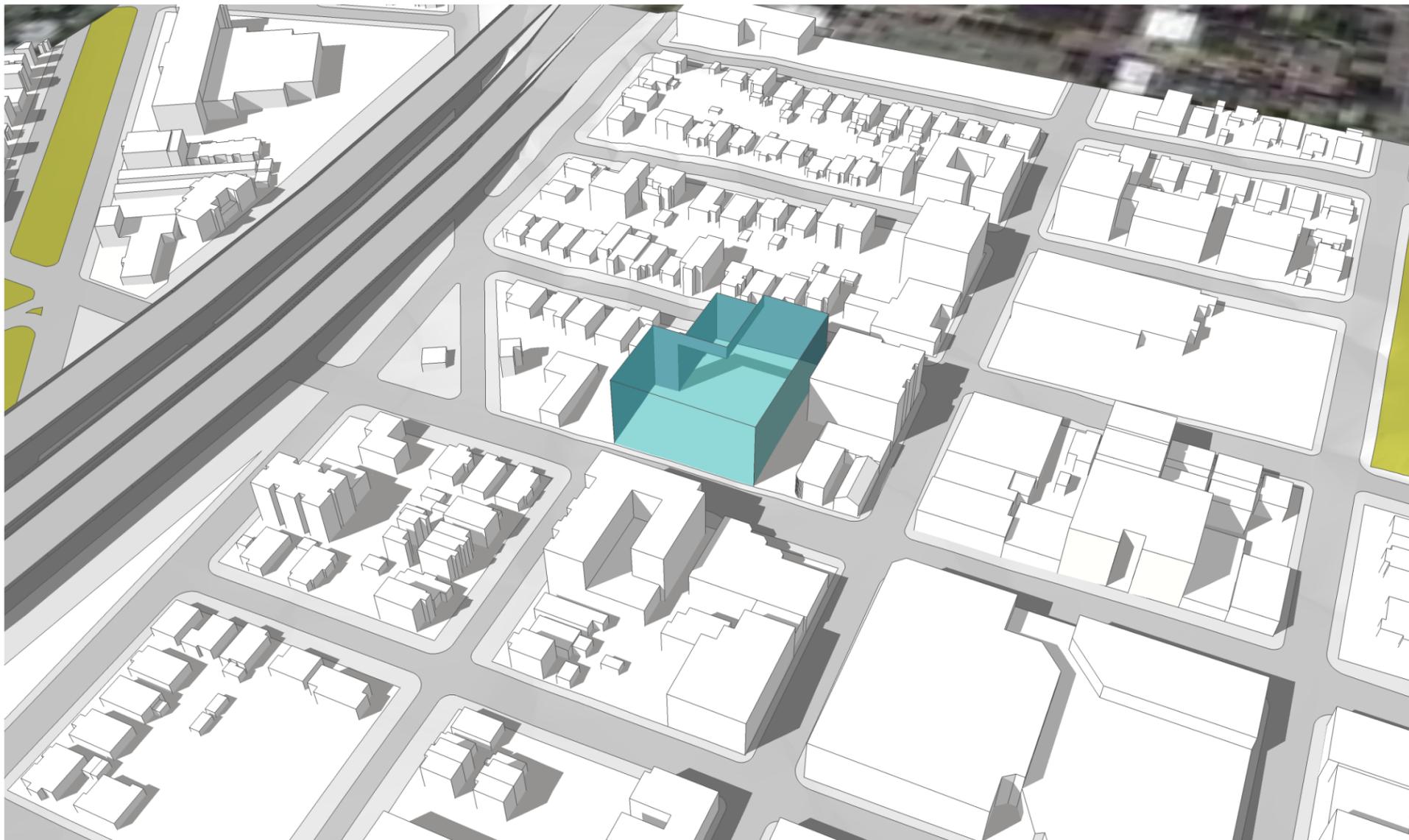


NE 66th Street Apartments

902 NE 65th Street
DPD Project #3013750

CITY OF SEATTLE DESIGN REVIEW EARLY DESIGN GUIDANCE

November 26, 2012



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- 22 PREFERRED DESIGN PROPOSAL: POTENTIAL DEPARTURES
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Project Information

Property Address

902 NE 65th Street

Owner

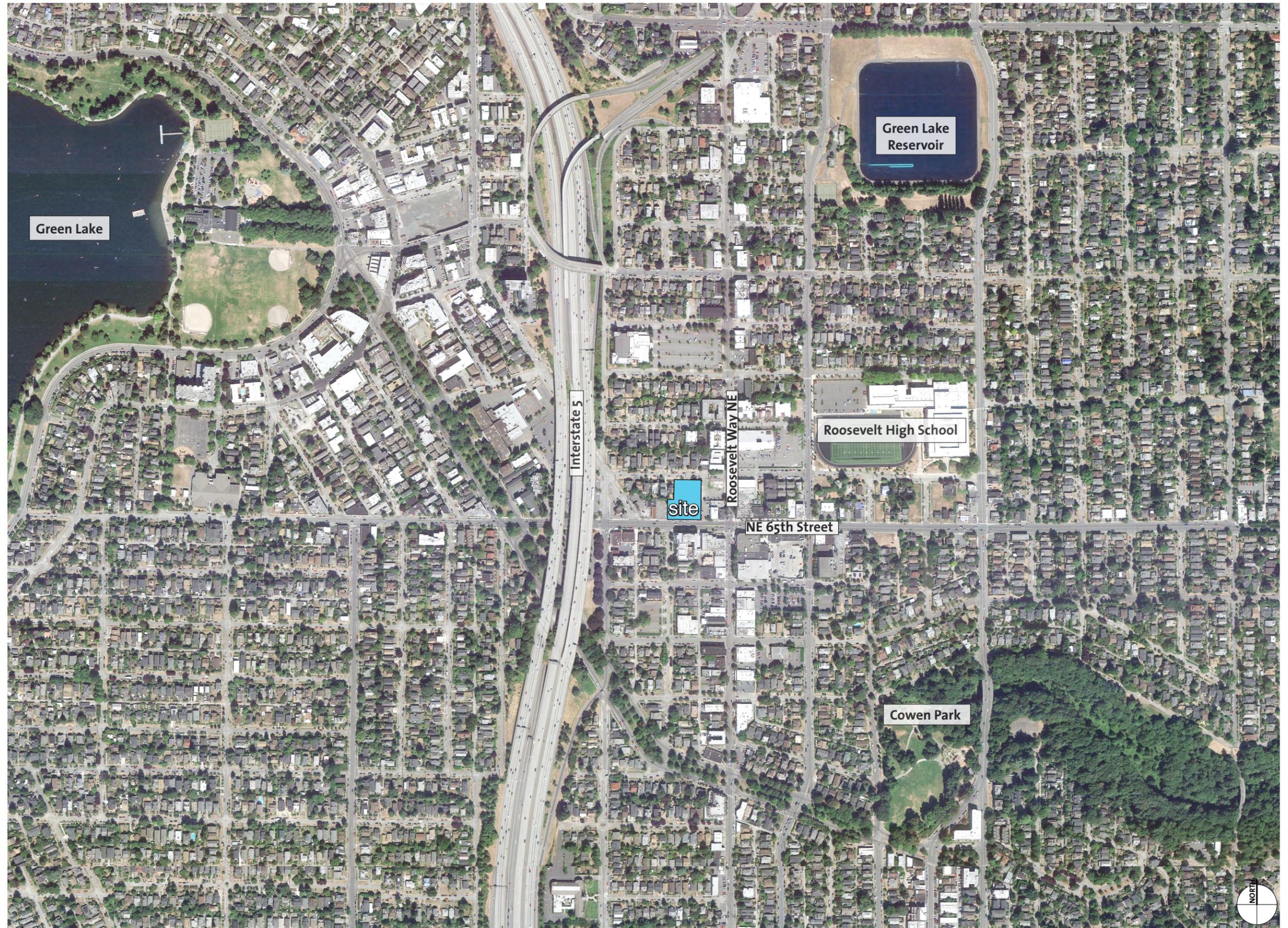
Lake Union Partners
Pat Foley

Architect

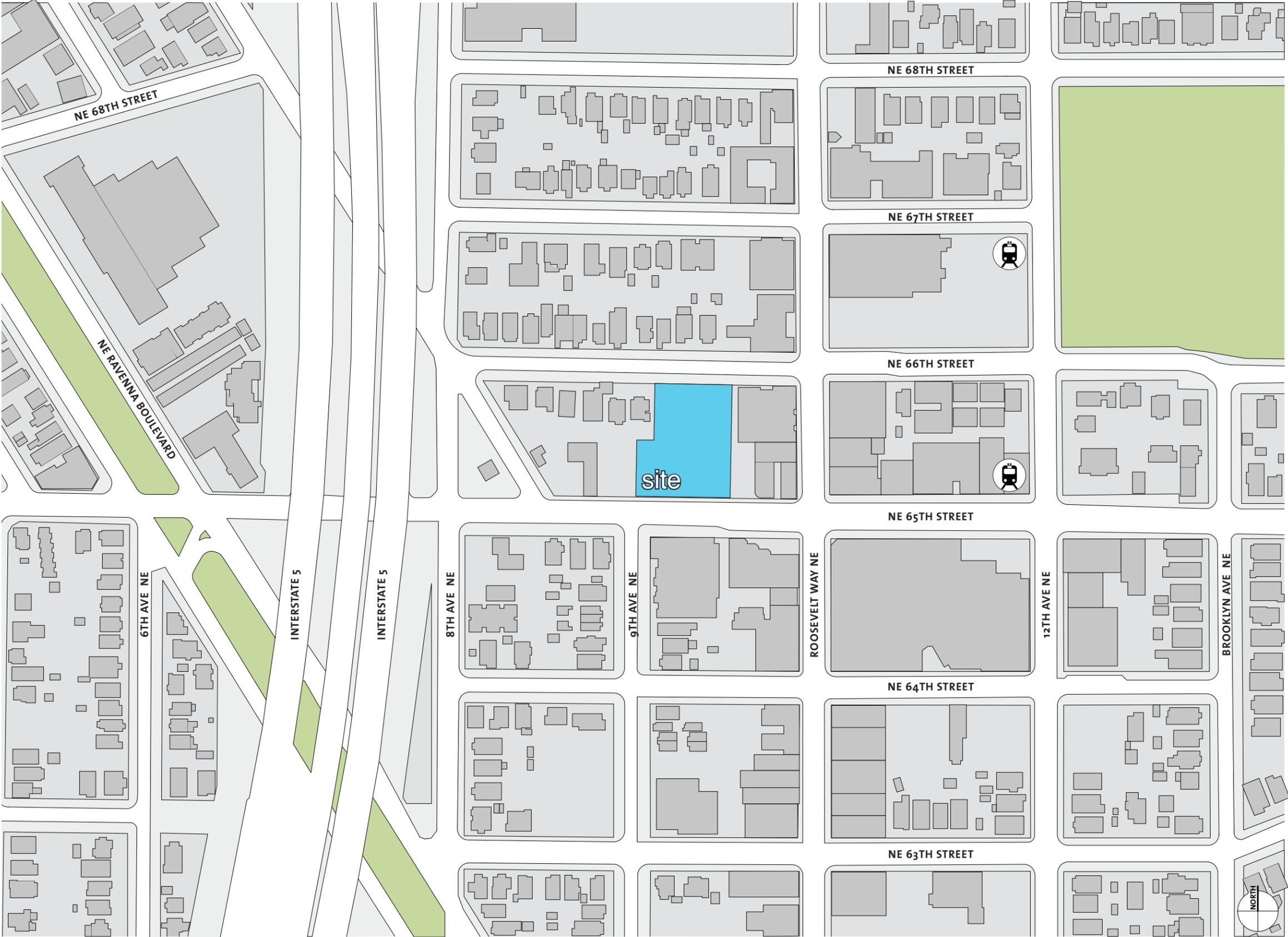
Weinstein A|U LLC
Ed Weinstein, FAIA
T 206/443-8606

Program

The proposed development includes approximately 195 units of apartment housing above 2,780 square feet of ground level retail with two levels of underground parking.



Existing Site Conditions



Location

The proposed project is located on a mid-block infill site in the Roosevelt Neighborhood. The site is bounded by Northeast 65th Street on the South and Northeast 66th Street to the North and located midway between 8th Avenue Northeast and Roosevelt Way Northeast.

Existing Uses & Structures

The project site is comprised of seven parcels under singular ownership. The northern lot is occupied by three wood-framed single-family residences, each accessed from driveway curb cuts on NE 66th Street.

The southern lot is occupied by four structures: two single-story wood-framed buildings, one two-story masonry building, and one two-story wood-framed structure. These buildings currently house two restaurants, a salon, and a massage studio. Access to these businesses is from a total of four curbs cuts on NE 65th Avenue.

All existing structures and paved surfaces located on the project site are proposed to be demolished with the new project occupying the entirety of the site.

Physical Features

The site is characterized by a substantial grade change -- 18' from the high NE corner to the low SW corner.

Adjacencies

Interstate 5, Light Rail, Metro Park-and-Ride, Roosevelt High School

Roosevelt Neighborhood: Amenities

Public Amenities

- 1. Future Light Rail Station Entry

Food / Bar

- 2. Casa Patron
- 3. Bangkok Street
- 4. Charm Thai Noodles & Bar
- 5. Atlantic Crossing
- 6. Bengal Tiger
- 7. Chilitos
- 8. Rain City Burgers
- 9. Taco Del Mar
- 10. India Bistro
- 11. Royal Palm Thai
- 12. Peak's Frozen Custard
- 13. Thrive Cafe
- 14. Olympic Pizza and Pasta
- 15. Sunlight Cafe
- 16. Teddy's Tavern
- 17. Subway

Coffee

- 18. Bus Stop Espresso
- 19. Wayward Coffeehouse
- 20. Starbucks

Child Care / Schools

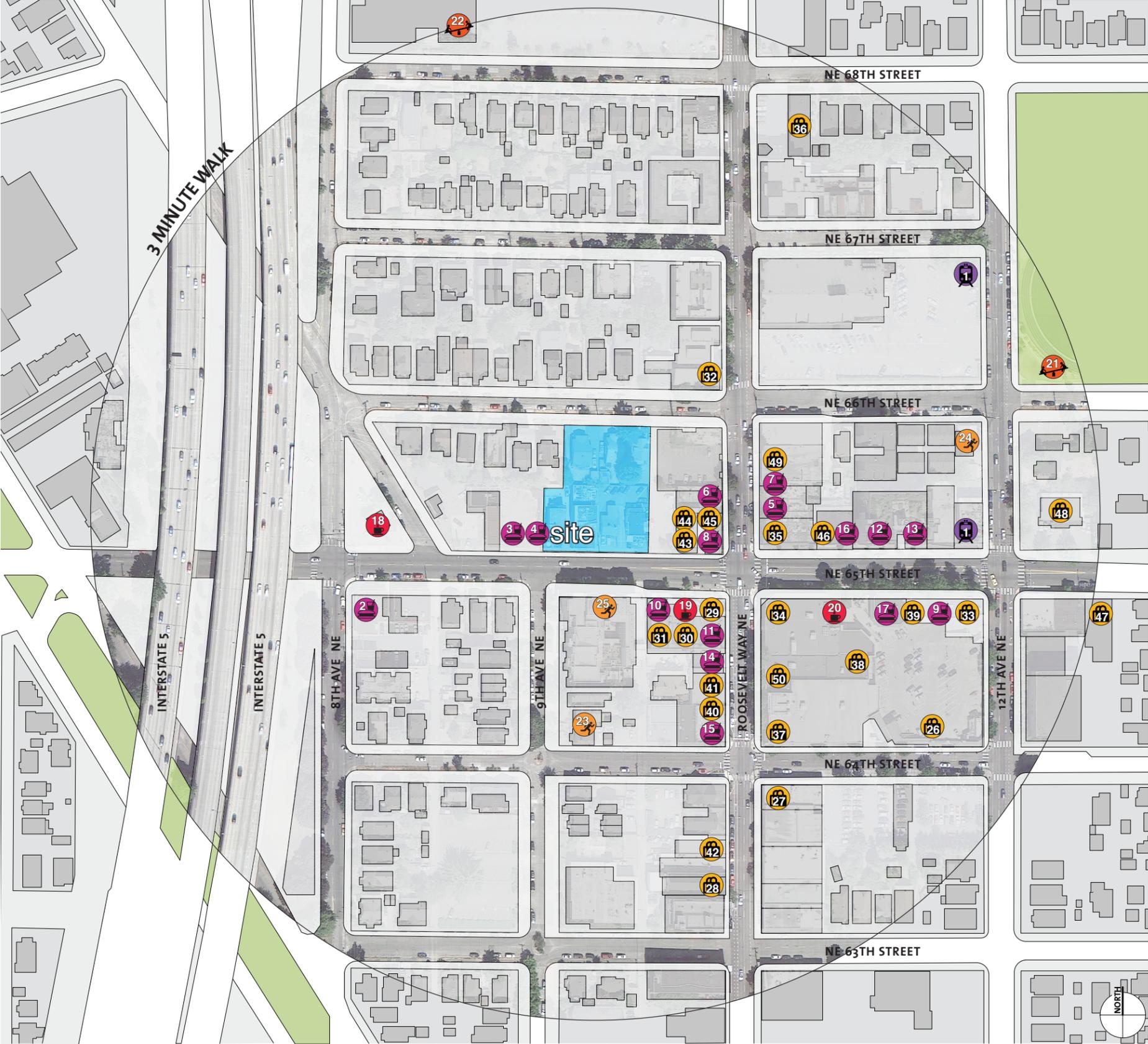
- 21. Roosevelt High School
- 22. Kinder Kampus Preschool

Health/Fitness

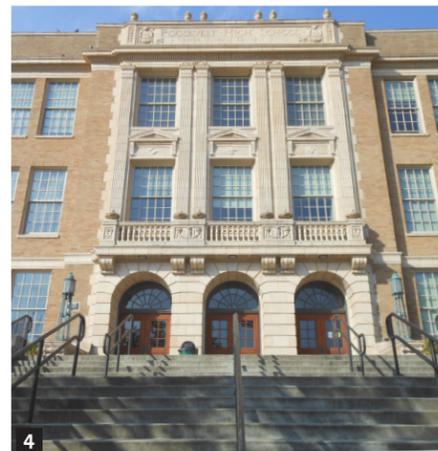
- 23. Action Reaction Physical Therapy
- 24. Bowenwork Wellness Clinic
- 25. Kettlebility

Retail

- 26. Whole Foods Market
- 27. Speakerlab
- 28. Derby Salon
- 29. Ten Thousand Villages
- 30. Spex in the City
- 31. Caruh Salon & Spa
- 32. Bank of America
- 33. The UPS Store
- 34. Dania Home Furnishings
- 35. East/West Bookshop
- 36. Seattle Auto Service
- 37. Wells Fargo Bank
- 38. Bartell Drugs
- 39. Sport Clips
- 40. Bamboo Home
- 41. HOA Salon
- 42. Ma Mo Jewelry Design
- 43. New Eyedentity Optical
- 44. Spectacle
- 45. Oh Bella
- 46. The Shoe Advantage
- 47. Health Mutt
- 48. Roosevelt Auto Parts
- 49. Bella Marie Salon
- 50. Sleep Country USA

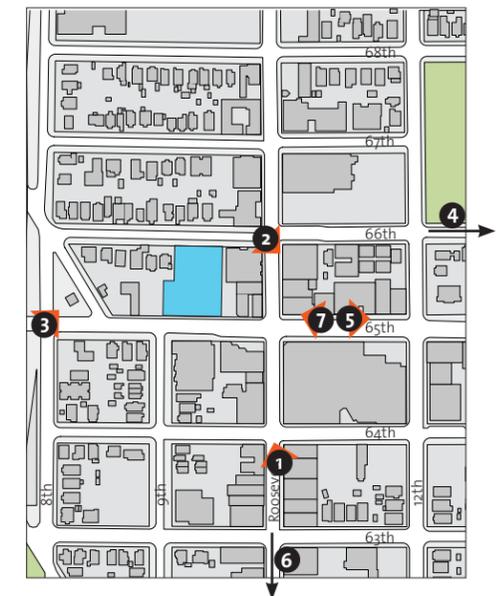


Roosevelt Neighborhood: Pedestrian Environment



Designated as one of Seattle's Urban Villages, the Roosevelt neighborhood is intended to be a walkable community. While highly-transparent retail spaces are dominant on the first floor of neighborhood buildings, sidewalks adjacent to existing buildings are narrow, leaving little physical and visual separation from the highly trafficked streets. New developments recognize this problem, and many are pushing back from the property line to allow space on the sidewalk for eating or resting. One block to the east of the site, two cafes have outdoor seating and planting along the public right-of-way on the sunny north side of the street.

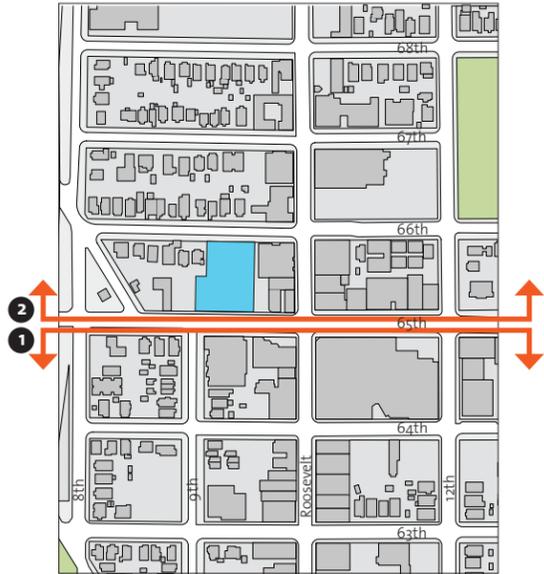
Numerous curb cuts and the narrow sidewalk in front of the site on NW 65th street do not currently allow for street trees in this area. One aspect of site improvements will be to introduce street trees along this busy arterial, continuing a pattern established to the east, and providing a more friendly environment for pedestrians in this area.



Context: NE 65th Street



1 Composite Elevation Looking South



2a Composite Elevation Looking North

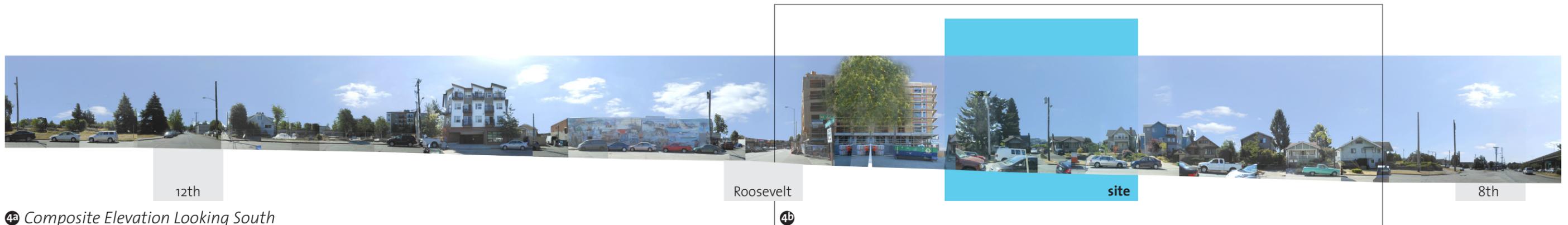
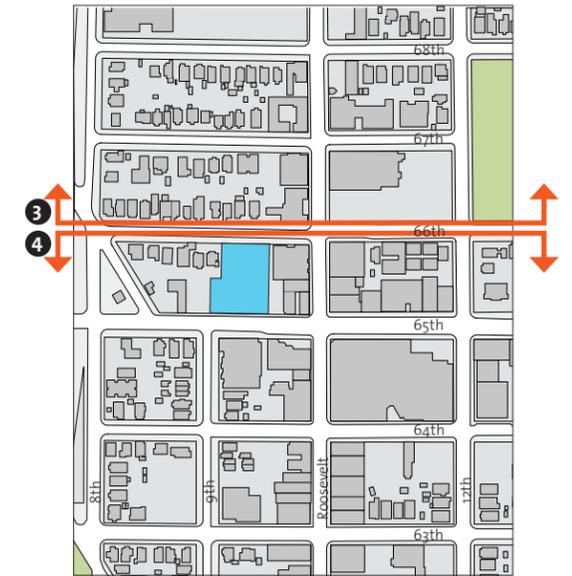


2b Composite Elevation Looking North - Detail

Context: NE 66th Street



3 Composite Elevation Looking North



4a Composite Elevation Looking South

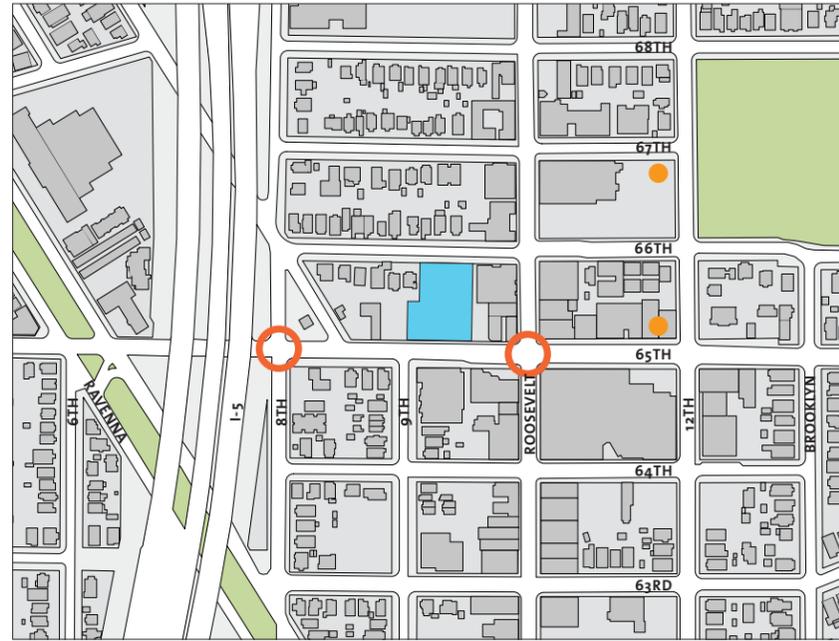


4b Composite Elevation Looking South - Detail

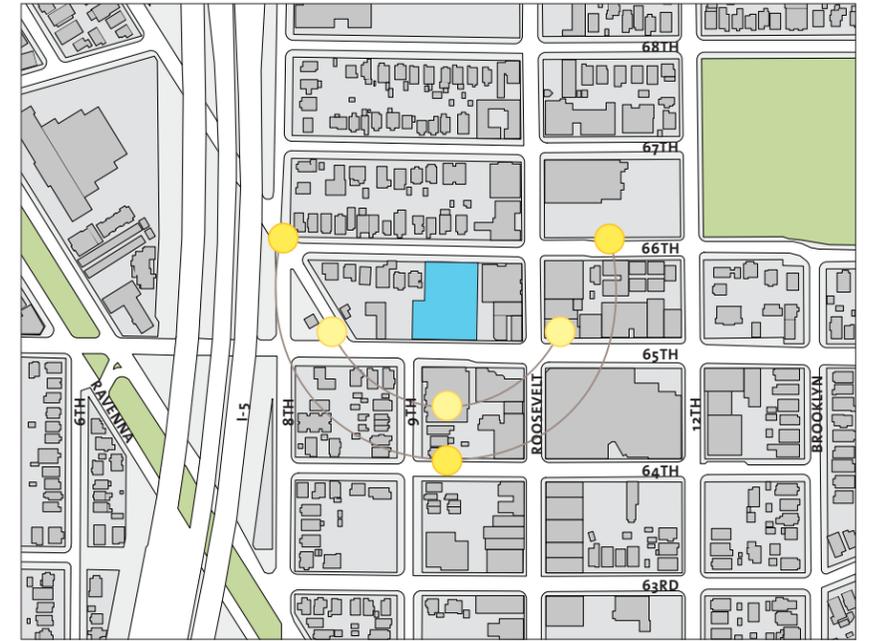
Site Analysis



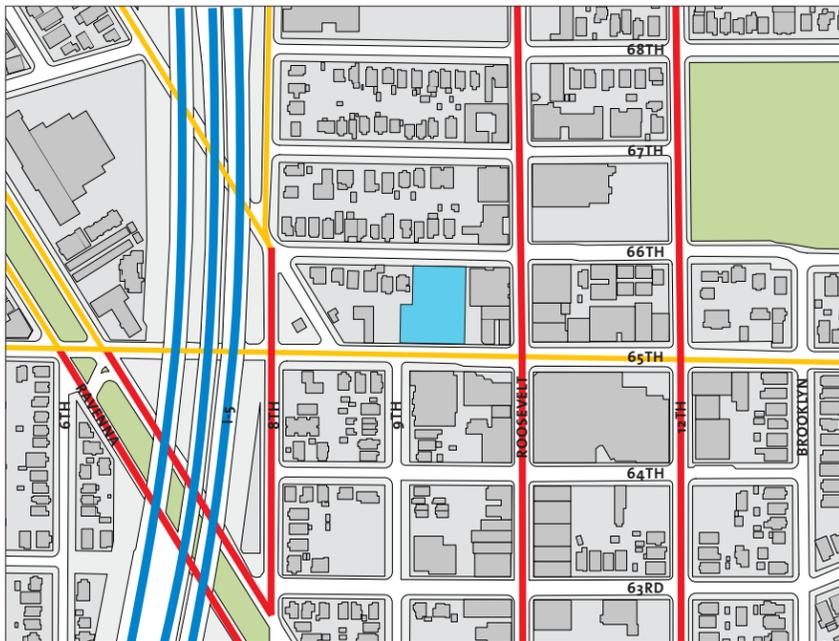
Roosevelt Commercial District ■ Commercial Business District per Roosevelt Design Guidelines



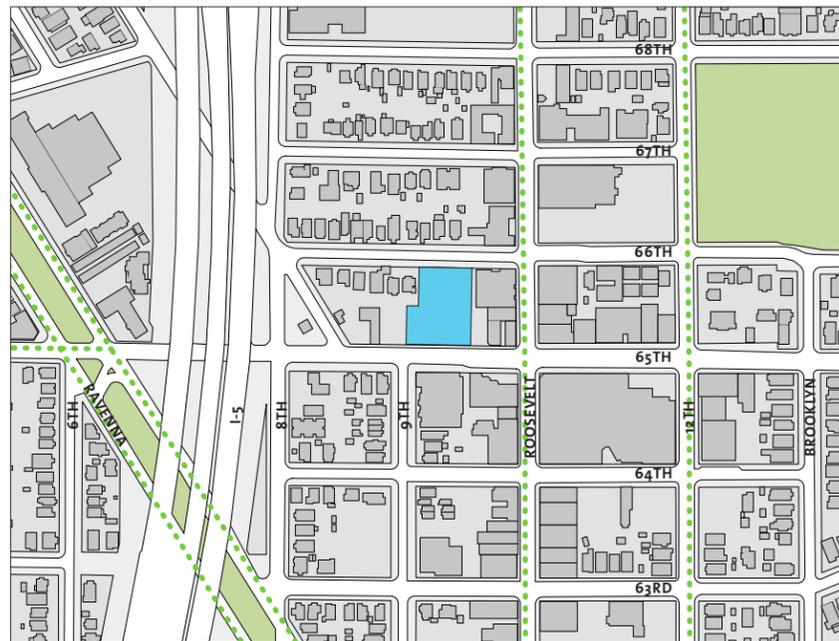
Roosevelt Neighborhood Gateways ○ Neighborhood Gateway per Roosevelt Design Guidelines
● Pedestrian Entry to Future Light Rail Station



Solar Exposure



SDOT Street Classifications — Interstate Highway
— Major Arterial
— Minor Arterial

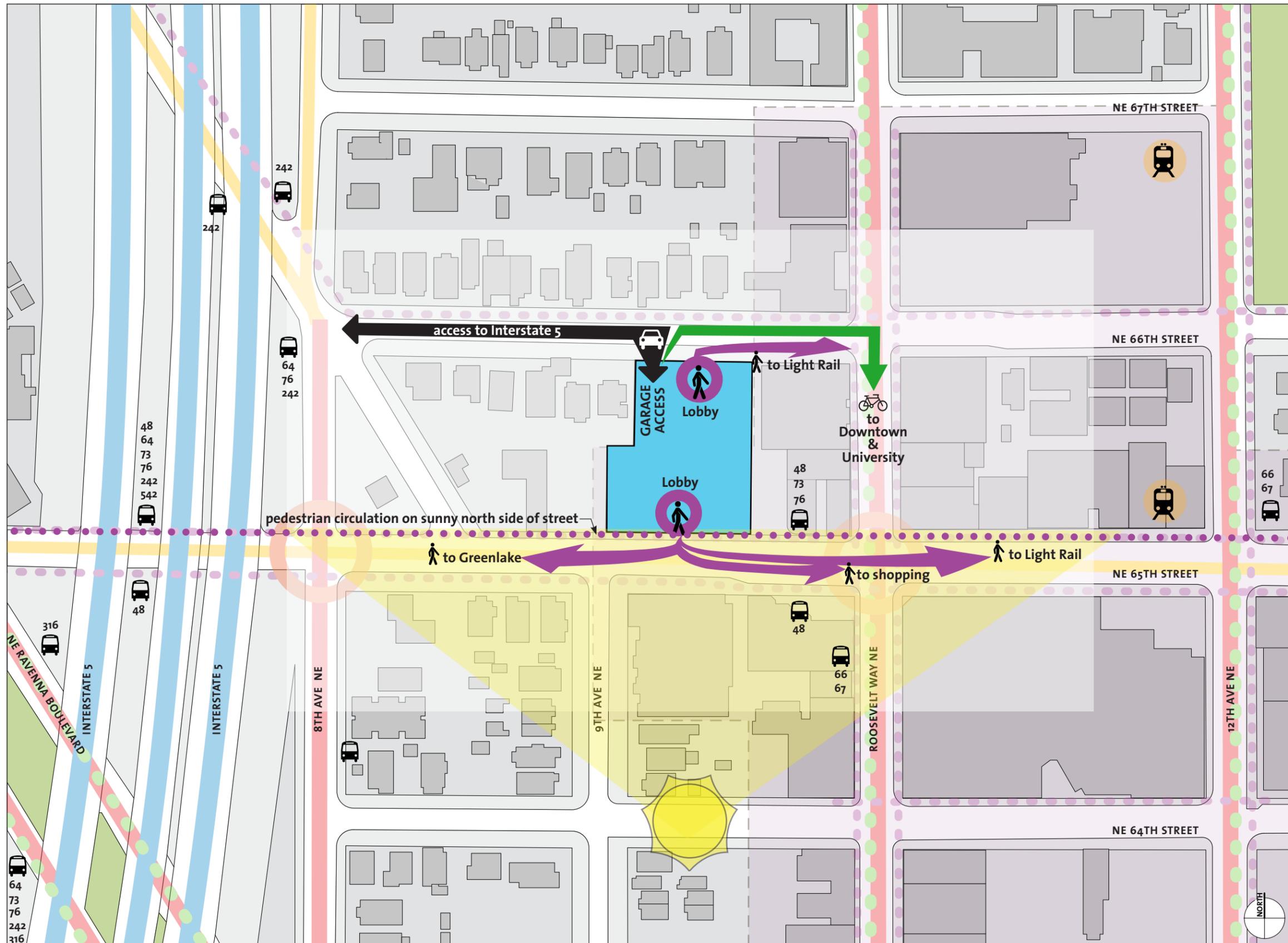


Designated Bike Routes - - - On-Street Bicycle Lane per the 2012 Seattle Bike Map



Pedestrian Routes - - - Pedestrian Travel Routes
■ Bus Stop

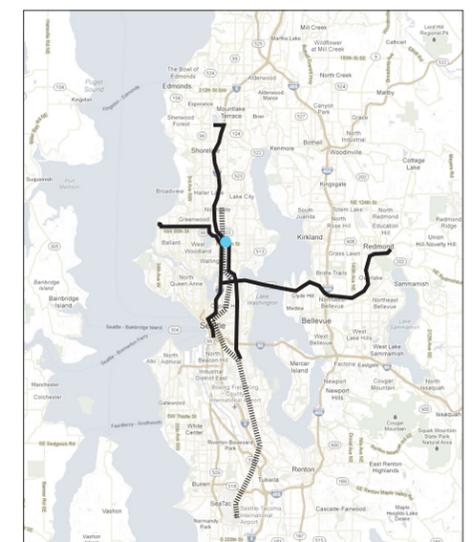
Site Analysis: Project Response



Ideally situated for Transit-Oriented Development, the site for the 66th Street Apartments is in the heart of the Roosevelt neighborhood. The project is located within the neighborhood commercial boundaries outlined in the Roosevelt Design Guidelines. Restaurants and retail are located steps from the project's front door.

Roosevelt serves as a transit hub both for regional busses as well as the future light rail line. Within a two-block radius from the project, tenants have direct transit lines as far north as Montlake Terrace, west to Golden Gardens, east to Redmond, and eventually, south as far as the SeaTac Airport using the Light Rail.

With most pedestrians from transit stops, Green Lake, and the High School walking along the sunny north side of 65th street, the project steps back at street level, creating a widened and weather-protected sidewalk. Removing vehicular access and curb cuts to the project from the heavy traffic of NE 65th Street creates a safer pedestrian environment. Garage access to the project is from 66th Street - vehicles turn west to reach Interstate 5, while cyclists head east a half-block to use the designated bike street to Downtown Seattle and the University District

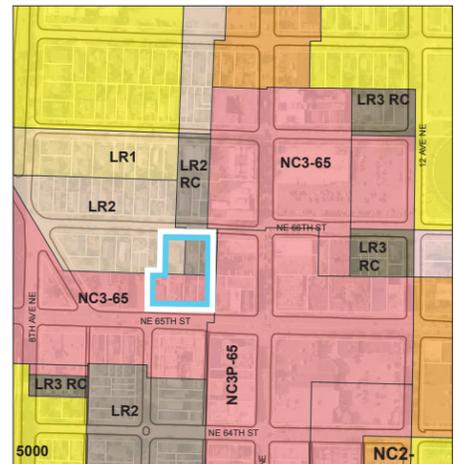
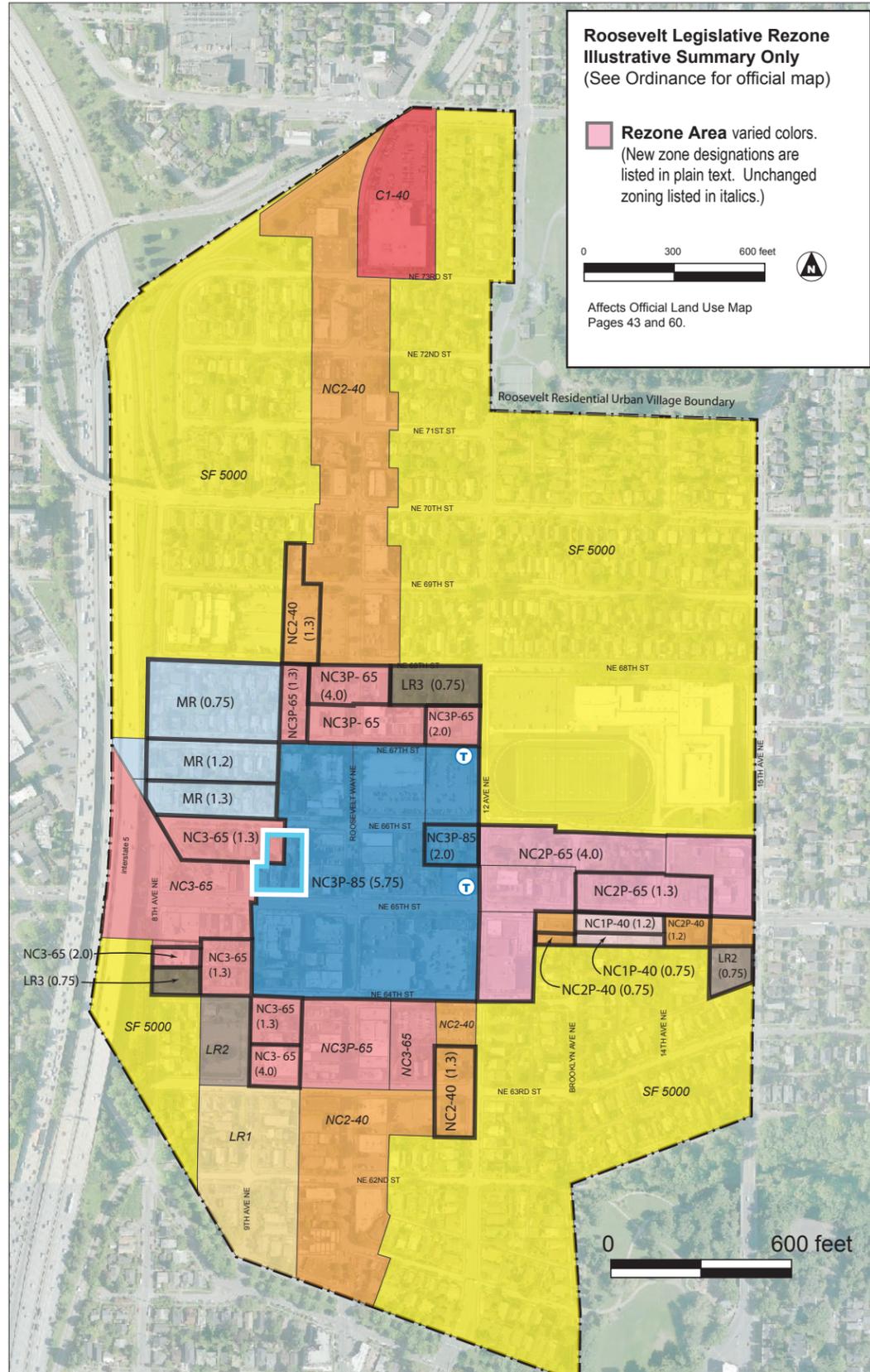


Transit Routes

Roosevelt Neighborhood: Zoning Analysis

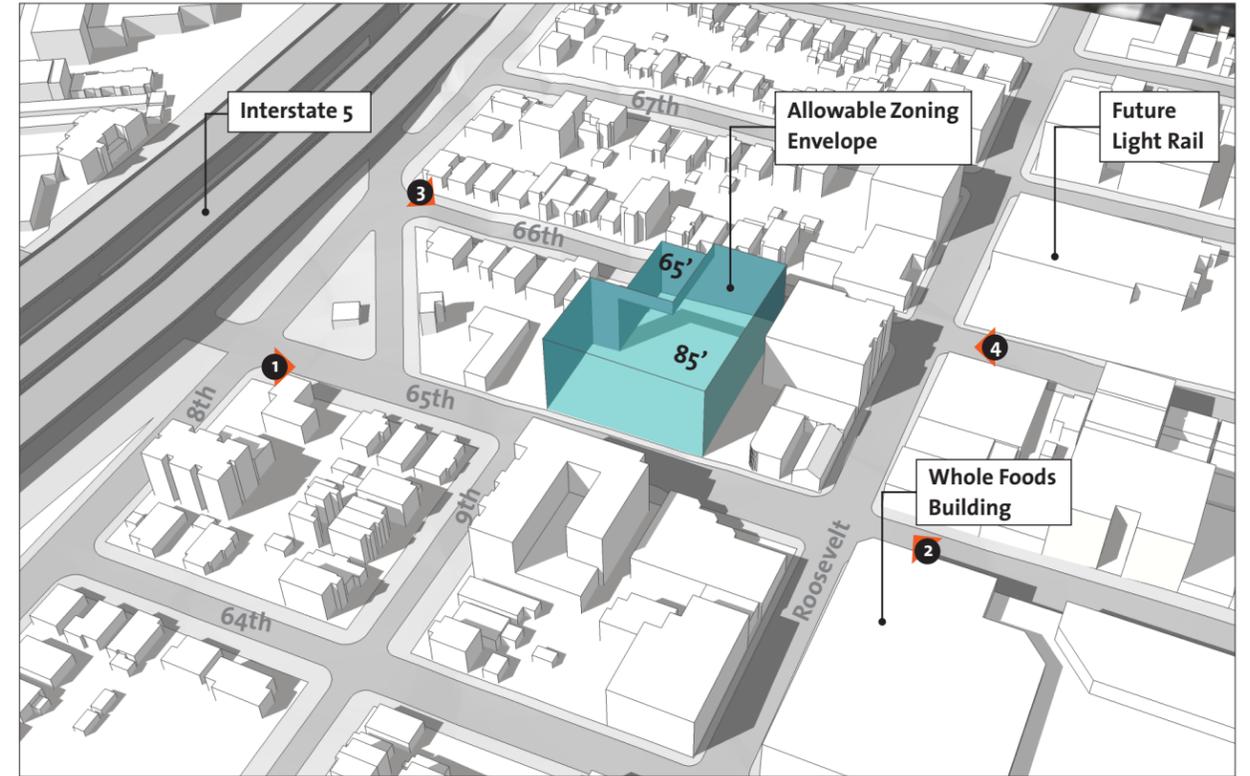
To promote high-density projects in Transit-Oriented development areas, the City of Seattle adopted a new zoning map for the Roosevelt neighborhood in 2012. Per the new zoning overlay, the site of the 66th Street apartments bridges two allowable zoning heights: an 85' maximum height along NE 65th street and the eastern portion of NE 66th street, and a 65' maximum height on the northwest corner of the project site. This change in allowable building height acknowledges the neighborhood's plan to keep the tallest units concentrated to within 1/4 mile radius of the future light rail station.

The design alternatives presented in this package acknowledge and adapt to the varying heights allowed on the NE 66th Avenue Apartments site.

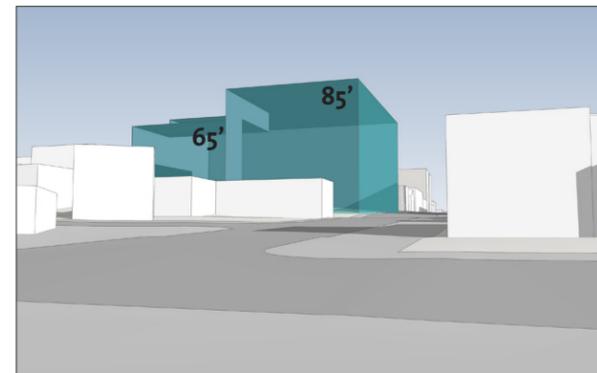


zoning in November, 2011

current site zoning: adopted 2012



Allowable Zoning Envelope from Southeast



1. Allowable Zoning Envelope from Southwest



2. Allowable Zoning Envelope from Southeast



3. Allowable Zoning Envelope from Northwest



4. Allowable Zoning Envelope from Northeast

Roosevelt Neighborhood: Roosevelt Urban Village High Priority Design Guidelines

- A-1 Responding to Site Characteristics**
Setbacks along building base
- A-2 Streetscape Compatibility**
Make use of the building setback to create a public space.
- A-3 Entrances Visible from the Street**
Entries identifiable from the street
- A-4 Human Activity**
Encourage pedestrian activity along sidewalks within the Commercial Core.
- A-5 Respect for Adjacent Sites**
Siting should respect adjacent buildings
- A-6 Transition Between Residence and Street**
Provide security and privacy for residents and encourage social interaction among residents and neighbors.
- A-7 Residential Open Space**
Individual gardens , Rooftops
- A-8 Parking and Vehicle Access**
Locate driveways so they are visually less dominant.
- B-1 Height Bulk and Scale**
Projects should be compatible with scale of development anticipated by the applicable Land Use Policies for the surrounding area.
- C-1 Architectural Context**
Articulate the building façade and break down the mass of long facades into units or intervals.
- C-2 Architectural Concept and Consistency**
 - *Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.*
 - *Multiple building entries*
 - *Building base*
- C-3 Human Scale**
Incorporate architectural features, elements and details to achieve a good human scale.

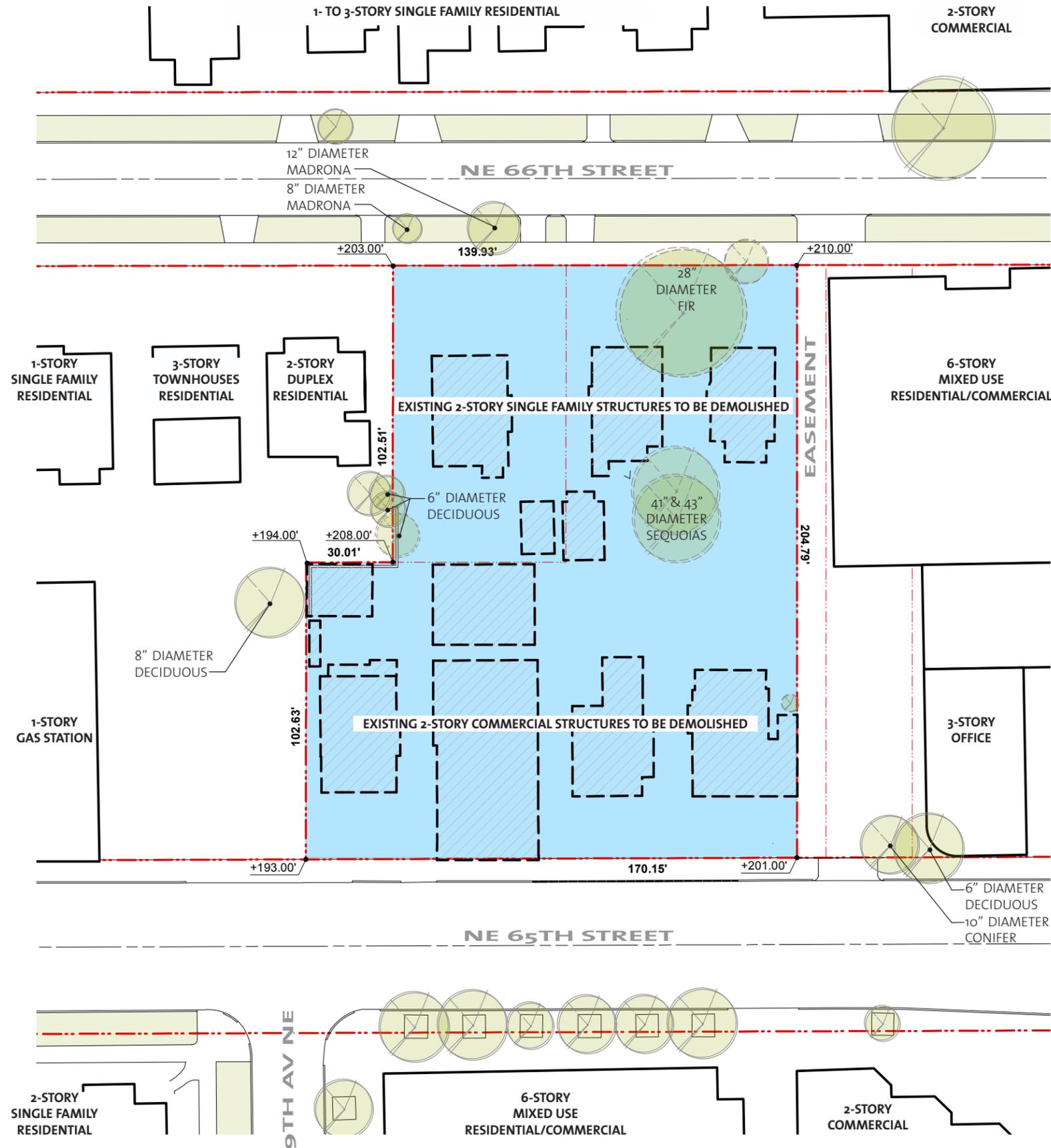
- C-4 Exterior Finish Materials**
 - *Building exteriors should be constructed of durable and maintainable materials.*
 - *Developments should accommodate places for signage that are in keeping with the buildings architecture and overall sign program.*
- C-5 Structured Parking Entrances**
The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.
- D-1 Pedestrian Open Space and Entrances**
 - *Convenient and attractive access to the building's entry should be provided.*
 - *Pedestrian amenities are encouraged where appropriate along sidewalks within the Core Commercial Area.*
- D-6 Screening of Dumpsters, Utilities and Service Areas**
Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from street front where possible.

- D-7 Personal Safety and Security**
Project design should consider opportunities for enhancing personal safety and security.
- D-10 Commercial Lighting**
Appropriate levels of lighting should be provided to promote visual interest and a sense of security in commercial districts during evening hours.
- D-11 Commercial Transparency**
Commercial storefronts should be transparent
- D-12 Residential Entries and Transitions**
Main entrances of multi-family / mixed use buildings should be located on the "primary pedestrian corridor" within commercial areas and should be clearly identifiable.
- E-2 Landscaping to Enhance the Building and/or Site**
Landscaping should be appropriately incorporated into the design of the project.



Roosevelt High School

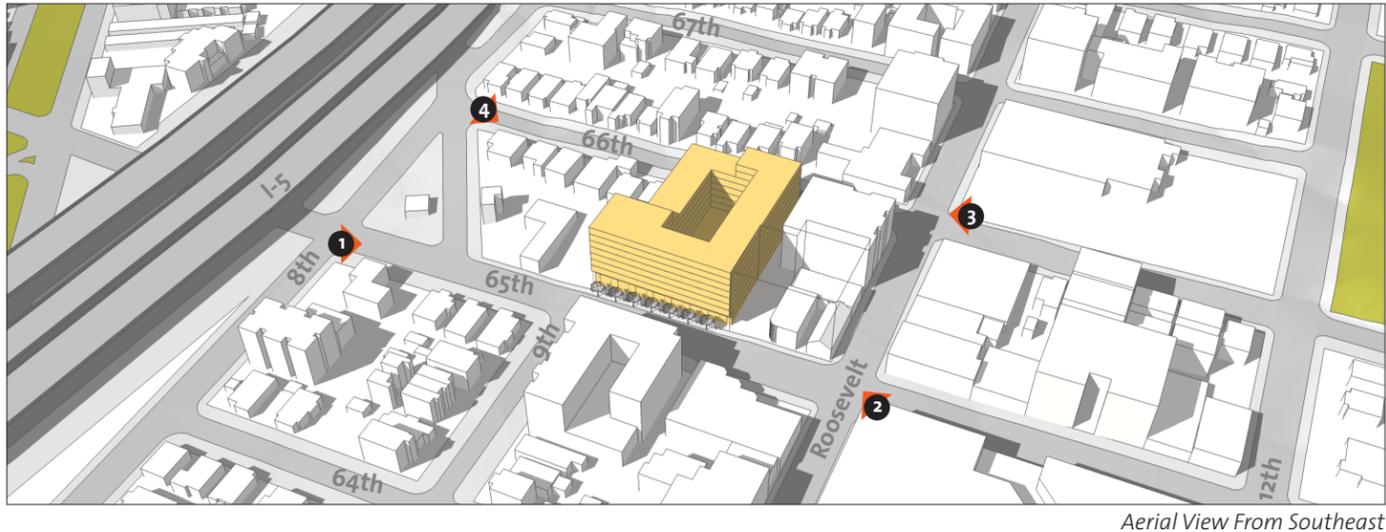
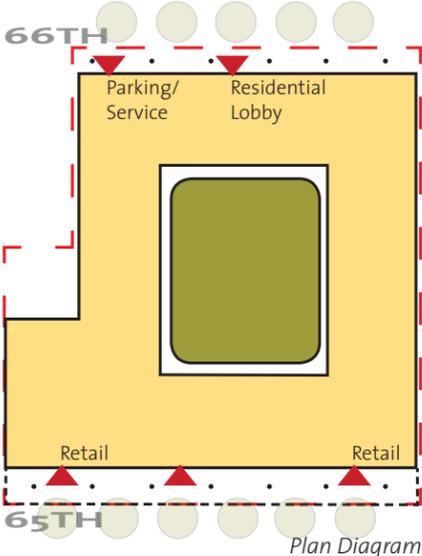
Development Objectives



- 1 Provide lively, inviting environment for urban residents and retail establishments in a new mixed use project.
- 2 Develop efficient massing that is compatible in scale with new buildings along the NE 65th Street corridor
- 3 Enhance the quality of the streetscapes with an appropriately scaled facade that reinforces the street edge and acknowledges the urban nature of the neighborhood.
- 4 Enhance the pedestrian experience along NE 65th Street with a widened, covered sidewalk fronting lively retail spaces, providing public open space at street level accessible to everyone. Decrease conflicts between pedestrians and auto traffic by eliminating curb cuts and broken facades.
- 5 Enhance the pedestrian experience along NE 66th with a landscape plan that reinforces its status as a green street.
- 6 Be a good neighbor. This will inform the the project in terms of
 - Commercial level streetscape design
 - Landscape design and material selection
 - Exterior lighting design
 - Parking access
 - Trash and recycling storage

Design Proposal: Alternate 1 (Code Compliant)

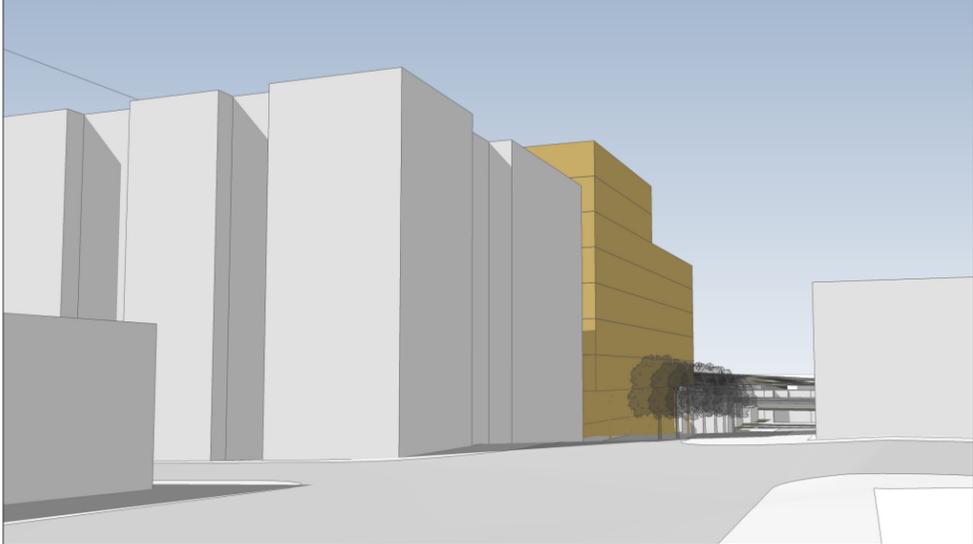
Design Alternate 1 takes advantage of the new 85' zoning in the Roosevelt neighborhood. The mass of the structure builds to the maximum height allowed on the south and east sides, while leaving the northwest portion of the site zoned to 65' open as a common-use space for building residents. An eight-foot undercut along NE 65th Street provides a wider sidewalk and open space, benefitting pedestrians in the neighborhood.



1 View from I5 and NE 65th looking East



2 View from NE 65th and Roosevelt looking West



3 View from NE 66th and Roosevelt looking West



4 View from NE 66th and 8th looking East

Project Statistics:

- 217 Units
- 85' Maximum Height
- 100% of FAR

Development Objectives:

- 1 provide an enlivened street environment
- 2 comparable in scale
- 3 reinforce street edges
- 4 enhance pedestrian experience [NE 65th]
- 5 enhance pedestrian experience [NE 66th]
- 6 be a good neighbor

pros:

- a widened sidewalk and retail on NE 65th street promote a lively pedestrian environment

cons:

- maxing out the allowable building height at 85' towers over other existing developments, as well as future developments that will occur on the 65' zoned north side of NE 66th Street

Design Proposal: Alternate 2 (Code Compliant)

Design Alternate 2 maximizes the building footprint on the site while keeping the height of the building at 65-feet. The U-shaped mass wraps a small central courtyard, accessible and visible only to residents. The streetwall is held on both NE 65th Street and NE 66th street, with an undercut provided at street-level to widen the sidewalk and enhance the pedestrian experience.

Project Statistics:

235 Units
75' Maximum Height
100% of allowable FAR

Development Objectives:

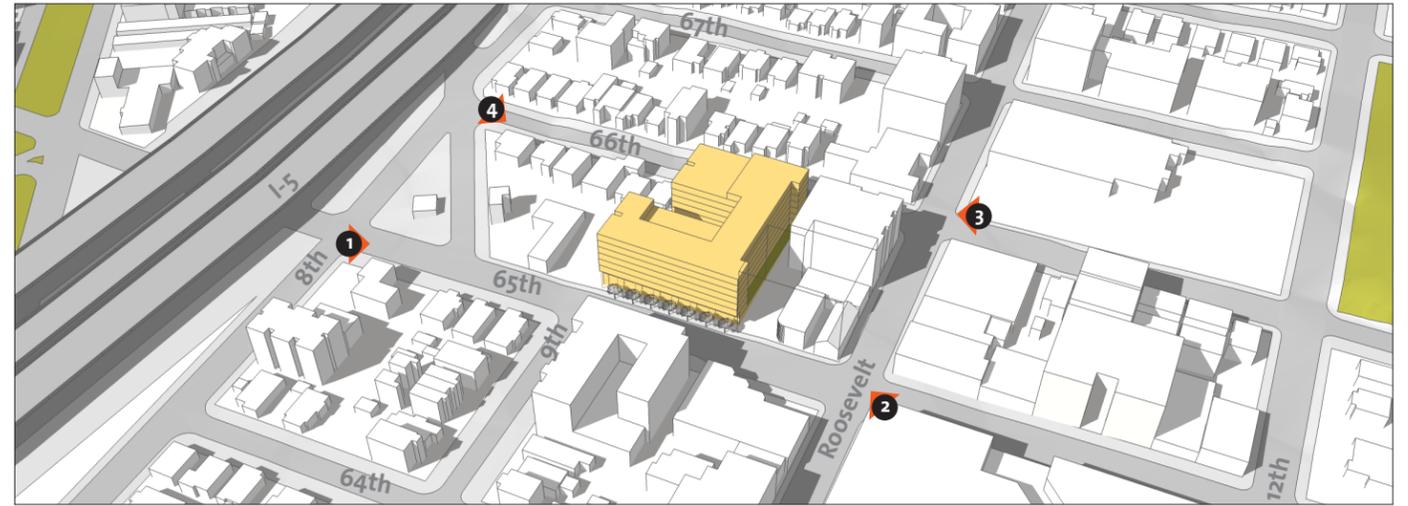
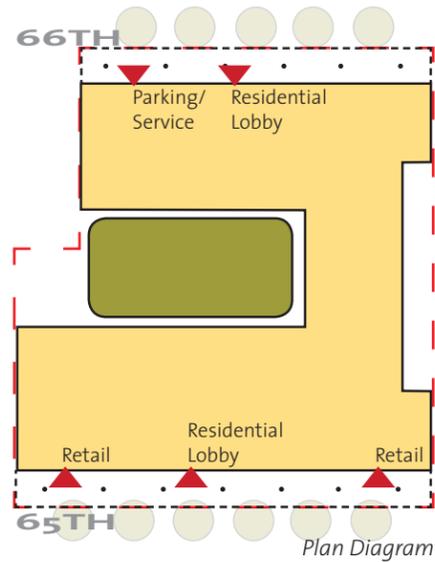
- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> 1
provide an enlivened street environment | <input type="checkbox"/> 2
comparable in scale | <input checked="" type="checkbox"/> 3
reinforce street edges |
| <input checked="" type="checkbox"/> 4
enhance pedestrian experience [NE 65th] | <input checked="" type="checkbox"/> 5
enhance pedestrian experience [NE 66th] | <input type="checkbox"/> 6
be a good neighbor |

pros:

- a widened sidewalk and retail on NE 65th street promote a lively pedestrian environment
- 65' maximum height respects existing and future developments along NE 66th Street
- the streetwall is held on both street frontages

cons:

- common open space is the smallest of the three options
- continuous building footprint takes up the majority of the site



1 View from I-5 and NE 65th looking East



2 View from NE 65th and Roosevelt looking West



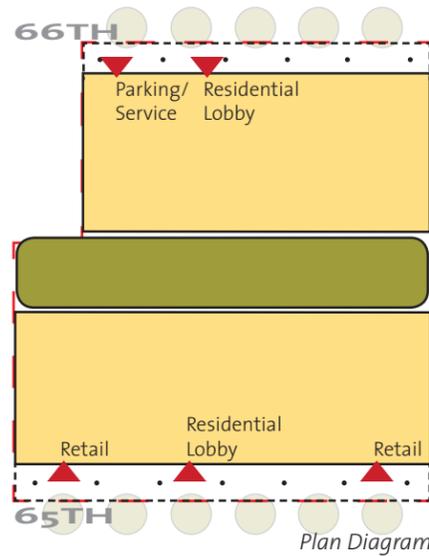
3 View from NE 66th and Roosevelt looking West



4 View from NE 66th and 8th looking East

Preferred Design Proposal: Alternate 3

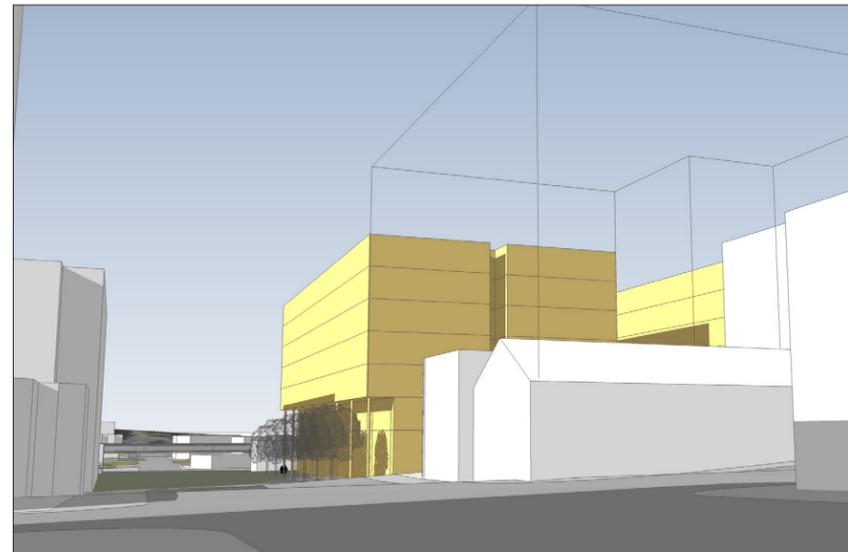
Design Alternate 3 is the preferred scheme due to unit layout efficiencies, access to light and air for all residents, and urban response to the Roosevelt context. The design holds the street edge on both NE 66th Street and NE 65th street, resulting in a 40' courtyard between the two building forms. A double-height covered walkway is provided on both street-facing facades, providing additional space for pedestrian travel on the retail-driven NE 65th, while allowing for a generous landscape buffer on NE 66th Street.



Aerial View From Southeast



1 View from I-5 and NE 65th looking East



2 View from NE 65th and Roosevelt looking West



3 View from NE 66th and Roosevelt looking West



4 View from NE 66th and 8th looking East

Project Statistics:

195 Units
65' Maximum Height
89% of allowable FAR

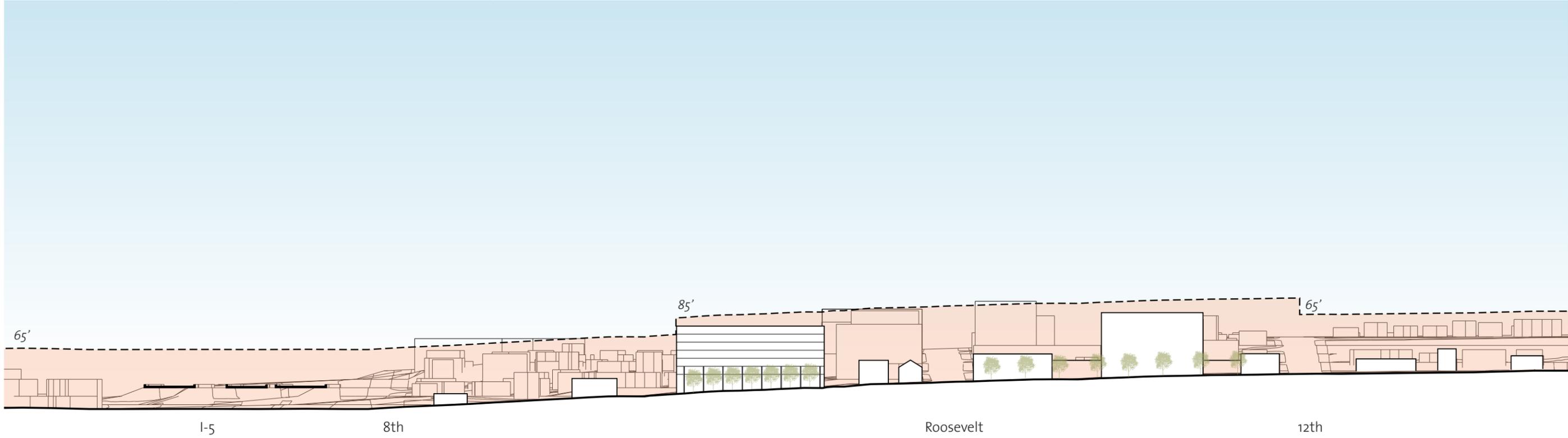
Development Objectives:

- ✓ 1 provide an enlivened street environment
- ✓ 2 comparable in scale
- ✓ 3 reinforce street edges
- ✓ 4 enhance pedestrian experience [NE 65th]
- ✓ 5 enhance pedestrian experience [NE 66th]
- ✓ 6 be a good neighbor

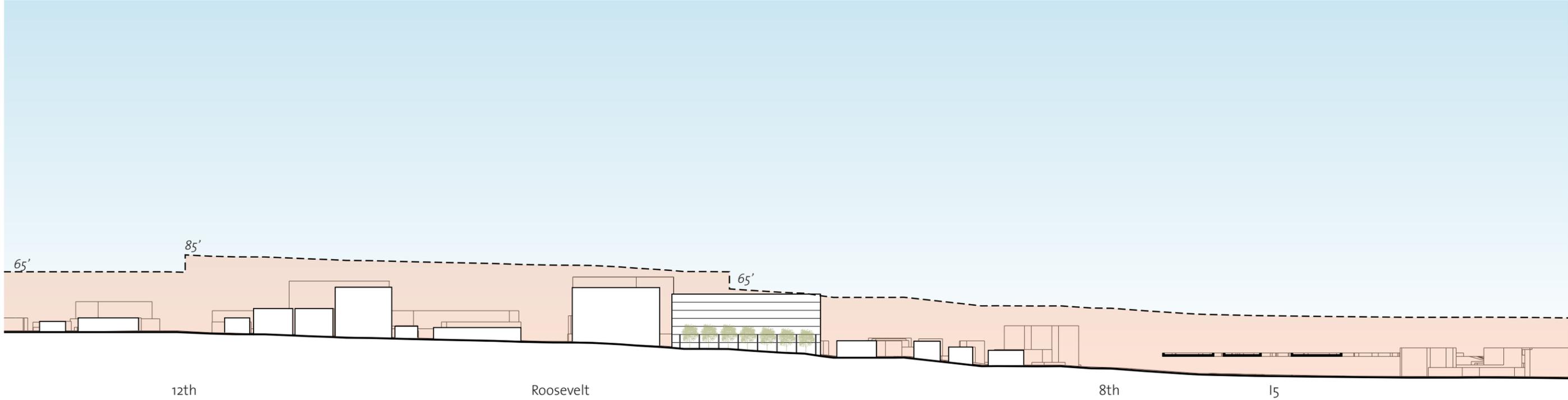
pros:

- a widened sidewalk and retail on NE 65th street promote a lively pedestrian environment
- 65' maximum height respects existing and future developments along NE 66th Street
- the streetwall is held on both street frontages
- an undercut of the building along NE 66th street allows for a generous landscape buffer between the sidewalk and structure
- massing gives the appearance of two smaller buildings

Preferred Design Proposal: Allowed Building Heights



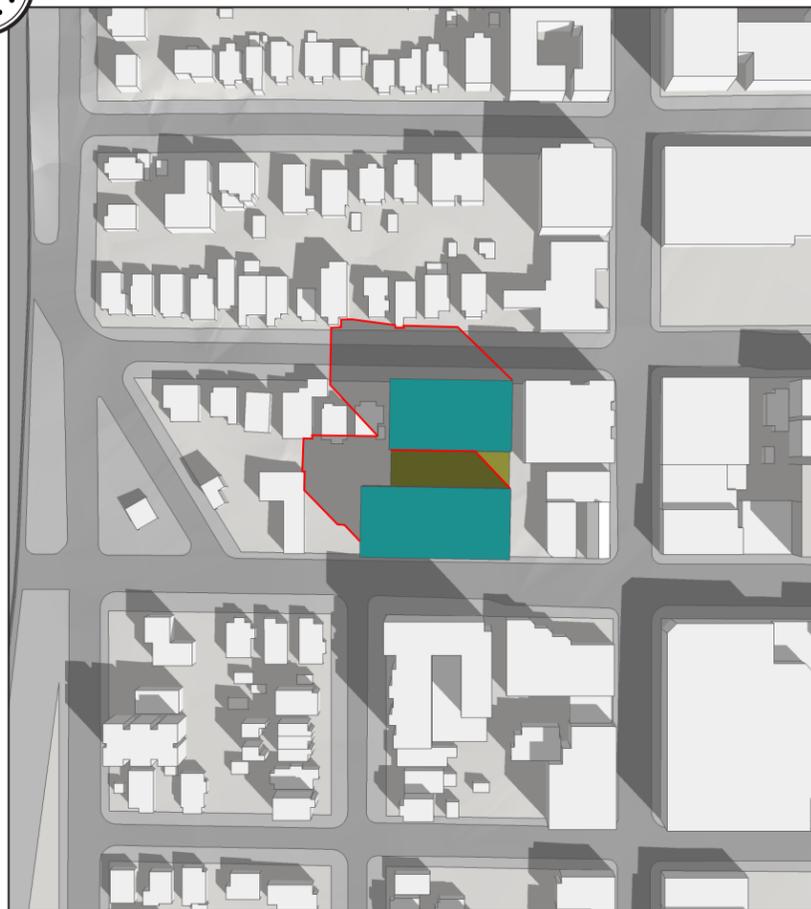
Allowed Building Heights - NE 65th Street



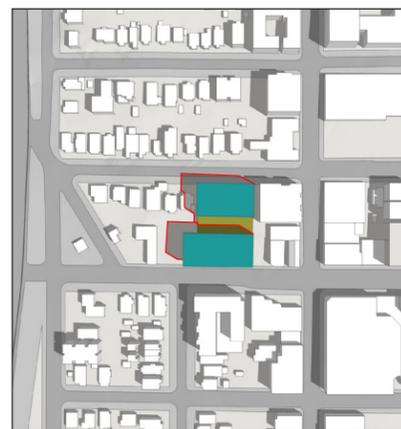
Allowed Building Heights - NE 66th Street



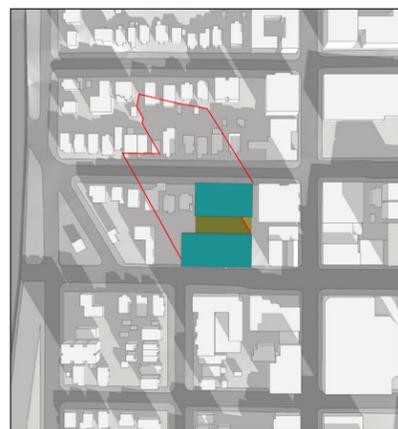
10:00 am



March/September 21



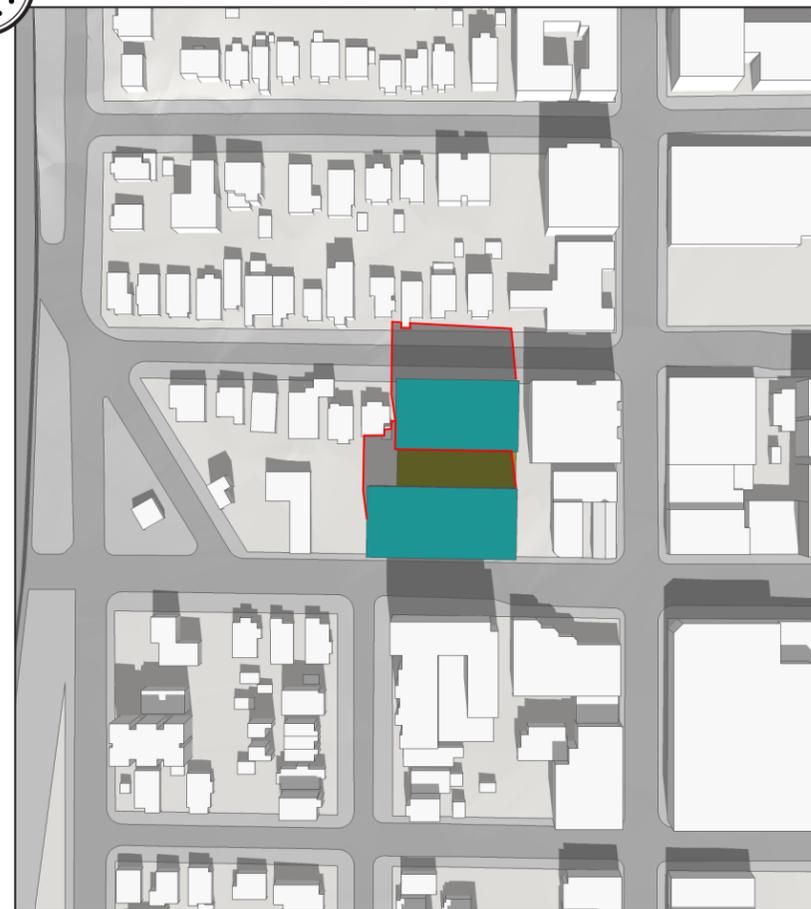
June 21



December 21



noon



March/September 21



June 21



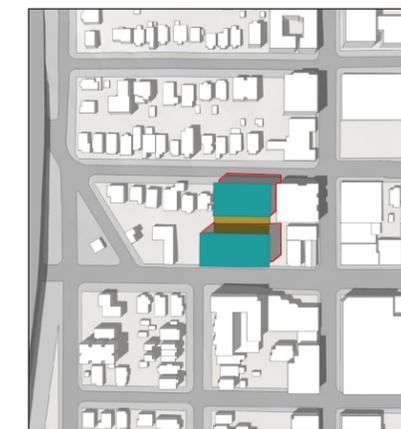
December 21



2:00 pm



March/September 21

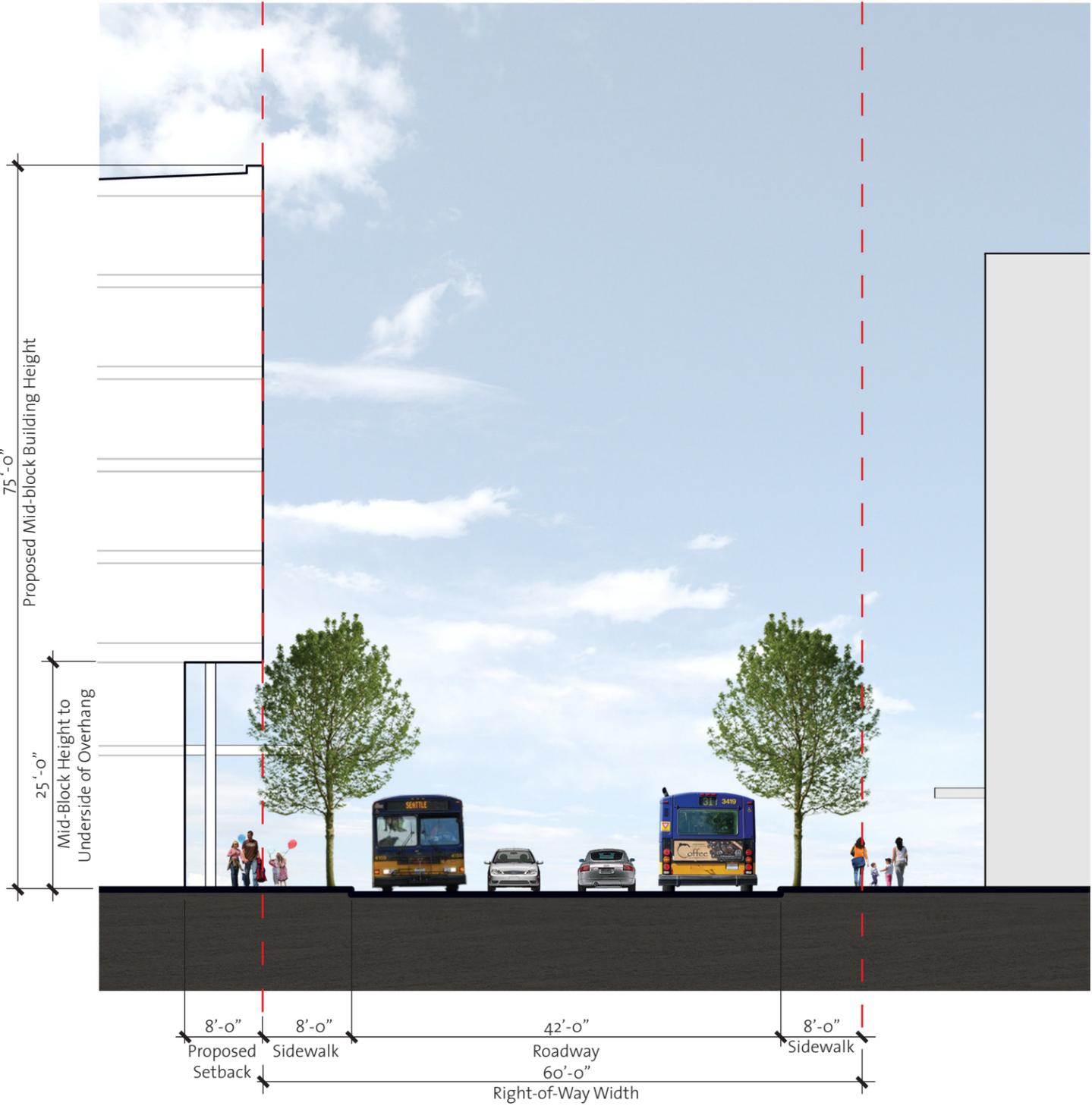
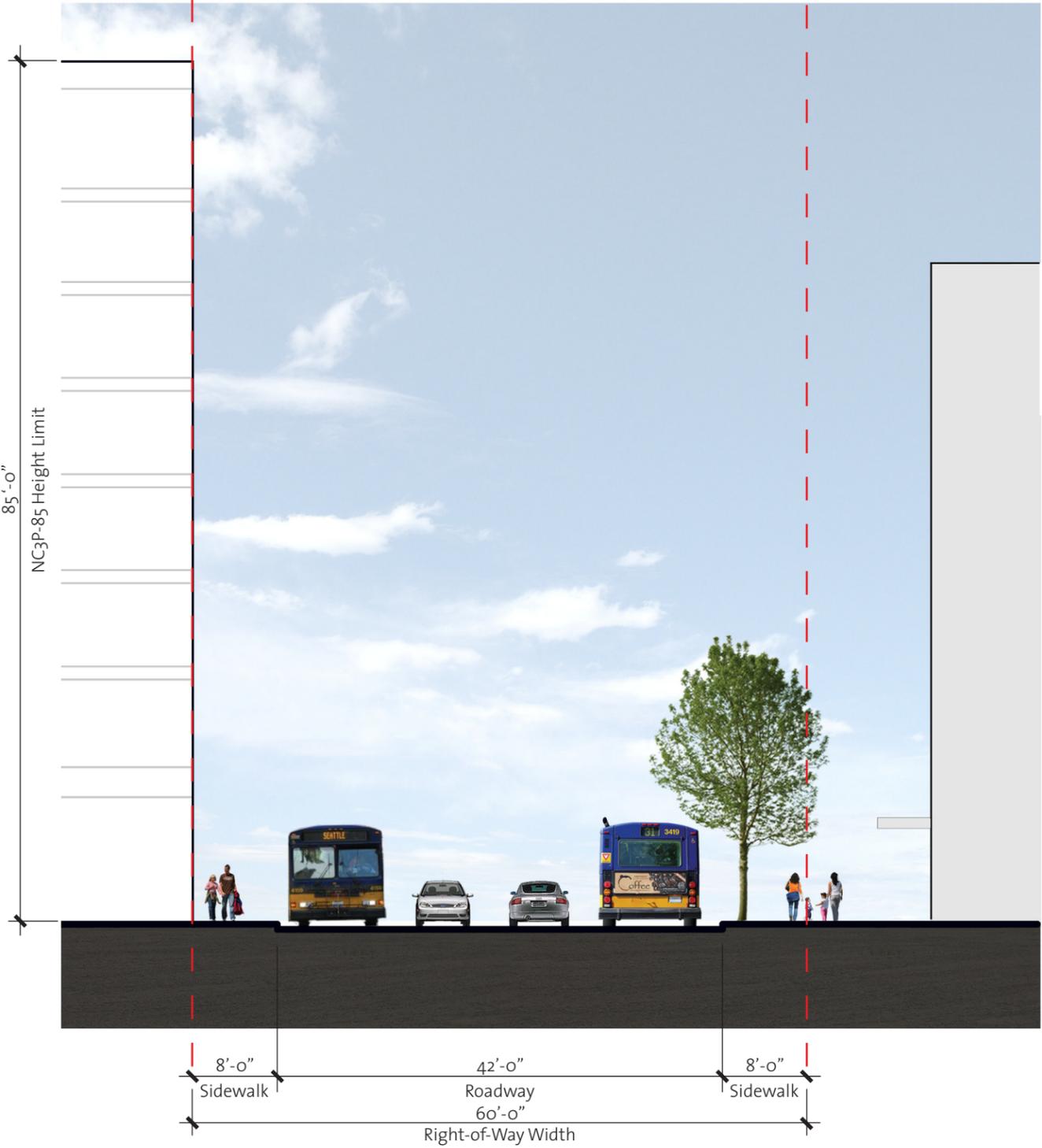


June 21



December 21

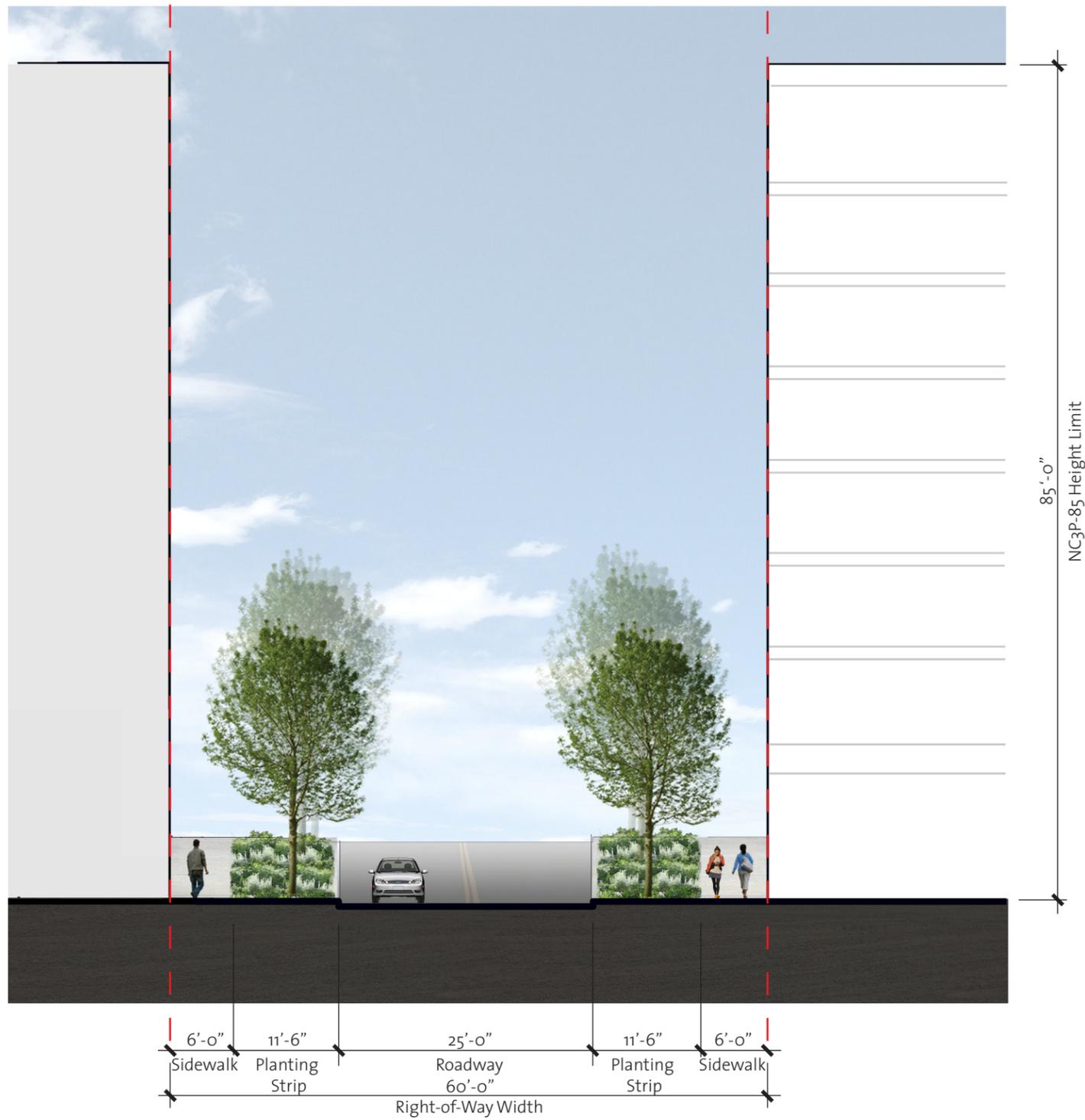
Preferred Design Proposal: Street Sections at NE 65th Street



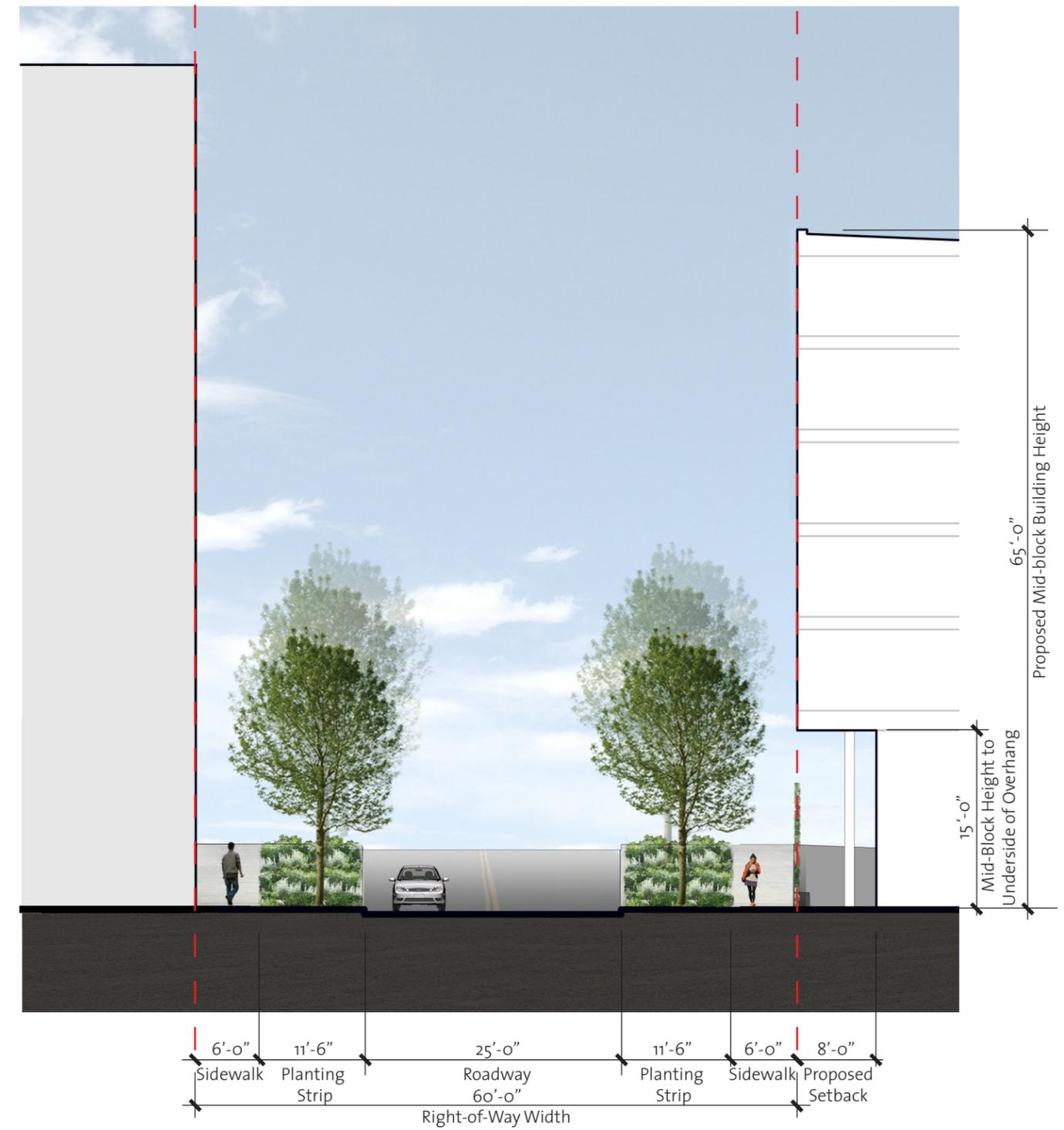
Allowed Building Mass at Street - NE 65th Street

Proposed Building Mass at Street - NE 65th Street

Preferred Design Proposal: Street Sections at NE 66th Street



Allowed Building Mass at Street - NE 66th Street



Proposed Building Mass at Street - NE 66th Street

Preferred Design Proposal: Pedestrian Experience



Existing conditions on NE 65th Street



Pedestrian experience and lower level retail on NE 65th Street



Existing conditions on NE 66th Street



Pedestrian experience on NE 66th Street

Preferred Design Proposal: Potential Departures

POTENTIAL DEPARTURE #1

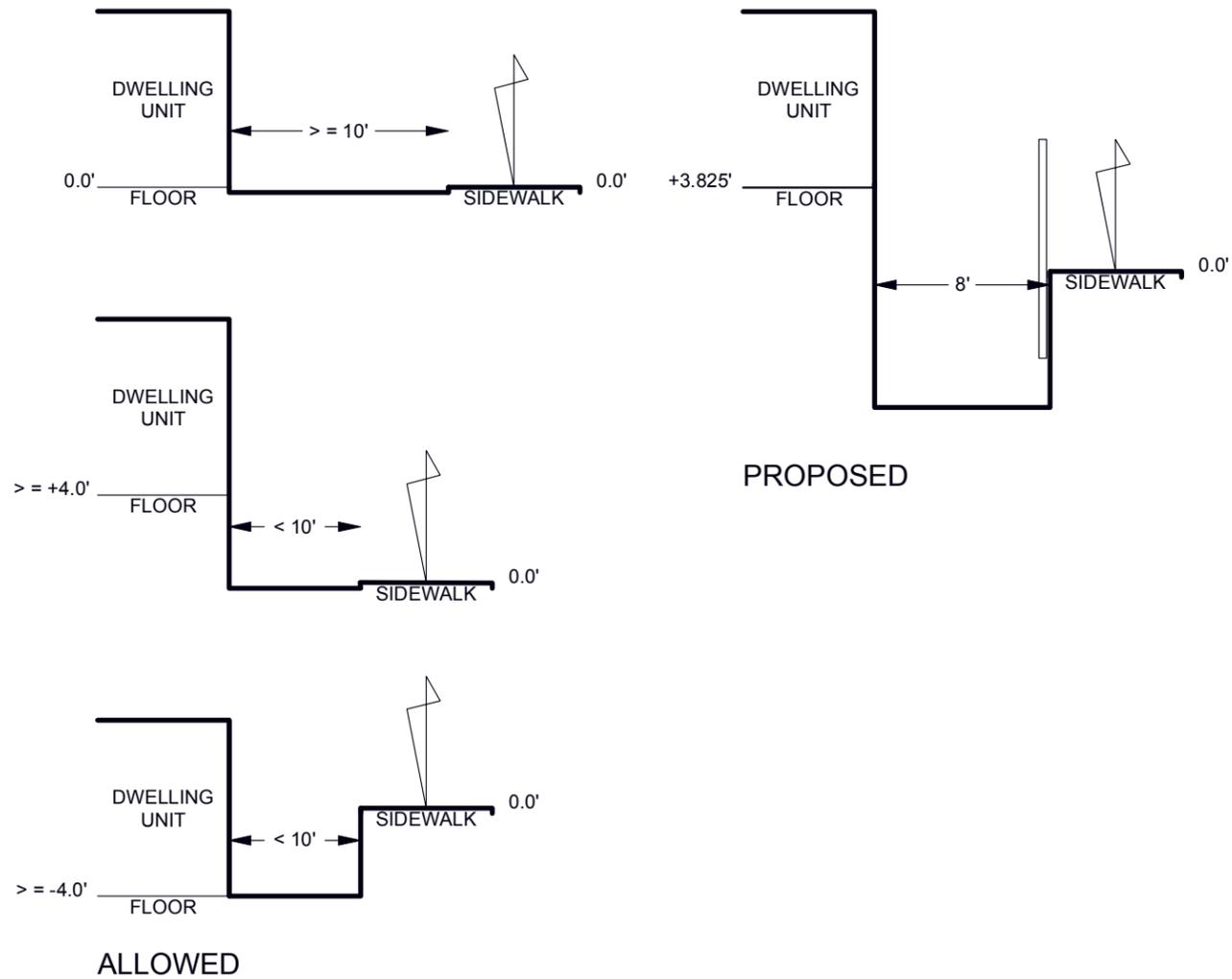
SMC 23.47A.008D

STREET-LEVEL DEVELOPMENT STANDARDS

The floor of a dwelling unit located along the street-facing facade shall be at least 4' above or 4' below sidewalk grade, or be set back at least 10' from the sidewalk.

DEPARTURE REQUEST:

Allow a combination of height and distance separation, with a 6' tall screen



POTENTIAL DEPARTURE #2

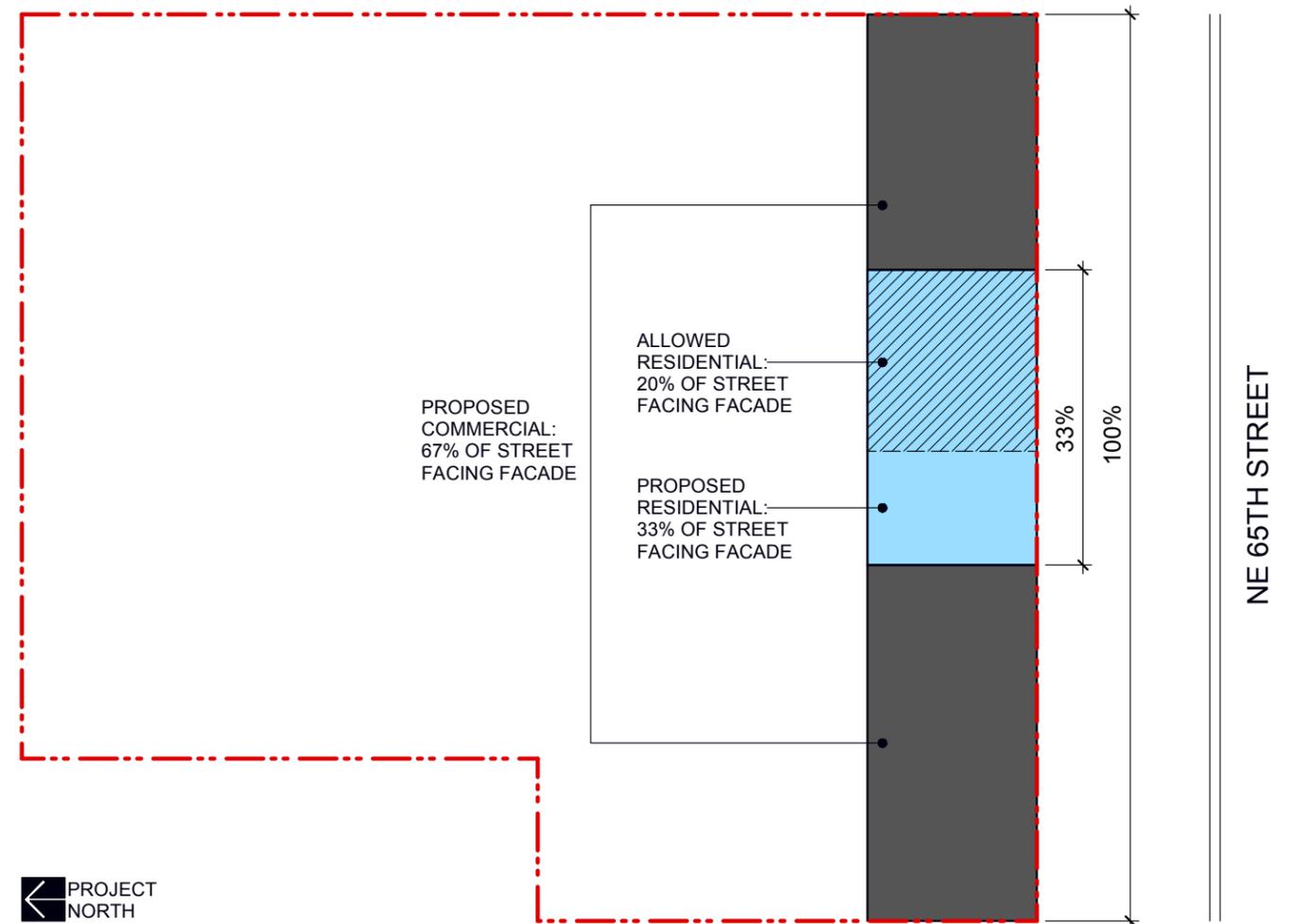
SMC 23.61.012

RESIDENTIAL STRUCTURES

Residential uses are permitted outright anywhere in a structure in C zones and NC zones, unless located on a lot in a pedestrian-designated zone, where they are limited to 20% of each street-level, principal pedestrian street-facing facade.

DEPARTURE REQUEST:

Allow up to 33% of pedestrian street-facing facade to be residential use to allow for an appropriately scaled residential entry for a project serving approximately 200 residential units.



Representative Projects

Weinstein A|U is recognized as one of the Northwest's leading design firms and has continually demonstrated design excellence on a broad array of projects for State, City, Federal, private, and not-for-profit clients. We are passionate about our city and the shaping of its urban neighborhoods through the integration of architecture and urban design is central to our practice.

Well-designed and thoughtful urban housing is a special concern of ours, and we have worked aggressively to advance the expectations of mixed-use projects in Seattle, both technically and aesthetically. While each project presents very specific challenges, a number of recurring themes inform much of our work and form the basis of our approach to housing design:

- All of our buildings are situational and are inseparable from their sites. They sit comfortably amongst their established neighbors, drawing from established precedents while looking to the future
- Well-designed unit plans are essential to the success of a housing project. While the functionality of each unit type is important, the organization of units across a floor plate and their influence on building elevations is equally important
- Appropriately located and proportioned open space is a significant design determinant for most mixed-use and urban housing projects
- We avoid arbitrary façade embellishment. Instead we utilize the organization of individual units and their aggregation to establish the pattern and rhythm of multi-family facades that is furthered informed by site organization and orientation. Plans correlate to elevations and variation occurs within an established system
- The constrained budgets for typical mixed-use projects demand careful consideration of a project's primary orientation and configuration to provide cost effective sustainable design strategies
- The scale and proportion of new mixed-use buildings must address, but need not directly reflect, those of adjacent structures. Plan, section, and elevation strategies should be integrated to provide a comprehensible "read" of the building's composition and organization



- 1 19th & Mercer, 526 19th Avenue East
- 2 2026 E Madison Mixed-Use Building (un-built)
- 3 Willis Condos, 720 Queen Anne Ave N
- 4 Ventana at the Market, 2100 Western Ave
- 5 SCCA Patient House, 207 Pontius Ave N
- 6 Agnes Lofts, 1433 12th Avenue
- 7 Belroy Apartments, 703 Bellevue Ave E (under construction)
- 8 11th Ave Apartments, 1424 11th Avenue (un-built)
- 9 Banner Building, 2600 Western Avenue

