



# EARLY DESIGN GUIDANCE: **RDG 6502 15TH AVE NE**

AUGUST 29, 2016, 6:30 PM

6502 15TH AVE NE, SEATTLE WA 98115

MUP Number: 3024695

## VISION



- **Incorporate and Complement Growing Community**
- **Help Create a Vibrant and Dynamic Neighborhood**
- **Provide Supportive Retail and Diverstive Housing**
- **Revitalize the 65th/15th Gateway Core**
- **Enhance Multimodal Opportunities**
- **Encourage Safe and Efficient Urban Center Living**

## TEAM

**Roosevelt Development Group** (RDG) is a Seattle-area development company founded and owned by Seattle residents Jon Breiner and Ed Hewson.

RDG is committed to the responsible development of lasting, high-quality urban real estate projects in prime locations.

1. RDG is advancing the vision for Seattle's first truly Transit-Oriented Community.
2. Community - the vision of a dense, mixed-use urban environment in convenient, walkable communities built around access to light rail.

RDG strongly believes that a thoughtfully designed TOC in the Roosevelt neighborhood will enhance the quality of life for current and future residents of the immediate neighborhood, while at the same time will promote sustainability across the greater Seattle region.

The RDG team includes:

- The award-winning Seattle integrated design firm **GGLO**, providing architecture, interior design and landscape architecture.
- **Karen Kiest Landscape Architects**, providing landscape architectural and recreational planning services to wide variety of public and private clients for over 25 years.
- **HB Management**, specializes in apartment building development and comprehensive real estate advisory, development and management services throughout the Seattle, Washington area.

## OBJECTIVES

The current properties surrounding the project site are underutilized, and many are vacant. The surrounding dilapidated properties hinders the vitality of the neighborhood. This project will provide an opportunity to bring positive changes to the neighborhood and help to create a high performing Transit-Oriented Community.

The construction of the Roosevelt light rail station will aid in reshaping and transforming the surrounding area. Multi-family housing density and additional retail/office in the neighborhood will provide an urban fabric to support this public infrastructure. The project goal is to introduce density while creating responsive architecture to the surrounding neighborhood with good quality living, shopping, and leisure for the present and future residents of this vibrant growing urban community.

**DESIGN PROFESSIONAL**

**GGLO**

1301 1st Ave,  
Suite 301  
Seattle, WA 98101

Contact: Jen Lien

**OWNER**

**Roosevelt Development Group**

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Suite 2018  
Seattle, WA 98101

Contact: Nick Miller

**SDCI CONTACT**

**City of Seattle  
Department of  
Construction and Inspection**

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Seattle, WA 98124

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BreAnne.McConkie@seattle.gov

### **Number of Residential Units**

Approximately 108 units will be provided. Approximately (13) 2 bedroom, (30) 1 bedroom, (28) urban 1 bedroom and (37) studios.

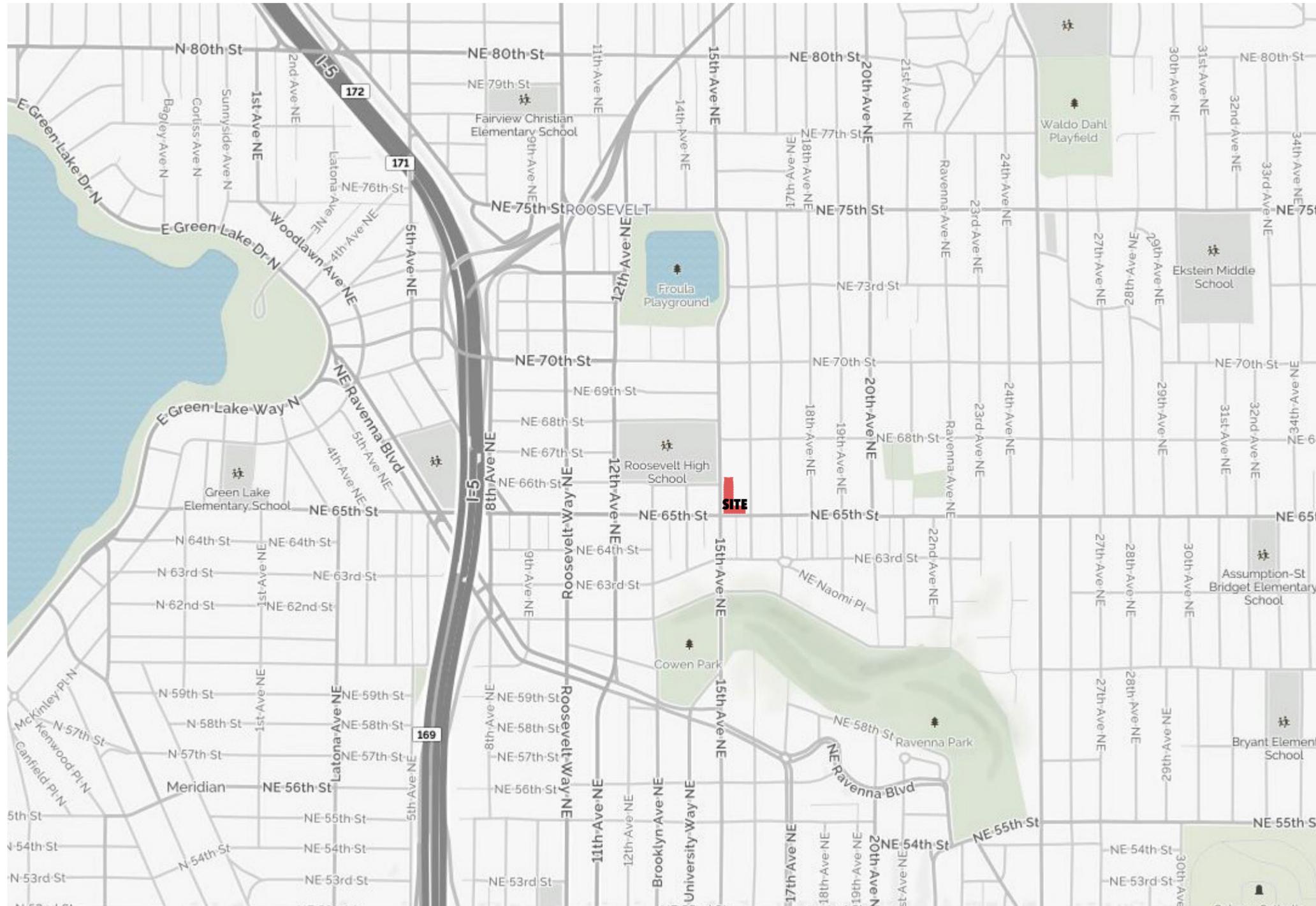
### **Number of Parking Spaces**

Approximately 83 underground parking spaces will be provided.

### **Amount of Commercial/Retail Space**

The preferred scheme anticipates approximately 5,823 square feet of retail space.

## VICINITY MAP



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## PROPOSED PROJECT SITE AND CONTEXT

- Future Link Light Rail Station  
● Roosevelt High School  
 1. Dan's Kitchen  
 2. Rising Sun Produce  
 3. Pies and Pints  
 4. Whole Foods  
 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. Qwest Communications  
 15. The Rooster, 7-Story Mixed-Use Project  
 16. Future 7-Story Mixed-Use Project (MUP approval)  
 17. Future 6-Story Mixed-Use Project (MUP approval)  
 18. Future 5-Story Mixed-Use Project (MUP approval)  
 19. Future 4-Story Mixed-Use Project (MUP approval)  
 20. Future 4-Story Mixed-Use Development parcels  
 21. Future Development parcels



## PROJECT INFORMATION

### Property Address

6502 15th Ave NE, Seattle WA 98115

### Location

The proposed project is located on a corner infill site in the Roosevelt Neighborhood. The site is bounded by Northeast 65th Street on the South and single-family lots on the North and located between 15th Avenue Northeast and 16th Avenue Northeast.

### Existing Uses & Structures

The project site is comprised of six parcels under singular ownership. All existing structures within the parcels are presently vacant. All existing structures and paved surfaces located on the project site are proposed to be demolished.

### Program

New construction of a 4-story commercial/residential mixed use building and 1-1/2 story below grade parking.

### Physical Features

The site is characterized by a substantial grade change: 10 feet from high NE corner to the low SW corner.

### Adjacencies

Roosevelt High School, future Roosevelt Light Rail Station, I-5 NE 65th St Park-and-Pool (Park-and Ride, Interstates 5).

# LEGAL DESCRIPTION

LOTS 2 THROUGH 13, WOOD'S GREEN LAKE PARK ADD., ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 3 OF PLATS, PAGE 32. IN KING COUNTY, WASHINGTON.

**PARCEL 9547200010**

(1512 NE 65th St)  
WOODS GREEN LAKE PARK ADD

**PARCEL 9547200020**

(1508 NE 65th St)  
WOODS GREEN LAKE PARK ADD

**PARCEL 9547200025**

(6502 15th Ave NE)  
WOODS GREEN LAKE PARK ADD S 70 FT LESS C/M RGTS

**PARCEL 9547200040**

(6512 15th Ave NE)  
WOODS GREEN LAKE PARK ADD N 20 FT OF LOTS 5 & 6 ALL LOT 7 & S 1/2 LOT 8

**PARCEL 9547200045**

(6514 15th Ave NE)  
WOODS GREEN LAKE PARK ADD N 1/2 OF 8 & S 1/2 OF 9

**PARCEL 9547200070**

(6526 15th Ave NE)  
WOODS GREEN LAKE PARK ADD N HALF OF LOT 9 & ALL OF LOTS 10 THRU 13 BLK 1



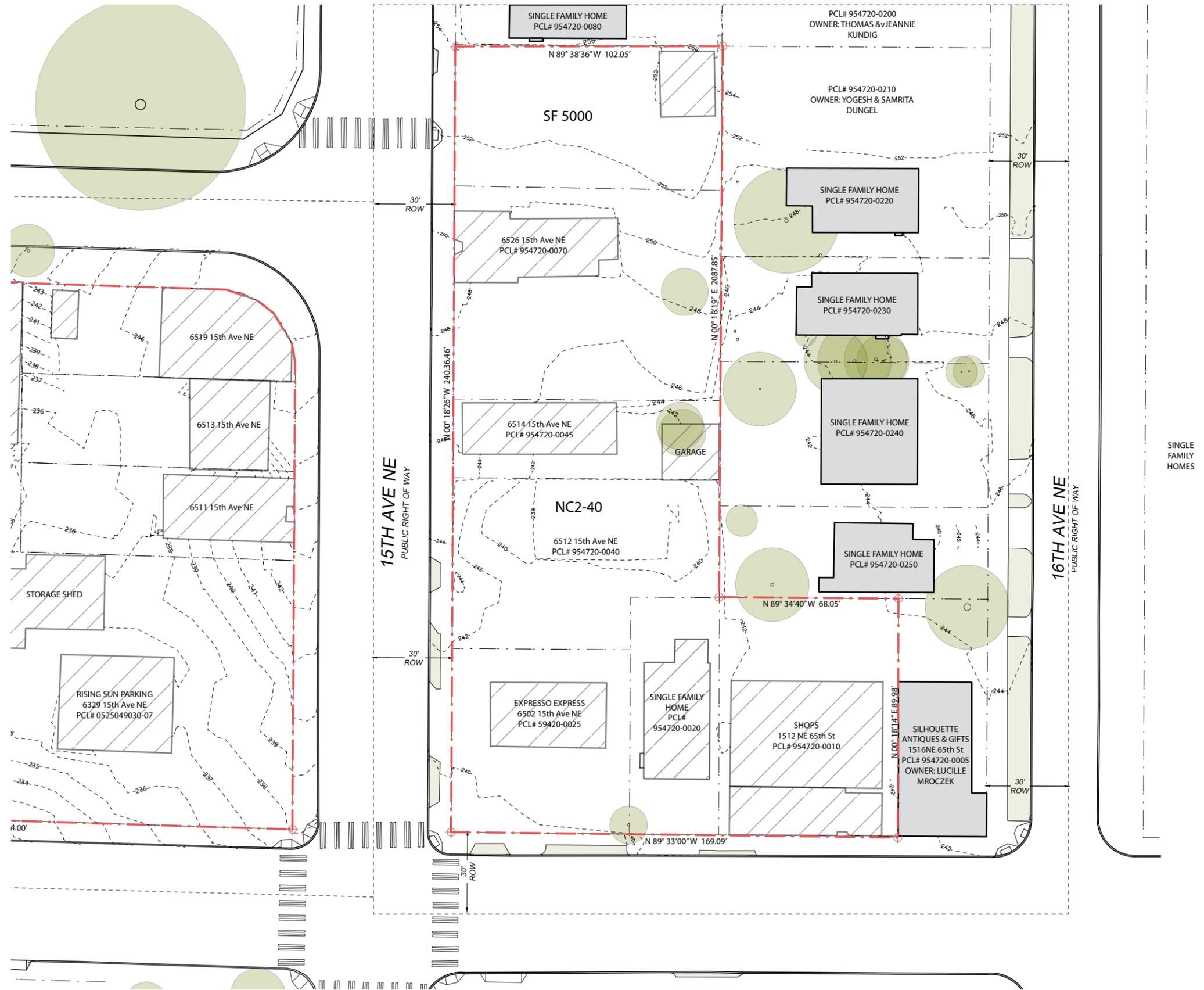
# EXISTING SITE PLAN

As one of Seattle's fastest developing Urban Villages, the Roosevelt neighborhood is intended to be a walkable community. While many retail spaces dominant the ground level floor, existing sidewalk are typically very narrow. Such sidewalks yield too little physical and visual separation from all the highly trafficking arterial. In addition, numerous curb cuts with narrow sidewalk do not currently allow for street trees in these area.

New developments recognize these issue, and many are setting back from the property line to allow adequate open spaces on the sidewalks. Another aspect of site improvements will be limiting number of curb cuts and providing street trees and planting along these busy streets. Thus promote a safer and friendlier environment for pedestrians and encourage livelier social activities.

Ideally situated for Transit-Oriented Development, the site is in the heart of the Roosevelt neighborhood. The project is located right outside the neighborhood commerical boundaries outlined in the Roosevelt Design Guidelines. Restaurants and retail are located steps from the project's front door.

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

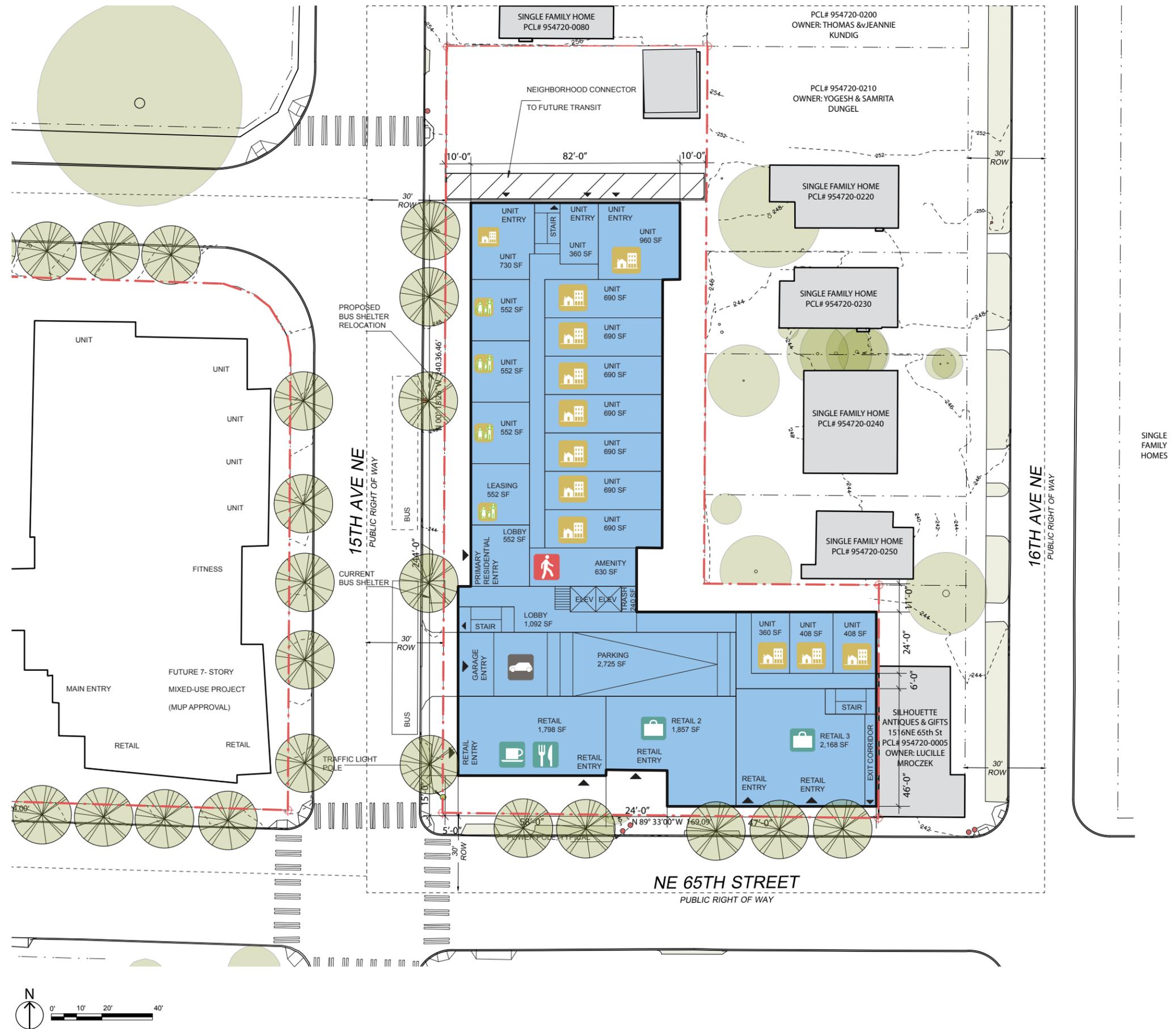


SINGLE FAMILY HOMES

# PRELIMINARY PROPOSED SITE PLAN

**The Program:** The current Roosevelt neighborhood is experiencing an exponential growth for multifamily projects. Majority of these projects are mixed-use apartment building as there is a particular increase demand in the rental market. This proposal will provide a wide range of residential units from 2 bedrooms to efficiency units to accommodate wide variety of the population. Retail component will enhance existing local commercial fabric and support the growing population.

**The Design:** The proposed project will draw from the precedents of different multifamily buildings within the neighborhood, both existing, proposed and currently under construction. Although these buildings and proposals are diverse in appearance and scale, many tends to share the following common traits: simple forms with good quality materials. Building materials include architectural concrete, brick, fiber cement, and rain screen siding systems are commonly used. Historical apartment buildings typically offer no interaction with the public sphere. Newer buildings place a priority on interacting with the public at the sidewalk by increasing ground level public spaces and introduce street level landscaping.



SINGLE FAMILY HOMES

## THE PLANNING CONTEXT:

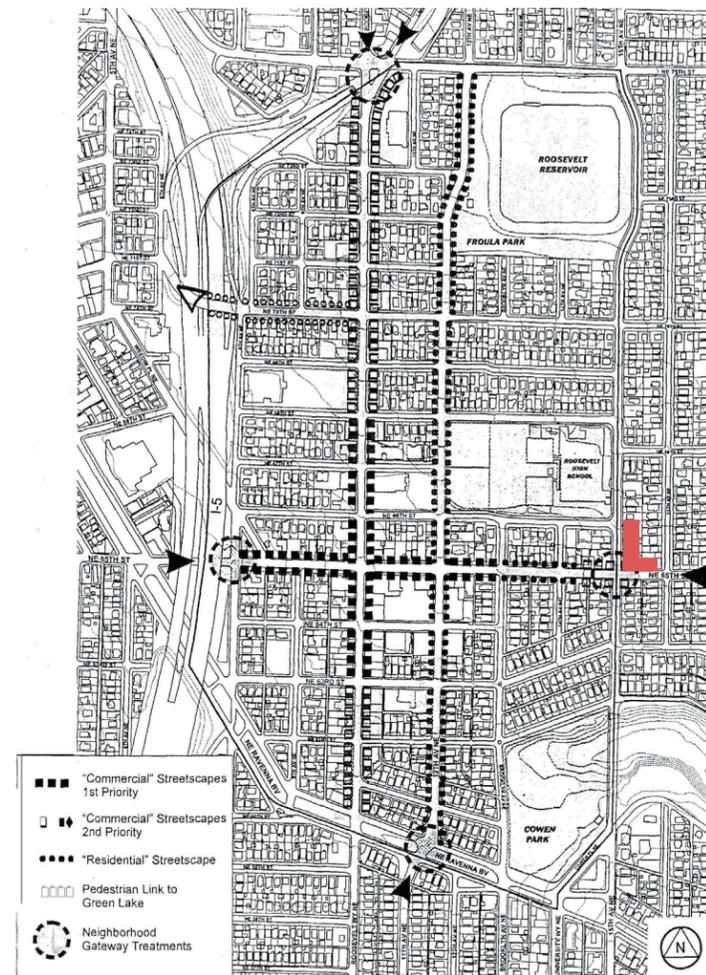


Figure 18: Neighborhood Identity Elements and Pedestrian Improvements

**PROPOSED PROJECT SITE**

## NEIGHBORHOOD

Over 20 years, planning for growth in the Roosevelt Neighborhood has been the subject of significant public discourse. Beginning in 1992 with the development of a community-driven Neighborhood Plan titled "Tomorrow's Roosevelt," and in subsequent evolutions of the Plan in 1999 and 2006, the neighborhood's residents (rather than city planners) have taken the lead in envisioning how they would like to grow. This "can-do" attitude was instrumental in bringing a new underground Link Light Rail Station to the center of the neighborhood, and it has cemented the neighborhood's reputation for community organizing and for sustainable and progressive thinking.

Adopted by resolution into the City's Comprehensive Plan "Toward a Sustainable Seattle," the Roosevelt Neighborhood Plan forms the backbone for new development in the neighborhood.

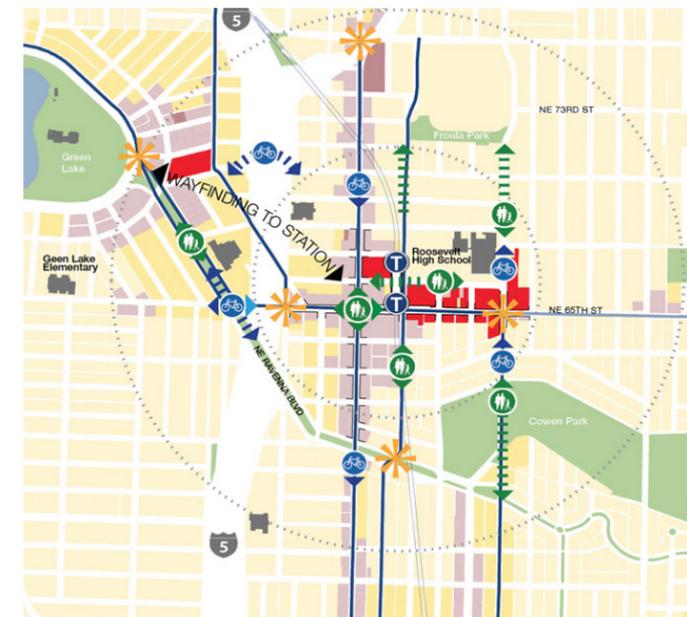
Selected Policies and Goals relevant to this Project:

**R-LUG3** Promote the design of private development and public facilities that protects and enhances public views and vistas.

**R-TP2** Promote sidewalk design on principal and minor arterials to encourage pedestrian use and improve pedestrian safety.

**R-HP6** Encourage mixed-use and larger multifamily structures in and immediately surrounding the transit and commercial core to accommodate increased density in our neighborhood.

## CITY-WIDE



An urban design diagram of the Roosevelt Neighborhood, Seattle Transit Communities

The Seattle Planning Commission's 2010 report, "Seattle Transit Communities: Integrating Neighborhoods with Transit," identified Roosevelt as a Mixed-Use Neighborhood typology and a priority for investment.

Among many recommendations, several are pertinent to this Project:

- Improve pedestrian and bicycle access ... to the light rail station.
- Improve bicycle facilities on NE 65th Street
- Create pedestrian connections between Roosevelt High School and the two planned Roosevelt Station entrances.

## STATE-WIDE



"The Blueprint" has become a benchmark for development planning in Northwest Transit Communities.

In 2009, Futurewise, Transportation Choices Coalition, and GGLO partnered to develop the policy-primer, "Transit-Oriented Communities: A Blueprint for Washington State," which advocated for the establishment of station-area typologies, performance measures, and actions that would support complete, compact, and connected development around high capacity transit infrastructure. Roosevelt was identified as a "Village" typology.

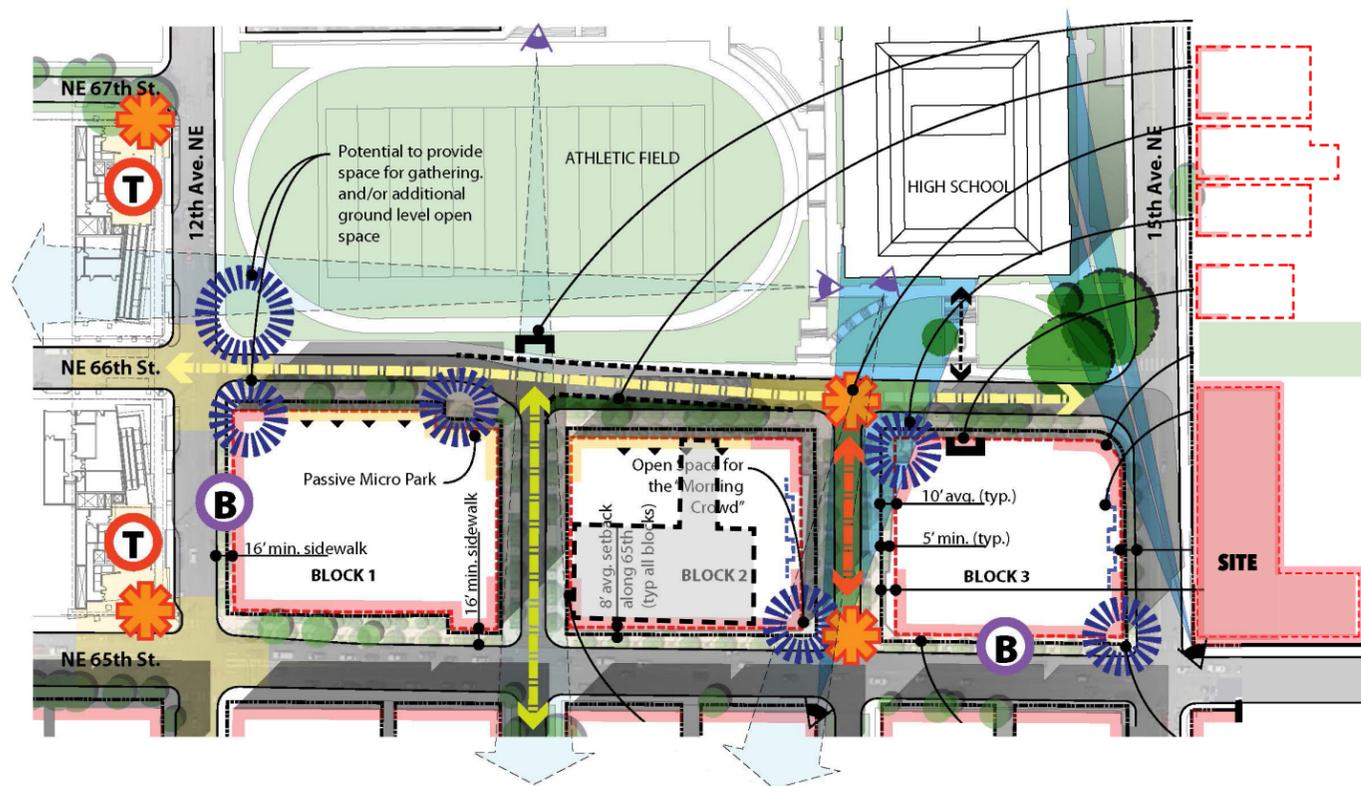
Among many recommendations, several that are relevant to this Project include:

- Provide a complete pedestrian and bicycle network to ... promote easy access to transit.
- Strive for small block sizes and a high density of street intersections.

# CREATING GREAT COMMUNITY

## COMMUNITY

### "THE HIGH SCHOOL BLOCKS" COMMUNITY OUTREACH



*An urban design diagram for the "High School Blocks," developed in collaboratively by RNA and RDG.*

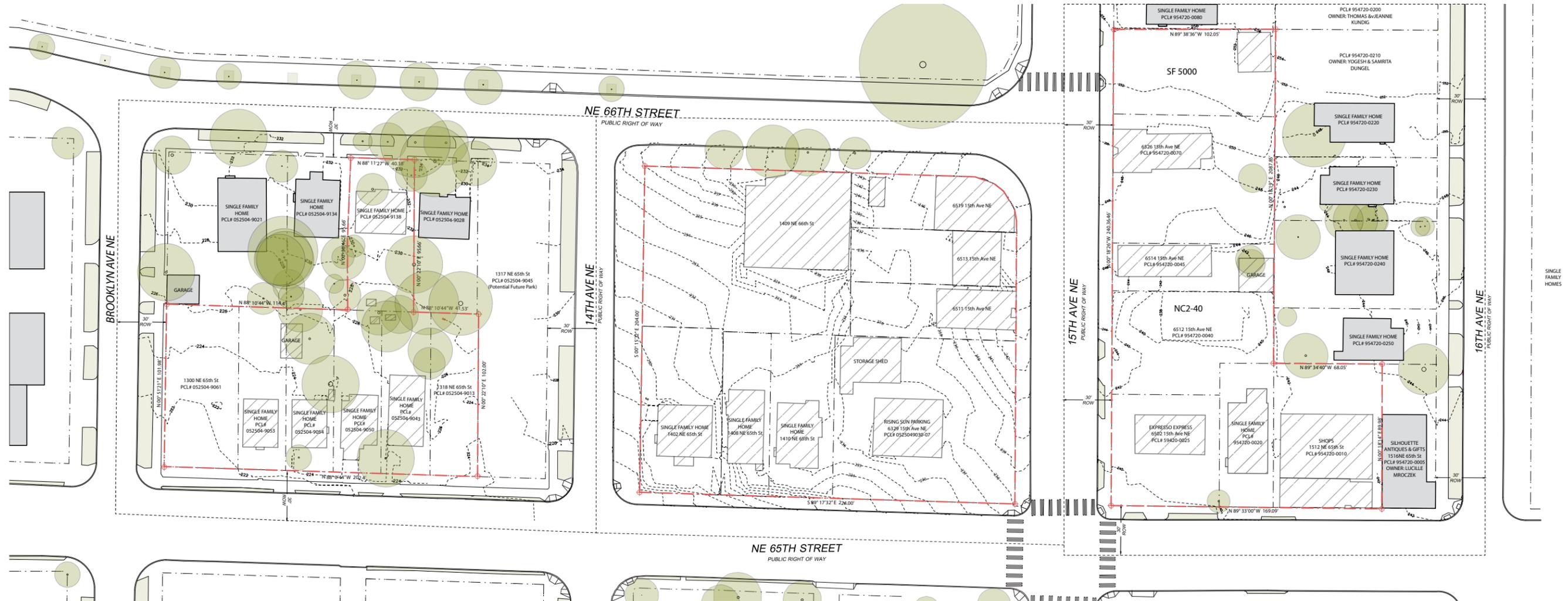
Throughout the Winter of 2011, the Spring and Summer of 2012, the Roosevelt Development Group (RDG) and the Roosevelt Neighborhood Association (RNA) partnered to craft the Legislative Rezone that governs the Project Site, but also the guiding principles that will determine the behavior of the future building(s) there.

The following points encapsulate the desires of the RNA, and from the perspective of RDG, constitute the basis of design for the Project.

## THE GUIDING PRINCIPLES:

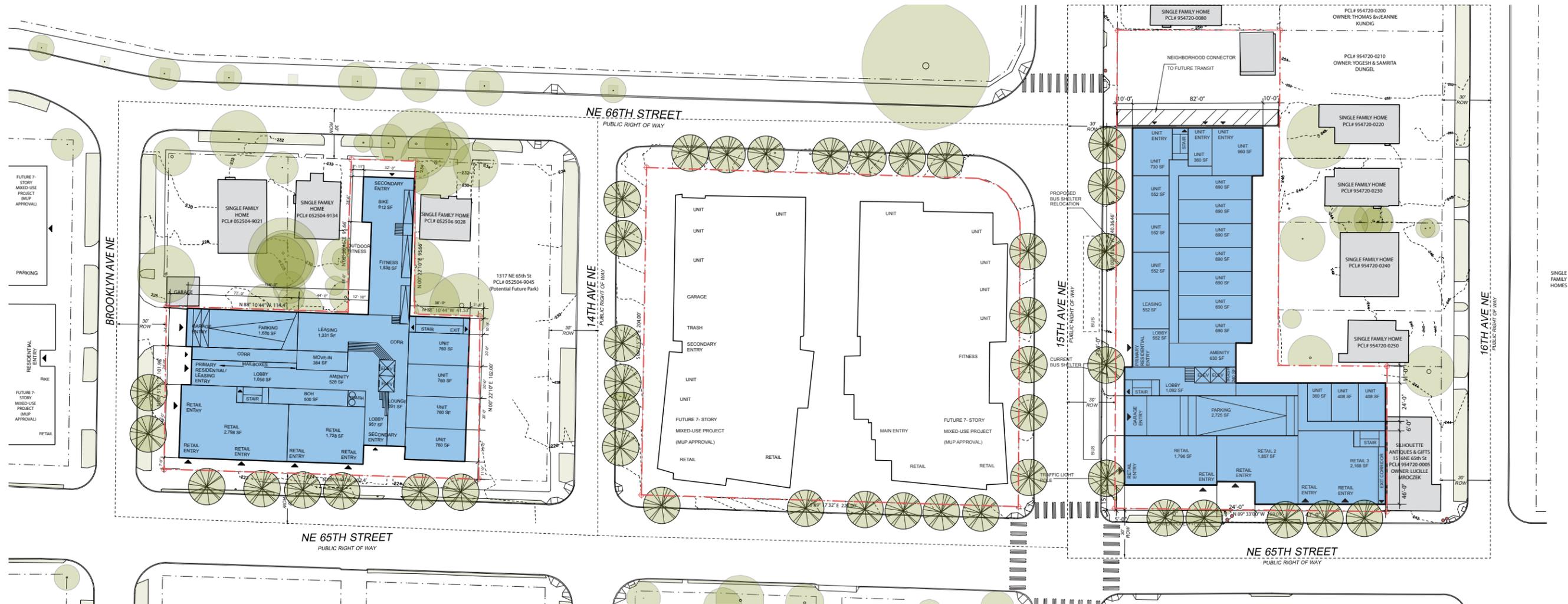
-  Maintain Roosevelt High School's central impact on the neighborhood by protecting views from the high school to the south and views of the high school from the streets.
-  Create a streetscape environment that is activated, vibrant, walkable and pedestrian friendly, including a pedestrian greenway along NE 66th Street.
-  Create effective transitions in height, bulk, and use from the core to the single-family zones.
-  Create additional open green space.
-  Respects the designated City of Seattle Landmark Roosevelt High School, as well as the cultural heritage of the nearby bungalow neighborhood areas.
-  Enhance the character of the built environment through appropriate selection of façade materials, design, lighting, and landscape.
-  Enhance the economic environment by providing spaces for appropriate economic activities and supporting those activities through appropriate streetscape enhancements consistent with local neighborhood character.
-  Support the social and communal character of the neighborhood by providing interior and exterior spaces and amenities that support and enhance community interaction and engagement.
-  Incorporate healthy practices and measures of sustainable design and building, including those related to energy use and efficiency; water use and efficiency; runoff; and construction processes and materials.
-  Keep a safe, clean environment for everyone, including Roosevelt students.
-  Increase residential density to accommodate a fair share of new residents.
-  Provide a fair share of affordable housing.
-  Honor the planning process and involvement to-date by the neighbors.

# EXISTING SITE PLAN RDG BLOCK 1A, 2, & 3A



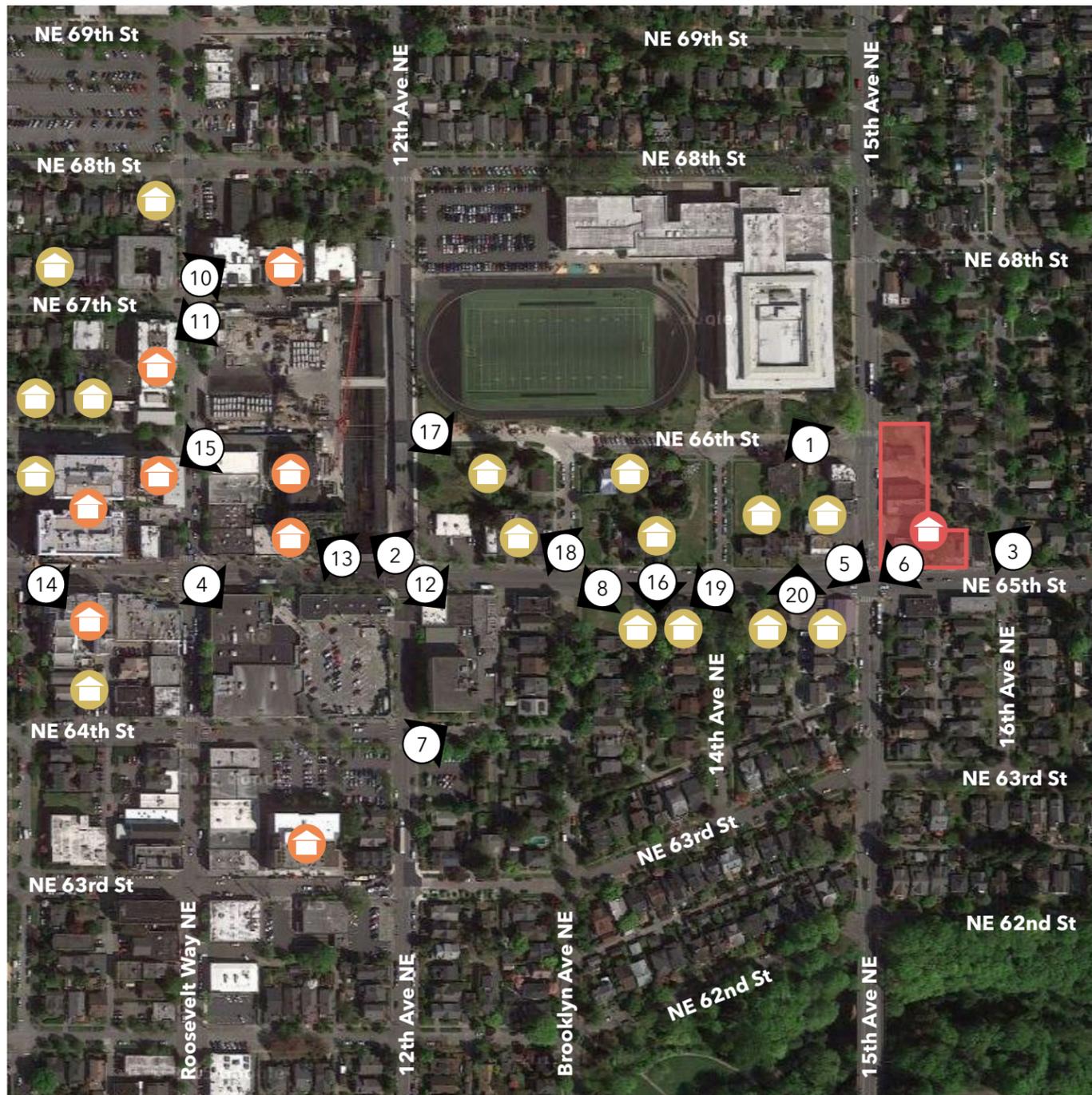
## CREATING GREAT COMMUNITY...

# PRELIMINARY PROPOSED SITE PLAN RDG BLOCK 1A, 2, & 3A



# COMMUNITY IN TRANSFORMATION

# ROOSEVELT NEIGHBORHOOD COMMUNITY NODES AND LANDMARKS



1 Roosevelt High School



4 Roosevelt Square



7 Quest Communication



2 Future Light Rail Station



5 Pizza Hut



8 Pies & Pints



3 Silhouette Antiques



6 Rising Sun Produce



9 All Star Cleaners

-   PROPOSED PROJECT SITE
-  CURRENT MULTI-FAMILY HOUSING
-  FUTURE MULTI-FAMILY HOUSING

# ROOSEVELT NEIGHBORHOOD HOUSING DEVELOPMENTS BY RDG



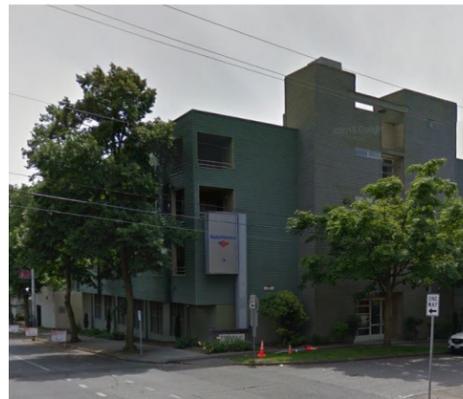
10 6700 Roosevelt Apartments



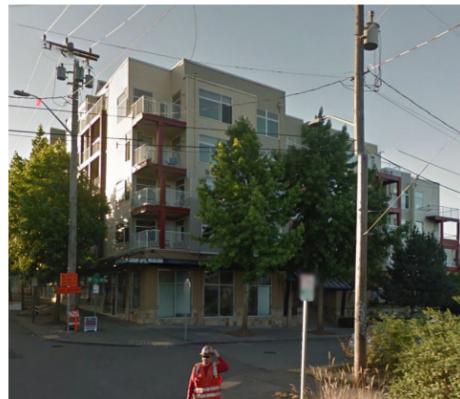
13 Dwell Condominiums



16 Typical Residential



11 Strada 67 Apartments



14 St. Theodore Apartments



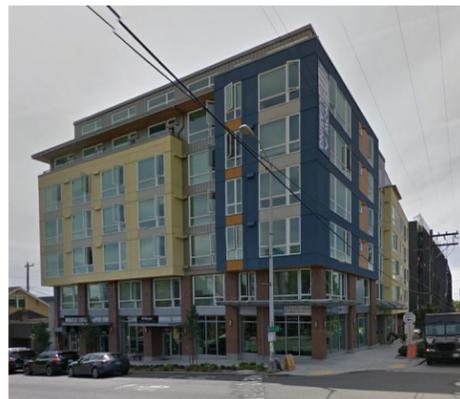
17 6516 12th Ave NE



SITE ANALYSIS AND CONTEXT



12 Toronado



15 Kavela Apartments



18 1222 NE 65th St



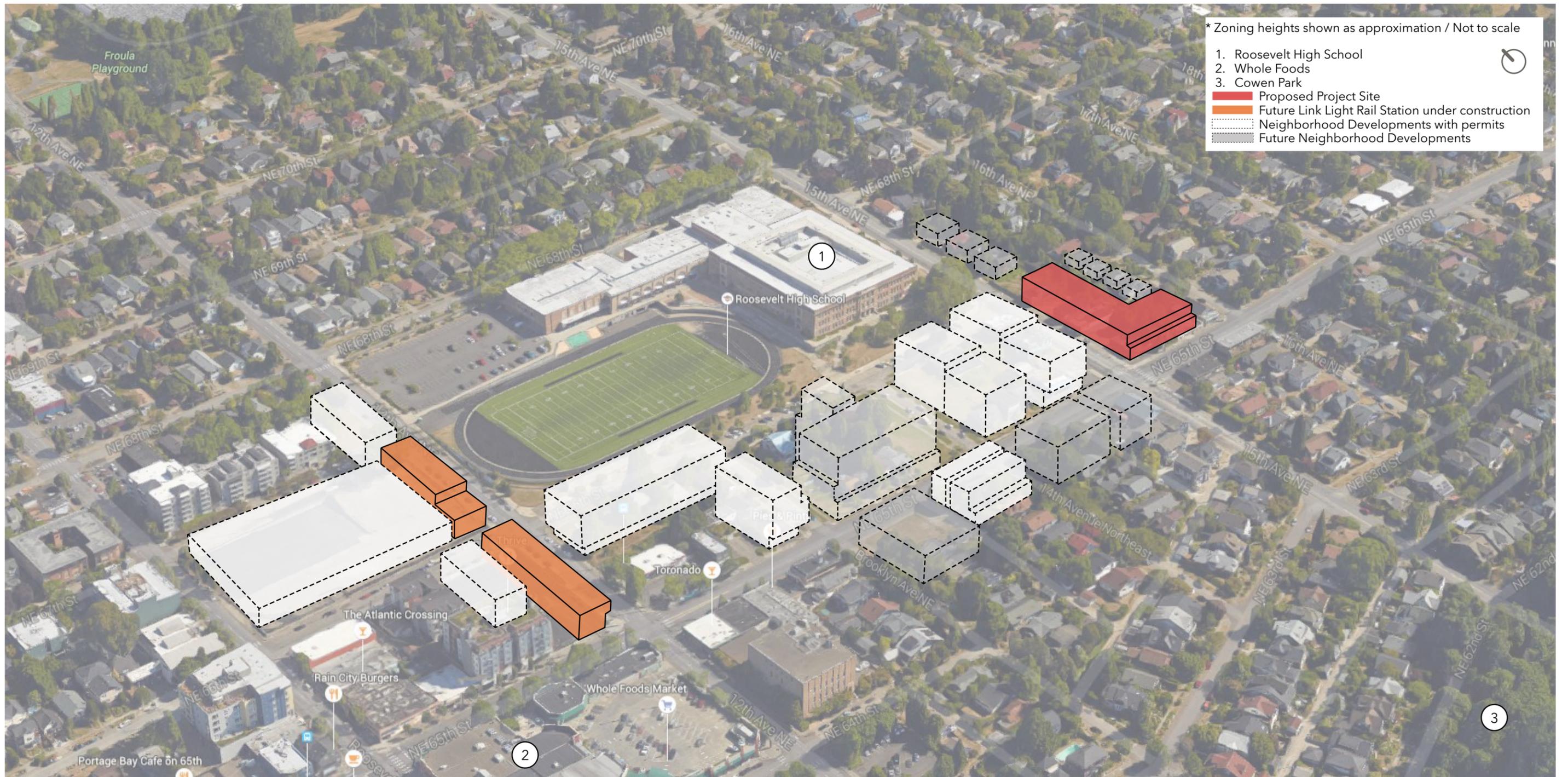
19 1319 NE 65th St



20 6505 15th Ave NE

# CONTEXT ANALYSIS

## AXONOMETRIC



## NEIGHBORHOOD GATEWAY

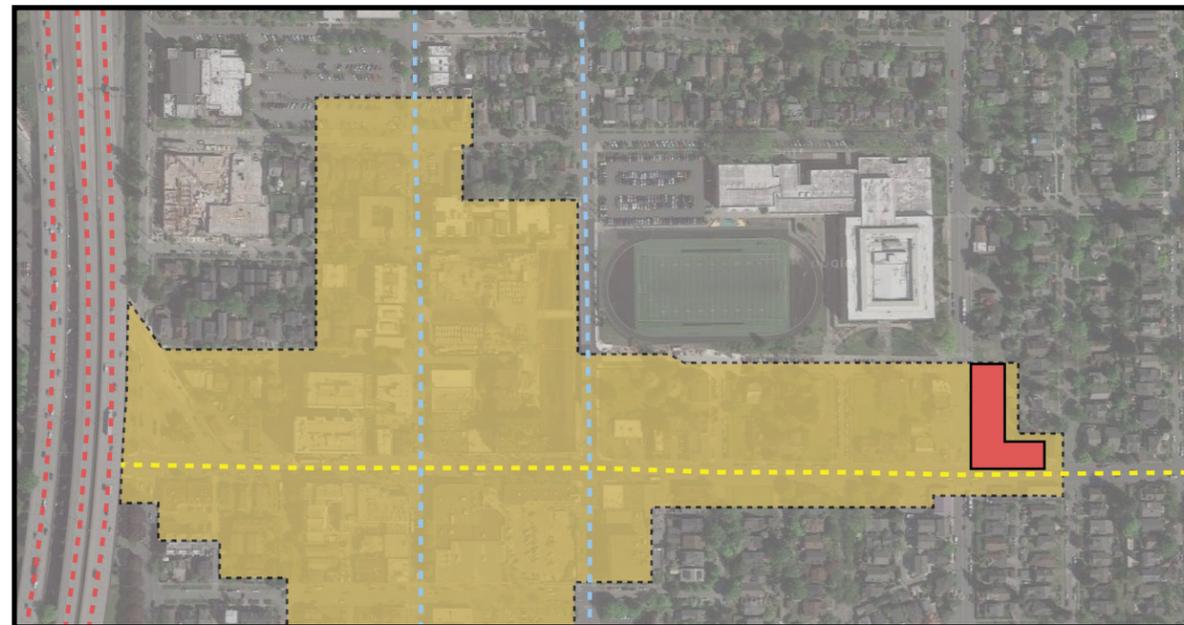
### OPPORTUNITIES

- Neighborhood Gateway at intersection of NE 65th St & 15th Ave NE
- Walking distance to Roosevelt High School & field
- Walking distance to multiple parks
- Territorial and city views
- Location on slope increases solar exposure for roof amenities
- Fast bus transit routes to Downtown, University of Washington, and Northgate Light Rail Station to arrive in 2021
- Popular bike and pedestrian connections close proximity to neighborhood commercial core: local shops, cafes and Whole foods



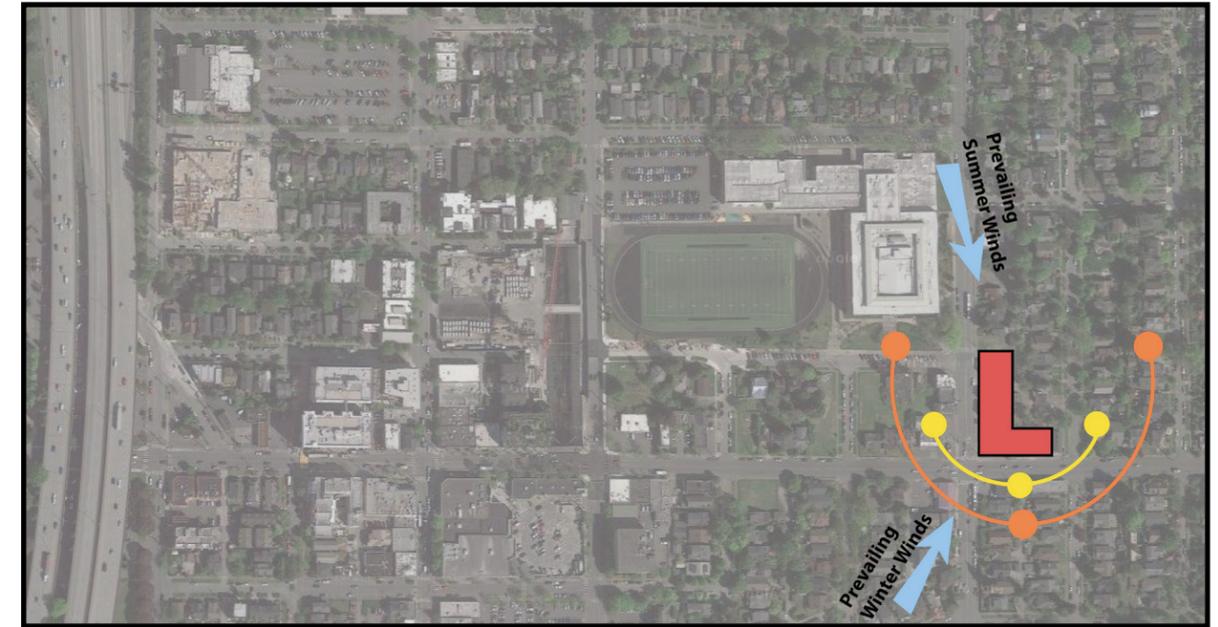
○ Neighborhood Gateway per Roosevelt Design Guidelines    
 ● Future LightRail Pedestrian Entry    
   Core Commercial Area per Roosevelt Design Guidelines

## STREET CLASSIFICATION



Highway    
  Major Arterial    
  Minor Arterial    
   Neighborhood Commercial Zone per Roosevelt Design Guidelines

## SITE SOLAR & WIND EXPOSURE



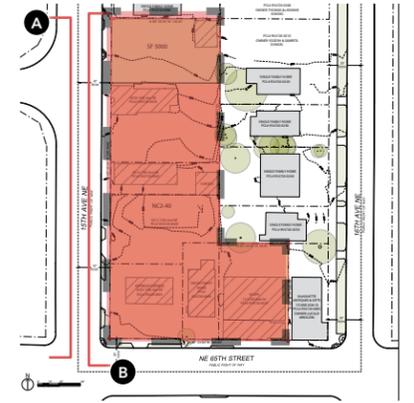
—●— Summer Solstice Solar Path    
 —●— Summer Solstice Solar Path    
 ← Prevailing Winds Winter (Top) & Summer (Bottom)

## TRANSPORTATION ROUTES



🚆 LightRail    
 🚌 Bus Stops    
  Bus Routes    
  Existing Bike Lanes

# 15TH AVE NE EXISTING STREETScape



Key Plan

**A** 15th Ave Looking West



S

N

**B** 15th Ave Looking East

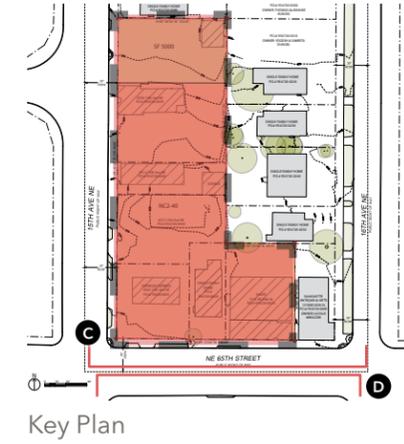


N

S

Proposed Development

# NE 65TH ST EXISTING STREETScape



**C** NE 65th ST Looking North



W



Proposed Development

E

**D** NE 65th ST Looking South

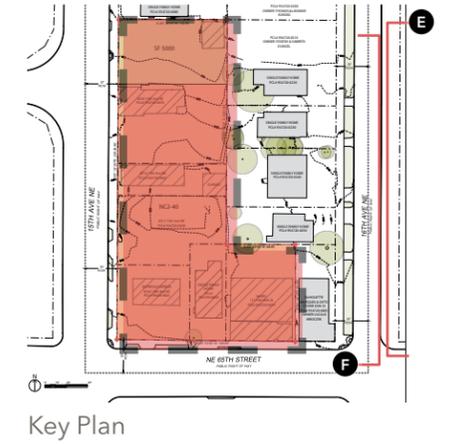


E

W

SITE ANALYSIS AND CONTEXT

# 16TH AVE NE EXISTING STREETScape



**E** 16th Ave NE Looking East



N

S

**F** 16th Ave NE Looking West



S

N

Proposed Development Beyond

RDG properties in development

# THE ROOSEVELT COMMUNITY

## NEIGHBORHOOD CHARACTER

### ROOSEVELT MAP & GUIDE

SHOP / DINE / EXPLORE

Restaurants, Cafes & Pubs

Retail Shops

Services

Map showing streets, landmarks, and transit routes.



LIGHT-RAIL



LIGHT-RAIL TRANSIT STATION (2021)



RAVENNA PARK



TEDDY'S - LOCAL BUSINESSES



COWEN PARK & BRIDGE



COWEN PARK SUN DIAL



ROOSEVELT HIGH SCHOOL AND PLAYFIELD

### The HOTTEST NEIGHBORHOODS of 2016

REDFIN

1 Ukrainian Village (Chicago, IL) 6 Midtown (Ventura, CA)

2 Eastwood (Nashville, TN) 7 El Camino Real (Irvine, CA)

3 Ericsson (Minneapolis, MN) 8 Hampden (Baltimore, MD)

4 Hyde Park (Austin, TX) 9 Powderhorn Park (Minneapolis, MN)

5 Mount Pleasant (Washington, DC) 10 Roosevelt (Seattle, WA)



BULL MOOSE FESTIVAL



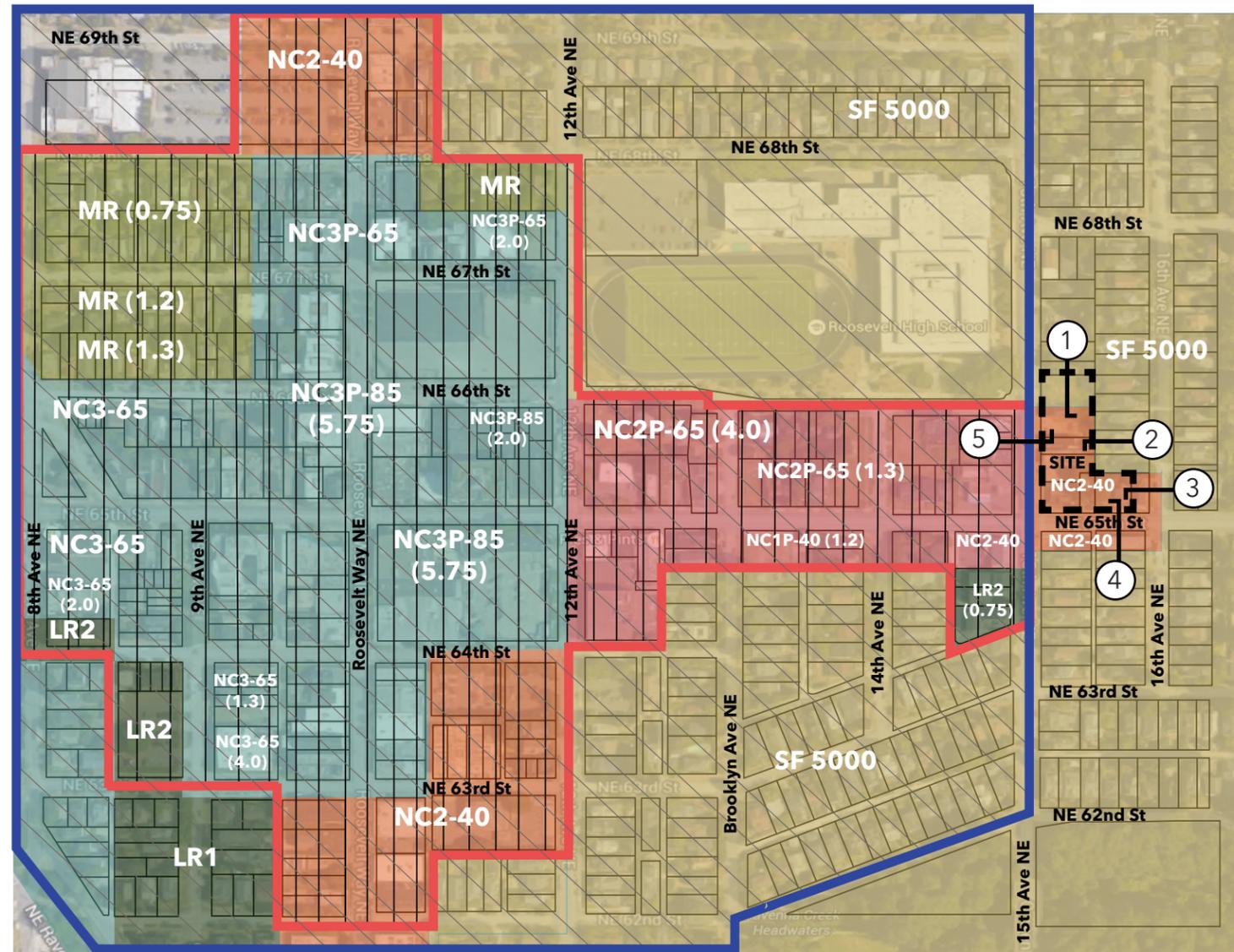
HISTORIC COMMERCIAL DISTRICT



MODERN-DAY COMMERCIAL DISTRICT

SITE ANALYSIS AND CONTEXT

# LANDUSE AND ZONING ANALYSIS

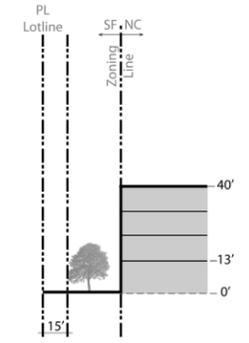


# SETBACKS AND ENVELOPE ANALYSIS

(23.47A.014 Setback Requirements)

① **Lotline abutting North lot lines of a residential-zoned lot**

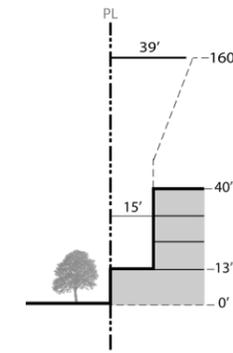
Zero setback abutting North lotline between NC2-40 & SF 5000 zones within the site.



② **Interior lotline abutting side or rear lot lines of a residential-zoned lot**

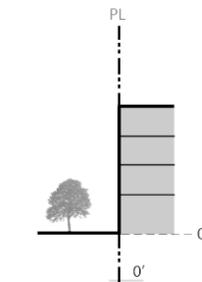
For a structure containing a residential use, 15' for portions of structures above 13' in height to a maximum of 40' - for each portion above 40' in height additional setback at the rate of 2' of setback for every 10' by which the height of such portion exceeds 40'

(A setback is required where a lot abuts the intersection of a side lot line and a front lot line of a lot in a residential zone. The required setback forms a triangular area 15' on a side.)



③ **Lotline abutting East.**

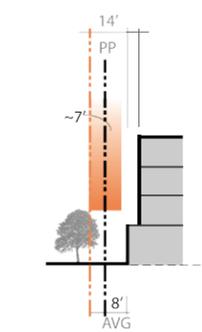
Zero setback abutting East lotline between two NC2-40 zone lots.



④ **Northeast 65th Street.**

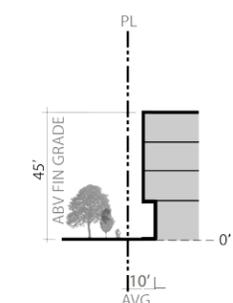
An average ground level setback of 8 feet shall be provided, and the setback may include pedestrian access and circulation.

**Additional Setbacks.** Seattle City Light-setback 14' from centerline at power poles



⑤ **15th Avenue Northeast.**

An average ground level setback of 5 feet and a minimum upper level setback of 7 feet at 45 feet above finished grade.



⑥ **Residential Street Lower Requirements.**

Either the first floor of the structure at/above grade shall be at least 4 ft above the sidewalk of the street level. Facade shall be set back at least 10 ft from the sidewalk

## ZONING SUMMARY

### Zoning: NC2P-40

Overlays: None

#### 23.47A.004 Permitted Uses (Table A)

Permitted outright

- Residential
- Live-Work
- Restaurant Uses permitted up to 25,000 SF
- Retail sales and services, general use, permitted up to 25,000 SF

#### 23.47A.005 Street Level Uses

- Residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing façade
- Along designated principal pedestrian streets one or more of the following is required along 80% of street-facing façade: eating and drinking establishments, offices, retail and general sales and services

#### 23.47A.008 Street-level Development Standards

- Blank segments of the street-facing façade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.  
The total of all blank façade segments may not exceed 40% of the width of the façade of the structure along the street.
- 60% of the street facing façade between 2 and 8 feet shall be transparent
- Nonresidential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing façade
- Nonresidential uses at street level shall have a floor-to-floor height of at least 13 feet.
- The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.
- When live-work units are located on a street-level, street-facing façade a portion of each live-work unit where business is conducted must be located between the principal street and residential portion of the unit.

#### 23.47A.005.C

- Residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing façade within a NC zone.

#### 23.47A.005.D1 (NE 65th is a principal pedestrian street)

- Along designated principal pedestrian streets, one or more of the following is required along 80% of street-facing façade:  
general sales, retail, eating and drinking establishments.

#### 23.47A.012 Structure Height

- 40' as zoned.
- Height of a structure may exceed the otherwise applicable limit by up to 4' provided a floor-to-floor height of 13' or more is provided for nonresidential uses at street level.
- Open railings, planters, parapets, etc permitted up to 4' above height limit.
- Solar collectors, mechanical equipment, stair & elevator penthouses allowed to extend up to 15' above height limit, provided the combined total coverage of all features gaining additional height does not exceed 20% of the roof area, or 25% of the roof area if the total includes stair and elevator penthouses or screened mechanical equipment.
- Stair and elevator penthouses may extend above the applicable height limit up to 16'.

## ZONING SUMMARY

#### 23.47A.012 Structure Height Summary

- 40'-0" Allowed Maximum Base Height
- 44'-0" 4' additional allowed for commercial and residential street level compliance
- 48'-0" 4' additional allowed for rooftop features = open railings, planters, skylights, clerestories, parapets, and firewalls
- 56'-0" 16' additional allowed for stair & elevator penthouses

#### 23.86.006 Structure Height Measurement

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

#### 23.47A.013 Floor Area Ratio

- Lot Size: 36,708 square feet (approx.)
- Gross Floor Area: 92,706 square feet (approx.)
- Maximum FAR: 3.25
- Proposed FAR: 2.52 (approx.)

#### 23.47A.014 Setbacks Requirements

- A minimum five (5) foot landscaped setback may be required per Section 23.47A.016, Screening and landscaping standards.

#### 23.47A.016 Landscaping and Screening Standards

- Green Factor score of .30 or greater, per Section 23.86.019, is required for any lot with development containing more than four new dwelling units.
- Street trees are required when any development is proposed, except as provided in subsection 23.47A.016.B.2 and Section 23.53.015.
- Existing street trees shall be retained unless the Director of Transportation approves their removal.
- The Director, in consultation with the Director of Transportation, will determine the number, type and placement of street trees to be provided.

#### 23.47A.024 Amenity Area

- Required: 5% of gross floor area in residential use (67,096 SF x 0.05) = 3,354 SF required

#### 23.54.020.F Reductions to minimum parking requirements

- In multifamily and commercial zones, the minimum parking requirement for all uses (except hospitals, including those that are designated major institutions) is reduced by 50 percent if the use is located within 1,320 feet of a street with frequent transit service

#### 23.84A.038 Transit service, frequent

- Transit service is available with headways in at least one direction of 15 minutes or less for at least 12 hours per day, 6 days per week, and 30 minutes or less for at least 18 hours every day.

#### 23.54.015K Bicycle Parking

- Bicycle parking -long-term: 0.75 per SEDU, or 81 bicycles for 108 units

#### 23.54.040 Solid Waste & Recyclable Materials Storage and Access

- 51-100 units: 375 SF, plus 4 SF for each additional unit above 50, or 375 SF + 4 SF x (108-50) = 607 SF
- The minimum horizontal dimension of required storage space is 12 feet

## DESIGN GUIDELINES

Guideline		Description	Sub - Guideline
CS1	Natural Systems and Site Feature	Use natural systems and features of the site and its surrounding as a starting point for project design	C. Topography
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.	B. Adjacent Sites, Streets, and Open Spaces C. Relationship to the Block D. Height, Bulk and Scale
CS3	Architectural Context and Character	Contribute to the architectural character of the neighborhood.	A. Emphasizing Positive Neighborhood Attributes
PL1	Connectivity	Complement and contribute to the network of open spaces around the site and the connections among them	A. Network of Open Spaces B. Walkways and Connections C. Outdoor Uses and Activities
PL2	Walkability	Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.	A. Accessibility B. Safety and Security C. Weather Protection D. Wayfinding
PL3	Street-Level Interaction	Encourage human interaction and activity at the street-level with clear connections to building entries and edges.	A. Entries B. Residential Edges C. Retail Edges
PL4	Active Transportation	Incorporate design features that facilitate active forms of transportation such as walking, bicycling and use of transit.	A. Entry Locations and Relationships B. Planning Ahead for Bicyclists C. Planning Ahead for Transit
DC1	Project Uses and Activities	Optimize the arrangement of uses and activities on site.	A. Arrangement of Interior Uses B. Vehicular Access and Circulation C. Parking and Service Uses
DC2	Architectural Concept	Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.	A. Massing B. Architectural and Façade Composition C. Secondary Architectural Features D. Scale and Texture
DC3	Open Space Concept	Integrate open space design with the design of the building so that each complements the other.	B. Open Space Uses and Activities
DC4	Exterior Elements and Finishes	Use appropriate and high quality elements and finishes for the building and its open spaces	A. Building Materials B. Signage C. Lighting D. Trees, Landscape and Hardscape Materials

# PRIORITY DESIGN GUIDELINES

## CS1- Natural Systems & Site Features



**C. Topography**  
**2. elevation Changes**

The property is an "L" shaped site, the basic massing shape is an "L" shaped building for all three options. To have distinctive options, the massing is broken up with sections to address the main gateway corner and continuous housing block. The combination of setbacks and separation provides scale to the building and pedestrian experience at the street level. The schemes utilize the allowed 4' of additional height to create better conditions for raised residential stoops at the ground plane.

## CS2- Urban Pattern & Form



**B. Adjacent Sites, Streets, and Open Spaces**  
**C. Relationship to the Block**  
**D. Height, Bulk and Scale**

Along NE 15th Ave, street level residential town-homes will maintain the residential and pedestrian character of the neighborhood. Commercial use and storefronts will "hold the edge" along NE 65th St. while providing a gateway at the corner of 65th and 15th. A consistent urban vocabulary of street trees, planting, pedestrian lighting, site furnishing, and paving will be part of the right-of-way improvements at grade and contribute to the a continuous and pleasant pedestrian experience

## CS3- Architectural Context & Character



**A. Emphasizing positive neighborhood attributes**

The commercial uses at the street level will be across the street from other commercial uses .The townhouses will relate to the Roosevelt neighborhood character. Service, loading and storage areas for the proposed schemes will be oriented away from the 65th St. street frontages.

## PL3- Street-Level Interaction



**A. Entries**  
**B. Residential edges**  
**C. Retail edges**

The project will provide pedestrian-friendly sidewalks along 15th Ave and 65th St. The project proposes residential and commercial entries to be visible and clearly distinguishable at the street level. Entry prominence will be reinforced with signs, lighting, and overhead weather protection. Storefronts along 65th St. will provide visible entries to the commercial space and serve as focus of pedestrian activity. Access to the main residential lobby will be at ground level mid-block on 15th Ave creating an entry point and pedestrian interest. The proposed townhouses along 15th Ave. will have clearly visible ground level individual residential entries.

## PL4- Active Transportation



**A. entry locations and relationships**  
**B. planning ahead for bicyclists**  
**C. planning ahead for transit**

The bicycle storage room is located immediately adjacent to the residential entry. Street-facing glazing provides views to and from the street. A visual connection is also provided between the bicycle storage room and residential lobby spaces. Appropriate lighting and security measures ensure security of the bicycle storage space while the prominent street-facing location and large transparent glazing creates visual interest for pedestrians. Bicycle storage room entry and primary residential entry is located along 15th Ave where existing bus stop is located. Proposal to relocate existing bus stop 80'-0" north to ensure safety from proposed parking garage entry.

## DC1- Project Uses & Activities



**A. arrangement of interior uses**  
**B. vehicular access and circulation**  
**C. parking and service uses**

Parking will be entirely below grade, screened and concealed from the street. Access will occur at mid-block on 15th Avenue NE.

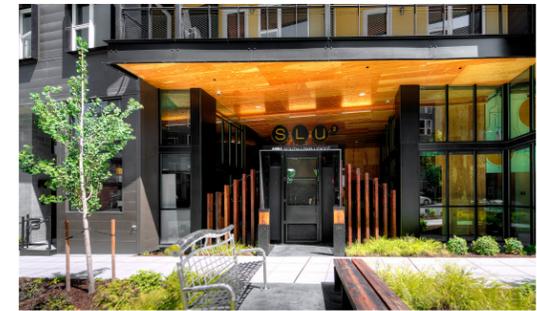
## DC2- Architectural Concept



**A. massing**      **B. architectural and façade composition**  
**C. secondary architectural features**  
**D. scale and texture**      **E. form and function**

The project is to provide the neighborhood with low massing scale housing project with modern lines. The ROW at the ground level along 15th Ave will be pedestrian residential scale. The tall retail spaces will facing the faster moving street on 65th ST.

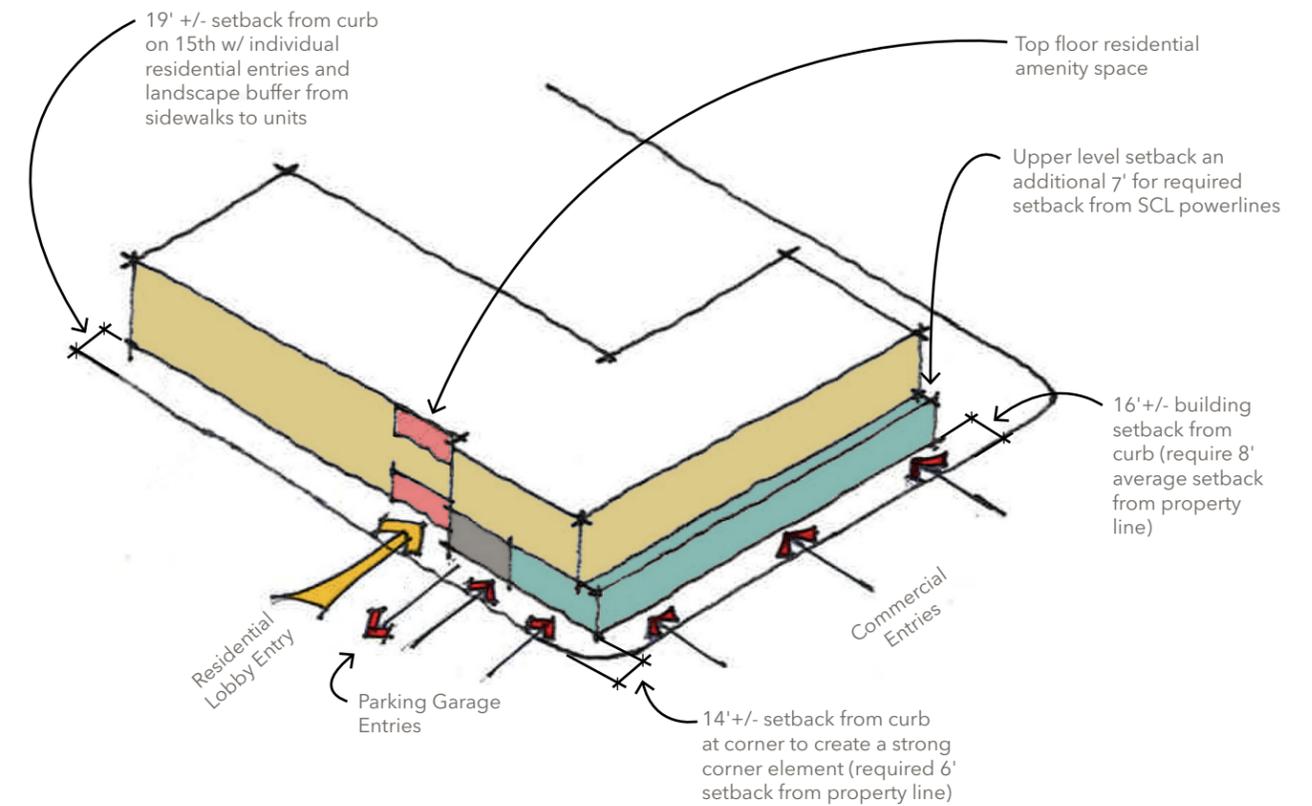
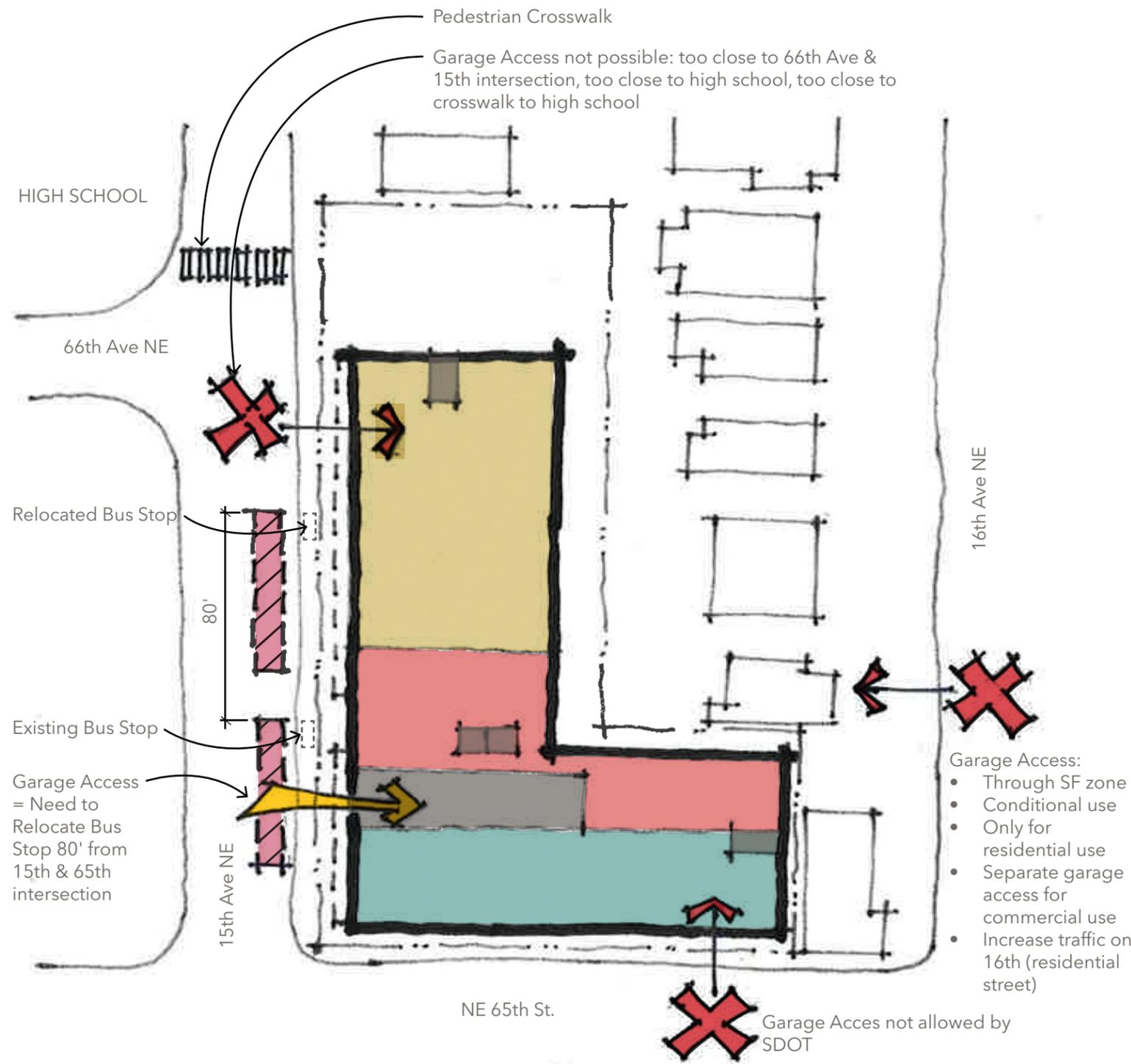
## DC4- Exterior Element and Finishes



**A. building materials**      **C. lighting**  
**B. signage**  
**D. trees, landscape and hardscape materials**  
**E. project assembly and lifespan**

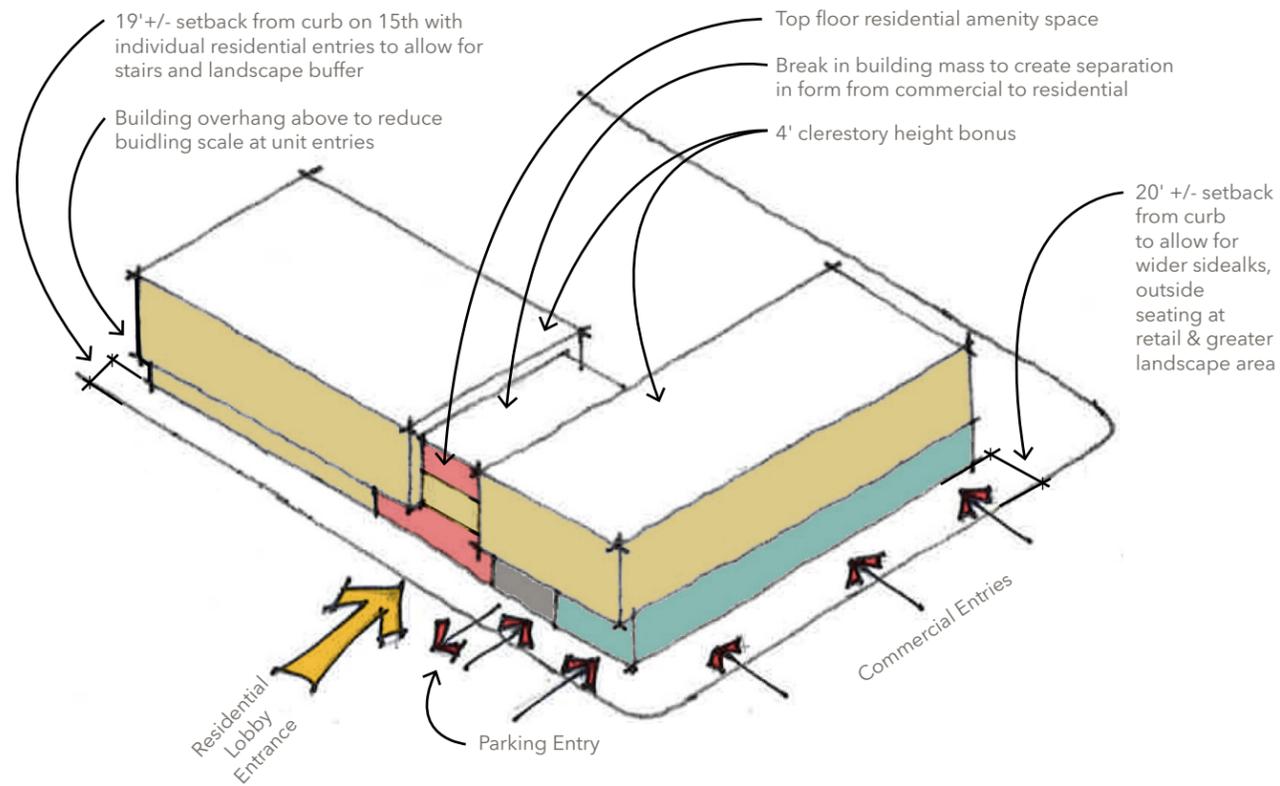
The material palette includes brick, metal panel, cementitious planks, concrete masonry units, and architectural concrete, as well as aluminum storefront glazing and steel overhead weather protection. These materials are attractive, high quality, durable, textural and climate appropriate. Exterior building signage and landscape lighting are well integrated, strategically placed at entries and gathering spaces, and directed to avoid glare.

# PARKING ACCESS OPTIONS



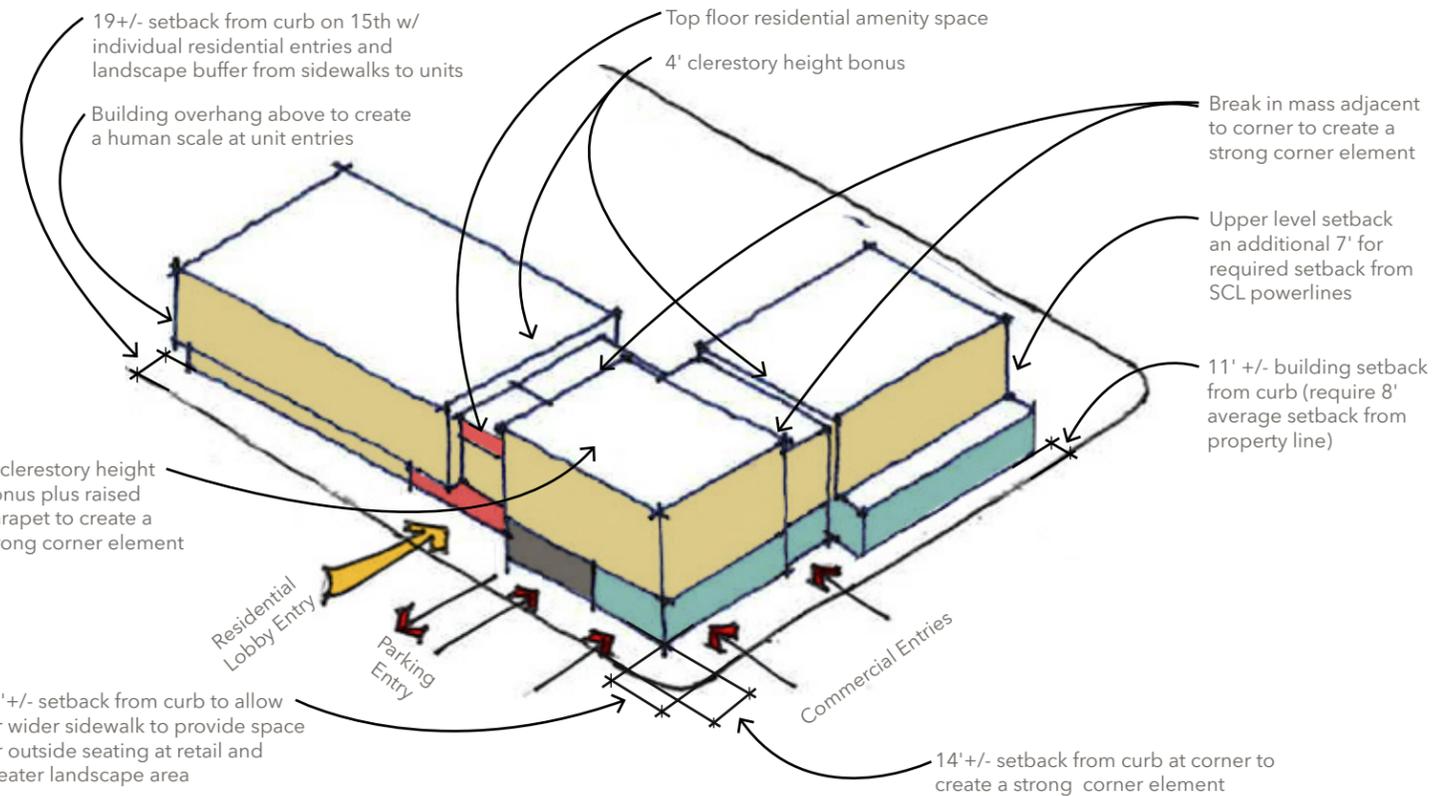
## OPTION 1

In this option, the ground floor maximizes available areas for commercial programming along NE 65th St. This results in increased commercial presence and connected with existing retail nearby. The commercial frontal along NE 65th St is setback the required 8' from the property line. The residential massing above is setback an additional 7' to meet the required SCL clearance for existing powerlines on NE 65th St. Access to the main residential lobby and leasing office will be at ground level mid-block on 15th Ave NE creating an entry point and pedestrian interest next to existing bus shelter. The residential massing along 15th Ave NE is setback the required 10' from the property line, with the massing above aligning with the setback. Proposed units along the north lot line will have ground level individual residential entries with clear visual connection with Roosevelt High School. Parking garage entry will be off of 15th Ave NE to avoid interruption of heavy traffic along NE 65th St and to avoid additional traffic load to single family zone along 16th Ave NE. Such garage entry is intended to be placed at the southern portion of 15th Ave NE such that it is as far away as possible from the high school crosswalk. All services including bike room and trash will be located in the below grade garage. Single average grade plane is used for consistent building height. 4 feet bonus with street level compliance is applied. No clerestory bonus is used with this option.



## OPTION 2

In this option, the ground floor maximizes available areas for commercial programming along 65th St. This results in increased commercial presence and connected with existing retail nearby. The commercial frontal along NE 65th St is setback 15' from the property line aligning with the residential massing above which is setback to meet the required SCL clearance for existing powerlines on NE 65th St. This creates a wider pedestrian and public area along NE 65th St as well as opportunity for outdoor seating for the commercial spaces. The Access to the main residential lobby and leasing office will be at ground level mid-block on 15th Ave creating an entry point and pedestrian interest next to existing bus shelter. The residential and commercial massing at level 1 along 15th Ave NE is setback the 10' from the property line, with the massing above cantilevering over the lower level to reduce the building scale along the pedestrian street. Proposed units along North lot line will have ground level individual residential entries with clear visual connection with Roosevelt High School. Parking garage entry will be off of 15th Ave to avoid interruption of heavy traffic along 65th St and to avoid additional traffic load to single family zone along 16th Ave. Such garage entry is intended to be place at the southern portion of 15th such that it is as far away as possible from the high school crosswalk. All services including bike room and trash will be located in the below grade garage. 4 feet bonus with street level compliance is applied. Clerestory bonus is used with this option at the north wing along 15th Ave NE and at the south wing along NE 65th St to provide vertical modulation in the massing.



## OPTION 3 - PREFERRED SCHEME

In this option, the ground floor maximizes available areas for commercial programming along 65th St. This results in increased commercial presence and connected with existing retail nearby. The commercial frontal setback along NE 65th St varies to meeting the required average 8' setback. At the west end of the property the building is setback 15' to create a wider sidewalk at the intersection providing greater public space and opportunity for outdoor seating for the commercial space. At the east end the property the building is set back 3' to be more in-line with the existing adjacent commercial building on NE 65th St. The residential massing above is setback to meet the required SCL clearance for existing powerlines on NE 65th St. The Access to the main residential lobby and leasing office will be at ground level mid-block on 15th Ave creating an entry point and pedestrian interest next to existing bus shelter. The residential and commercial massing at level 1 along 15th Ave NE is setback the 10' from the property line, with the massing above cantilevering over the lower level to reduce the building scale along the pedestrian street. Proposed units along North lot line will have ground level individual residential entries with clear visual connection with Roosevelt High School. Parking garage entry will be off of 15th Ave to avoid interruption of heavy traffic along 65th St and to avoid additional traffic load to single family zone along 16th Ave. Such garage entry is intended to be place at the southern portion of 15th such that it is as far away as possible from the high school crosswalk. All services including bike room and trash will be located in the below grade garage. 4 feet bonus with street level compliance is applied. Clerestory bonus is used with this option at the north wing along 15th Ave NE, at the south wing along NE 65th St and at the building corner to provide vertical modulation in the massing.

# DESIGN OPTIONS OVERVIEW

# MASSING: OPTION 1

## SUMMARY

- 4-story building with 1-1/2-story basement = 127,310 GSF
- 108 units (602 SF avg) = total 64,981 GSF, with 83 parking stalls
- 6,058 GSF commercial space
- 3,762 GSF roof terrace
- 4,059 GSF lobby, leasing and amenity space

## GROUND FLOOR USES

- NE 65th St: Commercial
- 15th Ave NE: Commercial, Residential Lobby & Leasing, Residential Units, Parking and Trash Access

## OPPORTUNITIES

- No interruption of commercial use along NE 65th St.
- No curb cuts along NE 65th St
- No trash access along NE 65th St
- Proposed new bus shelter at midway between neighborhood gateway & school crosswalk
- Residential lobby separates private units from public commercial spaces
- Efficient layout at all floors
- Roof amenities at SW corner for max solar & view and related to top level indoor amenities facing west

## CONSTRAINTS

- Relocate bus shelter to ensure pedestrian safety & adequate distance from parking access
- Additional vehicle traffic load along 15th Ave NE
- Trash access along 15th Ave NE
- Parking and Trash access interrupt ground floor uses along pedestrian-friendly street
- Monolithic massing, monolithic height

## DEPARTURE REQUESTED

- Setback departure for NC2-40 zone to SF-5000 zone
  - Required setback 15'-0"
  - Proposed setback - 10'-0" and 11'-0"
  - On NE 65th St the building is back 15'-0" from the property line which provides a 23'-0" wide sidewalk.
  - On 15th Ave NE the building at level 1 is setback 10' from the property line and the upper levels are setback 5' from the property line
  - Request to reduce the setback from the NC2-40 zone to the SF-5000 zone from 15' to 10'. Providing additional setbacks on the public frontage of the development to enhance the pedestrian experience along NE 65th St and 15th Ave NE.



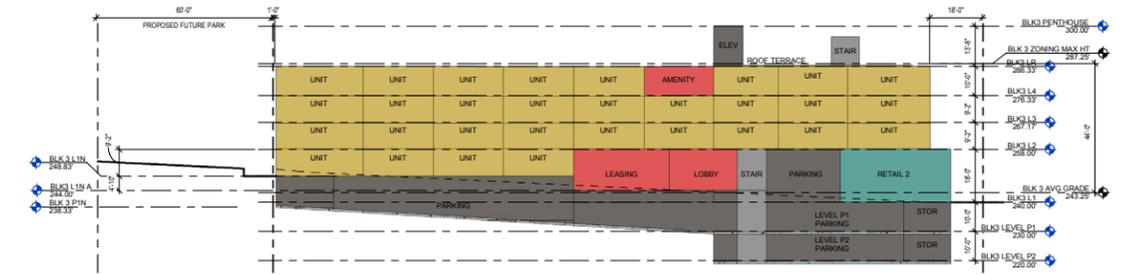
VIEW FROM SOUTH-WEST CORNER



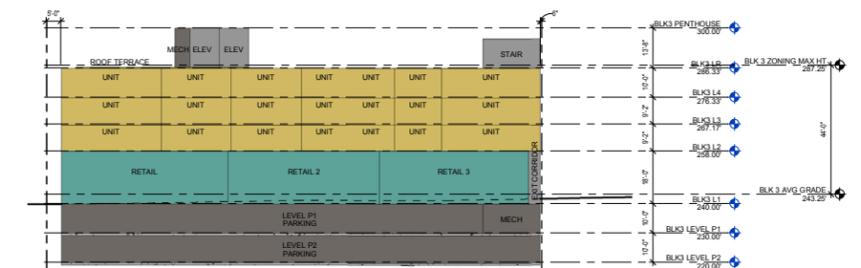
VIEW FROM NORTH-WEST CORNER



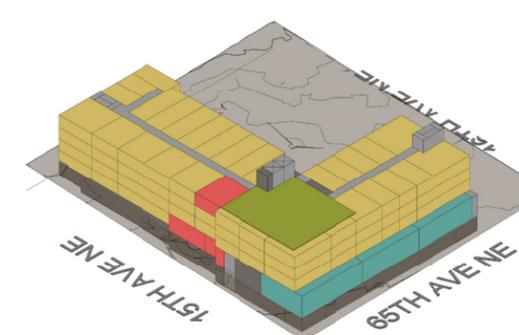
VIEW FROM SOUTH-EAST CORNER



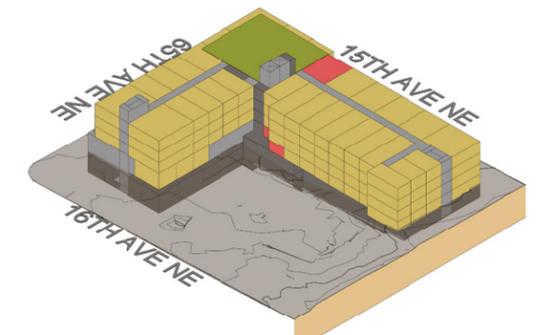
BUILDING SECTION NORTH-SOUTH



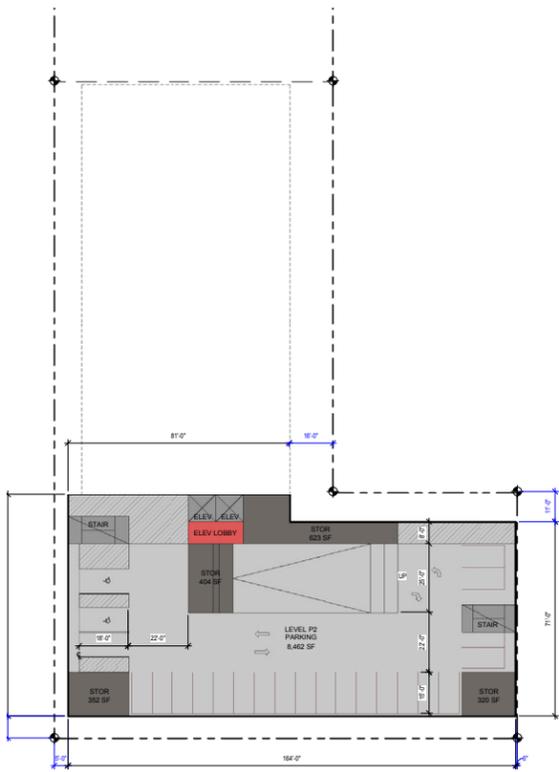
BUILDING SECTION EAST-WEST



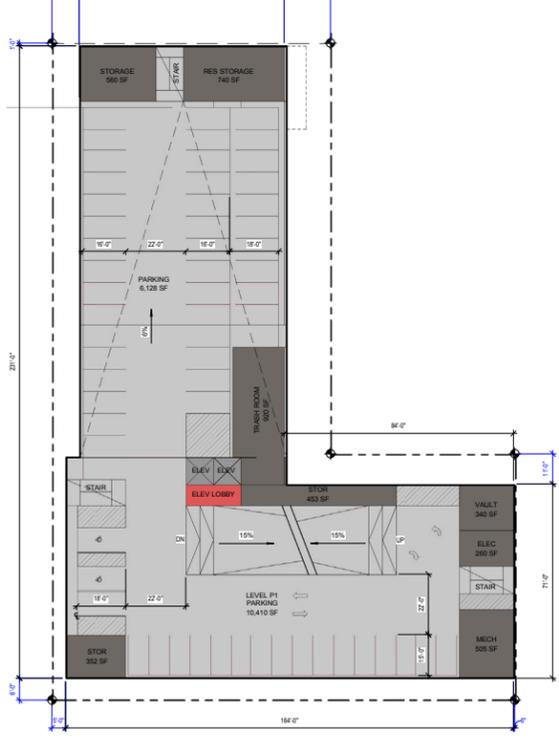
3D MASSING FROM SW CORNER



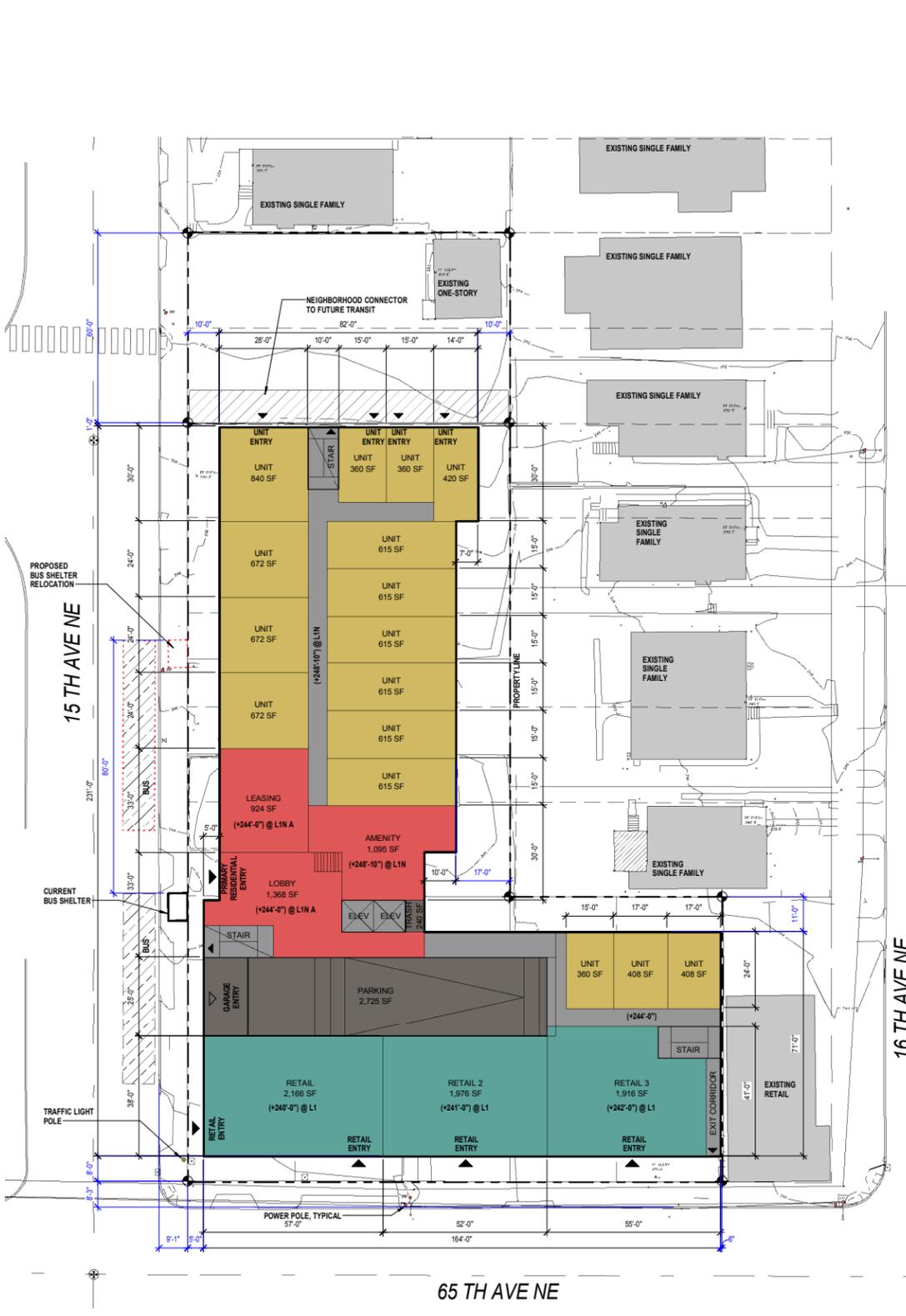
3D MASSING FROM NE CORNER



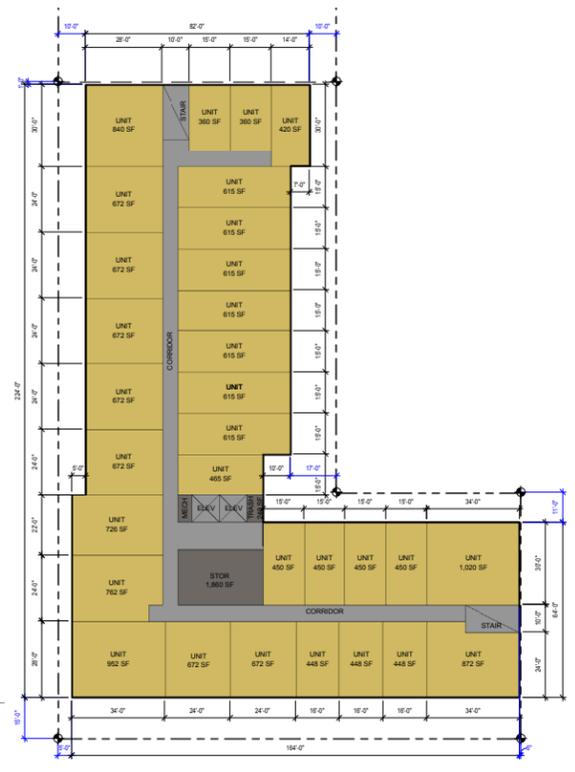
FLOOR PLAN LEVEL P2



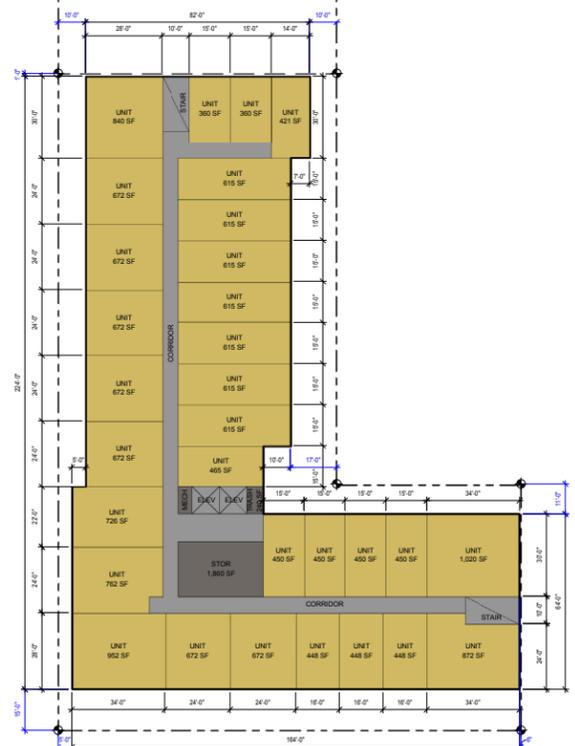
FLOOR PLAN LEVEL P1



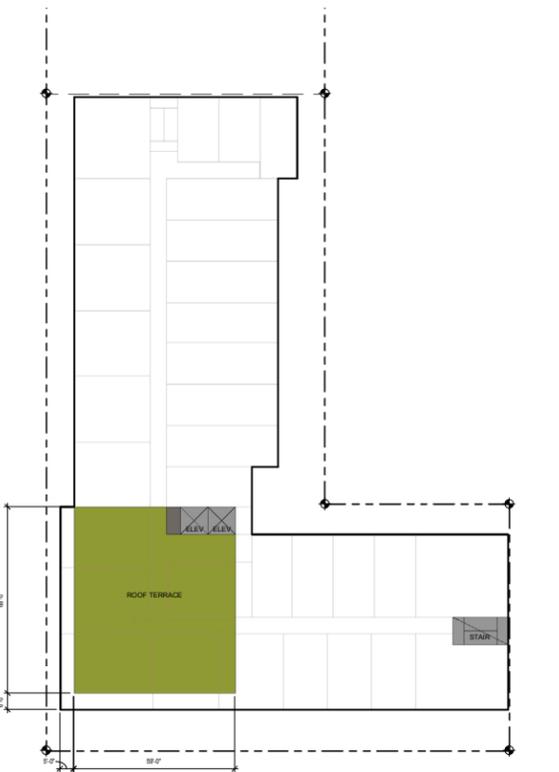
FLOOR PLAN LEVEL 1



FLOOR PLAN LEVEL 2



FLOOR PLAN LEVEL 3

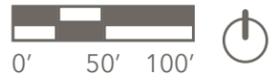


FLOOR PLAN LEVEL ROOF



FLOOR PLAN LEVEL 4

- Pedestrian Entry
- Vehicular Entry
- Retail
- Amenities/Lobby
- Residential Town House
- Residential Flat
- Roof Terraces
- Parking
- Services



# MASSING: OPTION 2

## SUMMARY

- 4-story building with 1-1/2-story basement = 126,906 GSF
- 107 units (622 SF avg) = total 66,606 GSF, with 87 parking stalls
- 4,791 GSF commercial space
- 3,712 GSF roof terrace
- 3,806 GSF lobby, leasing and amenity space

## GROUND FLOOR USES

- NE 65th St: Commercial
- 15th Ave NE: Commercial, Residential Lobby, Residential Units, Parking and Trash Access

## OPPORTUNITIES

- No interruption of commercial use along NE 65th St.
- No curb cuts along NE65th St
- No trash access along NE 65th St
- Building setback more than 20' from curb on NE 65th St to provide wider sidewalks for pedestrian access and outdoor commercial seating.
- Proposed new bus shelter at midway between neighborhood gateway & school crosswalk
- Residential lobby separates private units from public commercial spaces with a vertical setback in the building mass
- Building setback more than 18' from curb on 15th Ave NE to provide wider sidewalks for pedestrian access
- Upper floors overhang level 1 along 15th Ave NE to reduce building scale at pedestrian level
- Roof amenities at SW corner for max solar & view and related to top level indoor amenities facing west
- Clerestory bonus implemented on NE 65th St and the north portion on 15th Ave NE to create a building modulation at the roof parapet

## CONSTRAINTS

- Relocate bus shelter to ensure pedestrian safety & adequate distance from parking access
- Additional vehicle traffic load along 15th Ave NE
- Trash access along 15th Ave NE
- Parking and Trash access interrupted ground floor uses along pedestrian-friendly street
- Monolithic massing along NE 65th St

## DEPARTURE REQUESTED

- Setback departure for NC2-40 zone to SF-5000 zone
  - Required setback 15'-0"
  - Proposed setback - 10'-0" and 11'-0"
  - On NE 65th St the building is back 15'-0" from the property line which provides a 23'-0" wide sidewalk.
  - On 15th Ave NE the building at level 1 is setback 10' from the property line and the upper levels are setback 5' from the property line
  - Request to reduce the setback from the NC2-40 zone to the SF-5000 zone from 15' to 10'. Providing additional setbacks on the public frontage of the development to enhance the pedestrian experience along NE 65th St and 15th Ave NE.



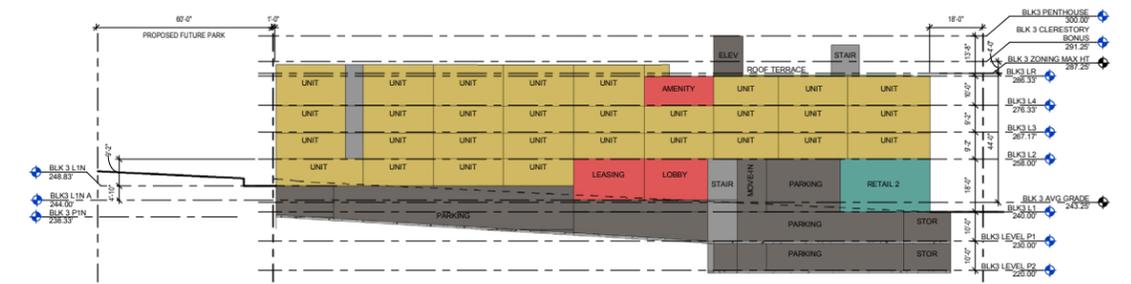
VIEW FROM SOUTH-WEST CORNER



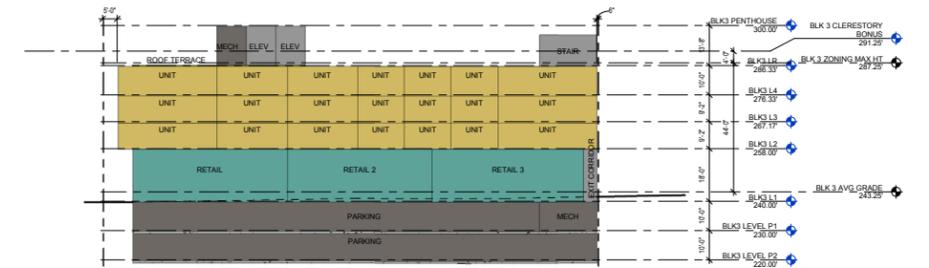
VIEW FROM NORTH-WEST CORNER



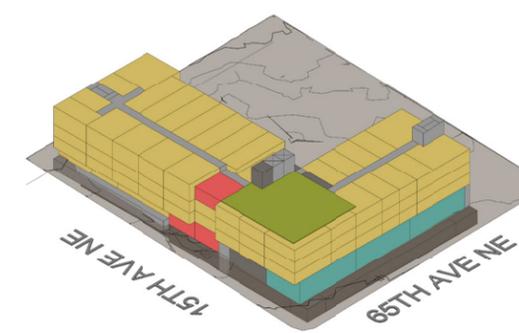
VIEW FROM SOUTH-EAST CORNER



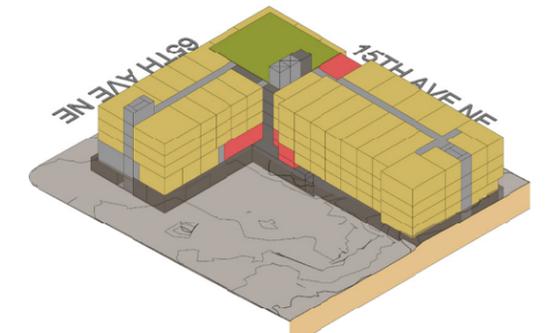
BUILDING SECTION NORTH-SOUTH



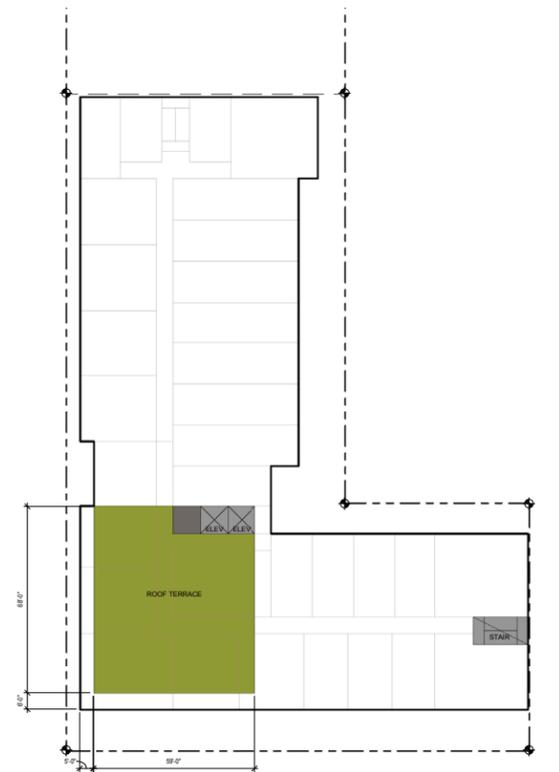
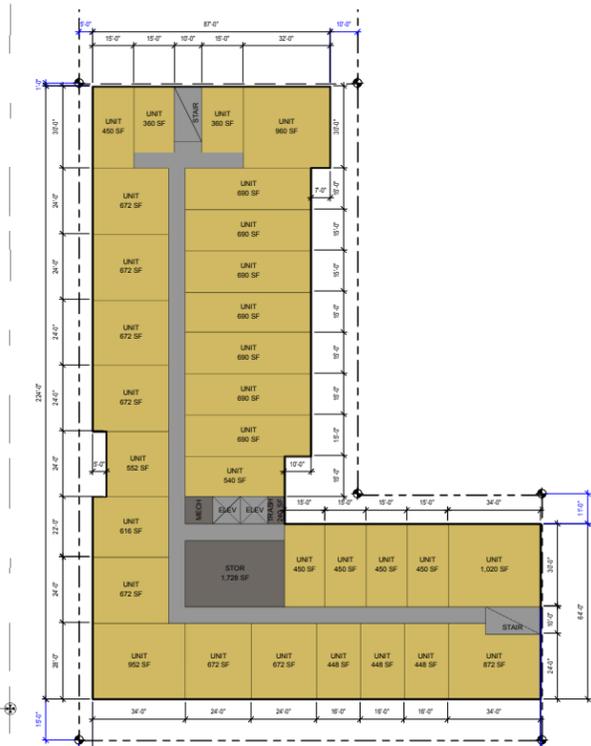
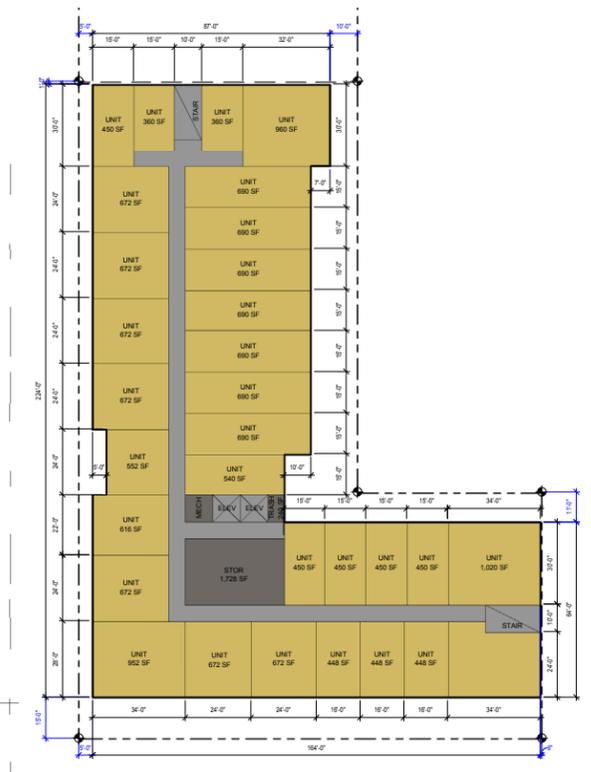
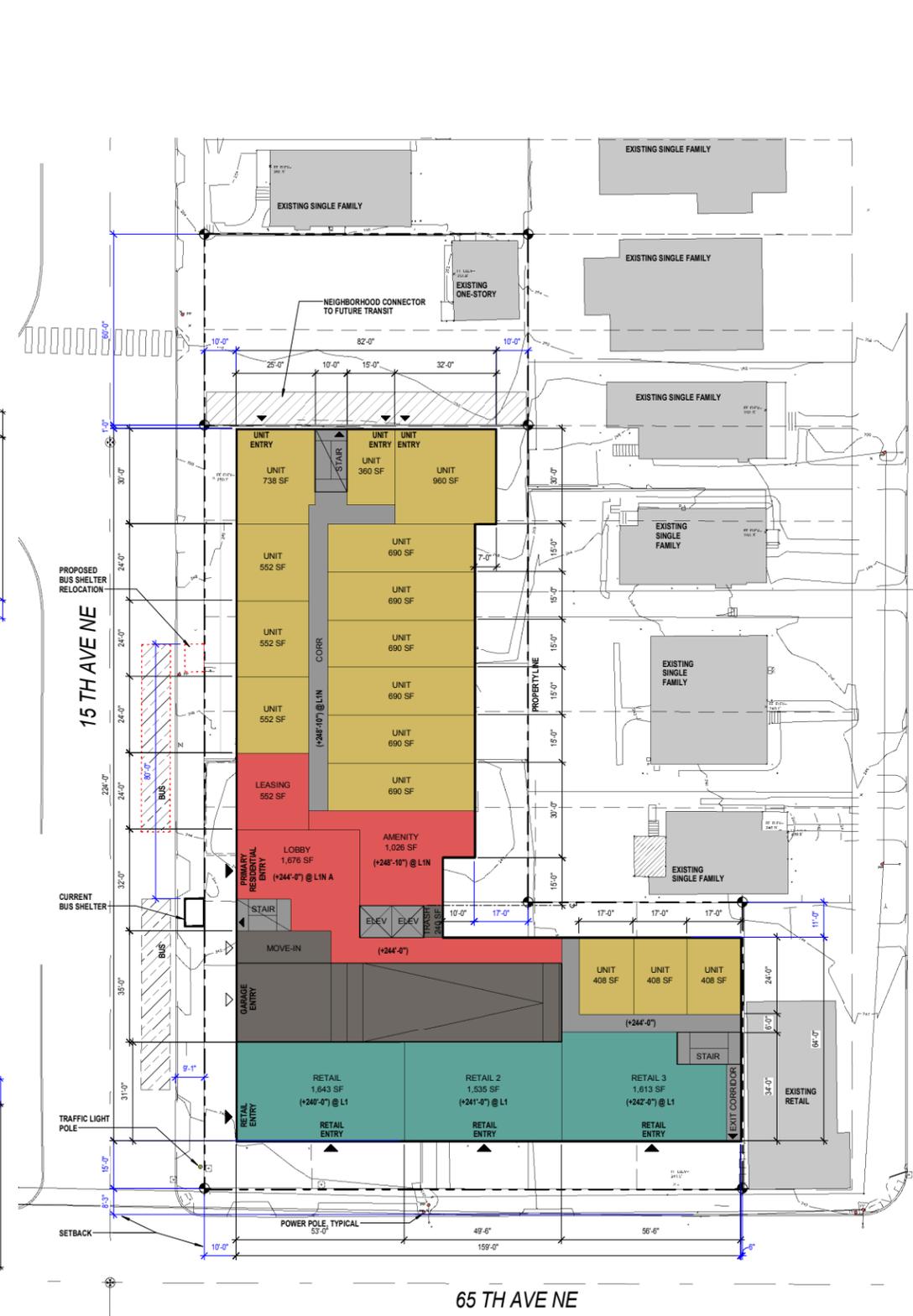
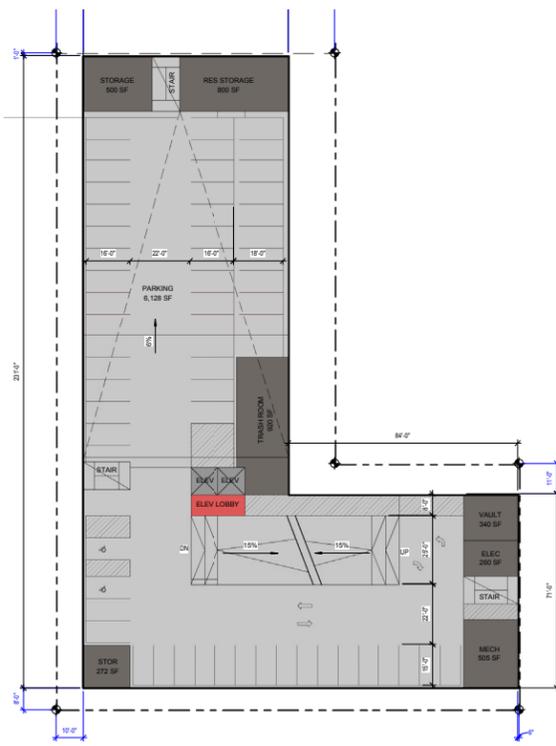
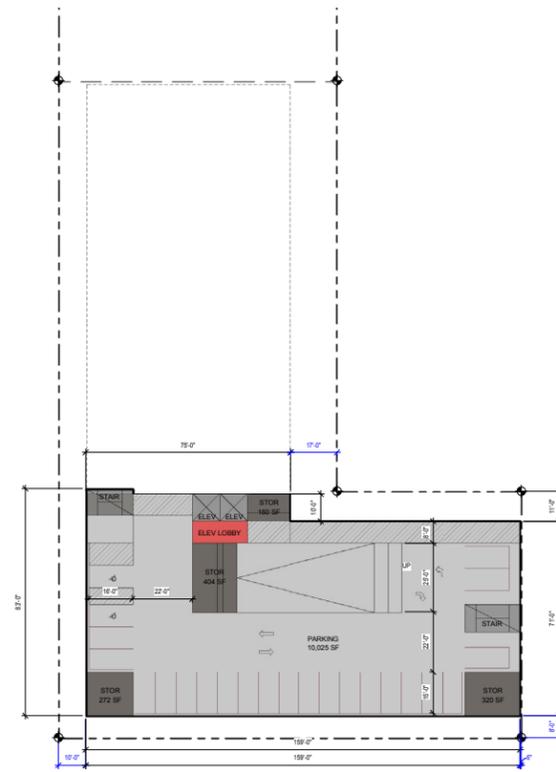
BUILDING SECTION EAST-WEST



3D MASSING FROM SW CORNER



3D MASSING FROM NE CORNER



▲ Pedestrian Entry
△ Vehicular Entry
■ Retail
■ Amenities/Lobby
■ Residential Town House
■ Residential Flat
■ Roof Terraces
■ Parking
■ Services



# MASSING: OPTION 3 - PREFERRED SCHEME

## SUMMARY

- 4-story building with 1-1/2-story basement = 128,844 GSF
- 108 units (621 SF avg) = total 67,096 GSF, with 83 parking stalls
- 5,823 GSF commercial space
- 3,048 GSF roof terrace
- 3,348 GSF lobby, leasing and amenity space

## GROUND FLOOR USES

- NE 65th St: Commercial
- 15th Ave NE: Commercial, Residential Lobby, Residential Units, Parking and Trash Access

## OPPORTUNITIES

- No interruption of commercial use along NE 65th St.
- No curb cuts along NE65th St
- No trash access along NE 65th St
- Building setback varies along NE 65th St to provide wider sidewalks for pedestrian access and outdoor commercial seating and reduces in width to relate to existing adjacent buildings.
- Additional building setback adjacent to the building corner to create a strong corner mass at the neighborhood gateway
- Proposed new bus shelter at midway between neighborhood gateway & school crosswalk
- Residential lobby separates private units from public commercial spaces with a vertical setback in the building mass
- Building setback more than 18' from curb on 15th Ave NE to provide wider sidewalks for pedestrian access
- Upper floors overhang level 1 along 15th Ave NE to reduce building scale at pedestrian level
- Roof amenities at SW corner for max solar & view and related to top level indoor amenities facing west
- Clerestory bonus implemented on the east portion NE 65th St, the north portion on 15th Ave NE and at the building corner to create a building modulation at the roof parapet

## CONSTRAINTS

- Relocate bus shelter to ensure pedestrian safety & adequate distance from parking access
- Additional vehicle traffic load along 15th Ave NE
- Trash access along 15th Ave NE
- Parking and Trash access interrupted ground floor uses along pedestrian-friendly street

## DEPARTURE REQUESTED

- Setback departure for NC2-40 zone to SF-5000 zone
  - Required setback 15'-0"
  - Proposed setback - 10'-0" and 11'-0"
  - The building setback on NE 65th St varies from 15'-0" to 3'-0" to create more public space and the corner and relate to existing adjacent buildings.
  - On 15th Ave NE the building at level 1 is setback 10' from the property line and the upper levels are setback 5' from the property line
  - Request to reduce the setback from the NC2-40 zone to the SF-5000 zone from 15' to 10'. Providing additional setbacks on the public frontage of the development to enhance the pedestrian experience along NE 65th St and 15th Ave NE.



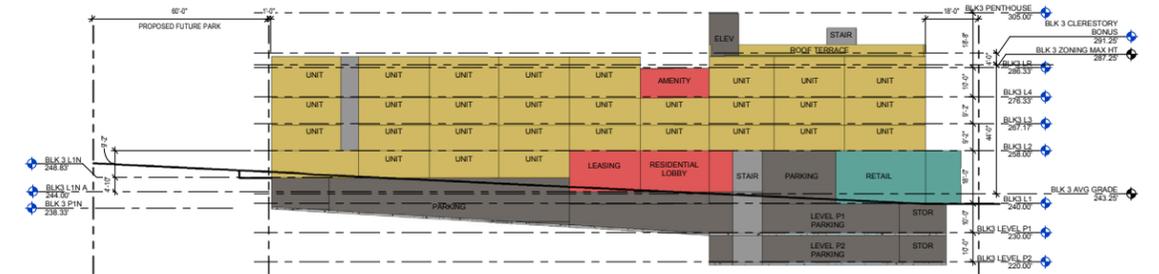
VIEW FROM SOUTH-WEST CORNER



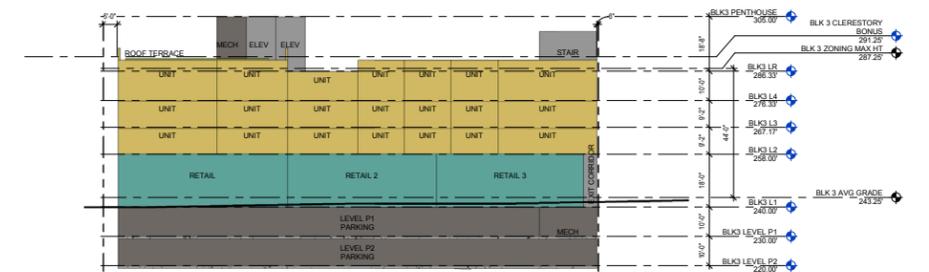
VIEW FROM NORTH-WEST CORNER



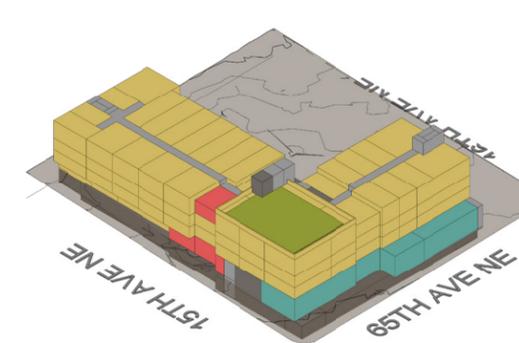
VIEW FROM SOUTH-EAST CORNER



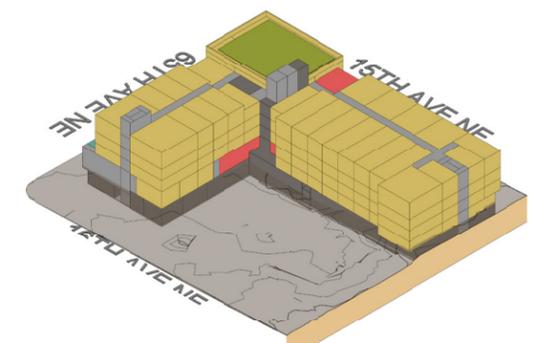
BUILDING SECTION NORTH-SOUTH



BUILDING SECTION EAST-WEST



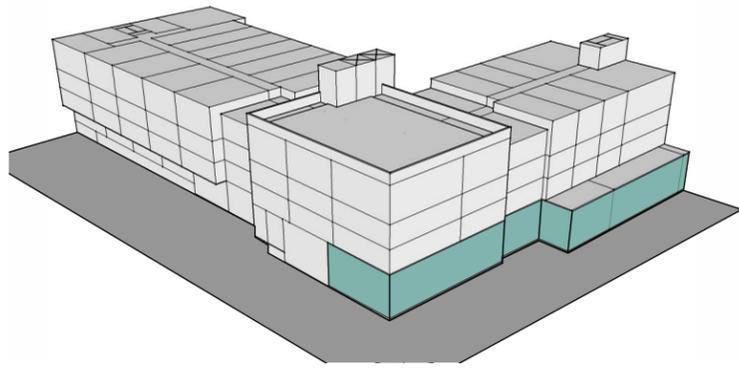
3D MASSING FROM SW CORNER



3D MASSING FROM NE CORNER

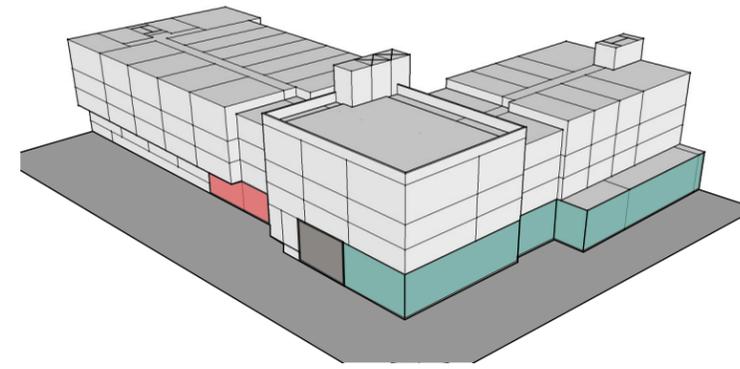


## CONCEPT DIAGRAMS



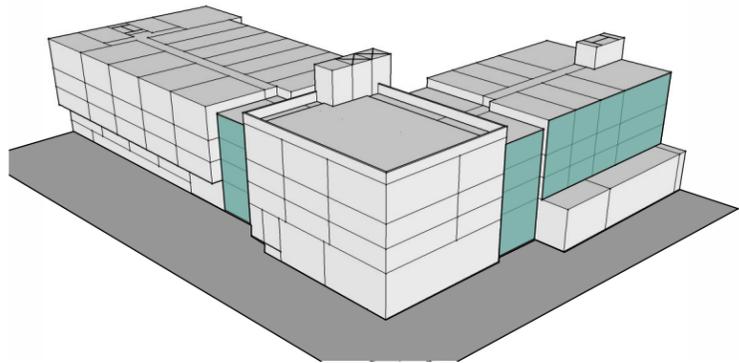
### COMMERICAL LOCATION

NE 65th St is closest to the existing retail and commercial activities within the neighborhood. Proposed retail are located on the ground level along the south facing facade to maintain continuity of the existing retail trail.



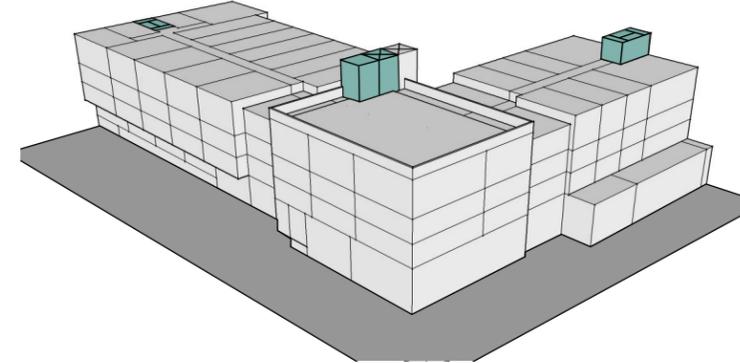
### ENTRY APPROACH

Public retail entrances are concentrated along NE 65th St. In such, NE 65th St is closest to the existing retail and commercial activities within the neighborhood. Private residential pedestrian entry, including the leasing office entry are located along 15 Ave NE where existing bus stop is located. Parking garage access is also located along 15 Ave NE to avoid traffic interruption along 65th.



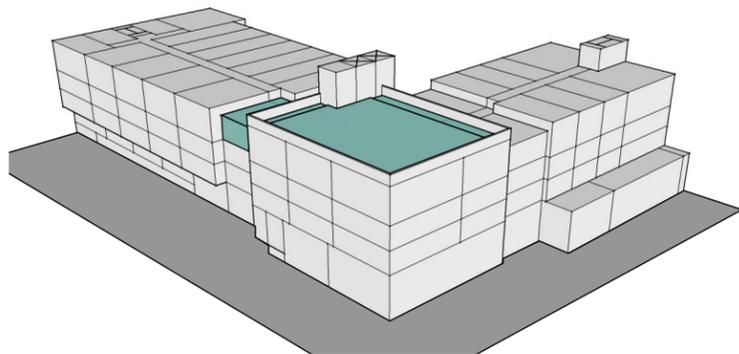
### UPPER LEVEL SETBACK

Ground level average setback of 8'-0" along NE 65th helps create pedestrian friendly environment by creating larger sidewalk with street trees as traffic buffer. Upper level setback of 14'-0" due to power line setback requirement helps pull residential units further back from heavy traffic arterial. Ground level setback of residential of 10'-0" on 15th Ave NE is provided. Upper level setback of 5'-0" is provided to reduce the building scale at ground level.



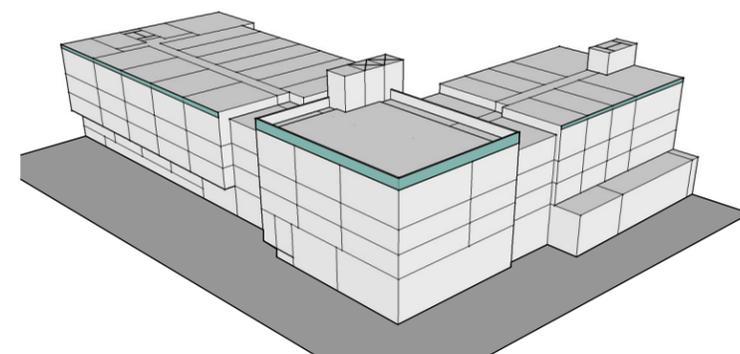
### CORE LOACTIONS

The stair and elevator cores are located at the inner zones of the building so that they are less visible from the streets and the single family houses near by.



### TOP LEVEL & ROOF AMENITIES

Top level amenity room is located on the west facing portion of the building directly above the residential entry lobby near the cores. It's intent to have direct physical connection with the roof top amenities. Proposed roof top activities will concentrate at the south west corner of the building for maximum solar exposure and view.



### CLERESTORY HEIGHT BOUNDARIES

4'-0" clerestory height boundary has been utilized at the north portion on 15th Ave NE, the east portion on NE 65th St and at the building corner to provide additional ceiling height in the top floor units & create modulation in the building mass.

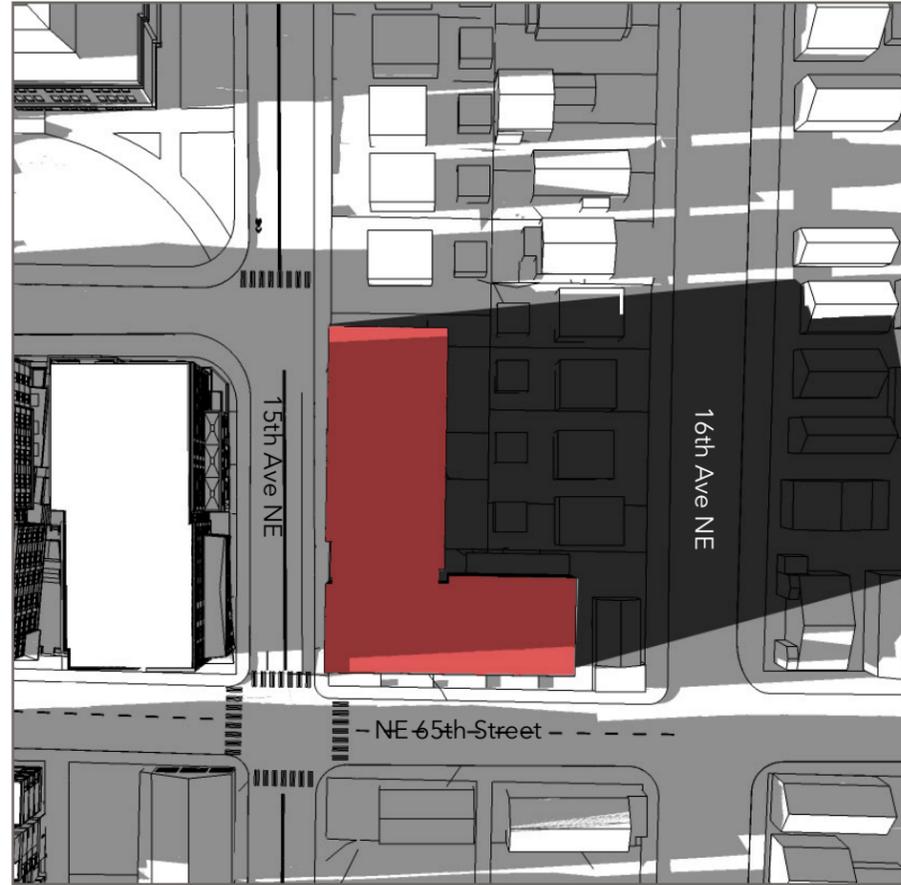
SOLAR STUDIES



MARCH/SEPTEMBER 21, 9 AM



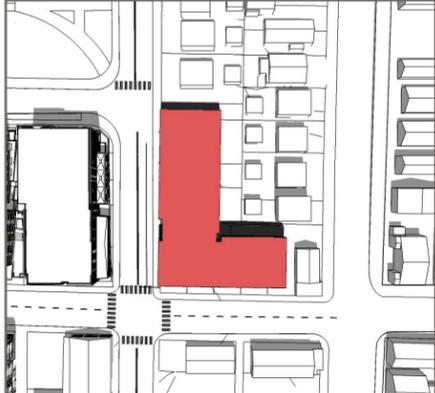
MARCH/SEPTEMBER 21, 12 PM



MARCH/SEPTEMBER 21, 6 PM



JUNE 21, 9 AM



JUNE 21, 12 PM



JUNE 21, 6 PM



DECEMBER 21, 9 AM



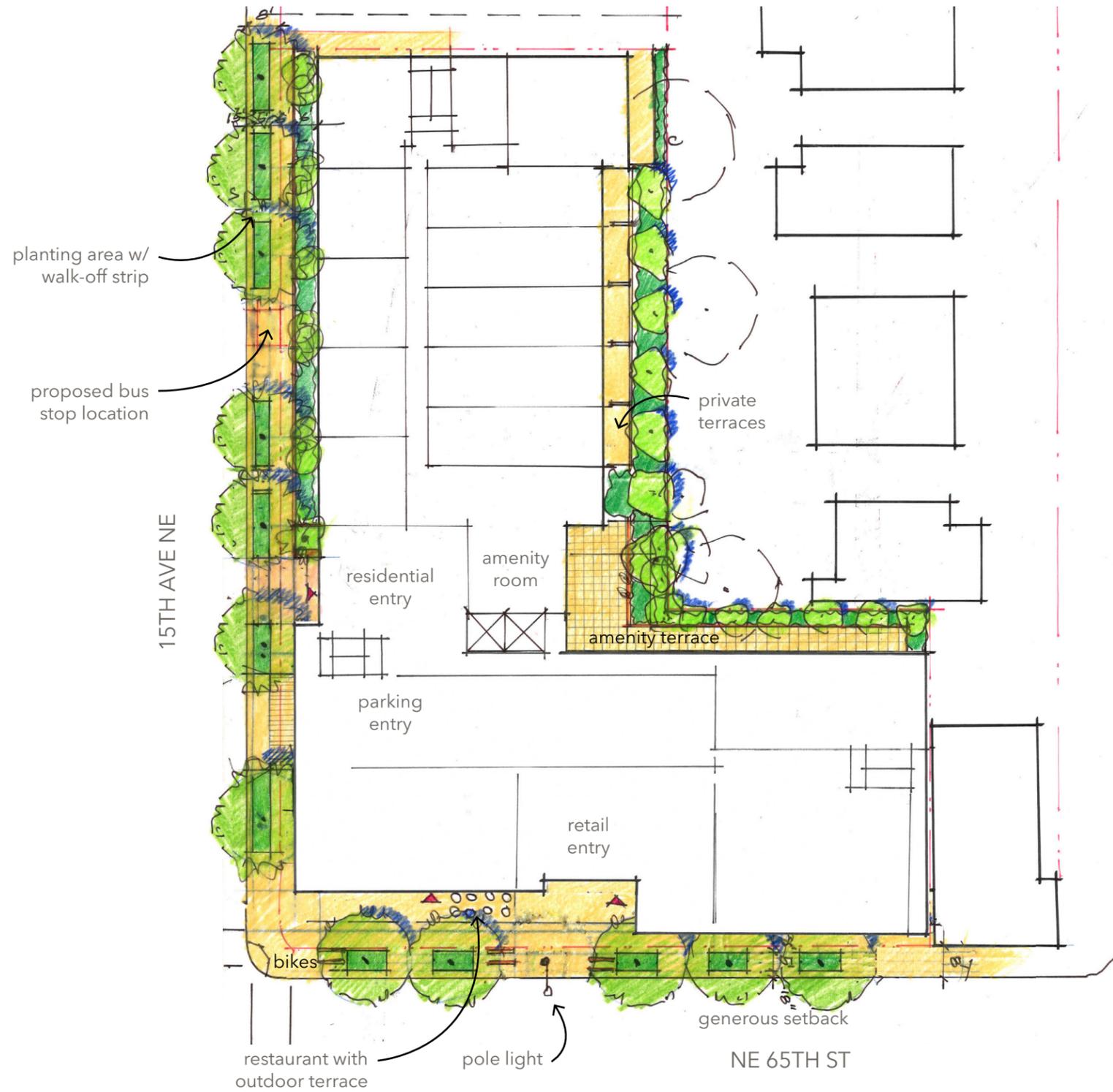
DECEMBER 21, 12 PM



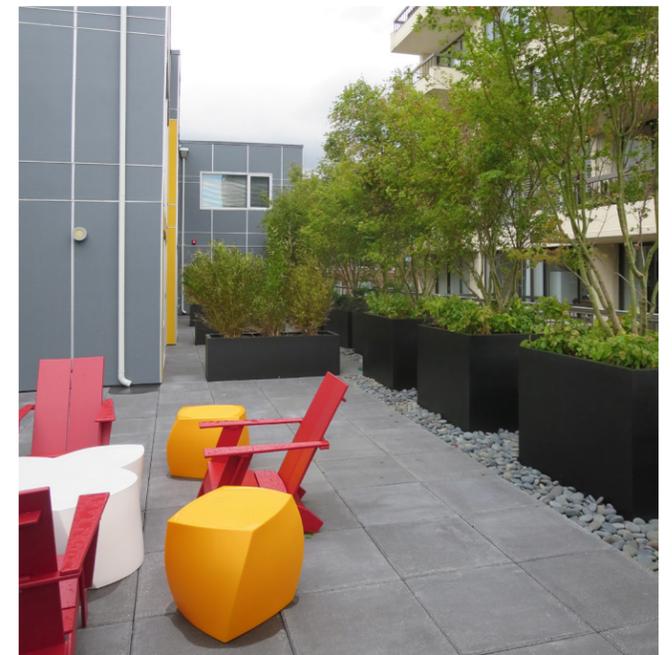
DECEMBER 21, 6 PM

DESIGN OPPORTUNITIES

# STREETSCAPE PLAN

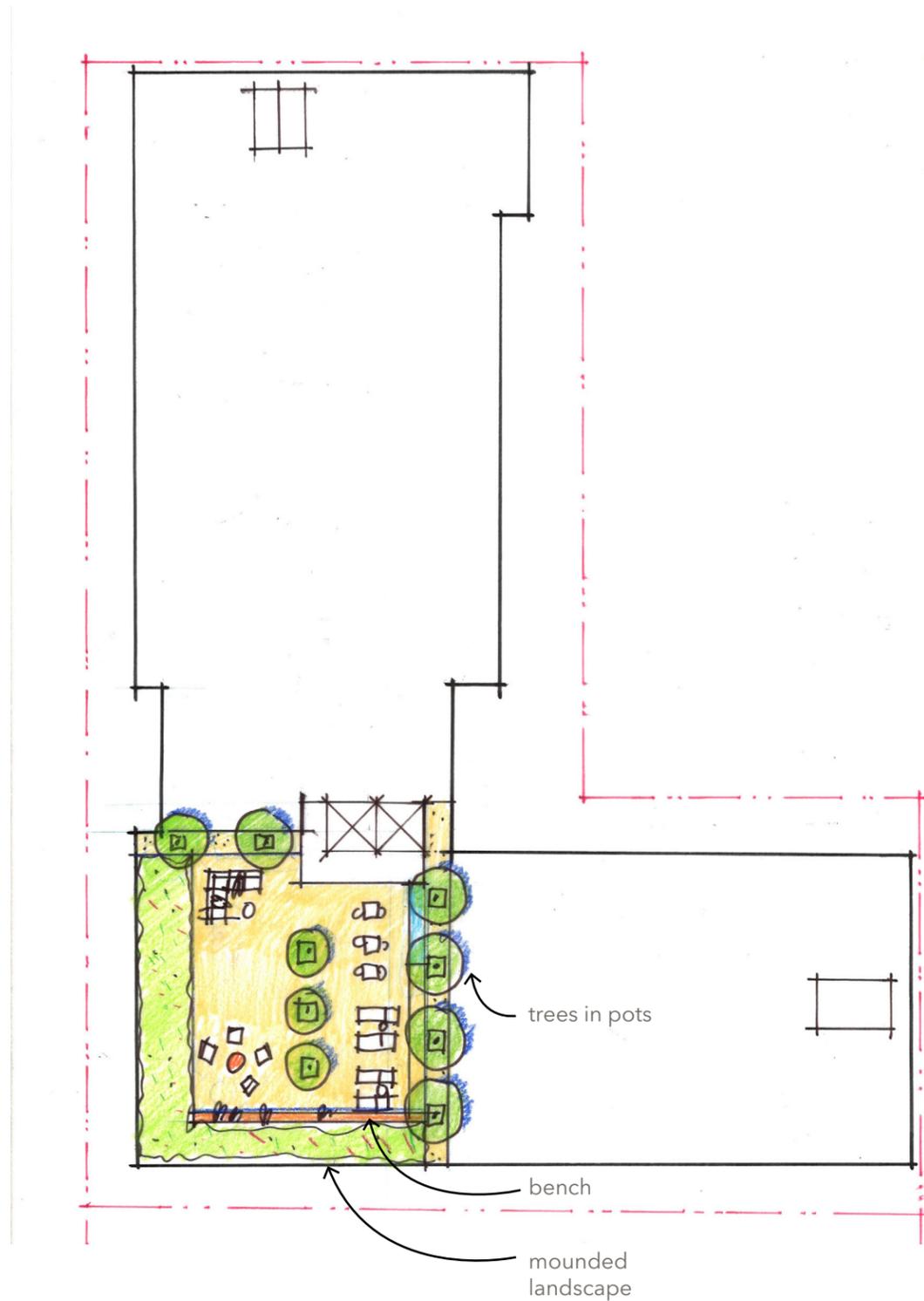


GENEROUS SETBACK SUPPORTS RETAIL



AMENITY TERRACE

# PODIUM AND ROOF PLAN



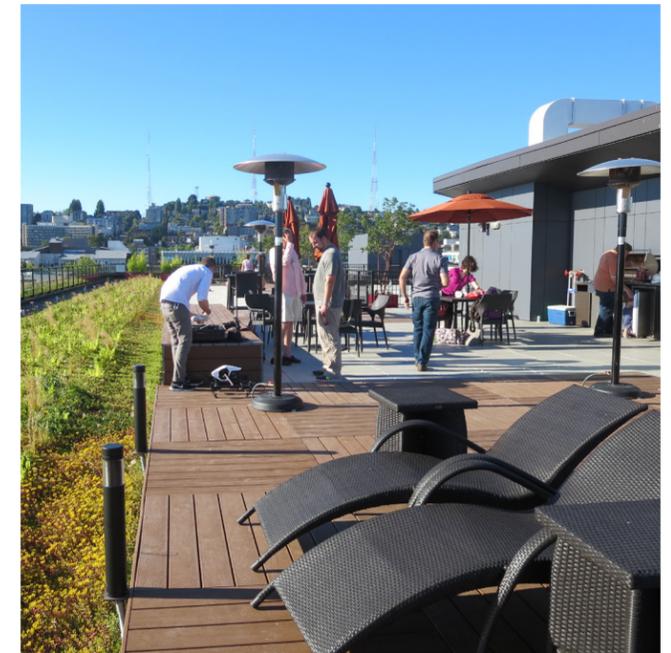
FIRE AND VIEW AND SUN



BBQ



BENCH



MOUNDED SEDUMS AND VIEW AND SUN

# PRECEDENTS DESIGN STIMULUS



ART INTEGRATED LANDSCAPE  
(BRIDGES @ 11TH, SEATTLE, WASHINGTON)



SIMPLICITY FORM AND MATERIALS (BRIDGES @ 11TH, SEATTLE, WASHINGTON)



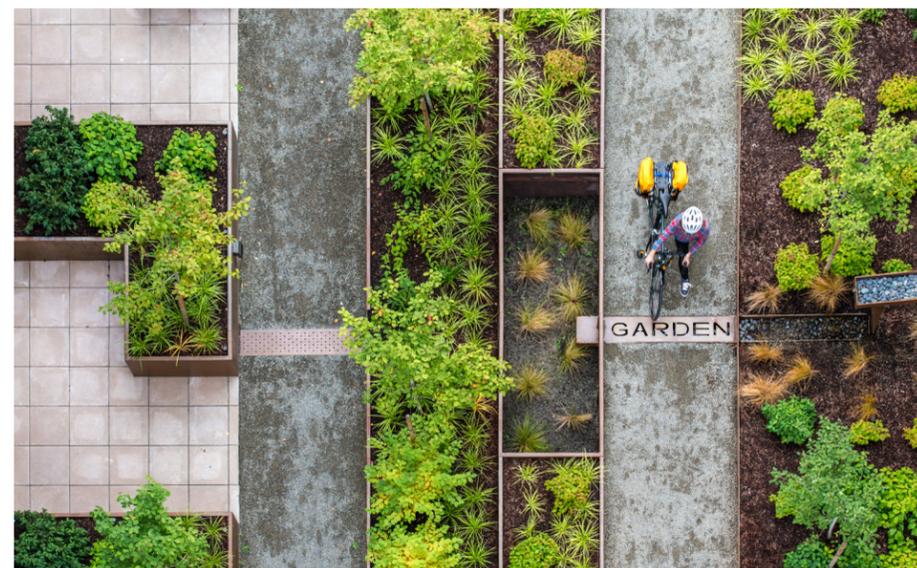
MAXIMIZE SOLAR AND VIEW AT TOP FLOOR AMENITY  
(AMLI SOUTH LAKE UNION PHASE I, SEATTLE, WASHINGTON)



INVITING ENTRIES (AMLI MARK24, SEATTLE, WASHINGTON)



INDOOR - OUTDOOR AMENITIES CONNECTION  
(AMLI SOUTH LAKE UNION PHASE I, SEATTLE, WASHINGTON)



FUNCTION AND FORM, HARDSCAPE AND LANDSCAPE  
(BRIDGES @ 11TH, SEATTLE, WASHINGTON)

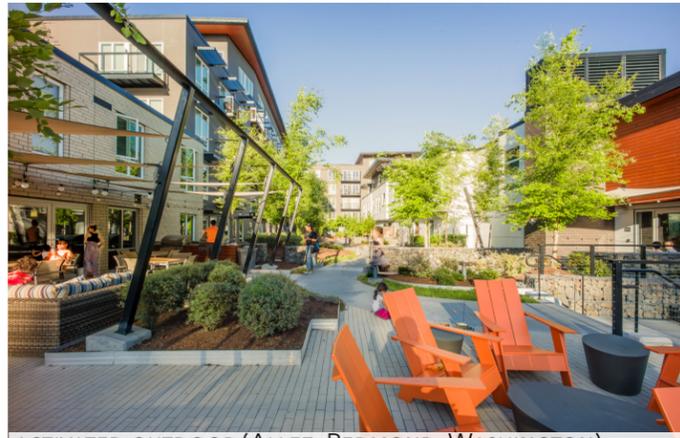


ROOF TERRACE WITH DURABLE AND ATTRACTIVE MATERIALS  
(AMLI MARK24, SEATTLE, WASHINGTON)

# PRECEDENTS RECENT PROJECT EXPERIENCE



MODERN LANDSCAPING AT ROOF TERRACE (BRIDGES @ 11TH, SEATTLE, WASHINGTON)



ACTIVATED OUTDOOR (ALLEZ, REDMOND, WASHINGTON)



INNOVATIVE URBAN OPEN SPACE DESIGN (AMLI SOUTH LAKE UNION PHASE I, SEATTLE, WASHINGTON)



SIMPLE BUILDING MASS FORM WITH VARIES INTEREST ELEMENTS SUCH AS BRIDGES, BALCONIES (BRIDGES @ 11TH, SEATTLE, WASHINGTON)



VISIBLE RESIDENTIAL LOBBY / LEASING FROM ACTIVE SIDEWALK (AMLI MARK24, SEATTLE, WASHINGTON)



(AVA UNIVERSITY DISTRICT, SEATTLE, WASHINGTON)



(ALLEZ, REDMOND, WASHINGTON)



PROJECT SITE

GGLO DESIGN