



City of Seattle

Department of Planning & Development

D. M. Sugimura, Director



EARLY DESIGN GUIDANCE OF THE EAST DESIGN REVIEW BOARD

Project Number: 3014325

Address: 1424 11th Avenue

Applicant: Wing-Yee Leung, Architect for Sundberg, Kennedy, Ly-Au Young

Date of Meeting: Wednesday, November 21, 2012

Board Members Present: Wolf Saar (Chair)
 Substitute Board Member: Dan Foltz (Substitute)
 Ric Cochran
 Dawn Bushnaq

Board Members Absent: Lisa Picard
 Chip Wall
 Boting Zhang

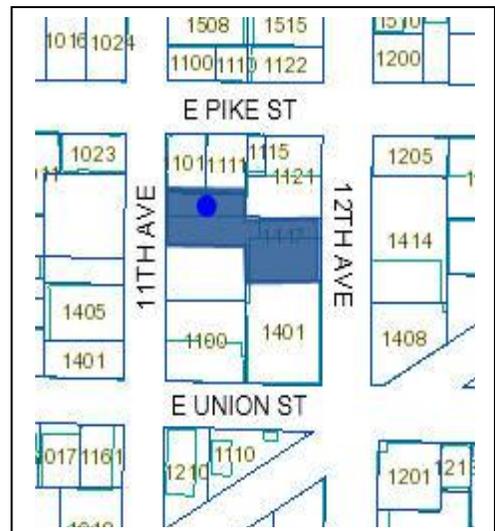
DPD Staff Present: Bradley Wilburn

SITE & VICINITY

Site Zone: NC3P-65 (inclusive of Pike/Pine Urban Center Village, and Pike/Pine Conservation Core Overlay Districts)

Nearby Zones: (North) NC3P-65)
 (South) NC3P-65)
 (East) NC3P-65)
 (West) NC3P-65)

Lot Area: 20,303 sq. ft.



Current
Development:

The site is currently occupied by three buildings and an accessory surface parking lot for the existing commercial uses. The two buildings (commonly known as; Retrofit Home and Pacific Supply) with frontage along 12th Avenue have recently been renovated, and will not be altered as part of this project. The west half of the development site which is the proposed area of new development, contains a two-story building and surface parking lot. The existing two-story commercial building is located on the north side of the surface parking lot. The asphalt surface parking lot sits approximately eight feet below street level. Parking is accessed off 11th Avenue through a two-way driveway approximately 84 feet south of the intersection of 11th Avenue and East Pike Street. The driveway also provides vehicle access to the adjoining development site (addressed; 1121 East Pike Street) to the northeast. The site moderately slopes downward, dropping approximately 12 feet, west to east, over a distance of approximately 120 feet, there are no other distinguishable characteristics associated with the development site.

Access:

11th Avenue

Surrounding
Development:

Zoning in the immediate vicinity is currently NC3P-65, supporting a number of commercial uses including restaurants, manufacturing, retail, and surface parking lots. To the south, across East Madison Street the zone intensifies to Commercial Two with a height limit of 65 feet (C2-65) within the Major Institutional Overlay District for Seattle University with a height limit of 105 feet (MIO-105), for Seattle University owned projects. Development in the area is predominantly commercial with an increasing number of residential uses located throughout. Development on either side of the subject site includes a 3-story commercial building to the north, and a surface parking lot between the subject site and a 4-story commercial building to the south, at the corner of 11th and E Union street. Across 11th Avenue is a surface parking lot occupying just over one third of the block, the remaining area hosts a 3-story commercial/residential use to the north and a 1-story warehouse building anchoring the block's south corner. Pike Street is a significant street connecting downtown to this area of Capitol Hill. Twelfth Avenue is a heavily traveled street for vehicle traveling north and south.

ECAs:

None

The neighborhood includes a variety of architectural styles: adjacent buildings range in style from turn-of-the-century brick apartments, Queen Anne single family residences, townhome development, to 1980's and 1990's multi-family development. A common thread in the areas older apartment stock is a rectilinear shaped box design. Generally consisting of a single material used on the building's façade with accents around entries, windows and cornice.

Neighborhood Character: Massings are oriented to the street with street facing entries. Horizontal datum lines are produced by window patterns, trim, and flat roof lines.

The west slope of Capitol Hill provides views to both Downtown and the Olympic Mountains. The area offers high levels of pedestrian and vehicular traffic with excellent access to transit and amenities.

PROJECT DESCRIPTION

The Early Design Guidance application proposed a five story structure with 9,800 sq. ft. of retail, 22,000 sq. ft. of office use, and three residential units above below grade parking for 20 vehicles. Portions of existing structure to be incorporated in new structure.

EARLY DESIGN GUIDANCE MEETING: November 21, 2012

The packet includes materials presented at the meeting, and is available online by entering the project number (3014325) 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 file, by contacting the Public Resource Center at DPD:

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

Email: PRC@seattle.gov

PUBLIC COMMENT

The following comments, issues and concerns were raised during public comment:

- Clarification whether existing access to below surface parking will be maintained.
- Micro retail space should be considered high value.
- Alley-like pathway should not be used as storage area for trash and recycling.
- Arrangement and placement of windows and decks should minimize impacts on the privacy of adjacent uses to the north.
- The south façade is highly visible and attention should be directed to scaling it down with design detailing. Be creative, this south wall could be visible for sometime in the future.

- Liked the preferred design option.
- Maintain adjacent plaza sense of openness were possible, create spatial separation.
- Building height should be sympathetic to adjacent structures.
- Pedestrian pathway connecting 11th to 12th must be secured to control for noise, inappropriate behavior and trash accumulation.
- Proposal should provide light details and shadow studies.
- Recognized this is a small infill project and should fit in with the surrounding context.
- The project site is unique and requires nuanced design consideration.
- Loves maintaining the front façade with opening for the walkway connection to 12th Avenue.
- Since the upper level will be stepping away from the north property line, the building should be designed to provide visual interest and minimize intrusion on adjacent uses privacy.
- Like the preferred design option, but would like to understand impacts, if any, on the rooftop deck of the adjacent building to the north.

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. Master Plan:

- a. In a prior presentation, the developer mentioned the development site is part of a larger integrated half block Master Plan that has been designed comprehensively to functionally connect existing and proposed uses. In order to better understand the specific proposal as it relates to the expanded development site, with its proposed pedestrian connection between 11th and 12th Avenue, through a multi layered plaza level with access to several buildings, the Board directed the architect to present The Master Plan for the expanded development site at the Recommendation meeting with the following guidance (A-1, C-2, and C-3).

2. Massing:

- a. (Preferred) Alternative 3 visually reduces the massing from a street perspective while also emphasizing the pedestrian circulation pathway interior to the development. The design responds well to the adjacent (north) structure's mass. The Board directed the architect to develop the preferred option for the recommendation meeting with the following guidance (B-1).
- b. The adjacent structure to the north along 11th Avenue has a three-story street facing façade. The proposed structure will step back approximately 10 feet from the north property line at the roof height of the existing two-story Character Structure and

from the west exterior wall. The Board directed the applicant to be respectful and develop a street façade incorporating the existing datum lines. (A-2).

3. Character Structures:

- a. The Board requested clarification on how the development standards are being met to achieve additional height for maintaining the Character Structure. The Board does not want to set a precedence of allowing a design without proper documentation of presentation of the Character Structure per SMC 23.041.

4. Street Level Façade:

- a. The Board would like to see clarification on the location and readability of pedestrian entries; “mews”, entry into building and parking access along street-level street facing façade (A-4, C-3, & D-1).
- b. Detailed documentation resolving pedestrian circulation and vehicular access is required at the next Board meeting. Pedestrian access to retail and lobby should be emphasized while simultaneously minimizing vehicular access (C-3, C-4, & D-11).
- c. The opening to the mews is a gateway through the development site and should be designed to create a safe defensible space for pedestrians accessing 11th and 12th avenues through the mid-block connection (B-5, D-1, & D-7).

5. Landscaping:

- a. At the Recommendation meeting a landscape plan locating all proposed landscaping in setbacks and courtyard should be presented (D-1, E-2).
- b. Explore opportunities to provide landscaping in the circulation areas and plaza (A-7, E-2).

6. Plaza (public/private):

- a. Design and integrate the courtyard plaza levels to address privacy issues for existing and proposed commercial and residential uses while reinforcing opportunities for light, air and ventilation (B-5, C-3, D-1, & E-2).

7. Interior Lot Façade:

- a. Provide more detail on location and design of the adjacent residential structure to the north. Clarify upper level setbacks depths, location of roof top decks of the abutting structures to the north (A-5, B-2).
- b. Design north façade to maximize privacy for existing residents by providing sufficient setback and locating windows to minimize direct line of site between existing and proposed residential units (A-5).
- c. Use materials to create a dynamic façade treatment, 3-D element if possible, to minimize the appearance of a blank wall facing an adjacent surface parking lot (A-5, D-2).

8. Solid Waste Recyclable Materials Storage and Access

- a. At the Recommendation meeting the Board would like to the applicant present materials to demonstrate how the solid waste materials will be managed; location of storage, pick-up days, etc. for the proposed development and for the entire development site (D-6).

DESIGN REVIEW GUIDELINES

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

- A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.**
- 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-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.**
- 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.**

Pike/Pine-specific supplemental guidance:

- **B-2 Pike/Pine Neighborhood Scale and Proportion**
 - a).Design the structure to be compatible in scale and form with surrounding structures.
 - b). Relate the scale and proportions of architectural features and elements to existing structures on the block face to maintain block face rhythm and continuity.
 - c).Address conditions of wide or long structures.
For structures that exceed the prevailing height, reduce the appearance of bulk on upper stories to maintain the established block face rhythm.
 - d). Design the first floor façade to encourage a small-scale, pedestrian-oriented character
- **B-3. Integration of Character Structures in New Development (Supplemental guidance**

especially for properties located within the Pike / Pine Conservation Overlay District.)

- a). Develop a design Concept
 - b). Do not overpower the character structure.
 - c). Express the relationship between the character structure and new portions of the project.
 - d). Emphasize the streetscape.
 - e). Align features of the character structure with features of new portions of the project.
 - f). Consider design treatments that anchor the new structure to the streetscape.
- B-5. Through-Block Development
 - a). Avoid monolithic development on through lots.
 - b). On blocks bounded by designated principal pedestrian streets, take advantage of opportunities to include through-block connections.
 - c). Capitalize on opportunities to provide utility functions in through-block development.
 - B-7. Conservation of Character Structures (Supplemental guidance especially for properties located in the Pike/Pine Conservation Overlay District.)
 - a). Maintain the architectural integrity of the character structure
 - b). Maintain Character-Defining Elements
 - c). Recognize the priority for maintaining the original floor-to-ceiling heights in character structures, especially for the ground floor and for features visible from the exterior.
 - d). Sensitively locate additions so they do not dominate the appearance of the character structure.

C-1 **Architectural Context.** The Pike/Pine “vernacular” architecture is characterized by the historic auto row and warehouse industrial buildings featuring high ground-floor ceilings, articulated ground-floor commercial space, display windows, detailed cornice and frieze work, and trim detailing.

(Pike/Pine-specific supplemental guidance)

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.** In order to achieve good human scale, the existing neighborhood context encourages building entrances in proportion with neighboring storefront developments. In addition to the Citywide Design Guidelines, developments should successfully contribute to the vitality of the street level and pedestrian scale relationships to the right-of-way. Thus, the design of the ground floor of new developments should include:

- Pedestrian-oriented architectural elements.

- A rhythm of building modulation comparable or complimentary to adjacent buildings.
- Transparent, rather than reflective, windows facing the street.

This is important throughout the neighborhood. It is preferred that ground floor development echoes the patterns established by adjacent buildings in this area, including high bays and glazing along the ground floor. To this regard, cues can be taken from the Odd fellows and Elliott Bay Bookstore buildings on 10th Avenue E. between Pike and Pine and from the buildings on the south side of Pike Street between Boylston and Harvard Avenues.

(Pike/Pine-specific supplemental guidance)

- C-4 **Exterior Finish Materials.** New development should complement the neighborhood’s light-industrial vernacular through type and arrangement of exterior building materials. Preferred materials and approaches include:
- Brick, masonry, textured or patterned concrete, true stucco (Dryvit is discouraged), with wood and metal as secondary or accent materials.
 - Other high quality materials that work well with the historic materials and style of neighboring buildings.
 - Limited number of exterior finish materials per building.
 - High quality glazing and trim as a vital component of exterior finish.

(Pike/Pine-specific supplemental guidance)

- 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.

(Pike/Pine-specific supplemental guidance)

- 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.

(Pike/Pine-specific supplemental guidance)

- 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.

Lighting installed for pedestrians should be hooded or directed to pathways leading towards buildings.

- a). Promote the pedestrian environment
- b). Reflect the special neighborhood character

(Pike/Pine-specific supplemental guidance)

- 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.
- 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.
- 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.** The creation of small gardens and art within the street right-of-way is encouraged in the Pike/Pine neighborhood in order to enhance and energize the pedestrian experience. This is especially desirable for residential and mixed use developments as well as a means to distinguish commercial areas from institutional areas. Providing vertical landscaping, trellises or window boxes for plants is also desirable. *Street greening* is specifically recommended along the following streets:
- Avenues between Union and Pike Streets, from Minor Avenue on the west to Harvard Avenue on the east;
 - Along Bellevue, Summit, Belmont, and Boylston (except from Pike to Pine)
 - Union Street from Boren to Broadway
 - Avenues between Pike and Olive Streets from 11th Ave. on the east to 14th Ave. on the west including Pine from 14th and 15th and Olive from 11th to 15th (except along 14th Ave. from Pine to Pike).

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. **Curb Cut Widths (SMC 23.45.030.F.2.b):** The Code requires a 22 feet wide curb cut for two way traffic serving nonresidential uses. The applicant proposes an 18 foot wide curb cut.

The placement of the driveway access between street-level uses pose challenges the Board requires to be resolved before they consider voting in favor of the departure (A-8, C-5, D-1, & D-7).

2. **Driveway Slope (SMC 23.54.030.D.3):** The Code requires a maximum slope of a driveway not to exceed 15%, except as provided in subsection 23.54.030D.3. The applicant proposes to exceed the 15% but did not have the precise measurement at the time of EDG.

The Board responded favorably towards the departure request (A-8, C-5, B-5, D-1, & D-7).

3. **Parking Space Standards (SMC 23.54.030.B.2):** The Code requires 35% of proposed parking stalls to accommodate small vehicles to a maximum of 65%. The portion of large parking stalls is required to meet 35% at the minimum. The applicant proposes to place at least 20 vehicles at the garage level with structural constraints limiting stall placement and maneuvering areas.

The Board responded favorably towards the departure request (C-1, C-2).

4. **Site Triangle (SMC 23.54030.G.518):** The Code requires a site triangle on both sides of a two-way driveway with a width 22 feet or less. The site triangle shall be kept clear of any obstructions for a distance of 10 feet from the intersection of the driveway with the intersection of the sidewalk. The applicant proposes to erode the building on either side of the driveway entrance and introduce pedestrian safety devices at property line.

The Board requested more information on how this departure request better meets the City Design Review Guidelines. The Board questions how the building will be designed to minimize disruption of the street-level uses on either side of the driveway access. Design should meet intent of design guideline (A-8, C-5, B-5, D-1, & D-7).

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.