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Project Information

Property Address: 1403 NE 65th St.
 Owner: Roosevelt Development Group LLC

Developer: Roosevelt Development Group LLC
 Nick Miller (Contact)
 T (206) 812-8126

Architect: Weinstein A+U LLC
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 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 29,000-sf. The building will contain 48 residential units, resident lobby and amenity spaces, an outdoor landscaped terrace and roof deck, 1,400-sf street level commercial, 7 structured parking stalls, and a storage and service basement.

The project development objectives are as follows:

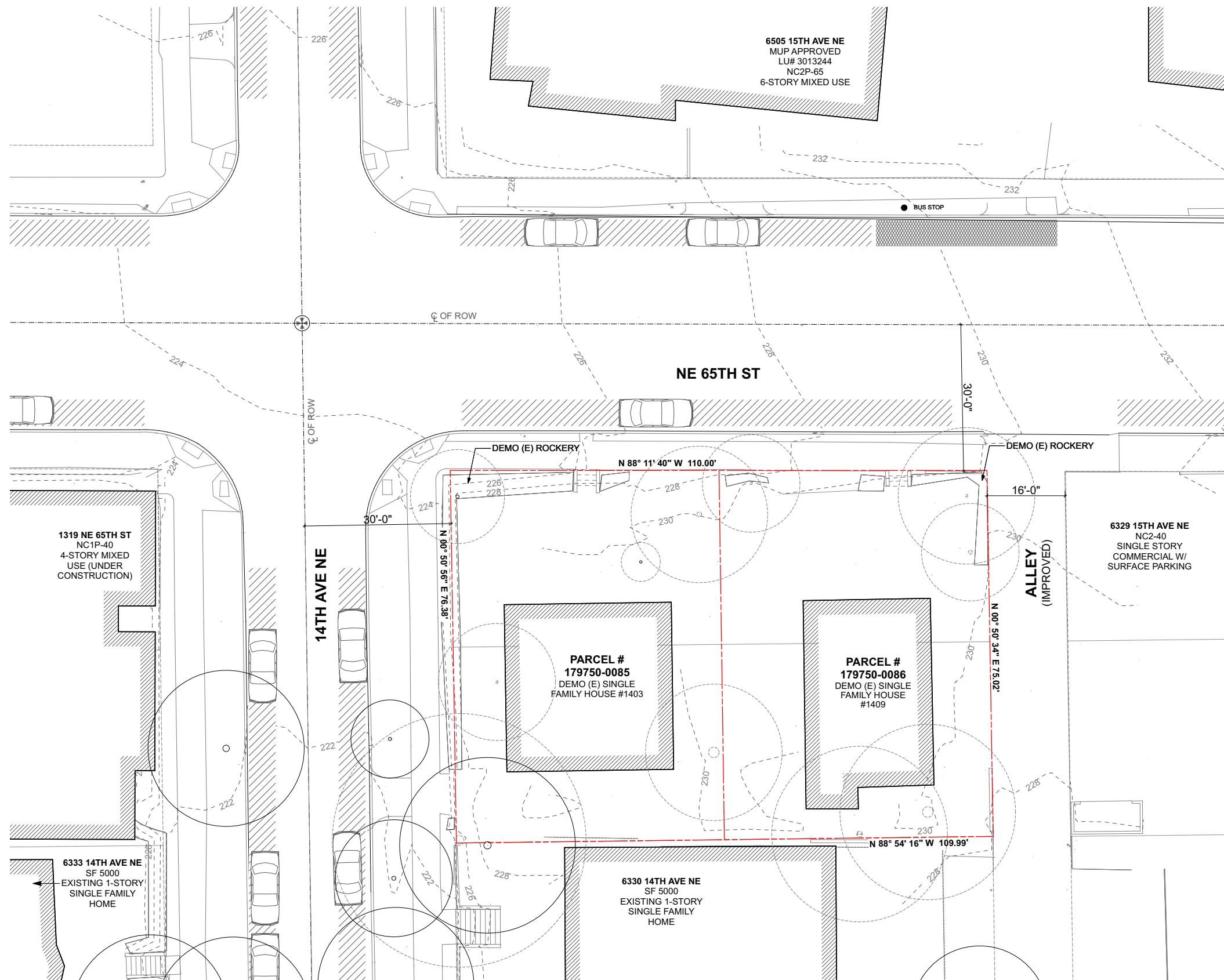
- Provide a high quality living environment for residents convenient to work, leisure and play
- Provide a pedestrian-oriented streetfront on NE 65th St with features to benefit the neighborhood:
 - Widen the sidewalk and plant street trees to buffer the busy street
 - Strengthen the street edge with an appropriately scaled and transparent facade
 - Offer continuous weather protection
- Provide a resident-oriented streetfront on 14th Ave NE:
 - Locate entries or program to provide eyes on the street but minimize noise nuisances
 - Provide landscape to blend with neighbors
- 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

● Future Link Light Rail Station

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

Existing Uses

Two single-family houses are located on the site.

Legal Description:

Lot 17 and 18, Block 1, Cowen's Univeristy Park, According to the plat thereof recorded in plot 13 of plats, page 53. In King County Washington.

Existing Site Conditions

The proposed project site's two parcels total 8,326 SF. The site fronts NE 65th St to the north, 14th Ave NE to the west, a paved alley at the east, and the side lot line of a single-family property to the south.

The NE 65th St frontage is 108'-8" in length. The pedestrian rights-of-way width is +7'-6" from back of curb, inclusive of a narrow 1'-6" planter. 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 14th Ave NE or NE 65th St.

The 14th Ave NE frontage is 76' in length. The pedestrian right-of-way width is +17'-6" from back of 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 on 14th.

Rockerries at the property lines on both street fronts raise the grade of the site within the property boundaries to 2-3 feet above the right-of-way. The property generally slopes to the north-east at the right of way. The lowest point is at 65th and 14th Ave NE the NW corner of the site. Along 65th the grade changes from +230.3' at 14 Ave NE to 224.2' at the alley (2.7 % slope). Along 14th Ave NE the grade drops to + 223.0' (0.5%) at the south property line and along the ally it drops to +227.7' (0.9%).

The two existing structures on the site located on the rockery berms are accessed by stairs from street level, a condition that continues at the single-family homes south of the property on 14th Ave NE. There are 11 existing trees on the parcels, 9 of which are of greater than 6" caliper. None are exceptional trees.



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 run past the site along NE 65th Street:

- 48** - Ballard, Capitol Hill, the Central Area, Mount Baker
- 62** - Hawthorne Hills, Queen Anne, Downtown
- 64** - Jackson Park, UW
- 73** - Jackson Park, UW, Downtown
- 76** - Wedgwood, Hawthorne Hills



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 two blocks to the west. The relative flatness of NE 65th Street provides an easy walk to the future light rail station as well as bike routes throughout the region. Roosevelt's commercial core is within a 5-minute walk to the west as is Cowen Park. Roosevelt High School is a block north.



Design Cues:



- Make NE 65th pedestrian-friendly
- Consider pedestrians access the Light Rail
- Provide amenities for pedestrians accessing transit modes (bus, rail)

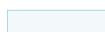

Legend


Main Car Arterials:



- Principal Arterial / Regional Connector 
- Minor Arterial / Commercial Connector 

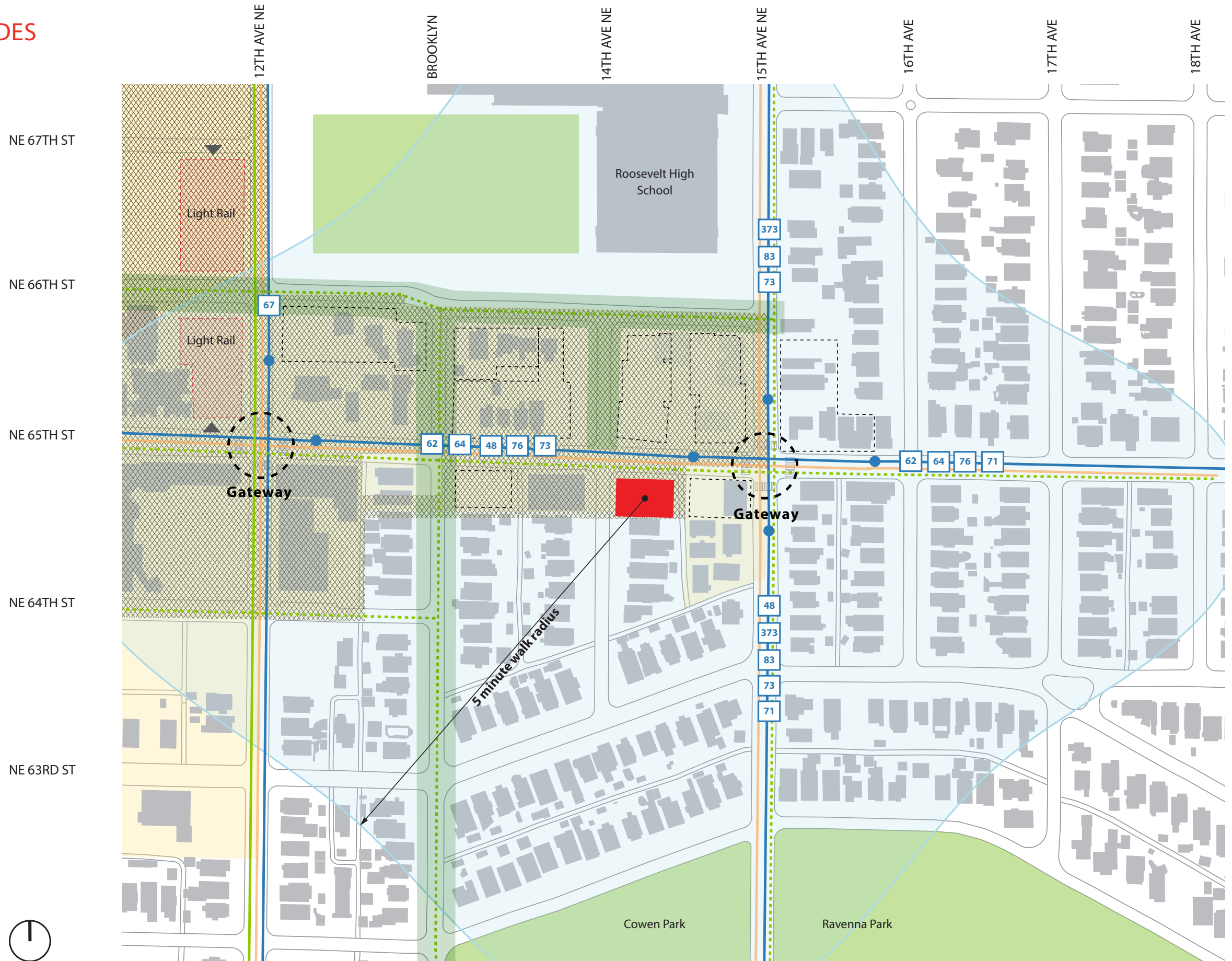
- Future Light Rail Station (2021) 
- Gateway Intersection per Roosevelt Neighborhood Guideline 

- 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



NE 68TH ST

The site is bounded by public rights-of-way to the north (NE 65th St), west (14th Ave NE), and east (alley). The south property line abuts a single-family home's side-lot line.

The neighborhood directly south is single-family residential. The surrounding 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 Roosevelt Neighborhood's Core Commercial Area begins 2 blocks west of the site, and is characterized by higher density multi-family housing and retail. The new Roosevelt Light Rail Station will be located just over two blocks west of the site on NE 65th St.

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

Design Cues:

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

NE 65TH ST

NE 63RD ST

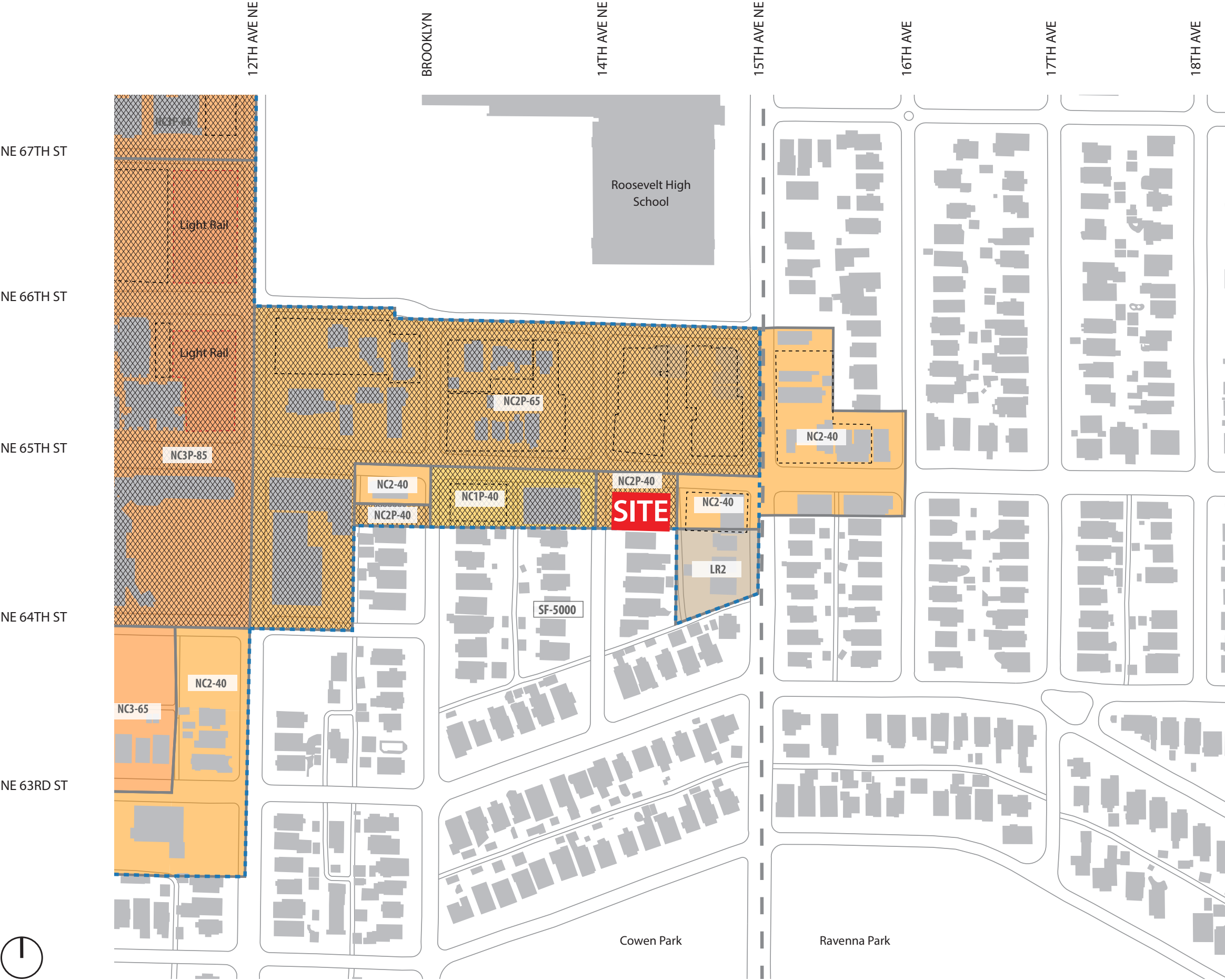
Legend

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



CONTEXT: EXISTING ZONING

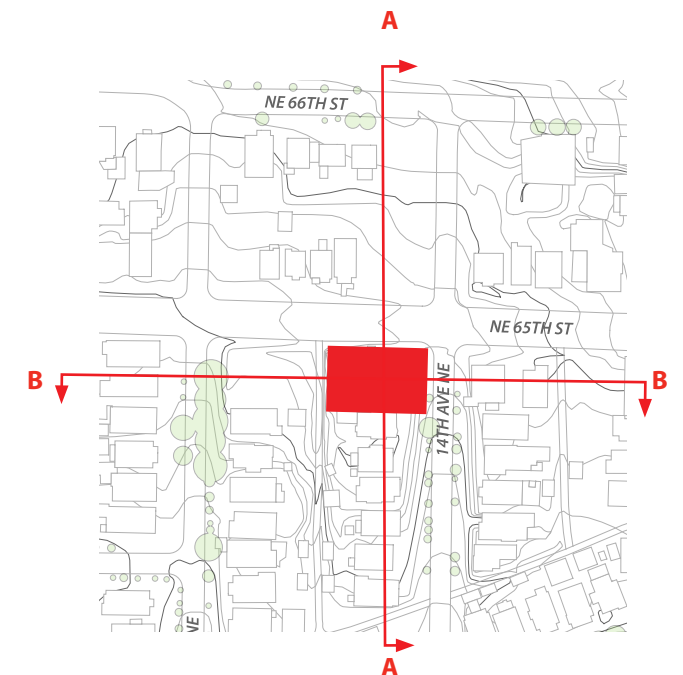
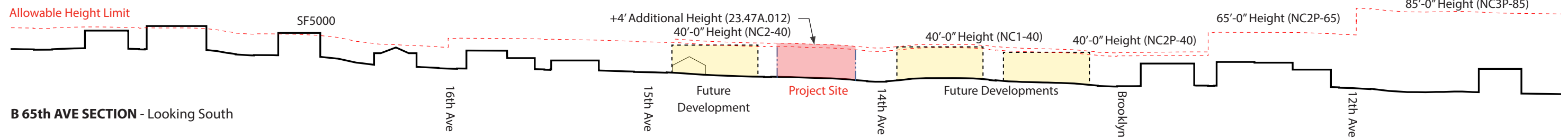
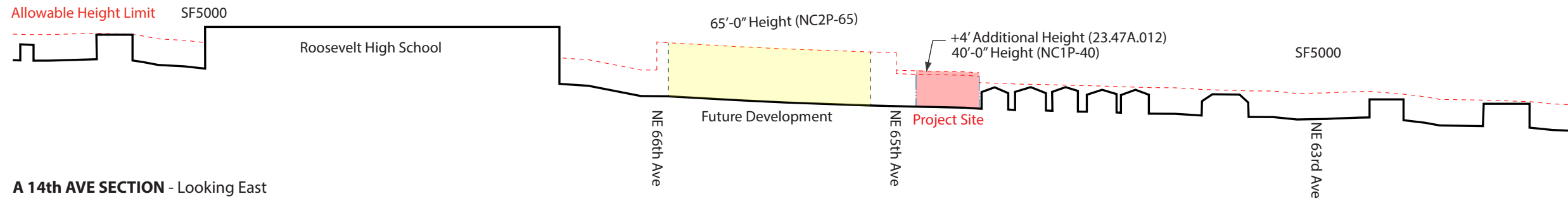
The site is zoned NC2P-40. The site is bounded by public rights-of-way to the north (NE 65th St), west (14th Ave NE), and east (alley). Properties beyond the rights-of-way in these three directions are NC1P and NC2P zones. The south property line abuts the side lot line of a SF 5000 zone.



Existing Zoning Legend

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

CONTEXT: ZONING ENVELOPE



CONTEXT: FUTURE DEVELOPMENT ZONING ENVELOPES



- Zoning Envelopes**
- Project Site Under Current Zoning
 - Neighboring Developments with permits or in construction
 - Potential Neighboring Development Parcels

* Zoning Heights Shown As Approximation / Not to Scale

CONTEXT: SURROUNDING NEIGHBORHOOD



1



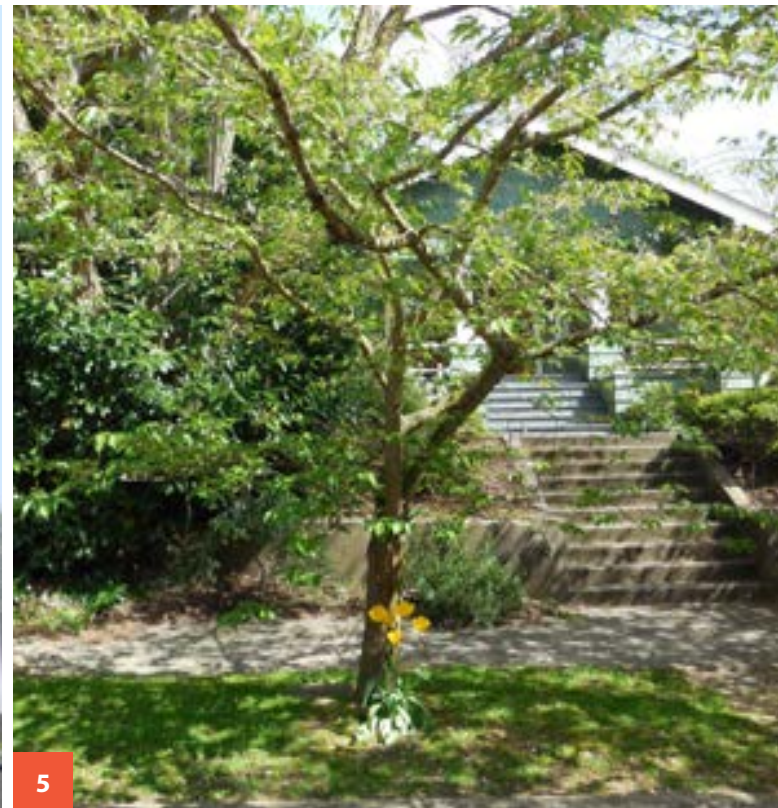
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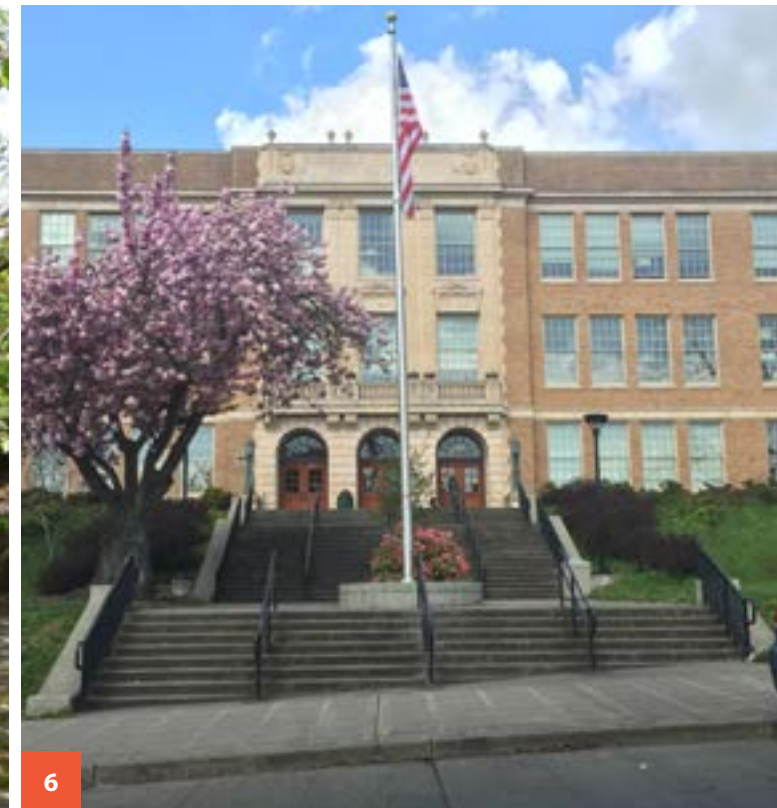
3



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 at the corner of NE 65th and 12th Ave NE. Currently, multiple lots are boarded up or empty, awaiting redevelopment. Some change has already begun - two neighboring projects, one directly west of the project site, and one north across NE 65th St have issued MUPs for new mixed-use mid-rise and high-rise projects (see zoning envelope diagram on facing page). The existing commercial streetscape lacks street wall continuity, as building setbacks and building siting on the lots vary, with some commercial structures separated from the street by surface parking.

The eastern edge of the Roosevelt Neighborhood Commercial Core is a block west of the site, where there are more retail and mixed-use properties, pedestrian amenities, and taller buildings. 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, 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 **Rising Sun Produce at SW corner of 65th and 15th.**
- 4 **Properties on NE 65th St Awaiting Redevelopment.**
- 5 **Typical Residential.** South of the site is a well-established single-family residential zone.
- 6 **Roosevelt High School.** The school is located a block north of the site

CONTEXT: NE 65TH AVE

The northern edge of the property is bounded by NE 65th Street. The topography along the property line has a minimal slope (under 2%) up towards the east. The sidewalk along this stretch of 65th is narrow (roughly 7 ½-feet), inclusive of a thin, planted strip at the curb. There are no street trees on either side within the neighboring blocks. 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, 65th is a mix of single-family houses, undeveloped lots, and low-intensity commercial, often with surface parking. Across the alley on 65th is a produce stand and adjacent parking lot (see image 1 to right).

The Roosevelt Commercial Core boundary edge is two blocks west, and this area of higher density retail and mixed-use is a short walk from the site.

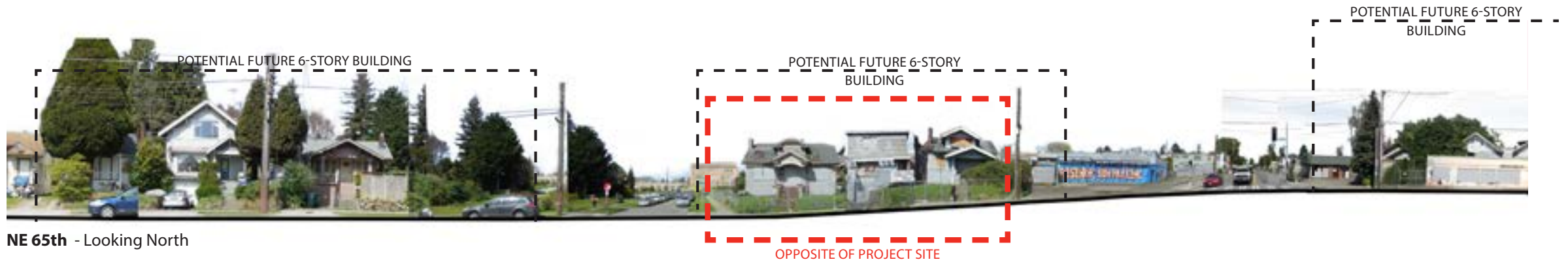
The future Roosevelt Link Light Rail Station, set to open in 2020, is two and a half blocks west of the site on the opposite side of the street.

Design Cues:

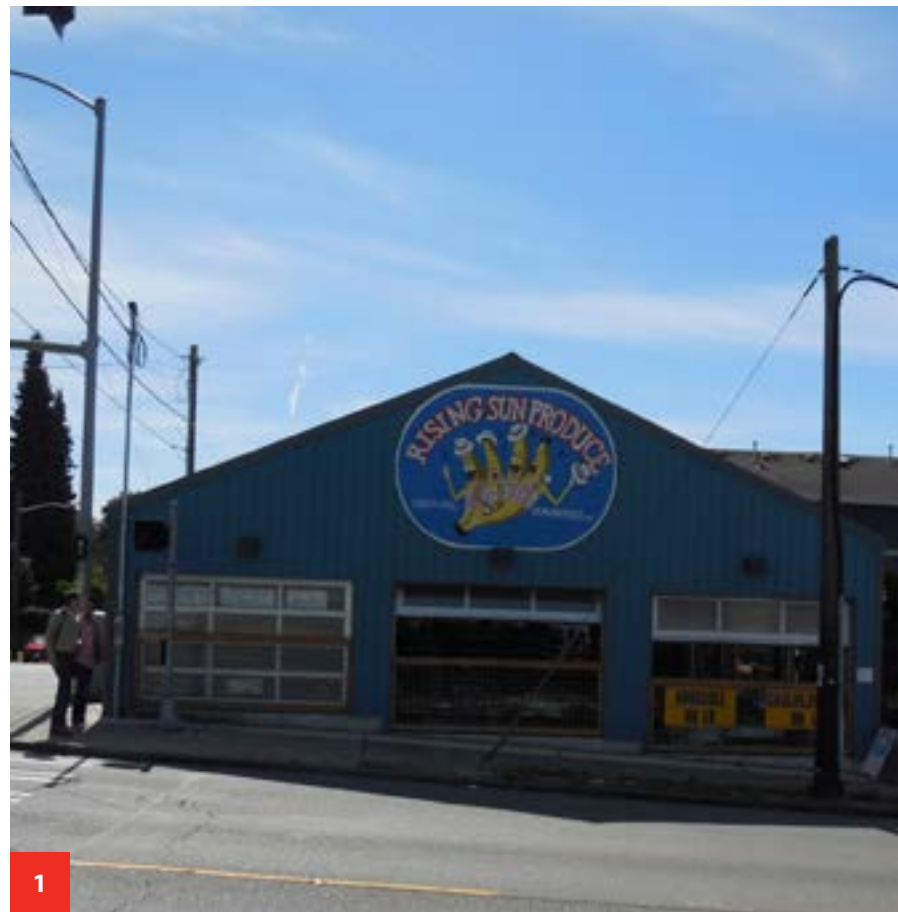
- Extend new streetscape profile (widened sidewalk, weather protection, trees) from neighbor under construction for consistent streetwall
- Locate major entries and active programs on NE 65th St



NE 65th - Looking South



NE 65th - Looking North



CONTEXT: 14TH AVE NE



14th AVE NE - Looking East

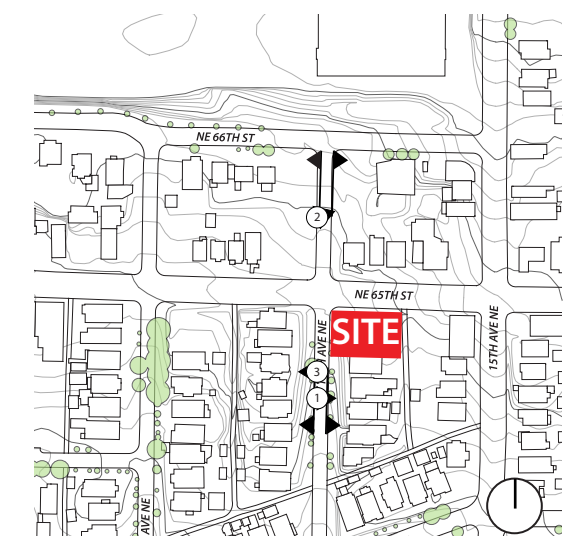
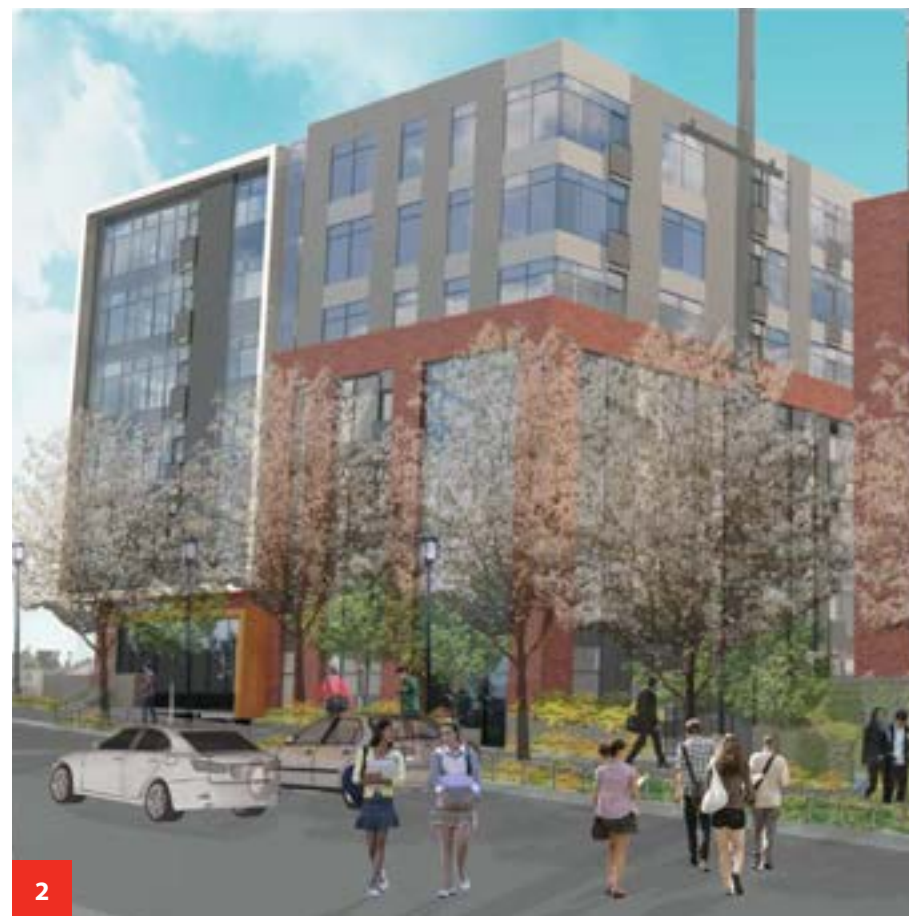


14th AVE NE - Looking West

The eastern edge of the property is bounded by 14th Ave NE. The topography along the property line has a gentle slope (under 3%) towards the north. 14th is a quiet street characterized by single-family residential houses, typically set back from the property line and raised above the street level by landscaped rockeries or retaining walls. Street trees are well established and set within wide planting beds. 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 awaiting new development (empty lots and boarded houses), and at the end of that block 14th dead-ends into the Roosevelt High School campus.

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

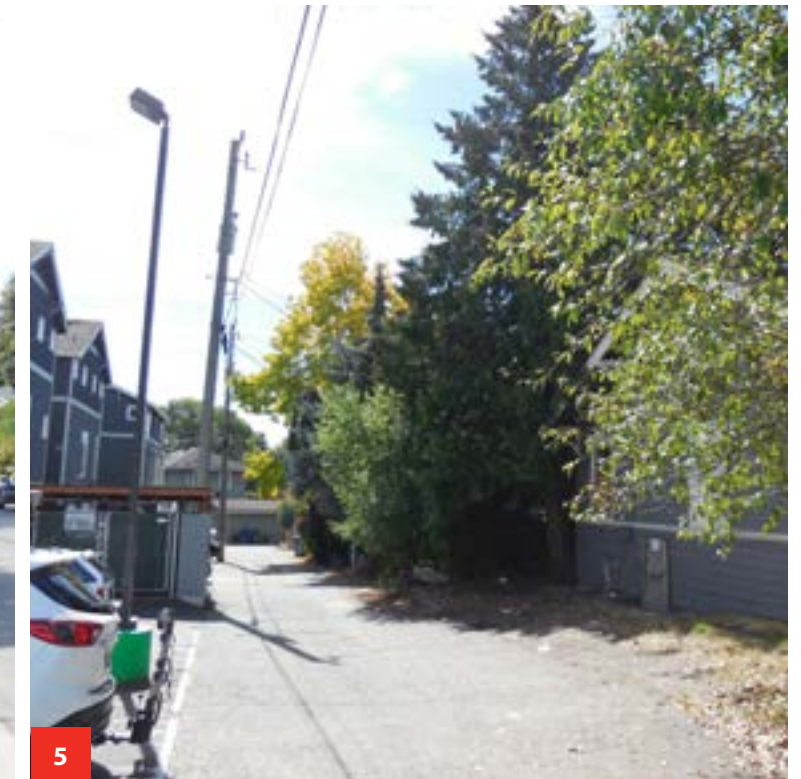


CONTEXT: EXISTING SITE

The site is currently occupied by two small single-family structures, raised approximately 4-7' above the street level grades by a continuous rockery at the property lines facing NE 65th St and 14th Ave NE. No curb cuts exist on 65th, 14th has one cut at the existing detached garage adjacent to the south property line. Power lines for all the single-family houses on the block run overhead in the adjacent alley. The power lines are currently 2 phase and will need to be upgraded to 3 phase to accommodate the project. There are eleven existing trees on the site nine of which are greater than 6" caliper. None are identified as exceptional trees by an arborist.

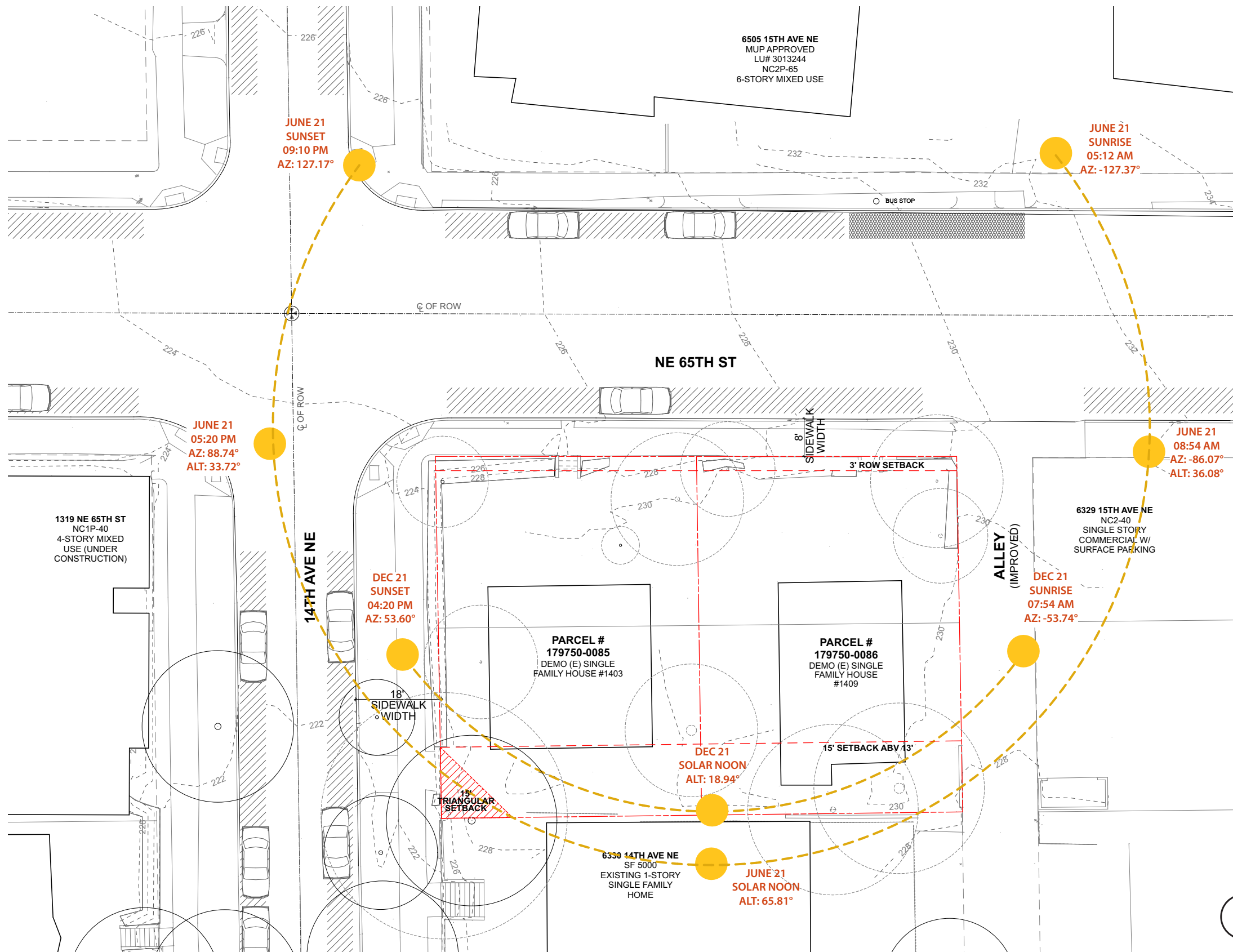
The sidewalk on NE 65th St, as mentioned previously, is narrow and lacks street trees. This width, coupled with the heavy vehicular use on NE 65th leads to an unsafe pedestrian condition.

By contrast, the sidewalk on 14th Ave NE is spacious and inclusive of a wide planting strip at the curb. Street trees line both sides of 14th.



- 1 View of Site from North.** Existing single-family structures sit above the street level set back from 65th.
- 2 View of Site from Northwest Corner.** The site has many large trees and a rockery that extends down 14th Ave.
- 3 Sidewalk at 14th Ave NE.** The western structure has an adjacent garage and curb cut that break the rockery and the generous planting strip.
- 4 Sidewalk at NE 65th St.** A narrow sidewalk and minimal planting strip without street trees fronts the north side of the property.
- 5 View of alley.** The eastern structure abuts the alley which is across from a parking lot. Down the alley are new townhomes and the backs of existing single family houses.

SITE ANALYSIS



Topography

- Slope along NE 65th St: 6' gain from west to east
- Gentle slope along 14th Ave NE: 1' gain from south to north

Neighboring Buildings

- NC2P-65 zoned lot to north, MUP approved (across NE 65th St)
- Commercial to east (across alley)
- Single-family residence to south
- Multi-family under construction, NC1P-40 zoned lot to west (across 14th Ave NE)

Solar Access

- Excellent solar access due to low-height single-family zone to the south.
- Some overshadowing or shading possible on lower levels in the afternoon due to abundance of street trees on 14th

Views

- Currently, territorial views are available in all directions above the first floor. Views to the south are protected due to adjacent single-family zoning.

Structure Height

- Zoned as NC2P-40 with a base height limit of 40-ft.
- Located within 40-ft mapped height limit zone, which allows a 4-ft height increase when a floor-to-floor height of 13' or more is provided for nonresidential uses at street level.
- Total maximum allowable building height: 44-ft

Allowable Building Area

- The maximum FAR and site areas for the building site's two parcels are:
- West Parcel:
- 1.2 Base FAR (4 Max FAR*)
 - 4,182-sf lot area
- East parcel:
- 1.2 Base FAR (4 Max FAR*)
 - 4,144-sf lot area
 - Maximum allowable area: 33,304-sf (including incentive provisions)

PRELIMINARY SITE PLAN

Setback Requirements

- A 15-ft setback for portions of structures above 13-ft in height to a max of 40-ft, and for each portion above 40-ft, an additional setback at the rate of 2-ft of setback for every 10-ft, is required where a lot abuts a side lot in a residential zone. This setback is from the south property line.
- A setback forming a triangular area 15-ft on a side is required where a lot abuts the intersection of a side lot line and front lot line of a lot in a residential zone. This setback is from the southwest corner of the property.
- Single-phase overhead power lines that cross NE 65th at the northeast corner of the property and extend down the alley along the eastern property line require a minimal setback (6" or less).

Traffic and Circulation

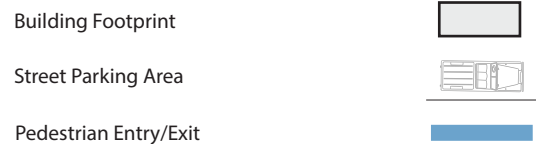
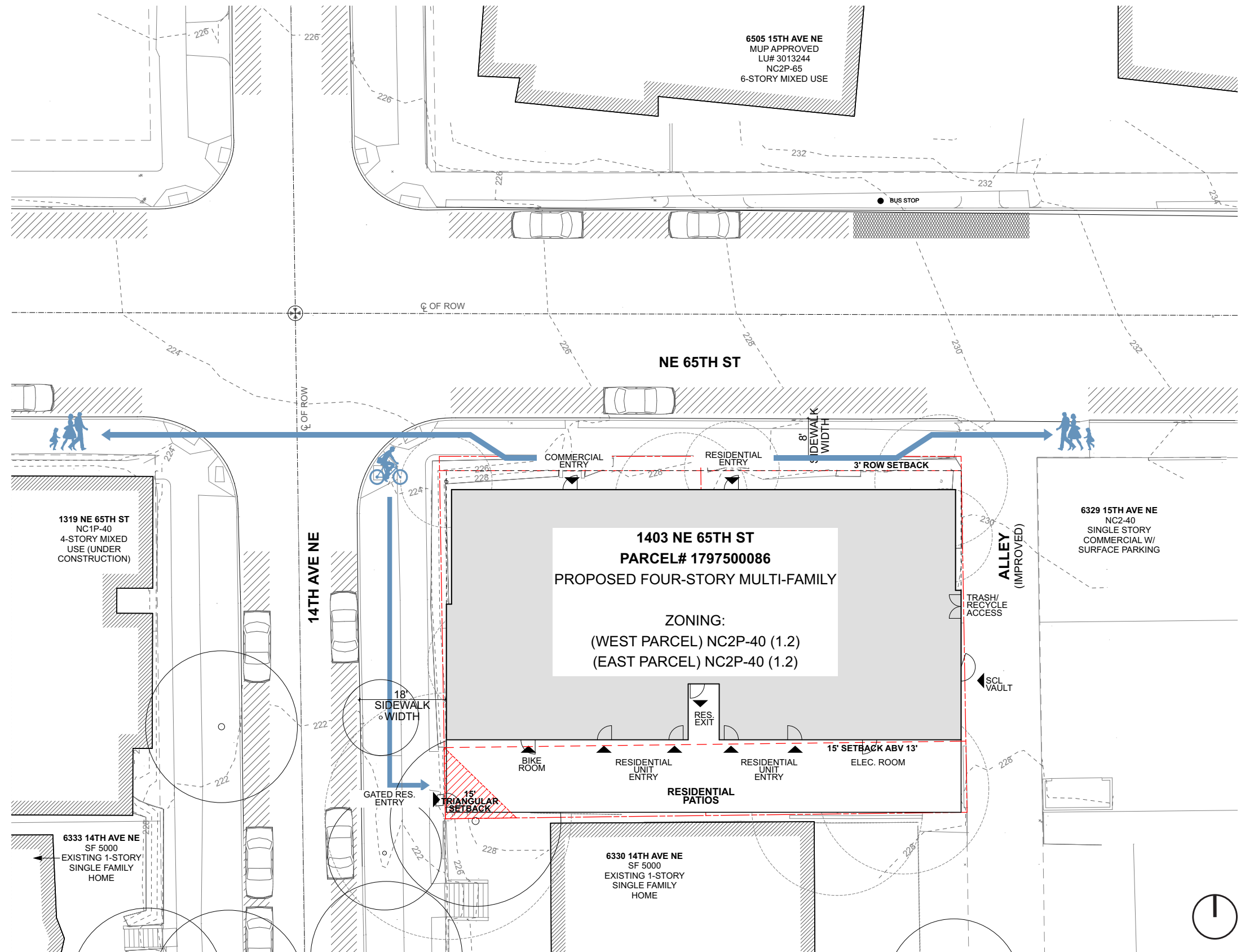
- NE 65th is a minor arterial/comm. connector street with time-limited parking to the south, and unrestricted parking to the north.
- NE 65th serves a number of bus lines
- NE 65th is a principal pedestrian street.
- 14th Ave NE is a residential with minimal traffic and resident parking on both sides of the street.
- A mid-block alley off NE 65th can serve vehicular access needs.

Streetscape

- NE 65th St has a narrow sidewalk (+ 7'-6") and lacks street trees on either side of the street. There are infrequent pedestrian crosswalks (and closest crosswalks are at 12th Ave NE and 15th Ave NE).
- 14th Ave NE has wide tree-lined sidewalks (+ 17'-6") with generous planting strips at the curb edge. Street trees are well established.

Neighborhood Influences

- NE 65th St is zoned to become commercial. Locate major building entries, and commercial programs on this street.
- 14th Ave NE is residential and quiet. Avoid adding significant activity to this street to preserve privacy.



PARCEL NO	1797500086 (west parcel) ; 1797500085 (east parcel)	
LOT AREA	4,182 SF (west parcel) ; 4,144 SF (east parcel) = 8,326 SF Total	
ZONING	NC2P-40 (1.2) (west parcel) ; NC2P-40 (1.2) (east parcel) Roosevelt Residential Urban Village, Frequent Transit Corridor, Roosevelt Station Overlay District	
PERMITTED USES	<ul style="list-style-type: none"> • Most commercial uses permitted up to 25,000-SF • Multi-purpose retail sales facility permitted up to 50,000-SF • Residential uses permitted outright 	23.47A.004, Table A
STREET LEVEL STANDARDS	<ul style="list-style-type: none"> • 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. • 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.008 23.47A.005.C 23.47A.005.D1 (NE 65th is a principal pedestrian street)
STRUCTURE HEIGHT	<ul style="list-style-type: none"> • 40-ft as zoned. • Height of a structure may exceed the otherwise applicable limit by up to 4' provided a floor-to-floor height of 13' or more is provided for nonresidential uses at street level. • Open railings, planters, parapets, etc permitted up to 4-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	<ul style="list-style-type: none"> • 4 for lots with 40-ft height limit with a mixed-use building. Both lots have incentive suffixes: <ul style="list-style-type: none"> • west parcel: (1.2 incentive), 4 Max = 4 x 4,182-SF lot area • east parcel: (1.2 incentive), 4 Max = 4 x 4,144-SF lot area • Combined maximum allowable area: 33,304-SF, including all incentive provisions 	23.47A.013
SETBACKS	<ul style="list-style-type: none"> • 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' in height to a maximum of 40-ft - for each portion above 40-ft in height additional setback at the rate of 2' of setback for every 10' 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 QUANTITY	<ul style="list-style-type: none"> • Vehicular: No vehicular parking required within urban village / station area overlay district • Bicycle: <ul style="list-style-type: none"> • Eating and Drinking Establishments/Sales and Services: <ul style="list-style-type: none"> • 1 per 12,000 SF long-term • 1 per 2,000 SF short-term • Multifamily Structures: <ul style="list-style-type: none"> • None required short-term • 0.75 per dwelling small efficiency dwelling unit (SEDU) long-term 	23.54.015
AMENITY AREA	<ul style="list-style-type: none"> • Amenity spaces equivalent to 5% of residential gross floor area required for residential uses <ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Access to parking shall be from the alley if the lot abuts an alley improved to the standards (paved and min. 12' width) 	23.47A.032 (Lot abuts a paved alley)
PARKING STANDARDS	<ul style="list-style-type: none"> • Driveway Slope: No portion of a driveway... shall exceed a slope of 15% • Backing Distances: Ingress to and egress from all parking spaces shall be provided without requiring backing more than 50-ft. 	23.54.030

POTENTIAL APPLICABLE GUIDELINES

CS2 Urban Pattern and Form

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

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

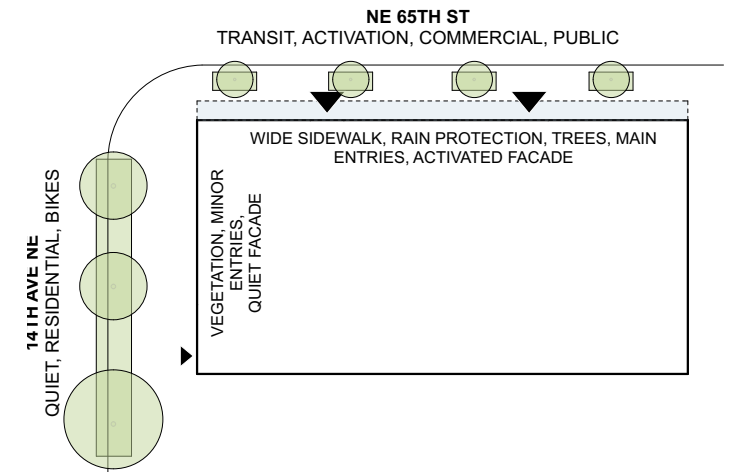
The site is located at the intersection of a transit-oriented commercial street (NE 65th St) and a quiet residential street (14th Ave NE).

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 14th Ave 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
- No major building entries for privacy and quiet

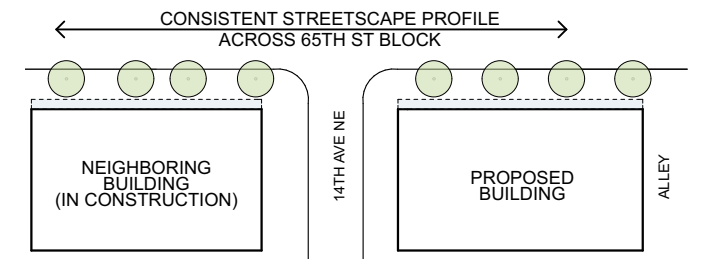


CS2-B2 DIAGRAM

D1 Height Bulk and Scale, Existing Development & Zoning

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

Neighboring sites on NE 65th are zoned for NC1-40, NC2-40 and NC2-65, but are not developed to that potential. Properties are characterized by small, low-rise commercial and single-family houses. The neighboring sites south on 14th Ave NE are zoned for SF-5000 and occupied by single-family houses. All three Design Alternatives respond to the dual characteristics of the site, providing the higher mass and strong street wall to NE 65th, and stepping down to respond at the south end to respond to the neighboring residential with the preferred alternative setting back 15' for the full height of the structure.



ROOSEVELT SUPPLEMENTAL GUIDANCE DIAGRAM

Roosevelt I Supplemental Guidance

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.

The current streetscape of NE 65th St on the neighboring blocks is haphazard. However, the property just west of the site (across 14th Ave) 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

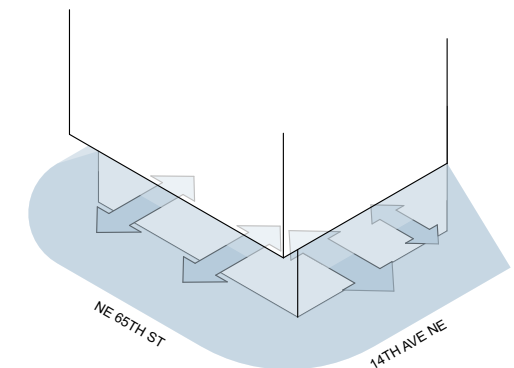
PL1 Connectivity

Complement and contribute to the network of open spaces around the site and the connections among them

B2 Walkways and Connections, Pedestrian Volumes

Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

The Preferred Alternative widens the street section on NE 65th in anticipation of a higher volume of pedestrian activity resulting from neighborhood redevelopment and the incoming Light Rail Station. The existing sidewalk on NE 65th is a narrow 7'-6", with a minimal planting separation between pedestrians and the street, and no street trees. The wider sidewalk will accommodate more pedestrians and provide planted separation between pedestrians and vehicles.



PL2-B2-B2 DIAGRAM

PL2 Walkability

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features

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 14th w/res. amenity lobby at the corner and bike room
- Transparency and eyes on the street at the Alley entry w/ commercial spaces

<p>C1 Weather Protection, Locations and Coverage</p> <p>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</p>	<p>Weather protection is built into the massing on NE 65th due to a street-level setback. The setback will cover entries to the multifamily residential lobby and commercial, and provide protection to pedestrians crossing in front of the site to reach transit stops.</p>
--	---

PL3 Street-Level Interaction
Encourage human interaction and activity at the street-level with clear connections to building entries and edges

<p>C2 Retail Edges, Visibility</p> <p>Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/ or special lighting for displays</p>	<p>In all Design Alternatives the NE 65th St street level façade is highly transparent to optimize opportunities for retail visibility and connections.</p>
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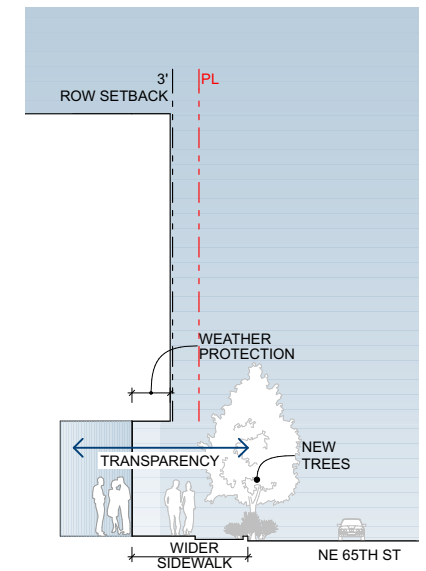
<p>Roosevelt Supplemental Guidance</p> <p>Human Activity</p> <p>Roosevelt is looking for opportunities to encourage pedestrian activity along sidewalks within the Commercial Core. This is especially important because sidewalks along Roosevelt and 65th are considered too narrow. If not required with new development, applicants are encouraged to increase the ground level setback in order to accommodate pedestrian traffic and amenity features.</p>	<p>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, pedestrian realm improvements are proposed, such as:</p> <ul style="list-style-type: none"> -Continuous Weather Protection - Glazed storefronts at Commercial and Residential Lobbies -Widened sidewalks (building setbacks) - New street trees
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DC1 Project Uses and Activities
Optimize the arrangement of uses and activities on site

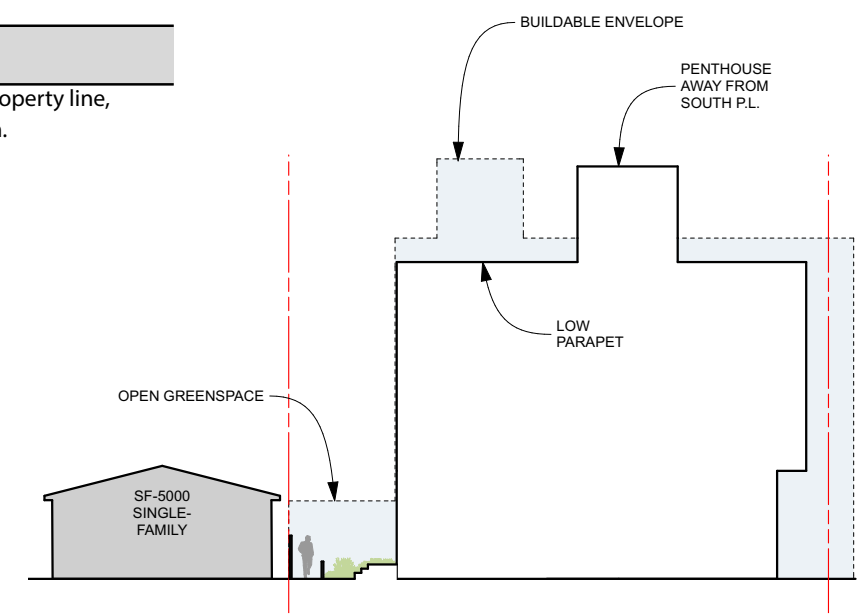
<p>A4 Arrangement of Interior Uses, View and Connections</p> <p>Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces</p>	<p>The Commercial space at street level is located at the corner of NE 65th St and the alley, closer to the highly trafficked intersection of NE 65th St and 15th Ave, and across the alley from the current Sunrise Produce Stand.</p> <p>The Residential lobby/amenity space is located on the corner of NE 65th St and 14th Ave NE. This location is most proximate to the future light rail station.</p>
---	--

DC2 Architectural Concept
Develop an architectural concept that will result in a unified & functional design that fits well on the site & within its surroundings

<p>A1 Massing, Site Characteristics and Uses</p> <p>Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height</p>	<p>The Preferred Alternative steps back 15' for the full height of building from the south property line, providing a buffer of open space from the neighboring single family zone to the south.</p>
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PL2, PL3 DIAGRAM



DC2-A1 DIAGRAM

DESIGN PROPOSAL: PARKING GARAGE - RESIDENTIAL LOBBY ON 14TH (ALTERNATE 1)

Summary

Stories: 4 (3-over-1 + 1 below grade)
 Unit Count: 45 (5,524 unit SF/ Floor)
 Floor Area: 16,572-SF Residential
 2,520-SF Commercial
 2,205-SF Parking
27,365-SF FAR (33,304 Max FAR)
 Parking: 6 stalls (residential)

Ground Floor Uses:

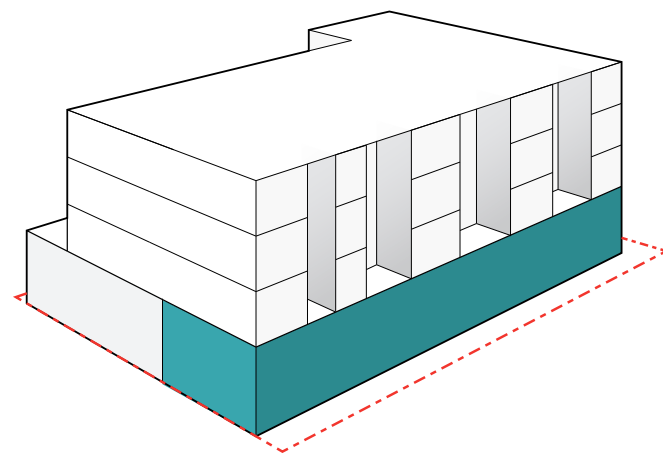
- NE 65th St: Commercial / Residential Amenity
- 14th Ave NE: Residential Lobby & Amenity
- Alley: Parking Access

Ground Floor

- Commercial space along NE 65th St
- 5 parking spaces + van stall
- Lobby and Bike Room along 14th Ave
- Basement houses laundry, storage, and building services

Upper Floors

- 14 units per floor (all SEDU's)
- Private terraces at Level 2
- Roof terrace and green roof provide residents access to the outdoors and views
- Decks along NE 65th and 14th provide residents outdoor access

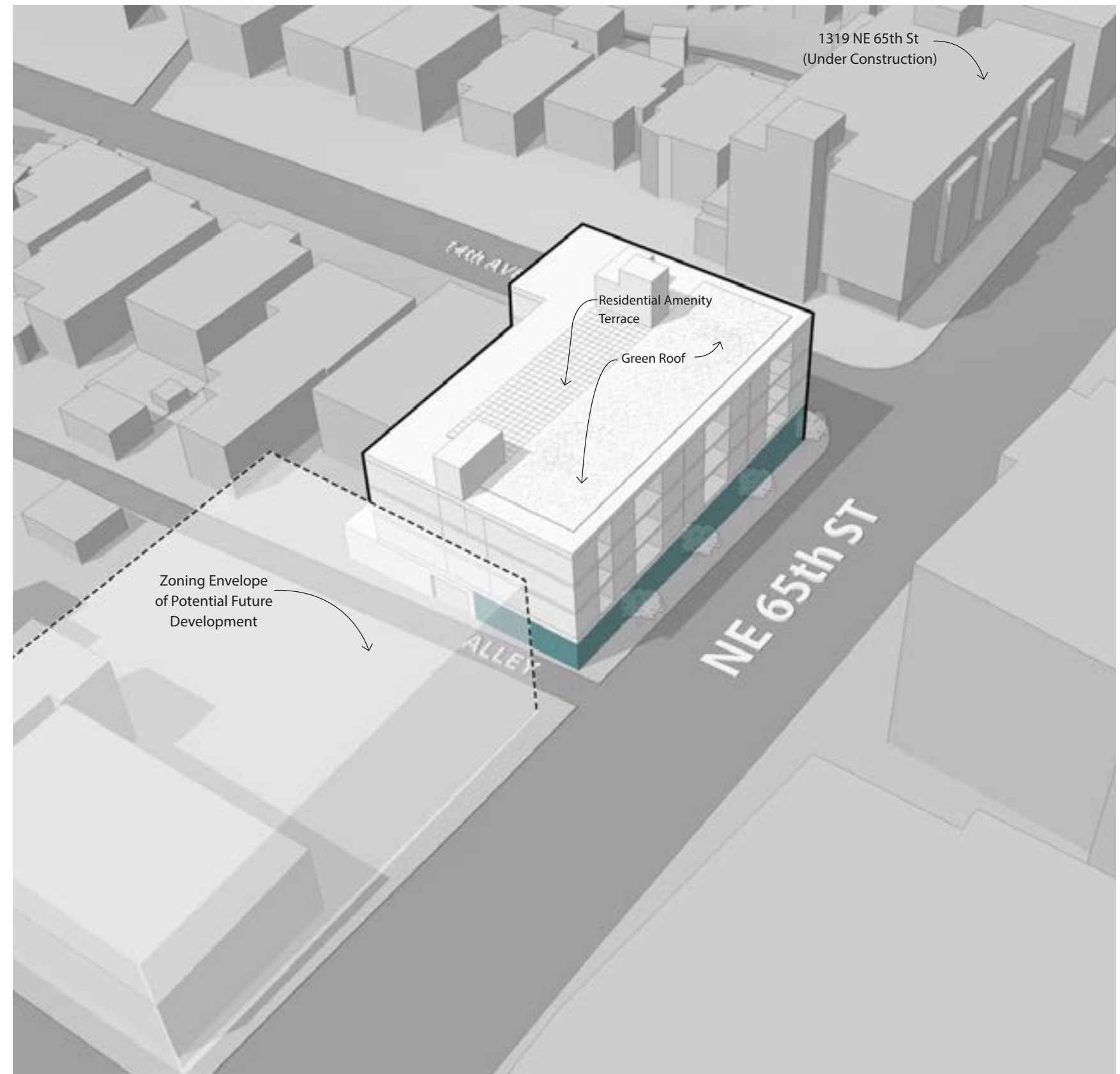


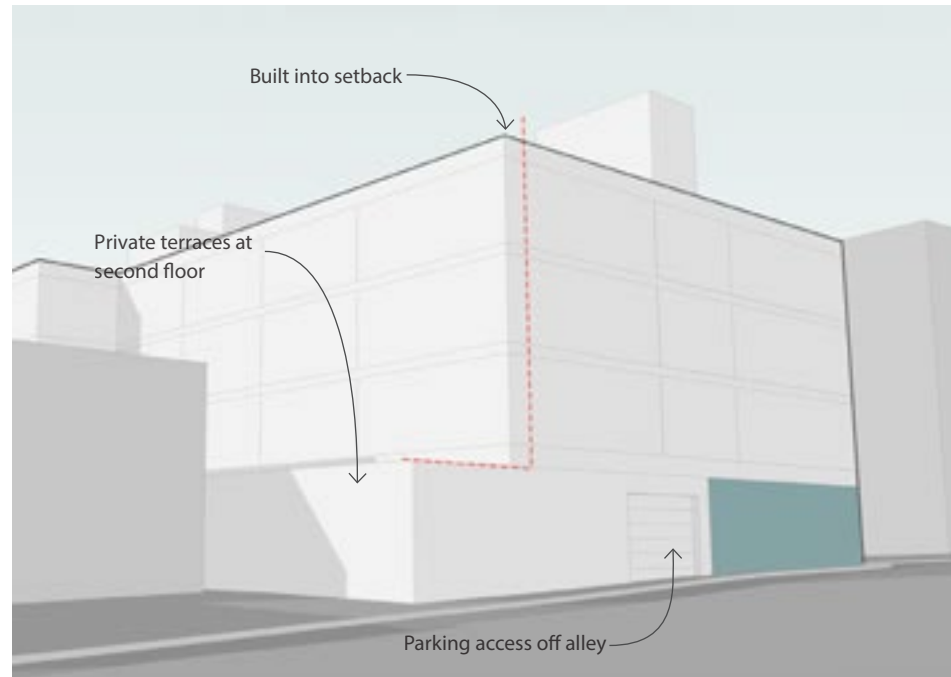
Primary Disadvantages/Concerns

- Transition to south neighbor is abrupt and unfriendly
- No overhead weather protection

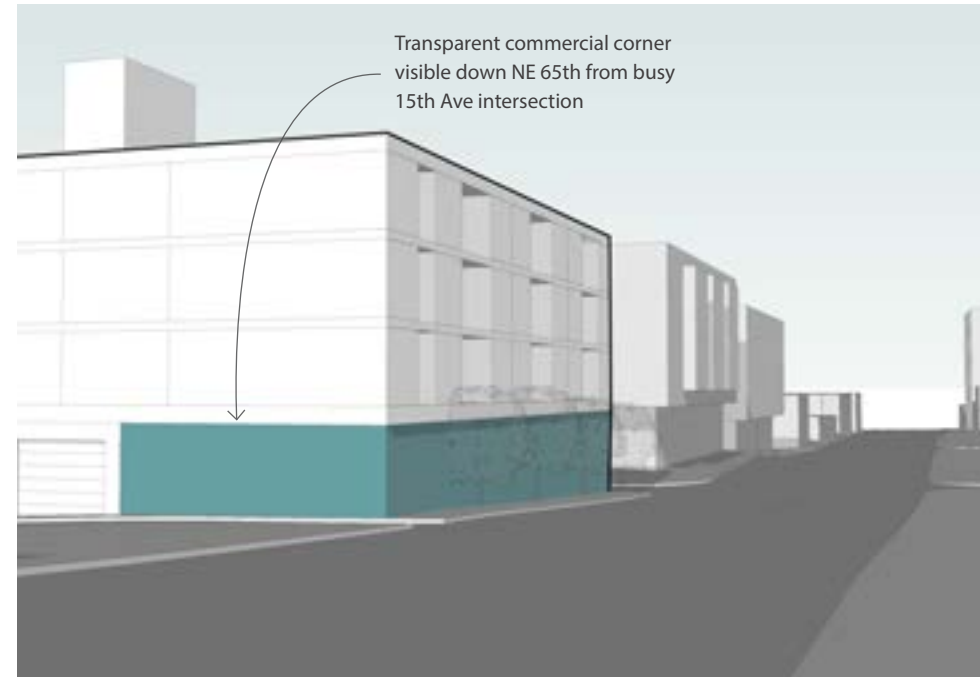
Potential Departures

- Reduced width of overhead weather protection on principal pedestrian streets (< 6-ft)
- Reduced non-residential use depth at street level
- Structure in triangular setback abutting a residential lot
- Structure in south PL setback above 13-ft

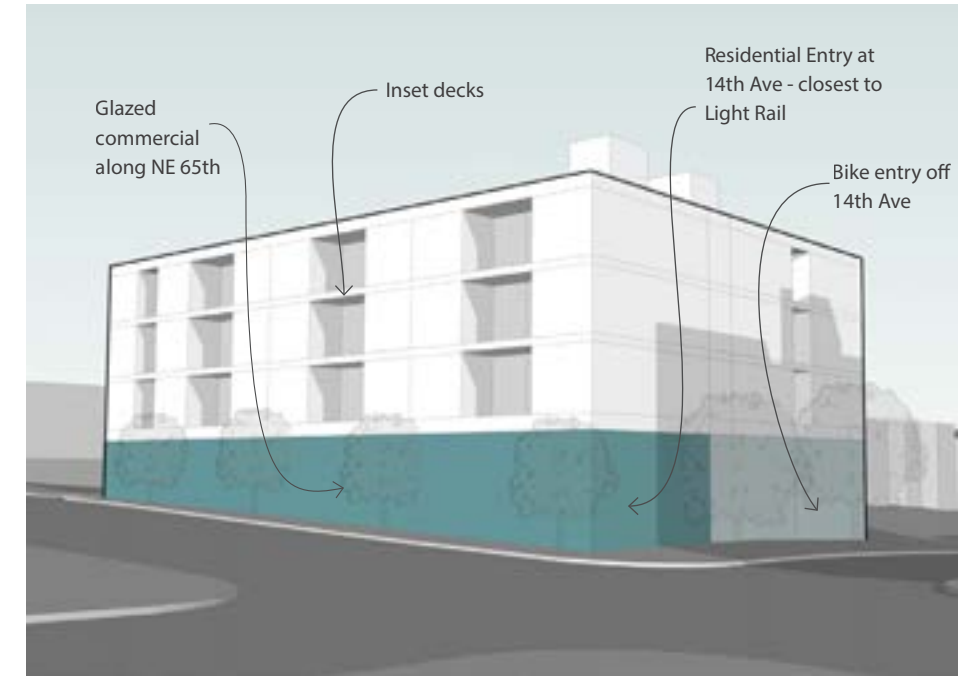




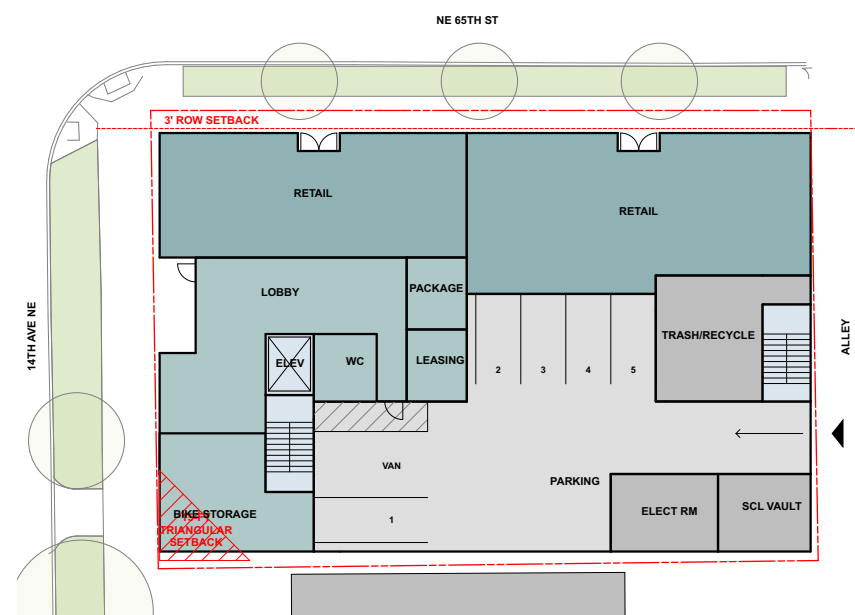
Southeast Corner (Alley)



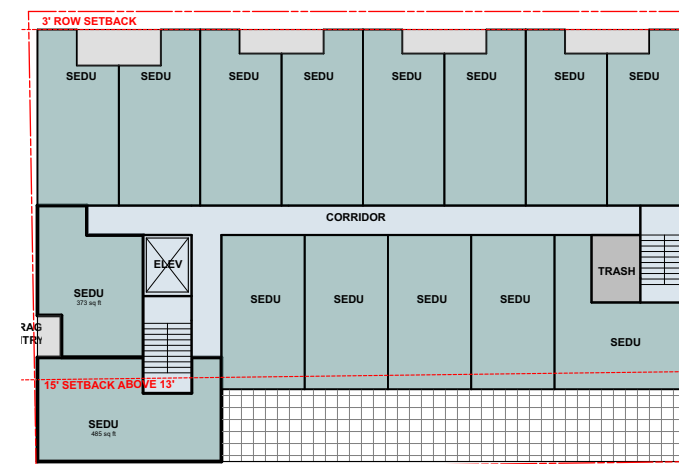
Northeast Corner (Corner of NE 65th St and Alley)



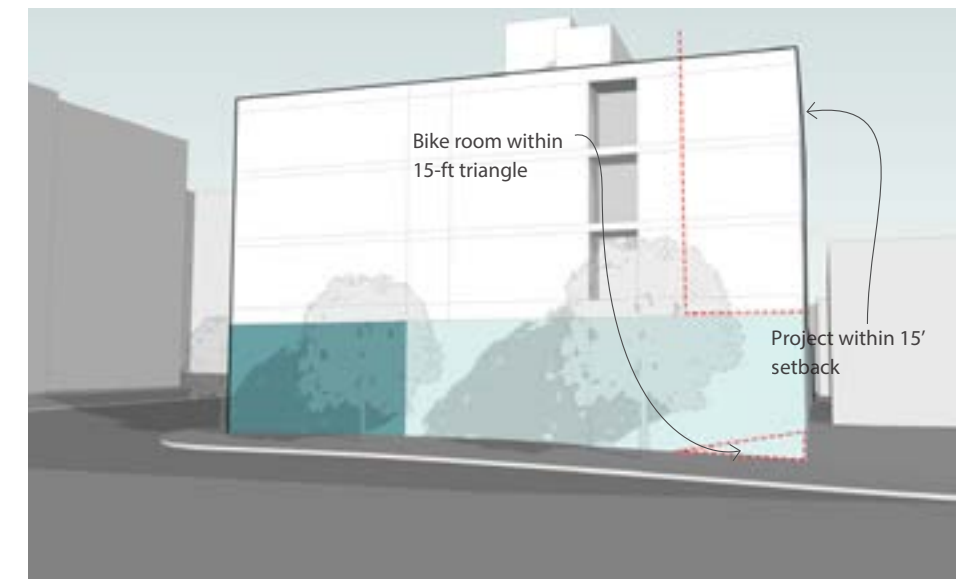
Northwest Corner (Corner of NE 65th St and 14th Ave NE)



Street Level Plan (Level 1)



Typical Residential Plan (Level 2)



Southwest Corner (14th Avenue NE)

DESIGN PROPOSAL: PARKING GARAGE - RESIDENTIAL LOBBY ON 65TH - CODE COMPLIANT (ALTERNATE 2)

Summary

Stories: 4 (3-over-1 + 1 below grade)
 Unit Count: 45 (5,198 unit SF/ Floor)
 Floor Area: 15,594-SF Residential
 2,965-SF Commercial
 2,034-SF Parking
26,739-SF FAR (33,304 Max FAR)
 Parking: 4 stalls (residential)

Ground Floor Uses:

- NE 65th St: Commercial / Residential Amenity
- 14th Ave NE: Residential Lobby & Amenity
- Alley: Parking Access

Ground Floor

- Two separate retail spaces (each 30' deep)
- 3 parking spaces + van stall
- Minimal residential lobby midway along 65th (<20% of street frontage)
- Overhead weather protection provided by canopies
- Basement houses laundry, storage, and building services

Upper Floors

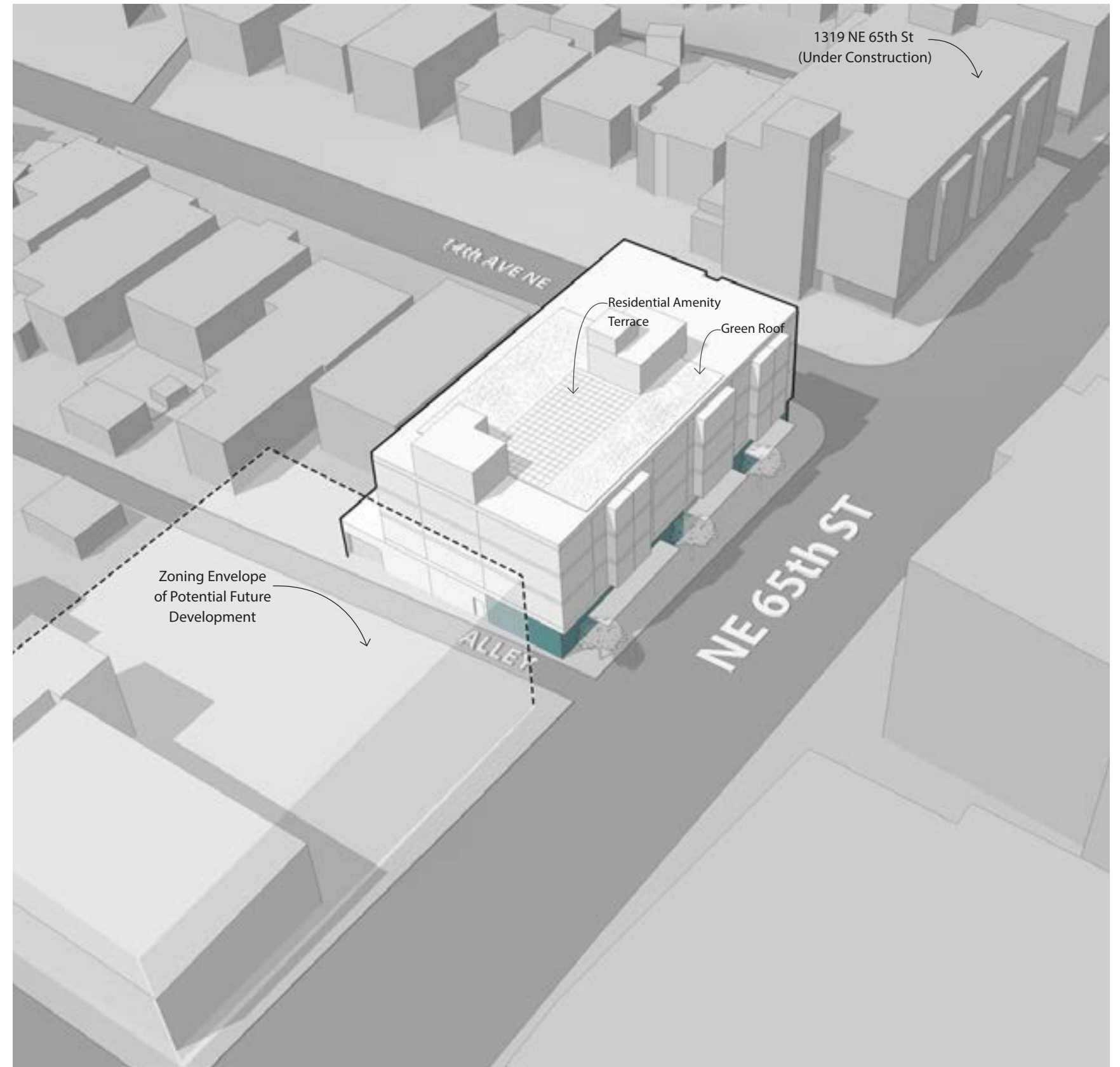
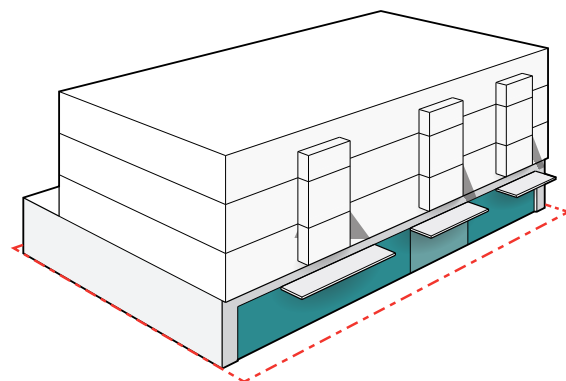
- 15 units per floor (all SEDU's)
- Double loaded corridor
- Garden terrace at Level 2, provides scale transition and privacy buffer to south neighbor
- Roof terrace and green roof provide residents access to the outdoors and views

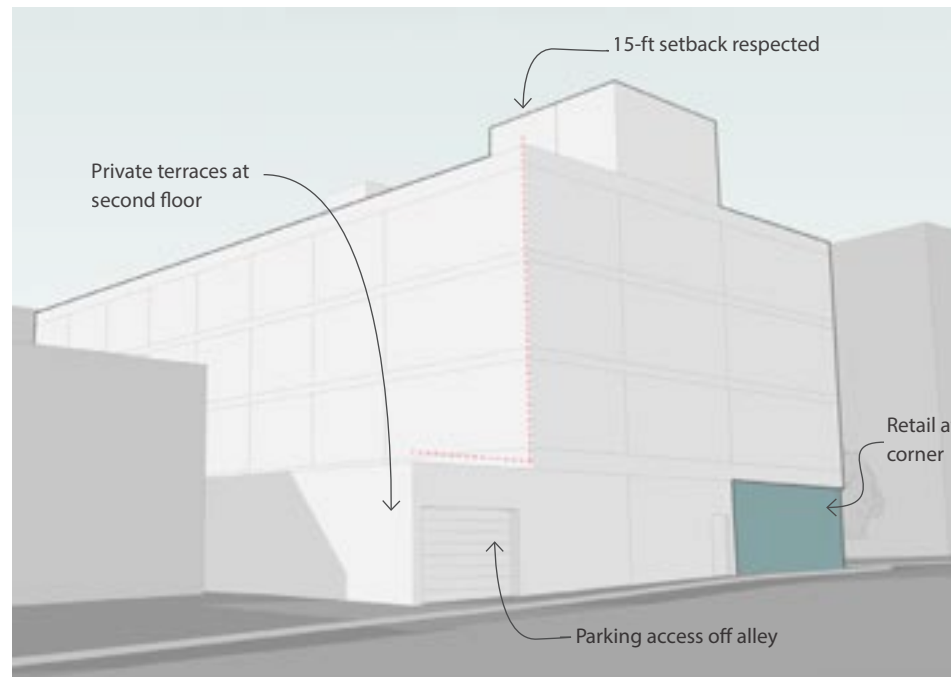
Primary Disadvantages/Concerns

- 15' setback has potential to be an unsafe space with limited visibility from residents or passerby
- Limited parking on site due to the size of retail, 15-ft triangular setback, and bike parking requirement
- Minimal lobby is narrow and cannot accommodate an amenity room, which would be desired to offset the small units

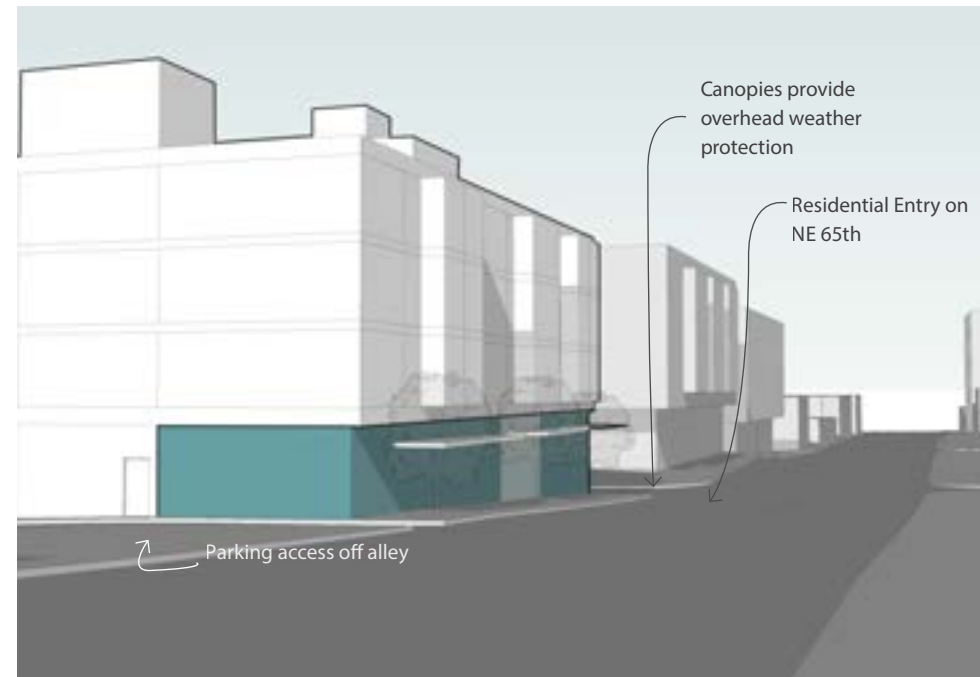
Potential Departures

- None

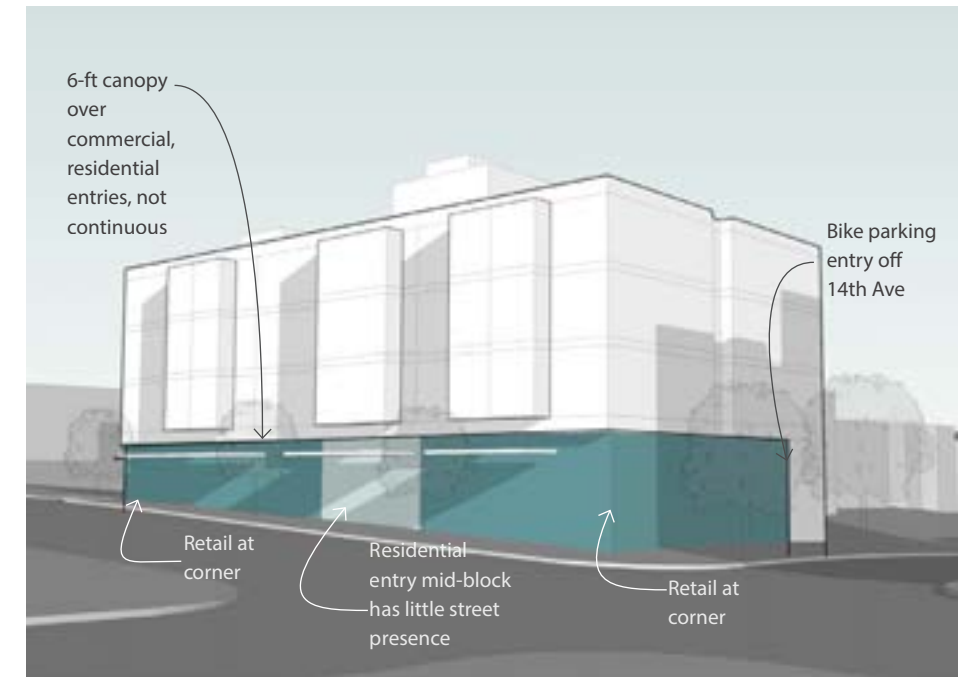




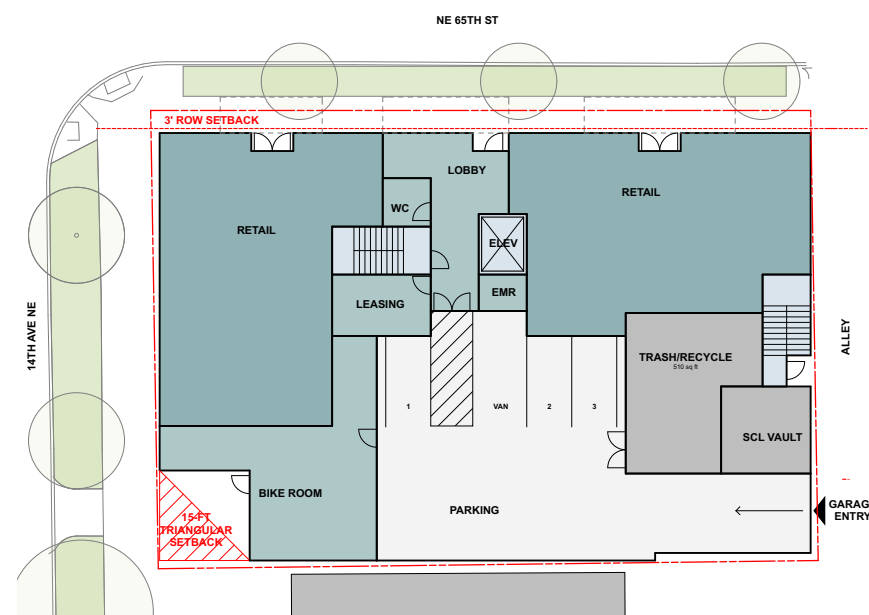
Southeast Corner (Alley)



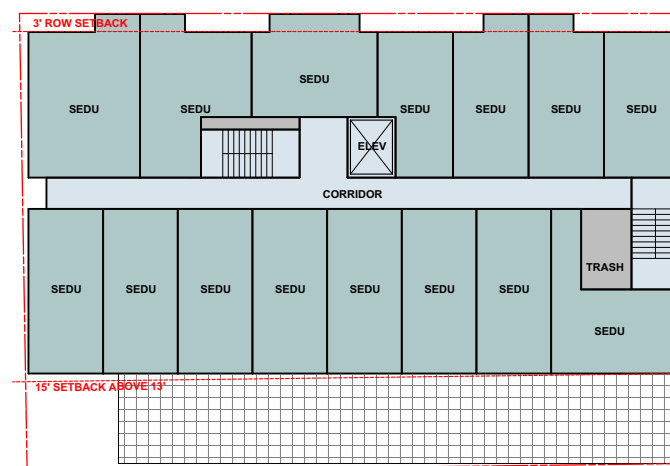
Northeast Corner (Corner of NE 65th St and Alley)



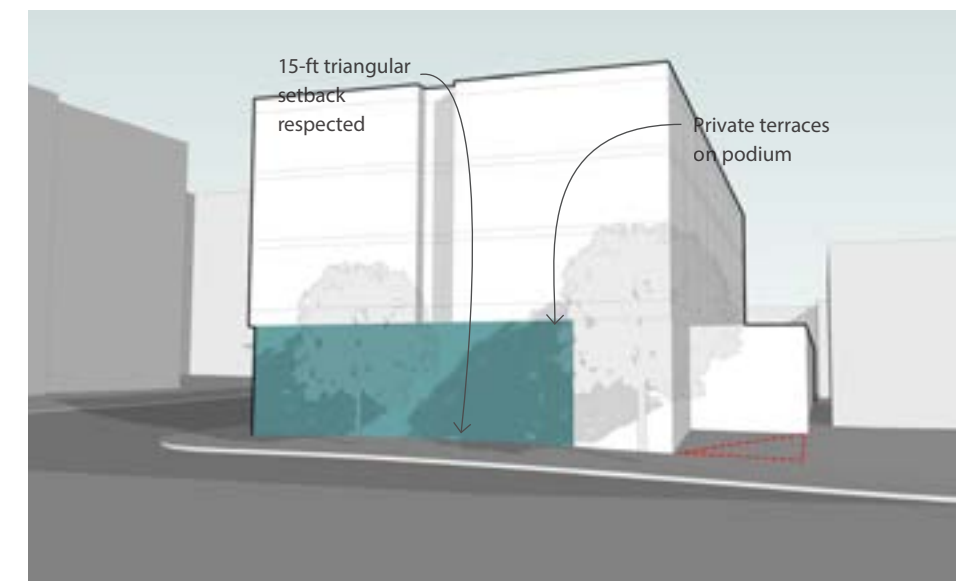
Northwest Corner (Corner of NE 65th St and 14th Ave NE)



Street Level Plan (Level 1)



Typical Residential Plan (Level 2)



Southwest Corner (14th Avenue NE)

DESIGN PROPOSAL: GROUND FLOOR UNITS (ALTERNATE 3)

Summary

Stories: 4 (3-over-1 + 1 below grade)
 Unit Count: 52 (4,906 unit SF/ Floor)
 Floor Area: 15,966-SF Residential
 1,400-SF Commercial
 0-SF Parking
24,221-SF FAR (33,304 Max FAR)
 Parking: 0 stalls (residential)

Ground Floor Uses:

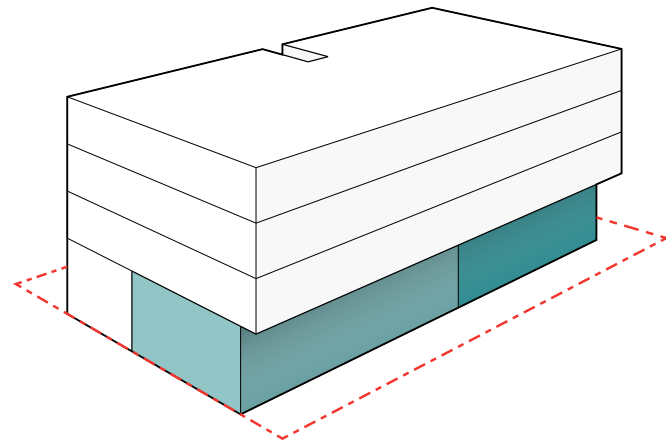
- NE 65th St: Commercial / Residential Amenity
- 14th Ave NE: Commercial and Bike Room

Ground Floor

- Lobby/Amenity Space on northwest corner (glazed similar to commercial space) activates corner
- Commercial space at northeast corner
- Units along southside open out to private garden, provide transition to residential zone to the south and maximize rentable area in building
- Basement houses storage and building services
- Garden terraces along the southside provide a transition to the residential neighborhood

Upper Floors

- 16 units per floor (all SEDU's)
- Notch on south facade provides light to elevator vestibule and corridors
- Roof terrace and green roof provide residents access to the outdoors and views

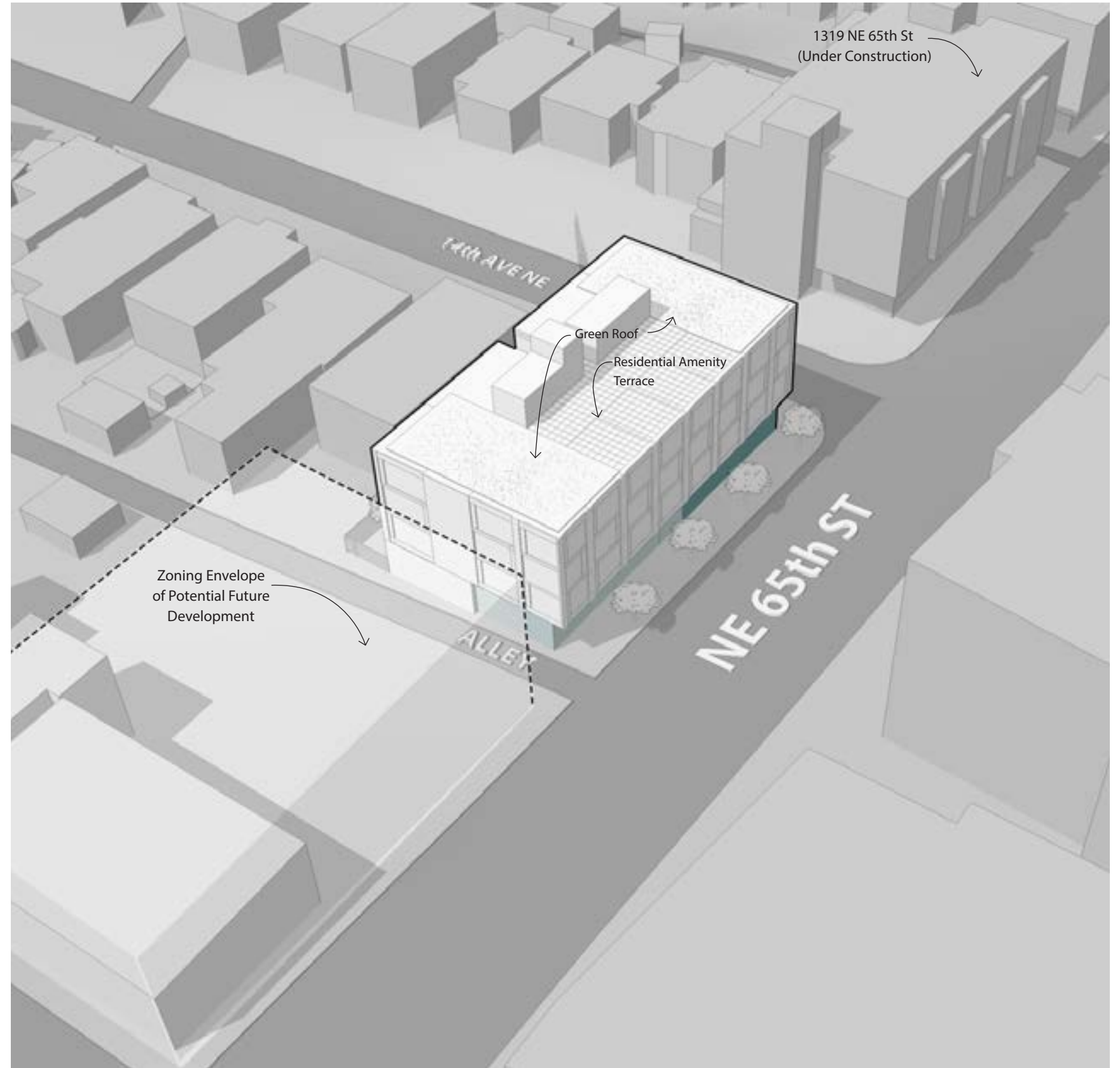


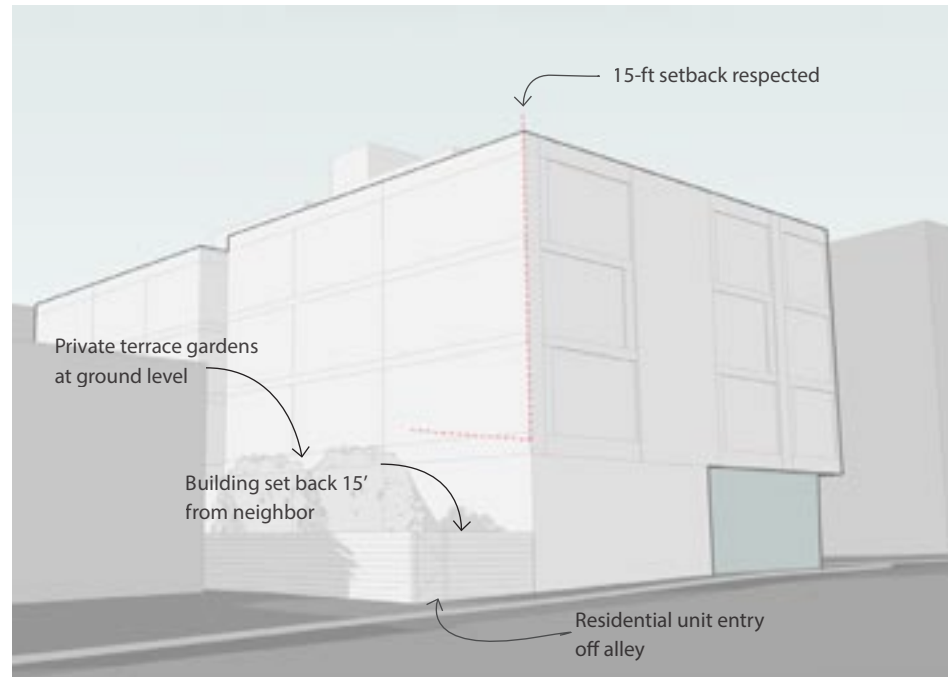
Primary Advantages/Benefits

- 4-ft setbacks at street level on NE 65th St and 14th Ave NE enhance the pedestrian experience: providing continuous weather protection, a wider sidewalk, and street trees in curbside planters
- The garden spaces on the south provides screening and a privacy buffer to the neighbor
- Provides continuous weather protection with a first floor setback on 65th St and 14th Ave
- Central location of stair and elevator cores minimizes their visibility from the street, creating a mass that appears smaller and lighter

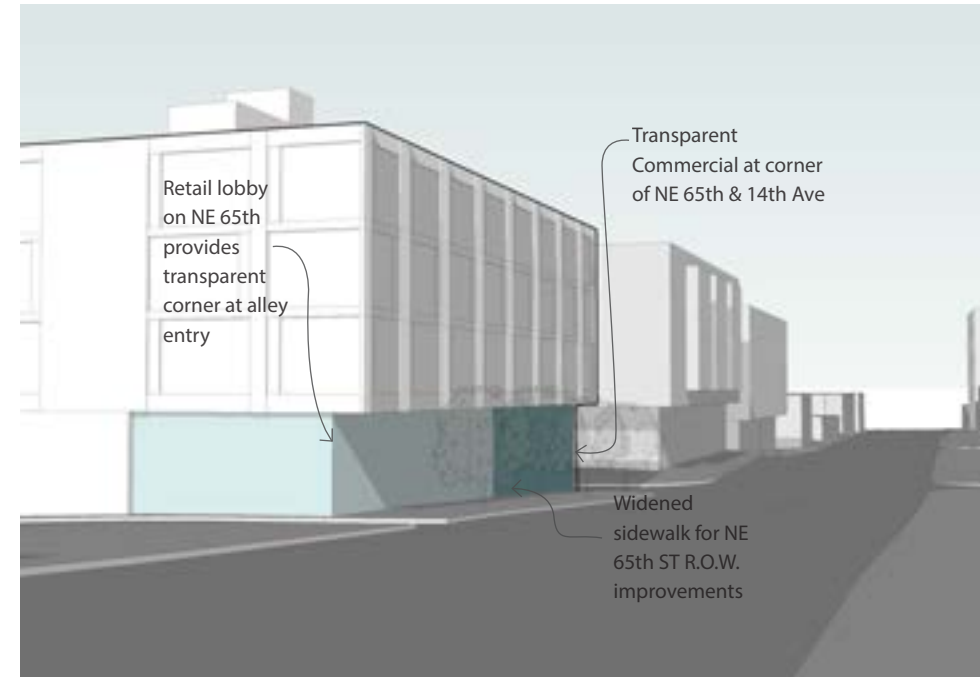
Potential Departures

- Increased percentage of residential use at street level on primary pedestrian street (NE 65th)
- Reduced width of overhead weather protection on principal pedestrian streets (< 6-ft)
- Reduced non-residential use depth at street level

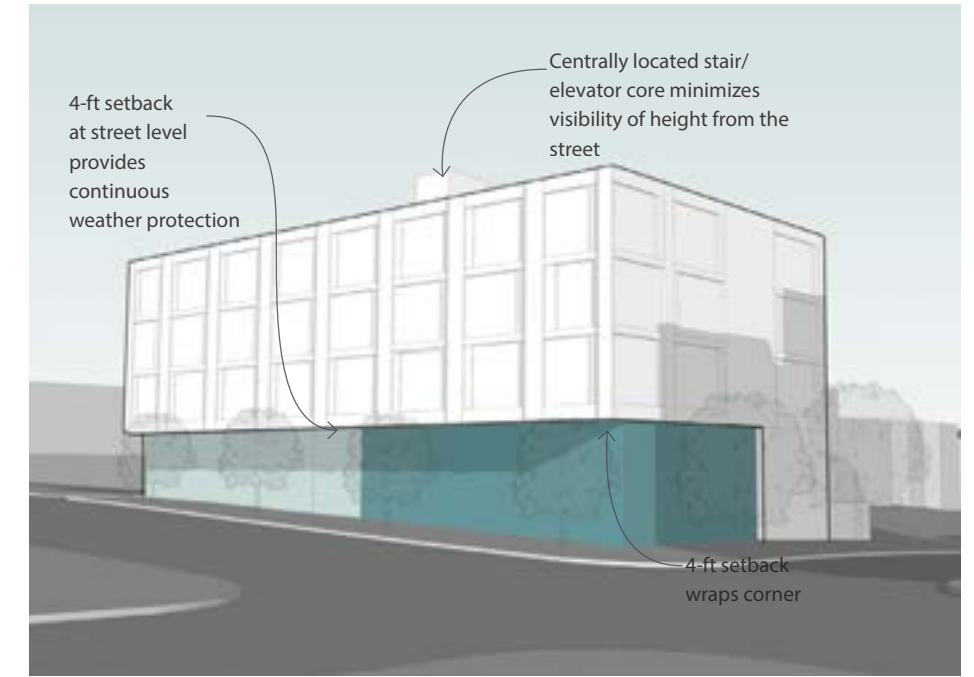




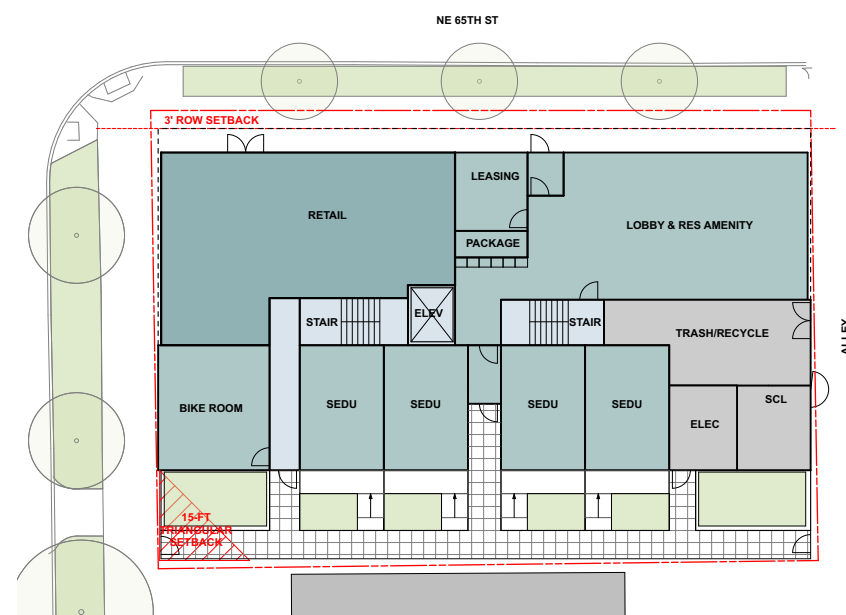
Southeast Corner (Alley)



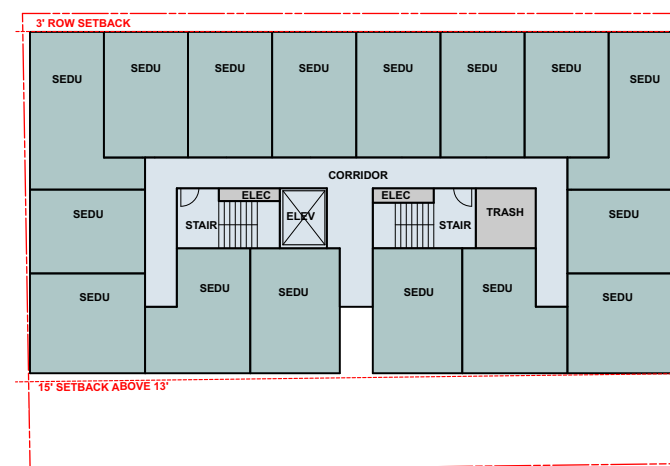
Northeast Corner (Corner of NE 65th St and Alley)



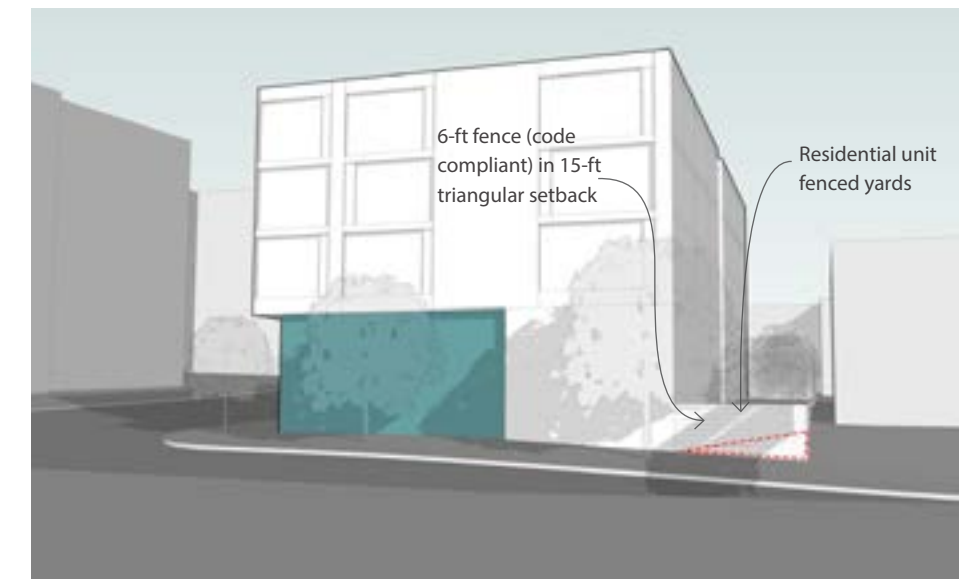
Northwest Corner (Corner of NE 65th St and 14th Ave NE)



Street Level Plan (Level 1)

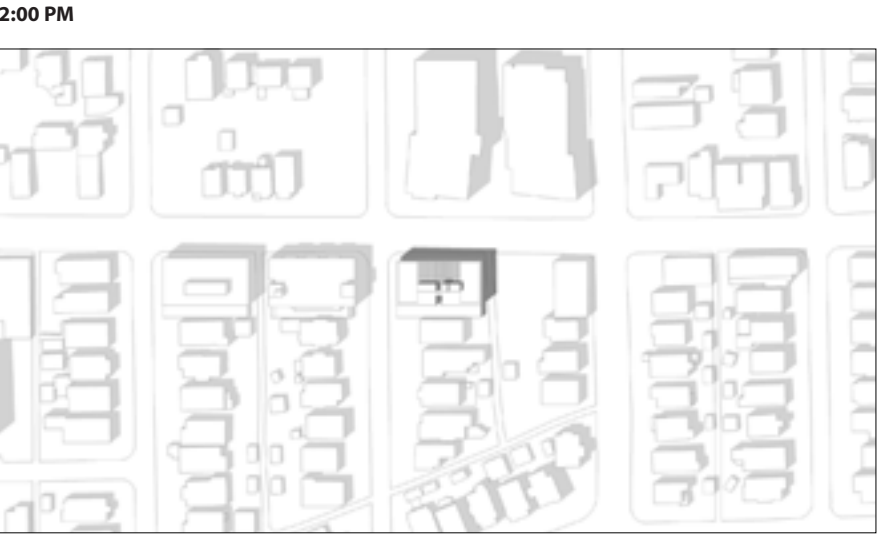
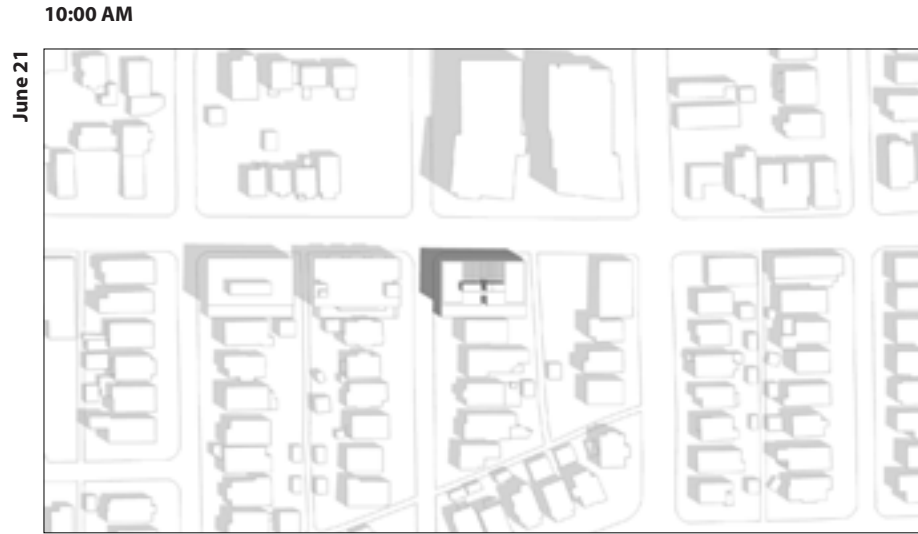


Typical Residential Plan (Level 2)



Southwest Corner (14th Avenue NE)

PREFERRED ALTERNATIVE SHADOW STUDY





ALTERNATE 1 (L-SHAPE)

Summary

Stories: 4 (3-over-1 + 1 below grade)
 Unit Count: 45 (5,524 unit SF/ Floor)
 Floor Area: 16,572-SF Residential
 2,520-SF Commercial
 2,205-SF Parking
27,365-SF FAR (33,304 Max FAR)
 Parking: 6 stalls (residential)

Ground Floor Uses:

- NE 65th St: Commercial / Residential Amenity
- 14th Ave NE: Residential Lobby & Amenity
- Alley: Parking Access

Primary Disadvantages/Concerns

- Transition to south neighbor is abrupt and unfriendly
- No overhead weather protection

Potential Departures

- Reduced width of overhead weather protection on principal pedestrian streets (< 6-ft)
- Reduced non-residential use depth at street level
- Structure in triangular setback abutting a residential lot
- Structure in south PL setback above 13-ft

ALTERNATE 2 (NO DEPARTURES)

Summary

Stories: 4 (3-over-1 + 1 below grade)
 Unit Count: 45 (5,198 unit SF/ Floor)
 Floor Area: 15,594-SF Residential
 2,965-SF Commercial
 2,034-SF Parking
26,739-SF FAR (33,304 Max FAR)
 Parking: 4 stalls (residential)

Ground Floor Uses:

- NE 65th St: Commercial / Residential Amenity
- 14th Ave NE: Residential Lobby & Amenity
- Alley: Parking Access

Primary Disadvantages/Concerns

- 15' setback has potential to be an unsafe space with limited visibility from residents or passerby
- Limited parking on site due to the size of retail, 15-ft triangular setback, and bike parking requirement
- Minimal lobby is narrow and cannot accommodate an amenity room, which would be desired to offset the small units

Potential Departures

- None

ALTERNATE 3 (PREFERRED)

Summary

Stories: 4 (3-over-1 + 1 below grade)
 Unit Count: 52 (4,906 unit SF/ Floor)
 Floor Area: 15,966-SF Residential
 1,400-SF Commercial
 0-SF Parking
24,221-SF FAR (33,304 Max FAR)
 Parking: 0 stalls (residential)

Ground Floor Uses:

- NE 65th St: Commercial / Residential Amenity
- 14th Ave NE: Commercial and Bike Room

Primary Advantages/Benefits

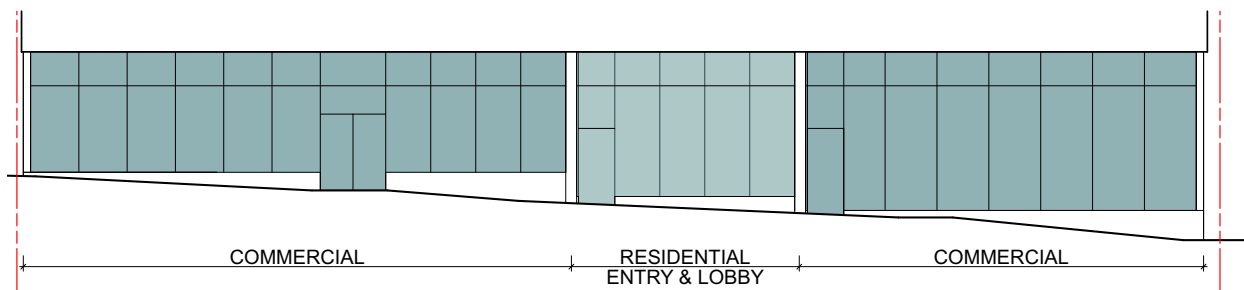
- 4-ft setbacks at street level on NE 65th St and 14th Ave NE enhance the pedestrian experience: providing continuous weather protection, a wider sidewalk, and street trees in curbside planters
- The garden spaces on the south provides screening and a privacy buffer to the neighbor
- Provides continuous weather protection with a first floor setback on 65th St and 14th Ave
- Central location of stair and elevator cores minimizes their visibility from the street, creating a mass that appears smaller and lighter

Potential Departures

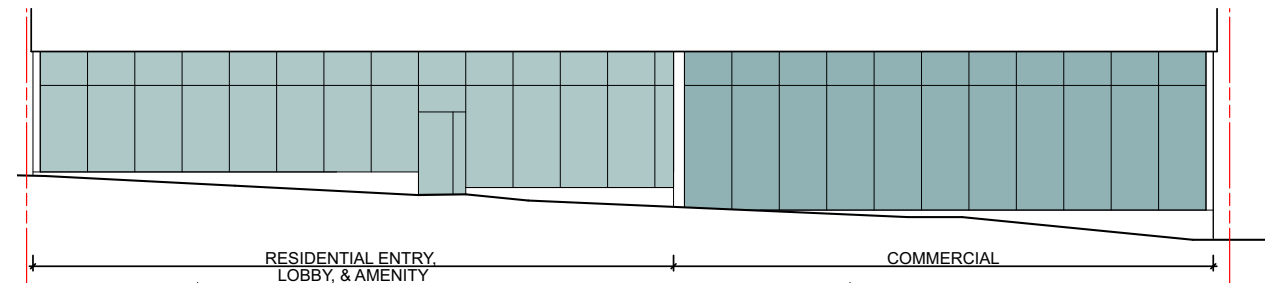
- Increased percentage of residential use at street level on primary pedestrian street (NE 65th)
- Reduced width of overhead weather protection on principal pedestrian streets (< 6-ft)
- Reduced non-residential use depth at street level

DEPARTURE REQUEST DIAGRAMS

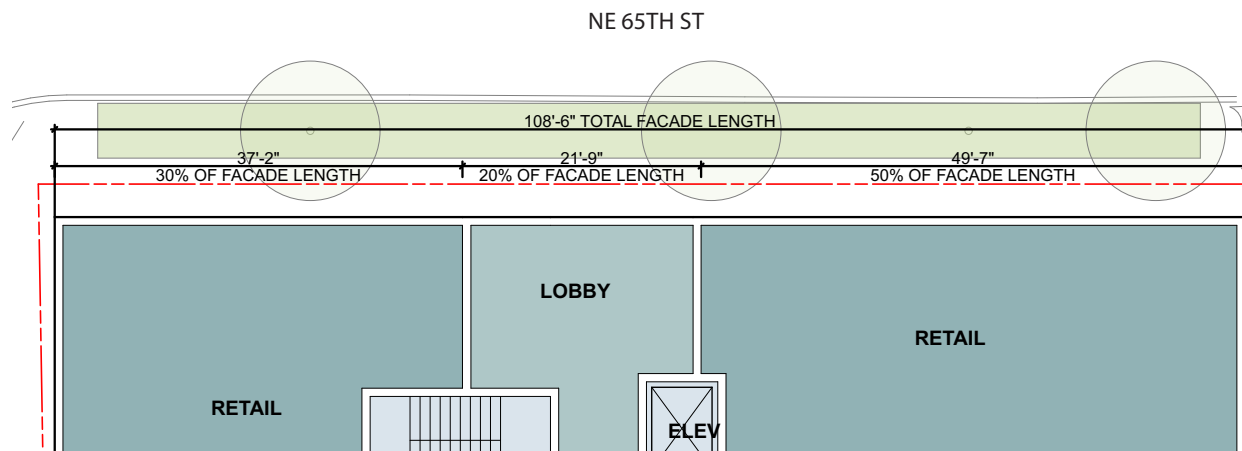
STANDARD	REQUIREMENT	REQUEST	RATIONALE	DESIGN GUIDELINES
1A	23.47A.005.D.1 Residential uses may occupy no more than 20% of the street-level street-facing façade on a designated principal pedestrian street	To allow a larger percentage of residential uses (and consequently smaller percentage of the required uses) at the NE 65th St façade.	While the proposed design does not meet the required percentages, the uses are intended to compliment the streetscape. Approximately 50% of the façade will be a commercial space, with large windows and high transparency, while the remaining 50% will be the residential lobby, leasing center and resident amenity. With small residential units, the public spaces like the lobby and business center are expected to be highly-used gathering spaces. From the exterior, these residential amenity spaces will have large windows consistent with the commercial frontage.	PL2 WALKABILITY (Safety and Security: Eyes on the Street, Street Level Transparency)
1B	23.47A.005.D.1 Along designated principal pedestrian streets eating and drinking establishments, offices, or sales and services is required along 80% of the street-facing façade.			PL3 STREET-LEVEL INTERACTION (Retail Edges: Visibility)
1C	23.47A.008.C.1 In pedestrian-designated zones, a minimum of 80% of the width of a structure's street-level façade facing a principal pedestrian street shall be occupied by uses listed in subsection 23.47A.005.D.1.			



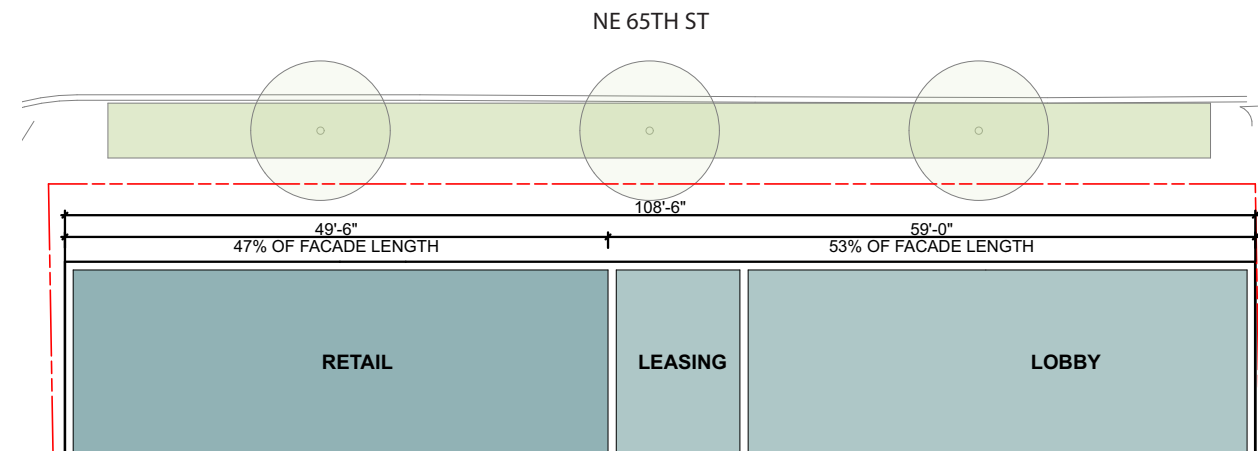
COMPLIANT FIRST FLOOR NE 65TH ST ELEVATION



PREFERRED FIRST FLOOR NE 65TH ST ELEVATION



COMPLIANT FIRST FLOOR PLAN



PROPOSED FIRST FLOOR PLAN

STANDARD REQUIREMENT	REQUEST	RATIONALE	DESIGN GUIDELINES
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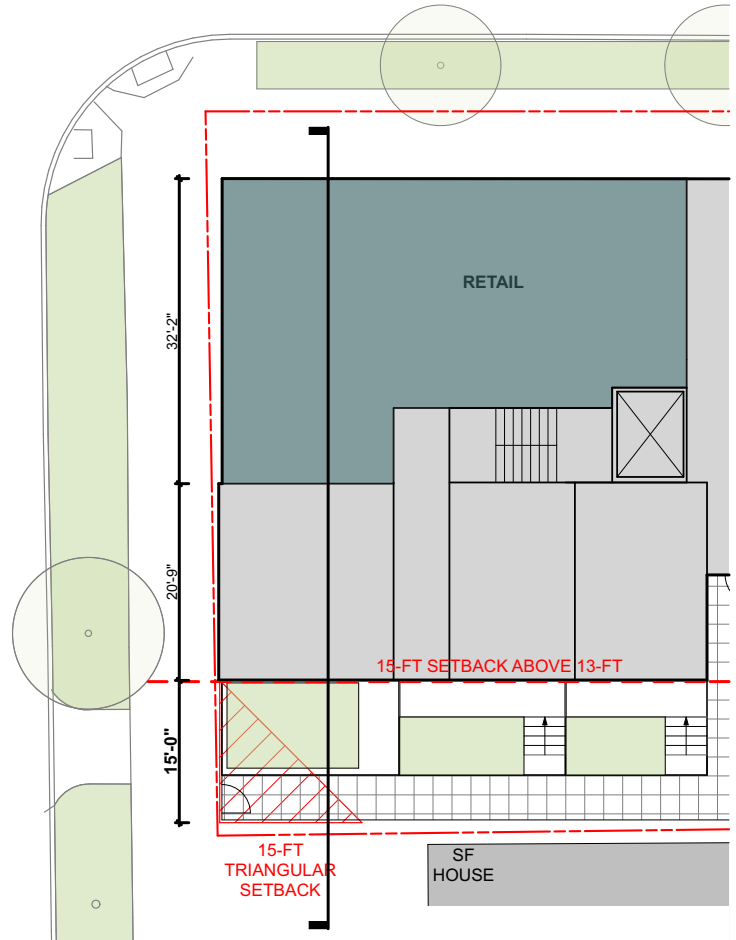
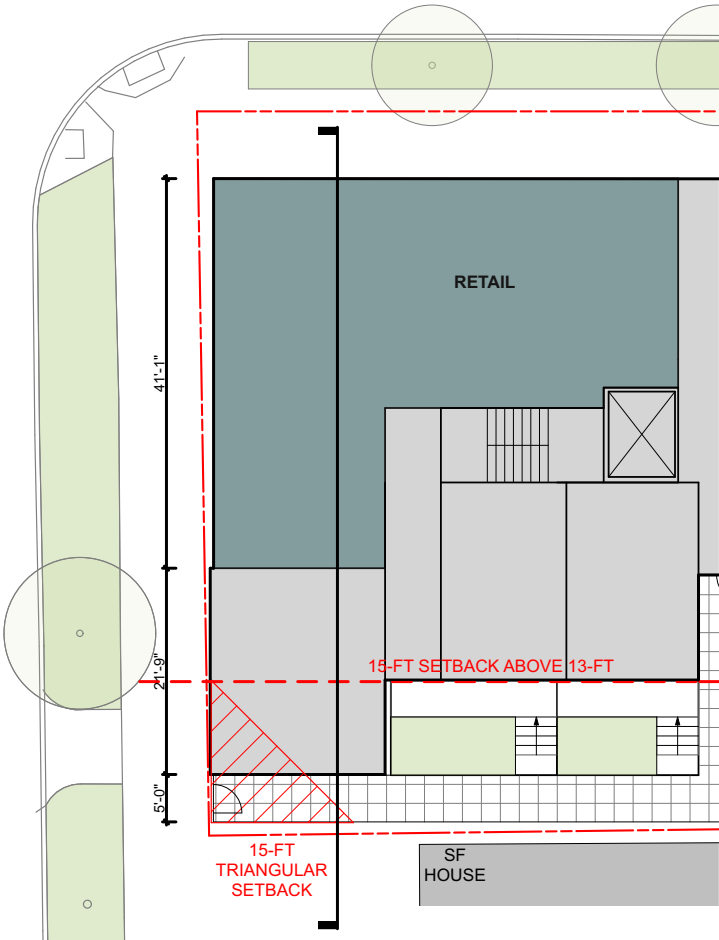
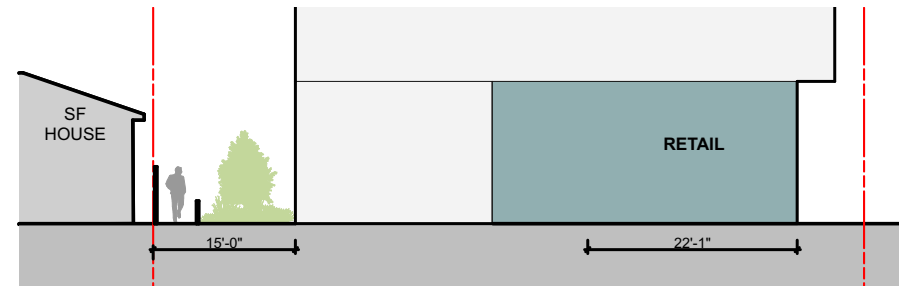
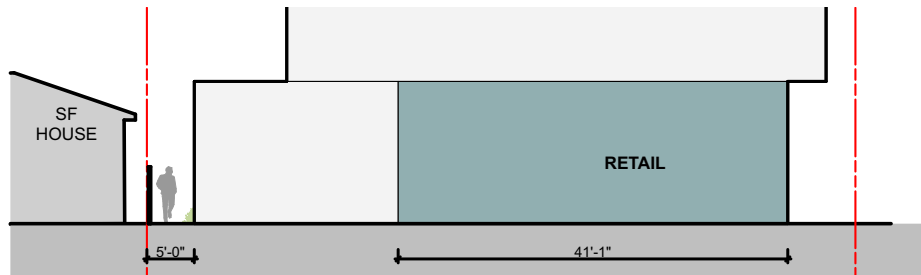
2 23.47A.008.B.3 Non-residential uses shall extend an average depth of at least 30-ft and a minimum depth of 15-ft from the street-level street-facing façade.

Allow a reduced depth of 22-ft for the commercial space and a 13'-8" portion that is 19' deep.

The projects aims to enhance the pedestrian environment on NE 65th St, with widened sidewalks, plantings, and weather protection. To match the adjacent project's street frontage, the facade of the first floor needs to be setback. Due to the narrow site, the setback depth is taken out of the commercial depth.

PL2 WALKABILITY
(Safety and Security: Eyes on the Street, Street Level Transparency)

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

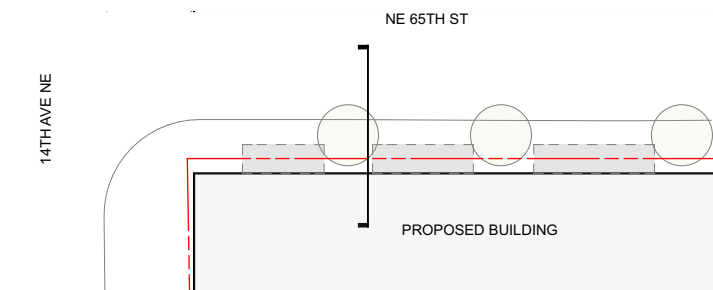
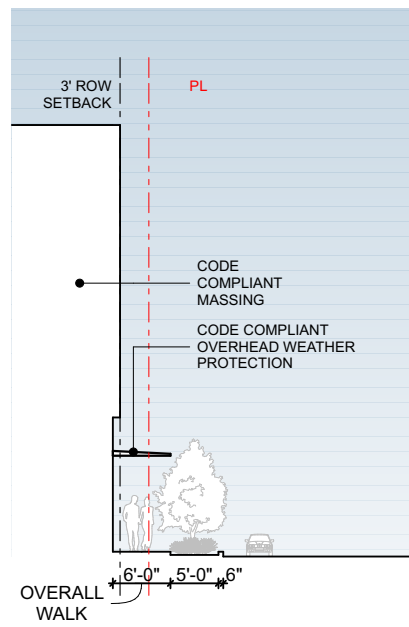


COMPLIANT FIRST FLOOR PLAN & SECTION

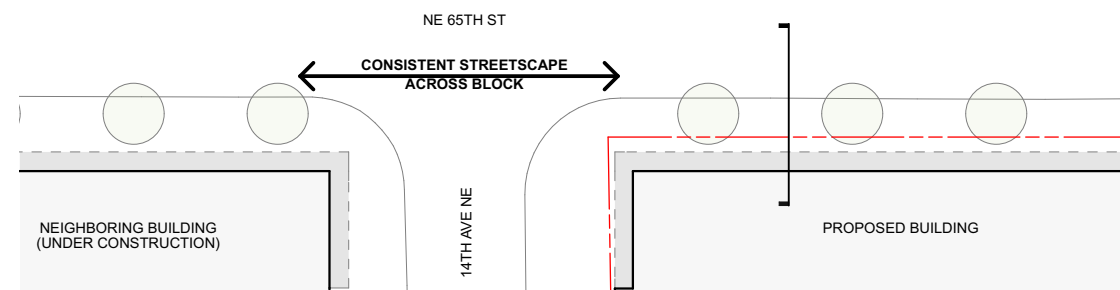
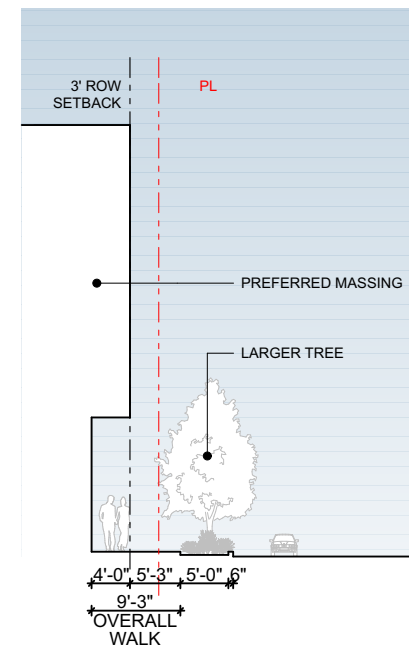
PROPOSED FIRST FLOOR PLAN & SECTION

DEPARTURE REQUEST DIAGRAMS

STANDARD REQUIREMENT	REQUEST	RATIONALE	DESIGN GUIDELINES
<p>3 23.47A.008.C.1 Overhead Weather Protection: Continuous overhead weather protection is required along at least 60% of the street frontage on a principal pedestrian street. The covered area shall have a min. width of 6-ft. The lower edge of the overhead weather protection shall be min 8-ft and max 12-ft above the sidewalk</p>	<p>To allow 4' deep weather protection between 10'-13' above grade along 100% of the NE 65th façade.</p>	<p>This proposal provides continuous weather protection across the building, instead of just at 60% coverage, albeit at a slightly narrower dimension than code dictates. This matches the streetscape of the Ecoluxe project to the east across 14th Ave.</p>	<p>PL1 CONNECTIVITY (Walkways and Connections: Pedestrian Volumes)</p> <p>PL2 WALKABILITY (Weather Protection: Locations and Coverage)</p> <p>Roosevelt I Supplemental Guidance (Human Activity along sidewalks)</p>



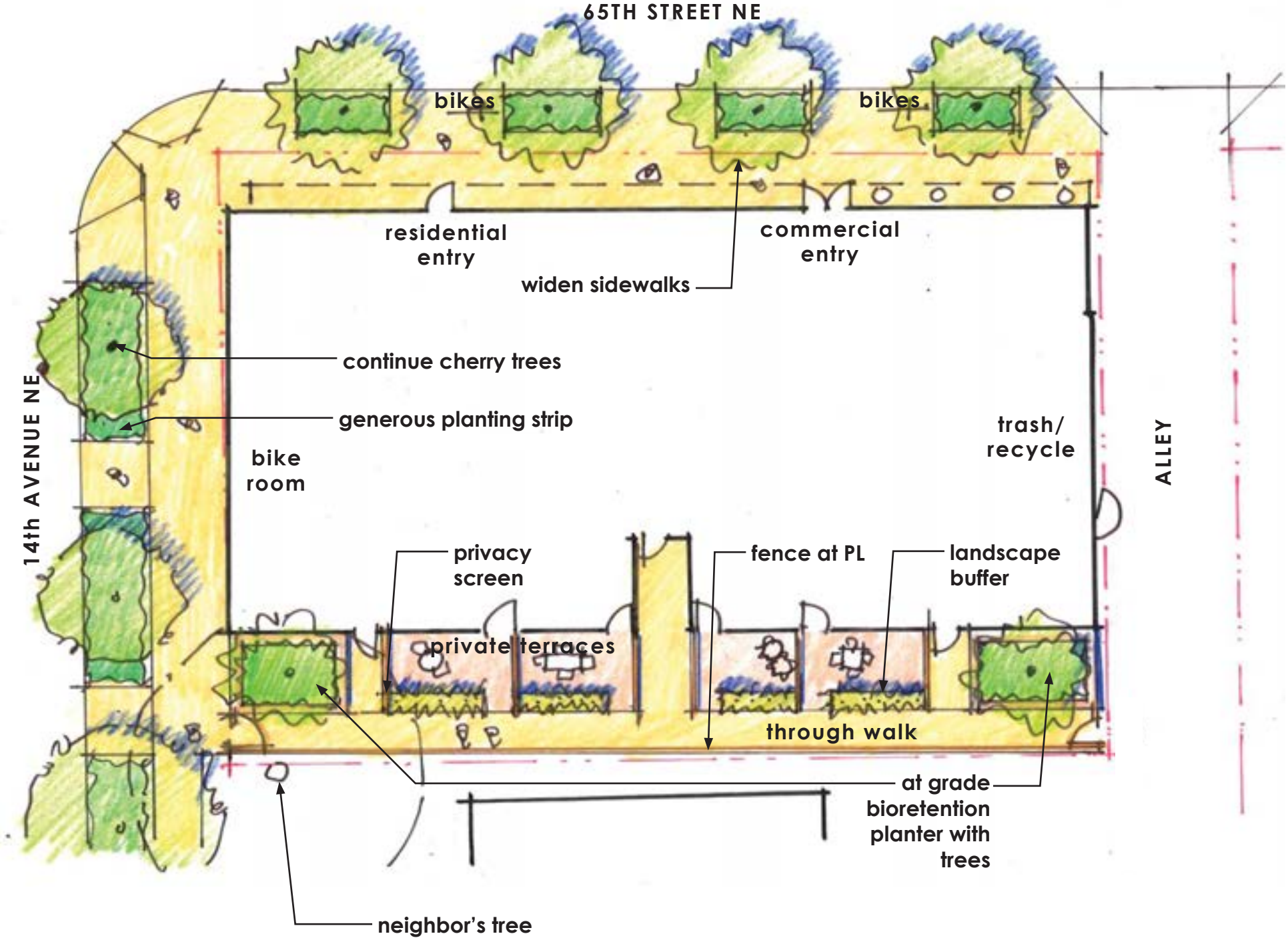
COMPLIANT FIRST FLOOR PLAN & STREET SECTION



PROPOSED FIRST FLOOR PLAN & STREET SECTION

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CONCEPTUAL LANDSCAPE PLAN (STREETSCAPE AND PODIUM)



continue cherry trees



generous planter strip



through walk

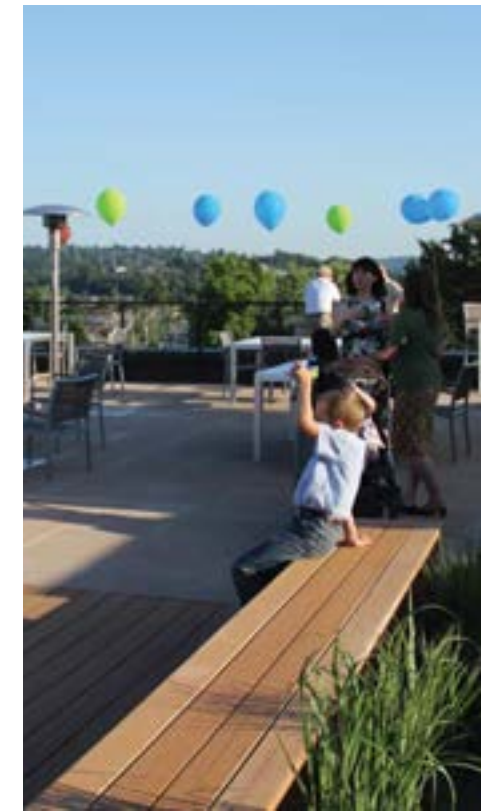


at grade bioretention planter

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



1



3



2



4

