



FINAL RECOMMENDATION MEETING OF THE NORTHWEST DESIGN REVIEW BOARD

Project Number: 3017258

Address: 1731 NW 57th St

Applicant: Amanda Black with Caron Architecture

Date of Meeting: Monday, September 21, 2015

Board Members Present: Ellen Cecil, chair
Marc Angelillo
Dale Kutzera
Keith Wazak

Board Members Absent: Christopher Bell

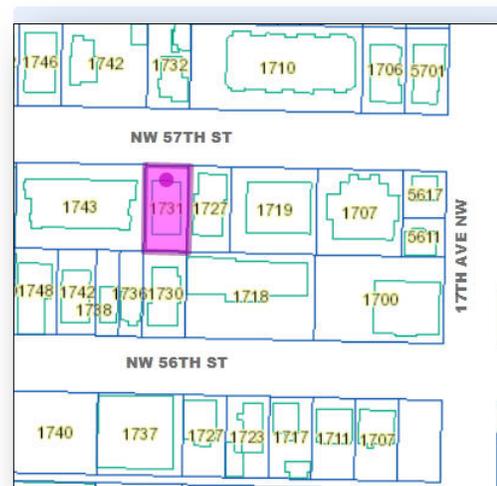
DPD Staff Present: Colin R. Vasquez, Senior Land Use Planner

SITE & VICINITY

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

Nearby Zones: (North) MR-RC
(South) NC3-85
(East) NC3-65
(West) NC3-65

Lot Area: 4,997 SF



Current Development:

There is currently one two-story existing building on the site, comprising of 5 apartment units with 5 parking stalls.

Surrounding Development and Neighborhood Character:

The site is located two blocks north of NW Market Street in the Ballard neighborhood, within the Ballard Hub Urban Village. The site is within walking distance to the Ballard Public Library, Ballard Commons Park, and historic Ballard Avenue with its various restaurants and shopping.

The neighborhood is a mix of office, commercial, mixed use, multifamily, and single family uses. The site has potential views of the Olympic Mountains to the west.

The project site is relatively flat with a difference of about 2' from the north to the south side of the site. There are no environmentally critical areas or other natural features on the site.

Access:

Pedestrian and bicycle access would be from NW 57th Street.

Environmentally Critical Areas:

None

PROJECT DESCRIPTION

The proposed development includes a 6-story building with approximately 48 efficiency dwelling units and no commercial space. No parking is proposed.

FINAL RECOMMENDATION MEETING: September 21, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number (3017258) 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

EARLY DESIGN GUIDANCE MEETING: July 14th 2014

Three options were presented at the Early Design Guidance:

Option A:

The design of Option A is a 6-story building oriented north-south in a long, narrow block, with setbacks on the east and west sides. The option proposes 49 small efficiency units with 14 parking stalls for bicycles and no vehicular parking. The overall height of the building would be 63' plus additional height for a roof parapet and elevator/stairwell features. All utilities and services will be located on the ground floor with a laundry facility on each floor. Common amenity area will be located on the roof with landscaping and deck space. The four ground units will have some outdoor private amenity space. Dwelling units face the east and west properties with more opportunities for natural light compared to the other options. The lobby/main entrance to the building is accessed along the west property line midway back from the street. No code departures are requested for this option at this time.

Option B:

Option B extends from the east to west property lines with setbacks on the north and south property lines. The mass of the building is a block with a light well in the core extending from the ground floor through the roof. Two small side setbacks are carved into the building along the east and west property lines to provide some relief from neighboring properties. The overall height of the building would be 63' plus additional height for a roof parapet and elevator/stairwell features. The design proposes 52 small efficiency units, 14 bicycle parking stalls, and all utilities/services located on the ground floor. Common amenity area will be located on the roof with landscaping and deck space. Dwelling units on floors 2-6 are oriented towards the street and south neighbors, with two dwelling units facing the interior light well. Garbage/recycle would be located along the street given that there is no rear/side access. The lobby is located at the northwest corner of the building. No code departures are requested for this option at this time.

Option C (preferred option):

Option C is a 6-story building mass with setbacks on the north, south, and west property lines. A larger area will be carved out of the building on the west side for a ground floor courtyard space. The overall building height will be 63' (13' floor-to-floor height on the ground floor, with and 10' floor-to-floor height on floors 2-6) with additional height for rooftop features such as parapets and stairwells. The design proposes 11 one-bedroom apartments and 40 small efficiency units for a total of 51 dwelling units. Parking will be provided for bicycles only, at a ratio of 1 stall/4 dwelling units (14 stalls total). Common amenity areas will be located on the ground floor and roof. Private amenity area space will be given to the ground floor dwelling units as well. All services will be located on the ground floor with storage and laundry facilities located on each floor. The dwelling units will be primarily oriented towards the north and south property lines with some units facing the west courtyard space. The main public entrance would be located at the northeast corner of the building, with an additional side entrance for residents located off the west side courtyard. No code departures are requested for this option at this time.

PUBLIC COMMENT

Several members of the public were in attendance and the following design comments were made:

- Concerned about the materiality of the building, the quality of the finish materials and how the exterior of the building would look.
- Requested more bicycle parking than what is required by code.
- Wanted special attention paid to landscaping.
- Raised open space/walkability as an important factor of the design for the public, i.e. what pedestrians/neighbors would experience walking by the building.
- Wanted the existing Japanese maple tree to remain.
- Preferred wanted the north façade to have a townhome-type expression

INITIAL RECOMMENDATION MEETING: June 1st 2015

A more detailed Option C (preferred option) was presented at the June 1st 2015 meeting. The basic details of the proposal are noted above.

In this presentation the dwelling units along the street-level are at the same elevation as the sidewalk grade and are set back 8 feet 10 inches from the sidewalk. The code requirement is at least 10 feet back from the sidewalk or at least 4 feet above or below the sidewalk grade.

PUBLIC COMMENT

Several members of the public were in attendance and the following design comments were made:

- Wanted to see the details for the fencing on the east side of the site.
- Asked that permeable hard surface materials be used on the site.
- Commented that there was no guarantee that frequent bus service would be available in this area in the future.

FINAL RECOMMENDATION MEETING: September 21st 2015

A more detailed Option C (preferred option) was presented at the September 21st 2015 meeting.

In this presentation the dwelling units along the street-level are at the same elevation as the sidewalk grade and are set back 10 from the sidewalk. The code requirement is at least 10 feet back from the sidewalk or at least 4 feet above or below the sidewalk grade.

PUBLIC COMMENT

No public comments were offered.

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: July 14, 2014

1. Massing and Site Response.

The Board generally preferred the Option C. However, they were concerned about a large blank wall along the east property line and suggested a setback to break up the wall. Setbacks on the upper levels along the street were encouraged to reduce the impact of the structure. At the next design review meeting, the Board needs to see how the building would align with neighboring buildings. The Board wants the building to set the tone for the neighborhood. The Board commented on how the unusual proposal could be setting a precedent and that the height will make it iconic (CS2, PL1, DC1, and DC4).

2. Transition to Adjacent Sites.

The Board supported the design concept and the transitions to the adjacent sites (CS2 and DC4).

- a. The Board recommended further development of façade composition, texture, articulation, and building materials to further express the building. Consider a townhome-type expression at the street level (DC1-A, DC2-B, and DC4-A).
- b. The Board supported the massing concept. Again, they were concerned about a large blank wall along the east property line and suggested a setback to break up the wall. The east façade should be specially addressed (CS3-D, DC2-A, and DC3-D).
- c. DPD requests a window/balcony/outdoor space study documenting the visual relationship between the adjacent buildings with these features and the proposed building. Elevation views should detail existing windows, balconies, and outdoor space whose privacy will be impacted by proposed development. These items should inform the location of the windows, balconies and outdoor spaces on the proposed building (CS2-D).

3. Ground and Upper Level Uses, Bicycle Parking, and Pedestrian Access.

The Board encouraged a mix of unit sizes with the next presentation; they recommended locating the larger units along the street. They recommended the use of high quality elements and finishes to enhance human scale of the building and pedestrian interactions (CS2, CS3, PL1, PL2, and PL3).

- a. The Board was concerned about the safety and surveillance of the courtyard; they suggested the use of a gate to secure the space (PL2-B).
- b. The Board would like to see the provision of more than the minimum required bicycle parking and a good path connecting to the bicycle storage (CS2, CS3, PL1, PL2, and PL3).
- c. The Board noted that the ground level design should locate interior uses and transparency to maximize activation and safety, which will enhance the pedestrian experience along the NW 57th St façade (CS2, CS3, PL1, PL2, and PL3).

- d. Open space/walkability was brought up as an important factor of the design for the public, i.e. what the pedestrians and neighbors would experience when walking by the building (CS2, CS3, PL1, PL2, and PL3).
- e. The bike storage space should be designed to encourage human activity and visual interest (PL3, PL4, and DC1).
- f. At the next design review meeting, the Board will need to see details on the proposed solid waste storage location (DC1).

4. Colors and Materials.

In order to respond to the street-level experience, the Board recommended the use of high quality elements, architectural features, details, and finishes that are of human scale to provide a strong connection between the project and the public realm (CS2, DC1, and DC4).

- a. The Board noted that the overall design should set a context of visual interest and human scale (CS3-A and DC4-A).
- b. The Board recommended that the proposed application of materials be thoughtfully detailed to enhance the design concept and human interaction, especially along the NW 57th St facade (DC2-B and DC4-A).
- c. The Board expressed concern regarding blank walls and recommended that any blank walls should include design treatments of high quality elements and finishes to respond to human scale and visual interest (DC2-B and DC4-A).

5. Landscaping.

- a. Special attention should be paid to the landscaping design (PL3).
- b. At the next design review meeting, the applicant needs to demonstrate how the existing tree on site or adjacent to the site can be protected/preserved with the proposed development (see DPD Correction by Pederson, 10 24 2014), (CS2-B).

INITIAL RECOMMENDATION MEETING: June 1, 2015

1. Massing and Site Response.

The Board generally continued to prefer Option C. However, they were concerned about the proposed setback on the 6th floor along the street. They restated their concern about the visual impact of the structure on the street. At the next design review meeting, the Board wants to see a 6th floor setback for the street facing façade that is in alignment with the portion façade that is away from the street (see page 28 of the June 1st 2015 packet). Additionally, the northwestern portion of the 6th floor should be set back. (CS2, PL1, DC1, and DC4).

Shadow studies for the proposal should be presented at the next design review meeting. At that time the Board will review the final massing for the proposal.

2. Transition to Adjacent Sites.

- a. The applicant should be prepared to present the exterior materials to be used in the design.
- b. The applicant should be prepared to present the design concept for the east façade.

- c. The applicant should present ground level perspectives for the street level and interior courtyard.

3. Ground and Upper Level Uses, Bicycle Parking, and Pedestrian Access.

- a. The Board would like to review details for the courtyard gate and fencing that will be included (PL2-B).
- b. The bike storage design needs to be represented at the next meeting). The location and design for the bicycle parking needs to be readdressed at the next meeting (CS2, CS3, PL1, PL2, PL3, PL4, and DC1).
- c. The Board was not convinced that the ground level design justified the design departure for the reduced setback from 10 feet to 8 feet 10 inches proposed. Additional ground level perspectives need to be presented at the next meeting to show an enhanced ground level design (CS2, CS3, PL1, PL2, and PL3).
- d. The Board was not presented with details on the solid waste curbside location. The applicant must show or provide a narrative with the packet of how the solid waste will be managed to minimize impacts on the pedestrian experience on the street frontage. (CS2, CS3, PL1, PL2, PL3, and DC1).

4. Colors and Materials. The Board was not able to give their comments on the proposed exterior materials. At the next design review meeting, the applicant should supply samples of the exterior materials to be used. The color board shall be presented again to the Board.

5. Landscaping.

- a. At the next design review board meeting the landscaping design should be presented again.
- b. DPD has determined the existing Japanese maple on site may be removed. The adjacent Norway spruce must be protected/persevered with the proposed development (CS2-B).

FINAL RECOMMENDATION MEETING: September 21, 2015

1. Massing and Site Response. The Board continued to prefer the design development of Option C. The revised design has set back the 6th floor as previously recommended by the Board. The street facing façade is now in alignment with the upper portion façade that is away from the street (see page 14 of the September 21st 2015 packet). Additionally, the northwestern upper portion of the 6th floor has been set back. Shadow studies for the proposal were presented at the design review meeting. The Board reviewed and approved the final massing for the proposal. (CS2-D, DC1, and DC4)

- a. The Board recommended that the parapet walls be lowered or removed to reduce the scale of the structure and suggested that an open railing could be used in the place of the parapet.

2. Transition to Adjacent Sites. The applicant presented the exterior materials to be used in the design and the Board approved the selection. The applicant presented the design concept for the east façade and the Board had no comments. The applicant showed ground

level perspectives for the street level and interior courtyard and the Board approved of the design. (PL1)

3. **Ground and Upper Level Uses, Bicycle Parking, and Pedestrian Access.** The Board reviewed the details for the courtyard gate and fencing that has been proposed.
 - a. The Board recommended that the courtyard gate be designed to withstand the solid waste/bicycle/pedestrian traffic that will use this feature (PL2-B).
 - b. The bike storage design was presented at the meeting. The location and design for the bicycle parking has been relocated to address the Boards concerns (see page 16 of the September 21st 2015 packet). (CS2, CS3, PL1, PL2, PL3, PL4, and DC1).
 - c. The Board was pleased that the ground level design has been redesigned to meet the 10 setback requirement. Additional ground level perspectives were presented at the meeting to show an enhanced ground level design (CS2, CS3, PL1, PL2, and PL3).
 - d. The Board was presented with details on the solid waste curbside location. The applicant has shown and provided a narrative with the packet of how the solid waste will be managed to minimize impacts on the pedestrian experience on the street frontage. (CS2, CS3, PL1, PL2, PL3, and DC1).
4. **Colors and Materials.** At the design review meeting, the applicant provided samples of the exterior materials to be used. The color board was represented again to the Board. The Board did not recommend any further changes on the materials and colors proposed. (DC4)
5. **Landscaping.** At the design review board meeting the Board reviewed and approved the landscaping design presented. DPD has determined the existing Japanese maple on site may be removed. The adjacent Norway spruce must be protected with the proposed development. (CS2-B)

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

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-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

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-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

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.

PL1-A Network of Open Spaces

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

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.

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-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

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-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.

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-A Massing

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

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-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

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

DC4-A Exterior Elements and Finishes

DC4-A-1. 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.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project 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 **FINAL** Recommendation meeting no departures were requested.

RECOMMENDATIONS

The recommendation summarized above was based on the design review packet dated Monday, September 21, 2015, and the materials shown and verbally described by the applicant at the Final Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. The parapet walls should be lowered or removed to reduce the scale of the structure. An open railing can be used in the place of the parapet.
2. The gate to the solid waste/bicycle/pedestrian access should be designed to withstand traffic that will use this feature.