City of Seattle

Department of Planning & Development
D. M. Sugimura, Director

DESIGN GUIDANCE
STREAMLINE DESIGN REVIEW

Project Number:	3013915
Address:	2646 SW Holden Street
Applicant:	Seth Hale, Architect for MAS Architecture, LLC
Date of Report:	Wednesday, January 09, 2013
DPD Staff:	Bradley Wilburn

SITE & VICINITY

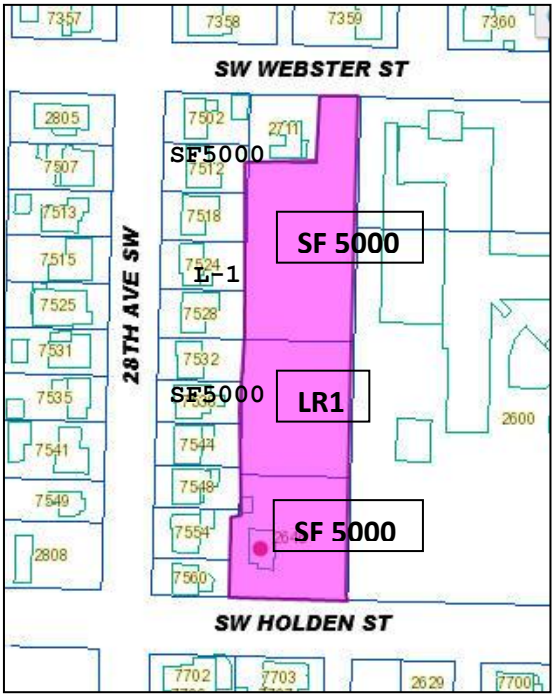
Site Zone: Single Family 5000 & Multifamily Low-rise One (SF 5000 & LR1)

Nearby Zones: (North) SF 5000
(South) SF 5000
East) Commercial One 30, 40 & 65 feet (C1-30, C1-40, & C1-65)
(West) SF 5000

Lot Area: Through lot occupying approximately 73,583 sq. ft. of land area.

Current Development:

The subject site is a through lot, combining three parcels of land, with street frontage along Southwest Holden Street to the south and Southwest Webster Street to the north, on the west third of a block in the West Hill neighborhood of West Seattle. The combined site encompasses a land area of approximately 73,583 square feet, in a Single Family 5,000 (SF 5000), and Multifamily Lowrise One (LR1) zone. Because more than one



zoning category overlays the site, the Land Use Code defines the site as a split zoned lot.

The portion of the site within the L-1 zone is between the abutting SF 5000 zone to the north and south. The site is considered a through lot with street frontage on Southwest Holden Street to the south and Southwest Webster Street to the north. The site is nearly rectangular in shape, with a square shaped notch cut away at the property's northwest corner. The subject site is moderately vegetated, with a moderate downward slope from west to east. One single family structure with a detached accessory garage is located near the Southwest Holden Street frontage. The remaining area is undeveloped with its stand of mature trees and groundcover that provide an appearance of a "green belt" buffer for adjacent properties. The combined development site has been evaluated by an arborist who has determined that a number of trees meet the City's classification for Exceptional trees. The abutting Southwest Holden Street right-of-way is the primary access to the development site, and Southwest Webster Street, is fully improved with sidewalk, gutters, etc.

The subject area of this review is the LR1 portion of the development site which contains a number of the identified Exceptional Trees found at the development site. The site contains a mapped Environmentally Critical Areas (ECA) 40% Steep Slope on the north portion of the development site.

Access: Southwest Holden Street from the south and Southwest Webster Street from the north.

Surrounding Development:

In 1989 – 1990, the abutting development site to the east, containing Highline West Seattle Community Hospital (formally West Seattle General Hospital) was granted a Major Institution (I-1) status overlaying Multifamily Lowrise One (LR1) zone, under City Ordinance number 110570. In 1982, a Property Use and Development Agreement (PUDA) to remove the designation of major institution and rezoned its campus to C1 zone with varying height limits by location on the site. The lowest height limit of 30 feet rings the site's perimeter to provide a bulk and scale buffer for the surrounding properties. During this process the size of the institution was reduced, which created the zoning anomaly at the development site. Abutting the site to the west are moderate one-story single family structures built in the 1950's.

ECAs: 40% Steep Slope on the north third of the development site.

Neighborhood Character:

The development site is predominately located in an expansive single family residential area, except for the abutting Highline West Seattle Mental Health Center (formally West Seattle Community Hospital site). Zoning and existing development in the surrounding area is predominately Multifamily and Single family residential uses. To the north across SW Webster Street, to the west across 28th Avenue SW, and south across SW Holden Street, Single Family 5000 stretches forth a great distance. The housing stock in the immediate area is a mix of post World War II, one and two-story homes. Adjacent to the site to the east on the other side of the health center campus is a swatch of LR2 zone, stretching east to Delridge Way SW. Apartments and town homes are clustered around the SW Holden Street from the development site and Delridge Way SW to the east. The development site is located near the top, on the east side of a hill overlooking Delridge Way SW. A combination of older and contemporary styled architecture, one- to three-stories in height, is found the area.

PROJECT DESCRIPTION

The proposed project is for the design and construction of 18 residential single family dwelling units clustered outside an Environmentally Critical Area (40% Steep Slope). Parking for each will be provided on-site. Existing structures will be demolished and a number of exceptional trees are proposed to be removed.

DESIGN DEVELOPMENT

The applicant's concept plan entails no disturbance in the ECA 40% Steep Slope environment and limiting removal of existing trees. Taking advantage of the nearly rectangular shaped development site, one curvilinear access road is proposed that dead ends three quarters into the property. Eighteen Single family structures will be place on either side of the access road to minimize height and bulk impacts on adjacent properties.

PUBLIC COMMENT

Notice for the proposed development occurred on December 6, 2012. DPD received the following comments, issues and concerns during the comment period which ended on December 19, 2012:

- Noted that construction related activities including noise and grading undermining stability of hillside should be scrutinized to better understand impacts on adjacent properties.
- Stated that with the removal of mature trees the ambient noise levels would be increased and consideration should be made to minimize on-site tree removal.

- Objected to project proposing 18 homes in an area with limited vehicular access along SW Webster Street. Traffic volumes would be increased and affect the value neighboring properties.
- Opposed to increased residential density, would like the project scaled back by proposing 10 to 12 single family homes with a spatial setback of at least 15 feet from the abutting single family lots to the west. Additionally, height, bulk and scale should be aligned with the single family zoned lots.
- Encouraged the applicant to provide parking on-site.
- Concerned with trash can location and pickup. Would like to see trash pickup limited to on-site.
- Would like to see all trees preserved within 15 feet of the single family zoned lots to the west.
- Noted the opportunity to provide public comment and review is limited for SDR projects. The size of this projects warrants greater public participation before the project is finalized.
- Encouraged developer to provide two car garages to help mitigate the loss of on-street parking.
- Opposed to allowing cut-through traffic between SW Holden and SW Webster Streets, would favor pedestrians access between both streets.

PRIORITIES & RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Planner 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.

It appears the proposal has siting challenges due in part to location of existing trees and downward slope topography to the east, which should be taken into consideration in the design and footprint of the units. The design of the proposed structures should seek a sensitive response to the site's topography and mature trees while maintaining a respectful distance from the abutting single family zone to the west.

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

Scale the proposed structures to fit within the context of the existing residential density of the surrounding area and architectural styles. The design should seek to provide opportunities to engage the public realm where feasible along SW Holden Street.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

Street facing units adjacent to the right-of-way should express individuality and be easily identifiable from the street. Driveway, landscaping, walkways, doorway design and fenestration should engage with the streetscape. Address signage should be provided for the units in the rear of the site.

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.

Care should be taken to design fenestration on the west façade to minimize privacy intrusions into neighboring uses to the west. Employ design techniques and on-site spatial separation between buildings to create a more compatible relationship to neighboring properties reducing the appearance of bulk upon the adjacent lots.

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.

The design of the street-level façade should protect privacy of street facing structures with landscaping features to provide a protective buffer. The design program should avoid blank wall surfaces along SW Holden Street.

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 visual impact of a driveway should be minimized given the high visibility as viewed from SW Holden Street.

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.

This architectural design should find a balance between the existing architectural fabric and a modernist interpretation within the development site. The design program should additionally strive to reduce site disturbance to take greater advantage natural features and topography.

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.

The proposed materials should be high quality and durable.

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

D. Pedestrian Environment

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.

The garbage and recycling area should be screened and decentralized. Details of the screening should be provided.

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Exterior lighting plans and details should be provided. Clear sight lines should be considered in the development of the landscaping plan. The pedestrian path to the back structures should be clearly readable in the design of surface level features. See A-3.

E. Landscaping

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

Landscaping should incorporate driveway, walkways, and should seek to engage with the streetscape.

E-2 **<u>Landscaping to Enhance the Building and/or Site</u>. 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 ADJUSTMENTS

Design Review Staff's recommendation on the requested adjustment(s) will be based upon the adjustment's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the adjustment(s).

At the time of Design Guidance, no adjustments were identified as allowed in SMC 23.41.018.

STAFF DIRECTION

At the conclusion of the Design Guidance, the DPD Staff recommended the project should move forward to MUP permit application in response to the Design Guidance provided.

At the time of Master Use Permit (MUP) application, the following material should be included:

- Provide a site plan with overlying information to document trees slated for removal and those being retained.
- Include colored and shadowed elevation drawings to clearly illustrate the visual and textural design elements of the proposed building.
- Submit a well developed landscape plan.
- Respond to the Design Guidelines.
- Include a view and shadow study to demonstrate impacts upon adjacent properties to the east of the subject lot.

- Include cross section drawings to illustrate the visual and textural design elements of the proposed buildings and topographic conditions showing adjacent properties and structures to the east and west.

- Provide a detailed arborist report documenting tree risk assessment, tree protection areas, drip-line areas, grove analysis, and other relevant information necessary to preserve trees.
- Consideration should be made to reorient layout and footprint of proposed structures to maximize the retention of exceptional trees and land disturbance.
- Include fire access analysis to determine minimum driveway requirements and pedestrian access widths.