



City of Seattle

Department of Planning & Development
D. M. Sugimura, Director



EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3013750

Address: 902 NE 65th Street (includes 814, 910, and 914 NE 65th; as well as 835, 839, 843 NE 66th Street).

Applicant: Rob Kiker of Weinstein A+U; Pat Foley of Lake Union Properties

Date of Meeting: Monday, November 26, 2012

Board Members Present: Joseph Hurley (Chair)
Salone Habibuddin
Martine Zettle

Board Members Absent: Peter Krech
Christina Pizana

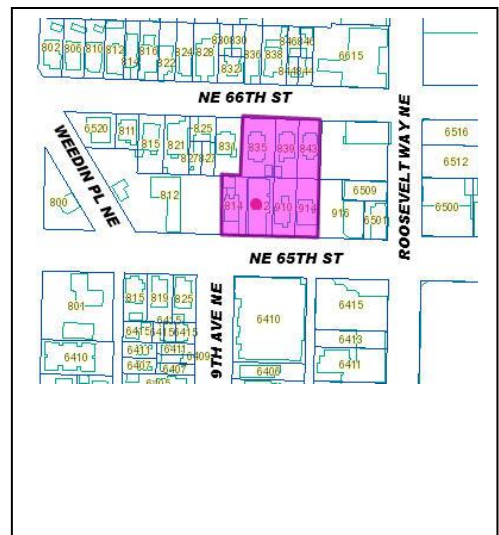
DPD Staff Present: Garry Papers, Senior Land Use Planner

SITE & VICINITY

Site Zone: NC3P-85 (majority) and NC3-65
Urban Village Overlay
P = Pedestrian Overlay (majority)

Nearby Zones: (North) MR
(South) NC3P-85
(East) NC3P-85
(West) NC3-65

Lot Area: 31,777 sf



Current Development: 140-170 ft wide by 205 ft deep mid-block site; occupied by four 2 story commercial structures facing south onto NE 65th, and three 2 story single family structures facing north onto NE 66th Street. Site slopes down approximately 17 feet from northeast corner to southwest corner, which is on NE 65th, directly across from the terminus of 9th Ave NE.

Access: No alley; vehicular access from the existing 2 streets, NE 65th and NE 66th.

Surrounding Development: 3 story office building and new 6 story apartment building adjacent to the east; 1-3 story houses across 66th Street to the north; 2 story residential houses and parking lots to west; 6 story commercial/apartment building across 65th Street to south. Site is 1.5 blocks west of future Light Rail station on 12th.

ECAs: None

Neighborhood Character: The site is 1 block east of I-5, on the busy commercial corridor of NE 65th Street. A mix of older commercial structures of various scales is adjacent to the east and west, while newer 5-6 story residential and commercial buildings are adjacent to the south and northeast. This site is in the heart of the Roosevelt Urban Village Overlay, with an existing bus transfer zone 1 block west, and a future light rail station 1.5 blocks east.

PROJECT DESCRIPTION

Demolish all the existing structures and construct a new 7 story residential structure with approximately 190,000 sf and 195 units. The ground floor contains approximately 4,000 sf of commercial uses fronting onto 65th ST. No parking is required, but approximately 2 levels/120 spaces are proposed underground. A landscaped central courtyard is proposed, its shape depending on the massing option.

EARLY DESIGN GUIDANCE MEETING: November 26, 2012

DESIGN DEVELOPMENT

The Early Design Guidance (EDG) Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The booklet is also available to view in the DPD file, by contacting the Public Resource Center at DPD:

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

Approximately 15 members of the public attended this EDG meeting, and the following comments were raised:

- Encouraged the parking access and services be located as far east on 66th as possible, to minimize impacts on single family houses opposite and to the west.
- Strongly supported the residential density at this location adjacent to existing and proposed transit, and commercial frontage along 65th St.
- Applauded the height being held to 65 ft (and in numerous places even less), and the widened sidewalks/voluntary setbacks along the 2 streets.
- Concerned that dumpsters not remain on sidewalks, and that all utilities and services be concealed, and associated noise be mitigated.
- Strongly encouraged the design to support 66th St as an emerging “neighborhood greenway”, and that streetscape design to be a prototype for future continuation.
- Appreciated the setback along 66th, but questioned the best ground-floor use along that street/ greenway.
- Recommended the existing on-site tree canopies, if lost, be mitigated with lush and mature trees planted in any courtyard and along both street’s planting strips.
- Requested clarification of an access easement along the east property line.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. The Board identified the following **Citywide Design Guidelines** and **Roosevelt Urban Village Design Guidelines** (*in italics*) of highest priority for this project.

The priority guidelines are summarized below, while all guidelines are still applicable. For the full text of all guidelines please visit the [Design Review website](#).

A. Site Planning

- A-3 Entrances Visible from the Street.** Entries should be clearly identifiable and visible from the street.

At the Early Design Guidance Meeting, the Board required detailed elevations and eye-level perspectives of both streets be provided at Recommendation to confirm compliance with this guideline, as the sketches suggest a fairly uniform curtain wall.

- A-4 Human Activity.** New development should be sited and designed to encourage human activity on the street.

Roosevelt-specific supplemental guidance:

Roosevelt is looking for opportunities to encourage pedestrian activity along sidewalks within the Commercial Core. This is especially important because sidewalks along Roosevelt and 65th are considered too narrow. If not required with new development, applicants are encouraged to increase the ground level setback in order to accommodate pedestrian traffic and amenity features.

At the Early Design Guidance Meeting, the Board applauded the voluntary 8 ft setbacks and widened sidewalks on both streets, but requested floor plans which clearly describe the adjacent uses, and ensure building floor levels step with the sidewalk slopes. See also C-3.

- A-5 Respect for Adjacent Sites.** Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

At the Early Design Guidance Meeting, the Board supported the 65 ft maximum height along all of NE 66th, and encouraged the west sidewalls facing the adjacent houses place windows carefully to respect privacy, and be given a material treatment of textures, plane shifts and/or material variety to create scale and visual interest. The vertical reveals shown on pg 15 of the presentation packet are valuable to support this guidance.

- A-6 Transition Between Residence and Street.** For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

Roosevelt-specific supplemental guidance:

1. *Encourage the incorporation of separate ground-related entrances and private open spaces between the residence, adjacent properties, and street, especially for multifamily developments west of Roosevelt Way.*

2. *Ground level landscaping can be used between the structure(s) and sidewalk.*

At the Early Design Guidance Meeting, the Board agreed that commercial uses are most appropriate to activate the length of NE 65th, and that residential uses along the emerging green street of NE 66th was promising if the privacy layering is carefully handled; this requires detailed plans and sections. Also, the Board encouraged easy pedestrian access from each street through the courtyard to the opposite bar of units, to maximize movement desire lines and social opportunities. Residents should be able to traverse the site and exit to either street without having to go through the parking levels.

- A-7 Residential Open Space.** Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Roosevelt-specific supplemental guidance:

- *The Roosevelt Neighborhood values places for residents to gather. For mixed use developments, provision of ground-related common open space areas in exchange for departures especially to the maximum residential coverage limit is encouraged, in addition to other allowable departures. Open space areas can also be achieved in a variety of ways including:*
 1. *Terraces on sloping land to create level yard space*
 2. *Courtyards*
 3. *Front and/or rear yards*
 4. *Roof tops*

At the Early Design Guidance Meeting, the Board discussed how the proposed courtyard of Option 3 is an essential open space for a large unit count, and it must be design with a mix of functional and visual landscape elements, with special care to the narrow, deep proportion, and the shade created. The Board suggested that perhaps the north edge of the south bar can be stepped back to afford more daylight; dimensioned sections with accurate shadows at equinox-noon are required.

The applicants stated the courtyard would recover some of the tree canopy lost, as well as in the street planting strips. A complete landscape design must be provided, including a lost/proposed canopy tabulation. A graphical Exceptional Tree Analysis must also be provided, showing the parking and unit/floor area impact of retaining the 3 exceptional trees, in plan and in sections.

Note: the Board supported the concept of 2 story townhouses lining the courtyard.

- A-8 Parking and Vehicle Access.** Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

Roosevelt-specific supplemental guidance:

Minimize the number of curb cuts and width of driveways and curb cuts along Roosevelt Way NE and NE 65th Street by locating vehicle access onto alleys and/or side streets when feasible.

At the Early Design Guidance Meeting, the Board strongly supported no vehicle access from NE 65th, and preferred the proposed parking and service access on NE 66th be located as far east as possible. At the next meeting, the presentation materials should graphically demonstrate how the added approximately 7 ft slope affects the parking design, and also show where dumpsters and all other required service elements will be hidden on-site, and where placed on the sidewalk at pick up times to minimize pedestrian conflicts and mitigate noise to adjacent residents.

B. Height, Bulk and Scale

B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

Roosevelt-specific supplemental guidance:

Careful siting, building design and building massing at the upper levels should be used to achieve a sensitive transition between multifamily and commercial zones as well as mitigating height, bulk and scale impacts. Some of the techniques already identified in the Citywide Design Guidelines are preferred in Roosevelt. These techniques include:

- 1. increasing building setbacks from the zone edge at ground level;*
- 2. reducing the bulk of the building's upper floors;*
- 3. reducing the height of the structure;*

At the Early Design Guidance Meeting, the Board strongly supported the 8 ft setbacks and tall “undercut” massing steps as shown and described on pg 15. They supported the 2 bar scheme of Option 3. They acknowledged it already was lower than the maximum allowed height, and that the adjacent parcels are not significantly lower density or height zones than the subject site, thus not requiring further bulk mitigation. Still, the Board requested to see design studies of possible adjustments to the north edge of the north bar, to moderate the scale and afford more daylight to NE 66th. These studies should inform the proposed design solution in the Recommendation booklet, and be included in the booklet.

C. Architectural Elements and Materials

C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

Roosevelt-specific supplemental guidance:

The architectural features below are especially important for new commercial and mixed use developments in Roosevelt's commercial core:· Multiple building entries, Courtyards, Building base, Attractively designed alley-facing building façades including architectural treatments, fenestration, murals, etc.

At the Early Design Guidance Meeting, the Board agreed they require more complete and detailed drawings of the architectural proposal, to be well- informed at the Recommendation stage; these include: large scale, color-rendered elevations with dimensions and material notes; several (4 minimum) photo-realistic eye-level perspectives of the entire building in context; and multiple cross sections with dimensions, landscaping and uses labeled.

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

At the Early Design Guidance Meeting, the Board discussed how this guideline overlaps with Guideline A-4 at the street level, and while the preferred Option drawings suggest very stark boxes, the Board assumes the final detailed design will incorporate the scale and material character demonstrated in comparable projects on pg 23 and implied in the street perspectives on pg 20 and 21.

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Roosevelt-specific supplemental guidance:

Signs: Developments should accommodate places for signage that are in keeping with the building's architecture and overall sign program. Preferred sign types include:

- 1. Small signs incorporated into the building's architecture, along a sign band, on awnings or marquees, located in windows, or hung perpendicular to the building facade are preferred within the Commercial Core Area.*
- 2. Neon signs are also encouraged, while large illuminated box signs are discouraged.*
- 3. Blade signs hung from beneath awnings or marquees are especially favored in*

the Commercial Core Area.

Large box signs, large-scale super graphics and back-lit awnings or canopies are less desirable, especially within the Commercial Core. Where awnings are illuminated, the light source should be screened to minimize glare impacts to pedestrians and vehicles.

At the Early Design Guidance Meeting, the Board stated they expect to review a color and materials board at the next meeting, with actual material samples where possible, and they require a Signage Plan, with well-integrated signs shown in relevant sections, elevations and perspectives.

- C-5 Structured Parking Entrances.** The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

At the Early Design Guidance Meeting, the Board discussed how the parking entrance should be a minimal portal and sidewalk crossing, and wrapped by quality materials, yet provide for excellent sight lines onto the narrow NE 66th Street.

D. Pedestrian Environment

- D-1 Pedestrian Open Spaces and Entrances.** Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

Roosevelt-specific supplemental guidance:

Pedestrian amenities are encouraged where appropriate along sidewalks within the Core Commercial Area. Providing for sufficient pedestrian movement is necessary in order to provide pedestrian amenities. One way to accomplish this is by extending curbs to create opportunities for outdoor cafes and/or vending areas. Amenities could also be placed within small and larger setbacks along commercial streets. Curb extensions and any amenity feature proposed within the public right-of-way should be explored with SEATRAN (Seattle Transportation) very early in the design process.

At the Early Design Guidance Meeting, the Board confirmed the 8 ft setbacks will afford widened and adequate sidewalk space on these busy sidewalks, but will verify the spacing of commercial and lobby entrances, and the location of stepped floor slabs. The Board supported the overhead glass canopies along NE 65th, but requested they be 10-15 ft high to provide protection. Canopies shown along the shaded side of NE 66th may be less critical, depending on the final height of the "undercut".

D-6 Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

At the Early Design Guidance Meeting, the Board discussed how these elements shall be screened, and utility vaults underground and/or in the parking levels. Also see A-8.

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

At the Early Design Guidance Meeting, the Board discussed how this vicinity requires maximum transparency and eyes-on-the-street, and required a Lighting Plan at Recommendation.

E. Landscaping

E-2 Landscaping to Enhance the Building and/or Site. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

At the Early Design Guidance Meeting, the Board required a complete planting and landscape plan of the courtyard, street planting strips, and any other locations.

DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departure(s) will be based upon the departure’s potential to **better meet** these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). The Board’s recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance meeting, the following departures were anticipated:

- 1. Street-level Development Standards (SMC 23.47A.008D):** For dwelling units on a street level façade, the Code requires a 10 ft setback, or the unit floor level shall be 4 ft min above grade or 4 ft min below sidewalk grade. The applicant proposes an 8 ft setback along NE 66th St, with a 6 ft tall green screen at the existing sidewalk, and a possible cut or “moat” along portions.

The Board indicated receptivity to this departure, but since the applicants did not show detailed plans or sections of the condition, the Board must reserve judgement until the departure is seen in the totality of the design and its relationship to the highly touted widened sidewalks. (Design Guidelines: A-2, A-4, A-6, D-7, E-2)

2. **Street level Residential use limit in P designated zones (SMC 23.61.012):** This site is P (pedestrian) designated, and the Code limits any street-level residential uses on NE 65th to 20% of the street length. The applicant anticipates 33% of the length for residential use .

The Board was rather hesitant about a departure of this magnitude (20-33%) considering the transit and pedestrian rich, commercial character of NE 65th, in a designated mixed use, Urban Village. There is no departure needed for residential of any amount along NE 66th and the Board was supportive of residential there, with well-designed public-private layering. (Design Guidelines: A-2, A-4, C-3)

BOARD DIRECTION

At the conclusion of the EDG meeting, the Board recommended the project should move forwards to MUP Application in response to the guidance provided at this meeting.

Particular emphasis is placed on providing complete and detailed studies and drawings as described throughout this report; it is the applicant responsibility to read every section of this report and provide the required exhibits, or additional DRB meetings may be required.

List of MINIMUM required drawings (see narrative above for purpose and details):

- 1) **Composite site/ground floor plan**, showing all sidewalks and landscaping, adjacent context, ground floor uses, floor level changes and spot elevations, courtyard, lobbies, trash and service, parking access, etc; complete with notes and dimensions.
- 2) **All floor Plans**, showing unit walls and entries, common spaces, windows and solid walls.
- 3) **Detailed color elevations**, showing material textures and notes, light shadows, concept signage, floor lines and floor to floor dimensions; include all sidewall elevations with dashed, “reflected” elevations of any adjacent property’s windows.
- 4) **Materials board**, showing primary exterior materials with accurate color and texture, clearly indexed to elevations; Actual material samples are encouraged.
- 5) **Full building cross sections** at all key locations, dimensioned and noted, showing courtyard width and equinox noon shadow. Include sidewalks and street trees to curb.
- 6) **Large scale detailed cross sections**, showing all different conditions along both streets, especially any privacy layering along 66th St, and canopy design with height dimensions.
- 7) **Eye level, photo-realistic perspectives**, minimum of 4 ‘from each corner’, showing full building in context. Include zoom-in of parking/service portal, residential lobby, and required roof line step-back studies; other perspectives encouraged.
- 8) **Tree canopy trade-off analysis; Lighting Plan; Landscape plans; parking ramp studies.**