



EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3021393

Address: 1222 NE 65th St

Applicant: Tim Carter of Cone Architecture

Date of Meeting: Monday, November 09, 2015

Board Members Present: Ivana Begley, Chair
Eric Blank
Blake Williams
Joe Hurley, Substitute

Board Members Absent: Laura Lenss
Julia Levitt

DPD Staff Present: Magda Hogness

SITE & VICINITY

Site Zone: Neighborhood Commercial (NC2P-65)

Nearby Zones: Neighborhood Commercial (NC1P-40, NC2-40, NC2P-40, NC3P-85), Lowrise (LR2), Single family (SF 5000)

Lot Area: 5419 sq ft

Current Development:

A one-story retail structure, originally built in 1961, is located on site and currently functions as a dry cleaner. Surface parking and vehicular access is located off NE 65th St and Brooklyn Ave NE.



Surrounding Development and Neighborhood Character:

Located on the southwest corner of NE 65th St and Brooklyn Ave. NE, the site is within the Roosevelt Residential Urban Village and the Core Commercial Area as delineated in the Roosevelt Guidelines. The site is also located in the Roosevelt Light Rail Station Overlay due to its proximity to the future Roosevelt light rail station, located one block west of the site.

Surrounding development north, east and south of the site primarily consists of brick and wood framed single family residential structures built in the early 20th century. A mix of single family residential structures, commercial and mixed-use development is to the west. Current development includes, a four story building, located directly north of the project site, containing 54 units and four live-work units, and ground floor retail, under project #3004423. Roosevelt High School is located one block north of the project site. Cowen Park and Ravenna Park are located two blocks to the south.

PROJECT DESCRIPTION

The proposal is for a 6-story structure containing 55 small efficiency dwelling units and 2,000 sq. ft. of commercial use at ground level. The existing structure is proposed to be demolished.

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The packet includes materials presented at the meeting, and is available online by entering the project number (3021393) at this website:

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

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 were offered at the EDG meeting:

- Supported the streetscape response and proposed landscaping.
- Would like to see the project reference the high school with material.
- Supported the street level setbacks as shown, especially along the green street; the upper level setbacks are less important to keep.

- Noted that this building is not an edge condition, but will be very close to the light rail station.
- Appreciated the bike storage space, but would like to see more commercial space.
- Lack of support for the live work units.

DPD staff also summarized design related comments received prior to the EDG meeting:

- The existing mature Japanese maple tree at the northeast corner of the project site is a unique and outstanding feature of both this site and of the Roosevelt neighborhood; would like to see the Board require its preservation and protection. For the adjacent project to the north, one of the conditions the Board required was the preservation of this tree.

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.

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1. **Massing and Setbacks:** The Board supported the preferred Massing Option Three as it provided the best architectural response and directed the applicant to further develop the corner to create a cohesive expression. The Board directed the applicant to proceed with the preferred massing option. (Guidelines CS2-C-1, DC2-B)
 - a. The Board recognized that the upper level setbacks are driving the massing form. In order to design a cohesive expression, as part of an integral design concept, the Board encouraged further study of the upper level setbacks, and indicated they would be supportive of a departure, if the facades are well proportioned, in particular when viewed from the street. (Guidelines CS2-C-1, DC2-B)
 - b. The Board appreciated the view study included in the presentation and recommended presenting an updated version if an upper level setback departure is requested at the next meeting. (Guideline CS2)
 - c. The Board strongly supported the street level setbacks as shown. (Guidelines PL1-B-2, PL2-I, PL3-I)
2. **Street Level Interaction:** The Board strongly approved of the bike centered design concept and supported the location of the commercial spaces along NE 65th St. In order to make the commercial space dynamic and engaging after business hours, the Board recommended thoughtfully considering and integrating transparency and lighting. (Guidelines PL1-A-2, PL2-B, PL4-B, DC4-C)
3. **Landscape and Streetscape:** The Board discussed the landscaping approach to the adjacent street frontages and provided the following guidance.

- a. The Board strongly supported preserving the Japanese Maple or relocating the tree to a more prominent location. (Guideline CS1-D)
 - b. Acknowledging the close proximity of the future light rail station, the Board noted that the corner will become a busy pedestrian intersection and a more urban corner treatment should be developed. The Board recommended revising the landscape design and studying proportions, proposed sidewalk width and potential conflict with the existing pole. (Guidelines PL1-B-2, PL2-I, PL3-I)
 - c. The Board strongly supported the spill out area associated with the retail space along NE 65th St. (Guidelines PL1-A-2, PL1-C)
- 4. High Quality Materials:** The Board recognized this corner site as very prominent and stressed the importance of durable, integral color materials for the street facing facades. The Board noted that detailing material transitions is critical, in particular for the stair tower, and directed the applicant to provide views of the southwest corner. (Guidelines DC2-B, DC2-D, 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-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

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-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.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-C Outdoor Uses and Activities

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

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.

Roosevelt Supplemental Guidance:

PL2-I Pedestrian Open Spaces and Entrances

PL2-I-i. Pedestrian Amenities: 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 SDOT (Seattle Department of Transportation) very early in the design process.

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

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.

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-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.

DESIGN CONCEPT

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

DC2-B Architectural and Façade 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-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-D Scale and Texture

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.

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

DC4-A Exterior Elements and Finishes

DC4-A-1. 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.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle’s climate, taking special care to detail corners, edges, and transitions.

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

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project 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 requested:

1. **Upper Level Setbacks (SMC 23.47A.009.D.1.a.2):** The Code requires a minimum upper level setback of 4 feet above 45 feet of height adjacent to Northeast Brooklyn Ave. The applicant proposes an upper level setback at a height of 49 feet.

The Board indicated early support of the departure, based on the proposed massing, provided that the corner expression is further developed, consistent with an overall architectural concept (Guidelines DC2-A, DC2-D)

2. **Non-residential Use Depth (SMC 23.47A.008.B.3):** The Code requires non-residential uses have an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing façade. The applicant proposes an average depth of 27.5 feet.

The Board indicated early support of the departure, since the adjacent frontage and spill out retail space encourages pedestrian activity along the sidewalks. (Guidelines PL1-A, PL3-I)

BOARD DIRECTION

At the conclusion of the EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application.