



EARLY DESIGN GUIDANCE OF THE WEST DESIGN REVIEW BOARD

Project Number: 3015549

Address: 124 Denny Way

Applicant: Andrew Hoyer – Encore Architects

Date of Meeting: Wednesday, March 26, 2014

Board Members Present: Mindy Black (Chair)
Jill Kurfirst
Katherine Idziorek
Boyd Pickrell

Board Members Absent: Janet Stephenson

DPD Staff Present: Beth Hartwick, Senior Land Use Planner

SITE & VICINITY

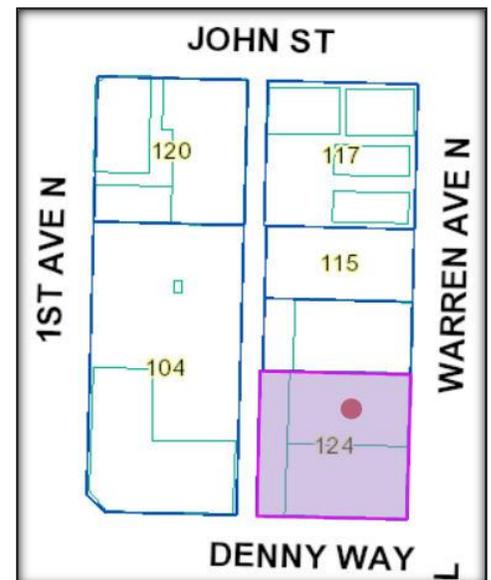
Site Zone: NC3-65 (Neighborhood Commercial 3-65)

Nearby Zones: (North) NC3-65
(South) DMC-65
(East) NC3-65
(West) NC3-65

Lot Area: 14,400 sq. ft.

Current Development: The site is currently developed with a commercial structure built in 1957 that is single story fronting Denny Way and two-stories at the rear of the site.

Surrounding Development and Neighborhood Character: Directly to the north is a 6 story apartment building completed in 2007. Across the alley to the west is an early 20th century single story brick commercial structure and surface parking. To the east across Warren Ave N. is a three story community center and parking garage for First Methodist Church completed in



2009, and a 5 story mixed use structure built in 2002. Across Denny in the DMC zone is a triangular single story commercial structure constructed in 1929. This site is currently going through Design Review under MUP #3015680 to build a six-story mixed use structure.

The character of the two abutting streets is very different. Denny Way is a busy east/west arterial that is also the northern boundary of 'downtown'. This part of Denny Way has mostly mixed use structures with small retail uses on the ground levels. In contrast, Warren Ave N is a shady quiet residential street populated by older brick and a few newer apartment structures. Seattle Center is a few blocks away.

Access: The site has access from Denny Way, Warren Ave N and an improved alley.

Environmentally Critical Areas: None

PROJECT DESCRIPTION

The project is 6-story mixed use structure containing approx. 85 residential units, 1,500-2,000 sq. ft. of retail space at grade and one level of below grade parking with parking for 32 vehicles.

EARLY DESIGN GUIDANCE March 26, 2014

The packet includes materials presented at the meeting, and is available online by entering the project number 3015549 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

DESIGN DEVELOPMENT

The site is 120 by 120 feet, with a grade change of approx. 12' from the high point at the northeast corner to the low point at the southwest corner. Denny Way, Warren Ave. N. and the alley all have grade changes of approx. 6'.

Concept A showed 5 stories with 75 residential units above a ground level containing 4 live/work units, the residential lobby, service and amenity space and retail along Denny Way. One level of below grade parking will provide residential parking. The building massing was pushed towards both Denny Way and Warren Ave N. An outdoor amenity plaza was located above the alley between the east and south building masses. The residential entry was located at the corner of Denny and Warren and the vehicle entry was shown off the alley. This option would require departures for the driveway width and length of a residential use at street-level along Denny Way.

Concept B (the preferred option) showed 5 stories with 75 residential units above a ground level containing 10 residential units, the residential lobby, and retail along Denny Way. One level of below grade parking will provide residential parking. The building massing was broken into two sections. The north section had setbacks from the property lines at both Warren Ave N and the alley. The south section along Denny Way extends the entire width of the site. The ground level units along Warren have individual entries and landscaped patios in the setback. The ground level units facing the alley are slightly elevated and have private patios. The residential entry was located at the corner of Denny Way and Warren Ave N. and the vehicle entry was shown off the alley. This option would require departures for the driveway width, the length of a residential use at street-level along Denny Way and the average depth of the retail space.

Concept C showed 5 stories with 75 residential units above a ground level containing 9 residential units, the residential lobby, and retail along Denny Way. One level of below grade parking will provide residential parking. The building massing was pushed towards Denny Way and the alley creating a generous setback along Warren Ave N at the residential units. The ground level units along Warren Ave N. showed individual entries and landscaped patios in the setback. The residential entry was located at the corner of Denny and Warren and the vehicle entry was shown off the alley. This option would require departures for the driveway width the length of a residential use at street-level along Denny Way and the average depth of the retail space.

PRESENTATION

The applicant explained that there will be trash shoots from the residential floors to the collection area in the basement. The trash will be wheeled up once a week on pick-up day.

The elevation of the slab at the ground floor residential units will be different than the slab at the lobby and retail locations.

The preferred option is providing a 12' setback at Warren Ave N. and a 15' setback at the alley.

PUBLIC COMMENT

The following public comments were offered:

- Noted that the site is in an area that is being considered for changes to the Land Use Code.
- Supported the corner treatment.
- Encouraged more retail area at grade.
- Supported the alley 'townhouses'.
- Concerned about security in the alley.
- Encouraged the building setbacks.
- Encouraged building lighting on the sidewalks.
- Stated that more parking should be provided.

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 March 26, 2014

- 1. Massing, Modulation and Facade Composition: The Board was pleased with the proportions of the project and directed the applicant to proceed with the preferred Concept B. The Board noted the preferred option massing was ‘broken’ into a northern section with setbacks from the street and alley, and a southern section along Denny Way. The Board gave the following guidance. (CS2.III.i, DC2.B.1, CS2.D.1)**
 - a. The massing of the preferred option is appropriate and relates well to the residential structure to the north. (CS2.D.1)
 - b. Keep the modulation as shown. The north portion of the structure seems more modulated for residential use, the south ‘piece’ has less modulation. (CS2.IV.iii)
 - c. The Board noted that given the shifting of the street grid at Denny the alley corner will be prominent, especially from Bay St. The corner treatment is very important and does not need to be treated the same as the corner at Warren Ave N. (CS2.A.2, CS2.C.1, CS2.III.i)
 - d. Maintain the setbacks of the north section of the structure. (DC3.A.1)
 - e. Work out how the facades of the two sections will relate to each other using datum lines and accent panels. (DC2.B.1)
- 2. Street Level and Entries: The Board expressed that the connection between the street and the structure needs to be carefully considered. (CS2.B.2, PL2.II.i-iv, PL3.A.4)**
 - a. Maintain the proposed retail use on Denny Way. (CS2.I.i, PL2.I.ii)
 - b. The retail façade treatment should turn the corner and extend into the alley. (CS2.C.1, PL3.C.1)
 - c. The residential lobby entry needs further study and design. (CS2.III.i, PL2.II.i)
 - d. Provide patios for the residential units off of Warren Ave N. that will be primarily private. (PL2.II.ii)
 - e. Maintain the 12’ setback and use landscaping along Warren Ave N. to provide a sense of protection and privacy for the residential entries. (PL2.II.iii)
 - f. Work with SDOT on providing street trees that will complement the design. (PL1.II.ii)
- 3. Alley Treatment: The Board supported and noted that the alley facing residential units and patios located at the first level will activate the alley. (DC1.VI.ii)**
 - a. The Board encouraged the design of the patio units above the alley provide security. (PL2.B)
 - b. Provide a staging area on the north side of the driveway for solid waste on collection day that will work for SPU and building staff. (DC1.C.4)
 - c. Design the driveway for safety of pedestrians and vehicles. Consider narrowing the width of the driveway. (DC1.C.4)
 - d. The retail façade treatment should turn the corner and extend into the alley. (CS2.C.1, PL3.C.1)
- 4. At the Recommendation meeting, the applicant should provide the following additional information:**
 - a. Provide eye level sketches at the street and alley corner along Denny Way.
 - b. Provide a site study of lighting.

DESIGN REVIEW GUIDELINES

The Board carefully considered the design guidelines and determined the following guidelines should be considered in addition to the guidance listed above.

CONTEXT & SITE

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

Uptown Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-I-i. Pedestrian Character: Throughout Uptown new developments should, to the extent possible, be sited to further contribute to the neighborhood's pedestrian character.

CS2-II Streetscape Compatibility

CS2-II-iii. Uptown Urban Area: In the Uptown Urban and Heart of Uptown character areas, encourage streetscapes that respond to unique conditions created by Seattle Center. Encourage wide sidewalks to accommodate high pedestrian volumes during event times, and create safe, wellmarked crossings at entrances to the Center. Streetscape furniture and landscaping should be sited and designed to accommodate the flow of event crowds. Buildings on and adjacent to the Seattle Center campus should be sited to create relationships and connections between the Center and surrounding Uptown neighborhoods.

CS2-III Corner Lots

CS2-III-i. Addressing the Corner: Generally, buildings within Uptown should meet the corner and not be set back. Building designs and treatments as well as any open space areas should address the corner and promote activity. Corner entrances are strongly encouraged, where feasible.

CS2-IV Height, Bulk and Scale Compatibility

CS2-IV-iii. Massing in the Uptown Urban Character Area: larger massing units and less modulation are appropriate, provided they are carefully designed, with quality materials.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

Uptown Supplemental Guidance:

PL1-II Landscaping to Reinforce Design Continuity with Adjacent Sites

PL1-II-ii. Streetscape Landscaping: Throughout Uptown, streetscape landscaping as per the guidelines CS2.II, PL1, PL2 and PL4 is encouraged.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

Uptown Supplemental Guidance:

PL2-II Pedestrian Open Spaces and Entrances

PL2-II-i. Pedestrian-Friendly Entrances: Throughout Uptown entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.

PL2-II-ii. Defensible Space: Individual or unit entrances in buildings that are accessed from the sidewalk or other public spaces should consider appropriate designs for defensible space as well as safety features (e.g., decorative fencing and gating). Landscaping should be consistent with these features.

PL2-II-iii. Pedestrian Experience: Throughout Uptown special attention to the pedestrian experience and street right-of-way should be given along pedestrian corridors as identified on the map (pg. v).

PL2-II-iv. Lighting: Throughout Uptown the use of a pedestrian-scaled street lamp within all character areas is encouraged. In addition, streetscape features such as street clocks and benches are encouraged in Heart of Uptown and Uptown Urban character areas.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B Planning Ahead for Bicyclists

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-C Parking and Service Uses

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

Uptown Supplemental Guidance:

DC1-VI Treatment of Alleys

DC1-VI-ii. Activation: In Heart of Uptown and Uptown Urban character areas encourage alleys to be activated with subordinate retail spaces at the mouth of the alley. Encourage retail to “turn the corner” at alley entrances.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

Uptown Supplemental Guidance:

DC2-I Architectural Context

DC1-I-iii. Uptown Urban Character Area: Embrace high quality urban infill, and responds to special relationships with nearby civic institutions. The following features are encouraged:

- a. Consistent street wall;
- b. Engaging the sidewalk / storefront transparency;
- c. Building siting that responds to Seattle Center entry points;
- e. High quality, durable materials;
- f. Distinct residential and commercial components; and
- g. Throughout Uptown, upper level balconies are discouraged on the street side of residential buildings. Bay windows are a preferred architectural element on the street

side. This guideline is intended to avoid open displays of storage, which are sometimes an unintended consequence of street side balconies.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

Uptown Supplemental Guidance:

DC4-III Commercial Signage

DC4-III-i. Preferred Signage: Throughout Uptown tasteful signs designed for pedestrians (as opposed to passing vehicles) are preferred. Backlit signs, animated reader boards and similar signs are discouraged. Blade signs, wall-mounted signs, signs below awnings, and similar signs are preferred.

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. **Street Level Uses (SMC.23.47A.005.C.1.g):** The Code requires residential uses occupy no more than 20% of the street level façade along Denny Way. The applicant proposes the residential lobby to occupy more than 20% of the 120 foot long façade.

The Board indicated they are not inclined to support this departure as the retail along Denny Way is an important component of the project.

2. **Driveways (SMC.23.54.030.D.1.c):** The Code requires driveway access to residential parking serving more than 30 parking stalls to be a minimum of 20’ wide for two-way traffic. The applicant proposes a 16’ driveway.

The Board indicated they are inclined to grant this departure and noted a width of 10’ may be supported to increase the depth of the retail space. By narrowing the driveway width the retail space off of Denny Way can have greater depth and will not need a departure. (PL2.I.ii)

3. **Street Level Development Standards (SMC.23.47A.008.B.3) :** The Code requires non-residential uses to have an average depth of at least 30’ from the street-level street-façade along Denny Way. The applicant proposes an average depth of 28’ for the retail space along Denny Way.

The Board indicated they are not inclined to support this departure.

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the Early Design Guidance meeting, the Board recommended moving forward to MUP application.