

# HIVE 68TH & ROOSEVELT

6717 Roosevelt Way NE | Design Review  
DPD #3022651 | 10.24.2016

Board & Vellum  
ARCHITECTURE AND DESIGN





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**PROJECT ADDRESS**  
6717 Roosevelt Way NE  
Seattle, WA  
98115





# DESIGN OBJECTIVE

Located on the southwest corner of NE 68th Street and Roosevelt Way NE, the project proposes a seven story mixed use apartment building with one level of below grade parking for 36 cars, 106 residential dwelling units and 3,597 SF of commercial space at ground level. Beyond these basic stats, the building’s design offers an exceptional architectural form with sophisticated materiality and dynamic ground floor plan, composed to actively engage the public realm. Offering a considered approach to the distinct and different urban characteristics presented by NE 68th Street and Roosevelt Way NE respectively, the building’s form is primarily generated by context. Along Roosevelt Way NE the building proposes a simple massing that prioritizes a transparent ground level with generous pedestrian passageway entrance designed in response to the volume and direction of pedestrian traffic generated by the new Link Light Rail station located two blocks south. At NE 68th Street, the building mass is broken down with careful modulation and material changes to reflect a more residential character of the neighborhood to the north and west. This careful, contextual response aims to create a building that encourages commercial growth north along Roosevelt Way NE while remaining neighborly to the existing urban fabric.



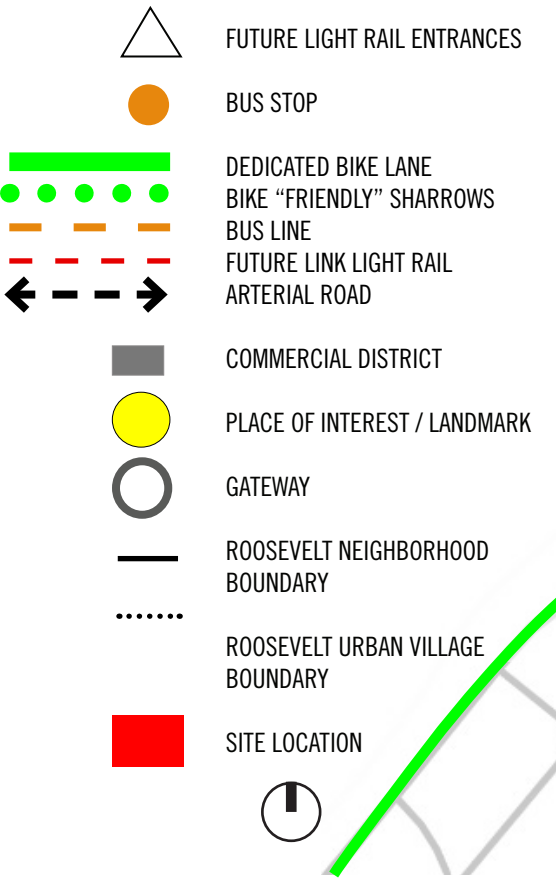


# SITE & CONTEXT

## COMMUNITY NODES & NETWORK

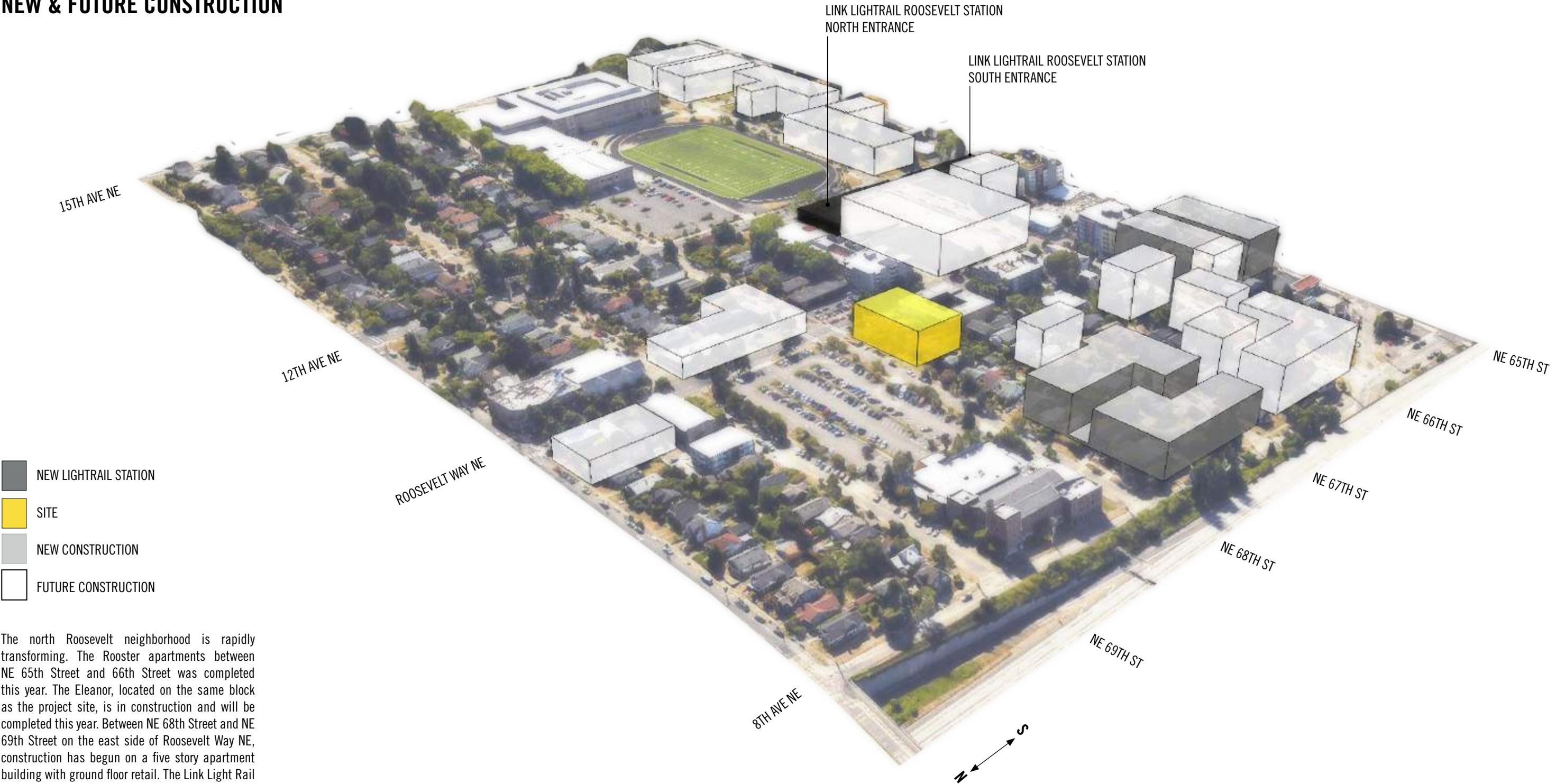
The site is easily accessed by mass transit with five separate metro bus routes, a future Light Rail Station only two blocks south east, as well as automobile, pedestrian, and bike lanes. Roosevelt Way NE and 12th Ave NE provide dedicated bicycle lanes for improved safety, and the site is surrounded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





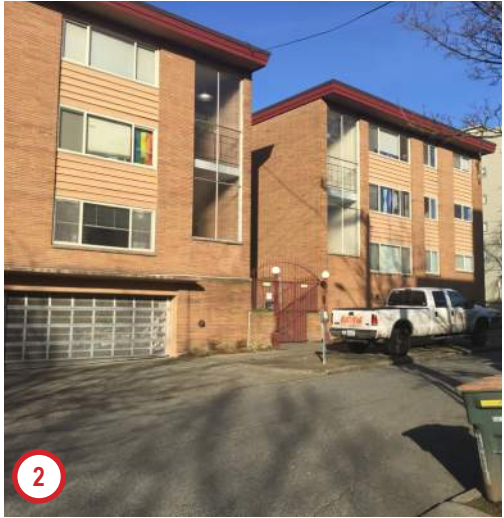
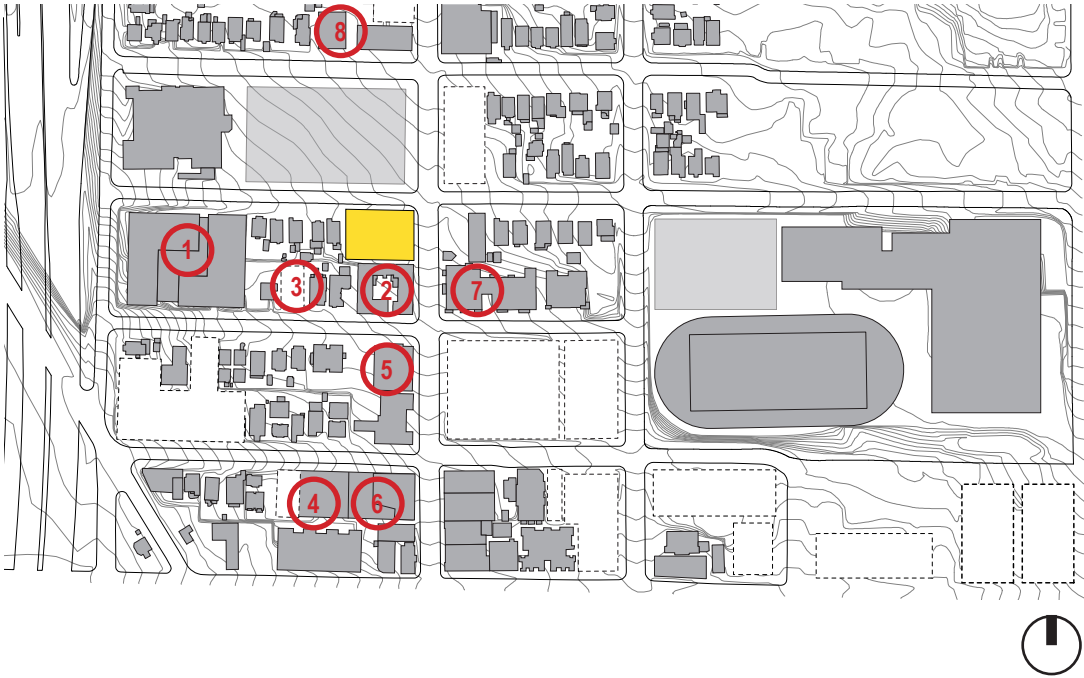
NEW & FUTURE CONSTRUCTION



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.



# ARCHITECTURAL CONTEXT



**1 The Eleanor Apartments.** Seven story, 260 units, new construction. **2 North Towne Manor.** Three story, 30 unit apartment built 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 identify 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.



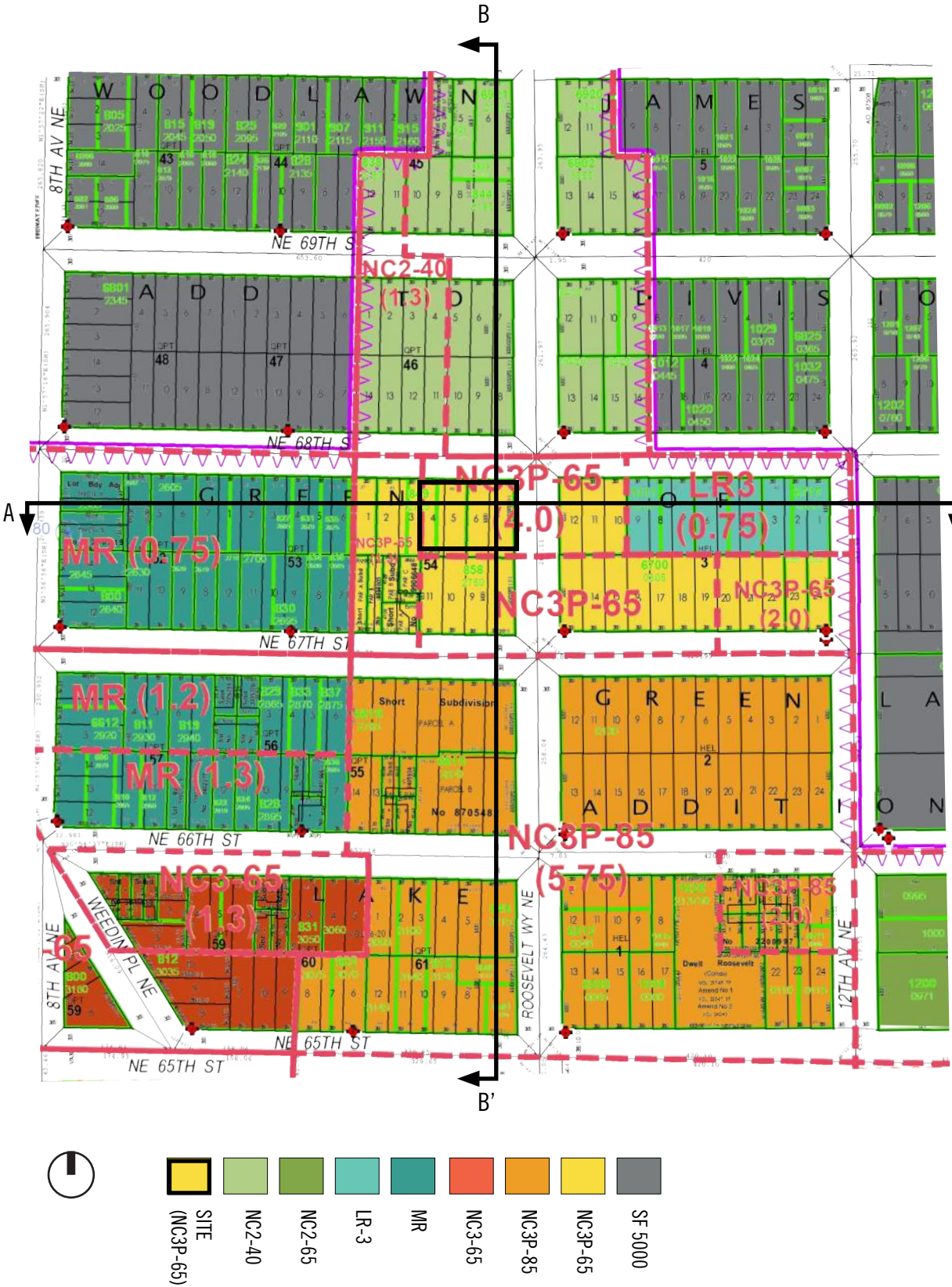
ZONING SUMMARY

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.

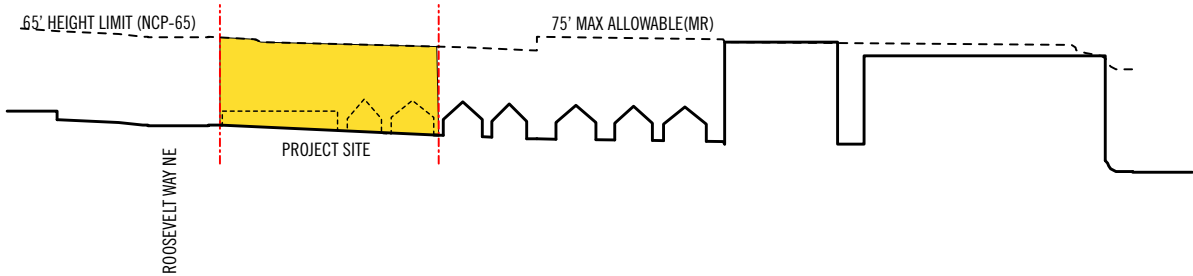
The project site is zoned Neighborhood Commercial 3 Pedestrian - Designated zone with a height limit of 65 feet (NC3P-65). This zone allows for mixed-use residential buildings with non-residential uses occupying the street level. As the property is located within the pedestrian overlay, and the east 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.

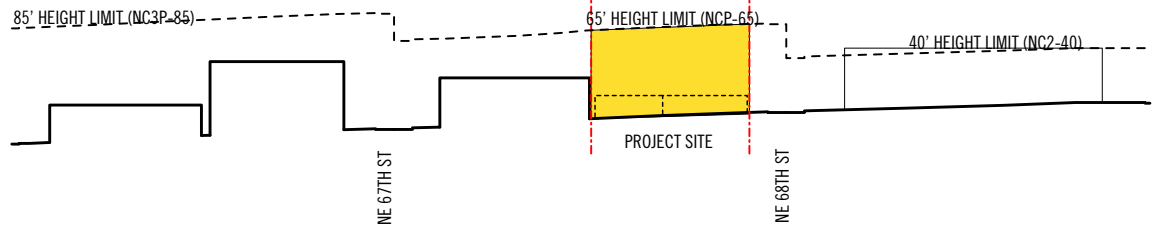
Permitted uses include residential (as a part of mixed-use), general retail sales and service (square footage limitations of 25,000 SF for for wholesaling, light manufacturing and warehouse uses), and live/work units. Transparency is required for 60% of the street-facing façade. Non-residential uses 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.



EAST-WEST SITE SECTION A-A' LOOKING SOUTH



SOUTH-NORTH SITE SECTION B-B' LOOKING WEST





EXISTING SITE ANALYSIS

- 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)

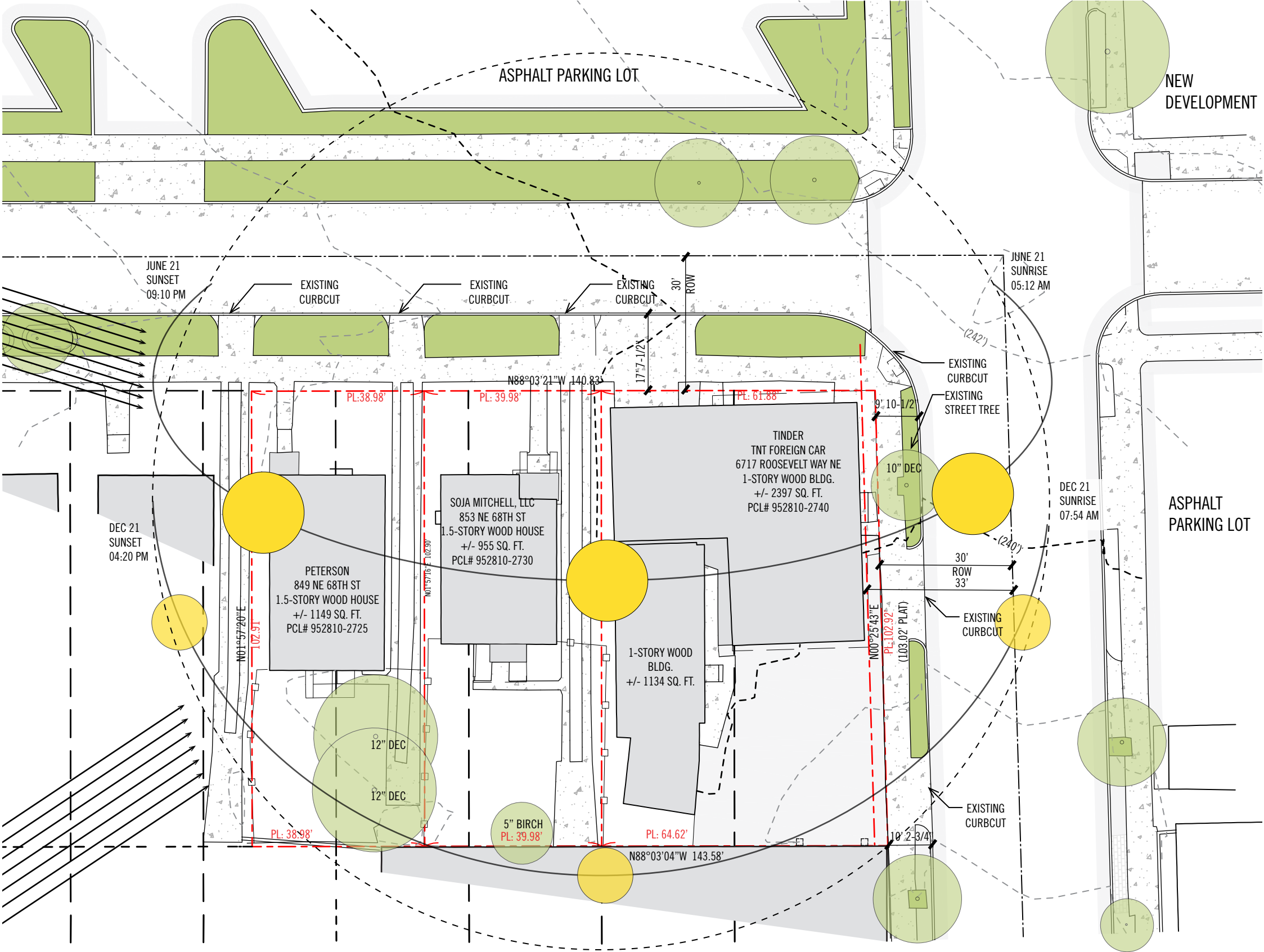
- Structure Height
- Zoned NC3P - 65 with a maximum height limit of 65-ft

- Allowable Building Area
- Base FAR: 4.0/1.3
  - Incentive FAR: 5.75
  - Lot area 14,632 s.f.
  - Maximum gross floor area 84,134 s.f.

SUMMER SUN PATH

WINTER SUN PATH

PREVAILING WIND (WINTER FROM NW,  
SUMMER FROM SW)

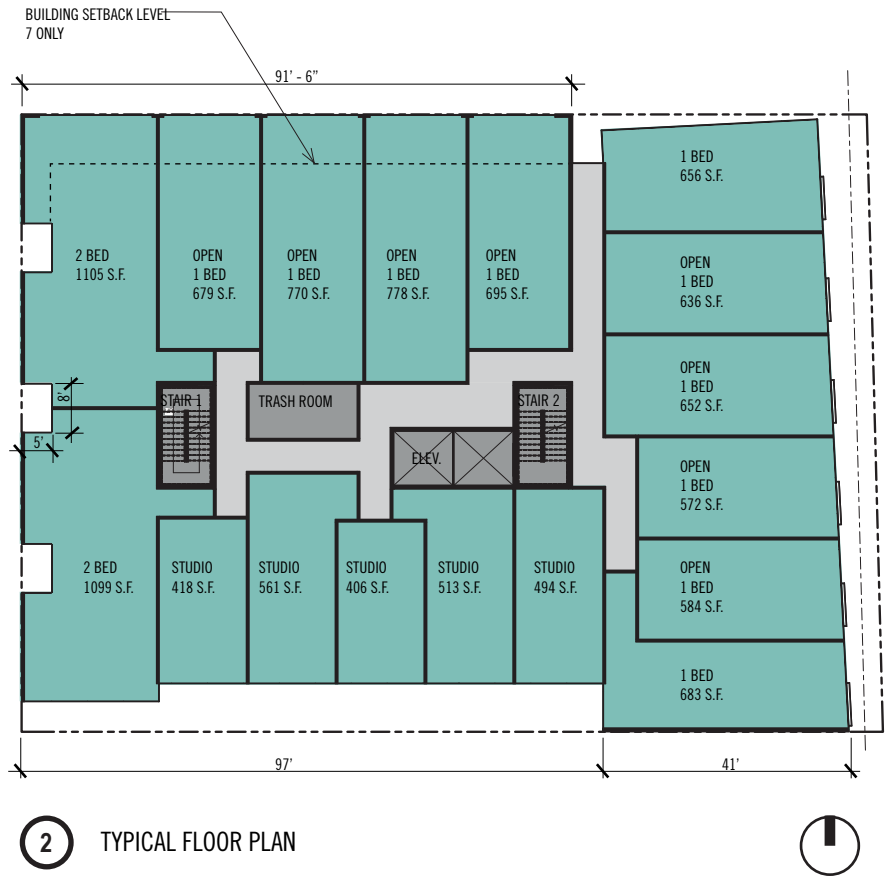
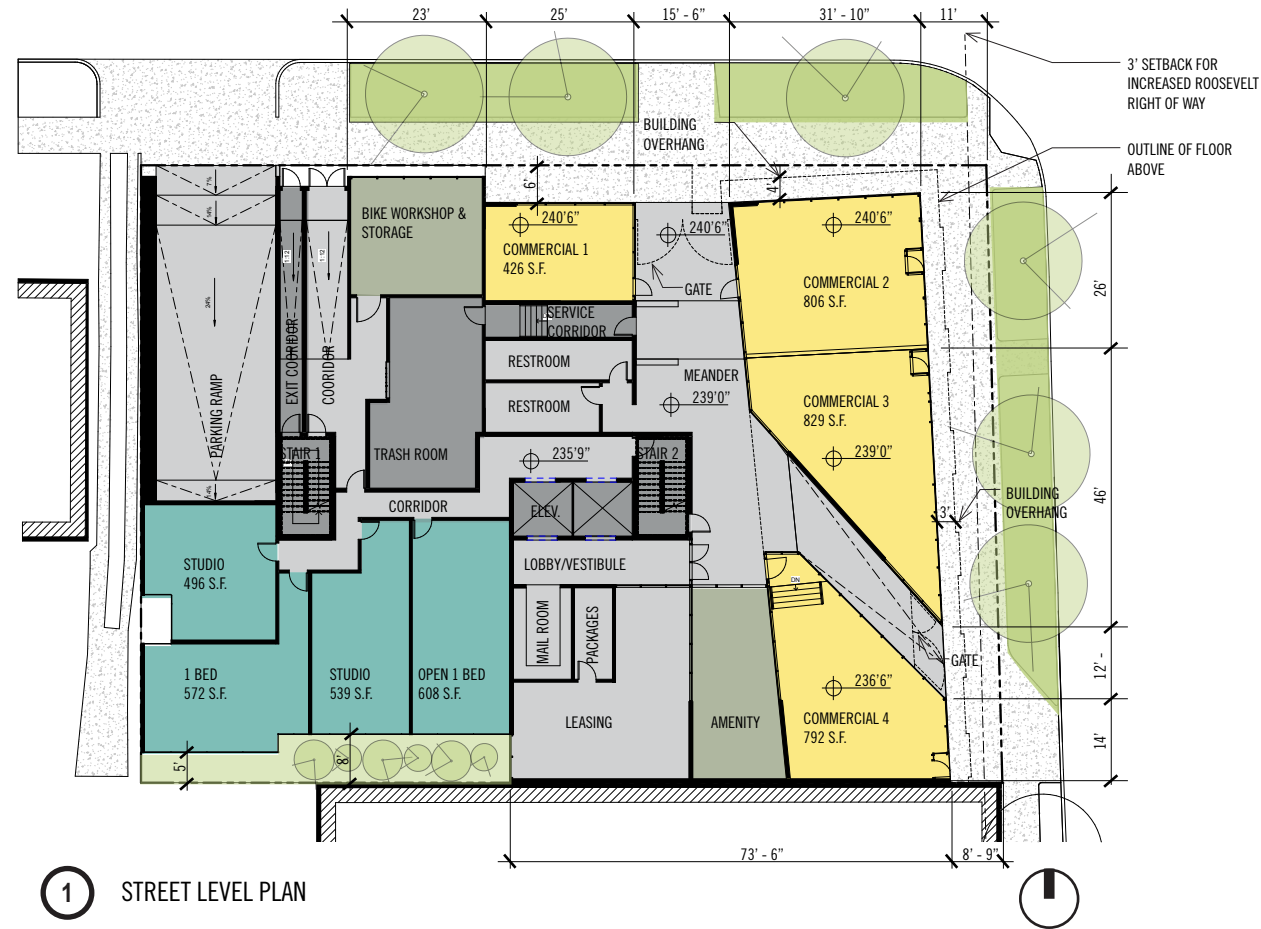
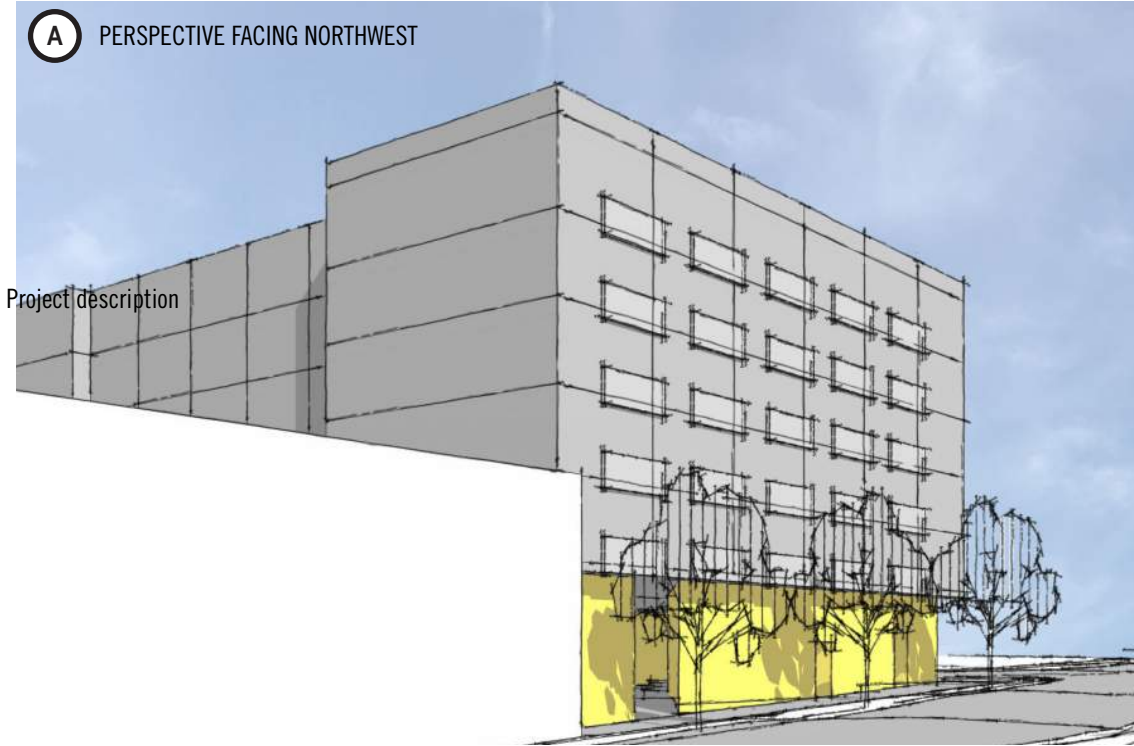




# DESIGN & CONCEPT

## APPROVED EDG CONCEPT

The approved EDG concept proposed 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.





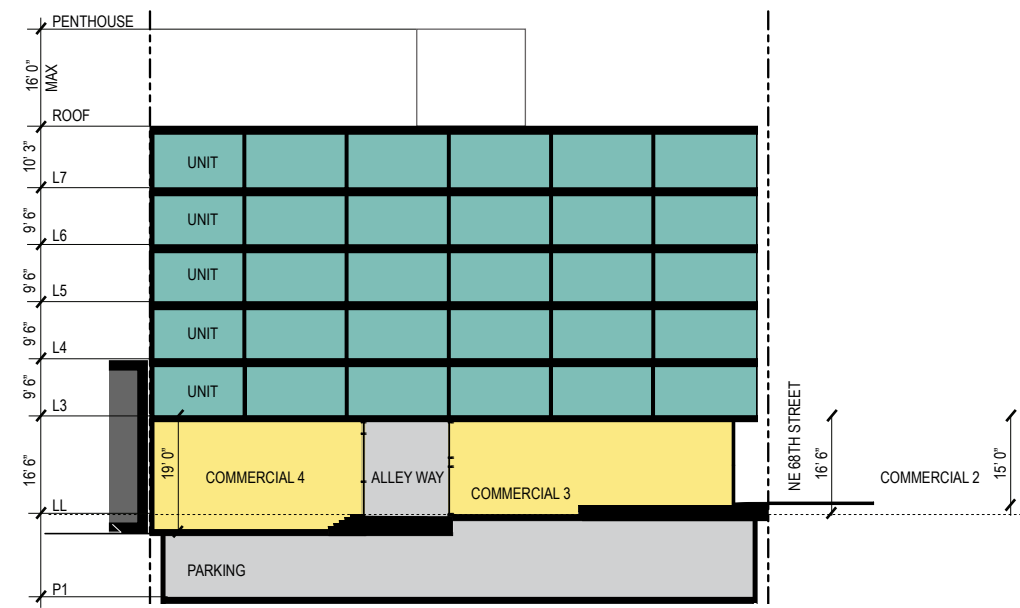
APPROVED EDG CONCEPT



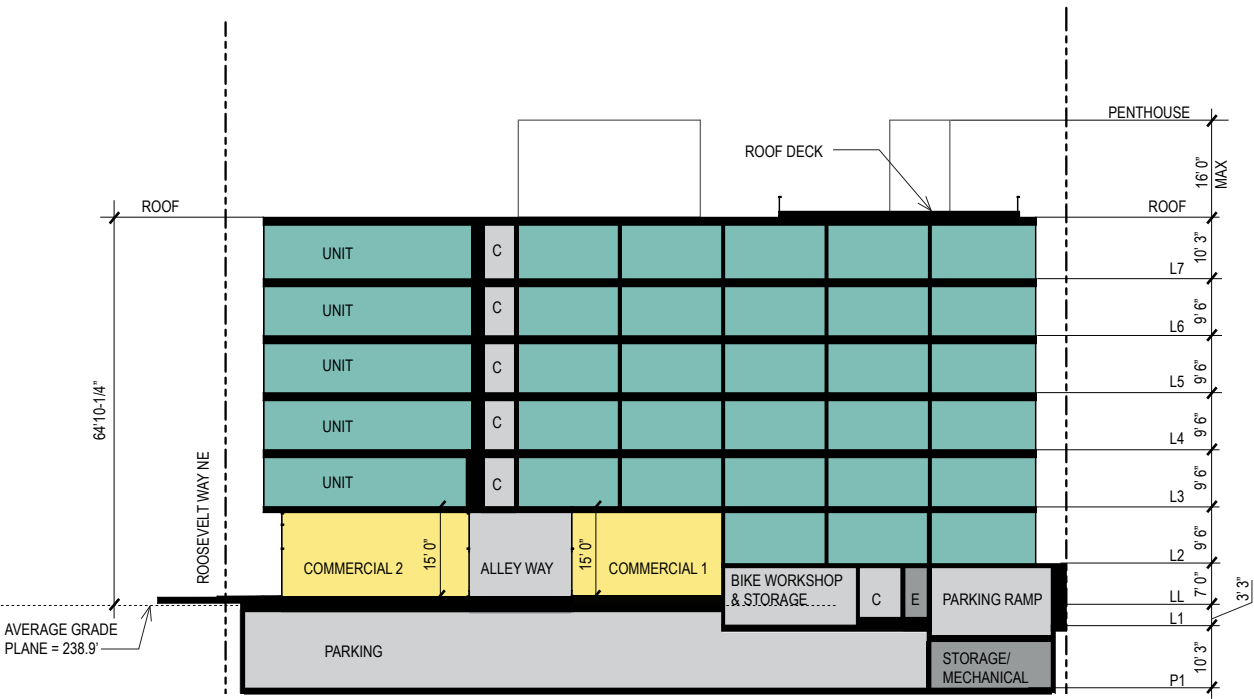
B PERSPECTIVE FACING SOUTHEAST



D AERIAL PERSPECTIVE FACING NORTHEAST



a SOUTH - NORTH SECTION



b EAST - WEST SECTION



# EDG REPORT GUIDANCE & RESPONSE SUMMARY



## CONTEXT AND SITE

In generating a contextual response to the building site, the design begins by splitting the building mass into two separate volumes and articulating them with distinctly different cladding and details. This two part massing concept allows a unique design approach to the different urban conditions on either side of the project. The building volume facing Roosevelt Way NE is designed in response to high speed traffic along the arterial street and proposes an iconic, simple element to act as a gateway marking the urban transition into the commercial district of Roosevelt neighborhood. The vertical orientation contributes to a clearly legible street edge but is made to feel lighter by hovering above the highly transparent street level façade which is set back to allow a generous sidewalk. In contrast the building volume facing NE 68th Street is distinctly horizontal in articulation with a top floor setback to reduce bulk. Its brick cladding and lower height are a direct response to the more residential neighborhood character found north and west of the building site. Between the two volumes, a glazed “gasket” is set back and serves to visually separate the two masses. At street level, the design proposes clearly articulated building entrances that are tailored to the volume and direction of pedestrian traffic along both NE 68th Street and Roosevelt Way NE, respectively.



## PUBLIC LIFE

Engaging and accommodating public activity in and around the building site is paramount to the proposed street level design. Building entrances, both for residents and commercial activity, provide direct access at the sidewalk (without stairs) as the site slopes from a high point in the northeast corner to lower elevations at the northwest and southeast corners. This configuration of terraced interior spaces allows for a dynamic mix of uses at street level.

Roosevelt Way NE is designated a principal pedestrian street and accordingly maximum façade transparency is provided through a storefront system that is mostly glazed for the entire length of this façade. With a generous setback, thoughtfully articulated hardscape and plantings, the Roosevelt Way NE sidewalk is designed in direct response to an anticipated increase in the volume of pedestrian traffic generated by the opening of the new Link Light Rail station. The building’s primary entrance off of Roosevelt Way NE is over sized at 30 feet wide with the inclusion of an open terraced area for outdoor seating and allows clear lines of sight into the building. Along NE 68th Street, maximum transparency continues but also incorporates the pleasing rhythm of a strong brick column module. The building entrance off of NE 68th is also combined with a generous area designated for outdoor seating. Pairing primary building entrances with outdoor seating for the commercial spaces encourages human interaction and generates activity while connecting directly to pedestrian paths of travel.



## DESIGN CONCEPT

As previously described, the design concept begins with a strategy of breaking down the overall building mass into smaller volumes that relate to the specific urban conditions found on different sides of the building. To reinforce this conceptual approach, the separate volumes are articulated with different cladding materials, different parapet heights, different glazing strategies and a recessed “gasket” to effectively provide modulation without relying on banal repetitious bays or other ubiquitous and uninspired design features.

The building mass facing Roosevelt Way NE and proposes less modulation in an effort to reinforce a strong street edge. Above the highly transparent ground floor level, layers of detail relieve the otherwise flat façade to create a visually stimulating composition. Vertically oriented metal panels laid in a random pattern create the background for punches of contrasting unit fenestration and juliet balconies act as a secondary layer of architectural detail to enliven the façade while providing access to light and air. Along NE 68th Street the building volume is clad in brick, articulated horizontally with a top floor setback to reduce bulk and composed of recessed modules for each residential unit. Multiple horizontally oriented windows are mullied together to create a compelling texture that reinforces the horizontality of the façade. The brick column module is brought down to the street providing high quality durable materials at the level of pedestrian activity.

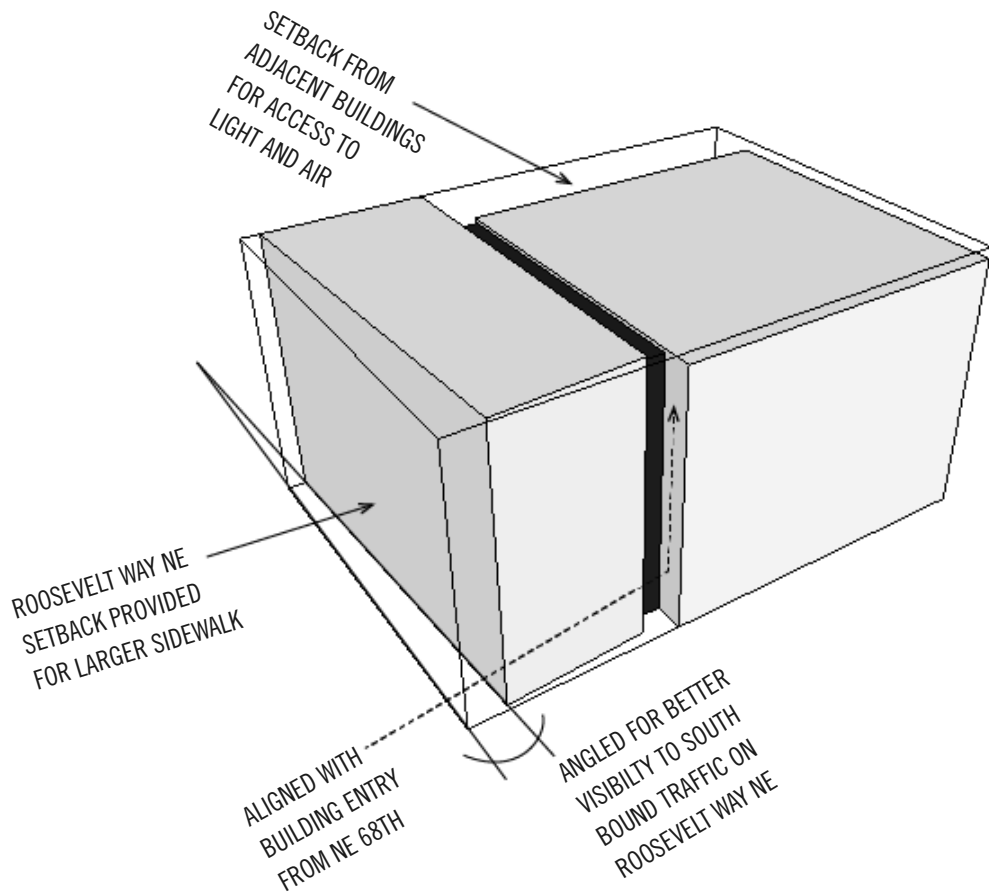
Finally, vehicular access to the below grade parking level is located at the northwest corner of the site at the lowest topographic elevation along NE 68th St. This is the safest location for the garage entrance as it is the furthest distance from the intersection of NE 68th St and Roosevelt Way NE and it places vehicular traffic onto the slower and less trafficked side street.



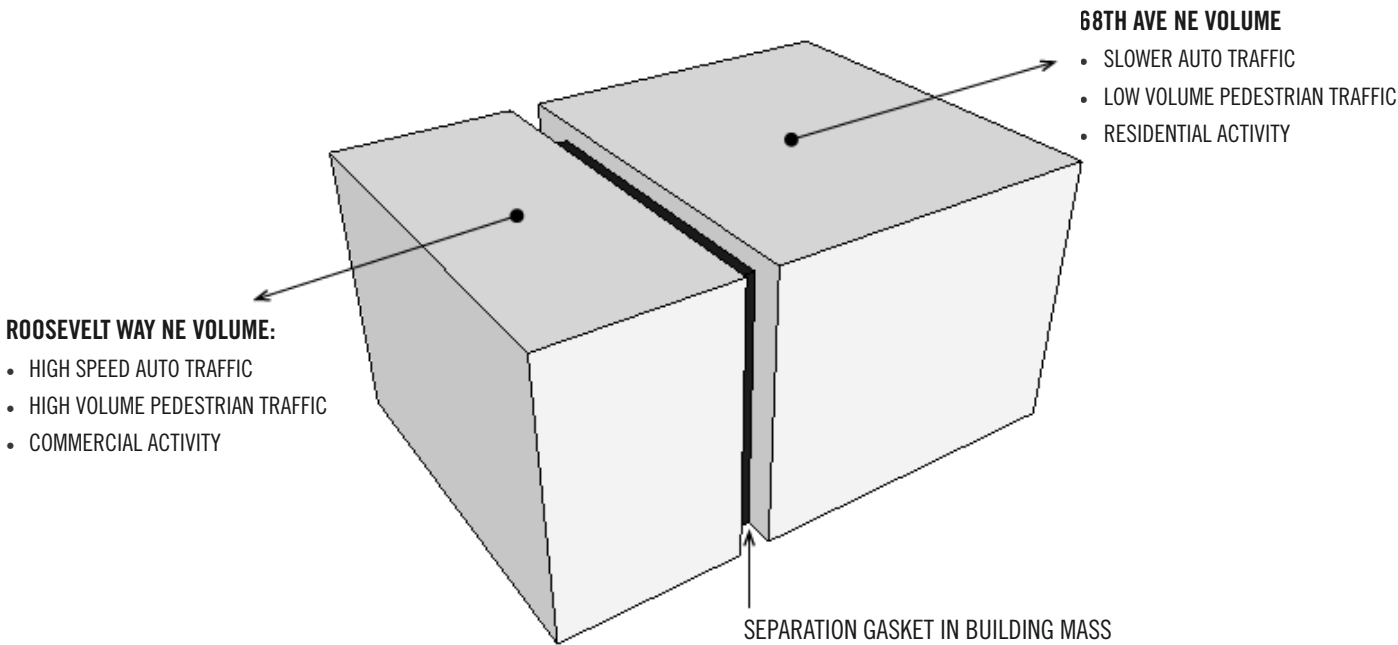
# BUILDING MASSING CONCEPT

Breaking down the overall building volume begins with a critical study of the site conditions along different faces of the building. Significant contrasts between NE 68th Street and Roosevelt Way NE include different speeds of automobile traffic, different volumes of pedestrian traffic and different patterns of existing urban development. Addressing these disparate conditions appropriately sculpts the building perimeter according to the diagrams presented here.

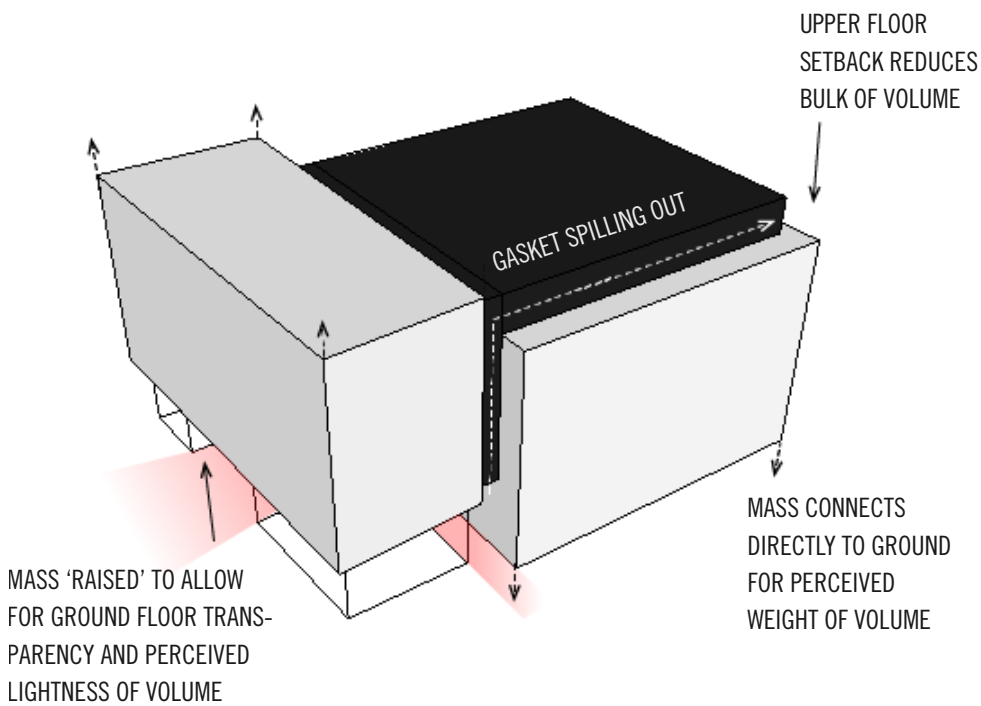
## 1 MAXIMUM MASS: FULL CAPACITY OF SITE



## 3 PUSH/PULL MASS: RESPONDING TO CONTEXT & SITE CONDITIONS



## 2 BREAK UP THE MASS: “GASKET” RECESS SEPARATES ROOSEVELT VOLUME FROM NE 68TH VOLUME



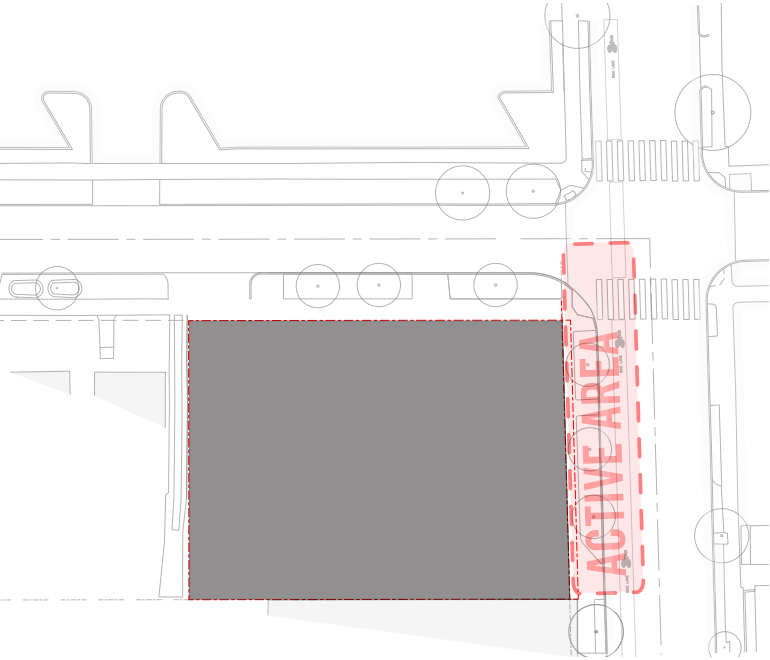
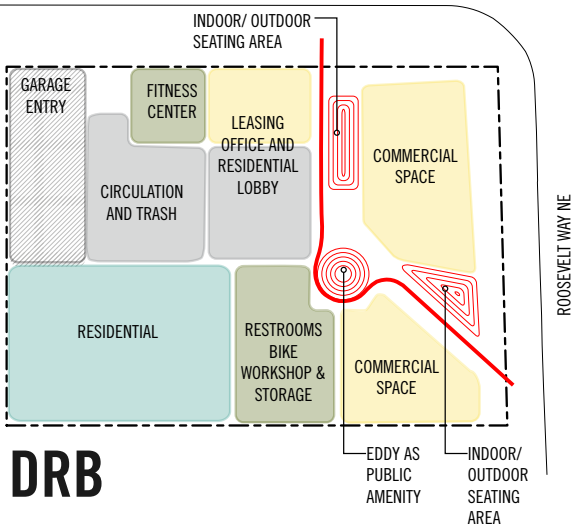
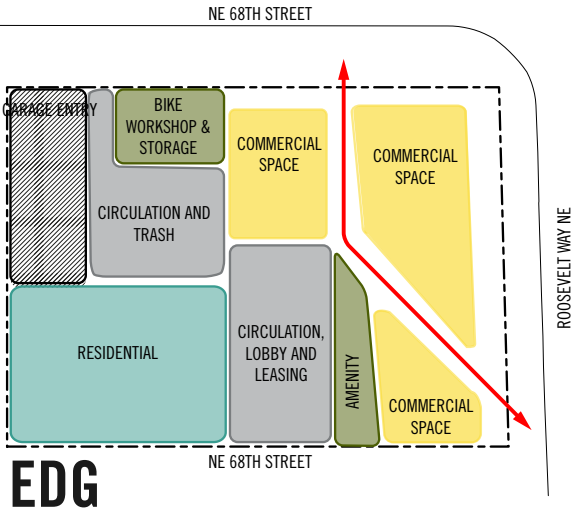
## 4 GROUND & SKY: RESPONDING TO CONTEXT & SITE CONDITIONS WHILE OPTIMIZING FOR DESIGN PROGRAM



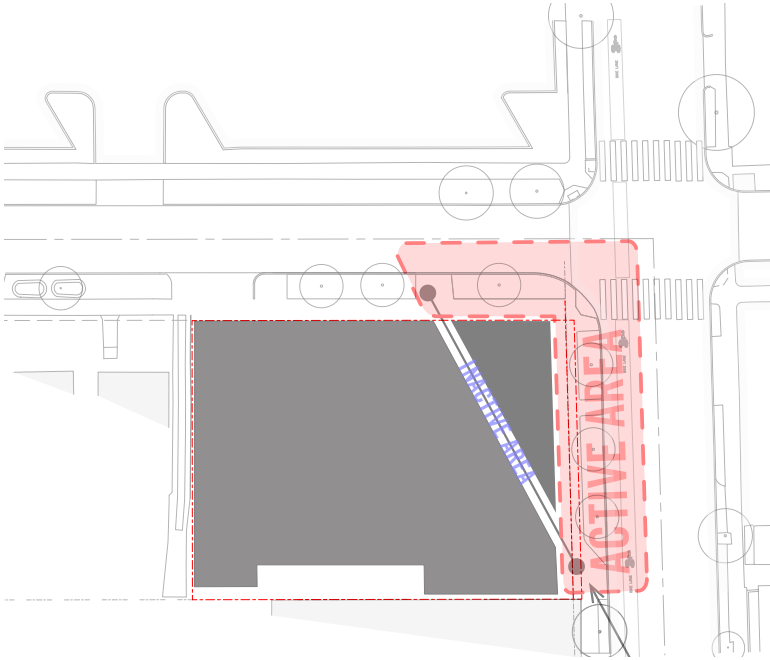
# STREET LEVEL CONCEPT

The inclusion of a semipublic interior passageway complements the existing network of pedestrian routes around the building. 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 as an extension of the street itself. Engaging pedestrian activity through the building offers an opportunity to more actively support the commercial spaces proposed on Roosevelt Way NE. This arrangement also seeks to foster human interaction by mixing public and private uses at the ground level while still satisfying programmatic “back of house” requirements like trash collection and bike parking.

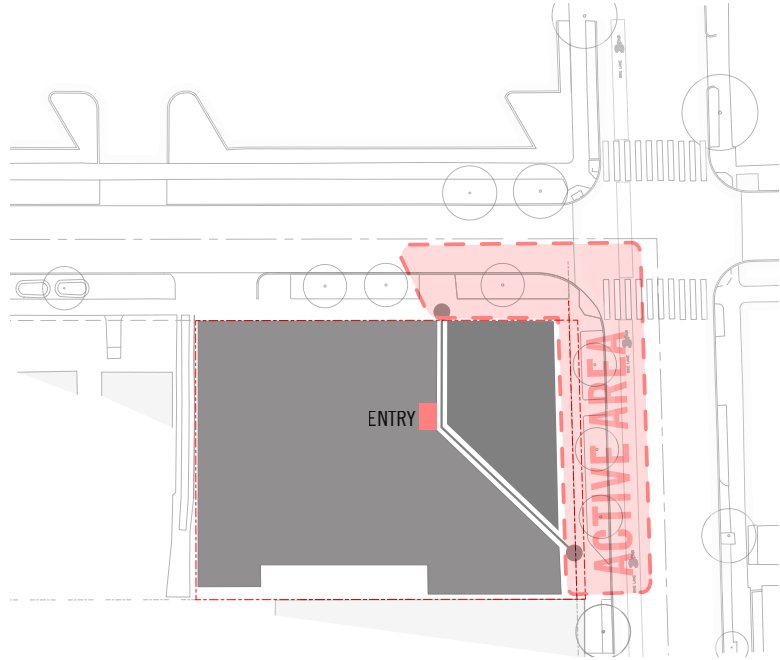
## GROUND FLOOR DESIGN EVOLUTION



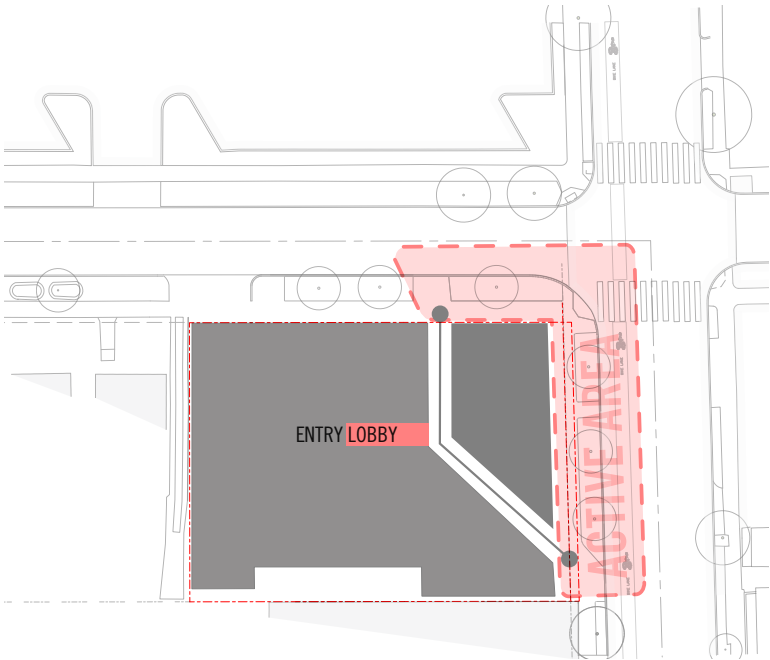
**1 GROUND FLOOR FOOTPRINT:**  
FULL CAPACITY OF SITE



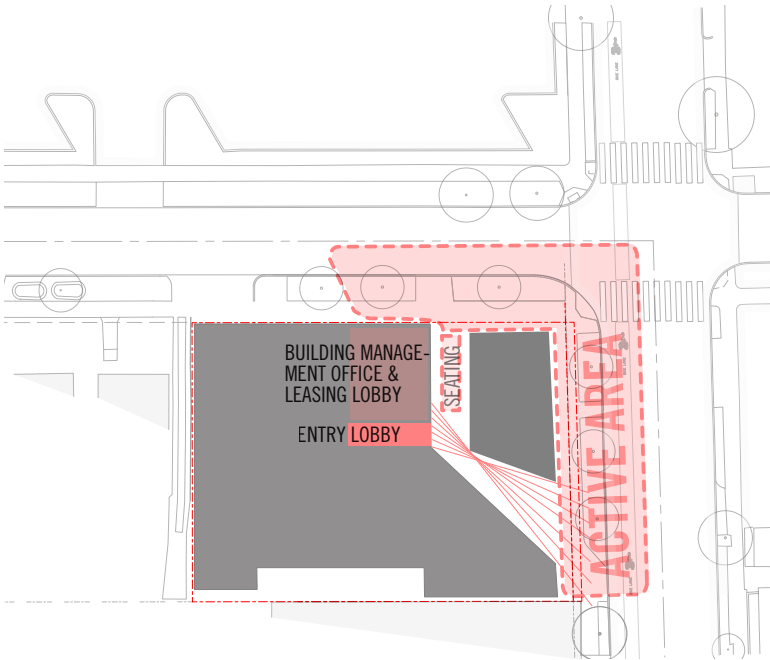
**2 URBAN SHORTCUT:**  
THROUGH BUILDING CONNECTOR TO LIGHT RAIL STATION  
ACTIVATES EDGES BUT INACTIVE INTERIOR.



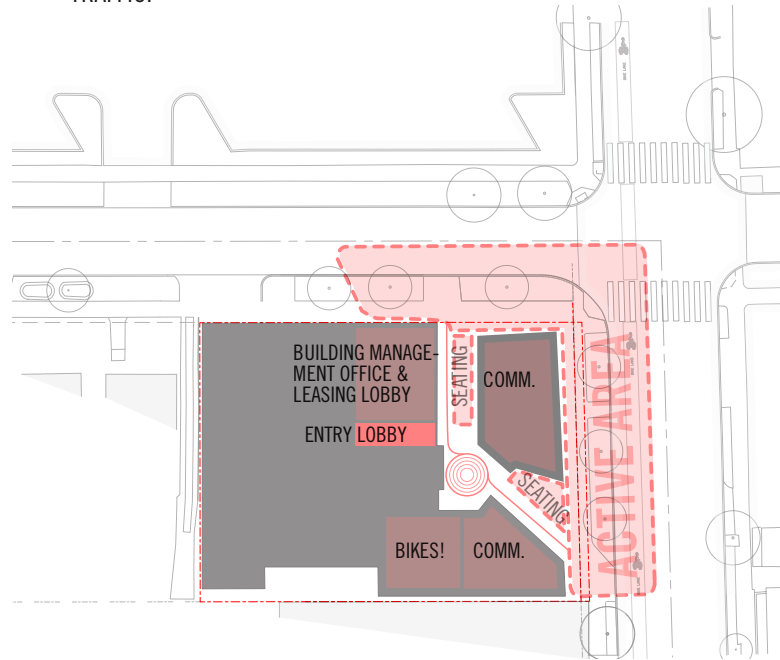
**3 BEND IN THE ROUTE:**  
INCLUSION OF RESIDENT ENTRY BENDS THE PATH, PROVIDES  
A VISUAL TERMINUS AND ADDS RESIDENT PEDESTRIAN  
TRAFFIC.



**4 A WIDER WAY:**  
ADDED WIDTH INCREASES LEGIBLE ENTRIES AT PERIMETER,  
VISIBILITY INTO BUILDING, SPACE FOR ACTIVITY AND MORE  
FLEXIBLE USE.



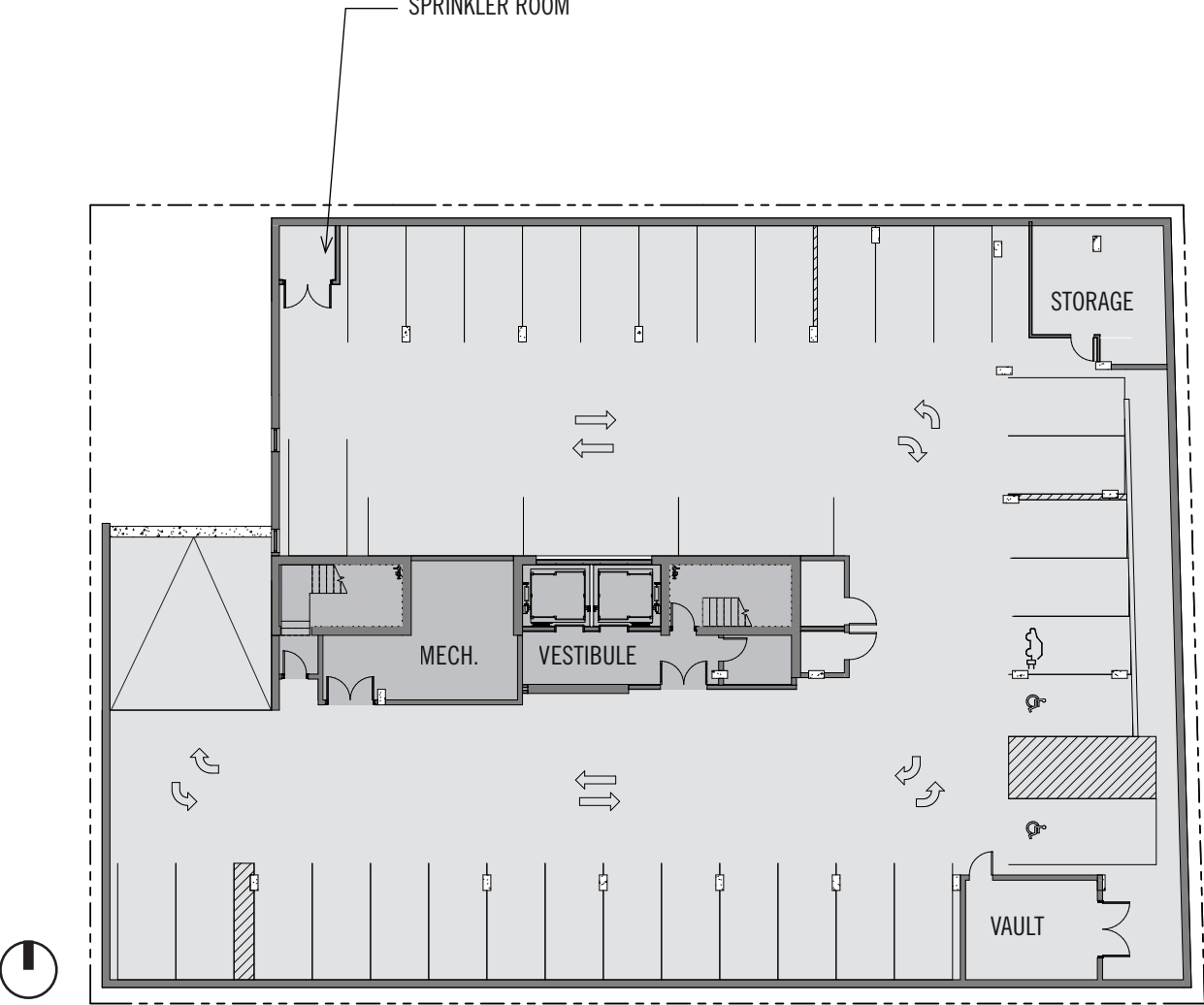
**5 VISIBILITY AND ACTIVATION:**  
NORTHERN INDOOR/OUTDOOR SEATING AREA AND BUILDING  
MANAGEMENT OFFICE/LEASING LOBBY ACTIVATES NORTH EDGE  
OF BUILDING, WHILE A WIDER OPENING INCREASES VISIBILITY  
DEEPER INTO BUILDING.



**6 ACTIVATE THE CENTER:**  
PUBLICLY ACCESSIBLE PASSAGeway PROVIDES SPACE TO CIRCU-  
LATE AND GATHER. THE C ENTRAL NOOK CREATES A VIBRANT ZONE  
CONNECTING THE VARIOUS GROUND LEVEL USES AND IS VISIBLE  
FROM MANY POINTS ALONG ROOSEVELT WAY NE & NE 68TH STREET.



PARKING LEVEL PLAN



LEASING LEVEL



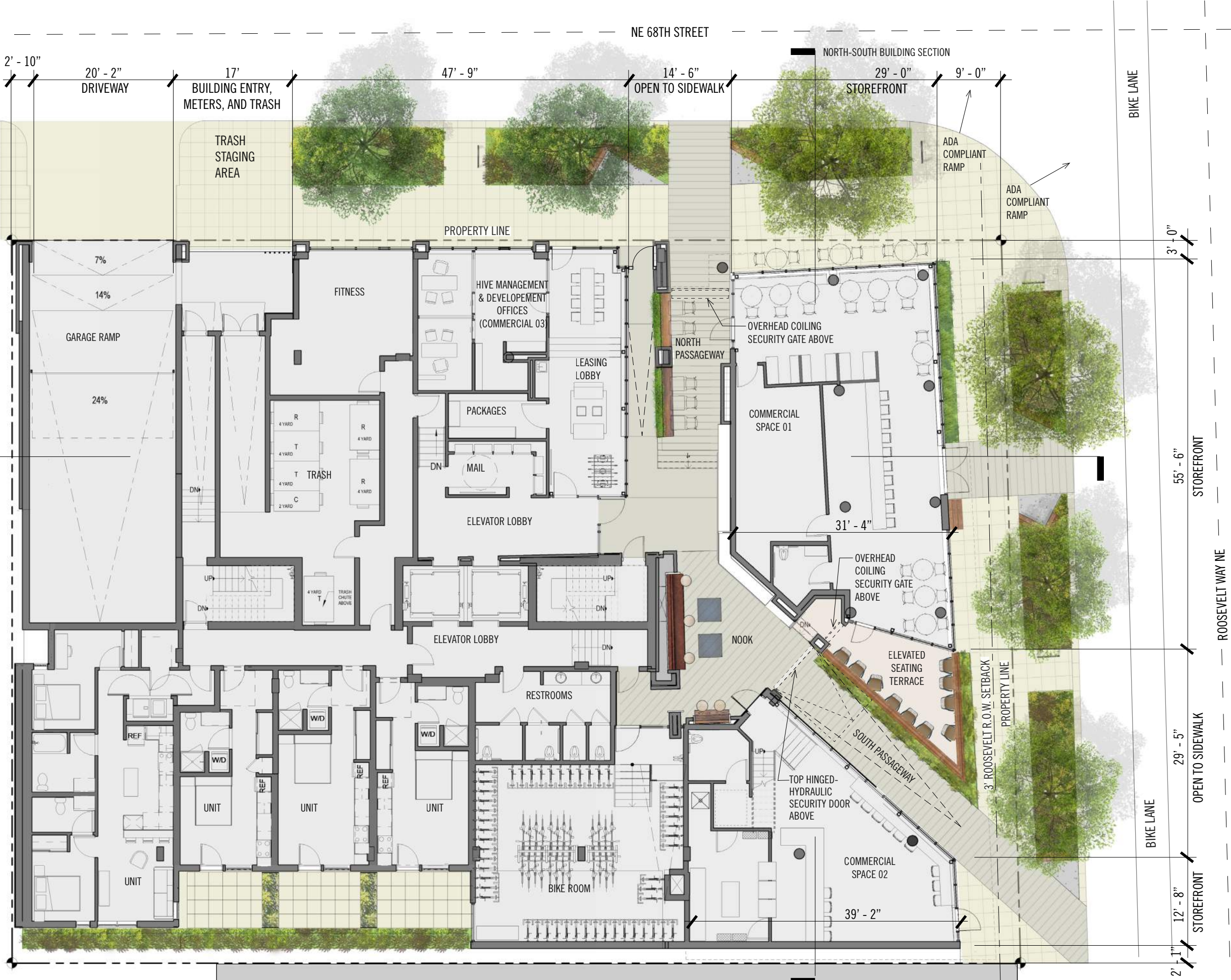
- BUILDING CIRCULATION
- BUILDING SERVICES
- RESIDENTIAL
- BUILDING AMENITIES
- COMMERCIAL



SITE PLAN & BUILDING TEST FITS

PLEASE NOTE: FURNITURE AND INTERIOR COMMERCIAL SPACES ARE SUBJECT TO CHANGE.

EAST-WEST BUILDING SECTION

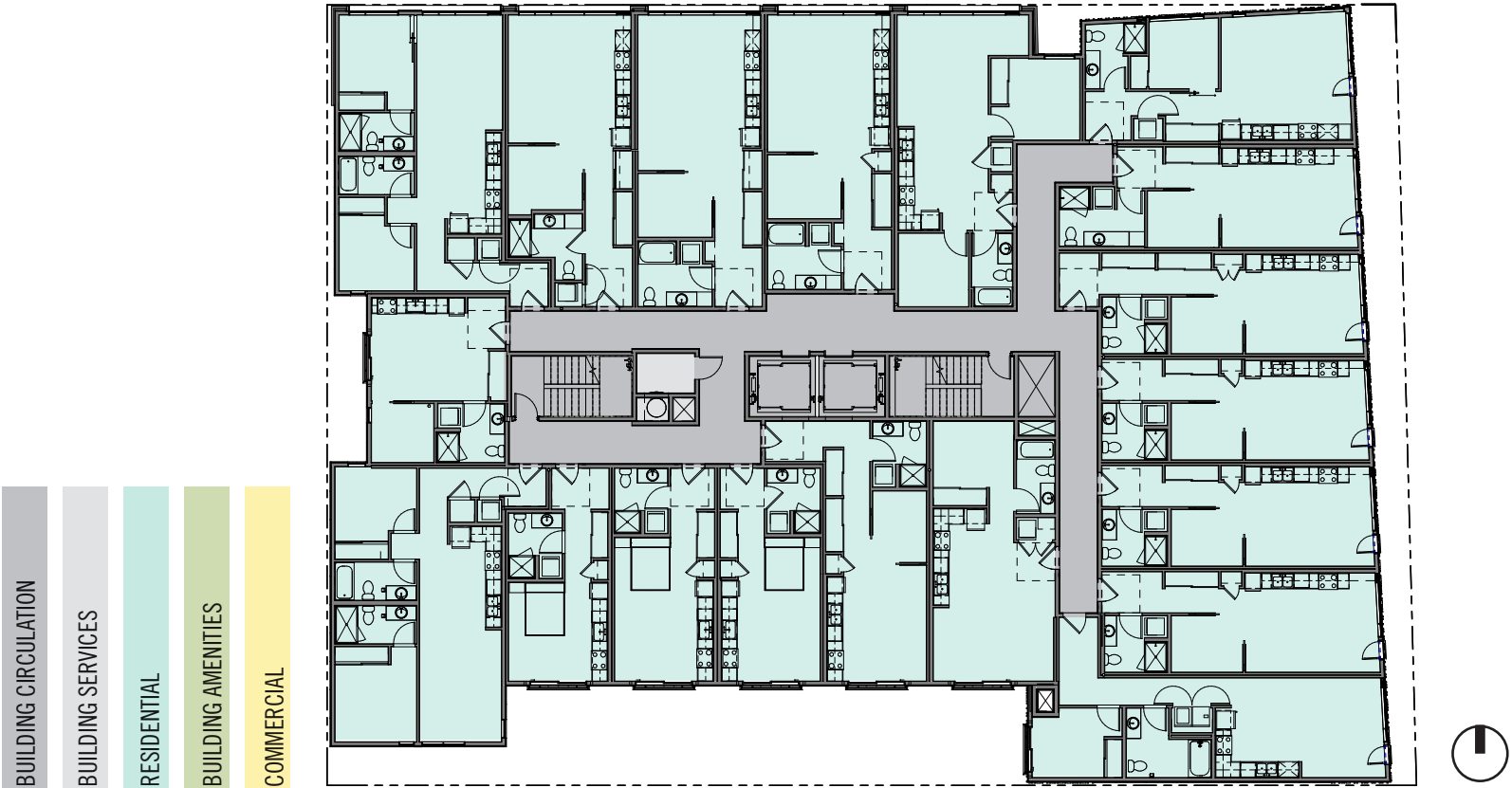




LEVEL 2 FLOOR PLAN

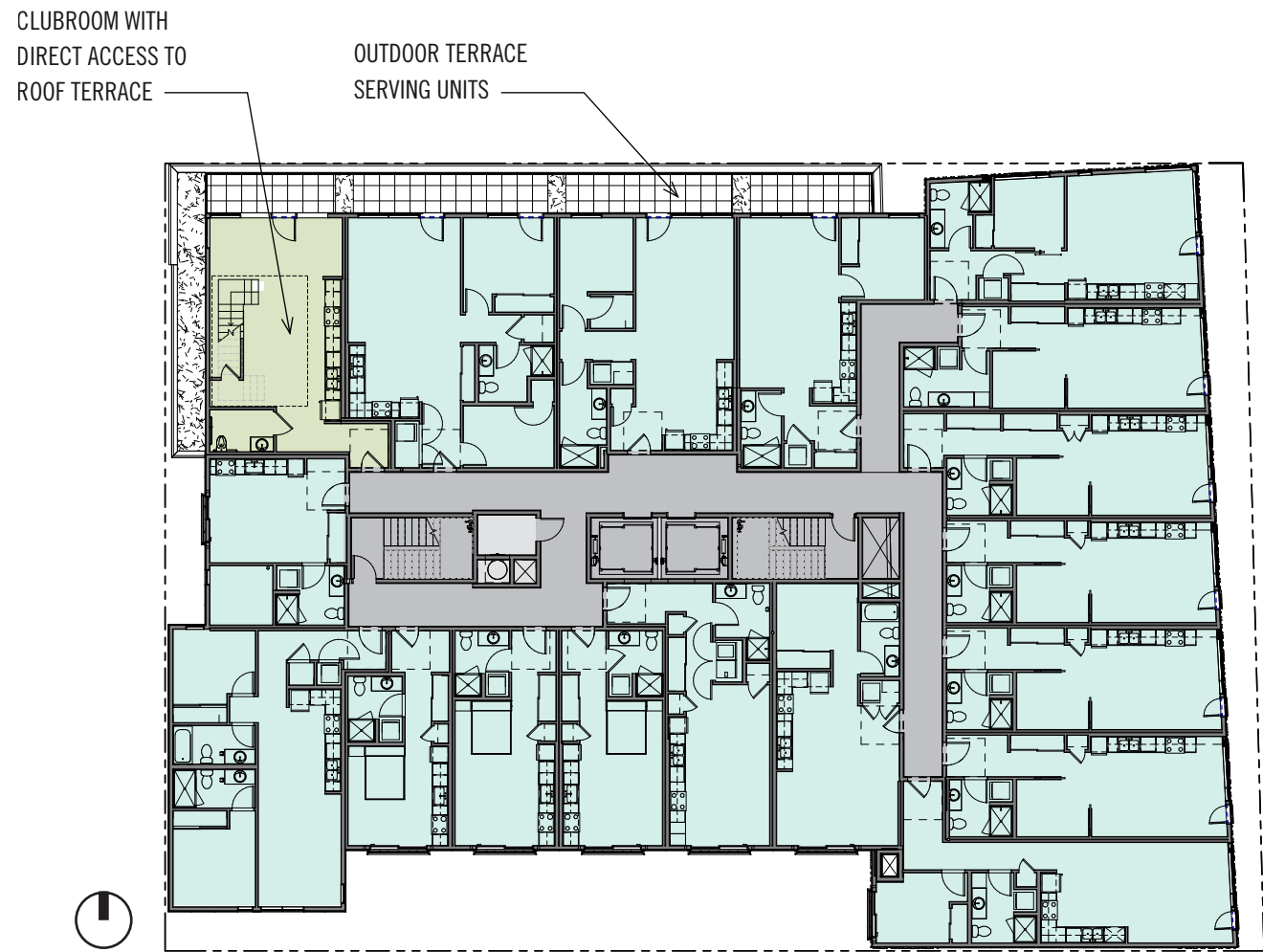


LEVEL 3-6 FLOOR PLAN

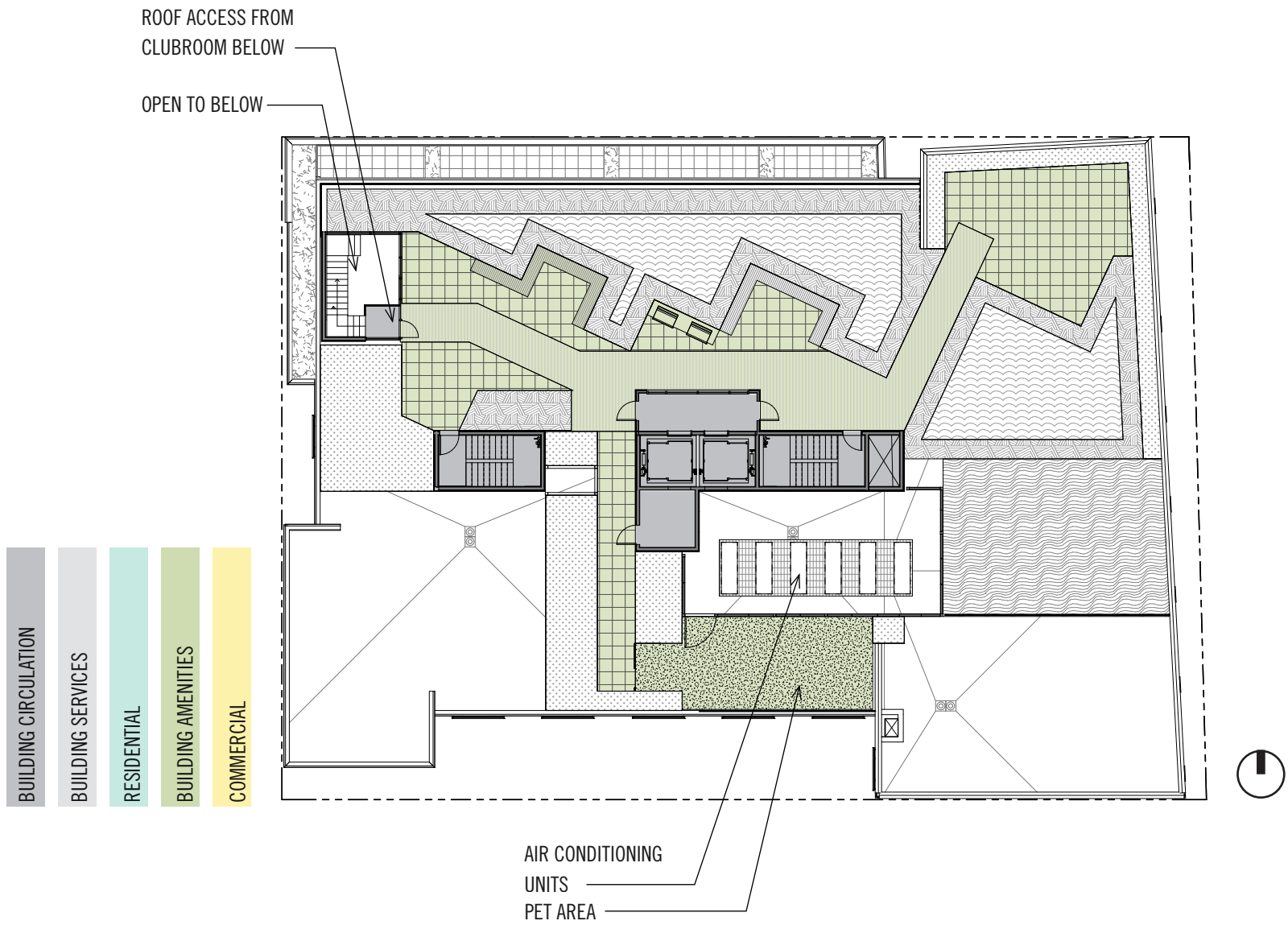




LEVEL 7 PLAN

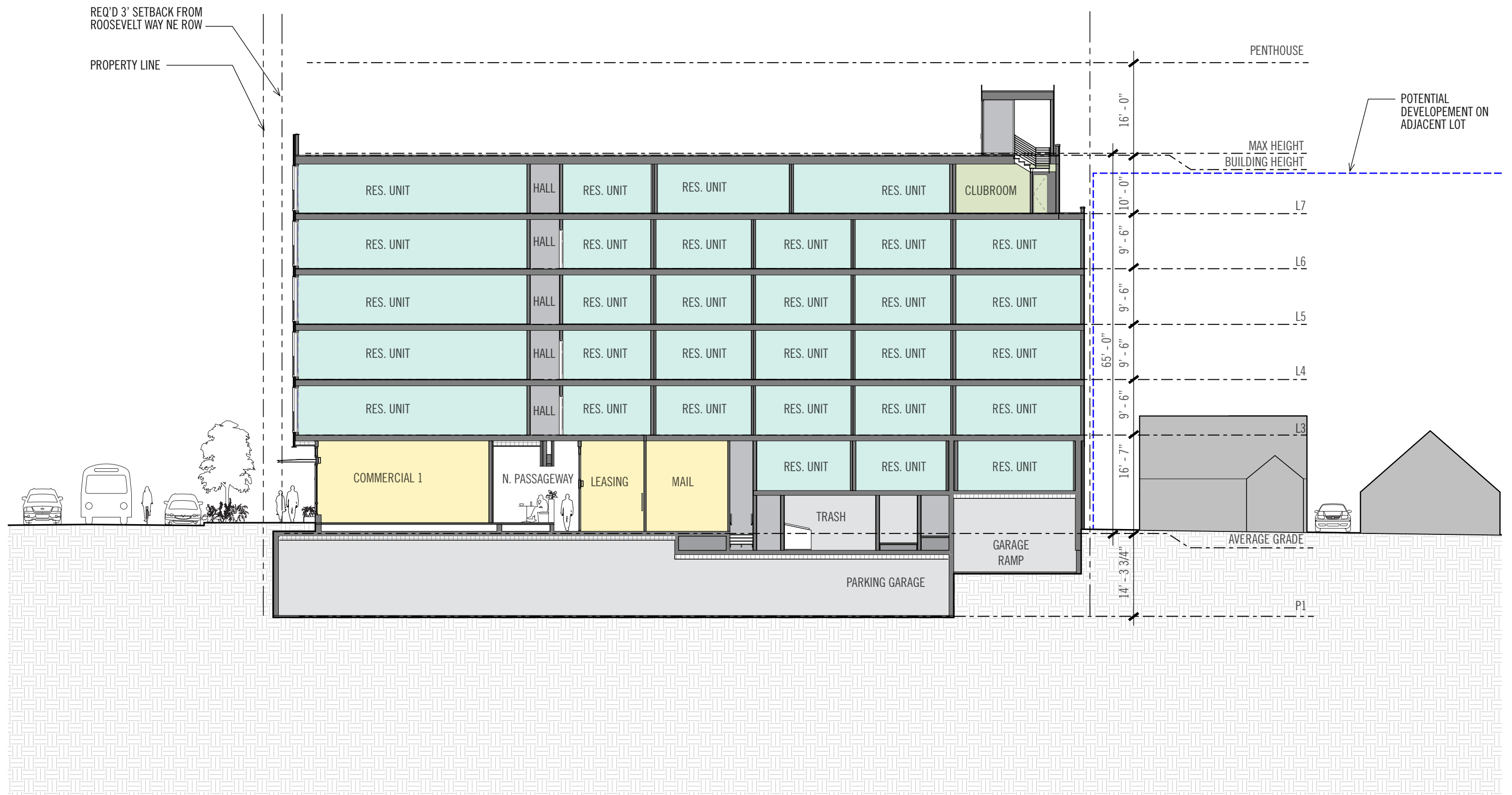


ROOF PLAN



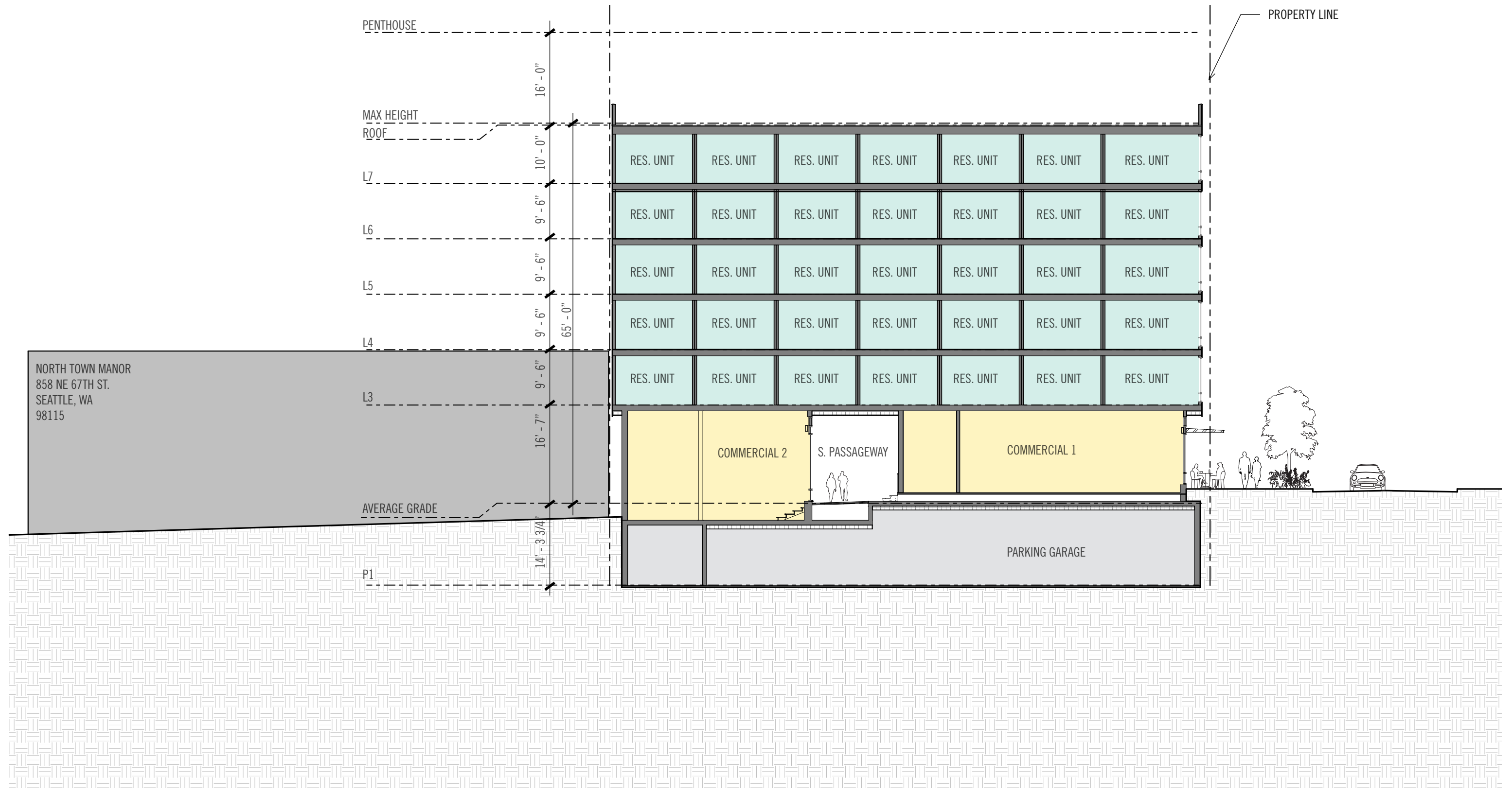


## EAST - WEST BUILDING SECTION



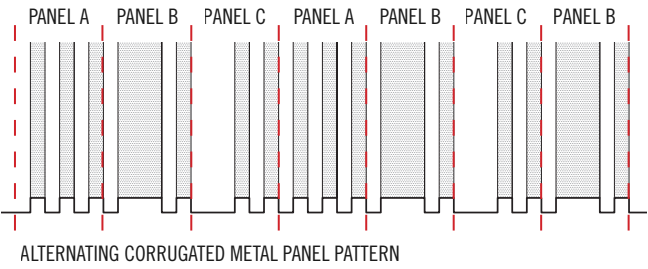


## NORTH - SOUTH BUILDING SECTION



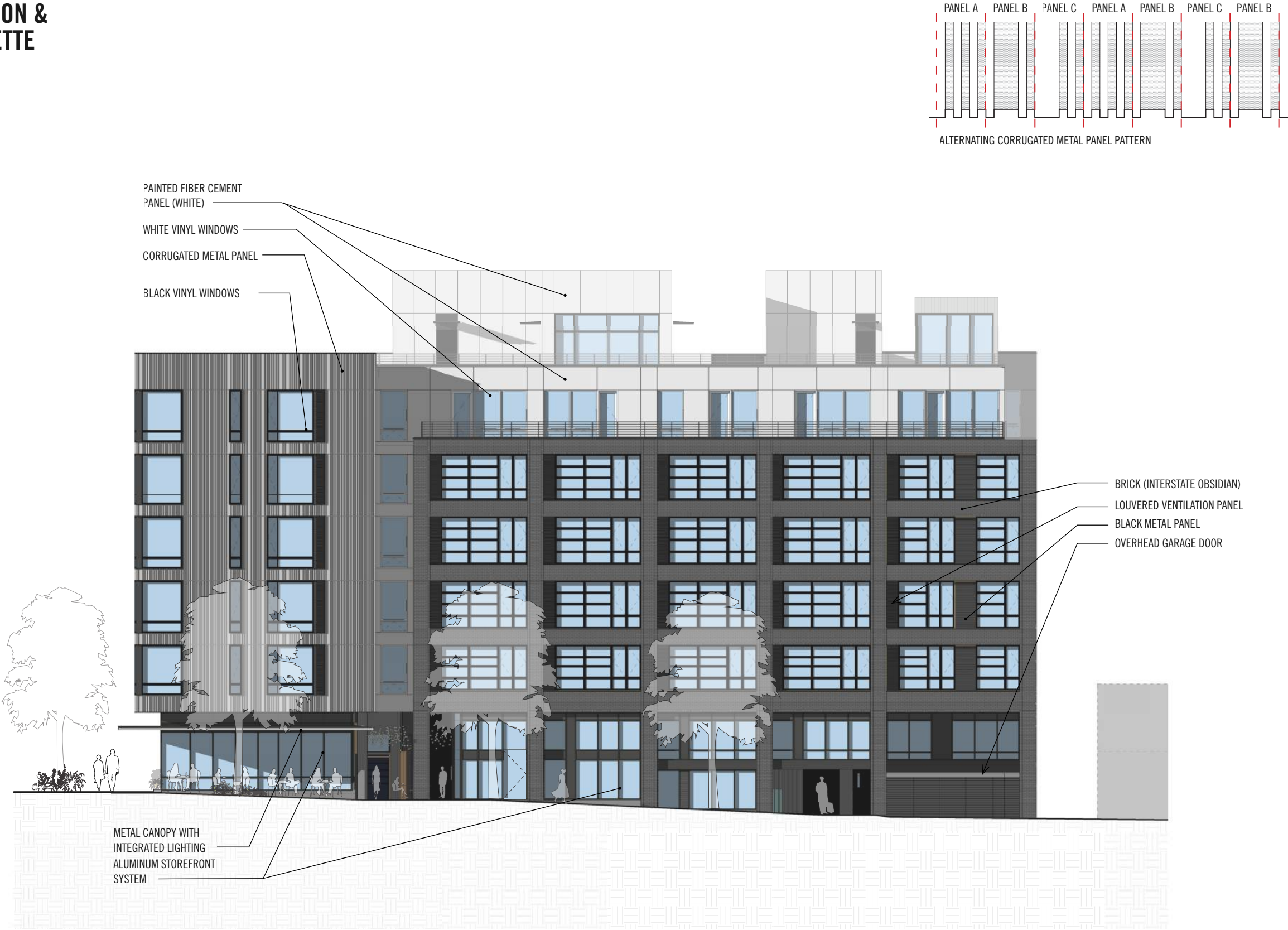


EAST ELEVATION & MATERIAL PALETTE



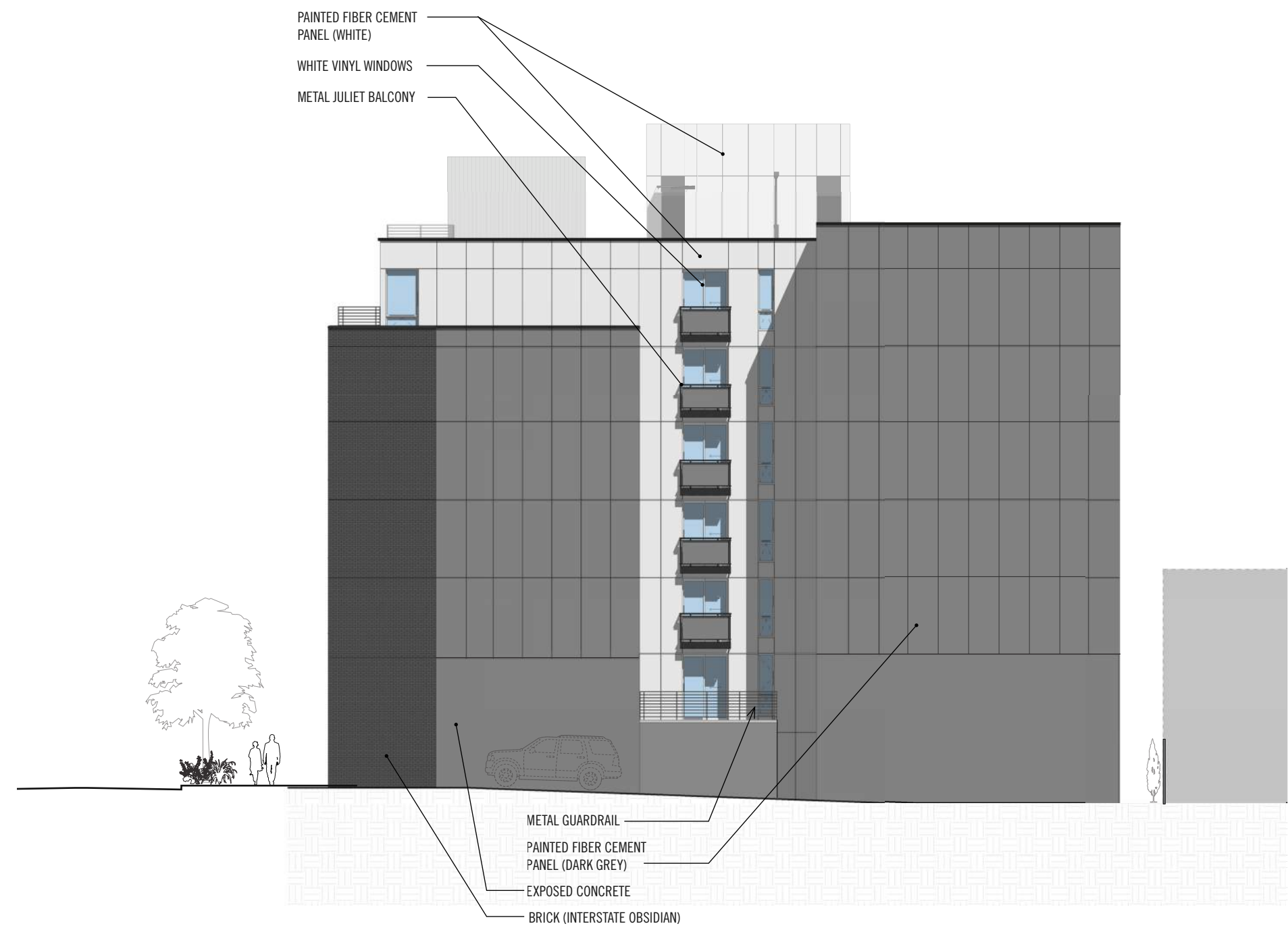


NORTH ELEVATION & MATERIAL PALETTE





WEST ELEVATION & MATERIAL PALETTE



**DARK GREY**  
PAINTED FIBER CEMENT PANEL

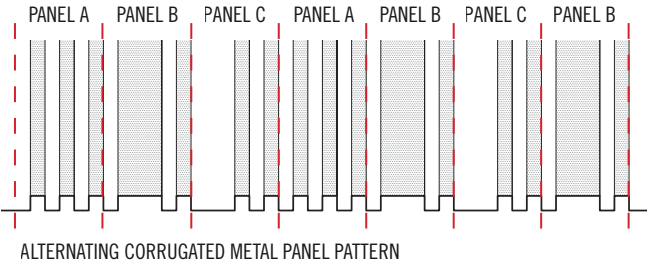
**EXPOSED**  
CONCRETE

**WHITE**  
PAINTED FIBER CEMENT PANEL

**OBSIDIAN**  
INTERSTATE BRICK



SOUTH ELEVATION &  
MATERIAL PALETTE



PAINTED FIBER CEMENT  
PANEL (WHITE)

PAINTED FIBER CEMENT  
PANEL (DARK GREY)

CORRUGATED METAL PANEL

PAINTED FIBER CEMENT PANEL  
(DARK GREY)

METAL CANOPY WITH  
INTEGRATED LIGHTING

METAL JULIET BALCONY

PAINTED FIBER CEMENT  
PANEL (WHITE)

METAL GUARDRAIL

EXPOSED CONCRETE



DESIGN EXPERIENCE  
ARCHITECTURAL PERSPECTIVE - DAYTIME









VIEW FROM 67TH & ROOSEVELT EN ROUTE FROM LIGHT RAIL STATION



PRIORITY GUIDELINES

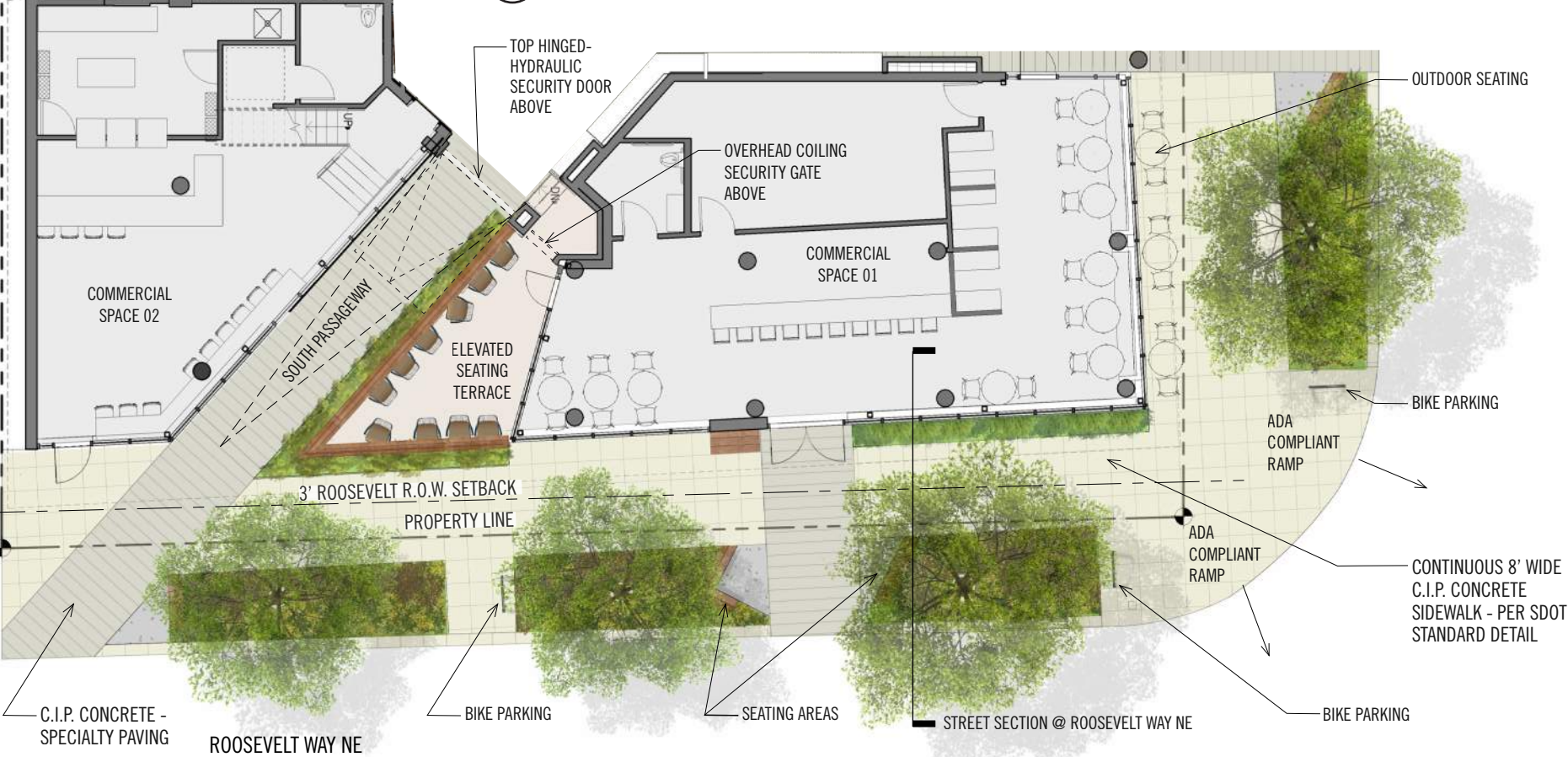
- CS2** CONTEXT & SITE - URBAN PATTERN AND FORM  
Sense of place, architectural presence, existing development and zoning, zone transitions, massing choices, and respect for adjacent sites.
- PL2** PUBLIC LIFE - WALKABILITY  
Eyes on the street, lighting for safety, streetlevel transparency, and design as wayfinding.
- PL3** PUBLIC LIFE -STREET LEVEL INTERACTION  
entries - design objectives & ensemble of elements, residential edges, and retail edges.
- DC1** DESIGN CONCEPT - PROJECT USES AND ACTIVITIES  
visibility, gathering places, flexibility, views and connections, access location & design, and facilities for alternate transportation
- DC2** DESIGN CONCEPT - ARCHITECTURAL CONCEPT  
site characteristics and uses, reducing perceived mass, facade composition, blank walls, visual depth and interest, dual purpose elements, fitting in with neighboring buildings



PEDESTRIAN PERSPECTIVE AT EAST ENTRANCE



ENLARGED GROUND FLOOR PLAN



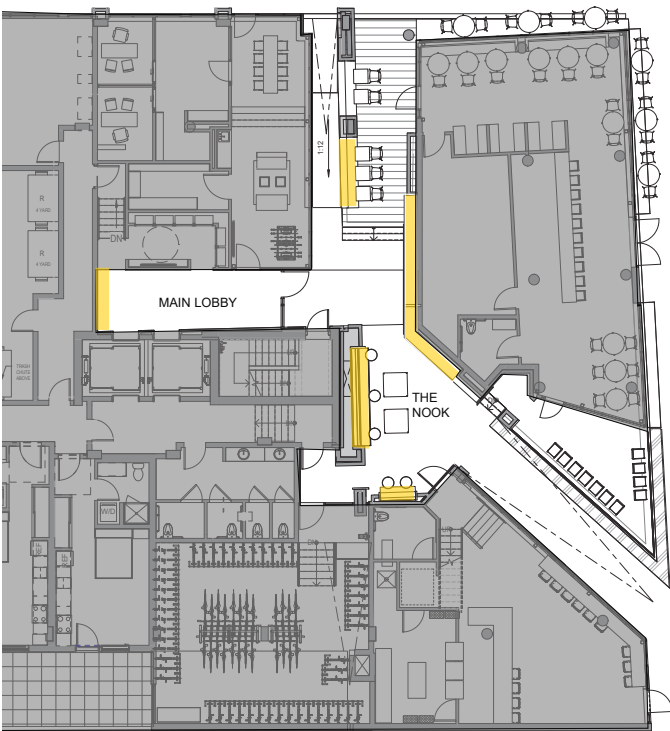
STREET SECTION @ ROOSEVELT WAY NE





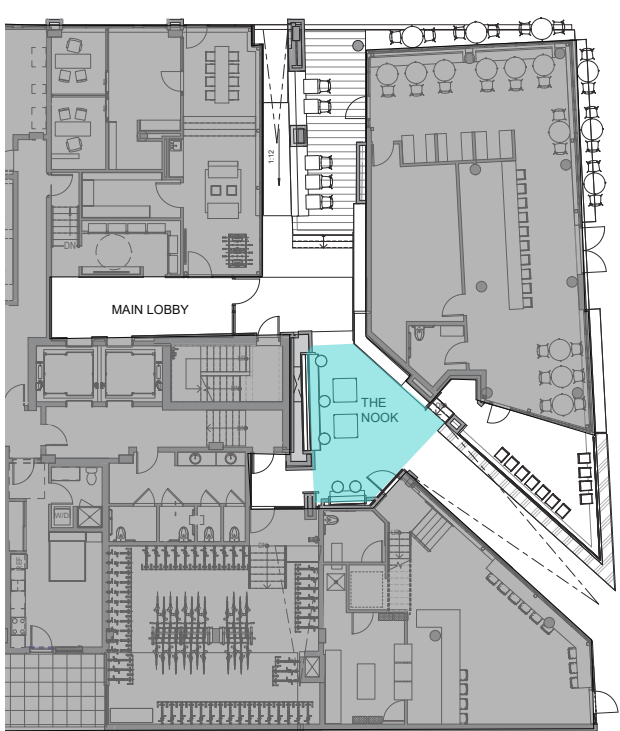
# GROUND FLOOR DIAGRAMS

VISUAL ANCHORS



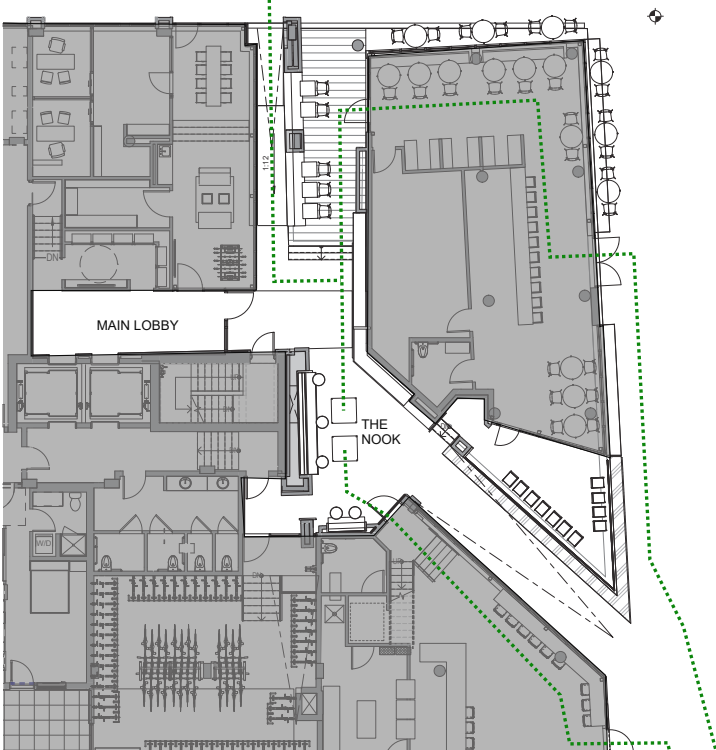
There are several key visual anchors in the Nook and both the North and South passageways: the built-in banquette seating and bookcase walls, the fireplace, the planter bench seating on the restaurant patio, and the interior lobby feature wall of the residential building. All of these special design elements are visually shared between the public and private spaces. In fact, all of these features, with the exception of the lobby feature wall, are located in the public sphere, making the space both beautiful and visually inviting for all passersby.

SPATIAL ANCHORS



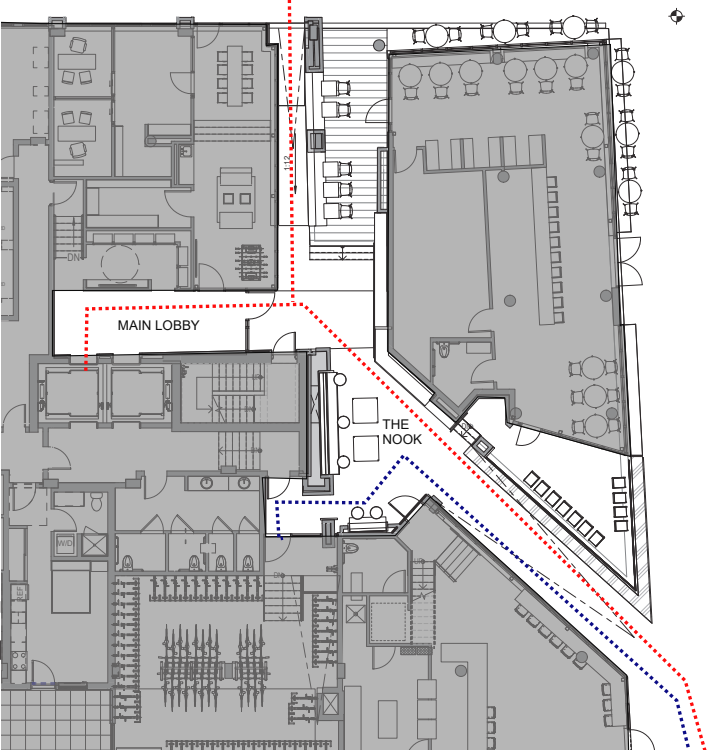
The Nook is the heart of the whole space, with multiple public circulation paths funneling from both passageways into one central area. Visible from the street in order to draw people in, this space is designed to be warm and welcoming, with the fireplace, the comfortable soft seating, and built-in bookcases with a free lending library element. All of these features are designed to encourage both building residents and the public alike to sit and stay a while.

COMMON RETAIL TRAVEL PATHS



The diagrams above illustrate the common travel paths for both building residents and the general public using the retail spaces. The challenge of this space has always been creating an inviting place where people want to linger and relax, while still having it serve as a functional circulation path for both the residential building and the retail. These diagrams illustrate how the design maintains open pathways while maintaining the intimate scale of the Nook. The red and blue dashed lines indicate the most common paths of travel for the building residents, who will primarily be arriving from the future light rail station and using the south Passageway. From there, they will either head straight to the lobby or to bike room, depending on their mode of transportation. Some retail space visitors will come from the Light Rail station and enter through the South Passageway, while others might choose to drive and park their car at the pay lot on 68th street, and enter the space from the North Passageway. The Design of the Passageways encourages retail space visitors to interact with the Nook as well, as it is available to both retail spaces at all hours of operation.

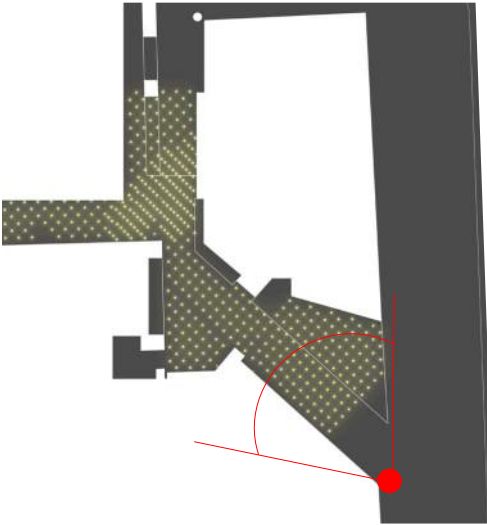
COMMON RESIDENTS TRAVEL PATHS





# SOUTH PASSAGEWAY ENTRY

The building entrance serving Roosevelt Way NE serves as the primary access point into the building. Its design is a grand gesture towards the dominant flow of pedestrian traffic from the south and the anticipated increase in pedestrian activity generated by the opening of the new Link Light Rail station. The entrance is paired with an outdoor seating terrace that serves the adjacent commercial space. In combination, the passageway and the open terrace are very generous at 29.5 feet wide and 16 feet tall as measured from the sidewalk. This open air space provides ample width for building users to congregate without impacting circulation and allows for clear lines of sight deep into the building from the right of way. The resulting configuration seeks to encourage human interaction and generate activity at the street level while connecting directly to pedestrian paths of travel.

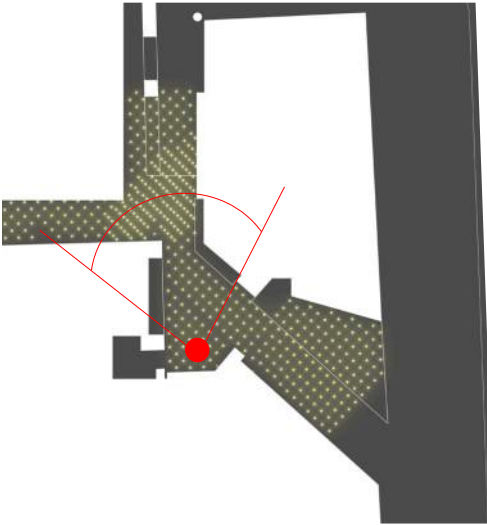




# THE NOOK & NORTH PASSAGEWAY

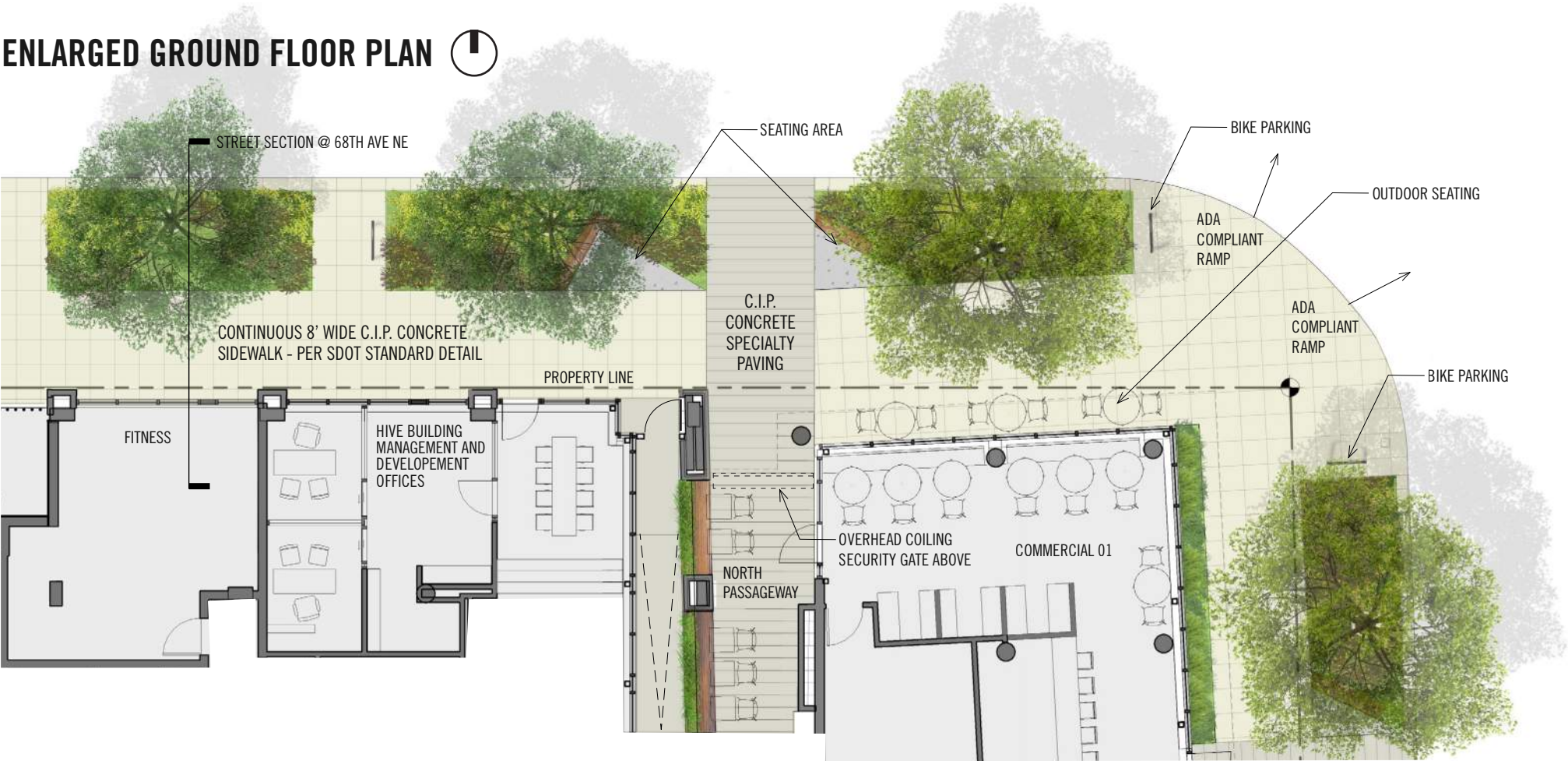
As a mixing chamber for building users traversing various paths of travel and connecting the many occupancies at street level, the building nook is a focal point for the ground floor. It allows “back door” access to the commercial spaces as well as providing a convenient route to the bike storage room for cyclists coming off of the bike lane on Roosevelt Way NE. One can also continue north to the main building lobby, elevator access and leasing office; or continue all the way outside again at the entrance on NE 68th St. Overlapping and blurring the distinctions between building entry, lobby space, commercial access, residential amenity and leasing office; the ensemble of ground level elements orbits this vibrant mini-plaza within the building itself.

Unlike the entry off of Roosevelt Way NE, the northern building access point isn’t quite as large or grand. Pedestrian traffic on the north side of the building is significantly less than that on the east and accordingly this area responds more to building program and building tenant needs. Still generous in width, the space is bifurcated into dedicated egress circulation and open air seating that supports the primary commercial space. Split by a brick colonnade and flanked by aluminum storefront on either side, this space begins to terrace the street level spaces from north to south through the building. Like the eastern entrance, pairing the building entrance with an outdoor commercial seating area proposes to engage pedestrian activity while simultaneously putting “eyes on the street”.





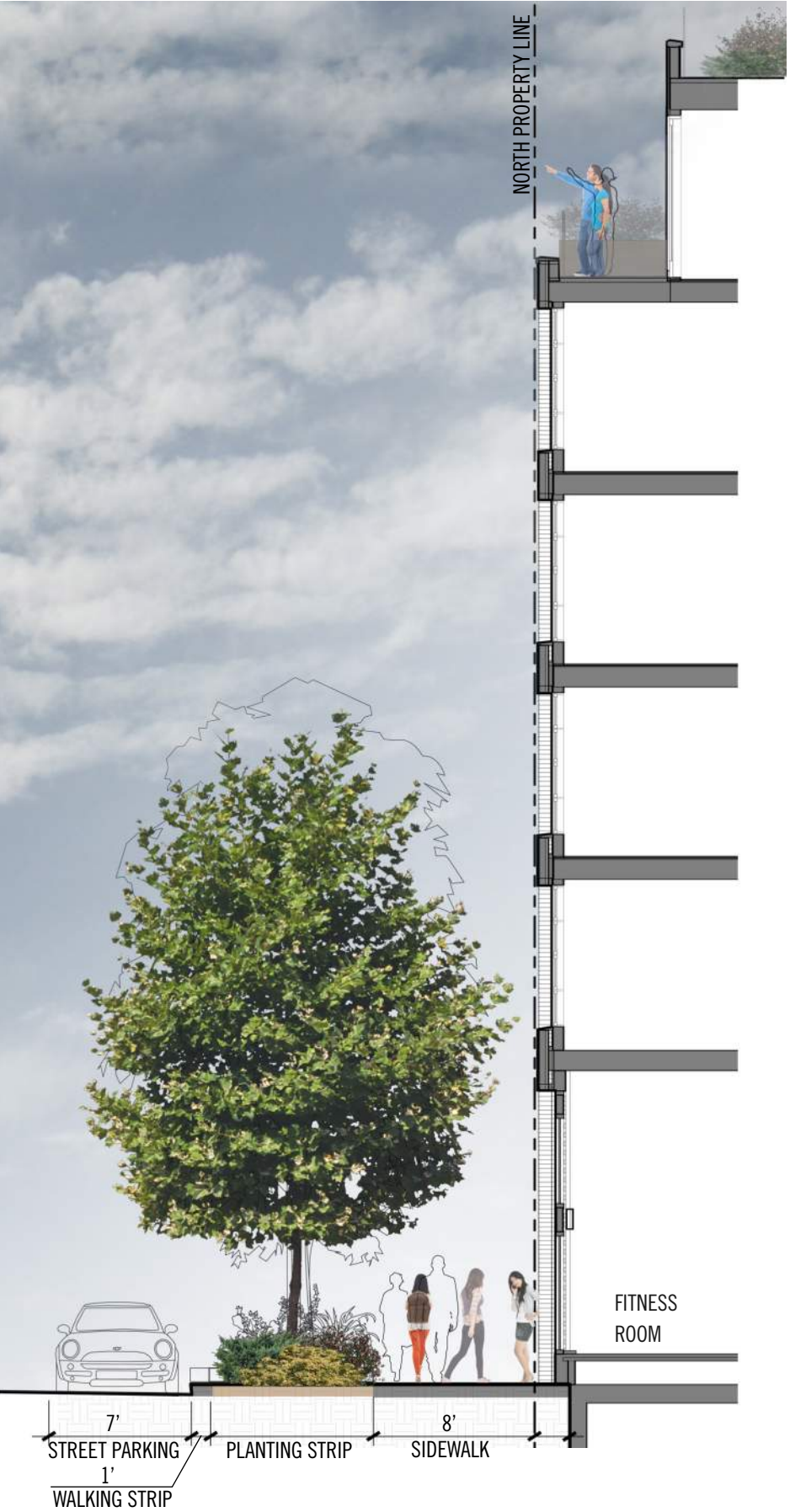
ENLARGED GROUND FLOOR PLAN



PEDESTRIAN PERSPECTIVE AT NORTH ENTRANCE



STREET SECTION @ 68TH AVE NE





# PERSPECTIVE TRAVELING SOUTH ON ROOSEVELT



## PRIORITY GUIDELINES

- CS2** CONTEXT & SITE - URBAN PATTERN AND FORM  
Sense of place, architectural presence, existing development and zoning, zone transitions, massing choices, and respect for adjacent sites.
- PL2** PUBLIC LIFE - WALKABILITY  
Eyes on the street, lighting for safety, streetlevel transparency, and design as wayfinding.
- PL3** PUBLIC LIFE -STREET LEVEL INTERACTION  
entries - design objectives & ensemble of elements, residential edges, and retail edges.
- DC1** DESIGN CONCEPT - PROJECT USES AND ACTIVITIES  
visibility, gathering places, flexibility, views and connections, access location & design, and facilities for alternate transportation
- DC2** DESIGN CONCEPT - ARCHITECTURAL CONCEPT  
site characteristics and uses, reducing perceived mass, facade composition, blank walls, visual depth and interest, dual purpose elements, fitting in with neighboring buildings





BUILDING SIGNAGE LOCATIONS & EXAMPLES





## HARDSCAPE & FURNISHINGS

## A man in a white thobe is walking on a paved sidewalk. To his left is a large, dense green bush with some yellow flowers. In the background, there are parked cars and other people walking. The scene is outdoors during the day.

**GROUND FLOOR PLAN**

Annotations and Labels:

- TRASH STAGING
- CONTINUOUS 8' WIDE C.I.P. CONCRETE SIDEWALK - PER SDOT STANDARD DETAIL
- SEATING AREA
- OUTDOOR SEATING AREA
- 2' PLANTER @ BUILDING FACE
- EXISTING TREE TO REMAIN
- 3' SETBACK LINE
- PROPERTY LINE
- SEATING AREA
- NEW STREET TREE, TYP.
- BIKE PARKING, TYP.
- CONTINUOUS 8' WIDE C.I.P. CONCRETE SIDEWALK - PER SDOT STANDARD DETAIL
- SEATING AREA
- C.I.P. CONCRETE - SPECIALTY PAVING
- RAISED PLANTER BETWEEN UNITS, TYP.
- BIORETENTION PLANTER
- GARAGE RAMP (7%, 14%, 24%)
- FITNESS
- HIVE MANAGEMENT & DEVELOPEMENT OFFICES - COMMERCIAL SPACE 03
- PACKAGES
- MAIL
- LEASING LOBBY
- ELEVATOR LOBBY
- COMMERCIAL SPACE 01
- NOOK
- ELEVATED SEATING
- COMMERCIAL SPACE 02
- BIKE ROOM
- REF.
- W/D
- UP
- DN
- 4 YARD
- 2 YARD
- TRASH CHUTE ABOVE
- NORTH PASSAGEWAY
- SOUTH PASSAGEWAY



LANDSCAPE - PLANT SELECTION

ROOSEVELT WAY NE



Street Tree:  
Quercus frainetto 'Schmidt'  
Forest Green Oak



**Goal:** Provide lush yet durable streetscape plant materials. Species to include mix of perennial & deciduous with prominent evergreen spine for year-round greenery.

NE 68TH ST



Street Tree:  
Cercidiphyllum japonicum  
Katsura Tree



**Goal:** Introduce vibrant plant materials to brighten the north side of the building. Palette to contain low, shade tolerant grasses and deciduous shrubs that offer seasonal interest.



LANDSCAPE - ROOF PLAN





PLANT MATERIAL  
ROOFTOP



Tree:  
Pinus contorta 'Contorta'  
Shore Pine



**Goal:** Build a landscape from drawing from the northwest plant palette. Create a curated scene using materials that glow in all seasons, celebrating the rich beauty of northwest natives.



Tree:  
Cornus nuttallii  
Pacific Dogwood





LANDSCAPE - STREET LEVEL  
LIGHTING PLAN

WALL MOUNTED SCONCES



FEATURE LIGHTING IN PASSAGEWAYS



EXTERIOR DOWNLIGHTS





LANDSCAPE - ROOF LEVEL  
LIGHTING PLAN

RECESSED STEPLIGHTS



LANDSCAPE UPLIGHTING, TYP.





DEPARTURES REQUESTED

SIGHT TRIANGLE:

CODE REFERENCE:

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.

ALTERNATIVE PROPOSAL:

Utilize mirrors, changes in paving and warning lights to maintain safety with an obstructed sight triangle. A 6 foot wide opening in the east wall of the parking ramp proposed. The placement of the opening allows exiting traffic to see oncoming pedestrian and vehicular traffic to the east before emerging from the parking ramp enclosure. See diagram.

RATIONALE:

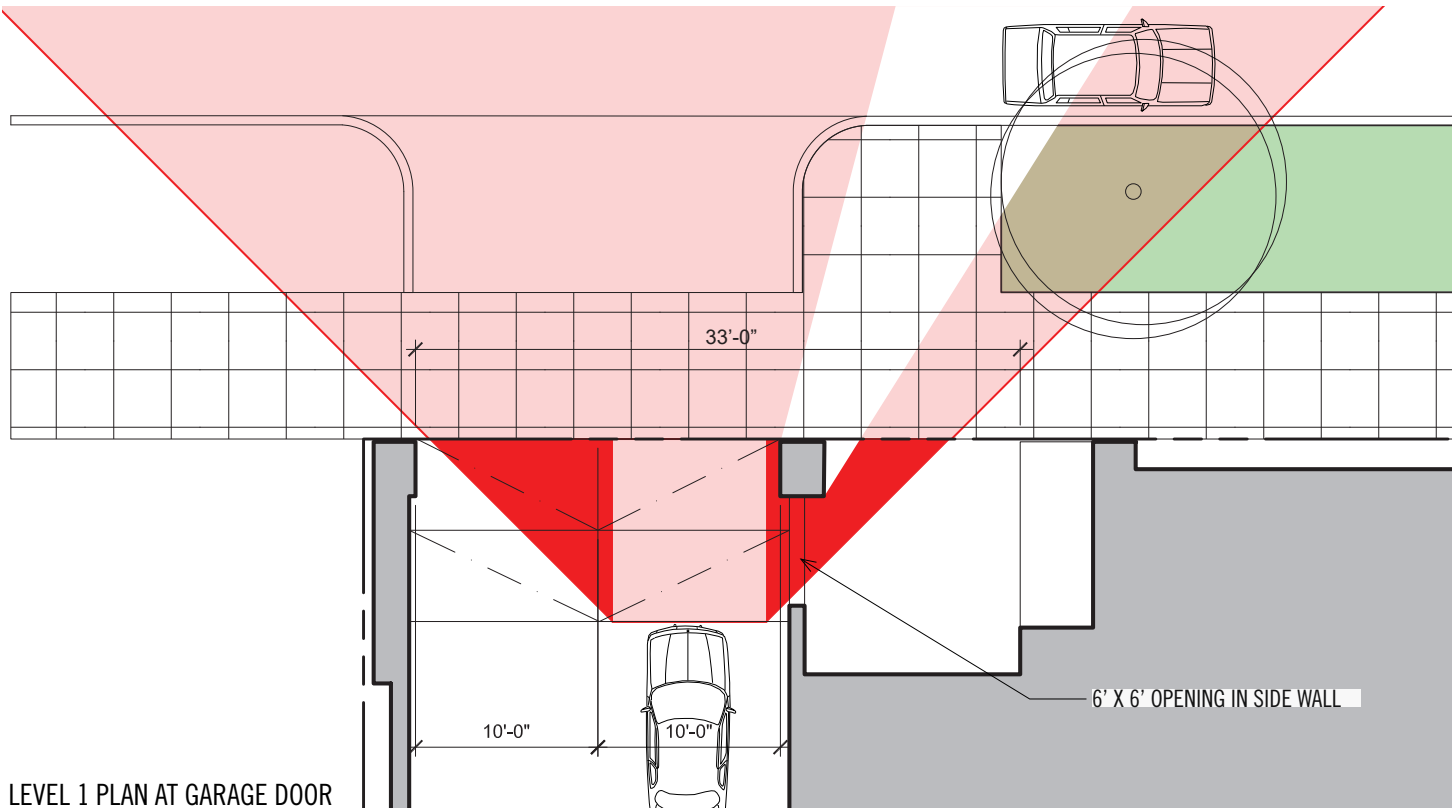
To maintain design consistency and preserve the brick cladding column module, thus providing high quality durable materials (brick) at the street level as part of an integrated facade design that carries through the upper floors. Reduce dominance and visual impact of parking ramp access door. Eliminate “dead” facade area of otherwise angled wall back to parking ramp access door. All of these factors will result in a more elegant and composed façade design while improving the pedestrian experience along NE 68th Street.

SUPPORTING DESIGN GUIDELINES:

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.



LEVEL 1 PLAN AT GARAGE DOOR



NORTH ELEVATION AT GARAGE DOOR



# DEPARTURES REQUESTED

## SIGHT TRIANGLE:

### CODE REFERENCE:

23.47A.008.B.3 – Depth Provisions: Non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade.

### ALTERNATIVE PROPOSAL:

Inclusion of street level, street facing commercial space with average depth of 18'-5" and total area of 548 SF. Space located on north façade fronting NE 68th Street. See diagram.

### RATIONALE:

Provide a third smaller commercial storefront space to be occupied by the building owner's (Hive) property management and development office. If leased to a different future tenant, the smaller footprint and northern location offers a more affordable option for small businesses that do not need the extra square footage and cannot afford the more premium commercial spaces fronting Roosevelt Way NE.

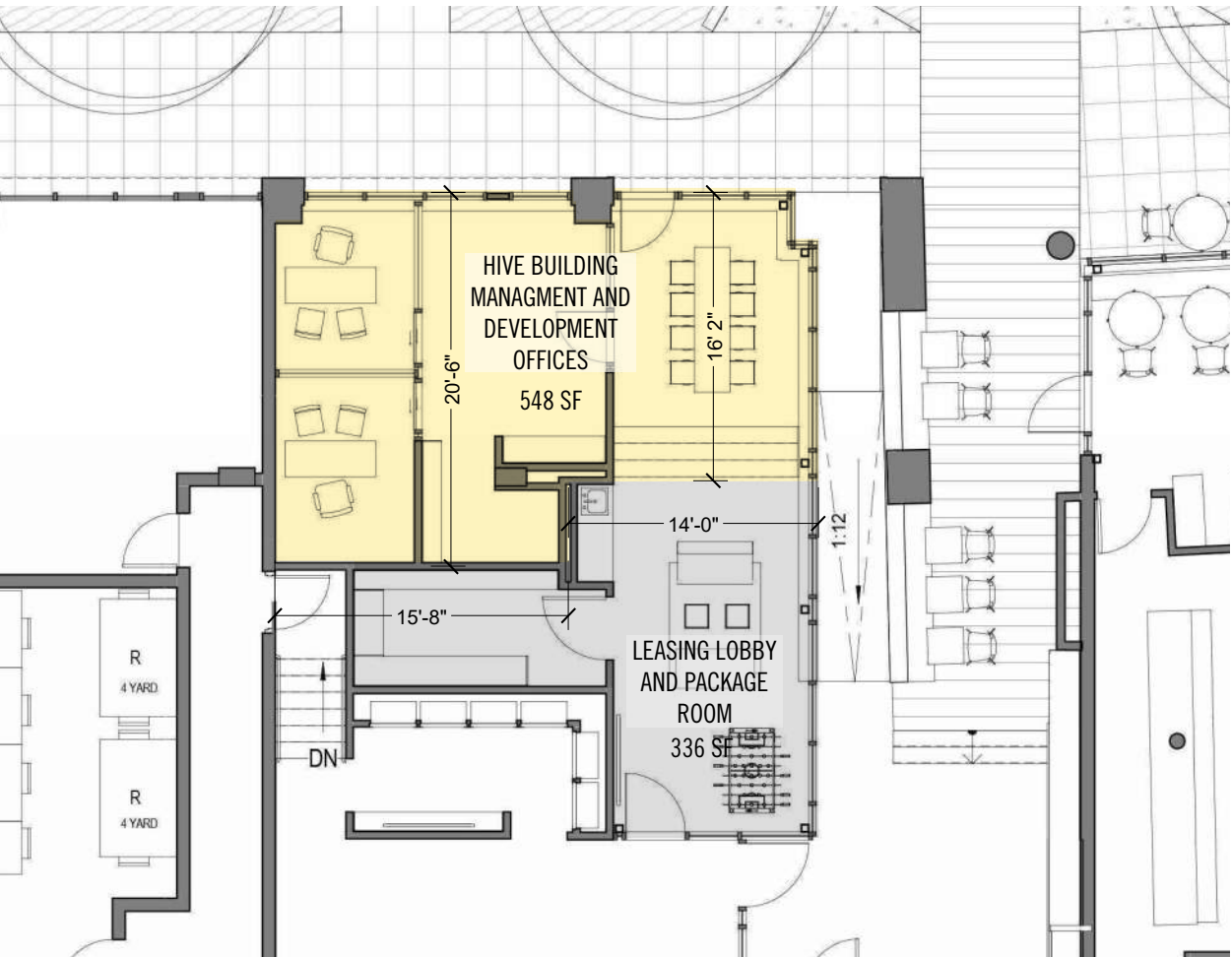
### SUPPORTING DESIGN GUIDELINES:

#### ROOSEVELT SUPPLEMENTAL GUIDANCE

#### DC1

#### 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.





# TYPE 1 DIRECTOR’S DECISION REQUESTED

## DRIVEWAY SLOPE:

CODE REFERENCE:

23.54.030.D.3 – Driveway Slope for All Uses: no portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent, except as provided in this subsection 23.54.030.d.3. The maximum 15 percent slope shall apply in relation to both the current grade of the right-of-way to which the driveway connects, and to the proposed finished grade of the right-of-way if it is different from the current grade. The ends of a driveway shall be adjusted to accommodate an appropriate crest and sag. The director may permit a driveway slope of more than 15 percent if it is found that:

- a. The topography or other special characteristics of the lot makes a 15 percent maximum driveway slope infeasible;
- b. The additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot;
- c. The driveway is still useable as access to the lot.

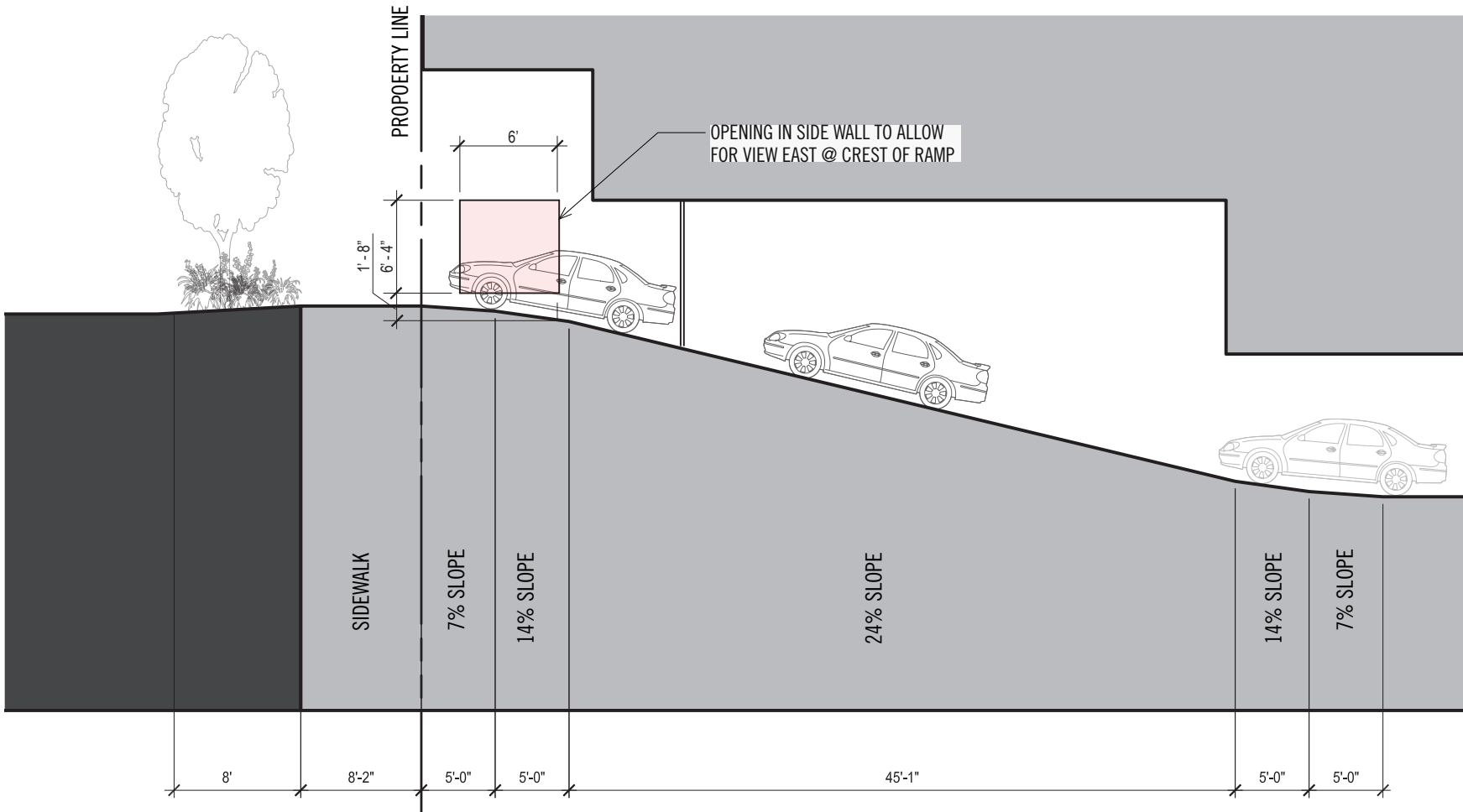
ALTERNATIVE PROPOSAL:

Allow a driveway slope of 24 percent max variable crest and sag at top and bottom.

RATIONALE:

The project has located the parking garage entrance at the lowest topographic location, the safest location and away from major street intersections and arterials. As a result the driveway follows the shortest dimension of the lot and this geometry requires a driveway with a maximum slope of 24 percent. An appropriate crest and sag is provided at the ramp’s top and bottom to accommodate the transition. See diagram.

Providing the maximum number of in-building parking spaces will reduce the project’s impact on the limited quantity of street parking spaces in the neighborhood. The proposed configuration represents the maximum number of in-building parking spaces on a single level.





CONTEXT & SITE

Seattle Design Guidelines: CS-2 Urban Pattern and Form

CS2-A. Location in the city and neighborhood

- 1.. Sense of Place
- Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established. Examples of neighborhood and/or site features that contributed to a sense of place include patterns of streets or blocks, slopes, sites with prominent visibility, relationships to bodies of water or significant trees, natural areas, open spaces, iconic buildings or transportation junctions, and land seen as a gateway to the community.
2. 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. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality materials.

CS2-D. Height, Bulk, and Scale

- 1.. 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.
3. Zone Transitions
- For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.
- a. Distance to the edge of a less (or more) intensive zone;
- b. Differences in development standards between abutting zones;
- c. The type of separation from adjacent properties (e.g. separation by property line only, by an alley or street or open space, or by physical features such as grade change);
- d. Adjacencies to different neighborhoods or districts; adjacencies to parks, open spaces, significant buildings or view corridors; and
- e. Shading to or from neighboring properties.
4. Massing Choices
- Strive for a successful transition between zones where a project abuts a less intense zone. In some areas, the best approach may be to lower the building height, break up the mass of the building, and/or match the scale of adjacent properties in building detailing. It may be appropriate in other areas to differ from the scale of adjacent buildings but preserve natural systems or existing features, enable better solar exposure or site orientation, and/or make for interesting urban form.
5. Respect for Adjacent Sites
- Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings

Response

The initial massing move to split the building into two distinct volumes has been strengthened by articulating the building volumes with distinctly different materials and detailing. The height and proportion of the building volume facing Roosevelt Way NE creates a vertically oriented, gateway-like element that contributes to a strong street edge and iconic presence. The building volume facing NE 68th St is clad in brick and distinctly horizontal in articulation. A deep recess between the two masses is illuminated from within by floor to ceiling glazing and this glowing “gasket” serves to visually separate the two volumes. At street level along Roosevelt Way NE the design proposes greater than code required facade transparency, area for outdoor seating and overhead rain protection in contribution to the quality of the public realm.

Again, the two part massing concept allows for an appropriate massing response to the different urban conditions on either side of the project. While the building volume facing Roosevelt Way NE presents a vertical element that contributes to a strong street edge, the volume facing NE 68th St is articulated horizontally with a top floor setback to reduce bulk. Overall, the separation of the two building volumes by different cladding materials, different parapet heights, different glazing strategies and an illuminated “gasket”, has the effect of breaking down the building volume without relying on banal repetitious bays or other ubiquitous and uninspired design features.



PUBLIC LIFE

Seattle Design Guidelines: PL-2 Walkability

PL2-B. Safety and Security

- 1. Eyes on the Street
  - Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.
- 2. Lighting for Safety
  - Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.
- 3. Street Level Transparency
  - Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening.

PL2-D. Wayfinding

- 1. Design as Wayfinding
  - Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed

Roosevelt Supplemental: PL2 Walkability

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

I. Pedestrian Entrances

- 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.

PL3 Street-Level Interaction

Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

II. Human and Commercial Activity

- 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.

Response

Roosevelt Way NE is designated a principal pedestrian street and the building’s frontage along the street has been further developed with the pedestrian experience in mind. Maximum transparency has been provided through the use of a storefront system that is fully glazed from 9-12’ in height depending on grade at the sidewalk. The building’s primary entrance off of Roosevelt Way NE has been effectively widened by the inclusion of an elevated commercial terrace designed for outdoor seating. Now the opening is 30 feet wide with the terrace and 16 feet tall from the sidewalk. This creates wider, clearer lines of sight into the building and provides an area for people to congregate. Along NE 68th St. maximum transparency is continued along with the introduction of a strong brick column module. The primary building entrance off of NE 68th is also combined with a generous area designated for outdoor seating. This strategy of activating building entrances with public seating will literally put eyes on the street.

The primary building entrance off of NE 68th is aligned with the illuminated separation “gasket” which highlights its location. The width of the opening is generous to provide visibility deep into the building. The brick cladding of the NE 68th St volume continues into the building acting as a separating feature that designates circulation from the seating area. Off of Roosevelt Way NE, the previously described oversized opening will allow for clear wayfinding and lines of sight.

As previously described, the size and configuration of the primary building entrances have been revised to more accurately reflect the true nature of pedestrian traffic around the building. The primary flow of pedestrian traffic is north on Roosevelt Way NE. Accordingly, the building and passageway entrance off of Roosevelt Way NE has been widened significantly to make it easily identifiable and more likely to draw pedestrians into the building. The bike storage has been moved from the north façade of the building to the southern side of the ground floor with convenient access from the Roosevelt Way NE entry. This reflects the natural flow of bike users from Roosevelt Way NE - which has a dedicated bike lane - to the bike storage room and onto vertical circulation and their apartment. The building setback from Roosevelt Way NE at street level allows for a generous sidewalk at 8 feet wide with 2 foot planting strip at the building’s edge. In addition to the generous sidewalk that is free of obstructions, the project proposes a 7’ to 8.5’ foot planting strip to enhance the pedestrian experience.



PUBLIC LIFE (CONT'D)

Seattle Design Guidelines: PL3 Street Level Interaction

PL3-A Entries

1. Design Objectives

Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each.

- a. Office/commercial lobbies should be visually connected to the street through the primary entry and sized to accommodate the range and volume of foot traffic anticipated;
- b. Retail entries should include adequate space for several patrons to enter and exit simultaneously, preferably under cover from weather.
- c. 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.
- d. Individual entries to ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute to a sense of identity, opportunity for personalization, offer privacy, and emphasize personal safety and security for building occupants.

2. Ensemble of Elements

Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features. Consider a range of elements such as:

- a. overhead shelter: canopies, porches, building extensions;
- b. transitional spaces: stoops, courtyards, stairways, portals, arcades, pocket gardens, decks;
- c. ground surface: seating walls; special paving, landscaping, trees, lighting; Above grade residential entries and extensive and
- d. building surface/interface: privacy screens, upward-operating shades on windows, signage, lighting.

PL3-B Residential Edges

1. Security and Privacy

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.

2. Ground-level Residential

Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence. In addition to the ideas in PL3.B1, design strategies include:

- a. vertical modulation and a range of exterior finishes on the facade to articulate the location of residential entries;
- b. pedestrian-scaled building addressing and signage, and entry elements such as mail slots/boxes, doorbells, entry lights, planter boxes or pots; and
- c. a combination of window treatments at street level, to provide solutions to varying needs for light, ventilation, noise control, and privacy.

3. Buildings with Live/Work Uses

Maintain active and transparent facades in the design of live/work residences that are required to orient the nonresidential portions of the unit toward the street. Design the first floor so it can be adapted to other commercial use as needed in the future.

4. Interaction

Provide opportunities for interaction among residents and neighbors. Consider locating commonly used features or services such as mailboxes, outdoor seating, seasonal displays, children’s play equipment, and space for informal events in the area between buildings as a means of encouraging interaction.

Response

See previous responses to PL-2 & PL-3. The building entries, both for residents and commercial activity are arranged in a fashion that provides direct access from the sidewalk (accessible – without stairs) as the site slopes from the high point in the NE corner to the lower elevations at the NW and SE corners. This configuration of terraced interior spaces allows for the dynamic mix of uses proposed at street level. The primary building entries have been revised to more accurately reflect the range and volume of foot traffic anticipated. The entry off of NE 68th St is slightly smaller and the entry off of Roosevelt Way NE is dramatically larger. Per PL3-A-1.c, the interior passageway is a semi-public space designed to be welcoming, easily identifiable and sized for multiple residents or patrons to circulate easily. No individual entries to units at street level are proposed. On Roosevelt Way NE, the building at street level is set back 3 feet from the building volume above and in association with overhead weather protection, there is a transitional zone of building entry area and outdoor seating area.

See previous responses to PL-2 & PL-3. Building entries are paired with outdoor seating areas for the commercial space. No residential units at street level are proposed. The fitness room amenity area is now located at ground level facing NE 68th St. This space is fully glazed allowing for visual interaction between residents and neighbors.



PUBLIC LIFE (CONT'D)

PL3-C Retail Edges

- 1. Porous Edge
  - Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.
- 2. Visibility
  - Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.
- 3. Ancillary Activities
  - Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

DESIGN CONCEPT

Seattle Design Guidelines: DC1 Project Uses and Activities

DC1-A. Arrangement of Interior Uses

- 1. Visibility
  - Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.
- 2. Gathering Places
  - Maximize the use of any interior or exterior gathering spaces by considering the following:
    - a. a location at the crossroads of high levels of pedestrian traffic;
    - b. proximity to nearby or project-related shops and services; and
    - c. amenities that complement the building design and offer safety and security when used outside normal business hours.
- 3. Flexibility
  - Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.
- 4. Views and Connections
  - Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

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.
- 2. Facilities for Alternative Transportation
  - Locate any facilities for alternative transportation such as shared vehicles, carpooling and charging stations for electric vehicles in prominent locations that are convenient and readily accessible to expected users.

Response

See previous responses to CS-2, PL-2 & PL-3. The proposed street level commercial spaces located on Roosevelt Way NE have floor to floor dimensions larger than required by code ranging from 15 feet to 19.5 feet as the building terraces down with grade. Transparency is maximized with fully glazed storefront systems. Area for outdoor seating is provided through generous setbacks and thoughtfully designed sidewalk and planting strip. The previously proposed commercial space facing NE 68th St has been radically redesigned in favor of a new arrangement with the building management office and leasing lobby occupying street frontage and a more functional elevator lobby, mail room and package storage to the south. See deaprture request 2 for more documenatation on this area.

See previous responses CS-2, PL-2 & PL-3 for additional discussion of entry design, sidewalk design, bike storage and façade transparency. Further, the design has been revised to include an elevated commercial terrace for outdoor seating on Roosevelt Way NE. This terrace utilizes the dramatic angles developed in the floor plan to maximize pedestrian interaction with patrons seated on the commercial terrace. The change in elevation between terrace and sidewalk is enough to provide a degree of security and separation without hampering the visual connection to the interior of the building. A similar but less dramatic configuration is also proposed at the NE 68th St entrance as well. A simple structural design for the street level slabs is being pursued with a minimum of structural slab levels. The intermediate floor elevations will be constructed as additive elements that could be removed and reconfigured, providing flexibility as the building ages.

Vehicular access to the below grade parking level is located at the northwest corner of the site at the lowest topographic elevation along NE 68th St. This is the safest location for the garage entrance as it is the furthest distance from the intersection of NE 68th St and Roosevelt Way NE and it places vehicular traffic onto the slower and less trafficked side street. The design has minimized curbcuts in all other locations along the street frontages and filling in 4 existing curbcuts. The proposed project is requesting a departure from the Site Triangle design standard, SMC 23.54.030.G.1 – see the departures portion of this document question #2. The project is also requesting a Type 1 administrative decision to allow a steeper than 15% ramp slope. Locating the ramp at the previously described safest and lowest location puts vehicular access along the shortest dimension of the lot. This geometry requires a driveway with a maximum slope of 24 percent. An appropriate crest and sag is provided at the ramp’s top and bottom to accommodate the transition.



DESIGN CONCEPT (CONT’D)

Seattle Design Guidelines: DC2 Architectural Concept

DC2-A Massing

- 1. Site Characteristics and Uses
  - 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 they can accentuate mass and height.
- 2. Reducing Perceived Mass
  - 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-B Architectural and Facade Composition

- 1.Façade 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 façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.
- 2. Blank Walls
  - Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians. These may include
    - a. newsstands, ticket booths and flower shops (even if small or narrow);
    - b. green walls, landscaped areas or raised planters;
    - c. wall setbacks or other indentations;
    - d. display windows; trellises or other secondary elements;
    - e. art as appropriate to area zoning and uses; and/or
    - f. terraces and landscaping where retaining walls above eye level are unavoidable.

DC2-C Secondary Architectural Features

- 1. Visual Depth and Interest
  - Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).
- 2. 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.
- 3. Fit With Neighboring Buildings
  - Use design elements to achieve a successful fit between a building and its neighbors, such as:
    - a. considering aspects of neighboring buildings through architectural style, roof line, datum line detailing, fenestration, color or materials,
    - b. using trees and landscaping to enhance the building design and fit with the surrounding context, and/or
    - c. creating a well-proportioned base, middle and top to the building in locations where this might be appropriate. Consider how surrounding buildings have addressed base, middle, and top, and whether those solutions or similar ones might be a good fit for the project and its context.

Response

See previous responses to CS-2 & PL-3. The building entries, both for residents and commercial activity are arranged in a fashion that provides direct access at the sidewalk (accessible - without stairs) as the site slopes from the high point in the NE corner to the lower elevations at the NW and SE corners. This configuration of terraced interior spaces allows for the dynamic mix of uses proposed at street level. The building mass along NE 68th is set back at the top floor to reduce bulk and differentiate it from the building mass facing Roosevelt Way NE.

See previous responses to CS-2 & PL-3. The building entries, both for residents and commercial activity are arranged in a fashion that provides direct access at the sidewalk (accessible - without stairs) as the site slopes from the high point in the NE corner to the lower elevations at the NW and SE corners. This configuration of terraced interior spaces allows for the dynamic mix of uses proposed at street level. The building mass along NE 68th is set back at the top floor to reduce bulk and differentiate it from the building mass facing Roosevelt Way NE.

See previous responses to CS-2, PL-3 & DC-2. Along NE 68th St the building mass designed in response to the slower pace of vehicular traffic and pedestrian activity. Accordingly the volume is articulated horizontally with a top floor setback to reduce bulk. Secondary architectural elements have been incorporated into the design including the introduction of a strong brick framework with recessed glazing, horizontally oriented windows and accent panels. The brick column module is brought down to the street level providing high quality durable materials at the level of pedestrian activity. The building mass facing Roosevelt Way NE is designed in response to the higher speed of traffic along the arterial street and proposes less modulation in an effort to reinforce a strong street edge. Efforts to eliminate a monotonous or bland façade include maximum transparency at the street level though the use of storefront, above layers of detail relieve the otherwise flat façade to create a visually stimulating composition. Vertically oriented metal panels laid in a random pattern create the background for punches of contrasting unit fenestration and juliet balconies act as a secondary layer of architectural detail to enliven the façade while providing access to light and air.

See previous responses to CS-2 & DC-2. In addition to the previously described design features and elements, overhead weather protection is included along Roosevelt Way NE and the eastern portion of Ne 68th St, providing a transition zone between the highly transparent storefronts at street level and the contrasting façade articulation at the upper floors. In the building mass facing NE 68th St. the façade is composed of recessed modules at each residential unit where multiple horizontally oriented windows are mulled together to create a compelling texture that reinforces the horizontality of the façade. On the southern elevation, juliet balconies and oversized sliding doors offer relief to the façade in addition to providing amenity for the individual units. The southern sun will provide dynamic shadow patterning on the façade.







# 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.

- SINGLE-FAMILY
- RETAIL
- SCHOOL/DAYCARE
- RELIGIOUS
- FIRE STATION
- MULTIFAMILY
- MIXED USE
- OFFICE
- INDUSTRIAL
- SURFACE PARKING
- FUTURE DEVELOPEMENT
- LIGHTRAIL



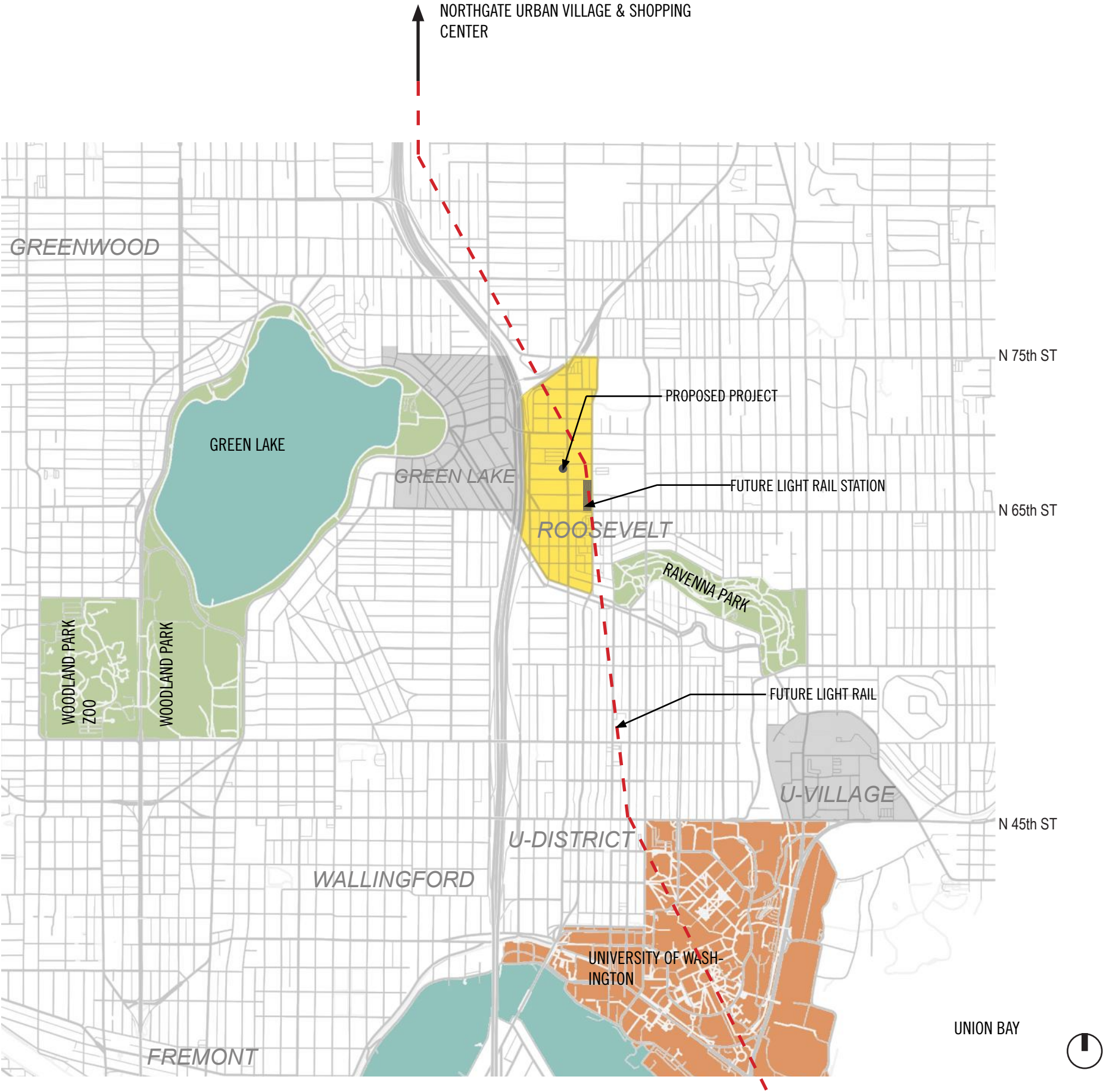


VICINITY ANALYSIS

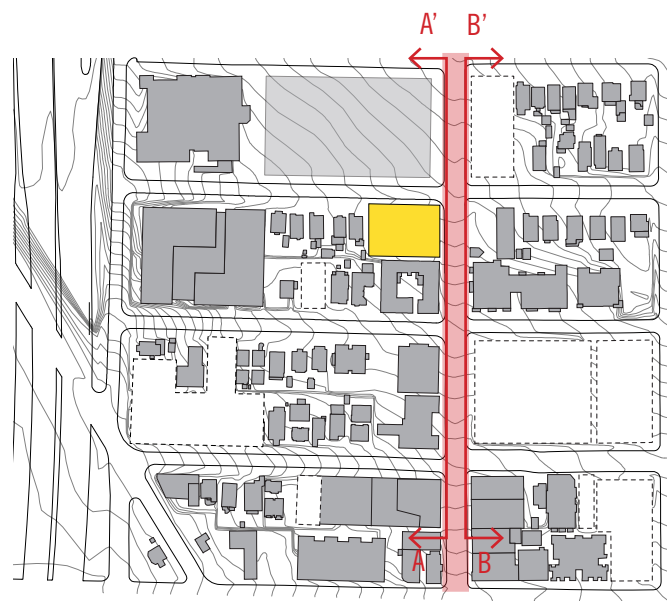
The site is located within the Roosevelt Urban Village boundary, and is near the Green Lake Urban Village boundary. These neighborhoods possess a well established urban identity that derives from their existing commercial cores and many public amenities located in the vicinity. Multi modal transit systems 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.







**ROOSEVELT WAY NE CONTEXT**



ROOSEVELT WAY NE WEST STREETScape A-A'

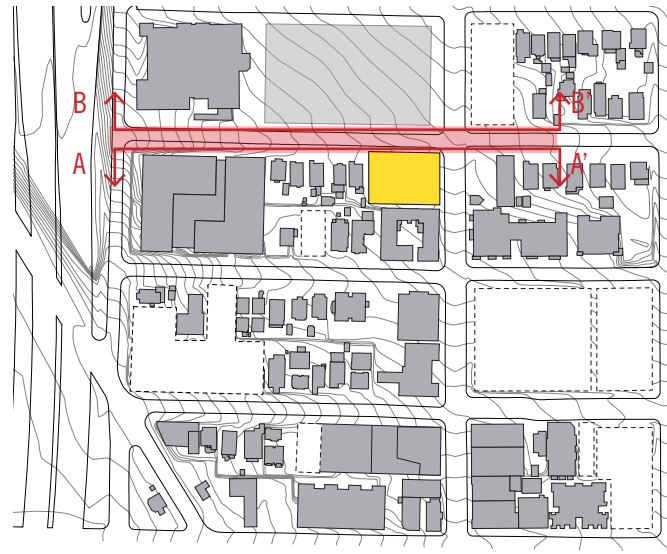
PROJECT SITE



ROOSEVELT WAY NE EAST STREETScape B-B'

OPPOSITE OF  
PROJECT SITE





NE 68TH STREET CONTEXT



NE 68TH ST. SOUTH STREETSCAPE A'-A

PROJECT SITE



NE 68TH ST. NORTH STREETSCAPE B'-B'

OPPOSITE OF  
PROJECT SITE



PRECEDENTS & MATERIAL INSPIRATION

