EMERALD BAY
EQUITY

skidmore janette architecture planning design

IRON FLATS
802 NE 66TH ST

EARLY DESIGN GUIDANCE
PROJECT #3020751

12/14/2015

CONTENTS

PROPOSAL

802 NE 66TH ST, SEATTLE WA

This proposal is addressing a need for 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 encourage keeping people and their contributions in the city rather than outlying suburbs; all the while utilizing the cities 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.

- Zoned MR
- Site area - 43,739 SF +/-
- 7 Story residential building w/ below grade parking
- Approx. 250 units
- Demolition of existing structures
- Approx. 150 parking stalls provided
- Potential to construct project in multiple phases

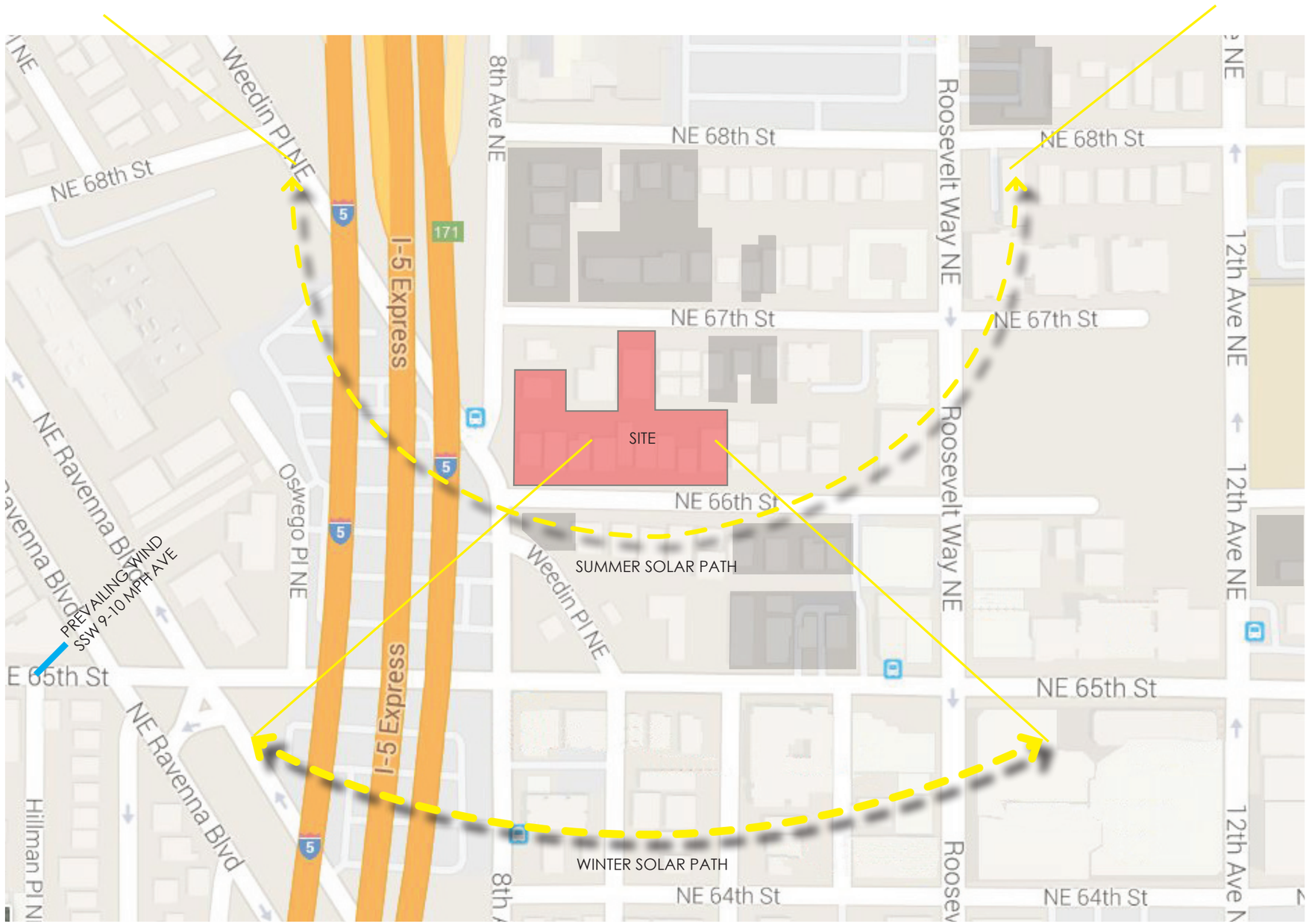
DESIGN OBJECTIVES AND CHALLENGES DRAWN FROM ANALYSIS

- 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.

- The unique shape of the site, coupled with its large size, provide opportunities to break the building into several smaller buildings, allowing the development to better stitch into the existing scale, while still relating to the retained, smaller scale residential buildings.

- The site has high access via incoming transit, as well as existing bus routes and arterial roads with connections to other parts of the city. Siting and designing the building to respond to the flow of traffic and pedestrians will be crucial.

ENVIRONMENTAL ANALYSIS



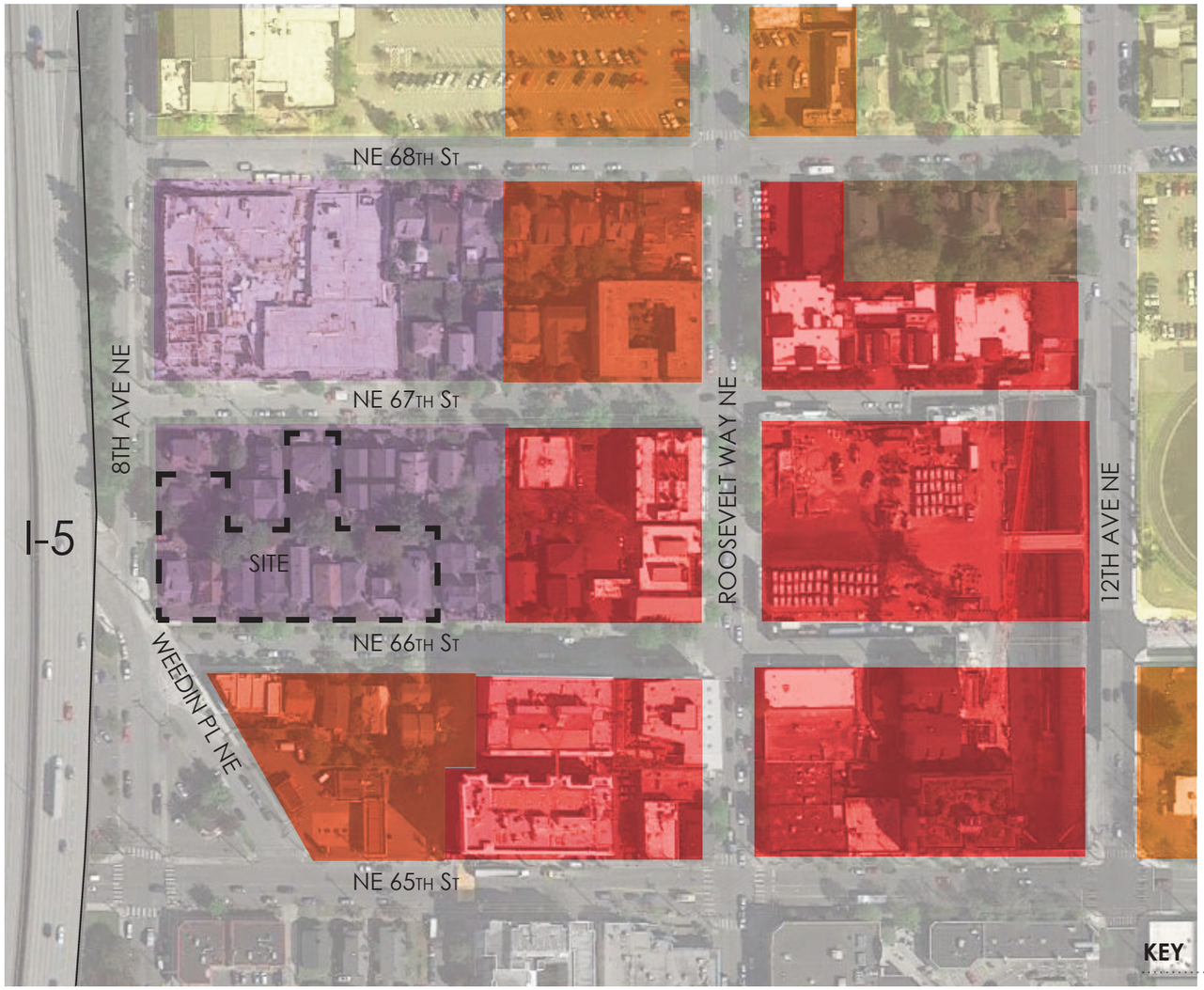
CIRCULATION & AMENITIES

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 LIGHT RAIL STATION (UNDER CONSTRUCTION)
07 ROOSEVELT HIGH SCHOOL
08 EAST WEST BOOKSHOP
09 ROOSEVELT SQUARE
10 COWEN PARK

ZONING & ADJACENT USES



KEY

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

KEY

- MIXED USE
- COMMERCIAL
- MULTI-FAMILY RESIDENTIAL
- INSTITUTIONAL
- PARKING
- SINGLE FAMILY RESIDENTIAL

NEIGHBORHOOD VICINITY MAP

01. 6800 Roosevelt Way

02. 836 NE 67th St

03. 800 NE 67th St

04. 829 NE 67th St

05. 6616 8th Ave

06. 6520 Weedin Pl NE

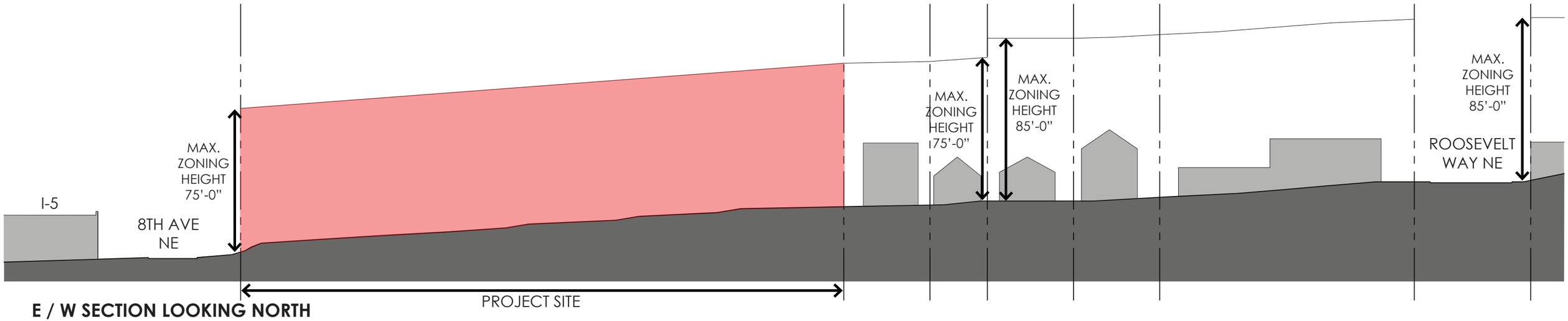
07. 900 NE 65th St

NEIGHBORHOOD CONTEXT | SUMMARY

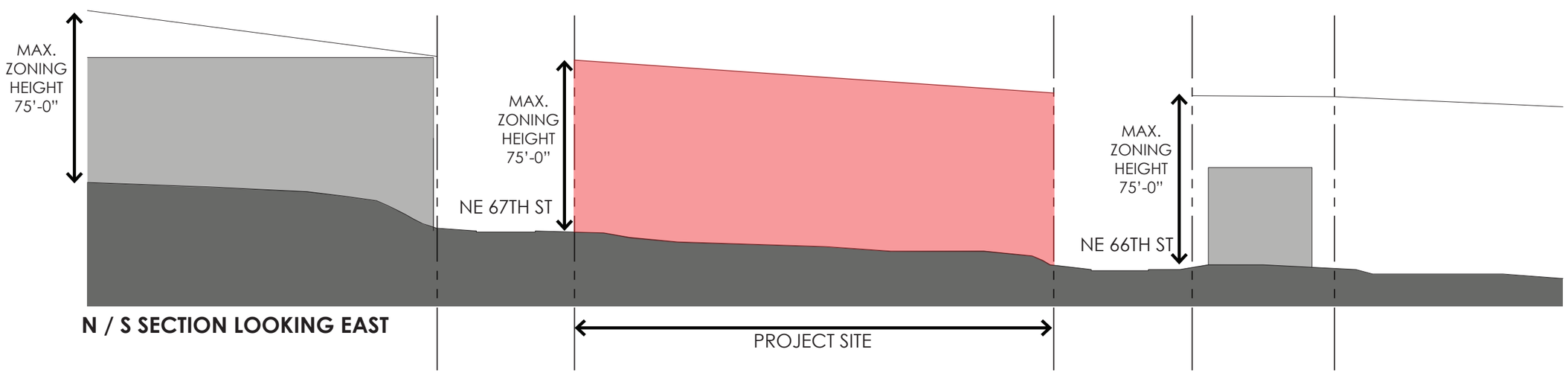
The neighborhood is a mix of single family and multi-family developments, with a trend towards mid-rise multifamily developments, particularly in the immediate vicinity of the site. The area will continue to become more populated and urban in nature with the arrival of mass-transit via the light rail station set for 2021.

There does not seem to be one prominent or dominant architectural vernacular, 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.

NEIGHBORHOOD SECTIONS



E / W SECTION LOOKING NORTH



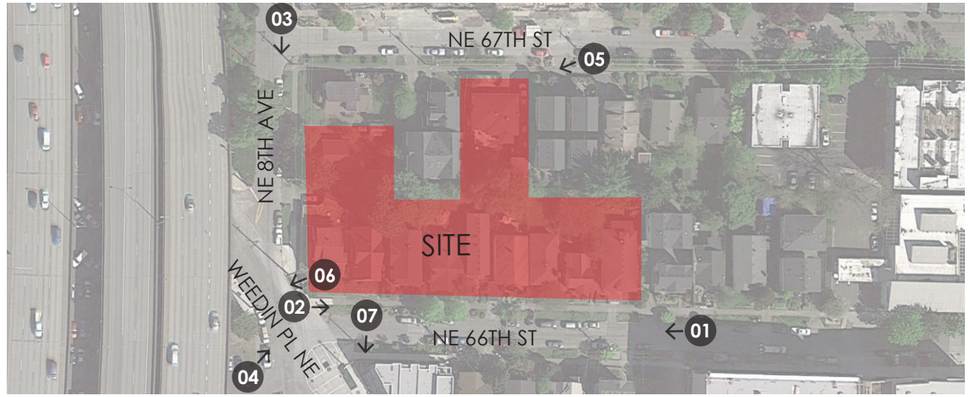
N / S SECTION LOOKING EAST

SITE PHOTO LOOKING NE ACROSS WEEDIN PLACE

SITE

SITE ALONG 8TH

SITE ALONG 66TH



SITE VICINITY MAP

01. LOOKING WEST ALONG 66TH ST

02. LOOKING EAST ALONG 66TH ST

03. LOOKING SOUTH ALONG 8TH AVE

04. LOOKING NW ACROSS INTERSECTION OF WEEDIN PL, 8TH, & 67TH ST

05. LOOKING WEST ALONG NE 67TH ST

06. LOOKING WEST FROM SITE ACROSS WEEDIN PL

07. LOOKING SOUTH FROM SITE ACROSS 66TH

08. SITE FROM I-5 NORTHBOUND

09. SITE FROM I-5 SOUTHBOUND

SITE CONTEXT | SUMMARY

The approximately 43,700 SF site sits at the corner of 8th and 66th St. The site fronts nearly half of the North side of 66th St, and a large portion of 8th Ave between 66th St and 67th St. The project site reaches out to the North to have 60' of frontage along 67th St. The site slopes significantly, rising approximately 28' from the SW corner to the NE corner of the site.

8th Ave is a busy neighborhood arterial, near I-5 above to the West. 66th is a residential street, trending from single family to multi-family with the relatively recent addition of 2 large mixed use buildings and a townhouse style residential building on the South side of the street, opposite the site. There are also permitted multi-family projects to the North and Northeast of the site.

SITE ANALYSIS

SIZE

- Approximately 43, 739 SF site, combination of 11 parcels

TOPOGRAPHY

- Significant topography, approx. 30' of rise from SW corner

of site to NE corner

SOLAR ACCESS/ VIEWS

- Good solar access, due to adjacency to right of way & smaller scale development across NE 66th to the South.

- Territorial views are available on upper floors towards Downtown to the Southwest & towards Greenlake, the Sound, and the Olympics to the West.

RIGHT OF WAYS / STREETS

- Due to the configuration & shape of the site, there are adjacencies to

3 rights of way - 8th Ave NE to the West, NE 67th St to the North, and NE 66th Street to the South.

- Per SDOT, vehicle access can be off only 1 street, either NE 66th or NE 67th - Due to topography & configuration of site, multiple parking entries are most efficient, making 66th best option for vehicular access.

- I-5 is located to the West, across 8th Ave NE, and is elevated approx. 20' above the SW corner of the site.

UTILITIES

- Overhead High voltage power lines on 8th and 67th - clearances will need to be accounted for.

ADJACENT BUILDINGS / USES

- All adjacent lots are zoned MR, with a height limit of 75' (w/ bonus incentives), same as the project site.

- To the North of the Western portion of the site is a proposed 5 story multifamily structure

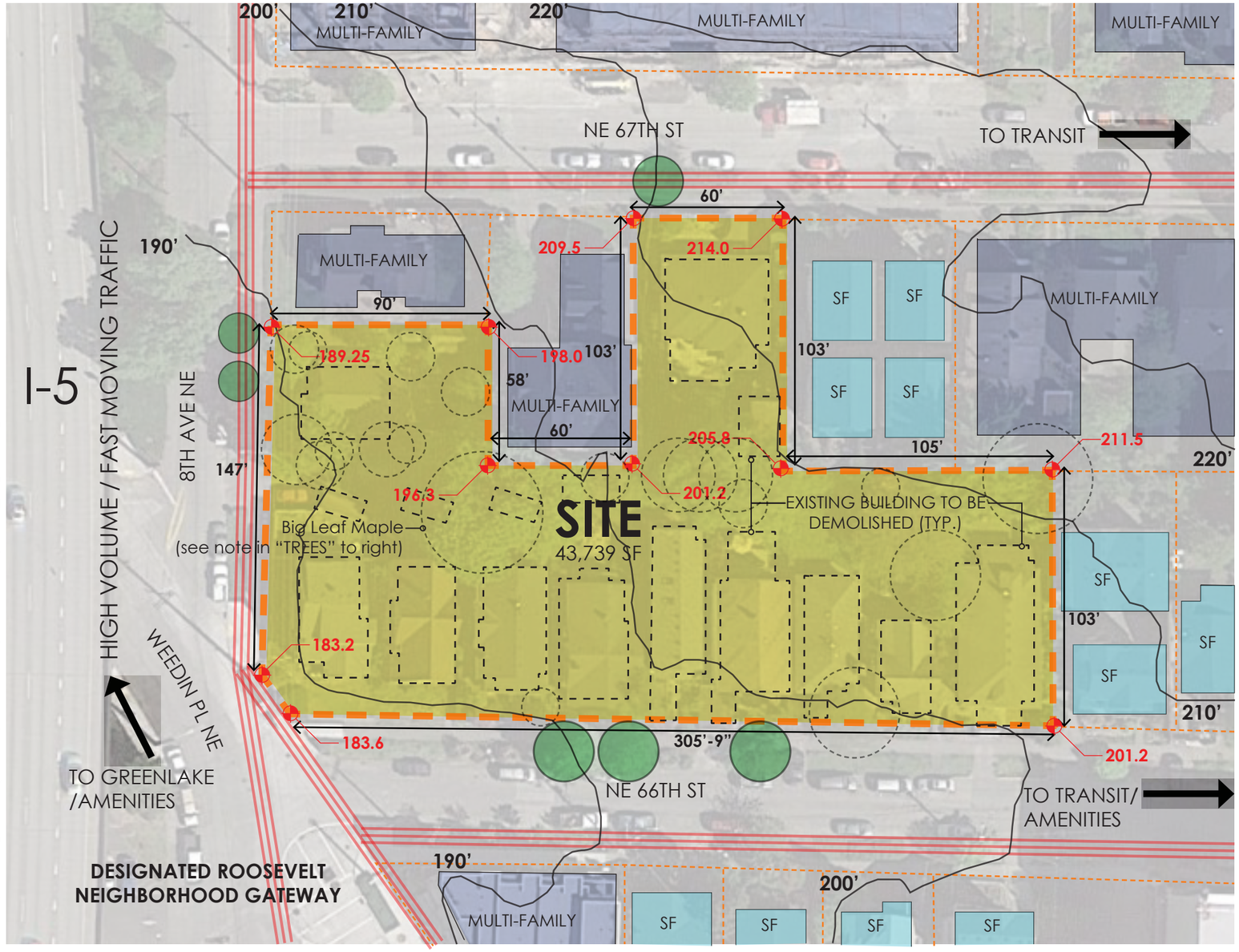
- A 2 story multifamily structure is located to the North, with additional adjacencies to the site along its East & West property lines.

- Multiple 3 story townhouse units are located to the East of the site, both along 66th & 67th.

- A 7 story multifamily structure is proposed to the Northeast of the site.

TREES

- Per an arborist report, there are no exceptional trees on the site or rights of way. One Big Leaf Maple is large enough to be considered exceptional, (47.5" diameter) however it has extensive decay in the main trunk that extends up into several scaffold branches and that extends down into the base and root collar, The tree is a hazard, does not meet the "Exceptional Tree" standards, and should be removed for safety.



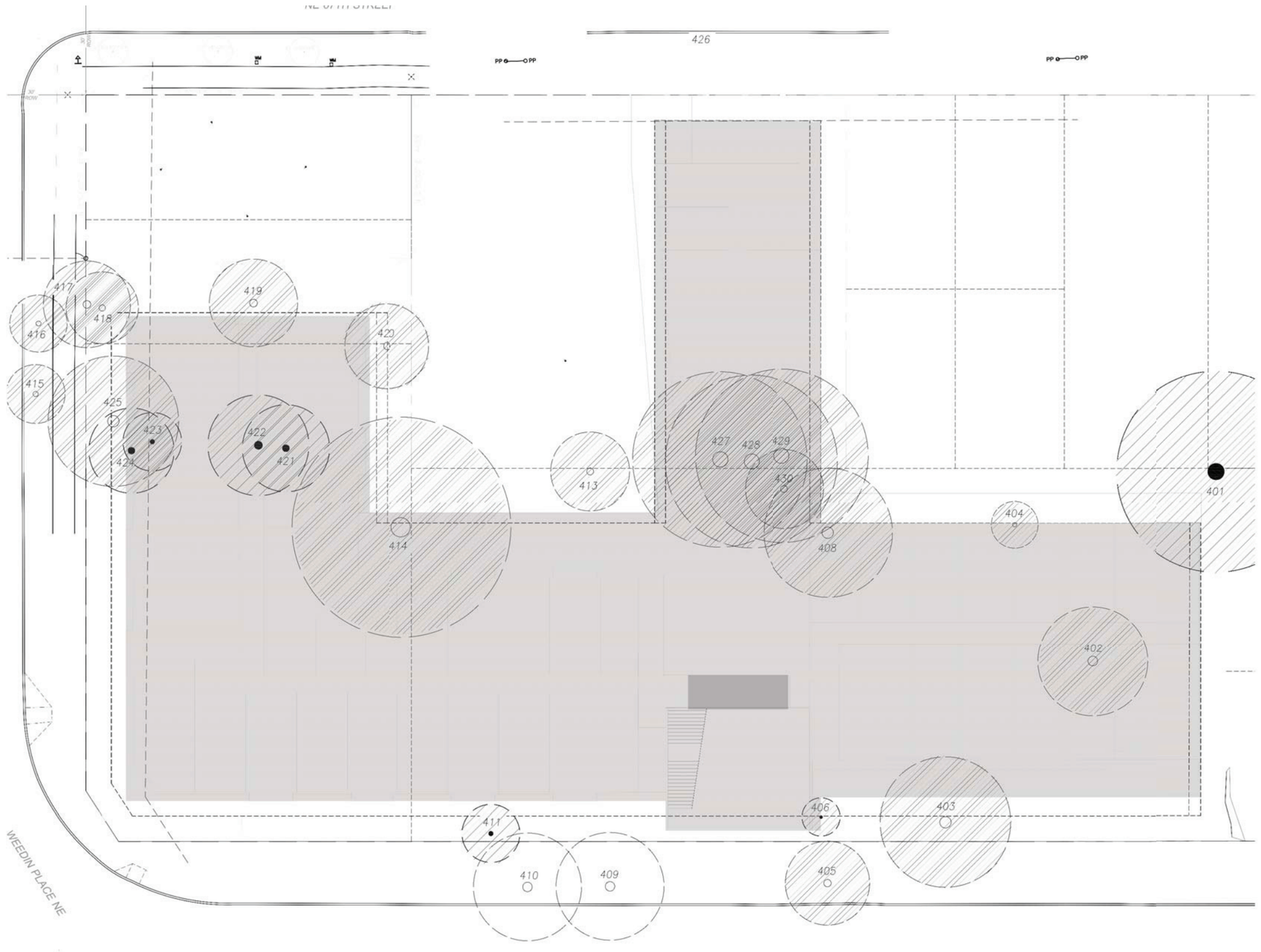
PROPERTY LINE

OVERHEAD HIGH VOLTAGE POWER LINES

EXISTING TREE (TO BE REMOVED)

EXISTING TREE IN RIGHT OF WAY (TO BE RETAINED)

EXISTING TREE PLAN



TREE LEGEND

SIGNIFICANT DECIDUOUS TREE TO BE REMOVED

SIGNIFICANT EVERGREEN TREE TO BE REMOVED

SIGNIFICANT DECIDUOUS TREE TO REMAIN

401	Spruce	25.6"	
402	Fruiting Cherry	7"	
403	Fruiting Cherry	19"	
404	Fruiting Cherry	23"	
405	Fruiting Cherry	11"	
406	Fir	NS	
407	Fruiting Cherry	19.3"	Not shown on survey. Arborist reports poor condition, remove
408	Sweetgum	13"	
409	Linden	11.5"	
410	Linden	13.1"	
411	Fig	6.1"	
412	J. Birch	6.5"	Arborist reports poor condition, recommends removal.
413	Fruiting Cherry	13.2"	Arborist reports dying condition, recommends removal
414	Big Leaf Maple	47.5"	Arborist reports poor condition, recommends removal.
415	Plum	NS	
416	Plum	NS	
417	English Holly	17" Clump	
418	Fruiting Cherry	21.6"	Arborist reports poor condition, recommends removal.
419	Pear	8.2"	
420	Pear	7.5"	Arborist reports poor condition, recommends removal.
421	English Holly	7.1"	
422	English Holly	8.1"	
423	Hemlock	12.9"	Arborist reports poor condition, recommends removal.
424	English Holly	11.2"	
425	J. Birch	13.6"	Arborist reports dying condition, recommends removal
426	Hawthorn	10.5"	
427	Birch	20"	
428	Birch	6.7"	Arborist reports poor condition, recommends removal.
429	Birch	20"	
430	Birch	20.5"	

DISCUSSION, CONCLUSIONS, & RECOMMENDATIONS

Right-of-Way Trees

There are six trees in the three rights-of-way.

- NE 66th Street right-of-way:
  - Tree # 405:
    - This is a Flowering Cherry in front of 816.
    - The tree is in Fair Condition but does not appear to have the current health, vigor, and stored reserves to withstand the stress of construction.
    - I recommend removing and replacing the tree.
  - Trees # 409 & 410:
    - These are a pair of Little Leaf Lindens, Lime trees that are in Good Condition.
    - They appear to have the current health, vigor and stored reserves to survive the stresses of construction.
    - They have the potential to be retained with adequate tree protection measures.
- 8th Avenue NE:
  - Trees # 415 & 416:
    - These are a pair of Thundercloud Plums in the planter strip in front of 6612.
    - They are both in Fair condition.
    - They appear to have the current health, vigor and stored reserves to survive the stresses of construction.
    - They have the potential to be retained with adequate tree protection measures.
- NE 67th Street:
  - Tree # 426:
    - This is a 10.5-inch Hawthorn in Fair Condition.
    - They appear to have the current health, vigor and stored reserves to survive the stresses of construction.
    - They have the potential to be retained with adequate tree protection measures.

Trees on Adjacent Properties

There are no trees on adjacent properties with canopies that overhang the subject properties.

Trees on the Subject Property

The remaining 24 trees are on the subject property. They represent a wide spectrum of mostly non-native landscape trees planted by homeowners over the years. Of significance is that there are no *Exceptional Trees* on the subject properties or rights-of-way. There is one large Big Leaf Maple, *Acer macrophyllum* tree that is large enough to be considered an *Exceptional Tree.* The tree is in the back yard of 806 NE 66th Street. The trunk measures 47.5 inches at the standard 4.5 feet above the average ground level. However, as is typical of such large specimens of this species, it has extensive decay in the main trunk that extends up into several scaffold branches and that extends down into the base and root collar. The tree is a hazard, does not meet the *Exceptional Tree* standards of Director's Rule 16-2008, and should be removed for safety.

The current health ratings for the 24 subject property trees can be summarized as follows:

SUBJECT PROPERTY CURRENT HEALTH RATING SUMMARY		
Rating	**# of Trees**	**%**
Dead	0	0.0%
Dying	2	8.3%
Poor	8	33.3%
Fair	9	37.5%
Good	3	12.5%
Very Good	2	8.3%
Excellent	0	0.0%
Total:	**24**	**100.0%**

Based upon these health ratings the following recommendations are given for the 24 trees on the subject properties:

SUBJECT PROPERTY RECOMMENDATIONS SUMMARY		
Recommendation	**# of Trees**	**%**
Potential to Retain	10	41.7%
Remove	14	58.3%
Total:	**24**	**100.0%**

ZONING SUMMARY

SMC 23.45 MULTI-FAMILY 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: 75' (w/ bonuses per SMC 23.45.516)

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.

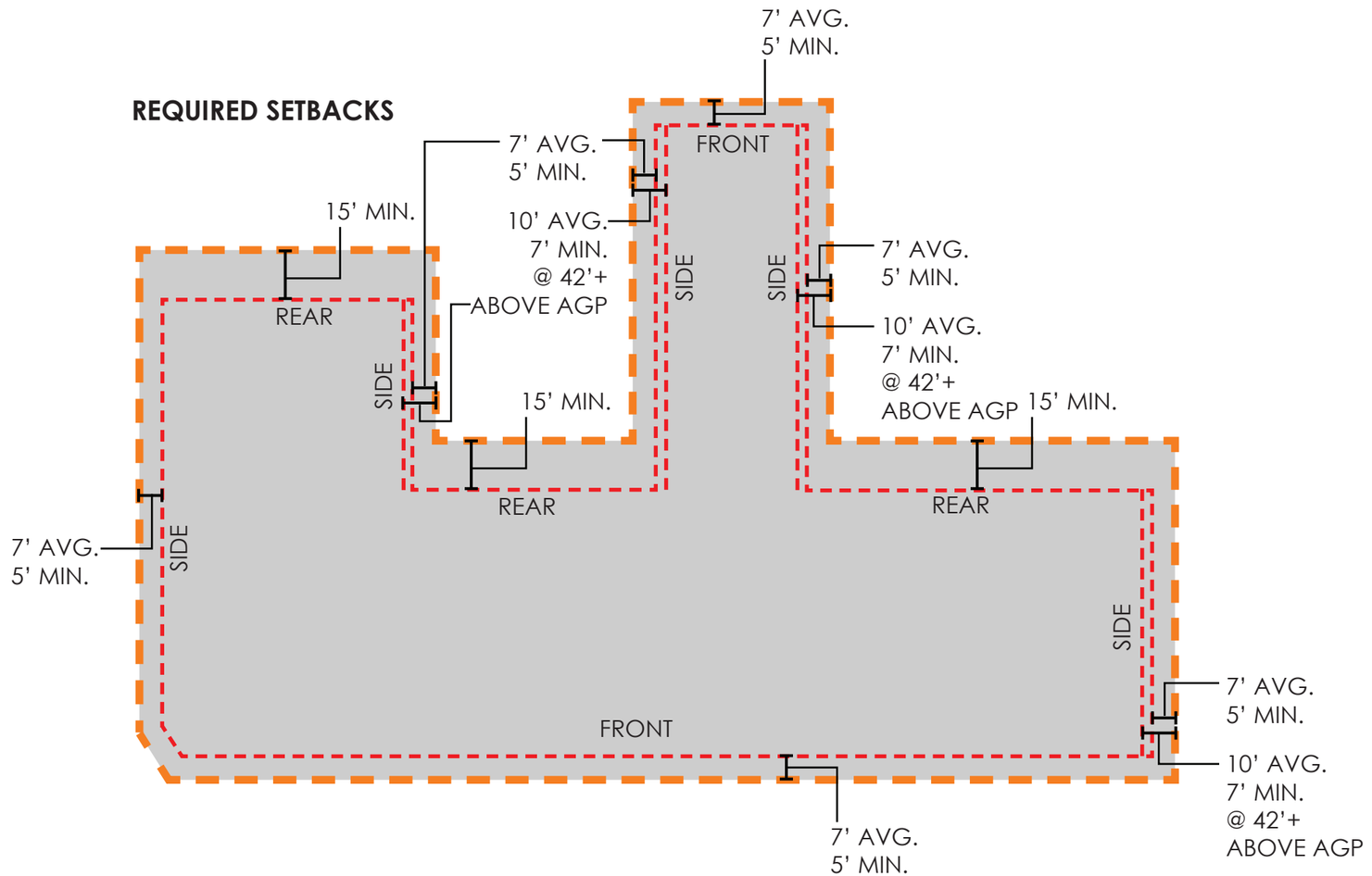
SMC 23.45.524| LANDSCAPE STANDARDS:
GREEN FACTOR SCORE OF .5 OR GREATER IS REQUIRED

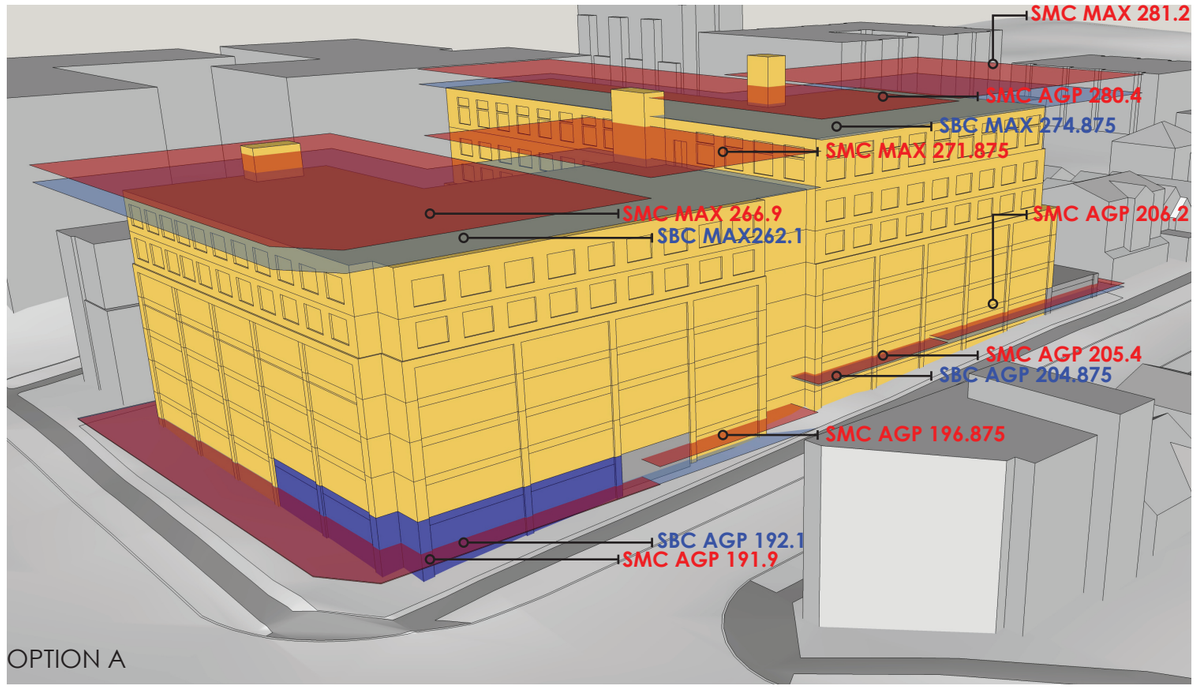
SMC 23.45.529 | DESIGN STANDARDS
- AT LEAST 20% OF THE AREA OF STREET-FACING FACADES SHALL CONSIST OF WINDOWS AND/OR DOORS
- STREET FACING FACADES GREATER THAN 750 SF MUST BE DIVIDED INTO SEPARATE PLANES WITH A MIN. AREA OF 150 SF AND A MAX. AREA OF 500 SF, AND BE PROJECTED OR RECESSED FROM ABUTTING 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.

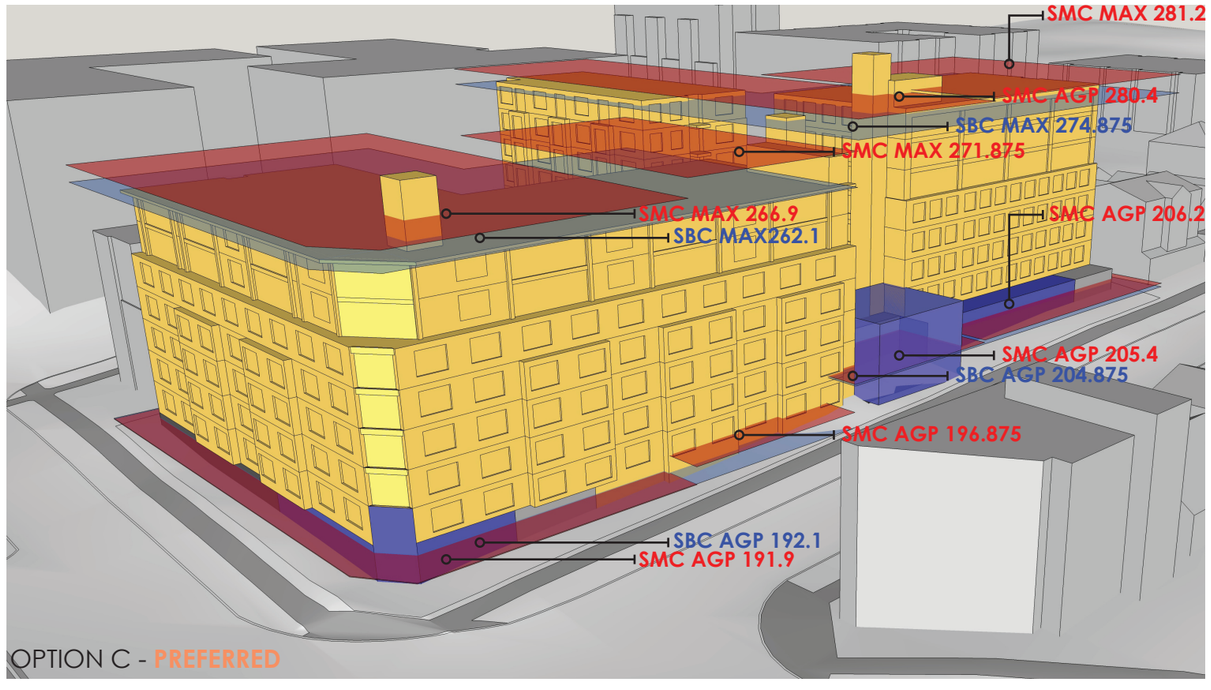
SMC 23.54.015 | REQUIRED PARKING
REQUIRED PARKING IN MR ZONES WITHIN AN URBAN VILLAGE:
NOT REQUIRED, PER TABLE B FOR SMC 23.54.015: SECTION II ITEM "L".

REQUIRED SETBACKS

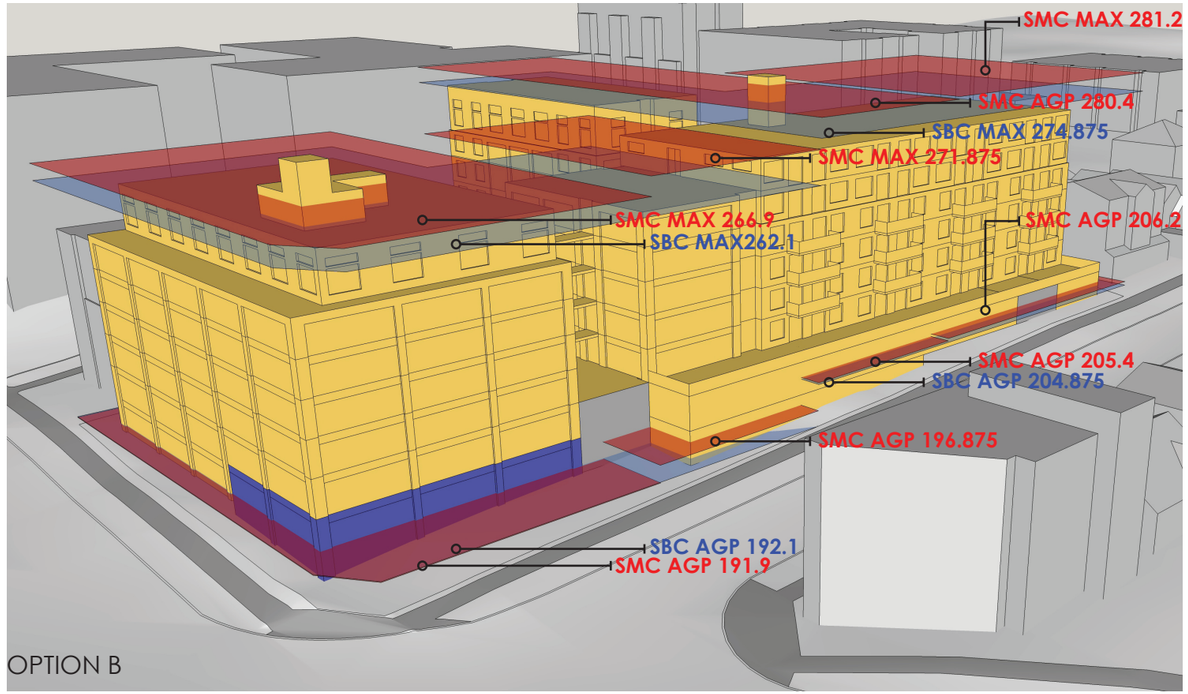




OPTION A

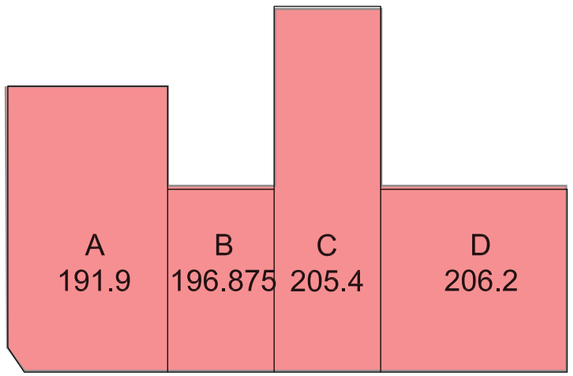


OPTION C - PREFERRED

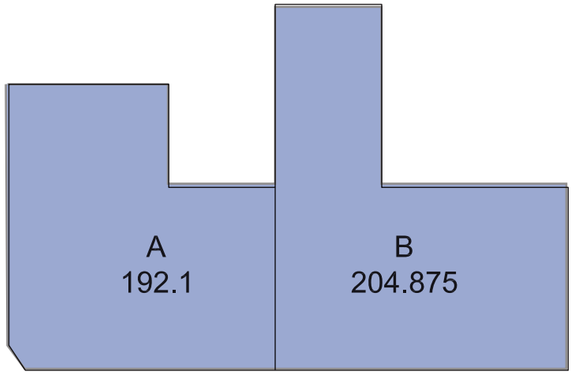


OPTION B

SMC AGP
MAX HEIGHT 75' FROM AGP



SBC AGP
MAX HEIGHT 70' FROM AGP

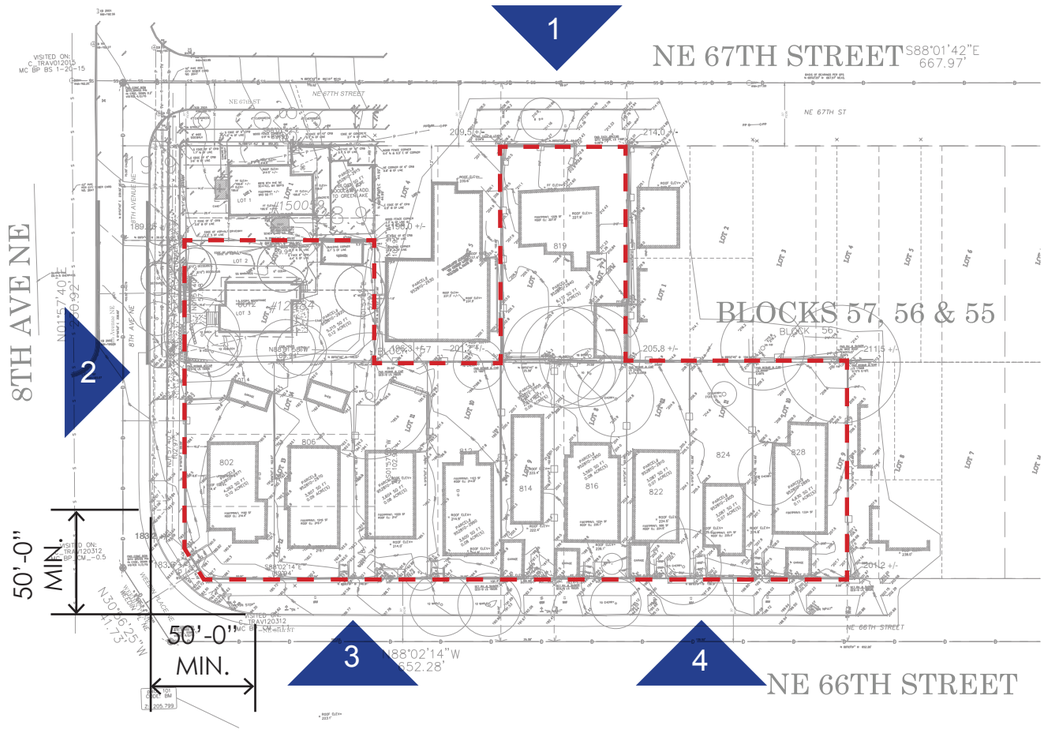


DUE TO THE TOPOGRAPHY OF THE SITE, THE AVERAGE GRADE PLANE IS CALCULATED BY BREAKING UP THE SITE INTO SMALLER PIECES. THE BUILDING CODE ALLOWABLE HEIGHT WILL DICTATE THE OVERALL HEIGHT OF THE BUILDING.

67TH ST: PREFERRED PARKING ACCESS STREET PER SDOT
1 CURB CUT ALLOWED

8TH AVE: LEAST PREFERRED PARKING ACCESS STREET PER SDOT DISCOURAGED DUE TO I-5 ON RAMP ACCESS AND VEHICLE TRAFFIC LOAD.

1 CURB CUT ALLOWED



66TH ST: PREFERRED PARKING ACCESS STREET PER SDOT
2 CURB CUTS ALLOWED

PARKING ACCESS OPTIONS

OPTION 1: Parking access would dominate the building frontage and entering on the high part of the site would result in inefficient, maximum gradient ramping to engage the portion of the garage floors that would accommodate the parking.

OPTION 2: SDOT urged the applicant not to locate the garage access off of 8th due to high volume of traffic. The most effective way to maintain an activated street frontage vs. garage entrances and above grade parking uses is to enter at the low end of the site. This option would be close to the intersection, would interrupt the preferred option's storm water management strategy along 8th and potentially compromise the building entrance activating the corner.

OPTION 3 & 4: The site geometry does not allow for a below grade garage to have sloped parking aisles to achieve the multiple levels of parking (minimum site width dimension is approximately 110'-112'. Multiple parking levels with internal speed ramps would need to be employed which inefficiently utilizes the floor plates for vertical circulation. Having two access points along 66th allows the proposal to better respond to the sloping characteristics of the site and allow for more compatible street front activities (lobbies, residential, landscaping) with a narrower garage floor plate.

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. Use the existing site topography when locating structures and open spaces on the site. Consider "stepping up or down" hillsides to accommodate significant changes in elevation.

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.B1 | SITE CHARACTERISTICS: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

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.C1 | CORNER SITES: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or building out to the corner to provide a strong urban edge to the block.

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.

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.

PL4.A1 | SERVING ALL MODES OF TRAVEL: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

DESIGN CONCEPT

DC1.A2 | GATHERING PLACES : Maximize the use of any interior or exterior gathering spaces by considering: a location at the crossroads of high levels of pedestrian traffic, proximity to nearby or project related shops and services, and amenities that compliment the building design and offer safety and security when used outside normal business hours.

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.

DC3.A | BUILDING-OPEN SPACE RELATIONSHIP: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

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

CS1.I | ENERGY USE: Consider the placement of outdoor spaces facing south with good access to winter sun. Potential shadowing of open spaces could be acceptable if the development provides off-setting improvements over the conventional building systems, such as renewable energy and water reuse.

CS2.II | ADJACENT SITES, STREETS, & OPEN SPACES: Consider incorporating private open spaces between the street and residences and between adjacent properties. This is especially important for multifamily developments West of Roosevelt Way. Ground level landscaping should be used between the structure(s) and sidewalk in multi-family areas.

GATEWAYS: Gateway features should include a variety of design elements that enhance the prominent neighborhood intersections. The following design elements are encouraged:

- Sidewalk awning (transparent)
- Special Landscaping
- Special paving or surface treatments
- Pedestrian lighting
- Outdoor Art
- Seating

CS2.III | THROUGH BLOCK DEVELOPMENT: Avoid monolithic development on through lots. New developments on through-block lots should be carefully designed for compatibility with the established fabric. Observe in new through-block developments the original platting and development pattern, which is generally characterized by structures limited to a half-block in depth, with width of 50 to 60 foot increments along the street. In the area bounded by NE 65th St, NE 68th St, Roosevelt Way NE, and 8th Ave NE consider providing through-block connections. As more intensive development occurs over time, through-block connections can contribute to a more complex, intimate pedestrian environment. Make through-block connections clearly identifiable, accessible, and attractive. Create focal points to draw pedestrians into and along through-block pathways. Encourages uses that will promote public access into through-block connections during appropriate hours to activate space.

CS2.III | MULTI-FAMILY/RESIDENTIAL ZONE EDGES: 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

PL1 | A NETWORK OF PUBLIC SPACES: If public space is included, the design should complements and create a network of open space, including pedestrian connections to light-rail facilities, greenways, green streets, or public spaces in the neighborhood. Arrange new buildings' massing to support street-level open spaces and streetscape concepts, including station-related amenity areas, especially on green-streets and greenways.

PL2.I | PEDESTRIAN EXPERIENCE: Provide pedestrian scaled lighting on streets with direct access to the light rail station, near the high school, and on neighborhood :

- Trash & Recycling
- Artwork
- Courtyards
- Canopies
- Special surface treatments
- Seating
- Plantings
- Drinking water fountains
- Pedestrian scaled lighting

PL3.II | TRANSITION BETWEEN RESIDENCE & STREET: Encourage the incorporation of private open spaces between the residential uses and the sidewalk, especially for multifamily developments west of Roosevelt Way. Ground level landscaping should be used between the structure(s) and sidewalk.

PL3.II | TRANSIT SUPPORTIVE DESIGN: Anticipate greater use of bicycles, especially along newly designated neighborhood greenways, and in conjunction with the future light rail station in order to minimize conflicts with other transportation modes. This may include siting building entrances to accommodate bicycle parking and storage facilities while simultaneously addressing pedestrian access and movement.

DESIGN CONCEPT

DC1.II | GATHERING SPACES: Provide informal open spaces along designated Green Streets and in the commercial core.

DC2.II | ARCHITECTURAL & FACADE COMPOSITION: Along Green Streets, Greenways, and Non-Arterial streets: Maximize modulation, courtyards, human interaction; and incorporate high quality materials, a mix of informal planting, and integration of natural materials, especially at the entries.

DC3.II | STREET PLANTING & LANDSCAPE TO ENHANCE THE BUILDING / SITE: Use designs that enhance and build upon the natural systems of the neighborhood, such as storm water drainage, and aquifer re-charge strategies, habitat enhancement, solar access, food production, etc... Landscaping should be employed as both a design feature and an environmental enhancement. Dominant street tree varieties from the neighborhood should be incorporated into the plan.

DC3.III | RESIDENTIAL OPEN SPACE: Include, where possible, open spaces at street-level for residents to gather.

DC4.I | EXTERIOR FINISH MATERIALS: The use of high-quality cladding materials, such as brick and terra cotta masonry, tile, natural and cast stone is strongly encouraged along commercial frontages, and scale, especially at the base and ground levels. Concrete masonry units and high-quality concrete are also preferred over wood, metal, or cement-board claddings. Colors should be consistent with and chosen based on existing architectural cues and should be considered in terms of their relationship to neighboring structures. The use of more natural elements, such as brick, wood, etc.. that feels welcoming to pedestrians or high quality, durable modern elements is encouraged.

DC4.IV | LANDSCAPING MATERIALS: Neighborhood plant choices should consider historical landscape elements. Preferred species for street trees are Tupelo 'Afterburner' or, in power line locations, Dogwood 'White Wonder' or Katsura. Indigenous trees should be planted to maintain and reinvigorate a verdant tree canopy within the neighborhood.

CONCEPT & INSPIRATION

THE ELEANOR APARTMENTS | 800 NE 67TH ST
Multiple buildings, Generous elevated courtyard, expansive landscaping both at amenity areas and at edges, Courtyard and separations of building creates through-block green space.

ROOSEVELT HIGH SCHOOL | 1410 NE 66TH ST
Neighborhood landmark with strong, well detailed masonry facade.

ROOSTER APARTMENTS | 900 NE 65TH ST
Clean, linear facade organization of modern materials utilizes large amounts of glazing to provide additional light and air to residential units.

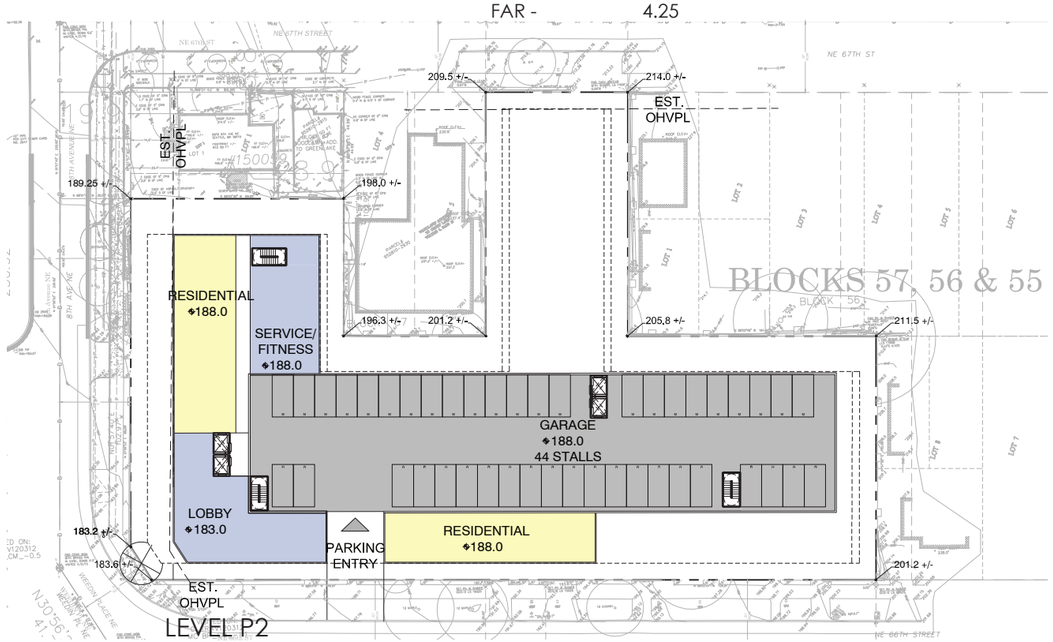
CORNER EXPRESSION
Neighborhood corner expressions, proposed and existing are varied, with no common trend or archeotypes, Due to the SW corner of the project's high visibility from I-5, and prominent "Gateway" location, a more distinct corner expression is appropriate.

OPTION A

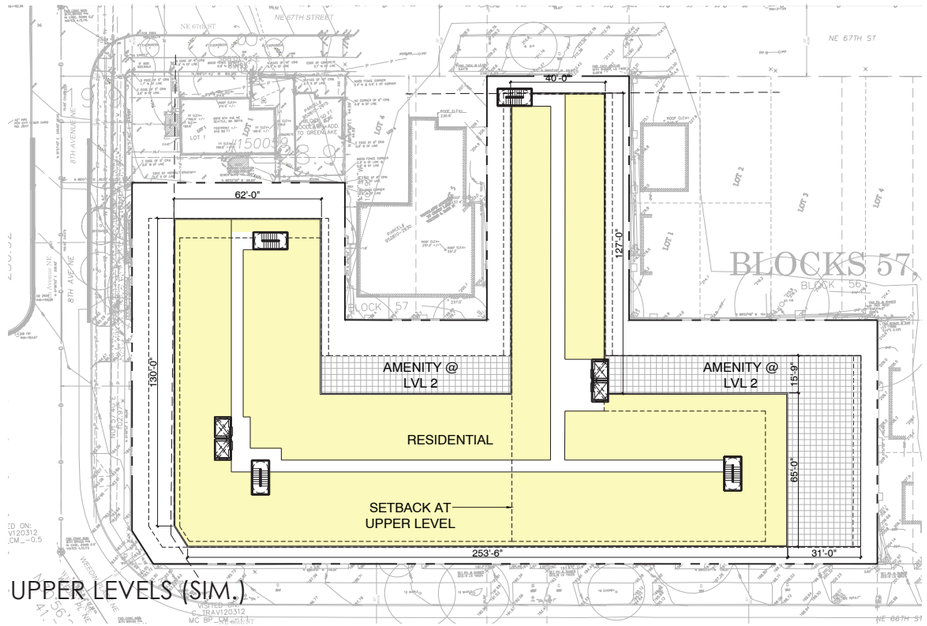
CODE COMPLIANT OPTION

HEIGHT -	75'-0"
UNITS -	246 (7 Stories)
PARKING -	100
FAR -	4.25

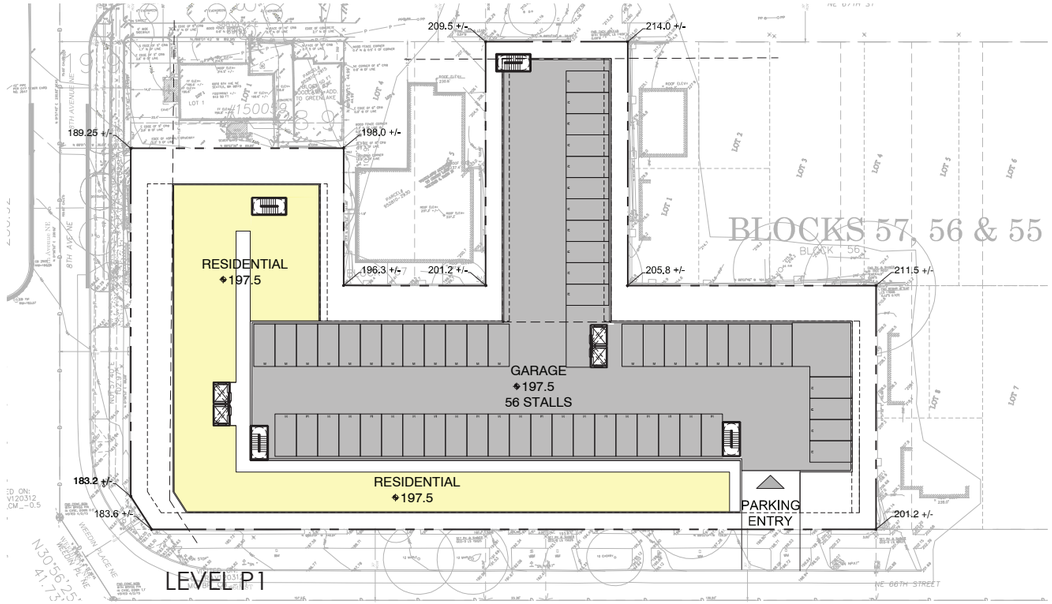
- Primary entrance / residential lobby at corner of 8th & 66th.
- Single building, with upper level setbacks, and stepping down to follow topography.
- Amenity space at roof deck and in rear / side yards.



LEVEL P2



UPPER LEVELS (SIM.)



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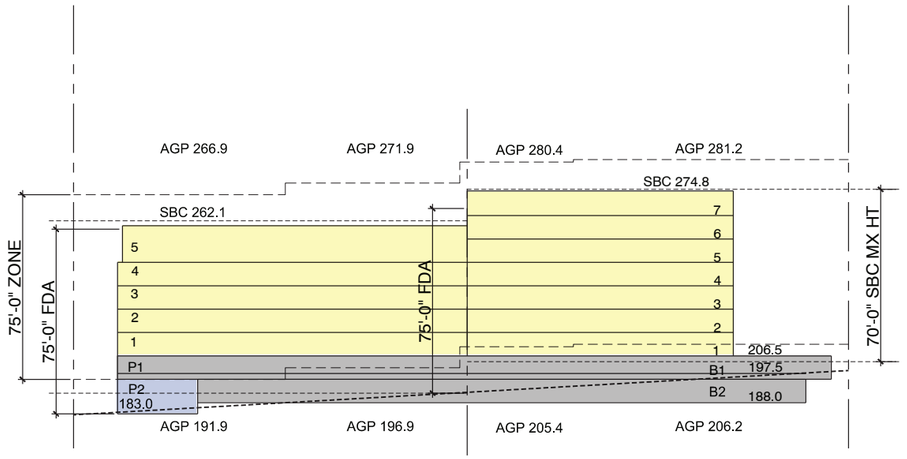


SECTION DIAGRAM

Departures:

None - Code Compliant

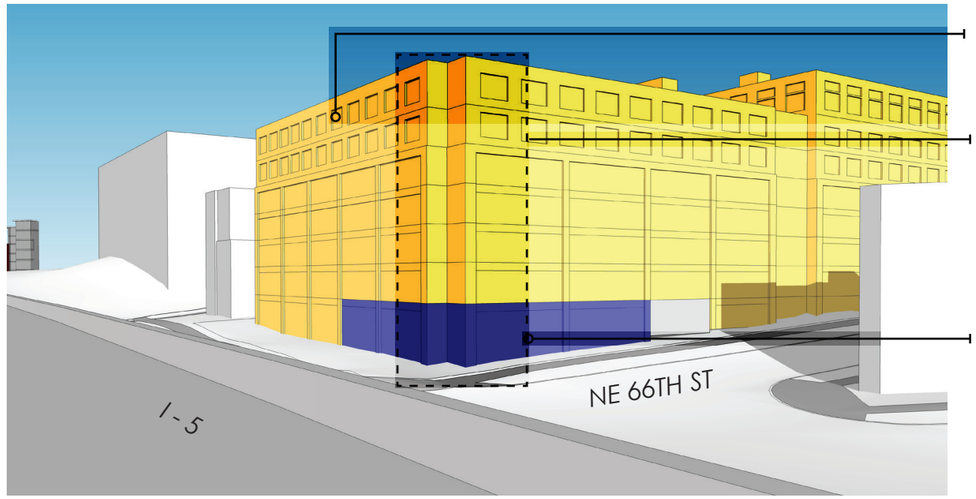
Pros:

- Highly Efficient - Best use of developmental potential
- Greater setbacks from adjacent properties to the East allow for a transition to smaller scale multifamily.
- Uniform vocabulary throughout project.

Cons:

- Unified massing concept is inconsistent with existing upcoming neighborhood patterns and forms.
- Main entry is collected at less pedestrian focused entry, shares with vehicle access.
- Less opportunity for authentic variation in architectural expression due to unified mass.

OPTION A

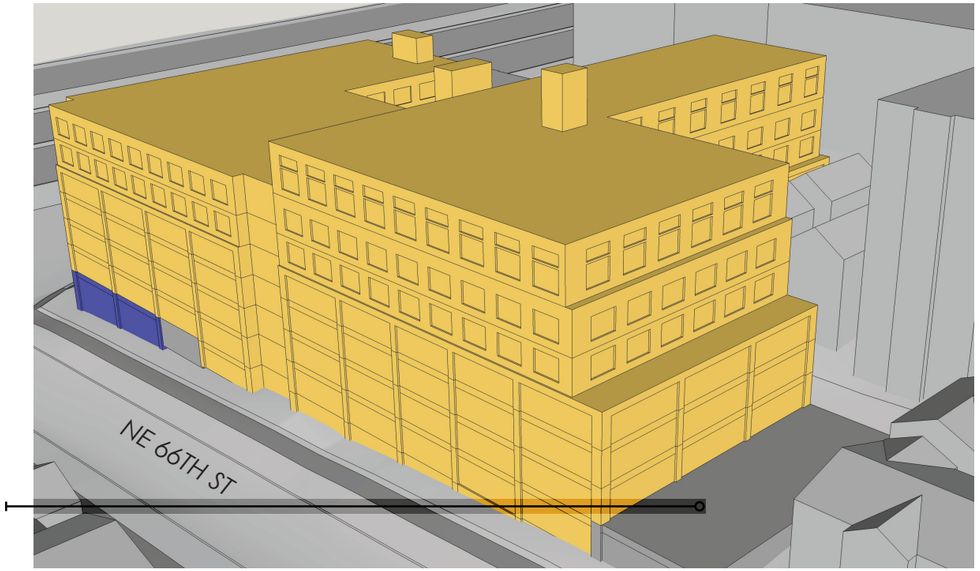


UPPER LEVEL SETBACKS
REDUCE PERCEIVED BULK OF BUILDING
(ROOS CS2.III)

CUT-OUT CORNER EXPRESSION
(SEA CS2.C1, ROOS CS2.II)

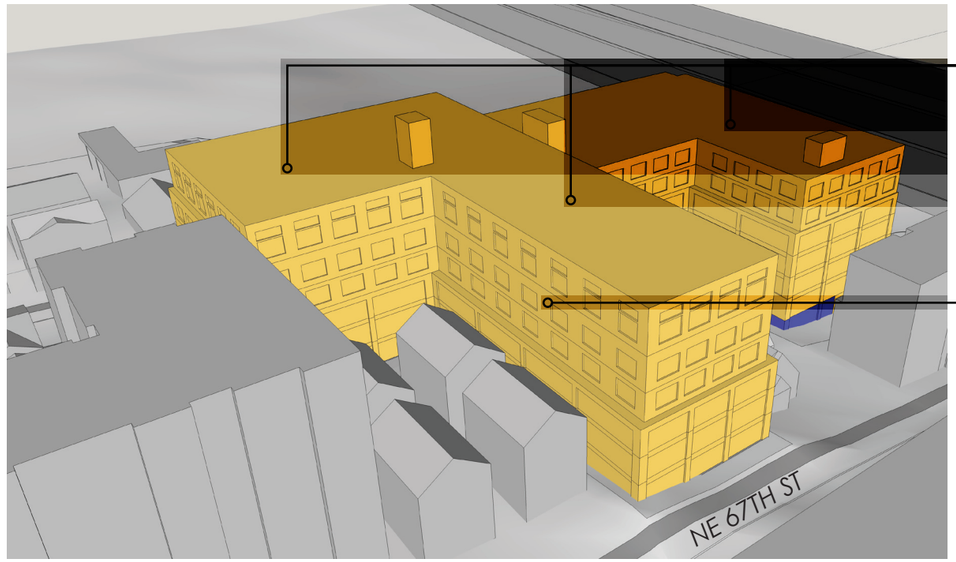
RESIDENTIAL ENTRY AT VISUALLY PROMINENT CORNER
(SEA PL3.A, PL4.A1)

LOOKING NORTHEAST



AMENITY AREA
(ROOS DC1.II, SEA DC1.A2)

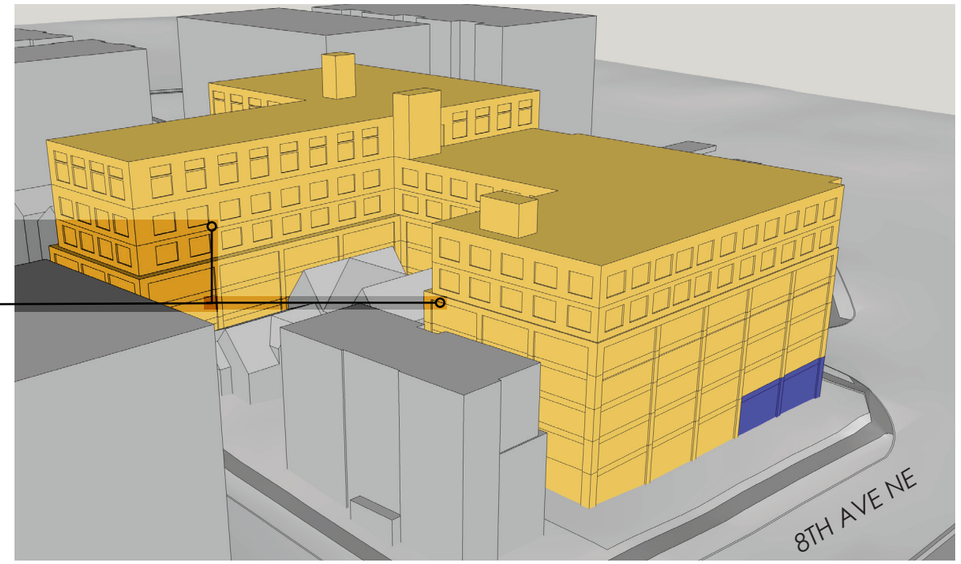
AERIAL - LOOKING NW



BUILDING MASS STEPS UP WITH GRADE
(SEA CS1.I, CS2.B1)

UPPER LEVEL SETBACKS
(ROOS CS2.III, SEA DC2.A)

AERIAL - LOOKING SW



AERIAL - LOOKING SE

RESIDENTIAL **LOBBY / COMMON** **PARKING** **UTILITY**

SEA XX.XX **DESIGN GUIDELINE - SEATTLE**
ROOS XX.XX **DESIGN GUIDELINE - ROOSEVELT NEIGHBORHOOD**

OPTION B

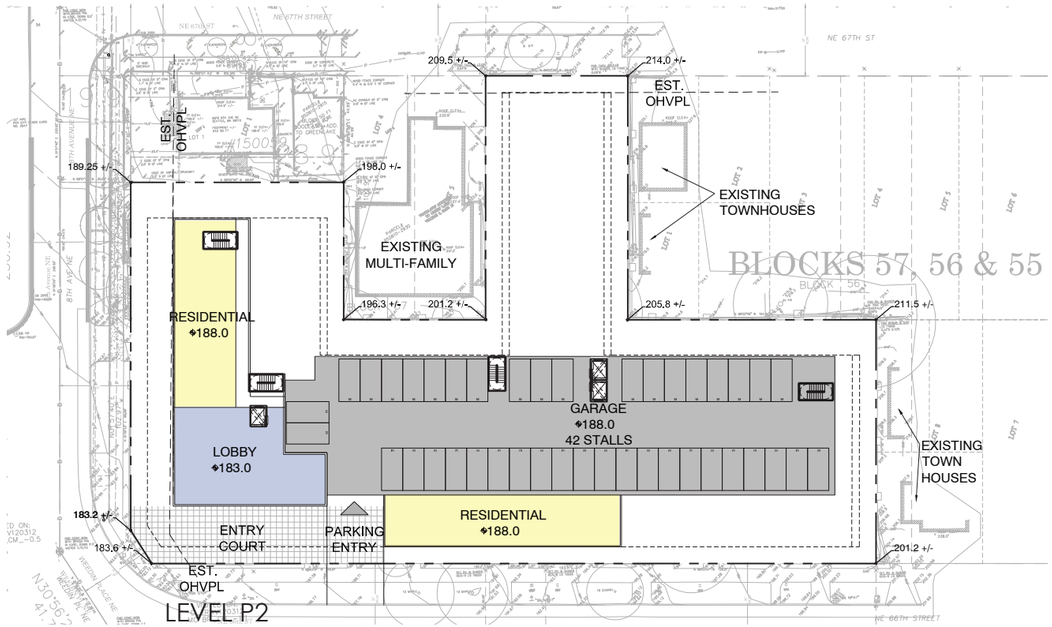
ALTERNATE OPTION

HEIGHT - 75'-0" FAR: 4.25

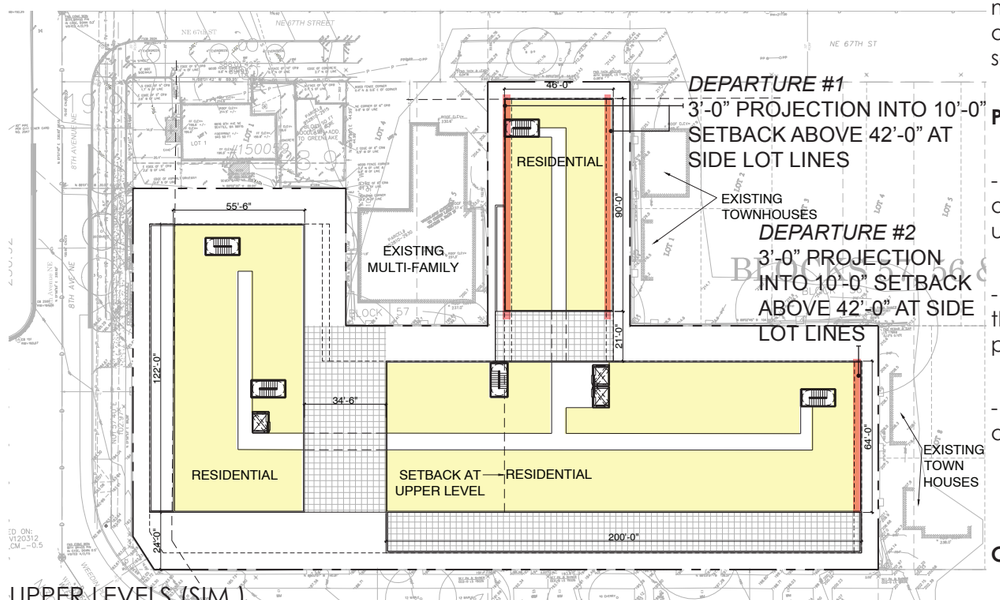
UNITS - 229 (7 Stories)

PARKING - 109 Stalls

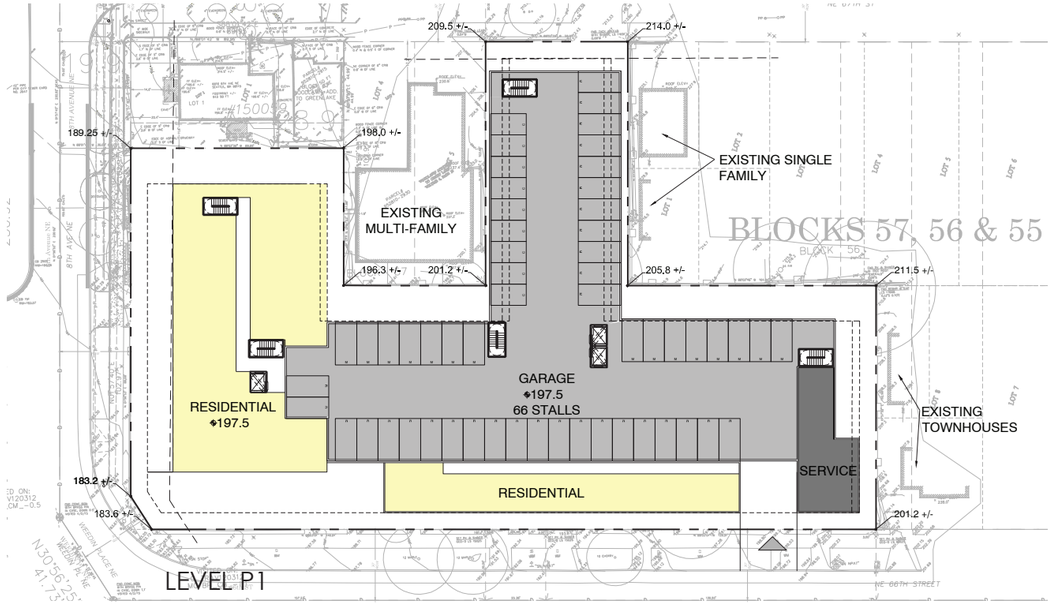
- Primary entrance / residential lobby at corner of 8th & 66th.
- Three buildings, linked by parking & exterior bridges
- Amenity spaces in courts between building, rear yards, and at roof deck.



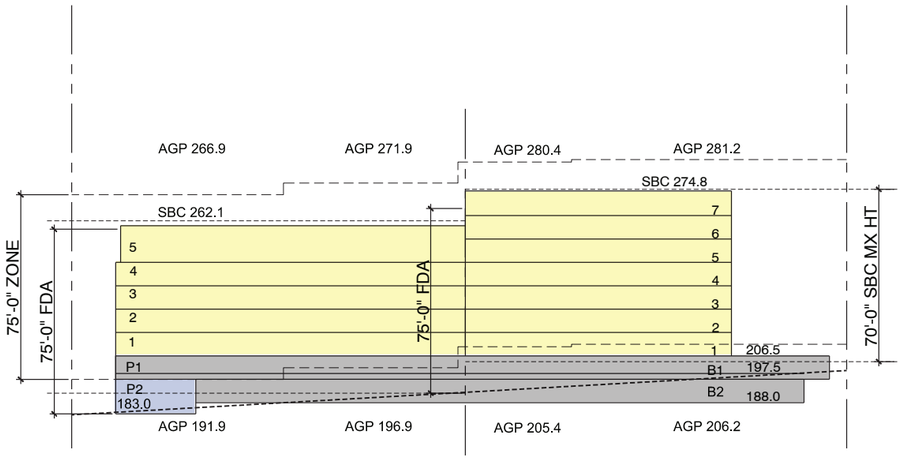
LEVEL P2



UPPER LEVELS (SIM.)



LEVEL P1



SECTION DIAGRAM

Departures:

SMC 23.45.518 - Setbacks and Separations: As shown on plans below. Departures allow the upper level massing to be unified. Height is mitigated through materials breaks and overall massing, instead of a setback.

Pros:

- Building mass begins to break down to relate to the existing and upcoming scale of the neighborhood.

- South facing courtyard reinforces the existing open space and block patterns in the vicinity.

- Separate buildings facilitate varied architectural expressions.

Cons:

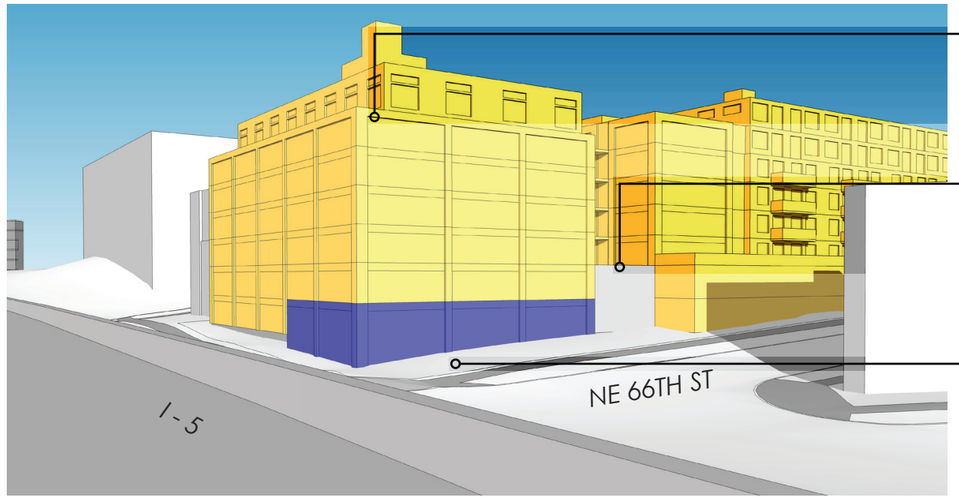
- Largest structure is mid-block, which is inconsistent with neighboring block patterns and forms.

- Main entry is collected at less pedestrian-focused entry, shares with vehicle access.

- Connectivity of North building to overall project is weaker than preferred option.

- Due to the internalized courtyard, the building mass is less sensitive to the Eastern adjacencies.

OPTION B



LOOKING NORTHEAST

UPPER LEVEL SETBACKS REDUCE PERCEIVED BULK OF BUILDING
(ROOS CS2.III, SEA DC2.A)

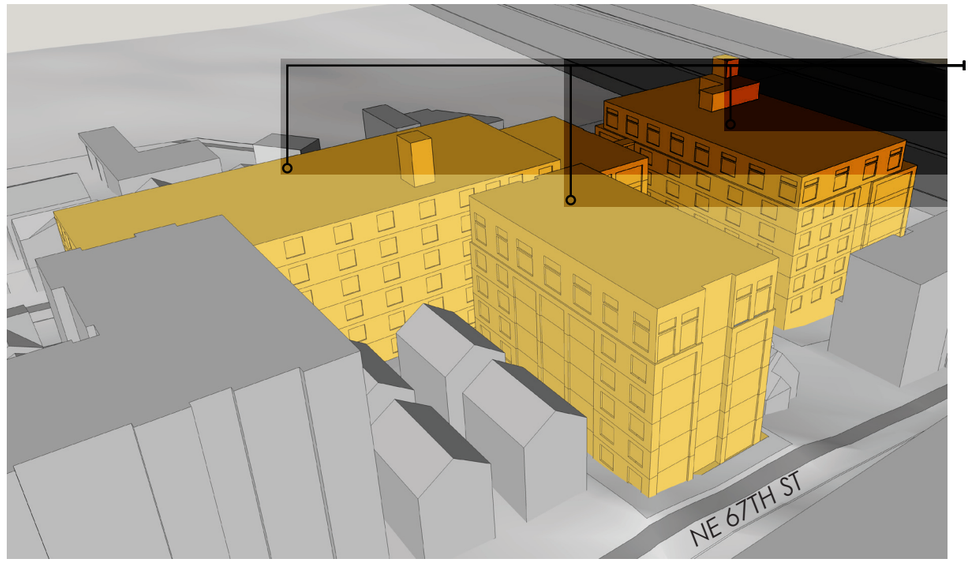
SOUTH FACING AMENITY COURT BREAKS DOWN BUILDING AS IT TRANSITIONS TO THE EAST
(ROOS CS2.II, PL1, SEA DC1.A2, DC3.A)

SETBACK ALLOWS FOR ENTRY COURT
(ROOS CS2.II, DC3.III SEA PL3.A, DC1.A2)

LARGE RESIDENTIAL ENTRY AT CORNER
(ROOS PL3.II, SEA PL1.B2, PL3.A)

LARGE ELEVATED AMENITY AREA PROVIDES EYES ON STREET AND VISUAL CONNECTION BETWEEN PRIVATE AND PUBLIC SPACE
(ROOS PL3.II, SEA PL3.B)

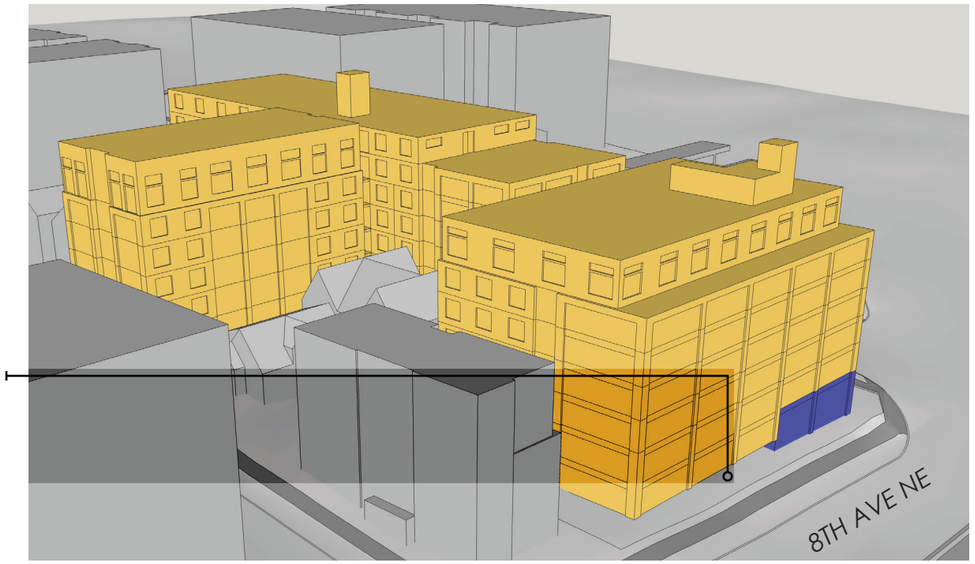
AERIAL - LOOKING NW



AERIAL - LOOKING SW

SITE HAS THREE DISTINCT BUILDINGS, REDUCING THE PERCEIVED BULK & SCALE OF THE PROJECT, AND CREATING OPEN SPACE BETWEEN THE BUILDINGS TO RELATE TO THE NEIGHBORHOOD SCALE
(ROOS CS2.II, CS2.III, PL1, SEA CS2.A2, CS3.A4, DC2.A)

GENEROUS SETBACK PROVIDES OPPORTUNITY FOR LANDSCAPE BUFFER BETWEEN RESIDENTIAL USES AND TRAFFIC & NOISE IMPACTS OF 8TH AVE / I-5 THAT ALSO SERVES AS STORM WATER RETENTION AND CONTROL
(ROOS CS2.II, DC3.II, DC4.IV, SEA CS2.B1, PL3.B, DC2.C2)

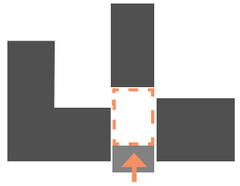


AERIAL - LOOKING SE

RESIDENTIAL **LOBBY / COMMON** **PARKING** **UTILITY**

SEA XX.XX **DESIGN GUIDELINE - SEATTLE**
ROOS XX.XX **DESIGN GUIDELINE - ROOSEVELT NEIGHBORHOOD**

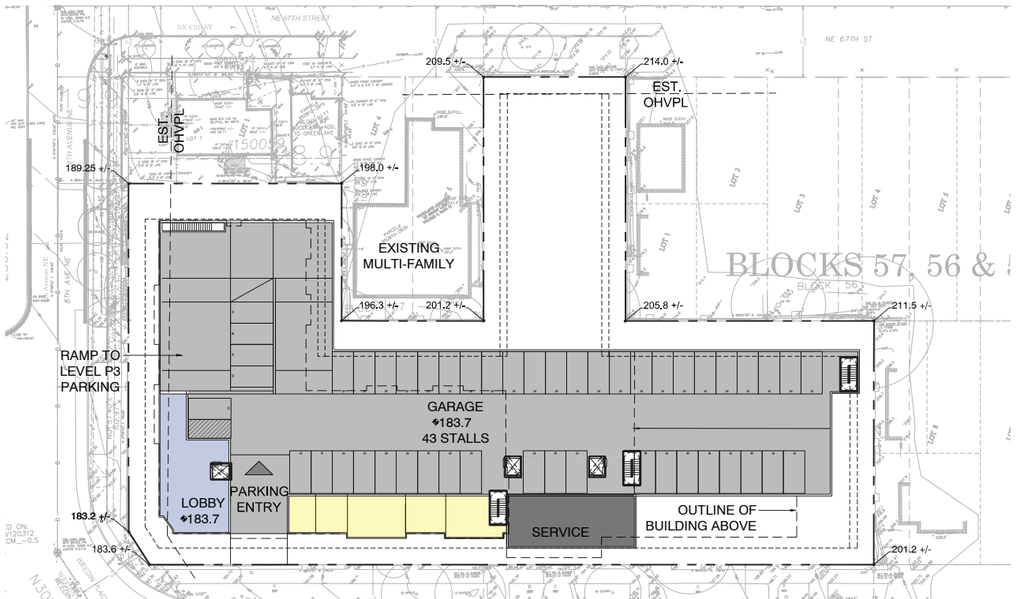
OPTION C
PREFERRED

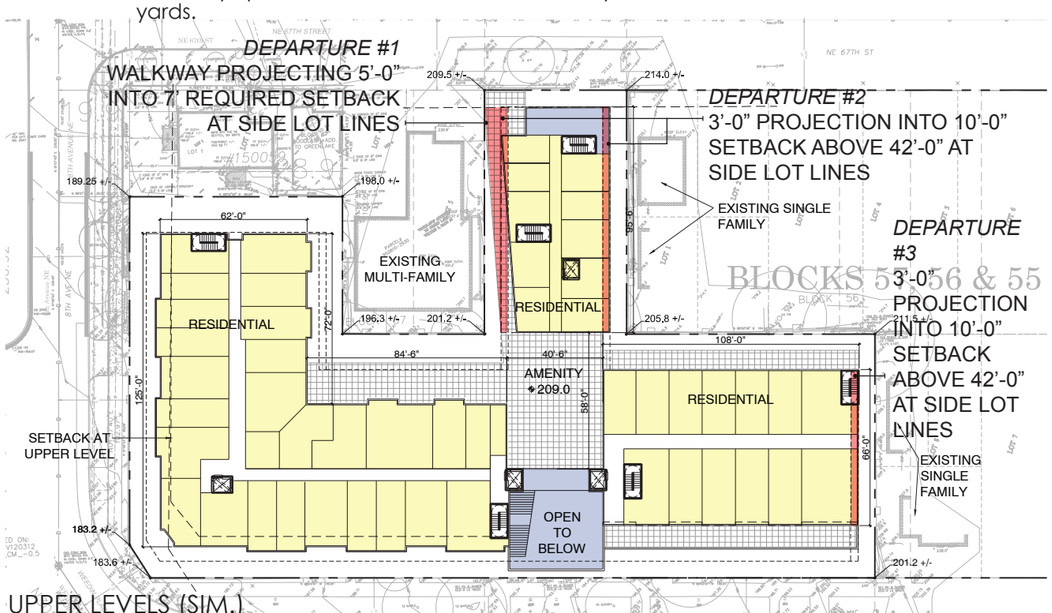


PREFERRED OPTION

HEIGHT -	75'-0"	FAR:	4.25
UNITS -	250 (7 Stories)		
PARKING -	150 Stalls		

- Primary entrance mid-block on N side of 66th St. Links to parking and buildings, as well as level 2 court.
- Three buildings are all linked by central courtyard
- Amenity space at roof decks, central courtyard, and rear yards.





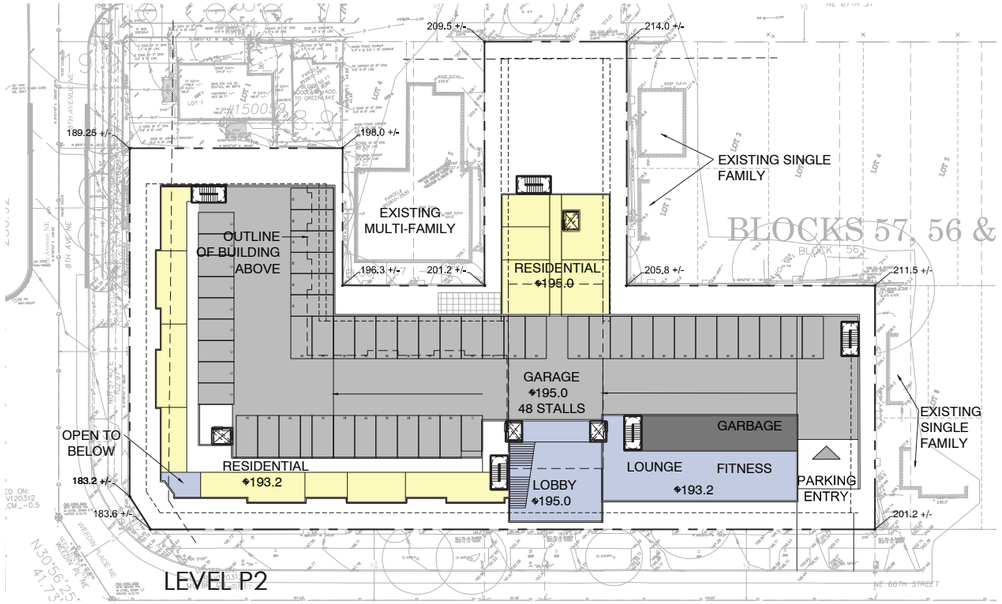
Departures:

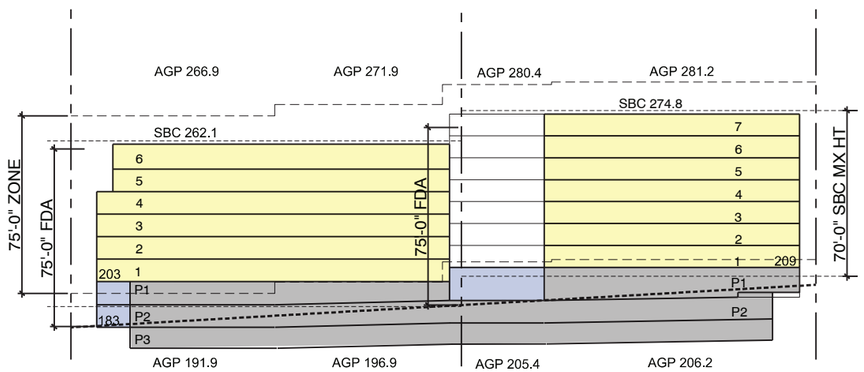
SMC 23.45.518 - Setbacks and Separations: As shown on plans below. #1 allows for access to Courtyard from North and reinforces visual connection with open space in project across 67th. #2 & 3 unify the upper level massing. Height is mitigated through materials breaks and overall massing, instead of a setback.

Pros:

- Building mass is broken down to relate to existing and upcoming scale of the neighborhood. Largest building is situated at West end of site and completes the corner streetscape in both the N/S & E/W axes. The buildings to reduce in mass as they move East in context with the smaller scale residential to the East.

- Centralized, south facing courtyard reinforces the existing open space and block patterns in the vicinity, as well as unifying all buildings and aligning with the primary entrance.





SECTION DIAGRAMS

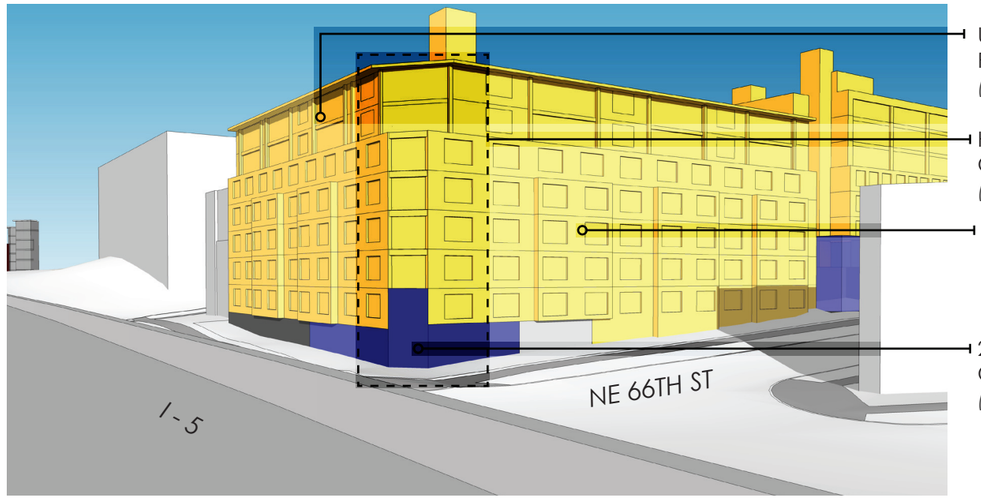
Cons:

- The primary entrance is located Mid-site, closer to transit and the commercial core.

- Separate buildings facilitate varied architectural expressions.

- Due to the internalized courtyard, the building mass is less sensitive to the Eastern adjacencies.

OPTION C
PREFERRED



LOOKING NORTHEAST

UPPER LEVEL SETBACKS REDUCE PERCEIVED HEIGHT & BULK OF BUILDING
(ROOS. CS2.III, SEA DC2.A)

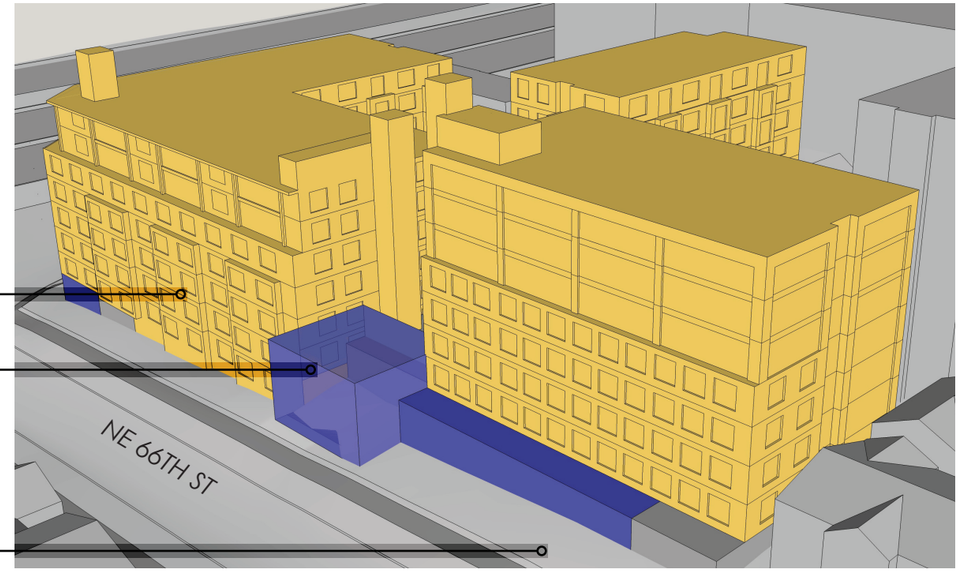
HIGH TRANSPARENCY CHAMFERED CORNER ELEMENT
(SEA CS2.A2, CS2.C1, DC2.B1)

LARGE BAYS FLANK CORNER AND MATCH THE SCALE OF THE CORNER BUILDING
(SEA DC2.A, DC2.B1)

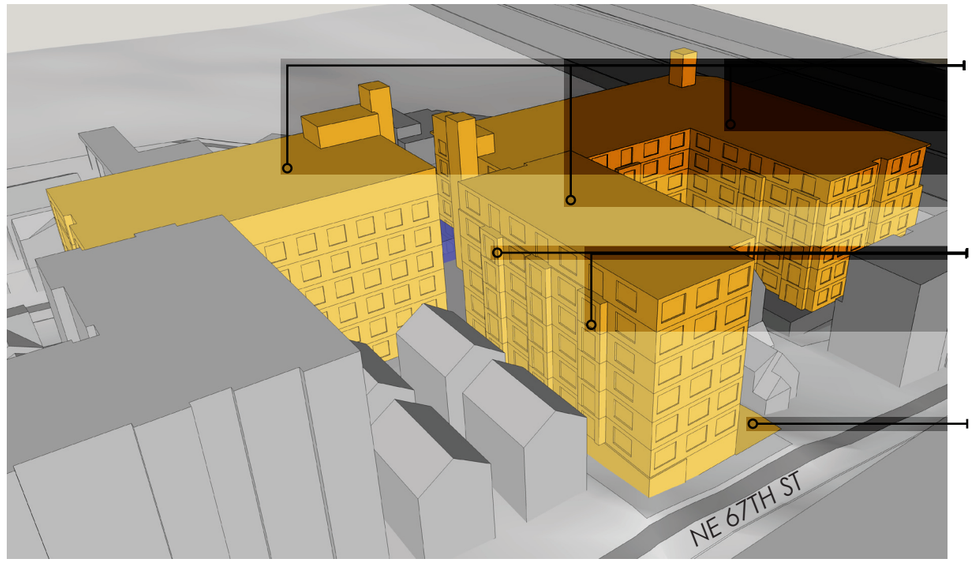
2 STORY VOLUME AT CORNER ENTRY
(SEA CS2.C1, PL3.A)

HIGH TRANSPARENCY ENTRY HUB PROVIDES VISUAL CONNECTION BETWEEN COURTYARD AND STREET
(ROOS. CS2.III, PL1, DC3.III, SEA CS2.B2, DC3.A)

SETBACK ALLOWS FOR ENTRY COURT & LANDSCAPING
(ROOS. PL1, PL2.I, PL3.II ,DC4.IV, SEA PL3.B, DC1.A2)



AERIAL - LOOKING NW



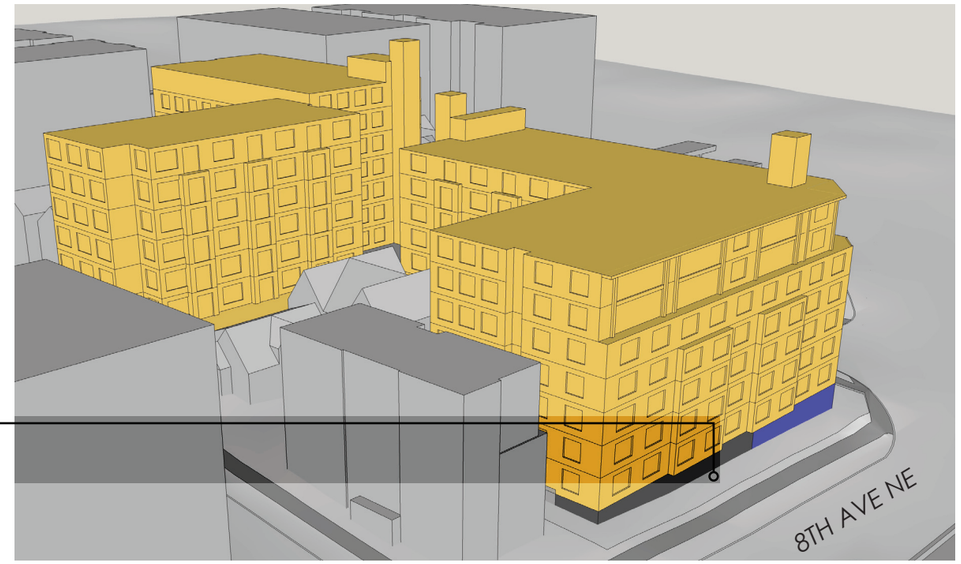
AERIAL - LOOKING SW

SITE HAS THREE DISTINCT BUILDINGS, REDUCING THE PERCEIVED BULK & SCALE OF THE PROJECT
(ROOS CS2.II, CS2.III, PL1, DC3.III, SEA. CS2.D1, CS3.A4, DC2.A)

MODULATION PROVIDES INTEREST AND TIES TO NEIGHBORHOOD CHARACTER AND PATTERNS
(SEA. DC2.B1, DC2.D1)

SECONDARY ENTRANCE COURT
(SEA PL3, PL4.A1)

GENEROUS SETBACK PROVIDES OPPORTUNITY FOR LANDSCAPE BUFFER BETWEEN RESIDENTIAL USES AND TRAFFIC & NOISE IMPACTS OF 8TH AVE / I-5
(ROOS CS2.II, DC3.II, DC4.IV, SEA PL3.B)



AERIAL - LOOKING SE

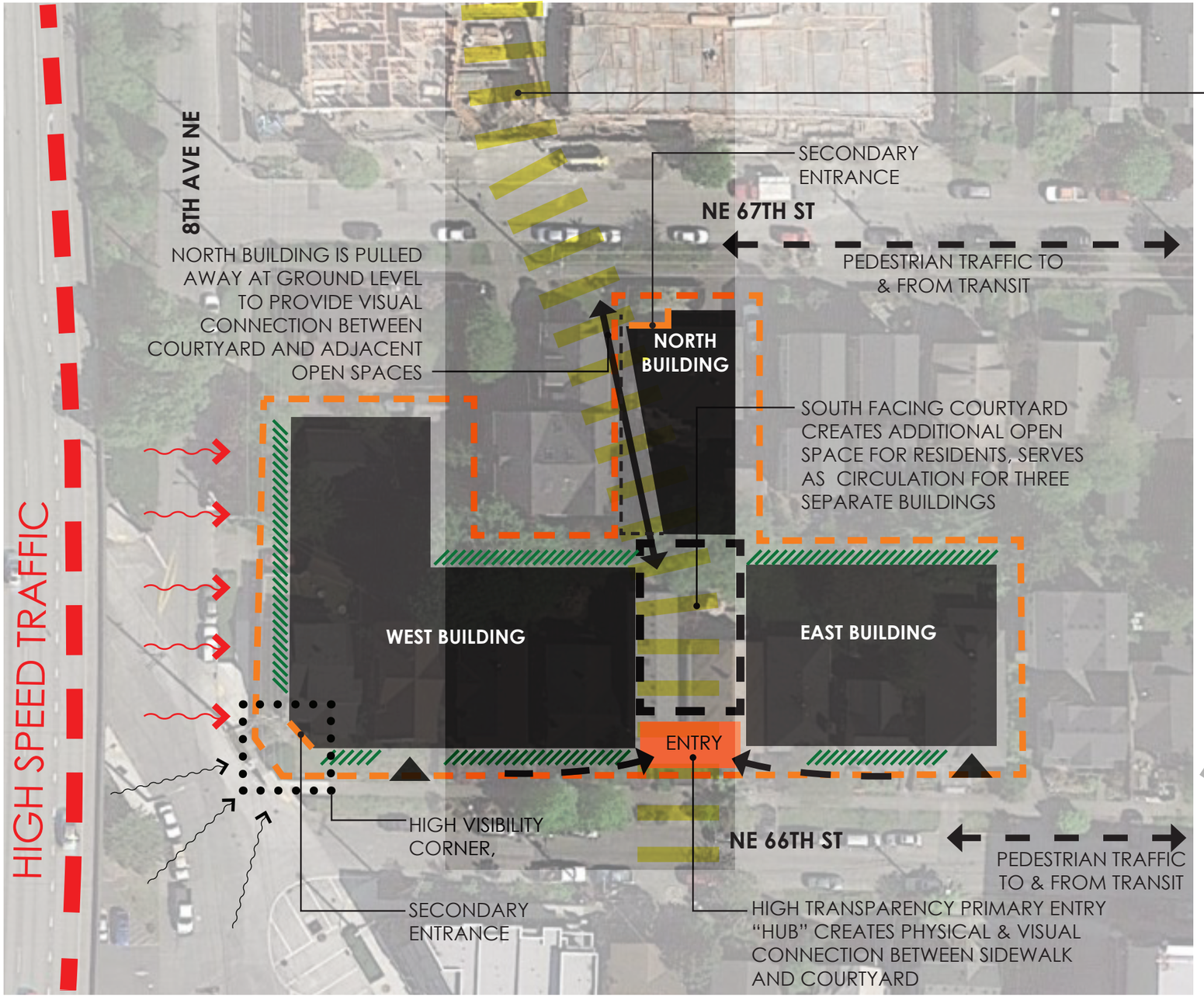
RESIDENTIAL **LOBBY / COMMON** **PARKING** **UTILITY**

SEA XX.XX **DESIGN GUIDELINE - SEATTLE**
ROOS XX.XX **DESIGN GUIDELINE - ROOSEVELT NEIGHBORHOOD**

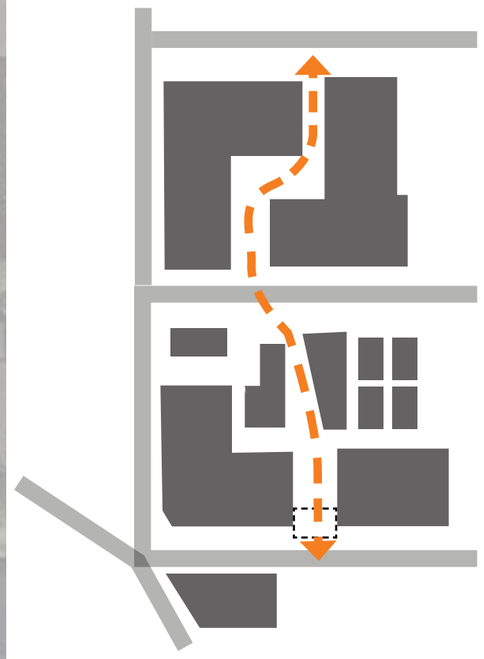
OPTION C PREFERRED
CONCLUSIONS FROM ANALYSIS

THE BUILDING IS DISSOLVED INTO THREE SEPARATE BUILDINGS ATOP A PODIUM TO RESPOND TO THE UNIQUE SITE CONDITIONS. ADDITIONALLY, BREAKING UP THE MASS MITIGATES THE BULK AND SCALE OF THE PROJECT TO RELATE BETTER TO THE NEIGHBORHOOD SCALE. THE LARGEST BUILDING IS LOCATED TO THE WEST, AND THE BUILDINGS GET SMALLER AS THEY MOVE EASTWARD AND FOLD INTO THE NEIGHBORHOOD.

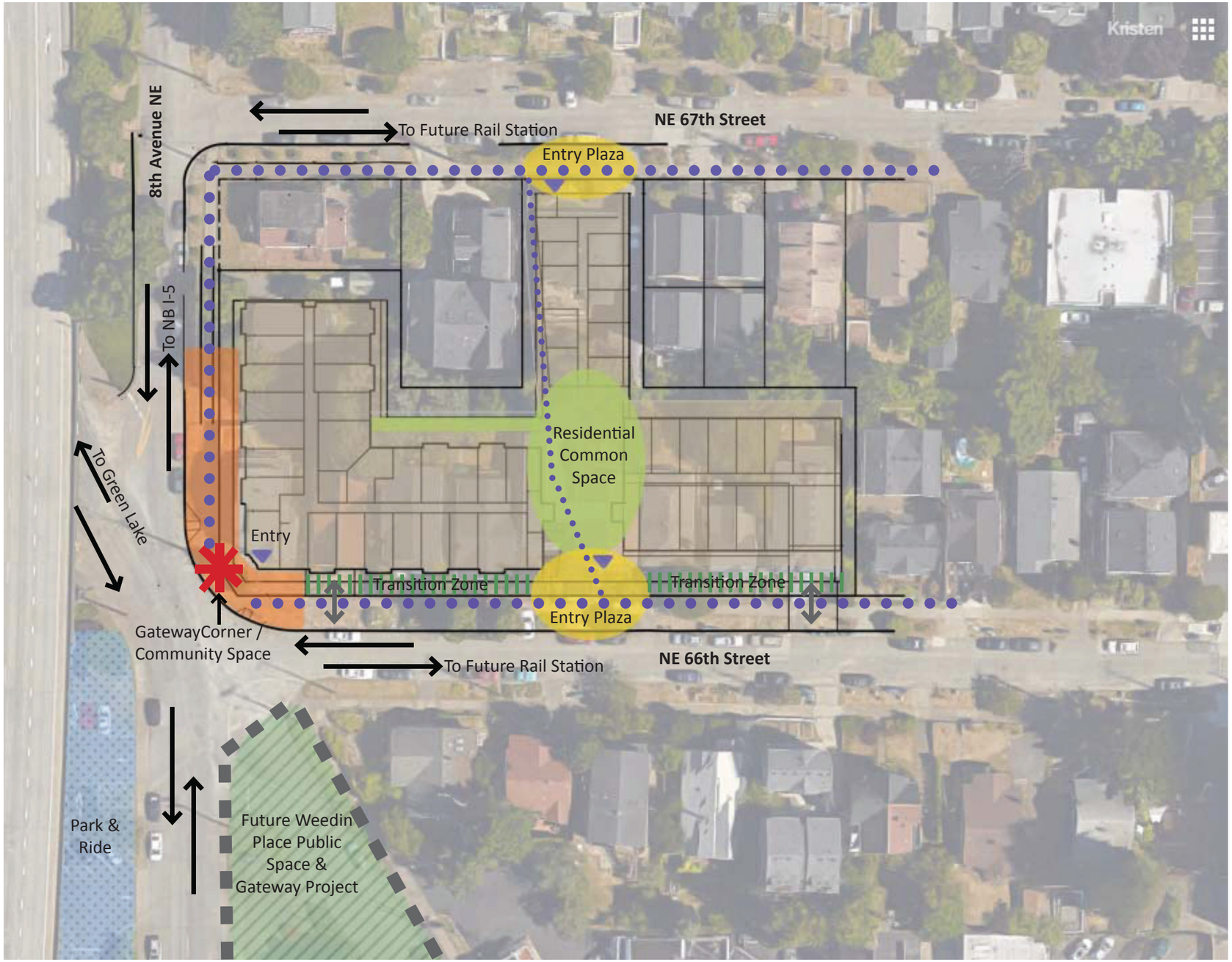
I-5 AND ITS ON-RAMP ACCESS VIA 8TH AVE NE GENERATE UNDESIRABLE TRAFFIC NOISE. THE WEST BUILDING PROTECTS THE CENTRAL AMENITY COURT FROM UNDESIRABLE NOISE. A GENEROUS LANDSCAPE BUFFER PROVIDES SEPARATION BETWEEN THE RESIDENTIAL USE AND HIGH TRAFFIC ROADWAYS.



THE ROOSEVELT NEIGHBORHOOD DESIGN GUIDELINES ENCOURAGE THROUGH BLOCK DEVELOPMENT, SUCH AS THE PROPOSED COURTYARD. TO THE NORTH, A NEW DEVELOPMENT PROVIDES A SIMILAR THROUGH-BLOCK EXPRESSION. BY PEELING AWAY PART OF THE NORTH BUILDING AT THE GROUND FLOOR, THE OPEN SPACES BEGIN TO RELATE TO EACH OTHER AND ENHANCE THE LARGER URBAN PATTERNS AND EXPRESSION.



OPTION C PREFERRED
LANDSCAPE CONCEPTS

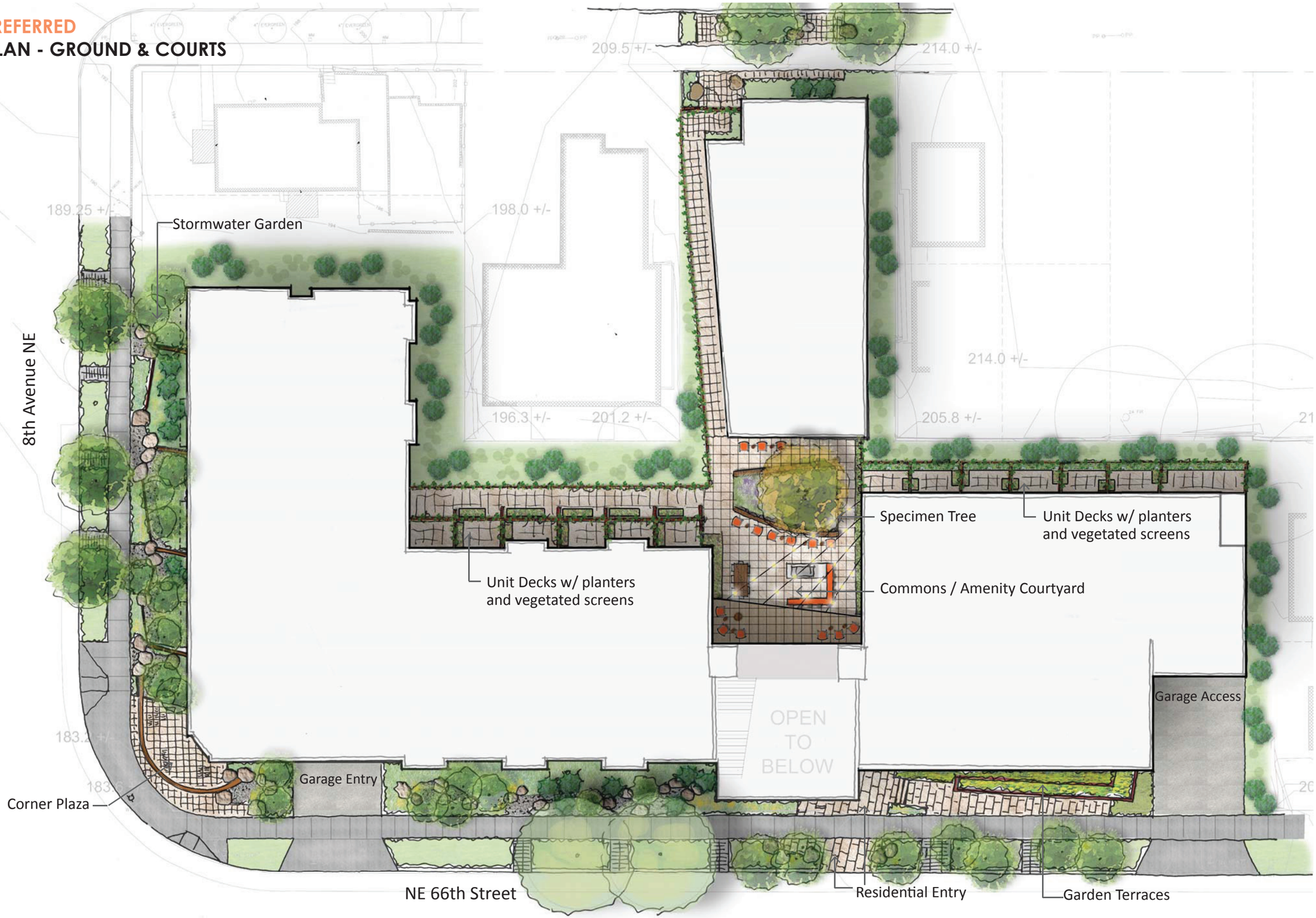


Community Space / Gateway Elements

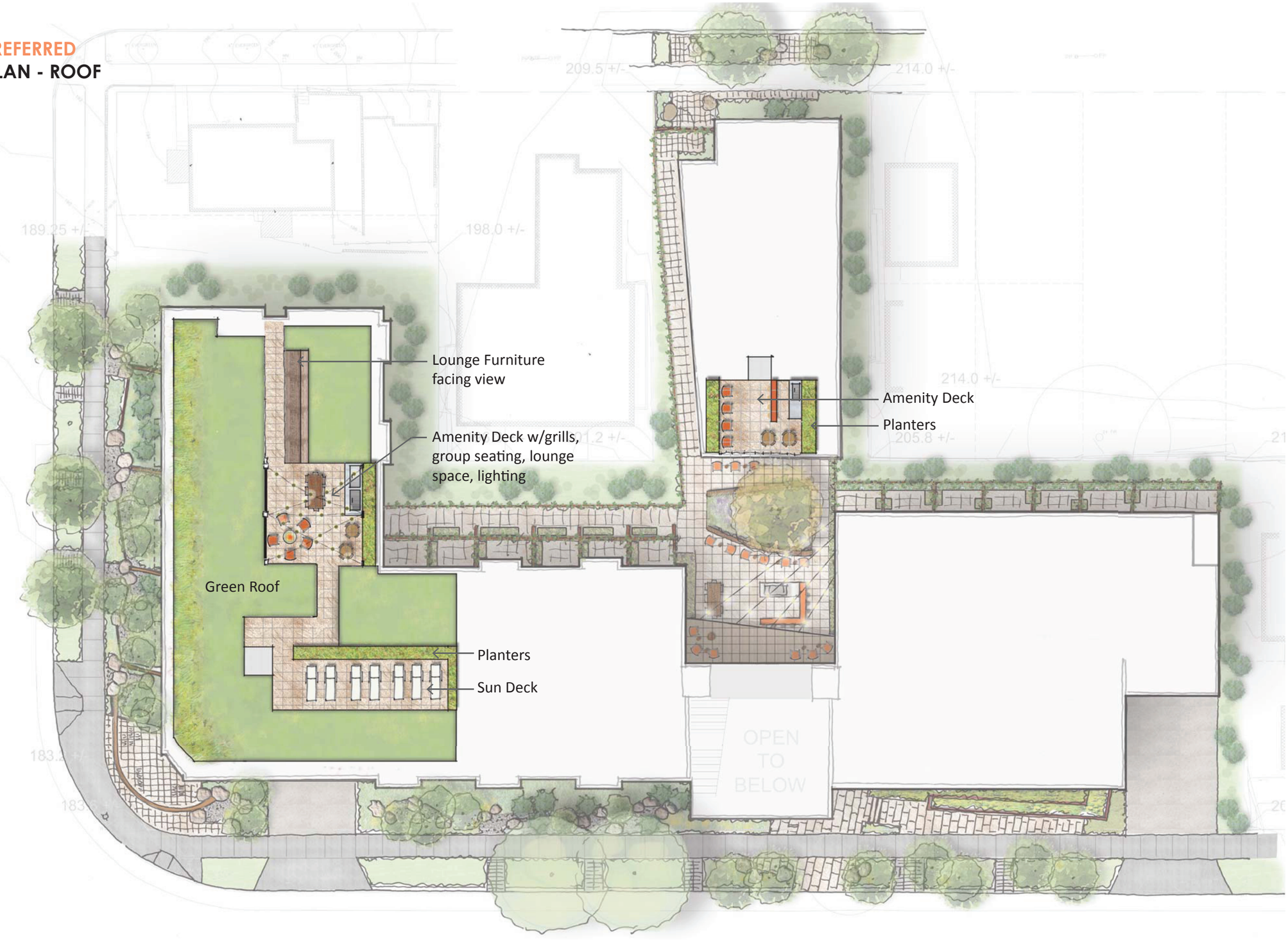
Entry Plaza

Common Spaces

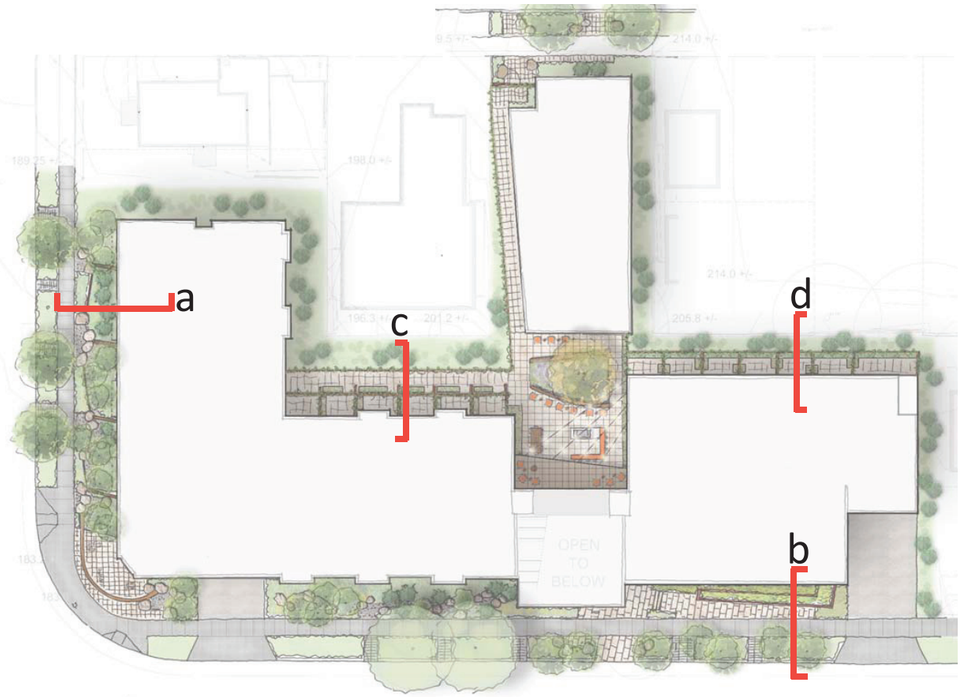
OPTION C PREFERRED
LANDSCAPE PLAN - GROUND & COURTS

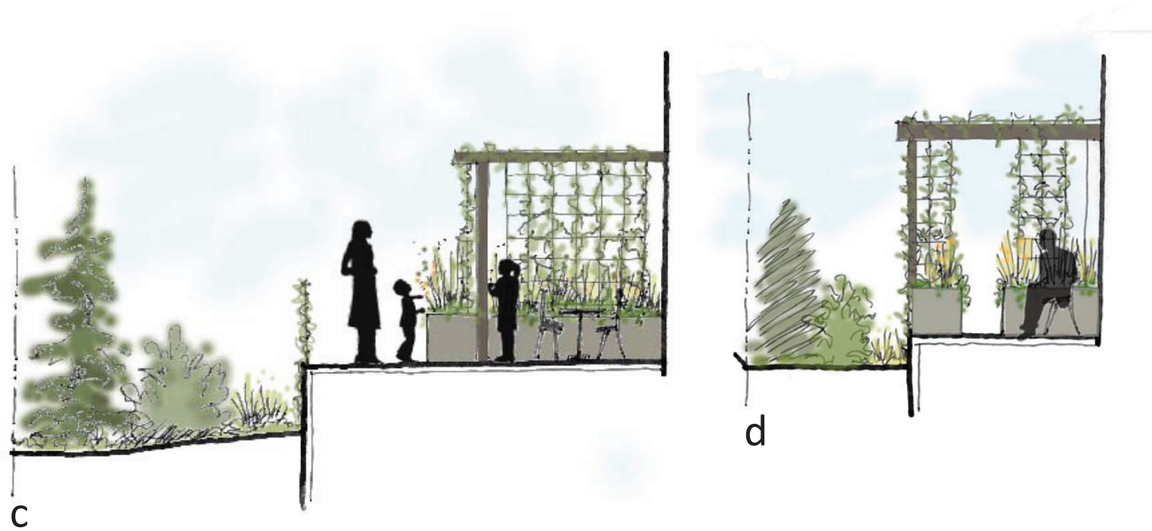


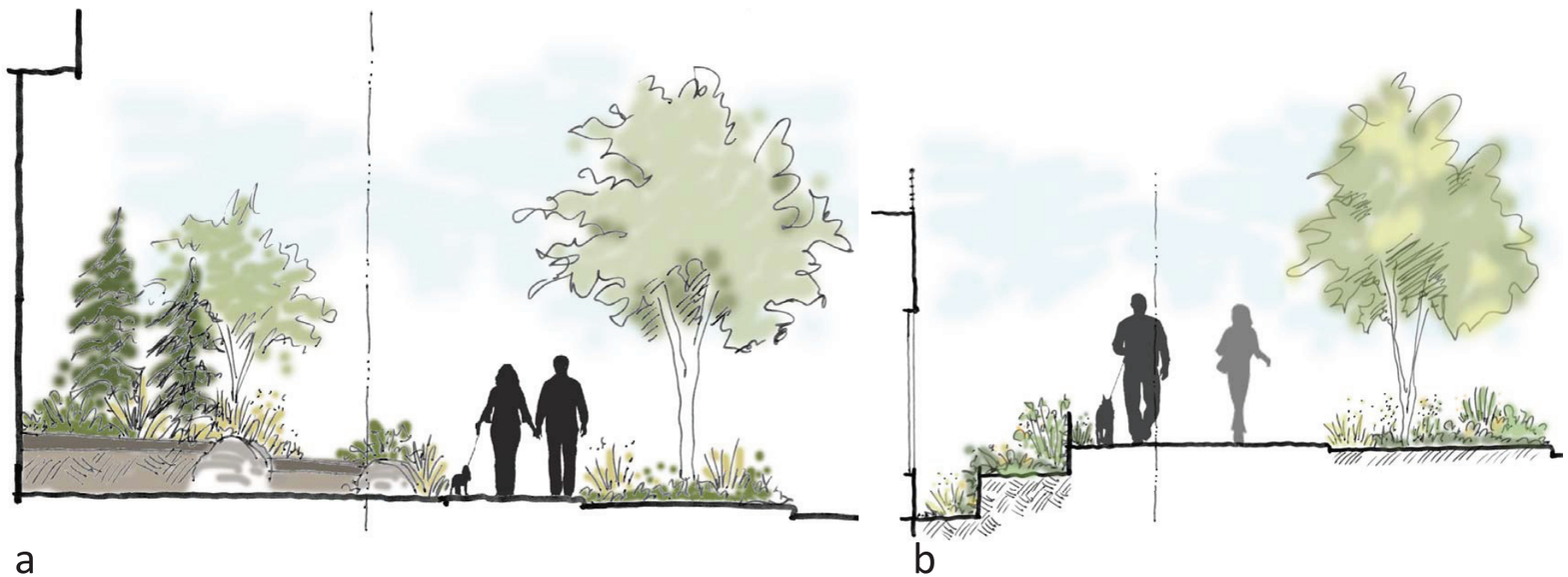
OPTION C PREFERRED
LANDSCAPE PLAN - ROOF



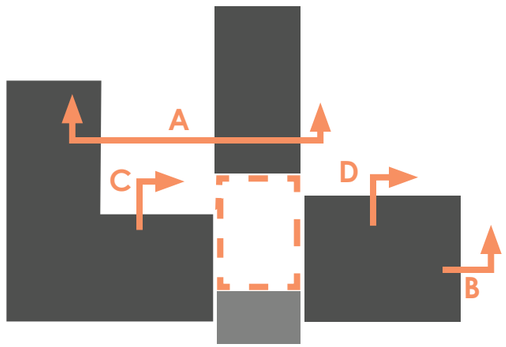
OPTION C PREFERRED
LANDSCAPE SECTIONS

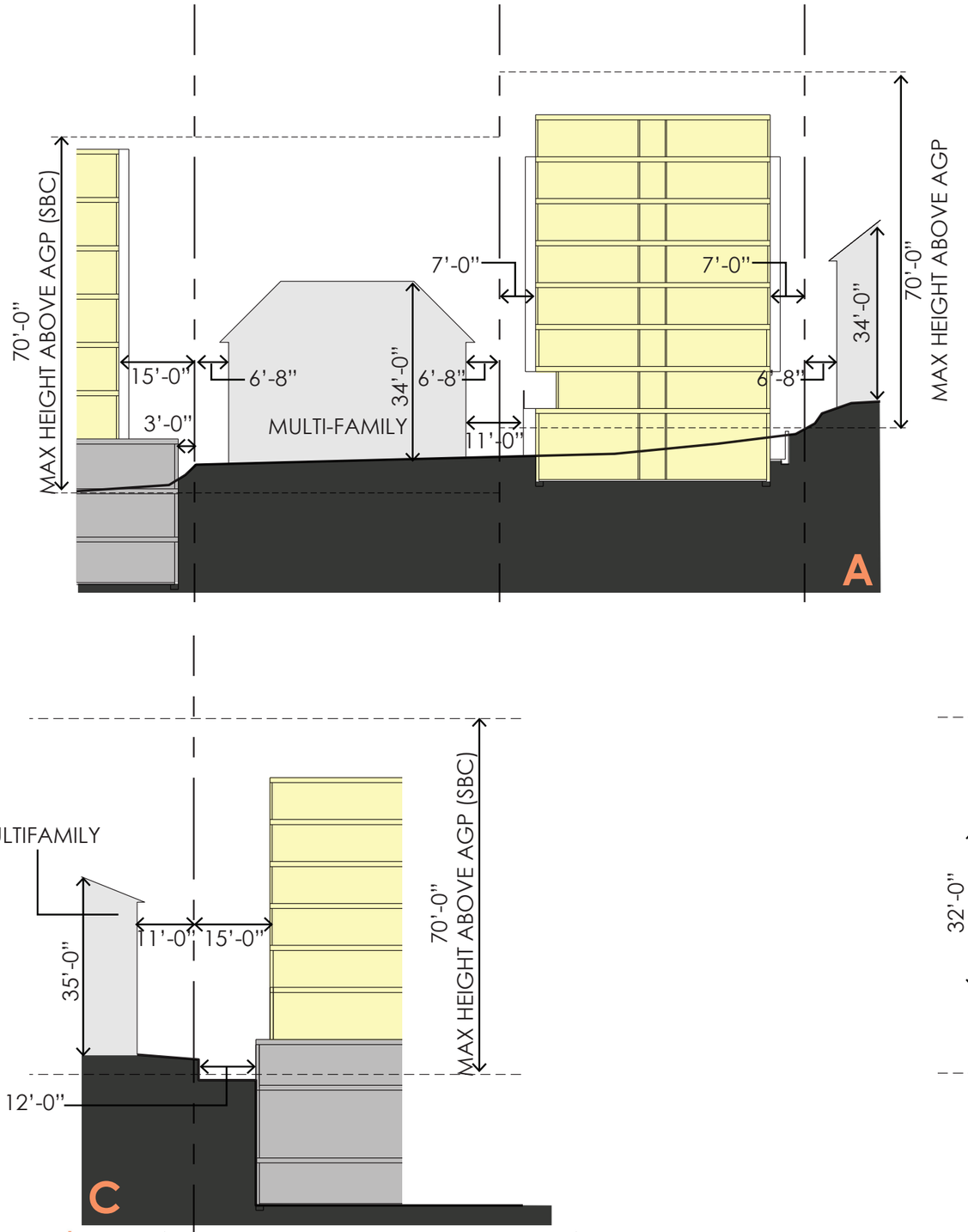


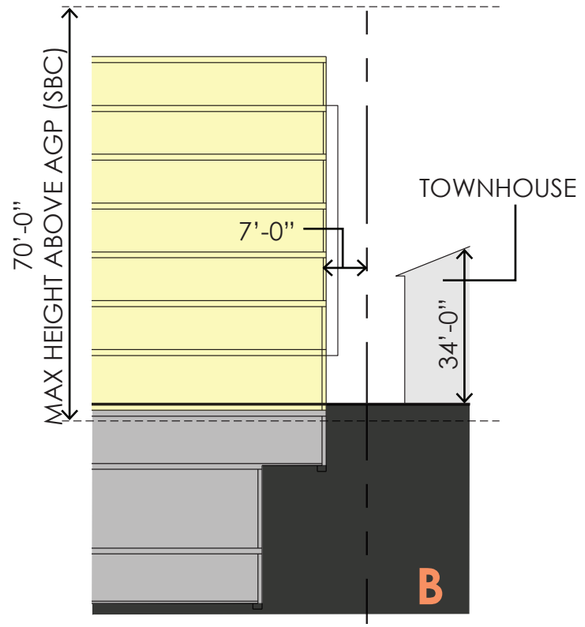


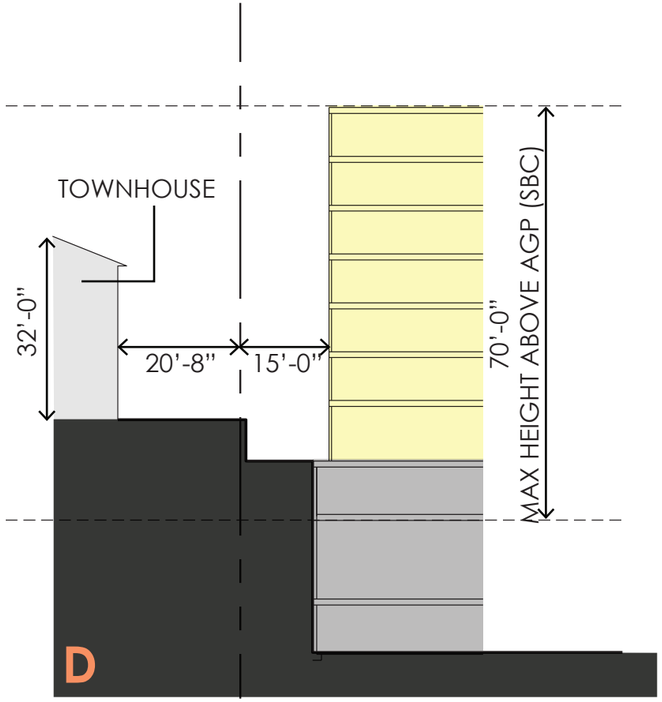


OPTION C PREFERRED
ADJACENCIES









OPTION C PREFERRED
MASSING DEVELOPMENT

SUBSTANTIAL, HIGH QUALITY MASONRY PROVIDES A BASE FOR THE BUILDINGS, AS WELL AS SERVING AS A UNIFYING ELEMENT OF THE THREE SEPARATE BUILDINGS.

THE PRIMARY ENTRANCE, LOCATED MID-BLOCK ON NE 66TH IS UNIQUE IN BOTH ITS BOLD GEOMETRY AND MATERIALITY. THE HIGH TRANSPARENCY EXPRESSION IS ECHOED AT THE OTHER ENTRANCES.

THE MODULATION OF THE BUILDINGS ARE SIMILAR IN RHYTHM, BUT VARY IN SIZE AND FREQUENCY BASED ON THE SCALE AND LOCATION OF THE BUILDING.

OPTION C PREFERRED
CORNER EXPLORATIONS

THE SOUTHWEST CORNER OF THE PROJECT IS VISUALLY PROMINENT FROM I-5, AS WELL AS SERVING AS A GATEWAY TO THE ROOSEVELT NEIGHBORHOOD. CAREFUL CONSIDERATION HAS BEEN GIVEN TO THE CORNER TREATMENT, AND VARIOUS OPTIONS EXPLORED FOR HOW BEST TO VISUALLY EXPRESS THE UNIQUE GEOMETRY AND EXISTING CONDITIONS OF THE SITE.

OPTION 1

A HIGHLY TRANSPARENT CHAMFERED CORNER EXPRESSES THE SITE'S GEOMETRY AND SERVES AS A GASKET BETWEEN THE TWO MASONRY FRAMES.

OPTION 2

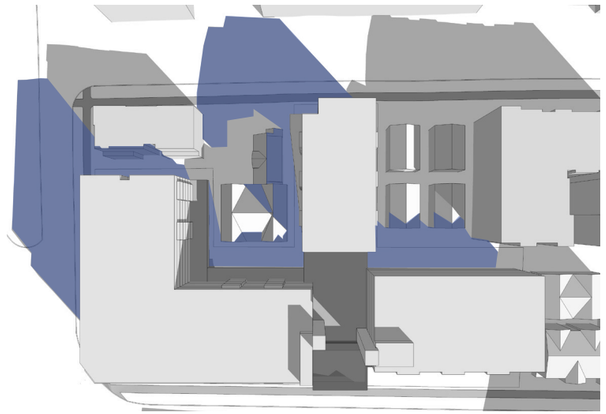
SIMILAR TO OPTION 1, THE CHAMFERED GEOMETRY OF THE SITE IS EXPRESSED. THE GLAZED LANTERN EXPRESSION STANDS PROUD OF THE MASONRY FRAME, CREATING A STRONGER, MORE VISUALLY PROMINENT CORNER.

OPTION 3

A HIGHLY GLAZED TOWER ASYMMETRICALLY STRADDLES THE CORNER, RESULTING IN A TOWER ELEMENT THAT ALLOWS THE GLAZING TO CASCADE FROM THE UPPER FLOORS TO THE PEDESTRIAN ENTRY LOCATED AT GRADE.

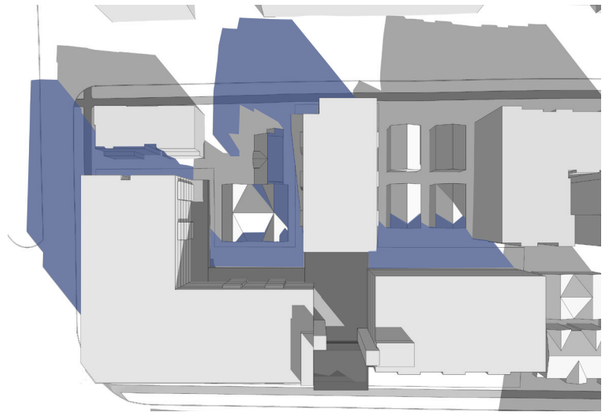
OPTION 4

THE CORNER IS CARVED AWAY TO ALLOW A TRANSPARENT CUBE TO BE NESTLED WITHIN THE MASONRY FRAMES OF THE BUILDING. THE CUBE STOPS SHORT OF THE TOP OF THE BUILDING, FURTHERING THE "NESTLING" PARTII, AND CREATING ADDITIONAL RESIDENTIAL AMENITY SPACE ABOVE THE CUBE..

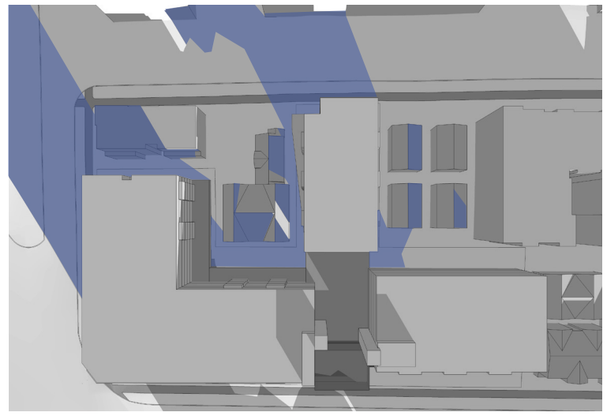


SPRING EQUINOX
March 21 | 10 AM

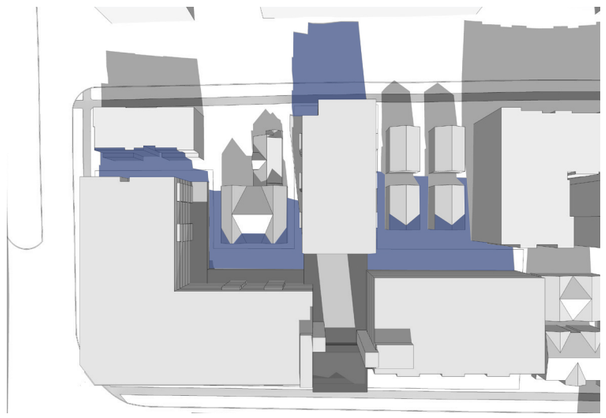
SUMMER SOLSTICE
June 21 | 10 AM



FALL EQUINOX
September 21 | 10 AM

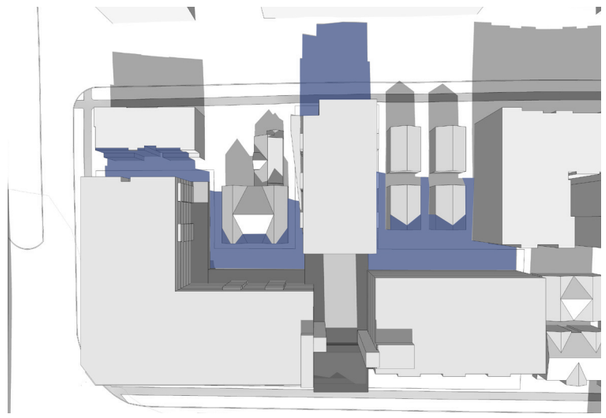


WINTER SOLSTICE
December 21 | 10 AM

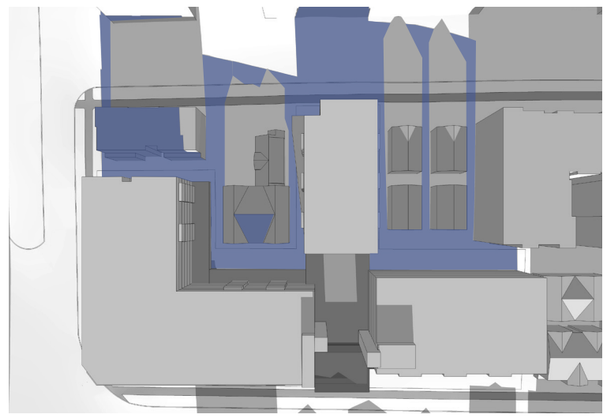


SPRING EQUINOX
March 21 | 10 AM

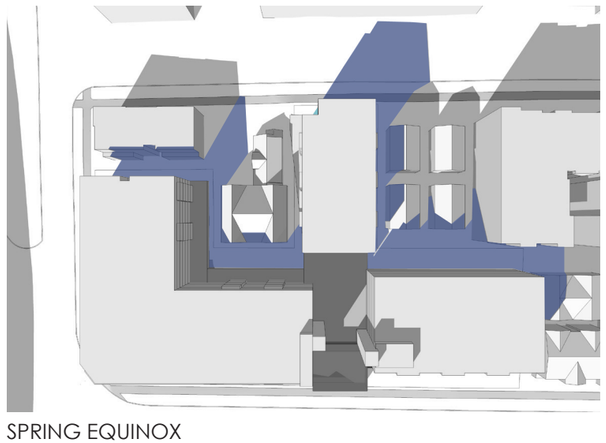
SUMMER SOLSTICE
June 21 | 12 PM



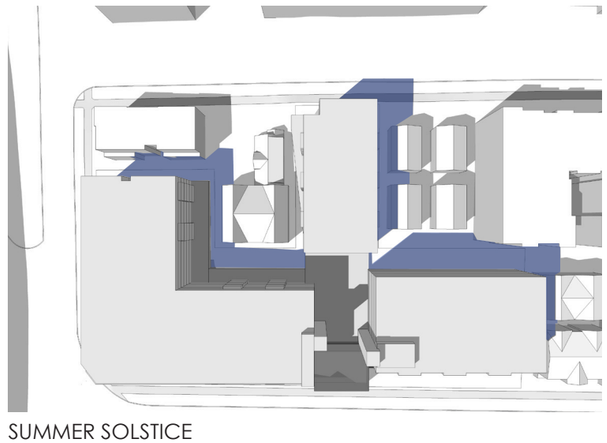
FALL EQUINOX
September 21 | 12 PM



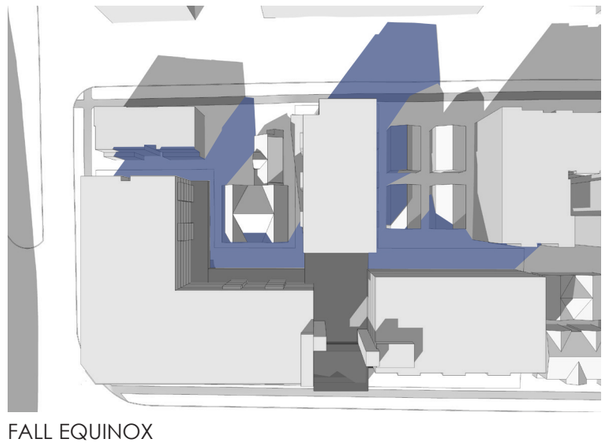
WINTER SOLSTICE
December 21 | 12 PM



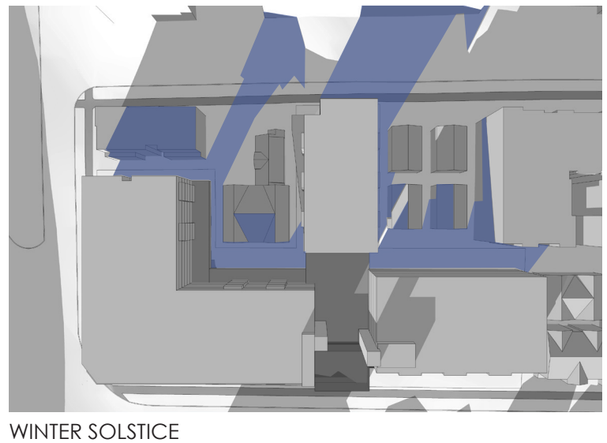
SPRING EQUINOX
March 21 | 10 AM



SUMMER SOLSTICE
June 21 | 2 PM

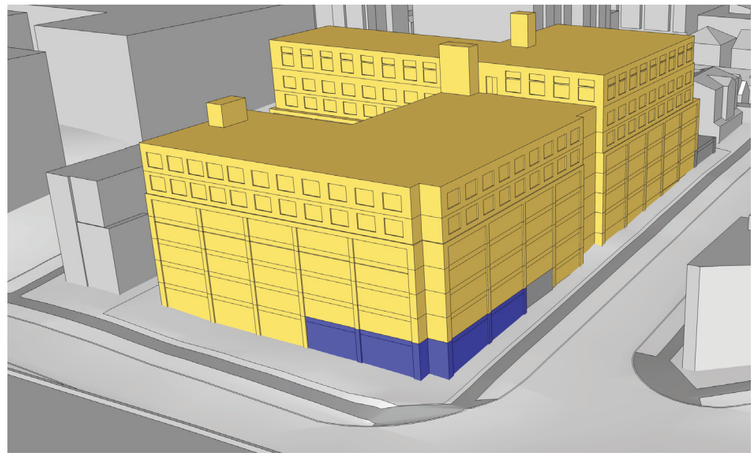


FALL EQUINOX
September 21 | 2 PM



WINTER SOLSTICE
December 21 | 2 PM

DESIGN COMPARISONS



OPTION A

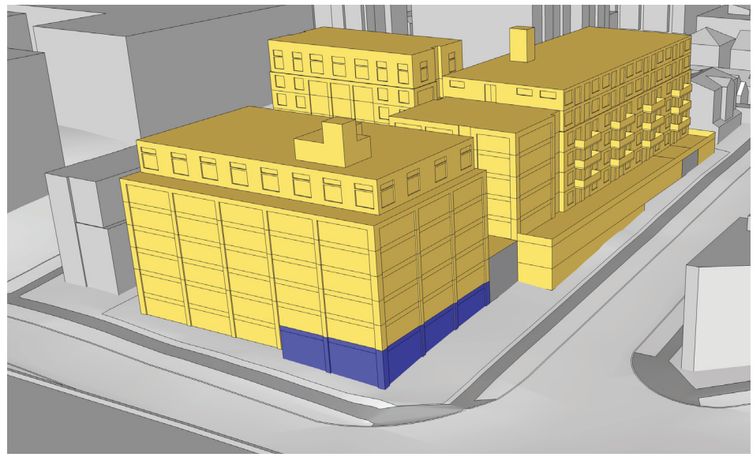
Single building, with upper level setbacks, and stepping down to follow topography. Primary entry at corner of 8th & 66th

Departures:

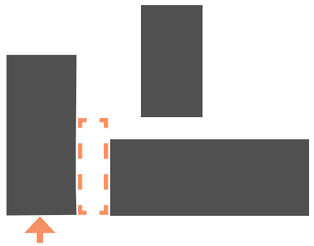
None - Code Compliant

Pros:
- Highly Efficient
- Better transition to smaller scale development to East
- Uniform vocabulary throughout project

Cons:
- Single, unified massing is inconsistent with scale of existing & upcoming neighborhood
- Main entry is located at a less pedestrian focused location
- Less opportunity for architectural variation



OPTION B



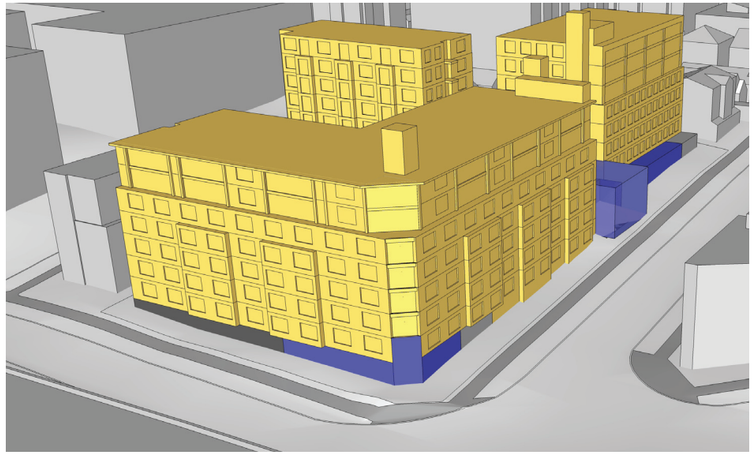
Three buildings, linked by parking & exterior bridges. Primary entry at corner of 8th & 66th

Departures:

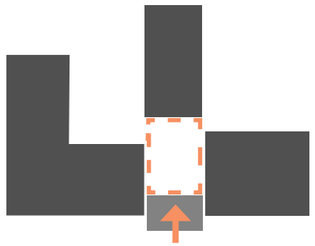
Projections into side setback as shown on floor plans on pg 22.

Pros:
- Building massing is broken down to relate to neighborhood scale and patterns
- South facing courtyard separates building masses and provides open space
- Separate buildings facilitate varied architectural expressions

Cons:
- Largest structure is mid-block, inconsistent with neighborhood patterns
- Main entry is located at a less pedestrian focused location
- Connectivity of North building to overall project is weaker than preferred option.



OPTION C - PREFERRED



Three buildings, linked by central courtyard and high transparency entry. Primary entry mid block along 66th.

Departures:

Projections into side setback as shown on floor plans on pg 24.

Pros:
- Building mass is broken down to relate to neighborhood scale and patterns. Largest building to West creates a strong corner expression. Buildings reduce in mass as they move East to stitch into the smaller scale developments.
- Centralized, south facing courtyard reinforces existing open space patterns in the neighborhood and unifies the separate buildings.
- Primary entrance is located mid-block, closer to transit and amenities.
- Separate buildings facilitate varied architectural expressions.

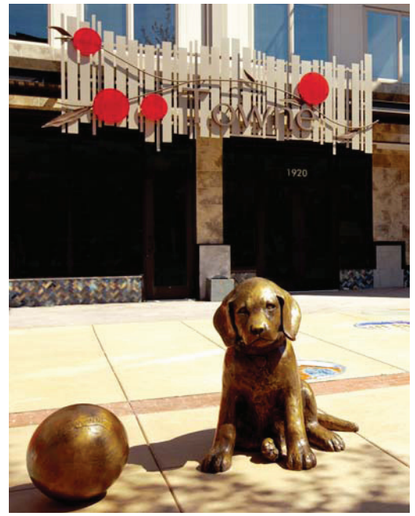
Cons:
- Internalized courtyard creates less sensitive condition to Eastern adjacencies.

WORK EXAMPLES

SKIDMORE JANETTE


BARTELL DRUGS


KeyBank
KeyBank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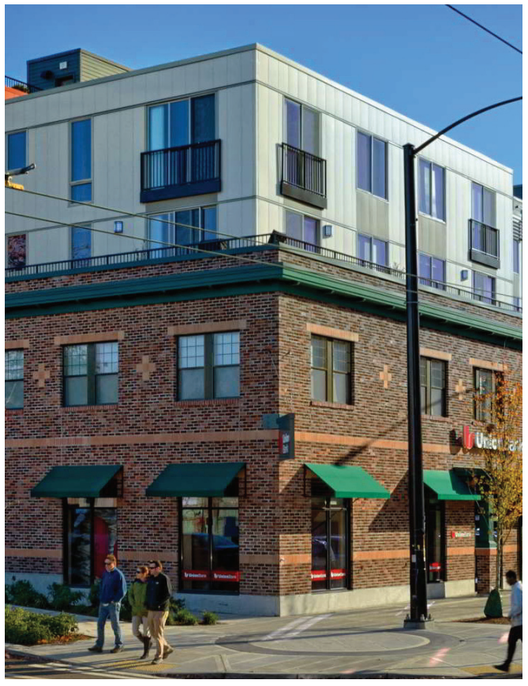


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