



# 6220 ROOSEVELT

**PHOENIX**  
PROPERTY CO

**WEBER THOMPSON**  
Architecture + Interior Design + Landscape Architecture

**SiteWorkshop**  
LANDSCAPE ARCHITECTURE

**EARLY DESIGN GUIDANCE - DRAFT**  
NORTHEAST DESIGN REVIEW BOARD MEETING ON 06/24/2024  
6220 ROOSEVELT WAY NE | SDCI #3041528-EG



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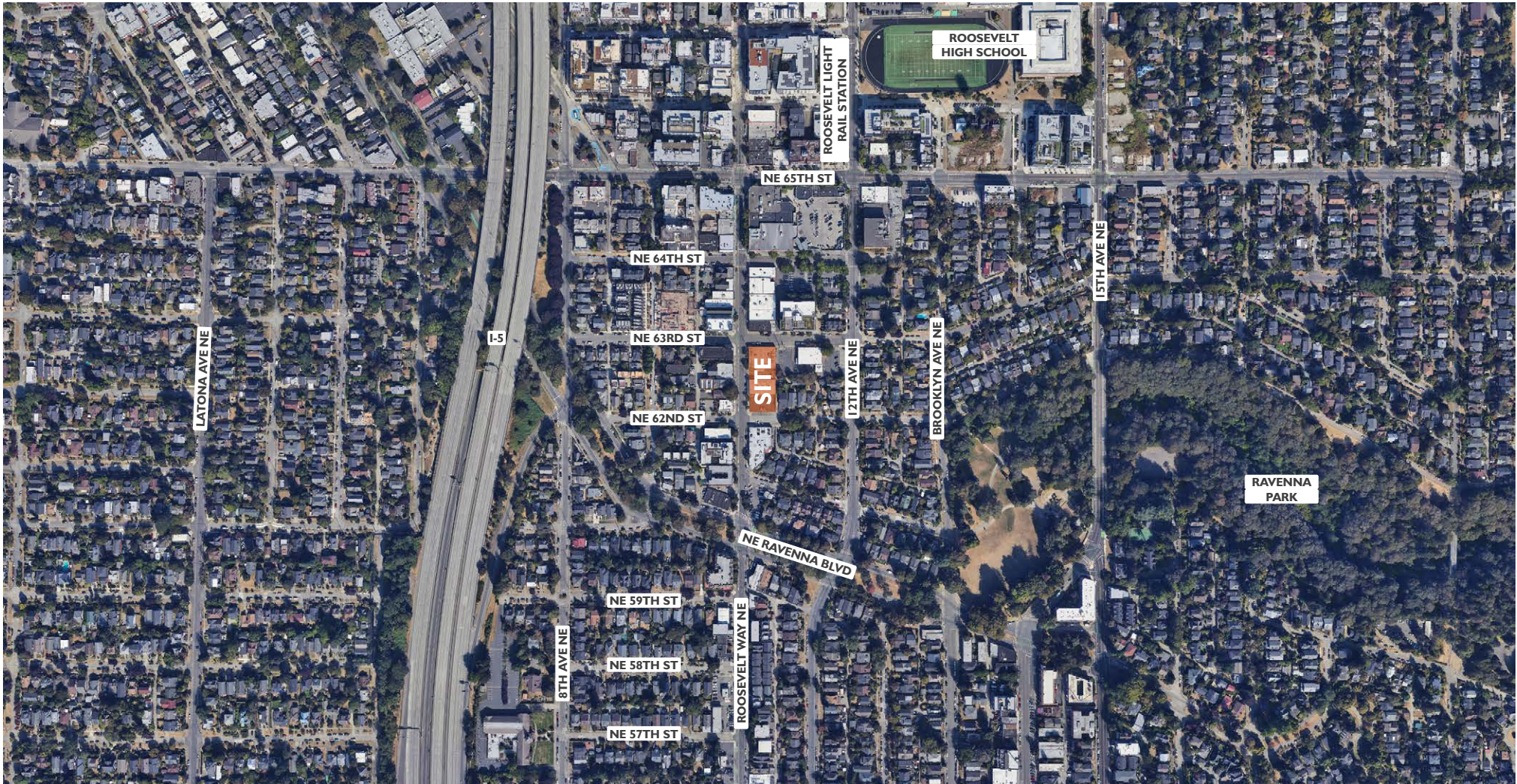
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# PROJECT DESCRIPTION & VISION

This is a neighborhood in transition, with recent upzoning and completion of the new Light Rail Station at NE 65th Street and 12th Avenue NE. The project site bridges the more urban, and dense mixed-use projects to the north, and the lower scale commercial and low rise multi-family to the south. Even with the densification of the neighborhood, strong ties to the neighborhood history and its connectivity to nearby schools, parks, and amenities remain. The site sits within a strong urban hub; responding to new and existing conditions will be important.

This project aims to enhance the connectivity with it's surroundings while also responding to the residential and commercial character of the neighborhood. A primary goal of the project is to provide a timeless residential project that brings much needed housing to an already robust and evolving commercial / residential corridor.



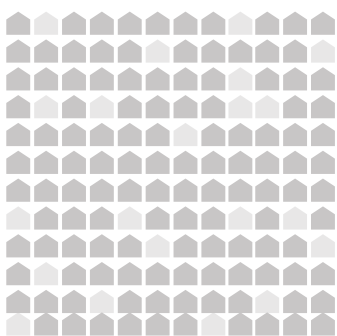
total site area  
**24,020 sf**



gross building area (above and below grade)  
**+/-150,000 sf**



estimated total residential units  
**+/-145 units\***



\*includes a mix of open 1 bedrooms, one-bedrooms, and two-bedroom units

below grade parking  
**+/-69 stalls**



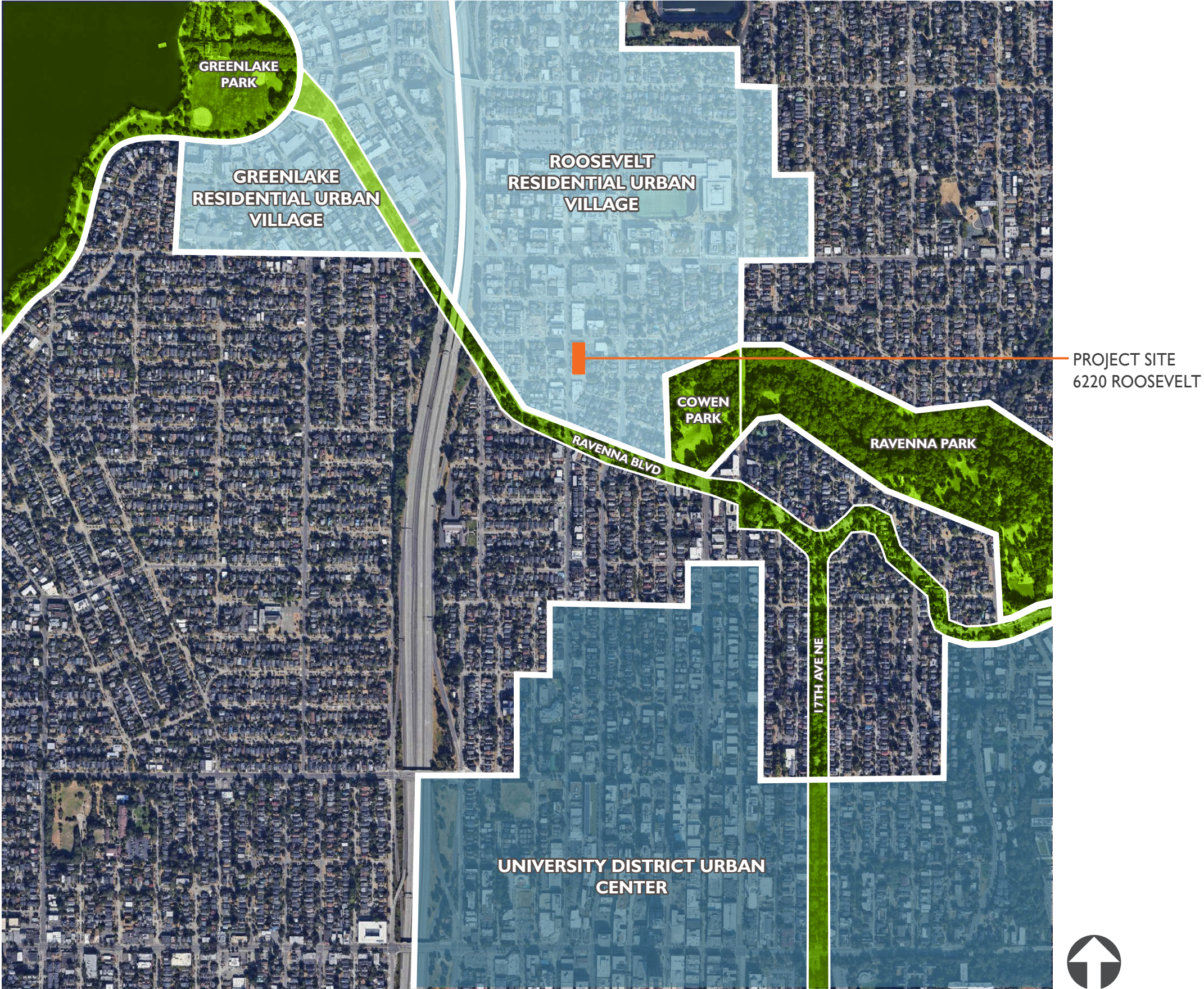
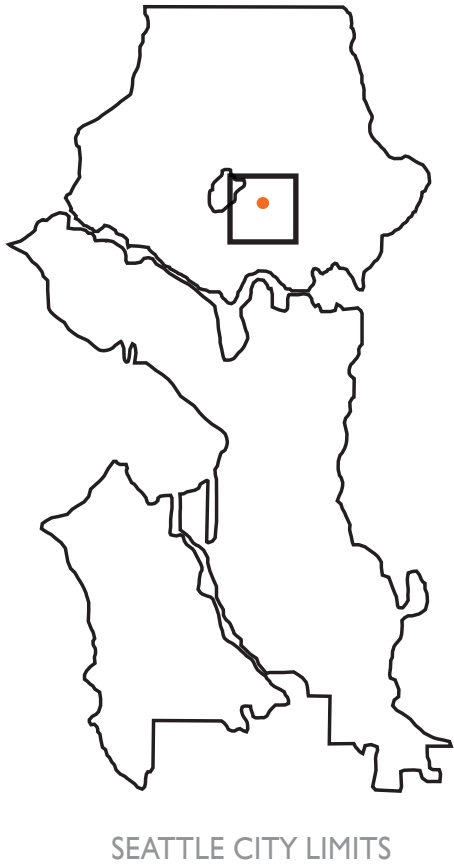
building height  
**75 ft**  
7-stories





# DEVELOPMENT OBJECTIVES

- 24,020 SF Site Area (Site 100' x 240')
- Develop a 75' tall mid-rise multi-family structure with a mix of unit sizes within the Roosevelt Residential Urban Village





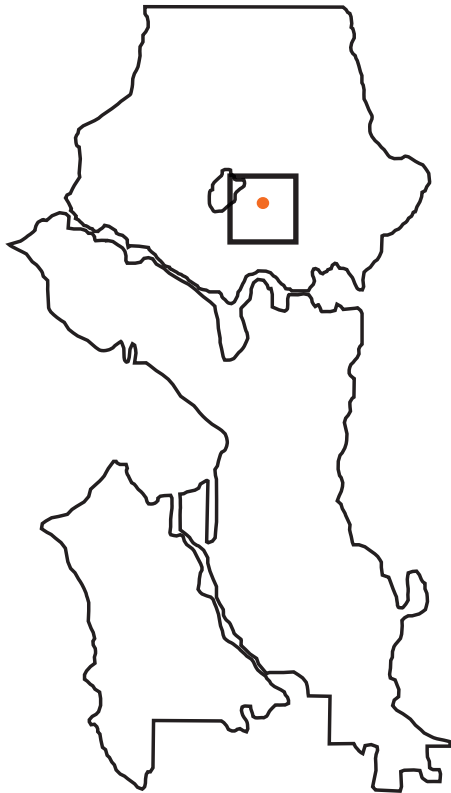
# ROOSEVELT ZONING MAP

**NC:** Neighborhood Commercial  
55'-95' Allowable Structure Height

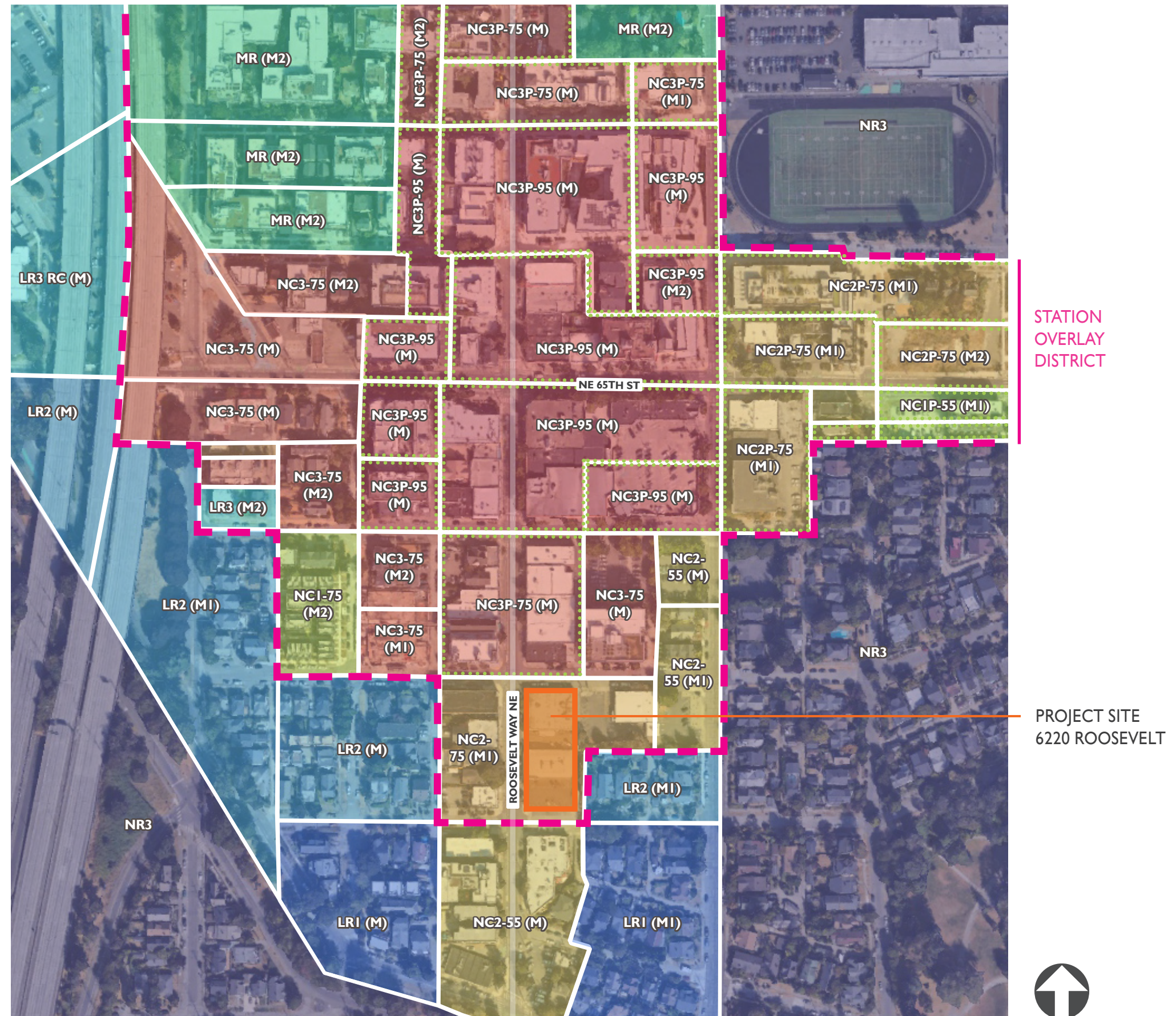
**MR:** Mid Rise Multifamily  
80' Allowable Structure Height

**LR:** Low Rise Multifamily  
22'-50' Allowable Structure Height

**NR:** Neighborhood Residential  
18'-30' Allowable Structure Height

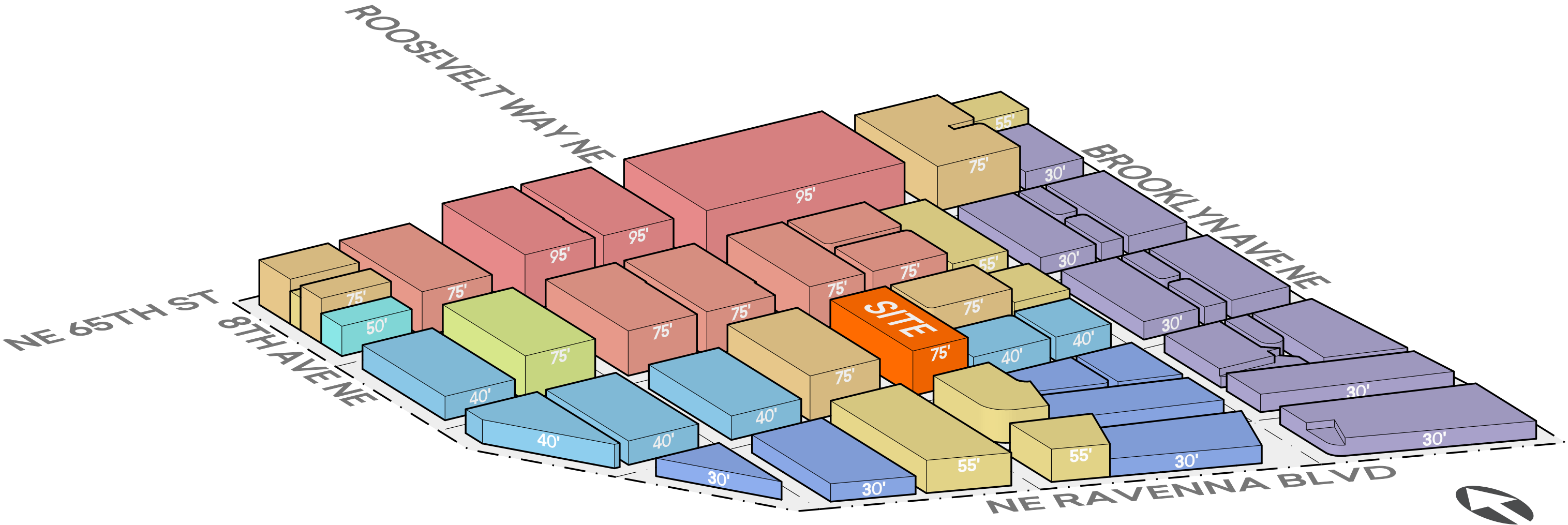


SEATTLE CITY LIMITS





NEIGHBORHOOD DEVELOPMENT POTENTIAL






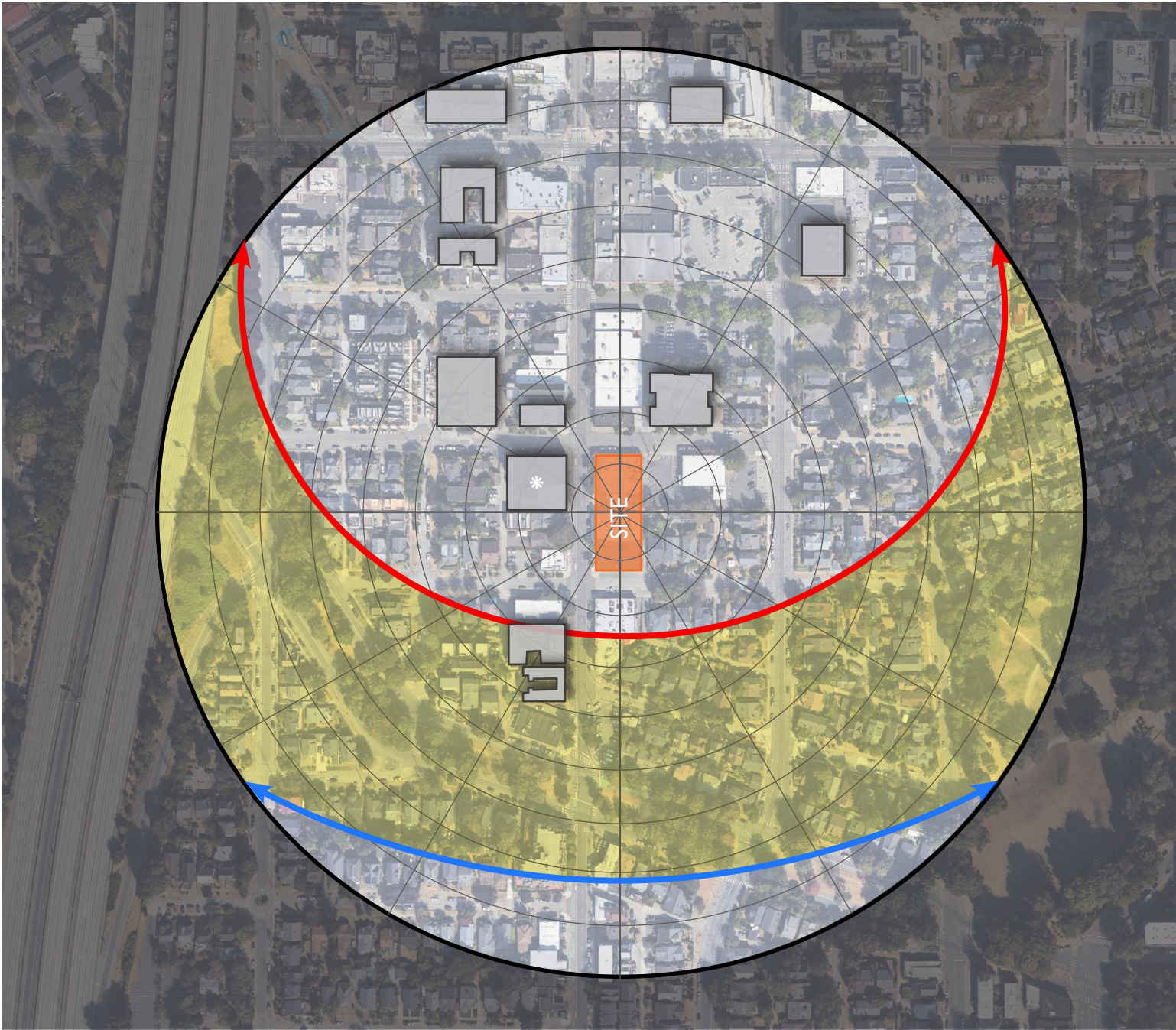


NEIGHBORING USES & SOLAR ANALYSIS






PRIMARY USES

- |  |                           |   |                            |
|--|---------------------------|---|----------------------------|
|  | Public Transit            |  | Residential, Single family |
|  | Commercial                |  | Educational                |
|  | Mixed-Use                 |  | Religious                  |
|  | Residential, Multi-family |  | Park                       |



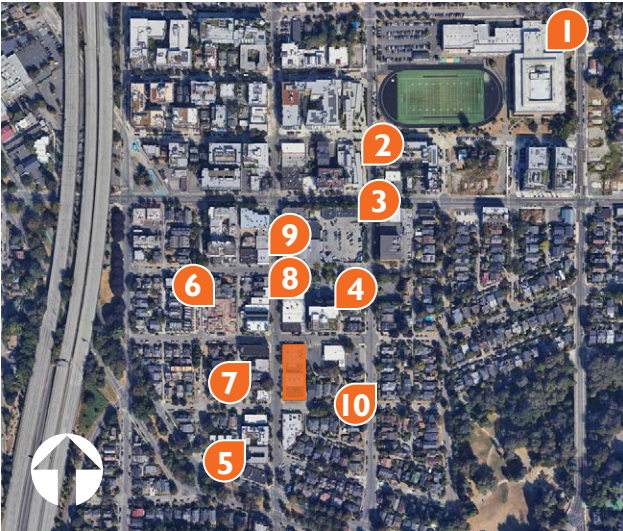
SOLAR EXPOSURE

- |   |  |
|---|--|
|  | Summer Solstice  |
|  | Winter Solstice  |
|  | Significant Shadow Casting Structure ( * Proposed Structure) |





# NEIGHBORHOOD CONTEXT



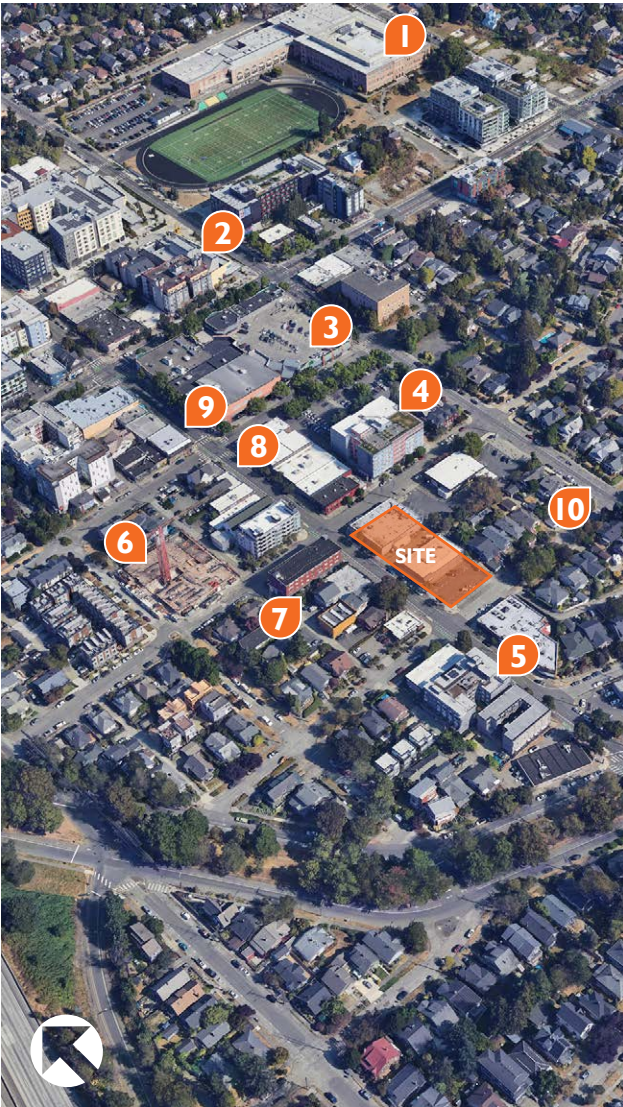
**1** ROOSEVELT HIGH SCHOOL  
Photo from Bassetti Architects



**2** ROOSEVELT STATION  
Photo from Wikimedia: Creative Commons Attribution



**3** WHOLE FOODS  
Photo from RegencyCenters.com



**4** SQUARE ONE APARTMENTS  
Photo from EquityApartments.com



**5** NOVO SEATTLE  
Photo from ApartmentFinder.com



**6** CORNER 63  
Photo from Apartments.com



**7** 6215 ROOSEVELT (PROPOSED)  
Photo from Pubic 47 Architects



**8** ROOSEVELT COMMERCIAL



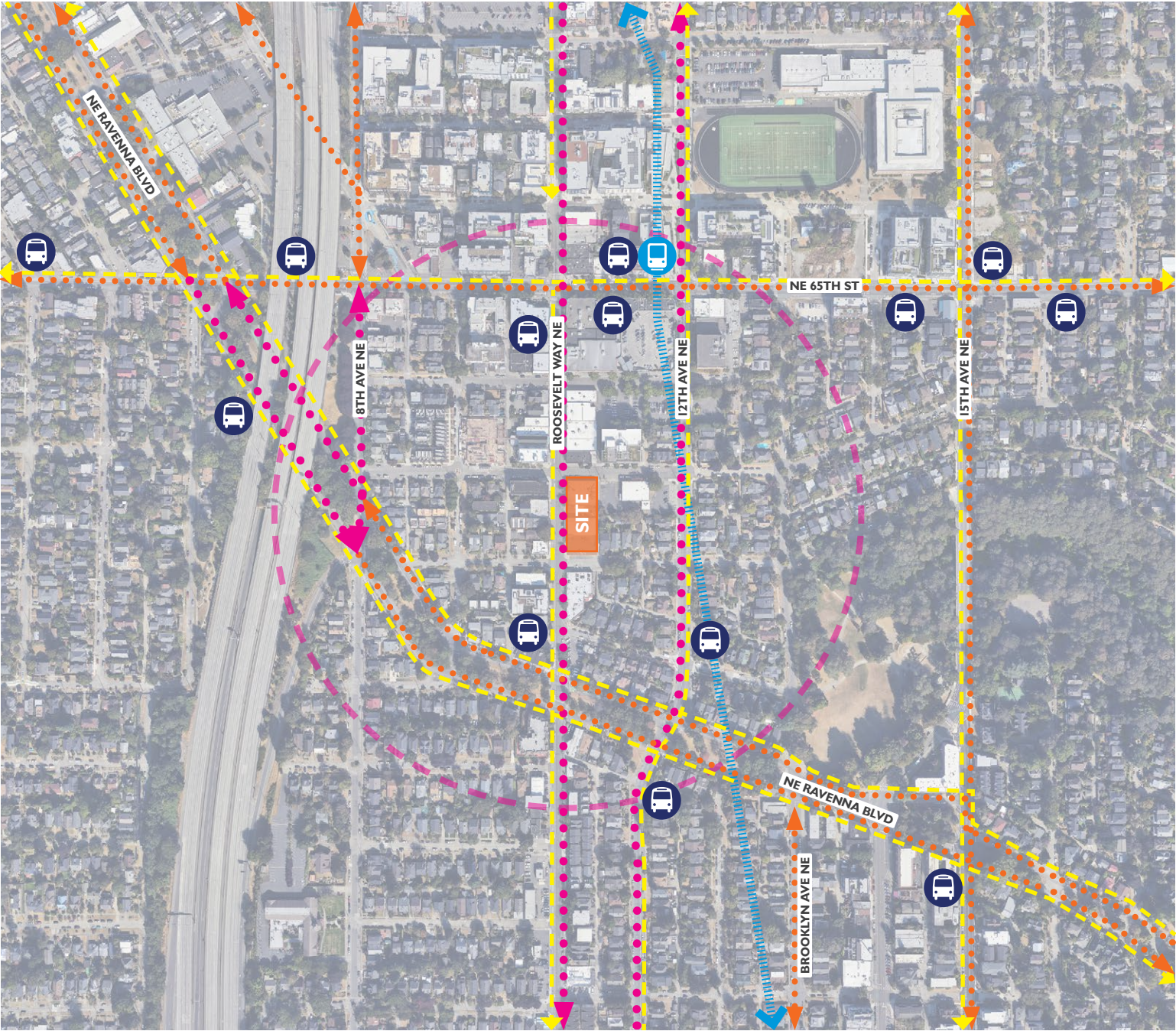
**9** ROOSEVELT COMMERCIAL



**10** NEIGHBORHOOD TO THE EAST

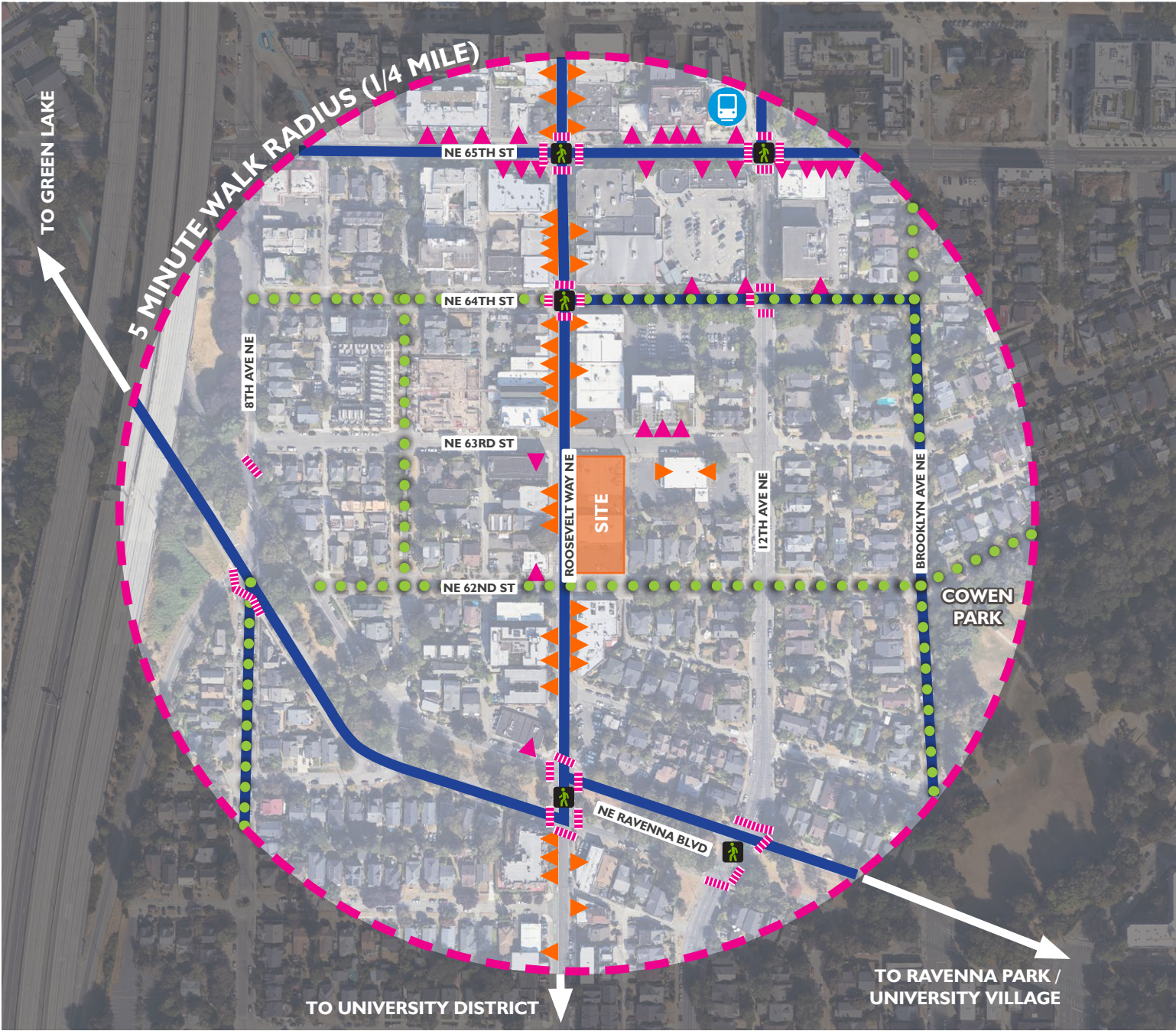


STREET & TRANSPORTATION ANALYSIS



TRANSIT

- Bus Stop
- Light Rail Station
- Principal Arterial (Heavy Vehicular Traffic)
- Minor Arterial (Moderate Vehicular Traffic)
- Light Rail Transit Line (Below-grade)
- Bike Lanes

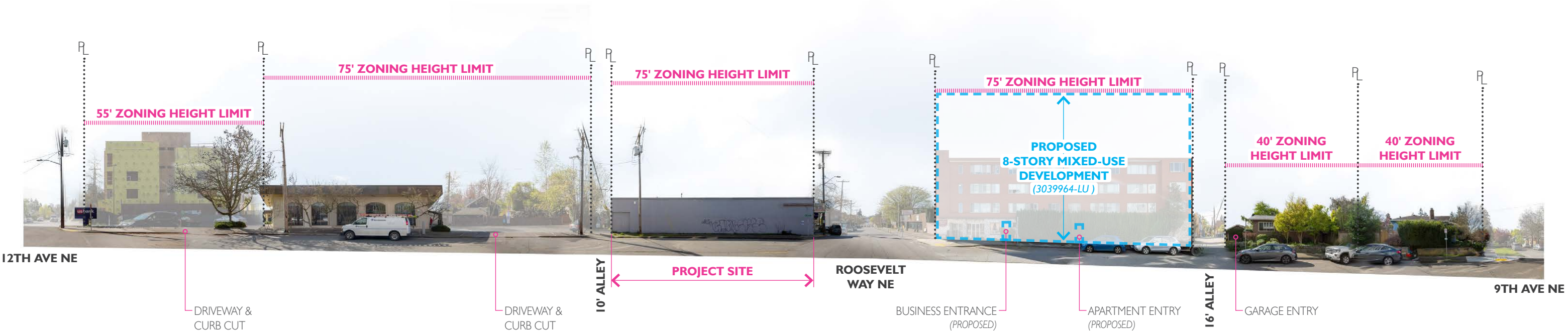


PEDESTRIAN EXPERIENCE

- East/West Main Building Entries
- North/South Main Building Entries
- Primary Pedestrian Walking Routes (Per SDOT Pedestrian Program Walking Map, North)
- Proposed Neighborhood Greenways
- Marked Crosswalks
- Pedestrian Signals

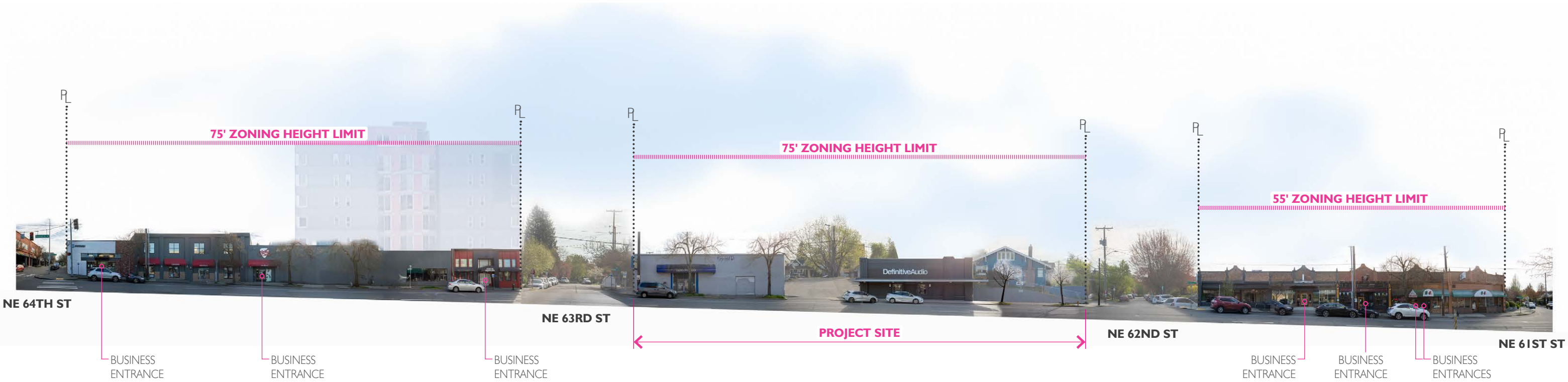


EXISTING STREETScape – NE 63RD ST



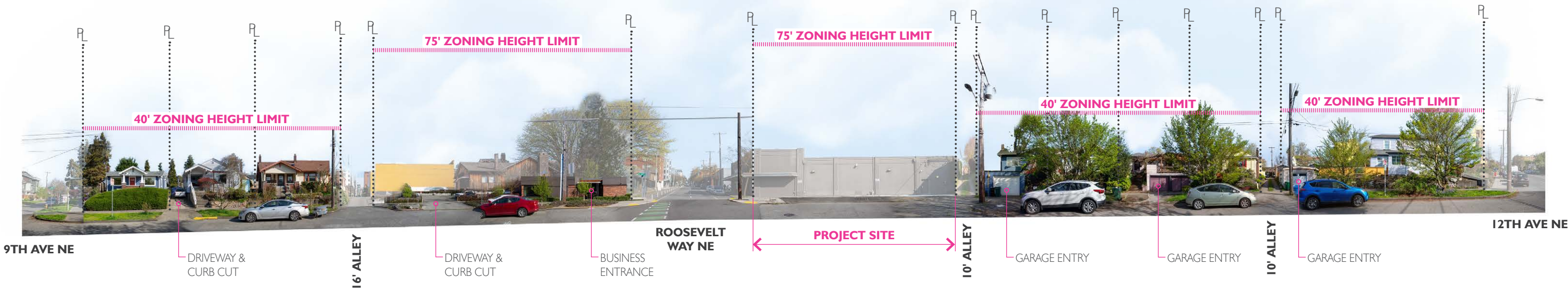


EXISTING STREETScape – ROOSEVELT WAY NE





EXISTING STREETScape – NE 62ND ST





SITE PHOTOS



View from Roosevelt & 62nd, Looking NE



View from Roosevelt & 63rd, Looking SE



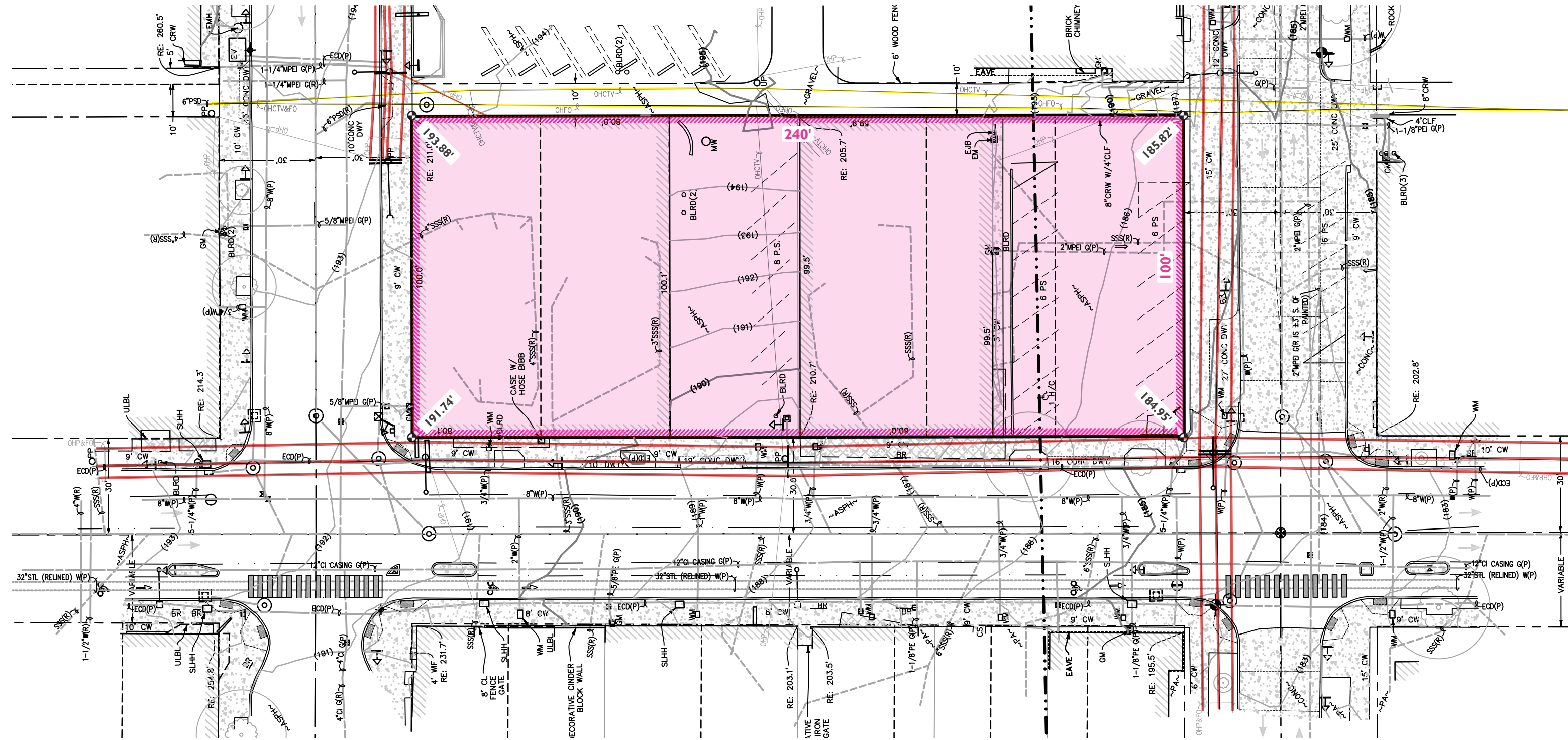
View from 63rd & alley, Looking SW



View from 62nd & alley, Looking NW



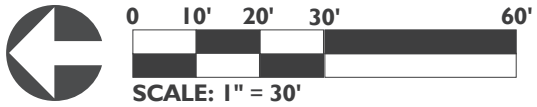
SURVEY



LEGAL DESCRIPTION:

FATCO NO. NCS-1195997-WA1  
(6206 ROOSEVELT WAY NE)  
LOTS 11, 12 AND 13, BLOCK 10, COWEN'S UNIVERSITY PARK,  
ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 13  
OF PLATS, PAGE 53, IN KING COUNTY, WASHINGTON.

FATCO NO. NCS-119491-8-WA1  
(6220 ROOSEVELT WAY NE)  
LOTS 14, 15 AND 16, BLOCK 10, COWEN'S UNIVERSITY PARK,  
ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME  
13 OF PLATS, PAGE 53, IN KING COUNTY, WASHINGTON.





# ZONING SUMMARY – NC2-75 (MI)

PARCELS	179750-0905/ 179750-0925	
SITE AREA PER SURVEY	24,020 SF / 0.5514 Acres	
CURRENT ZONING	NC2-75 (MI)	
OVERLAY DISTRICT	Station Overlay District / Roosevelt Residential Urban Village	
PERMITTED USES	All permitted uses allowed as principal or an accessory use  Permitted uses = retail sales and service, offices, live/work, parks and open space, institutions, & residential uses	
23.47A.004		
STREET LEVEL USES	N/A - project site is not within a pedestrian designated zone & does not fall within the requirements outlined in 23.47A.005.C	
23.47A.005		
STREET LEVEL DEVELOPMENT STANDARDS	Blank façade segments between 2 feet & 8 feet above the sidewalk may not exceed 20 feet in width & total of all blank facades may not exceed 40% of the width along the street  Street-level, street-facing facades shall be located within 10 ft of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided  Non-residential use at street level requires 60% of street facing façade to be transparent between 2 feet & 8 feet, driveways up to 22 feet may be subtracted  Where residential uses are located along a street-level street-facing façade, at least one of the facades shall have a visually prominent pedestrian entry and the floor of a dwelling unit shall be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk.	
23.47A.008		
STRUCTURE HEIGHT	Open railings, planters, skylights, clerestories, parapets, and firewalls may extend as high as the highest ridge of a pitched roof permitted by subsection 23.47A.012.B or up to 4 feet above the otherwise applicable height limit, whichever is higher. Insulation material or soil for landscaping located above the structural roof surface may exceed the maximum height limit by up to 2 feet if enclosed by parapets or walls that comply with this subsection 23.47A.012.C.2. Rooftop decks and other similar features may exceed the maximum height limit by up to 2 feet, and open railings or parapets required by the Building Code around the perimeter of rooftop decks or other similar features may exceed the maximum height limit by the minimum necessary to meet Building Code requirements.  7 feet increase for solar collectors in zones of 75 feet  15 feet increase for mechanical equipment, penthouses, etc. at 03% of total roof area or 35% if total area includes stair or elevator penthouses or screened mechanical equipment  16 feet increase for stair/elevator penthouses  Solar collectors, planters, clerestories and green houses must be located 10 feet from the north lot line unless a shadow diagram is provided to prove no negative impacts on the north property	
23.47A.012		
FLOOR AREA RATIO (FAR)		Within the Station Overlay District per Table B = 6  Exempt FAR: All stories, or portions of stories, that are underground  All portions of a story that extend no more than 4 ft above existing or finished grade, whichever is lower, excluding access  Floor area of required bicycle parking for small efficiency dwelling units, if the bicycle parking is located within the structure containing the SEDUs
23.47A.013		
SETBACK REQUIREMENTS		23.47A.014.B.2 = NA  Upper-level Setbacks. For street-facing facades, for zones with a height limit of 75 feet, portions of structures above 65 feet must be setback from the front lot line by an average depth of 8 feet.  23.47A.014.D = NA  3 foot alley dedication required  4 foot R.O.W. Setback required
23.47A.014 23.53.030		
LANDSCAPE REQUIREMENTS		Green factor of 0.3 or greater required / Street trees required
23.47A.016		
MHA IN NC ZONES		Subject to provisions of 23.58C / Medium Area fee requirements per GIS
23.47A.017		
LIGHT AND GLARE STANDARDS		Exterior lighting must be shielded and directed away from adjacent uses.  Interior lighting in parking garages must be shielded to minimize nighttime glare affecting nearby uses.
23.47A.022		
AMENITY AREA		5% of total gross floor area in residential use  All residents shall have access to at least one common or private amenity area  Amenity areas shall not be enclosed  Minimum horizontal dimension of 10 feet and minimum of 250 SF  Private balconies 60 SF min. and horizontal dimension of 6 feet  Rooftop areas excluded if within proximity to communication utilities
23.47A.024		



# ZONING SUMMARY – NC2-75 (MI)

## PARKING REQUIREMENTS

23.47A.030 / 23.47A.032

23.54.015

23.54.030

23.54.035

Access to parking shall be from the alley if the lot abuts an alley improved to the standards of 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts. If alley access is infeasible, the Director may allow street access.

**Alley Access has been determined infeasible, per the Preliminary Zoning Analysis Letter (Record Number 3041676-AN) - access to be provided from one of the side lot lines, 62nd or 63rd**

For each permitted curb cut, street-facing facades may contain one garage door, not to exceed the maximum width allowed for curb cuts

No min. parking requirement for residential uses within urban centers

Residential Driveway widths shall be 20 feet minimum for two-way traffic, 15% slope max

Parking aisle slope = 17%

2 curb cuts permitted on single frontage up to 160 feet per Table A

Curb cut = as wide as the required width of the driveway

Site Triangle = For two way driveways or easements 22 feet wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk, or curb intersection if there is no sidewalk. The entrance and exit lanes shall be clearly identified.

EV parking is required

Loading = NA

## BICYCLE PARKING REQUIREMENTS

23.54.015.K AND TABLE D

Residential = 1 per dwelling unit long-term and 1 per 20 dwelling units short-term

Per footnote #3, for residential use, after the first 50 spaces are provided, additional spaces are required at 3/4 the ratio shown in Table D

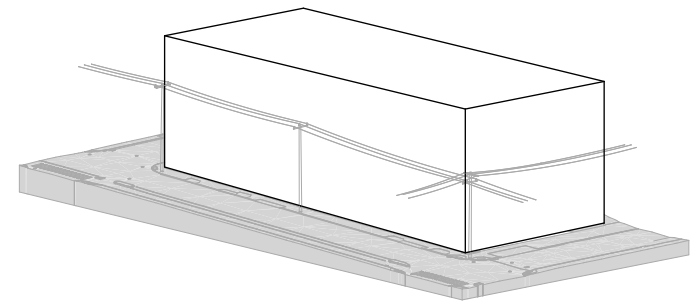
## TRASH/RECYCLING STORAGE REQUIREMENTS

23.54.040 / 23.54.040  
TABLE A

Residential = 100+ dwelling units = 575 SF + 4 SF for each unit above 100

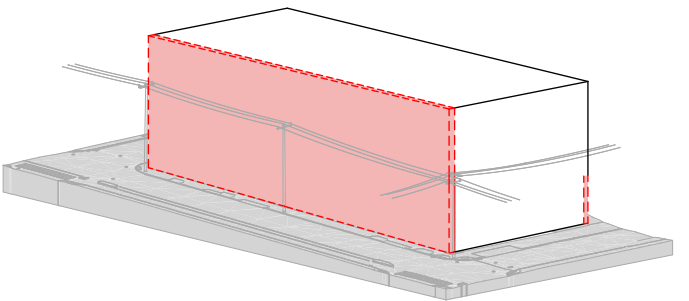
For development with more than 100 dwelling units, the required minimum area for storage space may be reduced by 15 percent, if the area provided as storage space has a minimum horizontal dimension of 20 feet.

## ALLOWABLE BUILDABLE ENVELOPE DIAGRAMS



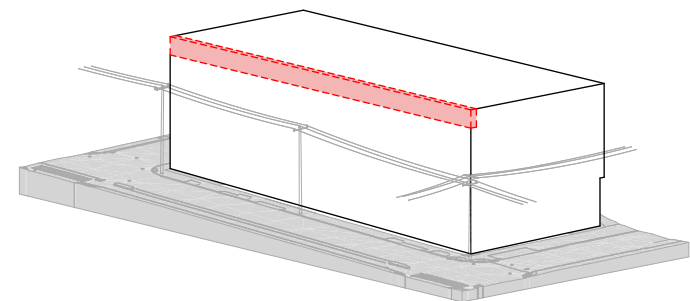
1 - FULL SITE BUILD-OUT

75' Height limit



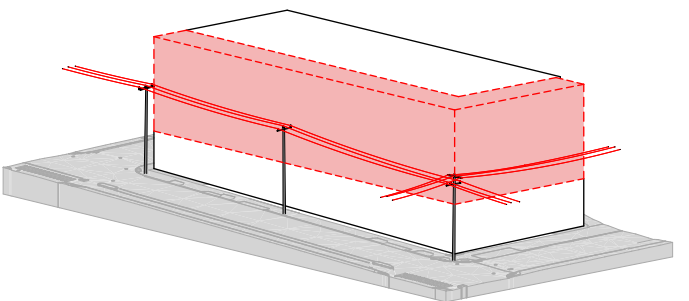
2 - RIGHT-OF-WAY SETBACKS

4' Setback along NE Roosevelt Way  
3' Alley dedication up to 26' above finished grade



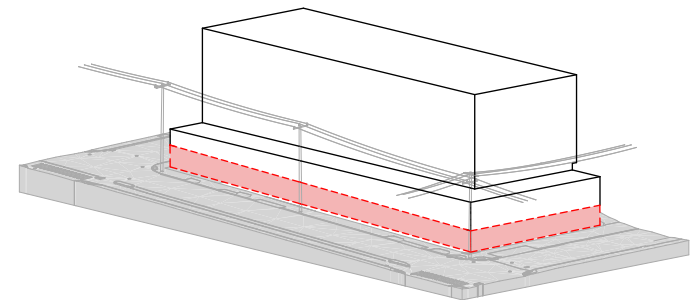
3 - UPPER-LEVEL SETBACK

8' Average setback required from lot line along NE Roosevelt Way



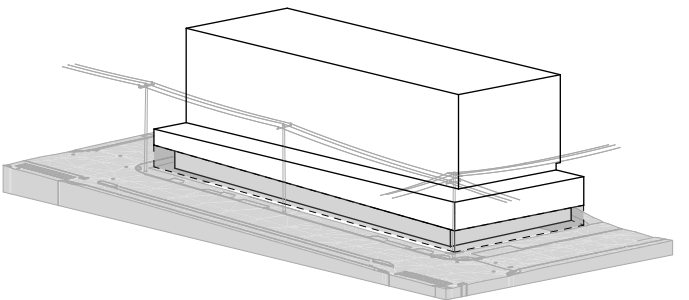
4 - POWERLINE SETBACKS

14' Required setbacks from powerlines



5 - STREET-LEVEL RESIDENTIAL SETBACKS

10' Required setback from lot line for any dwelling units within 4' of grade on any street-facing facade



6 - FINAL BUILDABLE ENVELOPE

Actual maximum extent available for building massing



# PUBLIC OUTREACH

## PRINTED OUTREACH

- Choice: DIRECT MAILING, HIGH IMPACT
- Requirement: Direct mailing to all residences and businesses within approximately 500-foot radius of the proposed site.
- What we did: Posters were mailed to 452 residences and businesses and shared with four neighborhood community groups. Poster, details on distribution and list of community groups who received the poster via email are in Appendix A.
- Date completed: January 2, 2024

## ELECTRONIC/DIGITAL OUTREACH

- Choice: PROJECT WEBSITE, HIGH IMPACT
- Requirement: Interactive project website with public commenting function.
- What we did: Project website established and publicized via poster. Monitored daily for comments from the Website. Developed an interactive project website with project information and a public commenting function. Website included in Appendix A.
- Date completed: January 2, 2024

## ELECTRONIC/DIGITAL OUTREACH

- Choice: SURVEY, HIGH IMPACT
- Requirement: Create an online survey to allow for feedback on the proposed project.
- What we did: Online survey established and publicized via poster with link to survey featured on project website. Survey text and results included in Appendix A.
- Date completed: January 2, 2024

## DESIGN-RELATED COMMENTS

- **Design.** When asked what is most important about the design of a new building on this property, 40 percent of survey respondents said environmentally friendly features; 40 percent said parking; 33 percent said interesting and unique design; 33 percent said relationship to neighborhood character; and 20 percent said attractive materials. Several respondents encouraged community-oriented outdoor spaces, interesting landscaping including trees on a roof deck to blend with the horizon, a welcoming and attractive entry on Roosevelt, community space and a pedestrian experience.
- **Exterior.** When asked what the most important consideration is for the exterior space on this property, 53 percent of survey respondents said lighting and safety features; 53 percent said landscaping; 33 percent said seating options and places to congregate; and 13 percent said bike parking. Several respondents encouraged nice, well-crafted design and high-quality construction, and encouraged avoiding cheap cement board cladding. One respondent encouraged community-oriented spaces for connection and compassion.
- **Sustainability.** Several respondents encouraged a sustainable, low-carbon footprint project built with a green mind set.
- **Safety & Security.** A couple of respondents expressed the importance of safety and security and one noted that thieves often get into secure garages to target vehicles.
- **Height & Scale.** One respondent encouraged keeping the building tall.

## NON-DESIGN-RELATED COMMENTS

- **Retail.** Several respondents encouraged active ground floor uses like commercial and dining options and encouraged affordable spaces for retail such as a hardware store, restaurant, bakery or climbing gym. One respondent expressed concern that the small business companies have to leave.
- **Affordability.** Several respondents expressed support for affordable housing and providing a mix of affordability options.
- **Units.** Several respondents encouraged having family-sized units and expressed support for density while others encouraged building efficient units.
- **Impacts.** Several respondents encouraged construction that causes minimal disruption to street parking and access while others encouraged courtesy and respect for the existing neighbors including by future residents.
- **Amenities.** Several respondents encouraged having a bike parking room and pet-friendly amenities including a dog run.

## NON-DESIGN-RELATED COMMENTS, CONTINUED

- **Parking & Traffic.** Several respondents encouraged having less space for parking and lowering car dependency that puts less carbon into the environment and cares for future generations. Another suggested the project team should stop building parking as this is located four blocks from light rail.
- **Alleys.** One respondent suggested that all alleys on this block should be paved.
- **Inclusion.** One respondent encouraged inclusivity.
- **Interior.** One respondent encouraged a dog-friendly design.
- **Location.** One respondent encouraged locating the project on the corner of two arterials.
- **Management.** One respondent encouraged good, understanding building management.
- **Residents.** One respondent encouraged opportunities for young people to stay in Seattle.

## MISCELLANEOUS COMMENTS

- **Support.** One respondent noted that this stretch of Roosevelt would welcome better development instead of current empty store fronts. Another expressed support for building more housing.
- **Outreach.** One respondent thanked the project team for outreach.

## DESIGN TEAM RESPONSE

*The public outreach responses highlight a desire for environmentally friendly design. The project team will look for ways to incorporate sustainable features and practices into the design and construction of the development. One such way to have a positive impact on the surrounding environment is to minimize the extent and depth of below grade parking. Studies show that the excavation and concrete required to build below grade parking has significant negative impacts on global warming. The project team will also pay close attention to the handling of storm water on site, knowing there is a high water table and nearby aquifers.*

*Public outreach also shows neighbors care about the pedestrian and landscape experience on site. The development intends to create a safe and lush pedestrian environment with wider sidewalks, appropriate lighting and amenities, and ample landscaping.*

*The development will provide a mix of unit types in an effort to provide housing for a mix of needs. The owner is also considering pursuing MFTE in order to provide some affordable units.*



# PRIORITY DESIGN GUIDELINES

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# PRIORITY DESIGN GUIDELINES FROM THE ROOSEVELT NEIGHBORHOOD DESIGN GUIDELINES

## CONTEXT AND SITE – CS2: URBAN PATTERN AND FORM

### CS2 – II. ADJACENT SITES, STREETS AND OPEN SPACES

**Guideline i:** Consider incorporating private open spaces between the street and residences and between adjacent properties. This is especially important for multifamily developments west of Roosevelt Way, and for the frontages of developments in neighborhood commercial zones that face non-arterial streets.

**Guideline ii:** Ground-level landscaping should be used between the structure(s) and sidewalk in multi-family areas.

**Response:** While exact dimensions vary between options, all the massing options seek to create space at grade between residences and the public sidewalk in order to allow for landscape buffering, security, and privacy. This will also help to soften site edges and enhance the pedestrian experience.

### CS2 – III. HEIGHT, BULK, AND SCALE

**Guideline iii: Multi-family/Residential Zone Edges:** Careful siting, building design and building massing should be used to achieve an integrated neighborhood character in multi-family zones. Some of the techniques preferred in Roosevelt include:

- a. Increasing building setbacks from the zone edge at ground level;
- b. Reducing the bulk of the building's upper floors;
- c. Reducing the height of the structure;
- d. Use of landscaping or other screening (such as a 5-foot landscape buffer);
- e. Modulation of bays;
- f. Stepping down the height of structures to 40' – 45' at the zone edge to provide transition to the height of traditional single-family areas; and
- g. Minimizing use of blank walls.

**Response:** This development site is located across an alley from an LR2 zone at the southeast corner. Although the neighboring property may be developed with more density and height sometime in the future, it is currently occupied by a single family residence. The massing options study various ways of sculpting the building to reduce the bulk of mass at this important adjacency. The preferred massing option is most aggressive at stepping back and notching the mass in the southeast corner in response to the neighbor.

Along Roosevelt, all massing options look for ways to visually break down the length of the massing through modulation. At the southwest corner, all massing options include an amenity space at P1 so that windows can be included where the facade is only partially below grade, thus reducing blank walls generated by grade transitions.

## CONTEXT AND SITE – CS3: ARCHITECTURAL CONTEXT AND CHARACTER

### CS3 – I. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

**Guideline ii:** Reinforce a vibrant streetscape

- a. Apply a pedestrian-oriented design;
- b. Include multiple recessed entries; and
- c. Considering offering commercial and residential units of different sizes and at a range of price points.

**Response:** The proposed studies reinforce a vibrant streetscape by locating the primary residential entry at the NW corner of the site on Roosevelt and 63rd where there is a more direct connection to the commercial core along 65th, as well as easy access to the Light Rail and bus amenities. The southern edge will have great connectivity along 62nd to NE Ravenna Boulevard/Greenlake to the west and Cowen Park to the east. The project plans to provide a designated bike access at this lower, southern end of the site for pedestrian and cyclist convenience. The frontages will be activated by residential amenities, wider sidewalks, and lush landscaping.

The project also plans to have a mix of unit types and sizes, ranging from studios to 2-bedroom units. The owner is also considering pursuing the MFTE program, in order to provide more affordability.

## PUBLIC LIFE – PL2: WALKABILITY

### PL2 – I. PEDESTRIAN EXPERIENCE

**Guidelines:**

i. 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.

ii. Provide pedestrian scaled lighting on streets with direct access to the light rail station, near the High School, and on neighborhood green streets and/or greenways. These streets include 12th Ave NE, NE 66th, NE 67th, and NE 68th Streets.

iii. Pedestrian amenities are encouraged where appropriate along sidewalks within the commercial core. Amenities should be placed within setbacks. Examples of amenities include:

- Trash & recycling
- Canopies
- Seating
- Drinking water fountains
- Artwork
- Special surface treatments
- Plantings
- Pedestrian scaled lighting
- Courtyards

iv. Minimize sidewalk obstructions, especially in consideration of non-sighted pedestrians.

v. If adjacent to an existing or planned bicycle facility, such as a cycle track, design building facades and streetscape improvements to minimize conflicts between transportation modes.

**Response:** The massing options provide increased space at grade along Roosevelt, with its high volume of traffic, in order to provide for wide sidewalks and ample landscape buffering for pedestrians. Each massing option seeks to create space for an enjoyable, lush, and pleasant pedestrian experience with appropriate pedestrian amenities.

Each massing option shows a bicycle entry at the southern end of the site on 62nd which is a newly designated greenway. This is the low end of the site and providing bicycle access there is more convenient for cyclists. The southern end of the site has good connections to important Seattle green spaces like Cowen/Ravenna Park and Greenlake.



# PRIORITY DESIGN GUIDELINES FROM THE ROOSEVELT NEIGHBORHOOD DESIGN GUIDELINES

## PUBLIC LIFE – PL4: ACTIVE TRANSPORTATION

### PL4 – I. TRANSIT SUPPORTIVE DESIGN

**Guidelines:**

i. When adjacent to transit stops and/or facilities, particularly along NE 65th St., Roosevelt Way NE, and I 2th 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; and
- Accommodate smaller scale retail services.

ii. Anticipate greater use of bicycles, especially along newly designated neighborhood greenways, and in conjunction with the future light rail station in order to minimize conflicts with other transportation modes. This may include siting building entrances to accommodate bicycle parking and storage facilities while simultaneously addressing pedestrian access and movement.

*Response:* The proposed project plans to have a wider sidewalk and ample landscaping along Roosevelt, to encourage safer and more engaging travel to the amenities further north (Light Rail, busses, retail, etc.). The project is proposing overhead weather protection over the primary entries and will incorporate lighting along the street facing facades for security.

The project is also incorporating a designated bike room for building residents with a designated entrance along 62nd, which is a newly proposed greenway. The bike room and amenities will help to activate this facade and encourage use of other modes of transportation.

## DESIGN CHARACTER – DC3: OPEN SPACE CONCEPT

### DC3 – II. STREET PLANTING & LANDSCAPE TO ENHANCE THE BUILDING AND/OR SITE

**Guidelines:**

- i. 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.
- ii. Landscaping should be employed as both a design feature and an environmental enhancement. Dominant street tree varieties from the neighborhood should be incorporated into the plan.
- iii. Consider maintenance and revitalization of existing trees.

*Response:* The preliminary geotechnical report indicates a high water table on site. Also considering the waterway carving through Ravenna Park, it's easy to believe water management will be an important feature of the development's design. The landscape design will explore ways to highlight the flow, collection, and general handling of water on site.



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ACCESS & THE ALLEY

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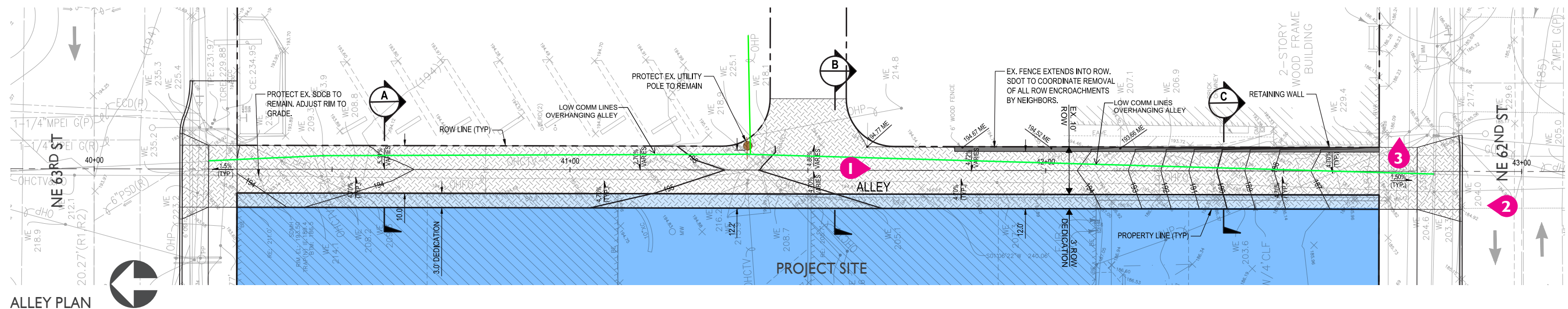
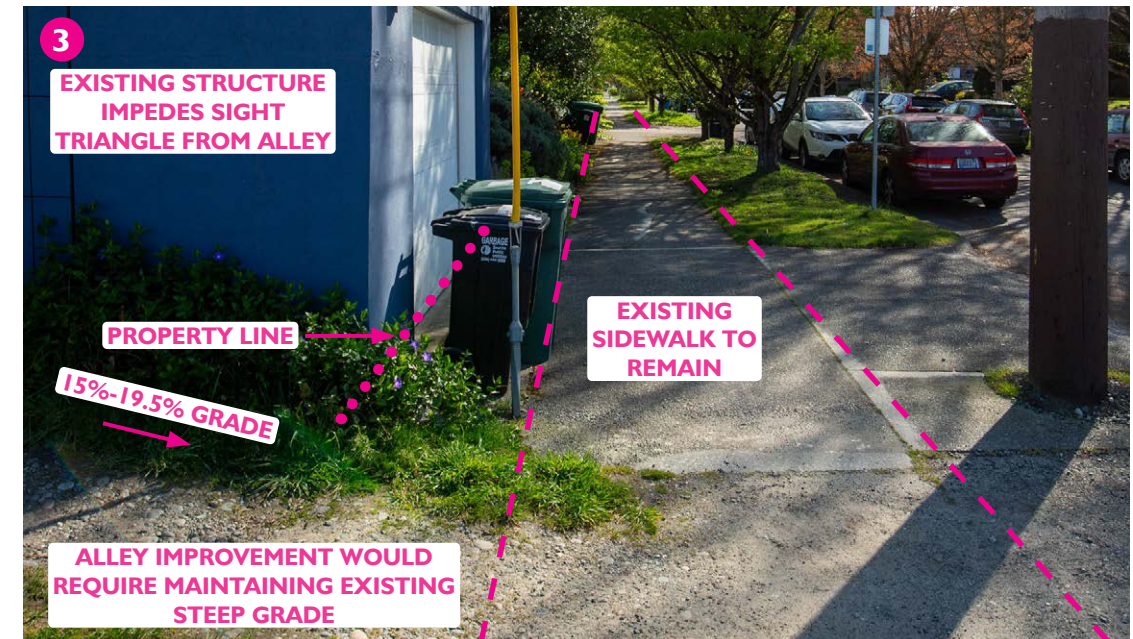
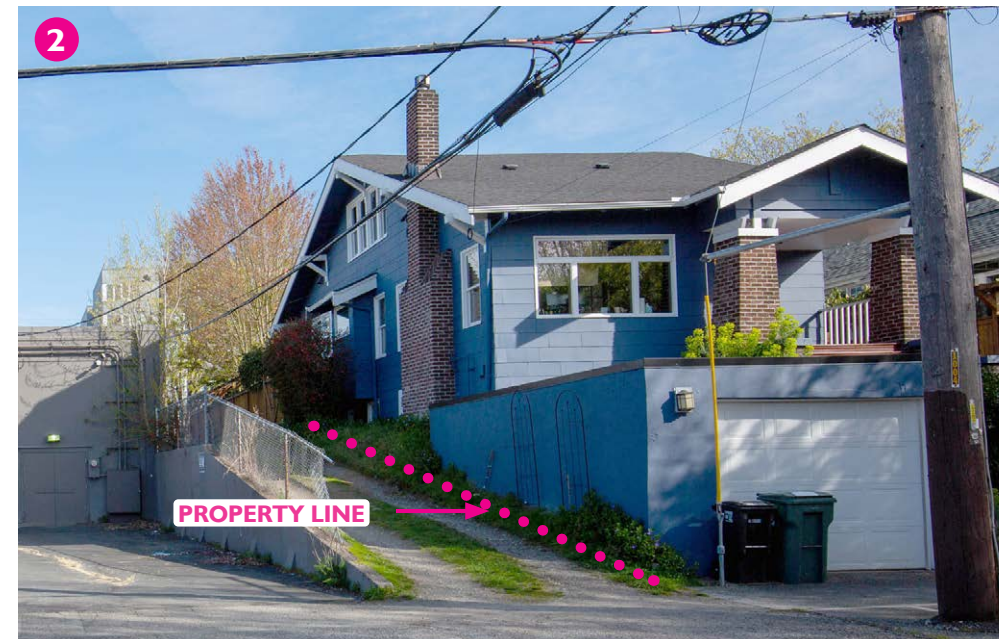
## ALLEY ACCESS INFEASIBILITY

During Pre-Design, the project team underwent significant analysis of the existing alley and its viability for improvement / project access – which is typically required by zoning when a site abuts an alley, unless alley access is determined infeasible. Based on the team's analysis, it became apparent that alley access would be infeasible, for some of the reasons noted below and portrayed in the images on the following pages:

- The current alley grades are non-compliant. In order to construct a compliant alleyway, the south end of the alley must be made steeper (at 17% slope) to provide the required transition between alleyway and NE 62nd.
- Where the steep slope occurs, a retaining wall will be required along the eastern edge to support and maintain the abutting property. This wall will need structural design and geotechnical input and there is also constructability risk to the adjacent single-family residence, which directly abuts the alley/property line.
- The retaining wall will need to come above grade and will reduce the required width of the alley to 12' or less, negating the improvements required by SMC 23.53.030.F.

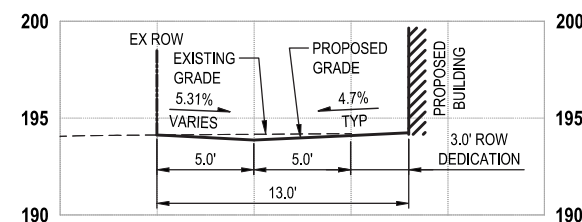
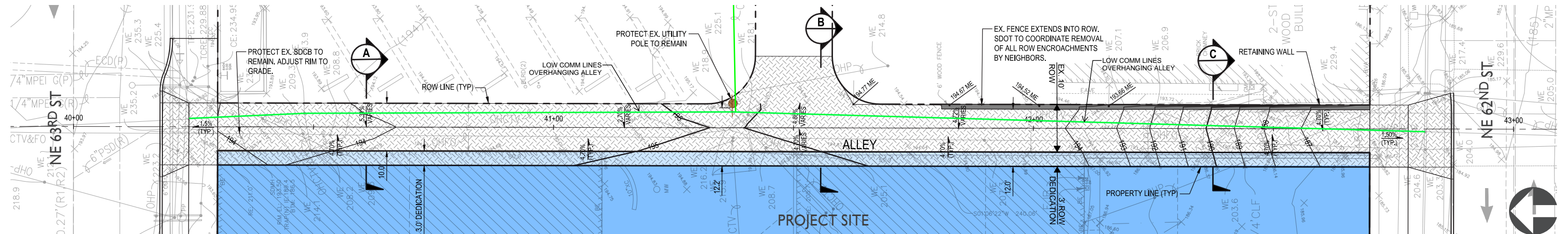
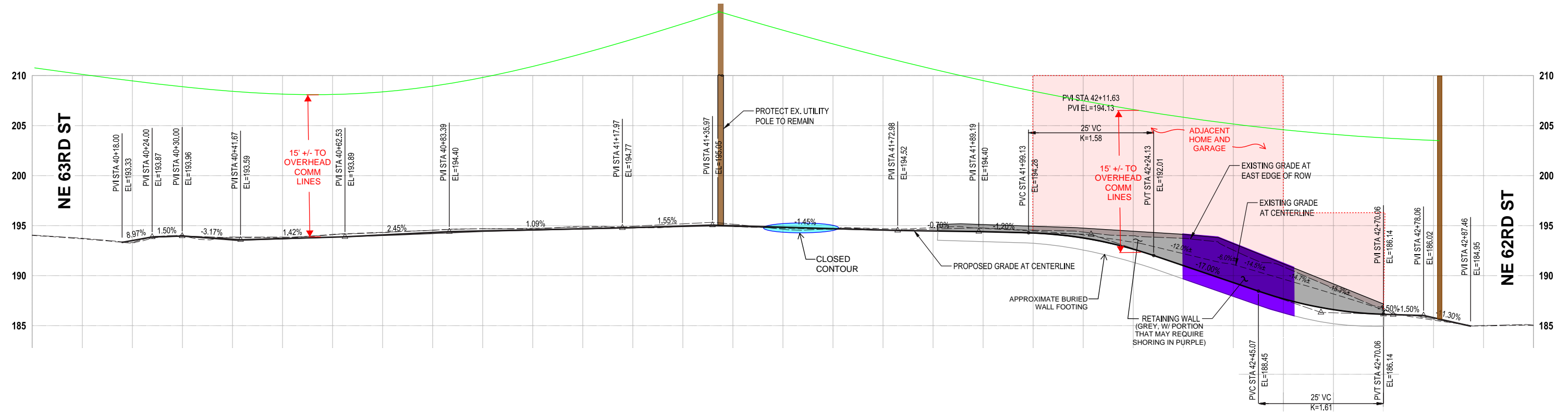
- Improvements are required to work with existing grades and once improved, the new grades/slopes do not create easier passage or safer conditions (see the attached exhibit).
- The current alley width is 10'-0" wide and will only be increased to 13'-0" with the alley dedication. The limited width will inhibit maneuverability and will prohibit two-way traffic options (the existing narrow alley offshoot to the east is also unimproved). If garage access is from the alley most vehicles will enter and exit the garage headed north towards NE 63rd St. However, due to the limited width, vehicles will not be able to pass one another within the alley. It is likely cars would be forced to back up into the garage ramp, in the alley, or onto NE 63rd St.

Based on the above, the project team worked with SDCI to determine infeasibility and received the opinion shown in the following pages.

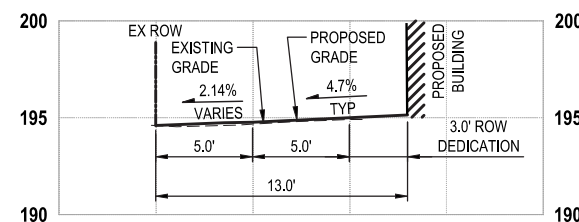




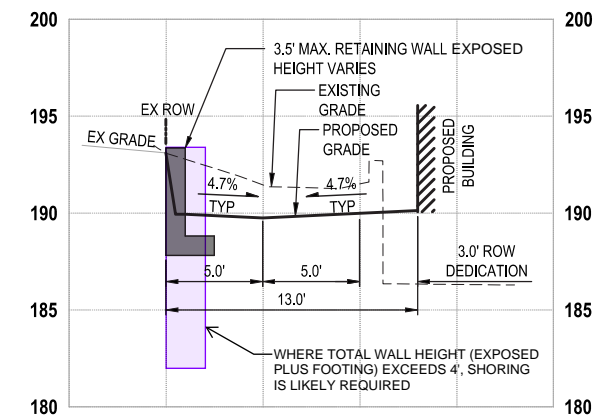
Diagrams provided by KPFF Civil Engineers



### ALLEY SECTION A (NTS)



### ALLEY SECTION B (NTS)



### ALLEY SECTION C (NTS)





March 13, 2024

Jodi Patterson-O’Hare  
17479 7<sup>th</sup> Avenue SW  
Normandy Park, WA 98166

RE: 6220 Roosevelt Way NE: Preliminary Zoning Analysis Letter (Record Number 3041676-AN)

Dear Jodi Patterson-O’Hare,

We received your request for a Preliminary Zoning Analysis letter regarding the property addressed as 6220 Roosevelt Way NE on February 27, 2024. This site is zoned Neighborhood Commercial 2 – 75 (NC2 – 75) Mandatory Housing Affordability (M)1 and is in the Roosevelt Residential Urban Village and the Roosevelt Station Area Overlay District. The zoning to the southeast half of the center line of the alley is Lowrise (LR)2 (M1).

The north of the property is bounded by NE 63<sup>rd</sup> Street. While the required right-of-way (ROW) width is 52 feet, the existing ROW is 60 feet. The south side of the property is bounded by NE 62<sup>nd</sup> Street, a non-arterial ROW. While the required ROW width is 40 feet, the existing ROW is 60 feet. The west of the property is bounded by Roosevelt Way NE, a Principal Arterial, with a required ROW width of 68 feet. The existing ROW of Roosevelt Way NE is approximately 60 feet. An alley is on the east edge of the property which is improved with gravel. The required ROW width of the alley is 16 feet while the existing ROW is 10 feet.

You are proposing to build a new multifamily building with an underground parking garage. You have requested confirmation of three questions, which I shall address in order:

- Can the new development access the street and not the alley?

The Director of Seattle Department of Construction and Inspections (SDCI) must determine if access to parking from the alley is infeasible and may allow street access per SMC 23.47A.032.A.1.a. If the alley does not meet the standards of improvement per SMC 23.53.030.C, 12 feet wide and paved, then street access may be allowed. Since the existing alley is 10 feet wide and unpaved it does not meet the standards of improved. Therefore, alley access is infeasible and street access is acceptable for this proposal.

- If street access is allowed, which street may the proposal take access?

Since street access is acceptable and this lot fronts on three streets, NE 62<sup>nd</sup> Street, Roosevelt Way NE, and NE 63<sup>rd</sup> Street, the SDCI Director must determine the front lot line per SMC 23.47A.032.C for which no access shall be taken. The Director considers the following criteria to determine the front lot line:

1. *The extent to which each street's pedestrian-oriented character or commercial continuity would be disrupted by curb cuts, driveways or parking adjacent to the street;*
2. *The potential for pedestrian and automobile conflicts; and*
3. *The relative traffic capacity of each street as an indicator of the street's role as a principal commercial street.*

Roosevelt Way NE, a one-way principal arterial with designated bike lane, includes commercial businesses, has potential for pedestrian and automobile conflicts and has the most ROW for the traffic capacity. NE 62<sup>nd</sup> and NE 63<sup>rd</sup> Streets have less commercial business, have less traffic capacity, and were previously used as the access point to this property. Roosevelt Way NE should be considered the front lot line for this property and access may cross the side street lot lines on either NE 62<sup>nd</sup> or NE 63rd Street per SMC 23.47A.032.A.1.c.

- Will alley improvements including dedication be required?

The existing alley ROW is 10 feet wide and does not meet the minimum width of 16 feet per SMC 23.53.030.D. When existing alleys do not meet the minimum width and are not used for access to parking spaces, they must meet the requirements found in SMC 23.53.030.F.2. A setback equal to half the distance between the current alley right-of-way width and the minimum ROW width established (6 feet) is needed, so a 3 feet setback will be required. All structures shall be designed to accommodate the grade of the future alley ROW and a no-protest agreement to future street improvements shall also be required.

This letter reflects a preliminary opinion, based on information currently available to us, about how SDCI intends to apply the above referenced standards(s) in the case of the development that you have described. This is a Preliminary Opinion only. It is not a final decision. The opinion is subject to change based on subsequent detailed project review that will occur after the complete project application is submitted for review. Additional facts or concerns that arise in the course of our review of a project application can result in SDCI taking a different position relative to this project and this code standard. After a final decision is made on the proposal, some Title 23 or Title 25 standards addressed by this opinion letter may be challenged through the Land Use Code Interpretation or other appeal process.

If I may be of any further assistance, please contact me at [emily.lofstedt@seattle.gov](mailto:emily.lofstedt@seattle.gov) or 206-386-0097.

Sincerely,

Emily Lofstedt  
Land Use Policy and Technical Planner



# MASSING STUDIES

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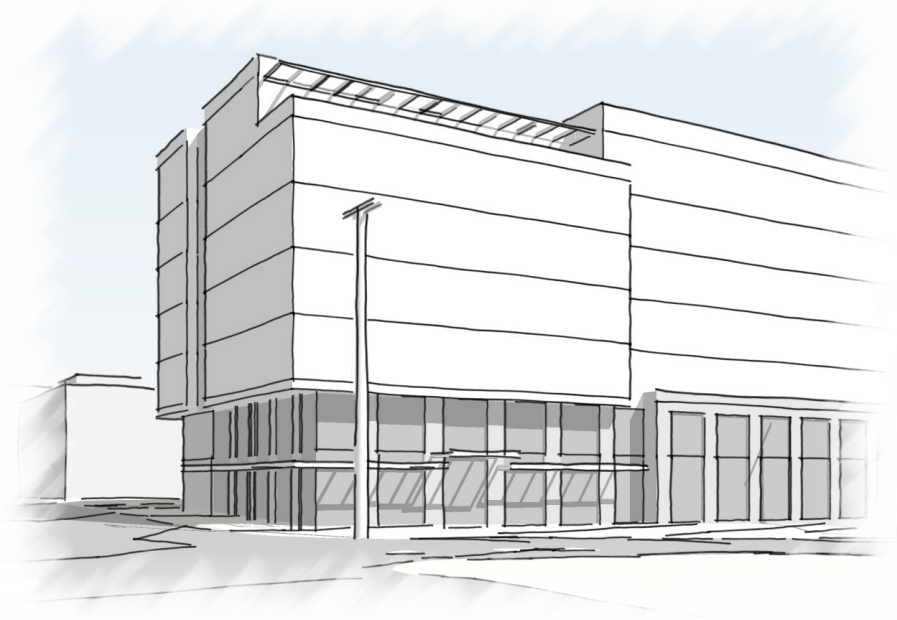


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# MASSING OPTIONS

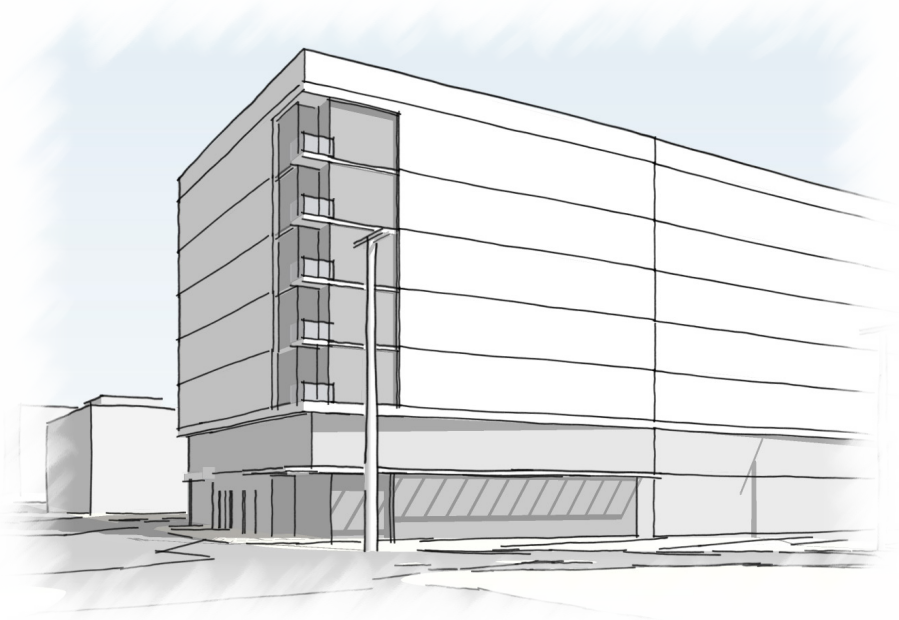
OPTION 1 (CODE COMPLIANT)



STATS

- +/- 149,500 GROSS SQUARE FEET
- 145 APARTMENT HOMES
- 69 PARKING STALLS
- Both the waste pick up and the garage vehicle entry are located on 62nd.

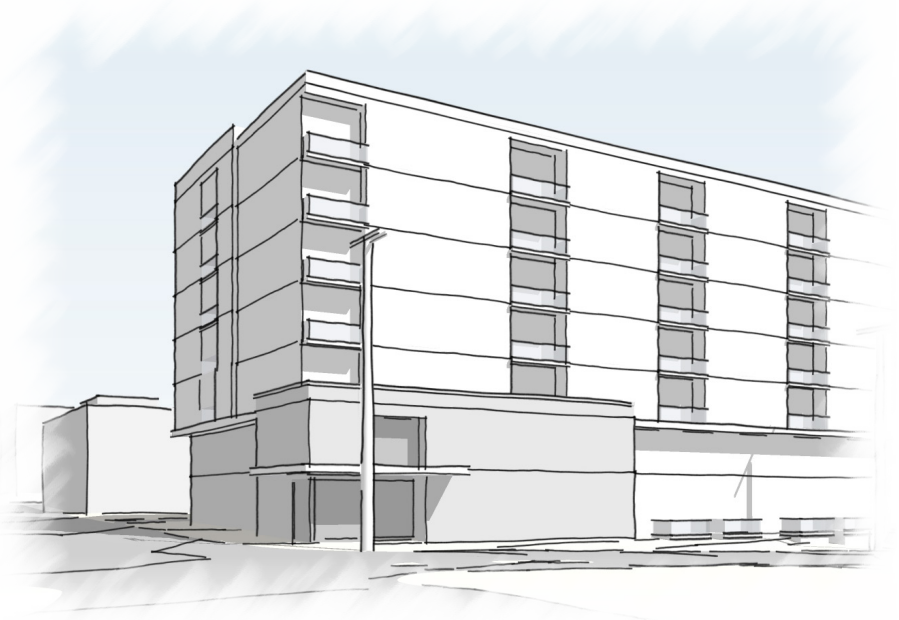
OPTION 2



STATS

- +/- 146,200 GROSS SQUARE FEET
- 144 APARTMENT HOMES
- 68 PARKING STALLS
- Both the waste pick up and the garage vehicle entry are located on 63rd.

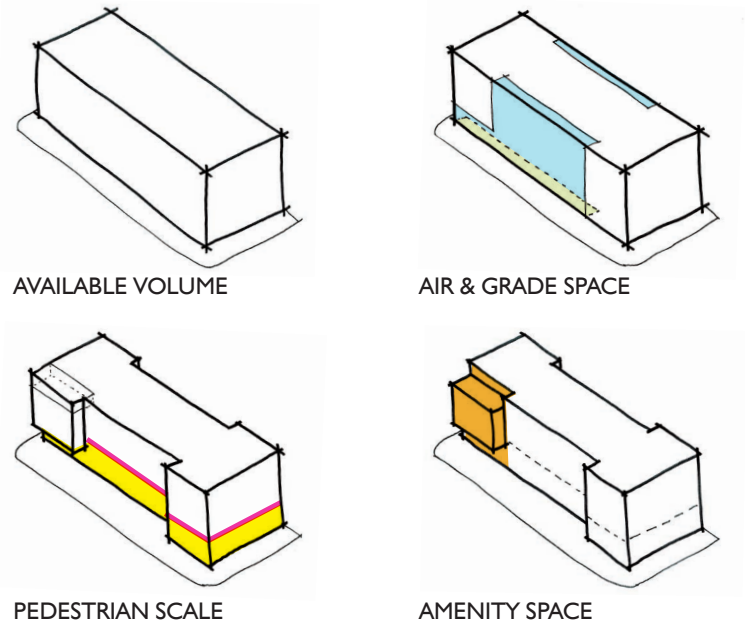
OPTION 3 (PREFERRED)



STATS

- +/- 149,300 GROSS SQUARE FEET
- 146 APARTMENT HOMES
- 69 PARKING STALLS
- Waste pick up located on 63rd. The garage vehicle entry located on 62nd.

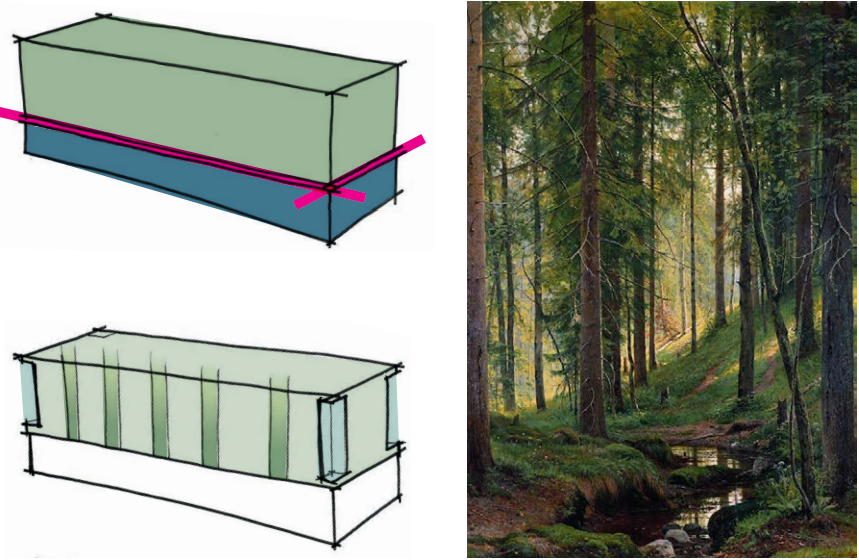
## PRACTICAL SCULPTING



## CHARACTER CONNECTION



## RAVINE HIERARCHY





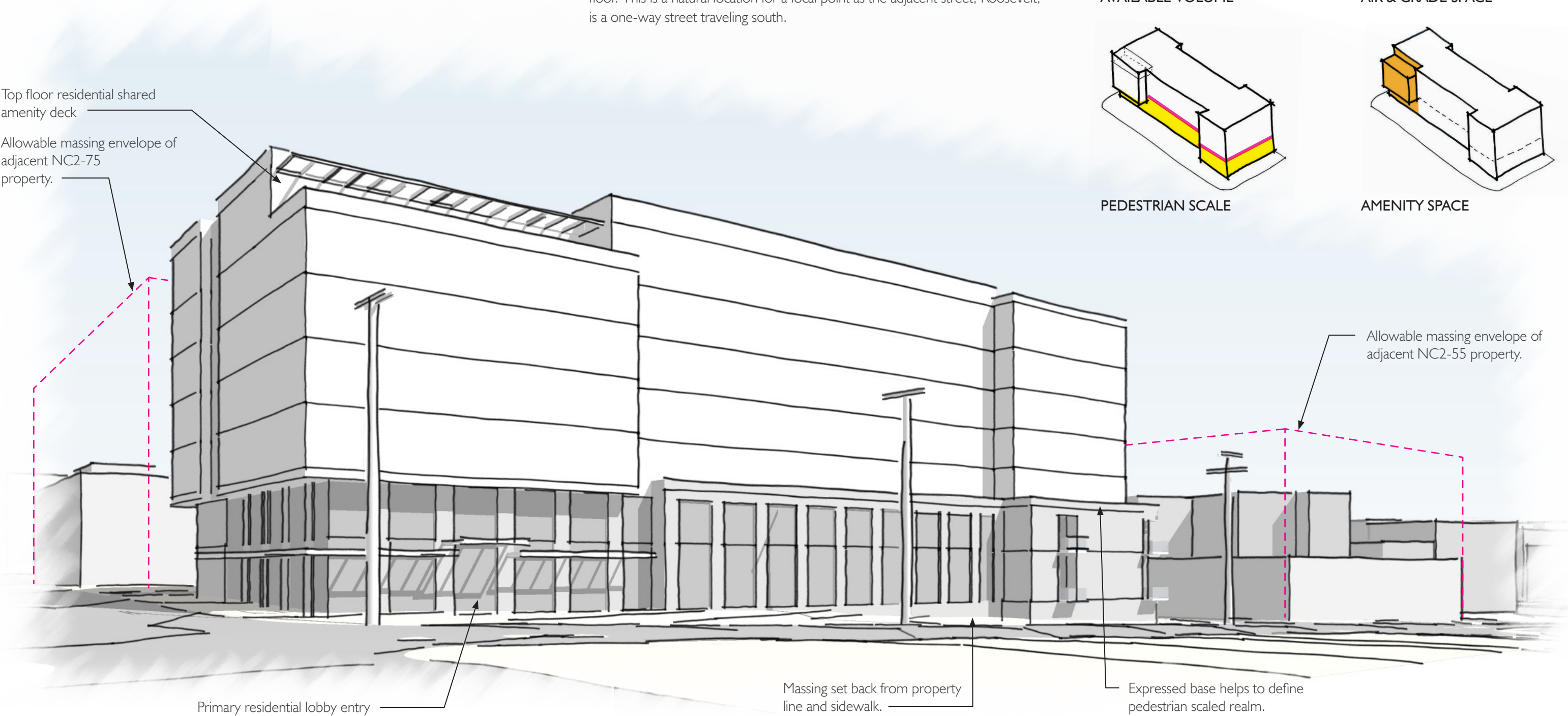
# MASSING OPTION I (CODE COMPLIANT)

## STATS

- +/- 149,500 GROSS SQUARE FEET
- 145 APARTMENT HOMES
- 69 PARKING STALLS
- Both the waste pick up and the garage vehicle entry are located on 62nd.

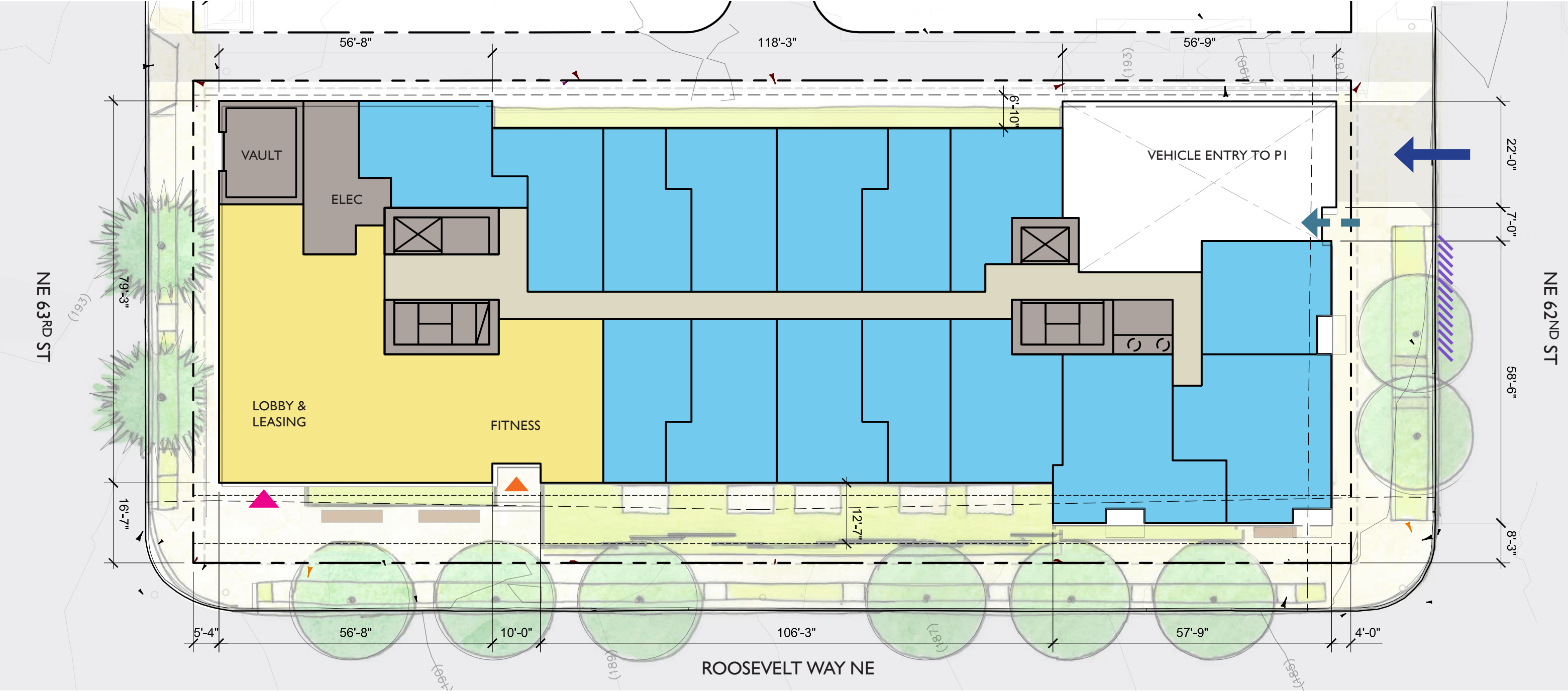
## CONCEPT: PRACTICAL CARVING

The design carves away portions of the allowable zoning envelope to emphasize the ends of the building in order to break down the length of the massing. With finer grain gestures, the massing establishes a podium height datum that relates to existing context and pedestrian scale. Finally, the program placement creates a focal point at the northwest corner of the building, highlighted by the primary residential lobby entry at grade and an active, shared amenity space at the top floor. This is a natural location for a focal point as the adjacent street, Roosevelt, is a one-way street traveling south.





MASSING OPTION I – SITE PLAN



- PRIMARY LOBBY ENTRY
- RESIDENT AMENITY ENTRY
- GARAGE VEHICLE ENTRY
- WASTE ACCESS
- WASTE STAGING
- RESIDENTIAL LOBBY & AMENITY
- CIRCULATION
- BACK OF HOUSE / MECHANICAL / CORE
- PARKING
- RESIDENTIAL

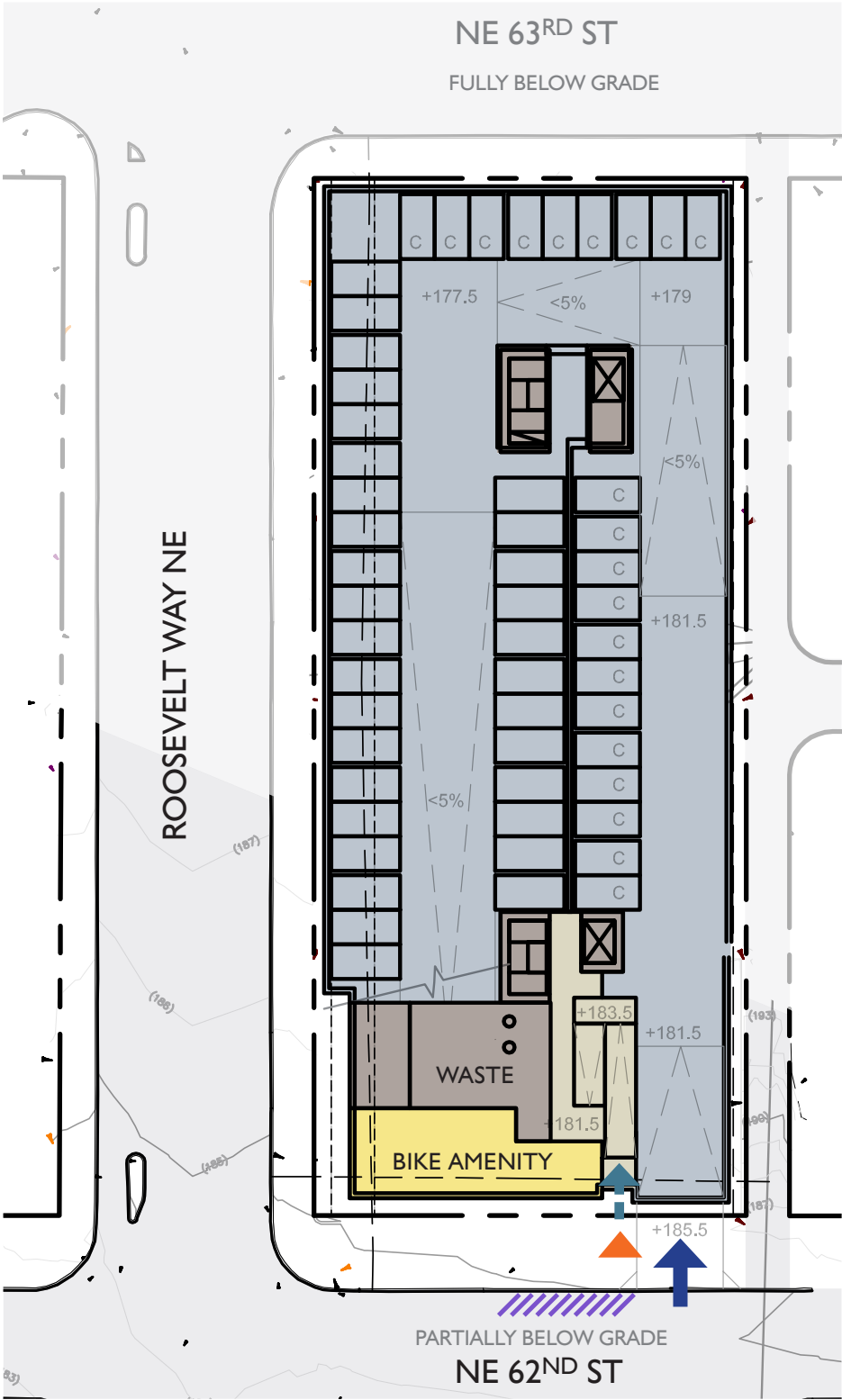
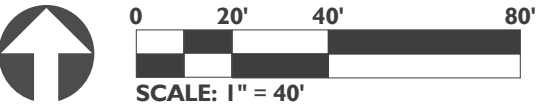




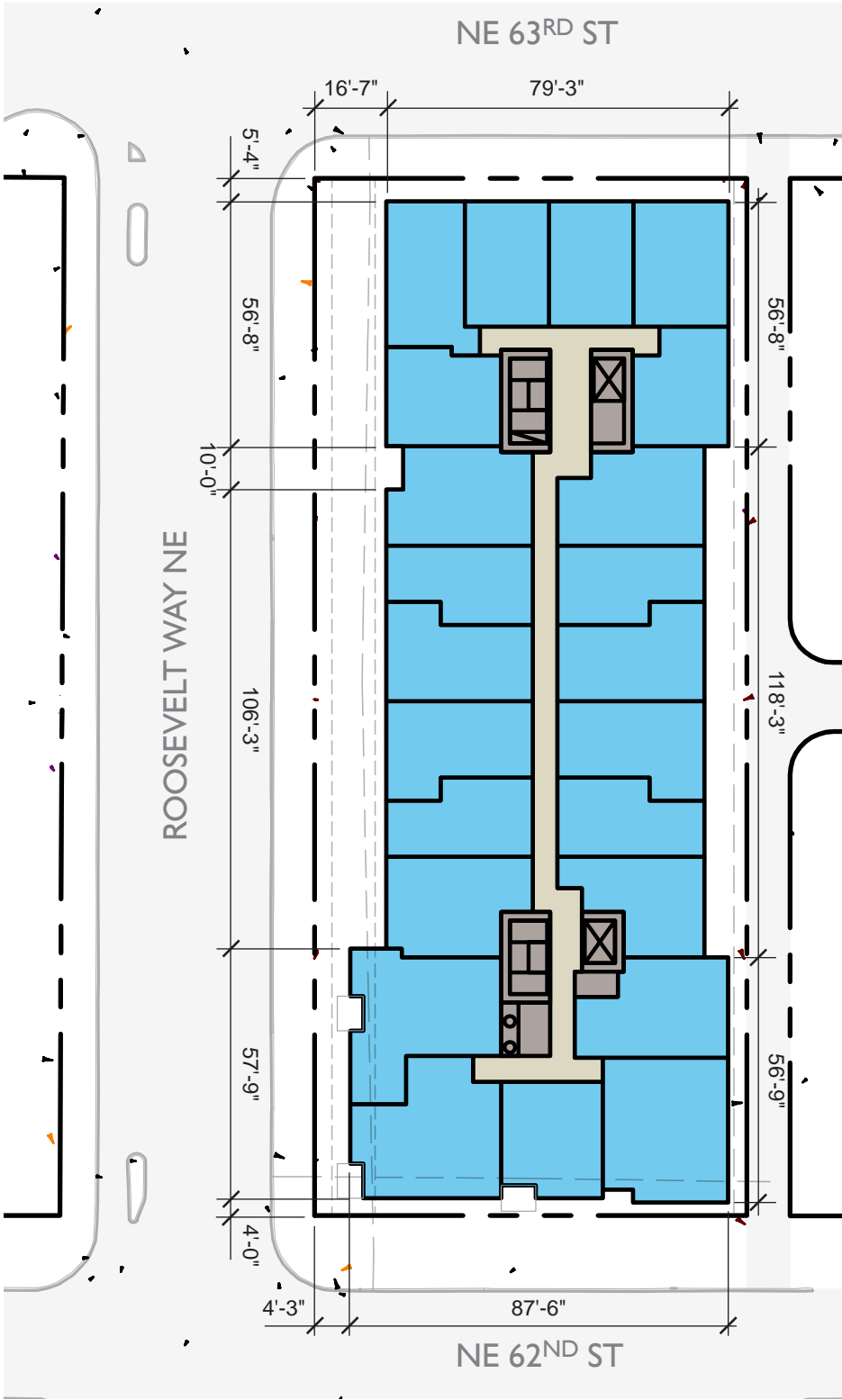
MASSING OPTION I – PLANS

- PRIMARY LOBBY ENTRY
- RESIDENT AMENITY ENTRY
- GARAGE VEHICLE ENTRY
- WASTE ACCESS
- WASTE STAGING

- RESIDENTIAL LOBBY & AMENITY
- CIRCULATION
- BACK OF HOUSE / MECHANICAL / CORE
- PARKING
- RESIDENTIAL
- EXTERIOR AMENITY DECK



LEVEL P1



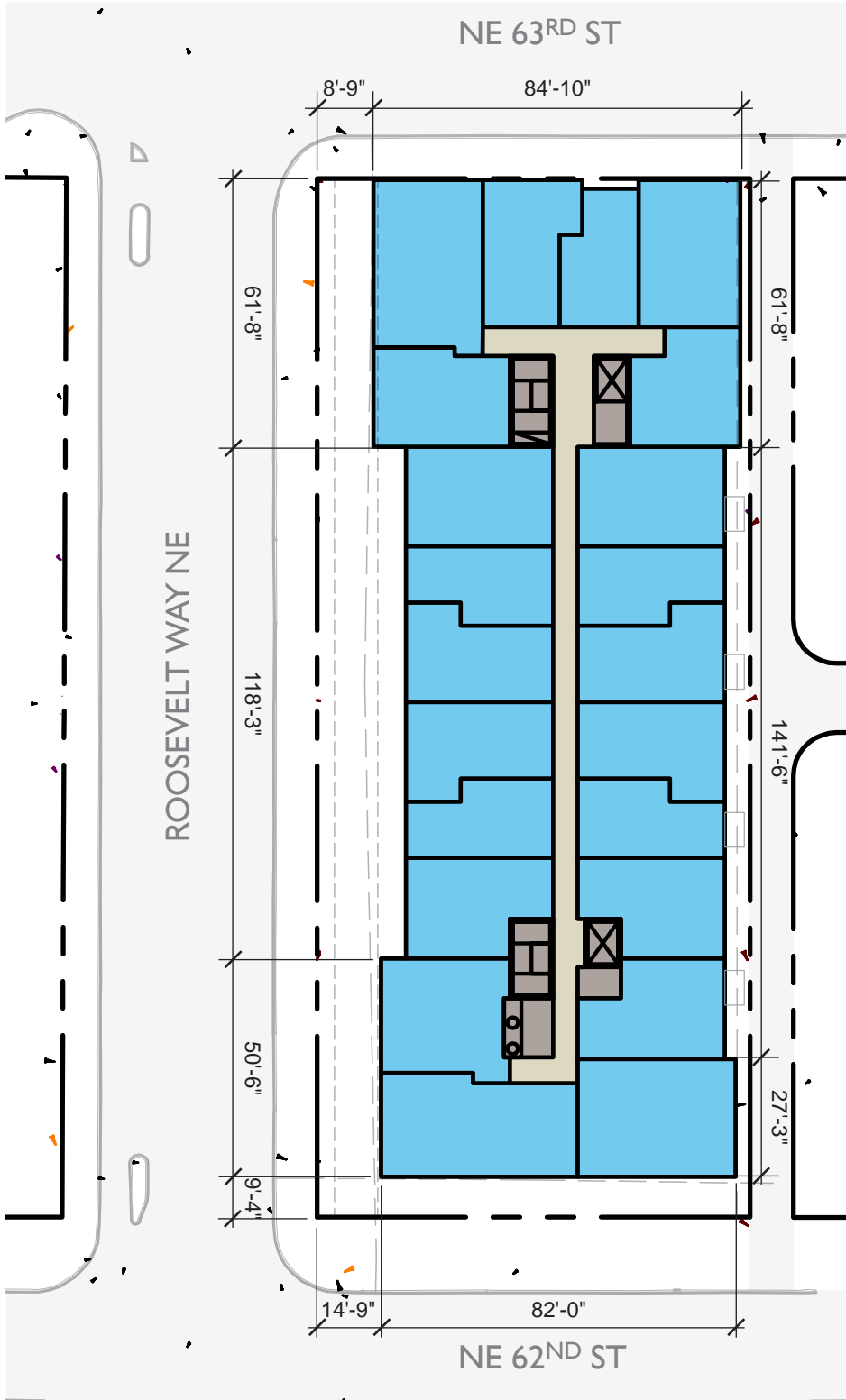
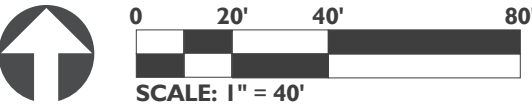
LEVEL 2



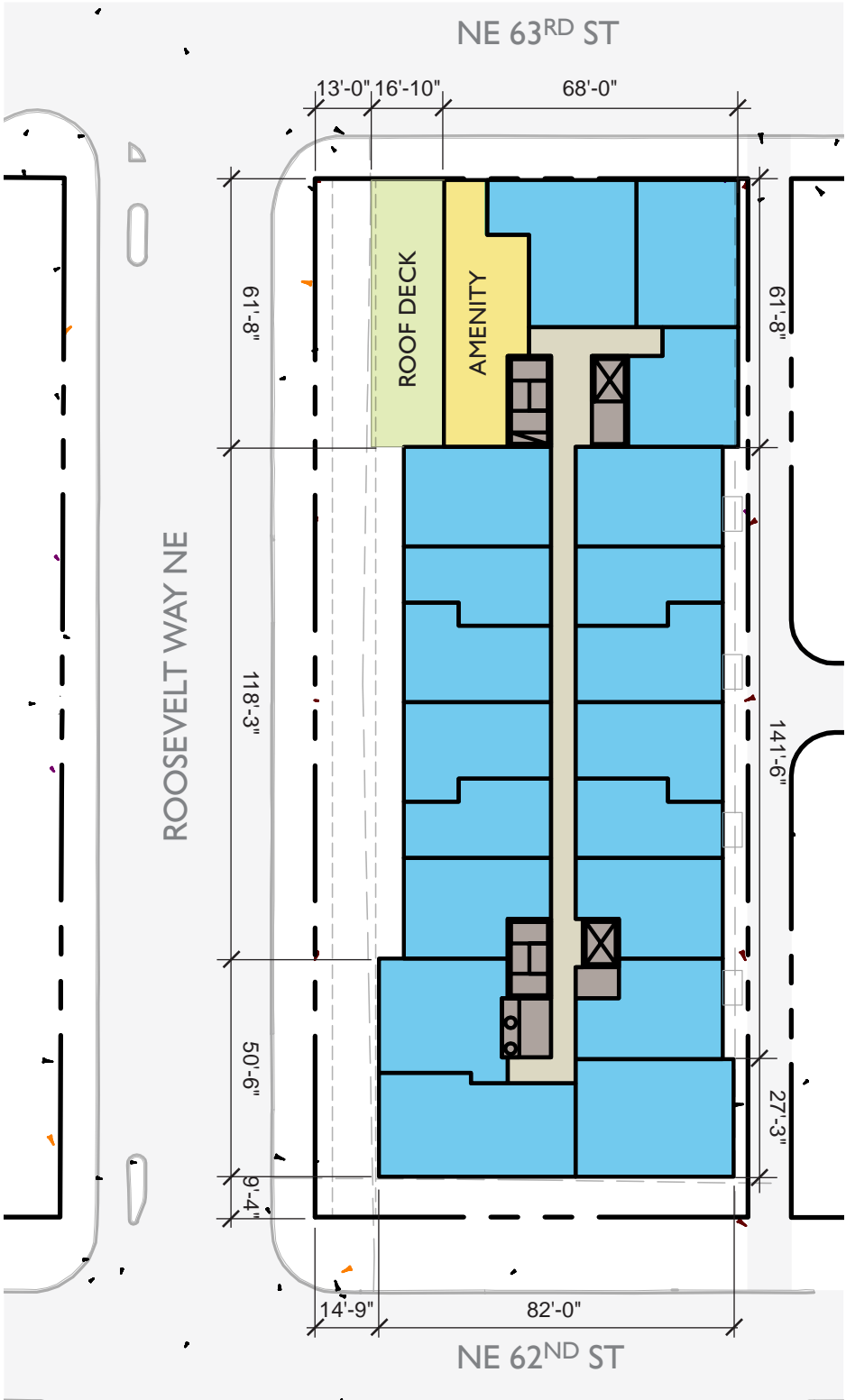
MASSING OPTION I – PLANS

- PRIMARY LOBBY ENTRY
- RESIDENT AMENITY ENTRY
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- WASTE ACCESS
- WASTE STAGING

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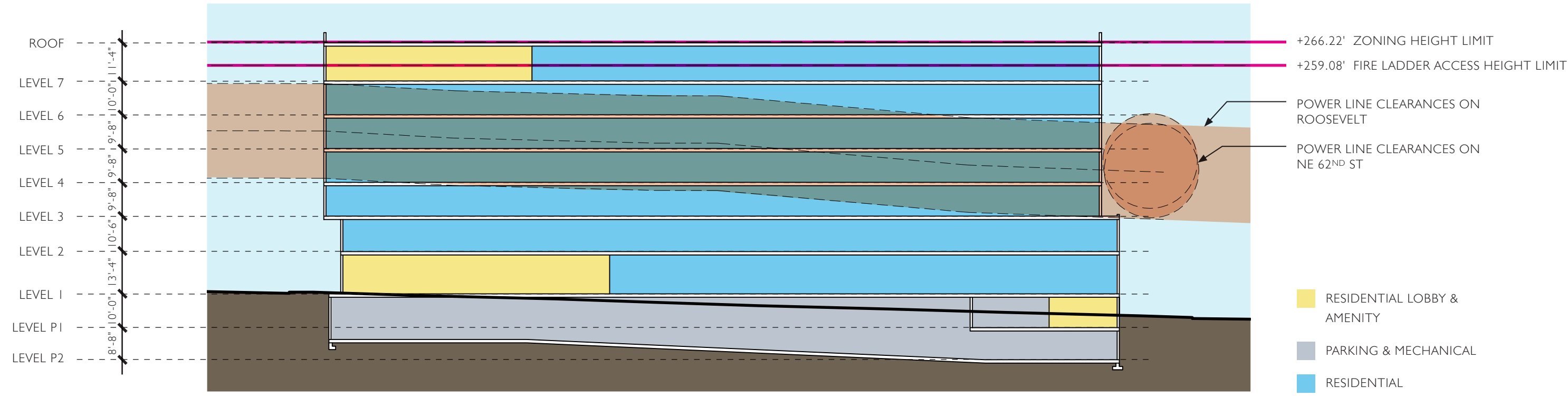
LEVELS 3-6: TYPICAL RESIDENTIAL LEVEL



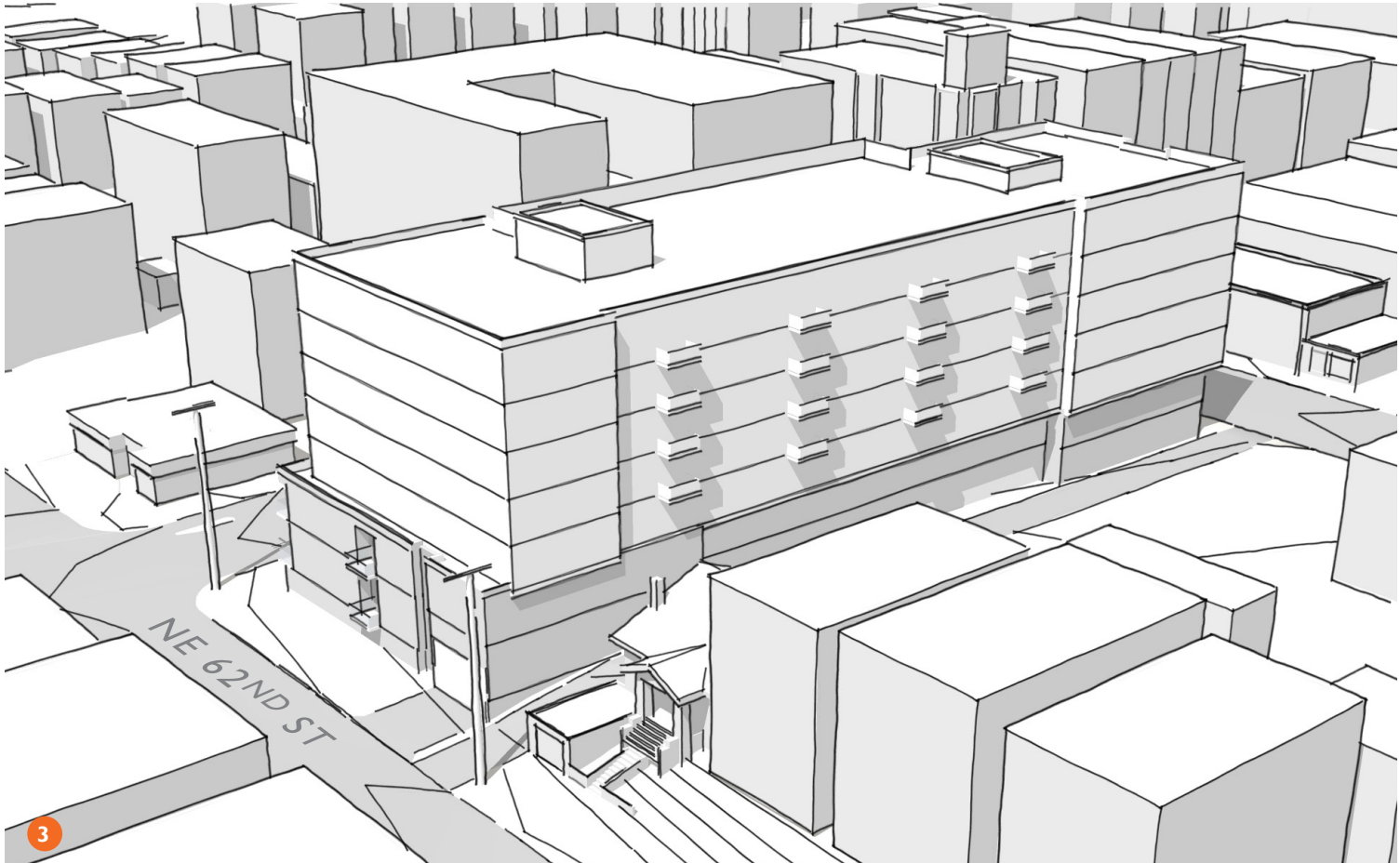
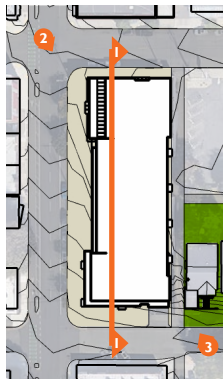
LEVEL 7



MASSING OPTION I – SECTION

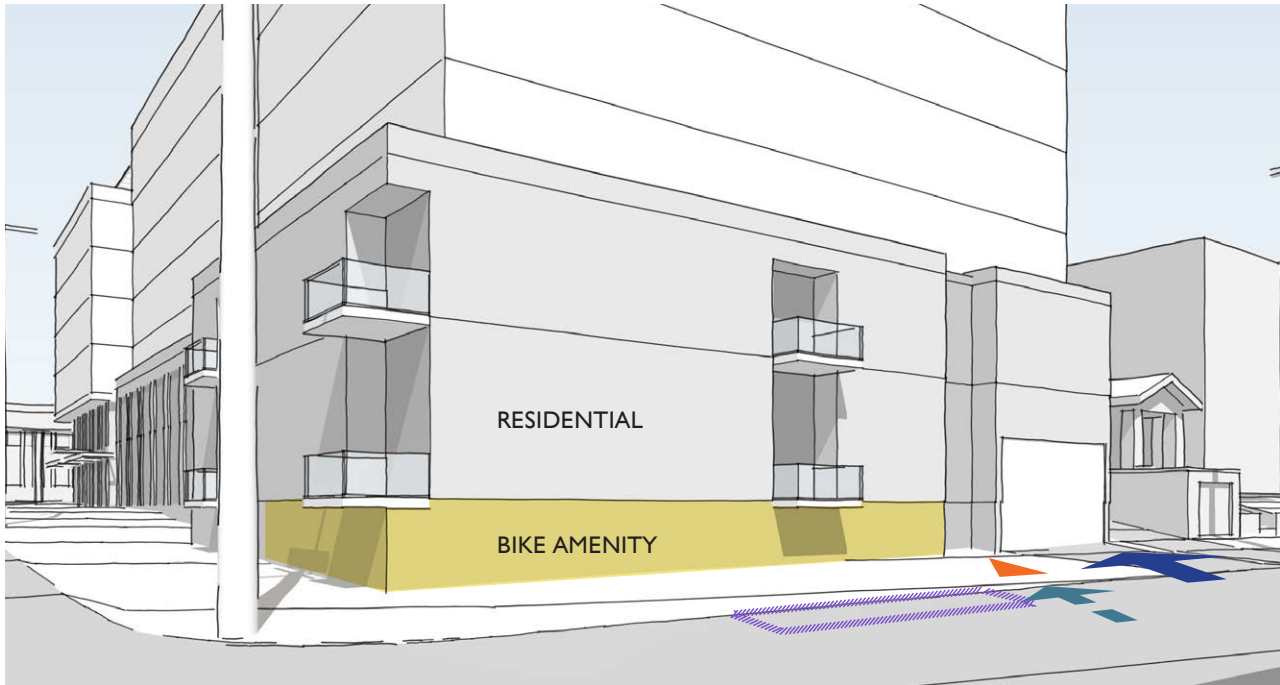
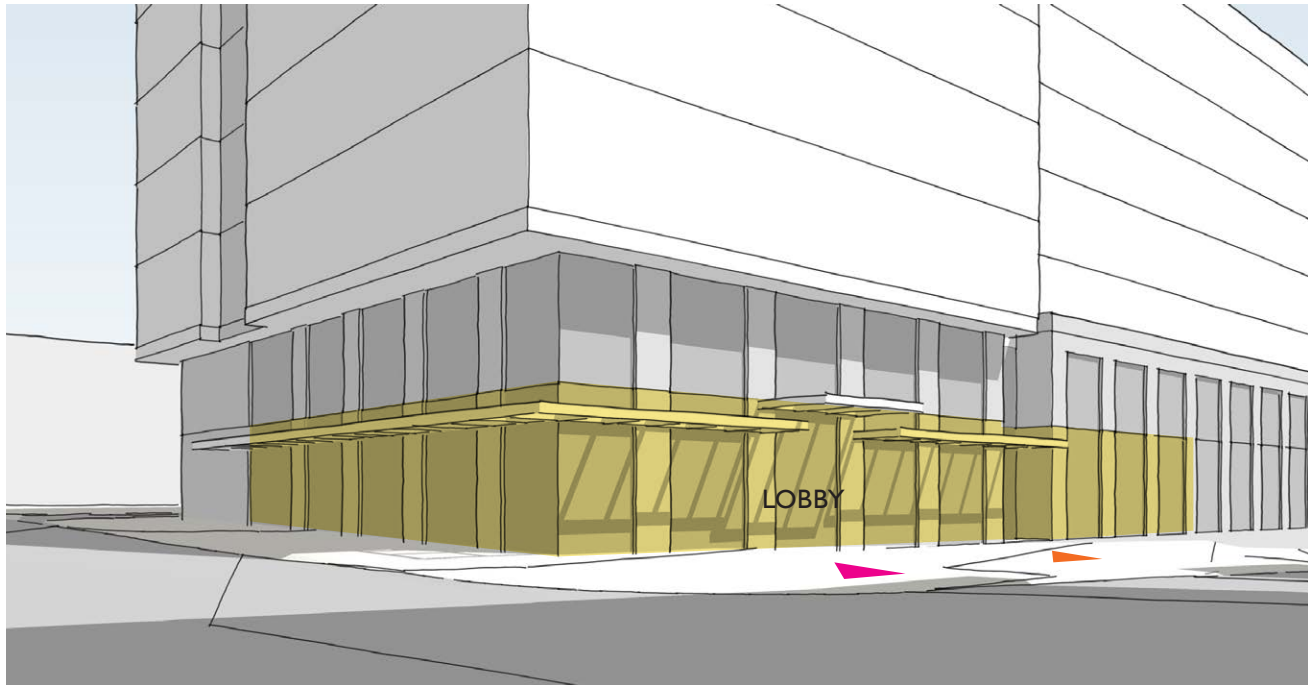
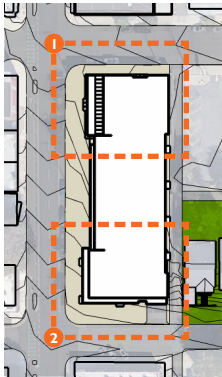


1 NORTH/SOUTH SECTION

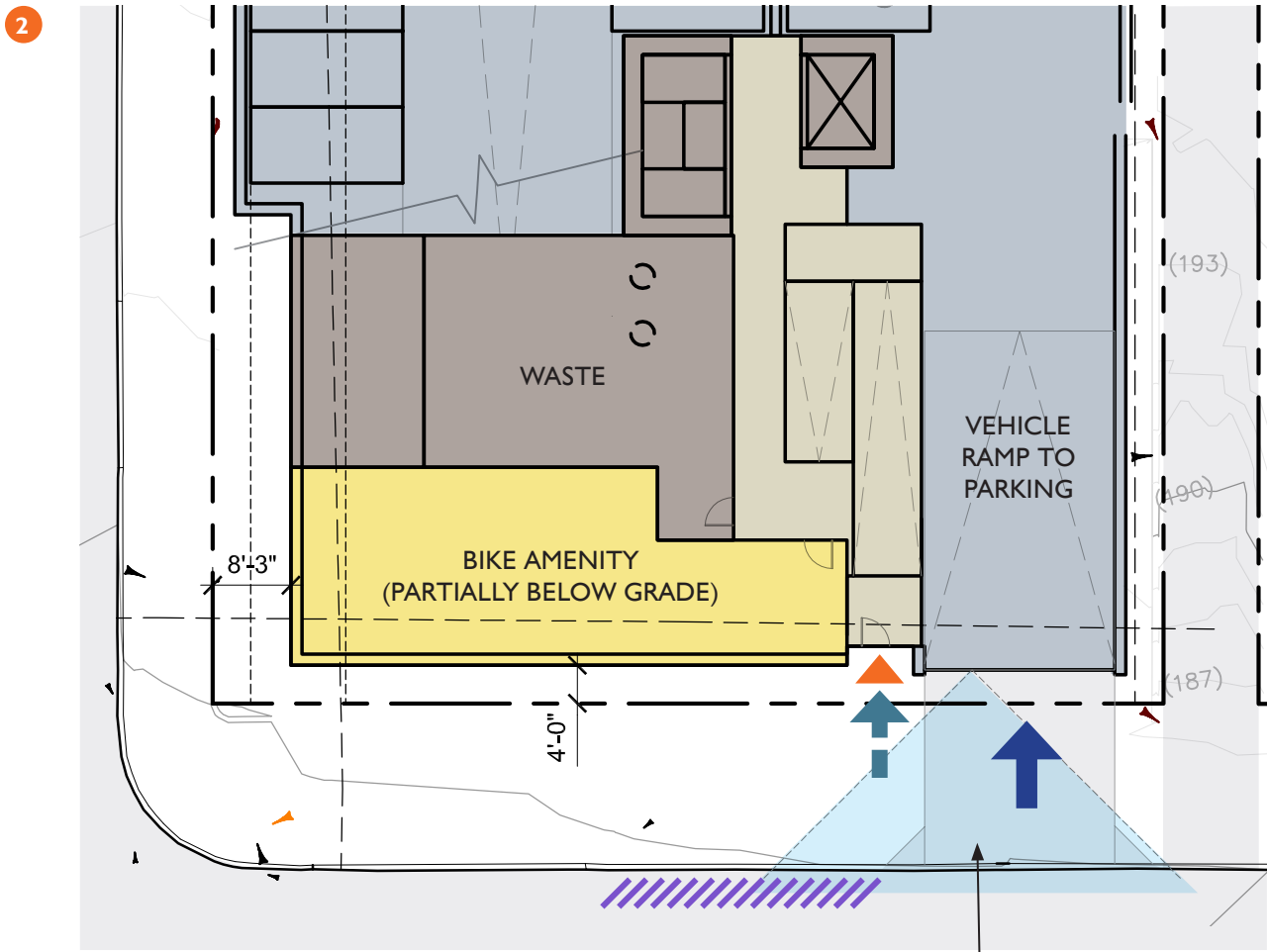




MASSING OPTION I – PROJECT ACCESS



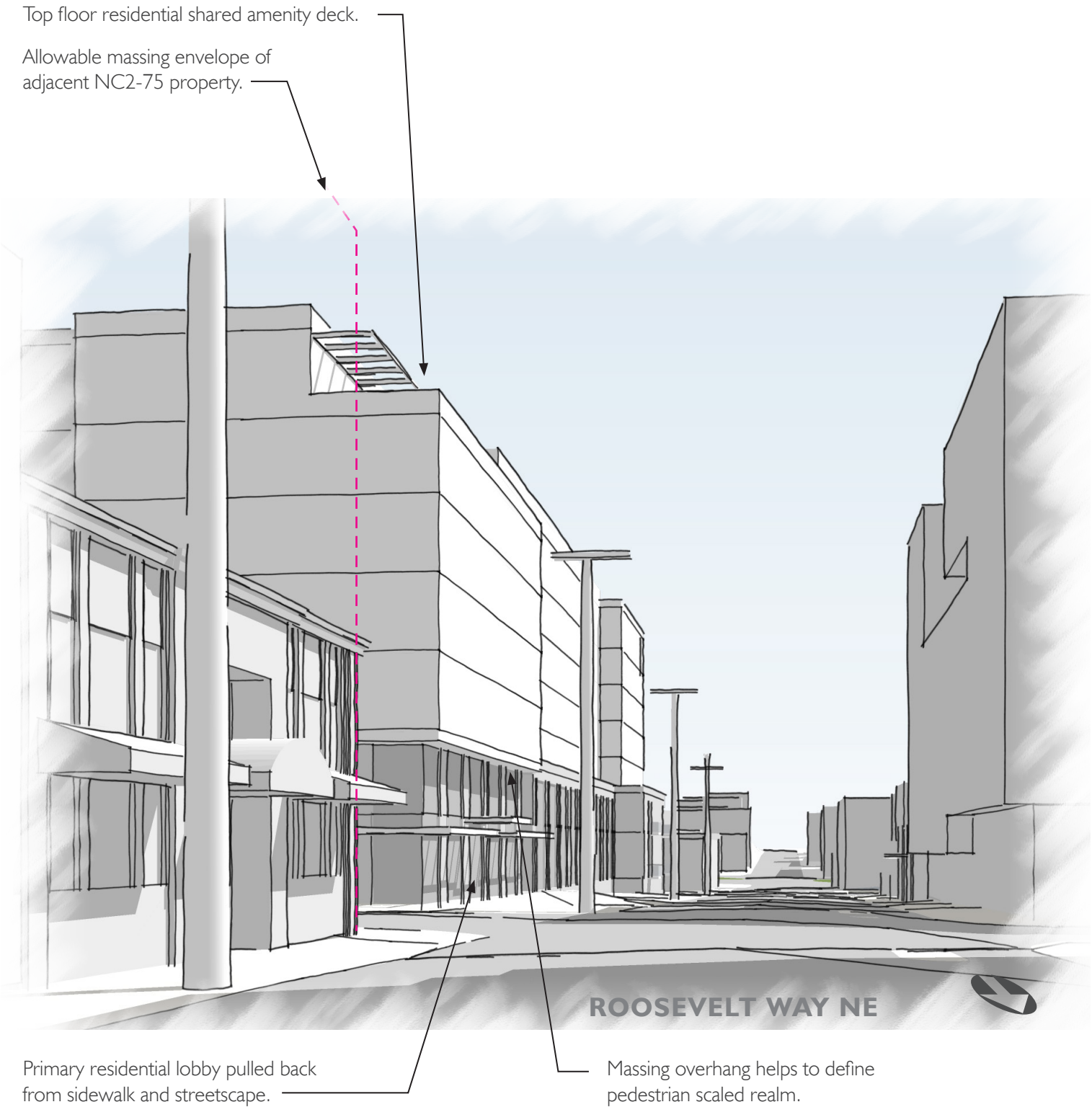
NORTHERN ENTRIES (LEVEL I)



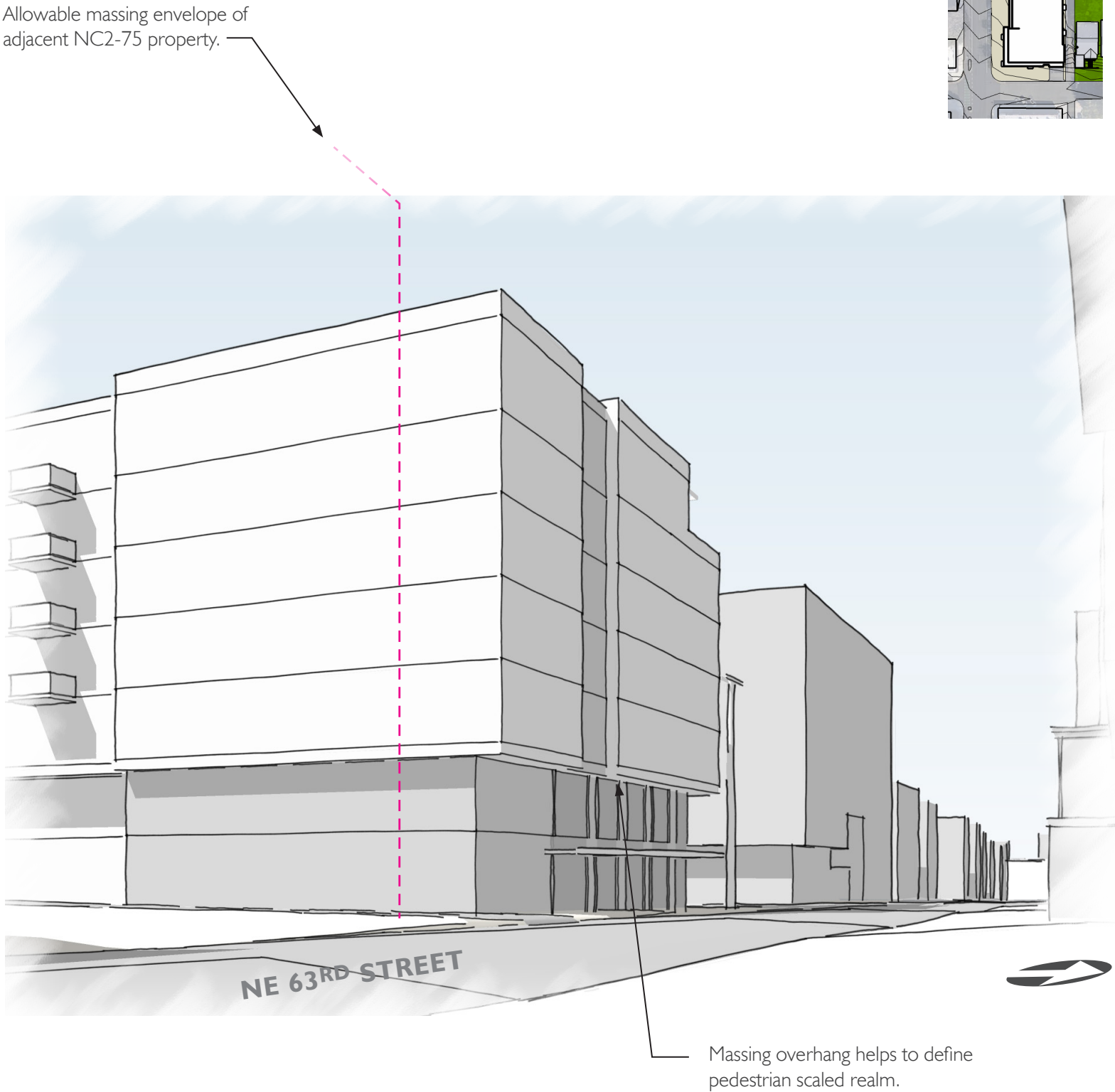
SOUTHERN ENTRIES (LEVEL P1)



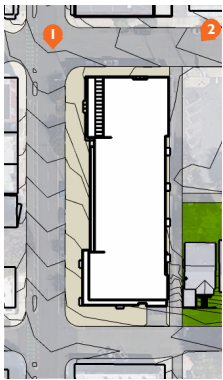
MASSING OPTION I – NORTHERN APPROACHES



1 APPROACH FROM NORTH ON ROOSEVELT

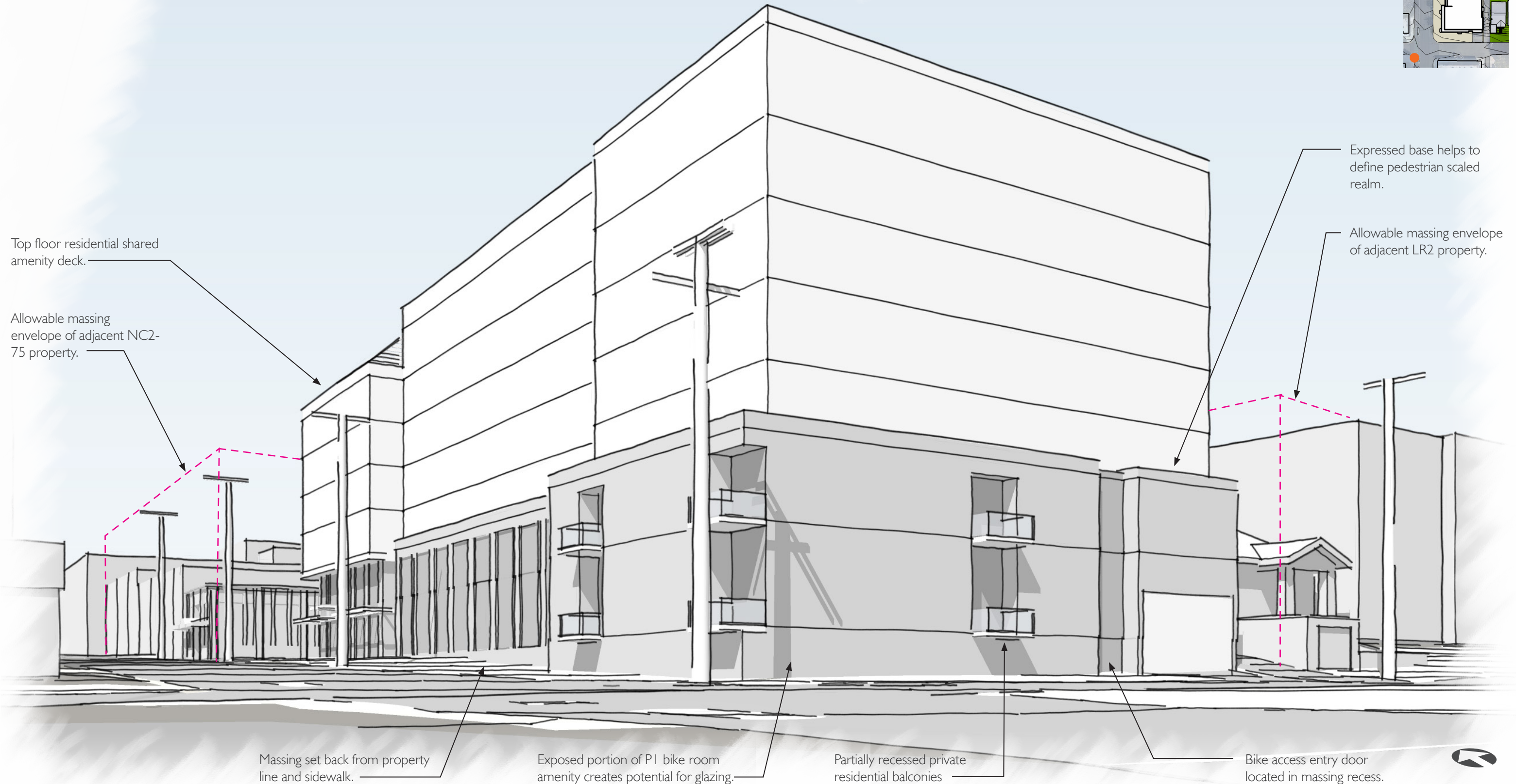
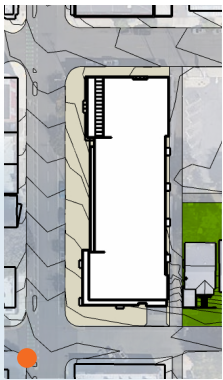


2 APPROACH FROM EAST ON NE 63RD ST



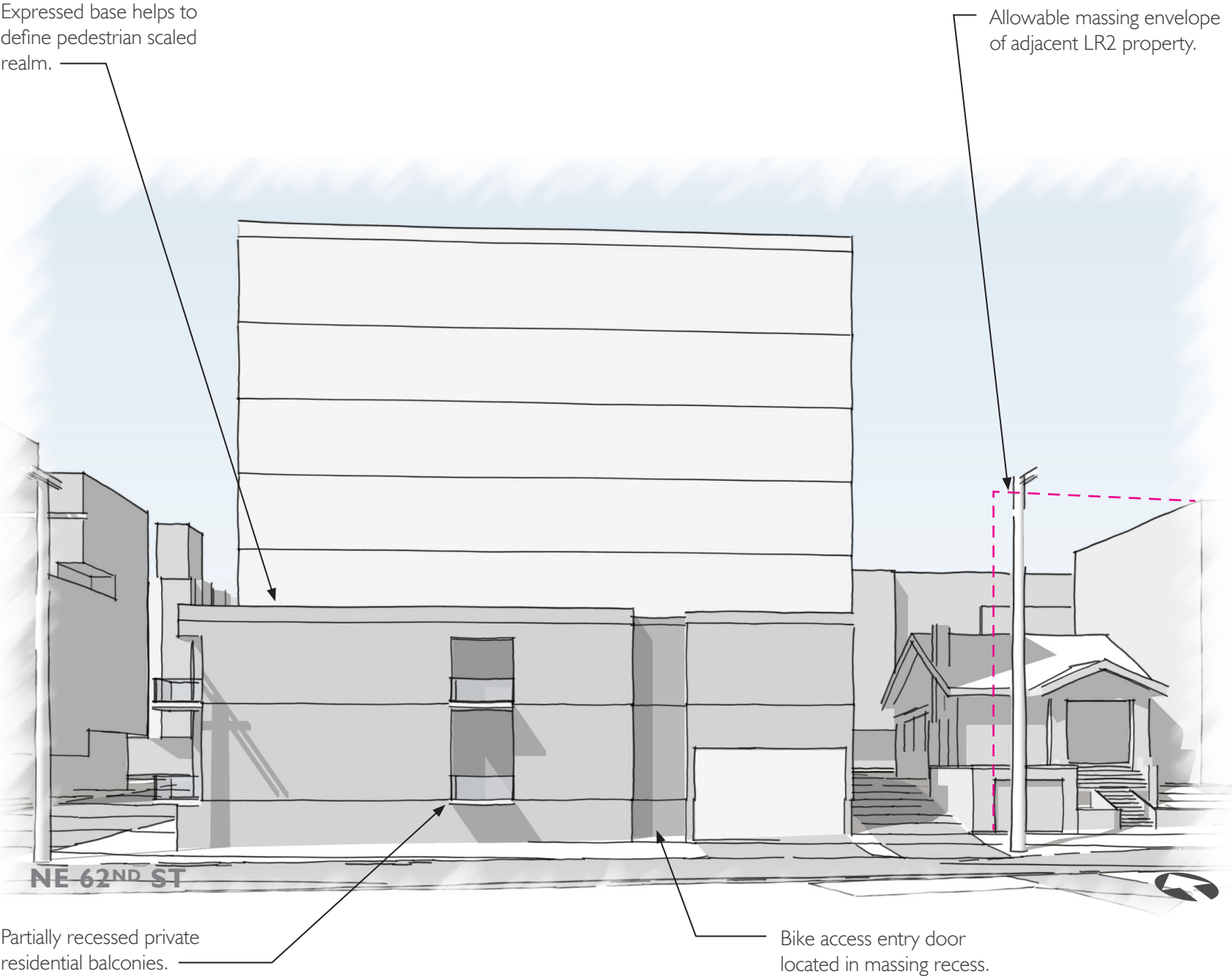


# MASSING OPTION I – SOUTHWEST APPROACH

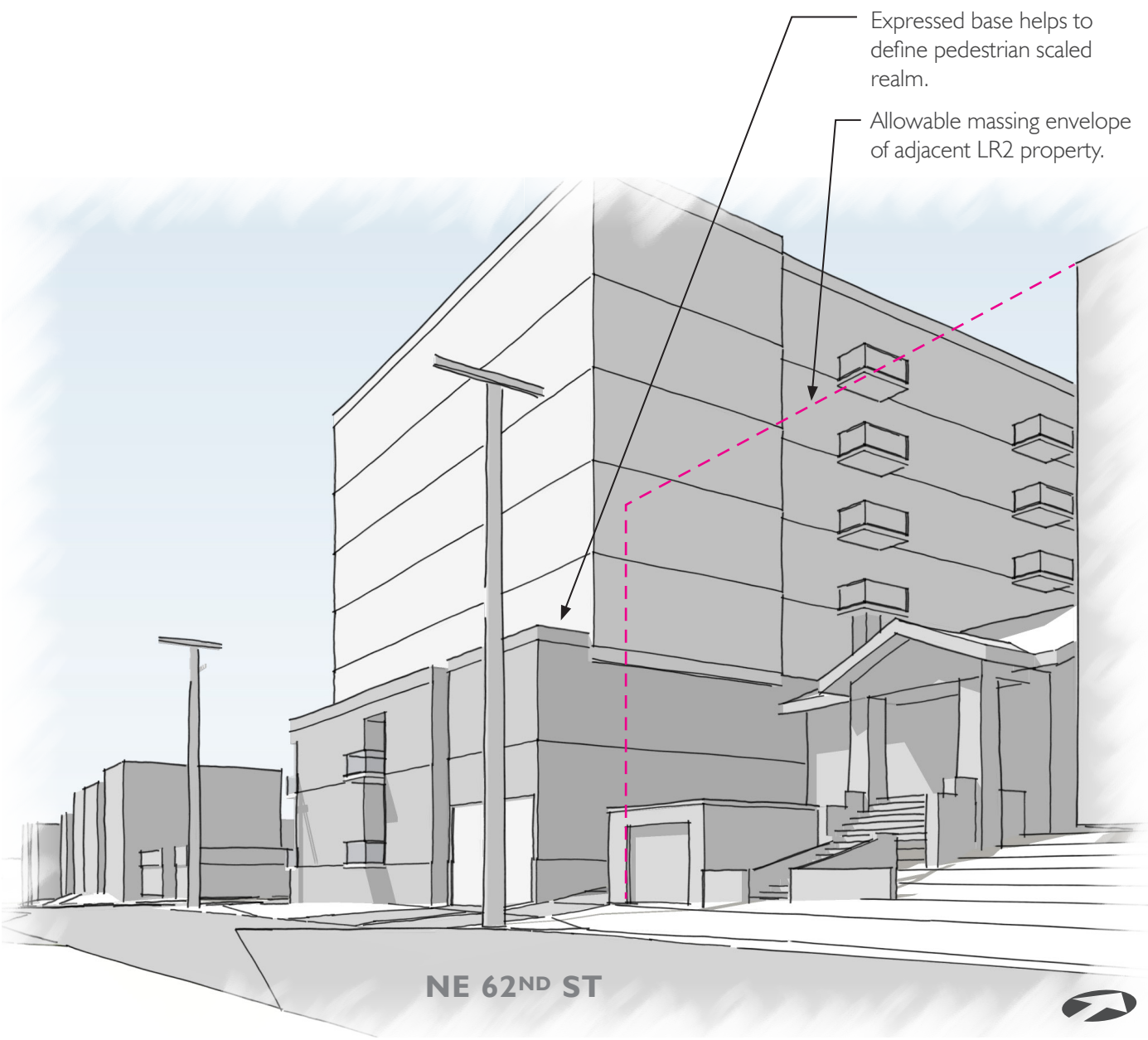




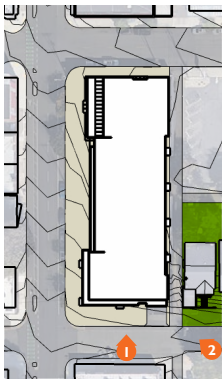
MASSING OPTION I – SOUTHERN PERSPECTIVES



1 SCALE OF SOUTH FACADE MASSING



2 APPROACH FROM EAST ON NE 62<sup>ND</sup> ST





# MASSING OPTION I – SUMMARY



## PROS

- Code Compliant
- Highest Net Residential Yield
- Garage entry and waste pick up located far from the lobby entry
- The arrangement of interior uses and the resulting massing create an opportunity for a strong visual anchor at the northwest corner of the site. This corner has the greatest street presence for vehicles traveling on Roosevelt which is one-way heading south.

## CONS

- Carving out amenity space atop the building above the entry at the northwest corner reduces the massing adjacent to the largest context and results in bulkier mass adjacent to more petite context.
- The southern massing does not significantly respond to the adjacent LR2 zone.
- The roof deck does not take advantage of southern city skyline or Mt. Rainier views as noted in the design guidelines.



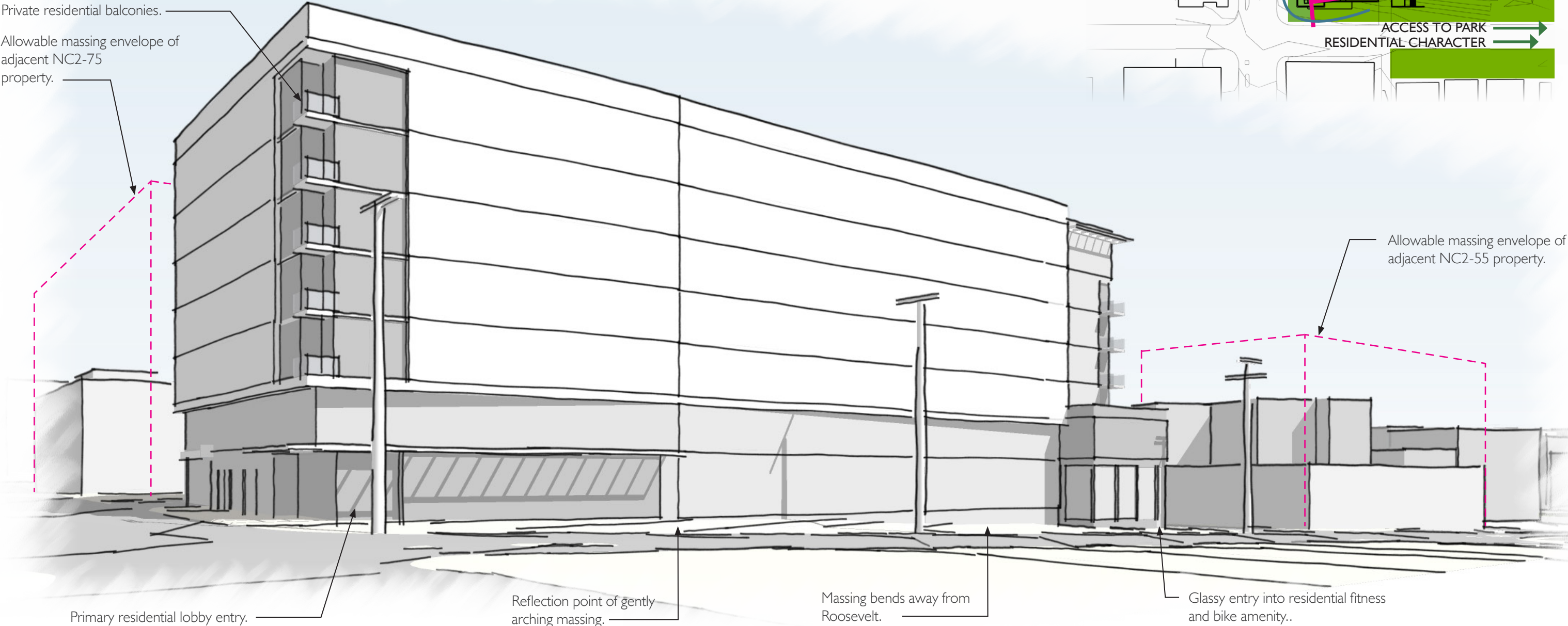
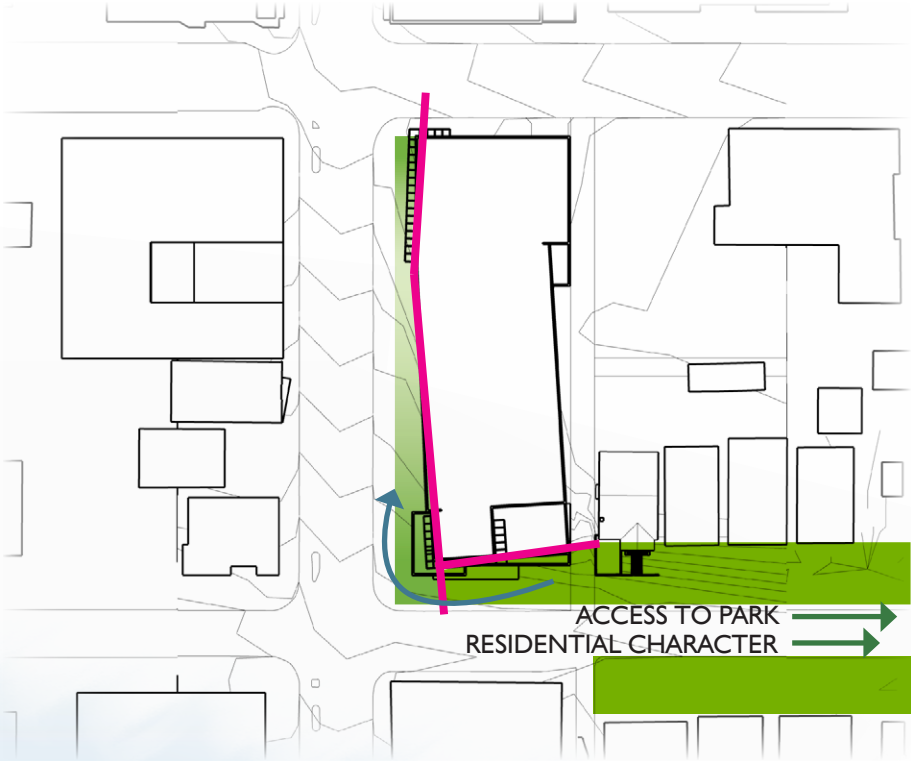
# MASSING OPTION 2

## STATS

- +/- 146,200 GROSS SQUARE FEET
- 144 APARTMENT HOMES
- 68 PARKING STALLS
- Both the waste pick up and the garage vehicle entry are located on 63rd.

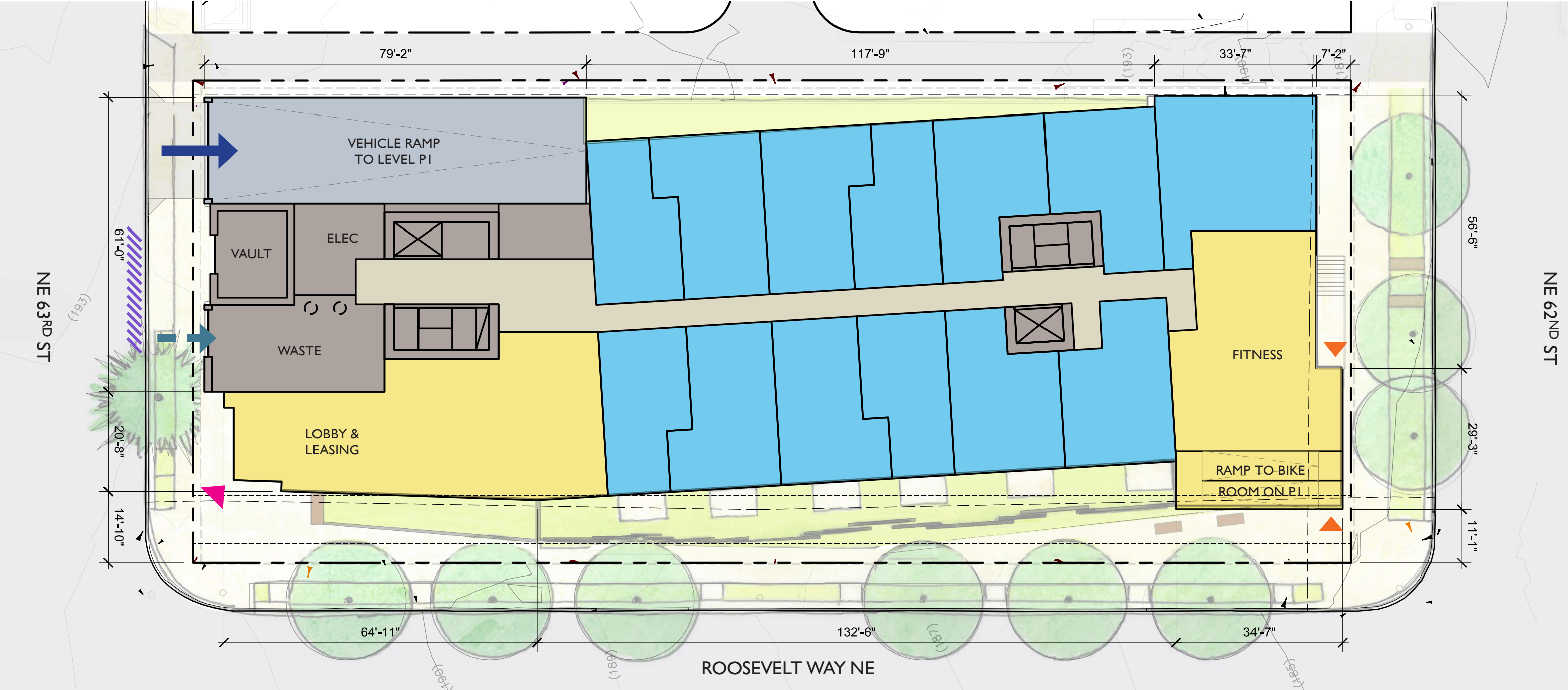
## CONCEPT: CHARACTER CONNECTION

The building pulls inspiration from the picturesque residential character present in the neighborhood just east of the site. In response, the massing bends away from Roosevelt towards 63rd and especially 62nd, opening up the streetscape and providing more space for the pedestrian realm. The building activates the southwest corner of the site where the residential neighborhood meets Roosevelt Way by adding a glassy entry into a residential fitness and bike amenity.

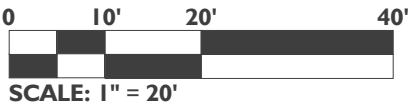




MASSING OPTION 2 – SITE PLAN



- PRIMARY LOBBY ENTRY
- RESIDENT AMENITY ENTRY
- GARAGE VEHICLE ENTRY
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- WASTE STAGING
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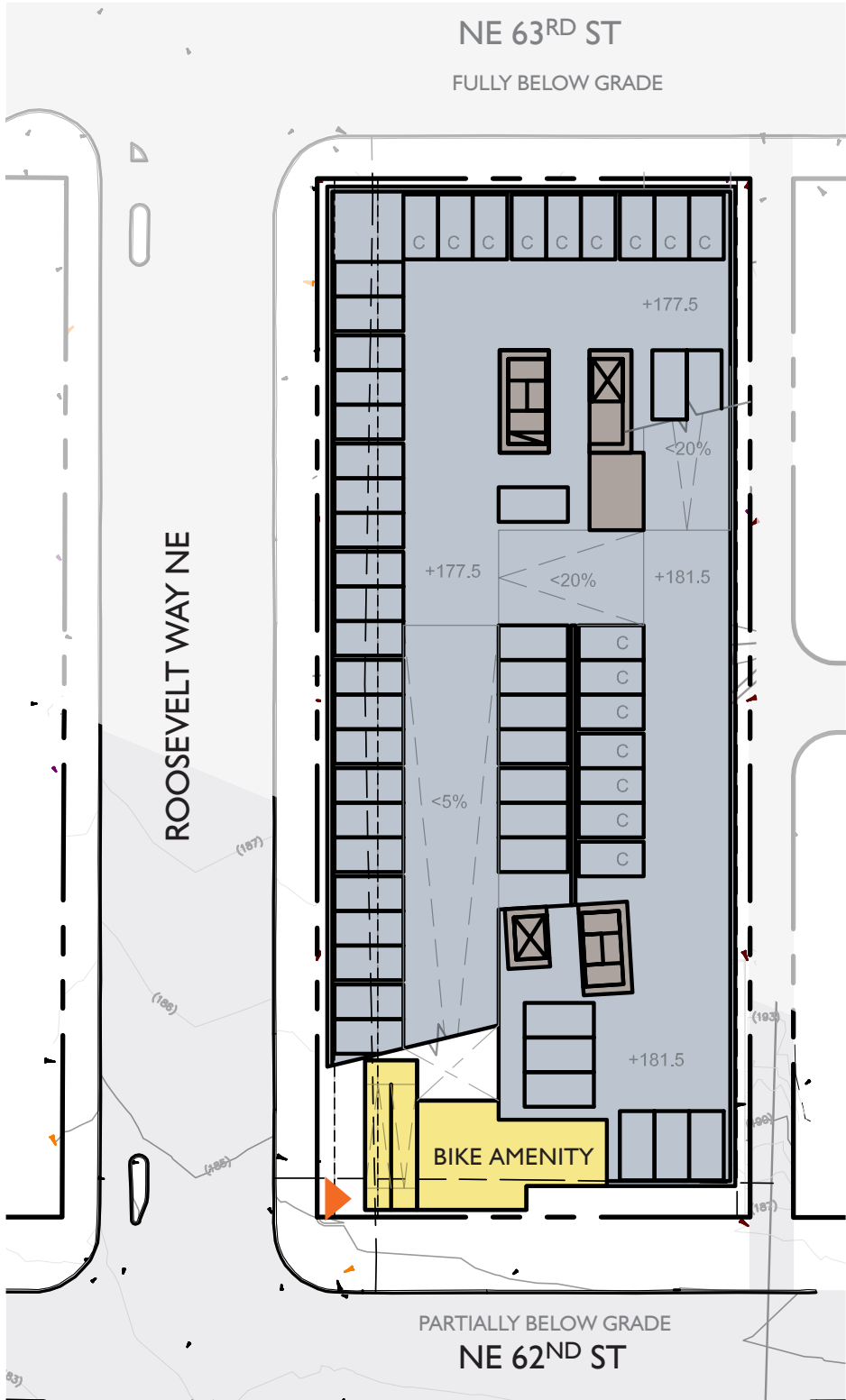
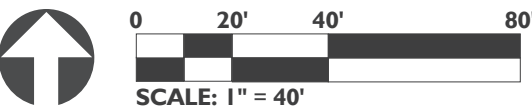




MASSING OPTION 2 – PLANS

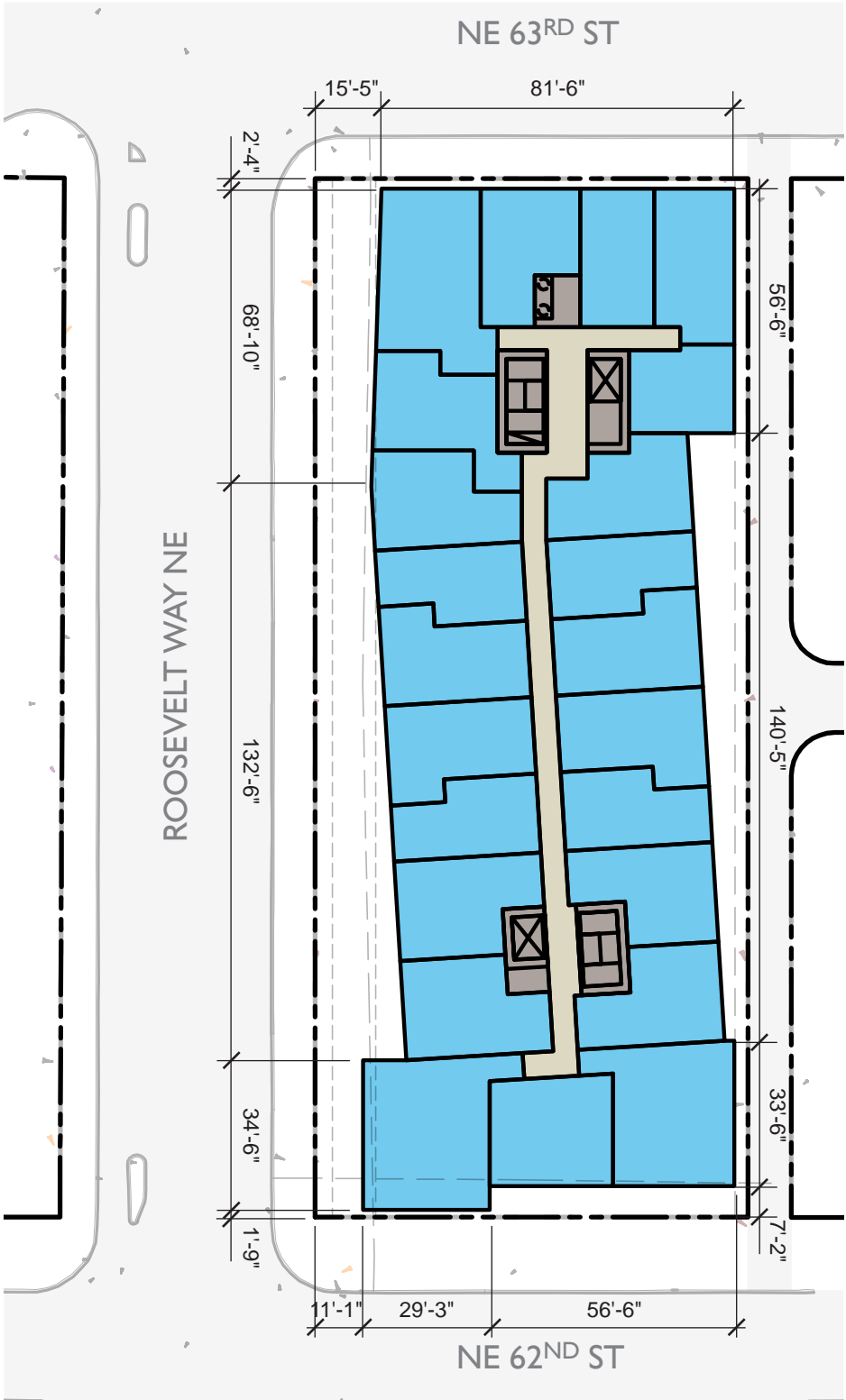
- PRIMARY LOBBY ENTRY
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- WASTE STAGING

- RESIDENTIAL LOBBY & AMENITY
- CIRCULATION
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- RESIDENTIAL
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LEVEL P1

WASTE



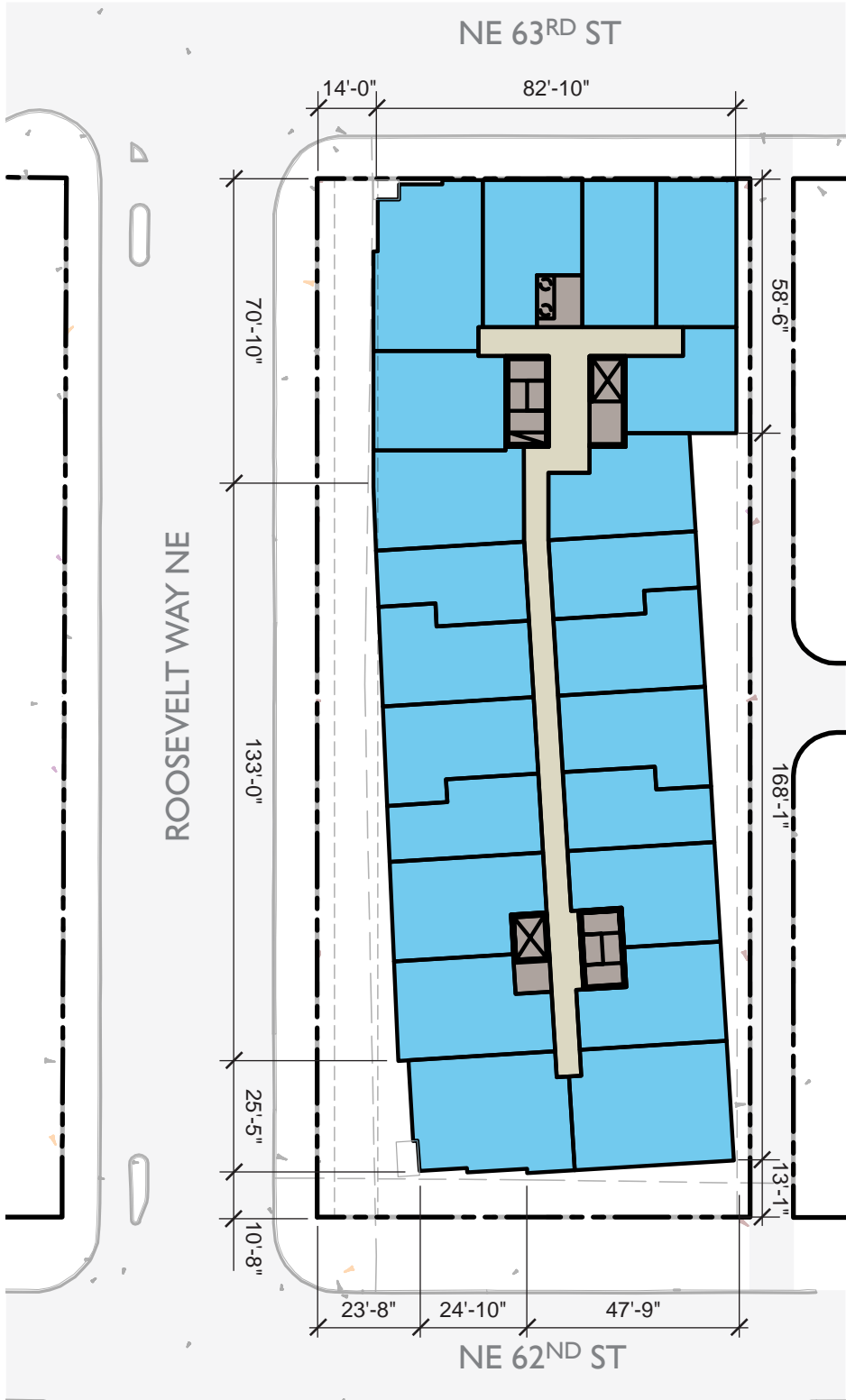
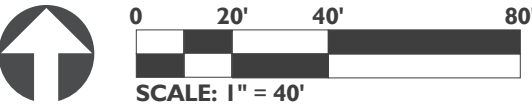
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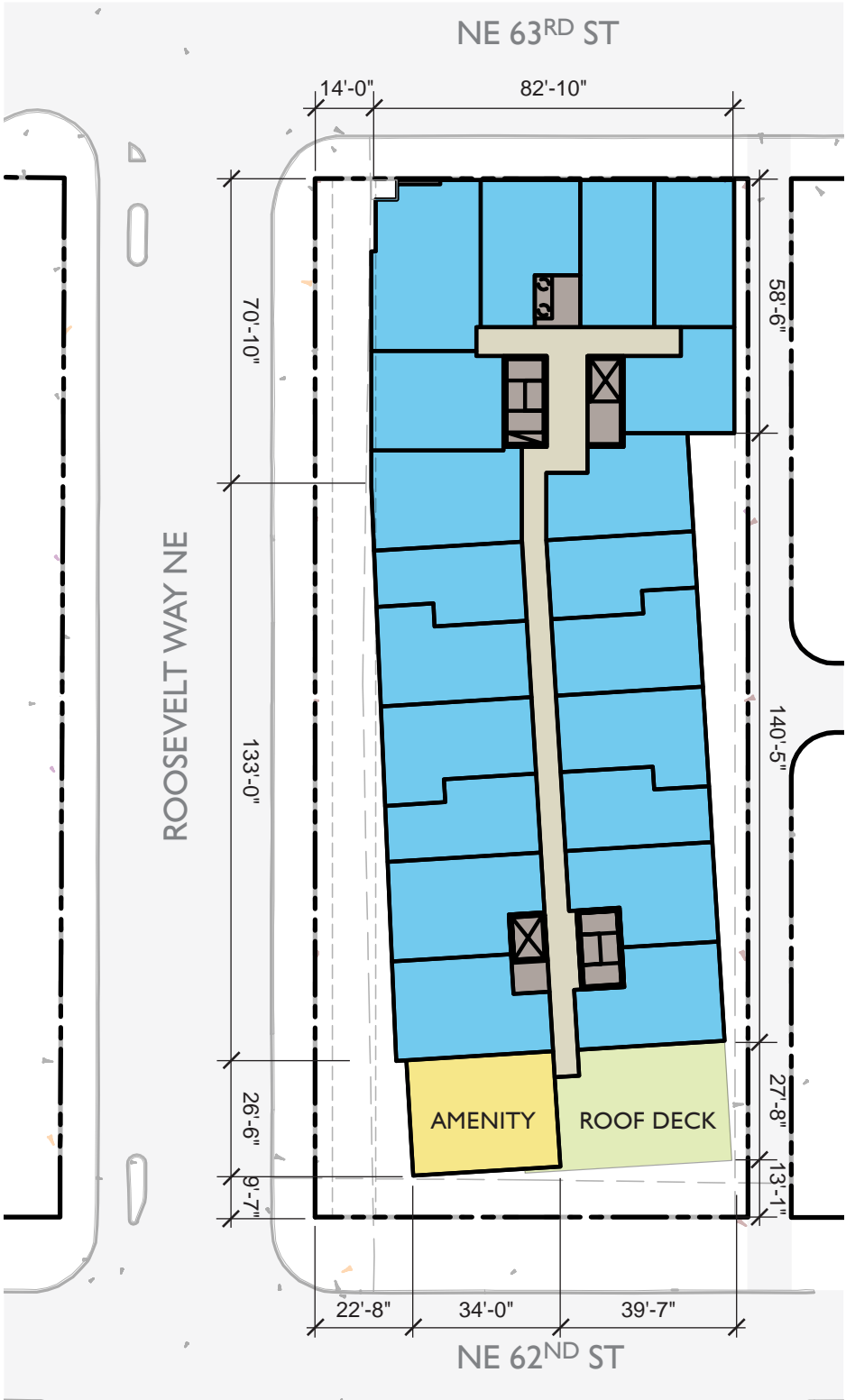
MASSING OPTION 2 – PLANS

- PRIMARY LOBBY ENTRY
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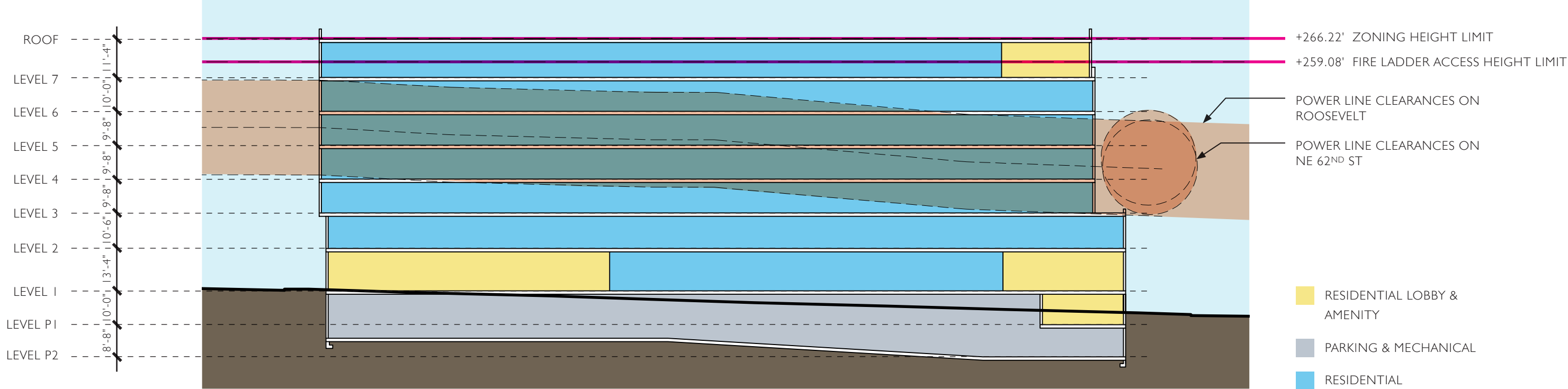
LEVELS 3-6: TYPICAL RESIDENTIAL LEVEL



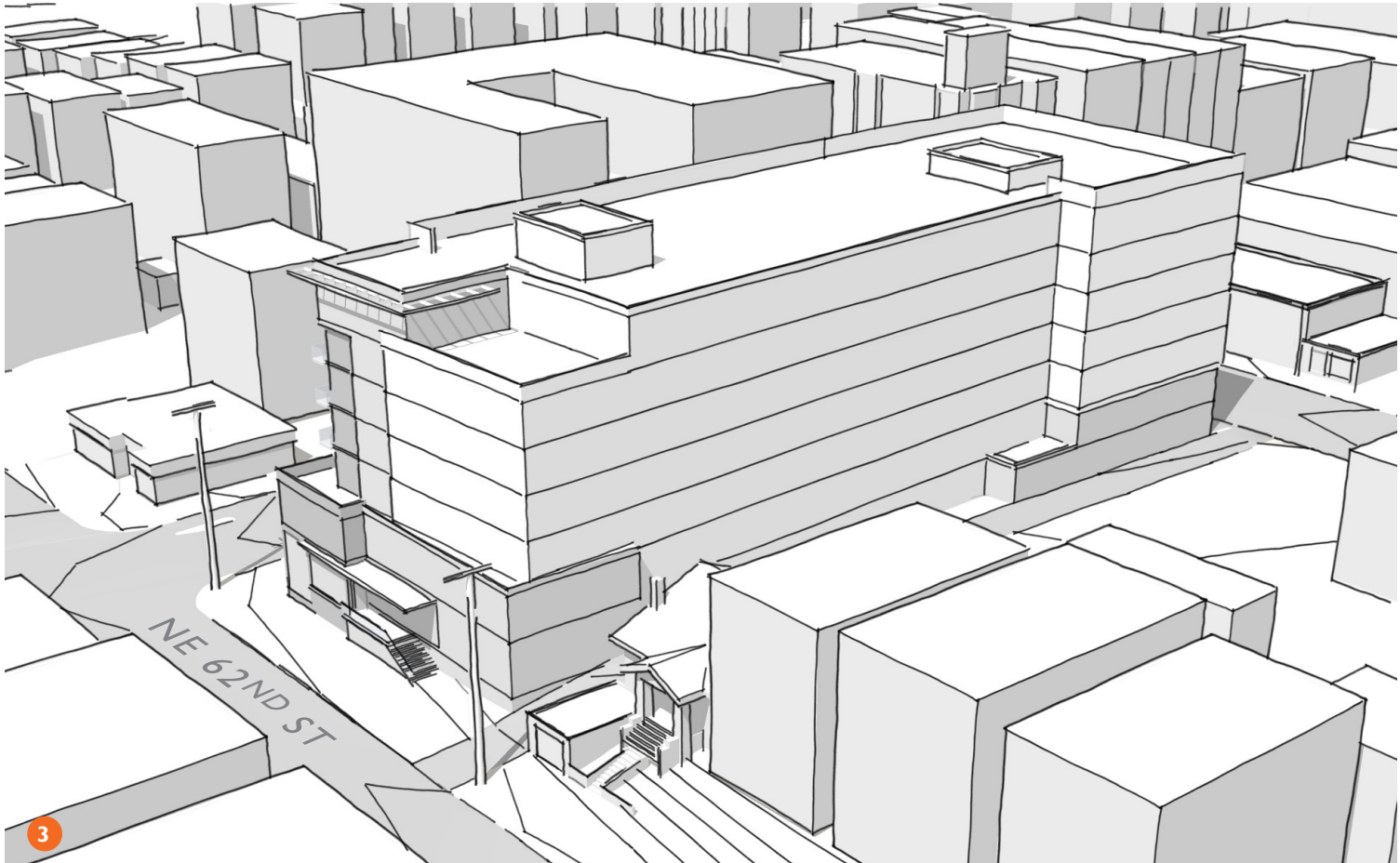
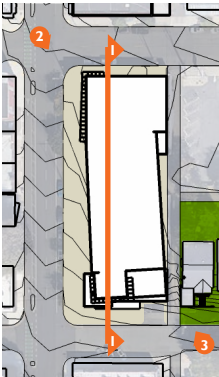
LEVEL 7



MASSING OPTION 2 – SECTION

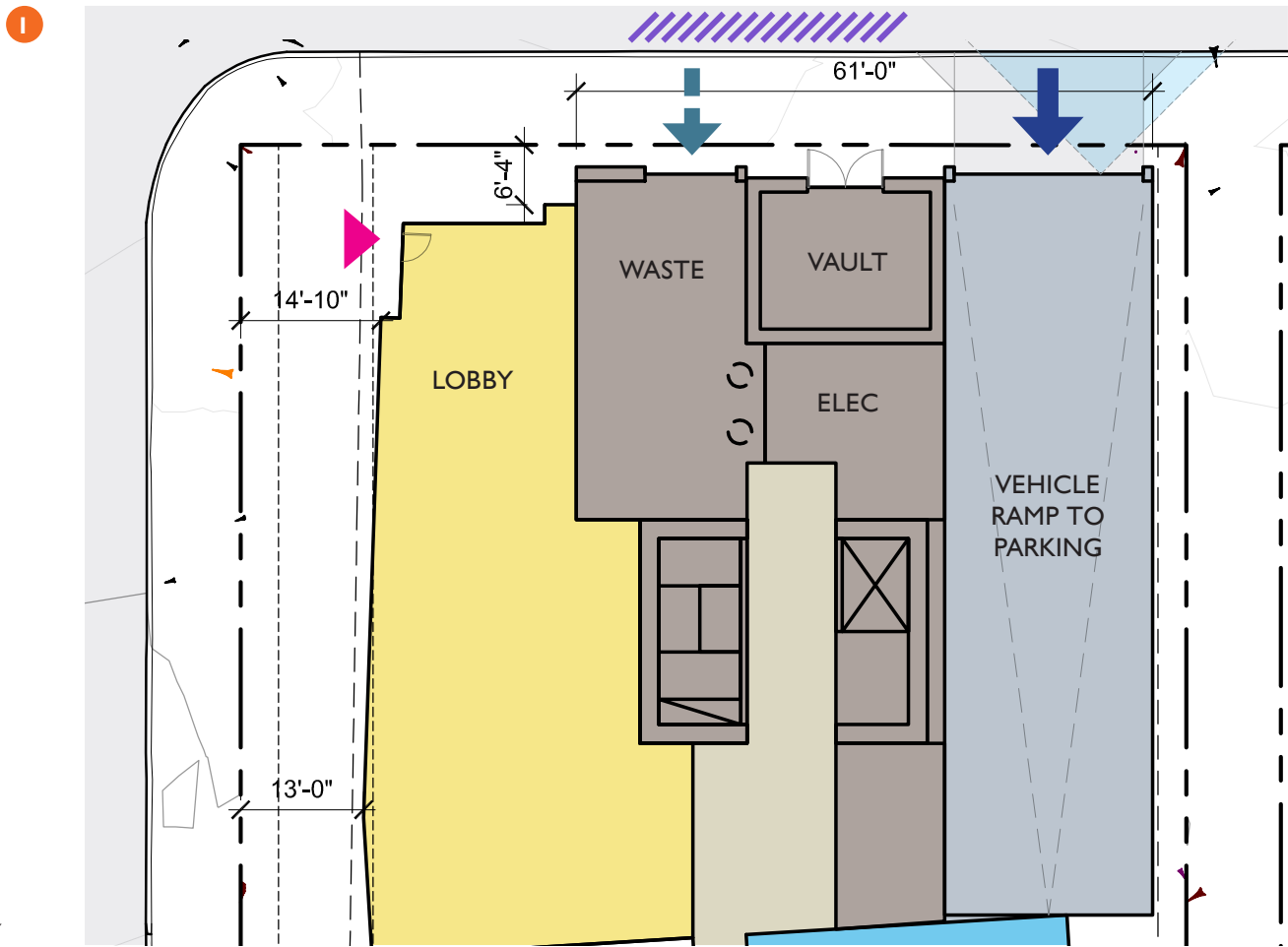
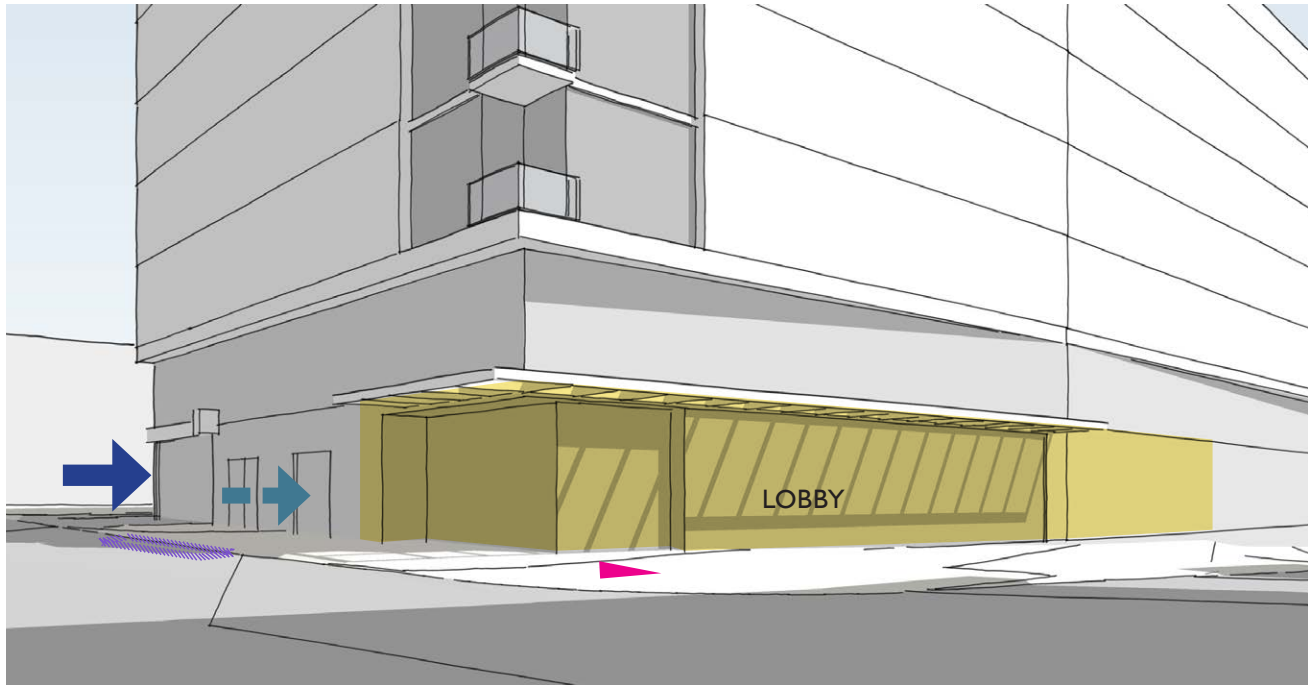
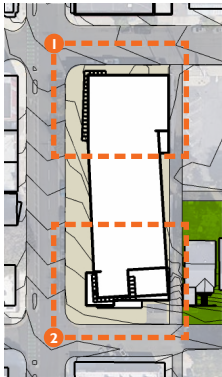


1 NORTH/SOUTH SECTION

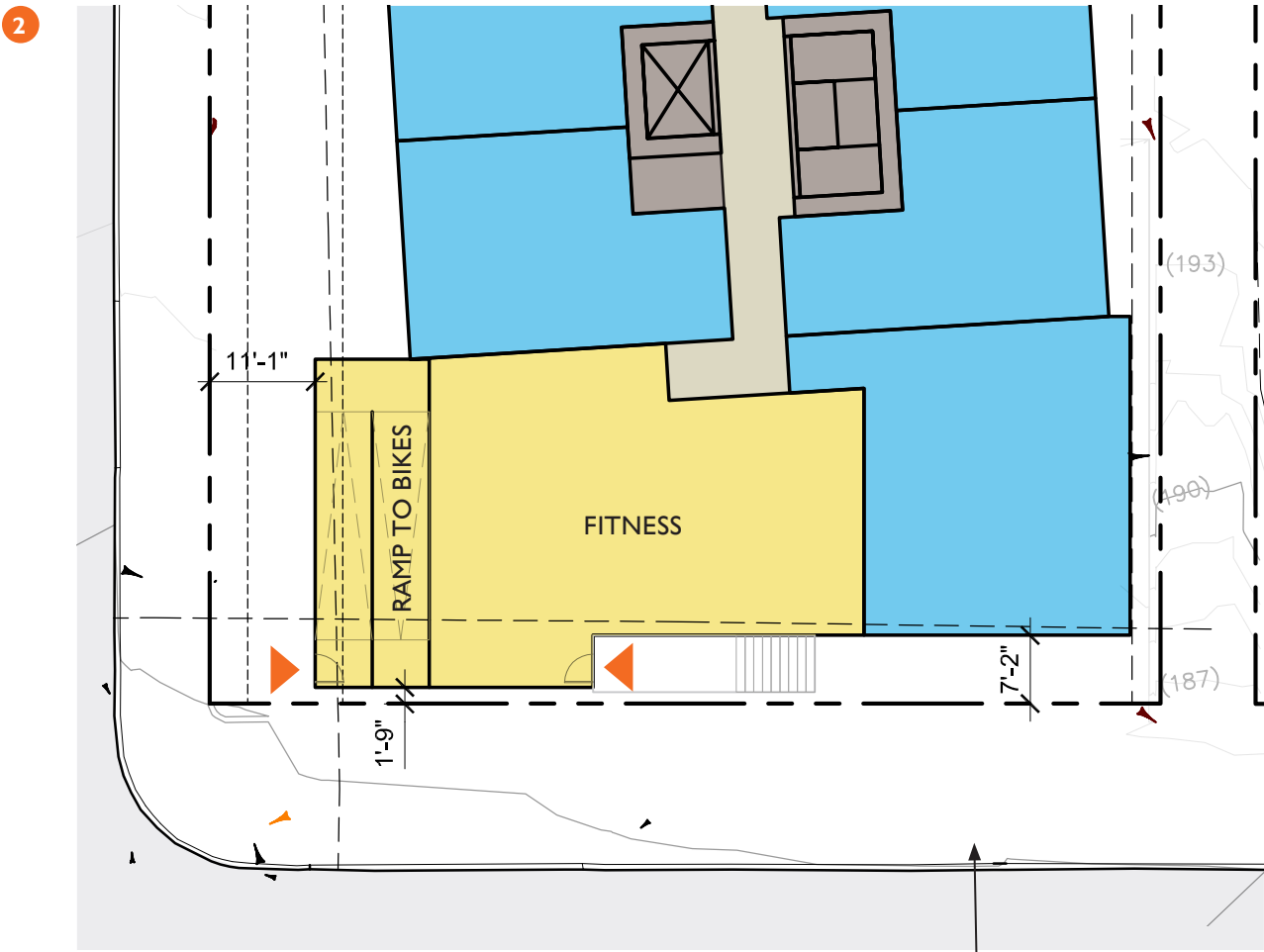




MASSING OPTION 2 – PROJECT ACCESS



NORTHERN ENTRIES (LEVEL 1)

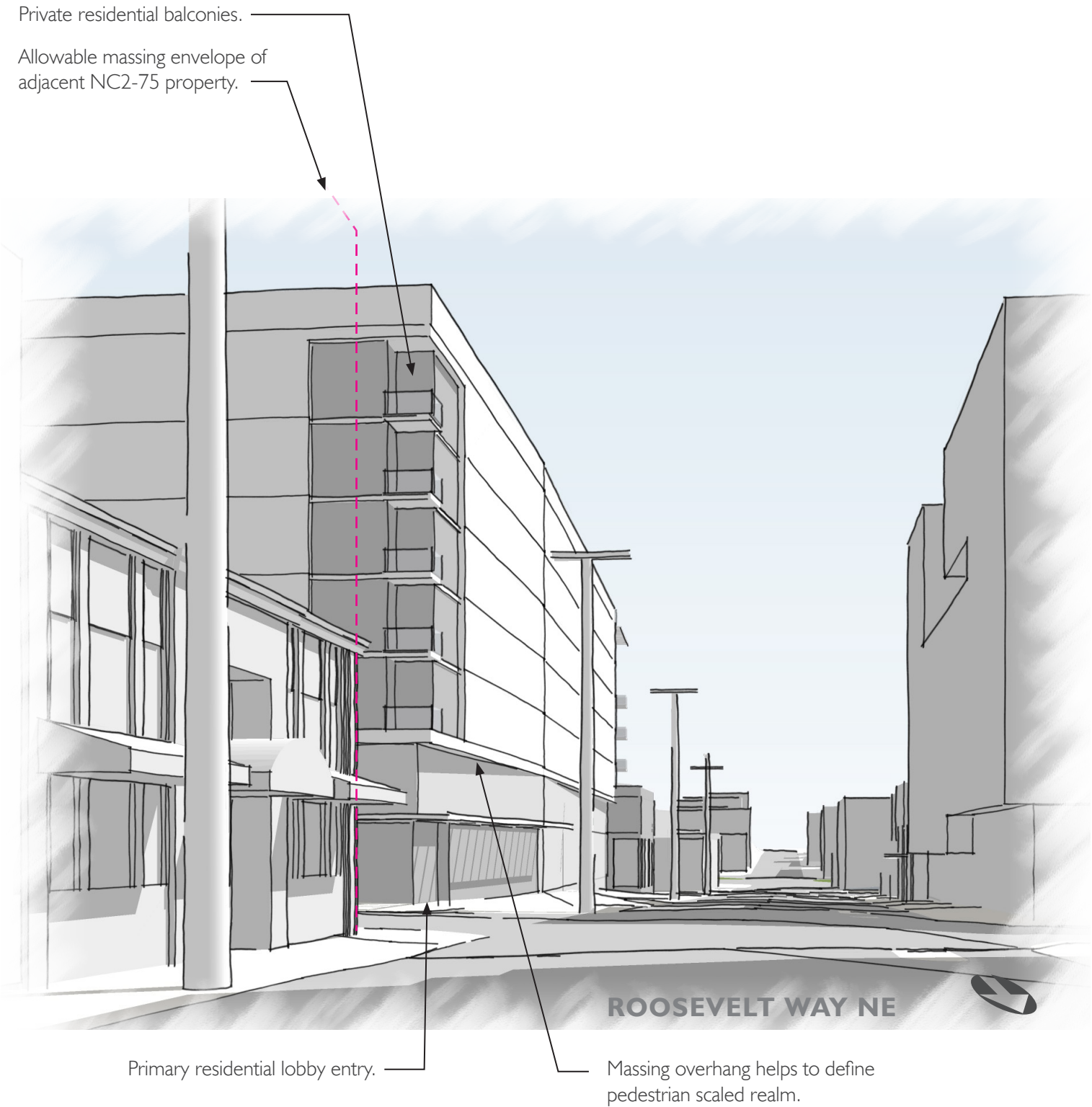


SOUTHERN ENTRIES (LEVEL 1)

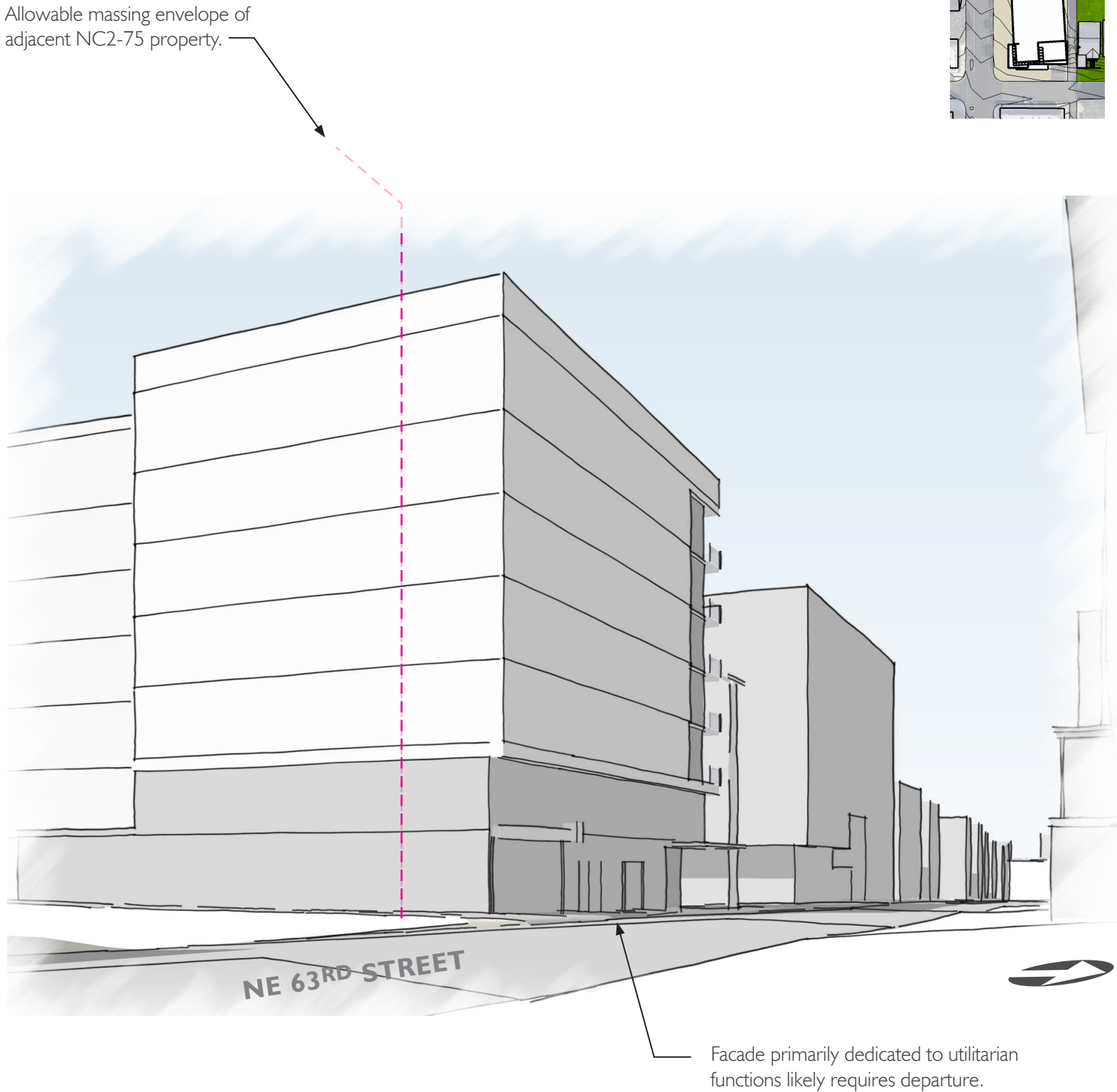
SIGHT TRIANGLE



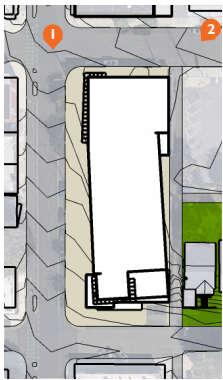
MASSING OPTION 2 – NORTHERN APPROACHES



1 APPROACH FROM NORTH ON ROOSEVELT

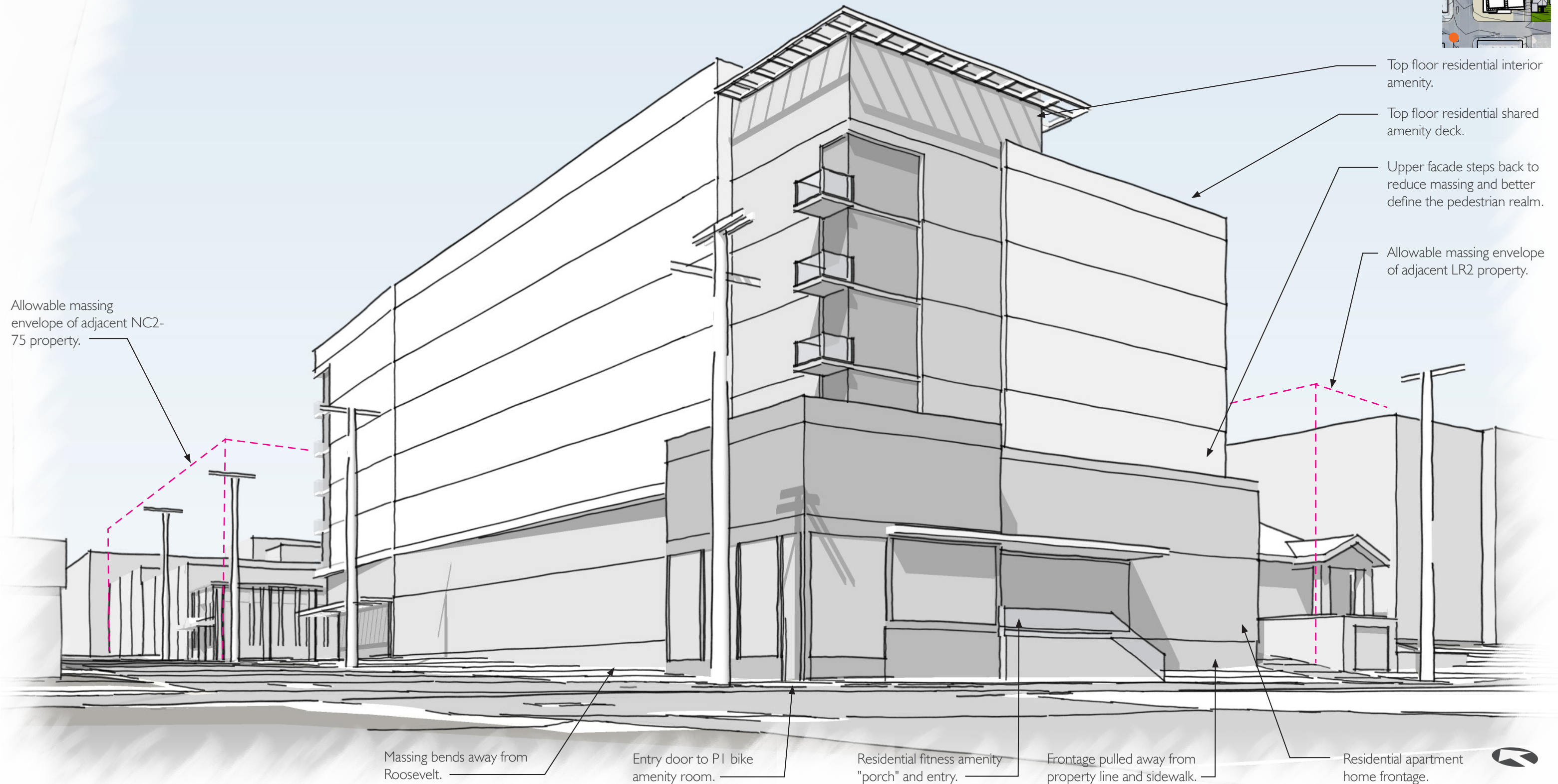
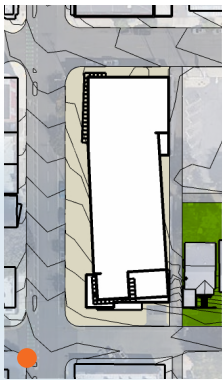


2 APPROACH FROM EAST ON NE 63RD ST



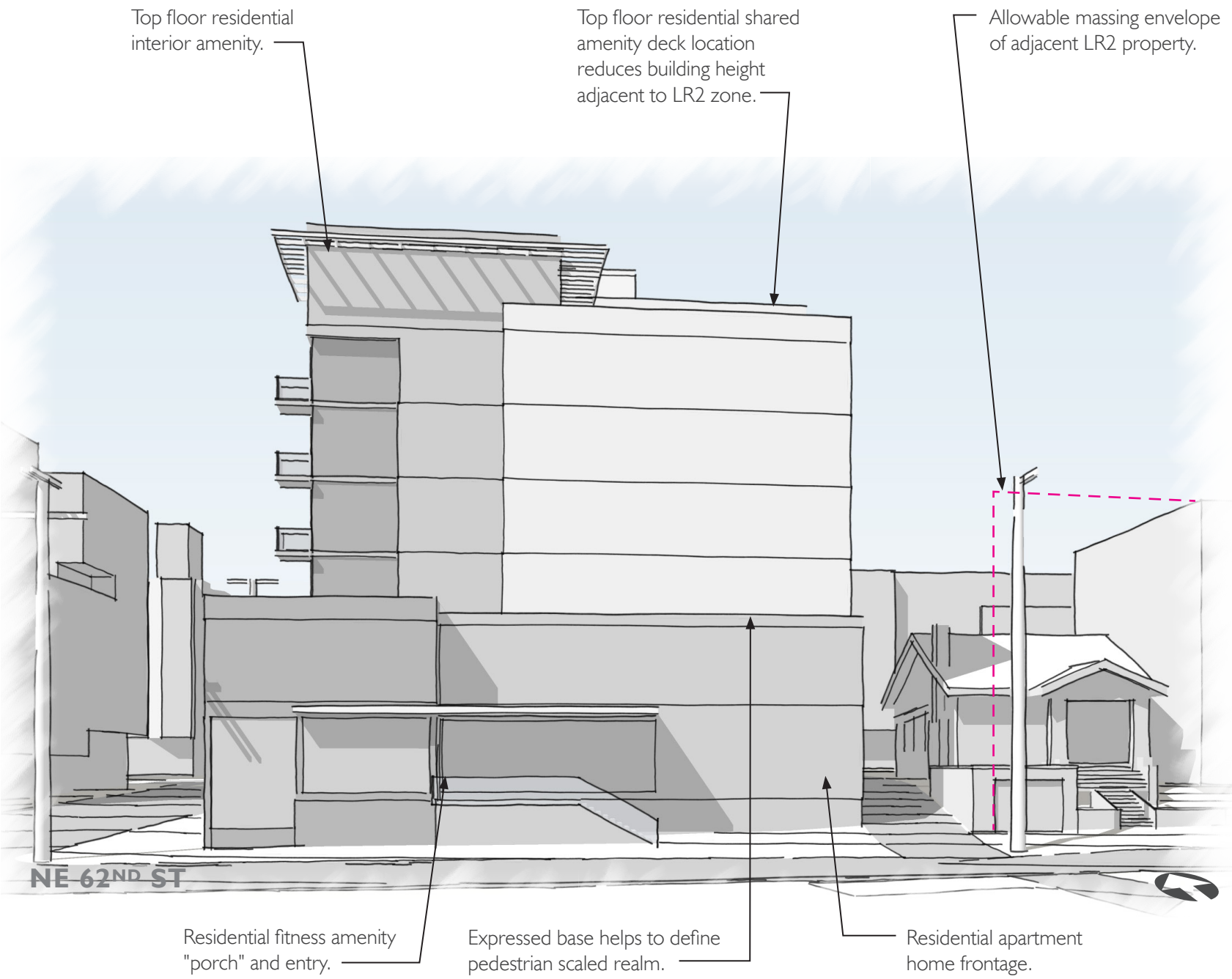


# MASSING OPTION 2 – SOUTHWEST APPROACH

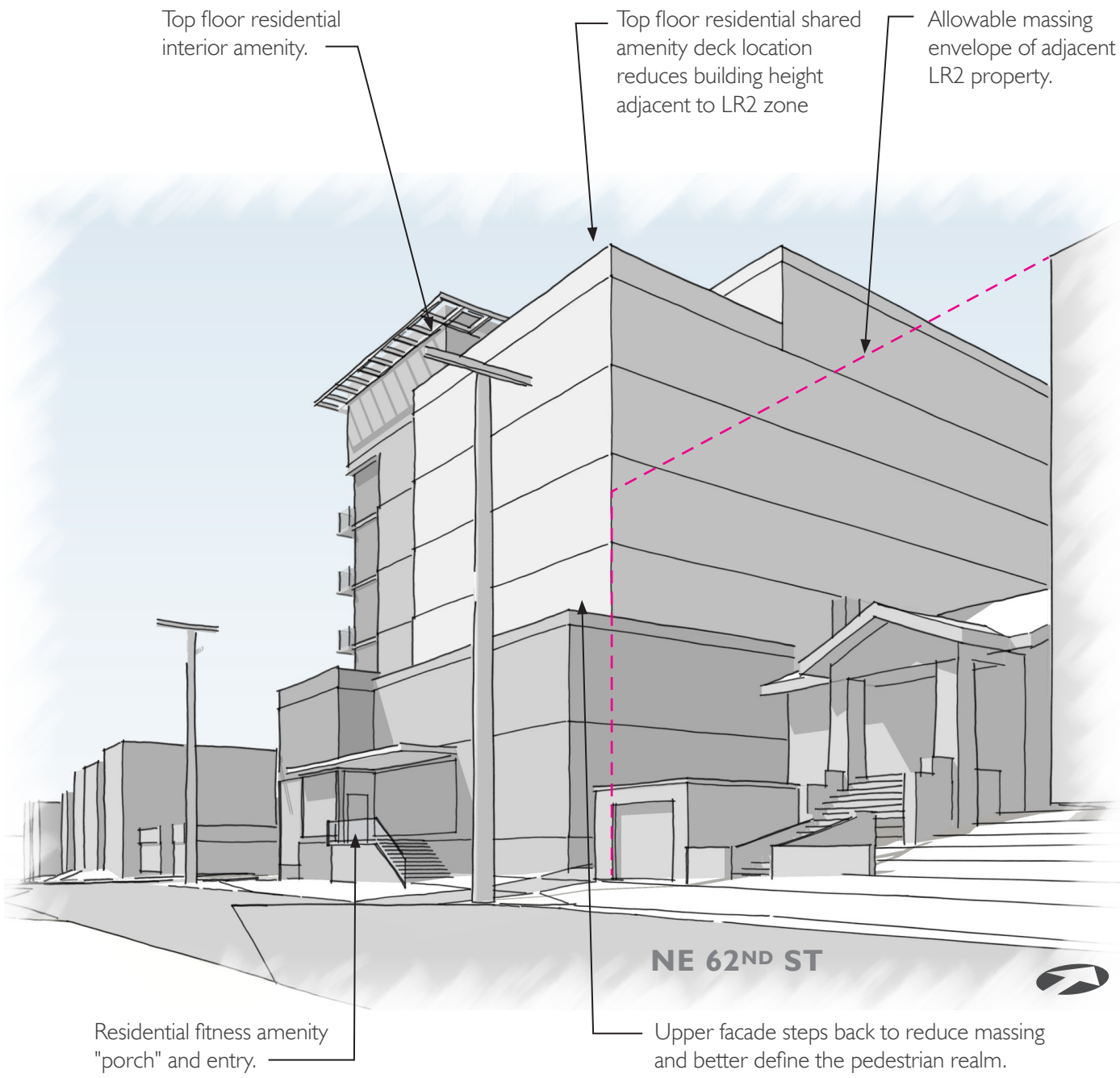




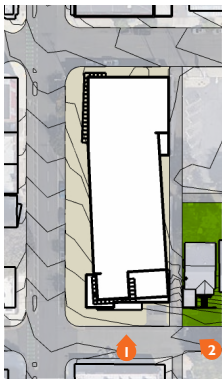
MASSING OPTION 2 – SOUTHERN PERSPECTIVES



1 SCALE OF SOUTH FACADE MASSING

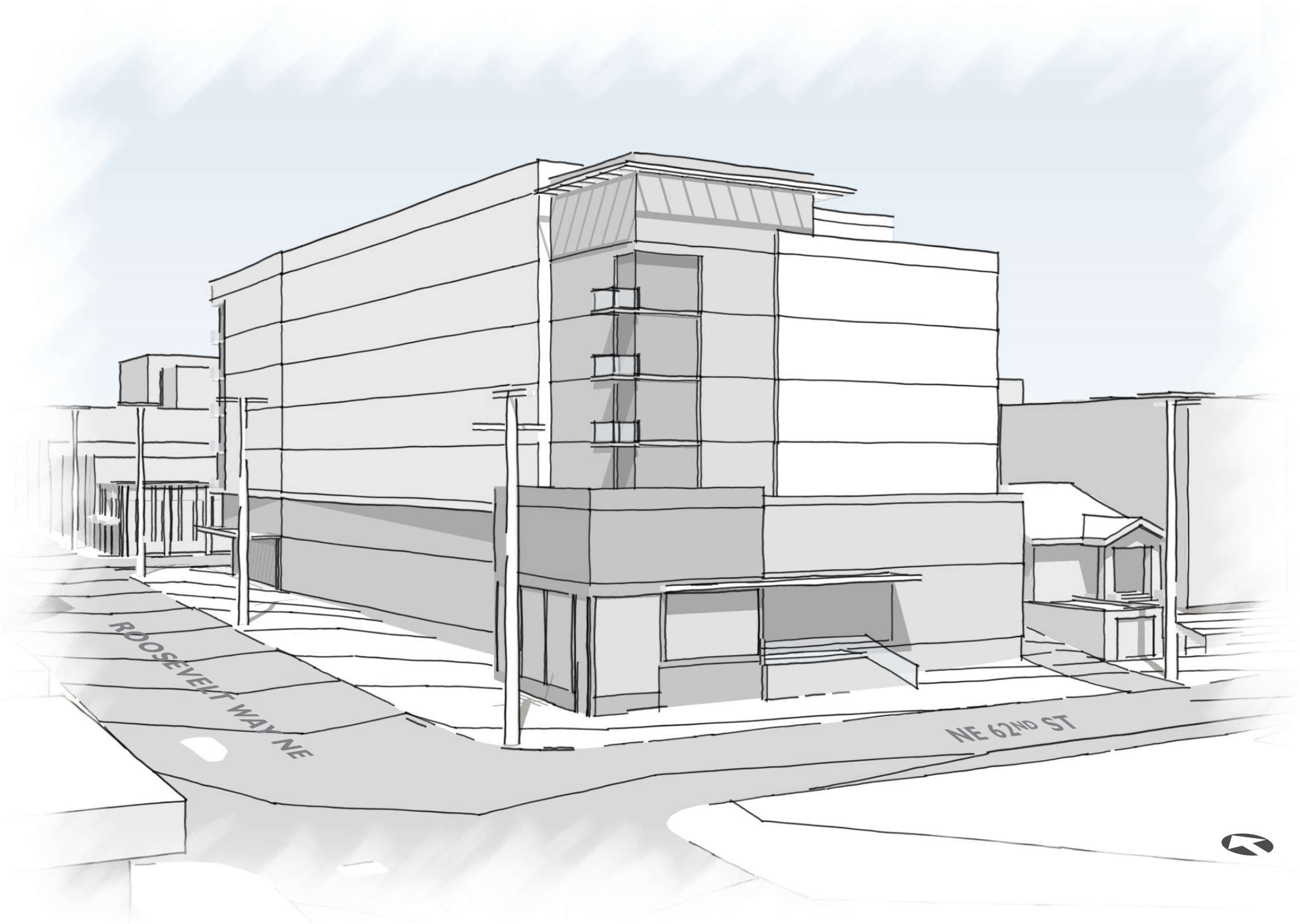


2 APPROACH FROM EAST ON NE 62<sup>ND</sup> ST





# MASSING OPTION 2 – SUMMARY



## PROS

- The southern massing steps down at the southeast corner and the upper facade angles away from the street to reduce mass adjacent to LR2 zone.
- The shared amenity roof deck faces south to take advantage of southern city skyline and Mt. Rainier views per the design guidelines.
- Amenity space at the southeast corner provides convenient bike and resident access to Ravenna Park and activates streetscape.
- The recessed podium mass provides ample area at grade for landscaping along Roosevelt, helping soften the streetscape for pedestrians

## CONS

- Departures are required to accommodate extent of utilitarian frontage on 63rd. 63rd St. use allocation is harsh and unfriendly to pedestrians.
- Departure required mid-block on Roosevelt where the massing places residential use at grade closer than 10 feet setback from the sidewalk.
- The angled massing orients the east side of the building slightly north and away from sunlight.
- The mass of the top floor amenity space at the SE corner partially shades the exterior roof deck space.
- Both the garage entry and waste pick up are located adjacent to the primary lobby.
- The garage entry is located at the highest point of the site creating challenges with grade and structure.
- Lowest net residential yield.



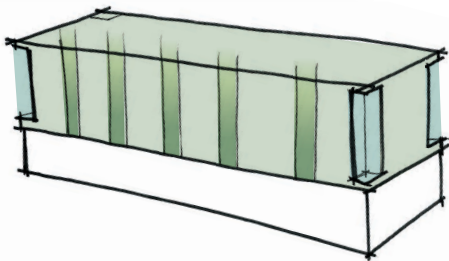
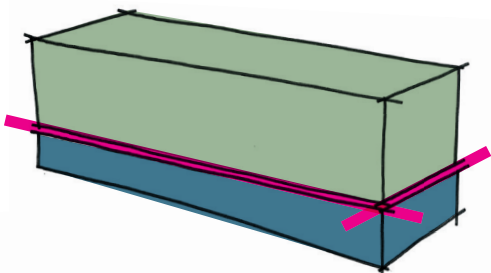
# MASSING OPTION 3 (PREFERRED)

## STATS

- +/- 149,300 GROSS SQUARE FEET
- 146 APARTMENT HOMES
- 69 PARKING STALLS
- Waste pick up located on 63rd. The garage vehicle entry located on 62nd.

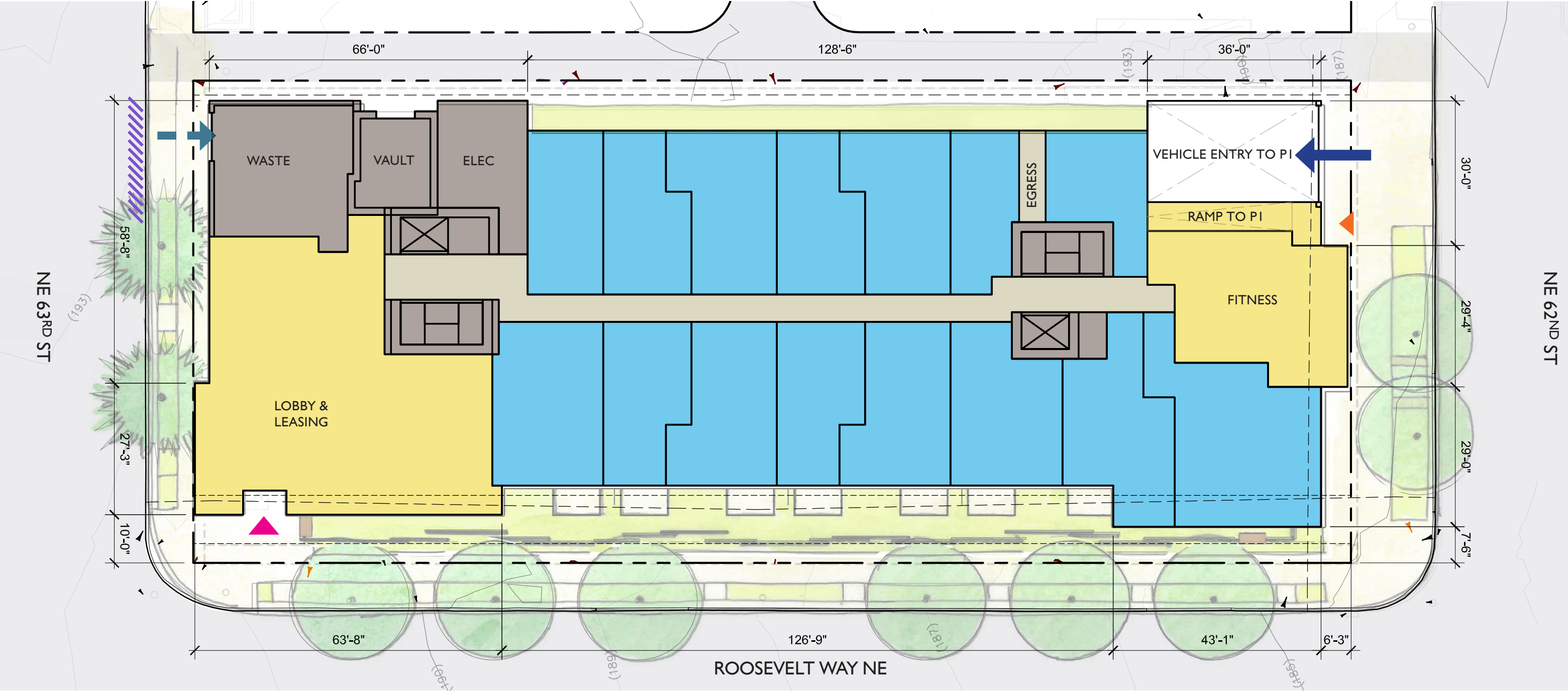
## CONCEPT: RAVINE HIERARCHY

Massing Option 3 pulls inspiration from the tall trees and lush undergrowth in nearby Ravenna Park. Using a strong datum to define the pedestrian realm, the design recesses the lower massing to maximize space at grade, while a columnar rhythm of recessed bays reminiscent of tree trunks modulates the upper massing. At the main residential lobby entry and at the southern amenity space, the lower massing extends out towards the sidewalk to better engage and activate the pedestrian realm.

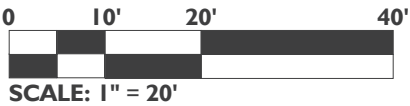




MASSING OPTION 3 – SITE PLAN



- PRIMARY LOBBY ENTRY
- RESIDENT AMENITY ENTRY
- GARAGE VEHICLE ENTRY
- WASTE ACCESS
- WASTE STAGING
- RESIDENTIAL LOBBY & AMENITY
- CIRCULATION
- BACK OF HOUSE / MECHANICAL / CORE
- PARKING
- RESIDENTIAL

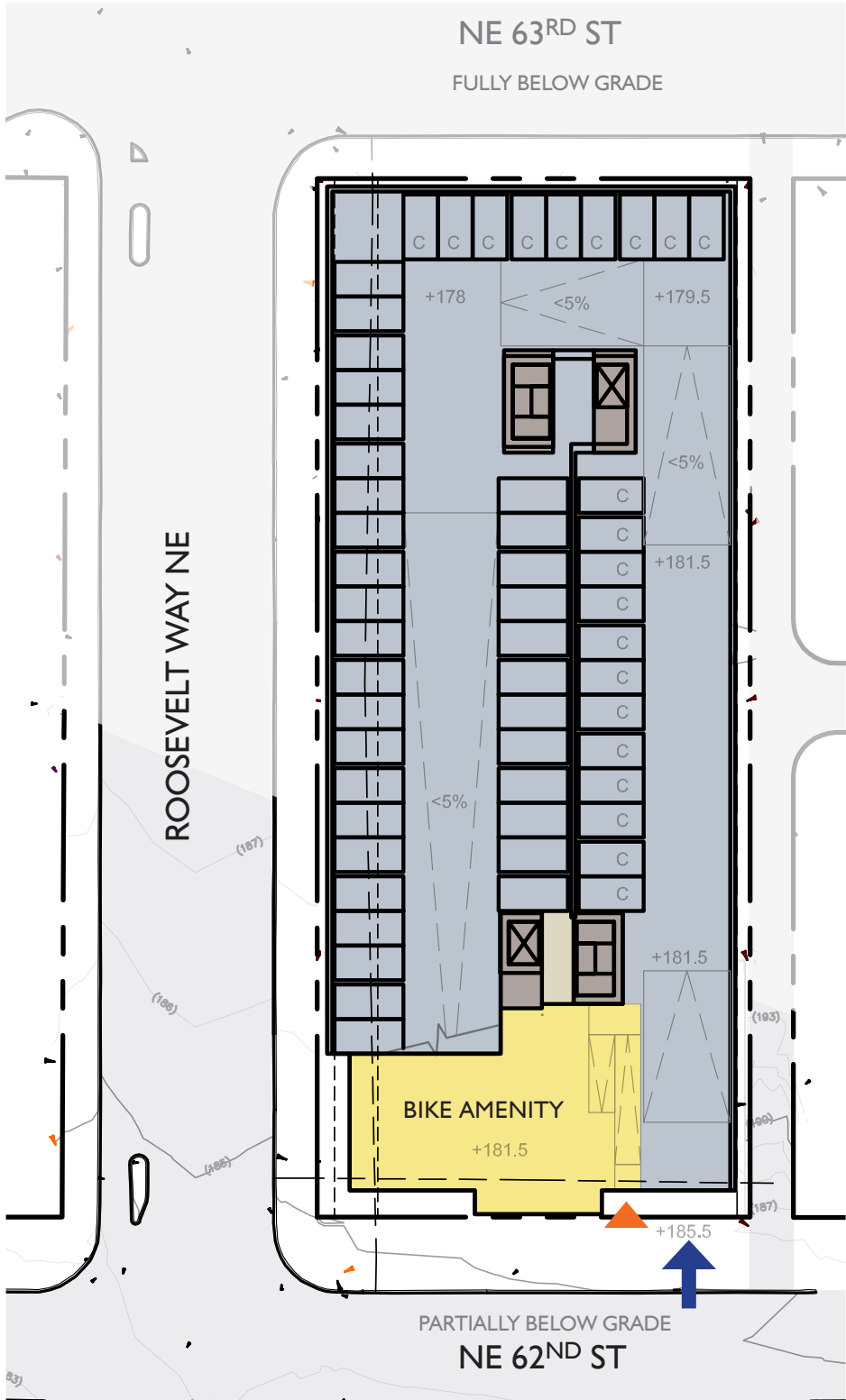
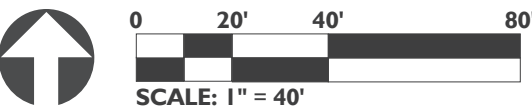




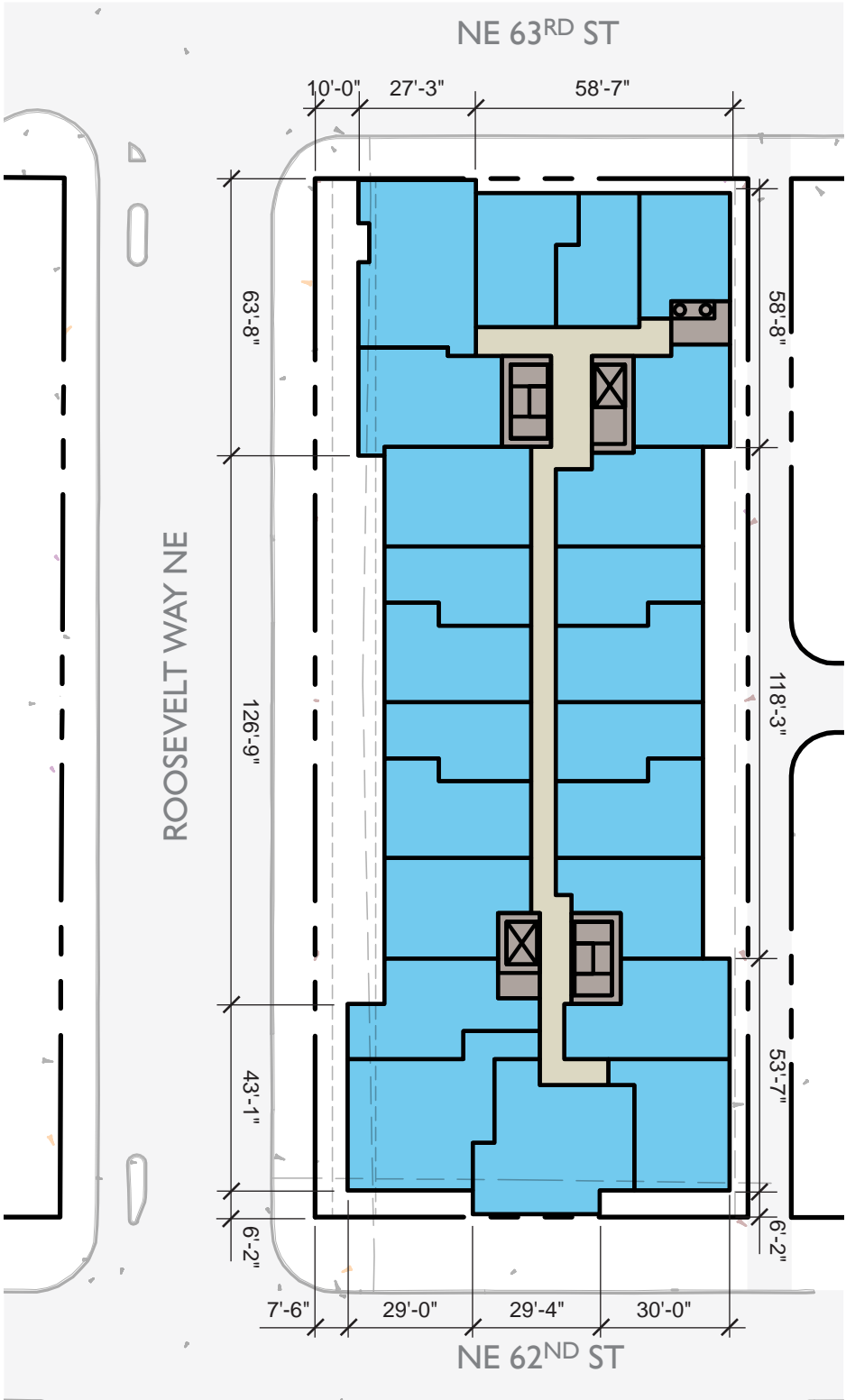
MASSING OPTION 3 – PLANS

- PRIMARY LOBBY ENTRY
- RESIDENT AMENITY ENTRY
- GARAGE VEHICLE ENTRY
- WASTE ACCESS
- WASTE STAGING

- RESIDENTIAL LOBBY & AMENITY
- CIRCULATION
- BACK OF HOUSE / MECHANICAL / CORE
- PARKING
- RESIDENTIAL
- EXTERIOR AMENITY DECK



LEVEL P1



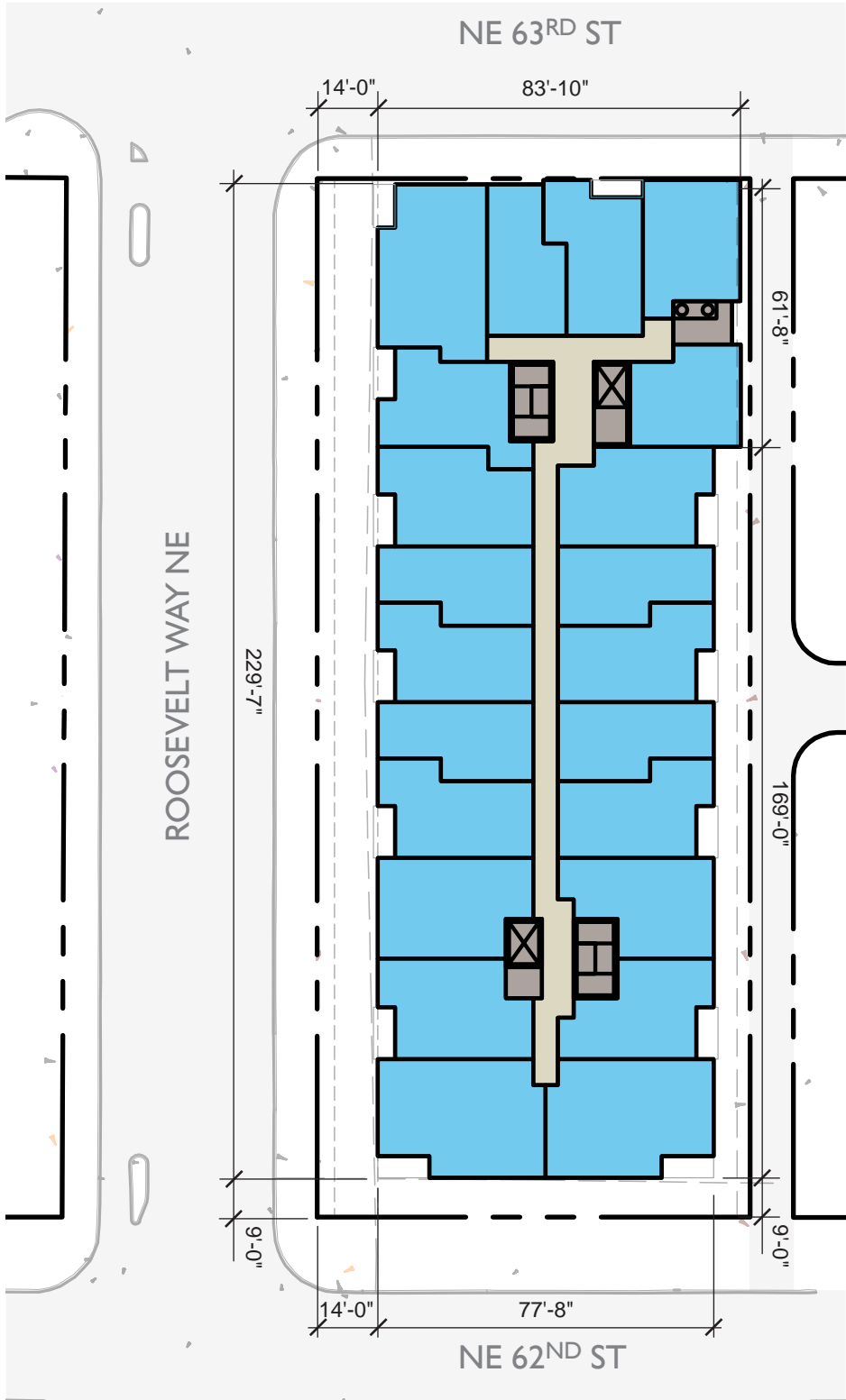
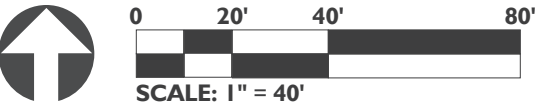
LEVEL 2



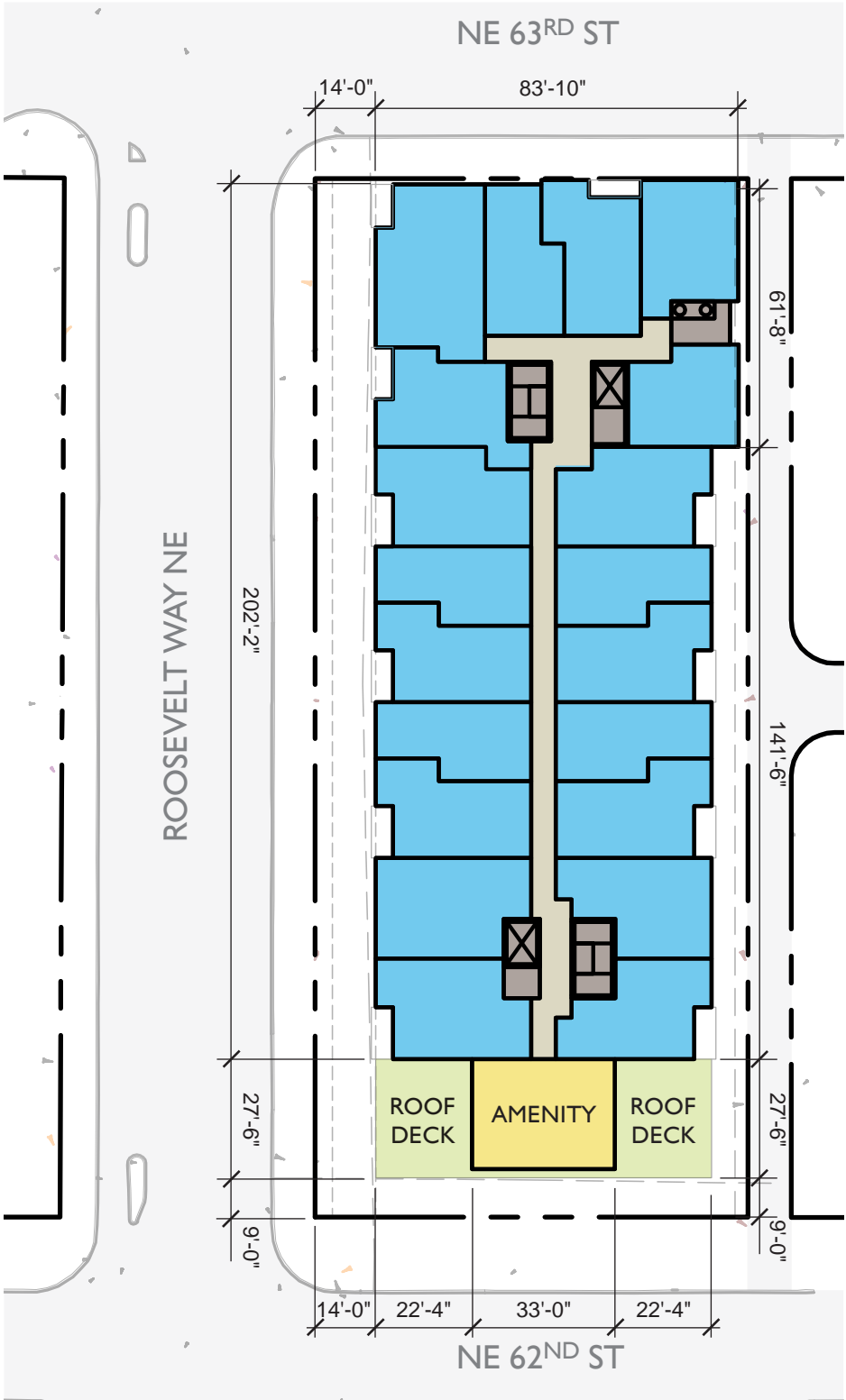
MASSING OPTION 3 – PLANS

- PRIMARY LOBBY ENTRY
- RESIDENT AMENITY ENTRY
- GARAGE VEHICLE ENTRY
- WASTE ACCESS
- WASTE STAGING

- RESIDENTIAL LOBBY & AMENITY
- CIRCULATION
- BACK OF HOUSE / MECHANICAL / CORE
- PARKING
- RESIDENTIAL
- EXTERIOR AMENITY DECK



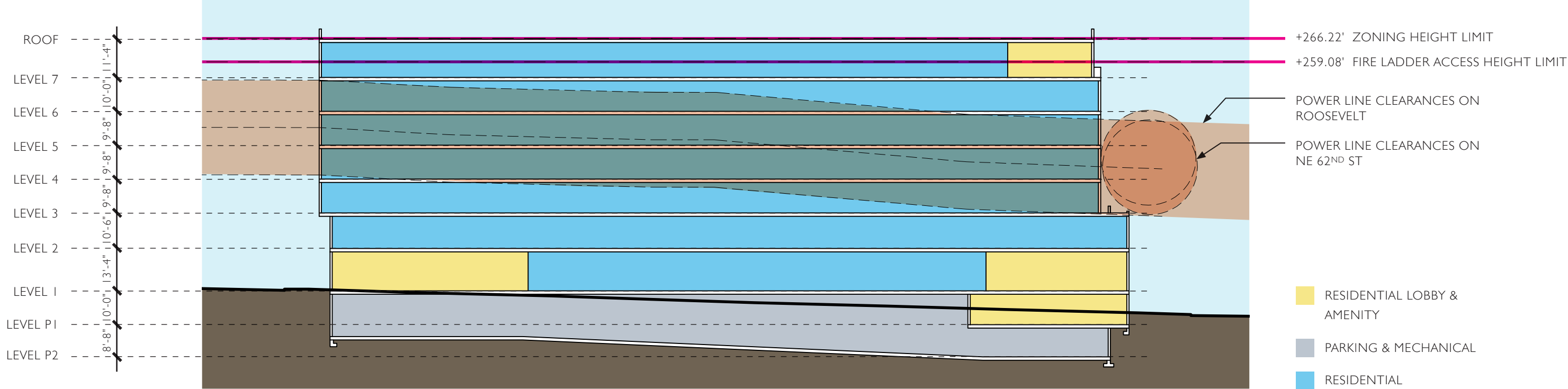
LEVELS 3-6: TYPICAL RESIDENTIAL LEVEL



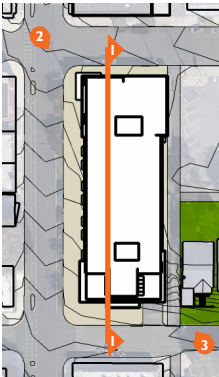
LEVEL 7



MASSING OPTION 3 – SECTION

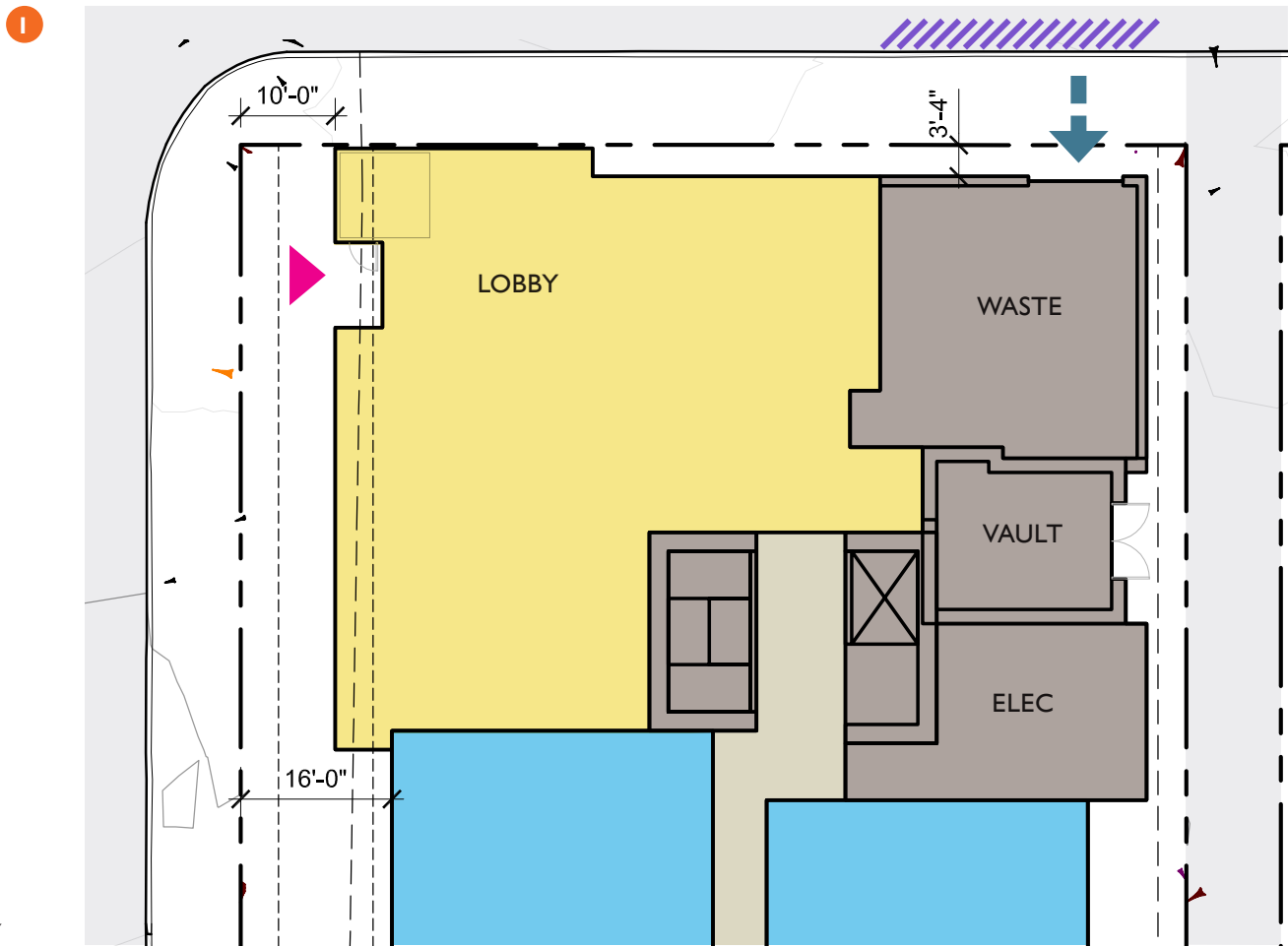
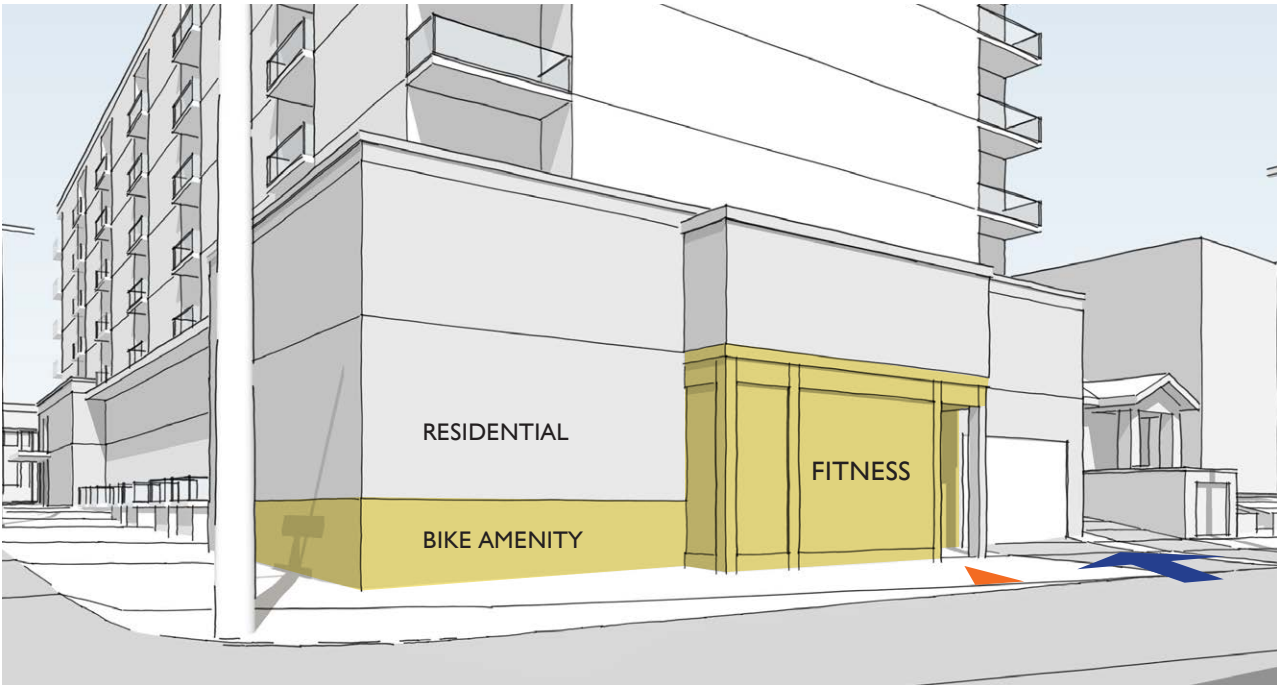
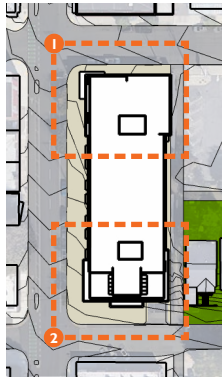


1 NORTH/SOUTH SECTION

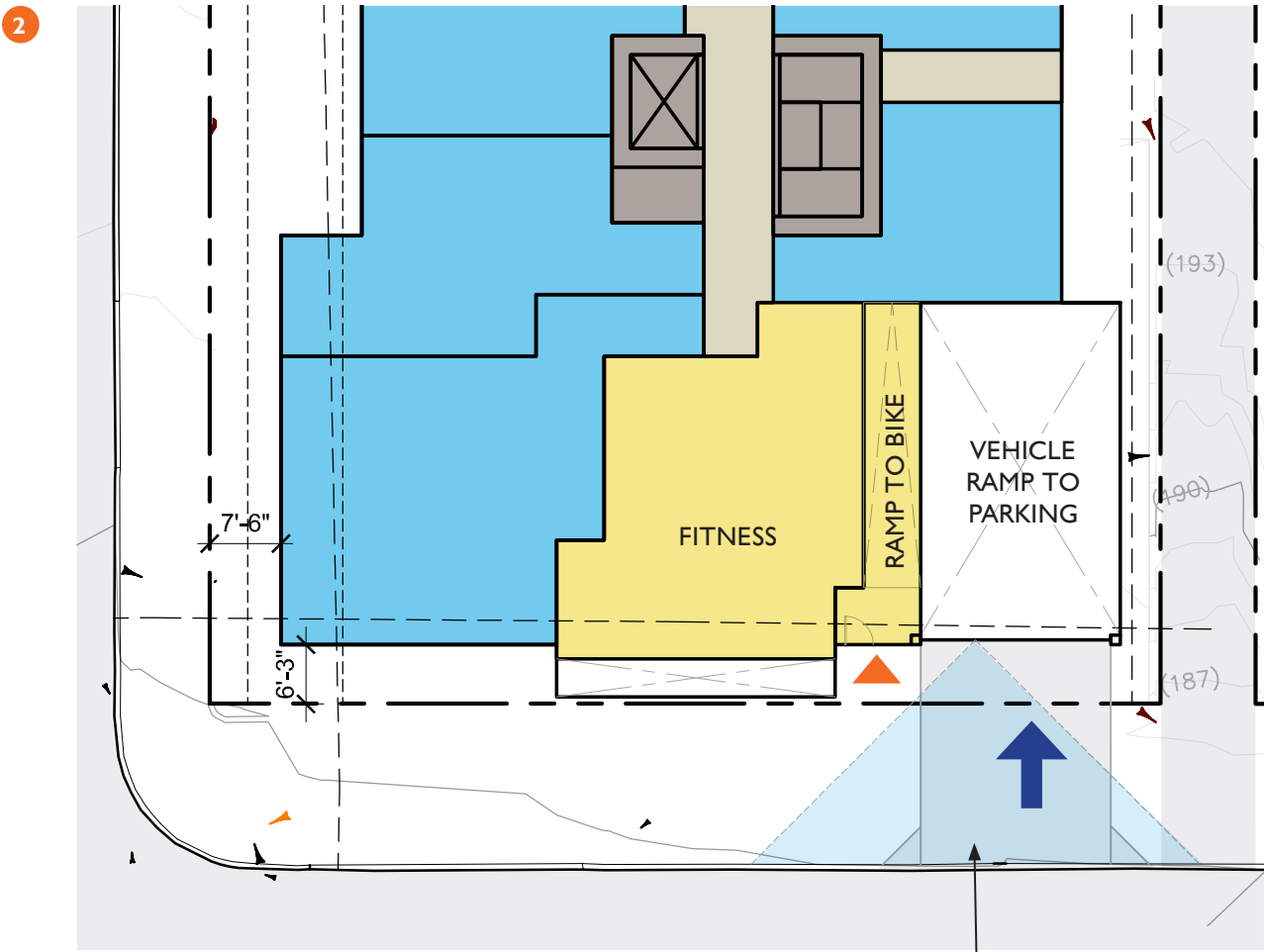




MASSING OPTION 3 – PROJECT ACCESS



NORTHERN ENTRIES (LEVEL 1)



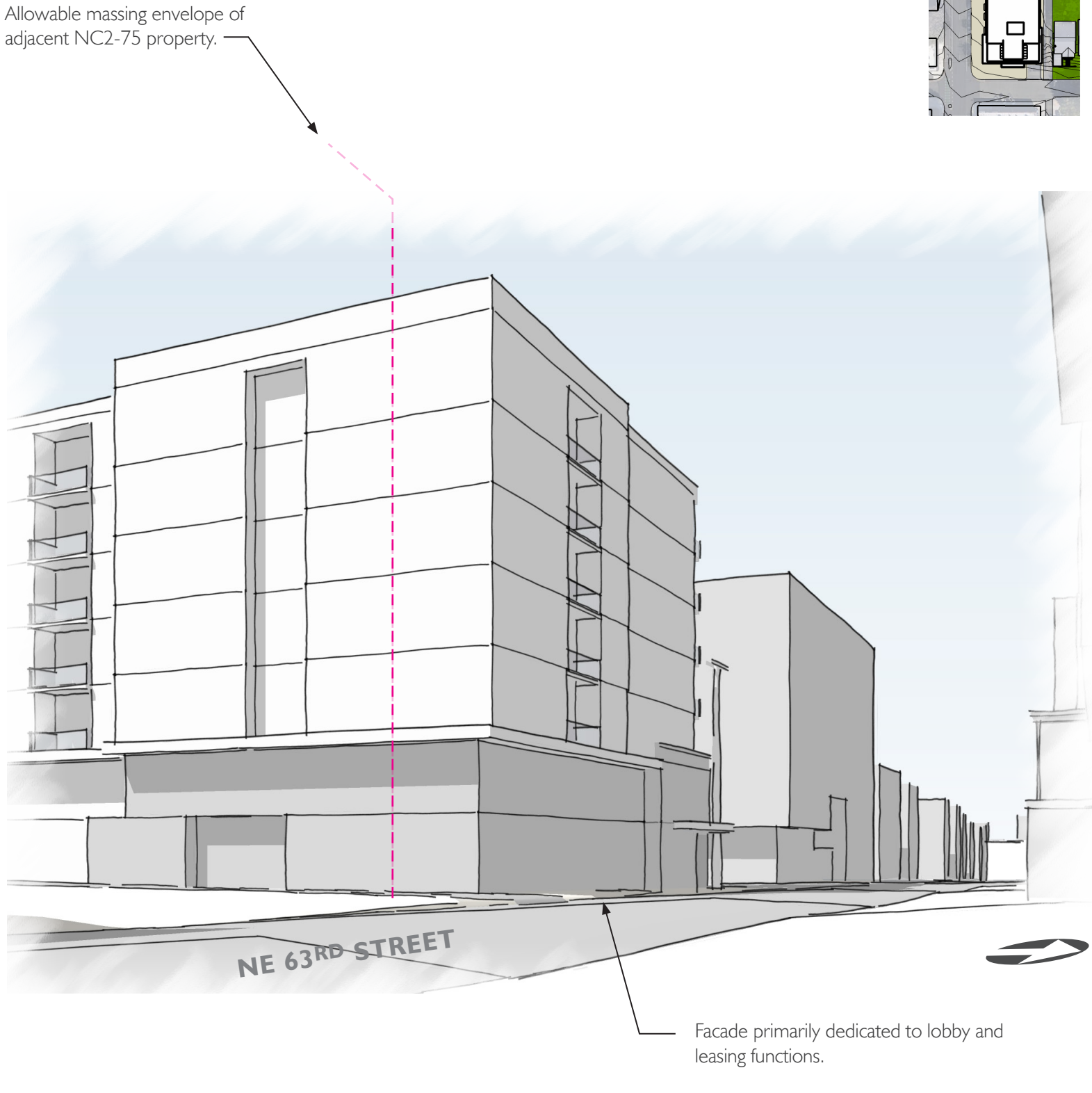
SOUTHERN ENTRIES (LEVEL 1)



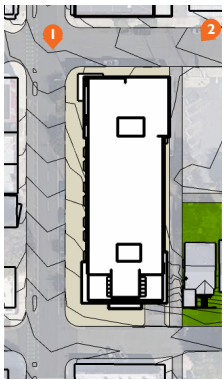
MASSING OPTION 3 – NORTHERN APPROACHES



1 APPROACH FROM NORTH ON ROOSEVELT

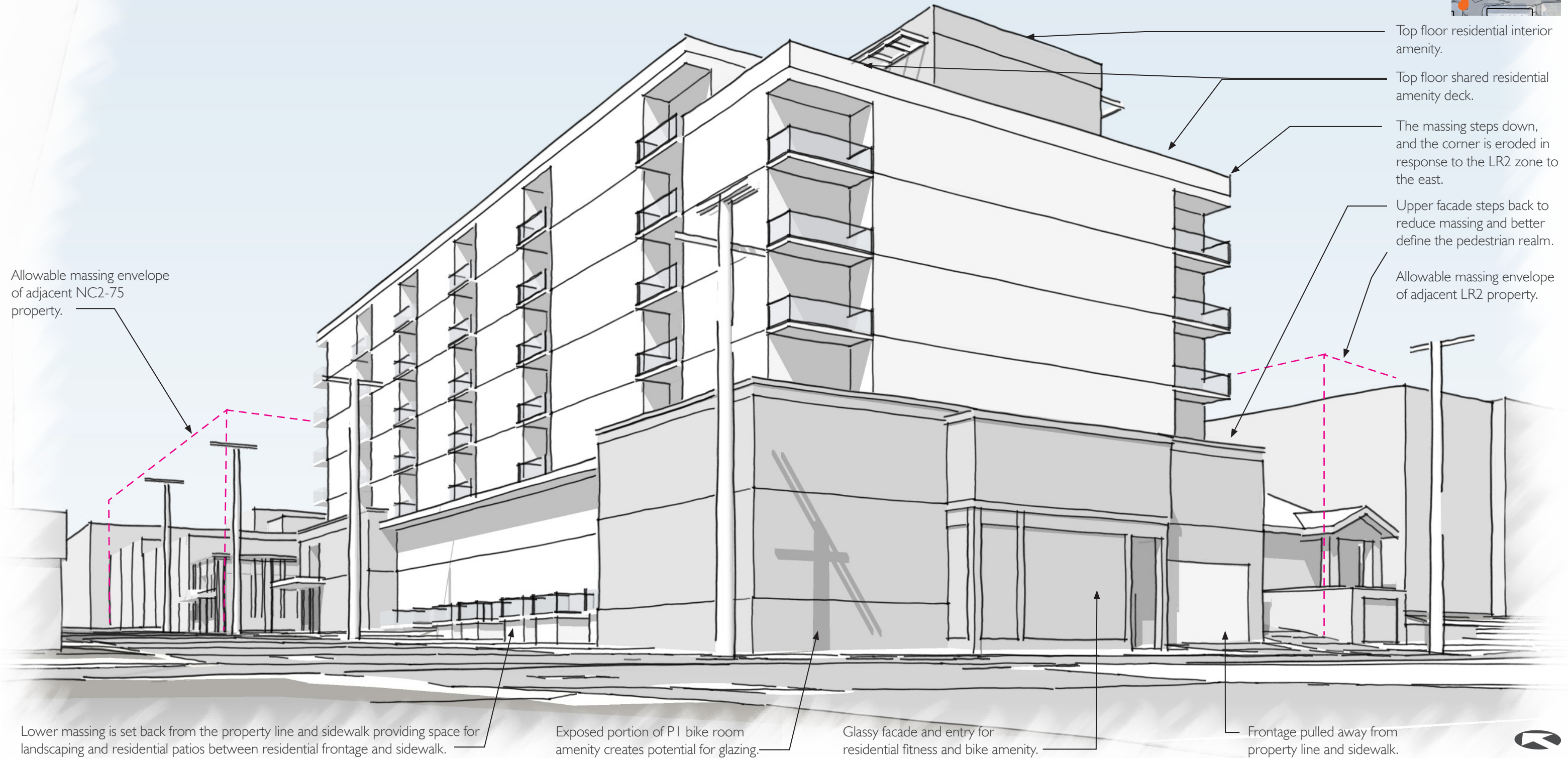
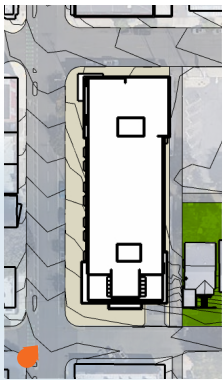


2 APPROACH FROM EAST ON NE 63RD ST



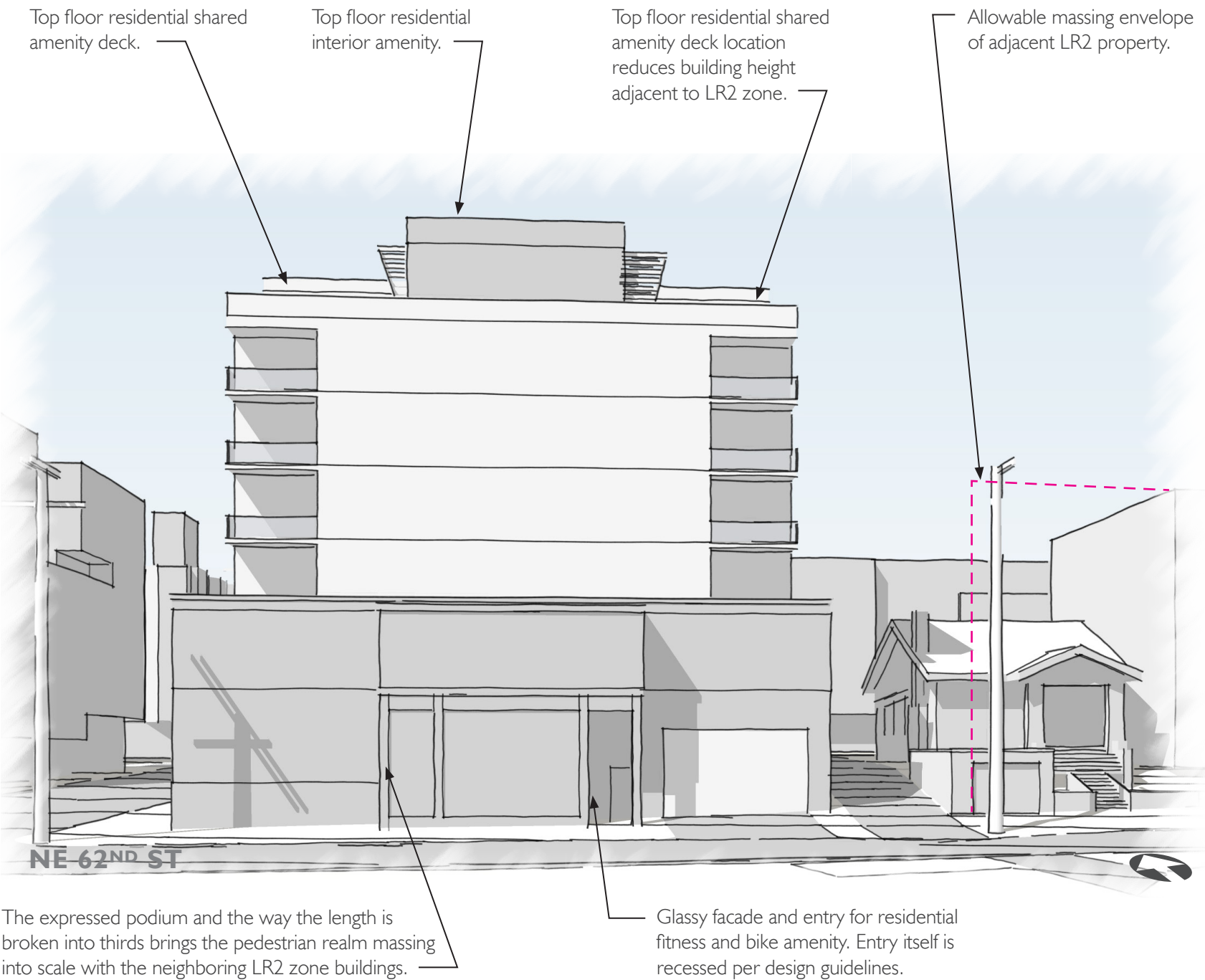


# MASSING OPTION 3 – SOUTHWEST APPROACH

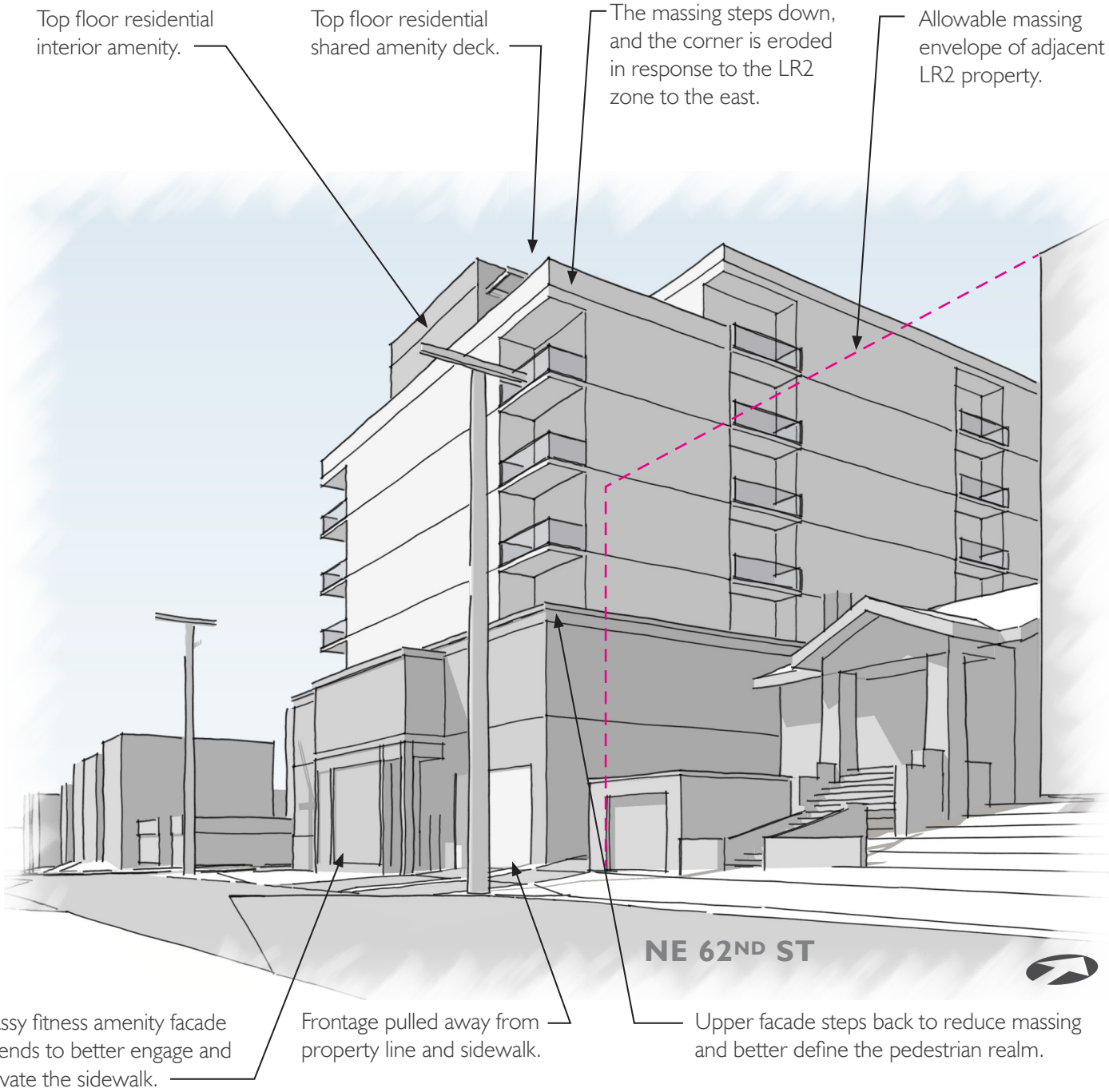




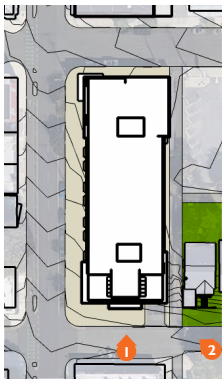
MASSING OPTION 3 – SOUTHERN PERSPECTIVES



1 SCALE OF SOUTH FACADE MASSING



2 APPROACH FROM EAST ON NE 62<sup>ND</sup> ST





# MASSING OPTION 3 – SUMMARY



## PROS

- The massing steps down along the southern facade in response to grade and the adjacent LR2 zone across the alley.
- The massing above the podium steps backs and corner decks erode the mass at the corner to further reduce massing bulk adjacent to the LR2 zone.
- The massing expresses the fitness and bike amenity spaces along the southern frontage, where there is convenient resident access to 62nd St. 62nd Street is the low end of the site and provides more direct routes to Ravenna Park and Green Lake for pedestrians and cyclists. These uses help to engage and activate the street frontage and southern end of the site.
- The south face of the podium is divided into thirds which breaks the massing down in scale to fit within the LR2, smaller structure streetscape on 62nd.
- Along Roosevelt and the alley, the recessed podium mass provides ample area at grade for landscaping, helping soften the streetscape for pedestrians and buffering apartment homes.
- The roof deck faces south to take advantage of southern city skyline and Mt. Rainier views.
- The podium mass protrudes at the building lobby to better greet the sidewalk and create a visual cue to indicate the entry.
- The dispersion of utilitarian uses, like waste and the primary vehicle entry, minimizes their impact on pedestrians and neighboring context.

## CONS

- Not the highest net residential yield.
- The exterior residential amenity space is divided into two parts because of the placement of the enclosed amenity space.



VIEW COMPARISONS FOR CONVENIENCE

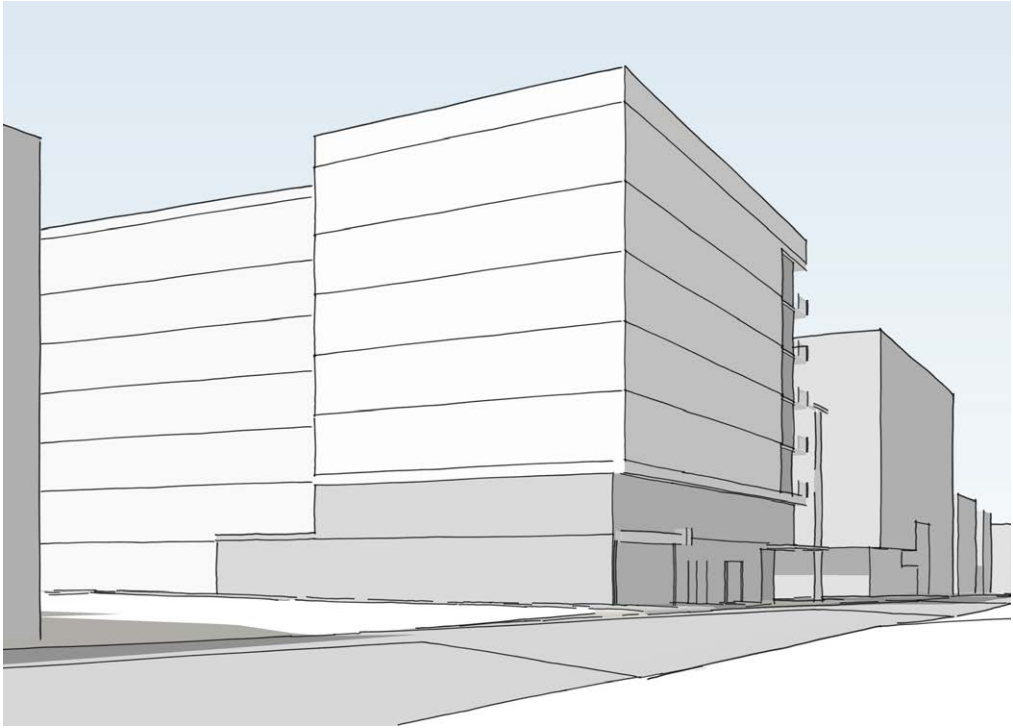
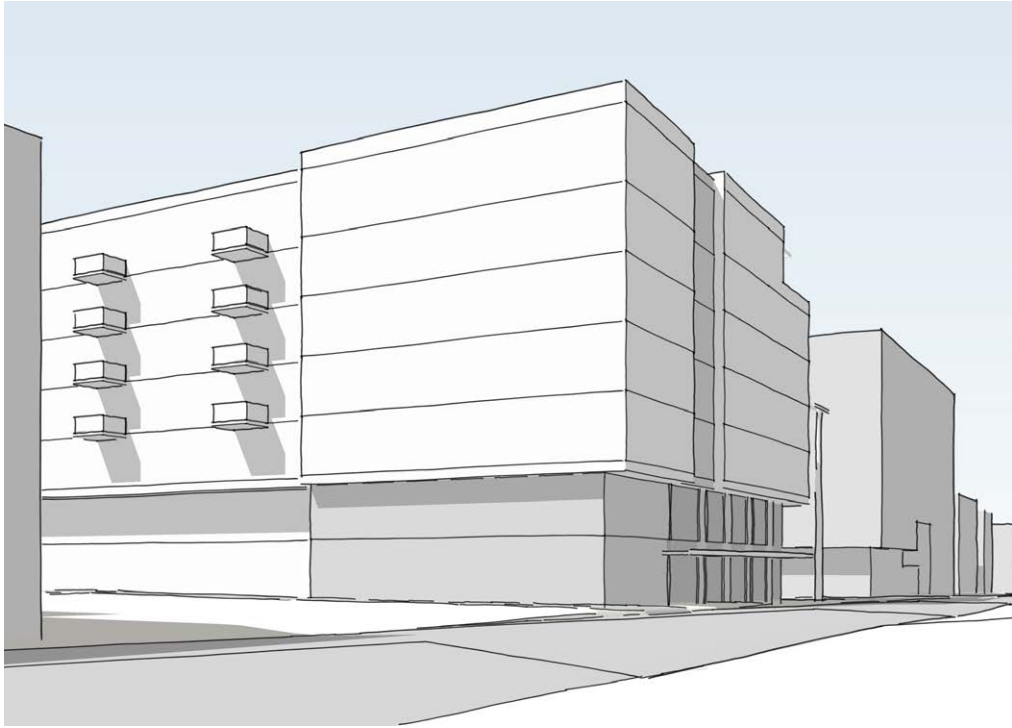
OPTION 1 (CODE COMPLIANT)

OPTION 2

OPTION 3 (PREFERRED)



APPROACH FROM NORTH ON ROOSEVELT



APPROACH FROM EAST ON 63RD

VIEW COMPARISONS FOR CONVENIENCE

OPTION 1 (CODE COMPLIANT)



OPTION 2



OPTION 3 (PREFERRED)



APPROACH FROM SOUTHWEST ON ROOSEVELT

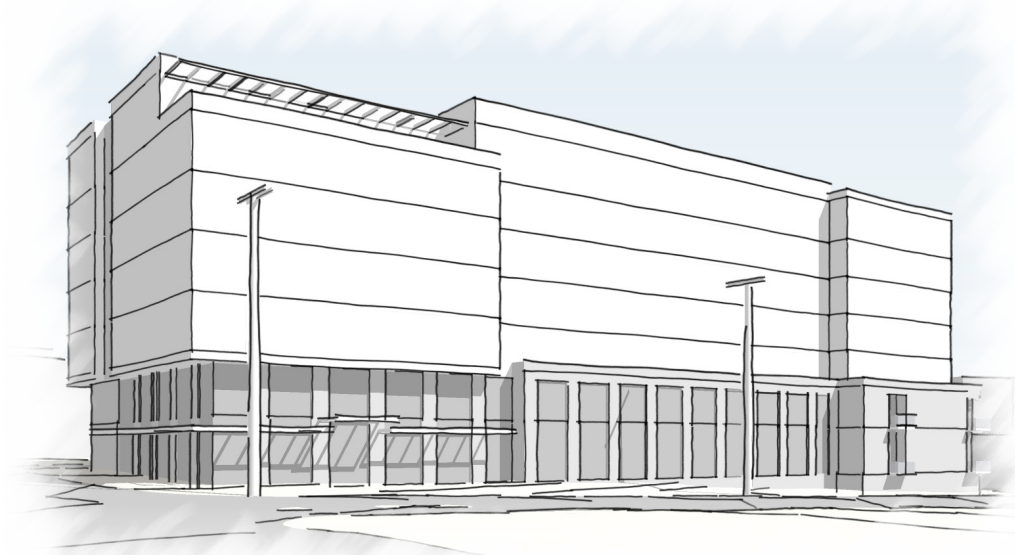


APPROACH FROM EAST ON 62ND



# MASSING OPTION SUMMARY

OPTION 1 (CODE COMPLIANT)



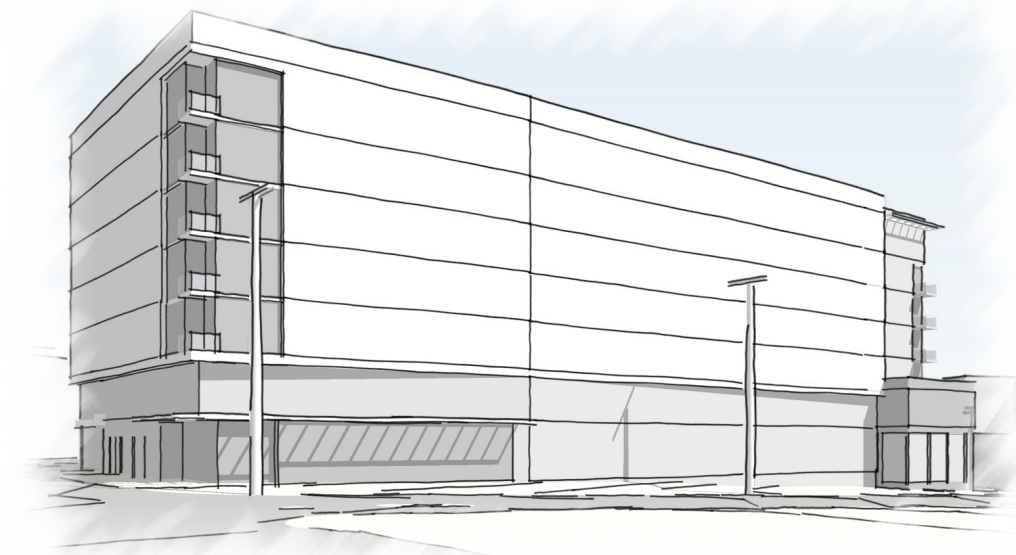
**PROS**

- Code Compliant
- Highest Net Residential Yield
- Garage entry and waste pick up located far from the lobby entry.
- The arrangement of interior uses and the resulting massing create an opportunity for a strong visual anchor at the northwest corner of the site. This corner has the greatest street presence for vehicles traveling on Roosevelt which is one-way heading south.

**CONS**

- Carving out amenity space atop the building above the entry at the northwest corner reduces the massing adjacent to the largest context and results in bulkier mass adjacent to more petite context.
- The southern massing does not significantly respond to the adjacent LR2 zone.
- The roof deck does not take advantage of southern city skyline or Mt. Rainier views as noted in the design guidelines.

OPTION 2



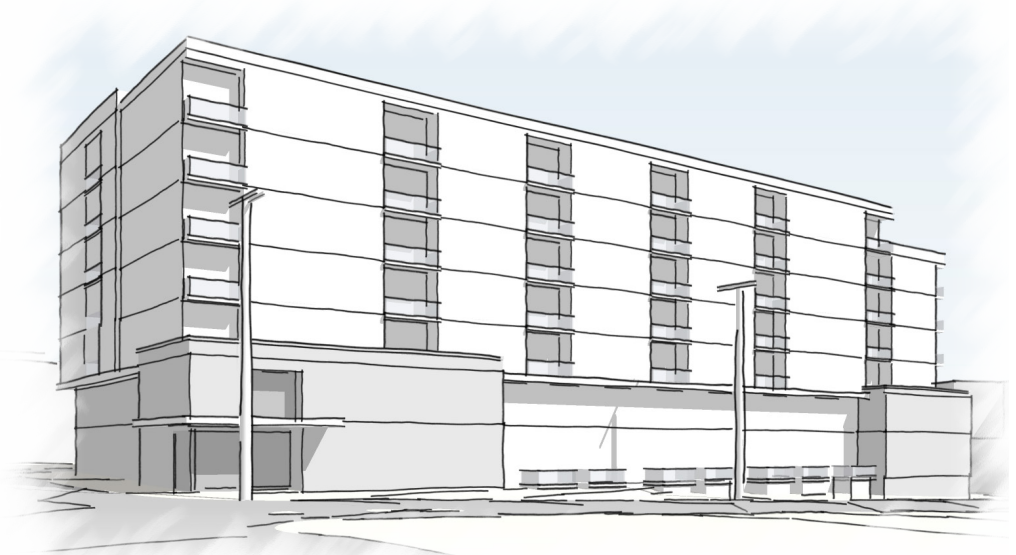
**PROS**

- The southern massing steps down at the southeast corner and the upper facade angles away from the street to reduce mass adjacent to LR2 zone.
- The shared amenity roof deck faces south to take advantage of southern city skyline and Mt. Rainier views per the design guidelines.
- Amenity space at the southeast corner provides convenient bike and resident access to Ravenna Park and activates the streetscape.
- The recessed podium mass provides ample area at grade for landscaping along Roosevelt, helping soften the streetscape for pedestrians

**CONS**

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- Departure required mid-block on Roosevelt where the massing places residential use at grade closer than 10 feet setback from the sidewalk.
- The angled massing orients the east side of the building slightly north and away from sunlight.
- The mass of the top floor amenity space at the SE corner partially shades the exterior roof deck space.
- Both the garage entry and waste pick up are located adjacent to the primary lobby.
- The garage entry is located at the highest point of the site creating challenges with grade and structure.
- Lowest net residential yield

OPTION 3 (PREFERRED)



**PROS**

- The massing steps down along the southern facade in response to grade and the adjacent LR2 zone across the alley.
- The massing above the podium steps backs and corner decks erode the mass at the corner to further reduce massing bulk adjacent to the LR2 zone.
- The massing expresses the fitness and bike amenity spaces along the southern frontage, where there is convenient resident access to 62nd St. 62nd Street is the low end of the site and provides more direct routes to Ravenna Park and Green Lake for pedestrians and cyclists. These uses help to engage and activate the street frontage and southern end of the site.
- The south face of the podium is divided into thirds which breaks the massing down in scale to fit within the LR2, smaller structure streetscape on 62nd.
- Along Roosevelt and the alley, the recessed podium mass provides ample area at grade for landscaping, helping soften the streetscape for pedestrians and buffering apartment homes.
- The roof deck faces south to take advantage of southern city skyline and Mt. Rainier views.
- The podium mass protrudes at the building lobby to better greet the sidewalk and create a visual cue to indicate the entry.
- The dispersion of utilitarian uses, like waste and the primary vehicle entry, minimizes their impact on pedestrians and neighboring context.

**CONS**

- Not the highest net residential yield.
- The exterior residential amenity space is divided into two parts because of the placement of the enclosed amenity space.

## PRELIMINARY LANDSCAPE IDEAS



# LANDSCAPE | NEIGHBORHOOD CONTEXT

The project is situated in a dynamic context: just two blocks from the epicenter of a vibrant Urban Village and two blocks from one of Seattle’s most significant open space networks.



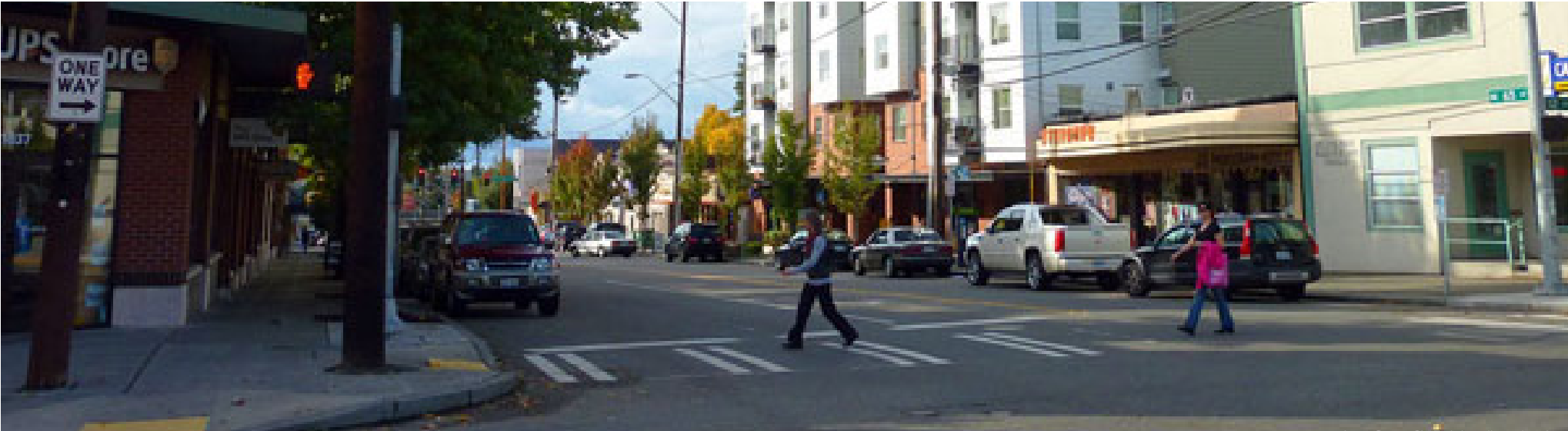
Image Source: Google Maps



# LANDSCAPE | NEIGHBORHOOD CONTEXT



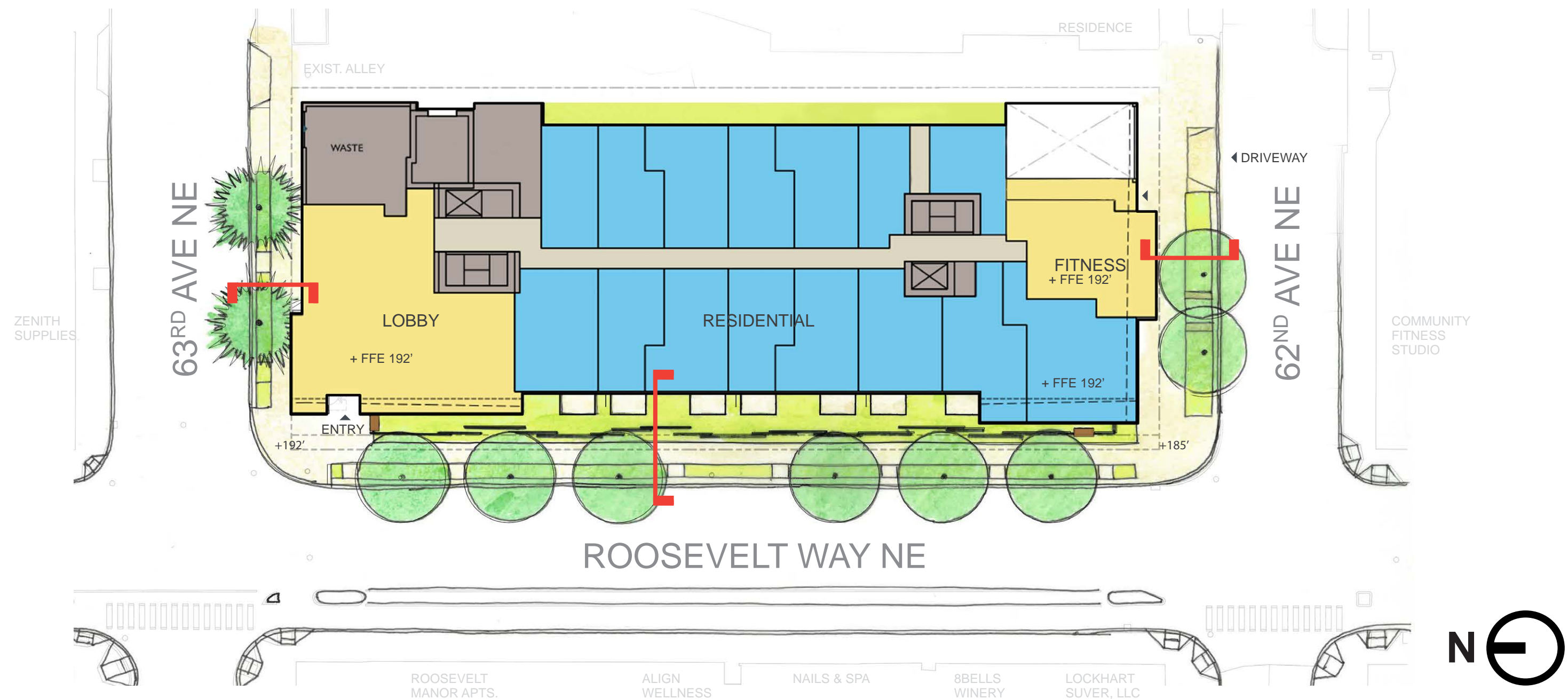
Greenlake Park offers open sky and water while Ravenna Ravine is a forest escape within the city. Ravenna Boulevard connects the two, providing easy access to both locations from the project site. The site also has direct access to the amenities of Greenlake-Roosevelt Urban Village, including light rail, restaurants, grocery stores, and urban life.





# LANDSCAPE CONCEPT PLAN (PREFERRED MASSING OPTION 3)

The streetscape design responds to the urban vitality of Roosevelt while also engaging the contemplative and lush atmosphere of Ravenna Ravine and the single family neighborhood that surrounds it. A series of low walls forms a textured, shifting plane set back from the sidewalk. Low planting adjacent to the sidewalk is set against these walls, while thicker lush planting above the walls provides layers of texture and color while helping to give privacy to the residential terraces adjacent to the building.

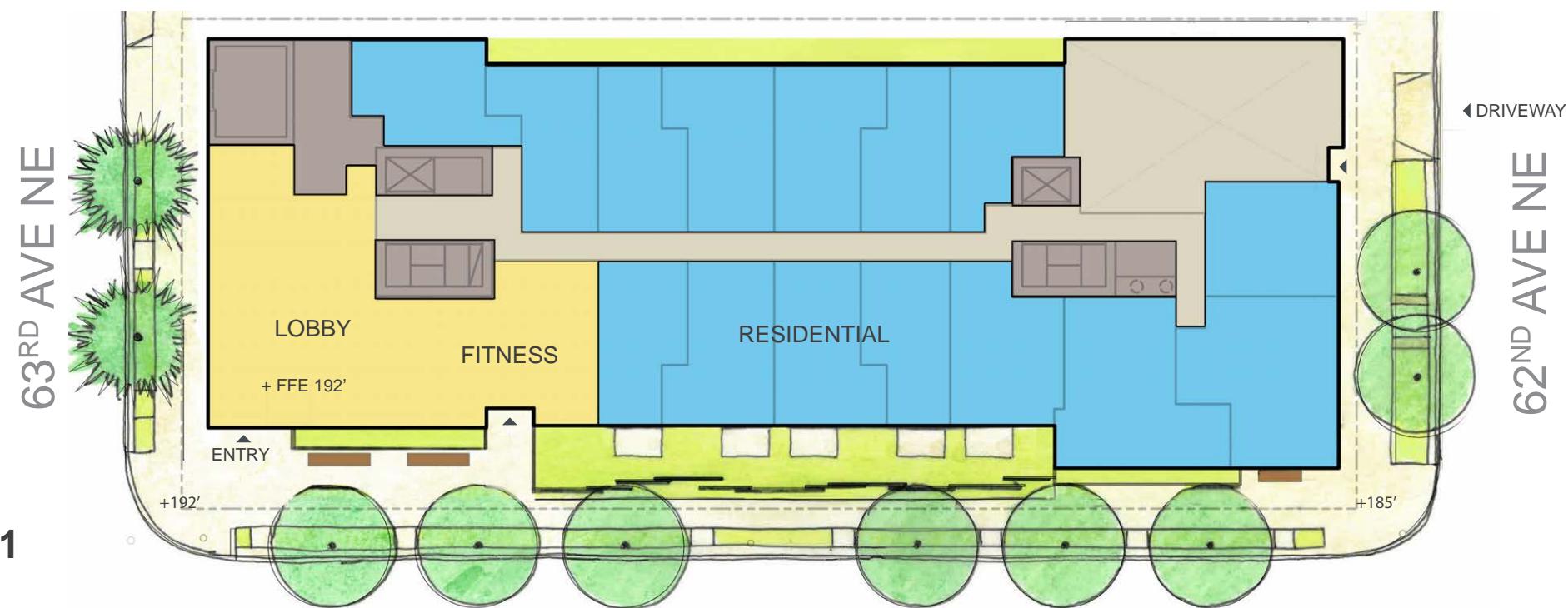




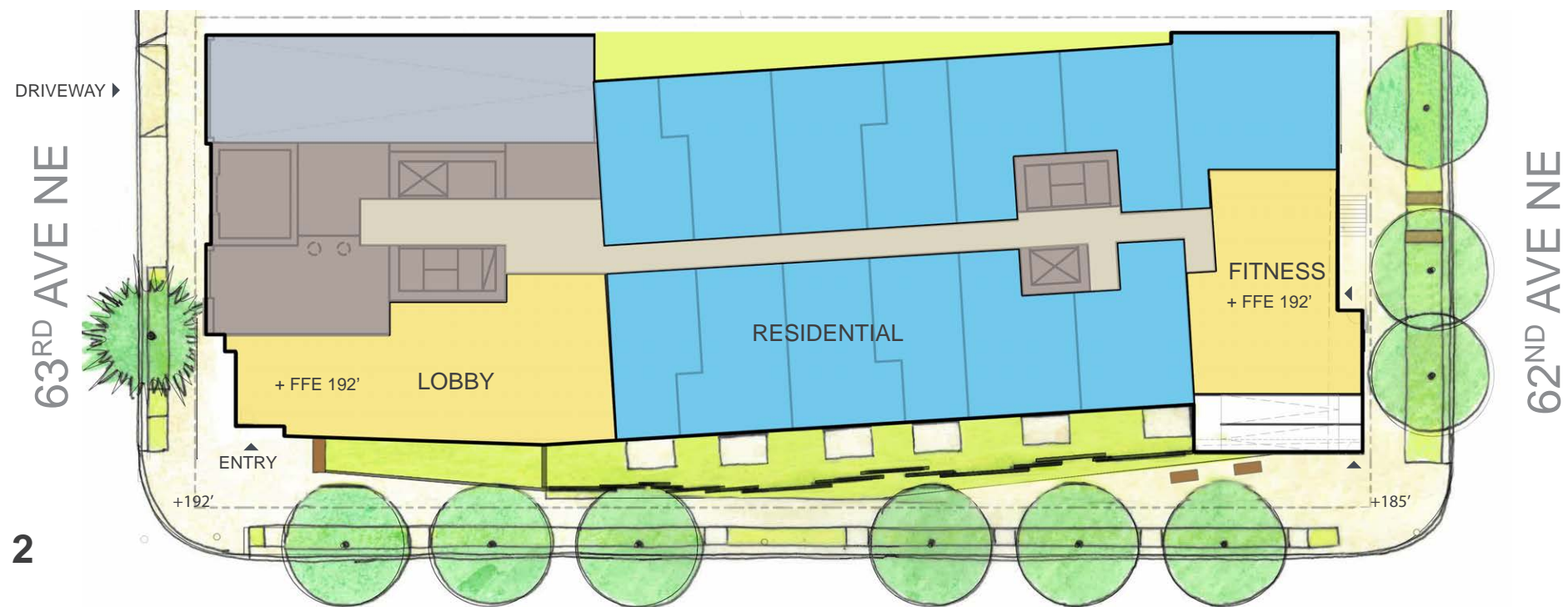
# LANDSCAPE CONCEPT PLAN (MASSING OPTIONS 1 & 2)

The same streetscape concept applies to all massing options, providing a dynamic and lush edge to the sidewalk while protecting the privacy of the ground floor residential units. The elements of the design - walls, planting, seating - are rearranged to complement the massing approach and footprint.

LANDSCAPE PLAN - OPTION 1



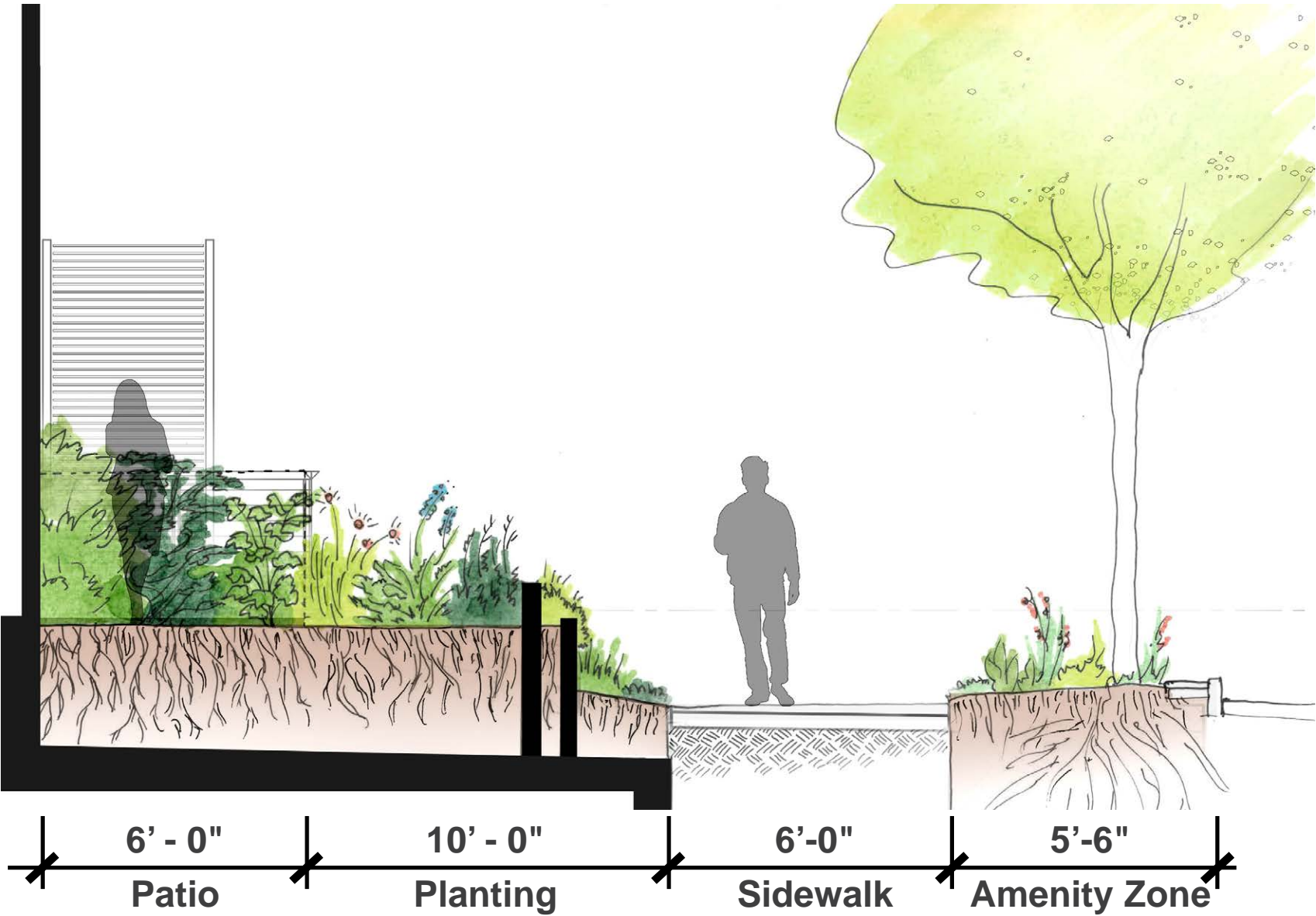
LANDSCAPE PLAN - OPTION 2





# CONCEPTUAL STREET SECTIONS

The Roosevelt street section provides planting on both sides of the sidewalk. The depth of setback on the east side provides an opportunity for a layered and rich landscape to both engage pedestrians and shelter the residential units.



SECTION - ROOSEVELT WAY NE



Layered Landscape

Image Source: Yulan Studio; <https://www.iheartpacificnorthwest.com/backpack-alpine-lakes-wilderness-rampart-lakes/>



Rich Sensory Planting

Image Source: Sunace Design, Inc; <https://www.sdai.com/dogwood-garden/>



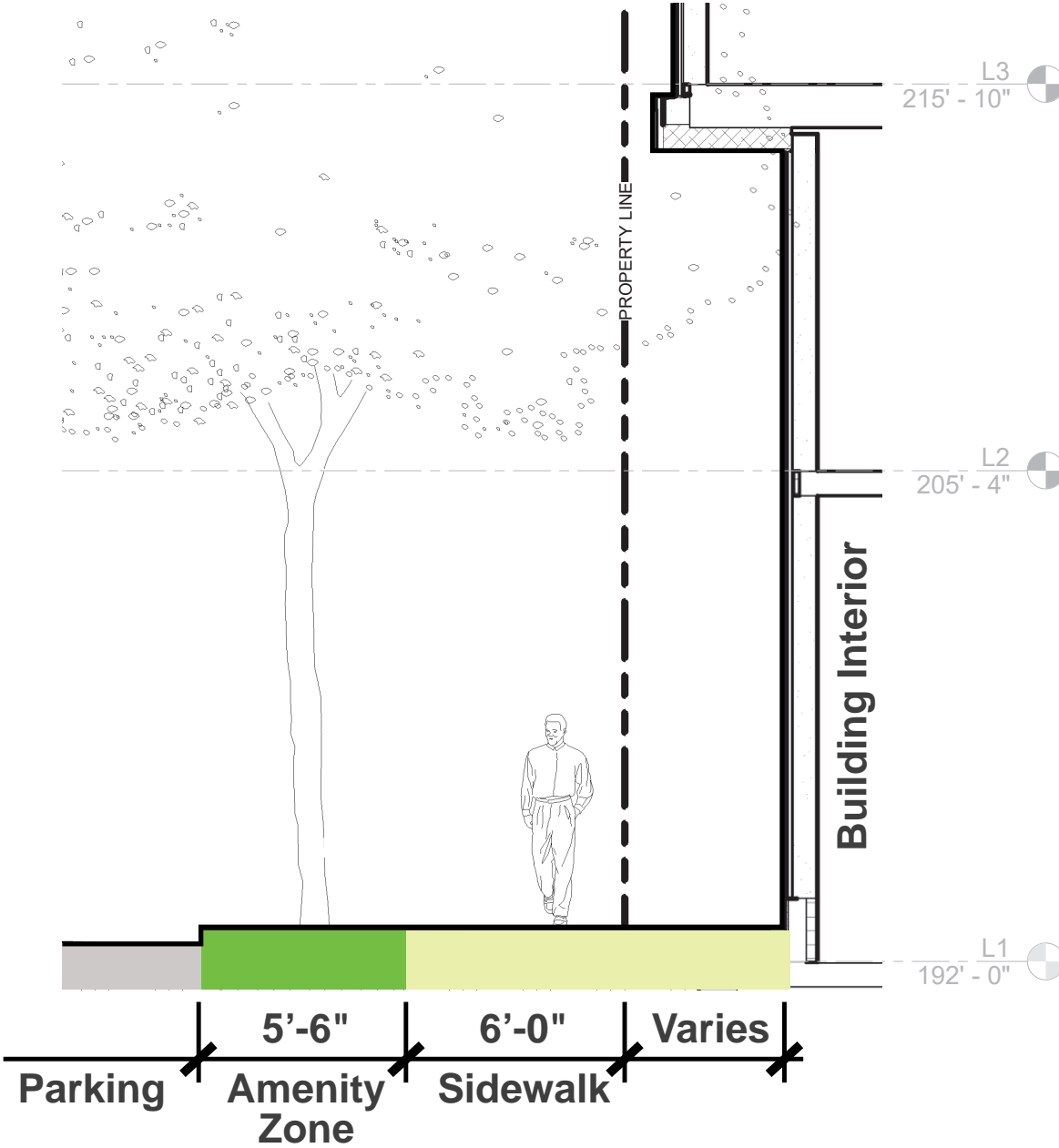
Textured Retaining Walls

Image Source: Reckli, Inc; <https://www.reckli.com/en/>



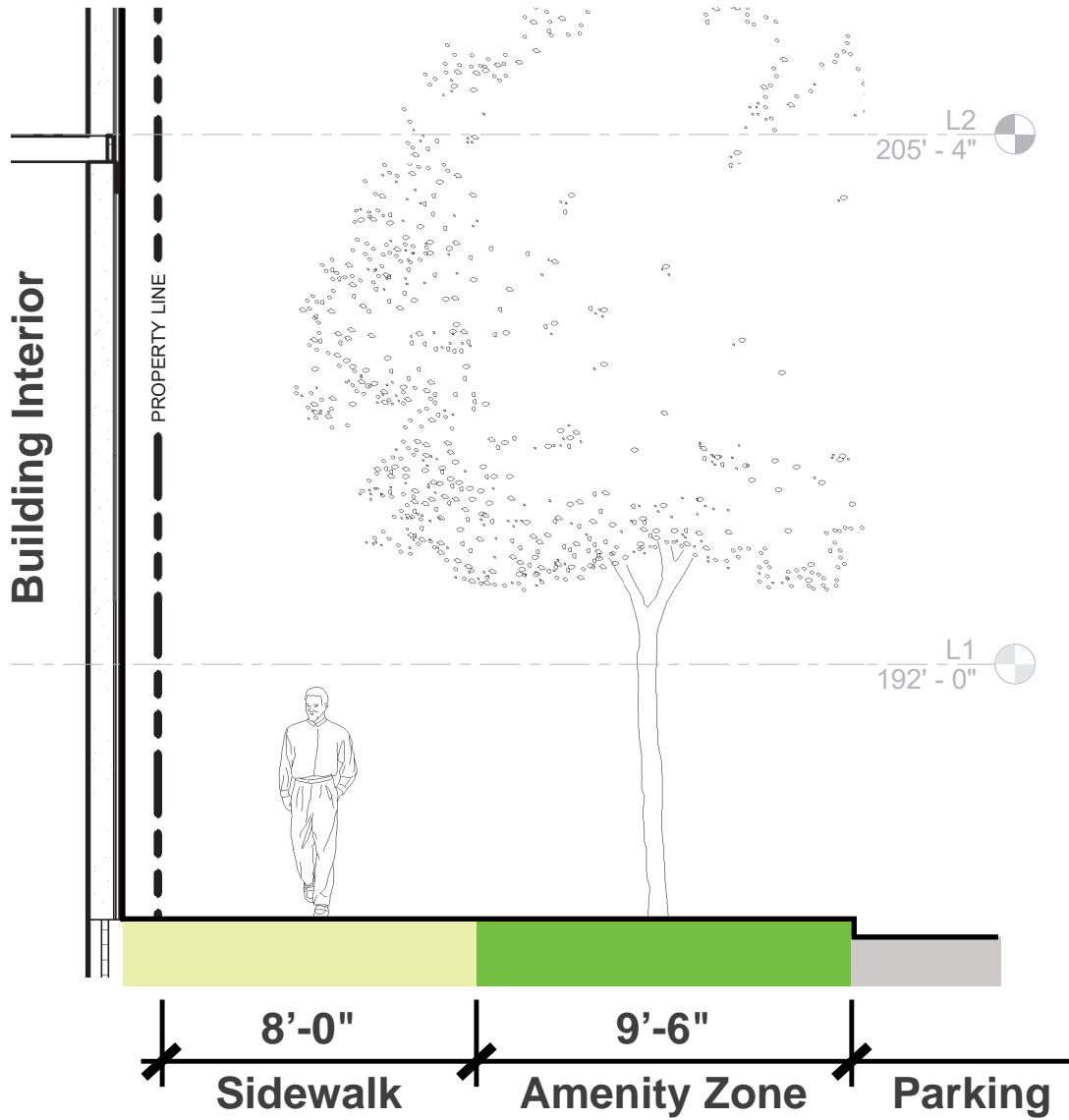
# CONCEPTUAL STREET SECTIONS

On the NE 63rd Street section the landscape design shifts the curb toward the street centerline providing an opportunity to improve the existing condition by adding an amenity zone and street trees.



SECTION - NE 63RD STREET

The NE 62nd Street section has an exceptionally deep amenity zone. In the existing condition this is all paved. The landscape design improves this zone by providing planting, street trees, and public seating.



SECTION - NE 62ND STREET



INTENTIONALLY BLANK



# APPENDIX

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RECENT WORK BY ARCHITECTS



Trailside I – University District (With Phoenix Property Company)

Photo by Meghan Montgomery / Built Work Photography



Modera Broadway – Capitol Hill

Photo by Moris Moreno



Trailside I – University District (With Phoenix Property Company)

Photo by Meghan Montgomery / Built Work Photography

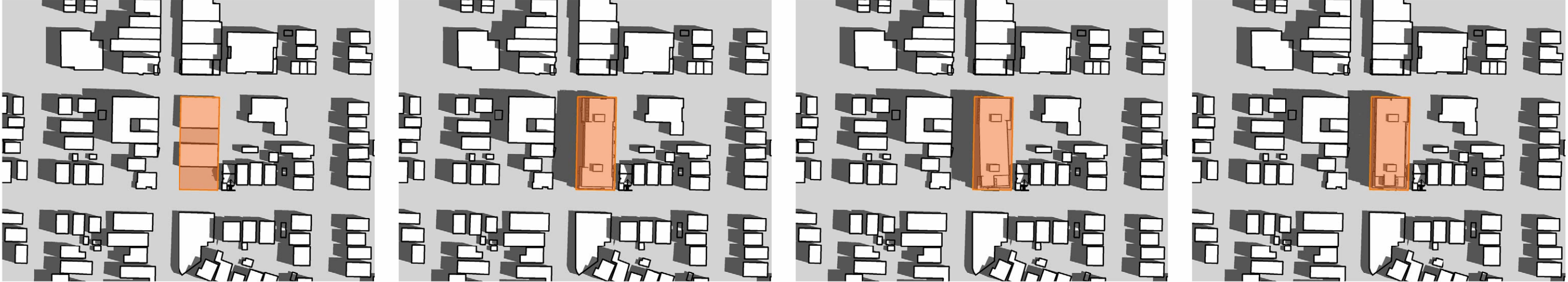


Trailside 2 – University District (With Phoenix Property Company)

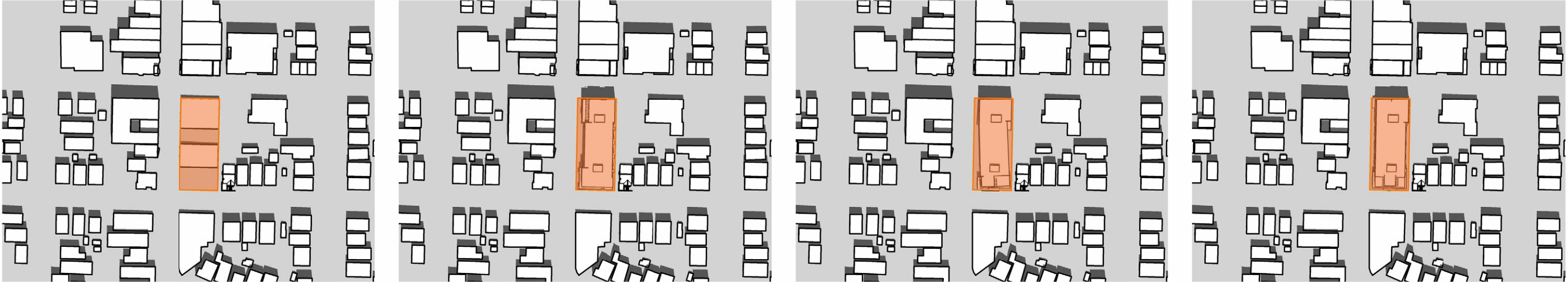


SUN SHADOW STUDIES - SUMMER

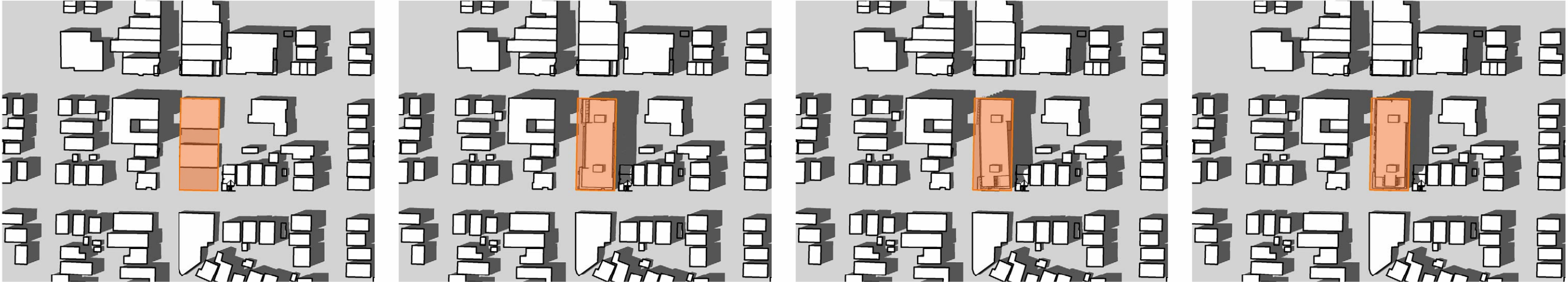
9 AM



NOON



3 PM



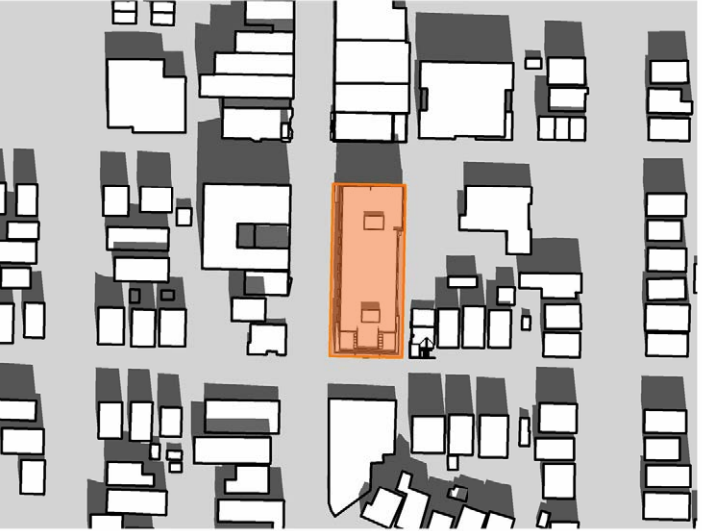
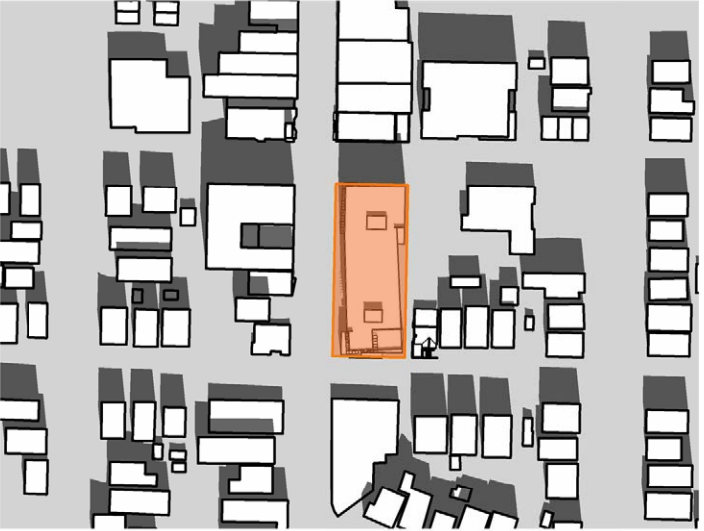
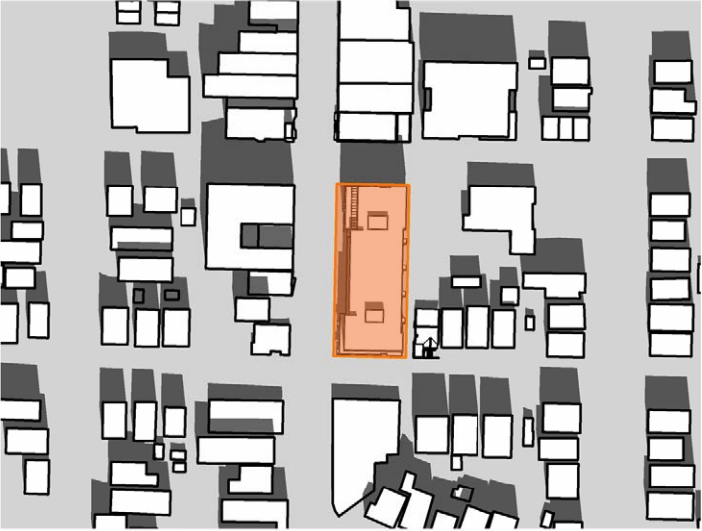
SITE BEFORE DEVELOPMENT

MASSING OPTION 2

MASSING OPTION 3 (PREFERRED)



SUN SHADOW STUDIES - EQUINOX



SITE BEFORE DEVELOPMENT

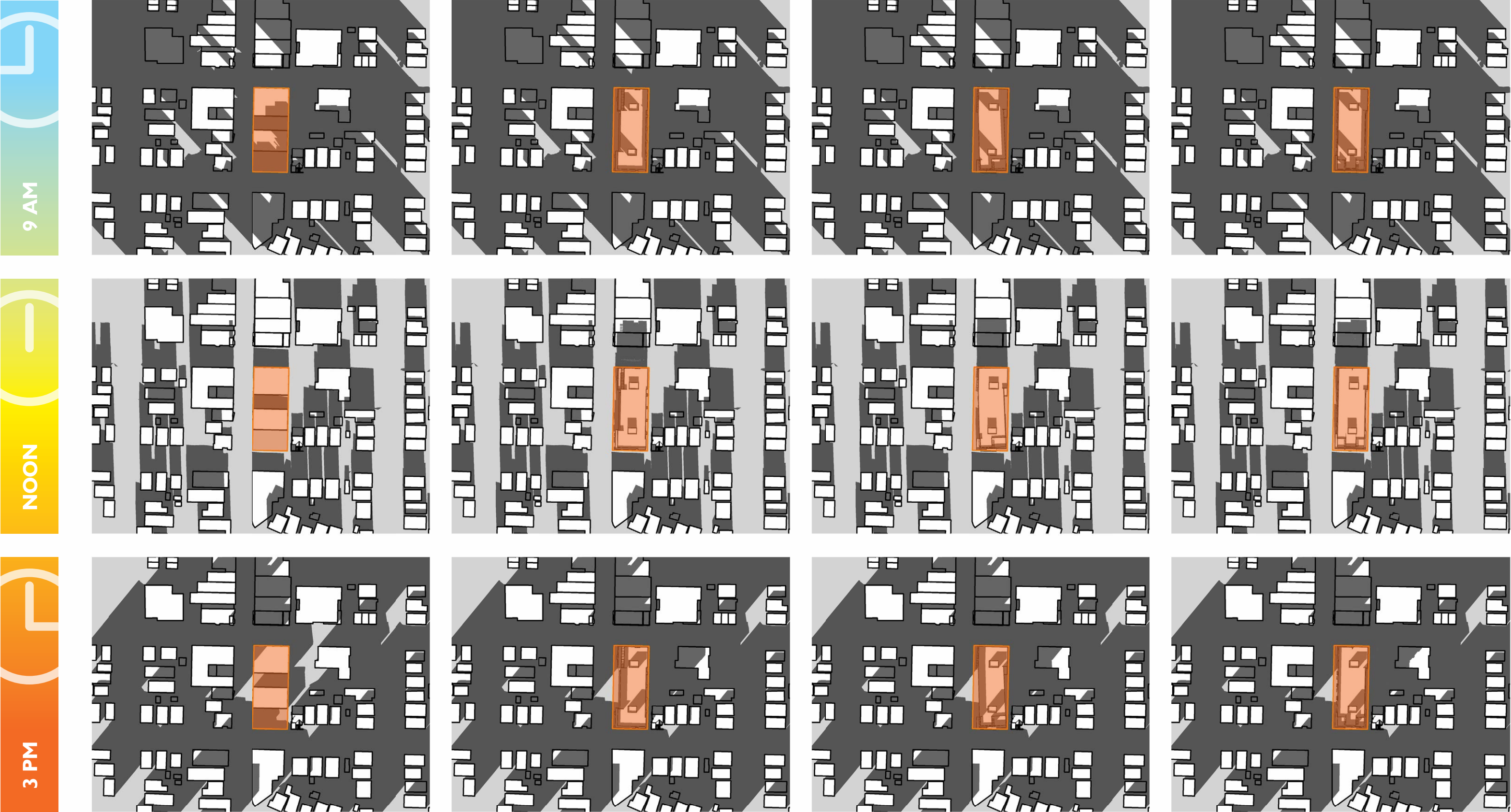
MASSING OPTION 1

MASSING OPTION 2

MASSING OPTION 3 (PREFERRED)



SUN SHADOW STUDIES - WINTER



SITE BEFORE DEVELOPMENT

MASSING OPTION 1

MASSING OPTION 3 (PREFERRED)