



City of Seattle

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



EARLY DESIGN GUIDANCE OF THE EAST DESIGN REVIEW BOARD

Project Number: 3014079

Address: 422 Summit Avenue E

Applicant: Brian Runberg

Date of Meeting: Wednesday, December 05, 2012

Board Members Present: Wolff Saar (Chair)
Ric Cochrane
Boting Zhang, Substitute

Board Members Absent: Dawn Bushnaq
Lisa Picard
Chip Wall

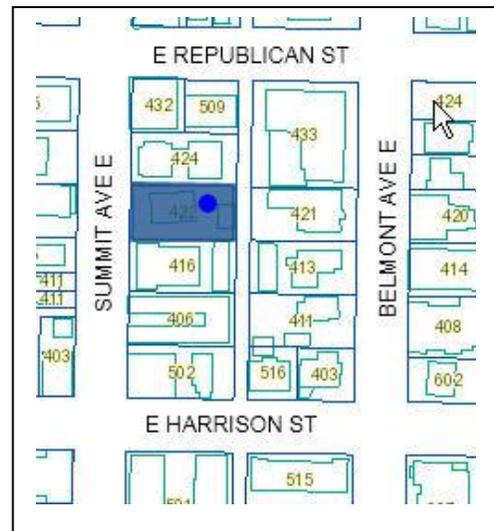
DPD Staff Present: Lindsay King, Land Use Planner

SITE & VICINITY

Site Zone: Midrise (MR)

Nearby Zones: (North) MR
(South) MR
(East) MR
(West) MR

Lot Area: 7,200 sf



Current Development: The subject site is located mid-block on the east side of Summit Avenue E, between East Harrison Street and East Republican Street. The site consists of one lot containing an existing triplex. From the street property line, the lot grade slopes up 18 feet toward the alley lot line.

Access: There is improved alley access to the site to the east.

Surrounding Development: The neighborhood is characterized by small, low- and mid-rise apartment and condominium buildings, most of which date from the early to mid-twentieth century. Older buildings are typically 3-4 story brick structures, while later buildings tend to be wood frame or concrete structures, ranging from 3-5 stories. Recent developments are typically wood frame buildings, 4-6 stories in height. Most of these buildings occupy only one or two parcels, creating a fairly consistent scale of development throughout the neighborhood. Many of the existing buildings are set back from the street and from adjacent property lines, while others, particularly larger buildings, are built out to their property lines. Brick is the most common cladding material, particularly in older buildings, while later buildings are clad in a variety of materials including wood, brick, stone and concrete masonry.

ECAs: None

Neighborhood Character: The area is well served by transit and is developed with mostly higher density multi-family residential structures.

PROJECT DESCRIPTION

The proposal is for a six-story structure containing 48 units. Parking for 14-18 vehicles to be provided below grade.

EARLY DESIGN GUIDANCE MEETING: December 5, 2011

DESIGN DEVELOPMENT

Three alternative design schemes were presented. All of the options include vehicular access from the street, Summit Avenue, and the alley.

The first scheme (Option A) showed a code complying seven-story building forming a basic box shape with tiered design incorporated larger upper level setbacks.

The second scheme (Option B) showed a seven-story building with parking for 18 vehicles. The shape of the massing and unit orientation represents a barbell configuration. The first floor level

is located with reduced front, side and rear setbacks. Upper building levels provide a variety of setbacks. Increased setbacks are provided near the center of the site along the north and south property line. The south setback is increased to 10 feet while the north façade is setback approximately 20 foot at a central courtyard. An increased setback is provided along the street facing façade at the 7th level where a shared roof deck is located. At ground level, facing Summit Ave, a lobby is at the northwest corner of the building. Just south of the lobby is a driveway access to underground parking. Two townhouse style units are provided at the southern portion of the façade. Upper level units are accessed by the common entry on Summit Avenue to exterior circulation areas are provided on the north façade around the courtyard space. Street facing units are oriented east west, interior units along the south property line are oriented north south and a singular east west oriented unit is provided in the northwest corner of the site. The building massing is located adjacent to the rear alley lot and provides a 6 inch setback.

The third and preferred scheme (Option C) showed a seven story building with a barbell massing configuration similar to Option B. Summit Avenue façade consists of three townhouse style units and a vehicle access driveway to underground parking. The common residential entry is accessed by a walkway from Summit Avenue along the north property line to a lobby area on the north façade at the center of the site. The massing meets front and south side setback requirements but is proposed within the north side and alley rear setbacks. End units, on the east and west facades run east west while central units run north south. The courtyard space provided for massing option three on the north façade has been replaced by internal circulation area. A rooftop deck is proposed at the seventh story facing western exposure.

PUBLIC COMMENT

Approximately seven members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

- Opposed to building within the rear setback on the alley lot line. Building in rear setback will block existing views for structures across the alley and also make alley difficult to use.
- Stated windows on the south side of proposed building will be blocked by future development to the south.
- Feel building will not be used as affordable housing given the prime building location and availability of views from units.
- Encourage building design to be exciting and reflect design inspiration provided within the packet.
- Encourage developer to incorporate bike, electric car and scooter parking.
- Opposed to vehicle access off Summit Avenue, support minimizing driveway access width on the street.

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:

1. Massing and Building Location along the Alley

The Board felt Massing Option C should move forward to MUP submittal with the following guidance:

- a) The Board expressed concern for the rear setback departure request along the alley. The applicant will need to clearly demonstrate how the proposed departure better meets the intent of City adopted guidelines (A-5, B-1, A-8, D-8).
- b) The Board felt the alley façade must be treated to create a safe, attractive environment by use of quality durable material, lighting, and incorporating doors for solid waste and recycling access, vehicle access and pedestrian access to the site (D-8).
- c) The Board requested additional information about the departure request in relationship to existing residential uses and future development. The applicant will need to supply a block cross section showing how setback departures will affect existing and future residential development. At the recommendation meeting additional analysis demonstrating the impact of proposed building location on adjacent uses across the alley should be provided (A-5, B-1, A-8).

2. North Facade

- a) The Board appreciated the through lot connection along the north property line. The connection allows pedestrian access from Summit Avenue to the primary residential lobby, the internal circulation to the site and the alley (A-3).
- b) The Board noted the proposed lobby location on north façade is positioned across from the residential lobby for the structure directly north. The Board felt the two entries with residential traffic will reinforce the pedestrian quality of the setback area (A-5, D-1).
- c) The Board expressed concern regarding the reduced setback along the north lot line. The Board would like to see how a reduced setback would result in a development that better meets the intent of City adopted design guidelines. The Board suggested the development may benefit from code complying setbacks on the north and south property lines rather than the current proposal of a decreased north side setback and increased south side setback. (A-5, B-1).
- d) The Board wished to see further development of the north setback. Setback treatment should create a safe pedestrian space while incorporating street façade signage, paving, lighting, landscaping guiding residents from the street, through the site to the lobby and onto the alley (A-3, D-7, E-2).

- e) The Board felt the open air corridor through the building massing was a welcome addition to the project allowing light and air to the units and through the site along the north south axis (A-5).

3. Summit Avenue Facade

- a) Preferred Option C locates three, two-story, townhouse units fronting on Summit Ave N. The units are located 8 feet from the sidewalk. The Board felt the ground level residential use facing the street positively reinforces the quiet residential character along Summit Avenue. The Board also noted the front setback must be treated with care to create semi-private defensible residential space, incorporating stoops and utilizing landscaping, paving and grade transition to define the space. The Board requested the applicant avoid use of fencing to define space (A-2, A-6, D-7, D-12, E-1, E-2).
- b) The two story townhouse base should be clearly defined but the Board stressed restraint in the material palette, limiting to one or two materials along the entire street facade. The Board noted a change of façade plane should accompany any changes to material (C-4).
- a) The Board encouraged the applicant to provide a singular expression for the street façade rather than responding to existing datum lines established by structures to the north and south (C-2).
- b) The Board welcomed use of durable modern materials similar to those represented as inspiration within the EDG design packet. The Board encourages the applicant to develop the Summit Avenue façade with simplicity of form and clearly articulated architectural concept as represented on the design inspiration photos provided within the EDG packet on page 26 and 27 (C-2, C-4).

4. Vehicle Access on Summit Avenue

- a) The Board was not supportive of vehicle access provided on Summit Avenue. The Board preferred all access to be taken from the alley; however the Board was willing to support minimizing driveway entrance along Summit to the minimum width necessary to provide vehicle access (A-8).
- b) The vehicle access is located near the center of the site between street level townhouse units. The Board noted the design is able to maintain the pedestrian streetscape between the building and the adjacent residential structures (A-8).
- c) The Board favored the proposed recessed garage door. The Board expressed concern about treatment of pedestrian environment adjacent to vehicular entry. The Board felt the space must be treated primarily a pedestrian environment and secondarily the vehicle access. The setback area should be designed to enhance and define the space as a pedestrian environment with use of paving, landscaping, material choice, and lighting. The Board noted the choice of garage door is particularly important and would like to see a door which is simple, modern, well integrated into the structure offering visual permeability, similar to the example provided within the EDG packet on page 27. (A-8).
- d) The Board encourages the applicant to provide scooter, bike and electric car parking spaces and facilities (A-8).

At the Recommendation meeting, the applicant should provide the following information:

1. Landscape plan and photorealistic graphics demonstrating the design of north façade setback area. Plan and graphics should incorporate proposed pedestrian pathway paving, landscaping, signage, lighting and residential entry design (A-1, A-5, D-1, D-7, E-1, E-2)
2. A site section along the alley showing how setback departure requests will impact existing developments and future development on adjacent properties and across the alley (B-1, A-5).
3. Additional analysis of building location, treatment and window location for adjacent structures to the north and south. Demonstrate how proposed building location and departure requests will impact existing residential uses along each side property line (A-5).
4. Landscape plan incorporating lighting, landscaping and paving plan treatment of each ground level setback space (A-6, D-1, D-7, D-12, E-1, E-2).
5. Photorealistic graphics showing the street level treatment of the townhouse units, treatment of the setback as semi-private residential buffer, and vehicle entry treatment to enhance and promote the pedestrian experience. (A-2, B-3, B-7, C-2, C-3, C-4, D-9, D-10, D-11).

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

Capitol Hill-specific supplemental guidance:

- Retain or increase the width of sidewalks.
- Provide street trees with tree grates or in planter strips, using appropriate species to provide summer shade, winter light, and year-round visual interest.
- Vehicle entrances to buildings should not dominate the streetscape.
- Orient townhouse structures to provide pedestrian entrances to the sidewalk.
- For buildings that span a block and “front” on two streets, each street frontage should receive individual and detailed site planning and architectural design treatments to complement the established streetscape character.
- New development in commercial zones should be sensitive to neighboring residential zones. Examples include lots on Broadway that extend to streets with residential character, such as Nagle Place or 10th or Harvard Avenues East. While a design with a commercial character is appropriate along Broadway, compatibility with residential character should be emphasized along the other streets.

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-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

Capitol Hill-specific supplemental guidance:

- Preserve and enhance the pedestrian environment in residential and commercial areas by providing for continuous sidewalks that are unencumbered by parked vehicles and are minimally broken within a block by vehicular access.

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.

Capitol Hill-specific supplemental guidance:

- Break up building mass by incorporating different façade treatments to give the impression of multiple, small-scale buildings, in keeping with the established development pattern.
- Consider existing views to downtown Seattle, the Space Needle, Elliott Bay and the Olympic Mountains, and incorporate site and building design features that may help to preserve those views from public rights-of-way.
- Design new buildings to maximize the amount of sunshine on adjacent sidewalks throughout the year.

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 facade walls.

Capitol Hill-specific supplemental guidance:

- Incorporate signage that is consistent with the existing or intended character of the building and the neighborhood.
- Solid canopies or fabric awnings over the sidewalk are preferred.
- Avoid using vinyl awnings that also serve as big, illuminated signs.
- Use materials and design that is compatible with the structures in the vicinity if those represent the desired neighborhood character.

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.

Capitol Hill-specific supplemental guidance:

- Use wood shingles or board and batten siding on residential structures.
- Avoid wood or metal siding materials on commercial structures.
- Provide operable windows, especially on storefronts.
- Use materials that are consistent with the existing or intended neighborhood character, including brick, cast stone, architectural stone, terracotta details, and concrete that incorporates texture and color.
- Consider each building as a high-quality, long-term addition to the neighborhood; exterior design and materials should exhibit permanence and quality appropriate to the Capitol Hill neighborhood.
- The use of applied foam ornamentation and EIFS (Exterior Insulation & Finish System) is discouraged, especially on ground level locations.

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.

Capitol Hill-specific supplemental guidance:

- Provide entryways that link the building to the surrounding landscape.
- Create open spaces at street level that link to the open space of the sidewalk.
- Building entrances should emphasize pedestrian ingress and egress as opposed to accommodating vehicles.

- Minimize the number of residential entrances on commercial streets where non-residential uses are required. Where residential entries and lobbies on commercial streets are unavoidable, minimize their impact to the retail vitality commercial streetscape.

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

Capitol Hill-specific supplemental guidance:

- Consider: pedestrian-scale lighting, but prevent light spillover onto adjacent properties; architectural lighting to complement the architecture of the structure; transparent windows allowing views into and out of the structure—thus incorporating the “eyes on the street” design approach’
- Provide a clear distinction between pedestrian traffic areas and commercial traffic areas through the use of different paving materials or colors, landscaping, etc.

D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.

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.

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.

DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departure(s) 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(s). The Board’s recommendation will be reserved until the final Board meeting.

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

- 1. Sight Triangles (SMC 23.54.030.G1):** The Code requires that for two way driveways or easements less than twenty-two feet wide, a sight triangle on both sides of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of ten feet from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk. The applicant proposes a 25% reduction in the horizontal dimension of site triangle. Instead of 10 feet the applicant proposed 7.5 feet.

The Board indicated favorably towards the departure request feeling that safety for pedestrian would be maintained while also minimizing impacts of driveway on the pedestrian environment (A-8).

- 2. Setbacks (SMC 23.45.518 Table A):** The Code requires the following:

Front Setback: 7' average, 5' minimum

Side Setback: For portions of the structure below 42': 7' average, 5' minimum

For portions of the structure above 42': 10' average, 7' minimum

Rear Setback: 10' for rear lot line abutting an alley

The applicant proposes to allow the proposed building to extend into the setbacks as shown in the diagrams in the [presentation packet](#).

The Board indicated that some of the proposed setbacks might be favorably viewed by the Board; while others do not clearly better meet the intent of City adopted Design Guidelines. Generally, the Board was unconvinced that the proposed departures would result in a better design and agreed that they would need to see greater consideration of impacts to adjacent structures, how the development as a whole better meets the guidelines and how application of materials, landscaping and details will provide a better project.

Rear: The Board was not inclined to grant the rear setback departure without additional analysis on impacts to adjacent residential structures. The Board also requested more detail on how the departure requested and development as a whole would better meet the intent of City adopted Design Guidelines by grating this departure.

Front: The Board was favorable toward the front setback departure at the upper levels of the structure. The ground level units are proposed at 8 feet in order to provide semi-private defensible space.

Sides: The Board considered the proposed side setbacks and agreed that portions of encroachments might be acceptable depending on whether the ultimate design is responsive and sensitive towards the abutting neighbors. On the north side, the proposed reduction in setback concerned the Board. The Board indicated that without additional study on impacts to the adjacent structure and further analysis of how the project better meets the intent of design guidelines the departure may not be granted. Further the applicant may wish to provide the minimum setback on the north side by reducing the increased setback along the

south side. Setbacks should correlate to the adjacency of surrounding residential uses (A-5, B-1).

BOARD DIRECTION

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