



SECOND EARLY DESIGN GUIDANCE OF THE EAST DESIGN REVIEW BOARD

Project Number: 3013256

Address: 2202 E. Olive St

Applicant: Marc Jenefsky of Bazan Architects

Date of Meeting: Wednesday, August 15, 2012

Board Members Present: Dawn Bushnaq (Acting Chair)
Lisa Plcard
Chip Wall
Boting Zhang

Board Members Absent: Ric Cochran
Wolf Saar

DPD Staff Present: Shelley Bolser

SITE & VICINITY

Site Zone: Neighborhood Commercial (NC2-40)

Nearby Zones: North: NC2-40 and NC3-65
South: Residential Small Lot/Tandem Cottage (RSL/TC)
East: NC2-40
West: NC2-40

Lot Area: 5,157 square feet



Current Development: Two-story commercial structure and one-story garage

Access: One curb cut at East Olive Street

Surrounding Development: A six-story mixed-use residential and grocery store/retail building with adjacent surface parking lot is located to the north. A two-story residential and one-story commercial building are located to the east. Single family residential structures are located to the south, across E. Olive St. A two story commercial building, a vacant single family structure, and vacant lot are located across 22nd Ave from the site. The vacant structure and vacant lot are the site of approved Master Use Permit 3007358.

ECAs: None

The site is located near the intersection of 23rd Avenue and E. Madison Street. This area of E. Madison St has experienced a variety of redevelopment in recent years, and several Master Use Permits are either approved or in process nearby. Recent MUPs are for 6-7 story mixed-use or residential buildings in a variety of contemporary styles.

Areas to the north and west of this site include a mix of older and newer commercial and residential uses. Areas to the south are predominantly early 20th century residential and small multi-family structures. Areas to the east include newer townhouses, older single family residential uses, and institutional uses (religious facilities and the Meredith Matthews YMCA).

Neighborhood Character: The site is located adjacent to Safeway grocery store and retail spaces, which draw vehicular and pedestrian traffic to the primary entrance on 22nd Ave just north of this site. A second vehicular entrance to the grocery store parking is located on 23rd Avenue. The grocery store includes a large underground parking garage and a small surface parking area.

22nd Ave and E. Olive St are designated non-arterials. Madison St is located one block to the north and is a busy arterial with a high level of vehicles and transit routes connecting downtown with Lake Washington. 23rd Ave is located one block east of this site, and serves as a busy arterial for vehicles and transit moving in a north-south direction. Several bus routes are located within one block of this site. Walking and cycling are frequent modes of transit in this area.

PROJECT DESCRIPTION

The proposal is for a four story residential building containing 38 individual residential units, two live-work units, and storage for 38 bicycles and no vehicle parking. The proposal includes retention of a curb cut for access to the solid waste/recycling storage area and loading area. The preferred option proposes a primary entry and entry courtyard facing E. Olive St, and a roof deck on the western portion of the roof. The existing structures would be demolished.

EARLY DESIGN GUIDANCE MEETING: July 11, 2012

The packet includes materials presented at the meeting, and is available online by entering the project number 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 DPD file, by contacting the Public Resource Center at DPD:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

The applicant noted that the units range from 175 to 275 square feet in size. The anticipated market is students and younger populations or people who commute to Seattle from other areas of the State and live in the City during the week. Each unit would include a living area with kitchen and bathroom.

The proposal includes setbacks from the north and east property lines to allow for windows on all sides for light and air to the units.

Option A (the applicant's preferred option) includes a private courtyard in the back and an entry facing the corner of E. Olive St and 22nd Ave. This option offers more private outdoor space than the other options, in the form of a roof deck and a courtyard on the north side of the lot. Windows would be located at the corridors facing the courtyard for ventilation.

The applicant noted that the proposal includes removal of a large private tree in a public right of way, since it's diseased and a liability for the property owners. DPD clarified that since this tree is in the public right of way, the decision to retain or remove the tree is solely within the purview of Seattle Department of Transportation.

No vehicle parking is proposed. The proposal includes secured parking for 20 bicycles. The bicycle storage would be covered and accessible via a walkway from the loading area. The proposal is targeting LEED Silver.

The applicant noted that the materials could be masonry or brick at the base to reduce graffiti and provide a strong appearance. A more residential siding (panel or lap siding) would be used above and a third material on the window bays.

PUBLIC COMMENT

The following comments, issues and concerns were raised:

- At-grade residential units should be elevated because the pedestrian traffic and vehicular traffic creates noise for residents at grade.
- Appreciation for minimizing opportunities for graffiti at street level.
- The corner entry is a good option.
- High amount of vehicular traffic and people idling in the grocery surface parking area leads to poor air quality.
- With no vehicular parking and the small unit sizes, the applicant should provide more bicycle parking for residents.
- The street tree should be pruned down for safety, rather than removed.
- The internal courtyard doesn't reduce the building mass and doesn't provide much usable area. It should be replaced with more modulation of the mass at the street front, or setbacks at the street frontages.
- Appreciates that there are kitchens proposed in each unit that allow people to eat at home.

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The applicant summarized changes since the first EDG meeting:

- The primary entry and an entry courtyard was modified to a location at E. Olive St.

- The stair was relocated to the southwest corner to provide easy access and a lighted corner expression.
- Bicycle storage was increased to 1 storage space per unit.
- Bicycle lockers would be provided for security.
- The building location was shifted to the east and plans included heavy pruning of the street tree in order to retain the tree.
- The proposed height was increased by 4' to accommodate the live-work units at the E. Olive St frontage. The interior live-work unit design included a sleeping loft.
- A loading area shown at the first EDG meeting was modified as a covered walkway with secure bicycle parking area and an adjacent trash/recycling storage. This area would be separated from the sidewalk by a tall gate/fence.
- The live-work units would meet the minimum average of 15' deep, but would be less than 30' deep.
- Materials included brick at the base, precast concrete, and corrugated metal.
- The east façade would be a solid wall, with the exception of a window at the end of the hallway corridor.

PUBLIC COMMENT

The following comments, issues and concerns were raised:

- Bicycle storage spaces should also be included for the live-work units, in addition to the spots for the residential units.
- Appreciated the proposed glass on all levels of the stair tower.
- Would like to see parking included in the proposal.
- The landscaping between the building and sidewalk, and the sidewalk and curb are positive aspects of the proposal.
- Concerned about the number of units in the proposed development.
- Live-work units should be designed so the non-residential space functions as true commercial space.
- The proposal needs to include loading areas for moving tenants.
- The trash collection and covered walkway should be appropriately screened from the property to the east.
- The loading space should be wide enough to accommodate moving trucks.
- The rooftop deck should be designed to minimize sound impacts to nearby properties.

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 (JULY 11, 2012):

1. **Departure Request and EDG Options:** The Board was concerned that none of the EDG options included an option for placing the residential units above grade or including 13' tall commercial spaces.
 - a. The analysis of options needs to include separation of residential uses from the high amount of pedestrian and vehicular traffic. The grid shift adds to the impacts of vehicular traffic at the street level. The location of residential units should respond to these street conditions. (A-1, A-2, A-6, A-10, D-7)
 - b. The proposed translucent window treatments would deaden the activity at the street and are not a positive response to the residential character across the street. (A-4, C-3, C-4)
 - c. Raising the street level could provide opportunities for stoops or vegetation to soften the street level design. (A-6, D-12, E-2)
 - d. The Board directed the applicant to return for a second EDG meeting with options that explore locating residential units above grade, the entry location and courtyard located to enhance human activity at the East Olive Street frontage and to break up the massing.
2. **Usability and Security of Bike Parking:** Additional bicycle storage areas are needed, given the size of the units and the anticipated residents of the building. (D-1, D-6, D-7)
 - a. The proposed location is easily accessible from the street and doesn't include 'eyes' on the storage area, which may encourage theft. The location needs to be visible to residents, easily accessible for residents, and feel like a secure place to leave bicycles. (D-7)
 - b. A possibility would be to locate it near the end of the secondary exit hallway, placing residents near the building entry. (D-1, D-7)
3. **Orientation of courtyard:** The applicant should consider other configuration options for the north-facing courtyard. (A-1, A-2, A-3, A-7, B-1)
 - a. A south-facing courtyard could work better to provide natural light and air to residential units, and to mitigate the mass at the south street frontage. (A-7, B-1)
 - b. The south facing courtyard would provide sufficient modulation to reduce the need for busy articulation shown. (B-1, C-2)
4. **Residential Entry Location:**
 - a. A south-facing entry and courtyard may be a better option because it would add human activity to the street frontage. (A-4, D-1)
 - b. Live-work style units or other active uses are needed at the south street level in order to encourage pedestrian activity at Olive Street. (A-4)

SECOND EARLY DESIGN GUIDANCE (AUGUST 15, 2012):

1. **Corner treatment and visibility of stair tower related to the grid shift (A-1, A-2, A-10)**
 - a. The entry location on E. Olive St is appropriate, but the southwest corner should be designed to take advantage of the high visibility of that building corner at this shift in the grid.
 - b. The high visibility of the southwest corner seems to translate directly to a commercial use or other highly transparent and active use.
 - c. The corner should be designed to emphasize visual continuity with the rest of the street level of the building, and relate to neighborhood context.

2. Massing and design concept (B-1, C-2)

- a. Any cornice or upper floor overhang should enhance the overall design of the building.
- b. The stair tower at the corner may have to be taller than shown; the design of this tower should be consistent with the design concept.
- c. The base should be designed with a strong consistent expression. The base should have more visual weight than the upper building mass. One way to achieve this is to provide a consistent commercial base. The Board noted that the bays extending into the brick base shown on page 24 of the second EDG meeting packet interrupt the expression of the base, which would conflict with this guidance.
- d. The Board indicated they would be supportive of a departure request for a cornice or overhang that exceeds the maximum structural building overhang size and enhances the building design. However, the Board noted that the proposed overhang shown at the second EDG meeting didn't appear to relate to the overall design concept.

3. Flex space design at the southeast corner and pedestrian entrances (A-3, A-7, D-1, D-7)

- a. If the SE corner "flex space" is used as the primary bicycle entry, then this space needs to be lit from within, designed for safety, the entry gate/fence needs to be treated for visual interest consistent with the overall building design, and the entry needs to be designed for easy access for bikes.
- b. If the SE corner flex space is used for the primary bicycle entry, then the east entry needs to be designed as a secondary entry, with more emphasis on the residential central entry as the primary entry.
- c. Consider combining the bicycle and the primary residential entry areas, and minimizing the width of the trash collection point at the SE flex space.

4. Design of live-work for use as commercial space

- a. The live-work space needs to be designed for successful commercial use, including high levels of transparency and porosity, and wrapping the SW corner to make the live-work uses visible from 22nd Ave.
- b. If the proposed use is live-work, then adequate volume and/or depth is needed to 'hide' the residential portion of the live-work. The Board expressed significant concern with the height and depth of the live-work spaces shown at the second EDG meeting.
- c. If the proposed use is commercial use only, then it needs to be full height without the loft space and designed for maximum transparency and visibility.
- d. The Board was very supportive of the applicant seeking DPD approval for an additional 7' height to maximize the height of the live-work or commercial base. The Board noted that this decision is a Type I decision and subject to DPD zoning approval, rather than a Type II Design Review Departure.
- e. The transparency shown at EDG is a good direction and the applicant should continue developing this aspect of the design.
- f. The transition from 22nd to E. Olive St should include landscape and design of the corner to create clear sight lines for visibility of the commercial or live-work spaces on E. Olive St.

- g. The Board could be supportive of reducing the commercial space for a viable loading space, if the live-work space were designed in response to the Board's direction.
- 5. **Landscape**
 - a. Landscape and design techniques should be included, to reduce the effects of roof top deck sound on nearby neighbors.
 - b. Design the street level landscaping near the west property line for clear sight lines and to encourage pedestrian traffic from 22nd Ave towards the commercial live/work spaces on E. Olive St.

DESIGN REVIEW GUIDELINES

The Board identified the following Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

- 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-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-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-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-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.
- 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-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-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-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.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures will be based upon the departures' potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departures. The Board's recommendation will be reserved until the final Board meeting.

At the time of the Second Early Design Guidance meeting, the following departures were requested:

- 1. Street-level Street-facing Residential Units (23.47A.008.D.3):** The Code requires street level street facing dwelling units to be located 4' above or below grade, or set back 10' from

the sidewalk. The applicant proposes to locate the northwest street level street facing unit on grade and within 6' of the property line.

The curved west property line results in a portion of the street level residential unit encroaching into this setback. The rest of the street level development is proposed as live-work units, which are not subject to this requirement.

The Board indicated that they will continue to consider this departure, and directed the applicant to carefully design this corner as described in guidance items are not inclined to support the departure as requested, for the reasons stated in the Guidance points 1 and 5.

BOARD DIRECTION

At the conclusion of the Second EDG meeting, the Board recommended the project should move forwards to MUP Application in response to the guidance provided at this meeting.