Board & Vellum
ARCHITECTURE AND DESIGN

6717 ROOSEVELT WAY NE

EARLY DESIGN GUIDANCE
PROJECT #3022651
04.18.2016

TABLE OF CONTENTS

PROPOSAL

Design and construct a seven story mixed use building containing approximately 95 apartment units and ground floor commercial area.

Number of Residential Units:	**95**
Number of Parking Stalls:	**34-38**
Number of Bike Parking Stalls:	**37-40**
Lot Area:	**14,632 SF**
Total Residential area:	**79,161 SF**
Total Commercial Area:	**2,853 SF**
Below Grade Parking Area:	**13,500 SF**

PROJECT TEAM

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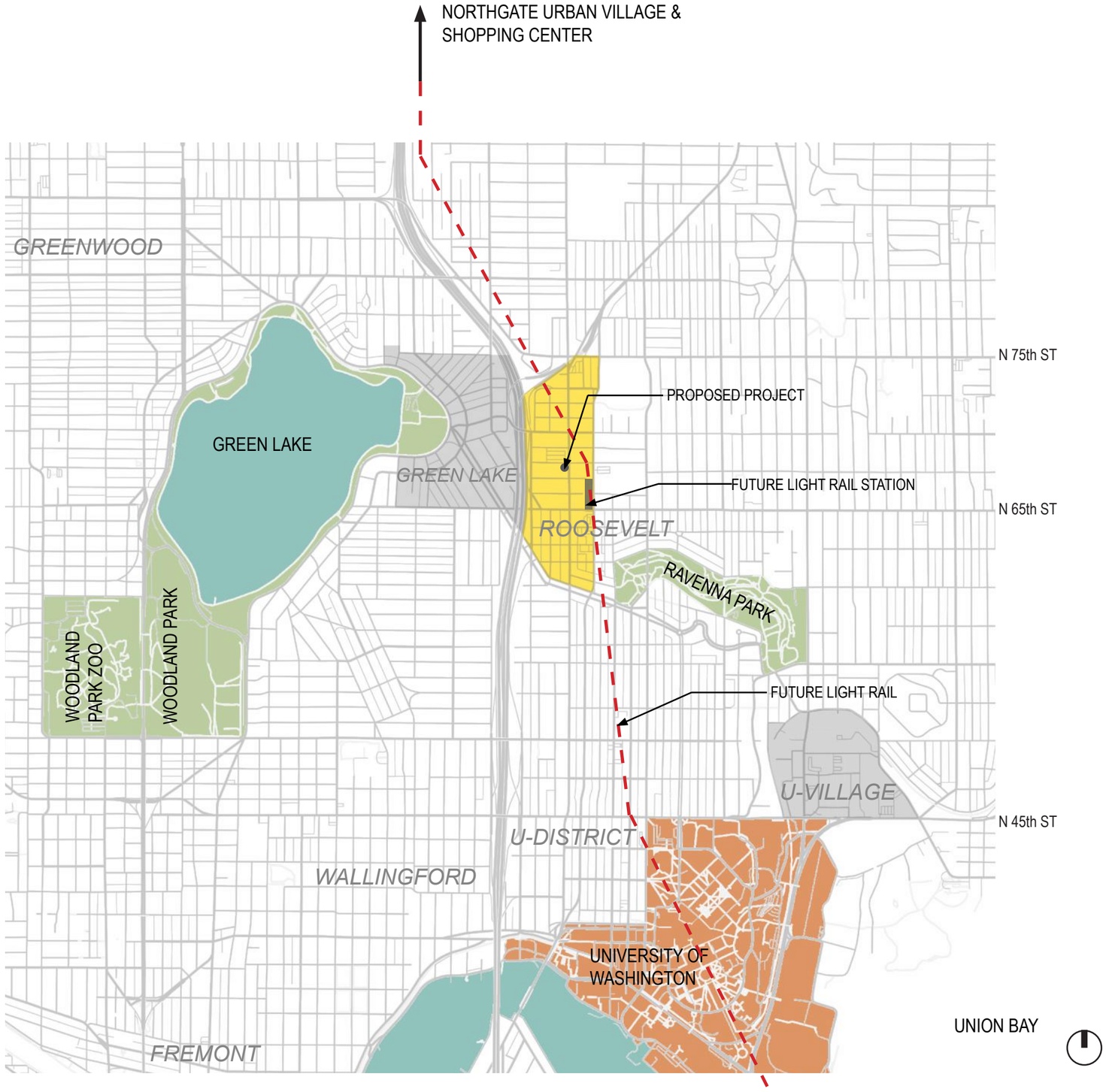


NEIGHBORHOOD CONTEXT

The site is located within the Roosevelt Urban Village boundary, and is near the Green Lake Urban Village boundary. These neighborhoods posess a well established urban identity that derives from their existing commercial cores and many public amenities located in the vicinity. Multi modal transit systems are present in pedestrian networks, bike lanes, a public bus hub, as well as the dominant presence of the I-5 corridor. Populations move through these neighborhoods either to access the local destination amenities or traveling through to other destinations via the Green Lake and Roosevelt corridors.

Northgate Mall offers shopping and other retail amenities directly north; University Village provides the same to the southeast, and the University of Washington campus is located directly south. Larger numbers of students will be seen in the Roosevelt neighborhood as soon as the new light rail station is complete in 2021, as the future line will provide quick and direct access from the University of Washington. The Ravenna and Cowen Parks are southeast of the site, and Green Lake Park is directly west.

Blanton Turner conducted a demographic study of the area. The majority age range is 20 - 34 at 43% of the neighborhood. 48% of the area is renter occupied and 64% are single individuals. “A” grades for education, amenities, and quality of housing are strong factors in the neighborhood as well, according to www.areavibes.com. The cost of living in this area is also high, which requires the residents to maintain well-paying employment to support the standard of living.

SINGLE-FAMILY

RETAIL

SCHOOL/DAYCARE

RELIGIOUS

FIRE STATION

MULTIFAMILY

MIXED USE

OFFICE

INDUSTRIAL

SURFACE PARKING

FUTURE DEVELOPEMENT

LIGHTRAIL

SURROUNDING USES

The site is located in the center of the Roosevelt Urban Village near the future light rail station and near the Green Lake Urban Village. Within a three block radius of the site there are self storage businesses, auto service shops, banks, a yoga studio, a gym, restaurants, coffee shops, bars, a supermarket, and a high school. The site is situated one block north of the Roosevelt commercial core.

Within a six block radius there are additional grocery store options, pharmacies, neighborhood clinics, dog grooming, salons, and more bars and restaurants. Roosevelt Way NE hosts a number of businesses supporting multifamily apartments and the single-family residential zones beyond the commercial zones.

SF 5000
NC3P-65
NC3P-85
NC3-65
MR
LR-3
NC2-65
NC2-40
SITE (NC3P-65)

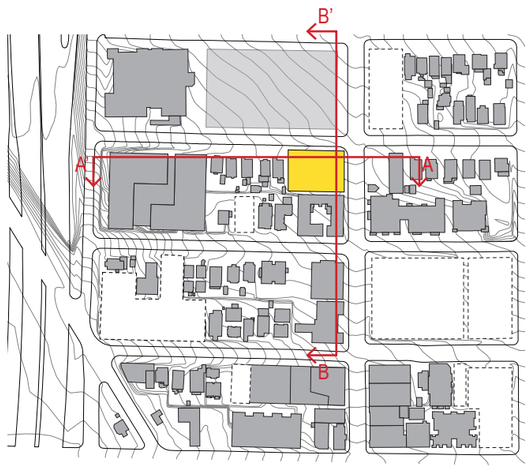
ZONING SUMMARY

The NC3 zone is a larger pedestrian-oriented shopping district serving the surrounding neighborhood and a larger community, citywide or regional clientele; allowing comparison shopping among a range of retail businesses. The P designation preserves and encourages an intensely pedestrian-oriented, retail shopping district where non-auto modes of transportation, both to and within the district, are strongly favored.

The project site is zoned Neighborhood Commercial 3 Pedestrian - Designated zone with a height limit of 65 feet (NC3P-65). This zone allows for mixed-use residential buildings with non-residential uses occupying the street level. As the property is located within the pedestrian overlay, and the east elevation faces a designated principle pedestrian street, the street level is limited to pedestrian-oriented nonresidential uses that have the potential to animate the sidewalk environment, such as retail, entertainment, restaurants, and personal services. Additionally, this site is located within the Roosevelt Urban Village overlay. Since the Urban Village overlay is aimed at pedestrian-friendly development, there are no minimum parking requirements where there is frequent transit service within 1/4 mile. Parking access must be from alley or side-street if feasible.

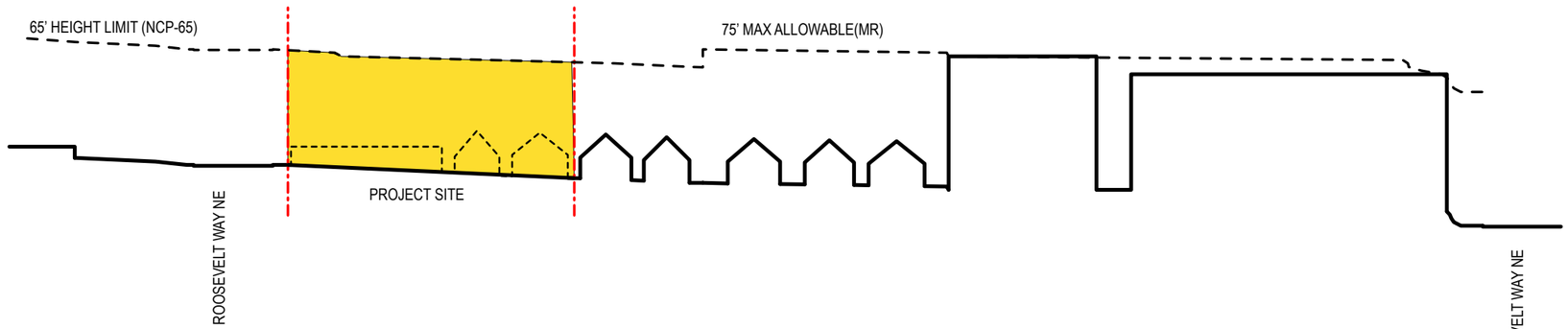
The site is situated on an NC3P-65 zone limited to 1.3 floor area ratio (FAR) on the western 20' of the lot and 4.0 FAR on the eastern 122' of the lot. Per the Seattle Municipal Code, extra floor area above the base FAR limit may be achieved in residential projects as an incentive to provide affordable housing. This project proposes to comply with incentive provisions to exceed the base FAR up to maximum 5.75 FAR in NC zones within a station overlay district.

Permitted uses include residential (as a part of mixed-use), general retail sales and service (square footage limitations of 25,000 SF for for wholesaling, light manufacturing and warehouse uses), and live/work units. Transparency is required for 60% of the street-facing façade. Non-residential uses at street level must have an average depth of 30 feet and a minimum height of 13 feet; residential uses at street level must have at least one visually prominent pedestrian entry. Dwelling units must be at least 4 feet above or 10 feet back from a sidewalk, unless conversion of a non-residential space to residential use is granted by departure.

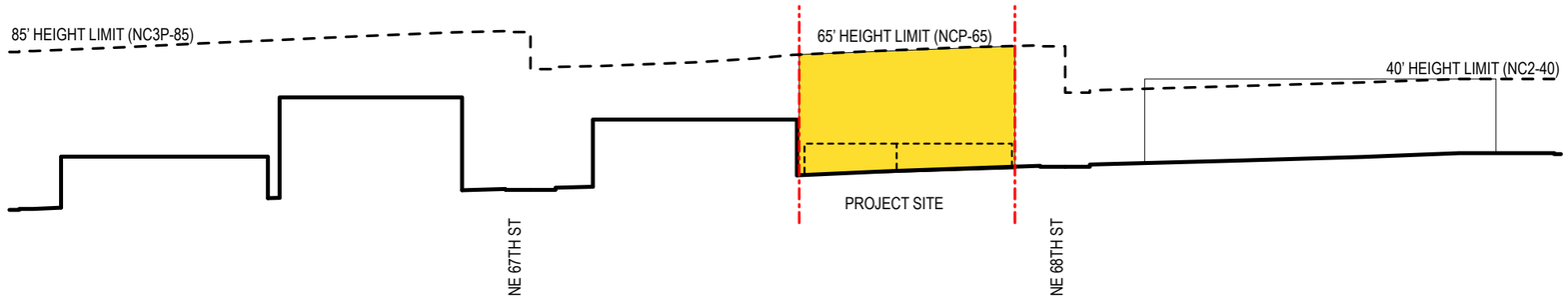


ZONING SUMMARY - HEIGHT

The height limitation on the site is limited to 65 ft. per NC3P-65 zoning. Open railings, planters, skylights, clerestories, greenhouses, solariums, parapets, and firewalls may extend as high as the ridge of a pitched roof permitted by subsection 23.47A.012.B or up to 4 ft. above the otherwise applicable height limit. Stair and elevator penthouses may extend above the applicable height limit up to 16 feet. Solar collectors may extend up to 7 feet above the otherwise applicable height limit, with unlimited rooftop coverage.



EAST-WEST SITE SECTION A-A' LOOKING SOUTH



SOUTH-NORTH SITE SECTION B-B' LOOKING WEST

COMMUNITY NODES & LANDMARKS

- COMMERCIAL DISTRICT
- PROJECT SITE
- PLACE OF INTEREST / LANDMARK
- I-5 ACCESS POINT
- GATEWAY
- ARTERIAL ROAD
- WALKSHED
- ROOSEVELT NEIGHBORHOOD BOUNDARY
- ROOSEVELT URBAN VILLAGE BOUNDARY

Walk Score 90

Transit Score 57

Bike Score 89

GREEN LAKE PUBLIC LIBRARY

GREEN LAKE PARK

PCC NATURAL MARKET

NE 71ST ST

NE 70th ST

SAFEWAY

GREEN LAKE RESEVOIR

ROOSEVELT WAY NE

12TH AVE NE

5 MIN. WALKSHED

10 MIN. WALKSHED

EAST GREEN LAKE WAY N

WOODLAWN AVE N

NE RAVENNA BLVD

NE 65th ST

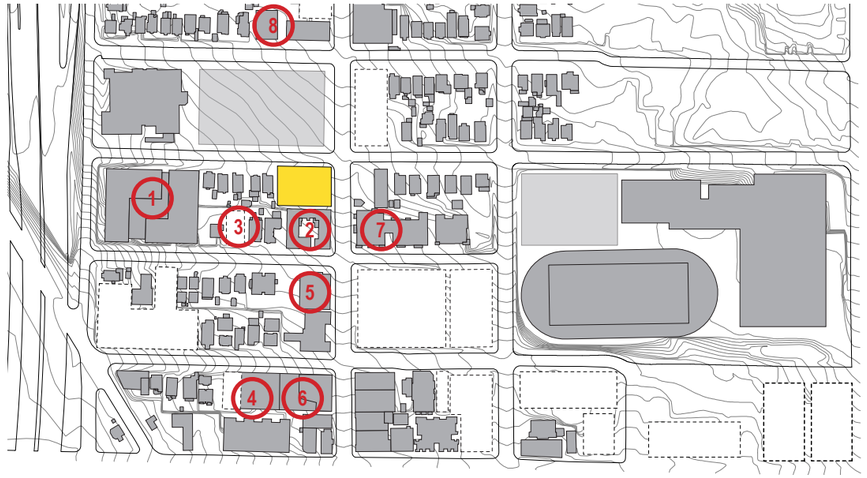
FUTURE LIGHT RAIL STATION

ROOSEVELT HIGH SCHOOL

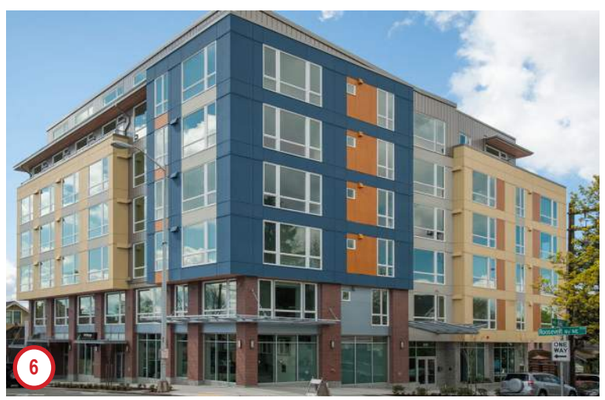
WHOLE FOODS

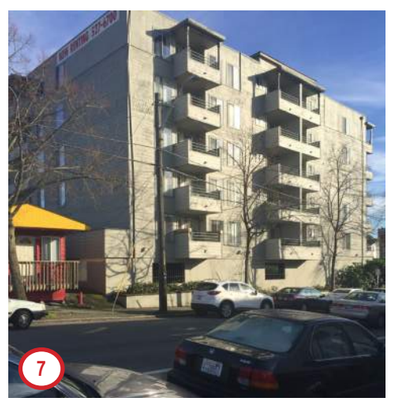
COWEN PARK

RAVENNA PARK



ARCHITECTURAL CONTEXT





1 The Eleanor Apartments. Seven story, 260 units, new construction. **2 North Towne Manor.** Three story, 30 unit apartment buit in 1958. **3 836 NE 67th.** Seven story, 75 micro unit apartment, unbuilt, new construction. **4 Rooster.** Seven story, 101 units, new construction, commercial space at ground level. **5 Strada 67 Apartments.** Four story, 36 units, built in 1989. **6 Kavela Apartments.** Six story, 63 units, built in 2013 commercial space at ground level. **7 6700 Roosevelt Apartments.** Five stories, 90 units, built in 1988. **8 Pladhus** Three story, 30 units, built in 2013.

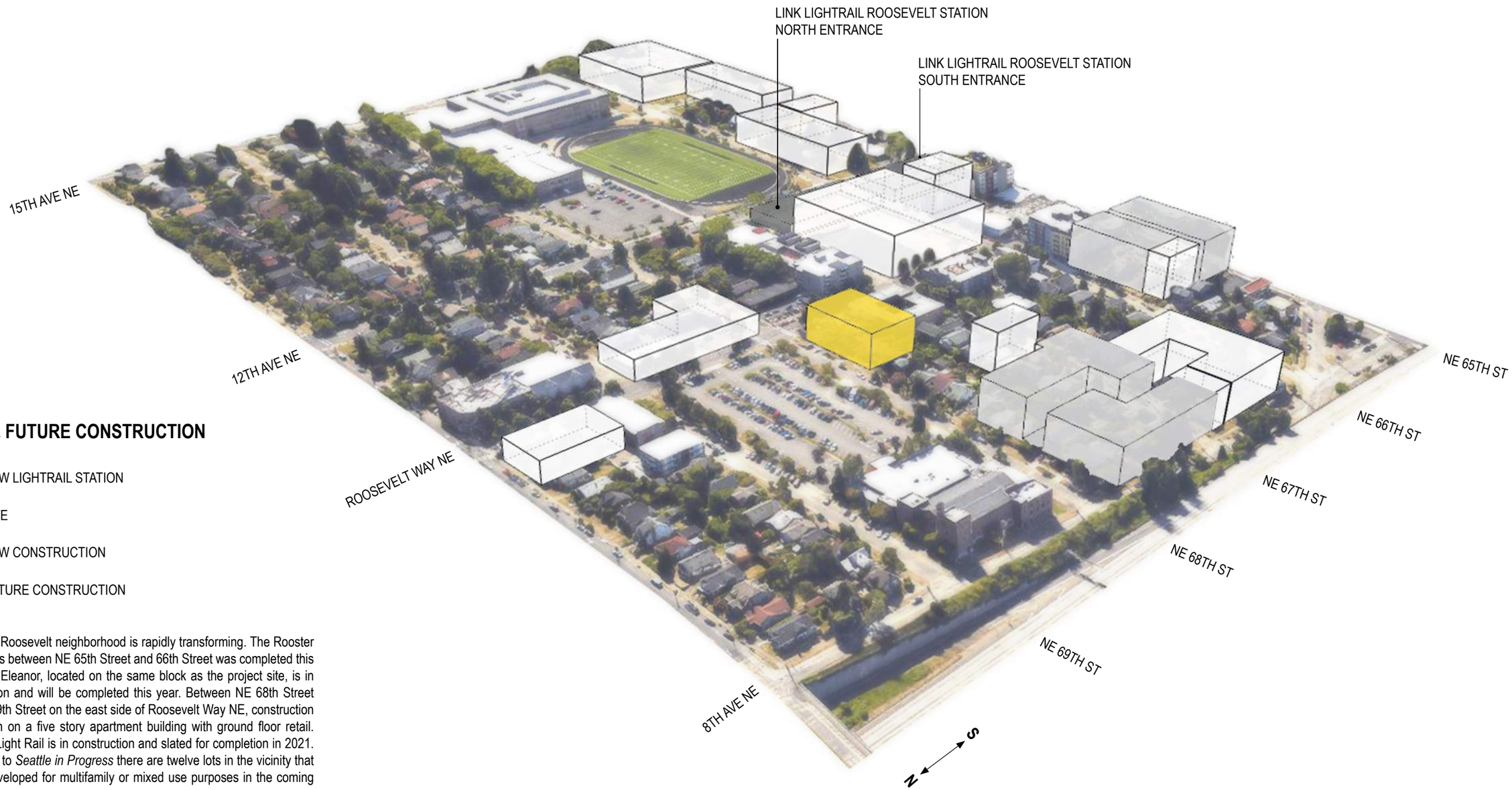
NEIGHBORHOOD CHARACTER

The Roosevelt neighborhood is evolving due (in part) to the construction of the Link Light Rail Roosevelt station on 12th Ave NE between NE 65th Street and NE 67th Street - expected to open in 2021. The neighborhood is characterized by redevelopment with multiple new and proposed buildings appearing throughout the neighborhood. Along the main commercial arterials the street walls are lacking continuity. Building setbacks and retail fronts vary; some buildings are separated from the sidewalk by large parking lots. The southern half of the NE 68th Street block turns its back to the street, leaving very little street level activity.

The northern edge of the commercial core is a block south of the site. This area is zoned for 85' height allowances. There is an increase of retail and mixed use buildings in the commercial core; pedestrian amenities increase along the main arterials, sidewalk activities escalates, and added street trees to shade the sidewalks. Incoming light rail will transform the area, and the site could develop as an extension of the commercial core. Roosevelt design guidelines indentify the intersection at Roosevelt Way NE and NE 65th Street as a "gateway" acknowledging the encroaching southern commercial core into the site.

Roosevelt High school, located only two blocks from the site, is the largest high school in the city of seattle. Single-family blocks are to the northeast and northwest of the site. These are well-established residential areas with well-maintained yards and cohesive building style.

1 Commercial core at NE 64th Street and Roosevelt Way NE. **2 Link Light Rail Roosevelt station.** Rendering from 2015.02.19 Roosevelt Light Rail Review Panel presentation. Expected opening in 2021. North entrance located two blocks from site. **3 Calvary Christian Church NW.** Located NW of site, adjacent to parking area. **4 Roosevelt High School.** Located two blocks east of site on NE 68th Street. **5 Auto Repair Shop.** Multiple shops located within thi Roosevelt neighborhood **6 Roosevelt Way NE Signage.** **7 Typical Residential** SF 5000 zones with in one block northeast and northwest of site.



NEW & FUTURE CONSTRUCTION

- NEW LIGHTRAIL STATION
- SITE
- NEW CONSTRUCTION
- FUTURE CONSTRUCTION

The north Roosevelt neighborhood is rapidly transforming. The Rooster apartments between NE 65th Street and 66th Street was completed this year. The Eleanor, located on the same block as the project site, is in construction and will be completed this year. Between NE 68th Street and NE 69th Street on the east side of Roosevelt Way NE, construction has begun on a five story apartment building with ground floor retail. The Link Light Rail is in construction and slated for completion in 2021. According to *Seattle in Progress* there are twelve lots in the vicinity that will be developed for multifamily or mixed use purposes in the coming years.

TRANSIT & ACCESS

The site is easily accessed by mass transit with five separate metro bus routes, a future Light Rail Station only two blocks south east, as well as automobile, pedestrian, and bike lanes. Roosevelt Way NE and 12th Ave NE provide dedicated bicycle lanes for improved safety, and the site is surrounded by “bike friendly” streets with sharrows on NE 70st Street and NE 65th Street.

The nearby I-5 corridor (exit 171) is a crucial automotive link between the site, downtown Seattle, the city of Everett to the north, and Tacoma to the south. This site is 4 blocks northeast of the Green Lake / NE 65th Street Park & Ride, and its connection to I-5 funnels access to another 21 other Metro and Sound Transit bus routes along its corridor.

FUTURE LIGHT RAIL ENTRANCES

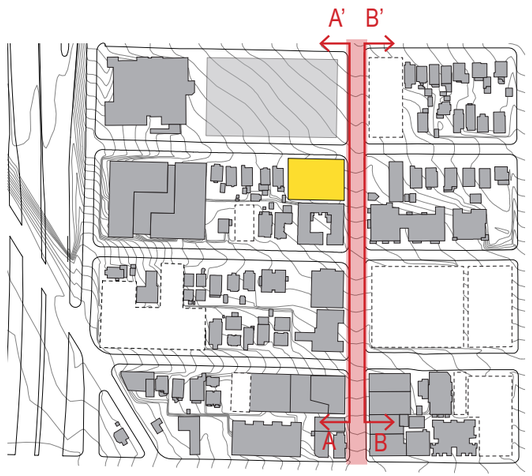
BUS LINE

BUS STOP

I-5 ON RAMP OR OFF RAMP

PARK & RIDE

DEDICATED BIKE LANE
BIKE “FRIENDLY” SHARROWS
BUS LINE
FUTURE LINK LIGHT RAIL



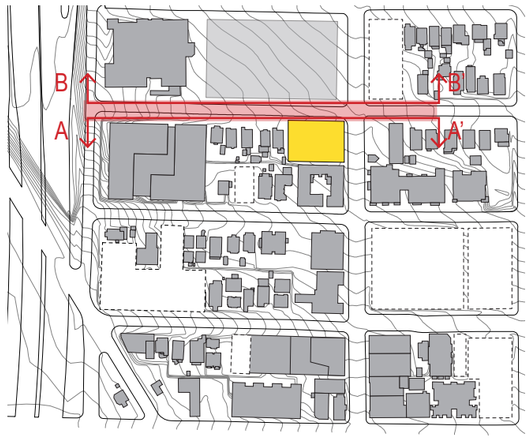
ROOSEVELT WAY NE CONTEXT

ROOSEVELT WAY NE WEST STREETSCAPE A-A’

PROJECT SITE

OPPOSITE OF PROJECT SITE

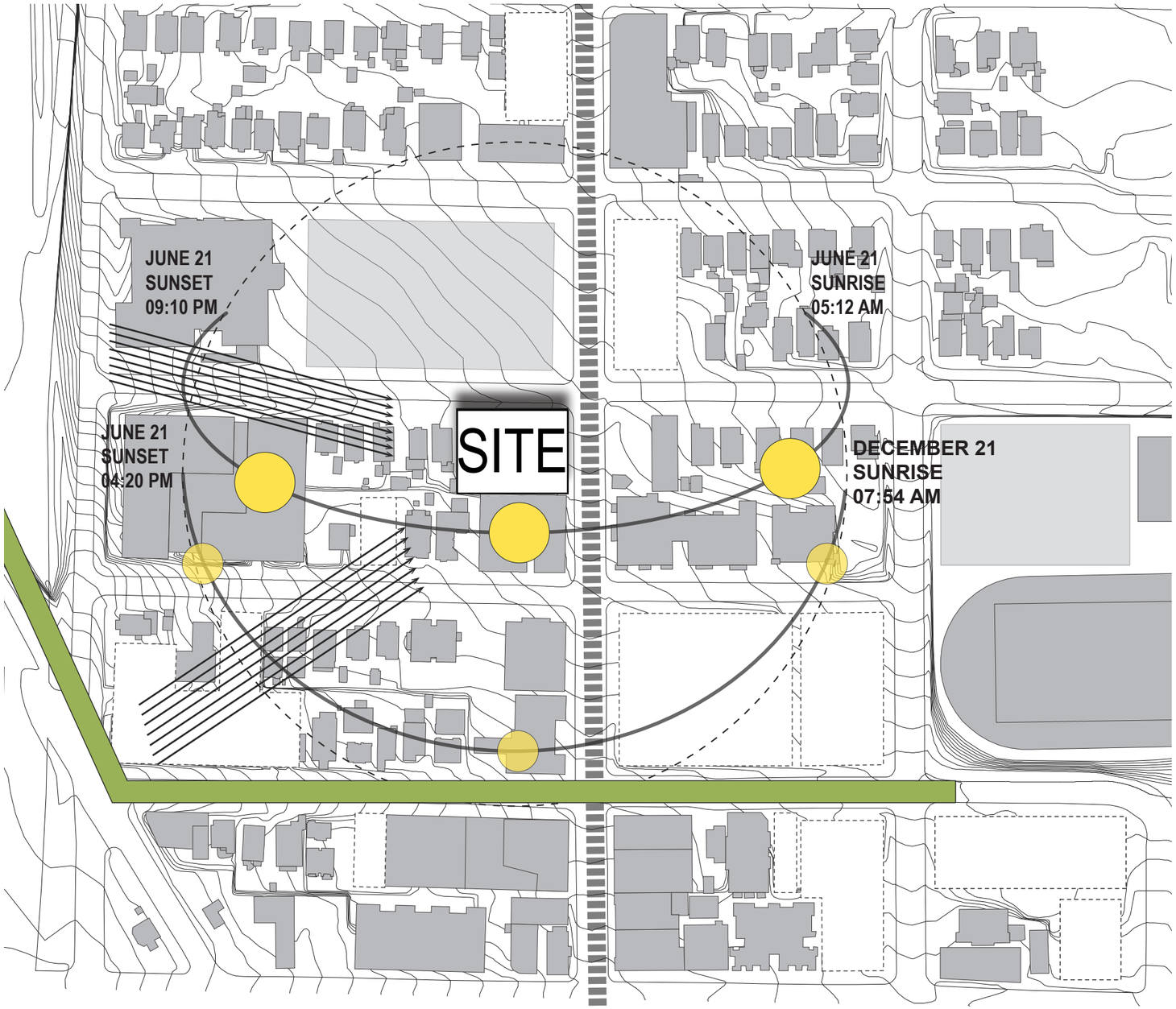
ROOSEVELT WAY NE EAST STREETSCAPE B-B’



NE 68TH STREET CONTEXT

NE 68TH ST. SOUTH STREETSCAPE A'-A

NE 68TH ST. NORTH STREETSCAPE B-B'



SOLAR ACCESS AND VIEWS

Solar Access
- Limited southern solar access due to three story apartment building abutting property line.
- Excellent northern and eastern exposure

Views
- Territorial views to north and east, views to south and west above 30 ft.
- Views to Olympics to west.

SUMMER SUN PATH

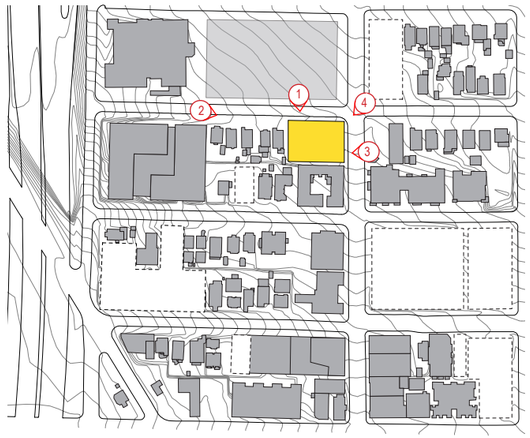
WINTER SUN PATH

PREVAILING WIND (WINTER FROM NW, SUMMER FROM SW)

MIXED-USE ARTERIAL STREET

NEIGHBORHOOD GREEN STREET (PROPOSED)

PROJECT SITE



EXISTING SITE CONDITIONS

The site is composed of three parcels. The parcel facing both Roosevelt Way NE and NE 68th St. currently supports an auto repair shop with a detatched dwelling unit behind. The two western lots contain occupied single-family residences. Overhead power lines run along the north side of NE 68th Street. There are three trees within the site property lines and one tree along Roosevelt Way NE in the right of way. There are a total of six curb cuts to access the existing single-family residences, garages, and lots.

1 View of site from south parking lot Existing auto repair shop. **2 View of site from NE 68th St** Existing single-family residence. **3 View of site from NE 68th St** Existing auto repair shop. **4 View of site from NE corner of NE 68th St and Roosevelt Way NE.**

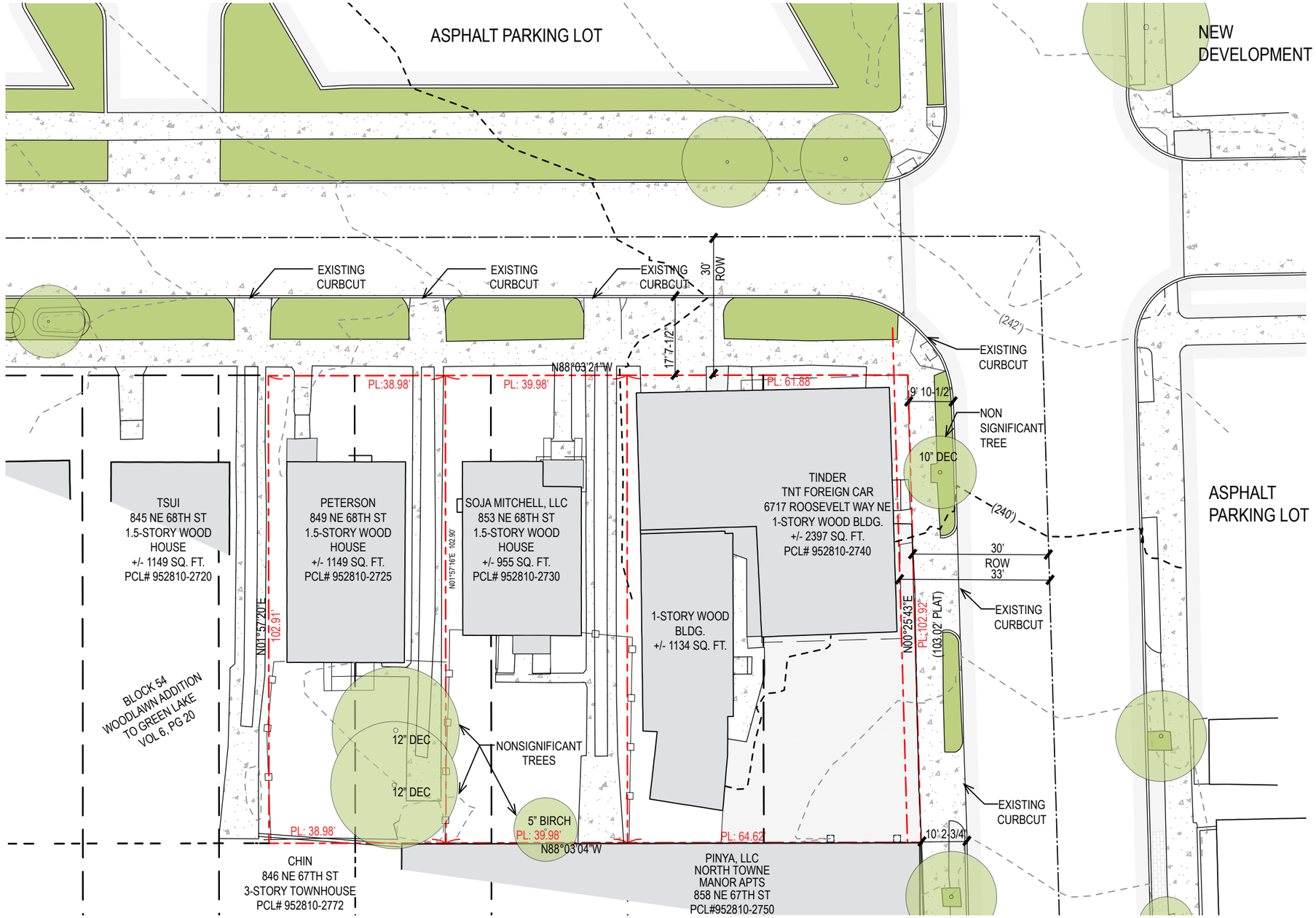
EXISTING SITE PLAN

Topography
- Slope along NE 68th St.
  4' gain in elevation from west to east
- Slope along Roosevelt Way NE
  5' gain in elevation south to north

Neighboring Buildings
- Asphalt parking lot to North (Across NE 68th St)
- Single-family residence to west
- Three story apartment building to South
- Asphalt parking area in conjunction with auto body shop to East (across Roosevelt Way NE)

Structure Height
- Zoned NC3P - 65 with a maximum height limit of 65-ft

Allowable Building Area
- Base FAR: 4.0
- Incentive FAR: 5.75
- Lot area 14,632 s.f.
- Maximum gross floor area 84,134 s.f.



EXISTING SITE PLAN

ALT. 01

Project description
Alt. 01 proposes six stories above grade with a below grade parking level. Parking ramp entrance is located in the northwest corner of the lot and the primary residential entrance is located on the east property line off of Roosevelt Way NE. On the upper floors the building mass steps back along the westerly portion of the south property line providing access to light and views.

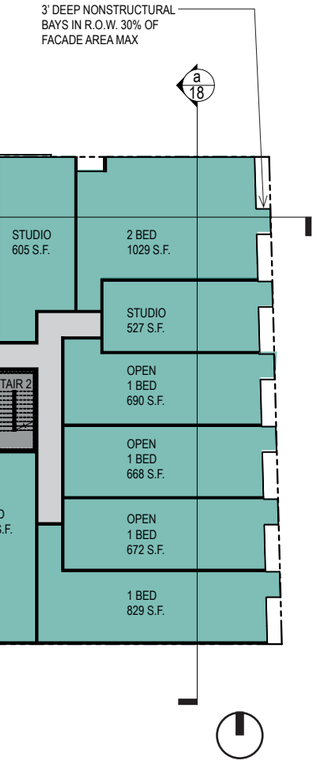
Advantages:
- Six story structure presents simpler building section.
- Taller ceilings in residential units due to larger floor to floor dimensions.
- Generous 8' ground floor setback on NE 68th St.

Disadvantages:
- Achieving programmatic floor area requirements on six stories results in bulkier building that is more difficult to modulate. This is particularly acute at ground level along Roosevelt Way NE with minimal area for outdoor seating or landscape features.
- Requires non-structural bays in the right of way along Roosevelt Way NE to achieve programmatic floor area requirements.
- Ground floor commercial spaces and entry sequence are less dynamic and engaging due to shorter ceiling height.
- 8' ground floor setback on NE 68th St. is completely overhung by building above.

A PERSPECTIVE FACING SOUTHWEST

1 LOBBY LEVEL PLAN

2 LEVEL 2 PLAN

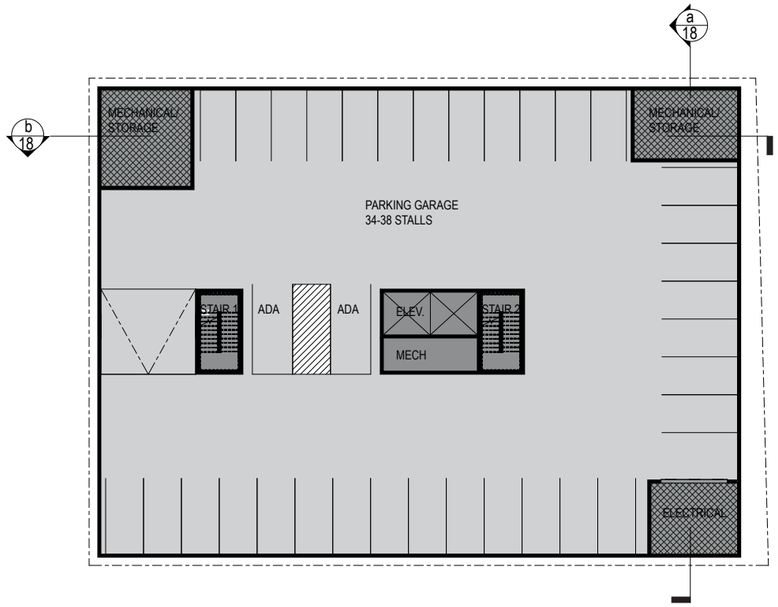


3 LEVEL 3-6 PLAN

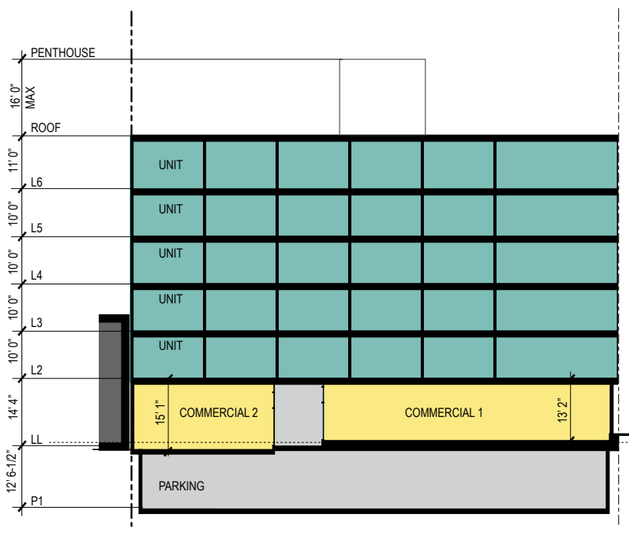
B PERSPECTIVE FACING SOUTHEAST

C PERSPECTIVE FACING NORTHWEST

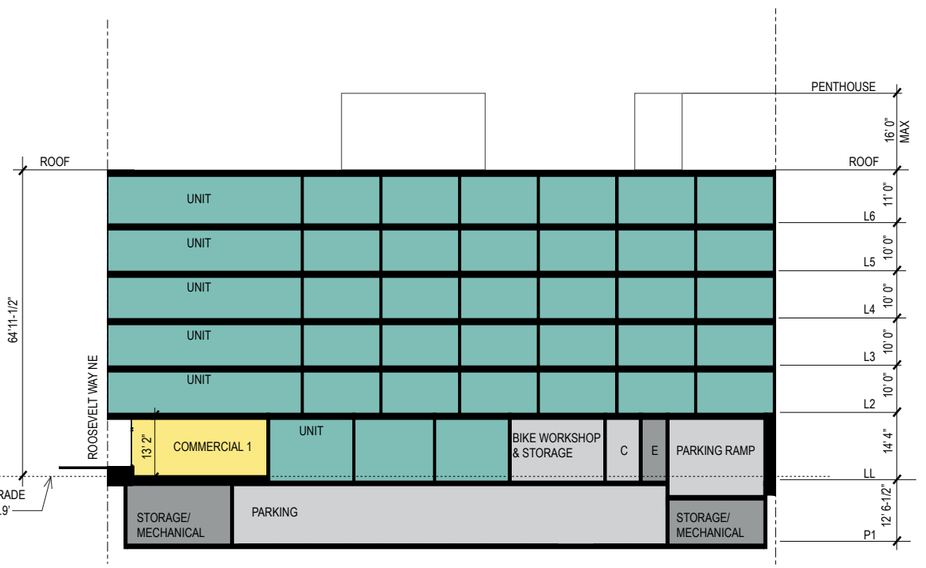
D AERIAL PERSPECTIVE FACING NORTHEAST



4 PARKING PLAN



a SOUTH - NORTH SECTION



b EAST - WEST SECTION

ALT. 02

Project description

Alt. 02 proposes seven stories above grade with a below grade parking level. Parking ramp entrance is located in the northwest corner of the lot and the primary residential entrance is located on the north property line off of NE 68th St. On the upper floors the building mass steps back along the southernly portion of the west property line providing access to light and views. Additionally, a south facing courtyard is carved out of the building mass.

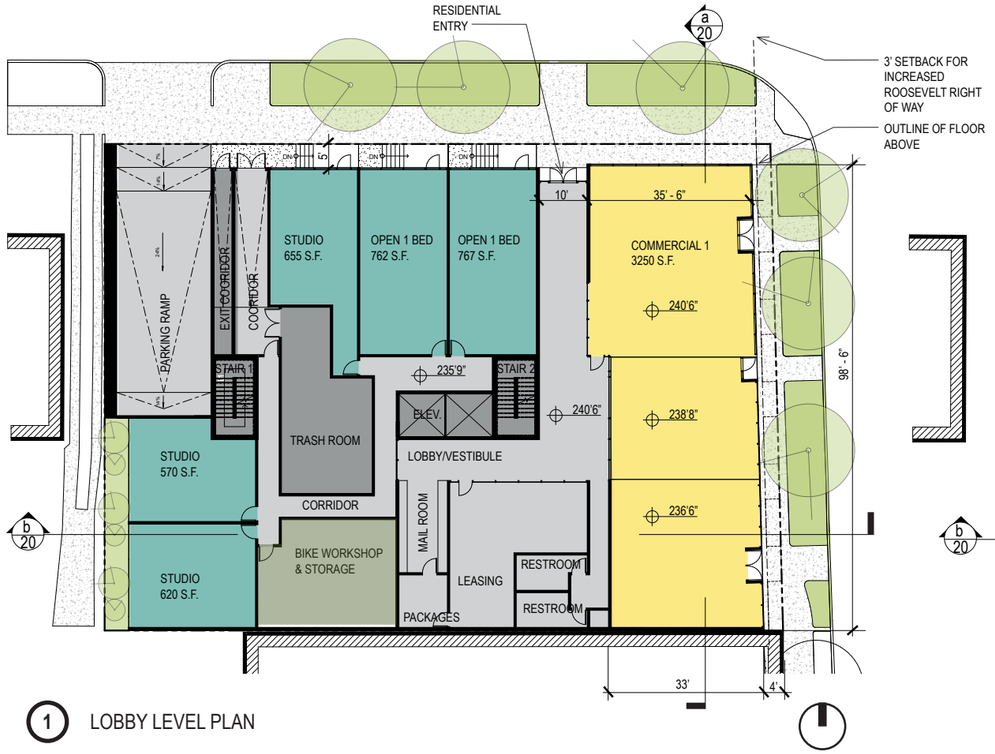
Advantages:

- Seven story structure allows for more dynamic and interesting ground floor commercial spaces and entry sequence.
- Commercial spaces possess greater ceiling height and improved connectivity to communal building areas like lobby, mail room and leasing office.
- South facing courtyard allows improved access to light and air while providing some residential units the opportunity for natural cross ventilation.

Disadvantages:

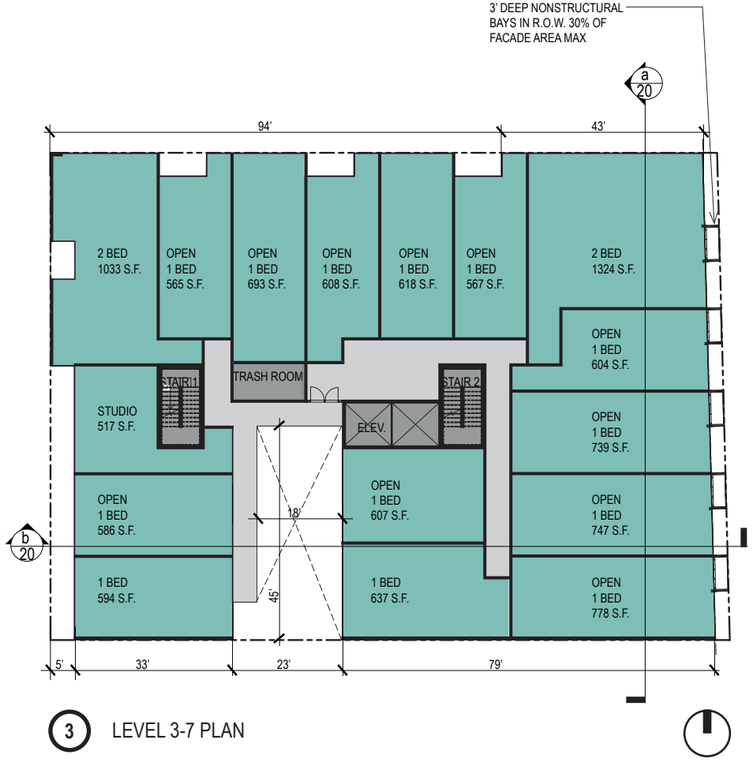
- Seven story structure presents more complex building section
- Undersized courtyard is awkward and acoustically unpleasant. Achieving programmatic floor area requirements squeezes the courtyard to a minimum dimension.
- Courtyard pushes building mass to the perimeter of the site resulting in bulkier building that is more difficult to modulate. This is particularly acute at ground level along Roosevelt Way NE with minimal area for outdoor seating or landscape features.

A PERSPECTIVE FACING SOUTHWEST



1 LOBBY LEVEL PLAN

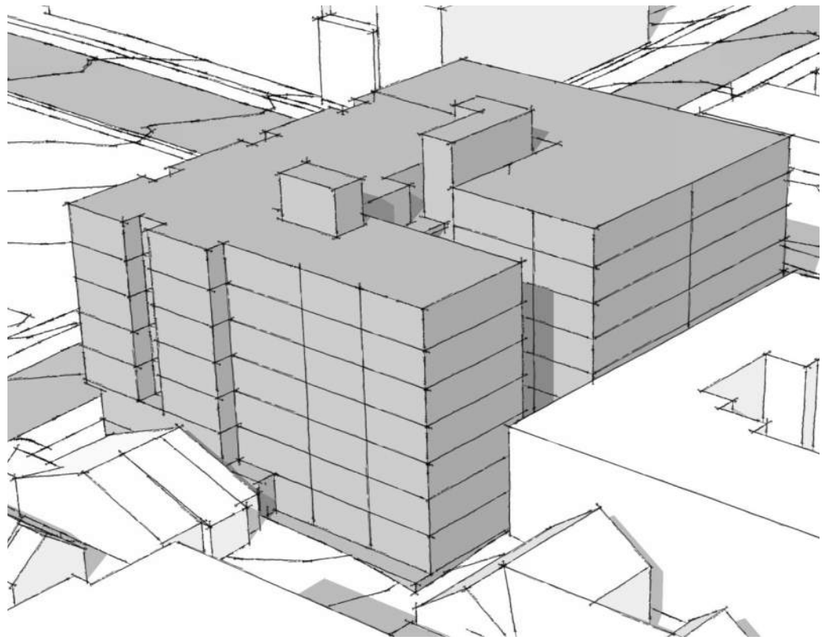
2 LEVEL 2 PLAN



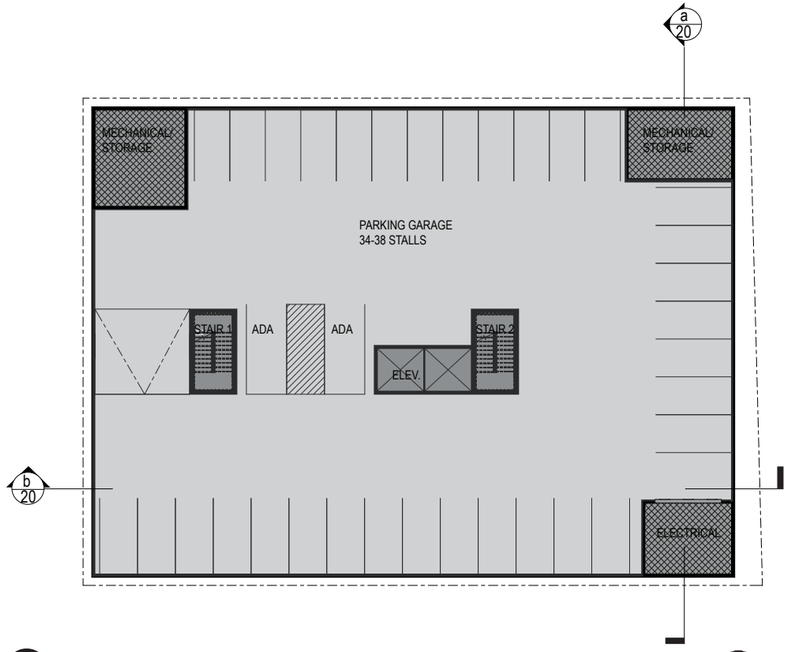
3 LEVEL 3-7 PLAN

B PERSPECTIVE FACING SOUTHEAST

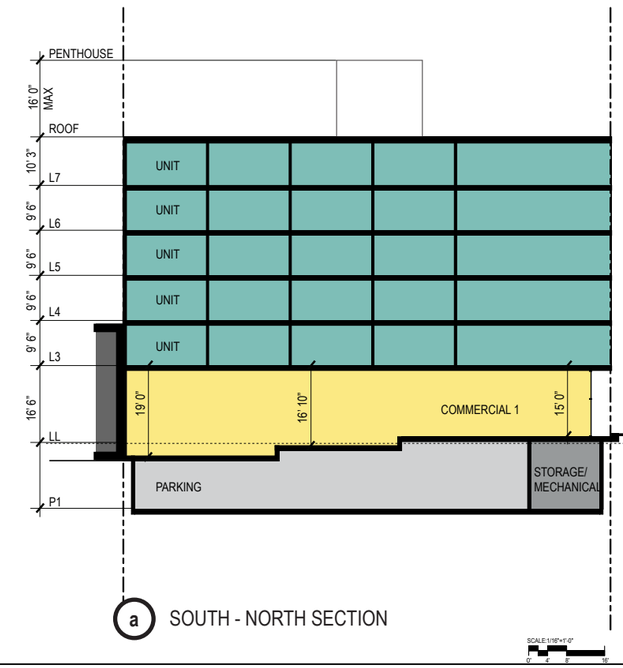
C PERSPECTIVE FACING NORTHWEST



D AERIAL PERSPECTIVE FACING NORTHEAST



4 PARKING PLAN



a SOUTH - NORTH SECTION

SCALE: 1/16"=1'-0"

b EAST - WEST SECTION

SCALE: 1/16"=1'-0"

ALT. 03 (PREFERRED)

Project description

Alt. 03 proposes seven stories above grade with a below grade parking level. Parking ramp entrance is located in the northwest corner of the lot and primary residential entrances are provided on both north and east property lines effectively connecting NE 68th St. and Roosevelt Way NE. On the upper floors the building mass steps back along the majority of the south property line providing access to light and views. Along NE 68th Street the building volume steps back at the top floor to reduce bulk and blend into the smaller residential scale found west and north of the site. Additionally, a generous set back is provided off of Roosevelt Way NE.

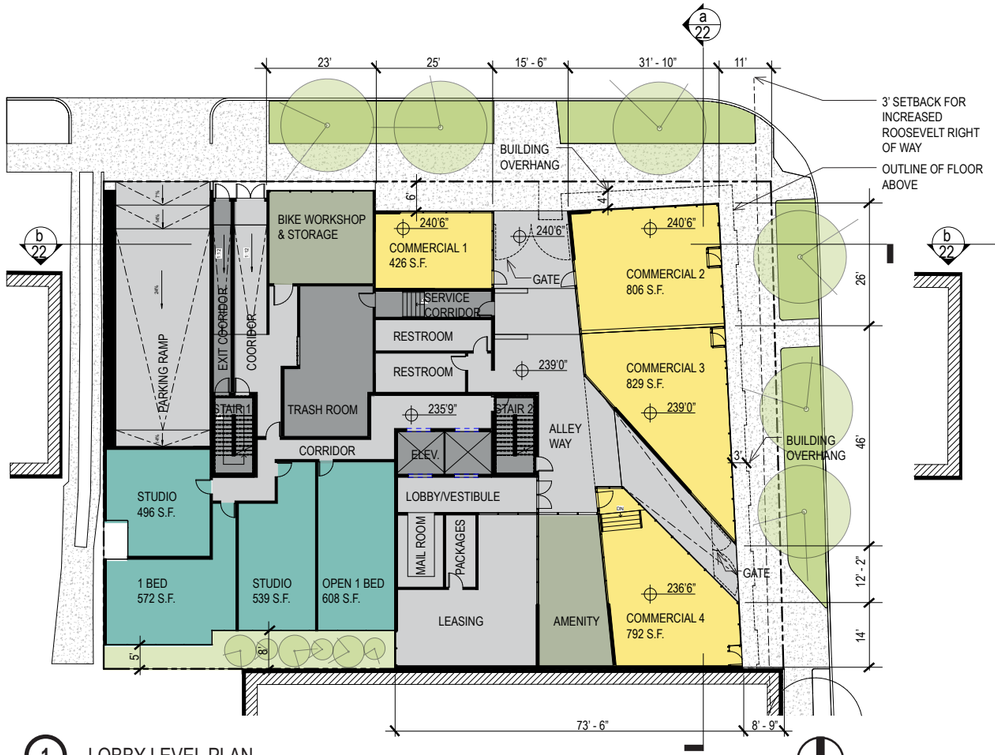
Advantages:

- Seven story structure allows for more dynamic and interesting ground floor commercial spaces and entry sequence.
- Commercial spaces possess greater ceiling height and improved connectivity to communal building areas like lobby, mail room and leasing office.
- Inclusion of semi-public alley way creates a more porous building and increases neighborhood connectivity by mixing public and private uses at street level.
- Generous residential units: average unit size = 652 SF
- Large setback along Roosevelt Way NE allows for improved planting strip and sidewalk while still providing area for outdoor seating or other landscape features.
- Easily identifiable “gateway” element for southbound traffic on Roosevelt Way NE.
- Top floor setback along NE 68th Street reduces bulk.

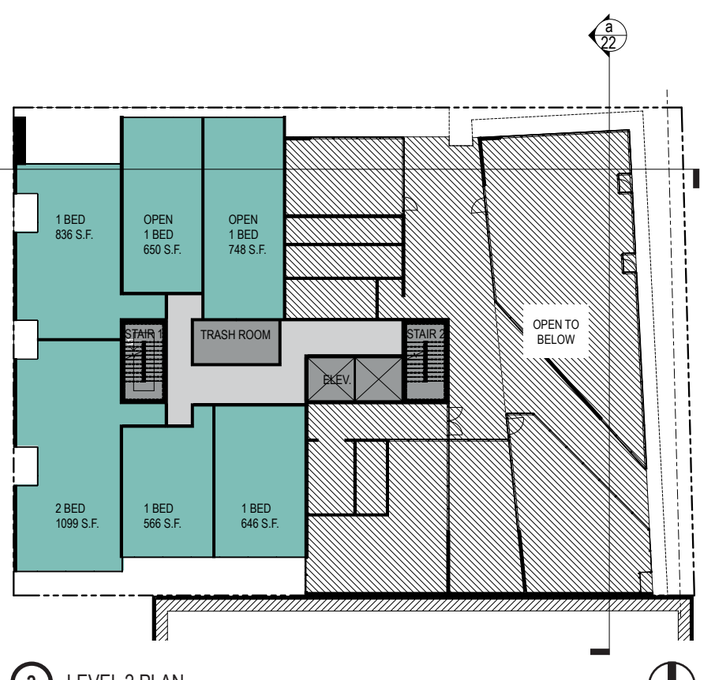
Disadvantages:

- Seven story structure presents more complex building section.
- Semi-public alley way requires thoughtful programming and well suited commercial tenants.

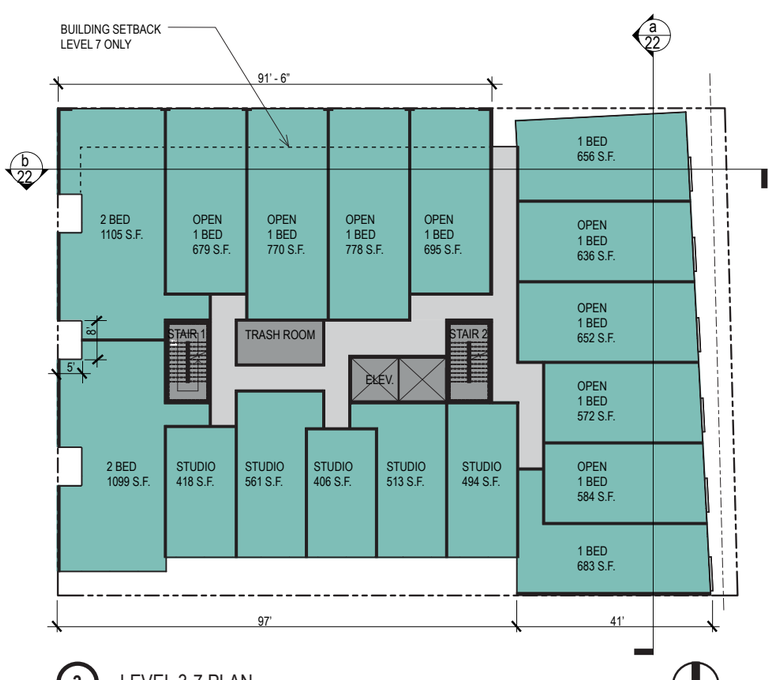
A PERSPECTIVE FACING SOUTHWEST



1 LOBBY LEVEL PLAN

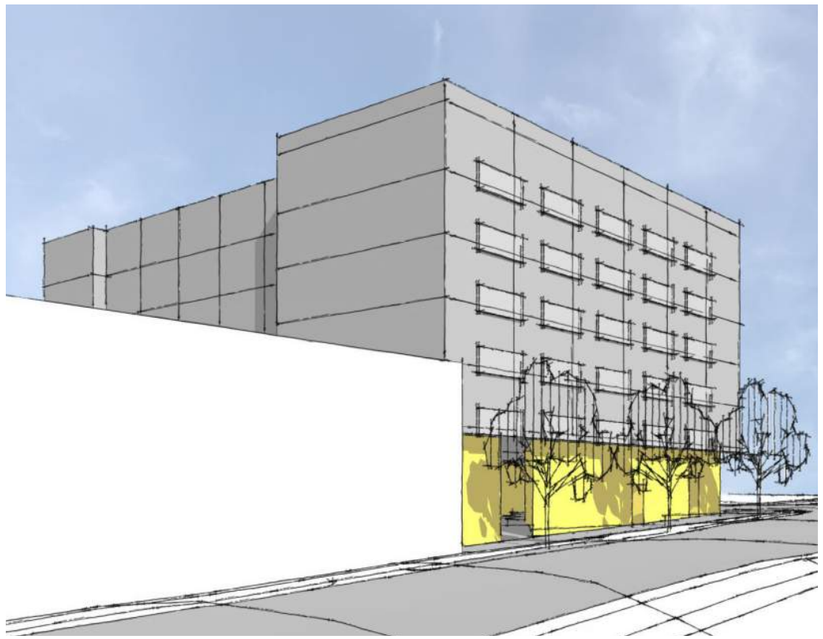


2 LEVEL 2 PLAN



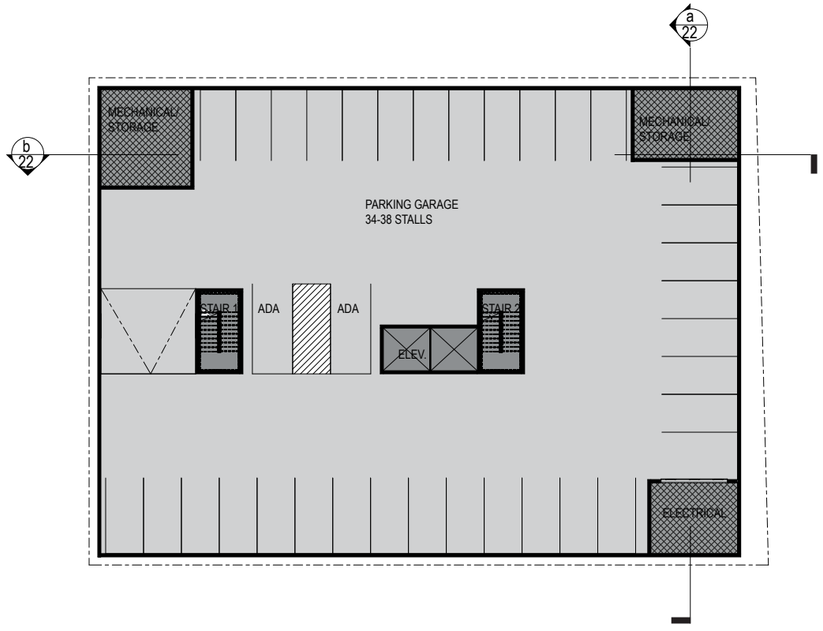
3 LEVEL 3-7 PLAN

B PERSPECTIVE FACING SOUTHEAST

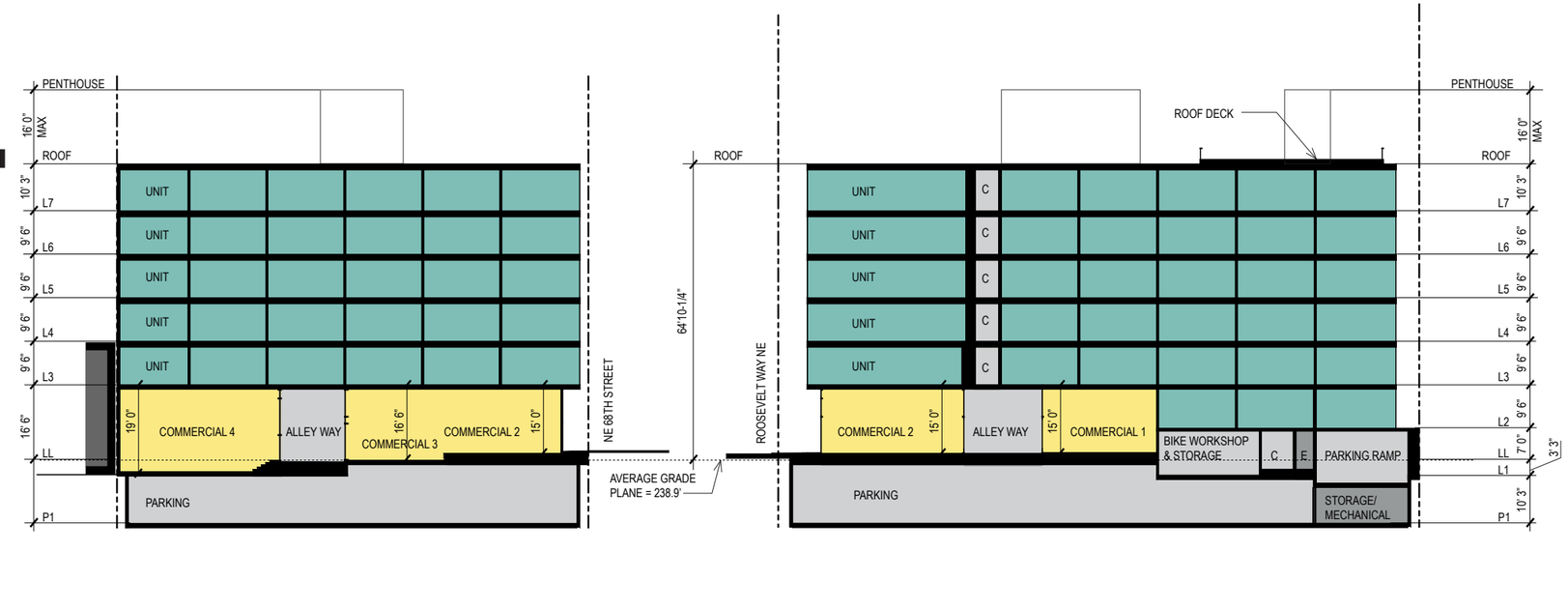


C PERSPECTIVE FACING NORTHWEST

D AERIAL PERSPECTIVE FACING NORTHEAST



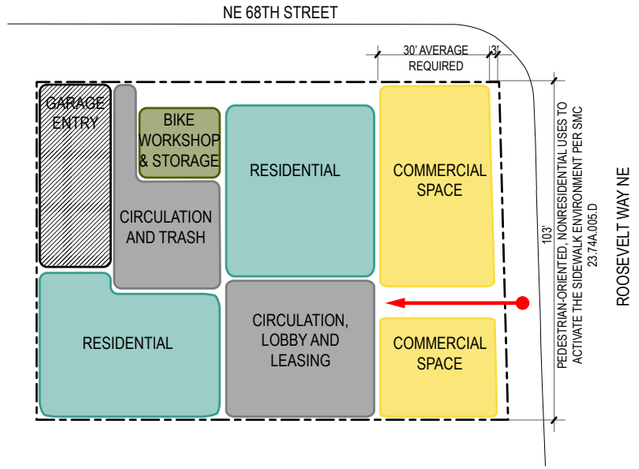
4 PARKING PLAN



a SOUTH - NORTH SECTION

b EAST - WEST SECTION

ALT. 01



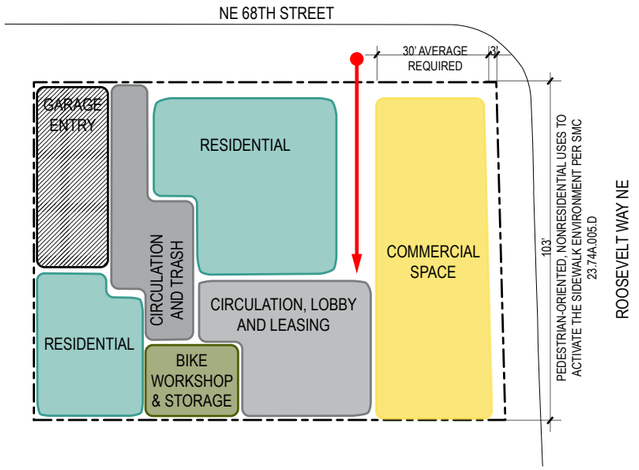
Primary residential entry located off of Roosevelt Way NE. Building access via principal pedestrian street. Minimal overlap of public and private uses. Generous setback from NE 68th St. at ground level. Minimal setback from Roosevelt Way NE.

- Residential units: 91 units
- Parking stalls: 32 (approximate)
- (3) residential units facing NE 68th St. at street level

Area Analysis:

- Commercial area: 3,073 SF
- Residential area: 78,714 SF (includes circulation and common areas)
- Below grade parking area: 13,500 SF
- FAR: 5.61 (5.75 allowed)

ALT. 02



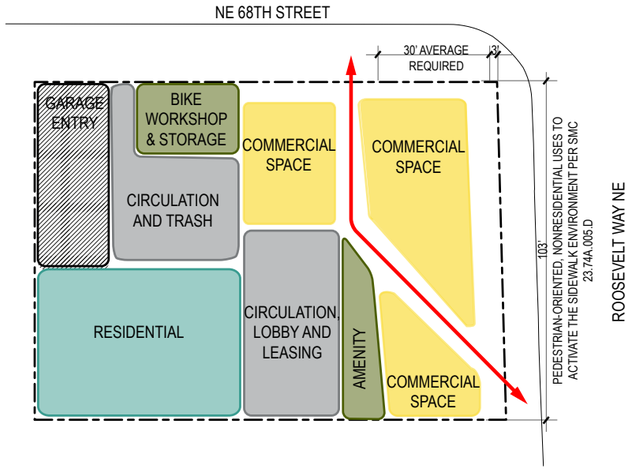
Primary residential entry located off of NE 68th St. Building access via quieter side street. More overlap of public and private uses. Minimal setback from Roosevelt Way NE and NE 68th St.

- Residential units: 93 units
- Parking stalls: 32 (approximate)
- (3) residential units facing NE 68th St. at street level

Area Analysis:

- Commercial area: 3,250 SF
- Residential area: 78,225 SF (includes circulation and common areas)
- Below grade parking area: 13,500 SF
- FAR: 5.66 (5.75 allowed)

ALT. 03 (PREFERRED)



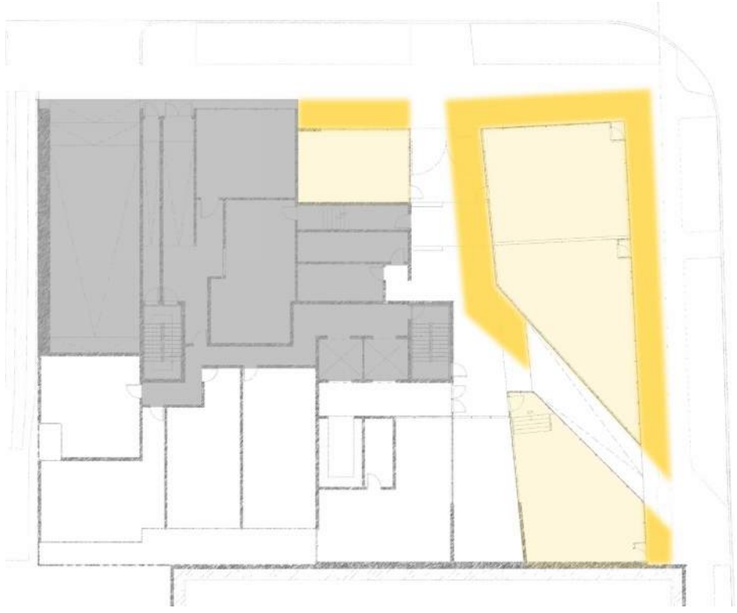
Primary residential entry located off of both Roosevelt Way NE and NE 68th St. Interior alley way provides maximum overlap of public and private uses. Generous setback from Roosevelt Way NE

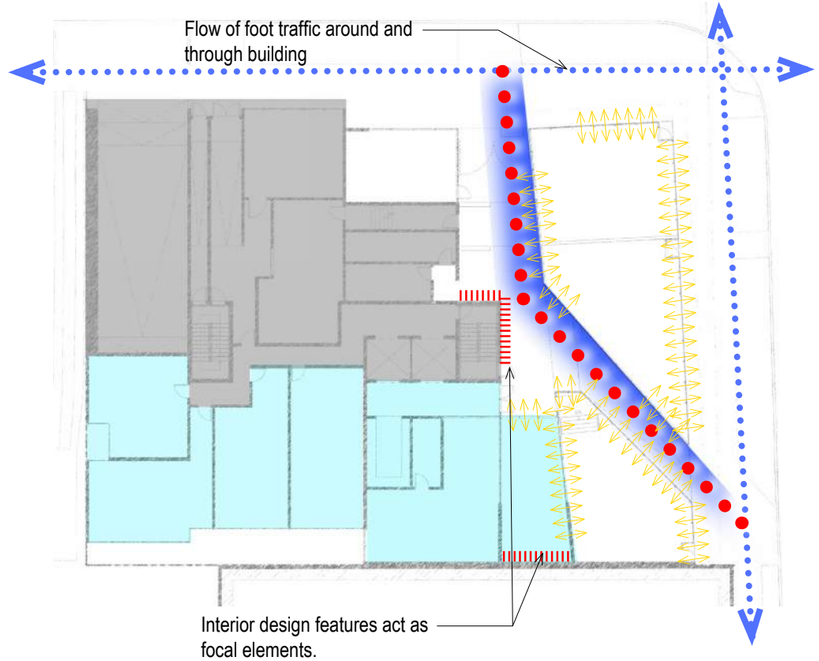
- Residential units: 95 units
- Parking stalls: 32 (approximate)
- (0) residential units facing NE 68th St. at street level

Area Analysis:

- Commercial area: 2,853 SF
- Residential area: 79,161 SF (includes circulation and common areas)
- Below grade parking area: 13,500 SF
- FAR: 5.61 (5.75 allowed)

GROUND FLOOR DIAGRAMS





PUBLIC SPACE
CONTINUOUS THROUGHOUT

The alley way in concert with street level setbacks along Roosevelt Way NE and NE 68th St provide over 2,900 SF of publicly accessible area to the project.

The Amenity area, being semi-public adds nearly 500 more SF when open and provides a visual terminus, drawing pedestrians into the space making sure the alley way has consistent foot traffic. The Amenity area also acts as a bridge space, connecting the southern commercial space to the building interior.

This arrangement seeks to foster human interaction through mixing public and private uses and intends to activate the ground floor level for building residents and pedestrians alike.

PUBLIC SPACE
SEATING AND PLACES TO GATHER

The street level facades and interior alley way are located to allow for outdoor seating, planting and landscape features in addition to simple circulation. By providing space for this activity and these amentities, the building proposes to engage the street in a meaningful and realistic fashion

By allowing the seating areas to reach inward, the design emphasizes the public-ness of the alley way both physically and visually further suggesting its use to passersby.

The commercial storefronts are designed to provide maximum transparency, both to the street and to the interior alley way. At night, the glow from within these spaces will pour out into the public realm acting as a welcoming beacon. Additional pedestrian oriented lighting and lighting designed to accentuate the alley way design will be developed in subsequent design phases.

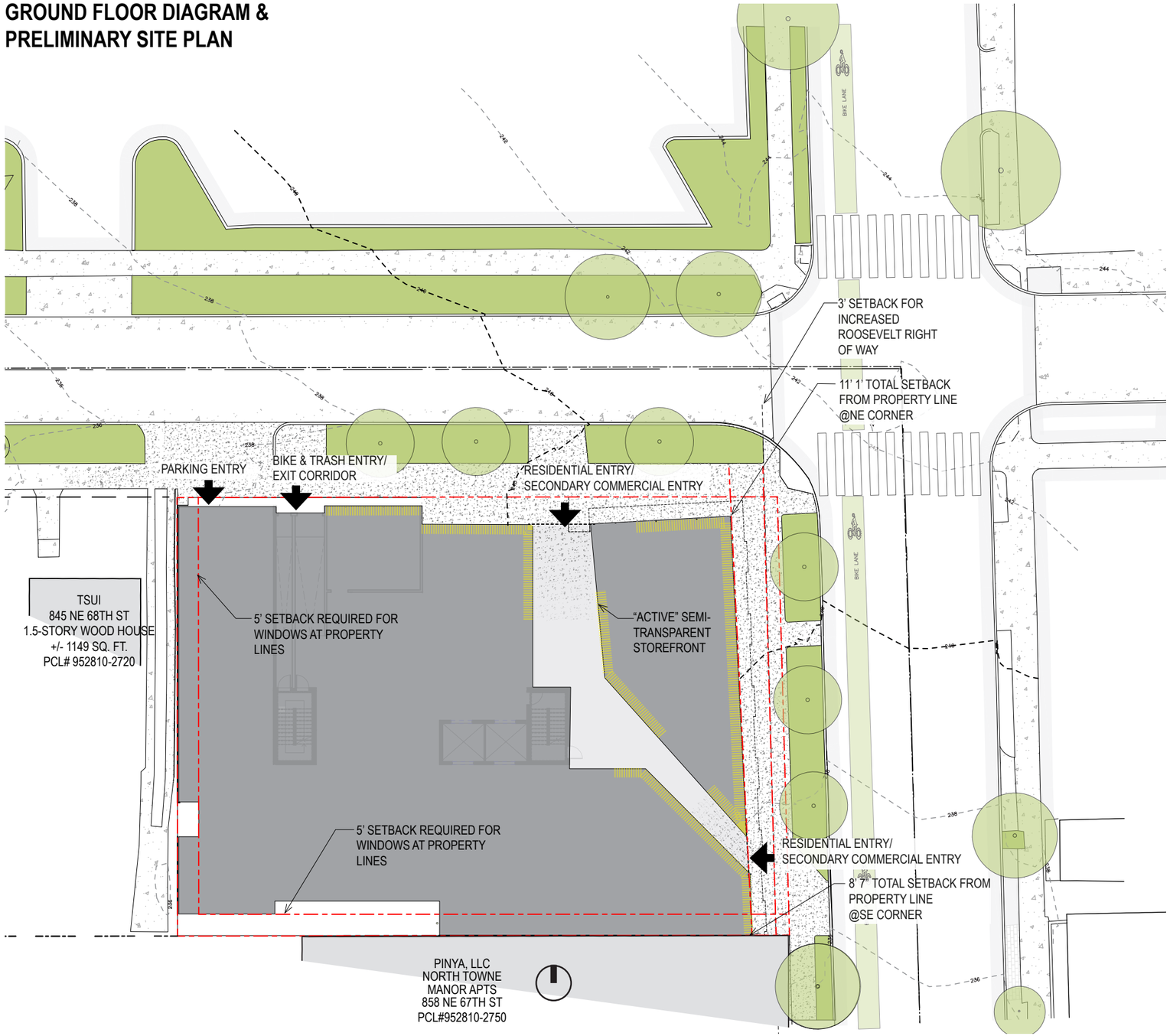
PUBLIC ACCESS
ALLEY WAY ACTIVATION

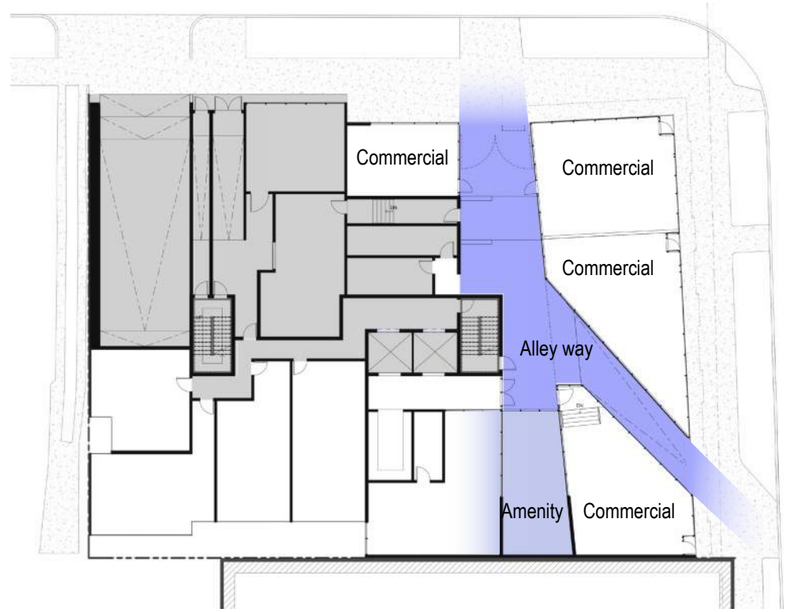
The geometry of the alley way is meant to be as inviting as possible to the general public, while remaining connected to and activating the adjacent public sidewalk space.

The alley way represents a gap in the street level commercial facades creating a visual lure into the reclaimed public space within. Interior design features act as focal elements providing visual stimulation on axis with the routes of circulation.

The alley way serves as a public amenity during the morning and evening commute, when light rail commuters discover shortcuts with quick retail stops on their commute to and from work.

GROUND FLOOR DIAGRAM & PRELIMINARY SITE PLAN





PUBLIC ACCESS
SECURITY AND ACCESS HOURS

Alley way
Visual Access: 24 hours/day, 7 days/week
Physical Access: variable hours of business

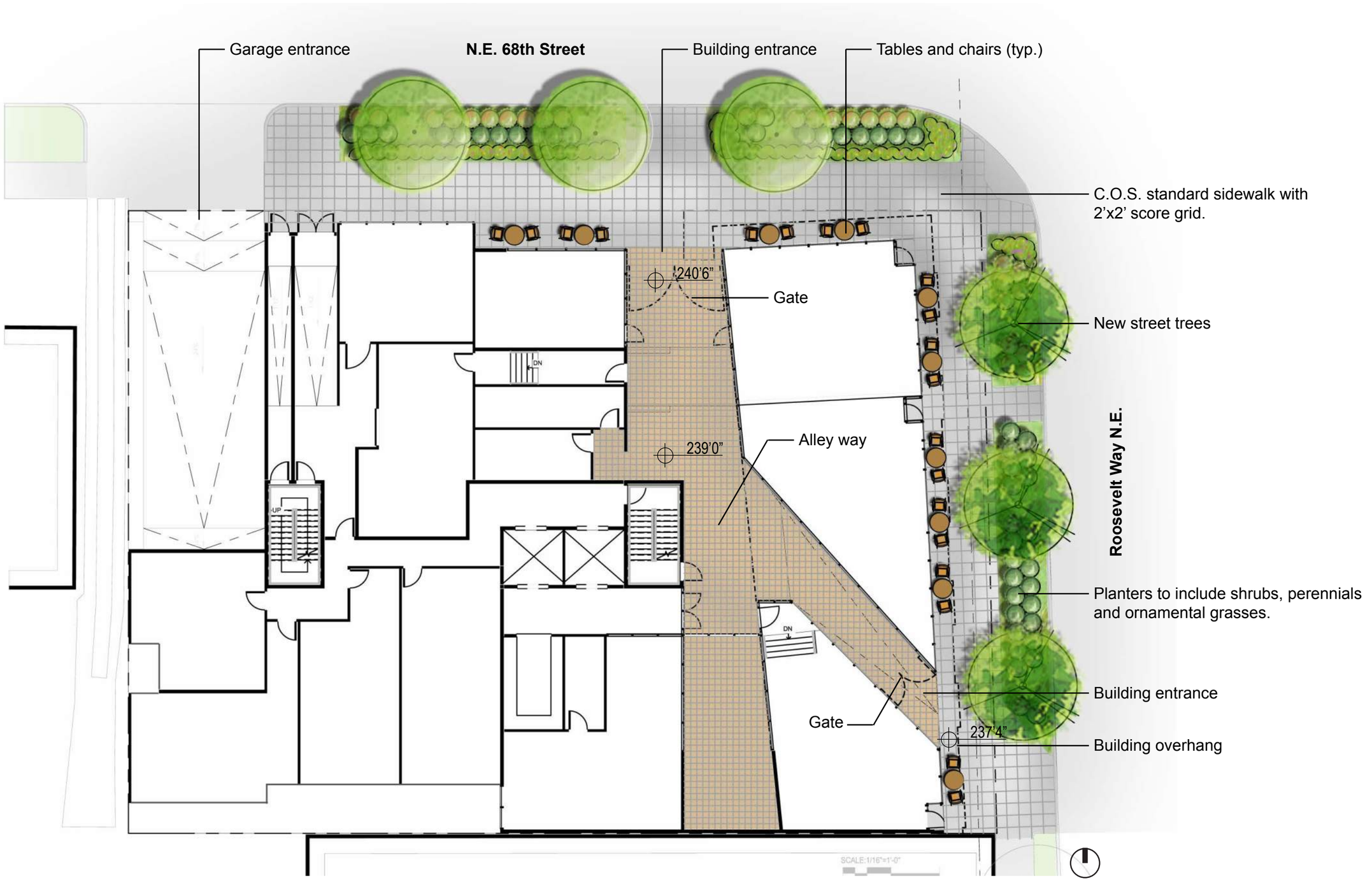
AMENITY
Visual Access: 24 hours/day, 7 days/week
Physical Access: weather permitting

COMMERCIAL
Visual Access: 24 hours/day, 7 days/week
Physical Access: variable hours of business

RESIDENTIAL
Visual Access: 24 hours/day, 7 days/week
Physical Access: private access only

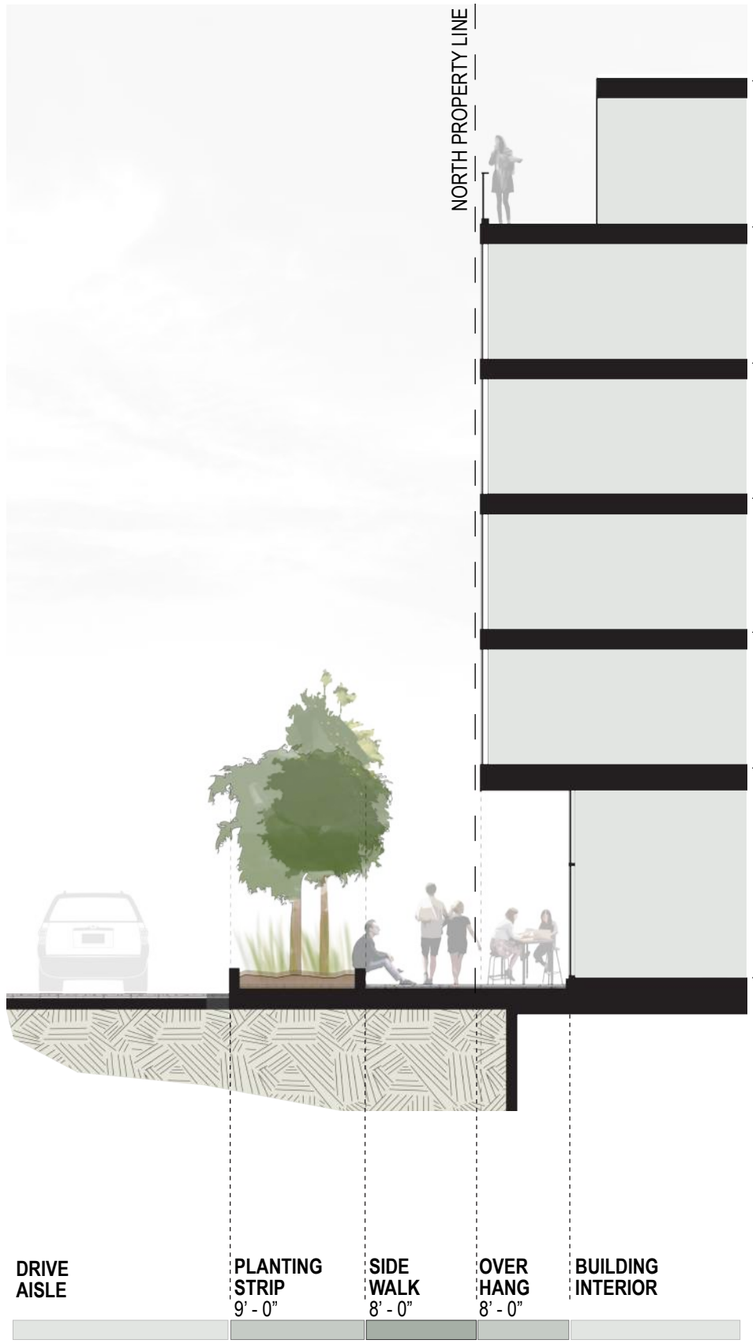
INSPIRATIONAL IMAGE

LANDSCAPE PLAN

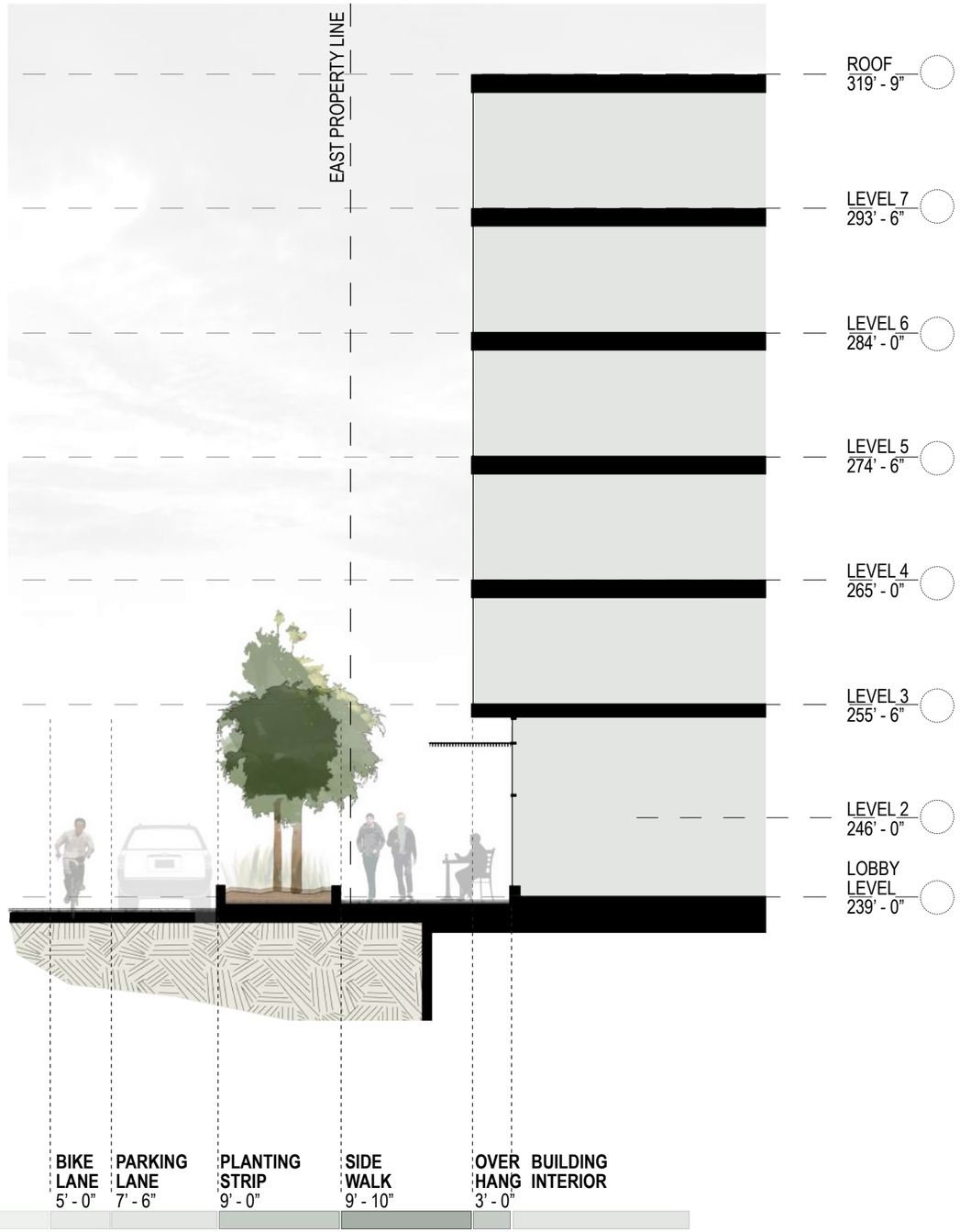


LANDSCAPE ROOF PLAN

NE 68TH STREET
STREET SECTION



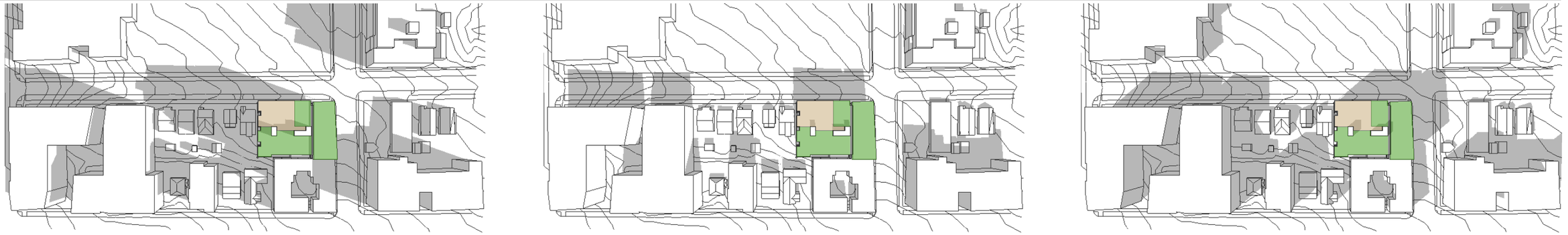
ROOSEVELT WAY NE
STREET SECTION



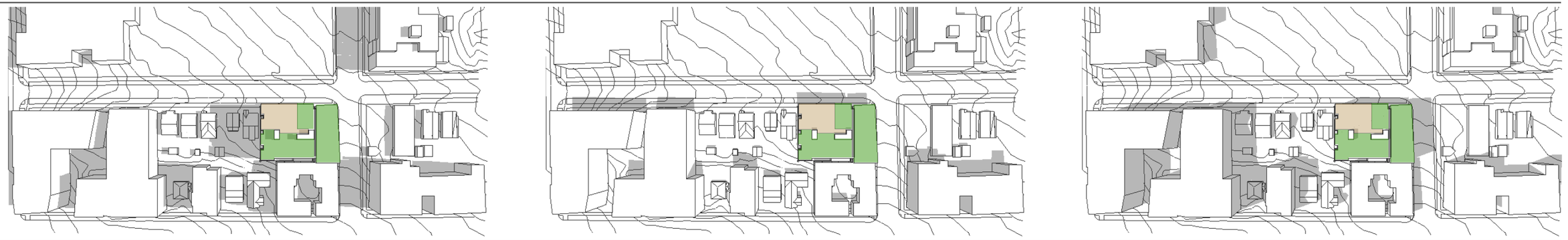
SOLAR STUDIES
(Preferred Massing)

9:00 AM | 1:00 PM | 4:00 PM

EQUINOX



SUMMER SOLSTICE



WINTER SOLSTICE

ROOSEVELT NEIGHBORHOOD GUIDELINES: *CONTEXT & SITE*

Roosevelt Neighborhood Guidelines: CS1 Natural Systems and Site Features
Citywide Guideline: Use natural systems and features of the site and its surroundings as a starting point for project design.

I. Energy Use
- i. Consider the placement of outdoor spaces facing south with good access to winter sun. Potential shadowing of open or green spaces could be acceptable if the development provides off-setting improvements over conventional building systems, such as renewable energy and water reuse.
- ii. A reduction in setback may be allowed for additional exterior insulation.
- iii. Shading or other trellis features may be allowed in the setbacks.

II. Sunlight and Natural Ventilation
- i. Minimize shadow impacts on key public spaces and streetscapes. Such places include identified gateway intersections particularly NE 65th St. and Roosevelt Way NE; plaza spaces near the Light Rail station; Roosevelt High School grounds and athletic fields; and identified green streets and/or green ways.

III. Topography: Roosevelt generally features a consistent gentle south and southwest sloping topography. Consider using the site's topography to consider ways to respect views of downtown/the Seattle skyline and the Olympic Mountains, particularly along Brooklyn Ave NE, 14th Ave NE, 15th Ave NE, and 12th Ave NE (north-south avenues that have more grade change), north of Cowen park.

IV. Water: Seek ways to express the historic drainage pattern to the creek. Roosevelt's historic drainage pattern consisted of flows draining to Ravenna Creek. Incorporating water is encouraged into Ravenna Park and along green streets as a visible design element, especially for sites that had been components of the neighborhood's natural drainage system.

Response

Shadows: *The lot is fortunate to be located on the north side of the block so the majority of overshadowing lands on the street and parking lot north of NE 68th St. Along NE 68th St the building steps back at the top floor which reduces overshadowing. The building's increased setback along the east property line provides a modest reduction in afternoon overshadowing for the property directly east of Roosevelt Way NE.*

Topography: *Primary building entrances are located with careful respect to the grade change along both NE 68th St and Roosevelt Way NE. Individual commercial spaces are arranged in a terraced fashion that steps down the site as grade falls along Roosevelt Way NE. The interior alley way provides a cascading circulation feature that elegantly traces the change of grade across the site. (see Seattle Design Guideline CS1.C2)*

Plants and Habitat: *Large portions of the roof area will be vegetated for storm water mitigation and potential bird species habitat.*

Roosevelt Neighborhood Guidelines: CS2 Urban Pattern and Form
Citywide Guideline: Strengthen the most desirable characteristics and patterns of the streets, block faces, and open spaces in the surrounding area.

I. Sense of Place
- i. Focus vibrant commercial uses and a strong continuous street wall facing the commercial arterials: NE 65th St., Roosevelt, Way NE, and 12th Ave NE (in the commercial areas).
- ii. Develop a fabric of connected buildings through streetscapes rather than a series of isolated structures.

II. Adjacent Sites, Streets and Open Spaces
- i. 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, and for the frontages of developments in neighborhood commercial zones that face non-arterial streets.
- ii. Ground-level landscaping should be used between the structure(s) and sidewalk in multi-family areas
- iii. Gateway features should include a variety of design elements that enhance the prominent neighborhood intersections identified below. The following design elements are encouraged:
  - *Sidewalk awning (transparent);*
  - *Special paving or surface treatments;*
  - *Outdoor art;*
  - *Special landscaping;*
  - *Pedestrian lighting;*
  - *Seating; and*
  - *Trash & recycling collection.*

The following locations have been identified as key gateways and key locations for the neighborhood:
- *Roosevelt Way NE and NE Ravenna Boulevard;*
- *Roosevelt Way NE and NE 75th;*
- *NE 65th and 8th Avenue NE;*
- *Weedin Place;*
- *NE 65th and 15th Avenue NE;*
- *Roosevelt Way NE and NE 65th;*
- *12th Avenue NE and NE 65th; and*
- *12th Avenue NE and NE Ravenna Boulevard.*

Response

The building mass is broken into two distinct volumes each relating to the street it faces. A glazed "gasket" and change of façade plane clearly separate the two volumes. On Roosevelt Way NE the building proposes to hold the street wall with a simple, cleanly articulated volume that "floats" above a very transparent façade at street level. A strong presence and clarity of form are appropriate in this location as southbound traffic on Roosevelt will see the full building for a longer than usual period of time due to the parking lot located north of the project site. Along NE 68th St. the building volume steps back at the top floor to reduce bulk and is more textured with secondary detail relating to the smaller scale residential neighborhood character as one heads west. (see Seattle Design Guidelines CS2.A2&C1)

While a more massive arrangement of the building volume is not perfectly compatible with the existing fine grain residential urban fabric, the proposed massing does relate to the scale of development anticipated by the zoning of the area. Much of this development is already underway and identified earlier in this package. (see Seattle Design Guideline CS2.D1)

ROOSEVELT NEIGHBORHOOD GUIDELINES: *CONTEXT & SITE (CON'T)*

III. Height, Bulk, and Scale

i. Commercial Core: New development in the commercial core should consider the following techniques:

a. Encourage buildings of varying heights within the same block to reduce the "box" look along blocks. New development that aggregates one half block or more,should take steps to recall historic, smaller-scale development patterns. Existing height restrictions in NC-65' zones may be departed from up to an additional 3' in exchange for design improvements, such as additional upper-level setbacks.

b. Break the massing of new buildings on large sites into smaller components to avoid a scale that is out of proportion with surrounding development; especially where new buildings abut existing older storefront facades. Examples include the Eleanor and plans for the "fruit-stand" block.

c. Retain alley ways or incorporate new through-ways in full-block developments to help preserve a well-connected pedestrian grid. Encourage public use of the alley west of Roosevelt Way NE by incorporating amenities for the public.

ii. Through-Block Development

a. Avoid monolithic development on through lots. New developments on through-block lots should be carefully designed for compatibility with this established fabric. Observe in new through-block projects the original platting and development pattern, which is generally characterized by structures limited to a half-block in depth, with widths of 50 to 60 foot increments along the street.

b. 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.

c. Make through-block connections clearly identifiable, accessible, and attractive. Create focal points to draw pedestrians into and along through-block pathways. Encourage uses that will promote public access into though-block connections during appropriate hours to activate space.

iii. Multi-family/Residential Zone Edges: Careful siting, building design and building massing should be used to achieve an integrated neighborhood character in multi-family zones. Some of the techniques preferred in Roosevelt include:

a. Increasing building setbacks from the zone edge at ground level;
b. Reducing the bulk of the building's upper floors;
c. Reducing the height of the structure;
d. Use of landscaping or other screening (such as a 5-foot landscape buffer);
e. Modulation of bays;
f. Stepping down the height of structures to 40' – 45' at the zone edge to provide transition to the height of traditional single-family areas; and
g. Minimizing use of blank walls.

iv. Roosevelt High School Architectural Heritage

a. Massing void of variation is discouraged on properties adjacent to the high school in order to avoid a monolithic look.
b. Preserve specific views corridors to and from the high school, arrange the massing in a way that references the prominent high school structure.

v. Olympic Promenade

a. Encourage preservation of westward views of the Olympic Mountains along NE 66th St. and from Roosevelt High School to allow for an 'Olympic promenade' and more light and air to reach right of way landscape features. Consider upper-level setbacks of new multi-family and commercial buildings that flank the NE 66th St. corridor.

Roosevelt Neighborhood Guidelines: CS3 Architectural Context and Character *Citywide Guideline: Contribute to the architectural character of the neighborhood.*	**Response**
I. Emphasizing positive neighborhood attributes i. Roosevelt High School Architectural Heritage: New buildings built adjacent to the high school (particularly on the blocks immediately south of the school) should complement and defer to the architectural prominence of the school, and contribute to a campus-like setting in the immediate school vicinity. ii. Reinforce a vibrant streetscape a. Apply a pedestrian-oriented design; b. Include multiple recessed entries; and c. Considering offering commercial and residential units of different sizes and at a range of price points. iii. Street walls facing arterial streets (NE 65th St., Roosevelt Way, and 12th Ave NE) in the Commercial Core should be designed to incorporate traditional commercial façade components: lower base course, upper-level façade and cap.	*To reinforce a vibrant streetscape the building proposes a generous setback from Roosevelt Way NE, an alternative pedestrian path through the building, multiple primary entries on both street facing facades and a range of commercial spaces that overlap with residential common areas. This dynamic mix of ground floor uses intends to activate the corner intersection for building residents and pedestrians alike.* The building mass facing Roosevelt Way NE presents a modern interpretation of the traditional commercial façade components; Lower base course: highly transparent storefronts, upper level façade: frame like articulation of residential units, cap: expressed parapet for change of roof height. (see Seattle Design Guidelines CS2.A2&A4)

ROOSEVELT NEIGHBORHOOD GUIDELINES: *PUBLIC LIFE*

Roosevelt Neighborhood Guidelines: PL1 Connectivity
Citywide Guideline: Complement and contribute to the network of open spaces around the site and the connections among them.

Response

I. A Network of Public Spaces
- i. If public space is included, the design should complement and create a network of open space, including pedestrian connections to light-rail facilities, greenways, green streets, or public spaces in the neighborhood.
- ii. Arrange new buildings' massing to support street-level open spaces and streetscape concepts, including station-related amenity areas, especially on green-streets and greenways.
- iii. On the blocks adjacent to the high school, anticipate the movement of large groups between the school grounds and commercial areas in order to design for pedestrian safety along 12th Avenue NE and NE 65th St.; the key arterials traversed by sometimes distracted students. Anticipate use of gathering spaces by groups of students. Incorporate trash collection and recycling accommodations as appropriate.

The inclusion of a semipublic interior alley way is intended to complement the existing network of pedestrian routes around the building by providing an alternative pedestrian route from the transit oriented (light rail station) activity southeast of the site to the residential areas northwest of the building. Engaging this pedestrian activity through the building offers the opportunity to more actively support the commercial spaces proposed on Roosevelt Way NE. This arrangement seeks to foster human interaction through mixing public and private uses at the ground level while still satisfying programmatic "back of house" requirements like trash collection and bike parking. (see Seattle Design Guidelines PL1.A2&B1&B2&B3)

Roosevelt Neighborhood Guidelines: PL2 Walkability
Citywide Guideline: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

Response

I. Pedestrian Experience
- i. Consider providing wider sidewalks in the commercial core along streets with high volumes of auto use. Small open spaces, such as gardens, courtyards, or plazas that are visible or accessible to the public are encouraged.
- ii. Provide pedestrian scaled lighting on streets with direct access to the light rail station, near the High School, and on neighborhood green streets and/or greenways. These streets include 12th Ave NE, NE 66th, NE 67th, and NE 68th Streets.
- iii. Pedestrian amenities are encouraged where appropriate along sidewalks within the commercial core. Amenities should be placed within setbacks. Examples of amenities include:
  - *Trash & recycling*
  - *Canopies*
  - *Seating*
  - *Drinking water fountains*
  - *Artwork*
  - *Special surface treatments*
  - *Plantings*
  - *Pedestrian scaled lighting*
  - *Courtyards*
- iv. Minimize sidewalk obstructions, especially in consideration of non sighted pedestrians.
- v. If adjacent to an existing or planned bicycle facility, such as a cycle track, design building facades and streetscape improvements to minimize conflicts between transportation modes.

Providing a generous set back from Roosevelt Way NE offers the opportunity for a wider sidewalk, improved planting strip, outdoor seating, landscape features and other elements designed to improve the pedestrian experience. The ramped entrance off of Roosevelt Way NE offers a convenient point of access for people with mobility limitations while also allowing for bikes, strollers and other wheeled devices. (see Seattle Design Guidelines PL2.A1&A2)

Placement of the bike parking room at the perimeter of the building with direct access to NE 68th St offers convenience for cyclist residents while supporting the existing bike lane on Roosevelt Way NE

Pedestrian oriented lighting will be developed in forthcoming design phases.

Roosevelt Neighborhood Guidelines: PL3 Street-Level Interaction
Citywide Guideline: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

Response

I. High School, Green streets and Green Ways
- i. Provide a more intimate, smaller-scale residential environment on the blocks adjacent to the high school by providing landscaping, stoops, porches, etc.

II. Human and Commercial Activity
- i. Provide opportunities for increased pedestrian activity along sidewalks with high pedestrian traffic within the Commercial Core by increasing setbacks; this is especially important because some sidewalks along Roosevelt Way and 65th Ave are considered too narrow. Increase the ground level setbacks in order to accommodate pedestrian traffic and amenity features.
- ii. Encourage the incorporation of private open spaces between the residential uses and the sidewalk, especially for multi-family development west of Roosevelt Way, and for the frontages of development in neighborhood commercial zones that face non arterial streets. Ground-level landscaping should be used between the structure(s) and sidewalk.

See also response to PL1. Additionally, the building proposes to maximize transparency at the ground floor level, both facing Roosevelt Way NE and again at the storefront walls that enclose the commercial spaces at the interior alley way. The building entries are open air, double height, clearly identifiable with direct lines of sight to the street. By overlapping and blurring the distinction between building entries, lobby spaces, commercial areas, residential amenity area and the building's leasing office, this ensemble of ground level elements acts an extension of the street itself. (see Seattle Design Guidelines PL3.A1c&A2)

ROOSEVELT NEIGHBORHOOD GUIDELINES: *PUBLIC LIFE (CON'T)*

Roosevelt Neighborhood Guidelines: PL4 Active Transportation *Citywide Guideline: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.*	**Response**
I. Transit Supportive Design i. When adjacent to transit stops and/or facilities, particularly along NE 65th St., Roosevelt Way NE, and 12th Ave NE, where transit will connect to the light rail station, encourage the following: *Expand sidewalk areas where possible;* *Encourage integration of rider waiting facilities into adjacent buildings;* *Provide overhead weather protection;* *Provide lighting and street furniture; and* *Accommodate smaller scale retail services.* ii. 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.	*See also response to PL2. The bike storage room is oversized per code and located at the perimeter of the building such that glazing will allow for visual access into the bike room. Not intended as a "feature" element with unnecessary lighting or showiness but keeping the bikes visible and present inform the building's identity as a place that values bicycle transit. This location is convenient for residents both entering and exiting the building encouraging the likelihood of its use. (see Seattle Design Guidelines PL4.B)*

ROOSEVELT NEIGHBORHOOD GUIDELINES: *DESIGN CONCEPT*

Roosevelt Neighborhood Guidelines: DC1 Project Uses and Activities *Citywide Guideline: Optimize the arrangement of uses and activities on site.*	**Response**
I. Arrangement of Interior Spaces i. Encourage small retail spaces to help bolster local businesses and create a greater variety of street-level interaction. Multiple entrances, non-continuous facades, and the ability to delineate or re-size smaller spaces within larger ones should be considered. Dedicating 25% of retail space to commercial use in spaces that are less than 1,000 square feet in size or incorporating at least one retail space that is less than 1,000 square feet is encouraged. ii. A variety of residential unit types and sizes is encouraged, particularly family-friendly units and facilities/amenities, such as private open space/ play areas, storage, accessible entries, and washer/dryer hook ups will make it possible for new families to live in this neighborhood. II. Gathering Spaces i. Provide informal open spaces along designated Green Streets and in the commercial core.	*See also responses to PL1 & PL2, re: street level uses and transparency. Further, the width of the interior alley way is sized to accommodate circulation as well as outdoor seating areas and other landscape design features to allow for public gathering. Parking is located below grade. The parking garage access ramp is located on NE 68th St at the far northwest corner in the most discrete fashion possible. This location is furthest from the intersection of NE 68th St and Roosevelt Way NE and it is accessed off of the less traveled NE 68th St. Consequently this is the safest location possible. While the driveway represents a new curb cut, overall the project proposes to remove four existing curb cuts. (see Seattle Design Guidelines DC1.A2&B1&C1&C4)*

Roosevelt Neighborhood Guidelines: DC2 Architectural Concept *Citywide Guideline: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.*	**Response**
I. Massing i. In the commercial core encourage façade detail and street-facing glazing that compliment character of the neighborhood's historic architectural icons to reduce the perception of bulk. II. Architectural and Facade Composition i. Along Major Arterials: a. Maximize the retail and street-level transparency (commercial zones); b. Maximize the quality of exterior finish, especially at the base; c. Incorporate a series of storefronts along the commercial street frontages. ii. Along Green streets, Greenways, and Non-Arterial streets: a. Maximize modulation, courtyards, human interaction; b. Incorporate high quality materials, a mix of informal planting, and integration of natural materials, especially at the entries.	*See also responses to CS2 re: massing & CS3 re: façade composition. Further development of thoughtfully articulated façade texture employing secondary detail elements like decks, rails and careful material changes will be proposed in forthcoming design phases.*

Roosevelt Neighborhood Guidelines: DC3 Open Space Concept
Citywide Guideline: Integrate open space design with the design of the building so that each complements the other.

I. Open Space Character
- i. Larger developments should consider views and solar access through the property:
  - a. To the west (Olympic Promenade along NE 66th);
  - b. To the High School from NE 65th & 15th Ave NE;
  - c. To downtown, and
  - d. Through-blocks.
- ii. Consider opportunities to incorporate visible water systems into the landscape design, such as reference to the historic movement of water from Green Lake through Ravenna Park.

II. Street Planting & Landscape to Enhance the Building and/or Site
- i. 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.
- ii. 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.
- iii. Consider maintenance and revitalization of existing trees.

III. Residential Open Space i. Include, where possible, open spaces at street-level for residents to gather.

IV. Landscape Heritage
- i. Visible and accessible examples of the Olmsteads' design should be delineated by employing informal groupings of large and small trees and shrubs at key locations.

Response

Primary open spaces include the interior alley way at street level and roof deck amenity area. The interior alley way is designed to engage the street by mixing public and private uses at the ground level and encourage social interaction. Unconditioned but covered, the space remains usable even in inclement weather. Highly visible to southbound traffic on Roosevelt Way NE, the commercial spaces and alley way will act as a beacon and quickly integrate into the existing urban fabric. The roof deck amenity area will be designed as a retreat for building residents and intends to compose hardscape, plantings, green roofs, built-in seating and other landscape design features. (see Seattle Design Guidelines DC3.B1&B2&B4)

Roosevelt Neighborhood Guidelines: DC4 Exterior Elements and Finishes
Citywide Guideline: Use appropriate and high quality elements and finishes for the building and its open spaces.

I. Exterior Finish Materials
- i. In the commercial core consider including masonry materials befitting the heritage of early 20th century commercial structures in the neighborhood (e.g. Roosevelt High School's masonry façade).
- ii. 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 scaled to pedestrian activity 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.
- iii. Colors should be consistent with and chosen based on existing architectural cues and should be considered in terms of their relationship to neighboring structures.
- iv. The use of more natural elements, such a brick, wood, etc. that feels welcoming to pedestrians (see Ballard Ave. as example) or high quality, durable modern elements is encouraged.
- v. Transparent, rather than reflective, windows facing the street are preferred.
- vi. Use of transparent awnings is preferred in the commercial core.

II. Signs
- i. Preferred sign types include pedestrian-oriented and small signs incorporated into the building's architecture. A sign band or a blade signs hung from beneath an awning or marquee are preferred within the Commercial Core Area, along with neon signs.
- ii. Large illuminated box signs, canopy-signs, super graphics and back-lit awnings or canopies are not appropriate in the Roosevelt area.

III. Right of Way Fixtures and Elements. When adding new fixtures and features in streetscapes, designers are encouraged to contribute to the campus-like setting of the Roosevelt neighborhood, especially in close proximity to the high school. This may inform selection of lighting fixtures, as well as street furniture.

IV. Landscaping Materials
- i. Neighborhood plant choices should consider historical landscape elements.
- ii. Preferred species for street trees are Tupelo 'Afterburner' or, in powerline locations, Dogwood 'White Wonder' or Katsura.
- iii. Indigenous trees should be planted to maintain and reinvigorate a verdant tree canopy within the neighborhood.

Response

Highly transparent storefront systems are proposed for the ground floor commercial spaces and wrapping around to the bike storage and residential units above. Per the response to design guideline CS2, the building volume above is broken into two distinct volumes each relating to the street it faces. Facing NE 68th St the building presents a horizontally oriented block with frame like articulation that floats above the lower two floors. The building volume sets back at the top floor to reduce bulk and more clearly emphasize the floating block. For the volume oriented to Roosevelt Way NE a more substantial and simplified tectonic is proposed with a high percentage of glazing to provide lightness and depth. (see Seattle Design Guidelines DC4.A1). Additional landscape features and planting will be developed in forthcoming design phases. Street trees will be incorporated into the design in concert with SDOT.

DEPARTURES REQUESTED - All alternative schemes

CODE REFERENCE:	*ALTERNATIVE PROPOSAL:*	*RATIONALE :*	*SUPPORTING DESIGN GUIDELINES:*
23.54.030.D1 - Sight Triangle: For two way driveways or easements 22 feet wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk, or curb intersection if there is no sidewalk. The entrance and exit lanes shall be clearly identified.	**Utilize mirrors, changes in paving, warning lights and auditory alarm to maintain safety without sight triangle.**	**Reduce spatial and visual impact of parking ramp access door. Eliminate "dead" facade area of angled wall back to parking ramp**	**DC1 B. VEHICULAR ACCESS AND CIRCULATION 1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers by: a. using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use; b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or c. employing a multi-sensory approach to areas of potential vehicle pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices.**

PRECEDENTS & MATERIAL INSPIRATION