

# 6500 Roosevelt

6500 ROOSEVELT WAY  
SEATTLE, WA 98115

**SDCI# 3039396-EG**

**NORTHEAST DESIGN REVIEW BOARD:**  
EARLY DESIGN GUIDANCE MEETING  
AUGUST 22, 2022 AT 5PM

**WOLLINS  
GERMAN**





DESIGN PROPOSAL

Project Information

|                     |  |
|---------------------|--|
| ADDRESS             | 6500 Roosevelt Way NE<br>Seattle, WA 98115   |
| PARCELS             | 365870-0065<br>365870-0080   |
| SDCI<br>PROJECT #   | 3039396-EG<br>3038609-LU<br>004964-21PA  |
| OWNER               | <b>Sustainable Living<br/>Innovations</b><br>710 2nd Ave<br>Seattle, WA 94107-1710<br><br>Nick Funaro<br>425.233.2660<br>nfunaro@sli.co        |
| ARCHITECT           | <b>CollinsWoerman</b><br>710 2nd Ave<br>Suite 1400<br>Seattle, WA 94107-1710<br>Tim Bissmeyer<br>206.245.2047<br>tbissmeyer@collinswoerman.com |
| LANDSCAPE<br>DESIGN | <b>Weisman Design Group</b><br>1430 NE 65th Street<br>Seattle, WA 98115<br>Peter Nelson<br>206.322.1732<br>peter@wdginc.com                    |

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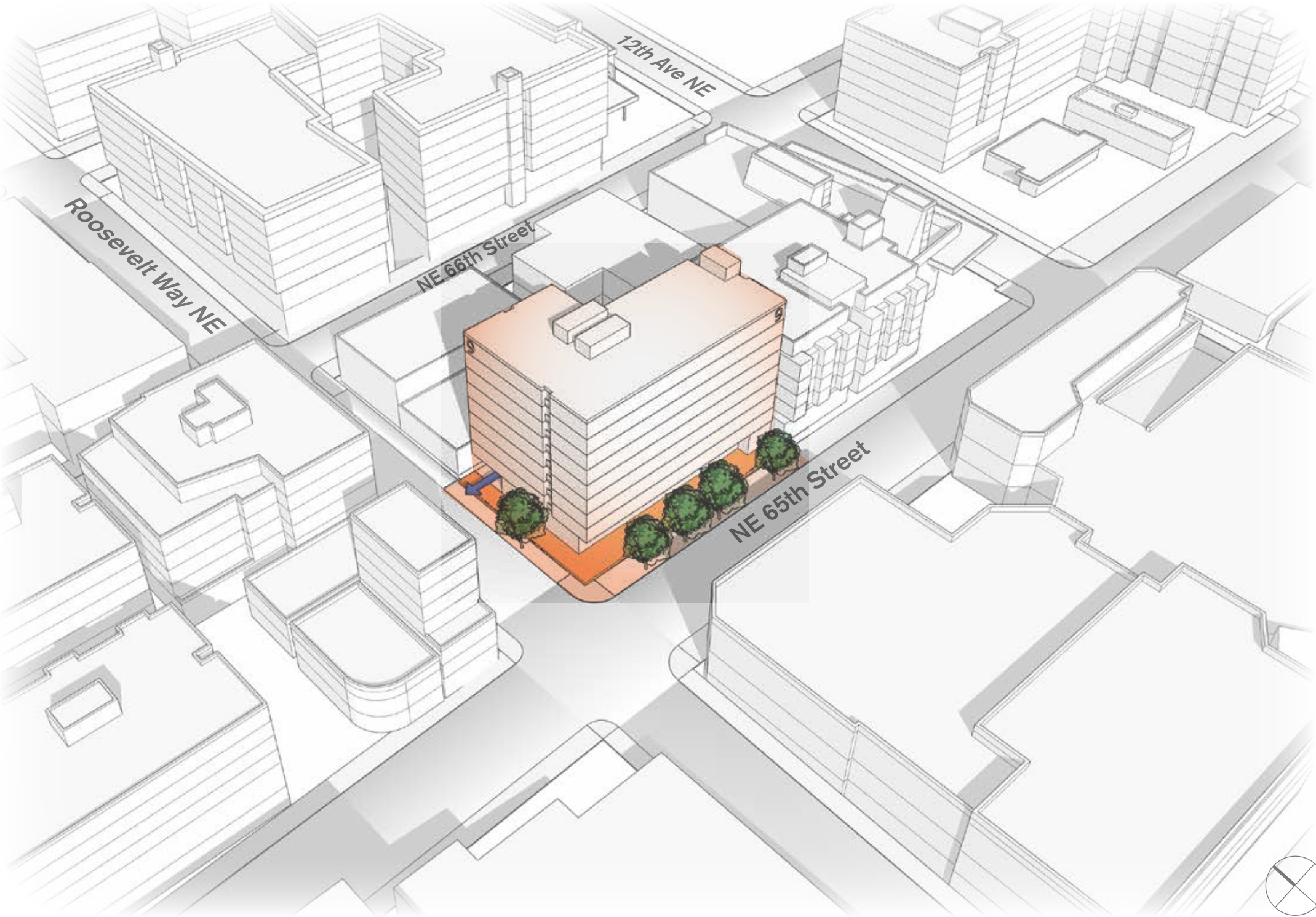
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Reviewed by:

Project Site



Development Goals

Bounded by two arterials; 65th Street to the South with a dedicated bike lane, access to light rail, and bus stops; and Roosevelt Way to the West, a principal pedestrian street, the project aims to provide a transit-oriented focus. On the site, we are proposing a 9-story residential building with approximately 144 units on levels 2-9. Level one will contain retail uses along with the residential entry and support spaces. One level of underground parking is also planned with 20-25 parking spaces. Units will be designed and built using the SLI system of prefabricated panels, creating a sustainable urban landmark for the neighborhood.

- **Zoning.** The zoning envelope for the site falls under the NC3P-95(M) zone.
- **Number of residential units:** Approximately 144 units on levels 2-9.
- **Parking spaces:** One level of underground parking providing 20-25 parking spaces

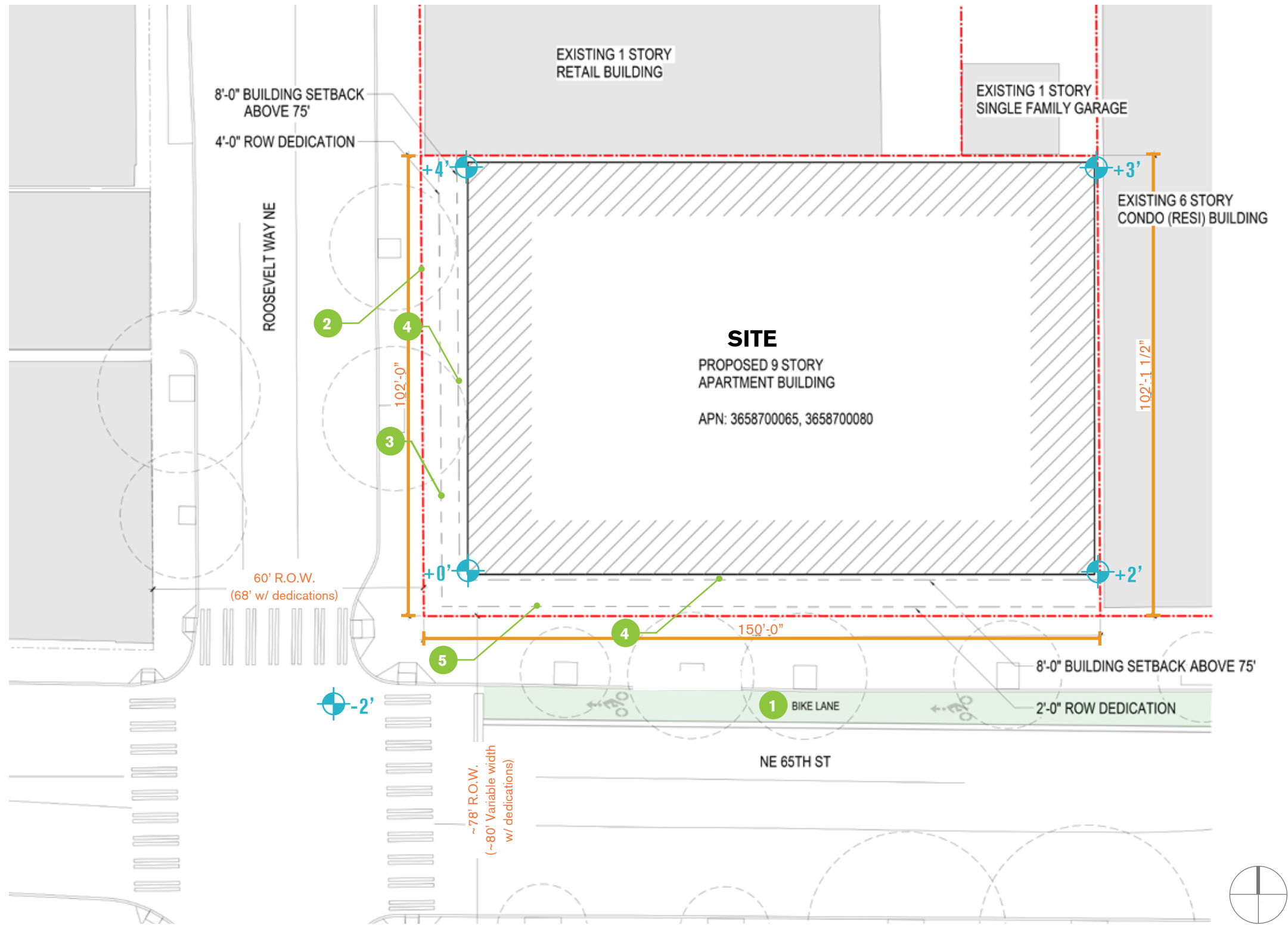
Design Proposal - Metrics

|             |           |
|-------------|-----------|
| Site Area   | 15,315 SF |
| Retail      | 2,500 SF  |
| Residential | 77,000 SF |
| Parking     | 13,500 SF |

SITE CONDITIONS

Site Survey

Site Plan/Survey



Project Information

|                    |   |
|--------------------|---|
| Address:           | 6500 Roosevelt Way NE   |
| Parcels:           | 365870-0065 (Parcel A)<br>365870-0080 (Parcel B)  |
| Legal Description: | Parcel A:<br><br>Lots 13, 14 and 15, Block 1, James' division of Green Lake addition to Seattle, Washington, according to the plat thereof recorded in Volume 4 of plats, page 41, in King County, Washington<br><br>Parcel B:<br><br>Lots 16 and 17 in Block 1 of James' division of Green Lake addition to Seattle, as per plat recorded in Volume 4 of plats, page 41, records of King County, State of Washington |
| SDCI Project #:    | 3039396-EG<br>3038609-LU<br>004964-21PA   |

Keynotes

- 1 Protected Bike Lane
- 2 Property Line
- 3 4'-0" ROW Dedication
- 4 8'-0" Building Setback Above 75'
- 5 Variable 2' ROW Dedication (up to 2.31')



## What We Heard from the Community

### Design-Related Comments

- **Design & Character.** When asked what is most important about the design of a new building on this property, 59 percent of survey respondents said **environmentally friendly features**; 46 percent said relationship to neighborhood character; 43 percent said interesting and unique design; 27 percent said attractive materials; and 24 percent said parking. Numerous respondents encouraged creating a neighborhood landmark building that stands out and creates a sense of place that is unique to Roosevelt since the project is located on one of the neighborhood’s most prominent corners. Other respondents encouraged creating a project that actively engages the community while keeping the location near Roosevelt Station in mind. Others encouraged **innovative design**, having an attractive exterior, featuring a friendly / not looming façade, using durable and natural building materials like wood and brick that evoke the feeling of the Pacific Northwest, making the project interesting and unique instead of just like another glass and plastic box, **keeping the funky character of Roosevelt**, limiting use of large Hardie panels and accent colors, reflecting character of beautiful historic homes nearby, and building the best project the team can build
- **Exterior.** When asked what the most important consideration is for the exterior space on this property, 58 percent said **seating options and places to congregate**; 47 percent said landscaping; 44 percent said lighting and safety features; and 17 percent said bike parking. Respondents noted that open / active spaces are invaluable and encouraged creating a pleasant pedestrian environment with **wide sidewalks, setbacks with public space** for people to congregate and enjoy their neighborhood, outdoor seating perhaps in a plaza –perhaps with meeting areas, and incorporating art from local BIPOC artists. Others encouraged preserving natural green space, making the exterior lush and having no curb cuts.

- **Height & Scale.** A few respondents expressed concern that the building is tall, may impact nearby sun / views of neighboring units and requested that the height be lowered; one respondent encouraged the project team to create set-backs so the view from their unit is not too close to the new building. Others noted that they would like to see a taller building.
- **Sustainability.** A few respondents expressed support for sustainable green design that takes environmental considerations into mind and provides maximal climate benefit.

### Non-Design Related Comments

- **Retail.** Numerous respondents encouraged having **attractive ground-level retail** at this community crossroads that contributes to a vibrant commercial streetscape including storefronts that enhance the public realm with activity / pedestrian amenities, and small / fun local businesses that reflect the values of the neighborhood instead of national chains. Others encouraged offering a variety of retail uses such as bars/restaurants and shops to contribute to the Roosevelt commercial corridor. Several respondents expressed concern about losing the existing bar/restaurant establishments of Teddy’s and Atlantic Crossing and others encouraged the project team to bring a reference to them to the project in some way. One respondent encouraged accommodating the same number of retail spaces the building is replacing and another expressed support for having retail on both 65th and Roosevelt Way NE. Another respondent noted that any outdoor restaurant seating should be set back from the sidewalk.

- **Parking & Traffic.** Several respondents noted that they’d **like to have a garage since parking is scarce in the neighborhood** and they believe renters will still have cars. Others noted that many neighborhood residents live urban lifestyles and prefer walking / public transit so there may not need to be parking provided in the building, especially given the project is right next to light rail. One respondent encouraged having a curbside zone for move-in / move-out / receiving deliveries and another noted that the intersection of 65th & Roosevelt Way NE is tricky.
- **Affordability.** Many respondents encouraged providing affordable housing that is available to many income levels.
- **Units.** Many respondents encouraged maximizing the number of apartment units and expressed support for high density housing, while one respondent supported quality over quantity. Others encouraged offering a mix of housing sizes for everyone from students to families.
- **Impacts.** A few respondents **encouraged quick and quiet construction** with no wind-blown debris, providing designated parking for construction workers, and reducing destructive noise at night / early mornings as the neighborhood has endured 5+ years of construction and residents are tired of the dust and noise. Another respondent encouraged maintaining access to, or temporarily relocating, the mailbox on the NE corner of 65th& Roosevelt Way NE.
- **Safety.** One respondent noted that the neighborhood is extremely safe and expressed hope that it remains that way.
- **Bikes.** A couple of respondents encouraged providing covered bike parking.

### Miscellaneous Comments

Numerous residents expressed support for this project as it will improve the neighborhood and act as a model for sustainable development.

### 6500 Design Response

- **Exterior.** *Public amenity space including outdoor seating options and places to congregate are being incorporated through increased ground level setbacks*
- **Height & Scale.** *8’ setbacks are proposed for the entire height of the building, helping to minimize the apparent bulk of the building*
- **Sustainability.** *The Sustainable Living Innovations building system prides itself in incorporating all aspects of sustainable design, construction and operations*
- **Retail.** *Corner retail is proposed at the highly active and prominent 65th and Roosevelt intersection including covered, south-facing outdoor seating areas*
- **Parking & Traffic.** *One level of underground parking is being designed to accommodate 20-25 parking spaces with access off of Roosevelt Way to avoid conflicts with bike traffic*
- **Affordability.** *A mix of studio, open one-bedroom, and one-bedroom units will be provided creating affordable housing to a variety of incomes*
- **Units.** *The number of units on the site is being maximized through efficient unit design and appropriate mix of unit sizes*
- **Impacts.** *The SLI system of prefabricated panelized construction reduces construction time, waste and energy, ultimately reducing the impact on the community*
- **Safety.** *Over 2/3 of the units face the street providing more “eyes on the street” creating a safer, more active neighborhood*
- **Bikes.** *Long-term bike storage is provided immediately adjacent to the dedicated bike lane on 65th, along with short term storage along the sidewalk*



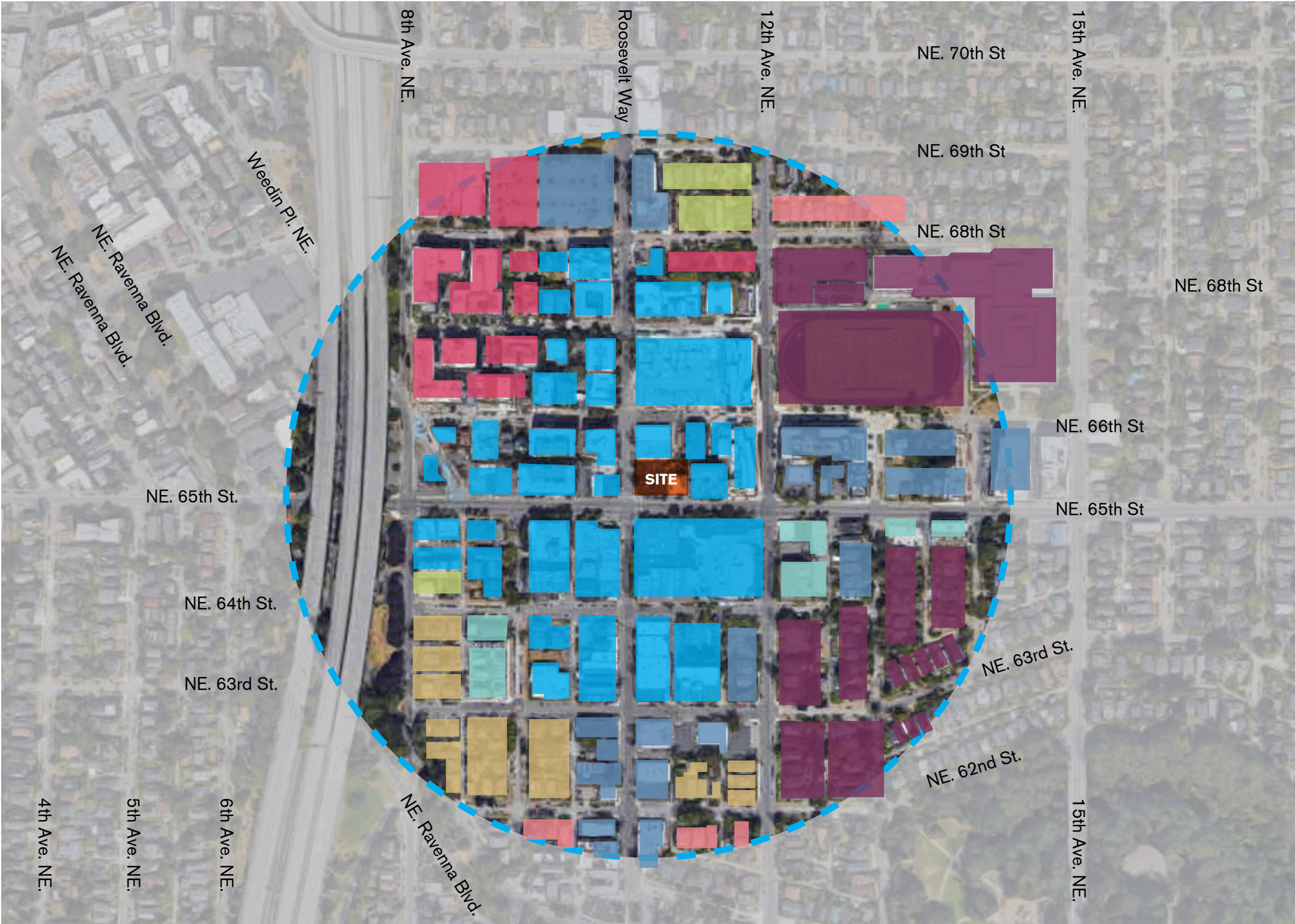
# CONTEXT ANALYSIS

## Zoning + Overlay Designations

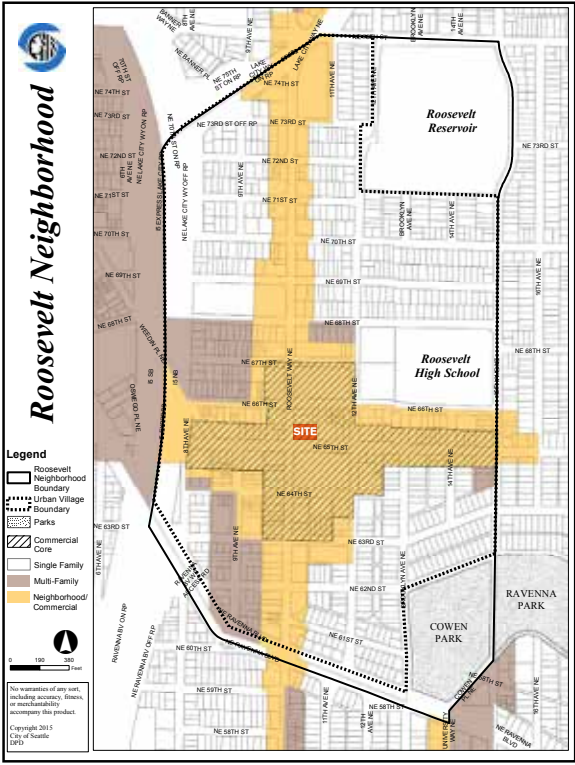
### Map Key

- NC3-95/85/75/55/40**  
Neighborhood Commercial
- NC2-75/55/65/40**  
Neighborhood Commercial
- NC1-75/55/65/40**  
Neighborhood Commercial
- LR3**  
Lowrise 3
- LR2**  
Lowrise 2
- LR1**  
Lowrise 1
- MR**  
Midrise Residential
- RSL**  
Residential Small Lots
- SF 5000**  
Single Family

### Zoning + Overlay Designations



Map 1: Roosevelt Neighborhood Boundary and Commercial Core Area





# CONTEXT ANALYSIS

## Surrounding Uses

### Surrounding Uses



### Map Key

- Surface + Garage Parking
- Residential/Mixed Use
- Office/Commercial
- Mass Transit
- Religious
- Park/Recreation + Enhanced Landscape
- Retail
- Cultural/Arts/Philanthropy
- Education

### Observations

The surrounding neighborhood uses and tertiary areas are a blend of retail, residential, and support service opportunities. Located truly in the heart of the Roosevelt neighborhood, and combined with the predominant pedestrian-oriented transit opportunities available to tenants, the 6500 Roosevelt site is a prime location to serve the surrounding neighborhood and larger community.





CONTEXT ANALYSIS

Traffic Flow + Siting Patterns

Map Key

- Principal Arterial
- Minor Arterial
- Green Street
- Bus Stop / Light Rail Stop
- Protected Bike Lane
- In-Street Painted Bike Lane
- 5-Minute Walk Radius
- Open Space

Adjacent Street Classifications

NE 65th St:

Principal Pedestrian Street,  
Urban Village Main Street

Roosevelt Way NE:

Principal Pedestrian Street,  
Urban Village Main Street

Observations

The area surrounding the site is largely a pedestrian-oriented district. Protected bicycle lanes bracket the site, and bus stops and the transit station to the East provides direct access to the greater Seattle area.

Traffic Flow + Siting Patterns





# CONTEXT ANALYSIS

## Prominent Surrounding Buildings

### Important Locations



- 1 12th Ave NE / Roosevelt Station
- 2 NE 38th St / Roosevelt High School
- 3 12th Ave NE / American Football Field
- 4 NE 64th / Roosevelt Square
- 5 6417 Roosevelt Way NE / Roosevelt Court Retail
- 6 6329 15th Ave NE / Rising Sun Produce
- 7 900 NE 65th St / Rooster Apartments & Retail
- 8 520 NE Ravenna Blvd / John Marshall High
- 9 6601 8th Ave NE / Green Lake Park & Ride
- 10 5849 15th Ave NE / Cowen Park
- 11 812 NE 65th St / Gas Station
- 12 6501 Roosevelt / 6501 Apartments
- 13 6600 Roosevelt / Cedar Crossing
- 14 815 NE 66th St / Theo Apartments





CONTEXT ANALYSIS

Existing Prominent Surrounding Buildings

1 Roosevelt Station



2021 / Height 70' / 1.5 Floors / Light Rail Station



2 Roosevelt High School



1922 / Height 58' / 3 Floors / High School

3 American Football Field



1922 / Track and Field

4 Roosevelt Square



1998 / Height 45' / 3 Floors / Shopping Mall

5 Roosevelt Court



1988 / Height 20' / 2 Floors / Retail

6 Rising Sun Produce



1979 / Height 16' / 1 Floor / Produce Market



## CONTEXT ANALYSIS

Existing and Future Prominent Surrounding Buildings

### 7 The Rooster



2015 / Height 82' / 6 Floors /  
Residential Mixed-Use

### 1 6501 Roosevelt



9 Floors / Residential Mixed-Use

### 2 Cedar Crossing



7 Floors / Residential Mixed-Use

### 8 John Marshall High School



1940 / Height 53' / 3 Floors /  
Building Use Type

### 3 Theo Apartments



7 Floors / Residential Mixed-Use



# CONTEXT ANALYSIS

Future Prominent Surrounding Buildings

Aerial View Facing Northeast

## Legend

- 1 6501 Roosevelt Apartments
- 2 Cedar Crossing
- 3 Theo Apartments

## Observations

- The planned developments around 6500 Roosevelt are all mixed-use residential projects, catering to the pedestrian-oriented neighborhood context at this gateway to the urban environment. While each offers a refreshing palette of design perspectives, 6500 will offer a unique design language and serve as a distinguishable sustainable landmark within this pedestrian friendly hub.





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CONTEXT ANALYSIS

Neighborhood Character

1 The Rooster



2 Dwell Roosevelt



2 Dwell Roosevelt



3 Kavela Apartments



4 Roosevelt Station



5 Brooklyn 65



6 The Rooster

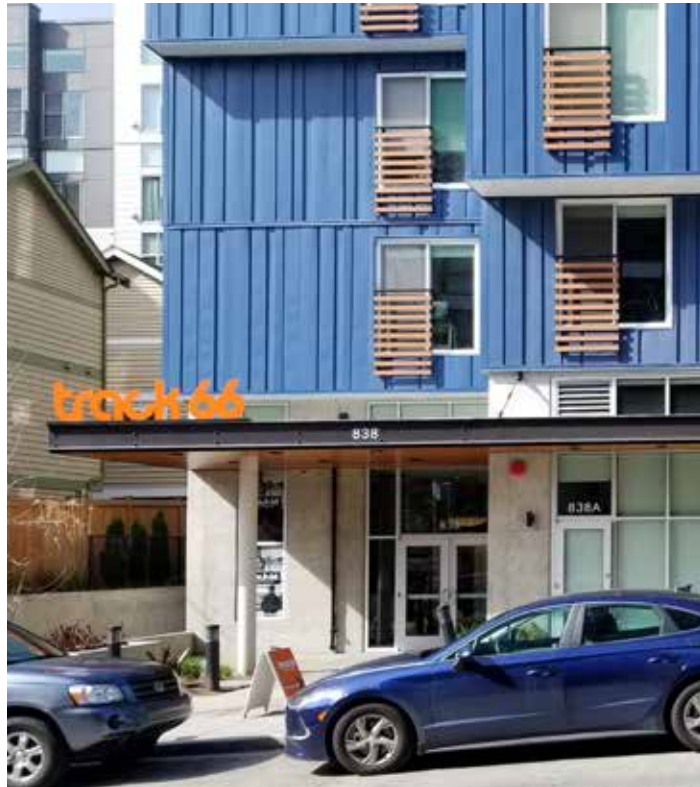




# CONTEXT ANALYSIS

## Neighborhood Character

7 Track 66



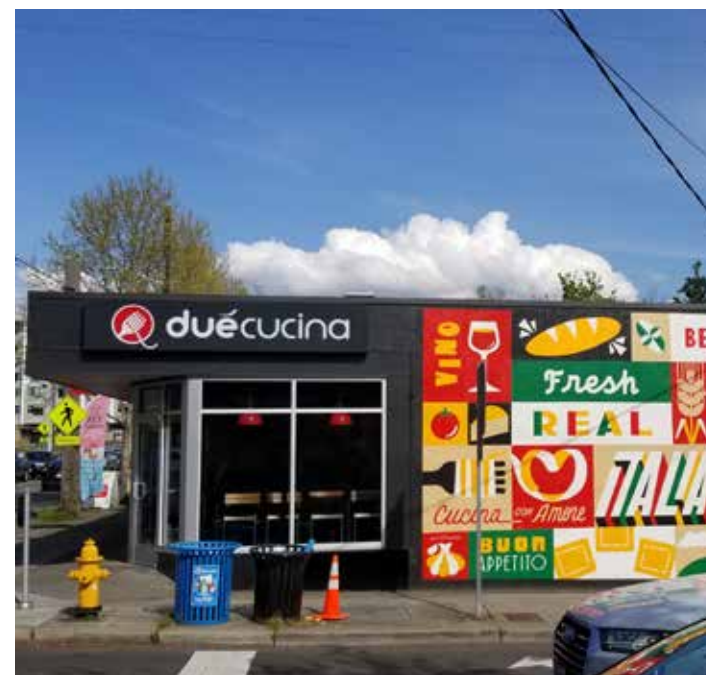
8 Vida Apartments



9 Roosevelt Square



10 Due Cucina



11 Emerald City Gym



### Observations

- The surrounding urban language caters to an eclectic context for the site, offering residents both retail and support service opportunities, as well as casual walkability and ease of access to important mass-transit routes. 6500 Roosevelt's proposed design language integrates well into this urban fabric, adding both intrigue and differentiation, serving as another opportunity for visual and interactive placemaking within this pedestrian node.

### Key Map





CONTEXT ANALYSIS

Existing Active Neighborhood Spaces

1 Roosevelt Streetscape South



2 NE 65th Streetscape West



3 NE 65th Streetscape West



4 Roosevelt Square



6 NE 65th Street Bus Stop



5 NE 65th Streetside Dining



7 Roosevelt Court Retail Plaza



Observations

- Existing active spaces are encountered in diverse streetscape opportunities that the casual pedestrian experience provides.
- On-street restaurant dining and seating enforces the relationship between dining customers and passersby, providing an opportunity to connect with each other.
- Public Art and open plaza areas near the Roosevelt Light Rail Station create opportunities to “see and be seen” as commuters embark on daily city-wide commuter trips.

8 Roosevelt Light Rail Station Art





## CONTEXT ANALYSIS

### Proposed Active Neighborhood Spaces

#### 1 Cedar Crossing



#### 2 1309 NE 66th Street



#### Observations

- The Roosevelt Design Guidelines put a high priority on creating inviting, walkable streetscapes and active neighborhood spaces within the public realm. Many of the new developments in this neighborhood are making concerted efforts to integrate these types of spaces with increased ground level setbacks and through block connectors, which create “found” spaces throughout the neighborhood where pedestrian interaction and activity can occur.
- The proposed design of 6500 Roosevelt recognizes this development and adds to it by emphasizing the creation of a truly engaging and inviting streetscape that enhances the prominent gateway corner within the Roosevelt neighborhood.

#### 3 6300 9th Ave NE



#### 4 Centerline



#### Key Map





# CONTEXT ANALYSIS

## Conclusions

### Zoning and Overlay Designations

The 6500 project is zoned Neighborhood Commercial 3 with a Pedestrian designation, a 95-foot height limit, and is subject to the Mandatory Housing Affordability program. The goal of NC designations is to support or encourage a pedestrian-oriented shopping district that serves the surrounding neighborhood and a larger community, citywide, or regional clientele; provide comparison shopping for a wide range of retail goods and services; and to incorporate offices, business support services, and residences that are compatible with the retail character of the area. The site is also located in the Roosevelt Residential Urban Village in Seattle’s Comprehensive Plan, which states that the greatest share of future development should be directed toward Urban Centers and Villages. 6500 Roosevelt is also located in a Pedestrian-designated zone, which is defined as an area meant to preserve and intensify pedestrian-oriented development and minimize conflicts between pedestrian and vehicular traffic.

### Surrounding Uses

The area immediately surrounding the site is currently a mix of pedestrian oriented uses and vital east-west automobile circulation streets. Historically pedestrian oriented services, restaurants, and bars are in mid to low level use. This is an urban area in transition that will see improvement as new projects and pedestrian oriented uses are developed and more widely used. Within the nearby neighborhood, a variety of uses including a local beloved high school - Roosevelt HS, a new Sound Transit Light Rail station - Roosevelt Station, a popular grocery store - Whole Foods, an old-time produce stand - Rising Sun Produce, a nearby freeway system - I-5, with easily accessible north and south access points, and truly mid to small scale single family residential uses. Green Lake is also a nearby recreational asset that is directly to the west. A significant number of mid-rise multifamily residential buildings have been built and will be completed that will increase the density of the local neighborhood. NE 65th Street and Roosevelt Way NE, it can be argued, is the center of this activity.

### Traffic Flow and Siting Patterns

Protected bicycle lanes run east-west along NE 65th Street providing a valuable transportation asset. Close by bus stops are located on both Roosevelt Way NE and NE 65th Street and are easily accessed. A recently opened Roosevelt Station provides direct access to the greater Seattle area via light rail. NE 65th Street is, at times, heavily trafficked and is a locally valuable circulation asset. Street and sidewalk widths, protected bike lanes, and local bus stops, allow NE 65th Street to have a more robust pedestrian oriented feel. Current pedestrian oriented uses are hit and miss as businesses undergo their marketing and business cycles. This activity will increase as more pedestrian oriented uses and mixed use projects develop. NE 65th Street, being a two way street with striped divider, is definitely trafficked with large trucks and delivery vehicles and feels busier and used at a higher rate. It also has a variety of circulation uses as mentioned previously. Roosevelt Way NE is a two lane south bound one-way street that has narrow sidewalks and mid to low use pedestrian oriented uses. Roosevelt Way NE definitely has a more “automobile oriented” feel to it and is trafficked heavily during morning and evening high demand use. Many southbound I-5 freeway trips exit and use Roosevelt Way NE when traffic becomes increasingly slow into Seattle. This gives Roosevelt Way NE a dense auto oriented feel during daily use cycles. Street parking is very limited, so destination shopping and services are difficult to negotiate nearby with the exception of the full block shopping at Roosevelt Square across NE 65th Street that has upper level parking, and Whole Foods that has surface and below grade parking.

### Neighborhood Character

The surrounding urban language caters to an eclectic context for the site and immediate surrounding area, offering residents both retail and support service opportunities, as well as casual walkability and ease of access to important mass-transit routes. 6500 Roosevelt’s proposed design language will integrate well into the urban fabric, adding both relevance and aesthetic diversity, serving as another opportunity for visual and context sensitive placemaking within this pedestrian node.

### Prominent Surrounding Buildings

Less than a block from the site, the Roosevelt Light Rail Station terminal provides a primary connection point to the urban core, serving as a gateway to the community and providing readily accessible transit opportunities for the local neighborhood. Also near the site is the Roosevelt High School which provides education for 1,867 students, grades 9 through 12. Directly across from the site, the Roosevelt Square shopping center and adjacent Roosevelt court, provide retail and culinary opportunities for local consumers. In close proximity to the 6500 project, similar uses have been constructed, or are nearing completion, ranging from the six-story residential mixed-use building The Rooster, to Cedar Crossing, a seven-story residential mixed-use project to the site’s immediate north. The Emerald City Gym to the north of the site, paired with multiple casual retail opportunities, provide an informal matrix of landmarks valued by the community, which add a rich character to the urban landscape.

### Future Prominent Surrounding Buildings

The planned and soon to be realized developments around 6500 Roosevelt are all mixed-use residential projects, catering to the established pedestrian-oriented neighborhood context at this significant, centrally located pedestrian node. While each future development offers a refreshing palette of design perspectives, 6500 Roosevelt will offer a unique design language as well as planned open space that it will offer in an effort to enhance the public realm along NE 65th Street and Roosevelt Way NE. This creation of an inviting, walkable streetscape will serve as a distinguishable, sustainable landmark at this prominent, pedestrian friendly intersection.



CONTEXT ANALYSIS

Summary of Surrounding Context and Character



At the Center of it All

The 6500 Roosevelt project site is the heart of the Roosevelt neighborhood located at a prominent gateway intersection. Easy access to **shopping, restaurants, dedicated bike lanes** and multi-modal **transit** including **light rail** and **bus** just mere steps from the site. Design of the building aims to compliment and enhance the evolving nature of the Roosevelt neighborhood by responding to the many positive aspects that have been, and continue to be established in the neighborhood.



# SITE CONDITIONS

## Site Photography

1 Looking Northeast



2 Looking North



3 Looking Southeast



4 Northeast Bird's Eye



5 Looking East



6 Looking West



## Observations

- The site is in good condition and is surrounded by similarly developed residential and retail opportunities.
- An unoccupied single-story retail establishment currently dominates the site, which 6500 Roosevelt will replace with like-use (at street level) to revitalize this prominent corner.
- Beyond the immediate Southwest corner, the previous use did little to activate the street-adjacent facade and engage with pedestrian residents and consumers.
- The site is ideal for meaningful residential place-making and pedestrian interaction at street-level, especially with the mix of nearby uses, adjacency to the light rail station and the future LA Fitness to be located across 65th Street.

## Key Map





SITE CONDITIONS  
Potential Views

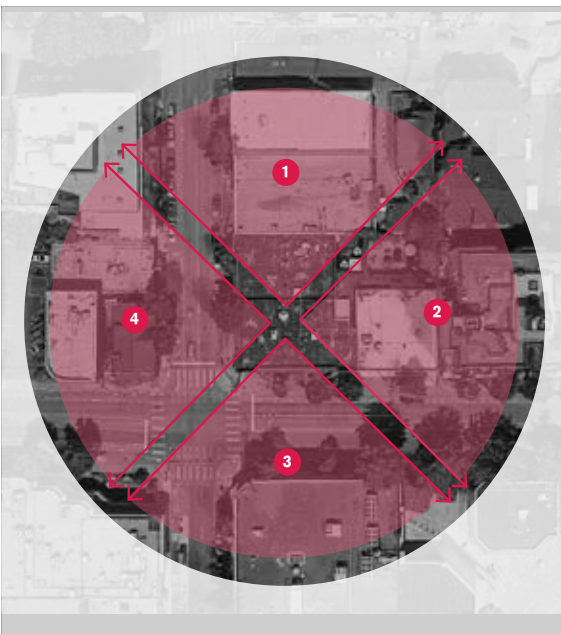
Potential Outward View Apertures



View Analysis

- 1 Looking North from Level 9**
  - Views north toward Maple Leaf and Northgate
- 2 Looking East from Level 9**
  - Views east toward Ravenna
- 3 Looking South from Level 9**
  - Views south toward University District and downtown including views of Mt. Rainier
- 4 Looking West from Level 9**
  - Views west toward Green Lake and the Olympic Mountains beyond

Key Map





SITE CONDITIONS

Streetscape Photomontage - 65th Street Looking South





## SITE CONDITIONS

Streetscape Photomontage - 65th Street Looking South



02 Roosevelt Square



03 Roosevelt Square



SITE CONDITIONS

Streetscape Photomontage - Roosevelt Way Looking West



01 Building to be Removed - Site of Future 6501 Roosevelt Residential Building

02 Bengal Tiger



## SITE CONDITIONS

Streetscape Photomontage - Roosevelt Way Looking West

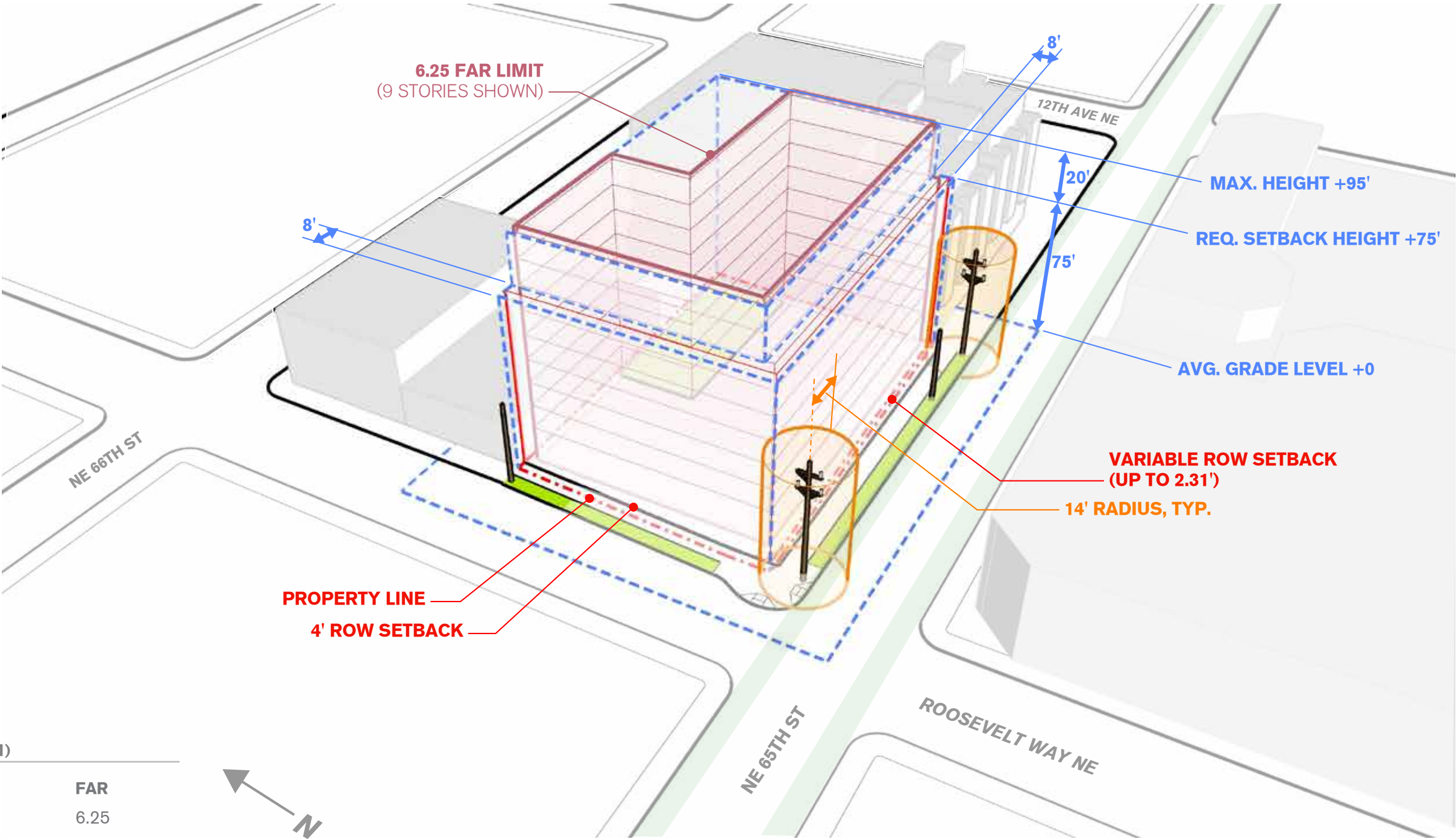




ZONING SUMMARY

Zoning Envelope

Aerial View Looking NE



| MAXIMUM FAR - NC3P-95(M) |      |
|--------------------------|------|
| Structure Height         | FAR  |
| 95'                      | 6.25 |



Land Use Code Summary

**Zoning Designation:** NC3P-95 (M)

**Overlays:** Roosevelt Urban Village (Roosevelt Commercial Core), Roosevelt Station Overlay.

1. 23.47A.012C. - Structure Height limit

- a. Structure Height limit: 95'
- b. Rooftop decks and similar features may exceed the height limit by up to two feet, and open railings or parapets around the perimeter of rooftop decks or other similar features may exceed the maximum height limit by the minimum necessary to meet Code requirements.
- c. In zones with height limits of 65 feet, solar collectors may extend up to 7 feet above the otherwise applicable height limit, with unlimited rooftop coverage.

2. 23.47A.014 - Setback requirements

- a. ROW Setbacks:
  - NE 65th St = 2'-0" (variable)
  - Roosevelt Way NE = 4'-0"
- b. Upper-level setbacks for street-facing facades for zones with a height limit of 95 feet: portions of structures above 75 feet must be set back from the front lot line by an average depth of 8 feet.
- b. Decks with open railings may extend into the required setback.

3. 23.47A.009.D - Roosevelt Urban Village

- a. Project falls under the Roosevelt Commercial Core Map A 23.41.012; Roosevelt Urban Village specific area development standards do not apply per Map B 23.47A.009.

4. 23.58C.050 - Mandatory Affordable Housing

- a. The project falls under the "Medium" payment and performance areas, and is subject to MHA program requirements.

- b. For commercial development, the "performance" option requires that 5 percent of chargeable floor area be developed as affordable housing.
- c. Excluded from chargeable floor area is a 4,000 sf allowance for street-level commercial uses and all street-level commercial uses along a designated principal pedestrian street in a Pedestrian-designated zone

5. 23.47A.013 - FAR

- a. For a building with a height limit of 95' in the Station Area Overlay District:
  - Min FAR = 2
  - Max FAR = 6.25
- b. All stories below-grade, portions of a story no more than 4' above grade, bicycle shower and storage facilities are exempt.

6. 23.47A.024.A - Open Space Amenities

- a. Maximum width and depth limit = 250'
  - Structure may exceed 250' in length if no internal connections above grade exist.

7. 23.47A.013 - FAR

- a. For a building with a height limit of 95':
  - Min FAR = 2
  - Max FAR = 6.25
  - All stories below-grade, portions of a story no more than 4' above grade, bicycle showers and storage are exempt.

8. 23.47A.024.A - Open Space Amenities

- a. For residential uses, an amenity area equal to 5 percent of the total gross floor area in residential use is required.

9. 23.47A.005 - Required Street Level Uses

- a. A minimum of 80 percent of the width of a structure's street-level street-facing facade, that faces a principal pedestrian street, shall

be occupied by uses listed in subsection 23.47A.005.D.1.

- b. 23.47A.005.C.1.c: In all NC and C zones, residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing facade in the following circumstances or locations.
  - c. Within a zone that has a height limit of 85 feet or higher"

10. 23.47A.008 - Development Standards

- a. Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.
- b. Non-residential uses greater than 600 square feet shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level, street-facing facade.
- c. Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.
- d. At least one street level street facing facade containing a residential use shall have a visually prominent pedestrian entry.
- e. As there is no alley access, the width of the driveway at street level, not to exceed 22 feet, may be subtracted from the width of the street-facing facade.
- f. Continuous overhead weather protection (i.e., canopies, awnings, marquees, and arcades) is required along at least 60 percent of the street frontage of a structure on a principal pedestrian street.

11. 23.75.160 – Landscaping, Street Trees, and Tree Protection

- A minimum Green Factor score of 0.30 is required (pursuant to section 23.86.019).
- Landscape elements provided within pedestrian pathways, access drives or parks cannot be included.
- Street trees are required when a proposed development is on a lot that abuts a street.

12. 23.54.015 Table B - Parking

- a. There is no minimum parking requirement for residential and non-residential uses in Station Area Overlay Districts.

13. 23.54.030 - Parking Space Standards

- a. Driveways of any length that served more than 30 parking spaces shall be 10 feet for one way traffic and 20 feet for two way traffic, and shall not exceed a slope of 15 percent.
- b. Above ground parking is prohibited.

14. 23.54.015 Table D - Bicycle Parking

- a. Bicycle parking is required for long-term spaces (four or more hours) and short-term spaces (less than four hours) as follows:
  - Multifamily Residential: one (1) long-term space per dwelling unit; one (1) short-term space per 20 dwelling units
  - General Sales and Service: one (1) long-term space per 4,000 sf; one (1) short-term space per 2,000 sf

15. 23.54.035, Table A - Loading/Back of House Functions

- a. The Seattle Municipal Code does not require loading berths for residential uses.



## CONCEPT DEVELOPMENT

Context and Priority Issues

# The **Roosevelt Neighborhood** is to become a model neighborhood for...

### Smart, Innovative Design

- South Facing Outdoor Spaces
- Enhance Prominent Intersections
- Gateway Features
- Multiple Recessed Entries
- Encourage Interaction and Activity



### Sustainable Building Practices

- Preserving our Natural Gifts of Land & Water (Theodore Roosevelt)
- Embrace a Sense of History
- Minimize Carbon Footprint
- Adaptive Reuse
- Reduced Energy Consumption



### A Walkable, Inviting Cityscape

- Generous Sidewalks
- Areas for Increased Pedestrian Activity
- Ample Weather Protection
- Increased Ground Floor Setbacks
- Places For Respite / Waiting Facilities
- Smaller Scale Retail Services





# How **SLI** is a model for the Roosevelt Neighborhood...



A new way of living through  
a new way of building.

## Mission

To deliver 4-star mid- to high-rise residential projects inexpensively, faster, and with a higher level of operational efficiency and livability.

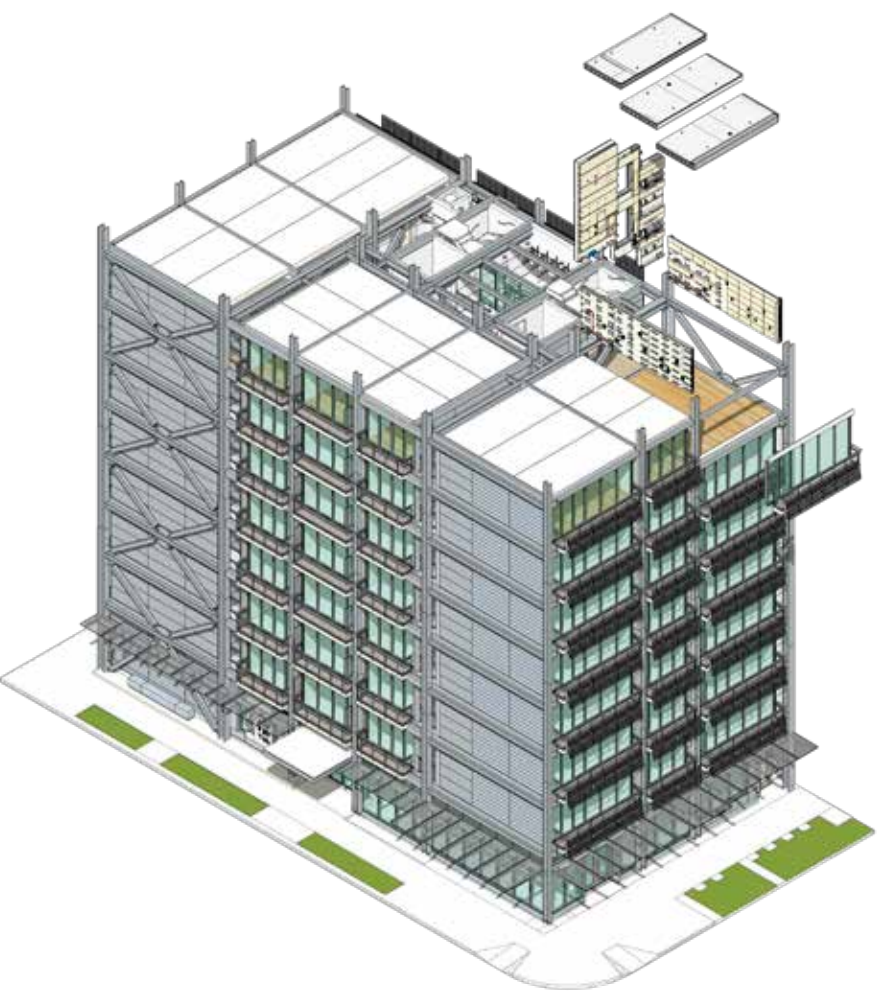
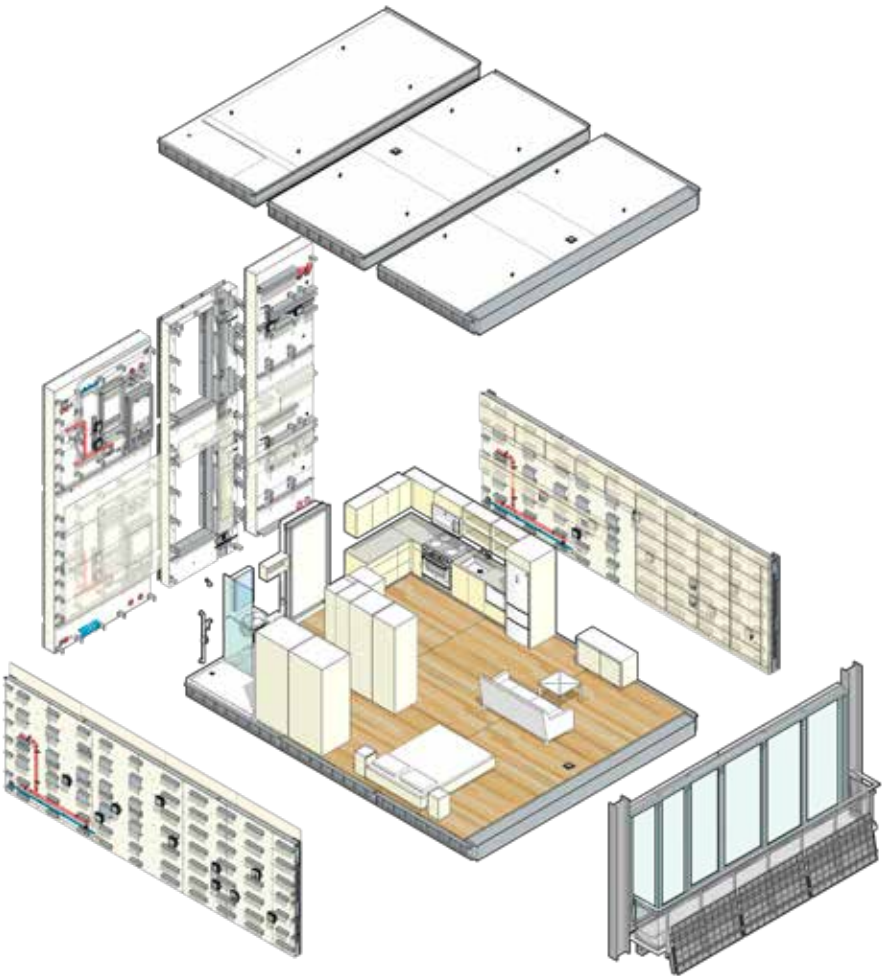
## Vision

SLI's objective is to tackle inherent problems with conventional multi-story residential construction worldwide, i.e. urgent need, material waste, size limitations, risk, and lack of resources.

## The SLI Deliverable

The SLI panelized development model shortens on-site construction time by prefabricating panels in the factory while earthwork activities take place on-site. All components are manufactured off site and delivered to the location ready to connect. Very little site prep is required and can be done while the panels are being put together. Once the panels arrive on site, the process is clean and repetitive as panels are erected, connected, and systems are activated. Interior and exterior finishes are installed, and the building is ready for inspection.

For more information and videos about Sustainable Living Innovations, please visit <https://sli.co/>



Wall panel installation at 303 Battery site



Solar panel installation at 303 Battery site



Completed kitchen wall panel in the factory



## CONCEPT DEVELOPMENT

Context and Priority Issues

# How **6500 Roosevelt** is a model for...

### Smart, Innovative Design

- Prefabricated panelized construction
- Reduction of construction impact on community
- Juliette balconies on every unit
- Improved energy efficiency
- Healthy, high-quality living spaces
- Increased setbacks at ground level encourage interaction

### Sustainable Building Practices

- Solar PV powered building
- Water conservation
- Responsibly sourced and recycled materials
- Reduced construction carbon footprint
- Reduction of construction waste

### A Walkable, Inviting Cityscape

- Transit focussed development
- Adjacency to dining, grocery, shopping, exercise and mass transit
- Gracious sidewalk with south-facing public space
- Continuation of pocket public space on 65th
- Incorporation of places to wait
- Outdoor seating and spill out space





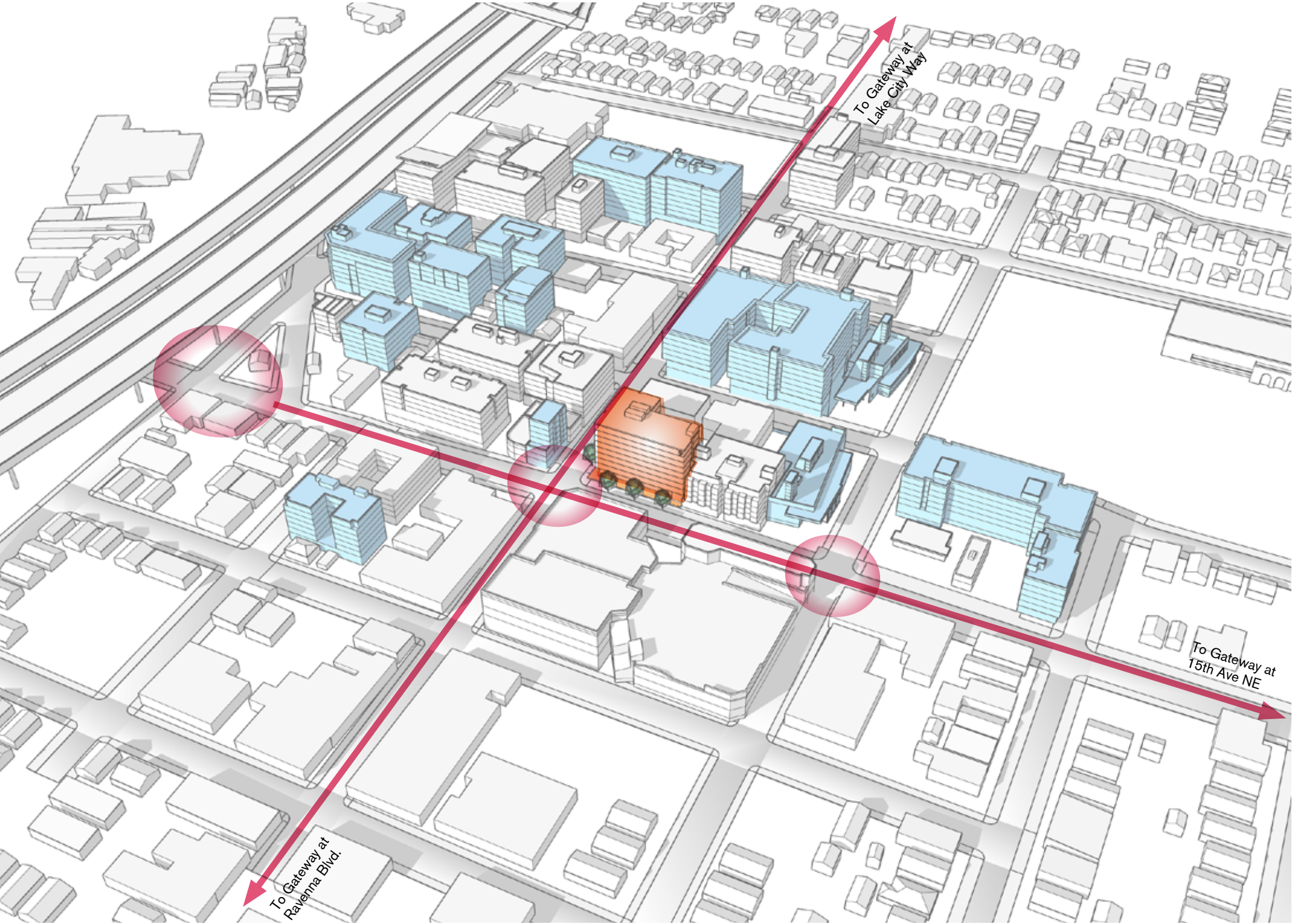
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CONCEPT DEVELOPMENT

Context and Priority Issues

The **Roosevelt Neighborhood** is evolving...



**Significant growth**

- Large, transit oriented, multi-family developments have dominated the growth of the neighborhood over the last 5+ years




**Activity and Vibrancy**

- The Roosevelt Light Rail Station provides city-wide connectivity and is a hub for pedestrian activity both to and from the station

**Open Space and Gateways**

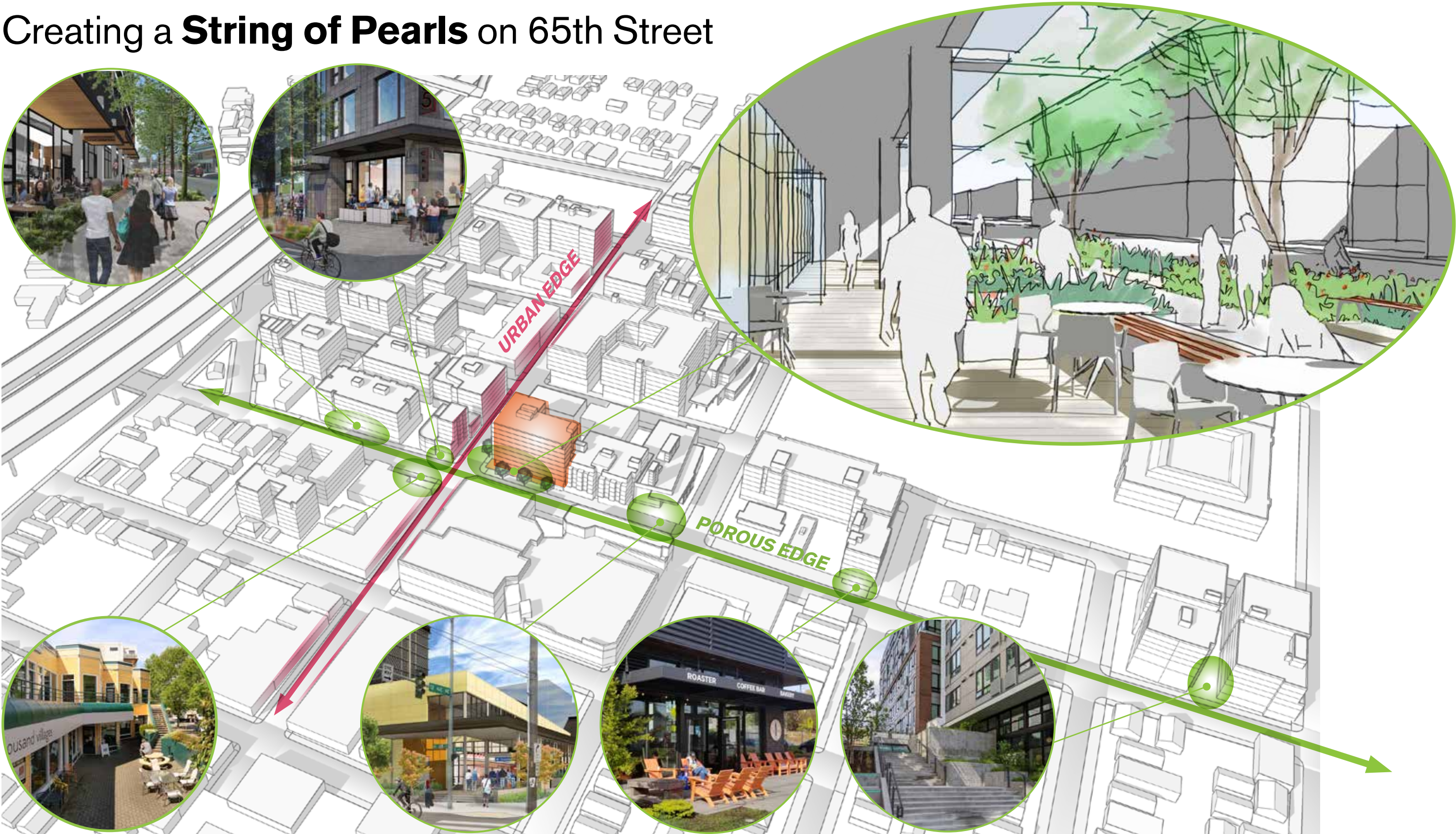
- Open space is becoming a premium within the commercial core of the neighborhood - pocket public spaces providing areas to congregate are extremely valued. Gateway intersections along 65th provide opportunities to create such public amenities

**Map Key**

-  Site
-  Gateway identified in Roosevelt Neighborhood Design Guidelines
-  Recent (last 5 yrs) or future development



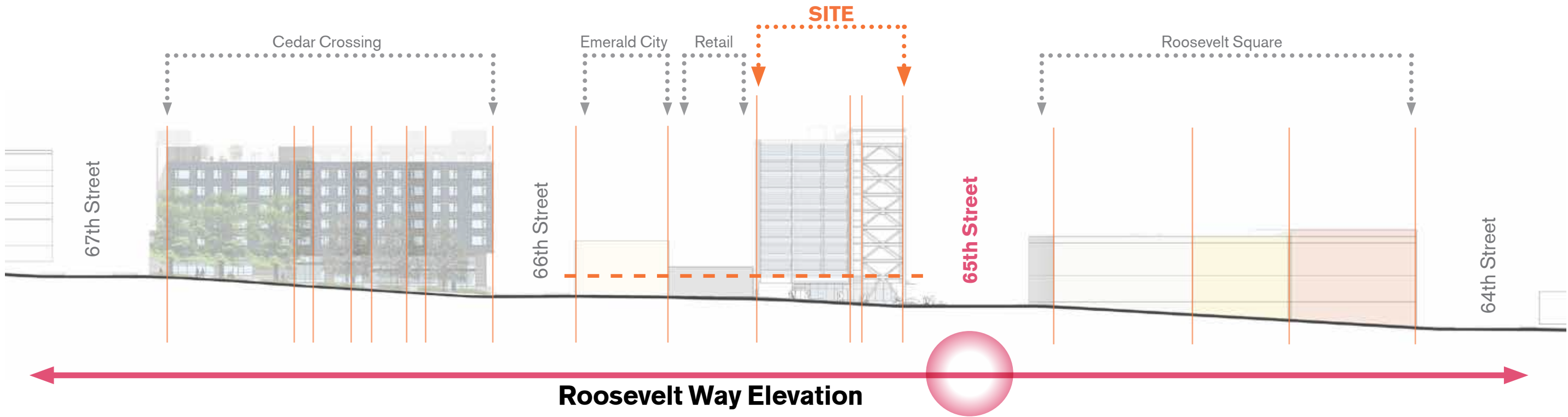
Creating a **String of Pearls** on 65th Street





CONCEPT DEVELOPMENT

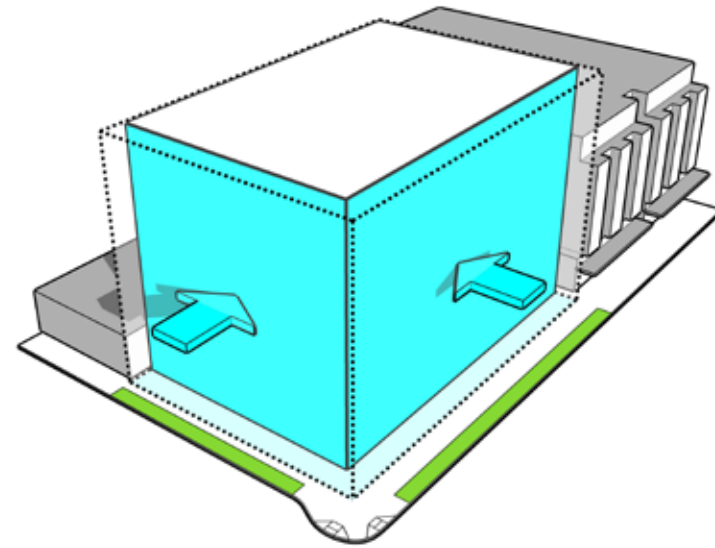
Massing Evolution



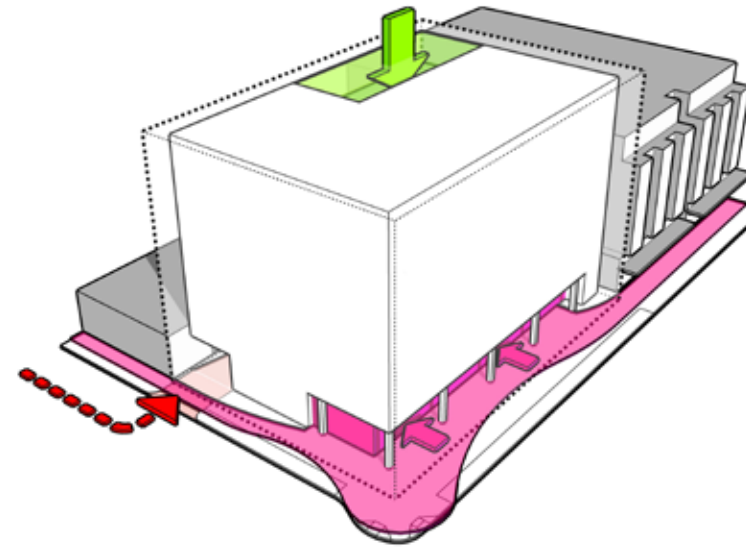


## CONCEPT DEVELOPMENT

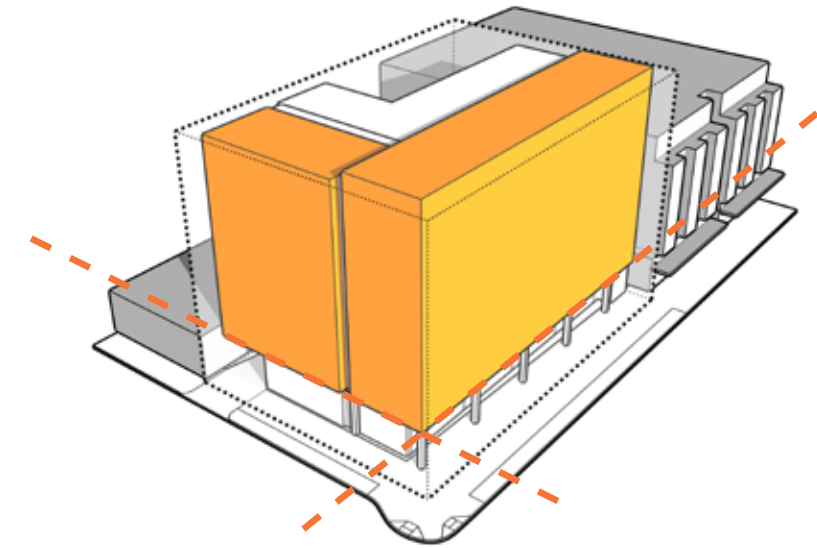
Massing Evolution



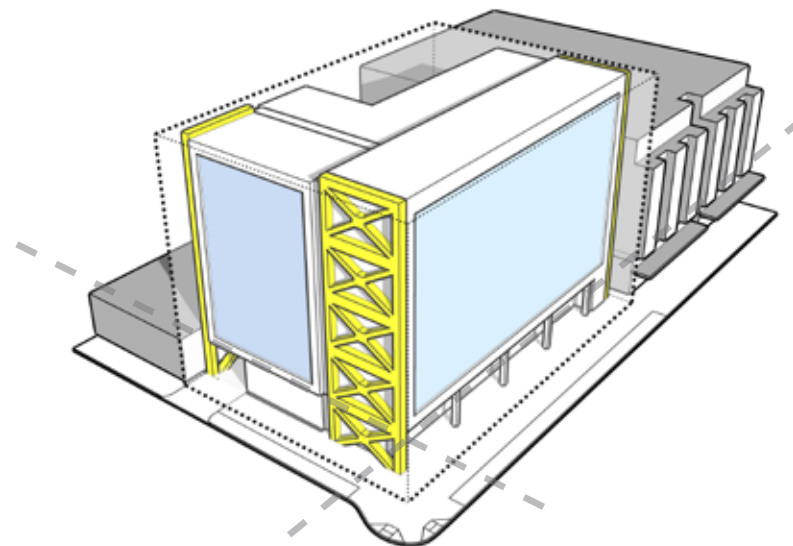
- 1 **Set Back** the building facades and **Give Back** to the street level public realm



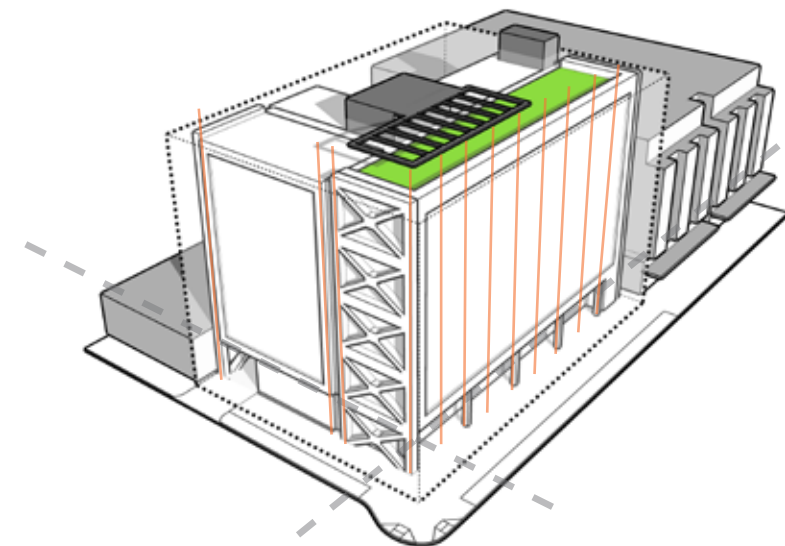
- 2 **Carve and Subtract** the building mass to create public amenity space and residential courtyard



- 3 **Define** the programmatic building blocks and **Relate** to context



- 4 **Focus** views out and **Highlight** the gateway corner with a prominent feature wall



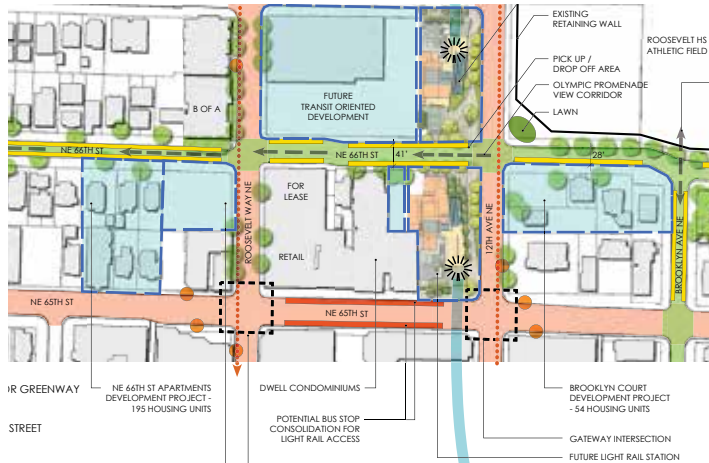
- 5 **Articulate** the facade and **Finish** the skyline providing visual interest and amenity at the roof



# DESIGN GUIDELINES

## High Priority Guidelines

### Context & Site



### Public Life



#### CS1 Natural Systems & Site Features

Use natural systems and features of the site and its surroundings as a starting point for project design

- a. *Roosevelt Supplemental Guidance:* Consider the placement of outdoor spaces facing south with good access to winter sun. Potential shadowing of open or green spaces could be acceptable if the development provides off-setting improvements over conventional building systems.

##### Design Response

- South facing public amenity space is located along the generous 65th Street sidewalk creating a lively and active public realm
- Open space dedicated to residents is located on the south facing roof deck and in a more private ground level courtyard separated from the street
- The building massing is not shadowing any existing open or green spaces

#### 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

- a. *Roosevelt Supplemental Guidance:* Gateway features should include a variety of design elements that enhance the prominent neighborhood intersections identified below (65th and Roosevelt). The following design elements are encouraged:
  - Sidewalk awning (transparent)
  - Special paving or surface treatments
  - Outdoor art
  - Special landscaping
  - Pedestrian lighting
  - Seating
  - Trash and recycling collection

##### Design Response

- The design of the building is enhancing the prominent neighborhood intersection of 65th and Roosevelt by increasing the ground level setback and creating a feature element that includes special landscaping, seating, and covered south-facing outdoor space
- The gateway intersection is also enhanced by locating a unique, visually interesting feature wall at the most prominent corner

#### CS3 Architectural Context & Character

Contribute to the architectural character of the neighborhood

- a. *Roosevelt Supplemental Guidance:* New buildings adjacent to the high school should complement and defer to the architectural prominence of the school
- b. Reinforce a vibrant streetscape
  - Apply a pedestrian oriented design
  - Include multiple recessed entries
  - Consider offering commercial and residential units of different sizes and at a range of price points

##### Design Response

- Although not directly adjacent to Roosevelt High School, the design seeks to compliment the rhythm and proportions of the school in a simple, modern way
- A vibrant streetscape is created along both street frontages with the 65th Street side enhancing the pedestrian and bicycle activity adjacent to the light rail station while the Roosevelt side responds more to the urban character of the street and provides a landscape buffer
- Multiple recessed entries are located along 65th including access to retail, residential and bike storage

#### PL2 Walkability

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

- a. *Roosevelt Supplemental Guidance:* Consider providing wider sidewalks in the commercial core along streets with high volumes of auto use. Small open spaces, such as gardens, courtyards, or plazas that are visible or accessible to the public are encouraged

##### Design Response

- The design has incorporated increased ground level setbacks to create an enhanced and comfortable walking environment along both Roosevelt and 65th
- In addition to the required ROW setbacks, an additional voluntary setback has been incorporated along both street frontages to allow for the design of appropriately scaled landscape features, public space and outdoor seating
- A landscape buffer highlighting sustainability features is incorporated along Roosevelt to soften the urban edge



Public Life



PL3 Street-Level Interaction

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

- a. *Roosevelt Supplemental Guidance:* Provide opportunities for increased pedestrian activity along sidewalks with high pedestrian traffic within the commercial core by increasing setbacks; this is especially important because some sidewalks along Roosevelt Way and 65th Ave are considered too narrow. Increase ground level setbacks in order to accommodate pedestrian traffic and amenity features

Design Response

- The design aims to blur the line between the edge of the sidewalk and the edge of the building by letting the sidewalk extend into the site and allowing building functions to spill out
- Building entries and retail space located adjacent to the enhanced ground level connect the public and tenants of the building together providing an active street edge



PL4 Active Transportation

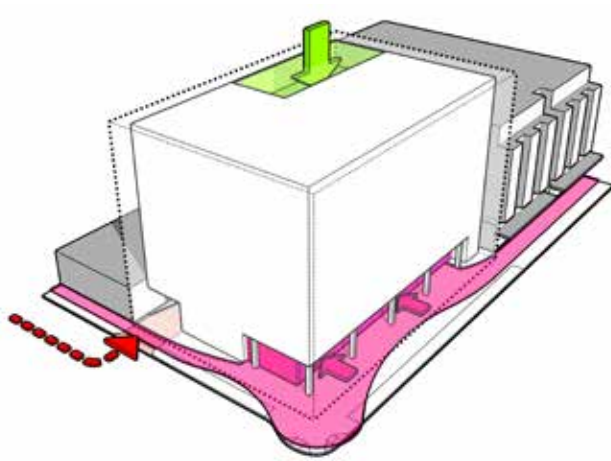
Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit

- a. *Roosevelt Supplemental Guidance:* When adjacent to transit stops and/or facilities, particularly along NE 65th St., Roosevelt Way NE, and 12th Ave NE, where transit will connect to the light rail station, encourage the following:
- Expand sidewalk areas where possible
  - Encourage integration of rider waiting facilities into adjacent buildings
  - Provide overhead weather protection
  - Provide lighting and street furniture
  - Accommodate smaller scale retail services

Design Response

- The transit-oriented design of the building encourages and facilitates active forms of transportation
- Long-term bicycle storage is located directly off of 65th Street's dedicated bicycle lane with immediate adjacency to the residential lobby
- Seating and covered, south-facing public amenity space is provided along the expanded, generous 65th Street sidewalk
- Vehicular parking is limited to 20-25 spaces

Design Concept



DC2 Architectural Concept

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

- a. *Roosevelt Supplemental Guidance:* In the commercial core encourage façade detail and street-facing glazing that compliments the character of the neighborhood's historic architectural icons to reduce the perception of bulk
- b. Along major arterials maximize the retail and street-level transparency

Design Response

- The majority of the upper level residential units have floor to ceiling glass walls with Juliette balconies facing either 65th Street or Roosevelt Way putting "eyes on the street" and allowing for more activity and interaction
- Transparency has been incorporated into the design and location of ground level uses
- Prefabricated residential unit construction allows for a higher level of detailing quality and precision while creating a rhythmic expression that mimics the historical architectural language of Roosevelt High School



DC3 Open Space Concept

Integrate open space design with the design of the building so that each complements the other

- a. *Roosevelt Supplemental Guidance:* Consider opportunities to incorporate visible water systems into the landscape design, such as reference to the historic movement of water from Green Lake through Ravenna Park
- b. Use designs that enhance and build upon the natural systems of the neighborhood, such as storm water drainage, and aquifer re-charge strategies, habitat enhancement, solar access, food production, etc.

Design Response

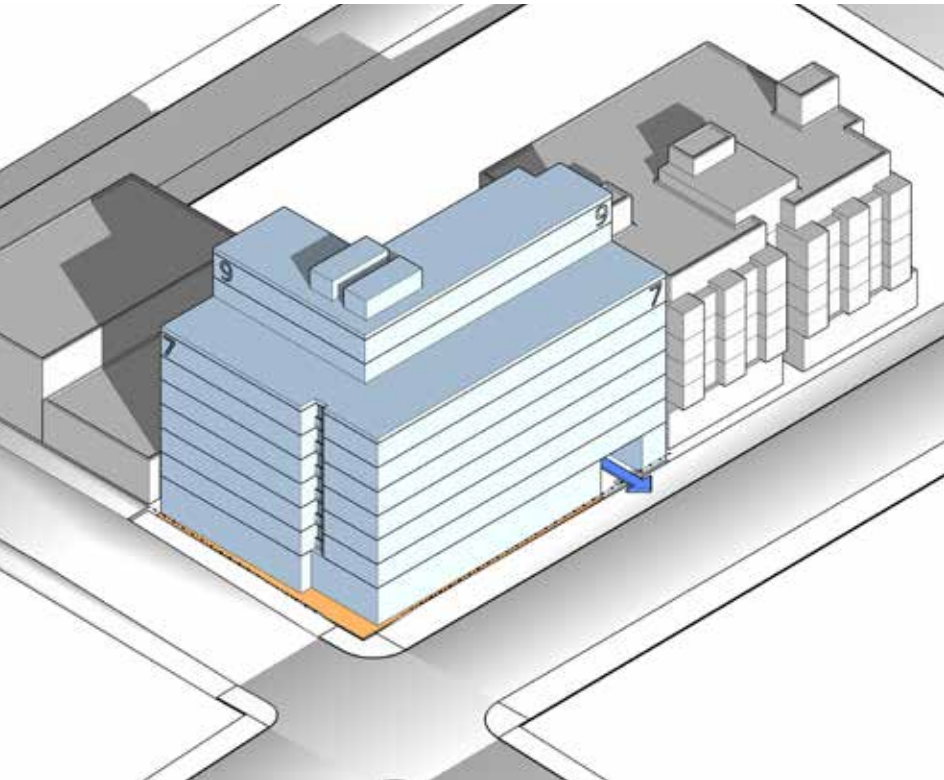
- Rain gardens are planned to be incorporated along Roosevelt Way putting stormwater management on display as a landscape feature
- Solar panels are incorporated into the design of the roof
- Residential units are designed and oriented to maximize solar access



# CONCEPT ALTERNATIVES

## Summary of Alternatives

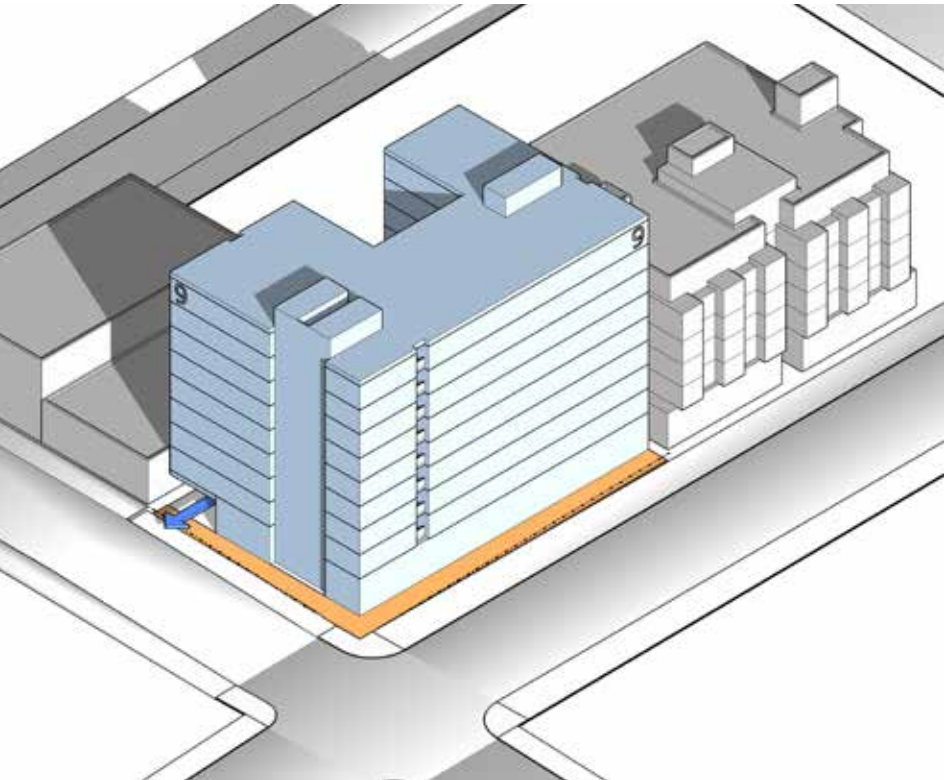
### Option 1 - No Departures



#### Opportunities

- Prominent “Main & Main” location at the heart of the neighborhood provides opportunity to set a precedent for future development and create a sustainable landmark
- Take advantage of the opportunity to create and provide a gateway for the neighborhood, both with the architecture and landscape
- Provide public amenity space, giving back to the public realm and creating an inviting and walkable environment adjacent to the light rail station
- Take advantage of the “views out” from the site

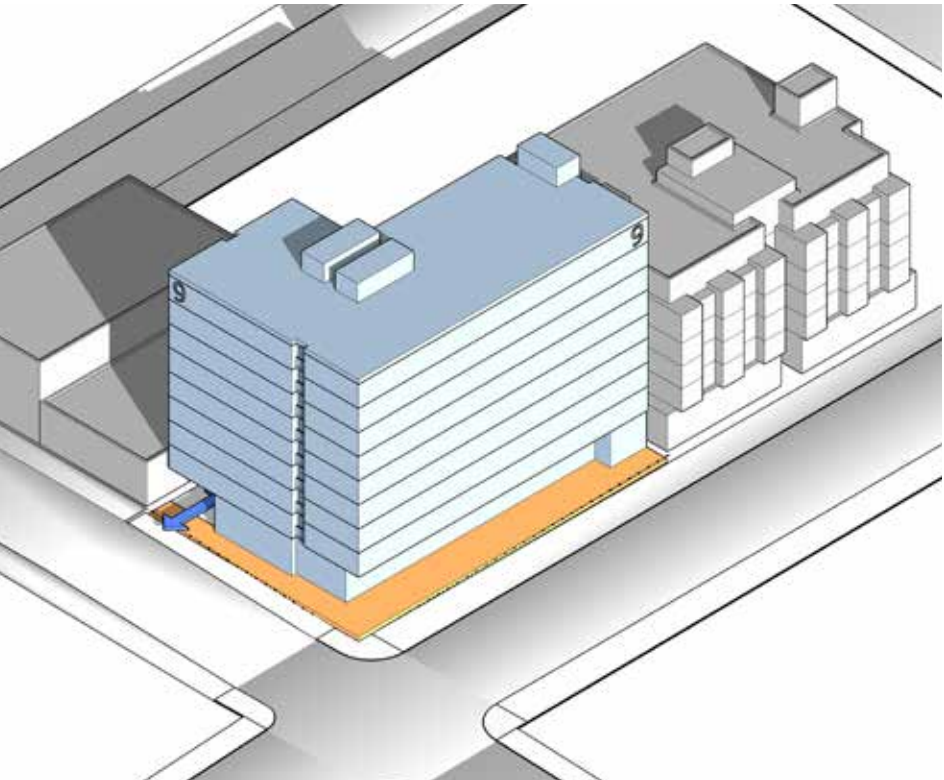
### Option 2



#### Challenges

- Located on two arterials, both of which designated as priority pedestrian streets, and having no alley access, vehicular loading/unloading and parking access will need to be considered carefully
- Street level uses required on 80% of both street-facing ground level facades is a unique challenge for a residential building
- Future development of the lots to the north is likely but unknown at this time

### Option 3 - Preferred



#### Guiding Principals

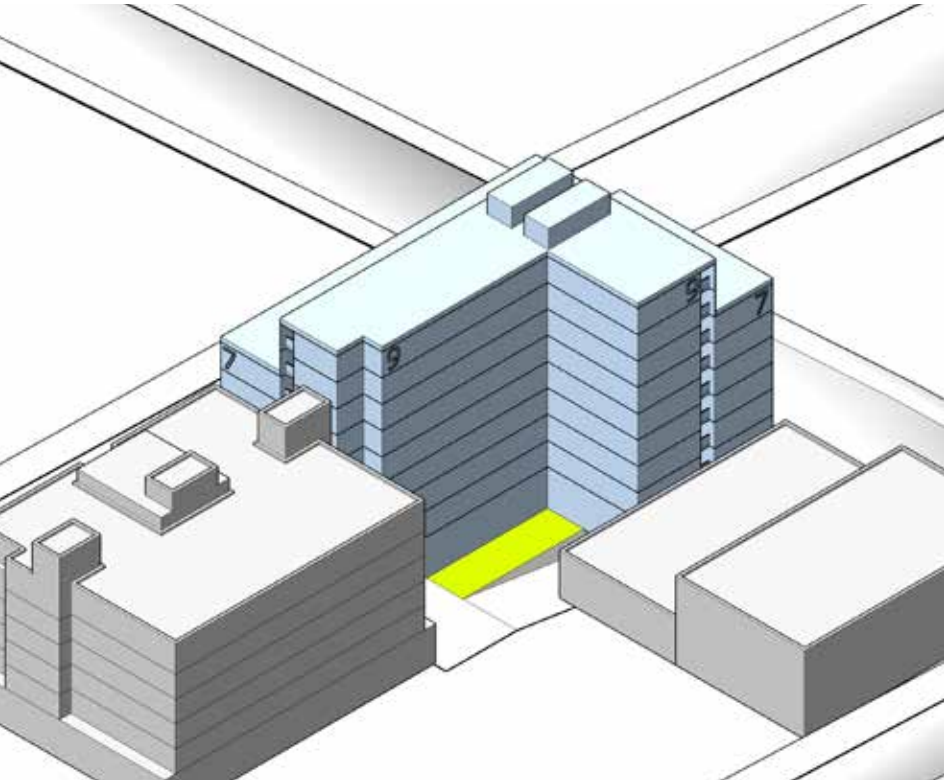
- ✓ **Enhance** the gateway intersection of 65th and Roosevelt both at the pedestrian realm and above
- ✓ **Embrace** a sense of history while looking forward
- ✓ **Energize** the neighborhood by providing a walkable and inviting cityscape
- ✓ **Engage** the surrounding context while creating a sustainable landmark at the heart of the neighborhood



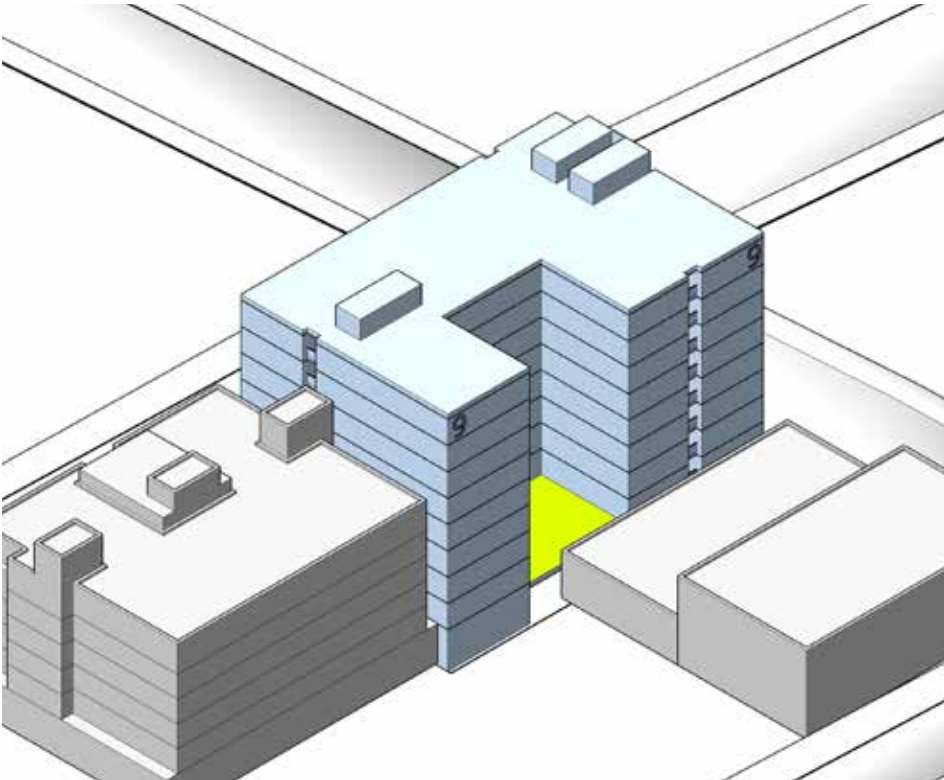
CONCEPT ALTERNATIVES

Summary of Alternatives

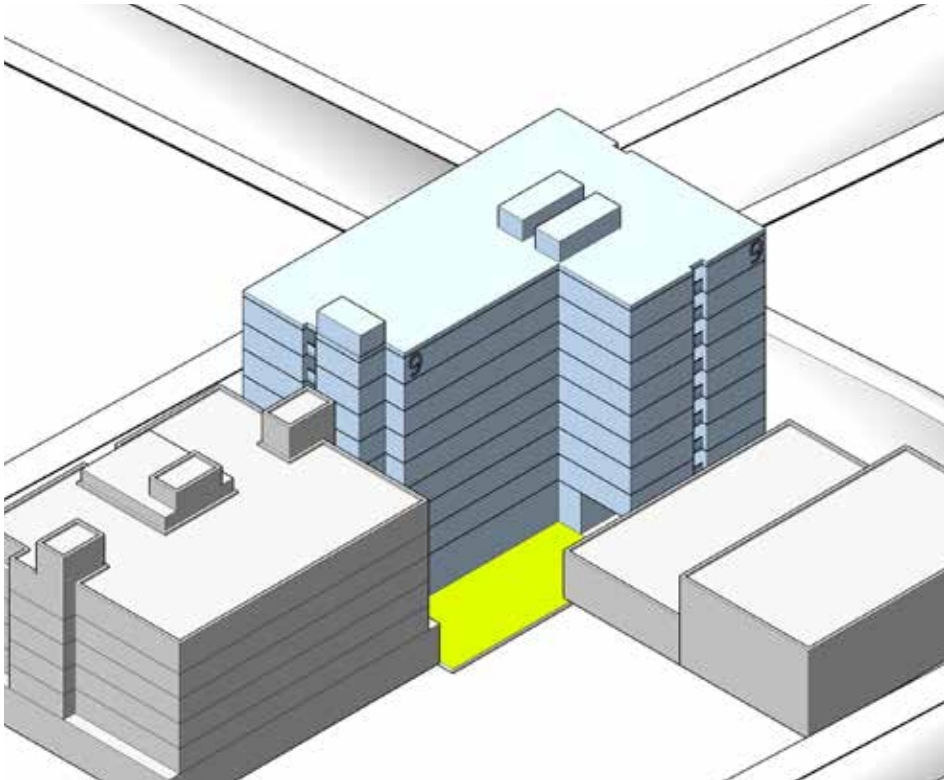
Option 1 - No Departures



Option 2



Option 3 - Preferred



Project Data

OPTION 1 - NO DEPARTURES

|                  |                                |
|------------------|--------------------------------|
| Gross Floor Area | 75,000 SF                      |
| Levels           | 9                              |
| Podium Levels    | 1                              |
| Unit Count       | 134                            |
| Parking          | 22 stalls, 1 level below grade |

OPTION 2

|                  |                                |
|------------------|--------------------------------|
| Gross Floor Area | 81,100 SF                      |
| Levels           | 9                              |
| Podium Levels    | 1                              |
| Unit Count       | 136                            |
| Parking          | 23 stalls, 1 level below grade |

OPTION 3 - PREFERRED

|                  |                                |
|------------------|--------------------------------|
| Gross Floor Area | 82,000 SF                      |
| Levels           | 9                              |
| Podium Levels    | 1                              |
| Unit Count       | 144                            |
| Parking          | 23 stalls, 1 level below grade |

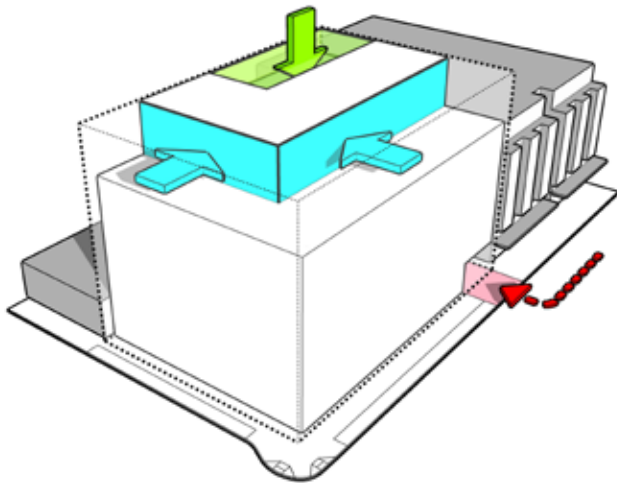


# CONCEPT ALTERNATIVES

## Summary of Alternatives

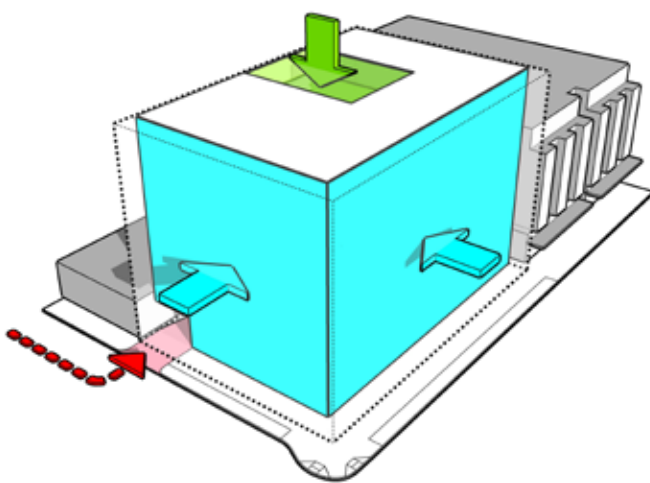
### Option 1 - No Departures

- Upper level setbacks on south and west facades
- Vehicular access from 65th
- L-shaped plan w/ residential courtyard at level 1



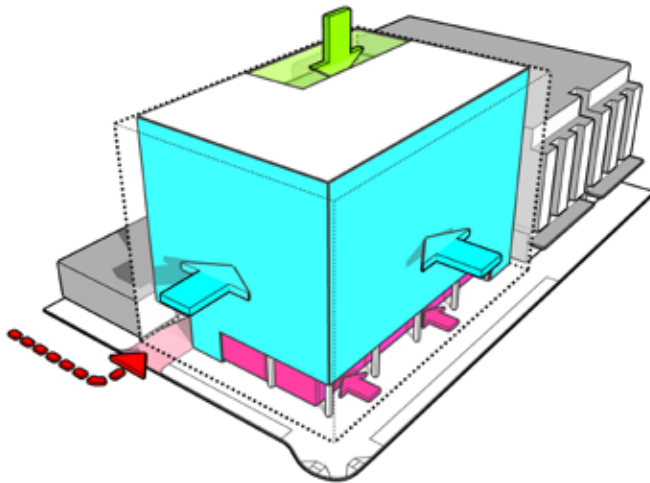
### Option 2

- Entire facade setbacks on south and west
- Vehicular access from Roosevelt
- U-shaped plan around a residential courtyard at level 2



### Option 3 - Preferred

- Entire facade setbacks and additional carving of ground level on 65th
- Vehicular access from Roosevelt
- L-shaped plan w/ residential courtyard at level 1

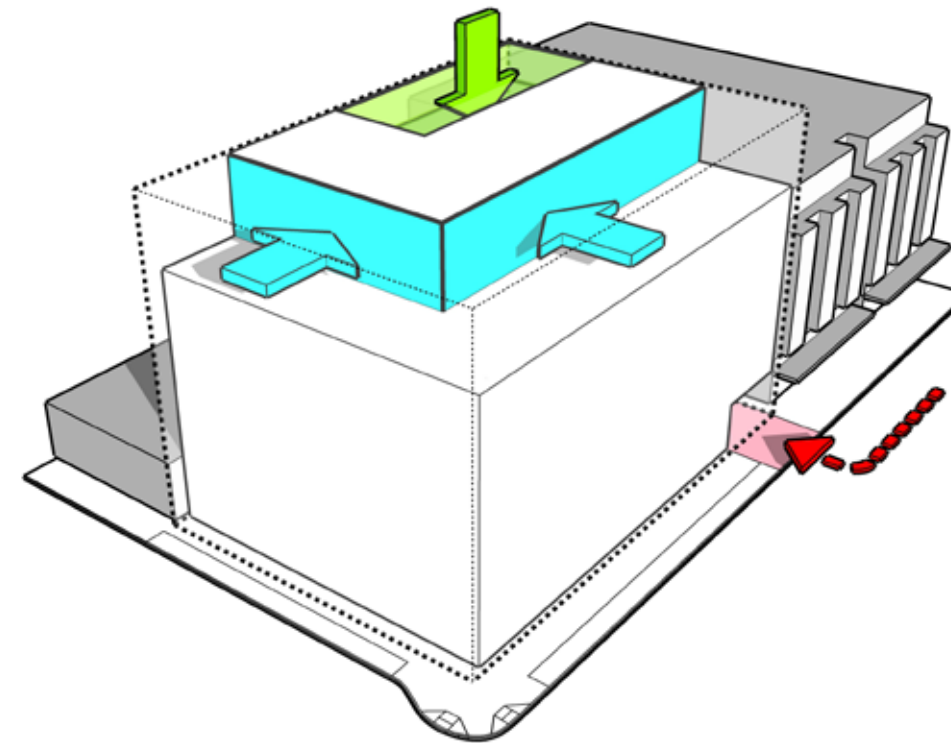




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# Concept Alternatives Option 1





CONCEPT ALTERNATIVES

Massing Option 1

Street View - from NE 65th & Roosevelt



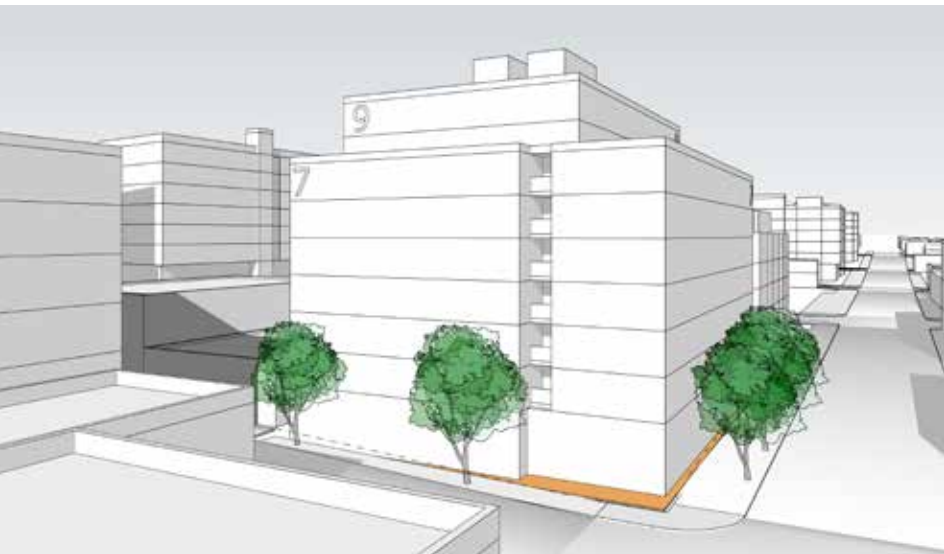
Project Data

|                        |                                |
|------------------------|--------------------------------|
| Gross Floor Area (GFA) | 75,000 SF                      |
| Levels                 | 9                              |
| Podium Levels          | 1                              |
| Unit Count             | 134                            |
| Parking                | 22 stalls, 1 level below grade |

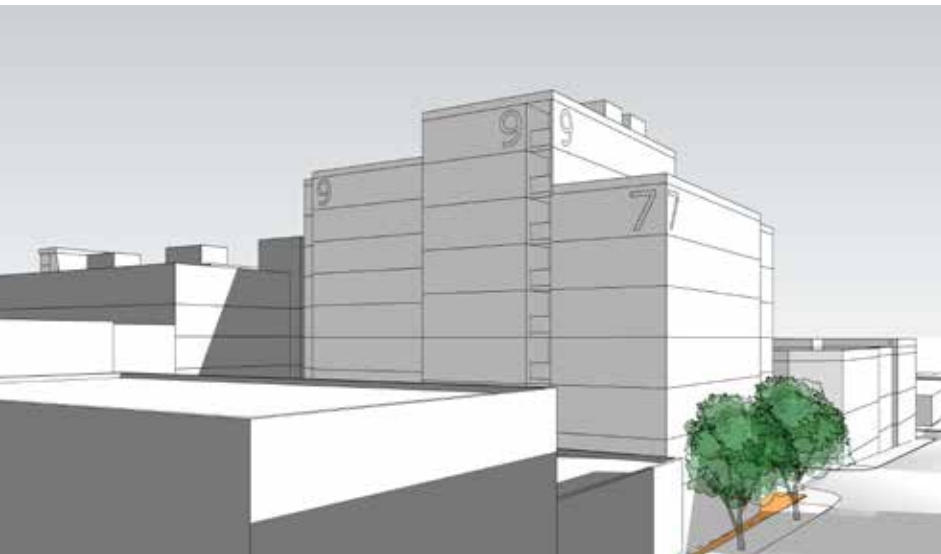
Guiding Principals

- ✓ **Enhance** the gateway intersection of 65th and Roosevelt both at the pedestrian realm and above
- ✓ **Embrace** a sense of history while looking forward
- ✓ **Energize** the neighborhood by providing a walkable and inviting cityscape
- ✓ **Engage** the surrounding context while creating a sustainable land-mark at the heart of the neighborhood

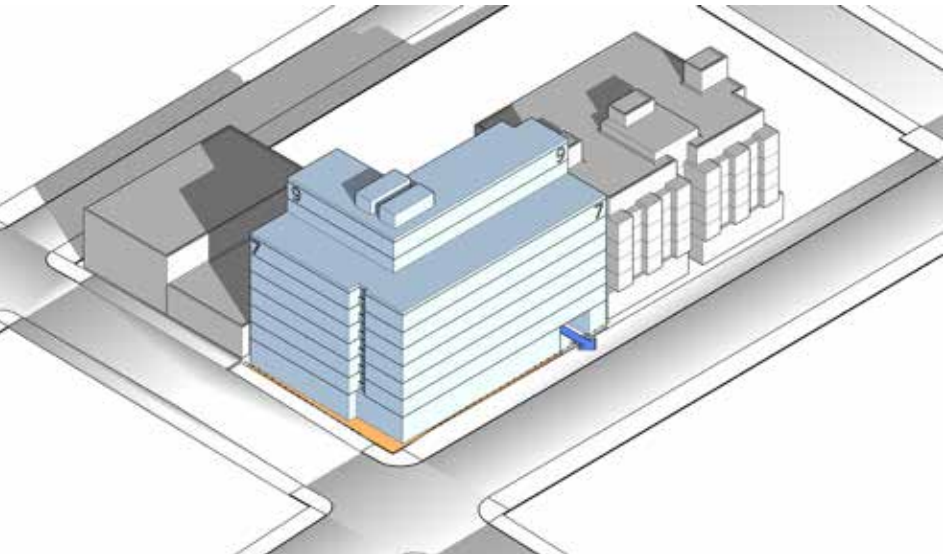
Aerial View - 65th looking east



Aerial View - Roosevelt looking southeast



Axonometric View - looking northeast





CONCEPT ALTERNATIVES

Massing Option 1

Residential

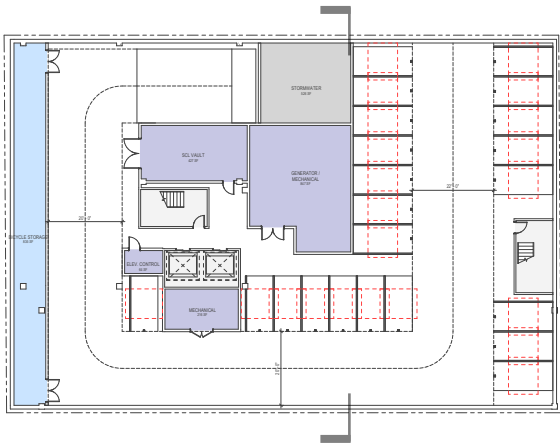
Lobby/Leasing

Retail

Outdoor Amenity

MEP/Trash

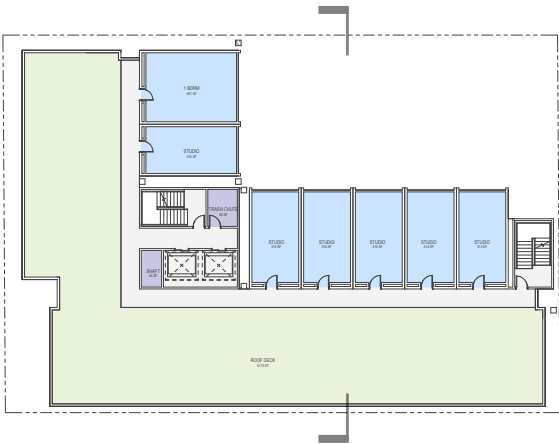
Level P1



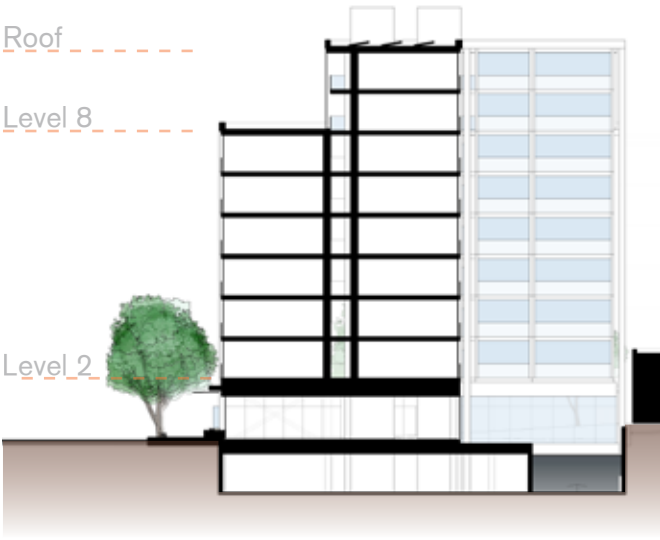
Level 2-7



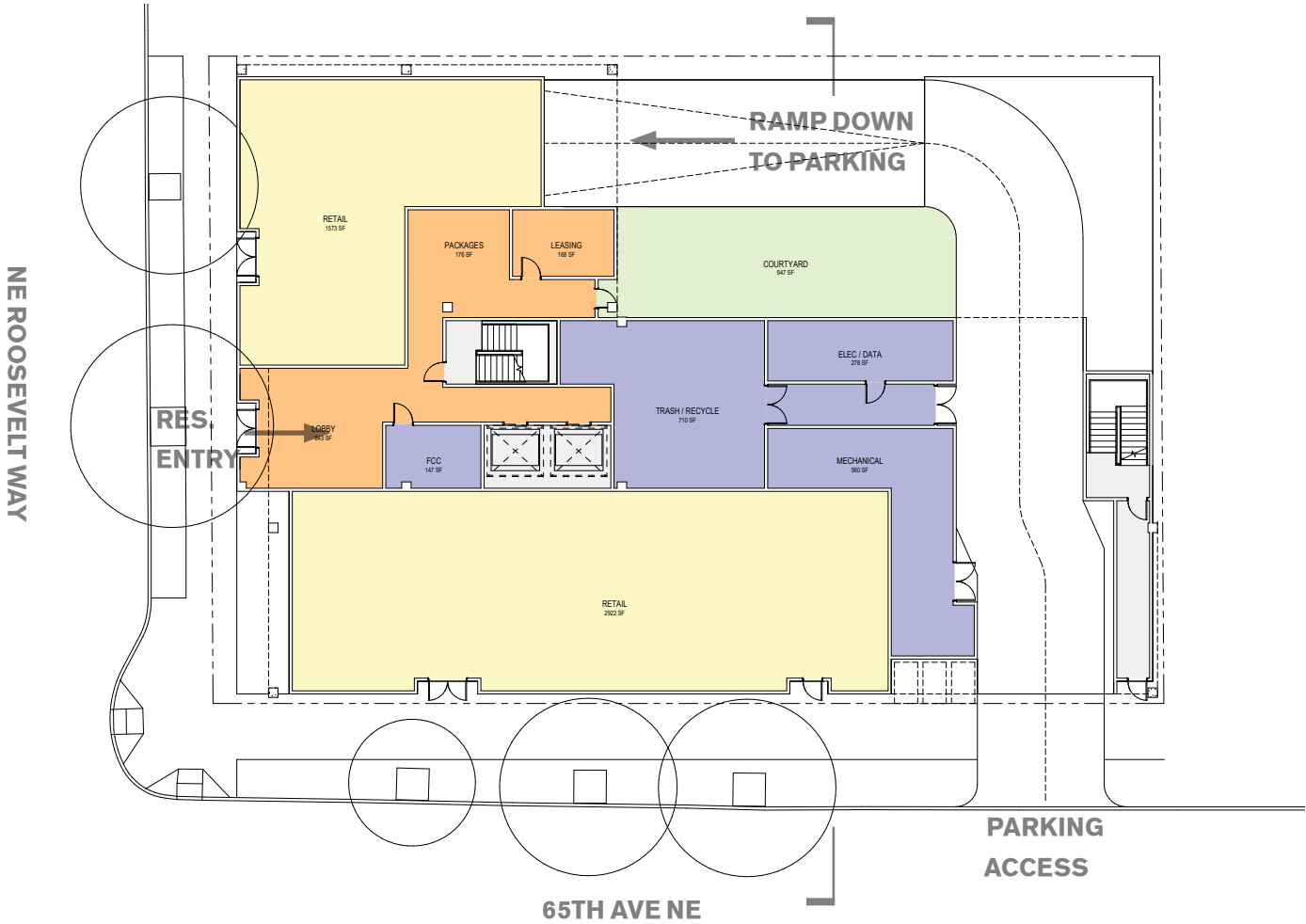
Levels 8-9



Section



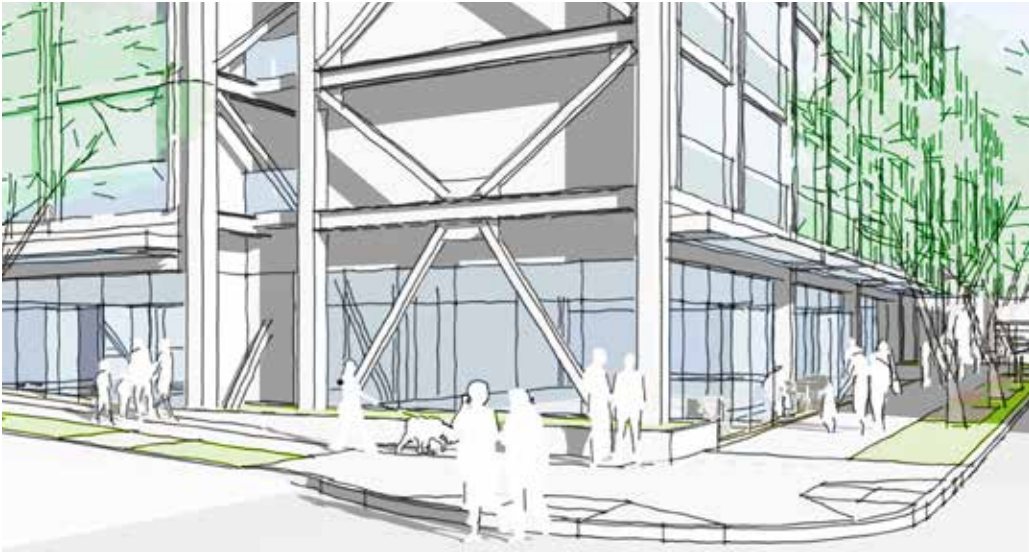
Level 1



Observations

- **Gateway Corner** is active but pushing the ground level building facade out to the edge of sidewalk does not allow for outdoor seating or public space
- **Public Realm** is enhanced with wide sidewalks but indoor/outdoor transition is abrupt
- **Building Facade** iconic SLI cross-bracing expressed at prominent gateway
- **Ground Level** plan with vehicular entry on 65th disrupts dedicated bike lane and pedestrian connection to Roosevelt Station

Street View - Corner of NE 65th & Roosevelt





CONCEPT ALTERNATIVES

Option 1: Detail Views

Aerial View - from NE 65th & Roosevelt



Aerial View - 65th looking west



Aerial View - 65th looking east



Aerial View - Roosevelt looking southeast

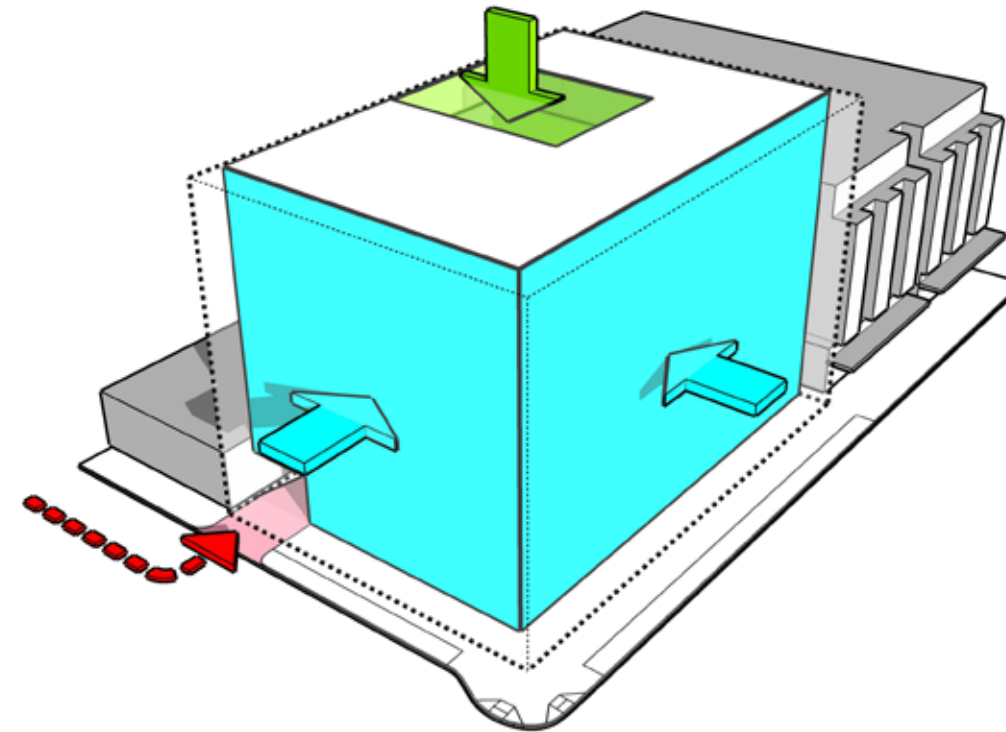


Street View - 65th looking west





# Concept Alternatives Option 2





CONCEPT ALTERNATIVES

Massing Option 2

Street View - from NE 65th & Roosevelt



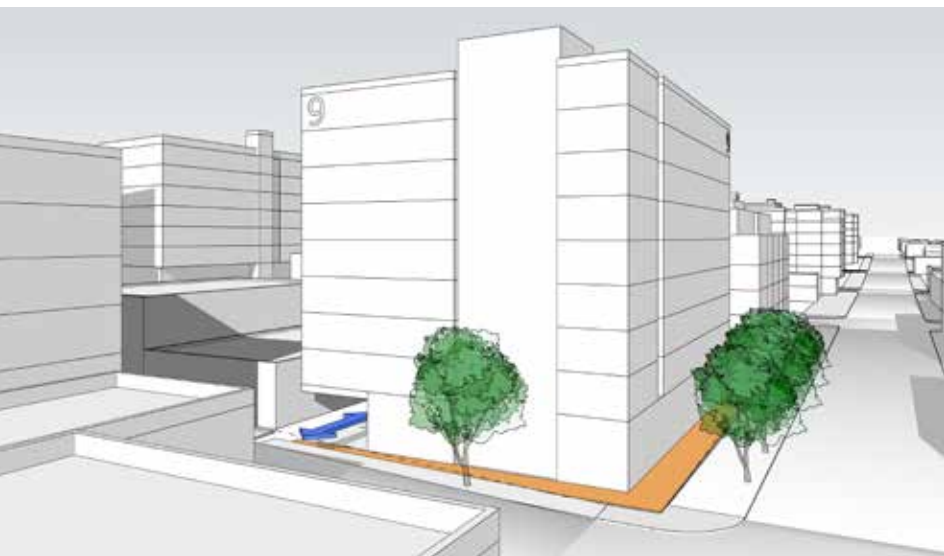
Project Data

|                        |                                |
|------------------------|--------------------------------|
| Gross Floor Area (GFA) | 81,100 SF                      |
| Levels                 | 9                              |
| Podium Levels          | 1                              |
| Unit Count             | 136                            |
| Parking                | 23 stalls, 1 level below grade |

Guiding Principals

- ✓ **Enhance** the gateway intersection of 65th and Roosevelt both at the pedestrian realm and above
- ✓ **Embrace** a sense of history while looking forward
- ✓ **Energize** the neighborhood by providing a walkable and inviting cityscape
- ✓ **Engage** the surrounding context while creating a sustainable land-mark at the heart of the neighborhood

Aerial View - 65th looking east



Aerial View - Roosevelt looking southeast



Axonometric View - looking northeast





CONCEPT ALTERNATIVES

Massing Option 2

Residential

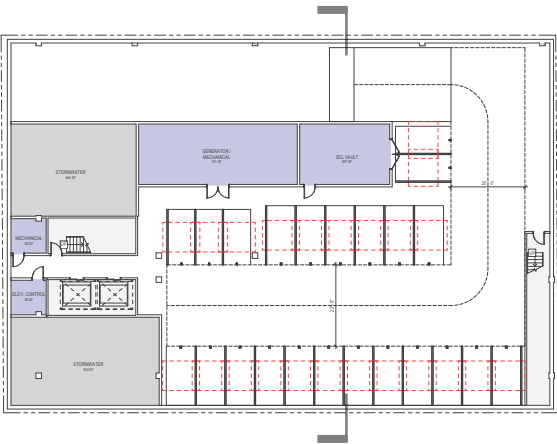
Lobby/Leasing

Retail

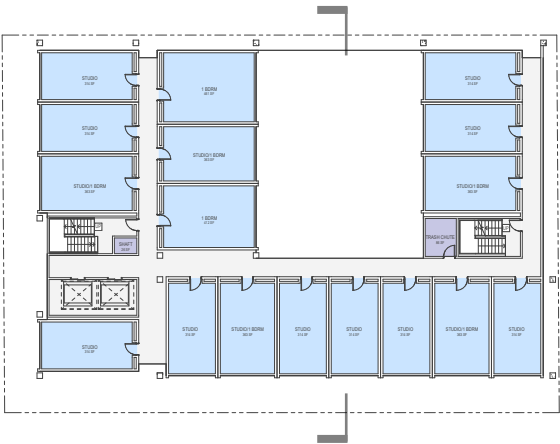
Outdoor Amenity

MEP/Trash

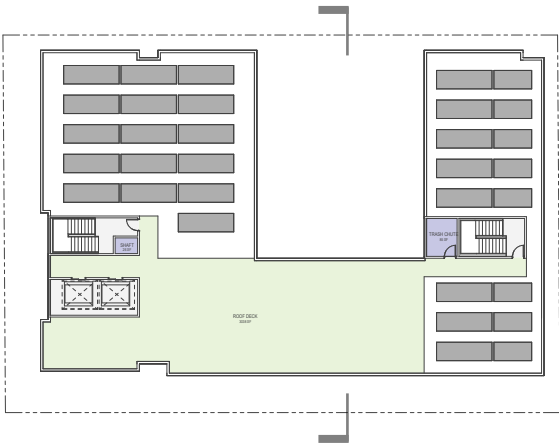
Level P1



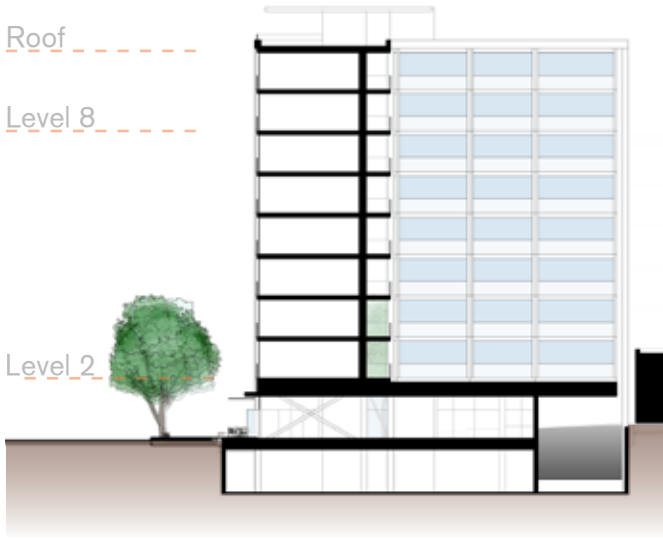
Level 2-9



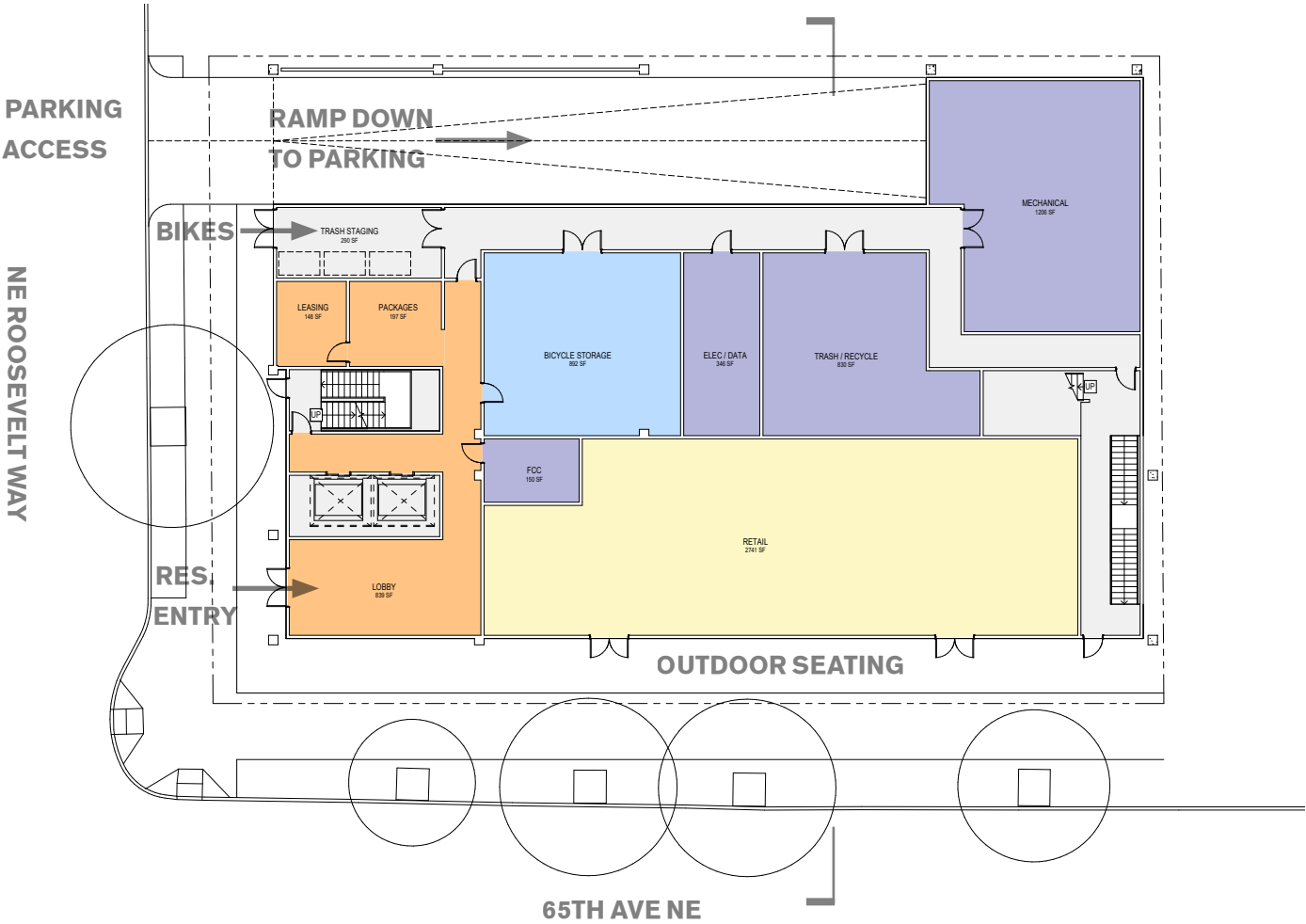
Roof Level



Section



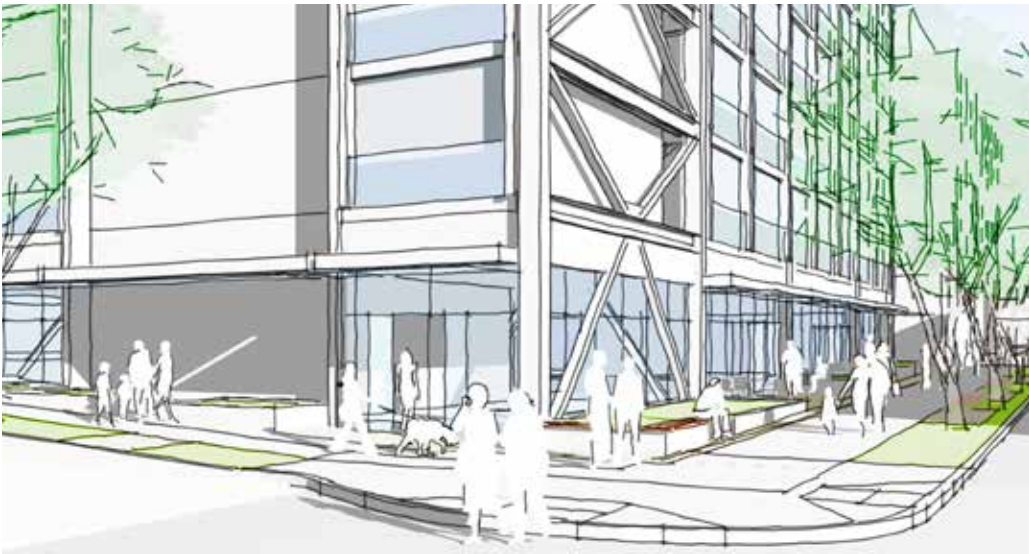
Level 1



Observations

- **Gateway Corner** is occupied by residential lobby which results in a less active gateway than if retail wrapped the corner
- **Public Realm** is enhanced with wide sidewalks and space for outdoor seating associated with 65th Street retail
- **Building Facade** iconic SLI cross-bracing expressed facing 65th Street at prominent gateway
- **Ground Level** plan activates 65th Street more so than Roosevelt

Street View - Corner of NE 65th & Roosevelt





**CONCEPT ALTERNATIVES**

Option 2: Detail Views

**Aerial View - from NE 65th & Roosevelt**



**Aerial View - 65th looking west**



**Aerial View - 65th looking east**



**Aerial View - Roosevelt looking southeast**



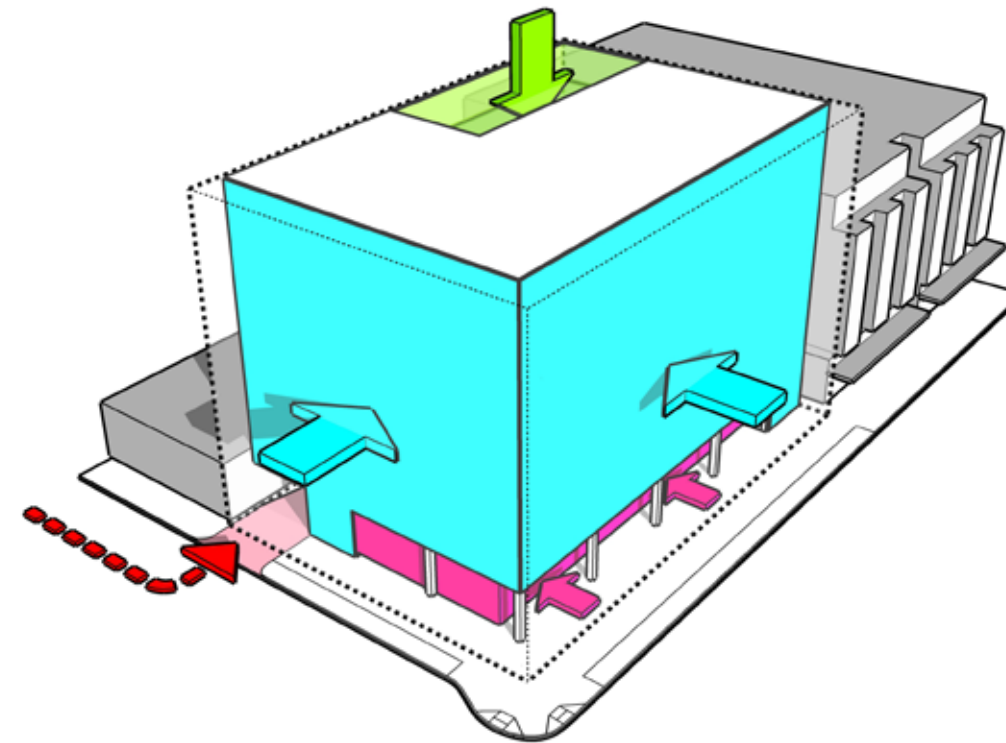
**Street View - 65th looking west**





# Concept Alternatives

## Option 3 - Preferred





# CONCEPT ALTERNATIVES

## Massing Option 3 - Preferred

Street View - from NE 65th & Roosevelt



Project Data

|                        |                                |
|------------------------|--------------------------------|
| Gross Floor Area (GFA) | 82,000 SF                      |
| Levels                 | 9                              |
| Podium Levels          | 1                              |
| Unit Count             | 144                            |
| Parking                | 23 stalls, 1 level below grade |

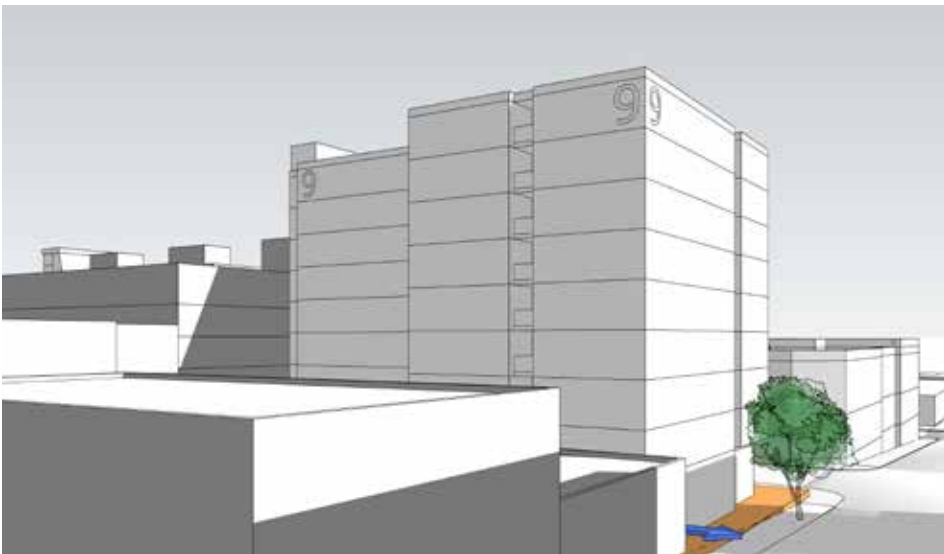
Guiding Principals

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- ✓ **Energize** the neighborhood by providing a walkable and inviting cityscape
- ✓ **Engage** the surrounding context while creating a sustainable land-mark at the heart of the neighborhood

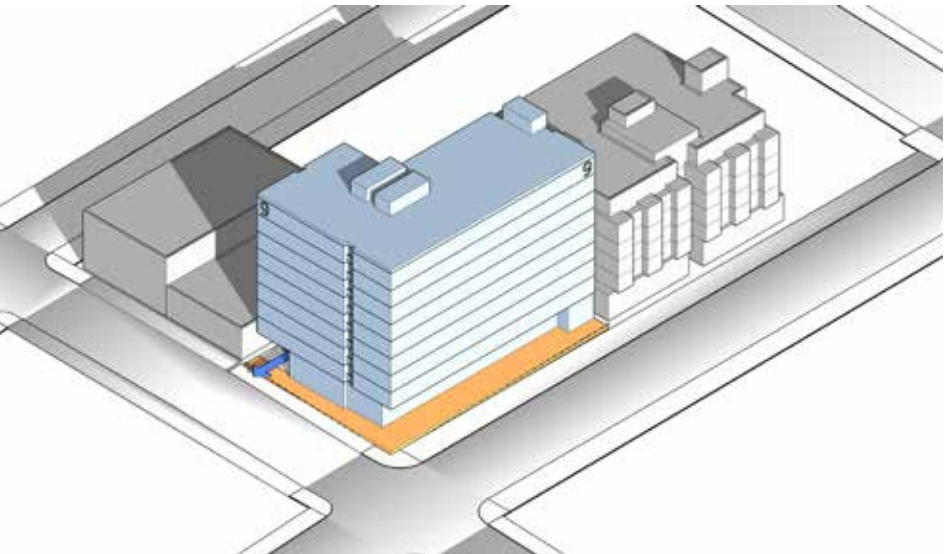
Aerial View - 65th looking east



Aerial View - Roosevelt looking southeast



Axonometric View - looking northeast





CONCEPT ALTERNATIVES

Massing Option 3 - Preferred

Residential

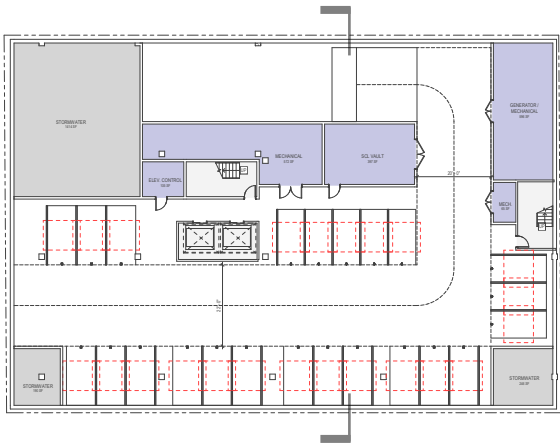
Lobby/Leasing

Retail

Outdoor Amenity

MEP/Trash

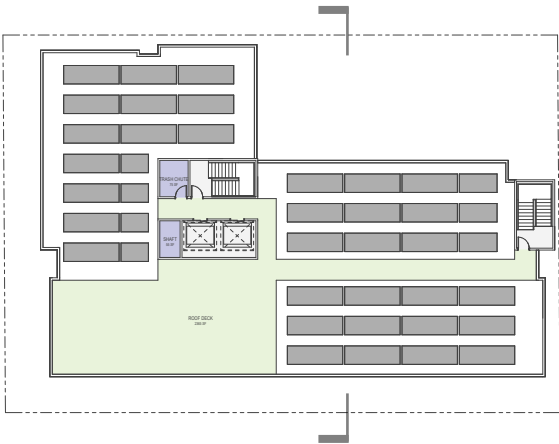
Level P1



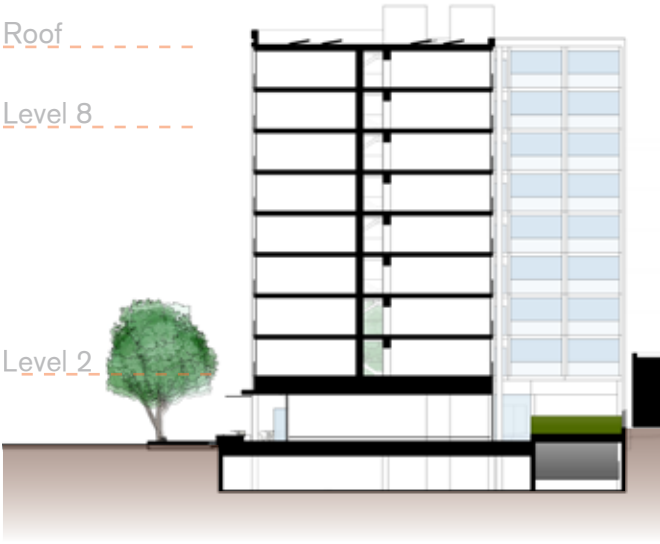
Level 2-9



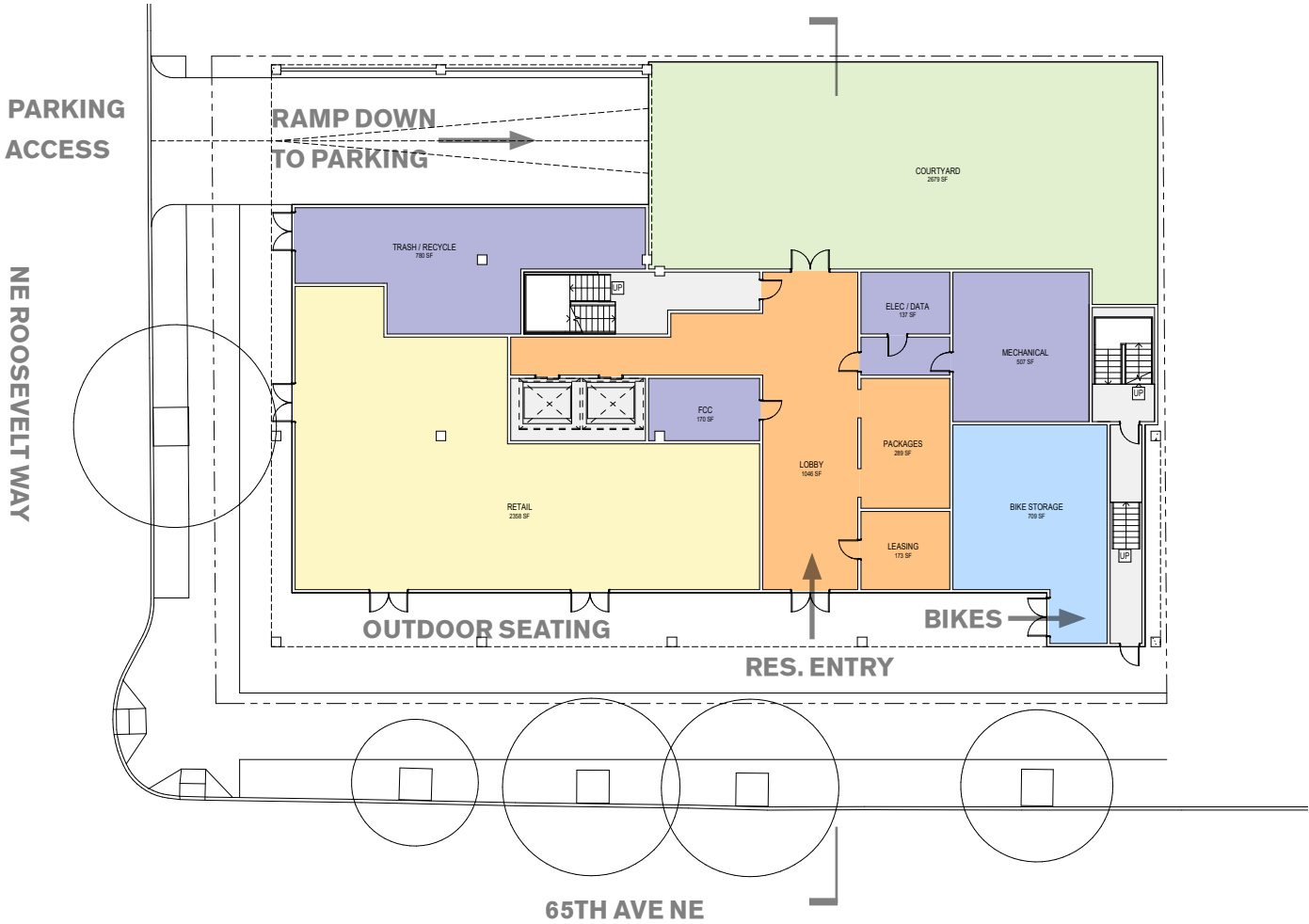
Roof Level



Section



Level 1



Observations

- **Active Gateway Corner** with retail wrapping the Roosevelt and 65th facades
- **Enhanced Public Realm** with recessed colonnade providing ample covered, south-facing retail spill out space and extension of the generous sidewalk
- **Unique Building Facade** with iconic SLI cross-bracing facing Roosevelt Way at prominent gateway
- **Vibrant Ground Level** plan with multiple entries and consolidation of service and vehicular access

Street View - Corner of NE 65th & Roosevelt





CONCEPT ALTERNATIVES

Option 3 - Preferred: Detail Views

Aerial View - from NE 65th & Roosevelt



Aerial View - 65th looking west



Aerial View - 65th looking east



Aerial View - Roosevelt looking southeast



Street View - 65th looking west





# LANDSCAPE DESIGN

## Context Analysis

### Description

Sited in a vibrant neighborhood with strong transit and bike infrastructure, the 6500 Roosevelt project seeks to further add to and strengthen the development in the Roosevelt Residential Urban Village. Project goals are in line with the Seattle 2035 Urban Village Strategy to help make the community more vibrant with the design of compact, pedestrian-friendly spaces with support for daily walking and biking to activities.

With the Roosevelt Light Rail Station directly east of the project, the design team seeks strengthen connections to the light rail station with the design of an activated street edge along 65th with retail, site amenities, and landscaping. Existing street trees along NE 65th Street and Roosevelt Way NE will be preserved to maintain existing tree canopies.



Existing street trees on 65th



Existing street tree on Roosevelt



Roosevelt Light Rail Station



Grocery store southeast of the site



# LANDSCAPE DESIGN

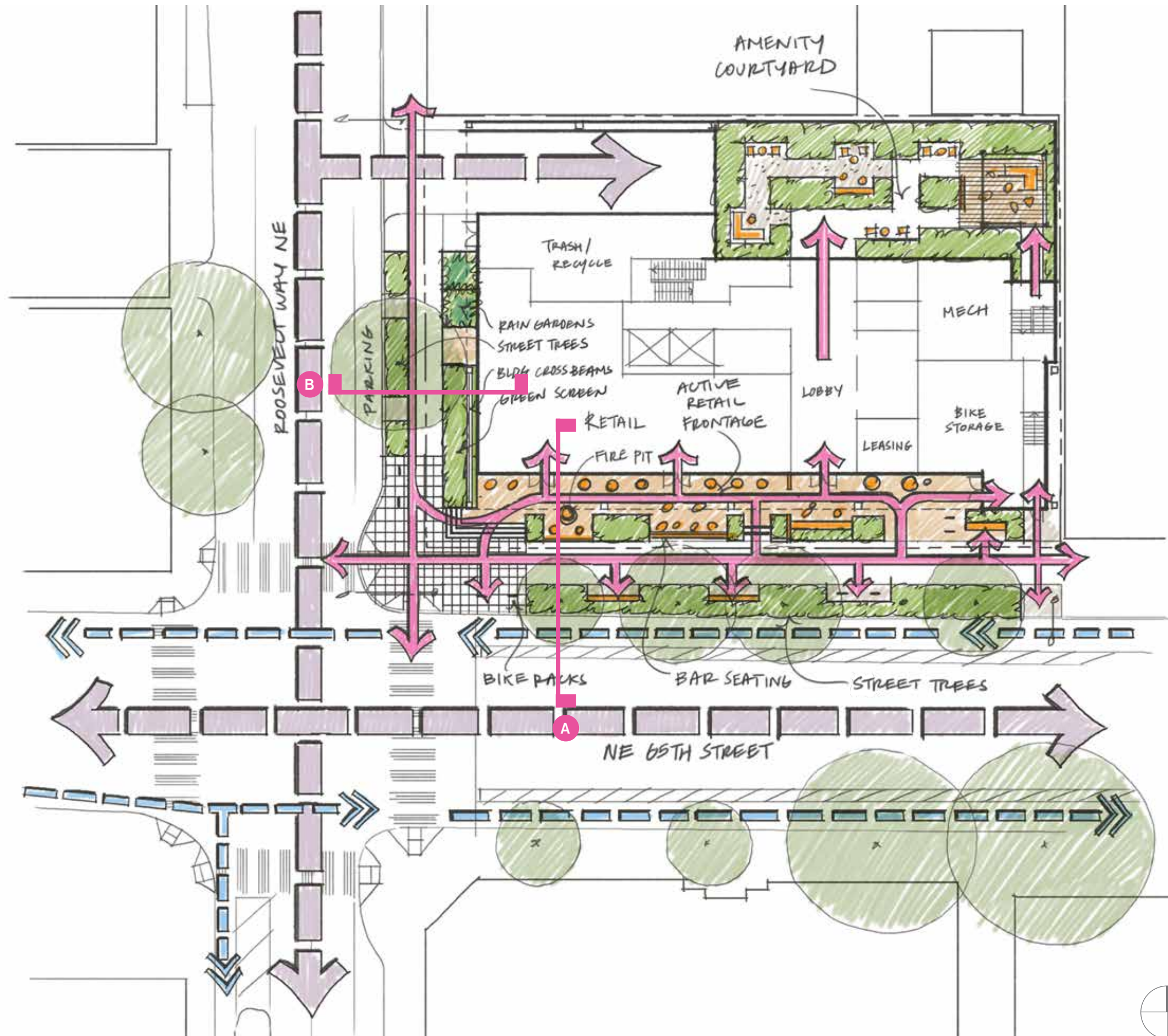
## Street-Level Concept

### Description

The increased ground level setback along NE 65th Street will provide the opportunity to create a vibrant streetscape activated by retail as well as public site amenities. A mixture of amenity spaces and landscape plantings are envisioned along this frontage, with the goal of maintaining open access to retail as well as the residential lobby. The project plans to provide public amenities including bike parking and benches.

Along Roosevelt Way NE, the design team plans on strengthening the existing landscape buffer with terraced rain gardens and green screens, while maintaining open pathways to support on-street parking.

A private amenity courtyard is planned at the NE of the building and will provide a lush environment and site amenities for residents to enjoy.

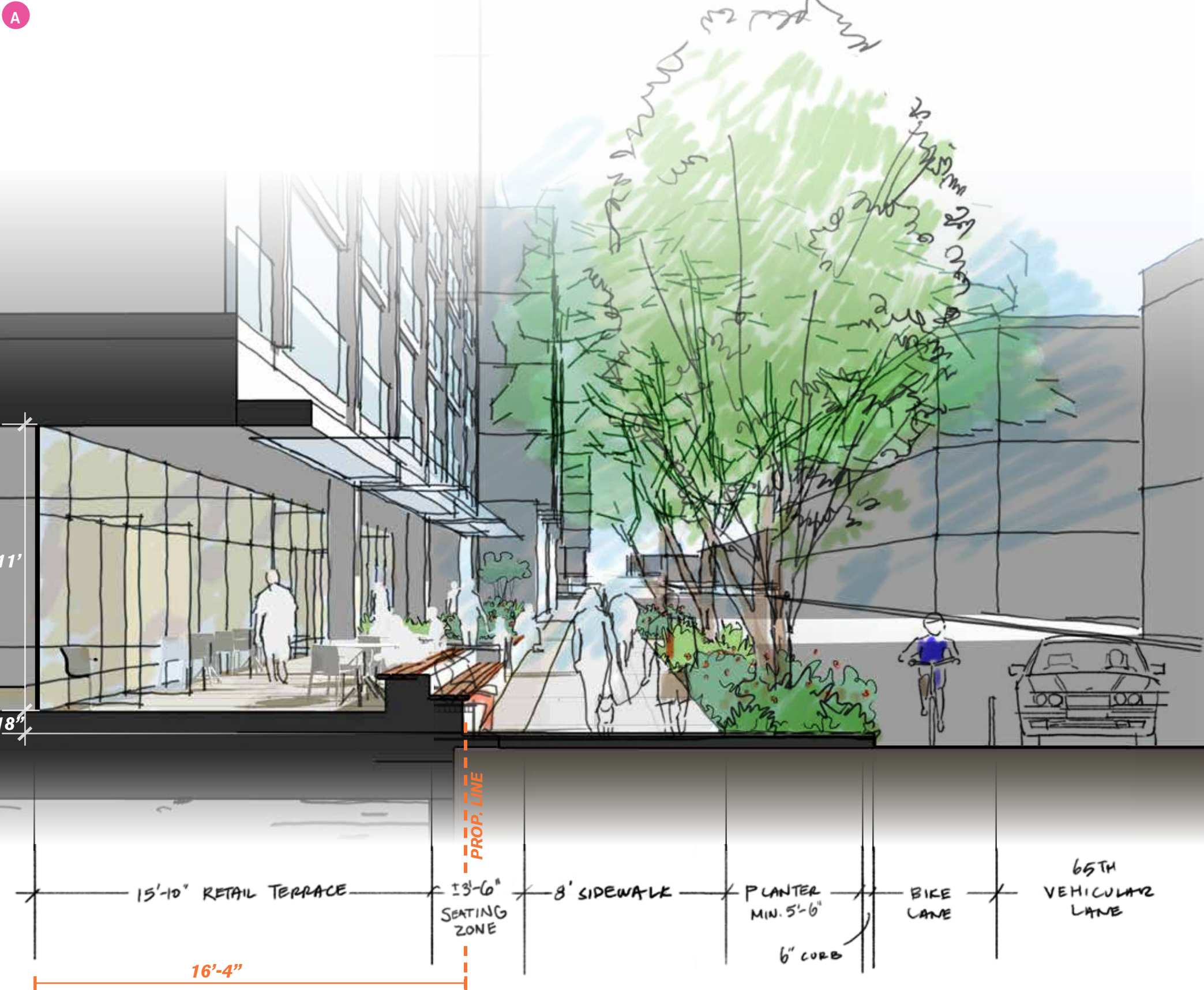




LANDSCAPE DESIGN

Section Through 65th Retail Frontage

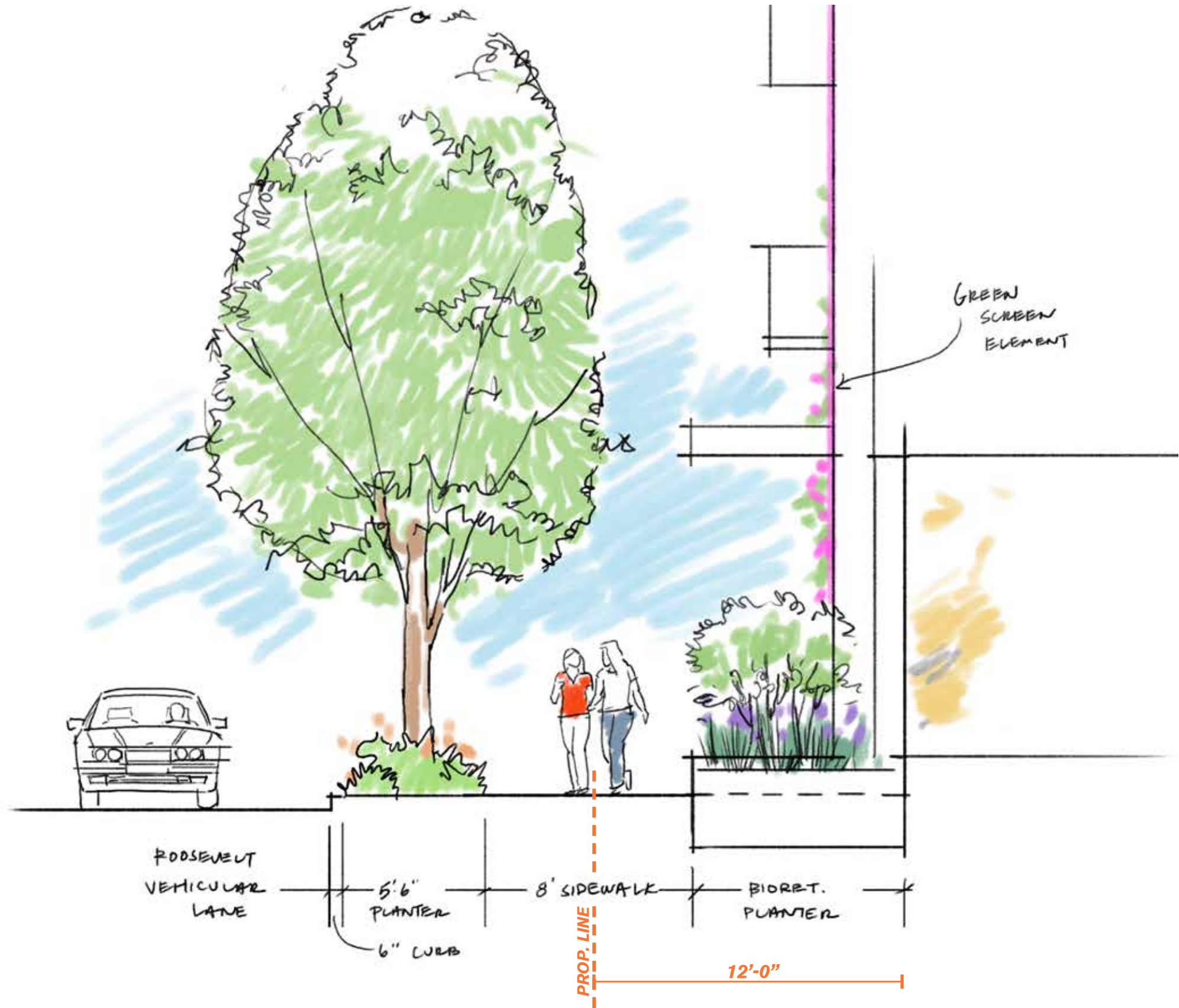
Character Images





Section Through Bioretention Planter on Roosevelt

B



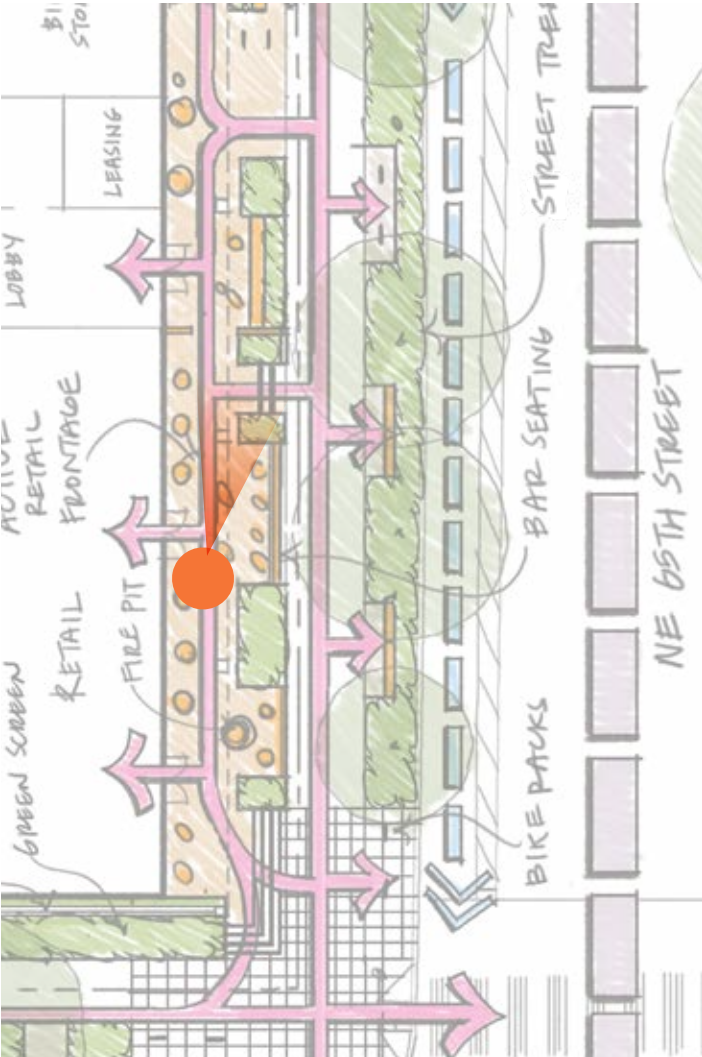


RENDERINGS

65th Street Retail Terrace Looking East



Key Plan



Precedent Imagery

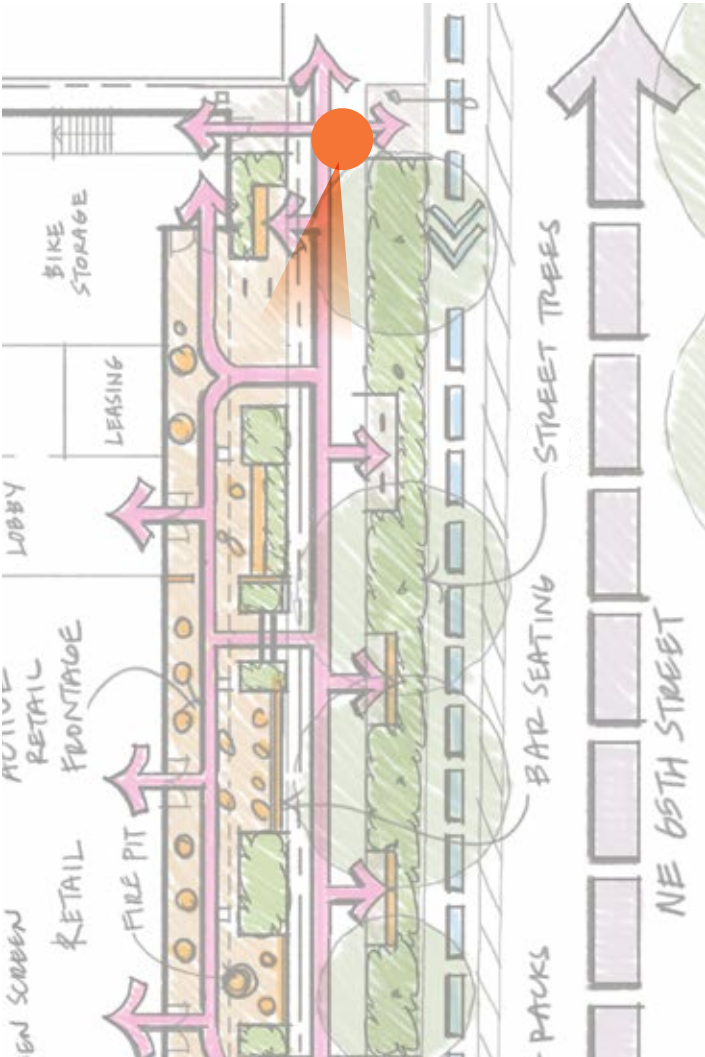




65th Street Sidewalk Looking West



Key Plan



Precedent Imagery



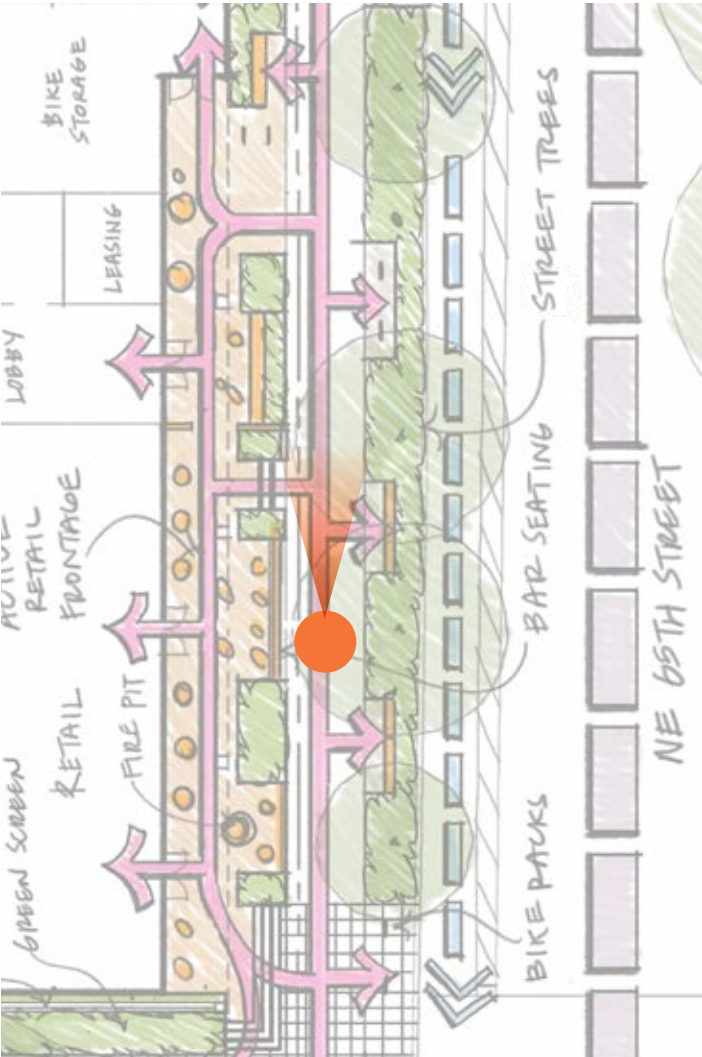


RENDERINGS

65th Street Sidewalk Looking East



Key Plan



Precedent Imagery





Roosevelt Way Sidewalk Looking South



Key Plan



Precedent Imagery



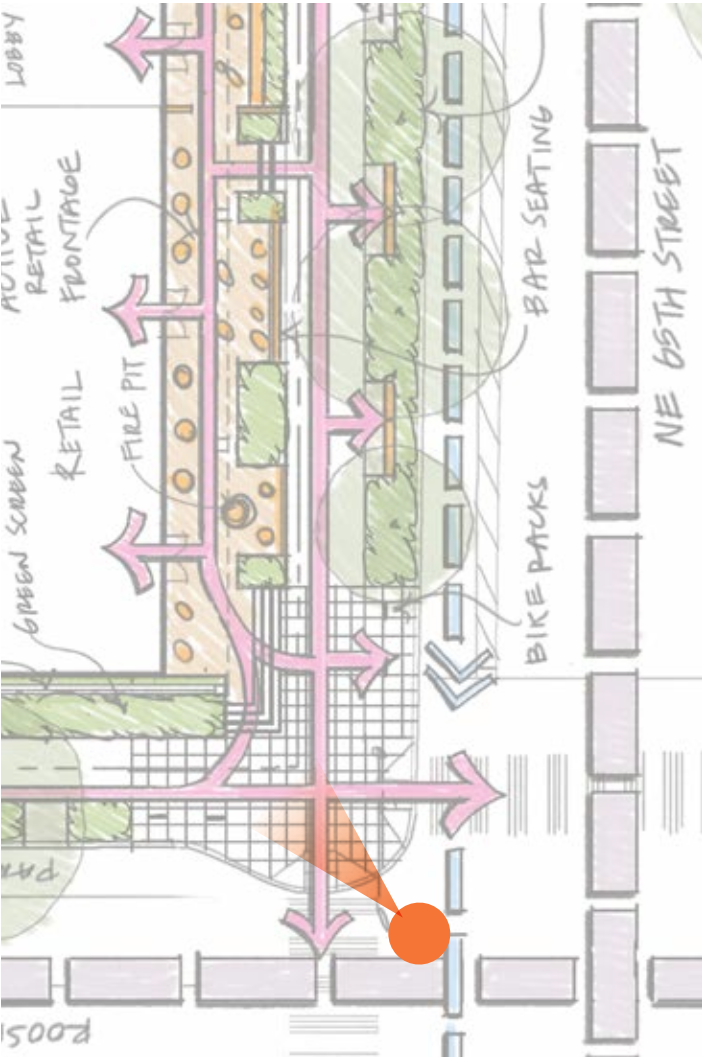


RENDERINGS

65th & Roosevelt Intersection Looking Northeast



Key Plan



Precedent Imagery





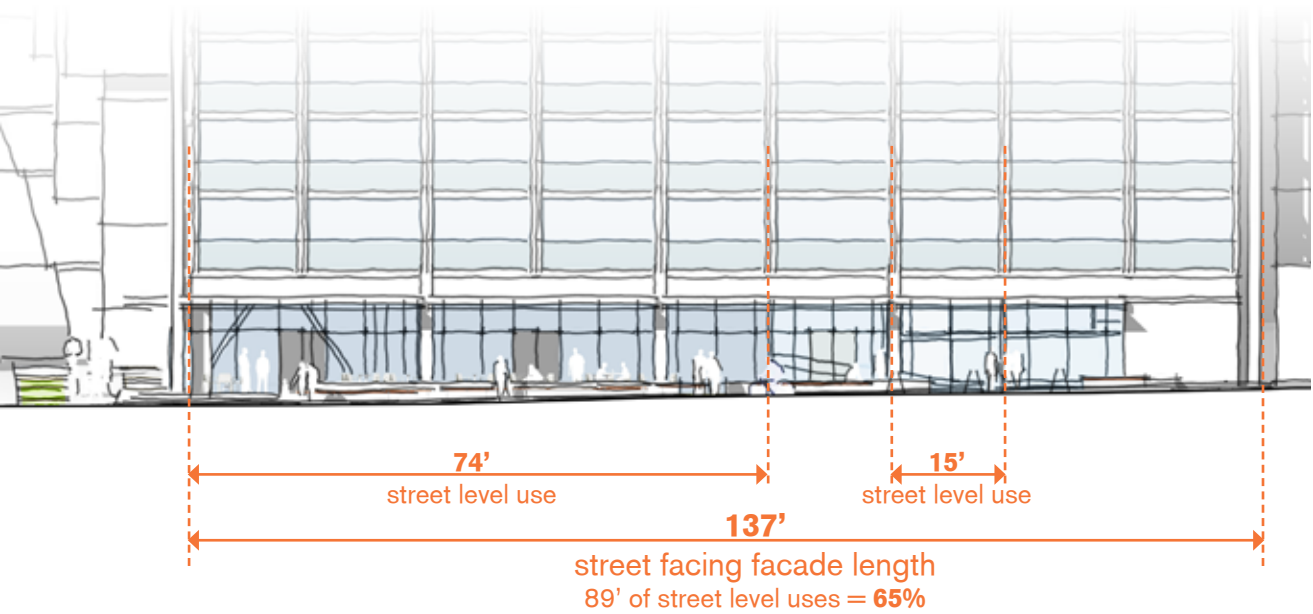
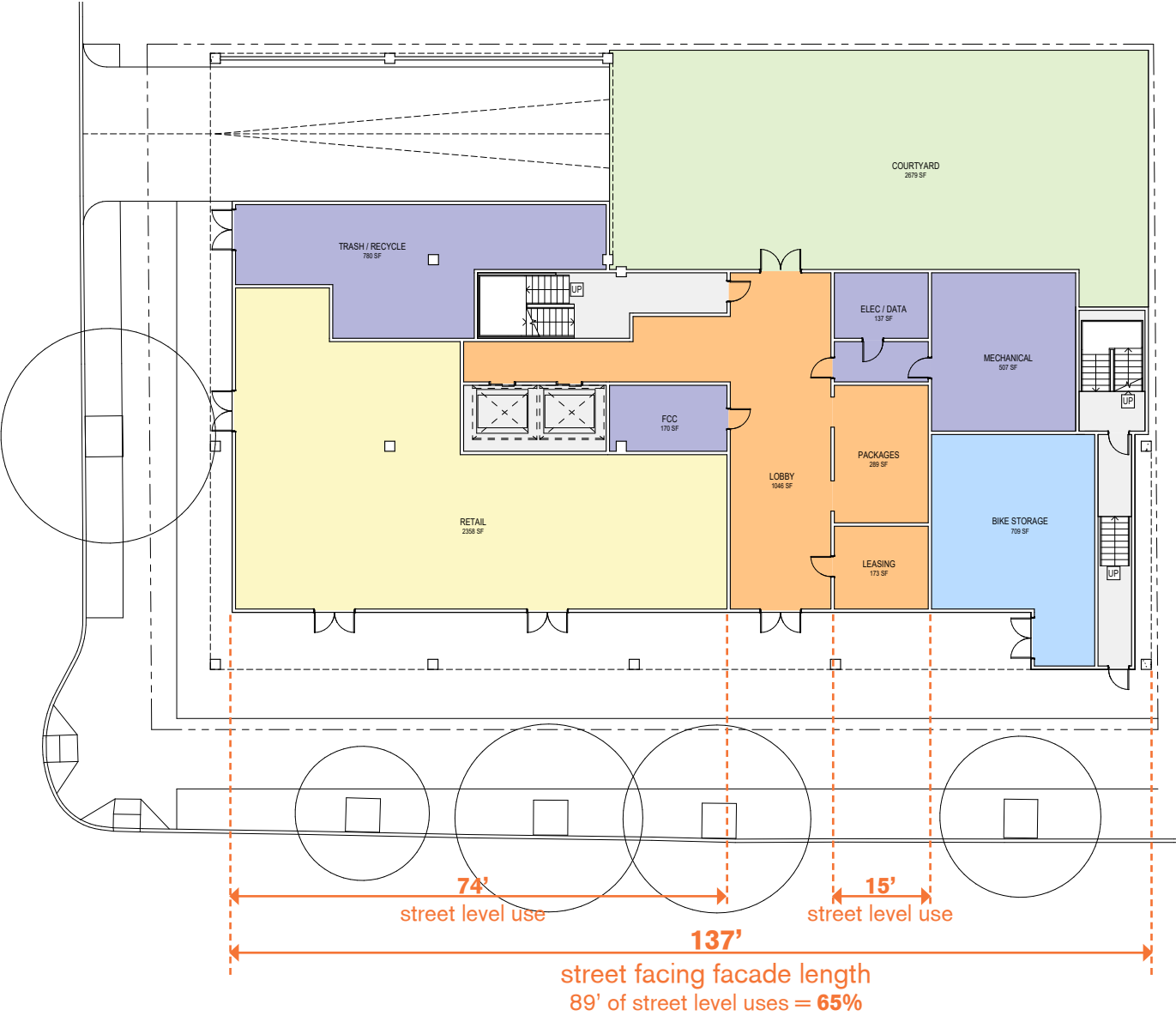
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DESIGN DEPARTURES

Departure #1

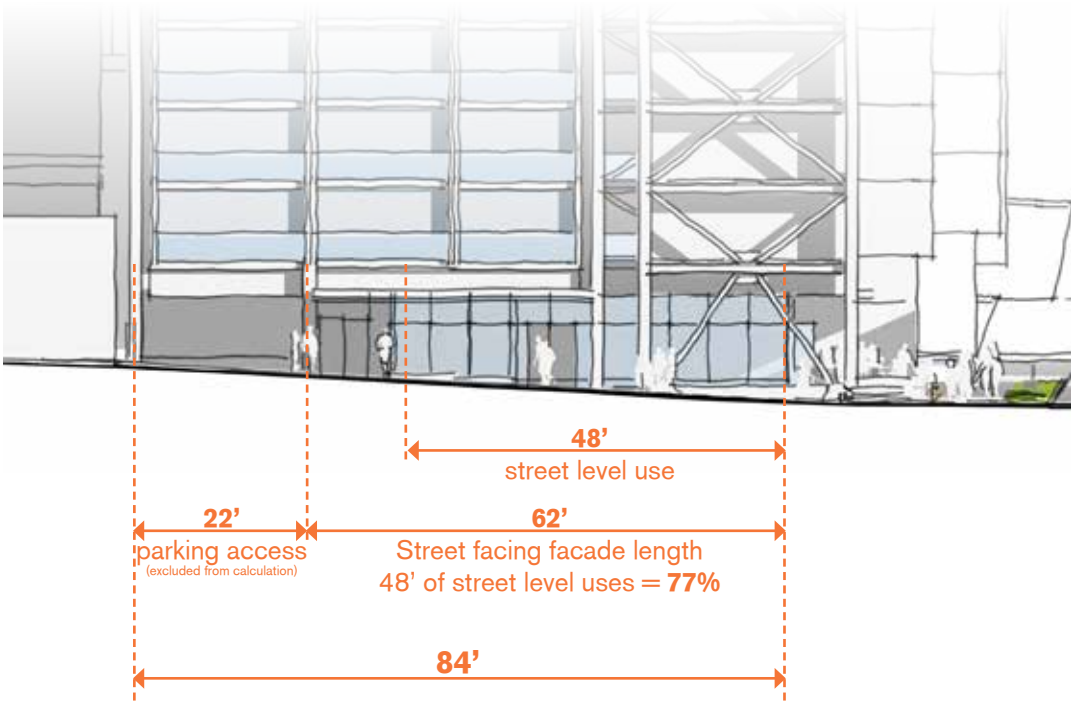
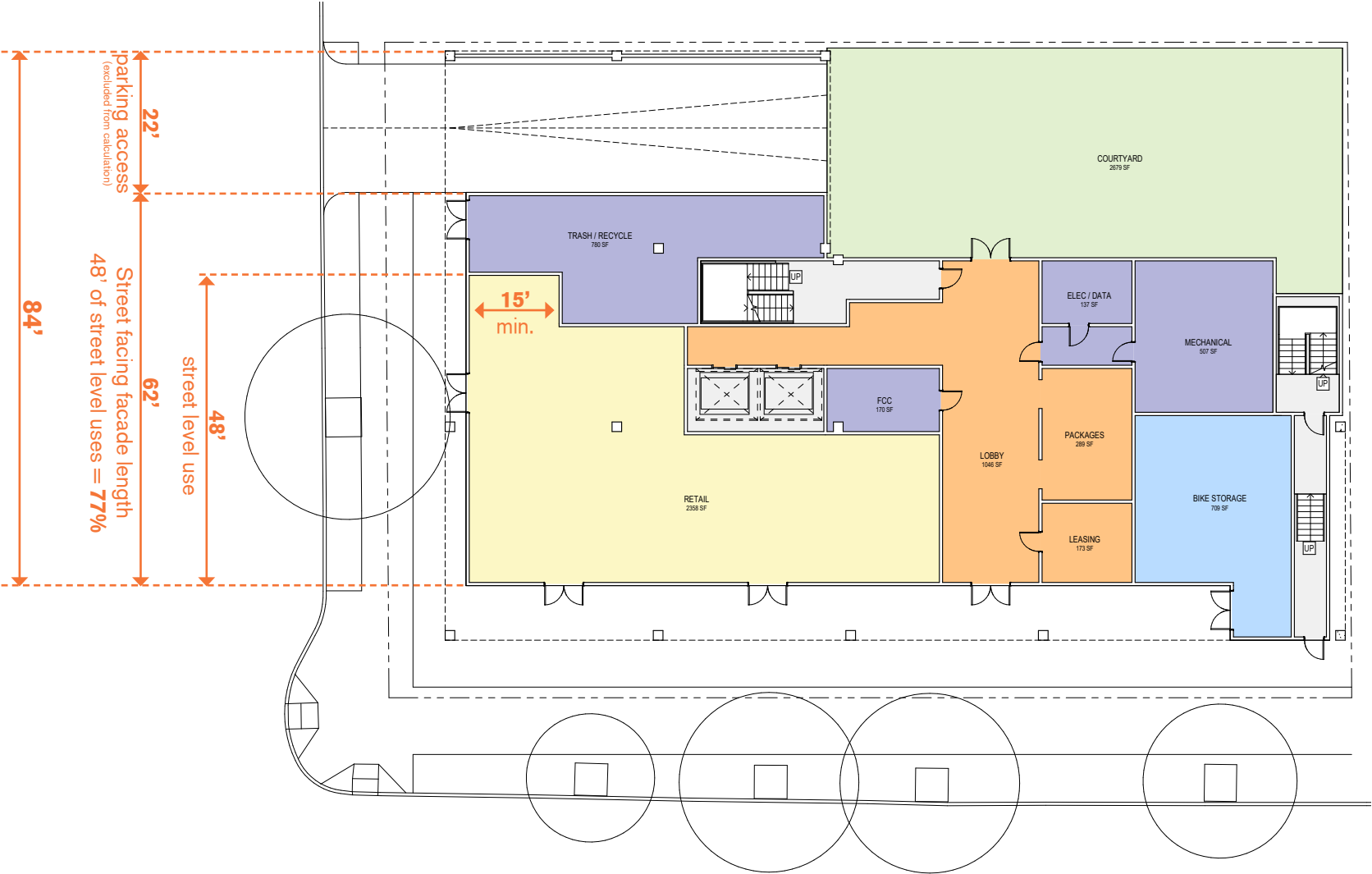
Level 1 - Street Level Uses - 65th Street



| REQUIREMENT  | REQUEST  | RATIONALE  | RELEVANT DESIGN GUIDELINES   |
|--|--|--|--|
| <b>1 23.47A.005 – Street-level uses</b>  |  |  |  |
| <i>In pedestrian-designated zones along designated principal pedestrian streets, one or more of the following uses are required along 80 percent of the street-level, street-facing facade</i> | Street level uses along 65th Street may be reduced from 80% to 65% | The proposed ground level design is activating the street frontage public realm with a voluntary increased setback allowing for public amenity space and widened sidewalks along the entirety of our 65th street frontage. Access to bike storage directly from the dedicated bike lane on 65th will activate this space and we feel this is a critical design feature of the ground floor along with a residential entry on 65th. | <b>PL3 Street Level Interaction</b><br><br>Encourage human interaction and activity at the street-level with clear connections to building entries and edges |



Level 1 - Street Level Uses - Roosevelt Way



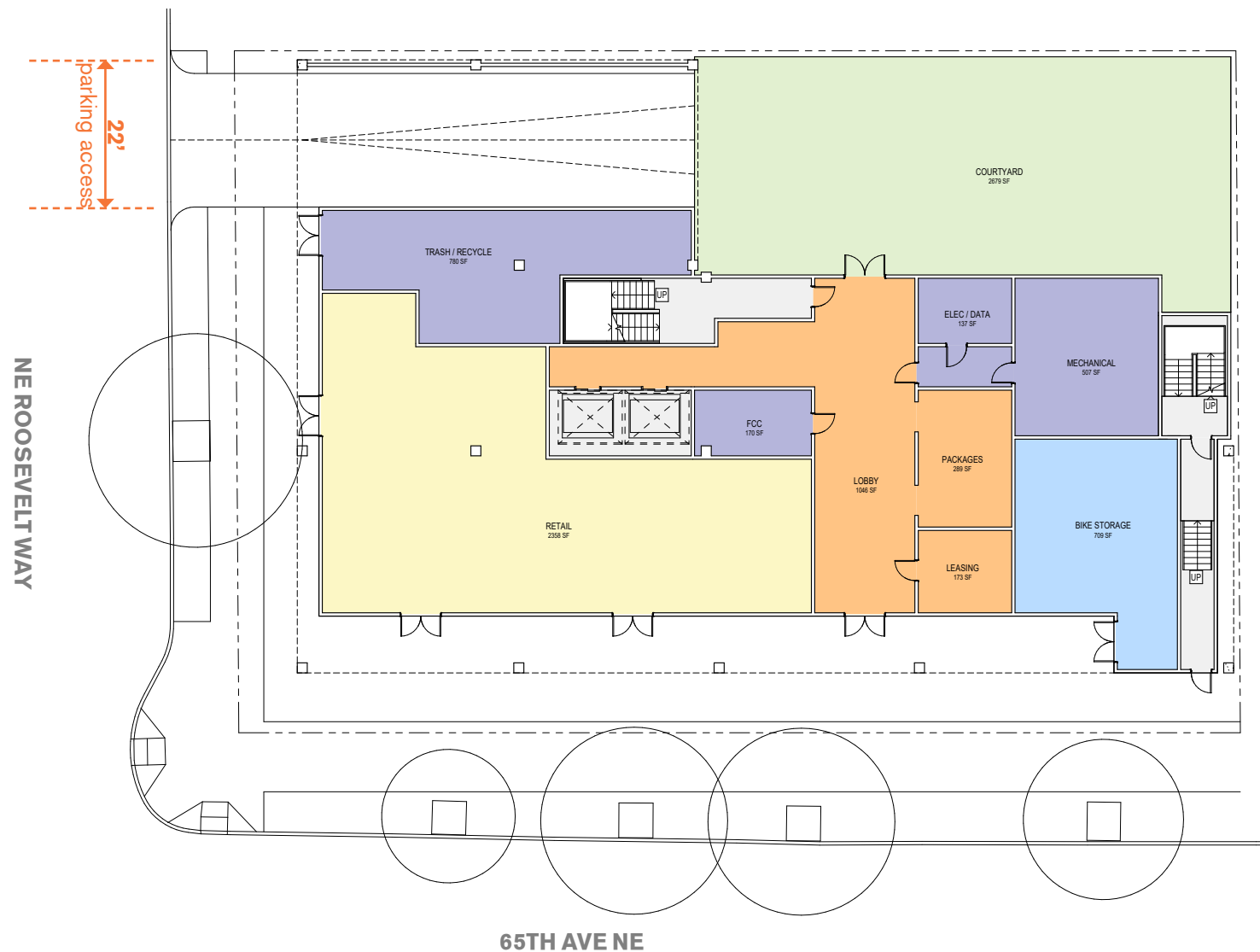
| REQUIREMENT   | REQUEST  | RATIONALE  | RELEVANT DESIGN GUIDELINES   |
|---|--|--|--|
| <b>1 23.47A.005 – Street-level uses</b><br><i>In pedestrian-designated zones along designated principal pedestrian streets, one or more of the following uses are required along 80 percent of the street-level, street-facing facade</i> | Street level uses along Roosevelt Way may be reduced from 80% to 77% | The proposed ground level design is activating the street frontage public realm with a voluntary increased setback allowing for public amenity space and widened sidewalks along the entirety of our Roosevelt Way street frontage. Access directly to the Trash/Recycle Storage room from Roosevelt Way near our curb cut was requested by SPU. We are maximizing the street level uses to the greatest extent given this constraint. | <b>PL2 Walkability</b><br>Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features |



DESIGN DEPARTURES

Departure #3

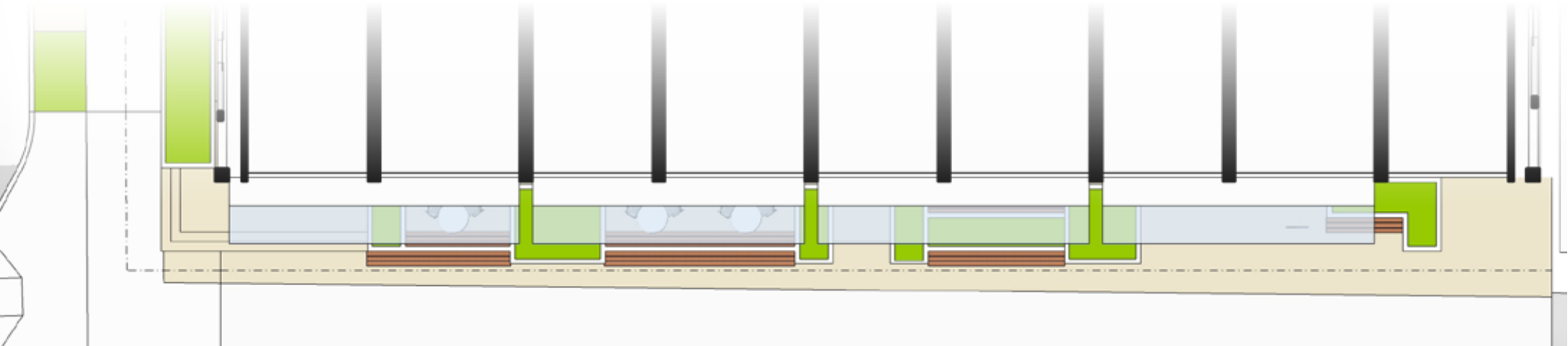
Level 1 - Parking Location and Access



| REQUIREMENT   | REQUEST   | RATIONALE   | RELEVANT DESIGN GUIDELINES   |
|---|---|---|--|
| <b>3 23.47A.032 - Parking Location and Access</b>   |   |   |  |
| 2.b. If access is not provided from an alley and the lot abuts only a principal pedestrian street or streets, access is permitted from the principal pedestrian street, and limited to one two-way curb cut | Vehicular access and parking entry be located on Roosevelt Way NE with one two-way curb cut | This is the preferred location from the design team and has the support of both SPU and SDOT as it avoids the conflict with the dedicated bike lane on NE 65th Street | <b>PL3 Street Level Interaction</b><br>Encourage human interaction and activity at the street-level with clear connections to building entries and edges |



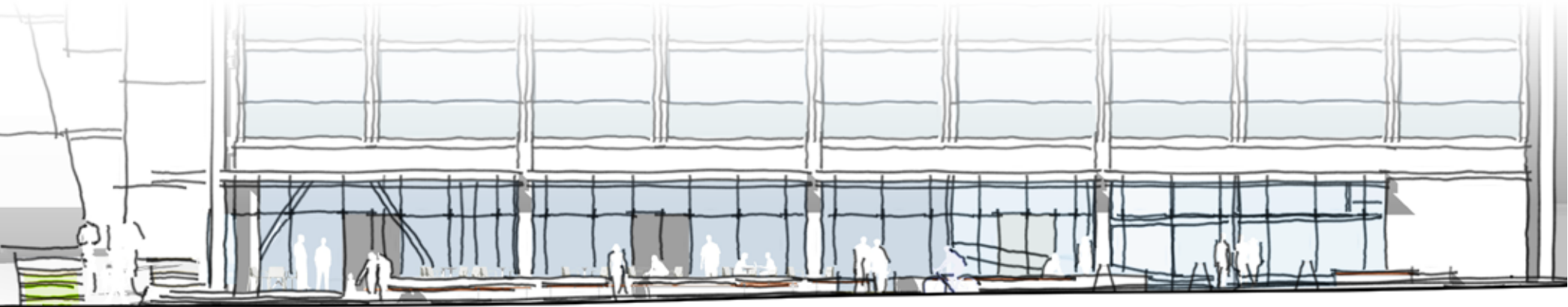
65th Street Canopy Plan



65th Street Canopy Section



65th Street Canopy Elevation



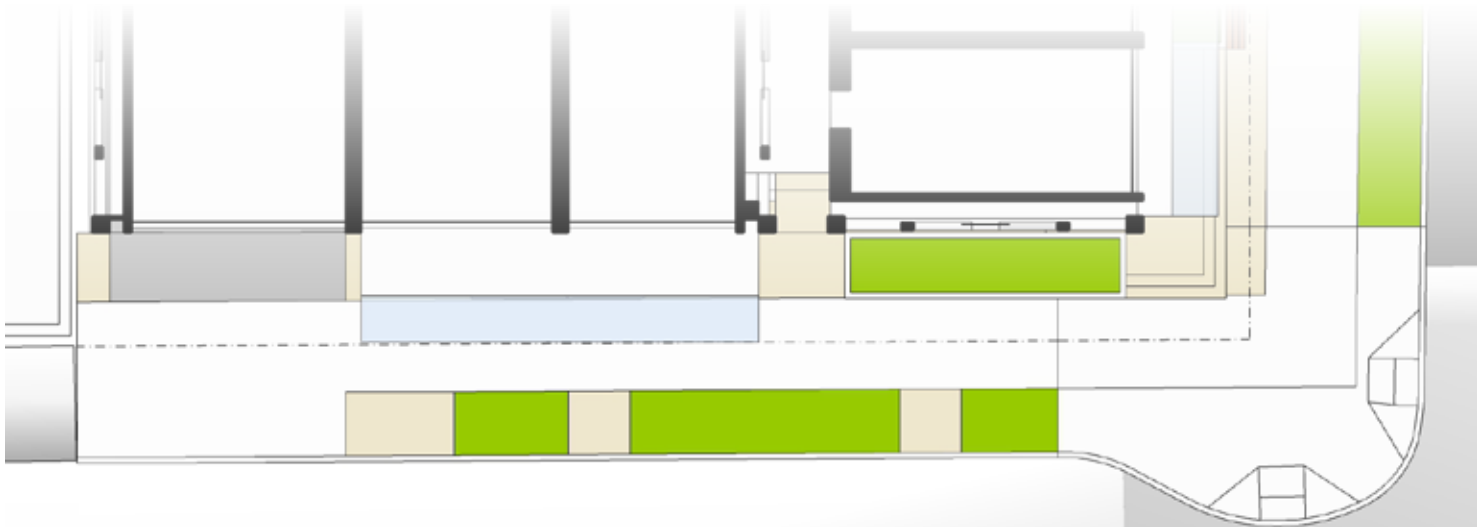
| REQUIREMENT   | REQUEST  | RATIONALE   | RELEVANT DESIGN GUIDELINES   |
|---|--|---|--|
| <b>4 23.47A.008.4– Overhead Weather Protection</b>  |  |   |  |
| <i>Continuous overhead weather protection (i.e., canopies, awnings, marquees, and arcades) is required along at least 60 percent of the street frontage of a structure on a principal pedestrian street</i> | To allow discontinuous overhead weather protection along the 65th Street frontage. The total length of overhead weather protection will exceed 60%, but will not be continuous | The 65th Street facade is approximately 140' long, which means continuous overhead weather protection covering 60% of that length would result in a canopy 84' long. Instead of providing one long canopy, the project proposes to divide this length into segments that respond to the building massing and the recessed colonnade thereby breaking up the scale of the building and providing a more contextual response at the pedestrian realm. | <b>PL2 Walkability</b><br><br>Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features |



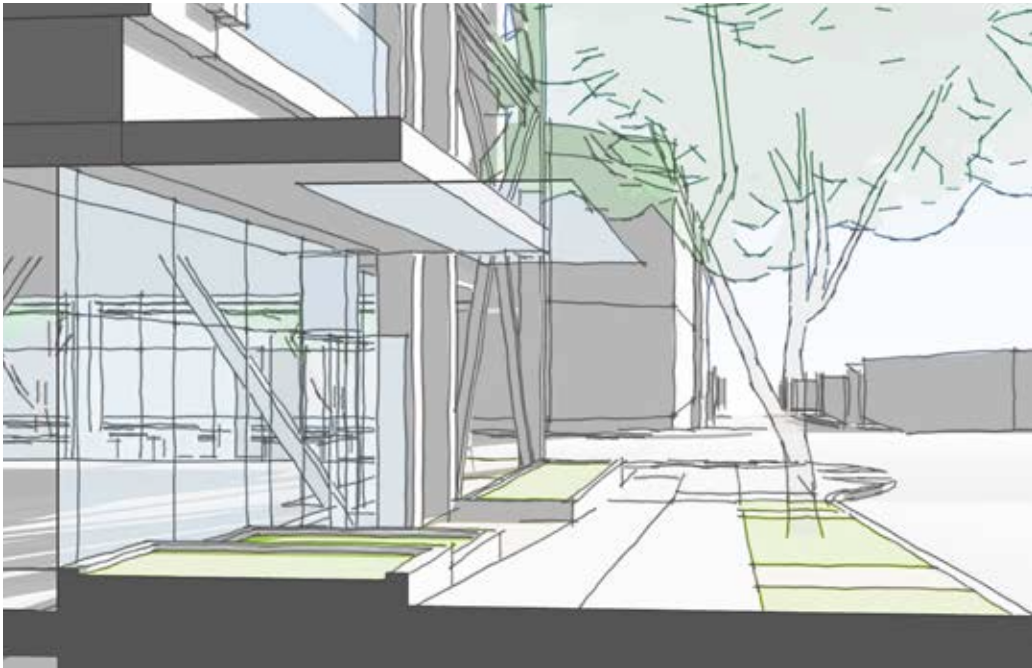
DESIGN DEPARTURES

Departure #5

Roosevelt Canopy Plan



Roosevelt Canopy Section



Roosevelt Canopy Elevation



| REQUIREMENT  | REQUEST   | RATIONALE  | RELEVANT DESIGN GUIDELINES   |
|--|---|--|--|
| <b>4 23.47A.008.4– Overhead Weather Protection</b> | <i>Continuous overhead weather protection (i.e., canopies, awnings, marquees, and arcades) is required along at least 60 percent of the street frontage of a structure on a principal pedestrian street</i> | To allow discontinuous overhead weather protection along the Roosevelt Way frontage. The total length of overhead weather protection will exceed 60% as a combination of canopy and recessed colonade. | In order to reinforce the building massing and highlight the gateway brace frame element the overhead weather protection is discontinuous and is provided in the form of a recessed colonade behind the brace frame element as it comes down to the ground. This allows pedestrians to experience the brace frame by being able to circulate between it and the building facade under cover of the building above. |
|  |   |  | <b>PL2 Walkability</b><br>Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features   |



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APPENDIX

Proposed Shadow Conditions

Legend

- Proposed Site Location
- Shadow From Proposed Building

Observations

Shadows that will be cast by this new building fit into the existing urban context and are in sync with the surrounding buildings. Shadows cast by new building will remain in a “good neighbor” category as added shadows are not significant and out of character with adjacent buildings on the days and times considered to the right. Located on the NE corner of Roosevelt Way NE and NE 65th Street means that new shadows cast do not significantly interfere with the pedestrian right of way experience.





**APPENDIX**  
SLI Building Imagery





