

BLOCK 4A: MIXED-USE BUILDING
EARLY DESIGN GUIDANCE MEETING • 12 19, 2016
6420 BROOKLYN AVE NE • PROJECT NO. 3025141



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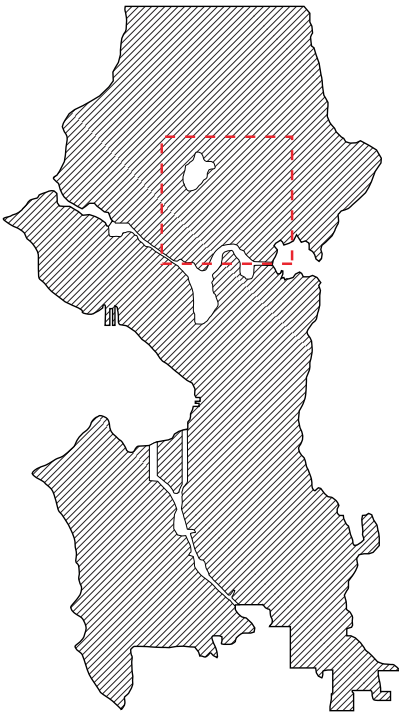
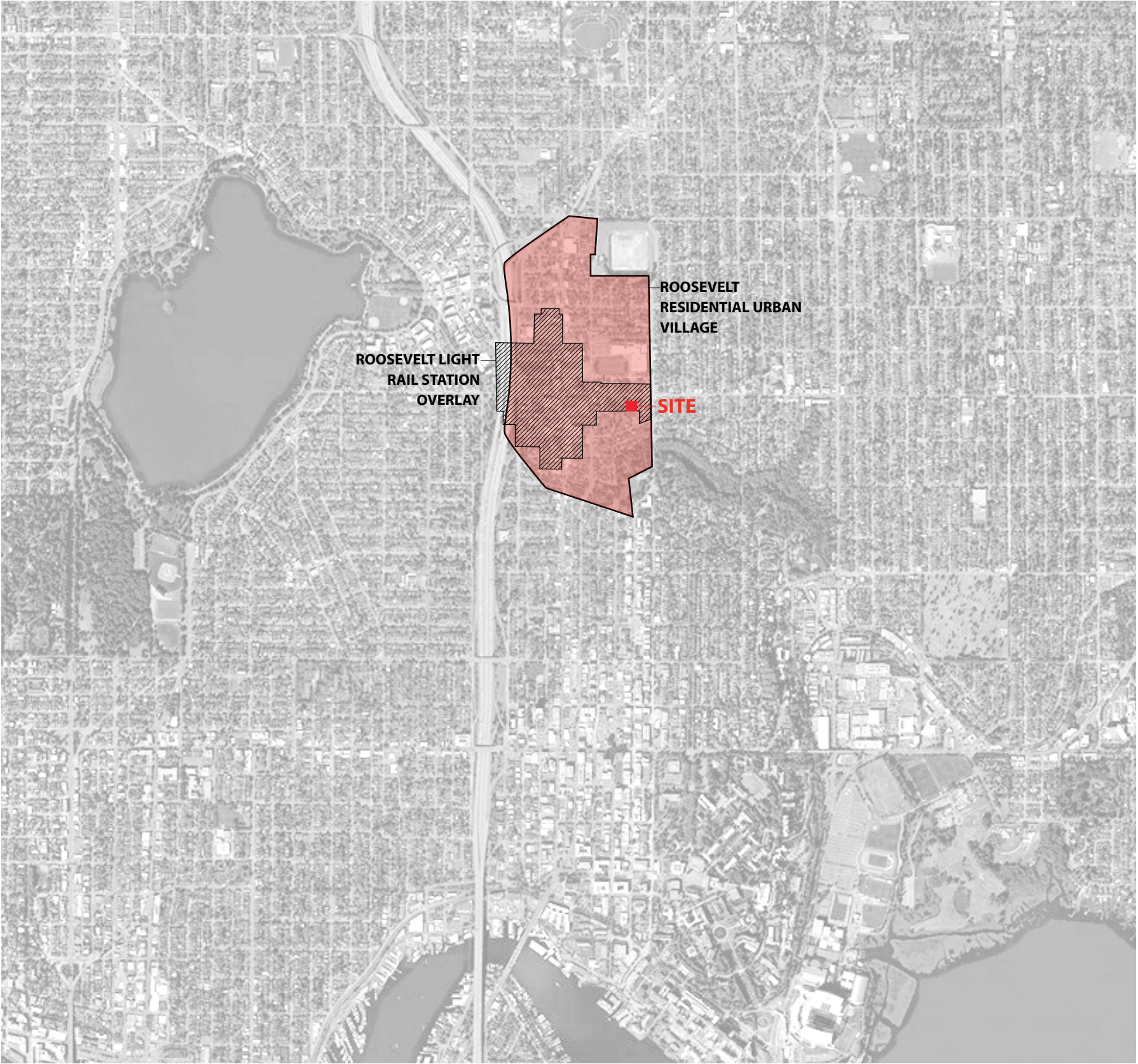
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Project Information

Property Address:	6420 Brooklyn Ave NE
Owner:	Roosevelt Development Group LLC
Developer:	Roosevelt Development Group LLC Nick Miller (Contact) T (206) 812-8126
Architect:	Weinstein A+U LLC Adrienne Watkins (Contact) T (206) 443-8606
Landscape:	Karen Kiest Landscape Architects



DEVELOPMENT OBJECTIVES & SITE CONTEXT

Development Objectives

The proposed project is a four-story, apartment building approximately 44-feet in height and approximately 30,000-sf. The building will contain 36 residential units, resident lobby and amenity spaces, an outdoor landscaped terrace and roof deck, 1,700-sf street level commercial, 7 structured parking stalls, and a storage and service basement.

The project development objectives are as follows:

- Provide a high quality living environment for residents convenient to work, leisure and play
- Provide pedestrian-oriented street fronts with features to benefit the neighborhood:
 - Widen sidewalks and plant street trees
 - Strengthen the street edge with an appropriately scaled and transparent facade
 - Offer continuous weather protection on NE 65th St, a primary ped. street
 - Incorporate the Roosevelt Streetscape Concept Plan for Brooklyn Ave NE to become a green street and bike route
- Be sensitive to the site's location in a transition zone from neighborhood commercial to single-family. This will inform building massing, scale, street level program and building access.
- Be a good neighbor. This will inform the project in terms of:
 - Streetscape design including lighting
 - Landscape design & material selection
 - Parking access
 - Trash & recycling storage

Neighborhood Context

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



EXISTING SITE PLAN

Location

The proposed project is in Seattle's Roosevelt Residential Urban Village on the SE corner of the intersection of NE 65th St and Brooklyn Ave NE.

Existing Uses

The site was previously occupied by single-family homes but is currently an undeveloped lot.

Legal Description:

Lot 23 and 24, Block 2, Cowen's University Park, According to the plat thereof recorded in plot 13 of plats, page 53. In King County Washington.

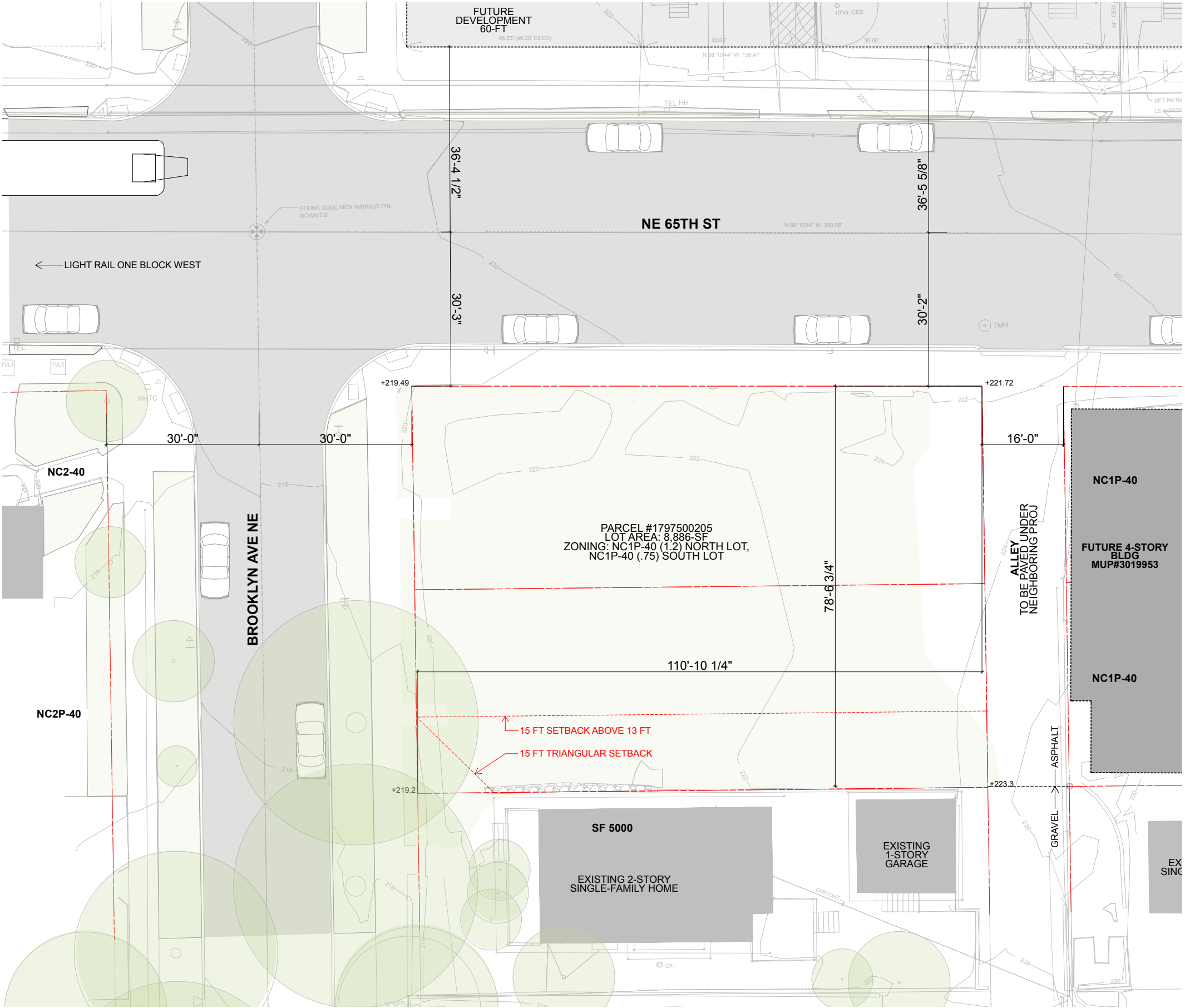
Existing Site Conditions:

The project site is 8,886-SF. The site fronts NE 65th St to the north, Brooklyn Ave NE to the west, an improved alley at the east, and the side lot line of a single-family property to the south. The lot directly east of the site across the alley is currently under construction.

The NE 65th St frontage is 110'. The pedestrian rights-of-way width is roughly 8' from the curb. There no street trees along this portion of NE 65th, and overhead high-voltage power lines are located on the opposite side of the street. Sidewalk curb ramps are present at the corner, but no painted crosswalks are provided across Brooklyn Ave NE or NE 65th St.

The Brooklyn Ave NE frontage is 78'-3". The pedestrian right-of-way width is +17'-9" from curb, and characterized by a wide planter and street trees on the street side, and a narrow planter on the property side. Parking access to properties is provided from the alley, limiting curb cuts down Brooklyn.

The grade at the property lines on both street fronts rise to about 2-ft above the right-of-way. The sidewalks at the rights-of-way have relatively gentle slopes, rising towards the NE corner of the property. Along NE 65th St the grade slopes gradually up at a 1.9% slope. Along Brooklyn Ave NE the grade change is shallow as well (3.1%), dropping from the intersection with 65th down to the south .



SITE CONTEXT: TRANSIT MODES

The project site is well served by several bus lines located within a 5-minute walk radius. King County Metro bus routes 48, 62, 64, 73 and 76 run past the site along NE 65th Street and provide connections to Ballard and Capitol Hill, the Central Area and Mount Baker (route 48); to Jackson Park, the University of Washington and the Downtown retail core (route 73); and to Wedgwood, Hawthorne Hills and additional connection to the Downtown retail core (route 76). Additional connections to the Downtown retail core, Northgate, the University of Washington and a host of other neighborhoods are within a short walk of the site. Travel times to the University, Capitol Hill and Downtown will greatly improve with the opening of Sound Transit light rail service to Roosevelt Station located just over a block west.

The public transportation options in the vicinity of the site also speak its pedestrian environment. The relative flatness of NE 65th Street provides an easy walk to the future light rail station, and Roosevelt’s commercial core is within a 5-minute walk to the west. Cowen Park is also located within a 5-minute walk to the south of the site, while Roosevelt High School is a block north.

- Design Cues:**
- Make NE 65th pedestrian-friendly
 - Consider pedestrians access the Light Rail
 - Plan for new Bike Route on Brooklyn Ave NE

Legend

Main Car Arterials:

Principal Arterial / Regional Connector

Minor Arterial / Commercial Connector

Future Light Rail Station (2021)

Gateway Intersection per Roosevelt Neighborhood Guideline

Frequent Transit Corridors

Pedestrian Overlay

5 Minute Pedestrian Walkshed

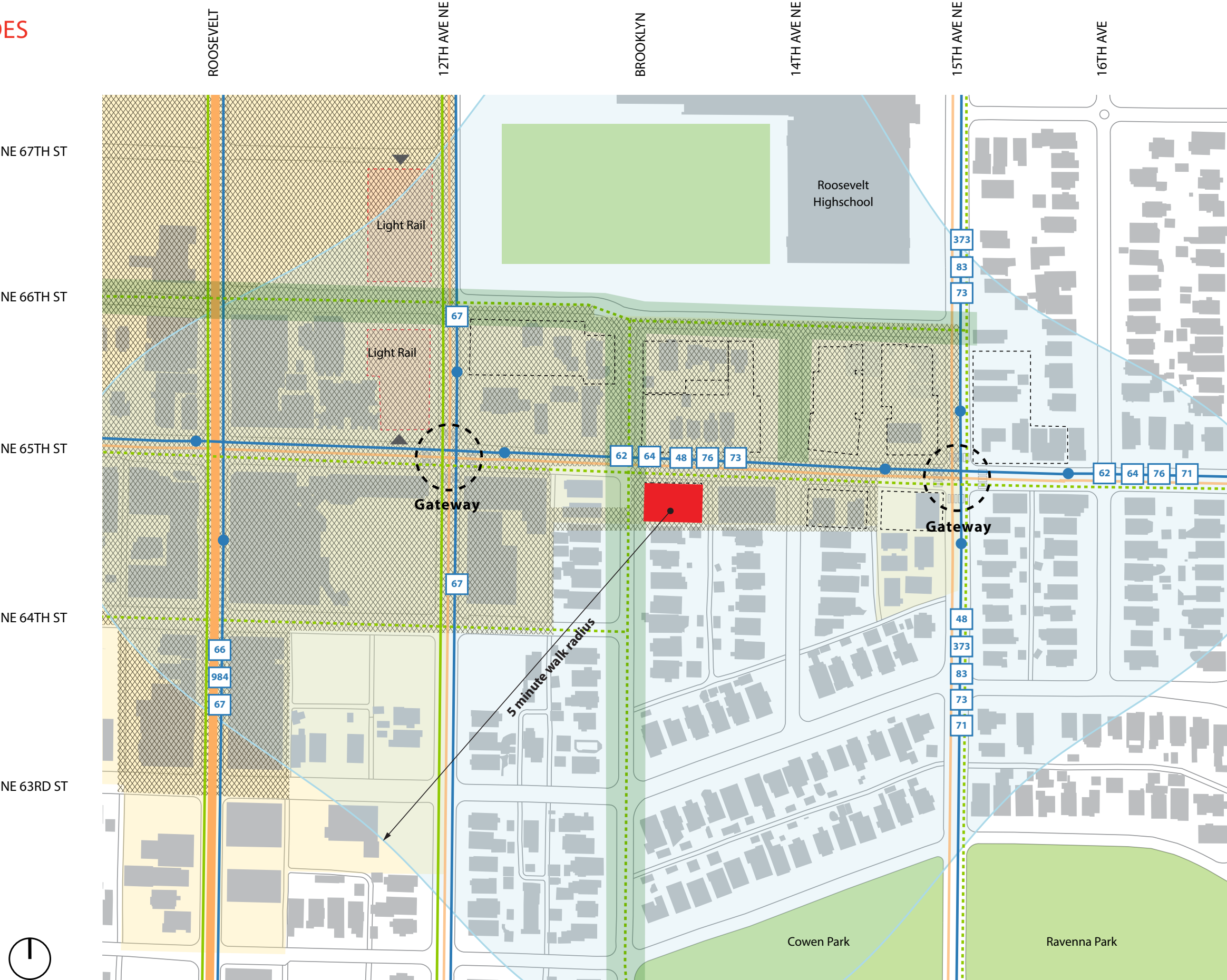
Bus Routes

Bus Lines

Current Bicycle Routes

Proposed Bicycle Routes per Seattle bicycle Master Plan

Proposed Green Street per Roosevelt Streetscape Concept Plan





SITE CONTEXT: LAND USE

The site is bounded by public rights-of-way to the north (NE 65th St), east (alley), and west (Brooklyn Ave NE). The south property line abuts a single-family home's side-lot line.

The neighborhood directly south is single-family residential. The neighborhood to the north, east, and west of the site is a mix of single-family homes, low-rise density retail with surface parking, and undeveloped lots. The site is just outside the east boundary of the Roosevelt Neighborhood's Core Commercial Area, which is characterized by higher density multi-family housing and retail. The new Roosevelt Light Rail Station will be located just over a block west of the site on NE 65th St.

Roosevelt High School is a block north of the site, and Cowen and Ravenna Parks are two blocks south.

Design Cues:

- Neighborhood is in transition due to recent upzoning and incoming Light Rail
- Scale transition to south single-family neighborhood

Legend

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



CONTEXT: EXISTING ZONING

The site is zoned NC1P-40. The site is bounded by public rights-of-way to the north (NE 65th St), east (alley), and west (Brooklyn Ave NE). Properties beyond the rights-of-way in these three directions are NC1P and NC2P zones, though many lots are not currently built to their development potential. The south property line abuts the side lot line of a SF 5000 zone.

- Design Cues:**
- Respect zone transitions to SF500 to south
 - Consider pedestrian overlay and primary pedestrian street (NE 65th St) in first floor layout

Existing Zoning Legend

NC1

NC2

NC3

LR1 & LR2

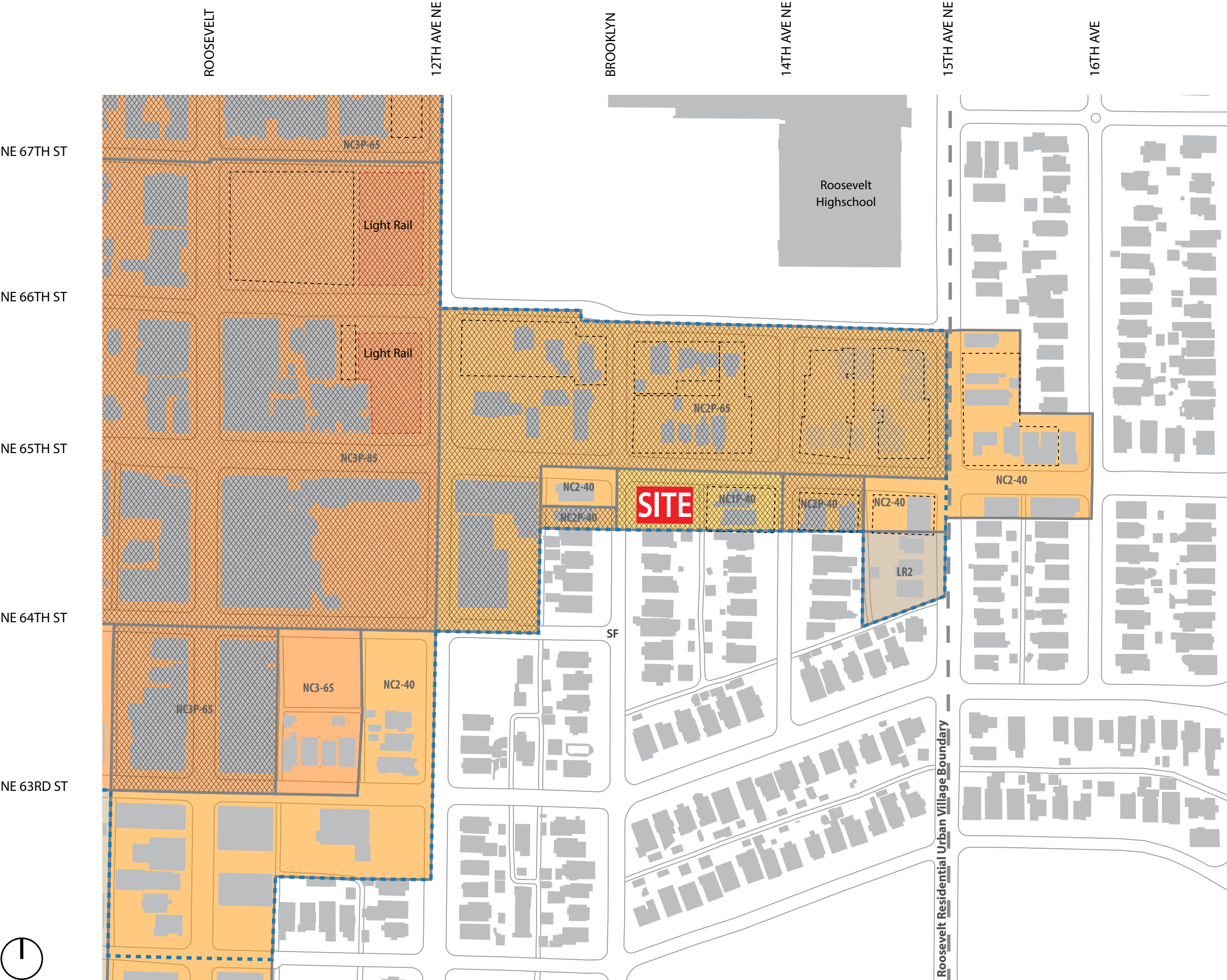
SF

Roosevelt Station Area Overlay

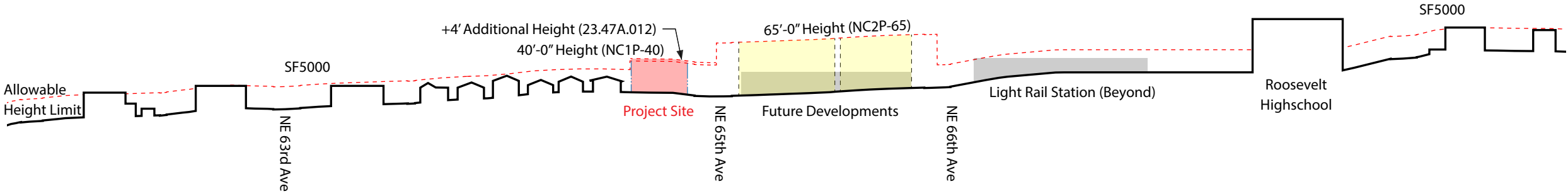
Roosevelt Residential Urban Village

Zone Boundaries

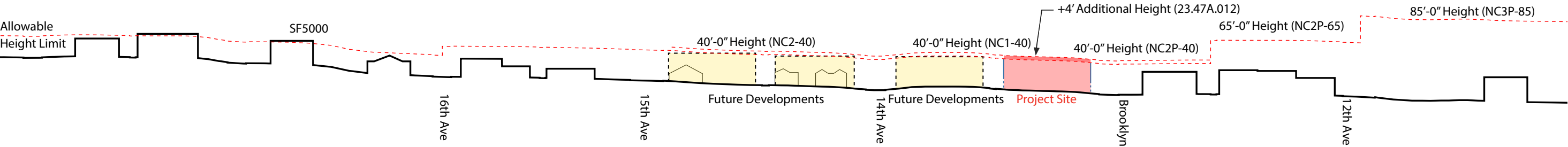
Pedestrian Overlay



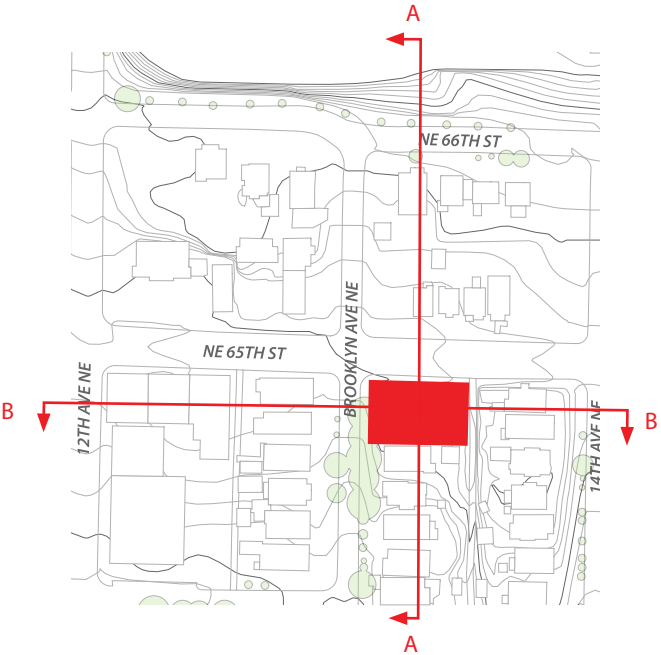
CONTEXT: ZONING ENVELOPE



A BROOKLYN AVE SECTION - Looking West



B 65th AVE SECTION - Looking South



CONTEXT: FUTURE DEVELOPMENT ZONING ENVELOPES



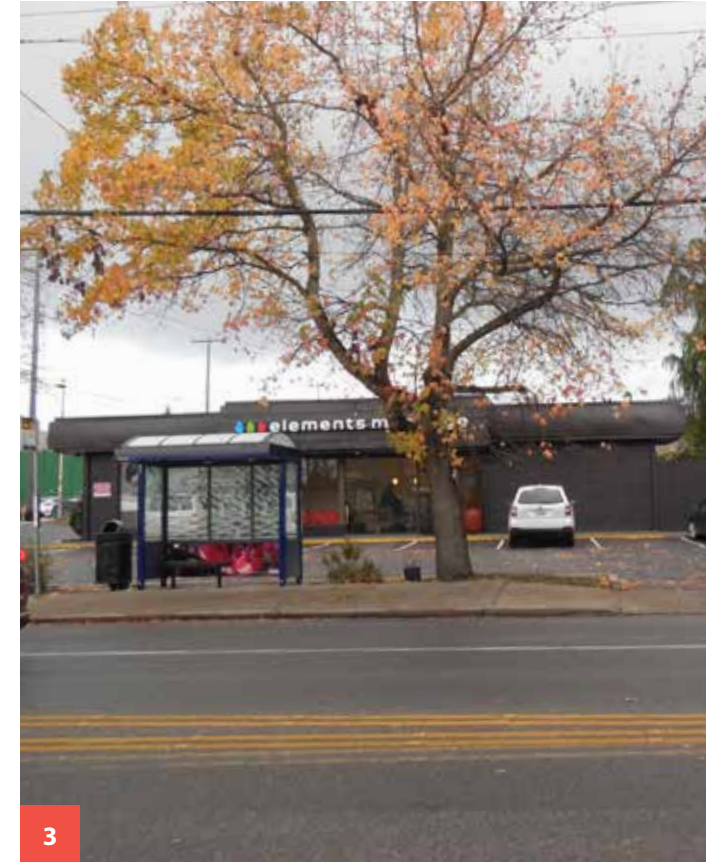
CONTEXT: SURROUNDING NEIGHBORHOOD



1



2



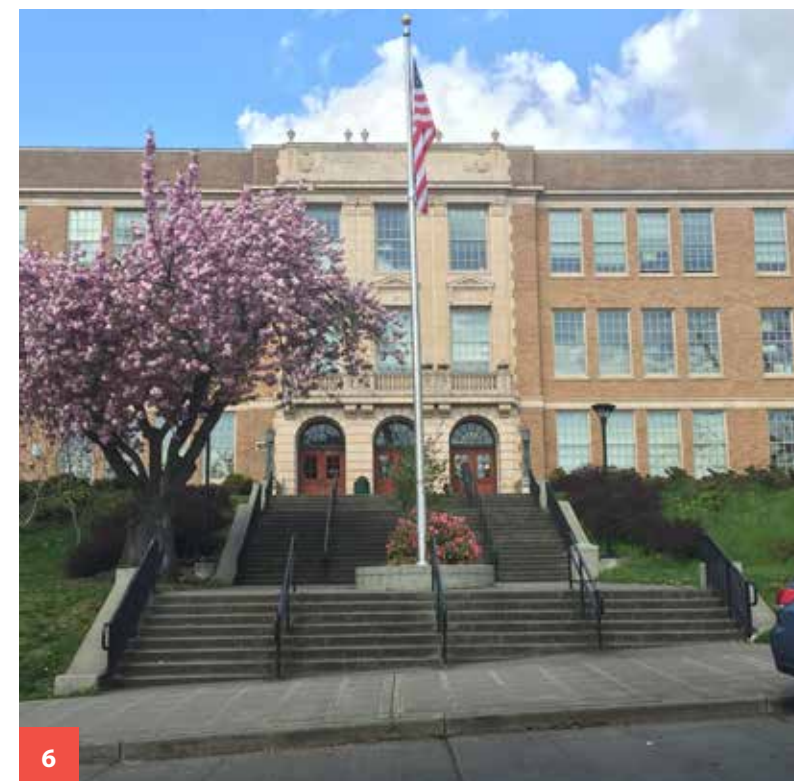
3



4



5



6

The neighborhood surrounding the site is in transition, due in large part to the Link light rail station that will soon open just over a block west. As noted above, NE 65th Street is zoned for a higher density and height than its current uses. Multiple lots are empty, awaiting redevelopment. Some change has already begun - two neighboring projects, one directly east of the project site, and one diagonally across the street have issued MUPs for new mixed-use mid-rise to high-rise projects. The existing commercial streetscape lacks street wall continuity, as building setbacks and building siting on the lots vary, with some commercial structures separated from the street by surface parking.

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

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

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

1 Link Light Rail Roosevelt Station. Expected opening in 2021, located 1-1/2 blocks from the site. // **2 Whole Foods Market at SE corner of 64th and 12th.** In commercial core. // **3 Low density retail at NE 65th St.** Parking separates street and bldg // **4 Rendering of multifamily development in construction directly east of site** // **5 Typical Residential.** South of the site is a well-established single-family residential zone. // **6 Roosevelt High School.** The school is located a block north of the site

CONTEXT: NE 65TH AVE

The northern edge of the property is bounded by NE 65th Street. NE 65th St is a minor arterial street, and a primary pedestrian street. The blocks fronting the site are characterized by narrow sidewalks and a lack of street trees. The sidewalk along the site is narrow at roughly 8-ft. There are no street trees on either side of the street.

Both sides of the 65th are zoned for NC, with a 65-ft height limit at the north side, and a 40-ft height limit on the south, though current property uses do not reflect this potential. Currently, the stretch of NE 65th St between 12th Ave and 15th Ave is a mix of single-family houses, undeveloped lots, and low-intensity commercial, often with surface parking.

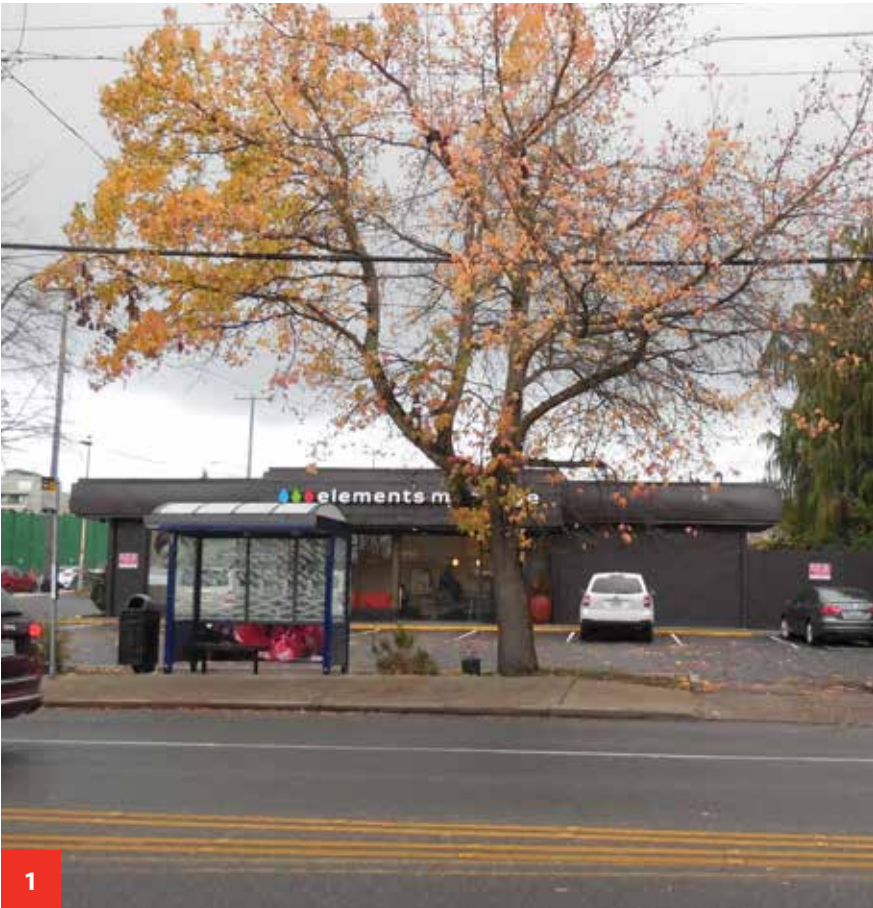
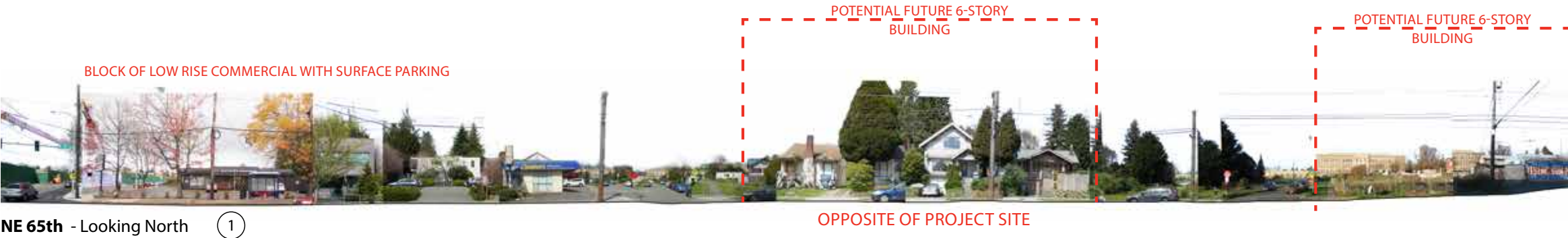
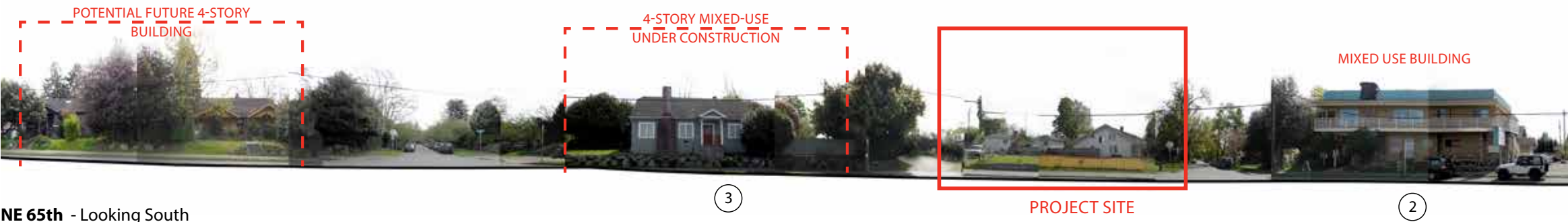
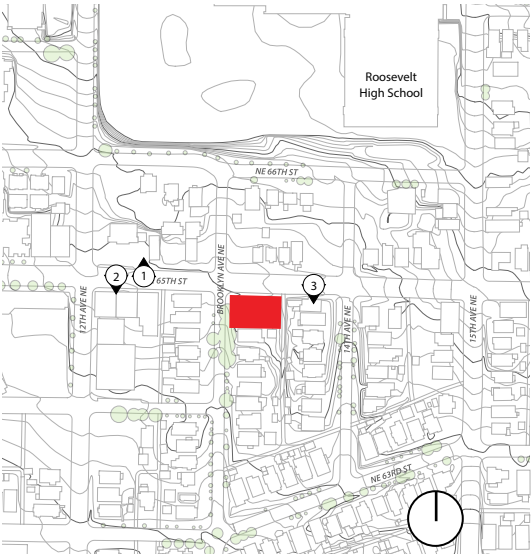
A 4-story mixed-use building is currently under construction across the alley to the west of the site.

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

The future Roosevelt Link Light Rail Station, set to open in 2012, is a block and half west of the site on the opposite side of the street.

The topography along the property line has a minimal slope (under 2%) up towards the east.

- Design Cues:**
- Extend new streetscape profile (widened sidewalk, weather protection, trees) from neighbor under construction for consistent streetwall
 - Locate major entries and active programs on NE 65th St





BROOKLYN AVE NE - Looking West



BROOKLYN AVE NE - Looking East

CONTEXT: BROOKLYN AVE NE

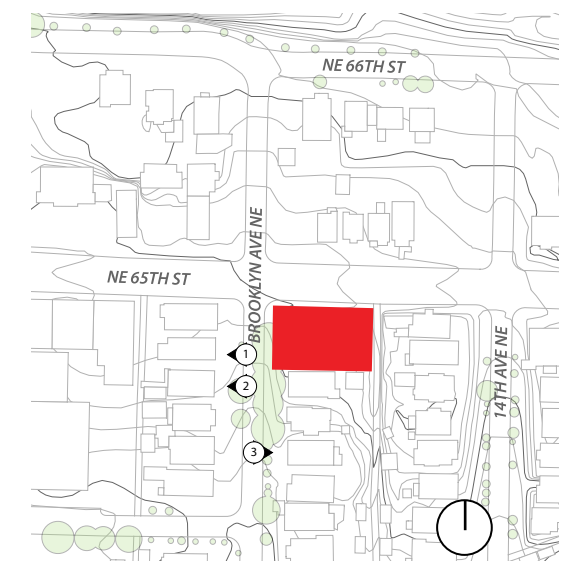
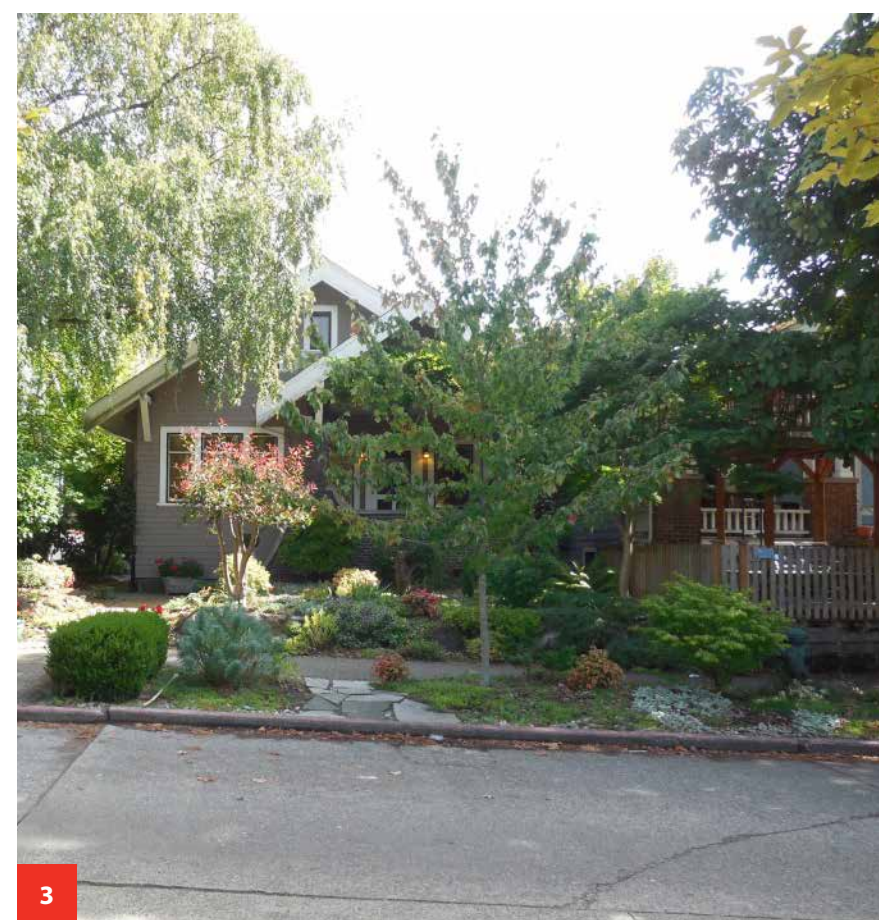
The western edge of the property is bounded by Brooklyn Ave NE. Brooklyn is a quiet street characterized by single-family residential houses, typically set back from the property line and raised above the street level by low berms and stoops. Street trees are well established and set within wide planting beds on the street side.

Resident-only parking is provided on both sides of the street. One block north of the site, across NE 65th, both sides of the street are potential new development sites, and at the end of that block Brooklyn dead-ends into the Roosevelt High School campus.

The topography along the property line has a gentle slope (3%) towards the north.

Design Cues:

- Provide massing transition to single-family zone
- Use landscaping to blend with street character
- Respect privacy of neighbors with first-floor program layout and access doors



CONTEXT: EXISTING SITE

The site is currently undeveloped, though remnants of its previous use as a single-family home remain (concrete stoops). The grade on the site is raised approximately 2' above the street level on both NE 65th St and Brooklyn Ave NE. No vehicular curb cuts exist on either street. Power lines for all the single-family houses on the block run overhead in the alley, crossing over NE 65th at the site's alley property line, though this will be relocated underground in the alley during the construction of the project to the east of the site.

The sidewalk on NE 65th St, as mentioned previously, is narrow and lacks street trees. This width, coupled with the heavy vehicular use on NE 65th leads to an unsafe pedestrian condition.

By contrast, the sidewalk on 14th Ave NE is spacious and inclusive of a wide planting strip at the curb, with a large maple tree in the strip at the south-west corner. Street trees continue down both sides of Brooklyn.

Design Cues:

- Widen 65th pedestrian row
- Plant street trees to match adjacent properties



1 Sidewalk at Brooklyn Ave NE. A generous planting strip and sidewalk fronts the west side of the property. // **2 View of site's northwest corner.** The site is largely clear with steps remaining from a former single family structure. // **3 Sidewalk at NE 65th St.** A narrow sidewalk and minimal planting strip without street trees fronts the north side of the property. // **4 View of site's northeast corner** The site levels off with the adjacent alley and is free of trees. // **5 View of alley looking south.** A gravel alley backs the property to the east, providing access to residential parking.

SITE ANALYSIS

Topography

- Gentle slope at sidewalks on both frontages

Neighboring Buildings

- Single-family homes in NC2P-65 zone to north
- Lots slated for future re-development.
- Two-story mixed-use bldg, and single-family residential in NC2P-40 zone to west
- Single-family residence to south
- 4-story mixed use bldg in NC1P-40 zone under construction to east.

Solar Access

- Excellent solar access due to low-height single-family zone to the south.
- Shading in the morning on east elevation from future 4-story building across the alley.

Views

- Currently, territorial views are available to north, south and west directions on the upper floors. Views to the south are protected due to adjacent single-family zoning.

Structure Height

- NC1P-40 with 4-ft height increase = 44-ft limit.

Allowable Building Area

- The maximum FAR is 4*
8,886-sf Lot Area x 4 = 35,554-SF max
* including incentive provisions

Setback Requirements

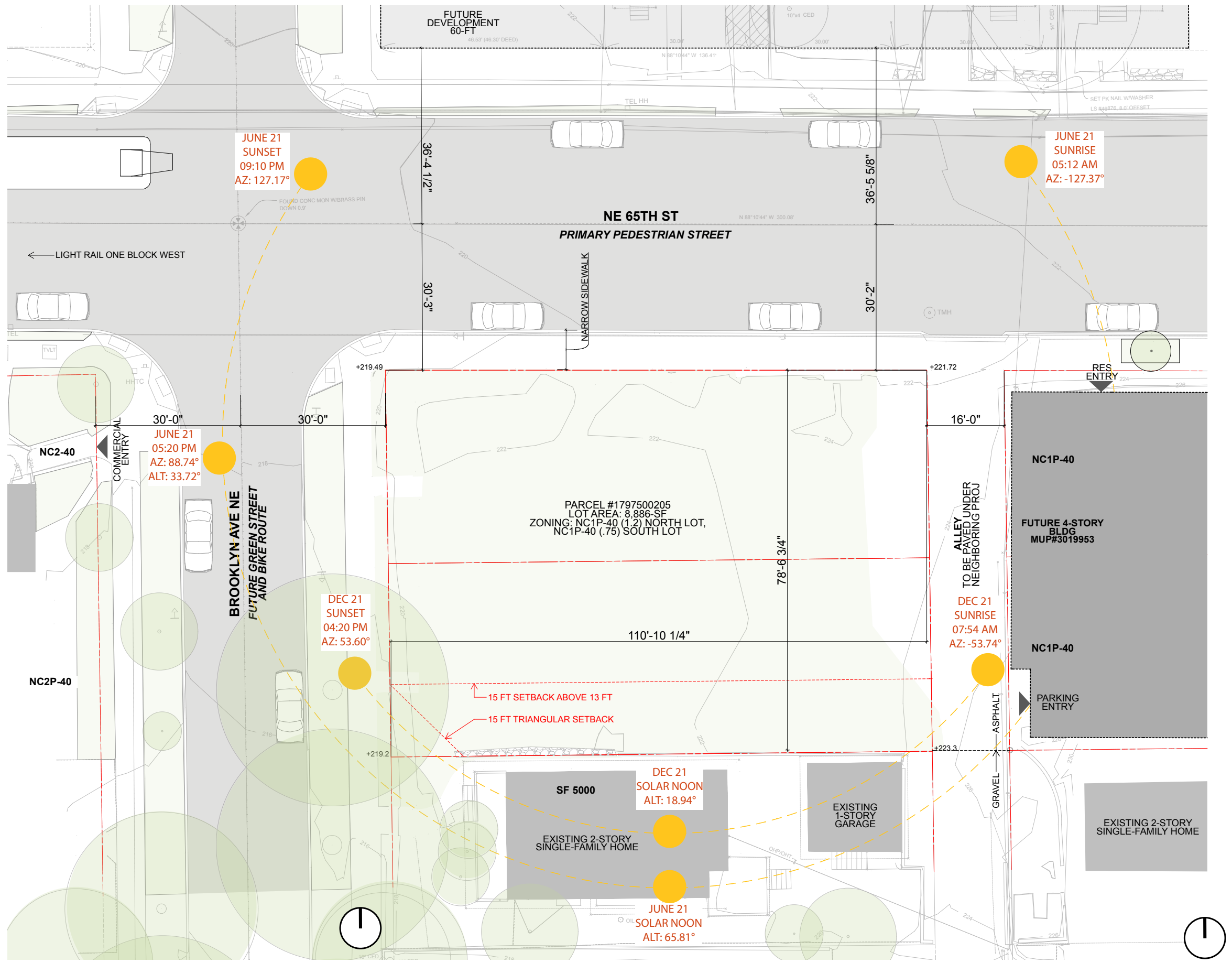
- A 15-ft setback for portions of structures above 13-ft in height at south property line
- A setback forming a triangular area 15-ft on a side is required at south-west corner

Traffic and Circulation

- NE 65th is:
 - minor arterial/comm. connector
 - well served by bus
 - primary pedestrian st
- Brooklyn Ave NE is:
 - residential street with minimal traffic
 - future green street / bike route
 - has resident parking
- Mid-block alley off NE 65th for car access

Streetscape

- NE 65th St has:
 - narrow sidewalk (+ 8')
 - lacks street trees on either side
 - Infrequent pedestrian crosswalks
- Brooklyn Ave NE has :
 - wide tree-lined sidewalks (+ 17'-6")
 - generous planting strips at the curb edge
 - street trees are well established.



PRELIMINARY SITE PLAN

Massing and Setbacks

- The 15-ft setback for portions of structures above 13-ft in height is respected with minor encroachment at the south property line.
- The triangular 15-ft setback at the south-west corner has a single-story encroachment for a residential bike room and workshop.

Traffic and Circulation

- Main Entries located off NE 65th St as the more public and visible frontage
- Garage Entry located off alley
- Bike Entry off Brooklyn Ave (Bike Route)
- Trash Pickup access door on Brooklyn (Trash pickup must be on Brooklyn as Alley is not passable for trash collection trucks)

Streetscape

- NE 65th St pedestrian ROW is widened (4-ft street-level setback) to provide space for new street trees and a wider sidewalk. This setback matches the setback and building profile provided across the alley to continue the new streetwall standard.
- Brooklyn Ave NE maintains a generous planting curb, and the corner of the building continues the 4-ft street-level setback to provide commercial spillout space

Neighborhood Influences

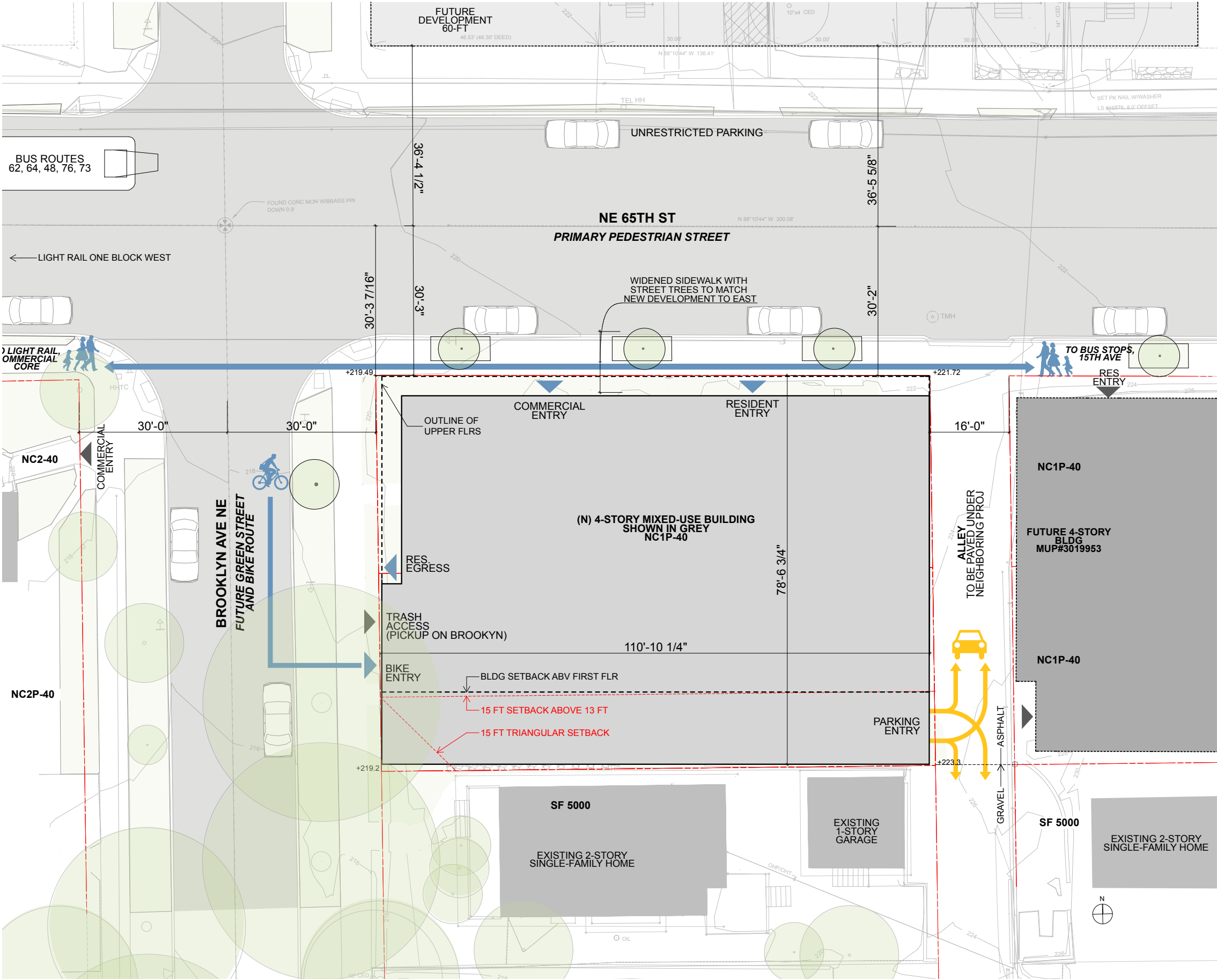
- Commercial space is located on street corner, as the intersection already has commercial spaces on the north-west and south-west corners.
- Transparency and activation planned for NE 65th St frontage to reflect NC zone priorities and primary pedestrian street classification.
- Brooklyn Ave NE is preserved as a residential quiet street. South of the commercial corner is a quieter facade with secondary residential entries, and increased landscaping to blend with the street character.

Building Footprint

Street Parking Area

Pedestrian /Bike Entry/Exit

Parking Entry/Exit

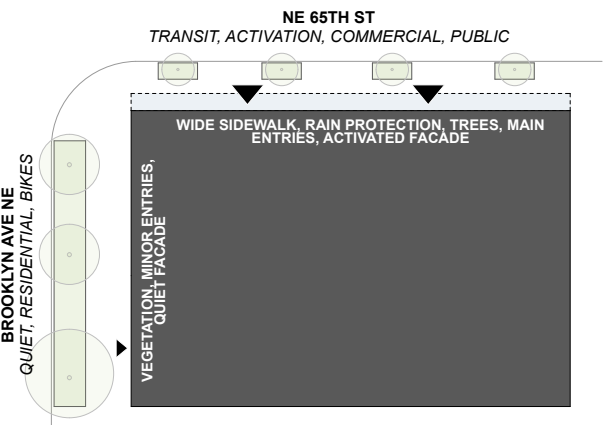


PRELIMINARY SEATTLE ZONING CODE ANALYSIS

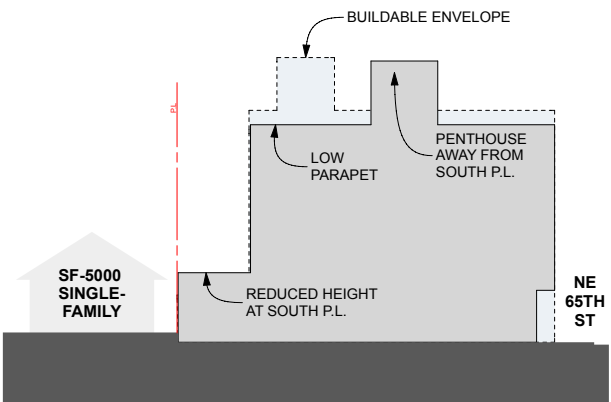
PARCEL NO	1797500205	
LOT AREA	8,886 SF Total	
ZONING	NC1P-40 (1.2) on NE 65th St ; NC1P-40 (0.75) on Brooklyn Ave NE Roosevelt Residential Urban Village, Frequent Transit Corridor, Roosevelt Station Overlay District	
PERMITTED USES	- Restaurant Uses permitted up to 10,000 SF - Retail sales and services, general use, permitted up to 10,000 SF - Residential uses permitted outright	23.47A.004, Table A
STREET LEVEL STANDARDS	- Non-residential street level frontage to comply with transparency & blank façade provisions. - Required average depth of street level nonresidential spaces 30-ft (15-ft min) - Street level nonresidential required to have 13-ft floor-to-floor height.	23.47A.008
	- Residential uses may occupy, in the aggregate, no more than 20% of the street-level street-facing façade within a NC1 zone. - Along designated principal pedestrian streets, one or more of the following is required along 80% of street-facing façade: general sales, retail, eating and drinking establishments.	23.47A.005.C 23.47A.005.D1 (NE 65th is a principal pedestrian street)
STRUCTURE HEIGHT	40-ft as zoned. - Height of a structure may exceed the otherwise applicable limit by up to 4-ft provided a floor-to-floor height of 13-ft or more is provided for nonresidential uses at street level. - Open railings, planters, parapets, etc permitted up to 4-ft above height limit. - Solar collectors, mechanical equipment, stair & elevator penthouses allowed to extend up to 15-ft above height limit, provided the combined total coverage of all features gaining additional height does not exceed 20% of the roof area, or 25% of the roof area if the total includes stair and elevator penthouses or screened mechanical equipment. - Stair and elevator penthouses may extend above the applicable height limit up to 16-ft.	23.47A.012
FAR	4 for lots with 40-ft height limit with a mixed-use building. Both lots have incentive suffixes: 4 Max = 4 x 8,886-SF lot area = 35,554-SF (inclusive of all incentive provisions)	23.47A.013
SETBACKS	- A setback is required where a lot abuts the intersection of a side lot line and a front lot line of a lot in a residential zone. The required setback forms a triangular area 15-ft on a side - For a structure containing a residential use, a setback is required along any side or rear lot line that abuts a lot in a residential zone, as follows: 15-ft for portions of structures above 13-ft in height to a maximum of 40-ft - for each portion above 40-ft in height; additional setback at the rate of 2-ft of setback for every 10-ft by which the height of such portion exceeds 40-ft - Structures in setbacks: Decks with open railings may extend into the required setback, but are not permitted within 5-ft of a lot line in a residential zone.	23.47A.014
PARKING	- Vehicular: No vehicular parking required within urban village / station area overlay district - Bicycle: - Eating and Drinking Establishments/Sales and Services: 1 per 12,000 SF long-term 1 per 2,000 SF short-term - Multifamily Structures: - None required short-term 1 per 4 dwelling units long-term	23.54.015
AMENITY AREA	- Amenity spaces equivalent to 5% of residential gross floor area required for residential uses - Amenity Spaces shall not be enclosed. - Common amenity area: min area 250-sf; 10-ft min horizontal dimension - Private balconies: min area 60-sf; 6-ft min horizontal dimension	23.47A.024
PARKING ACCESS	Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030.C (paved and min. 12-ft width)	23.47A.032 ; Lot abuts an alley that meets the min. width but is not currently paved. Alley is slated to be paved as part of neighboring development (MUP# 3019953)
PARKING STANDARDS	Driveway Slope: No portion of a driveway... shall exceed a slope of 15%	23.54.030

POTENTIAL DESIGN GUIDELINES

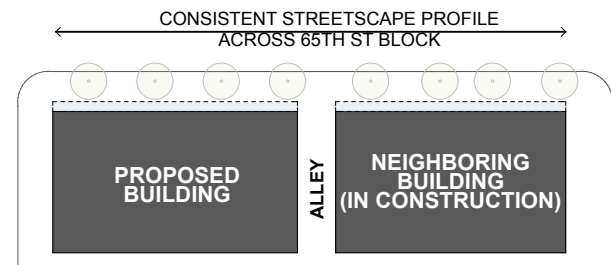
SEATTLE DESIGN GUIDELINES		DESIGN RESPONSE
CS2 Urban Pattern and Form <i>Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.</i>		
B2 Location in the City and Neighborhood, Connection to the Street Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape— its physical features (sidewalk, parking, landscape strip, street trees, travel lanes, and other amenities) and its function (major retail street or quieter residential street)—in siting and designing the building		The site is located at the intersection of a transit-oriented commercial street (NE 65th St) and a quiet residential street (Brooklyn Ave). The facade at NE 65th St reflects the street's development towards a pedestrian-friendly, transit-oriented commercial strip with: - A widened sidewalk (by setting back the street-level facade) - Continuous overhead weather protection - New street trees to provide a safety/sound buffer between pedestrians and cars - Siting of main entries, commercial, and residential amenity spaces for street activation The facade on Brooklyn responds to the quieter residential character with: - New street trees and increased vegetation to match the existing landscape character - Siting of a residential bike room (Brooklyn is a bike route) - No major building entries for privacy and quiet
D3 Height Bulk and Scale, Zone Transitions For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development		The site's south property line is a zone transition from NC1-40 to SF5000. The building responds to this transition via massing choices: - Main massing set to north property line fronting NE 65th - A 15-ft setback above the first floor at the South property line - Location of stair/elevator away from south edge to reduce height on the transition edge - A minimal parapet height to reduce overall building bulk
<i>Roosevelt Supplemental Guidance</i>	Streetscape Compatibility, Commercial and Mixed-Use Developments: Continuity of the Street Wall Along Sidewalks Where building setbacks vary along the street due to required street dedications, new developments are encouraged to introduce elements that can help preserve the continuity of adjacent street-facing building walls, especially within the Core Commercial Area. Any element within the public right-of-way such as awnings, planters, etc., will require SDOT approval. The following design solutions could provide design continuity of the building wall at the pedestrian level where buildings are set back: - Visually reinforce the existing street wall by placing horizontal or vertical elements in a line corresponding with the setbacks of adjacent building fronts. These could include trees, columns, planters, benches, overhead weather protection features or other building features. - Visually reinforce the existing street wall by using paving materials that differentiate the setback area from the sidewalk. - Consider using decorative paving within the public ROW with SDOT approval. - Make use of the building setback to create a public space.	The current streetscape of NE 65th St on the neighboring blocks is haphazard. However, the property just north of the site (across the alley) is currently under construction and will provide a strong streetwall. This project proposes to continue the new streetscape profile created by that building to provide continuity across the block. This includes: - A 4-ft street-level setback for sidewalk widening and overhead weather protection - New street trees with species to match the northern neighbor's plantings - Lighting in the building soffit for pedestrians
PL2 Walkability <i>Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features</i>		B1 Safety and Security, Eyes on the Street Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses The first floor is organized to provide: - Transparency and activation on NE 65th St with commercial and residential communal spaces - Transparency and eyes on the street on Brooklyn w/ commercial corner and bike room - Transparency and eyes on the street at the Alley entry w/ residential communal spaces



CS2-B2 DIAGRAM



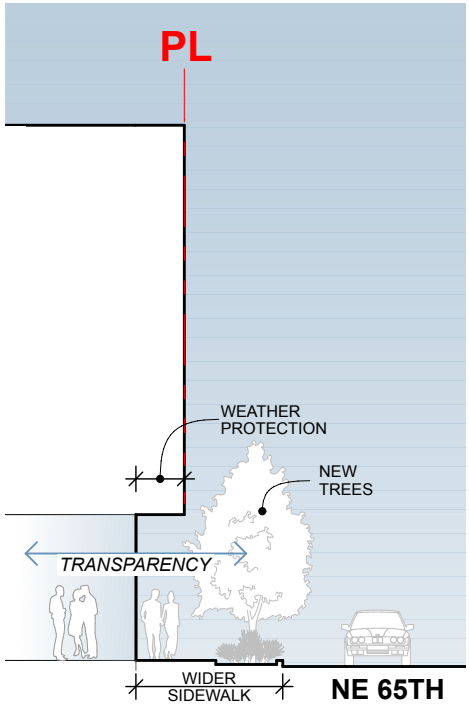
CS2-D3 DIAGRAM



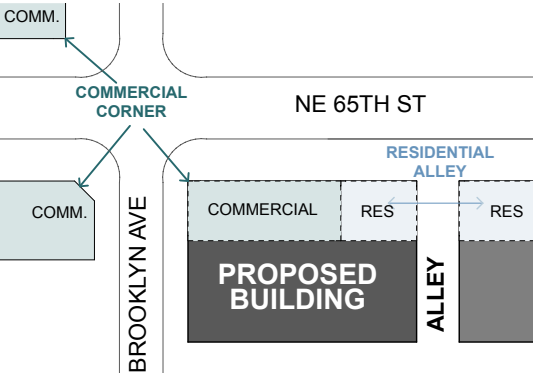
ROOSEVELT SUPPLEMENTAL GUIDANCE DIAGRAM

POTENTIAL DESIGN GUIDELINES

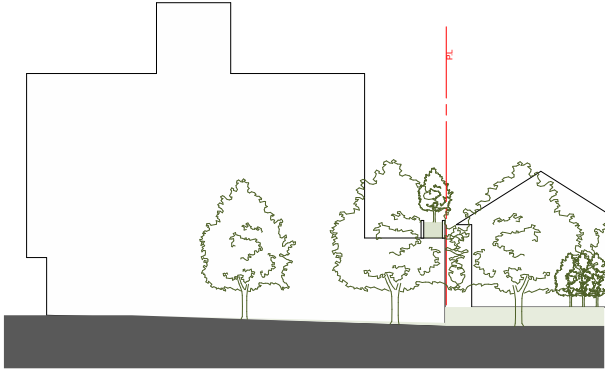
PL2 Walkability <i>Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features</i>		
C1 Weather Protection, Locations and Coverage Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops. Address changes in topography as needed to provide continuous coverage the full length of the building, where possible		
PL3 Street-Level Interaction <i>Encourage human interaction and activity at the street-level with clear connections to building entries and edges</i>		
Roosevelt Supplemental Guidance	Human Activity Roosevelt is looking for opportunities to encourage pedestrian activity along sidewalks within the Commercial Core. This is especially important because sidewalks along Roosevelt and 65th are considered too narrow. If not required with new development, applicants are encouraged to increase the ground level setback in order to accommodate pedestrian traffic and amenity features.	While the project site is just outside the defined Roosevelt Commercial Core, the project still strives to increase pedestrian activity along NE 65th. It is expected that with the addition of the new Light Rail station, pedestrian activity along NE 65th further east of the Commercial Core is likely, thus the project designs for this potential. To this end, the pedestrian realm improvements are proposed, such as: -Continuous Weather Protection - Glazed storefronts at Commercial and Residential Lobbies -Widened sidewalks (building setbacks) - New street trees
PL4 Active Transportation <i>Incorporate design features that facilitate active forms of transportation such as walking, bicycling and use</i>		
B2 Planning Ahead for Bicyclists, Bike Facilities Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.		
Due to small site constraints limited parking is proposed, so public transportation and bicycle use is encouraged. To encourage bicyclists, a secure bike storage room and bike workshop is located for easy access right off Brooklyn Ave NE.		
DC1 Project Uses and Activities <i>Optimize the arrangement of uses and activities on site</i>		
A4 Arrangement of Interior Uses, View and Connections Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces		
The Commercial space at street level is located at the corner of NE 65th St and Brooklyn, a corner that is highly visible to pedestrians, and already has commercial uses across the street. The Residential lobby/amenity space is located on 65th St mid-block. This location has a synergy with the lobby of the residential building just across the alley, and provides "eyes on the street" to the alley for neighborhood safety.		
B1 Vehicular Access and Circulation, Access Location and Design Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers		
Transit modes are separated for safety in the building design: - Vehicular access to the garage is off the alley - Main pedestrian entrances are off NE 65th St (a designated Primary Ped. Street) - Bike Entry is off Brooklyn Ave (A designated Bicycle Route)		
DC2 Architectural Concept <i>Develop an architectural concept that will result in a unified & functional design that fits well on the site & within its surroundings</i>		
C3 Secondary Architectural Features, Fit with Neighboring Buildings Use design elements to achieve a successful fit between a building and its neighbors, such as: a. consider aspects of neighboring buildings through architectural style, roof line, datum line detailing, fenestration, color or materials, b. using trees and landscaping to enhance the building design and fit with the surrounding context, and/or c. creating a well-proportioned base, middle and top to the building in locations where this might be appropriate. Consider how surrounding buildings have addressed base, middle, and top, and whether those solutions-- or similar ones-- might be a good fit for the project and its context.		
The Preferred Alternative uses massing changes and landscaping to fit into the single-family zone just south of the site: - The mass steps down to a single story height at the south PL to create a similar scale to neighboring buildings - Landscaping is integrated into a terrace at the southern edge of the building as a privacy buffer and to fit with the raised garden character along Brooklyn Ave NE. The neighboring houses are raised above the street, either by sloped grade, landscaped rockeries or short retaining walls.		



PL2, PL3 DIAGRAM



DC1-A4 DIAGRAM



DC2-C3 DIAGRAM

DESIGN PROPOSAL: ALTERNATE 1 (L-SHAPE)

Summary

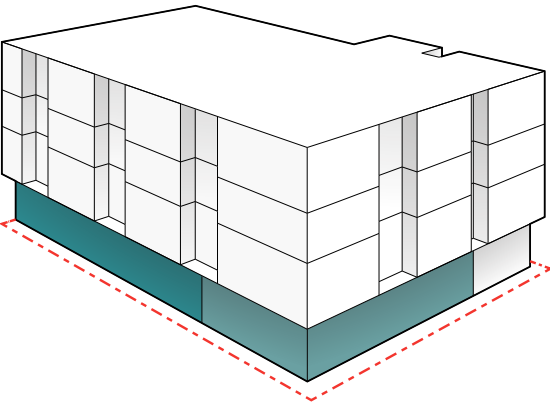
Stories:	4 (3-over-1)
Unit Count:	39
Floor Area:	18,291 SF Residential
	2,043 SF Commercial
	2,132 SF Parking
	30,721 FAR (35,544 max per code)
Parking:	3 stalls (residential)

Potential Departures

- **Street Level Uses:** Residential use at street level (NE 65th & Brooklyn Ave NE), exceeds 20% allowable
- **Street Level Uses:** Utility uses (Trash room) located on street-facing facade (Brooklyn Ave) in a building that contains >1 residential dwelling unit.
- **Street Level Standards:** Overhead weather protection on principal pedestrian streets shallower than 6-ft min.
- **Street Level Standards:** Average Commercial depth <30-ft.
- **Setbacks:** Structure in south-west triangular setback (4-story encroachment)
- **Setbacks:** Structure in 15-ft setback above 13-ft (4-story encroachment)

Design Drivers:

- L-Shape mass responds to the corner condition by giving equal weight to the two streetfronts
- By building within setbacks at south property line, rentable area is maximized, and inset decks (not rentable area) are provided on streetfronts.



Street Level:

- NE 65th St is the commercial frontage
- 4-ft setback on NE 65th St provides continuous weather protection
- Brooklyn Ave NE is the residential frontage, with lobby on corner.
- Residential Amenity room with exterior spill-out terrace provided at grade
- Residential parking garage is accessed off Alley

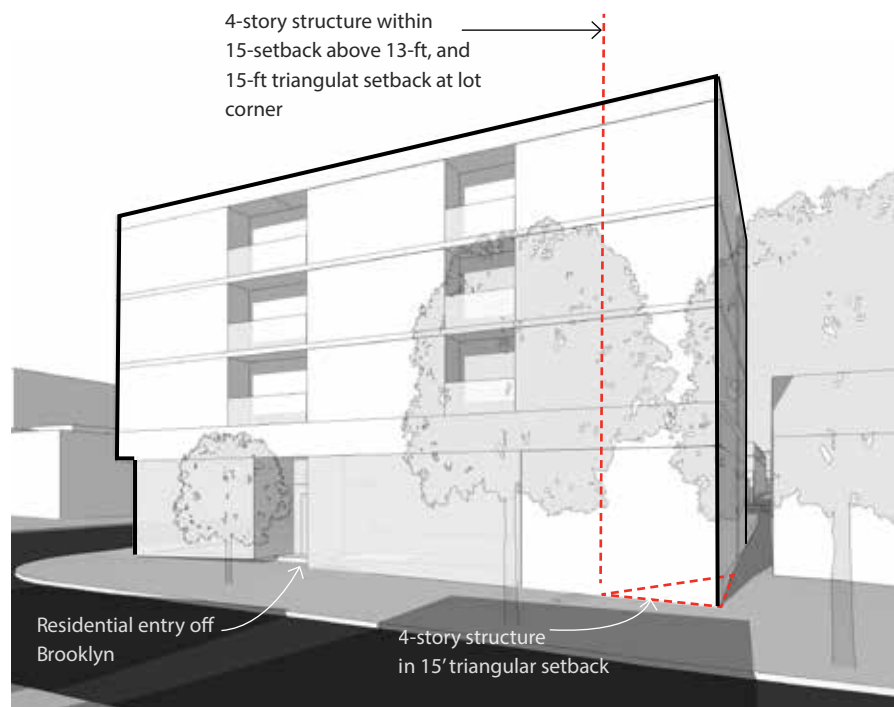
Residential Levels:

- L-shaped residential floors above maximize residential area and respond the corner condition, but require significant circulation to access all units.
- South end of north-south wing does not mediate the transition to single-family

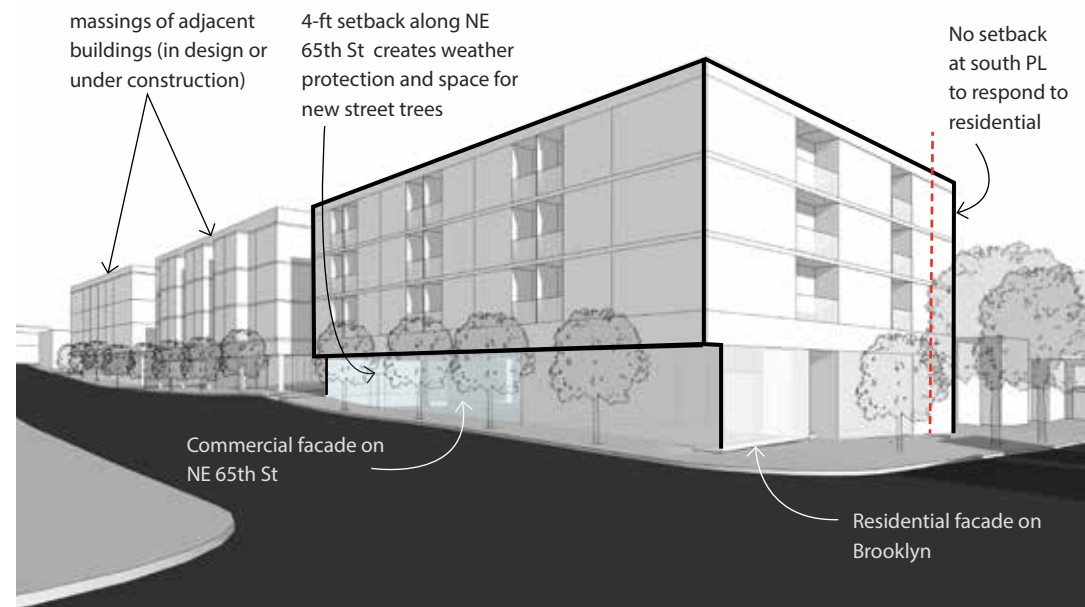
Primary Disadvantages/Concerns

- Poor zone transition to residential: 4-story encroachment into residential setbacks.
- Amenity Room/Patio at first floor will be heavily overshadowed by north-south wing of upper stories and neighboring buildings.
- Minimal parking provided.





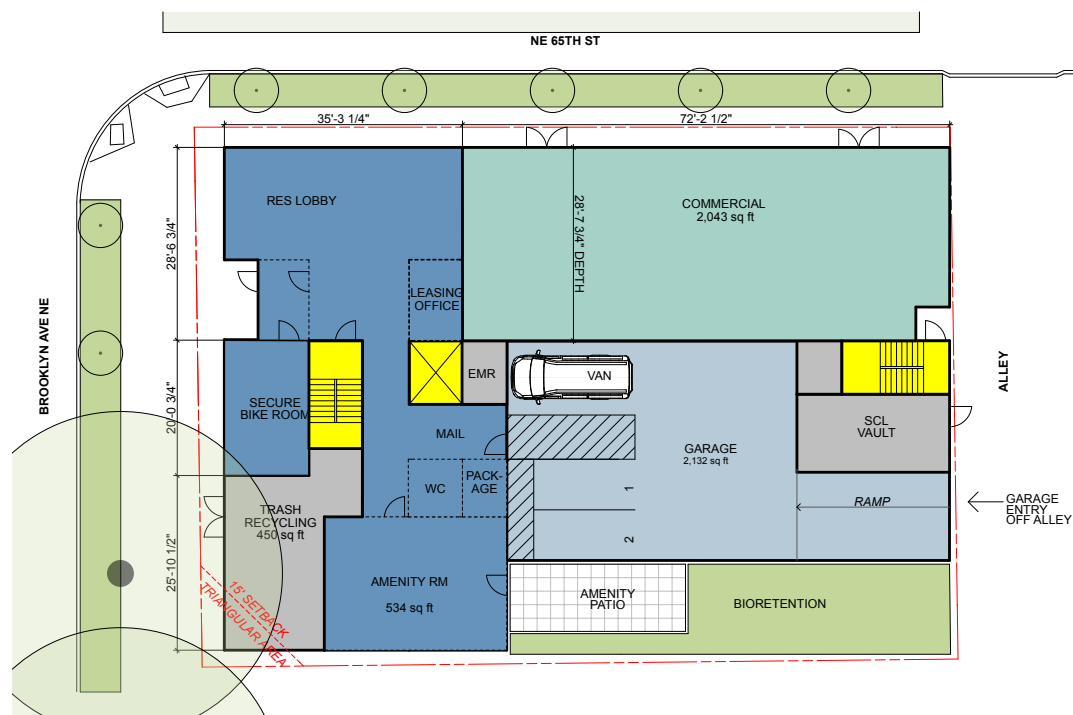
West Elevation (Brooklyn Avenue NE)



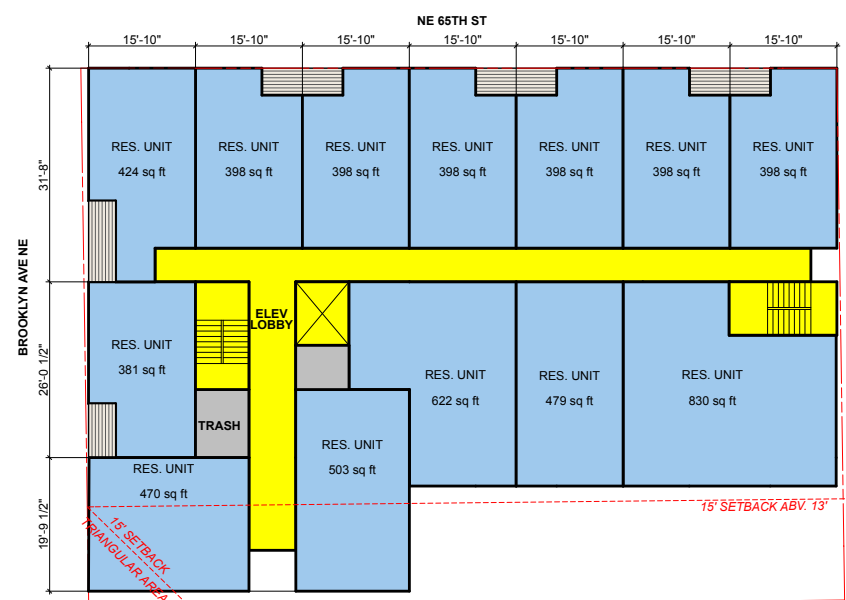
Northwest Corner (NE 65th St & Brooklyn Ave NE)



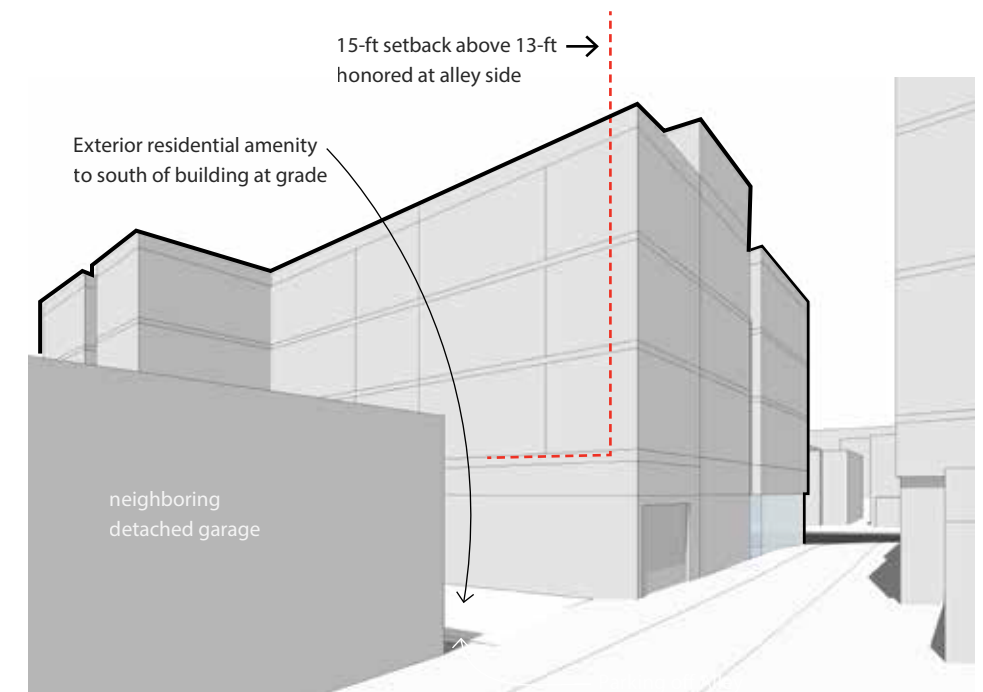
Northeast Corner (Corner of NE 65th St and Alley)



Street Level Plan (Level 1)



Typical Residential Plan (Level 2)



Southeast Corner (Alley)

DESIGN PROPOSAL: ALTERNATE 2 (NO DEPARTURES)

Summary

Stories: 4 (3-over-1)
Unit Count: 29
Floor Area: 18,294 SF Residential
3,332 SF Commercial
1,973 SF Parking
29,533 SF Total (FAR)
Parking: 5 stalls (residential)

Ground Floor Uses:

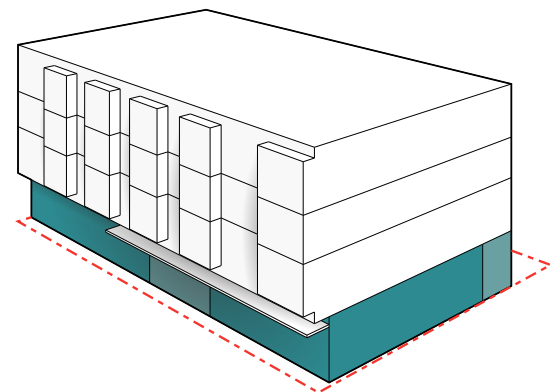
- NE 65th St: Commercial / Residential Lobby
- Brooklyn Ave NE: Commercial
- Alley: Parking Access

Potential Departures

- None.

Design Drivers:

- Per LU Code the first flr is heavily weighted towards commercial use
- 15-ft setback above 13-ft in height constrains covered parking garage
- Triangular setback at the south-west corner of the site reduces the amount of parking that can be provided and size of bike room



Street Level:

- Minimal (22'-wide) residential lobby is centered on NE 65th St facade to bisect two large commercial spaces.
- Residential parking accessed off alley in open ramp (covered parking ramp would exceed setback requirements)
- Small Bike Room provided
- Trash room located internal to building but will still require toting to Brooklyn Ave for pickup.

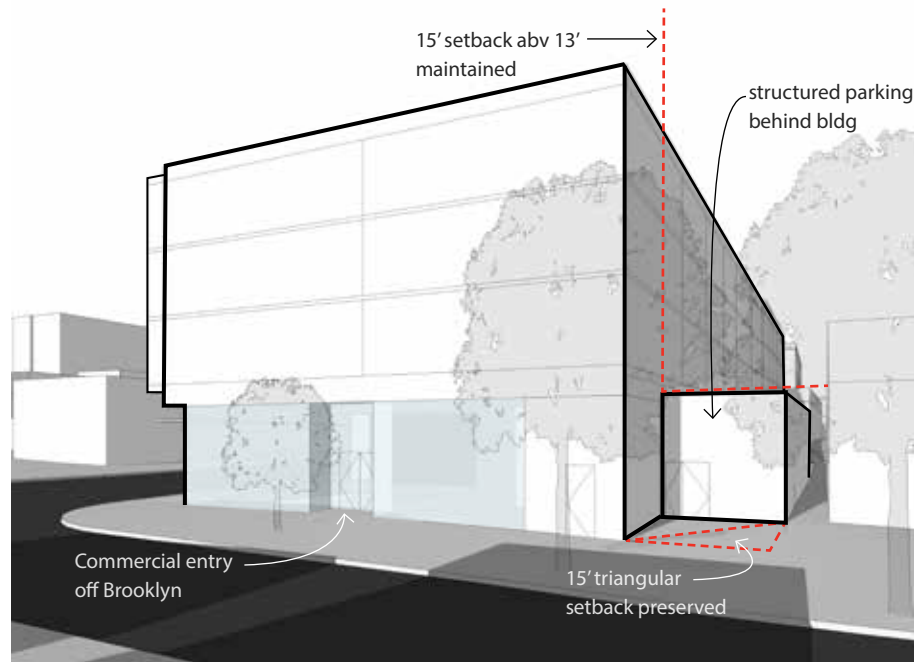
Residential Levels:

- Upper 3 residential floors setback 15-ft from southern property line
- Amenity Room provided on level two, displacing a unit, to provide a community space
- No private terraces provided, as roof of covered parking is much lower than second floor slab to meet setback requirements
- Bay windows added to increase rentable SF to match similar SF provided by L-alternate.

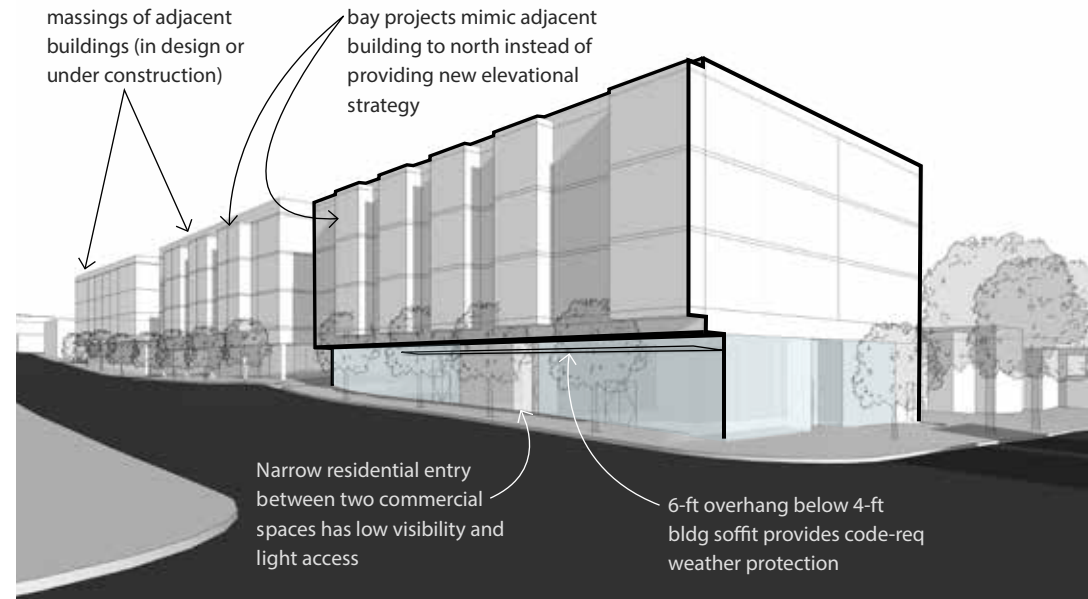
Primary Disadvantages/Concerns

- Narrow residential entrance (code maximum width on NE 65th St) has minimal street presence and cannot accommodate a true lobby, or provide a street-level amenity space
- The building preserves the 15-ft triangular setback abutting the residential lot at the southeast corner of the property, reducing the quantity of parking provided and size of the bike room
- The building preserves the 15-ft setback above 13-ft in height, but this requires an open-air ramp in the alley for access, a low-height parking garage, and no terrace on the second floor for residents as the roof of the garage and the floor of the units are offset in height.

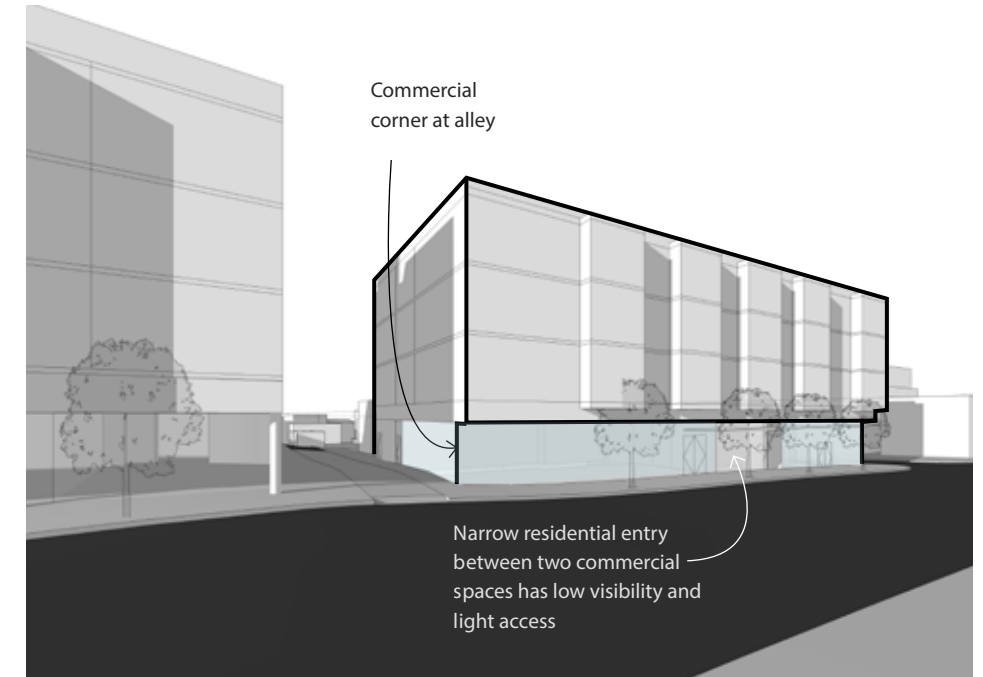




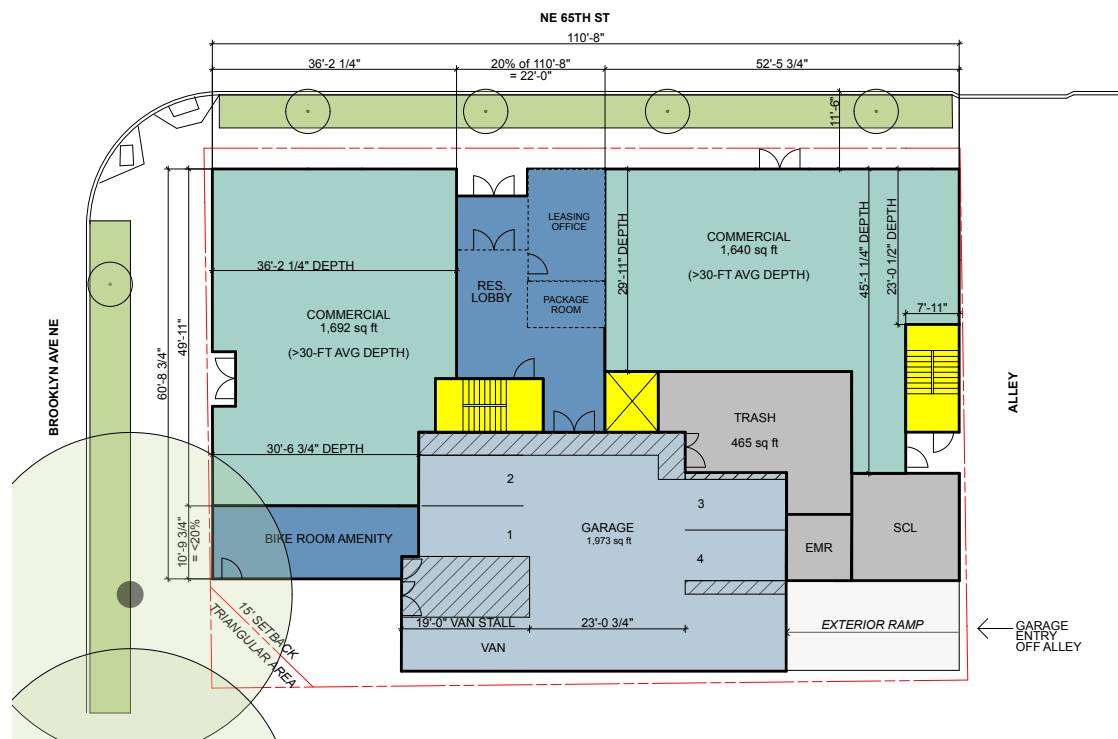
West Elevation (Brooklyn Avenue NE)



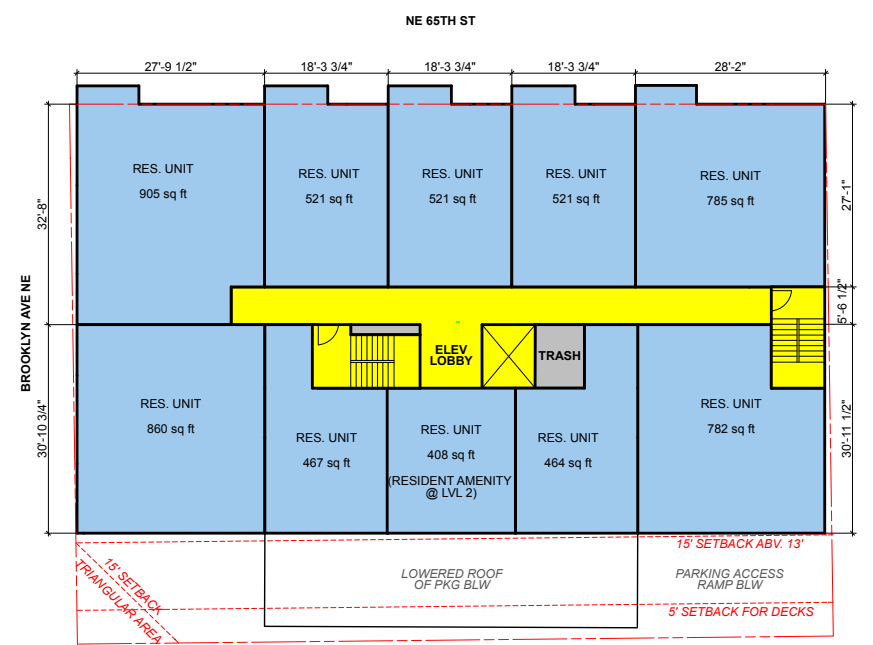
Northwest Corner (NE 65th St)



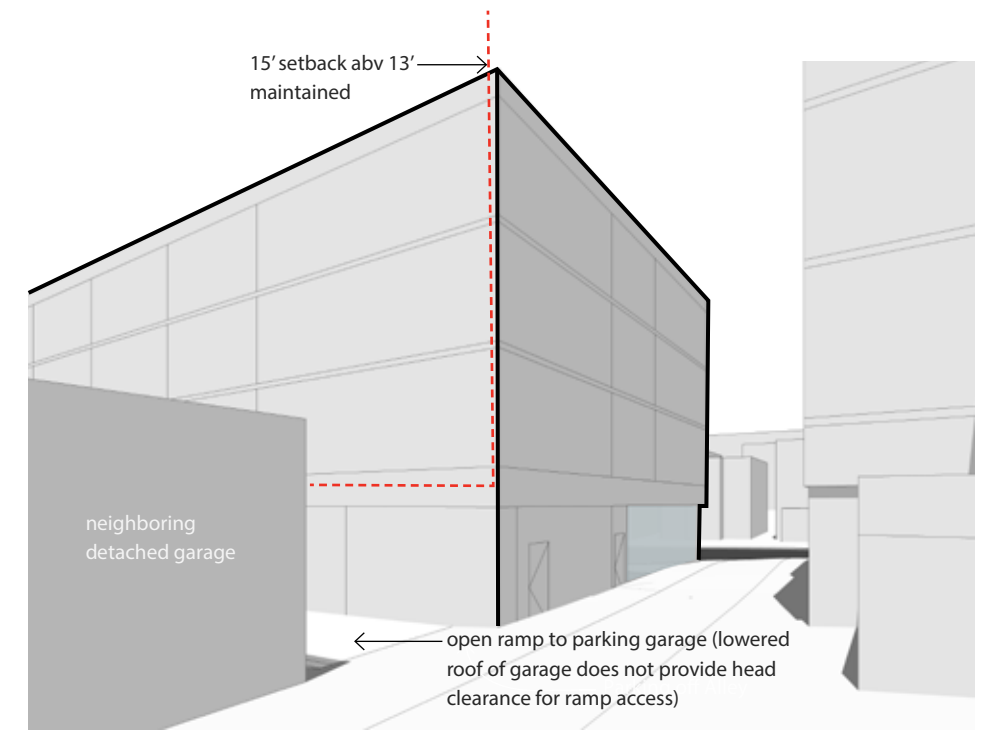
Northeast Corner (Corner of NE 65th St and Alley)



Street Level Plan (Level 1)



Typical Residential Plan (Level 2)



Southeast Corner (Alley)

DESIGN PROPOSAL: ALTERNATE 3 (PREFERRED)

Summary

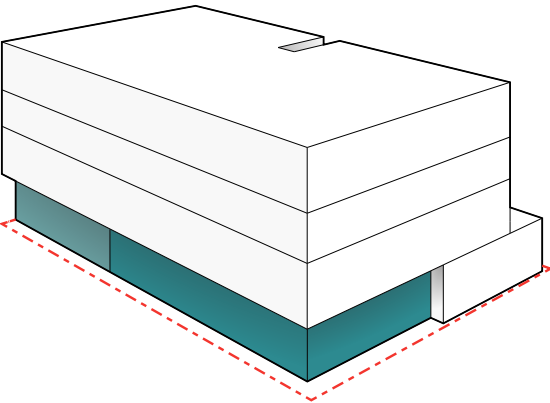
Stories: 4 (3-over-1)
Unit Count: 36
Floor Area: 18,123 SF Residential
1,703 SF Commercial
2,620 SF Parking
29,353 SF Total FAR
Parking: 7 stalls (residential)

Potential Departures

- **Street Level Uses:** Residential use at street level (NE 65th & Brooklyn Ave NE), exceeds 20% allowable
- **Street Level Standards:** Non-Residential Use Average Depth less than 30-ft
- **Street Level Standards:** Overhead weather protection on principal pedestrian streets shallower than 6-ft min.
- **Setbacks:** Minimal structure in south PL setback above 13-ft
- **Setbacks:** Structure in south-west triangular setback (single-story encroachment)
- **Setbacks:** Decks with open railings within 5-ft of residential zone
- **Parking:** Drive aisle width

Design Drivers:

- The main 4-story mass is oriented along NE 65th St, with setbacks in scale to the south to respect the residential neighborhood
- The efficient location of the core circulation minimizes corridor at upper levels and maximizes the perimeter for units
- The layout of the first floor program responds to neighborhood conditions (see below)



Street Level:

- Commercial space located on street corner, an intersection with commercial uses across both streets.
- Residential entry is mid block on NE 65th, across the alley from the neighboring building's lobby, and provides oversight of alley
- 4-ft street-level setback on NE 65th St provides continuous weather protection and space for new street trees, and the setback wraps the commercial corner on Brooklyn Ave NE
- Residential bike room, inclusive of a bike repair workspace, is accessed off Brooklyn Ave NE.
- Residential parking access is off the Alley.

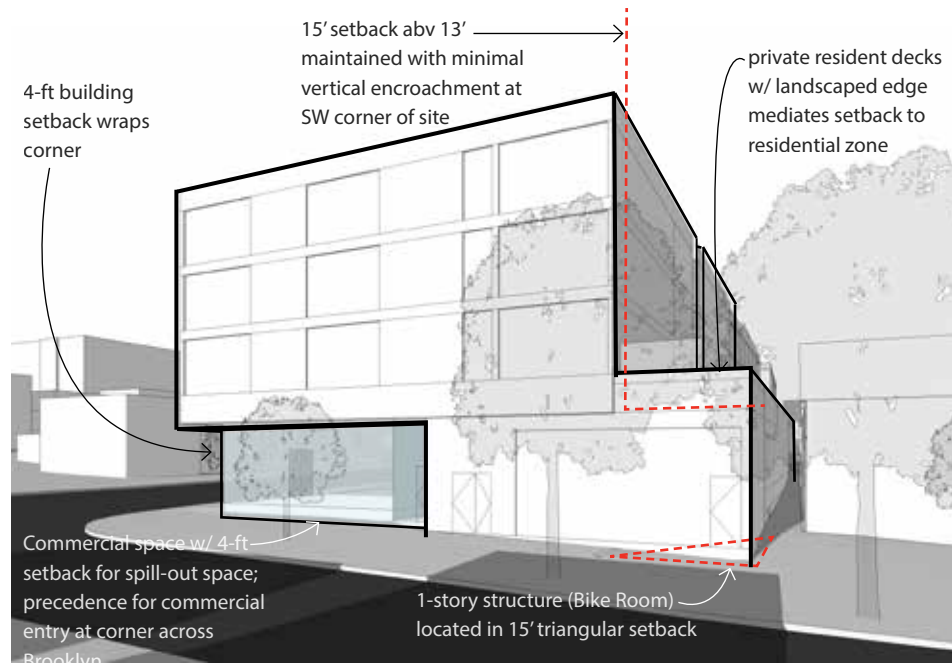
Residential Levels:

- Upper 3 residential levels step back 15-ft from the south property line, creating private terraces for the residential units on Level 2, and responding to the shorter height residential parcels to the south
- Residential floor plans are oriented around a minimal central core and corridor, which preserves the building perimeter for units, creating an efficient floor plate. A notch on the south elevation cuts light into the elevator lobby.
- Roof terrace oriented towards northern views provides communal gathering space for residents.

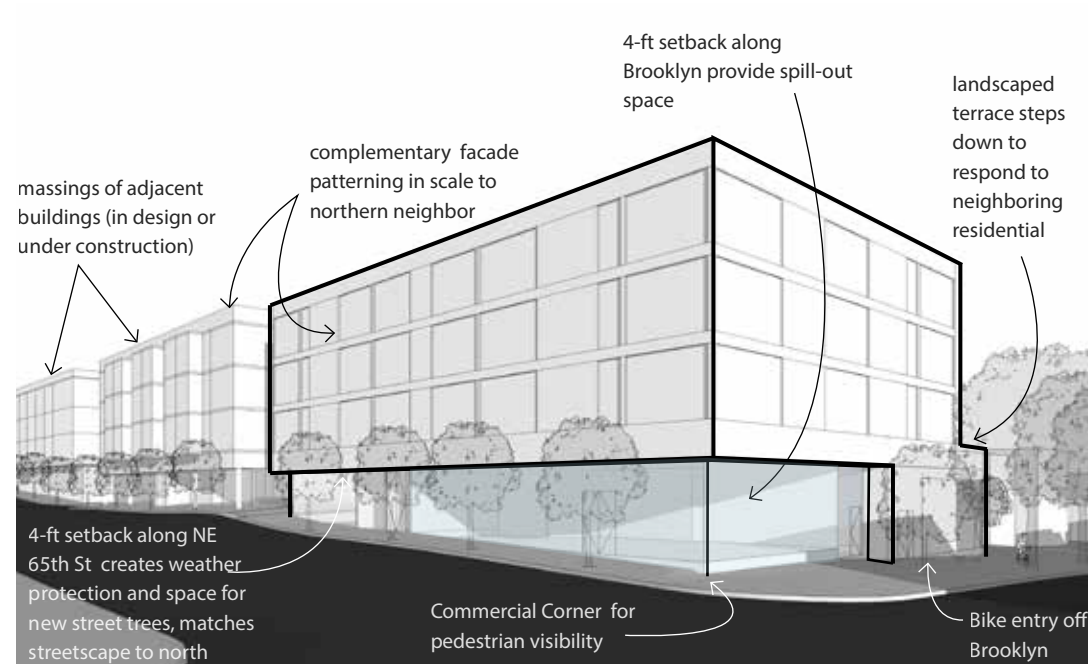
Primary Advantages/Benefits

- The massing (setbacks and terraces on the south) responds to the zone edge condition from NC to SF, with minor encroachments to benefit the new building and the neighbors (southern podium terrace)
- Streetscapes on NE 65th St and Brooklyn Ave NE are tailored to the two differing conditions: Commercial on 65th and Residential/Quiet on Brooklyn. Both streetfronts have weather protection, landscape, and other improvements
- Larger residential presence on ground floor provides space for an amenity room or more gracious lobby to provide alternate gathering spaces for residents

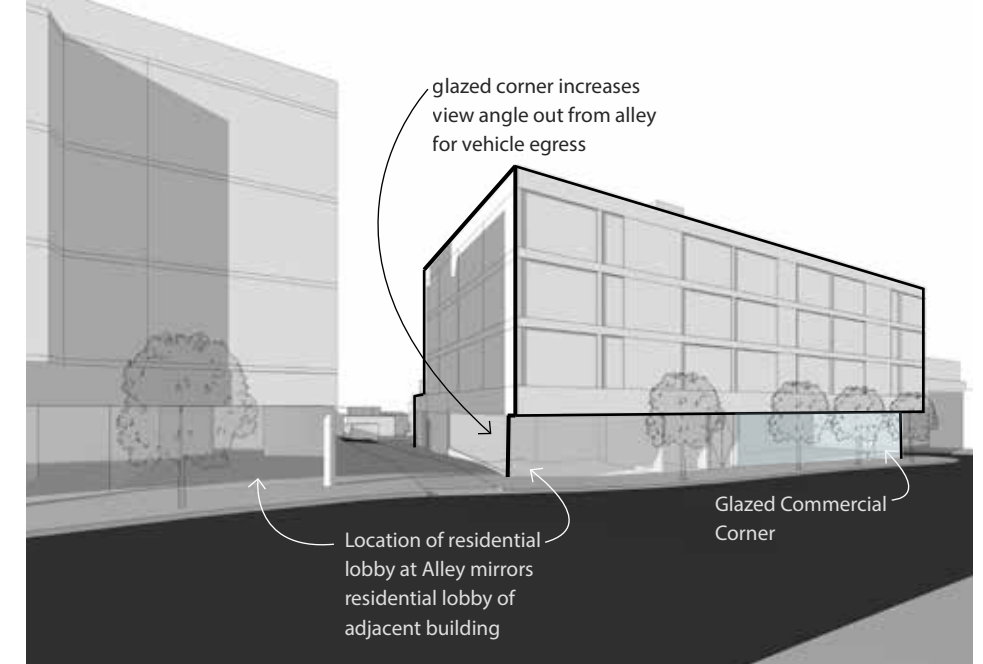




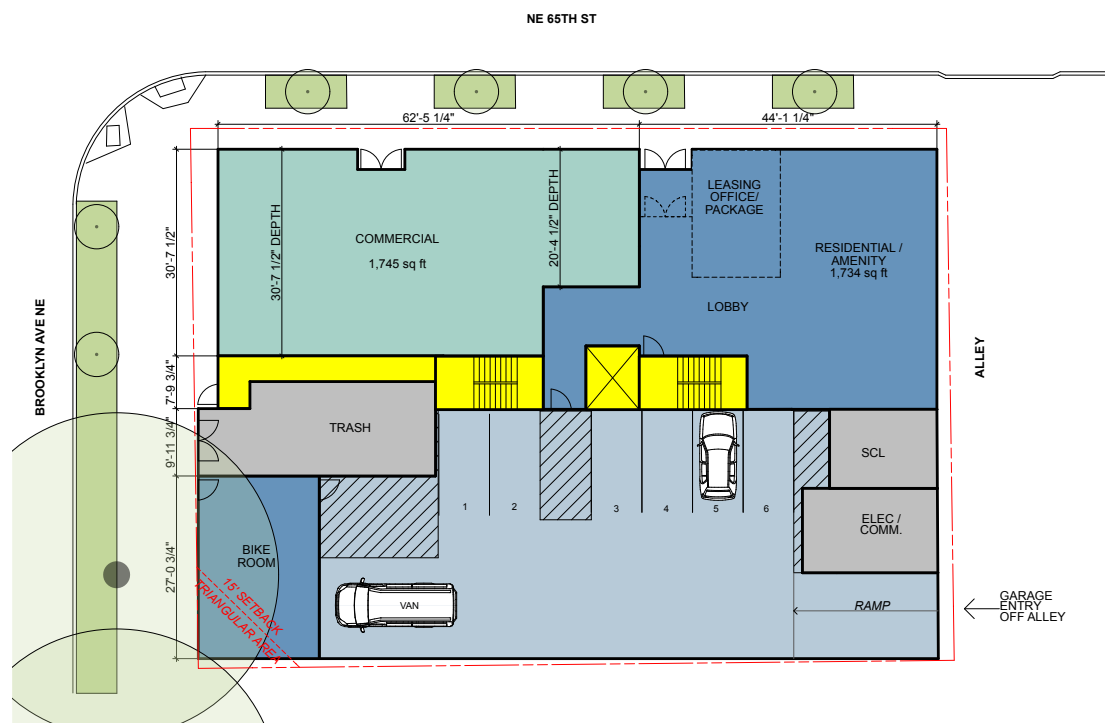
West Elevation (Brooklyn Avenue NE)



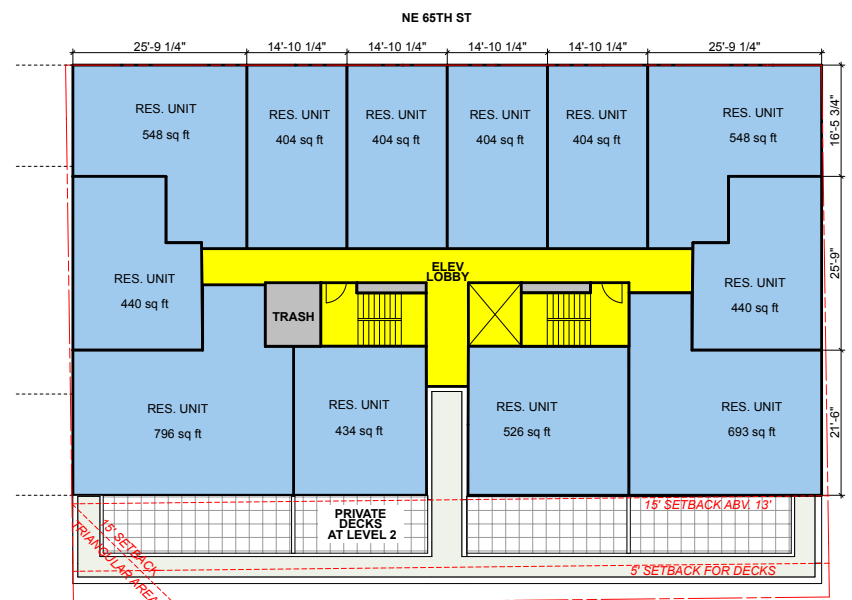
Northwest Corner (NE 65th St and Brooklyn Ave NE)



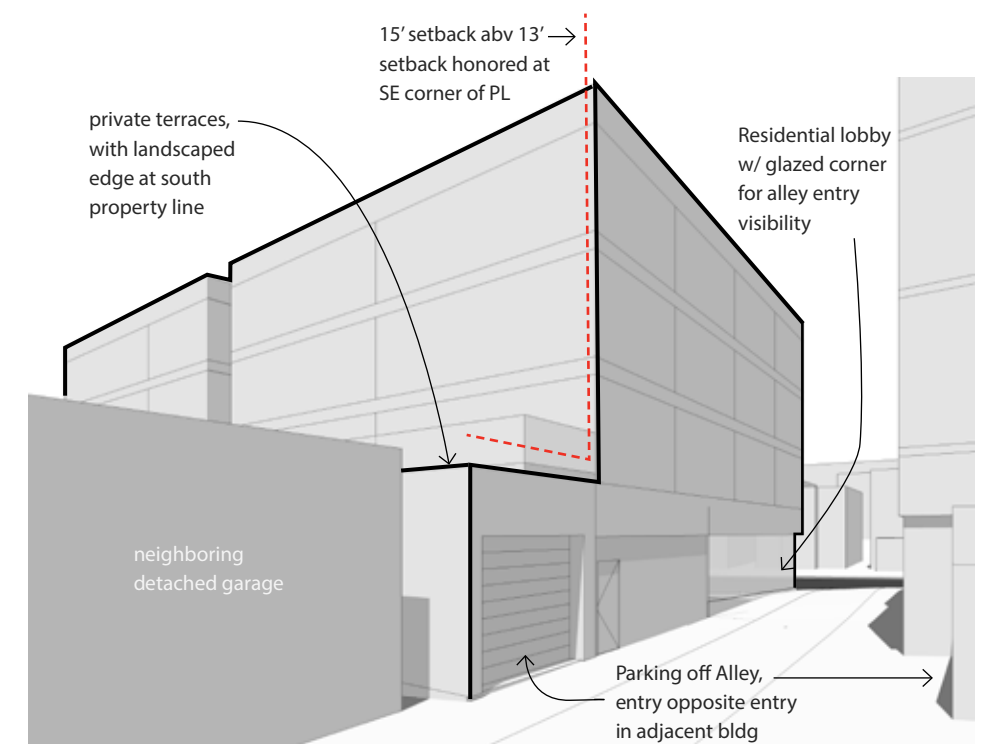
Northeast Corner (Corner of NE 65th St and Alley)



Street Level Plan (Level 1)

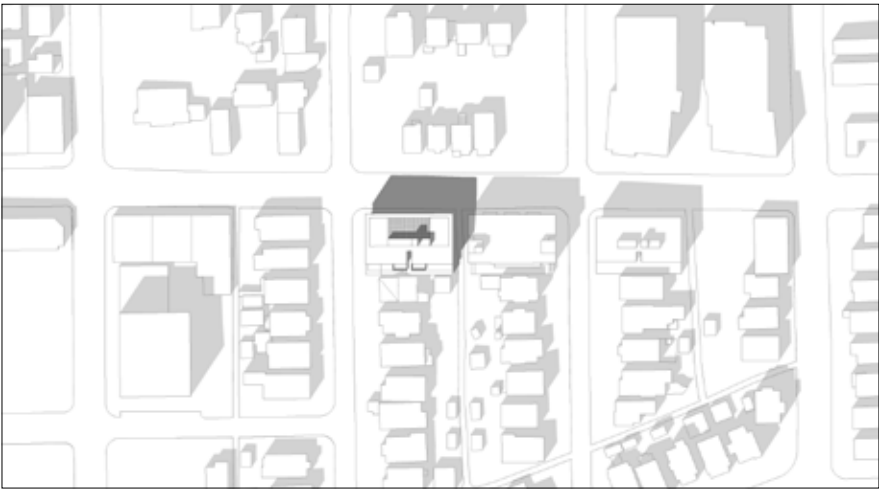
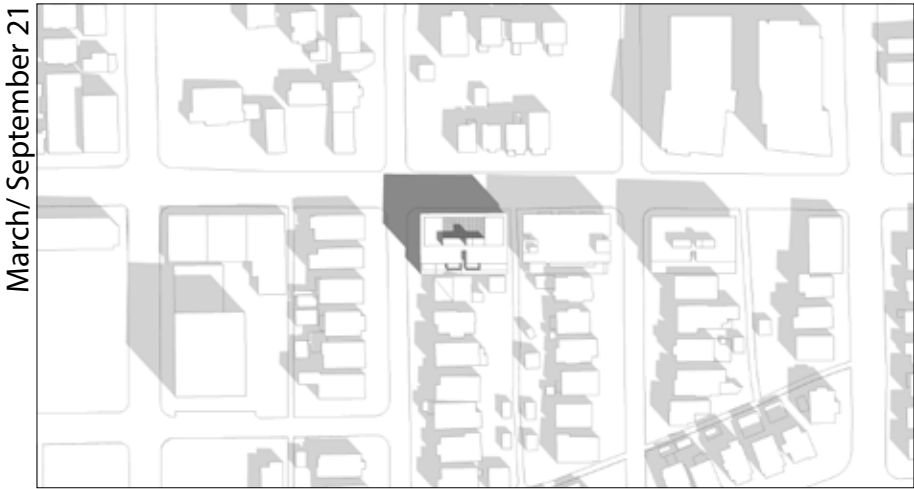


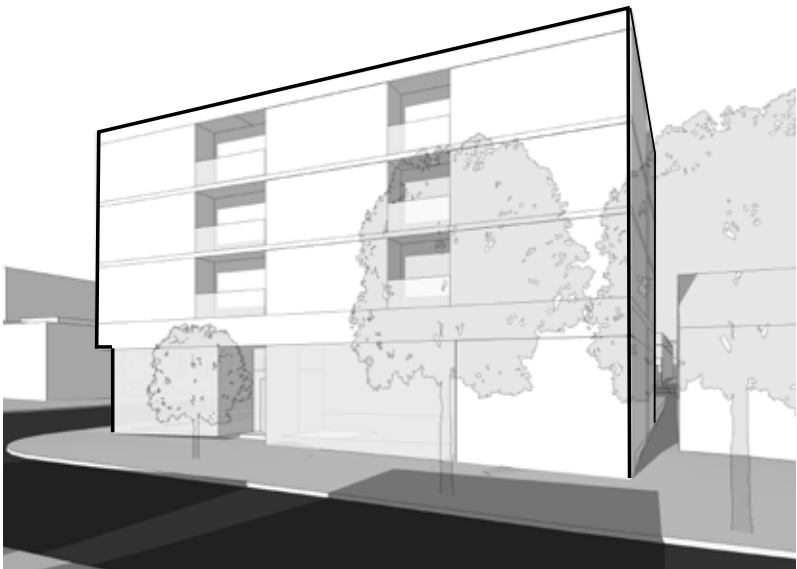
Typical Residential Plan (Level 2)



Southeast Corner (Alley)

PREFERRED ALTERNATIVE SHADOW STUDY





ALTERNATE 1 (L-SHAPE)

Summary

Summary

Stories: 4 (3-over-1)
Unit Count: 39
Floor Area: 18,291 SF Residential
2,043 SF Commercial
2,132 SF Parking
30,721 SF Total (FAR)
Parking: 3 stalls (residential)
Ground Floor Uses:

- NE 65th St: Commercial
- Brooklyn Ave NE: Residential
- Alley: Parking Access

Potential Departures

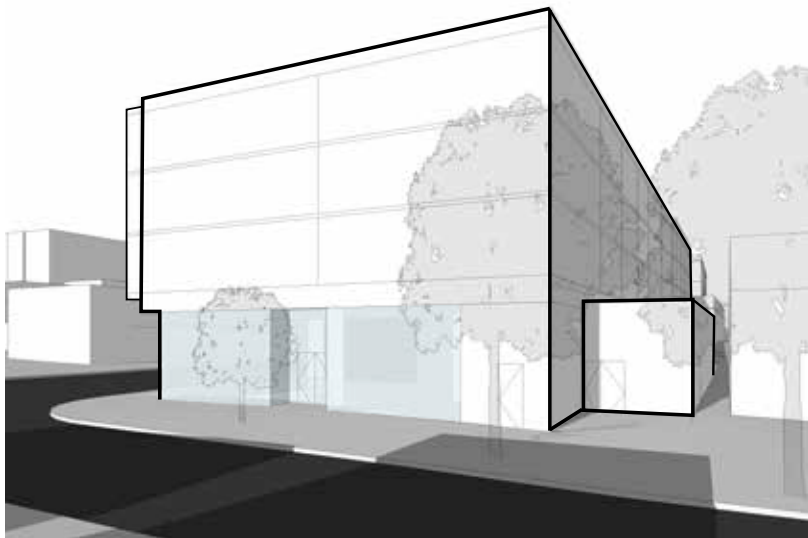
- **Street Level Uses:** Residential use at street level (NE 65th & Brooklyn Ave NE), exceeds 20% allowable
- **Street Level Uses:** Utility uses (Trash room) located on street-facing facade (Brooklyn Ave) in a building that contains >1 residential dwelling unit.
- **Street Level Standards:** Overhead weather protection on principal pedestrian streets shallower than 6-ft min.
- **Street Level Standards:** Average Commercial depth <30-ft.
- **Setbacks:** Structure in south-west triangular setback (4-story encroachment)
- **Setbacks:** Structure in 15-ft setback above 13-ft (4-story encroachment)

Pros

- Setback façade at street level widens pedestrian zone on NE 65th st.
- L-shape configuration at upper levels maximizes unit sizes.

Cons

- Lack of setback or step-down of massing at south property line imposes a greater visual impact on neighboring residential property.
- The 1st floor amenity space will be shadowed in the afternoon by north-south wing



ALTERNATE 2 (NO DEPARTURES)

Summary

Stories: 4 (3-over-1)
Unit Count: 29
Floor Area: 18,294 SF Residential
3,332 SF Commercial
2,238 SF Parking
29,533 SF Total (FAR)
Parking: 5 stalls (residential)
Ground Floor Uses:

- NE 65th St: Commercial / Residential Lobby
- Brooklyn Ave NE: Commercial
- Alley: Parking Access

Potential Departures

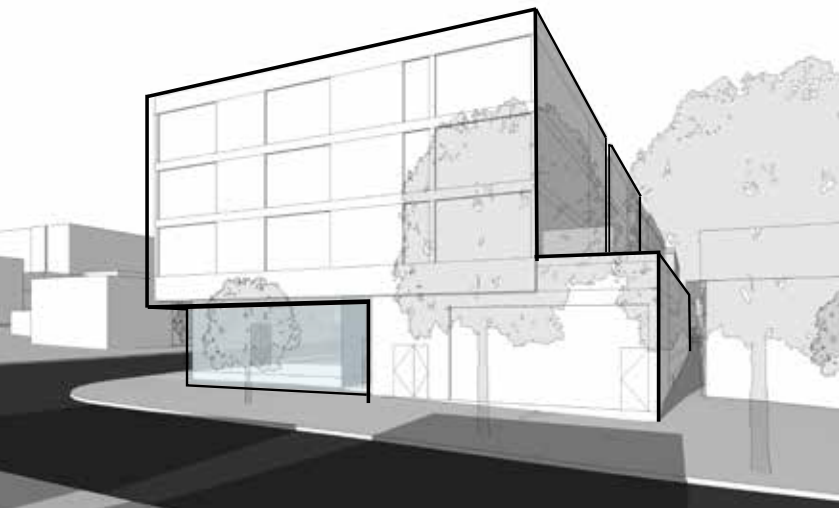
- None.

Pros

- The massing (setbacks and insets at corners on the south) responds to the zone edge condition from NC to SF
- No departures required

Cons

- Narrow residential entrance (code maximum width on NE 65th St) has minimal street presence and cannot accommodate a true lobby, or provide a street-level amenity space
- The building preserves the 15-ft triangular setback abutting the residential lot at the southeast corner of the property, reducing the quantity of parking provided and size of the bike room
- The building preserves the 15-ft setback above 13-ft in height, but this requires an open-air ramp in the alley for access, a low-height parking garage, and no terrace on the second floor for residents as the roof of the garage and the floor of the units are offset in height.



ALTERNATE 3 (PREFERRED)

Summary

Stories: 4 (3-over-1)
Unit Count: 36 (6,041 rentable SF/ Floor)
Floor Area: 18,123 SF Residential
1,703 SF Commercial
2,620 SF Parking
29,353 SF Total (FAR)
Parking: 7 stalls (residential)
Ground Floor Uses:

- NE 65th St: Commercial / Residential Lobby & Amenity
- Brooklyn Ave NE: Commercial
- Alley: Parking Access

Potential Departures

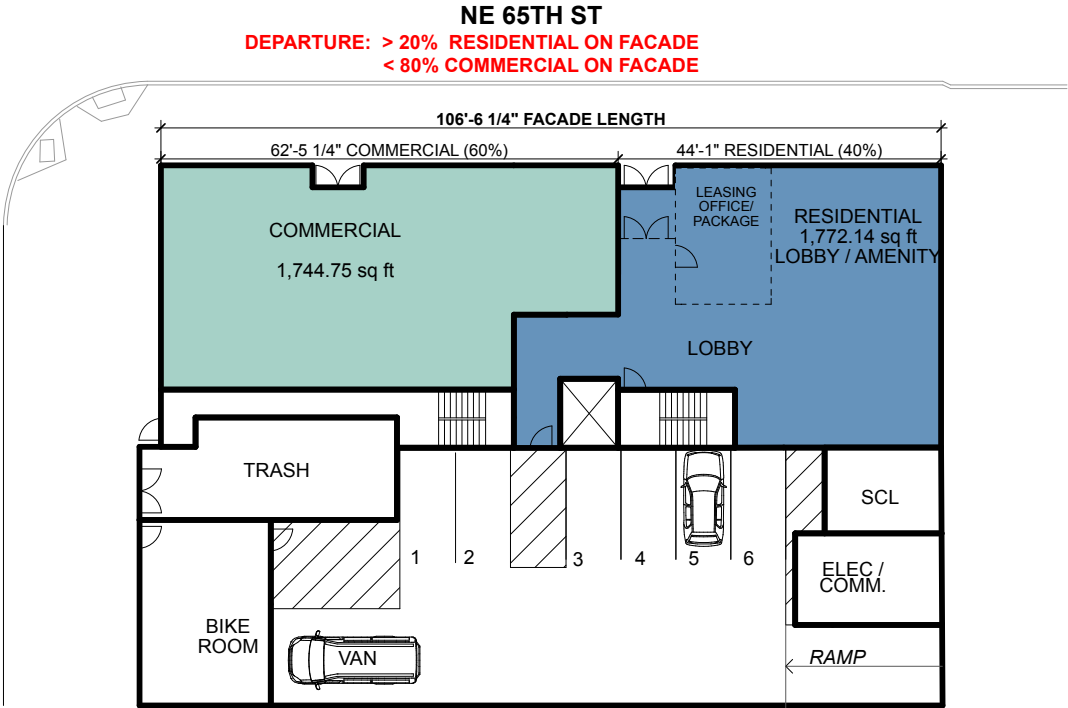
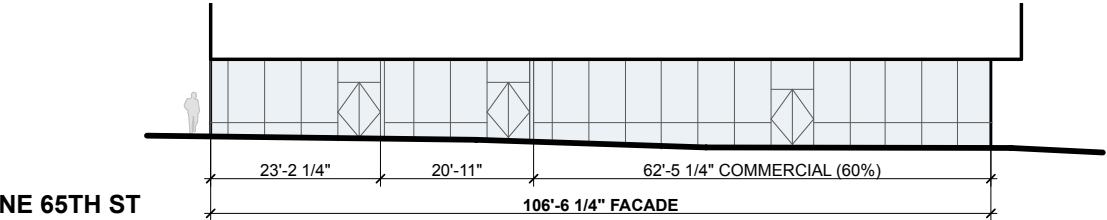
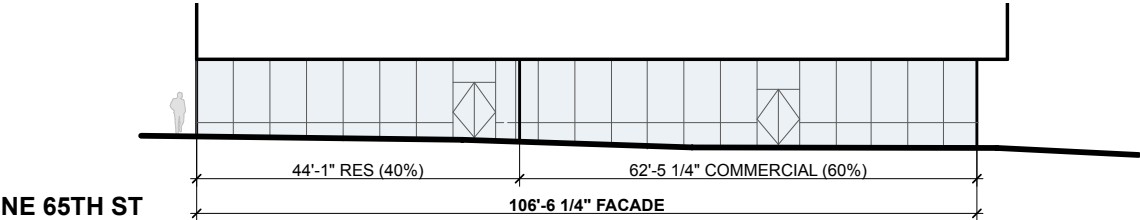
- **Street Level Uses:** Residential use at street level (NE 65th & Brooklyn Ave NE), exceeds 20% allowable
- **Street Level Standards:** Non-Residential Use Average Depth less than 30-ft
- **Street Level Standards:** Overhead weather protection on principal pedestrian streets shallower than 6-ft min.
- **Setbacks:** Minimal structure in south PL setback above 13-ft
- **Setbacks:** Structure in south-west triangular setback (single-story encroachment)
- **Setbacks:** Decks with open railings within 5-ft of residential zone
- **Parking:** Drive aisle width

Pros

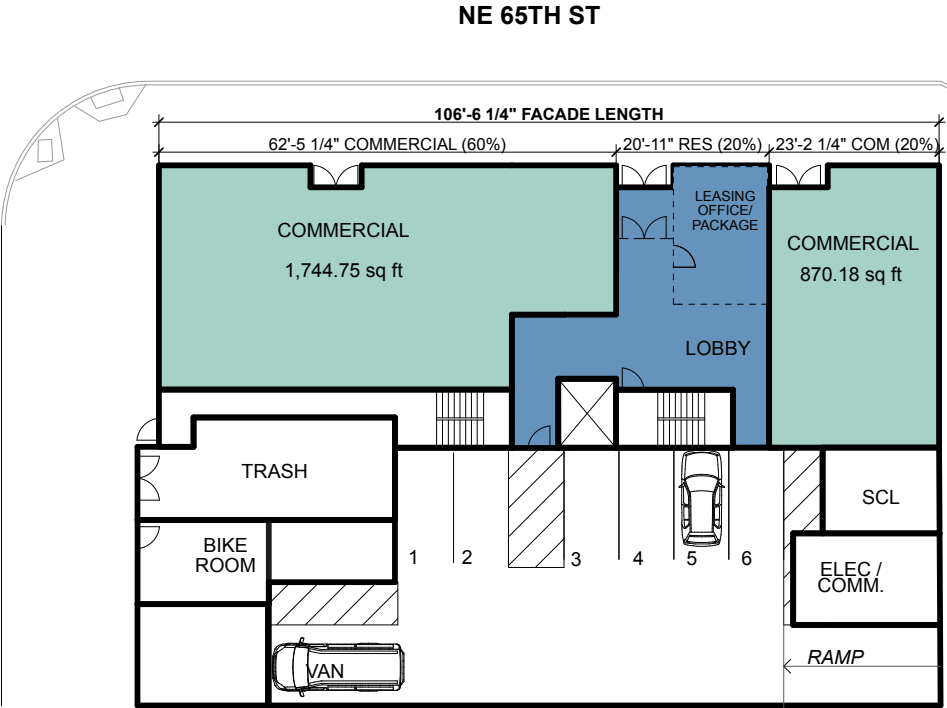
- The massing (setbacks and terraces on the south) responds to the zone edge condition from NC to SF, with minor encroachments to benefit the new building and the neighbors (southern podium terrace)
- Streetscapes on NE 65th St and Brooklyn Ave NE are tailored to the two differing conditions: Commercial on 65th and Residential/Quiet on Brooklyn. Both streetfronts have weather protection, landscape, and other improvements
- Larger residential presence on ground floor provides space for an amenity room or more gracious lobby to provide alternate gathering spaces for residents

DEPARTURE REQUEST DIAGRAMS

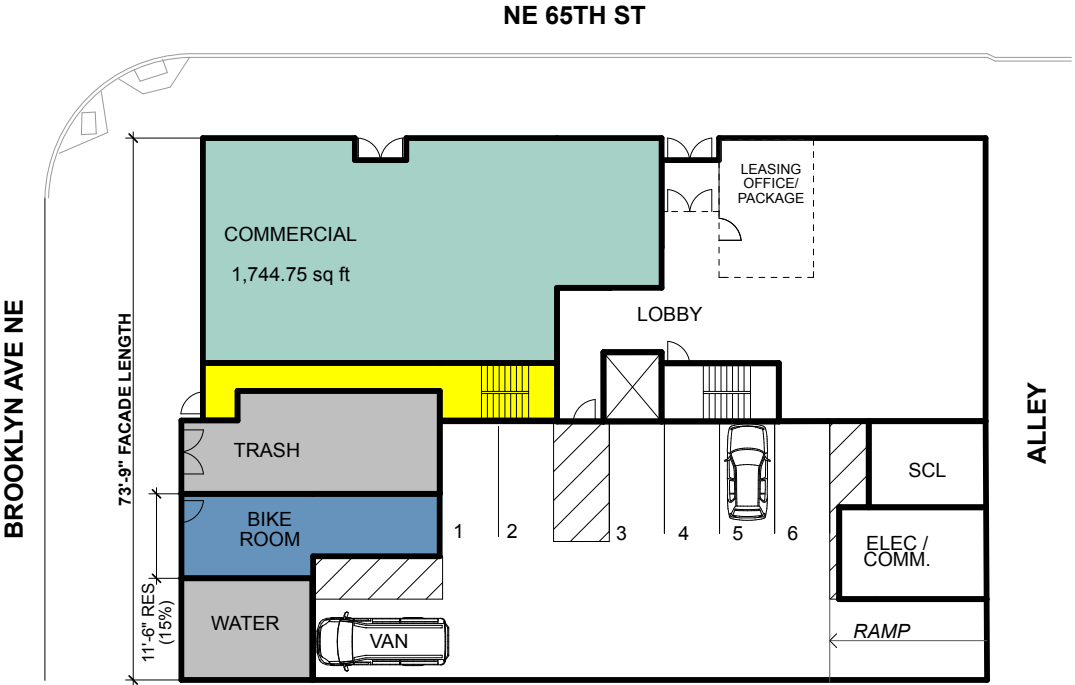
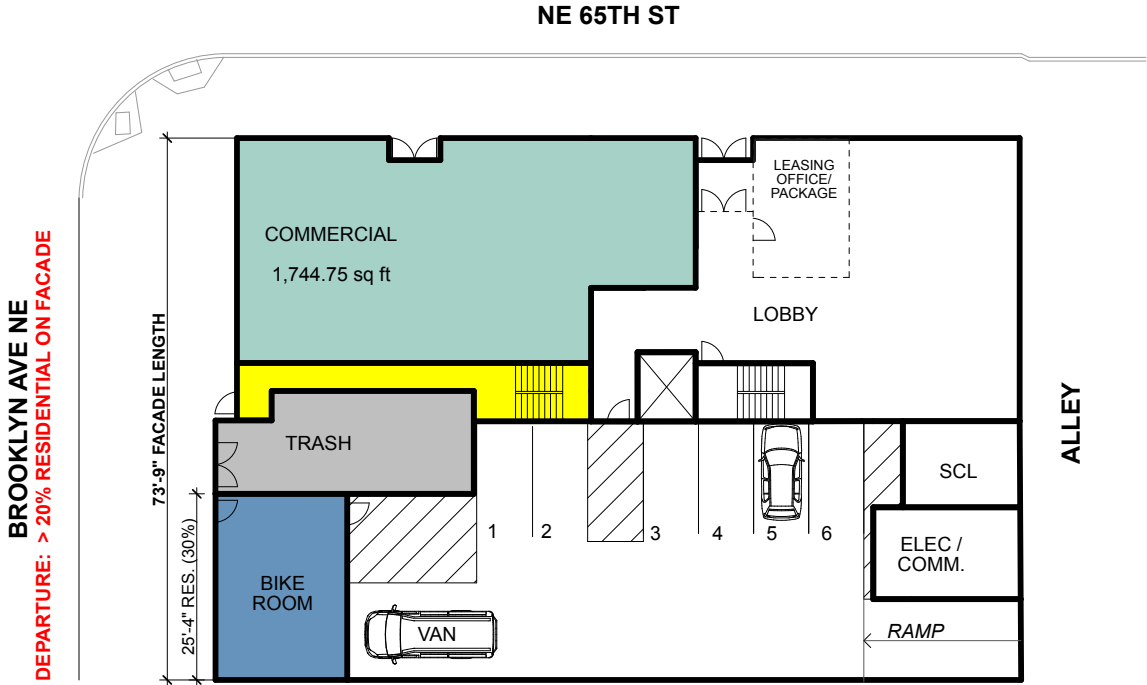
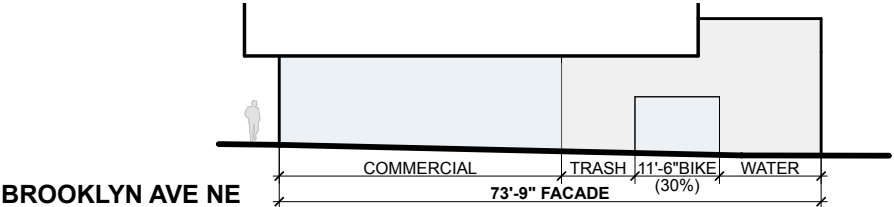
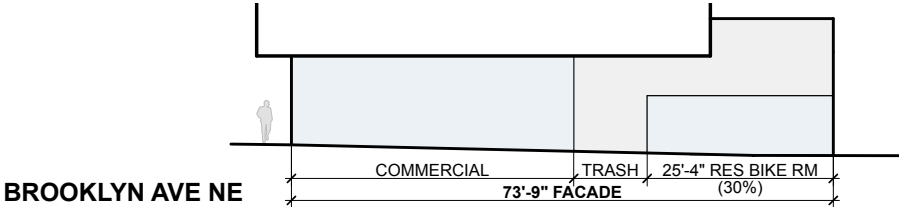
STANDARD REQUIREMENT		REQUEST	RATIONALE	DESIGN GUIDELINES
1_a	23.47A.005.C.1	Residential uses may occupy, in the aggregate, no more than 20% of the streetlevel, street-facing facades within an NC1 zone	To allow a larger percentage of residential uses at the NE 65th St and Brooklyn Ave NE facades. These percentage requirements are referred to in the code in three separate sections, which are referred to here as Departure Requests 1a, 1b, and 1c.	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”
1_b	23.47A.005.D.1	Along designated principal pedestrian streets, one or more of the following is required along 80% of the street-facing façade: eating and drinking establishments, offices, provided no more than 30-ft of the street-level street-facing façade of a structure may contain an office use; sales and services.	Departure Request 1a applies to both streets, and Departure Requests 1b and 1c apply only to NE 65th St as a primary pedestrian street.	
1_c	23.47A.008.C.1	In pedestrian-designated zones, a min of 80% of the width of a structure's street-level 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.	The request is for 60% of residential use, and 40% of commercial on NE 65th St; and for 30% of residential use on Brooklyn Ave NE.	



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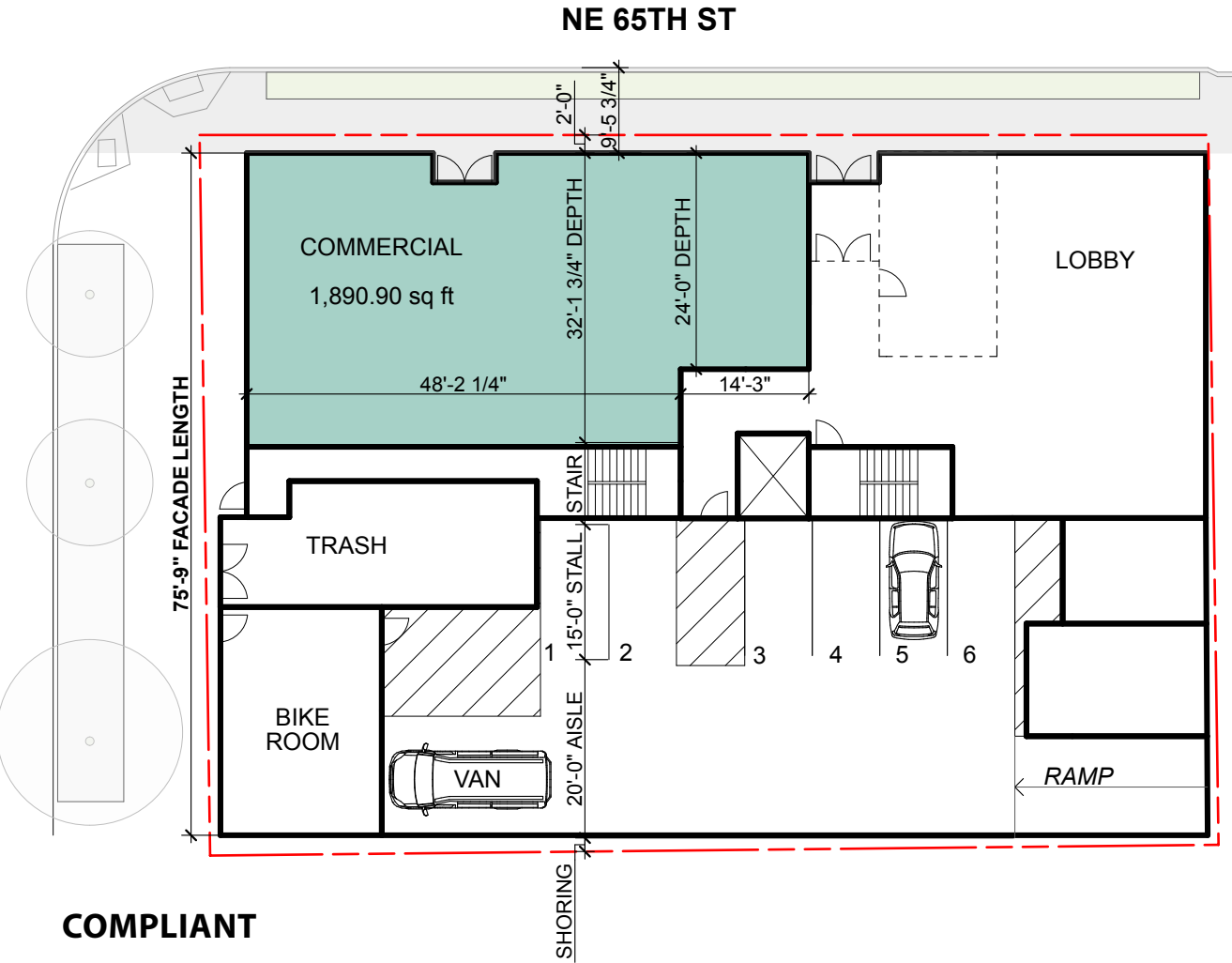
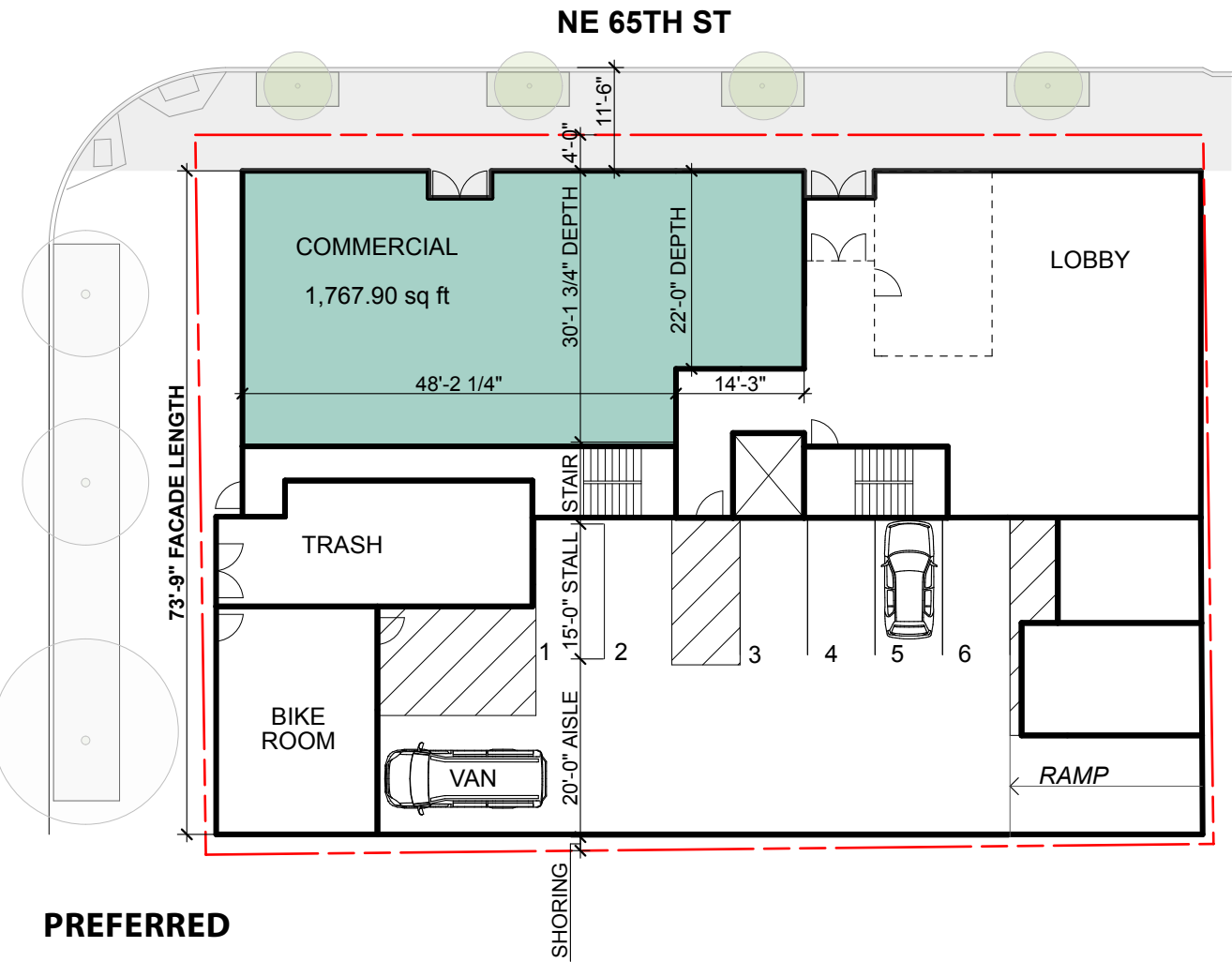


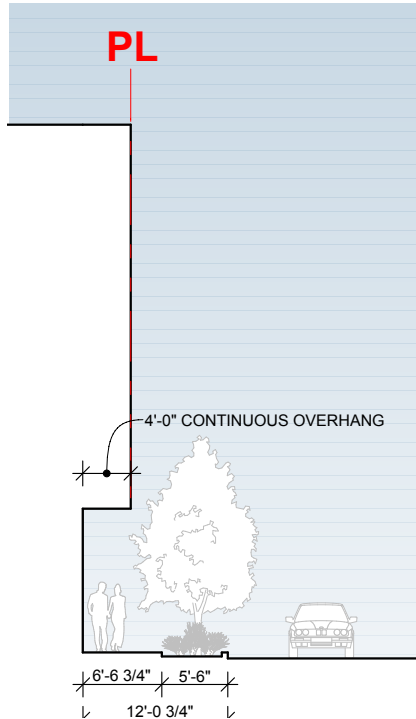
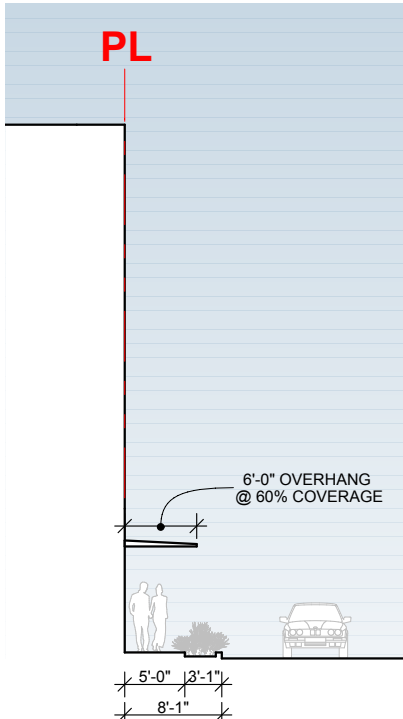
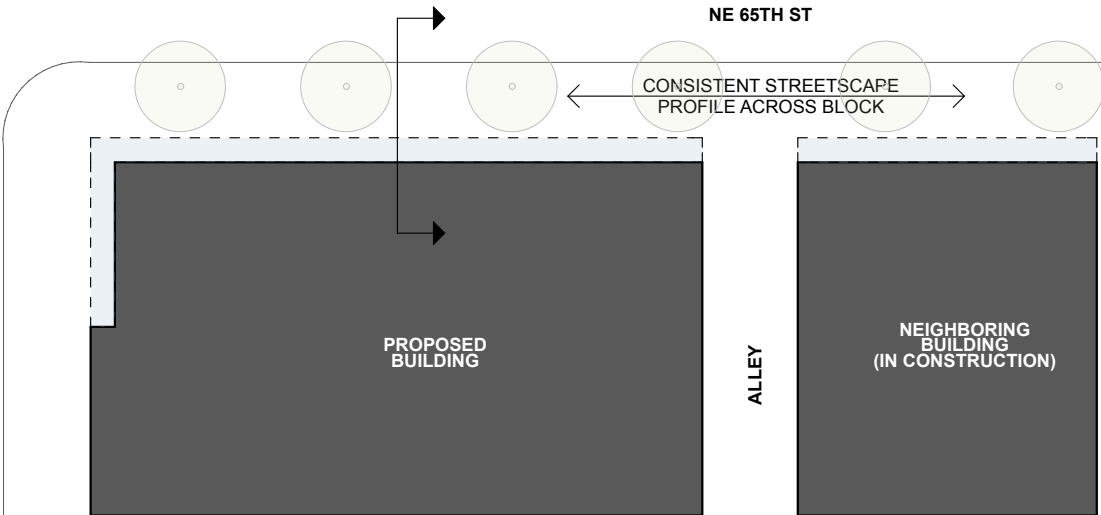
COMPLIANT



DEPARTURE REQUEST DIAGRAMS

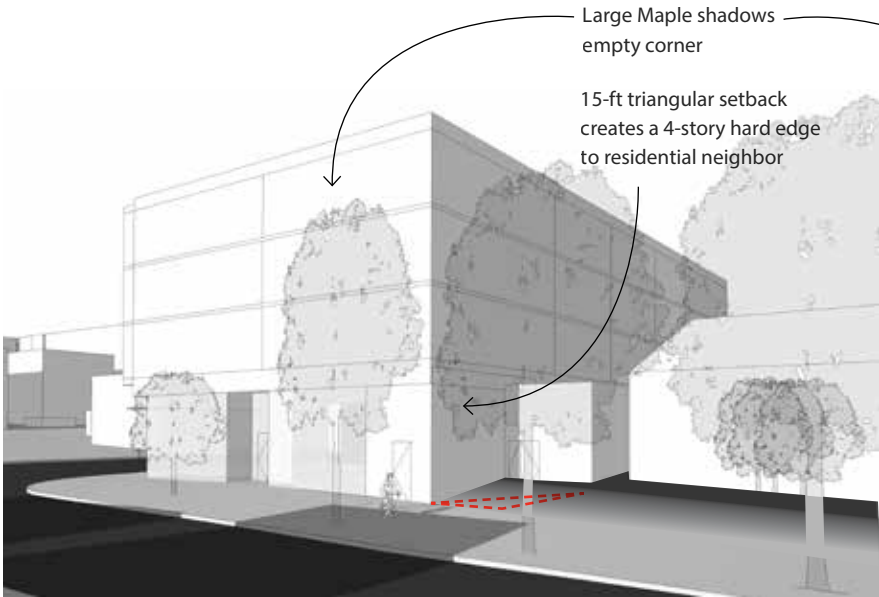
STANDARD REQUIREMENT		REQUEST	RATIONALE	DESIGN GUIDELINES
2	23.47A.008.B.3	Non-residential uses shall extend an average depth of at least 30-ft from the street-level street-facing façade. commercial space.	Allow a reduced depth of 28.1-ft for the commercial space.	One project goal is to enhance the pedestrian environment on NE 65th St, with widened sidewalks, plantings, and weather protection. To provide this space, the streetfront on NE 65th St needs to be set 4-ft back from the property line. Due to the narrow site, the depth of this setback is taken out of the commercial depth. Note that 76% of the commercial space is of compliant depth, only a small portion of the space is at a lesser dimension. 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”



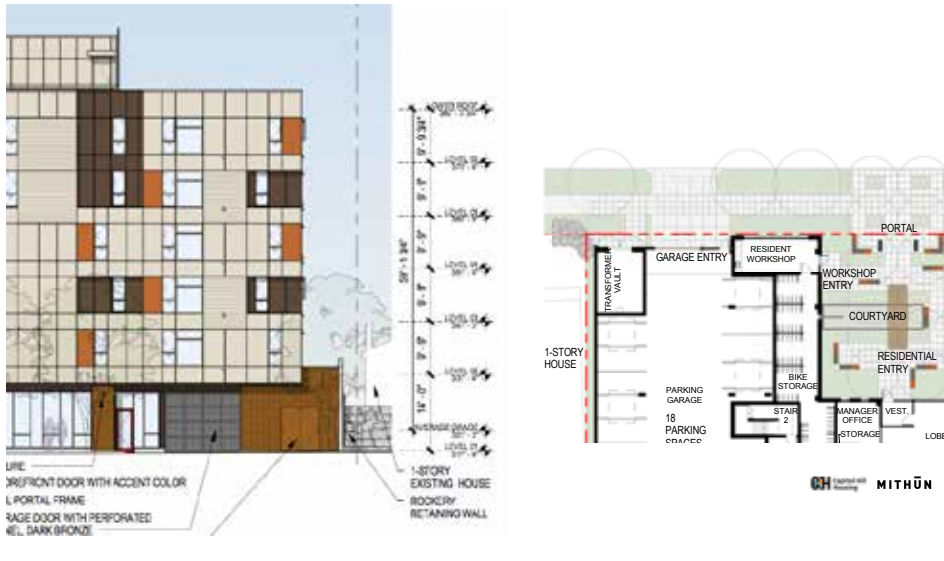
STANDARD REQUIREMENT		REQUEST	RATIONALE	DESIGN GUIDELINES	
3	23.47A.008.C.1	Overhead Weather Protection: Continuous overhead weather protection is required along at least 60% of the street frontage of a structure on a principal pedestrian street. The covered area shall have a min. width of 6-ft.	To allow 4' deep weather protection between 10'-13' above grade along 100% of the NE 65th façade, in lieu of a 6' deep weather protection canopy across 60% of the façade.	We understand that the weather protection requirement is to ensure benefits for pedestrians. The building's massing inherently provides the weather protection at 100% coverage of the NE 65th St façade, as well as around the corner on Brooklyn Ave NE, it simply provides it at a slightly shallower dimension. The rationale is that the continuous coverage at 4-ft is more beneficial than the minimum 60% coverage at 6-ft.	PL2 WALKABILITY (Weather Protection: Locations and Coverage) ..."overhead weather protection encouraged.... provide continuous coverage the length of the building, where possible" Roosevelt I Supplemental Guidance (Human Activity along sidewalks) ..."encourage pedestrian activity along sidewalks... applicants encouraged to increase ground level setback in order to accommodate pedestrian traffic"
					
PREFERRED		COMPLIANT			

DEPARTURE REQUEST DIAGRAMS

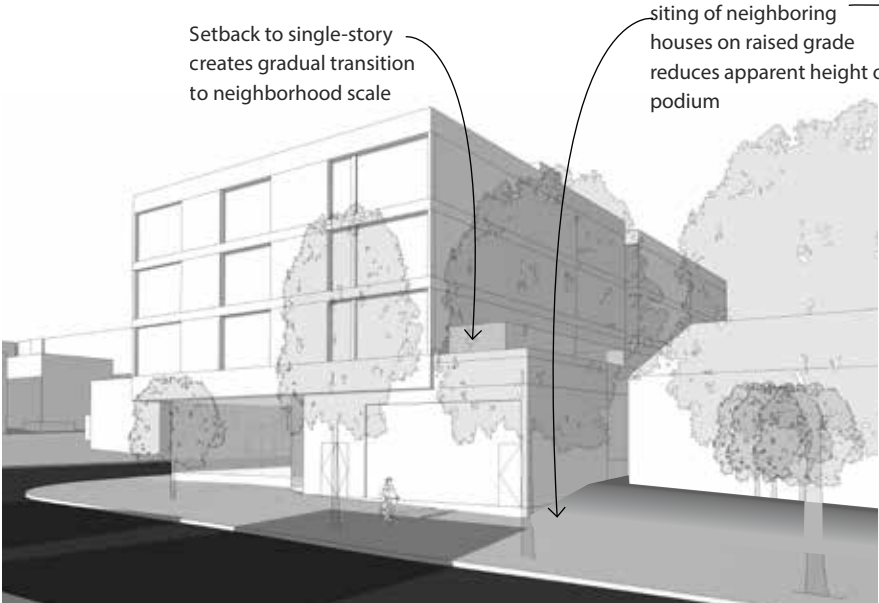
STANDARD REQUIREMENT		REQUEST	RATIONALE	DESIGN GUIDELINES	
4	23.47A.014.B.1	Setback Requirements: A setback is required where a lot abuts the intersection of a side lot line and a front lot line of a lot in a residential zone. The required setback forms a triangular area 15-ft on a side.	To allow a single-story structure within the 15-ft triangular setback at the shared lot line.	<i>We understand the intent of the 15-ft triangular setback is to mediate the NC zone transition to a residential scale. Due to the constraints of a small site, and the uses that require access of Brooklyn (a 30-ft commercial space, a trash room for pickup off Brooklyn, and a bike room), the proposal requests minimal construction within the 15-ft setback. Instead of providing an unprogrammed empty corner, the proposal includes a bike room with a bike workspace at the south-west corner of the site. The bike room would have windows to activate the corner, and be a single-story, matching the residential-zone height.</i>	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" CS2 URBAN PATTERN AND FORM (Height bulk and scale, zone transitions)



COMPLIANT



REFERENCE PROJECT : LIBERTY BANK BUILDING, ARCHITECT: MITHUN



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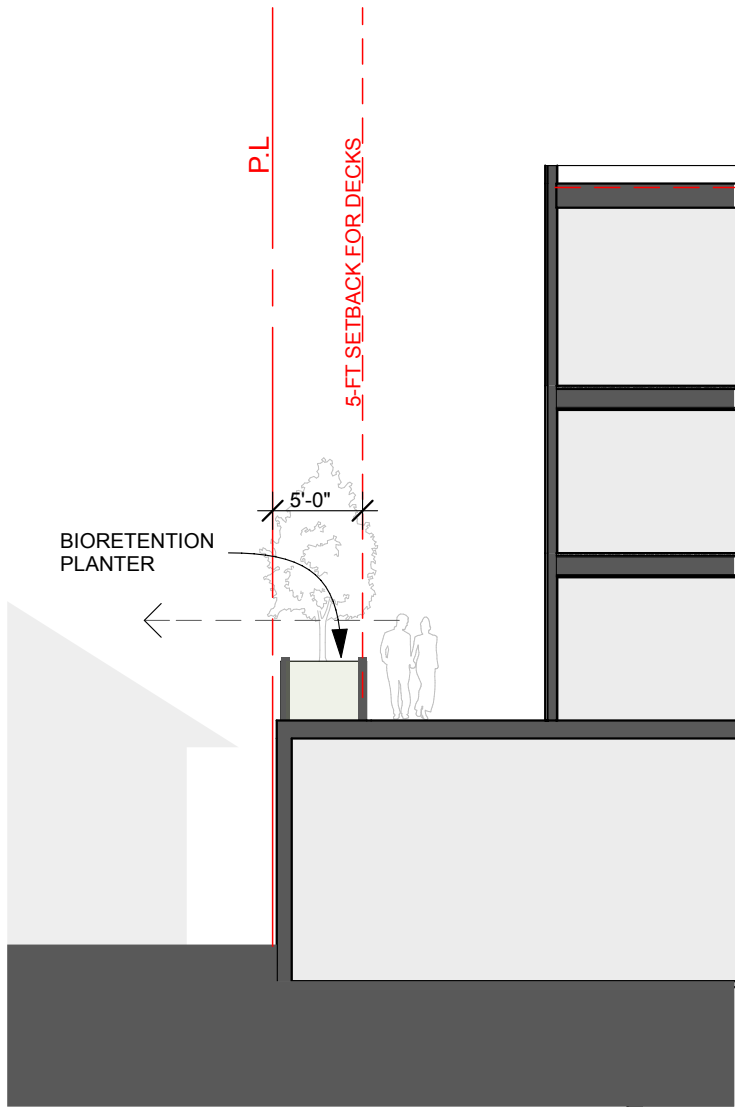


SITE CONDITION: RAISED GRADE AT NEIGHBOR

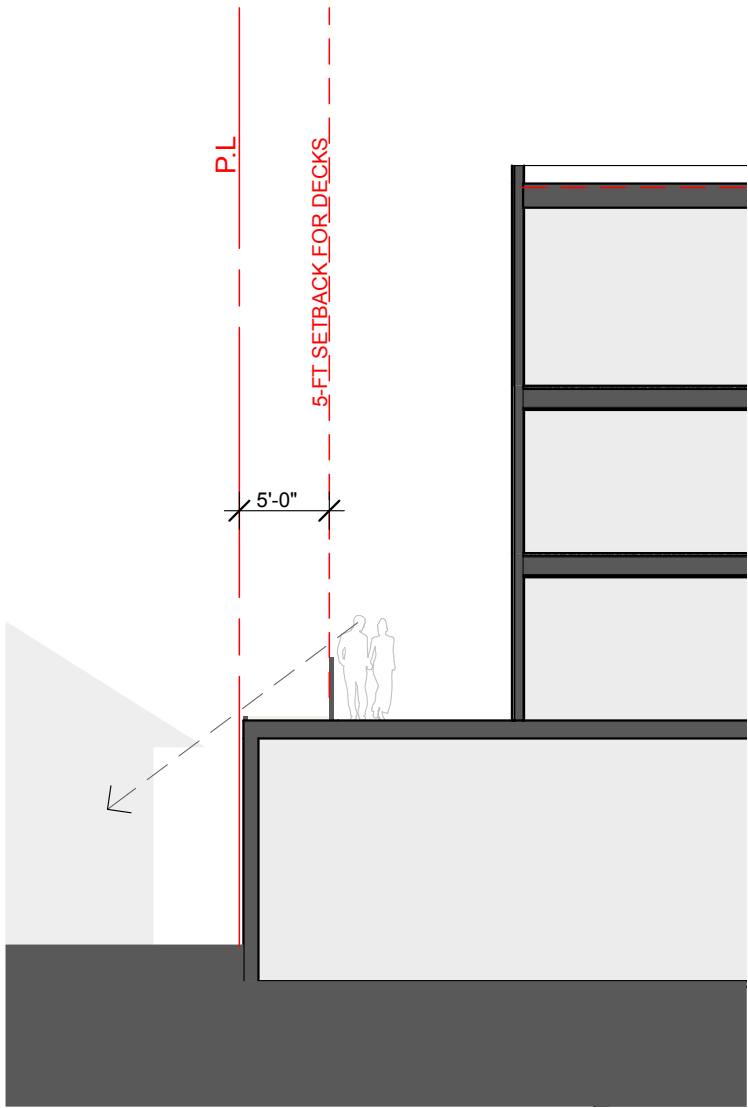


REFERENCE PROJECT : ECOLUXE APARTMENTS, ARCHITECT: WEINSTEIN A+U

STANDARD REQUIREMENT		REQUEST	RATIONALE	DESIGN GUIDELINES
5	23.47A.014 B1	Setback Requirements - Structures in Setbacks: Decks with open railings: decks with open railings may extend into the required setback, but are not permitted within five feet of a lot in a residential zone.	To allow deck railings within five feet of a lot line in a residential zone. <i>To provide mutually beneficial privacy screening at the southern property line between the unit decks of the proposed building and the single-family residential neighbor, a vertical deck or screen may be designed for the southern edge of the building.</i>	CS2 URBAN PATTERN AND FORM (Height Bulk and Scale, Respect for Adjacent Sites) ...“review the height, bulk and scale of neighboring buildings... scale of development anticipated.. determine an appropriate complement/transition”...“respect adjacent properties to minimize disturbing the privacy of adjacent buildings”... Roosevelt III Supplemental Guidance (Height, Bulk and Scale: Zone Edge Condition One: rear lot line of commercial abuts side of residential zone) ...“step back the upper floors”



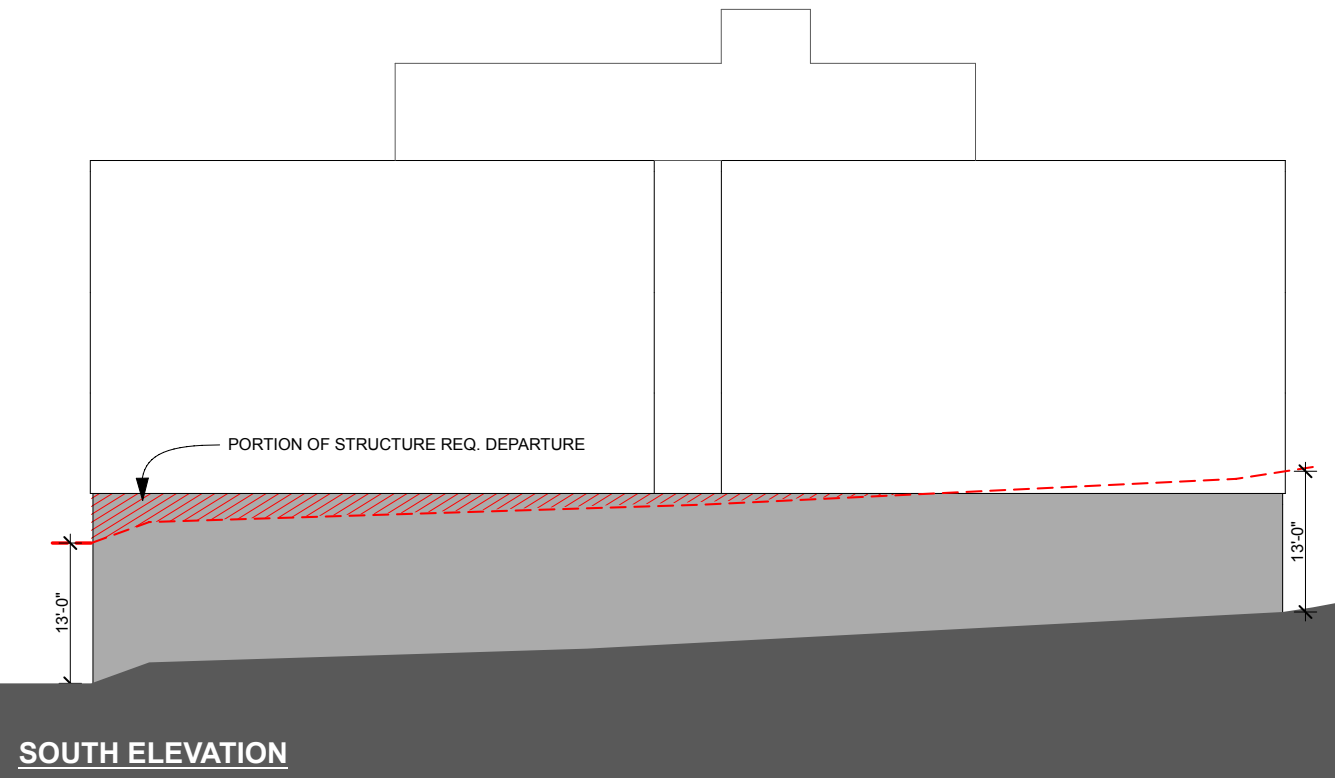
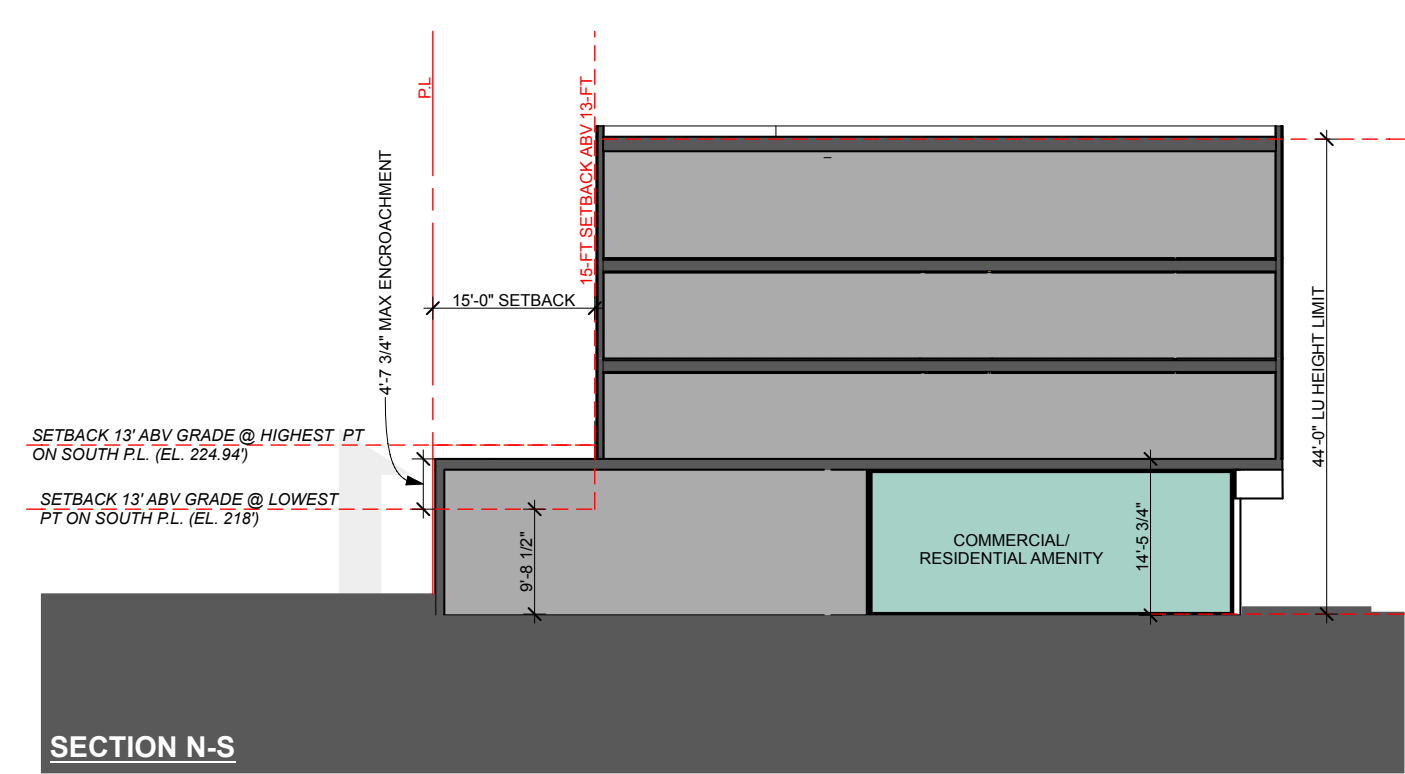
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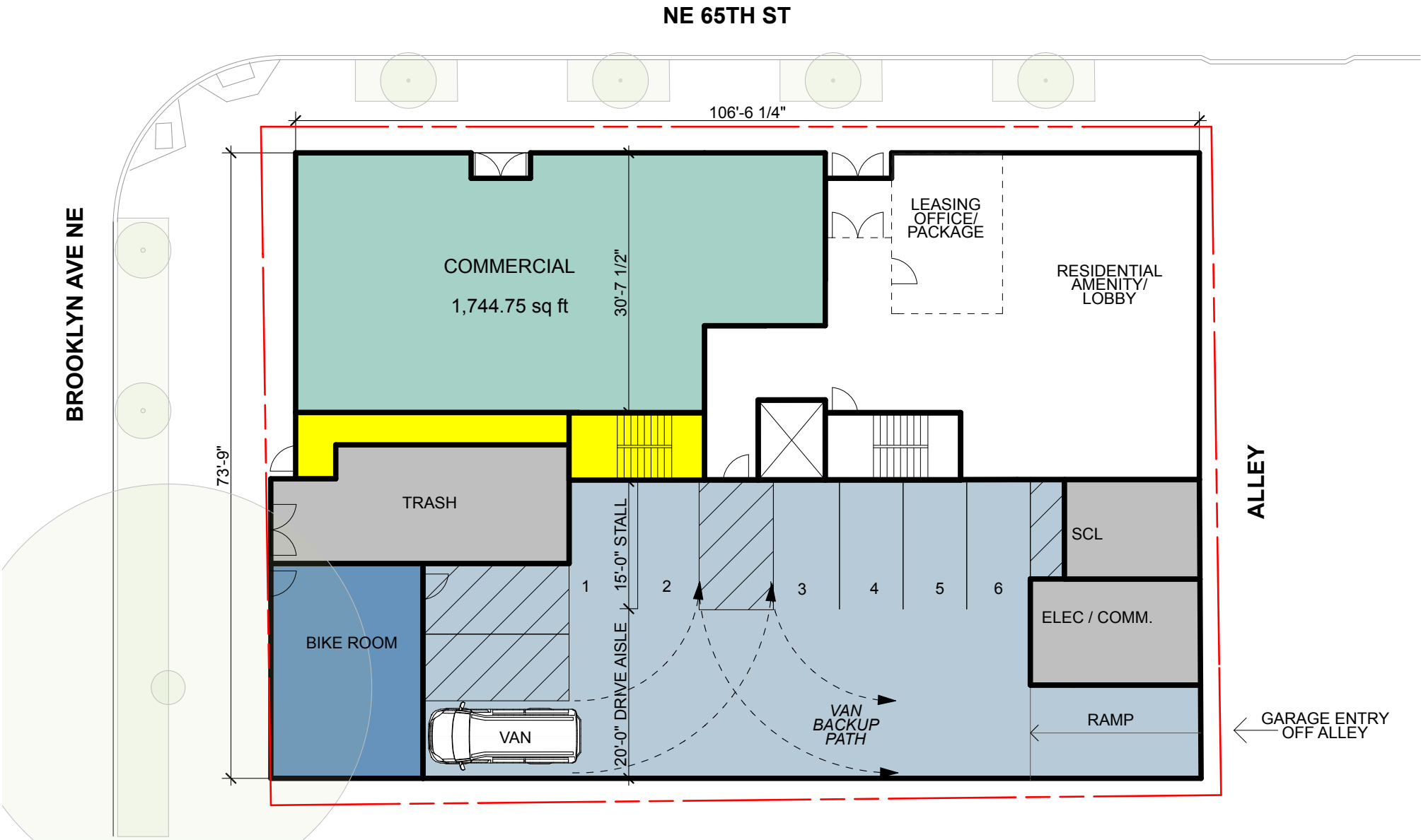
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DEPARTURE REQUEST DIAGRAMS

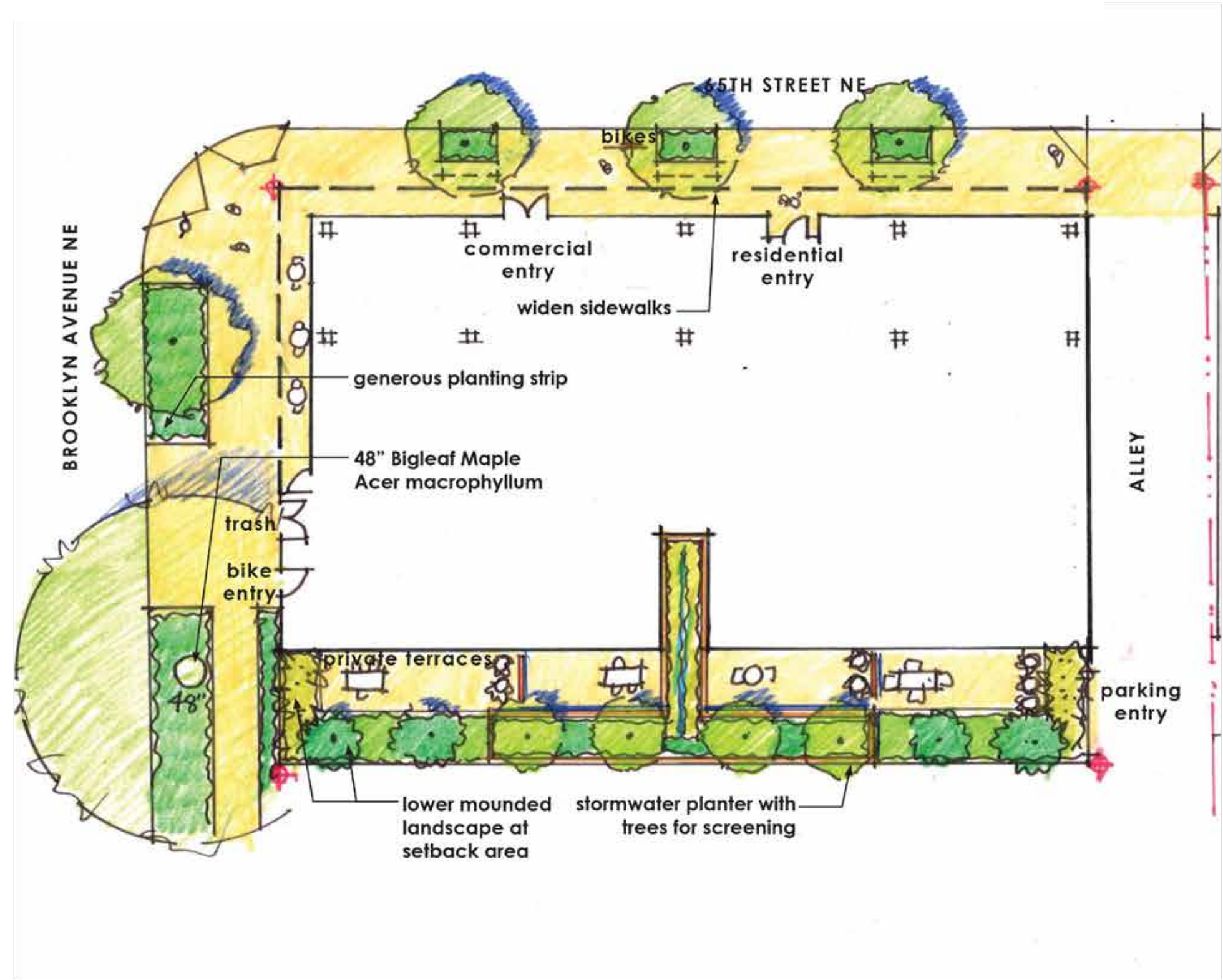
STANDARD REQUIREMENT			REQUEST	RATIONALE	DESIGN GUIDELINES
6	23.47A.014 B3	Setback Requirements at Side or Rear Lot Lines Abutting a Residential Zone: For a structure containing a residential use, a setback of 15-ft for portions of structures above 13-ft in height to a maximum of 40-ft is required.	To allow minimal vertical encroachment into the required 15-ft setback.	<i>The mass of the building steps back 15-ft at the second floor to respect the required setback at the southern property line. The grade along the property line varies by nearly 7-ft. The height of the second floor slab is set to provide the first floor commercial space with an optimal ceiling height, and to provide private terraces for 2nd-flr units. Due to these constraints, the slab of the second floor minimally impedes vertically into the setback at the south-west corner of the southern property where the grade is lowest.</i>	CS2 URBAN PATTERN AND FORM (Height Bulk and Scale, Respect for Adjacent Sites) ...“review the height, bulk and scale of neighboring buildings... scale of development anticipated.. determine an appropriate complement/transition”....“respect adjacent properties to minimize disturbing the privacy of adjacent buildings”... Roosevelt III Supplemental Guidance (Height, Bulk and Scale: Zone Edge Condition One: rear lot line of commercial abuts side of residential zone) ...“step back the upper floors”



STANDARD REQUIREMENT		REQUEST	RATIONALE	DESIGN GUIDELINES
7	23.54.030.E	Parking Aisles: Minimum aisle widths shall be provided for the largest vehicles served by the aisle. Per Exhibit 23.54.030 C, a 24-foot drive aisle is required for ADA van spaces	Allow a narrower drive aisle (20-feet) to serve the ADA van space. <i>The ADA van space is located at the end of the drive aisle such that it has 24-ft behind the space, and an adjacent "keep clear" zone provided within the back-up turn radius for a car parked in that stall. The rest of the parking stalls in the garage are small stalls and have their code-required aisle depth. The small site constrains the garage from providing a deeper 24-ft aisle width to serve the one large parking stall.</i>	CS2 URBAN PATTERN AND FORM (Height Bulk and Scale, Respect for Adjacent Sites) ..."review the height, bulk and scale of neighboring buildings... scale of development anticipated.. determine an appropriate complement/transition"..."respect adjacent properties to minimize disturbing the privacy of adjacent buildings"... Roosevelt III Supplemental Guidance (Height, Bulk and Scale: Zone Edge Condition One: rear lot line of commercial abuts side of residential zone) ..."step back the upper floors"



CONCEPTUAL LANDSCAPE PLAN (STREETSCAPE AND PODIUM)



Big Bigleaf Maple



Generous Planter Strip



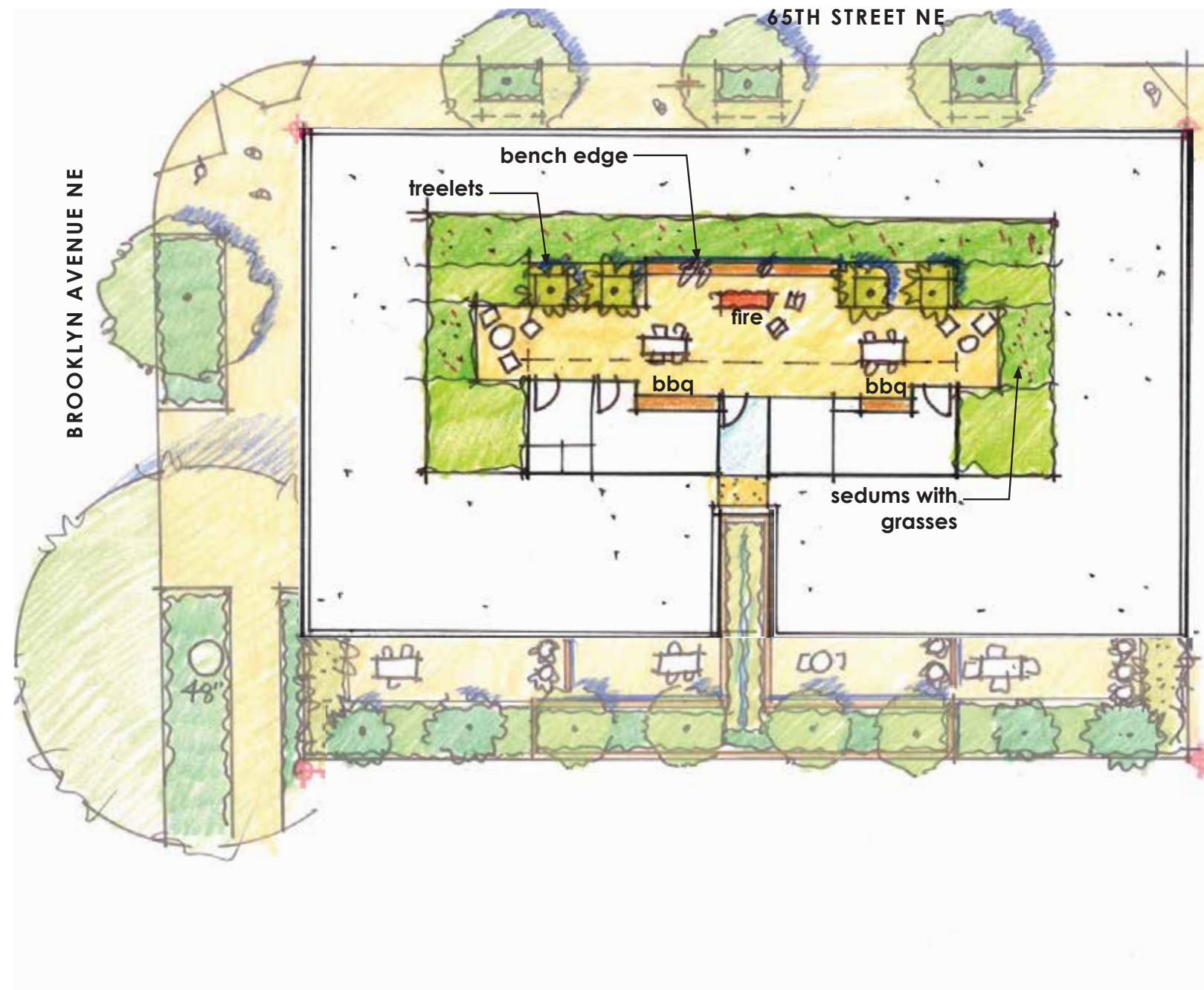
Commercial spillover



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CONCEPTUAL LANDSCAPE PLAN (ROOF)



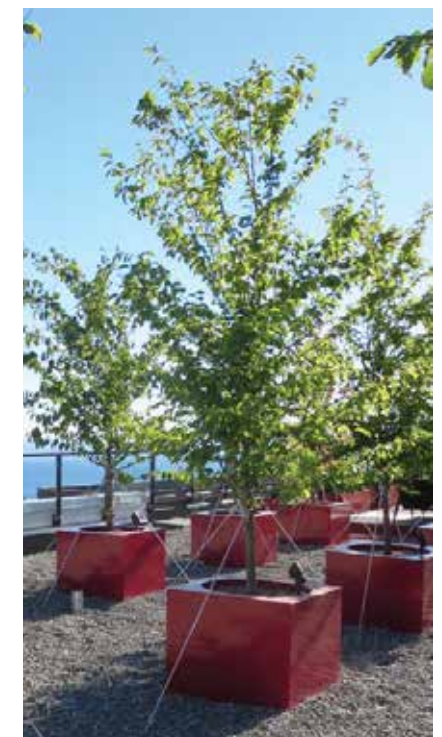
Narrow but Generous Terrace



Bench Edge



Sedums with Grasses



Treelets

REPRESENTATIVE PROJECTS

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

Well-designed and thoughtful urban housing is a special concern of ours, and we have worked aggressively to advance the expectations of mixed-use projects in Seattle, both technically and aesthetically. While each project presents very specific challenges, a number of recurring themes inform much of our work and form the basis of our approach to housing design. The projects shown here illustrate successfully executed strategies to be pursued on the proposed building.

- At 19th and Mercer in Capitol Hill, recessing the street level facade back from the main mass of the building above created a generous streetscape scaled to pedestrians.
- At the Rooster in Roosevelt, full-height windows maximized natural light in the units and created a lighter, delicate quality to the larger building.
- At Compass Housing in Ballard, the facade patterning considered and integrated the unit venting strategy to minimize the visual impact.
- At Agnes Lofts in Capitol Hill, measured variation to the window patterning created visual interest within a simple material palette.



- 1 The Rooster Mixed-Use Building,**
900 NE 65th Street
- 2 Compass Center Housing,**
1753 NW 56th Street
- 3 19th and Mercer Mixed-Use Building,**
526 19th Avenue E
- 4 Agnes Lofts,** 1433 12th Avenue



VIEW LOOKING NORTH-WEST AT CORNER OF NE 65TH ST AND BROOKLYN AVE NE