EARLY DESIGN GUIDANCE

April 25, 2016, 6:30 PM

PROJECT SITE

NE 68th STREET

NE 66th STREET

NE 65th STREET

ROOSEVELT WAY NE

12th AVENUE NE

BROOKLYN AVENUE NE

14th AVENUE NE

15th AVENUE NE

SDCI # 3023077
836 & 838 NE 66th Street
Seattle, WA 98115

Applicant:
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VICINITY MAP

EXISTING SITE

The project site consists of two (2) parcels (APN's: 9528102885 and 9528102845) located mid-block on the north side of NE 66th in the Roosevelt neighborhood of Seattle. Directly opposite and south of the subject parcels is an existing 6-story apartment building. The parcels east and west of the proposed project site each contain four (4) 3-story townhouses. The combined area of the subject parcels is approximately 7,716 SF and measures roughly 75' wide by 103' deep. The site slopes from the northeast corner to the southwest corner, with an overall grade change in this direction of approximately 10 feet. Two (2) existing 2-story single family residences occupy the site.

ZONING AND OVERLAY DESIGNATION

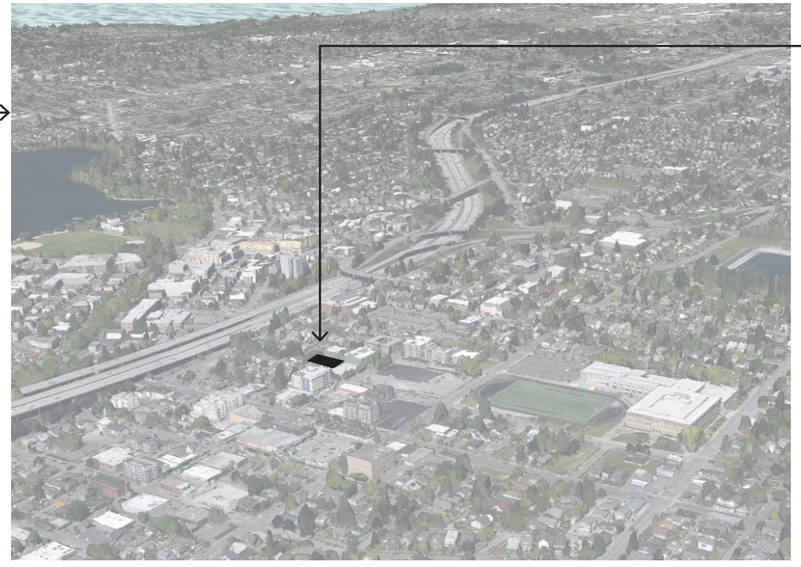
The project parcels are in different zones. The west parcel (9528102885) is zoned MR, while the east parcel is zoned NC3P-85. The MR zoning designation continues to the west until I-5. The NC3P-85 zone continues to the east across Roosevelt for one more block to 12th Ave NE. Directly across NE 66th and south of the subject parcels the zoning is NC3-65 zoning which continues south to NE 65th when it transitions up to NC3P-85. The parcels immediately north of the site also straddle MR and NC3P-85 zones. Finally, both subject parcels are located within the Roosevelt Light Rail Station Overlay and as a result parking is not required.

DEVELOPMENT OBJECTIVES

The owner proposes the construction a new residential apartment building with approximately 80 small efficiency dwelling units. The existing buildings on the project parcels will be demolished. The site is within the Roosevelt Light Rail Station Overlay, and as a result is not required to provide parking. The objective for these apartments is to provide upscale, yet affordable, housing for the Roosevelt neighborhood. The demographic that will benefit most from this housing will be students and wage earners in the neighborhood; city-dwellers seeking a pedestrian-oriented lifestyle; and people that commute to the University of Washington and downtown businesses. These small efficiency apartments will add to the variety of multifamily housing types in the neighborhood and complement the diverse residential community that defines Roosevelt.

NEIGHBORHOOD DEVELOPMENT

The immediate blocks in the zone are a mix of multi-family apartment buildings, small businesses, and single-family homes. A vibrant commercial area is located one block east at Roosevelt Way NE. Here there is a grocery store, several restaurants and shops, as well frequent buses connecting to the University District, Downtown Seattle, and beyond. A new Link Light Rail Station located one block east of the proposed site is opening in 2021. In general, the area is very pedestrian friendly and there are numerous restaurants, stores, and parks within walking distance of the project site.



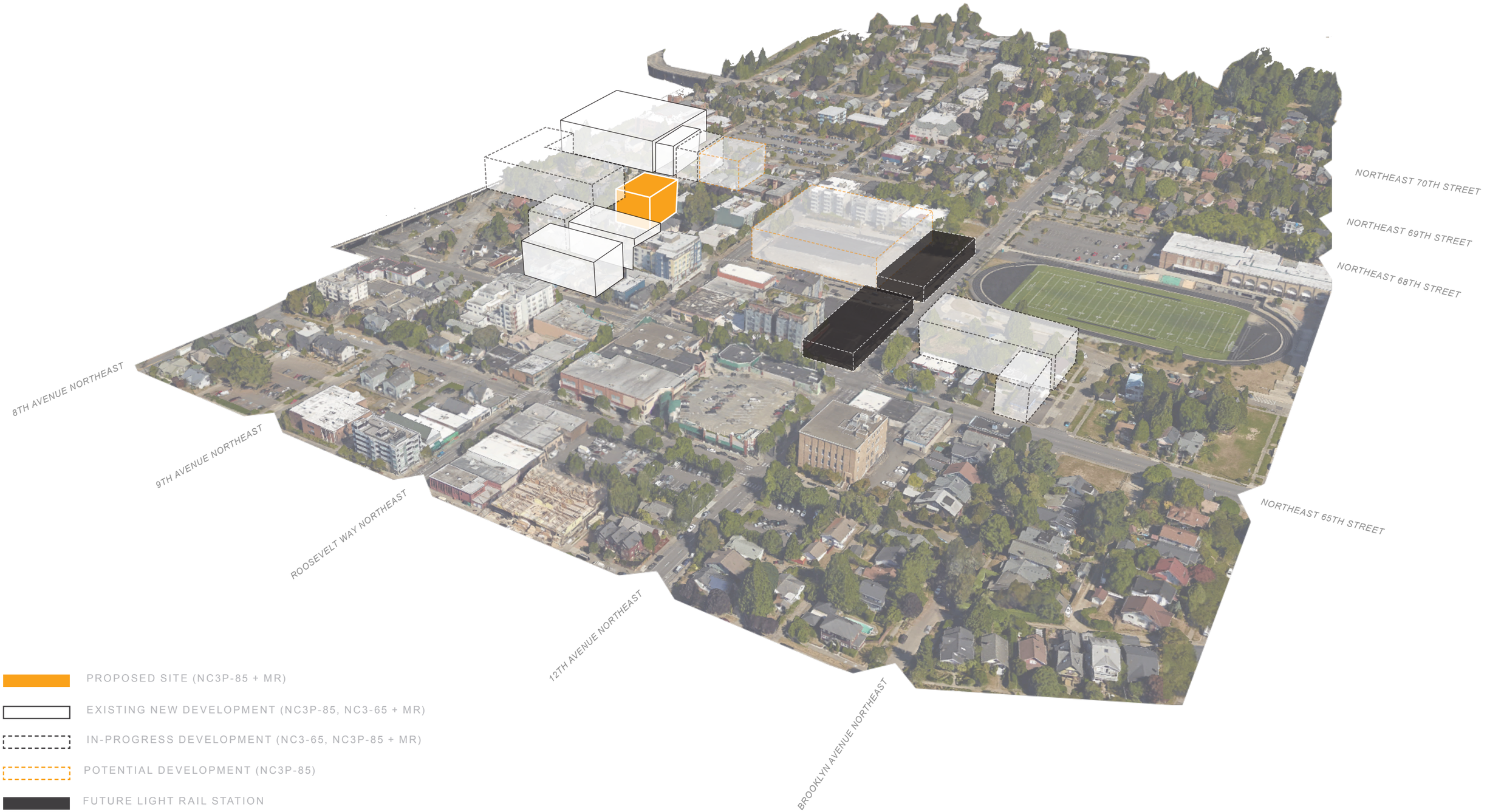
SITE LOCATION

836 & 838 NE 66th Street
Seattle, WA 98115

PROJECT PROGRAM

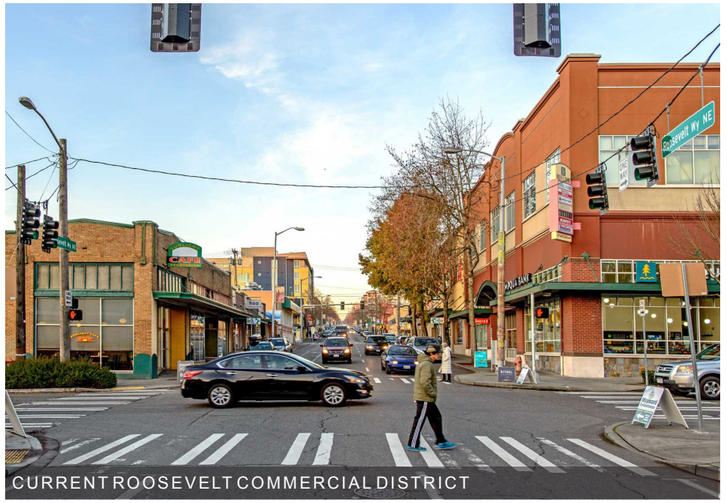
Site Area: 7,716 SF
Number of Residential Units: Approx. 80
Number of Parking Stalls: None
Proposed Bike Parking: Approx. 60 Stalls
Total Area: 36,900 SF
Total Area Above Grade: 35,000 SF
Allowable FAR = 1.3 + 5.75
Anticipated FAR = Approx. 4.4


GREEN LAKE LIBRARY
GREEN LAKE
GREEN LAKE PARK
SAFEWAY
GREEN LAKE RESEVOIR
15 MINUTE WALK
10 MINUTE WALK
5 MINUTE WALK
ROOSEVELT WAY NE
12TH AVENUE NE
15TH AVENUE NE
NE RAVENNA BOULEVARD
CALVARY CHRISTIAN ASSEMBLY
ROOSEVELT HIGH SCHOOL
FUTURE LIGHT-RAIL STATION
RAVENNA ECKSTEIN COMMU
NE 65TH STREET
NE 65TH STREET
WHOLE FOODS
LATONA AVENUE NE
COWEN PARK
RAVENNA PARK


8TH AVENUE NORTHEAST
9TH AVENUE NORTHEAST
ROOSEVELT WAY NORTHEAST
12TH AVENUE NORTHEAST
BROOKLYN AVENUE NORTHEAST
NORTHEAST 70TH STREET
NORTHEAST 69TH STREET
NORTHEAST 68TH STREET
NORTHEAST 65TH STREET
PROPOSED SITE (NC3P-85 + MR)
EXISTING NEW DEVELOPMENT (NC3P-85, NC3-65 + MR)
IN-PROGRESS DEVELOPMENT (NC3-65, NC3P-85 + MR)
POTENTIAL DEVELOPMENT (NC3P-85)
FUTURE LIGHT RAIL STATION



HISTORIC ROOSEVELT COMMERCIAL DISTRICT

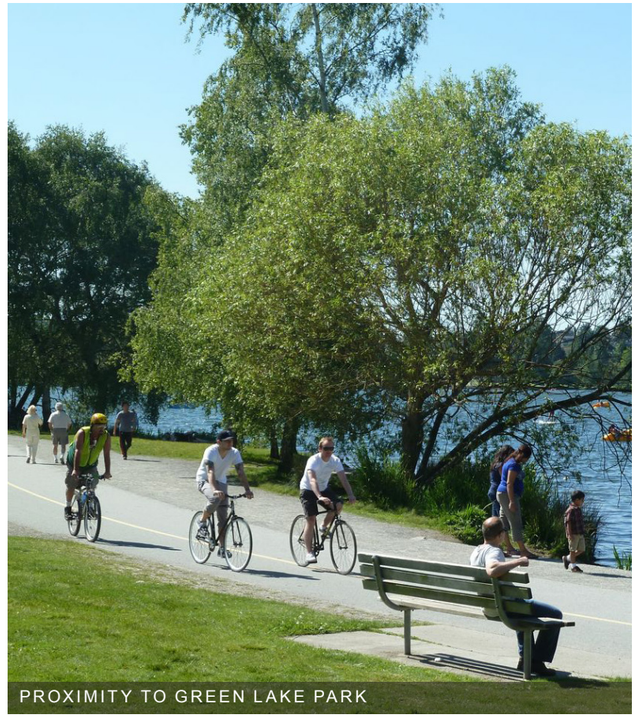

CURRENT ROOSEVELT COMMERCIAL DISTRICT


BULL MOOSE FESTIVAL


PARK CULTURE



U-DISTRICT FARMER'S MARKET


PROXIMITY TO GREEN LAKE PARK

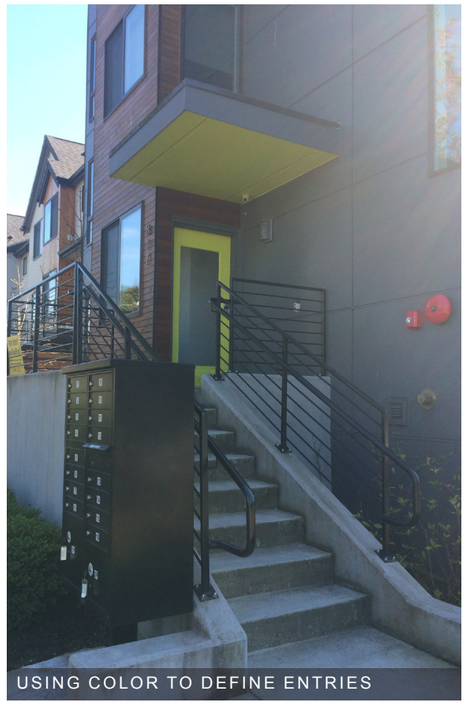

HISTORIC ROOSEVELT HIGH SCHOOL


RELATIONSHIP TO UNIVERSITY OF WASHINGTON


LIGHT-RAIL STATION (PROPOSED FOR 2021)



BELOVED LOCAL BUSINESSES


USING COLOR TO DEFINE ENTRIES



PLANTERS TO DEFINE ENTRY PROCESSION



PLANTERS TO DEFINE GRADE CHANGE



SIGNAGE INTEGRATED WITH SEATING


USE OF TEXTURAL MATERIALS



FREESTANDING PLANTED ELEMENTS



PLANTING / WALKWAYS IN R.O.W.


AWNINGS INTEGRATED WITH BUILT FORM


FREESTANDING PLANTED ELEMENTS


PLANTERS TO CREATE BUFFER



6800 ROOSEVELT WAY NE – FULLER SEARS ARCHITECTS
Full-block development; provides modulation and proposes an earthy material palette.



6616 8TH AVE – CARON ARCHITECTS
Project of a similar scale to proposed design; simplified massing with window and color variations.



836 NE 67TH ST – SKIDMORE JANETTE
Project of similar scale on mid-block parcel; proposal for activation at pedestrian level.



6505 15TH AVE NE – GGLO ARCHITECTS
Multi-block development; design takes advantage of existing surroundings (Roosevelt High School) to direct and inform pedestrian patterns.



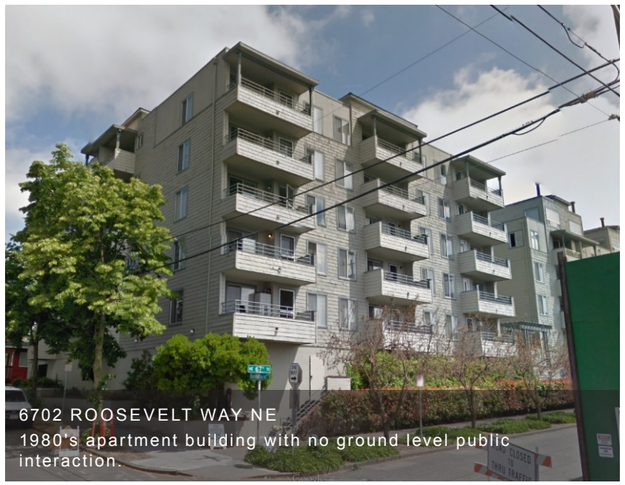
68TH AND 8TH – RUNBERG ARCHITECTURE GROUP
Multi-block development; simplified massing with unique roof form and accent materials and colors, embraces visibility from I-5.



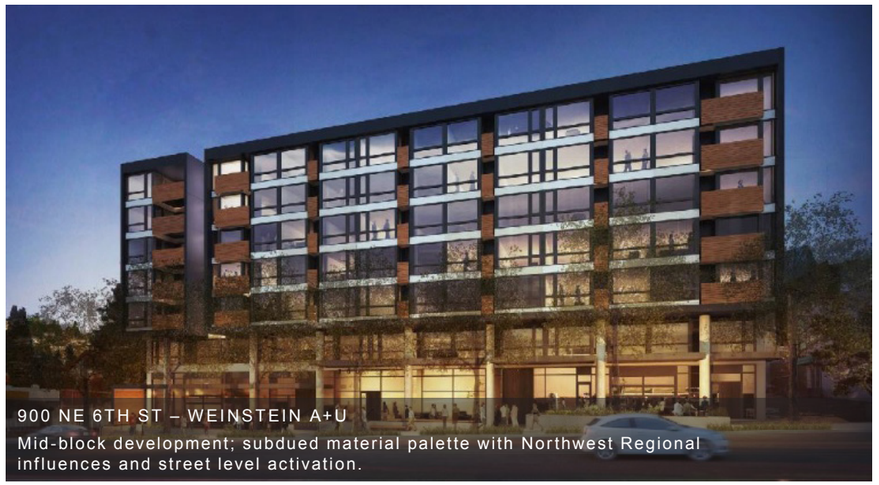
1319 NE 65TH ST - WEINSTEIN A+U
Simple massing with glazing directed towards primary street; storefront system along sidewalk to create pedestrian interest.



844 NE 69TH STREET
1970's apartment building with no ground level public interaction.



6702 ROOSEVELT WAY NE
1980's apartment building with no ground level public interaction.



900 NE 6TH ST – WEINSTEIN A+U
Mid-block development; subdued material palette with Northwest Regional influences and street level activation.



1020 NE 63RD ST - RUNBERG ARCHITECTURE GROUP
Simple modulation creates massing differentiation, use of accent color in recesses to add visual interest and distinguish the massing.



845 NE 66TH ST - JOHNSON ARCHITECTURE & PLANNING
Modulation variety with heavy, high-quality materials used at base. Variety of color utilized throughout.

MULTI-FAMILY CONTEXT

The Roosevelt neighborhood is experiencing a period of profound building activity for multifamily projects, in particular apartment units, to meet the demands of the rental market. This proposal will draw from the precedents of the multifamily buildings in the neighborhood, both existing, proposed and currently under construction. These buildings and proposals are diverse in scale and appearance but share common traits, such as simple forms and high quality materials like architectural concrete, brick, fiber cement, and rain screen siding systems. The historic apartment buildings typically offer no interaction with the public sphere while newer buildings place a priority on interacting with the public at the sidewalk.



NORTH OF 66TH STREET VIEW

PROJECT UNDER REVIEW (#3020751)

MATERIALS	UNKNOWN
ROOF FORMS	
ENTRY LOCATION	UNKNOWN

NC3-85 ZONE - 85’-0” HEIGHT LIMIT

ROOSEVELT WAY NE



PROJECT SITE

LAP SIDING, SHINGLES

SYMMETRICAL

LAP SIDING, SHINGLES

SYMMETRICAL

STUCCO, METAL AWNING

NONE

NC3P-85 ZONE - 85’-0” HEIGHT LIMIT

ROOSEVELT WAY NE



SOUTH OF 66TH STREET VIEW



OPPOSITE PROJECT SITE

PROJECT UNDER REVIEW
(#3017924)

MATERIALS	BRICK, METAL PANELS	METAL PANELS, WOOD	LAP SIDING	LA
ROOF FORMS				
ENTRY LOCATION	ASYMMETRICAL	ASYMMETRICAL	SYMMETRICAL	AS

NC3P-65 ZONE - 65’-0” HEIGHT LIMIT

8TH AVE NE



P, METAL SIDING

YMMETRICAL

LAP SIDING

ASYMMETRICAL

LAP SIDING

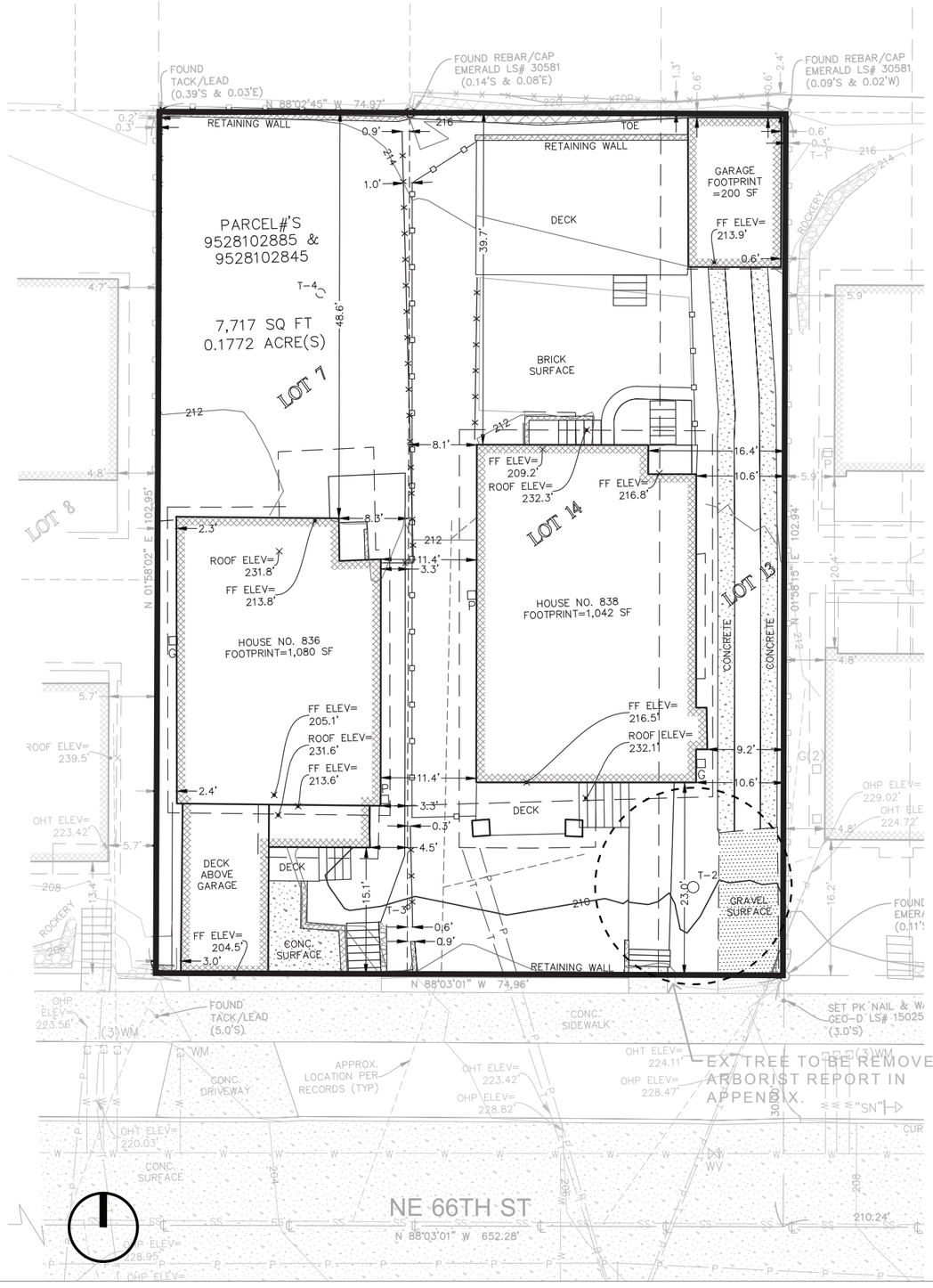
ASYMMETRICAL

LAP SIDING

SYMMETRICAL

WOOD, METAL PANELS

ASYMMETRICAL



EXISTING SITE CONDITIONS

PROPOSED PROJECT SITE
Two (2) parcels located mid-block on the north side of NE 66th Street
Site area = 7,716 SF measures roughly 75’ wide by 103’ deep

TOPOGRAPHY
10’-0” slope down across site from northwest corner to southeast corner
1’-6” slope down along NE 66th frontage from east to west

ADJACENT BUILDINGS AND USES
Existing 3-story townhouses immediately east of site (zoned NC3P-85)
Existing 3-story townhouses immediately west of site (zoned MR)
Existing 3-story apartment building north of site (zoned NC3P-85)
Existing 6-story apartment building north of site (zoned NC3-65)

SOLAR ACCESS & VIEWS
The site has decent solar access due to existing topography and south-facing location. Exceptional territorial views of Mt. Rainier, downtown Seattle, Greenlake, and the Olympic Mountains from the upper reaches of the site.

ALLOWABLE STRUCTURE HEIGHT
NC3P-85 zoning allows for a 85’-0” structure height
- 4’ bonus for rooftop features
- 16’ bonus for stair/elevator penthouses

MR zoning allows for a 60’-0” structure height
- 15' additional incentive height allowed
- 4’ bonus for rooftop features
- 16’ bonus for stair/elevator penthouses

ALLOWABLE BUILDING AREA

MR	1.3 FAR - Incentive Zoning Suffix = 4,017 SF
	4.25 FAR - Maximum = 13,132.5 SF
NC3P-85	5.75 FAR - Incentive Zoning Suffix = 26,605 SF
	6.0 FAR - Station Area Overlay = 27,762 SF

PROPOSED SITE PLAN

SETBACK REQUIREMENTS:

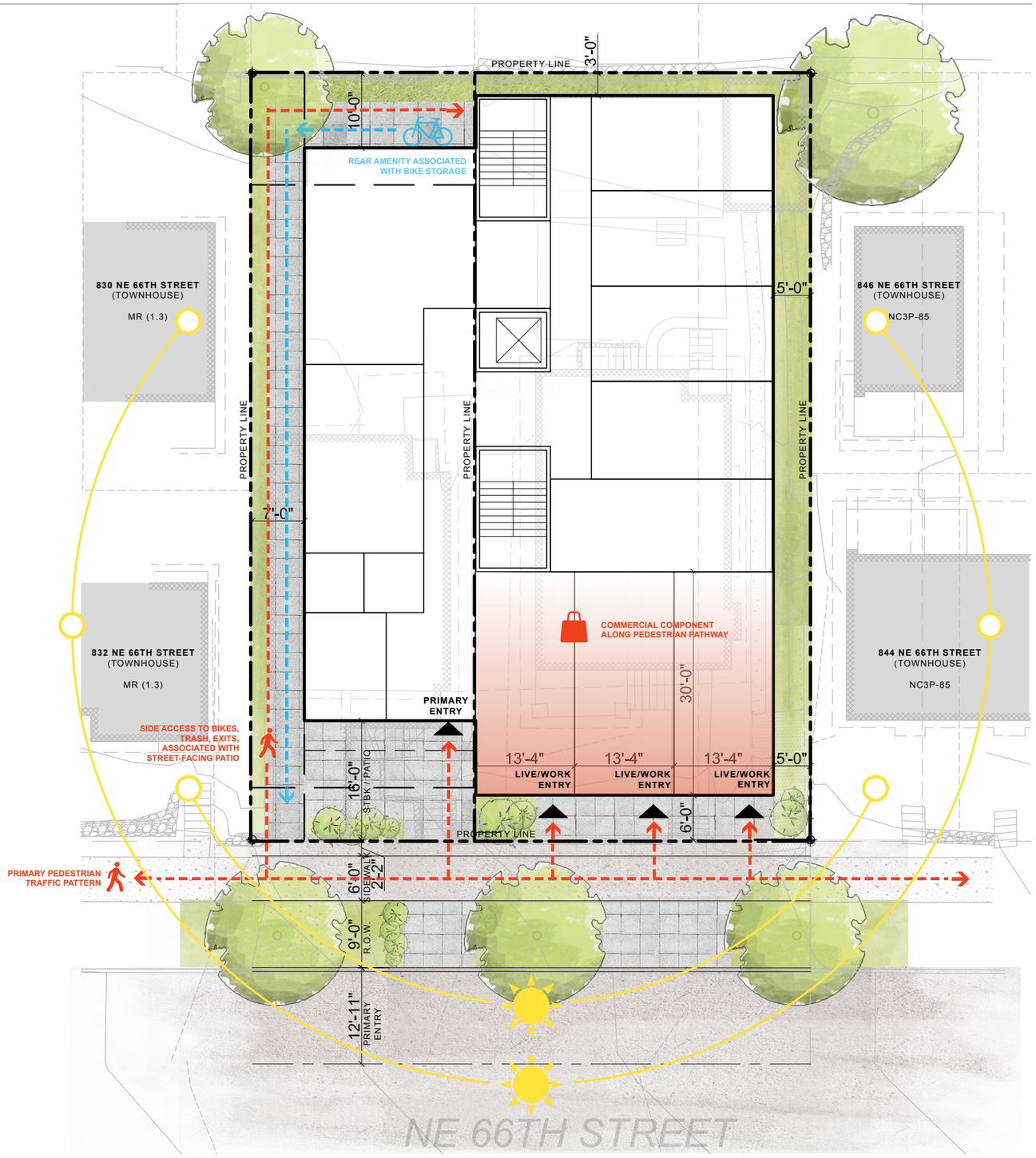
NC3P-85
- No setbacks required (5'-0" minimum proposed at north and east for glazing allowances)

MR
- 15'-0" rear setback at north
- 7'-0" average/5'-0" minimum setback required at NE 66th Street.
- 7'-0" average/5'-0" minimum side setback required at west, to a height of 42'-0"
- 10'-0" average/7'-0" minimum side setback required at west, above a height of 42'-0"

TRAFFIC CIRCULATION
- NE 66th is a residential access street that terminates to the west at the intersection with 8th Ave NE.
- There is parking available on either side of NE 66th for RPZ permit holders in Zone 19. Paid parking is available on Roosevelt Ave NE to the west. Green Lake Park and Ride is located one block to the east at 8th Ave NE, with space for 411 vehicles.
- A major bus stop is located one block south at the intersection of Roosevelt Ave NE and NE 65th Street. A minor bus stop is located one block west at the intersection of 8th Ave NE and Weedin Place NE.
- The future Roosevelt Light Rail Station will open in 2021 and entrances are located less than 1,000 feet NE and SE of the site.

STREETSCAPE
- NE 66th Street has a 6'-0" wide sidewalk and an approximately 9'-0" wide planting strip located immediately south of the proposed site.
- There are no street trees currently planted in the R.O.W. of the proposed site.
- Overhead power lines run opposite the site on the south side of NE 66th.

NEIGHBORHOOD PATTERNS AND POTENTIAL
- NE 66th Street is designated a “green street” in the Roosevelt Streetscape Concept. The R.O.W. will be designed considering planting, drainage and pedestrian circulation.
- In combination with a development proposal beginning two parcels west of the project site the entirety of the north side of NE 66th Street will be a mix of townhouses, apartment and one commercial building.
- The entire south side of NE 66th street will also be a mix of townhouses and apartments, with the exception of three single family homes remaining.



ADDRESSES: 836 & 838 NE 66TH STREET
PARCEL #: 952810-2885 & 952810-2845
ZONING: MR (1.3) & NC3P-85 (5.75)
OVERLAYS: Roosevelt (Residential Urban Village and Station Area Overlay District)
SITE AREA: 7,716 sf

23.47A.004 PERMITTED USES
Permitted outright:
- Commercial (Live-Work)
- Residential

23.47A.005 STREET LEVEL USES
Residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing facade

23.47A.008 STREET-LEVEL DEVELOPMENT STANDARDS
- Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width. The total of all blank facade segments may not exceed 40% of the width of the facade of the structure along the street.
- 60% of the street facing facade 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 facade.
- Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.
- At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry; and
- 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 facade 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.012/23.45.514.B STRUCTURE HEIGHT

	MR	NC3P-85
Allowed Maximum Base Height:	65’-0”	85’-0”
4’ additional allowed for commercial and residential street level compliance	69’-0”	89’-0”
4’ additional allowed for rooftop features (parapets, clerestories, etc.)	73’-0”	93’-0”
16’ additional allowed for stair & elevator penthouses:	85’-0”	105’-0”

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.013/23.45.510.D FLOOR AREA RATIO

	MR		NC3P-85	
Incentive Zoning Suffix:	1.3	(4,017 SF)	5.75	(26,605 SF)
Base FAR:	3.2	(9,888 SF)	6	(27,762 SF)
Maximum FAR:	4.25	(13,132.5 SF)	-	
Station Overlay District:	-		6	(27,762 SF)

23.47A.014/23.45.518.A SETBACKS REQUIREMENTS
NC: A minimum five (5) foot landscaped setback may be required per Section 23.47A.016, Screening and Landscaping Standards.

MR:	FRONT	7'-0" average/5'-0" minimum	
	REAR	15'-0" from a rear lot line that does not abut an alley	
	SIDE	42 feet or less in height	7'-0" average/5'-0" minimum
		Above 42 feet in height	10'-0" average/7'-0" minimum

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.
- The Director, in consultation with the Director of Transportation, will determine the number, type and placement of street trees to be provided.

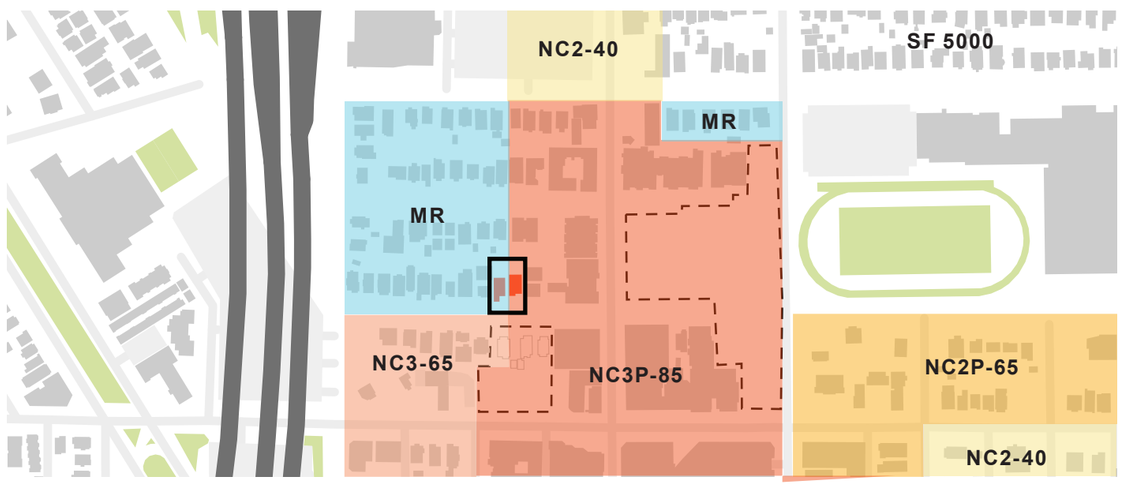
23.47A.024 AMENITY AREA
Required: 5% of gross floor area in residential use
5% x 40,000 SF =2,000 SF

23.54.015 REQUIRED PARKING
No parking is required for residential and nonresidential uses within the Station Area Overlay District.
Bicycle parking - long-term: 0.75 per SEDU, or 60 bicycles for 80 units

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS
Residential, 51-100 units: 375 SF, plus 4 SF for each additional unit above 50, or
375 SF + 4 SF x (80-50) = 495 SF
Nonresidential, 0-5,000 square feet: 82 SF x .5 = 41 SF
Total: 495 SF + 82 SF = 577 sf

The minimum horizontal dimension of required storage space is 12 feet.

DR25-2014 STORAGE REQUIREMENTS FOR SMALL EFFICIENCY DWELLING UNITS
Provide built in closet in each unit.
Provide 55 cubic feet of storage space for each unit. May be located anywhere within the building.

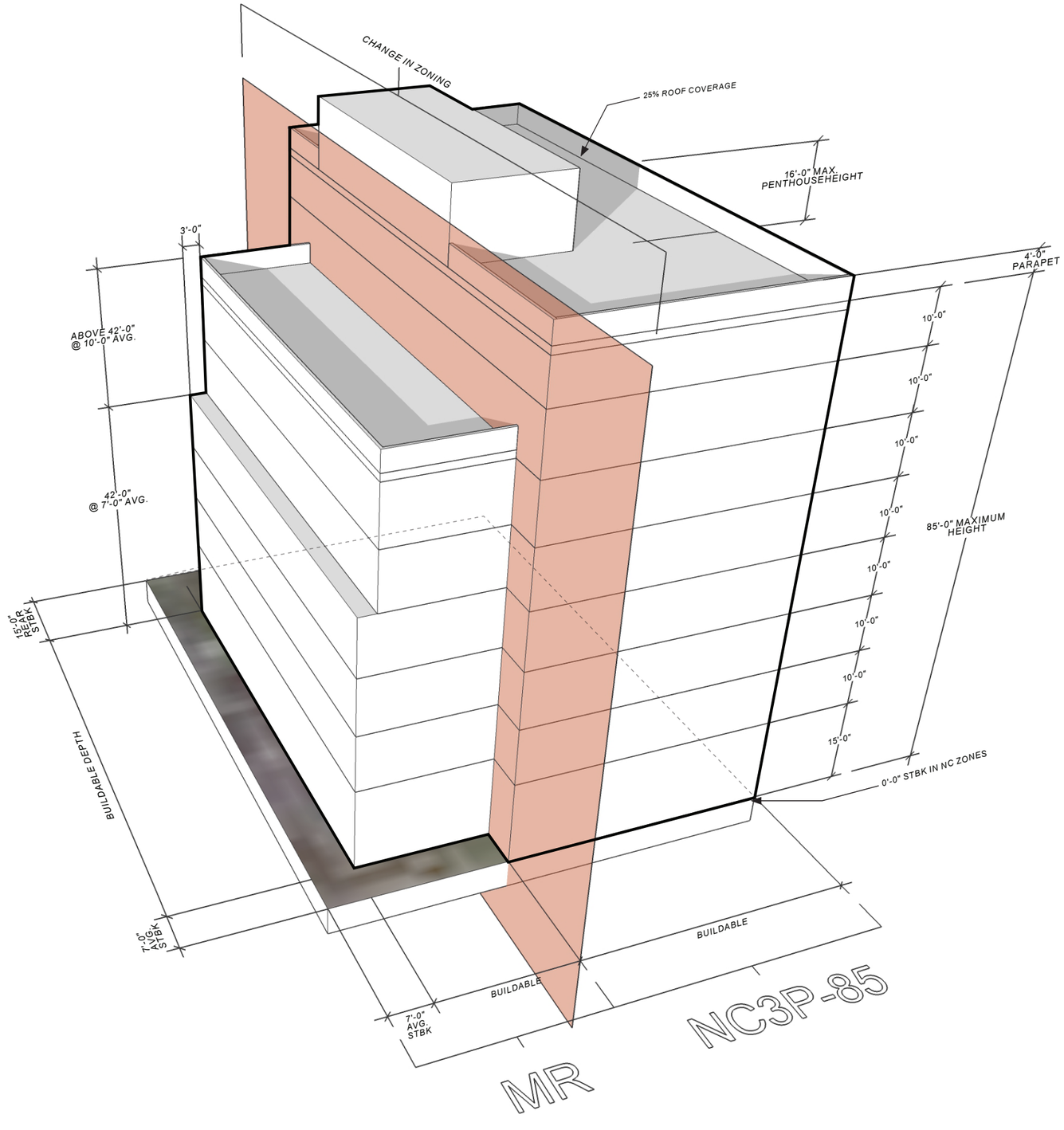


MAXIMUM DEVELOPMENT POTENTIAL

The development site consist of two parcels in two different zones. The west parcel is zoned MR and the east parcel is zoned NC3P-85. These zones have distinct and separate height limitations and setback requirements that define the massing potential of the proposed designs.

The primary difference between parcels is the height limitation. The MR zone limits the maximum height to 60'-0", whereas the NC3P-85 zoning allows the height to continue to a maximum of 85'-0". The second difference is the setback requirements. There are no setback requirements on the NC3P-85 site while the MR zoning requires 7'-0" average setback at the front, and a 15'-0"setback in the rear. The side setback varies based on the building height. A 7'-0" average (5'-0" minimum) setback is required to a height of 42'-0". Above 42'-0", a 10-0" average (7'-0" minimum) setback is required from the side lot lines.

Overall, the difference in zoning creates two distinct and separate forms from which the following design proposals are derived.



GUIDELINE	DESCRIPTION	SUB-GUIDELINE
CS2. Urban Patterns and Form	Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area	A. Location in the City and Neighborhood B. Adjacent Site, Streets, and Open Spaces C. Relationship to the Block D. Height, Bulk and Scale III. Height, Bulk and Scale
PL1. Connectivity	Complement and contribute to the network of open spaces around the site and the connections among them.	B. Walkways and Connections
PL2. Walkability	Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features. Create opportunities for pedestrian amenities within setbacks and along sidewalk.	B. Safety and Security C. Weather Protection I. Pedestrian Open Spaces and Entrances
PL3. Street-Level Interaction	Encourage human interaction and activity at the street-level with clear connections to building entries and edges. Encourage incorporation of separate ground-related entrances and private open spaces between residence, adjacent properties, and the street.	A. Entries B. Residential Edges I. Human Activity II. Transition between Residence and Street
DC2. Architectural Concept	Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings. Add depths to facades where appropriate. Add detailing to create visual interest for the pedestrian experience and encourage street participation. Design the character of the building to strive for a fine-scaled texture the enhance the pedestrian experience.	A. Massing B. Architectural and Facade Composition C. Secondary Architectural Features D. Scale and Texture
DC3. Open Space Concept	Integrate open space design with the design of the building so that each complements the other.	I. Residential Open Space
DC4. Exterior Elements and Finishes	Use appropriate and high quality elements and finishes for the building and its open spaces.	A. Building Materials B. Signage C. Lighting D. Trees, Landscape and Hardscape Materials



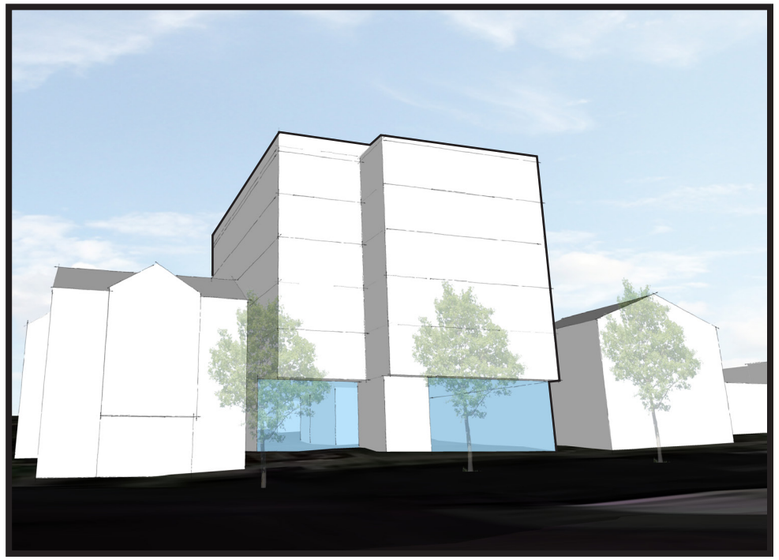
OPTION ONE

Option One locates a commercial space at the southeast corner of the site, closest to the commercial activity on Roosevelt way NE. Solid waste storage is located at the southwest corner creating an area of blank facade along the street facing elevation. The vertical circulation is centrally located and apartment units are arranged on either side of a double loaded corridor. The east portion of the building extends to its maximum allowable height, while the west portion remains one story lower to accommodate an expansive roof deck taking advantage of solar exposure and mountain views.



OPTION TWO

Option Two explores centralizing and recessing the residential building entry between two commercial live/work units. The solid waste storage area is placed further away from the street, necessitating a curbside trash staging area. The bike storage is located at the rear of the site, opening up to an amenity space. A pedestrian pathway linking these spaces to the sidewalk is located in an increased side setback to the west of the building. The circulation is largely centralized, but configured in an L-shape which reduces the efficiency. Apartment units are mostly arranged along a double-loaded corridor, but one third are oriented toward NE 66th Street.



OPTION THREE - PREFERRED

Option Three returns the location of the commercial space to the southeast corner, but in the form of three live-work units. The residential building entry is located toward the west side of the site and is recessed significantly to accommodate landscaping and amenities to enhance the pedestrian experience at the adjacent sidewalk. The vertical circulation core is centrally located and apartment units are arranged in a surrounding U-shape. The height of the building is split along the line of zone transition. Enclosed rooftop amenity spaces are located on the east portion of the site adjacent to a west facing roof deck that takes advantage of solar exposure and spectacular views to the Olympic mountains.

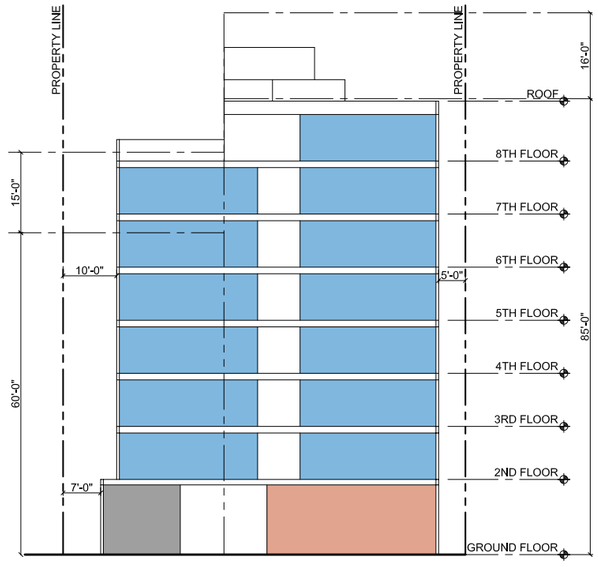
OPTION ONE –

DISTINGUISHING FEATURES
- 8-story building with basement = 40,000 GSF
- 98 apartments + Ground Level Commercial
- 1187 GSF commercial space fronting 66th

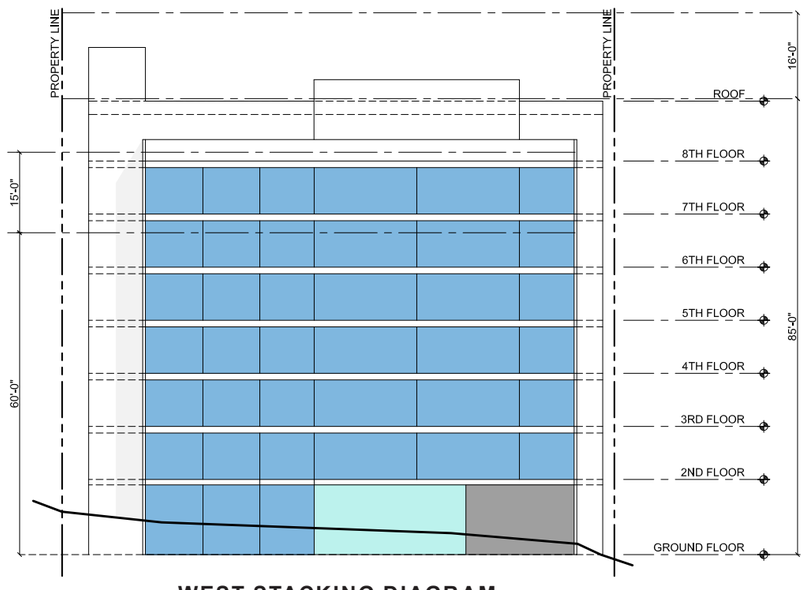
OPPORTUNITIES
- West facing roof deck provides exceptional views and solar access.

CONSTRAINTS
- Minimum required setbacks.
- Units located on double loaded corridor.
- All units face west and east toward parcels with development potential.
- Trash located at street-facing building corner.

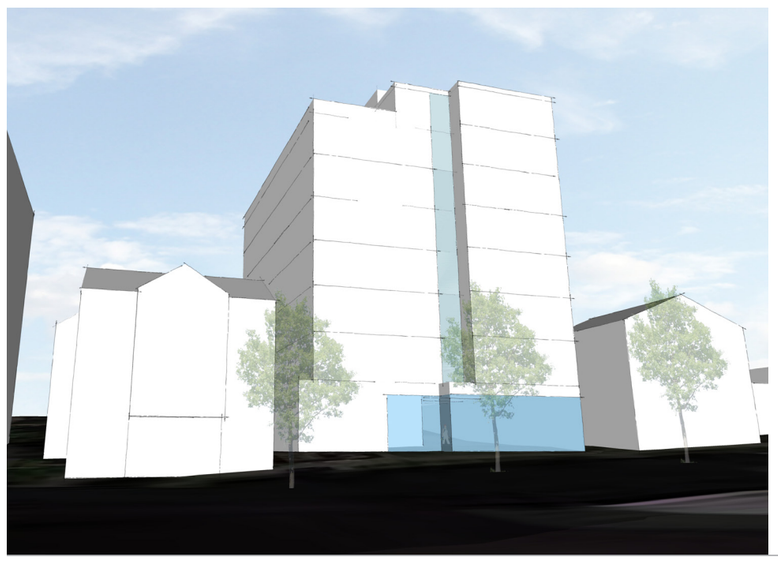
DEPARTURE REQUESTED:
- No departures requested

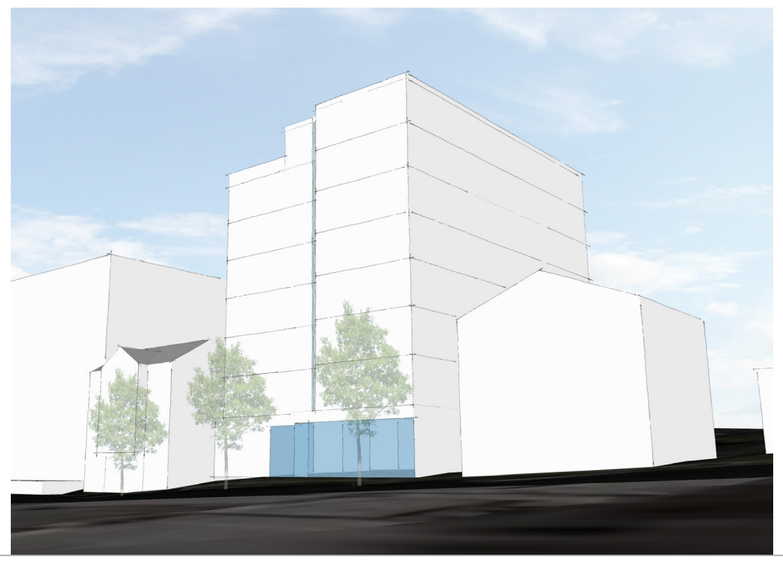


NORTH STACKING DIAGRAM

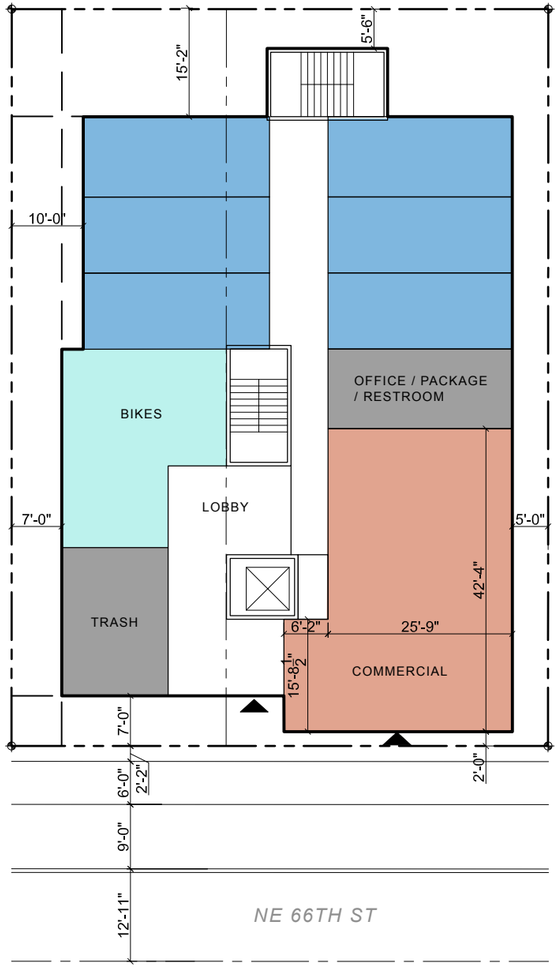


WEST STACKING DIAGRAM

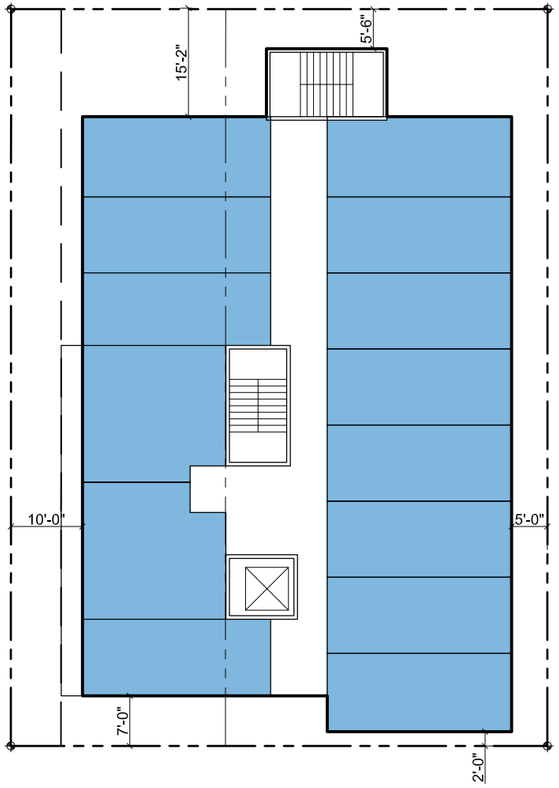




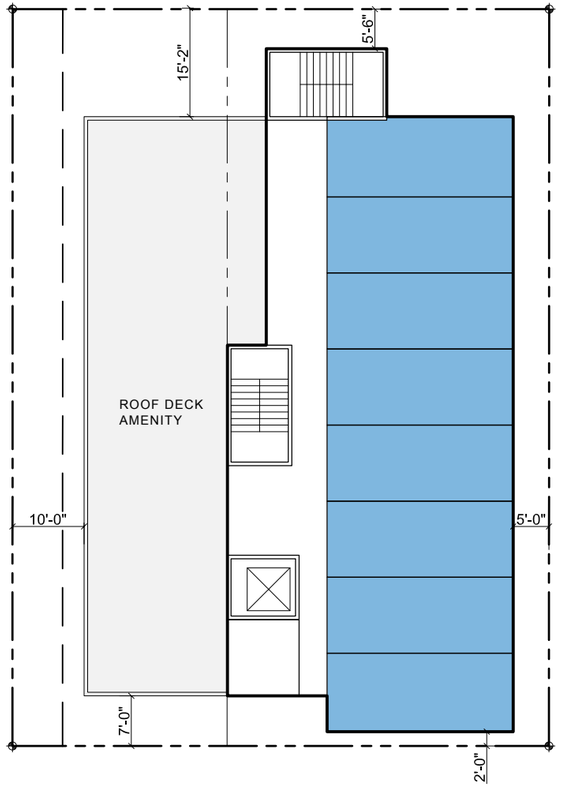




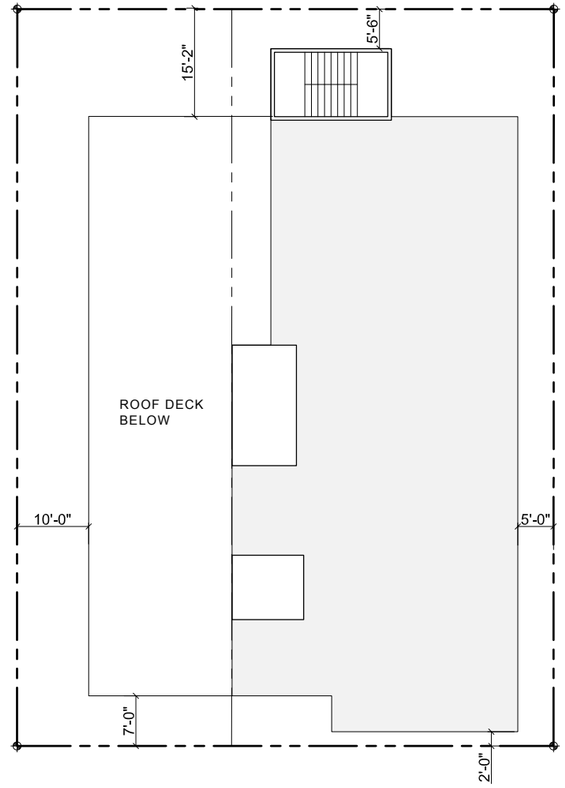
FIRST FLOOR



SECOND THRU SEVENTH FLOORS



EIGHTH FLOOR



ROOF

AMENITY AREA SERVICE AREA DWELLING UNIT COMMERCIAL SPACE

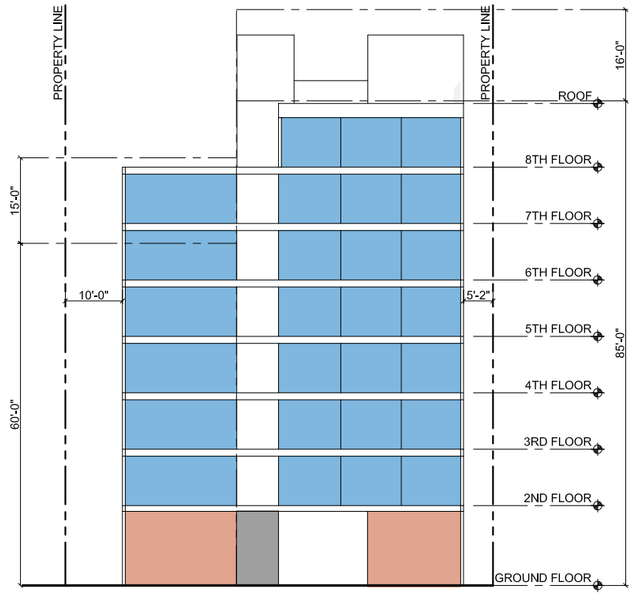
OPTION TWO –

DISTINGUISHING FEATURES
- 8-story building with basement = 38,200 GSF
- 89 apartments plus 2 live/work units
- 1,140 GSF commercial (live/work) space fronting 66th

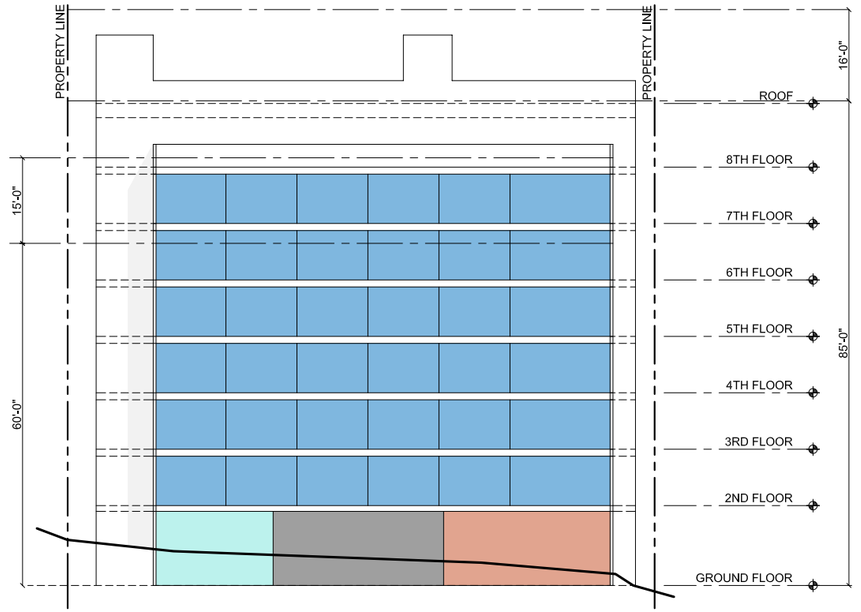
OPPORTUNITIES
- 30% of units face the street.
- 10’ west side setback reduces perceived height and massing from neighbor.

CONSTRAINTS
- Commercial spaces (live/work) separated by residential entry.
- Limited interior residential amenity space.
- Inefficient internal circulation.
- Bike storage located at the rear of the site.
- Distance from street to trash room requires staging along NE 66th.
- 70% of units face west and east toward parcels with development potential.

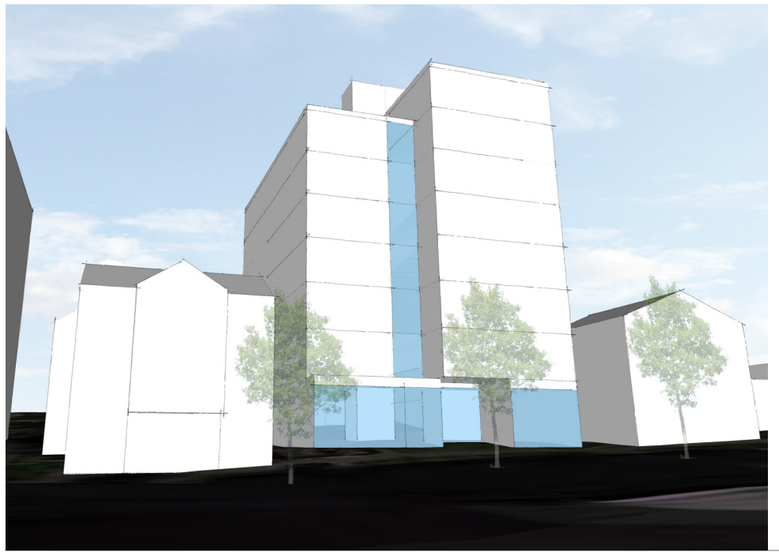
DEPARTURE REQUESTED.
STREET LEVEL USES (SMC 23.47A.005.C.1.D)
- To allow the residential use to occupy 58% of the street-level street-facing facade.



NORTH STACKING DIAGRAM

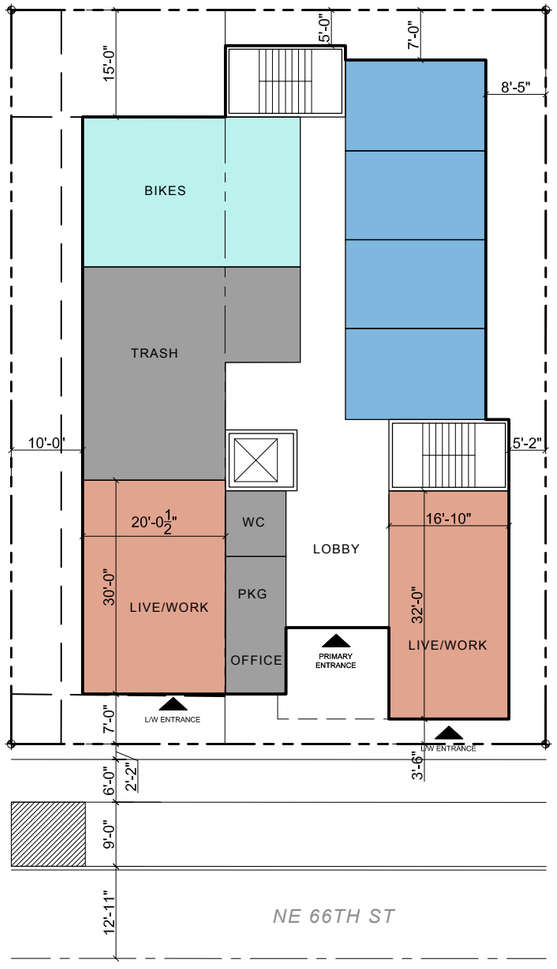


WEST STACKING DIAGRAM

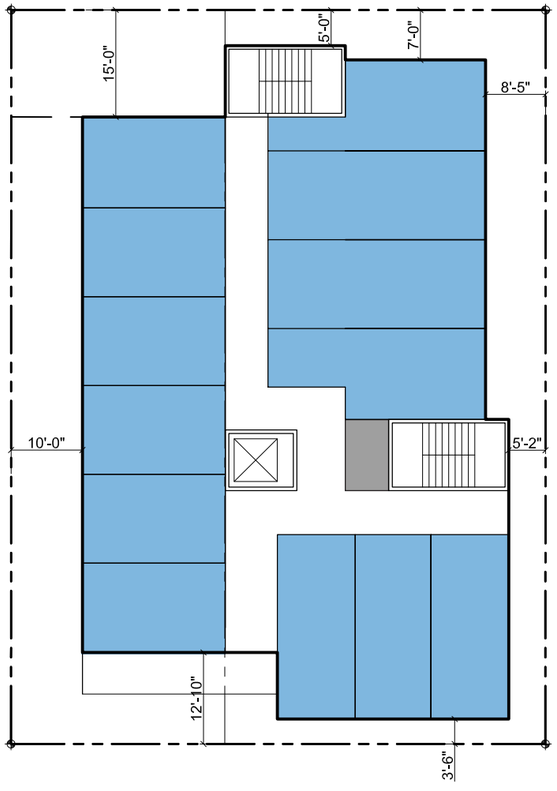




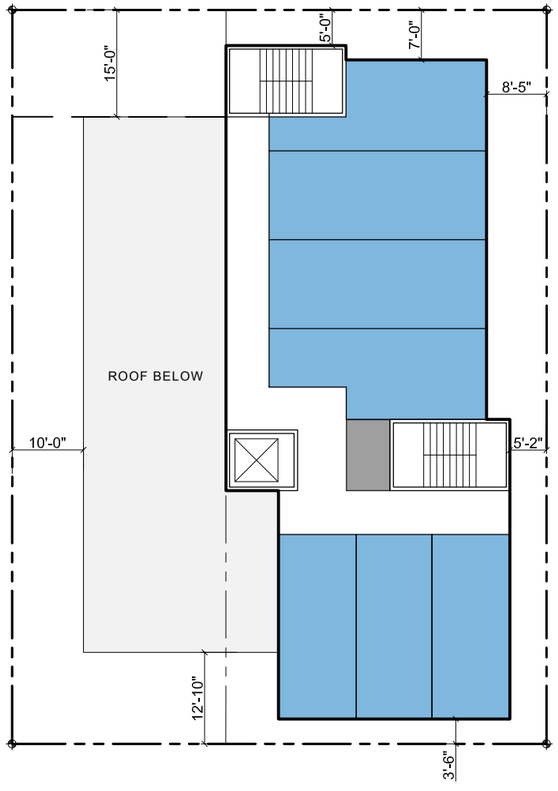




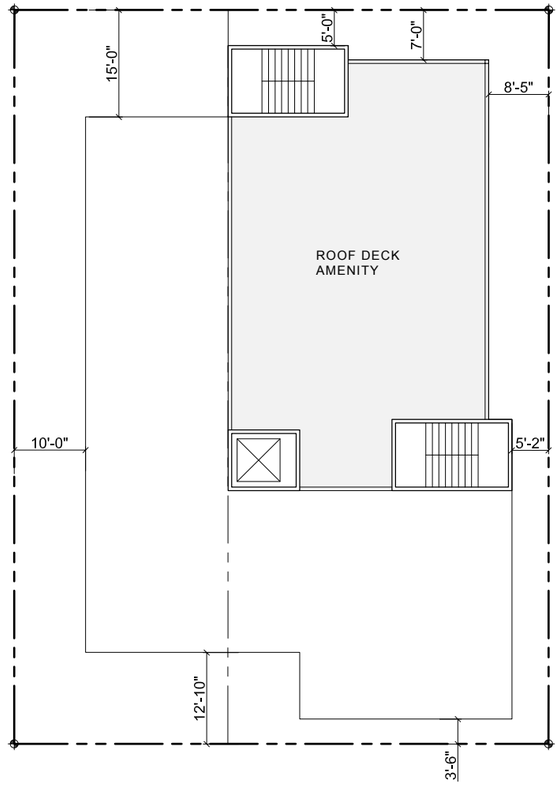
FIRST FLOOR



SECOND THRU SEVENTH FLOORS



EIGHTH FLOOR



ROOF

AMENITY AREA SERVICE AREA DWELLING UNIT COMMERCIAL SPACE

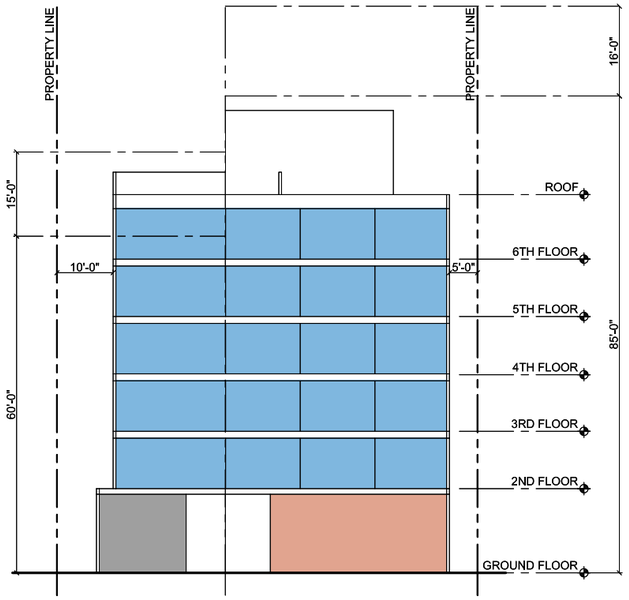
OPTION THREE – PREFERRED OPTION

DISTINGUISHING FEATURES
- 6-story building with basement = 34,100 GSF
- 75 apartments plus 3 live/work units
- 960 GSF commercial (live/work) space fronting 66th

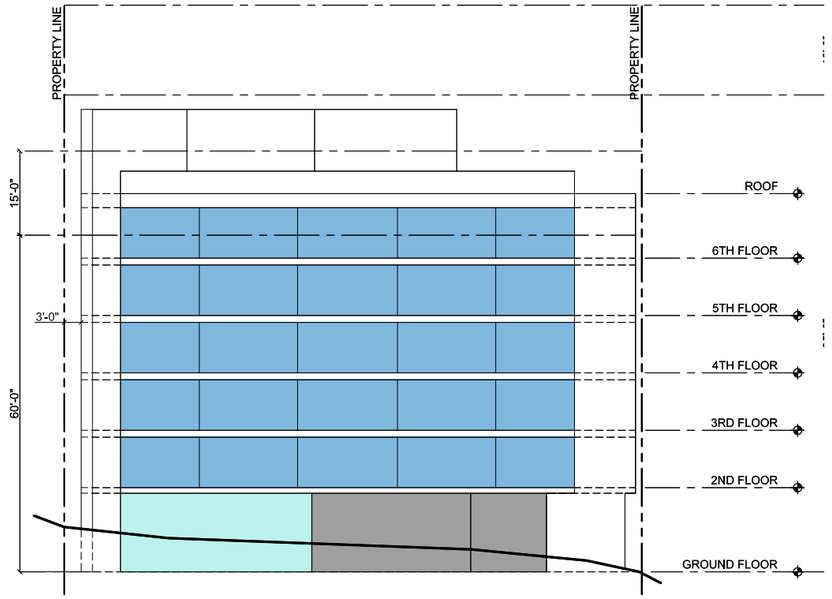
OPPORTUNITIES
- 30% of units face the street.
- Increased setback at residential entry consistent with Roosevelt Streetscape Plan for landscaping and amenity features.
- Efficient, centralized internal circulation hidden from view at street level.
- Decreased height, bulk and scale.
- Simplified massing and proportions.
- West facing roof deck provides exceptional views and solar access.
- Enclosed residential amenity space located adjacent to roof deck.

CONSTRAINTS
- Bike storage located at the rear of the site.
- 70% of units face west and east toward parcels with development potential.

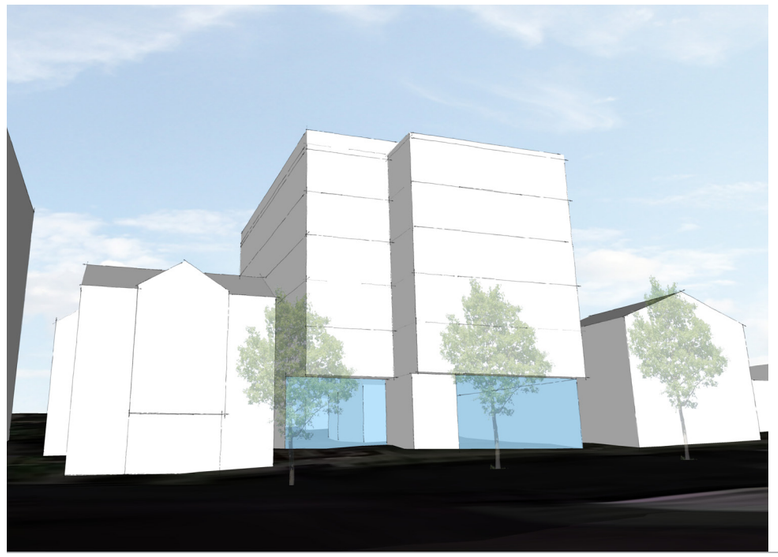
DEPARTURES REQUESTED:
REAR SETBACK, MR ZONES (SMC 23.45.518)
- To reduce the required rear setback of the MR zoned portion of the site by 33.3%, from 15’-0” (required) to 10’-0”.



NORTH STACKING DIAGRAM

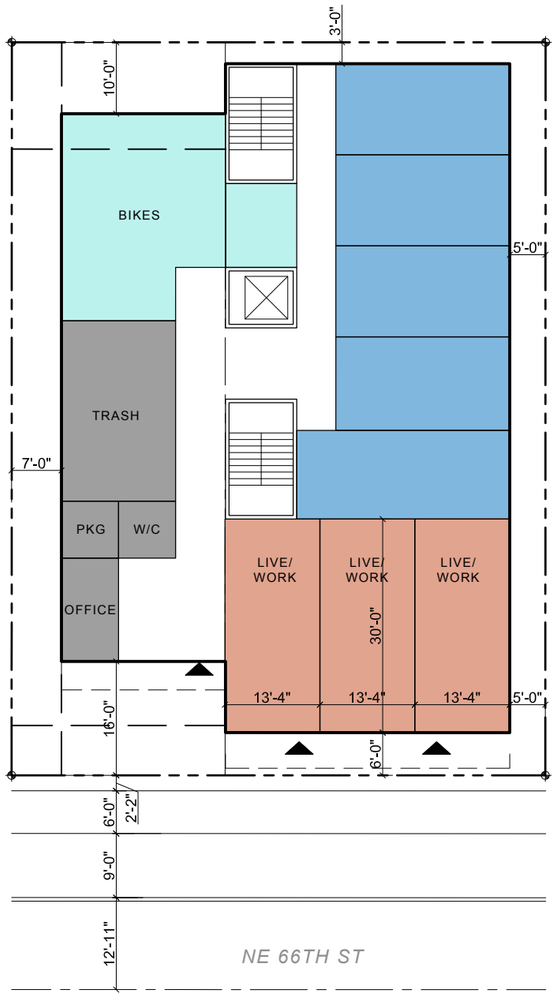


WEST STACKING DIAGRAM

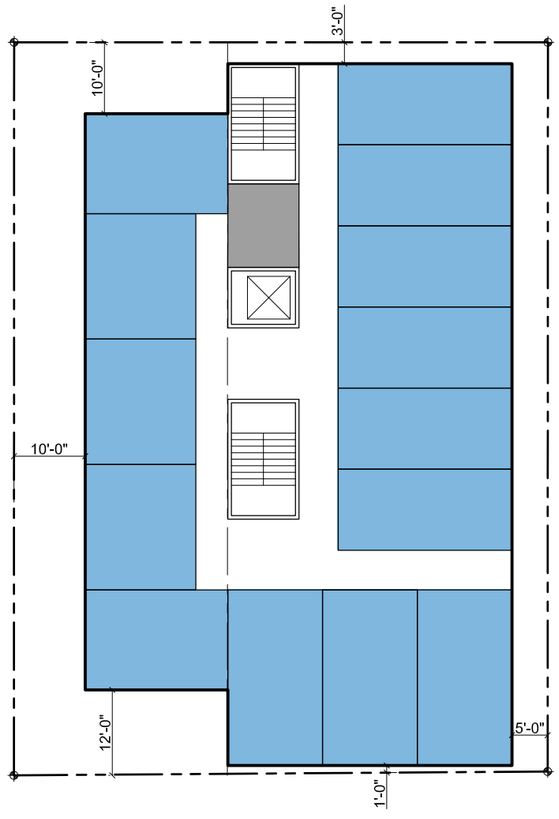




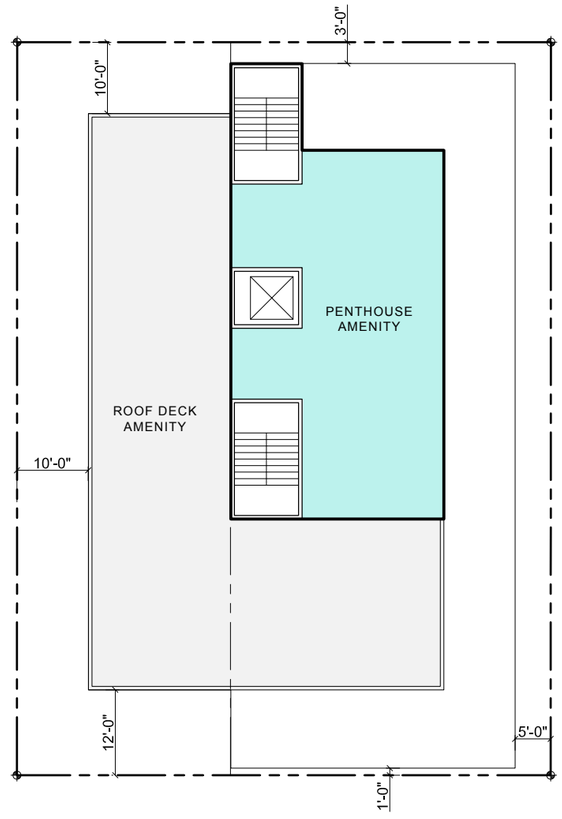




FIRST FLOOR

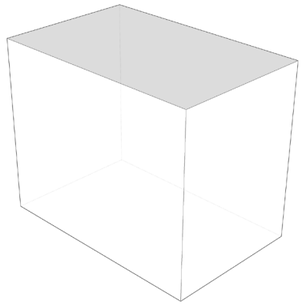


SECOND THRU SIXTH FLOOR

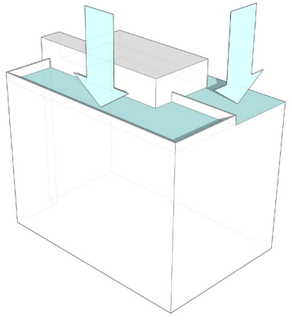


ROOF

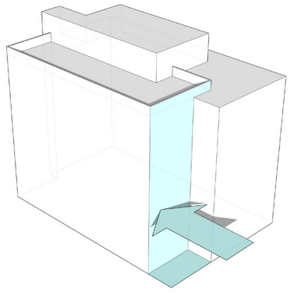
AMENITY AREA SERVICE AREA DWELLING UNIT COMMERCIAL SPACE



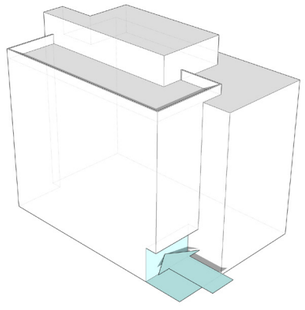
MAXIMIZED MASS



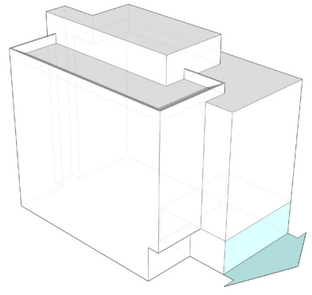
PENTHOUSE VS. ROOF DECK
The overall height of the building is decreased to create a roof deck oriented towards the western views. This roof deck also will be adjacent to a large, public amenity space.



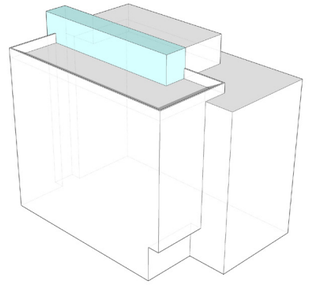
SETBACKS + DEFINITION
The western half of the facade will be recessed to meet setback requirements. This also separates the overall massing into two distinct volumes.



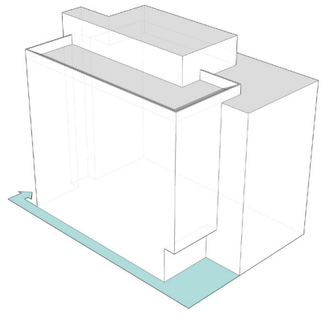
ENTRY RECESSION + MODULATION
The facade on which the primary entry is located will be further recessed to define a public exterior space.



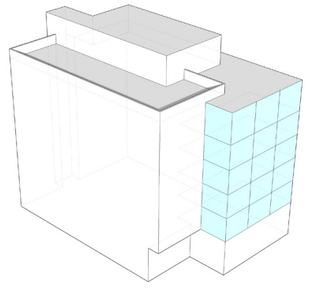
COMMERCIAL LOCATION
The commercial live/work space will be located at the eastern edge of the ground floor. This places it closest to the existing retail and commercial activities along Roosevelt.



CENTRALIZED CIRCULATION
The circulation core will be centralized in the design scheme. This allows for efficient circulation which will be hidden from view at the street. This location also allows for a variety of roof heights along the change in zoning.



EXTERIOR CIRCULATION
The primary circulation path on the exterior is along the western edge, connecting the front patio space to a smaller amenity space in the rear.



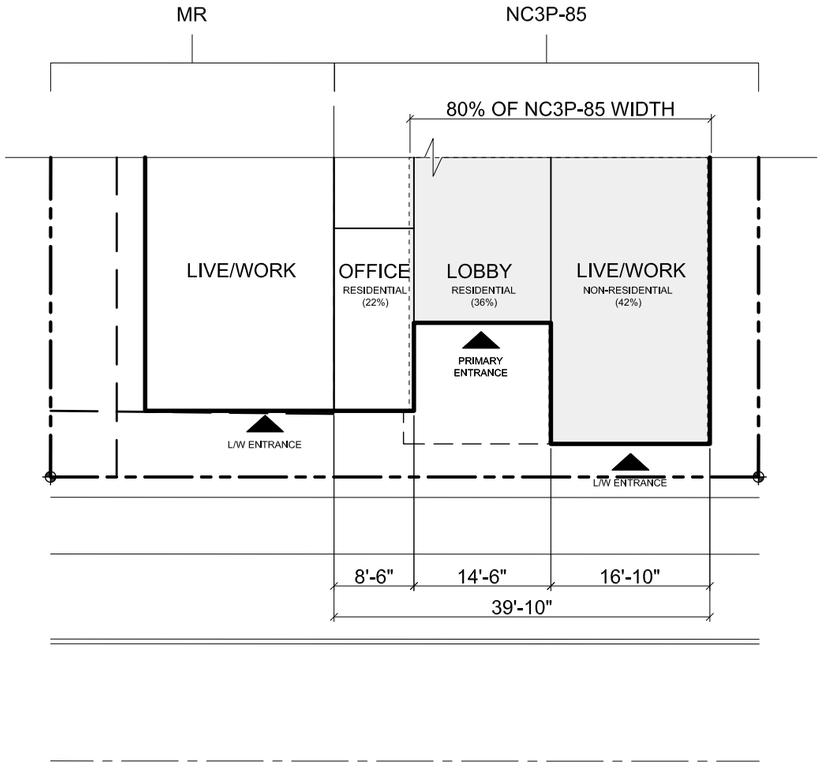
STREET FACING UNITS
Units are loaded at the front of the building for maximum light and southern solar exposure.

DESIGN STANDARD
SMC 23.47A.005.C.1.D:
Street Level Uses
In all NC and C zones, residential uses may occupy, in the aggregate, no more than 20% of the street level street facing facade ... within a zone that has a height limit of 85 feet or higher.

DEPARTURE REQUEST
To allow the residential use to occupy 58% of the street-level street-facing facade.

RATIONALE FOR DEPARTURE:
This option proposes to centralize, widen and recess the residential building entry. The width of the entry is equivalent to the lobby space in order to increase light and views between the interior and exterior. A portion of the residential use is the leasing office. No portion of the residential use at street level is used for sleeping units.

OPTION: TWO

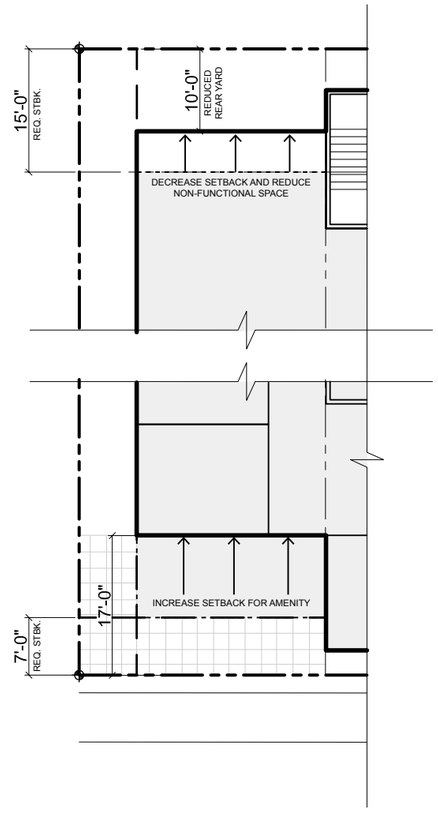


DESIGN STANDARD
SMC 23.45.518.B
MR Setbacks
Rear Setback: 15 feet from a rear lot line that does not abut an alley.

DEPARTURE REQUEST
To reduce the required rear setback of the MR zoned portion of the site by 33.3%, from 15'-0" (required) to 10'-0" (proposed).

RATIONALE FOR DEPARTURE:
In order to increase the front setback to align with the Roosevelt Streetscape Concept Plan and neighborhood preferences while accommodating ground level program needs, the rear setback will be decreased by 5'-0". The increased front setback will support landscaping and street level amenities to enhance the residential entry and pedestrian experiences.

OPTION: THREE































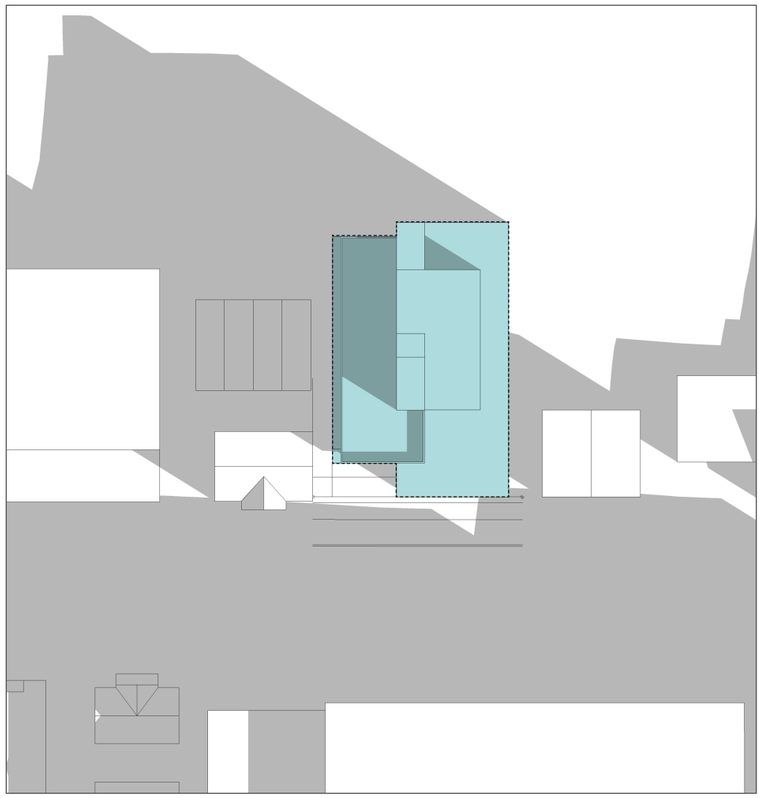


GROUND LEVEL LANDSCAPE CONCEPT PLAN

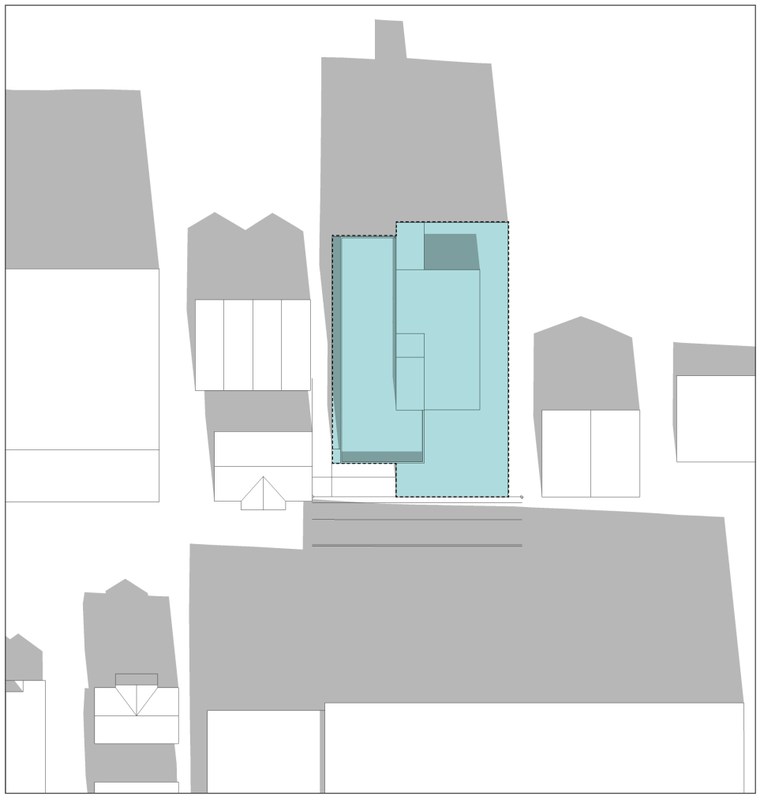




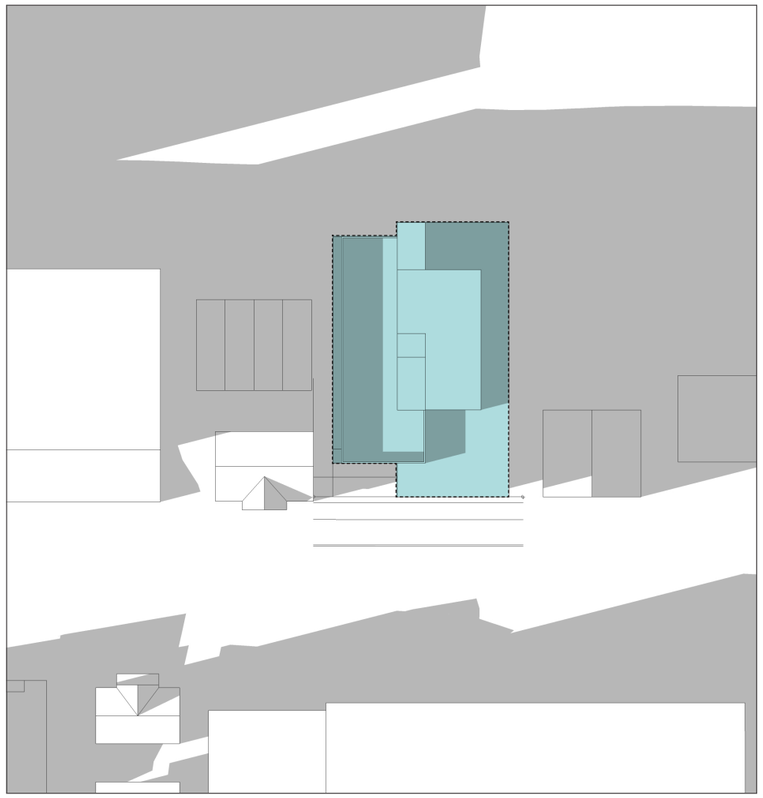
ROOF LEVEL LANDSCAPE CONCEPT PLAN



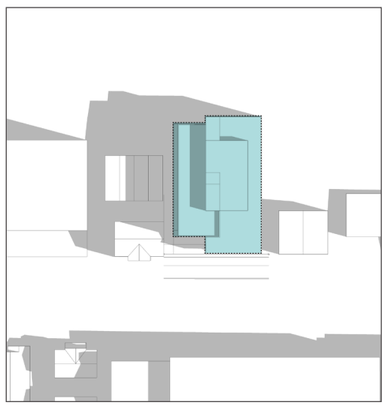
MARCH / SEPTEMBER 21, 9 AM



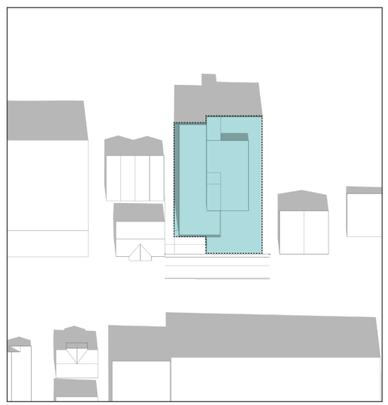
MARCH / SEPTEMBER 21, 12 PM



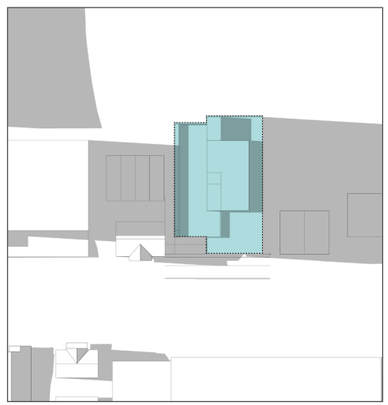
MARCH / SEPTEMBER 21, 5 PM



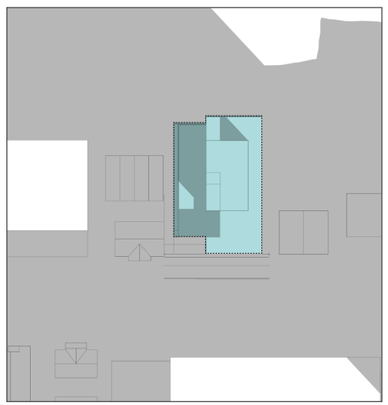
JUNE 21, 9 AM



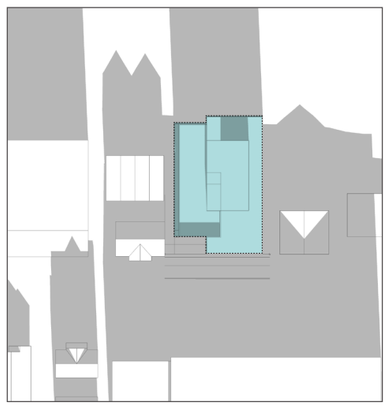
JUNE 21, 12 PM



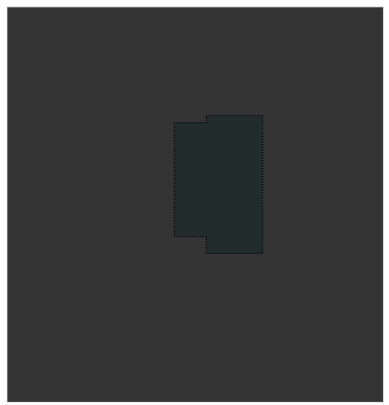
JUNE 21, 5 PM



DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 5 PM



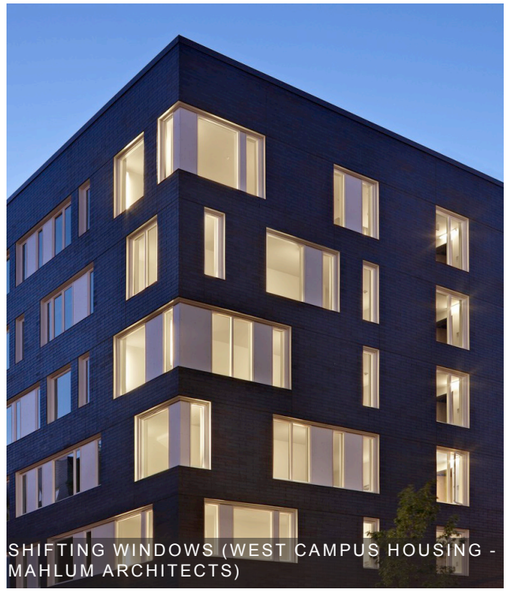
OPTION 3B - SIMPLE FORM, SCATTERED WINDOWS



OPTION 3C - STAGGERED FORM, SIMPLE WINDOWS

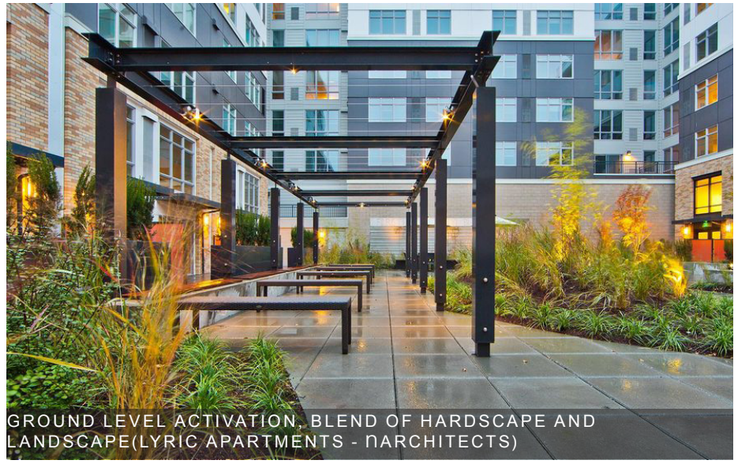


OPTION 3A - SIMPLE FORM, SIMPLE WINDOWS

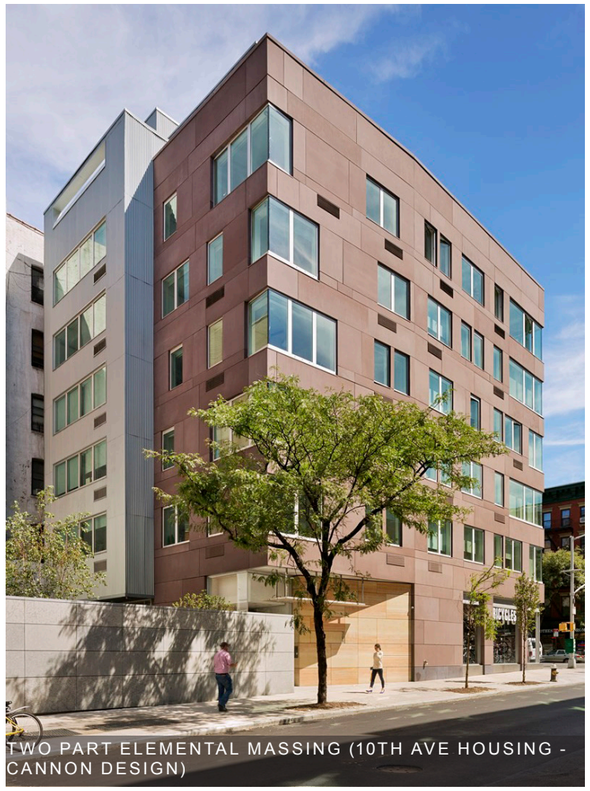

SHIFTING WINDOWS (WEST CAMPUS HOUSING - MAHLUM ARCHITECTS)


STAGGERED FORM, SHIFTING WINDOWS (CARMEL PLACE - ΠARCHITECTS)


FULL HEIGHT GLAZING, JULIETTE BALCONIES, (CARMEL PLACE - ΠARCHITECTS)


GROUND LEVEL ACTIVATION, BLEND OF HARDSCAPE AND LANDSCAPE(LYRIC APARTMENTS - ΠARCHITECTS)


BUILT-IN PLANTERS AND INTEGRATED SEATING AT ROOF DECK


TWO PART ELEMENTAL MASSING (10TH AVE HOUSING - CANNON DESIGN)


CANTILEVERED FLOORS (METROPOLITAN MUSEUM OF ART BREUER BUILDING)


WOOD SOFFIT


REPEATING, STAGGERED WINDOWS


JULIETTE BALCONY RAILING DESIGN


ROOF DECK PLANTERS AND SEATING AREAS



ALCES APARTMENTS



ALKI 11 ROWHOUSES


CALIFORNIA LIVE/WORK


ZOO 5 ROWHOUSES

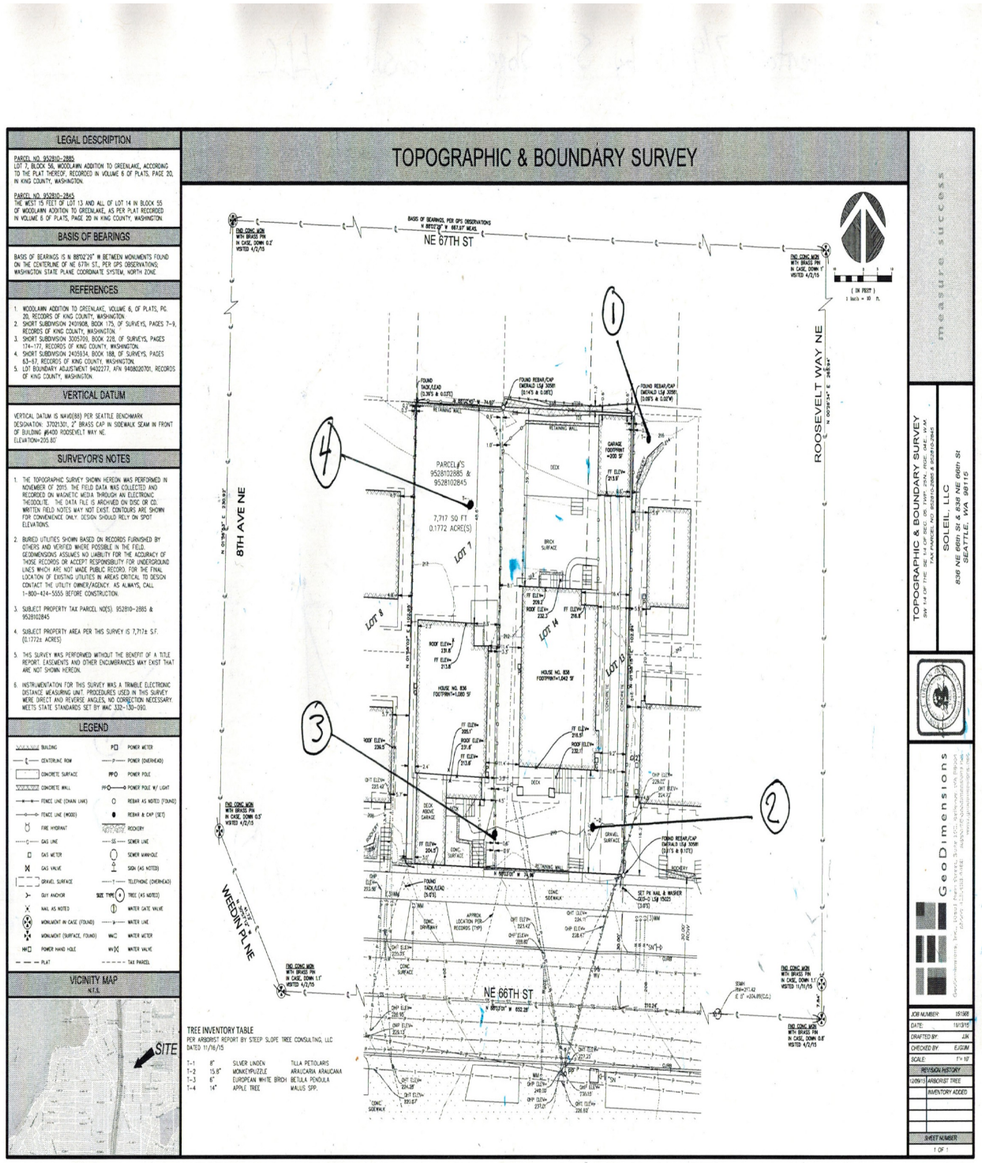


44TH AVE SW SEDUS

APPENDIX

Tree Numbers and Locations

Observations



Tree #	Species	Size inches	Exceptional	Drip line radius all sides unless noted in feet (For Exceptional and border trees only)	Tree condition poor,fair, good
1	silver linden, *Tilla petiolaris*	8	No		good
2	monkeypuzzle tree, *Araucaria araucana*	15.8	No		good
3	European white birch, *Betula pendula*	6	No		good
4	apple tree, *Malus spp*.	10,9.5 =14	No		fair

Conclusions
No exceptional trees were found on site.

Glossary
DBH: diameter at breast height: the diameter of the trunk measured at 54 inches (4.5 feet) above grade.

John Kenney
Owner
Steep Slope Tree Consulting
ISA Certified Arborist/ Municipal Specialist # PN-6601AM
ISA Qualified Tree Risk Assessor #510
Certificate in Stream Restoration
Certificate in Project Management