

# BLOCK 1A



## EARLY DESIGN GUIDANCE: RDG 1300 NE 65TH ST

AUGUST 29, 2016, 8:00 PM

1300 NE 65TH ST, SEATTLE WA 98115

MUP Number: 3024696

## VISION



- **Incorporate and Complement Growing Community**
- **Help Create a Vibrant and Dynamic Neighborhood**
- **Provide Supportive Retail and Divertive 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.

### **Number of Residential Units**

Approximately **134** units will be provided. Approximately **(22)** 2 bedroom, **(36)** 1 bedroom **(40)** urban 1 bedroom and **(36)** studios.

### **Number of Parking Spaces**

Approximately **99** underground parking spaces will be provided.

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

The preferred scheme anticipates approximately **4,526** square feet of retail space.

### **DESIGN PROFESSIONAL**

#### **GGLO**

1301 1st Ave,  
Suite 301  
Seattle, WA 98101

Contact: Jen Lien

### **OWNER**

Roosevelt Development  
Group

600 University Street  
Suite 2018  
Seattle, WA 98101

Contact: Nick Miller

### **SDCI CONTACT**

City of Seattle  
Department of  
Construction and Inspection

P.O. Box 34019  
Seattle, WA 98124

Contact: Breanne McConkie  
(206) 684-0363  
BreAnne.McConkie@seattle.gov



# PROPOSED PROJECT SITE AND CONTEXT

-  RDG owns or leases properties in shaded areas
-  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
- 22. Future Single-family Development parcels



# PROJECT INFORMATION

## Property Address

1300 NE 65th st, Seattle WA 98115

## Location

The proposed project is located on an infill site in the Roosevelt Neighborhood. The site is bounded by Northeast 65th Street on the South and Northeast 66th Street to the North and located between Brooklyn Avenue Northeast and 14th Avenue Northeast.

## Existing Uses & Structures

The project site is comprised of seven parcels under singular ownership. The northern lot is occupied by one single-family residence with a driveway curb cut accessed from NE 66th Avenue. The southern lot is occupied by four single-family residences. Access to these is from a total of 3 curb cuts on NE 65th Avenue. All existing structures and paved surfaces located on the project site are proposed to be demolished.

## Program

New construction of a 7-story commercial/residential mixed use building and 2 story below grade parking.

## Physical Features

The site is characterized by a substantial grade change: 12 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

### **PARCEL 052504-9138 (1315 NE 66th St)**

THAT PORTION OF THE EAST 1/2 OF THE SOUTH 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M., DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID SECTION 5 AND RUNNING NORTH ALONG THE EAST LINE OF SAID SECTION 138.25 FEET; THENCE NORTH 88°29'15" WEST PARALLEL TO THE SOUTHERLY LINE OF SAID SECTION 409.32 FEET TO THE TRUE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE CONTINUING NORTH 88°29'15" WEST 41.53 FEET; THENCE NORTH 00°50'45" WEST 41.79 FEET; THENCE NORTH 02°12'15" EAST 53.87 FEET TO THE SOUTHERLY MARGIN OF SAID EAST 66TH STREET 40.08 FEET; THENCE SOUTH PARALLEL TO THE EAST LINE OF SAID SECTION 5, A DISTANCE OF 95.65 FEET TO THE TRUE POINT OF BEGINNING;

SITUATE IN THE CITY OF SEATTLE, COUNTY OF KING, STATE OF WASHINGTON.

### **PARCEL 052504-9061 (1300 NE 65th St)**

THAT CERTAIN PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING ON THE SOUTH LINE OF SAID SECTION 5, AT A POINT WHICH IS 519.32 FEET WEST MEASURED ALONG SAID SOUTH LINE FROM THE SOUTHEAST CORNER OF SAID SECTION 5; RUNNING THENCE NORTH 0°51'52" WEST 36.35 FEET TO THE NORTH LINE OF EAST 65TH STREET AND THE TRUE POINT OF BEGINNING; THENCE NORTH 0°51'52" WEST 102 FEET; THENCE NORTH 89°22'46" WEST 45.50 FEET TO THE EAST LINE OF BROOKLYN AVENUE, AS NOW ESTABLISHED; THENCE ALONG SAID BROOKLYN AVENUE 102 FEET, MORE OR LESS, TO THE NORTH LINE OF SAID EAST 65TH STREET; THENCE ALONG SAME SOUTH 89°24'46" EAST 46.30 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

### **PARCEL 052504-9053 (1306 NE 65th St)**

THE WEST 30 FEET OF THAT CERTAIN PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING ON THE NORTH LINE OF EAST 65TH STREET AT A POINT WHICH IS 459.32 FEET WEST AND 36.35 FEET NORTH OF THE SOUTHEAST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE NORTH 0°51'52" WEST 102 FEET; THENCE NORTH 89°24'46" WEST 60 FEET; THENCE SOUTH 0°51'52" EAST 102 FEET TO SAID EAST 65TH STREET; THENCE EAST ALONG SAME 60 FEET TO POINT OF BEGINNING;

TOGETHER WITH EASEMENT FOR DRIVEWAY OVER THE WEST 4 FEET OF A TRACT OF LAND ADJOINING SAID PREMISES ON THE EAST.

### **PARCEL 052504-9054 (1310 NE 65th St)**

THAT CERTAIN PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5 TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON DESCRIBED AS FOLLOWS:

BEGINNING ON THE NORTH LINE OF EAST 65TH STREET AT A POINT WHICH IS 459.32 FEET WEST AND 36.35 FEET NORTH OF THE SOUTHEAST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE SOUTH 0°51'52" WEST 102 FEET; THENCE NORTH 89°24'46" WEST 30 FEET; THENCE SOUTH 0°51'52" EAST 102 FEET TO SAID EAST 65TH STREET; THENCE EAST ALONG THE SAME 30 FEET TO POINT OF BEGINNING. SUBJECT TO AN EASEMENT FOR COMMUNITY DRIVEWAY OVER AND ACROSS THE WEST 4 FEET OF SAID PREMISES AS CREATED BY INSTRUMENT RECORDED MAY 21, 1935 UNDER AUDITOR'S NO. 2853653.

### **PARCEL 052504-9050 (1312 NE 65th St)**

PORTION OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 429.32 FEET WEST AND 36.35 FEET NORTH OF THE SOUTHEAST CORNER OF SAID SECTION 5; THENCE NORTH 0°51'52" WEST 102 FEET; THENCE NORTH 89°24'46" WEST 30 FEET; THENCE SOUTH 0°51'52" EAST 102 FEET; THENCE SOUTH 89°24'46" EAST 30 FEET TO THE TRUE POINT OF BEGINNING.

### **PARCEL 052504-9043 (1316 NE 65th St)**

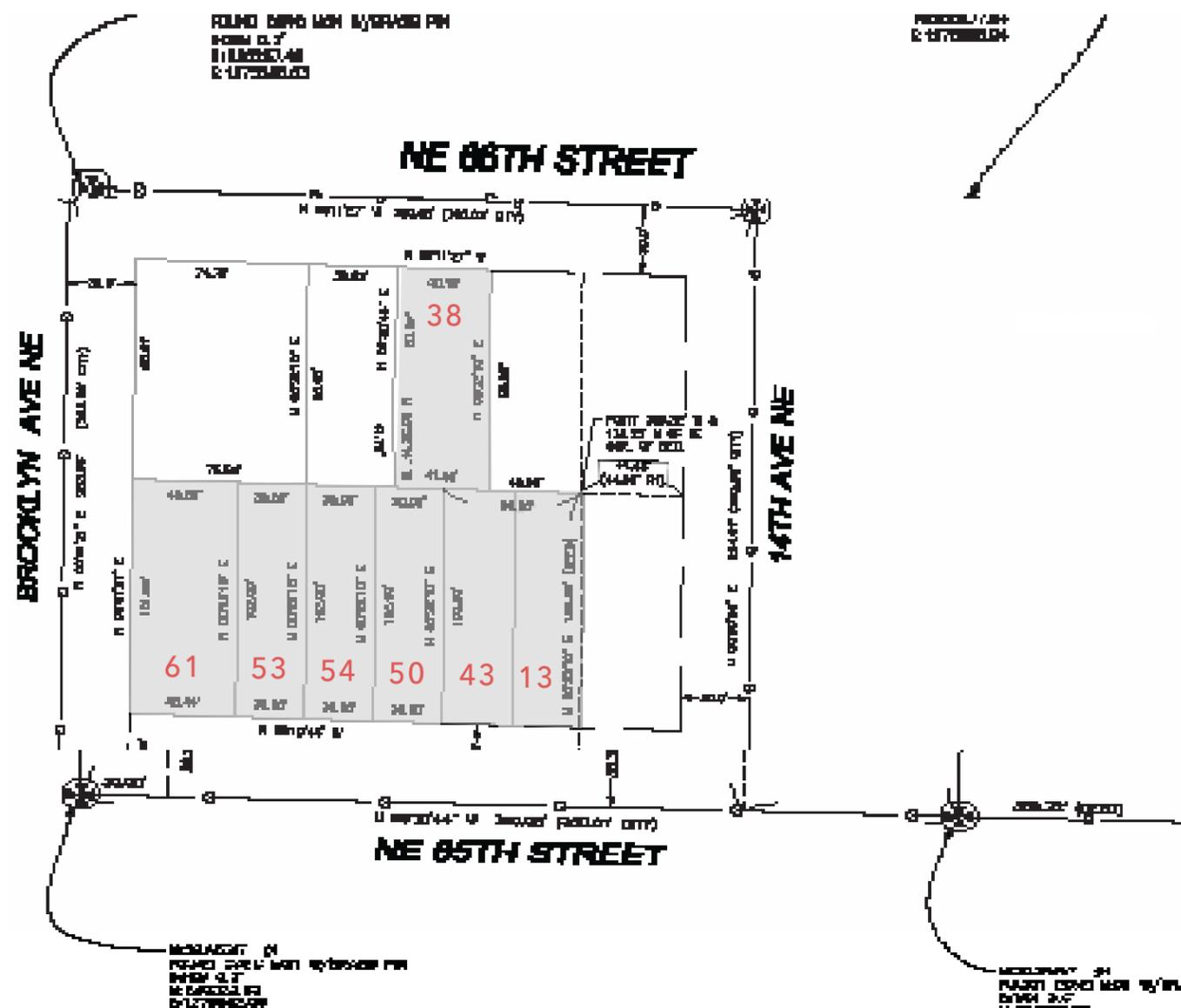
THAT PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M. IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 429.32 FEET AND 36.35 FEET NORTH OF THE SOUTHEAST CORNER OF SAID SECTION 5; THENCE NORTH 00°51'52" WEST 102 FEET; THENCE SOUTH 89°24'46" EAST 30 FEET; THENCE SOUTH 00°51'52" EAST 102 FEET; THENCE NORTH 89°24'46" WEST 30 FEET TO TRUE POINT OF BEGINNING.

### **PARCEL 052504-9013 (1318 NE 65th St)**

THAT PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 25 NORTH, RANGE 4 EAST, W.M. IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 399.32 FEET WEST AND 36.35 FEET NORTH OF THE SOUTHEAST CORNER OF SAID SECTION 5; THENCE NORTH 00°51'52" WEST 102 FEET; THENCE SOUTH 89°24'46" EAST 30 FEET; THENCE SOUTH 00°51'52" EAST 102 FEET; THENCE NORTH 89°24'46" WEST 30 FEET TO POINT OF BEGINNING.



# 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.

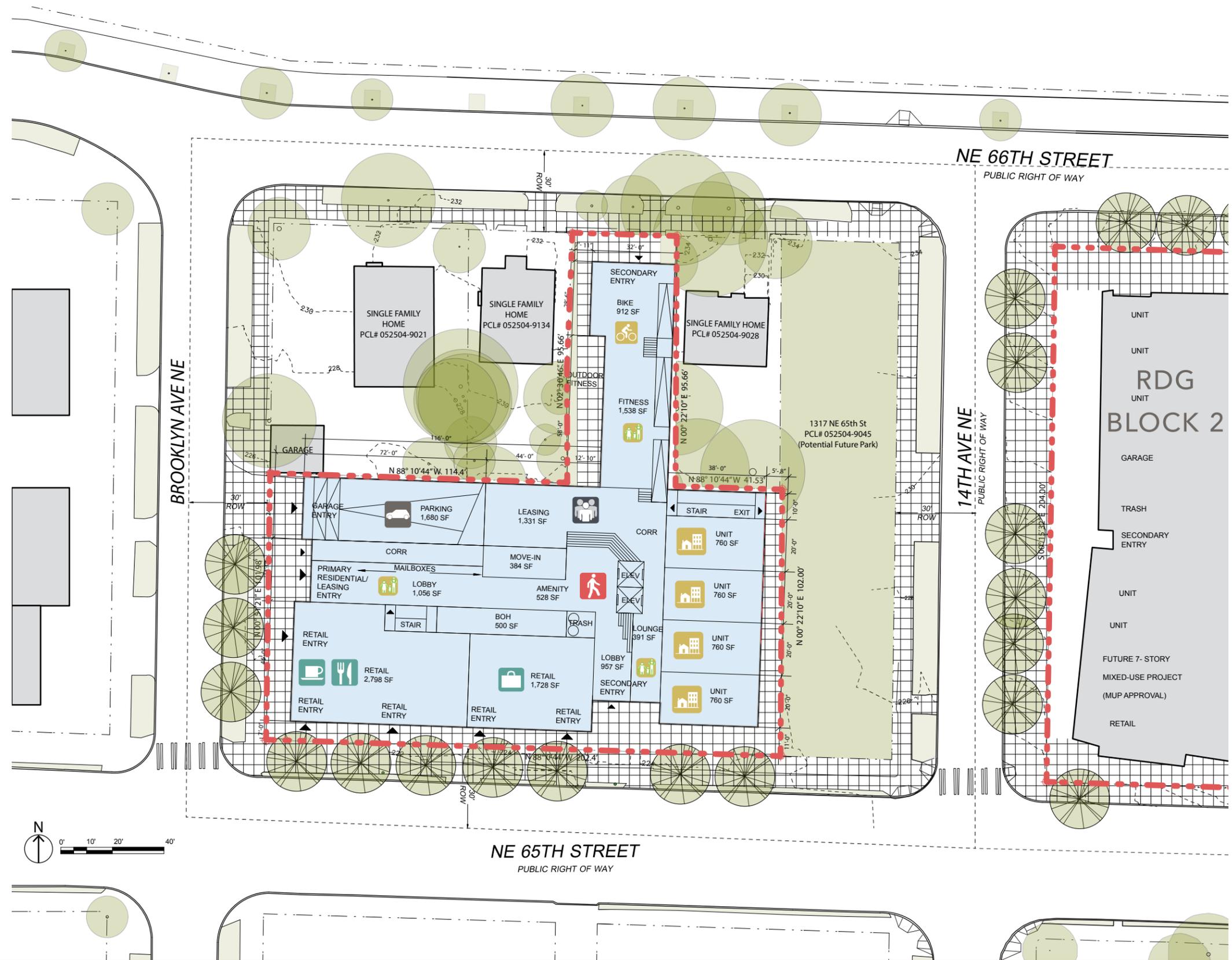
Roosevelt serves as a transit hub both for regional busses as well as the future light rail line. Within few block radius, tenants have direct transit lines as far north as Montlake Terrace, west to Golden Gardens, east to Redmond, and eventually, south as far as the SeaTac Airport using the Light Rail.



# 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.



## THE PLANNING CONTEXT:

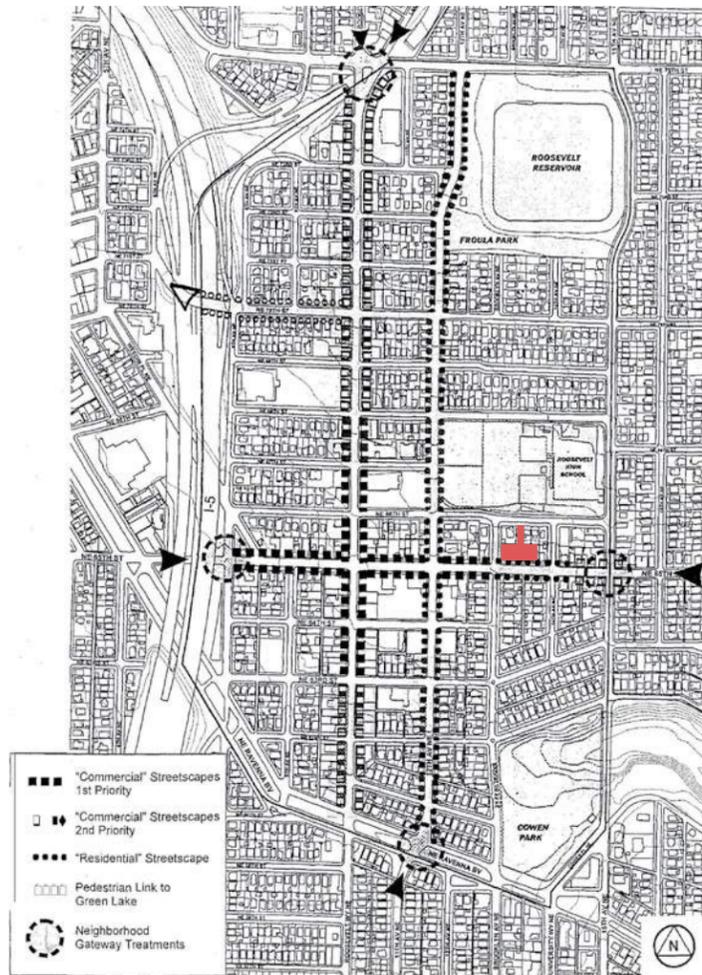


Figure 18: Neighborhood Identity Elements and Pedestrian Improvements

**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



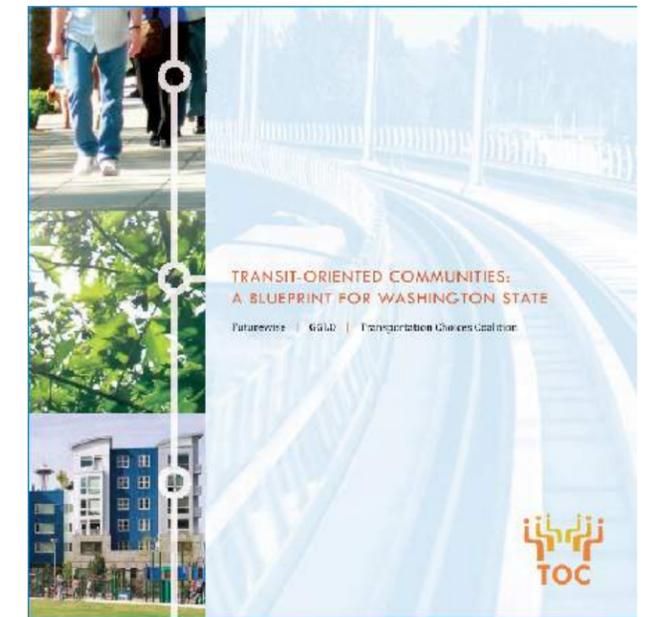
An urban design diagram of the Roosevelt Neighborhood, Seattle Transit Communities

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.

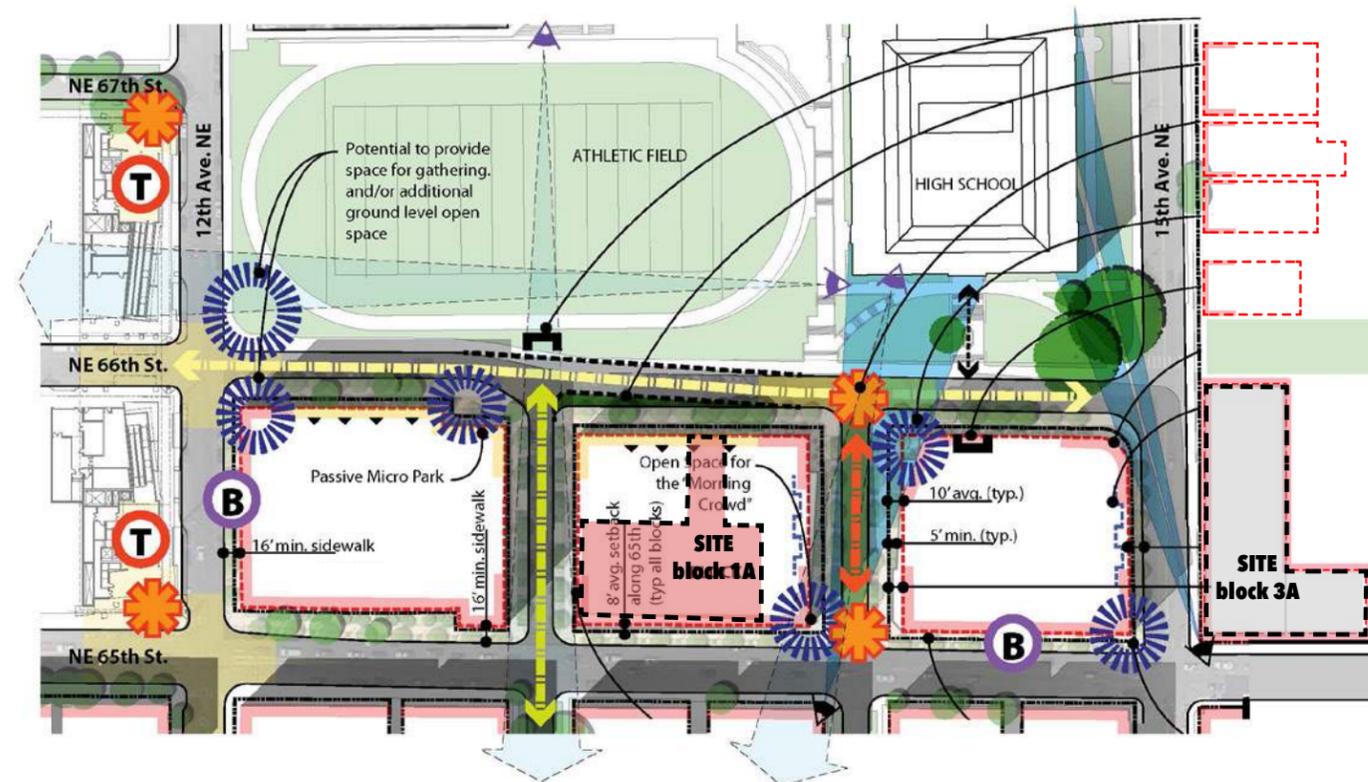
Among many recommendations, several that are relevant to this Project include:

- 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.*

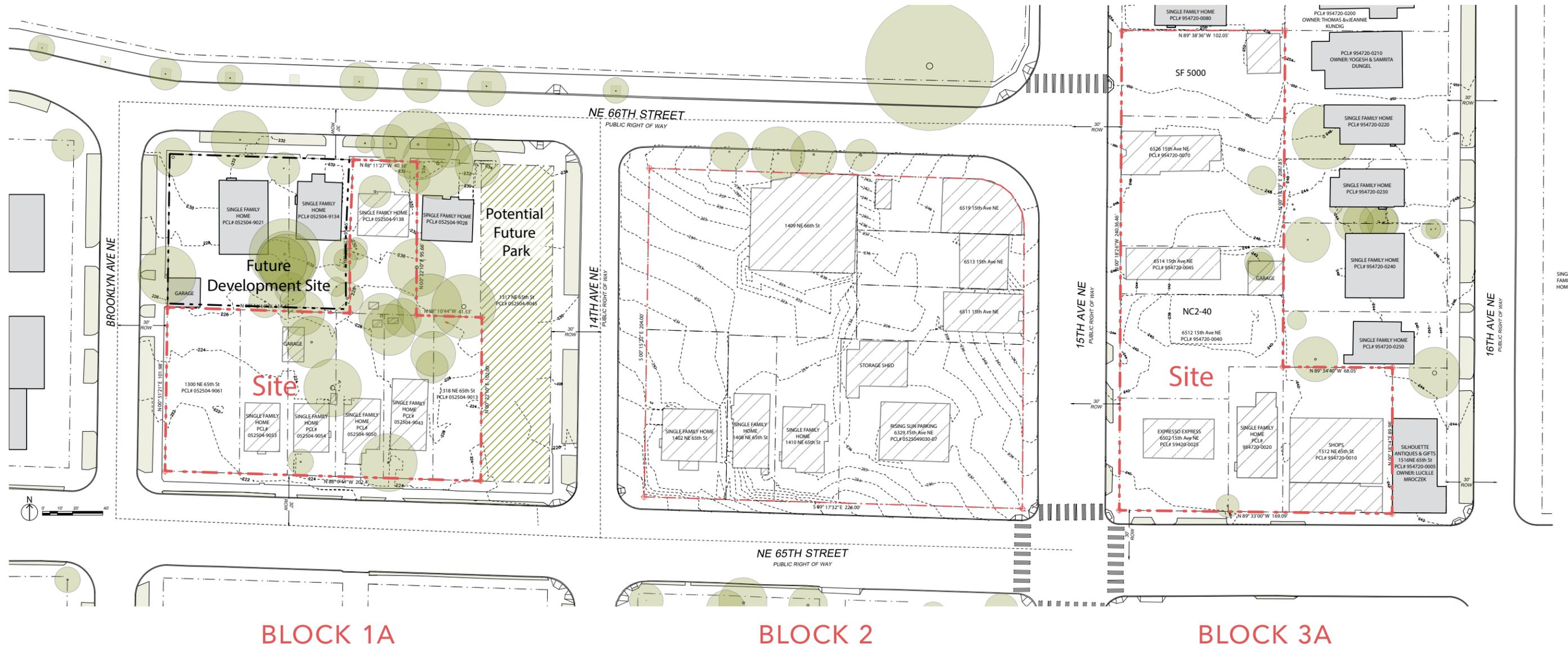
Throughout the Winter of 2011, the Spring and Summer of 2012, the Roosevelt Development Group (RDG) and the Roosevelt Neighborhood Association (RNA) partnered to craft the Legislative Rezone that governs the Project Site, but also the guiding principles that will determine the behavior of the future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

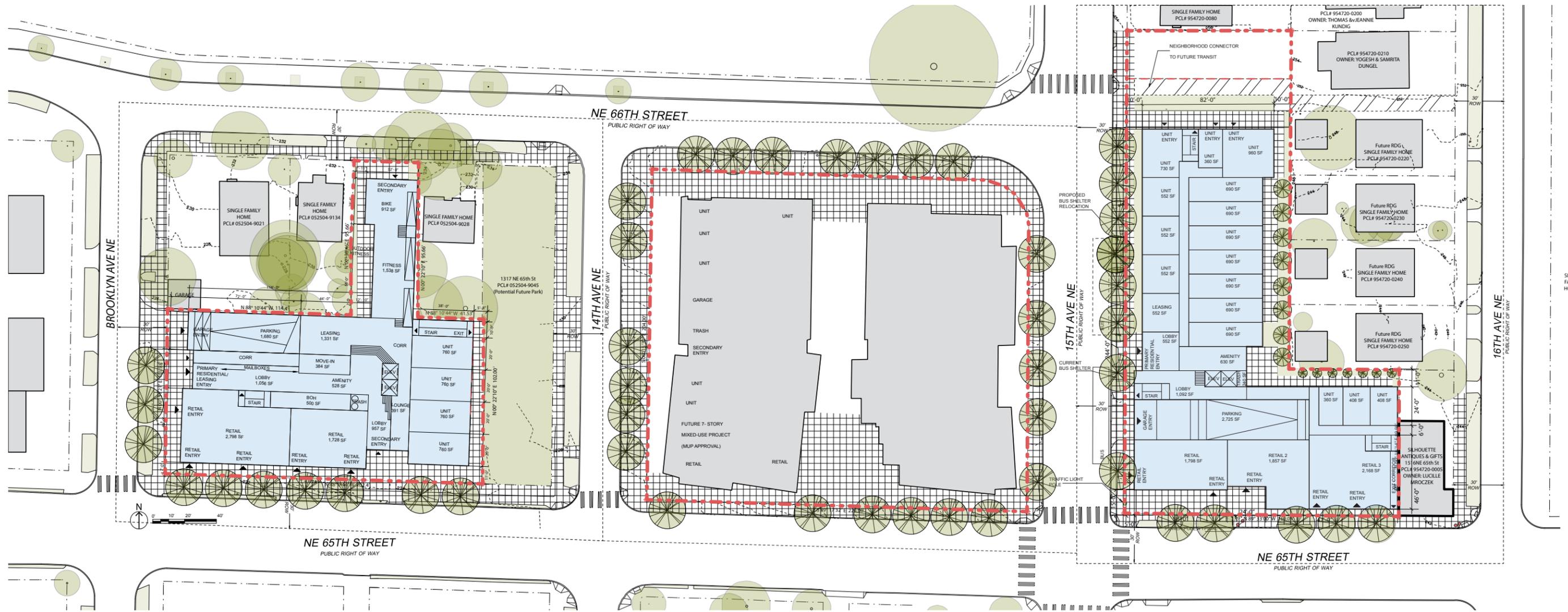
-  Maintain Roosevelt High School's central impact on the neighborhood by protecting views from the high school to the south and views of the high school from the streets.
-  Create a streetscape environment that is activated, vibrant, walkable and pedestrian friendly, including a pedestrian greenway 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



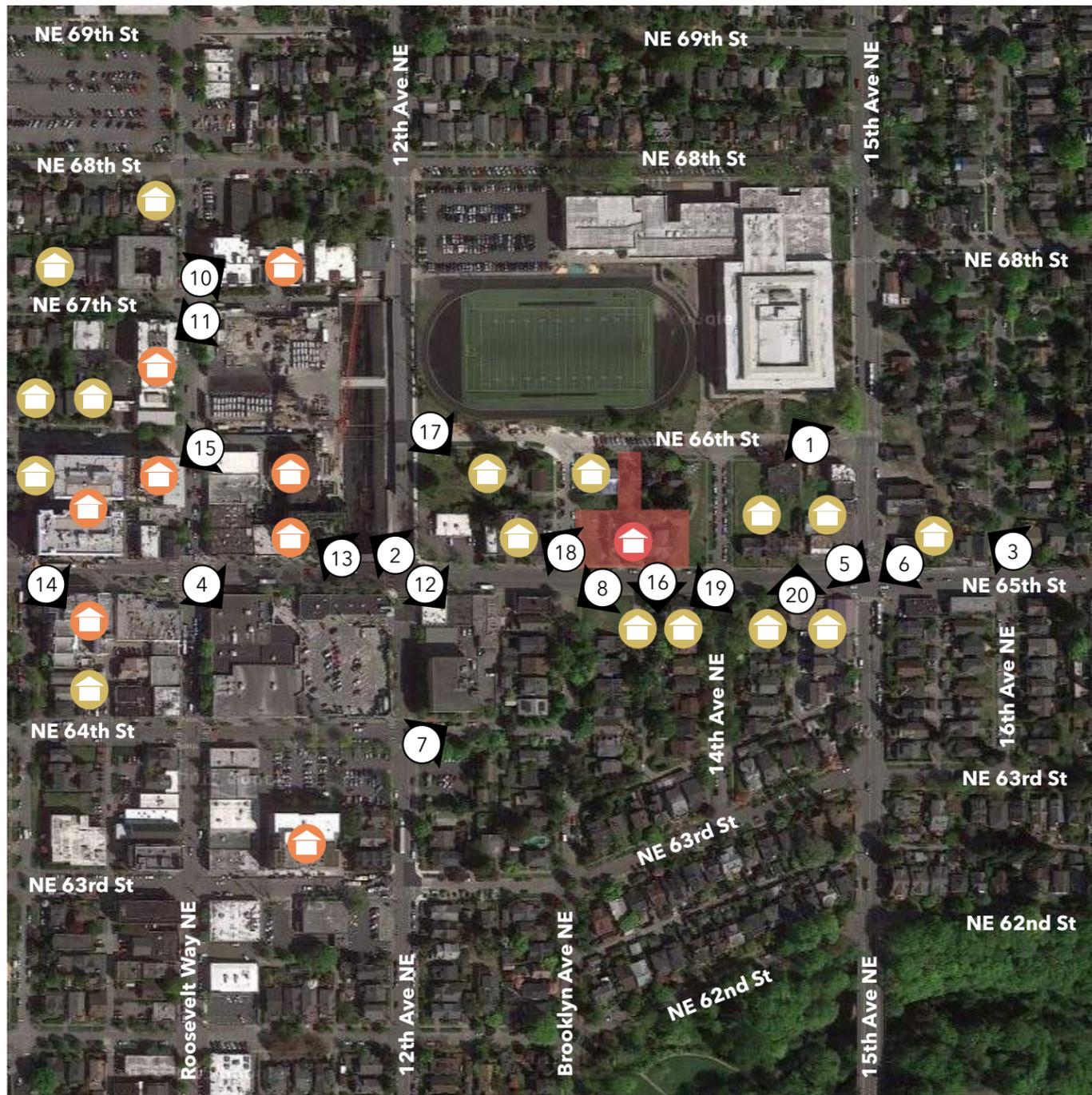
BLOCK 1A

BLOCK 2

BLOCK 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



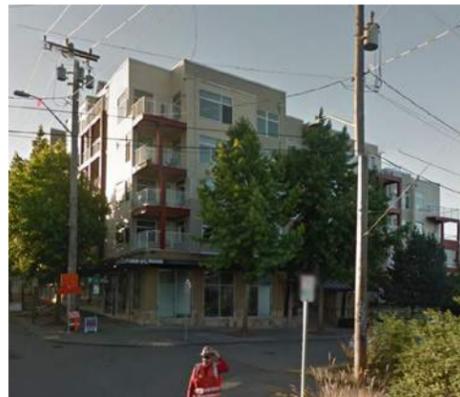
13 Dwell Condominiums



16 Typical Residential



11 Strada 67 Apartments



14 St. Theodore Apartments



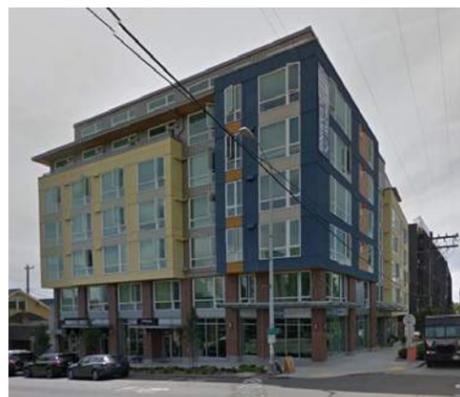
17 6516 12th Ave NE



SITE ANALYSIS AND CONTEXT



12 Toronado



15 Kavela Apartments



18 1222 NE 65th St



19 1319 NE 65th St



20 6505 15th Ave NE



## NEIGHBORHOOD GATEWAY

### OPPORTUNITIES

- Neighborhood Gateway at NE 65th St, 15th Ave NE, Roosevelt Way NE within 2 blocks
- Walking distance to Roosevelt High School
- 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



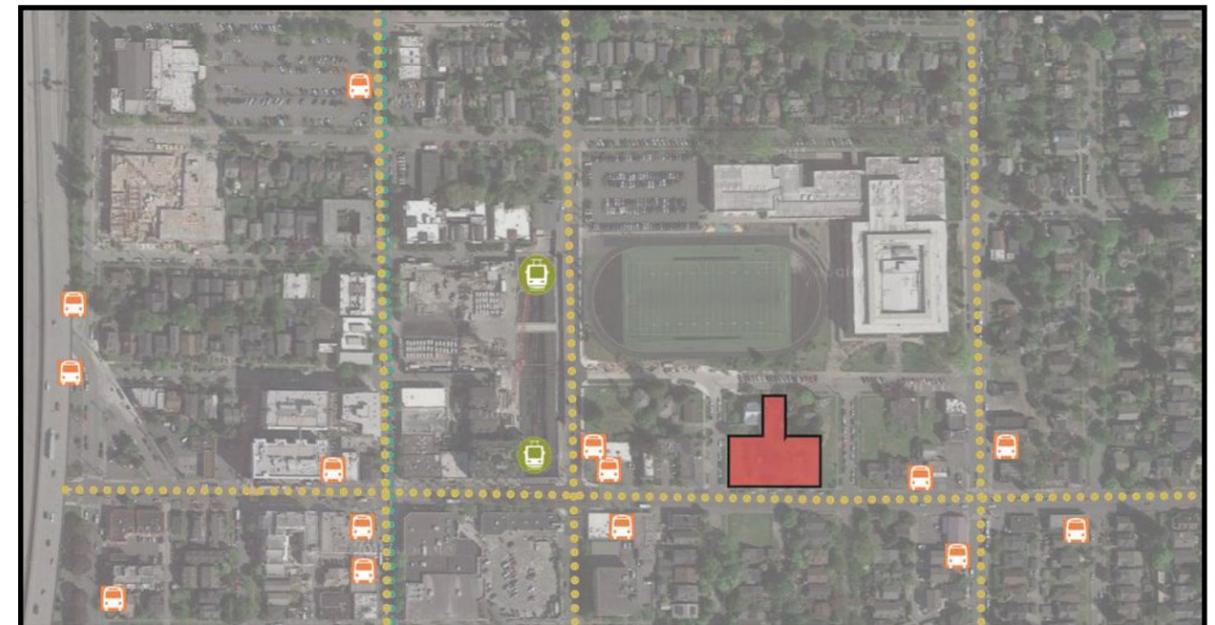
Highway
  Major Arterial
  Minor Arterial
  Neighborhood Commercial Zone per Roosevelt Design Guidelines

## SITE SOLAR & WIND EXPOSURE



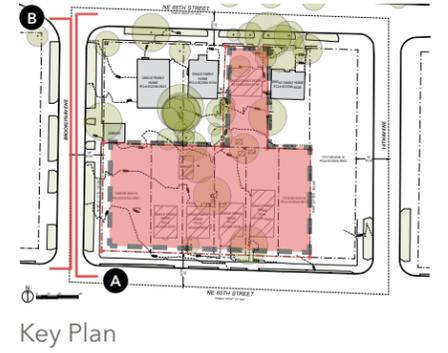
Summer Solstice Solar Path
  Summer Solstice Solar Path
  Prevailing Winds Winter (Top) & Summer (Bottom)

## TRANSPORTATION ROUTES



LightRail
  Bus Stops
  Bus Routes
  Existing Bike Lanes

# BROOKLYN AVE NE EXISTING STREETScape



**A** Brooklyn Ave NE Looking West



N

S

**B** Brooklyn Ave NE Looking East

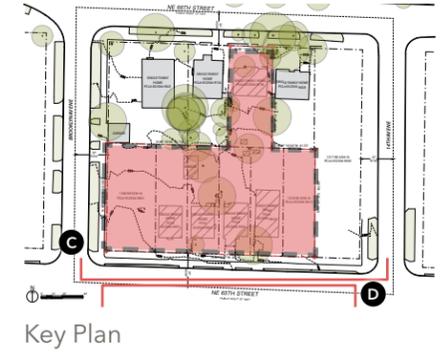


S

N

Proposed Development

# NE 65TH ST EXISTING STREETScape



**C** NE 65th ST Looking North



W

Proposed Development

E

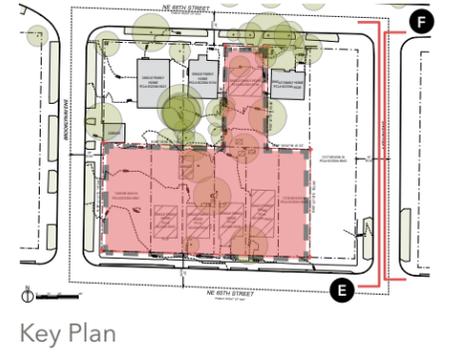
**D** NE 65th ST Looking South



E

W

# 14TH AVE NE EXISTING STREETScape



**E** 14th Ave NE Looking East



N

Proposed Development

S

**F** 14th Ave NE Looking West



S

N

# 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)



COWEN PARK & BRIDGE

COWEN PARK SUN DIAL



RAVENNA PARK



TEDDY'S - LOCAL BUSINESSES

### The HOTTEST NEIGHBORHOODS of 2016

REDFIN

1 Ukrainian Village (Chicago, IL) 4 Midtown (Ventura, CA)  
 2 Eastwood (Nashville, TN) 5 El Camino Real (Irvine, CA)  
 3 Ericsson (Minneapolis, MN) 6 Hampden (Baltimore, MD)  
 4 Hyde Park (Austin, TX) 7 Powderhorn Park (Minneapolis, MN)  
 8 Mount Pleasant (Washington, DC) 9 Roosevelt (Seattle, WA)



BULL MOOSE FESTIVAL



HISTORIC COMMERCIAL DISTRICT



ROOSEVELT HIGH SCHOOL AND PLAYFIELD



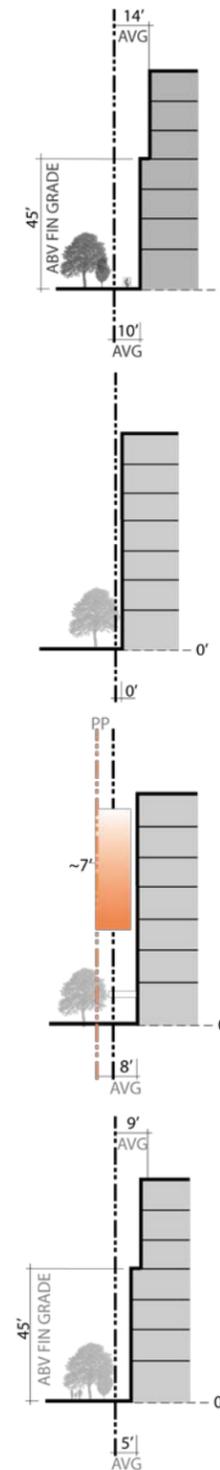
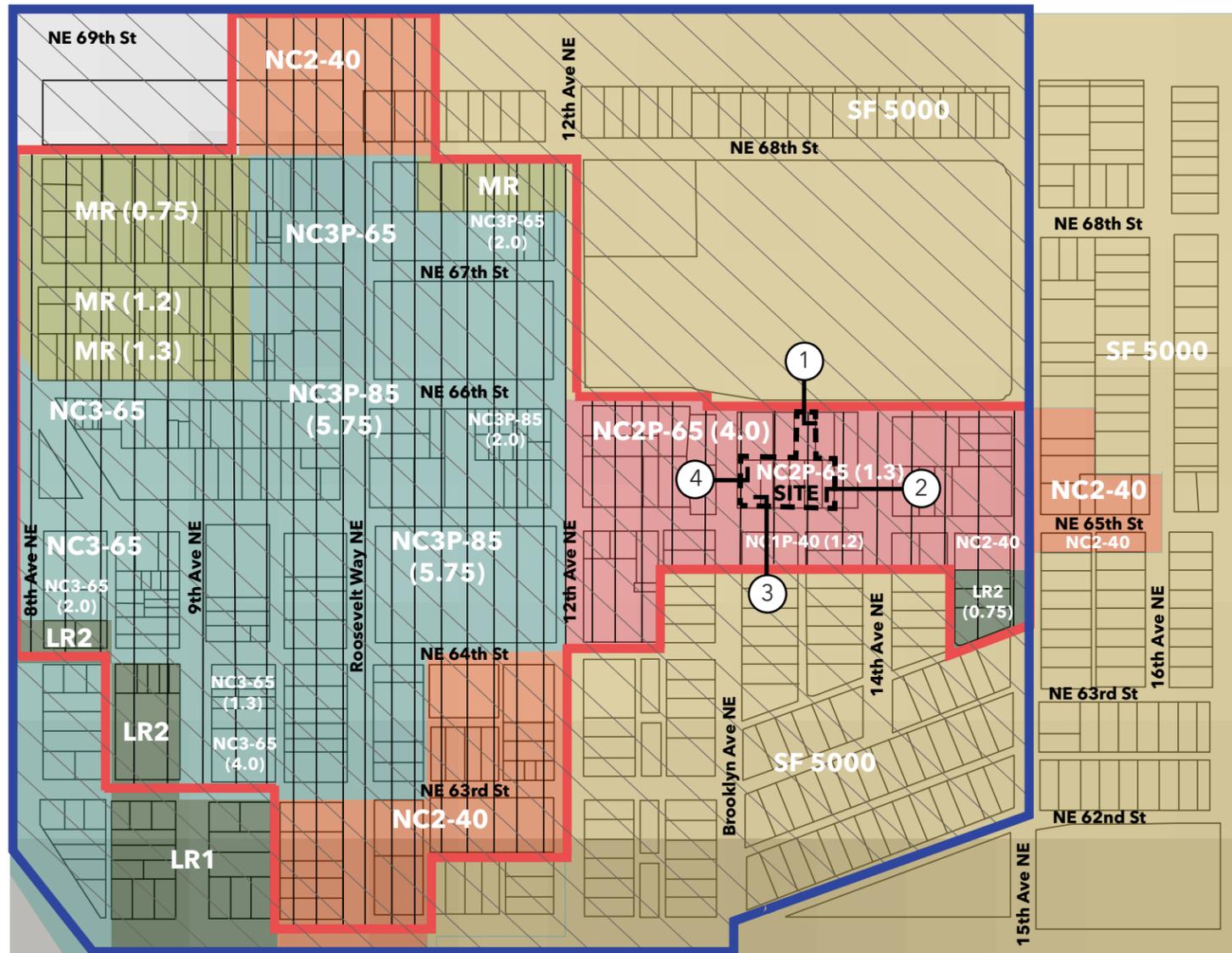
MODERN-DAY COMMERCIAL DISTRICT

SITE ANALYSIS AND CONTEXT

# LANDUSE AND ZONING ANALYSIS

# SETBACKS AND ENVELOPE ANALYSIS

(23.47A.009.D Standards Applicable to Specific Areas), Roosevelt Urban Village



① **Northeast 66th Street.** An average ground level setback of 10 feet and a minimum upper level setback of 4 feet at 45 feet above finished grade.

② **Interior lotline.** Zero setback

③ **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 feet from centerline at power poles

④ **Brooklyn Avenue Northeast.** An average ground level setback of 5 feet and a minimum upper level setback of 4 feet at 45 feet above finished grade.

## ZONING SUMMARY

### Zoning: North Block NC2P-65 (4.0), South Block NC2P-65 (1.3)

Overlays: Roosevelt Residential Urban Village and Station Area Overlay District  
Pedestrian Overlay

#### 23.47A.004 Permitted Uses

Permitted outright

- Commercial (Live-Work)
- Residential

- Commercial uses are required along 80% of the frontage along NE 65th Street.
- Live/Work units may not occupy more than 20% of the frontage along NE 65th Street.
- Commercial uses are prohibited along NE 66th Street, except within 50 feet of the intersection with Brooklyn Avenue NE and 14th Avenue NE. (23.47A.009.D.3)

#### 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.
- Continuous weather protection required along at least 60% of street frontage on principal pedestrian street.
- At least one of the street-level street-facing facades containing a residential use shall have a visually prominent pedestrian entry; and
- 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.009 Standards Applicable to Certain Areas (Roosevelt Urban Village)

- Along Brooklyn Ave NE: average ground level setback of 5 feet along length of street property line; minimum upper level setback of 4 feet at all points along the length of the street property line at 45 feet of height and above.
- Along NE 65th Street: average ground level setback of 8 feet, may include pedestrian access and circulation
- Ground level setbacks shall be landscaped and may include paving and lighting to enhance pedestrian safety and comfort.
- Ground-related housing units facing Northeast NE 66th Street shall have their primary pedestrian entrance directly accessible from the sidewalk.
- Stoops may not cover more than 20% of the total setback area along any single street.
- NE 65th Street is a Principle Pedestrian Street

## ZONING SUMMARY

#### 23.47A.012 Structure Height

- 65'-0" Allowed Maximum Base Height
- 68'-0" 3' additional structure height in exchange for upper-level setbacks (Roosevelt Neighborhood Design Guidelines DC3 Responding to Site Characteristics, Solar Orientation)
- 69'-0" 4' additional allowed for commercial and residential street level compliance
- 73'-0" 4' additional allowed for rooftop features = open railings, planters, skylights, clerestories, parapets, and firewalls
- 85'-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: 48,100 (approx.)
- Gross Floor Area: 158,650 square feet (approx.) including underground parking
- Incentive Zoning Suffix: 4.0
- Maximum FAR in the Station Overlay District: 5.75
- Allowable FAR: 5.75 (Table B for 23.47A.013)
- Proposed FAR: 3.30 (approx.)

#### 23.47A.032 Parking

- The Station Area Overlay does not require parking. However, if parking is provided, it must be below grade.
- Parking will be accessed from Brooklyn Ave NE.

#### 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 (90,472 SF x 0.05) = 4,524 SF required

#### 23.54.015 Required Parking

- No parking is required for residential & nonresidential uses within the Station Area Overlay District.
- Bicycle parking -long-term: 0.75 per SEDU, or 101 bicycles for 134 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 (134-50) = 711 SF
- The minimum horizontal dimension of required storage space is 12 feet

## DESIGN GUIDELINES

Guideline		Description	Sub - Guideline	Roosevelt Supplemental Guidance
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	I. Respond to Site Characteristics
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	I. Streetscape Compatability II. Corner Lots III. Height. Bulk and Scale
CS3	Architectural Context and Character	Contribute to the architectural character of the neighborhood.	A. Emphasizing Positive Neighborhood Attributes	I. Architectural Context
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	I. Pedestrian Open Spaces and Entrances
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	I. Human Activity II. Transition between Residence and Street
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 arrangemnet of uses and activities on site.	A. Arrangement of Interior Uses B. Vehicular Access and Circulation C. Parking and Service Uses	I. Parking and Vehicle Access II. Design of Parking Lots Near Sidewalks
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	I. Architectural Concept and Consistency
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	I. Residential Open Space
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	I. Exterior Finish Materials

# PRIORITY DESIGN GUIDELINES

## CS1- Natural Systems & Site Features



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

The property is an "T" shaped site, the basic massing shape is an "T" shaped building for all three options. To have distinctive options, the massing is broken up in NS section. North parcel will be a 6-story building while the south parcels will have 7-story. Massing is further separated along 65th to address the commercial corner on SW and residential + amenities corner on SE near future city park. 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 clerestory height to create taller volume for top floor units and amenities.

## PL4- Active Transportation



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

The bicycle storage room is located on ground level with easy access from north entry along 66th. Other entries are provided from south (65th) and west (Brooklyn) such that riders can choose their point of entry from different direction and connect to current bus routes or future light rail. Appropriate lighting and security measures ensure security of the bicycle storage space.

## CS2- Urban Pattern & Form



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

Facing 14th Ave NE, street level residential units will maintain the residential and pedestrian character of the neighborhood while open directly onto future city park. Commercial use and storefronts will "hold the edge" along NE 65th St. 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.

## 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 Brooklyn Avenue NE. Move-in will be locate adjacent to parking access. Transfer vault and trash will be below grade located within the garage and access through garage entrance.

## 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 ground related units will relate to current development along 14th Ave. Service, loading and storage areas for the proposed schemes will be oriented away from the 65th St. street frontages. Such services will be coming off of Brooklyn Ave. Residential secondary entry and amenities (such as fitness center) will locate on NE 66th St to promote healthy environment with Roosevelt High School.

## 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 adequate massing scale housing project with modern and simple forms. The architectural language at the ground level facing future city park and 14th Ave will be pedestrian residential scale. The tall retail and leasing spaces will be facing the faster moving street on 65th ST.

## PL3- Street-Level Interaction



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

The project will provide pedestrian-friendly sidewalks along Brooklyn 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 and leasing office will be at SW along Brooklyn for close access to future light rail station. Secondary entries along 65th. and 66th will create convenient entry point and enhance pedestrian interest.

## DC4- Exterior Element and Finishes

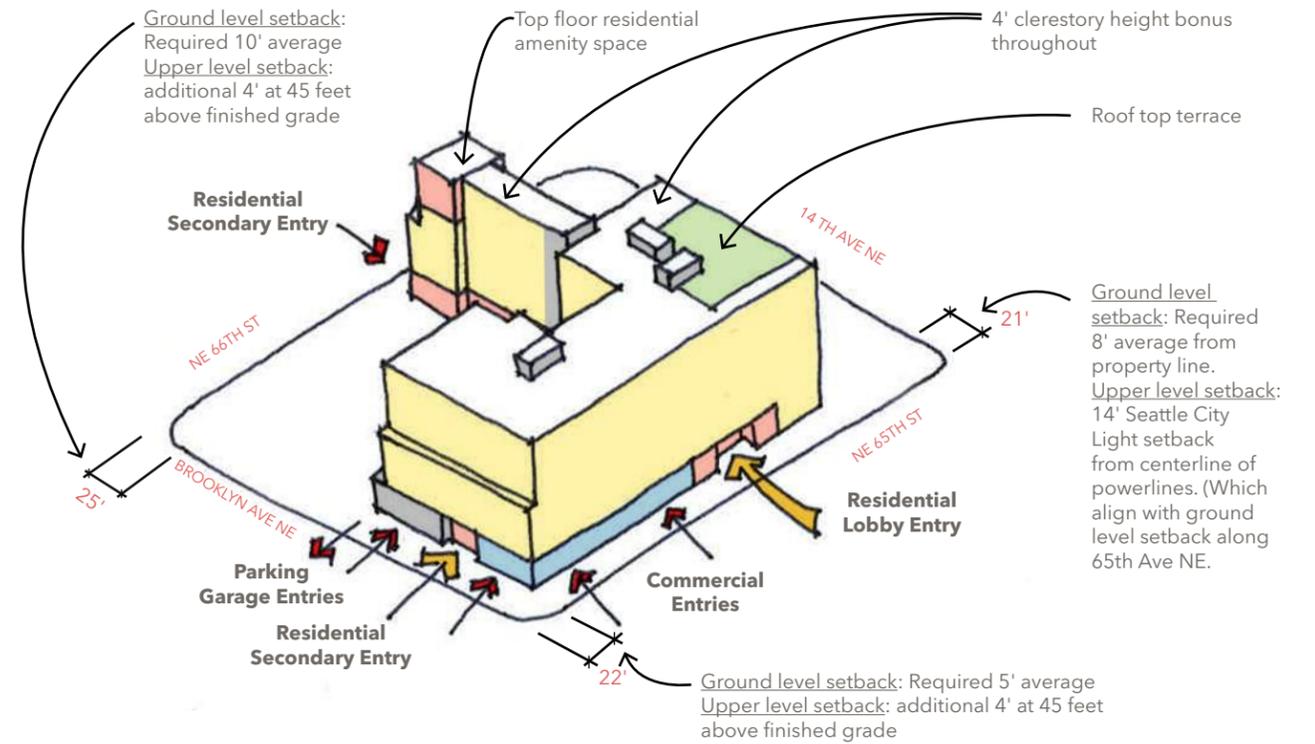
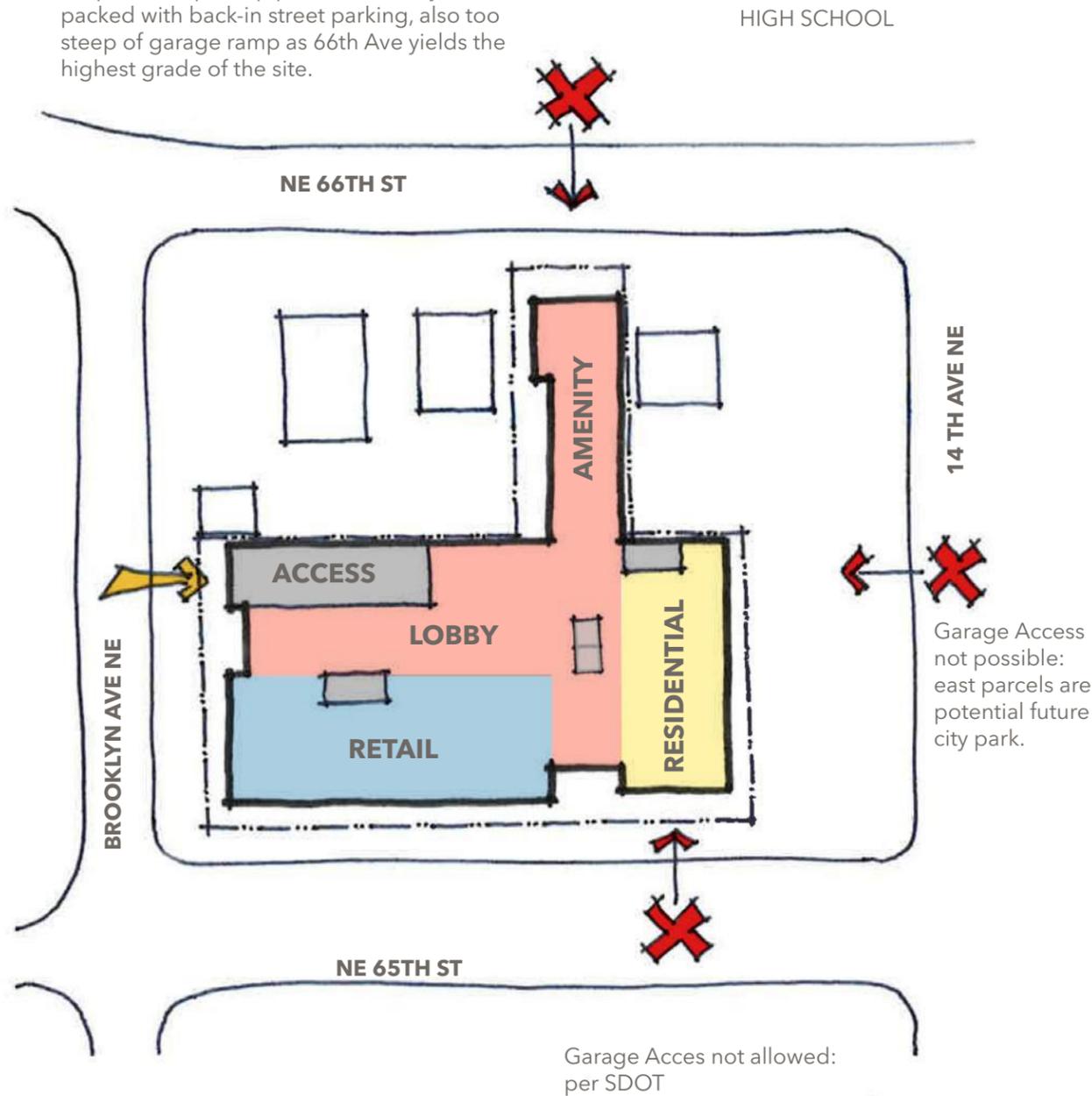


**A. building materials**      **C. lighting**  
**B. signage**      **D. trees, landscape and hardscape materials**  
**E. project assembly and lifespan**

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

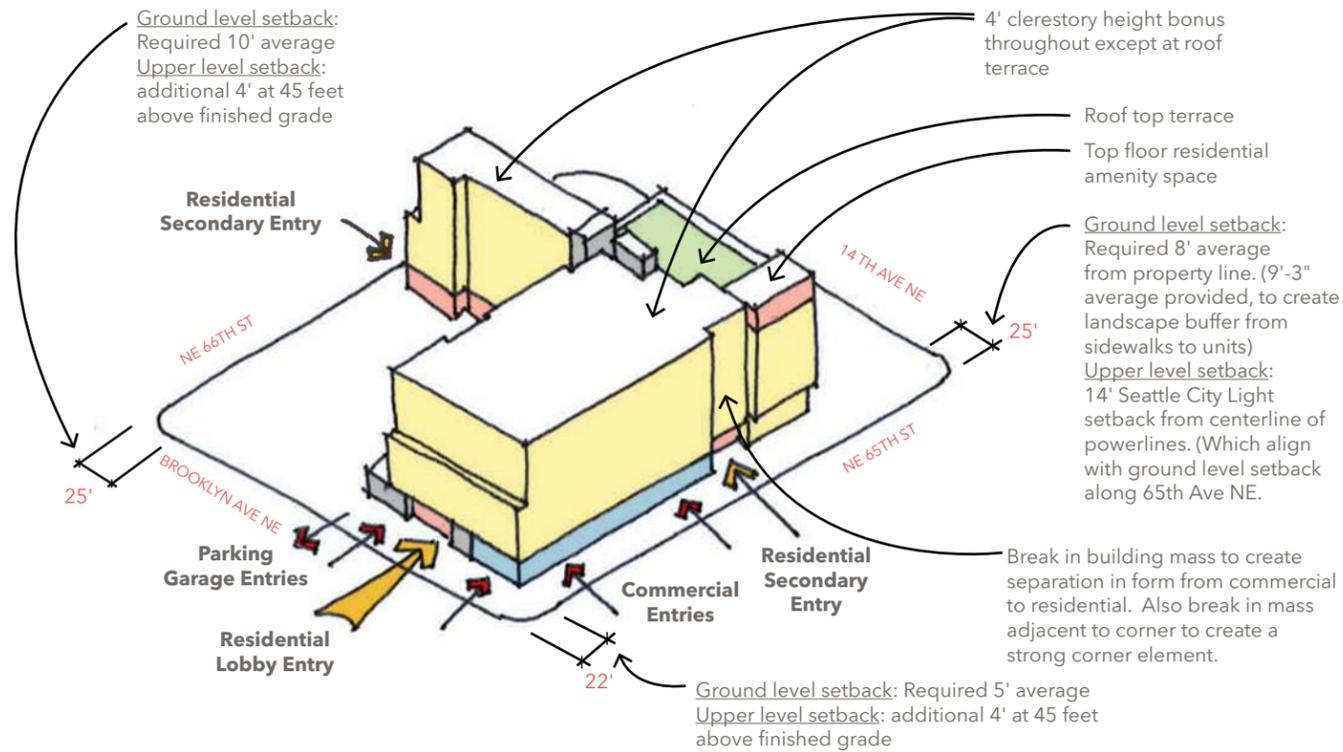
Garage Access not possible: too close to high school, 66th Ave too busy during school drop-off and pick-up period, one-way street, packed with back-in street parking, also too steep of garage ramp as 66th Ave yields the highest grade of the site.



## OPTION 1

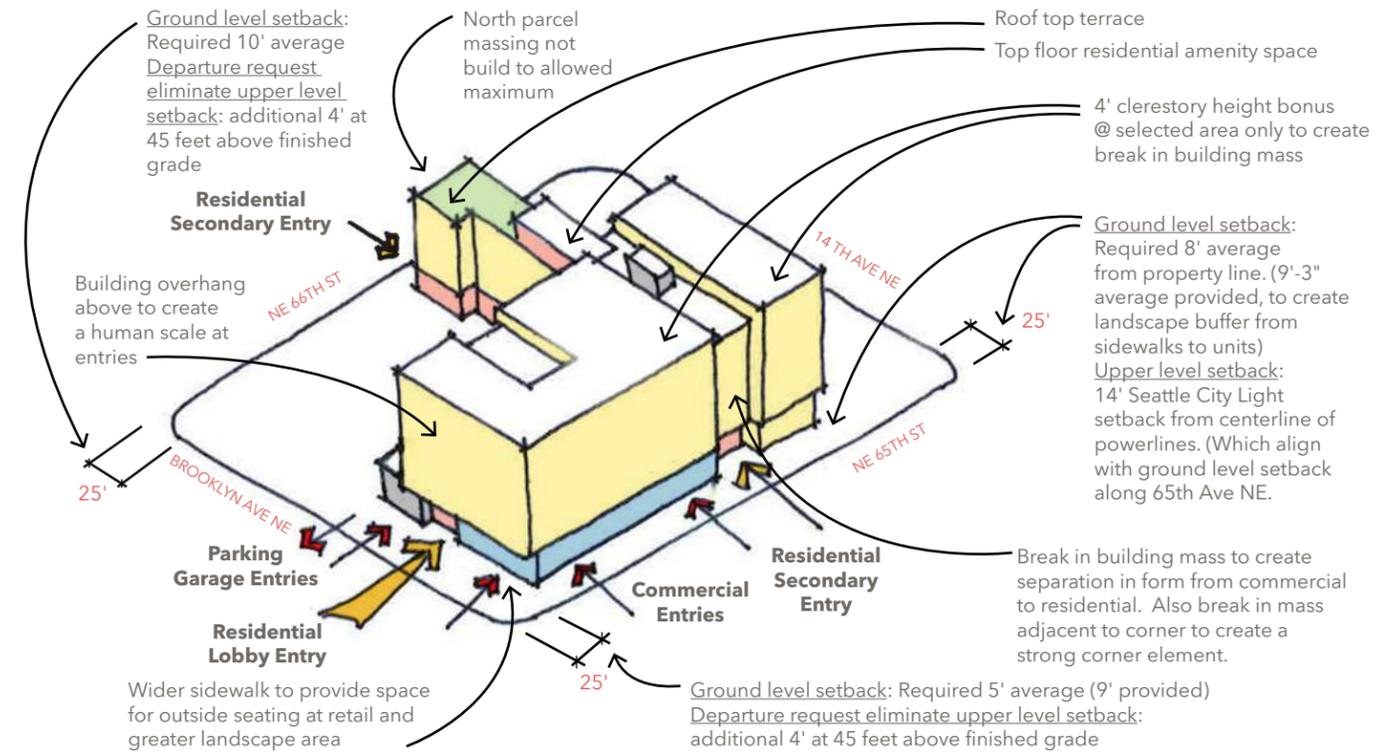
- In this option, the ground floor commercial programming is concentrated at the SW corner of 65th St. The intent is to connect the commercial component with existing retail nearby.
- Access to the main residential lobby and leasing office will be centrally located along 65th Ave creating an primary entry point and pedestrian interest on 65th during non-business hours.
- Proposed ground related units are maximized along east lot line. Each will have clear visual connection with the future city park.
- 66th Ave will be reserved for more private residential usage such as reading room, fitness center, or business center.
- Top floor amenities such as residential clubroom will also occupy the northern wing where there is an opportunity to create a double story volume plus a mezzanine level due to building stepped in NS section. In such, it allow views to the Roosevelt high school field as point of interest.
- Top level loft units are also introduce at the north wing.
- All services access including parking, move-in, vault and trash will be grouped to minimize the impact and locate along Brooklyn Ave.
- Multiple secondary entries from different streets allow flexible connection with diverse interest point within the neighborhood.
- U-shaped terrace will maximize usable outdoor space at mid-level, while roof top terrace is concentrated at southeast portion of the building for view and solar exposure.
- Overall massing is at zoning allowed maximum, including clerestory bonus throughout.

# DESIGN OPTIONS OVERVIEW



## OPTION 2

- In this option, the ground floor commercial programming is concentrated at the SW corner of 65th St. where edge of building is closest along 65th St. This results in increased commercial presence and connected with existing retail nearby.
- Access to the main residential lobby and leasing office will be centrally located along Brooklyn Ave creating a closest primary entry point and pedestrian interest from future light rail station.
- Proposed ground related units and secondary entry are setback along 65th and east lot line to create buffer from public area. In addition to the setback, finished level of such units are raised 3 feet above 65th street level for additional privacy. Each units will have clear visual connection with the future city park.
- 66th Ave will be reserve for more private yet active residential usage such as bike room and fitness center.
- Top floor amenities such as residential clubroom will occupy the southeast corner where there is a strong connection with the park below as well as roof top terrace adjacent above.
- Parking and move-in are also locate along Brooklyn Ave to avoid traffic interruption along 65th. Vault and trash are located below grade, accessible thru garage parking ramp.
- Multiple secondary entries from different streets allow flexible connection with diverse interest point within the neighborhood.
- Mid-level linear terrace with adequate setback will maximize openings, sun and view while being a good neighbor for future development along the north property line.
- Roof top terrace at zoning allowed maximum height. Rest of overall massing at maximum height with clerestory bonus.



## OPTION 3 - PREFERRED SCHEME

- In this option, the ground floor maximizes available areas and storefronts for commercial programming at SW corner. This results in increased commercial presence as it "hold the edge" and connected with existing retail nearby. Additional setback along Brooklyn allow wider sidewalk, outdoor seating and greater landscape area.
- Access to the main residential lobby and leasing office will be centrally located along Brooklyn Ave creating a closest primary entry point and pedestrian interest from future light rail station.
- Proposed ground related units and secondary entry are setback along 65th and east lot line to create buffer from public area. In addition to the setback, finished level of such units are raised 3 feet above 65th street level for additional privacy. Each units will have clear visual connection with the future city park. Building overhang above create human scale entries and service as weather protection.
- 66th Ave will be reserve for more private yet active residential usage such as bike room and fitness center. Open space along west property line of north parcel allow outdoor fitness area.
- Top floor amenities such as residential clubroom and roof top terrace will occupy the north parcel where there is a strong visual connection with Roosevelt High school and field.
- Parking and move-in are also locate along Brooklyn Ave to avoid traffic interruption along 65th. Vault and trash are located below grade, accessible thru garage parking ramp.
- Multiple secondary entries from different streets allow flexible connection with diverse interest point within the neighborhood.
- Mid-level linear courtyard with adequate setback will maximize openings, sun and view while being a good neighbor for future development along the north property line.
- As a good neighbor to adjacent single family house, overall building height is minimized at north parcel. Blank walls along NE corner where adjacent to existing single family lot also reserve privacy of neighbor.
- South parcels only utilizing additional clerestory height at selected locations to create breaks in massing form. Breaks in mass reduce scale, avoid monolithic height and create good modulation.

# MASSING: OPTION 1

## SUMMARY

- 7-story building with 2-story basement = 159,935 GSF
- 126 apartment units (673 SF avg @ total 84,788 GSF), 104 parking stalls
- 3,932 GSF commercial space • 2,348 GSF level 2 terrace • 2,759 GSF roof terrace

## GROUND FLOOR USES

- NE 65th St: Commercial, Residential Lobby & Leasing Offices, Residential Units
- Brooklyn Ave NE: Commercial, Residential secondary entry, Parking/Move-in/Trash Access
- NE 66th St: Residential secondary entry and amenities
- 14th Ave NE fronting future park: Residential Units

## OPPORTUNITIES

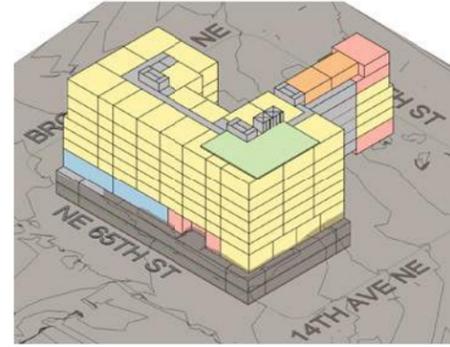
- No curb cuts and trash access along major streets @ 65th St. & 66th St.
- Residential entry points from 3 sides for convenient and maximize amenities activities linkage (enhance community connection with the neighborhood and within project)
- Maximize residential ground related units fronting future city park
- Residential lobby and leasing allows separation of ground related units from public commercial spaces
- Upper private u-shaped terrace @ average 48'-0" wide for maximum openings, light and view within project site. Adequate size terrace encourage outdoor activities
- Create separate massing by utilizing two grade plane calculation and stepped down building height along sloping site. Building at max height throughout.

## CONSTRAINTS

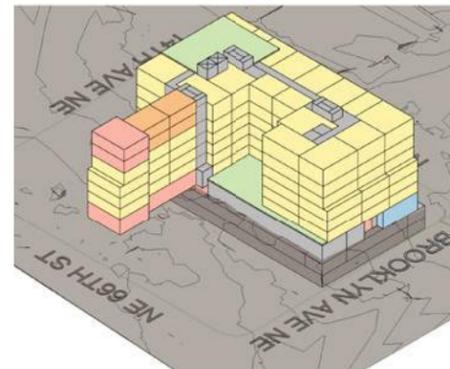
- Massing driven from upper level setback requirement along Brooklyn Ave & 66th St. created wedding cake appearances
- Lack of interest with monolithic building height, 7-stories volume throughout creates large contrast from existing single family house within the block.
- Lacking direct internal amenity connection from NE 65th St to NE 66th St

## DEPARTURE REQUESTED

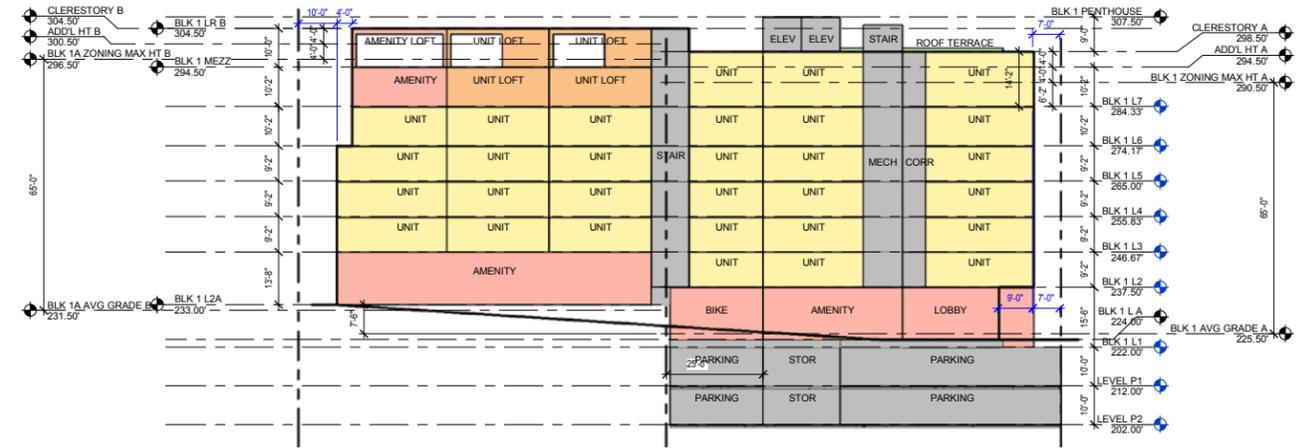
- None



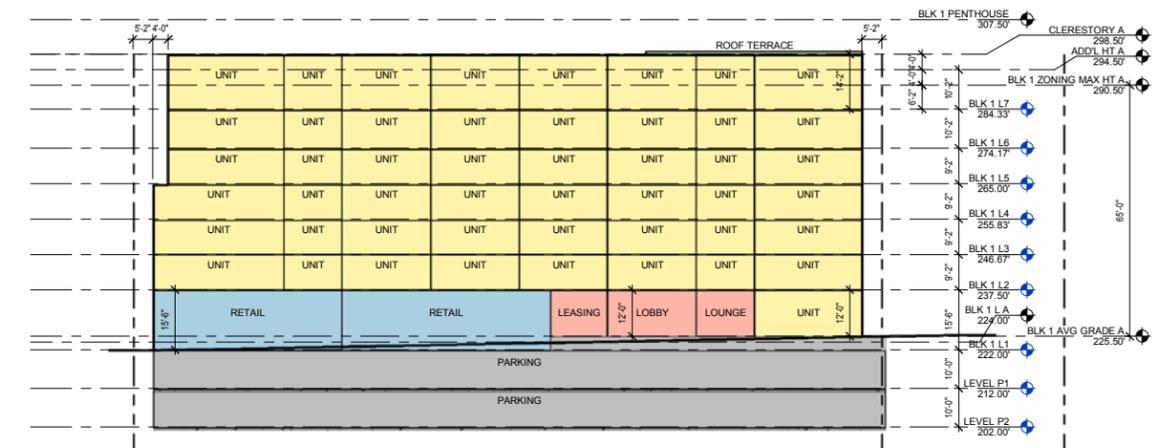
3D MASSING FROM SE CORNER



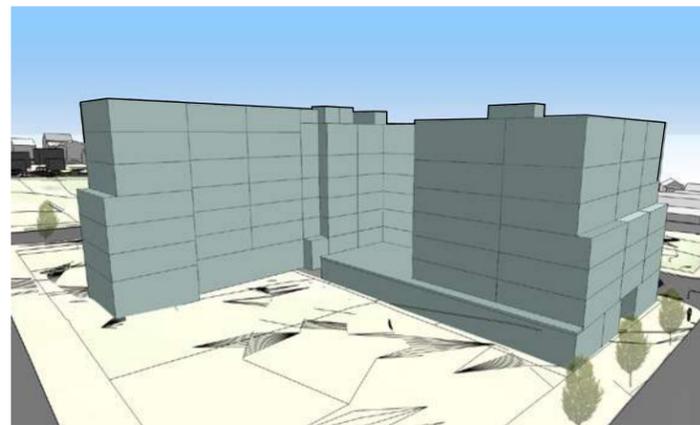
3D MASSING FROM NW CORNER



BUILDING SECTION NORTH-SOUTH THRU AMENITIES & LOFTS



BUILDING SECTION EAST-WEST THRU RETAIL



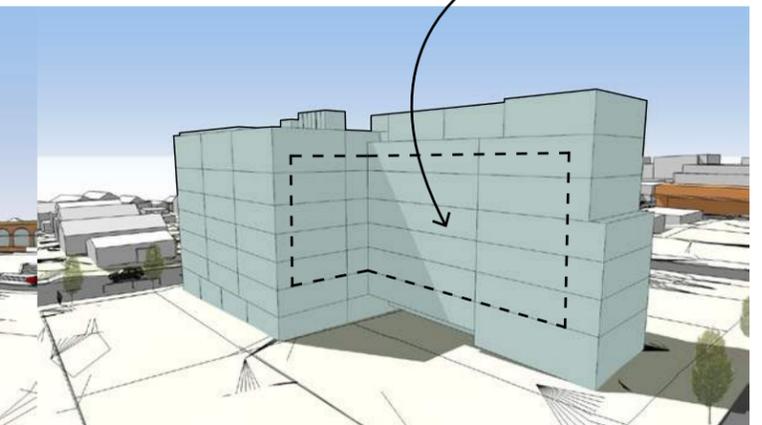
3D MASSING FROM NW CORNER



3D MASSING FROM SW CORNER



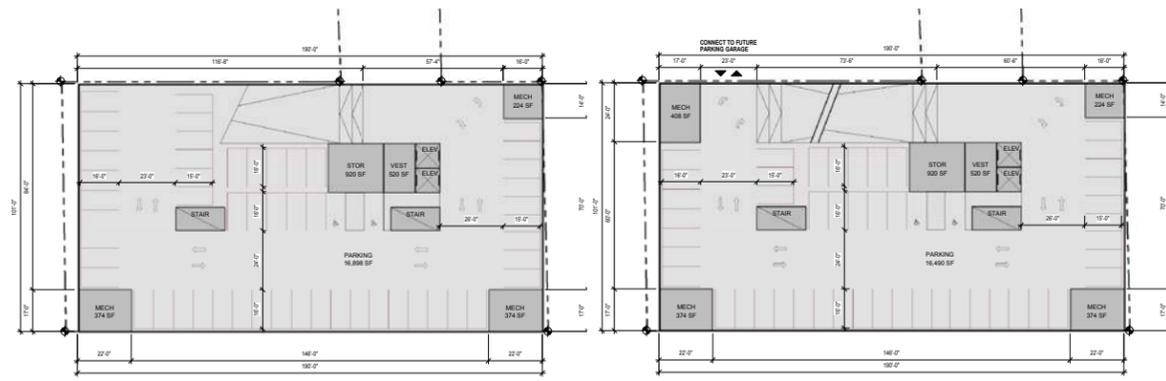
3D MASSING FROM SE CORNER



3D MASSING FROM NE CORNER

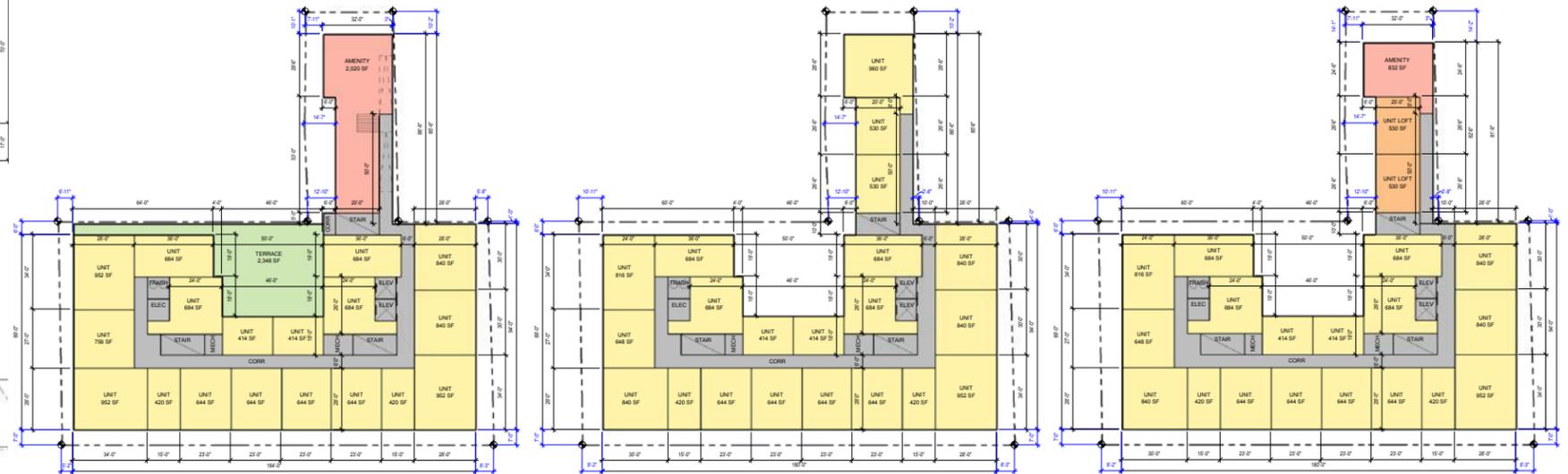
# MASSING: OPTION 1 159,935 GSF

- 126 apartment units (673 SF avg @ total 84,788 GSF), 104 parking stalls
- 3,932 GSF commercial space • 2,348 GSF level 2 terrace • 2,759 GSF roof terrace



FLOOR PLAN LEVEL P2

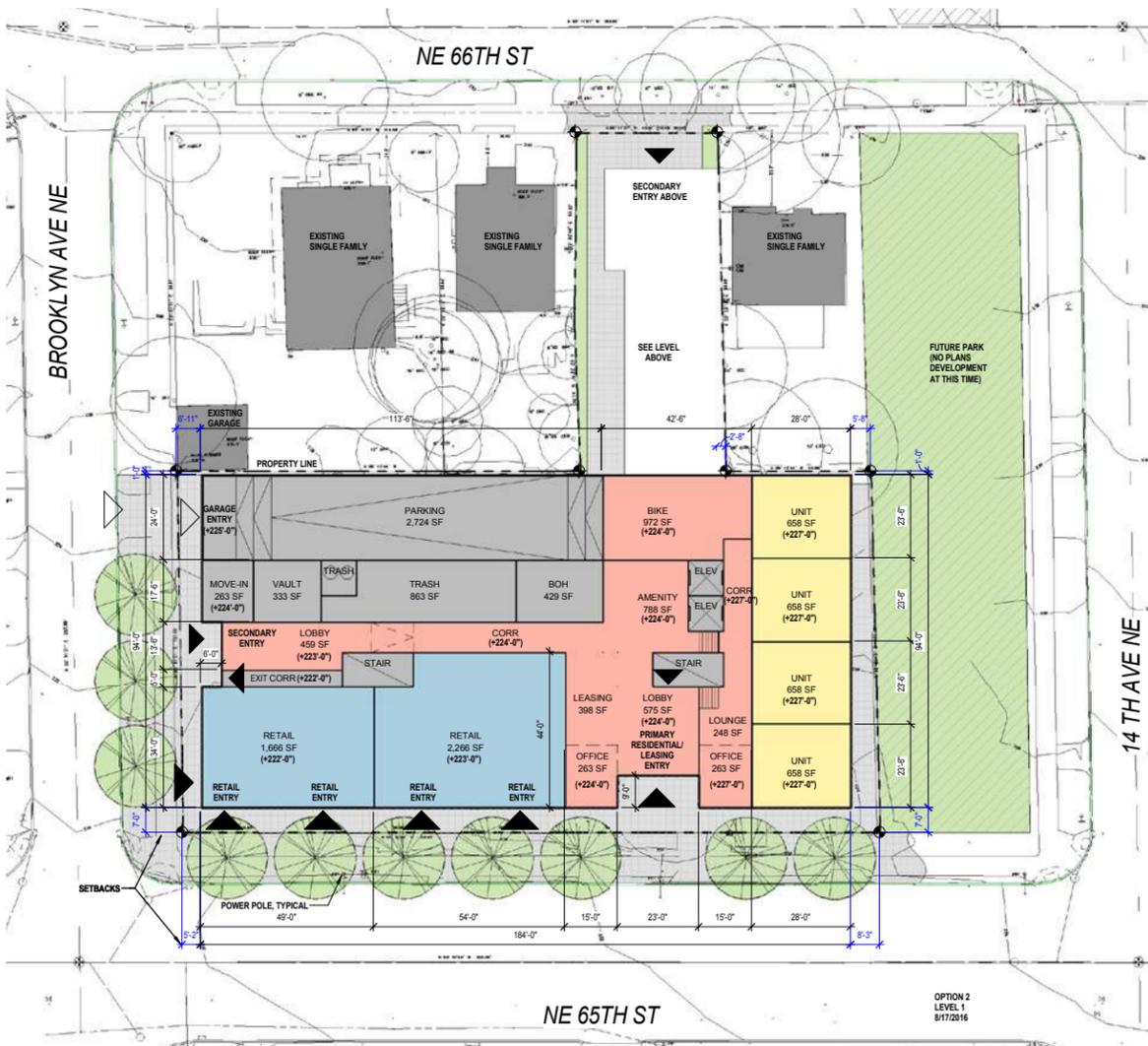
FLOOR PLAN LEVEL P1



FLOOR PLAN LEVEL 2

FLOOR PLAN LEVEL 5

FLOOR PLAN LEVEL 7



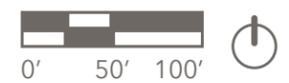
FLOOR PLAN LEVEL 1

FLOOR PLAN LEVEL 3-4

FLOOR PLAN LEVEL 6

FLOOR PLAN LEVEL ROOF

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



# MASSING: OPTION 2

## SUMMARY

- 7-story building with 2-story basement = 161,132 GSF
- 126 apartment units (736 SF avg @ total 82,141 GSF), 99 parking stalls
- 3,984 GSF commercial space • 1,756 GSF level 2 terrace • 2,320 GSF roof terrace

## GROUND FLOOR USES

- NE 65th St: Commercial, Residential secondary entry, Residential Livework Units
- Brooklyn Ave NE: Commercial, Residential Lobby & Leasing, Move-in, Parking/Trash Access
- NE 66th St: Residential secondary entry and amenities
- 14th Ave NE: Secondary stair exit, Residential Units

## OPPORTUNITIES

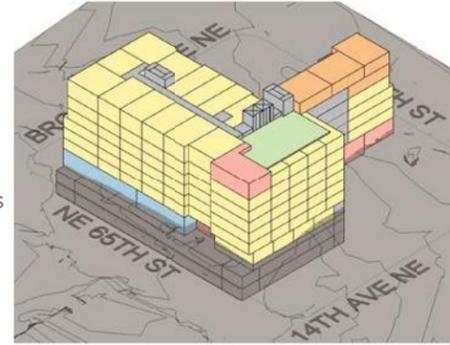
- Residential ground related units fronting future city park with min 5'-0" set back from east property line, provided extra setback from busy public street @ 65th St. (8' average required, 7' provided at retail, 19' provided at entry, 11' provided at residential = 9'-3" average)
- Residential lobby allows separation of ground related units from public commercial spaces
- Linear upper courtyard with min 15'-0" interior setback along length of north property line to maximize openings, light and view for future development.
- Create separate massing by utilizing two grade plane calculation and stepped down building height along slopping site. Building at max height throughout.
- Upper level amenity and roof terrace are both located at the SE corner with view towards future city park.

## CONSTRAINTS

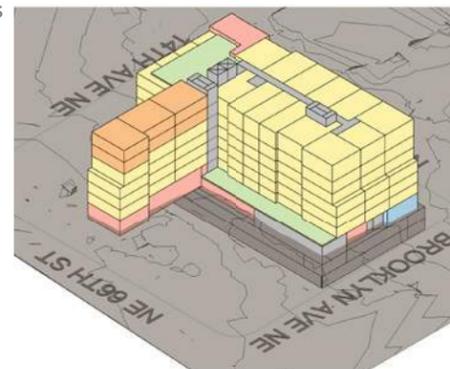
- Massing driven from upper level setback requirement along Brooklyn Ave & 66th St. created wedding cake appearances
- Lack of interest with monolithic building height, 7-stories volume throughout creates large contrast from existing single family house within the block.
- Lacking direct internal amenity connection from NE 65th St to NE 66th St

## DEPARTURE REQUESTED

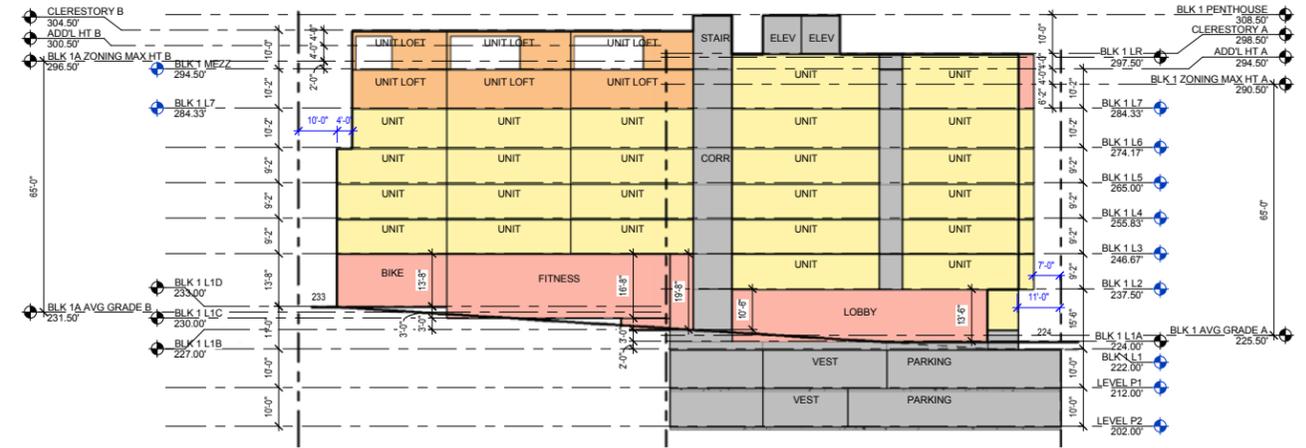
- Increased percentage of residential use at street level



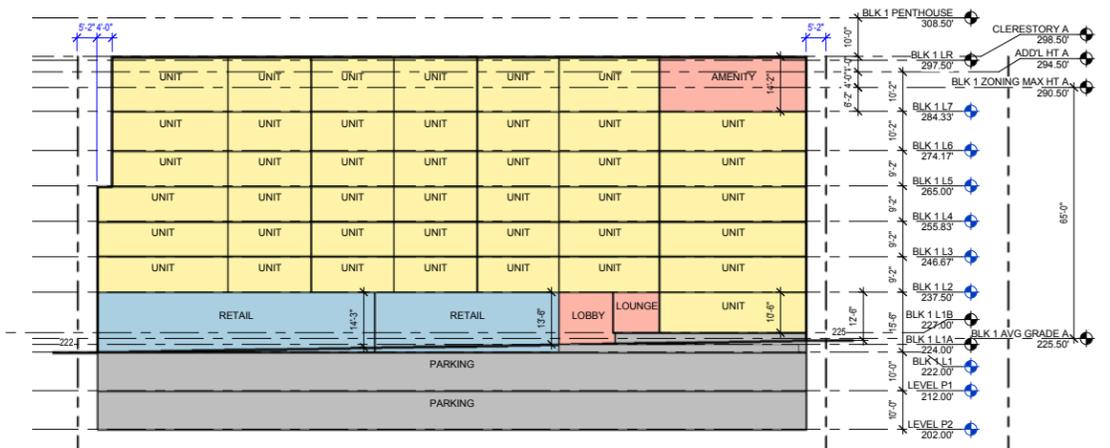
3D MASSING FROM SE CORNER



3D MASSING FROM NW CORNER



BUILDING SECTION NORTH-SOUTH THRU AMENITIES & LOFTS



BUILDING SECTION EAST-WEST THRU RETAIL



3D MASSING FROM NW CORNER

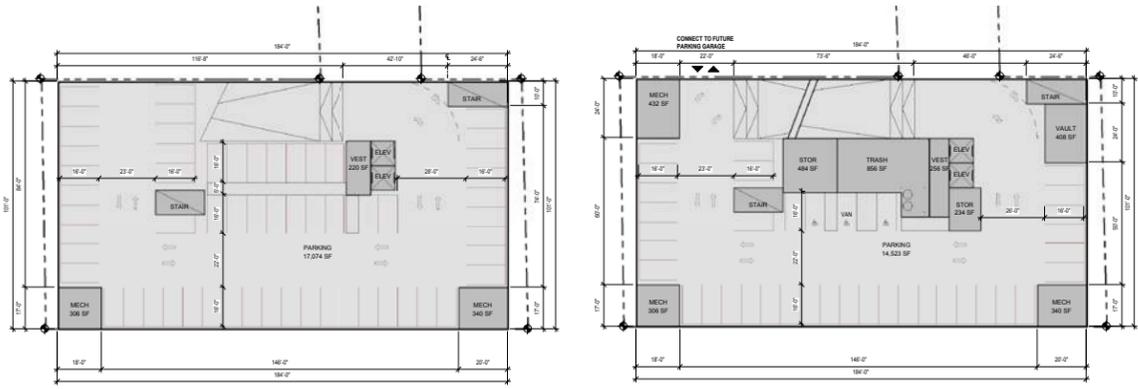
3D MASSING FROM SW CORNER

3D MASSING FROM SE CORNER

3D MASSING FROM NE CORNER

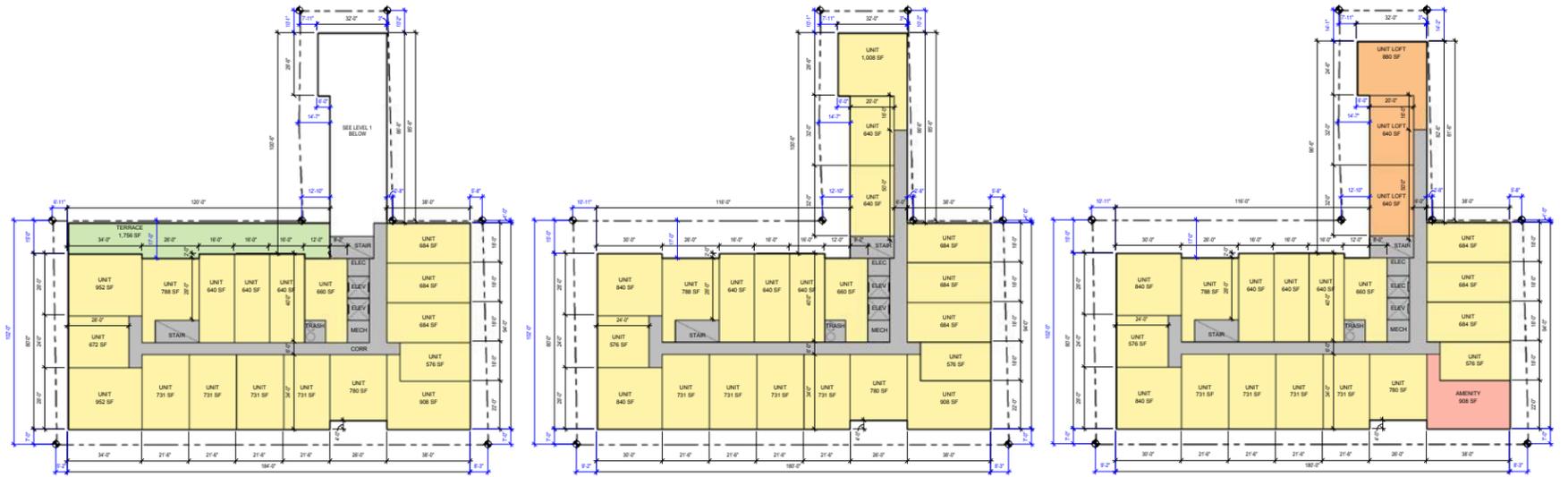
# MASSING: OPTION 2 161,132 GSF

- 126 apartment units (736 SF avg @ total 82,141 GSF), 99 parking stalls
- 3,984 GSF commercial space • 1,756 GSF level 2 terrace • 2,320 GSF roof terrace



FLOOR PLAN LEVEL P2

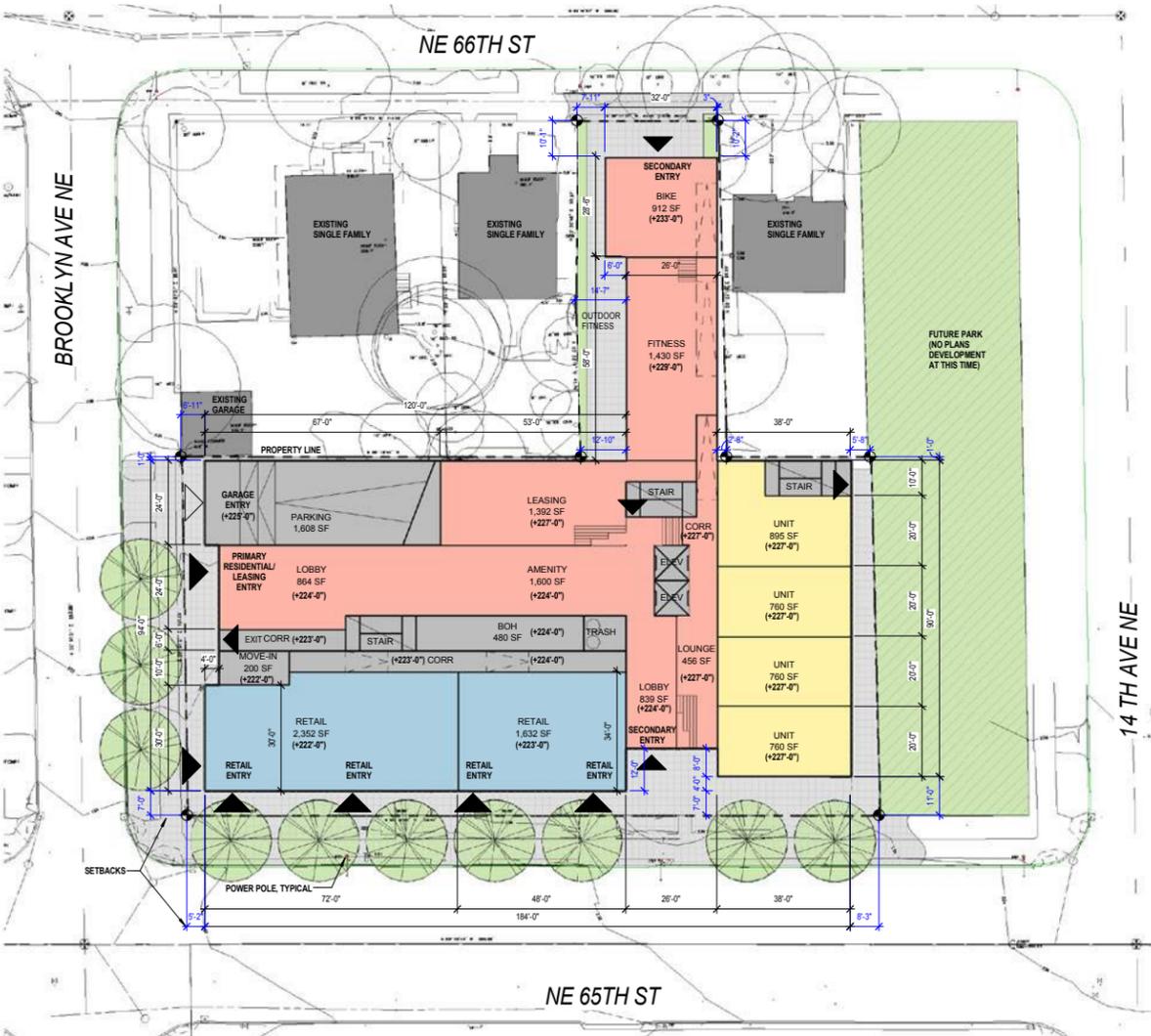
FLOOR PLAN LEVEL P1



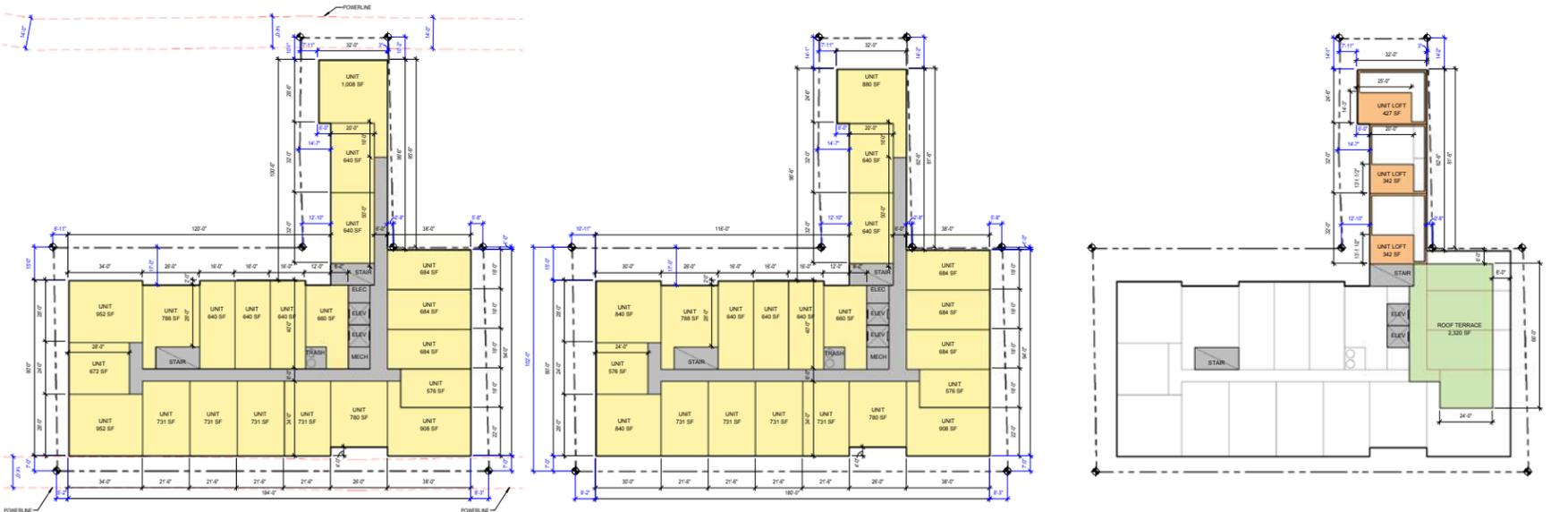
FLOOR PLAN LEVEL 2

FLOOR PLAN LEVEL 5

FLOOR PLAN LEVEL 7



FLOOR PLAN LEVEL 1

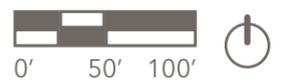


FLOOR PLAN LEVEL 3-4

FLOOR PLAN LEVEL 6

FLOOR PLAN LEVEL ROOF

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



# MASSING: OPTION 3 - PREFERRED SCHEME

## SUMMARY

- 7-story building with 2-story basement = 158,650 GSF
- 134 apartment units (675 SF avg @ total 90,472 GSF), 99 parking stalls
- 4,526 GSF commercial space • 1,716 GSF level 2 terrace • 1,740 GSF roof terrace

## GROUND FLOOR USES

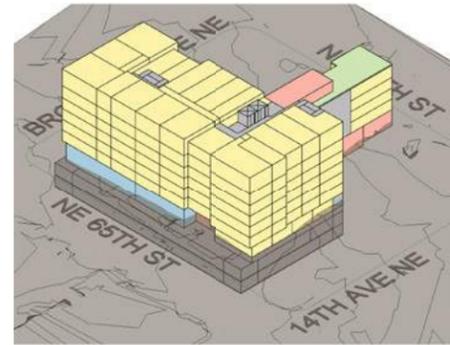
- NE 65th St: Commercial, Residential secondary entry, Residential Units
- Brooklyn Ave NE: Commercial, Residential Lobby & Leasing, Move-in, Parking/Trash Access
- NE 66th St: Residential secondary entry and amenities
- 14th Ave NE: Secondary stair exit, Residential Units

## OPPORTUNITIES

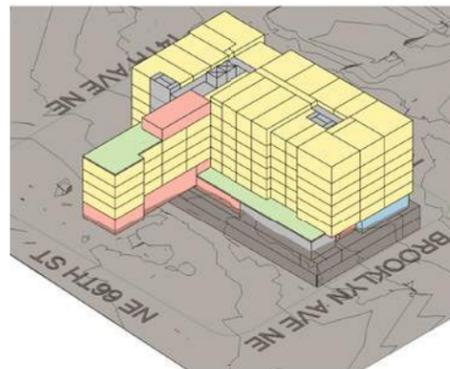
- Residential ground related units fronting future city park with min 5'-0" set back from east property line, provided extra setback from busy public street @ 65th St. (8' average required, 7' provided at retail, 19' provided at entry, 11' provided at residential = 9'-3" average)
- Linear upper courtyard with min 15'-0" interior setback along length of north property line to maximize openings, light and view for future development.
- Create separate massing by utilizing two grade plane calculation and stepped down building height along sloping site.
- As a good neighbor to adjacent single family house, overall building height is minimized. First half of north parcel is 20'-2" lowered than max allowable height and second half is 10'-0" lowered than max allowable. Roof top terrace & amenity room are thus created with views towards Roosevelt High school and field. South parcels utilizing additional clerestory height at selected locations such that part of the building is 4' lowered than allowable.
- Direct internal amenity connection from NE 65th St to NE 66th St

## DEPARTURE REQUESTED

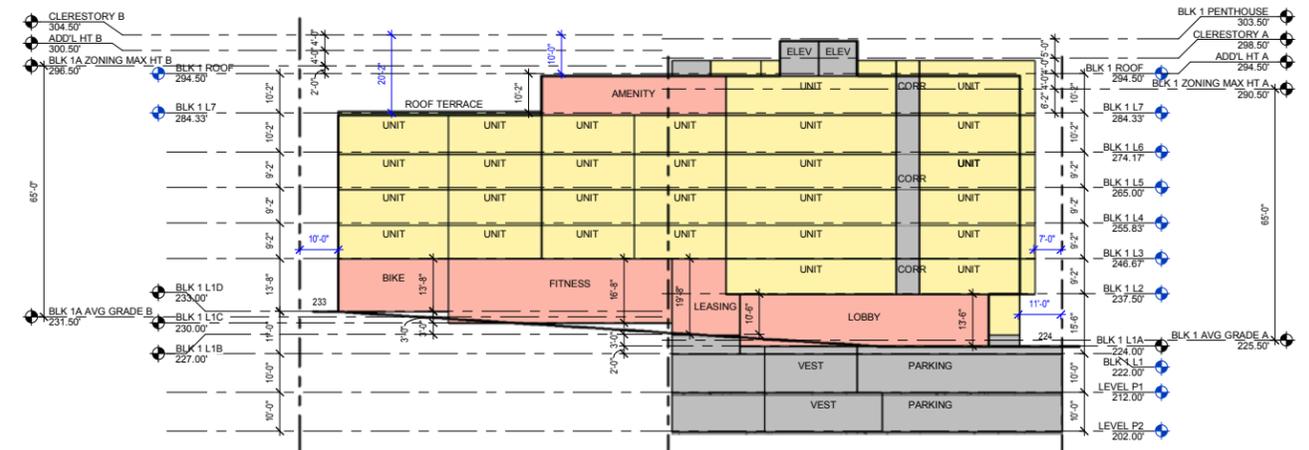
- Increased percentage of residential use at street level
- Massing driven from upper level setback requirement along Brooklyn Ave & 66th St. created wedding cake appearances, request to eliminate upper level setback to simplify the building form. While eliminating upper level setback, additional ground level setback is provided along Brooklyn Ave and overall massing is lowered along 66th St.



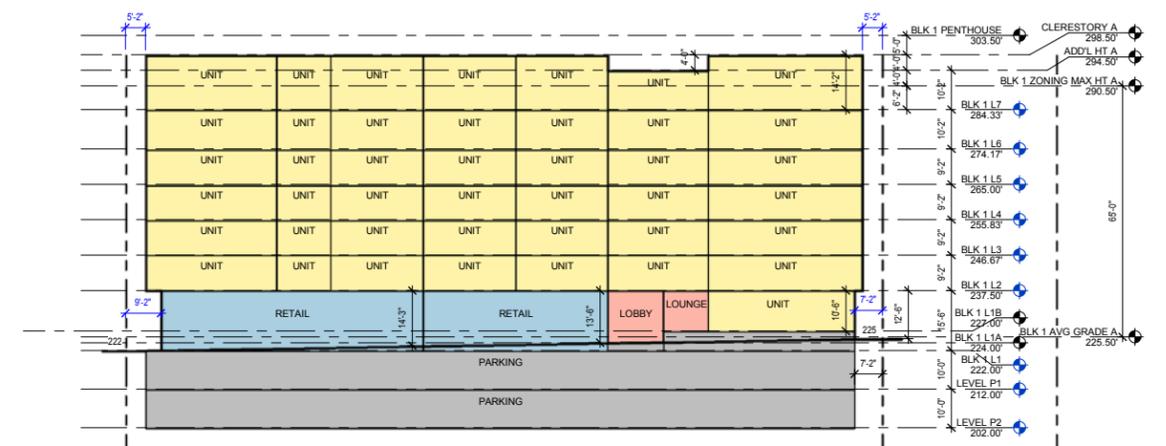
3D MASSING FROM SE CORNER



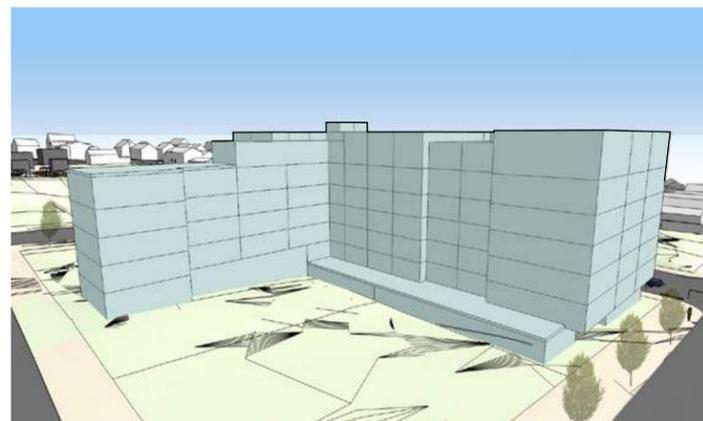
3D MASSING FROM NW CORNER



BUILDING SECTION NORTH-SOUTH THRU AMENITIES



BUILDING SECTION EAST-WEST THRU RETAIL



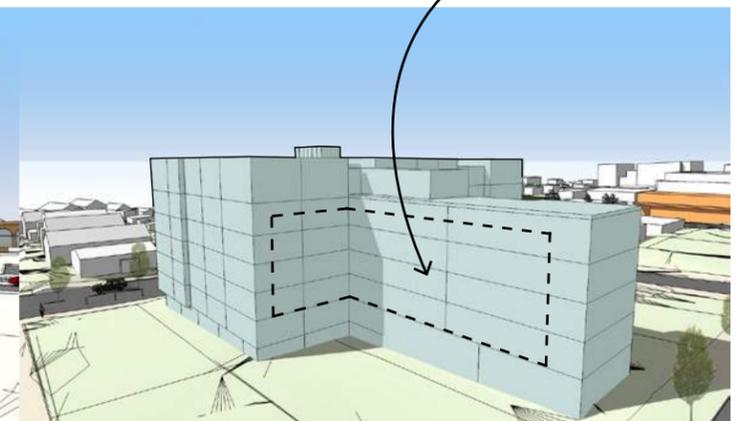
3D MASSING FROM NW CORNER



3D MASSING FROM SW CORNER



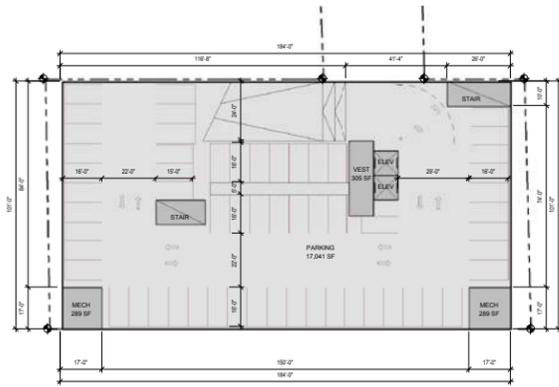
3D MASSING FROM SE CORNER



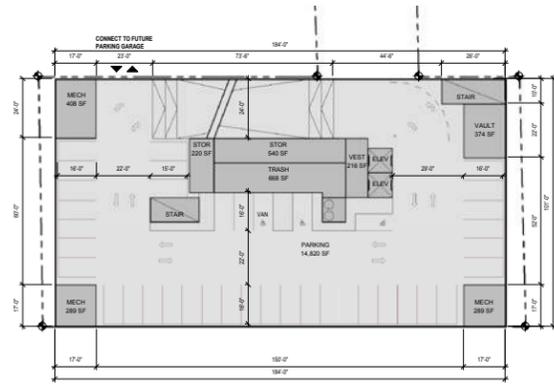
3D MASSING FROM NE CORNER

# MASSING: OPTION 3 158,650 GSF

- 134 apartment units (675 SF avg @ total 90,472 GSF), 99 parking stalls
- 4,526 GSF commercial space • 1,716 GSF level 2 terrace • 1,740 GSF roof terrace



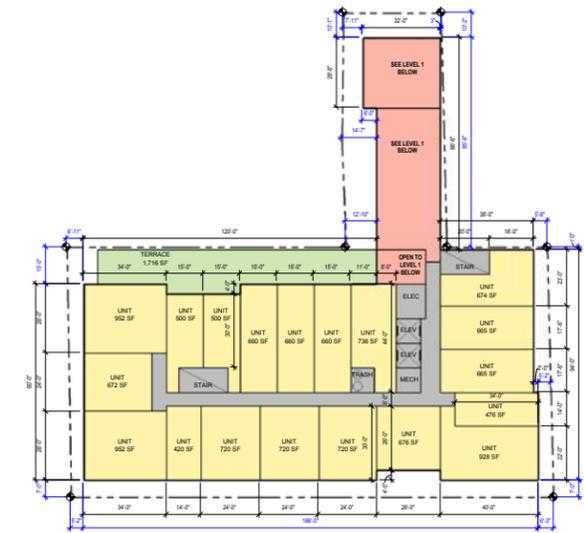
FLOOR PLAN LEVEL P2



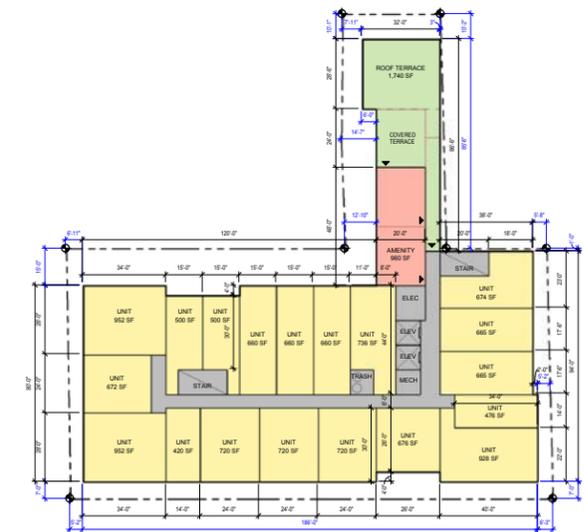
FLOOR PLAN LEVEL P1



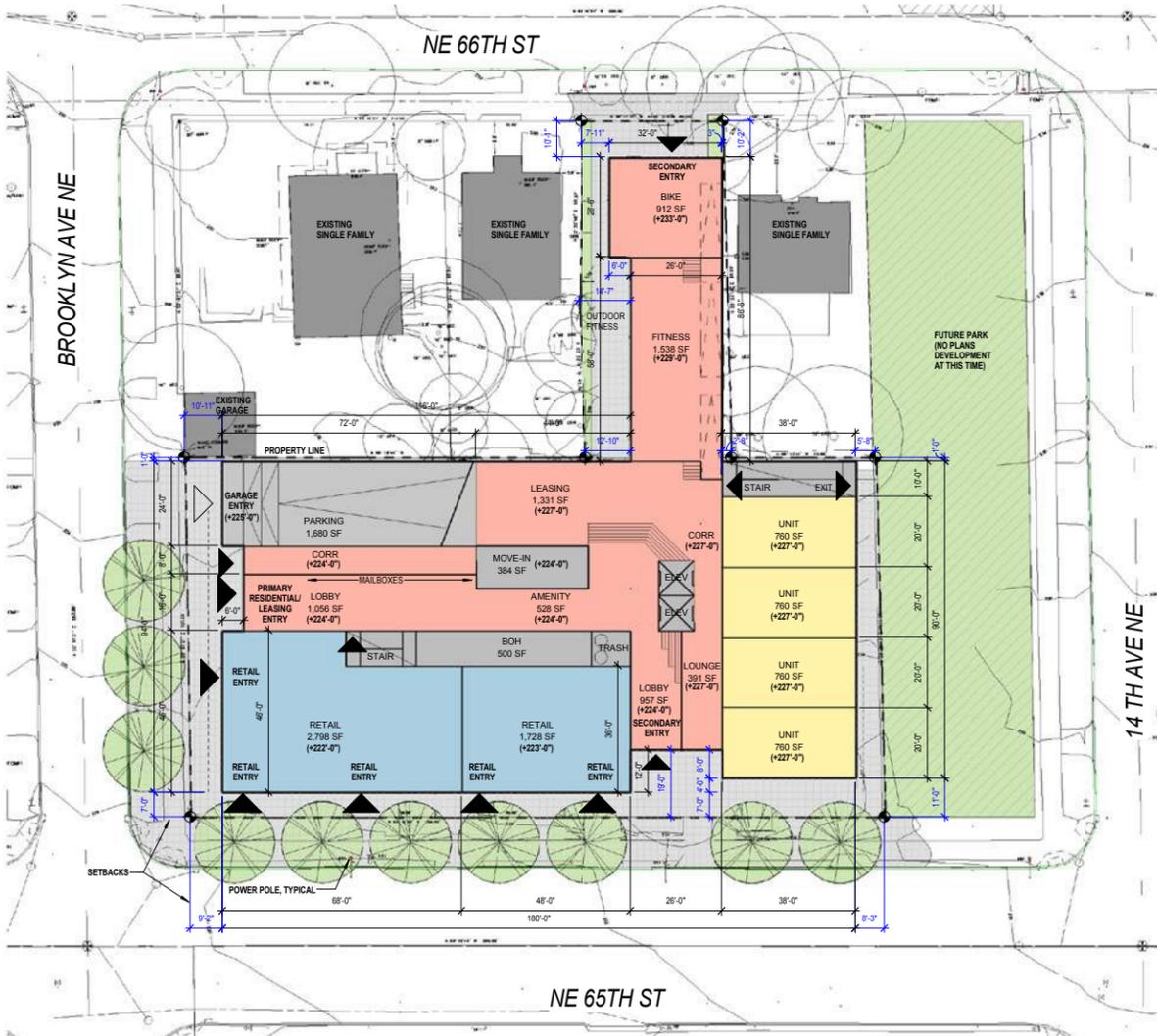
BUILDING SECTION EAST-WEST THRU GARAGE RAMP & TERRACE



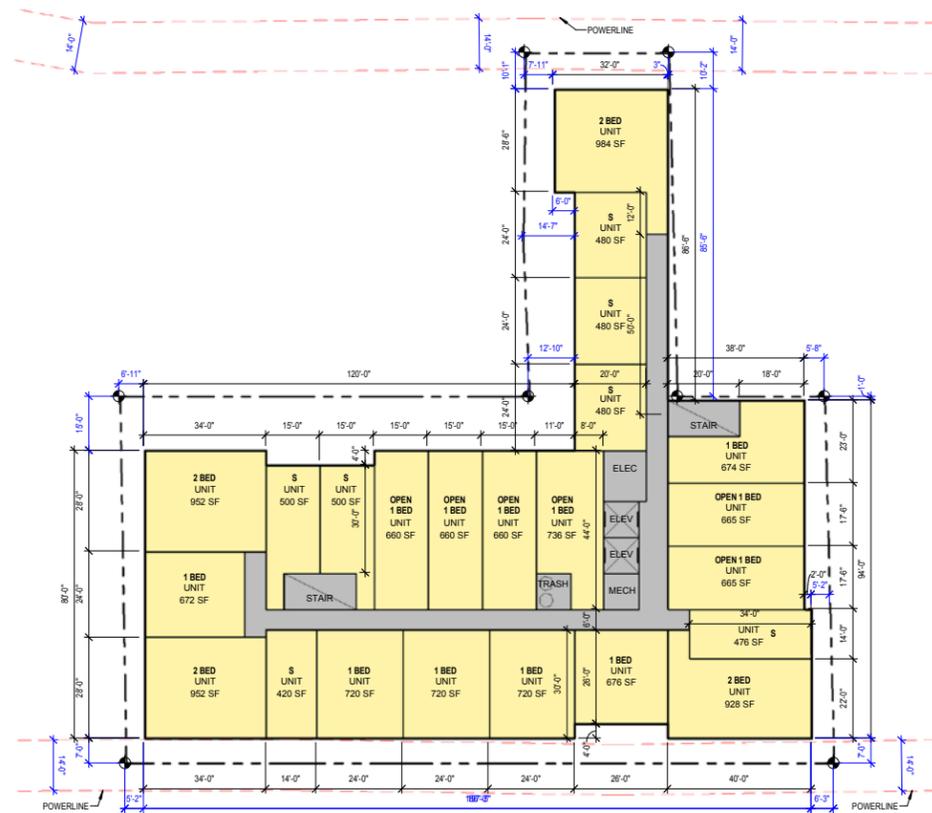
FLOOR PLAN LEVEL 2



FLOOR PLAN LEVEL 7

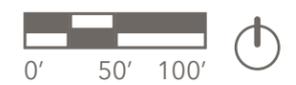


FLOOR PLAN LEVEL 1

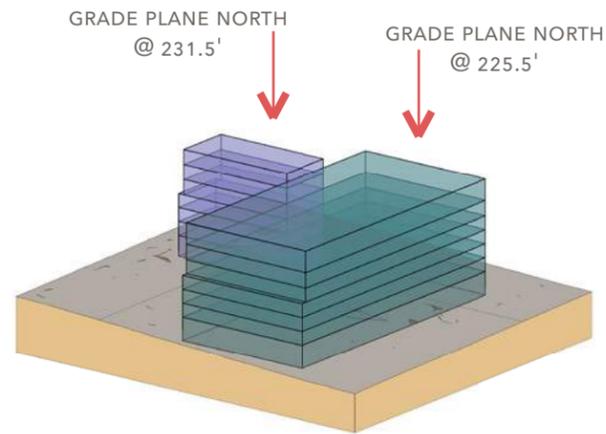


FLOOR PLAN LEVEL 3-6

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

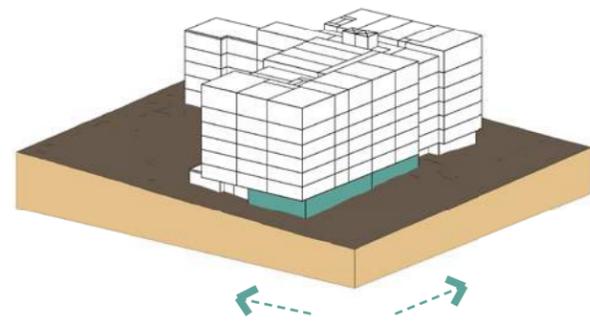


## CONCEPT DIAGRAMS



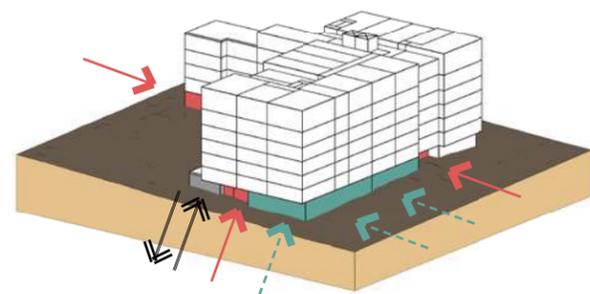
### GRADE PLANE / BUILDING STEPPED

The grade plane of the proposed building is calculated separately for the north portion and south portion of the site. This allows the proposed building to step down with grade to minimize its height. In result, the overall massing can be split into two distinct volumes. As a good neighbor, north parcel is not built to its maximum allowable height. In addition, clerestory bonus height on south parcels only applied at selected locations to minimize overall massing volume.



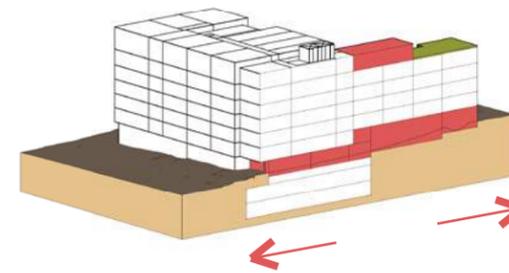
### COMMERICAL LOCATION

NE 65th St is closest to the existing retail and commercial activities within the neighborhood. Proposed retail are located on the ground level at the southwest corner to maintain continuity of the existing retail trait. Additional ground level setback along brooklyn allows wider sidewalk, provide opportunity for outdoor seating at retail and greater landscape area



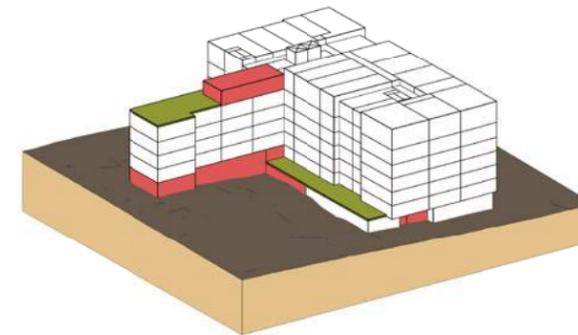
### ENTRY APPROACH

Public retail entrances are concentrated along NE 65th St and corner of Brooklyn Ave NE. In such, NE 65th is closest to the existing retail and commercial activities within the neighborhood. Primary residential entry, leasing office entry, parking garage entry are all located along Brooklyn Ave at closest proximity to future light rail station. Private residential pedestrian secondary access to bike room and fitness is at NE 66th. Additional private residential pedestrian secondary access is near SE corner of 65th next to ground related units.



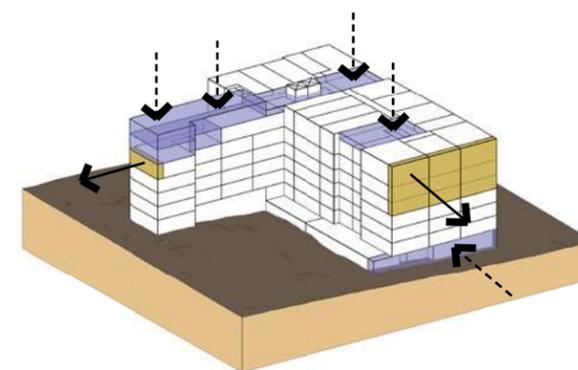
### AMENITIES CONNECTION

Direct internal amenity connection from NE 65th St to NE 66th St are provided. Amenities activated ground level use with bike room, indoor fitness center, outdoor fitness area, leasing, lounge/waiting area, mailroom, and primary vertical cores. Grade change of the site provide different interest, steps, and volume between different uses of such amenities spaces.



### ROOF AMENITIES

Top level amenity room is located at the northern part of the building with direct access to roof top terrace at level 7. In such, these spaces shall have maximum view and connection with Roosevelt High school and field. Bike room and fitness center are also located at the north parcel such that these active, yet private activities are facing NE 66th vs main busy arterial along NE 65th. Private terrace on level 2 are also north facing.



### UPPER LEVEL SETBACK

South parcels: Additional upper level setback of 4' at 45 feet above finished grade has been eliminated along Brooklyn with departure to create simply form and appearance. In return, ground level setback is increased by 4' for wide sidewalk, outdoor seating and landscape area. At selected location, clerestory height bonus is not applied. North parcels: Additional upper level setback of 4' at 45 feet above finished grade has been eliminated along 66th with departure to create simply form and appearance. In return, building height at north parcels is lowered by 10'-0" to 20'-2".

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

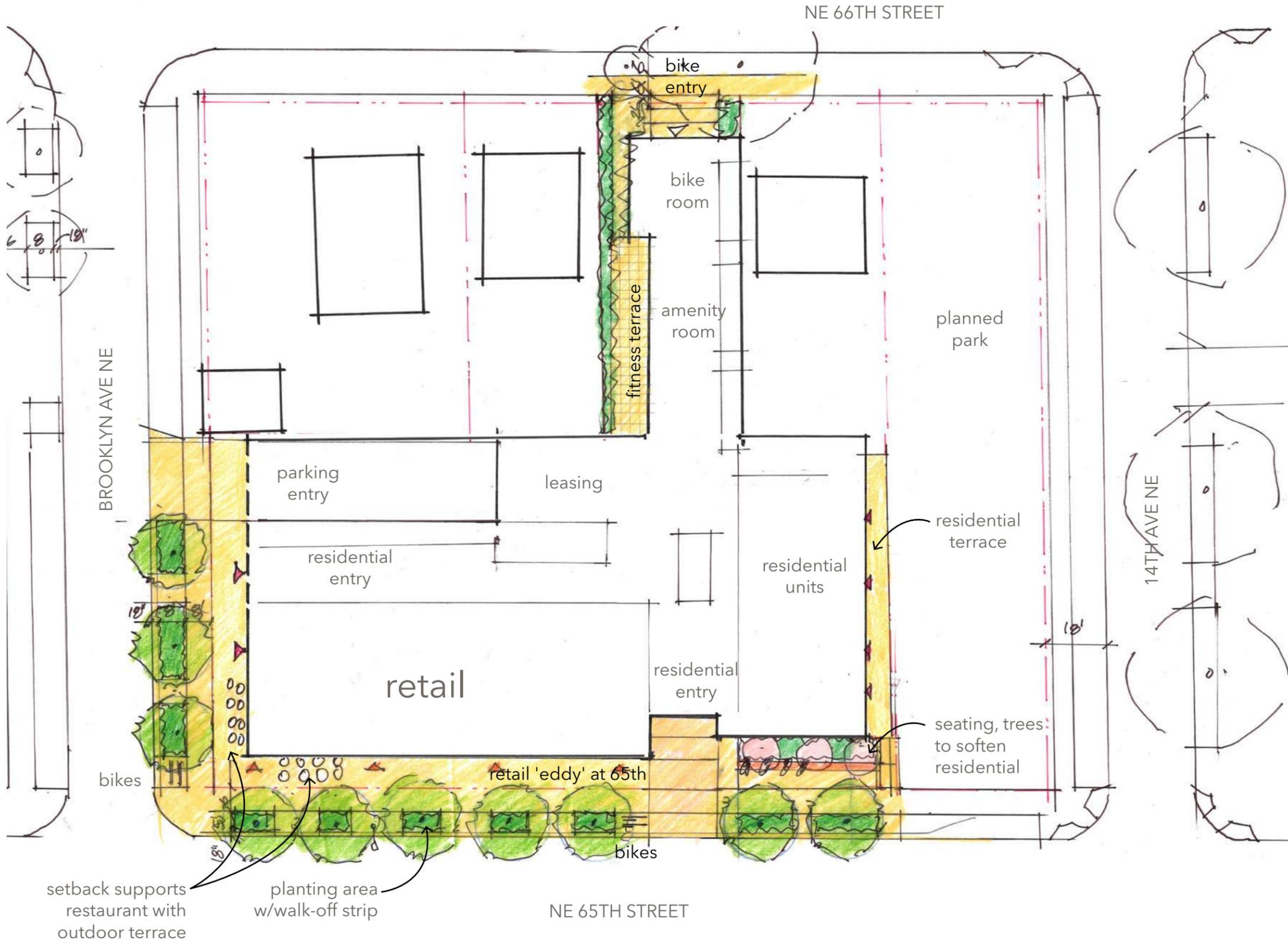


DECEMBER 21, 12 PM

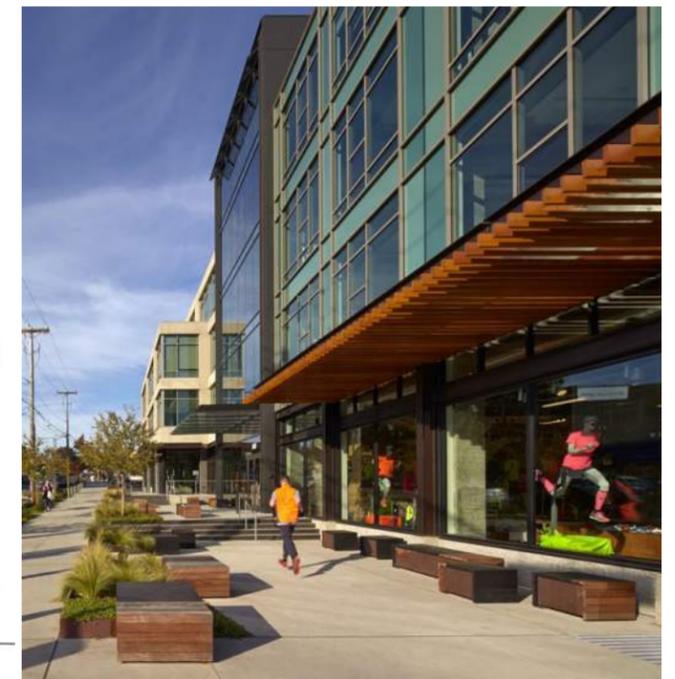


DECEMBER 21, 6 PM

# STREETSCAPE PLAN

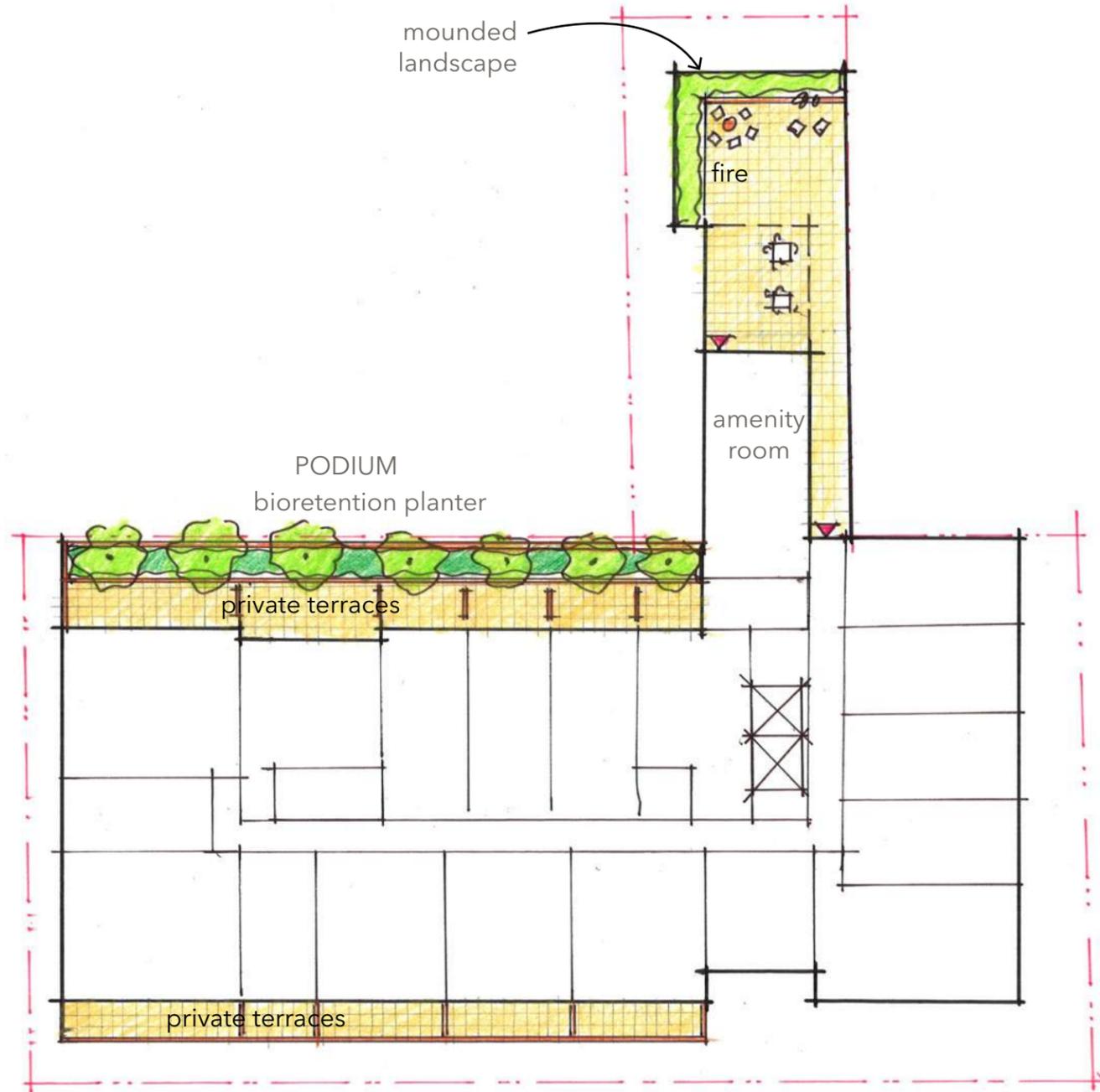


SETBACK SUPPORTS RESTAURANT WITH OUTDOOR TERRACE



RETAIL 'EDDY' AT 65TH

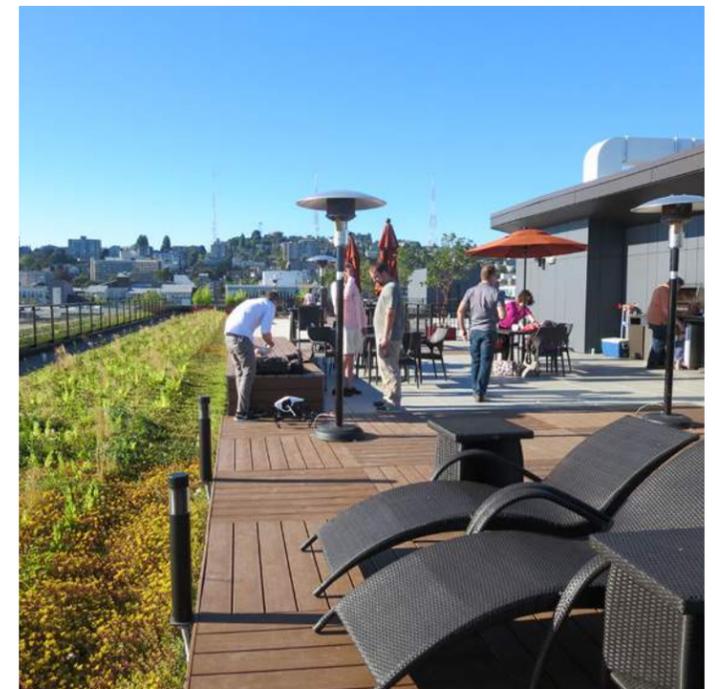
# PODIUM AND ROOF PLAN



FIRE AND VIEW AND SUN



BIORETENTION PLANTER AT PODIUM



MOUNDED SEDUMS AND VIEW AND SUN

# PRECEDENTS DESIGN STIMULUS



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



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



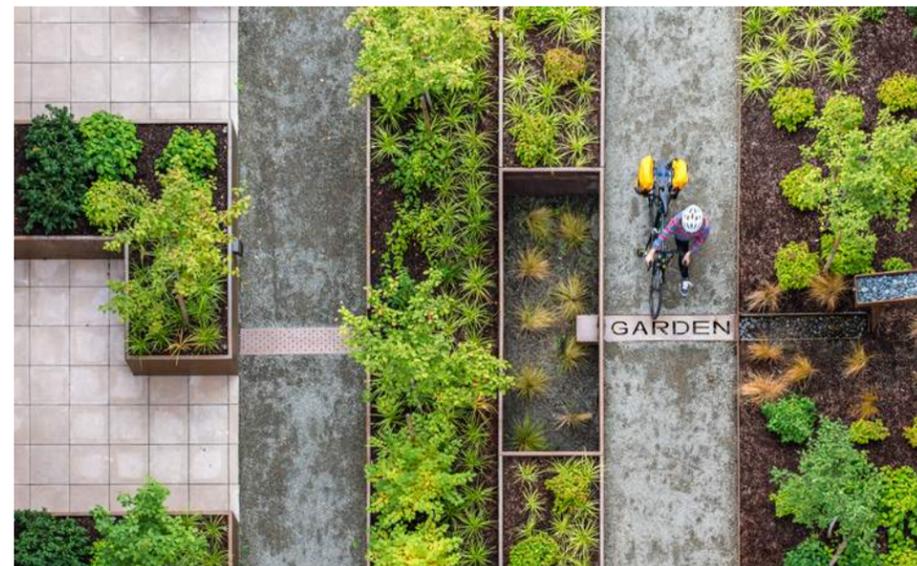
MAXIMIZE SOLAR AND VIEW AT TOP FLOOR AMENITY  
(AMLI SOUTH LAKE UNION PHASE I, SEATTLE, WASHINGTON)



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



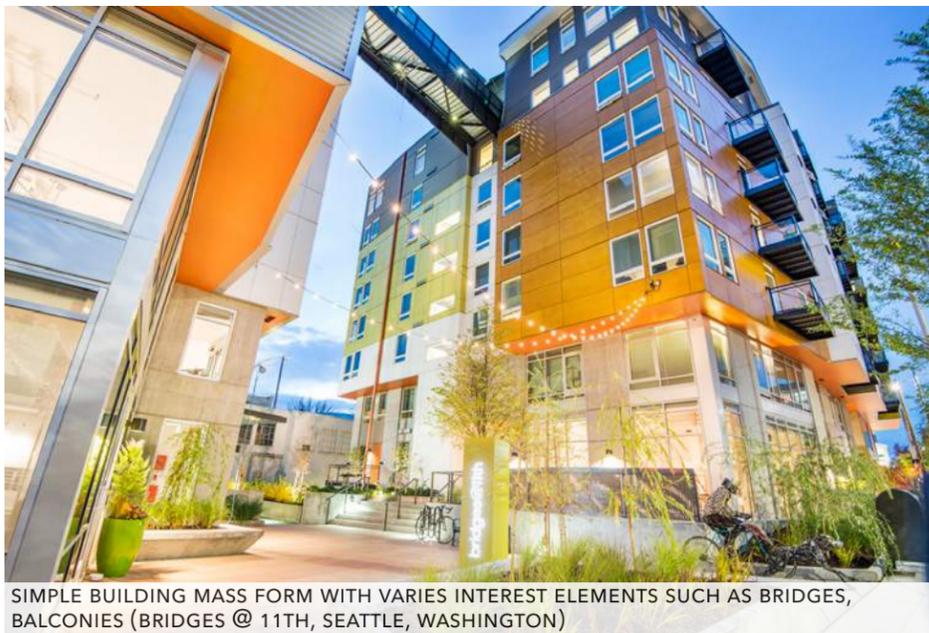
MODERN LANDSCAPING AT ROOF TERRACE (BRIDGES @ 11TH, SEATTLE, WASHINGTON)



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)



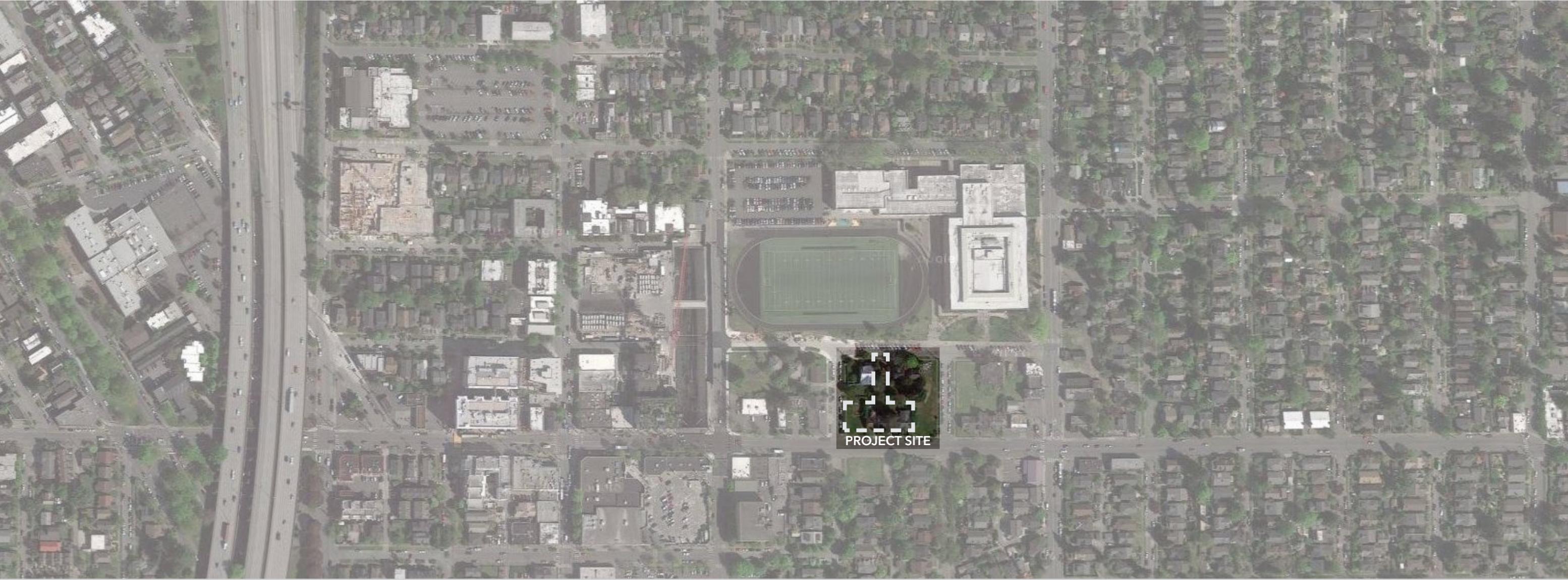
VISIBLE RESIDENTIAL LOBBY / LEASING FROM ACTIVE SIDEWALK  
(AMLI MARK24, SEATTLE, WASHINGTON)



(AVA UNIVERSITY DISTRICT, SEATTLE, WASHINGTON)



(ALLEZ, REDMOND, WASHINGTON)



**GGLO** DESIGN

# BLOCK 1A

## TABLE OF CONTENT

### APPENDIX

40	Design Alternate Summary
41	Departure Request Diagrams #1
42	Departure Request Diagrams #2
43	Departure Request Diagrams #3
44-45	Massing with "Park" Parcels Development
46	Massing with Future Parcels Development

## APPENDIX

---



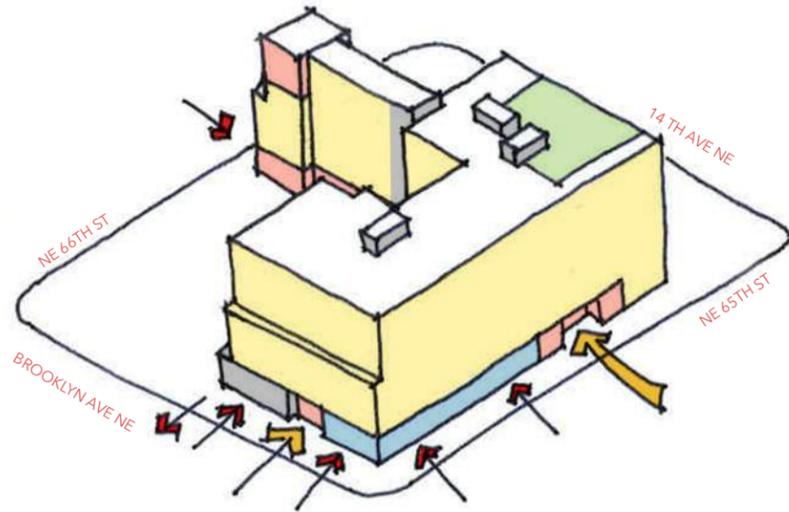
# EARLY DESIGN GUIDANCE: **RDG 1300 NE 65TH ST**

AUGUST 29, 2016, 8:00 PM

1300 NE 65TH ST, SEATTLE WA 98115

MUP Number: 3024696

# DESIGN ALTERNATE SUMMARY



## OPTION 1

### SUMMARY

- 7-story building with 2-story basement = 159,935 GSF
- 126 units (673 SF avg @ 84,788 GSF), 104 parking stalls
- 3,932 GSF commercial space
- 2,348 GSF level 2 terrace • 2,759 GSF roof terrace

### GROUND FLOOR USES

- NE 65th St: Commercial, Residential Lobby & Leasing, Residential Units
- Brooklyn Ave NE: Commercial, Residential secondary entry, Parking/Move-in/Trash Access
- NE 66th St: Residential secondary entry and amenities
- 14th Ave NE fronting future park: Residential Units

### OPPORTUNITIES

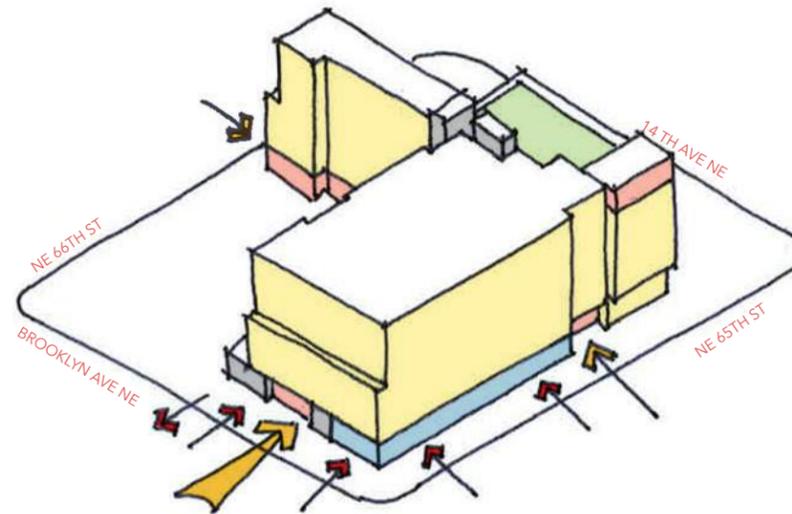
- Maximize residential ground related units fronting future city park
- Residential lobby and leasing allows separation of ground related units from public commercial spaces
- Upper private u-shaped terrace @ average 48'-0" wide for maximum openings, light and view within project site. Adequate size terrace encourage outdoor activities

### CONSTRAINTS

- Massing driven from upper level setback requirement along Brooklyn Ave & 66th St. created wedding cake appearances
- Lack of interest with monolithic building height, 7-stories volume throughout creates large contrast from existing single family house within the block.
- Lacking direct internal amenity connection from NE 65th St to NE 66th St

### DEPARTURE REQUESTED

- None



## OPTION 2

### SUMMARY

- 7-story building with 2-story basement = 161,132 GSF
- 126 units (736 SF avg @ 82,141 GSF), 99 parking stalls
- 3,984 GSF commercial space
- 1,756 GSF level 2 terrace • 2,320 GSF roof terrace

### GROUND FLOOR USES

- NE 65th St: Commercial, Residential secondary entry, Residential Units
- Brooklyn Ave NE: Commercial, Residential Lobby & Leasing, Move-in, Parking/Trash Access
- NE 66th St: Residential secondary entry and amenities
- 14th Ave NE: Secondary stair exit, Residential Units

### OPPORTUNITIES

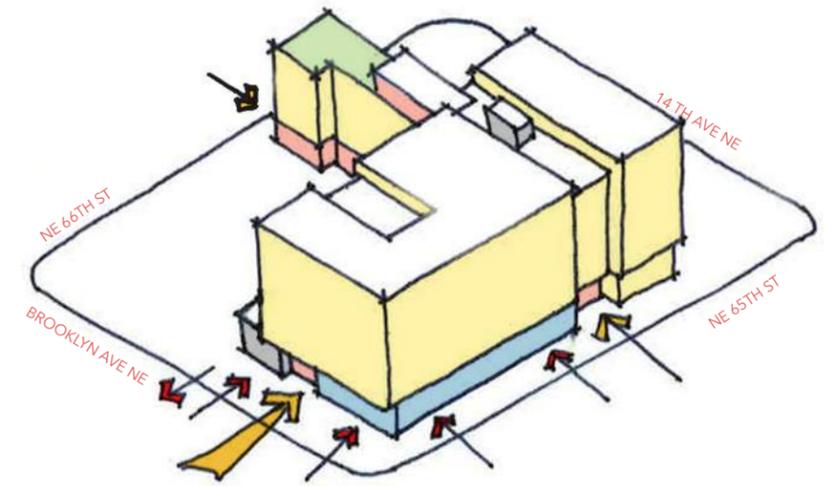
- Provided extra setback from busy public street @ 65th St. (11' provided at residential = 9'-3" average compare to 8' average required)
- Linear upper courtyard with min 15'-0" interior setback along length of north property line to maximize openings, light and view for future development.

### CONSTRAINTS

- Massing driven from upper level setback requirement along Brooklyn Ave & 66th St. created wedding cake appearances
- Lack of interest with monolithic building height, 7-stories volume throughout creates large contrast from existing single family house within the block.
- Lacking direct internal amenity connection from NE 65th St to NE 66th St

### DEPARTURE REQUESTED

- Increased percentage of residential use at street level



## OPTION 3 -PREFERRED

### SUMMARY

- 7-story building with 2-story basement = 158,650 GSF
- 134 units (675 SF avg @ 90,472 GSF), 99 parking stalls
- 4,526 GSF commercial space
- 1,716 GSF level 2 terrace • 1,740 GSF roof terrace

### GROUND FLOOR USES

- NE 65th St: Commercial, Residential secondary entry, Residential Units
- Brooklyn Ave NE: Commercial, Residential Lobby & Leasing, Move-in, Parking/Trash Access
- NE 66th St: Residential secondary entry and amenities
- 14th Ave NE: Secondary stair exit, Residential Units

### OPPORTUNITIES

- Provided extra setback from busy public street @ 65th St. (11' provided at residential = 9'-3" average compare to 8' average required)
- Linear upper courtyard with min 15'-0" interior setback along length of north property line to maximize openings, light and view for future development.
- As a good neighbor to adjacent single family house, overall building height is minimized. First half of north parcel is 20'-2" lowered than max allowable height and second half is 10'-0" lowered than max allowable. Roof top terrace & amenity room are thus created with views towards Roosevelt High school and field. South parcels utilizing additional clerestory height at selected locations such that part of the building is 4' lowered than allowable.
- Direct internal amenity connection from NE 65th St to NE 66th St

### DEPARTURE REQUESTED

- Increased percentage of residential use at street level
- Massing driven from upper level setback requirement along Brooklyn Ave & 66th St. created wedding cake appearances, request to eliminate upper level setback to simplify the building form. While eliminating upper level setback, additional ground level setback is provided along Brooklyn Ave and overall massing is lowered along 66th St.

# DEPARTURE REQUEST DIAGRAMS # 1

DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE	SUPPORTING GUIDELINES
-----------------	-------------------	-----------------------------------	-----------------------

**1a) 23.47A.005.C:**  
**Residential Uses at Street Level**  
 Residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing façade

**1b) 23.47A.005.D.1:**  
**Uses at Principal Pedestrian Streets**  
 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.

**1c) 23.47A.008.C.1:**  
**Street Level Uses on Principal Pedestrian Streets**  
 In pedestrian-designated zones, a minimum of 80% of the width of a structure's streetlevel street-facing façade that faces a principal pedestrian street shall be occupied by uses listed in subsection 23.47A.005.D.1. The remaining 20% of the street frontage may contain other permitted uses and/or pedestrian entrances.

Departure Request #1a is for the allowance of a larger percentage of residential uses along NE 65th St. On the 180-ft long façade, the request is for 36% of residential use.

Departure Request #1b and #1c is for the allowance of a smaller percentage of the required uses along NE 65th St façade.

This percentage requirement is referred to in the code in 2 separate sections, which are referred to here as Departure Requests 1b, and 1c.

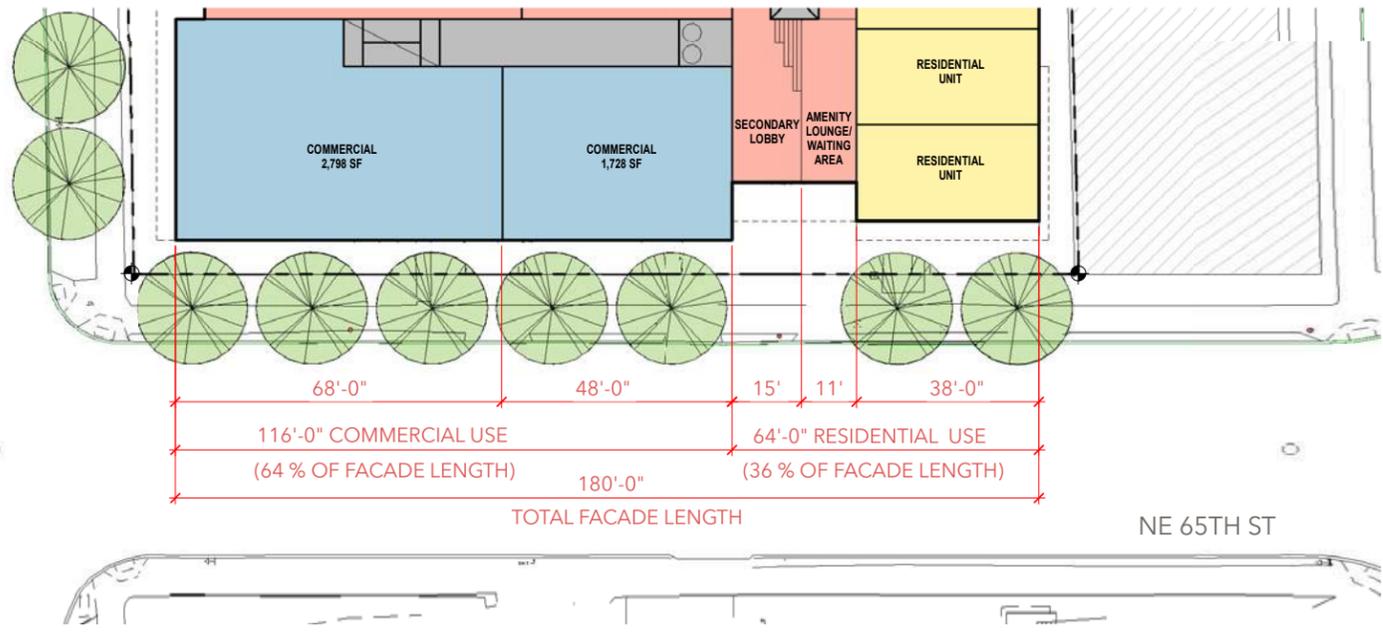
On the 180-ft long façade, the request is for 64% of commercial use.

Neighborhood Conditions: As one of the many new construction being developed along NE 65th, drawing the quantity or size of retailer to fill the code-prescribed 60% of the NE 65th facade may be difficult. If 60% of the facade is dedicated to commercial there is risk of the storefront remaining un-rented and empty.

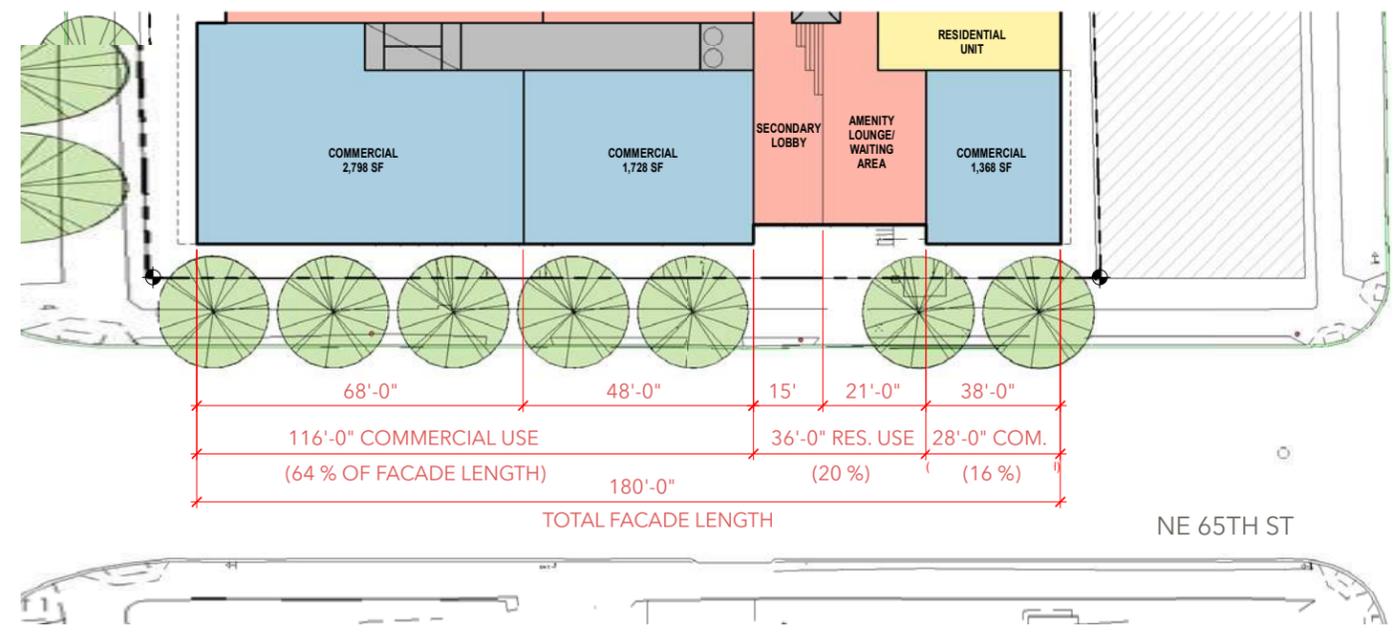
The street-facing façade percentage requirements are intended to enhance and activate the pedestrian environment. While the proposed design does not meet the required percentages, the uses are intended to compliment the streetscape. 64% of the façade will be a commercial space, with large windows and high transparency, while the remaining 36% will be the residential lobby, resident amenity lounge/waiting area, and ground level residential unit. With over 100 units in this project, such public spaces like the lobby and amenity lounge/waiting area are expected to be highly-used access and gathering spaces. From the exterior, these residential entry and amenity spaces will have large windows consistent with the commercial frontage. In addition, such non-commercial use spaces can activate NE 65th during non-business hours and create interest along the street.

**PL2 WALKABILITY**  
 (Safety and Security: Eyes on the Street, Street Level Transparency) ...“create a safe environment by providing lines of sight and encouraging natural surveillance”...“ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies”

**PL3 STREET-LEVEL INTERACTION**  
 (Retail Edges: Visibility) ...“maximize visibility into building interiors”



PREFERRED FIRST FLOOR PLAN / GROUND LEVEL USES



CODE COMPLIANT FIRST FLOOR PLAN / GROUND LEVEL USES

# DEPARTURE REQUEST DIAGRAMS # 2

DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE	SUPPORTING GUIDELINES
-----------------	-------------------	-----------------------------------	-----------------------

**2) 23.47A.009.D.a**  
**Setback Requirement at Northeast 66th St**

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

Request to depart from the additional 4-foot upper level setback. Reduced overall building height along NE 66th St by 20 feet instead.

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.

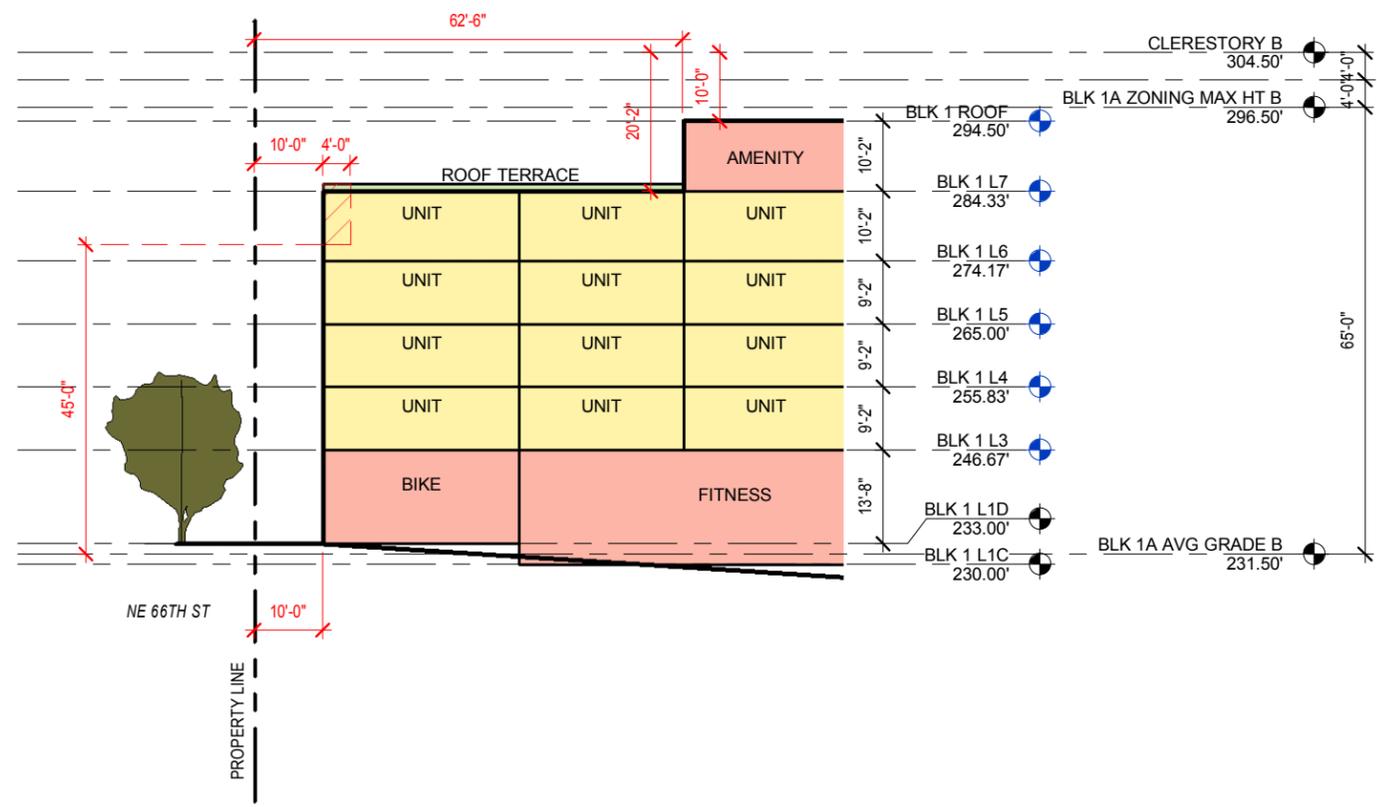
**CS2.** Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area...  
**RSG CS2-D III.** Height, Bulk and Scale

Proposed to reduced overall height of building along NE 66th St. with roof terrace. As a good neighbor to adjcent single family house, overall building height is minimized, thus create less shadow. First half of north parcel is 20'-2" lowered than max allowable height and second half is 10'-0" lowered than max allowable. Roof top terrace & amenity room are created with views towards Roosevelt High school and field.

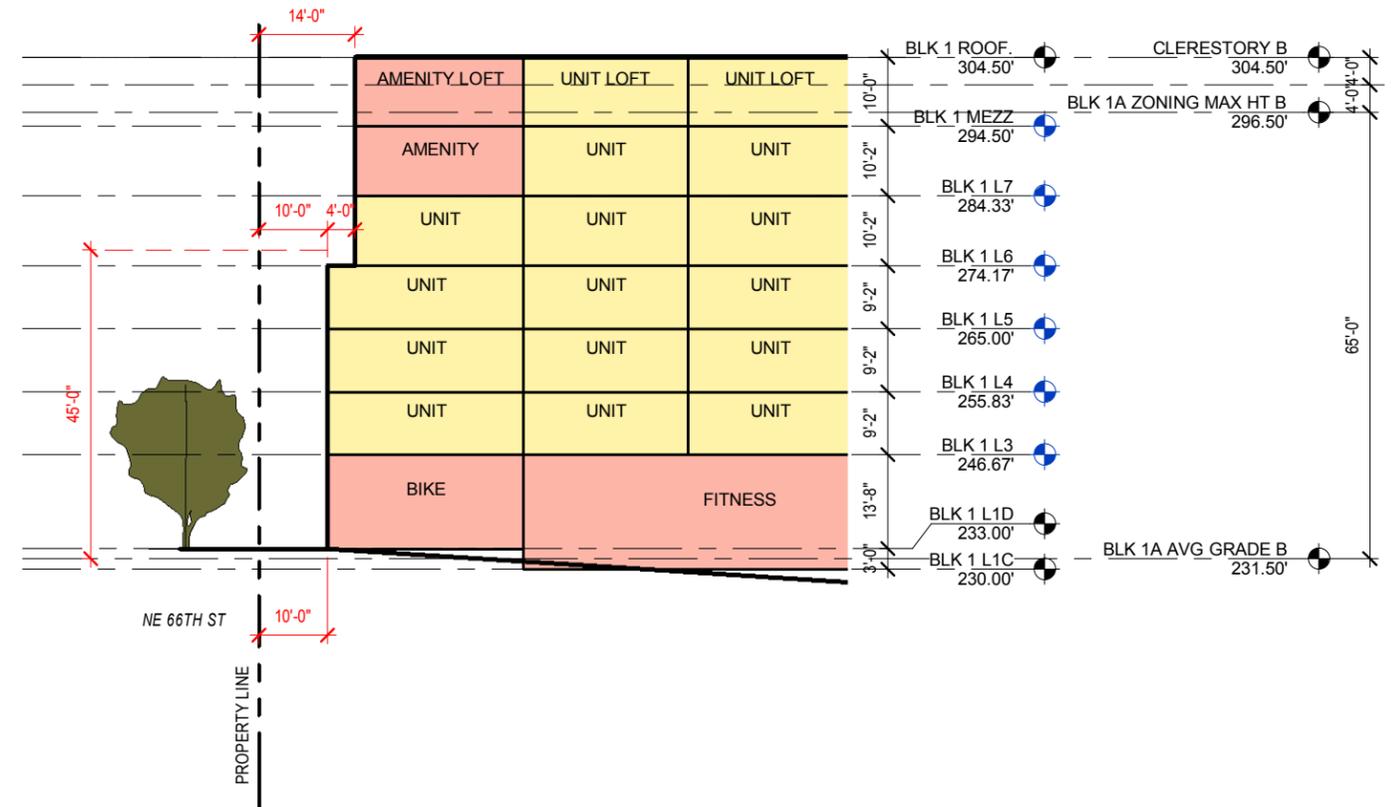
**DC2.** Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.  
**A.** Massing  
**C.** Secondary Architectural Features  
**D.** Scale and Texture  
**RSG DC2 I.** Architectural Concept and Consistency

Being a shorter building, proposed depart from additional 4-foot request is only needed on level 6 instead of level 6,7 and 8 Mezz.

**DC3.** Integrate open space design with the design of the building so that each complements the other.  
**B.** Open Space Uses and Activities  
**RSG DC3 I.** Residential Open Space



PREFERRED NE 66TH ST (UPPER LEVEL SETBACK DEPARTURE REQUEST)



CODE COMPLIANT NE 66TH ST (WITH UPPER LEVEL SETBACK)

# DEPARTURE REQUEST DIAGRAMS # 3

DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE	SUPPORTING GUIDELINES
-----------------	-------------------	-----------------------------------	-----------------------

**3) SMC 23.47A.009.D.1.a**  
**Setback Requirements at Brooklyn Ave NE**

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

Request to depart from the additional 4-foot upper level setback. Provide an additional 4-foot setback at the ground level instead.

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.

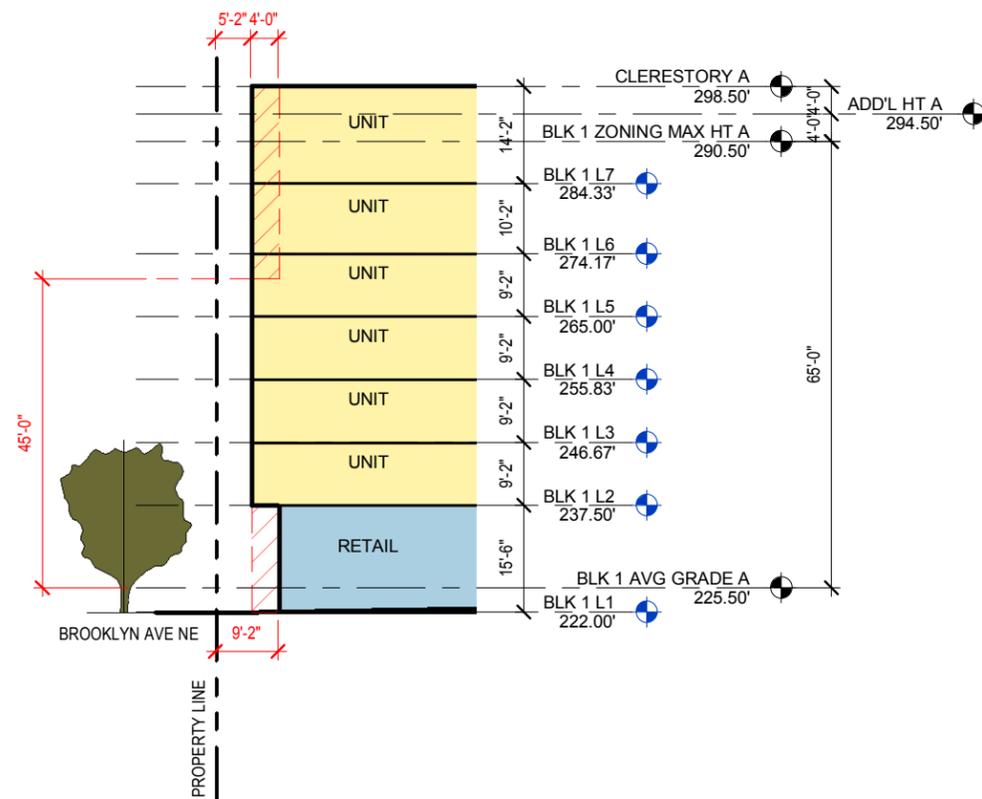
Proposed to enhance the pedestrian environment along Brooklyn Ave NE. Inverting the setback to ground level will provide this project with additional space for ground level improvements, including a wider sidewalk, space for street trees, additional landscape buffer, pedestrian seating, outdoor retail seating, outdoor bike racks, overhang as weather protection, proper location for trash staging and diminish presence of garage entry at street level.

Proposed depart from additional 4-foot request is needed on level 5, 6, and 7.

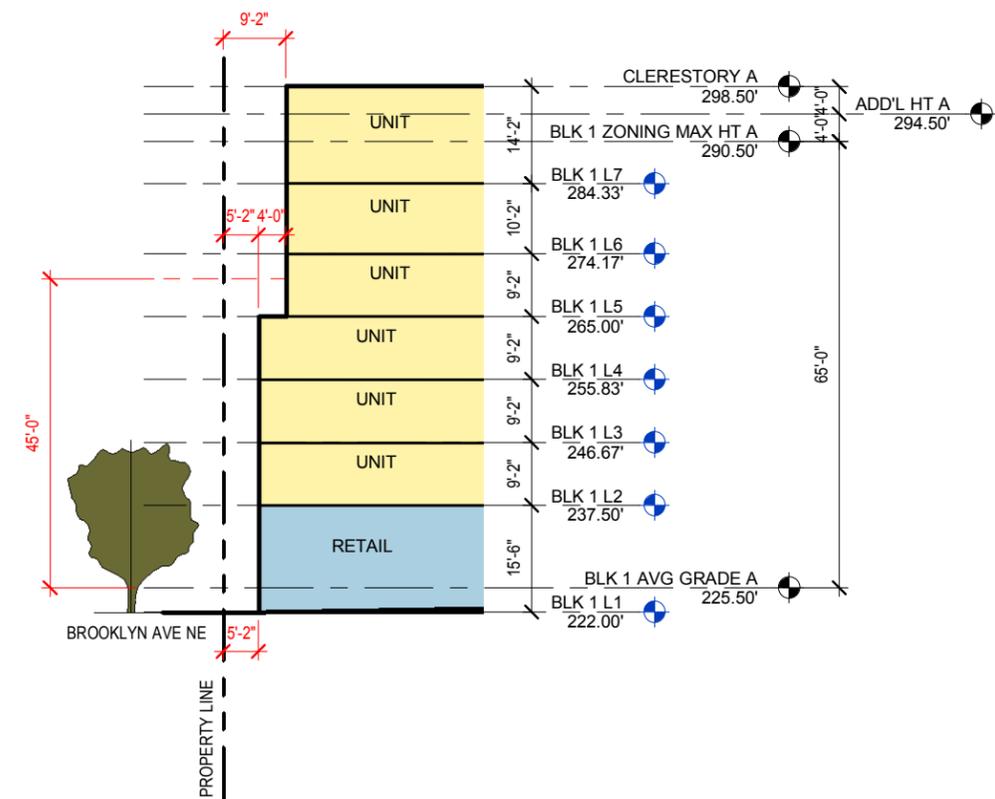
**CS2-B2** Connection to the Street: Identify opportunities for the project to make a strong connection to the street...

**PL1-B3** Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces...

**RDG CS3-iii** Reinforce a vibrant streetscape...  
**RDG PL2-iiiii** Pedestrian amenities are encouraged...  
**RDG PL3-ii** High School, Green Streets, and Green Ways: Provide a more intimate, smaller-scale residential environment on blocks adjacent to the high school...

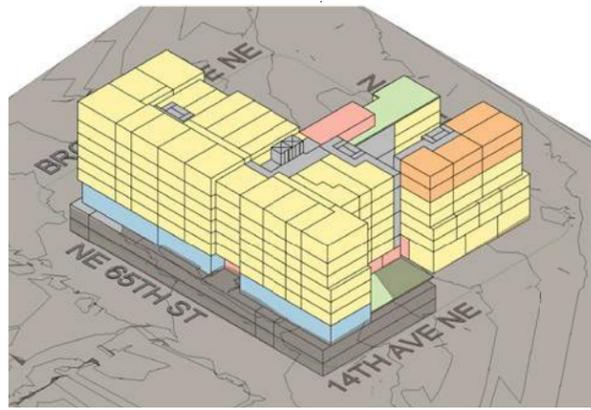


PREFERRED BROOKLYN AVE NE (UPPER LEVEL SETBACK DEPARTURE REQUEST)

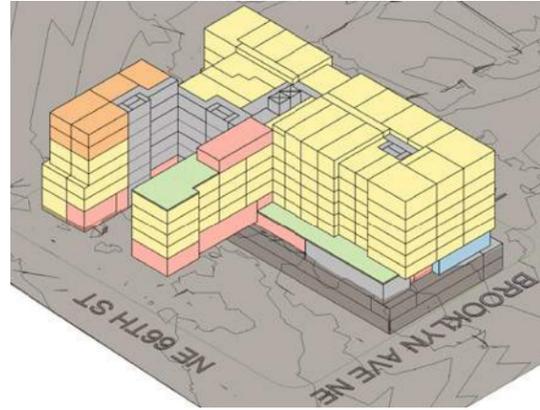


CODE COMPLIANT BROOKLYN AVE NE (WITH UPPER LEVEL SETBACK)

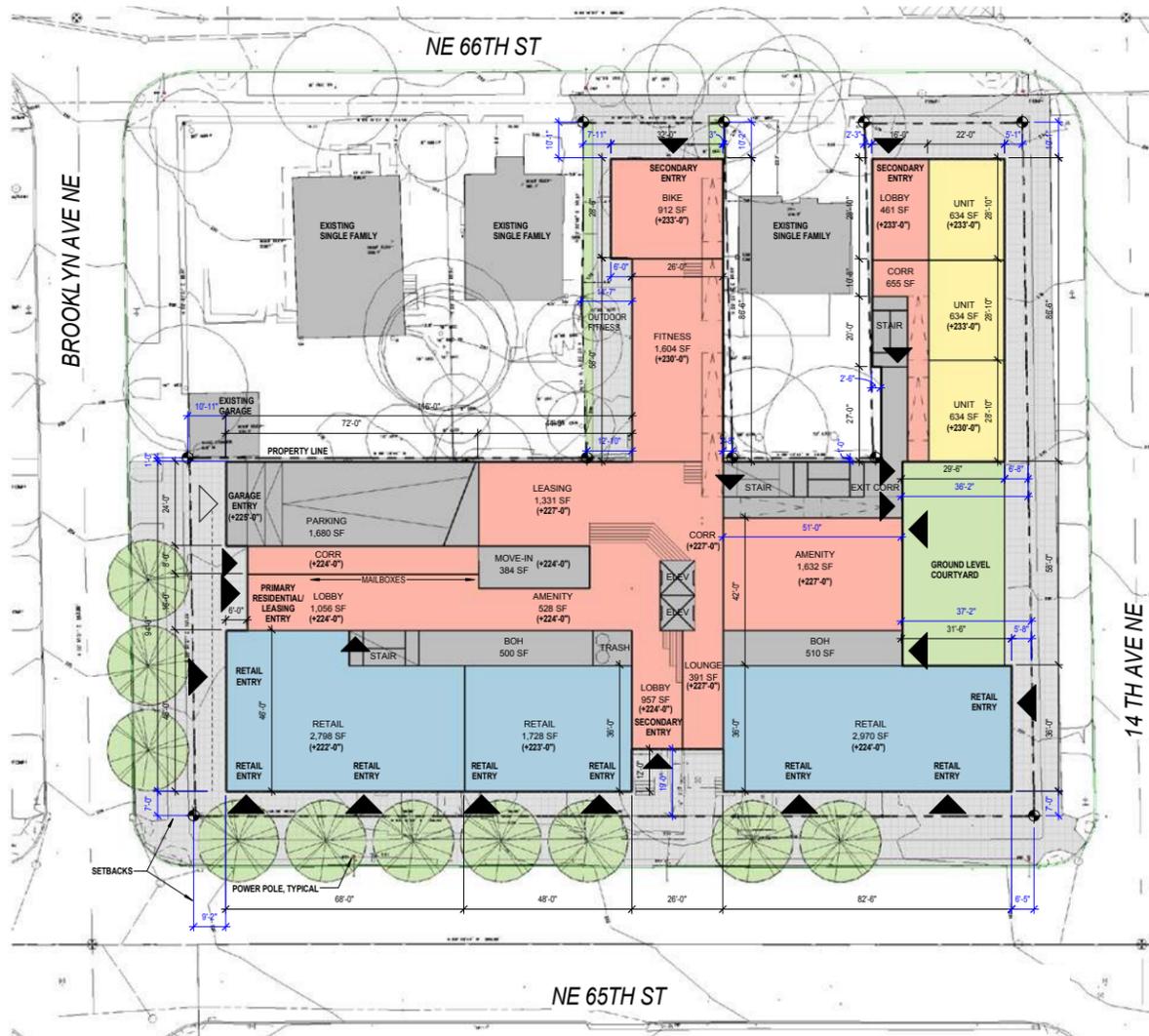




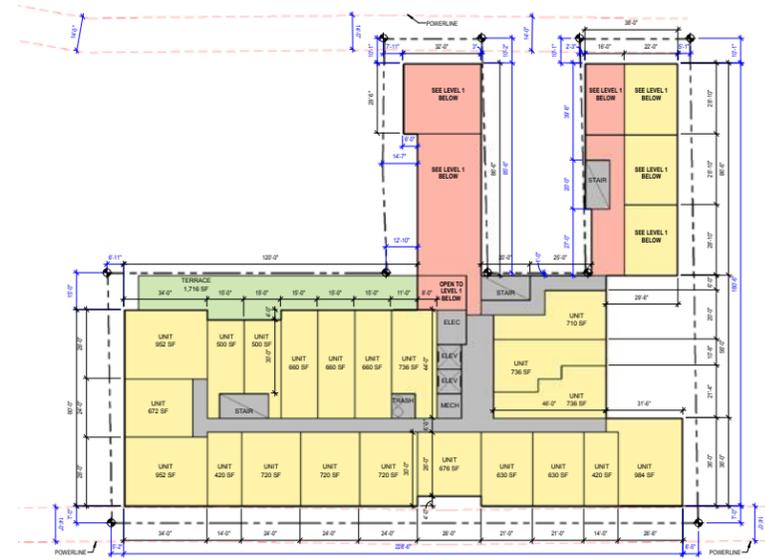
3D MASSING FROM SE CORNER



3D MASSING FROM NW CORNER



FLOOR PLAN LEVEL 1



FLOOR PLAN LEVEL 2



FLOOR PLAN LEVEL 3-4

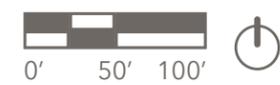


FLOOR PLAN LEVEL 5-6

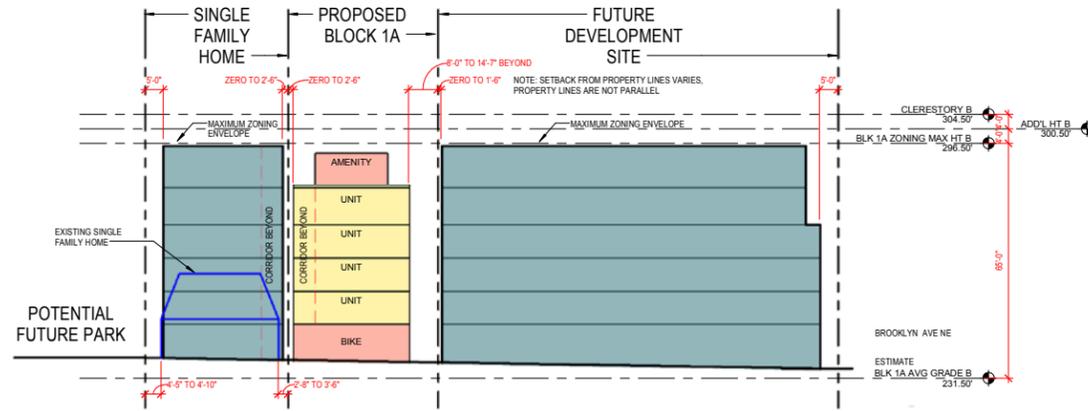


FLOOR PLAN LEVEL 7

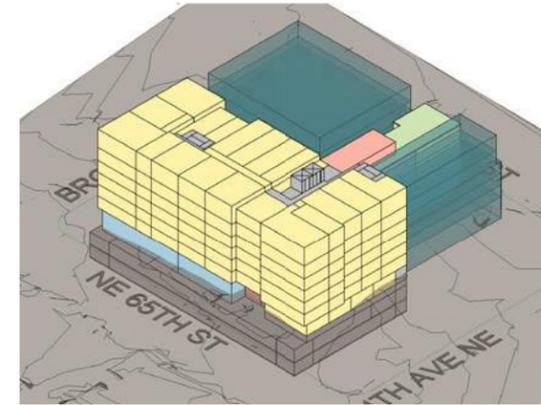
- ▲ Pedestrian Entry
- △ Vehicular Entry
- Retail
- Amenities/Lobby
- Residential Town House
- Residential Flat
- Roof Terraces
- Parking
- Services



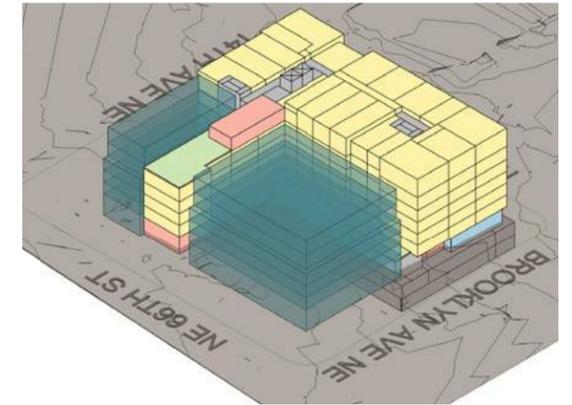
# MASSING WITH FUTURE PARCELS DEVELOPMENT



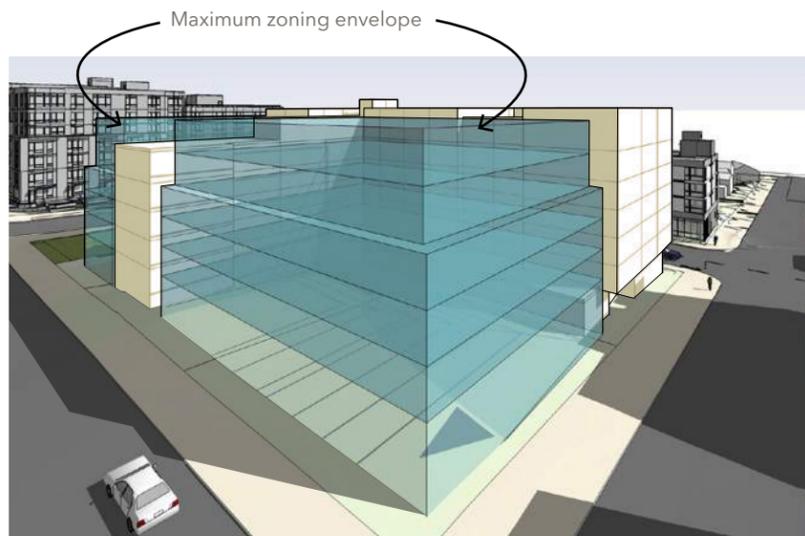
BUILDING SECTION EAST-WEST WITH FUTURE PARCELS DEVELOPMENT



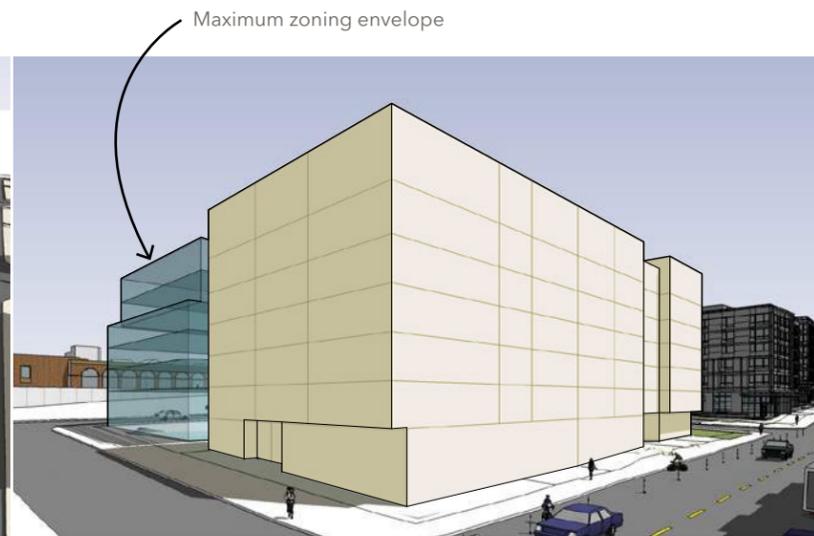
3D MASSING FROM SE CORNER



3D MASSING FROM NW CORNER



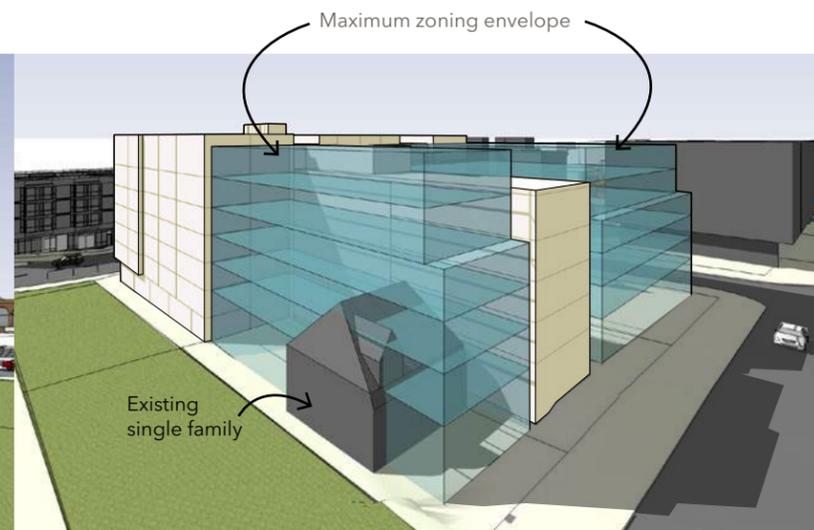
3D MASSING FROM NW CORNER



3D MASSING FROM SW CORNER



3D MASSING FROM SE CORNER



3D MASSING FROM NE CORNER



TYPICAL RESIDENTIAL LEVEL FLOOR PLAN