



6404 & 6406 9TH AVE NE  
Design Recommendation Meeting  
November 9, 2015

DPD PROJECT #3019700

**caron**

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# Project Information

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Perspective

## PROJECT INTRODUCTION

### SITE INFORMATION:

- Site Address: 6404 & 6406 9th Ave NE
- DPD Project #: 3019700
- Parcel(s): 9221400105, 9221400110
- Overlay Designation: Roosevelt Residential Urban Village; Pedestrian and Light Rail Station Overlay; Frequent Transit
- ECA: None
- Legal Description: Lot 14 and 15, block 1, Weedon's Division of Green Lake addition to Seattle, according to the plat thereof recorded in vol. 5 of plats, pg. 27, records of King Co., WA.

### DEVELOPMENT STATISTICS:

- Zoning: NC3P-85 (5.75)
- Site Area: 7,620 SF
- Number of Units: 83
- Parking Requirement: None (SMC.23.54.015)
- Preferred FAR: 43,293
- Proposed Parking: 5 Stalls
- Proposed Bike Parking: 66 Stalls

## DEVELOPMENT OBJECTIVES

The proposed development will create a mixed use structure with approximately 1400 square feet of commercial space, a small parking garage off the alley, and 83 apartment units with a roof deck. No vehicular parking is required per the zoning code, however there will be a few stalls provided for residential use. There will be a large amount of bike parking accessed from the alley.

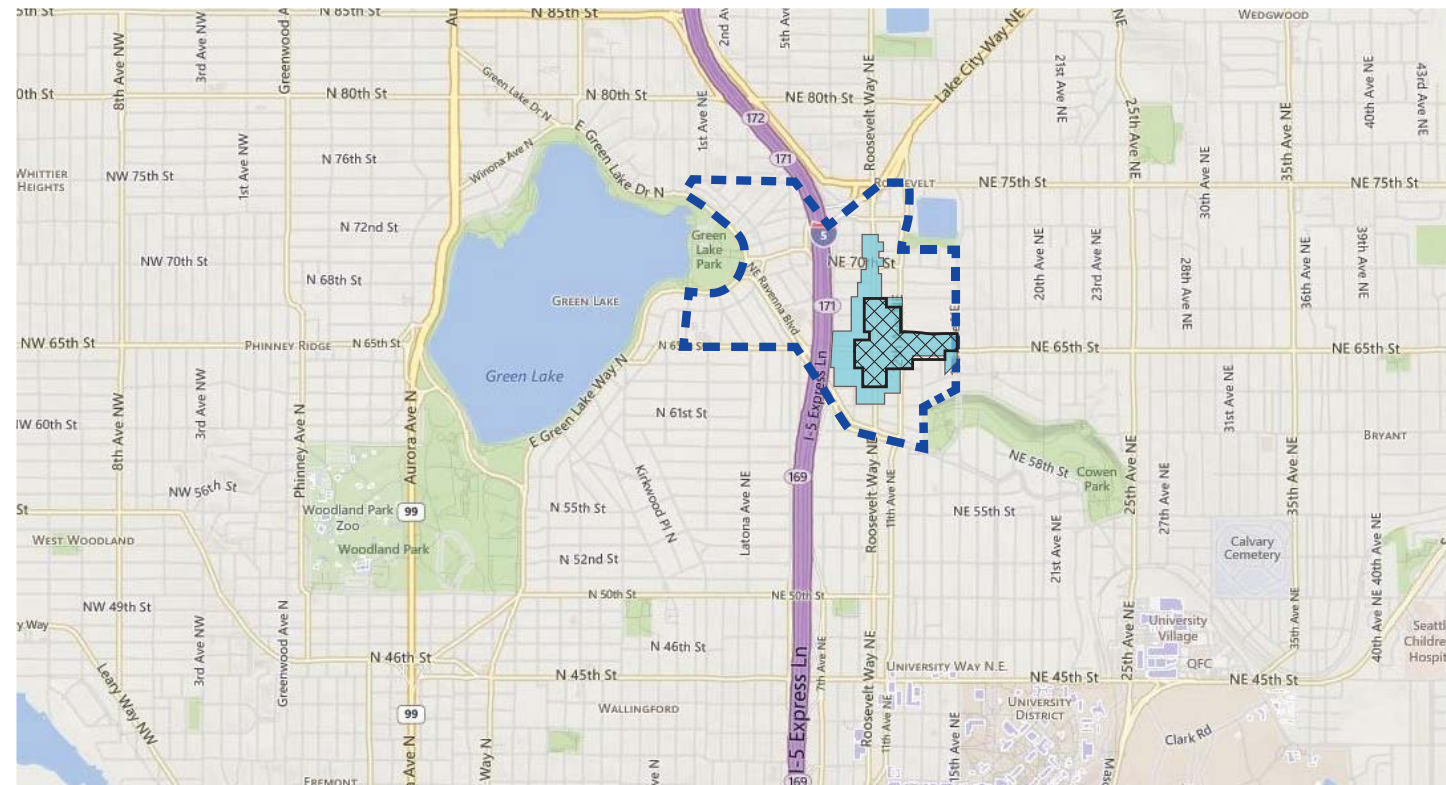
Small business space will be at the street level, occupying the majority of the ground level, with a street entrance for a small residential lobby. Amenity space for the apartment residents will include a private courtyard deck on the second floor level as well as a roof top deck with territorial views for entertaining and relaxing.

## SUSTAINABLE DESIGN ELEMENTS

Sustainability and efficient, environmentally friendly design elements have been included in the proposed development.

Sustainable features include:

- Green roof on the roof deck
- Photo-voltaic panels located on the roof
- Edible garden on the roof deck for common use
- Rain water collection; cisterns located on the lower roof deck
- LED lights and fixtures throughout the project
- Low-flow plumbing fixtures
- Building insulation values greater than code minimum
- Project design is Mass Transit oriented
- Exterior air barrier to greatly reduce air exchanges
- Secure indoor bike parking
- Low VOC paint and flooring



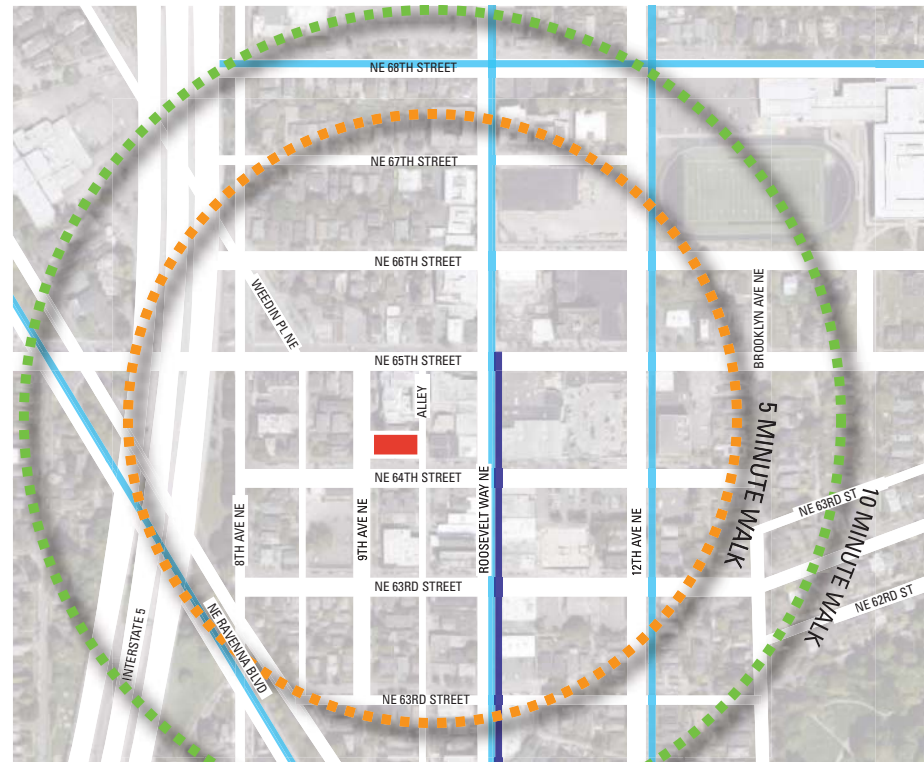
# Context Analysis

## TRANSPORTATION OPTIONS

Proposed development is located in a Frequent Transit Overlay and the Station Area Overlay for the Link Light Rail. The new light rail station will be within walking distance, located 1.5 blocks to the north east of the project site. There are also 6 bus routes accessible within 1 – 2 blocks of the site. Bike lanes currently run north to south on Roosevelt Way NE and 12th Ave. NE and east to west on NE 68th St. NE and east to west on NE 68th St.

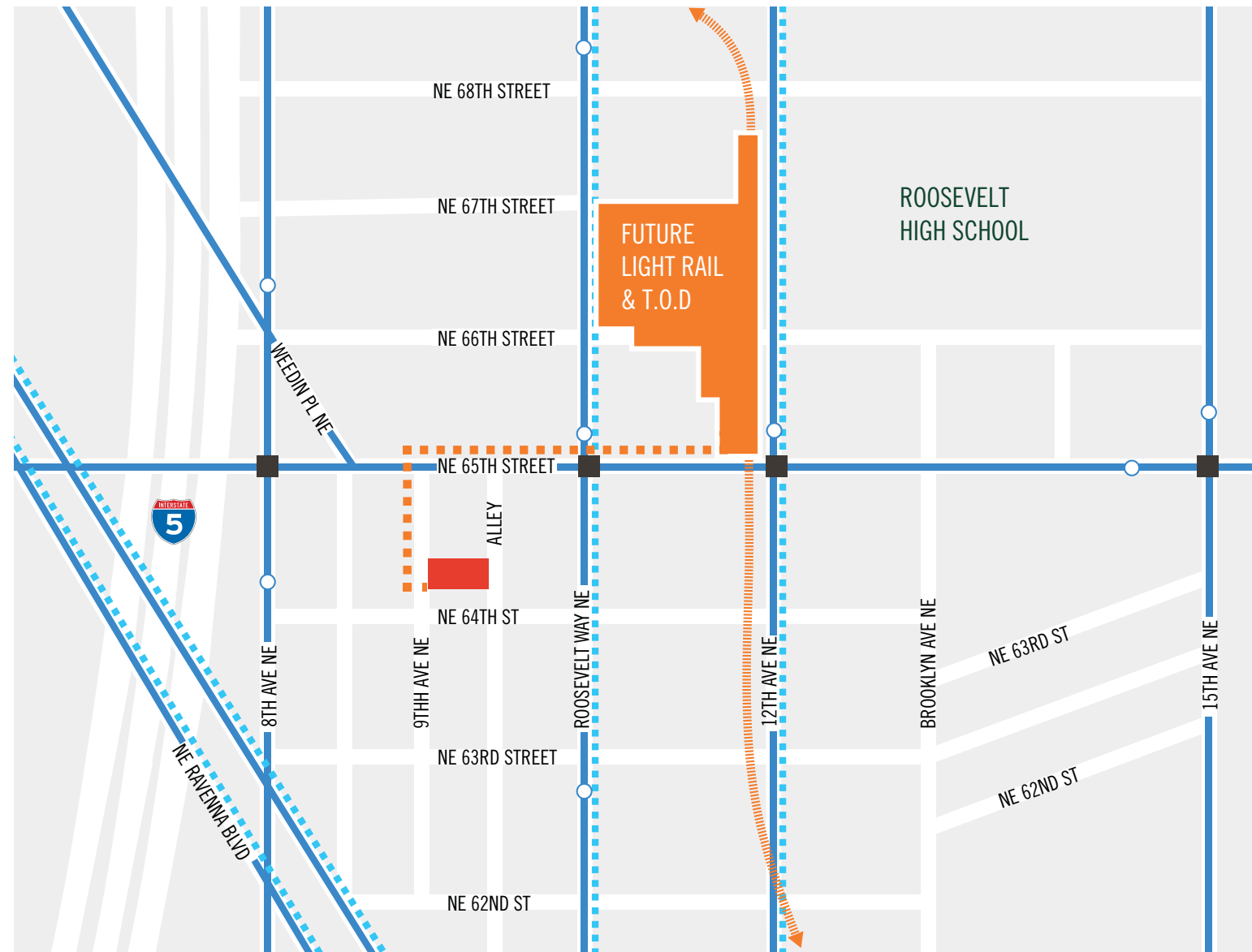
## FUTURE LIGHT RAIL STATION PROXIMITY

The Roosevelt Link Light Rail Station is to be located on 12th Ave. NE between NE 65th St. and NE 67th St. The proposed development is located within walking distance, one block west and one block south of the new station. The station will provide quick access and a convenient link to Downtown as well as other metro neighborhoods, making this Roosevelt neighborhood inviting to small business and commuting city dwellers. The Roosevelt Link Light Rail Station is scheduled for completion in 2019 with service commencing 2021 and shuttling an estimated 8000 people per day.



MAP KEY

- Site
- - - 5 Min Walk
- - - 10 Min Walk
- - - Bike Lanes
- - - Protected Future Bike Lane

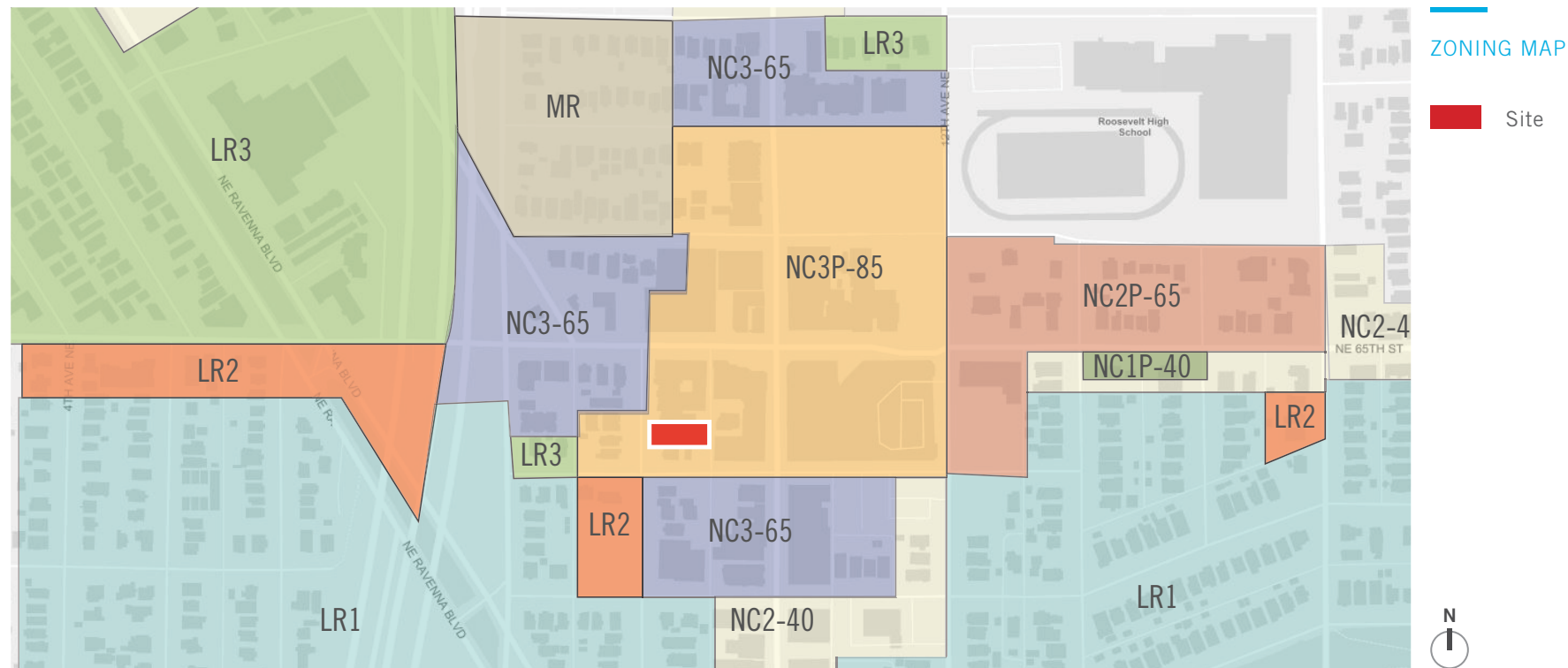


TRANSPORTATION MAP KEY

- Site
- Gateway Intersections
- Bus Stops
- - - Bike Lanes
- - - Transit Runs
- - - Future Light Rail Route
- - - Walk to Future Light Rail

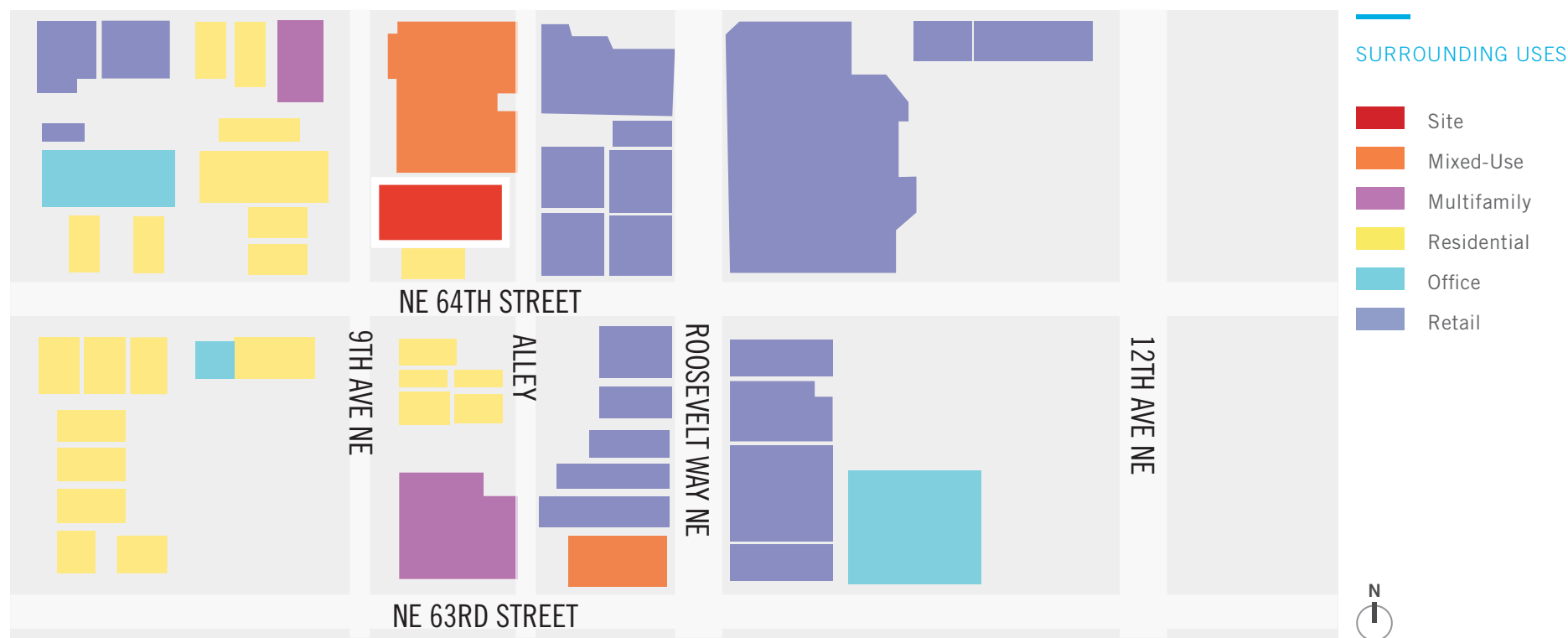


SITE CONTEXT



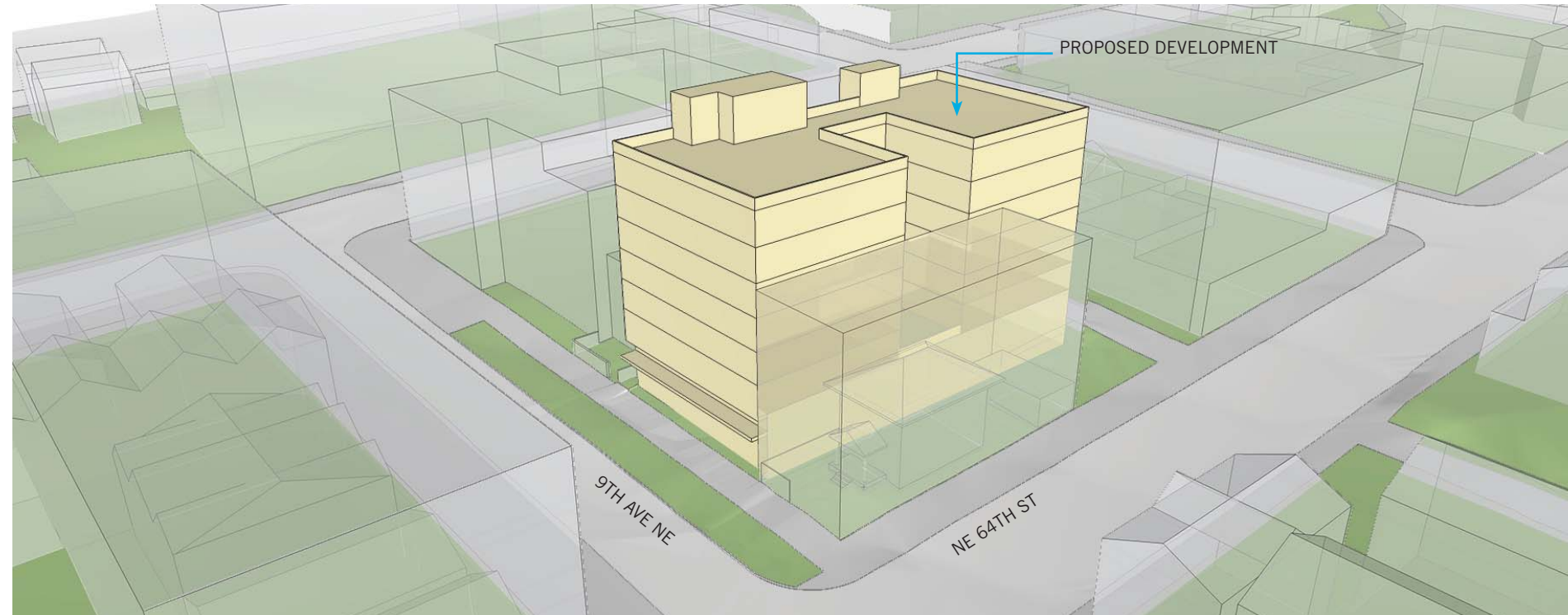
The project site, located at 6404 and 6406 9th Ave. NE, is one block west of a major thoroughfare lined with numerous businesses, restaurants, and shops. There is frequent public transportation along Roosevelt Way NE one block to the east, and on NE 65th St. at the north end of the block. There are a number of bus stops within a couple blocks of the project site and the site is within the Roosevelt Station Overlay. The streets of the neighborhood are pedestrian friendly with parking generally in garages or on street.

Area amenities and landmarks include Roosevelt High School to the north, Ravenna Park a few blocks to the east, and Green Lake which is a short distance to the west. One block to the east, across Roosevelt Way, is a large commercial shopping and dining center including a grocery store. Interstate 5 can be easily accessed 2 blocks to the west of the project site.



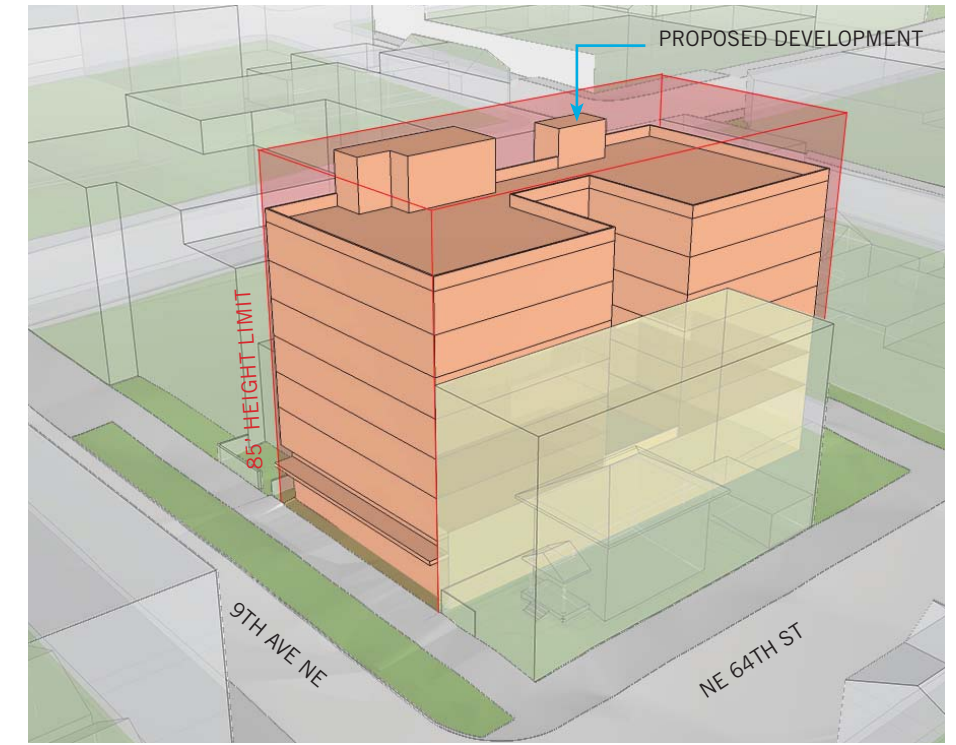
# Context Analysis

## POTENTIAL FUTURE DEVELOPMENT



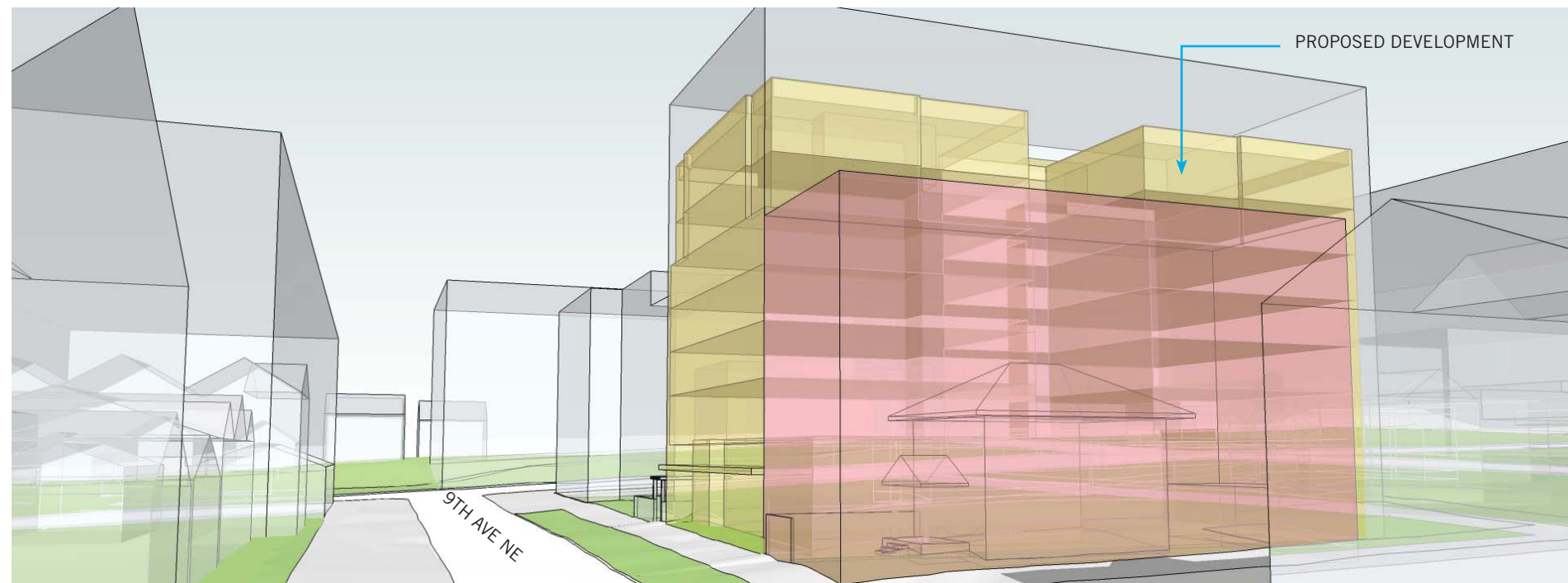
*Aerial View Looking Northeast*

## MAXIMUM ZONING ENVELOPE



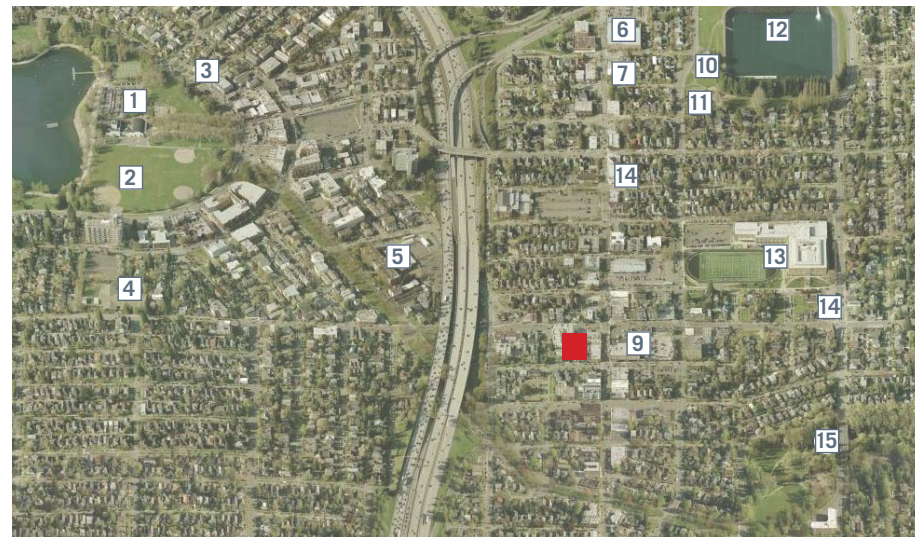
*Aerial View Looking Northeast*

The diagrams show potential future development in the neighborhood, as well as the maximum zoning envelope for the proposed development. Currently, the neighboring building to the south is a 2-story single family residence. The analysis shows its potential future development, a 5-story structure, a scale of which will be in line with the proposed development and existing building on the block.



*Street View Looking North*

COMMUNITY NODES / LANDMARKS



2 | Green Lake Park



11 | Roosevelt P-Patch Community Gardens



3 | The Seattle Public Library, Green Lake Branch



13 | Roosevelt High School



9 | Roosevelt Square



14 | Rising Sun Produce

MAP KEY

- Site
- Marker



1. Green Lake Community Center
2. Green Lake Park
3. The Seattle Public Library: Green Lake Branch
4. Green Lake Elementary School
5. John Marshall School
6. Safeway
7. Swedish Physicians Green Lake
8. Roosevelt Self Storage
9. Roosevelt Square (Whole Foods, Dania, Umpqua Bank, Bartell Drugs, Wells Fargo Bank, Subway, Taco Del Mar, the UPS Store)
10. Froula Park
11. Roosevelt P-Patch Community Gardens
12. Green Lake Reservoir Dam
13. Roosevelt High School
14. Rising Sun Produce
15. Cowen Park

# Context Analysis

## NEIGHBORHOOD DESIGN CUES



*Use of Color and Pattern*



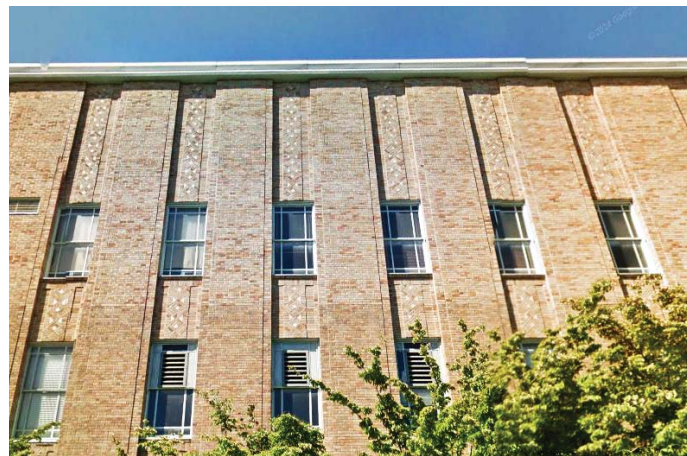
*Use of Color and Pattern*



*Use of Color and Pattern*



*Use of Color and Pattern*



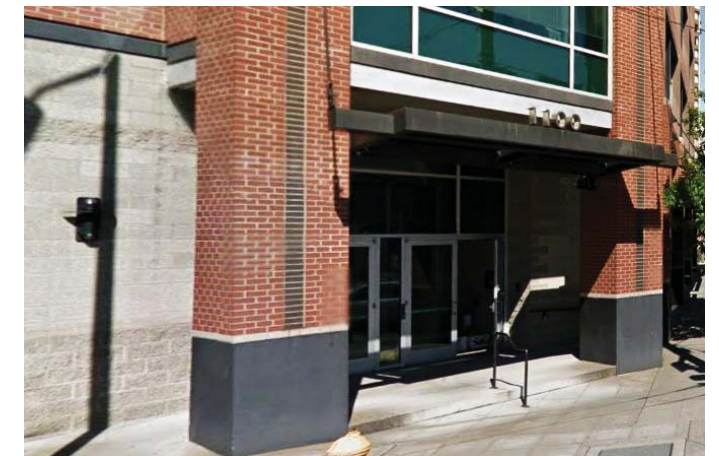
*Texture and Materials*



*Texture and Materials*



*Texture and Materials*



*Elevate Design with Details*



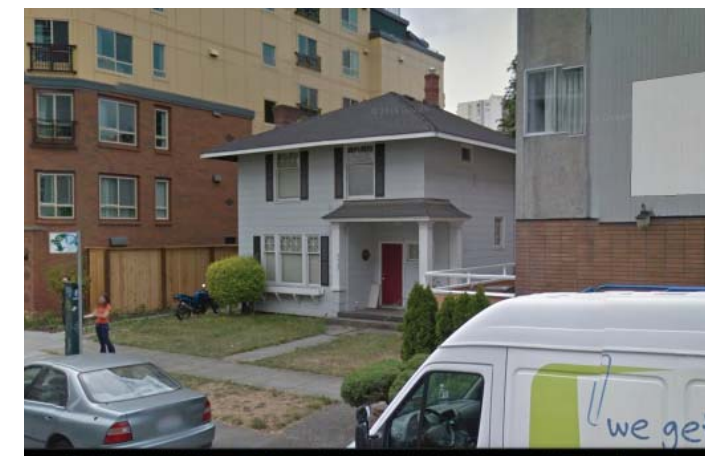
*Elevate Design with Details*



*Elevate Design with Details*



*Use of Public Space on the Street*



*Facade Treatment to Reduce Scale Near Residential Use*



NEIGHBORHOOD VICINITY PHOTOS



1 | Roosevelt Way NE and NE 65th St, Looking NE



2 | 65th and 9th Ave, North of Site Looking East



3 | Roosevelt Square, East of Site



4 | Roosevelt Way NE and NE 65th St, NE of Site



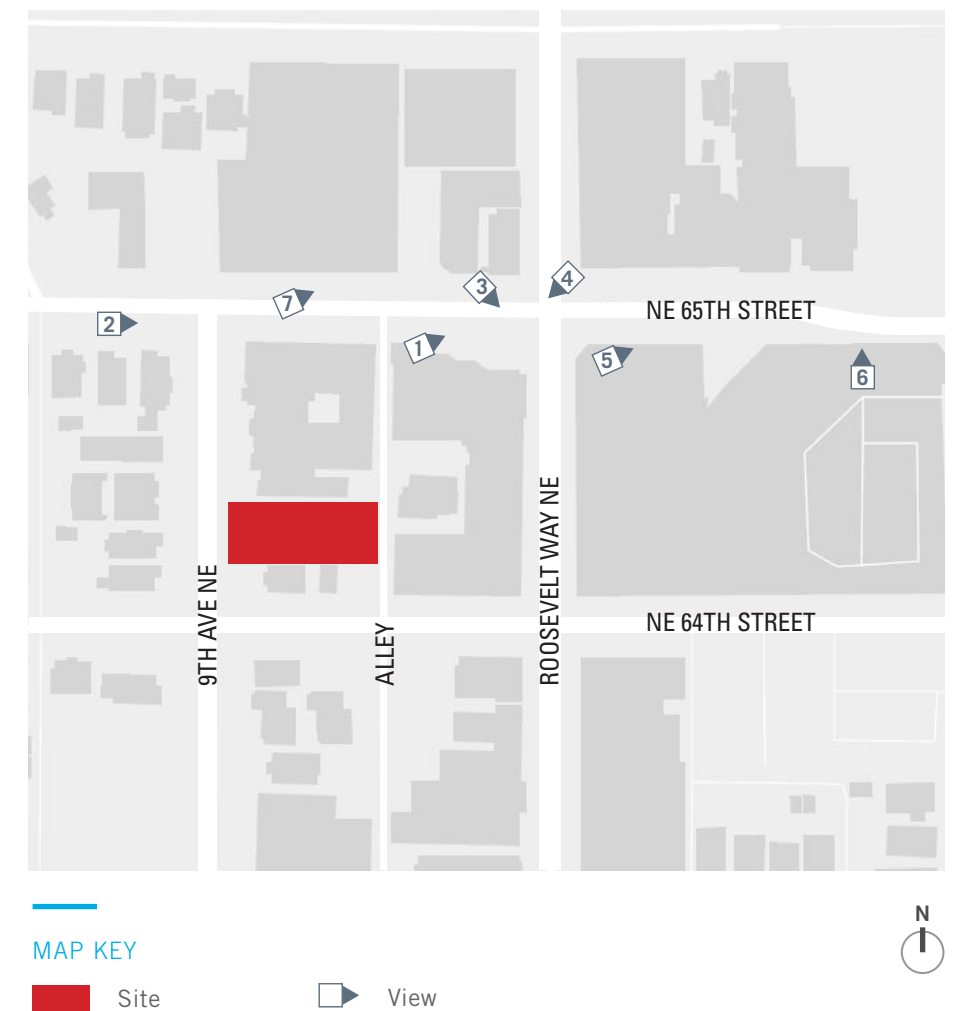
5 | Apartment Complex at NE 65th St, NE of Site



6 | NE 65th St and 12th Ave NE, TOD Site and Roosevelt Light Rail Station



7 | The Rooster, Project on 65th St and 9th Ave, NW of Site



# Existing Site Conditions

## STREETSCAPES

A. 9TH AVE NE, LOOKING EAST



B. 9TH AVE NE, LOOKING WEST



SITE ANALYSIS PHOTOS



1 | Site Photo



2 | Site Photo



3 | Site Photo



4 | Site Photo



5 | Site Photo



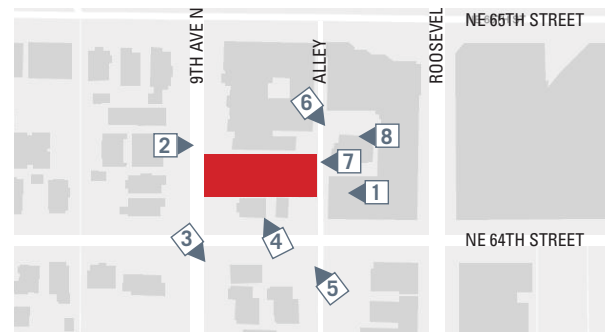
6 | Site Photo



7 | Site Photo



8 | Site Photo



MAP KEY

■ Site

▶ View



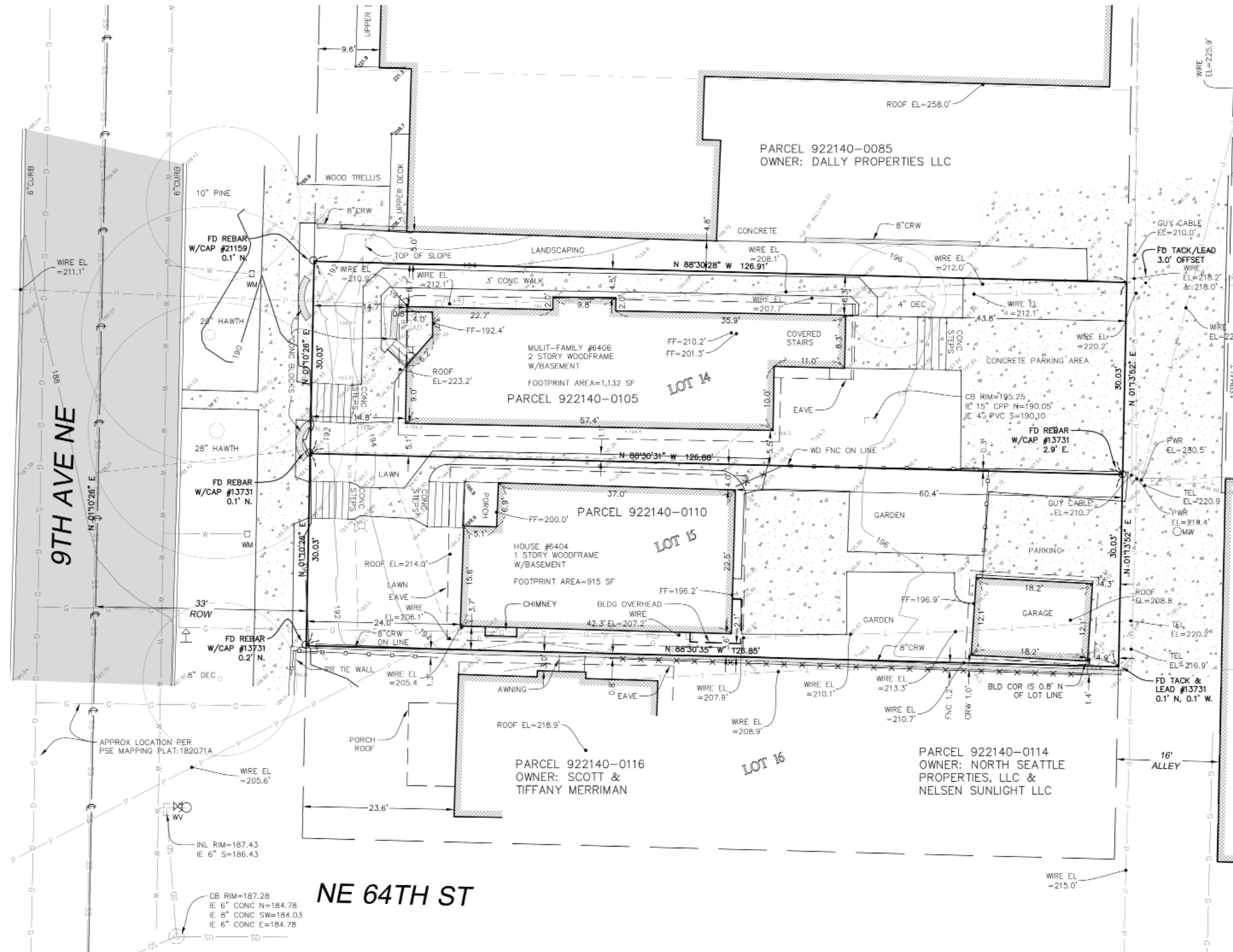
SITE ANALYSIS

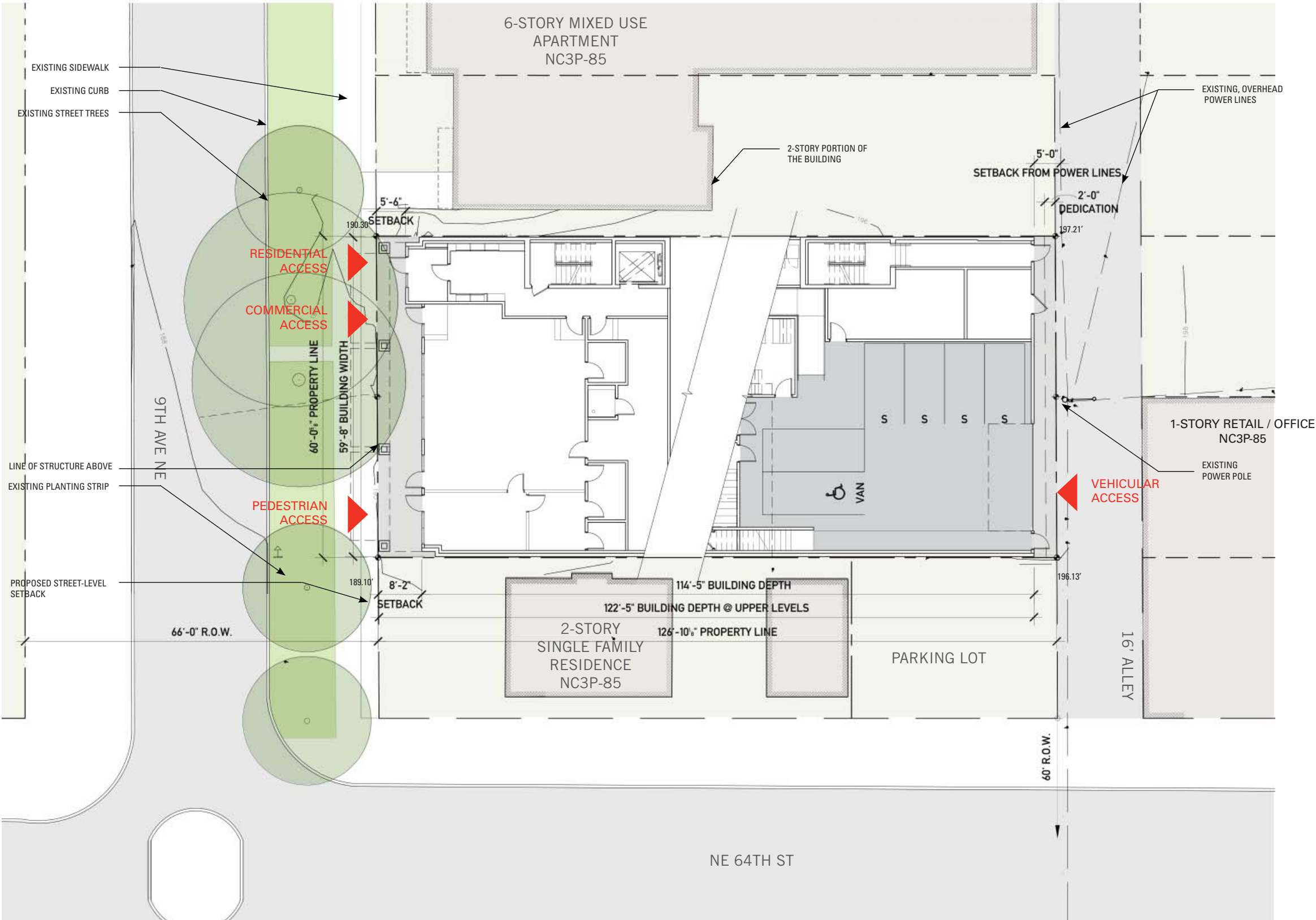
The project site is located at 6404 and 6406 9th Ave. NE between I-5 and Roosevelt Way NE and just a few blocks east of Green Lake. Roosevelt Way NE and NE 65th Street are major arterials with heavy traffic at rush hour and on weekends. There is also a significant amount of pedestrian traffic along both streets. Seven bus routes operate within a few blocks of the site and there is easy access to I-5, just two blocks west. Green Lake and Green Lake Park are located half a mile to the northwest and are within walking distance. There is also Ravenna Park, half a mile to the southeast, also within walking distance. The area boasts many restaurants and shops and there is a pharmacy and grocery store within 2 blocks.

The site is relatively flat, sloping slightly westward from the alley to the street with opportunity for neighborhood views to the west and south. The lot to the north is 6 story mixed use structure with 5 stories of apartments, allowing a view to the north for a seven-story structure. Across the street facing the project site are single family residences, and over them, a view of Green Lake in the distance. The Neighbor to the south is a single family residences with rear yard adjacent the shared lot line. Two street trees are located in the R.O.W. in front of the project site. The east property line abuts an alley.

# Existing Site Conditions

## SURVEY





# Zoning Data

LAND USE ANALYSIS TABLE - NC3P - 85 (5.75)		
SMC	SMC REQUIREMENT	COMPLIANCE/REFERENCE
23.47A.004 PERMITTED AND PROHIBITED USES	TABLE A: OFFICE, GENERAL SALES, AND RESIDENTIAL USE IS PERMITTED OUTRIGHT.	COMPLIANT
23.47A.005 STREET LEVEL USES	23.47A.005.C.1.G - SITE IS MAPPED PEDESTRIAN DESIGNATION; 20% MAX RESIDENTIAL ON STREET LEVEL FACADE.	COMPLIANT
23.47A.008 STREET LEVEL DEVELOPMENT STANDARDS	LIMIT BLANK FACADES TO 20 FT WIDE AT STREET LEVEL; MIN. 60% TRANSPARENCY AT STREET LEVEL; NON-RESIDENTIAL USE SHALL EXTEND AVG. 30 FT & MIN. 15 FT. DEEP; FLOOR-TO-FLOOR HEIGHT MIN. 13 FT.;	COMPLIANT
23.47A.011 OUTDOOR ACTIVITIES	OUTDOOR STORAGE IS PROHIBITED; OUTDOOR SALE OF FOOD OR BEVERAGE MUST BE 50 FT. FROM RESIDENTIAL LOT LINE	COMPLIANT
23.47A.012 STRUCTURE HEIGHT	85 FT BASE HEIGHT; STAIR AND ELEVATOR PENTHOUSES MAY EXTEND ADDITIONAL 10 & 16 FT, RESPECTIVELY, ABOVE APPLICABLE HEIGHT LIMIT; PARAPETS AND RAILINGS MAY EXTEND AN ADDITIONAL 4' ABOVE APPLICABLE HEIGHT LIMIT	COMPLIANT
23.47A.013 FLOOR AREA RATIO	TABLE B: 6. STATION OVERLAY WITH INCENTIVE ZONE - 5.75 PER SUFFIX; NOT EMPLOYING INCENTIVES PER 23.58A.	COMPLIANT
23.47A.014 SETBACK REQUIREMENTS	REAR AND SIDE LOT LINES ABUT NC3P ZONES; NO SETBACKS ARE REQUIRED.	COMPLIANT
23.47A.016 LANDSCAPING & SCREENING STANDARDS	GREEN FACTOR OF 0.30 OR GREATER; STREET TREES REQUIRED.	COMPLIANT, SEE SITE & LANDSCAPE PLANS
23.47A.022 LIGHT AND GLARE STANDARDS	INTERIOR GARAGE LIGHTING MUST BE SHIELDED.	COMPLIANT
23.47A.024 AMENITY AREA	AMENITY AREA = 5% OF RESIDENTIAL FAR MIN.; MIN DIMENSION OF 10 FT. & 250 SF MIN.	COMPLIANT
23.47A.032 PARKING LOCATION AND ACCESS	PARKING ACCESS TO BE FROM ALLEY	COMPLIANT
23.54.015 REQUIRED PARKING	TABLE A: I. PARKING WAIVER FOR URBAN VILLAGE. NO PARKING REQ'D. TABLE B: MULTI-FAMILY = NO MIN. REQ'D. BICYCLE PARKING = 1/4 RES. UNITS & .75/EFFICIENCY UNIT; 1/12,000 SF SALES/SERVICE + 1/4000 SF SHORT TERM	COMPLIANT, SEE PARKING CALCS THIS SHEET
23.54.020 PARKING QUANTITY EXCEPTIONS	23.54.020.F.2. MIN. PARKING IS REDUCED 50% IF USE IS W/IN 1,320 FT OF A STREET W/ FREQUENT TRANSIT SERVICE.	N/A
23.54.040 SOLID WASTE AND RECYCLE STORAGE & ACCESS	375 SF, PLUS 4 SF EACH ADDITIONAL UNIT OVER 50, PLUS 50% OF NON-RES. USE AREA OF 0 - 5000 SF = 82 REQ'D/2 = 41 SF. SALES & SERVICE RECYCLING MUST BE SEPARATE FROM RESIDENTIAL.	COMPLIANT

## PARKING CALCULATIONS

USE	AREA / UNITS	PARKING REQUIRED	PARKING PROVIDED	SHORT TERM BICYCLE
SALES/SERVICE	1393 SF	CAR: NO MINIMUM BICYCLE: 1/12,000 SF & 1/4000 SF = 1 EA.	CAR SPACES = 0 BICYCLE SPACES = 1	BICYCLE SPACE = 1
RESIDENTIAL	83 UNITS	CAR: NO MINIMUM BICYCLE: 1/4 D.U. & .75/E.D.U. = 11+30=41	CAR SPACES = 5 BICYCLE SPACES = 65	BICYCLE SPACE = N/A

**PARKING PROVIDED :** TOTAL CAR = 5 STALLS  
TOTAL BICYCLE = 66 TOTAL SHORT TERM = 1

EDG RECOMMENDATION

RESPONSE

1. ADJACENT DEVELOPMENT AND HEIGHT, BULK & SCALE

The Board discussed the massing and bulk of the three options presented and stated that Option 2 and Option 3 created the least privacy conflicts with the adjacent property. The Board noted that the only major break in mass in the applicant's preferred option was the south-facing courtyard and that break would not be easily visible from the street.

Discussion:

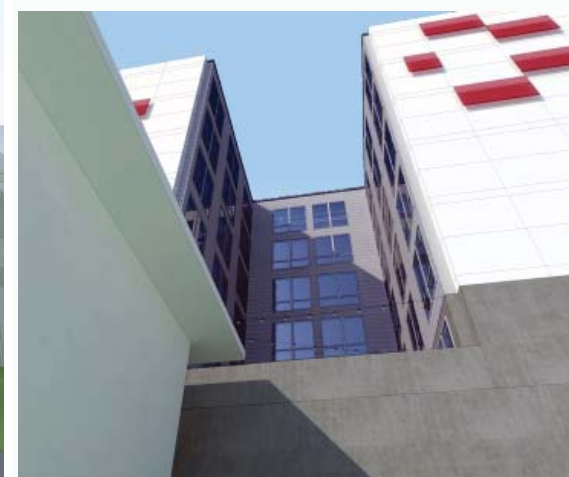
- a. The Board stated that respect for adjacent uses and neighboring properties should be a priority and directed the applicant to further develop the massing along the northern property line to be mindful and respond to the existing building located 5 feet from property line. For the Recommendation meeting, the applicant should study and provide additional analysis on the relationship to the immediate context, taking into consideration the existing window placement and amenity space of the building to the north. The applicant should demonstrate how the massing has responded to the immediate context. (CS1-B, CS2-D, DC2-A,B,&C)

Response:

- a. The proposed building is located just off the north and the south property lines. The neighboring structure to the north has a 2.5-story portion of the building located 5 ft. north of the project's north property line. To the south, the neighboring structure is a 2.5-story house that is located 3-4 ft. south of the project's south property line. The relationship of these adjacent structures have been studied relative to the proposed project—please see pages 43 through 45.

Privacy issues, height, bulk and scale along the north and south façades of the proposed building in relation to the neighbors have been addressed with the following architectural solutions:

- No windows are facing the neighbor's south-most wall. Windows have been strategically located for privacy.
- A railing in lieu of a solid parapet
- Change in siding pattern with a lighter color on the top floor
- The north and south top corners of the building step back.
- Building incorporates modulation to break up the massing of the overall structure.
- Primary siding is painted fiber-cement panels in a grid pattern that includes a playful color pattern along the top of the building where the structure is most visible from the neighbor and the rights-of-way.
- Lighting on the roof deck and courtyard will be directed inward and shielded such that no glare will spill over to adjacent neighbor lots.
- Green roof is proposed to be planted at the roof deck perimeter to provide a privacy buffer to adjacent neighbors.
- Location of the stair and elevator penthouses, along with photovoltaic system, aids in creating a privacy buffer to the north.



View from neighbor yard to the south



View from neighbor deck to the north

# Response to EDG

EARLY DESIGN GUIDANCE | JUNE 1, 2015

## EDG RECOMMENDATION

## RESPONSE

### 2. MASSING & COURTYARD

The Board discussed the differences between Option 2 and the applicant's preferred option (Option 3), primarily focusing on the differences between the two options, specifically the amount of blank walls, windows, courtyard, and relationship to the adjacent sites. The Board expressed general support for ground level scheme of the applicant's preferred Option and the composition of the upper levels of Option 2.

#### Discussion:

- The Board discussed the benefits of the upper level setbacks and unit layout in Option 2 because it allowed for additional windows and minimized blank walls along the north and south facades of the building. The Board directed the applicant to take cues from the upper level scheme in Option 2 and look for ways to incorporate additional windows and minimize blank walls into Option 3, while being mindful of the privacy of the adjacent development. (DC2-B, CS2-D, DC1-A)
- The south-facing courtyard presented in the applicant's preferred option was approximately 30 feet wide by 40 feet deep. The Board stated support for the size and orientation of the courtyard amenity space in the applicant's preferred option and noted that this courtyard location and size could remain successful even after the property to the south is redeveloped. The Board directed the applicant to provide additional detail on the courtyard including dimensions, conceptual landscaping, access and circulation. (CS1-B, DC3-B, DC4-D, PL2-A)

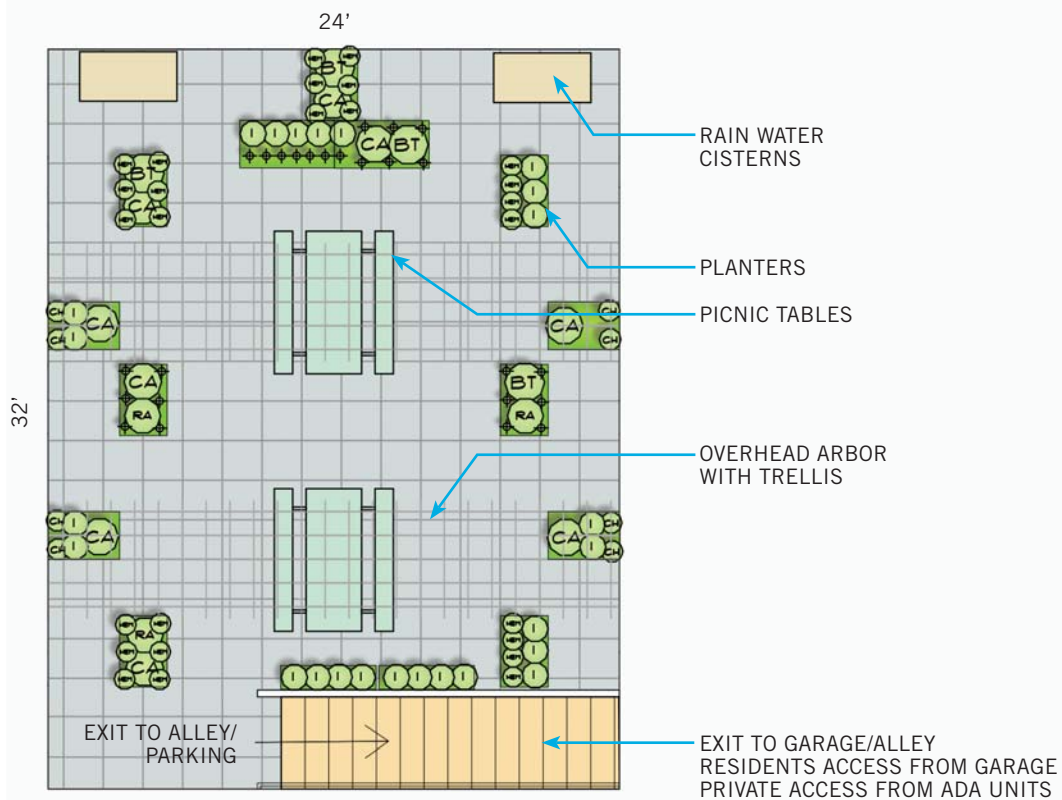
#### Response:

- EDG Option 2 utilized a 10 ft. setback from the north & south property lines to provide windows. Option 3 pushed units to the lot lines to provide an interior courtyard. Incorporating a north setback and north-facing units with windows into the preferred Option 3 would not leave enough space for a viable courtyard. In order to maintain the courtyard and privacy to the north, the proposed design does not include north-facing units. Please also note that the Building Code does not permit openings in walls located closer than 5 ft. to the property line.

The proposed design responds to the Board's concern regarding minimizing blank walls with the following architectural elements:

- Use of modulation
- Strategically located windows
- Finish patterns and colors to break down the expanse of the north and south facing walls
- The courtyard to the south divides the building into smaller portions.
- Setbacks: balconies at the top corner units on the west and east ends of the building add further interest and minimize the impact of height and mass.
- Privacy is maintained for both neighbors north and south with no windows directly facing adjacent units or common spaces.

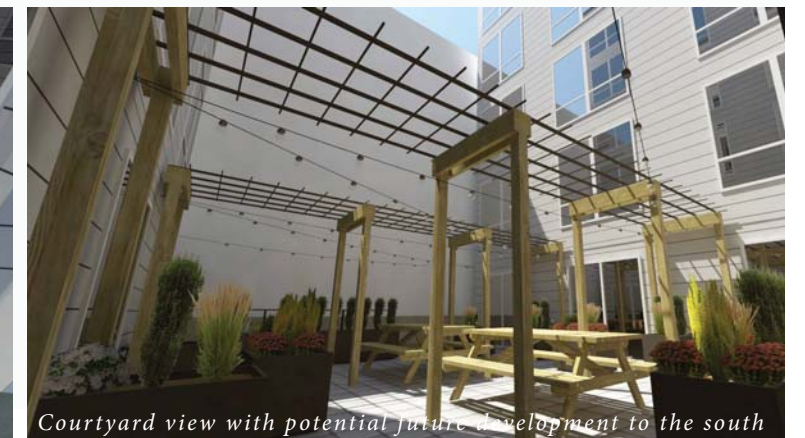
- The courtyard proposed for the building measures 24 ft. by 32 ft. and is accessed directly by the units facing the courtyard on the second floor. See also page 29.
  - Shared exit from the courtyard via stairs to the alley level—stairs are located at the south edge of the courtyard providing some privacy to the neighbor's yard to the south.
  - The courtyard is intended to be a semi-private amenity space utilized by the adjacent unit tenants.
  - The roof deck will be used as the common amenity space for the majority of the tenants.
  - Fully paved decking surface with large tables for gathering
  - Landscape planters are located in front of each unit's access to the deck to provide some privacy outside the main circulation space around the tables.



Courtyard Landscape Plan



Courtyard view from south



Courtyard view with potential future development to the south



EDG RECOMMENDATION

RESPONSE

3. STREET LEVEL USES

The Board discussed the existing residential character and scale of 9th Ave NE and noted that the area would likely be transitioning to include more pedestrian oriented retail in the coming years because of the anticipated impacts from the nearby future light rail station. The Board also noted that the proposed mid-block pedestrian oriented retail was not out of character with the eclectic and non-traditional locations of small businesses in the Roosevelt neighborhood.

Discussion:

- a. The Board supported ground floor, pedestrian-oriented retail at the proposed location along 9th Ave NE and stated that either the live-work units or commercial-only space could be successful at that location. The Board supported the flexibility of the ground floor plan and ceiling heights because they allowed for the flexibility for either live-work or commercial only uses in the future. Specifically, the Board stated support for the 8-foot setback, generous 19-foot first floor height, and transparency at the ground floor. (PL2-B, PL3-B, DC1-A)
- b. For the Recommendation meeting, the Board directed the applicant to further break down the scale of the commercial space through design cues to respect and relate to the residential scale and character of the street. Design cues should be incorporated into signage, landscaping, lighting, awnings, and entries to communicate that these spaces are commercial, while still respecting the residential character of the street. (CS2-all, CS3-I, DC2-C, DC4-all)



Bike Racks

Response:

- a. The street level uses proposed are a main residential entrance to the building and retail space for a small business. The retail space has the potential to be sub-divided into two smaller spaces or used as one space.
- b. The 19 ft. floor-to-floor height of the ground level is broken down into a more residential scale via:
  - Canopies to lower the “ceiling” upon entry to the building brings the space back into the residential scale.
  - Storefront system is designed to provide required transparency with a residential scale framing pattern.
  - Columns aid to define the setback area
  - Small blade signage suspended from canopy
  - Respectful lighting that focuses on the space within the setback and entrances while being shielded to limit lighting beyond the property.
  - Siding materials—board-form concrete and aluminum storefront—at the ground level are commercial in nature, however, the smaller scale of the patterning is reflective of the residential aspect of the immediate neighborhood.

4. ACCESS, CIRCULATION, & BICYCLE FACILITIES

The Board expressed general support for the pedestrian access and amount of parking presented in the applicant’s preferred option.

Discussion:

- a. The Board expressed concerns with the security and logistics of the bicycle storage room in the applicant’s preferred option, specifically noting the layout presented would require all parking and service users to walk through the bicycle storage room to access the building. The Board encouraged the applicant to maximize the amount of bicycle storage and to further develop the space to be more of a room and less of a hallway. The applicant should further develop the security of the bicycle storage and parking area. For the Recommendation meeting, the applicant should provide additional detail on the bicycle storage area including security and access. (PL2-B , PL4-A , PL4-B)
- b. For the Recommendation meeting, the applicant should provide additional details on access into the building and courtyard amenity space, including ADA access from the primary entry and parking/ service area. (PL2-A, PL3-A)

Response:

- a. Two bicycle rooms are accessed from either the street entrance or the garage.
  - Rooms provide ample bike storage totaling a capacity of 66 bicycles.
  - 46 long-term bike storage stalls required; proposed is 30% more than the quantity required by code.
  - Bicycle storage has been designed to ensure that bikes would be securely locked and minimize risk of damage, with all other circulation being outside the rooms.
- b. The garage access from the alley includes a man door and an overhead vehicular door, both of which will have secure access for tenant use only. The access from the street for residents is through the main residential entrance and lobby via a hallway to the common laundry, trash room, bicycle rooms, and garage. Due to an elevation change between the street level and the alley level, a ramp is provided joining the hallway to the main entrance and the garage as well as other amenity spaces for accessibility. The courtyard is intended to be used by level 2 tenants and is accessed directly from adjacent units. including 2 ADA units. Stairs are provided for exiting from the courtyard to a public way. The roof top deck is accessible via the elevator. See pages 23-24 for ADA and bicycle routes on the plans.

# Design Guidelines

## CS1 NATURAL SYSTEMS AND SITE FEATURES

### Roosevelt Supplemental Guidelines

1. Responding to Site Characteristics- Solar orientation and reducing shadows on public sidewalks.
2. Setbacks along the building base.

**Response:** The proposed preferred design option utilizes a setback of 5-8 feet along the entire street level elevation. It also takes advantage of southern solar exposure with units facing a southern courtyard with common deck at the lower residential floor level.

### Seattle Design Guidelines

- A. Energy Use- Energy Choices
- B. Sunlight & Natural Ventilation- Consideration taken for sun, wind, daylighting and shading, and managing solar gain.
- E. Water- Creative use of on-site storm-water management.

**Response:** Sustainable and environmentally friendly design choices are a feature of this project. Design includes a focus on maximizing natural daylight to private and common areas. Solar gain and prevailing winds will be factored into architectural design features at exterior walls and outdoor spaces. Green roof and storm-water collection in cisterns are design features of the roof deck and collected water is proposed for use to water the roof garden. Minimizing energy use is also a key design factor; we will be proposing to utilize LEDs, efficient appliances, and photovoltaics.

### Sustainable Design Elements:

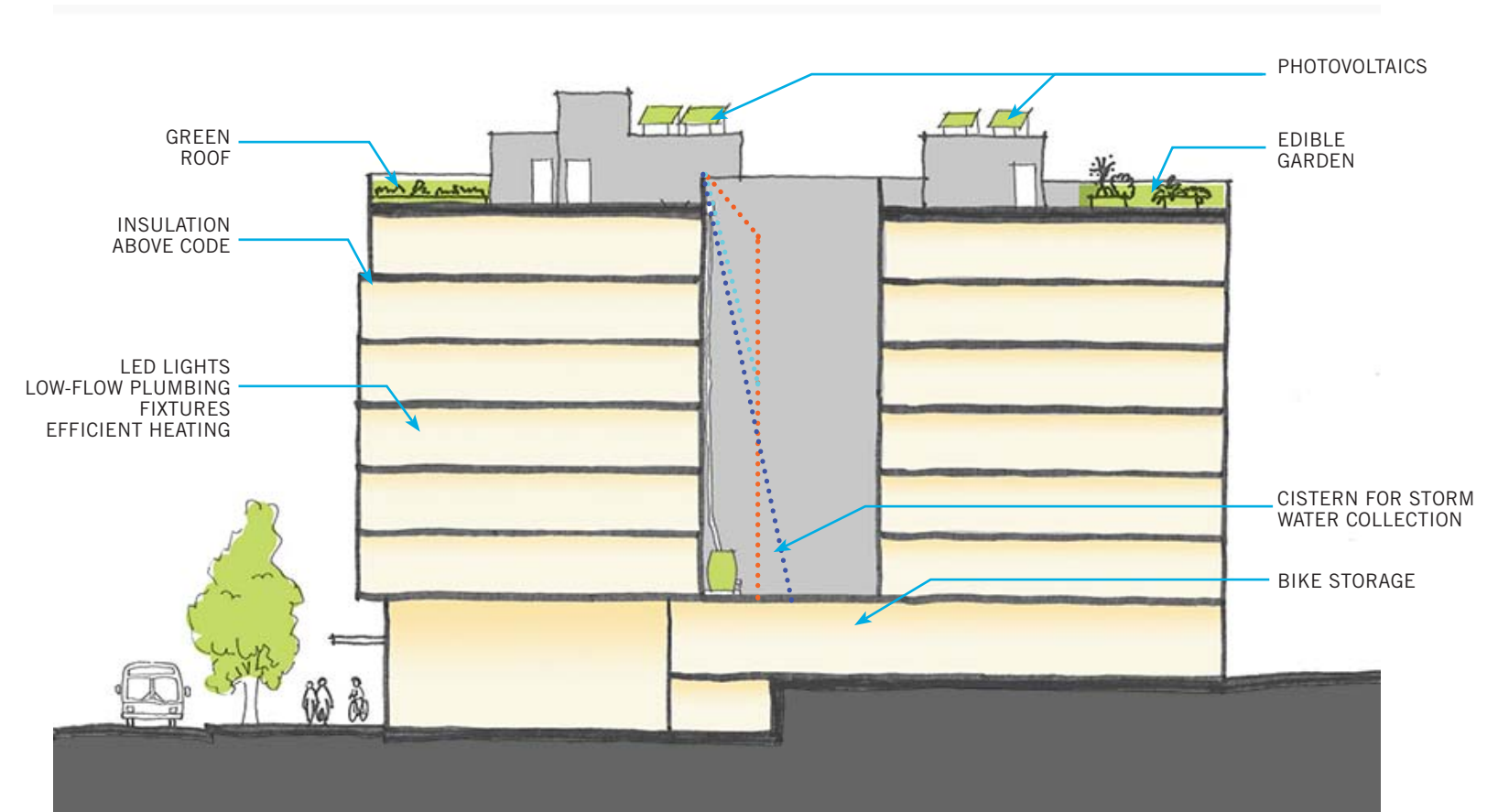
- Green roof on the roof deck.
- Photo-voltaic panels located on the roof
- Edible garden on the roof deck for common use
- Rain water collection; cisterns located on lower roof deck
- LED lights and fixtures throughout the project
- Low-flow plumbing fixtures
- Building insulation values greater than code minimum

## CS2 URBAN PATTERN & FORM

### Roosevelt Supplemental Guidelines

1. Streetscape Compatibility- Commercial and Mixed Use Developments: Continuity of the Street Wall Along Sidewalks. Make use of setbacks at the right of way for public use.

**Response:** Use of a 5-8 foot setback on the street level provides additional right of way depth for public use by way of including site furniture and bike parking. Additionally, there is a 2' dedication at the alley, providing a wider and safer access along pedestrian corridor.



### SUN ANGLE KEY

- Equinox Sun Angle @ 2PM
- Winter Solstice Sun Angle @ 2PM
- Summer Solstice Sun Angle @ 2PM

### CS3 ARCHITECTURAL CONTEXT AND CHARACTER

#### Roosevelt Supplemental Guidelines

1. Architectural Context – Incorporate design elements, architectural details, or materials in the building facade at the street level that are similar to those of adjacent buildings. Architectural features preferred in Roosevelt include the following: Building base emphasizing materials and/or texture that is different from the material(s) and texture(s) of the main body of the building; Ground floor storefront transparent windows that allow pedestrians to see activity within the building; Transom windows; Change in materials; Building overhangs (where upper levels are brought closer to a front property line).

**Response:** We propose to use significant transparency and a different material at the street level elevation. Along with utilizing a building overhang and canopies, this will separate the street level uses and be in keeping with traditional Roosevelt architecture.

### PL2 WALKABILITY

#### Roosevelt Supplemental Guidelines

1. Pedestrian Open Spaces and Entrances – Pedestrian amenities are encouraged where appropriate along sidewalks within the Core Commercial Area. This may include seating, plantings, and pedestrian-scaled signage.

**Response:** Use of an additional setback on the street level provides a wider sidewalk and right of way depth for public use by way of including site furniture, and plantings. Each street level use will have blade signs beneath the canopies to create visual interest.

### PL3 STREET-LEVEL INTERACTION

#### Roosevelt Supplemental Guidelines

1. Human Activity- Ground level setbacks are encouraged.
2. Transition between Residence and Street - Encourage the incorporation of separate ground-related entrances and private open spaces between the residence, adjacent properties, and street, especially for multifamily developments west of Roosevelt Way.

**Response:** The preferred design option includes a ground level setback and the separation of the residential main entrance to the building through architectural features, signage, and possible landscaping.



*Option 1 Street View Perspective*

# Design Guidelines

## PL4 ACTIVE TRANSPORTATION

### Seattle Design Guidelines

- A. Entry Locations and Relationships – Provide safe and convenient access points for all modes of travel.
- B. Planning Ahead for Bicyclists – Early planning for existing and future bicycle traffic to the site. Provide bike facilities that are convenient, secure and safe. Connections to bike trails and infrastructure near the site can be designed into bicycle access and storage areas.
- C. Planning Ahead for Transit – Proximity of future transit stop influence on project design and use.

**Response:** The project design includes abundant bicycle storage with easy access from the alley, which makes a convenient connection to the street grid and current bike lanes. Bicycle storage and access points will be clearly identified and well lit for safety and security.

The future Roosevelt Light Rail Station is within walking distance of the project site and has influenced the design in that the focus of parking is on bicycle parking rather than vehicle parking. Additionally, convenient and easily accessed bike parking and pedestrian access from 9th Ave. NE and the alley encourage alternative transit options rather than private vehicle transportation. The pedestrian main entrance on 9th Ave. NE is through a transparent and well-lit residential lobby that is set back from the sidewalk. Lighting and street furniture along with weather protection at the street front of the project are elements of transit supportive design.

## DC2 ARCHITECTURAL CONCEPT

### Roosevelt Supplemental Guidelines

- 1. Architectural Concept and Consistency – These architectural features are especially important for new commercial and mixed use developments: Multiple building entries, Building base, and Attractively designed alley-facing building facades.
- 2. For buildings that are both set back from and taller than adjacent buildings, the street level portion should be differentiated from the upper floors through architectural design or building materials, textures, and/or colors.

**Response:** The design includes the possibility for multiple street level uses, each with its' own entrance. The buildings alley facing facade will include engaging architectural design elements and glazing. Building materials and colors will be different at the non-residential spaces as the ground level from the residential use above.

## DC3 OPEN SPACE CONCEPT

### Roosevelt Supplemental Guidelines

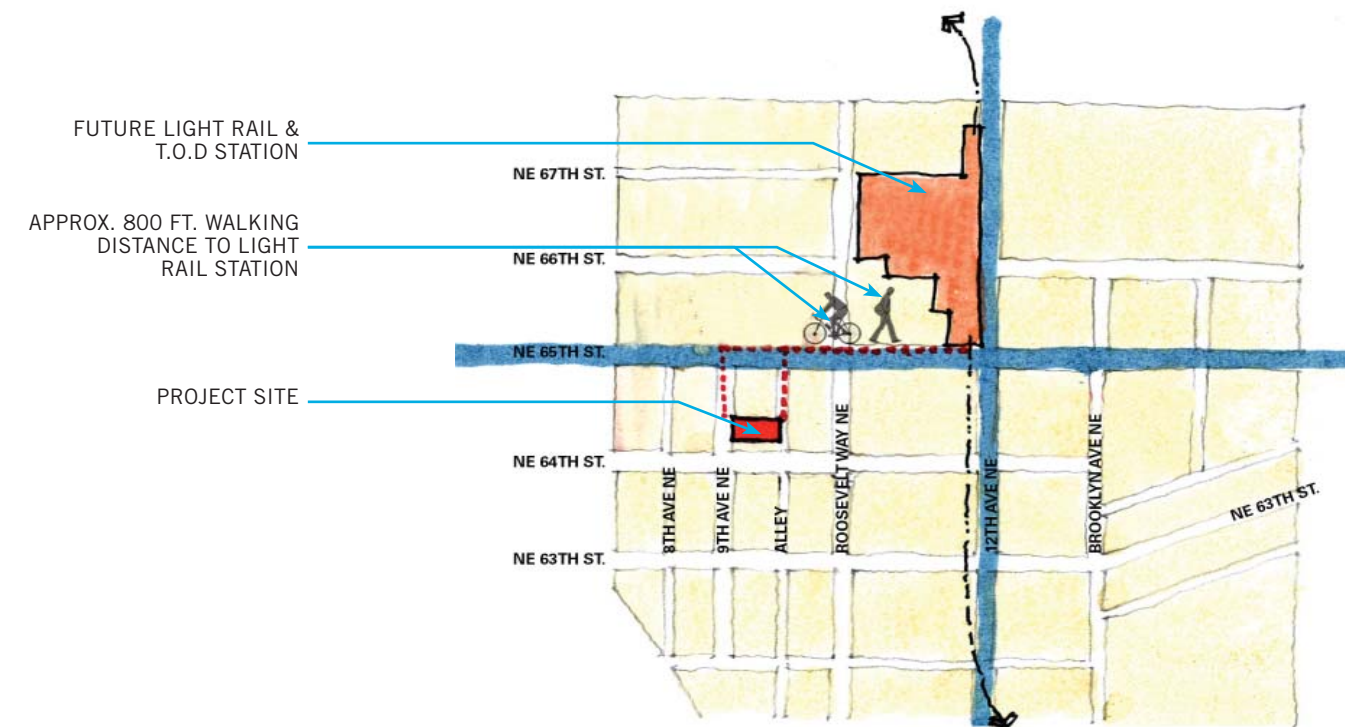
- 1. Residential Open Space – The Roosevelt Neighborhood values places for residents to gather. Open space areas can be achieved in a variety of ways including courtyards and roof tops.
- 2. For buildings that are both set back from and taller than adjacent buildings, the street level portion should be differentiated from the upper floors through architectural design or building materials, textures, and/or colors.

**Response:** The design proposed to include a roof top deck for residents' use along with a second level courtyard or semi-private decks.




## DC4 EXTERIOR ELEMENTS AND FINISHES

- 1. Exterior Finish Materials – Signs: Developments should accommodate places for signage that are in keeping with the building's architecture and overall sign program. Preferred sign types include: Small signs incorporated into the building's architecture; Neon signs are encouraged; Blade signs hung from beneath awnings or marquees are especially favored in the Commercial Core Area.

**Response:** The design includes multiple street level uses, each with its' own entrance and small blade signage. In addition, there will be large building signage for residential portion. Building materials will include high-quality concrete finish and transparent storefronts on the ground level commercial use area, and materials and colors that are reflective of other successful neighborhood structures for the upper residential levels.



*Transportation Conceptual Sketch*

	OPTION 1	OPTION 2	OPTION 3   <b>PREFERRED</b>
NUMBER OF UNITS	100	93	83
COMMERCIAL SF	1,827	2,030	1,400
PARKING STALLS	0	0	5
BIKE STALLS	54	54	66
FAR SF	42,819	42,536	43,293
AMENITY AREA SF	5,284	5,317	6,180
PROS	<ul style="list-style-type: none"> <li>All residential units face out in all directions, providing glazing on all four building facades, and common outdoor amenities located on the roof to take advantage of solar exposure and maximize views</li> <li>Residential units located on ground level- off the alley</li> <li>Maximized residential unit count</li> <li>Live/Work units on street level provide opportunity for small businesses</li> <li>Abundant bicycle parking for residence with access off of alley</li> </ul>	<ul style="list-style-type: none"> <li>All residential units face out in all directions, providing glazing on all four building facades, and common outdoor amenities located on the roof to take advantage of solar exposure and maximize views</li> <li>8 ft. set back widens R.O.W. for more inviting public space</li> <li>Residential units located on ground level- off the alley</li> <li>Live/Work units on street level provide opportunity for small businesses</li> <li>Abundant bicycle parking for residence with access off of alley</li> </ul>	<ul style="list-style-type: none"> <li>Residential levels and significant common and semi-private outdoor amenity areas oriented to take advantage of greater solar exposure and maximize views</li> <li>8 ft. set back widens R.O.W. for more inviting public space</li> <li>Some vehicular parking, including ADA, and abundant bicycle parking with convenient access off alley</li> <li>Small business opportunities at ground level</li> <li>Greater unit mix- efficiency, studio, and 1-BD</li> </ul>
CONS	<ul style="list-style-type: none"> <li>No vehicular parking provided</li> <li>No street level setback from R.O.W.</li> <li>All residential units are studios</li> </ul>	<ul style="list-style-type: none"> <li>No vehicular parking provided</li> <li>No street level setback from R.O.W.</li> <li>All residential units are studios</li> </ul>	<ul style="list-style-type: none"> <li>Residential unit count reduced for courtyard and parking</li> </ul>
CODE COMPLIANT	YES	YES	YES
STREET VIEW			

# Design Proposal

## PROPOSED DEVELOPMENT

The proposed development is based on Option 3, the preferred scheme from the Early Design Guidance Meeting, June 1, 2015.

- Residential levels are oriented to the east, south, and west taking advantage of views and solar exposure.
- Common outdoor amenity areas are maximized and located to take advantage of solar exposure and maximize views. Significant common and semi-private outdoor amenity areas provided for residential use.
- Street level is set back 5-8 ft. to widen the right-of-way for a more inviting public space.
- Provides some vehicular parking, including ADA parking. Parking is to be utilized by residential tenants only.
- Ground level use is allocated for small business opportunities.
- Abundant bicycle parking for residents with convenient access off of alley.
- Greater unit mix—Efficiency units, Studios, and 1 and 2-Bedroom units.
- North and south façade design maintains privacy for the Multi-family building to the north and small residence with yard to the south.



*Aerial View Looking Northeast*

## AMENITIES

- Roof deck and semi-private courtyard deck for residential use.
- Edible garden on roof deck.
- Ample bicycle parking that is secure and convenient for 66 bikes.
- Separate Residential entry lobby locate to the north of the ground level.
- Vehicle parking with 5 stalls, including ADA.
- Photo-voltaic panels on the roof.
- Green roof on roof deck level.
- Increased R.O.W. width for public use; east & west sides of building.



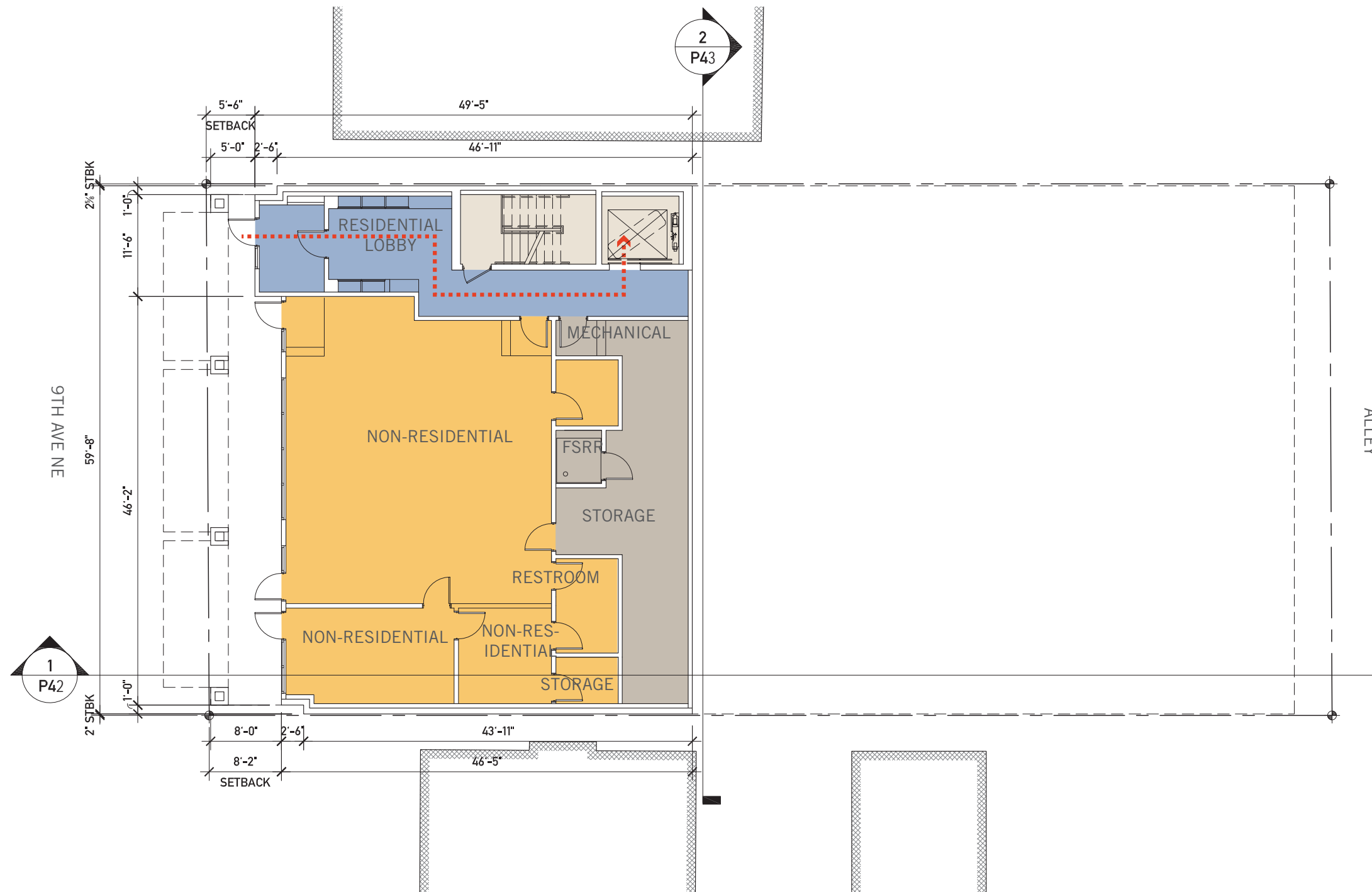
*Streetview Looking North*



*Streetview Looking South*

# Floor Plans

- KEY
- Retail
  - Units
  - Utility / BOH
  - Parking
  - Circulation
  - Roof Deck
  - Green Roof
  - Res Amenity
  - ADA & Bike Route

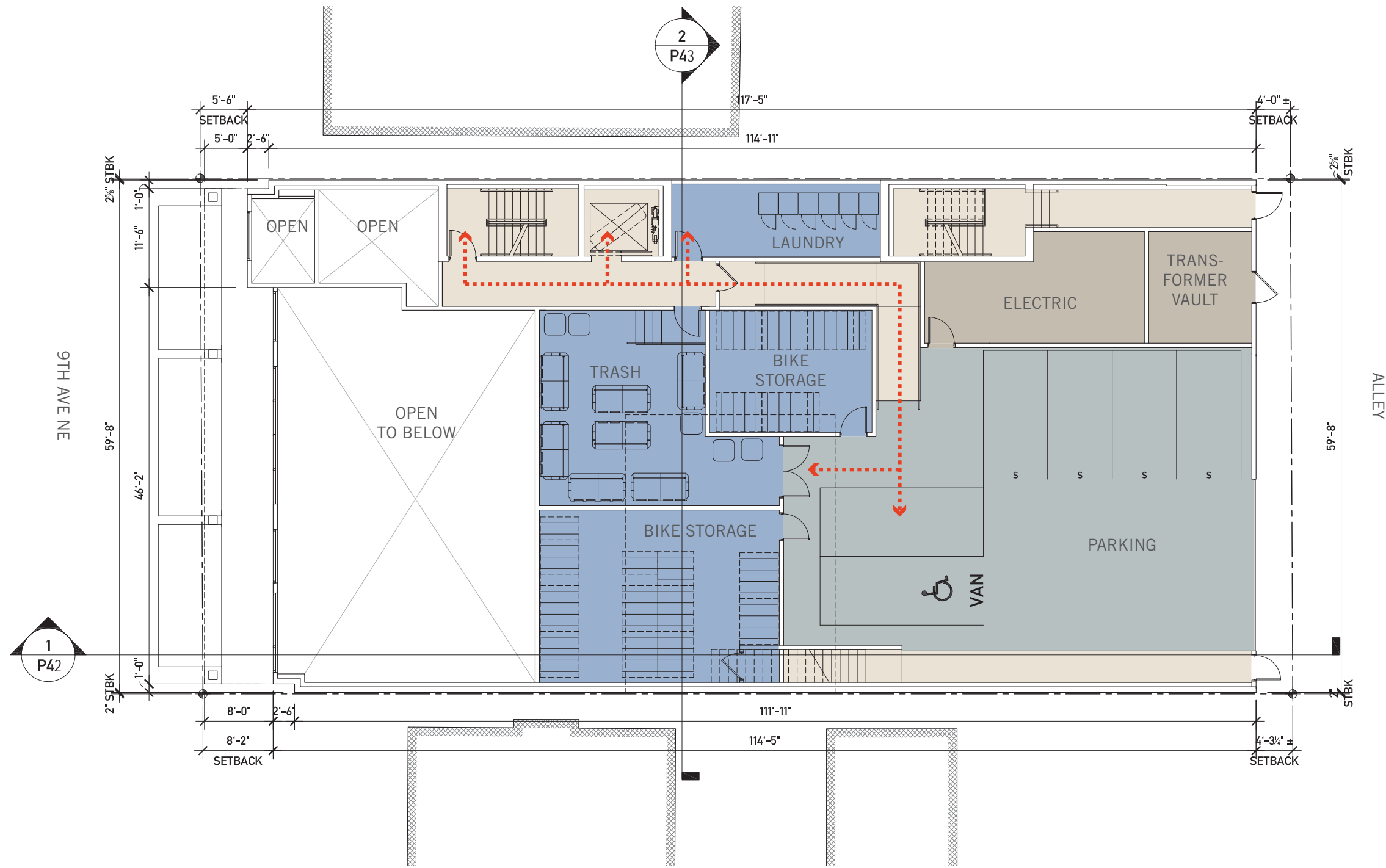


STREET LEVEL



# Floor Plans

- KEY**
- Retail
  - Units
  - Utility / BOH
  - Parking
  - Circulation
  - Roof Deck
  - Green Roof
  - Res Amenity
  - ADA & Bike Route

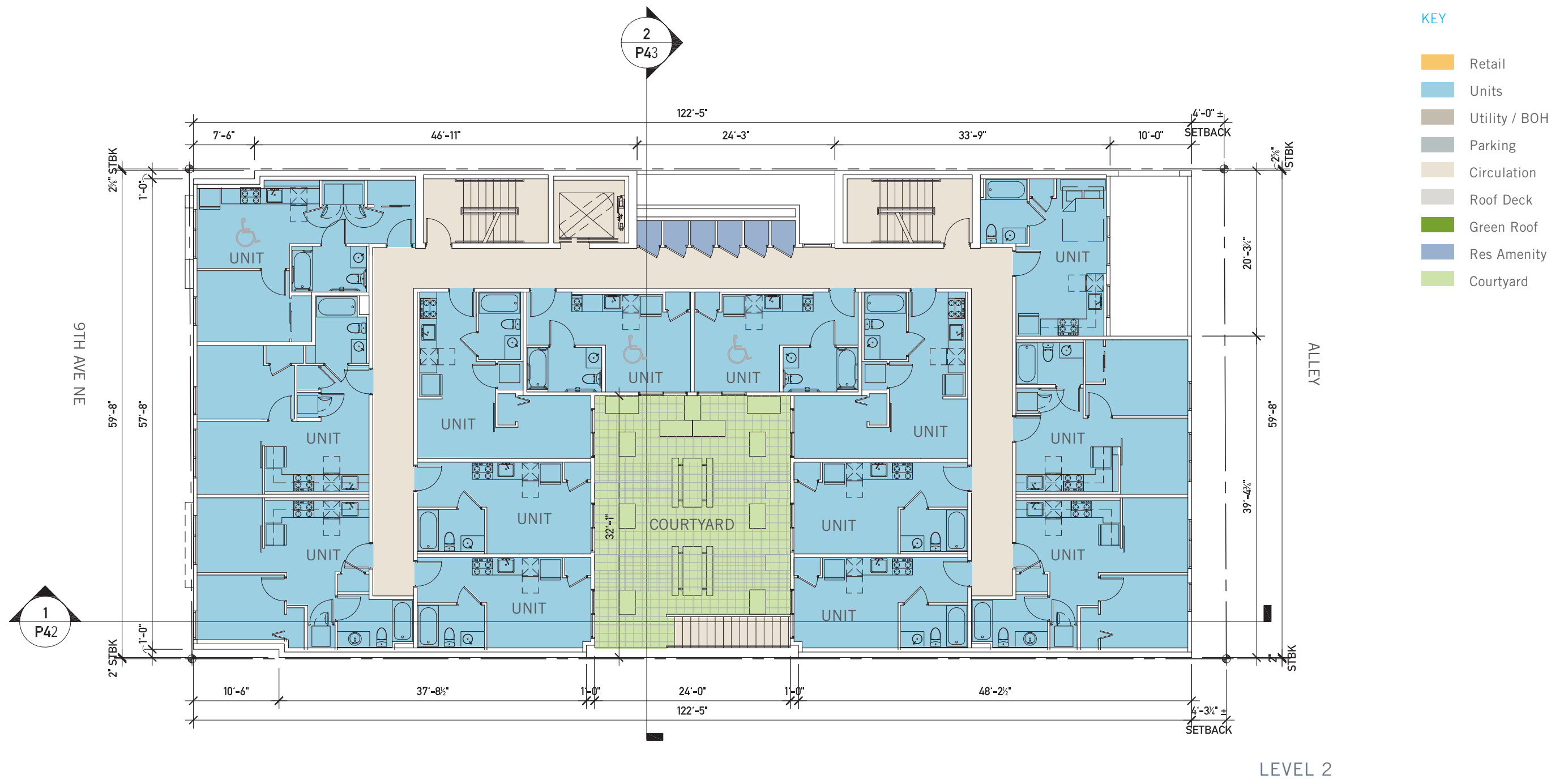


ALLEY LEVEL





# Floor Plans



# Floor Plans

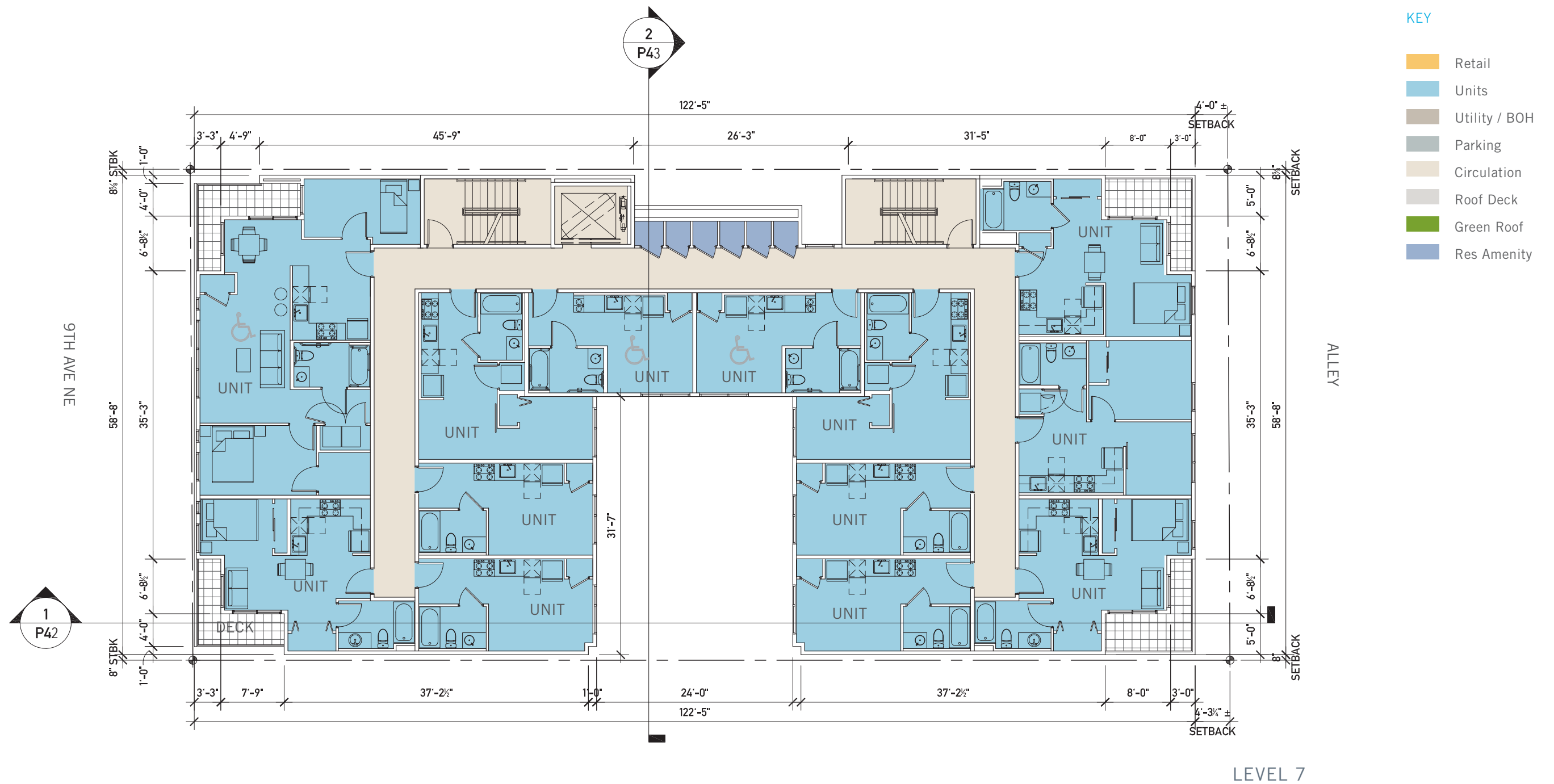
- KEY**
- Retail
  - Units
  - Utility / BOH
  - Parking
  - Circulation
  - Roof Deck
  - Green Roof
  - Res Amenity



LEVEL 3-6



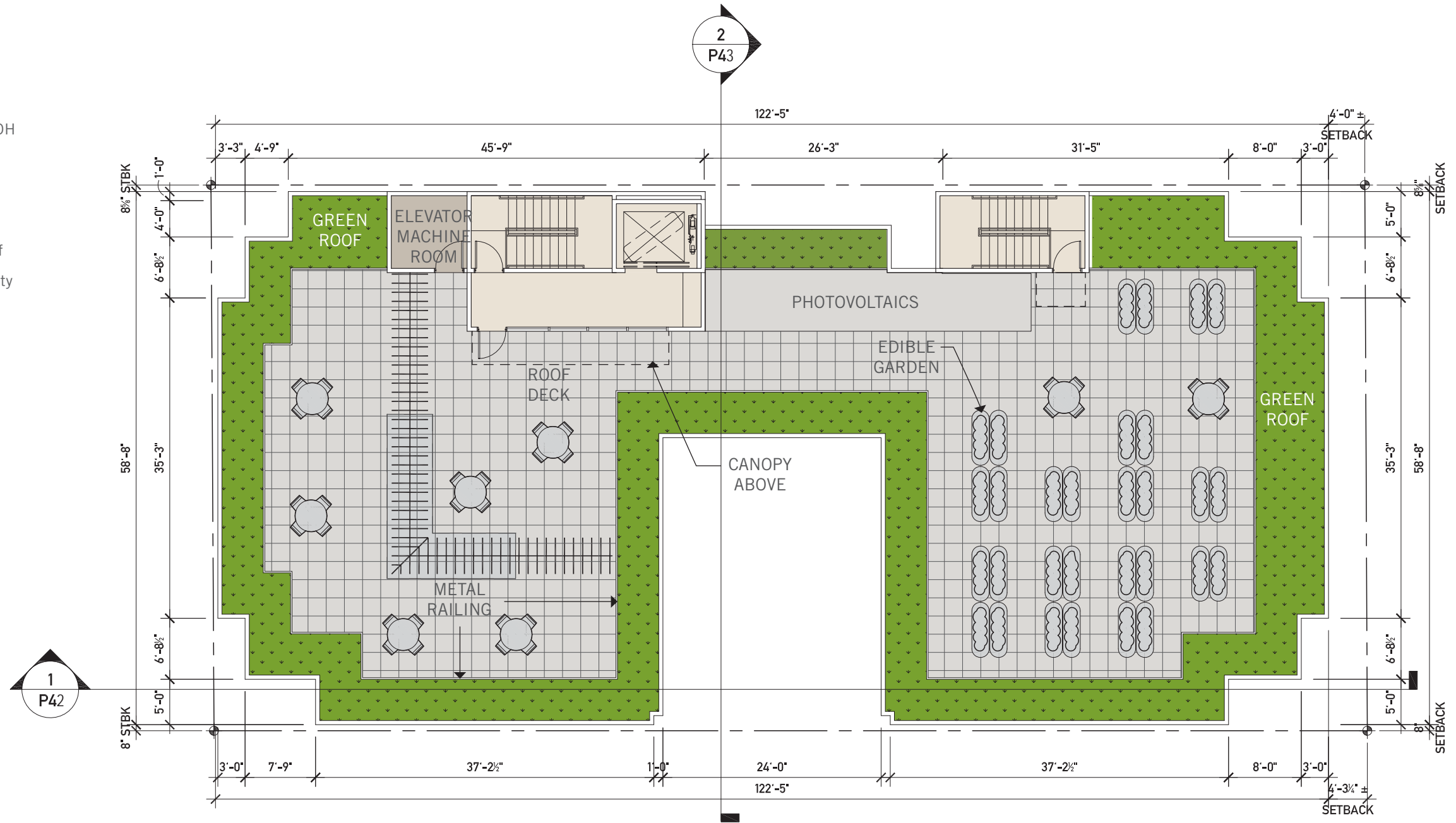
# Floor Plans



# Floor Plans

## KEY

- Retail
- Units
- Utility / BOH
- Parking
- Circulation
- Roof Deck
- Green Roof
- Res Amenity



ROOF LEVEL





1. MT VERNON LAUREL



2. VINCA MINOR WINE



3. LITTLE BUNNY FOUNTAIN GRASS



4. GOLDEN PILLAR BARBERRY



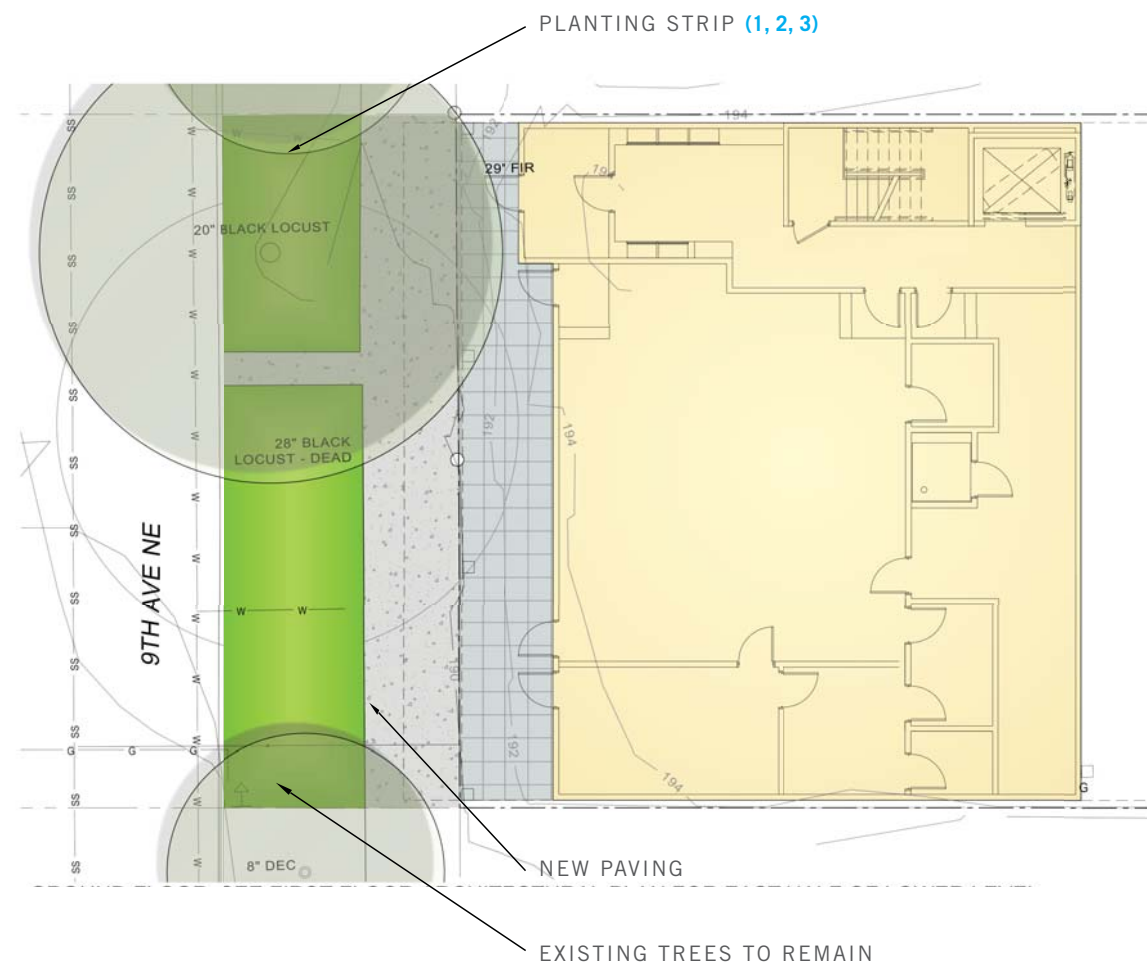
5. ROSEMARY ARP



6. KARL FOERSTER GRASS



7. DAYLILY HAPPY RETURNS



GROUND FLOOR



COURTYARD



# Landscape Plan



8. AKEBIA VINE FOR ARBOR



9. DWARF BOXLEAF BARBERRY



10. DWARF RED TWIG DOGWOOD - KELSYII



11. WHITE FLORAL CARPET ROSE



12. SEDUM AUTUMN JOY



13. COREOPSIS



14. YAKU JIMA MAIDEN GRASS



15. GREEN ROOF SEDUM GRASS



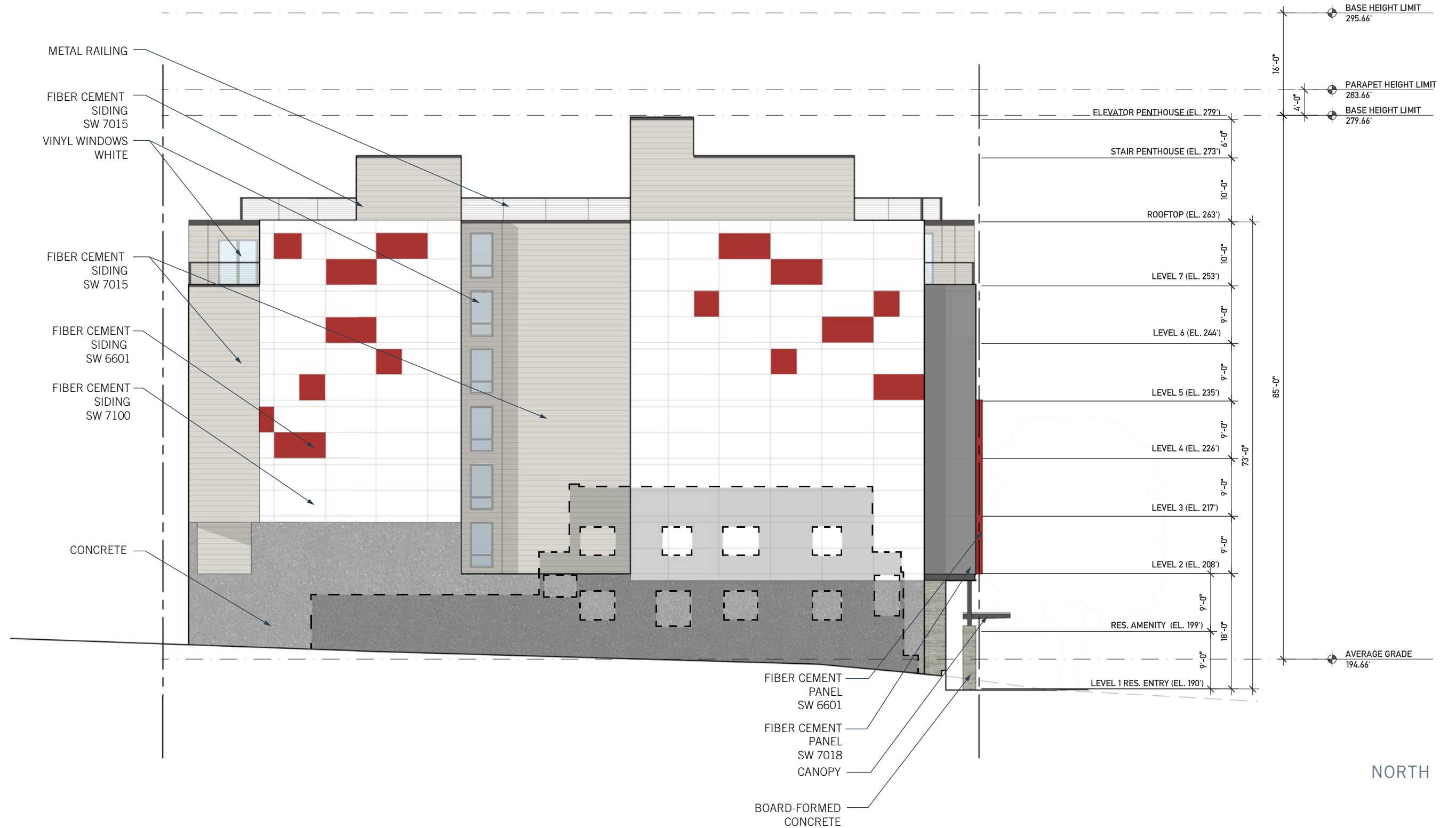
ROOF GARDEN





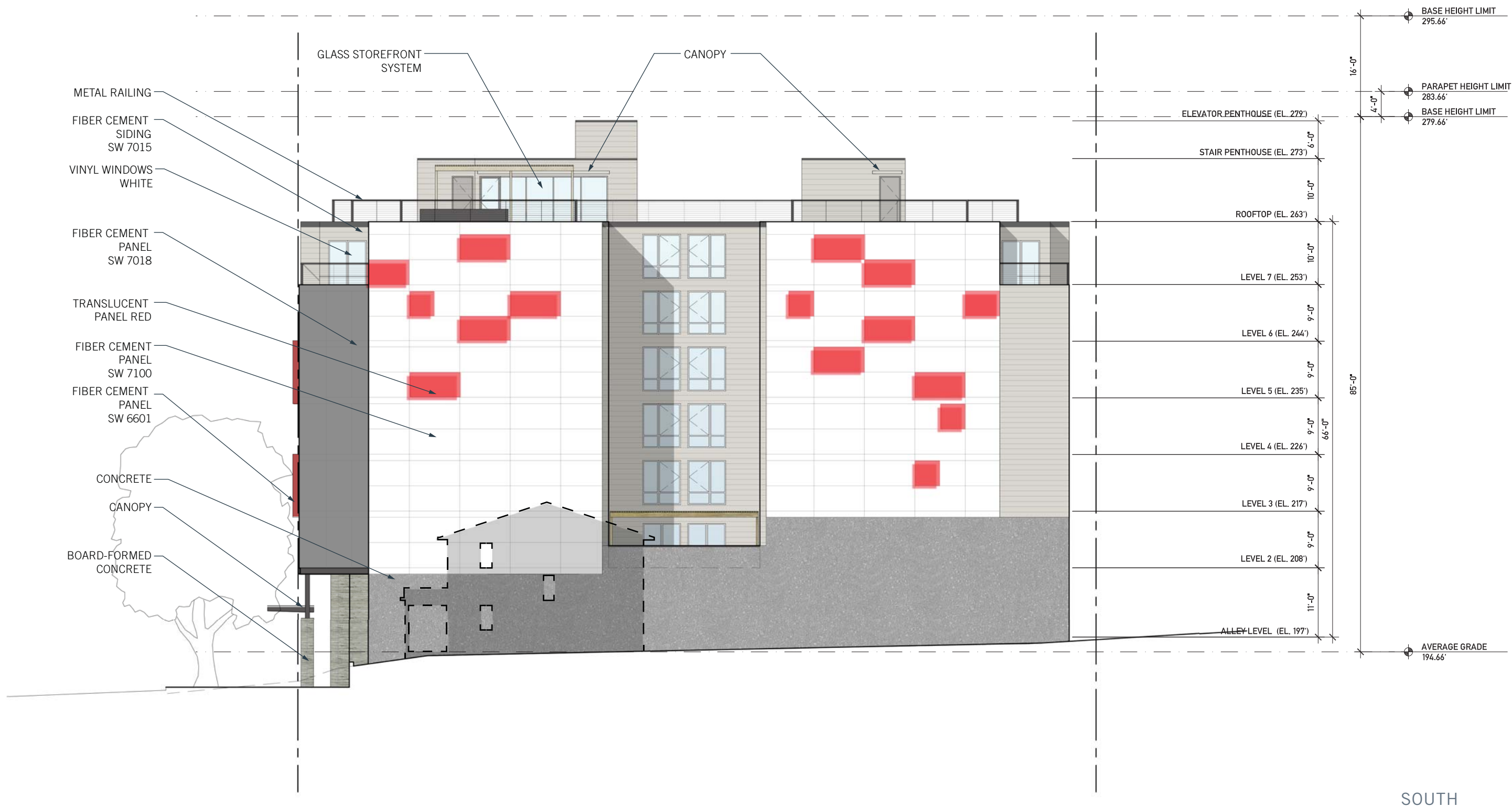
WEST

# Elevations



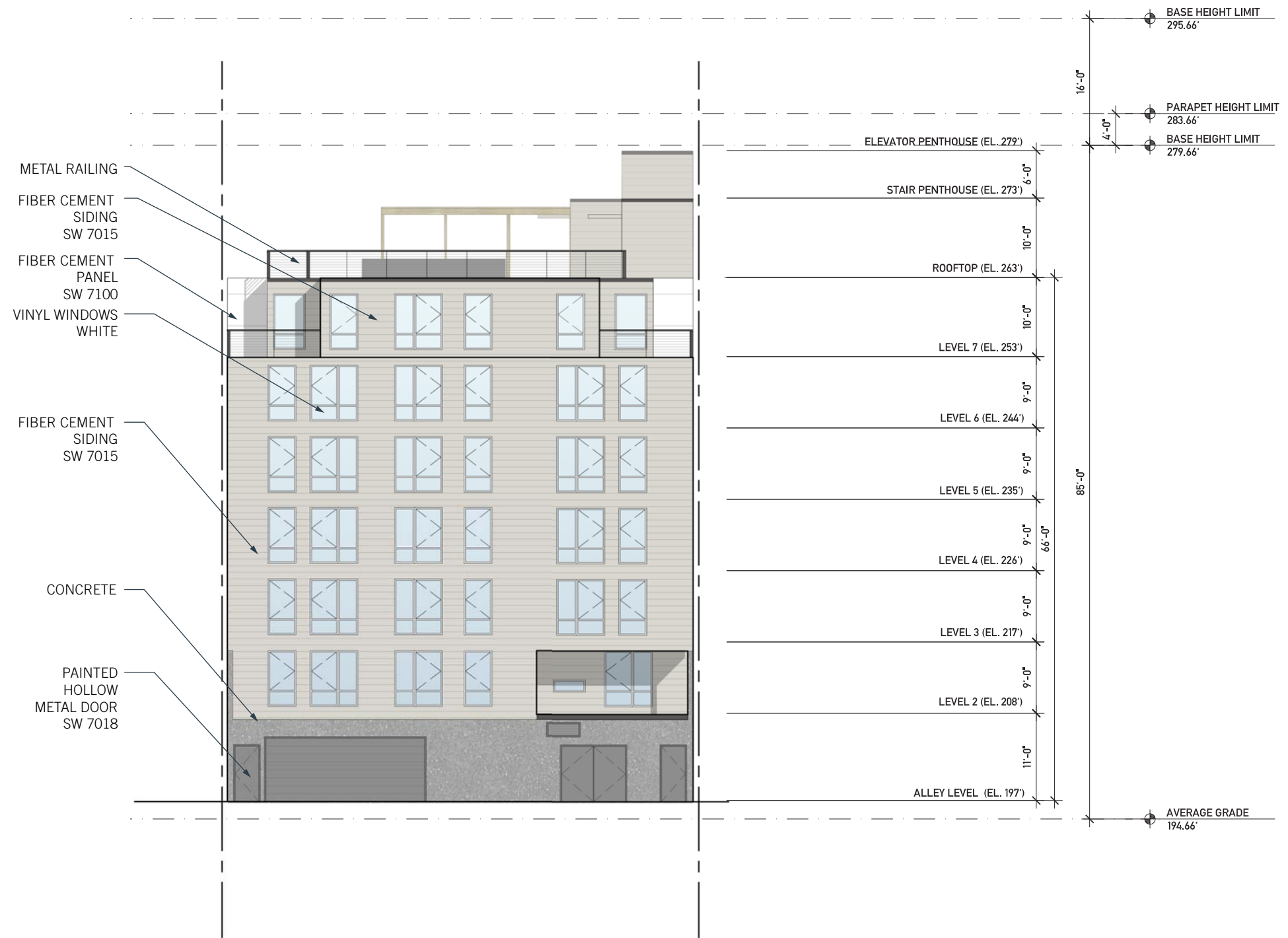


# Elevations



SOUTH

# Elevations



EAST

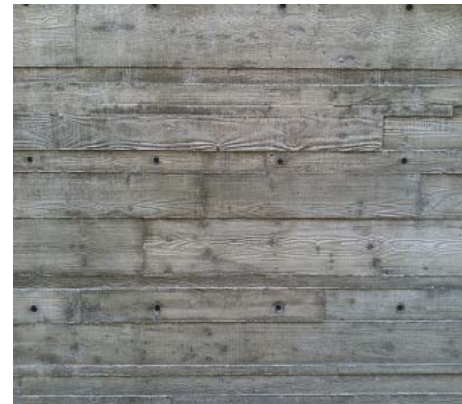
MATERIAL SAMPLES



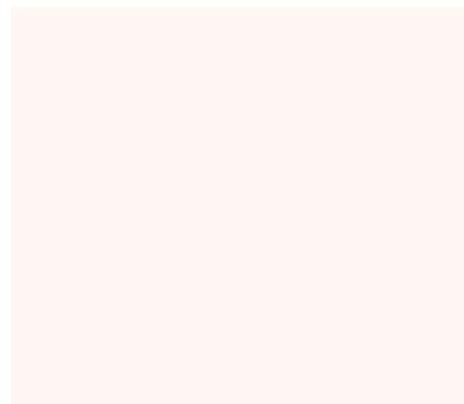
1. SW 7015 (Repose Gray), Paint Color



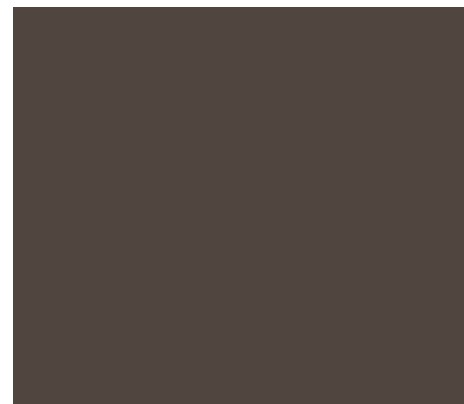
2. SW 7018 (DoveTail), Paint Color



3. Board-formed concrete, grey



4. SW 7100 (Arcade White), Paint Color



5. SW 7020 (Black Fox), Paint Color



6. Wood Stain (Soffit)



7. SW 6601 (Tanager), Paint Color



8. Red (Chroma Cranberry), Translucent Panel



Translucent panels



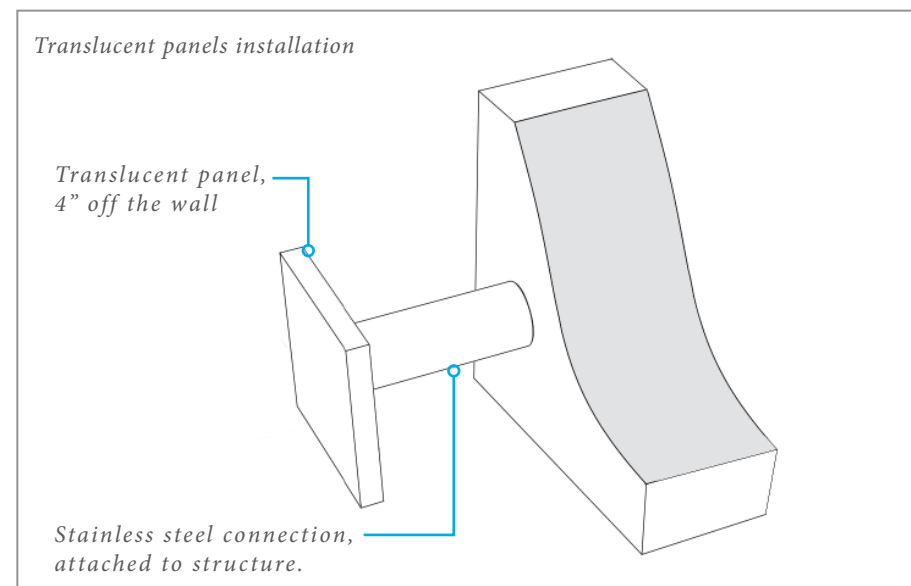
Metal canopy

Board-formed concrete

Address Signage

Blade sign

Images showing design intent for installed finishes



Translucent panels installation

Translucent panel, 4" off the wall

Stainless steel connection, attached to structure.



metal railing

# Material Palette & Signage

## MATERIAL BOARD



SIGNAGE



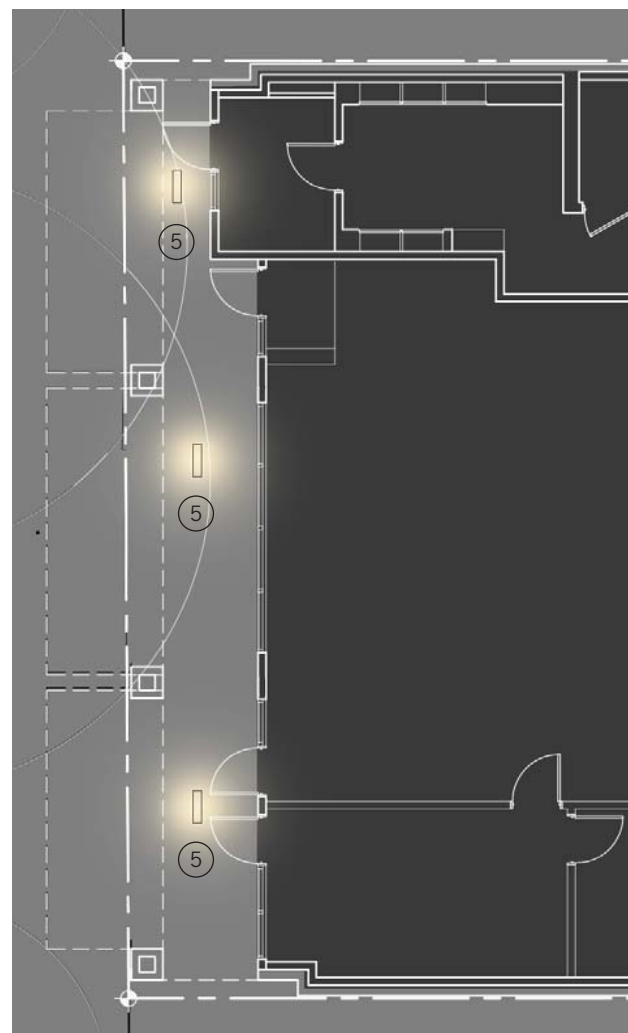
# Renderings

## STREET VIEW

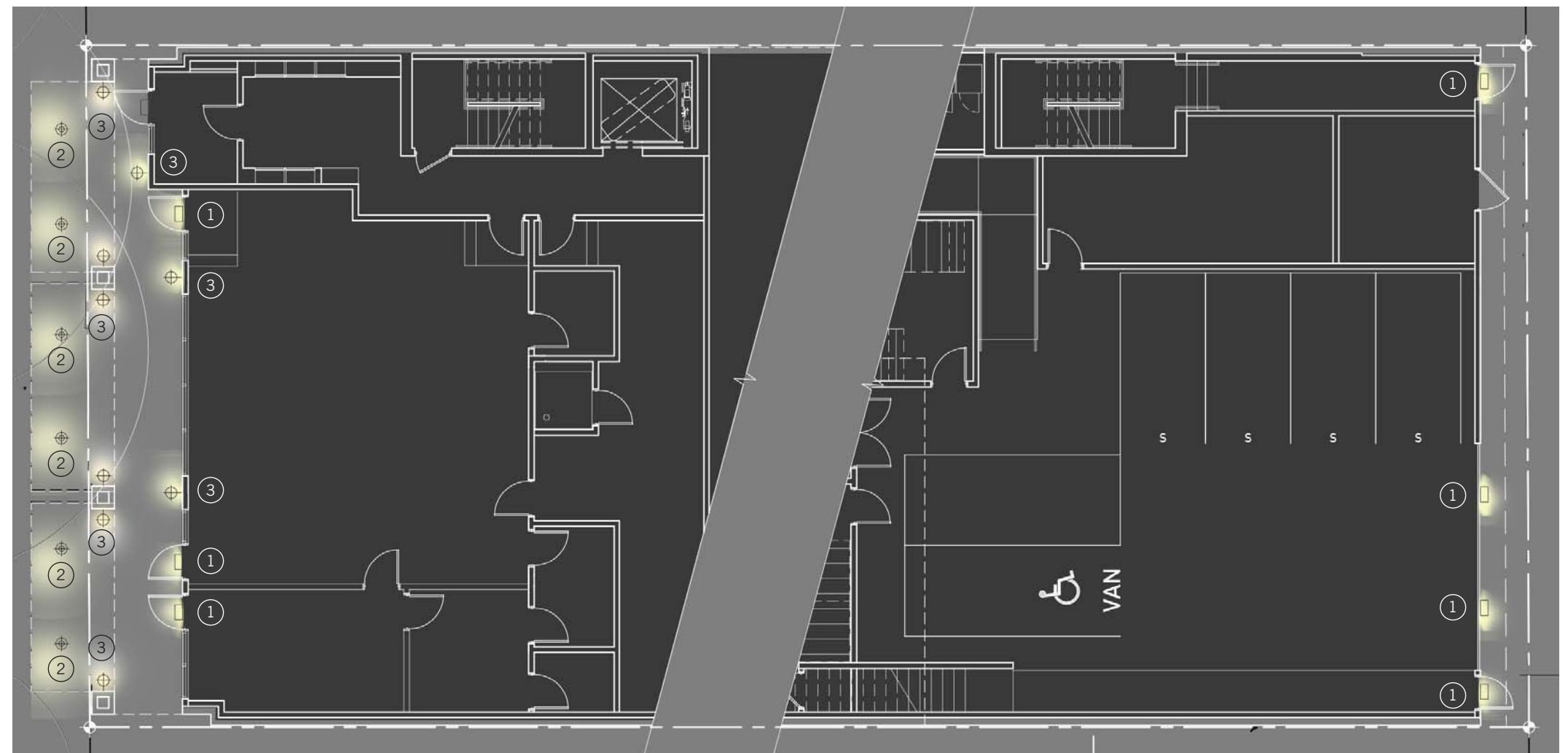




# Exterior Lighting



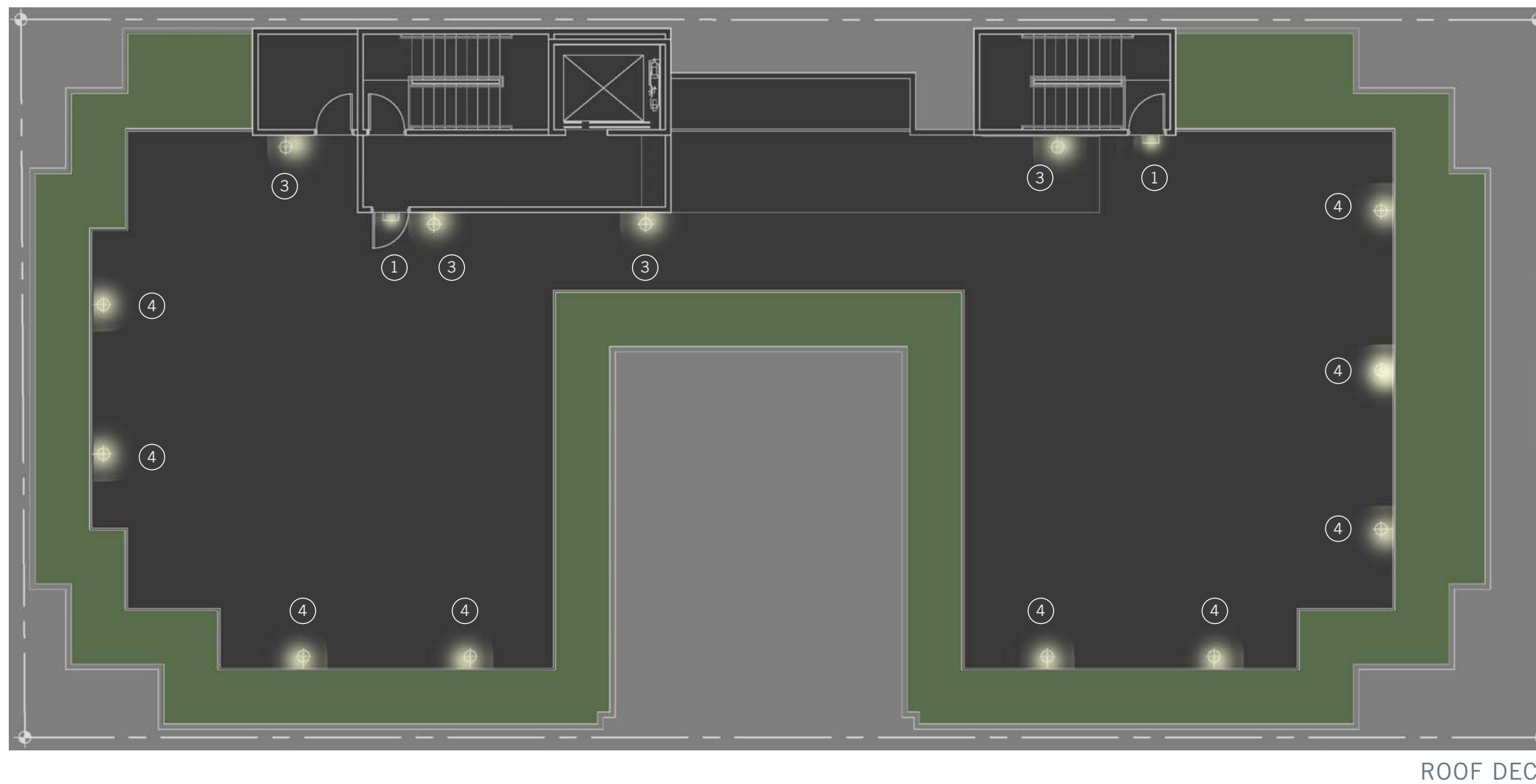
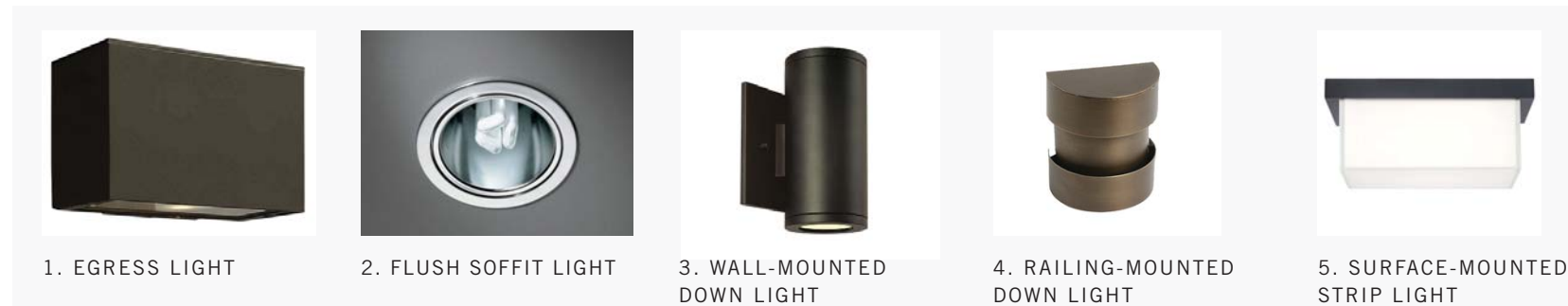
STREET- UPPER SOFFIT



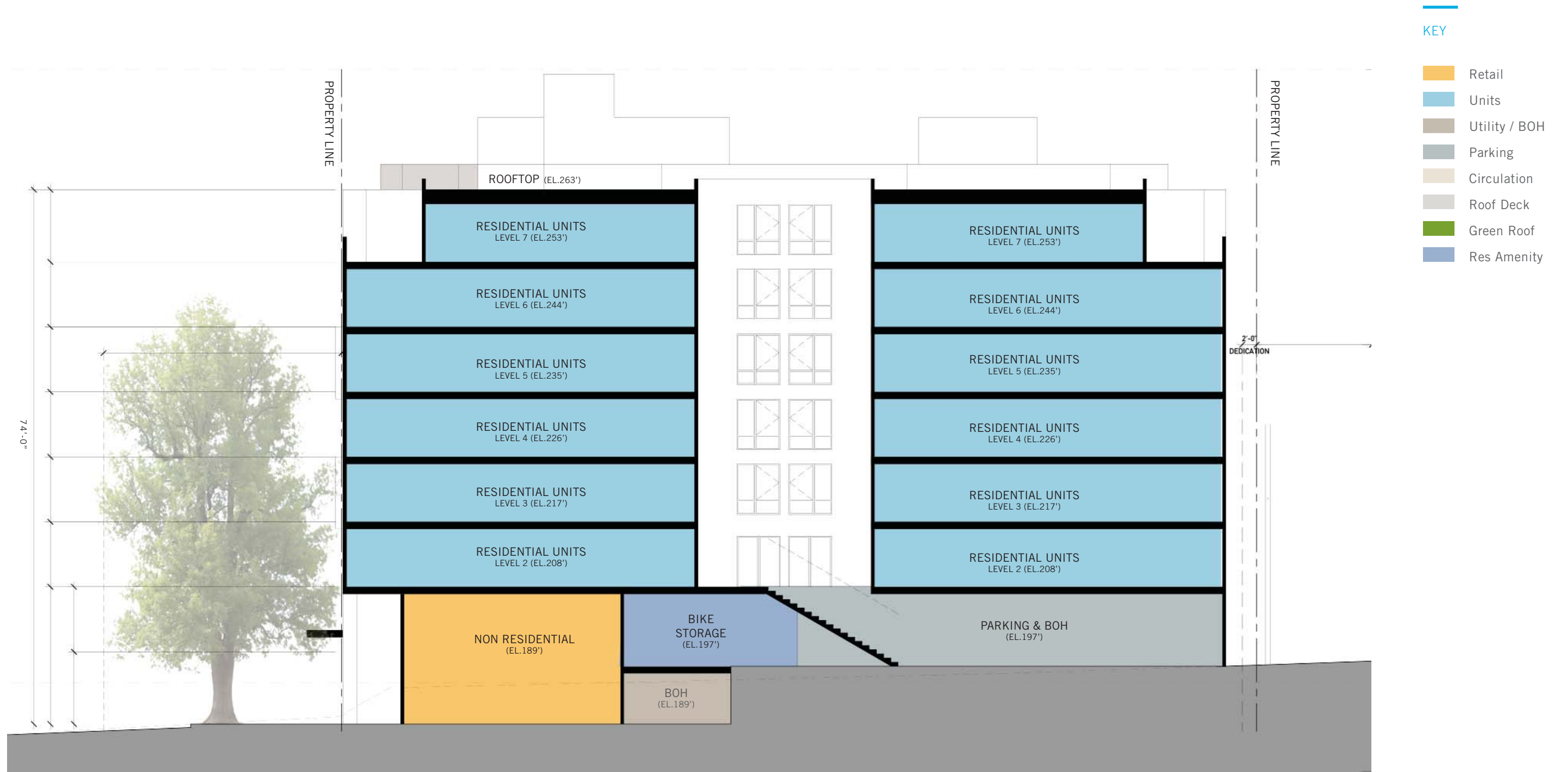
STREET- ALLEY







# Building Section



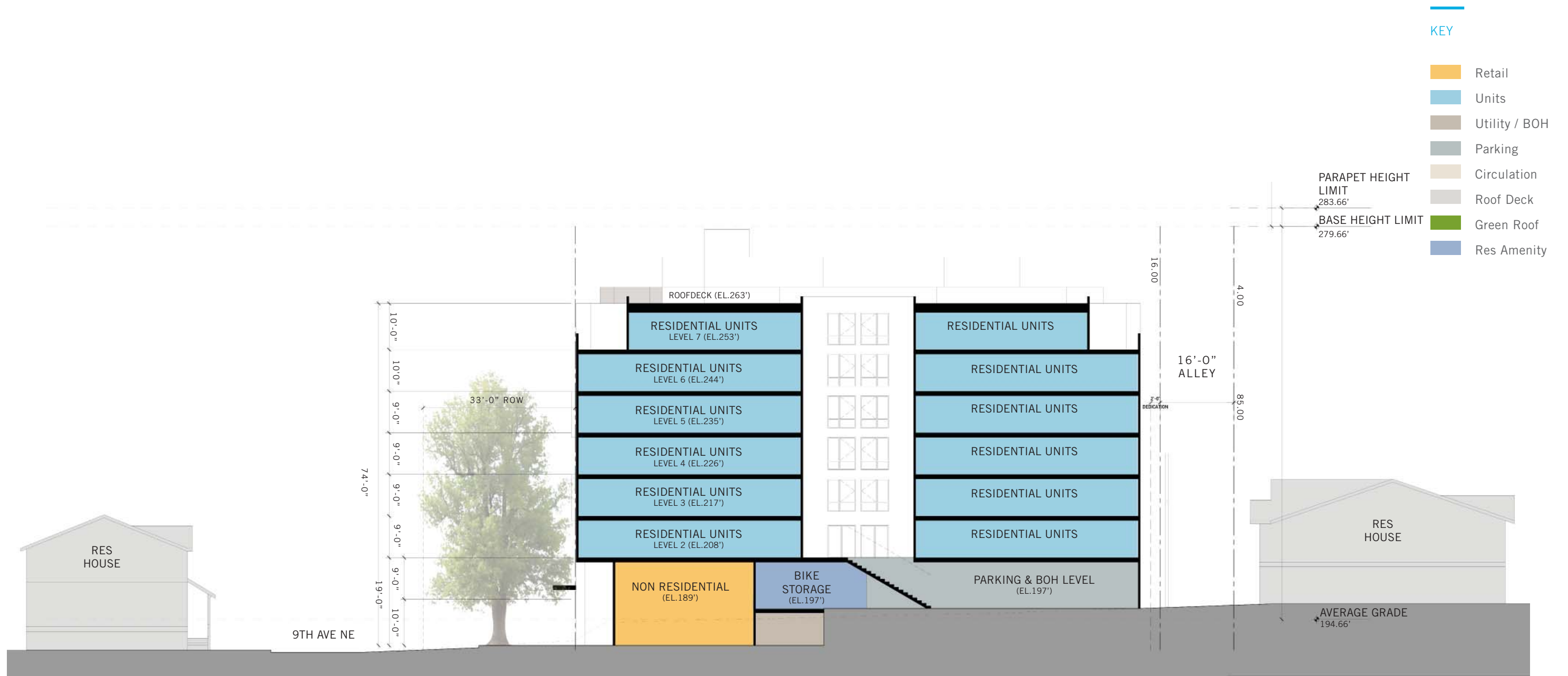
SECTION 1, LOOKING NORTH

- KEY
- Retail
  - Units
  - Utility / BOH
  - Parking
  - Circulation
  - Roof Deck
  - Green Roof
  - Res Amenity

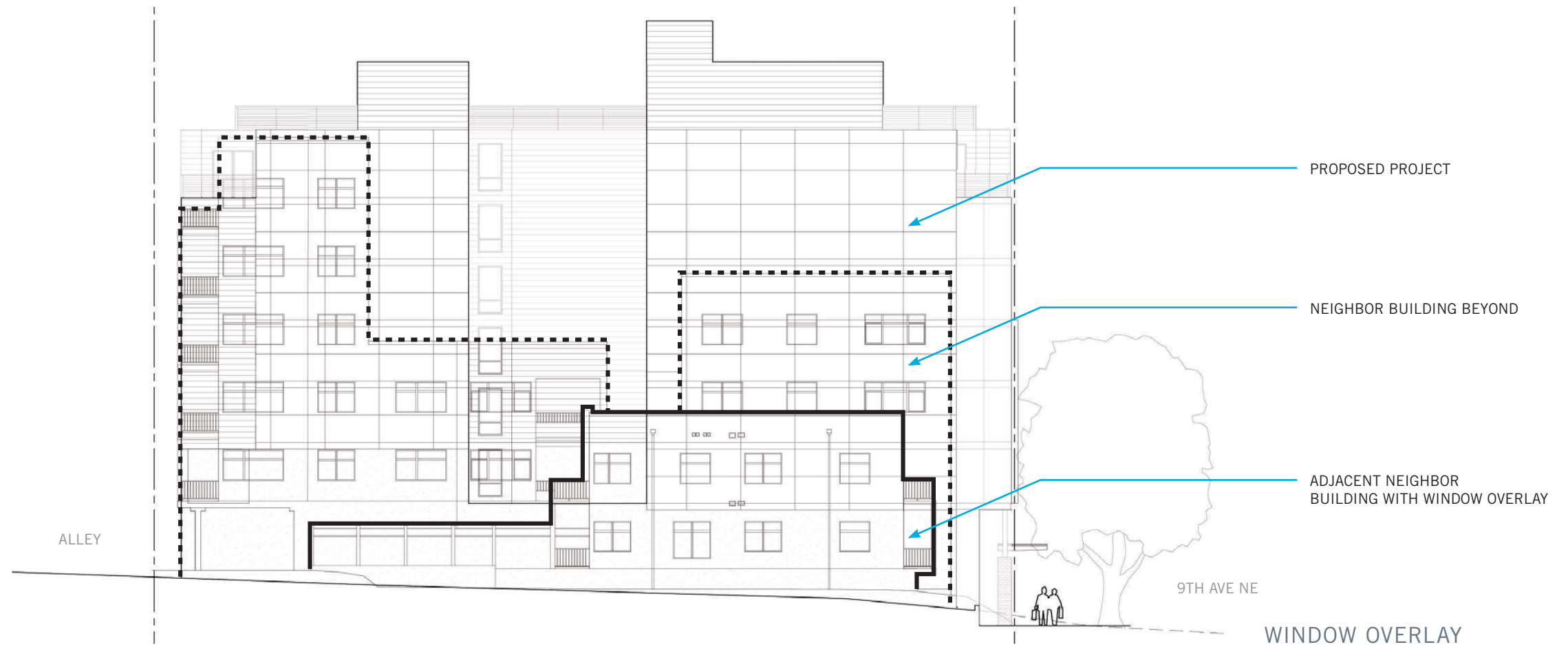


SITE SECTION 2, NORTH-SOUTH

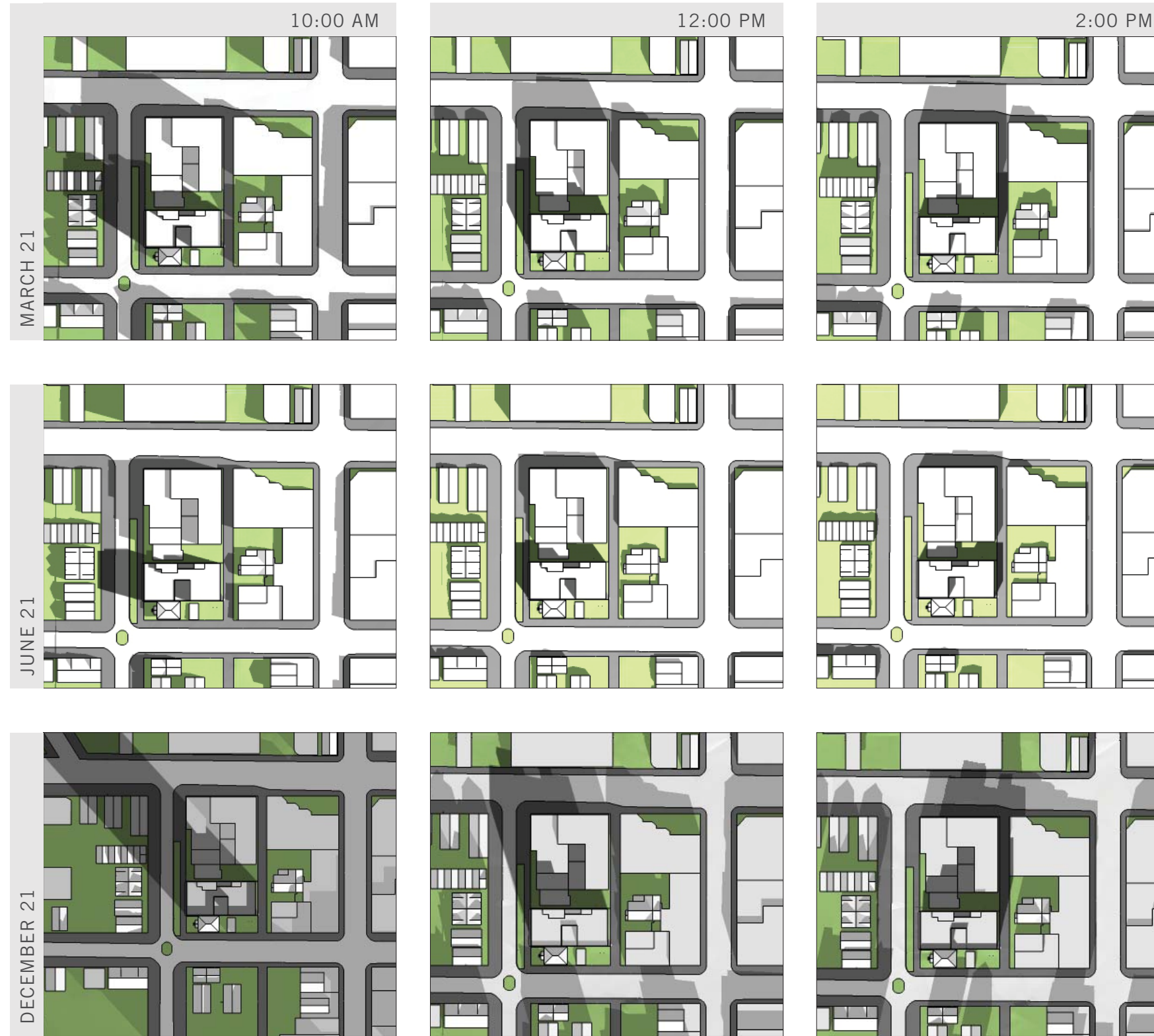
# Neighbor Study



SITE SECTION3, EAST-WEST



# Shadow Study



NO DEPARTURES REQUESTED

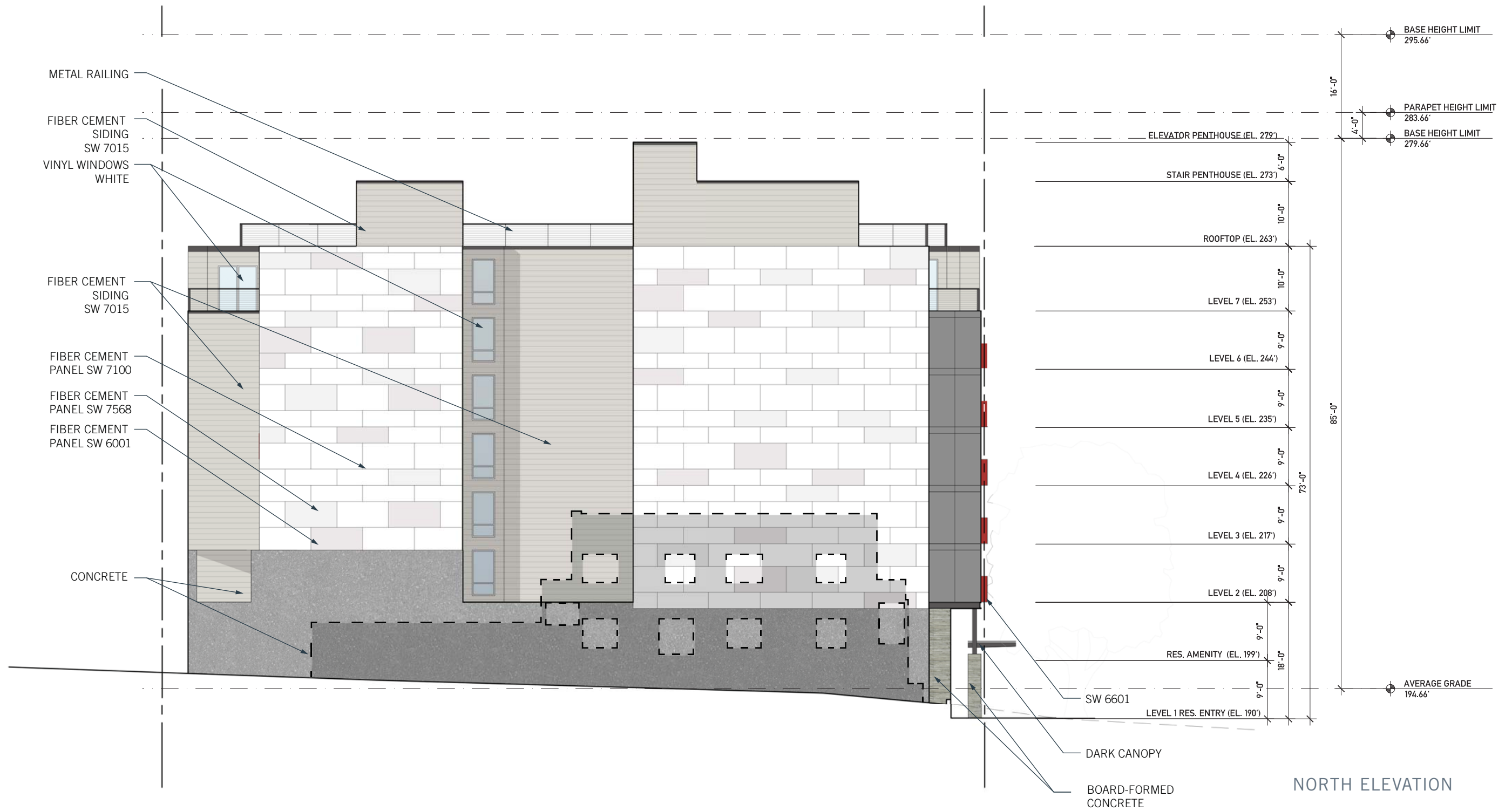
# Alternative Scheme



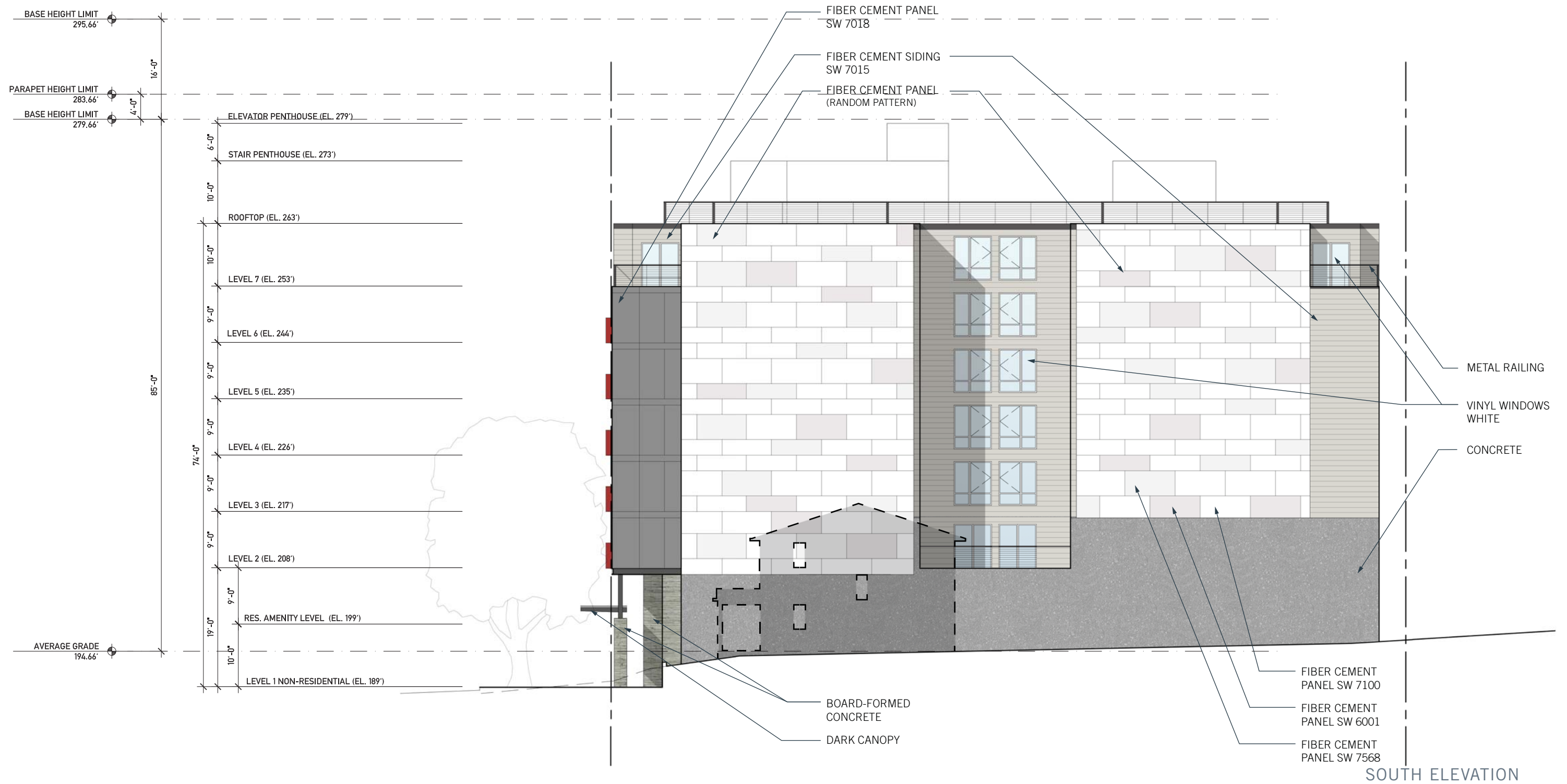
WEST ELEVATION



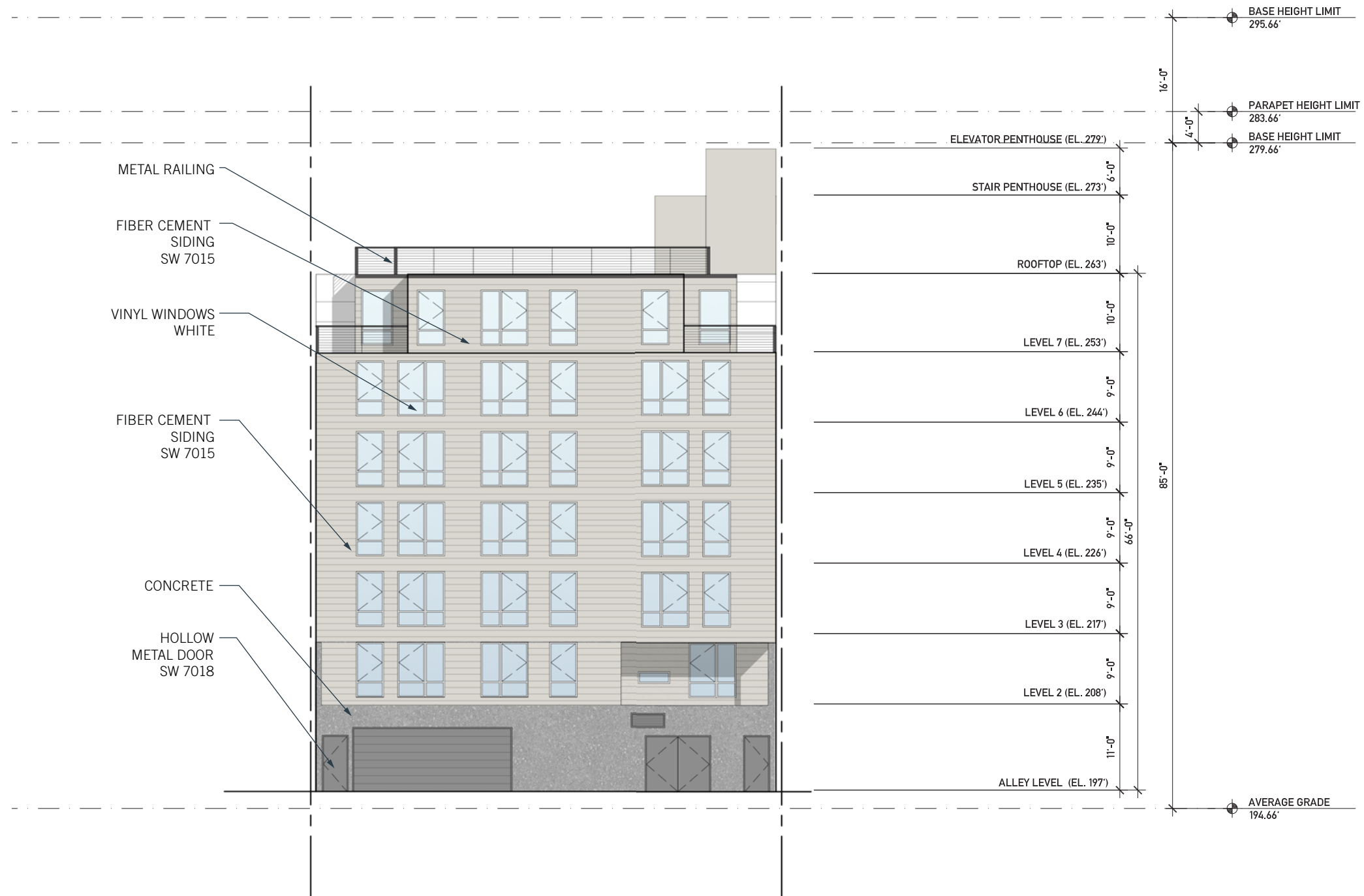
# Alternative Scheme



# Alternative Scheme



# Alternative Scheme



EAST ELEVATION

# Alternative Scheme

## STREET VIEW



STREET VIEWS

