



## EARLY DESIGN GUIDANCE OF THE WEST DESIGN REVIEW BOARD

Project Number: 3017929

Address: 1518 West Dravus Street

Applicant: Jill Kurfirst of *Real Project Management Services*

Date of Meeting: Wednesday, November 19, 2014

Board Members Present: Mindy Black (chair)  
Christine Harrington  
Katherine Idziorek  
Boyd Pickrell  
Janet Stephensen

Board Members Absent:

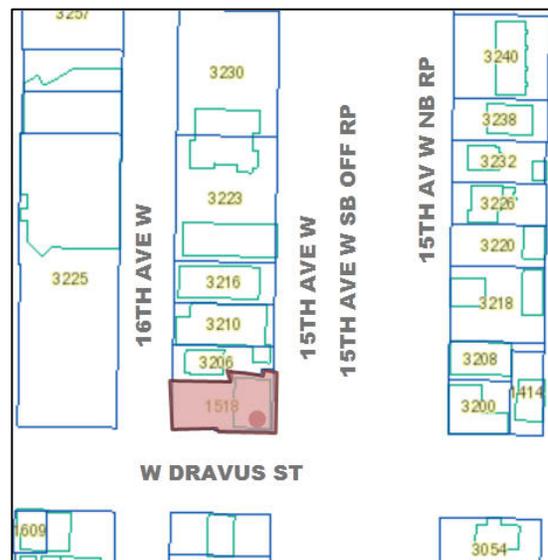
DPD Staff Present: Carly Guillory

### SITE & VICINITY

Site Zone: Seattle Mixed/Dravus (SM/D 40-85)

Nearby Zones: (North) SM/D 40-85  
(South) SM/D 40-85  
(East) SM/D 40-85  
(West) SM/D 40-85

Lot Area: 7,424 square feet



**Current Development:**

The subject site is currently developed with a single-story masonry structure, facing west to a surface parking lot. Street trees exist along West Dravus Street and the 15<sup>th</sup> Avenue West ramp.

**Surrounding Development and Neighborhood Character:**

The subject site is surrounded by relatively auto-oriented development of predominately one-story structures. A national grocer occupies the site to the west, gas station to the south across Dravus, and a small service use abuts to the north. The character of the neighborhood is in transition with a comparatively new residential and commercial development one block west.

**Access:**

Vehicular access to the site is currently on 16<sup>th</sup> Avenue West via one curb cut. The location of the proposed access will stay the same. Pedestrian access was proposed via a lobby on 16<sup>th</sup> Avenue West and a bicycle room at the corner of 16<sup>th</sup> and West Dravus.

**Environmentally Critical Areas:**

None.

**PROJECT DESCRIPTION**

Design Review, Early Design Guidance meeting for a 7-story, 32 unit residential building with one floor of office. Parking for 21 vehicles will be located within the structure. Existing building to be demolished.

<b>EARLY DESIGN GUIDANCE November 19, 2014</b>
--

The packet includes materials presented at the meeting, and is available online by entering the project number (3017929) at this website:

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](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](mailto:PRC@seattle.gov)

## DESIGN DEVELOPMENT

The architect presented three massing options. Each proposed residential units above office use, with surface parking screened within a garage. Each option proposed a deliberate focus on the 16<sup>th</sup> Avenue and Dravus intersection by providing pedestrian access and amenities. Vehicular access for each option was proposed from 16<sup>th</sup> Avenue West, with a structural setback from the street. Roof gardens were included in each option, and proposed in locations to take advantage of views to the south.

Concept A showed a code compliant option. The concept proposed five stories with a shared residential and office lobby at the 16<sup>th</sup> Avenue and Dravus corner. The structure appeared to face south, with upper level step back between the third and fourth stories. The two stair towers puncture the 40-foot height.

Concept B included a departure request to achieve a six story facade. The south façade again proposed an upper level setback between the third and fourth floors, and an added step at the fifth floor. The departure request was related to a setback requirement above 45-feet. The request was to reduce the 50-foot required setback down to 15-feet.

Concept C was described as the preferred option, and also included a departure request to the upper level setback requirement. Concept C proposed a larger setback of 27-feet from West Dravus, and added a seventh story along the north portion of the structure. This additional story emphasized the stepped treatment portrayed on the south façade. The two stair towers again stood higher than the seventh floor, but were located at the ends of the building.

## PUBLIC COMMENT

The following public comments were provided at the EDG meeting:

- Encouraged development of the site.
- Concerned about the shadow cast on properties to the north by the proposed structure.
- Noted that traffic along West Dravus is noisy, and could deter people from using the southwest corner courtyard.
- Noted the character of the neighborhood, stating it is in transition.
- Supported Concepts A and B.
- Noted that the proposed structure is five-feet from the north property line.
- Support the location of vehicular access on 16<sup>th</sup> Avenue West.
- Noted that the corner courtyard may look nice, but will not function as intended.
- Supported the corner plaza, and encouraged the use of lighting.
- Encouraged the design to be able to accommodate commercial uses in the future.
- Concerned about the visual impacts of the surface parking garage, and encouraged below grade parking.

## 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 November 19, 2014

1. **Massing:** The Board agreed this is an important site, visible from many angles, and could serve as a cornerstone to the neighborhood. (CS2-C)
  - a. The Board recommended the structure present a strong design concept at the corner of 16<sup>th</sup> Avenue West and West Dravus Street. The architectural massing and composition should be of an iconic nature (CS2-A, CS2-B, CS2-C, CS3-A, DC2-B, DC4-A).
  - b. Concept C demonstrated three setbacks on the south facade, roughly at the third and fifth floors. The Board supported this modulation and requested additional detail be presented at the Recommendation meeting.
  - c. The Board discussed the character of West Dravus Street and 16<sup>th</sup> Avenue West: Dravus a busy arterial, and 16<sup>th</sup> a pedestrian scale street. The Board recommended the design respond appropriately to the different characters of each street (CS2-B, CS2-C, DC2-B, DC3-A, DC4-B, DC4-C).
  
2. **Design Concept and Public Realm:** The site is at a prominent corner within a transitioning neighborhood. The Board agreed that careful detailing and creating a strong identity are critical elements to a successful project (CS2-A, CS2-C, CS3-A).
  - a. The Board recommended the development of an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development. The Board encouraged a design that is flexible, and able to adapt to various uses over time (DC3-A-1).
  - b. The Board agreed that the residential lobby at the corner of 16<sup>th</sup> and Dravus provides a smooth transition to 16<sup>th</sup> Avenue from West Dravus.
  - c. The Board expressed concern regarding pedestrian safety and the location of the driveway relative to the lobby. The Board recommended use of different paving types or other system to differentiate the pedestrian walkway from the driveway, and to narrow the driveway as much as possible. (DC1-B, DC1-C)
  - d. Concept C illustrated the solid waste and recycle at the northeast portion of the site. The Board recommended providing an area for staging the solid waste at the curb to ensure pedestrian safety and efficient pickup. (DC1-C, DC2-A, DC4-C)
  - e. A plaza, hardscape, and landscaping were proposed along 16<sup>th</sup> Avenue West, offering a setback to the structure from the street. The Board supported the setback shown in Concept C, finding it supported a successful transition to the existing development to the north. The Board requested that details of this relationship be included in the Recommendation packet. (PL3-A, DC1-B, DC1-C)
  - f. The corner of 16th Avenue West and West Dravus Street was discussed. The Board was concerned about the activation of this corner; but agreed that the residential and/or office lobby would work to activate the corner. The Board recommended

- design elements to create a robust street-level, corner experience at the corner (CS2-A, CS2-C, PL1-C, PL2-B, PL2-C, PL3-A, PL4-A, DC1-A, DC2-A, DC3-A).
- g. Vehicular parking was proposed to be accessed via 16<sup>th</sup> Avenue West, mid-site. The Board agreed this street offered the most appropriate location for the driveway, and recommended the driveway be as narrow as possible to reduce the likelihood of conflict between pedestrians and vehicles. Furthermore, the Board recommended reducing the visual impacts of parking entrances as much as possible. (PL4-B, DC1-B, DC1-C, DC4-A, DC4-B, DC4-C).

## 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-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.

**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-C Outdoor Uses and Activities**

**PL1-C-1. Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

**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-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.

**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-A Entry Locations and Relationships**

**PL4-A-2. Connections to All Modes:** Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

**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-A Arrangement of Interior Uses**

**DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

**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-B-2. Facilities for Alternative Transportation:** Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

**DC1-C Parking and Service Uses**

**DC1-C-2. Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

**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-1. Site Characteristics and Uses:** Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

**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.

**DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.**

**DC3-A Building-Open Space Relationship**

**DC3-A-1. Interior/Exterior Fit:** Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

**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.

**DC4-B Signage**

**DC4-B-1. Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

**DC4-C Lighting**

**DC4-C-1. Functions:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

## **DEVELOPMENT STANDARD DEPARTURES**

The Board's recommendation on the requested departure 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. The Board's recommendation will be reserved until the final Board meeting.

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

1. **Upper level setback requirement. (SMC 23.48.010):** The Code requires a 50-foot setback from West Dravus Street for the portion of any structure above 45-feet in height. The applicant proposes a reduced setback of 27-feet.

The Board indicated initial support for the departure request, agreeing that there is an opportunity for the building to establish a positive and desirable context for others to build upon in the future. The additional height and modulation proposed enhance the architectural expression, creating a gateway or focal point for the neighborhood. (CS2-A, CS2-C, CS3-A)

## **BOARD DIRECTION**

At the conclusion of the EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application.