



DESIGN OBJECTIVES

Create a timeless contribution to the built environment through design, craft and sensibility to the surrounding context

Continue our commitment to strategic, sustainable, and affordable urban development

PROPOSAL

This proposal is addressing a need for affordable housing within the city's urban neighborhoods. The objective is to provide an opportunity for safe, simple, efficient living within our urban centers. This achieves several objectives such as reduced commuting and encouraging live-where-you-work opportunities; keeping people and their contributions in the city rather than outlying suburbs; all the while utilizing the city's pre-established systems. Our commitment to the neighborhood, great design, and the health and well-being of our residents has resulted in several exciting up and coming communities throughout Seattle.

The Proposal:

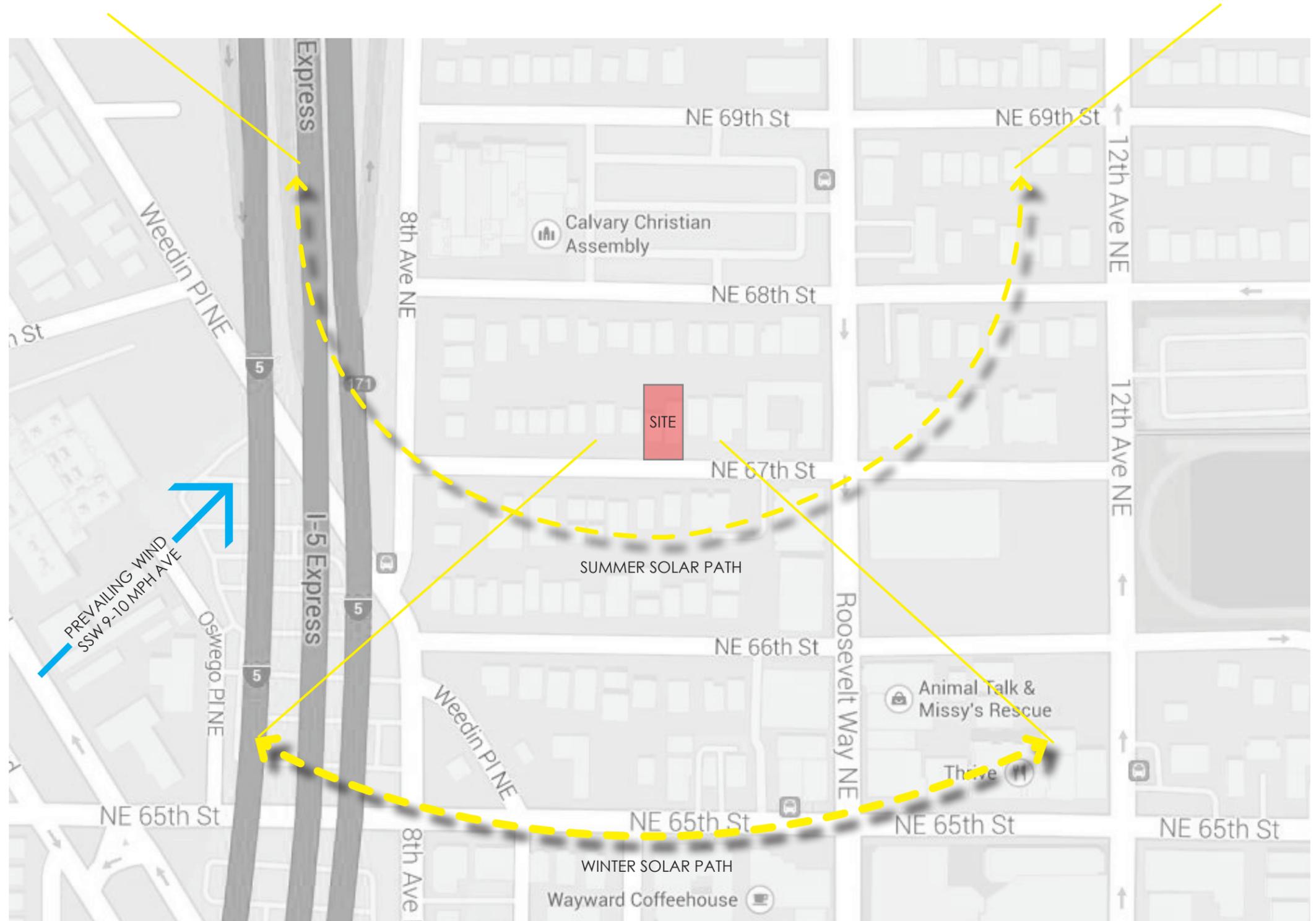
834 NE 67TH STREET, SEATTLE WA

- MR-00
- Site area - 6,174 SF +/-
- 4 story residential apartment building
- 80 units +/-
- Demolition of existing structures
- No parking provided

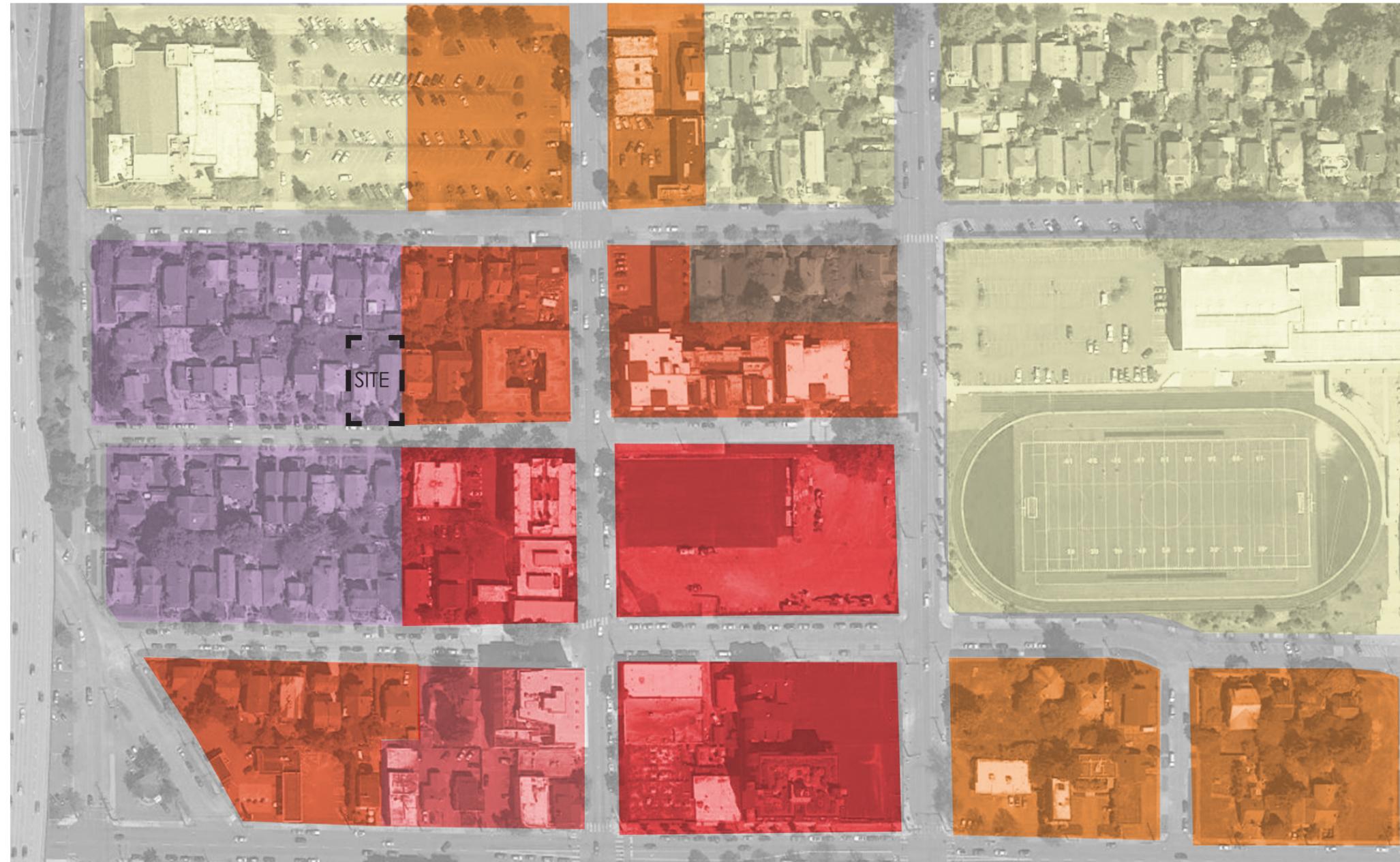
Design objectives and challenges drawn from analysis

- The neighborhood is an eclectic mix of architecture from different styles and time periods without any one predominant archetype or character.
- The scale of the neighborhood is evolving. Current single family home and low-rise residential in the form of apartment buildings and townhouses are giving way to larger commercial and residential mid-rise structures.

ENVIRONMENTAL ANALYSIS



ZONING



KEY

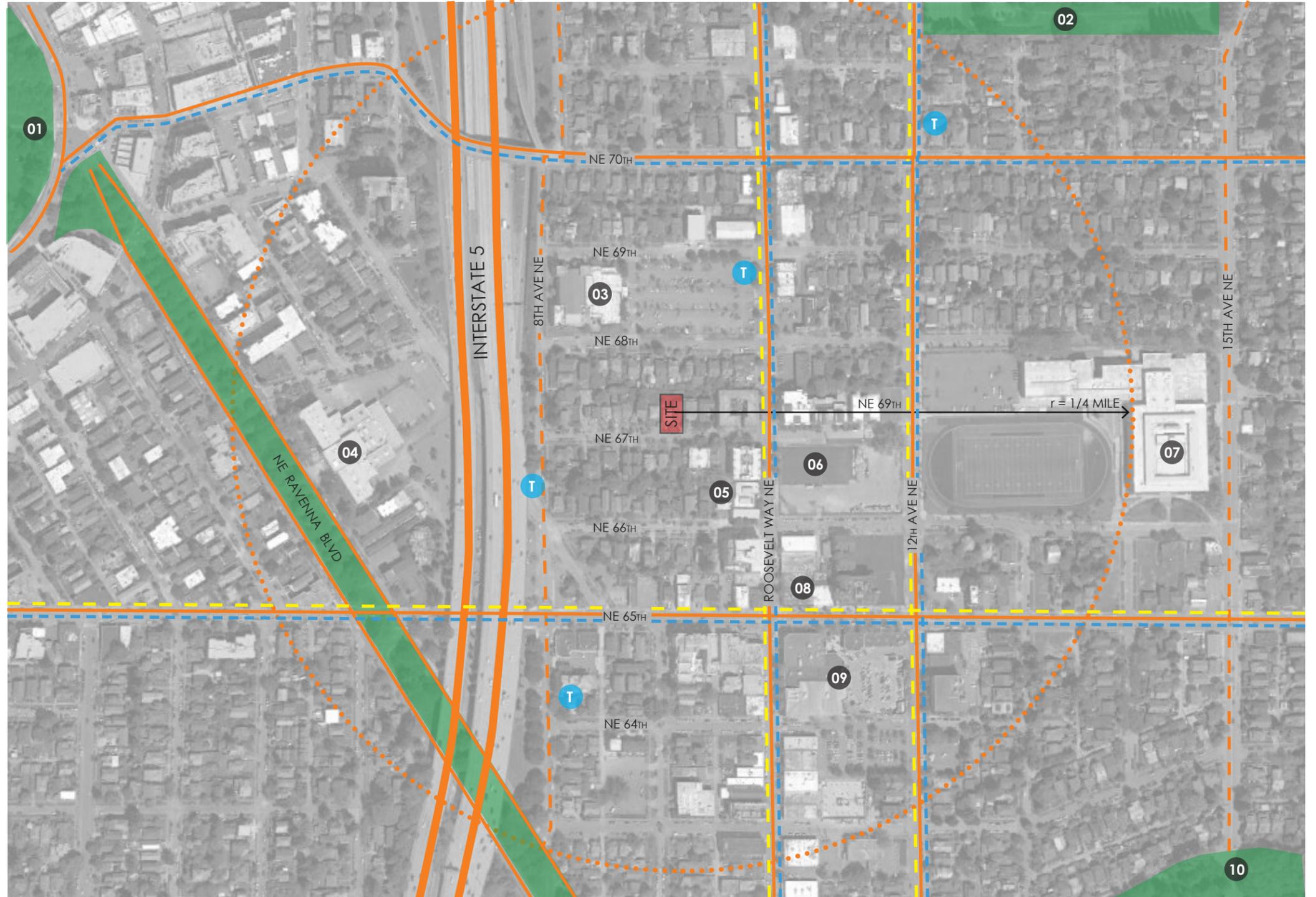
- MR
- NC3-85
- NC3-65
- NC2-40
- LR3
- SF 5000

CIRCULATION & AMENITIES

KEY

- MAIN
- - - ARTERIAL
- - - BIKE ROUTE / LANES
- T TRANSIT STOP
- - - TRANSIT ROUTE

- 01 EAST GREEN LAKE BEACH
- 02 FROULA PARK
- 03 CALVARY CHRISTIAN ASSEMBLY
- 04 SEATTLE EVENING SCHOOL
- 05 BANK OF AMERICA
- 06 LIGHTRAIL STATION (UNDER CONSTRUCTION)
- 07 ROOSEVELT HIGH SCHOOL
- 08 EAST WEST BOOKSHOP
- 09 ROOSEVELT SQUARE
- 10 COWEN PARK





NEIGHBORHOOD VICINITY MAP



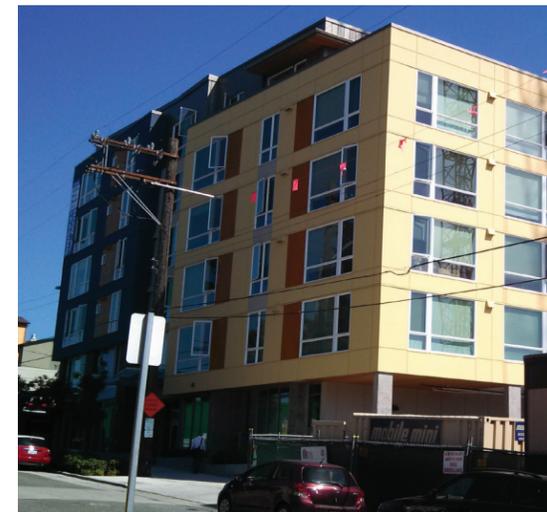
02. Proposed Multi-Family project - 240 units



03. Proposed Design of Under Construction Light Rail Station (Photo: Sound Transit)



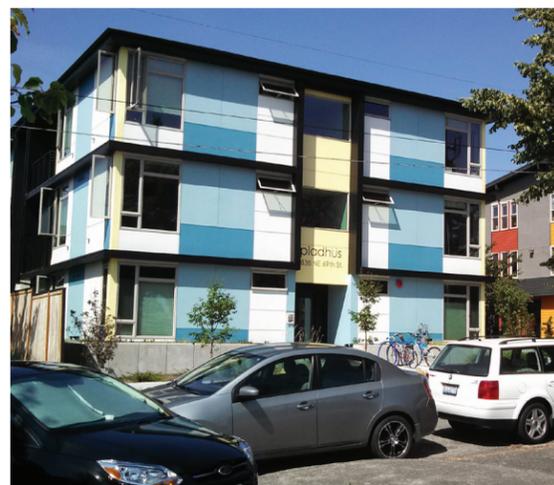
01. Proposed Multi-Family project - approx. 260 units (Photo: Mack Urban)



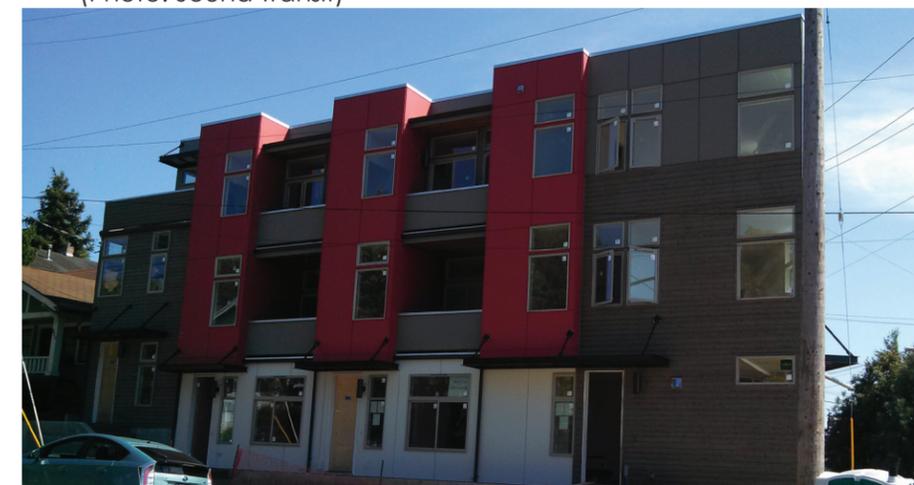
04. Multi-Family Development



05. Condominiums



06. Multi-Family Development



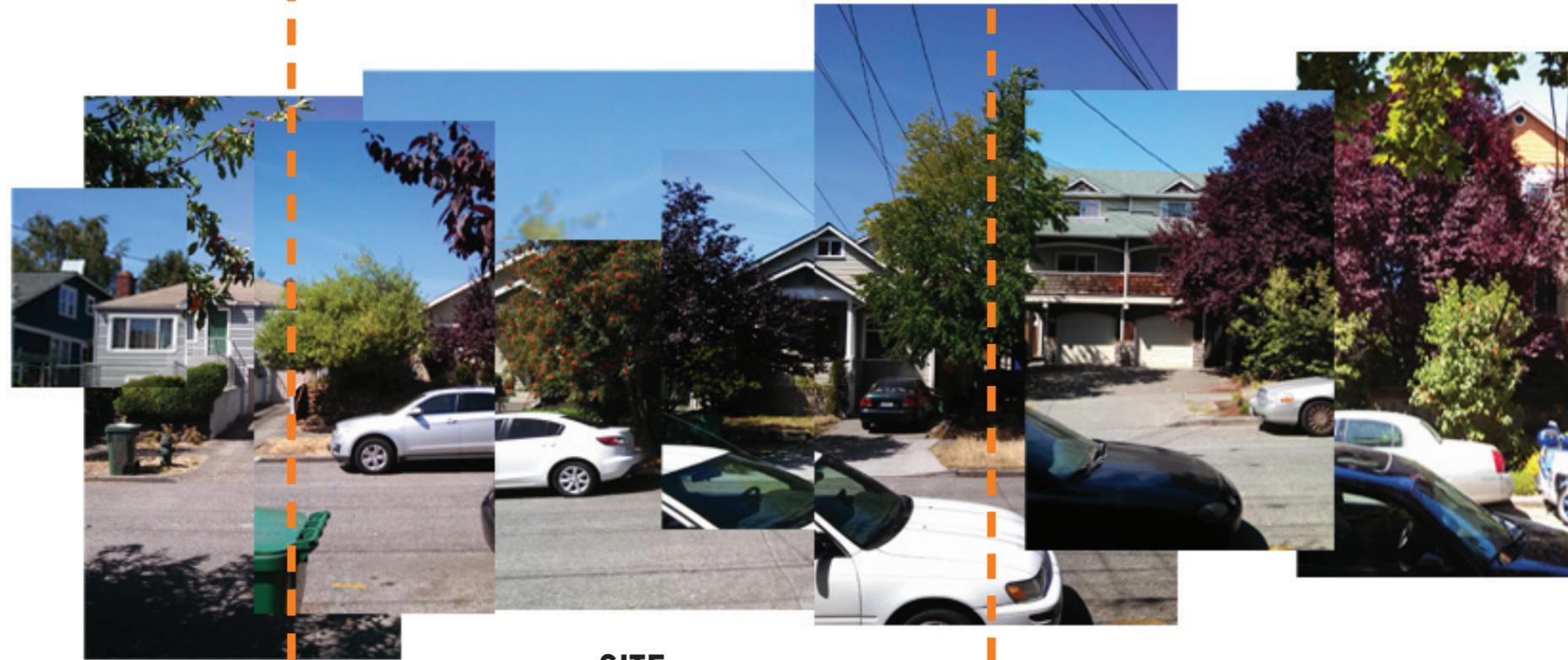
07. Multi-Family Development

NEIGHBORHOOD CONTEXT | SUMMARY

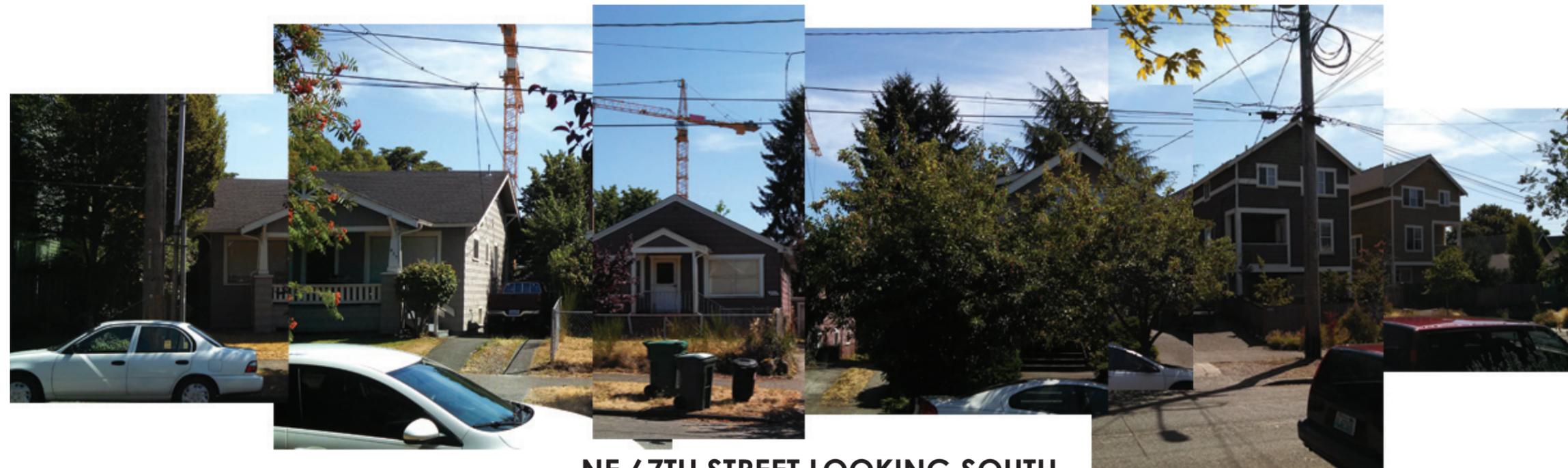
The neighborhood is a mix of single family and multi-family developments, with a trend towards mid-rise multi-family developments. The area will continue to become more populated and urban in nature with the arrival of mass-transit via the light rail station set for 2021. In-progress developments are outlined in the vicinity map, highlighting the increasing density in the neighborhood.

There does not seem to be one prominent or dominant architectural category, so the aesthetics will be informed by the function of the building, as well as the characteristics of the site. Striving towards a refined, elegant aesthetic.

NE 67TH STREET LOOKING NORTH



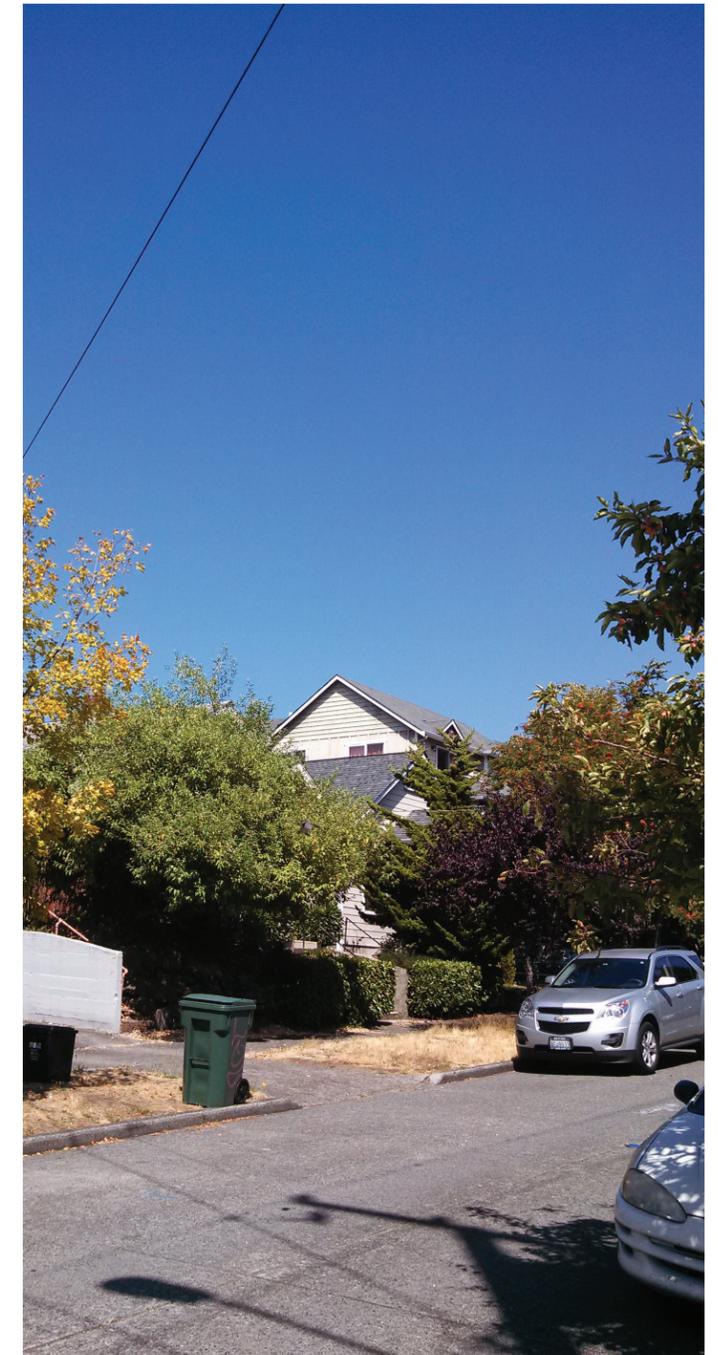
SITE



NE 67TH STREET LOOKING SOUTH



01. SITE | View looking NW



05. SITE | View looking NE



02. SITE | Looking South at rear of site from NE 68th



03. SITE | Looking NW from Roosevelt Way & NE 67th St



04. View from site looking South Across NE 67th St

SEATTLE MUNICIPAL CODE TITLE 23

REQUIREMENTS FOR MID RISE (MR) ZONES:

SMC 23.45.504 (TABLE A) | PERMITTED USES
RESIDENTIAL USES ARE PERMITTED OUTRIGHT

SMC 23.45.510 | FLOOR AREA RATIO:
MAXIMUM F.A.R. RESIDENTIAL USE: 4.25 (w/bonuses per SMC 23.45.510C)

SMC 23.45.514 | STRUCTURE HEIGHT:
MAXIMUM HEIGHT:

SMC 23.45.518 | SETBACK REQUIREMENTS:
FRONT: 7' AVG, 5' MIN.
REAR: 15'
SIDES: 7' AVG, 5' MIN
AT 42' ABOVE GRADE: 10' AVG, 7' MIN

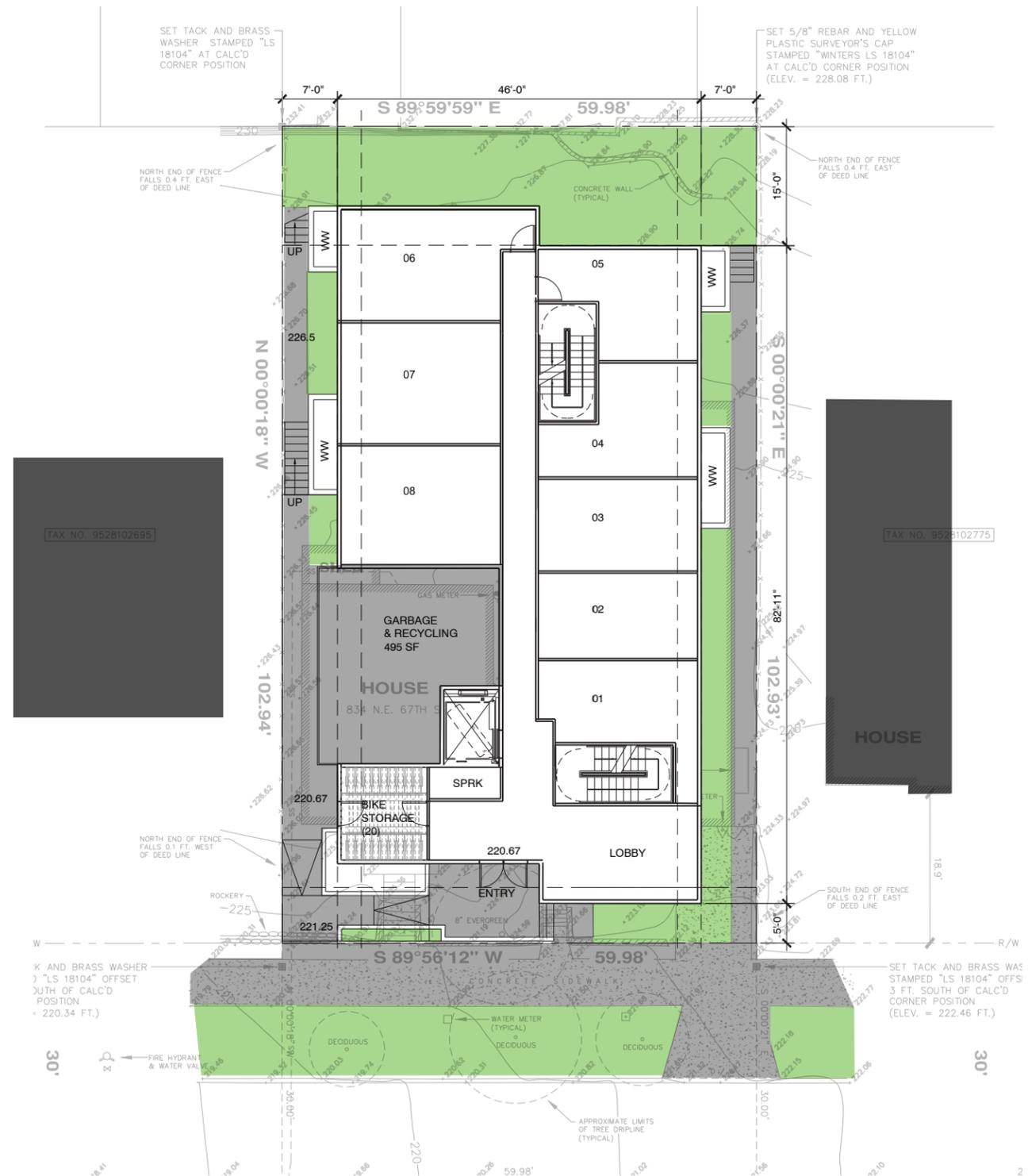
SMC 23.45.522 | AMENITY AREA
AMENITY AREA REQUIRED: EQUAL TO 5% OF TOTAL GROSS RESIDENTIAL FLOOR AREA, MEETING THE FOLLOWING STANDARDS:
- ALL RESIDENT SHALL HAVE ACCESS TO AT LEAST ONE COMMON OR PRIVATE AMENITY AREA
- NO MORE THAN 50% OF THE AMENITY AREAS SHALL BE ENCLOSED
- COMMON AMENITY AREAS SHALL HAVE A MIN. HORIZ. DIMENSION OF 10' AND BE NO LESS THAN 250 SF IN SIZE
- PRIVATE BALCONIES & DECKS SHALL HAVE A MIN. HORIZ. DISTANCE FROM SIDE LOT LINES OF 10'.
- AT LEAST 50% OF COMMON AMENITY AREA PROVIDED AT GROUND LEVEL SHALL BE LANDSCAPED WITH GRASS, GROUND COVER, BUSHES AND/OR TREES.

SMC 23.45.524 | LANDSCAPE STANDARDS:
GREEN FACTOR SCORE OF .5 OR GREATER IS REQUIRED

SMC 23.45.529 | DESIGN STANDARDS
- AT LEAST 20% OF THE AREA OF STREET-FACING FACADES SHALL CONSIST OF WINDOWS AND/OR DOORS
- STREET FACING FACADES GREATER THAN 750 SF MUST BE DIVIDED INTO SEPARATE PLANES WITH A MIN. AREA OF 150 SF AND A MAX. AREA OF 500 SF, AND BE PROJECTED OR RECESSED FROM ABUTTING FACADE PLANES BY A MIN. OF 18"
- A PRINCIPAL SHARED PEDESTRIAN ENTRANCE IS REQUIRED THAT FACES EITHER A STREET OR COMMON AMENITY AREA THAT HAS DIRECT ACCESS TO THE STREET. THE PRINCIPAL SHARED PEDESTRIAN ENTRANCE SHALL BE DESIGNED TO BE VISUALLY PROMINENT

SMC 23.45.534 LIGHT AND GLARE STANDARDS
EXTERIOR LIGHTING SHALL BE SHIELDED AND DIRECTED AWAY FROM ADJACENT PROPERTIES.

SMC 23.54.015 | REQUIRED PARKING
REQUIRED PARKING IN MR ZONES WITHIN AN URBAN VILLAGE:
NOT REQUIRED, PER TABLE B FOR SMC 23.54.015: SECTION II ITEM "L".



LEGAL DESCRIPTION OF SITE

LOTS 7 & 8, BLOCK 53, WOODLAWN ADDITION TO GREEN LAKE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 6 OF PLATS, PAGE 20, RECORDS OF KING COUNTY, WA

CITYWIDE DESIGN GUIDELINES

CONTEXT & SITE

CS1.C | TOPOGRAPHY: Use the natural topography and/or other desirable land forms or features to inform the project's design.

CS2.A2 | ARCHITECTURAL PRESENCE: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a "high-profile" design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Encourage all building facades to incorporate design detail, articulation, and quality materials.

CS2.B2 | CONNECTION TO STREET: Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape - it's physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and it's function (major retail street or quieter residential street) - in siting and designing the building.

CS2.D1 | EXISTING DEVELOPMENT AND ZONING: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies.

CS2.D3 | ZONE TRANSITIONS: For projects located at the edge of different zones, provide an appropriate transition or complement to adjacent zone(s). Projects should create a step in perceived height, bulk, and scale between the anticipated development potential of the adjacent zone and the proposed development. Consider: Distance to the edge of a less (or more) intensive zone; Differences in developmental standards between abutting zones; The type of separation form adjacent properties (e.g. Separation by property line only, by an alley or street or open space, or by physical features such as grade change); Adjacencies to different neighborhoods or districts; and shading to or from neighboring properties.

CS2.D4 | MASSING CHOICES: Strive for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing. It may be appropriate in other areas to differ from the scale of adjacent buildings but preserve natural systems or existing features, enable better solar exposure or site orientation, and/or make fore interesting urban form.

CS3.A2 | CONTEMPORARY DESIGN: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3.A4 | EVOLVING NEIGHBORHOODS: In neighborhoods where architectural character is evolving or otherwise in transition, explore way for new development to establish a positive and desirable context for others to build upon in the future.

PUBLIC LIFE

PL1.B2 | PEDESTRIAN INFRASTRUCTURE: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL2.A1 | ACCESS FOR ALL: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcome through the front door. Refrain from creating separate "back door" entrances for persons with mobility limitations.

PL2.C | WEATHER PROTECTION: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL3.A | ENTRIES: Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls, and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk.

PL3.B | RESIDENTIAL EDGES: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another.

DESIGN CONCEPT

DC2.A | MASSING: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as the can accentuate mass and height. Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies; bay windows; porches, canopies or other elements; and/or highlighting building entries.

DC2.B1 | FACADE COMPOSITION: Design all building facades - including alleys and visible roofs - considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley facade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing facade around the alley corner of the building.

DC2.C2 | DUAL PURPOSE ELEMENTS: Consider architectural features that can be dual purpose - adding depth, texture, and scale as well as serving other project functions. Examples include shading devices and windows that add rhythm and depth as well as contribute toward energy efficiency and/or savings or canopies that provide street-level scale and detail while also offering weather protection. Where these elements are prominent design features, the quality of the materials is critical.

DC2.D1 | HUMAN SCALE: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front.

DC2.D2 | TEXTURE: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or "texture" particularly at the street level and other areas where pedestrians predominate.

DC4.A1 | EXTERIOR FINISH MATERIALS: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4.A2 | CLIMATE APPROPRIATENESS: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions. Highly visible features, such as balconies, grilles and railings should be especially attractive, well crafted and easy to maintain. Pay particular attention to environments that create harsh conditions that may require special materials and details, such as marine areas or open or exposed sites.

ROOSEVELT NEIGHBORHOOD DESIGN GUIDELINES

CONTEXT & SITE

CS2.III | HEIGHT, BULK, AND SCALE: Careful siting, building design and building massing at the upper levels should be used to **achieve a sensitive transition between multifamily and commercial zones** as well as mitigating height, bulk, and scale impacts. Some of the techniques already identified in the citywide design guidelines are preferred in Roosevelt. These techniques include:

- increasing building setbacks from the zone edge at ground level;
- **reducing the bulk of the building's upper floors**
- reducing the height of the structure
- **use of landscaping or other screening (such as 5-foot landscape buffer)**
- Departures to development standards are encouraged in Roosevelt in order to create a positive transition along zone edges.

PUBLIC LIFE

PL3.II | TRANSITION BETWEEN RESIDENCE & STREET: Encourage the incorporation of separate ground-related entrances and private open spaces between the residence, adjacent properties, and street, especially for multifamily developments west of Roosevelt Way. **Ground level landscaping can be used between the structure(s) and sidewalk.**

DESIGN CONCEPT

DC3.I | RESIDENTIAL OPEN SPACE: The Roosevelt neighborhood values places for residents to gather. Open space areas can be achieved in a variety of ways including:

- **Terraces on sloping land to create level yard space**
- Courtyards
- **Front and/or rear yards**
- **Roof tops**

SCHEME 1



Scheme 1:
85 Units, 8 stories

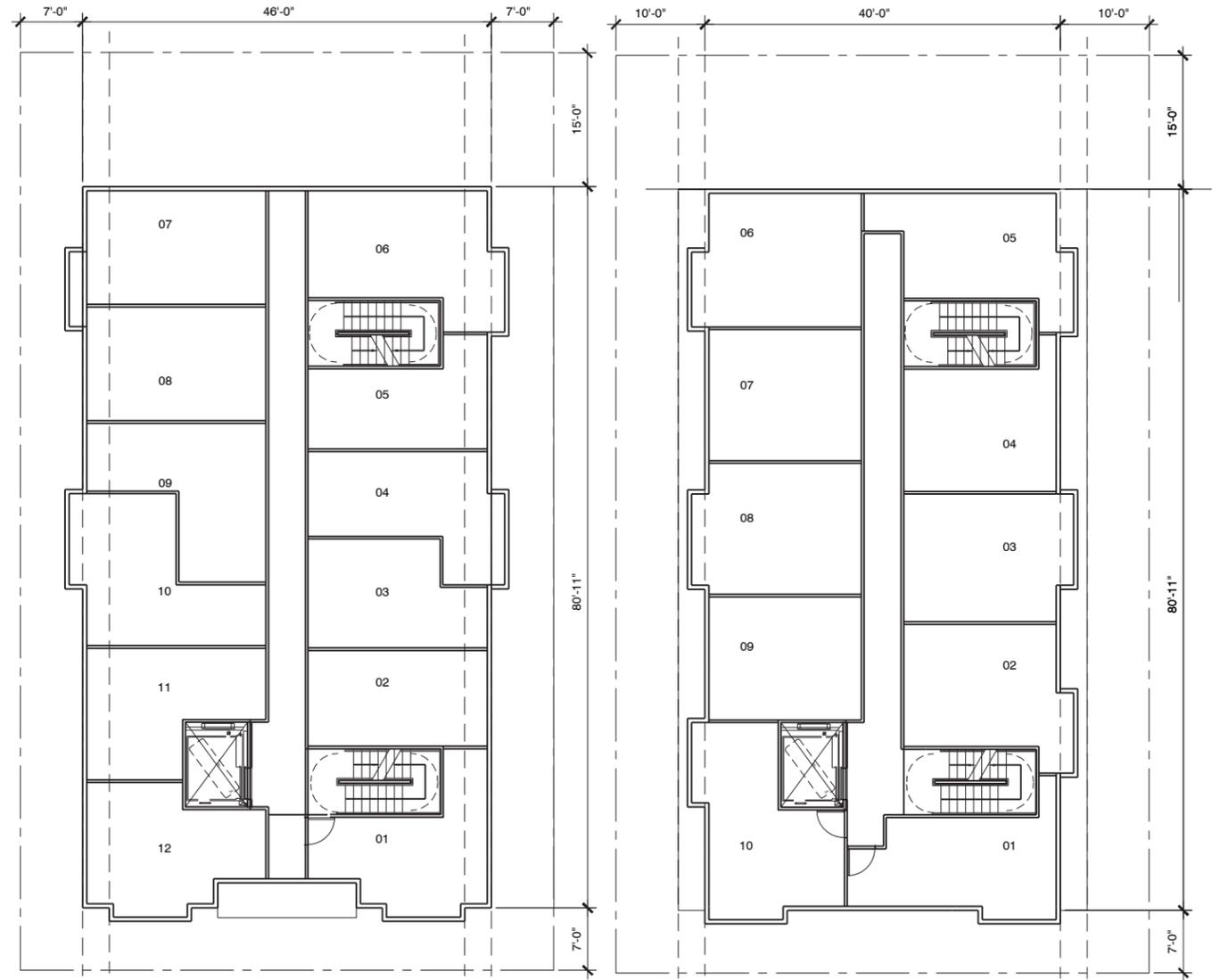
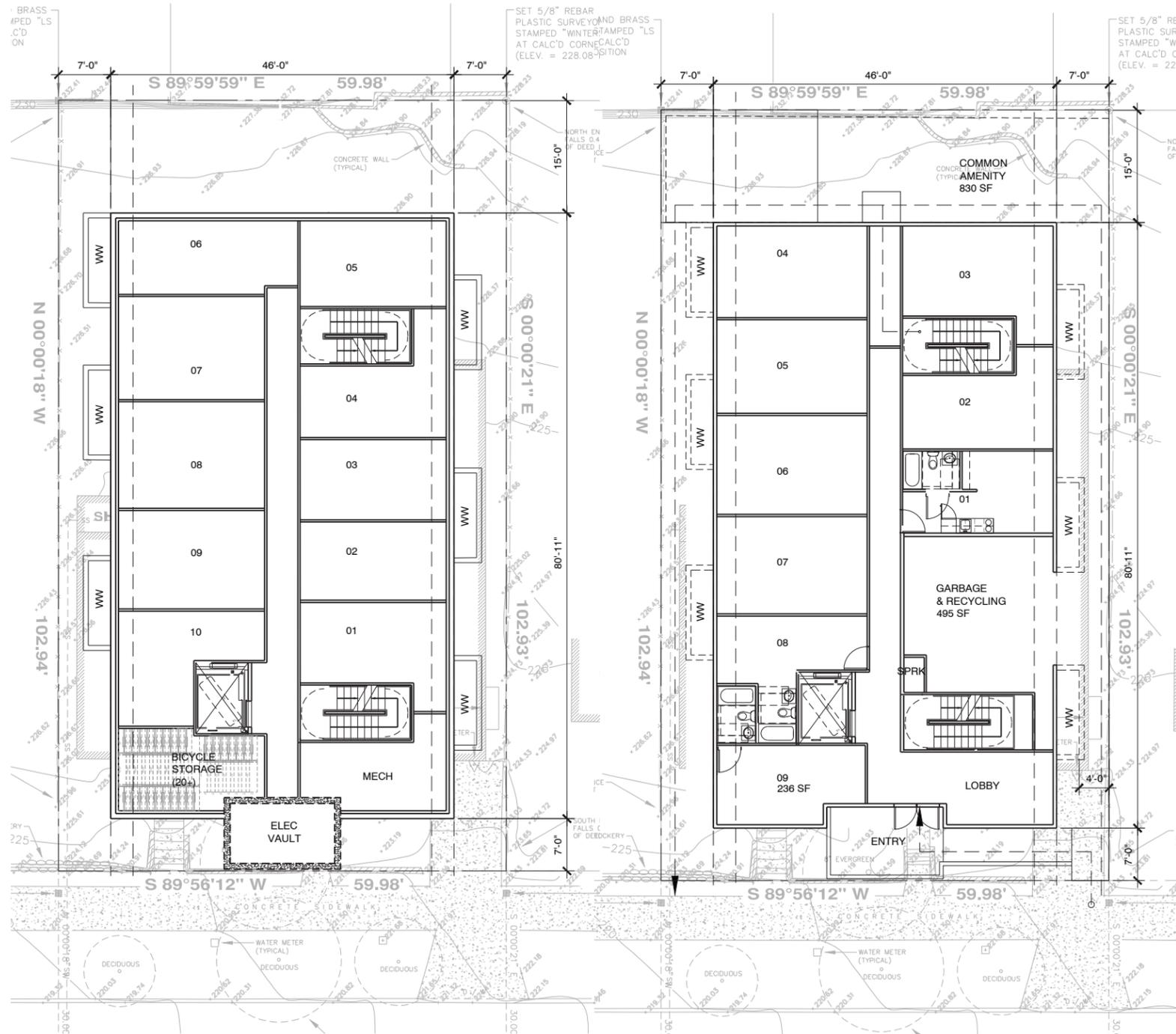
Departures:
None - Code Compliant

Pros:

- Larger rear amenity space
- Extra floor, larger unit yield
- Central entry

Cons:

- Light Wells required
- No loft levels or raised ceilings



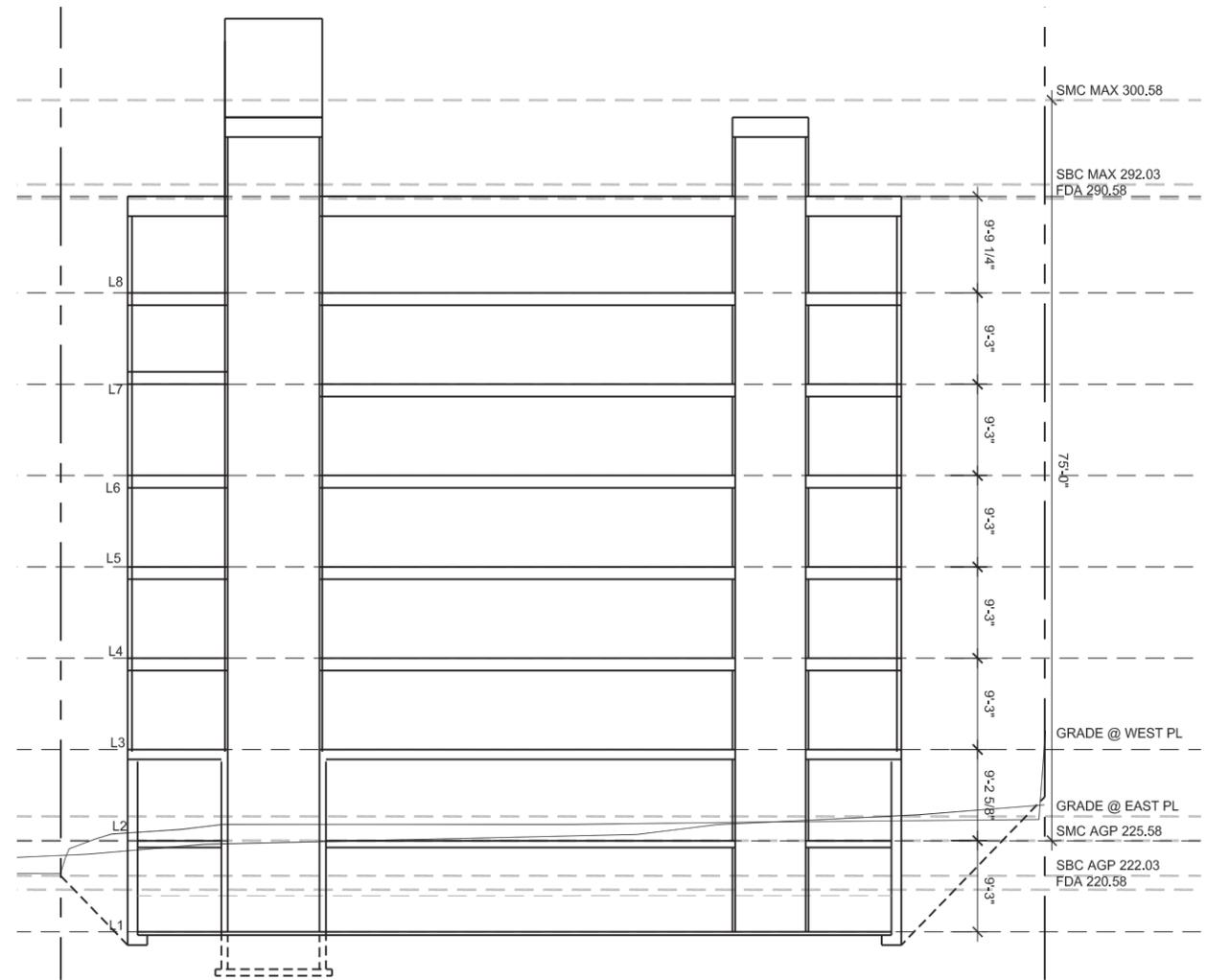
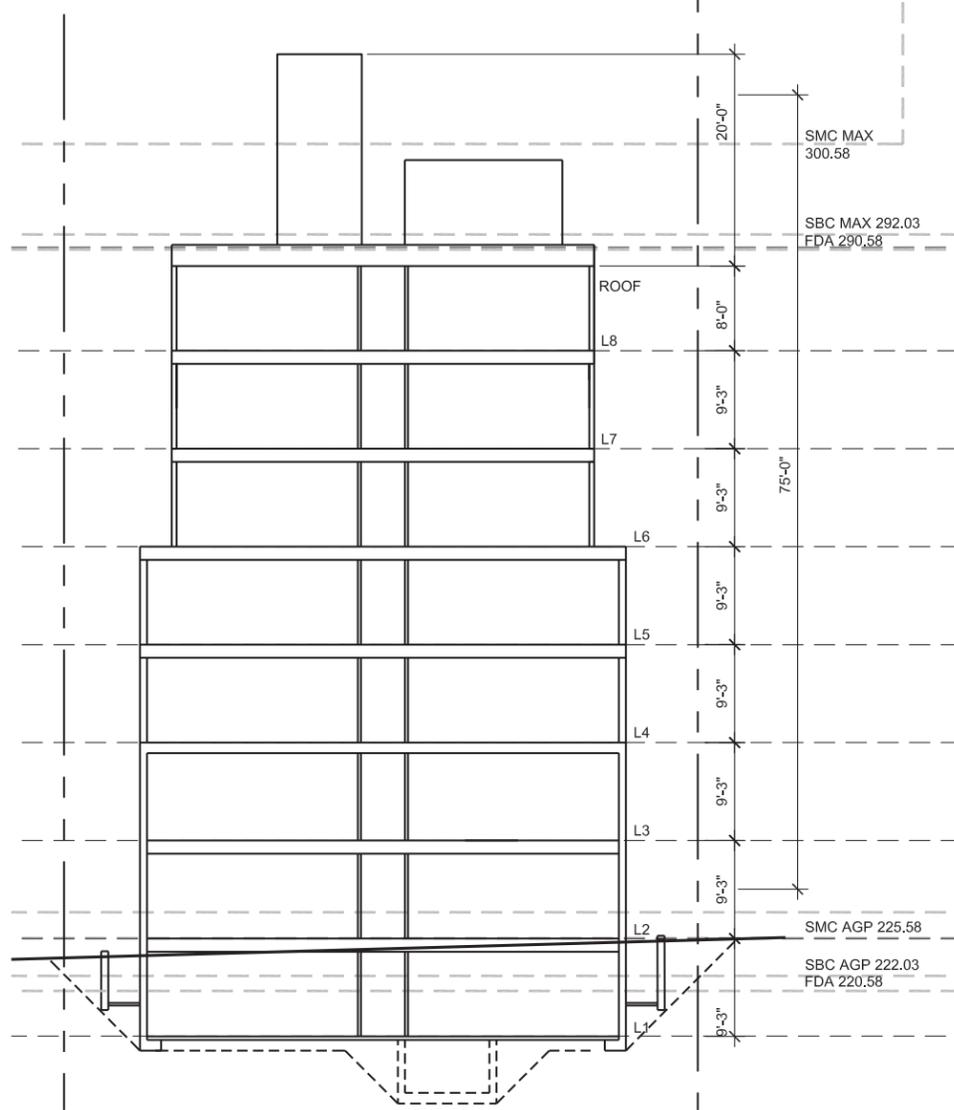
LEVEL 1

LEVEL 2

LEVEL 3-5

LEVEL 6-8

SCHEME 1



Looking NW



Looking North



Looking SE

SCHEME 2



Scheme 2:
81 Units, 7 stories

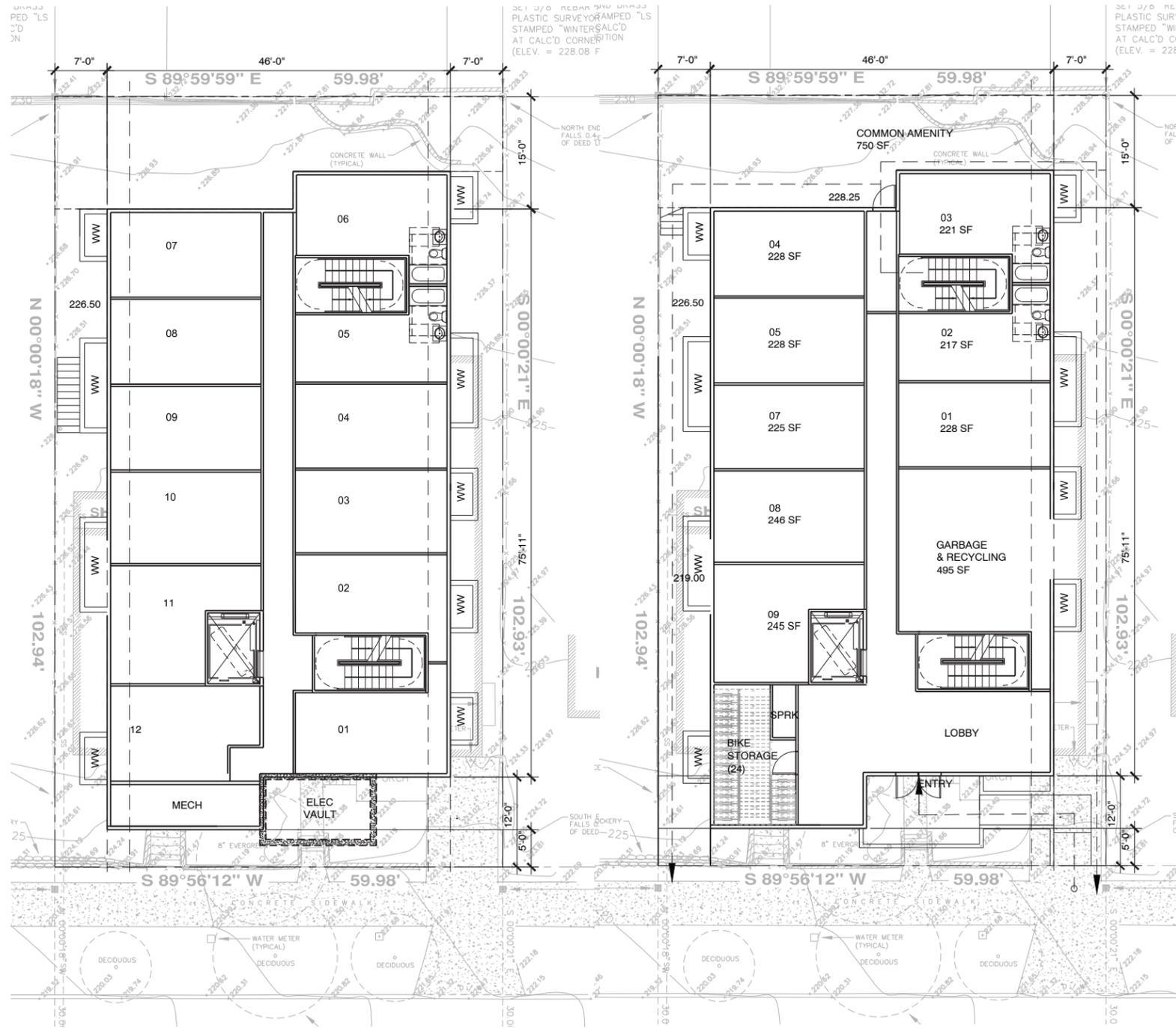
Departures:
- 5' encroachment in rear setback for 21'-0"

Pros:

- Full height lofts on both levels 6 & 7

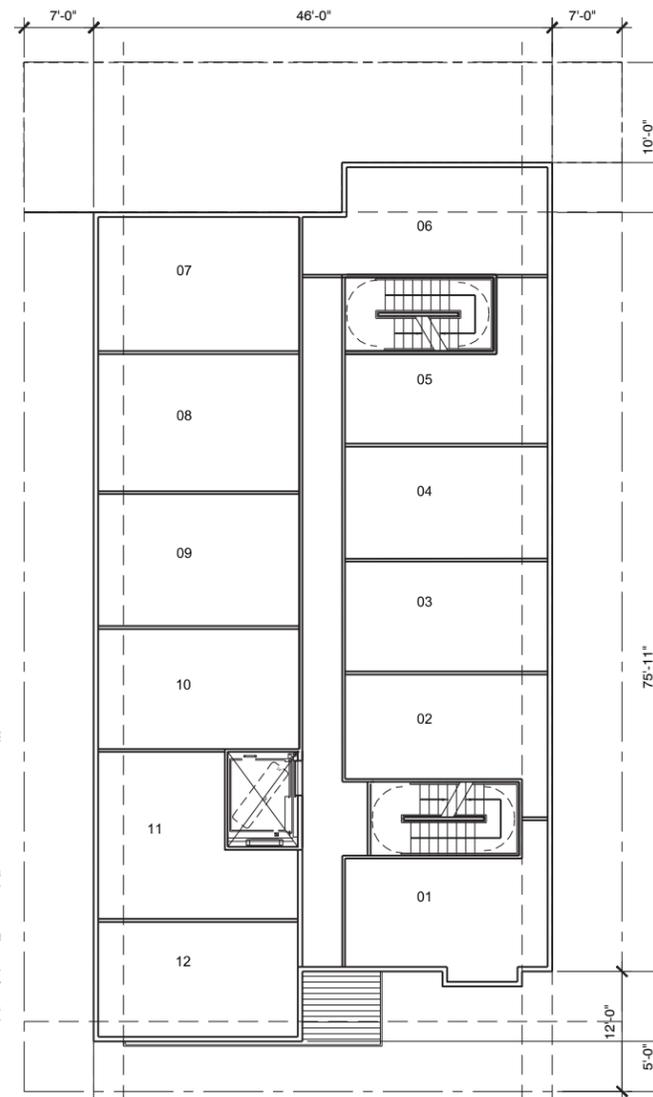
Cons:

- Smaller amenity space in rear setback
- Level 1 below grade

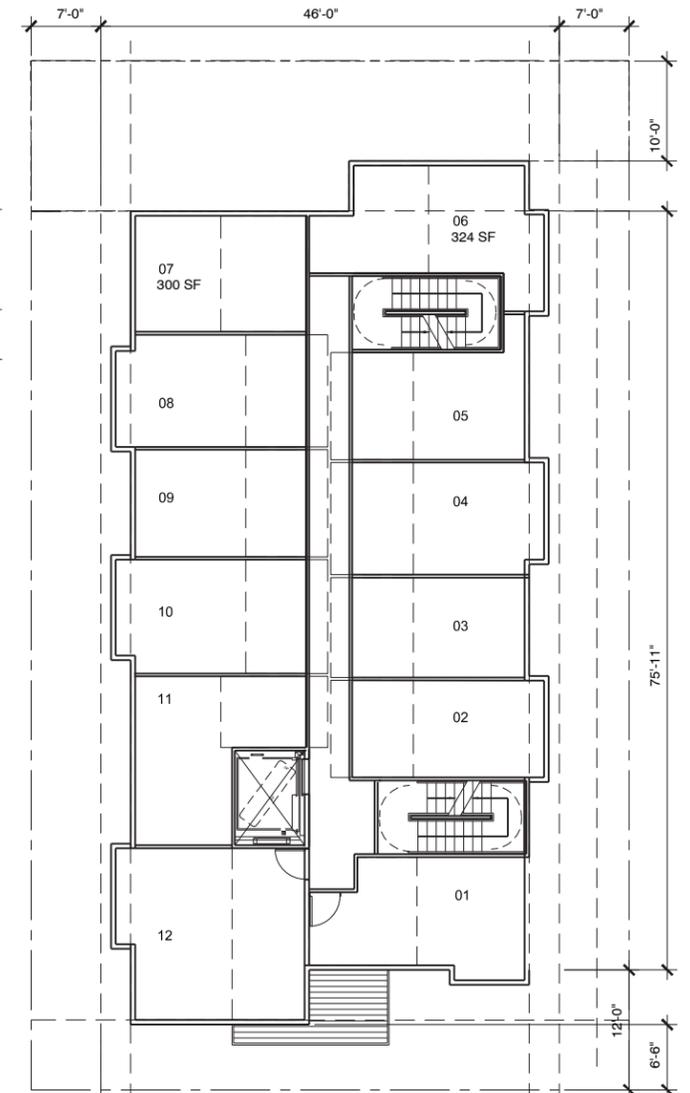


LEVEL 1

LEVEL 2



LEVEL 3-5



LEVEL 6-7

SCHEME 3



Scheme 3:
76 Units, 7 stories

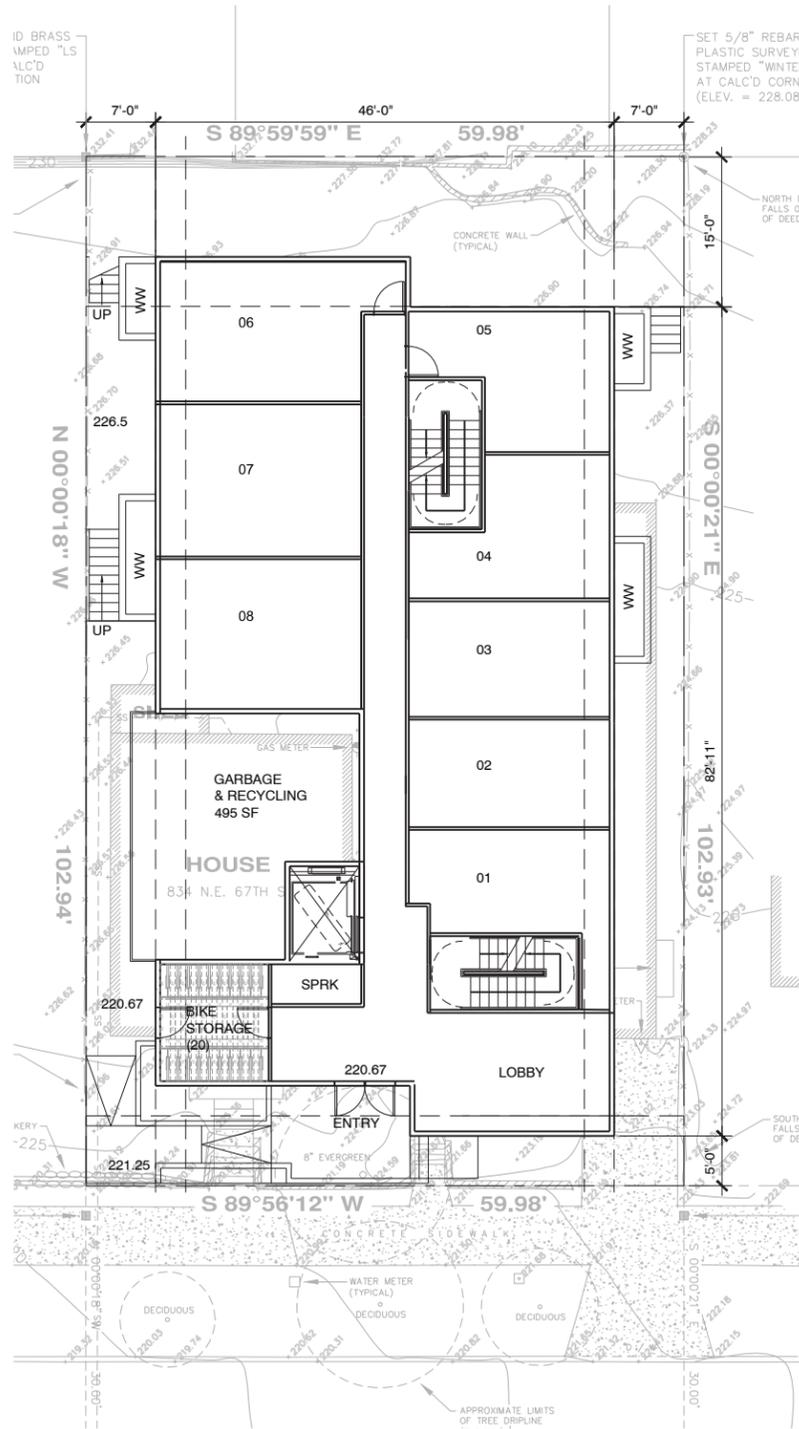
Departures:
- 5' encroachment in rear setback
- 1'-6" encroachment & max. bay projection depth in side setback above 42'

Pros:

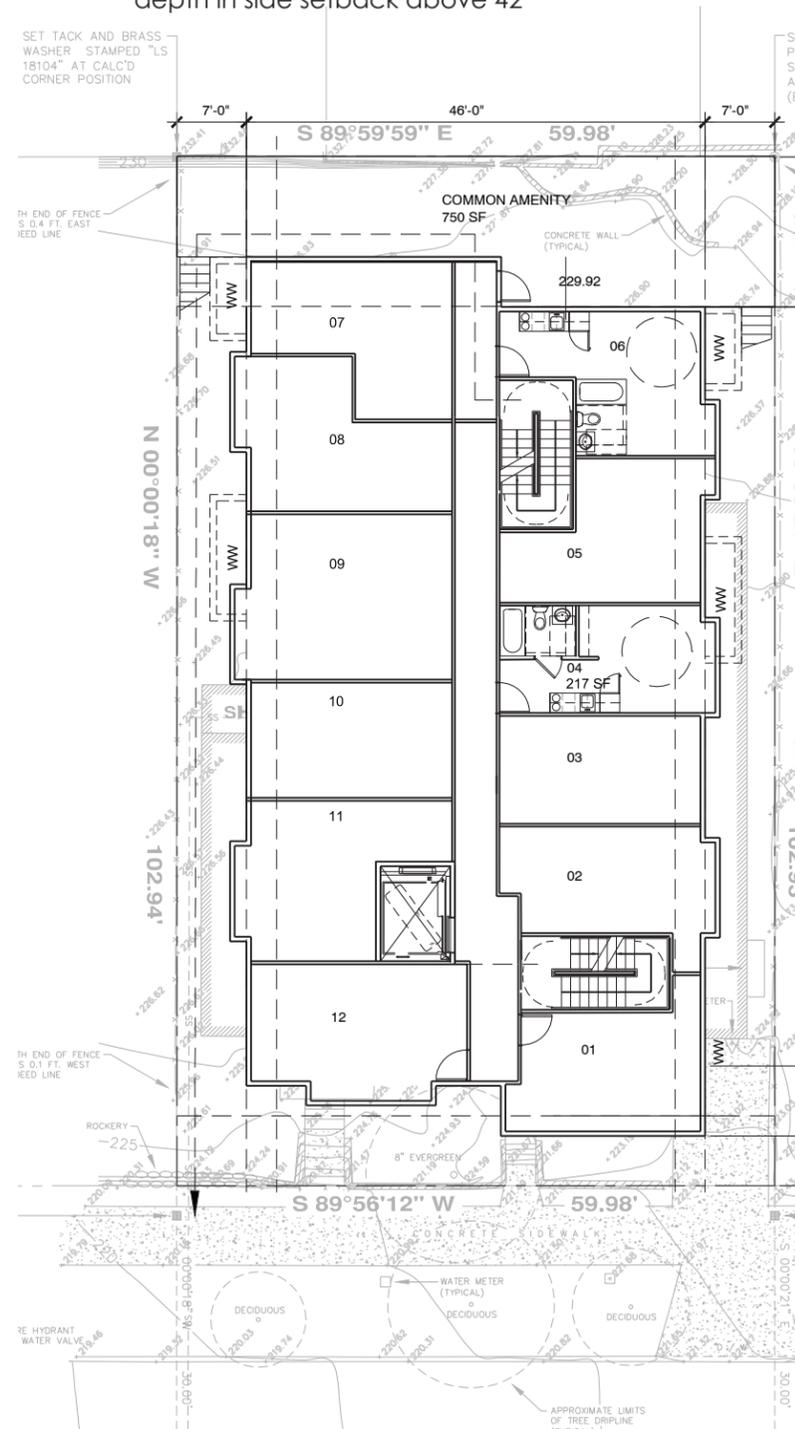
- Level 1 above grade
- Higher ceilings on floors 6 & 7

Cons:

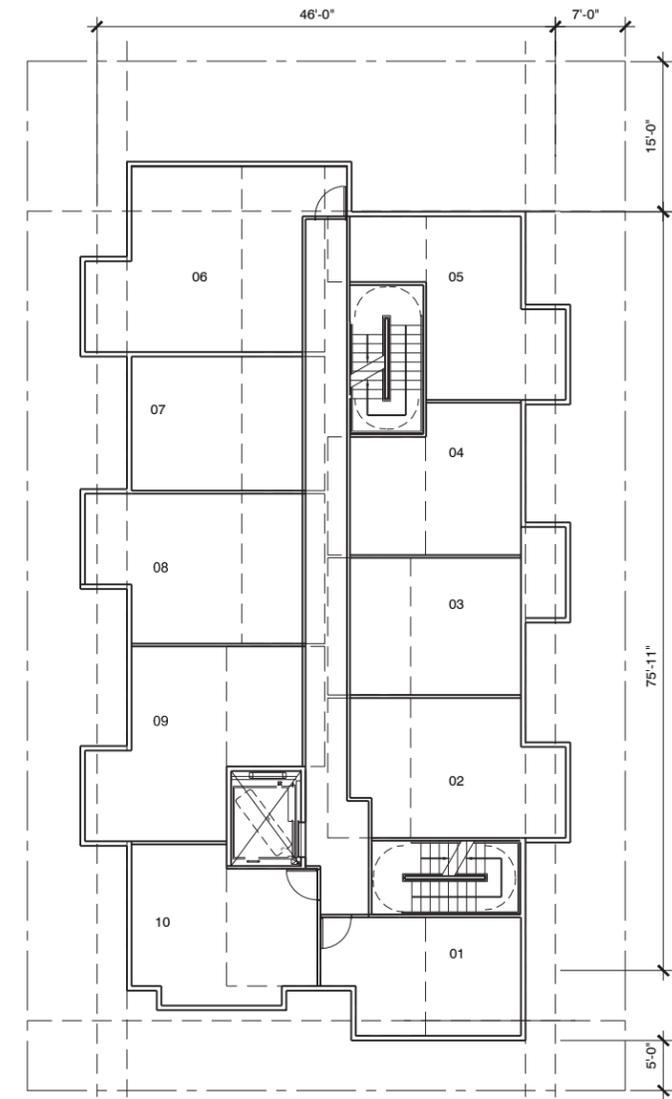
- Smaller amenity space in rear set-back
- Lofts provide volume, but not space



LEVEL 1

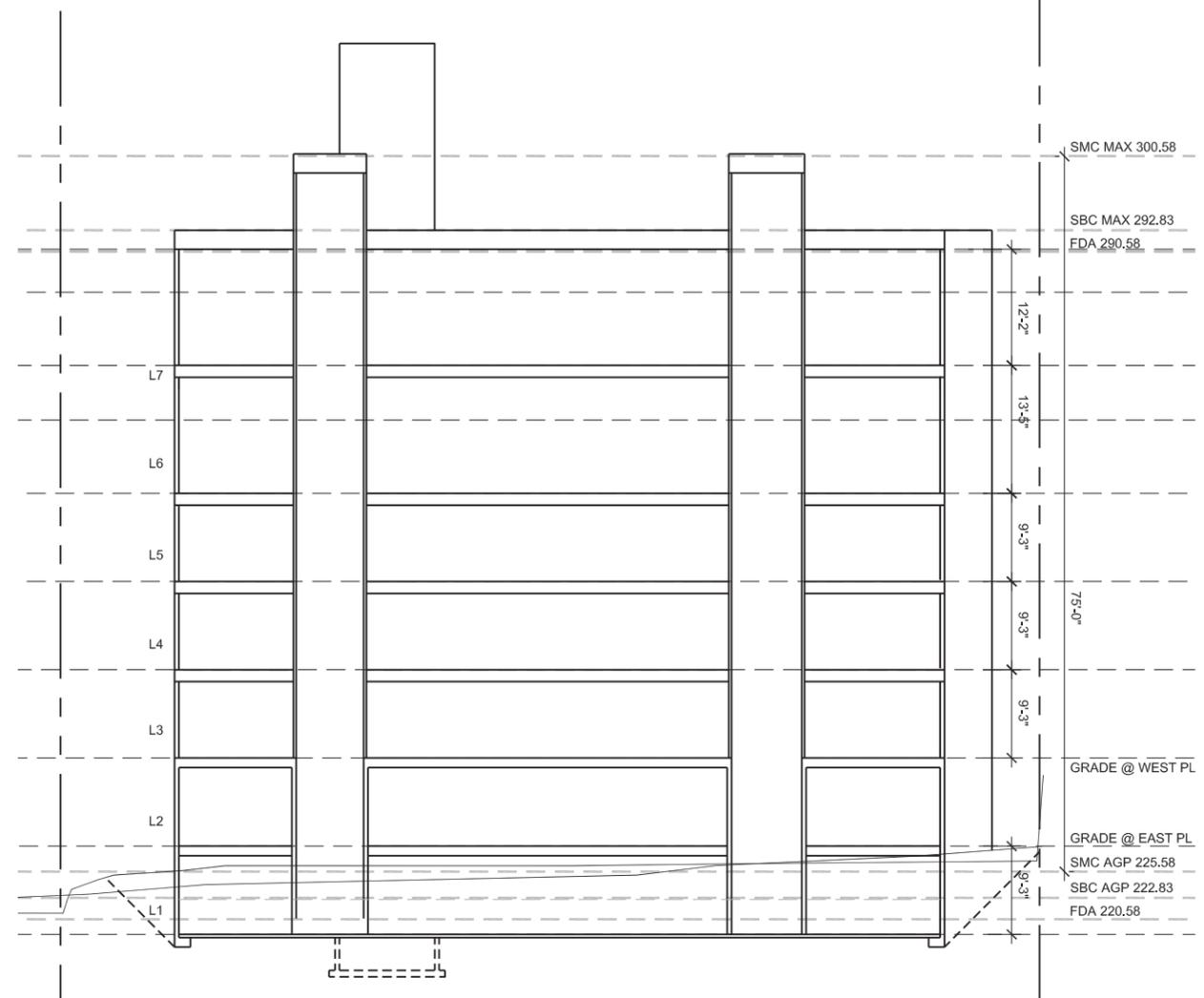
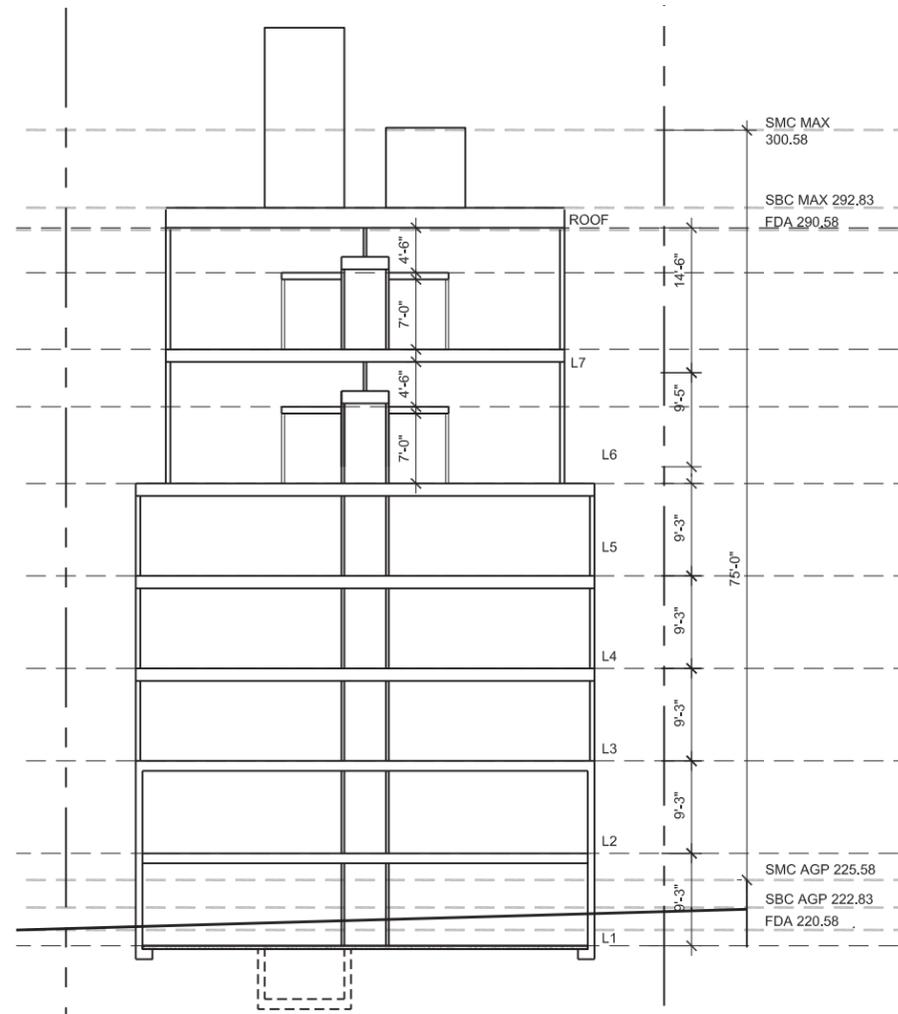


LEVEL 2-5



LEVEL 6-7

SCHEME 3



Looking NW

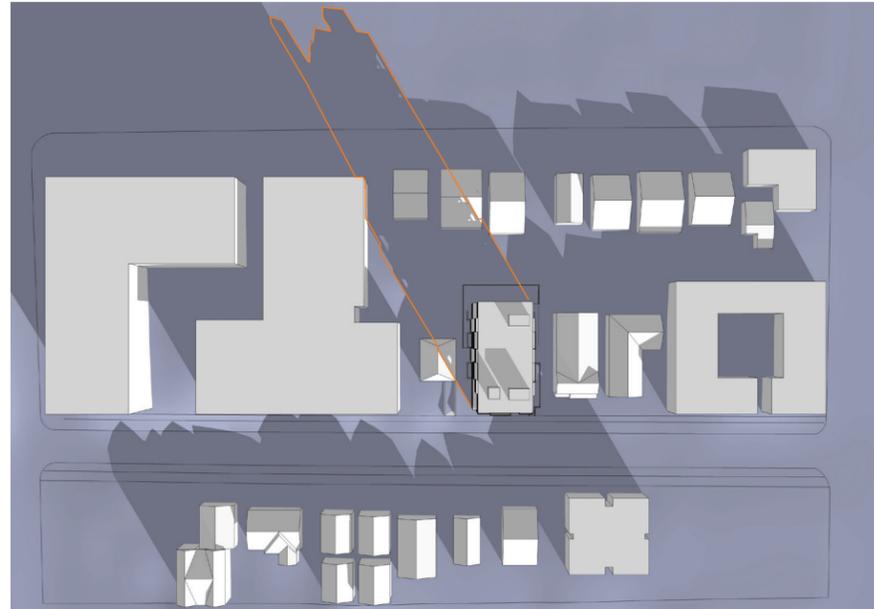


Looking North



Looking SE

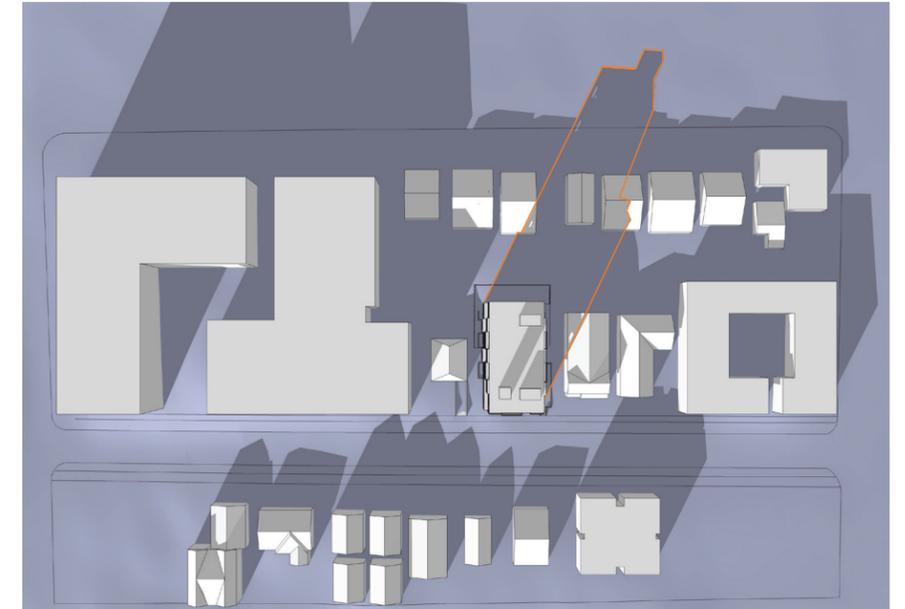
SCHEME COMPARISON



SCHEME 1 | 10AM
WINTER SOLSTICE | DEC. 21



SCHEME 1 | 12PM
WINTER SOLSTICE | DEC. 21



SCHEME 1 | 2PM
WINTER SOLSTICE | DEC. 21



MAXIMUM ZONING ENVELOPE | 10AM
WINTER SOLSTICE | DEC. 21



MAXIMUM ZONING ENVELOPE | 12PM
WINTER SOLSTICE | DEC. 21



MAXIMUM ZONING ENVELOPE | 2PM
WINTER SOLSTICE | DEC. 21

DEPARTURE ANALYSIS

SCHEME 1



Scheme 1:

Requested Departures:

None

SCHEME 2



Scheme 2:

Requested Departures:

Setbacks and Separations
SMC 23.45.518.B

- MR Zones Rear Setback: 15' from a rear lot line that does not abut an Alley; or 10 feet from a rear lot line abutting an alley

Departure:

- 5' encroachment into rear setback for 21' (35%) of rear lot line

Justification:

- A massing shift divides the building and shifts a portion North into the rear setback to create a relief on the South/street facing facade to allow for a larger entry court. The other portion of the building extends South, but maintains the required 7' average front setback.

SCHEME 3



Scheme 3:

Requested Departures:

Setbacks and Separations
SMC 23.45.518.B & SMC 23.45.518.H.3

- MR Zones Rear Setback: 15' from a rear lot line that does not abut an Alley; or 10 feet from a rear lot line abutting an alley
- MR Zones Side setback for portion of building above 42' in height: 10' ave, 7' min.

Departure:

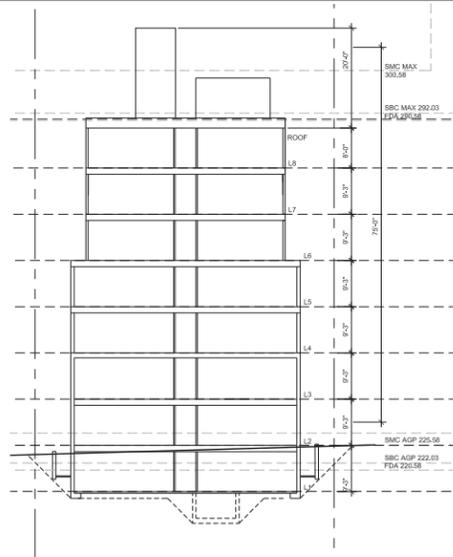
- 5' encroachment into rear setback for 26' (42% of rear lot line)
- 1'-6" encroachment into required side setback of portion of building above 42' in height for 30' (29% of sidelot line)
- Bay windows and other features that provide floor area may project a maximum of 2' into required setbacks

Justification:

- A massing shift divides the building and shifts a portion North into the rear setback to create a relief on the South/street facing facade to allow for a larger entry court. The other portion of the building extends South, but maintains the required 7' average front setback.
- Encroachment into the side setback above 42' and beyond the 2' maximum of bay projections allow for better and more usable bays in the upper level, as well as unifying the top and bottom portions of the building facade.

SCHEME COMPARISON

SCHEME 1



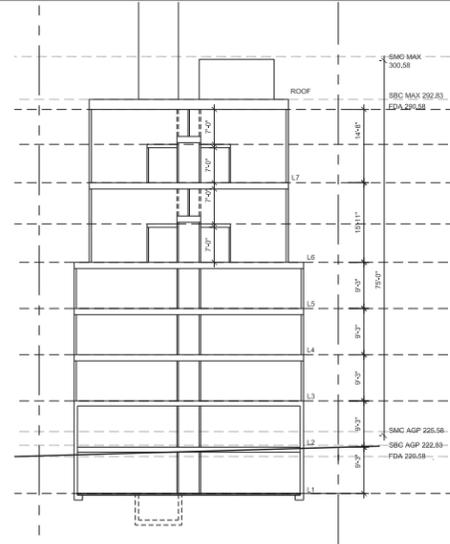
Scheme 1:
85 Units, 8 Stories

Departures:
None - Code Compliant



Roosevelt Holdings, LLC.

SCHEME 2



Scheme 2:
81 Units, 7 Stories with lofts

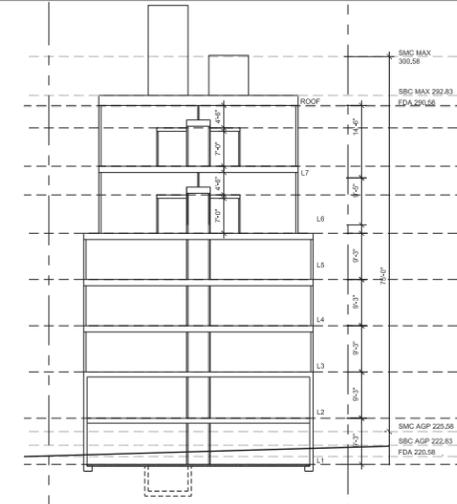
Departures:
- 5' encroachment in rear setback



836 NE 67TH



SCHEME 3



Scheme 3:
76 Units, 7 stories w/ higher volume upper stories

Departures:
- 5' encroachment in rear setback
- 1'-6" encroachment & max. bay projection depth in side setback above 42'



SCHEME COMPARISONS

Early Design Guidance
11/03/2014

WORK EXAMPLES



JANETTE APD | ARCHITECT

