



RDG BLOCK 3A

Recommendation Meeting

6502 15th Ave NE Seattle, WA 98115

SDCI Number: 3024695

Monday 30th October, 2017

Karen Kiest | Landscape Architects

Roosevelt DEVELOPMENT GROUP **GGLO** DESIGN

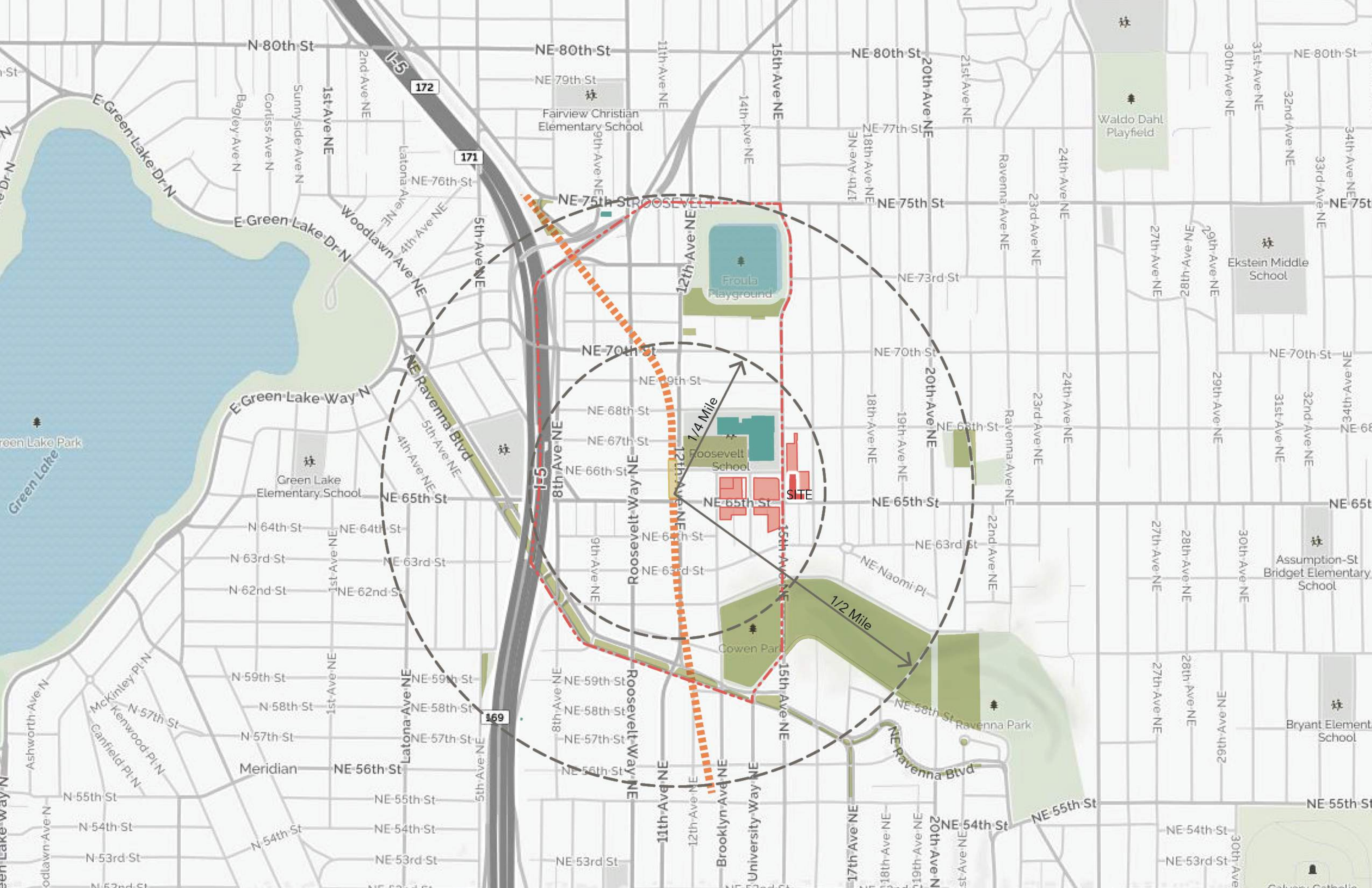


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Objectives

The current properties surrounding the project site are underutilized, and many are vacant. The surrounding dilapidated properties hinders the vitality of the neighborhood. This project will provide an opportunity to bring positive changes to the neighborhood and help to create a high performing Transit-Oriented Community.

The construction of the Roosevelt light rail station will aid in reshaping and transforming the surrounding area. Multi-family housing density and additional retail/office in the neighborhood will provide an urban fabric to support this public infrastructure. The project goal is to introduce density while creating responsive architecture to the surrounding neighborhood with good quality living, shopping, and leisure for the present and future residents of this vibrant growing urban community.

Number of Residential Units

Approximately **131** units will be provided. Approximately (19) 2 bedroom, (39) 1 bedroom, (28) urban 1 bedroom and (45) studios.

Number of Parking Spaces

Approximately **81** underground parking spaces will be provided.

Commercial / Retail Space

The preferred scheme anticipates approximately **4,294** square feet of retail space.

Project Information

Property Address

6502 15th Ave NE, Seattle WA 98115

Location

The proposed project is located on a corner infill site in the Roosevelt Neighborhood. The site is bounded by Northeast 65th Street on the South and single-family lots on the North and located between 15th Avenue Northeast and 16th Avenue Northeast.

Existing Uses & Structures

The project site is comprised of six parcels under singular ownership. All existing structures within the parcels are presently vacant. All existing structures and paved surfaces located on the project site are proposed to be demolished.

Program

New construction of a 4-story commercial/residential mixed use building and 1-1/2 story below grade parking.

Physical Features

The site is characterized by a substantial grade change: 10 feet from high NE corner to the low SW corner.

Adjacencies

Roosevelt High School, future Roosevelt Light Rail Station, I-5 NE 65th St Park-and-Pool (Park-and Ride, Interstates 5.

Team



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SDCI

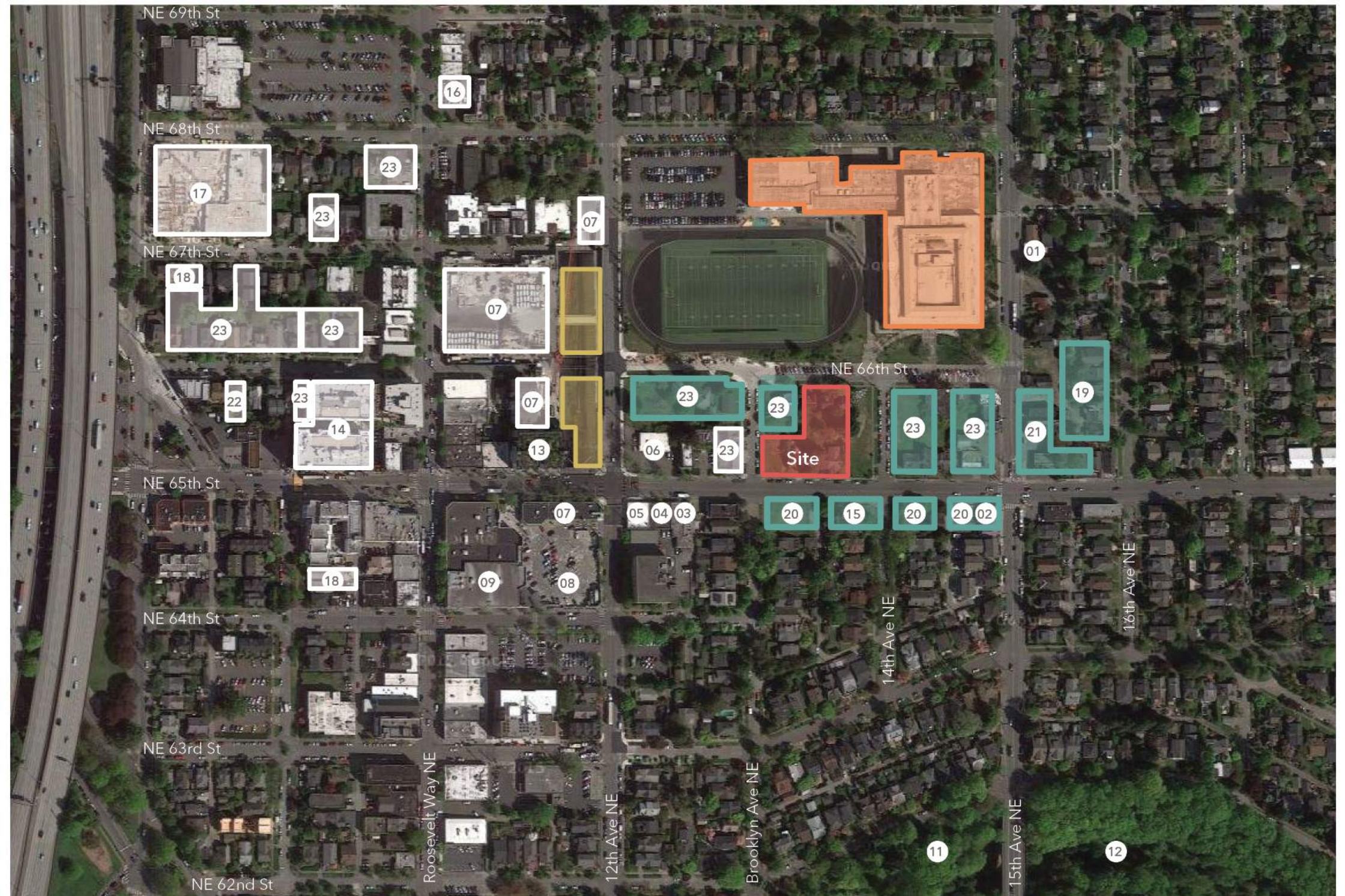
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Context Analysis:

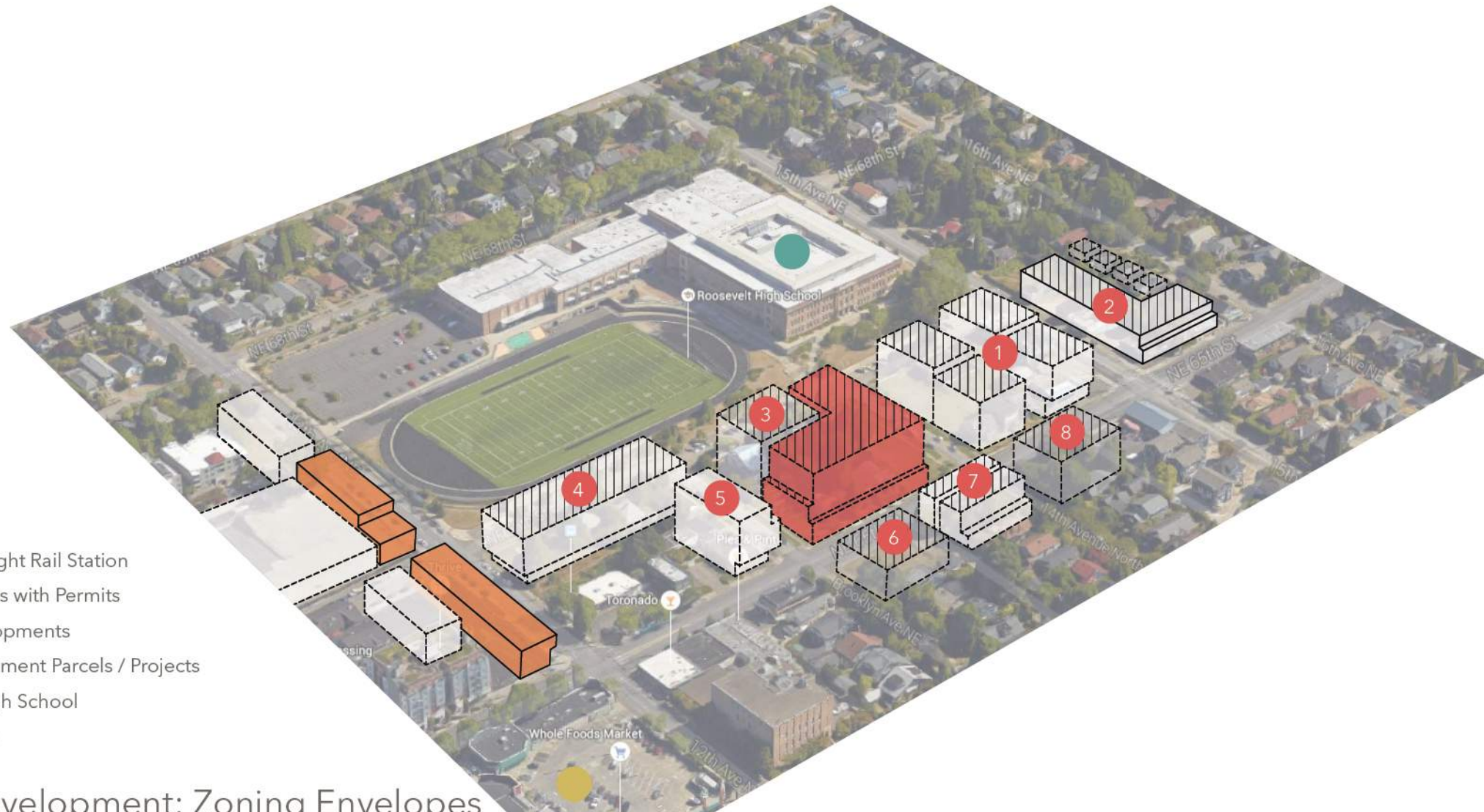
1. Dan's Kitchen
2. Rising Sun Produce
3. Existing Retail (Under Construction)
4. Health Mutt
5. Tornado
6. Elements Massage
7. Bartell Drugs, Wells Fargo, UPS Store
8. Whole Foods
9. Umpqua Bank
10. Transit Oriented Development Sites
11. Cowen Park
12. Ravenna Park
13. Dwell Condominiums
14. The Rooster, 7-Story Mixed-Use Project
15. Mio, 4-Story Mixed-Use Project
16. Medora, 7-Story Mixed-Use Project
17. The Eleanora, 7-Story Mixed-Use Project
18. 7-Story Mixed-Use Project (Under Construction)
19. Future Single-Family Development Parcels
20. Future 4-Story Mixed-Use Project
21. Future 5-Story Mixed-Use Project
22. Future 6-Story Mixed-Use Project
23. Future 7-Story Mixed-Use Project

- Project Site
- RDG Owned or Leased Properties
- Future Link Light Rail Station
- Roosevelt High School
- New or Proposed Multifamily



Proposed Project Site & Context



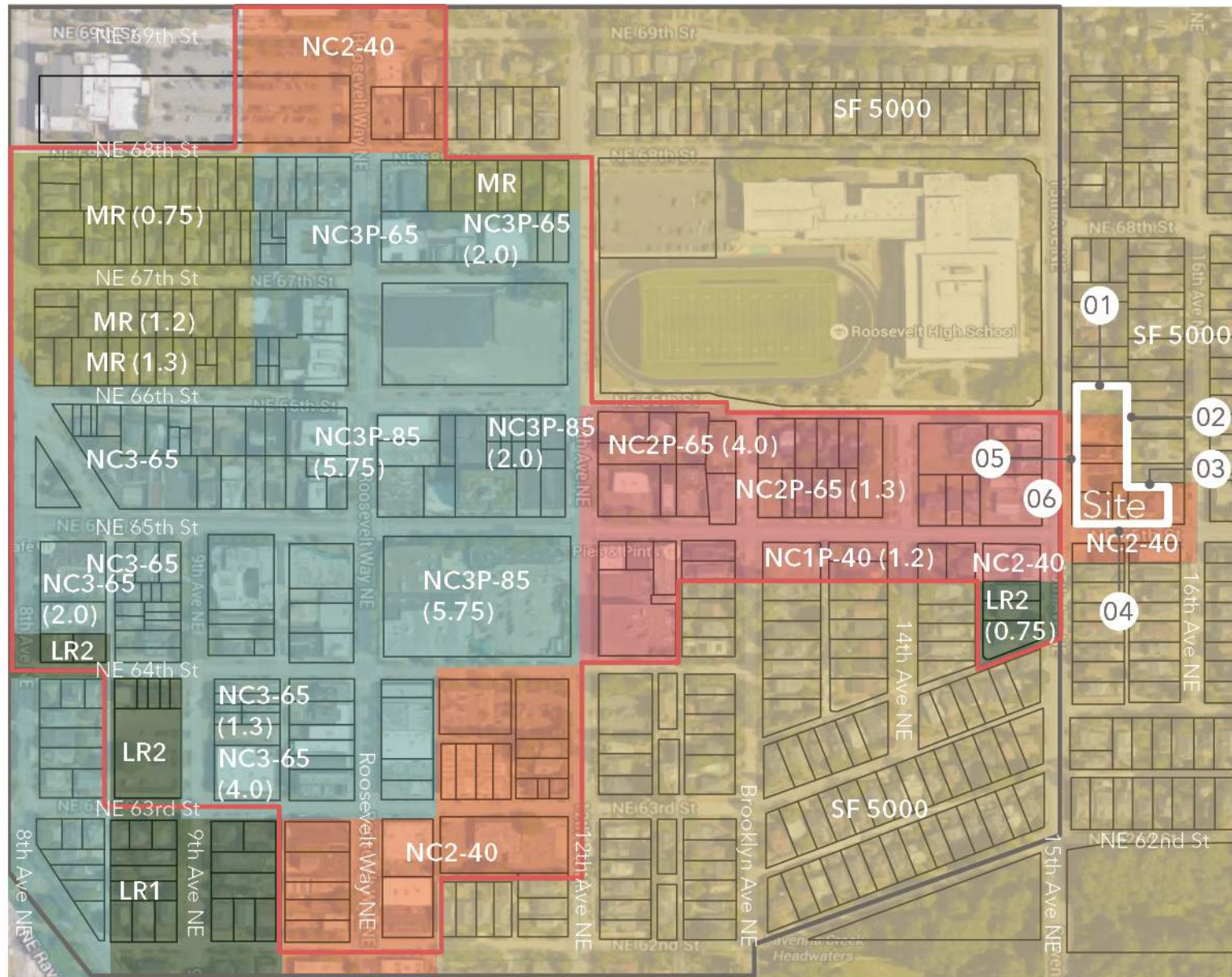


Future Development: Zoning Envelopes

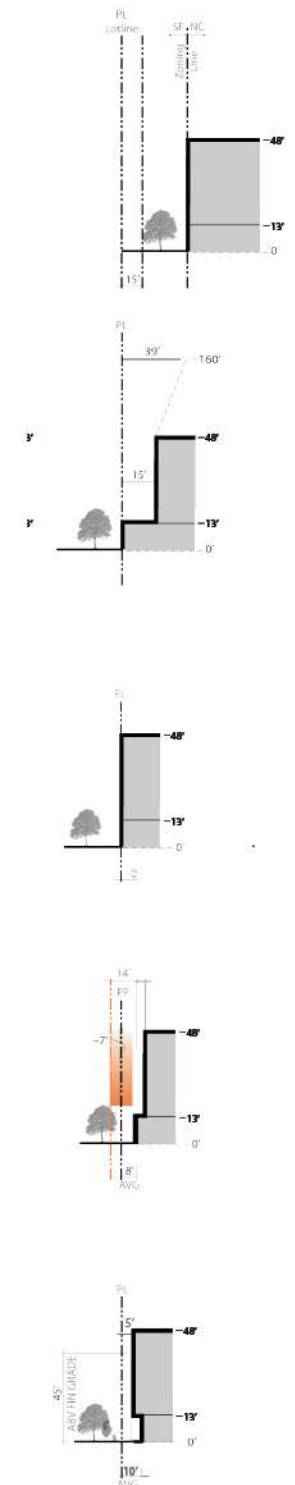


Zoning Analysis:

Setbacks & Envelope Analysis



- 01 Lotline abutting North lot lines of a residential-zoned lot
15' setback at lot line.
Zero setback at zone transition between NC2-40 & SF 5000 within the parcel.
- 02 Interior lotline abutting side or rear lot lines of a residential-zoned lot
For a structure containing a residential use, 15' for portions of structures above 13' in height to a maximum of 40' - for each portion above 40' in height additional setback at the rate of 2' of setback for every 10' by which the height of such portion exceeds 40'
(A setback is required where a lot abuts the intersection of a side lot line and a front lot line of a lot in a residential zone. The required setback forms a triangular area 15' on a side.)
- 03 Lotline abutting East.
Zero setback abutting East lotline between two NC2-40 zone lots.
- 04 Northeast 65th Street.
An average ground level setback of 8 feet shall be provided, and the setback may include pedestrian access and circulation.
Additional Setbacks. Seattle City Light- setback 14' from centerline at power poles
- 05 15th Avenue Northeast.
An average ground level setback of 5 feet and a minimum upper level setback of 7 feet at 45 feet above finished grade.
- 05 Residential Street Lower Requirements.
Either the first floor of the structure at/above grade shall be at least 4 ft above the sidewalk of the street level. Facade shall be set back at least 10 ft from the sidewalk



(23.47A.014 Setback Requirements)

- Roosevelt Station Overlay District
- Roosevelt Urban Village Boundary
- NC2P-65 / NC1P-40
- NC3P-85 / NC3-65
- MR
- NC2-40
- SF 5000
- LR1 / LR2

Zoning Summary

Zoning: NC2P-40 (No Overlays)

23.47A.004 Permitted Uses (Table A)

Permitted outright

- Residential
- Live-Work
- Restaurant Uses permitted up to 25,000 SF
- Retail sales and services, general use, permitted up to 25,000 SF

23.47A.005 Street Level Uses

- Residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing façade
- Along designated principal pedestrian streets one or more of the following is required along 80% of street-facing façade: eating and drinking establishments, offices, retail and general sales and services

23.47A.008 Street-level Development Standards

- Blank segments of the street-facing façade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width. The total of all blank façade segments may not exceed 40% of the width of the façade of the structure along the street.
- 60% of the street facing façade between 2 and 8 feet shall be transparent
- Nonresidential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing façade
- Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.
- The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.
- When live-work units are located on a street-level, street-facing façade a portion of each live-work unit where business is conducted must be located between the principal street and residential portion of the unit.

23.47A.005.C

- Residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing façade within a NC zone.

23.47A.005.D1 (NE 65th is a principal pedestrian street)

- Along designated principal pedestrian streets, one or more of the following is required along 80% of street-facing façade: general sales, retail, eating and drinking establishments.

23.47A.012 Structure Height

- 40' as zoned.
- Height of a structure may exceed the otherwise applicable limit by up to 4' provided a floor-to-floor height of 13' or more is provided for nonresidential uses at street level.
- Open railings, planters, parapets, etc permitted up to 4'; above height limit.
- Solar collectors, mechanical equipment, stair & elevator penthouses allowed to extend up to 15' above height limit, provided the combined total coverage of all features gaining additional height does not exceed 20% of the roof area, or 25% of the roof area if the total includes stair and elevator penthouses or screened mechanical equipment.
- Stair and elevator penthouses may extend above the applicable height limit up to 16'.

23.47A.012 Structure Height Summary

- 40'-0": Allowed Maximum Base Height
- 44'-0": 4' additional allowed for commercial and residential street level compliance
- 48'-0": 4' additional allowed for rooftop features = open railings, planters, skylights, clerestories, parapets, and firewalls
- 56'-0": 16' additional allowed for stair & elevator penthouses

23.86.006 Structure Height Measurement

- The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level ("average grade level" means the average of the elevation of existing lot grades at the midpoint, measured horizontally, of each exterior wall of the structure, or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure.)

23.47A.013 Floor Area Ratio

- Lot Size: 33,651 square feet (approx.)
- Gross Floor Area: 108,173 square feet (approx.)
- Maximum FAR: 3.25
- Proposed FAR: 3.20 (approx.)

23.47A.014 Setbacks Requirements

- A minimum five (5) foot landscaped setback may be required per Section 23.47A.016, Screening and landscaping standards.

23.47A.016 Landscaping and Screening Standards

- Green Factor score of .30 or greater, per Section 23.86.019, is required for any lot with development containing more than four new dwelling units.
- Street trees are required when any development is proposed, except as provided in subsection 23.47A.016.B.2 and Section 23.53.015.
- Existing street trees shall be retained unless the Director of Transportation approves their removal and placement of street trees to be provided.

23.47A.024 Amenity Area

- Required: 5% of gross floor area in residential use (101,015 SF x 0.05) = 5,051 SF required

23.54.020.F Reductions to minimum parking requirements

- In multifamily and commercial zones, the minimum parking requirement for all uses (except hospitals, including those that are designated major institutions) is reduced by 50 percent if the use is located within 1,320 feet of a street with frequent transit service

23.84A.038 Transit service, frequent

- Transit service is available with headways in at least one direction of 15 minutes or less for at least 12 hours per day, 6 days per week, and 30 minutes or less for at least 18 hours every day.

23.54.015K Bicycle Parking

- Bicycle parking - long-term: 0.75 per SEDU, or 98 bicycles for 131 units

23.54.040 Solid Waste & Recyclable Materials Storage and Access

- 51-100 units: 375 SF, plus 4 SF for each additional unit above 50, or 375 SF + 4 SF x (131-50) = 699 SF
- The minimum horizontal dimension of required storage space is 12 feet

Creating Great Community



Project Site

Neighborhood

Over 20 years, planning for growth in the Roosevelt Neighborhood has been the subject of significant public discourse. Beginning in 1992 with the development of a community-driven Neighborhood Plan titled “Tomorrow’s Roosevelt,” and in subsequent evolutions of the Plan in 1999 and 2006, the neighborhood’s residents (rather than city planners) have taken the lead in envisioning how they would like to grow. This “can-do” attitude was instrumental in bringing a new underground Link Light Rail Station to the center of the neighborhood, and it has cemented the neighborhood’s reputation for community organizing and for sustainable and progressive thinking.

Adopted by resolution into the City’s Comprehensive Plan “Toward a Sustainable Seattle,” the Roosevelt Neighborhood Plan forms the backbone for new development in the neighborhood.

R-LUG3
Promote the design of private development and public facilities that protects and enhances public views and vistas.

R-TP2
Promote sidewalk design on principal and minor arterials to encourage pedestrian use and improve pedestrian safety.

R-HP6
Encourage mixed-use and larger multifamily structures in and immediately surrounding the transit and commercial core to accommodate increased density in our neighborhood.

City-Wide



An urban design diagram of the Roosevelt Neighborhood, Seattle Transit Communities

The Seattle Planning Commission’s 2010 report, “Seattle Transit Communities: Integrating Neighborhoods with Transit,” identified Roosevelt as a Mixed-Use Neighborhood typology and a priority for investment.

Among many recommendations, several are pertinent to this Project:

- Improve pedestrian and bicycle access ... to the light rail station.
- Improve bicycle facilities on NE 65th Street
- Create pedestrian connections between Roosevelt High School and the two planned Roosevelt Station entrances.

State-Wide



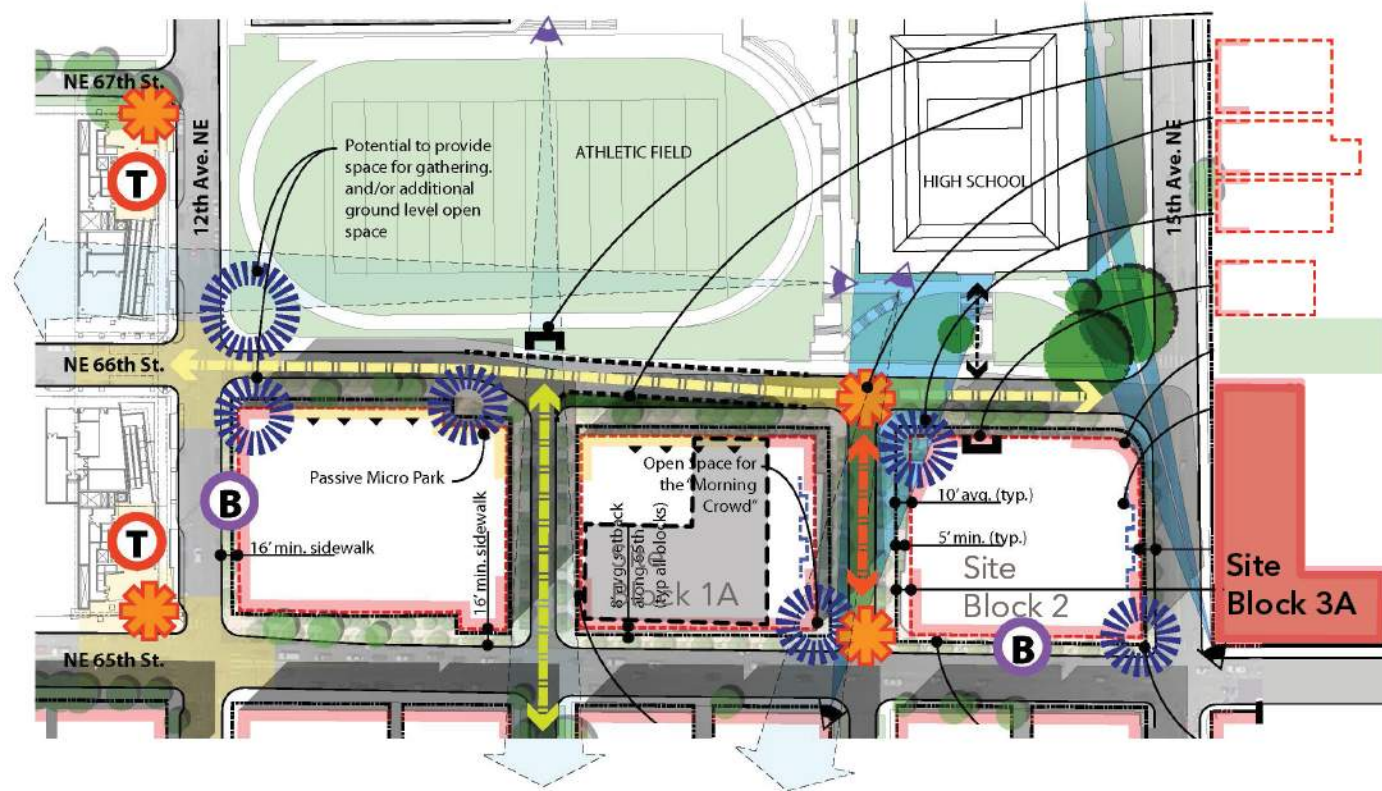
“The Blueprint” has become a benchmark for development planning in Northwest Transit Communities.

In 2009, Futurewise, Transportation Choices Coalition, and GGLO partnered to develop the policy-primer, “Transit-Oriented Communities: A Blueprint for Washington State,” which advocated for the establishment of station-area typologies, performance measures, and actions that would support complete, compact, and connected development around high capacity transit infrastructure. Roosevelt was identified as a “Village” typology.

Among many recommendations, several that are relevant to this Project include:

- Provide a complete pedestrian and bicycle network to ... promote easy access to transit.
- Strive for small block sizes and a high density of street intersections.

Community Outreach:
















An urban design diagram for the "High School Blocks," developed in collaboratively by RNA and RDG.

"The High School Blocks"

Throughout the Winter of 2011, the Spring and Summer of 2012, the Roosevelt Development Group (RDG) and the Roosevelt Neighborhood Association (RNA) partnered to craft the Legislative Rezone that governs the Project Site, but also the guiding principles that will determine the behavior of the future building(s) there.

The following points encapsulate the desires of the RNA, and from the perspective of RDG, constitute the basis of design for the Project.

The Guiding Principles:

-  Maintain Roosevelt High School's central impact on the neighborhood by protecting views from the high school to the south and views of the high school from the streets.
-  Create a streetscape environment that is activated, vibrant, walkable and pedestrian friendly, including a pedestrian greenway along NE 66th Street.
-  Create effective transitions in height, bulk, and use from the core to the single-family zones.
-  Create additional open green space.
-  Respects the designated City of Seattle Landmark Roosevelt High School, as well as the cultural heritage of the nearby bungalow neighborhood areas.
-  Enhance the character of the built environment through appropriate selection of façade materials, design, lighting, and landscape.
-  Enhance the economic environment by providing spaces for appropriate economic activities and supporting those activities through appropriate streetscape enhancements consistent with local neighborhood character.
-  Support the social and communal character of the neighborhood by providing interior and exterior spaces and amenities that support and enhance community interaction and engagement.
-  Incorporate healthy practices and measures of sustainable design and building, including those related to energy use and efficiency; water use and efficiency; runoff; and construction processes and materials.
-  Keep a safe, clean environment for everyone, including Roosevelt students.
-  Increase residential density to accommodate a fair share of new residents.
-  Provide a fair share of affordable housing.
-  Honor the planning process and involvement to-date by the neighbors.

Community in Transformation: RDG Master Plan



Block 1A

Block 2

Block 3A

Existing Master Site Plan: RDG Blocks 1A, 2 & 3A

Existing Site Plan

As one of Seattle's fastest developing Urban Villages, the Roosevelt neighborhood is intended to be a walkable community. While many retail spaces dominant the ground level floor, existing sidewalk are typically very narrow. Such sidewalks yield too little physical and visual separation from all the highly trafficking arterial. In addition, numerous curb cuts with narrow sidewalk do not currently allow for street trees in these area.

New developments recognize these issue, and many are setting back from the property line to allow adequate open spaces on the sidewalks. Another aspect of site improvements will be limiting number of curb cuts and providing street trees and planting along these busy streets. Thus promote a safer and friendlier environment for pedestrians and encourage livelier social activities.

Ideally situated for Transit-Oriented Development, the site is in the heart of the Roosevelt neighborhood. The project is located right outside the neighborhood commerical boundaries outlined in the Roosevelt Design Guidelines. Restaurants and retail are located steps from the project's front door.

Roosevelt serves as a transit hub both for regional busses as well as the future light rail line. Within few block radius, tenants have direct transit lines as far north as Montlake Terrace, west to Golden Gardens, east to Redmond, and eventually, south as far as the SeaTac Airport using the Light Rail.

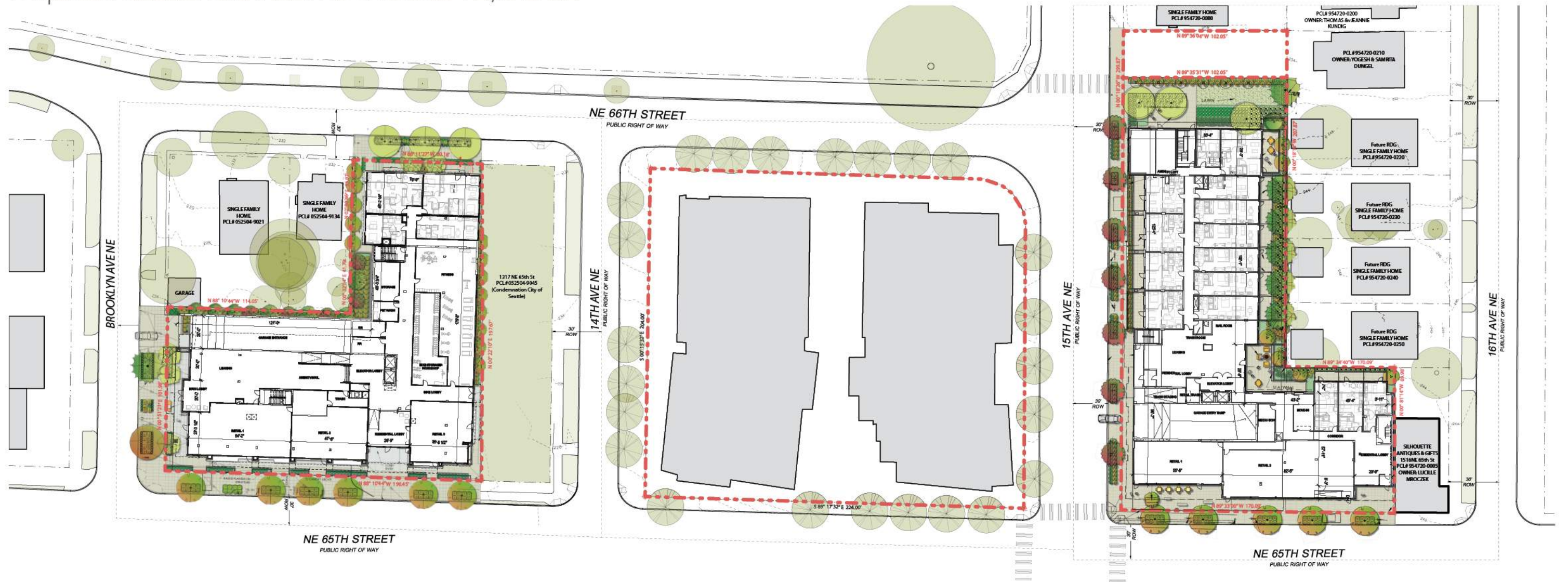


Existing Site Plan



Site Plan:

Proposed Master Site Plan: RDG Blocks 1A, 2 & 3A



Block 1A

Block 2





Block 3A

The Program:

The current Roosevelt neighborhood is experiencing an exponential growth for multifamily projects. Majority of these projects are mixed-use apartment building as there is a particular increase demand in the rental market. This proposal will provide a wide range of residential units from 2 bedrooms to efficiency units to accommodate wide variety of the population. Retail component will enhance existing local commercial fabric and support the growing population.

The Design:

The proposed project will draw from the precedents of different multifamily buildings within the neighborhood, both existing, proposed and currently under construction. Although these buildings and proposals are diverse in appearance and scale, many tends to share the following common traits: simple forms with good quality materials. Building materials include architectural concrete, brick, fiber cement, and rain screen siding systems are commonly used. Historical apartment buildings typically offer no interaction with the public sphere. Newer buildings place a priority on interacting with the public at the sidewalk by increasing ground level public spaces and introduce street level landscaping.

-  Primary Pedestrian Entry
-  Secondary Pedestrian Entry
-  Retail
-  Vehicle Entry

Composite Site Plan

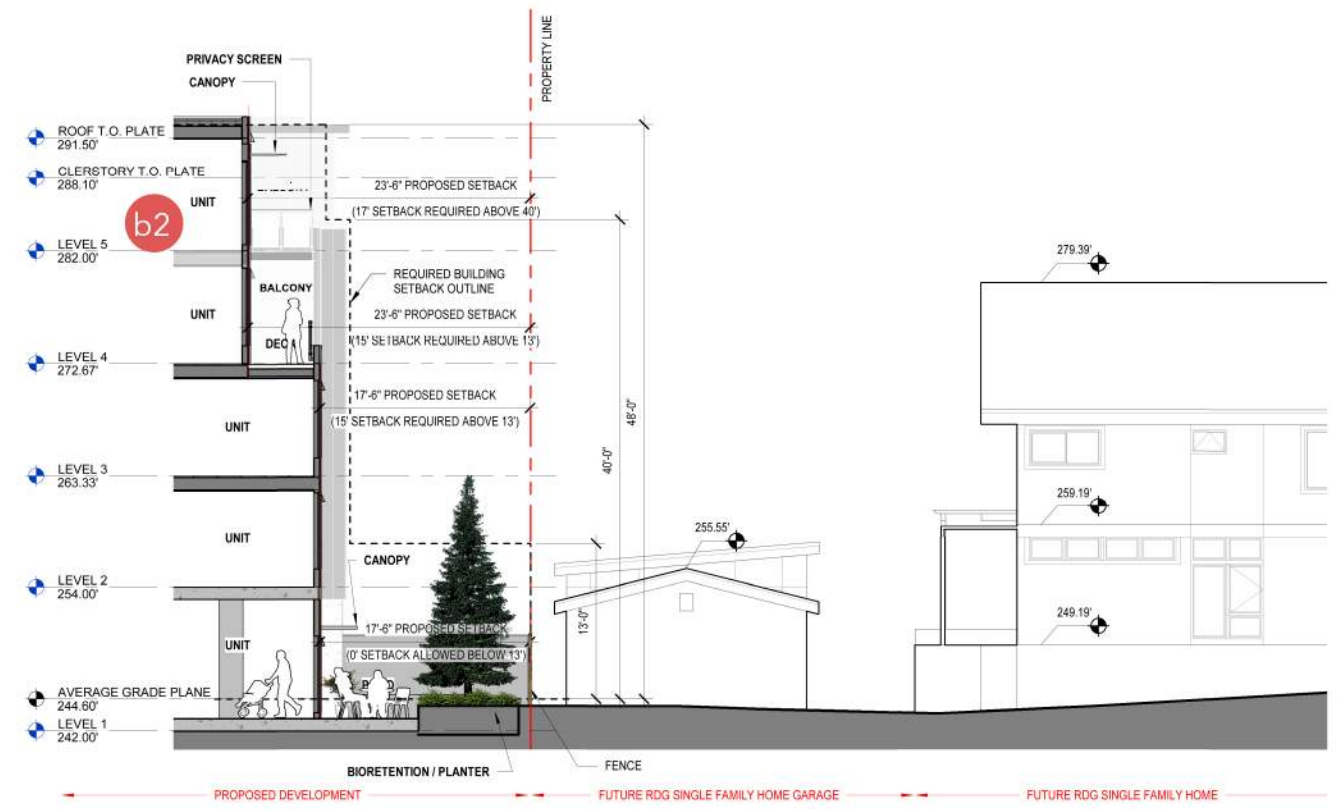
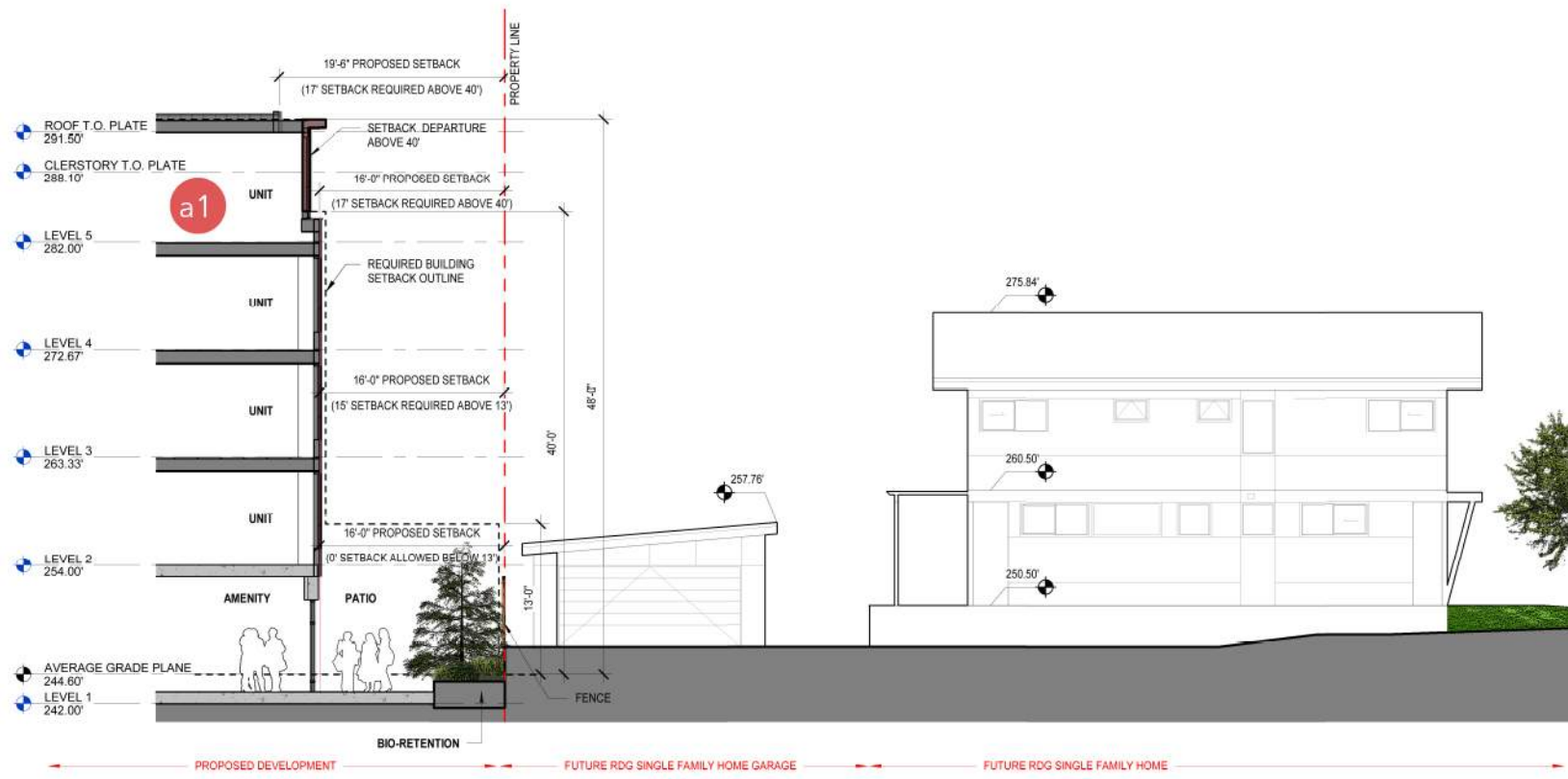


EDG Response:

1. Massing

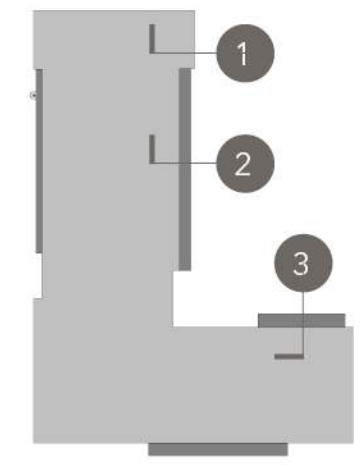
The Board discussed the massing options and acknowledged that the L-shaped configuration of the site limits the possible building configurations. The Board was concerned with the lack of presentation of a code compliant option that would provide a baseline for comparison.

- a. The Board discussed the requested departure for reducing the required 15' setback adjacent to the single family zone to 10', and did not think the justification and massing concept provided at this time was valid. As proposed, the continuous setback all the way to the ground creates a poor transition and monolithic structure. Ultimately, the Board was not opposed to a departure from setback requirements, but not as proposed and the applicant would need to provide further study of the setbacks to demonstrate that it would result in a reduced perceived height, bulk and scale along the eastern portion of the building. (CS2-D)
- a1 The project team is requesting a departure at the northeast corner of the northern wing where the proposed building abuts the east property line. For the 17'-0" setback from the property line the requirement is typically at 40'-0" high, the project is requesting the setback to continue to go up to 48'-0" high. The departure is for 31 feet in length of the facade at level 5. Level 1 is setback 16'-0" more than the code required. Level 2, 3 and 4 are setback 1'-0" more than code required. Such uniform facade creates an end frame for the northeast corner which matches the northwest corner of the building mass. No departure is needed for the mid-block of the northern wing as building steps back at level 4 and 5. See comment "b" below.
- a2 The project team is requesting a departure at the northeast corner of the south wing where the proposed building abuts the inner north property line. For the 17'-0" setback from the property line the requirement is typically at 40'-0" high, the project is requesting the setback to continue to go up to 48'-0" high. The departure is for the full length of the inner north facade. The intent is to avoid the "wedding cake effect" at level 5.
- a3 At the northeast corner of the south wing where the proposed building abuts the inner north property line, the project is requesting a departure for the 15'-0" setback requirement above the 13'-0" height to be at 19'-6' height for the facade length of 46 feet at level 2. Level 1 is setback 8'-5" more than code requirement to create a landscape buffer zone and outdoor patio spaces. Level 3 and 4 are setback 6" more than code requirement. The overall building mass is step down for a gradual transition adjacent to the single residential homes. The two story building mass helps to break up the monolithic facade while providing an outdoor area above grade.
- b. Echoing public comment, the Board directed the applicant to conduct additional sun/shadow studies and explore solutions to minimize the shadow, for instance, looking at a code compliant option or setting back the east edge of level 4. (CS2-D, CS1-B-2)
- b1 Shadow studies included in this package shows the impact of the new future building across 15th Ave NE (RDG Block 2) would create a long shadow on the single residential family houses on 16th Ave NE. Shadows from the proposed building will not have additional impact on the single family residential homes. See page 55
- b2 Level 4 and 5 are setback 8'-6" more than code requirement at mid-block of the northern wing. The setback will reduce the perceived height, bulk and scale along the eastern facade. The upper levels setback with decks, balconies and railings are added to provide privacy separation from the single family residential homes. Level 1 is setback 16'-0" more than code requirement to create a buffer zone with landscape and outdoor patio spaces.
- c. The Board did not state a specific preference for a single massing option, rather they discussed the strengths associated with each option and agreed that a hybrid result would be most successful – see further guidance below.
- c1 The Project team agrees with the board to propose a hybrid option. See concept massing diagrams on page 30.



1 Setback Section at North East Facade

2 Setback Section at East Facade



3 Setback Section at North Facade Facing Neighboring Residential

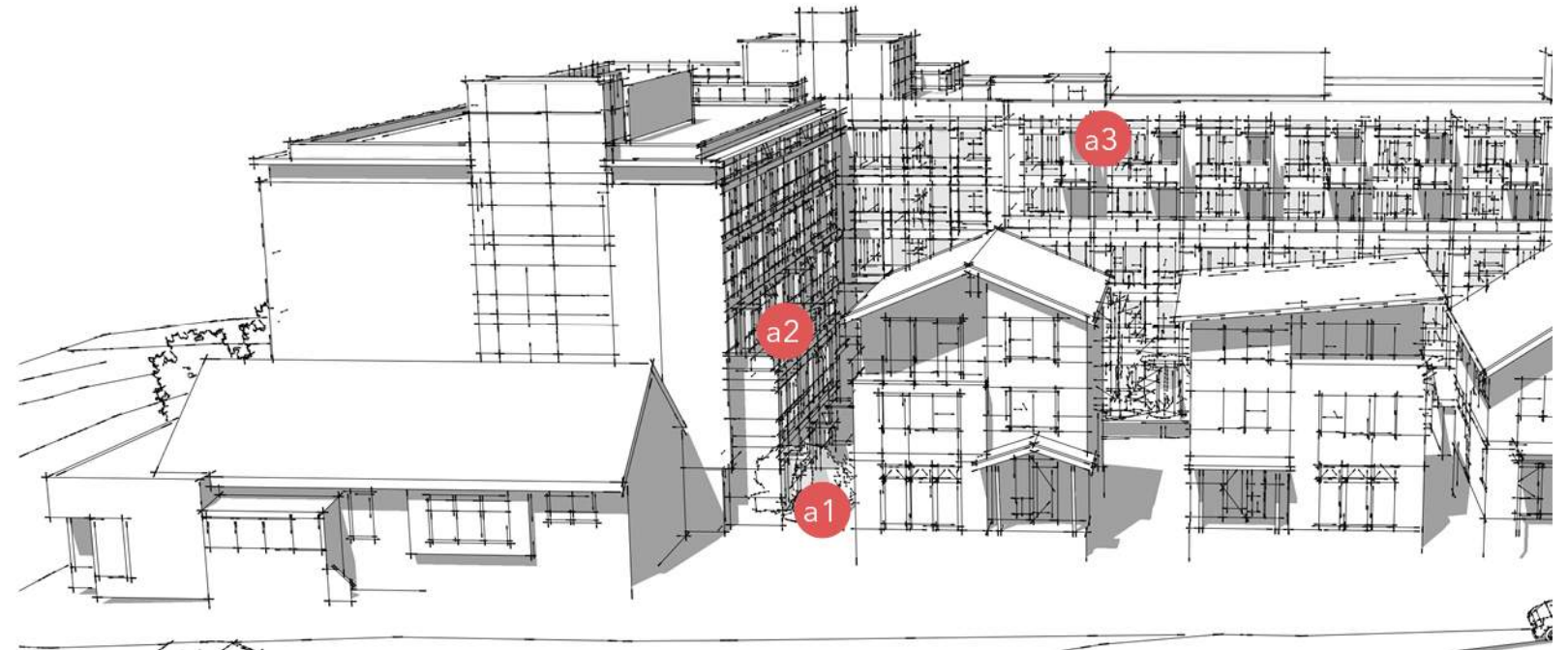
2. Zone Transition:

The Board expressed concern with the proposed building mass at the zone transition and directed the applicant to modify the massing along the eastern portion of the building with the intent of respecting and responding to the single family zone to the east.

- a. The Board agreed with public comment and directed the applicant to explore measures to soften the zone transition and reduce the perceived height, bulk and scale of the building, including playing with the setbacks; increasing the proposed level four 2' setback to give the appearance of a 3-story façade and penthouse; or, reducing proposed lower level setbacks while increasing upper level setbacks. (CS2-D, DC2-A-2)
 - a1 At the ground level, the base of the building is setback more than code requirement to create a landscape buffer along the property edges. Trees and hedges are added to provide noise and privacy screening. Amenity courtyards and private patios are created for outdoor activities.
 - a2 At mid-levels of the building, majority of the facade is setback per code requirement (see pages 12 and 13) to create a separation between single family residential homes. Portion of the building are to have outdoor decks with railings and privacy screens. These elements also helps to create modulation along the facade.
 - a3 At the upper levels, area are setback more than code requirments to give the propose building facade appearance of a 4-story building. The upper level is design with a clerestory setback from the building frame to look like an attic story. On the east and west facade the upper levels is to have decks and balconies with railings and privacy screens.
- b. The Board identified respect for adjacent sites as a high priority and directed the applicant to better respond to the zone transition and increase privacy by incorporating secondary architectural features such as sun shades, frosted spandrel glass, Juliet balconies or full balconies. (CS2-D, DC2-A-2, DC2-B-1, DC2-C)
 - b1 Secondary architectural features includes decks, balconies, screens, canopies, to modulate the facade and add privacy for the residents
 - b2 Overall the perceived height, bulk and scale of the building has been reduced to create a softer transition between the single family residential zone.



Streetscape:



View looking West of residential houses and proposed building behind

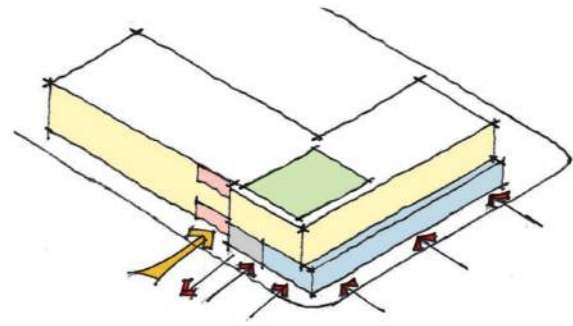


View of East facade and neighboring residential

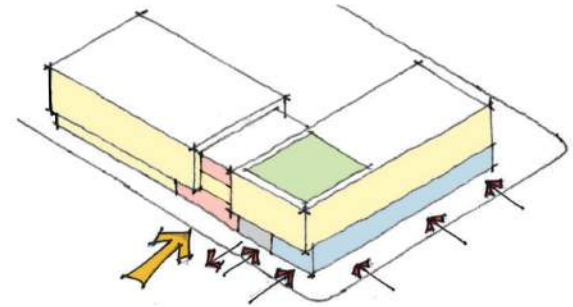
3. Frontages & Street Level Uses:

The Board appreciated the applicant's attention to establishing a walkable, pedestrian-friendly environment that is integrated with the proposed development to the west.

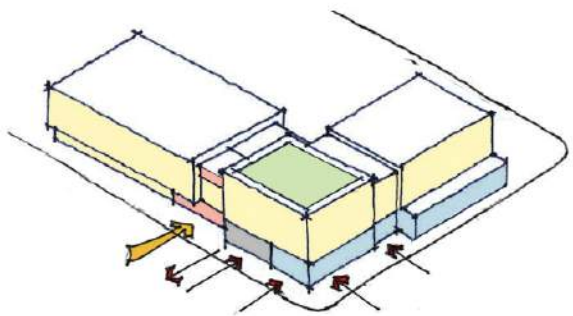
- a. The Board agreed with public comments and strongly supported relocating the bus stop to the south of the NE 65th St on 15th Ave NE, however, they acknowledged this is outside their purview. They highly encouraged the applicant to work with SDOT and Metro to explore the matter further. (PL4-C)
- a1 The owner is preparing a memo to express the current location of the bus stop creates hardship to the future building residents and the community. With the current bus stop location, the bus will be parked in front of the building entrance and will block the garage exit/entrance. At the EDG meeting, comments from the community were in favor of moving the bus stop to south of 65th St. The owner is working with Metro to determine a the best location. Bus stop relocation proposal has been created.
- b. The Board generally supported the proposed continuous setbacks along NE 65th St in Option 2, however, they indicated support for a hybrid alternative that minimizes the modulation of the ground level setbacks in Option 3. Specifically, the difference in setback where the ground level steps forward to meet the setback of the existing retail to the east should be reduced. (CS2-B-2, PL1-B-1, PL3-C)
- b1 The current proposal is a hybrid alternative between the EDG options 2 and 3. A generous setback is given along NE 65th St to provide outdoor plaza at the corner, with a wider sidewalk and carefully placed street trees fronting the retail space. The mid-block retail is pulled forward to create modulation along the facade and match the existing adjacent retail building. The retail bay is a strong architectural feature that allows for a change in the architectural material from the typical storefront and it allows for wider sidewalk relief on each side. With pulling the retail forward, it allows the units above to have a protected deck area on a busy street. In addition, the alcove between this bay and the existing retail creates a natural open area for the secondary residential/move-in entry.



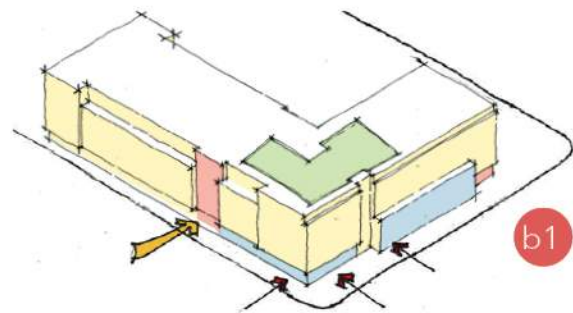
EDG Option 1



EDG Option 2



EDG Option 3: Preferred



Current Proposal

b1



Bus Stop Relocation Proposal

CURRENT BUS STOP LOCATION

a1



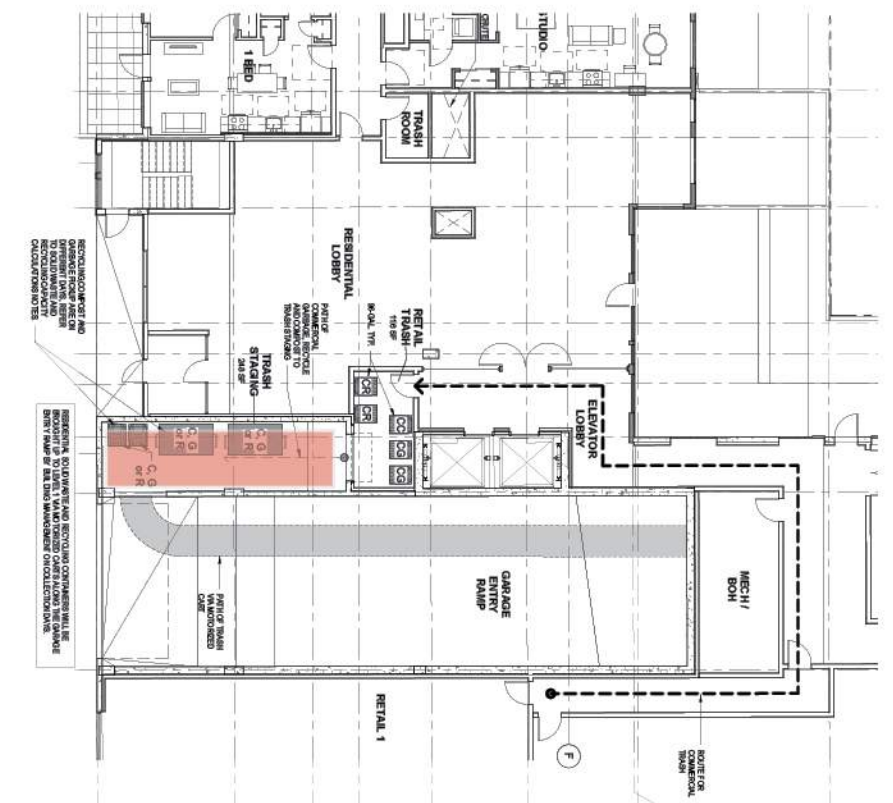
3. Frontages & Street Level Uses: Continued

c. The Board expressed concern regarding the northwest corner and the "pinch point" created by the 5' cantilever, 10' ground-level setback and grade change along the west property line. The Board indicated they would not support the massing at this corner as shown, but would be inclined to support a departure from residential street level separation requirements in order to resolve this undesirable condition. (CS1-C, CS2-B-1, PL3-B)

c1 The overall massing along 15th Ave is redesigned to eliminate that "pinch point" at the level 2 cantilever. The departure request is also deleted from the MUP submittal. The building mass is updated to have the ground level units set back 10 feet from the back of sidewalk as allowed per zoning code. The deep setback will provide the residential units ample outdoor patio space in front of the units to serve as a buffer from the public right of way. At the back of the sidewalk landscape buffer is added in front of the guardrail for additional privacy and noise reduction, as well as soften the building edge along 15th ave.

d. The Board was concerned with the proposed location of the trash room since it would require bringing the receptacles up the ramp from parking level one to the street level and staging the receptacles in the right-of-way. The Board requested the applicant explore alternative designs, or provide detailed information showing how the proposed design will successfully mitigate any negative impacts on the right-of-way and pedestrian realm. (DC1-C-4)

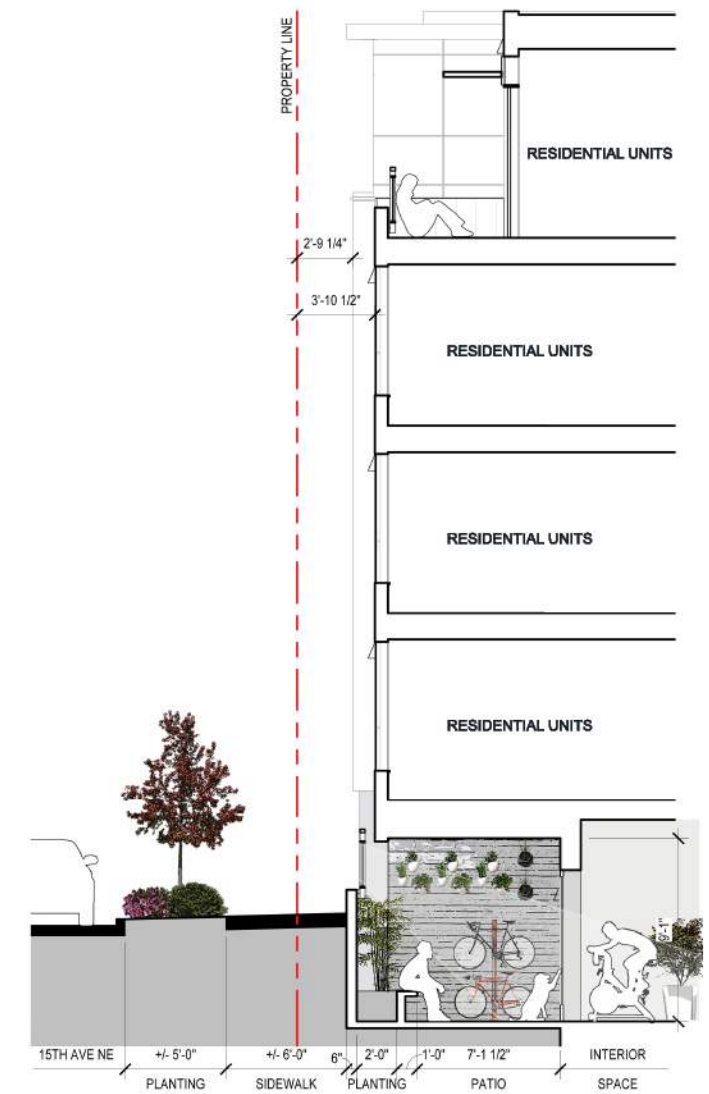
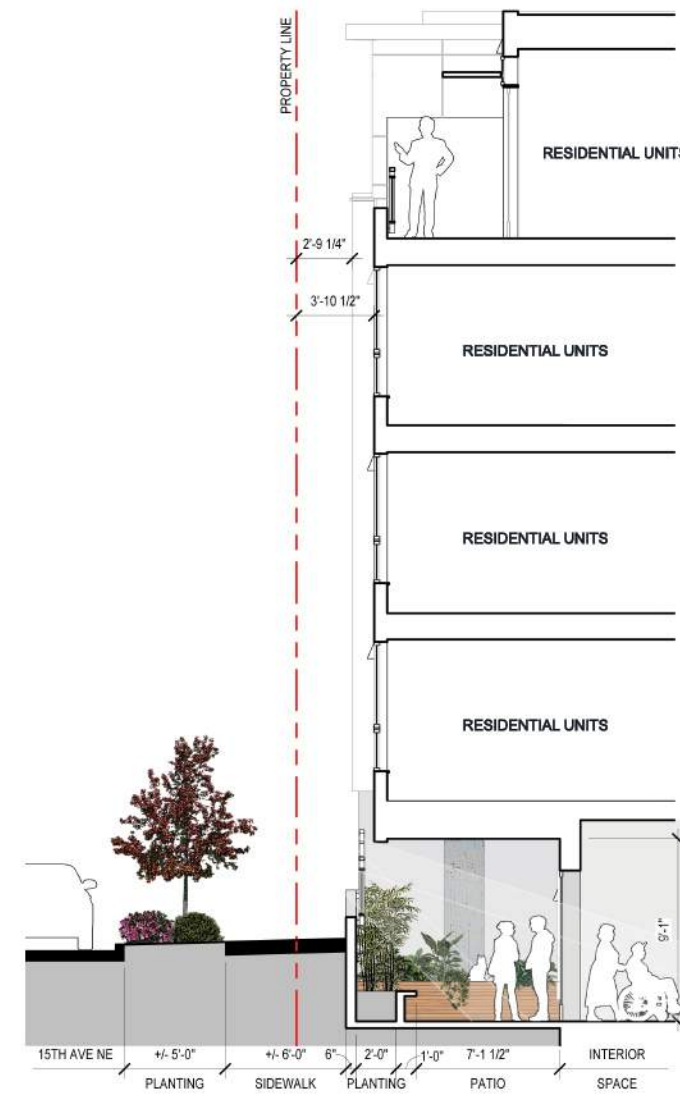
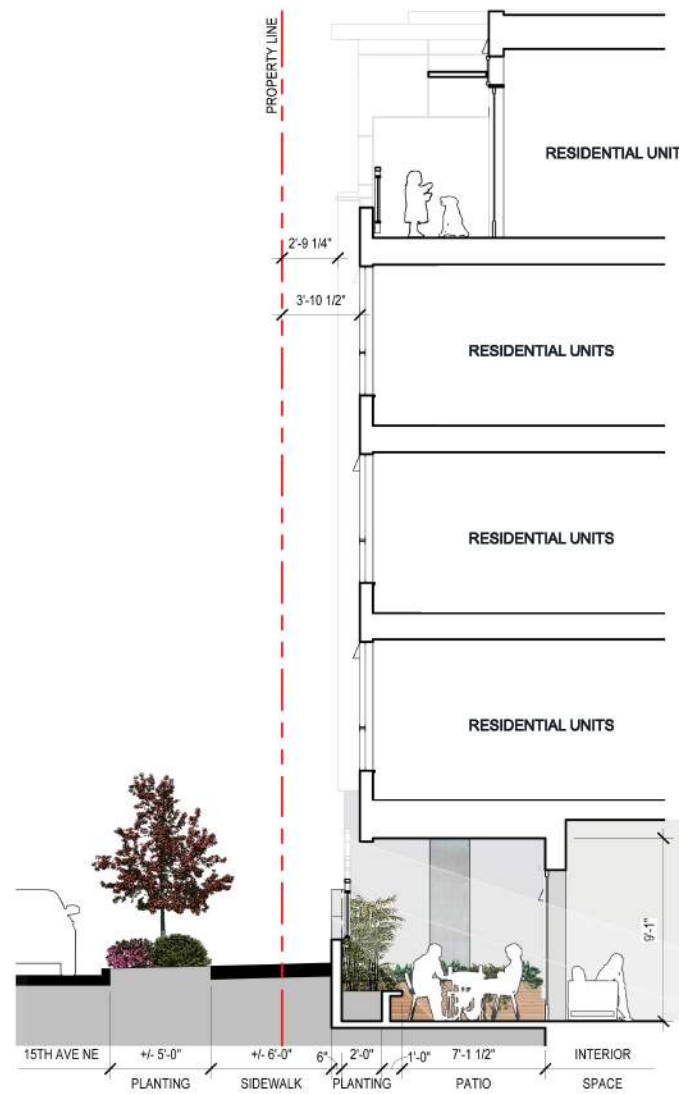
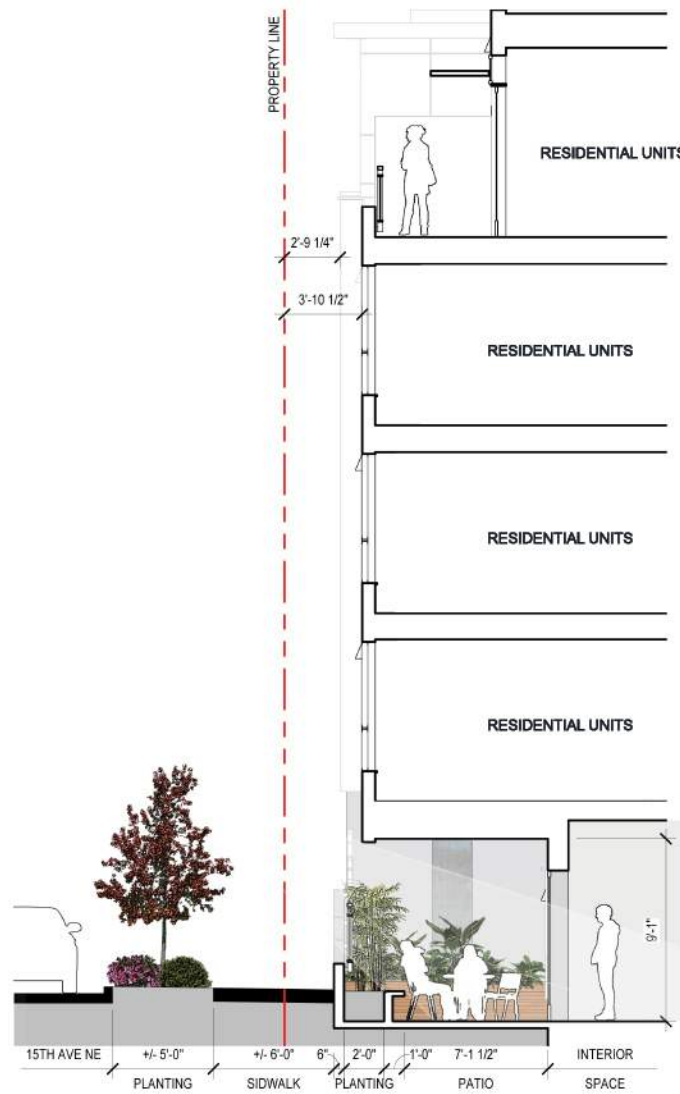
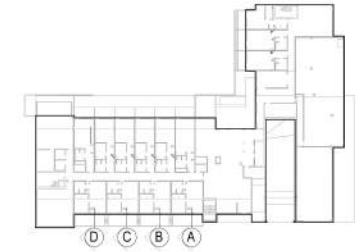
d1 A trash staging area is provided on the street level next to the parking garage entry. See page 53 for detail information regarding solid waste and recycling collection.



d1 Trash Staging on Level 1

c1 Ground Level Residential Along 15th

Key Plan 



A: Section at Sunken Patio Units

B: Section at Sunken Patio Units

C: Section at Sunken Patio Units

D: Section at Sunken Patio Units

4. Exterior Materials & Detailing:

The Board acknowledged public comment and design guidelines and recognized the site as a gateway to the Roosevelt neighborhood, as well as a large development project in a neighborhood undergoing significant transition. Therefore, the Board stressed the importance of meeting the high standards of the Design Guidelines.

- a. The Board strongly encouraged the applicant set a precedent for future development by designing a well-detailed building with durable, high quality materials, that are proven to age well. All facades must be well documented in the recommendation packet. (CS2-A, CS3-A-4, DC2-B-1, DC2-D-2, DC4-A)
- a1 The building exterior will be constructed in variety of durable and maintainable materials including cementitious panel, wood siding, and metal panel. High quality cementitious panels are placed on all street facing facade. Areas to be used and seen by pedestrians and vehicles driving by are typically at the ground level retail and residential entries, high quality materials and detailss are used at the residential entries, retail entrances with storefronts. Canopies and lighting along the right of way will help to provide shelter from elements and bring warmth to the ground level retails. To help with facade modulation the accent wood siding and end frames at upper levels are emphasized as the primary architectural elements. Quality details will be used throughout the project.
See building elevations on pages 34-39. See material and color palette on page 40-41.
- b. The Board noted that material reflectivity should be considered and project lighting should avoid glare. (DC4-C)
- b1 Careful consideration of material reflectivity are reviewed. Muted and less reflective metal panels are selected and with the natural wood materials on the building it will reduce reflection from sun. See material and color palette on page 40-41.
- b2 Lighting types and location are studied to avoid glare. See conceptual lighting design on page 46.



Building Floor Plans:

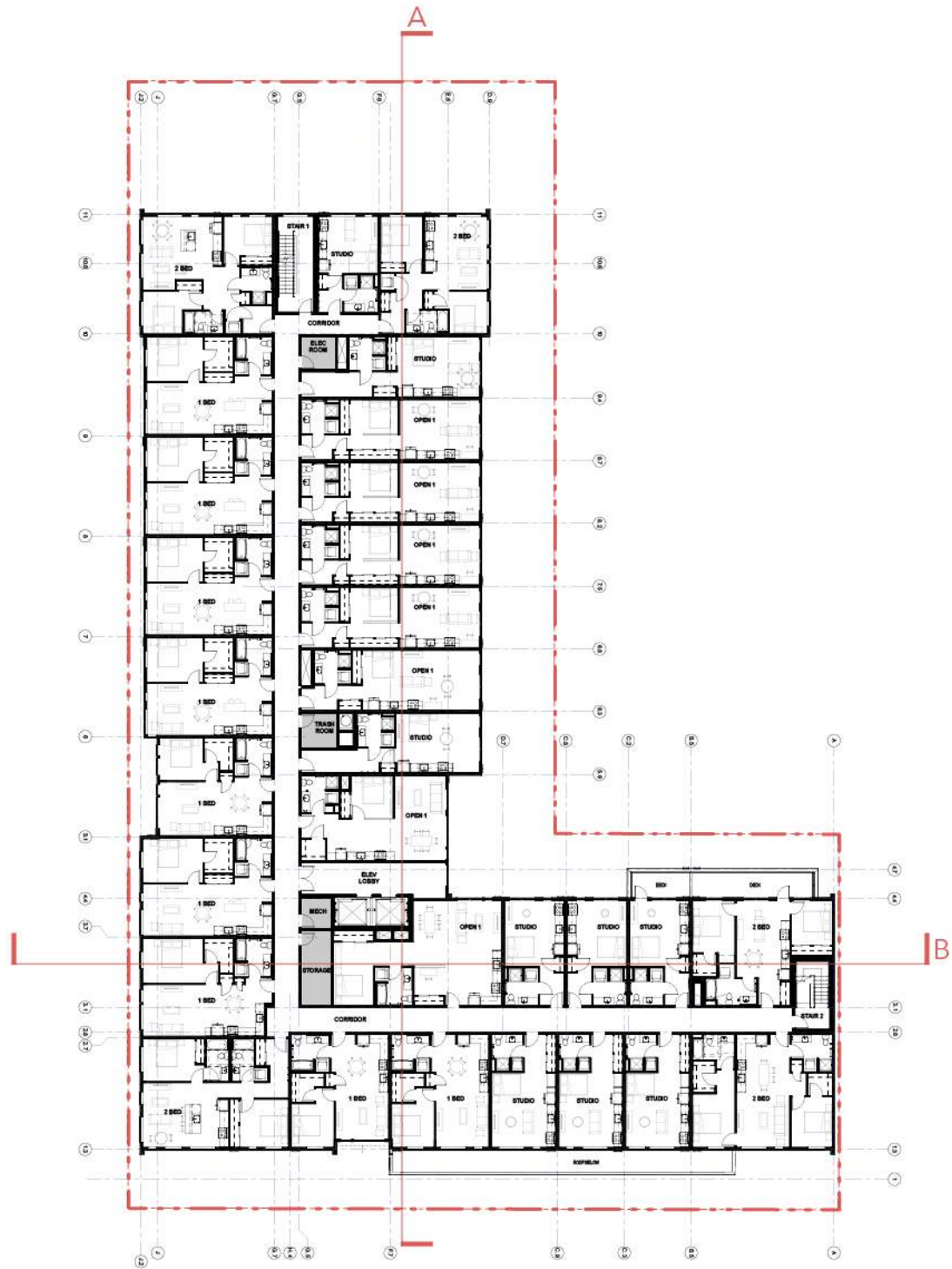


Floor Plan: Ground Level 01



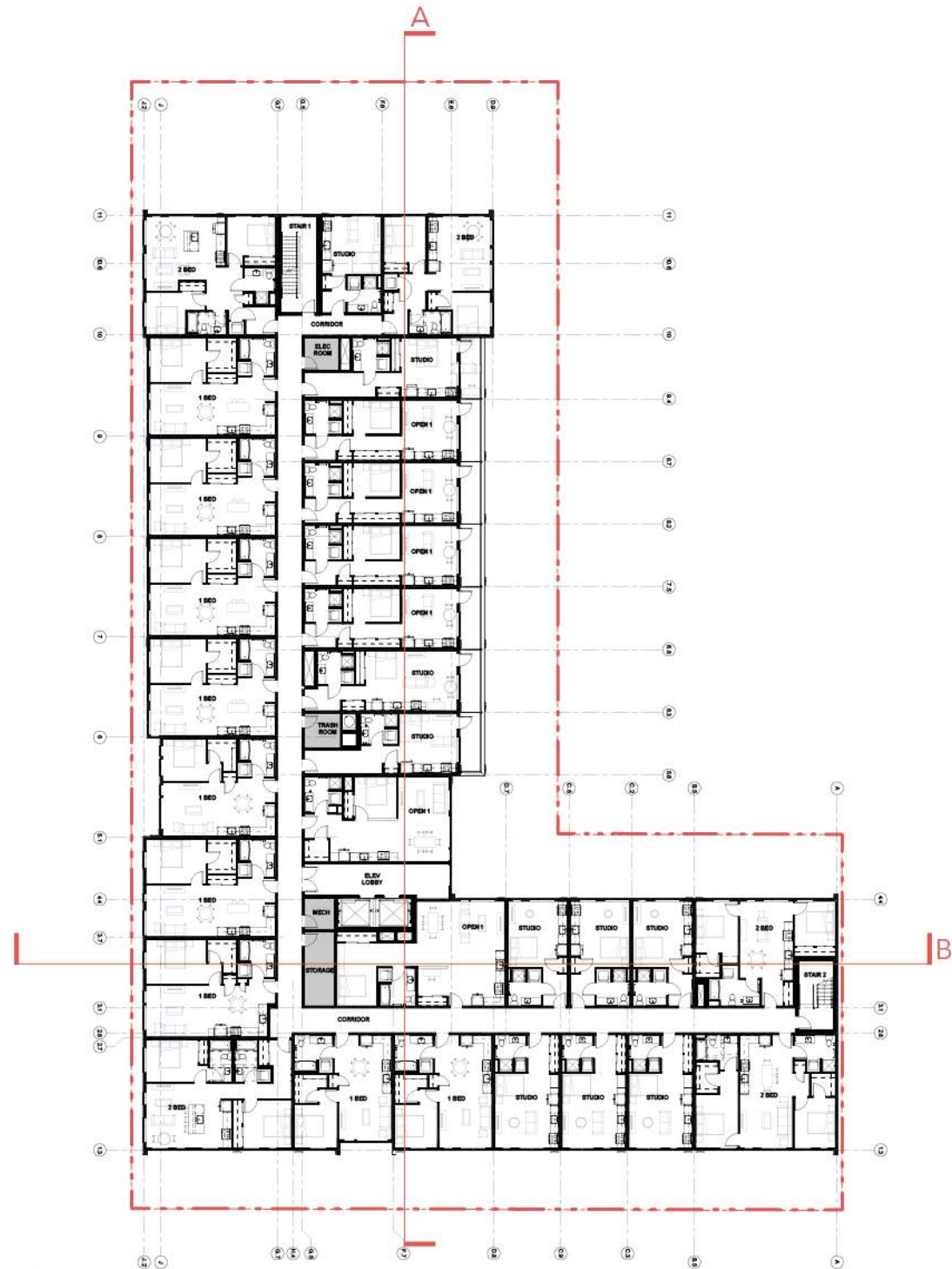
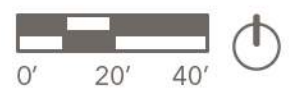
Floor Plan: Levels 02





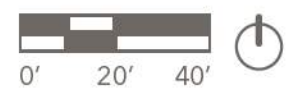
■ Service / Support

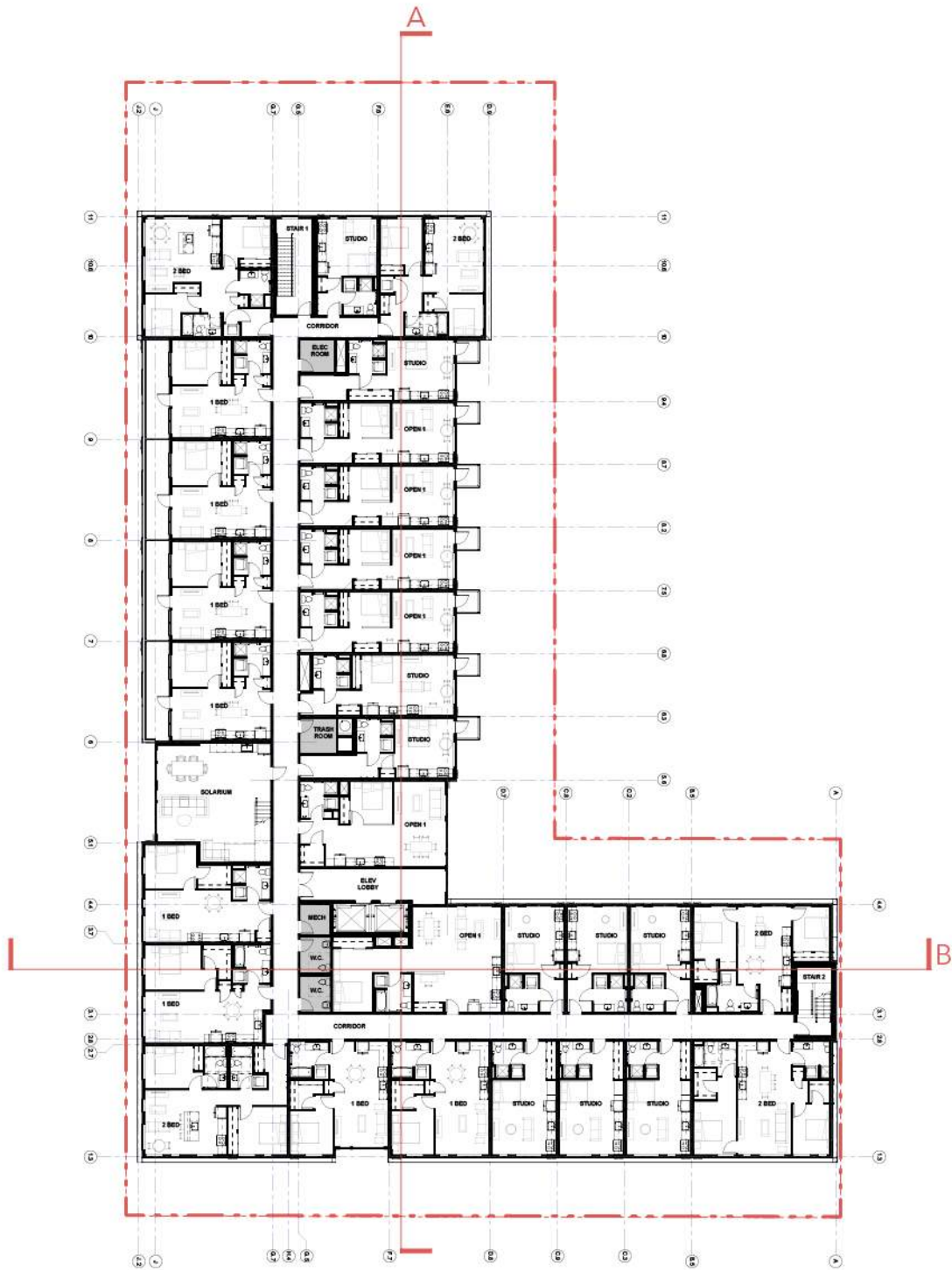
Floor Plan: Level 03



■ Service / Support

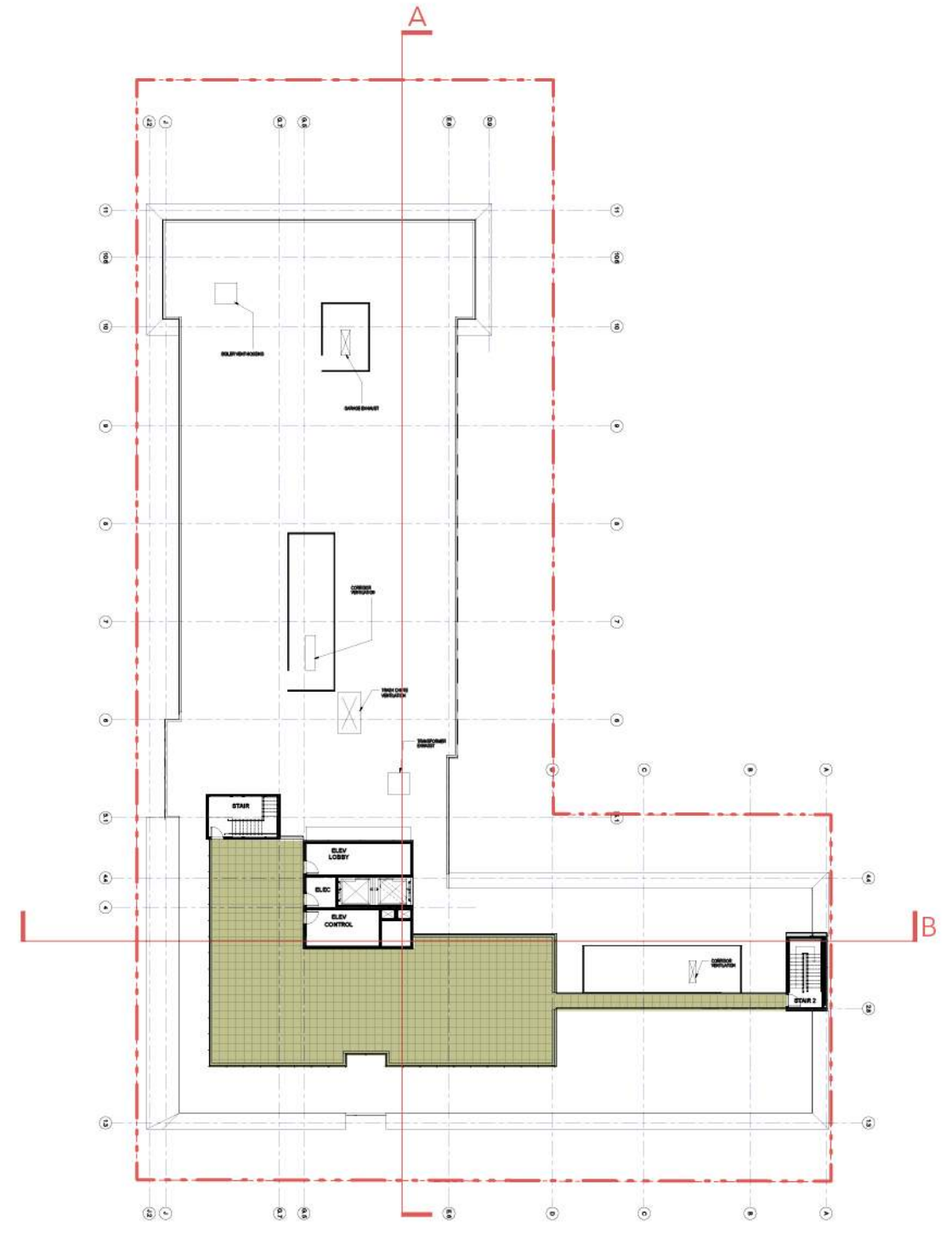
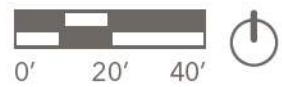
Floor Plan: Level 04





■ Service / Support

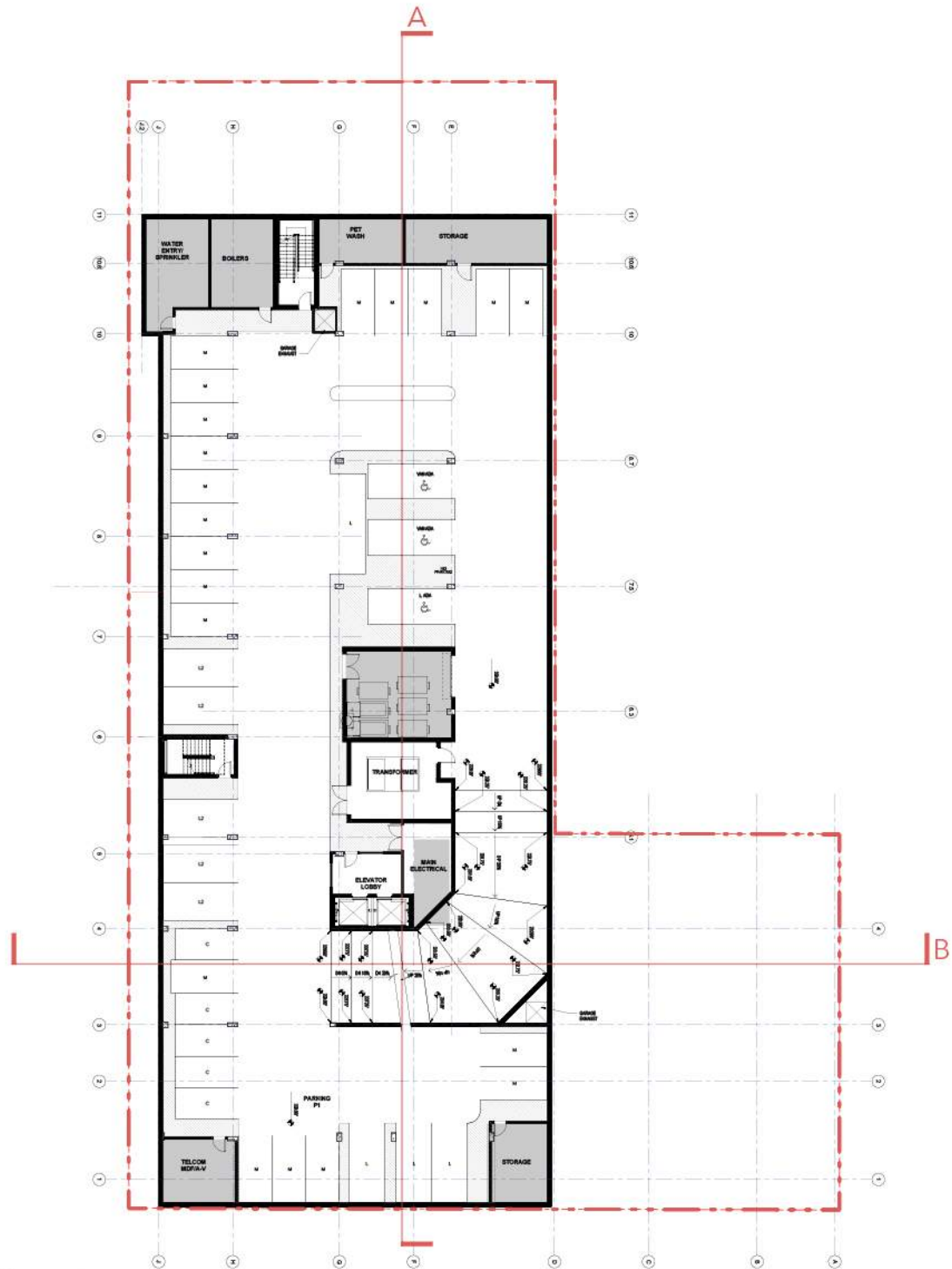
Floor Plan: Level 05



■ Outdoor Amenity Area

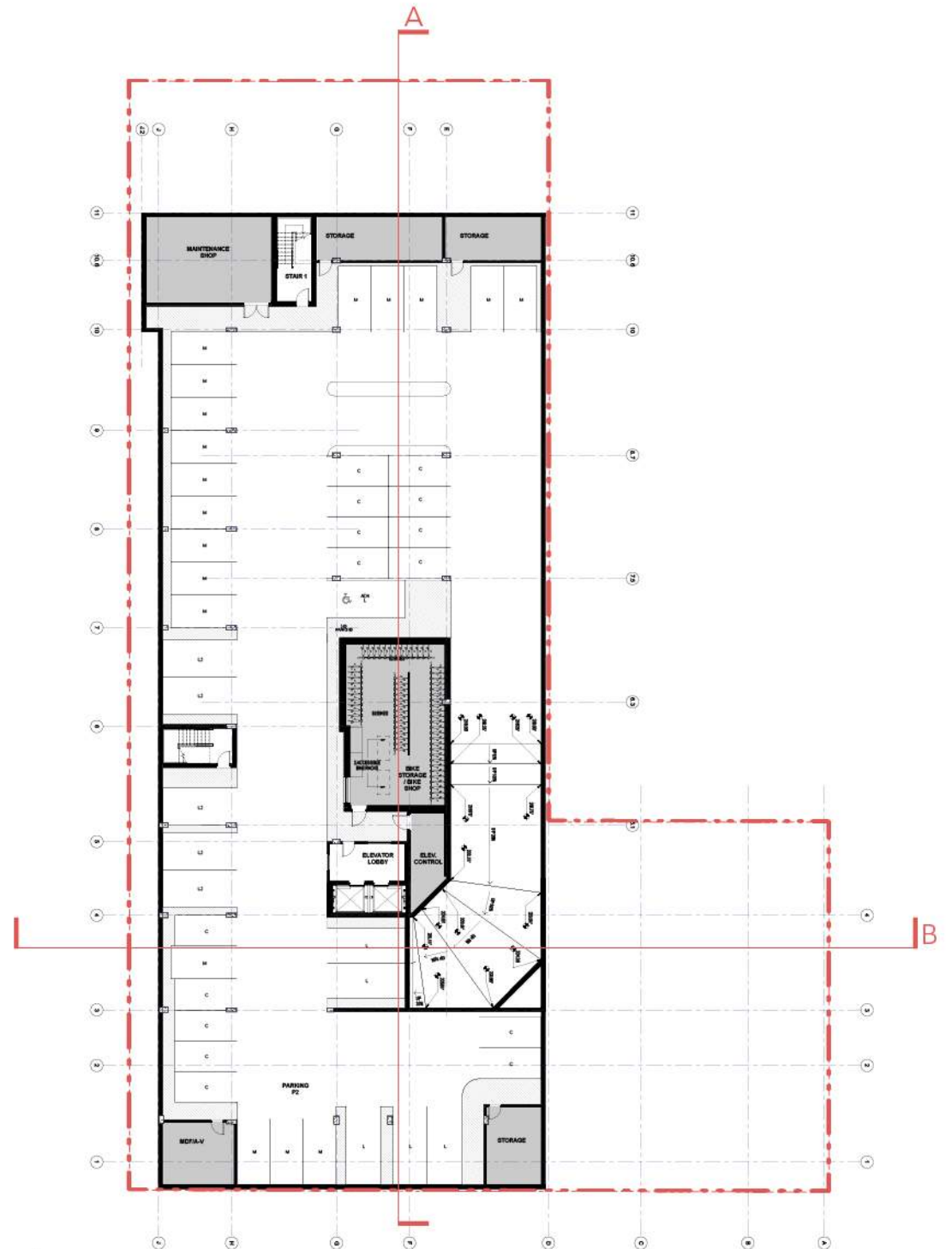
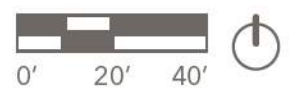
Floor Plan: Roof Level





■ Service / Support

Floor Plan: Parking Level 01



■ Service / Support

Floor Plan: Parking Level 02



Landscape & Hardscape Plans:



Streetscape:



Generous setback supports retail



Paving: Light sandblast, deep tooled score joints



Amenity terrace



Bioretention frames east amenity & private patios



Roof Landscape:



Fire, view & sun



BBO



Bench



Mounded sedums, view & sun

PLANTING SCHEDULE

SYMBOL	BOTANICAL NAME/ COMMON NAME
PROPOSED STREET TREES:	
STREET TREE SPECIES ON 65TH APPROVED BY BILL AMES, SDOT URBAN FORESTER VIA EMAIL ON 11/3/2016, TREES ON 15TH HAVE BEEN SENT TO BILL AMES 2/6/2017	
15TH AVE NE	
	NYSSA SYLVATICA 'DAVID ODOM'/AFTERBURNER TUPELO
65TH AVE NE:	
	CARPINUS CAROLINIANA 'JFS-KW6'/ NATIVE FLAME AMERICAN HORNBEAM
	PSEUDOTSUGA MENZIESII/DOUGLAS FIR
	THUJA PLICATA/WESTERN RED CEDAR
	TAXODIUM DISTICHUM / BALD CYPRESS
	LIRIODENDRON TULIPIFERA/TULIP TREE
	ACER CIRCINATUM / VINE MAPLE *
	ACER PALMATUM / JAPANESE MAPLE
ON-SITE TREES:	
	LAGERSTROEMIA INDICA X FAURIEI 'TUSCARORA' / CREPE MYRTLE
	PINUS CONTORTA VAR. CONTORTA ' / SHORE PINE
SHRUBS & PERENNIALS	
	BUXUS MICROPHYLLA JAPONICA 'WINTER GEM' / WINTER GEM JAPANESE BOXWOOD *
	HYDRANGEA QUERCIFOLIA 'PEE WEE' / PEE WEE OAK LEAF HYDRANGEA
	SPIRAEA X BUMALDA 'ANTHONY WATERER' / ANTHONY WATERER SPIREA *
	ROSA 'AMBER'/ FLOWER CARPET AMBER GROUNDCOVER ROSE
	LONICERA PILEATA / BOXLEAF HONEYSUCKLE *
	MYRICA CALIFORNICA / CALIFORNIA WAX MYRTLE*
	NANDINA DOMESTICA 'MOON BAY' / MOON BAY HEAVENLY BAMBOO*
	VIBURNUM DAVIDII / DAVID'S VIBURNUM *
GROUNDCOVER	
	PACHYSANDRA TERMINALIS / SPURGE (40%) *
	DRYOPTERIS ERYTHROSORA / AUTUMN FERN (25%)
	POLYSTICHUM MUNITUM / SWORD FERN (25%) *
	ARUNCUS AETHUSIFOLIUS / KOREAN GOATSBEAR (10%)
	FRAGARIA CHIOLENSIS/ COASTAL STRAWBERRY *
	PACHYSANDRA TERMINALIS / SPURGE (40%) *
	POLYSTICHUM MUNITUM / SWORD FERN (50%) *
	HELLEBORUS ARGUTIFOLIUS / CORSICAN HELLEBORE (10%) *
BIORETENTION PLANTS	
	JUNCUS EFFUSUS/ COMMON RUSH
	CAREX OBNUPTA/ SLOUGH SEDGE
	IRIS SIBERICA/SIBERIAN IRIS
	CORNUS STOLONIFERA 'KELSEY' / KELSEY'S DOGWOOD
	SALIX PURPUREA 'CANYON BLUE' / CANYON BLUE ARCTIC BLUE LEAF WILLOW
TURF	
	TURF SOD
ROOF PLANTING	
	LAYERED GREEN ROOF SYSTEM WITH SEDUM MIX & ORNAMENTAL GRASSES
CONTAINER PLANTING:	
	OPHIOPOGON PLANISCAPUS 'NIGRESCENS'/ BLACK MONDO GRASS
	ARCTOSTAPHYLOS UVA-URSI 'WOOD'S COMPACT'/WOOD'S COMPACT KINNIKINNICK

TREES



Nyssa sylvatica 'David Odom'
Afterburner Tupelo



Carpinus caroliniana 'JFS-KW6'
Native Flame American Hornbeam



Thuja plicata
Western Red Cedar



Taxodium distichum
Bald Cypress



Liriodendron tulipifera
Tulip Tree



Acer palmatum
Japanese Maple



Lagerstroemia indica x fauriei
'Tuscarora'/Crepe Myrtle



Acer circinatum
Vine Maple

SHRUBS



Viburnum davidii
David's Viburnum



Buxus microphylla 'Winter Gem'
Winter Gem Japanese Boxwood



Aruncus aethusifolius
Korean Goatsbeard



Cornus sericea 'kelsey'
Kelsey Redtwig Dogwood

GROUNDCOVERS



Fragaria chiloensis
Beach Strawberry



Polystichum munitum
Sword Fern



Pachysandra terminalis
Japanese Spurge



Carex Obnupta
Slough Sedge

Planting

SIGNIFICANT TREES

X # EXISTING TREE TO BE REMOVED:
REFER BELOW FOR IDENTIFICATION & SIZE.

TREE #	DBH†	Drip (radius in ft)‡	Survey ID†	Common Name	Botanic Name	Exceptional?	STATUS
4	6"		8 DEC			No	REMOVE
12	6"		8 DEC			No	REMOVE
13	22"		14 DEC				REMOVE
14	8"		10 DEC			No	REMOVE
15	20"		14 DEC				REMOVE
16	6"		10 DEC			No	REMOVE
17	6"		10 DEC			No	REMOVE
18	10" X 3		12 DEC				REMOVE
19	14"		14 DEC	Birch	Betula sp.	No	REMOVE
20	12"		8 CED	Cedar	Thuja sp.	No	REMOVE

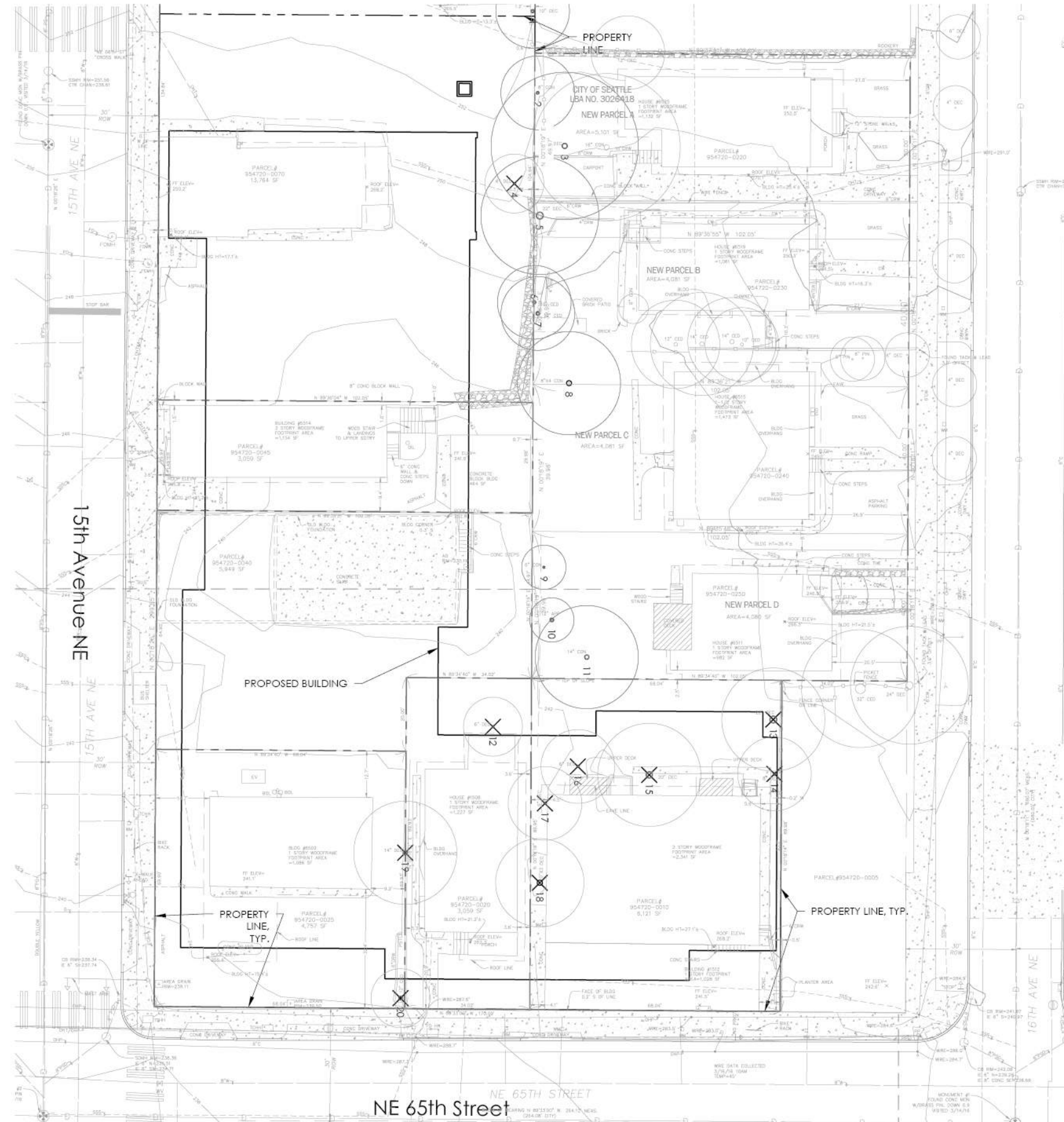
Off-site trees

1	10"		10 DEC			No	
2	8"		10 CON				
3	16"		20 DEC				
5	22"		16 DEC				
6	10"		10 CED			No	
7	12"		10 CED			No	
8	8" X 4		14 CON				
9	6"		6 CON			No	
10	12"		6 APP	Apple	Malus sp.	No	
11	14"		14 CON			No	

NOTE:

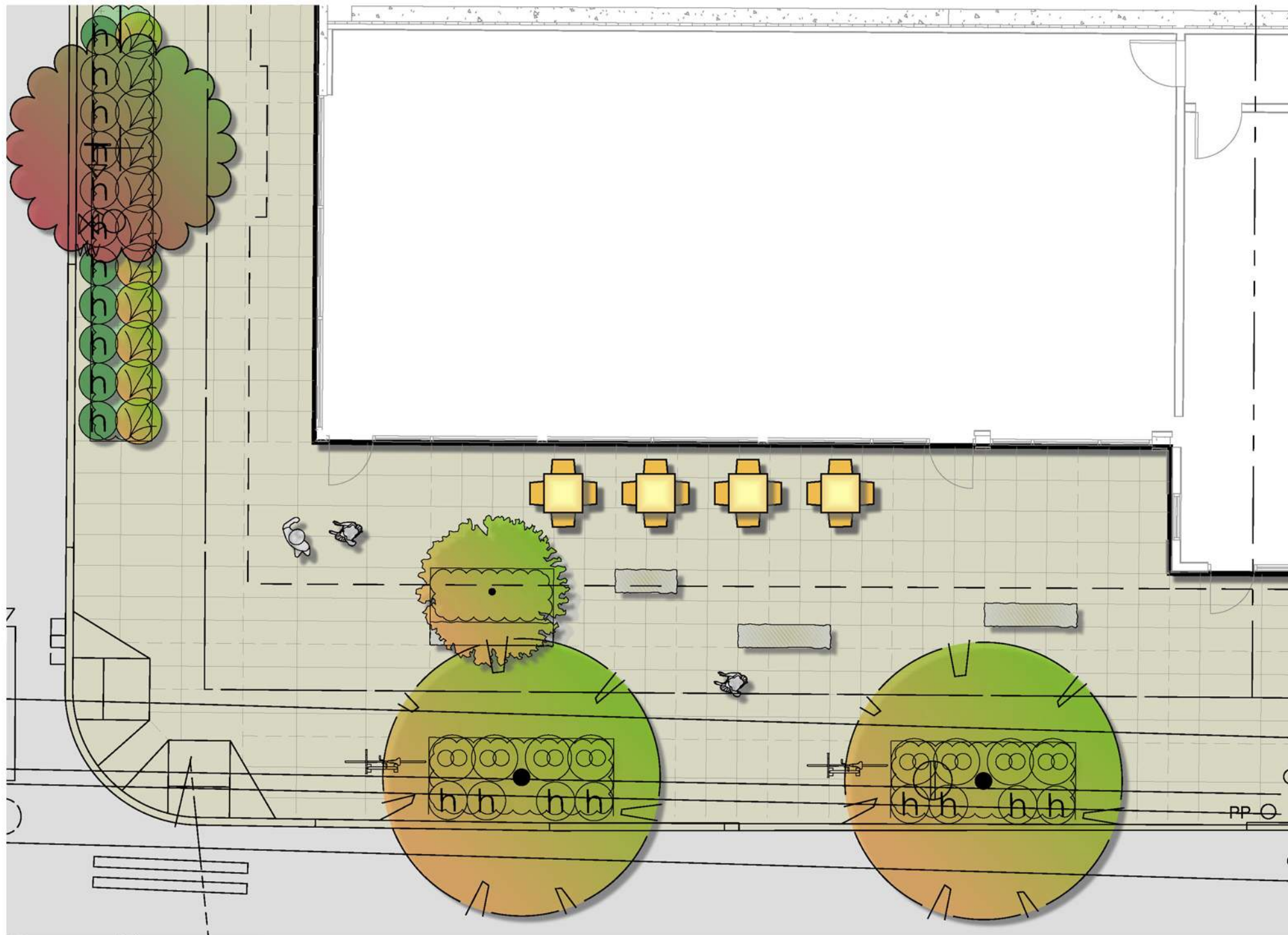
Tree identification, where possible from street, by Karen Kiest Landscape Architects.

† Diameter at breast height (dbh), canopy size, and survey ID based on survey by Terrane, dated 8/4/2016.



Significant Trees





Corner Plan:



Stone Seats



Wood Seats



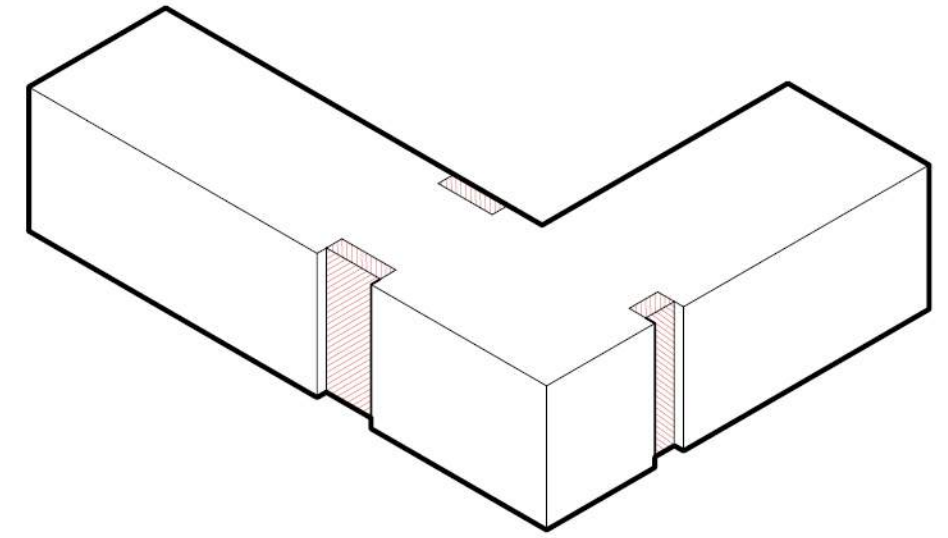
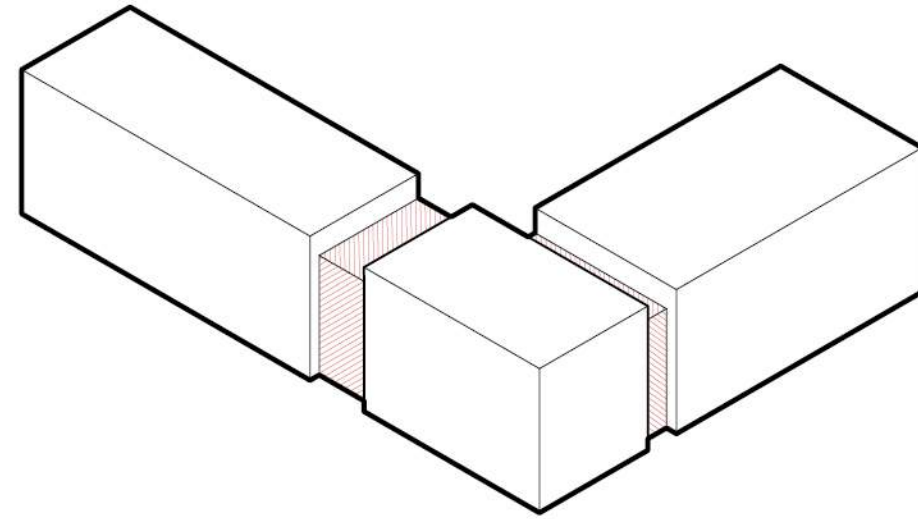
Bike Rack



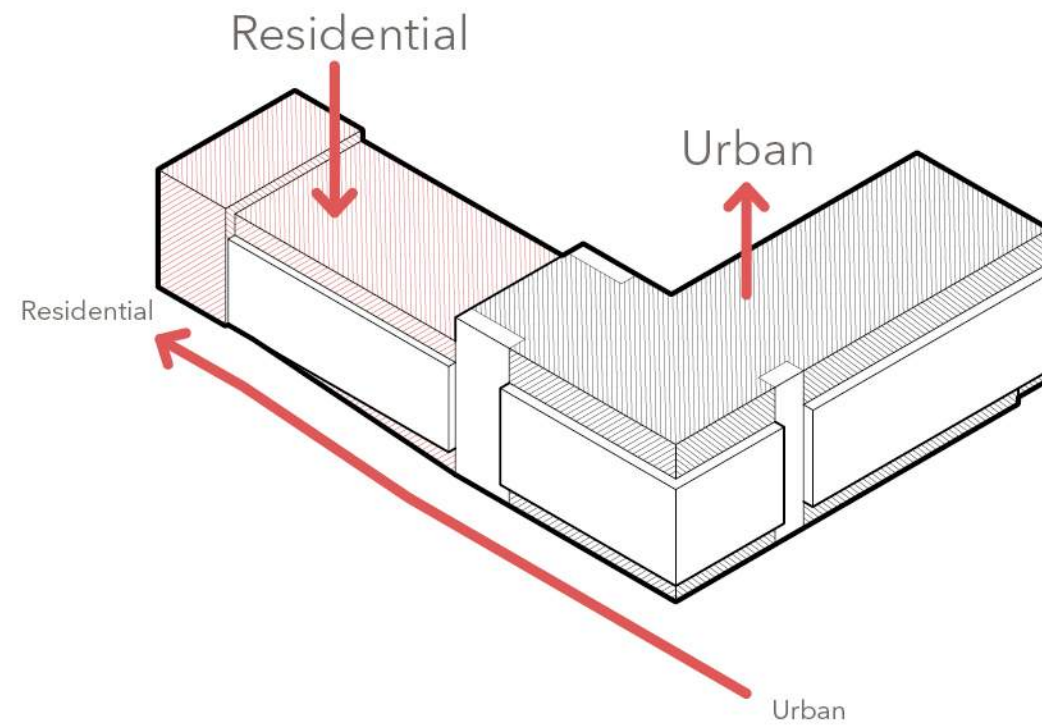
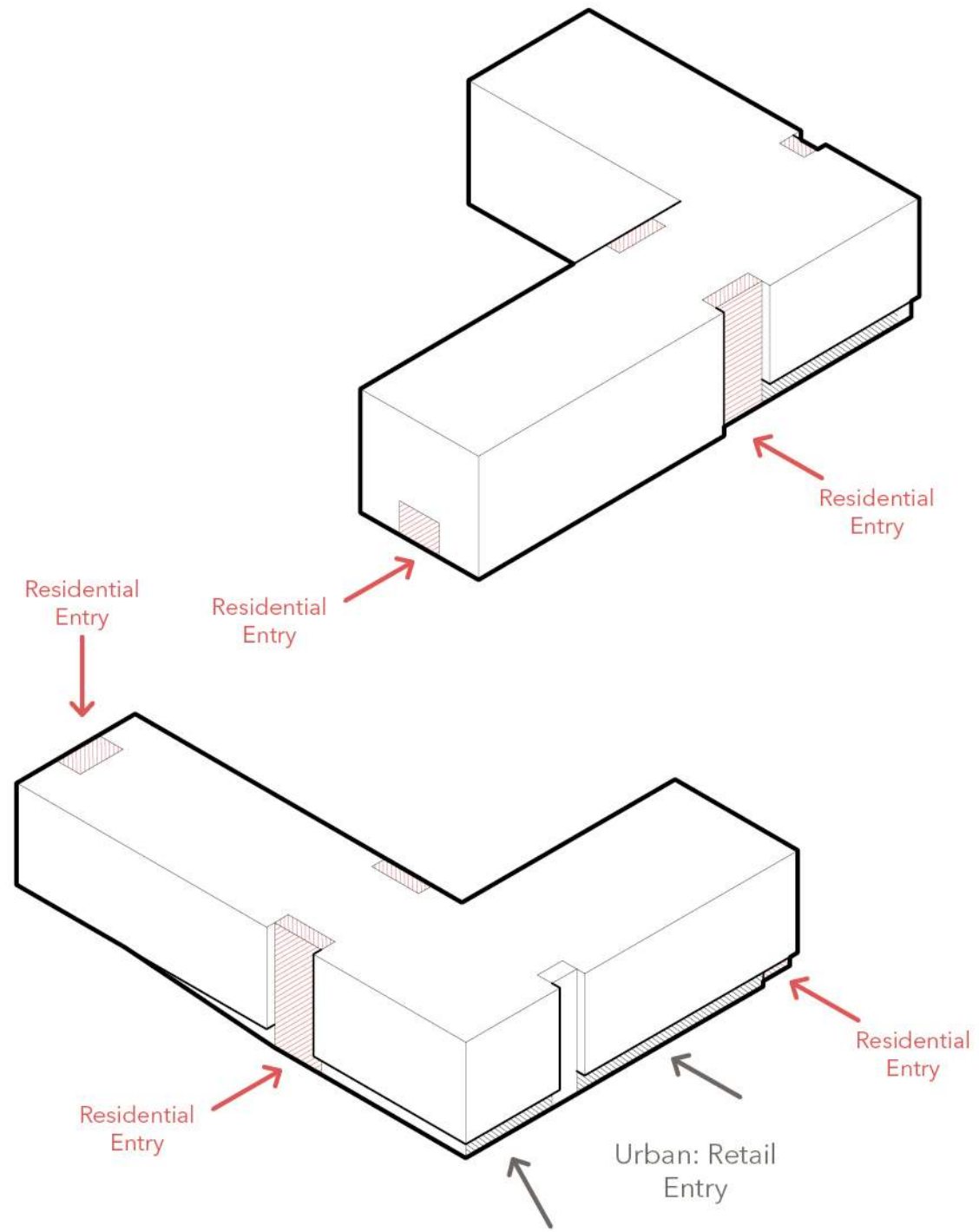
Trees

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Concept Diagrams:

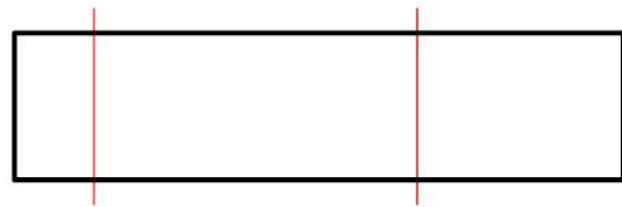


1. Connecting the Massing → 2. Creating Gaskets →

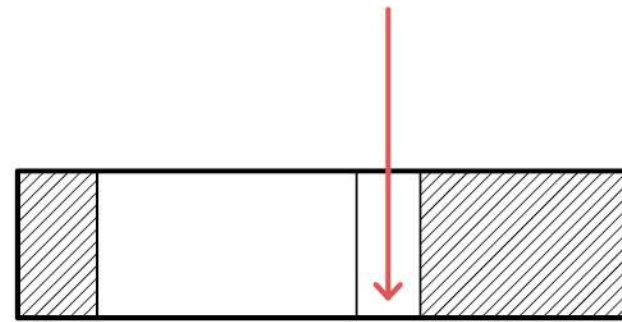


3. Allowing for Entry → 4. Transition from Urban to Residential

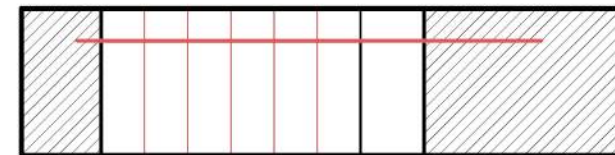
West Facade Design Concept



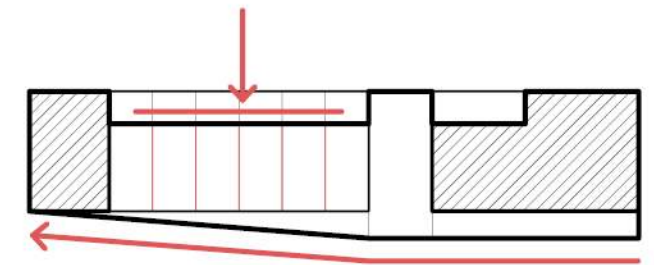
01. Proportion



02. Entry

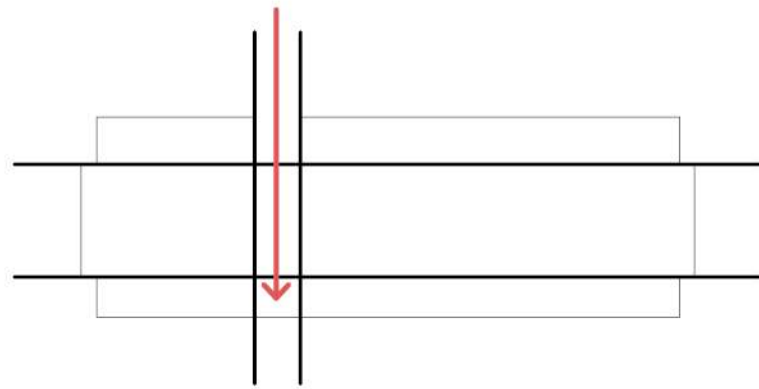


03. Subdivision

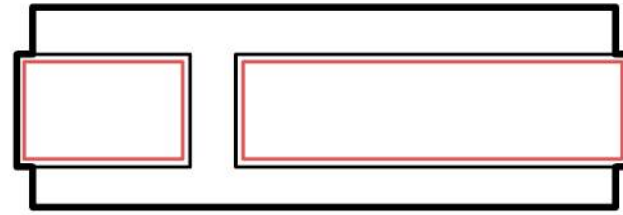


04. Transition: Urban to Residential

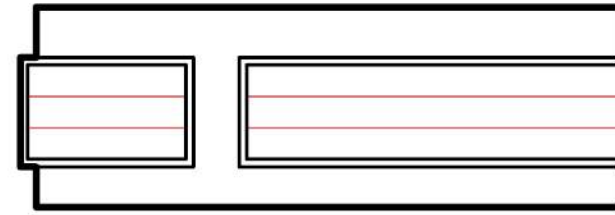
South Facade Design Concept



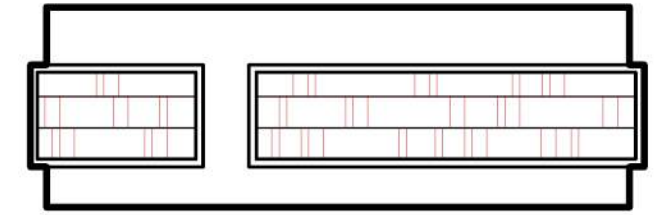
01. Entry



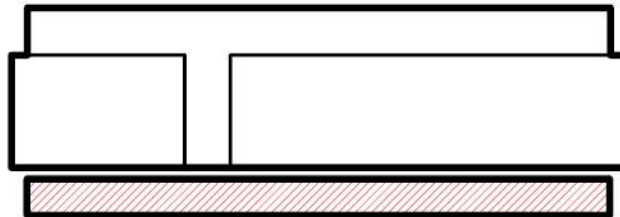
02. Frame



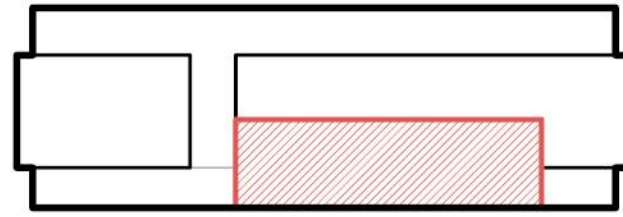
03. Horizontality



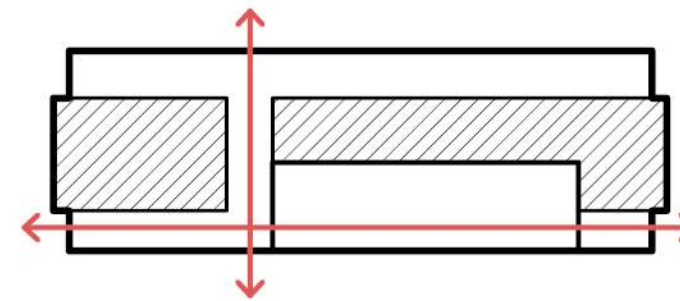
04. Movement



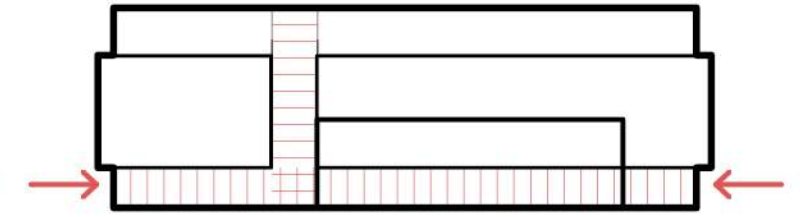
05. Lift



06. Anchor



07. Activation



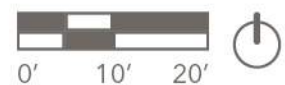
08. Permeability

Building Elevations:

- 1 Integral Cementitious Panel
 - 2 Painted Cementitious Panel
 - 3 Metal Panel
 - 4 Residential Vinyl Window - Black
 - 5 Glass Railing
 - 6 Wood Siding
 - 7 Art Mural
 - 8 Residential Canopy
 - 9 Retail Canopy
 - 10 Residential Storefront - Wood
 - 11 Textured Cementitious Panel - Gray
 - 12 Retail Storefront - Black
-
- A White
 - B Light Gray
 - C Dark Gray



West Elevation



- 1 Integral Cementitious Panel
 - 2 Painted Cementitious Panel
 - 3 Metal Panel
 - 4 Residential Vinyl Window - Black
 - 5 Glass Railing
 - 6 Wood Siding
 - 7 Art Mural
 - 8 Residential Canopy
 - 9 Retail Canopy
 - 10 Residential Storefront - Wood
 - 11 Textured Cementitious Panel - Gray
 - 12 Retail Storefront - Black
-
- A White
 - B Light Gray
 - C Dark Gray



South Elevation



- 1 Integral Cementitious Panel
 - 2 Painted Cementitious Panel
 - 3 Metal Panel
 - 4 Residential Vinyl Window - Black
 - 5 Glass Railing
 - 6 Wood Siding
 - 7 Art Mural
 - 8 Residential Canopy
 - 9 Retail Canopy
 - 10 Residential Storefront - Wood
 - 11 Textured Cementitious Panel - Gray
 - 12 Retail Storefront - Black
-
- A White
 - B Light Gray
 - C Dark Gray



East Elevation



- 1 Integral Cementitious Panel
 - 2 Painted Cementitious Panel
 - 3 Metal Panel
 - 4 Residential Vinyl Window - Black
 - 5 Glass Railing
 - 6 Wood Siding
 - 7 Art Mural
 - 8 Residential Canopy
 - 9 Retail Canopy
 - 10 Residential Storefront - Wood
 - 11 Textured Cementitious Panel - Gray
 - 12 Retail Storefront - Black
-
- A White
 - B Light Gray
 - C Dark Gray

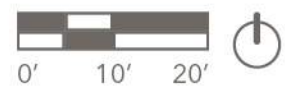


North Elevation





East Elevation: Fenestration Overlay





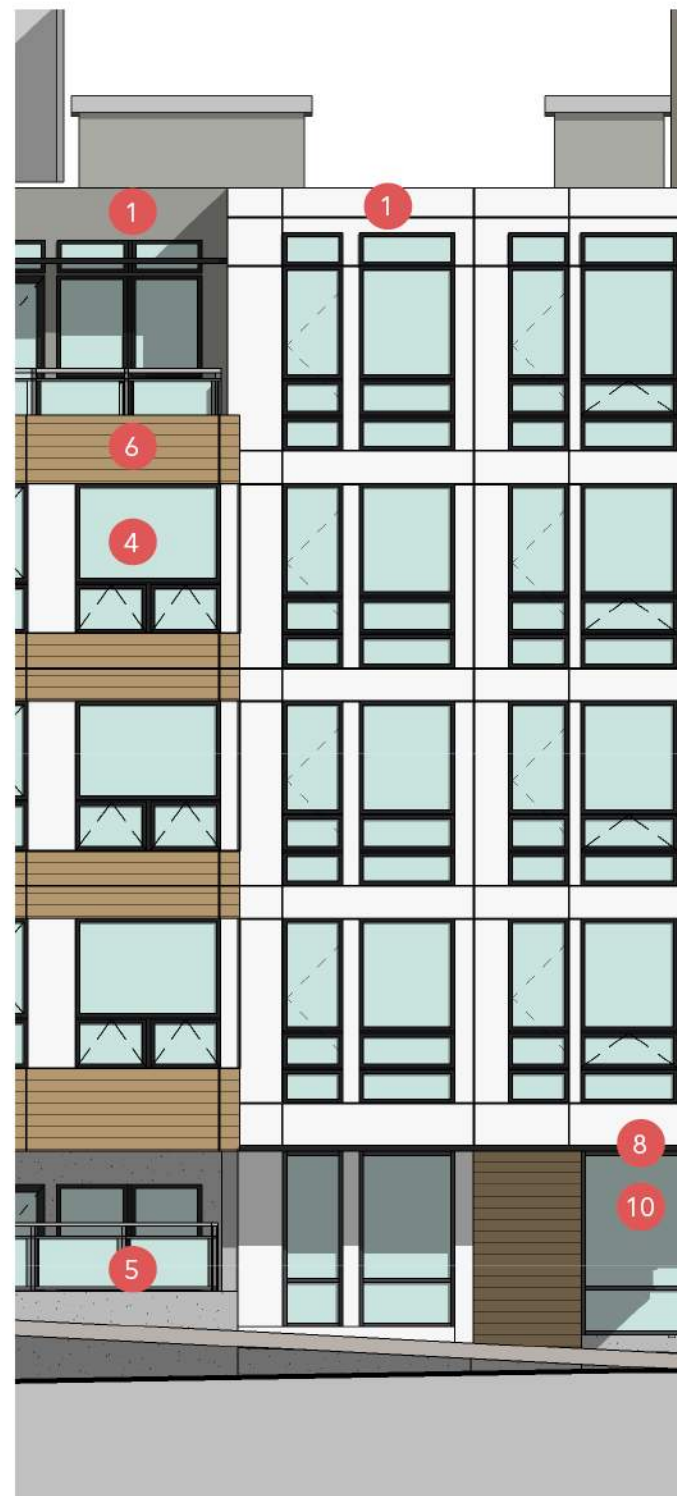
North Elevation: Fenestration Overlay



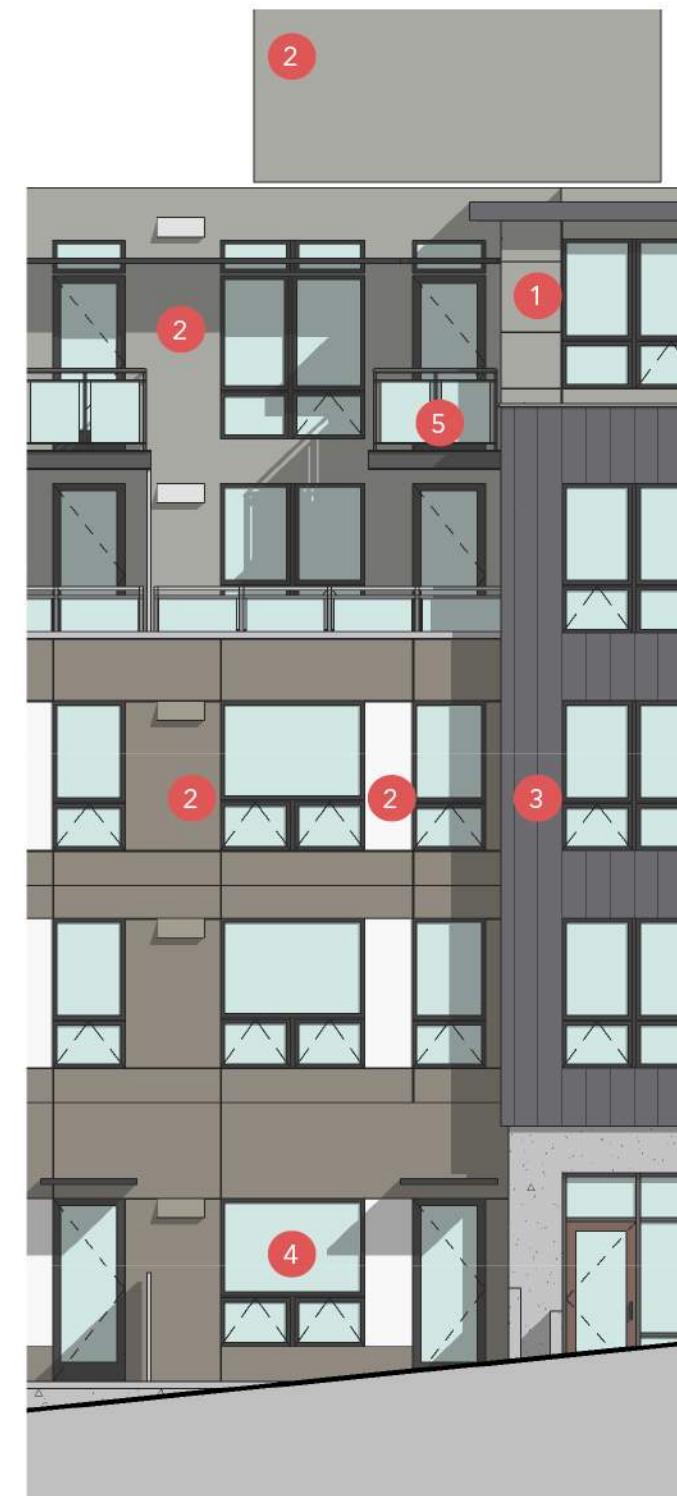
Materials & Color Palette:



65th Gasket



Residential Entry



Neighboring Residential Facade

- 1 Integral Cementitious Panel
- 2 Painted Cementitious Panel
- 3 Metal Panel
- 4 Residential Vinyl Window Black
- 5 Glass Railing
- 6 Wood Siding
- 7 Art Mural
- 8 Residential Canopy Metal
- 9 Retail Canopy Metal
- 10 Residential Storefront Wood
- 11 Textured Cementitious Panel Gray
- 12 Retail Storefront Black

A White



B Light Gray



C Dark Gray



3



4



5



7



6



8



9



10



11



12



Renderings:



Perspective view looking Northeast across NE 65th St



Perspective view looking Northwest across NE 65th St

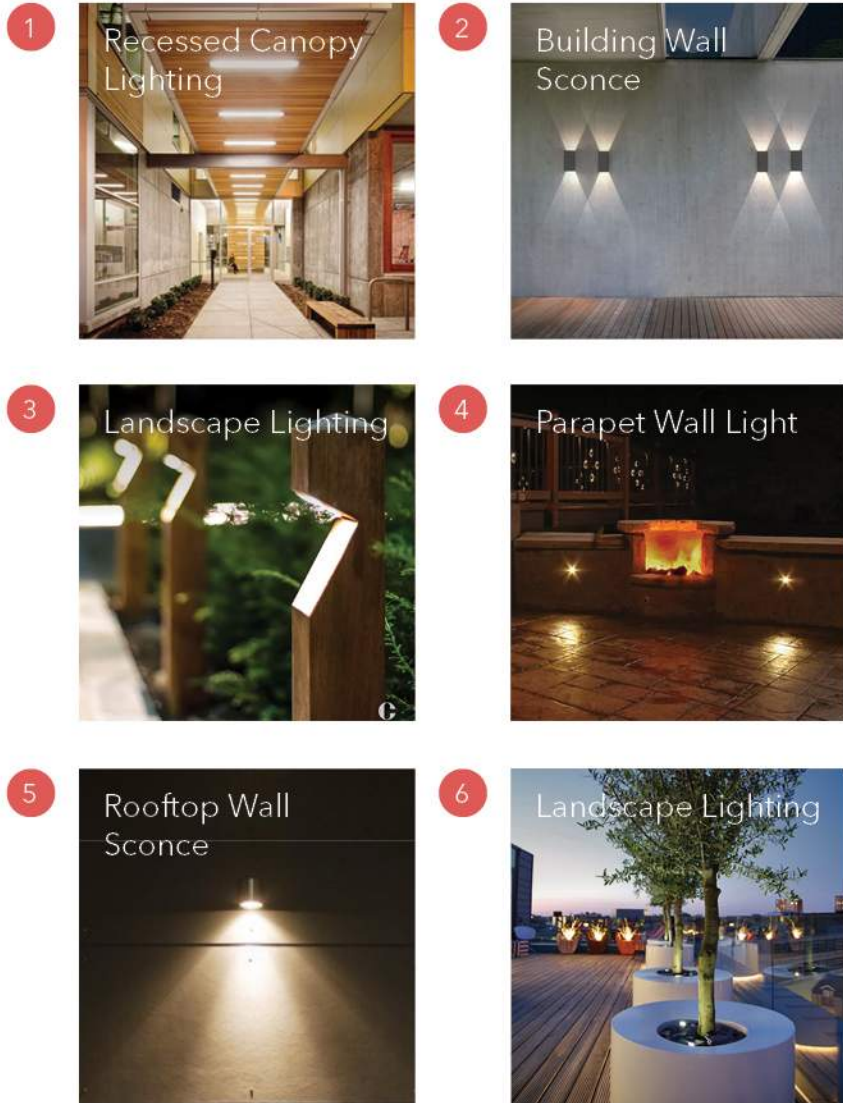


Perspective view looking Southwest across neighboring residential area



Perspective view looking Southeast down 15th Ave NE

Exterior Lighting & Signage:



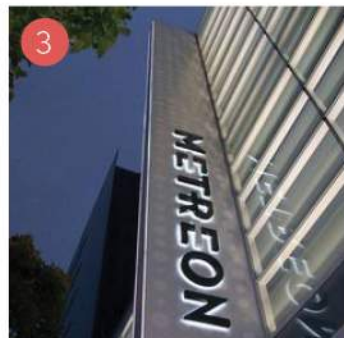
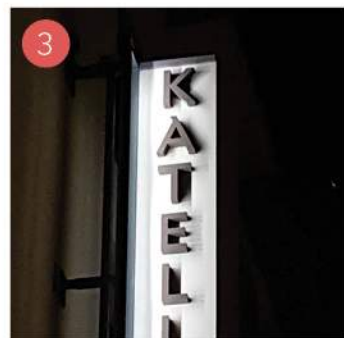
Exterior Lighting: Ground Level



Exterior Lighting: Roof Level



Signage Concept

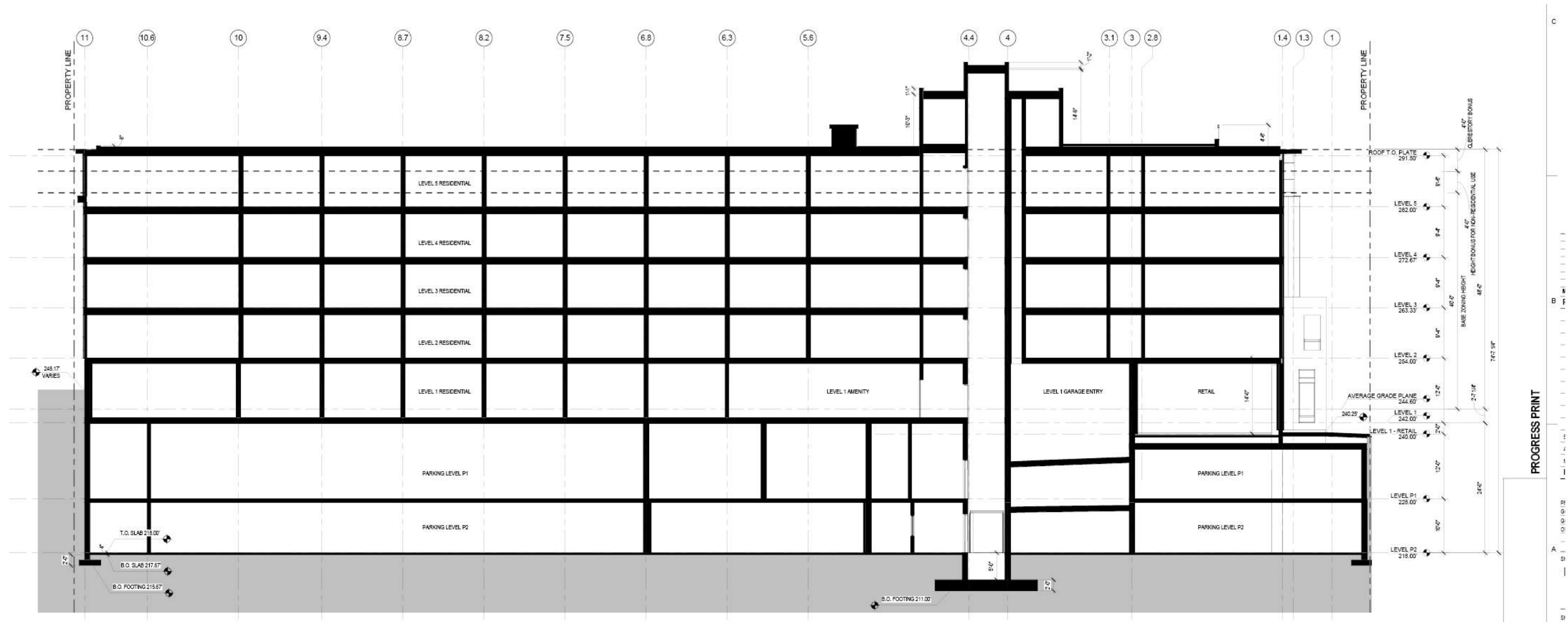


West Elevation:



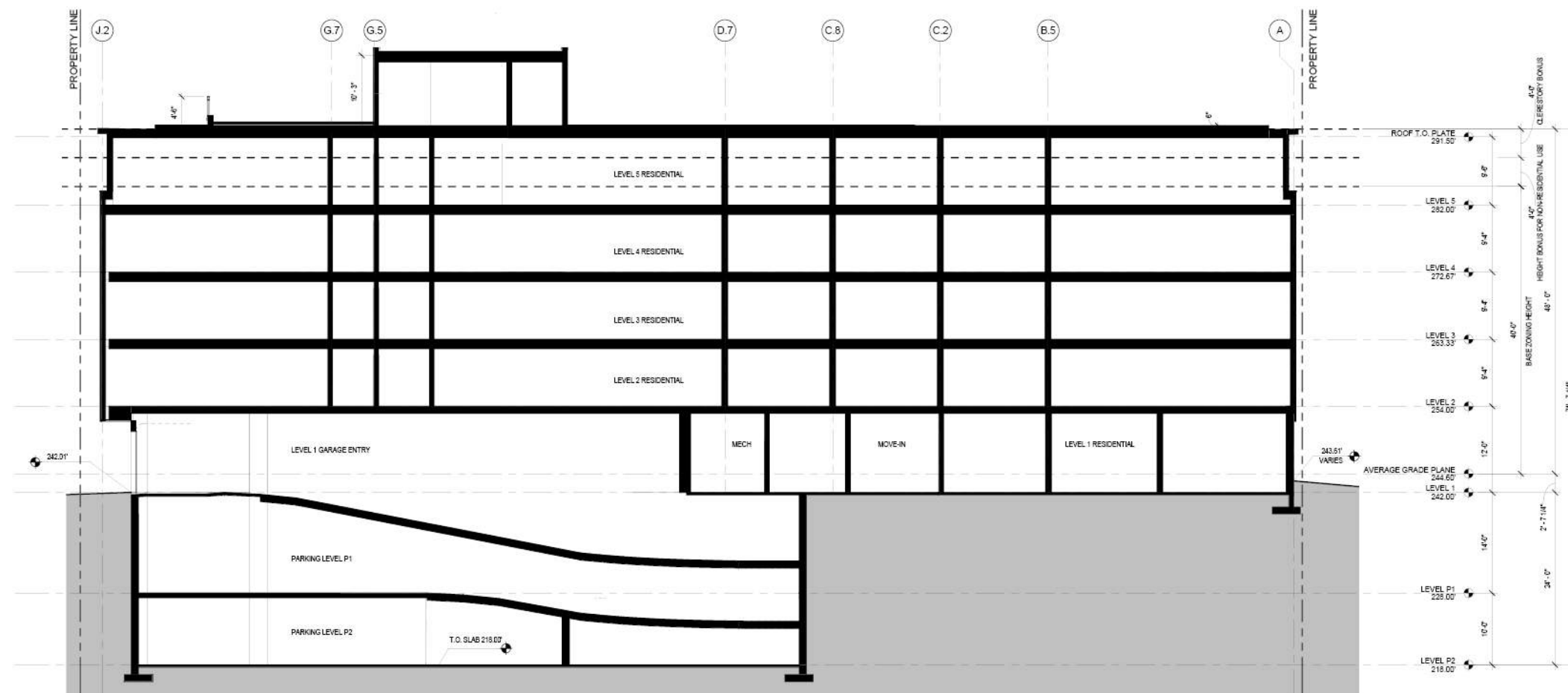
South Elevation:

Building Sections:



A: North / South Longitudinal Section





B: East / West Cross Section



Departures

Departure 1: Setbacks

23.47A.014.B.3.a

Setback Requirement for Lots Abutting Residential Zones

Design Standard:

For a structure containing a residential use, a setback of 15 ft is required for portions of structures above 13 ft in height to maximum of 40 ft in height. For each portion above 40 ft in height, an additional setback at rate of 2 ft of setback for every 10 ft by which the height of such portion exceeds 40 ft.

Request:

- a) Requesting a departure for 31 ft in length at north façade abutting residential use, for the setback requirements above 40 ft high to be at 48 ft high.
- b) Requesting a departure for 68 ft in length at east façade abutting residential use, for the setback requirements above 40 ft high to be at 48 ft high.
- e) Requesting a departure for 50 ft in length at east façade abutting residential use, for the setback requirements above 13 ft high to be at 22.5 ft high.

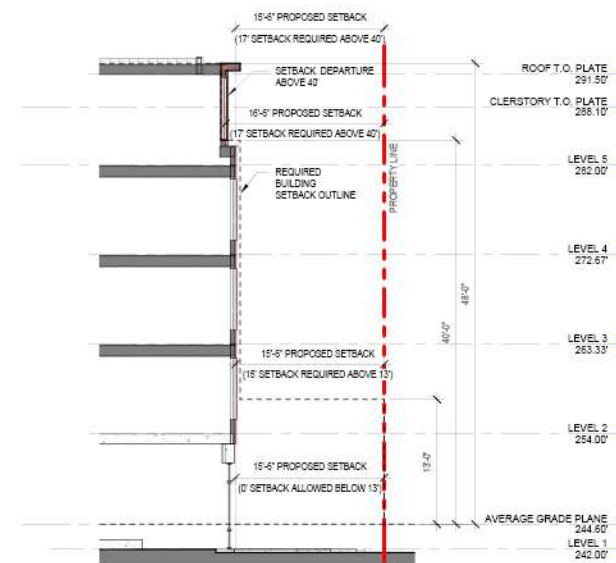
Rationale:

For north facade of the building south wing abuts the side lot of a residential zone: Instead of providing zero setback below 13 ft in height per code, the proposed design has an 8'-6" setback at the first two levels. This will allow for at grade unit an access to a private outdoor space. It will allow an outdoor terrace off the central amenity. The proposed new single family home being designed for the adjacent lot is setback 5' from the property line - providing an overall 16' distance between buildings.

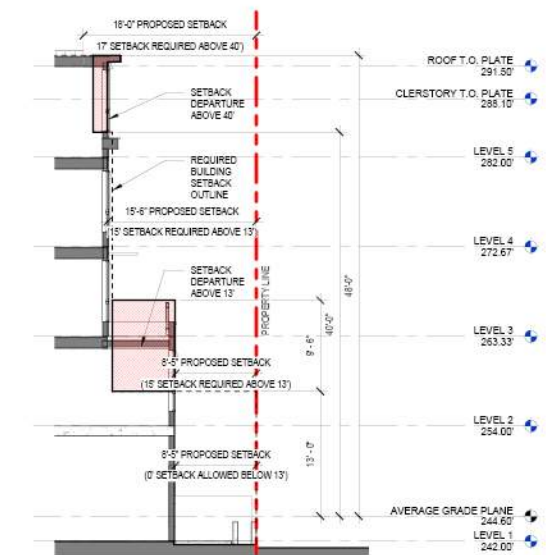
As for the setback requirements above 40 ft high to be at 48 ft high, the proposed design is to apply consistent setback at the upper levels that matches the massing from all street facing façade. In return, the lower levels are setting back more than code required in a range from 6" to 8'-6". Thus providing a minimum of 15'-6" to maximum of 23'-6" from the property line.

Design Guidelines:

CS2 URBAN PATTERN AND FORM (Height Bulk and Scale, Respect for Adjacent Sites) ... "review the height, bulk and scale of neighboring buildings... scale of development anticipated.. determine an appropriate complement/transition"... "respect adjacent properties to minimize disturbing the privacy of adjacent buildings"...Roosevelt III Supplemental Guidance (Height, Bulk and Scale: Zone Edge Condition One: rear lot line of commercial abuts side of residential zone) ... "step back the upper floors"

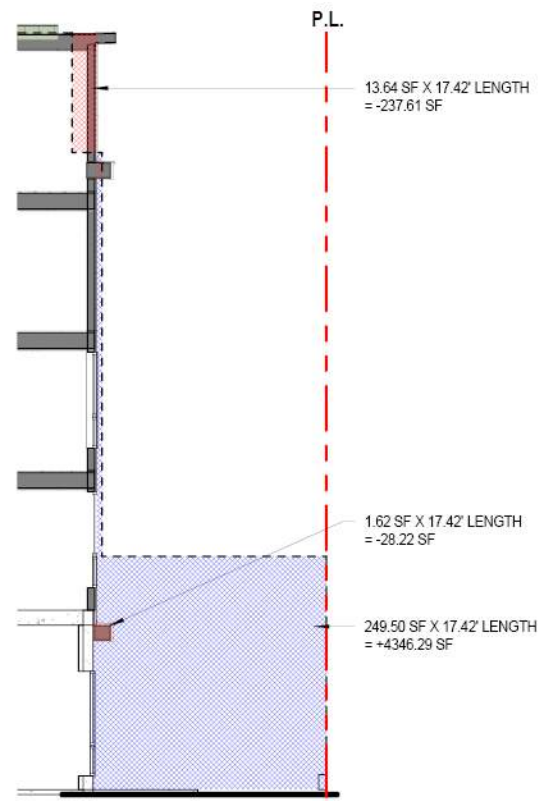


Setback Diagram: Section 1

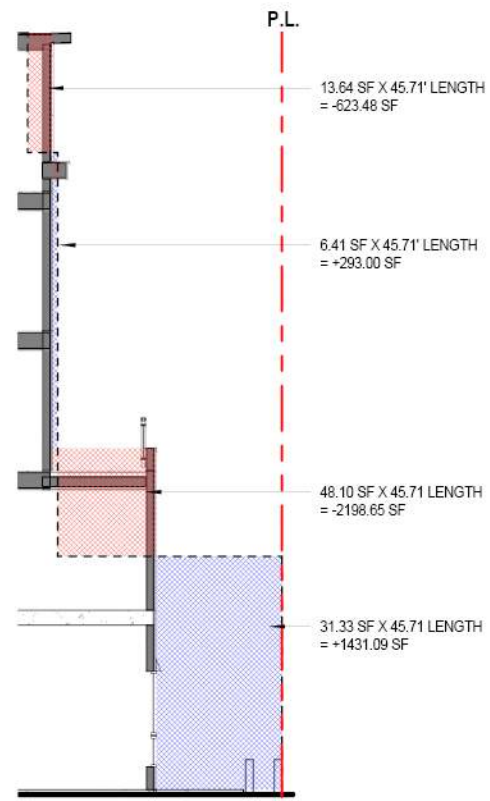


Setback Diagram: Section 2

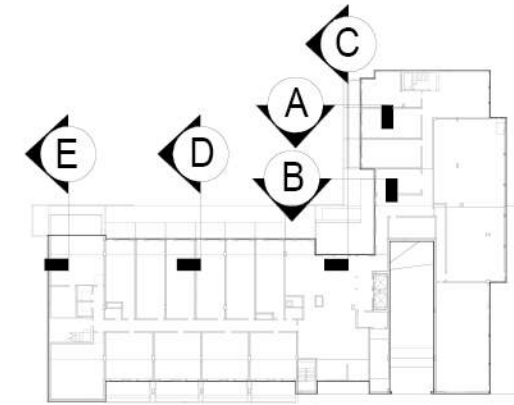




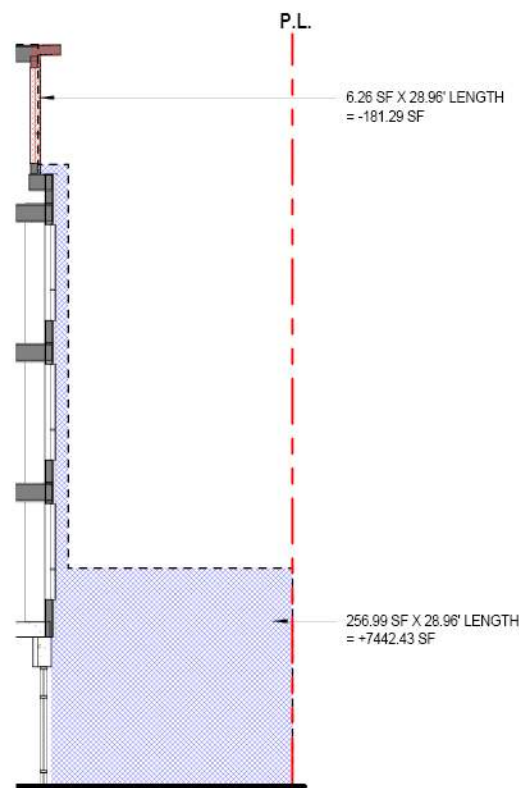
Setback Diagram: Section A



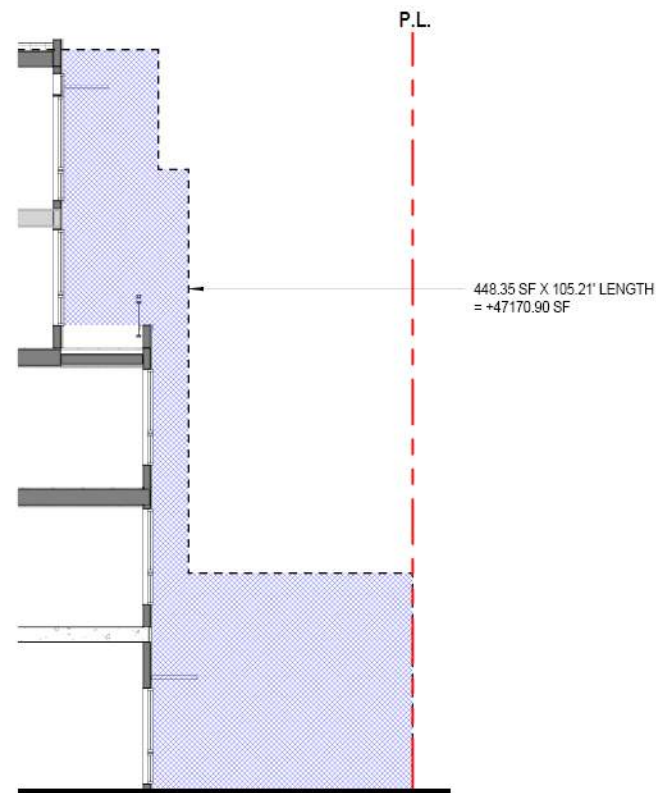
Setback Diagram: Section B



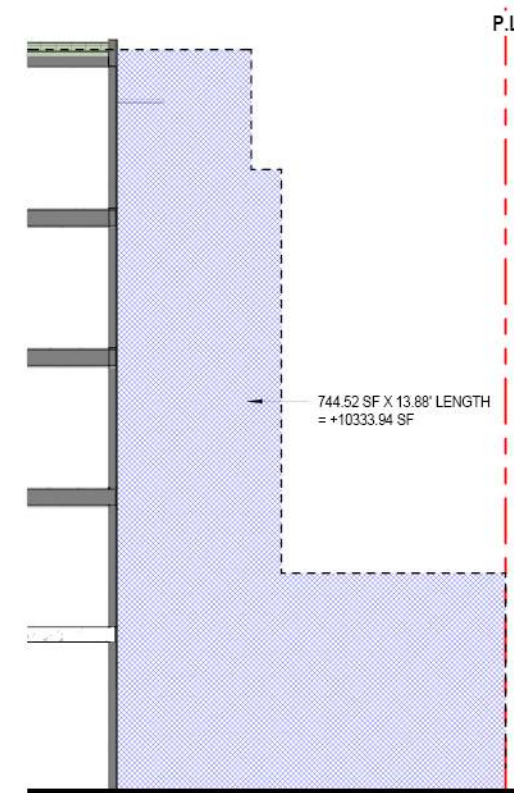
Key Plan:



Setback Diagram: Section C



Setback Diagram: Section D



Setback Diagram: Section E

Type 1 Decision: Driveway Slope

23.54.030.D.3 Parking Space Standards - Maximum Driveway Slope

Design Standard:

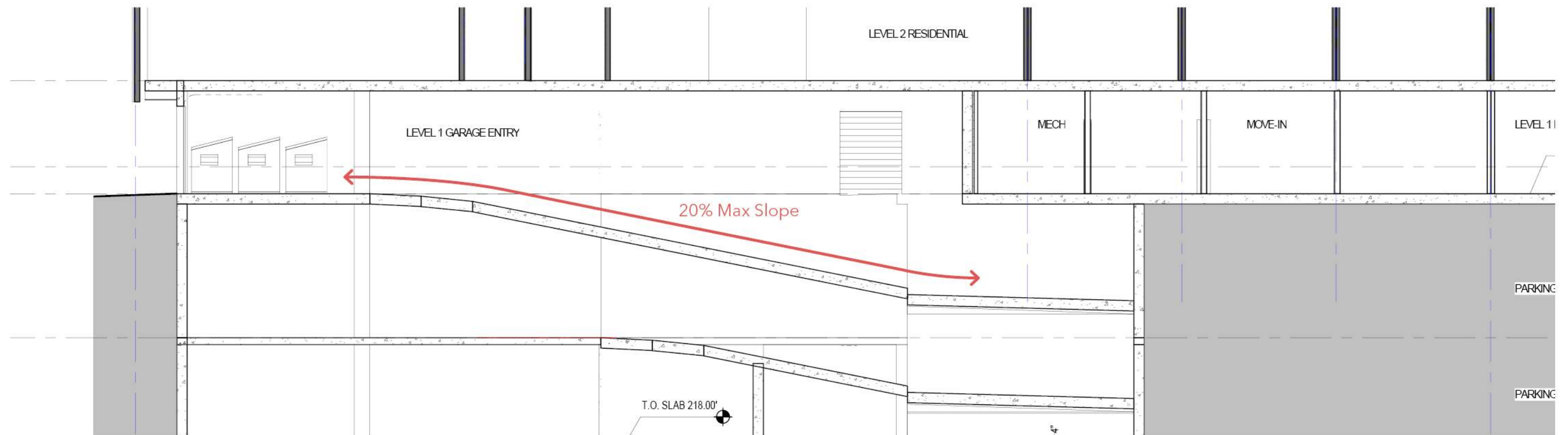
Driveway slope for all uses. No portion of a driveway shall exceed a slope of 15%. The director may permit a driveway slope of more than 15%.

Request:

Requesting a departure for 20% max slope per SDOT standards

Rationale:

Locating the driveway on NE 66th Street (at a higher elevation than NE 65th Street) requires the parking ramp to steepen in order to accommodate street level uses along NE 65th Street and maximize residential density.



Setback Diagram: Driveway Section



Solid Waste & Recycling Capacity Calculations:

Residential solid waste (132 units):

Garbage:

132 units / 10 = 14 cubic yards (cy)

With compactor volume reduction: 14 cubic yards / 4 = 3.5 cubic yards Required

Recycling:

Same as garbage = 3.5 cubic yards required

Food & Yard waste:

Per Seattle public utilities (spu) table:

- 50 - 100 units = (2) 96-gallon carts required
- 100 or more unites = (1) additional 96-gallon carts needed
- (3) 96-gallon carts provided

Residential solid waste (132 units):

Quantity container size service collection frequency

(2) 3-cy recycling 2 / week (total 6 cy / week)**

(2) 3-cy compacted garbage 1 / week

(3) 96-gal compost 1 / week

Commercial solid waste (4,294 sf of commercial space - 2 retail spaces):

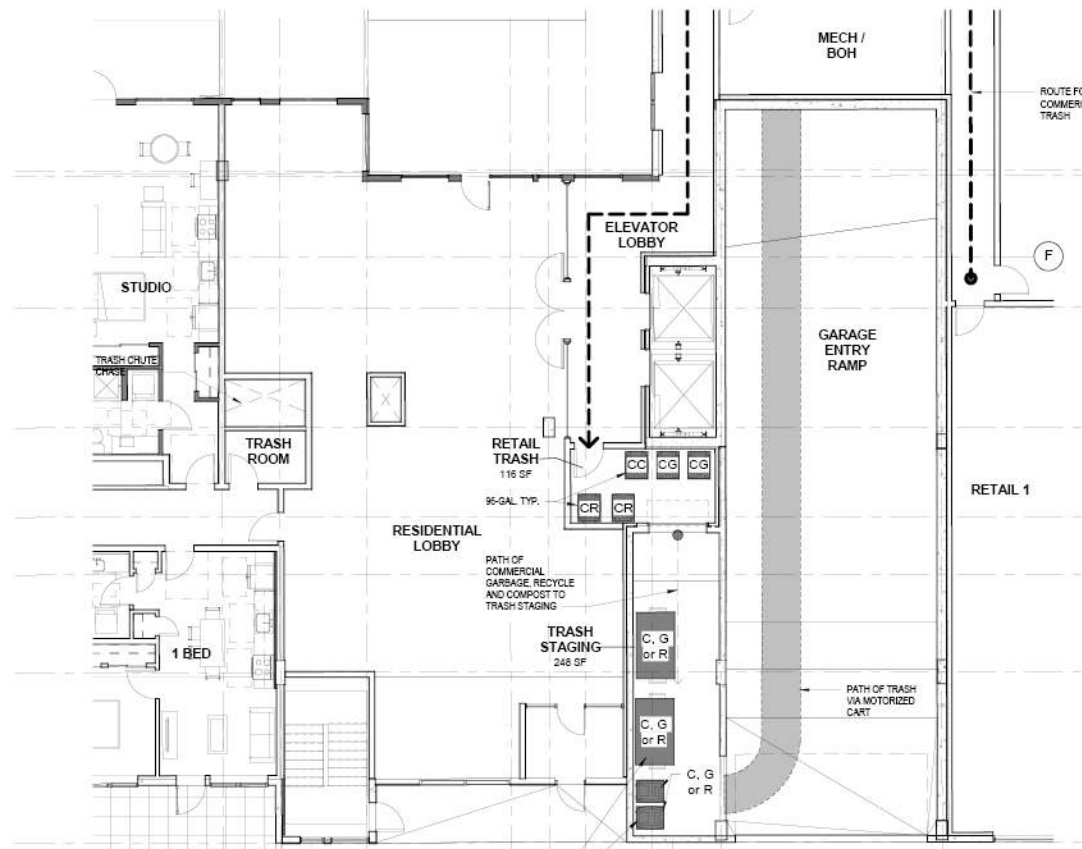
Quantity container size service collection frequency

(2) 96-gal recycling 1 / week

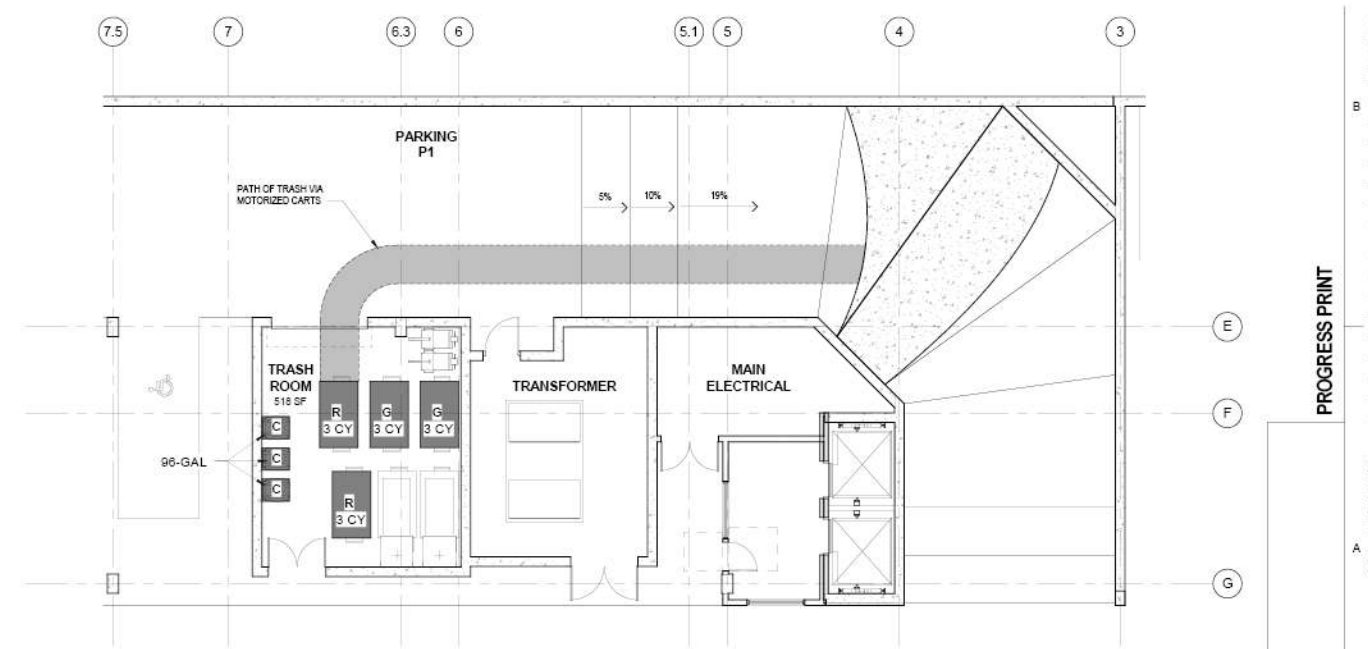
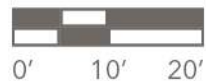
(2) 96-gal garbage 1 / week

(1) 96-gal compost 1 / week (non-restaurant)

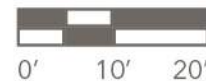
- recycling and garbage collected on different days. Residential recycling has the largest number of containers to accommodate at any given time.



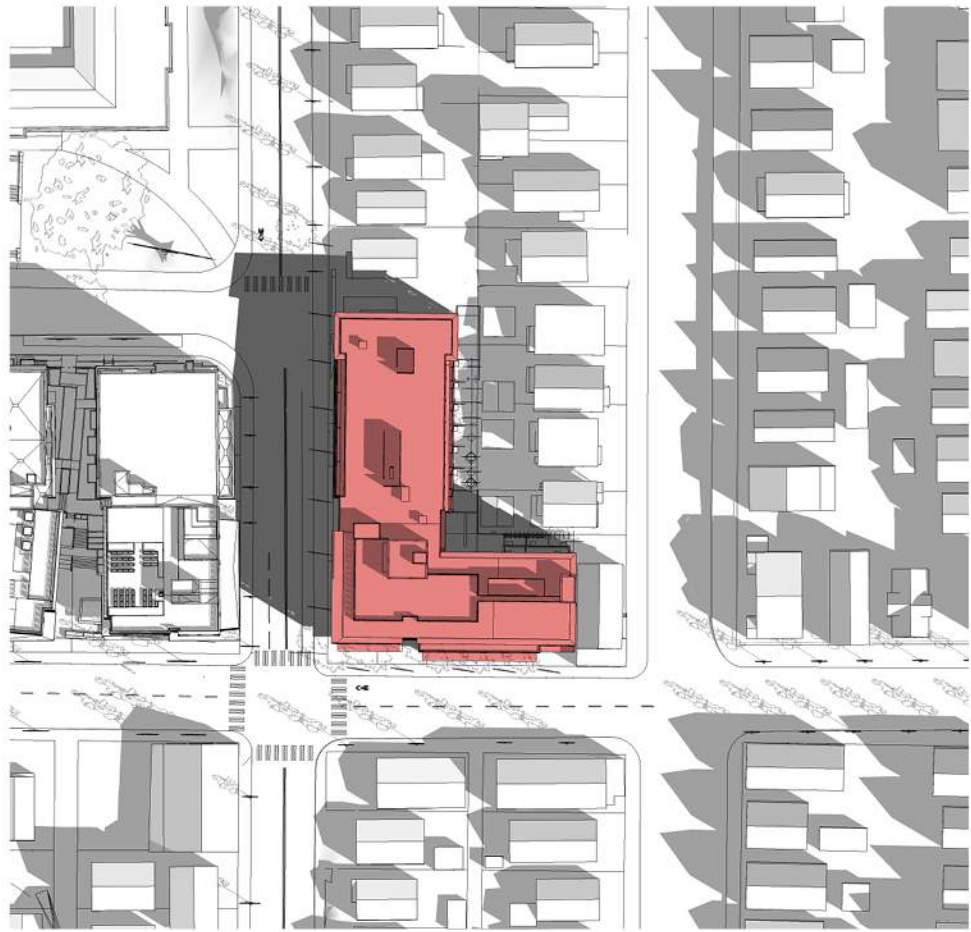
Level 1: Trash Staging & Retail Trash Storage



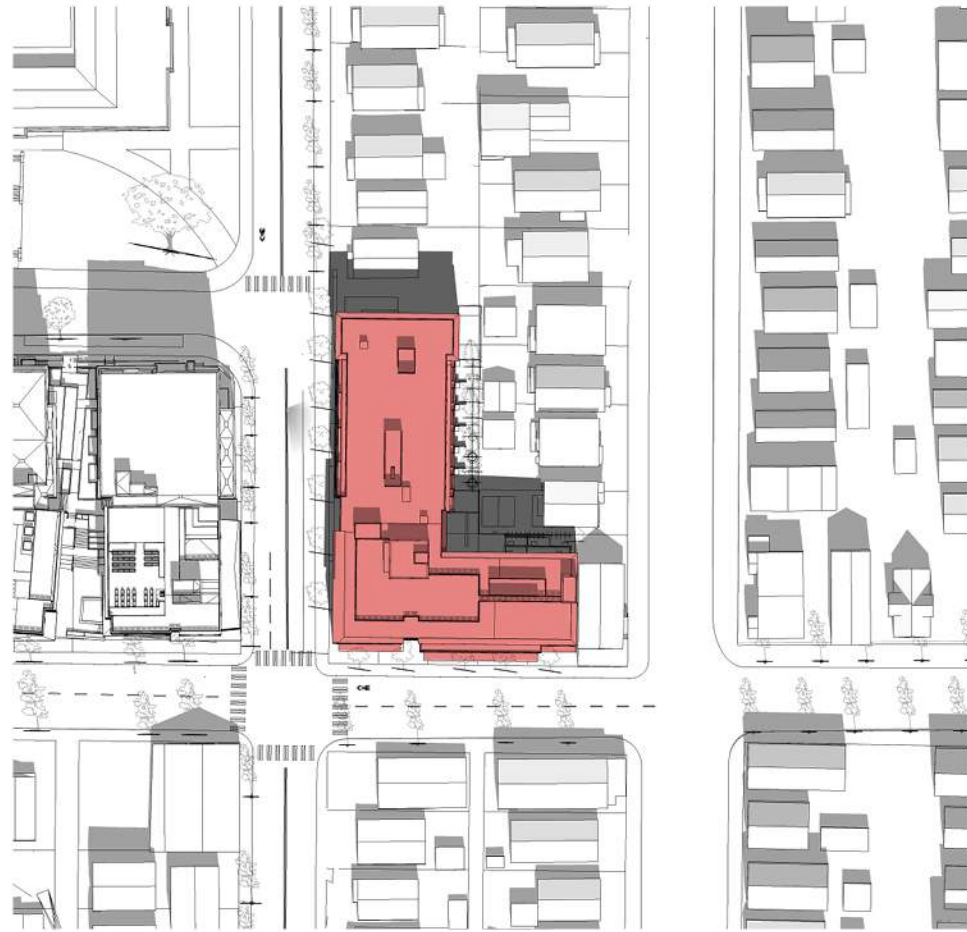
Level P1: Residential Compost, Garbage & Recycling Storage



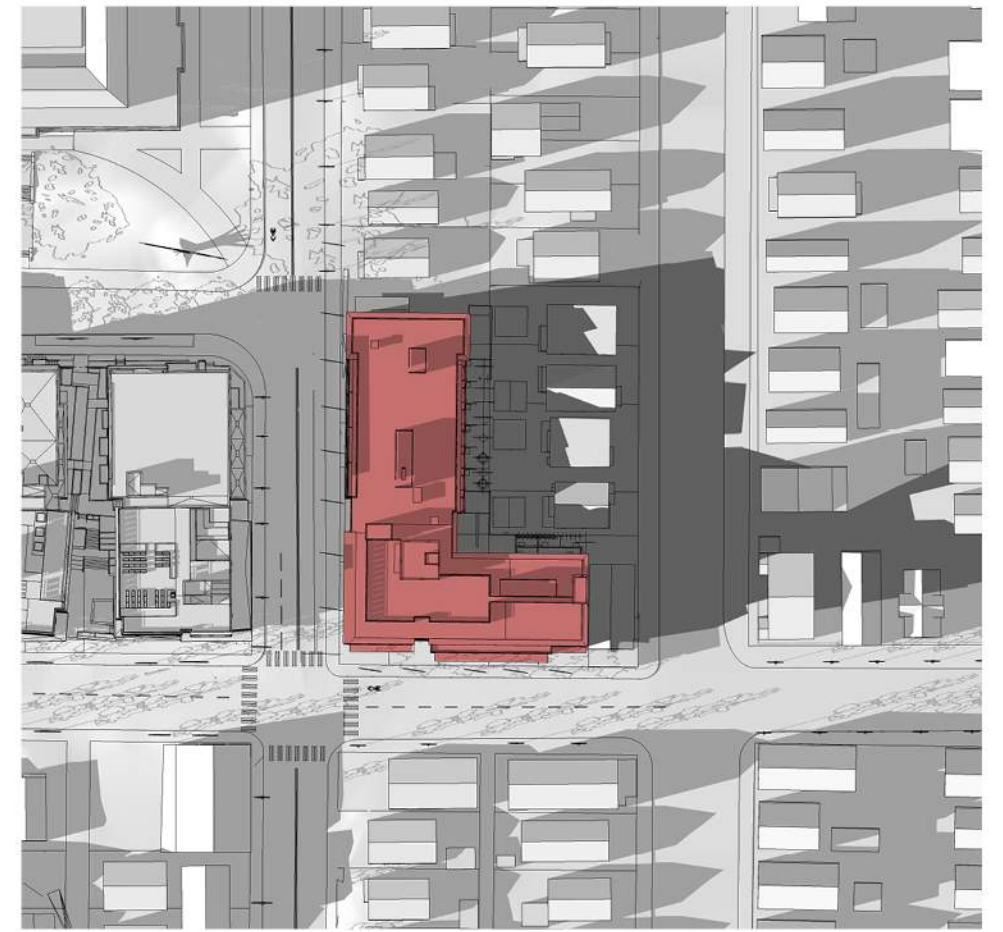
Requested: Proposed Solar Shade Diagrams



March / September 21st, 9:00 am



March / September 21st, 12:00 pm



March / September 21st, 6:00 pm



June 21st, 9:00 am

June 21st, 12:00 pm



June 21st, 6:00 pm



December 21st, 9:00 am

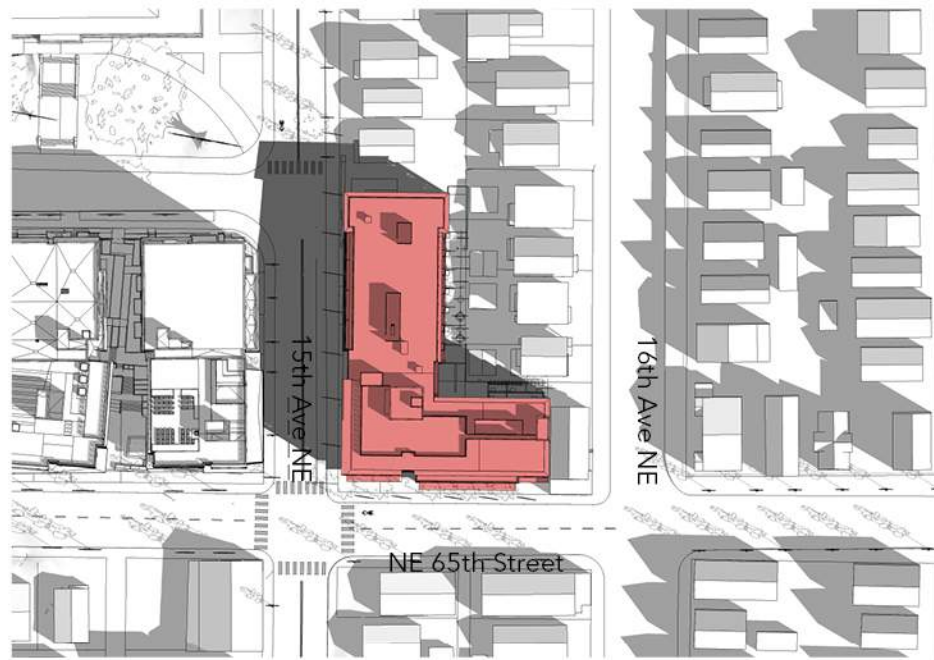


December 21st, 12:00 pm



December 21st, 6:00 pm

Solar Shade Diagram: Code Compliant



March / September 21st, 9:00 am

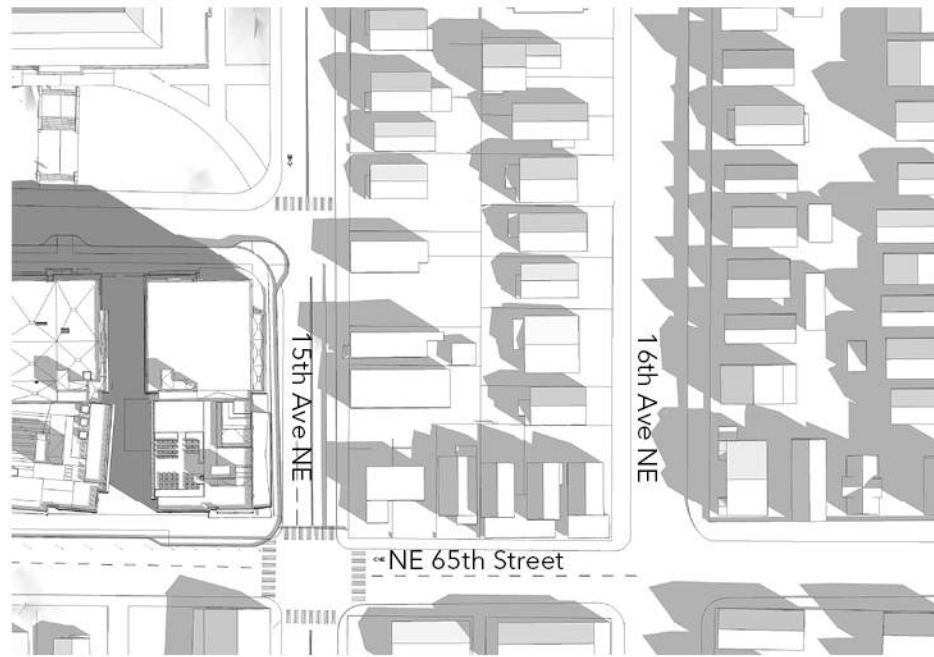


March / September 21st, 12:00 pm

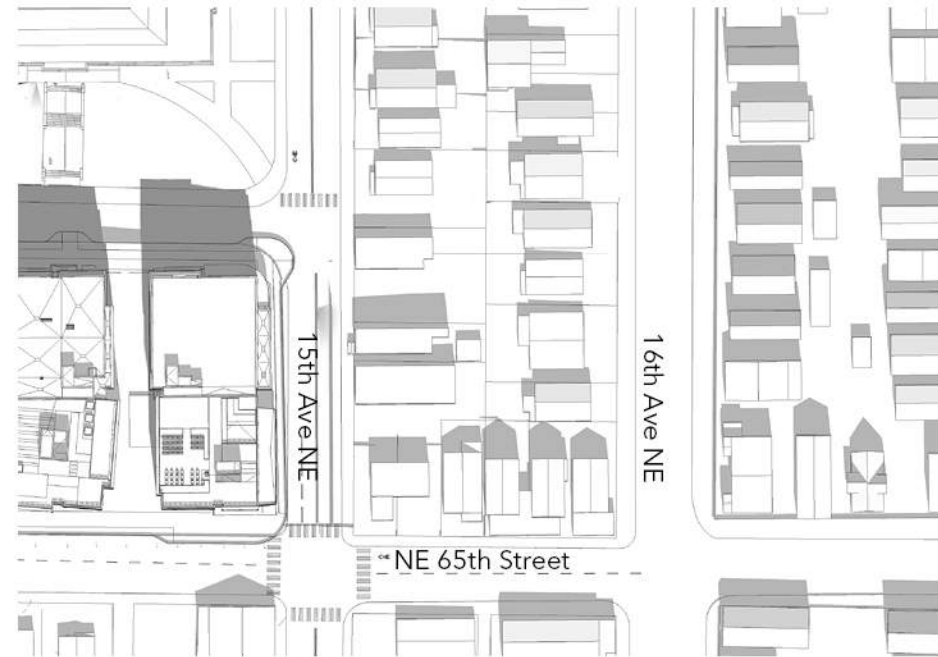


March / September 21st, 6:00 pm

Solar Shade Diagram: Block 2 and the Existing Context



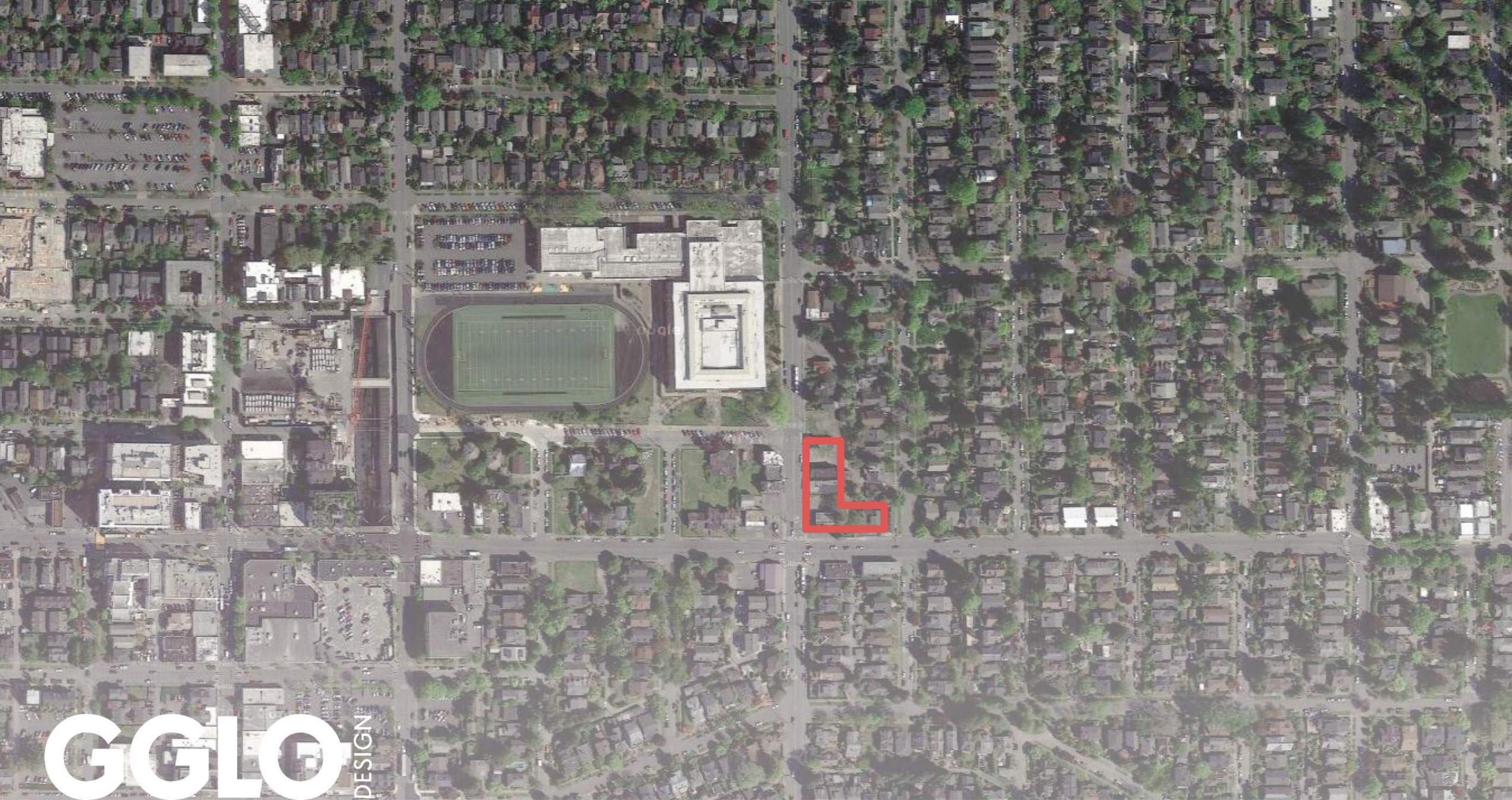
March / September 21st, 9:00 am



March / September 21st, 12:00 pm



March / September 21st, 6:00 pm



GGLO DESIGN