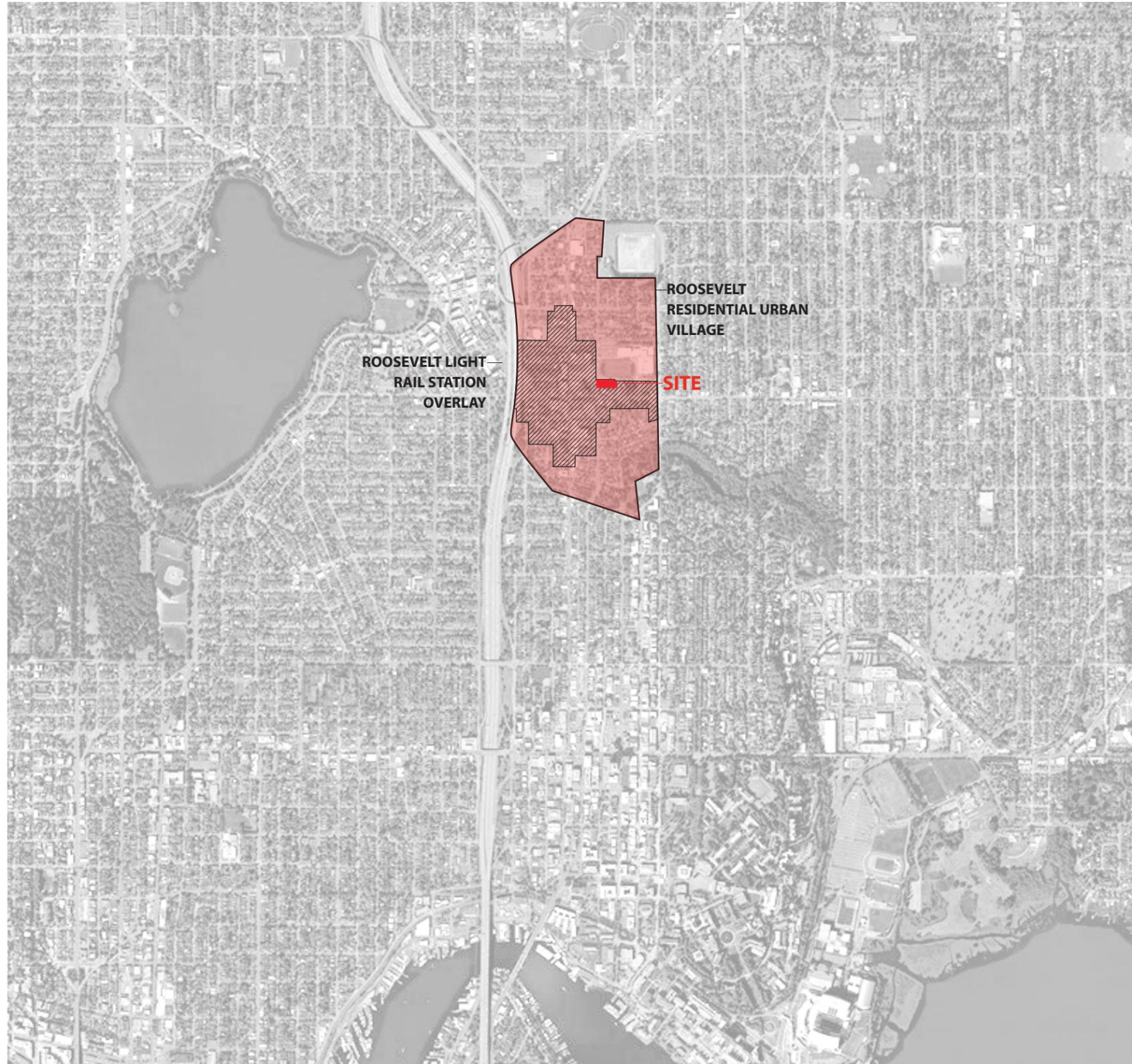
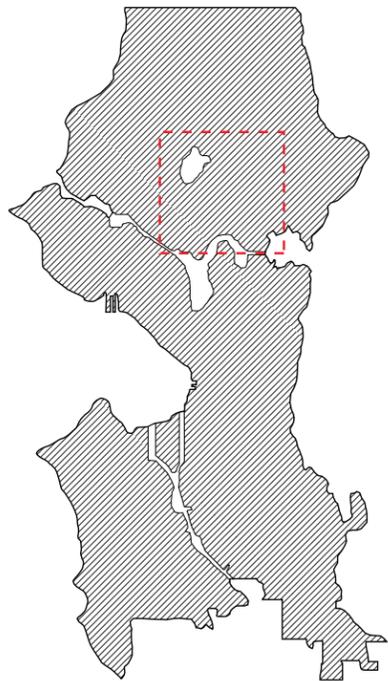


66TH STREET MIXED-USE BUILDING

6516 12th Avenue NE • PROJECT NO. 3022283

EARLY DESIGN GUIDANCE MEETING • JANUARY 11, 2016





Contents

Site Context 1

Zoning Data 2

Proposal and Site Context 3

Site Context: Land Use 6

Site Context: Transit Modes 7

Site Context: Existing Zoning 8

Site Context: NE 65th St and 12th Ave NE 10

Site Context: Brooklyn Ave NE and Site 12

Site Context: Neighborhood Context 14

Site Analysis 16

Preliminary Site Plan 17

Ground Floor Analysis 18

Design Alternate 1 20

Design Alternate 2 22

Design Alternate 3 24

Design Alternate Summary 26

Elevation Strategy 28

Sun Studies 34

Landscape Plan (Conceptual) 36

Design Departures 38

Design Departure Diagrams 39

Design Guidelines Analysis 42

Project Information

Property Address: 6516 12th Avenue NE, Seattle

Owner: Roosevelt Development Grp 2, LLC

Developer: HB Management, LLC
Nick Miller
T (206) 812-8126

Architect: Weinstein A+U LLC
Matthew Zinski
T (206) 443-8606

ZONING DATA

PRELIMINARY SEATTLE ZONING CODE ANALYSIS

PARCEL NO	Parcel A: 365870-0995 (6516 12th Avenue NE); Parcel B: 365870-1000 (6512 12th Avenue NE) Parcel C: 365870-0990 (1211 NE 66th Street); Parcel D: 365870-0965 (1219 NE 66th Street); Parcel E: 365870-9027 (6516 Brooklyn Avenue NE)	
LOT AREA	26,903-sf (0.62 acres)	
ZONING	NC2P-65 (4.0) Roosevelt RUV, Pedestrian Overlay, Roosevelt SAOD	
PERMITTED USES	<ul style="list-style-type: none"> Eating and drinking: ≤25,000-sf as conditional use Restuarants: ≤25,000-sf allowed Retail sales & services, general: ≤25,000-sf allowed Residential uses: permitted outright 	23.47A.004, Table A
STREET LEVEL STANDARDS	<ul style="list-style-type: none"> Blank segments of street-facing façade between 2'-8' above grade may not exceed 20' in width Blank façade segments not to exceed 40% of façade width Transparency (at non-residential uses) <ul style="list-style-type: none"> - 60% of façade 2'-8' above grade to be transparent - Allow unobstructed views in from outside Non-residential uses to have average depth of 30-feet with a minimum depth of 15-feet Non-residential uses at street level to have minimum floor-to-floor height of 13-feet 	23.47A.008
STRUCTURE HEIGHT	<ul style="list-style-type: none"> Maximum structure height as zoned: 65' Rooftop features: open railings, planters, clerestories, parapets, firewalls permitted to extend 4-ft above applicable height limit Mechanical equipment, stair and elevator penthouses, etc., permitted to extend 15-ft above applicable height limit—as long as total does not exceed 20% of the roof area—or 25% if the total includes stair or elevator penthouses or screen mechanical equipment. 	23.47A.012
FAR	<ul style="list-style-type: none"> Applies to all structures in NC zones Allowable FAR for in sites zoned with a 65' height limit located within a SAOD: 5.75 FAR exceeding the incentive zoning suffix is required to comply with SMC 23.58A Gross floor area not counted against FAR: <ul style="list-style-type: none"> - Areas underground - Portions of a story extending no more than 4-ft above grade (lower of existing or finished grade) Minimum required FAR for new construction: 2.0 	23.47A.013
SETBACKS	<ul style="list-style-type: none"> No residential lots abutting or across an alley from the site. (See Page 15, SMC 2347A.009, for site specific setback requirements) 	23.47A.014
PARKING	<ul style="list-style-type: none"> Off-street parking per SMC 23.54.015 In pedestrian-designated zones, parking waived for first 1,500-sf of each business establishment Bicycle parking required per Table D <ul style="list-style-type: none"> - Eating & drinking establishments, 1/12,000-sf long-term, 1/2,000-sf short-term - Sales & services general, 1/12,000-sf long-term, 1/2,000-sf short-term - Multi-family structures, 1/4DUs long-term, no short-term Parking for Non-Residential Uses per Table A <ul style="list-style-type: none"> - No parking required for non-residential uses in urban centers or SAOD Parking for Residential Uses per Table B <ul style="list-style-type: none"> - No parking required for residential in urban centers or SAOD 	23.47A.030
AMENITY AREA	<ul style="list-style-type: none"> Residential amenity area equal to 5% of residential gfa <ul style="list-style-type: none"> All residents have access to at least an amenity or private area Amenity areas to be unenclosed Common residential amenity areas shall have a dimension of at least 10-ft and a minimum area of 250-sf Private balconies and decks to have a dimension of at least 6-ft and an minimum area of 60-sf 	23.47A.024
PARKING ACCESS	<ul style="list-style-type: none"> If access is not from alley and site abuts two or more streets access permitted to cross one of the side street lot lines per SMC 23.47A.032.C with curb cuts per SMC 23.54.030.F.2.a.1 In pedestrian-designated zones, if access is not from alley and site abuts two or more streets, access to be from street that is not a principal pedestrian street Director to determine which street is the front lot line when lot fronts on two or more streets 	

ROOSEVELT
WAY NE

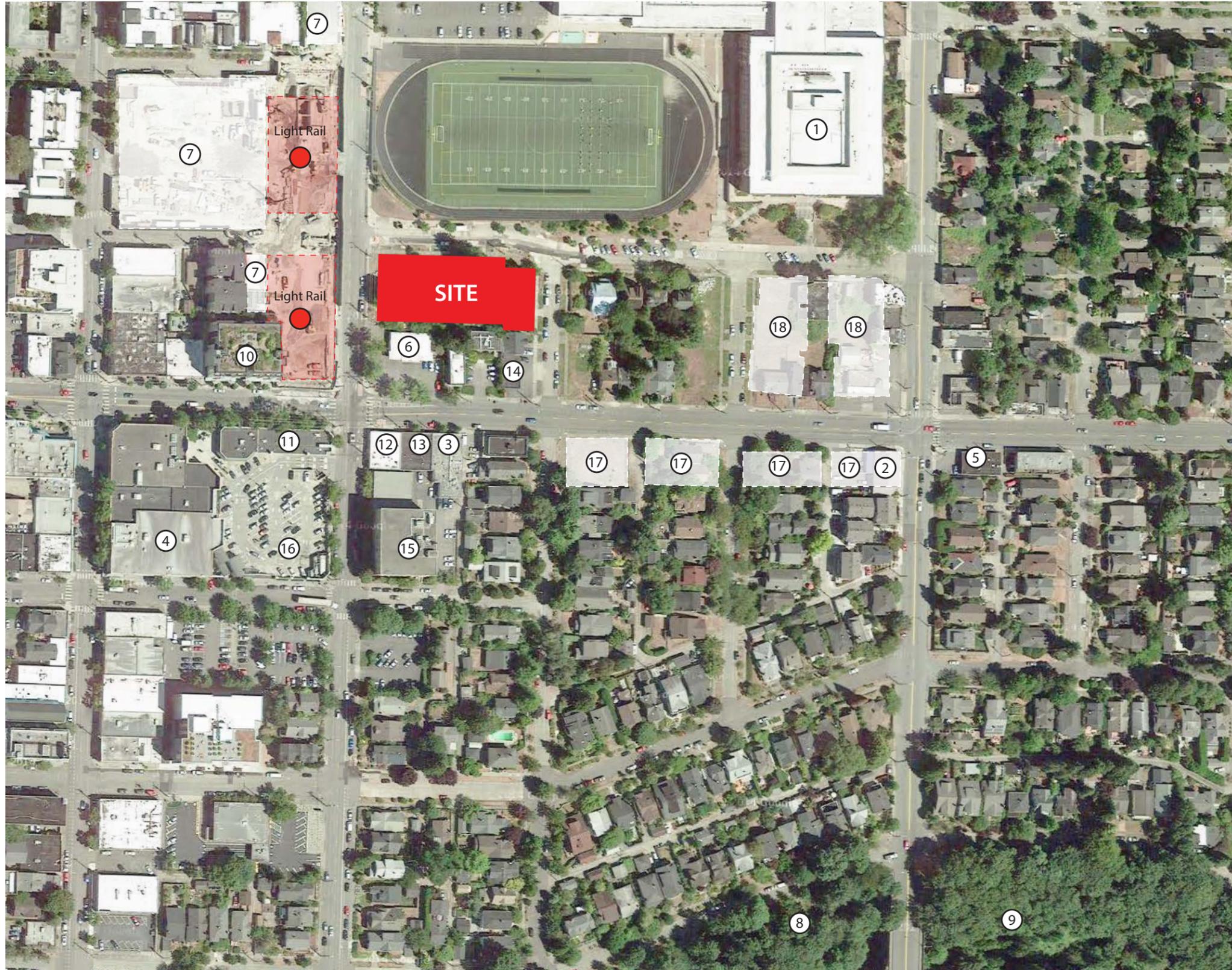
12TH AVE NE

BROOKLYN

14TH AVE NE

15TH AVE NE

16TH AVE



NE 68TH ST

NE 66TH ST

NE 65TH ST

NE 63RD ST

PROPOSAL & SITE CONTEXT

Location

The proposed project is in Seattle's Roosevelt Residential Urban Village on the north half of the block bounded by 12th Ave NE & Brooklyn and NE 65th St & NE 66th St. The site is within a frequent transit corridor and the Roosevelt Station Overlay District for the incoming Light Rail Station (overlay shown outlined in red).

Existing Uses

The project site is composed of five parcels. Two of the parcels are presently vacant, while the other three parcels have one unoccupied, single-family house each.

- Future Link Light Rail Station
- 1. Roosevelt High School
- 2. Rising Sun Produce
- 3. Pies and Pints
- 4. Bartells
- 5. Pizza Hut
- 6. AutoPlus
- 7. Transit Oriented Development Sites
- 8. Cowen Park
- 9. Ravenna Park
- 10. Dwell Condominiums
- 11. Bartell Drugs, Wells Fargo, UPS Store
- 12. Tornado
- 13. Health Mutt
- 14. All-Star Cleaners
- 15. Qwest Communications
- 16. Whole Foods
- 17. Future Development parcels
- 18. Future 7-Story Mixed-Use Project (MUP approval)

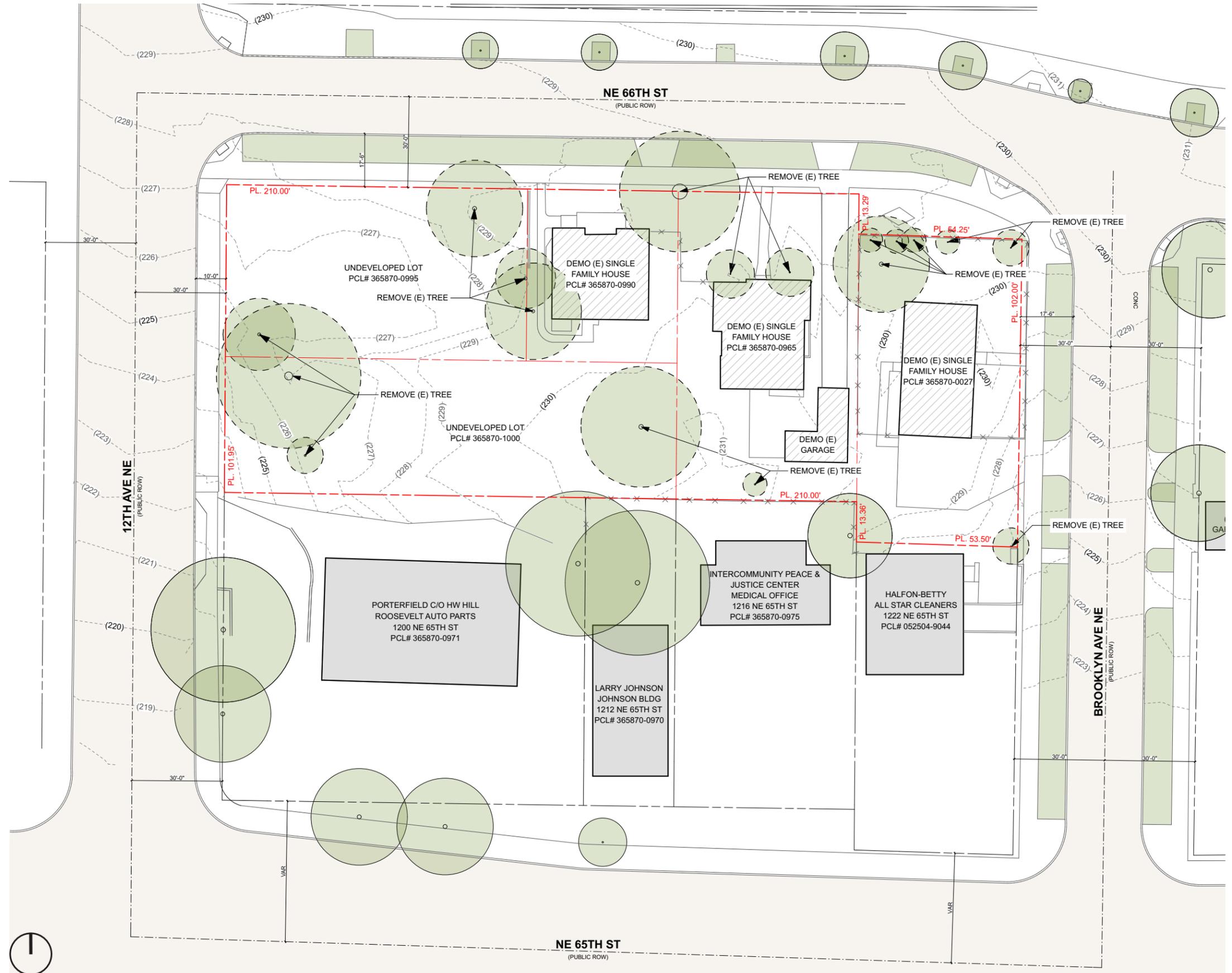
EXISTING SITE PLAN

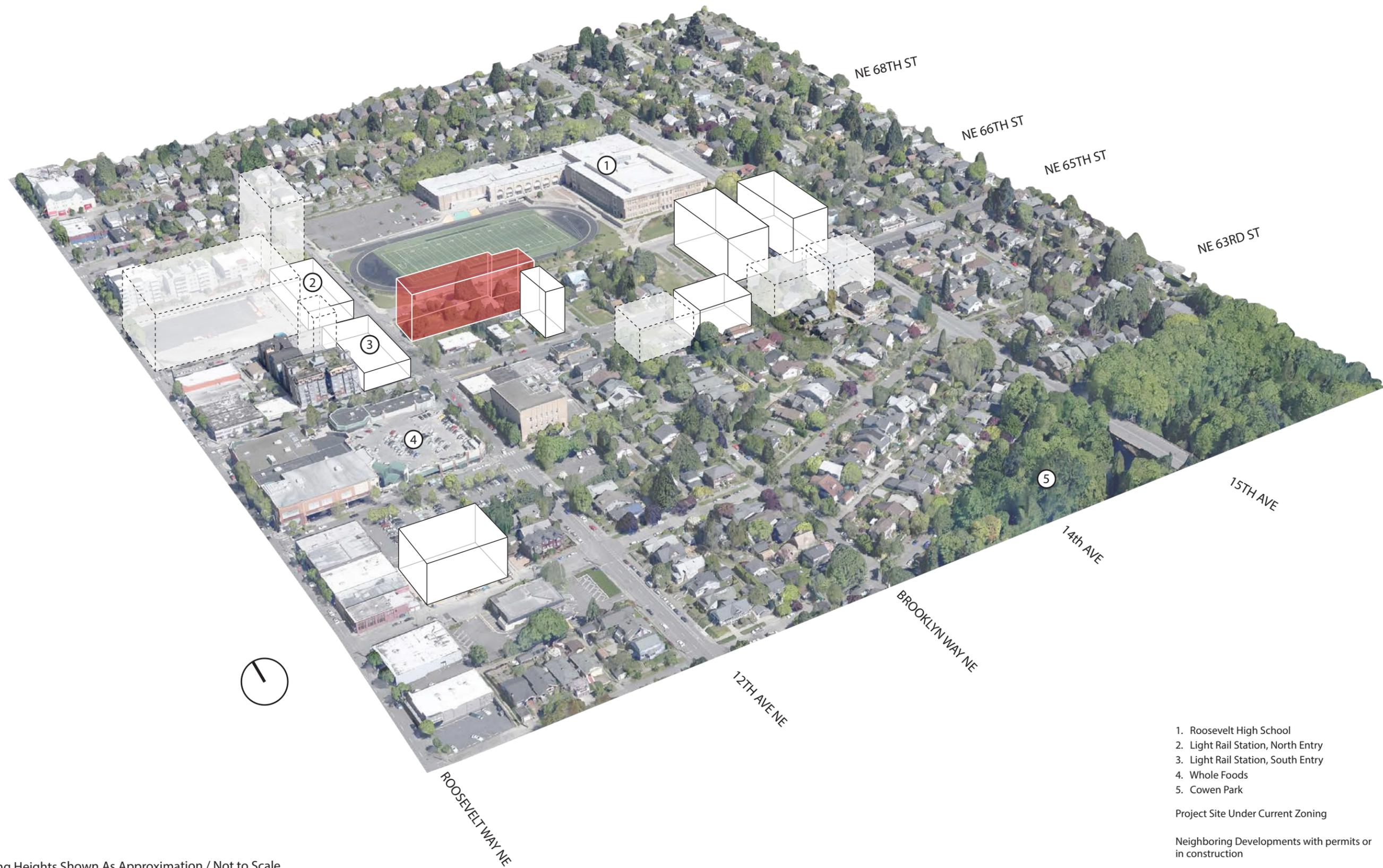
The project site is a 26,903-sf parcel zoned NC2-65P (4.0) and located in the middle of the Roosevelt Residential Urban Village. The site is bounded by 12th Avenue NE to the west, NE 66th Street to the north, and Brooklyn Avenue NE to the east locating it just to the east of Roosevelt's existing commercial district and on the opposite side of 12th Avenue NE from Sound Transit's Roosevelt Light Rail Station (currently under construction). The site is located in the Roosevelt Station Area Overlay District, within a Pedestrian Overlay, and is served by Frequent Transit.

The project site abuts four properties to the south, all sharing the same zoning as the project site: a single-story concrete block auto parts store at 1200 NE 65th Street (KCA PN 365870-0971); a two-story brick office building 1212 NE 65th Street (KCA PN 365870-0970); a two-story wood-sided office building 1216 NE 65th Street (KCA PN 365870-0975); and a single-story concrete block dry cleaner and a single-story wood-sided single-family house at 1222 NE 65th Street (KCA PN 052504-9044). As noted above, the Roosevelt Light Rail Station is under construction to the west of the site across 12th Avenue NE, which is zoned NC3P-85 (2.0). Roosevelt High School is located north of the project site across NE 66th Street with the school's playfield located immediately opposite. The parcels across Brooklyn Avenue NE and to the east of the project site share the same zoning (NC2P-65 (4.0)) and are currently occupied by single-family houses.

The project site itself is comprised of five parcels: 6512 12th Avenue NE (KCA PN 365870-0995), 6516 12th Avenue NE (KCA PN 365870-1000), 1211 NE 66th Street (KCA PN 365870-0990), 1219 NE 66th Street (KCA PN 365870-0965), and 6516 Brooklyn Avenue NE (KCA PN 052504-9027). The first two parcels are currently vacant, while the other three parcels have one unoccupied, single-family house each. The demolition of these along with a detached garage, existing trees, and associated site improvements are presently permitted and under demolition through a separate project, DPD Project #6497131.

The existing topography of the site is relatively flat west to east along NE 66th Street rising from $\pm 227.72'$ at the northwest corner to $\pm 230.68'$ at the northeast corner (an approximate slope of 1%). The slopes along 12th Avenue NE and Brooklyn Avenue NE are more significant (nearly 5%) rising from $\pm 222.84'$ at the southwest corner to $\pm 227.72'$ at the northwest corner, and from $\pm 226'$ at the southeast corner to $\pm 230.68'$ at the northeast corner.





- 1. Roosevelt High School
- 2. Light Rail Station, North Entry
- 3. Light Rail Station, South Entry
- 4. Whole Foods
- 5. Cowen Park

Project Site Under Current Zoning

Neighboring Developments with permits or in construction

Potential Neighboring Development Parcels

* Zoning Heights Shown As Approximation / Not to Scale

SITE CONTEXT: LAND USE

The neighborhood directly surrounding the site is zoned NC2P-65 but is currently a mix of single-family homes, low-rise density retail with surface parking, and undeveloped lots. This site is a part of the Roosevelt Neighborhood's Core Commercial Area, an area that is characterized by higher density multi-family housing and retail. The new Roosevelt Light Rail Station will be located across the street to the west of the site.

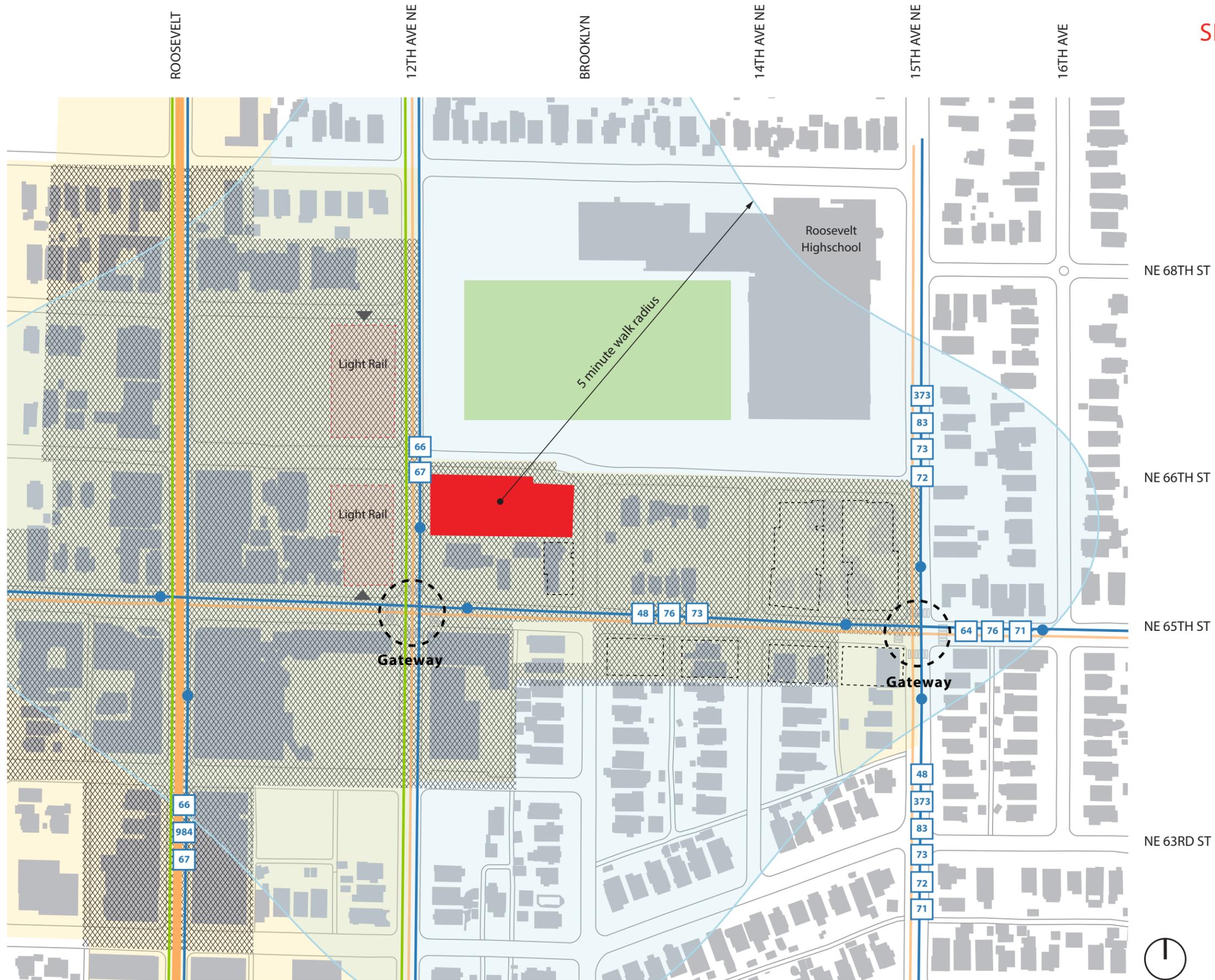
Directly north of the site is Roosevelt High School, and four blocks south of the Site are Cowen and Ravenna Parks.



Legend

- Future Light Rail Station (2021)
- Future Development
- Single Family Residential
- Multi Family Residential
- Mixed Use
- Retail
- Office
- Surface Parking
- School / Institutional
- Utility
- Parks/Open Space
- Roosevelt Commercial Core

SITE CONTEXT: TRANSIT MODES



The project site is well served by several bus lines located within a 5-minute walk radius. King County Metro bus routes 48, 73 and 76 run past the site along NE 65th Street and provide connections to Ballard and Capitol Hill, the Central Area and Mount Baker (route 48); to Jackson Park, the University of Washington and the Downtown retail core (route 73); and to Wedgwood, Hawthorne Hills and additional connection to the Downtown retail core (route 76). Additional connections to the Downtown retail core, Northgate, the University of Washington and a host of other neighborhoods are within a short walk of the site. Travel times to the University, Capitol Hill and Downtown will greatly improve with the opening of Sound Transit light rail service to Roosevelt Station, currently scheduled to start service in 2021, located 1 block west of the site.

Current bicycle infrastructure includes designated bike lanes on 12th Ave NE and Roosevelt Way NE. However, plans are under way for substantial improvements along Roosevelt Way NE including safety barriers and more bike parking as a part of SDOT's ROOSEVELT WAY NE PAVING AND SAFETY IMPROVEMENTS PROJECT.

The public transportation options and commercial development in the vicinity of the site also speak its pedestrian environment.

Legend

Main Car Arterials:

Principal Arterial / Regional Connector



Minor Arterial / Commercial Connector



Future Light Rail Station (2021)



Identified Gateway Intersection per Roosevelt Neighborhood Guideline



Frequent Transit Corridors



Pedestrian Overlay



5 Minute Pedestrian Walkshed



Bus Routes



Bus Lines

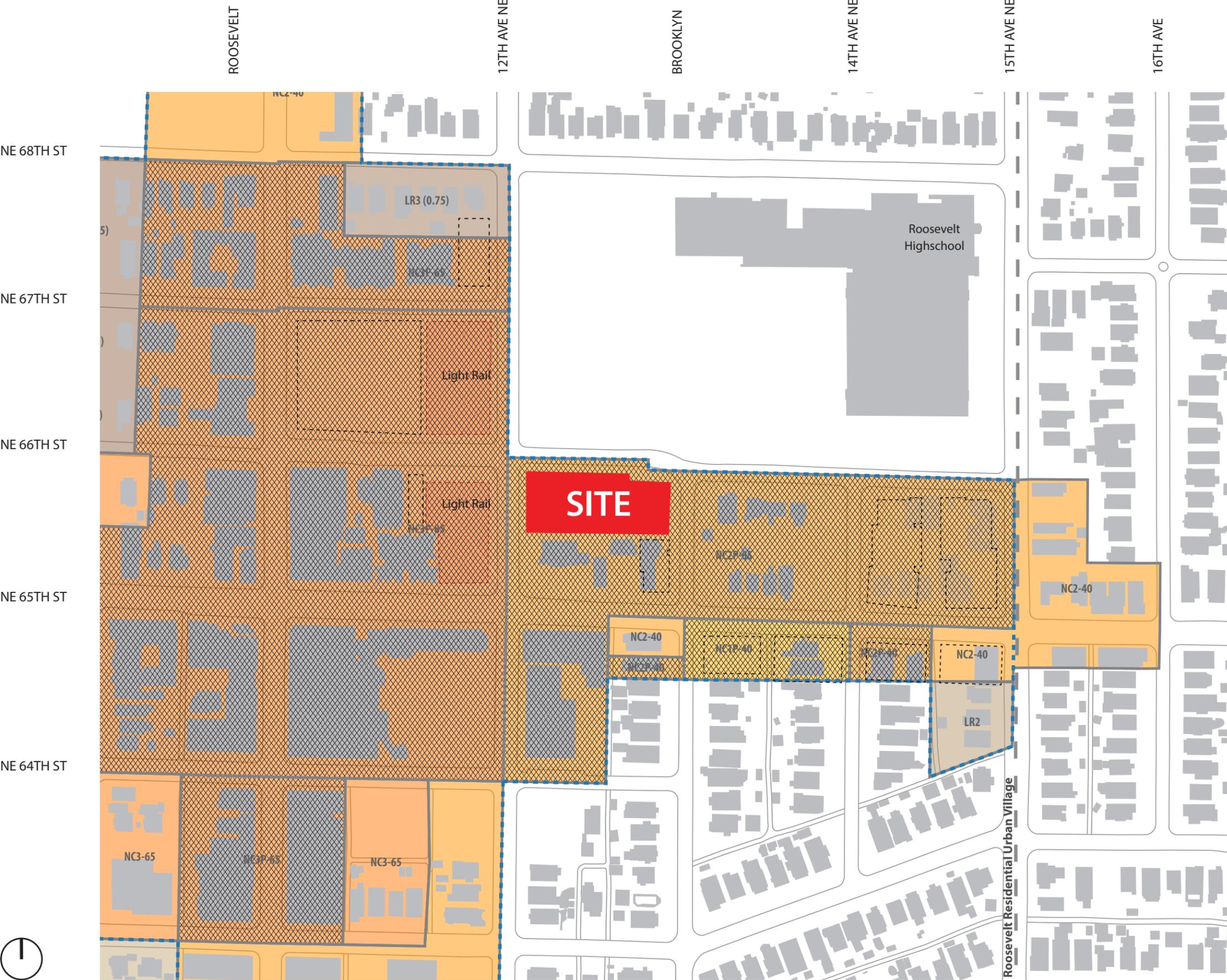


Current Bicycle Routes



CONTEXT: EXISTING ZONING

The site is zoned NC2P-65. The site is bounded by public rights-of-way to the north (NE 66th St), east (Brooklyn Ave NE), and west (12th Ave NE). Properties beyond the rights-of-way to the east and west are NC2P and NC3P zones. The property to the north beyond the rights-of-way is SF 5000. The south property line abuts the side lot line of an NC2P zone.

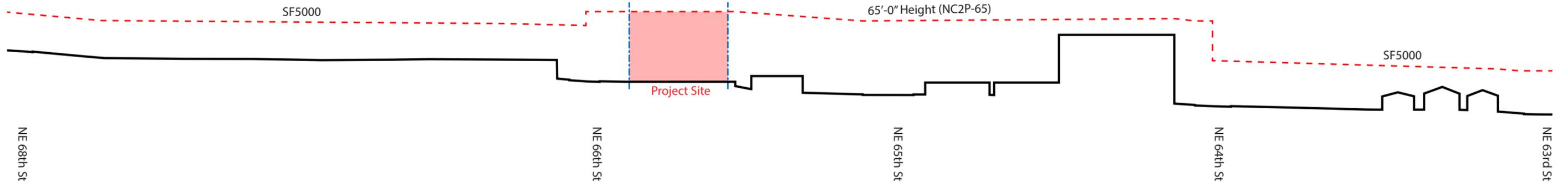


Existing Zoning Legend

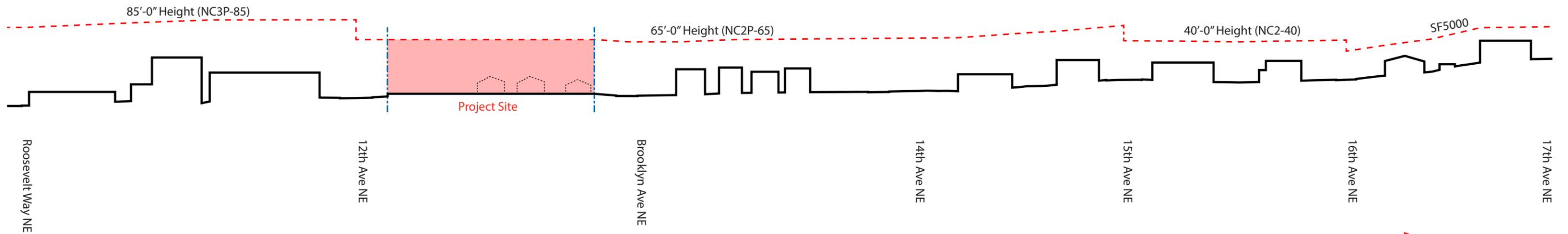
- NC1
- NC2
- NC3
- LR1 & LR2
- SF
- Roosevelt Station Area Overlay
- Roosevelt Residential Urban Village
- Zone Boundaries
- Pedestrian Overlay



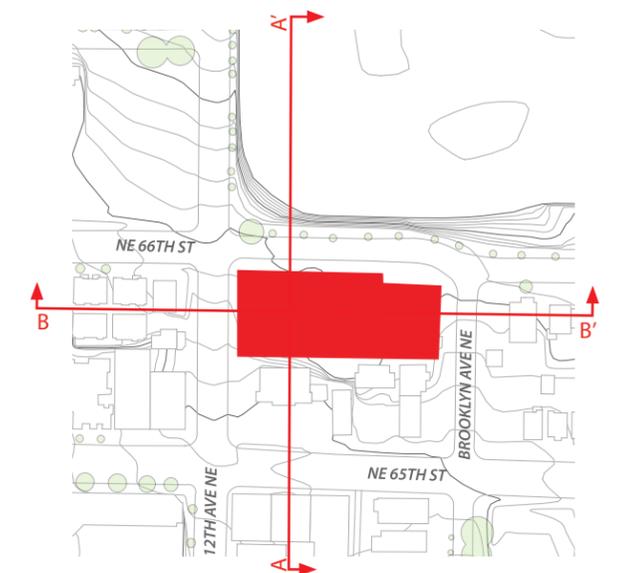
CONTEXT: ZONING ENVELOPE



North-South Site Section A-A' - Looking East



East-West Site Section B-B' - Looking North



CONTEXT: NE 66TH ST

The northern edge of the property is bounded by NE 66th Street. The topography along the property line has a minimal slope (under 2%) up towards the east. The sidewalk along this stretch of 66th is generous (roughly 15-feet), inclusive of a planted strip at the curb. There are street trees on either side within the neighboring blocks. The south side of the 66th is zoned for NC with a 65-ft height limit while to the north is SF - though current property uses do not reflect this potential. Currently, 66th is a mix of single-family houses and undeveloped lots.

The Roosevelt Commercial Core boundary edge abuts this site to the south and west, and this area of higher density retail and mixed-use is visible from the site.

The future Roosevelt Link Light Rail Station, set to open in 2021, is currently under construction across 12th Ave NE to the west of the site.



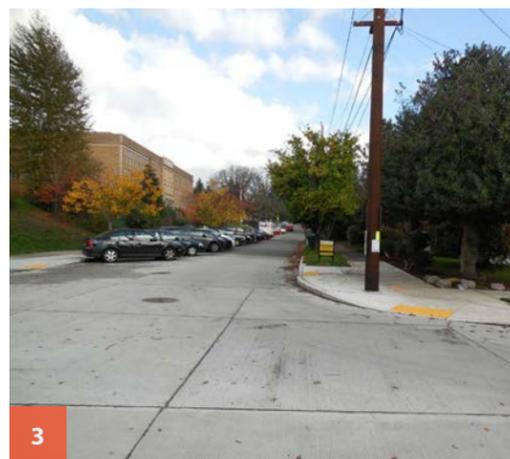
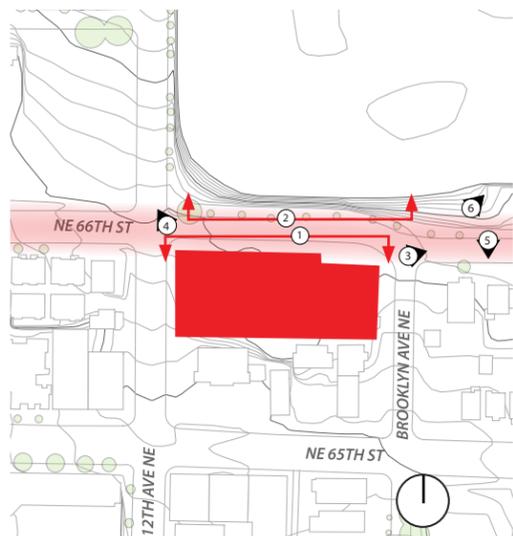
1 NE 66TH - LOOKING SOUTH

PROJECT SITE

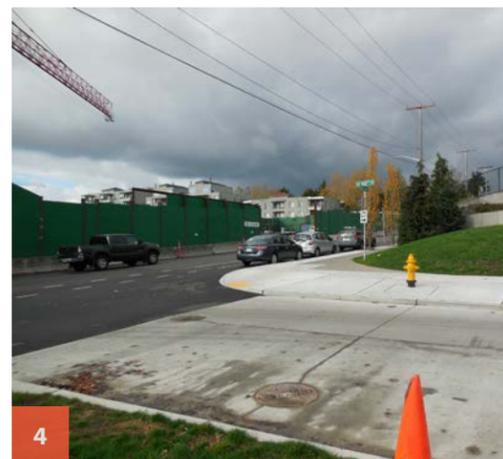


2 NE 66TH - LOOKING NORTH

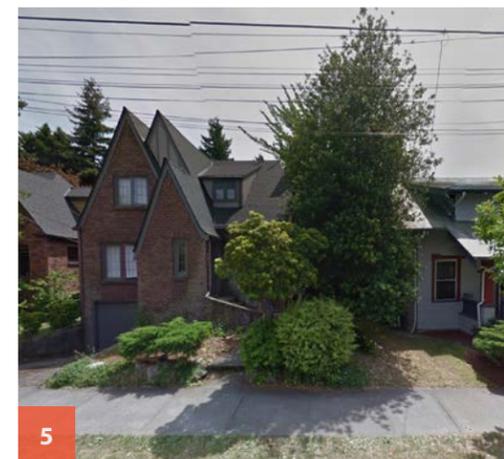
OPPOSITE OF PROJECT SITE



3



4



5



6

CONTEXT: 12TH AVE NE

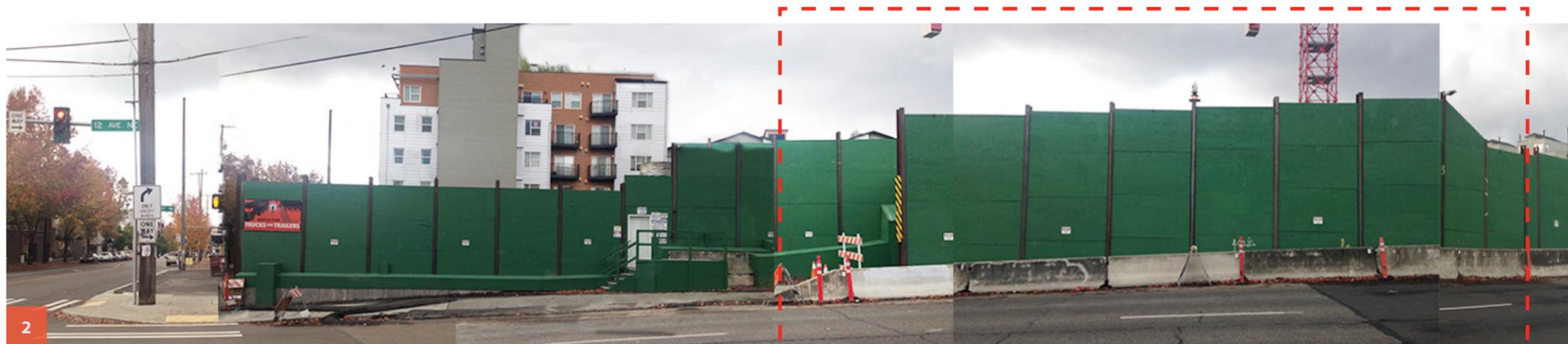
The western edge of the property is bounded by 12th Ave NE. The topography along the property line has a moderate slope up towards the north. 12th is a busy street characterized by the transit development and Roosevelt Commercial Core activities.

12th Ave NE is a frequently used connection to Roosevelt High School and Playfield - becoming an active pedestrian environment.



12TH AVE NE - LOOKING WEST

PROJECT SITE



12TH AVE NE - LOOKING EAST

OPPOSITE OF PROJECT SITE



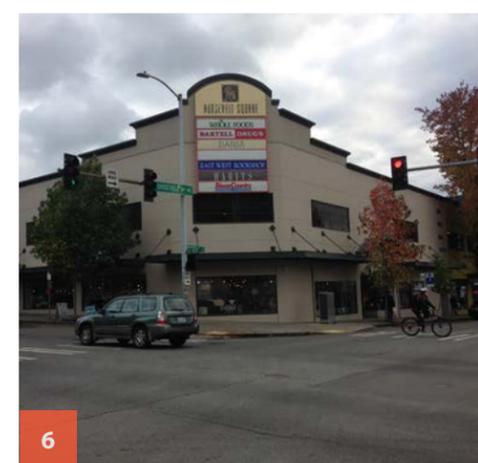
3



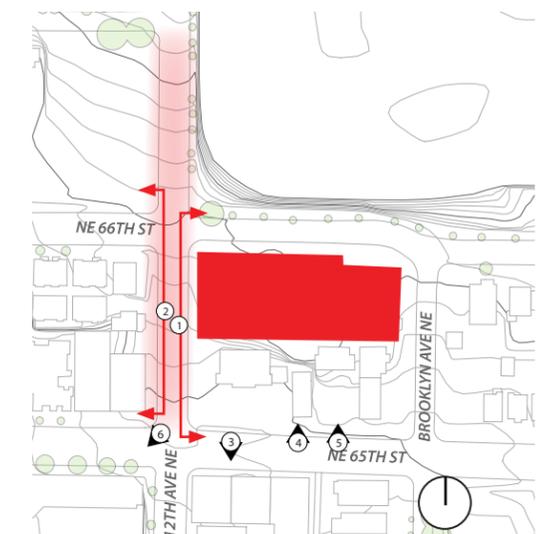
4



5



6



CONTEXT: BROOKLYN AVE NE

The eastern edge of the property is bounded by Brooklyn Ave NE. The topography along the property line has a moderate slope up towards the north. Brooklyn Ave NE is a quiet side street used for street parking and pedestrian shortcut between 65th and Roosevelt High School.



1

BROOKLYN AVE NE - LOOKING EAST



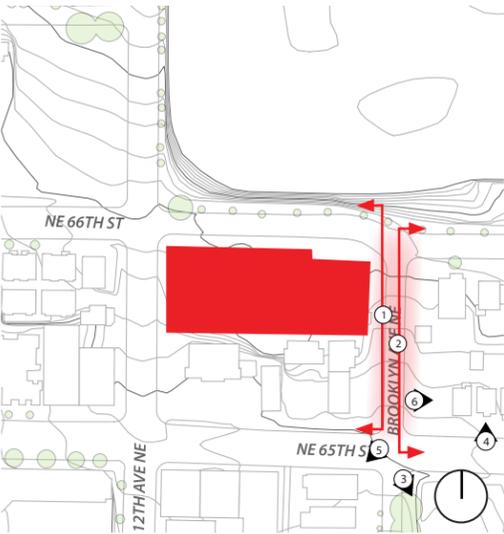
PROJECT SITE



2

BROOKLYN AVE NE - LOOKING WEST

OPPOSITE OF PROJECT SITE



3



4



5



6

CONTEXT: EXISTING SITE

The project site itself is comprised of five parcels. The first two parcels are currently vacant, while the other three parcels have one unoccupied, single-family house each. Several curb cuts exist on 66th and Brooklyn; each accessing single-family lots. A single phase power line runs along the south side NE 66th St. Temporary power lines have been shoe-flied on to the east side of 12th Ave NE while the new transit facility is under construction. There are a number of trees on the site, scattered throughout all parcels, and some fencing dividing parcels.

The sidewalk on NE 66th St, as mentioned previously, is generous and contains street trees.



1 View of Site from Northeast Corner. Existing single-family. // **2 View of Site from Northwest Corner.** Undeveloped lot. // **3 Sidewalk at NE 66th Ave.** A generous planting strip and sidewalk fronts the north side of the property. // **4 Sidewalk at 12th Ave NE.** A narrow sidewalk and minimal planting strip without street trees fronts the north side of the property. // **5 View of Site from Roosevelt High School (North of Site).** The playfield is directly north.

CONTEXT: SURROUNDING NEIGHBORHOOD

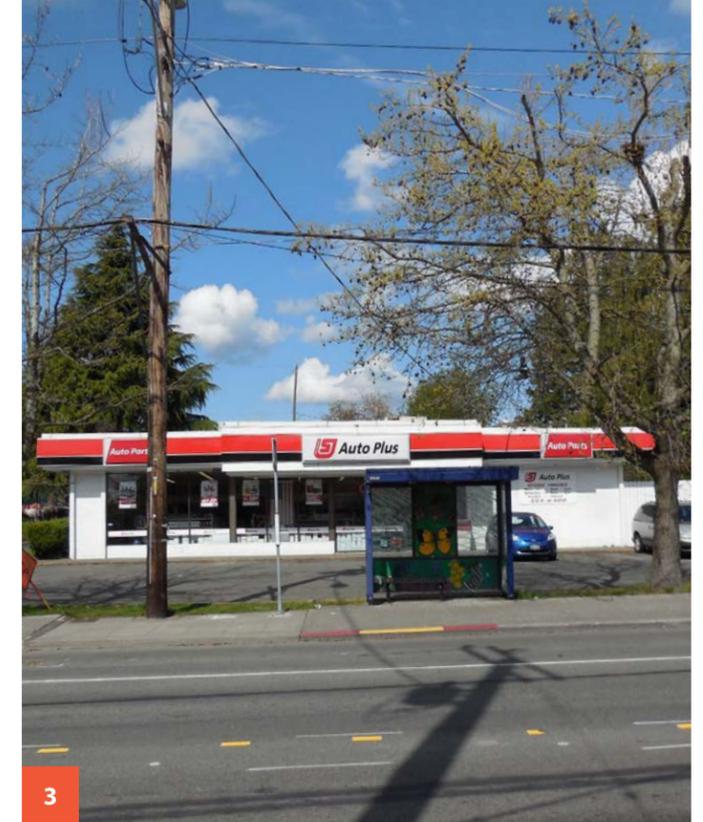
The neighborhood surrounding the site is in transition, due in large part to the Link light rail station that will soon open at the corner of NE 65th and 12th Ave NE. As noted previously, NE 65th Street is zoned for a higher density and height than its current uses. Multiple lots are boarded up or empty, awaiting redevelopment, and a MUP has already been approved for a new mixed-use high-rise project diagonally across the street from the proposed site. The existing commercial streetscape lacks street wall continuity, as building setbacks and building siting on the lots vary, with some commercial structures separated from the street by surface parking.

The eastern edge of the Roosevelt Neighborhood Commercial Core is a block west of the site, where retail and mixed-use properties increase, pedestrian amenities such as street trees and crosswalks are more prevalent, and building heights increase. With the incoming light rail and current zoning allowances, the blocks surrounding the site could develop as an extension of the commercial core. The Roosevelt Design Guidelines acknowledge this extension, with the identification of two neighborhood “gateway” intersections on 65th: one at the 12th Ave NE intersection and one at 15th Ave. Further development on the blocks surrounding the site would enhance the pedestrian connection between these two gateways.

In contrast to the rapidly morphing environment of 65th, the residential areas of the Roosevelt neighborhood, such as south of the proposed project site, are well-established single-family blocks. Houses and yards are maintained, and the building style is cohesive with pitched roofs with eaves, and raised porches.

Roosevelt High School, the largest high school in the city, is located a block north of the site. Two parks, Cowen and Ravenna, are located a few blocks south.

1 Link Light Rail Roosevelt Station. Expected opening in 2021, located 1-1/2 blocks from the site. // **2 Retail at eastern edge of Roosevelt Commercial Core.** // **3 Retail at eastern edge of Roosevelt Commercial Core.** // **4 Properties on NE 66th St Awaiting Redevelopment.** // **5 Typical Residential.** South of the site is a well-established single-family residential zone. // **6 Roosevelt High School.** The school is located a block north of the site





7 Roosevelt High School Playfield. Located directly north of the site. // **8** Commercial context south of site along NE 65th St. // **9** Commercial context south of site along NE 65th St. // **10** Masonry Centurylink data center. // **11** Typical Retail development along NE 65th St.

SITE ANALYSIS

Topography

- Very gentle slope along NE 66th St
- 2' gain in elevation from west to east
- Slope along 12th Ave NE
- 6' gain in elevation from south to north

Neighboring Buildings

- Playfield, SF5000 zoned, to north (across NE 66th St)
- Single-family residence to east, zoned NC2P-65 (across Brooklyn Ave NE)
- Commercial to south
- Transit development, NC3P-85 zoned, to west (across 12th Ave NE)

Solar Access

- Excellent solar access due to low-height commercial development to the south.

Views

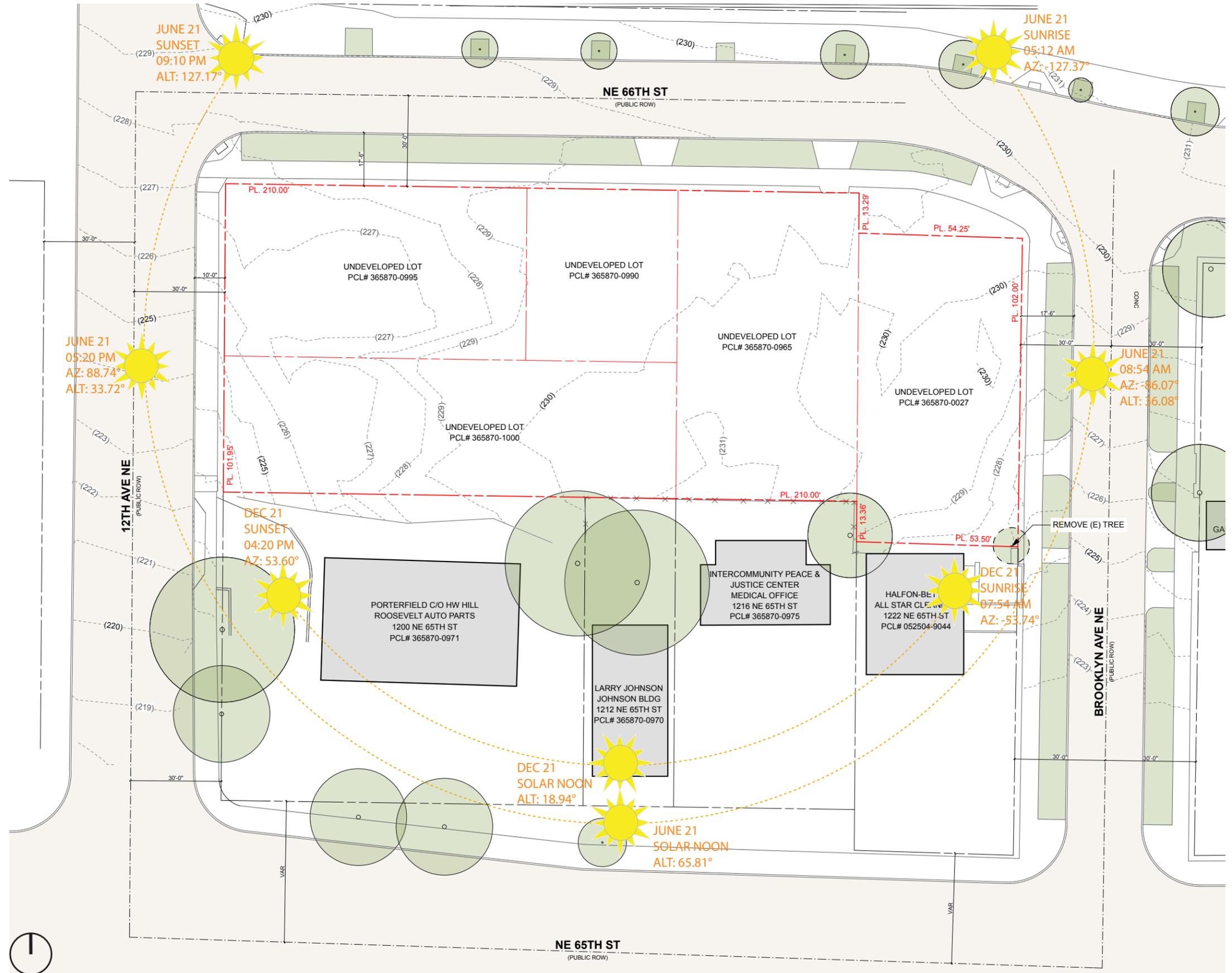
- Currently, territorial views are available in all directions above the first floor.

Structure Height

- Zoned as NC2P-65 with a base height limit of 65-ft.
- Total maximum allowable building height: 65-ft

Allowable Building Area

- The maximum FAR and site areas for the building site's parcels are:
 - 4.00 Base FAR (5.75 Max FAR*)
 - 26,902-sf lot area
- Maximum allowable area: 107,608-sf (154,686-sf including incentive provisions*)



PRELIMINARY SITE PLAN

The proposed project includes the construction of a 7-story mixed-use apartment building containing approximately 206 residential units and associated amenity areas, ~2,100-sf of commercial, and two below-grade parking levels with parking for approximately ~150 vehicles and building support spaces necessary for the proper and successful function of the building.

Setback Requirements

- A 10-ft average ground level setback along 66th Ave NE with an additional 4-ft setback above 45-ft height.
- A 5-ft average ground level setback along Brooklyn Ave NE with an additional 4-ft setback above 45-ft.
- An 8-ft average ground level setback along 12th Ave NE.
- Overhead power lines that run along 12th Ave NE and NE 66th St require a 10-ft clearance from structures.

Traffic and Circulation

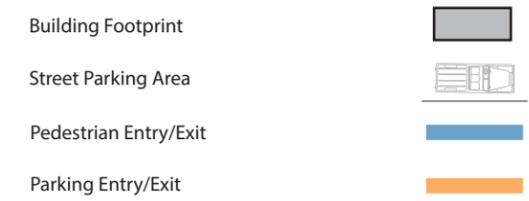
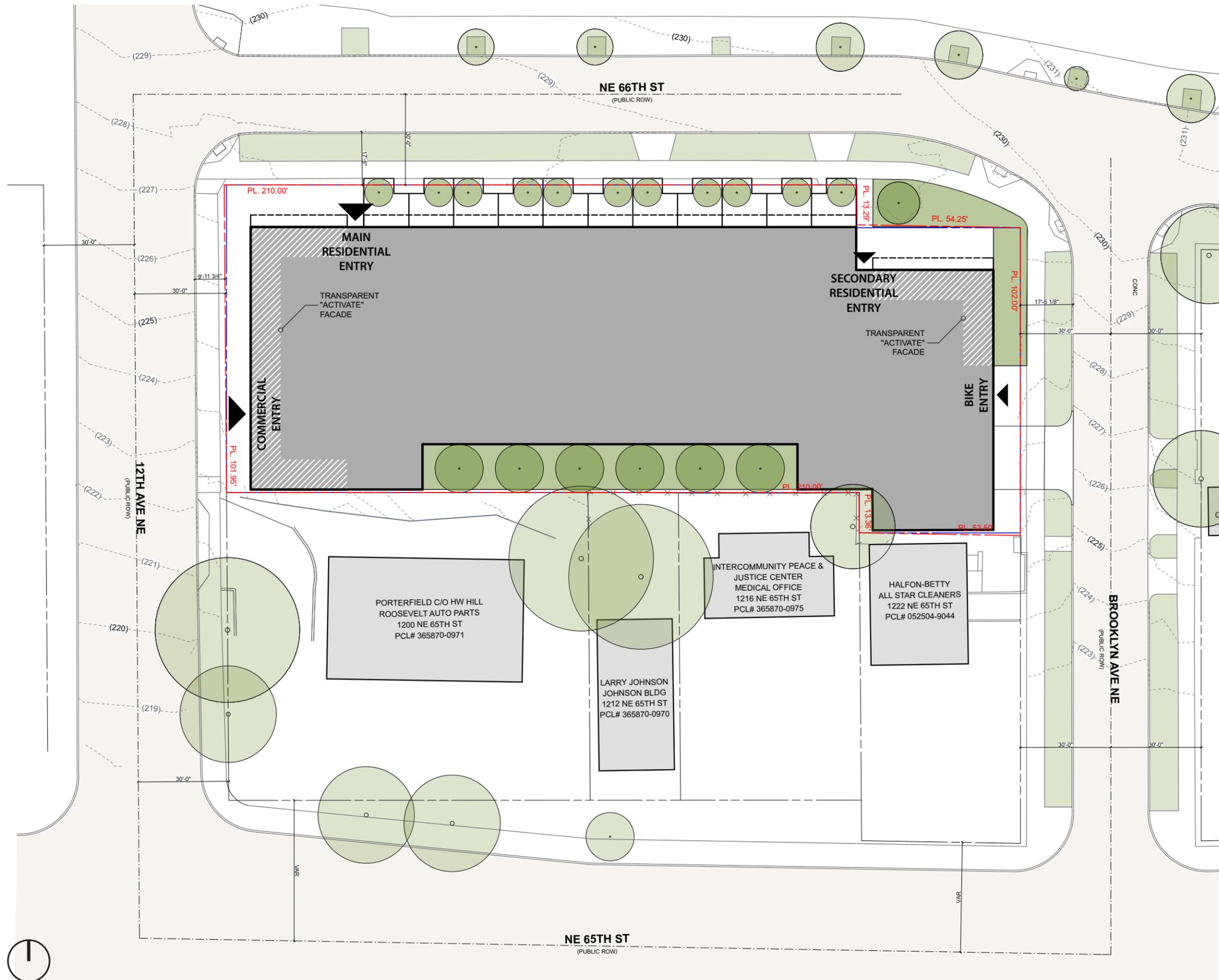
- 12th Ave NE is a principle arterial street with time-limited parking
- NE 66th St is a one-way residential access street with parking on both sides
- Brooklyn Ave NE is a residential access street with parking on both sides

Streetscape

- The north side of NE 66th St has a generous sidewalk with street trees on either side of the street.
- 12th Ave NE has narrow sidewalks with minimal planting strips and street trees.
- Brooklyn Ave NE has narrow sidewalks with generous planting strips on either side of the street

Neighborhood Influences

- Transit oriented development to the west.
- Commercial core.



GROUND FLOOR ANALYSIS

Allowable Uses

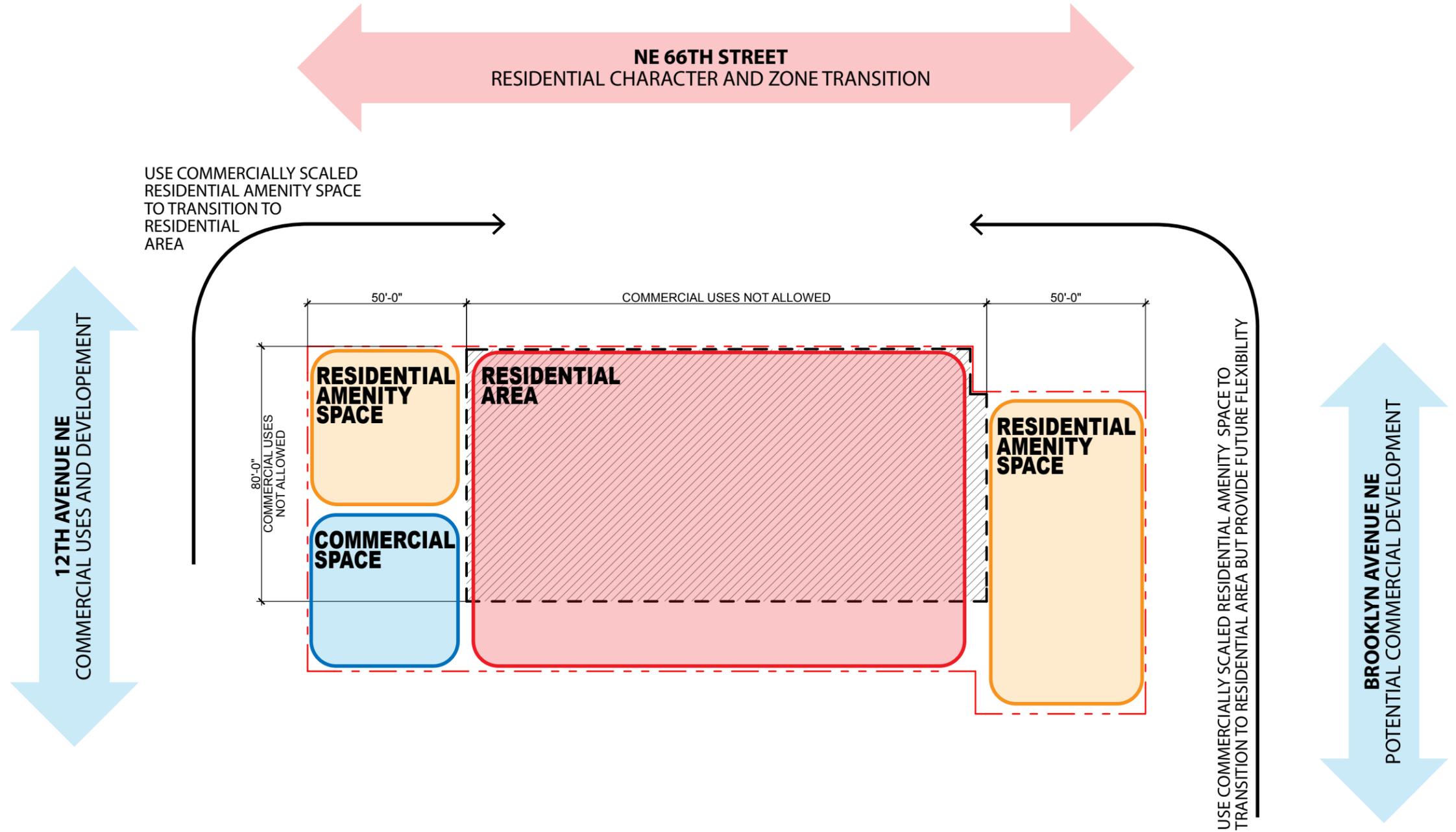
Commercial uses are only allowed in specific areas of the site. SMC 27.47A.009 Map A describes a specific mid-block area on NE 66th St where commercial uses are not allowed - 50-ft in from the right-of-way along both 12th Ave NE & Brooklyn Ave NE and not within 80-ft of the right-of-way of NE 66th St. These development standards align with the predominant commercial use along 12th Ave NE and the development direction planned for NE 65th St and Brooklyn Ave NE.

Street Characteristics

- NE 66th Street
Residential character with campus-like landscaping. Southern boundary of Roosevelt High School. View corridor looking west to the Olympic Mountains. Transition between commercial zone and single-family zone.
- 12th Avenue NE
One-way, three-lane, heavily used street providing access to commercial, residential, and transit development to the west. Narrow pedestrian environment.
- Brooklyn Avenue NE
Quiet side street presently residential in character. Development potential suggests commercial opportunity and active connection to NE 65th St.

Design Approach

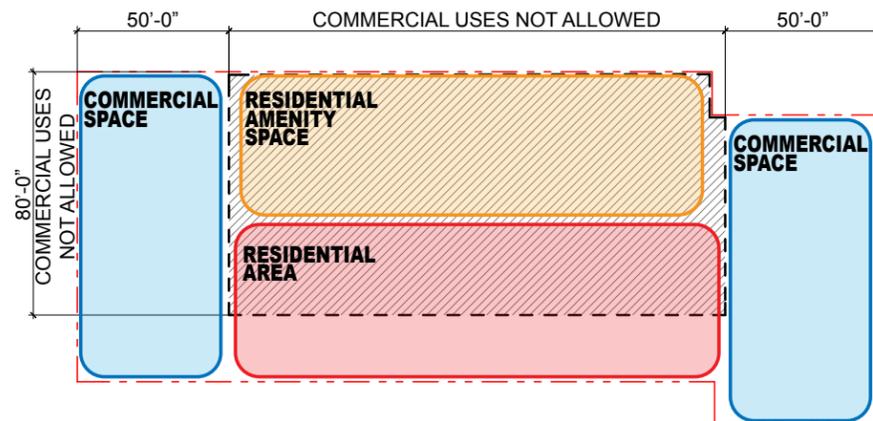
- Make organizational gesture to the commercial activity along NE 65th St by pushing commercial shell to the south property line along 12th Ave NE.
- 12th is the commercially viable and activated street but Brooklyn Ave NE is not currently viable.
- Residential amenity spaces engage the corners in an effort to transition to non-commercial, mid-block areas.
- Maintain a double height datum and ceiling height in the residential amenity spaces for future program flexibility. These spaces could transform in to commercial spaces as the neighborhood develops.



GROUND FLOOR ANALYSIS

Additional Studies

The following studies have been analyzed for their merits and possibility as design options. However, after much consideration, these options do not provide adequate solutions unifying development potential with design intent and providing positive representation of the Design Guidelines. These sketches are provided as insights in to the iterative design process that culminated with the preferred layout.



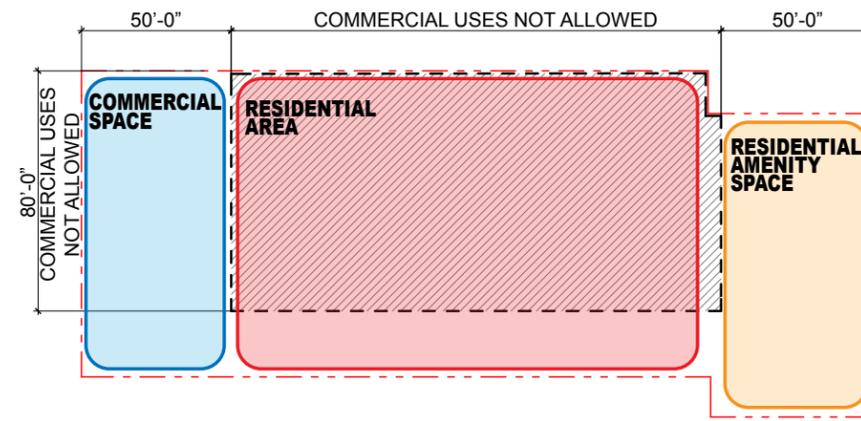
STUDY A - MAXIMUM COMMERCIAL

Summary

In this option, the ground floor maximizes available areas for commercial programming. This results in increased commercial presence on both 12th Ave NE and Brooklyn Ave NE. The remaining street frontage along NE 66th St then becomes the location for residential entrance and amenities.

Cons

- Presence of residential amenities along NE 66th St increases the perceived scale as a part of the pedestrian experience.
- Commercial along Brooklyn Ave NE is disconnected from the commercial core and heavily trafficked areas of the Roosevelt Neighborhood.
- Substantial loss of residential units
- Programming along NE 66th St does not rationally scale down using residential features and amenities as requested in the Design Guidelines.



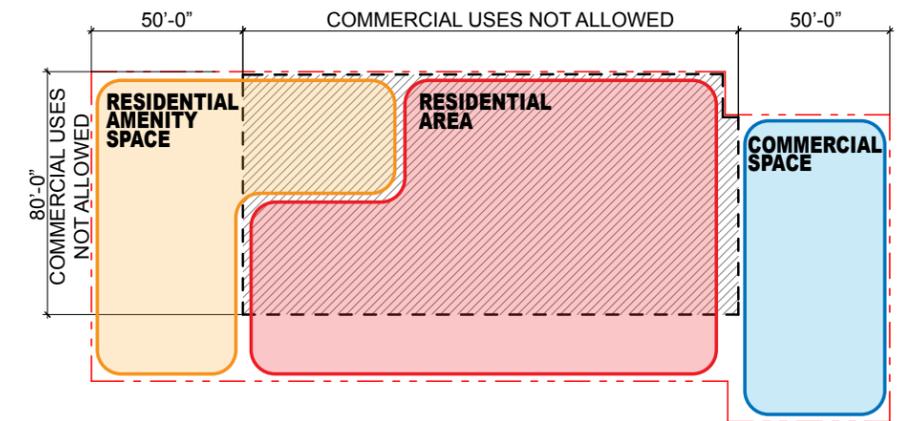
STUDY B - INCREASED COMMERCIAL

Summary

This option creates a distinct separation between the residential amenities and commercial program, placing the commercial along the highly active 12th Ave NE and residential amenities along the quieter Brooklyn Ave NE.

Cons

- Maximizes the commercial presence along 12th Ave NE reduces the available area to use for residential amenity - creating reduced lobby and amenity room.
- The main entrance to the residences is distanced from the most active corner of this site, 12th Ave NE and NE 66th St.
- Less flexibility for future ground floor repositioning.



STUDY C - 12TH AVE NE COMMERCIAL

Summary

In this option the commercial space is shifted to Brooklyn Ave NE while the residential amenity is maximized along 12th Ave NE. This, in effect, creates a strong residential corner from NE 66th St to 12th Ave NE and pushes the commercial activity deeper in to the block and towards the High School.

Cons

- Commercial activity is disconnected and separated from the most active pedestrian streets.
- Loss of residential units.
- Creates an odd break up of the mass as it relates to the corridor fenestration.
- The resolution of the mass with the program distinction is lacking clarity and rationale.

DESIGN PROPOSAL: ALTERNATE 1

Alternate 1 explores the opportunities of a building design predominantly complying with the code. The mass is broken down in to three pieces, using the corridors as “gaskets”- and providing an opportunity for natural light and views. The mass is then stepped back above 45-ft, responding to the neighborhood upper level setbacks. In effect, this massing creates a bulky, urban form, hugging tightly to the property lines. The setbacks help to reduce the perception of height but create proportions of a long, squat building.

Summary

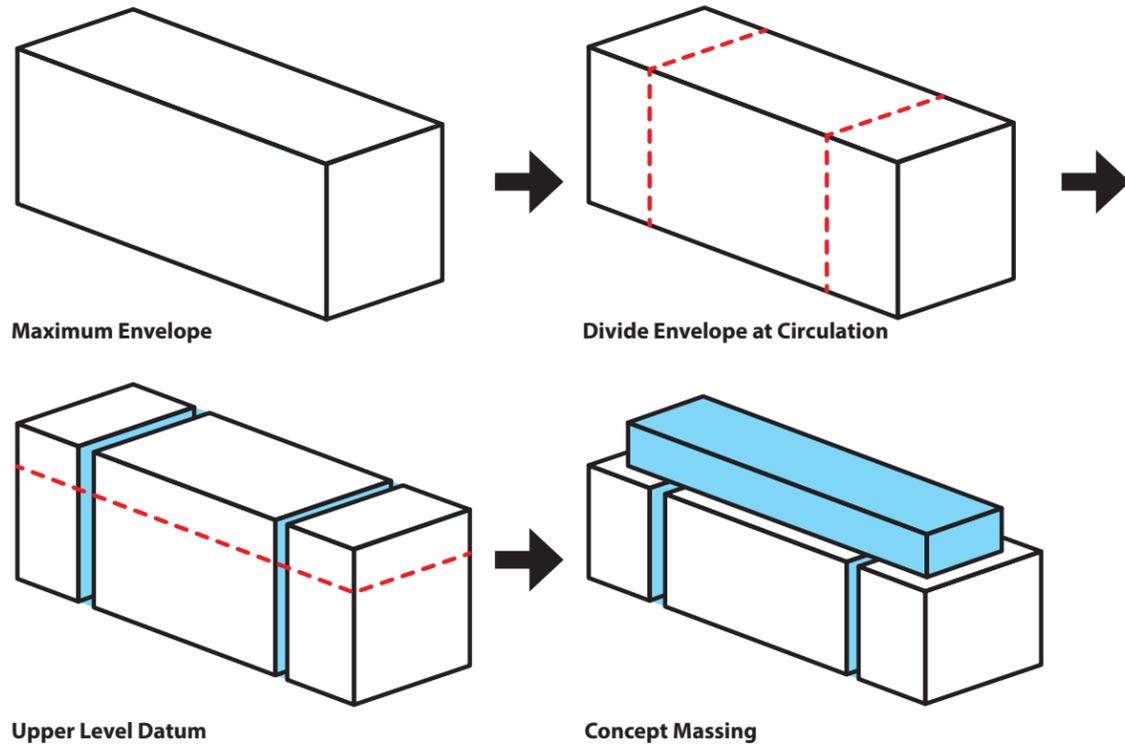
- Stories: 7 (5-over-2 + 2 below grade)
- Unit Count: 206
- Floor Area: 111,557-SF Residential
2,160-SF Commercial
46,040-SF Parking
181,247-SF Total
- Parking: 120 stalls
- Ground Floor Uses:
 - 12th Ave NE: Commercial / Residential Lobby
 - NE 66th St: Residential Lobby & Amenity
 - Brooklyn Ave NE: Parking Access

Primary Disadvantages/Concerns

- Minimum ground level setback reduces street level interaction, activation, and amenity
- Massing results in squat, bulky building proportions

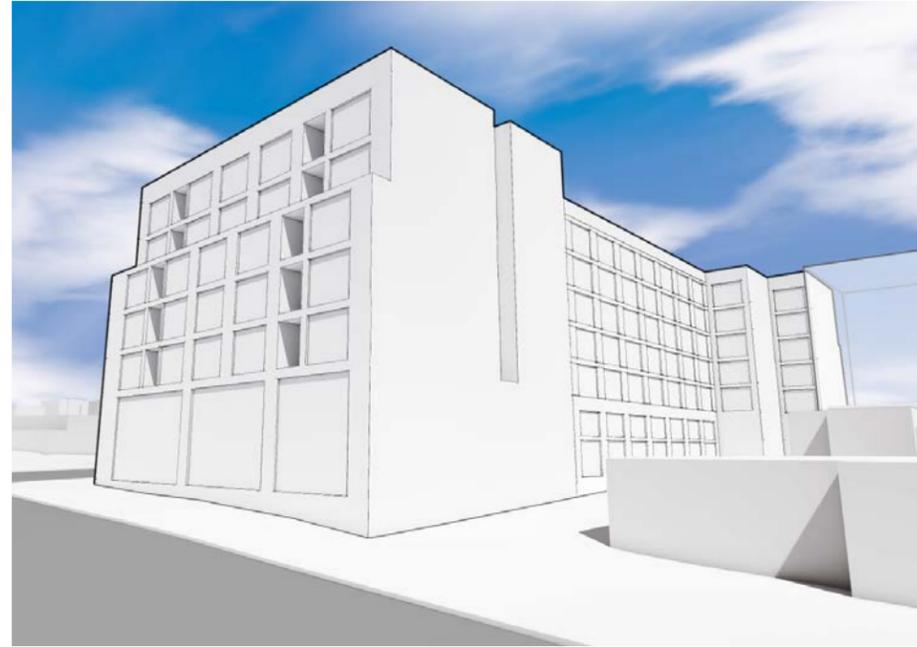
Potential Departures

- SMC 23.54.030.D.2 Driveways, Nonresidential Uses
- SMC 23.54.030.E.1 Parking Aisle Widths
- SMC 23.54.030.G.1 Sight Triangle
- SMC 23.47A.009.D.1.a 2) Setback Requirements at Brooklyn Avenue Northeast

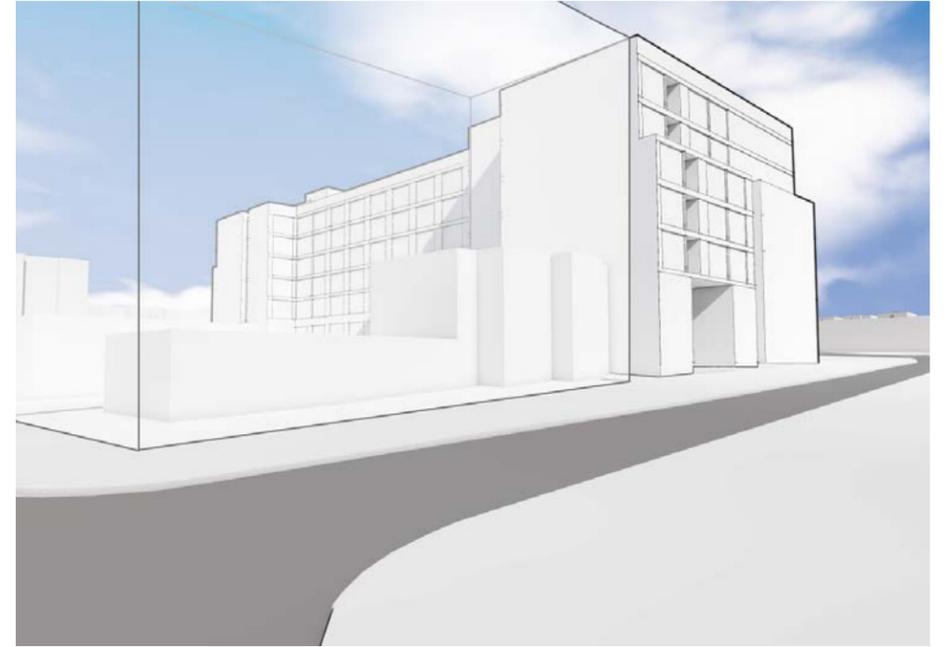




Northwest Corner (12th Ave NE)



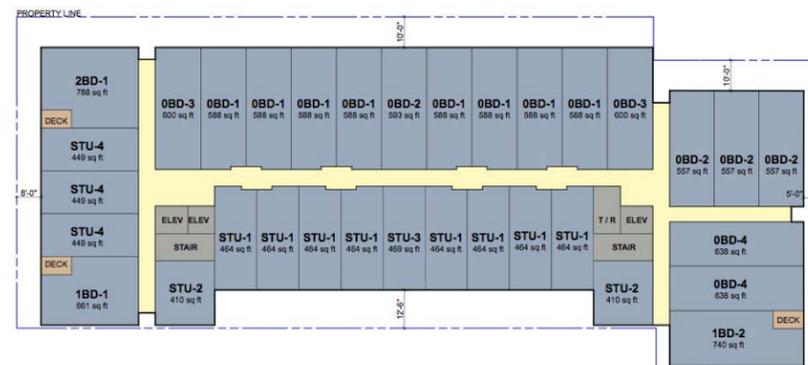
Southwest Corner (12th Ave NE)



Southeast Corner (Brooklyn Ave NE)



Street Level Plan (Level 1)



Typical Residential Plan (Level 2)



Northeast Corner (Brooklyn Ave NE)

DESIGN PROPOSAL: ALTERNATE 2

Alternate 2 seeks to use massing to create a clear distinction between the activity along 12th Ave NE and NE 66th St. The western portion of the mass is elongated and its presence increased along 12th Ave NE - in effect creating a strong edge to the street. This provides a precedent from which future development can continue the strong, urban-esque edge along 12th.

Inversely, the mass along NE 66th St is diminished in its height, bulk, and scale. Combining a generous street level setback with pedestrian and residential scaled amenities help to set a campus-like tone and transition to the SF5000 zone north of the site.

Summary

Stories: 7 (5-over-2 + 2 below grade)
 Unit Count: 206
 Floor Area: 112,151-SF Residential
 2,160-SF Commercial
 46,040-SF Parking
 181,075-SF Total
 Parking: 150 stalls

Ground Floor Uses:

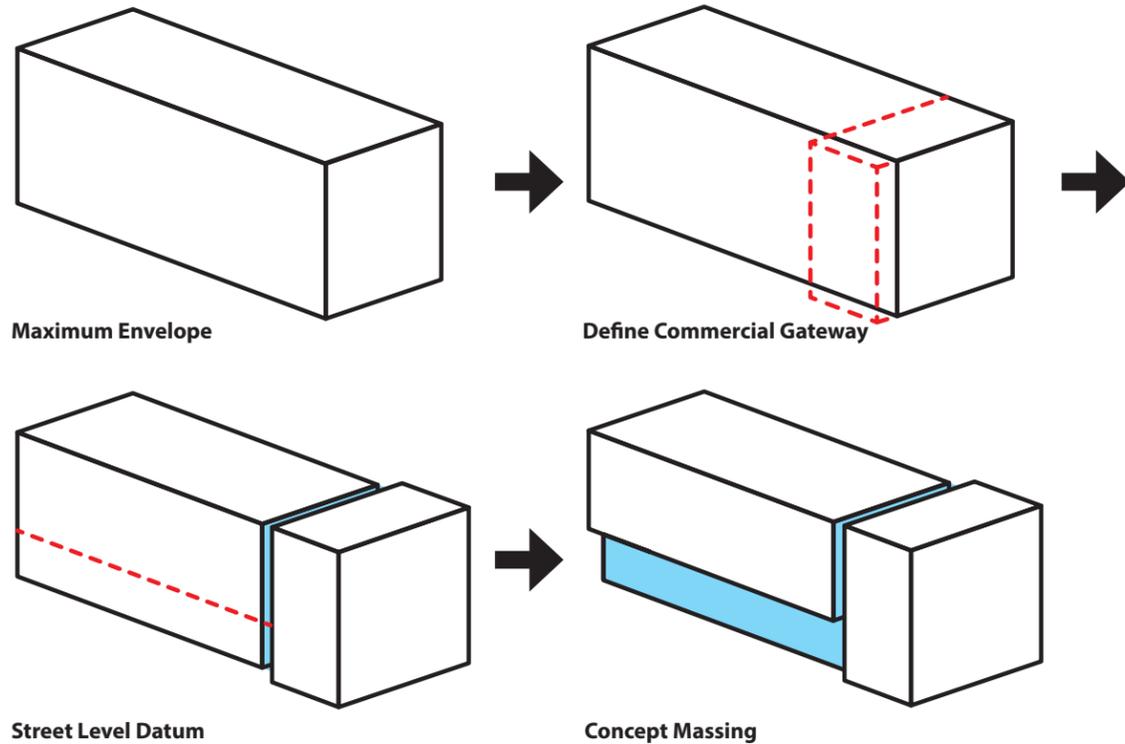
- 12th Ave NE: Commercial / Residential Lobby
- NE 66th St: Residential Lobby & Amenity
- Brooklyn Ave NE: Parking Access

Primary Disadvantages/Concerns

- Reduced upper level setback
- Narrower view corridor down NE 66th St

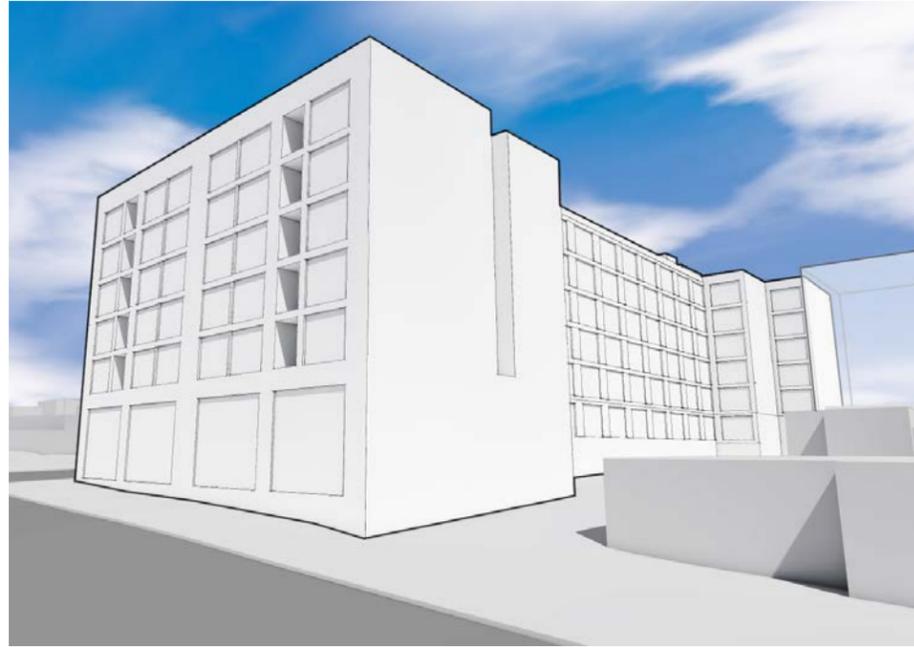
Potential Departures

- SMC 23.54.030.D.2 Driveways, Nonresidential Uses
- SMC 23.54.030.E.1 Parking Aisle Widths
- SMC 23.54.030.G.1 Sight Triangle
- SMC 23.47A.009.D.1.a 2) Setback Requirements at Brooklyn Avenue Northeast
- SMC 23.47A.009.D.1.a 1) Setback Requirements at Northeast 66th Street

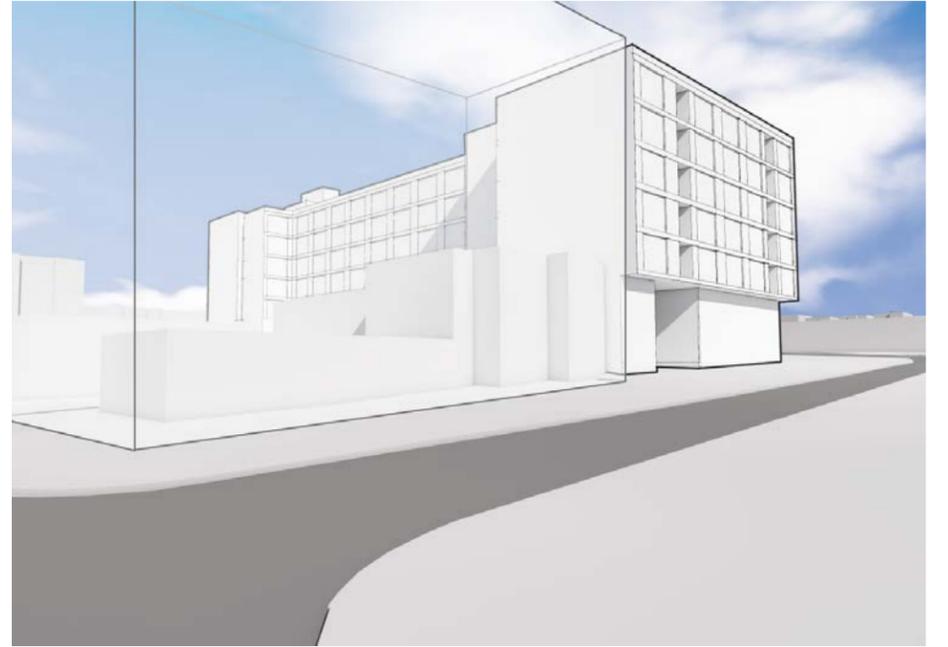




Northwest Corner (12th Ave NE)



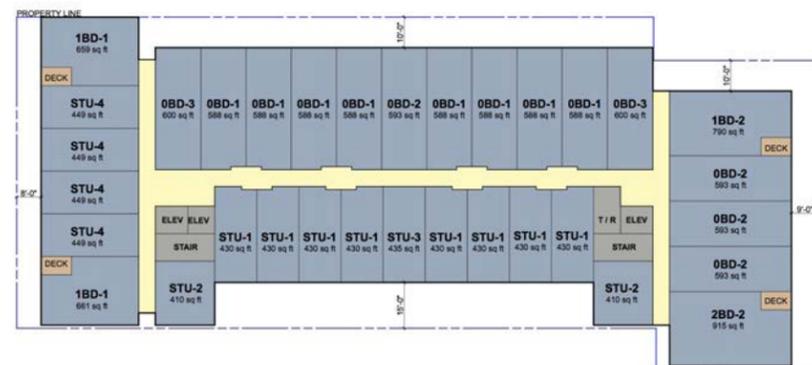
Southwest Corner (12th Ave NE)



Southeast Corner (Brooklyn Ave NE)



Street Level Plan (Level 1)



Typical Residential Plan (Level 2)



Northeast Corner (Brooklyn Ave NE)

DESIGN PROPOSAL: ALTERNATE 3

Alternate 3 seeks to create a elegant, clean, and contextual building through a series of thoughtful gestures. The first move breaks the mass of the building in to three distinct pieces connected through glass “gaskets” (which provide light and views to the corridors). Separating the masses allows each street to be provided with an articulated facade appropriate to the zoning, context, and transitions. Additionally, the construction type, Type V over a Type I base, is expressed through a pedestrian level setback. This setback not only expresses the construction of the building, but provides an enhanced pedestrian experience and opportunity for ground level, public amenities.

Summary

Stories: 7 (5-over-2 + 2 below grade)
 Unit Count: 206
 Floor Area: 111,684-SF Residential
 1,956-SF Commercial
 46,040-SF Parking
 180,146-SF Total
 Parking: 150 stalls

Ground Floor Uses:

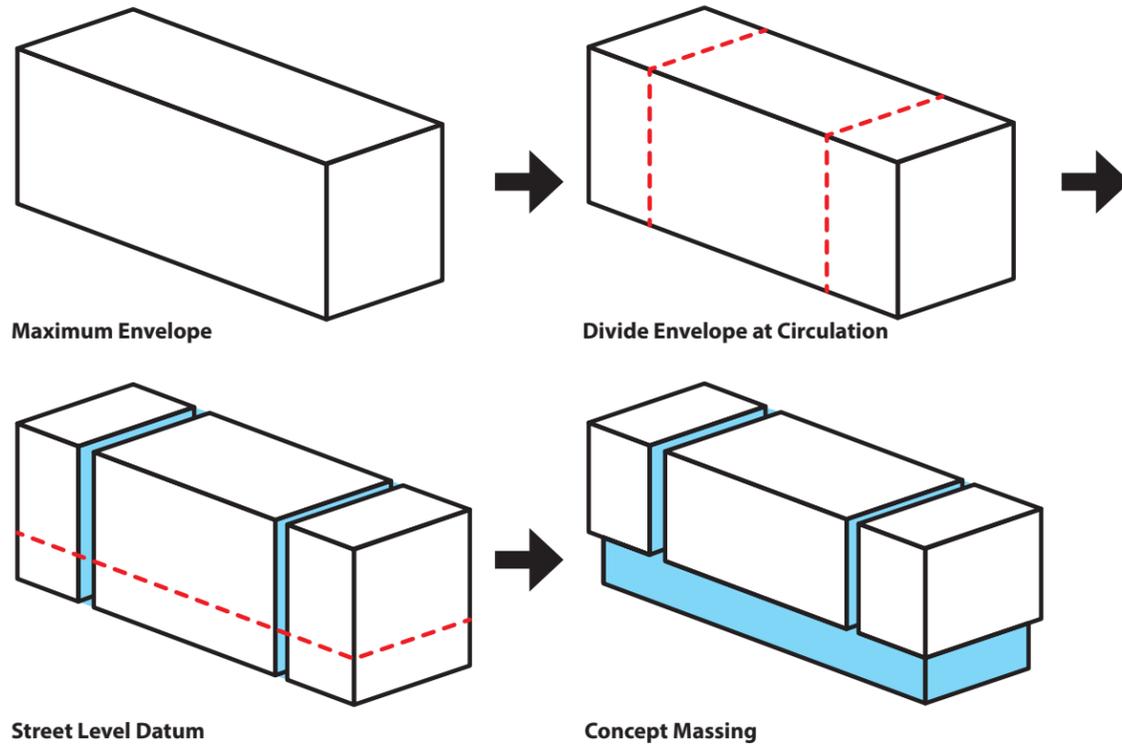
- 12th Ave NE: Commercial / Residential Lobby
- NE 66th St: Residential Lobby & Amenity
- Brooklyn Ave NE: Parking Access

Primary Disadvantages/Concerns

- Reduced upper level setback
- Requires thoughtful facade articulation

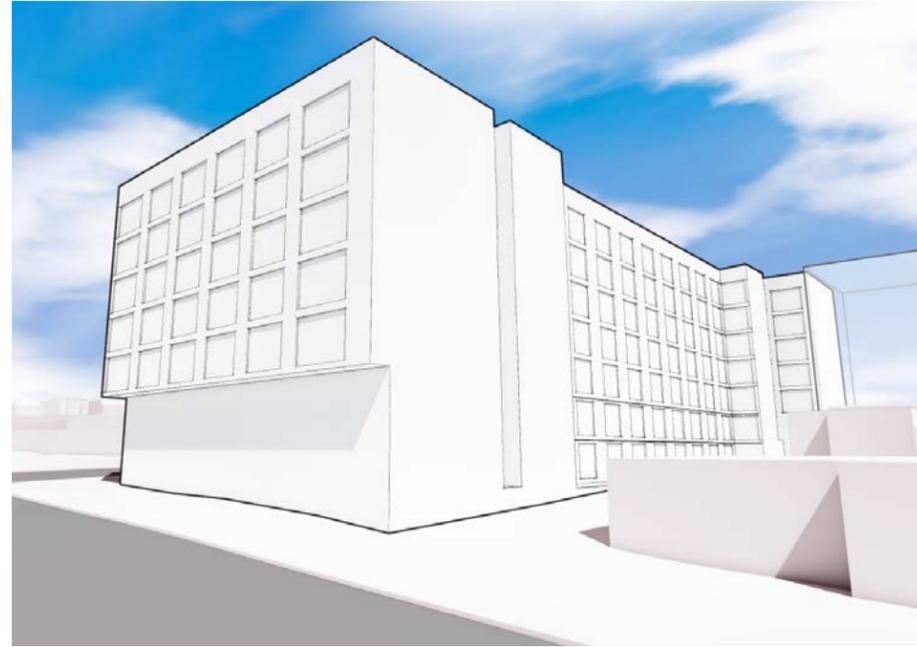
Potential Departures

- SMC 23.54.030.D.2 Driveways, Nonresidential Uses
- SMC 23.54.030.E.1 Parking Aisle Widths
- SMC 23.54.030.G.1 Sight Triangle
- SMC 23.47A.009.D.1.a 2) Setback Requirements at Brooklyn Avenue Northeast
- SMC 23.47A.009.D.1.a 1) Setback Requirements at Northeast 66th Street

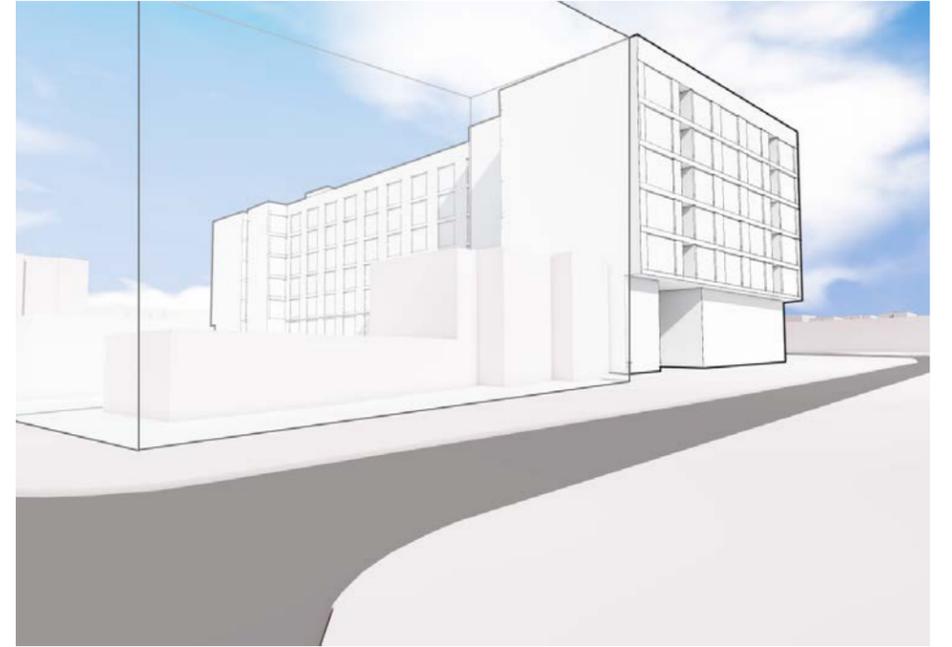




Northwest Corner (12th Ave NE)



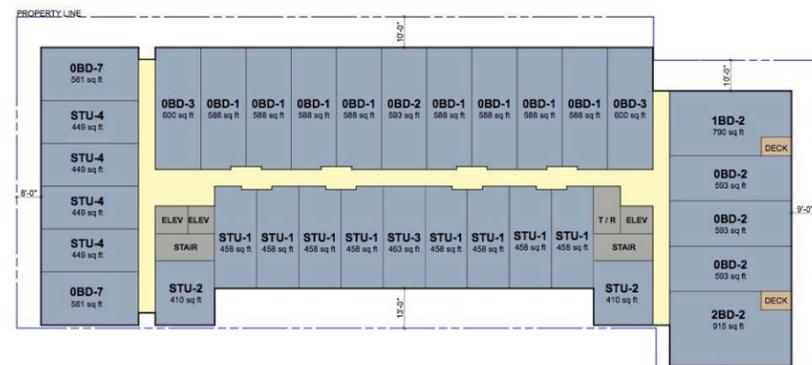
Southwest Corner (12th Ave NE)



Southeast Corner (Brooklyn Ave NE)



Street Level Plan (Level 1)



Typical Residential Plan (Level 2)



Northeast Corner (Brooklyn Ave NE)

DESIGN ALTERNATE SUMMARY



ALTERNATE 1

Summary

Stories: 7 (5-over-2 + 2 below grade)
 Unit Count: 206 (~20,000 unit SF/ Floor)
 Floor Area: 111,557-SF Residential
 2,160-SF Commercial
 46,040-SF Parking
 181,247-SF Total
 Parking: 150 stalls

Ground Floor Uses:

- 12th Ave NE: Commercial / Residential Lobby
- NE 66th St: Residential Lobby & Amenity
- Brooklyn Ave NE: Parking Access

Potential Departures

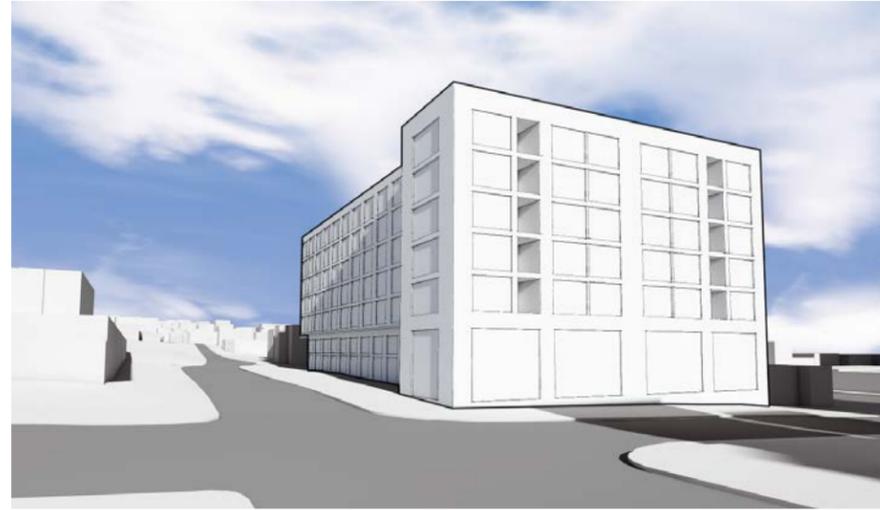
- Allow minimum driveway width to be reduced from 22-feet wide to 20-feet
- Allow parking aisles required to be a minimum 22-feet wide to be reduced to 21-feet
- Allow the use of mirrors, textured pavement, and in ground warning lights in lieu of providing sight triangle to diminish presence of garage entry at the street
- Request to depart from the required ground level and additional upper level setbacks for the portion of the project site with a street lot line located beyond 80-feet from the centerline of the Brooklyn Avenue NE right-of-way

Pros

- Code compliant
- Upper level setback maximizes access to light and air
- Upper level setback reduces apparent height of building

Cons

- Minimum ground level setback reduces street level interaction, activation, and amenity
- Massing results in squat, bulky building proportions
- Facade relief and secondary elements will be necessary to scale down the base of the building



ALTERNATE 2

Summary

Stories: 7 (5-over-2 + 2 below grade)
 Unit Count: 206 (~20,000 unit SF/ Floor)
 Floor Area: 112,151-SF Residential
 2,160-SF Commercial
 46,040-SF Parking
 181,075-SF Total
 Parking: 150 stalls

Ground Floor Uses:

- 12th Ave NE: Commercial / Residential Lobby
- NE 66th St: Residential Lobby & Amenity
- Brooklyn Ave NE: Parking Access

Potential Departures

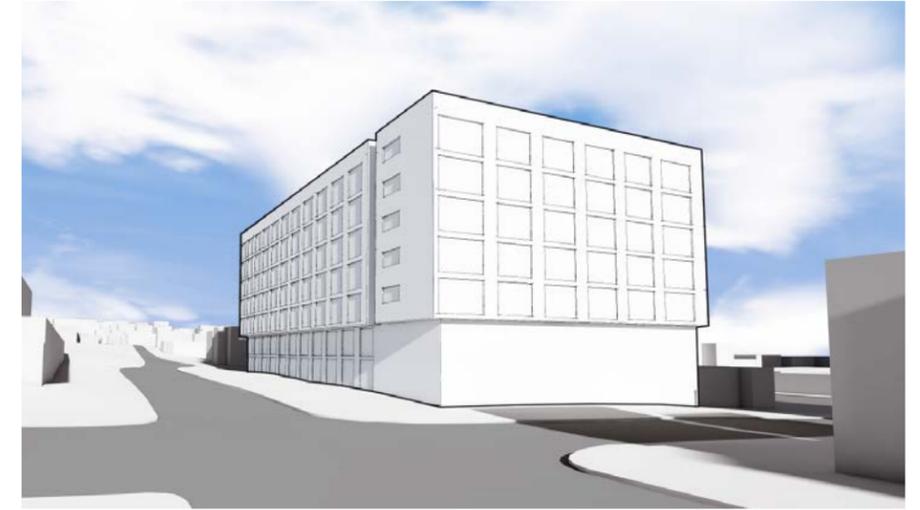
- Allow minimum driveway width to be reduced from 22-feet wide to 20-feet
- Allow parking aisles required to be a minimum 22-feet wide to be reduced to 21-feet
- Allow the use of mirrors, textured pavement, and in ground warning lights in lieu of providing sight triangle to diminish presence of garage entry at the street
- Request to depart from the required ground level and additional upper level setbacks for the portion of the project site with a street lot line located beyond 80-feet from the centerline of the Brooklyn Avenue NE right-of-way
- Request to depart from the additional 4-foot upper level setback and instead provide an additional 4-foot ground level setback at the street level and second level

Pros

- Distinct break of mass into commercially oriented and residentially oriented
- Enhanced pedestrian experience along NE 66th St
- Requires thoughtful facade articulation

Cons

- Reduced upper level setback impacts access to light and air
- Shifted mass along 12th Ave NE impacts NE 66th St view corridor
- Requires thoughtful facade articulation



ALTERNATE 3

Summary

Stories: 7 (5-over-2 + 2 below grade)
 Unit Count: 206 (~20,000 unit SF/ Floor)
 Floor Area: 111,684-SF Residential
 1,956-SF Commercial
 46,040-SF Parking
 180,146-SF Total
 Parking: 150 stalls

Ground Floor Uses:

- 12th Ave NE: Commercial / Residential Lobby
- NE 66th St: Residential Lobby & Amenity
- Brooklyn Ave NE: Parking Access

Potential Departures

- Allow minimum driveway width to be reduced from 22-feet wide to 20-feet
- Allow parking aisles required to be a minimum 22-feet wide to be reduced to 21-feet
- Allow the use of mirrors, textured pavement, and in ground warning lights in lieu of providing sight triangle to diminish presence of garage entry at the street
- Request to depart from the required ground level and additional upper level setbacks for the portion of the project site with a street lot line located beyond 80-feet from the centerline of the Brooklyn Avenue NE right-of-way
- Request to depart from the additional 4-foot upper level setback and instead provide an additional 4-foot ground level setback at the street level and second level

Pros

- Elegant and honest proportions
- Distinct break up of mass, responding to each street
- Requires thoughtful facade articulation
- Enhanced pedestrian experience

Cons

- Requires thoughtful facade articulation
- Reduced upper level setback impacts access to light and air

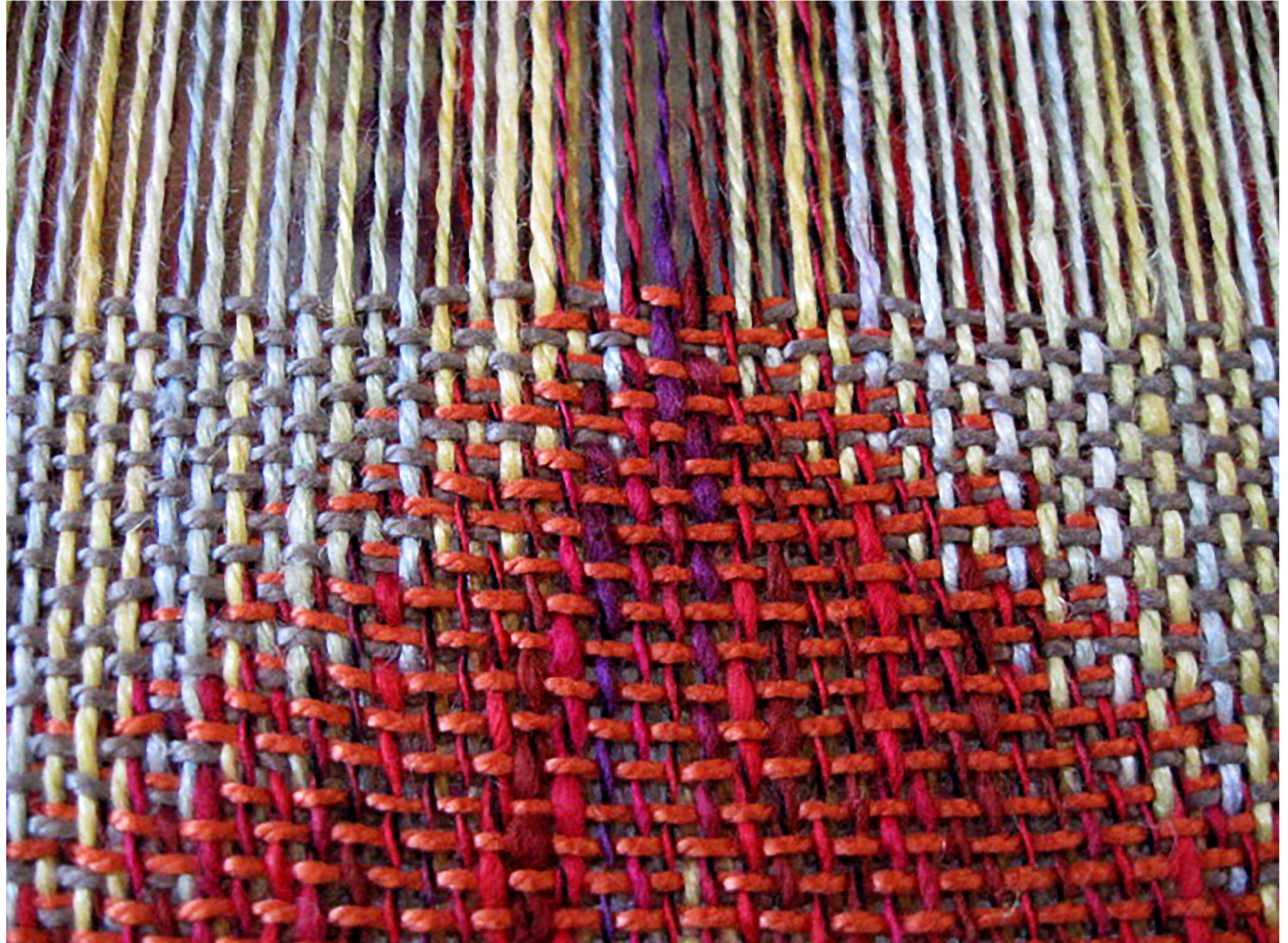
ELEVATION STRATEGY

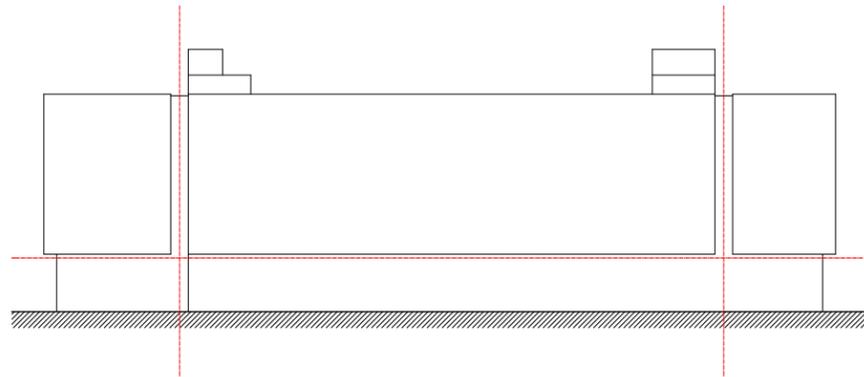
Summary

- Developing an intentionally subdued yet actively scaled facade is a project goal.
- Combining contextual influence with abstract inspiration, the facade articulation takes cues from movement and weaving.
- Through intentional shifting and depth, the north elevation will provide subtle dynamics to pedestrian passerbys and neighborhood fixture alike.

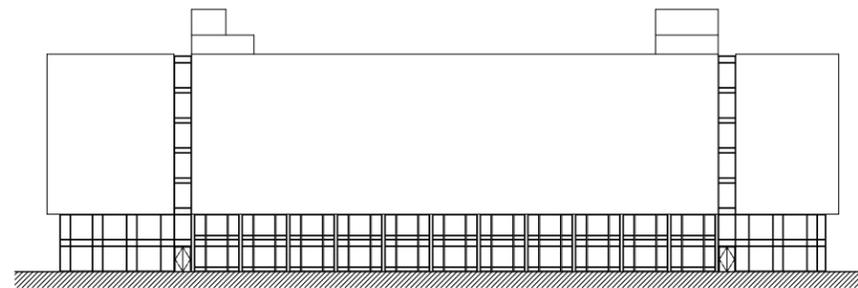
Design Approach

- The facade major elements will both protrude and inset - evocative of threading a weave
- The facade will shift - again taking cues from alternating threads weaving together
- The use of gradating color will provide a sense of movement - inspired by woven shades, future transit station, and adjacent playfield.
- Secondary rhythm and pattern will be used to further articulate the pattern and breakdown the scale of materials

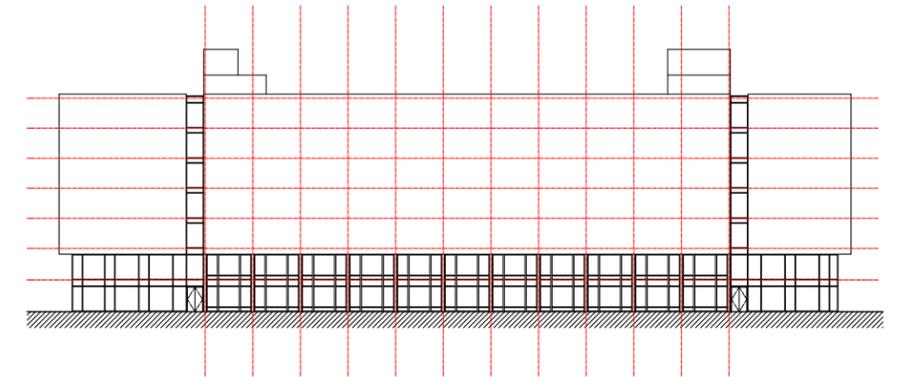




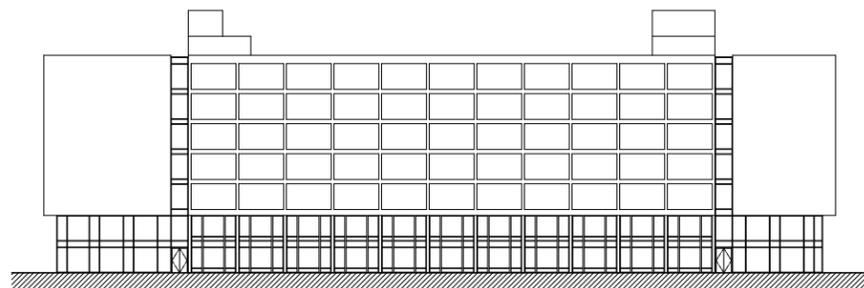
MASSING STRATEGY



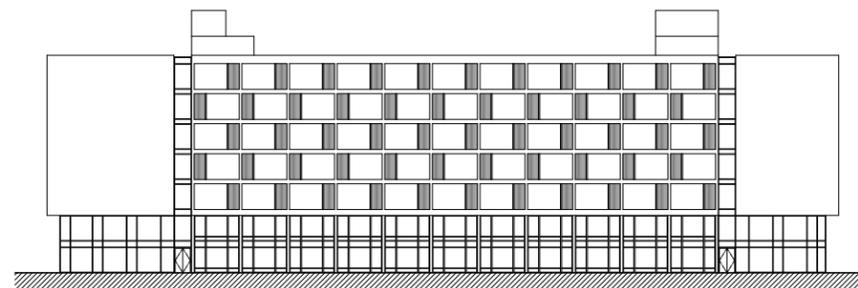
GLAZED BASE AND GASKETS



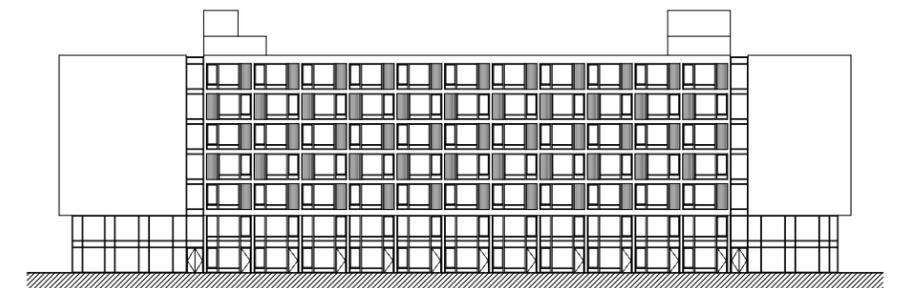
UNIT DIVISIONS



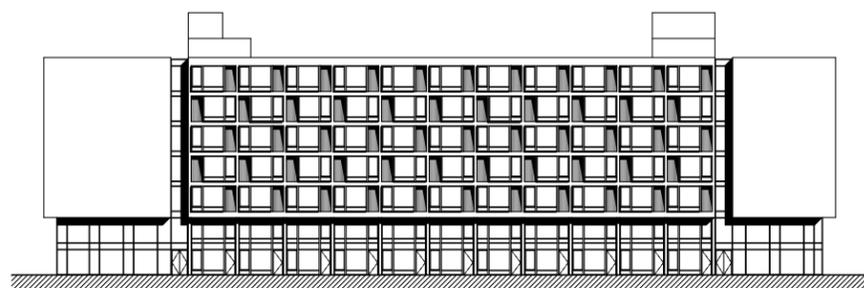
UNIT MODULE



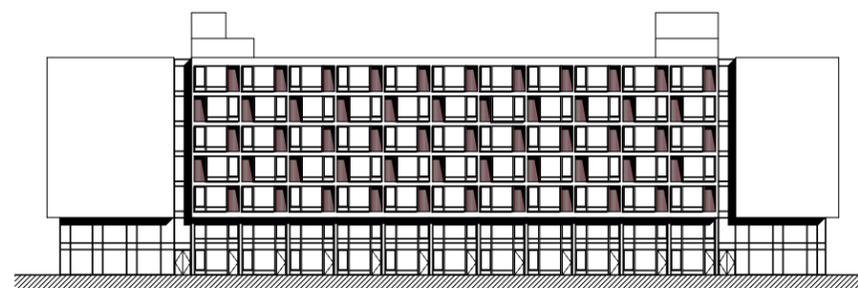
SHIFTED UNIT PATTERN



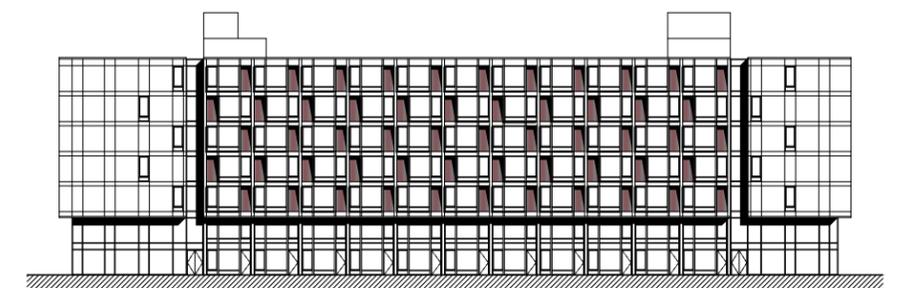
FENESTRATION RHYTHM/PATTERN



FACADE RELIEF



FACADE COLOR



SECONDARY FACADE RHYTHM/PATTERN

ELEVATION STRATEGY



NORTH ELEVATION



WEST ELEVATION

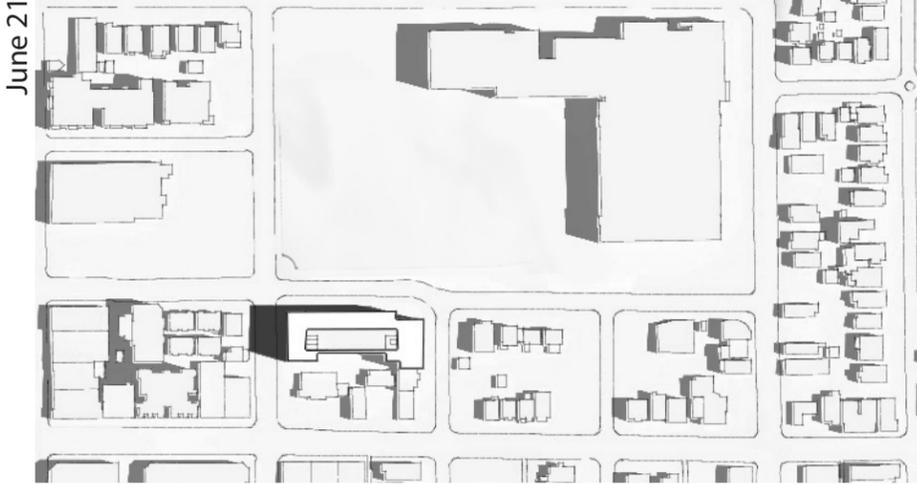
PREFERRED MASSING PERSPECTIVE



VIEW LOOKING EAST AT CORNER OF NE 66TH ST AND 12TH AVE NE

PREFERRED ALTERNATIVE SHADOW STUDY

10:00 AM



Noon



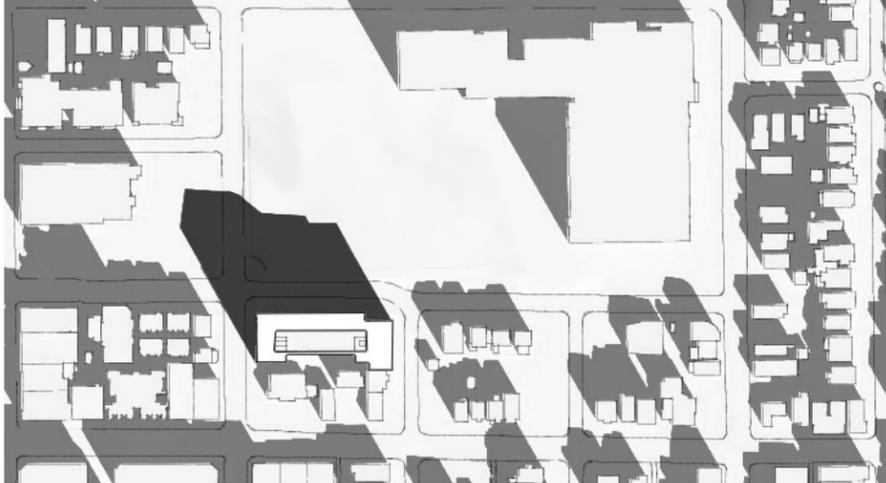
2:00 PM



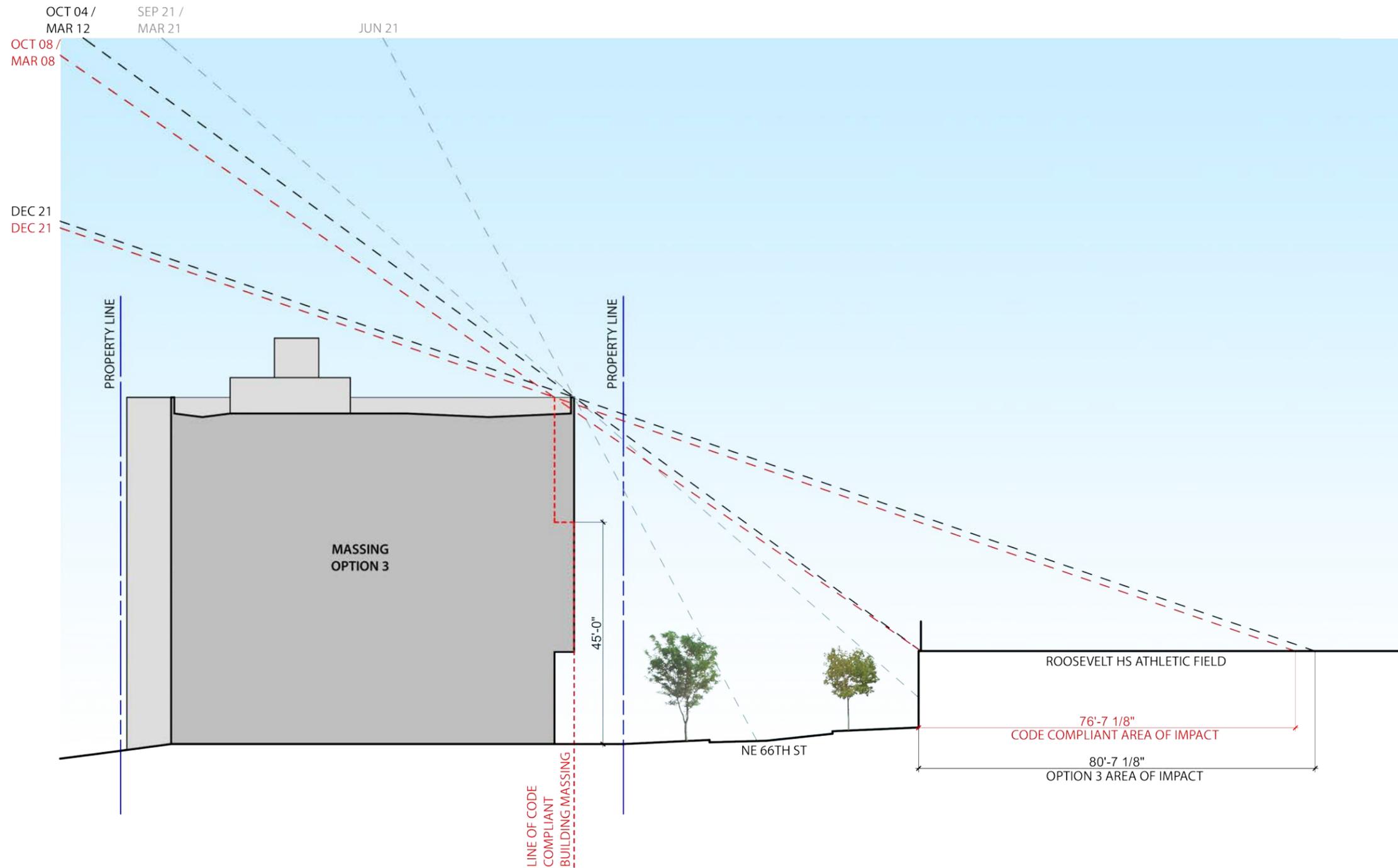
March/ September 21



December 21



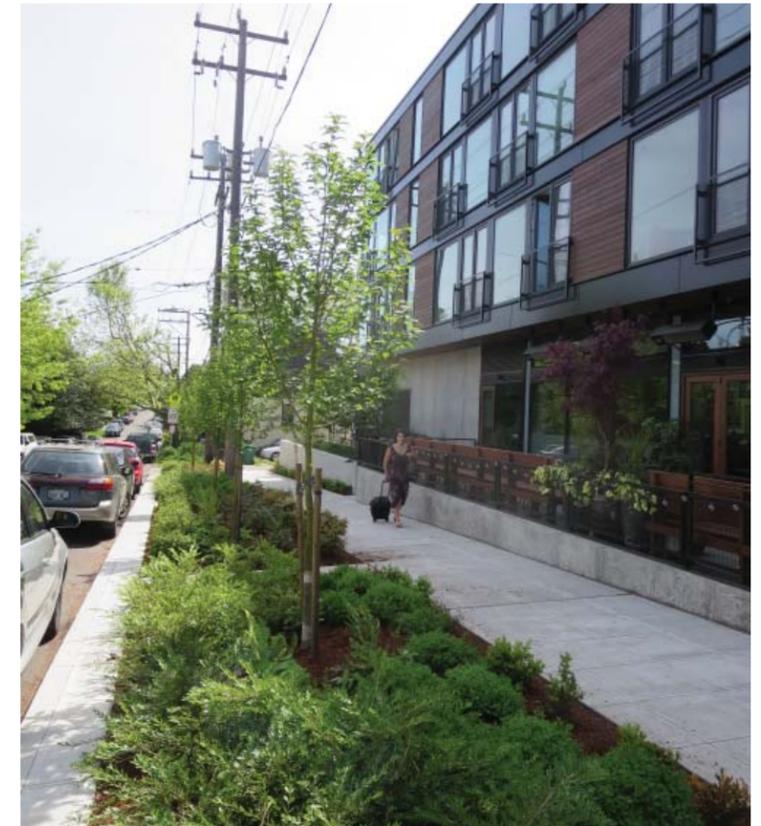
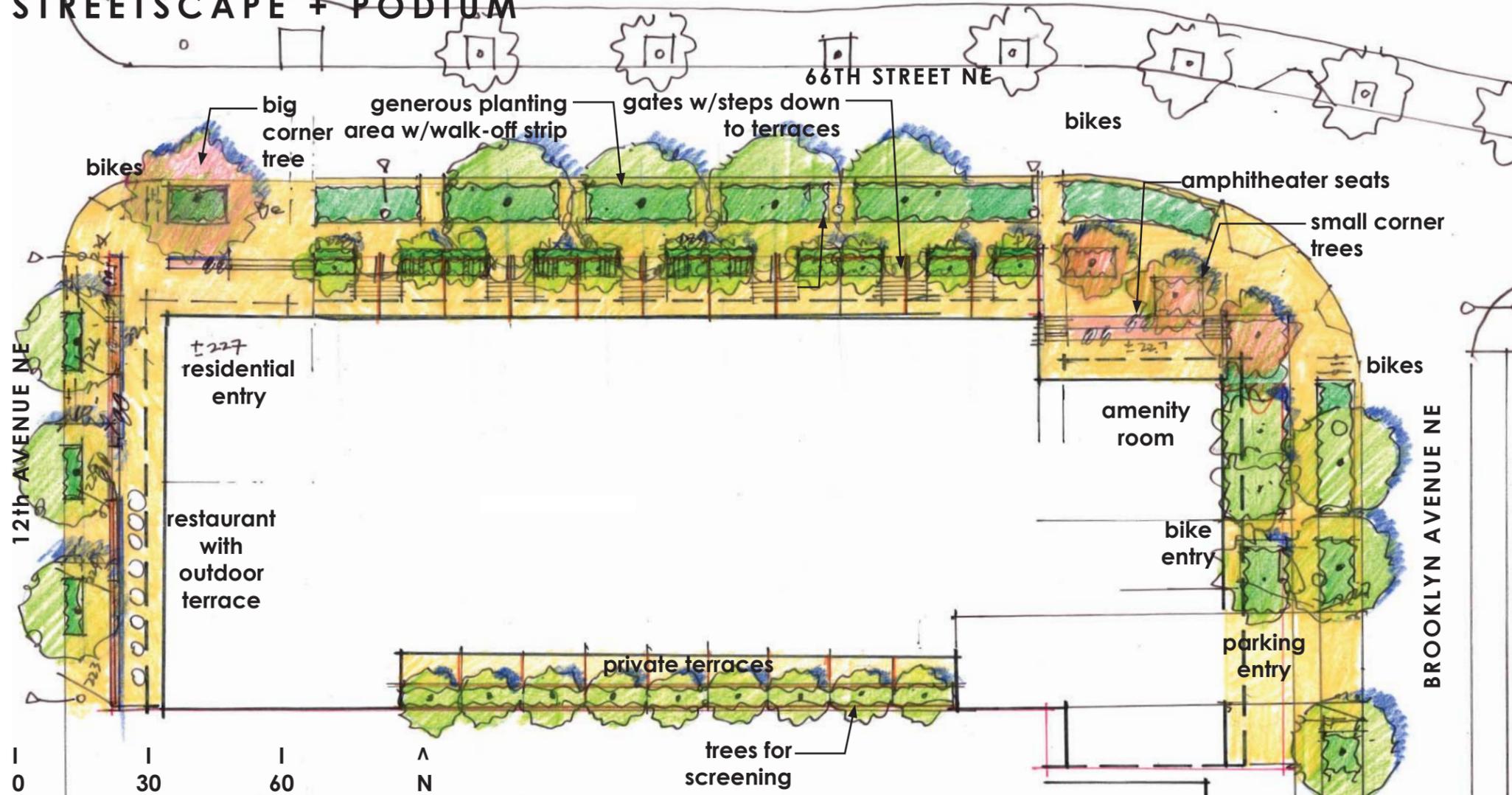
SITE SECTION SHADOW DIAGRAM



Key Shading Impacts at 12:00p

- Upper level setback provides 4'-0" (or 5%) less shading impact to the Roosevelt High School Athletic Field.
- Option 3 shading impact extend from October 4 - March 12, 160 days. The code compliant option shading impact extends from October 8 - March 8, 152 days - 8 days less.
- Option 3 provide 4'-0" additional public pedestrian area at ground level

STREETSCAPE + PODIUM



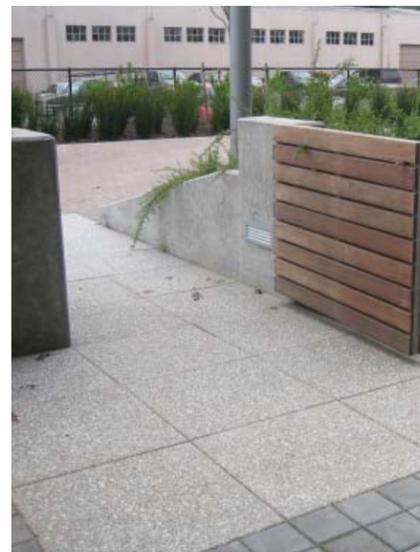
generous planting area w/walk-off strip



wood deck amphitheater seats



restaurant with outdoor terrace



wood gates to terraces



terraces w/ trees



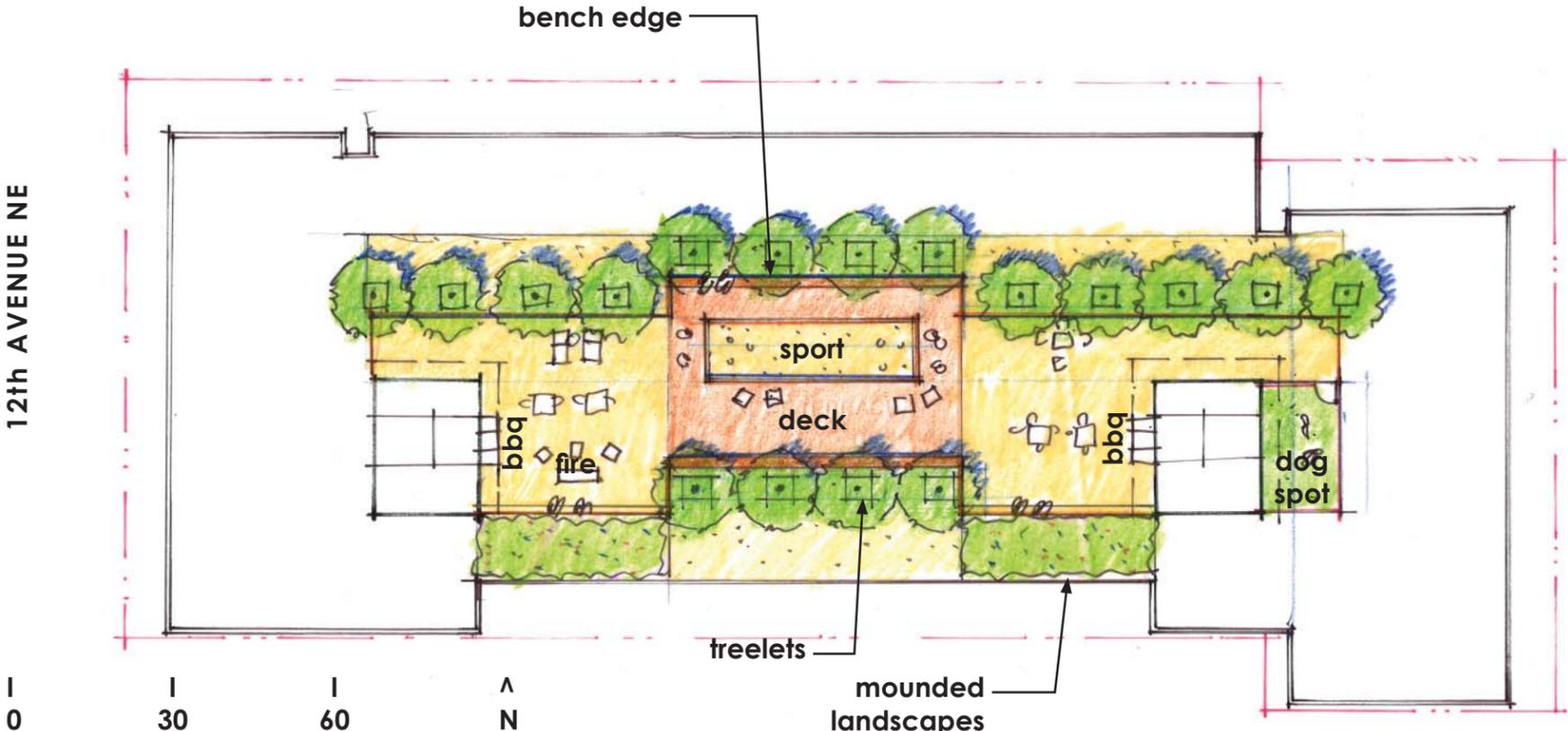
big corner tree



small corner trees

ROOF

66TH STREET NE



fire and view and sun



mounded sedums and view and sun



sport and sun



bench edge



outdoor kitchen



dog spot

POTENTIAL DEVELOPMENT DEPARTURES

The proposed project will be a seven-story, apartment building approximately 65-feet in height and approximately 177,902-sf, including the below grade level. The building will contain 206 residential apartment units, resident lobby and amenity spaces, an outdoor landscaped terrace and roof deck, on-site leasing office, street level commercial space, underground resident parking for 150 vehicles, and a below-grade level for building services and resident storage units.

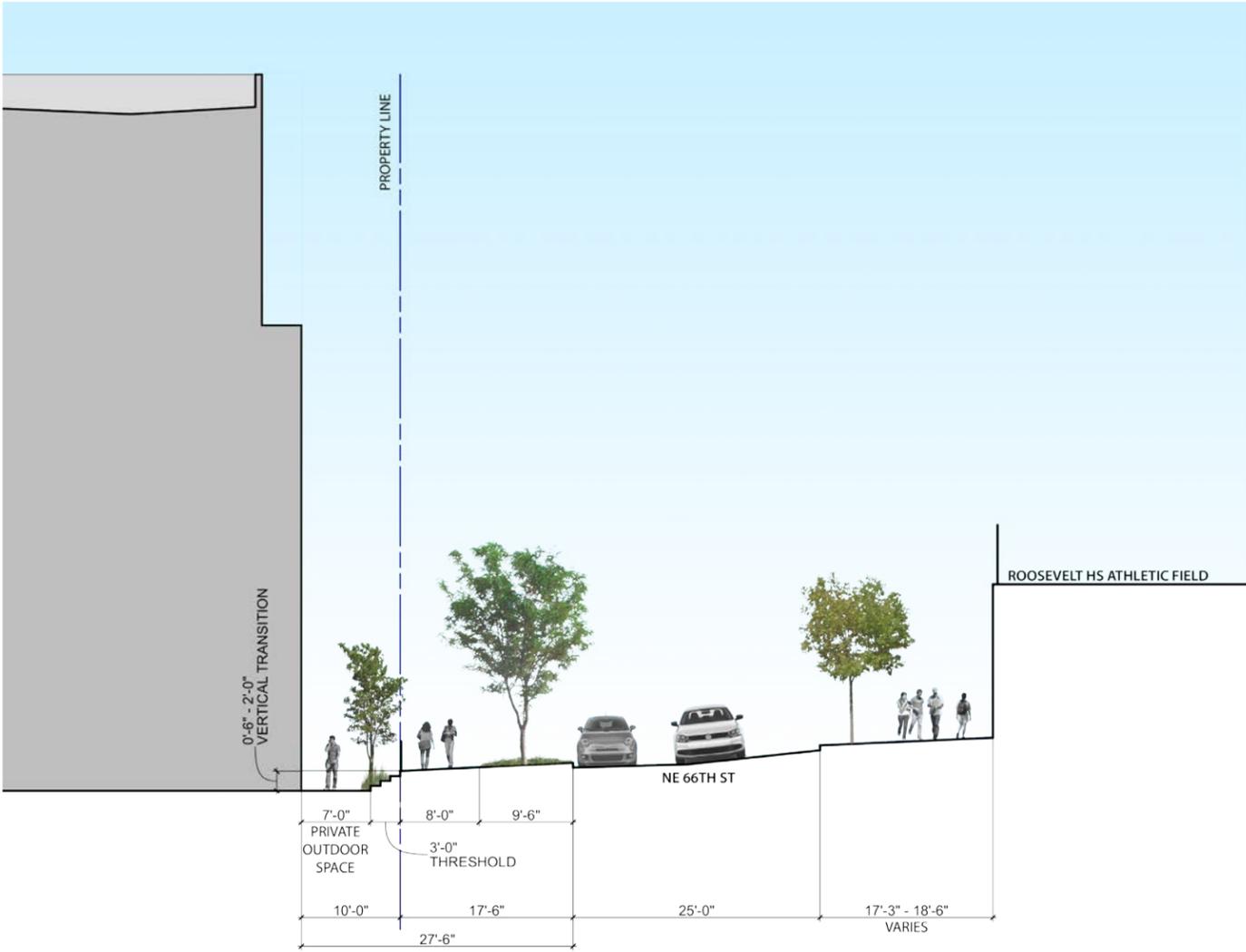
The project development objectives are as follows:

- Provide a high quality living environment for residents convenient to work, leisure and recreation
- Provide a lively environment for urban residents, including accommodations for retail and/or restaurants
- Set precedence as the first new development along the south side of NE 66th by setting up the pedestrian-oriented design decisions to benefit the neighborhood:
 - Widen sidewalks
 - Strengthen the street edge with an appropriately scaled facade
 - Create vibrant and transparent street level façades
 - Plant street trees to buffer traffic
 - Offer overhead weather protection
- Be a good neighbor. This will inform the project in terms of:
 - Commercial level streetscape design
 - Landscape design & material selection
 - Exterior lighting design
 - Parking access
 - Trash & recycling storage

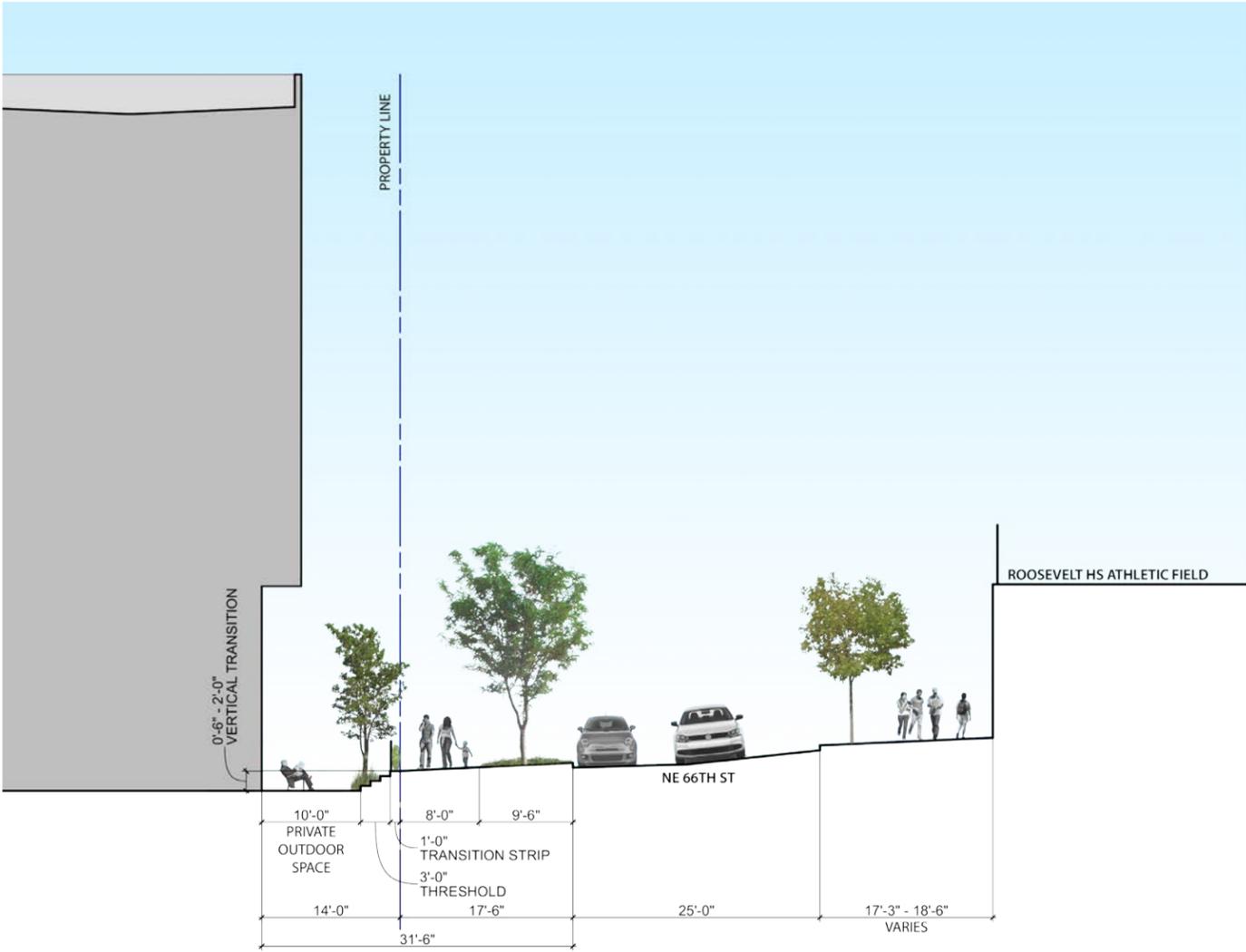
The following Development Departures have been identified as potentially necessary to achieve the preferred design alternate. If the board indicates their willingness to consider the departures, additional study and refinement of the design will be conducted in advance of the Design Recommendation meeting.

DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
<p>1 23.47A.009.D.a 1) Setback Requirement at Northeast 66th Street Provide an average ground level setback of 10 feet along the length of the street property line and a minimum upper level setback of 4 feet at 45 feet of height and above</p>	Request to depart from the additional 4-foot upper level setback and instead provide an additional 4-foot setback at the street level and second level	<p><i>Neighborhood Conditions: Setbacks along NE 66th St are in place for multiple purposes: provide access to light, air, and views to and from Roosevelt High School and Athletic Field, maintain view corridor west to the Olympic Mountains, and provide ample space to continue the campus-like pedestrian experience.</i></p> <p><i>-A project goal is to enhance the pedestrian environment along NE 66th St. Inverting the setback to ground level will provide this project with additional space for improvements, including a wider sidewalk, space for street trees, pedestrian seating, and residential unit yards.</i></p>
<p>2 SMC 23.47A.009.D.1.a 2) Setback Requirements at Brooklyn Avenue Northeast Provide an average ground level setback of 5-feet along the length of the street property line and a minimum upper level setback of 4-feet at 45 feet of height and above</p>	Request to depart from the required ground level and additional upper level setbacks for the portion of the project site with a street lot line located beyond 80-feet from the centerline of the Brooklyn Avenue NE right-of-way	<p><i>Neighborhood Conditions: Setbacks along Brooklyn Ave NE are in place to maintain access to light, air, and views to and from Roosevelt High School and Athletic Field.</i></p> <p><i>- Due to a offset in the property lines resulting from the combination of five parcels, a 14'-2" segment of property line has been created parallel to Brooklyn Ave NE and perpendicular to NE 66th St. The segment is ~84'-6" from the centerline of Brooklyn Ave NE. Keeping in mind the intent of the setback, allowing zero setback will not have any impact on access to light, air, and views relative to Brooklyn Ave NE.</i></p>
<p>3 SMC 23.54.030.D.2 Driveways, Nonresidential Uses The minimum width of driveways for two-way traffic shall be 22 feet and the maximum width shall be 25 feet</p>	Allow minimum driveway width to be reduced from 22-feet wide to 20-feet	<p><i>Neighborhood Conditions: Brooklyn Ave NE is a quiet sidestreet that sees some increase in pedestrian traffic during school school hours.</i></p> <p><i>- While the below-grade parking serves both residential and commercial uses on the site, a 20'-0" wide driveway is desired to minimize the impact on Brooklyn Ave NE.</i></p>
<p>4 SMC 23.54.030.E.1 Parking Aisle Widths Parking aisles to be provided according to 23.54.030 Exhibit C based on size of parking spaces served by the aisle. Small parking spaces require a minimum aisle width of 20-feet, medium parking spaces require a minimum aisle width of 22-feet, and large parking spaces require a minimum aisle width of 24-feet</p>	Allow parking aisles required to be a minimum 22-feet wide to be reduced to 21-feet	<p><i>Neighborhood Conditions: The Roosevelt Commercial Core and Pedestrian Overlay area is in transition away from cars and parking.</i></p> <p><i>- The narrow site contains the parking garage in the longitudinal direction - this project is putting priority on larger spaces and reducing parking aisle only as much as is required.</i></p>
<p>5 SMC 23.54.030.G.1 Sight Triangle For two-way driveways less than 22-feet wide, a sight triangle on both sides of the driveway shall be provided for a distance of 10-feet from the intersection of the driveway with a driveway, easement, sidewalk or curb</p>	Allow the use of mirrors, textured pavement, and in ground warning lights in lieu of providing sight triangle to diminish presence of garage entry at the street	<p><i>Neighborhood Conditions: Brooklyn Ave NE is a quiet sidestreet that sees some increase in pedestrian traffic during school school hours.</i></p> <p><i>- To minimize the impact of the driveway along the street and maintain the street frontage, the sight triangles will be limited. Use of alternative measures will help maintain a safe transition.</i></p>

DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE	SUPPORTING DESIGN GUIDELINES
<p>1 23.47A.009.D.a 1) Setback Requirement at Northeast 66th Street Provide an average ground level setback of 10 feet along the length of the street property line and a minimum upper level setback of 4 feet at 45 feet of height and above</p>	<p>Request to depart from the additional 4-foot upper level setback and instead provide an additional 4-foot setback at the street level and second level</p>	<p><i>Neighborhood Conditions: Setbacks along NE 66th St are in place for multiple purposes: provide access to light, air, and views to and from Roosevelt High School and Athletic Field, maintain view corridor west to the Olympic Mountains, and provide ample space to continue the campus-like pedestrian experience.</i> -A project goal is to enhance the pedestrian environment along NE 66th St. Inverting the setback to ground level will provide this project with additional space for improvements, including a wider sidewalk, space for street trees, pedestrian seating, and residential unit yards.</p>	<p><i>CS2-B2 Connection to the Street: Identify opportunities for the project to make a strong connection to the street...</i> <i>PL1-B3 Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces...</i> <i>RDG CS3-liv Reinforce a vibrant streetscape...</i> <i>RDG PL2-liii Pedestrian amenities are encouraged...</i> <i>RDG PL3-li High School, Green Streets, and Green Ways: Provide a more intimate, smaller-scale residential environment on blocks adjacent to the high school...</i></p>



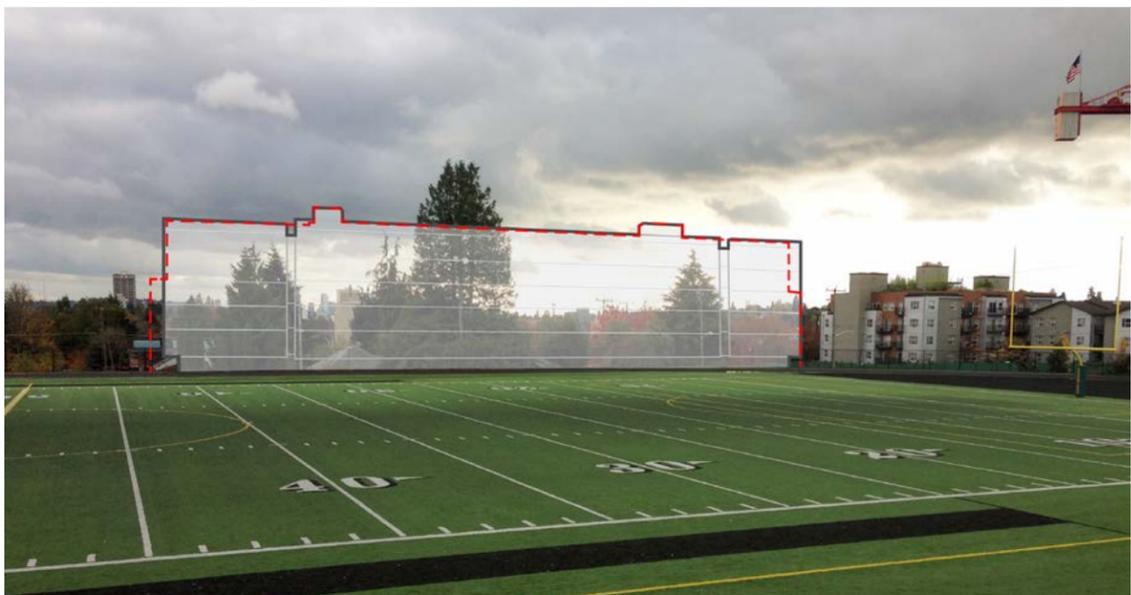
OPTION 1 - CODE COMPLIANT: STREETSCAPE



OPTION 3 - PREFERRED: STREETSCAPE

DEPARTURE REQUEST DIAGRAMS

DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE	SUPPORTING DESIGN GUIDELINES
<p>1 23.47A.009.D.a 1) Setback Requirement at Northeast 66th Street Provide an average ground level setback of 10 feet along the length of the street property line and a minimum upper level setback of 4 feet at 45 feet of height and above</p>	<p>Request to depart from the additional 4-foot upper level setback and instead provide an additional 4-foot setback at the street level and second level</p>	<p><i>Neighborhood Conditions: Setbacks along NE 66th St are in place for multiple purposes: provide access to light, air, and views to and from Roosevelt High School and Athletic Field, maintain view corridor west to the Olympic Mountains, and provide ample space to continue the campus-like pedestrian experience.</i> <i>-A project goal is to enhance the pedestrian environment along NE 66th St. Inverting the setback to ground level will provide this project with additional space for improvements, including a wider sidewalk, space for street trees, pedestrian seating, and residential unit yards.</i></p>	<p><i>CS2-B2 Connection to the Street: Identify opportunities for the project to make a strong connection to the street...</i> <i>PL1-B3 Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces...</i> <i>RDG CS3-liv Reinforce a vibrant streetscape...</i> <i>RDG PL2-liv Pedestrian amenities are encouraged...</i> <i>RDG PL3-lv High School, Green Streets, and Green Ways: Provide a more intimate, smaller-scale residential environment on blocks adjacent to the high school...</i></p>



View South From Roosevelt High School Athletic Field 50 Yard Line

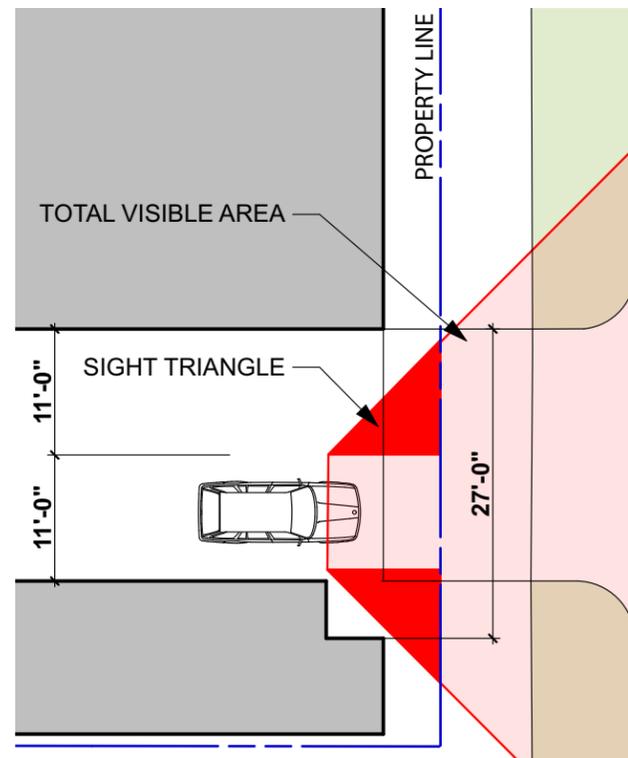
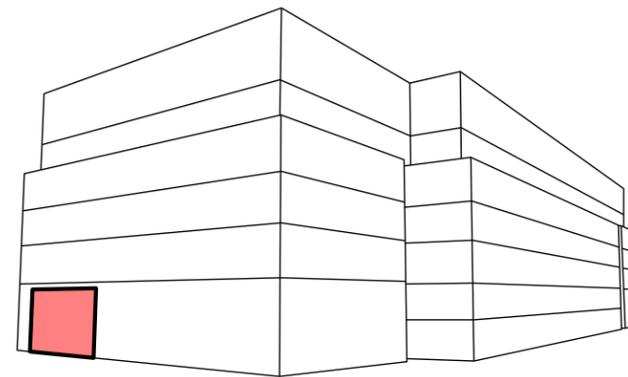


View West Along NE 66th Street View Corridor

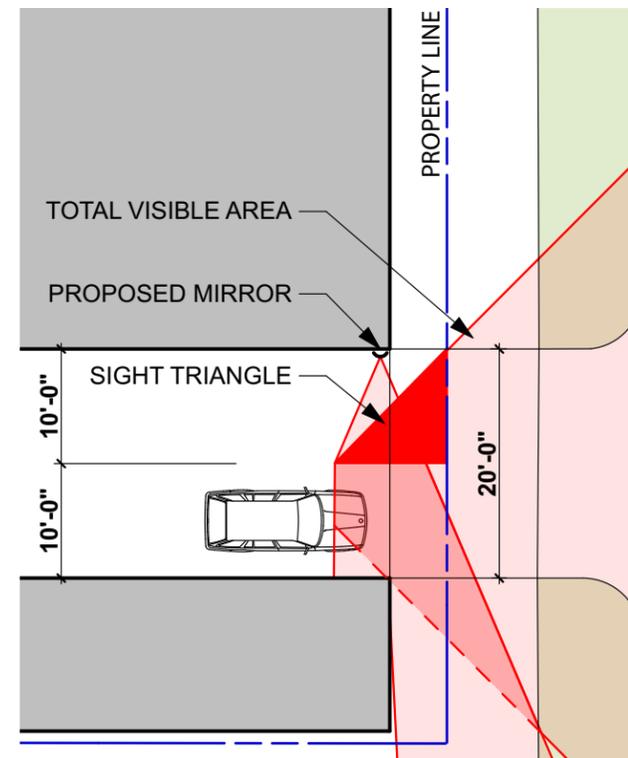
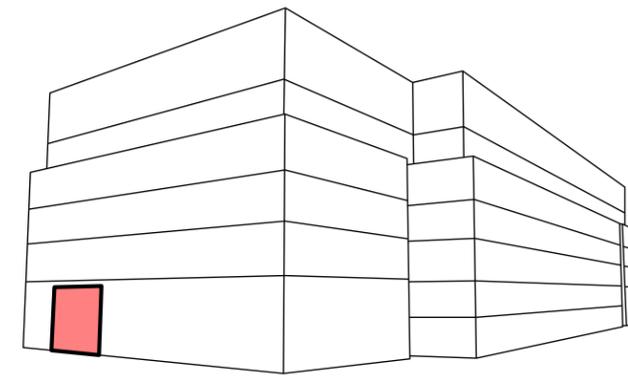
KEY

-  - Alternative 3 Building Mass
-  - Alternative 1 Building Mass (Code Compliant)

DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE	SUPPORTING DESIGN GUIDELINES
<p>3 SMC 23.54.030.D.2 Driveways, Nonresidential Uses The minimum width of driveways for two-way traffic shall be 22 feet and the maximum width shall be 25 feet</p>	<p>Allow minimum driveway width to be reduced from 22-feet wide to 20-feet</p>	<p>Neighborhood Conditions: Brooklyn Ave NE is a quiet sidestreet that sees some increase in pedestrian traffic during school hours. - While the below-grade parking serves both residential and commercial uses on the site, a 20'-0" wide driveway is desired to minimize the impact on Brooklyn Ave NE.</p>	<p>DC1-B1.b Where driveways ... are unavoidable, minimize the ... width as much as possible.</p>
<p>5 SMC 23.54.030.G.1 Sight Triangle For two-way driveways less than 22-feet wide, a sight triangle on both sides of the driveway shall be provided for a distance of 10-feet from the intersection of the driveway with a driveway, easement, sidewalk or curb</p>	<p>Allow the use of mirrors, textured pavement, and in ground warning lights in lieu of providing sight triangle to diminish presence of garage entry at the street</p>	<p>Neighborhood Conditions: Brooklyn Ave NE is a quiet sidestreet that sees some increase in pedestrian traffic during school hours. - To minimize the impact of the driveway along the street and maintain the street frontage, the sight triangles will be limited. Use of alternative measures will help maintain a safe transition.</p>	<p>DC1-B1.b Where driveways ... are unavoidable, minimize the ... width as much as possible. DC1-B.1c Employing a multi-sensory approach to areas of potential vehicle- pedestrian conflict such as garage exits/ entrances. Design features may include ... warning lights and sounds, and similar safety devices.</p>



OPTION 1 - CODE COMPLIANT: SIGHT TRIANGLE



OPTION 1 - MODIFIED: SIGHT TRIANGLE

POTENTIAL DESIGN GUIDELINES

The proposed project will be a seven-story, apartment building approximately 65-feet in height and approximately 177,902-sf, including the below grade level. The building will contain 201 residential apartment units, resident lobby and amenity spaces, an outdoor landscaped terrace and roof deck, on-site leasing office, street level commercial space, underground resident parking for 150 vehicles, and a below-grade level for building services and resident storage units.

The project development objectives are as follows:

- Provide a high quality living environment for residents convenient to work, leisure and recreation
- Provide a lively environment for urban residents, including accommodations for retail and/or restaurants
- Set precedence as the first new development along the south side of NE 66th by setting up the pedestrian-oriented design decisions to benefit the neighborhood:
 - Widen sidewalks
 - Strengthen the street edge with an appropriately scaled facade
 - Create vibrant and transparent street level façades
 - Plant street trees to buffer traffic
 - Offer overhead weather protection
- Be a good neighbor. This will inform the project in terms of:
 - Commercial level streetscape design
 - Landscape design & material selection
 - Exterior lighting design
 - Parking access
 - Trash & recycling storage

The following Development Departures have been identified as potentially necessary to achieve the preferred design alternate. If the board indicates their willingness to consider the departures, additional study and refinement of the design will be conducted in advance of the Design Recommendation meeting.

SEATTLE DESIGN GUIDELINES

CS1 Natural Systems and Site Features

Use natural systems and features of the site and its surroundings as a starting point for project design.

B2 Sunlight & Natural Ventilation, Daylight and Shading

Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site

Roosevelt II Supplemental Guidance

Sunlight and Natural Ventilation

i. Minimize shadow impacts on key public spaces and streetscapes. Such places include identified gateway intersections particularly NE 65th St. and Roosevelt Way NE; plaza spaces near the Light Rail Station; Roosevelt High School grounds and athletic fields; and identified green streets and/or greenways.

CS2 Urban Pattern and Form

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

A2 Location in the City and Neighborhood, Architectural Presence

Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a “high-profile” design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality materials.

B2 Location in the City and Neighborhood, Connection to the Street

Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape— 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

B3 Location in the City and Neighborhood, Character of Open Space

Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes, trees and vegetation, and open spaces for how they function as the walls and floor of outdoor spaces or “rooms” for public use. Determine how best to support those spaces through project siting and design (e.g. using mature trees to frame views of architecture or other prominent features).

C3 Relationship to the Block, Full Block Sites

Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design. Consider providing through-block access and/or designing the project as an assemblage of buildings and spaces within the block.

D1 Height Bulk and Scale, Existing Development and Zoning

Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition. Note that existing buildings may or may not reflect the density allowed by zoning or anticipated by applicable policies

DESIGN RESPONSE

In all Design Alternatives the structure height is the max allowable (65-feet), but roof features are reduced or set back to reduce overshadowing across NE 66th St. The parapet is a minimum dimension needed for waterproofing. The stair and elevator cores are pulled back from the roof edge to reduce overshadowing.

In all Design Alternatives the structure height is the max allowable (65-feet), but roof features are reduced or set back to reduce overshadowing across NE 66th St. The parapet is a minimum dimension needed for waterproofing. The stair and elevator cores are pulled back from the roof edge to reduce overshadowing. Additionally, the shadow impact to the adjacent Roosevelt High School athletic field has been studied - the proposed massing has been sized and located to limit the effects of shading.

The site is located three blocks west- southwest of Roosevelt High School and directly across the street from the athletic fields - both identified as significant landmarks within the neighborhood. To respond to this relationship, the design strives to be simple and subdued while providing a tree-lined, campus-like, residential-scaled street presence and pedestrian experience with substantial plantings and amenities.

The site is located between 12th Ave NE and Brooklyn Ave NE along NE 66th St - three distinctly different streets. NE 66th St is a primary route to/from Roosevelt High School and a view corridor, 12th Ave NE is commercial arterial street, and Brooklyn Ave NE is a quiet side street. To respond to this complex set of street level interactions, the three proposals arrange the ground level programs specific to the nature of each street. The primary residential entrance lobby and retail space is located in a highly transparent facade along 12th Ave NE with a widened sidewalk and planting buffer between car and pedestrian. To incorporate into the campus-like setting and SF5000 zone transition along NE 66th St the majority of spaces along NE 66th St are programmed as residential with direct exterior access and the sidewalk is tree-lined with seating and planting. Maintaining Brooklyn Ave NE as a side street, activity is limited to bike parking and parking entrance.

NE 66th St has been identified as a view corridor to the Olympic Mountains. To preserve the nature of this street, the project is proposing to maintain the tree-lined street, emphasizing the western sightlines.

The longitudinal façade of all options are divided in to three distinct masses with translucent "gaskets", in effect breaking down the mass of the building. Additionally, the primary facades along 12th Ave NE, NE 66th St, and Brooklyn Ave NE will use alignments of the repeating units to provide subdued pattern and scale to each facade.

see response to Roosevelt Supplemental Guidance below.

D3 Height Bulk and Scale, Zone Transitions

For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

Factors to consider:

- a. Distance to the edge of a less (or more) intensive zone;
- b. Differences in development standards between abutting zones;
- c. The type of separation from adjacent properties (e.g. separation by property line only, by an alley or street or open space, or by physical features such as grade change);
- d. Adjacencies to different neighborhoods or districts; adjacencies to parks, open spaces, significant buildings or view corridors; and
- e. Shading to or from neighboring properties.

see response to Roosevelt Supplemental Guidance below.

Roosevelt III, Supplemental iii Guidance	<p>Height, Bulk and Scale, Multi-family/Residential Zone Edges</p> <p>Careful siting, building design and building massing should be used to achieve an integrated neighborhood character in multi-family zones. Some of the techniques preferred in Roosevelt include:</p> <ul style="list-style-type: none"> a. Increasing building setbacks from the zone edge at ground level; b. Reducing the bulk of the building's upper floors; c. Reducing the height of the structure; d. Use of landscaping or other screening (such as a 5-foot landscape buffer); e. Modulation of bays; f. Stepping down the height of structures to 40' – 45' at the zone edge to provide transition to the height of traditional single-family areas; and g. Minimizing use of blank walls.
---	---

The project site has a Zone Edge Transition condition along the northern edge at the public rights-of-way. The project provides a thoughtful transition thru an active pedestrian landscape that increases the ground level setback and provides substantial landscaping. Additionally, the building massing, design of secondary elements, and arrangement of interior uses is meant to modulate the facade and minimize blank walls.

Roosevelt III, Supplemental iv Guidance	<p>Height, Bulk and Scale, Roosevelt High School Architectural Heritage</p> <ul style="list-style-type: none"> a. Massing void of variation is discouraged on properties adjacent to the high school in order to avoid a monolithic look. b. Preserve specific views corridors to and from the high school, arrange the massing in a way that references the prominent high school structure.
--	--

The longitudinal façade of all options are divided in to three distinct masses with translucent "gaskets", in effect breaking down the mass of the building. Additionally, the primary facades along 12th Ave NE, NE 66th St, and Brooklyn Ave NE will use alignments of the repeating units to provide subdued pattern and scale to each facade. The siting of the building has been studied to ensure views to and from Roosevelt High School are maintained to the greatest extent.

Roosevelt III, Supplemental v Guidance	<p>Height, Bulk and Scale, Olympic Promenade</p> <ul style="list-style-type: none"> a. Encourage preservation of westward views of the Olympic Mountains along NE 66th St. and from Roosevelt High School to allow for an 'Olympic promenade' and more light and air to reach right of way landscape features. Consider upper-level setbacks of new multi-family and commercial buildings that flank the NE 66th St. corridor.
---	--

The siting of the building along NE 66th St has been studied to ensure westward views of the Olympic Mountains are maintained to the greatest extent.

CS3 Architectural Context and Character

Contribute to the architectural character of the neighborhood

A4 Emphasizing Positive Neighborhood Attributes, Evolving Neighborhoods

In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future

The neighborhood surrounding the project site is in transition, with many adjacent sites under design, undeveloped, or not developed to their potential, particularly to the east and south. With the incoming Light Rail Station to the west, NE 66th in particular will become a more pedestrian-travelled street. The street-level design anticipates this change with a pedestrian oriented design activating the street with campus-like, tree-lined planting, generous sidewalk, seating, and ground level residential yards.

Roosevelt I, Supplemental i Guidance	<p>Emphasizing Positive Neighborhood Attributes, Roosevelt High School Architectural Heritage</p> <p>Roosevelt High School Architectural Heritage: New buildings built adjacent to the high school (particularly on the blocks immediately south of the school) should complement and defer to the architectural prominence of the school, and contribute to a campus-like setting in the immediate school vicinity.</p>
---	---

The site is located three blocks west- southwest of Roosevelt High School and directly across the street from the athletic fields - both identified as significant landmarks within the neighborhood. To respond to this relationship, the design strives to be simple and subdued while providing a tree-lined, campus-like, residential-scaled street presence and pedestrian experience with substantial plantings and amenities.

POTENTIAL DESIGN GUIDELINES

PL1 Connectivity <i>Complement and contribute to the network of open spaces around the site and the connections among them</i>		
	B3 Walkways and Connections, Pedestrian Amenities Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/ or kiosks	The strategy taken by Option 2 and Option 3 is to expand the setbacks to provide more pedestrian oriented space featuring seating, landscaping, lighting, and hardscape design. In addition to the enhanced pedestrian experience, the retail, main entrance, and residential amenity areas are largely transparent storefronts and focused to either end of the block to book-end the building with inviting activity.
Roosevelt I, Supplemental iii Guidance	A Network of Public Spaces On the blocks adjacent to the high school, anticipate the movement of large groups between the school grounds and commercial areas in order to design for pedestrian safety along 12th Avenue NE and NE 65th St.; the key arterials traversed by sometimes distracted students. Anticipate use of gathering spaces by groups of students. Incorporate trash collection and recycling accommodations as appropriate	The site is located between 12th Ave NE and Brooklyn Ave NE along NE 66th St - three distinctly different streets. NE 66th St is a primary route to/from Roosevelt High School and a view corridor and 12th Ave NE is commercial arterial street. To respond to this complex set of street level interactions, all three options arrange the ground level programs and street amenities to activate and enhance the pedestrian open spaces. The primary residential entrance lobby and retail space is located in a highly transparent facade along 12th Ave NE with a widened sidewalk and planting buffer between car and pedestrian. To incorporate into the campus-like setting and SF5000 zone transition along NE 66th St the majority of spaces along NE 66th St are programmed as residential with direct exterior access and the sidewalk is tree-lined with seating and planting.
PL2 Walkability <i>Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features</i>		
	B1 Safety and Security, Eyes on the Street Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses	In all Design Alternatives the street level, particularly at 12th Ave NE and Brooklyn Ave NE, is designed for transparency to provide eyes on the street from the commercial spaces, and residential amenity spaces.
	B3 Safety and Security, Street-level Transparency Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways. Choose semi-transparent rather than opaque screening	In all Design Alternatives the street level, particularly at 12th Ave NE and Brooklyn Ave NE, is designed for transparency to provide eyes on the street from the commercial spaces, and residential amenity spaces.
Roosevelt I, Supplemental ii Guidance	Pedestrian Experience Provide pedestrian scaled lighting on streets with direct access to the light rail station, near the High School, and on neighborhood green streets and/or greenways. These streets include 12th Ave NE, NE 66th, NE 67th, and NE 68th Streets.	As the project is developed further this guideline will influence landscape lighting design.
Roosevelt I, Supplemental iii Guidance	Pedestrian Experience Pedestrian amenities are encouraged where appropriate along sidewalks within the commercial core. Amenities should be placed within setbacks. Examples of amenities include: <ul style="list-style-type: none"> ■ Trash & recycling ■ Canopies ■ Seating ■ Drinking water fountains ■ Artwork ■ Special surface treatments ■ Plantings ■ Pedestrian scaled lighting ■ Courtyards 	The strategy taken by Option 2 and Option 3 is to expand the setbacks to provide more pedestrian oriented space featuring seating, landscaping, lighting, and hardscape design. As the project is developed further this guideline will influence the amenities provided.
PL3 Street-Level Interaction <i>Encourage human interaction and activity at the street-level with clear connections to building entries and edges</i>		
	A1 Entries, Design Objectives Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each.	Both the primary and secondary residential entries coincide with the translucent "gaskets" that help break up the building mass. In addition to the cue developed in the building mass and materiality, the entrances are located toward either end of the site where this is opportunity to increase visual connection between inside and outside through the hardscape design. The entrance to the retail space is designated to the more commercial street, 12th Ave NE, and will be clearly identifiable through material, details, and signage.

<p>B2 Residential Edges, Ground Level Residential Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence. In addition to the ideas in PL3.B1, design strategies include:</p> <ul style="list-style-type: none"> a. vertical modulation and a range of exterior finishes on the facade to articulate the location of residential entries; b. pedestrian-scaled building addressing and signage, and entry elements such as mail slots/boxes, doorbells, entry lights, planter boxes or pots; and c. a combination of window treatments at street level, to provide solutions to varying needs for light, ventilation, noise control, and privacy. 	<p>In all designs landscaping, site walls and/or fencing, and steps will be used as transitional elements between the ground level residential and public sidewalk along NE 66th St. Additional elements of window treatments and landscape details will be further refined as the design progresses.</p>
<p>C2 Retail Edges, Visibility Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/ or special lighting for displays</p>	<p>In all Design Alternatives the 12th Ave NE street level façade is highly transparent to optimize opportunities for retail visibility and connections.</p>
<p>Roosevelt I, Supplemental i Guidance High School, Green Streets, and Green Ways Provide a more intimate, smaller-scale residential environment on the blocks adjacent to the high school by providing landscaping, stoops, porches, etc.</p>	<p>The combination of public campus-like landscaping, tree-lined street, and pedestrian amenities with the private, individual residential gated yards with transitional landscaping will provide a small-scale residential environment along NE 66th St.</p>
<p>PL4 Active Transportation <i>Incorporate design features that facilitate active forms of transportation such as walking, bicycling and use of transit</i></p>	
<p>A2 Entry Locations and Relationships, Connection to All Modes Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access</p>	<p>In all alternatives the residential multi-family entry at the north-west corner of the site on NE 66th is the closest point to the future Light Rail stop across the street.</p>
<p>DC1 Project Uses and Activities <i>Optimize the arrangement of uses and activities on site</i></p>	
<p>A3 Arrangement of Interior Uses, Flexibility Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.</p>	<p>Commercial retail or potentially a restaurant and common-use residential amenity space are located on 12th Ave NE and Brooklyn Ave NE, the current commercial street and next most likely opportunity for future retail, respectively.</p>
<p>A4 Arrangement of Interior Uses, View and Connections Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces</p>	<p>Commercial retail or potentially a restaurant and common-use residential amenity space are located on 12th Ave NE and Brooklyn Ave NE, respectively. Locating the ceommercial retail and main lobby along 12th Ave NE provides proximity to the most pedestrian activity. In part because of a property line shift, locating the residential amenity space at Brooklyn provides proximity to additional outdoor landscaped area.</p>
<p>DC2 Architectural Concept <i>Develop an architectural concept that will result in a unified & functional design that fits well on the site & within its surroundings</i></p>	
<p>A1 Massing, Site Characteristics and Uses Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height</p>	<p>In Option 3, the longitudinal façade of all options are divided in to three distinct masses with translucent "gaskets", in effect breaking down the mass of the building. The podium is then carved back to expand the street level setbacks, providing an enhanced pedestrian experience. The siting of the building has been studied to ensure views to and from Roosevelt High School are maintained to the greatest extent.</p>
<p>A2 Massing, Reducing Perceived Mass Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.</p>	<p>The primary facades along 12th Ave NE, NE 66th St, and Brooklyn Ave NE will use alignments of the repeating units to provide subdued pattern and scale to each facade. As the design progresses balconies will be further researched as elements to develop the facade.</p>
<p>B1 Architectural and Facade Composition, Facade Composition Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and wellproportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.</p>	<p>The primary facades along 12th Ave NE, NE 66th St, and Brooklyn Ave NE will use alignments of the repeating units to provide subdued pattern and scale to each facade. As the design progresses balconies will be further researched as elements to develop the facade. The entirety of the building will be treated with attention to detail and consistency - further development and detailing forthcoming as the project progresses.</p>

POTENTIAL DESIGN GUIDELINES

<p>C3 Secondary Architectural Features, Fit with Neighboring Buildings Use design elements to achieve a successful fit between a building and its neighbors, such as: a. consider aspects of neighboring buildings through architectural style, roof line, datum line detailing, fenestration, color or materials, b. using trees and landscaping to enhance the building design and fit with the surrounding context, and/or c. creating a well-proportioned base, middle and top to the building in locations where this might be appropriate. Consider how surrounding buildings have addressed base, middle, and top, and whether those solutions-- or similar ones-- might be a good fit for the project and its context.</p>	<p>As the design progresses further these guidelines will help inform the material selection and subsequent detailing.</p>
<p>D1 Scale and Texture, Human Scale Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front.</p>	
<p>Roosevelt II, Architectural and Façade Composition Supplemental ii Guidance Along Green streets, Greenways, and Non-Arterial streets: a. Maximize modulation, courtyards, human interaction; b. Incorporate high quality materials, a mix of informal planting, and integration of natural materials, especially at the entries.</p>	
<p>DC3 Open Space Concept <i>Integrate open space design with the design of the building so that each complements the other</i></p>	
<p>B4 Open Space Uses and Activities, Multifamily Open Space Design common and private open spaces in multi-family projects for use by all residents to encourage physical activity and social interaction. Some examples include areas for gardening, children's play (covered and uncovered), barbecues, resident meetings, and crafts or hobbies</p>	<p>A range of residential amenity spaces are proposed for the project: a roof patio with barbecues within a green roof garden, a residential amenity space with outdoor spillout space, and a grand main entrance lobby.</p>
<p>C2 Design, Amenities and Features Create attractive outdoor spaces well-suited to the uses envisioned for the project. Use a combination of hardscape and plantings to shape these spaces and to screen less attractive areas as needed. Use a variety of features, such as planters, green roofs and decks, groves of trees, and vertical green trellises along with more traditional foundation plantings, street trees, and seasonal displays</p>	
<p>Roosevelt I, Open Space Character Supplemental i Guidance Larger developments should consider views and solar access through the property: a. To the west (Olympic Promenade along NE 66th); b. To the High School from NE 65th & 15th Ave NE; c. To downtown, and d. Through-blocks.</p>	<p>Based on the projects location at the north end of the block and the orientation of units around the perimeter, a majority of units will have access to views of the High School, Olympic Mountains, downtown, and surrounding neighborhood.</p>
<p>Roosevelt II, Street Planting & Landscape to Enhance the Building and/or Site Supplemental ii Guidance Landscaping should be employed as both a design feature and an environmental enhancement. Dominant street tree varieties from the neighborhood should be incorporated into the plan.</p>	<p>As the project is developed further these guidelines will influence landscape choices.</p>
<p>Roosevelt IV, Landscape Heritage Supplemental i Guidance Visible and accessible examples of the Olmsteads' design should be delineated by employing informal groupings of large and small trees and shrubs at key locations.</p>	

DC4 Exterior Elements and Finishes

Use appropriate and high-quality elements and finishes for the building and its open spaces

A1 Building Materials, Exterior Finish Materials

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged

As the project is developed further these guidelines will influence façade finishes and landscape choices.

D4 Trees Landscape and Hardscape Materials, Place Making

Create a landscape design that helps define spaces with significant elements such as trees

Roosevelt I Supplemental Guidance

Exterior Finish Materials

- i. In the commercial core consider including masonry materials befitting the heritage of early 20th century commercial structures in the neighborhood (e.g. Roosevelt High School's masonry façade).
- ii. The use of high-quality cladding materials, such as brick and terra cotta masonry; tile; natural and cast stone is strongly encouraged along commercial frontages, and scaled to pedestrian activity and scale, especially at the base and ground-levels. Concrete Masonry Units and high-quality concrete are also preferred over wood, metal, or cement-board claddings.
- iii. Colors should be consistent with and chosen based on existing architectural cues and should be considered in terms of their relationship to neighboring structures.
- iv. The use of more natural elements, such a brick, wood, etc. that feels welcoming to pedestrians (see Ballard Ave. as example) or high quality, durable modern elements is encouraged.
- v. Transparent, rather than reflective, windows facing the street are preferred.
- vi. Use of transparent awnings is preferred in the commercial core.

Roosevelt IV Supplemental Guidance

Landscape Materials

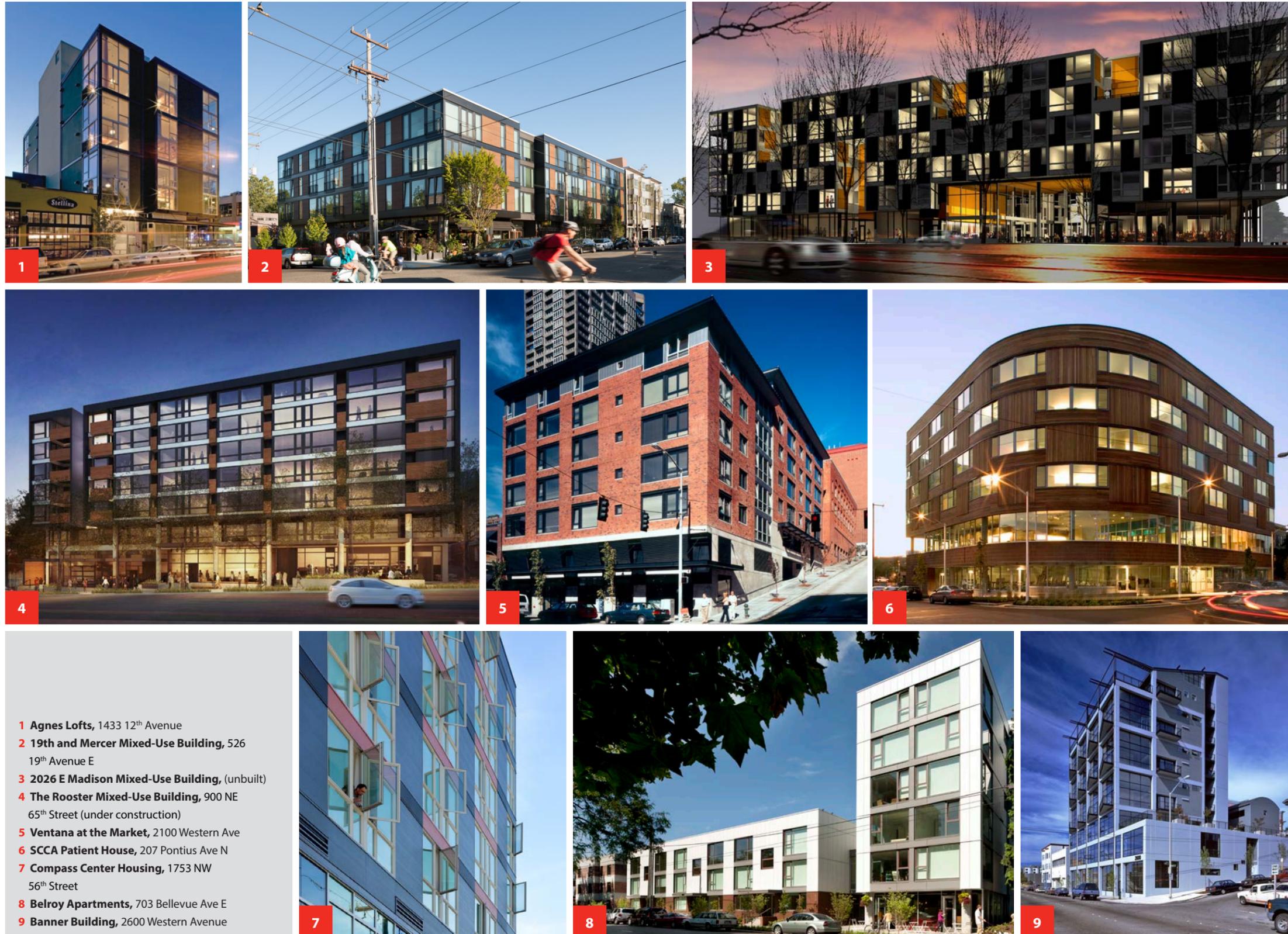
- i. Neighborhood plant choices should consider historical landscape elements.
- ii. Preferred species for street trees are Tupelo 'Afterburner' or, in powerline locations, Dogwood 'White Wonder' or Katsura.
- iii. Indigenous trees should be planted to maintain and reinvigorate a verdant tree canopy within the neighborhood.

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 Agnes Lofts, 1433 12th Avenue
2 19th and Mercer Mixed-Use Building, 526 19th Avenue E
3 2026 E Madison Mixed-Use Building, (unbuilt)
4 The Rooster Mixed-Use Building, 900 NE 65th Street (under construction)
5 Ventana at the Market, 2100 Western Ave
6 SCCA Patient House, 207 Pontius Ave N
7 Compass Center Housing, 1753 NW 56th Street
8 Belroy Apartments, 703 Bellevue Ave E
9 Banner Building, 2600 Western Avenue