



FINAL RECOMMENDATION OF THE EAST DESIGN REVIEW BOARD

Project Number: 3012666

Address: 526 19th Avenue East

Applicant: Daniel Goddard

Date of Meeting: Wednesday, April 18, 2012

Board Members Present: Dawn Bushnaq
Ric Cochrane
Wolf Saar
Chip Wall
Bo Zhang

Board Members Absent: Lisa Picard

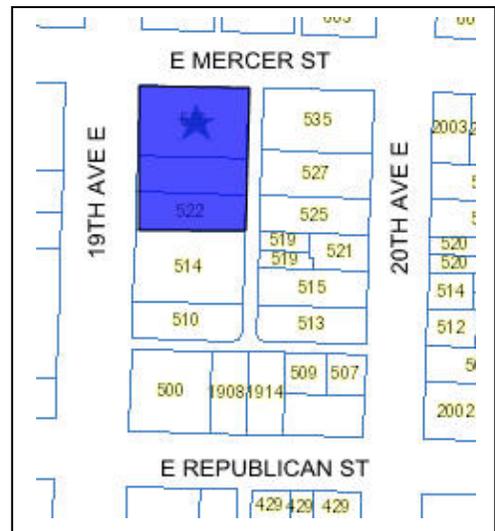
DPD Staff Present: Colin Vasquez for Bruce P. Rips

SITE & VICINITY

Site Zone: Neighborhood Commercial One with a 40' height limit (NC1 40).

Nearby Zones: North: NC1 40 extends northward along 19th Ave E to E. Roy St.
South: NC1 40 extends southward along 19th Ave E. to E. Republican St.
East: Lowrise 2 east of the alley and along 20th Ave E. Single Family 5000 to the northeast and beyond 20th Ave.
West: Single Family 5000 fronting 18th Ave. E.

Lot Area: 18,906 sq. ft.



Current Development: Two single story commercial buildings and accessory parking. A change in grade occurs most noticeably along E. Mercer St. The site descends approximately four feet from west to east. Across 19th Ave E the site remains relatively flat.

Access: 19th Avenue E., East Mercer St. and an improved alley.

Surrounding Development & Neighborhood Character: The site lies within the northern extents of the Madison-Miller Urban Residential Village and about three blocks to the east of the Capitol Hill Urban Center Village. Beyond the commercial corridor along Madison St., small nodes of commercial uses occur along 19th Ave E. as well as institutional uses such as the Miller Community Center and playfield, St. Joseph’s church and school and the Stevens School. Other significant institutions in the area include Meany Middle School and the Nova project, and Holy Names Academy. In the immediate vicinity, several restaurants and retail establishments, Monsoon, Kingfish Café, Fuel, the Ensemble Theatre among others, line 19th Ave.

The streetscape along 19th Ave is characterized by the mature tree canopy extending from Madison St north to the avenue’s terminus at Interlaken Dr. E. Commercial enterprises, single family and lowrise and midrise multifamily structures front on to 19th Ave.

ECAs: No mapped environmental critical areas

PROJECT DESCRIPTION

The applicant proposes a four story mixed use building with 6,500 sq. ft. of commercial development at street level, 51 dwelling units on the floors above and parking both below grade (31 spaces) in an enclosed garage and unenclosed (13 spaces) at-grade along the alley. The existing structures would be demolished.

DESIGN DEVELOPMENT

The concept design scenarios introduced by the applicant share several characteristics: locating commercial uses along the two adjacent streets, placing the residential lobby at the same location on 19th Ave E. marked with a vertical notch in the west facade, accessing the parking garage from the alley, shifting the building mass close to the 19th Ave. right-of-way, and placing three floors of residential units with double loaded corridors above ground level. In Option A, the architect places a series of units behind the commercial uses accompanied by terraces overlooking the alley. This strategy provides a fairly generous setback of the structure from the alley. The second option gives over the entire first floor to commercial uses segmenting the northern uses from the others by the residential lobby and common space. The architect carves

a series of light wells into the upper residential floors providing each unit greater access to natural light. The mass steps back from the alley but not as generously as the first option.

Similar to Option A, the third alternative places units behind the commercial uses at the first floor (raised slightly above the alley) but reduces the amount of patios for the units. These overlook a row of outdoor parking spaces that back onto the alley. A central courtyard provides light and air for the upper three floors of residential units and adds a light shaft on the south end of the structure that pairs with the adjacent Capitol Court’s light well.

By the Recommendation meeting, the applicant had refined the third option.

PUBLIC COMMENT

Three members of the public affixed their names to the Recommendation meeting sign-in sheet. The issues raised included the following: noise, loitering, littering and narrow alley width. The speaker recommends placing the outdoor seating for the restaurant on 19th Ave. E. rather than Mercer St. to reduce the impact of noise on the nearby residents. Shifting the outdoor seating would also eliminate some of the littering and loitering that occurs in the alley. This would help prevent other crimes as well.

Parking access on the alley would increase the number of vehicles using a very narrow alley. Place vehicle access on 19th Ave E. or Mercer St.

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 Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

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

The thirteen parking spaces next to the alley should have a variation in size. The sizes do not need to strictly comply with city requirements, but these spaces for the restaurant and commercial uses should accommodate a variety of vehicular sizes.
- A-9 **Location of Parking on Commercial Street Fronts.** Parking on a commercial street front should be minimized and where possible should be located behind a building.
- A-10 **Corner Lots.** Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

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.

C. Architectural Elements and Materials

- 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. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.
- C-3 **Human Scale.** The design of 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.

Along the south elevation, a portion of the wall flanking the courtyard remains exposed to the residents of the building to the south whose courtyard is wider than the proposal's. Instead of using fiber cement siding, the two vertical bands should be made of either cedar siding or a plate metal---materials represented elsewhere on the facades.

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 higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.
- 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.

Ensure that the doors to the outdoor solid waste recycling and storage area are opaque.
- 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 street front.

D-9 Commercial Signage. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

The Board recommended that the land use planner work with the architect to develop a standard design for the blade signage. The Board members noted that the window signs would be permissible.

D-10 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 during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

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.

D-12 Residential Entries and Transitions. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

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.

Recommendations: The recommendations summarized below were based on the plans and models submitted at the April 18, 2012 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the April 18, 2012 public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommended APPROVAL of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below). The Board recommends

the following CONDITIONS for the project. (Authority referred in the letter and number in parenthesis):

- 1) Use cedar siding or a plate metal on the south elevation where a portion of the wall flanking the courtyard remains exposed to the residents of the building to the south whose courtyard is wider than the proposal. (C-4)
- 2) Ensure that the doors to the outdoor solid waste recycling / storage area are opaque. (D-6)
- 3) Architect shall develop with the land use planner a standard design for the blade signage. (D-9)

DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departure(s) are 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(s).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Residential Amenity Area SMC 23.47A.024A	Amenity areas equal to 5% of the total gross floor area in residential use.	Provide 4.25% (1,857 sq. ft.) residential amenity space. 317 sq. ft. less than required.	<ul style="list-style-type: none"> ▪ Although central courtyard provides 85% of the required space, an added 2,240 s.f. amenity spaces (or 107% of requirement) does not meet code requirements. ▪ More amenity space than actual requirement provided. 	Recommended Approval
2. Balcony Dimension SMC 23.47A.024B.5.	60 sq. ft. and a horizontal dimension no less than six feet for private balconies.	Less than six feet depth. What is exact depth???	<ul style="list-style-type: none"> ▪ Balconies meet or exceed square footage requirement but does not meet depth. 	Recommended Approval
3. Nonresidential Parking Space Rations. SMC 23.54.030B.2 (a).	When providing 11-19 spaces, a minimum of 25% of the spaces up to a maximum of 65% shall be striped for small vehicles and a minimum of 35% shall be striped for large vehicles.	Allow 100% of nonresidential parking spaces provided to be for small vehicles.	<ul style="list-style-type: none"> ▪ 	Recommended approval on condition that not all spaces are small. Recommend a variation in size of parking spaces. Work with planner to determine sizes.
4. Street Level Requirements. SMC 23.47A.008A.3	Street level street facing facades to be located within 10’ of the property line unless wider sidewalks, plazas or other landscaped/open spaces provided.	Allow street level façade along E. Mercer St. to be located 13’6” from the street lot line.	<ul style="list-style-type: none"> ▪ Proposal provides outdoor terrace (part of restaurant) that engages street life. 	Recommended Approval

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