



City of Seattle

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

DESIGN
REVIEW

EARLY DESIGN GUIDANCE OF THE NORTHWEST DESIGN REVIEW BOARD

Project Number: 3015381

Address: 1436 NW 62nd Street

Applicant: Kim Shipley, Playhouse Design

Date of Meeting: Monday, August 26, 2013

Board Members Present: Ted Patton (Chair)
Ellen Cecil
Jerry Coburn
Mike DeLilla

Board Members Absent: David Neiman

DPD Staff Present: Lindsay King

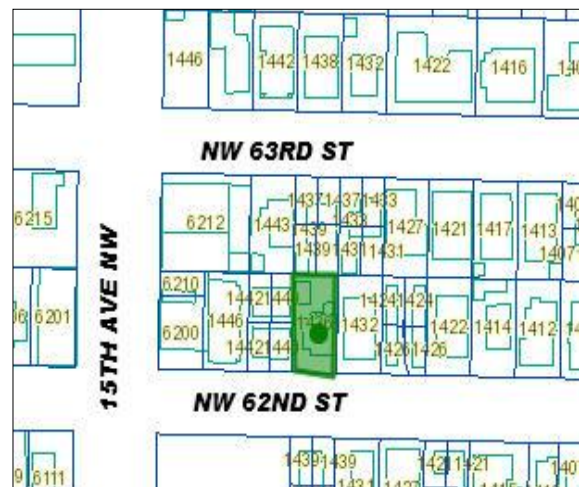
SITE & VICINITY

Site Zone: Lowrise Three (LR3)

Nearby Zones: North: LR3
South: LR3
East: LR3
West: LR3

Lot Area: 5,000 sq. ft.

Current Development: Single Family Residence



Surrounding Development: The subject site is located midblock on the north side of NW 62nd Street between 15th Avenue NW and 14th Avenue NW. 15th Avenue NW serves as the primary commercial arterial along the north south axis traveling through the Ballard Hub Urban Village. 15th Avenue NW also provides frequent transit service to the surrounding neighborhood. Along 15th Avenue NW the zoning is Neighborhood Commercial with a 40 foot height limit (NC2-40). Two parcels to the east, the zoning transitions to Lowrise Three multifamily (LR3) where the subject lot is located. The primary structures along NW 62nd Street are three-story townhouse structures built within the last 5-20 years and older 1960-1970s three-story apartment buildings. 14th Avenue NW was recently redesigned by Seattle Parks Department to create a future neighborhood park from NW 59th Street to NW 61st Street within the street right-of-way area. East of 14th Avenue NW the zoning transitions to Lowrise Two multifamily (LR2) and then Single Family (SF5000)

ECAs: None

Neighborhood Character: 15th Avenue NW serves as a commercial corridor which transitions to multifamily and single family toward the east. The neighborhood consists of townhouse and apartment buildings.

PROJECT DESCRIPTION

Design Review Early Design Guidance application to allow a 4-story structure with 27 residential units. Existing single family structure to be demolished.

EARLY DESIGN GUIDANCE MEETING: August 26, 2013

DESIGN PRESENTATION

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number (3015381) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The EDG packet is also available to view in the project file (project number 3015381), 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

The applicant presented three alternatives. Each option includes a residential structure containing 27 units with a primary entry along the NW 62nd Street façade. Each massing option includes ground level amenity space within the front and rear setback and at the roof deck. Bike and scooter parking spaces have been included in each option.

Massing Option One includes a four story building with a symmetrical street front facade. The building provides a 6' front setback, 15'-1" rear setback, and 7' side setbacks. The primary circulation staircases are located toward the center of the building with the stair penthouse along the west and east façade. Scooter and bike parking are provided between the building and the front property line. Solid waste and recycling storage space is located along the west façade within the side setback. Massing option one is a code complying alternative.

Massing Option Two includes a four story building with an asymmetrical street front facade. The building provides a 14'-1" front setback, 12' rear setback, 5'-11" west side setbacks and 5'-4" east side setback. The primary circulation stair is located at the front and rear of the building on the west façade. Scooter and bike parking is provided along the west façade within the side setback. Solid waste and recycling will be located in the rear setback. Massing option two requires four design departures including rear and side facades, maximum façade length and minimum curbcut width.

Massing Option Three (Preferred Option) includes a four story building with symmetrical street front facade. The building provides a 13' front setback, 11'-1" rear setback and 7' side setbacks. The primary circulation stair is located along the east and west facades rear the midpoint of the structure. Scooter and bike parking is provided along between the building and the front property line. Solid waste and recycling will be located in the east side setback. Massing option three includes two design departures. One departure has been requested from the rear setback and another from the minimum curbcut width.

PUBLIC COMMENT

The following comments, issues and concerns were raised during the public comment portion of the Early Design Guidance meeting:

Height, Bulk and Scale

- Concerned about height, bulk and scale impacts of a four story building. Feel the building is not sized appropriately for the neighborhood.
- Felt the proposed a four-story building will be out of place on a block with predominantly three-story buildings.
- Concerned proposed structure will block light to adjacent residential structures.
- Encouraged use of light colors on building to minimize bulk of structure.
- Not supportive of setback departure request. Felt large building will be too close to adjacent buildings if departure request was granted.

- Concerned side facades will be too bulky façade and feel the design should include modulation.
- Note Massing Option B may create privacy impacts for adjacent residential structures. Massing Option B includes units directly facing adjacent building units. Felt design team should study adjacencies of unit orientation, include more scrutiny on side setback relationships and include window overall diagram and section drawings showing how massing alternatives relate to existing context.
- Felt development should provide a front setback consistent with adjacent front setbacks.

Parking

- Concerned about lack of parking provided for residents.
- Felt future neighborhood park to be constructed on 14th Avenue W will add to the parking congestion on NW 62nd Street.
- Concerned about lack of parking for moving vans. Note there is no parking on the side of the street with the proposed development.
- Noted that some adjacent apartment building tenants do not utilize parking located on site. Noted current market tenants do not have as many cars as tenants in the past.
- Supportive of alternative scooter transportation but is concerned about visual impacts and theft if scooters are in the front setback. Feel scooter parking should be provided as a secure space interior to the site.

Amenity Area and Rooftop Decks

- Concerned about noise impacts of roof deck.
- Felt that a roof deck is not appropriate for the neighborhood and note there are no roof decks on the street.
- Encourage integration of pet spaces into the amenity space design.
- Encourage site design that includes amenity space at ground level in front and rear setbacks but is concerned north facing amenity space will not be utilized unless a larger area is provided.
- Felt the front setback amenity space should be designed and programmed to encourage interaction between residents and the neighborhood.
- Supported the proposed roof deck. Felt noise up high is less impactful than noise at ground level.

Density [Note: These are not design related issues.]

- Concerned about future tenant demographic for microhousing.
- Supportive of increased density and height.

Architectural Concept

- Felt the scale and materiality of building should respond to adjacent buildings context.
- Felt building should take design inspiration from the adjacent buildings to tie the building into the neighborhood.
- Would like to see a contemporary architectural style with references to the existing neighborhood context.

Other

- Felt more street trees should be provided in the planting strip.
- Concerned about adequacy of public utilities for number of units proposed.
- Concerned solid waste and recycling storage space is not adequately sized for number of residents in the building.
- Felt solid waste and recycling should be located within the building.
- Noted that crossing 15th to the bus stop requires crossing 5 lanes of traffic at 62nd.
- Concerned that entrance meet ADA accessibility.

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](#).

EARLY DESIGN GUIDANCE:

1. **Massing and Building Location.** The Board requested further analysis of the preferred massing alternative in relationship to adjacent context.
 - a) The Board noted that Massing Option 1 provided a code complying setback alternative of Massing Option 3 (the preferred option). The Board preferred the code complying alternative and noted that they were not inclined to grant setback departures unless the applicant can demonstrate how the design better meets intent of adopted Design Guidelines (A-1, A-5).
 - b) The Board noted that building massing, unit orientation, amenity spaces, solid waste and recycling storage and scooter parking should relate directly to adjacent uses and context (A-1, A-5).
 - c) Massing Option 1 provides a front setback most consistent with adjacent residential buildings. The Board noted that the front façade modulation into the front setback was setback sufficiently from the side property lines to minimize bulk and shadow impacts on the adjacent development. The applicant should provide more information on how the projection impacts amenity spaces within the adjacent front setback (A-1, A-5).
 - d) The Board requested the applicant consider ways to minimize impacts of 4th story on adjacent uses. The applicant should consider options such as upper level setbacks, modulation, fenestration and/or material application (A-1, B-1).
 - e) The Board noted that each façade should include modulation and material application designed to minimize the perception of a uniform wall facing adjacent residential uses (B-1).

2. **Privacy and Respect for Adjacent Sites.** The subject site is located between three existing residential buildings. The Board noted a thorough analysis of privacy impacts should inform the building and site design.
- a) The Board requested additional analysis at the second Early Design Guidance Meeting demonstrating how the proposed development impacts privacy for adjacent residential properties to the north, east and west along shared property lines. The following diagrams should be provided:
 - A window overlay diagram locating the north, east and west neighbor's windows over the windows of the proposed structure
 - A site line study in plan view and section view to the north, east and west. The diagram should include site lines from window, balconies and upper level decks to adjacent residential windows and yards. The analysis should include any major view obscuring vegetation or structures existing or proposed (A-5)
 - b) The Board felt the existing site context warrants additional design efforts to mitigate obtrusive site lines into existing units and yards (A-5).
 - c) Staff notes that the applicant should return with mitigation options for areas of privacy concern. The use of vegetation and preferably architectural treatment to obscure site lines while maintaining light and views from the proposed structure is recommended. Possible techniques include: strategic placement of tall, year round foliage along the property line, minimize large picture windows extending to ground level when facing adjacent windows, minimize windows, window size, or utilize translucent windows when facing primary living space windows of the existing structures. Decks may utilize screen wall and/or louvered balcony rails to obscure direct site lines from balconies and windows into adjacent structures windows and yards (A-5).
 - d) The Board agreed that the proposed roof deck setback from the outer wall line was necessary to meet the criteria of guideline A-5. The setback will help maintain privacy for adjacent residents and minimize noise impact of deck on adjacent residents. The Board encouraged the setback area be provided as a landscape planter or another treatment that prohibits this area as a usable gathering space (A-5)
3. **Location of Building Support Spaces and Alternative Transportation Parking.** The Board was concerned about the lack of information provided for the programmatic spaces necessary to support the building functions and residents.
- a) The Board requested a basement floor plan included within the next design review packet (A-1).
 - b) The Board requested additional information at the Second Early Design Guidance meeting including a) location for mechanical equipment used to support the building, b) an accurate size and location for solid waste and recycling as required by the City, c) confirmation from SDOT that a substandard curbcut will be allowed in the right-of-way (A-1).
 - c) The Board noted that each support space including mechanical, solid waste and recycling, and scooter parking must be integrated into the overall building and site design (A-1).

- d) The Board was not supportive of scooter parking within the required front setback. The Board noted that parking location in this area would require an additional design review departure (A-1).
 - e) The Board was supportive of the alternative transportation provided on site but felt the scooter parking should be located in a secure area on the site to avoid theft and minimize visual impacts for adjacent structures and the pedestrian on the sidewalk (A-1).
4. **Amenity Space within the Front Setback.** The Board was supportive of the applicant’s intention to create a front setback amenity space which adds eyes to the street and encourages integration between neighbors.
- a) The Board noted that the success of the front setback space will largely depend on the design and program of the space. The applicant should investigate and provide more information on how the design will support chance community interaction (A-1).
5. **Architectural Concept.** The Board felt the architectural concept should be further refined at the Second Early Design Guidance Meeting.
- a) The Board requested more information on how the proposed architectural concept would be integrated into the existing neighborhood context (C-2).
 - b) The Board did not feel that the development needed to duplicate the existing architectural context but felt that the design should relate to street context. The applicant should investigate ways in which design details, building modulation, fenestration or material applicant can be sensitive to the existing context (A-5)

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-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. 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.

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.

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. **Rear Setback (SMC 23.45.518 Table A):** The Code requires a 15 foot rear setback for apartments where there is no alley. The applicant proposes an 11'-1" rear setback.

The Board was not inclined to grant the rear setback departure. The Board noted that the rear setback departure request conflicts with Design Review Guideline A-5, Respect for Adjacent Sites. The proposed design did not demonstrate how the proposed departure request would better meet the intent of City adopted Design Guidelines. If the applicant intends to move forward with the departure request, the Board requested more detail on how the departure requested and development as a whole would better meet the intent of City adopted Design Guidelines by granting this departure.

2. **Curbscut Width (SMC 23.54.030 F):** At the time of the Early Design Guidance Meeting the applicant requested a departure from minimum curbscut width. DPD Land Use Code does not specify a minimum curbscut width. However the DPD Land Use Code does specify standards for parking location, minimum driveway width and parking standards. Additional analysis is required to determine the scope of required departure for proposed scooter parking.

The Board was not inclined to grant any departure pertaining to parking location. The Board was not supportive of parking between the building and the front property line. The Board

was supportive of alternative forms of transportation but felt that the parking area should be incorporated into the building and site design. The scooter parking area should be secure in order to deter thieves. The Board wished to see an alternative scooter parking design location at the Second Early Design Guidance Meeting. Further the Board felt that additional discussion with SDOT regarding the allowed curbcut width in the right-of-way was necessary prior to reviewing any departures as it pertains to the scooter parking. Prior to returning for the Second Early Design Guidance Meeting the applicant should confer with SDOT for curbcut standards in the right-of-way and work with DPD to determine extent of departures necessary for scooter parking. If applicant intends to move forward with the departure requests the Board requested more detail on how the departure(s) requested and development as a whole would better meet the intent of City adopted Design Guidelines by granting this departure.

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the EDG meeting, the Board recommended the project should return to the Board for an additional EDG meeting.