68TH & ROOSEVELT

68th & Roosevelt
3038434-EG

Early Design Guidance
03.14.2022

WEINSTEIN A+U

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PROJECT INFORMATION

PROPERTY ADDRESS
6718 Roosevelt Way NE, Seattle WA

OWNER
High Street Northwest Development, Inc.

DEVELOPER
High Street Northwest Development, Inc.

ARCHITECT
Weinstein A+U LLC

LANDSCAPE
Weisman Design Group

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DEVELOPMENT OBJECTIVES

The proposed project is a seven-to-eight story apartment building measuring approximately 240,000-sf in gross area including below grade parking. Due to the change in grade across the site, the proposed building height ranges from approximately 70 to 80 feet tall. The building will provide approximately 240 residential units, resident amenity spaces, a 1,250-sf street-level retail space, a 750-sf street-level coworking space connected to a mezzanine of the same use, private entry porches for at-grade units, generous ground-level landscaping, a roof deck for building residents, and approximately 150 structured parking spaces located below-grade (no parking is required).

The project development objectives are as follows:

- Provide a high quality living environment for residents with access to multimodal public transportation, coworking space, retail space, and outdoor amenities;
- Provide a cohesive architectural concept that is sensitive to the varied zoning of its neighbors. Create a design with integral building modulation that is informed by the specifics of its site and serves to reduce the apparent mass of the structure.
- Provide a transit-oriented development with streetfronts that are welcoming and interesting to pedestrians on Roosevelt Way NE, NE 68th St and 12th Ave NE with features that will benefit the neighborhood and relate appropriately to each frontage, including:
  - Outdoor seating areas to encourage retail activity along Roosevelt;
  - Deep building setbacks with generous landscaping at grade along 68th St to provide a buffer between the residences and the sidewalk;
  - Widened sidewalk, generous landscaping and seat furniture along 12th Ave NE to encourage pedestrian connections to the light rail station.
- Relate to the existing and planned future residential character of the north side of NE 68th St:
  - Individual ground-floor unit entry stoops providing multiple entries to provide eyes on the street;
  - Building modulation on a 20’ module to relate to lower density zoning to the north.

DEVELOPMENT OBJECTIVES: PUBLIC OUTREACH SUMMARY

SUMMARY OF OUTREACH METHODS

OUTREACH METHOD	MEDIA	ACTION
Printed Outreach	Direct Mailing (High Impact)	■ Posters were mailed to 689 residences and businesses within approximately 500-foot radius of the proposed site. ■ Completed September 9, 2021
Electronic / Digital Outreach	Project Interactive Website with Public Comment Function (High Impact)	■ Project website established and publicized via poster. Monitored daily for comments from the website. Developed an interactive project website with project information and a public commenting function. ■ Completed September 11, 2021
Electronic / Digital Outreach	Survey (High Impact)	■ Online survey established and publicized via poster with link to survey featured on project website. ■ Completed September 11, 2021

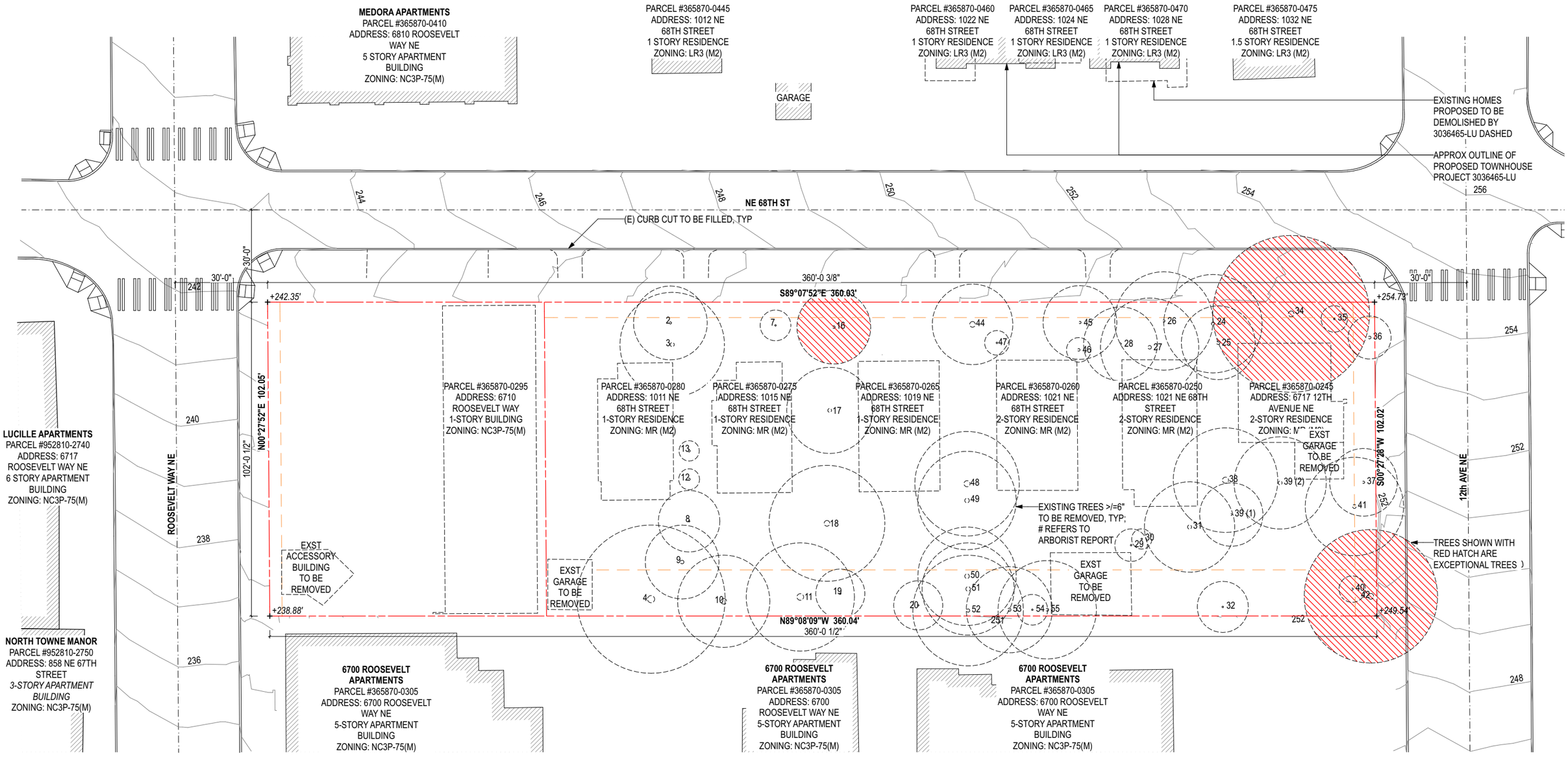
COMMUNITY COMMENTS / QUESTIONS

DESIGN-RELATED COMMENTS	COMMENTS / QUESTIONS	RESPONSE
Design & Character	44 percent of survey respondents noted that relationship to neighborhood character is most important to them about the design of the property; 39 percent said attractive materials; 39 percent said room for open space; 33 percent said interesting and unique design and 28 percent said parking. Numerous respondents encouraged a strong design concept with thoughtful urban character and high-quality, attractive materials; utilizing architecture that fits well within the neighborhood, ages well and is respectful to the original feel/style, including brick or unique/funky architectural elements; considering future growth/expansion; promoting a healthy, active, walkable and vibrant urban environment; paying extra consideration to materials at street-level; and having beautiful exterior finishes that do not include Hardie board. One respondent noted that the clean design on the project across Roosevelt is an excellent example and that the big black ugly building with colored panels is not.	Relationship to neighborhood character is a primary driver to the design. The design aims to address both the commercial zone to the west and the lower density neighborhood to the northeast sensitively, while maintaining a cohesive design that has an apparent continuous relatedness of its parts. The design aims to break up its north facade through meaningful, integral modulation that includes repeating bays and recessed decks, as well as massing “carve-outs” at the upper stories to reduce apparent bulk. Setbacks at ground level are proposed to provide both public and private open spaces.
Exterior	74 percent of survey respondents said landscaping is the most important consideration for the exterior of the property; 53 percent said lighting and safety features; 47 percent said seating options and places to congregate; and 21 percent said bike parking. Respondents encouraged having a well-landscaped, unique and community-oriented public space, accessible sidewalks, non-hostile architecture, as much public common area as possible, wide sidewalks that are well-maintained, street trees healthy enough to become tall, and open spaces for people to site and meet. Another respondent encouraged making sure street corners meet street-level for bicyclists. One respondent noted that cars sometimes go the wrong way on 12th so a concrete planter would be wise and that cars should be slowed down as the crosswalk is dangerous. Other respondents encouraged accessibility improvements and keeping both sides of NE 68th green and shady, and encouraged a publicly accessible green rooftop.	With deep setbacks proposed at ground level on all street frontages, landscaping is emphasized with the design. Ground-level units will have generous landscape buffers; wider-than-required ROW planting zones are proposed along 65th St., and large trees are also proposed along this frontage, where power lines are not a complication.
Sustainability	A few respondents encouraged using sustainable materials and aiming for green building certifications.	The project will obtain a green building or similar certification.
Scale	A few respondents encouraged the least amount of obstructive construction as possible and another encouraged not blocking the view of those immediately south of the project.	The scale of the project is proposed to be visually minimized by intentional carve-outs of the massing, both at street level and along the top floor. Generous ground level setbacks reduce the apparent mass of the building at grade.

COMMUNITY COMMENTS / QUESTIONS

NON DESIGN-RELATED COMMENTS	COMMENTS / QUESTIONS	RESPONSE
Retail	87 percent of survey respondents said they are most interested in new restaurants or bars for this location; 44 percent said new stores for shopping and 38 percent said new places for coffee or breakfast. When visiting an office, restaurant or retailer, 61 percent of survey respondents said a sense of openness and natural light inspires them to return; 56 percent said thoughtful design that is open and welcoming; 56 percent said local businesses / small businesses; 44 percent said great people and service; 33 percent said calm, restful places to reflect and relax; 28 percent said color and materials used in design; and 17 percent said bustling, exciting energy. Respondents encouraged any nice, viable local shops or restaurants and small businesses and having affordable rents, while others encouraged something that gives back to the community like a local food bank. One respondent encouraged providing one large commercial space versus breaking it up into smaller spaces.	The project will include retail space that will be designed to be attractive to a wide variety of retail uses. Expansive glazing is proposed for the retail and co-working spaces proposed in the NC zone, allowing in generous natural light, and making visible the bustling energy of the space.
Affordability	A few respondents encouraged having MFTE/IZ affordable units for lower income residents.	This project is in an (M) zone and is therefore required to provide some affordable housing or payment into the city affordable housing fund. In addition, the project will have 20% affordable MFTE units.
Units	A few respondents encouraged maximizing the number of units overall, providing a range of unit types/amenities including some units 2+ bedroom multi-story lofted units/walk-ups and keeping the property open-concept with individual balconies. Other respondents encouraged utilizing condo or townhome ownership options.	The preferred scheme aims to maximize the number of units, and to provide a variety of unit types. Ground floor walk-up units are proposed, and many units above grade are proposed to have individual balconies.
Parking	Several respondents noted parking is crucial and should be provided since this is an owner-occupied residential area. Others noted parking should be lower priority due to the close proximity to the light rail station.	Although parking is not required, parking is proposed to be provided for approximately 60% of units.
Safety and Security	A few respondents noted that making the space safe and welcoming and having lights at night is important. Another encouraged activation of the area with businesses that put eyes on the street most hours of the day.	Co-working and retail spaces proposed in the NC zone aim to put eyes on the street here, and walk-up ground floor units in the MR zone are proposed to have generous landscape buffers for safety and appropriate lighting.
Construction Impacts	A few respondents noted that the project should be made quickly as there is so much construction in the area it is making the area unpleasant.	The project team hopes the project can be be built quickly as well!
Demand	One respondent questioned noted there is no guarantee it will fill up in the new “work from home” era.	Units are being developed with “WFH” in mind, and most will contain dens for home offices or nooks for desks to be located within. The co-working space proposed is also a response to this new era.
Amenities	One respondent noted they appreciate providing dog and hygiene space to protect plants on the street.	An irrigated dog relief area will be provided and is proposed to be located at the southeast of the project at grade.

EXISTING SITE PLAN



EXISTING SITE PLAN

EXISTING SITE TREES (ID PER ARBORIST REPORT)

TREE ID	SCIENTIFIC NAME	COMMON NAME	DSH (INCHES)
2	PRUNUS SERRULATA	FLOWERING CHERRY	8.6
3	PRUNUS EMARGINATA VAR. MOLLIS	BITTER CHERRY	17.0
4	PLATANUS X ACERIFOLIA	LONDON PLANETREE	27.6
7	PRUNUS EMARGINATA VAR. MOLLIS	BITTER CHERRY	6.8
8	STYRAX JAPONICUS	JAPANESE SNOWBELL	6.0
9	PRUNUS LAUROCERASUS	CHERRY LAUREL	13.1
10	PLATANUS X ACERIFOLIA	LONDON PLANETREE	22.4
11	PLATANUS X ACERIFOLIA	LONDON PLANETREE	27.3
12	PRUNUS LAUROCERASUS	CHERRY LAUREL	8.6
13	PRUNUS LAUROCERASUS	CHERRY LAUREL	8.2
16	ACER CIRCINATUM	VINE MAPLE	9.4
17	PYRUS COMMUNIS	EUROPEAN PEAR	15.1
18	X CUPROCYPARIS LEYLANDII	LEYLAND CYPRESS	27.0
19	PYRUS COMMUNIS	EUROPEAN PEAR	6.8
20	PYRUS COMMUNIS	EUROPEAN PEAR	7.2
24	MAGNOLIA X SOULANGIANA	SAUCER MAGNOLIA	11.5
25	MALUS SP.	CRABAPPLE	14.6
26	ACER PALMATUM	JAPANESE MAPLE	9.9
27	SEQUOIA SEMPERVIRENS	COAST REDWOOD	14.1
28	ACER PALMATUM	JAPANESE MAPLE	7.1
29	TSUGA MERTENSIANA	MOUNTAIN HEMLOCK	6.0
30	SYRINGA VULGARIS	COMMON LILAC	6.8
31	PINUS MONTICOLA	WESTERN WHITE PINE	16.3
32	X CUPROCYPARIS LEYLANDII	LEYLAND CYPRESS	7.5
33	PRUNUS SERRULATA	FLOWERING CHERRY	12.7
34	SALIX SP. (NATIVE)	NATIVE WILLOW	23.1
35	PINUS SYLVESTRIS	SCOTS PINE	6.4
36	PRUNUS CERASIFERA	CHERRY PLUM	11.4

TREES (CONTINUED)

TREE ID	SCIENTIFIC NAME	COMMON NAME	DSH (INCHES)
37	JUNIPERUS CHINENSIS ‘KAIZUKA’	HOLLYWOOD JUNIPER	9.5, 6.4
38	ACER PSEUDOPLATANUS	SYCAMORE MAPLE	23.4
40	PRUNUS EMARGINATA VAR. MOLLIS	BITTER CHERRY	8.1
41	PINUS SYLVESTRIS	SCOTS PINE	14.1
42	CRATAEGUS MONOGYNA	COMMON HAWTHORN	17.2
44	THUJA PLICATA	WESTERN REDCEDAR	27.5
45	CHAMAECYPARIS PISIFERA	SAWARA CYPRESS	9.7
46	THUJA OCCIDENTALIS	ARBORVITAE	10.1
47	SALIX SP. (NATIVE)	NATIVE WILLOW	6.6
48	CEDRUS DEODARA	DEODOR CEDAR	23.7
49	CHAMAECYPARIS PISIFERA	SAWARA CYPRESS	18.5
50	TSUGA HETEROPHYLLA	WESTERN HEMLOCK	17.6
51	TSUGA HETEROPHYLLA	WESTERN HEMLOCK	17.1
52	THUJA PLICATA	WESTERN REDCEDAR	13.3
53	CHAMAECYPARIS PISIFERA	SAWARA CYPRESS	13.1
54	CHAMAECYPARIS PISIFERA	SAWARA CYPRESS	6.0
55	CHAMAECYPARIS PISIFERA	SAWARA CYPRESS	10.8
39 (1)	ACER PSEUDOPLATANUS	SYCAMORE MAPLE	6.8
39 (2)	SALIX MATSUDANA ‘TORTUOSA’	CORKSCREW WILLOW	15.6

Trees shown with red boxes around them on this page are considered exceptional trees.

Exceptional trees are also shown with a red hatch on the previous page.

LEGAL DESCRIPTIONS FOR ALL LOTS

- LOT 10, 11, 12, BLOCK 3, JAMES’ DIVISION GREEN LAKE ADDITION, RECORDED IN VOLUME 4 OF SURVEYS, PAGE 41, RECORDS OF KING COUNTY, WASHINGTON.
- THE WEST HALF OF LOT 8 AND ALL OF LOT 9, BLOCK 3, JAMES’ DIVISION OF GREEN LAKE ADDITION TO SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 41, IN KING COUNTY, WASHINGTON.
- LOT 7 AND THE EAST HALF OF LOT 8, BLOCK 3, JAMES DIVISION OF GREEN LAKE ADDITION TO SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 41, RECORDS OF KING COUNTY, WASHINGTON.
- THE WEST HALF OF LOT 5, AND ALL OF LOT 6, BLOCK 3, JAMES’ DIVISION OF GREEN LAKE ADDITION TO SEATTLE, WASHINGTON, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 41, IN KING COUNTY, WASHINGTON.
- LOT 4 AND THE EAST HALF OF LOT 5, BLOCK 3, JAMES’ DIVISION OF GREEN LAKE ADDITION TO SEATTLE, WASHINGTON, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 4 OF PLATS, PAGE 41, IN KING COUNTY, WASHINGTON.
- WEST 10 FEET OF LOT 2 AND ALL OF LOT 3, BLOCK 3, JAMES’ DIVISION OF GREEN LAKE ADDITION TO SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 41, IN KING COUNTY, WASHINGTON.
- LOT 1 AND THE EAST 20 FEET OF LOT 2, ALL IN BLOCK 3, JAMES’ DIVISION OF GREEN LAKE ADDITION TO SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 41, IN KING COUNTY, WASHINGTON.

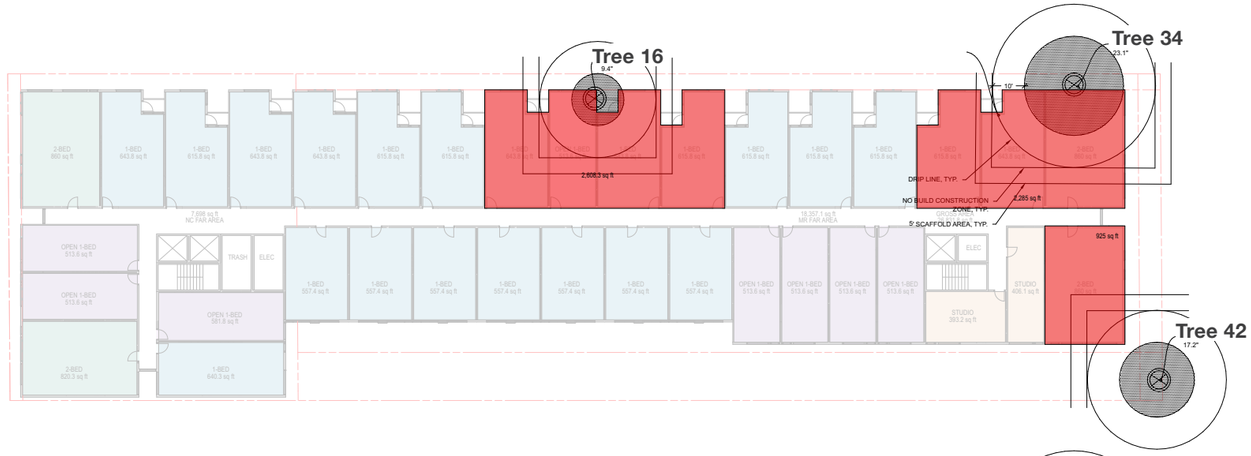
EXCEPTIONAL TREES

All site trees over 6” in diameter have been inventoried and assessed by a certified arborist at Tree Solutions, Inc., per a report dated 10-22-21. In this report, three site trees were assessed as “exceptional” per the standards of Director’s Rule 16-2008. The viability of these trees were assessed as follows:

Tree 16: Tree is not viable for long term retention due to half of the canopy having been removed and the remainder being in decline.

Tree 34: This tree is in fair health, however it is grown on a rockery 3-feet above the sidewalk. In order to lower the grade here to provide a site design that allows for greater connection between the building and sidewalk, the tree will require removal.

Tree 42: The tree is a Hawthorn which is on King County’s Noxious Weed list and is recommended for control in our area. It is in fair health but is not viable for retention due to proposed plans which include new sidewalk within the ROW setback and additional paving and landscaping associated with a secondary entry from the direction of the light rail station.

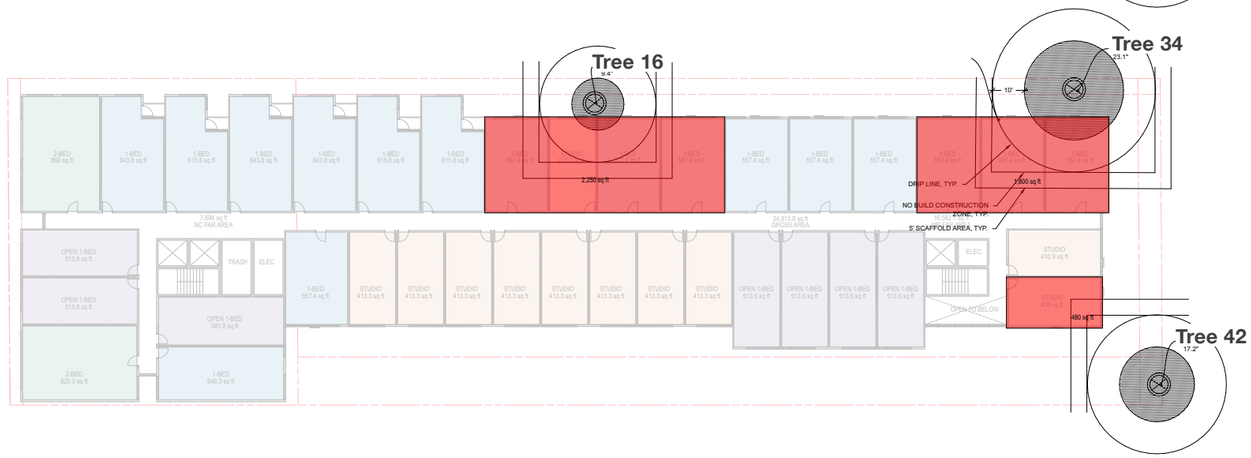


Level 4 (Levels 3,5,6,7 Sim):

Red shade indicates nonviable units in preferred scheme if exceptional trees were to be retained and protected

Total area lost per floor: 5,818-sf

Units lost per floor: 8

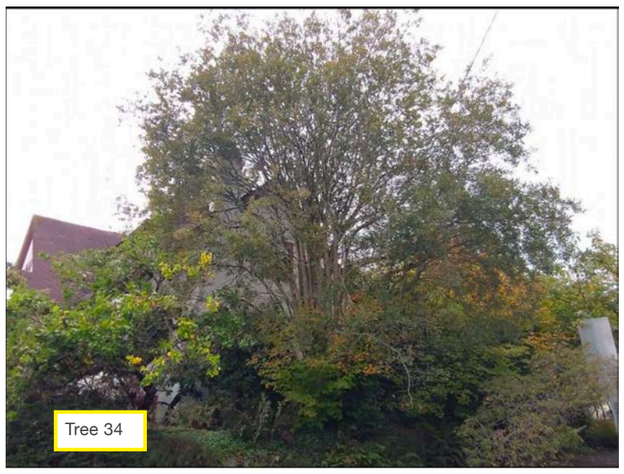


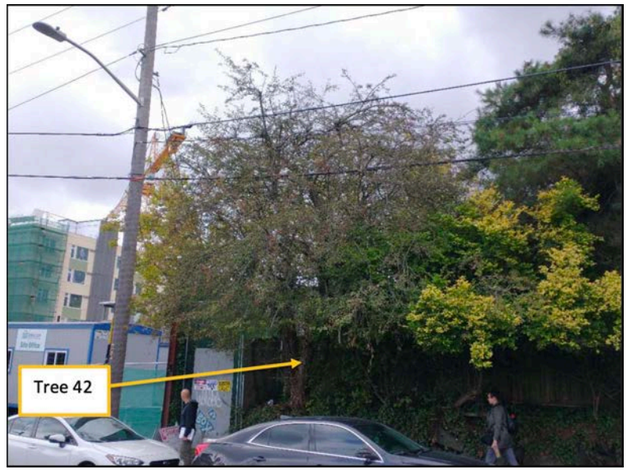
Level 2 (Level 1 Sim):

Red shade indicates nonviable units in preferred scheme if exceptional trees were to be retained and protected

Total area lost per floor: 4,530-sf

Units lost per floor: 8



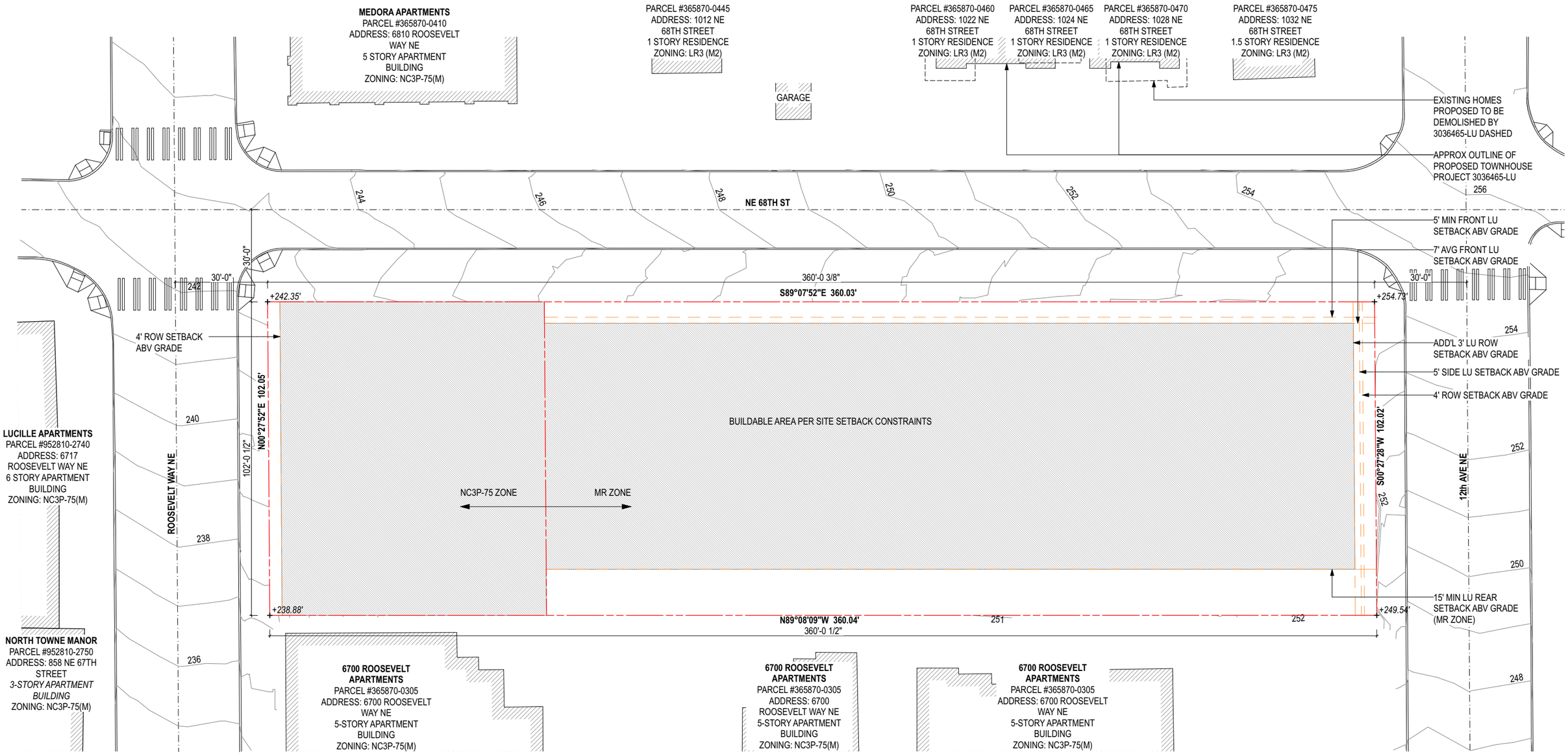


Totals:

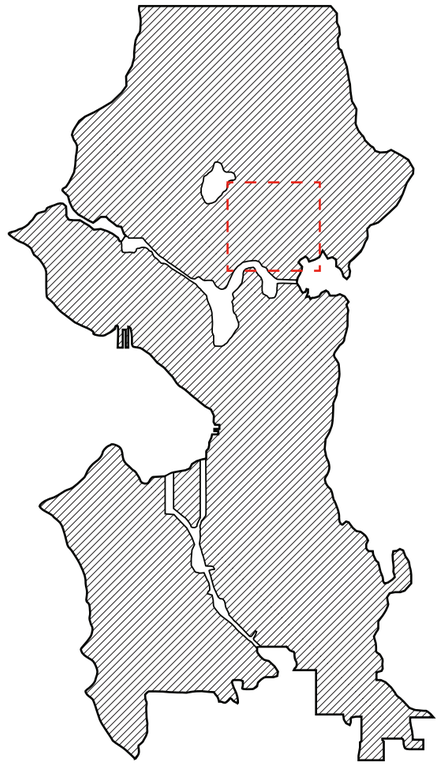
Total area lost (not including parking): 38,150-sf

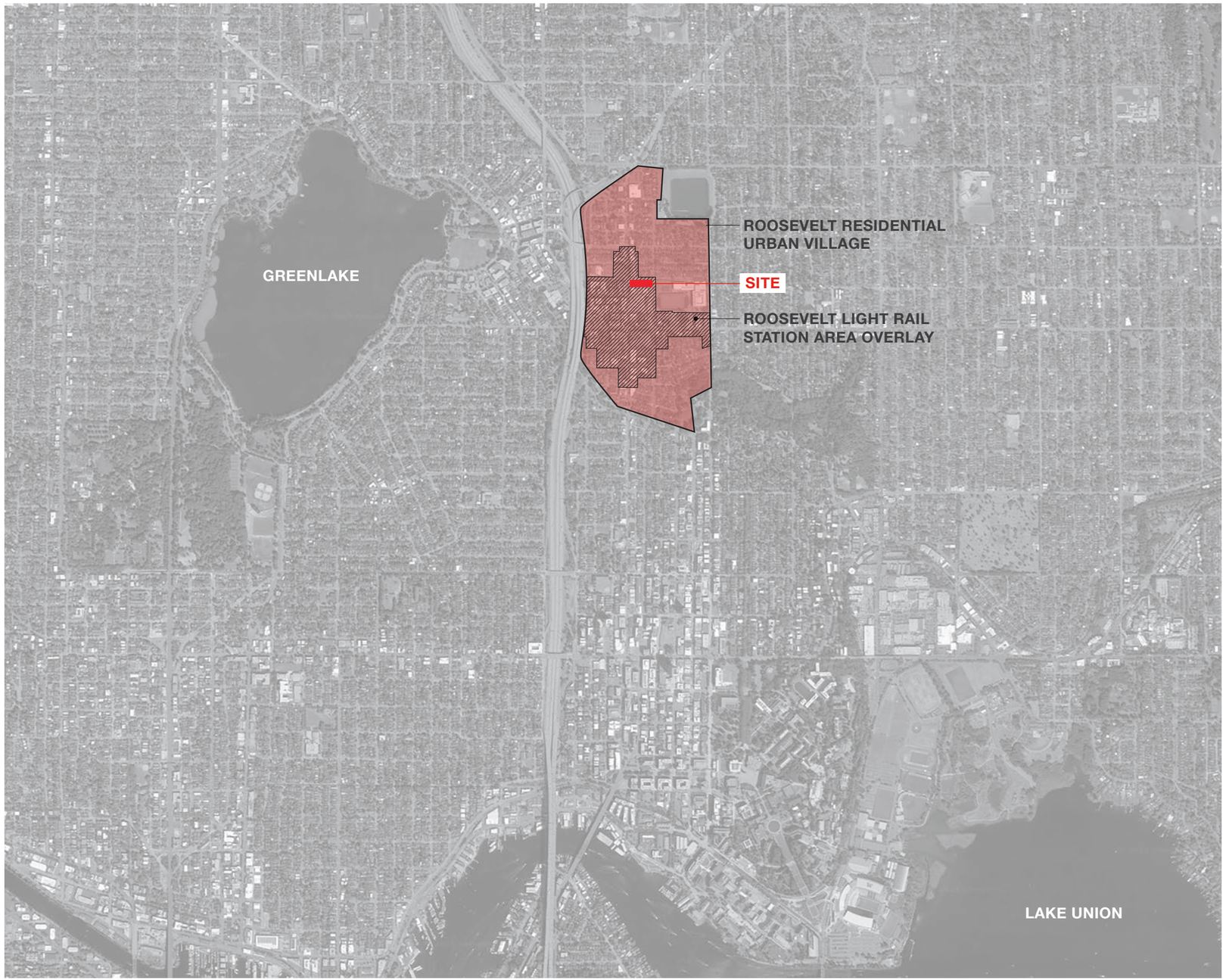
Total units lost: 56

EXISTING SITE PLAN: SITE CONSTRAINTS



URBAN DESIGN ANALYSIS: CITY CONTEXT





URBAN DESIGN ANALYSIS: NEIGHBORHOOD CONTEXT

KEY

Roosevelt Residential Urban Village

Roosevelt Light Rail Station Area Overlay

NEIGHBORHOOD CONTEXT

1. Calvary Christian Assembly
2. Medora Apartments
3. Eleanor Apartments
4. Lucille Apartments
5. North Town Manor
6. 6700 Roosevelt Apartments
7. Roosevelt High School
8. Iron Flats
9. Strada 67 Apartments
10. Roosevelt Light Rail Station
11. Emerald City Boxing Gym
12. The Rooster Apartments (Weinstein A+U)
13. Rain City Burgers
14. Roosevelt Square
15. Whole Foods Market
16. Vida Apartments (Weinstein A+U)
17. Mio Apartments (Weinstein A+U)
18. Rising Sun Produce
19. Cedar Crossing (under construction)
20. Corner 63 (High Street Residential; under construction)
21. Fireside Flats (under construction)
22. Centerline Apartments
23. **Project Site (Zoning Massing)**

N

URBAN DESIGN ANALYSIS: BIRDS EYE VIEW

With the recently opened light rail station to the south, Roosevelt High School to the east, and the commercial corridor of Roosevelt Way NE to the west, the project site can expect to see a fair amount of pedestrian traffic on all frontages.

There are many examples of large multifamily projects close to the transit station within the transitioning neighborhood.

KEY

- Roosevelt Residential Urban Village
- Roosevelt Light Rail Station Area Overlay

NEIGHBORHOOD CONTEXT

1. Calvary Christian Assembly
2. Medora Apartments
3. Eleanor Apartments - ***Large Multifamily: 260 units***
4. Lucille Apartments
5. North Town Manor
6. 6700 Roosevelt Apartments
7. Roosevelt High School
8. Iron Flats - ***Large Multifamily: 368 units***
9. Strada 67 Apartments
10. Roosevelt Light Rail Station
11. Emerald City Boxing Gym
12. The Rooster Apartments (Weinstein A+U)
13. Rain City Burgers
14. Roosevelt Square
15. Whole Foods Market
16. Vida Apartments (Weinstein A+U) - ***Large Multifamily: 206 units***
17. Mio Apartments (Weinstein A+U)
18. Rising Sun Produce
19. Cedar Crossing (under construction) - ***Large Multifamily: 254 units***
20. Corner 63 (High Street Residential; under construction)
21. Fireside Flats (under construction)
22. Centerline Apartments - ***Large Multifamily: 235 units***
23. **Project Site (Allowable Zoning Massing Shown)**

URBAN DESIGN ANALYSIS: CURRENT USE

Mixed-use and retail uses are prevalent along the commercial core of Roosevelt Way NE, while residential uses are more prevalent east and west of this corridor. With a site that fronts Roosevelt Way NE as well as lower density residential areas, the project will look to relate to the uses neighboring each portion of the site sensitively, with appropriate ground level setbacks and ground level facade treatments that relate to each side of the project, while maintaining a cohesive architectural character overall.

KEY

- Roosevelt Residential Urban Village
- Roosevelt Light Rail Station Area Overlay

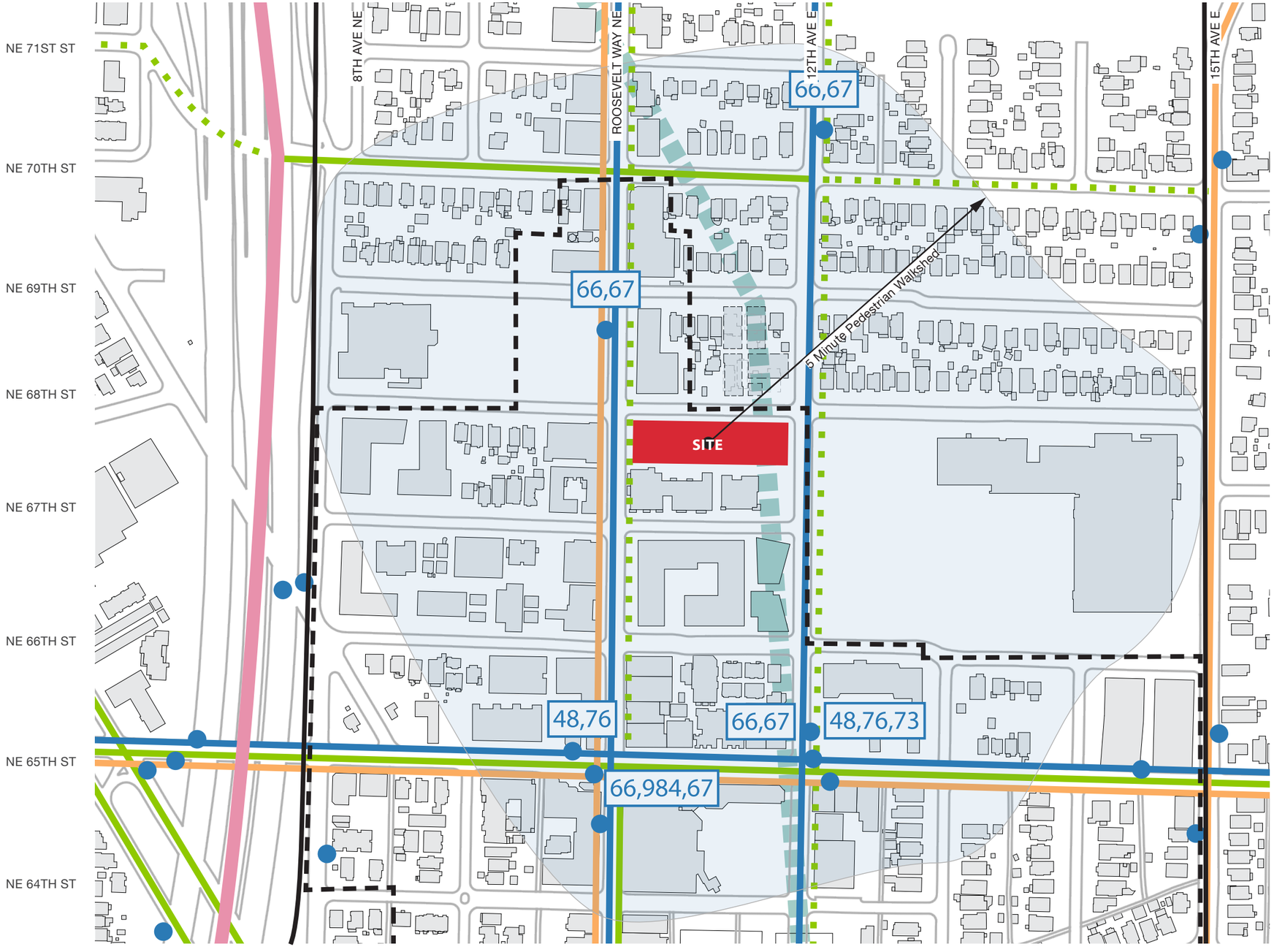
LEGEND

- Single Family
- Multi Family
- Mixed-Use
- Office
- Retail
- School/Institutional
- Religious
- Parks/Open Space
- Site

N

URBAN DESIGN ANALYSIS: TRANSIT MODES

The proximity to the new Roosevelt Light Rail station is an important element of the site and the proposed project has intentional design elements to maximize the benefits of this proximity. Pedestrian traffic is expected from the station towards the southeast of the project site, and the proposed design therefore includes public and private outdoor spaces and site furnishings in this area, a secondary entry, and bike parking.



KEY

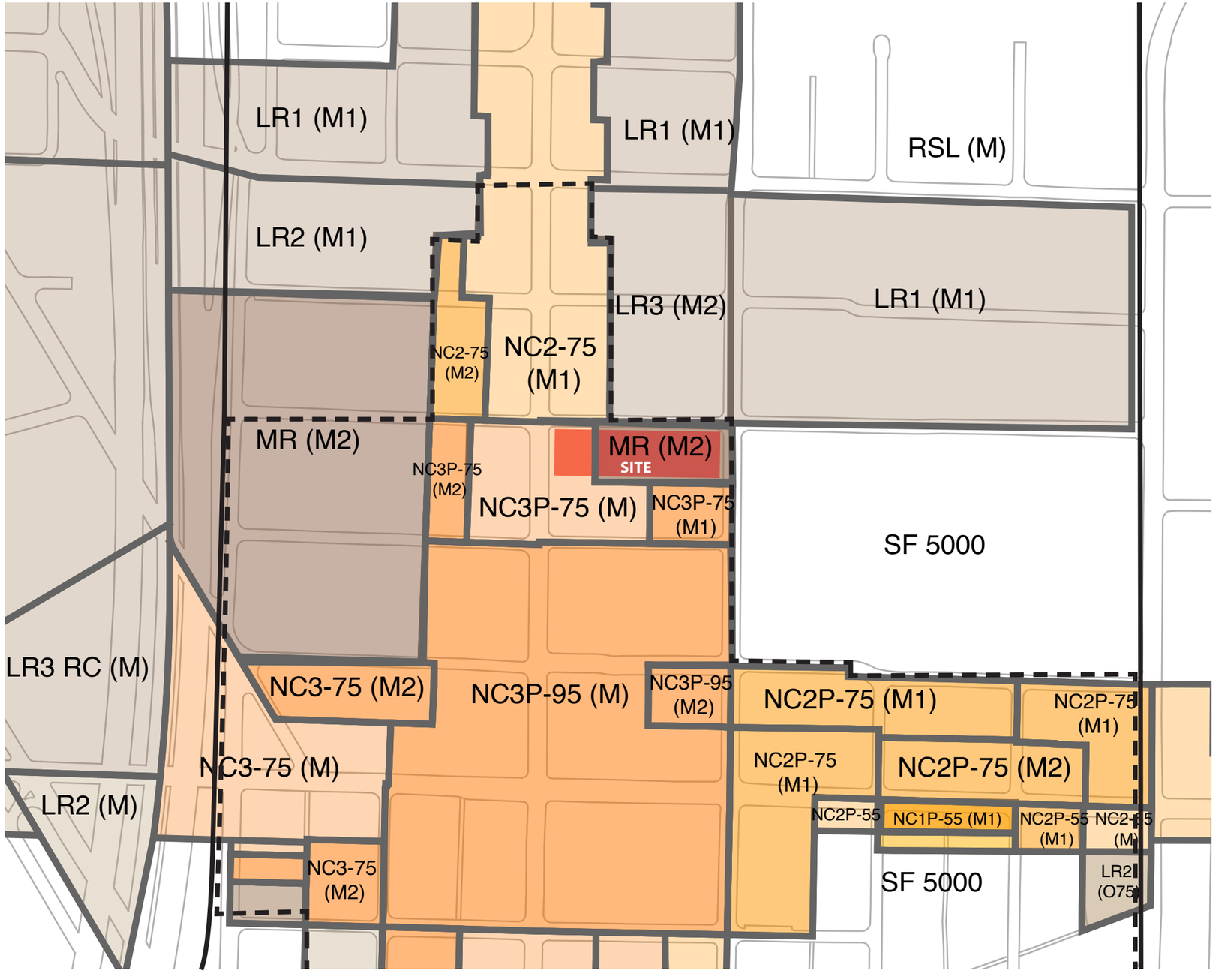
- Roosevelt Residential Urban Village
- Roosevelt Light Rail Station Area Overlay

LEGEND

- Light Rail Tunnel
- Roosevelt Light Rail Station
- Principal Arterial
- Minor Arterial
- Bus Routes
- Bus Numbers (4)
- Bicycle Dedicated Lanes
- Bicycle Friendly Roads
- 5 Minute Pedestrian Walkshed (approx.)

N

URBAN DESIGN ANALYSIS: EXISTING ZONING



The project site spans two zones: NC3P-75 and MR. Across the street to the north it faces an NC2-75 and an LR3 zone, to the south it is adjacent to NC3 zoning, and it is kitty-corner to LR1 at the northeast. The proposed project aims to sensitively respond to each of these zones while maintaining a cohesive architectural character.

KEY

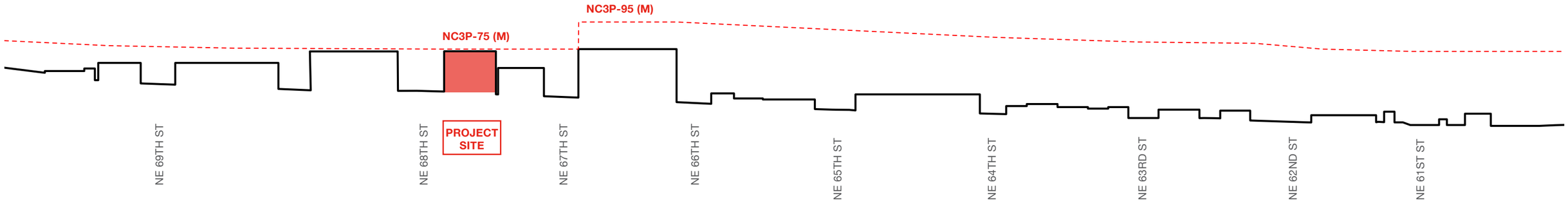
- Roosevelt Residential Urban Village
- Roosevelt Light Rail Station Area Overlay

LEGEND

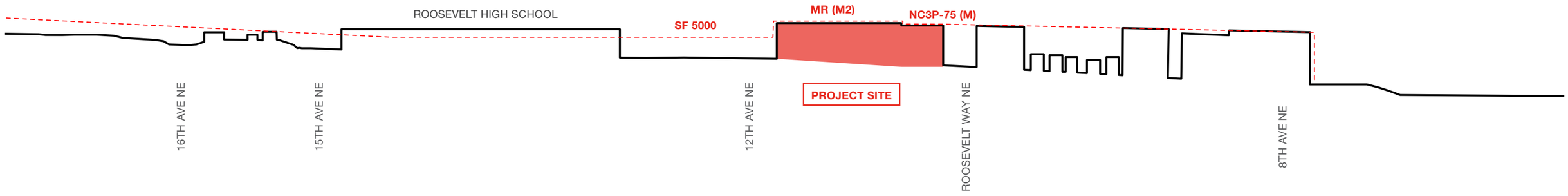
- LR
- MR
- NC3
- NC2
- NC1
- Zone Boundaries

N

URBAN DESIGN ANALYSIS: EXISTING ZONING



NORTH-SOUTH SECTION - Through Roosevelt Way NE Looking East, showing relative heights of existing neighboring buildings



EAST-WEST SECTION - Through NE 68th Street Looking South, showing relative heights of existing neighboring buildings

Approximate heights can be determined by comparing building outdlines to zoning height lines

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URBAN DESIGN ANALYSIS: COMMUNITY NODES

The new Roosevelt Light Rail station and the Roosevelt High School are two important landmarks in close proximity to the project site. Both landmarks are expected to generate pedestrian activity across the site, which is one reason for the proposed project's generous ground-level setbacks. The project proposes its largest ground-level setback along 12th Ave, to be deferential to the High School across the street, as well as to provide generous elbow room to pedestrians passing north from the light rail. A secondary building entry is proposed on this facade, which includes bike parking and outdoor seating elements.


1

2

3


4

1. Calvary Christian Assembly
2. Rising Sun Produce
3. Roosevelt Shops
4. Roosevelt Link Station
5. Roosevelt Square
6. Roosevelt High School

5


6

URBAN DESIGN ANALYSIS: NEIGHBORHOOD PHOTOS - LARGE MIXED USE EXAMPLES

There are many examples of large multifamily projects close to the transit station within this transitioning neighborhood.

1. Centerline Apartments
2. Medora Apartments
3. Cedar Crossing (under construction)
4. Iron Flats
5. Eleanor Apartments
6. Vida Apartments (Weinstein A+U)

URBAN DESIGN ANALYSIS: STREET ELEVATIONS

CALVARY CHRISTIAN ASSEMBLY | ROOSEVELT WAY NE | **PROJECT SITE (OPPOSITE)** | 12TH AVE NE | SF RESIDENTIAL

PLANNED TOWN HOME DEVELOPMENT

A | EAST-WEST STREET ELEVATION - NE 68th Street Looking North

ROOSEVELT HIGH SCHOOL | 12TH AVE NE | **PROJECT SITE** | ROOSEVELT WAY NE | LUCILLE APARTMENTS

B | EAST-WEST STREET ELEVATION - NE 68th Street Looking South

URBAN DESIGN ANALYSIS: STREET ELEVATIONS

C | NORTH-SOUTH STREET ELEVATION - Roosevelt Way NE Looking East

D | NORTH-SOUTH STREET ELEVATION - 12th Ave NE Looking West

ZONING DATA

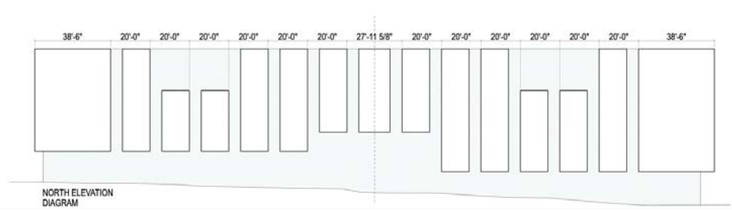
PRELIMINARY SEATTLE ZONING CODE ANALYSIS

PARCEL NOs	3658700245, 3658700250, 3658700260, 3658700265, 3658700275, 3658700280, 3658700295		
LOT AREA	36,734-SF (±0.8433-acres) total; 27,549.6-SF in MR zone, 9,184.6-SF in NC zone		
ZONING	**MR (M2)**	**NC3P-75 (M)**	**NOTES**
PERMITTED USES	■ Ground level commercial uses permitted that meet certain requirements ■ Residential uses permitted outright	■ Residential uses may occupy in the aggregate no more than 20% of the street-level, street-facing facade in a pedestrian-designated zone facing a principal pedestrian street (applies to Roosevelt Way NE) ■ Along the remaining 80%, one or more of the following are required: sales and services, eating and drinking establishments, offices, etc., per 23.47A.005D.1.	No ground level commercial proposed in MR zone.
STREET LEVEL STANDARDS	N/A	■ Blank facades may not exceed 20’ in width, and the total of all blank segments may not exceed 40% of the width of the facade along the street. ■ Street-level, street facing facades shall be within 10’ of the lot line unless wider sidewalks, plazas or approved landscaping or open space provided. ■ 60% of the facade between 2’-8’ above the sidewalk to be transparent. ■ Street level nonresidential required to have 13-ft floor to ceiling height ■ Nonresidential uses greater than 600-sf shall extend an average depth of at least 30’ and a minimum depth of 15’ from the street. ■ Overhead weather protection required	12’ ground floor setback proposed; landscaping to be provided within this zone.
STRUCTURE HEIGHT	■ Height limits for MR zones per table B: 80’ ■ Roof surfaces surrounded by a parapet may exceed applicable height limit to allow for a slope; green roofs covering at least 50% of the roof surface may gain 2 additional feet of height; railings, planters, parapets may extend 4’ above the height limit; stair penthouses and mechanical equipment may extend 15’ above the height limit; elevator penthouses may extend 16’ above the height limit.	■ Height limit per zoning: 75’ ■ Railings, planters, parapets may extend 4’ above the max height limit. Insulation or soil for landscaping may extend 2’ if enclosed by parapets. ■ Mech equipment, stair penthouses may extend 15’ above height limit; elevator penthouses may extend 16’. Combined total coverage may not exceed 25% of roof area.	
FAR	■ Total FAR per table A: MR zone with MHA suffix = 4.5 (see also Green Building Standards section on following page) ■ Gross floor area below grade is not chargeable against allowable FAR ■ Portions of a story no more than 4’ above existing or finished grade, whichever is lower, excluding access, are not chargeable against allowable FAR	■ Total FAR in Station Overlay District, per Table B = 6.0 ■ Gross floor area below grade is not chargeable; ■ Portions of a story no more than 4’ above existing or finished grade, whichever is lower, excluding access, are not chargeable.	MR zone: 4.5 x 27,549.6-sf = 123,973-sf Max NC zone: 6.0 x 9,184.6-sf = 55,108-sf Max Below-Grade parking exempted
SETBACKS	■ Front and side setbacks from lot lines: 7’ average, 5’ minimum. Applies to NE 68th St and 12th Ave NE. ■ Rear setback from lot line: 15’ minimum ■ Minimum required separation between principal structures on a site is 10’ ■ Unenclosed decks up to 18” above grade may project into setbacks ■ Unenclosed decks and balconies may project a max of 4’ into setbacks if no closer than 5’ to a lot line	■ Upper level setbacks for street-facing facades: for zones with height limits of 75’, portions of structures above 65’ must be set back from the front lot line by an average depth of 8’.	

PRELIMINARY SEATTLE ZONING CODE ANALYSIS

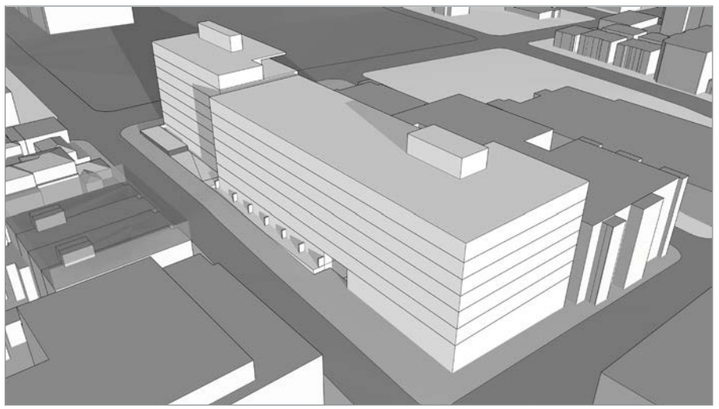
	MR (M2)	NC3P-75 (M)	NOTES
AMENITY AREA	■ Amenity spaces equivalent to 5% of residential gross floor area required for residential uses ○ No more than 50% of amenity area may be enclosed ○ Common amenity area: min area 250-sf; 10’ min horizontal dimension ○ Private balconies: min area 60-sf ○ All residents must have access to a common or private amenity area	■ Amenity spaces equivalent to 5% of residential gross floor area required for residential uses ○ GFA excludes areas used for mech equipment. ○ Bioretention area counts towards amenity area. ○ Amenity areas shall not be enclosed ○ Common amenity area: min area 250-sf; 10’ min horizontal dimension ○ Private balconies: min area 60-sf; 6’ min dimension all sides ○ All residents must have access to a common or private amenity area	
STRUCTURE WIDTH AND DEPTH LIMITS	■ For lots > 9,000-sf in MR zones, the width of principal structures shall not exceed 150’. ■ Structure depth shall not exceed 80% of the depth of the lot except as per 23.45.528.B2	N/A	Departure request #1; see page 56-57
GREEN BUILDING STANDARDS	■ For projects in MR zones exceeding an FAR of 3.45, the proposed development must meet a green building standard per 23.58D.	N/A	
PARKING LOCATION, ACCESS	■ Garage doors in MR zones facing the street shall be set back at least 18’ from the lot line and be no closer to the street lot line than the facade of the structure.	N/A	Departure request #2; see page 58
REQUIRED PARKING	■ No minimum vehicle parking required for Station Overlay District. ■ Bike parking ○ Residential: 1 per dwelling unit long term; 1 per 20 dwelling units short term ○ Footnote 3: After first 50 spaces provided for residential uses, additional spaces are required at a 3/4 ratio. ○ Eating and drinking: 1 per 5,000-sf long term; 1 per 1,000-sf short term.		Some vehicle parking is proposed below grade.
PARKING ACCESS STANDARDS	■ No portion of a driveway shall exceed a slope of 15%. The director may allow for exceeding this.		Departure #3 (if cannot be achieved via Type 1 Decision); see page 58

PRIORITY DESIGN GUIDELINES

SEATTLE DESIGN GUIDELINE & ROOSEVELT NEIGHBORHOOD DESIGN GUIDELINE			RESPONSE
CS2 Urban Pattern and Form **Strengthen the most desirable characteristics and patterns of the streets, block faces, and open spaces in the surrounding area.**	C.	Relationship to the Block 3. Full block sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the facade and overall building design...	The primary design goal of the preferred concept is to provide repeating elements in an interesting and rhythmic way in order to avoid a monolithic presence and to reduce the apparent bulk and scale of the building from the pedestrian view. At street level in particular, detail and human scale are provided by entry stoops, generous planters and private terraces, at varying heights from adjacent grade.
CS2 Roosevelt Supplemental Guidance	II.	Adjacent Sites, Streets and Open Spaces i. Consider incorporating private open spaces between the street and residences and between adjacent properties. ii. Ground-level landscaping should be used between the structure(s) and sidewalk in multi-family areas.	The preferred concept provides a 12 foot setback at street level in the MR zone facing NE 68th St., which is 7 feet more than required by code. This setback includes a 7 foot deep landscape buffer and 5 foot private terraces.
CS2 Roosevelt Supplemental Guidance	III.	Height, Bulk, and Scale i. Commercial Core: a. ...New development that aggregates one half block or more, should take steps to recall historic, smaller-scale development patterns. iii. Multi-family/Residential Zone Edges: Careful siting, building design and building massing should be used to achieve an integrated neighborhood character in multi-family zones. Some of the rechniques preferred in Roosevelt include: a. Increasing building setbacks from the zone edge at ground level; b. Reducing the bulk of the building's upper floors; c. Reducing the height of the structure; d. Use of landscaping or other screening (such as a 5-foot landscape buffer); e. Modulation of bays; g. Minimizing the use of blank walls	Although the proposed project is not sited within the Commercial Core, it does aggregate a half block in size and so part (i) of this guidance seemed relevant in addition to part (iii). The preferred scheme seeks to recall smaller-scale development patterns by providing 20' wide bays, a width that will relate in scale to the townhouse projects planned across the street to the north. In addition to this, the preferred scheme provides a greater than code-required setback at ground level on all street edges, it reduces the bulk of the upper floors in certain areas, and provides a 7 foot landscaping buffer for at-grade residences. It provides massing modulation through 20' wide bays offset with recessed decks in an interesting and rhythmic pattern along the north facade.  Image from SDG CS3 
CS3 Roosevelt Supplemental Guidance	I.	Emphasizing positive neighborhood attributes ii. Reinforce a vibrant streetscape a. Apply a pedestrian-oriented design; b. Include multiple recessed entries	In the NC zoned portion of the site, a vibrant streetscape is proposed by having retail and co-working spaces face the street, spilling outdoors with some outdoor seating, and with the co-working extending to a mezzanine that is slightly above grade on the NE 68th St. side. Residential entries along NE 68th and 12th Ave are set back from the street with generous landscape buffers. Generous, wide landscaping is also proposed along 12th Ave for the passersby going to and from the light rail station.
PL1 Connectivity **Complement and contribute to the network of open spaces around the site and the connections among them.**	A.	Network of Open Spaces 1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood. Consider ways that the design can enhance the features and activities of existing off-site open spaces.	A generous setback and wide planting areas are provided at ground level along 12th Ave, to contribute to the pedestrian experience traveling from the light rail or the highschool; generous setbacks and landscape buffers are also provided along 68th to relate to smaller scale development nearby and to provide safety and privacy to the adjacent units. A setback is provided along Roosevelt at grade in order to allow the retail and co-working spaces to spill out and better activate the sidewalk.

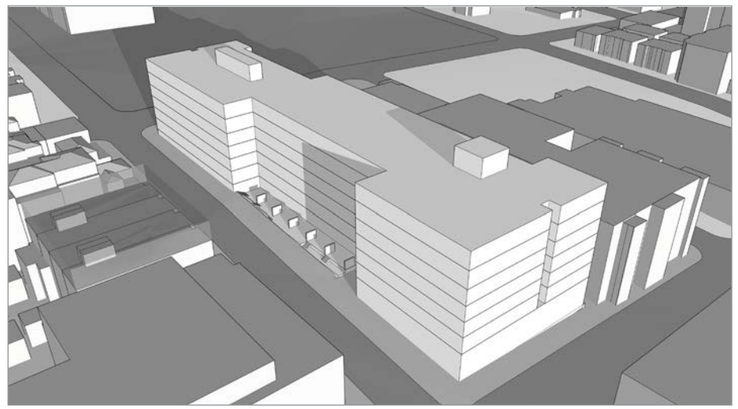
SEATTLE DESIGN GUIDELINE & ROOSEVELT NEIGHBORHOOD DESIGN GUIDELINE			RESPONSE
PL3 Street-Level Interaction **Encourage human interaction and activity at the street-level with clear connections to building entries and edges.**	B.	Residential Edges 2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing...Consider providing a greater number of transition elements and spaces... Strategies include: a. vertical modulation... b. ...entry elements such as... planter boxes...	The natural grade of the site creates a variety of vertical modulation at the ground level units facing 68th St; units at mid-block are accessed approximately at grade level, whereas units further east are accessed via steps down and units further west are accessed via steps up. In all cases, units are provided with 7 foot deep transition zones of plantings to provide greater privacy from the street, and with divider partitions to provide greater privacy from adjacent units.
PL3 Roosevelt Supplemental Guidance	I.	High School, Green streets and Green Ways i. Provide a more intimate, smaller-scale residential environment on the blocks adjacent to the high school by providing landscaping, stoops, porches, etc.	The preferred scheme provides generous ground level setbacks in the MR zone, along both NE 68th St and 12th Ave, that are deep enough to accommodate landscape buffers, private porches, and steps to access each unit entry.
PL3 Roosevelt Supplemental Guidance	II.	Human and Commercial Activity ii. Encourage the incorporation of private open spaces between the residential uses and the sidewalk... Ground-level landscaping should be used between the structure(s) and sidewalk.	In the preferred scheme, 7 foot deep landscape buffers and 5 foot deep private terraces are proposed between residential uses and adjacent sidewalks.
PL4 Active Transportation **Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.**	C.	Planning Ahead for Transit 1. Identify how a transit stop adjacent to or near the site may influence project design, provide opportunities for placemaking, and suggest logical locations for entries, retail uses, open space, or landscaping.	The location of the new Roosevelt light rail station to the southeast of the project site informed the location of a secondary lobby at the southeast of the building. Outside of this entry is a generously landscaped zone with public seating, bike parking, and access to a private pet relief area.
PL4 Roosevelt Supplemental Guidance	I.	Transit Supportive Design i. When adjacent to transit stops and/or facilities, particularly along NE 65th St., Roosevelt Way NE, and 12th Ave NE, where transit will connect to the light rail station, encourage the following: expand sidewalk areas where possible...	A 12’ deep building setback is proposed at ground level along 68th Street (7’ more than code required) and a 16’ deep building setback is proposed at ground level along 12th Ave (9’ more than code required). This setback area is meant to provide elbow room for pedestrians and generous landscape buffer between pedestrians and at-grade units. Sidewalk width in particular is proposed to increase from 6’ to 10’ at the northeast corner to allow for public seating and greater pedestrian space in a zone where less privacy to adjacent units is required, and they increase from 6’ to 7’-10 1/2” at the northwest corner for the same reason.
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 1. Site characteristics and uses: ...special situations such as very large sites... or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height. 2. Reducing perceived mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches...	In the preferred scheme, the modulation is arranged in a way that relates to the site topography and aims to reduce the apparent bulk and mass of the structure as percieved from the street. A double-height building undercut transitions from bumping out at level 2 to bumping out at level 3, as one moves eastward along NE 68th Street, maintaining a generous clear height above the head of the pedestrian. Mid-block, this undercut goes up even further and then comes back down, making the shift between floors less harsh and providing a sense of a building break. In addition, the modulating bays step down from the roof at certain points along the NE 68th St facade, creating a break in the perceived height of the building from the street. Along Roosevelt Way NE, a wrap-around roof deck at level 7 provides some visual relief from the otherwise taller height of the building from this side of the building.
DC2 Roosevelt Supplemental Guidance	II.	Architectural and Facade Composition ii. Along Green streets, Greenways, and Non-Arterial streets: a. Maximize modulation, courtyards, human interaction; b. Incorporate high quality materials, a mix of informal planting, and integration of natural materials, especially at the entries.	Along the non-arterial street of NE 68th Street, the preferred scheme maximizes modulation with a series of 20’ wide bay modules, with decks in the recesses between bays. At street level, units are provided with private terraces, deep planting buffers, and partitions between adjacent decks clad in natural materials.

ARCHITECTURAL MASSING: CONCEPT SUMMARY



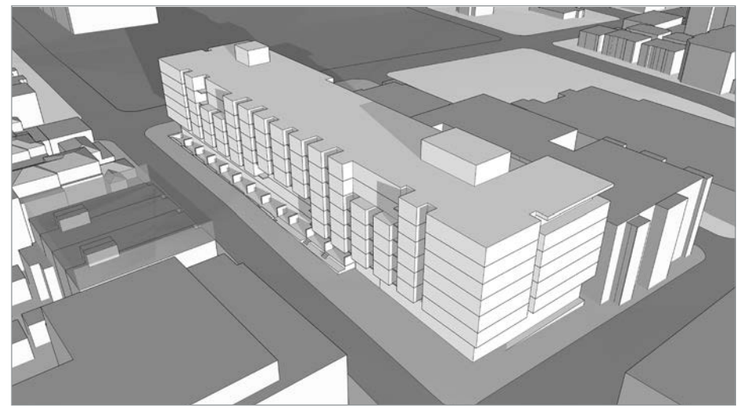
CONCEPT 1 (CODE COMPLIANT): SEPARATE BUILDINGS

Stories	along 12th Ave NE: 8 above-grade along Roosevelt Way NE: 8 above-grade	
Floor Area	Total Area:	248,230-sf
	Commercial:	2,664-sf
	Residential:	187,834-sf
	Parking:	57,732-sf (159 stalls)
	MR FAR:	123,930-sf (100%)
	NC FAR:	55,075-sf (100%)
	Avg Efficiency:	82.6%
Unit Count	227	
Potential Departures	• Driveway slope	
Advantages	• Code compliant • Retains 2 exceptional trees	
Disadvantages	• Additional story along 12th Ave NE not respectful of lower adjacent zoning • The masses are large and bulky, lacking minor modulation • 10’ compliant gap between buildings yields a tall and narrow outdoor space, which leads only to a shared rear property line and could be unsafe. • The retained exceptional trees are on rockeries above the sidewalk and create unwelcome separation between the public and private realms. • Street level patios lose their landscape buffer	



CONCEPT 2: CENTRAL COURT

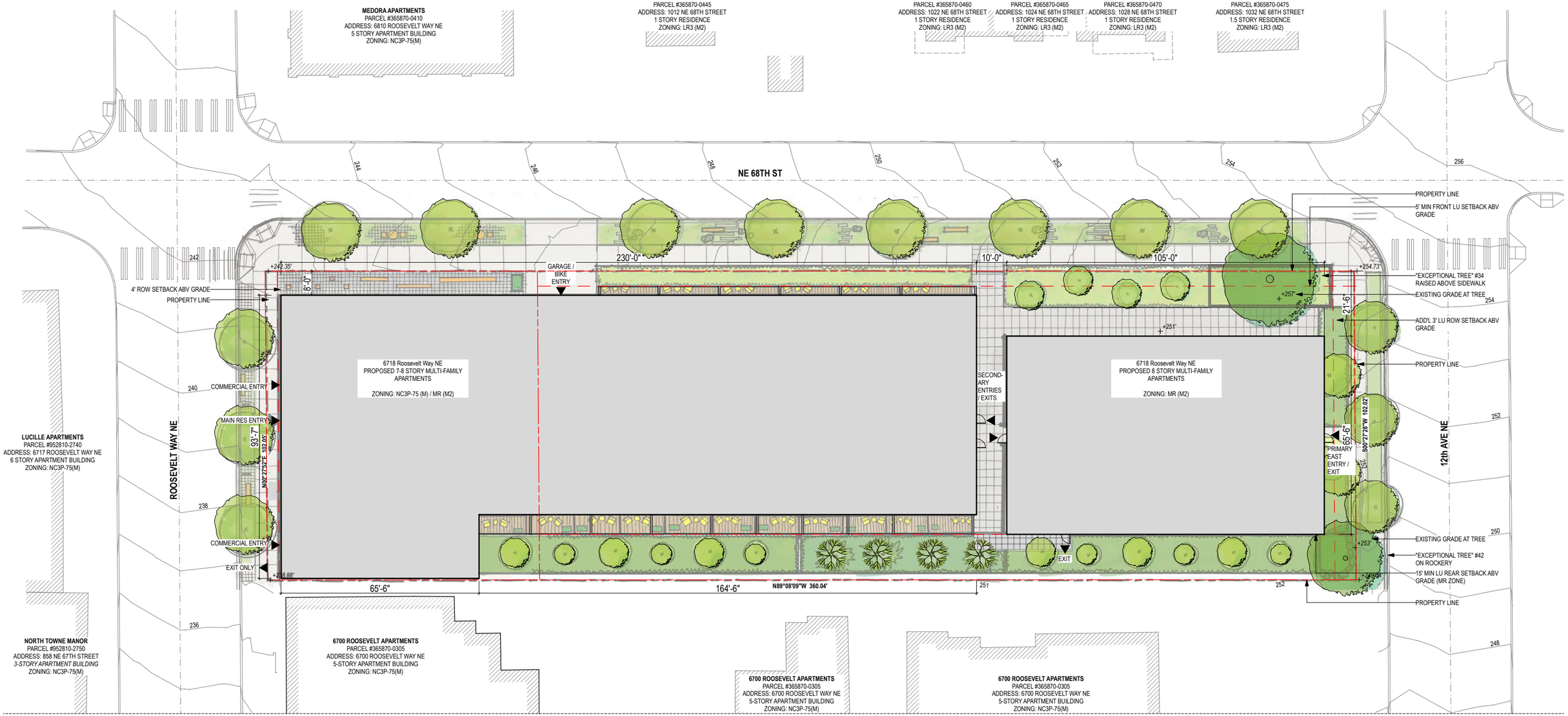
Stories	along 12th Ave NE: 7 above-grade along Roosevelt Way NE: 8 above-grade	
Floor Area	Total Area:	250,636-sf
	Commercial:	2,408-sf
	Residential:	190,632-sf
	Parking:	57,596-sf (172 stalls)
	MR FAR:	123,722-sf (100%)
	NC FAR:	55,251-sf (100%)
	Avg Efficiency:	84.1%
Unit Count	229	
Potential Departures	• Driveway slope • Principal structure width (MR zone) • Upper level setbacks (NC zone)	
Advantages	• Building is broken into three distinct masses	
Disadvantages	• Despite tripartite scheme, the whole still appears large and bulky from the pedestrian standpoint. • The deep central setback yields fewer “eyes on the street” and creates an excessive separation between the units and the public realm. Its north-facing location is also not ideal to its lack of sunlight at most times. • Requires departures	



CONCEPT 3 (PREFERRED): STOOPS AND BAYS

Stories	along 12th Ave NE: 7 above-grade along Roosevelt Way NE: 8 above-grade	
Floor Area	Total Area:	247,745-sf
	Commercial:	1,250-sf
	Residential:	188,629-sf
	Parking:	57,866-sf (166 stalls)
	MR FAR:	123,928-sf (100%)
	NC FAR:	55,067-sf (100%)
	Avg Efficiency:	84.8%
Unit Count	241	
Potential Departures	• Driveway slope • Principal structure width (MR zone) • Garage door setback (MR zone)	
Advantages	• Fine grain of massing modulation prioritizes is respectful of lower adjacent zoning and yields a harmonious, unified facade that provides visual interest and variation, • Setbacks at lower levels provide for pedestrian elbow room and residential privacy, with entry stoops and landscape buffers that are not so deep as to create excess separation between the public and private realms.	
Disadvantages	• Requires departures	

ARCHITECTURAL MASSING: CONCEPT 1 (CODE COMPLIANT): SEPARATE BUILDINGS



ARCHITECTURAL MASSING: CONCEPT 1 (CODE COMPLIANT): SEPARATE BUILDINGS

Concept 1 aims to conform to all land use code requirements while also retaining two of the three exceptional site trees.

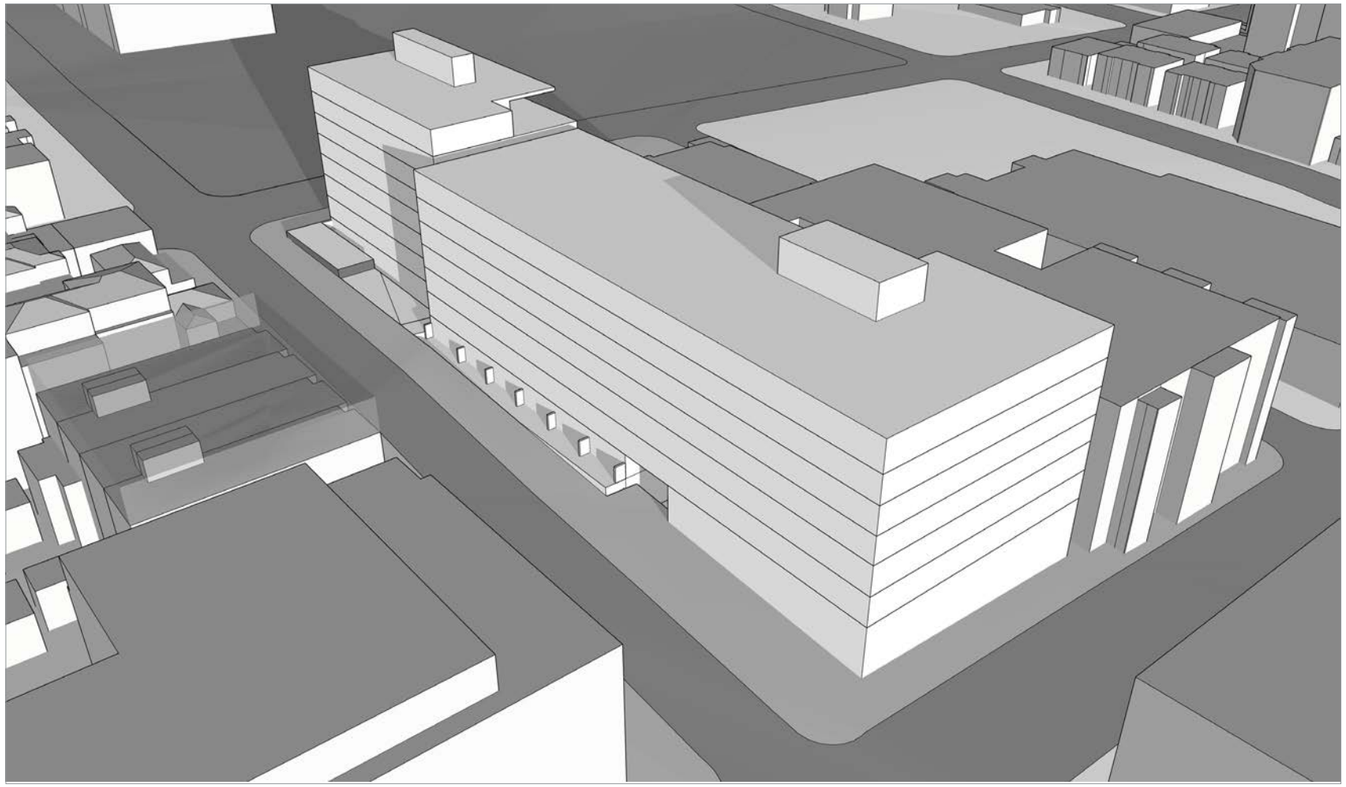
Massing Concept: The significant grade along NE 68th St, combined with the 150' facade length limitation in the MR zone, yield a split between the buildings that results in buildings of two different heights, as the average grade for each is measured separately. The eastern building is also set back from the north property line approximately 20' to accommodate an exceptional tree. The west building aims to hold the street edge along Roosevelt and 68th, and uses the upper level setback in the NC zone (8') to determine the plane for the north facing facade.

Open Space Concept: The primary open space concept for this design is to retain two existing exceptional trees and set the building back in certain places to accommodate them. One non-viable tree is not proposed to be retained. This approach results in an awkwardly raised area in the northeast of the project where an existing tree sits up on a rockery, as well as an area raised above grade at the southeast corner, both of which disrupt connections between the property and the public realm.

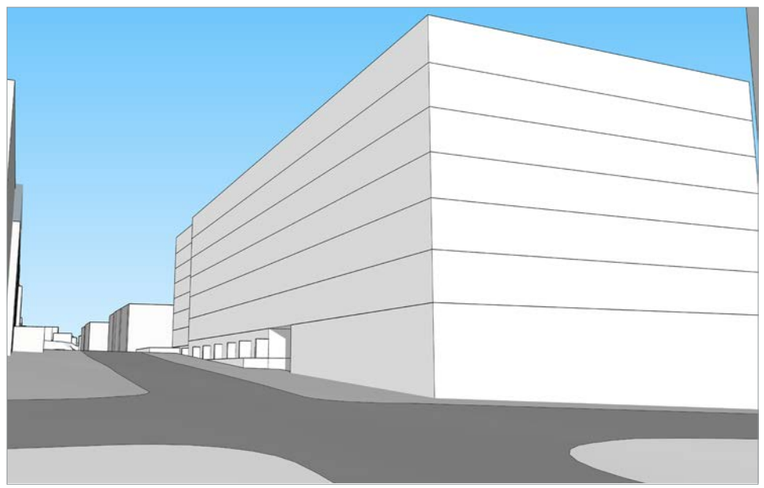
An outdoor amenity terrace is located at the top floor of the east building, providing views towards Mt. Rainier and west to the Olympics, and allowing for plenty of solar access.

Disadvantages:

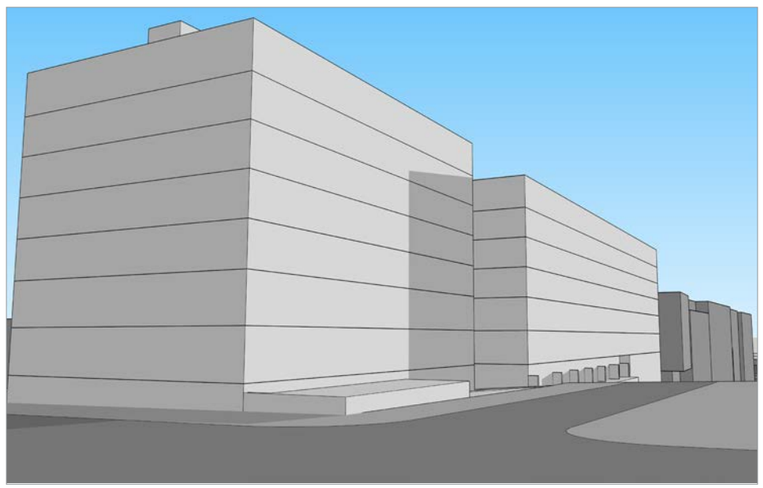
- The additional story on the east building is not respectful of the lower density zoning to the northeast of the site.
- Given the code-required building separation, a narrow, uninviting open space is left between the two buildings on the site. It is able to provide access from the north of the site to the open space at the south, but this path does not continue through the block; it ends at the shared property line to the south.
- The large-scale massing modulation of this scheme yields an uninviting, relentless, and bulky facade, both along Roosevelt Way NE and NE 68th St, and provides less variety and interest than in the preferred scheme.
- The pedestrian experience of this scheme is uninviting and provides little in the way of connection between the street and the buildings. This is exacerbated by the retaining of the two exceptional trees. The necessity to retain FAR in the face of the exceptional trees pushes the west building facade 8' from the north property line, allowing for less generous patios and landscape buffers here as in the preferred scheme.



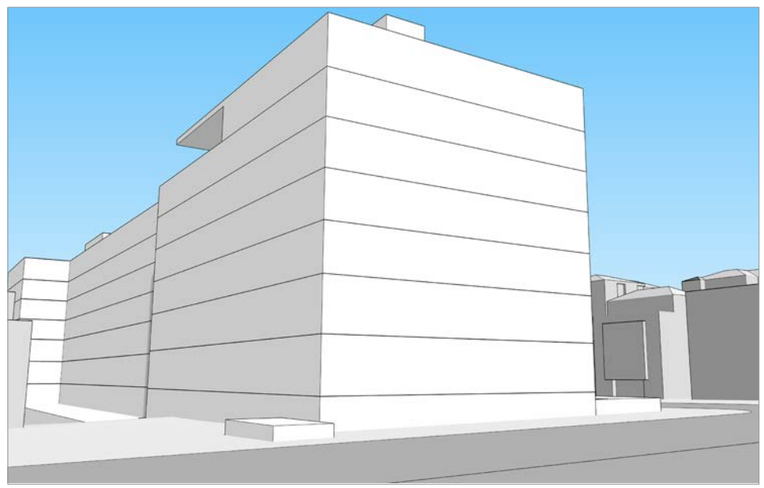
Aerial view from corner of Roosevelt Way NE and NE 68th St, looking southeast



Looking southeast from the corner of Roosevelt Way NE and NE 68th St

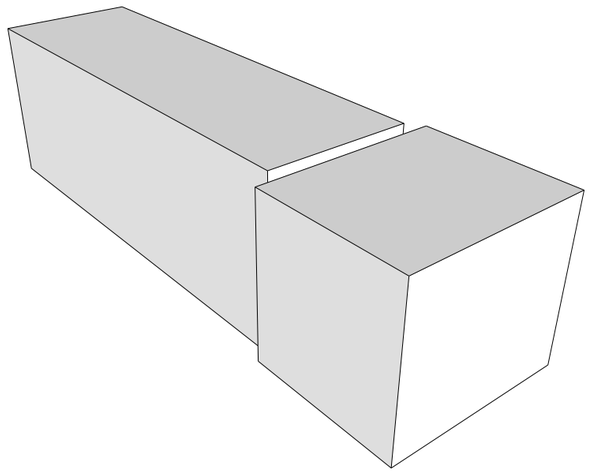


Looking southwest from the corner of 12th Ave E and NE 68th St

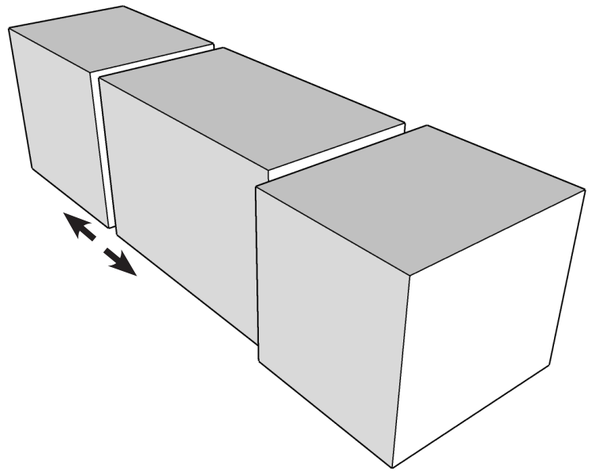


Looking northwest from 12th Ave E

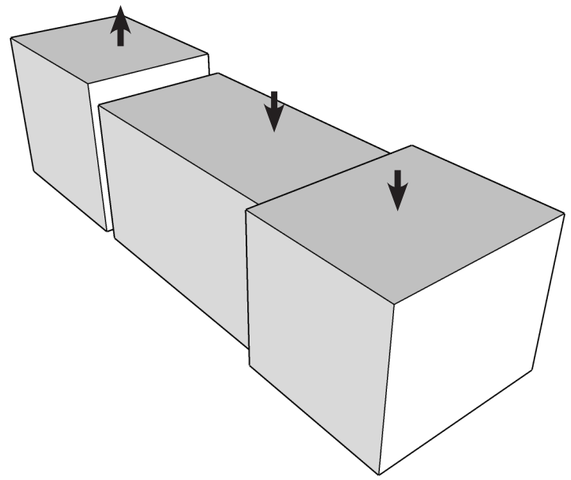
ARCHITECTURAL MASSING: CONCEPT 1 (CODE COMPLIANT): SEPARATE BUILDINGS



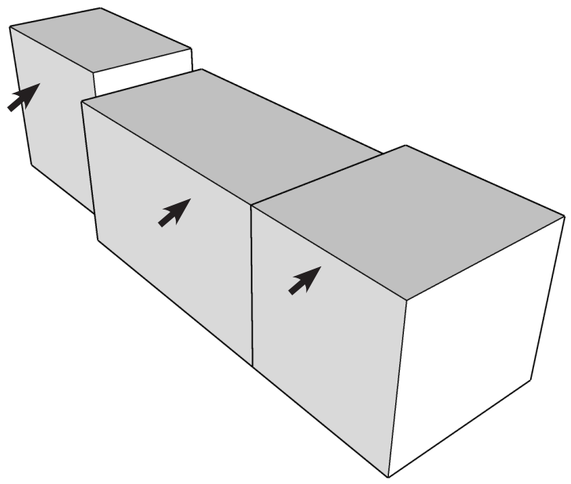
MAX ZONING



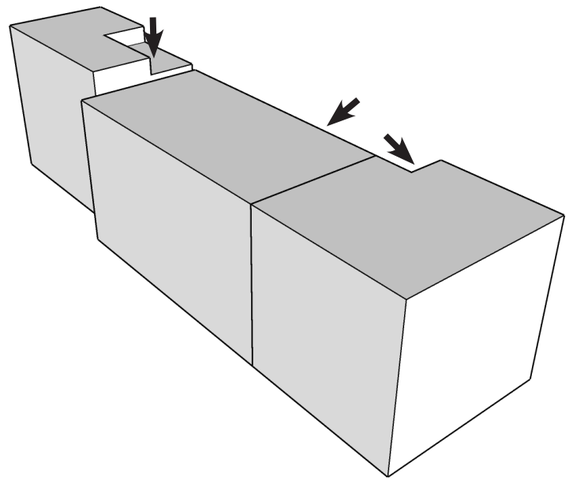
150FT FACADE LENGTH MINIMUM IN MR ZONE LEADS TO BUILDING SPLIT WITH 10’ GAP



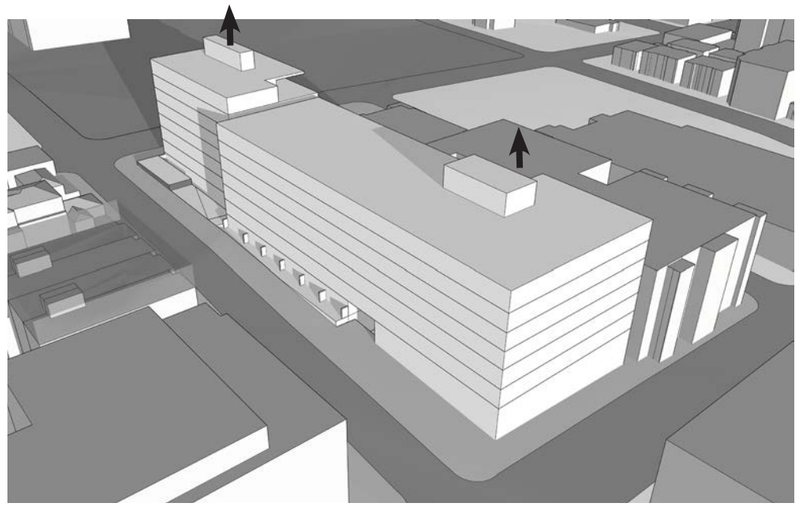
ADJUSTED HEIGHTS FOR TWO SEPARATE BUILDINGS



8’ UPPER LEVEL SETBACK IN NC ZONES GUIDES WEST BUILDING NORTH FACADE PLANE; EAST BUILDING NORTH FACADE PUSHES IN 21’ TO ACCOMMODATE AN EXCEPTIONAL TREE

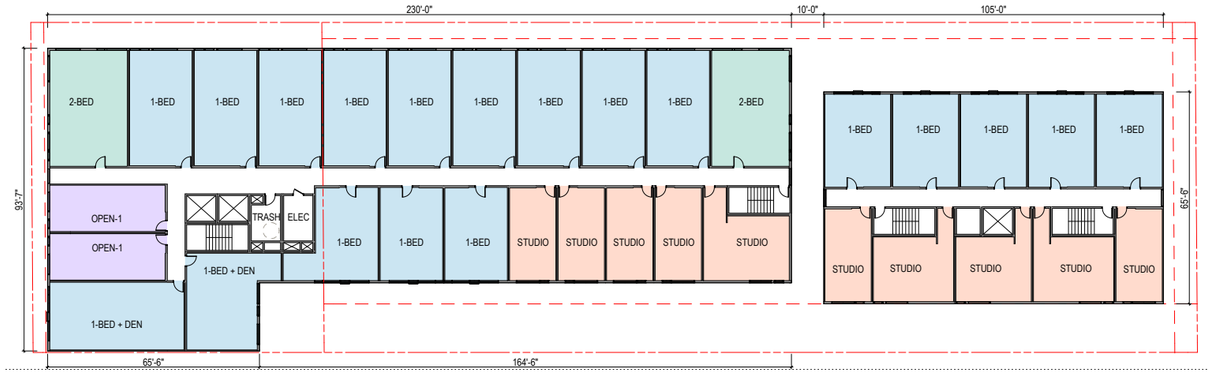


EAST BUILDING ROOF DECK IS CARVED OUT AND ADJUSTMENTS ARE MADE TO THE SOUTH FACADE TO MEET FAR LIMITATIONS

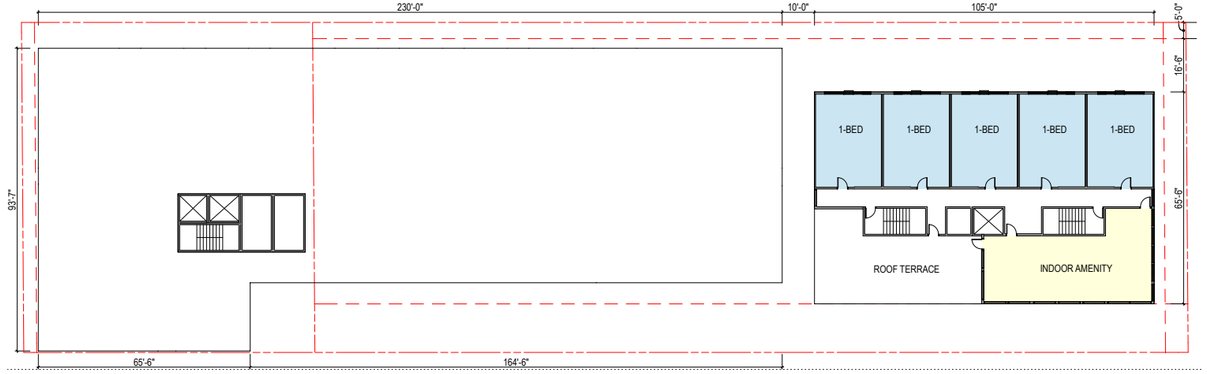


CIRCULATION CORES ARE EXTRUDED UPWARDS; PORCHES ARE ADDED TO THE NORTH GROUND LEVEL UNITS; GARAGE ENTRY IS CARVED IN

ARCHITECTURAL MASSING: CONCEPT 1 (CODE COMPLIANT): SEPARATE BUILDINGS



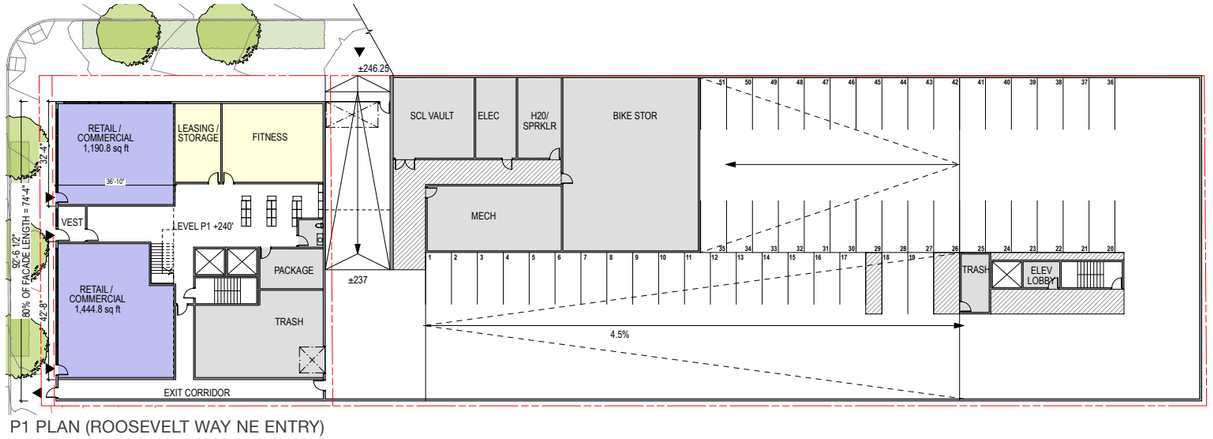
TYPICAL RESIDENTIAL PLAN (2-7)



LEVEL 8 PLAN

LEVEL 1 PLAN

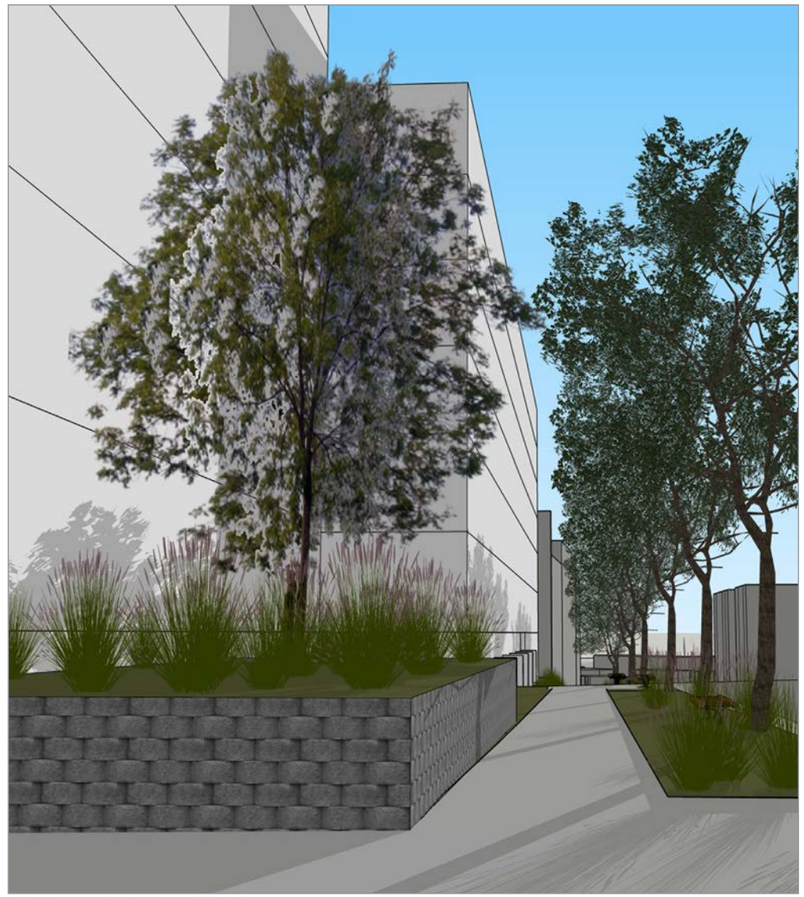
RAISED LANDSCAPE AREAS ARE REQUIRED FOR RETAINING TREES



P1 PLAN (ROOSEVELT WAY NE ENTRY)

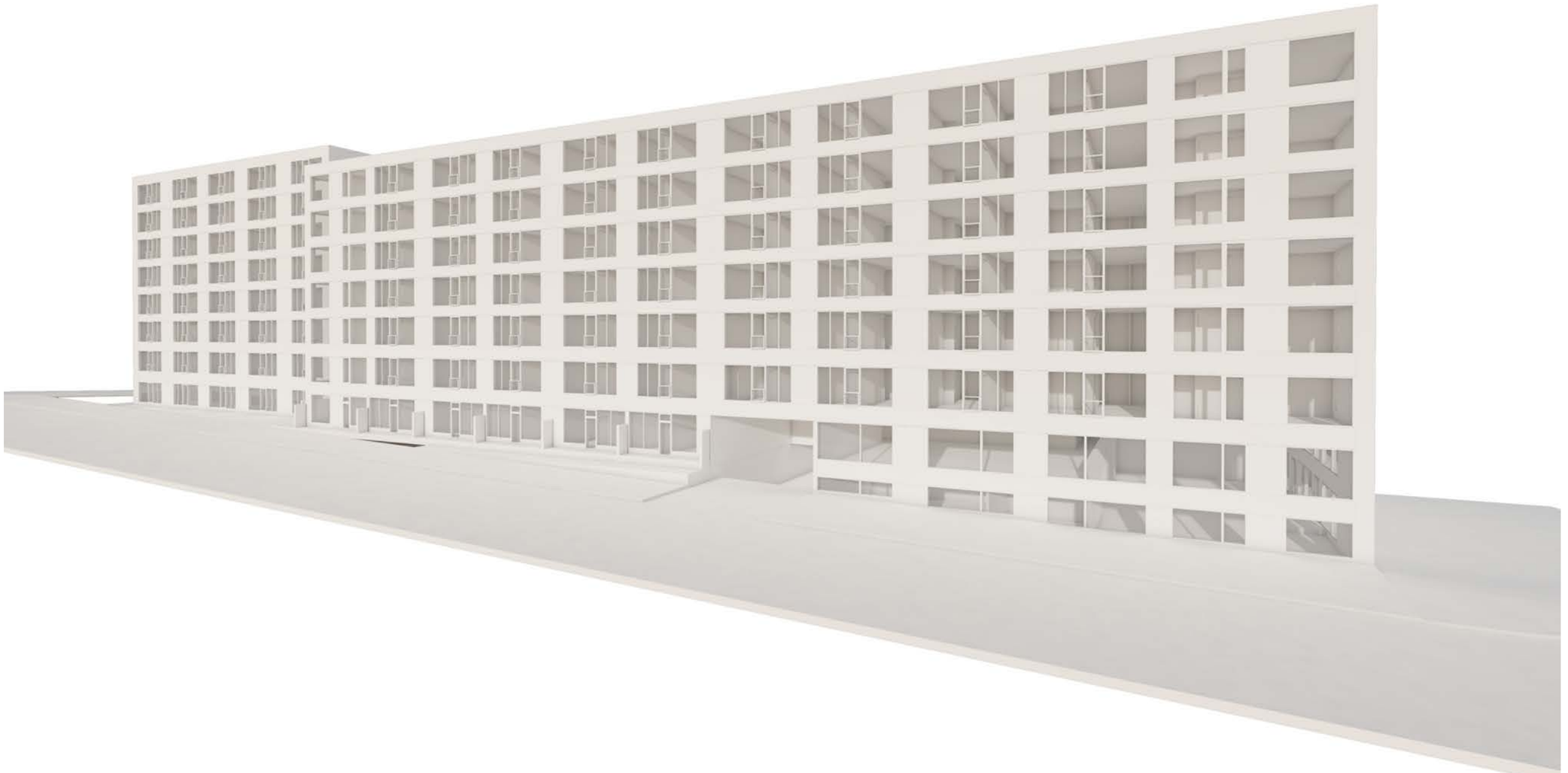
ARCHITECTURAL MASSING: CONCEPT 1 (CODE COMPLIANT): SEPARATE BUILDINGS

Looking east along NE 68th St

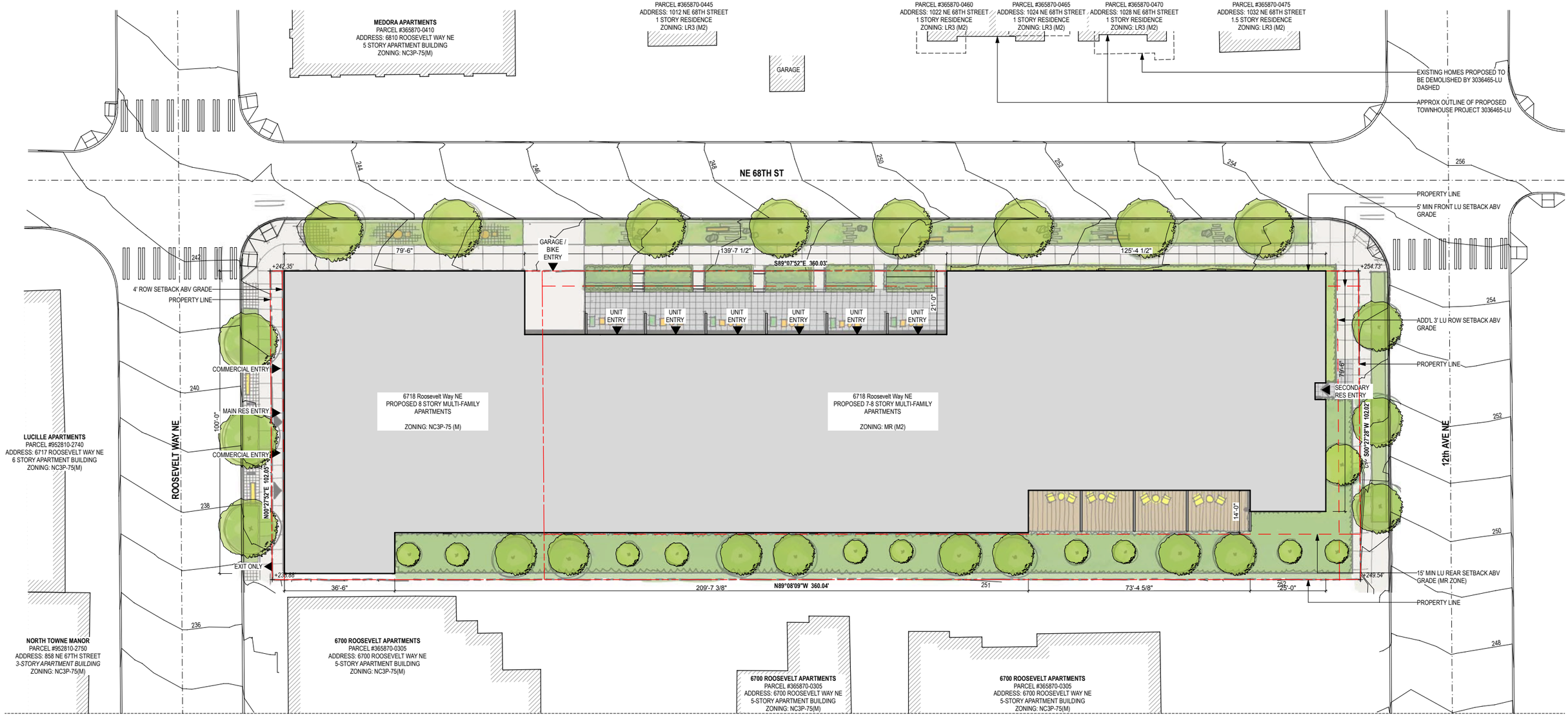


Looking west along NE 68th St

ARCHITECTURAL MASSING: CONCEPT 1 (CODE COMPLIANT): SEPARATE BUILDINGS



ARCHITECTURAL MASSING: CONCEPT 2: CENTRAL COURT



ARCHITECTURAL MASSING: CONCEPT 2: CENTRAL COURT

Concept 2 requires a departure to the maximum principal structure width of 150', but proposes a 20' deep central court in lieu of providing separate buildings.

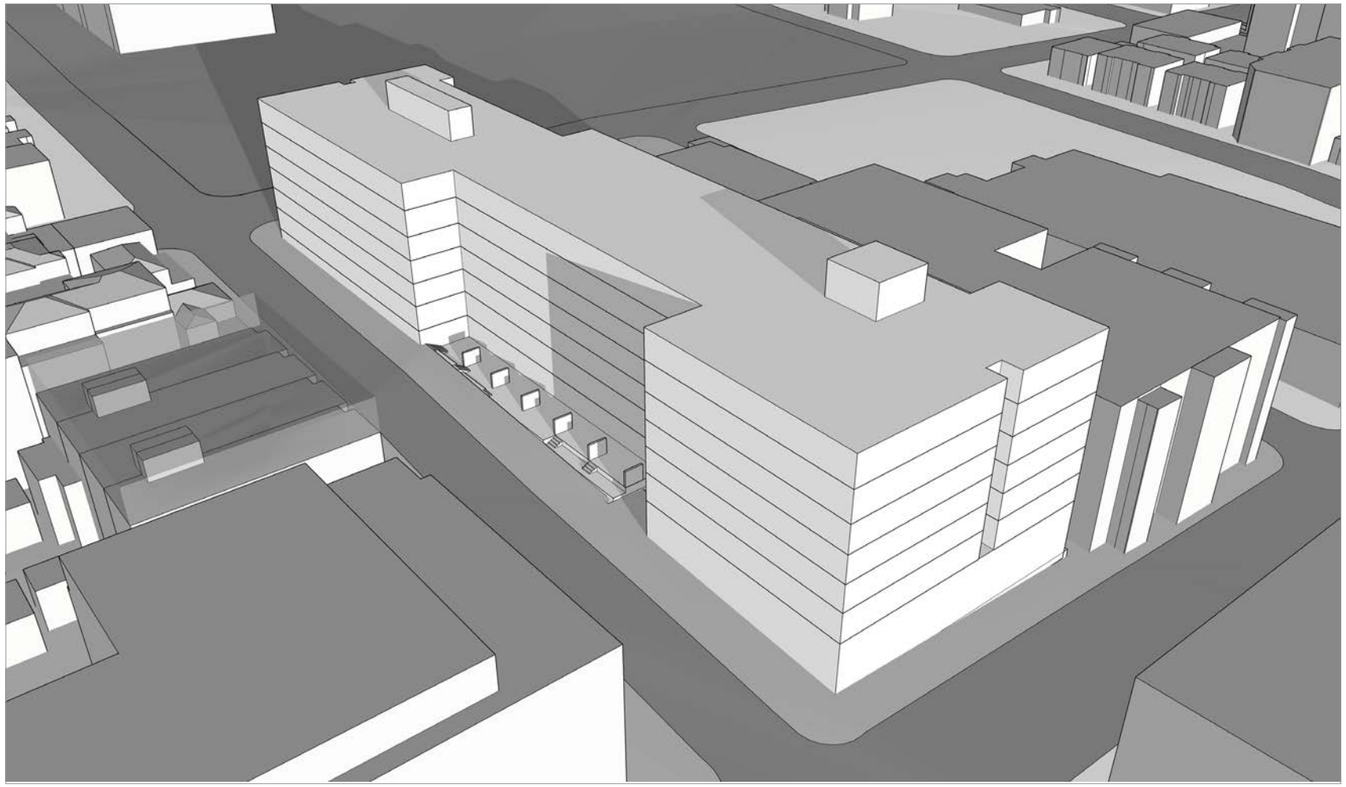
Massing Concept: This concept proposes a single connected building, and so the single grade plane calculation yields a consistent building height. This lowers the height of the building along 12th Ave. as compared to Concept 1. This concept proposes removing all exceptional trees and providing one large setback zone in the center of the site, yielding a tripartite appearance. The east and west portions of the building extend fully to the north property line, while the central zone is set back 20' to provide generously-sized unit entries and porches.

Open Space Concept: The central court along NE 68th St is the primary open space concept, providing relief in an otherwise long and consistent facade. This concept also proposes a smaller amount of open space at the southeast of the site, exceeding the 15' minimum rear setback, to provide additional unit porches.

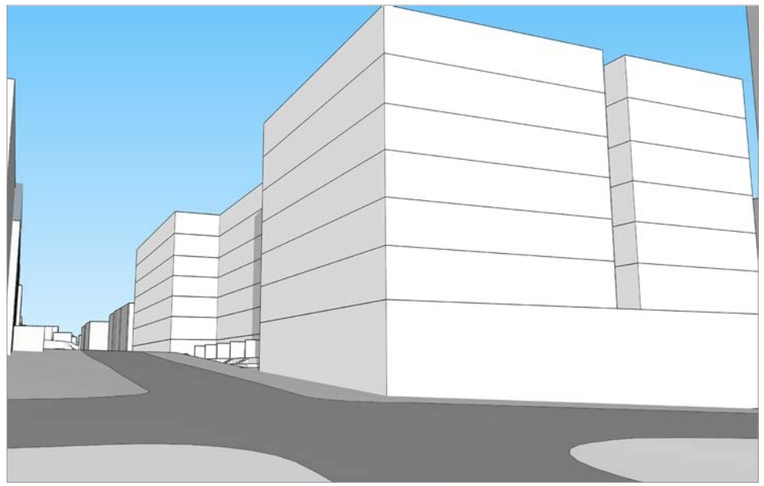
An outdoor amenity terrace is provided on the roof at the southeast corner, above the amenity room, yielding views towards Mt. Rainier, and allowing for plenty of solar access.

Disadvantages:

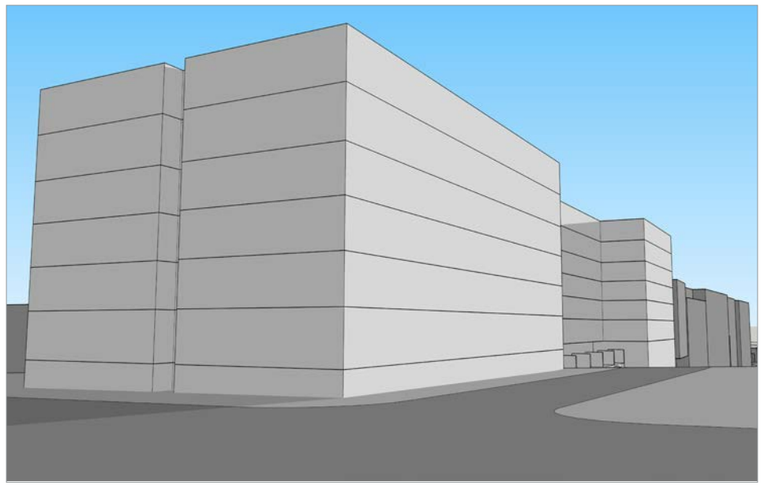
- Despite the tripartite breakup of the scheme, the whole still appears large and bulky from the pedestrian standpoint with an emphasis of large scale versus smaller, human-scaled modulation.
- Holding the street edge, along the east and west, and in particular at the ground floors, yields an uninviting, relentless, and bulky facade.
- The deep central setback yields fewer "eyes on the street" in this zone of the building and creates an excessive separation between the units and the public realm.
- The north-facing location of the central court is not an ideal location for lingering due to its lack of sunlight at most times.
- The scheme requires a departure to connect the two portions of the building in the MR zone, as well as a departure to the upper level setbacks in the NC zone.
- The scheme pushes a large portion of the building close to the existing building to the south (15' from the property line versus 25' in the preferred scheme) resulting in less sunlight for south facing units and a greatly diminished buffer between new and existing.



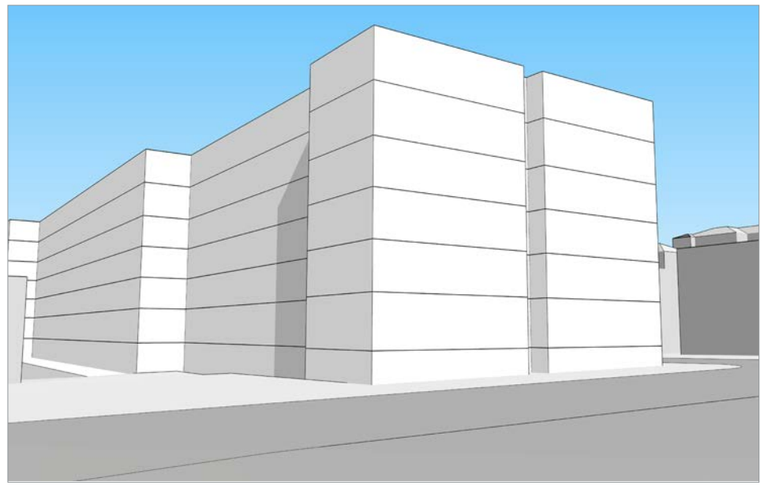
Aerial view from corner of Roosevelt Way NE and NE 68th St, looking southeast



Looking southeast from the corner of Roosevelt Way NE and NE 68th St

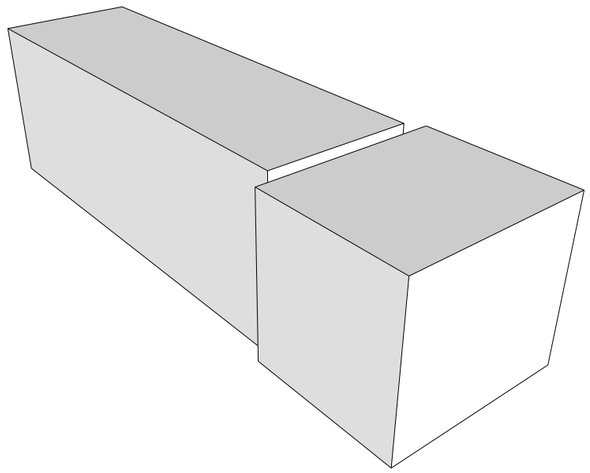


Looking southwest from the corner of 12th Ave E and NE 68th St

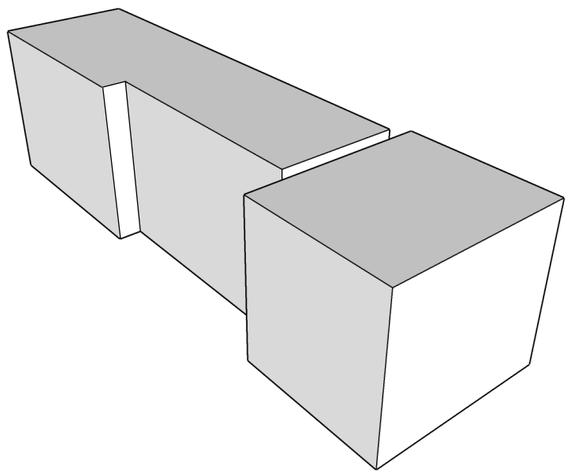


Looking northwest from 12th Ave E

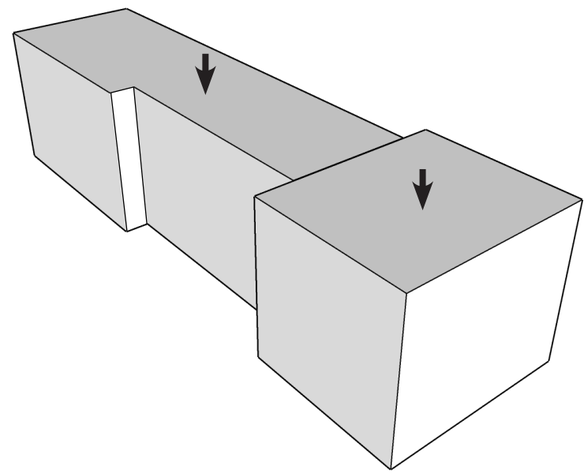
ARCHITECTURAL MASSING: CONCEPT 2: CENTRAL COURT



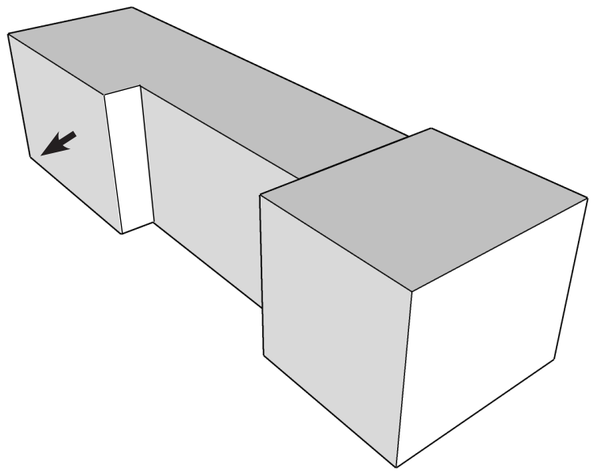
MAX ZONING



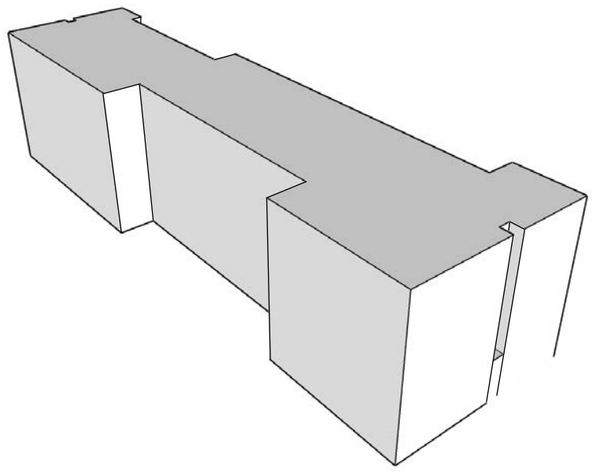
CENTRAL COURTYARD SETBACK DUE TO 150FT FACADE LENGTH MINIMUM IN MR ZONE



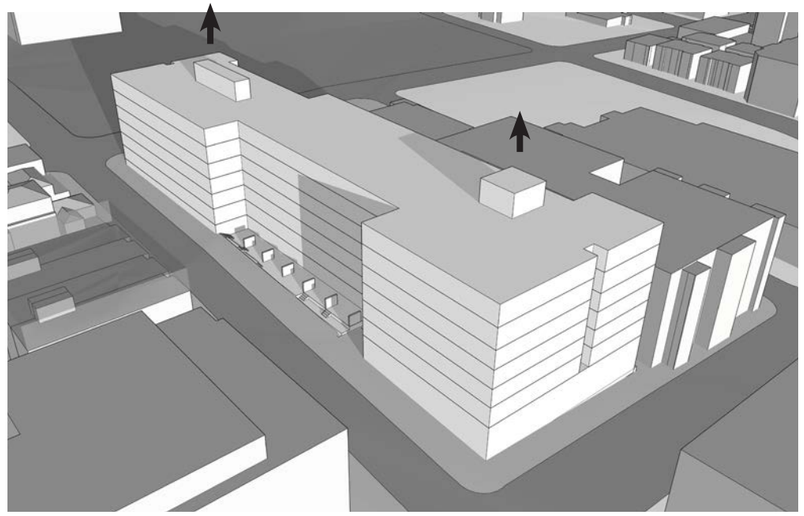
HEIGHTS ADJUSTED DUE TO COMBINED MASSING AND SINGLE AVG GRADE CALCULATION



EASTERN PORTION OF SCHEME STEPS OUT TO PROPERTY LINE PER CODE ALLOWANCE SMC 23.45.518 TABLE B (NO SETBACK REQUIRED IF COURYARD PROVIDED IN MR ZONE)

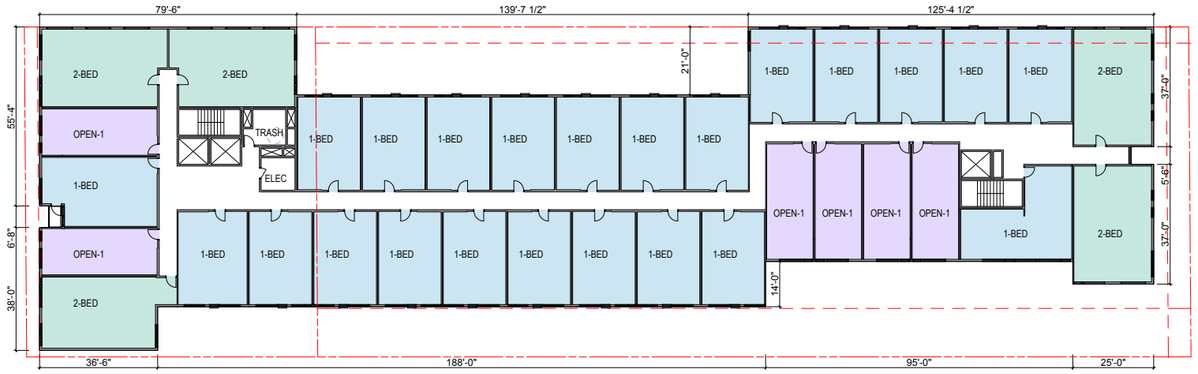


CARVED OUT CORRIDOR NOTCHES AND SOUTH FACADE

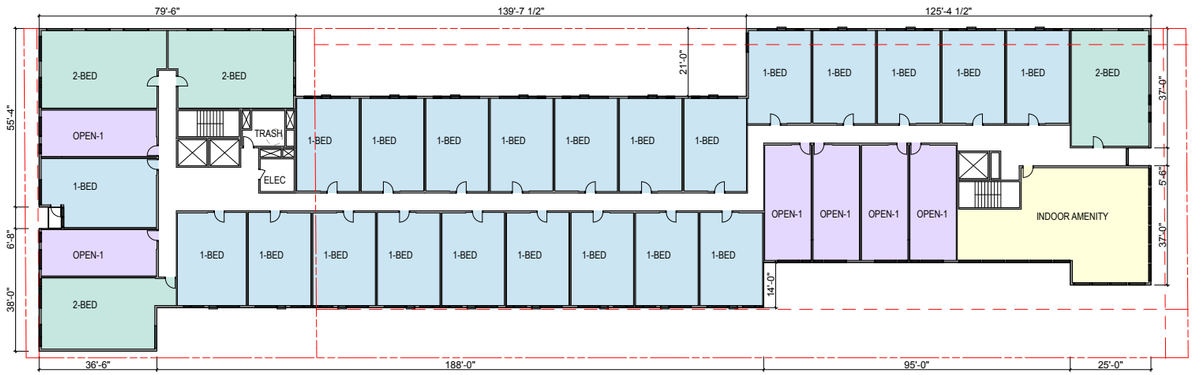


CIRCULATION CORES ARE EXTRUDED AND UNIT PORCHES ARE ADDED TO COURTYARD

ARCHITECTURAL MASSING: CONCEPT 2: CENTRAL COURT

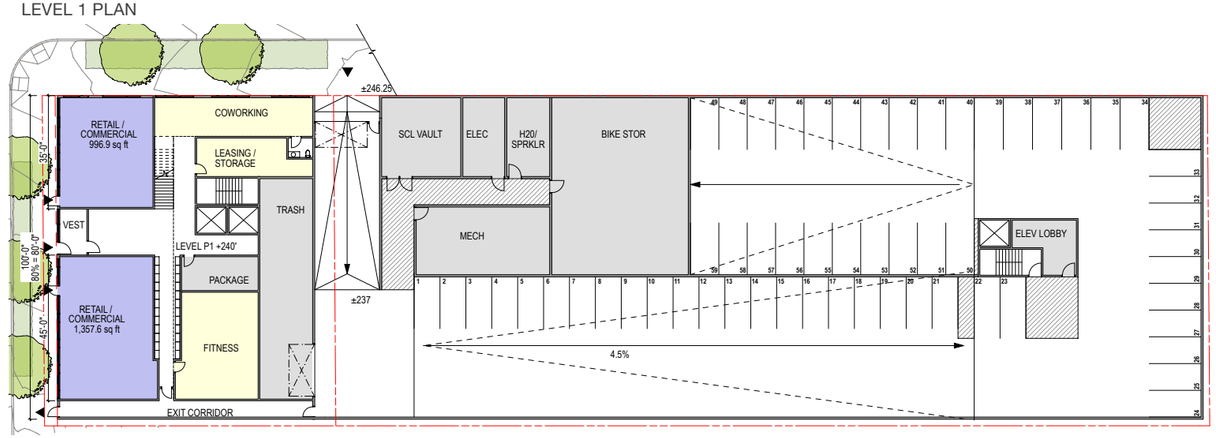


TYPICAL RESIDENTIAL PLAN (2-6)



LEVEL 7 PLAN

LEVEL 1 PLAN

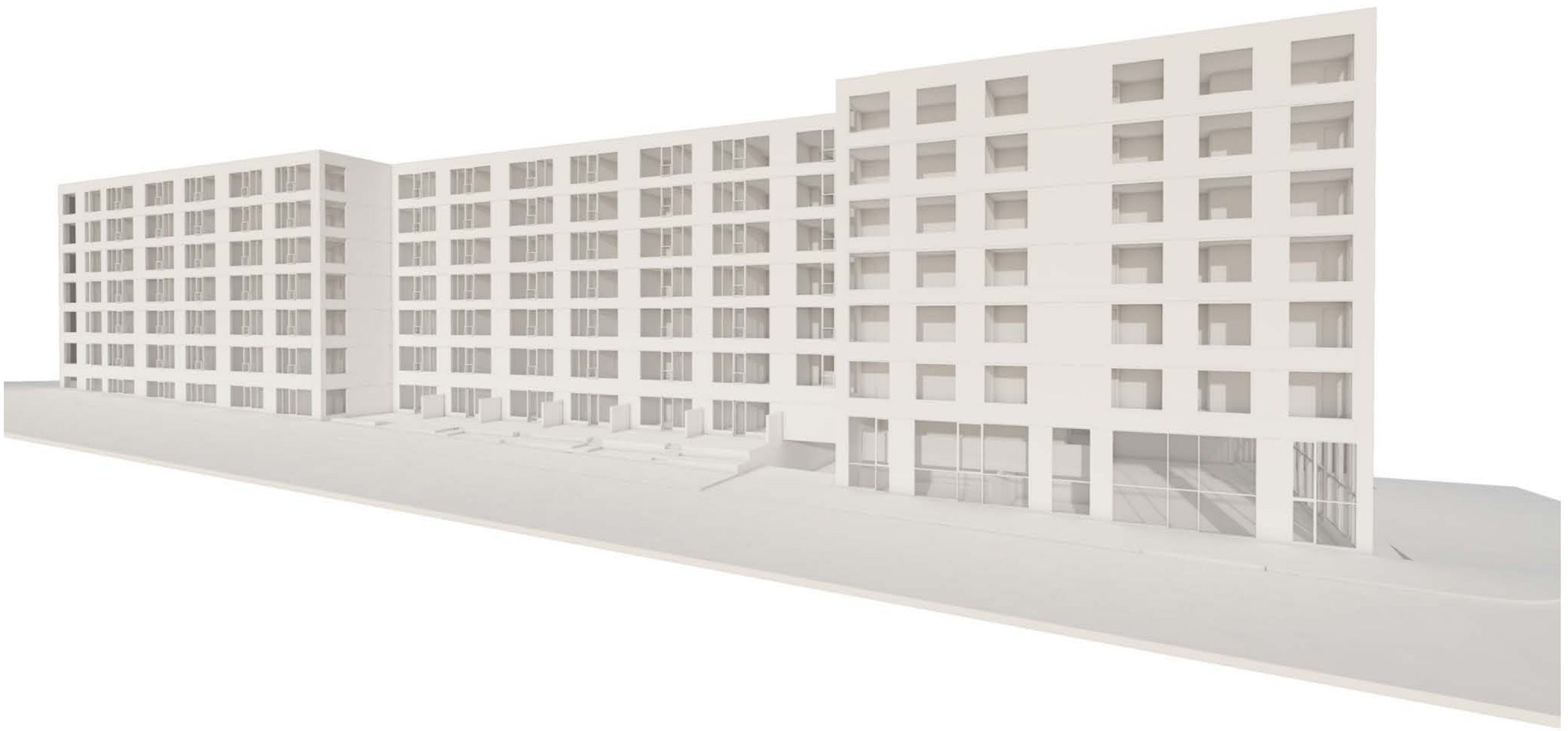


P1 PLAN (ROOSEVELT WAY NE ENTRY)

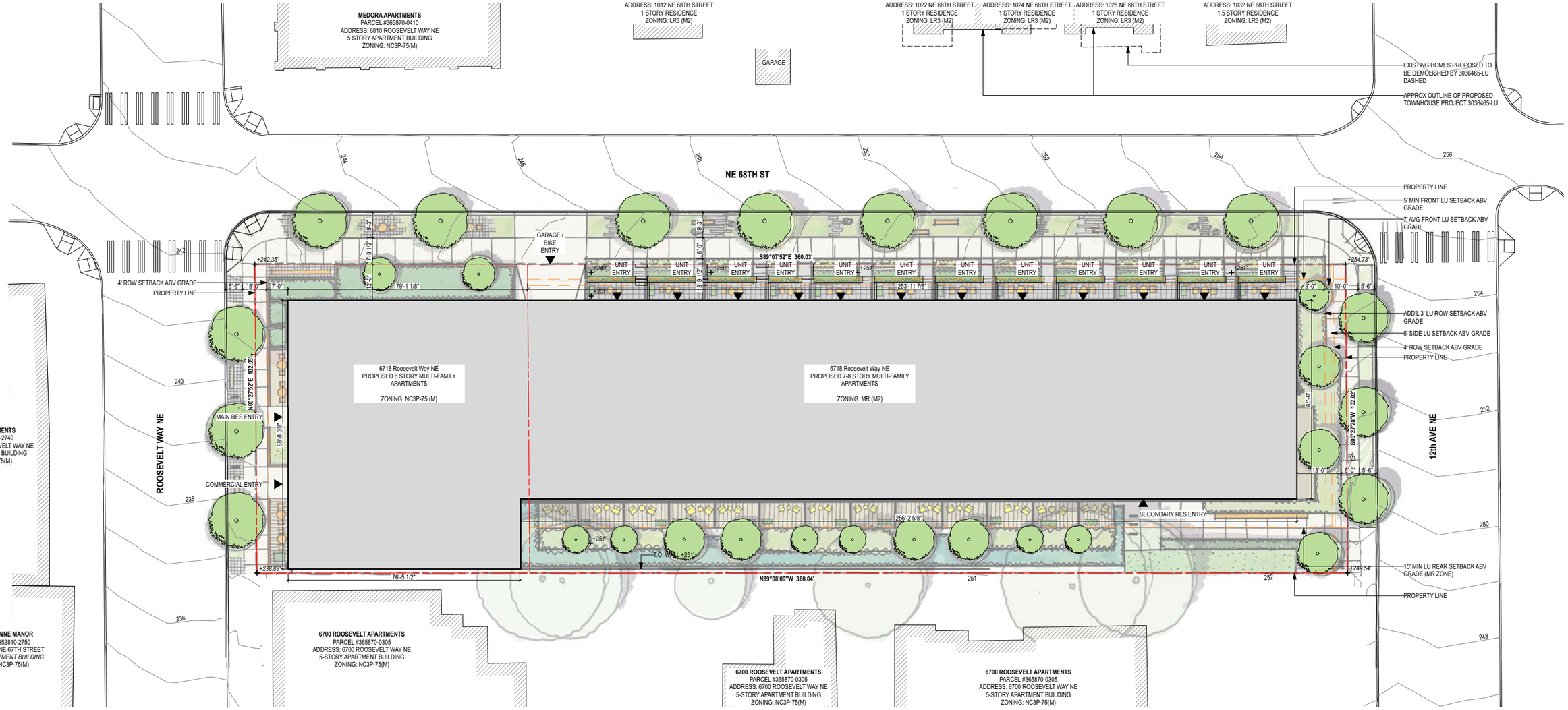
Looking east along NE 68th St

Looking west along NE 68th St

ARCHITECTURAL MASSING: CONCEPT 2: CENTRAL COURT



ARCHITECTURAL MASSING: CONCEPT 3 (PREFERRED): STOOPS AND BAYS



ARCHITECTURAL MASSING: CONCEPT 3 (PREFERRED): STOOPS AND BAYS

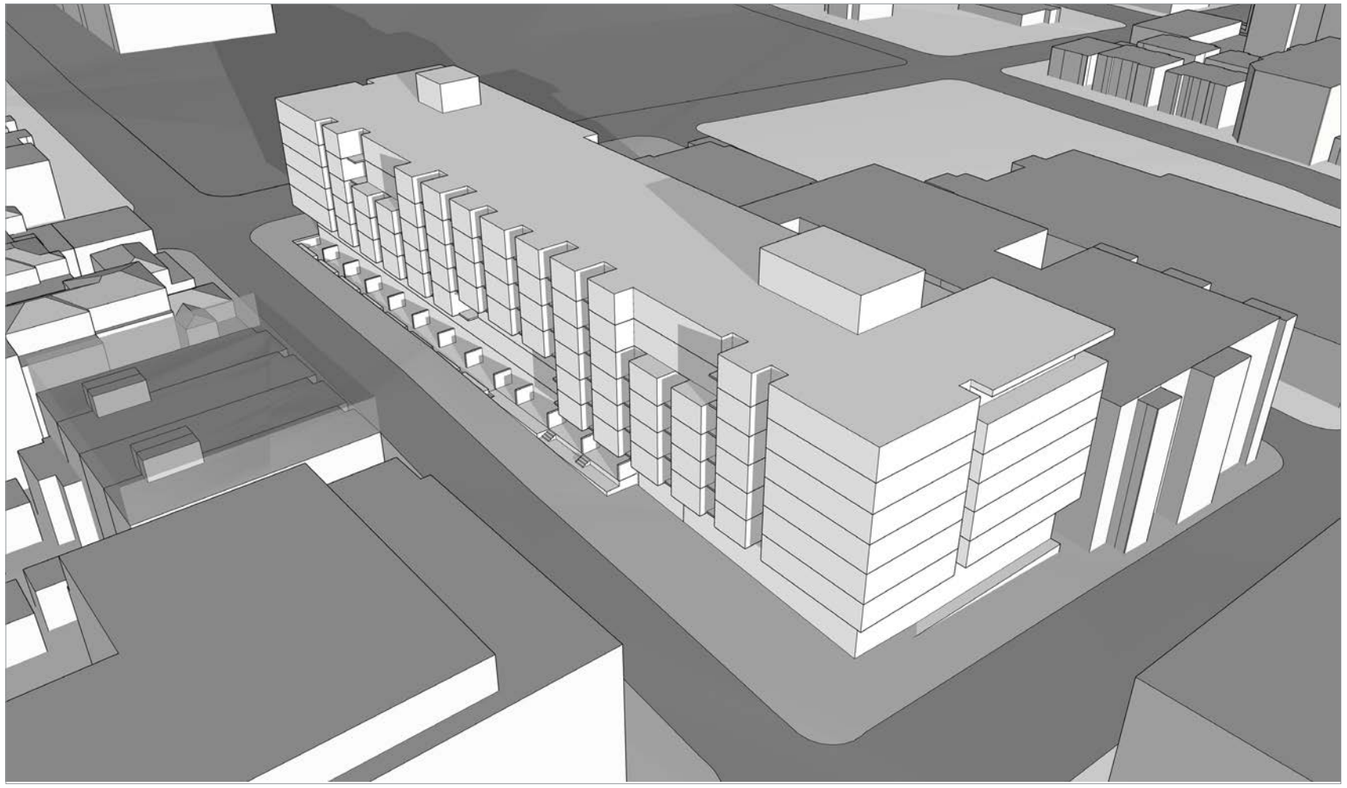
Concept 3 aims to provide a cohesive design across the site that uses the integral modulation of bays and inset decks to create animation and visual interest while being a modest fabric building. These modulating elements are on a 20 foot wide module, relating to the LR3 zone to the north and the likely breakup of future townhomes there.

Massing Concept: Beginning with the concept of using bays and inset decks to provide integral modulation, the proposed design shifts these elements around in meaningful ways to relate to site circumstances and to reduce the apparent bulk and mass of the building as perceived from the pedestrian viewpoint. Due to the grade change along NE 68th, these bays shift upward on the east side the building to allow the building undercut height to follow the grade. At certain points these bays are broken at the top to reduce the apparent height and continuity of the building from the street.

Open Space Concept: This concept proposes setting the building back at the lower levels on all three facades, although treating these open spaces in different ways: on Roosevelt, facing the commercial zone, a double-height storefront-clad space is proposed, with platforms for plantings and seating just outside. Along 68th, a 12 foot setback from the property line allows for generous private unit entries that are residential in character. Facing 12th Avenue, the setback includes private pedestrian entries but also public seating and landscaping to welcome those passing to and from the light rail station. The area to the south provides additional private terraces, a dog relief area, and bioretention. An outdoor amenity terrace is provided at the southwest of the top floor, as well as on the high roof, yielding views towards Mt. Rainier, downtown, and the Olympics, and allowing for plenty of solar access.

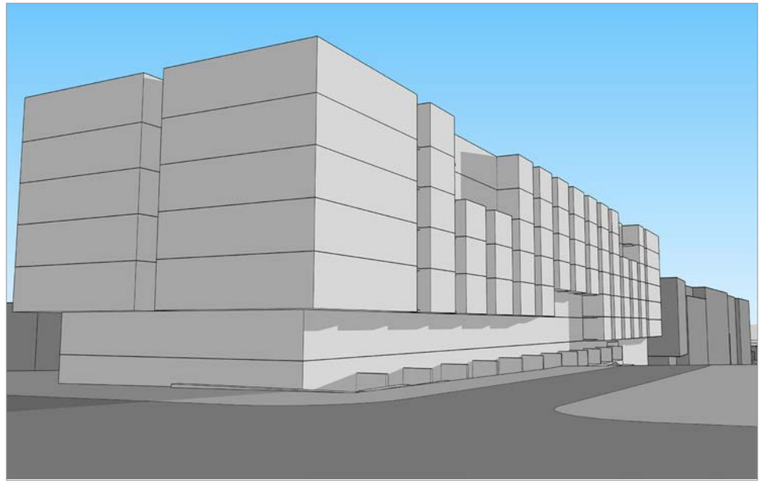
Advantages:

- Fine grain of massing modulation gives the perception of multiple small elements instead of a monolithic facade, creating a “unified, functional and harmonious design that fits well on its site and in its surroundings” (DC2).
- Building setbacks at lower levels provide more sidewalk “elbow room,” and residential privacy.
- 7-story height along 12th Ave NE, and 20’ wide modulating bays are respectful of the zoning transition to LR3 to the north and LR1 to the northeast.
- The pedestrian experience is much improved by unit entry stoops and patios along 68th street, and by depth that allows for planting buffers between them and the sidewalk. This is evidenced by the views on page 45 which show connection yet privacy between the sidewalk and the building.

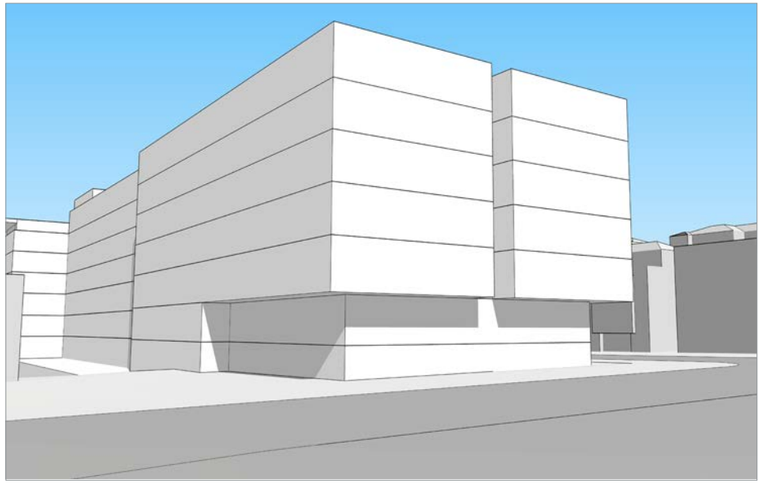


Aerial view from corner of Roosevelt Way NE and NE 68th St, looking southeast

Looking southeast from the corner of Roosevelt Way NE and NE 68th St

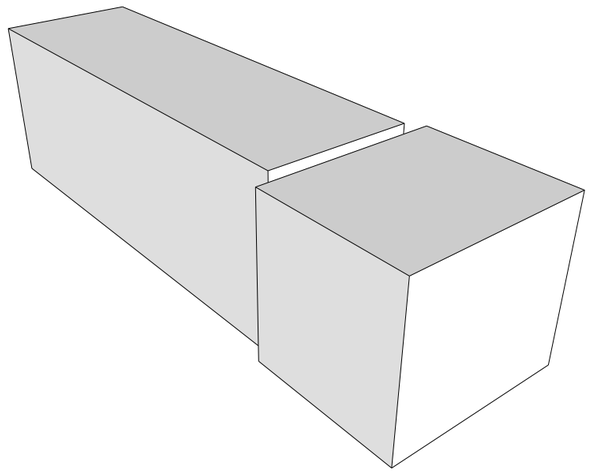


Looking southwest from the corner of 12th Ave E and NE 68th St

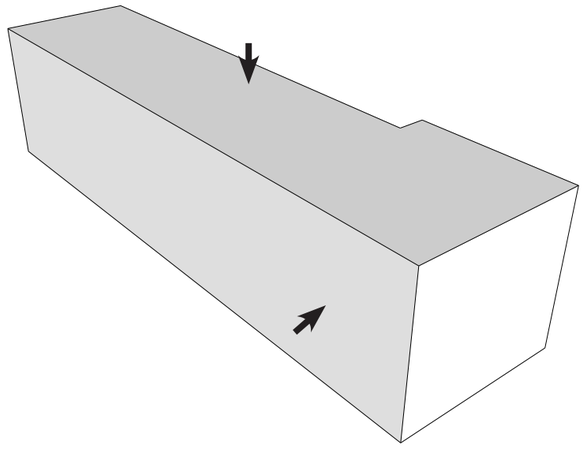


Looking northwest from 12th Ave E

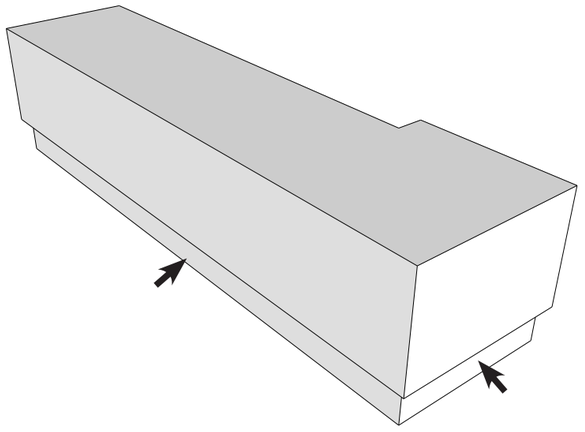
ARCHITECTURAL MASSING: CONCEPT 3 (PREFERRED): STOOPS AND BAYS



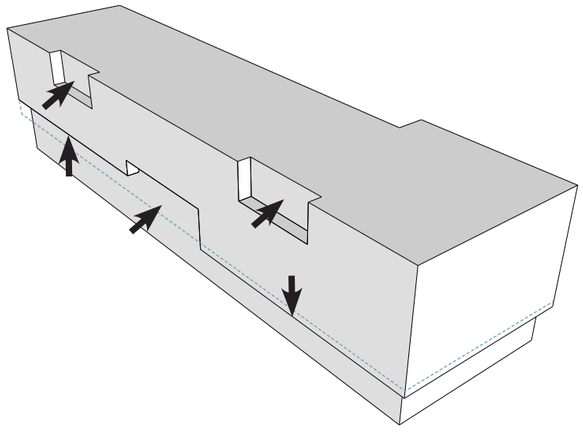
MAX ZONING



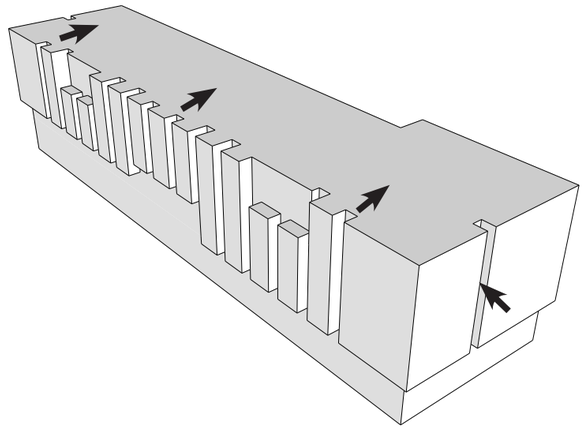
PUSH NC NORTH FACADE IN, AND MR HEIGHT DOWN, TO UNITE TWO VOLUMES



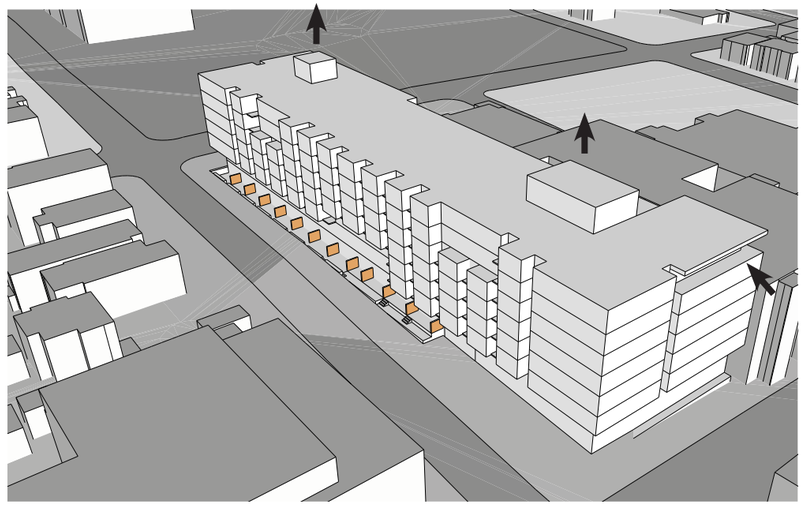
UNDERCUT FOR MORE GENEROUS SIDEWALK ZONE ON THREE STREET-FACING FACADES, PER GUIDELINES PL2 AND PL3-B12



MASS CUTOUTS TO BREAK UP MASS & ADJUST TO ELEVATION CHANGE

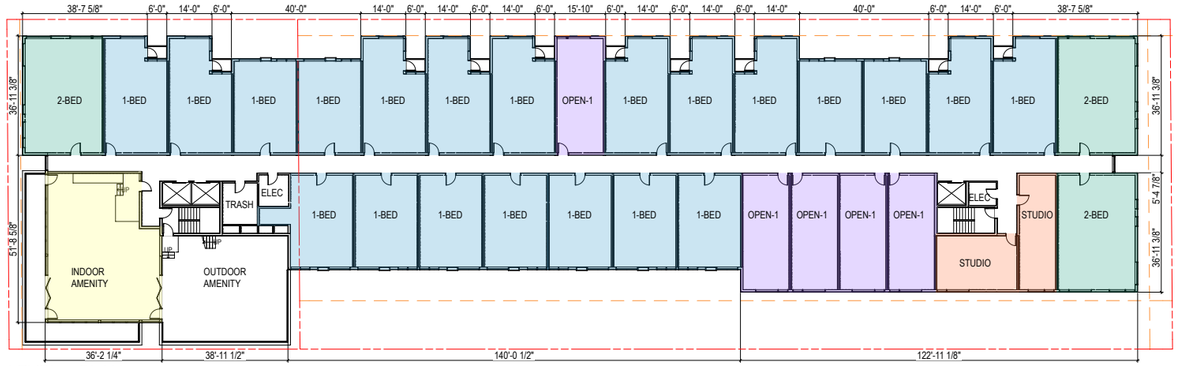


VERTICAL CUTS AT 20 FOOT BAYS FOR UNIT LIGHT & VENTILATION, PER GUIDELINES DC2 AND CS2-C3

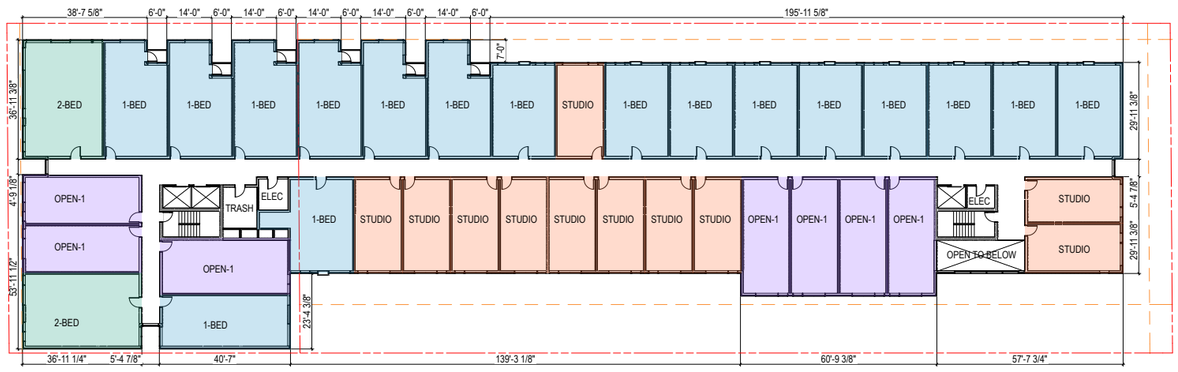


UNIT PATIOS ADDED AT STREET LEVEL, BALCONES ADDED AT VERTICAL CUTS, SW UPPER LEVEL SETBACK & CIRCULATION CORES

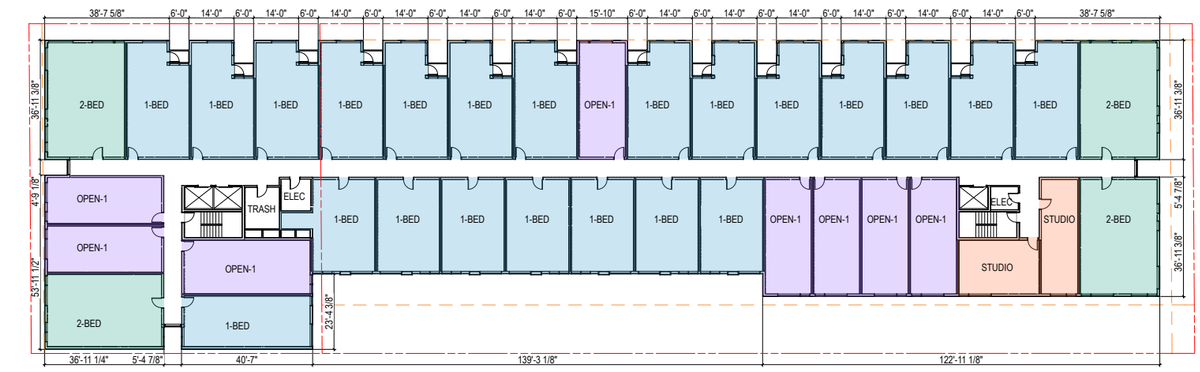
ARCHITECTURAL MASSING: CONCEPT 3 (PREFERRED): STOOPS AND BAYS



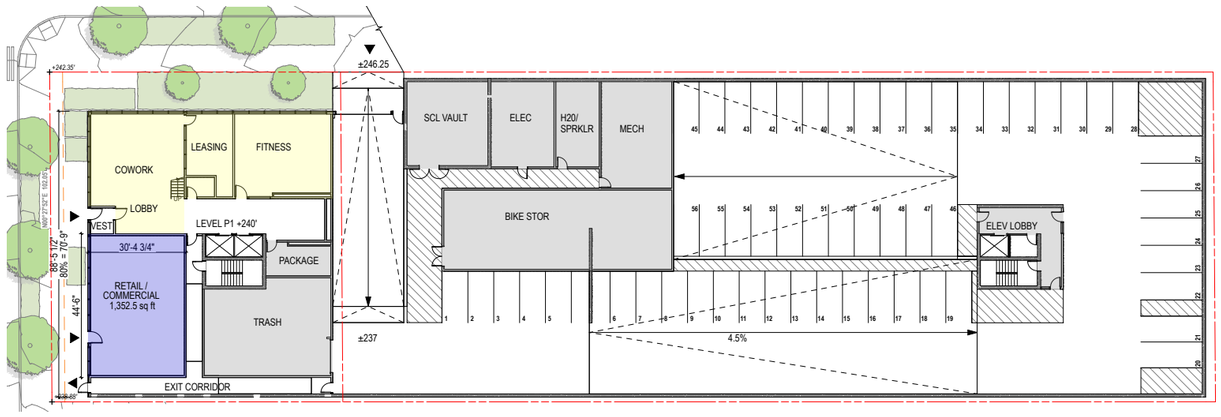
LEVEL 7 PLAN



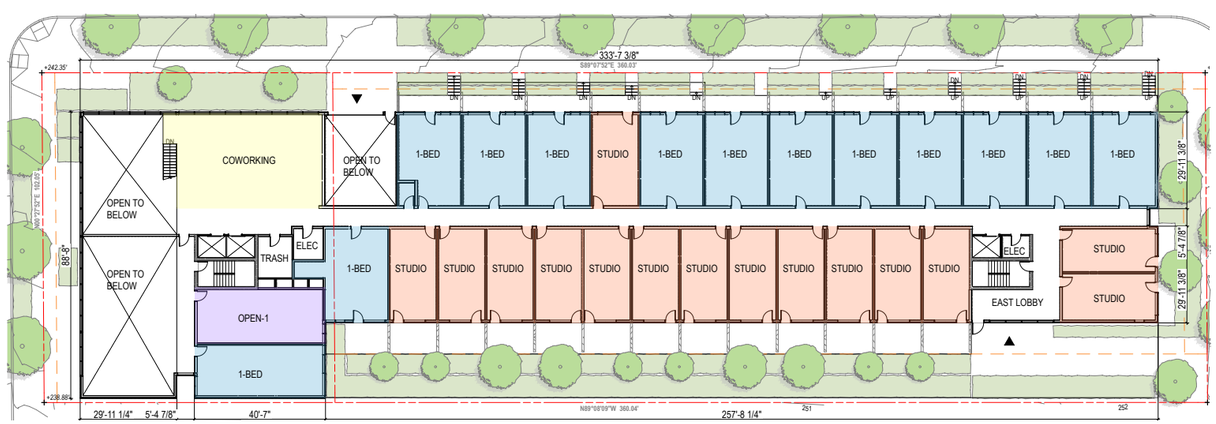
LEVEL 2 PLAN



TYPICAL RESIDENTIAL PLAN (3-6; SEE 3D VIEWS FOR MINOR VARIATIONS PER FLOOR)



P1 PLAN (ROOSEVELT WAY NE ENTRY) - SEE LANDSCAPE SHEETS FOR LANDSCAPING DETAIL



LEVEL 1 PLAN (12TH AVE NE ENTRY) - SEE LANDSCAPE SHEETS FOR LANDSCAPING DETAIL

ARCHITECTURAL MASSING: CONCEPT 3 (PREFERRED): STOOPS AND BAYS

Looking east along NE 68th St

Looking west along NE 68th St

ARCHITECTURAL MASSING: CONCEPT 3 (PREFERRED): STOOPS AND BAYS

ARCHITECTURAL MASSING: PEDESTRIAN EXPERIENCES COMPARED

CONCEPT 1 (CODE COMPLIANT): SEPARATE BUILDINGS

Looking east along NE 68th St

In the code compliant scheme, retaining the two viable exceptional trees, which are currently on rockeries approximately 3' above the sidealk, creates unappealing separation between the sidewalk and the ground level units. Although the east building is set back along the north to accommodate one of the trees, this setback provides a break in an otherwise bulky, monolithic facade and does not create an enjoyable, usable space due to the raised elevation of the tree.

In addition, although the 8' front setback in the west building allows for a bit of green space along the north facade, this setback is not wide enough to provide the required steps for private entries for all units, or as much landscaping buffer as in the preferred scheme. The pedestrian experience is stark, barren, and there is not an experience of connection between the sidewalk and the building.

CONCEPT 2: CENTRAL COURT

Looking east along NE 68th St

In Concept 2, a 20' deep setback is provided midblock. The central court allows space for unit entry stoops for approximately half the ground floor units, but it pushes those units far from the sidewalk resulting in less connection between the two spaces and less opportunity for eyes on the street. The remaining ground floor units and commercial spaces (60% of the facade) are pushed to the sidewalk with no buffer. While the setback provides a break in an otherwise bulky, monolithic facade, it lacks the finer grained, human-scaled modulation of the preferred scheme.

CONCEPT 3 (PREFERRED): STOOPS AND BAYS

Looking east along NE 68th St

In the preferred scheme, the proposed modulation modulates both the roof line and the ground level in different ways. At the ground level, the approaches to ground-level units vary with the changes in grade, and with the resulting steps and landscaping that mediate it across a 12' wide ground level setback. The entry stoops provide a strong connection to the sidewalk, and an inviting and varied pedestrian experience. At the roof line, the proposed building modulation at the top floors creates a shift in the overall building mass and height as perceived from the street. These elements create more meaningful modulation at the pedestrian scale than the code required building separation.

ARCHITECTURAL MASSING: CONCEPT 3 (PREFERRED): STOOPS AND BAYS

Looking east along NE 68th St - Concept 3 (Preferred): Stoops and Bays

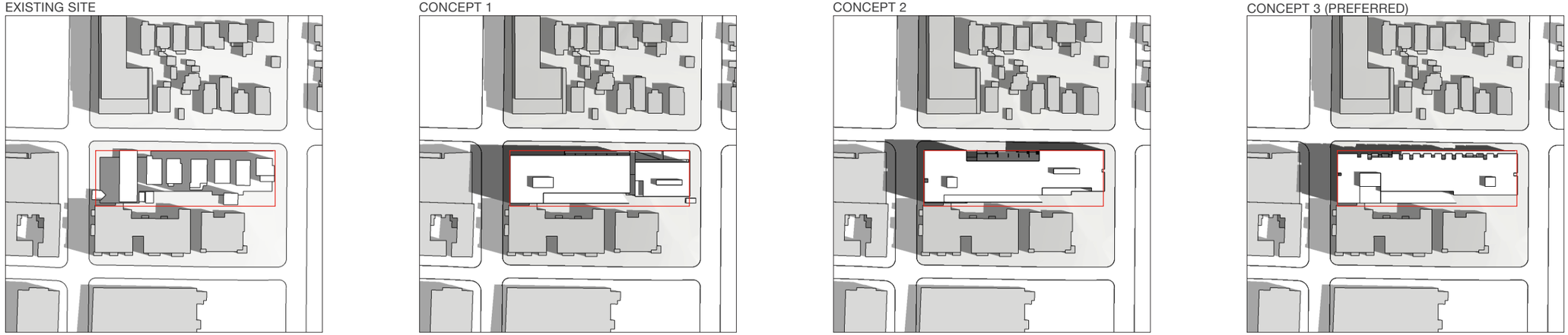
ARCHITECTURAL MASSING: SUN/SHADOW ANALYSIS (JUNE 21)

EXISTING SITE

CONCEPT 1

CONCEPT 2

CONCEPT 3 (PREFERRED)



9:00AM

12:00 NOON

3:00PM

ARCHITECTURAL MASSING: SUN/SHADOW ANALYSIS (SEPTEMBER 21/MARCH 21)

EXISTING SITE

CONCEPT 1

CONCEPT 2

CONCEPT 3 (PREFERRED)

9:00AM

12:00 NOON

3:00PM

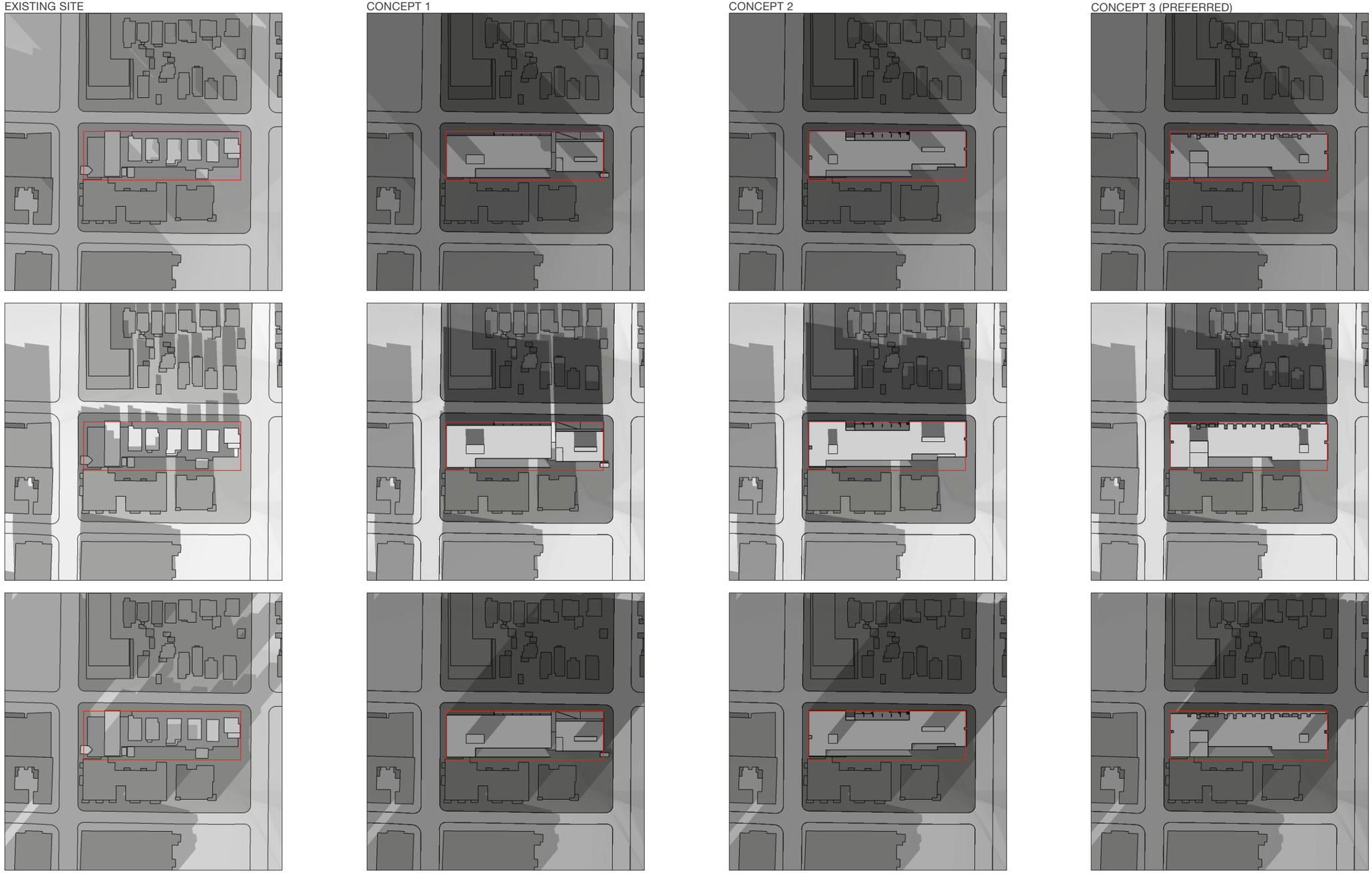
ARCHITECTURAL MASSING: SUN/SHADOW ANALYSIS (DECEMBER 21)

EXISTING SITE

CONCEPT 1

CONCEPT 2

CONCEPT 3 (PREFERRED)

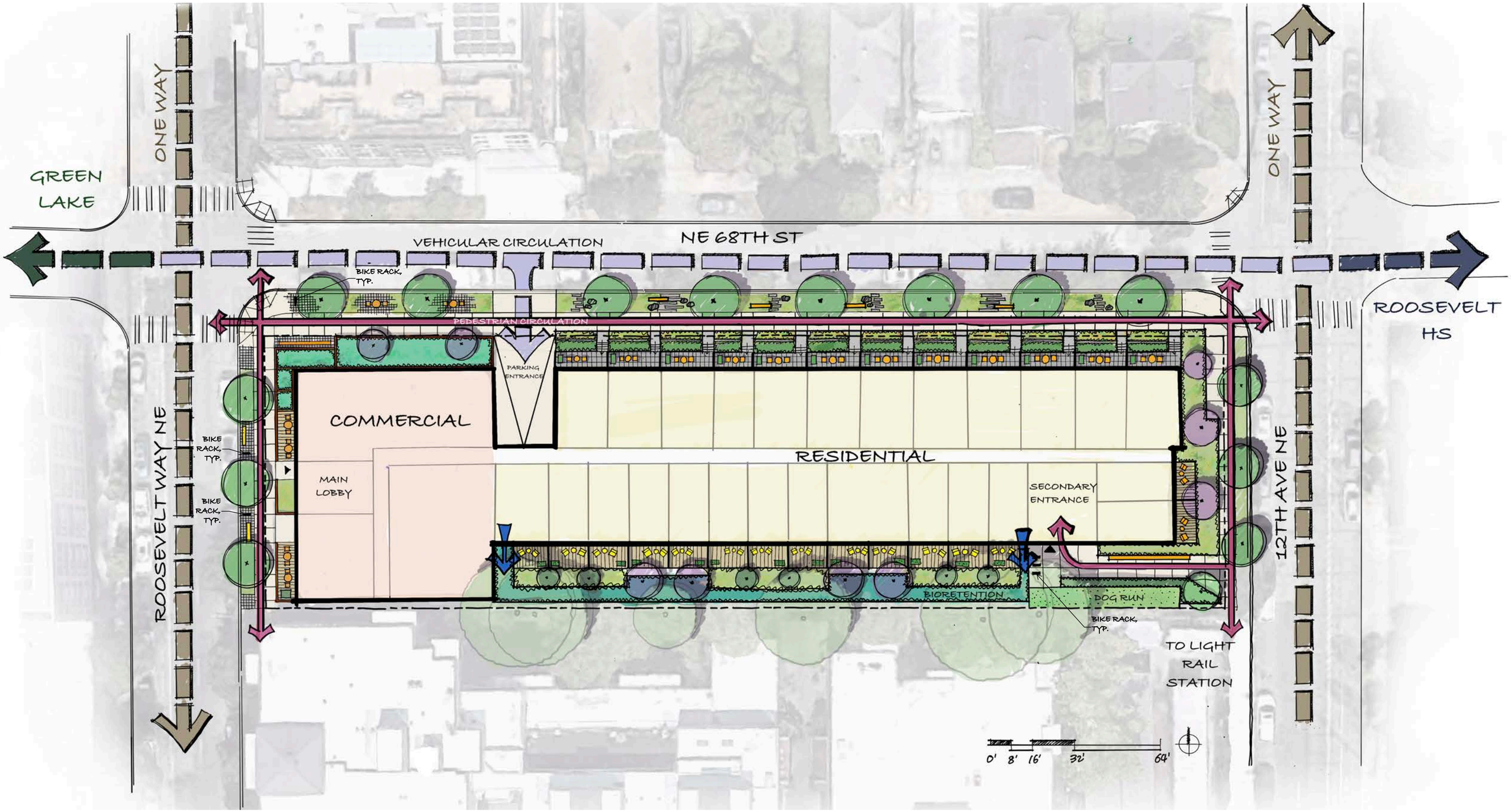


9:00AM

12:00 NOON

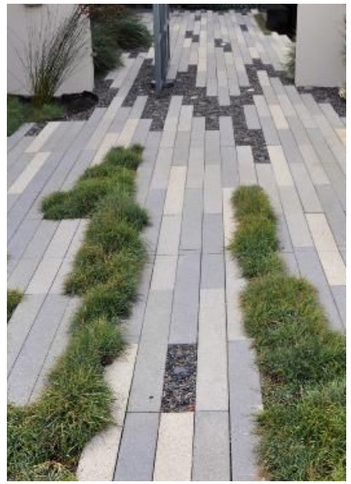
3:00PM

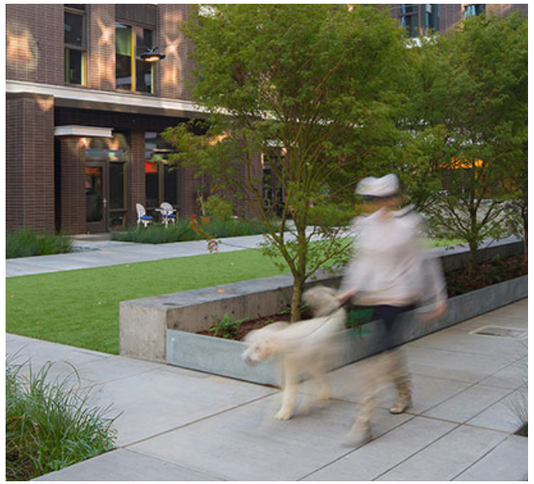
LANDSCAPE CONCEPTS: STREET PLAN




BISTRO TABLES AT RETAIL FRONTAGE

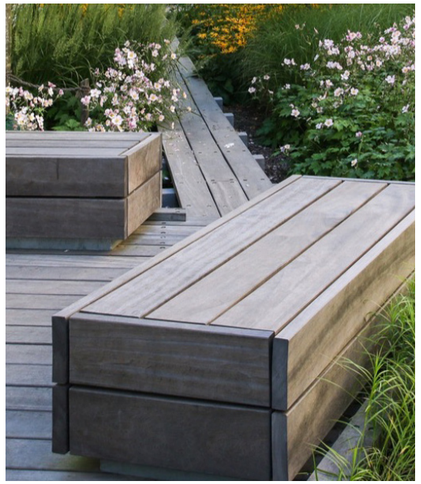

STREET PLANTERS


STAGGERED ACCENT PAVING


DOG RELIEF AREA

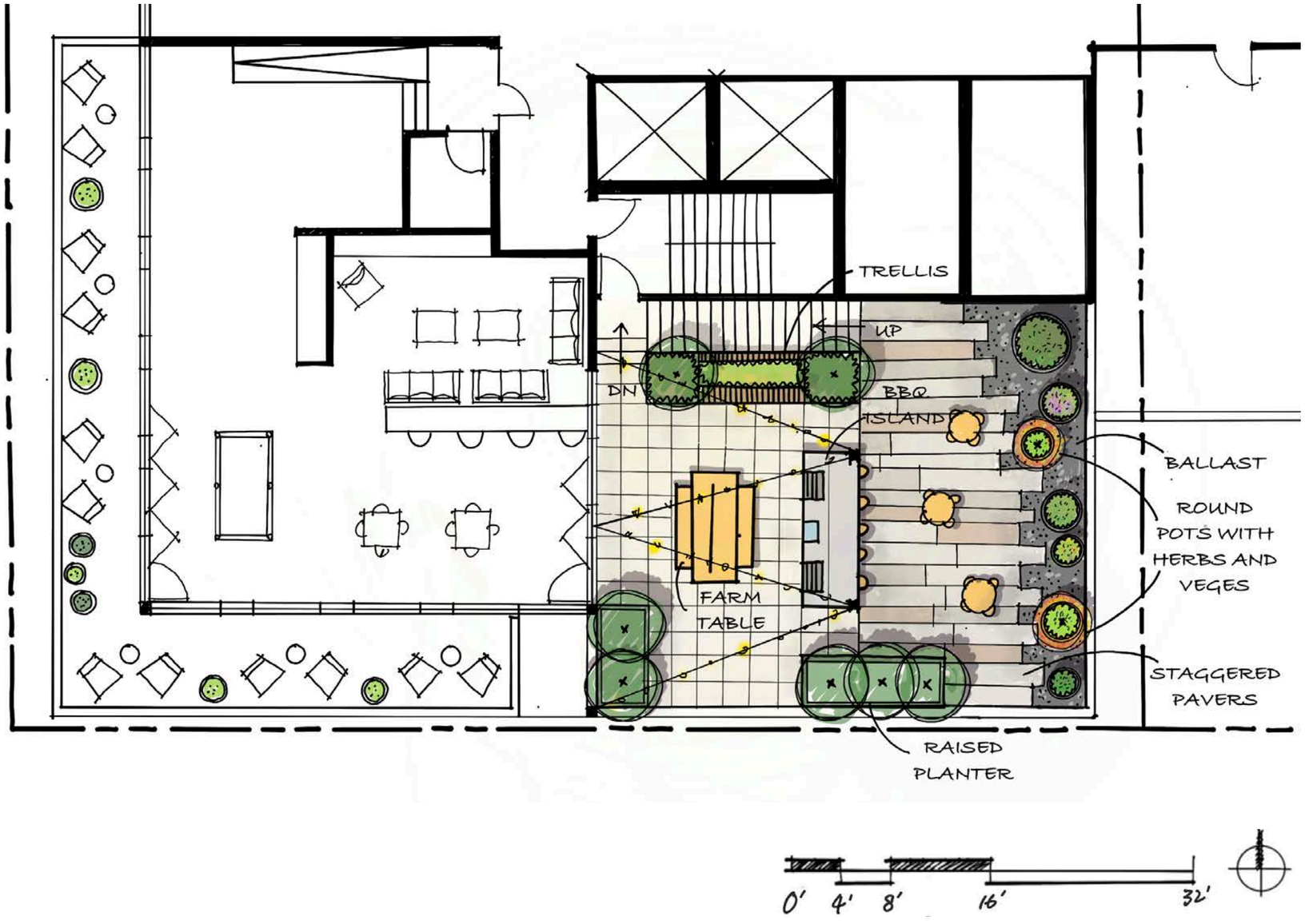

STREETSCAPE & STOOPS


STREETSCAPE PLANTING


BENCHES/ SEATINGS


BIORETENTION PLANTERS

LANDSCAPE CONCEPTS: L7 - CONCEPT

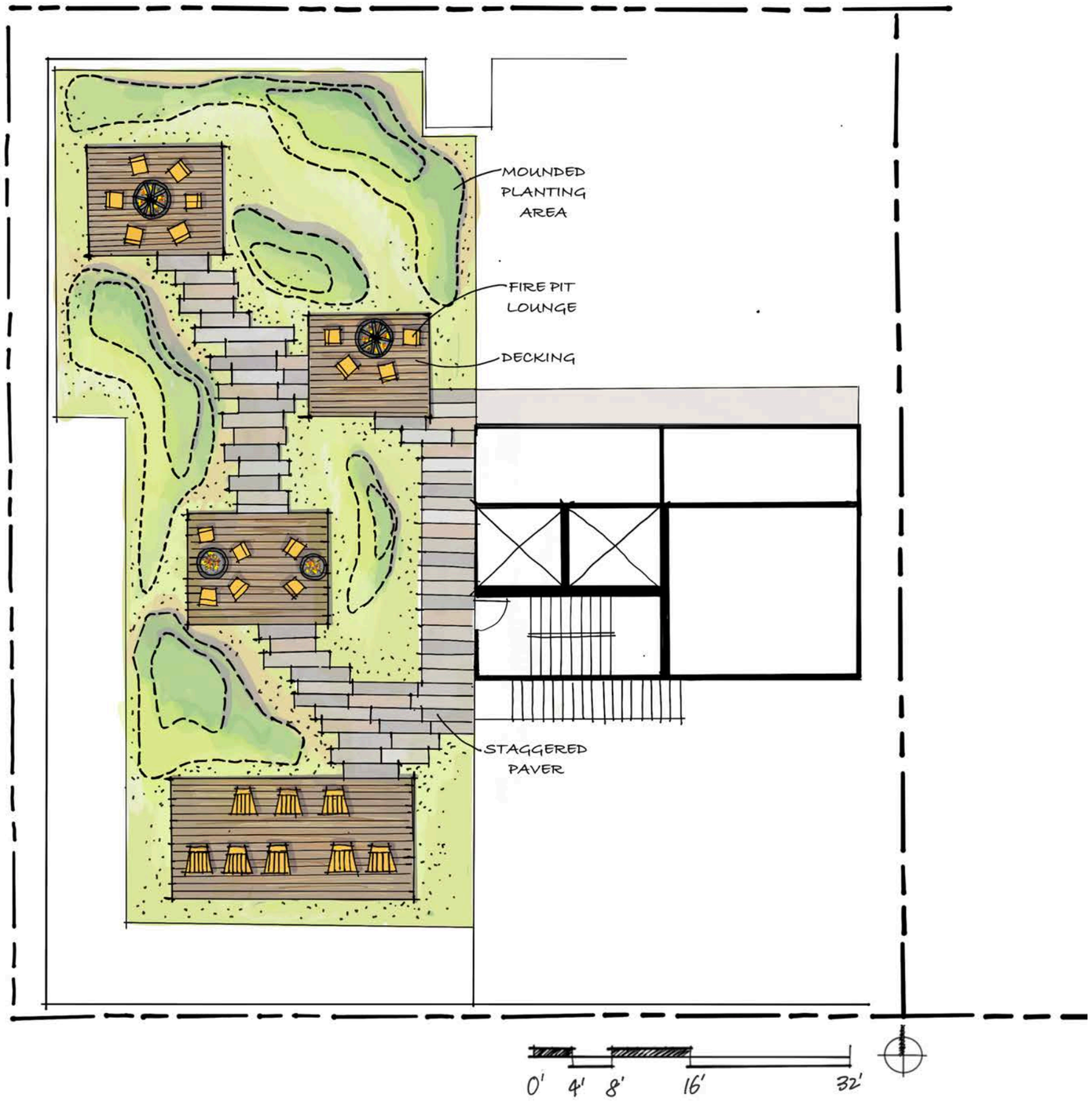


RAISED PLANTERS

STAGGERED PAVING & BALLAST

BBQ & SEATINGS

LANDSCAPE CONCEPTS: ROOF - CONCEPT



MOUNDED PLANTING

DECKING & LOUNGE CHAIRS

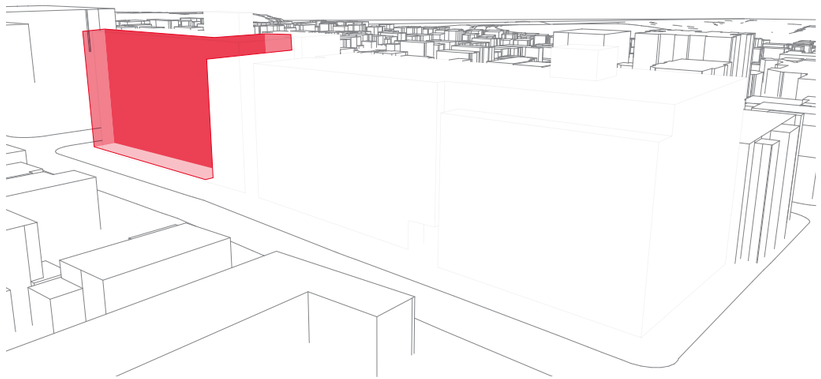
FIREPIT LOUNGE

DEPARTURES

DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
23.45.528.A STRUCTURE WIDTH AND DEPTH LIMITS (MR ZONE) The width of principal structures shall not exceed 150'.	Allow the principal structure width to exceed 150'.	As shown in our code compliant alternate, the letter of the code requires the building to be split so that no principal structure exceeds 150', but the minimum separation required between two structures in this scenario is only 10'. Such a narrow separation between two buildings would not provide a meaningful connection through the site because it would end at the shared lot line to the south and face the rear of an adjacent building. In our preferred scheme, we propose to address what we understand as the goal behind this code requirement - meaningful building modulation across large sites - with a design that instead has integral relief of bays and decks to provide animation. This approach also relates to the LR zone to the north, providing modulation with 20' wide bays that are intended to correspond to the rhythm of future townhouses proposed there. We believe this proposed modulation better achieves the goals of: 1. Roosevelt Supplemental Guidance CS2-III-iii Height Bulk and Scale, as it uses 6 of the 7 design techniques noted as preferred in Roosevelt: a. *Increasing building setbacks at ground level,* as setbacks are increased 7' from code minimums along Roosevelt and 68th, and 9' above minimums along 12th*;* b. *Reducing bulk of upper floors,* as modulation at the upper floors creates a shift in the overall building mass as perceived from the street*;* c. *Reducing the height of the structure*, by maintaining a consistent height across the site and not stepping up to the east, as would be allowable with separated structures; d. *Using 5' landscape buffers at residences;* e. *Providing bays that modulate, and* f. *Minimizing the use of blank walls*. 2. Seattle Design Guideline DC2-A Architectural Concept, as it uses secondary architectural elements throughout: recessed decks, modulating bays and recessed ground-level unit entries, to reduce the perceived mass of the project. 3. Roosevelt Supplemental Guidance DC2-II Architectural Facade Composition, as it maximizes modulation and at-grade human interaction and provides generous plantings at unit entries. 4. Roosevelt Supplemental Guidance CS3-I-ii Reinforce a Vibrant Streetscape, as it locates the modulation in such a way as to improve the pedestrian experience and includes multiple recessed entries to at-grade units.

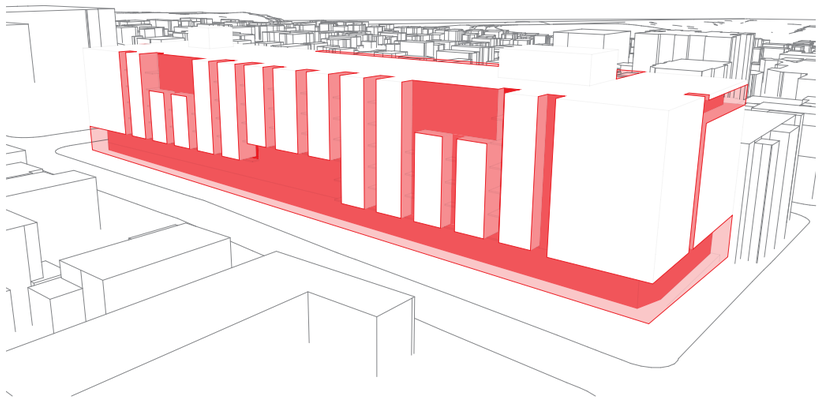
DIAGRAMS FOR DEPARTURE 1: STRUCTURE WIDTH AND DEPTH LIMITS (MR ZONE)

CONCEPT 1 (CODE COMPLIANT): MODULATION / NEGATIVE SPACE PROVIDED, AS VISIBLE FROM NE 68TH ST (SHOWN IN RED)



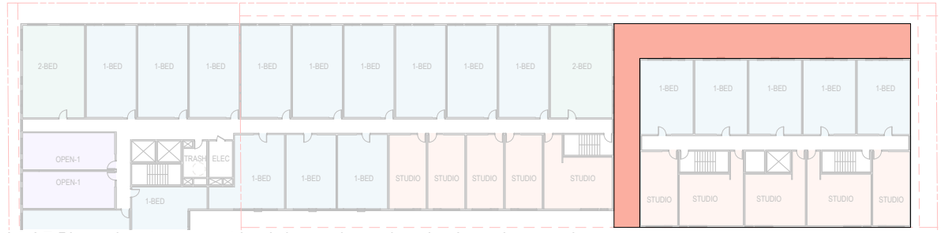
Looking SE

CONCEPT 3 (PREFFERED): MODULATION / NEGATIVE SPACE PROVIDED, AS VISIBLE FROM NE 68TH ST (SHOWN IN RED)

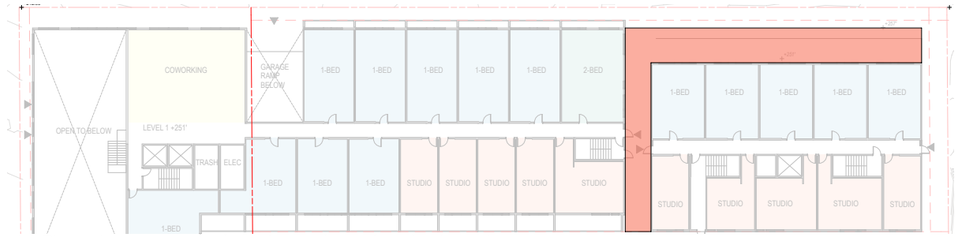


Looking SE

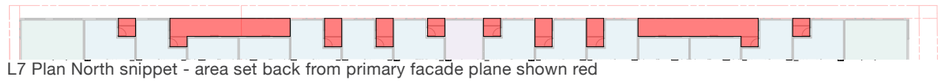
L8 Plan snippet - area set back from primary facade plane shown red



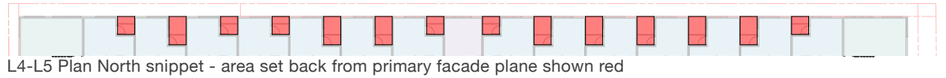
L2-L7 Plan snippet - area set back from primary facade plane shown red



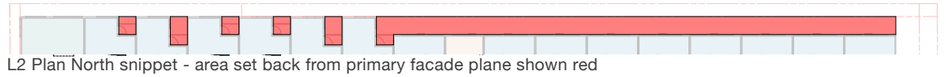
L1 Plan snippet - area set back from primary facade plane shown red



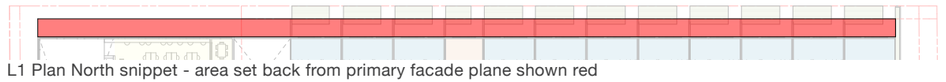
L7 Plan North snippet - area set back from primary facade plane shown red



L4-L5 Plan North snippet - area set back from primary facade plane shown red



L2 Plan North snippet - area set back from primary facade plane shown red



L1 Plan North snippet - area set back from primary facade plane shown red

DEPARTURES

DESIGN STANDARD	DEPARTURE REQUEST	RATIONALE FOR REQUESTED DEPARTURE
23.45.536.E PARKING LOCATION, ACCESS AND SCREENING (MR ZONE) Garage doors in MR zones facing the street shall be set back at least 18' from the lot line and no closer to the street lot line than the façade of the structure	Allow the garage door to align with the façade of the structure which is set back 12' from the lot line.	We believe keeping the garage door in plane with the façade of the structure, 12' from the lot line, provides a clean, continuous façade expression, and avoids calling too much attention to the garage door which is not intended to be a design feature. This approach better meets the goals of Seattle Design Guideline DC2-A, as the massing expression is meant to relate to the uses within the masses.
23.54.030.D.3 PARKING SPACE & ACCESS STANDARDS - DRIVEWAYS No portion of a driveway shall exceed a slope of 15%. The director may permit a driveway slope of more than 15% if it is found that: a. the topography or other special characteristics of the lot makes a 15% max driveway slope infeasible; b. the additional amount of slope permitted is the least amount necessary to accommodate the conditions of the lot, and c. the driveway is still usable as access to the lot.	Allow the parking access driveway to exceed 15%. Likely approximately 15.6% required.	The project does not have alley access, and SDOT prohibits parking garage entry from Roosevelt or 12th. Therefore it is necessary to keep the parking entry along 68th. Given the site topography, it is desirable to keep the garage entry as far west as possible in order to enter the garage at a relative low point and get below upper floors as quickly as possible. It is also desirable to provide generous commercial and residential lobby spaces at the northwest building corner, which we see as a primary building corner and which should not be dominated by a garage entry. The garage entry is therefore located close, but not too close, to the western edge of 68th, and serves as a buffer between the more private residential portion of the facade and the more public, commercial portion. With this resulting garage entry location, it is not possible to get below the slab above with a 15% or less driveway slope.

REPRESENTATIVE PROJECTS

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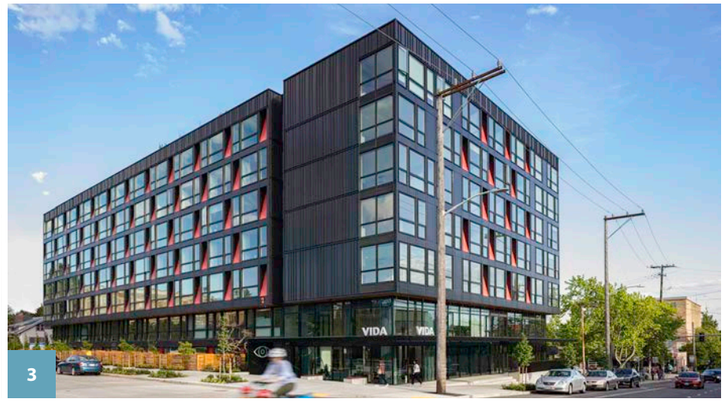

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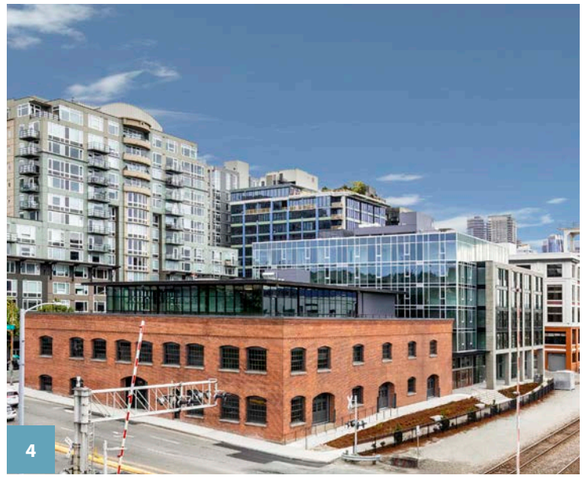
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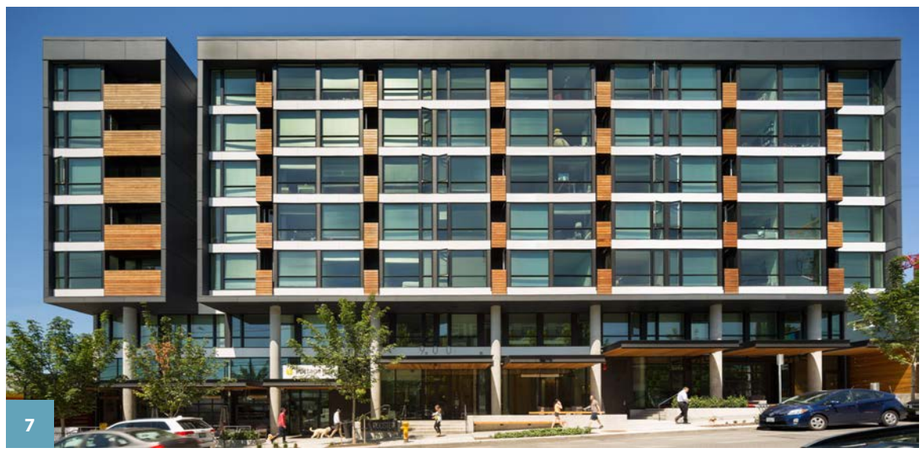
1. **Agnes Lofts,** 1433 12th Ave, Seattle
2. **19th and Mercer Mixed-Use Building,** 526 19th Ave E, Seattle
3. **Vida Apartments,** 1205 NE 66th St, Seattle
4. **Ainsworth & Dunn,** 2815 Elliott Ave, Seattle
5. **Station House Lofts,** 16550 NE 79th St., Redmond
6. **East Union,** 2220 E Union St, Seattle
7. **The Rooster Apartments,** 900 NE 65th St, Seattle
8. **Banner Building,** 2600 Western Ave, Seattle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Weinstein A+U is recognized as one of the Northwest's leading design firms and has continually demonstrated design excellence on a broad array of projects for State, City, Federal, private, and not-for-profit clients. We are passionate about our city and the shaping of its urban neighborhoods through the integration of architecture and urban design is central to our practice.

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

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

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