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## PROPOSAL

### 814 NE 66TH ST, SEATTLE WA

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

- Zoned MR
- Site area - 53,961 SF +/- (13 separate parcels being combined into a single development site)
- 7 Story residential building w/ below grade parking
- Approx. 300 units
- Demolition of existing structures
- Approx. 270 parking stalls provided
- 11 of 13 parcels have been previously reviewed under MUP #3020751 (EDG meeting Dec. 14th, 2015)
- Potential to construct project in multiple phases

### DESIGN OBJECTIVES AND CHALLENGES DRAWN FROM ANALYSIS

- The design looks to build upon the positive feedback received by the board for the prior MUP submittal, and add the two additional parcels to create an overall design that is cohesive and adheres to the guidance given by the board during the Early Design Guidance for MUP #3020751.
- The scale of the neighborhood is evolving. Current single family home and low-rise residential in the form of apartment buildings and townhouses are giving way to larger commercial and residential mid-rise structures.
- The unique shape of the site, coupled with its large size, provide opportunities to break the building into several smaller buildings, allowing the development to better stitch into the existing scale, while still relating to the retained, smaller scale residential buildings.
- The site has high access via incoming transit, as well as existing bus routes and arterial roads with connections to other parts of the city. Siting and designing the building to respond to the flow of traffic and pedestrians will be crucial.

**1** 802 NE 66TH ST  
MUP : 3020751  
In Permitting Process



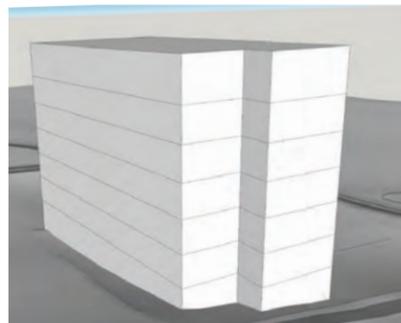
7 Story Multifamily Building  
231 Units - 131 Parking Stalls

**2** 6616 8th Ave NE  
Permit Issued : 6455438  
**Not Preferred**



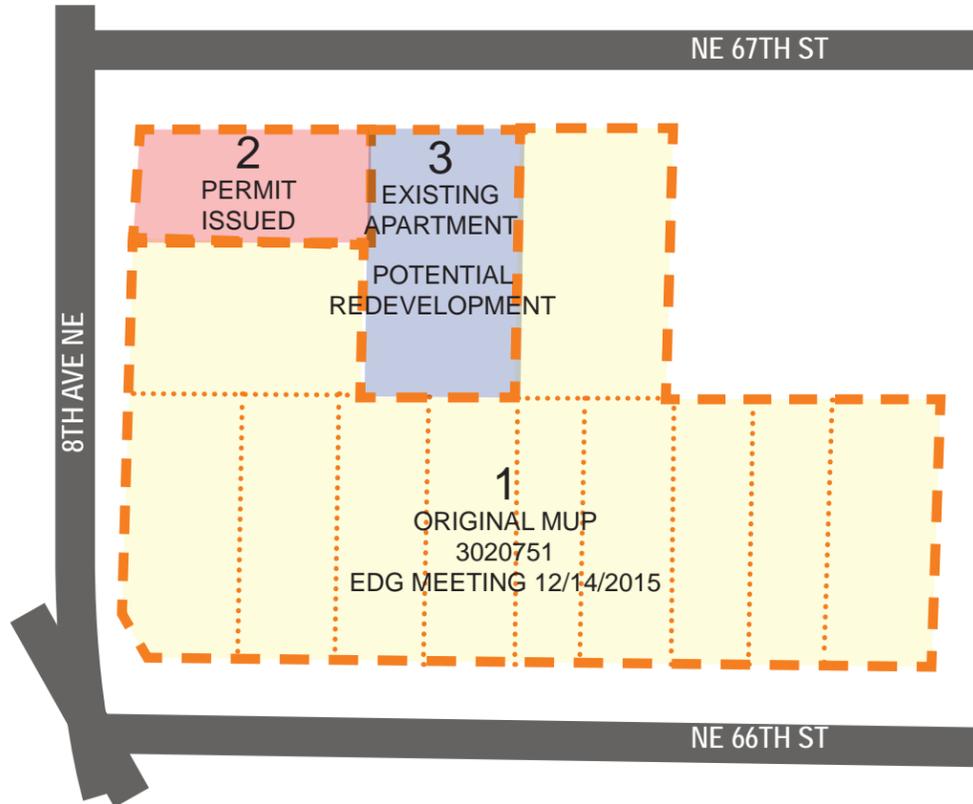
5 Story Multifamily Building  
20 Units - No Parking

**3** 811 NE 67TH ST  
Potential Future Development



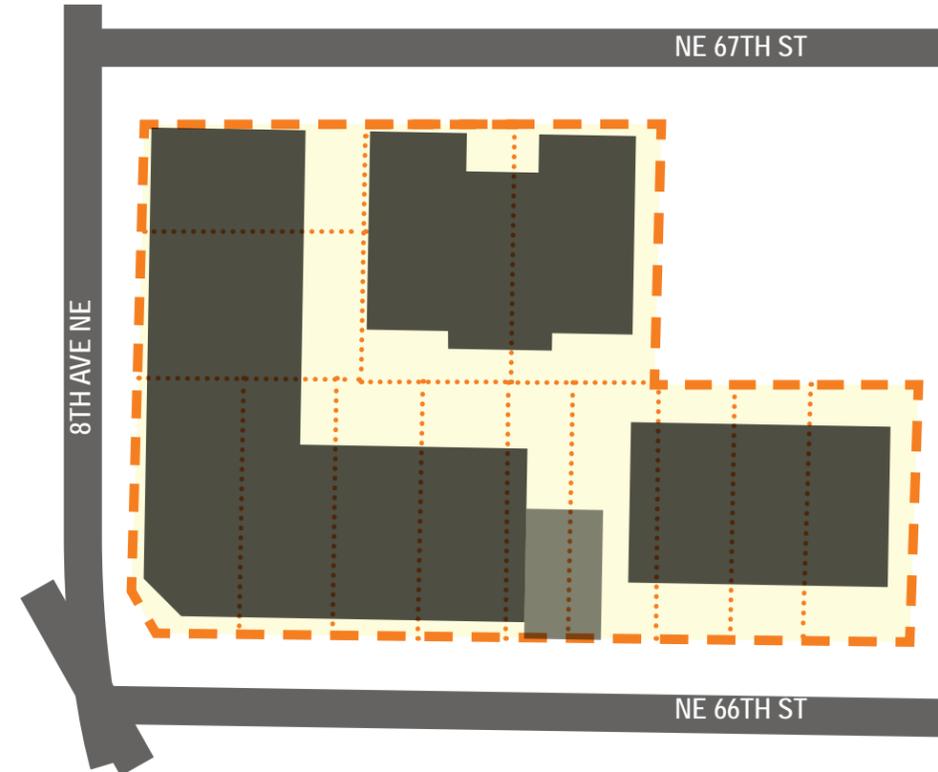
7 story Multifamily Building  
75+ / - Units - No Parking

**CURRENT PARCEL ASSEMBLY  
(SEPARATE ENTITLEMENTS)**



- Parcel 1 is under review currently.
- Parcel 2 could begin construction immediately. No parking is proposed.
- Parcel 3 would allow an approximately 80 unit building with no additional parking due to lot size and topography.
- Separate entitlements would manifest in an overall less cohesive urban design that is not as compatible with adjacent development.
- Property lines between 1, 2, & 3 will likely be fenced. No common outdoor space between developments.

**PROPOSED APPROACH  
(UNIFIED ENTITLEMENT)**

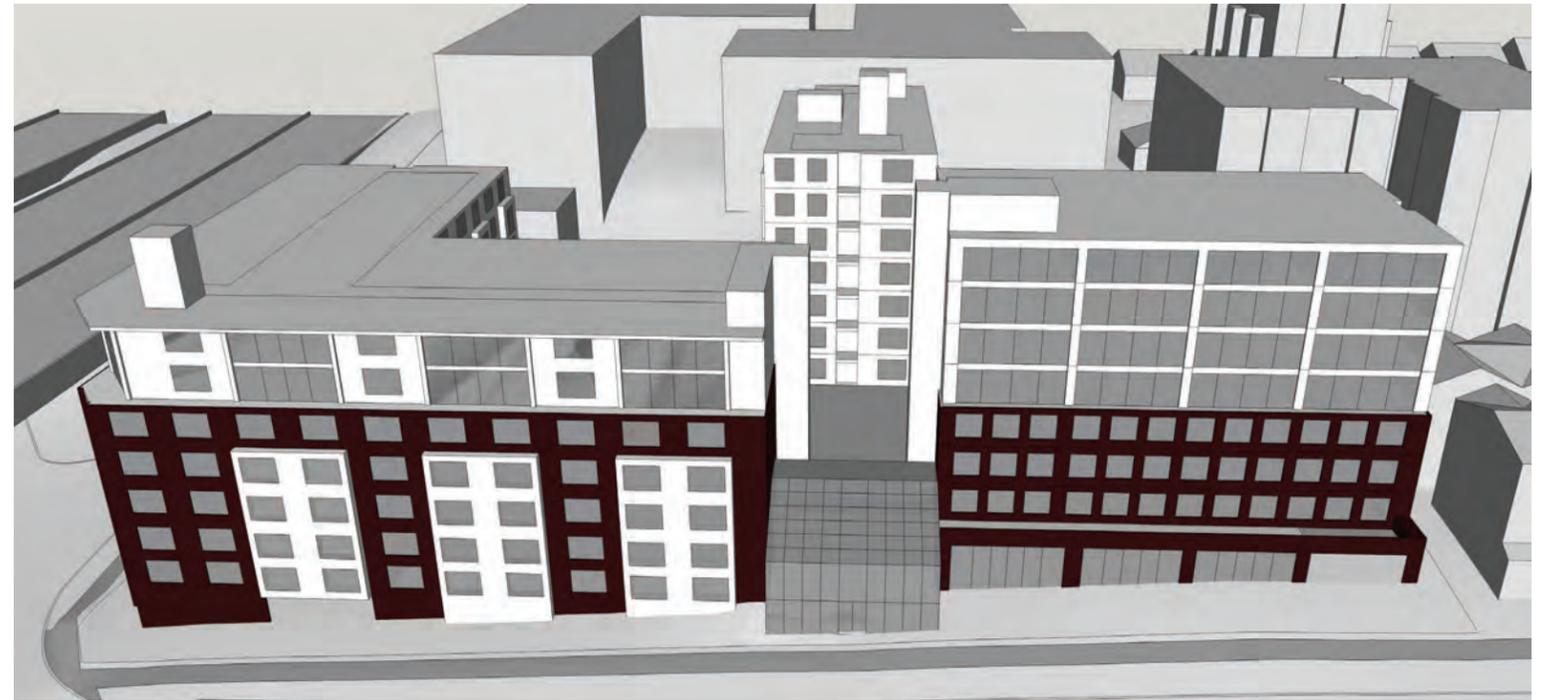


- Lots are combined, creating cohesive design, which better achieves neighborhood design guidelines.
- Design is compatible with adjacent development and incorporates guidance from original MUP EDG meeting.
- Allows for input / collaboration on design of NE 67th corner.
- Provides integrated outdoor plaza opportunity.
- Allows for more on-site parking.

## EARLY DESIGN GUIDANCE MUP #3027051

On December 14th, 2015 the design team presented schemes for 11 of the 13 parcels included in this application. The board chose the applicant's preferred option, and appreciated many aspects of the proposed design, such as:

- The consolidated and usable South facing open space, allowing for additional light access to the site as well as to adjacent parcels.
- The breaking of the mass into three distinct portions relates to the scale and character of the context, and reduces the height, bulk, and scale on NE 66th.
- Multiple entries that each serve a distinct use and reflect character specific to the context and intended use.
- The central lobby on 66th Street as a "glass box" allowing for visual access to the open courtyard above and serving as the main pedestrian entry for the future light rail to the East.
- A chamfered corner expression at NE 66th and 8th Ave, mirroring the site geometry and it's expression of the heavy masonry facades.
- The upper level setbacks to reduce the apparent bulk and height of the buildings, and the differing fenestration on the upper and lower portions of the structure to further this concept.



Proposed design concept for MUP #3027051 presented at December 14th, 2015 meeting.



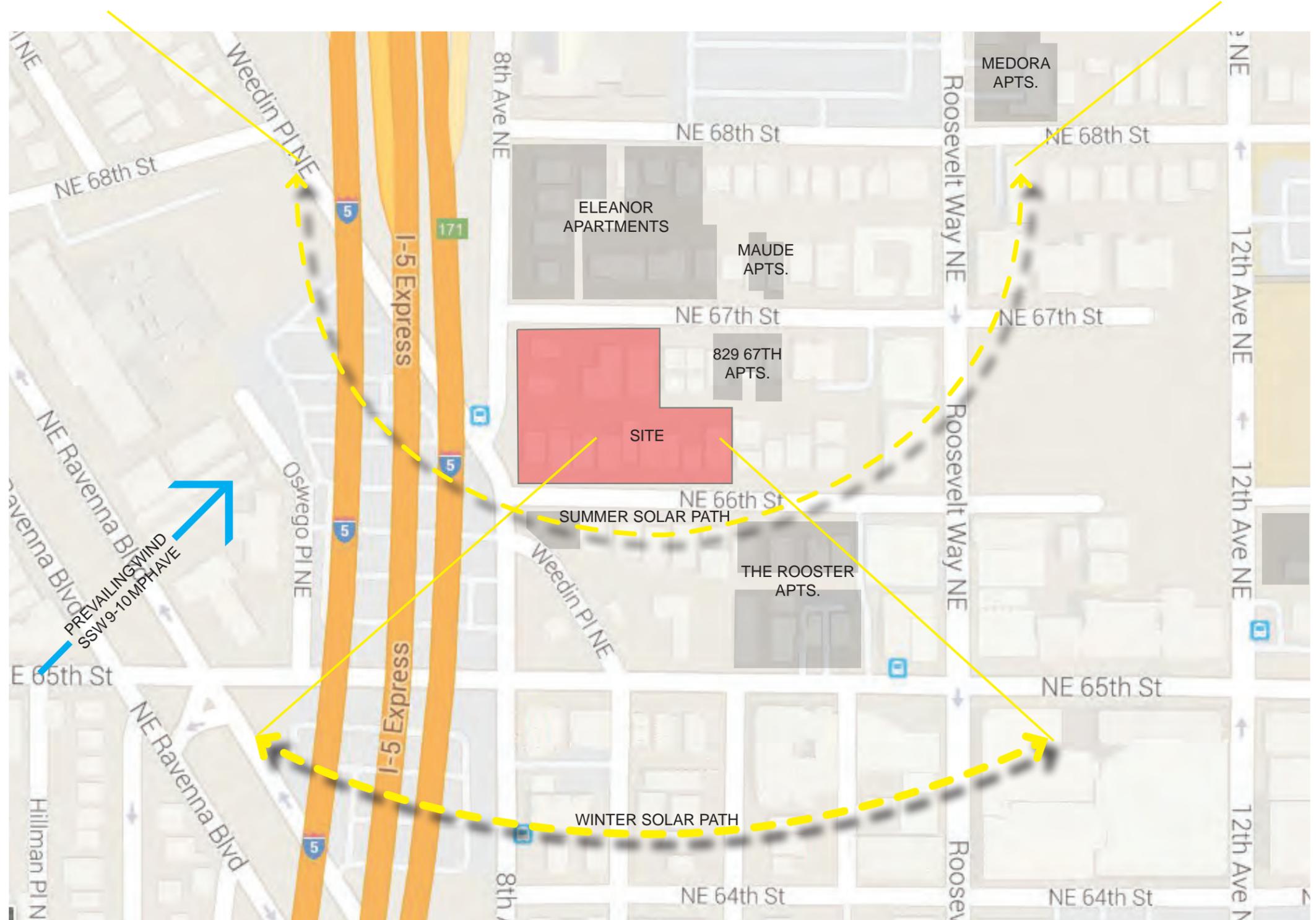
Chamfered corner on NE 66th and 8th

The board provided the following guidance, which the design team incorporated into the design submitted for Master Use Permit on March 10th, 2016.

- The parking on NE 66th should be moved as far West as possible to minimize the impacts on the residential development to the East.  
*The East parking entry on NE 66th has been pushed West and is now 30+' from the East property line.*
- Revise the massing to provide greater relief on the East property line to allow increased access to light and air, and improve the transition in scale.  
*The setback on the Eastern property line has been increased from the required 7'-0" to 10'-0" for the lower massing, and the upper setback increased from the required 10'-0" to 12'-0". the 16'-0" to 20'-0" between structures provides for additional light and air.*
- The West entry at the corner of 66th and 8th Ave is appropriate and should capitalize on the opportunity to express a gateway expression.  
*The chamfered corner has been expressed as a full-height high-transparency volume the celebrate the unique corner. The entry lobby is emphasized with a two story volume and overhead canopy.*
- As the design develops the "glass box" central lobby should continue to celebrate the open space by allowing the courtyard to visually spill down to the landscaping at street level. Encouraged development of public space at grade adjacent to the lobby.  
*A robust entry court gracefully transitions the pedestrian by providing a transparent lobby with expressive architectural cues and a grand stairs that offers a visual connection from the pedestrian realm up to the central courtyard.*



Public space adjacent to lobby on NE 66th and high transparency lobby providing visual connection between the street level and central courtyard above.

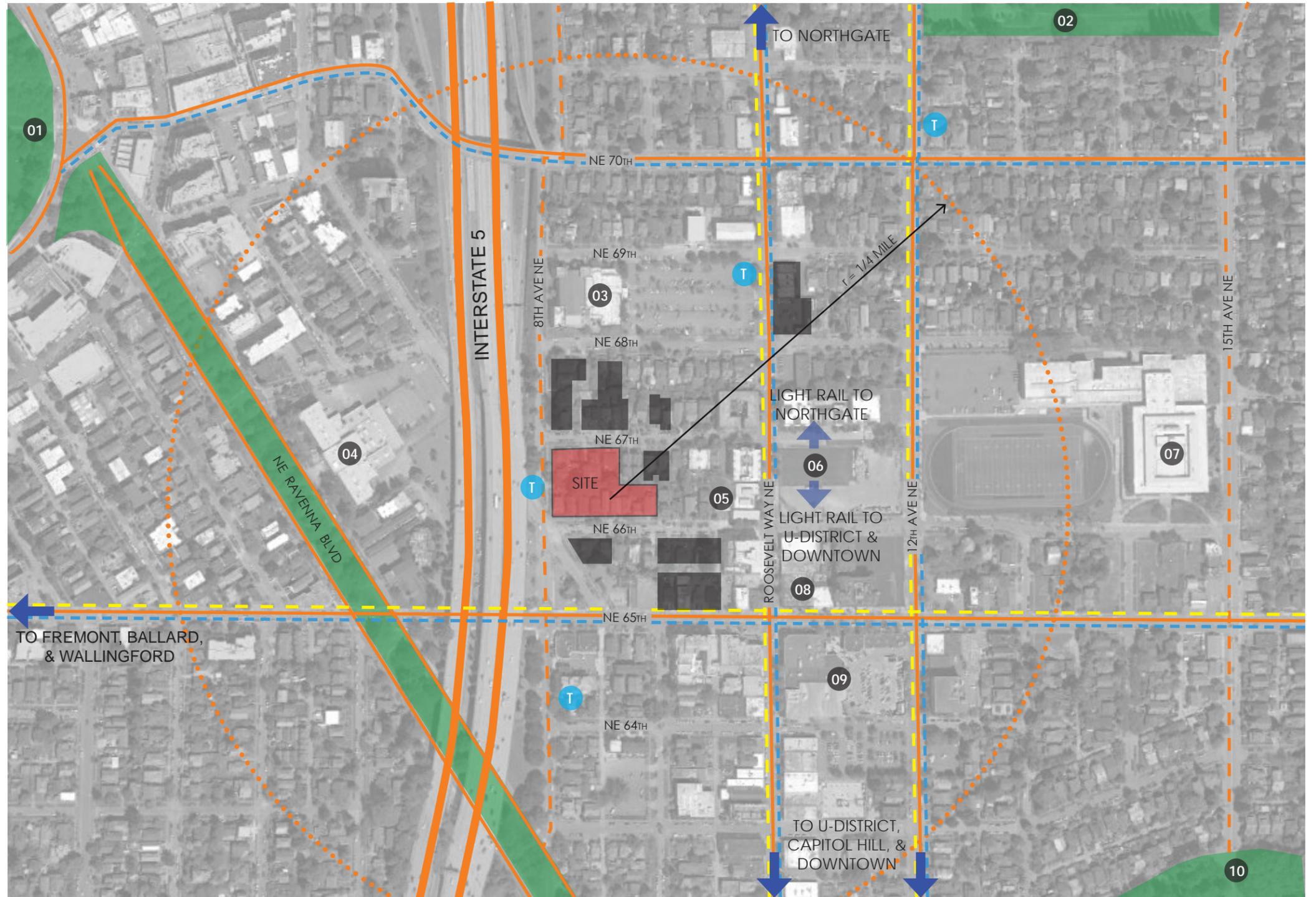


# CIRCULATION & AMENITIES

## KEY

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

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



# ZONING & ADJACENT USES



**KEY**

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



**KEY**

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



NEIGHBORHOOD VICINITY MAP



01. 6800 Roosevelt Way - Under Construction



02. 836 NE 67th St - Permitted



03. 800 NE 67th St



04. 829 NE 67th St - Permitted



05. 6616 8th Ave - Permitted



06. 6520 Weedin Pl NE



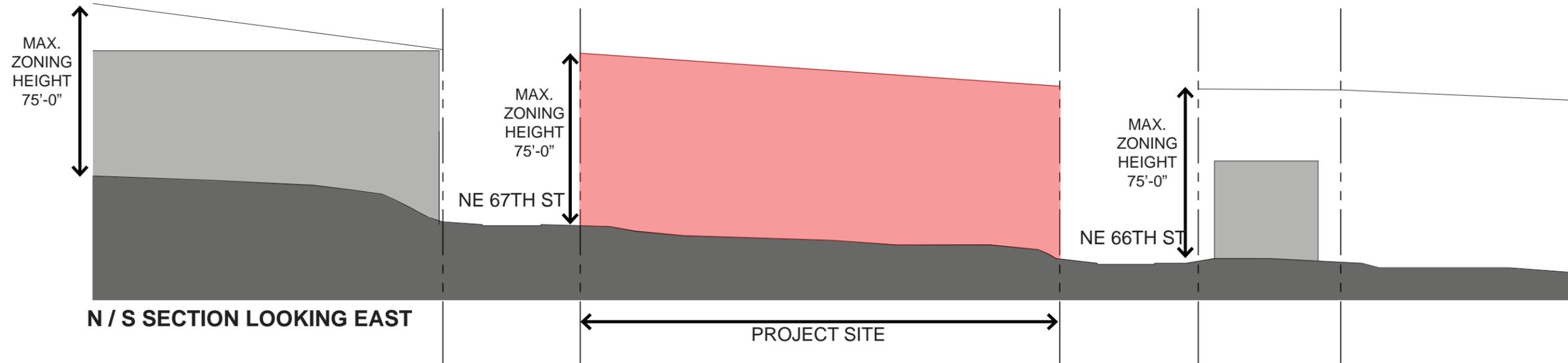
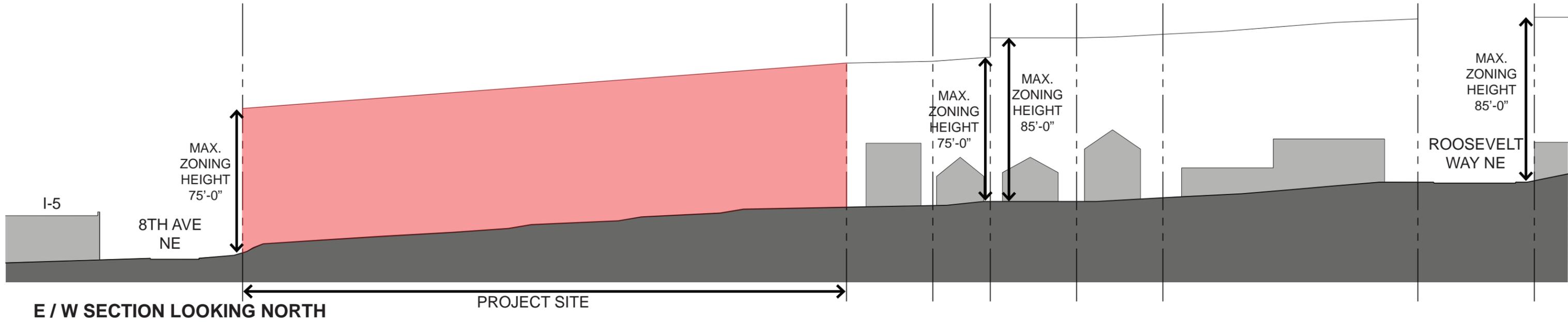
07. 900 NE 65th St

### NEIGHBORHOOD CONTEXT | SUMMARY

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

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

NEIGHBORHOOD SECTIONS



SITE PHOTO LOOKING NE ACROSS WEEDIN PLACE



SITE



← SITE ALONG 8TH →

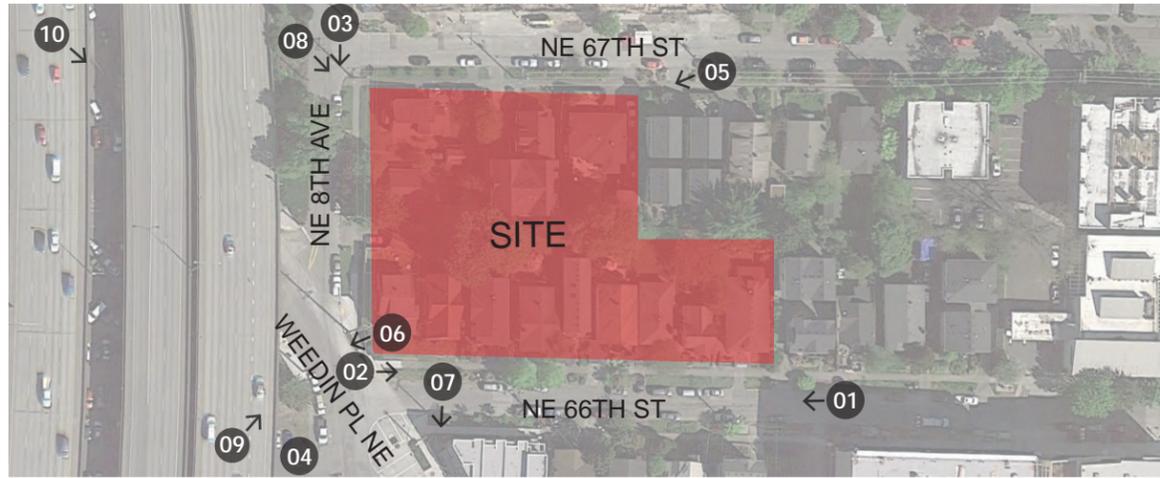


← SITE ALONG 66TH →



**SITE ALONG 67TH**





**SITE VICINITY MAP**



**01. Looking West along 66th St**



**02. Looking East along 66th St**



**03. Looking South along 8th Ave**



**04. Looking NW across intersection of Weedon Pl, 8th, and 67th St**



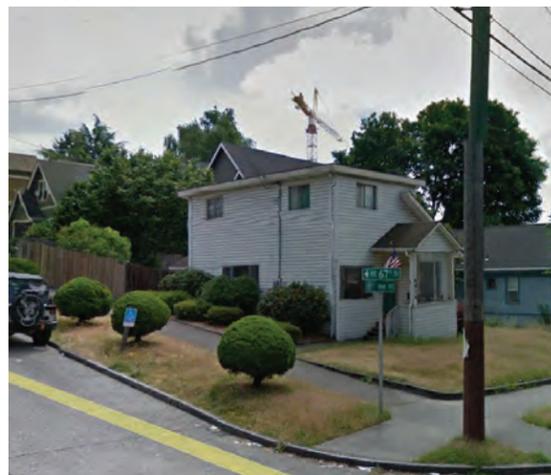
**05. Looking West along 67th St**



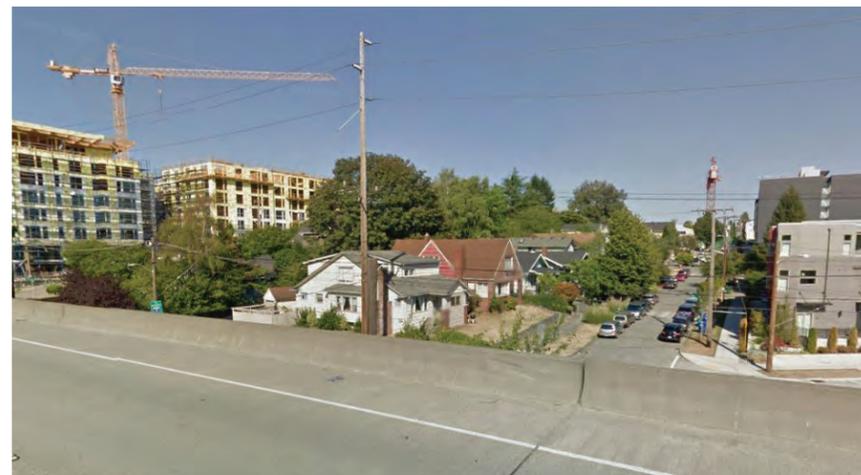
**06. Looking West from site across Weedon Pl.**



**07. Looking South from site across 66th St**



**08. Looking West along 67th St**



**09. Site from I-5 Northbound**



**10. Site from I-5 Southbound**

**SITE CONTEXT | SUMMARY**

The approximately 53,961 SF site sits at the corner of 8th and 66th St. The site fronts nearly half of the North side of 66th St, all of 8th Ave between 66th St and 67th St, and has frontage along a significant portion of 67th St. The site slopes significantly, rising approximately 28' from the SW corner to the NE corner of the site.

8th Ave is a busy neighborhood arterial, near I-5 above to the West. Both 66th St & 67th St are residential streets, trending from single family to multi-family with the addition of multiple large mixed use buildings either recently built or in the currently being constructed.



## ZONING SUMMARY

SMC 23.45 MULTI-FAMILY REQUIREMENTS FOR MID RISE (MR) ZONES:

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

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

SMC 23.45.514 | STRUCTURE HEIGHT:  
MAXIMUM HEIGHT: 75' (w/ bonuses per SMC 23.45.516)

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

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

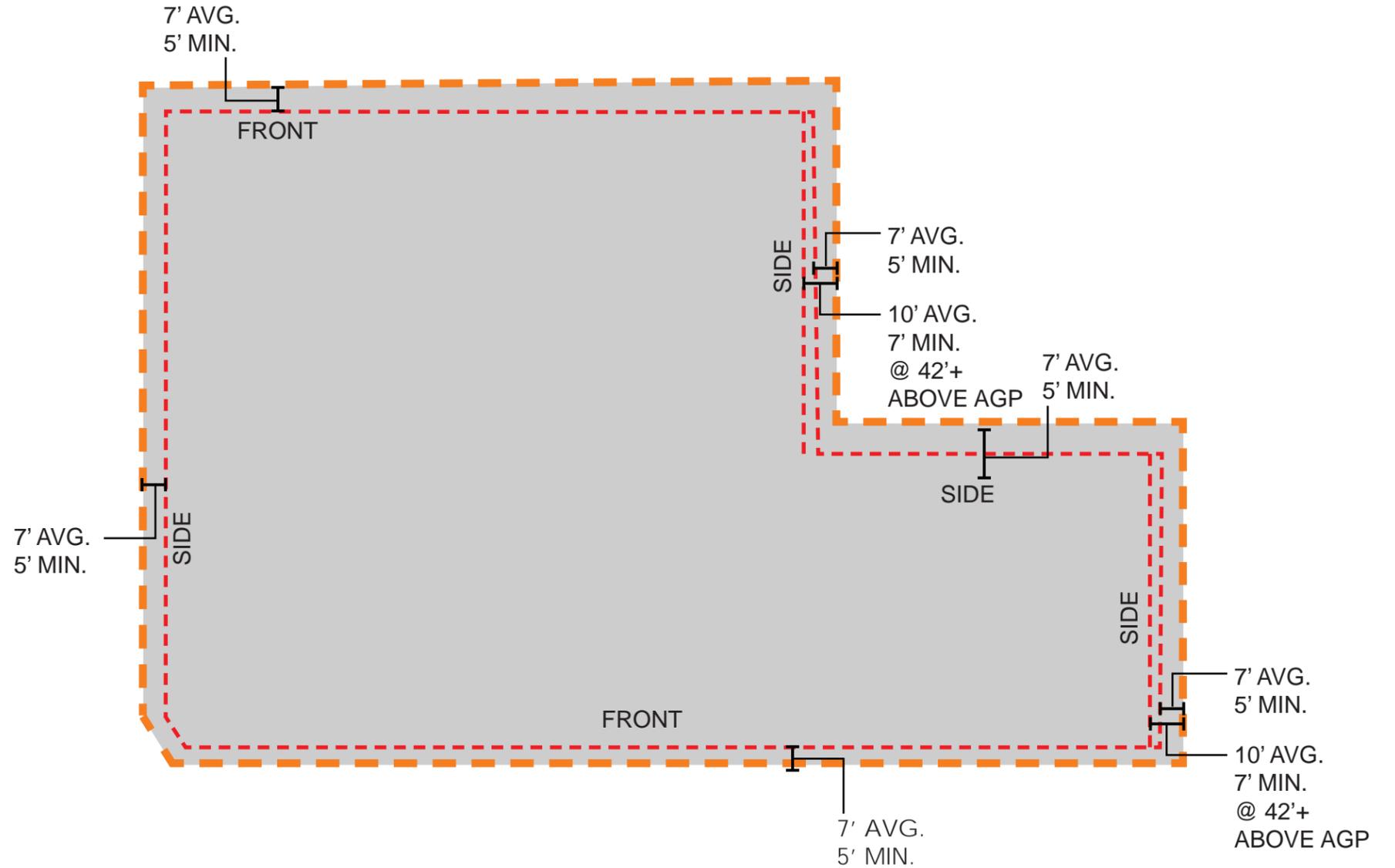
SMC 23.45.524 | LANDSCAPE STANDARDS:  
GREEN FACTOR SCORE OF .5 OR GREATER IS REQUIRED

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

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

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

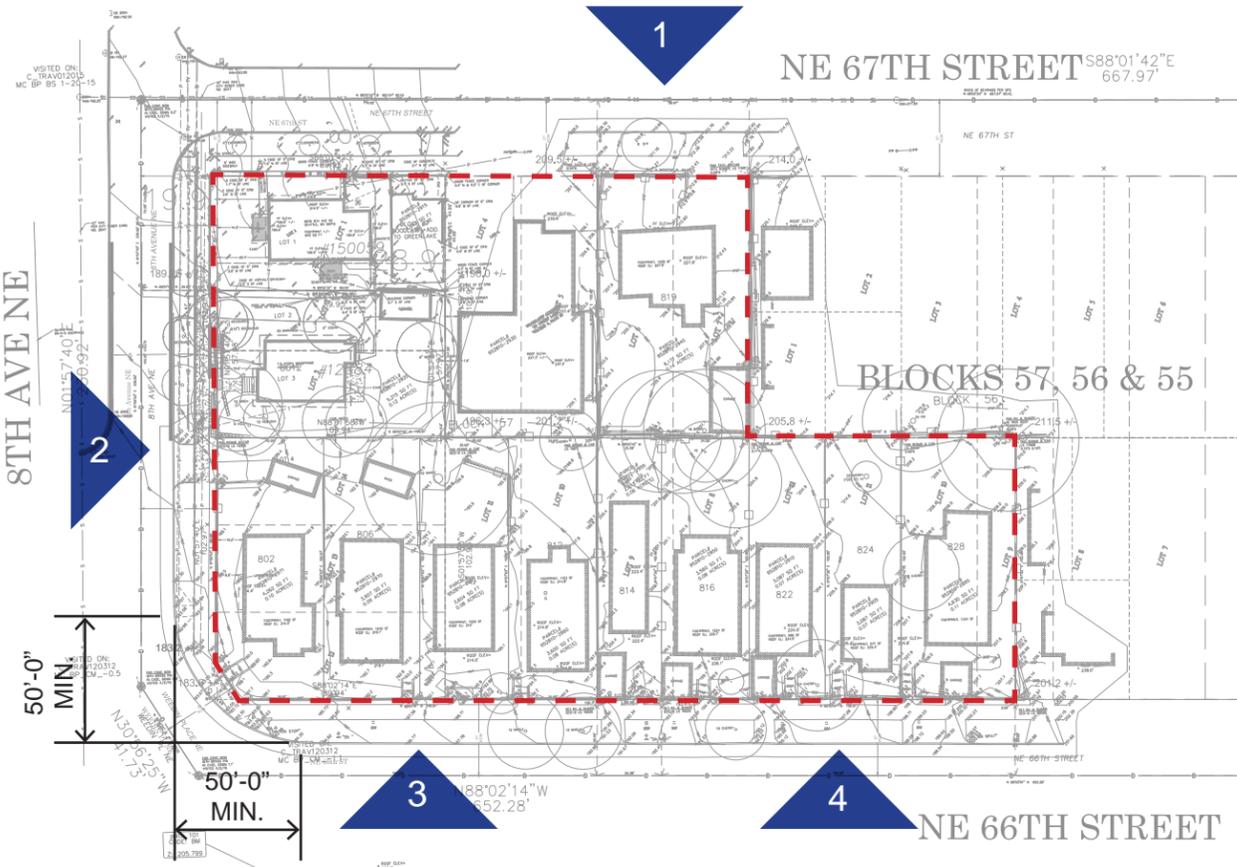
## REQUIRED SETBACKS



**PARKING ACCESS**

67TH ST: PREFERRED PARKING ACCESS STREET PER SDOT  
TOPOGRAPHY NOT CONDUCTIVE TO SITE ACCESS

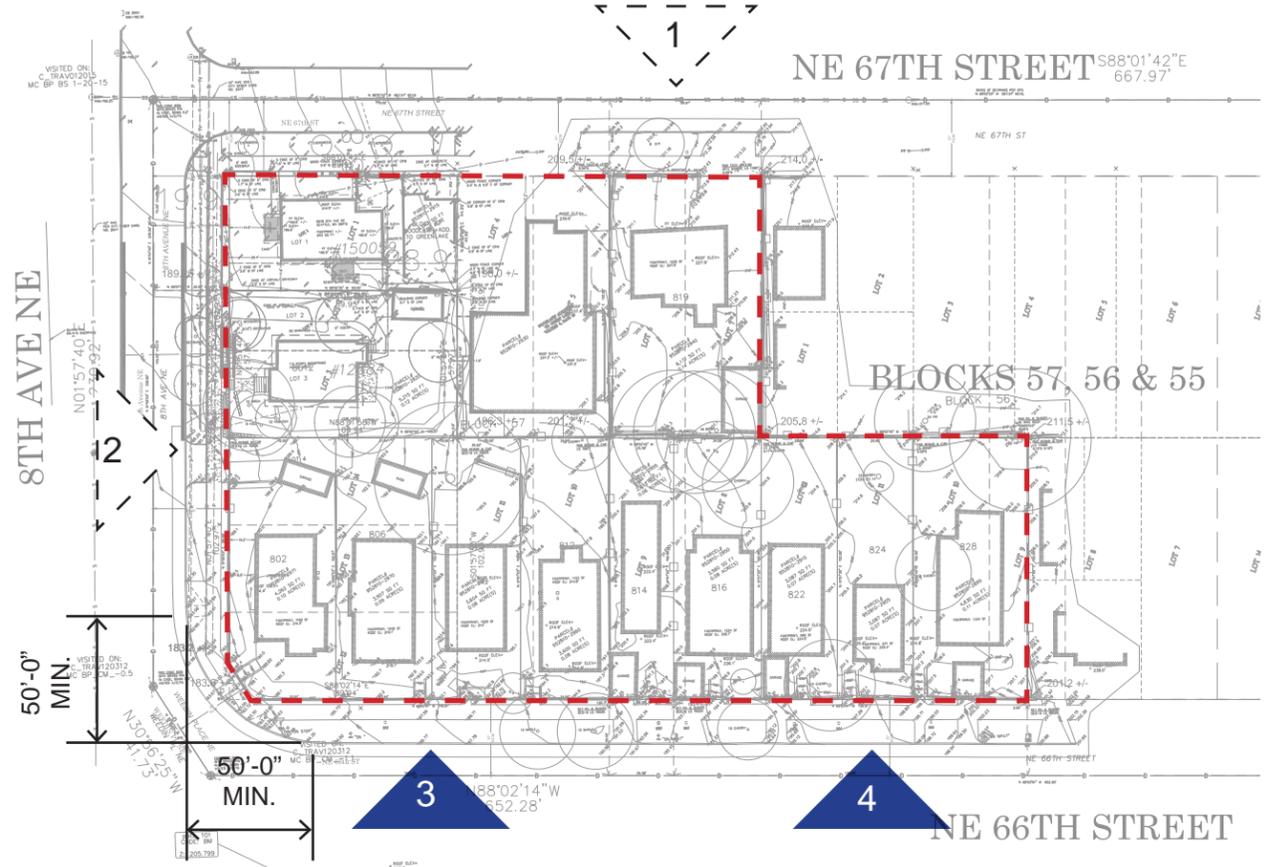
8TH AVE: LEAST PREFERRED PARKING ACCESS STREET PER SDOT DUE TO I-5 ON RAMP ACCESS AND VEHICLE TRAFFIC LOAD.



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

GUIDANCE FOR MUP #3020751 ENCOURAGED SHIFTING EAST ACCESS AS FAR WEST AS POSSIBLE

SITE HAS ACCESS TO THREE RIGHT-OF-WAYS - 8TH AVE NE TO THE WEST, NE 66TH ST TO THE SOUTH, AND NE 67TH TO THE NORTH. THERE IS NO ALLEY.



**PARKING ACCESS**

**OPTION 1:**

Entering on the high part of the site would result in inefficient, maximum gradient ramping to engage the portion of the garage floors that would accommodate the parking.

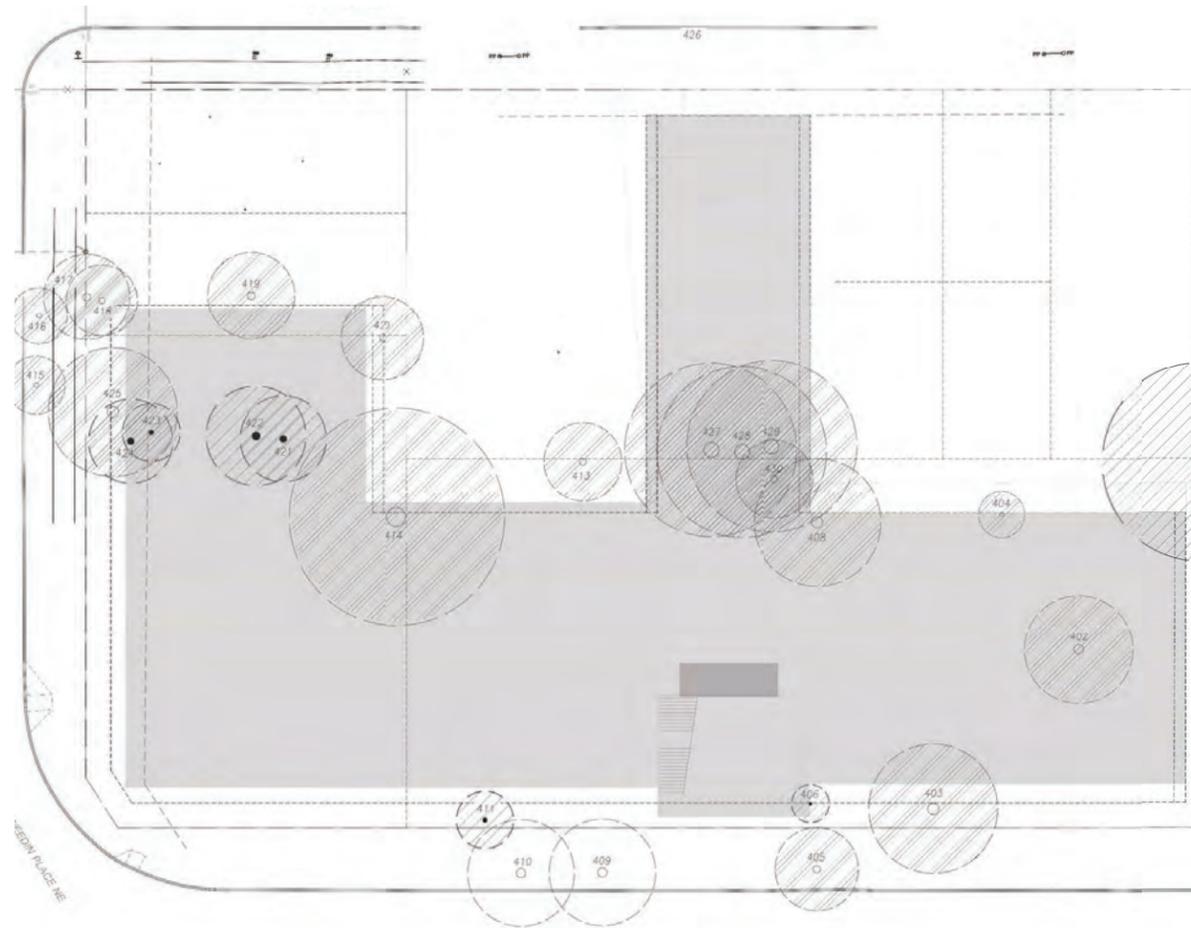
**OPTION 2:**

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

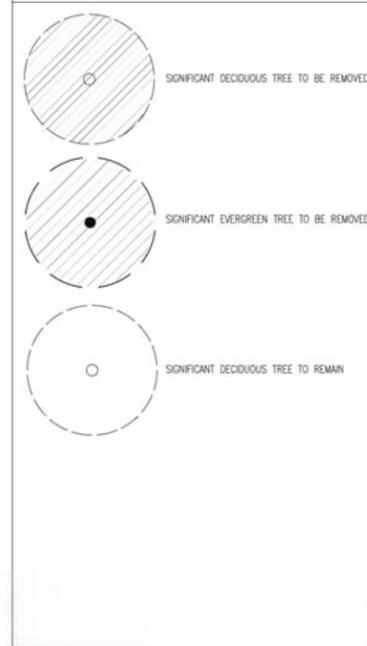
**OPTION 3 & 4: PROPOSED**

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

Board guidance provided at the EDG Meeting for MUP #3020751 agreed with this approach.



TREE LEGEND



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

DISCUSSION, CONCLUSIONS, & RECOMMENDATIONS

Right-of-Way Trees

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

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

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

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

Trees on Adjacent Properties

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

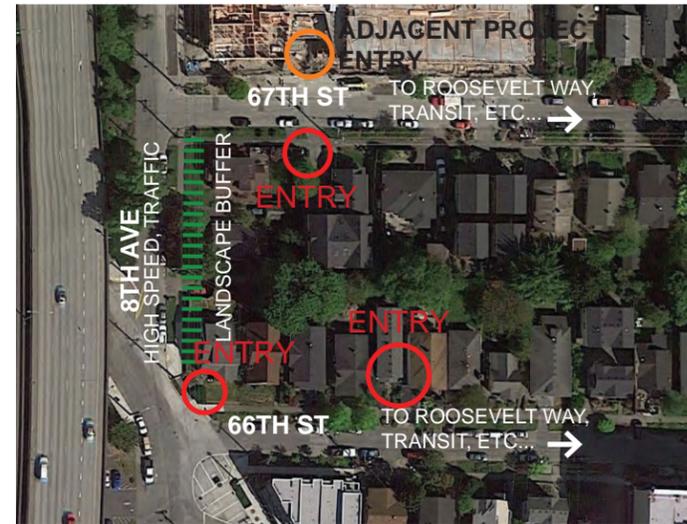
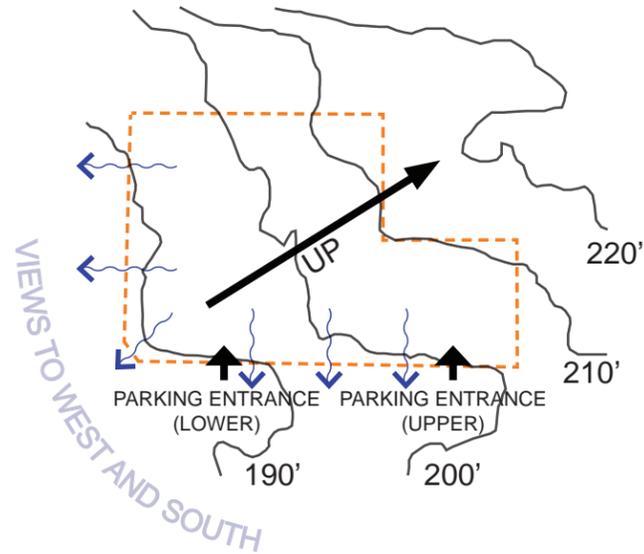
Trees on the Subject Property

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



Images of Big Leaf Maple (#414) from arborist Risk Assessment of Tree. Images show bark cracks and extensive decay in the branches and trunk.

# PRIORITY DESIGN GUIDELINES - CONTEXT & SITE



## NATURAL SYSTEMS & SITE FEATURES

**CS1.C.1 | TOPOGRAPHY:** Use the natural topography and/or other desirable land forms or features to inform the project's design. Use the existing site topography when locating structures and open spaces on the site. Consider "stepping up or down" hillsides to accommodate significant changes in elevation.

**CS1.C.2 | ELEVATION CHANGES:** Use the existing site topography when locating structures and open spaces on the site.

## ROOSEVELT NEIGHBORHOOD

**CS1-III-I. | TOPOGRAPHY:** Roosevelt generally features a consistent south to southwest sloping topography. Consider using the site's topography to consider ways to respect views of downtown / the Seattle skyline and the Olympic mountains.

**RESPONSE:** The site has significant topography, sloping up over 30' from the southwest corner to the north end of the site. The proposed designs utilize the slope both in the efficiency of the parking layout and access to the garage. Additionally, the designs step down with the grade, creating additional views for the upper levels of the East and North buildings.

## URBAN PATTERN AND FORM

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

**RESPONSE:** The site has frontages along three streets (8th Ave NE, NE 66th St, and NE 67th St). Responding to the multiple street frontages is a priority for the project. Though the project has significant visibility from I-5 to the West, the Roosevelt commercial core, light rail station, and access to amenities to the East suggest pedestrian entrances at 67th and 66th are more likely to be used. 67th and 66th also represent the more pedestrian friendly streets, and as such landscaping and public space could be provided along the street frontages. Along 8th Ave NE, a storm water and landscape feature in the setback serves as a buffer between the building and street, while also providing interest to the pedestrian realm.

## RELATIONSHIP TO THE BLOCK

**CS2.C1 | CORNER SITES:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or building out to the corner to provide a strong urban edge to the block.

## ROOSEVELT NEIGHBORHOOD

**CS2-II-III | GATEWAY FEATURES:** 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, special paving or surface treatments, outdoor art, special landscaping, pedestrian lighting, seating, and trash & recycling collection. Weedin Place is an identified gateway location.

**RESPONSE:** Priority has been given to the southwest corner of the building, due to it's visual prominence from the interstate, and it's designation as a gateway location. A high transparency, chamfered corner, two story lobby volume, and landscaping will provide interest at the important corner and reflect the unique site geometry where 8th, 66th, and Weedin Place meet.

## ARCHITECTURAL CONTEXT AND CHARACTER

**CS3-A-1 | FITTING NEW AND OLD TOGETHER:** Use the existing site topography when locating structures and open spaces on the site.

**CS3-A-4 | EVOLVING NEIGHBORHOODS:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

**RESPONSE:** The proposed project will blend timeless elements present elsewhere in the neighborhood - brick materiality, symmetrical massing, and detailed facades - with modern elements and materials that are incorporated into recent developments in the neighborhood.

## PRIORITY DESIGN GUIDELINES - PUBLIC LIFE



### NETWORK OF OPEN SPACES

**PL1-A-1 | ENHANCING OPEN SPACE:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

**PL1-A-2 | ADDING TO PUBLIC LIFE:** Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

**RESPONSE:** The large development located directly to the North of the proposed project centers around a central courtyard, breaking up the mass of the building and creating open space. The proposed designs look to build on this precedence and locate a generous courtyard in a way that ties into the network of open space established by the adjacent project and connecting to 66th, a designated "green street" to the South.



### WALKWAYS AND CONNECTIONS

**PL1-B-1 | PEDESTRIAN INFRASTRUCTURE:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

**PL1-B-2 | PEDESTRIAN VOLUMES:** Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

**PL1-B-3 | PEDESTRIAN AMENITIES:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

**RESPONSE:** The proposed project creates walking paths for pedestrians both within the central courtyard, and at the building's perimeter along the sidewalk. Lush, vibrant landscaping in the planting strips open to generous public courts at the building entries.



### ENTRIES

**PL3-A-1 | DESIGN OBJECTIVES:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

**PL3-A-2 | COMMON ENTRIES:** Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

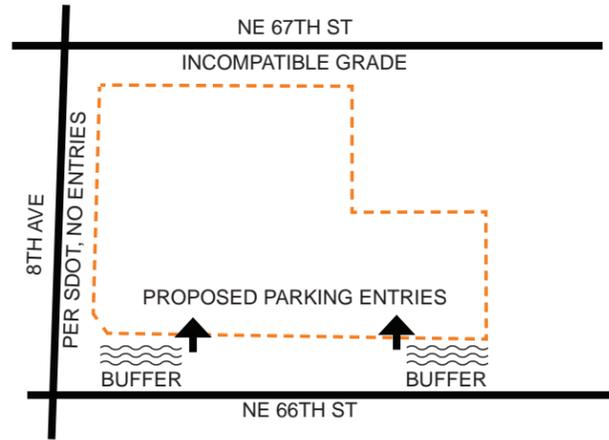
### ROOSEVELT NEIGHBORHOOD

**PL4-A-1 | SERVING ALL MODES OF TRAVEL:** Provide safe and convenient access points for all modes of travel.

**PL4-A-2 | CONNECTIONS TO ALL MODES:** Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

**RESPONSE:** The proposed designs locates entries at locations that connect to the amenities and transit in the area. At all entries, the project seeks to create generous public courts that visually connect to the central courtyard located above.

## PRIORITY DESIGN GUIDELINES - DESIGN CONCEPT



### VEHICULAR ACCESS AND CIRCULATION

**DC1-B-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.

**DC1-B-2 | FACILITIES FOR ALTERNATIVE TRANSPORTATION:** Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

**RESPONSE:** The design team has discussed vehicular access locations with SDOT. Based off those discussions and the site's topography, access off of 66th to the south is the most efficient location. The east access point has been located away from the residential properties to the east, reducing the impact on neighboring properties. The bike storage is located directly off the West lobby, at street level and near routes to Greenlake to the East and amenities to the South in order to encourage bicycle use by residents.

### ARCHITECTURAL CONCEPT

**DC2-A-1 | SITE CHARACTERISTICS AND USES:** Arrange the mass of the building taking into consideration characteristics of the site and the proposed uses of the building and its open space.

**DC2-A-2 | REDUCING PERCEIVED MASS:** Use secondary architectural elements to reduce the perceived mass of larger projects

**DC2-B-1 | FACADE COMPOSITION:** Design all building facades - including alleys and visible roofs - considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

**DC2-B-1 | VISUAL DEPTH AND INTEREST:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the facade.

**RESPONSE:** The design concept calls for breaking up the site into multiple buildings that are in scale with the neighborhood and adjacent developments. Generous open space at the street level and between the buildings help relieve the size of the site. The individual buildings form a village that is tied together by materiality (brick, fiber cement, metal panel) and massing patterns (base / top) create a cohesive development while differences in how the materials are distributed, fenestration patterns, and where massing breaks add visual interest to the development.

### EXTERIOR ELEMENTS AND FINISHES

**DC4-A-1 | EXTERIOR FINISH MATERIALS:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

**DC4-A-2 | CLIMATE APPROPRIATENESS:** Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

**RESPONSE:** The design team is committed to providing quality, long lasting buildings with substantial materials. Brick masonry, metal paneling, steel accents, and fiber cement will be the primary materials for the development. The materials, particularly the brick, create the ability to develop texture and visual interest to the facades through patterning and relief.

### TREES LANDSCAPE AND HARDSCAPE MATERIALS

**DC4-D-4 | PLACE MAKING:** Create a landscape design that helps define spaces with significant elements such as trees.

### ROOSEVELT NEIGHBORHOOD

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

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

**RESPONSE:** The proposed design has ample opportunities to provide landscaping that enhances the open spaces - central courtyard, public open spaces at the ground level, and site edges. The proposal calls for utilizing the topography of the site to create a storm water drainage element that is an integral part of the overall landscape design.

**CONCEPT & INSPIRATION**



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

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



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

**CORNER  
 EXPRESSION**

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



**CURRENT PARCEL ASSEMBLY  
(SEPARATE ENTITLEMENTS)**



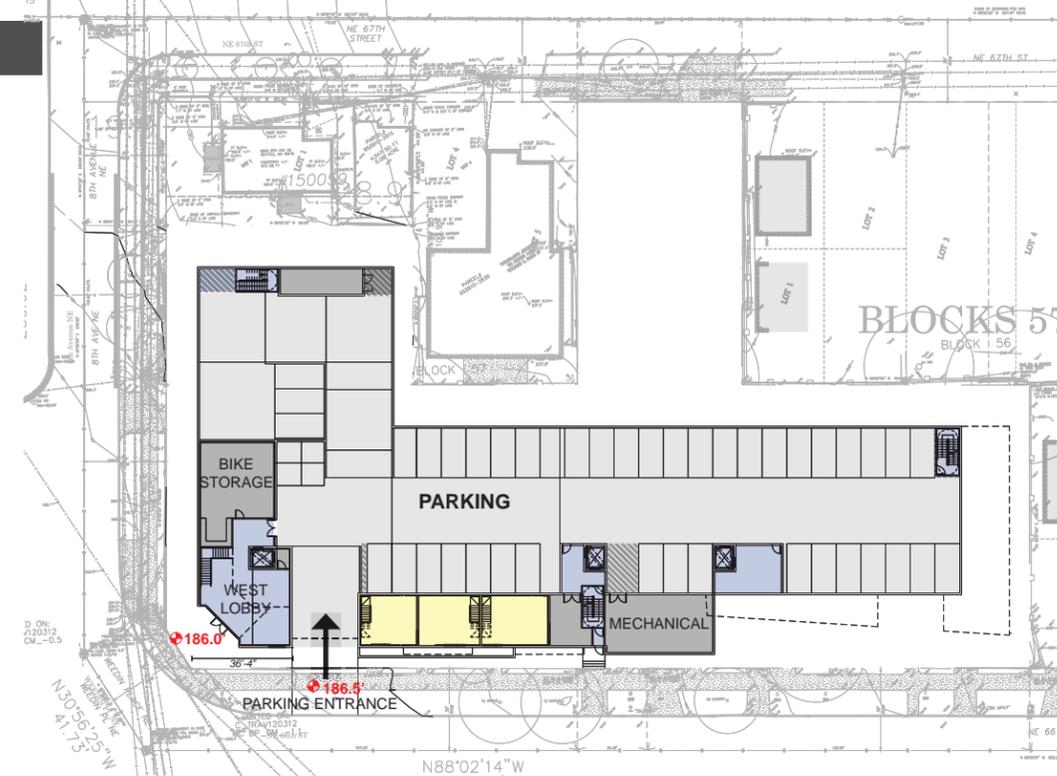
HEIGHT - 75'-0"  
 UNITS - 292 (7 Stories)  
 PARKING - 131 Stalls  
 DEPARTURES - None

**Pros:**

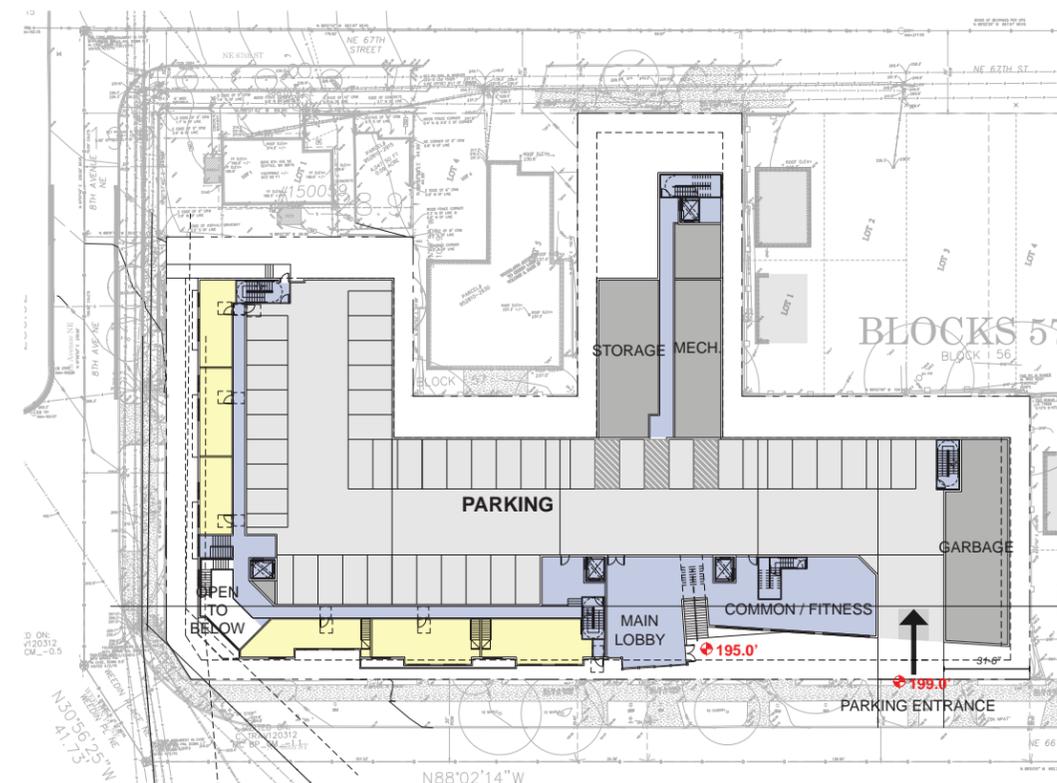
- More development flexibility over time.
- Due to portions of the project already being permitted, the development of the lot will occur quicker.

**Cons:**

- The multiple projects / separate entitlements create a less cohesive design response.
- No common outdoor space between developments - fences / walls likely at property lines.
- Separate entitlements do not allow the proposed design to take advantage of the efficiency of the site to create additional parking.
- Permitted corner building does not receive input from full design review process.



LEVEL P2 (P3 SIM.)



LEVEL P1



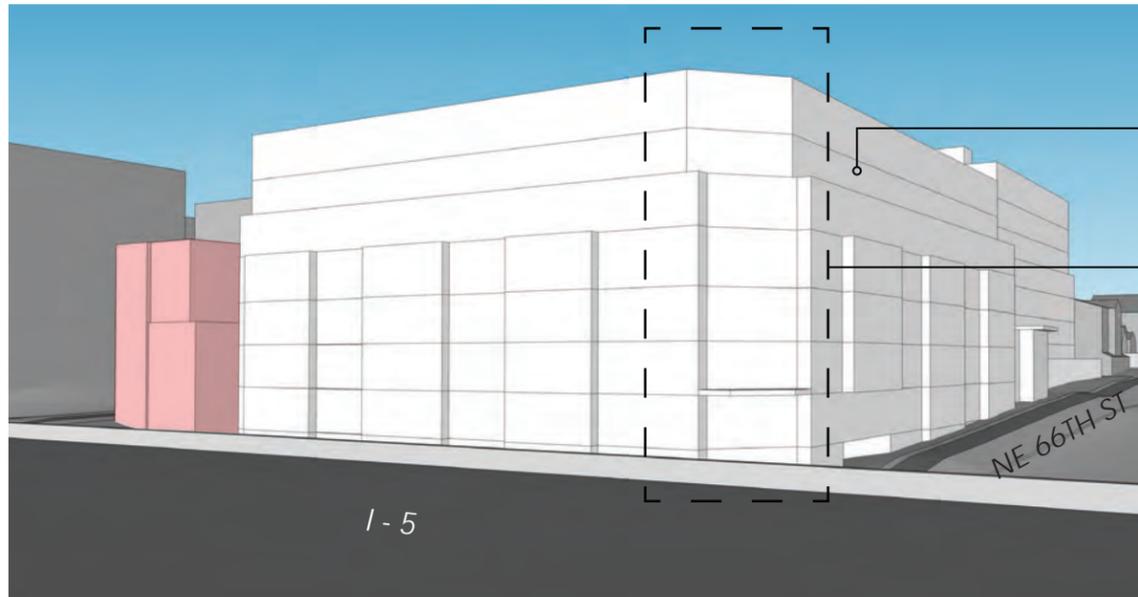
LEVEL 1



UPPER LEVELS (TYP.)

- RESIDENTIAL
- LOBBY / COMMON
- PARKING
- UTILITY

**CURRENT PARCEL ASSEMBLY  
(SEPARATE ENTITLEMENTS)**



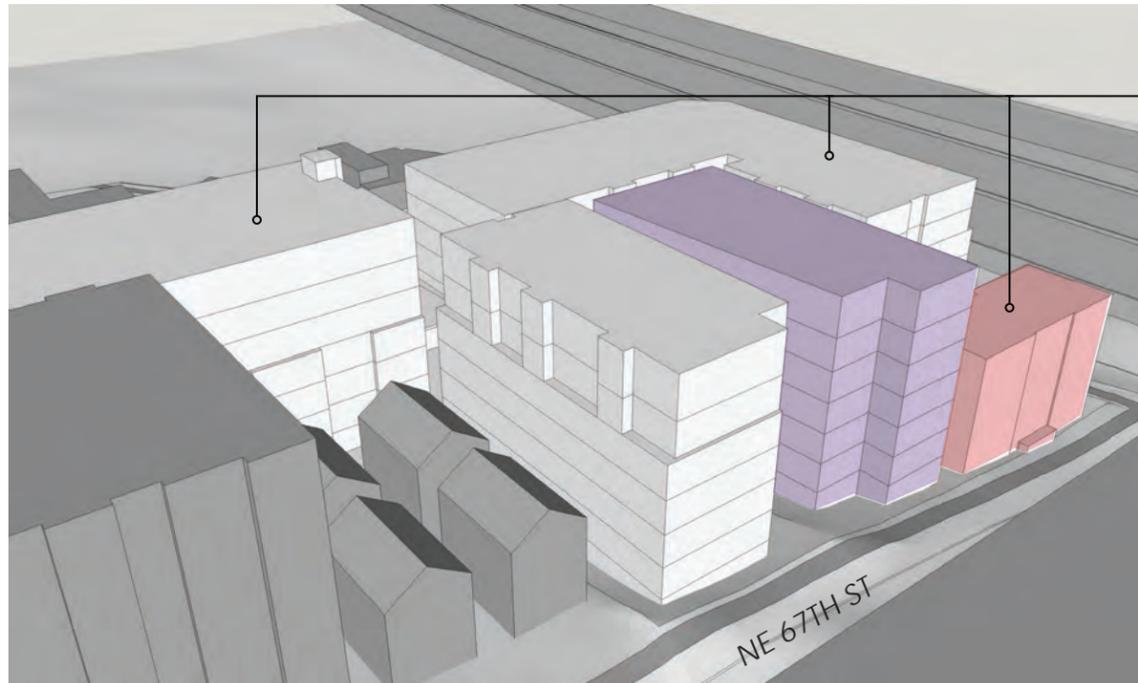
LOOKING NORTHEAST

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

CORNER EXPRESSION REFLECTS GEOMETRY OF SITE (SEA CS2.C1, ROOS CS2.II)

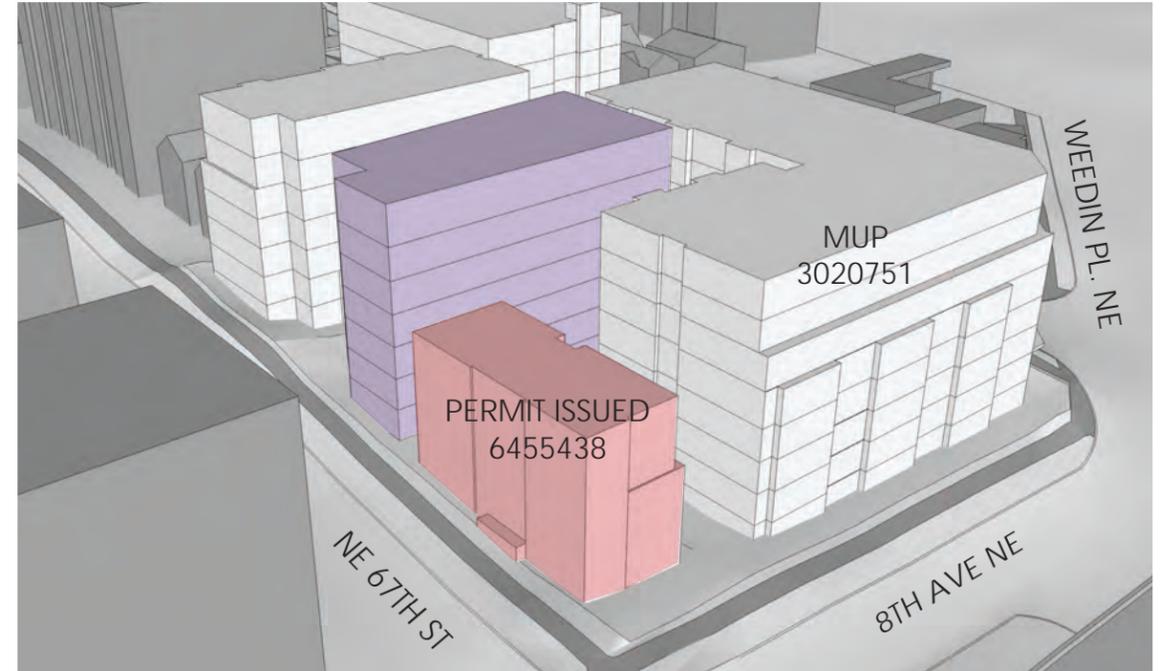


AERIAL - LOOKING NORTH



AERIAL - LOOKING SW

BUILDINGS STEP DOWN WITH GRADE (ROOS CS2.III)



AERIAL - LOOKING SE

**KEY**

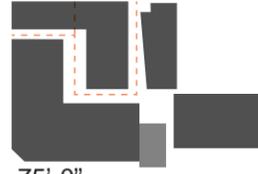
SEA XX.XX

DESIGN GUIDELINE - SEATTLE

ROOS XX.XX

DESIGN GUIDELINE - ROOSEVELT NEIGHBORHOOD

**OPTION A**



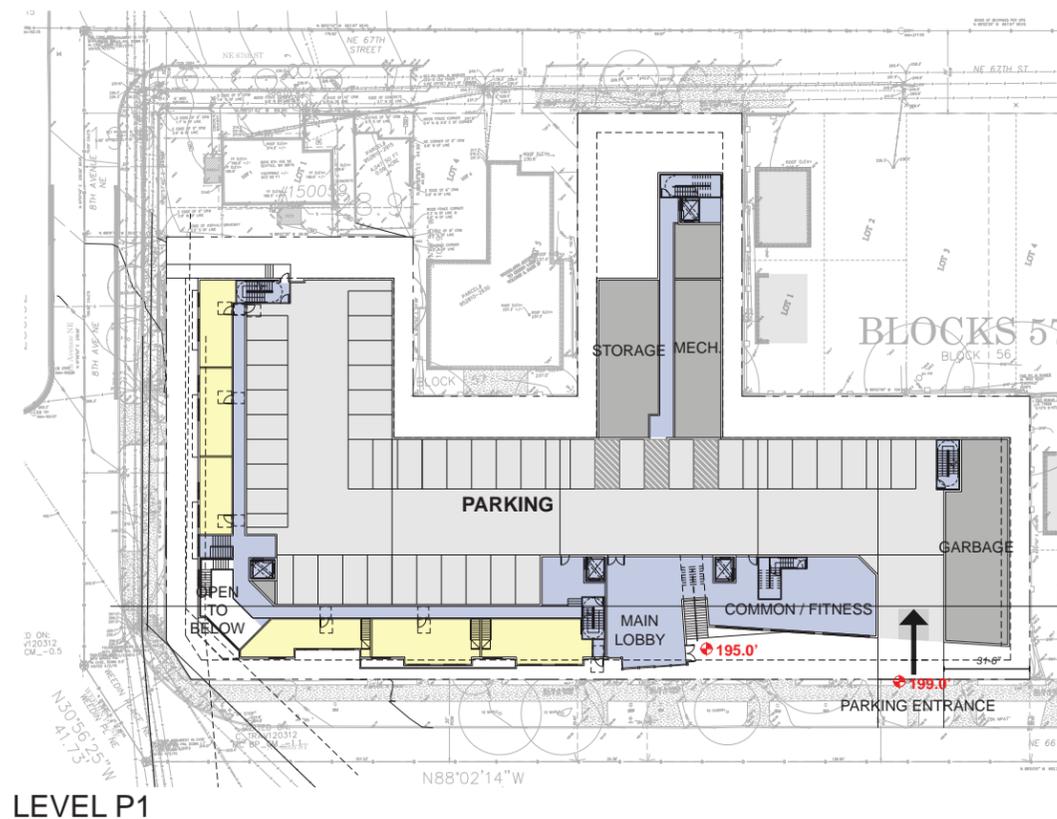
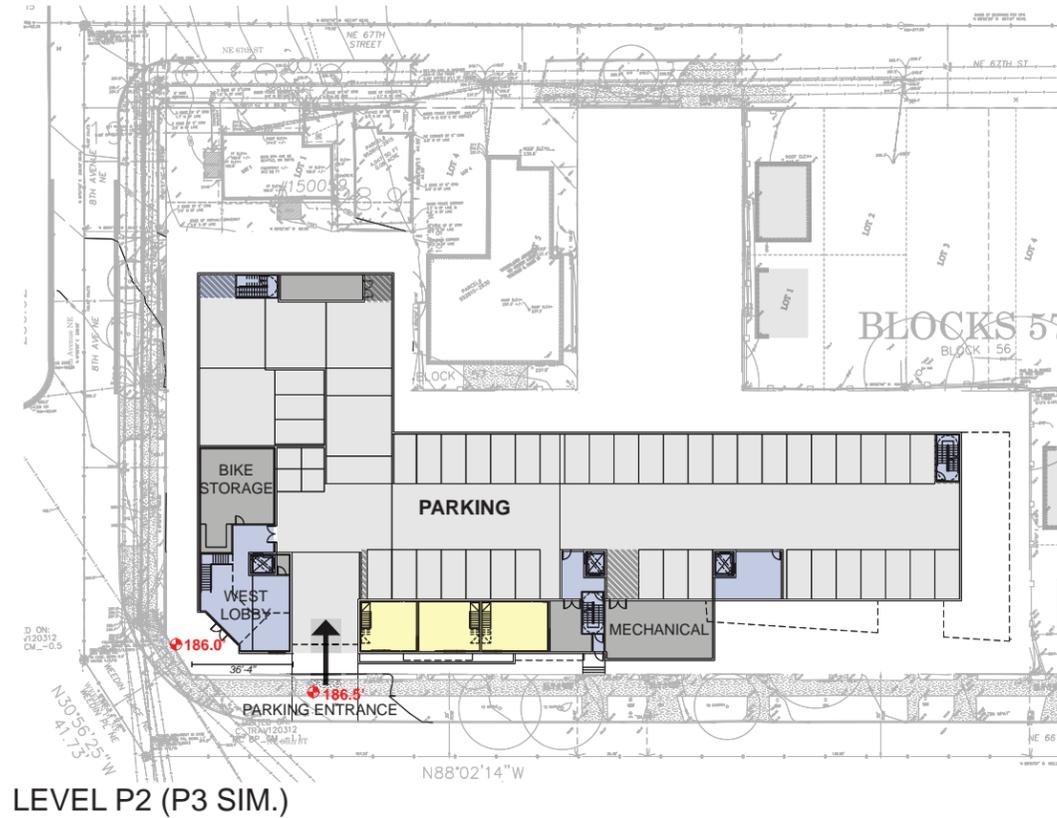
HEIGHT - 75'-0"  
 UNITS - 300 (7 Stories)  
 PARKING - 131 Stalls  
 DEPARTURES - None

**Pros:**

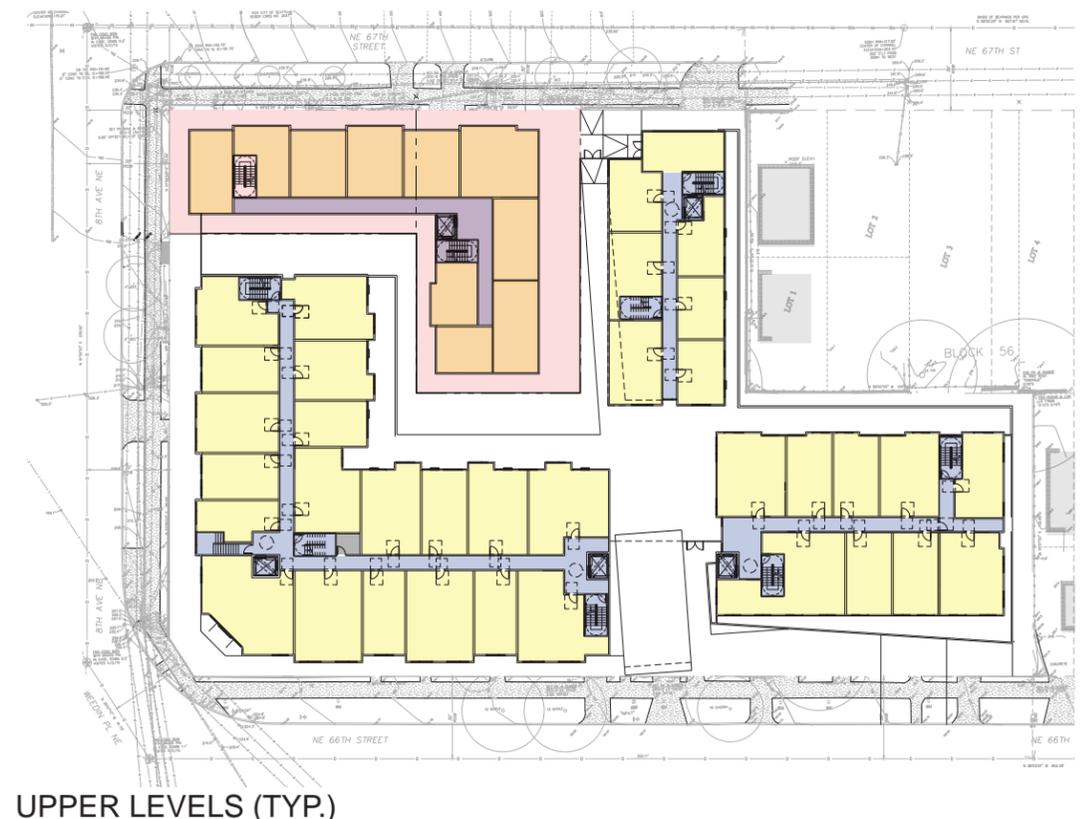
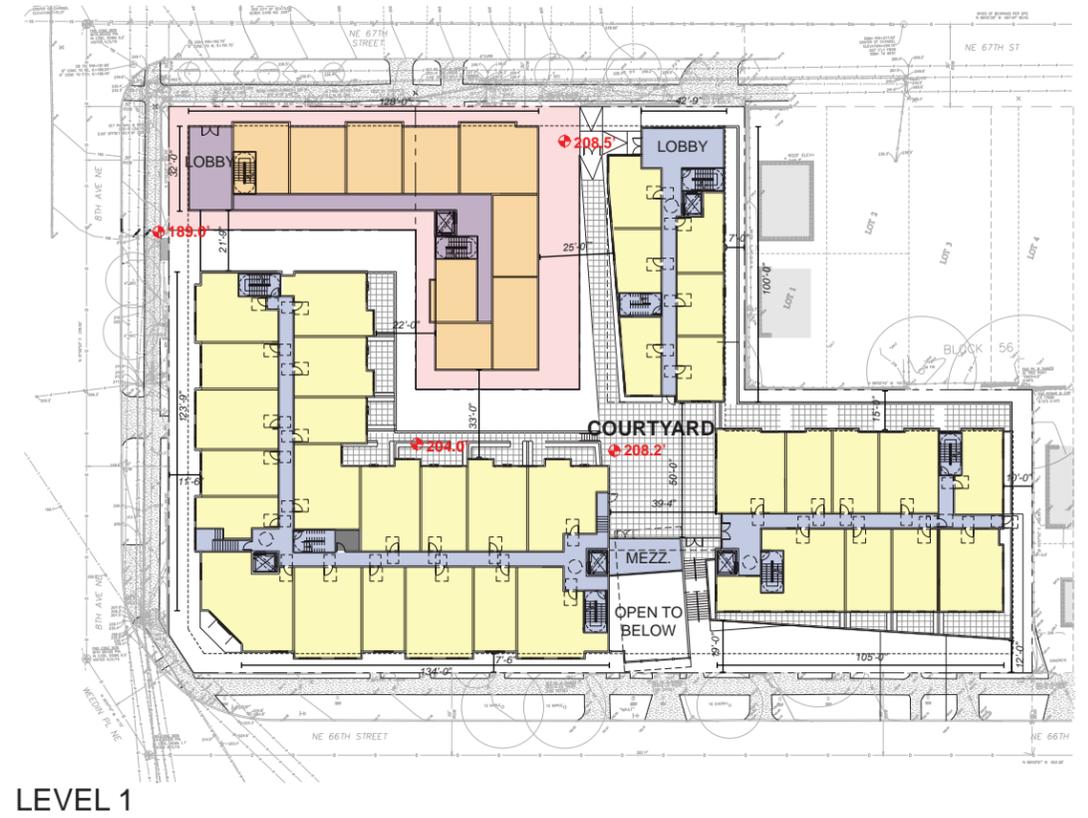
- More development flexibility over time.
- Provides entry / lobby at corner of 67th & 8th

**Cons:**

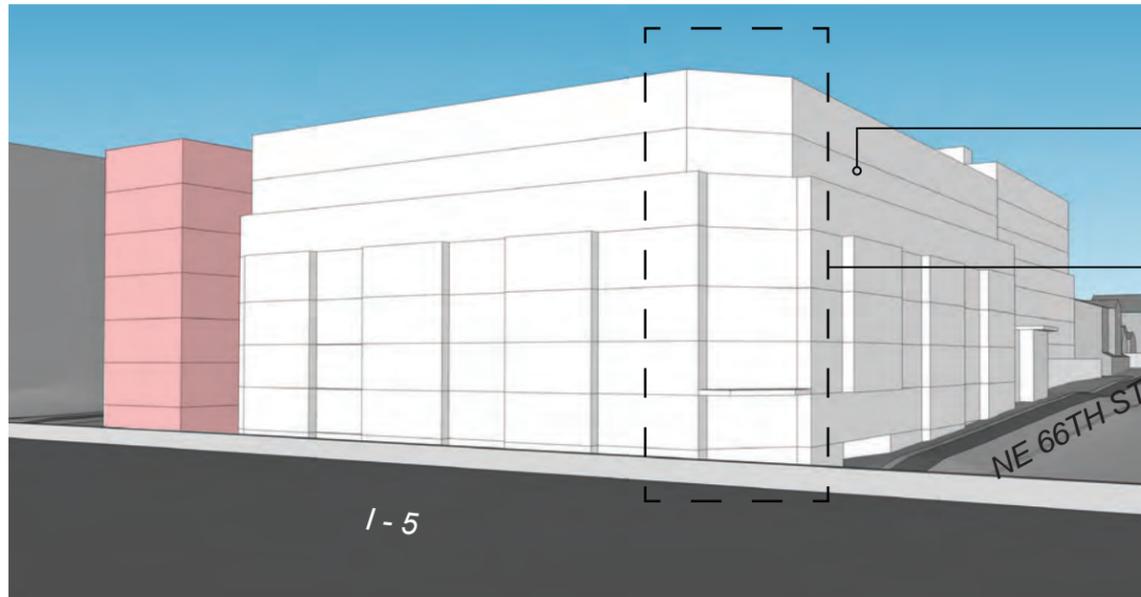
- The multiple projects / separate entitlements create a less cohesive design response.
- No common outdoor space between developments - fences / walls likely at property lines.
- Separate entitlements do not allow the proposed design to take advantage of the efficiency of the site to create additional parking.



- RESIDENTIAL
- LOBBY / COMMON
- PARKING
- UTILITY



**OPTION A**



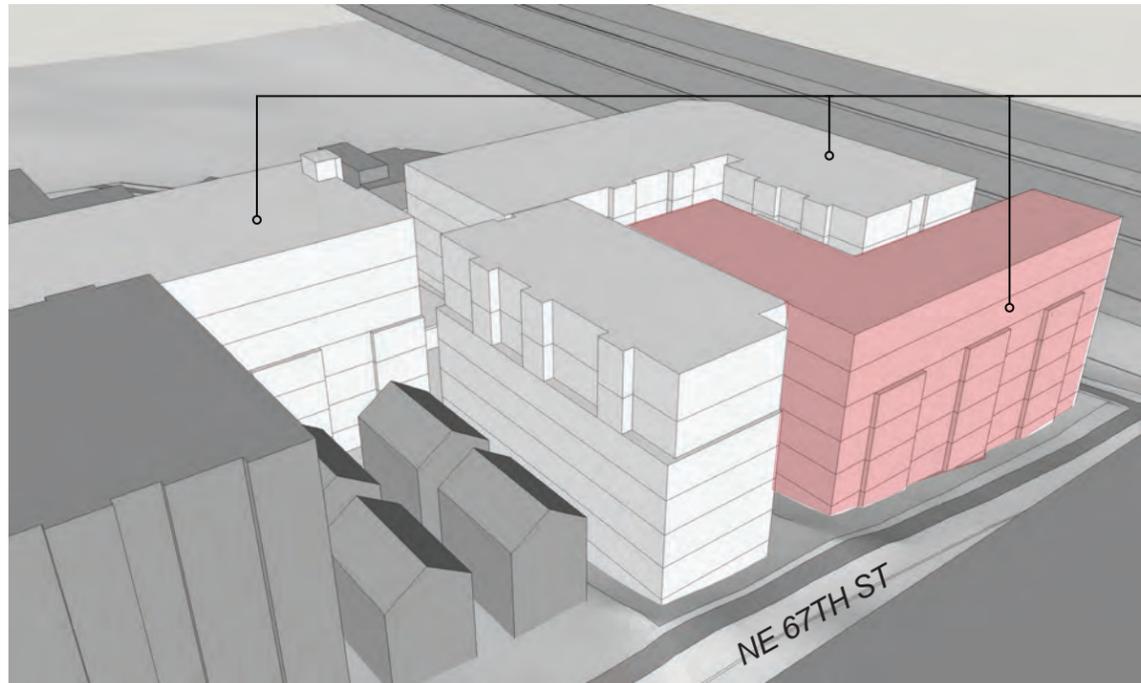
LOOKING NORTHEAST

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

CORNER EXPRESSION REFLECTS GEOMETRY OF SITE (SEA CS2.C1, ROOS CS2.II)

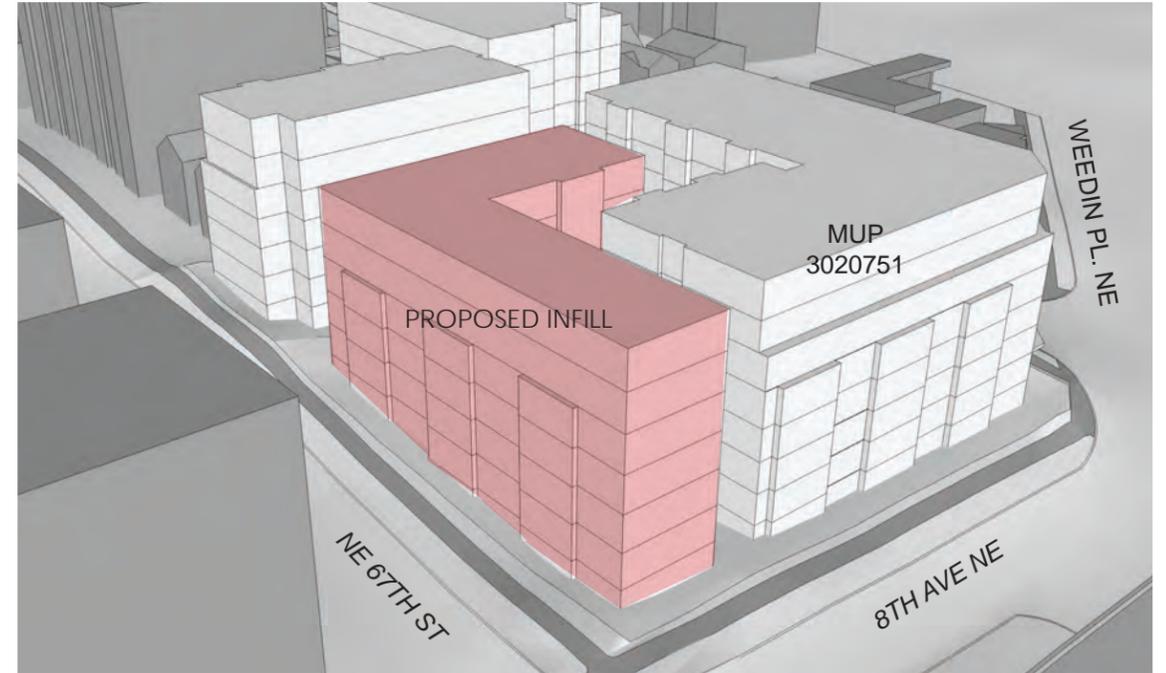


AERIAL - LOOKING NORTH



AERIAL - LOOKING SW

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



AERIAL - LOOKING SE

**KEY**

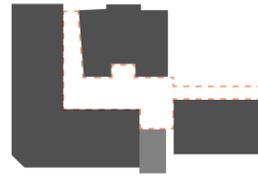
SEA XX.XX

**DESIGN GUIDELINE - SEATTLE**

ROOS XX.XX

**DESIGN GUIDELINE - ROOSEVELT NEIGHBORHOOD**

**OPTION B**



HEIGHT - 75'-0"  
 UNITS - 304 (7 Stories)  
 PARKING - 270 Stalls  
 DEPARTURES - None

**Pros:**

- The scale of the three buildings are compatible with each other and adjacent developments.

-The configuration of the buildings allow the through block connection to relate to neighborhood open space patterns.

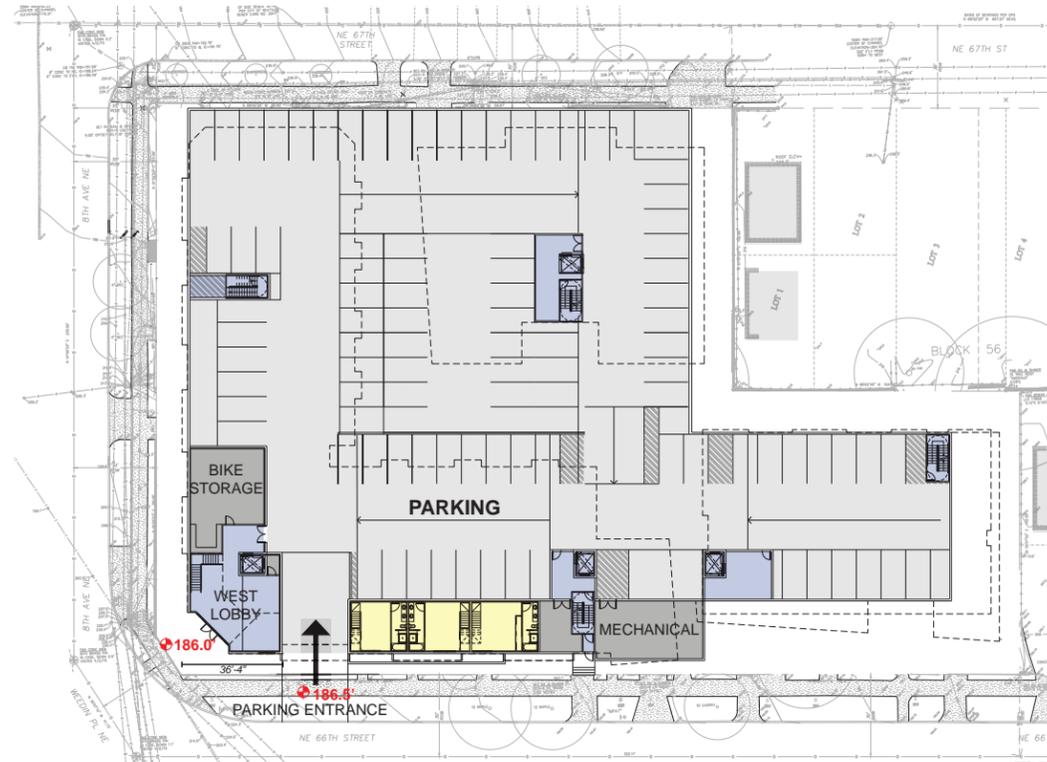
- North building shift creates additional space for South facing courtyard and provides modulation along 67th.

- Configuration of buildings and central lobby along NE 66th is consistent with board direction given under MUP 3020751

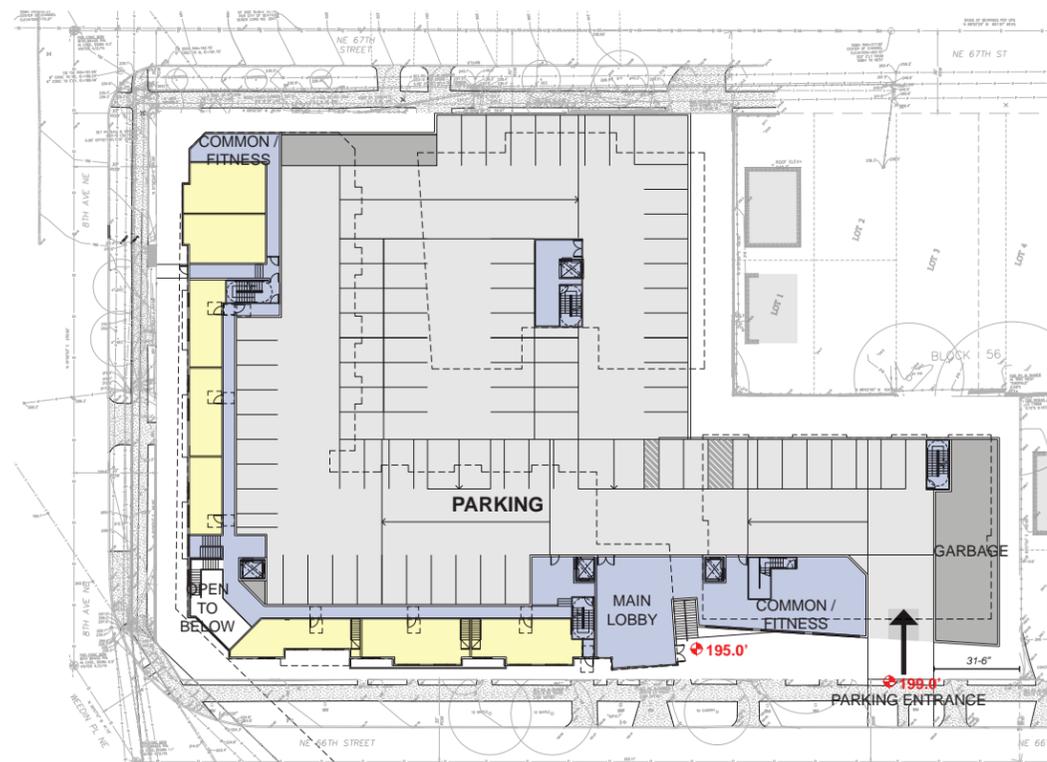
- Combining the multiple developments into one cohesive project allows the below grade parking to be significantly more efficient and substantially more to be provided.

**Cons:**

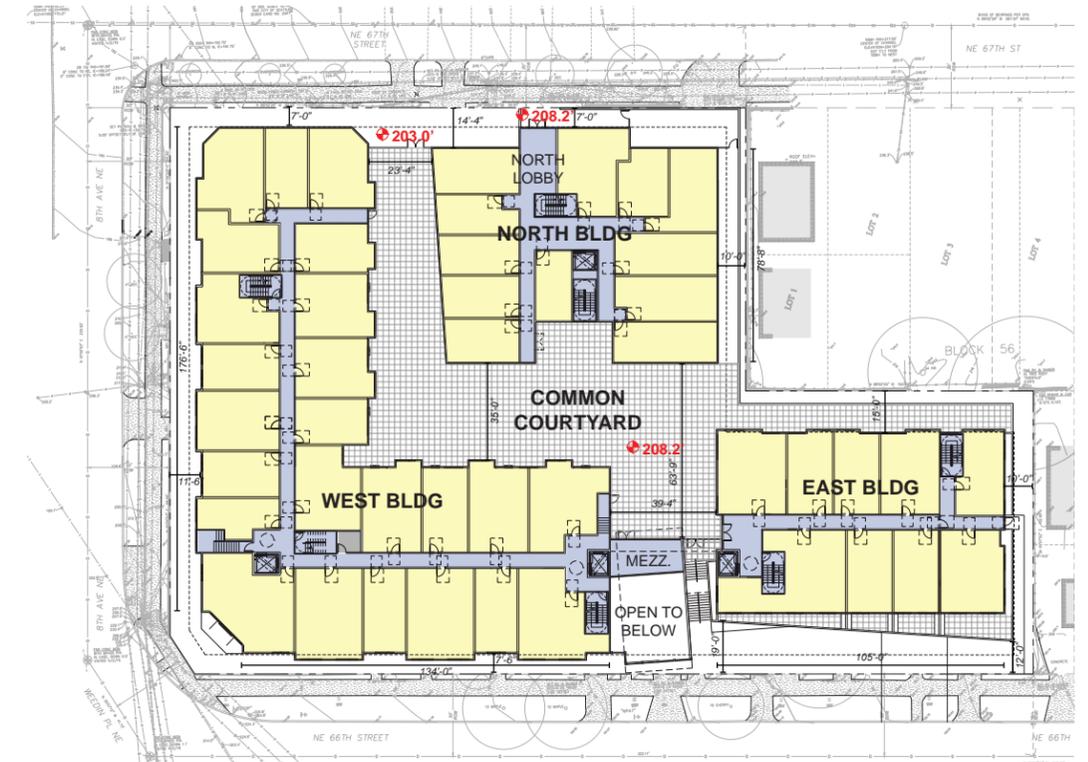
- Chamfered corner expression, while strong on the SW corner due to site geometry and visibility, feels less authentic on NW corner. Also does not relate to adjacent development.



LEVEL P2 (P3 SIM.)



LEVEL P1



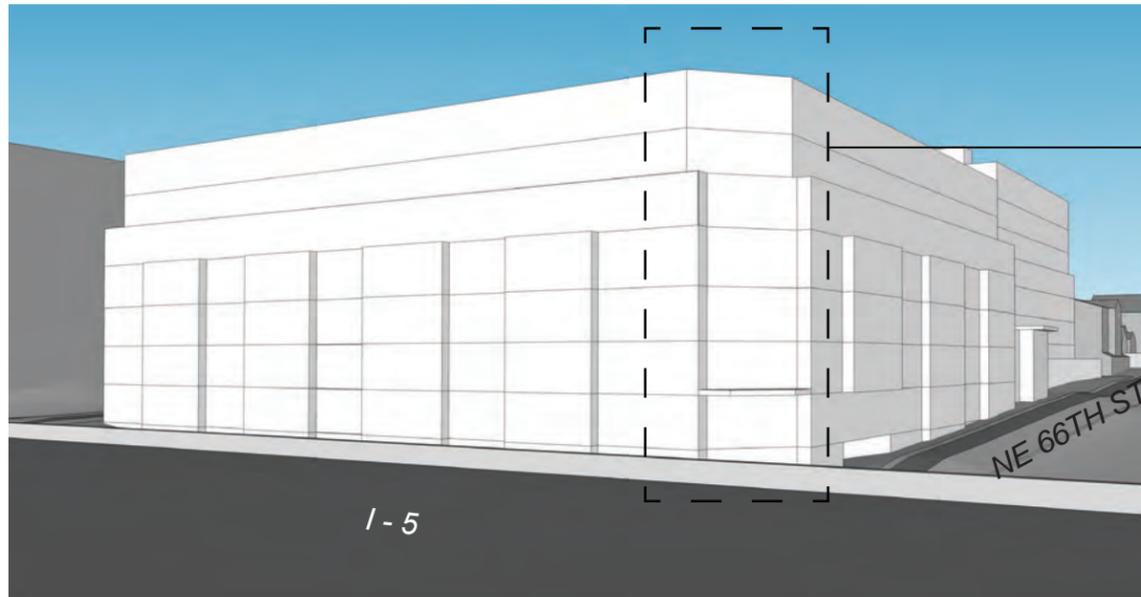
LEVEL 1



UPPER LEVELS (TYP.)

- RESIDENTIAL
- LOBBY / COMMON
- PARKING
- UTILITY

**OPTION B**

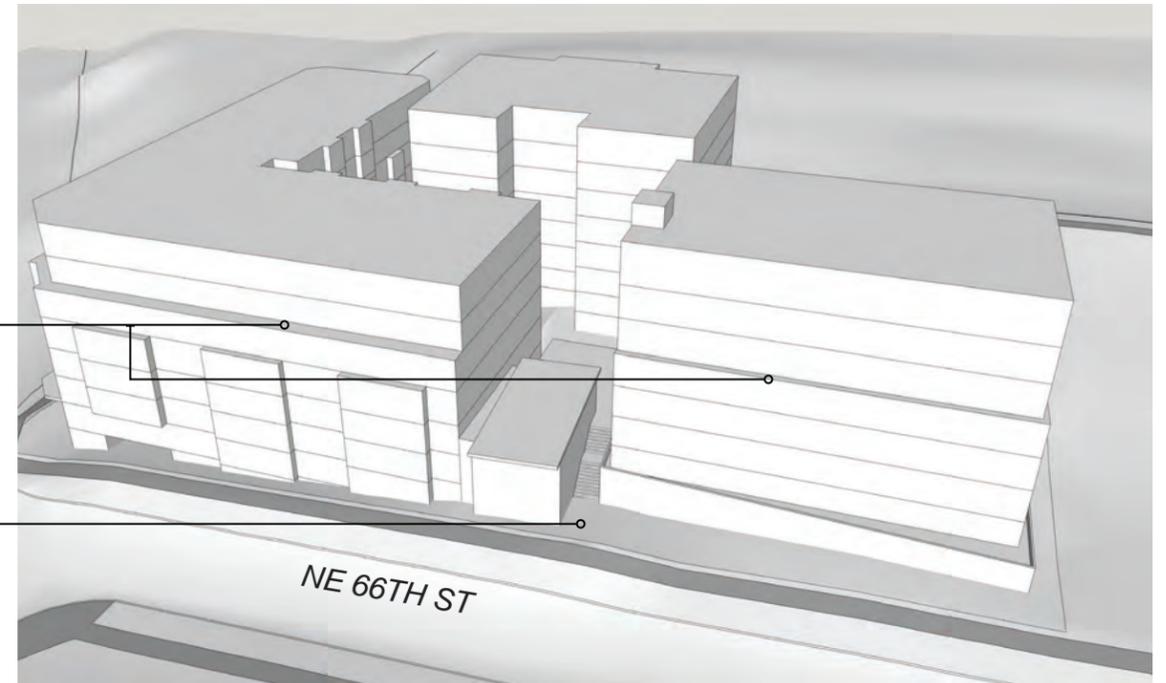


LOOKING NORTHEAST

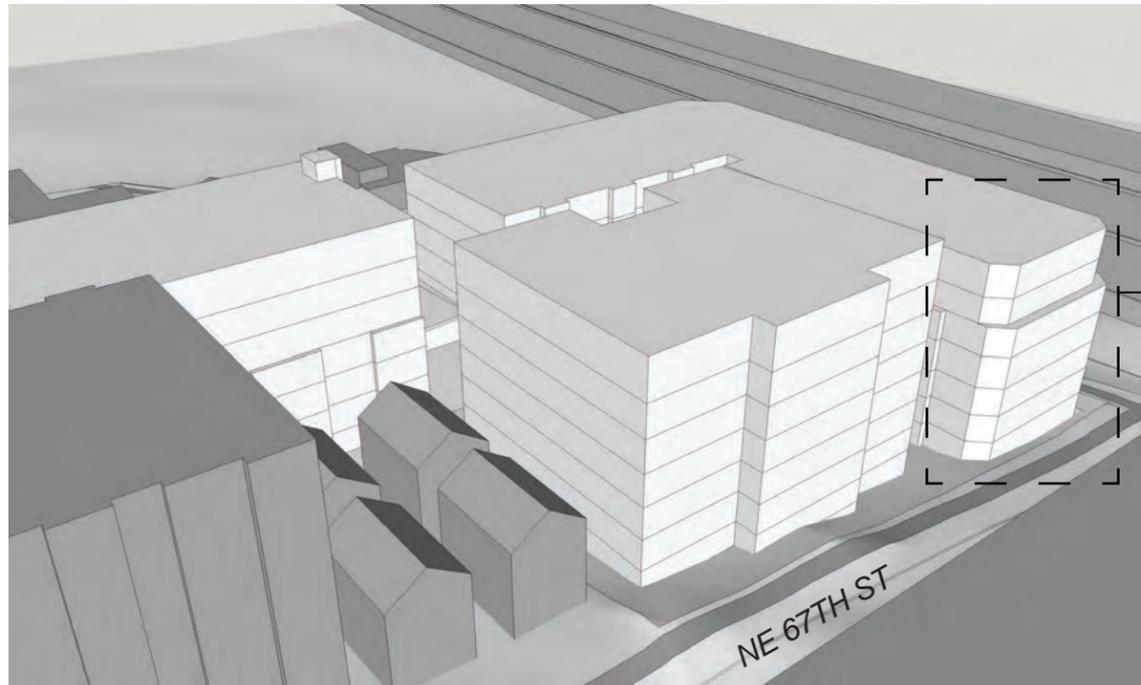
CORNER EXPRESSION REFLECTS GEOMETRY OF SITE  
(SEA CS2.C1, ROOS CS2.II)

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

OPEN SPACE, BOTH AT SIDEWALK LEVEL AND AS A THROUGH BLOCK CONNECTION  
(ROOS CS2.III, ROOS DC3.III)



AERIAL - LOOKING NORTH

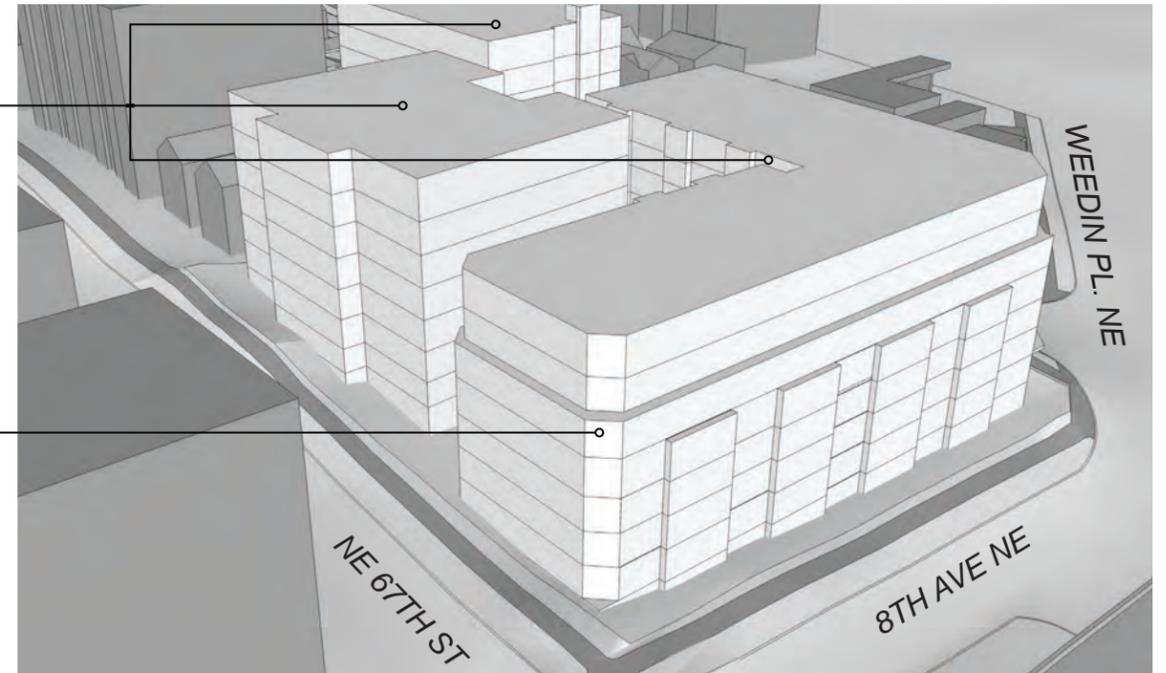


AERIAL - LOOKING SW

BUILDINGS REDUCE IN SCALE TO RELATE TO SMALLER SCALE MULTI-FAMILY TO THE EAST.  
(ROOS CS2.III)

CORNER EXPRESSION REFLECTS GEOMETRY OF SITE  
(SEA CS2.C1, ROOS CS2.II)

CHAMFERED CORNER EXPRESSION  
(SEA CS2.C1, ROOS CS2.II)



AERIAL - LOOKING SE

**KEY**

SEA XX.XX DESIGN GUIDELINE - SEATTLE

ROOS XX.XX DESIGN GUIDELINE - ROOSEVELT NEIGHBORHOOD

**OPTION C  
PREFERRED**



HEIGHT - 75'-0"  
 UNITS - 304 (7 Stories)  
 PARKING - 270 SF  
 DEPARTURES - None

**Pros:**

- Configuration of buildings and central lobby along NE 66th is consistent with board direction given under MUP 3020751

- The scale of the three buildings are compatible with each other and adjacent developments.

- The configuration of the buildings allow the through block connection to relate to neighborhood open space patterns.

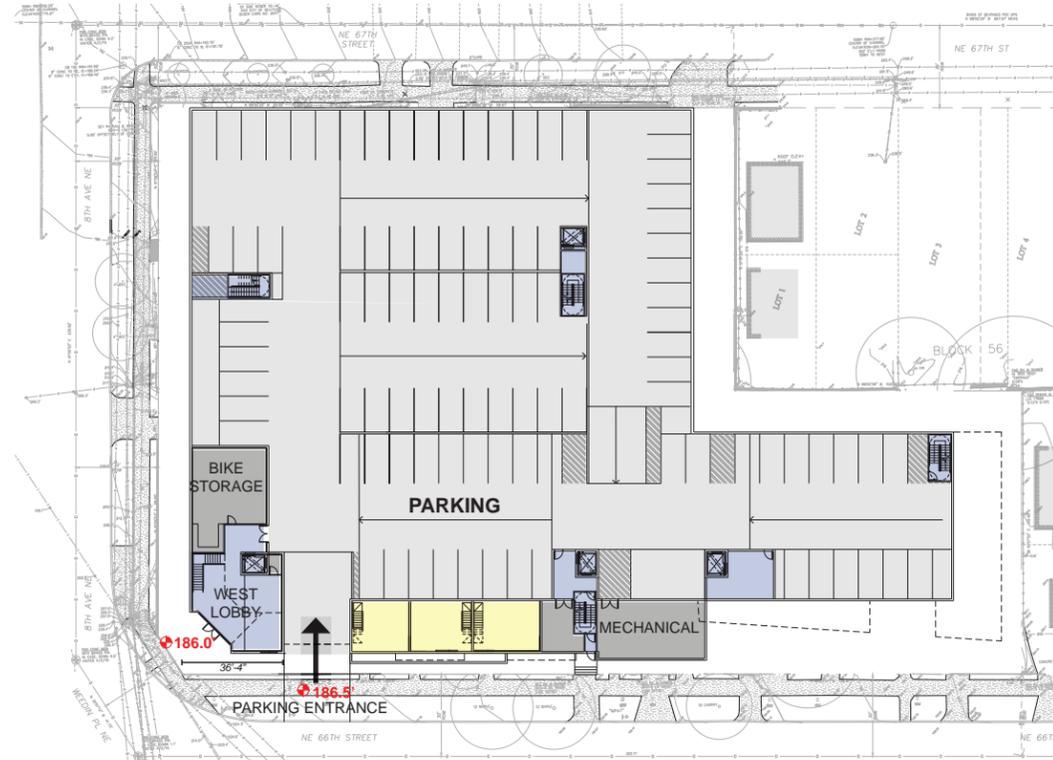
- Modulation of the North building creates a public courtyard space on 67th that relates to the public open space on 66th.

- Combining the multiple developments into one cohesive project allows the below grade parking to be significantly more efficient and substantially more to be provided.

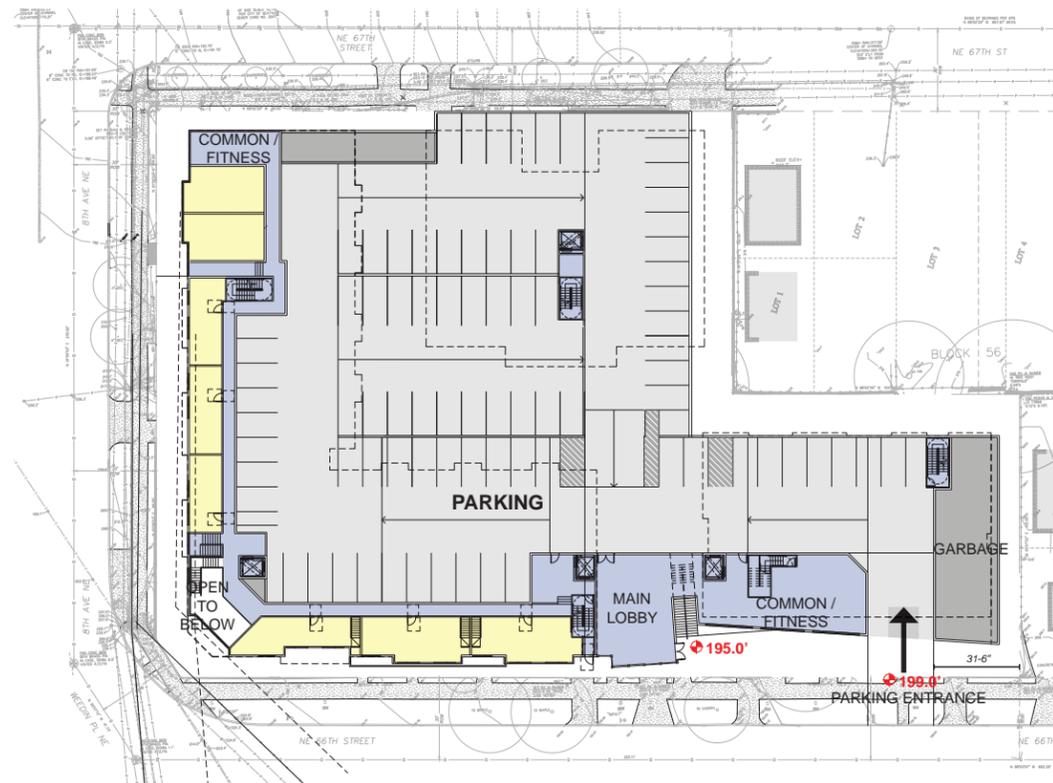
**Cons:**

- North building modulation encroaches on South facing courtyard and North facing entry courtyard will be primarily shaded.

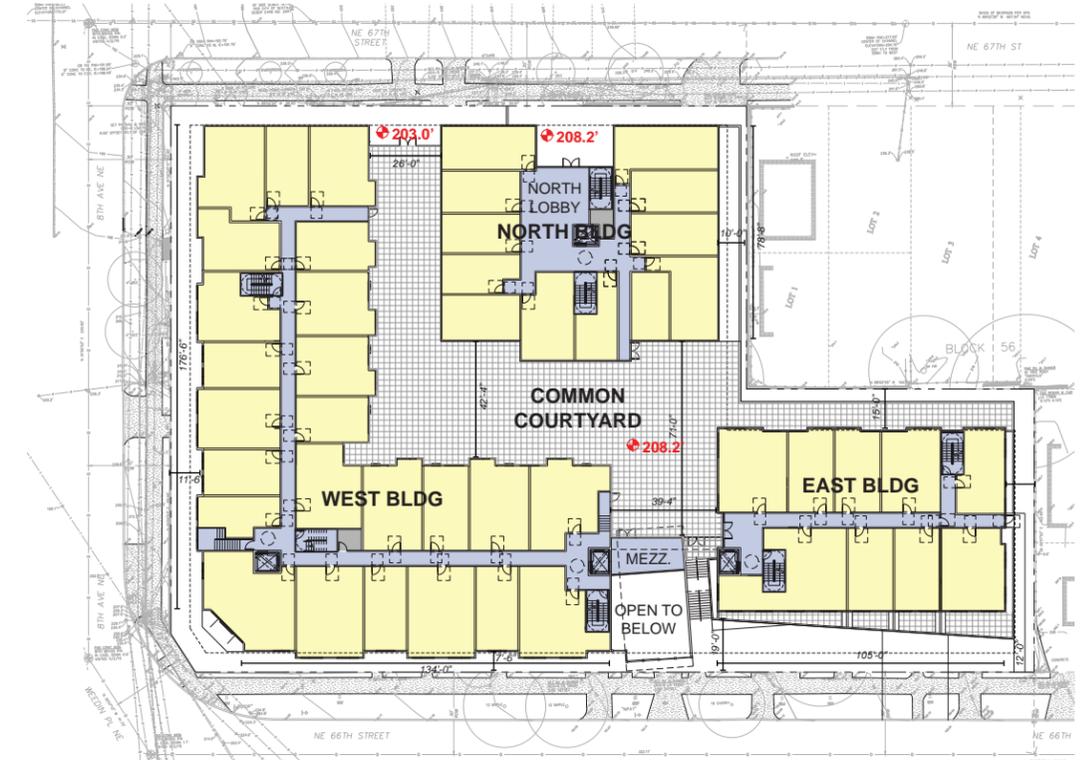
- RESIDENTIAL
- LOBBY / COMMON
- PARKING
- UTILITY



LEVEL P2 (P3 SIM.)



LEVEL P1

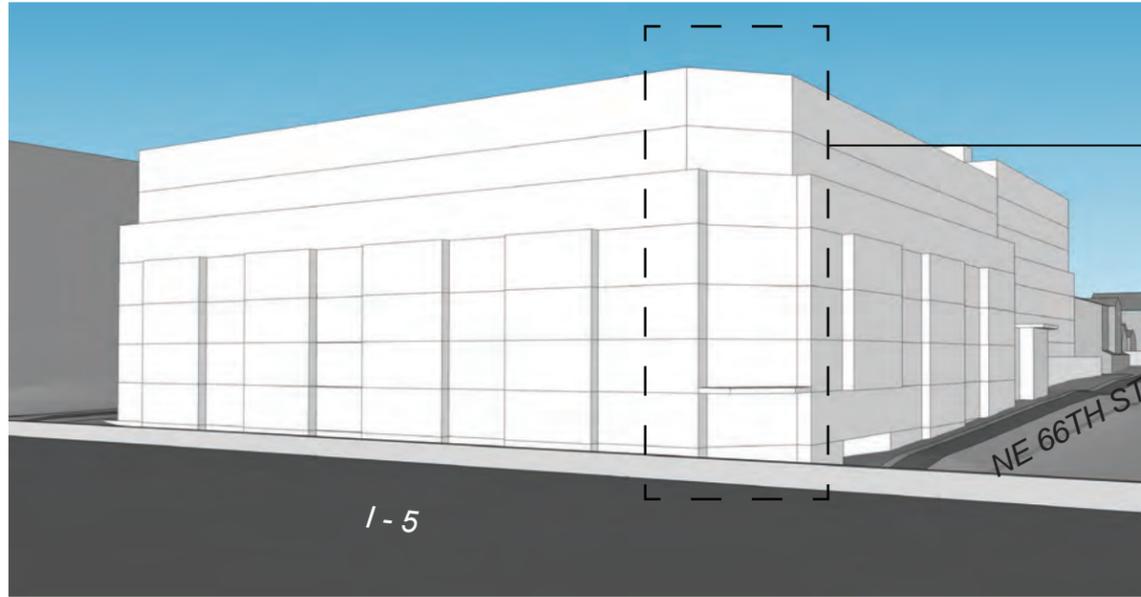


LEVEL 1



UPPER LEVELS (TYP.)

**OPTION C**  
**PREFERRED**



LOOKING NORTHEAST

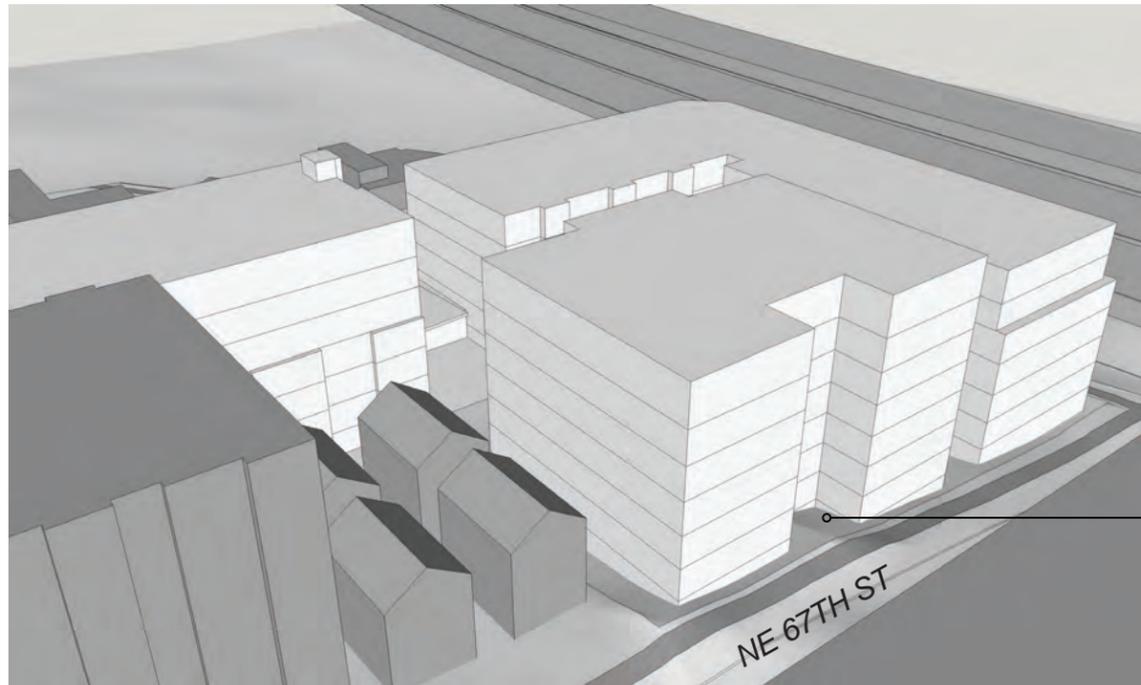
CORNER EXPRESSION REFLECTS GEOMETRY OF SITE  
(SEA CS2.C1, ROOS CS2.II)

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

OPEN SPACE, BOTH AT SIDEWALK LEVEL AND AS A THROUGH BLOCK CONNECTION  
(ROOS CS2.III, ROOS DC3.III)



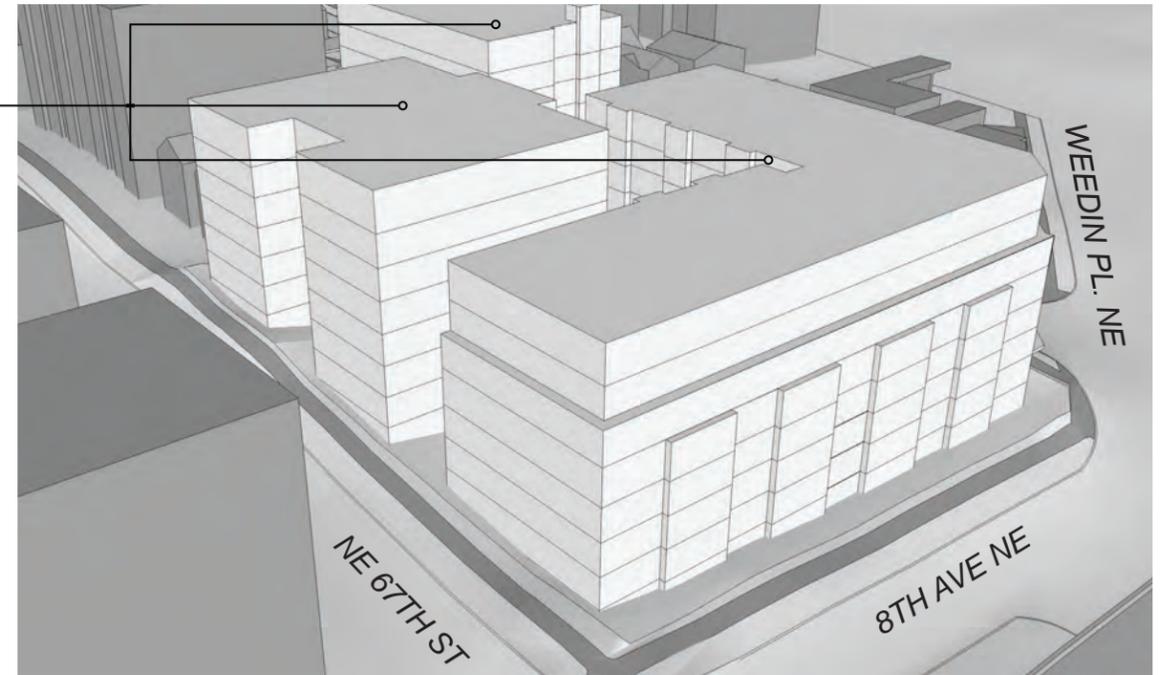
AERIAL - LOOKING NORTH



AERIAL - LOOKING SW

BUILDINGS REDUCE IN SCALE TO RELATE TO SMALLER SCALE MULTI-FAMILY TO THE EAST.  
(ROOS CS2.III)

RESIDENTIAL ENTRY PLAZA  
(SEA DC1.A2, ROOS PL3.II)



AERIAL - LOOKING SE

**KEY**

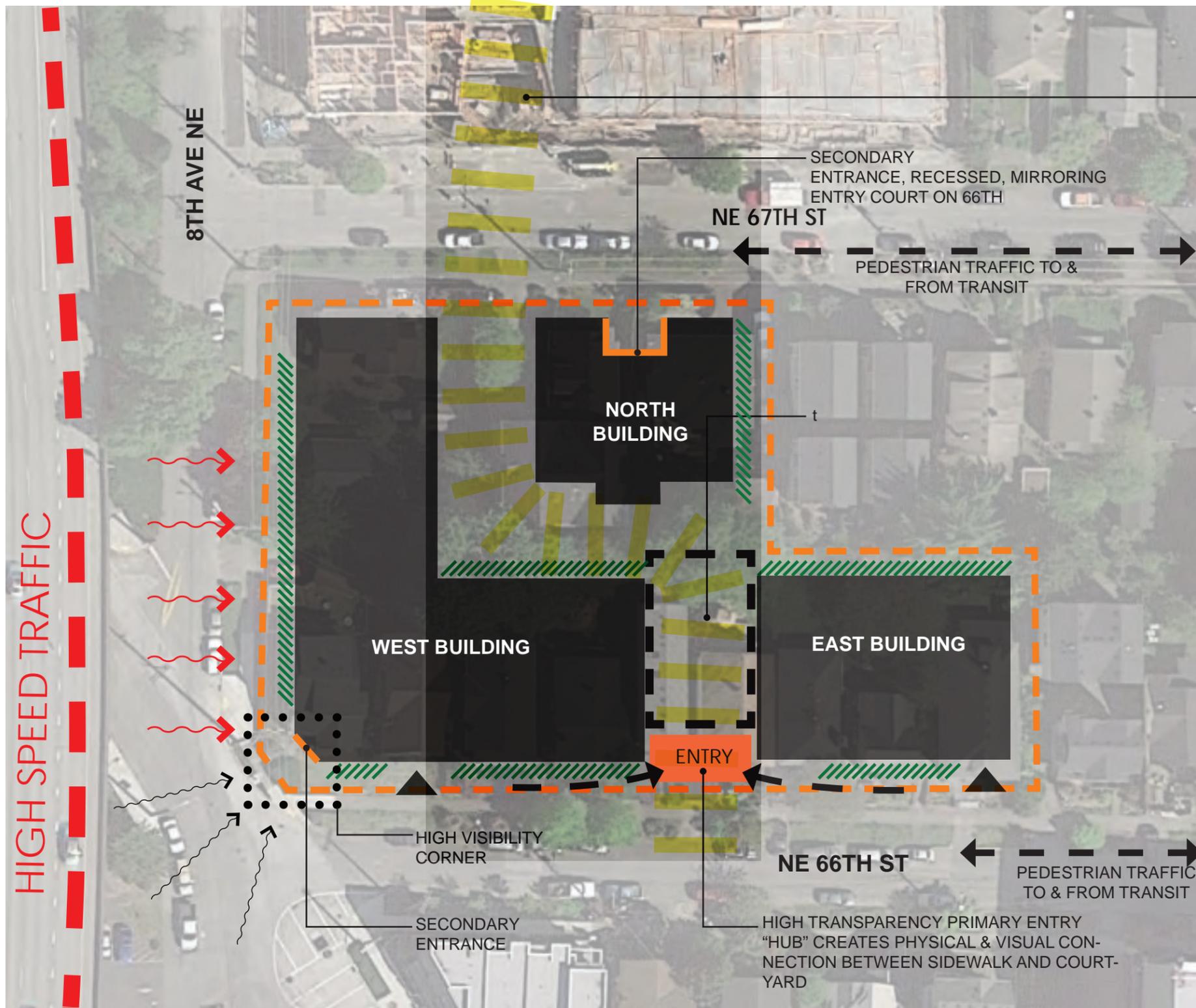
SEA XX.XX DESIGN GUIDELINE - SEATTLE

ROOS XX.XX DESIGN GUIDELINE - ROOSEVELT NEIGHBORHOOD

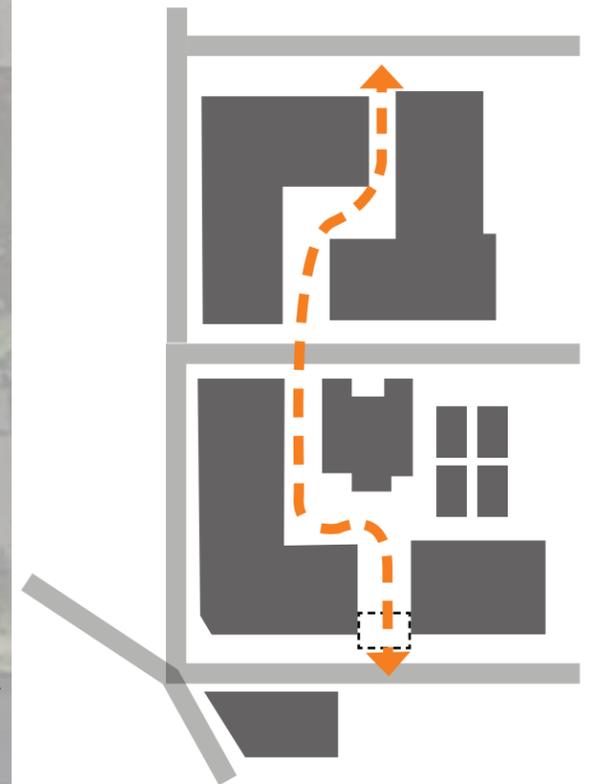
**OPTION C PREFERRED**  
CONCLUSIONS FROM ANALYSIS

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

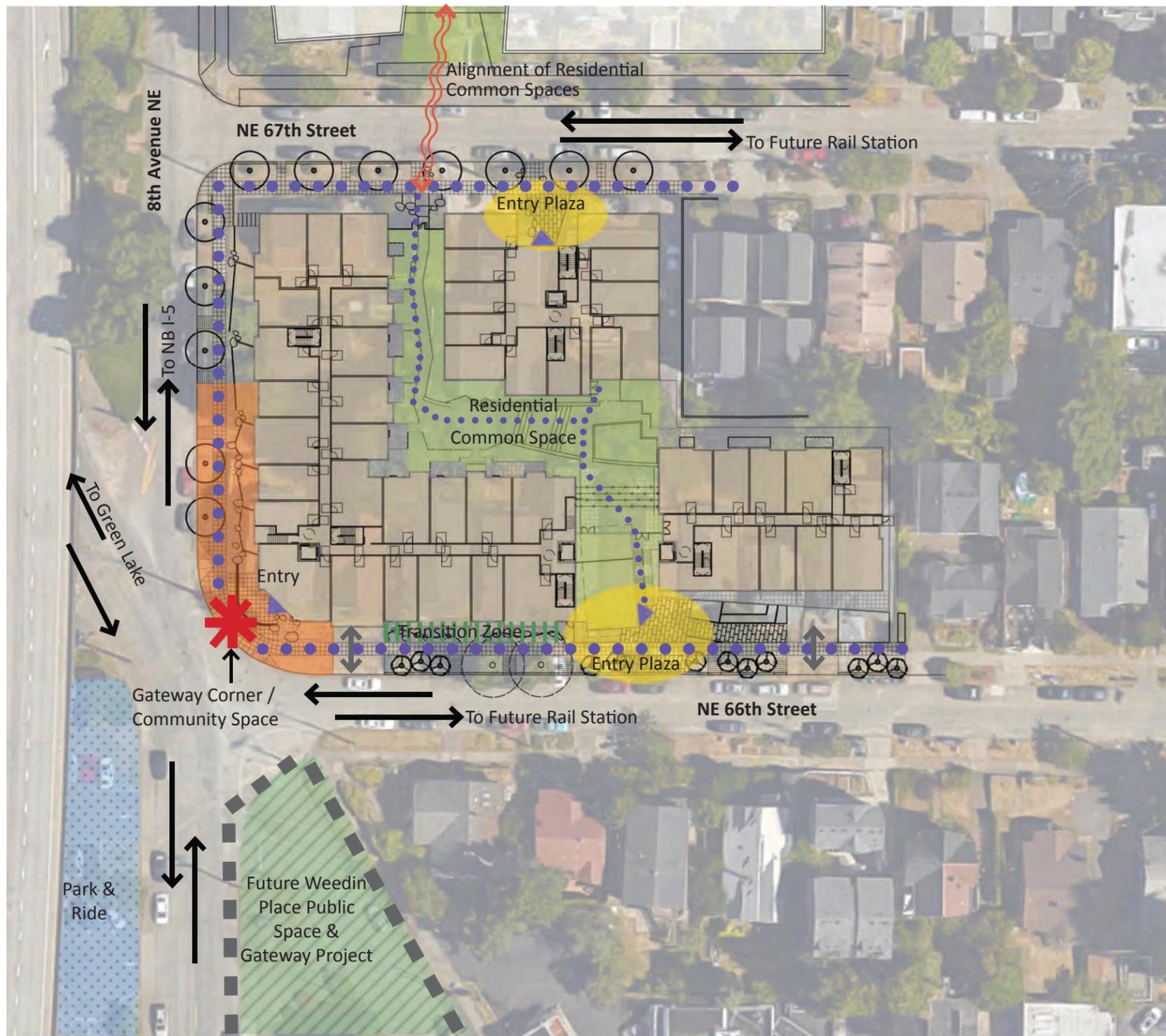
I-5 AND ITS ON-RAMP ACCESS VIA 8TH AVE NE GENERATE UNDESIRABLE TRAFFIC NOISE. THE WEST BUILDING PROTECTS THE CENTRAL AMENITY COURT FROM UNDESIRABLE NOISE. A GENEROUS LANDSCAPE BUFFER PROVIDES SEPARATION BETWEEN THE RESIDENTIAL USE AND HIGH TRAFFIC ROADWAYS.



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



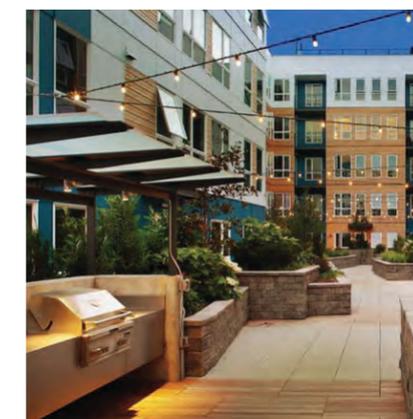
**OPTION C PREFERRED**  
LANDSCAPE CONCEPTS



Community Space / Gateway Elements



Entry Plaza



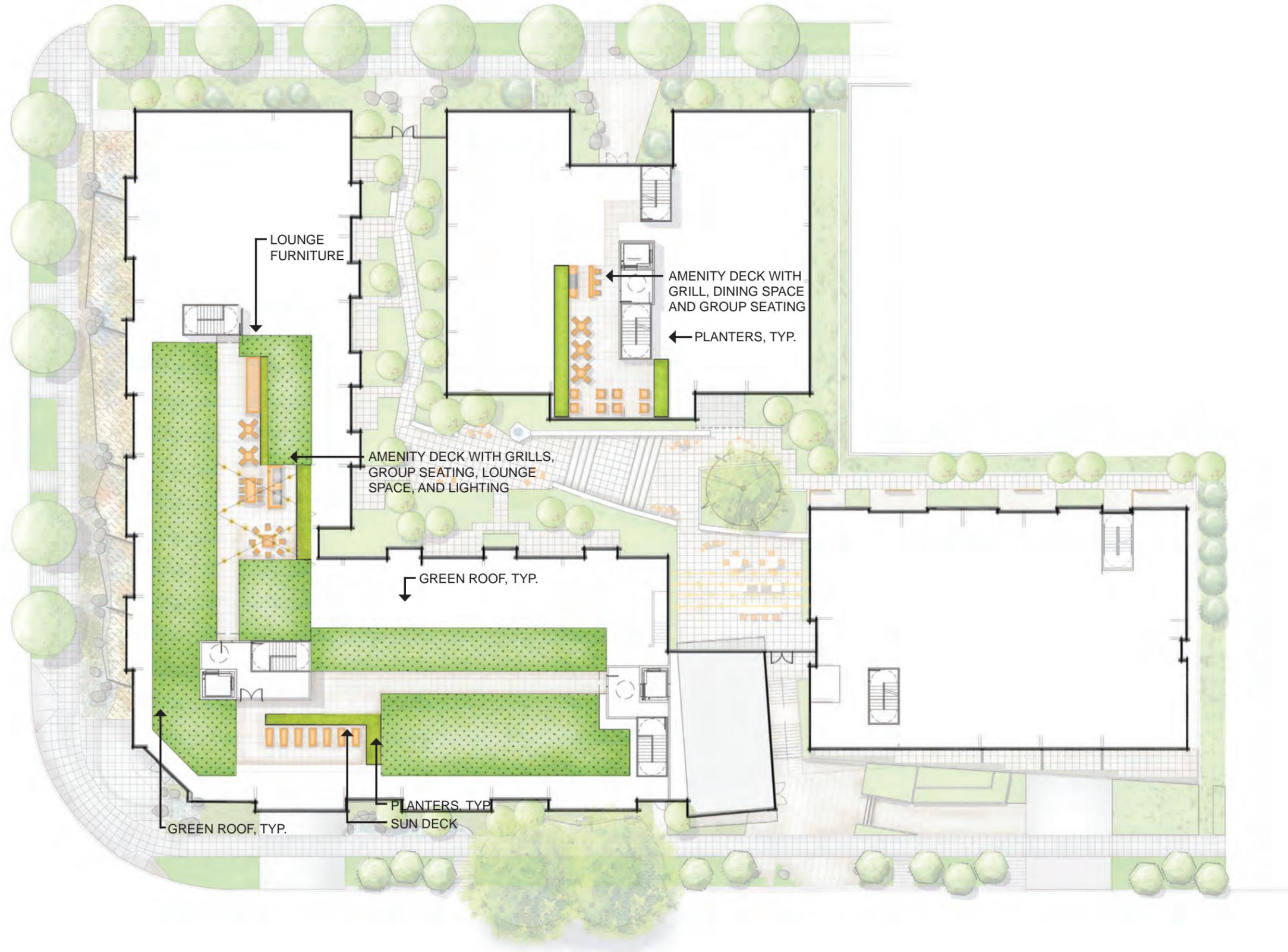
Common Spaces

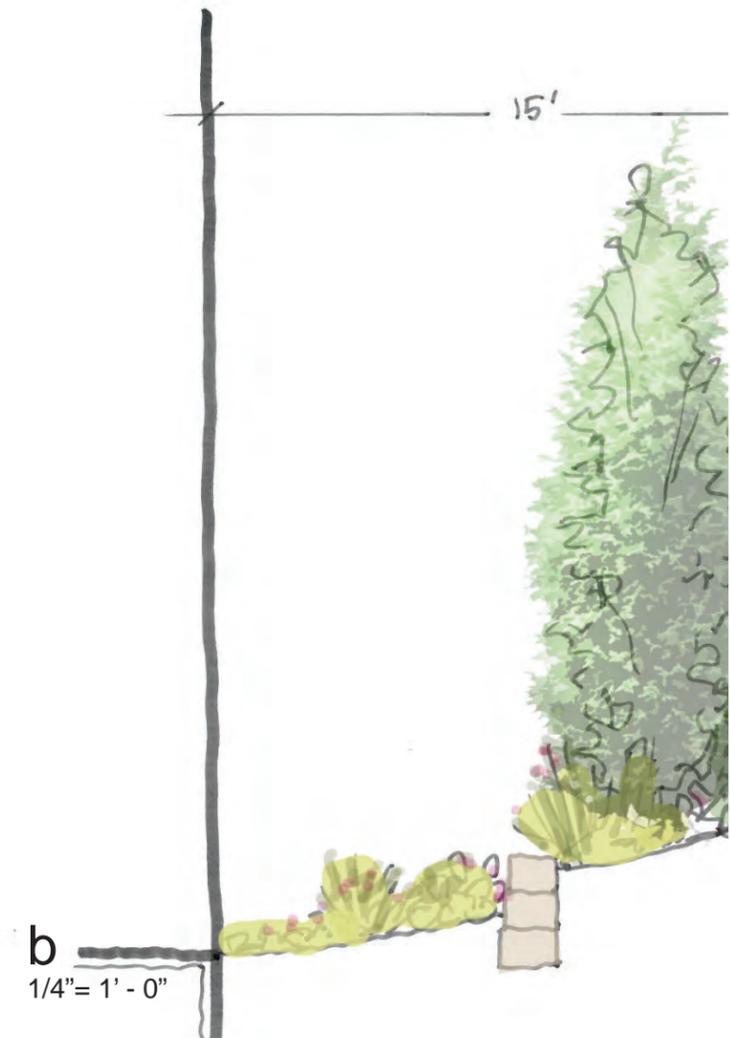
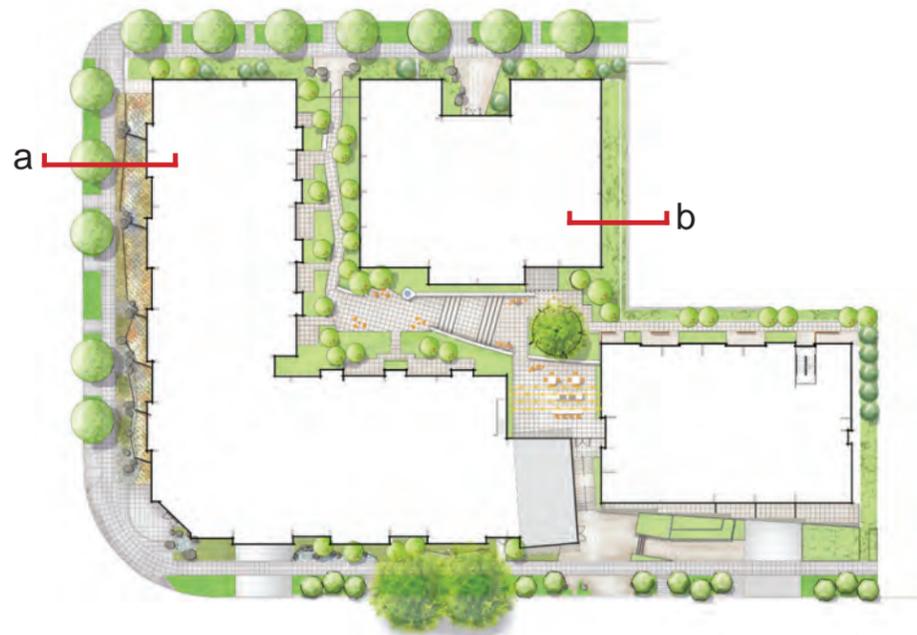


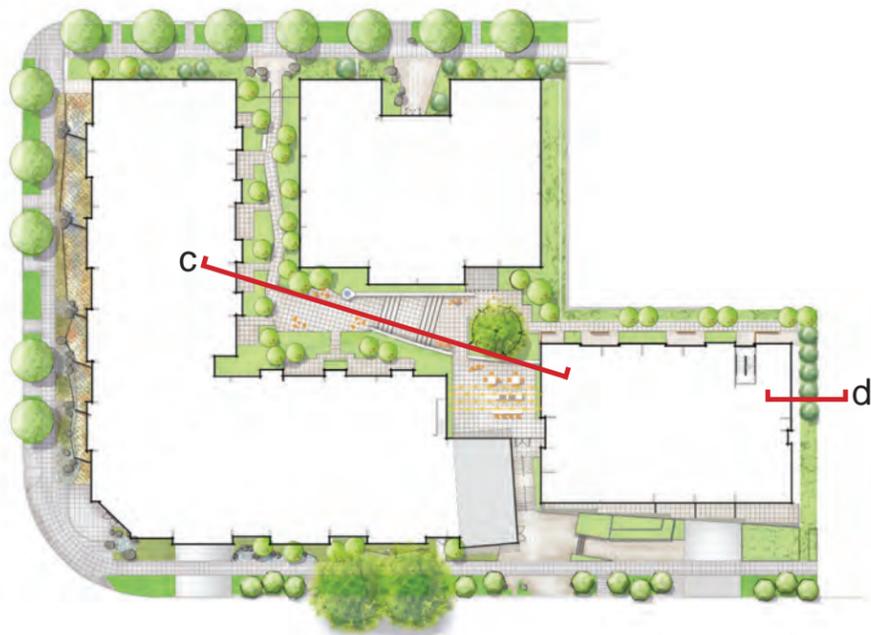
**OPTION C PREFERRED**  
LANDSCAPE CONCEPT



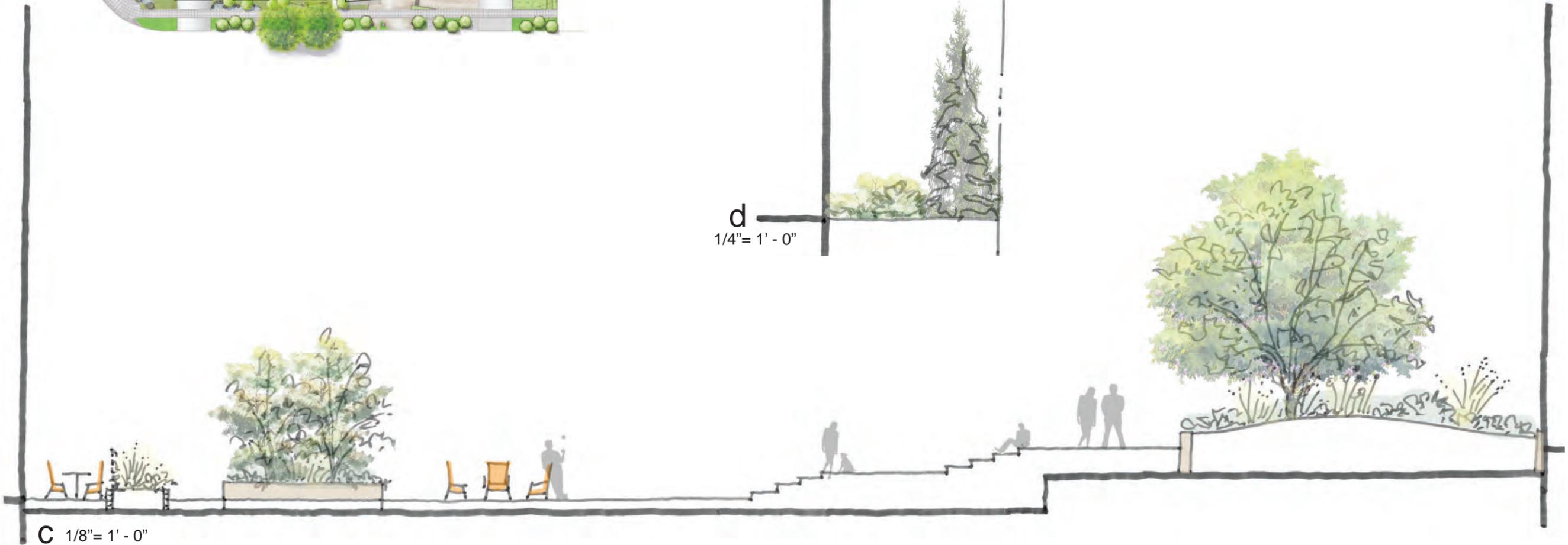
**OPTION C PREFERRED**  
LANDSCAPE CONCEPTS







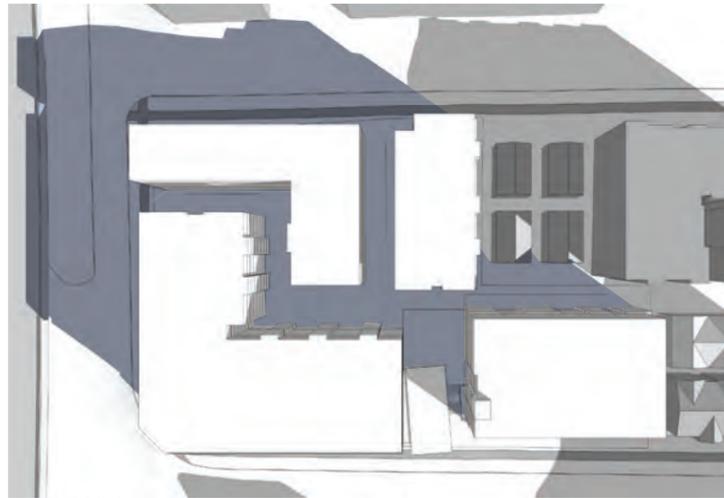
d  
1/4" = 1' - 0"



C 1/8" = 1' - 0"



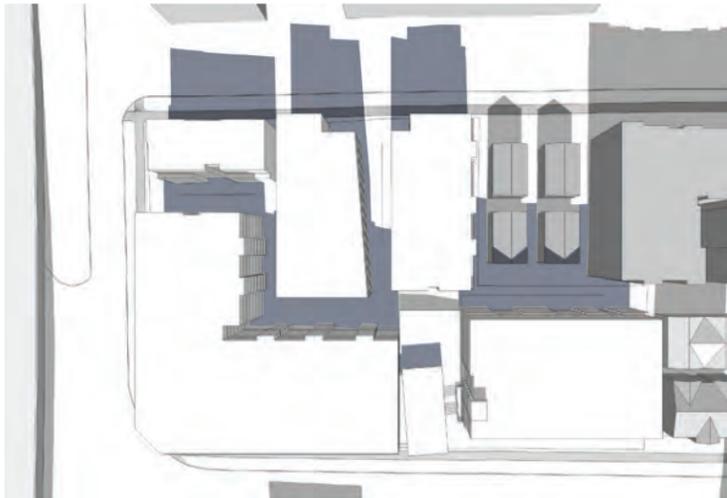
CURRENT PARCEL ASSEMBLY  
EQUINOXES March / Sept. 21 | 9 AM



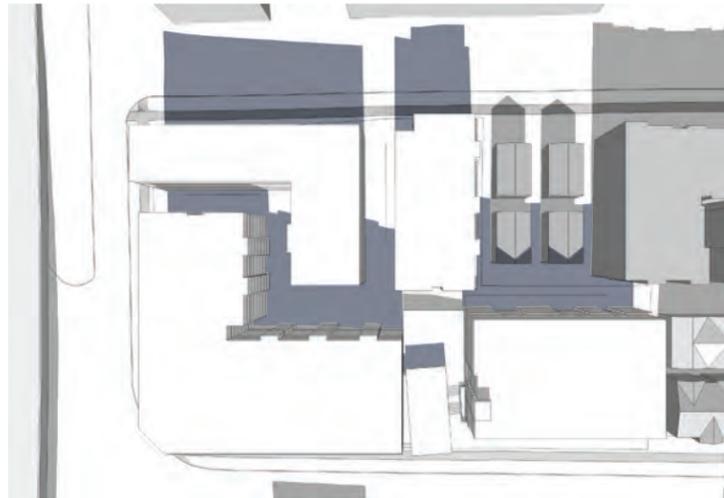
OPTION A  
EQUINOXES March / Sept. 21 | 9 AM



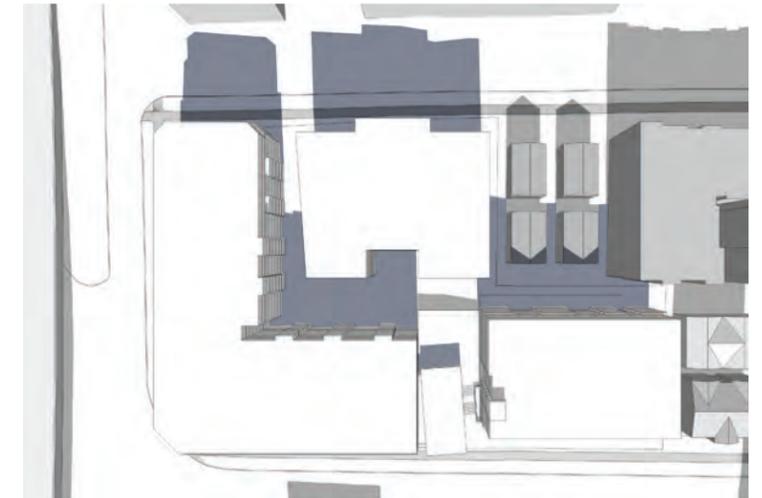
OPTION B  
EQUINOXES March / Sept. 21 | 9 AM



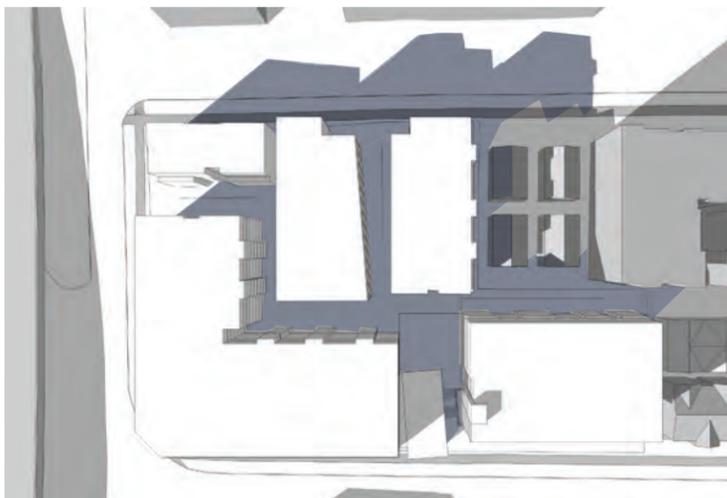
CURRENT PARCEL ASSEMBLY  
EQUINOXES March / Sept. 21 | 12 PM



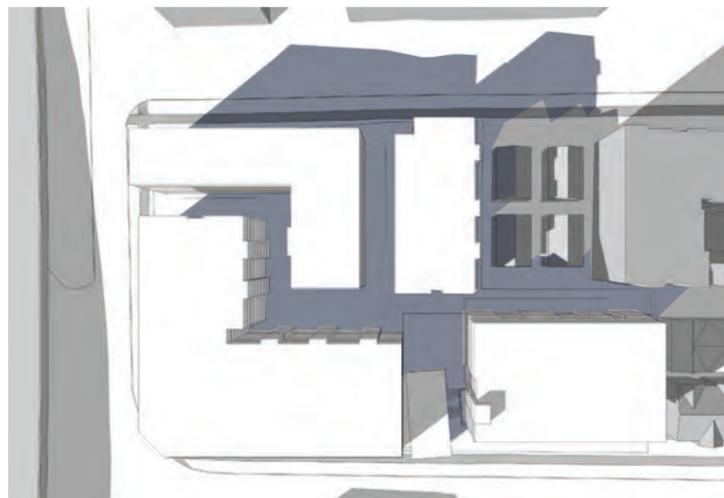
OPTION A  
EQUINOXES March / Sept. 21 | 12 PM



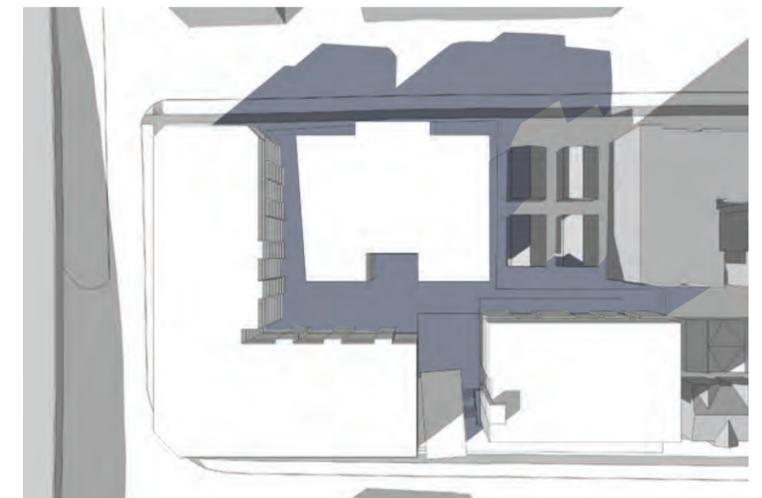
OPTION B  
EQUINOXES March / Sept. 21 | 12 PM



CURRENT PARCEL ASSEMBLY  
EQUINOXES March / Sept. 21 | 3 PM



OPTION A  
EQUINOXES March / Sept. 21 | 3 PM



OPTION B  
EQUINOXES March / Sept. 21 | 3 PM



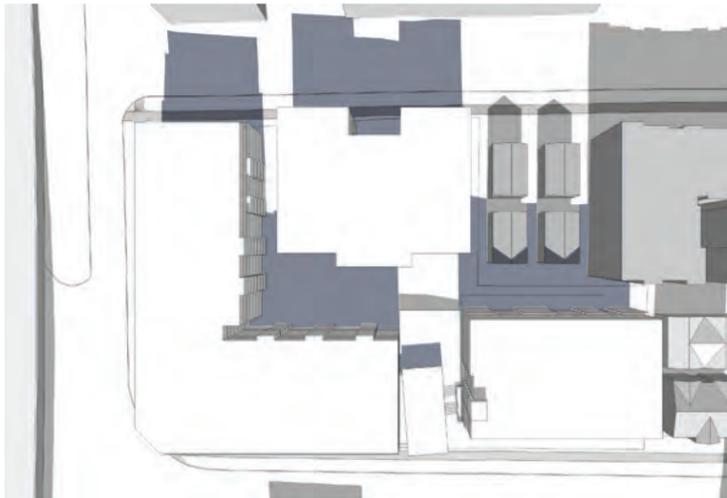
OPTION C - PREFERRED  
EQUINOXES March / Sept. 21 | 9 AM



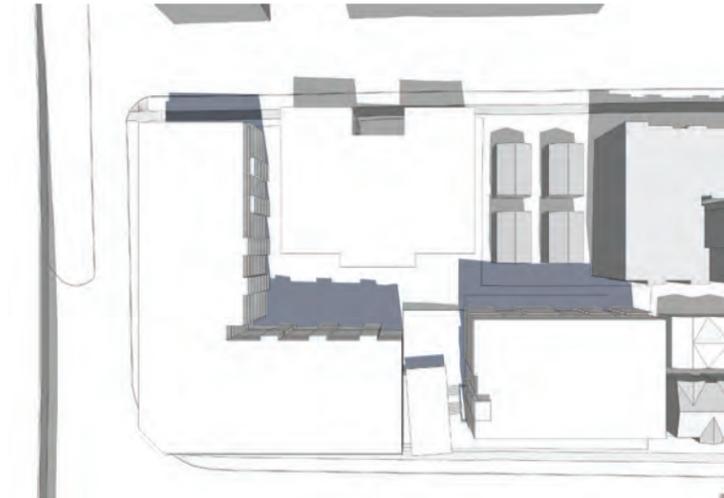
OPTION C - PREFERRED  
SUMMER SOLSTICE June 21 | 9 AM



OPTION C - PREFERRED  
WINTER SOLSTICE Dec. 21 | 9 AM



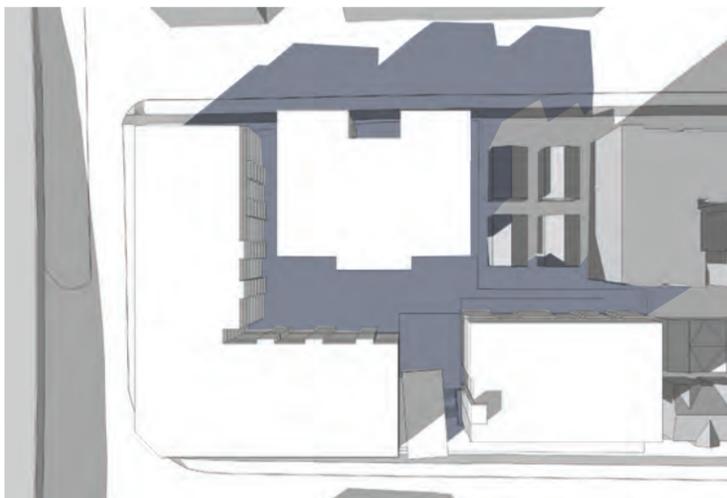
OPTION C - PREFERRED  
EQUINOXES March / Sept. 21 | 12 PM



OPTION C - PREFERRED  
SUMMER SOLSTICE June 21 | 12 PM



OPTION C - PREFERRED  
WINTER SOLSTICE Dec. 21 | 12 PM



OPTION C - PREFERRED  
EQUINOXES March / Sept. 21 | 3 PM



OPTION C - PREFERRED  
SUMMER SOLSTICE June 21 | 3 PM



OPTION C - PREFERRED  
WINTER SOLSTICE Dec. 21 | 3 PM

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# DESIGN COMPARISONS



**CURRENT PARCEL ASSEMBLY  
(SEPARATE ENTITLEMENTS)**



Departures:

None - Code Compliant

**Pros:**

- More development potential over time
- Development will occur quicker

**Cons:**

- Multiple projects / separate entitlements create a less cohesive design response
- No common outdoor spaces between developments
- Less parking opportunities



**OPTION A**



Departures:

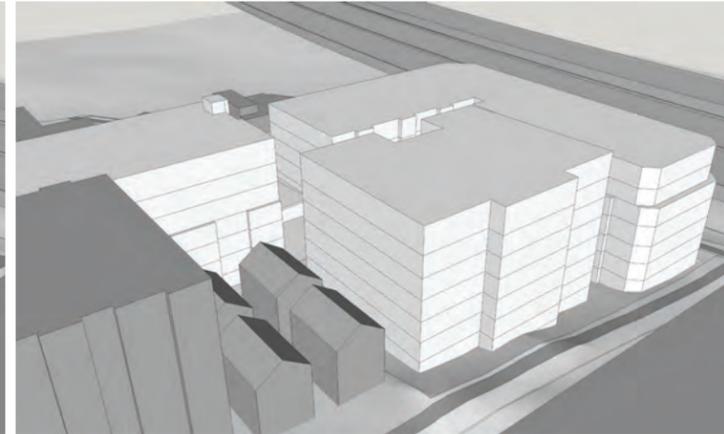
None - Code Compliant

**Pros:**

- More development potential over time
- Corner entry / Lobby at NW corner

**Cons:**

- Multiple projects / separate entitlements create a less cohesive design response
- No common outdoor spaces between developments
- Less parking opportunities



**OPTION B**



Departures:

None - Code Compliant

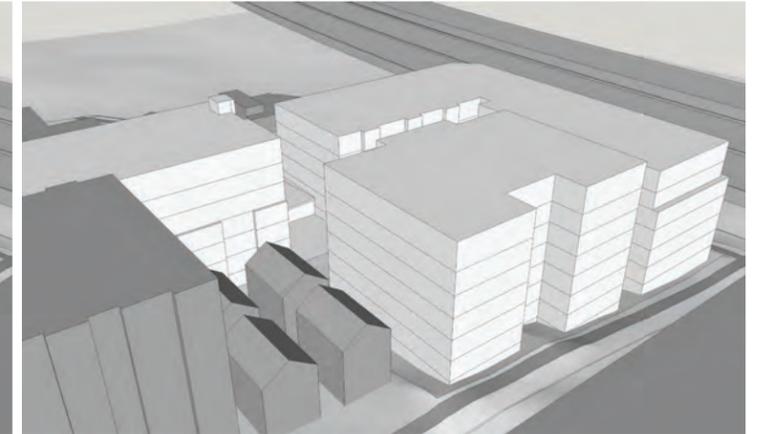
**Pros:**

- Scale of the buildings are compatible with each other and adjacent developments
- Through block connection relates to neighborhood open space patterns
- North building modulation provides additional South facing courtyard and interest along 67th
- Configuration of buildings and central lobby along 66th is consistent with earlier board direction

- Combining parcels allows for additional, more efficient parking

**Cons:**

- Chamfered corner expression on NW corner feels less authentic



**OPTION C - PREFERRED**



Departures:

None - Code Compliant

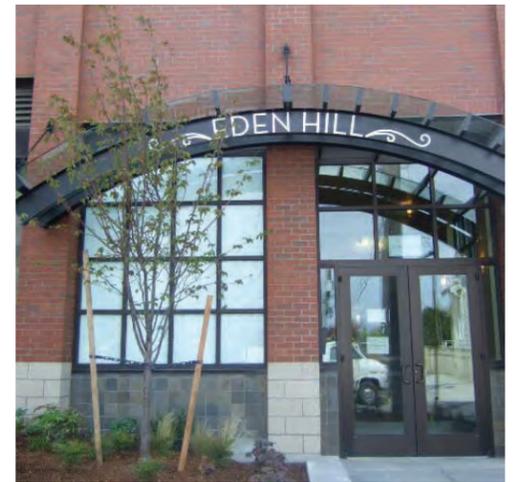
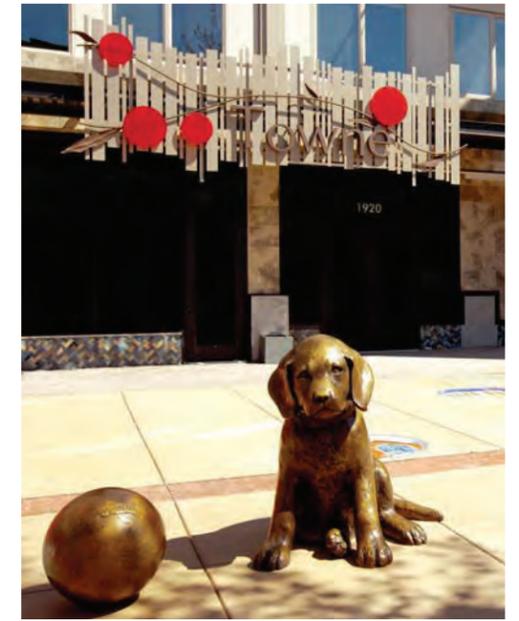
**Pros:**

- Scale of the buildings are compatible with each other and adjacent developments
- Through block connection relates to neighborhood open space patterns
- North building modulation provides additional South facing courtyard and interest along 67th
- Configuration of buildings and central lobby along 66th is consistent with earlier board direction

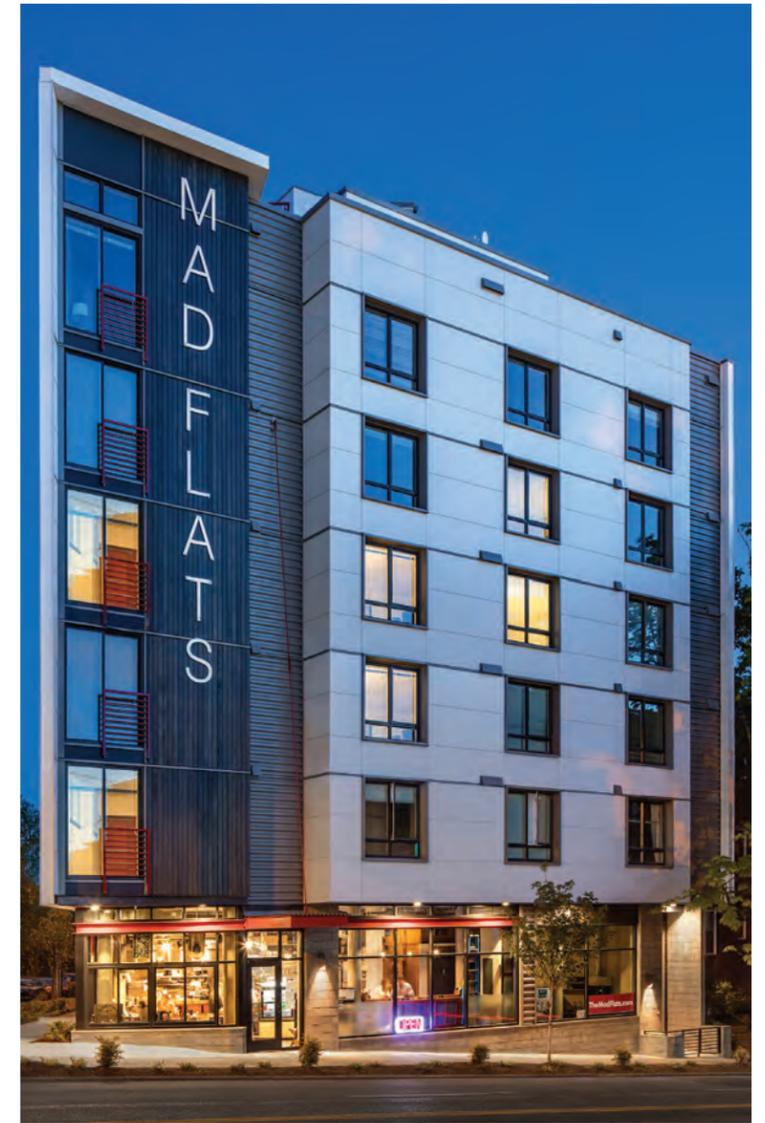
- Combining parcels allows for additional, more efficient parking

**Cons:**

- North building modulation encroaches into South facing courtyard



**WORK EXAMPLES**



**SKIDMORE JANETTE**

