



RECOMMENDATION OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3020416

Address: 6921 Roosevelt Way NE

Applicant: Tim Carter, Alloy Design Group

Date of Meeting: Monday, February 08, 2016

Board Members Present: Ivana Begley (Chair)
Eric Blank
Laura Lenss

Board Members Absent: Julia Levitt
Blake Williams

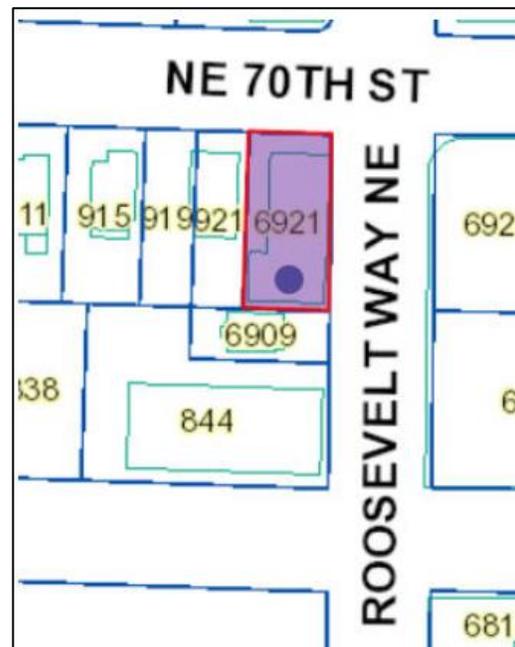
DPD Staff Present: Magda Hogness

SITE & VICINITY

Site Zone: NC2-40

Nearby Zones: (North) NC2-40
(South) NC2-40
(East) NC2-40
(West) NC2-40

Lot Area: 10,226 square feet



Current Development:

The site contains two one-story commercial structures and a one-story duplex.

Surrounding Development and Neighborhood Character:

The site is located at the southwest corner of the intersection of NE 70th Street and Roosevelt Way NE, in the Roosevelt Neighborhood. The site is just north of the commercial node surrounding NE 65th Street and Roosevelt Way NE, which consists of a mix of commercial developments, including a grocery store, and newer, mixed use developments, such as The Rooster and Kavela. Surrounding development to the west, north, and east includes a mix of small-scale residential uses. Roosevelt Way NE is a commercial corridor consisting mainly of a mix of 1-3 story older commercial structures. The Roosevelt Reservoir, the Calvary Christian Assembly, and Roosevelt High School are all in the nearby vicinity.

Immediately to the west of the site is a three-story commercial structure. Immediately to the south of the site is a recently remodeled three-story apartment building. Across Roosevelt to the east is a three-story self-storage structure with ground-level retail. To the north, across NE 70th Street is a one-story commercial structure.

The site is located approximately four blocks north of the Roosevelt Light Rail Station, currently under construction. I-5 runs one block west of the site, with access available from NE 70th Street. Roosevelt Way NE provides access north to Maple Leaf and Highway 522, and south to the University District and Eastlake.

Access:

Access is via a curb cut on NE 70th Street. There is no alley access.

Environmentally Critical Areas:

None.

PROJECT DESCRIPTION

The proposal is for a four-story residential structure containing approximately 75 units. No parking is to be provided.

EARLY DESIGN GUIDANCE August 31, 2015

DESIGN DEVELOPMENT

The packet includes materials presented at the meeting, and is available online by entering the project number (3020416) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The packet is also available to view in the 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

The following comments, issues, and concerns were raised:

- Concerned over the lack of vehicular parking.
- Felt that commercial and more active uses are more appropriate for street-level uses along Roosevelt Way NE. Did not support the proposed bike storage or residential uses at the ground-level.
- Expressed a desire for a high percentage of transparency at street level.
- Expressed concern about the use of concrete, and felt that high-quality materials should be used.
- Noted that the streetscape along NE 70th Street to the east is more inviting and has many street trees, and encouraged the applicant to provide street trees in the planter strip along NE 70th Street.
- Preferred Option 2, as it minimized the height and bulk of the massing.
- Noted that the intersection sees a lot of pedestrian traffic, and that ample sidewalks and should be provided. Felt more active uses should engage the sidewalk.
- Felt that the design was not contributing to the character of the neighborhood.
- Encouraged the design of the building to support bicycle use. Felt that bike storage should be ample and easily accessed. Did not support underground bike storage.
- Noted that the building does not appear to be oriented towards the light rail station, and suggested moving the residential entry to the south.
- Felt that the design was not taking the surrounding single-family residential into consideration.
- Preferred Option 3 as it activates that corner. Noted that there is pedestrian traffic along 70th to Green Lake, and that the corner will become more activated over time.
- Did not support the sunken units along Roosevelt Way NE.
- Desired individual unit entries on two-story units along Roosevelt with stoops.
- Encouraged the applicant to consider live-work units along Roosevelt to activate the streetscape and make a stronger connection to the street.
- Questioned if there had been a market study done of potential tenants.
- Encouraged the applicant to carefully consider the Roosevelt Guidelines.

- Would like to see more landscaping, and to keep the existing trees.
- Concerned over safety in this area, and encouraged a design that promotes activation and natural surveillance.
- Concerned about light access to basement units.
- Noted the live-work units at Woodlawn and Ravenna as a potential design cue.

FINAL RECOMMENDATION February 8, 2016

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<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

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DESIGN DEVELOPMENT

During the presentation, the applicant described the changes since the EDG meeting including refinements to the corner massing and further design development of the building frontages and streetscape.

PUBLIC COMMENT

The following comments were offered at the Recommendation meeting:

- Would like to see family sized units.
- Supports the spaces and bike amenities
- Concerned about the bike safety, likes that bike parking is incorporated with the lobby.
- Supports affordable units
- Concerned with the lack of parking proposed and construction workers parking impacts.
- Would like to see parking included as part of the proposal.

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.

EARLY DESIGN GUIDANCE August 31, 2015

1. Massing, Design Concept, and Context Response:

- a. The Board noted that overall the massing concepts and siting of the building respected the adjacencies and responded appropriately to the neighborhood context. (CS2-B, CS3-A)
 - b. The Board supported the preferred option (Option 3) with a broken mass along NE 70th and a projecting corner mass. The intersection of the two masses should be resolved, especially where the roof lines interact. The Board recommended clarifying the overall massing, noting that cues could be taken from the simplified massing presented in Option 1. (DC2-A, DC2-B)
 - c. The massing should respond to the internal programming. The Board recommended exploring a two-story lobby or bike lounge at the corner to create a more welcoming space and relieve the constrained proportions. However, the Board noted that the lobby/bike lounge could be located elsewhere, as long as the programming and massing makes a strong connection with the streetscape. (DC1-A, DC2-A, CS2-C, CS2-B)
 - d. The Board preferred the massing at street-level along Roosevelt on Option 1, as it expressed a more commercial character and appears to engage the streetscape. (CS2-B, CS3-I, DC2-A, DC2-B)
 - e. The bike storage should be located at grade for convenience, and could be located along the streetscape with a high level of transparency to provide an active, interesting use. (PL4-B, DC1-A)
 - f. At the Recommendation meeting, provide more information regarding the buffer to the south, as well as the treatment of the west façade and walkway. Design these areas for safety and security. (PL2-B, DC2-B, DC4-C)
 - g. The Board suggested exploring exterior walkways to reduce the area dedicated to circulation as a strategy for resolving the arrangement of uses and massing at street level. (CS3-A, PL3-B, DC1-A, DC2-A)
 - h. The Board supported the amenity space located over the lobby at the corner, noting that it could strengthen the overall massing concept, enhance the relationship of the building to the street, and provide eyes on the street. (CS2-C, CS3-A, PL2-B, DC2-A, DC3-I)
 - i. The Board supported the character sketches presented. (CS3-A, DC2-B, DC2-D)
2. **Streetscape & Street-level Uses:** The Board agreed that the spaces at street level should be designed to engage and activate the streetscape. The design and programming of spaces along Roosevelt Way NE should support active uses that establish a relationship with the pedestrian realm. (CS2-B, DC1-A, PL2-B, P PL3-II)

- a. Locating active uses at the corner is appropriate, as it works to engage the corner and is responsive to the massing. The Board noted that the bike lounge is the most active use in the proposed program, and supported locating the bike lounge at the corner. The use and programming of the lobby/bike lounge should be further developed to provide active uses that relate to the streetscape. The Board requested more information on the potential programming and design of the space. (PL2-B, PL3-A, DC1-A, DC3-I)
- b. The Board did not support the basement units along Roosevelt, as they felt it isolated the street-facing façade and was a detriment to the pedestrian experience. They suggested stoops, split stoops, or to consider live-work spaces that would offer a more commercial character. Any live-work should be designed to activate the street. (PL2-B, PL3-B, PL3-II, DC2-A)
- c. Bike uses should be prominent. The Board suggested switching the location of the laundry and office in Option 3 with the bike storage. (PL4-B, DC1-A)
- d. The Board supported the location of the waste storage on NE 70th, and encouraged the applicant to explore a split-level trash room to minimize the impacts to the pedestrian realm and valuable street frontage. (DC1-C)

FINAL RECOMMENDATIONS (February 8, 2016)

- 1) Massing & Relationship to Context.** The Board discussed the development of the massing and the exploration of the corner expression.
 - a. The Board supported the single-story corner massing and taller clerestory windows presented as Option 1 on p. 10. The Board conditioned the clerestory windows to remain a minimum of 12" tall. The Board noted that the slope of the roof is less important to keep, and as long as the outward appearance remains the same. (DC1-A, DC2-A, DC2-B, DC2-C, CS2-C, CS2-B)
 - b. The Board questioned if windows on the south façade may have to be reduced per the building code, and noted that the expression of paired window grouping should be maintained. (DC2-B, DC2-C, DC2-D)
- 2) Building Frontages and Entries.** The Board supported the design approach along each frontage and the detailing of the south entry. The north entry should be revised to read more prominently.
 - a. The south entry seems more prominent than the main entry to the north due to the large signage and contrast of design expressions. The Board conditioned that the north entry ensemble be revised to strengthen its prominence and improve wayfinding. The Board suggested adding signage (blade sign), accent colors, replacing the planter with a bench, or removing one window at the leasing office. Ideally, the design would incorporate a lobby into the entry ensemble. Additionally, the Board suggested adding a callbox at the south entry. (PL3-A, PL3-II, DC2-A, DC2-B, DC2-C)
 - b. The Board appreciated the removal of the sunken unit along Roosevelt, noting that the units at street level create a human-scaled rhythm and establish a relationship

- with the streetscape while providing adequate privacy. The Board supported the stoops and railings as presented. (PL2-B, PL#-A, PL3-B, PL3-II, DC2-A)
- c. The Board was concerned with the viability of the planters underneath the awning, and conditioned that these be irrigated or replaced with an intentionally designed area that complements the amenity space for the units. (PL3-B, PL3-I)
 - d. The Board supported the location of the amenity area, but questioned if the space was large enough to accommodate both the bike lobby and amenity area. The Board also expressed concern over the potentially conflicting uses as combined bike storage and amenity area may reduce the security of the stored bikes. The Board encouraged working with the planner make sure that there is enough space for both uses to coexist with minimal conflict. (CS2-C, CS3-A, PL2-B, PL4-B, DC2-A, DC3-I)
- 3) Materials.** The Board strongly approved of the high quality materials presented at the meeting, specifically noting the size of the metal profile, black windows, and the accent color used to express the circulation spaces.
- a. The Board supported the distinct expression of the circulation corridor with bold colored panels and black window frames. (DC2-A, DC2-B)
 - b. The Board expressed concern over potential graffiti, and conditioned using anti-graffiti coatings where at ground-level where possible. (PL2-B, DC4-A)

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

Roosevelt Supplemental Guidance:

CS3-I Architectural Context

CS3-I-i. Streetwalls: Streetwalls adjacent to sidewalks within the Roosevelt Commercial Core should be designed to incorporate traditional commercial façade components. This can be achieved by using narrow, traditional storefronts defined by vertical elements with multiple pedestrian entrances. This type of articulation is especially important for projects that occupy most or all of a blockface. The following is encouraged:

1. Articulate the building façade and break down the mass of long façades into units or intervals through architectural design and detailing to reflect Roosevelt's historical building pattern.
2. Consider a variety of traditional methods to break up the mass of large buildings in order to provide for distinctly different architectural treatments at the ground or lower levels.
3. Incorporate design elements, architectural details, or materials in the building façade at the street level that are similar to those of adjacent buildings.

CS3-I-ii. Architectural Features: Features preferred in Roosevelt include the following:

- a. Building base emphasizing materials and/or texture that is different from the material(s) and texture(s) of the main body of the building
- b. Kickplate
- c. Ground floor storefront transparent windows that allow pedestrians to see activity within the building
- d. Ground floor display windows (where product displays are changed frequently to create interest along the street)
- e. Recessed entries on the street level and building modulation on the upper levels
- f. Transom windows
- g. Upper level windows that are interrupted by solid façade area
- h. Parapet cap or cornice
- i. Beltcourse
- j. Marquee or awning: marquees or retractable awnings are generally preferred
- k. Arcades
- l. Change in materials
- m. Variety in color and/or texture
- n. Building overhangs (where upper levels are brought closer to a front property line)
- o. Courtyards

PUBLIC LIFE

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

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

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

Roosevelt Supplemental Guidance:

PL3-I Human Activity

PL3-I-i. Pedestrian Amenity/Setback: 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.

PL3-II Transition Between Residence and Street

PL3-II-i. Entrances: 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.

PL3-II-ii. Landscaping: Ground level landscaping can be used between the structure(s) and sidewalk.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

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

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building façades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all façades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage façades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to façades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building façades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

Roosevelt Supplemental Guidance:

DC2-I Architectural Concept and Consistency

DC2-I-i. Commercial and Mixed-use Developments: The architectural features below are especially important for Roosevelt’s commercial core.

1. Multiple building entries
2. Courtyards
3. Building base
4. Attractively designed alley-facing building façades including architectural treatments, fenestration, murals, etc.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

Roosevelt Supplemental Guidance:

DC3-I Residential Open Space

DC3-I-i. Ground-related Common Open Space: 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:

- i. Terraces on sloping land to create level yard space
- ii. Courtyards
- iii. Front and/or rear yards
- iv. Roof tops

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DEVELOPMENT STANDARD DEPARTURES

At the time of the Recommendation no departures were requested.

BOARD DIRECTION

At the conclusion of the RECOMMENDATION meeting, the Board recommended approval of the project with conditions.

1. The glazing at the clerestory shall be 12 inches in height.
2. Revise the design of the north entry ensemble to strengthen the prominence of this entry and improve wayfinding.
3. The planters underneath the awning shall be irrigated, or the planted area shall be replaced with an intentional design that functions in a similar manner.
4. Anti-graffiti coatings shall be applied at ground-level where possible.