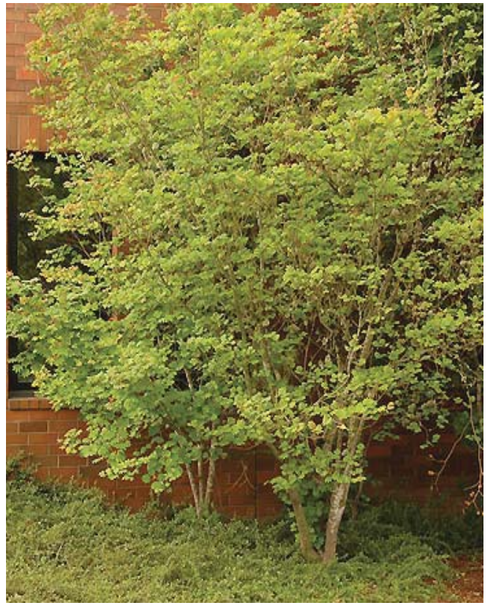
fire pit

Bench and Deck

STREET LEVEL



Legacy Sugar Maple
Acer saccharum ‘Legacy’



Vine Maple
Acer circinatum

Golden Bamboo
Phyllostachys aurea

ROOF

Sasa bamboo
Sasaella ramosa

Green roof

PROPOSED STREET TREE: *STREET TREE SPECIES APPROVED BY BILL AMES SDOT FORESTER, PER EMAIL 3/26/14.

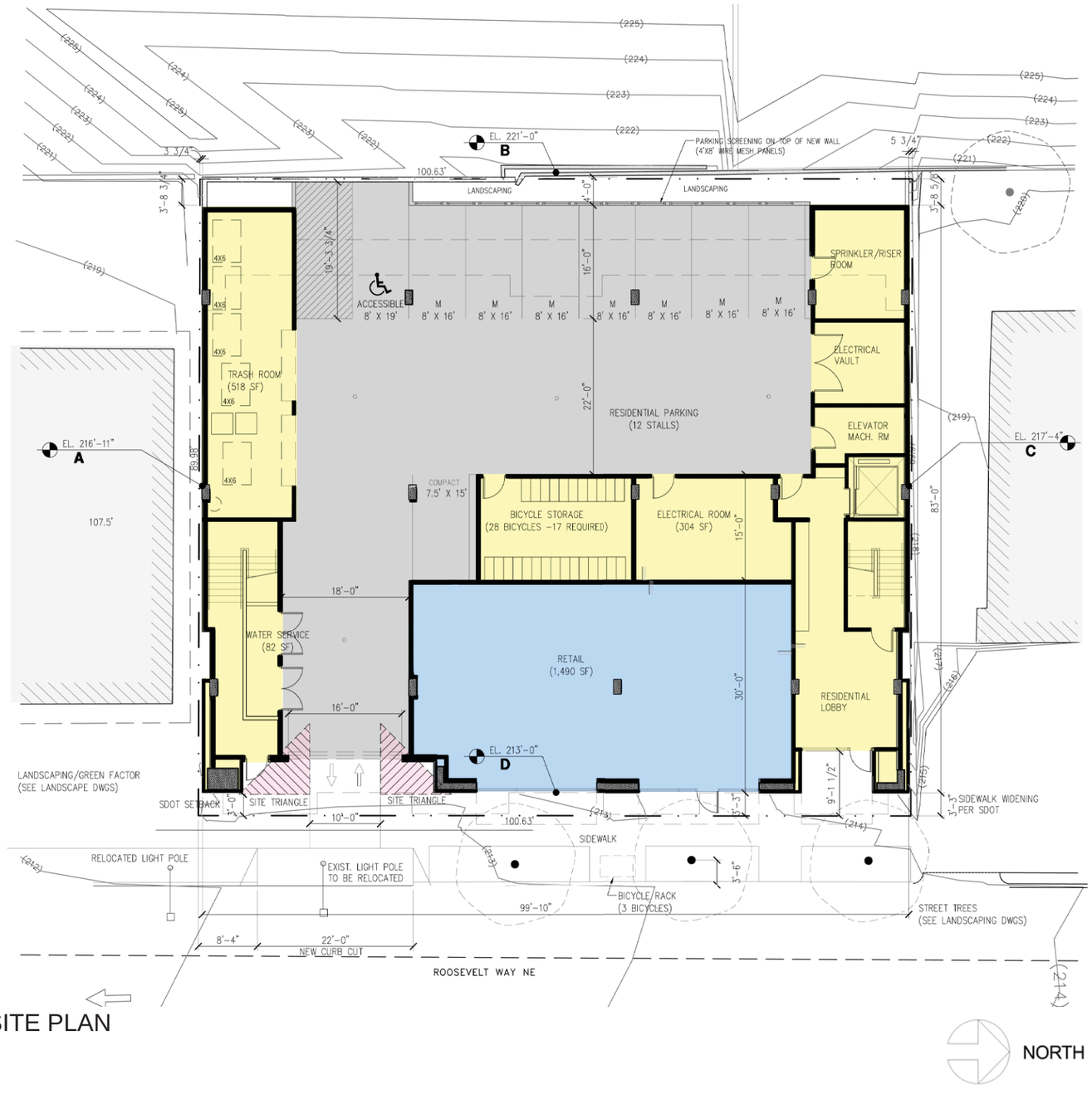
SYMBOL	BOTANICAL NAME/ COMMON NAME	
	ACER SACCHARUM 'LEGACY'*	LEGACY SUGAR MAPLE

ON-SITE TREES:

	ACER CIRCINATUM / VINE MAPLE	VINE MAPLE

SHRUBS & GROUNDCOVER

	VIBURNUM DAVIDII	DAVID'S VIBURNUM
	LONICERA PILEATA	BOXLEAF HONEYSUCKLE
	LIRIOPE SPICATA	CREEPING LILYTURF
	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	LITTLE BUNNY DWARF FOUNTAIN GRASS
	PHYLLOSTACHYS AUREA	GOLDEN BAMBOO
	WITH GROUNDCOVER:	
	OPHIOPOGON PLANISCAPUS ‘NIGRESCENS'	BLACK MONDO GRASS
	ASTILBE X ARENDSII 'DEUTSCHLAND'	DEUTSHLAND ASTILBE
	HELLEBORUS ORIENTALIS	HELLEBORE (WHITE AND PINK)
	PREVEGETATED SEDUM TILE BY ETERA 'COLOR MAX' PREPLANTED WITH THE FOLLOWING PERENNIALS:	
	RUDBECKIA FULGIDA VAR. SULLIVANTII 'GOLDSTURM'	BLACK EYED SUSAN
	ECHINACEA PURPUREA 'BRAVADO'/	PURPLE CONEFLOWER
	SEDUM 'AUTUMN JOY'	STONECROP
	STIPA TENUISSIMA	MEXCIAN FEATHER GRASS
	ALLIUM SENESCENS	ORNAMENTAL ONION
	LAVENUDLA AUGUSTIFOLIA 'HIDCOTE BLUE'	HIDCOTE BLUE ENLISH LAVENDER
	SASAELLA RAMOSA	SASA BAMBOO

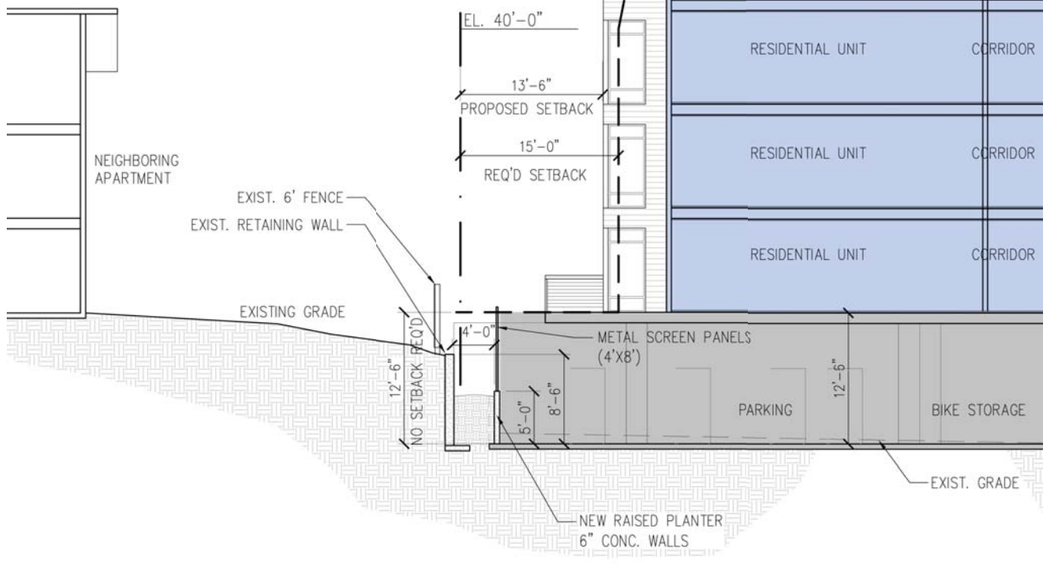


SITE PLAN

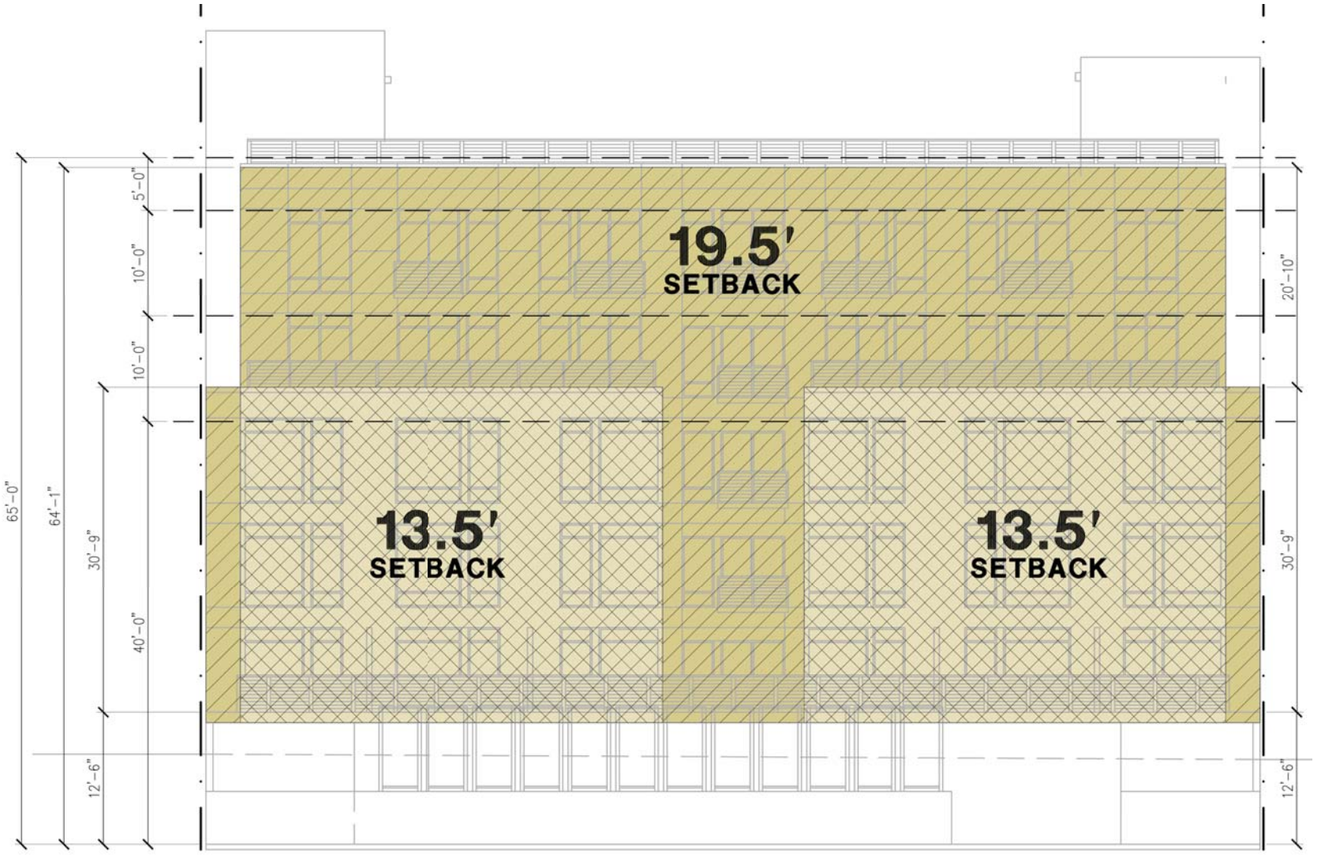
30' RETAIL DEPTH DEPARTURE

SMC 23.47A.008B3 Nonresidential uses shall extend an average depth of atleast 30 feet and a minimum depth of 15 feet from the street-level street-facing façade.

We are requesting a departure for the retail space to have an average depth of 30'. During the EDG we requested a departure for a 28' retail depth. The DRB recommended to maintain the 30 ' depth. The parking and proposed planter along the western edge were adjusted to accomodate their recommendation. The majority of the retail space has a depth of 30'. The plan has a corner taken out of the retail space to accomodate visability issues for access in and out of the garage. This notch reduces the average depth from 30' to 29'-3". We request an average depth of 29'-3".



EAST - WEST SECTION



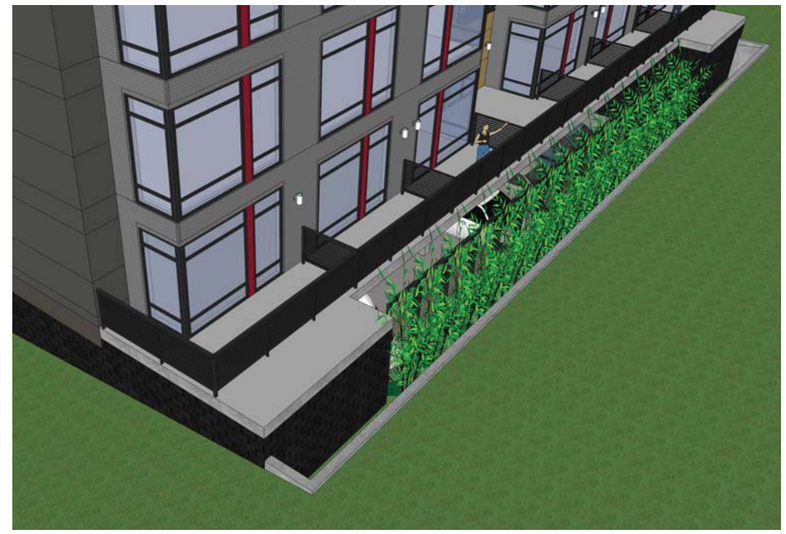
SETBACK DIAGRAM
(WEST ELEVATION)
Average Setback 16.52'

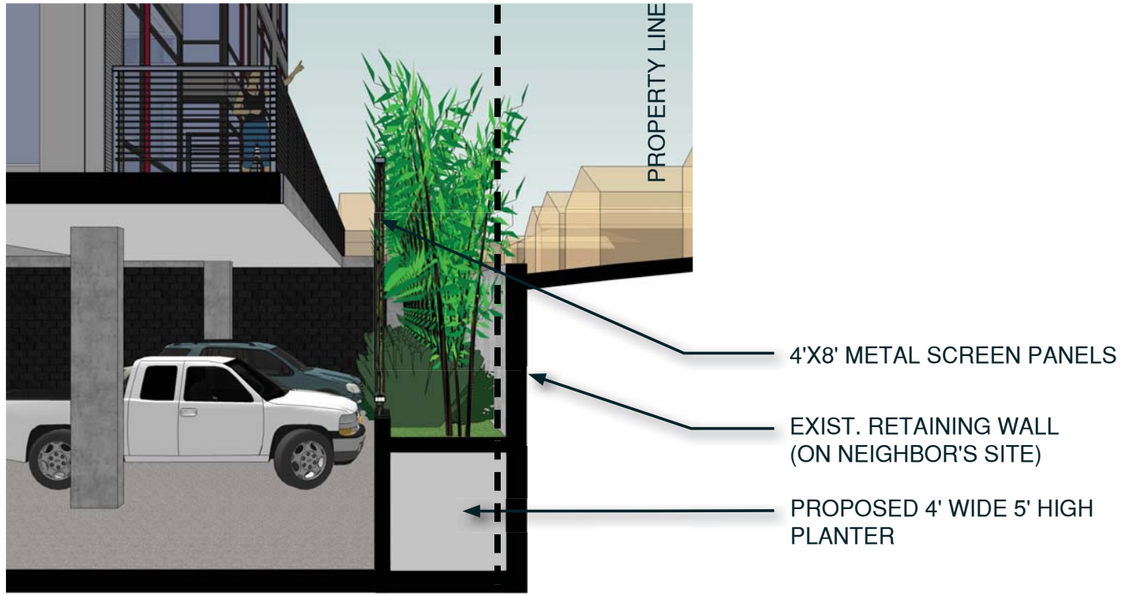
SETBACK AVERAGIING DEPARTURE

SMC 23.47A.014 - B Setback requirements for lots abutting or cross the alley from residential zones. Buildings with residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone ..., as follows: 15' for portions of a structure above 13' to a maximum of 40' and for each portion of a structure above 40' in height, additional setback at a rate of 2' of setback for every 10'by which the height of such portion exceeds 40'.

To follow the N.E. DRB's recommendations to modulate the west elevation, the two large bays encroach into the required 15' setback by 18". The remaining portion of the West elevation is set back an additional 5' (see setback diagram). The average setback of the west elevation is 16.52'. We are requesting to use setback averaging along the west property line in lue of the strict interpretation of the code. During the EDG, the DRB agreed that the "variety of stepped planes and modulation is a superior response to the adjacent zoning than a pure reflection of the code setbacks."

GARAGE SCREENING



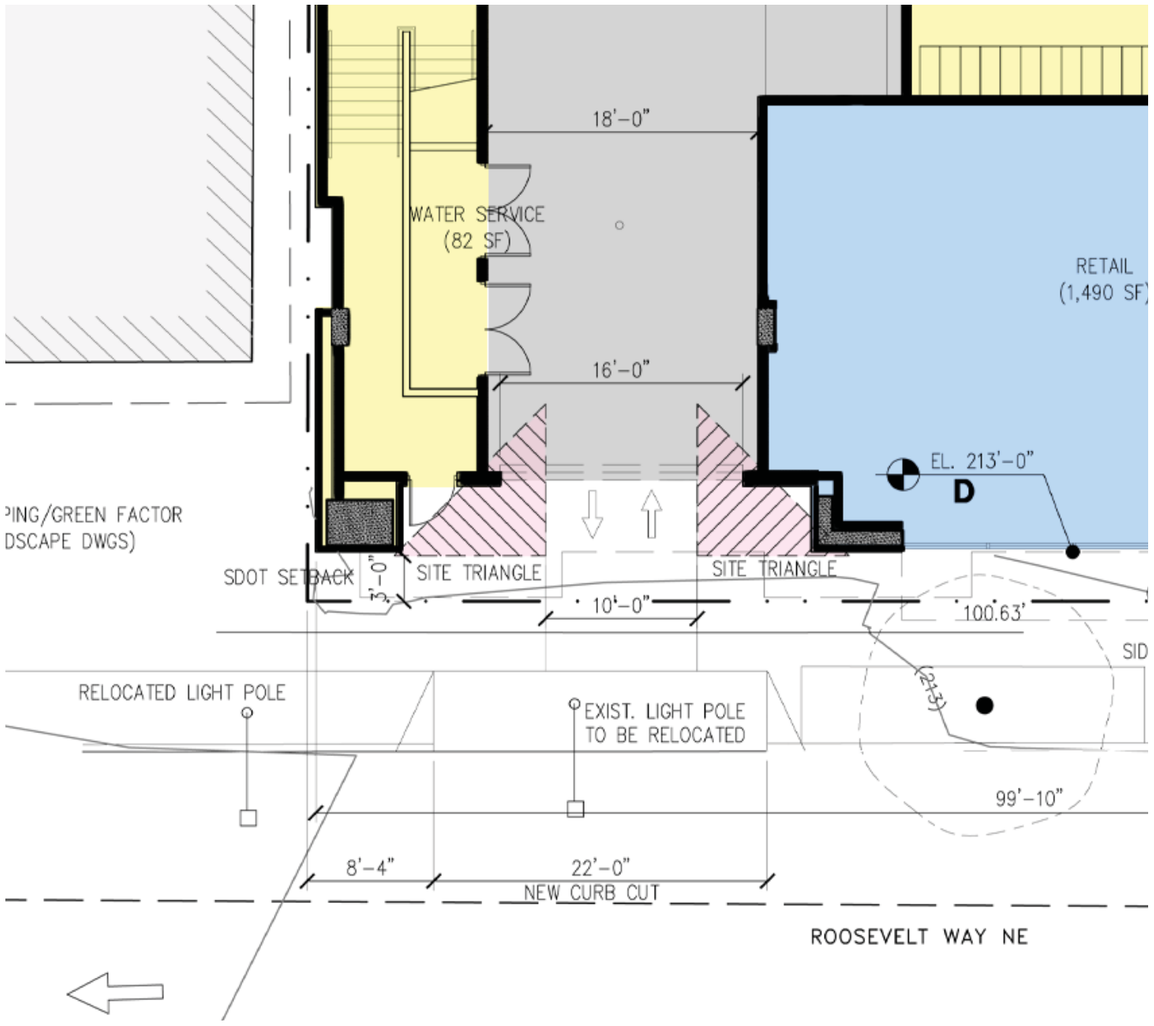


SECTION AT GARAGE PLANTER

5' LANDSCAPE BUFFER DEPARTURE

SMC 23.47A.016D1c2 Surface parking abutting or across an alley from a lot in a residential zone must have 6' high screening along the abutting lot line and a 5-foot-deep landscaped area inside the screening.

We are requesting a departure from the required 5' wide landscape buffer when parking (garage) is adjacent to a residential zone. The proposed parking is approximately 11' below the neighboring residential property. Therefore, we feel the existing grade condition provides adequate screening. However, to meet the intent of the code, a 4' wide planter is provided. In addition, the majority of the parking is screened by a series of 8' tall landscape screens mounted on top of the 5' tall landscaped planter wall, equaling 13' above the parking or 2' above the neighbor's adjacent grade. Landscaping will be encouraged to grow up onto these screens to provide additional screening. The board indicated support for this departure given the existing stepped grade.



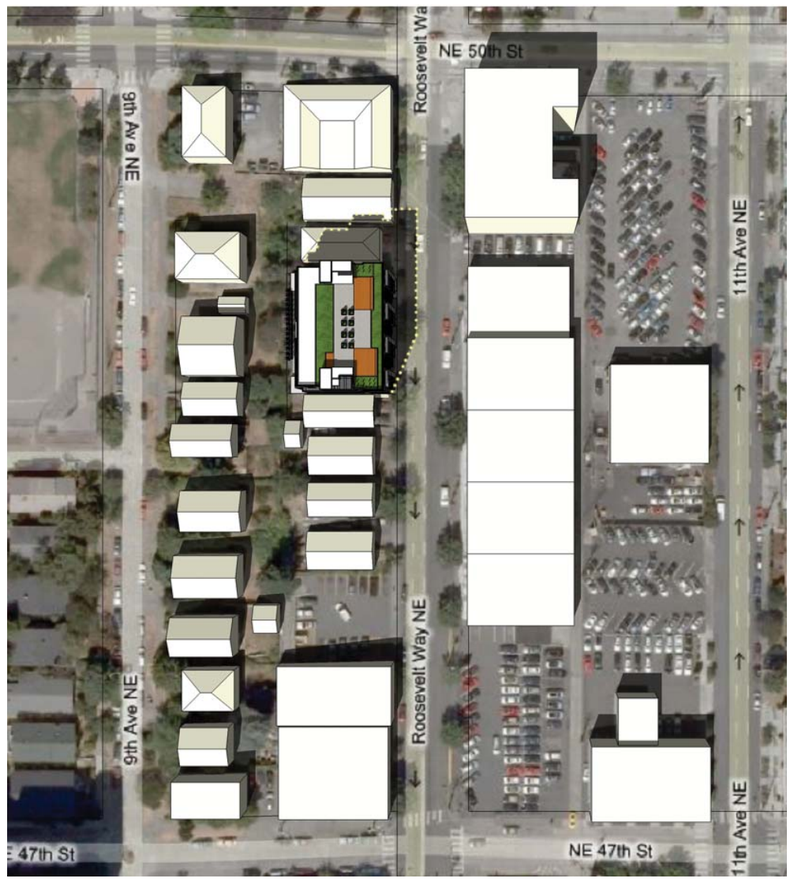
SITE TRIANGLE DEPARTURE

NEW DEPARTURE (after EDG 9/23/2013) - Site Triangle SMC 23.54.030 - G.1 For exit-only driveways and easements, and two way driveways and easements less than 22 feet wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk.

We are requesting a departure from the required site triangle as a result of the garage entrance being less than 10' from the property line. The code requires all portions of the building to be out side of the triangle. However, to meet the intent of DRB's recomendation for security issues.... "to not have the garage door recessed too far into the building", the project requests that the corners of the building are allowed to encroach 3' into the site triangle. The site triangle is located 3' back from the property line (due to the 3' SDOT setback). The current design meets the site triangle criteria if the 3' SDOT setback wasn't required.


NE 50th St
9th Ave NE
Roosevelt Way NE
11th Ave NE
47th St
NE 47th St
11th Ave NE

9 am


NE 50th St
9th Ave NE
Roosevelt Way NE
11th Ave NE
47th St
NE 47th St
11th Ave NE

12 pm


NE 50th St
9th Ave NE
Roosevelt Way NE
11th Ave NE
47th St
NE 47th St
11th Ave NE

3 pm