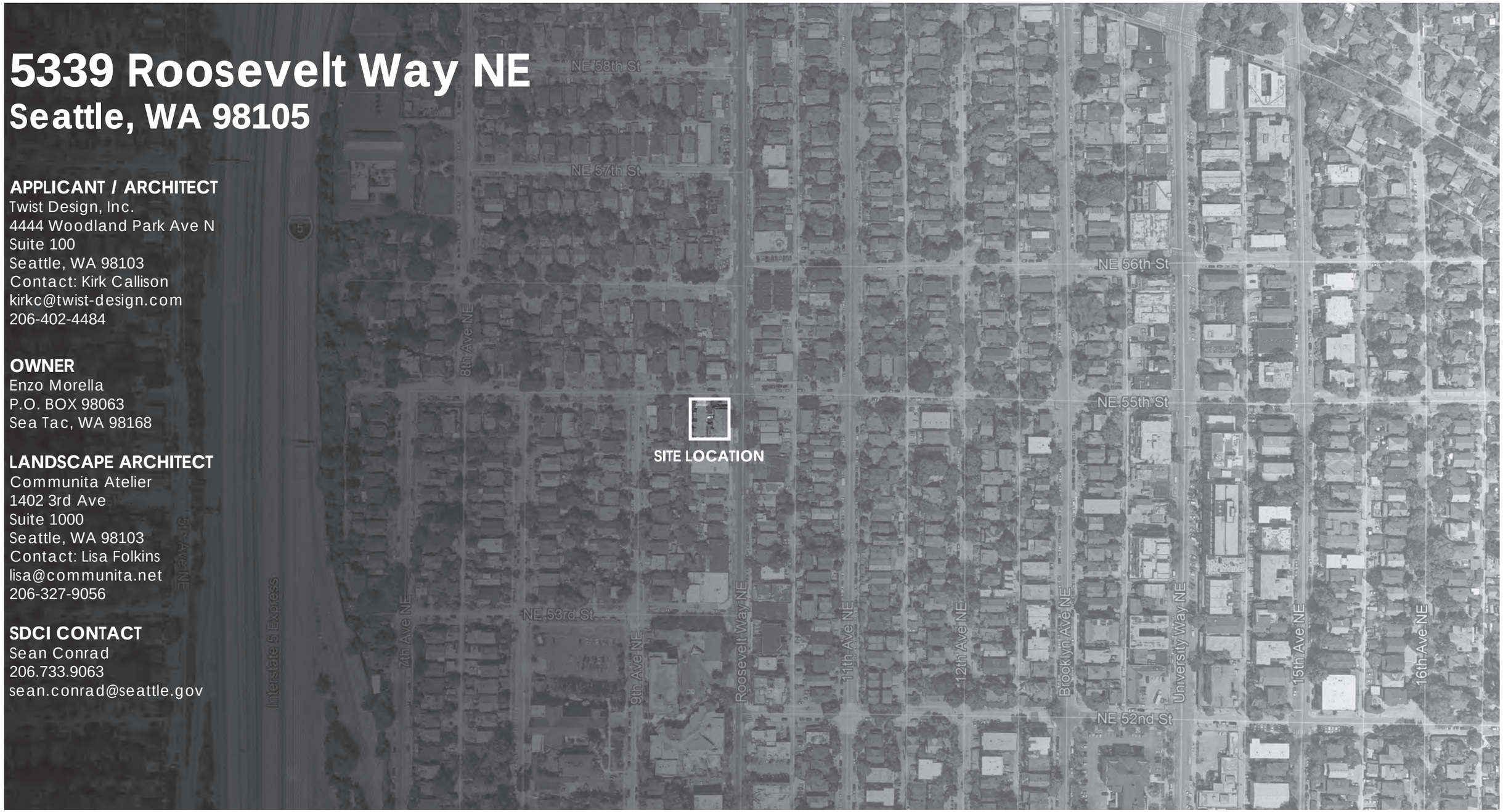
5339 Roosevelt Way NE
Seattle, WA 98105

APPLICANT / ARCHITECT
Twist Design, Inc.
4444 Woodland Park Ave N
Suite 100
Seattle, WA 98103
Contact: Kirk Callison
kirkc@twist-design.com
206-402-4484

OWNER
Enzo Morella
P.O. BOX 98063
Sea Tac, WA 98168

LANDSCAPE ARCHITECT
Communita Atelier
1402 3rd Ave
Suite 1000
Seattle, WA 98103
Contact: Lisa Folkins
lisa@communita.net
206-327-9056

SDCI CONTACT
Sean Conrad
206.733.9063
sean.conrad@seattle.gov



CONTENTS

DEVELOPMENT OBJECTIVES

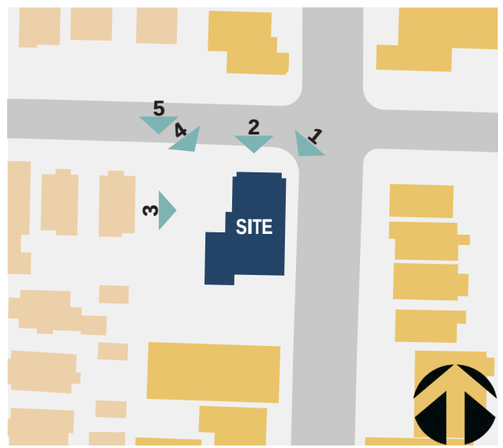
1

2

3

4


5



PROJECT PROPOSAL

The site is located on the corner NE 55th Street and Roosevelt Way NE and is approximately 8,000 SF. The proposal is to demolish the existing 2-story office building and associated parking to create a new residential mixed-use building, softening the harsh commercial component of Roosevelt Way and the single-family houses to the West. The proposal includes approximately 2,260 SF of ground floor commercial space, 3 floors of residential space above and a small amount of parking behind the building. The new commercial space with storefront windows will help activate the street level. The residential mix will range from studios to 2 bedroom units and will bring approximately 27 units to the neighborhood. This development will be one of the first for the area and will help set the standard for future developments. So, understanding the character of the neighborhood, both pros and cons will be vital to the success of the project. The neighborhood is made up of many materials, some good some bad. Our proposal plans on using high quality materials that both reflect the existing character, but also builds on it. Leading the way for future projects.

NEIGHBORHOOD DEVELOPMENT

Surrounding the site is a blend of single-family homes, commercial businesses and mixed-use apartments. Majority of the sites near the proposed project on Roosevelt Way NE are rundown and not maximizing the development potential. The revitalization of the area is definitely coming, as noted by the City's investment and completion of bike and transit lanes along Roosevelt Way.

EXISTING SITE

The site is a rectangular parcel on the corner of NE 55th St and Roosevelt Way NE. Currently there is a 2-story commercial building with surface parking and associated landscaping. The building frontage is on Roosevelt Way NE with the parking to the west and access off of NE 55th St.

PUBLIC OUTREACH COMMENTS

Through our public outreach we have come into contact with several community members who are interested in following developments in the progression of the project; however, no one has left us any comments at this time.

EXISTING SITE PLAN

LEGAL DESCRIPTION

LOTS 23 AND 24, BLOCK 5, GRAHAM'S UNIVERSITY ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 17 OF PLATS, PAGE 47, RECORDS OF KING COUNTY, WASHINGTON;

SITUATED IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON

PROJECT SITE

One parcel located on the corner of Roosevelt Way NE and NE 55th Street. Site area is 8,000 SF, rectangular in shape and measures approximately 100' x 80'. It gradually slopes downward in elevation from south to north.

ADJACENT BUILDINGS AND USES

Lot to the south is empty and used for parking. The lot south of that is a 1-story commercial building, NC2.

Lot to the west is single family residential, SF 5000.

Lot to the north, across NE 55th Street is single family residential, NC2.

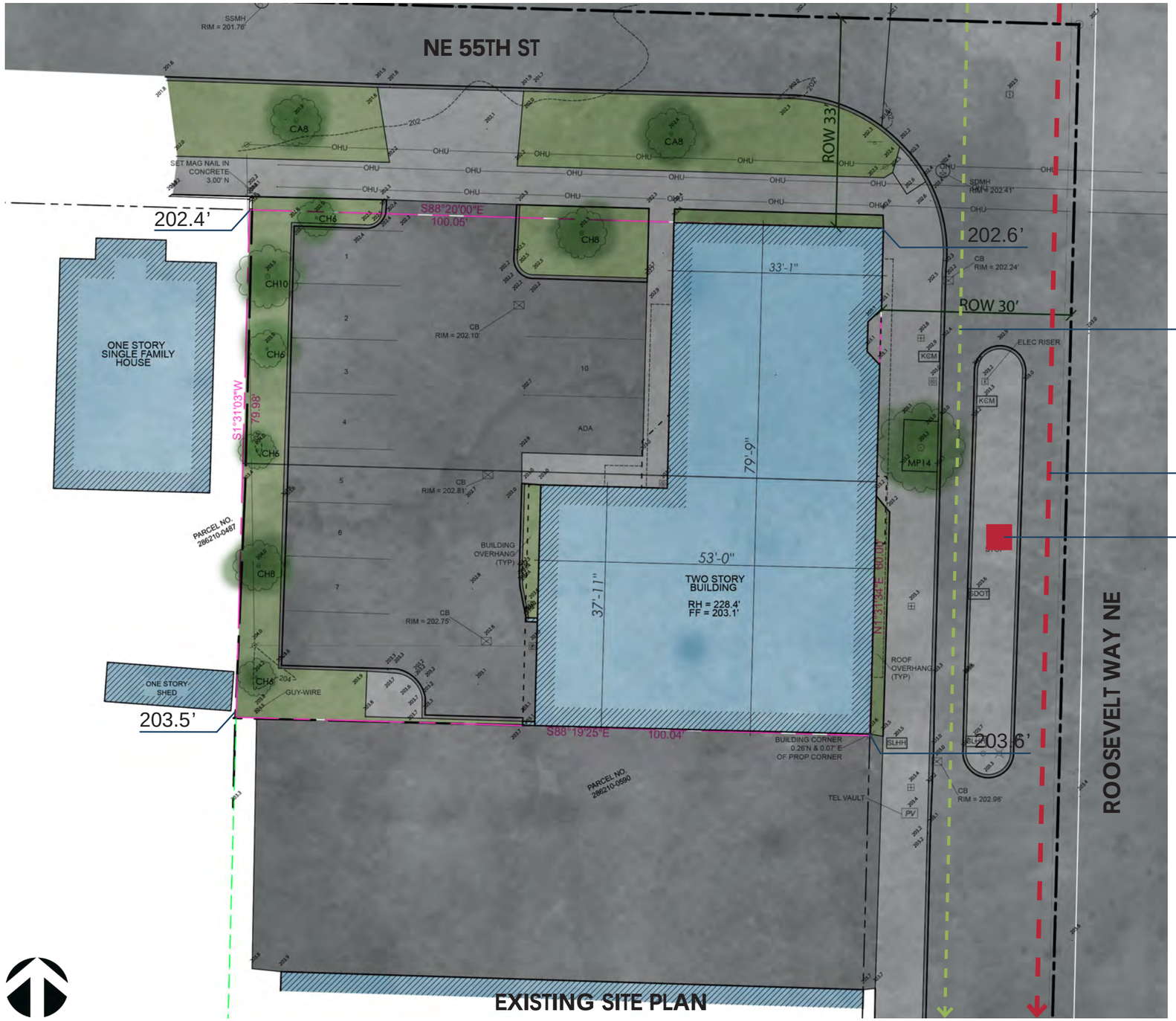
Lot to the east, across Roosevelt Way is single family residential, NC2.

ALLOWABLE BUILDING AREA

NC2-40

BASE FAR:	3.00 (24,000 SF)
MIXED-USE FAR:	3.25 (26,000 SF)

*PROPERTY LINE + DIMENSIONS ARE IN PINK



AERIAL ANALYSIS

NINE BLOCK AXONOMETRIC

The site is zoned Neighborhood Commercial and is located in the U-District Urban Center Village. The surrounding blocks are made up of Neighborhood Commercial, Single Family Residential and Lowrise 3.

NEIGHBORHOOD CONTEXT

The University District community is focused to shape development near the future high-capacity light rail expected to operate in 2021. The vision is to create a walkable community that engages people to live, work and play within their neighborhood. The human interaction to the built environment is an essential key to revitalize a pedestrian focused neighborhood.

TRANSIT AND ACCESS

The site is located along King County Metro's Route 67. Route 67 runs from the Northgate Transit Center to the University District. Other nearby transit routes include Route 74 and 355. Roosevelt Way NE has a protected bicycle lane that runs southbound. The reshaping and new development of the University District gives the site an opportunity to help encourage a pedestrian driven built environment with easy access to walkable urban centers as well as bicycle transportation nearby. Additionally, there will be an expansion to the RapidRide program for Roosevelt Way NE and 11th Ave NE in 2024.

SITE CONTEXT

ZONING

The Neighborhood Commercial 2 zoned site has a height limit of 40 feet (NC2-40 plus additional applicable height bonuses). The NC2-40 zoning continues north and south along Roosevelt way NE. Immediately west of the site is Single Family 5000 (SF-5000) zoning and immediately east across Roosevelt Way NE is Neighborhood Commercial 2, just to the east of that is Lowrise 3.

URBAN CENTER

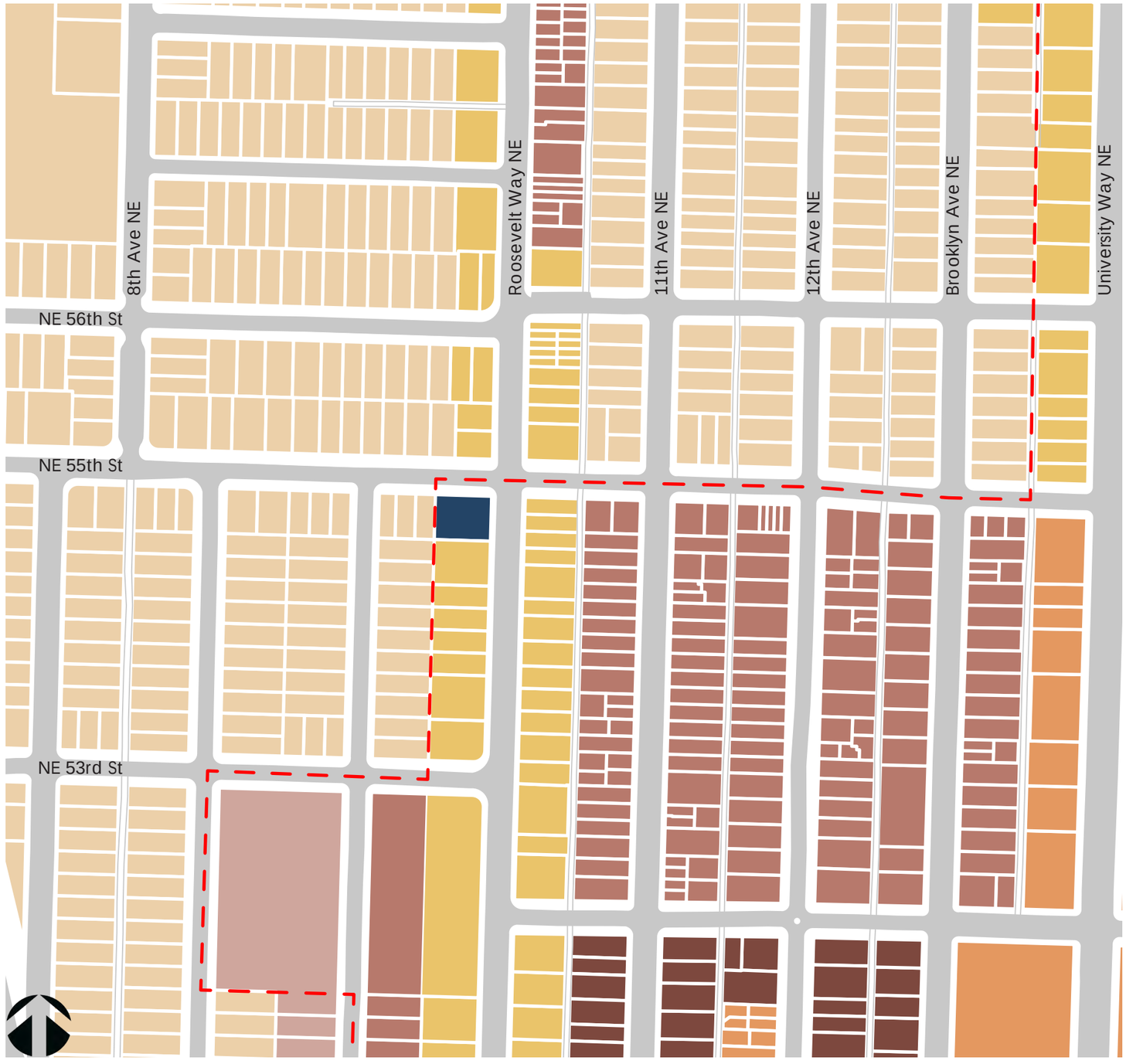
The site is within the University District Urban Center Village. The U-District community is redeveloping areas to create walkable, pedestrian-oriented urban streetscapes to help engage people with their built environment. The high-capacity light rail influences the growth of the neighborhood to integrate taller buildings while still emphasizing human-scaled design. Being located in an urban center means that no parking is required.

SURROUNDING USES

The surrounding sites are primarily used as single family residences and commercial/retail. The University District is revitalizing the neighborhood by reshaping the surrounding area to be higher mixed-use intensities. The site creates a fresh canvas for the U-District vision to help redevelop the neighborhood and generate a mixed-used site that integrates the pedestrian experience.

LEGEND

- Site
- Single Family Residential 5000
- Neighborhood Commercial 2
- Neighborhood Commercial 3
- Lowrise 1
- Lowrise 2
- Lowrise 3
- Midrise
- U-District Urban Center Village



SURROUNDING SITE CONDITIONS

←S ALONG ROOSEVELT WAY NE FACING WEST N→

←N ALONG ROOSEVELT WAY NE FACING EAST S→

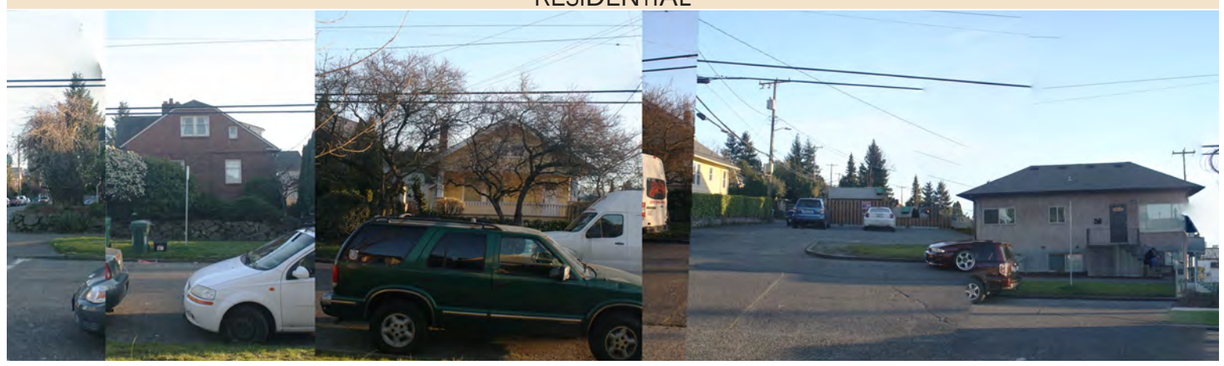
SURROUNDING SITE CONDITIONS

← W **ALONG NE 55TH STREET FACING NORTH** E →

RESIDENTIAL | CHURCH (OPPOSITE SITE)

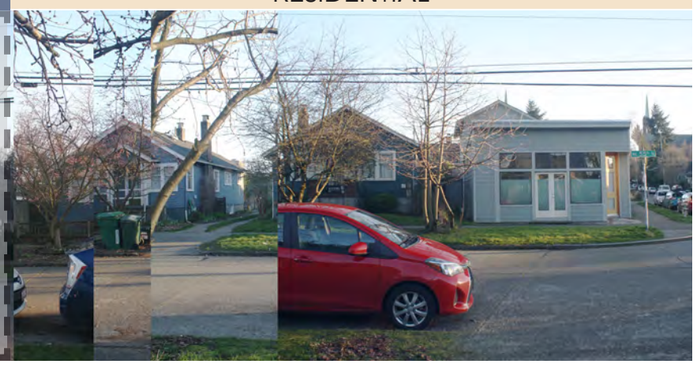
AUTO SHOP | RESIDENTIAL

RESIDENTIAL



SITE: 5339 ROOSEVELT WAY NE

RESIDENTIAL



← E **ALONG NE 55TH STREET FACING SOUTH** W →

APPLICABLE DEVELOPMENT STANDARDS

Address: 5539 Roosevelt Way NE
Parcel #: 286210-0600
Zoning: NC2-40
Overlays: U-District Urban Village
Site Area: 8,000 SF

23.47A.004 Permitted Uses

Permitted Outright: Residential, Retail

23.47A.005 Street Level Uses

Residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing facade, in a pedestrian-designated zone, facing a designated principal pedestrian street.

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.

23.47A.012 Structure Height

Allowed Maximum Base Height:	40’-0”
4’ additional allowed for street level commercial 13’ height requirement	44’-0”
4’ additional allowed for rooftop features (parapets)	48’-0”
16’ additional allowed for stair and elevator penthouses	60’-0”

23.86.002 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

Base FAR:	3.00 (24,000 SF)
Mixed-Use FAR:	3.25 (26,000 SF)

23.47A.014 Setback Requirements

A minimum of 5 feet landscaped setback may be required per Section 23.47A.016, Screening and Landscaping Standards.

23.47A.016 Landscape and Screening Standards

Landscaping that achieves a Green Factor score of 0.3 or greater, pursuant to Section 23.86.019, is required for any lot with a 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 residential use gross floor area

23.54.015 Required Parking

Parking is not required. The project is within an Urban Village.

23.54.040 Solid Waste & Recyclable Materials Storage and Access

Residential, 26-50 dwelling units: 375 SF
The minimum horizontal dimension of required storage space is 12 feet.

DESIGN GUIDELINES

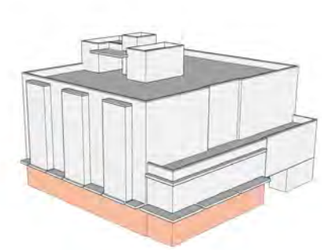
GUIDELINES	DESCRIPTION	SUB-GUIDELINES	INCORPORATION
CS1 Natural Systems and Site Features	Use natural systems and features of the site and its surroundings as a starting point for project design.	1c. Incorporate new and existing trees.	Existing trees are being incorporated into the site offering a landscape buffer and screening between the residential lot and the site.
CS3 Architectural Context and Character	Contribute to the architectural character of the neighborhood.	1a. Foster the eclectic mix of architectural styles and forms.	The facade of the neighborhood is made up of many materials and forms, some good some bad. Our proposal plans on using high quality materials that both reflect the existing character, but also builds on it. We also propose a potential mural on the south wall which will add to the character of the neighborhood.
PL3 Street-Level Interaction	Encourage human interaction and activity at the street-level with clear connections to building entries and edges.	3a. Maintain a well defined street wall on mixed-use corridors. 3c. Residential entries for upper-floor residential uses and residential signage should not dominate.	The residential and commercial entries are located along Roosevelt Way NE facade, but will be defined with a change in materials to define the uses. Signage will be designed within the scale of the building and be of a similar character.
PL4 Active Transportation	Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.	1a. Design bicycle parking for efficiency and security. 1c. Locate bicycle parking and bicycle racks in convenient locations.	Indoor bicycle storage and work space is provided for future tenant and residential uses. It is located at street level and easily accessible.
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 surrounding.	1c. Design the building base to create solid and “grounded” form 1f. Locate vertical stair and elevator cores internally to minimize height impacts. 2i. Incorporate depth into building facade. 3a. Design facades to human scale rhythm and proportion. 5. On party walls visible from streets, provide visual scale and interest.	The base of the building is brick or a similar material and incorporates columns giving the building a traditional base component. Elevator and stair core is centrally located to hide the circulation tower from street view. Material and plane change helps modulate the building form and add depth to the facade. The visible party wall on the south side of the property will potentially have a mural or other decorative element on it.
DC3 Open Space Concept	Integrate open space design with the design of the building so that it compliments each other.	2a. Provide a variety of types of outdoor private amenity space.	Large balcony/terrace provided along NE 55th St and possible balcony/terrace on west side in Option B. Roof amenity space is provided in all options. The NE 55th St balcony helps to decrease the perceived massing while also providing an exterior deck.
DC4 Exterior Elements and Finishes	Use appropriate and high-quality elements and finishes for the building and its open spaces.	1b. Brick is used on the street level facade.	Brick or a similar material will be used on the street level to help bring texture and human scale to the building

*Referring to University District Neighborhood Design Guidelines, 2018

CONCEPT DIAGRAMS

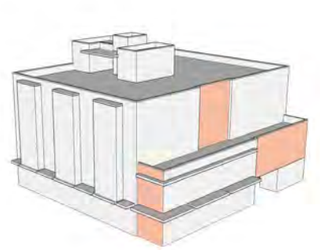
COMMERCIAL SPACE

The commercial space is located on the street level and fronts both streets adjacent to the property. It is differentiated from the rest of the building through material change. It will help to engage pedestrians and reinforce the commercial frontage along Roosevelt Way NE.



FACADE MODULATION

The facade is modulated (although slight) at different points to help break down the bulk of the form and create visual interest. The corner is emphasized by stepping it back from the rest of the facade and having a change in material.

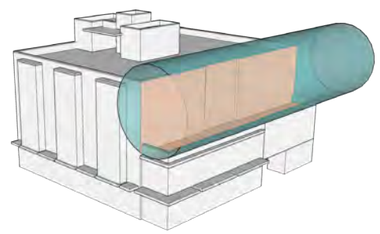


MASSING DEVELOPMENT

The building mass and form is derived from a mixture of the University District design guidelines, code, neighborhood context and site constraints. The main constraint being the High Voltage Line along 55th St, which prevents anything to be built over 2 stories in that area. This along with the size of the site are why all massing options have a similar facade along Roosevelt Way NE and 55th St. The massing reached is what we believe to be the most efficient way to maximize the development of the site and also highlight the corner of NE 55th St and Roosevelt Way NE.

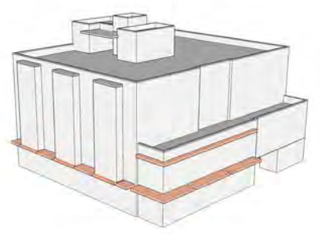
HIGH VOLTAGE LINE (HVL) SETBACK

All proposals are required to hold a 14'-0" setback from the existing HVL along NE 55th Street. This setback makes it difficult to create a prominent corner for the building. We maximized on the setback and created an outdoor deck for private tenant use. The resulting deck helps to reduce the overall mass and help transition the building from a mixed-use corridor to a predominately residential street.



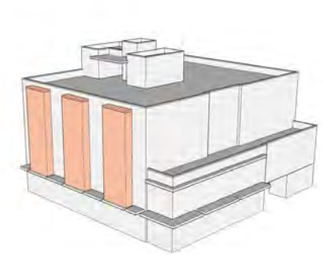
CANOPIES

All proposals have canopies above the first floor. The canopies help to bring the ground level area to human scale and also differentiate the commercial spaces. The canopies also denote the entrances into the building by changing scale. The canopy going around the corner helps to reinforce the corner and is further highlighted by the secondary canopy above it.



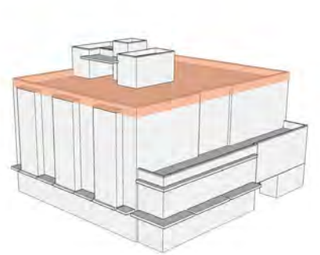
BAY WINDOWS

All proposals have bay windows along Roosevelt Way NE. The change of material and modulation will add visual interest to the facade as well as extra space to the units. The linear modulation serves to subdivide the facade and help further break down the massing.

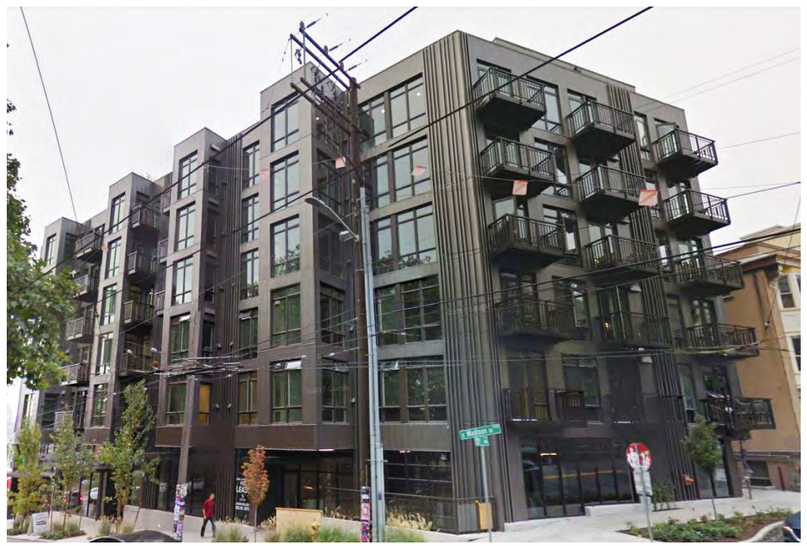


ROOF MODULATION

The roof parapet serves to increase the verticality of the building by bringing the form of the building over the bay windows and drawing the eyes up. The parapet also create legible roof lines that help provide architectural interest and transition to the sky.

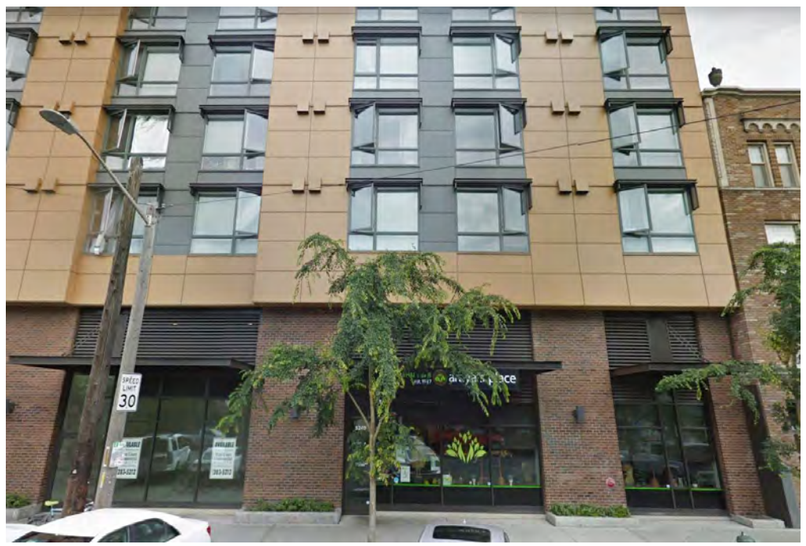


CONCEPT IMAGES



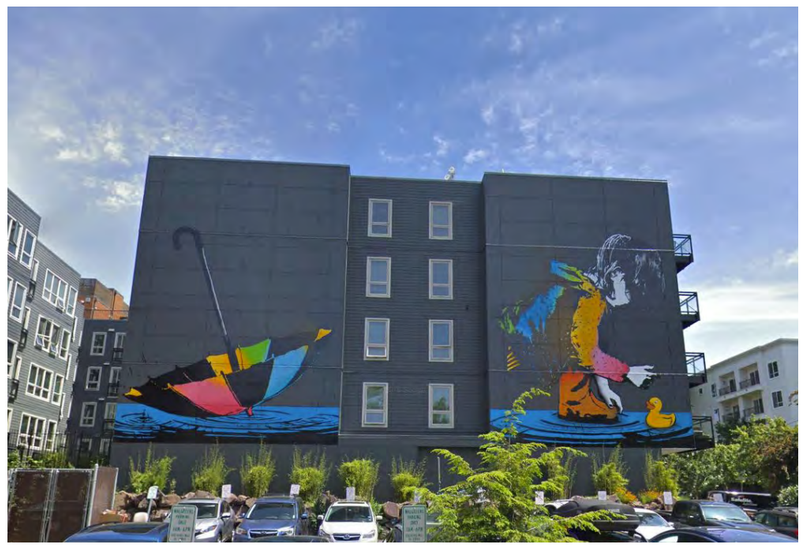
1499 E MADISON STREET

The use of bay windows with multiple lights create an inherent modulation, and adds additional interior square footage.



5241 UNIVERSITY WAY NE

The brick base to flat panel siding creates a modern aesthetic with the use of high quality, textural and traditional materials.

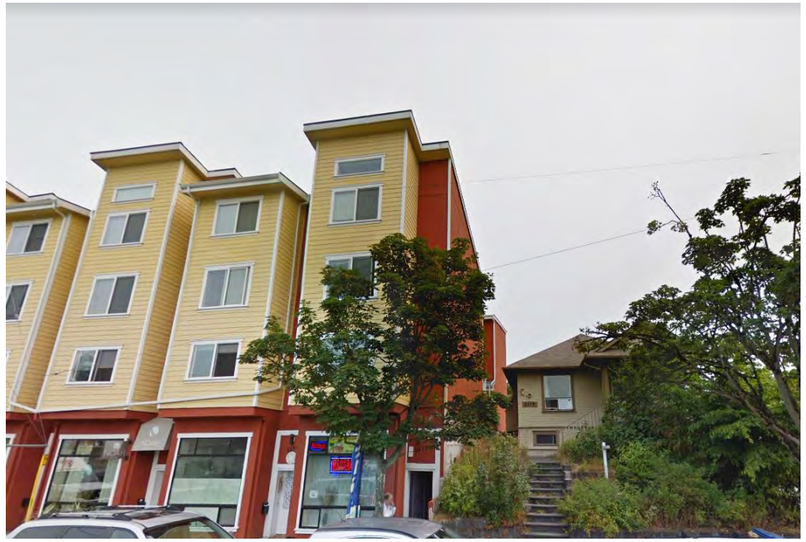


1326 N ALLEN PL

The wall mural engages the pedestrians to enjoy the art on the facade and creates a landmark to ones surroundings within the city streets.

7120 GREENWOOD AVE N

Corner terrace to appeal to pedestrians and creates an inviting space to supplement a mixed-use program. The metal canopies are a durable structure that give the modern design a simple, and elegant modulation.



5516 ROOSEVELT WAY NE

Multi-Family next to Single Family creates diversity within the city streets for pedestrian engagement.

MASSING OPTIONS

ALL OPTIONS

- Provides ground floor commercial space.
- Provides 8 parking spaces.
- Provides 3 floors of residential with approximately 27 units.
- Provides required setback for High Voltage Lines (HVL).

OPTION A

This design is code compliant and thus has no departures. This option doesn't maximize the potential of an already small site due to the required High Voltage Line setback. Due to the HVL there is a lost rentable area of 1,952 SWF, or 976 SF per floor and 976 SF of lost amenity space on the roof, which affects the proforma of the project.

OPTION B

Looking at options to regain the square footage loss due to the HVL, we started to look at the effects of the building height and setbacks on the west side with regard to seasonal sun angles. This design seeks two departures; reduce the west 15 foot building setback to 8 feet on floors 2 and 3 and reduce the 10 foot trash setback to 8 feet, to align with building above. The 4th floor units would be set at the code compliant 15 foot setback and introduce a deck for those units. Through solar studies this would have no adverse effects to the neighboring properties, compared to the code compliant building. It also nets 824 SF of additional rentable square footage, while providing larger units on the 2nd and 3rd floors.

OPTION C - PREFERRED

Going through the same process as Option B to regain the square footage loss due to the HVL, we again looked at the effects of the building height and setbacks on the west side with regard to seasonal sun angles. This design seeks two departures; reduce the west 15 foot building setback to 8 feet on all 3 residential floors and reduce the 10 feet trash setback to 8 feet, to align with building above. Through solar studies this would have no adverse effects to the neighboring properties, compared to the code compliant building. It also nets 1,200 SF of additional rentable square footage, while providing larger units on all of the residential floors. It would also add 377 SF of amenity space on the roof.

OPTION A

FEATURES

- 27 units on 3 floors
- Roof top amenities
- 8 parking stalls
- 2,370 SF commercial space

OPPORTUNITIES

- More commercial space and street level frontage
- Bay windows on west side to modulate facade more

CONSTRAINTS

- High voltage line setback required at upper floors along 55th St.
- Does not maximize potential opportunity and use of the site
- Bicycle storage further from street making use and access more difficult
- Trash and recycling is split between two areas making collection difficult
- Parking is not concealed

DEPARTURES

- None / Code compliant

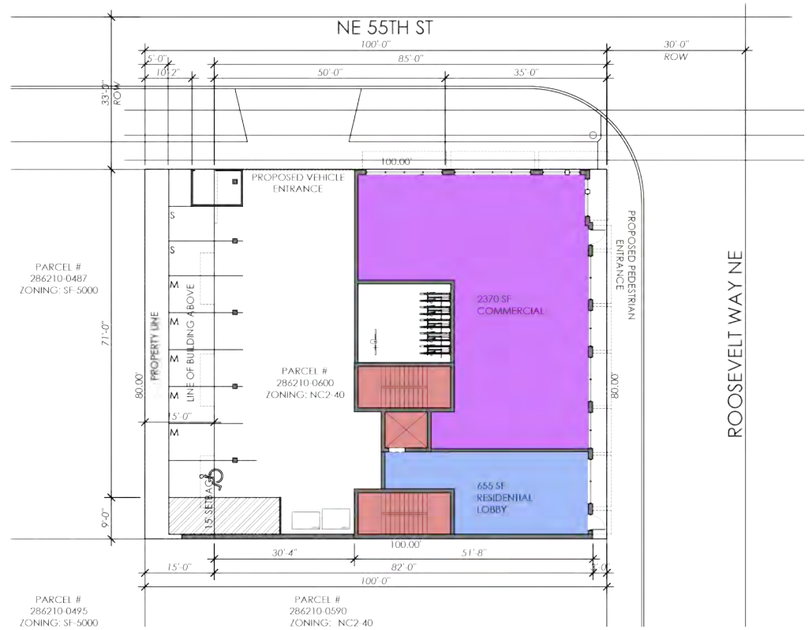
FAR Calculations

(26,000 SF Limit)

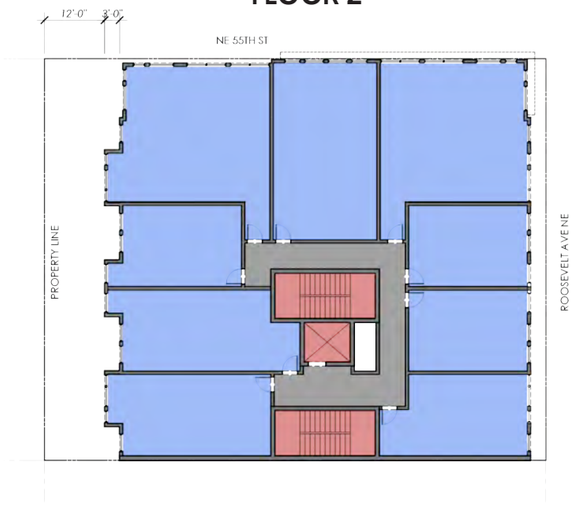
Ground Floor	4,110 SF
Floor 2	6,612 SF
Floor 3	5,692 SF
Floor 4	5,692 SF
Roof	646 SF
	22,752 SF
	88% of FAR used

- Residential
- Hallway
- Circulation
- Commercial

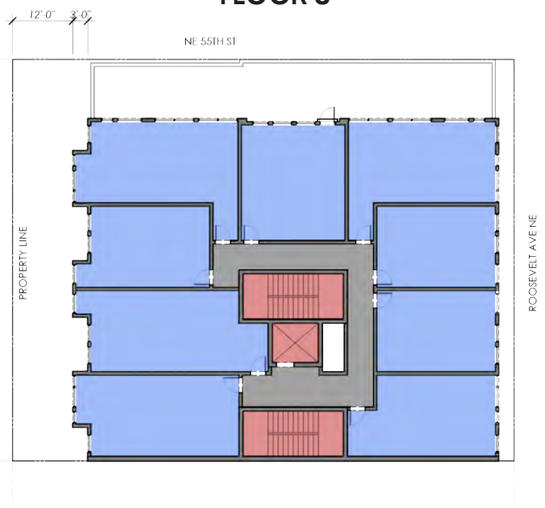
SITE PLAN



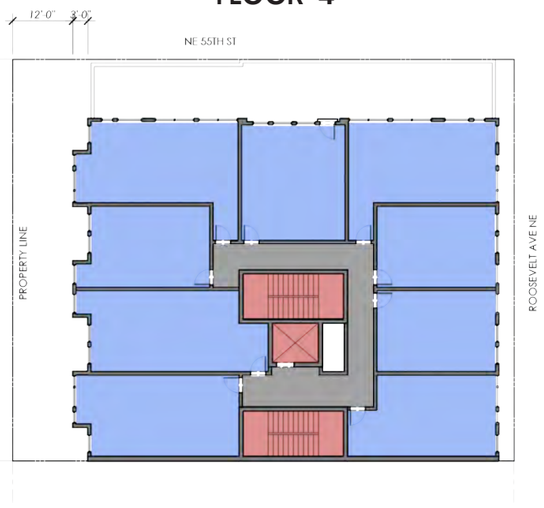
FLOOR 2



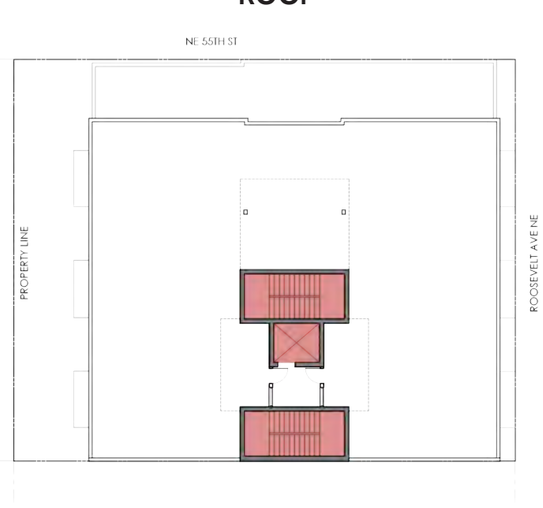
FLOOR 3



FLOOR 4



ROOF



OPTION A - DRAFT RENDERS

OPTION B

FEATURES

- 27 units on 3 floors
- Roof top amenities
- 8 parking stalls
- 2,233 SF of commercial space

OPPORTUNITIES

- More commercial space and street level frontage
- Parking is concealed
- Deck on 4th floor facing west, adding variety of unit types.
- Easy street access to trash & bicycle storage

CONSTRAINTS

- High voltage line (HVL) setback required at upper floors along 55th St.

DEPARTURES (see page 22)

- 23.47A.014.B - Reduce 15 foot setback to 8 feet
- 23.47A.014.E.8 - Reduce 10 foot trash setback abutting residential lot to 8 feet

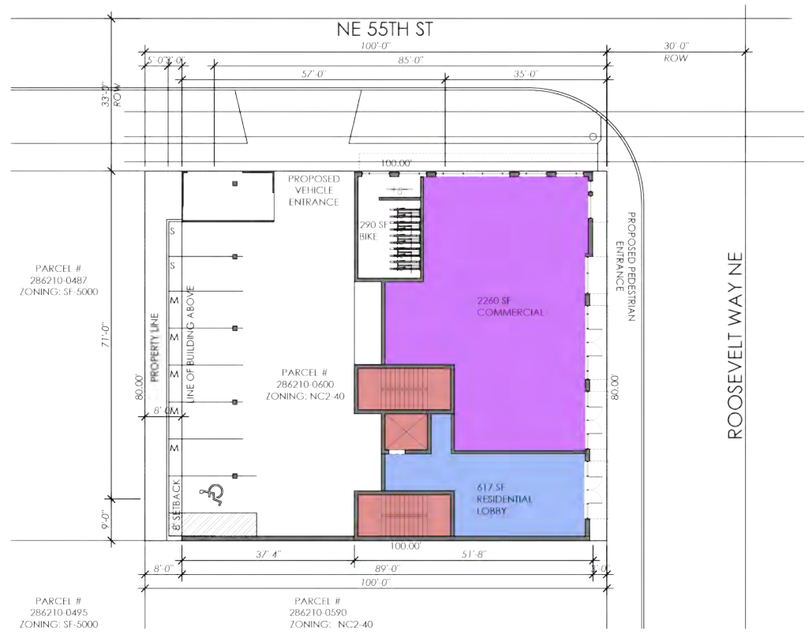
FAR Calculations

(26,000 SF Limit)

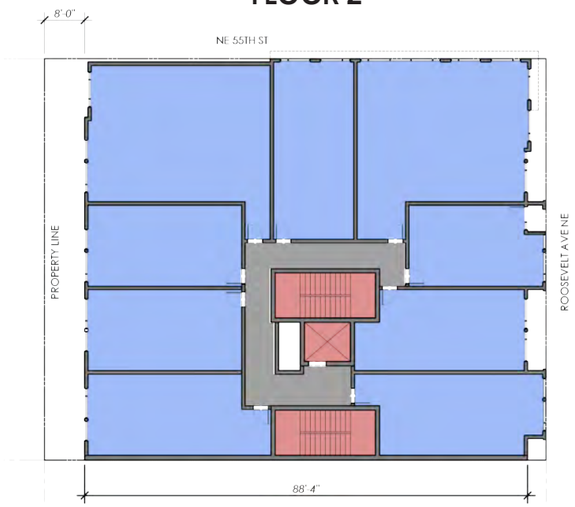
Ground Floor	3,882 SF
Floor 2	7,161 SF
Floor 3	6,137 SF
Floor 4	5,659 SF
Roof	646 SF
	23,485 SF
	90% of FAR used

- Residential
- Hallways
- Circulation
- Commercial

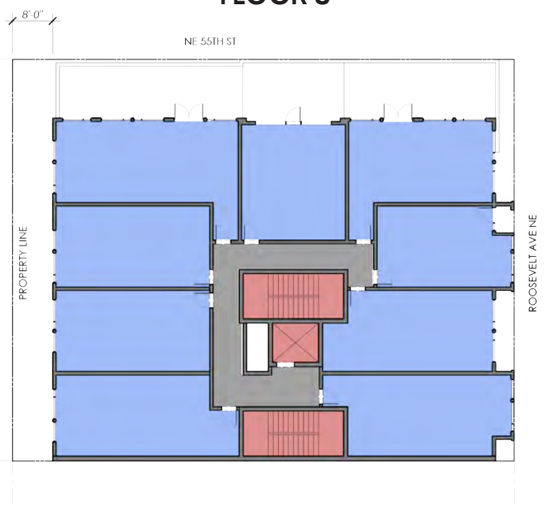
SITE PLAN



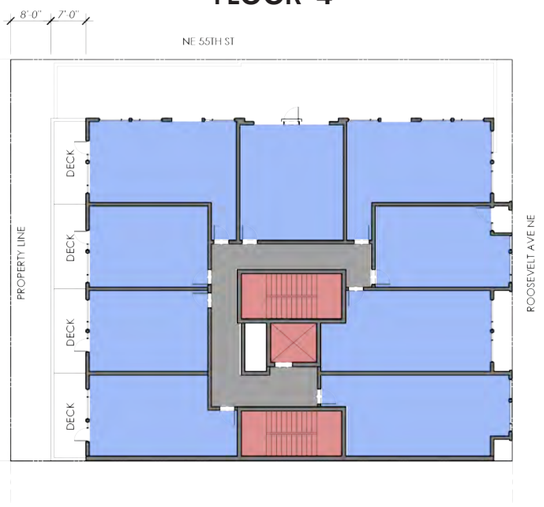
FLOOR 2



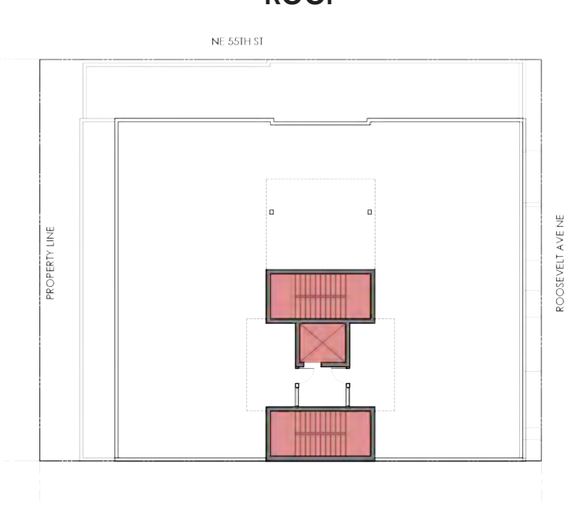
FLOOR 3



FLOOR 4



ROOF



OPTION B - DRAFT RENDERS

OPTION C - PREFERRED

FEATURES

- 27 units on 3 floors
- Roof top amenities
- 8 parking stalls
- 2,260 SF of commercial space

OPPORTUNITIES

- More commercial space and street level frontage
- Parking is concealed
- Easy street access to trash & bicycle storage
- Provides the most rentable SF
- Larger roof top amenity space
- Provides a great mix of unit types

CONSTRAINTS

- High voltage line (HVL) setback required at upper floors along 55th St

DEPARTURES (see page 22)

- 23.47A.014.B - Reduce 15 foot setback to 8 feet
- 23.47A.014.E.8 - Reduce 10 foot trash setback abutting residential lot to 8 feet.

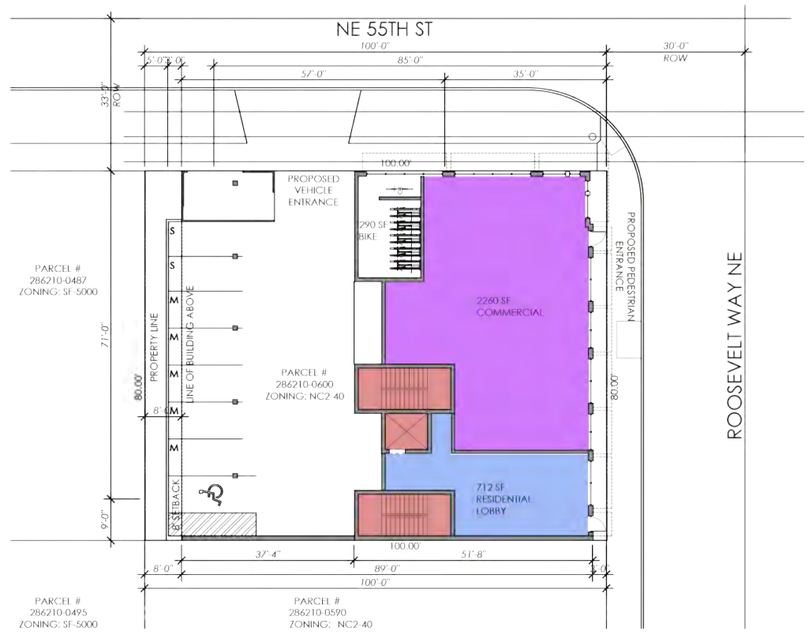
FAR Calculations

(26,000 SF Limit)

Ground Floor	4,076 SF
Floor 2	7,166 SF
Floor 3	6,170 SF
Floor 4	6,170 SF
Roof	646 SF
	24,228 SF
	93% of FAR used

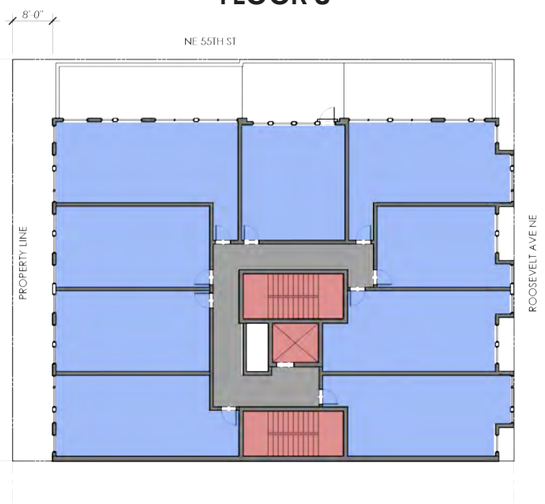
- Residential
- Hallway
- Circulation
- Commercial

SITE PLAN



FLOOR 2

FLOOR 3



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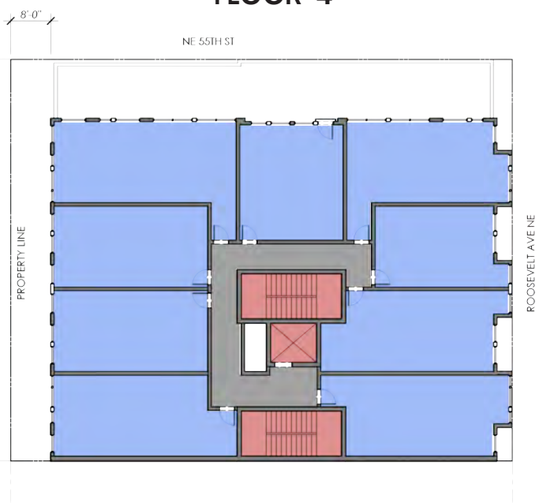
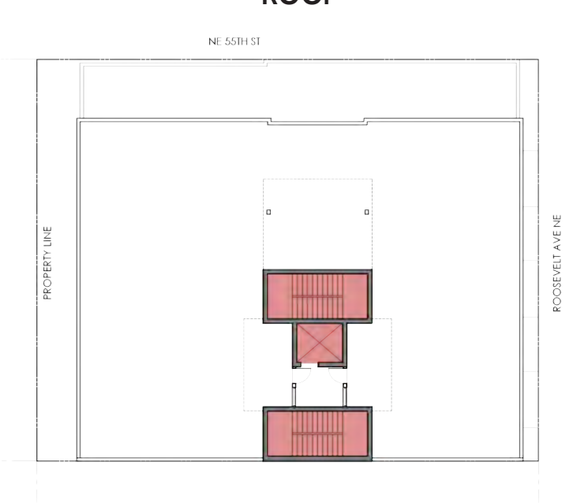


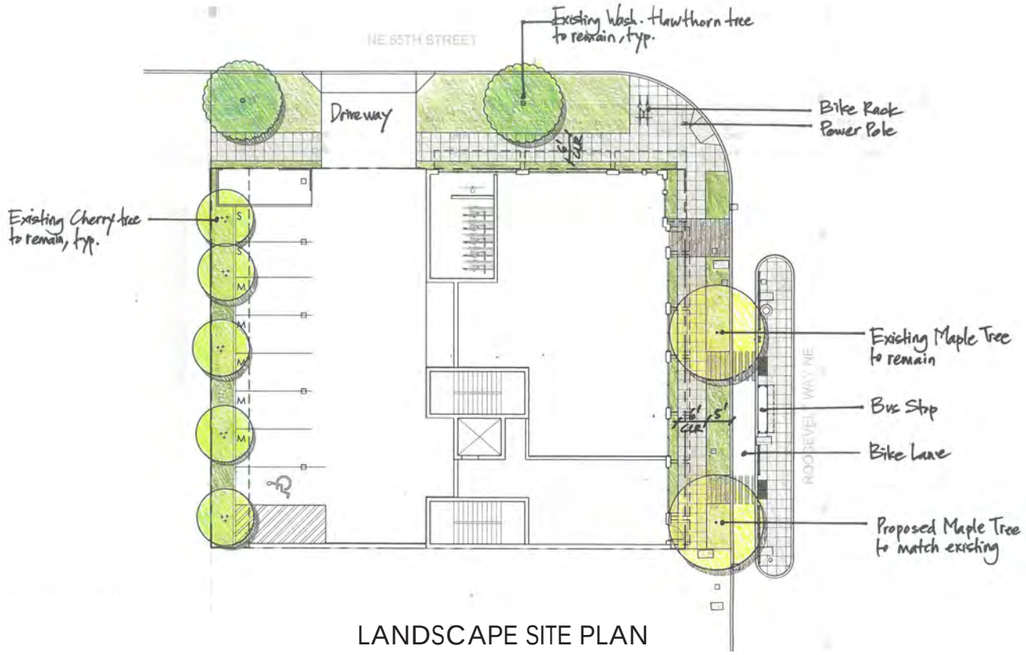
ROOF



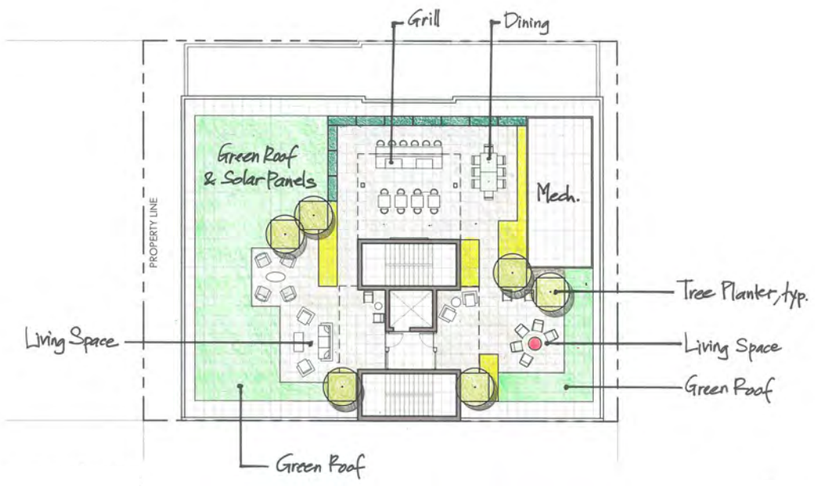
OPTION C - DRAFT RENDERS

SHADOW ANALYSIS OPTION C - PREFERRED

LANDSCAPE DESIGN



LANDSCAPE SITE PLAN



LANDSCAPE ROOF PLAN

Gilles Consulting
Brian K. Gilles
425-822-4994

January 24, 2019

Twist Design
Attn: Olivia Nisbet
444 Woodland Park Ave N, Suite 100
Seattle, WA 98103

SUBJECT: Evaluation of Trees at the 5339 Roosevelt Way NE for Exceptional Tree Status

Dear Ms. Nisbet:

As you requested, I visited the site note above and documented the size and condition of the trees. My findings are as follows:

- There are 10 trees associated with the site.
  - Three trees are on the two rights-of-way.
  - Seven trees are on the subject property.
- *None of the 10 trees meet the criteria for Exceptional Tree Status.*

Detail are covered in *Attachment 1, Tree Inventory/Condition Spreadsheet.*

WAIVER OF LIABILITY
There are many conditions affecting a tree's health and stability, which may be present and cannot be ascertained, such as, root rot, previous or unexposed construction damage, internal cracks, stem rot and more which may be hidden. Changes in circumstances and conditions can also cause a rapid deterioration of a tree's health and stability. Adverse weather conditions can dramatically affect the health and safety of a tree in a very short amount of time. While I have used every reasonable means to examine these trees, this evaluation represents my opinion of the tree health at this point in time. These findings do not guarantee future safety nor are they predictions of future events.

fax: 425-822-6314
email: bkgilles@comcast.net
P.O. Box 2366 Kirkland, WA 98083

PROPOSED LANDSCAPING

Per the attached letter from our arborist, none of the trees on site are exceptional thus none of them are required to be retained.

Option A, B, & C concepts propose to preserve the existing trees along the west side of the property as well as the trees on the sidewalk. A new tree is proposed on the south east corner of the property along with a landscaped planting strip along the perimeter of the building. A new bike rack is proposed to be located on the corner of the block to promote use of the adjacent separated bike lane.

All options propose to have amenities on the roof. The perimeter of the roof is landscaped with the amenities towards the center. Several separate seating areas will be provided and spaced out. Planters are to be placed on the roof to help break up the different spaces and create privacy. The mechanical space will be located along the north east corner and solar panels on the north west. Options A & B have less roof space on the west side so they will have less green space on the roof.

DEPARTURES

CODE: SMC 23.47A.014

B. Setback requirements for lots abutting or across the alley from residential zones:

1. A setback is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone or a lot that is zoned both commercial and residential if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot. The required setback forms a triangular area. Two sides of the triangle extend along the street lot line and side lot line 15 feet from the intersection of the residentially zoned lot's front lot line and the side lot line abutting the residentially zoned lot. The third side connects these two sides with a diagonal line across the commercially-zoned lot.
2. A setback is required along any rear or side lot line that abuts a lot in a residential zone or that abuts a lot that is zoned both commercial and residential if the commercial zoned portion of the abutting lot is less than 50 percent of the width or depth of the lot, as follows:
a. 10 feet for portions of structures above 13 feet in height to a maximum of 65 feet;

E. Structures in required setbacks:

8. Dumpsters and other trash receptacles, except for trash compactors, located outside of structures are not permitted within 10 feet of any lot line that abuts a residential zone and must be screened per the provisions of Section 23.47A.016.

DEPARTURE 1: BUILDING

SMC 23.47A.014.B

OPTION A DEPARTURE RATIONALE

- No departures in this option.

SF DIFFERENCE: 22,752 SF

OPTION B DEPARTURE RATIONALE

- Through solar studies this option would have no adverse effects to the neighboring properties, compared to the code compliant option. It creates 754 SF of additional interior space for the units allowing us to lay out more habitable living spaces. Helps in meeting DC2.1.d and DC3.2.a of the U-District Design Guidelines by providing an upper level setback and outdoor amenity space that is not on the rooftop.

SF DIFFERENCE: 23,485 SF

OPTION C DEPARTURE RATIONALE

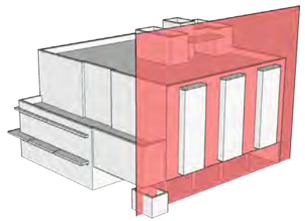
- Through solar studies this option would have no adverse effects to the neighboring properties, compared to the code compliant option. Creates 1,131 SF of additional interior space for the units allowing us to lay out more habitable living spaces. Creates 377 SF of amenity space on the roof. The extended area also provides cover to and conceals surface parking.

SF DIFFERENCE: 24,228 SF

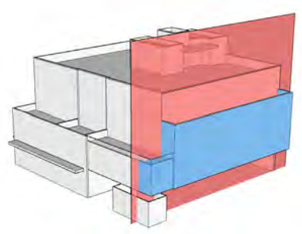
DEPARTURE REQUEST

To allow building to extend 7 feet into the setback abutting the residential lot.

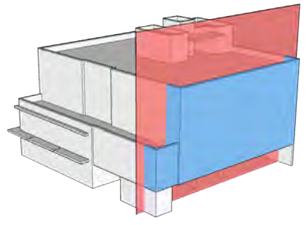
OPTION A



OPTION B



OPTION C



*RED SURFACE ON DIAGRAMS SHOWS THE LOCATION OF THE 15 FOOT SETBACK.
*BLUE SURFACE ON DIAGRAMS SHOWS THE VOLUME OF MASSING THAT IS THE DEPARTING CODE.

DEPARTURE 2: TRASH AREA AT GRADE DEPARTURE REQUEST

SMC 23.47A.014.E.8

Reduce trash area setback from residential lot to 8' from the property line.

OPTION A DEPARTURE RATIONALE

- No departures in this option.

SF DIFFERENCE: 23,752 SF

OPTION B DEPARTURE RATIONALE

- Allows for all residential trash to be contained in one area and easily accessed from the road for pick up. The larger form of the trash area is aligned with building above and helps to create a cohesive design grounding the base of the building. These reinforce the U-District Design Guidelines DC1.2.b and DC2.1.c.

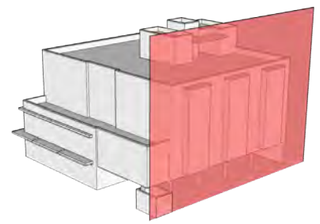
SF DIFFERENCE: 23,485 SF

OPTION C DEPARTURE RATIONALE

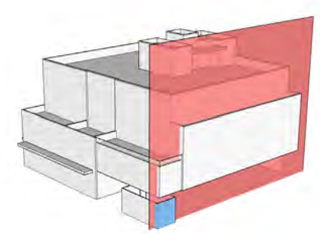
- Allows for all residential trash to be contained in one area and easily accessed from the road for pick up. The larger form of the trash area is aligned with building above and helps to create a cohesive design grounding the base of the building. These reinforce the U-District Design Guidelines DC1.2.b and DC2.1.c.

SF DIFFERENCE: 24,228 SF

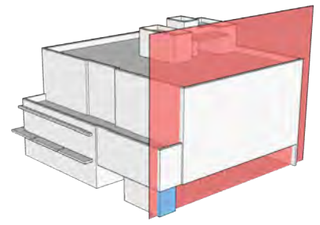
OPTION A



OPTION B

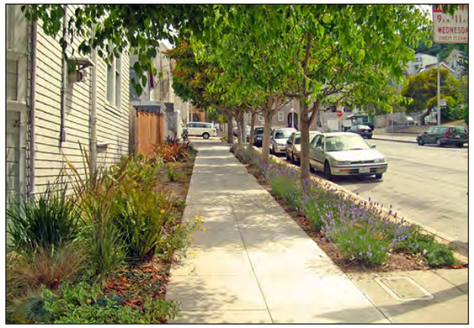


OPTION C



*RED SURFACE ON DIAGRAMS SHOWS THE LOCATION OF THE 10 FOOT SETBACK.
*BLUE SURFACE ON DIAGRAMS SHOWS THE VOLUME OF MASSING THAT IS THE DEPARTING CODE.

PREFERRED OPTION DRAFT RENDER



LANDSCAPING ELEMENTS TO SOFTEN EDGE & PEDESTRIAN EXPERIENCE.

VERTICAL CEMENTITOUS SIDING CONTRASTS BAY WINDOWS TO THE RESIDENTIAL AESTHETIC.

FLAT PANELED SIDING DEFINED FOR A RESIDENTIAL AESTHETIC.

COMMERCIAL DEFINED BY METAL CANOPIES & CREATES A CONTINUAL MODULATION AT CORNERS.

SOLID, PEDESTRIAN MATERIAL TO INCREASE LONGEVITY & DURABILITY.