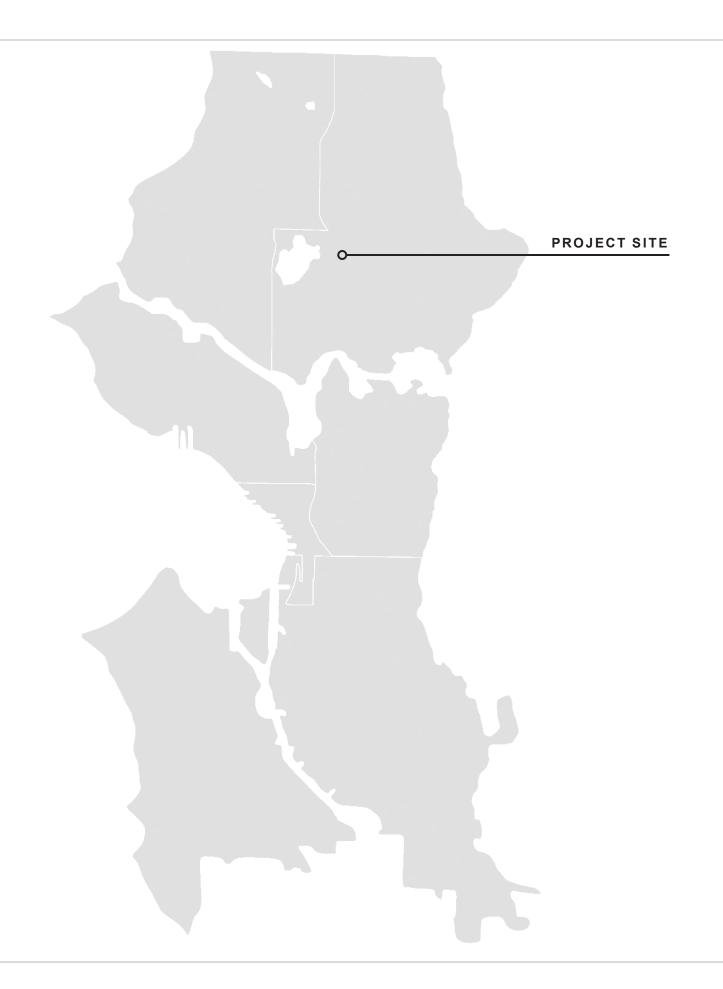


C O N E ARCHITECTURE NE 69TH HOMES



PROJECT INTRODUCTION	Site Location	3
SITE INFORMATION	Community Outreach Urban Analysis Neighborhood Character Neighborhood Uses Development Standards Street Views Existing Site Photos Surrounding Context Existing Site Condition	4 5 6 7 8 9 10 11
DESIGN PROPOSAL	Site Planning + Landscape Approach Proposed Lighting Plan Floor Area Ratio Floor Plans Design Guidelines Diagrams Character Renderings Elevations Neighbor Privacy Diagrams Shadow Studies	14 15 16 17 19 21 22 27 29 30



EXISTING SITE

The project site is parcel #052504-9048 located on the north side of NE 69th Street between 12th Ave NE and 15th ave NE. The lot measures roughly 62' - 0" wide and 103' - 0" deep, and is approximately 6,401 SF. Currently there is a single family structure and garage on the site that will be removed for the proposed project. Directly to the north of the parcel is a single family home and garage. The right of way along NE 69th Street contains a planting strip along with a paved sidewalk.

ZONING AND OVERLAY DESIGNATION

The project parcel is zoned LR1 (M1) and is primarily surrounded by lowrise zoning. The block to the west marks the transition to the neighborhood commercial zone. The site is also located near public utilities such as the Roosevelt Reservoir and Roosevelt High School. The principal arterial that provides access to the site's block is 12th Ave NE. and 15th Ave NE as a minor arterial.

DEVELOPMENT OBJECTIVES

The project proposes the construction of three new buildings, two new single family residential buildings as well as three townhouses. The existing single family residence will be demolished under this proposal. The townhouses will be approximately 1,700 square feet per unit and the single family houses will be approximately 1,960 square feet each. This project intends to be the start of increased density on this block, setting a precedent for future projects as this neighborhood, and Seattle as a whole, continue to grow. While increasing density on this site, the project will remain a suitable scale for the growing neighborhood and provide a transition between the surrounding single family homes and future LR projects. This project will meet the needs of its occupants and provide a comfortable and aesthetically pleasing place to live. While the site will increase the density of the neighborhood, it will utilize the space the site has to offer for amenity areas and access for pedestrians, bicycles, and other vehicles.

Parking is not required, the site is located in an urban village overlay and in a frequent transit zone. We are proposing 5 parking stalls all accessed by a driveway at the center of the site. Three (3) stalls will be in garages, and two (2) stalls will be surface parking stalls.

NEIGHBORHOOD CUES

The subject parcel is located in the northern portion of the Roosevelt Residential Urban Village. The block is zoned as Low Rise Multifamily, is adjacent to neighborhood commercial zoning, and is located in a frequent transit zone. A prime location for increased density, the neighborhood offers easy transportation to most of Seattle as it is located walking distance to the new Roosevelt Light rail Station. Surrounding the proposed project site are single family homes, mixed use buildings, and public buildings such as the local high school. As the neighborhood increases density, the opportunity to set a good precedent for future development is needed.



OSITE LOCATION

1242 NE 69TH ST Seattle, WA 98115

ZONING SUMMARY

Zone: LR1 (M1)

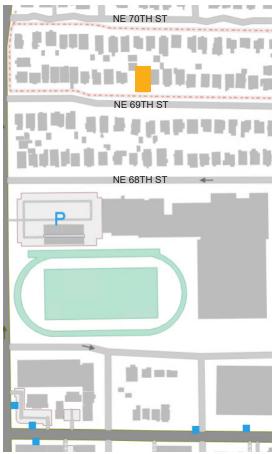
Overlay: Frequent transit zone Roosevelt Residential Urban Village

PROJECT PROGRAM

Site Area: 6401 SF

Number of Residential Units: 5 Number of Parking Stalls: 5 Approx. FAR = 8308 SF Approx. FAR Per SF= 1784 SF Approx. FAR Per TH = 1500 SF

CONE



Dear Resident, this flyer is to include you in a PROJECT UNDER DESIGN REVIEW in your area.

Project Name NE 69th Homes

Project address 1242 NE 69TH ST

SDCI record number 3039230-EG

Project Contact Emily Terzic, CONE Architecture NE69thHomes@cone-arch.com 206-693-3133

About the project

Legacy Capitol Group and CONE Architecture are partnering on the development of 1242 NE 69th St, Seattle, WA. The new development will include 2 single family homes and 3 townhomes. 4 parking stalls will also be located on the site Planning has just begun, and construction could start as early as Spring 2023.

Share your thoughts

We want to hear from the community about this project. Please share your concerns and priorities for this new building and for the neighborhood overall at the interactive website or by taking the online survey. Information you share in this survey could be made public. Please do not share any personal/sensitive information.



ONLINE SURVEY www.surveymonkey.com/r/RPSQTT Go to link or scan code. Available from Feb 15 - Mar 11, 2022 PROJECT WEBSITE

www.cone-outreach.com/ne69thhomes

Please visit our interactive project website to learn more about the proposal. The website features preliminary site plans and general parameters of the upcoming project. All are welcome to explore, ask questions, and provide feedback.

Additional Information

To find out more about this project and track our progress through the design review and permitting process, search the project address or project number in the Design Review Calendar and the Seattle Services Portal: https://web6.seattle.gov/dpd/edms/

Summary of Outreach Plan:

1. Printed Outreach: Flyer, high impact

- Requirement: Door-to-door fact sheet or flyer distributed to residences and businesses within approximately 500 ft radius of the proposed site.
- What we did: Flyers were sent to all residences within 500 ft of the proposed site according to and exceeding requirements.

Flyer and spreadsheet with addresses included in this document.

Date: Flyers were sent 02/15/2022

2. Electronic/Digital Outreach: Online Survey, high impact

Cone Architecture designed an online survey through Survey Monkey that provided a brief summary, address of the project, SDCI record number, information about the interactive website, email address to provide feedback, where additional information can be found, a collection of information statement, and five questions.

Survey link: https://www.surveymonkey.com/r/RPSQTT

Public informed by: Printed Outreach Flyer and Project Website

Date: Survey launched 02/15/2022 Survey closed 03/11/2022

Neighbors felt that the following are important:

- That the project be designed with sustainability in mind.
- That the project is nice looking.
- That the project is affordable for residents/businesses.
- That the project is designed to be family friendly.

3. Electronic/Digital Outreach: Interactive Project Website, high impact

Cone Architecture designed an interactive website that provided a brief summary, address of the project, SDCI record number, information about the survey, email address to provide feedback, where additional information can be found, a collection of information statement, and a site plan with 3D images to help visualize the proposed project.

Website link: https://www.cone-outreach.com/19thavetownhomes

Public informed by: Printed Outreach Flyer and Survey

Date: Website launched 02/15/2022 Website closed 03/11/202

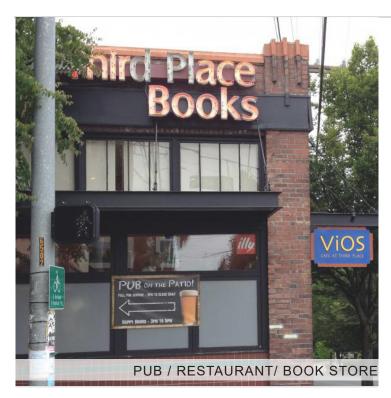
Responses included:

- Appreciation of included parking
- Desires to match surrounding context
- Concerns about family friendly architecture

An example of a provided response

"Seattle City Council sacrificed this neighborhood under the auspice of "need for increased density" while ignoring community meeting input from residents during the Roosevelt Neighborhood upzoning process. At the very least, I would hope that Cone Architecture can give something back to this area by taking time to look at the context of the neighborhood and do building designs that will stand through the decades as the current historic housing has done."

.COM













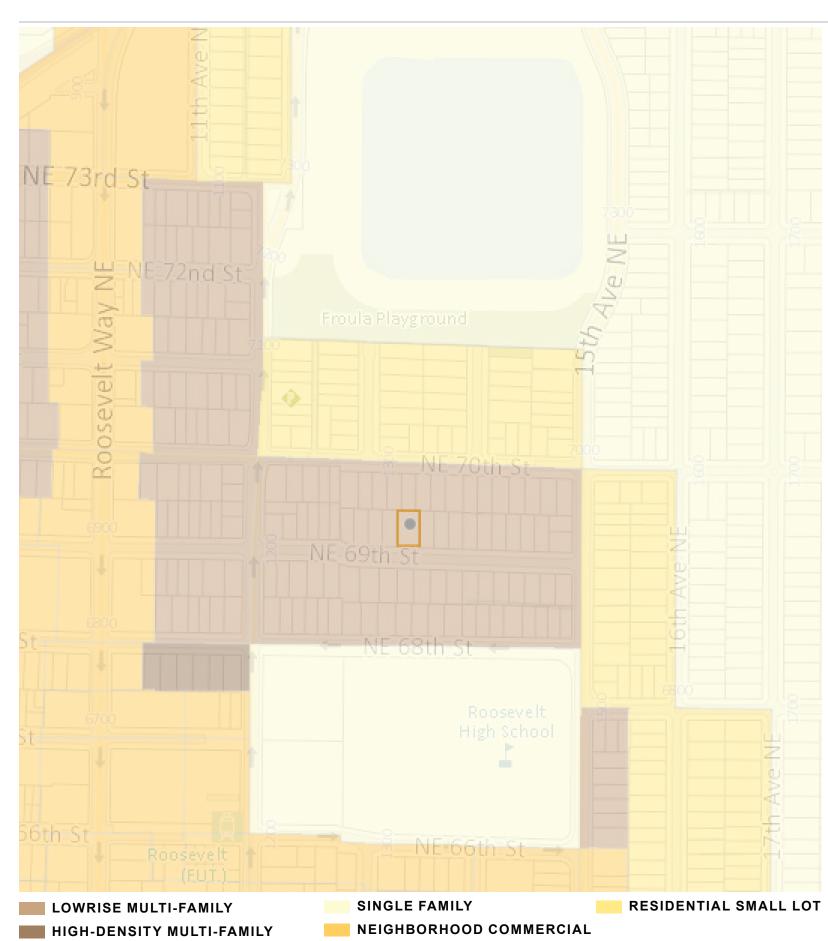












DEVELOPMENT STANDARDS SUMMARY

23.45.504 PERMITTED USES

Permitted outright: Residential - Single Family and Townhomes

23.45.514 STRUCTURE HEIGHT

Zoning: LR1 (M1) Allowed Maximum Base Height: 30'-0" 34'-0" 4'-0" additional for rooftop features (parapets, clerestories, etc.) 5'-0" additional for non butterfly gable roof 35' - 0" 6'-0" additional allowed for stair penthouses: 40'-0"

23.86.006 STRUCTURE HEIGHT MEASUREMENT

The height of a structure is the difference between the elevation of the highest point of the structure not excepted from applicable height limits and the average grade level. "Average grade level" means the average of the elevation of existing lot grades at the midpoint, measured horizontally, of each exterior wall of the structure, or at the midpoint of each side of the smallest rectangle that can be drawn to enclose the structure

23.45.510 FLOOR AREA RATIO

Maximum FAR: $1.3 \times 6401 = (8321.3 \text{ SF})$

23.45.512 DENSITY LIMITS

Townhouse developments in LR1 zones must meet density limits of one dwelling unit per 1,300 sq ft of lot area. Rowhouse developments on interior lots >3,000 sq ft are exempt from density requirements.

When calculations result in a fraction of a unit, any fraction over .85 constitutes one additional unit. Maximum density allowed: Exempt from density limits (>3,000 sq ft)

23.45.518 SETBACKS REQUIREMENTS

Front Setback: 7'-0" average/5'-0" minimum Rear Setback: 7'-0" average/5'-0" minimum

Side Setback: 5'-0" minimum

Side Setback for facades ≤ 40' in length: 7'-0" average/5'-0" minimum

23.45.522 AMENITY AREA

25% of lot area (50% provided on ground level) Required:

25% x 6401.00 SF = 1600.25 SF (800.13 SF at ground level)

23.45.524 LANDSCAPING AND SCREENING STANDARDS

- · Green Factor score of .6 or greater, per Section 23.86.019, is required for any lot within an LR zone if construction of one or more new dwelling units is proposed.
- Street trees are required when any development is proposed, except as provided in subsection 23.45.524.B.2-3 and Section 23.53.015.
- Existing street trees shall be retained unless the Director of Transportation approves their removal.
- The Director, in consultation with the Director of Transportation, will determine the number, type and placement of street trees to be provided.

23.54.015 REQUIRED PARKING

Parking is not required, the site is located in an urban village overlay and in a frequent transit zone. We are proposing 5 parking stalls all accessed by a driveway at the center of the site. Three (3) stalls will be in garages, and two (2) stalls will be surface parking stalls.

23.54.040 SOLID WASTE & RECYCLABLE MATERIALS STORAGE AND ACCESS

Each dwelling unit shall provide one storage area that has minimum dimensions of 3 feet by 6 feet;

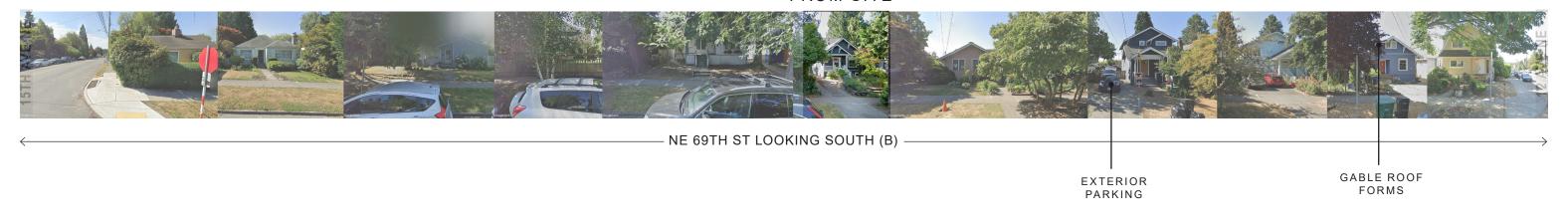
Or shared solid waste storage area for 2-8 dwelling units: 84 SF

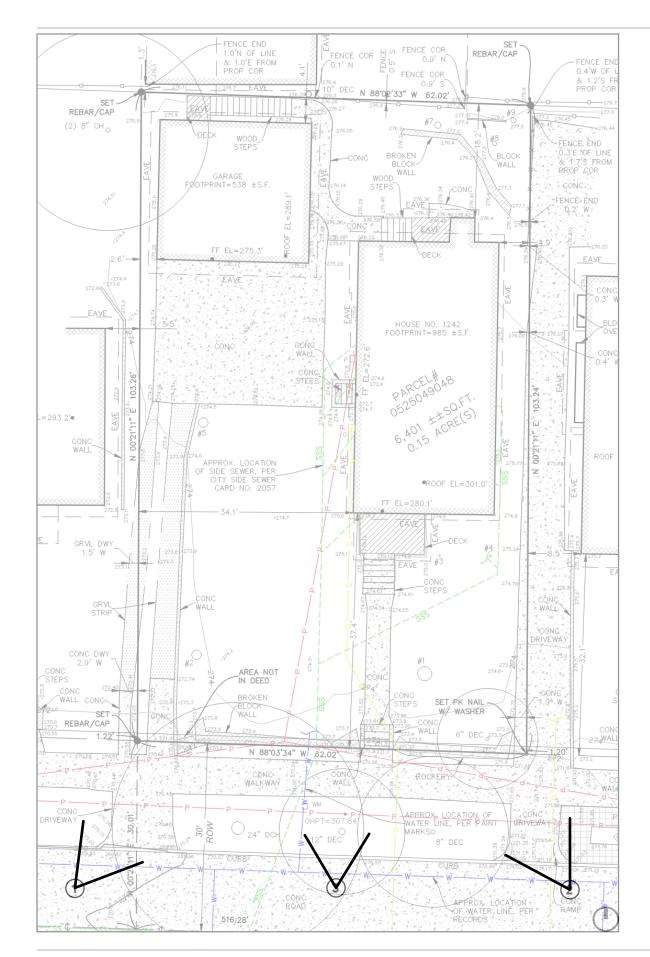
The minimum horizontal dimension of required storage space is 7 feet.

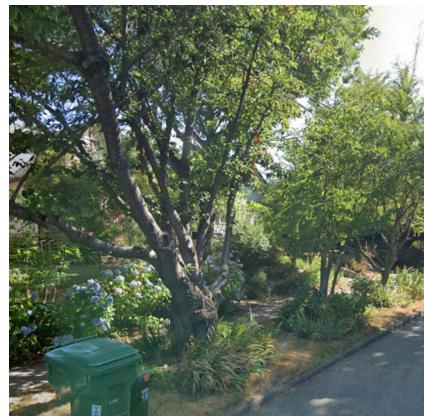




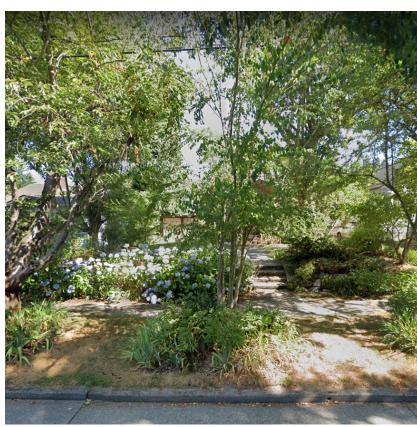
ACROSS FROM SITE







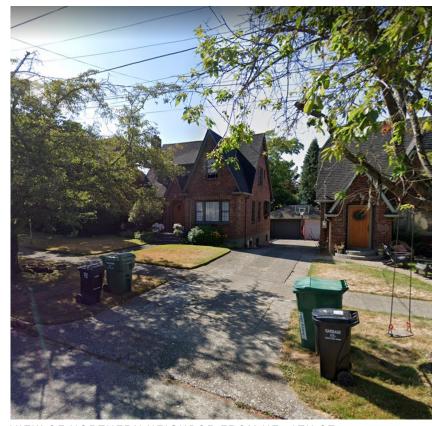
VIEW FROM NE 69TH ST LOOKING NORTH EAST



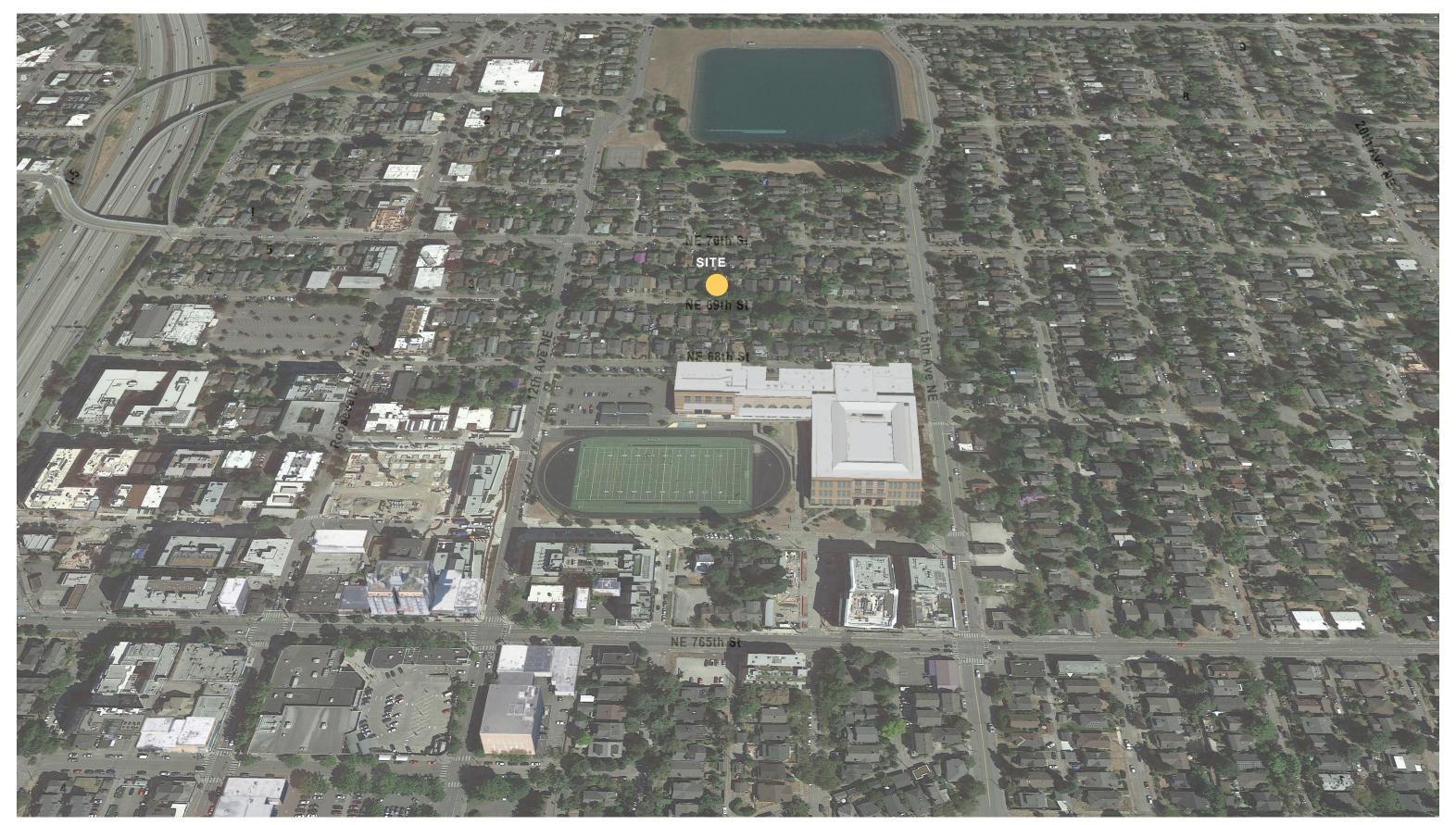
VIEW FROM NE 69TH ST LOOKING NORTH



VIEW FROM NE 69TH ST LOOKING NORTH WEST



VIEW OF NORTHERN NEIGHBOR FROM NE 70TH ST



ROOSEVELT RESIDENTIAL URBAN VILLAGE:



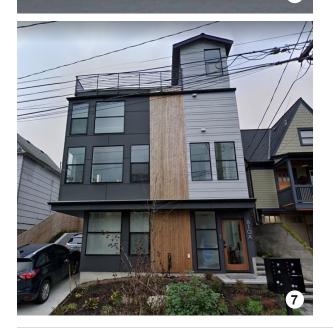










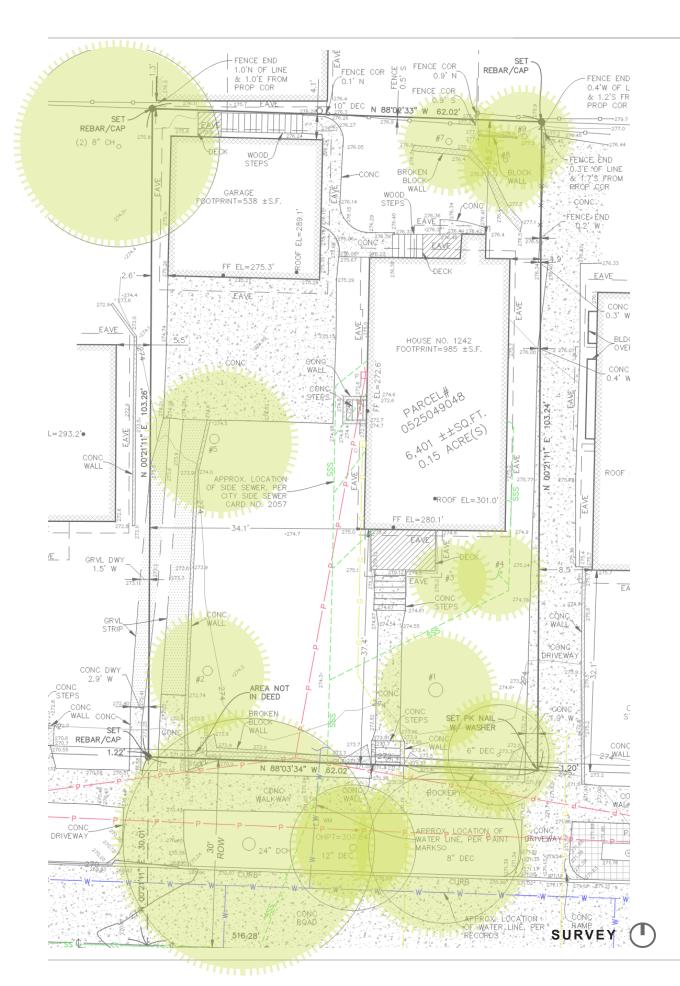






SURROUNDING CONTEXT ANALYSIS

The surrounding context is a part of the Roosevelt Neighborhood, and is going to become more developed in the coming years. While our block is mostly single family residential, the surrounding areas show a wide array of density. With the construction of the new Roosevelt Link Station and our site being in a frequent transit zone, higher density projects are underway all throughout the neighborhood. Roosevelt serves as an important neighborhood to the greater Seattle area with its ease of access to both downtown, Interstate 5, Green Lake, and downtown, Interstate 5, Green Lake, and other neighborhoods like the U-district and Wallingford. Represented by the shown projects is a need for increased density that provides access to all of Seattle, with an emphasis on a mix of project types existing in LR zone areas.



PROPOSED PROJECT SITE

- · The existing project site consists of one parcel that measures roughly 62' wide by 103' deep
- Site currently contains (1) single family residence and (1) detached garage

TOPOGRAPHY

- There is no existing ECA on this site.
- The topography has a variable of only about 3' - 0"

(CALECEDRUS DECURRENS)

ADJACENT BUILDINGS AND USES

Existing (1) 2-story single family residence directly adjacent on all sides of this parcel

TREES

 No trees meet the minimum threshold diameter to be classified as exceptional

LEGAL DESCRIPTION

E 62 FT OF W 214 FT OF S 102 FT OF N 234 FT OF W 1/2 OF NE 1/4 OF SE 1/4 OF SE 1/4

#	SPECIES	DBH	CSD	CONDITION AND STATUS	
1	RED OAK (QUERCUS RUBRA)	27"	54'	GOOD CONDITION AND HEALTH. DOES NOT MEET THE THRESHOLD DIAMETER TO BE CLASSIFIED AS EXCEPTIONAL (30"). NOT REQUIRED TO BE RETAINED OR PROTECTED.	
2	RED MAPLE (ACER RUBRUM)	18"	34'	GOOD CONDITION AND HEALTH. DOES NOT MEET THE THRESHOLD DIAMETER TO BE CLASSIFIED AS EXCEPTIONAL (30"). NOT REQUIRED TO BE RETAINED OR PROTECTED.	
3	DECIDUOUS TREE	3"	5'	GOOD CONDITION AND HEALTH. DOES NOT MEET THE THRESHOLD DIAMETER TO BE CLASSIFIED AS EXCEPTIONAL (30"). NOT REQUIRED TO BE RETAINED OR PROTECTED.	
4	DECIDUOUS TREE	4"	5'	GOOD CONDITION AND HEALTH. DOES NOT MEET THE THRESHOLD DIAMETER TO BE CLASSIFIED AS EXCEPTIONAL (30"). NOT REQUIRED TO BE RETAINED OR PROTECTED.	
5	LAWSON'S CYPRESS (CHAMAECYPARIS LAWSONIANA)	18"	24'	GOOD CONDITION AND HEALTH. DOES NOT MEET THE THRESHOLD DIAMETER TO BE CLASSIFIED AS EXCEPTIONAL (30"). NOT REQUIRED TO BE RETAINED OR PROTECTED.	
6	GIANT SEQUOIA (SEQUOIADENDRON GIGANTEUM)	12"	18'	GOOD CONDITION AND HEALTH. DOES NOT MEET THE THRESHOLD DIAMETER TO BE CLASSIFIED AS EXCEPTIONAL (30"). NOT REQUIRED TO BE RETAINED OR PROTECTED.	
7	COMMON PEAR (PYRUS COMMUNIS)	8"	16'	GOOD CONDITION AND HEALTH. DOES NOT MEET THE THRESHOLD DIAMETER TO BE CLASSIFIED AS EXCEPTIONAL (30"). NOT REQUIRED TO BE RETAINED OR PROTECTED.	
8	INCENSE CEDAR	10"	14'	GOOD CONDITION AND HEALTH. DOES NOT MEET THE	

C O N E ARCHITECTURE

THRESHOLD DIAMETER TO BE CLASSIFIED AS EXCEPTIONAL (30"). NOT REQUIRED TO BE RETAINED OR PROTECTED.

SITE PLANNING + LANDSCAPE APPROACH

There are five total units proposed, two street facing single family homes and three townhouses located at the rear of the site. There is a driveway located from the center of the site with access to NE 69th Street. It runs between the two single family homes and leads to an open autocourt at the center of the site. This area provides access to two on-site parking stalls as well as three garaged parking stalls. One of the single families has a garage, as do two of the townhome units. There is pedestrian access directly from the sidewalk along NE 69th St to the two single family homes. There is also a pathway on the west side of the site that leads from NE 69th Street to the rear townhomes. Along this pathway is where both bike parking and a solid waste disposal enclosure is located. Each unit has its own protected entrance connected by the pedestrian pathways as well as open area between all of the units. Inspired by the lush landscaping located throughout this street, there will be planted areas in the seven foot front setback on the street facing side of the single family homes as well as to the east and west of the townhome units. The open area that provides access for the cars are designed with the pedestrian in mind and include paving textures, plantings, and shared seating for the surrounding units.



CYRTOMIUM FORTUNEI



NANDINA DOMESTICA GULF STREAM



CAREX EVERCOLOR EVERIL



LIRIOPE MUSCARI 'BIG BLUE'



ERICA CARNEA 'GOLDEN STARLET'



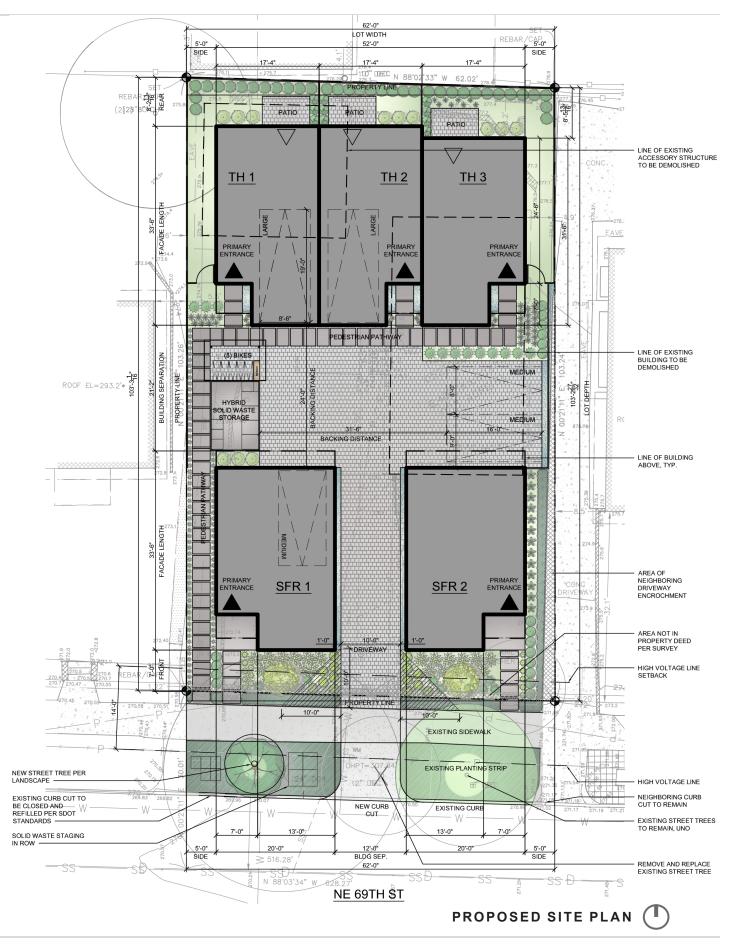
LEUCOTHEO FONTANESIANA

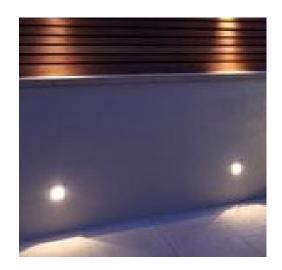


BLECHNUM SPICANT



PIERIS JAPONICA

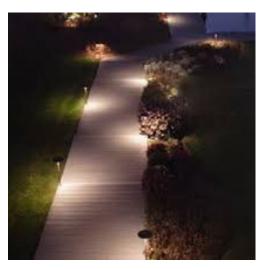




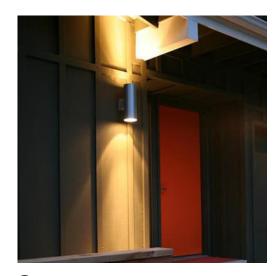
1 WALL DOWN LIGHTS



2 RECESSED LIGHTS



3 PATHWAY LIGHTING



3 WALL SCONCE

PROPOSED LIGHTING PLAN

The lighting concept is intended to provide safety for pedestrians, facilitate easy wayfinding for both residents and visitors, and enhance the form and features of the buildings. Primary lighting will be provided at all unit entries, along common pathways, and under cantilevers. Fixtures will be path, and entry, related and shielded from interfering with neighboring buildings.



FAR & GFA DIAGRAMS

ALL FAR MEASUREMENTS SHALL BE MEASURED TO THE INTERIOR FACE OF EXTERIOR WALLS WHICH INCLUDES DRYWALL PER DR.4-2019

FLOOR AREA INCLUDED ONLY IN GFA CALCULATIONS FOR MHA FEES

FLOOR AREA INCLUDED IN BOTH FAR CALCULATIONS AND GFA CALCULATIONS FOR MHA FEES

FAR CALCULATION TH 1 + TH 2 FIRST FLOOR 488.83 SF SECOND FLOOR 518.83 SF THIRD FLOOR 518.83 SF PENTHOUSE 55.42 SF TOTAL PER UNIT: 1581.91 SF X 2 **TOTAL FAR: 3163.82 SF** TH 3 456.17 SF FIRST FLOOR 486.17 SF SECOND FLOOR THIRD FLOOR 486.17 SF PENTHOUSE 55.42 SF **TOTAL FAR: 1483.93 SF** SF 1 + SF 2 FIRST FLOOR 521.67 SF SECOND FLOOR 603.50 SF THIRD FLOOR 603.50 SF PENTHOUSE

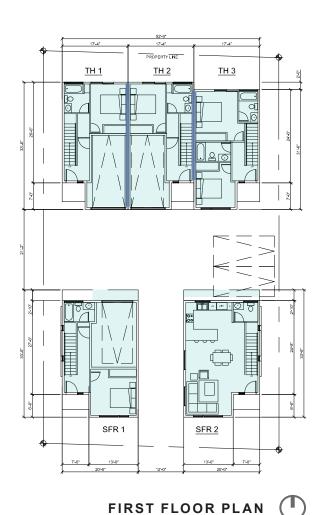
55.42 SF **TOTAL PER UNIT: 1784.09 SF X 2** TOTAL FAR: 3568.18 SF

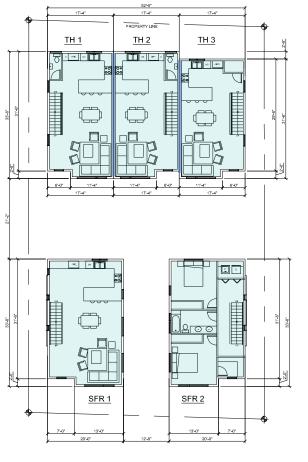
TOTAL FAR: 8308.46 SF (ALLOWABLE FAR = 8321.30 SF)

AREA OVER PARKING: 92.53 SF

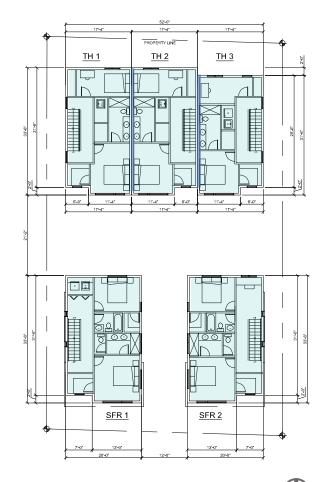
GFA CALCULATION TH 1 FIRST FLOOR 505.08 SF SECOND FLOOR 535.08 SF THIRD FLOOR 535.08 SF PENTHOUSE 55.42 SF TOTAL GFA: 1630.66 SF TH 2 FIRST FLOOR 517.83 SF SECOND FLOOR 549.58 SF THIRD FLOOR 548.58 SF PENTHOUSE 55.43 SF TOTAL GFA: 1672.41 SF TH 3 468.17 SF FIRST FLOOR SECOND FLOOR 500.42 SF THIRD FLOOR 500.42 SF PENTHOUSE 55.42 SF TOTAL GFA: 1524.43 SF SF 1 + SF 2 FIRST FLOOR 571.33 SF SECOND FLOOR 656.00 SF THIRD FLOOR 656.00 SF PENTHOUSE 77.08 SF **TOTAL PER UNIT: 1960.41 SF X 2** TOTAL GFA: 3920.82 SF

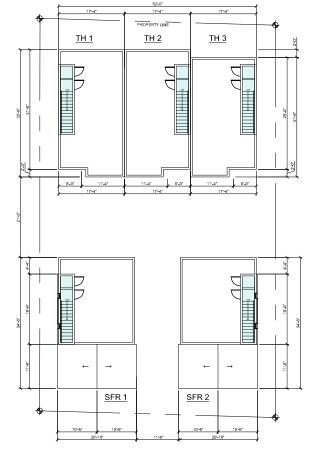
TOTAL GFA: 8747.91 SF





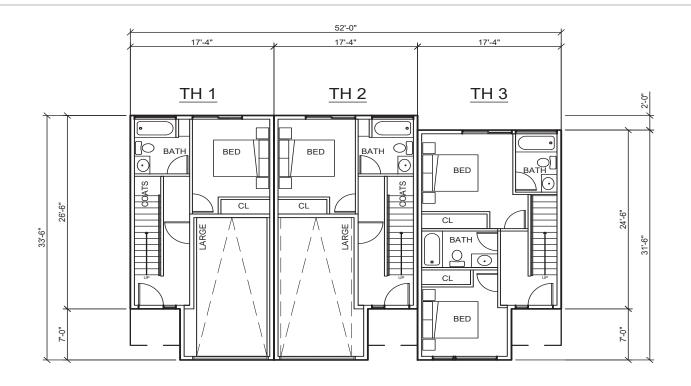
SECOND FLOOR PLAN

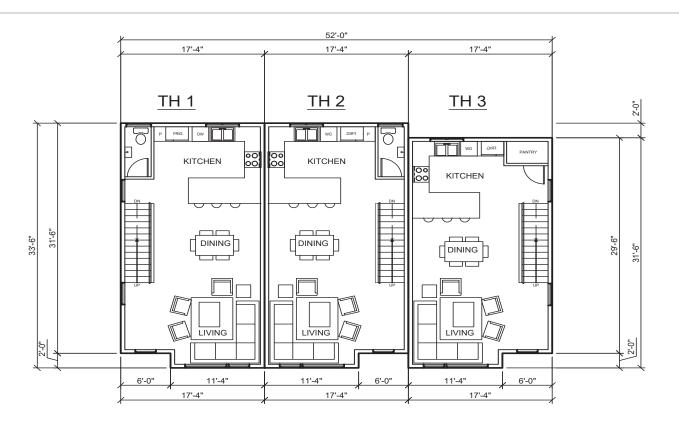


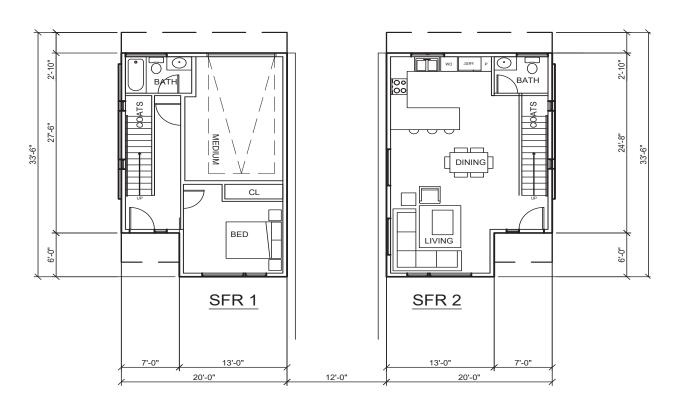


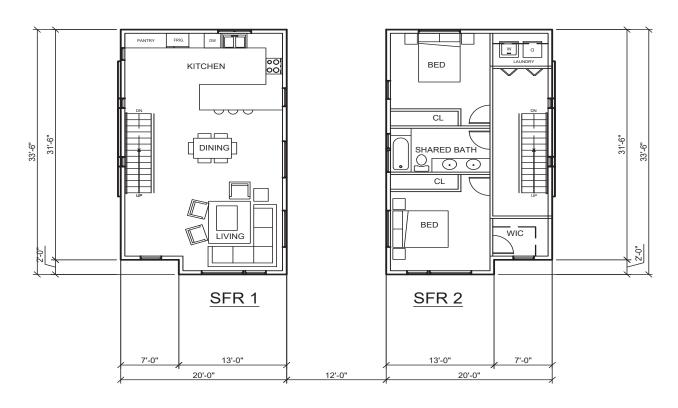
THIRD FLOOR PLAN

ROOF PLAN



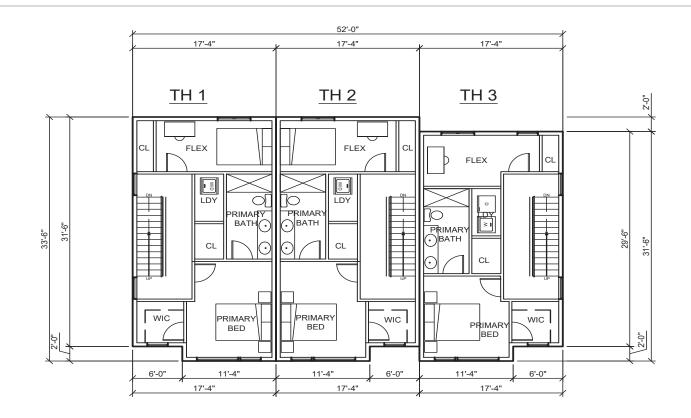


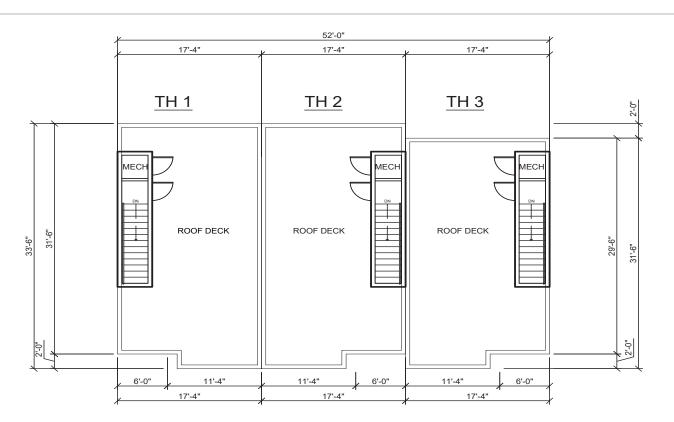




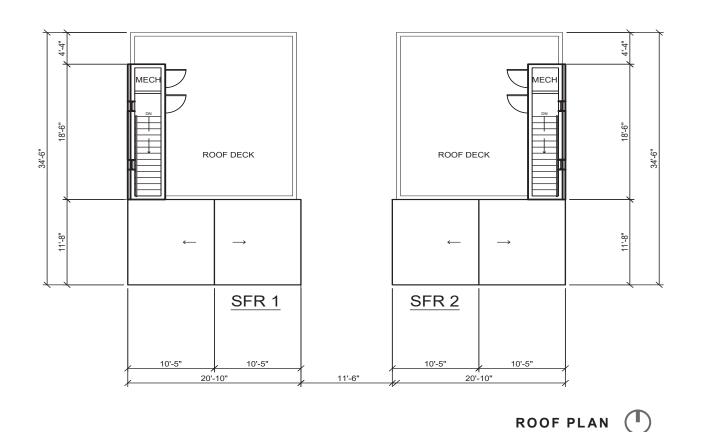
FIRST FLOOR PLAN

SECOND FLOOR PLAN









C O N E ARCHITECTURE

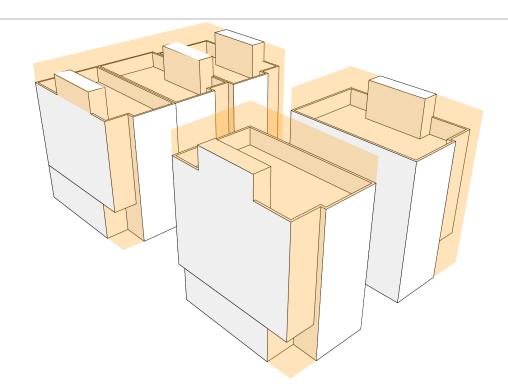
NE 69TH HOMES #3039230-EG

CS2. URBAN PATTERNS AND FORM	Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area	
CS2.A. Location in the City and Neighborhood	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.	The proposed development contributes to the street by providing a clean, simple proposal with high quality materials such as brick that relate to the immediate context. The gabled roof forms both provides a traditional element that relates the context with a modern material palette and glazing strategy. High quality materials exist at the first floor to enhance the public realm.
CS2.C Relationship to the Block	2. Midblock sites. Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means	The proposed design emphasizes the stair tower as a secondary architectural element at the single family units, where most visible. They are visible adjacent to underdeveloped neighboring sites. While minimizing the glazing for privacy, these stair towers add visual interest and tie to the context of the neighborhood with a vertically oriented textured volume, not too dissimilar from that of the traditional chimney form.
CS3. ARCHITECTURAL CONTEXT AND CHARACTER	Contribute to the architectural character of the neighborhood.	
CS3.A Emphasizing Positive Neighborhood Attributes	 Fitting Old and New Together. Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials. 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. 	The proposed design will be the first project on this block to be developed, starting the trend of blending old and new. The proposed design will respect the traditional elements of gabled roof forms and residentially scaled materials and detailing while establishing a precedent of modern applications of materials.
CS3.I	ii. Reinforce a vibrant streetscape a. Apply a pedestrian oriented design; b. Include multiple recessed entries; c. Consider offering [residential] units of a different sizes	The proposed design responds to the neighboring sites uses of lush landscapes between the primary structure and the sidewalk by doing the same. This creates a pedestrian oriented public realm while recessing all entries, especially along the street.
PL1. CONNECTIVITY	Complement and contribute to the network of open spaces around the site and the connections among them.	
PL1.B. Walkways and Connections	Dedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.	The proposed design separates pedestrian access from vehicular access. There is a pedestrian path that runs along the west edge of the site to connect to the units at the back and amenities at the autocourt. This helps break down the massing and contribute to a more human scale urban form.
PL2. WALKABILITY	Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.	
PL2.B Safety and Security	 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. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights. 	Pedestrian and vehicular access is separated and clearly defined by a shared driveway for car access at the center and pavers for pedestrian access at the west. There is a change in material where the pedestrian pathway crosses the autocourt for definition of the space. An address podium is provided at the south end of the site along the pedestrian pathway to establish public and private space and communicate wayfinding. Expressed entries with wood like materials and lighting will highlight the entries to each of the units to enhance wayfinding. Lighting will be provided for the pedestrian pathways to help with navigation and security.

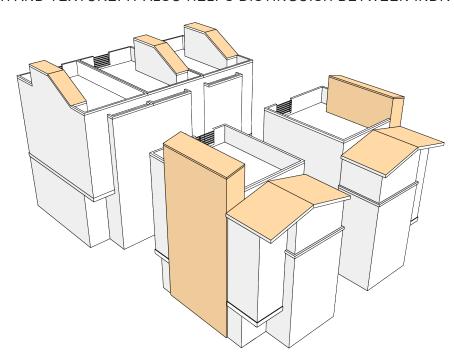
ROOSEVELT DESIGN GUIDELINES

PL3. STREET LEVEL INTERACTION	Encourage human interaction and activity at the street level with clear connections to building entries and edges.	
PL3.A.1.d. Entries	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.	Each unit on site has its own individual entry connected to the sidewalk. some direct, others by a pedestrian path long the west edge. Each of these entrances is recessed and lifted from the main pedestrian path to help transition from shared space to private space. This also gives each unit it's own individual stoop which provides an opportunity for personalization. The steps along the west pedestrian path are set back from the steps to the west single family unit to provide separation between the two entry sequences.
L3.II.ii Human and Commercial Activity	ii. Encourage the incorporation of private open spaces between the residential uses and the sidewalk, especially for the frontages of development in neighborhood commercial zones that face nonarterial streets. Ground-level landscaping should be used between the structure(s) and sidewalk.	The units along the nonarterial street have individual landscaped yards, creating privacy for the ground level spaces, matches the character of the neighborhood, and is another opportunity for personalization.
PL4. ACTIVE TRANSPORTATION	Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.	
PL4.B Planning Ahead for Bicyclists	2. Bike Facilities. Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety	The covered bike storage structure located central between all units provides long term bike parking for the townhome units and short term bike parking for guests, in addition to a seating element. This centrally located amenity adds convenience to accessing bikes. The bikes being oriented away from the street adds built-in security from direct sightlines from the street.
DC2. ARCHITECTURAL CONCEPT	Develop an architectural concept that will result in a unified functional and harmonious design that fits well on the site and with its surroundings.	
DC2.B. Architectural and Facade Composition	1. Design all building facades 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. 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.	The facades located on the site are arranged compositionally to be appealing to the passerby as well as the neighbors. Particular care was taken with the layout of fenestration as views, natural light, and privacy were considered for every wall opening as well as how it would effect the exterior facade. High quality materials including brick, board and batten, and horizontal lap siding are used strategically to emphasize the massing forms as well as match the character of the neighborhood. Care was taken that every elevation has material variation and fenestration, insuring there are no blank facades and the human scale is respected.
DC2.II.i.ii.	ii. Along Green streets, Greenways, and Non-Arterial streets: a. Maximize modulation, courtyards, human interaction; b. Incorporate high quality materials, a mix of informal planting, and integration of natural materials, especially at the entries.	The autocourt is centrally located with direct access to the street. Material changes and plantings are provided to make the autocourt attractive to occupy for pedestrians, while still being functional. High quality materials at the first floor of all adjacent buildings adds additional texture, including at the lifted entries.
DC3. OPEN SPACE CONCEPT	Integrate open space design with the design of the building so that each complements the other.	
DC3.B. Open Space Uses and Activities	 Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function. Multifamily Open Space: Design common and private open spaces in multi-family projects for use by all residents to encourage physical activity and social interaction. Some examples include areas for gardening, children's play (covered and uncovered), barbecues, resident meetings, and crafts or hobbies 	There is a variety of open space in the proposed design including a central autocourt with multifunctional capabilities, individual roof decks for each of the units, and private fenced yards for the townhouses in the rear yards. Each of these provides options of what sort of open space the residents would like to engage with, supporting multiple uses.
DC3.III.i Residential Open Space	i. Include, where possible, open spaces at street-level for residents to gather	The autocourt is arranged so it can be used as an informal gathering space, with a seating element incorporated into the bike storage area.

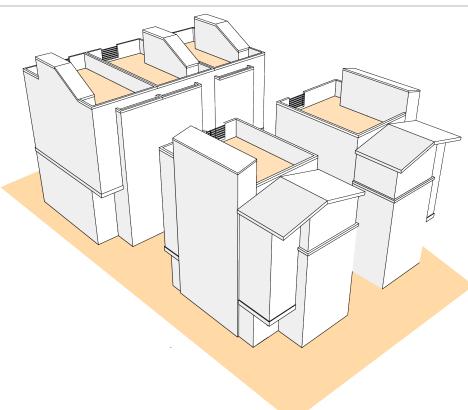
ROOSEVELT DESIGN GUIDELINES



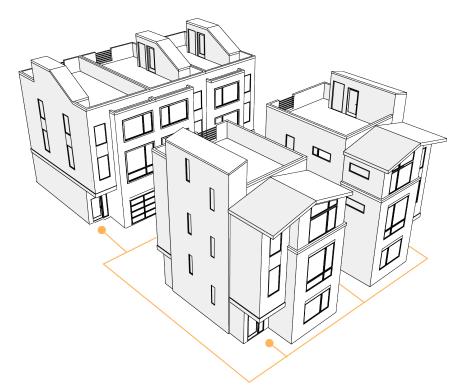
MODULATION (CS2, DC2)
MODULATION ADDS VISUAL INTEREST WITH THE USE OF DIFFERENT MATERIALS THAT GIVE THE DESIGN DEPTH AND TEXTURE. IT ALSO HELPS DISTINGUISH BETWEEN INDIVIDUAL UNITS.



CONTEXT / MASSING (CS2, CS3)
GABLE ROOFS AND SLOPED PENTHOUSE ROOFS BRING DOWN THE OVERALL HEIGHT WHILE RELATING TO THE CONTEXT. THE STAIR TOWERS REPLICATE SECONDARY ARCHITECTURAL FEATURES SEEN THROUGHOUT THE NEIGHBORHOOD.



AMENITY SPACES (CS3, DC3)
ROOF DECKS PROVIDE PRIVATE OUTDOOR AMENITY SPACES AS WELL AS VIEWS OF THE NEIGHBORHOOD GROUND LEVEL SPACES INCLUDE THE AUTOCOURT AND PRIVATE REAR YARDS AT THE TOWNHOUSES.



SITE CIRCULATION (PL2)

PEDESTRIAN CIRCULATION ALONG THE WEST EDGE CONNECTS THE TOWNHOUSES TO THE STREET WHILE VEHICLE TRAFFIC IS SEPARATE AT THE CENTER OF THE SITE.



VIEW FROM NE 69TH ST

MODULATION

Modulation at the street breaks down the overall mass and provide a thoughtful change of material. Features such as expressed trim, brick detailing, stoops and plantings add visual interest to the street facing facade. (CS2.D.4)

LANDSCAPING

Landscaping is incorporated to create a natural buffer between the first floor and the sidewalk. This strengthens existing neighborhood precedents for thoughtful vegetation along sidewalks. (PL2.B.1)

RESIDENTIAL ENTRIES

A combination of elements are used to create the residential entry: weather protection, plantings, warm materials, lighting, and signage used for wayfinding.(PL2.B.1)



SINGLE FAMILY ENTRIES



CIRCULATION

Clear site circulation is proposed with one pedestrian pathway located to the west. Vehicles and pedestrians have separate entrances to the site for safety, with distinguishable breaks in paving materials for clarity. (DC1.B.A)

RESIDENTIAL EDGES

Pockets of private yards with landscaping are created along the street face, matching the character of the rest of the block. (PL3.B.2)

CENTRAL COURTYARD



MATERIALS

Modern forms with residential materials scaled to connect with neighborhood context. The horizontal lap sizing relates directly to the residential nature of the context. A clean palette is used for simplicity and timelessness. (CS3.A.4, DC4.A.2)

CEDAR SCREENING

Screening provides visual interest as well as shapes usable private spaces for residents.

The screening assists in bike parking security as well.(DC4.A.1, PL2.B.1)



GLAZING
The single family units along 69th
Ave primarily look towards the street.
The large glazing facing the street is proposed to break down the massing and put eyes on the street. (DC1.A.4)

ROOF FORMS
Gabled roof forms are used to decrease the overall massing of the project and nod towards existing neighborhood character, while also providing a precedent for future development.

(CS2.D.4)

VIEW FROM NE 69TH ST



Roof decks provide private amenity space while the central courtyard provides a common gathering space for all units.

OVERALL MASSINGThe building steps with topography, meeting the grade on all sides of the site (CS2.D.4, DC4.A.2)

AERIAL VIEW

PARKING
Parking is provided for all five units, with two exterior surface stalls in the courtyard and three interior garage parked stalls.

AMENITY SPACE



MATERIALS & MASSING
Open railings, large windows, and high quality materials
are carefully composed at the front facades. The change of
materials help break down the perceived height and massing of
the buildings. (DC2.B, CS3.A.4)

WINDOW TRIM



PROPOSED MATERIALS

The material palette of brick, horizontal lap siding, board & batten siding, and a natural toned wood-like siding have been chosen to both create a clean modern aesthetic but also one that will blend with the character of the neighborhood. Brick is proposed on the street facing facade to match the character of the growing neighborhood as well as provide a timeless high quality material on the most prominent face. The wood-like material creates a sense of warmth at the entrances and helps navigate the site as it is located at all the entry ways. It balances the rest of the facade, positioned under the gable roof. The board and batten siding brings a sense of verticality to the stairwells and expresses a similar form to the secondary elements seen throughout the neighborhood. Window groupings oriented towards the main pedestrian spaces (the street, the auto court) are treated with varying combinations of infill panel, open rail, and expressed window trim.



BLACK

INFILL PANEL

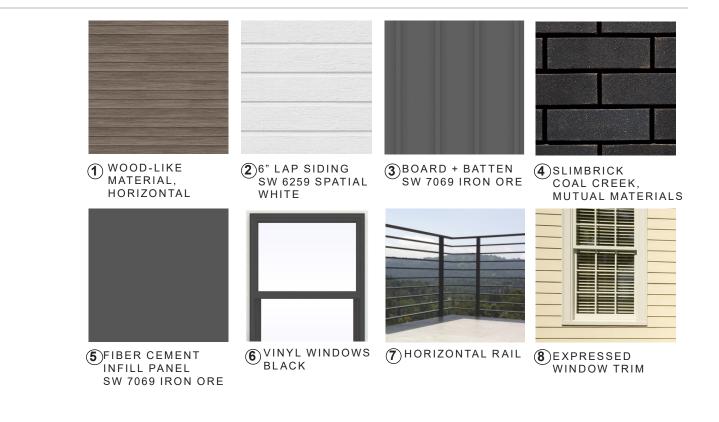
SW 7069 IRON ORE

SINGLE FAMILY SOUTH ELEVATION



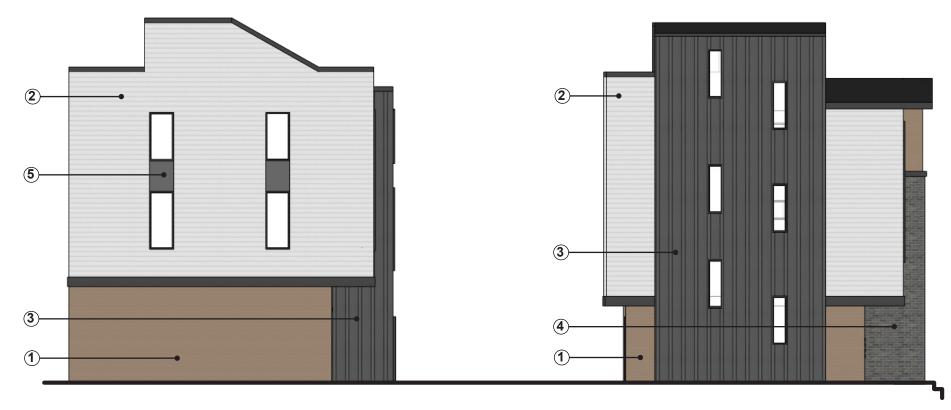


SINGLE FAMILY NORTH ELEVATION



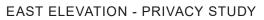


TOWNHOUSE NORTH ELEVATION



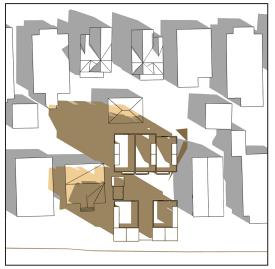
WEST ELEVATION



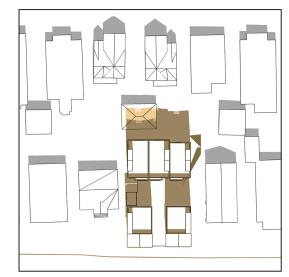




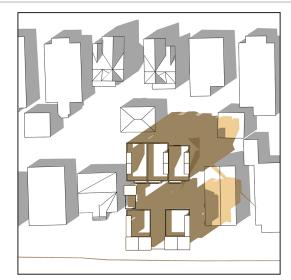
WEST ELEVATION - PRIVACY STUDY



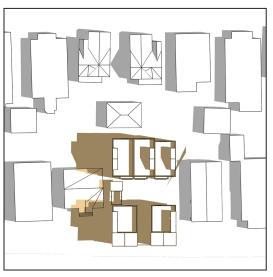
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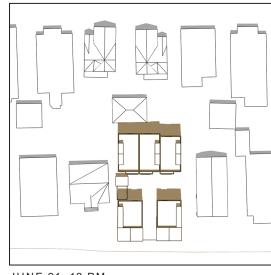
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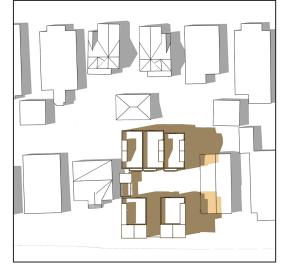
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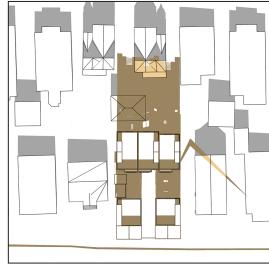
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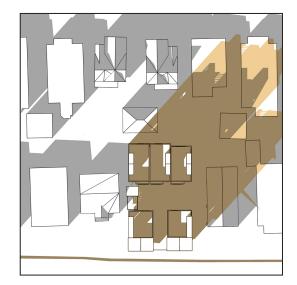
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DECEMBER 21, 9 AM



DECEMBER 21, 12 PM



DECEMBER 21, 3 PM

THANK YOU 31

