6600 ROOSEVELT

#3032995-LU

ADMINISTRATIVE DESIGN RECOMMENDATION

JULY 12, 2019



VIA

DESIGN RECOMMENDATION

CONTENTS

DEVELOPMENT OBJECTIVES	3
ZONING & LAND USE SUMMARY	4
EXISTING SITE CONDITIONS	5
SITE PLAN - EXISTING CONDITIONS	6
SDOT ENGAGEMENT PROCESS & ARCHITECTURAL CONCEPT	7
DESIGN EVOLUTION	8
MASSING DIAGRAM	9
PRIORITY GUIDELINES	10-11
COMPOSITE SITE PLAN	12
DESIGN GUIDANCE & RESPONSE	14-28
STREETSCAPE INTEGRATION	30-35
THRU-BLOCK INTEGRATION	36-39
LANDSCAPE DESIGN - STREETSCAPE & COURTYARD	40
LANDSCAPE DESIGN - ROOF TOP	41
LIGHTING DESIGN- STREETSCAPE & COURTYARD	42
LIGHTING DESIGN - ROOF TOP	43
SIGNAGE PLAN	44
DEPARTURES	45-46
RENDERINGS	47-49

APPENDIX

bellwether housing

mercy HOUSING

VIA
1809 7TH AVE | STE 800
SEATTLE, WA 98101
206.284.5624
www.via-architecture.com

PARTNERSHIP berger

DEVELOPMENT OBJECTIVES:

BEFORE SELECTING THE BELLWETHER HOUSING - MERCY HOUSING NORTHWEST TEAM TO DEVELOP THE SITE, SOUND TRANSIT, THE ROOSEVELT NEIGHBORHOOD ASSOCIATION (RNA), AND OTHER COMMUNITY STAKEHOLDERS WORKED THROUGH A SERIES OF WORKSHOPS AND COMMUNITY ENGAGEMENT EXERCISES TO DEFINE A SET OF PRINCIPLES THAT WOULD BECOME THE BASIS OF DEVELOPMENT OBJECTIVES MOVING FORWARD. REFER TO PAGE 19 FOR DIAGRAM

COMMUNITY STAKEHOLDER PRINCIPLES:

REFERENCE ST ENGAGEMENT PROCESS & ARCHITECTURAL CONCEPT PAGE 7.

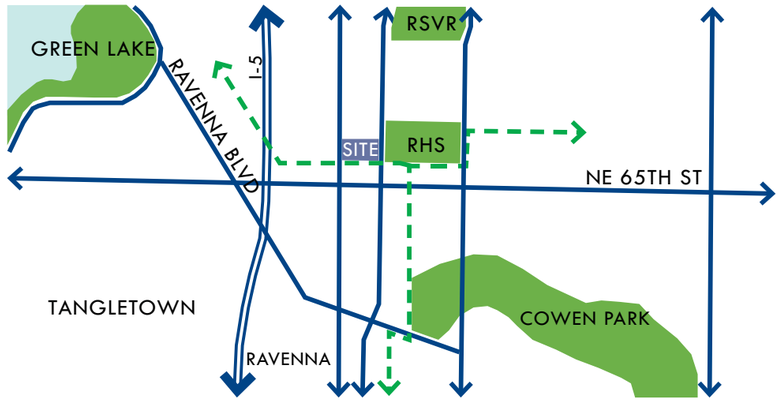
OUR APPROACH HAS BEEN INFORMED BY THESE PRINCIPLES, FOCUSING PARTICULARLY ON:

- MAXIMIZE THE NUMBER OF PEOPLE AND FAMILIES, AND PROVIDE A RANGE OF NEEDS.
- CREATING AN ACTIVE GATHERING SPACE THAT SERVICES THE PROJECT AND PUBLIC, AND MINIMIZE BACK-OF-HOUSE SPACES FROM LINING THE SIDEWALKS, DESIGNING A PUBLIC SPACE THAT IS SAFE FOR ALL.
- MINIMIZING CURB CUTS, UTILIZING ON-STREET LOADING.
- INCORPORATE GROUND LEVEL USES THAT SERVE THE PROJECT, TRANSIT RIDERS, AND GREATER COMMUNITY, TARGETING COMMUNITY-SERVING ESTABLISHMENTS LIKE DAYCARES AND FOOD/BEVERAGE,INCLUDING FLEXIBLE AND SMALLER RETAIL OR COMMUNITY SPACES PRIORITIZING 66TH AND ROOSEVELT WAY, MAXIMIZING NATURAL SURVEILLANCE, AND INTEGRATING INDOOR/OUTDOOR AREAS.
- PROVIDE GATHERING SPACE FOR THE COMMUNITY.

THIS DEVELOPMENT IS CONTRIBUTING:

- A HIGH QUALITY MIXED-USE TRANSIT-ORIENTED DEVELOPMENT.
- RESIDENTIAL UNITS OF PERMANENT RENTAL AFFORDABLE HOUSING FOR LOW-INCOME OCCUPANTS.
- ON-SITE ACCESSORY PARKING BELOW GRADE.
- INDOOR AND OUTDOOR RESIDENT AMENITIES.
- A LARGER PERCENTAGE OF FAMILY SIZED 2-BEDROOM AND 3-BEDROOM UNITS.
- OPPORTUNITIES FOR COMMERCIAL RETAIL, RESTAURANT, AND OFFICE SPACE FOR LOCAL TENANTS.
- AN EARLY LEARNING CENTER.
- A PUBLIC THROUGH-BLOCK CONNECTION THAT LINKS 67TH TO 66TH.

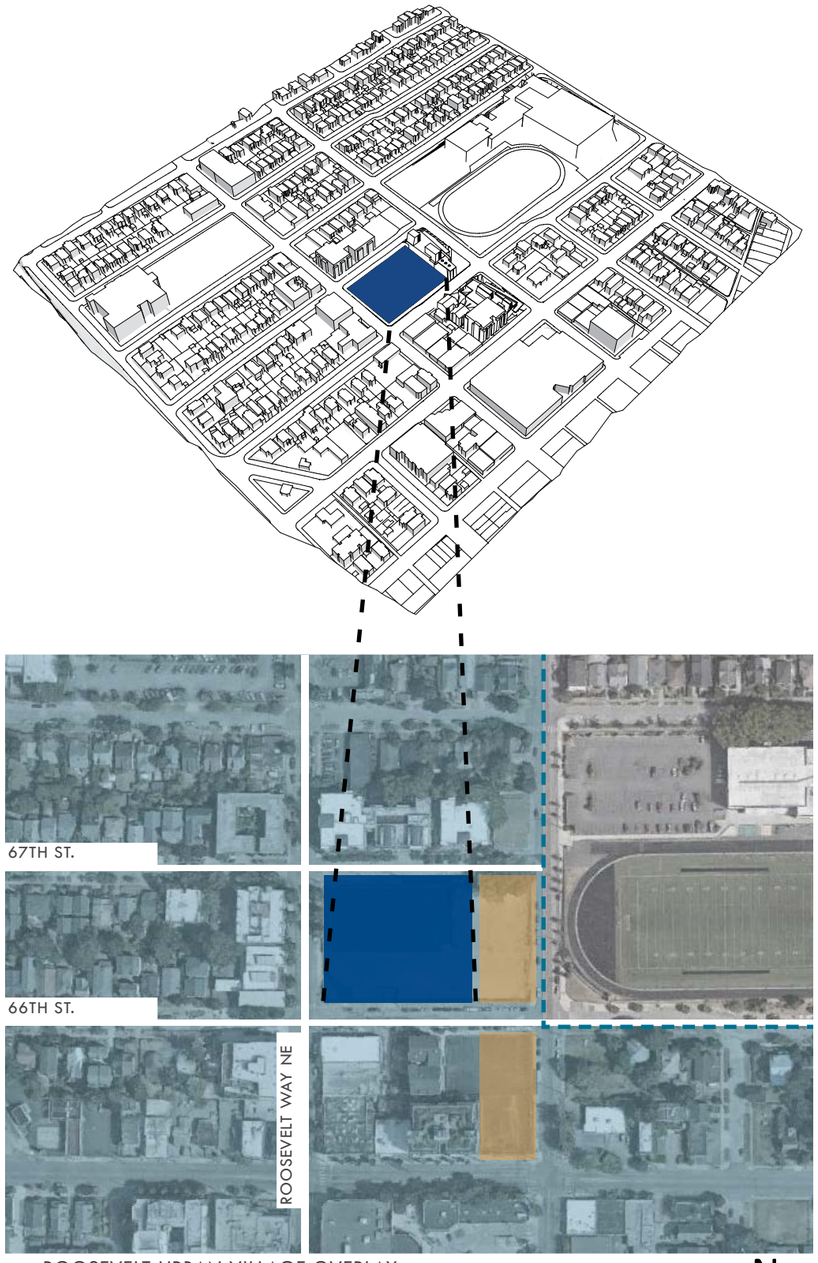
LOCATION MAP



PROJECT STATISTICS:

SITE AREA (SF)	54, 292
APARTMENT UNITS	254
GROSS FLOOR AREA (SF)	265,316.5
PARKING STALLS	73 (UNDERGROUND)
NUMBER OF FLOORS ABOVE GRADE	7-8
RETAIL/COMMERCIAL (SF)	+12,000

SITE



ZONING ANALYSIS

Summary of primary applicable development standards from the Seattle Municipal Code. Note that some portions are paraphrased for brevity.

Address:	6600 Roosevelt Way NE, Seattle, WA 98115
Zoning Designation	NC3P-85
Lot Area	54,292 sf
Overlays	Roosevelt Urban Village (Roosevelt Commercial Core), Roosevelt Station Overlay

TOPIC AND REFERENCE	CODE LANGUAGE (PARAPHRASED SUMMARY)		PROJECT SPECIFIC APPLICATION OR INTERPRETATION
Street Level Uses: 23.47A.005	Residential Uses at streel level are limited on principal pedestrian streets in pedestrian designated zones. Per 23.47A.005.C.1.a: No more than 20% of the street level street facing facade is allowed.		Roosevelt Way NE is a principal pedestrian street, the entire site is a pedestrian zone. All additional uses will be commerical and meet 23.47A.005.D.1
Street Level Development Standards 23.47A.008	A3: Street level facades shall be within 10 feet of the street lot line, unless sidewalks, plazas, etc are approved and provided. B: Non-residential uses at street level shall extend an average of at least 30 feet and a minimum depth of 15 feet from street-level street-facing facade and have a floor to floor height of at least 13'. D: At least one street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry and the floor of a dwelling unit on a street-facing façade shall be 4' above or below the sidewalk, or set back 10'.		
Roosevelt Urban Village 23.47A.009.D	Roosevelt Commercial Core Map A 23.41.012; Roosevelt Urban Village requirements		Roosevelt Urban Village specific area development standards do not apply to this site per Map B 23.47A.009
Structure Height 23.47A.012.C	Rooftop features: Allowable height for solar collectors, mechanical equipment, greenhouses may extend up 15 feet		
Floor Area Ratio 23.47A.013.C	NC zone within Station Overlay. At a 85' height limit, the maximum FAR for a single use is 6.0. Minimum FAR of 2.0. In Station Overlay District, FAR is 5.75.		All proposed schemes are within the FAR limits. Residential is the primary single use.
Landscaping and Screening Standards 23.47A.016	A Green Factor score of 0.3 is required. Street trees are required unless bordering an unopened right of way.		
Amenity Area 23.47A.024	Amenity area shall not be enclosed and shall be 5% of the total gross floor area in residential use. All residents shall have access to one common or private amenity, that is not enclosed. Bioretention facilities qualify as amenity and woonerfs (max 50%) if appproved through design review process and per Chapter 23.41		No private balconies will be provided on this project, however, the common outdoor space will be sized to satisfy the amenity requirements.
Required Parking and Loading 23.47A.030	Parking per 23.54.015 Loading per 23.54.035		Access to parking allowed on one of the side streets and not on Roosevelt Way NE (Principal Pedestrian Street). Per item C, Director to make determination of which is better street for parking access. Loading berth not required in residential uses, retail/restaurant SF under threshold. One is voluntarily provided per 23.54.035 standards.
Parking Location and Access 23.47A.032	A2: Parking access shall be from an alley or in the case of two street frontages, from the street that is not a principal pedestrian street. Curb cuts may contain one garage door. F: Access to a loading berth shall be from the alley if the lot abuts an alley. Eating & drinking establishments, retail sales are medium demand, but if under 16,000 sq ft loading may be on the street at a loading space (23.54.035.B.1)		A2: There is no alley access to this site. Parking access proposed from 66th St, which is not a pedestrian street. F: There is no alley access to this site. Loading access proposed from 67th St, which is not a pedestrian street.
Required Parking 23.53.015	B: No minimum parking requirement for residential uses and non-residential uses within Station Area Overlay District. D: Bicycle parking for multifamily residential structures - 1 per dwelling unit long term, 1 per 20 dwelling units short term. Child care centers: 1 per 4000 SF long term, 1 per 20 children, 2 spaces minimum short term. Retail sales: 1 per 4000 SF long term, 1 per 2000 SF short term. Eating & Drinking establishments: 1 per 5000 SF long term, 1 per 1000 SF short term.		B: The project is in a Station Area Overlay District and adjacent to a light rail station. Parking is being provided, although there is no minimum requirement. D: Bicycle parking provided in garage. 251 long term bike parking spaces required, 31 short term bike parking spaces required (244 / 20 = 12.2 -> 13). 3 long term bike parking spaces required for child care (1 per 4000 SF), 5 short term bike parking spaces for child care (1 per 20 child). 4 long term bike parking spaces for retail/restaurant (1 per 4000 SF), 13 short term bike parking spaces for retail/restaurant (1 per 1000 SF).
Parking Space Standards 23.54.030	D1: Driveways of any length that serve more than 30 parking spaces shall be 10' for one-way traffic and 20' for two-way traffic. D3: max slope of 15% with exceptions due to topography. F1a: Curb cuts for lots not designated a principal arterial street, curb cuts would be on corss streets of 66th and 67th with approx 270' of frontage. F1b: Curb cut width shall not exceed a maximum width of 10' unless a driveway greater than 10' is required.		D3: Garage entry is on the low side at 66th St NE - slope not an issue F1a: 4 curb curbs permitted on non-pedestrian streets, 2 total for project are proposed.
Solid Waste and Recyclable Material Storage and Access 24.54.040	A. Except as provided in subsection 23.54.040.I, in downtown, multifamily, master planned community, and commercial zones, storage space for solid waste and recyclable materials containers shall be provided as shown in Table A for 23.54.040 for all new structures, and for existing structures to which two or more dwelling units are added. More than 100 dwelling units: 575 square feet plus 4 square feet for each additional unit above 100, except as permitted in subsection 23.54.040.C B. Mixed use development that contains both residential and non-residential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50 percent of the requirement for non-residential development. In mixed use developments, storage space for garbage may be shared between residential and non-residential uses, but separate spaces for recycling shall be provided. C. For development with more than 100 dwelling units, the required minimum area for storage space may be reduced by 15 percent, if the area provided as storage space has a minimum horizontal dimension of 20 feet.		A. Residential Development: (575 SF + (144 x 4 SF)) = 1151 SF (reduction possible, see C below) B. Non-residential Development: 14,000 SF retail + 9,800 SF day care = 23,800 SF = 175 SF / 2 per 23.54.040 Table A = 87.5 SF required C. Residential Development 15% Reduction: 1151 SF - 15% = 979 SF required

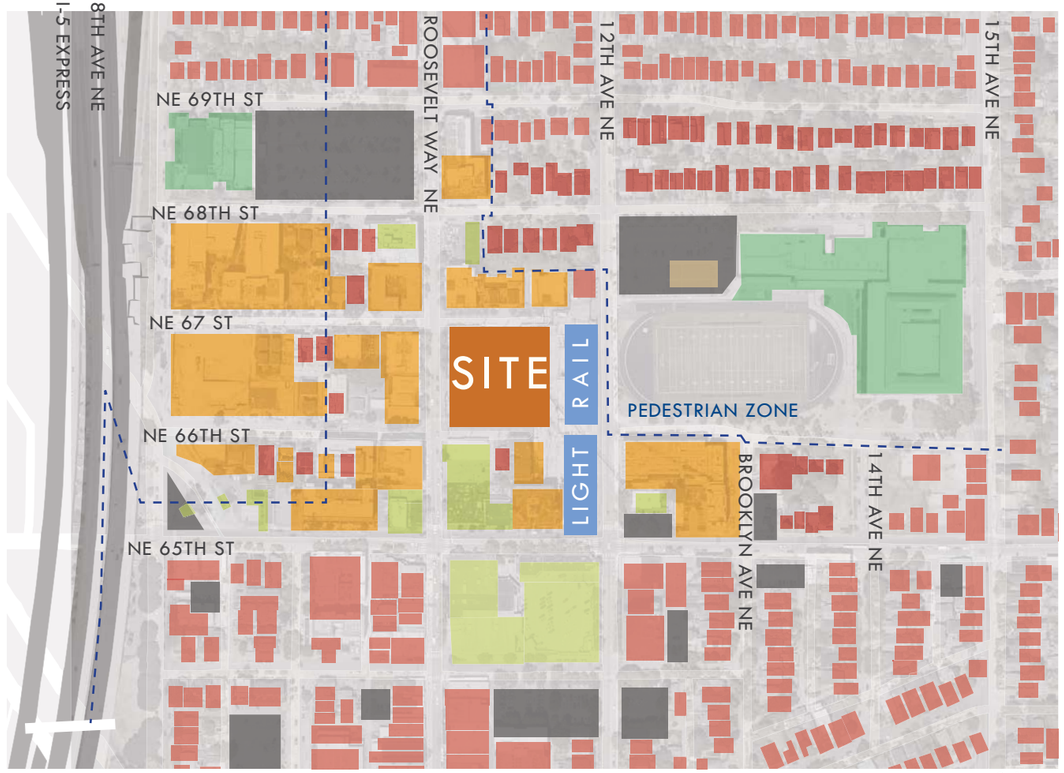
Summary of primary applicable development standards from the Seattle Municipal Code. Note that some portions are paraphrased for brevity.

ZONING MAP



- SINGLE FAMILY RESIDENTIAL SMALL LOT(M)
- SINGLE FAMILY LR1 (M1)
- SINGLE FAMILY LR2 (M1)
- SINGLE FAMILY LR3 (M2)
- MR
- NC1 SINGLE FAMILY
- NC2P
- NC3P

CURRENT USE DIAGRAM



- VACANT
- PARKING
- UTILITY
- STATION
- INSTITUTIONAL
- RETAIL/SERVICE
- MULTIFAMILY
- SINGLE FAMILY

SITE SURVEY

THE SITE IS CURRENTLY OCCUPIED BY A PAVED CONSTRUCTION STAGING AREA FOR THE SOUND TRANSIT NORTHGATE LINK EXTENSION, TOTALS APPROXIMATELY 54,300 SQUARE FEET, COVERING ABOUT 3/4 OF THE BLOCK. THERE IS APPROXIMATELY 18 FEET OF GRADE CHANGE BETWEEN THE LOW AND HIGH POINTS OF THE SITE. DIRECTLY TO THE EAST IS THE NORTH ENTRY HEADHOUSE OF THE ROOSEVELT LINK LIGHT RAIL STATION. PER SOUND TRANSIT SURVEYS, THE SITE ASSUMES A PROPERTY LINE APPROXIMATELY 266 FEET FROM THE WEST PROPERTY LINE OF THE SITE. THE SITE HAD PREVIOUSLY BEEN A SINGLE STORY QFC SUPERMARKET STORE WITH SURFACE PARKING.

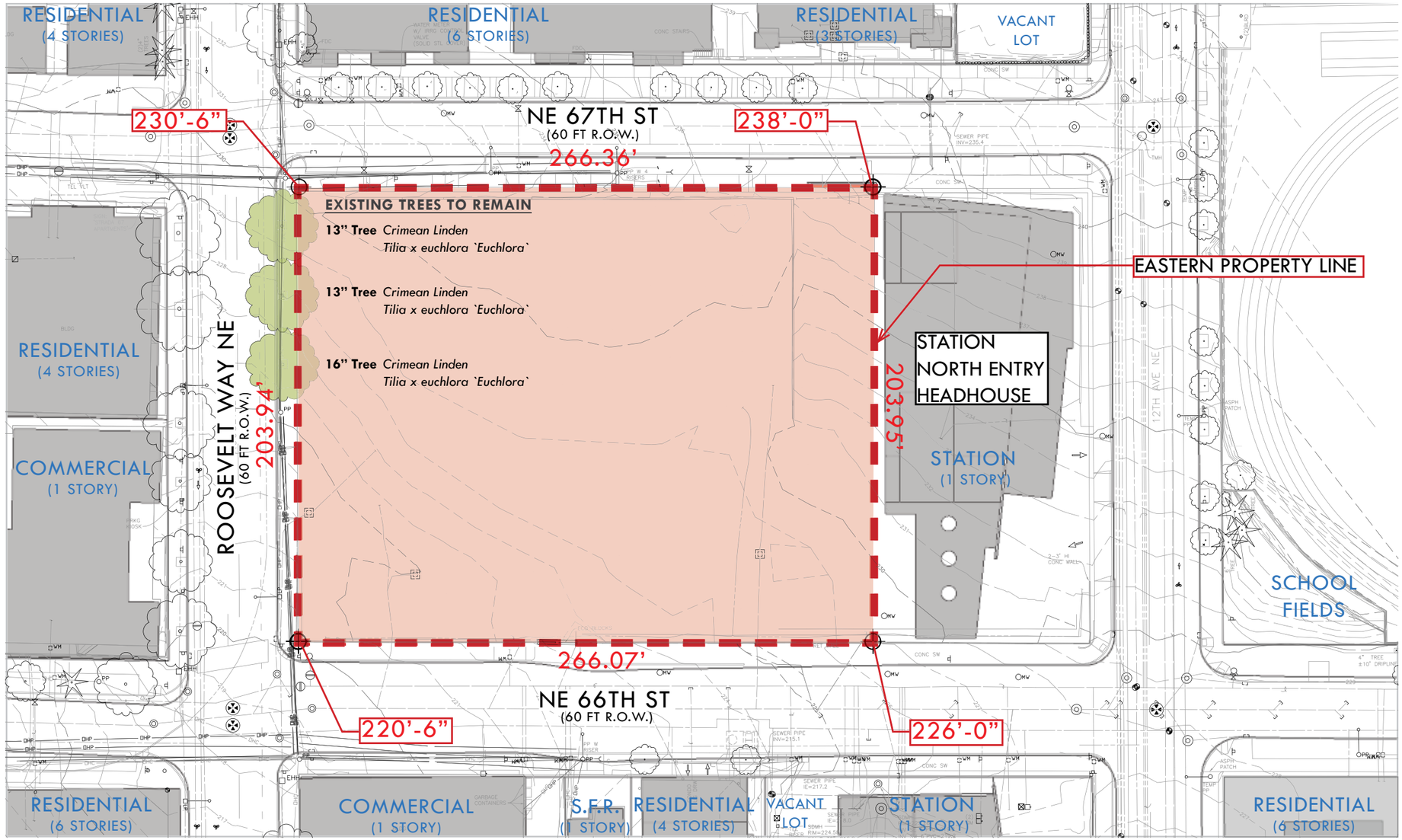
LEGAL DESCRIPTION

ALL OF LOTS 5 THROUGH 20, INCLUSIVE, IN BLOCK 2, JAMES' DIVISION OF GREEN LAKE ADDITION TO SEATTLE, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 4 OF PLATS, PAGE 41, IN KING COUNTY, WASHINGTON, AND THOSE PORTIONS OF LOTS 4 AND 21, SAID BLOCK 2, LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE NORTHEAST CORNER OF SAID BLOCK 2; THENCE N89°10'03"W ALONG THE NORTH LINE THEREOF A DISTANCE OF 93.72 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED LINE; THENCE S00°31'08"W A DISTANCE OF 203.95 FEET TO THE SOUTH LINE OF SAID BLOCK 2 AT A POINT 94.03 FEET WESTERLY OF THE SOUTHEAST CORNER OF SAID BLOCK, BEING THE END OF THE HEREIN DESCRIBED LINE.

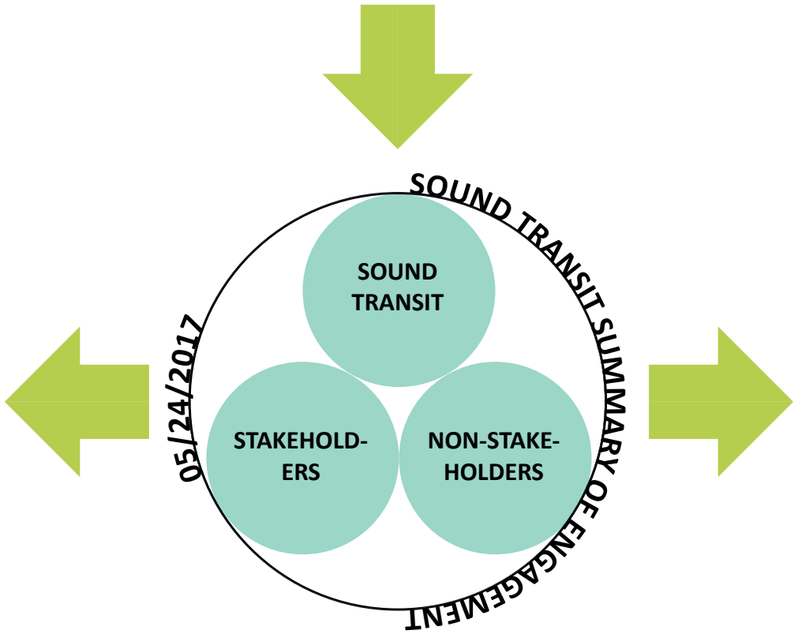
CONTAINING 54,292 SQUARE FEET MORE OR LESS

TOGETHER WITH A SURFACE IMPROVEMENTS EASEMENT FOR PARCEL A TO THE EXTERIOR WEST FACE OF THE BUILDING ON PARCEL B, DESCRIBED AS THE WEST 2.5 FEET, MORE OR LESS, OF PARCEL B. AND SUBJECT TO A TUNNEL EASEMENT FOR SOUND TRANSIT DESCRIBED AS THE EAST 5 FEET OF PARCEL.



SOUND TRANSIT ENGAGEMENT PROCESS

OPEN HOUSE #1	PUBLIC SURVEY	WORKSHOP #1	WORKSHOP #2	WORKSHOP #3	OPEN HOUSE #3
01/12/2017	01/23/2017	01/25/2017	02/08/2017	02/22/2017	03/09/2017



RFP RELEASED
08/04/2017

TEAM SELECTED
11/16/2017

DEVELOPER COMMUNITY MEETING
06/14/2018

COMMUNITY STAKEHOLDER PRINCIPLES ESTABLISHED

COMMUNITY STAKEHOLDER PRINCIPLES:

1. THE PROJECT SHOULD CREATE SIGNIFICANT LONGTERM AFFORDABLE HOUSING OPPORTUNITIES.
2. THE PROJECT SHOULD MAXIMIZE ITS ORIENTATION TO PEDESTRIANS.
3. THE PROJECT SHOULD MINIMIZE ITS ORIENTATION TO AUTOMOBILES.
4. THE PROJECT SHOULD INCORPORATE ACTIVE GROUND FLOOR USES.
5. THE PROJECT SHOULD CONTRIBUTE TO THE IDENTITY OF THE LOCAL COMMUNITY AND PUBLIC REALM.

ARCHITECTURAL CONCEPT

AS PEDESTRIAN TRAFFIC INCREASES LIKE A CURRENT IN A STREAM, NEW FORMATIONS ARE MADE IN THE LANDSCAPE.

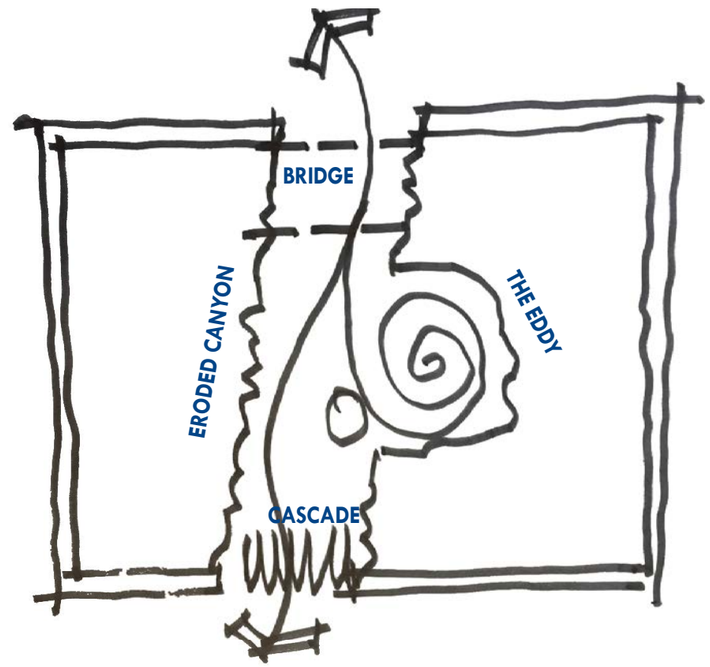
A THROUGH BLOCK CONNECTION ACTS AS A STREAM GENTLY CARRYING PEOPLE THROUGH THE NEIGHBORHOOD.

THE COURTYARD PLAY AREA IS LIKE AN **EDDY** PROTECTING THE YOUNG AND MORE VULNERABLE.

STEPS AT THE SOUTH SIDE OF THE COURTYARD REPRESENT A **CASCADE**, ADDING TO THE HECTIC ACTIVITY OF THAT STREETSCAPE WHILE SHELTERING THE EDDY ABOVE.

THE BUILDING CROSSES OVER THE NORTH SIDE OF THE COURTYARD LIKE A **BRIDGE** CROSSES A STREAM, FRAMING A PORTAL TO THE NORTH.

THE USE OF HIGHLY TEXTURED MATERIAL ON THE SURFACES OF THE CUT SPEAK TO THE **EROSION** OF THE SIDES OF A CANYON.



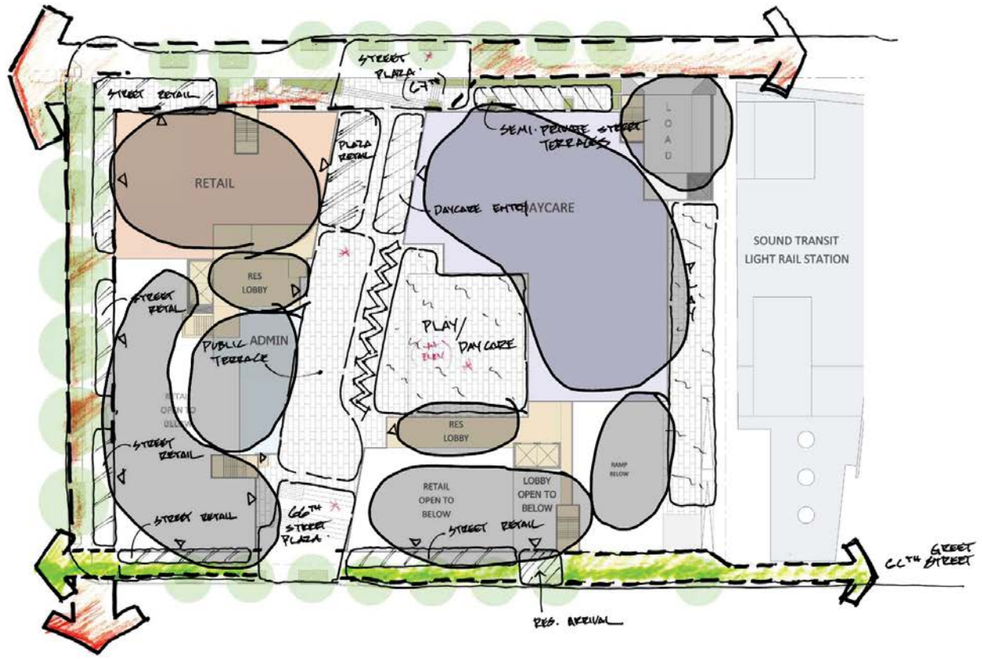
DESIGN EVOLUTION

THE EVOLUTION OF THE MASSING HAS TAKEN CAREFUL CONSIDERATION OF INPUT RECEIVED BY THE COMMUNITY; IN PARTICULAR THE ROOSEVELT NEIGHBORHOOD ASSOCIATION (RNA), THE DEVELOPMENT OBJECTIVES AS OUTLINED IN THE RFP ISSUED BY SOUND TRANSIT, THE NEIGHBORHOOD & CITYWIDE DESIGN GUIDELINES MAINTAINED BY SDCI, AND THE CRITERIA ESTABLISHED BY BELLWETHER HOUSING & MERCY HOUSING NORTHWEST THAT SUPPORTS A COLLECTIVE MISSION TO PROVIDE MEANINGFUL AND INCLUSIVE AFFORDABLE HOUSING.

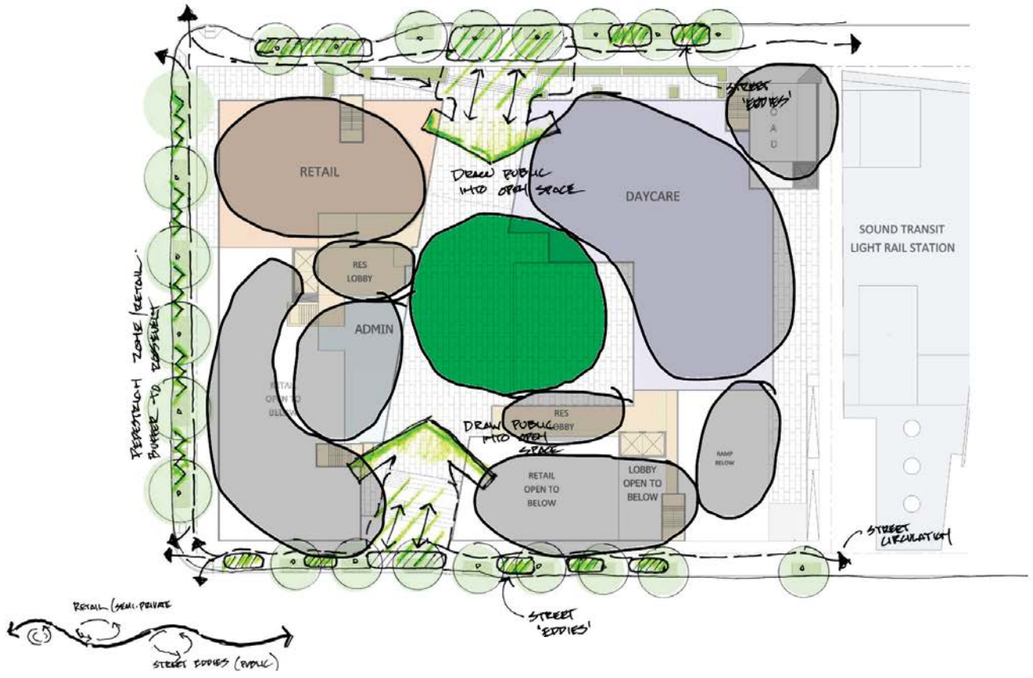
THE FOLLOWING ARE SOME OF THE KEY PRINCIPLE PRIORITIES AS IDENTIFIED BY THE ABOVE MENTIONED GROUPS:

- *MAXIMIZE THE QUANTITY OF AFFORDABLE HOUSING UNITS WITH A RANGE OF INCOMES (AT OR BELOW 60% AMI), AND INCLUSIVE OF LARGER FAMILY SIZED UNITS, TARGETING 245 UNITS.*
- *MAXIMIZE THE POTENTIAL TRANSIT RIDERSHIP BY ACHIEVING REASONABLE DENSITY.*
- *MAXIMIZE ORIENTATION TO PEDESTRIANS BY PROVIDING WIDE WALKWAYS, ROBUST LANDSCAPING, ACTIVE GATHERING SPACES, AND CONSIDERING A MID-BLOCK PEDESTRIAN PASS-THROUGH TO BETTER 66TH AND 67TH.*
- *DESIGN PUBLIC SPACE IMPROVEMENTS ALONG 66TH TO FRAME A VIEW COORIDOR.*
- *MINIMIZING ORIENTATION TO AUTOMOBILES BY MINIMIZING CURB CUTS, UTILIZING ON-STREET LOADING.*
- *INCORPORATE GROUND FLOOR USES THAT SUPPORT LOCAL BUSINESS THAT SERVE THE BUILDING, TRANSIT RIDERS, AND THE GREATER COMMUNITY THAT ARE OF VARIED SCALE AND CONTRIBUTE TO THE STREET LEVEL ACTIVITY.*
- *THE PROJECT SHOULD CONTRIBUTE TO THE NEIGHBORHOOD IDENTIFY BY CONSIDERING SUBSTANTIAL GATHERING SPACE.*

SITE DESIGN CONCEPTS: OPEN SPACES & ACTIVATION

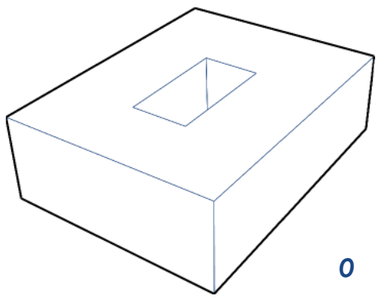


SITE DESIGN CONCEPTS: EDGES & ENGAGEMENT

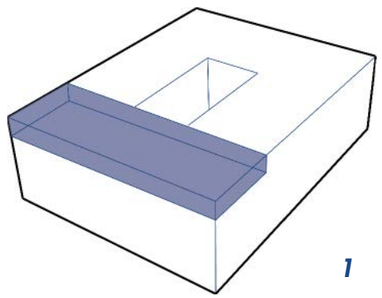


SITE DESIGN CONCEPTS: EMPHASIZING THE PUBLIC COURTYARD

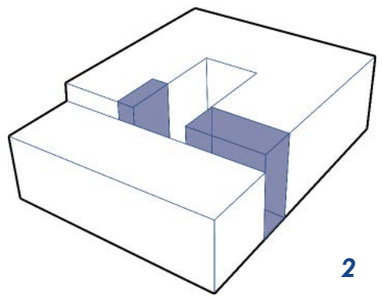




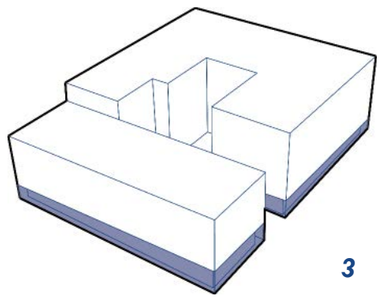
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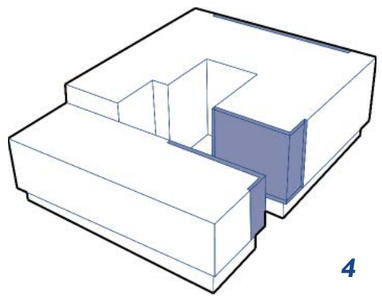
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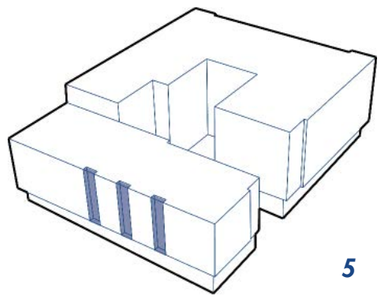
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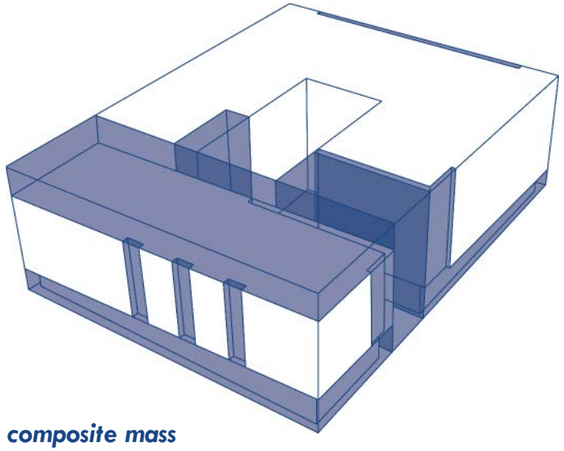
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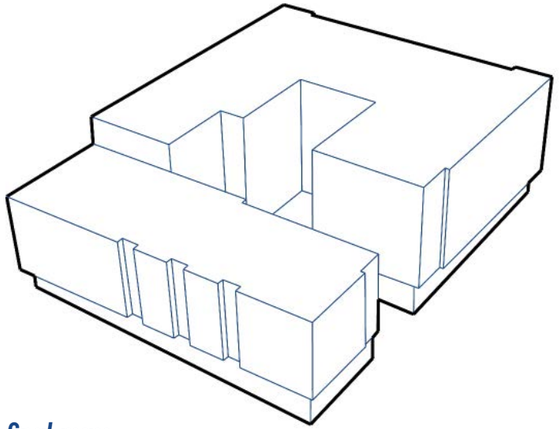
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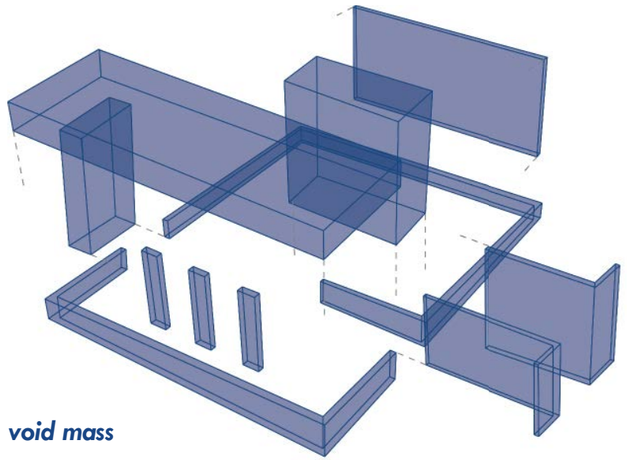
5



composite mass



final mass



void mass

REDUCTIVE STEPS

- ***0*** TOTAL ALLOWABLE BUILDING AREA IS 312,179 FT² BASED ON A 52,929 FT² SITE WITH FAR OF 5.75
- ***1*** THE TOP FLOOR OF THE EAST BUILDING WAS CARVED AWAY TO CREATE A PRIVATE OUTDOOR AMENITY FOR THE RESIDENTS OF THIS BUILDING.
  (- 14,425 FT²)
- ***2*** NOTCHING OUT A SECTION OF THE MASS ON THE SOUTH SIDE ALLOWS FOR LIGHT AND AIR TO FREELY REACH THE COURTYARD, WHILE AN ADDITIONAL VOID IS CREATED ON THE NORTH SIDE TO ALLOW PUBLIC PASSAGE THROUGH THE SPACE.
  (- 32,846 FT²)
- ***3*** INCREASING THE WALKWAY WIDTH BEYOND THE MINIMUM GROUND LEVEL SETBACK ENHANCES COMMERCIAL FRONTAGES BY CREATING SPILL SPACE AT THE EDGE OF THE STOREFRONT.
  (- 4,436 FT²)
- ***4*** A SIMPLE LARGE-SCALE RELIEF PROVIDES AN OPPORTUNITY FOR AN ARTICULATED EDGE TREATMENT THAT ALLOWS A CHANGE IN MATERIAL, COLOR AND/OR TEXTURE.
  (- 3,648 FT²)
- ***5*** MODULATION ON THE WEST FACADE REDUCES THE IMPACT OF THE MASS ON THE PUBLIC REALM AND HELPS DEFINE INTERIOR SPACE, WHILE PLAYING OFF OF THE ROOSEVELT RHYTHM THAT IS ESTABLISHED BY THE EXISTING COMMERCIAL CORE.
  (- 660 FT²)

THE FINAL MASS ALLOWS FOR GRACIOUS PEDESTRIAN CIRCULATION AROUND AND THROUGH THE FOOTPRINT OF THE BUILDING. SIMPLE ARCHITECTURAL RELIEF GIVES INTEREST TO A MASSING WHICH IS OPTIMIZED FOR THE COMPLEX PROGRAM REQUIREMENTS.
(~56,000 FT² (18%) REDUCTION FROM ZONING ENVELOPE, FAR OF 4.84)

ROOSEVELT NEIGHBORHOOD DESIGN GUIDELINES/ DESIGN ATTRIBUTES:

CS2 - URBAN PATTERN & FORM

I. SENSE OF PLACE

ALL CRITERIA.

- *ALL STREET FACING FRONTAGES WILL BE ACTIVATED BY PROVIDING A RANGE OF SCALE & USES FOR BUSINESSES AND PEDESTRIANS TO CONVERGE.*
- *THESE SPACES WILL BE IDENTIFIABLE BY DOUBLE HEIGHT GLAZING, ENTRIES THAT FRONT EACH STREET, AND AT GRADE CONNECTIONS TO THE NEIGHBORING PEDESTRIAN PLANE.*
- *LANDSCAPING, SEATING, AND OVERHEAD PROTECTION WILL HELP ENCOURAGE INTERACTION AND FACILITATE LEISURE.*
- *A THRU-BLOCK PEDESTRIAN CONNECTION ALLOWS STREET LEVEL USES TO TRANSITION FROM VISIBLE, CONTINUOUS STREET WALLS TO INTERNALLY FOCUSED, VIBRANT PLAZA FRONTAGES BY WRAPPING THE EDGES WITH GLAZING AND RETAIL/COMMERCIAL USES.*

CS2 - URBAN PATTERN & FORM

III. HEIGHT, BULK & SCALE

II. THROUGH BLOCK DEVELOPMENT; CRITERIA B & C

- *THE BUILDING IS IMMEDIATELY DIFFERENTIATED BY A FULL STORY REDUCTION BETWEEN THE EASTERN & WESTERN BLOCKS, WHICH SCALES DOWN THE MASSING AS PERCEIVED FROM BEYOND THE PROJECT SITE.*
- *THE BUILDING IS MOST IDENTIFIABLE AT STREET LEVEL BY (2) DISTINCT PARTS; 1) THE DOUBLE HEIGHT STREET-LEVEL FACADE & 2) THE RESIDENTIAL BLOCKS ABOVE.*
- *THE BUILDING IS FURTHER DIFFERENTIATED BY A THRU-BLOCK CONNECTION THAT DIVIDES THE EASTERN AND WESTERN BLOCKS AT 66TH WITH AN OPENING TO A GATHERING SPACE.*
- *A THRU-BLOCK CONNECTION BETWEEN 67TH & 66TH HELPS REDUCE AN IMPOSING BUILDING PRESENCE, WHILE ENCOURAGING PEDESTRIAN ACTIVATION.*

PL1 - CONNECTIVITY

I. A NETWORK OF PUBLIC SPACES

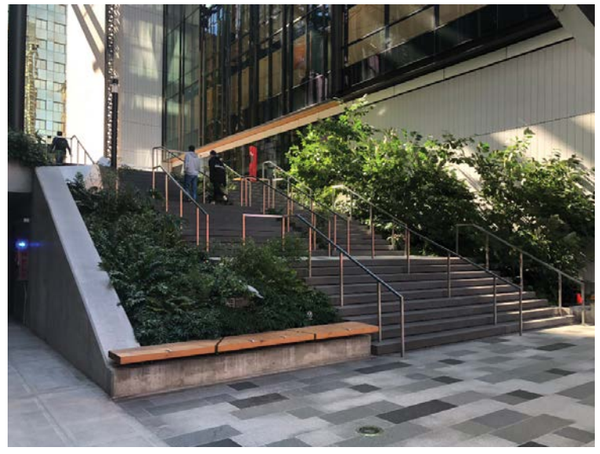
CRITERIA I & II.

- *A PUBLIC PLAZA WITH SHARED ACCESS TO BUILDING ENTRIES AND SERVICES CONNECTS RESIDENTS TO STREET FRONTING WALKWAYS WITH LINKS TO THE ROOSEVELT LIGHT RAIL STATION, TRANSIT STOPS, BIKE LANES AND THE SURROUNDING NEIGHBORHOOD BY WAY OF A THRU-BLOCK CONNECTION.*
- *THE PEDESTRIAN PLANE AT THE PLAZA AND ALONG THE PERIPHERY ALLOWS INTERIOR & EXTERIOR USES TO CONVERGE INCREASING ACTIVATION & COMMUNITY ENGAGEMENT.*
- *THE PEDESTRIAN PLANE SERVES AS AN AMENITY FOR THAT CONNECTS PEOPLE WITH THEIR COMMUNITY.*
- *PROVIDING ON-STREET LOADING AND SOLID WASTE SERVICES REDUCES PEDESTRIAN VS. VEHICULAR CONFLICTS MAKING A STRONGER LESS DISRUPTIVE WALKWAY.*

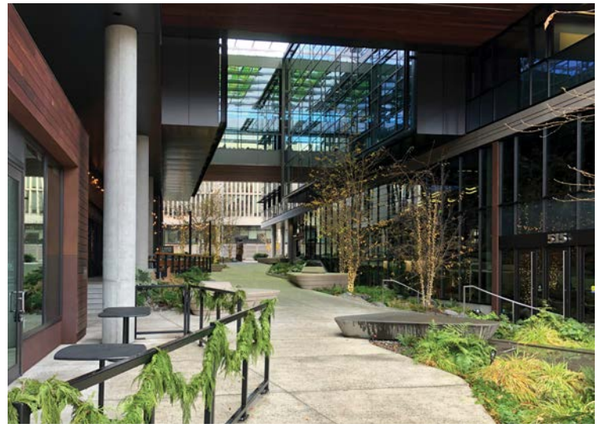
GRAPHIC RESPONSE:













ROOSEVELT NEIGHBORHOOD DESIGN GUIDELINES/ DESIGN ATTRIBUTES:

PL3 - STREET-LEVEL INTERACTION

II. HUMAN AND COMMERCIAL ACTIVITY

CRITERIA i.

- *THIS PEDESTRIAN PLANE & STREETSCAPE EXPERIENCE WITH ITS MIX OF ANTICIPATED GROUND-LEVEL USES WILL CONTRIBUTE TO THE EXISTING ROOSEVELT COMMERCIAL CORE CHARACTER.*
- *INCREASED SETBACKS, AND THE GENEROUS PLACEMENT OF RETAIL/COMMERCIAL USES AT THE PEDESTRIAN PLANE WILL ENHANCE ACTIVITY THAT TARGETS BUILDING RESIDENTS, TRANSIT USERS, AND THE GREATER COMMUNITY.*
- *ALL STREET FACING FRONTAGES PRIORITIZE PEDESTRIAN ACTIVITY BY PROVIDING SPACES AND LANDSCAPING THAT ENHANCE BOTH MOVING AND RESTING.*

PL4 - ACTIVE TRANSPORTATION

I. TRANSIT SUPPORTIVE DESIGN

ALL CRITERIA.

- *INCREASED SETBACKS PROVIDE EXPANDED OPPORTUNITIES FOR MOBILITY OF PEDESTRIAN TRAFFIC.*
- *OVERHEAD PROTECTION ALONG ALL STREET FACING FRONTAGES WILL HELP PROTECT PEDESTRIANS FROM THE ELEMENTS & ENCOURAGE RESPITE.*
- *WAYFINDING CUES & SITE FEATURES INCLUDING LIGHTING, SURFACE TREATMENT, LANDSCAPING, BIKE RACKS, AND SEATING IS INTENDED TO PROVIDE SAFE & ACCESSIBLE DESIGN THAT SUPPORTS MULTI-MODULE TRANSPORTATION.*
- *A RANGE OF SCALE AND SERVICES & THEIR VISIBILITY AT GROUND LEVEL WILL HELP INCREASE AWARENESS OF AVAILABLE PUBLIC AND RETAIL/COMMERCIAL SPACES TO COMMUTERS.*

DC2 - ARCHITECTURAL CONCEPT

II. ARCHITECTURAL AND FACADE COMPOSITION

ALL CRITERIA.

- *MATERIALS HELP CREATE A DISTINCT YET COHESIVE DESIGN BETWEEN UPPER AND LOWER LEVELS. THIS HELPS SCALE DOWN THE PERCEIVED HEIGHT OF THE BUILDING MASS.*
- *LOWER LEVELS TAKE CUES FROM THE COMMERICAL CORE AND ROOSEVELT HIGH SCHOOL USING STOREFRONT FOR TRANSPARENCY AND MASONRY & CONCRETE TO GROUND THE BUILDING AND PROVIDE FINE GRAINED TEXTURE.*
- *UPPER LEVELS USE METAL & CEMENT PANELS TO BREAK UP THE BUILDING SEGMENTS THAT DIFFERENTIATE CORNERS & ENTRIES.*
- *COLUMNS, SOFFITS & CANOPIES ADD DEPTH AND CLEAR ARTICULATION OF STREETLEVEL BASE AND RESIDENTIAL BLOCKS ABOVE.*

GRAPHIC RESPONSE:





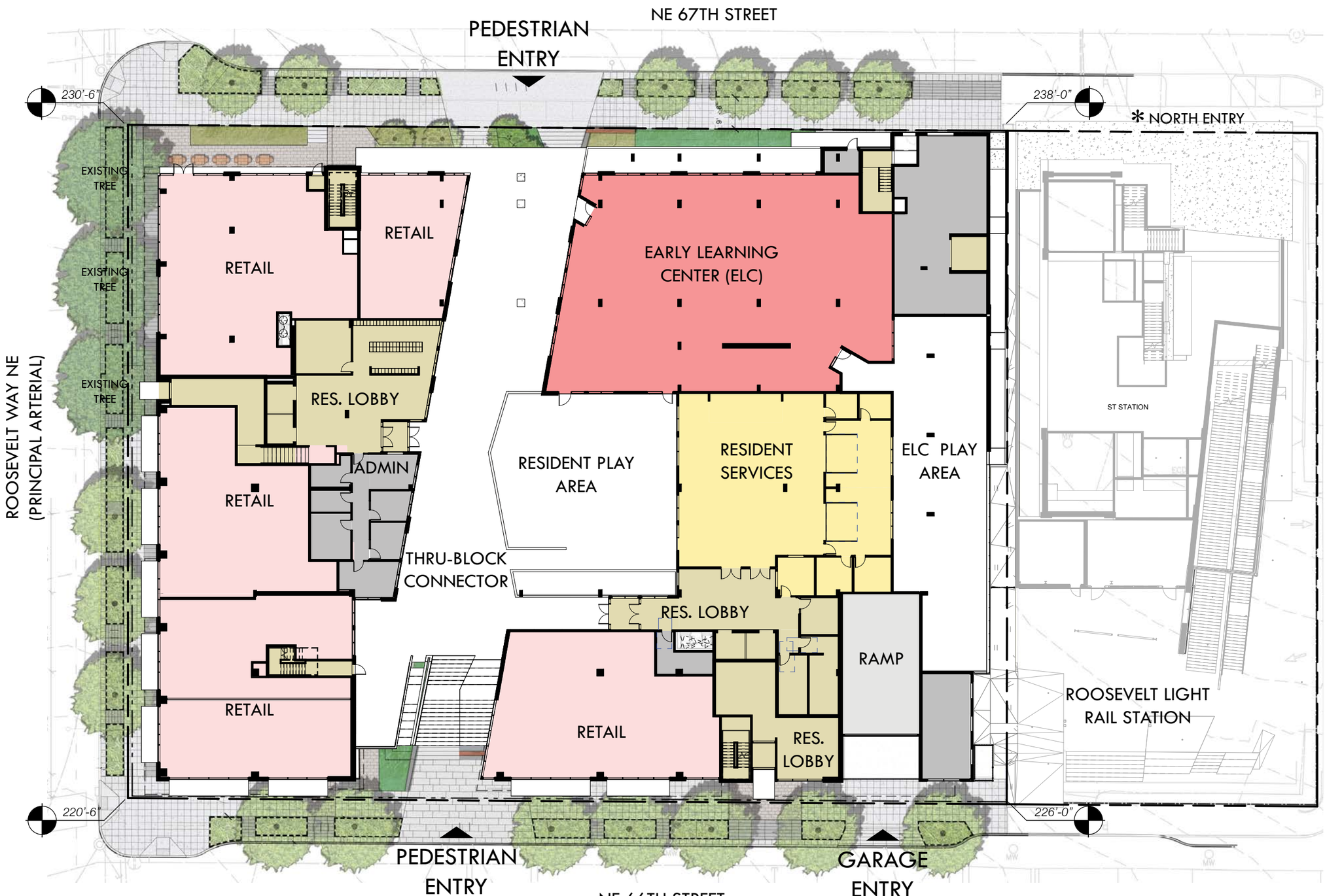








COMPOSITE SITE PLAN



PROGRAM KEY

- DAYCARE
- AMENITY
- RETAIL
- CIRCULATION
- SERVICE
- STORAGE
- PARKING

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1. MASSING & RESPONSE TO CONTEXT

COMMENT b. STAFF IS CONCERNED THAT THE DESIGN CONCEPT IS ONLY EXPRESSED WITHIN THE INTERIOR OF THE SITE AND NOT APPLIED TO THE BUILDING EXTERIOR, AND NOTES THAT THE APPLICATION OF THE CONCEPT SHOULD RESULT IN A UNIFIED DESIGN THAT FITS WELL WITHIN ITS SURROUNDINGS.

RESPONSE:

*THE GENERAL CONCEPT OF THIS DEVELOPMENT IS ABOUT **BRIDGING** AND **CONNECTING**, OF BOTH THE BUILDING ELEMENTS AND THE CHARACTER OF THE COMMUNITY BY:*

- CREATING A THRU-BLOCK PASSAGE THAT LINKS NE 66TH TO NE 67TH STREETS.
- USING GRADE TO PROVIDE A RANGE OF OPPORTUNITIES FOR STREET LEVEL ACTIVATION.
- OPTIMIZING TENANT SPACES THAT ARE FLEXIBLE AND TRANSPARENT.
- CREATING SECURE AND IDENTIFIABLE ENTRIES.
- INCLUDING EXTENSIVE LANDSCAPING THAT PROVIDES PLACES FOR SEATING AND MOBILITY.
- CREATING FACADES THAT HAVE A VARIED YET COHESIVE DESIGN CONSISTENT WITH THE NEIGHBORHOOD IDENTITY.
- WRAPPING STREET FACING FACADE INTO THE PUBLIC PLAZA FOR CONTINUITY AND INTERACTION.





1. MASSING & RESPONSE TO CONTEXT

COMMENT c. STAFF GENERALLY SUPPORTS THE PROPOSED THROUGH-BLOCK CONNECTION AND ITS ORIENTATION. STAFF, HOWEVER, IS CONCERNED THAT THE SPACE – DESCRIBED AS A CANYON – LACKS A HUMAN SCALE.

RESPONSE:

THE "CANYON" IS A METAPHOR SUGGESTIVE OF A SPACE THAT PROVIDES A SENSE OF ***SECURITY*** *AND* ***SANCTUARY*** *BY:*

- CREATING A SEMI-ENCLOSED AREA THAT SHIELDS STREET NOISE.
- PROVIDING EXPOSURE TO SOUTH FACING LIGHT.
- USING GRADE TO TAKE ADVANTAGE OF VIEW CORRIDORS FROM NE 67TH TO SOUTH FACING NE 66TH STREETS.
- ESTABLISHING A SENSE OF PLACE FOR TRANSIT USERS, RESIDENTS, AND THE SURROUNDING COMMUNITY.
- INCLUDING SPACES SUCH AS A DOUBLE STORY PEDESTRIAN PORTAL, RESIDENT PLAY AREA, AND SPILL OUT AREAS FROM SURROUNDING RETAIL.
- PROVIDING SPACES GENEROUS ENOUGH FOR A DIVERSITY OF USES AND SOCIAL PARTICIPATION SUCH AS GATHERING, OBSERVATION, AND LEISURE.
- REFERENCING SUCCESSFUL PRECEDENT EXAMPLES INCLUDING; AMAZON DOPPLER, WAREHOUSE 345, AMAZON BIGFOOT, AND PLAZA ROBERTO MAESTAS.





1. MASSING & RESPONSE TO CONTEXT

COMMENT d. STAFF IS CONCERNED ABOUT THE MONOLITHIC APPEARANCE OF THE NEAR FULL-BLOCK DEVELOPMENT SITE. DEVELOP MASSING MODULATION, FACADE ARTICULATION, SECONDARY ARCHITECTURAL FEATURES AND MATERIALITY IN A MANNER THAT BREAKS DOWN THE PERCEIVED BULK, RELATES TO THE DESIGN CONCEPT, AND ESTABLISHES A SCALE THAT IS IN PROPORTION TO THE FOUR UNIQUE FRONTAGES.

RESPONSE:

THE MODULATION, ARTICULATION, SECONDARY FEATURES, AND MATERIAL TREATMENT HAS BEEN CAREFULLY CONSIDERED IN AN EFFORT TO ***CREATE A SCALE THAT IS APPROPRIATELY SIZED, RESPONSIVE TO COMMUNITY & STAKEHOLDER OBJECTIVES, AND CONSCIOUS OF THE LARGER NEIGHBORHOOD CONTEXT.*** *EACH FAÇADE IS TREATED DIFFERENTLY WITHOUT BREAKING THE OVERACHIEVING MATERIAL, TEXTURAL, AND COLOR PALETTE HIERARCHY, WHILE MAINTAINING A CONSISTENCY IN THE MASSING LANGUAGE AS ESTABLISHED DURING EDG AS FOLLOWS:*

SOUTH

- BUILDINGS ARE BISECTED BY THE THRU-BLOCK CONNECTOR.
- ALLOWS STREET USES TO WRAP INTO THE PUBLIC PLAZA.
- FEATURED STAIRS ARE PROVIDED TO WELCOME AND ENCOURAGE COMMUNITY INTERACTION AND PROVIDE ACCESS TO THE PUBLIC PLAZA.
- THE 66TH FRONTING CANOPIES ESTABLISH A STATIC DATUM THAT BREAKS UP THE DOUBLE HEIGHT STOREFRONT.
- GROUND LEVEL USES ARE SET BACK FROM THE LEVELS ABOVE.
- ENTRIES ARE DISTINGUISHABLE THROUGH THE USE OF SIGNAGE, LIGHTING, AND MATERIAL TREATMENT.
- MASONRY, CONCRETE, AND STOREFRONT CLAD THE FACADES OF THE PEDESTRIAN REALM, WITH CANOPIES USED AS OVERHEAD PROTECTION.
- THE STORIES ABOVE STREET LEVEL USE A RANGE OF COLOR MATERIAL STRATEGICALLY TO WORK WITH THE MODULATION OF THE BUILDING.
- PROVIDES A MIX OF ENTRIES FOR RETAIL, RESIDENTIAL, BIKE AND VEHICULAR ACCESS.





1. MASSING & RESPONSE TO CONTEXT

COMMENT d. STAFF IS CONCERNED ABOUT THE MONOLITHIC APPEARANCE OF THE NEAR FULL-BLOCK DEVELOPMENT SITE. DEVELOP MASSING MODULATION, FACADE ARTICULATION, SECONDARY ARCHITECTURAL FEATURES AND MATERIALITY IN A MANNER THAT BREAKS DOWN THE PERCEIVED BULK, RELATES TO THE DESIGN CONCEPT, AND ESTABLISHES A SCALE THAT IS IN PROPORTION TO THE FOUR UNIQUE FRONTAGES.

COMMENT e. STAFF DOES NOT SUPPORT THE LARGELY UNMODULATED AND UNARTICULATED NORTH FAÇADE AS IT EMPHASIZES THE MONOLITHIC APPEARANCE AND FAILS TO RESPOND TO THE EXISTING RESIDENTIAL SCALE AND CHARACTER ALONG NE 67TH ST. STAIRWELLS SHOULD NOT PROJECT BEYOND OR BE IN PLANE WITH THE ADJACENT FACADES AS IT MAXIMIZES HEIGHT AND BULK ALONG THE STREET FRONTAGE.

COMMENT f. STAFF RECOMMENDS EMPHASIZING THE APPEARANCE OF TWO SEPARATE BUILDINGS, ONE ON EITHER SIDE OF THE THROUGH-BLOCK CONNECTION, TO BETTER RESPOND TO NEIGHBORHOOD SCALE AND CHARACTER.

COMMENT g. STAFF IS CONCERNED ABOUT THE LEGIBILITY OF THE PORTAL AT THE NORTH END OF THE THROUGH BLOCK CONNECTION AND RECOMMENDS THAT THE MASS AND FAÇADE TREATMENT BE DESIGNED TO EXPRESS THE PORTAL AND SIGNIFY A CHANGE AT THE GROUND LEVEL. STAFF NOTES THIS TREATMENT SHOULD ALSO CONTRIBUTE TO THE PERCEIVED BREAK BETWEEN TWO SEPARATE BUILDINGS. CONSIDER A HIGHLY GLAZED RECESS THE FULL WIDTH OF THE PORTAL THAT CONTINUES THE FULL HEIGHT OF THE STRUCTURE.

RESPONSE:

THE MODULATION, ARTICULATION, SECONDARY FEATURES, AND MATERIAL TREATMENT HAS BEEN CAREFULLY CONSIDERED IN AN EFFORT TO ***CREATE A SCALE THAT IS APPROPRIATELY SIZED, RESPONSIVE TO COMMUNITY & STAKEHOLDER OBJECTIVES, AND CONSCIOUS OF THE LARGER NEIGHBORHOOD CONTEXT.*** *EACH FAÇADE IS TREATED DIFFERENTLY WITHOUT BREAKING THE OVERACHIEVING MATERIAL, TEXTURAL, AND COLOR PALETTE HIERARCHY, WHILE MAINTAINING A CONSISTENCY IN THE MASSING LANGUAGE AS ESTABLISHED DURING EDG AS FOLLOWS:*

NORTH

- IS A DYNAMIC ELEVATION AS IT BRIDGES THE WEST AND EAST BUILDING WITH COLOR, MATERIAL, AND MODULATED FACADES.
- ALLOWS STREET USES TO WRAP INTO THE PUBLIC PLAZA.
- PROVIDES AN ACCESSIBLE POINT OF ENTRY TO THE PLAZA.
- USES GRADE AND LANDSCAPING TO PROVIDE PROTECTION, DEPTH, AND INTEREST AT THE PEDESTRIAN REALM.
- GROUND LEVEL USES ARE GENEROUSLY SET BACK FROM THE LEVELS ABOVE.
- CREATES AN OPPORTUNITY FOR THE BUILDING FACADE TO STEP AND TRANSITION WITH THE TOPOGRAPHY OF THE SITE.
- MASONRY, CONCRETE, AND STOREFRONT CLAD THE FACADES OF THE PEDESTRIAN REALM, WITH CANOPIES USED AS OVERHEAD PROTECTION.
- PROVIDES A SIGNIFICANT ENTRY PORTAL OFF OF 67TH THAT ENCOURAGES FOOT TRAFFIC TO ENTER, AND PROVIDES A VIEW CORRIDOR TO THE SOUTH.
- PROVIDES A SHARED PATTERN AND MATERIAL LANGUAGE RESIDENTIAL AND NON-RESIDENTIAL USES AT THE ENTRY PORTAL.





1. MASSING & RESPONSE TO CONTEXT

COMMENT d. STAFF IS CONCERNED ABOUT THE MONOLITHIC APPEARANCE OF THE NEAR FULL-BLOCK DEVELOPMENT SITE. DEVELOP MASSING MODULATION, FACADE ARTICULATION, SECONDARY ARCHITECTURAL FEATURES AND MATERIALITY IN A MANNER THAT BREAKS DOWN THE PERCEIVED BULK, RELATES TO THE DESIGN CONCEPT, AND ESTABLISHES A SCALE THAT IS IN PROPORTION TO THE FOUR UNIQUE FRONTAGES.

RESPONSE:

THE MODULATION, ARTICULATION, SECONDARY FEATURES, AND MATERIAL TREATMENT HAS BEEN CAREFULLY CONSIDERED IN AN EFFORT TO ***CREATE A SCALE THAT IS APPROPRIATELY SIZED, RESPONSIVE TO COMMUNITY & STAKEHOLDER OBJECTIVES, AND CONSCIOUS OF THE LARGER NEIGHBORHOOD CONTEXT.*** *EACH FAÇADE IS TREATED DIFFERENTLY WITHOUT BREAKING THE OVERACHIEVING MATERIAL, TEXTURAL, AND COLOR PALETTE HIERARCHY, WHILE MAINTAINING A CONSISTENCY IN THE MASSING LANGUAGE AS ESTABLISHED DURING EDG AS FOLLOWS: .*

EAST

- IDENTIFIED BY ITS PROXIMITY TO THE ROOSEVELT LIGHT RAIL STATION.
- IS MORE SUBTLE IN ITS MATERIAL AND COLOR TREATMENT, AS NOT TO COMPETE BUT COMPLIMENT THE STATION.
- CREATES A PROTECTED PLAY AREA FOR THE EARLY LEARNING CENTER.
- USES LIGHTING AND LANDSCAPING AS A WAY TO WORK IN TANDEM WITH THE DESIGN OF THE STATION FACADE AND LANDSCAPE TREATMENTS.
- SUBDUES THE BACK-OF-HOUSE AREAS BY PROVIDING OPENINGS, AND MATERIAL TREATMENT CONSISTENT WITH THE OVERALL BUILDING DESIGN.
- PROVIDES A GENEROUS SETBACK FROM THE PROPERTY LINE AND STATION TO MAINTAIN THE GLAZING PATTERN ESTABLISHED ELSEWHERE.



COMMENT h. STAFF NOTES THAT THE EAST FACADE WILL BE HIGHLY VISIBLE OVER THE FUTURE LIGHT RAIL STATION. FOR THIS REASON, STAFF PREFERS THE TREATMENT OF THE EASTERN EDGE OF OPTION 2 AS IT BETTER BREAKS DOWN THE BULK AND SCALE. STAFF DIRECTS THE APPLICANT TO INCORPORATE SIGNIFICANT MODULATION, FACADE ARTICULATION AND SECONDARY FEATURES INTO OPTION 3 IN A MANNER THAT RESOLVES THESE CONCERNS, CREATES VISUAL INTEREST AND ACTIVATES THE EASTERN EDGE.

RESPONSE:

*THE GENERAL CONCEPT OF THIS FACADE IS TO ACT A****S A BACKDROP*** *TO THE MORE HIGHLY VISIBLE LIGHT RAIL STATION, WHICH IS CONSISTENT WITH THE MASSING SUGGESTED IN OPTION 3 BY:*

- USING THE GROUND PLANE TO ENHANCE THE CONTINUITY BETWEEN THE TWO DEVELOPMENTS.
- ALLOWING GRADE AND LANDSCAPE TO SEAMLESSLY TIE TOGETHER BETWEEN THE TWO DEVELOPMENTS.
- USING A PLANT PALETTE THAT IS CONSISTENT WITH SOUND TRANSIT'S PROPOSED LANDSCAPE PLAN ON 66TH.
- PROVIDING LANDSCAPE MATERIALS THAT HELP VISUALLY BUFFER AND SECURE THE EARLY LEARNING CENTER AND PROPERTY EASEMENT.
- PLANTING HARDY EVERGREEN AND SHADE TOLERANT MATERIALS THAT SOFTEN AND ENRICH THE STREET LEVEL EXPERIENCE.
- USING LIGHTING TO HIGHLIGHT LANDSCAPE MATERIALS, AND TO MITIGATE ANY POTENTIAL SECURITY OR VANDALISM.
- ESTABLISHING SUBTLE MATERIAL AND COLOR TREATMENTS THAT COMPLEMENT THE STATION.
- MAINTAINING A PATTERN LANGUAGE THAT PROVIDES A SENSE OF CONTINUITY BETWEEN ALL BUILDING ELEVATIONS.



1. MASSING & RESPONSE TO CONTEXT

COMMENT d. STAFF IS CONCERNED ABOUT THE MONOLITHIC APPEARANCE OF THE NEAR FULL-BLOCK DEVELOPMENT SITE. DEVELOP MASSING MODULATION, FACADE ARTICULATION, SECONDARY ARCHITECTURAL FEATURES AND MATERIALITY IN A MANNER THAT BREAKS DOWN THE PERCEIVED BULK, RELATES TO THE DESIGN CONCEPT, AND ESTABLISHES A SCALE THAT IS IN PROPORTION TO THE FOUR UNIQUE FRONTAGES.

RESPONSE CONTINUED:

THE MODULATION, ARTICULATION, SECONDARY FEATURES, AND MATERIAL TREATMENT HAS BEEN CAREFULLY CONSIDERED IN AN EFFORT TO ***CREATE A SCALE THAT IS APPROPRIATELY SIZED, RESPONSIVE TO COMMUNITY & STAKEHOLDER OBJECTIVES, AND CONSCIOUS OF THE LARGER NEIGHBORHOOD CONTEXT.*** *EACH FAÇADE IS TREATED DIFFERENTLY WITHOUT BREAKING THE OVERACHIEVING MATERIAL, TEXTURAL, AND COLOR PALETTE HIERARCHY, WHILE MAINTAINING A CONSISTENCY IN THE MASSING LANGUAGE AS ESTABLISHED DURING EDG AS FOLLOWS: .*

WEST

- USES THE EXISTING COMMERCIAL CHARACTER OF THE NEIGHBORHOOD TO ESTABLISH A PLAYFUL ROOSEVELT RHYTHM.
- THE MODULATION OF THE STORIES ABOVE STREET LEVEL PUSH AND PULL ALLOWING STRONG COLOR AND MATERIAL MOVES TO BE USED.
- THE ROOSEVELT FRONTING CANOPIES RISE AND FALL WITH GRADE LIKE NOTES IN A MUSICAL SCORE.
- THIS FACADE IS A FULL STORY REDUCED COMPARED TO THAT OF THE SOUTH AND EAST ELEVATIONS.
- HAS THE MOST CONTINUOUS STOREFRONT/RETAIL FRONTAGE OF ANY OTHER STREET FACING ELEVATION.
- PROVIDES BOTH RESIDENTIAL AND RETAIL ENTRIES.
- MASONRY, CONCRETE, AND STOREFRONT CLAD THE FACADES OF THE PEDESTRIAN REALM, WITH CANOPIES USED AS OVERHEAD PROTECTION.





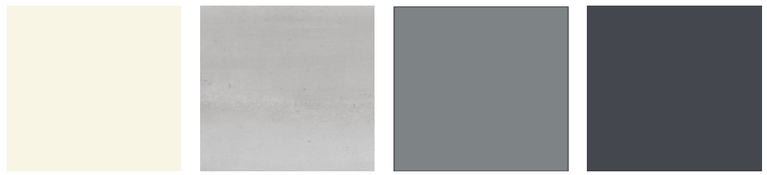
1. MASSING & RESPONSE TO CONTEXT

COMMENT i. STAFF DOES NOT SUPPORT THE SUGGESTED MATERIALITY OF THE UPPER LEVELS; PARTICULARLY, THE USE OF LARGE-SCALE PANELS WITHOUT TEXTURE. FACADE COMPOSITION AND MATERIALITY SHOULD BE DEVELOPED IN A MANNER CONSISTENT WITH THE ARCHITECTURAL CONCEPT AND DESIGN GUIDELINES.

RESPONSE:

THE GENERAL CONCEPT IS TO PROVIDE A FACADE AND MATERIAL ***COMPOSITION THAT IS CONSISTENT WITH THE NEIGHBORHOOD*** *BY:*

- REFERENCING EXISTING AND NEW DEVELOPMENTS.
- PROPOSING MATERIALS SUCH AS PUNCHED OPENINGS, FIBER CEMENT, AND METAL PANELS THAT COMPLEMENT THE STREET LEVEL PALETTE.
- USING BATTENS AND METAL PROFILES TO ADD DEPTH AND VARIATION.
- INCREASING THE USE OF WINDOW MULLIONS TO PROVIDE ARTICULATED BREAKS IN THE FACADE.
- USING A RANGE OF WARM AND PLAYFUL COLORS THAT ENLIVEN THE FACADE AND ADD VISUAL INTEREST.
- ENHANCING THE MODULATION OF THE BUILDING THROUGH THE USE OF MATERIAL AND COLOR TO CREATE VISUAL HIERARCHY.
- PROVIDING AN OVERHANG OF THE UPPER LEVELS THAT BREAKS THE MATERIAL AND PROGRAMMATIC USES OF THE EXPERIENCE BELOW.
- APPLYING MATERIAL AND COLOR TREATMENT TO PROVIDE VISUAL CUES THAT BRIDGE THE WEST AND EAST BUILDINGS AT THE NORTH ELEVATION.
- APPLYING MATERIAL AND COLOR TREATMENT TO PROVIDE VISUAL CUES THAT BOOKEND THE PUBLIC PLAZA TO THE SOUTH ELEVATION.


PANEL SIDING

CONCRETE

PANEL SIDING

PANEL SIDING


PANEL SIDING


STOREFRONT SYSTEM


PANEL SIDING


PANEL SIDING


METAL PANEL


METAL PANEL


BRICK


SOFFIT





2. STREET LEVEL USES & ENTRIES

COMMENT a. ALL USES, INCLUDING RETAIL, DAYCARE AND RESIDENTIAL LOBBIES, SHOULD ACTIVATE AND CREATE A STRONG CONNECTION TO THE PUBLIC REALM ALONG EACH OF THE THREE FRONTAGES.

RESPONSE :

THE GENERAL CONCEPT IS TO ALLOW USES TO ***STRENGTHEN STREET FACING FACADES, AS WELL AS THE PUBLIC PLAZA BY:***

- PROVIDING ENTRY AND ACCESS POINTS FOR PEDESTRIANS, CYCLISTS, AND VEHICLES TO USE THE SITE SAFELY AND EFFICIENTLY TOGETHER.
- ENHANCING THE STREET LEVEL EXPERIENCING BY PRIORITIZING AMENITIES THROUGH WIDENED WALKWAYS AND INCREASED LANDSCAPE.
- INCLUDING SUBSTANTIAL GATHERING SPACE FOR COMMUNITY ACTIVITIES WITHIN THE PUBLIC PLAZA, AND AT THE STREET.
- MAXIMIZING USES THAT SERVE COMMUNITY INTERESTS, AND SUPPORT A RANGE OF RETAIL OPPORTUNITIES.
- ENHANCING NATURAL SURVEILLANCE THROUGH HIGHLY GLAZED FACADES THAT ENCOURAGES PEDESTRIAN USE AND COMMUNITY GATHERING.
- EXTENDING SPACES SUCH AS THE EARLY LEARNING CENTER, RESIDENT AMENITIES, ADMINISTRATION, AND RETAIL INTO THE PUBLIC PLAZA.

COMMENT b. STAFF SUPPORTS THE ORIENTATION OF DAYCARE, ADMINISTRATIVE, AND RESIDENTIAL USES ONTO THE THROUGH-BLOCK CONNECTION AS IT HAS THE POTENTIAL TO ACTIVATE THE SPACE BY DRAWING PEDESTRIANS IN AND THROUGH. STAFF RECOMMENDS WRAPPING THE RETAIL FRONTAGE ONTO THE THROUGH-BLOCK CONNECTION AT THE NORTH AND SOUTH ENDS THROUGH THE USE OF HIGHLY GLAZED CORNERS, ENTRIES AND/ OR SPILLOVER SPACE.

RESPONSE:

REFERENCE RESPONSE TO 2a.







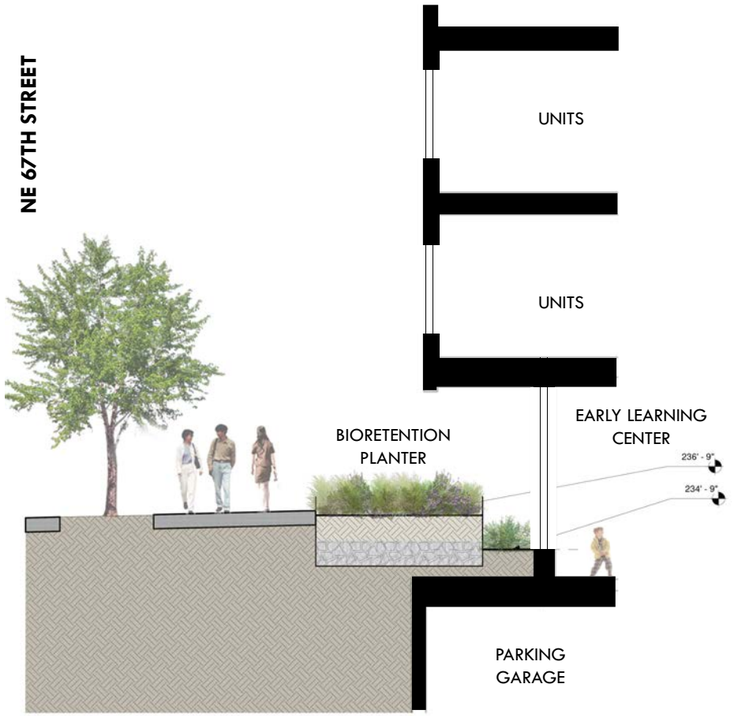
2. STREET LEVEL USES & ENTRIES

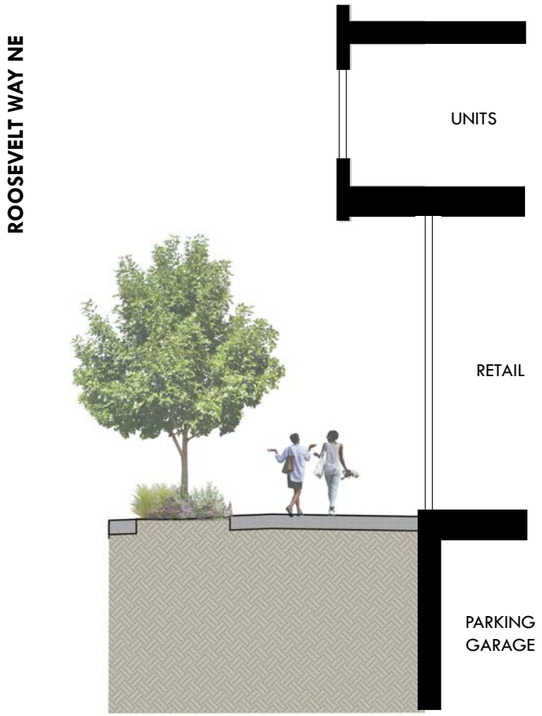
COMMENT c. STAFF QUESTIONS HOW GROUND-LEVEL USES RESPOND TO GRADE ALONG THE PERIMETER OF THE SITE AND REQUESTS DETAILED SIDEWALK SECTIONS AT THE RECOMMENDATION PHASE. GROUND LEVEL USES SHOULD STEP WITH THE GRADE, PROVIDE GROUND-LEVEL ENTRIES, AND AVOID SUNKEN SIDEWALK OR SETBACK CONDITIONS.

RESPONSE:

*THE GENERAL CONCEPT IS TO USE **GRADE AS AN ELEMENT TO ENHANCE DESIGN, SECURITY, AND INTERACTION BY:***

- STEPPING THE LANDSCAPE WITH GRADE TO PROMOTE HUMAN SCALE, AND VISUAL CLARITY.
- PROVIDE SHORT-TERM BIKE STALLS, SEATING, ENTRIES, AND SPILL OUT SPACE FROM RETAIL AREAS THAT WORK AND TRANSITION WITH GRADE.
- USING GRADE AT ITS LOWEST POINTS TO INCREASE THE HEIGHT OF RETAIL AND AMOUNT OF GLAZING.
- USING GRADE AT ITS HIGHEST POINTS TO CONCEAL THE PARKING GARAGE.
- USING GRADE FROM THE PORTAL ENTRY OFF 67TH TO FRAME A VIEW CORRIDOR TO THE SOUTH.
- USING GRADE OFF OF 66TH TO PROVIDE A FEATURE STAIR THAT SERVES AS AN ACTIVE PUBLIC AMENITY, AND ACCESS TO THE PUBLIC PLAZA.
- BLENDING THE TRANSITION BETWEEN THE TWO DEVELOPMENTS ON THE EAST END AS A WAY TO ESTABLISH DESIGN CONTINUITY AND IDENTITY.





NE 67TH STREET-



NE 66TH STREET



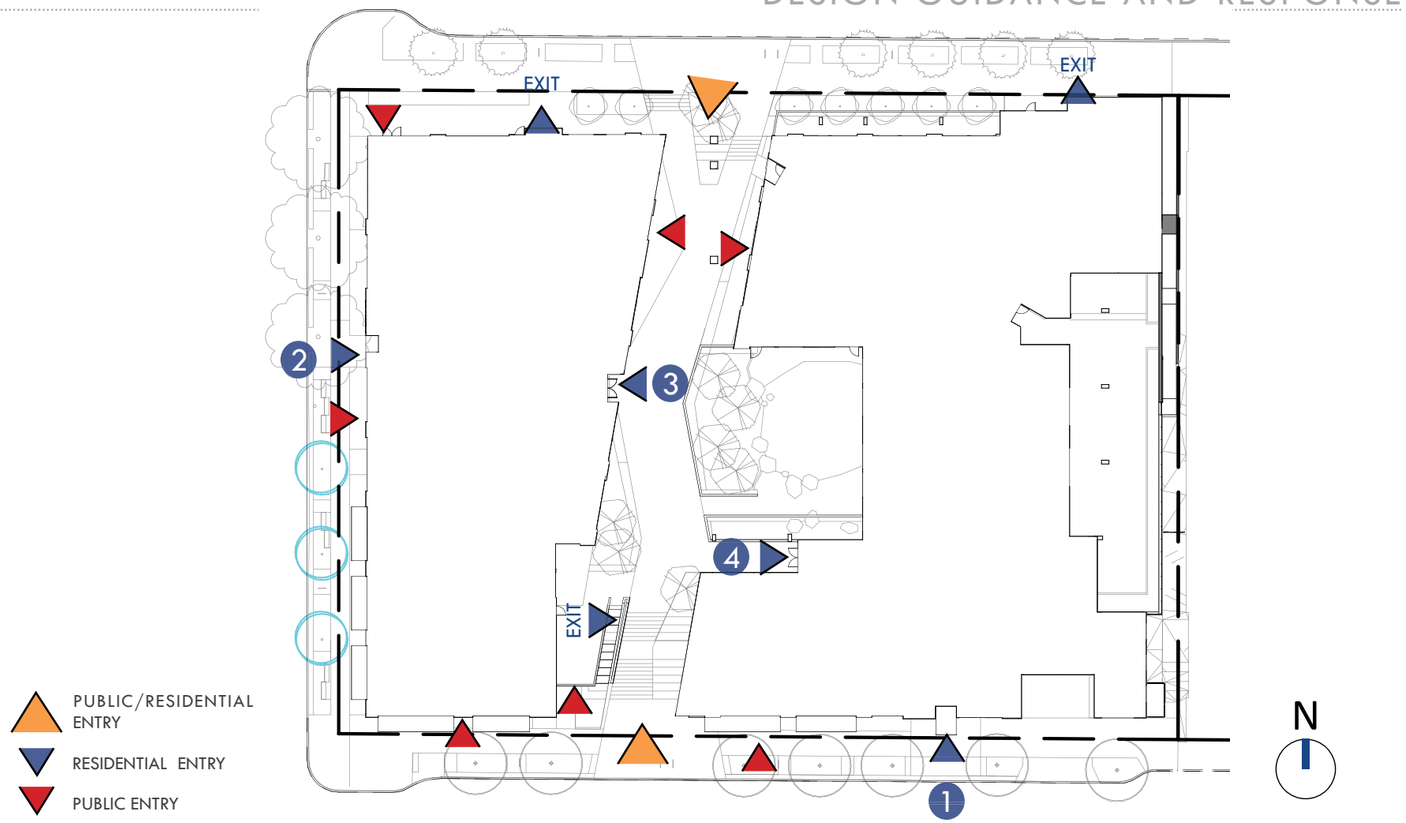
2. STREET LEVEL USES & ENTRIES

COMMENT d. DUE TO SITE SIZE AND CONTEXT, STAFF IS CONCERNED ABOUT THE LACK OF CONVENIENT RESIDENTIAL ENTRIES AND RECOMMENDS INCORPORATING SECONDARY ENTRIES ALONG ROOSEVELT WAY NE AND NE 67TH ST. STAFF NOTES THAT THE LOADING AREA AND STAIR IN THE NORTHEAST CORNER OF THE SITE WILL LIKELY BE HEAVILY USED FOR RESIDENTIAL ACCESS AS IT IS NEAREST TO THE NORTH ENTRY LOBBY OF THE FUTURE LIGHT RAIL STATION. THE NORTHEAST CORNER SHOULD BE DESIGNED TO READ AND FUNCTION AS A RESIDENTIAL ENTRY.

RESPONSE:

*THE GENERAL CONCEPT IS TO **PROVIDE A RANGE OF CONVENIENT AND ACCESSIBLE ENTRIES** TO AND THROUGH THE SITE BY:*

- PROVIDING PRIMARY PUBLIC PLAZA ACCESS POINTS FROM THE NORTH ENTRY PORTAL ON 67TH, AND SOUTH ENTRY FEATURE STAIRS ON 66TH.
- CREATING ENTIRES FROM THE PLAZA TO ADMINISTRATIVE AND RESIDENT SERVICES, AND THE EARLY LEARNING CENTER THAT SUPPORT RESIDENTS.
- PROVIDING SECONDARY RESIDENTIAL ENTRIES OFF ROOSEVELT, AND 66TH WITH LOBBIES FOR DELIVERIES, STAFF, AND RESIDENT USE.
- PROVIDING EMERGENCY EGRESS THROUGHOUT THE SITE INCLUDING ONTO 67TH AND 66TH, IDENTIFIED BY STAIR TOWERS THAT MEET GRADE.
- INTRODUCING RETAIL ENTRIES AT VARIOUS STREET FACING LOCATIONS TO ALLOW CONVENIENT ACCESS BY RESIDENTS.



1 ENTRY- SE 67TH STREET



2 ENTRY- NE ROOSEVELT WAY



3 ENTRY- THRU BLOCK CONNECTOR



4 ENTRY- THRU BLOCK CONNECTOR



3. OPEN SPACE & PEDESTRIAN CIRCULATION

COMMENT b. STAFF IS CONCERNED THAT THE THROUGH-BLOCK CONNECTION WILL NOT BE PERCEIVED AS A PUBLICLY ACCESSIBLE SPACE DUE TO THE STAIRS AT THE SOUTH END AND THE BRIDGED PORTAL AT THE NORTH END. DESIGN THE STAIRS AT SOUTH END TO BE WELCOMING, RATHER THAN A PERCEIVED BARRIER TO ACCESS, AND ENHANCE THE OPENNESS OF THE BRIDGED PORTAL.

RESPONSE:

*THE GENERAL CONCEPT IS TO **ENCOURAGE PUBLIC USE** OF THE THROUGH-BLOCK CONNECTION AND SOUTH FEATURE STAIR BY:*

- ORIENTING THE THROUGH-BLOCK CONNECTOR TO MAXIMIZE SOUTHERN EXPOSURE.
- UTILIZING A SPECIAL SURFACE TREATMENT AT THE STAIR AS A VISUAL AND WAYFINDING CUE TO PEDESTRIAN FOOT TRAFFIC.
- SURROUNDING THE STAIR WITH SHORT-TERM BIKE PARKING, SEATING OPPORTUNITIES, AND RETAIL USES THAT WRAP THE CORNERS.
- SETTING THE STAIR BACK AS A WAY TO PROVIDE A NATURAL TRANSITION AND WELCOMING CUE FROM THE RIGHT-OF-WAY.
- PROVIDING LANDSCAPING AND SEATING WITHIN THE STAIR AS A WAY TO SOFTEN THE SPACE, AND ENCOURAGE PEDESTRIAN USE.
- SPLITTING THE WEST AND EAST BUILDINGS TO BOOKEND THE STAIR OFF 66TH.
- PROVIDING A DOUBLE HEIGHT PORTAL OFF 67TH TO FRAME STAIR FROM THE SOUTH APPROACH.



COMMENT c. DUE TO THE LOCATION ALONG A DESIGNATED GREEN STREET IN THE COMMERCIAL CORE, STAFF PRIORITIZES AND RECOMMENDS DESIGNING THE STAIR, ITS LANDINGS, AND THE ADJACENT SIDEWALK SPACE AT THE SOUTH END OF THE THROUGH-BLOCK CONNECTION AS AN INTEGRATED AND COHESIVE OPEN SPACE.

RESPONSE:

REFERENCE RESPONSES TO 1b., 1c., 1d., 2a., AND 2b.

PCC GREEN LAKE (SEATTLE)





3. OPEN SPACE & PEDESTRIAN CIRCULATION

COMMENT d. STAFF NOTES THAT SIGNAGE WILL BE CRITICAL TO PEDESTRIAN WAYFINDING, PARTICULARLY AS IT RELATES TO NAVIGATING THE THROUGH-BLOCK CONNECTION. SIGNAGE SHOULD ADD INTEREST TO THE STREETSCAPE, RELATE TO THE DESIGN CONCEPT, AND CONVEY PEDESTRIAN ACCESS THROUGH THE THROUGH-BLOCK CONNECTION.

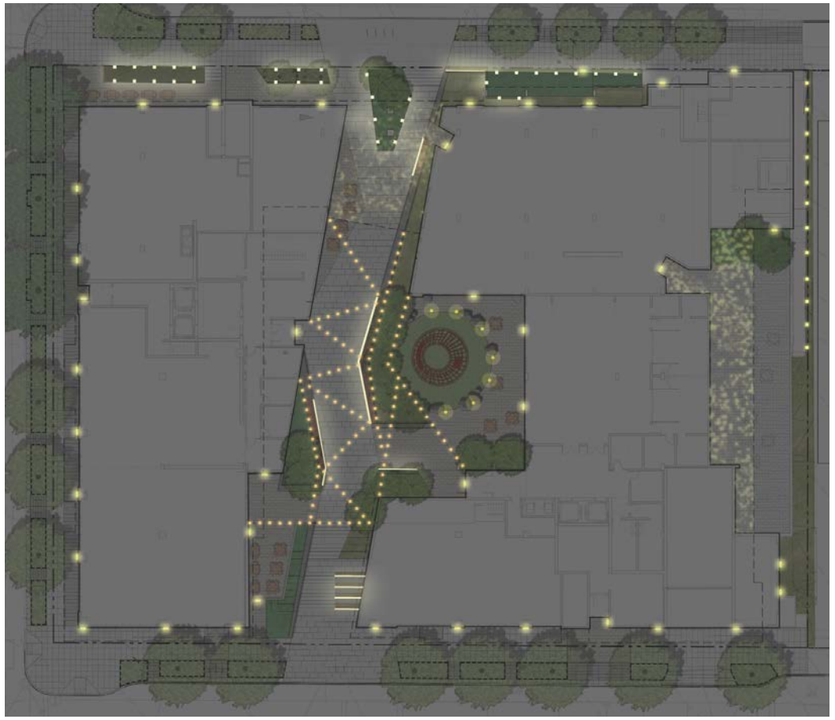
RESPONSE:

THE GENERAL CONCEPT IS TO USE LANDSCAPING, LIGHTING, SEATING, AND ***SIGNAGE AS WAYS TO ENHANCE WAYFINDING*** *BY:*

- USING A MIX OF BUILDING, SITE, DIRECTIONAL, AND IDENTITY SIGNAGE TO ORIENT AND DIRECT PEDESTRIANS, VEHICLES, AND OTHER USERS.
- INCLUDING SIGNAGE THAT ENHANCES SECURITY AND PEDESTRIAN USE THROUGH ILLUMINATION, COLOR, TEXTURE, AND MATERIAL TREATMENT.
- PROVIDING SIGNAGE THAT IS AN INTEGRATED PART OF THE DESIGN, AND ESTABLISHES A SENSE OF CONTINUITY OF ELEMENTS.
- TAKING CUES FROM THE EXISTING NEIGHBORHOOD CONTEXT.



LIGHTING PLAN





3. OPEN SPACE & PEDESTRIAN CIRCULATION

COMMENT e. IN RESPONSE TO SDOT COMMENTS REGARDING STREET TREES, STAFF PRIORITIZES STREET PLANTING AND LANDSCAPE TO ENHANCE THE BUILDING AND/OR SITE.

RESPONSE:

*THE GENERAL CONCEPT IS TO **ENHANCE THE STREET LEVEL EXPERIENCE** BY:*

- INCREASING THE SETBACK AT ALL STREET FACING FACADES TO ALLOW FOR EXPANDED AREAS FOR LANDSCAPING, SEATING, AND WALKING.
- MAINTAINING EXISTING STREET TREES AT THE NW CORNER OF THE SITE, AND COMPLIMENTING THESE NATIVE TREES SUPPORTED BY SDOT.
- PROVIDING A RANGE OF UNDERSTORY PLANTING THAT ADDS RICHNESS, AND CONTRAST TO ADJACENT BUILDING MATERIALS.
- DESIGNATING PLANTING ZONES TO ALLOW SEATING, BIKE PARKING, AND THE WALKWAY TO BE WELL DEFINED AND PROTECTED.

4. VEHICULAR ACCESS & SERVICE USES

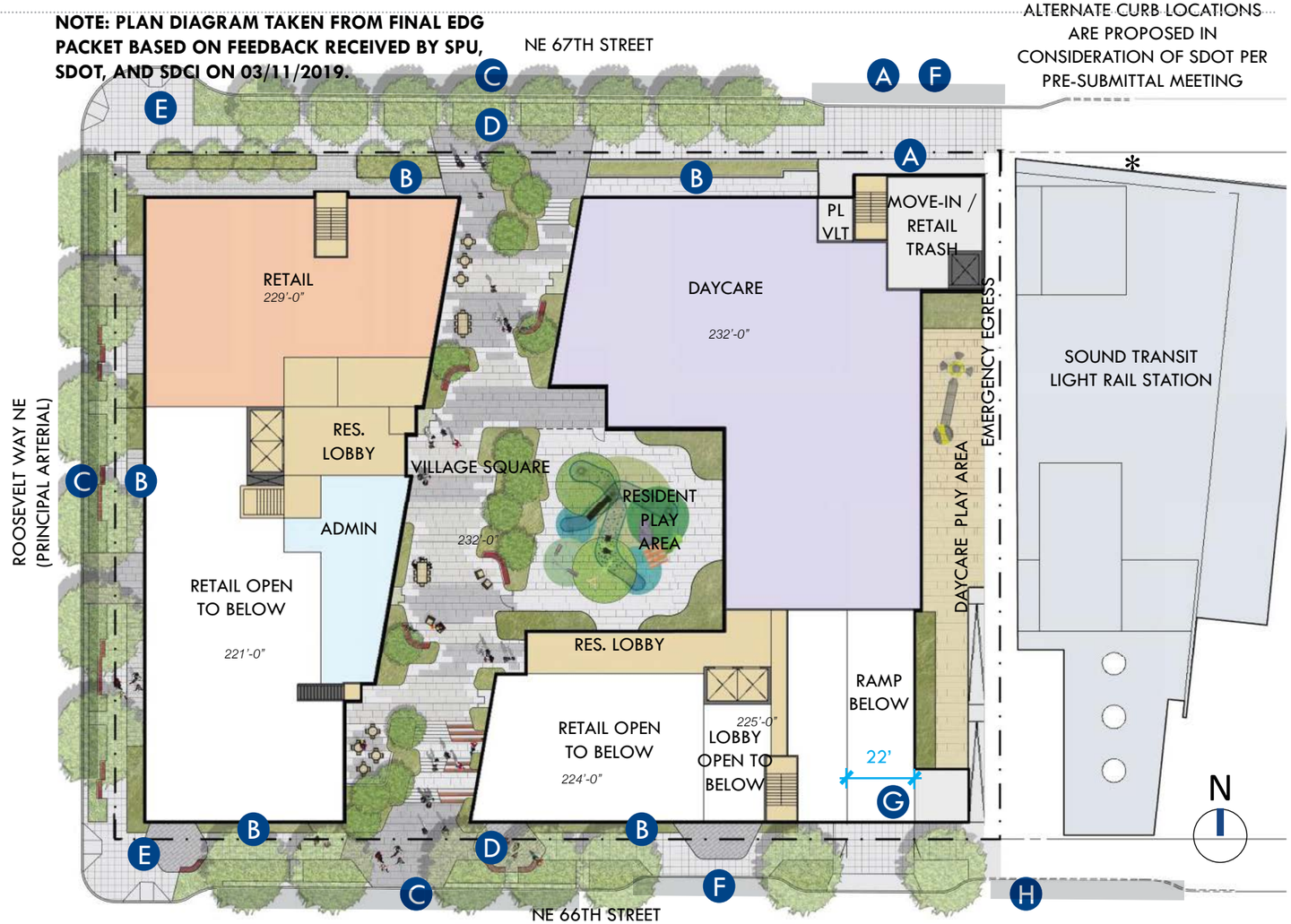
COMMENT a. IN AGREEMENT WITH SDOT, STAFF SUPPORTS THE PROPOSED ON-STREET LOADING ZONE AND NOTES THEY WOULD NOT BE INCLINED TO SUPPORT A SECOND CURB CUT FOR AN ONSITE LOADING SHOULD THE DESIGN CHANGE. STAFF REQUESTS MORE INFORMATION AT THE RECOMMENDATION PHASE TO FULLY UNDERSTAND THE TREATMENT OF THIS NON-VEHICULAR LOADING AREA AND THE RELATIONSHIP TO THE PUBLIC REALM AS PREVIOUSLY STATED, THIS AREA SHOULD FUNCTION AS A THOUGHTFULLY DESIGNED RESIDENTIAL ENTRY.

RESPONSE:

*IN GENERAL THE **APPLICANT TEAM HAS WORKED WITH SDOT, SDCI, AND SPU** TO DEVELOP A SITE PLAN THAT:*

- ELIMINATES THE NEED FOR A SECOND CURB.
- DISTRIBUTES BACK-OF-HOUSE OPERATIONS BETWEEN THE NE AND SE CORNERS OF THE SITE TO MINIMIZE IMPACT TO THE PEDESTRIAN REALM.
- PROVIDES ON-STREET LOADING & NON-VEHICULAR SERVICE ENTRY THAT IS CONSISTENT WITH SDOT RECOMMENDATIONS.
- EXTENDS THE SETBACK AT GROUND LEVEL TO ALLOW FOR WIDENED WALKWAYS, GENEROUS LANDSCAPE, AND OTHER PUBLIC AMENITIES.
- DEDICATES PORTIONS OF 67TH AND 66TH FOR ON-STREET PARKING CONSISTENT WITH THE NEIGHBORHOOD STREET CONCEPT PLAN.
- ORGANIZES THE SITE TO ALLOW FOR A WIDE RANGE OF MOBILITY USES, AND SUPPORTS THE VIABILITY OF LOCAL BUSINESSES.
- SIMPLIFIES CURB LINES PER SDOT RECOMMENDATIONS TO ALLOW FOR A MIX OF VEHICULAR STREET USES AND SAFE PATHS FOR PEDESTRIANS.
- ALLOWS FOR A MORE CONTINUOUS PLANTING STRIP ALONG STREET FRONTAGES TO ACT AS A BUFFER BETWEEN VEHICLES AND PEDESTRIANS.
- INCLUDES EXTENDED CURB BULBS AT 67TH AND 66TH THAT NARROW VEHICULAR ACCESS, AND ENCOURAGES SPEED REDUCTION.
- PROVIDES A DEDICATED ON-STREET SOLID WASTE PICK-UP AREAS ON 67TH AND 66TH THAT DOES NOT DISRUPT THE PEDESTRIAN PLANE.
- MINIMIZES THE WIDTH OF THE SINGLE PROPOSED CURB CUT TO 22'-0".

NOTE: PLAN DIAGRAM TAKEN FROM FINAL EDG PACKET BASED ON FEEDBACK RECEIVED BY SPU, SDOT, AND SDCI ON 03/11/2019.



COMMENT e. STAFF IS CONCERNED ABOUT THE IMPACT OF TRASH STAGING AND SERVICE ON THE PUBLIC REALM AND PEDESTRIAN EXPERIENCE. IN AGREEMENT WITH SDOT, STAFF DIRECTS EARLY COORDINATION WITH SPU AND EXPLORATION OF ONSITE TRASH STAGING AND LOADING.

RESPONSE:

*IN GENERAL THE CONCEPT IS TO **PROVIDE A STRATEGIC APPROACH TO SOLID WASTE** BY:*

- ENGAGING SPU EARLY IN THE DESIGN PROCESS.
- WORKING COLLECTIVELY WITH SDOT, SDCI, AND SPU TO ALIGN APPROACH.
- PROVIDING A DESIGNATION LOCATION FOR ON-SITE SOLID WASTE STORAGE, AND ON-STREET LOADING THAT IS CONSISTENT WITH FEEDBACK RECEIVED FROM SDOT, SDCI, AND SPU.
- DEDICATING ON-STREET SOLID WASTE PICK-UP AREA ON 67TH STREET THAT DOES NOT DISRUPT THE PEDESTRIAN PLANE.

A ON-STREET LOADING & NON-VEHICULAR SERVICE ENTRY
B GROUND LEVEL SETBACK
C ON-STREET PARKING
D ADJUSTED CURB ALIGNMENT
E EXTENDED CURB BULB
F SOLID WASTE PICK-UP AREA
G 22'-0" CURB CUT
H SOUND TRANSIT DROP-OFF ZONE

4. VEHICULAR ACCESS & SERVICE USES

COMMENT b. STAFF IS CONCERNED WITH THE TREATMENT OF THE NORTHEAST AND SOUTHEAST CORNERS OF THE SITE AS THEY APPEAR TO BE TREATED AS THE "BACK OF HOUSE" WITH VEHICULAR ACCESS AND LOADING AREAS. DUE TO THEIR POSITION ADJOINING THE FUTURE LIGHT RAIL STATION, THESE TWO LOCATIONS WILL EXPERIENCE HEAVY PEDESTRIAN AND BICYCLE VOLUMES. THE CORNERS SHOULD BE THOUGHTFULLY DESIGNED TO MITIGATE IMPACTS ON THE PUBLIC REALM AND PROVIDE AN ATTRACTIVE TRANSITION BETWEEN SITES. THE TREATMENT SHOULD WRAP THE CORNER ONTO THE EAST FAÇADE, PARTICULARLY AT THE SOUTHEAST CORNER SINCE IT IS HIGHLY EXPOSED.

RESPONSE:

IN GENERAL THE CONCEPT IS TO ***TREAT ALL USES WITH A DESIGN THAT DIMINISHES THE APPEARANCE OF A BACK-OF-HOUSE AREAS*** *BY:*

- PROVIDING DURABLE MATERIALS THAT ARE USED THROUGHOUT THE DEVELOPMENT SUCH AS CONCRETE TO ESTABLISH DESIGN CONTINUITY.
- INCLUDING OPENINGS, AND WINDOWS TO INCREASE TRANSPARENCY AND OPENNESS SIMILAR TO OTHER USES ON SITE.
- USING LANDSCAPE TO SOFTEN THE STREET EFFECT OF THESE ANCILLARY SPACES.

COMMENT c. N RESPONSE TO SDOT COMMENTS REGARDING VEHICULAR ACCESS ON 66TH ST NE, STAFF STRONGLY RECOMMENDS THAT THE GARAGE ENTRY BE ATTRACTIVELY SCREENED TO MINIMIZE VISUAL IMPACTS AND EMPHASIZE THE USE OF THE SIDEWALK FOR PEDESTRIANS. USE DESIGN CUES TO CREATE SAFE CONDITIONS FOR PEDESTRIANS AND BICYCLISTS, AND SIGNAL TO DRIVERS THAT NON-MOTORIZED USERS ARE GIVEN PRIORITY.

RESPONSE:

IN GENERAL THE CONCEPT IS TO **SUBDUE THE GARAGE ENTRY** *BY:*

- MINIMIZING THE AMOUNT OF CURB CUTS.
- UTILIZING ON-STREET LOADING WHERE POSSIBLE TO REDUCE THE NUMBER OF TRIPS INTO THE PARKING GARAGE.
- SETTING THE GARAGE DOOR BACK MORE THAN 20'-0" FROM THE PROPERTY LINE.
- SCREENING THE PARKING GARAGE WITH AN OVERHEAD DOOR.
- SURROUNDING THE GARAGE BY ACTIVE USES SUCH AS A RESIDENTIAL ENTRY AND MAINTENANCE SHOP.
- PROVIDING STREET FRONTING TREES AND LANDSCAPE TO SCREEN AND SOFTEN THE GARAGE ENTRY.





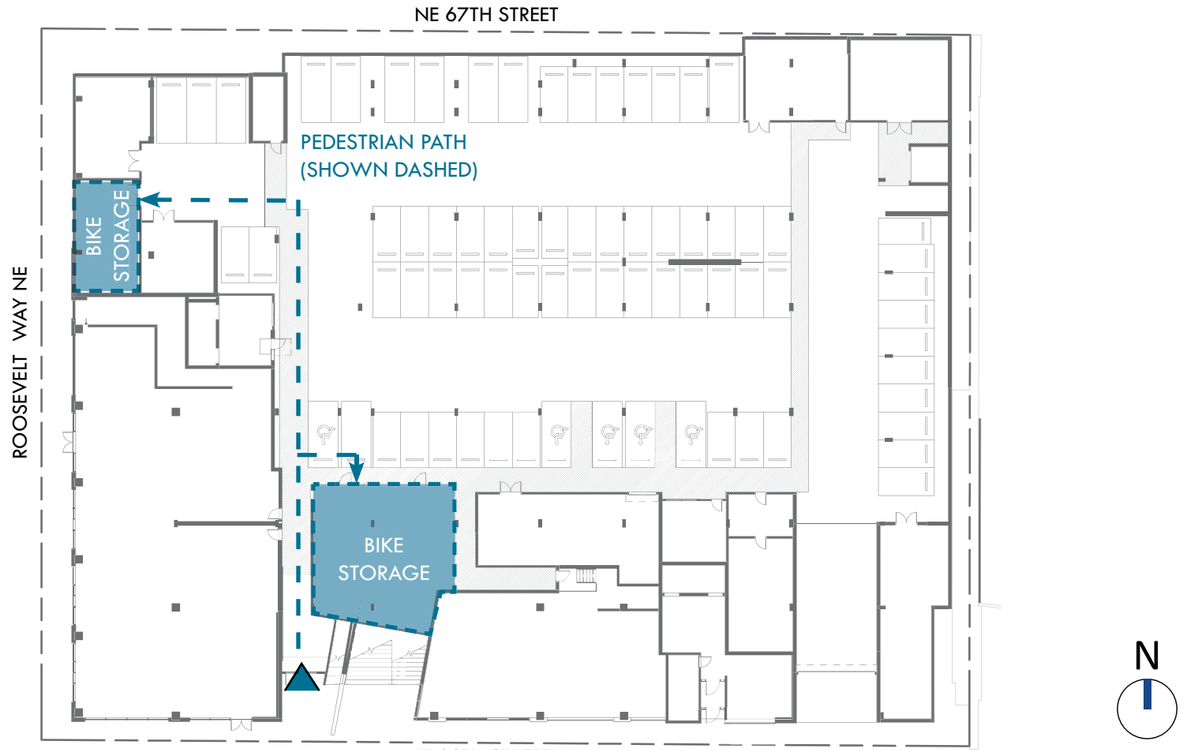
4. VEHICULAR ACCESS & SERVICE USES

COMMENT d. STAFF STATES BIKE ACCESS SHOULD BE THOUGHTFULLY DESIGNED. STAFF REQUESTS MORE INFORMATION ON BIKE STORAGE AND ACCESS AT THE RECOMMENDATION PHASE.

RESPONSE:

IN GENERAL THE CONCEPT IS TO PROVIDE A RANGE OF ACCESS AND STORAGE OPTIONS FOR BICYCLISTS BY:

- ACKNOWLEDGING THE LOCATION AND IMPORTANCE OF THE SOUND TRANSIT BIKE PLAZA, NEIGHBORHOOD STREET CONCEPT, AND THE SEATTLE BIKE MASTER PLAN.
- PROVIDING LONG-TERM, SHORT-TERM, AND IN-UNIT BIKE STORAGE OPTIONS FOR RESIDENTS AND THE GENERAL PUBLIC.
- INCLUDING SECURE LONG-TERM BIKE STORAGE WITHIN THE PARKING GARAGE.
- INCLUDING SHORT-TERM BIKE STORAGE OPTIONS THAT ARE ABUNDANT, ACCESSIBLE, VISIBLE, AND INTEGRATED AS PART OF THE OVERALL DESIGN.
- INCLUDING BIKE RAMPS AND ELEVATORS TO ACCOMMODATE BICYCLISTS.







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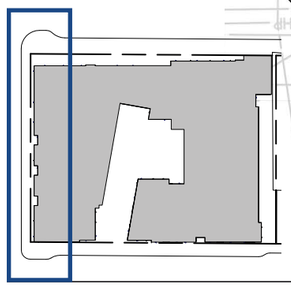
ROOSEVELT WAY NE - STREETSCAPE INTEGRATION

MATERIAL LEGEND

- PANEL SIDING PRIMARY 1
- PANEL SIDING PRIMARY 2
- PANEL SIDING ACCENT 1
- PANEL SIDING ACCENT 2
- PANEL SIDING ACCENT 3
- CONCRETE
- METAL PANEL
- METAL PANEL
- METAL PANEL RANDOM PATTERN
- BRICK







ROOSEVELT WAY NE

0 10' 20' 40'

SCALE: 1" = 20'-0"

N

VIEW LOOKING SOUTHEAST AT THE WEST FACADE



CS2 - URBAN PATTERN & FORM

I. SENSE OF PLACE

ALL CRITERIA.

CS2 - URBAN PATTERN & FORM

III. HEIGHT, BULK & SCALE

II. THROUGH BLOCK DEVELOPMENT; CRITERIA B & C

PL1 - CONNECTIVITY

I. A NETWORK OF PUBLIC SPACES

CRITERIA I & II.

PL3 - STREET-LEVEL INTERACTION

II. HUMAN AND COMMERCIAL ACTIVITY

CRITERIA i.

PL4 - ACTIVE TRANSPORTATION

I. TRANSIT SUPPORTIVE DESIGN

ALL CRITERIA.

DC2 - ARCHITECTURAL CONCEPT

II. ARCHITECTURAL AND FACADE COMPOSITION

ALL CRITERIA..

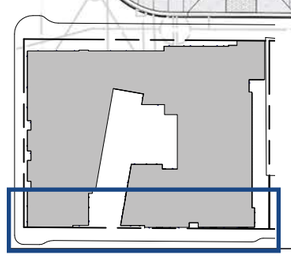
NE 66TH ST - STREETSCAPE INTEGRATION

MATERIAL LEGEND

- PANEL SIDING PRIMARY 1
- PANEL SIDING PRIMARY 2
- PANEL SIDING ACCENT 1
- PANEL SIDING ACCENT 2
- PANEL SIDING ACCENT 3
- CONCRETE
- METAL PANEL
- METAL PANEL
- METAL PANEL RANDOM PATTERN
- BRICK



NE 66TH STREET



0 10' 20' 40'

SCALE: 1" = 20'-0"

N

VIA

VIEW LOOKING NORTHEAST FROM THE PUBLIC ENTRY



CS2 - URBAN PATTERN & FORM

I. SENSE OF PLACE

ALL CRITERIA.

CS2 - URBAN PATTERN & FORM

III. HEIGHT, BULK & SCALE

II. THROUGH BLOCK DEVELOPMENT; CRITERIA B & C

PL1 - CONNECTIVITY

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CRITERIA i.

PL4 - ACTIVE TRANSPORTATION

I. TRANSIT SUPPORTIVE DESIGN

ALL CRITERIA.

DC2 - ARCHITECTURAL CONCEPT

II. ARCHITECTURAL AND FACADE COMPOSITION

ALL CRITERIA..

NE 67TH ST - STREETSCAPE INTEGRATION



NE 67TH STREET

0 10' 20' 40'

SCALE: 1" = 20'-0"

N

VIEW LOOKING SOUTHWEST INTO THE ENTRY PORTAL



CS2 - URBAN PATTERN & FORM

I. SENSE OF PLACE

ALL CRITERIA.

CS2 - URBAN PATTERN & FORM

III. HEIGHT, BULK & SCALE

II. THROUGH BLOCK DEVELOPMENT; CRITERIA B & C

PL1 - CONNECTIVITY

I. A NETWORK OF PUBLIC SPACES

CRITERIA I & II.

PL3 - STREET-LEVEL INTERACTION

II. HUMAN AND COMMERCIAL ACTIVITY

CRITERIA i.

PL4 - ACTIVE TRANSPORTATION

I. TRANSIT SUPPORTIVE DESIGN

ALL CRITERIA.

DC2 - ARCHITECTURAL CONCEPT

II. ARCHITECTURAL AND FACADE COMPOSITION

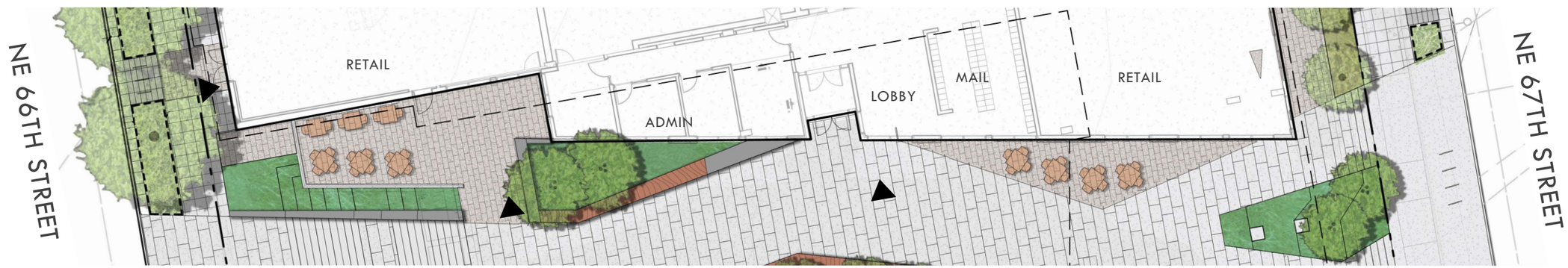
ALL CRITERIA..

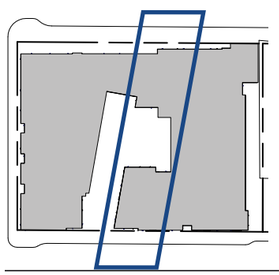
THRU-BLOCK CONNECTION

MATERIAL LEGEND

- PANEL SIDING PRIMARY 2
- PANEL SIDING ACCENT 2
- CONCRETE
- METAL PANEL RANDOM PATTERN
- BRICK







0 10' 20' 40'

SCALE: 1" = 20'-0"

N

VIEW LOOKING NORTH FROM NE 66TH STREET INTO THE PUBLIC PLAZA



CS2 - URBAN PATTERN & FORM

I. SENSE OF PLACE

ALL CRITERIA.

CS2 - URBAN PATTERN & FORM

III. HEIGHT, BULK & SCALE

II. THROUGH BLOCK DEVELOPMENT; CRITERIA B & C

PL1 - CONNECTIVITY

I. A NETWORK OF PUBLIC SPACES

CRITERIA I & II.

PL3 - STREET-LEVEL INTERACTION

II. HUMAN AND COMMERCIAL ACTIVITY

CRITERIA i.

PL4 - ACTIVE TRANSPORTATION

I. TRANSIT SUPPORTIVE DESIGN

ALL CRITERIA.

DC2 - ARCHITECTURAL CONCEPT

II. ARCHITECTURAL AND FACADE COMPOSITION

ALL CRITERIA..

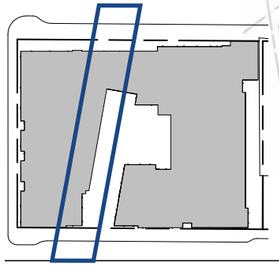
THRU-BLOCK CONNECTION

MATERIAL LEGEND

- PANEL SIDING PRIMARY 1
- PANEL SIDING ACCENT 3
- CONCRETE
- METAL PANEL RANDOM PATTERN
- BRICK







0 10' 20' 40'

SCALE: 1" = 20'-0"

N

VIEW LOOKING SOUTHWEST FROM RESIDENT PLAY AREA



CS2 - URBAN PATTERN & FORM

I. SENSE OF PLACE

ALL CRITERIA.

CS2 - URBAN PATTERN & FORM

III. HEIGHT, BULK & SCALE

II. THROUGH BLOCK DEVELOPMENT; CRITERIA B & C

PL1 - CONNECTIVITY

I. A NETWORK OF PUBLIC SPACES

CRITERIA I & II.

PL3 - STREET-LEVEL INTERACTION

II. HUMAN AND COMMERCIAL ACTIVITY

CRITERIA i.

PL4 - ACTIVE TRANSPORTATION

I. TRANSIT SUPPORTIVE DESIGN

ALL CRITERIA.

DC2 - ARCHITECTURAL CONCEPT

II. ARCHITECTURAL AND FACADE COMPOSITION

ALL CRITERIA..

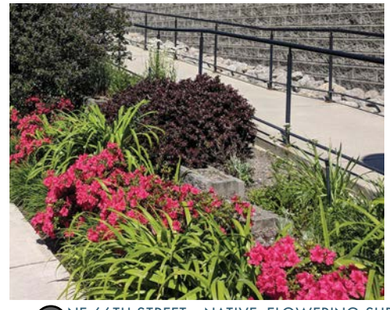








1 NE 67TH STREET - GRASSES, FLOWERING PERENNIALS, SHRUBS





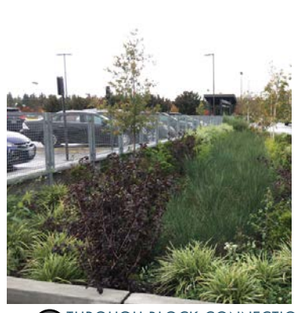
2 NE 66TH STREET - NATIVE, FLOWERING SHRUB, DEEP GREEN & PURPLE GROUNDCOVER, VARIED FOLIAGE TEXTURE





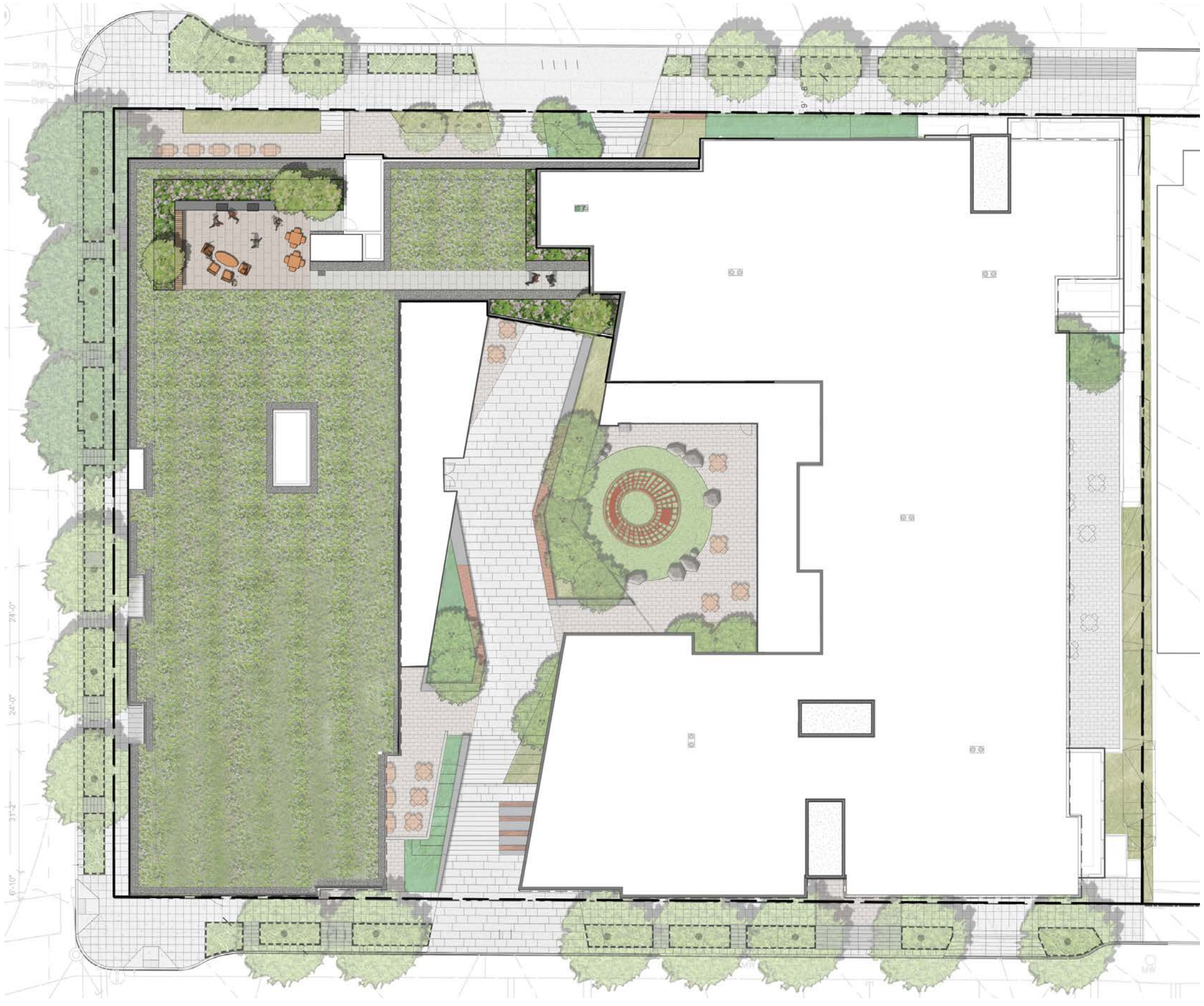


3 ROOSEVELT WAY NE





4 THROUGH BLOCK CONNECTION



LIGHTING DESIGN - STREETSCAPE AND COURTYARD





1



2



3



4

(EXTERIOR LIGHTING WILL BE SHIELDED AND DIRECTED AWAY FROM ADJACENT PROPERTIES PER SMC 23.47A.022.A)



5



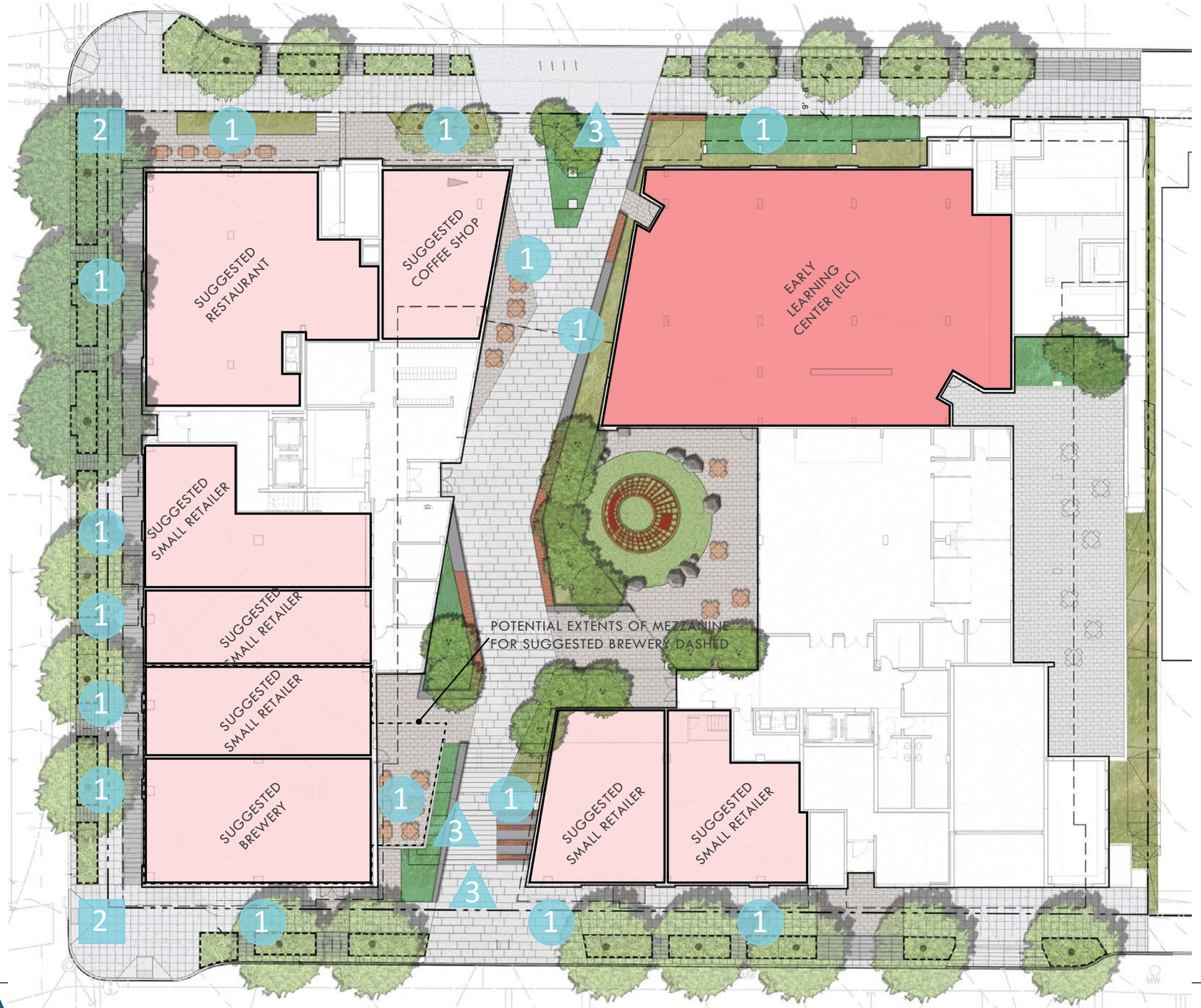
6



(EXTERIOR LIGHTING WILL BE SHIELDED AND DIRECTED AWAY FROM ADJACENT PROPERTIES PER SMC 23.47A.022.A)

SIGNAGE PLAN

TENANTS HAVE NOT BEEN DETERMINED OR
DEFINED AND ARE SUBJECT TO CHANGE



SIGNAGE EXAMPLES





1 COMM/RETAIL SIGNAGE





2 BUILDING SIGNAGE





3 WAYFINDING SIGNAGE

DEPARTURE #1 - STREET LEVEL DEVELOPMENT STANDARDS FOR STREET-FACING FACADES

STANDARD:

SMC 23.47A.008.A.3: Street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas or other approved landscape or open spaces are provided.

PROPOSED DEPARTURE:

Provide deeper setback along the street lot line from NE 67th ST to allow for planters.

Provide a deeper setback along the street lot line from NE 66th ST to allow a deeper recessed parking garage entry.

RATIONALE & APPLICABLE GUIDELINES:

As a result of overhead power lines, and the desire to provide a distinguishable building cantilever above the non-residential uses at grade the street-level, street-facing facade off NE 67th Street has been increased beyond the 10'-0" requirement by code.

As a desire to subdue the visual impacts of a street-facing parking garage entry, an increase beyond the 10'-0" requirement by code has been provided off NE 66th Street

An increase between 3'-0" - 4'-6" beyond what is allowable by code is provided on NE 67th Street to encourage pedestrian activity by providing wider walkways, continuous plazas, and more landscaping.

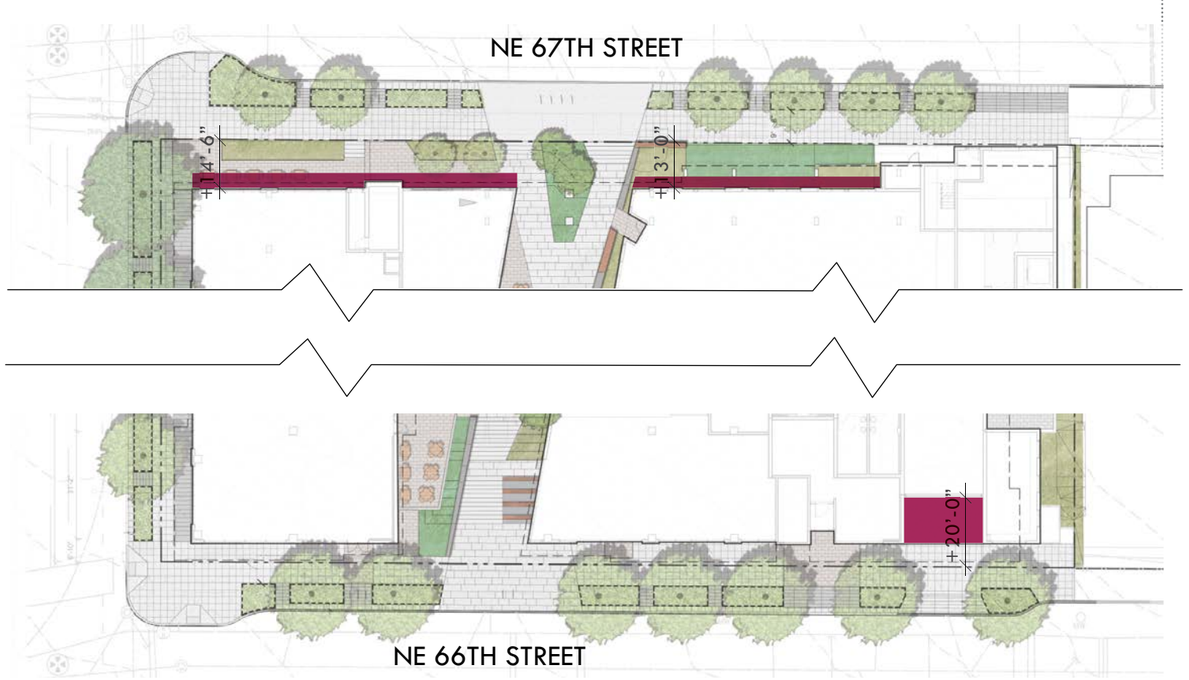
An increase around 20'-0" beyond what is allowable by code is provided on NE 66th Street to subdue the visual impacts and mitigate pedestrian/vehicle conflicts by embellishing setbacks where high volumes of auto use are anticipated.

PL2-I PEDESTRIAN EXPERIENCE

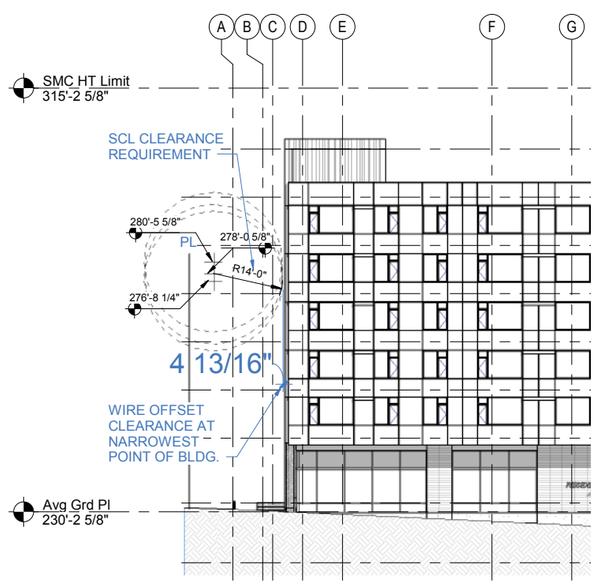
i. Consider providing wider sidewalks in the commercial core along streets with high volumes of auto use.

PL3-II HUMAN AND COMMERCIAL ACTIVITY

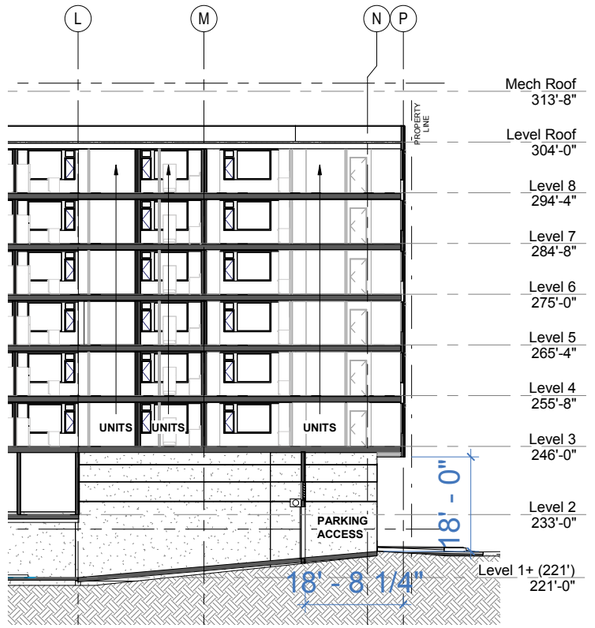
Provide opportunities for increased pedestrian activity along sidewalks with high pedestrian traffic within the Commercial Core by increasing setbacks; this is especially important because some sidewalks along Roosevelt Way and 65th Ave are considered too narrow. Increase the ground level setbacks in order to accommodate pedestrian traffic and amenity features.



OVERHEAD POWER DIAGRAM AS SENT TO SCL ON 04/11/19



GARAGE ENTRY



DEPARTURE #2 - STREET LEVEL DEVELOPMENT STANDARDS FOR VERTICAL HEIGHT

STANDARD:

SMC 23.47A.008.B.4: Height provisions for new structures or new additions to existing structures. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.

PROPOSED DEPARTURE:

For a non-commerical use with a dedicated mezzanine to serve levels above using a 12'-0" floor-to-floor to allow for back-of-house space, and maximized flexibility for tenant use.

RATIONALE & APPLICABLE GUIDELINES:

The largest suggested retail area sits at the lowest end of the site at approximately 221'-0", with a double height space of 25'-0" floor-to-floor and depth in excess of 30'-0". To maximize flexibility for tenant use, a mezzanine has been provided.

Although set back between +12-6" - +21'-0" from the edge of glazing, the mezzanine has reduced the street level development standard for vertical height from 13'-0" to 12'-0".

The reduced height will have little impact on the operations of a tenant, as a lower height will server back-of-house areas and uses that function better with a reduced ceiling height, while enhancing the site character and provided increased levels of activity.

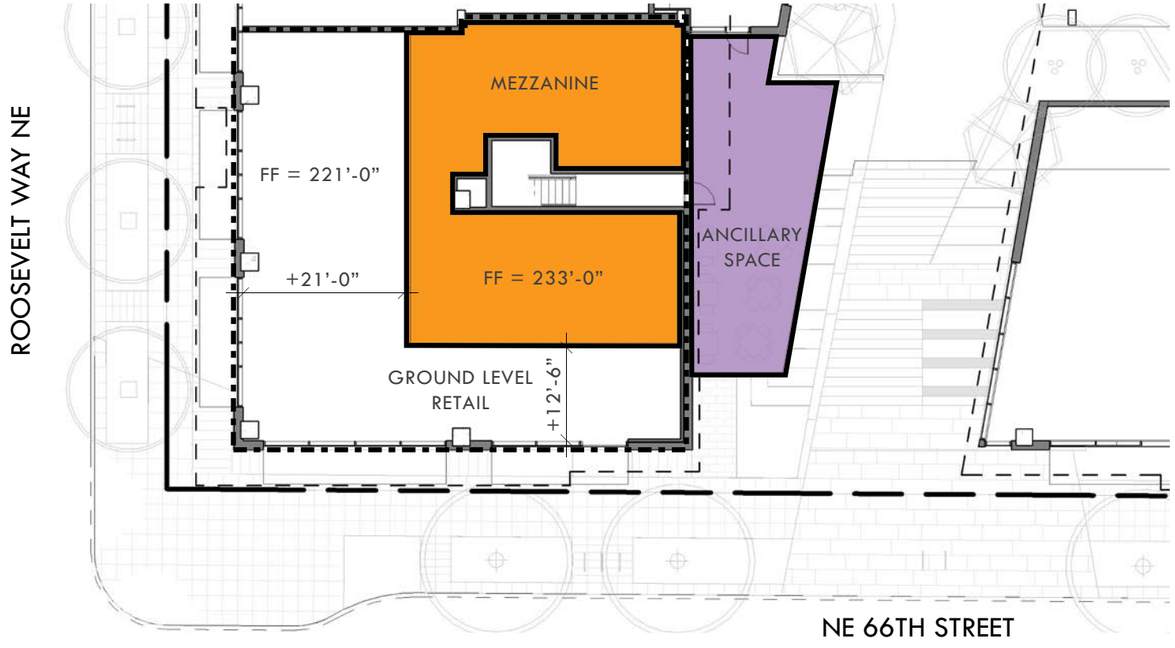
The mezzanine provides benefit by increasing area to better serve a larger retail tenant, and allows for a direct connection to the public plaza level. The generous amount of facade glazing in conjunction with access to the public plaza increases opportunities for the project to make a direct connection to a publicly served area providing ancillary space for seating, and eyes on the street.

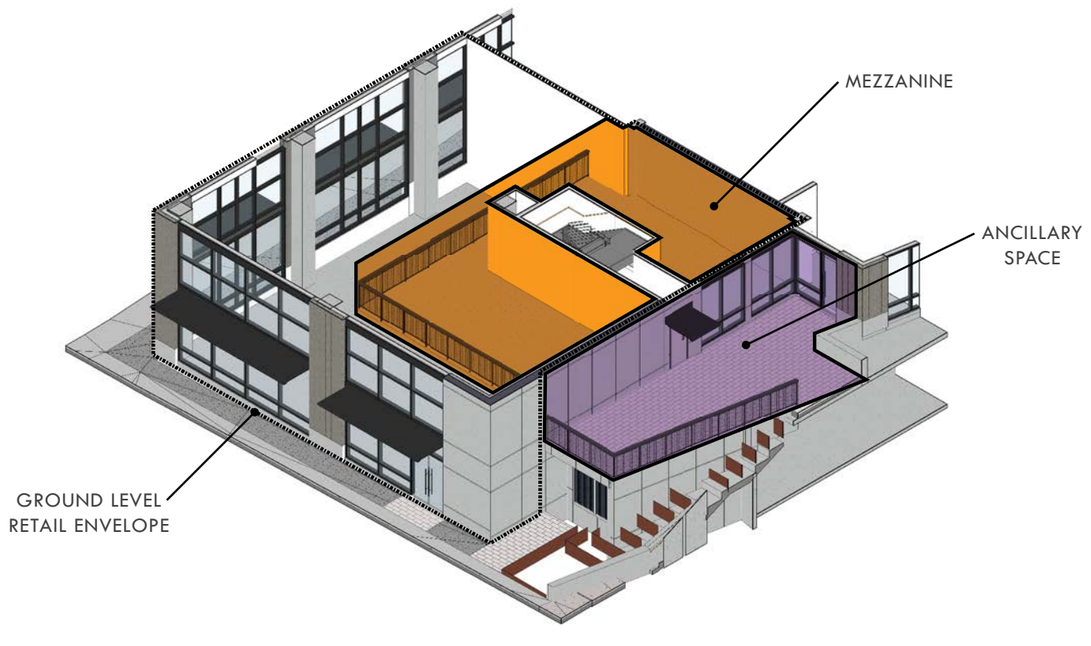
CS2B-2 SITE CHARACTERISTICS (CITYWIDE DESIGN GUIDELINE)

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 - its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building.

PL3C-3 ANCILLARY ACTIVITIES

Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.





VIEW LOOKING SOUTH FROM THE NE 67TH STREET ENTRY PORTAL



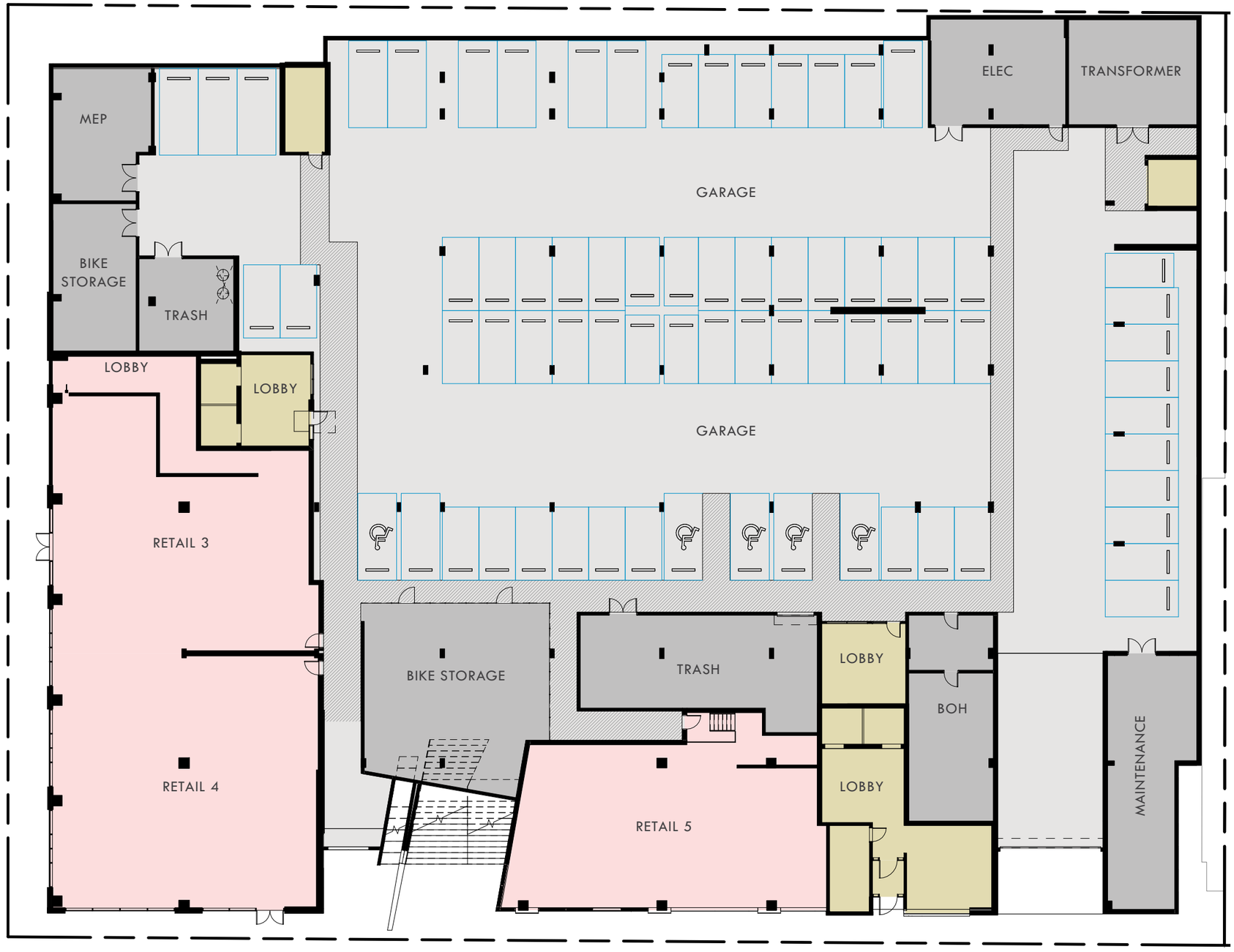
VIEW LOOKING EAST AT THE SOUTH & EAST FACADES



VIEW LOOKING EAST AT THE NORTH FACADE



APPENDIX



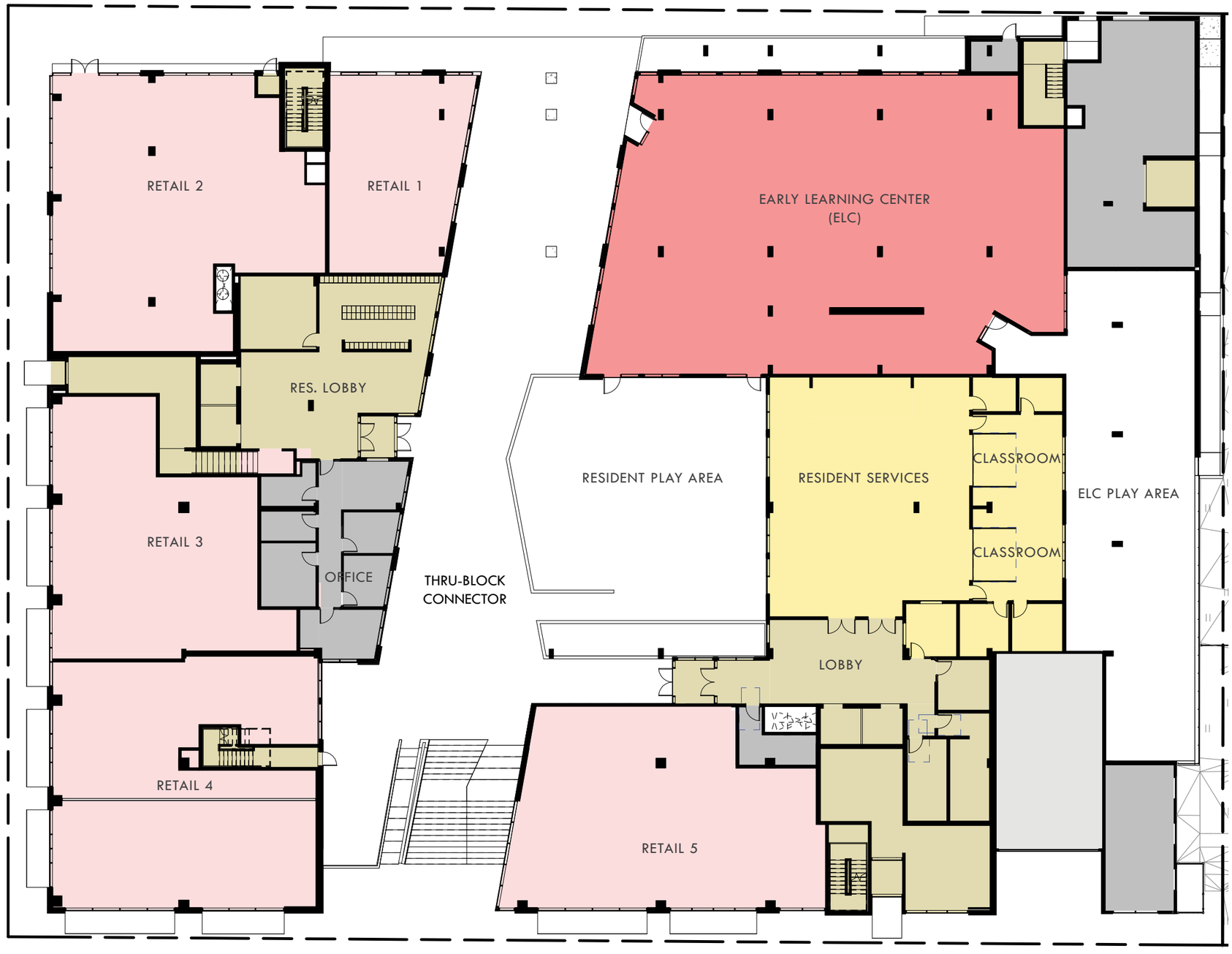
PROGRAM KEY

- RETAIL
- CIRCULATION
- SERVICE
- STORAGE
- PARKING

N

0 8'-0" 16'-0" 32'-0"

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

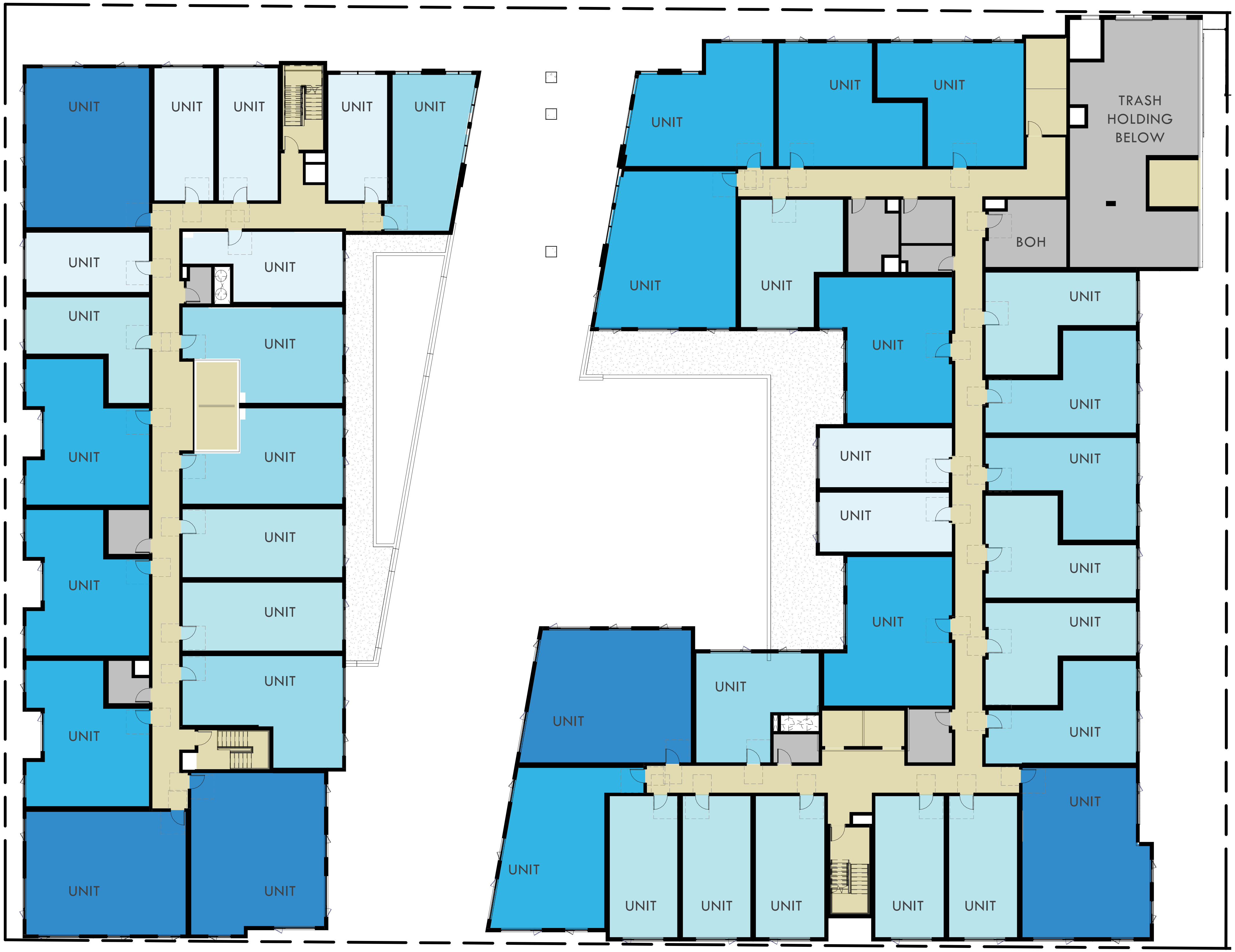


PROGRAM KEY

- DAYCARE
- AMENITY
- RETAIL
- CIRCULATION
- SERVICE
- STORAGE
- PARKING

0 8'-0" 16'-0" 32'-0"
SCALE: 1/16" = 1'-0"

N



PROGRAM KEY

- STUDIO
- OPEN ONE BEDROOM
- ONE BEDROOM
- 2 BEDROOM
- 3 BEDROOM
- CIRCULATION
- SERVICE
- STORAGE

0 8'-0" 16'-0" 32'-0"
SCALE: 1/16" = 1'-0"

N

FLOOR PLAN - LEVEL 4-7



PROGRAM KEY

- STUDIO
- OPEN ONE BEDROOM
- ONE BEDROOM
- 2 BEDROOM
- 3 BEDROOM
- CIRCULATION
- SERVICE
- STORAGE

0 8'-0" 16'-0" 32'-0"
SCALE: 1/16" = 1'-0"

N



PROGRAM KEY

- STUDIO
- OPEN ONE BEDROOM
- ONE BEDROOM
- 2 BEDROOM
- 3 BEDROOM
- CIRCULATION
- SERVICE
- STORAGE

0 8'-0" 16'-0" 32'-0"
SCALE: 1/16" = 1'-0"

N

COURTYARD ELEVATIONS



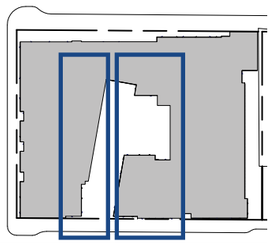
▲ COURTYARD ELEVATION - WEST BUILDING



▲ EAST ELEVATION - EAST BUILDING

0 8'-0" 16'-0" 32'-0"

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

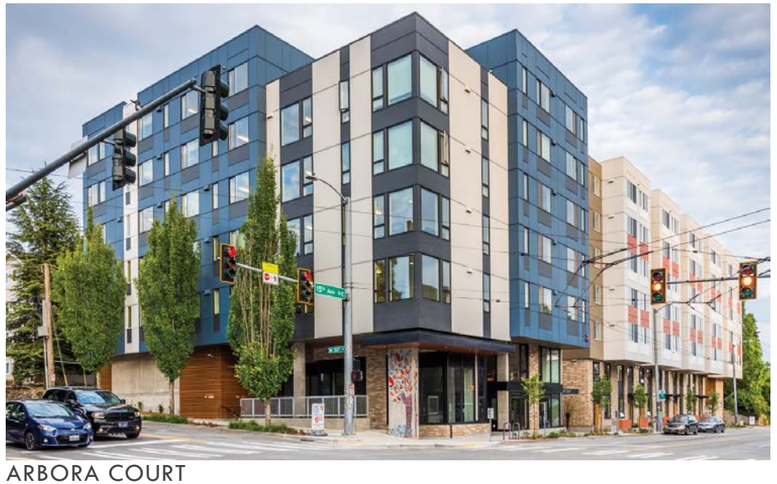


BELLWETHER HOUSING

Bellwether Housing creates stable communities and access to opportunity for low-income households through affordable housing. Bellwether develops and manages homes for Seattle residents with low incomes that are strategically located near job centers, public transit, and other important services. Bellwether amplifies its impact by providing guidance to other organizations in the Puget Sound region that are interested in developing high-quality affordable housing.



ANCHOR FLATS
SEATTLE, WA



ARBORA COURT
SEATTLE, WA

MERCY HOUSING

Mercy Housing Northwest is a nonprofit housing provider that manages almost 2,400 affordable rental homes throughout the region, serving over 5,500 residents in the Northwest. Mercy Housing Northwest specializes in creating stable, vibrant and healthy communities for Washington State residents. We build homes, transform lives and help families, individuals and seniors become self-sufficient by providing permanent housing with supportive services for our families.



MT. BAKER FAMILY HOUSING
SEATTLE, WA



OTHELLO PLAZA
SEATTLE, WA

VIA ARCHITECTURE

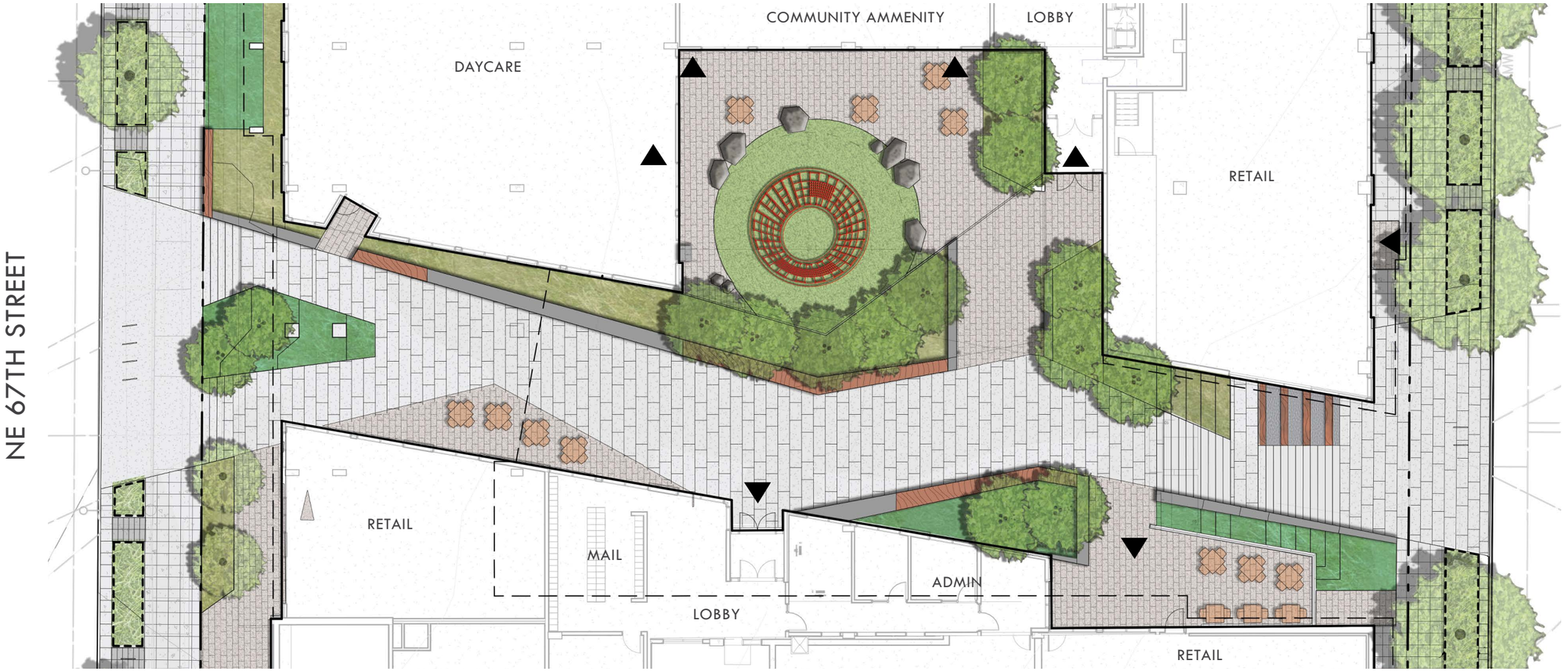
An award-winning design firm, VIA Architecture is one of the Pacific Northwest's leaders in mixed-use, residential high-rise and mid-rise, assisted living, transit architecture, urban design, and sustainable community planning. Founded in 1984, VIA currently employs 52 professionals in Seattle, San Francisco, and Vancouver, BC offices, providing services to both public and private clients.

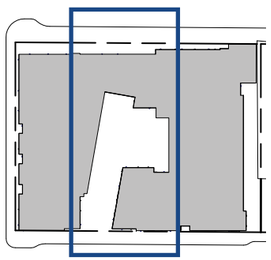


CITYLINE II
SEATTLE, WA



525 BOREN
SEATTLE, WA





0 10' 20' 40' N

SCALE: 1" = 20'-0"

THE END