

# 800 BLOCK OF EAST WASHINGTON RFP RESPONSES

Initial Review Comments – March 19, 2013

## NEIGHBORHOOD PLANNING, PRESERVATION & DESIGN SECTION, PLANNING DIVISION

Plan Design Review Criteria	<b>CD Smith</b> <ul style="list-style-type: none"> <li>Residential units: 200</li> <li>Grocery: 35,000 sf.</li> <li>Commercial/Office space: 124,400 sf.</li> <li>Parking: 726</li> </ul> 	<b>Gebhardt</b> <ul style="list-style-type: none"> <li>Residential units: 262</li> <li>Grocery: 50,000 sf.</li> <li>Commercial/Office: 65,000 sf.</li> <li>Parking: 523</li> </ul> 	<b>T. Wall</b> <ul style="list-style-type: none"> <li>Residential units: 288 units</li> <li>Grocery: 35,000 sf.</li> <li>Commercial: 26,000 sf.</li> <li>Parking: 476 (188 surface, 288 underground)</li> </ul> 
<b>Mix of Uses &amp; Density</b>	<ul style="list-style-type: none"> <li>Mix of uses in line with goals &amp; RFP request</li> <li>Approx. 369k sf. Total (1.8 FAR)</li> <li>Approx. 44 Units/Ac. Gross</li> </ul>	<ul style="list-style-type: none"> <li>Mix of uses in line with goals &amp; RFP request</li> <li>Approx. 354k sf. Total (1.8 FAR)</li> <li>Approx. 58 Units/Ac. Gross</li> </ul>	<ul style="list-style-type: none"> <li>Mix of uses in line with goals &amp; RFP request</li> <li>Approx. 315k sf. Total (1.6 FAR)</li> <li>Approx. 64 Units/Ac. Gross</li> </ul>
<b>Dynamic and High Quality Architectural Design</b>	<ul style="list-style-type: none"> <li>Design would have its own aesthetic presence along the corridor</li> <li>Architecture appears to be of high of quality and good design</li> <li>Two separate building masses breaks down scale of project</li> </ul>	<ul style="list-style-type: none"> <li>Design is stylistically very similar to the design of the Constellation</li> <li>Modern expression could be an interesting addition to the corridor</li> <li>Mifflin residential frontage is very sensitive to existing neighborhood residential context</li> </ul>	<ul style="list-style-type: none"> <li>Architecture draws from the design of Breese Stevens in a "Camden Yards" like aesthetic</li> <li>Themed design and corner element could integrate well in context with Breese Stevens.</li> <li>Mifflin frontage could be simplified.</li> </ul>
<b>Streetscape &amp; Pedestrian Design</b>	<ul style="list-style-type: none"> <li>Commercial entry at intersection of E. Washington and Paterson relates well to Breese Stevens</li> <li>Multiple entry plazas along E. Washington</li> <li>Mid-block promenade provides pedestrian circulation</li> <li>Project creates good pedestrian experience on all block faces</li> <li>Street trees and landscaping required along entirety of frontages</li> </ul>	<ul style="list-style-type: none"> <li>Commercial entry at intersection of E. Washington and Paterson relates well to Breese Stevens</li> <li>Multiple entry plazas along E. Washington.</li> <li>Project creates good pedestrian experience of all blocks</li> <li>Street trees and landscaping required along entirety of frontages</li> </ul>	<ul style="list-style-type: none"> <li>Project has good pedestrian scale</li> <li>Street trees and landscaping required along entirety of frontages</li> </ul>
<b>Commercial/Retail Approach &amp; Residential Notes</b>	<ul style="list-style-type: none"> <li>Grocery and retail front primarily on East Washington</li> <li>Small stand-alone retail/restaurant building on corner Mifflin &amp; Paterson</li> <li>Mid-block plaza entry</li> </ul>	<ul style="list-style-type: none"> <li>Grocery and retail front primarily on East Washington.</li> <li>Mid-block plaza entry</li> <li>Restaurant space at corner of E. Washington &amp; Paterson</li> </ul>	<ul style="list-style-type: none"> <li>Grocery and retail have some frontage on E. Washington, but primary entry to grocery appears to be oriented to mid-block surface parking lot.</li> <li>Appears that some commercial fronts on interior surface lot versus streetscape, plans unclear</li> </ul>
<b>Open Space &amp;/ Community Amenities</b>	<ul style="list-style-type: none"> <li>Multiple street level plazas</li> <li>Promenade bisecting the plan as midblock pedestrian avenue</li> <li>Multiple rooftop terraces</li> </ul>	<ul style="list-style-type: none"> <li>Roof top terrace above structured parking</li> <li>"Urban Roof Farm" above grocery</li> <li>"Greenlink Center"</li> </ul>	<ul style="list-style-type: none"> <li>Roof top terrace above portion of grocery</li> <li>Community gardens along Mifflin</li> </ul>
<b>Access, Circulation &amp; Parking</b>	<ul style="list-style-type: none"> <li>Vehicular access from side streets</li> <li>Grocery loading egress utilizes a section of Mifflin</li> <li>Need clarification if structured parking is 3 or 4 levels, plans show 3 and text refers to 4</li> </ul>	<ul style="list-style-type: none"> <li>All vehicular access from side streets</li> <li>Service/loading is within structured parking</li> <li>Drop-off/vehicular entry via existing curb cut on E. Washington</li> </ul>	<ul style="list-style-type: none"> <li>Proposed below grade parking could be problematic due to water table elevation</li> <li>5 curb cuts seem excessive</li> <li>Proposed full vehicle access from Mifflin conflicts with adopted plans</li> <li>Service/loading accessed via Mifflin conflicts with adopted plans</li> <li>Sizable surface parking lot</li> </ul>
<b>Project relationship to Breese Stevens Field</b>	<ul style="list-style-type: none"> <li>Shared parking for Breese Stevens events</li> <li>Corner plaza along E. Washington adjacent to Breese Stevens to complement the existing plaza</li> <li>"The Hub" along Mifflin creates active use adjacent to Breese Stevens</li> </ul>	<ul style="list-style-type: none"> <li>Shared parking for Breese Stevens events</li> <li>Restaurant space at commercial corner creates active use adjacent to Breese Stevens</li> </ul>	<ul style="list-style-type: none"> <li>Thematic design related to Breese Stevens architecture and style</li> </ul>
<b>Compliance with City &amp; Neighborhood Plans, and Urban Design District 8 *</b>	<ul style="list-style-type: none"> <li>The "Hub" retail/commercial use along Mifflin is inconsistent with recommended residential use</li> <li>Not clear that Mifflin frontage meets 30 degree setback line</li> <li>Not clear that minimum heights on E. Washington and Paterson are met</li> <li>Not clear that setbacks and stepbacks on E. Washington are met</li> <li>Loading egress would need to be reworked to comply with plans</li> </ul>	<ul style="list-style-type: none"> <li>Not clear UDD Upper Level Development Standards are met</li> <li>Not clear that Mifflin frontage meets 30 degree setback line</li> <li>Not clear that minimum heights on E. Washington and Paterson are met</li> <li>Not clear that setbacks and stepbacks on E. Washington are met</li> <li>Live/Work and Bike station may be inconsistent with recommended residential use</li> <li>Bonus Stories requested</li> </ul>	<ul style="list-style-type: none"> <li>4 story building height on Mifflin exceeds the 3 stories allowed.</li> <li>Not clear that setbacks on E. Washington are met</li> <li>Proposed full access and loading on Mifflin conflicts with plans &amp; UDD</li> <li>Surface parking lot will need to comply with additional design requirements</li> <li>Alternate plan option as mentioned in the text has a "more traditional layout, with open parking on the East Washington Avenue side and the first floor retail facing the Avenue" would seem to be contrary to planning goals for this block</li> </ul>

\*Note: The review of these submissions in regard to City and neighborhood plans and Urban Design District 8 has been done on a very cursory basis, based solely on information provided in the submittals. Staff has listed portions of submissions that may be inconsistent with plans or out of compliance with UDD 8 requirements. As more detail emerges, plans may be able to demonstrate compliance, but staff felt it was important to note potential issues. Additionally, detailed plans will require additional review against all City plans, policies, and ordinances. There are various standards and specifications of each plan that will need to be addressed in the future.