



Gregory J. Nickels, Mayor  
Department of Planning and Development  
D. M. Sugimura, Director

**EARLY DESIGN GUIDANCE PRIORITIES  
OF THE  
NORTHWEST AREA DESIGN REVIEW BOARD  
Date & Place of Meeting: January 22, 2007, Ballard High School**

**BACKGROUND INFORMATION:**

**Project Number:** 3005863

**Project Address:** 1400 North 80<sup>th</sup> Street

**Applicant:** Bill Walker, W2Architects for  
Chris & Marcie Taylor

**Board members present:** Elizabeta Stachisin-Moura  
Brent Siewart, Chair  
Guy Peckham  
Joseph Giampietro

**Board member absent:** Lesley Wiscomb

**DPD staff present:** Bob McElhose (Land Use Section Supervisor) for Mark  
Taylor (Land Use Planner)

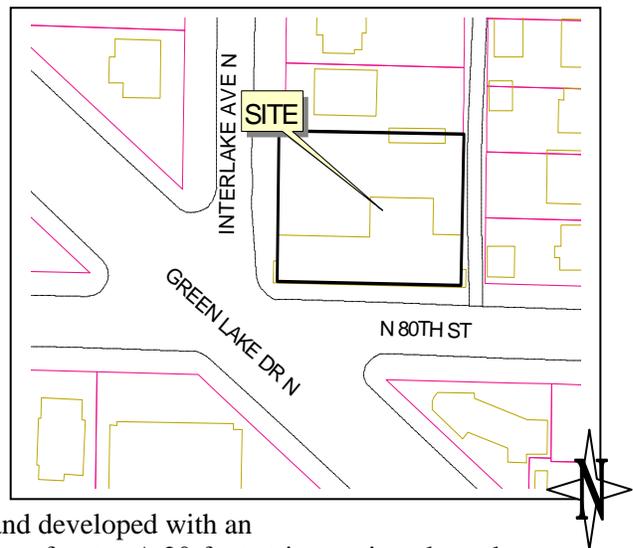
**Report Date:** March 16, 2007

**PROJECT DESCRIPTION**

The proposed project is for the design and construction of a mixed use building with approximately 21 residential units located above ground level commercial use. Parking for 34 vehicles will be provided at grade and below grade. Access to the parking below grade will be provided off of the abutting alley to the east and access to the parking at grade will be provided off of Interlake Avenue North abutting to the west. The existing commercial structure would be removed as part of the proposal.

**SITE DESCRIPTION**

The subject site is zoned Neighborhood Commercial 1 with a 40-foot height limit (NC1-40) and developed with an existing 1-story commercial structure with multiple storefronts. A 20-foot strip running along the northerly property line is zoned Lowrise 1 (L-1). The site slopes down from north to south and contains



approximately 11,700 square feet of lot area. An approximate 8-foot retaining wall is located along the northerly property line. The site is a rectangular shaped corner lot with Interlake Avenue North abutting to the west, North 80<sup>th</sup> Street abutting to the south and Green Lake Drive North abutting to the southwest.

### **SURROUNDING AREA DESCRIPTION**

The site is located within an area with a variety of zones. The properties to the north and east are zoned Lowrise 1 (L-1) and developed with multi-family structures. The areas to the west are zoned Single-Family 5000 (SF-5000) and developed primarily with single-family structures and a religious structure located across Green Lake Drive North. The triangular shaped property to the south is zoned NC1-40 and used for commercial purposes. The two four-story multi-family structures located to the southwest are within a Lowrise 3 (L-3) zone. The areas to the southeast are also zoned L-3 and developed with a variety of multi-family structures. The areas outside this pocket area are zoned SF-5000 and developed primarily with single-family structures.

### **DESIGN PRESENTATION**

The architect presented three schemes at the Early Design Guidance meeting. The three schemes proposed five story structures, kept the mass of the building out of the L-1 zone along the northerly property line, proposed various modulation schemes for the façade facing North 80<sup>th</sup> Street and varied the massing of the fifth floor. The three schemes proposed access off the alley and Interlake Avenue North. The first scheme (Alternate 1) has the southwest corner of the structure at 5 stories with that portion of the front façade setback further away from North 80<sup>th</sup> Street than the easterly portion of the building which is at 4 stories. The second alternative (Alternate 2) has the fifth floor setback entirely off the southerly façade and the southwest corner of the structure is setback further off North 80<sup>th</sup> Street than the easterly portion of the front facade. The third scheme (Alternate 3) has three primary building modulation areas on the southerly façade. The southwest and southeast corners of the building are setback further off North 80<sup>th</sup> Street and the southwest corner is proposed to be 5 stories and the rest of the southerly façade is 4 stories. The preferred massing scheme was alternative one.

### **BOARD CLARIFYING QUESTIONS AND COMMENTS WITH ANY ANSWERS**

#### **PUBLIC COMMENT**

Approximately 19 members of the public attended the Early Design Guidance meeting. The following comments were offered:

- How does the design relate to this neighborhood? This area is predominantly residential and development should take on more of a residential appearance as opposed to a commercial one.
- Is a rezone required to allow development?
- Access should not be allowed off alley.
- 5 stories is out of scale with the surrounding area and potential sun blockage.
- Alley access not preferred
- A small scale residential only building would be a better fit for the neighborhood.
- A small commercial building would be the best fit.
- Pay attention to the corner, the building proposed looks too tall at the corner.

#### **DESIGN GUIDELINE PRIORITIES**

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 and identified by letter and number those siting and design guidelines found in the City of Seattle's *Design Review: Guidelines for Multifamily and Commercial Buildings* of highest priority to this project.

## A. Site Planning

- A-1 **Responding to Site Characteristics.** The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.
- A-2 **Streetscape Compatibility.** The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.
- A-3 **Entrances visible from the Street.** Entries should be clearly identifiable and visible from the street.
- 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.
- 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.
- A-10 **Corner Lots.** Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The Board recognized the site is located on a prominent intersection and the southwest corner of the proposed structure should be carefully designed with consideration to building materials, recognizable entrances and building scale to surrounding area.

## 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 nearby, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between the anticipated development potential on the adjacent zones.

The Board noted all massing alternatives kept the bulk of the building away from the residential zone located to the north.

## C. Architectural Elements

- C-1 **Architectural Context.** New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.
- 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.
- 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.

The Board will want to review a material and color board to see how the site is unified and compatible with the style of the surrounding area.

## D. Pedestrian Environment

- D-9 **Commercial Signage.** Signs should add interest to the street front environment.

**D-2 Commercial Lighting.** Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts evening hours.

<b>E. Landscaping</b>
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**DEVELOPMENT STANDARD DEPARTURES**

The Board took no issue with the departures requested, however, the Board’s recommendation on the requested departures will be reserved until the final Board meeting and will be based upon the departure’s potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure. The following departures from the development standards were proposed at this phase:

**Departure Summary Table**

STANDARD	REQUEST	JUSTIFICATION
<p><b>SMC 23.45.010 Lot coverage -- Lowrise zones.</b></p> <p>Maximum lot coverage is 40%</p>	<p>66% lot coverage</p>	<p>Site has a split zone with a small strip of L-1 zone. Mass of structure is outside of L-1 zone but portions of the parking garage will project above grade from 0-6 feet in the L-1 zone area. Approximate 8-foot grade separation between subject site and site to north.</p>
<p><b>SMC 23.45.014 Setback requirements -- Lowrise zones.</b></p> <p>5-foot average side yard setback 20-foot rear yard setback 20-foot front yard setback</p>	<p>Up to property line</p>	<p>Site has a split zone with a small strip of L-1 zone. Mass of structure is outside of L-1 zone but portions of the parking garage will project above grade from 0-6 feet in the L-1 zone area. Approximate 8-foot grade separation between subject site and site to north.</p>
<p><b>SMC 23.47.008.C.2 Mixed use development.</b></p> <p>Street level shall have a minimum floor to floor height of thirteen (13) feet</p>	<p>Not specified</p>	<p>Slope of site makes it difficult to meet the minimum floor to floor height without sinking the ground floor below grade.</p>
<p><b>SMC 23.47.008.D Mixed use development.</b></p> <p>Above thirteen (13) feet from finished grade, the residential portion shall be limited to a maximum lot coverage of 64 percent.</p>	<p>Not specified</p>	<p>Not specified</p>

**SMC 23.45.010 Lot coverage -- Lowrise zones:** Applicant requests a departure from the 64 percent lot coverage requirement for residential portions of a structure. The site has a split zone with a small strip of L-1 zone. The mass of the structure is outside of the L-1 zone but portions of the parking garage will project above grade from 0-6 feet in the L-1 zone area. An approximate 8-foot grade separation exists between subject site and site to north.

**SMC 23.45.014 Setback requirements -- Lowrise zones:** Applicant requests a departure from the 5-foot side yard setback standard, 20-foot rear yard setback and 20-foot front yard setback. The site has a split zone with a small strip of L-1 zone. Mass of structure is outside of L-1 zone but portions of the parking garage will project above grade from 0-6 feet in the L-1 zone area. An approximate 8-foot grade separation exists between subject site and site to north.

**SMC 23.47.008.C.2 Mixed use development:** The applicant proposes a development standard departure from the 13-foot floor to floor height requirement due to the slope of the site. The applicant indicates it would be difficult to meet the minimum floor to floor height without sinking the ground floor below grade.

**SMC 23.47.008.D Mixed use development.** Applicant proposes a departure from the residential maximum lot coverage of 64 percent for areas above 13 feet from finished grade. The site has a split zone with a small strip of L-1 zones which makes it difficult to meet the requirement.

### **NEXT STEPS**

#### **MUP Application:**

1. Submit application for Master Use Permit (MUP) application. Please call Mark Taylor (at 206-684-5049) when you have scheduled your MUP intake appointment.
2. Please include a written response to the guidance provided in this EDG. Plan on embedding four 11x17 colored and shadowed elevations, landscape and right-of-way improvement plans and three-dimensional street level vignettes into the MUP plan set (4 per sheet)..

#### **Recommendation Meeting:**

3. The Board would like to review colored renderings and/or graphics showing the proposed design from the pedestrian perspective at street level.
4. Please submit a color and materials board.
5. Provide a shadow study indicating the impacts on the surrounding residential zones.