

Early Design Guidance - DPD Project #3103235

4041 Roosevelt Way NE



ARCHITECT:  
Runberg Architecture Group, PLLC  
One Yesler Way, Suite 200  
Seattle, WA 98104

CONTACT:  
Brian Runberg  
206.956.1970



OWNER:  
Vulcan Inc.  
505 Fifth Avenue S, Suite 900  
Seattle, WA 98104

CONTACT:  
Brandon Morgan  
206.342.2314

Application for Early Design Guidance  
Attachment A  
DPD# 3103235

1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

The project site is located in the University District at 4041 Roosevelt Way NE. The site is bounded by NE 9th Street to the west, NE 40th Alley to the south, and Roosevelt Way NE to the east. The northern property line abuts the Allegro Apartment property. The only alleyway serving the site is NE 40th Alley at the southern edge of the site. NE 41st Street ends on the east side of Roosevelt Way NE and does not continue through the project site.

Existing structures on the site include an unoccupied one story brick building and a two story wood office building adjacent to the NE 40th Alley. There is a paved surface parking lot with 34 spaces adjacent to NE 40th Alley.

The site drops steadily for approximately 10 feet from north to south across the site. There are mature trees and landscaping to the south of NE 40th Alley.

2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood-Specific Guidelines.

The site is zoned C1-65 and is within the University Community Urban Center.

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

The neighborhood includes multifamily housing, single family and low rise residential to the west, the University of Washington Medical Center to the north, and the University of Washington campus to the east. Within walking distance from the site are restaurants, entertainment, medical facilities and shopping. Natural amenities within walking distance of the site include Lake Union and the Burke Gilman Trail. The Walk Score for this site is 95 out of 100, which means that daily errands do not require a vehicle.

In the University Community Urban Center guidelines the site is noted as adjacent to a community Gateway between 11th Ave NE, Roosevelt NE, Campus Parkway, and NE

41st Street. The guidelines suggest considering special building elements distinguishable from the rest of the building at the gateway, such as corner articulation or setbacks.

Adjacent zoning is as follows: north of the site is zone C1-65; across NE 9th Ave is zone LR3; across Roosevelt Way NE and north of NE 41st Street is zone C1-65; across Roosevelt south of NE 41st Street is zone MIO-105-C-65; and south of NE 40th Alley is city property.

The site is surrounded by one way traffic, with Roosevelt one way south, NE 40th Alley one way west, and NE 9th Street one way north. Roosevelt Way NE is a principal arterial and has frequent metro bus stops that link to the downtown core and northern Seattle. NE 9th Street has no special classification. NE 40th Alley is assumed to be an alley as this street has no official classification with SDOT or DPD.

4. Please describe the proponent's development objectives, indicating types of desired uses, structure height (approx.), number of residential units (approx.), amount of commercial square footage (approx.), and number of parking stalls (approx.). Please also include potential requests for departure from development standards.

Our proposal is to construct a seven story mixed-use building with approximately 216 residential units; 8,713 square feet of retail; parking for 47 vehicles at level one; and parking for 153 vehicles below grade. The total area of all uses is approximately 266,043 square feet. The ground floor use along Roosevelt Way NE is retail. The main residential pedestrian entrance will be from Roosevelt Way NE through a landscaped terrace along NE 40th Alley. Eight residential townhomes and lofts will have ground level entrances along NE 9th Street.

Two parking entrances are proposed from NE 9th Street. The parking entrance for approximately 47 stalls is located toward the north end of the site. The parking entrance for approximately 153 stalls is located toward the south end of the site, approximately 57' from the NE 40th Alley. All upper levels of the buildings will serve residential purposes (see attached project data for more information).



**Project Data:** 4041  
**Client:** Vulcan Real Estate  
**4/26/12**  
**Proposed Use:** Mixed Use

**1.0 PROJECT DATA**

**1.1 Location:** 4041 Roosevelt Way NE  
**1.2 Site Area:** 46,492 sf  
**1.3 Zone:** C1-65  
**Overlays:** University District Northwest Urban Center Village, University Community Design Guidelines  
**Street Classifications:** Roosevelt Ave is Class 1 Arterial,  
**1.4 Building Code:** Seattle Amendments to the 2009 International Bldg. Code (IBC)  
**1.5 Proposed Use:** Residential Mixed Use  
**1.6 Occupancy Classification / Separations**

|             |   |     |     |
|-------------|---|-----|-----|
| Commercial  | M | R-2 | S-2 |
| Residential | 1 | 1   | 2   |
| Parking     | 1 | 2   |     |

**1.8 Gross Floor Area:**

| construction type | FLOOR    | PKG    | VERT CIRC | LOBBY/ CIRC/MECH | COMM.  | LIVE- WORK | AMENITY/ STORAGE | RESID. | TOTAL (gsf) | exterior balconies | terraces/ roof deck | compliant amenity |
|-------------------|----------|--------|-----------|------------------|--------|------------|------------------|--------|-------------|--------------------|---------------------|-------------------|
| Type I-A          | Level P2 | 22,872 | 922       |                  |        |            | 806              |        | 24,600      |                    |                     |                   |
|                   | Level P1 | 28,051 | 922       | 517              |        |            | 806              |        | 30,296      |                    |                     |                   |
|                   | Level 1  | 17,381 | 1,124     | 3,202            | 5,713  |            | 8,970            |        | 36,390      |                    | 2,267               | 2,267             |
|                   | Level 2  |        | 1,124     |                  |        |            | 3,459            | 13,659 | 18,242      |                    | 4,611               | 4,611             |
| Type V-A          | Level 3  |        | 1,124     | 3,018            |        |            |                  | 27,161 | 31,303      |                    |                     | 0                 |
|                   | Level 4  |        | 1,124     | 3,018            |        |            |                  | 27,161 | 31,303      |                    |                     | 0                 |
|                   | Level 5  |        | 1,124     | 3,018            |        |            |                  | 27,161 | 31,303      |                    |                     | 0                 |
|                   | Level 6  |        | 1,124     | 3,018            |        |            |                  | 27,161 | 31,303      |                    |                     | 0                 |
|                   | Level 7  |        | 1,124     | 3,018            |        |            | 937              | 26,224 | 31,303      |                    |                     | 0                 |
|                   | Roof     |        |           |                  |        |            |                  |        |             |                    |                     | 0                 |
|                   | Subtotal |        | 68,304    | 9,712            | 18,809 | 5,713      | 0                | 14,978 | 148,527     | 266,043            | 0                   | 6,878             |

**1.9 Unit Distribution**

|    | Studio | Open 1 | 1 Bed | 1 Bed+ | 2 Bed | total |
|----|--------|--------|-------|--------|-------|-------|
| L1 | 0      | 0      | 8     |        | 0     | 8     |
| L2 | 2      | 6      | 6     |        | 0     | 14    |
| L3 | 7      | 8      | 18    |        | 6     | 39    |
| L4 | 7      | 8      | 18    |        | 6     | 39    |
| L5 | 7      | 8      | 18    |        | 6     | 39    |
| L6 | 7      | 8      | 18    |        | 6     | 39    |
| L7 | 7      | 8      | 18    |        | 5     | 38    |
|    | 37     | 46     | 104   | 0      | 29    | 216   |

| L-W |
|-----|
| 0   |
| 0   |
| 0   |
| 0   |
| 0   |
| 0   |
| 0   |
| 0   |
| 0   |

216 check

| Unit Type | # Units | MIX % | Target |
|-----------|---------|-------|--------|
| Studio    | 37      | 17.1% | 15%    |
| Open 1    | 46      | 21.3% | 40%    |
| 1 Bed     | 104     | 48.1% | 0%     |
| 1 Bed+den | 0       | 0.0%  | 25%    |
| 2 Bed     | 29      | 13.4% |        |
| Totals    | 216     | 100%  |        |

| Unit Type | # Units | MIX %   |
|-----------|---------|---------|
| Studio    | 37      | 17.1%   |
| Open 1    | 46      | 21.3%   |
| 1 Bed     | 104     | 48.1%   |
| 1 Bed+den | 0       | 0.0%    |
| 2 Bed     | 29      | 13.4%   |
| L-W       | 0       | #DIV/0! |
| Totals    | 216     | #DIV/0! |

| Res area | # Units | Avg. (nrsf) |
|----------|---------|-------------|
| 148,527  | 216     | 688         |

| Res area | # Units | Avg. (nrsf) |
|----------|---------|-------------|
| 148,527  | 216     | 688         |

**1.10 Project Metrics**

Residential Area Efficiency      res. area / total floor area = 86.2%  
 (typ. res. levels 3-7)      134,868 / 156,515

Heated Area Efficiency      heated area / total floor area = 70.7%  
 188,027 / 266,043

Parking Efficiency      parking area / number of stalls = 341.5 sf per space  
 68,304 / 200

Total gross rentable area (gsf)      residential + office/ L-W + commercial = total rent.  
 148,527 + 0 + 5,713 = 154,240

|             | Parking Spaces | Parking Ratio |
|-------------|----------------|---------------|
| Residential | 153            | 0.71 /unit    |
| Commercial  | 47             |               |
| Total       | 200            |               |

# ZONING DATA



RUNBERG  
ARCHITECTURE  
GROUP

**Project Data:** 4041  
**Client:** Vulcan Real Estate  
**4/26/12**  
**Proposed Use:** Mixed Use

## 2.0 ZONING DATA C1-65

## Commercial Zone

### 2.1 Potential Use:

|                   |           |
|-------------------|-----------|
| Residential       | Permitted |
| Live-work units   | Permitted |
| General Sales/Svc | Permitted |
| Restaurants       | Permitted |
| Medical Services  | Permitted |
| Offices           | Permitted |

### 2.2 Street Development Standards:

**SMC 23.47A.004.G**  
Live-work units may not exceed 20% of the street-level street-facing façade when facing a pedestrian-designated street in a pedestrian-designated zone

**SMC 23.47A.005.C.2**  
Residential uses may not exceed 20% of the street-level street-facing façade when facing a pedestrian-designated street in a pedestrian-designated zone

**SMC 23.47A.005.C.3**  
Residential uses may not exceed 20% of the street-level street-facing façade when facing an Arterial or within an 85' foot zone

**SMC 23.47A.008.A.2**  
Blank facades permitted: no segment longer than 20 ft total blank facade < 40%

**SMC 23.47A.008.A.3**  
Street-level street-facing facades shall be located within 10' of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.

**SMC 23.47A.008.B.2**  
Transparency required: 60% for non-residential uses

**SMC 23.47A.008.B.3**  
Depth of nonres.: average 30 ft, minimum 15 ft  
Height of nonres.: 13 ft floor-to-floor

**SMC 23.47A.008.D**  
2. At least one of the street-level street-facing facades containing a residential use shall have a visually prominent entry  
3. The floor of a dwelling unit located along the street-level street-facing façade shall be at least 4' above or below sidewalk grade or be set back at least 10' from the sidewalk.

**SMC 23.47A.008.E**  
Live-work units located on street-level street-facing facades must comply with Blank façade and Transparency requirements

Provided:  %

Provided:  ft

Provided:  %

Provided:  %

Provided:  ft

Provided:  ft

Provided:  ft

### 2.3 Outdoor Activities:

**SMC 23.47A.011.D, E**  
Outdoor storage prohibited in C1 zones  
Outdoor sales/service are permitted with no max. size limit

### 2.4 Structure Height:

Max. Allowed: **SMC 23.47A.012 A** Height Limit of Zone  65 ft  
Projections allowed above height limit: clerestories, guardrails, elevator/stairs overruns  
**SMC 23.86.006 and Section 502 Definitions**  
In all zones other than Downtown and South Lake Union, "Height of the structure" is the difference between the highest point and the average grade level.  
On sloping sites, the average grade level may be calculated separately for segments of site

average grade plane  112.12 EL  
Max. t.o. Roof  177.12 EL

### 2.5 Floor Area Ratio

**SMC 23.86.007**  
measured to inside face of perimeter walls, including shafts, and above grade  
**SMC 23.47.009.A**  
no density limit for mixed-use structures  
**SMC 23.47A.013.B**  
Lot Area (pre-dedication)  46,492 SF  
Max. FAR for total mixed-use structure:  4.75  
Allowable FAR  220,837 SF  
Proposed FAR:

Max. FAR for single use (Res):  4.25  
 197,591 SF

|                    | Totals  |
|--------------------|---------|
| Level 1            | 36,390  |
| Level 2            | 18,242  |
| Level 3            | 31,303  |
| Level 4            | 31,303  |
| Level 5            | 31,303  |
| Level 6            | 31,303  |
| Level 7            | 31,303  |
| Total SF actual    | 211,147 |
| Total FAR proposed | 4.54    |

|                  | Totals  |
|------------------|---------|
| Level 1          | 13,296  |
| Level 2          | 18,242  |
| Level 3          | 31,303  |
| Level 4          | 31,303  |
| Level 5          | 31,303  |
| Level 6          | 31,303  |
| Level 7          | 31,303  |
| Res SF actual    | 188,053 |
| Res FAR proposed | 4.04    |

### 2.6 Setbacks

**SMC 23.47A.014**  
Project site does not abut or stand across the alley from a residential zone. Therefore no setbacks are required.

Triangular setback @ intersection of front and side lot lines in Res. Zone:  15 ft  
Rear or side lot line that abuts Res. Zone: (13'-65' above grade)  10 ft  
(>65' above grade) add'l 1:10 ft  
Rear lot line abuts or across alley from Res. Zone: (13'-40' above grade)  15 ft  
(>40' above grade) add'l 2:10 ft  
Min. building opening from Res.-zoned Lot  5 ft  
1/2 of the width of an alley may be counted as part of the setback (pre-dedication)  
Projections permitted into setbacks:  varies

### 2.7 Required Landscaping:

**SMC 23.47A.016.A**  
Required: Seattle Green Factor  0.30 Provided:  tbd

**SMC 23.47A.016.D.1**  
Required: surface parking - landscaped areas  no requirement for < 20 spaces  
Required: surface parking - trees  1 tree for every 10 spaces  
Required: surface parking abutting residential lot 5' buffer and 6' fence

### 2.8 Residential Amenity Area:

**SMC 23.47A.024.A**  
Required: 5% gross bldg. in residential use: Residential Area:  148,527 gsf  
Required Amenity Space:  7426.35 gsf  
Provided:  6,878 gsf

**SMC 23.47A.024.B**  
Required: minimum dimension 10 ft, no area less than 250 ft

### 2.9 Parking Location / Access:

**SMC 23.47A.032**  
Street-level parking shall be separated from street-level street facing facades by another use.  
Parking may not be located inside a structure adjacent to street-level street-facing facade  
Structures in C zones with residential uses shall meet the access requirements for NC zones.  
When a lot fronts 2 or more streets, the Director will determine which of the streets will be considered the front lot line (for this requirement only).

**SMC 23.54.020.M**  
In Urban Centers or the Station Area Overlay District, no vehicle parking is required for Comm and MF zones

**SMC 23.54.030**  
For non-res. uses: driveways for one-way traffic 12-15 ft; two-way traffic 22-25 ft Provided:  ft  
Max. driveway slope is 15% unless there is a demonstratable hardship  
Max. number of curb cuts is typically 1, but varies based on Arterial, length of street, and if used by Non-Res.  
For exit-only driveways and 2-way driveways <22 ft, Sight triangles required on both sides  
For 2-way driveways ≥22 ft wide, Sight triangle shall be provided on Exit side

### 2.10 Required Parking:

**SMC 23.54.020.F.2**  
Transit Reduction-prohibited requirement for non-residential uses may be reduced by 20%

**SMC 23.54.015 Table A, Table B**  
No parking required for Uses listed in Table D if Site is located in Pedestrian-designated zone  
No parking required for first 1500 sf of Non-Res use in Commercial Zone and in Pedestrian zones for uses not in Table D

|             | Required Parking Ratio | Required Parking |
|-------------|------------------------|------------------|
| Retail      | 5,713 gsf              | 1/ 500           |
| Residential | 216 units              | 0.75 per unit    |
| subtotal    |                        | 162.00           |
|             |                        | 171              |

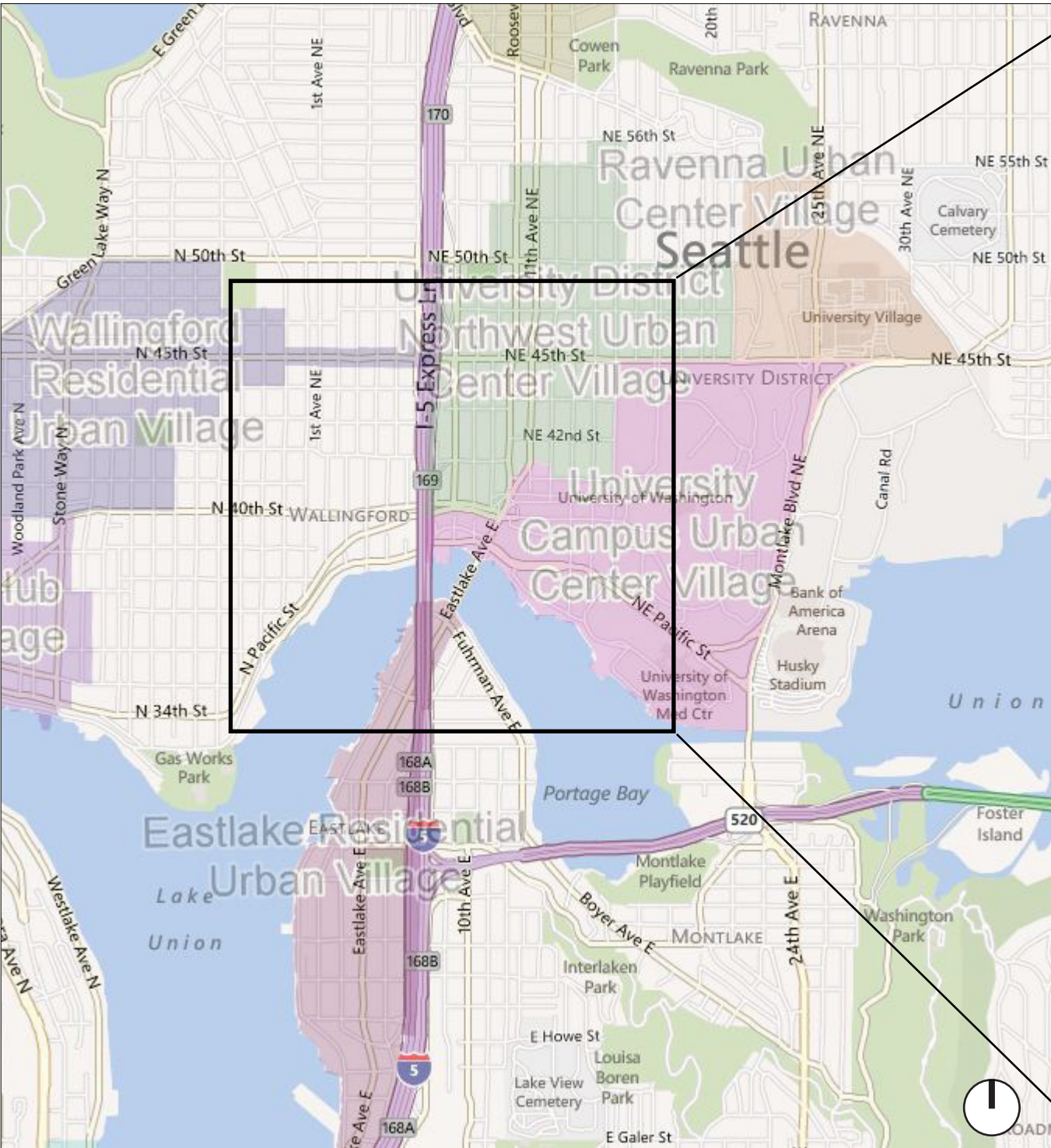
| Level | Non-Residential |     |     |     |         | Residential |     |    |     |         | Provided |
|-------|-----------------|-----|-----|-----|---------|-------------|-----|----|-----|---------|----------|
|       | S               | M   | L   | ADA | ADA van | S           | M   | L  | ADA | ADA van |          |
| L1    | 15              | 12  | 15  | 2   | 1       |             |     |    |     |         | 47       |
| P1    |                 |     |     |     |         |             | 81  |    |     |         | 81       |
| P2    |                 |     |     |     |         |             | 72  |    |     |         | 72       |
| subs  | 15              | 12  | 0   | 2   | 1       | 0           | 153 | 0  | 2   | 0       |          |
|       | 32%             | 26% | 32% | 4%  | 1%      | 0%          | 99% | 0% | 1%  |         | 155 200  |

35% min 65% max 35% min. 60% min

### Bicycle Parking SMC 23.54.015 Chart E

| Use             | Quantity  | Required Bicycle Parking Ratio | Required | Provided |
|-----------------|-----------|--------------------------------|----------|----------|
| Sales & Service | 5713 sf   | 1/ 12000 long-term             | 0.48     |          |
|                 |           | 1/ 4000 short-term             | 1.43     |          |
| Residential     | 216 units | 1/ 4                           | 54.00    |          |

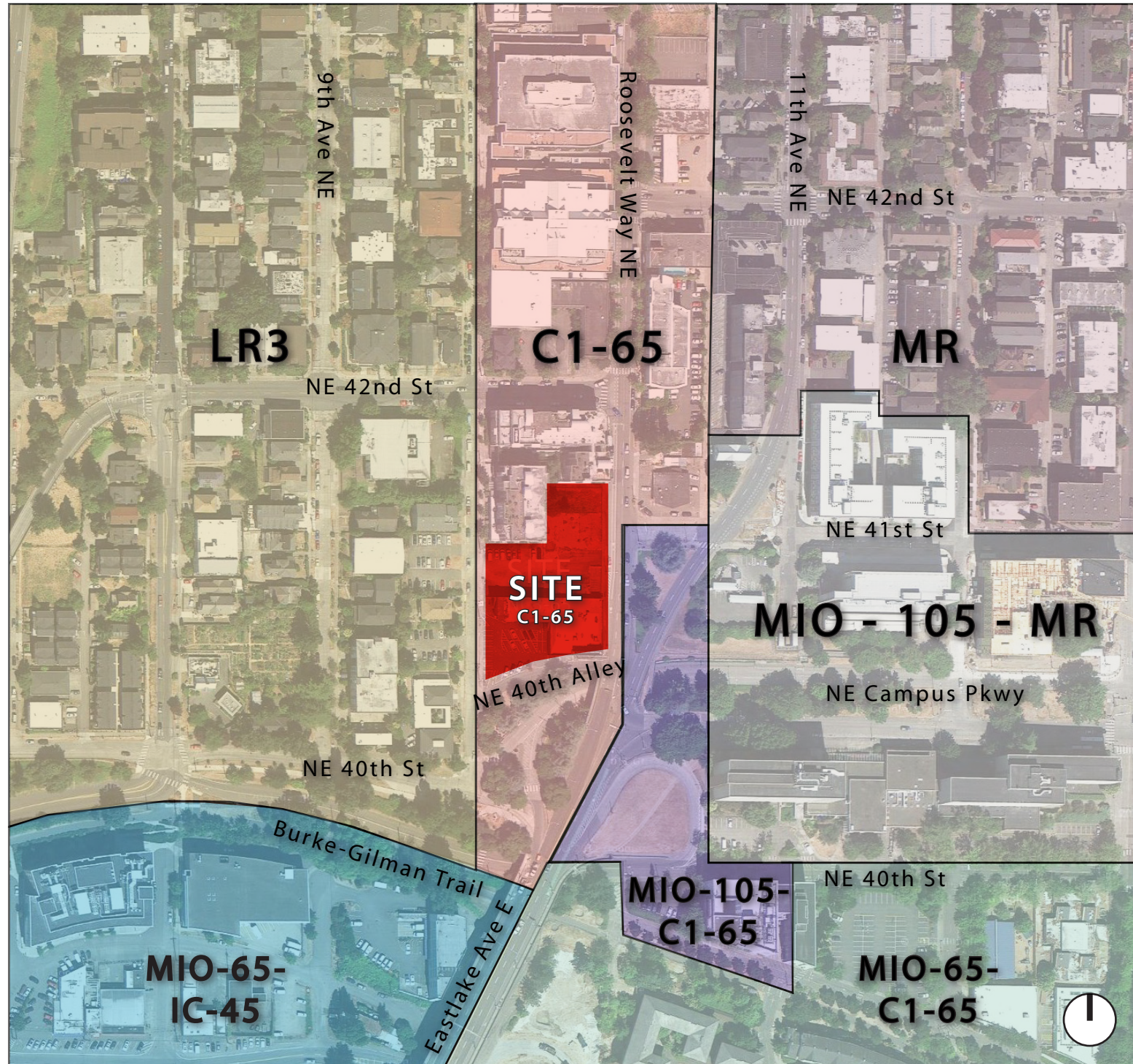
Loading berth: low to medium demand use (general commercial sales, medical services)  
less than 10,000 sf no loading berth required



VICINITY MAP






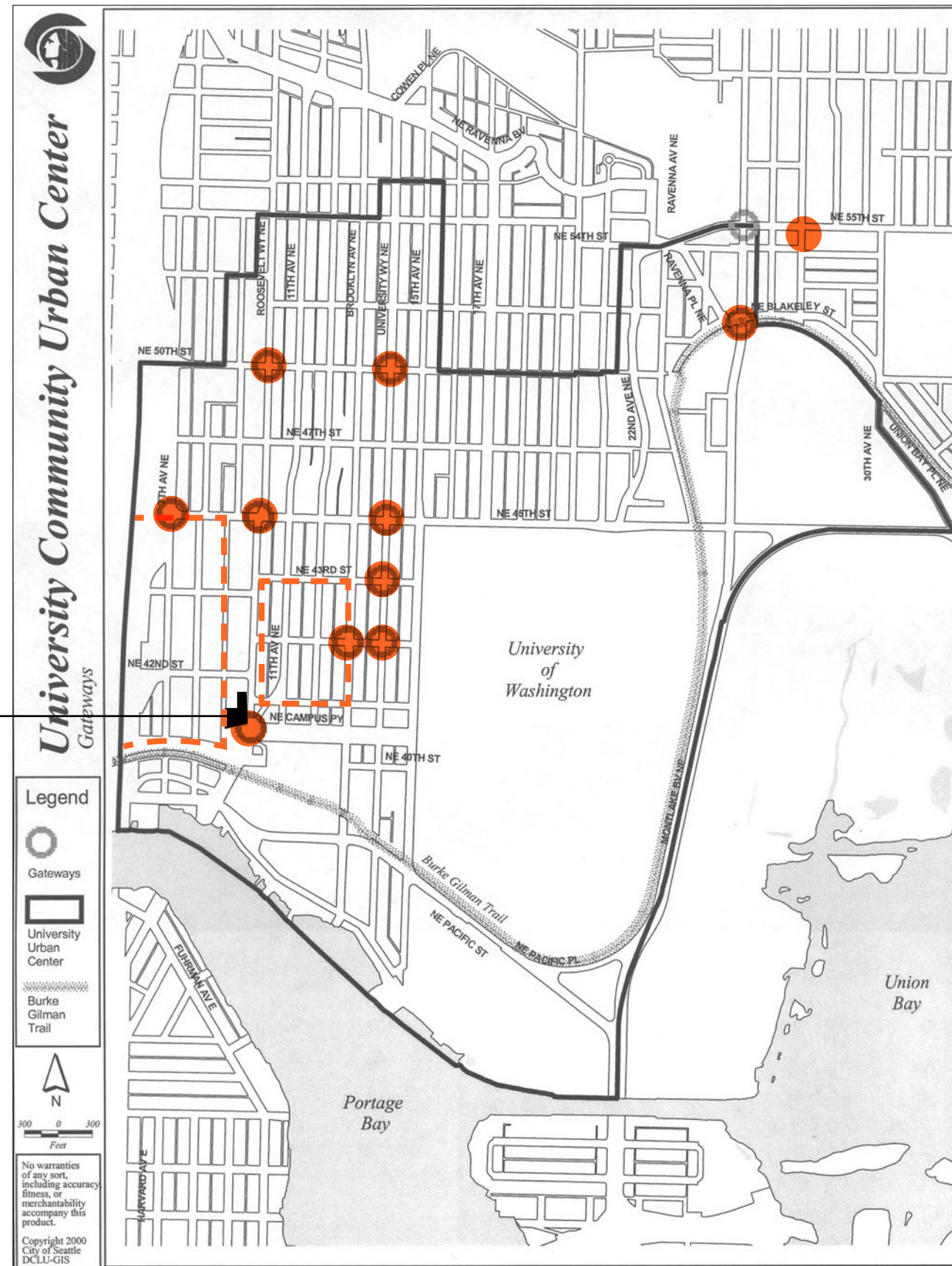
URBAN VILLAGES



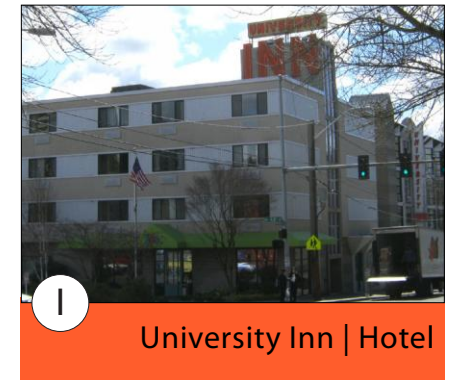
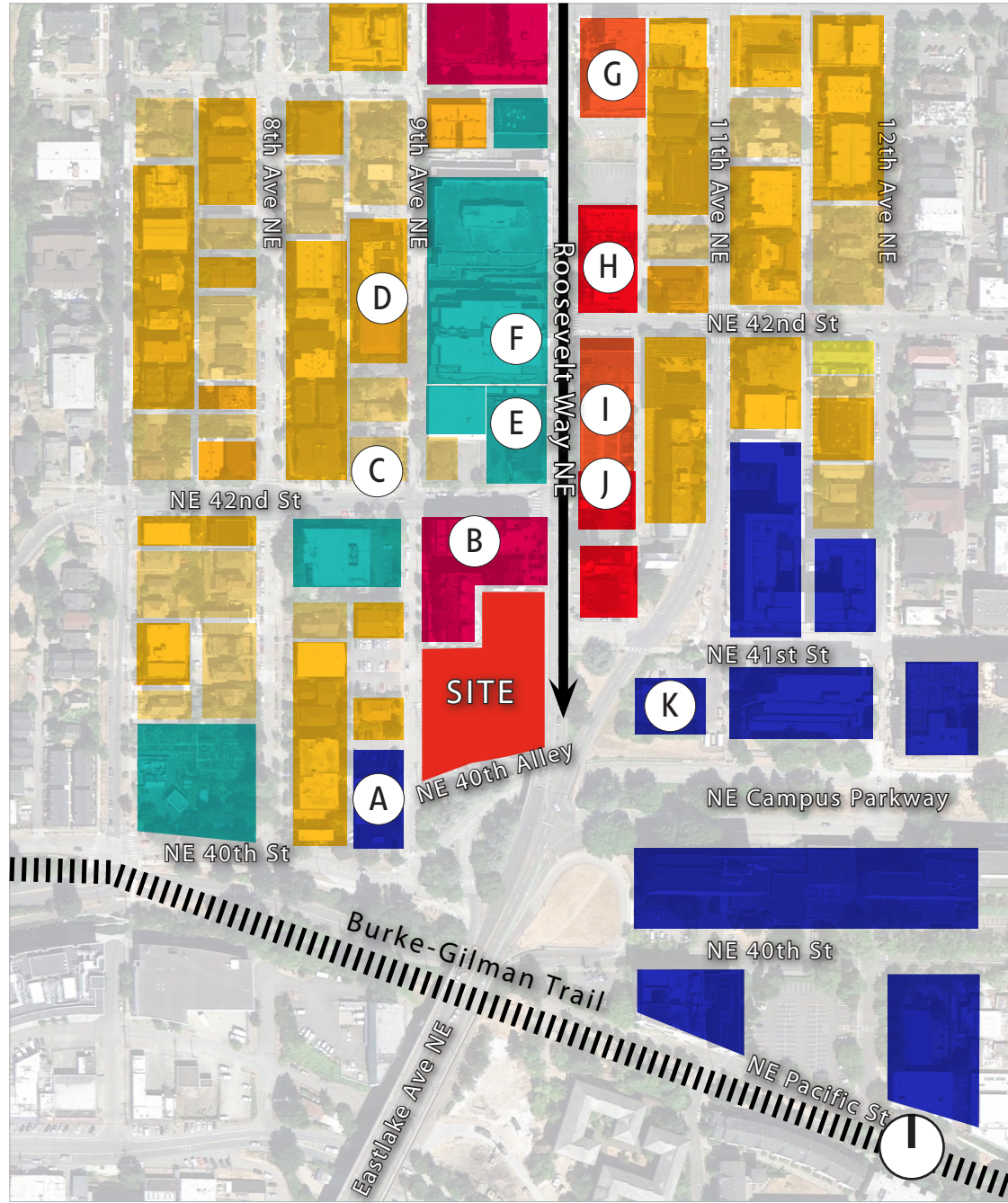
- LR3: Residential, Multifamily, Lowrise 3
- C1-65: Commercial 1
- MR: Residential, Multifamily, Midrise
- MIO-105-MR: Major Institutions Overlay, Residential, Multifamily, Midrise
- MIO-65-C1-65: Major Institutions Overlay, Commercial 1
- MIO-105 -C1-65: Major Institutions Overlay, Commercial 1
- MIO-65-IC-45: Major Institutions Overlay, Industrial Commercial

ZONING MAP

- The project site is in the University Community Urban Center Area
  - Roosevelt Way NE is a mixed use corridor
  - 11th Ave NE / Roosevelt Way NE and NE Campus Pkwy / NE 41st Street intersections serve as **GATEWAYS** to the University District Neighborhood
  - The project site is in a **TRANSITIONAL ZONE** between (Potential Lowrise Zone Edges and Height, Bulk, and Scale Impact Areas)
-  University Community Urban Center
  -  Gateways
  -  Potential Lowrise Zone Edges & Height, Bulk, and Scale Impact Areas



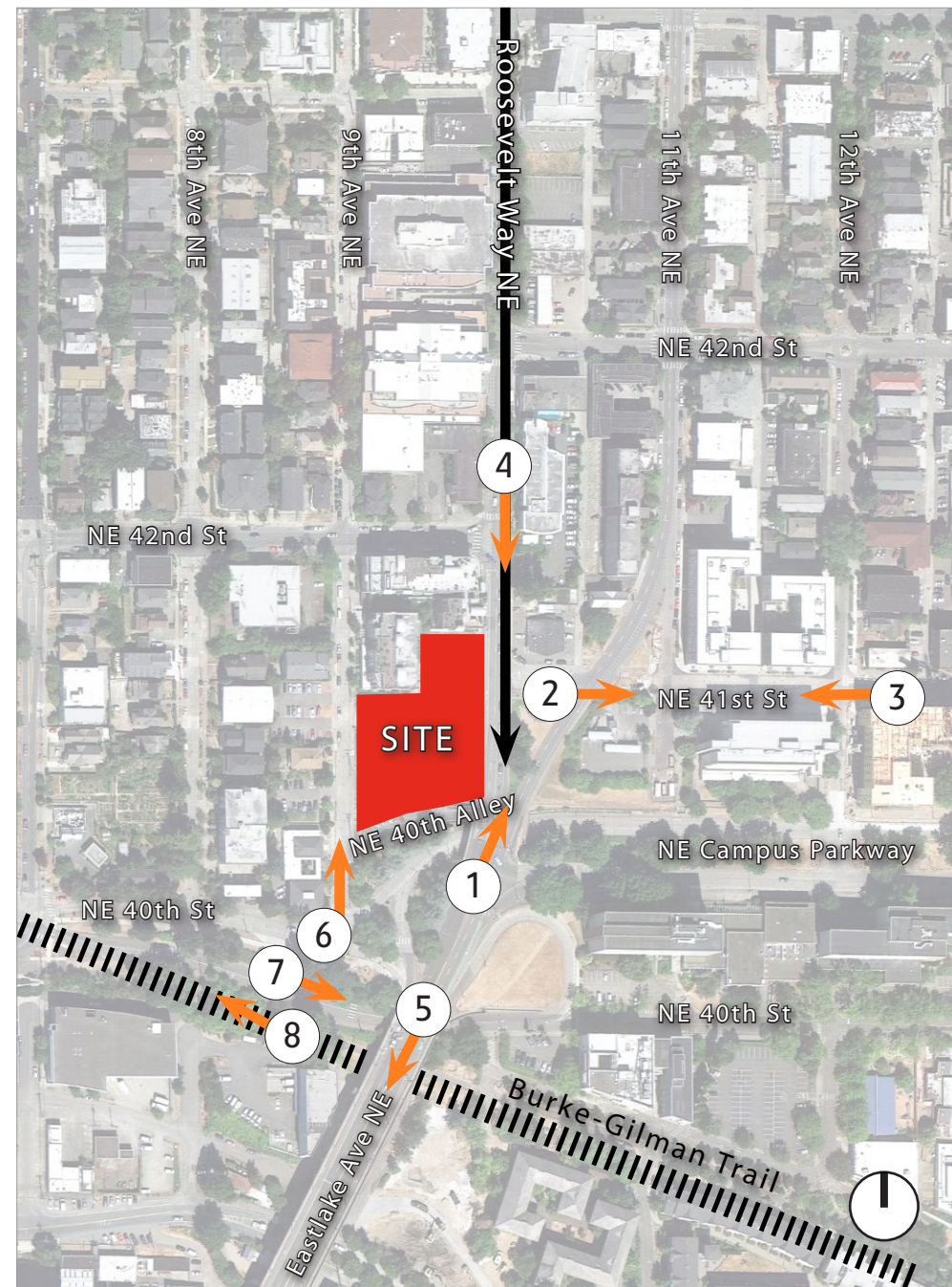
# SURROUNDING USES



## SUMMARY

The uses in the neighborhood includes recent and previously built multifamily housing, single family housing, mixed use, office and institutions.

Roosevelt Way NE acts as a commercial corridor.



Eastlake Ave NE (Looking North)



NE 41st St (Looking East)



NE 41st St (Looking West)



Roosevelt Way NE (Looking South)



University Bridge



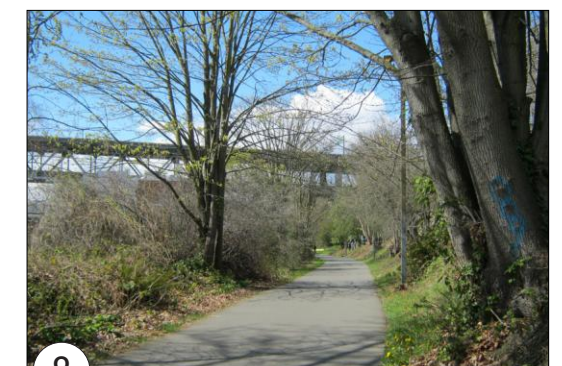
9th Ave NE (Looking North)



NE 40th St (Looking East)

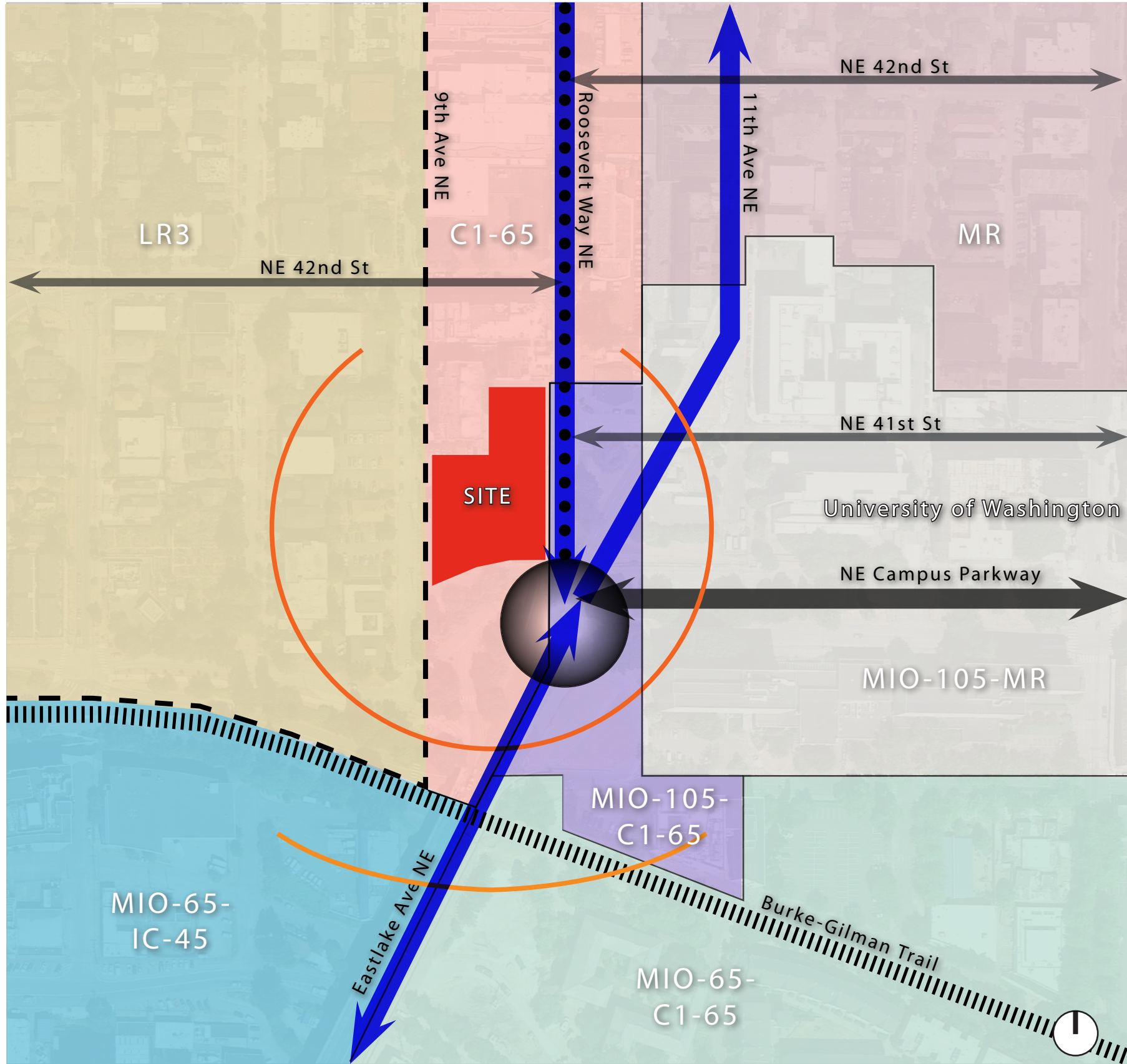


360 Degree Panorama View of the Site



Burke-Gilman Trail

4041 Roosevelt Way NE



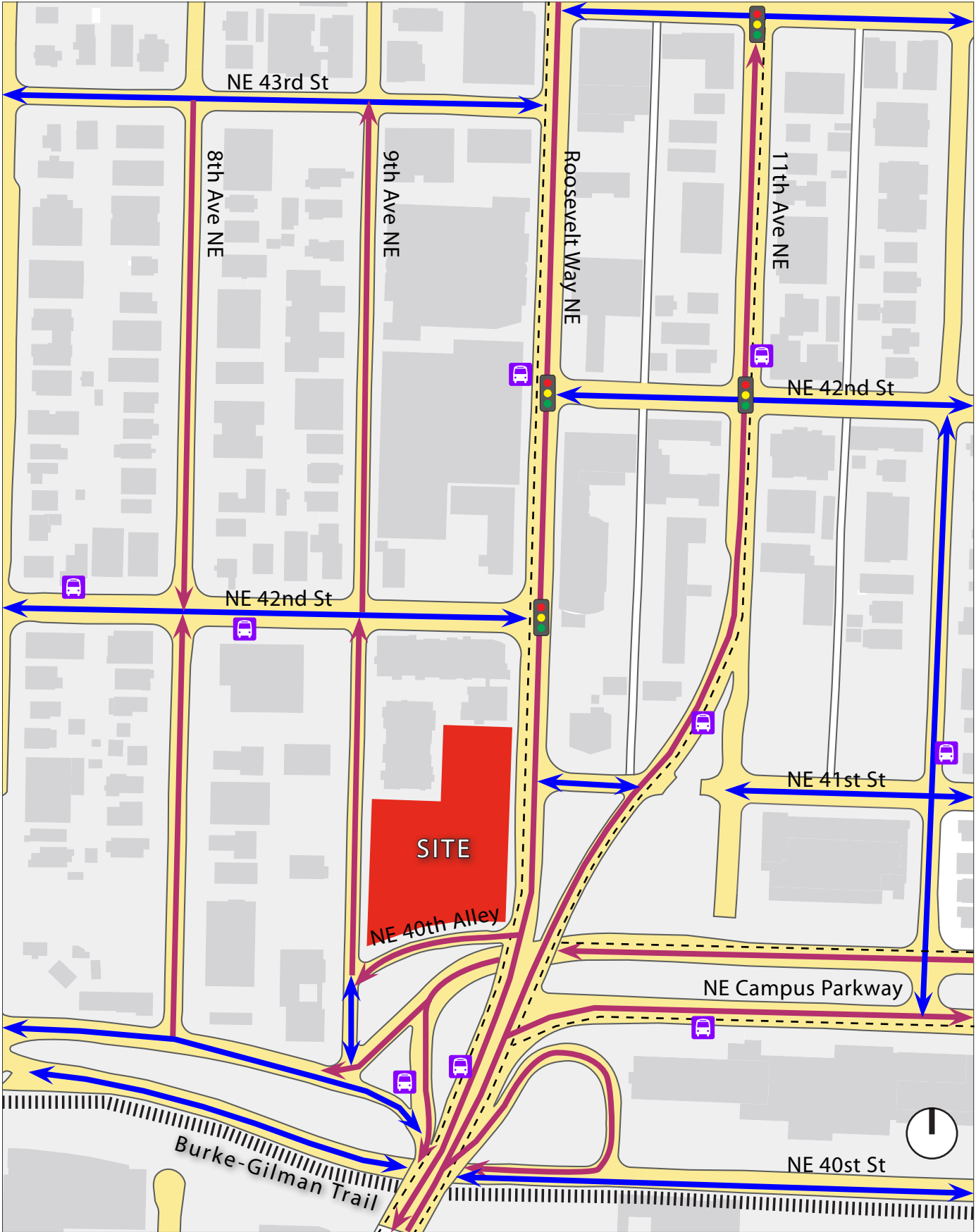
The site is located near the southwest boundary of the vibrant and diverse University District neighborhood. Large scale physical influences on the site and the neighborhood include the I-5 transportation corridor to the west, the Lake Washington Ship Canal to the south, and the University of Washington to the east.

A mix of nearby land uses, a sloping topography, and a complex vehicular/pedestrian circulation system shape and influence this unique site at the boundary of the University Community. The site is located in a narrow commercial zone at the southern boundary of the University District, between a major institutional zone to the east (University of Washington), and a low-rise residential zone to the west.

The University Community Design Guidelines identify the southern corner of the site as a "gateway" to the community (page 7). This suggests a special architectural feature at the corner of NE 40th Alley and Roosevelt Way NE. The existing building at this intersection creates a hazardous situation for pedestrians, bicyclists and vehicles turning from Roosevelt Way NE.

A short three minute walk south from the site is the Burke-Gilman Trail, connecting the University of Washington to the east and Wallingford community to the west.

- Zone Boundaries
- Lowrise Zone Edges
- Principal Arterials
- Mixed Use Corridor
- East - West Connections
- Burke-Gilman Trail
- Gateway
- Summer Solstice
- Winter Solstice

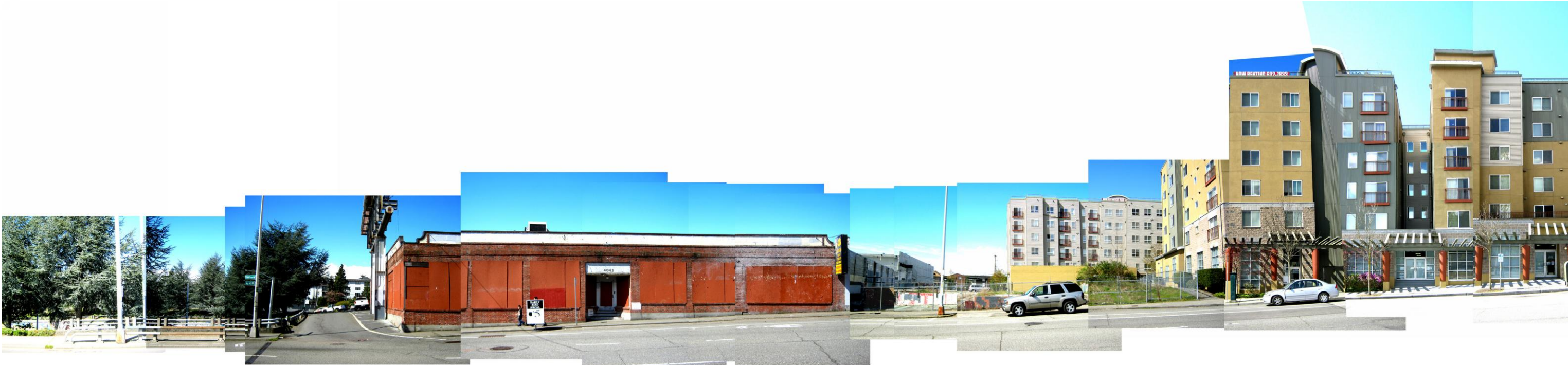


Pedestrian activity along Roosevelt Way NE is diminished due to the limited opportunities to cross Roosevelt Way NE and 11th Avenue NE. Currently, pedestrians may cross at the light on NE 42nd Street or at the underpass on NE Campus Parkway (image 7, page 9). Pedestrian activity to the west is limited by the long distance between blocks while walking north and south.

The vehicular circulation surrounding the site is governed by a series of one way streets and boulevards, which makes access to the site challenging. 8th Avenue NE, 9th Avenue NE, and 11th Avenue NE are one way streets northbound, with Roosevelt Way NE the only southbound street providing access to the site. Traveling north across the University Bridge, Eastlake Avenue E turns into a one way at the southern corner of the site and continues northeast away from the site until it turns into 11th Avenue NE. To access the site while traveling north a vehicle must take a left on NE 41st Street, left on Roosevelt Way NE, right on the one way NE 40th Alley, and right onto the one way 9th Avenue NE where the garage access is located.

-  Pedestrian Traffic
-  Vehicle Traffic | One-Way
-  Vehicle Traffic | Two-Way
-  On-Street Bicycle Lanes
-  Burke-Gilman Trail

ROOSEVELT WAY NE FACADES

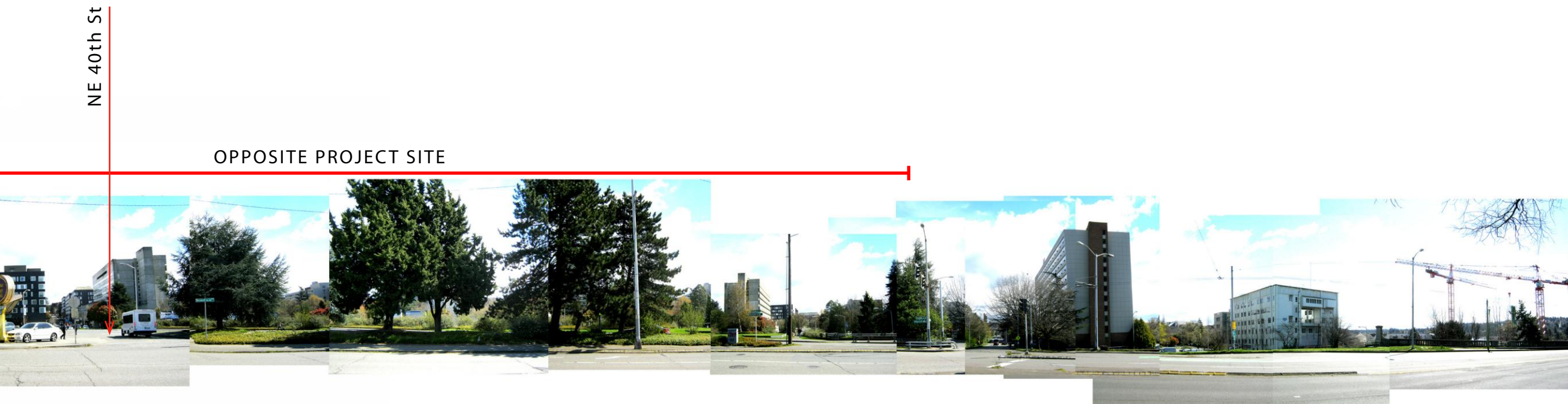


ROOSEVELT WAY NE - Looking West (toward site)

NE 42nd St



ROOSEVELT WAY NE - Looking East (away from site)



4041 Roosevelt Way NE

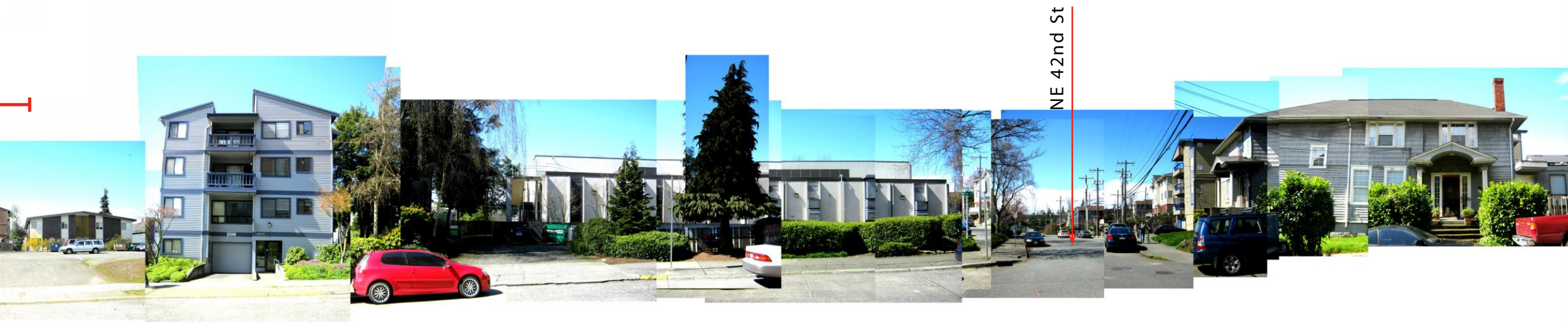
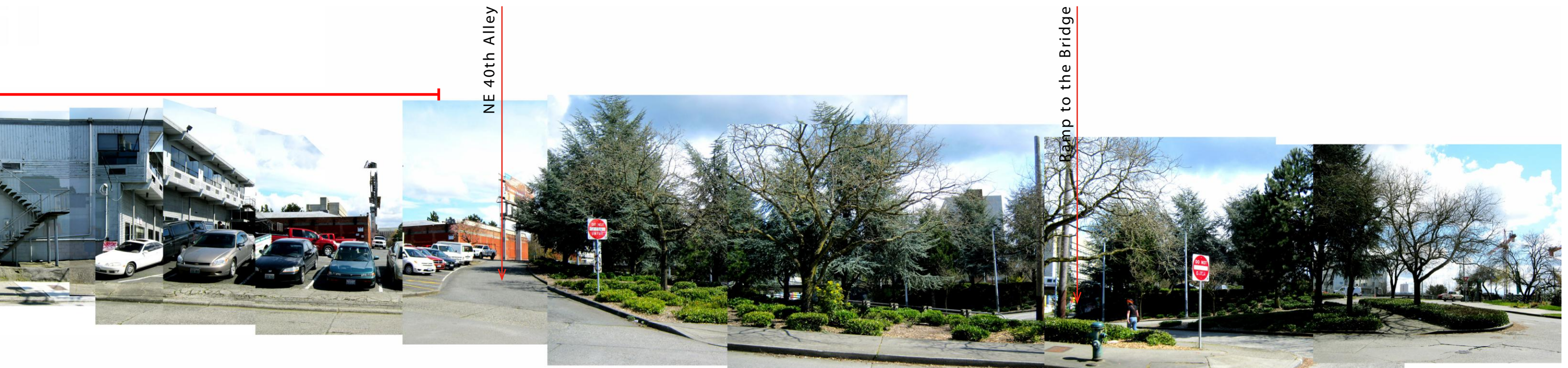


NE 40th Alley

OPPOSITE PROJECT SITE



9TH AVE NE - Looking West (away from site)



4041 Roosevelt Way NE



## A-1 Responding to Site Characteristics

The Siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views of other natural features.

### University Community Design Guidelines

For properties facing the Burke Gilman Trail, new buildings should be located to minimize impacts to views of Mount Rainier, Cascade Mountains and Lake Washington, and allow for sunlight along the trail and increase safety and access for trail users.



## A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

### University Community Design Guidelines

Minimizing shadow impacts is important in the University neighborhood. The design of a structure and its massing on the site can enhance solar exposure for the project and minimize shadow impacts onto adjacent public areas between March 21st and September 21st.



## A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

### University Community Design Guidelines

On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street.

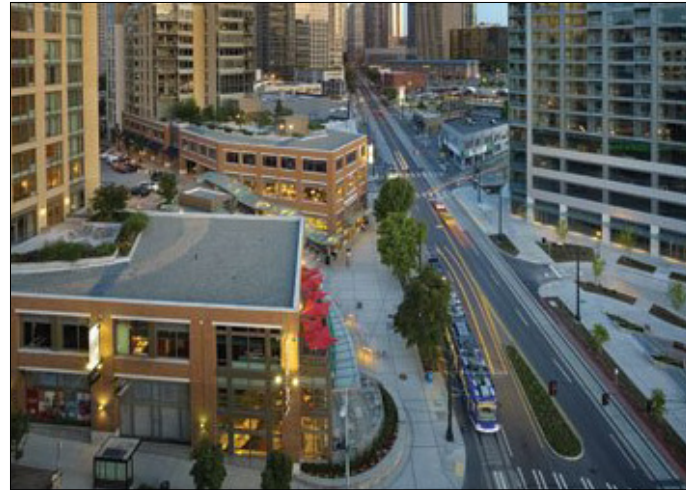


## A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

### University Community Design Guidelines

On Mixed Use Corridors, where narrow sidewalks exist (less than 15' wide), consider recessing entries to provide small open spaces for sitting, street musicians, bus waiting, or other pedestrian activities. Recessed entries should promote pedestrian movement and avoid blind corners.



#### A-5 Respect for Adjacent Sites

The massing of the building responds to the massing of adjacent buildings and views from adjacent units, providing greater setbacks where needed to maintain daylight for units in neighboring buildings.

##### University Community Design Guidelines

Special attention should be paid to projects in the zone edge areas to ensure impacts to Lowrise zones are minimized.



#### A-7 Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

##### University Community Design Guidelines

The ground-level open space should be designed as a plaza, courtyard, play area, mini-park, pedestrian open space, garden or similar occupiable site feature. The quantity of open space is less important than the provision of functional and visual ground-level open space.



#### A-10 Corner Lots

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from the corner.

##### University Community Design Guidelines

For new buildings located on a corner consider providing special building elements distinguishable from the rest of the building such as a tower, corner articulation or bay windows. Consider a special site feature such as diagonal orientation and entry, a sculpture, a courtyard, or other devices. Corner entries should be set back to allow pedestrian flow and good visibility at the intersection.



## B-1 Height, Bulk and Scale Compatibility

Projects should be compatible with the scale and development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designated to provide a sensitive transition to nearby, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between the anticipated development potential of the adjacent zones.

### University Community Design Guidelines

Special attention should be paid to projects in this area to minimize impacts of increased height, bulk and scale as stated in the Citywide Design Guideline (Note: along zone edges and specified streets and corridors, set back upper floors above 40' in height from the street, alley or property line.)



## C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of the neighboring buildings.

### University Community Design Guidelines

On Mixed Use Corridors, consider breaking up the façade into modules of not more than 100 feet, corresponding to traditional platting and building construction. (Note: this should not be interpreted as a prescriptive requirement. Larger parcels may characterize some areas of the university community, Such as lower Roosevelt.)



## D-1 Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

### University Community Design Guidelines

On Mixed Use Corridors, consider setting back a portion of the building to provide small pedestrian open spaces with seating amenities. The building facades along the open space must still be pedestrian oriented.



MASSING OPTION A

**Summary**

- 8123 sf retail
- 208 apartments above grade, 2 townhomes and 6 lofts at grade on NE 9th Ave
- 102 parking spaces at levels 1 and 2, 98 parking spaces below grade

**Pros**

- Single elevator core for greater efficiency
- South facing level 3 outdoor space
- Courtyard aligns with Allegro apartment courtyard to the north
- Territorial views for many of the building units

**Cons**

- Less setback and outdoor space along NE 40th Alley
- Regular massing does not relate as well to L3 zone to the east
- No setback along Roosevelt Way NE
- Corner at NE 40th Alley and Roosevelt does not respond as well to University Community Urban Center guidelines for a gateway
- Courtyard space is divided by circulation



MASSING OPTION B

**Summary**

- 8123 sf retail
- 208 apartments above grade, 2 townhomes, and 6 lofts at NE 9th Street
- 92 parking spaces at levels 1 and 2, 108 parking below grade

**Pros**

- Prominent and consistent massing along Roosevelt Way NE and NE 40th Alley
- West facing courtyard has greater width for light and air

**Cons**

- Scale at NE 40th Alley and Roosevelt Way NE appears incompatible with the University Community Urban Center guidelines for a gateway
- Sunlight into level 3 courtyard is blocked by southern mass along NE 40th Alley
- Allegro Apartment courtyard to the north is completely blocked by the massing
- No setback along Roosevelt Way NE
- Less setback and outdoor space along NE 40th Alley



MASSING OPTION C  
Preferred Scheme

**Summary**

- 8123 sf retail (2410 sf of sports court and fitness center)
- 208 apartments above grade, 2 townhomes, 6 lofts at NE 9th Street
- 47 parking spaces at level 1, 153 parking spaces below grade

**Pros**

- Corner at NE 40th Alley and Roosevelt Way NE responds well to University Community Urban Center guidelines for a gateway with street levels setbacks and corner articulation
- Articulated massing at roof along NE 9th Street provides opportunity for transition to L3 zone to the east
- Setback along Roosevelt Way NE provides relief and scale to the massing
- Courtyard strikes a balance between respecting Allegro Apartments to the North and providing views to the south
- South facing courtyard
- Entrance to the building is setback from NE 40th Alley allowing for views from the corner of Roosevelt Way NE
- Variety of outdoor spaces at ground level, level 2, and rooftop

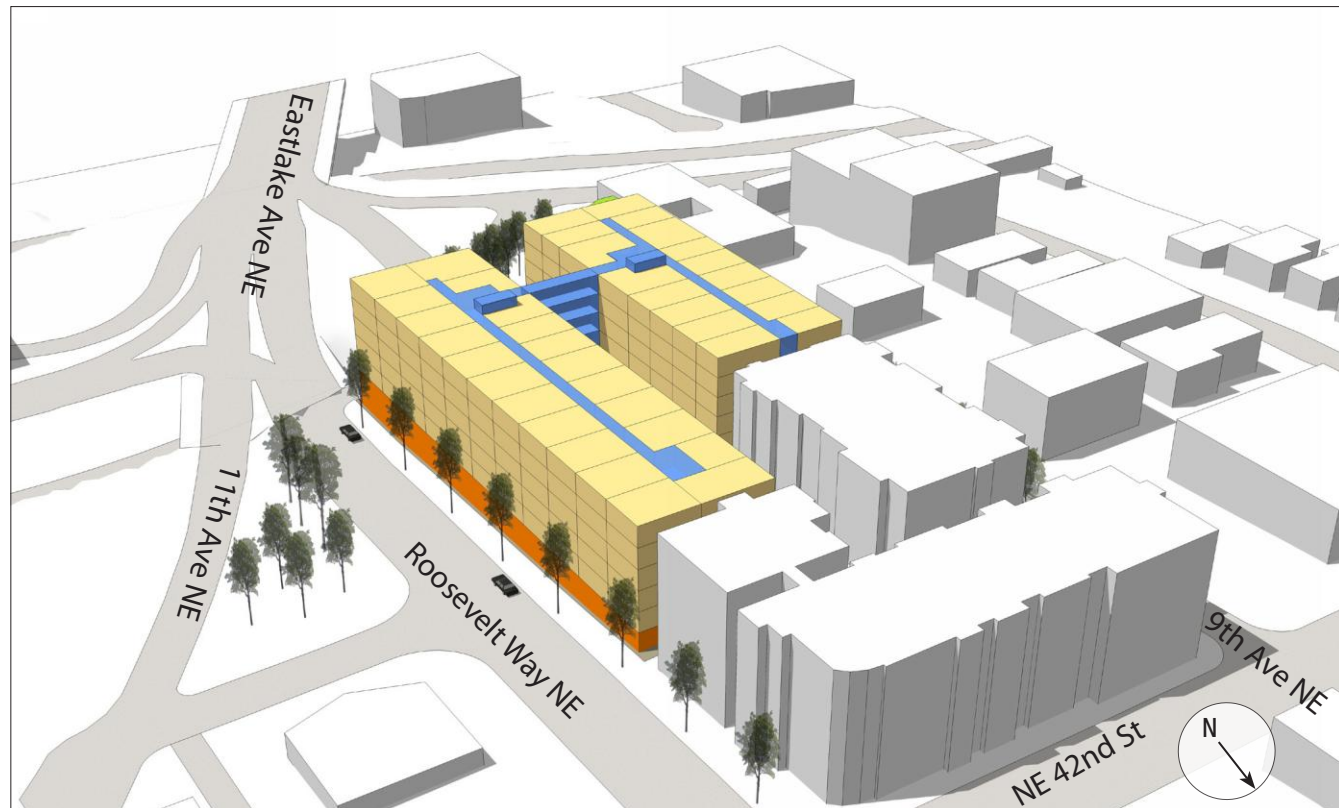
**Cons**

- Additional cost for below grade parking

# ARCHITECTURAL CONCEPT - MASSING OPTION A



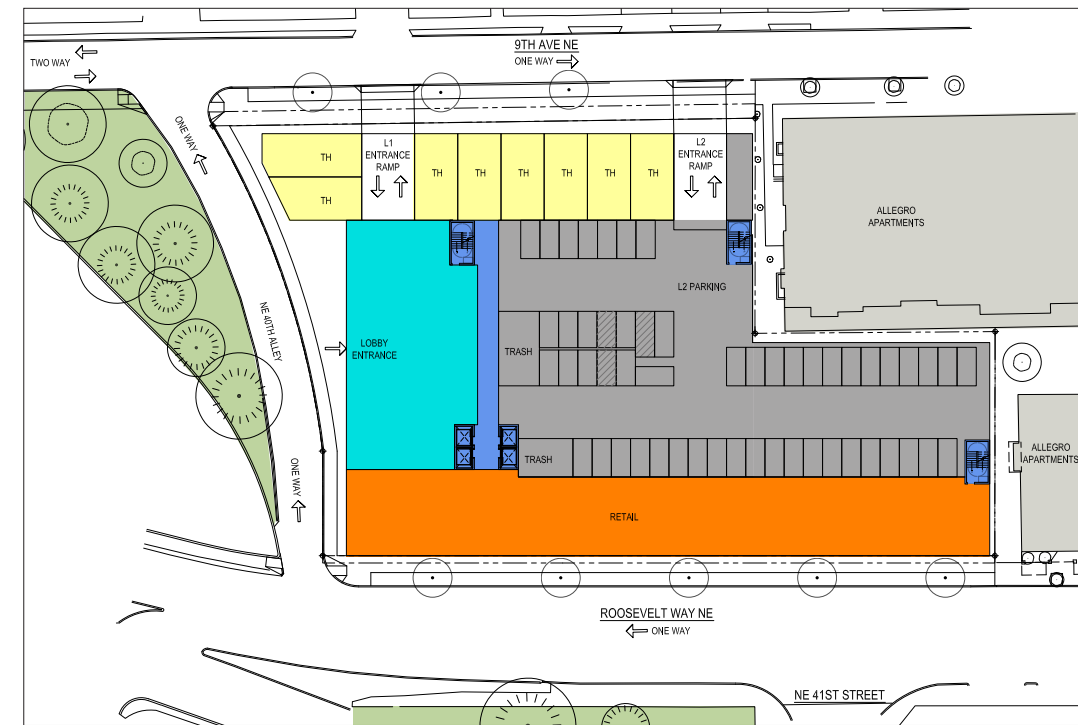
View from SouthWest



View from NorthEast



Level 3 - 7



Level 1 | P1

- Residential
- Lobby | Common
- Parking
- Commercial | Office
- Circulation
- Courtyard

# ARCHITECTURAL CONCEPT - MASSING OPTION B



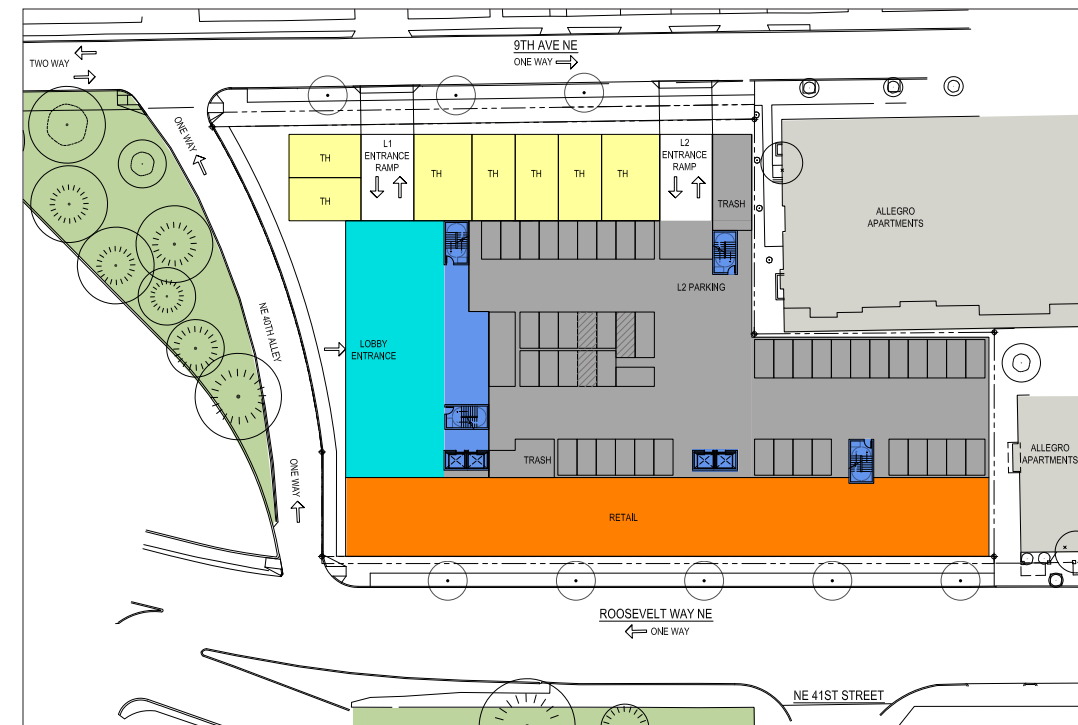
View from SouthWest



View from NorthEast



Level 3 - 7



Level 1 | P1

- Residential
- Lobby | Common
- Parking
- Commercial | Office
- Circulation
- Courtyard

4041 Roosevelt Way NE

---

# MASSING OPTION C | PREFERRED SCHEME



View from SouthEast

The northern site boundary borders two private six story apartment buildings, which are approximately 8-10 feet from the northern property lines. The preferred massing option C may propose limited openings facing the existing buildings in order to preserve privacy. The proposed structure may also be oriented at an angle to the existing buildings to provide additional separation. The architectural detailing along Roosevelt Way NE may continue to the north elevations. The preferred massing option C also protects southern views from the existing apartment building down Roosevelt Way NE and through the proposed courtyard.

The preferred option C is currently proposing two curbcuts for parking access along 9th Avenue NE. The southern curb cut is for residential use only, and it will create a secure access point for building residents. The northern curbcut is primarily for the commercial component of the building, as well as residential move in. In addition to added security for the residents, the separate parking entrances will create a clear distinction between residential and commercial parking, providing an added attraction for future retail tenants who may have difficulty attracting vehicular traffic to the site.

To address the safety issues noted in the urban design analysis, as well as creating an architectural "gateway", the preferred option C sets the first two floors of the structure significantly back from the corner. This setback creates sightlines at the Roosevelt intersection and an architectural opportunity for the community addressing the concept of gateway. In addition to improving visibility and safety for pedestrians, bicyclists, and vehicles, this two story setback also creates a sheltered pedestrian open space at the corner.

In order to provide additional pedestrian activity, the preferred option C proposes two pedestrian access points to the building along Roosevelt Way NE. The northern pedestrian access point across from NE 41st Street is a private entrance to the Level 2 outdoor courtyard. The southern pedestrian access point is intended to serve the commercial parking level for the retail spaces.

# ARCHITECTURAL CONCEPT - MASSING OPTION C (PREFERRED)



View from SouthWest



View from NorthEast



Level 1



Level P1

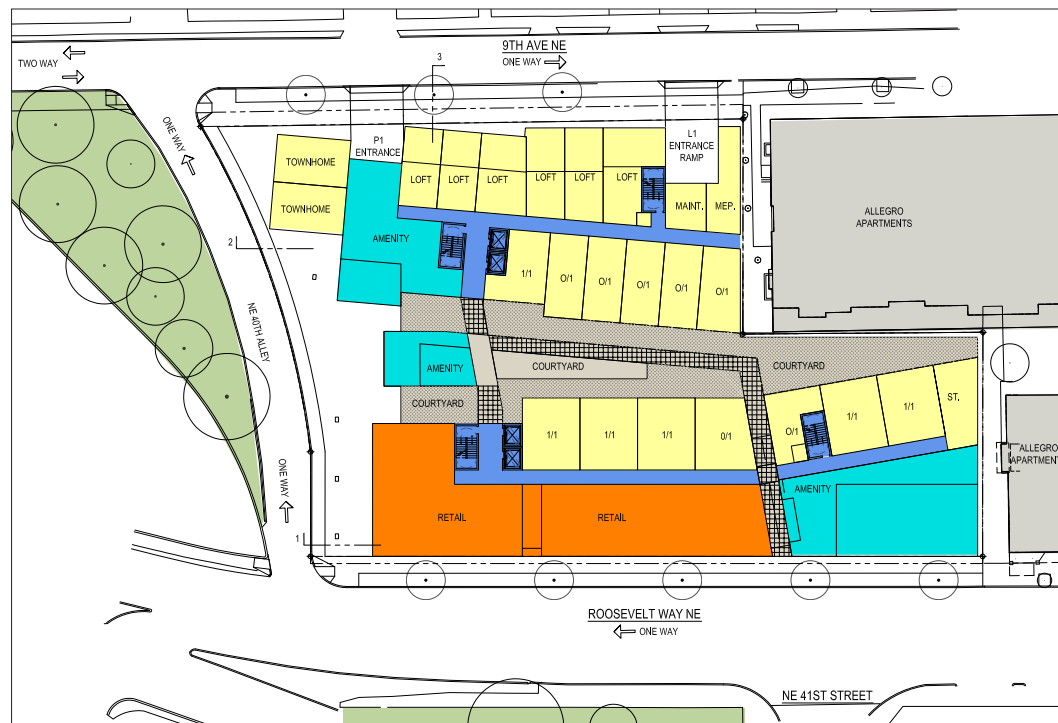
- Residential
- Lobby | Common
- Parking
- Commercial | Office
- Circulation
- Courtyard



Level 3 - 7

**Potential Design Departure**

SMC 23.47A.008.D.3  
The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.



Level 2

**Potential Design Departure**

SMC 23.47A.008.D.1  
Residential uses are limited to 20% of the street-level street-facing façade.

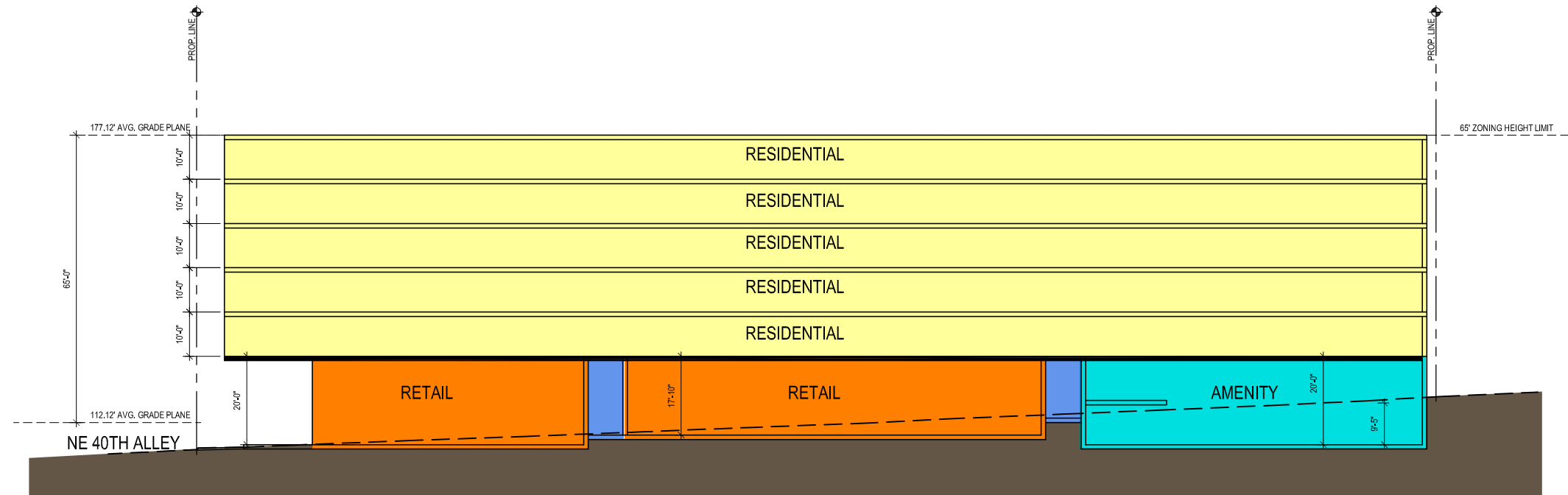


Street View from South



Street View from NE 41st Street

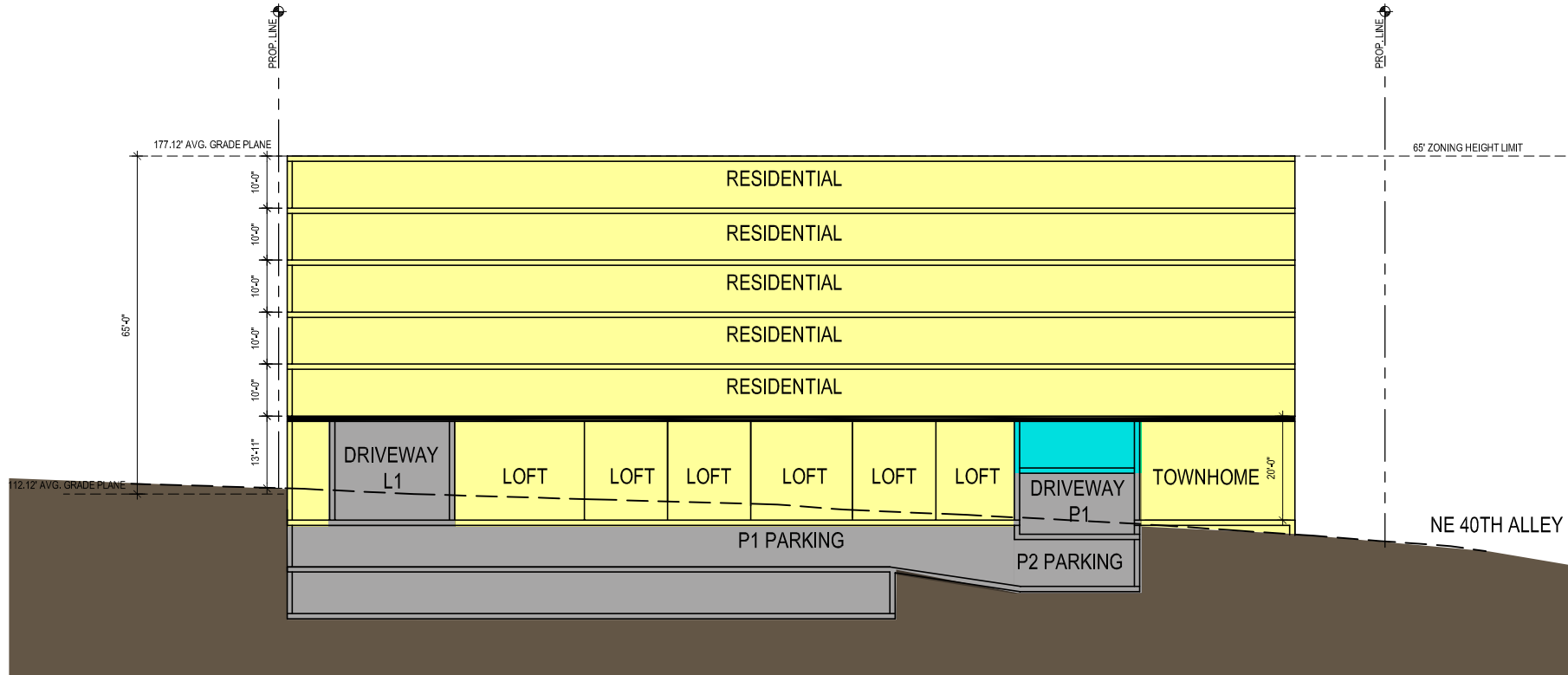
# PREFERRED SCHEME - SECTIONS



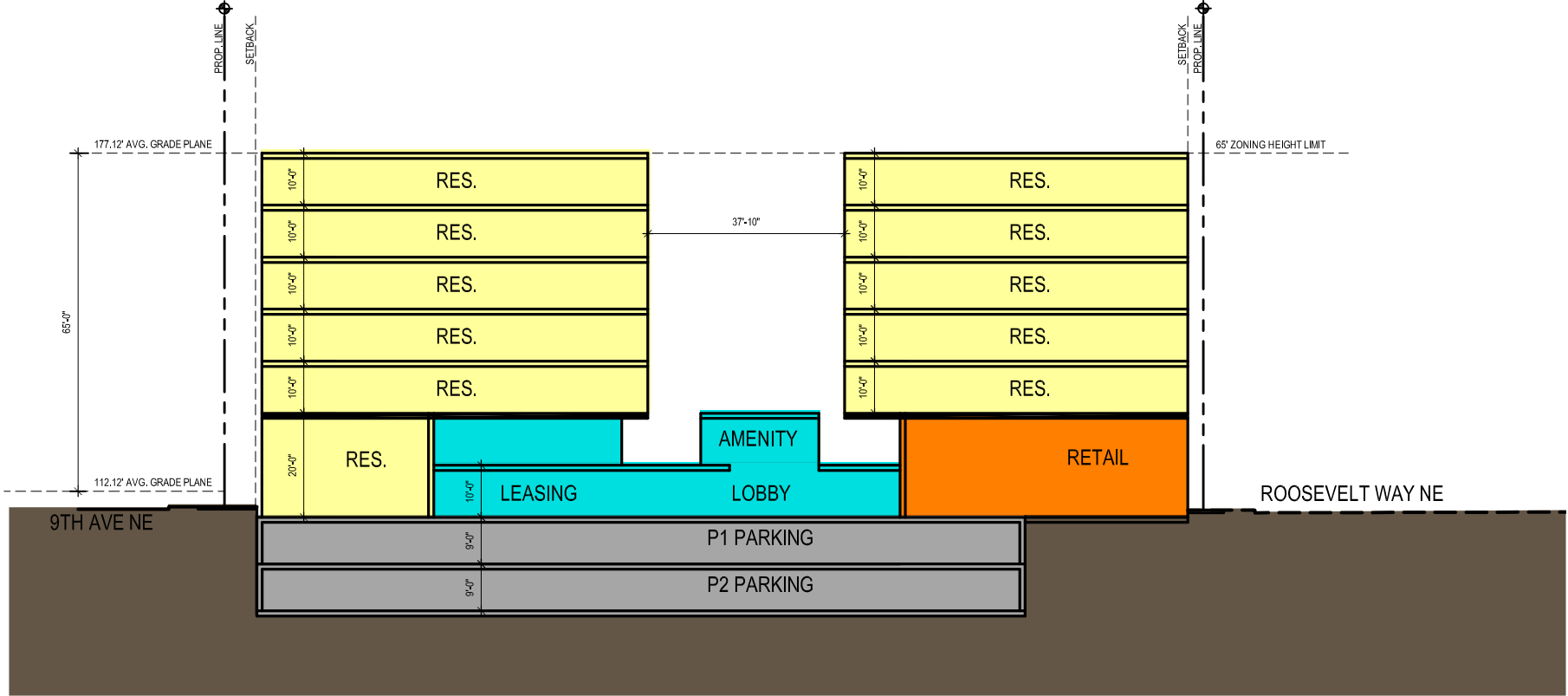
North - South Section

- |                                                                                       |             |                                                                                       |                     |
|---------------------------------------------------------------------------------------|-------------|---------------------------------------------------------------------------------------|---------------------|
|  | Residential |  | Lobby   Common      |
|  | Parking     |  | Commercial   Office |
|  | Circulation |  | Courtyard           |





North - South Section

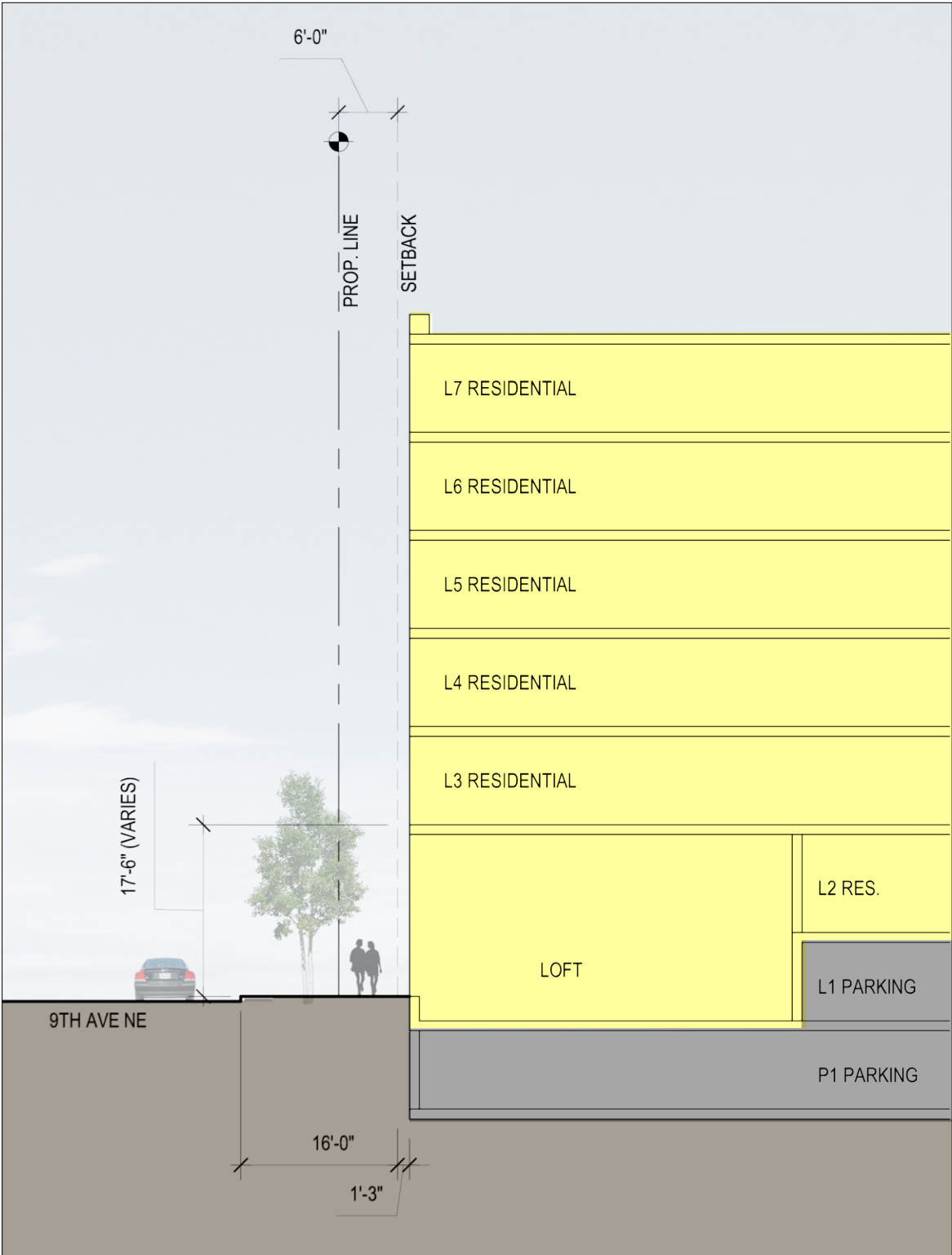


West - East Section

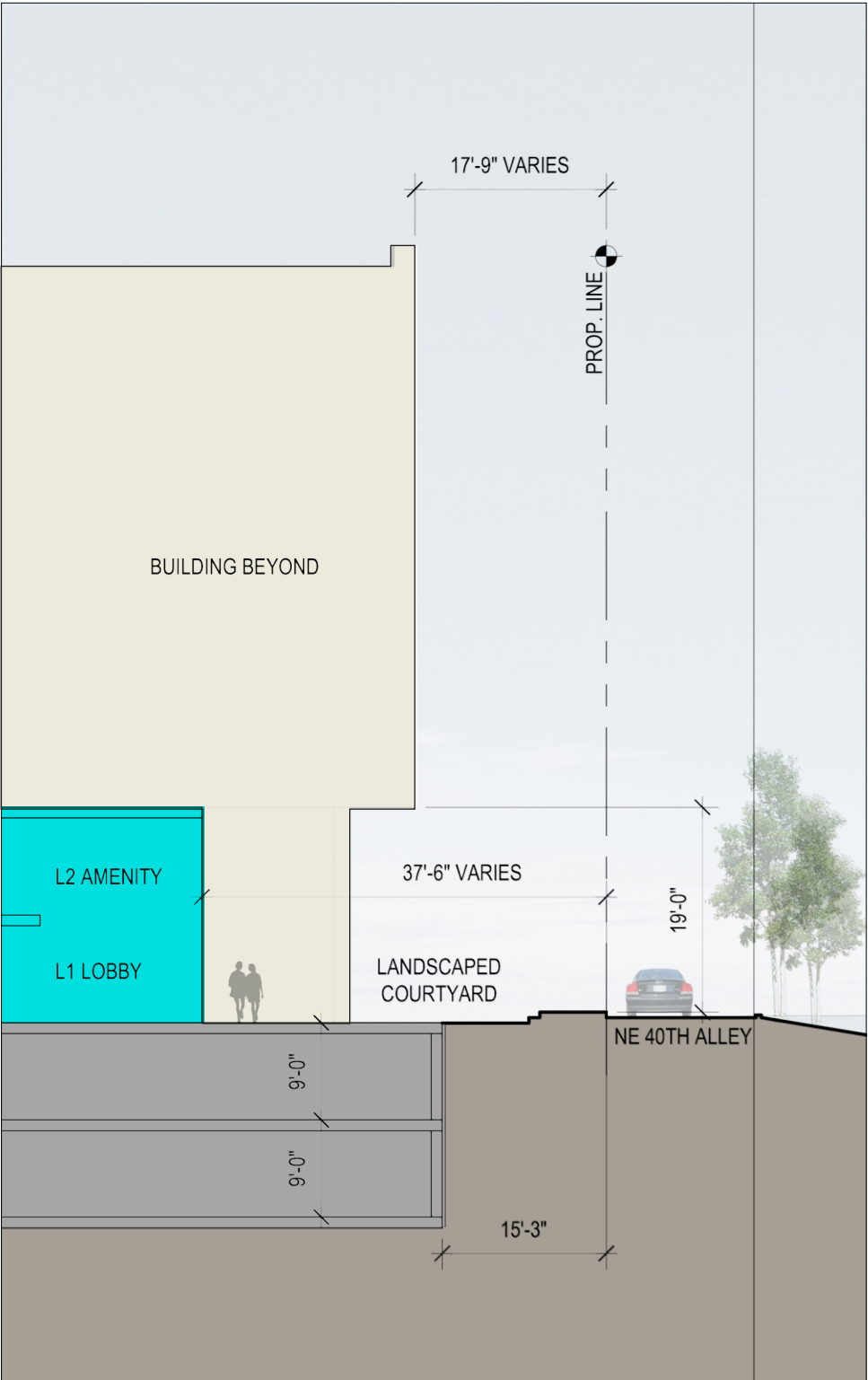


4041 Roosevelt Way NE

PREFERRED SCHEME - STREET SECTIONS

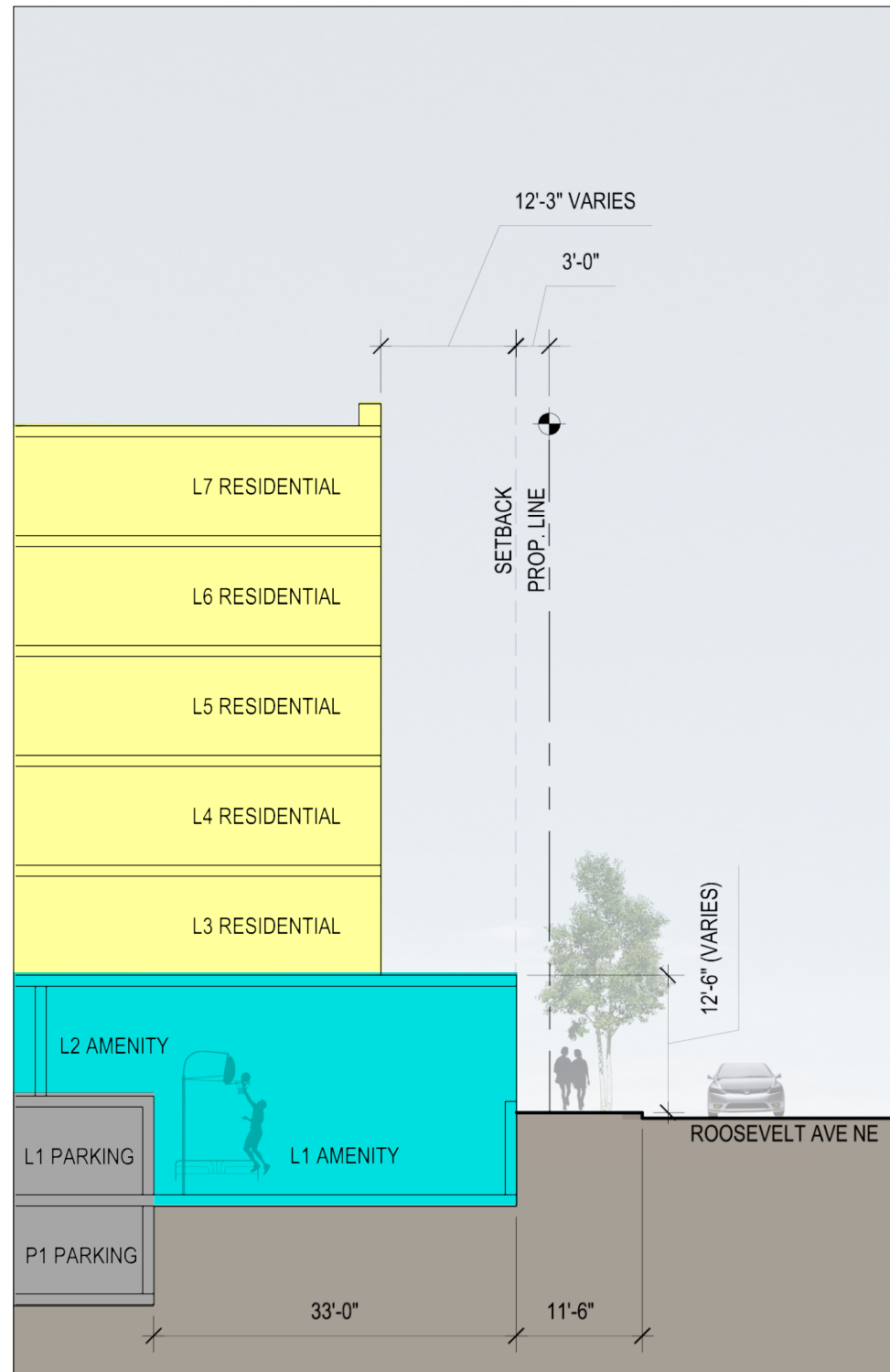


A. 9th Ave NE Street Section

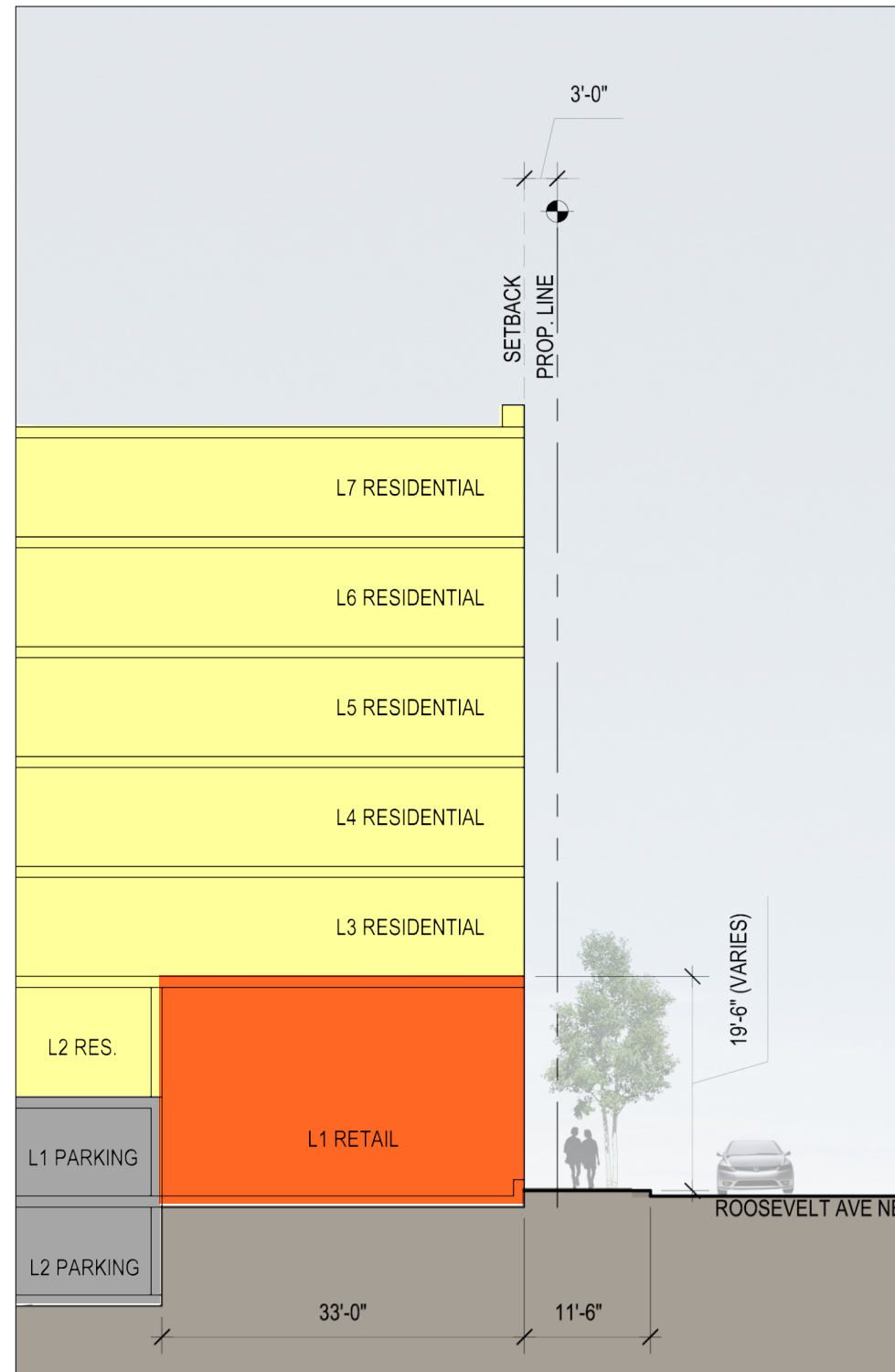


B. NE 40th Alley Street Section



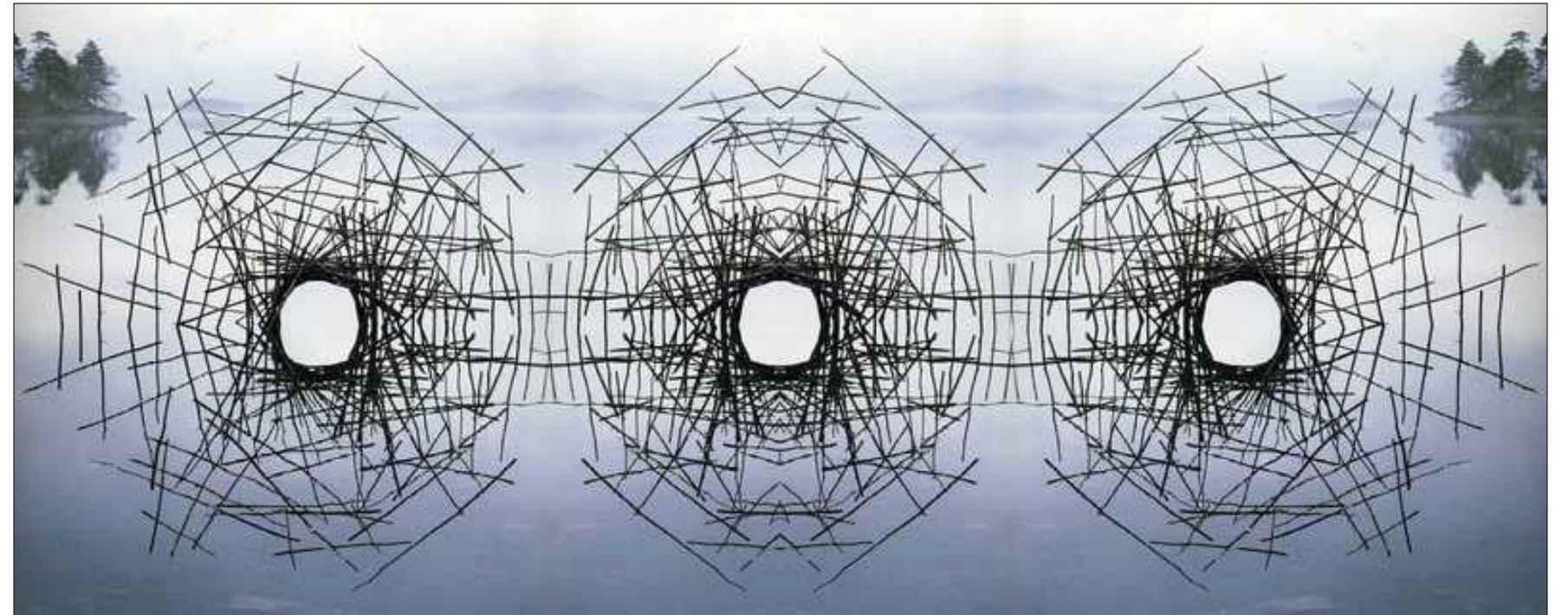


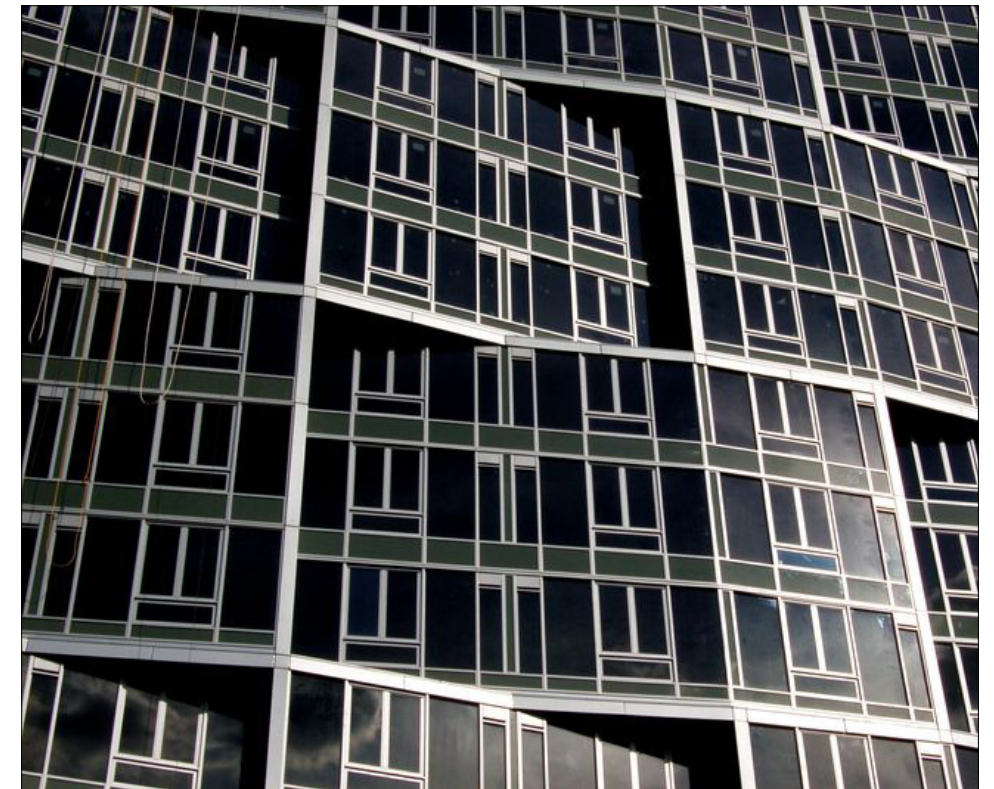
C. Roosevelt Way NE Street Section



D. Roosevelt Way NE Street Section







PROJECTS BY ARCHITECT & OWNER



Block 10  
Runberg Architecture Group & Vulcan Real Estate



Borealis Apartments  
Runberg Architecture Group & Vulcan Real Estate



Merrill Gardens at the University Village  
Runberg Architecture Group



Alley 24  
Vulcan Real Estate