

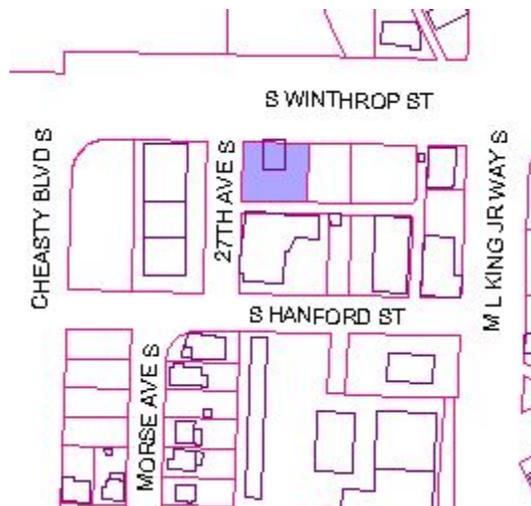
**DESIGN GUIDELINE PRIORITIES
OF
DESIGN REVIEW BOARD FOR AREA 4 SOUTHEAST
Meeting Date: October 23, 2007**

BACKGROUND INFORMATION:

Project Number: 3007831
Address: 2705 South Winthrop Street
Applicant: Matt Wasse, Case Design and Project Management, for Tony Case
Board Members present: Ann Beeman, Chair
Steve Sindiong
Michele Wang
John Woodworth
Robert Mohn
Land Use Planner present: Tamara Garrett, Land Use Planner

SITE AND VICINITY DESCRIPTION

The site is located at 2705 South Winthrop Street. This approximately 7,298 square foot (sq. ft.) property is a corner lot with frontage along the south side of South Winthrop Street and the east side of 27th Avenue South. An unimproved 16' wide alley abuts the property's south boundary line. The site is currently occupied by a warehouse/garage with adjacent surface parking mainly situated on the unimproved South Winthrop Street right-of-way. This site is vegetated with shrubs mainly scattered along the site's easternmost property line.



South Winthrop Street-an unimproved boulevard with no curb or sidewalks-is owned and managed by the Seattle Parks and Recreation Department (SPAR). This street is considered an extension of Cheasty Boulevard. Cheasty Boulevard is part of the original 1903 Olmsted plan for Seattle's boulevard system and was intended to provide a connection between Jefferson Park and Mount Baker Boulevard.

The site's topography is relatively flat with a downward sloping condition from north to south resulting in a five foot grade change occurring from the low southeast corner where 27th Avenue South intersects with the alley. This property is located within the Lowrise 4 Residential-Commercial (L-4 RC) zone.

Surrounding property is also zoned as L-4 RC east, west and south of the subject property. Neighborhood Commercial 3 (NC3-65) is the sole zoning designation north of the proposal.

Existing development in the vicinity of the proposal includes a vacant lot to the east; a warehouse/office building to the west; a grocery store (Grocery Outlet) to the north; and a church (Powerhouse Church of God) to the south. The Mount Baker light rail station and elevated tracks are situated less than a block northeast/east of the proposal.

PROJECT PROPOSAL

The proposal is to develop one (1) four-story building consisting of six (6) residential units and five (5) live-work units. Accessory parking for a maximum of nine (9) vehicles is proposed to be located in a surface parking area.

ARCHITECT'S PRESENTATION

The proposal was presented to the Board as a PowerPoint presentation. The project architect, Matt Wasse, offered examples of past residential developments his firm (Case Design and Project Management) has designed and gave a description of the project site and surrounding development in the immediate area. He explained the following unique traits inherent to the site:

- Inclusion of planned improvements to South Winthrop Street and 27th Avenue South slated to be installed in conjunction with the light rail improvements. Ongoing coordination with various City departments (City Light, Seattle Public Utility (SPU), Seattle Department of Transportation (SDOT), SPAR) and other outside agencies/committees (SoundTransit, Friends of Olmsted, etc.) will be necessary.
- The close proximity of the property to the light rail station currently being constructed.

The architect presented three (3) project alternatives or schemes, all of which included a four-story development with two (2) floors of residential over two (2) floors of commercial (live-work units) and with a surface parking area situated at the southern portion of the site accessed from an improved alley. The alternative massing diagrams are distinguished by the orientation of the residential/commercial entries; and how both the ground level live work units and the upper level residential flats/townhomes relate to the streets. Building locations, elevation drawings, open space orientation and a SoundTransit streetscape/planting plan for South Winthrop Street (and draft alternative plans) were also shown. The diagrams incorporated the neighborhood context and future conditions based on area zoning.

The first scheme presented (Option 1 "Stack"), which the applicant identified as the code complying design, entailed a building consisting of four (4) live-work units and six (6) residential units. Accessory parking for eight (8) surface parking spaces is proposed. This scheme demonstrates live-work entries along the building's north façade facing South Winthrop Street. Additionally, each residential unit's private balcony would face this street. An egress balcony with open stairs at each end is depicted to provide access to the upper residential units along the south elevation. The massing is essentially the stacking of a common floor plate to a roof with an extensive green roof and solar collectors.

The second scheme (Option 2 "Split") included a structure with five (5) live-work units, four (4) residential units and accessory parking for eight (8) surface parking spaces. Alternatively, the massing is split into two (2) parts with a common green roof in the space oriented at the north westernmost corner and ground-related open space. Commercial entries and residential balconies oriented along both South Winthrop Street and 27th Avenue South are illustrated. A single stairwell and elevator core is proposed to access the residential units from an entrance located on the south façade. There are departure requests from lot coverage, open space, front setback, side setback, structure depth, front modulation and side modulation that are proposed.

The third scheme (Option 3 "Slip") showed a building consisting of five (5) live-work units, five (5) "townhouse-style" residential units and accessory parking for nine (9) surface park stalls. Similar to the "Stack" scheme, the design fronts along South Winthrop Street. Massing of the

upper residential floor is set back from South Winthrop which allows for private green roof decks. Residential balconies are oriented along the south façade. An egress balcony with open stairs and a possible planted screen wall enclosure along the south elevation is depicted. Departures from lot coverage, open space, front setback, side setback, front modulation and side modulation are requested.

The architect presented the third alternative (Option 3 “Slip”) as the preferred scheme because it reduces the height impact along the street; provides for private green roof decks; and more easily permits the creation of an attractive building that complements the intent for future development of the Station Overlay in comparison to the other options.

BOARD CLARIFYING COMMENTS

The Board clarifying questions and comments with applicant response (*in italics*) are the following:

- What is the purpose of the narrow recessed rectangular boxes shown on the west façade of the building identified in the “Slip” scheme?
They represent photo windows.
- What is the purpose of the green wall identified on lower south elevation to the rear of the live-work spaces shown on the “Slip” scheme? Is that an opaque wall?
It could be a metal screen or wood as long as it would let light through and provide some level of screening from the parking area and add some architectural interest to the rear façade.
- Will your design include an elevator?
The inclusion of an elevator hasn’t been determined.
- Can you explain your rationale regarding onsite parking amounts?
The five (5) residential units require six (6) parking stalls & plan to provide some additional parking on site-mainly due to the lack of available parking along South Winthrop Street.
- Is it correct to anticipate large scale development across the street from the proposal?
Yes.
- Clarification of the open space departure requested for the “Slip” scheme.
- Clarification of the residential unit count differences between the three (3) schemes.
- The “Slip” scheme renderings include some half wall enclosures near the live-work entries. Is that proposed for all of the schemes?
Yes...want to provide some level of private courtyards for each live-work unit.
- In your opinion, do the courtyards further separate the commercial from the street?
Would prefer to push the courtyards closer to the street but the proposed South Winthrop boulevard plans prevents this from occurring....Plan to create low walls that would allow the businesses to spill out into their separate spaces...This would encourage the customers to use the sidewalk to transverse to each live-work entry....Goal is to not create a visual barrier.
- What are the raised “flippy” things?
They are little private roof deck sun shades.
- Will there be glazing from the live-work units from that end of the building to look across towards the parking area?
Yes...There will be some high openings for cross ventilation.
- Is there any street furniture proposed on the right-of-way as part of the street improvement?

Not that I am aware of.....Some street lamps and a monument are believed to be proposed.

- Currently SPAR will allow two (2) sidewalks to lead onto the property?
That is the tentative plan...still working with SPAR to come up with a viable solution.

PUBLIC COMMENTS

Three (3) members of the community attended the Early Design Guidance meeting. The comments and concerns offered (with applicant response in *italics*) were as follows:

- Clarification on whether or not live-work units are considered commercial.
Live-work units are considered commercial-a space where one could live and work in.
- Are you anticipating just artist living in the live-work spaces?
No...Owner anticipates these spaces would serve a business incubator to attract smaller start-up businesses.
- Clarification on the proposed exterior materials and how the architect's intent to build "green" will be performed.
Materials haven't been chosen yet.....Most of the "green" elements are part of the proposed mechanical system and water collection systems.
- Not supportive of the "Stack" scheme.
- Clarification on the maximum amount of stories proposed.
Four (4) stories which includes mezzanine areas.
- Why isn't parking required for the live-work units?
The proposal is located in a station overlay district.
- Questioned whether or not an extension of 27th Avenue South will be created just north of the project site in front of the existing grocery store.
No, it is vacated right-of-way.
- Do you have another proposal in the immediate area and what is the planned construction time?
No.....Owner plans to begin construction during 2008.

BOARD DELIBERATIONS

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 siting and design guidance described below 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.

DESIGN GUIDELINES

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-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

A-7 Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

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 emphasized the importance of developing a respectful and consistent relationship of the overall massing and design of the development to the future streetscape, pedestrian environment and general pattern of future development in the neighborhood. The Board acknowledges that due to the boulevard treatment of South Winthrop Street, any proposal at this property would be situated a substantial distance from the curb edge and the planned pedestrian sidewalk (which illustrates a substantial amount of landscaping between the site and the sidewalk). However the Board noted the design of the live-work entries should be as visible from South Winthrop Street as possible. The Board recognizes that this will be a challenge and encourages the applicant to continue to coordinate with SPAR in a collaborative fashion in order to achieve a design that allows for multiple points of access from the main sidewalk and accommodates future development along this block front. If possible, a separate sidewalk to each live-work unit is highly desirable by the Board.

The Board looks forward to reviewing a high-quality well programmed and well landscaped ground level open space design and upper-level green roof deck configurations. The Board further noted that they would be supportive of an open space departure for the size restriction due to the close proximity of the park to the proposal.

The Board emphasized the importance of the future development as it relates to the corner and public street fronts. All agreed extending the building further towards the alley along 27th Avenue South is highly desirable. This must be explored as an option and presented at the recommendation meeting. An additional commercial entry and a unique sculptural corner element along that right-of-way are also strongly encouraged to be incorporated in the proposal.

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 the anticipated development potential of the adjacent zones.

The applicant mentioned the Early North Rainer Town Center Plan (per the adopted neighborhood plan) during his presentation and included this plan in his EDG packet. This plan explains, “*The proposed Town Center would put the hub in the North Rainier Hub Urban Village. It would be the heart of the community, creating opportunities for mixed-use housing, commercial retail, and civic and public places.*” The Board acknowledged that in concept the commercial/residential proposal meets the intent of this plan. The Board also recognized that future proposals along South Winthrop Street should be supportive of intense development; acknowledge the future Mount Baker light rail station and elevated rail tracks; and create a strong presence at the street/sidewalk edge.

The proposed massing configurations were discussed at length by the Board. The Board did not support the “Split” scheme with the eroding corner because it doesn’t make a strong enough presence at the street edges. The Board debated the merits of the “Slip” scheme (preferred) versus the “Stack” scheme and which would achieve the strongest presence at the corner and along the street edge. One (1) Board member preferred the “Stack” scheme because the entire building’s mass is right up to the street/sidewalk which allows for a strong street presence. Ultimately, the Board supported the “Slip” scheme because it both allows for a strong street presence and lends for a more interesting and unique building mass than the “Stack” scheme. The Board stated it would like to review a design that incorporates stronger form at the upper level (partial wall) instead of the open railing design if possible.

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 façade walls.

C-3 Human Scale

The design of the new buildings should incorporate architectural features, elements and details to achieve a good human scale.

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 did not highlight a single architectural expression to develop given the varied collection of buildings in the vicinity. Rather, the Board encouraged innovative residential and commercial design that is cohesive and applied evenly throughout the building. The Board did concur that this project will be setting the standard of future development along this block front.

No future building materials were presented during the meeting. However, the Board looks forward to reviewing a more detailed, high quality materials and color board at the next meeting.

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.

D-2 Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

D-3 Retaining Walls

Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where high retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscape.

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.

D-7 Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

D-8 Treatment of Alleys

The design of alley entrances should enhance the pedestrian's street front.

D-11 Commercial Transparency

Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

The Board had positive comments regarding the conceptual green screen wall. However the Board is concerned that the green wall may block the residents' visibility to the vehicles. Therefore, the Board encourages the applicant to investigate this security concern and be prepared to present details of the screen wall at the next meeting.

The Board strongly agreed that in order for the live-work units to be successful, the work space storefronts must be as open and transparent as possible in order to allow for visibility to the activities occurring on the interior of the building. A conceptual lighting plan for the proposed live-work entries should be submitted at the next meeting.

The Board specified that the trash collection area should be enclosed and screened in an architectural form reflective of the development and not intrusive to pedestrian.

The Board is concerned that parking will be highly visible (from 27th Avenue South) to adjacent properties and pedestrians. Therefore, the design should incorporate elements (landscaping, building extension, etc.) that eliminate or minimize the visibility and light and glare impacts associated with vehicles maneuvering onto the site.

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| E. Landscaping |
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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.

E-3 Landscape Design to Address Special Site Conditions

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

Landscaping should enhance the prior guidelines, by creating a transition from the street, softening edge conditions and by helping create a green streetscape. The Board looks forward to reviewing a detailed landscape plan that includes landscaping and screening along the property lines, open space areas and residential entry. The plan should also include details regarding the future green screen and landscaping elements noted in the South Winthrop Street improvement plans.

DEPARTURES FROM DEVELOPMENT STANDARDS

Six (6) departures from the Code are requested at this time.

1. LOT COVERAGE (SMC 23.45.010.A.2)

The Code states that the maximum lot coverage permitted for principal and accessory structures in L-4 RC zone is 50% of the lot area. The preferred design illustrates 53.3% lot coverage.

The Board's recommendation on the requested departure will be reserved until the Final Recommendation 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.

2. OPEN SPACE (SMC 23.45.016.A.3.b.(2).i,ii&B.2.a)

The proposed open space calculation includes a quantity of ground-level open space that is not code compliant in regards to meeting minimum dimension requirements. The Code requires a minimum of 25% of the lot area shall be provided as usable open space at ground-level. A maximum of 1/3 of the required open space may be provided above ground in the form of balconies, decks, individual unit decks on roofs or common roof gardens if the total amount of required open space is increased to 30% of lot area. Additionally, no horizontal dimension for required ground-level open space shall be less than 10'.

The Board's recommendation on the requested departure will be reserved until the Final Recommendation 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.

3. FRONT SETBACK (SMC 23.45.014.A & 23.86.012.A.1.e)

The Code states the required front setback shall be the average of the setbacks of the first principal structures on either side. When the first principal structure within 100' of a side lot line of the subject lot is not on the same block front or when there is no principal structure within 100' of the side lot line, the setback depth used for averaging purposes on that side shall be 10'. The applicant is requesting to allow the front setback measured from South Winthrop Street to be reduced from 10' to 8' for the proposed design.

The Board's recommendation on the requested departure will be reserved until the Final Recommendation 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.

4. SIDE SETBACK (SMC 23.45.014.C.1)

The Code states the required side setback shall be an average of 7' and a minimum of 5'. The applicant requests a departure that would allow a 4.5' average side setback.

The Board's recommendation on the requested departure will be reserved until the Final Recommendation 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.

5. FRONT MODULATION (SMC 23.45.012.A.1)

The Code states modulation shall be required if the front facade width exceeds 30' with no principal entrance facing the street, or 40' with a principal entrance facing the street. The proposal will include modulation but it will not be compliant in regards to the minimum modulation depth requirements.

The Board's recommendation on the requested departure will be reserved until the Final Recommendation 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.

6. SIDE MODULATION (SMC 23.45.012.A.1)

On corner lots, the Code states side facades, which face the street, shall be modulated if greater than 30' in width for apartments in L-4 zones. The applicant is requesting a reduced side modulation depth for the westerly façade along 27th Avenue South.

The Board's recommendation on the requested departure will be reserved until the Final Recommendation 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.

[Staff Comment: During the EDG meeting, the applicant commented that in order to incorporate design elements recommended by the Board, a departure for structure depth may be required. Therefore, prior to the next meeting, an additional departure for structure depth requirements may be requested after a more detailed analysis of the Design Review MUP submittal for zoning compliance.]

NEXT STEPS

MUP Application:

1. Submit application for Master Use Permit (MUP) application. Please contact Tamara Garrett at (206) 684-0976 or tamara.garrett@seattle.gov once the intake meeting date for the MUP submittal has been determined.
2. Please include a written response to the guidance provided in this EDG. Plan on embedding four (4) 11x17 colored and shadowed elevations, landscape plans, and right-of-way improvement plans and three-dimensional street level vignettes showing design character of the live-work entries into the front of the MUP plan set (4 per sheet) as Design Review sheets (DR-1,2,etc.)
3. Please submit proposed South Winthrop Street/27th Avenue South improvement plans.

Recommendation Meeting:

1. The Board would like to review details of the landscaping (including green wall) and usable open spaces and clarify which areas are counted towards land use code requirements.
2. Please submit a conceptual lighting plan identifying the placement of lighting for the individual commercial units.
3. The Board would like to see a detailed color and materials board with actual samples.
4. The Board would like to review details and elevations (north, east, and west) of the pedestrian walkways and residential entrances.

5. Please provide colored renderings and/or graphics showing the proposed development from the pedestrian perspective.
6. Please identify the dumpster screening and dumpster location.
7. The Board would like to review site sections in several areas of the site-particularly the grade change as it relates to the possible live-work extension/or retaining wall along 27th Avenue South.
8. Please be prepared to report to the Board feedback from SPAR and SDOT regarding future improvements along South Winthrop Street and 27th Avenue South. Also, please incorporate proposed South Winthrop Street improvement plans.