



City of Seattle

Department of Planning & Development

D. M. Sugimura, Director

EARLY DESIGN GUIDANCE OF THE NORTHWEST DESIGN REVIEW BOARD

Project Number: 3018316

Address: 9002 Greenwood Avenue N

Applicant: Peter Taller, Caron Architecture, LLC

Date of Meeting: Monday, January 05, 2015

Board Members Present: David Neiman (Chair)
Ellen Cecil
Dale Kutzera

Board Members Absent: Marc Angelillo
Jerry Coburn

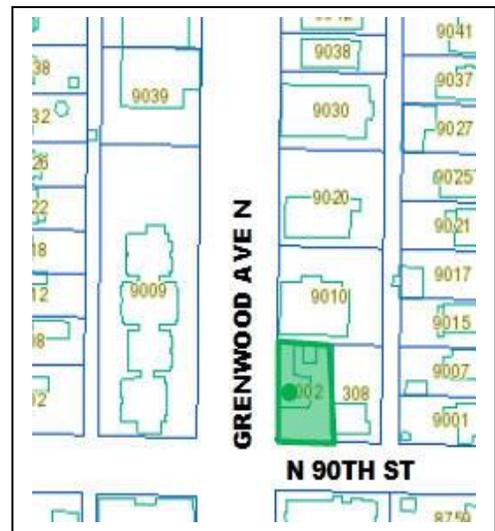
DPD Staff Present: Lindsay King, Land Use Planner

SITE & VICINITY

Site Zone: Commercial One (C1-40)

Nearby Zones: (North) C1-40
(South) NC2-40
(East) SF5000
(West) C1-40

Lot Area: 6,365 sf



Current Development:	The subject site is located on the northeast corner of Greenwood Avenue N and N 90th Street. The site consists of one lot containing an existing one story commercial structure. The site is relatively flat along Greenwood Avenue N. The site topography slopes up along the east property line toward the alley. In total, the grade change is approximately 24 feet across the site. The site contains some mature trees and vegetation. The site is also located within the Greenwood-Phinney Ridge Residential Urban Village.
Access:	Vehicular and pedestrian access is available from Greenwood Avenue N and N 90th Street.
Surrounding Development:	The neighborhood is characterized primarily by single family homes, few low- and mid-rise apartment and condominium buildings. Multifamily structures to the north, south and west are all approximately four stories tall. Structures to the east are generally 2-3 story single family homes. Many of the multifamily structures along Greenwood Avenue N occupy multiple parcels creating variety in the scale of development throughout the neighborhood. Many of the existing buildings are set back from the street and from adjacent property lines. Buildings are clad in a variety of materials including wood and brick.
Neighborhood Character:	The area is well served by transit and is developed with higher density multi-family residential structures.

PROJECT DESCRIPTION

Early Design Guidance for a 4-story, apartment building containing 48 small efficiency dwelling units. Existing structure to be demolished. No parking is proposed.

EARLY DESIGN GUIDANCE MEETING: January 5, 2015

PUBLIC COMMENT

Multiple members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

Massing and Site Design

- Preferred the massing alternative that does not include a 5th story.
- Preferred the massing alternative that locates the building entrance on Greenwood Ave N.
- Felt structure is too large.
- Felt there was insufficient justification for the requested departures.
- Happy to see a development proposal on the corner. Building has the potential to be an anchor for the business district.

- Noted the site's prominent corner location. Would like to see the corner treated with an architectural response.
- Would like to see the building positioned adjacent to the existing sidewalk.
- Would like to see dense landscaping within the setbacks and a green roof provided.
- Expressed concern over loss of daylight and shadow impacts for building to the north.
- Would like more information about proposed materials.
- Would like to see more information on how people will move into the building.

Uses

- Felt retail should be encouraged at ground level.
- Felt commercial uses are not appropriate for the site.

N 90th Street

- Felt additional detail should be provided regarding the treatment of the setback, the sidewalk location, and future widening of N 90th Street.
- Concerned that sidewalk will be provided on site frontage only and not the whole block.
- Noted SDOT is in the process of designing sidewalks at this location.
- Felt the corner at Greenwood Avenue N and N 90th Street is inappropriate for a primary entry and a residential unit.
- N 90th Street functions as a one lane road with cars parking on one side. The narrow width may inhibit trash and recycling pickup.

Treatment of the Right-of-Way, Parking and Traffic

- Felt parking should be provided.
- Noted that a larger bicycle parking requirement may be in effect and that additional bike parking should be provided.
- Noted that the frequent transit provides buses downtown but not to the local neighborhood districts.
- Supported more density in the neighborhood with bike/bus transit orientation.
- Expressed concern regarding existing traffic circulation patterns in the neighborhood.
- Would like to see Metro bus stop provided at the corner.
- Would like to see existing billboard removed.

Other

- Expressed concern regarding about steep slope construction impacts.
- Expressed concern about the hydrology of the site. Note that water will intrude into the building constructed into the hillside.
- Felt unit sizes are too small.
- Expressed concern about the fire egress location.
- Felt noise on the Greenwood corridor will be increased with the addition of the new building.
- Suggest developer contact local community council to start a dialog.

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: January 5, 2015

1. **Massing and Corner.** The Board unanimously favored the preferred massing option C which locates the primary entry along Greenwood Avenue N and provides the greatest setback to the east. The Board felt the preferred massing alternative should be developed with the following guidance:
 - a) The Board did not support the two units on the 5th story on massing option C. The Board felt the preferred massing alternative should evolve to include the same number of stories as massing option A and B. The Board agreed option A and B provide a better relationship to the existing single family residence to the east (CS1-C, CS2-D).
 - b) The Board felt the corner should include a thoughtful treatment consistent with the existing neighborhood context (CS2-C1).
2. **Greenwood Avenue NW.** The Board was unclear on how the substantial right-of-way setback between the sidewalk and the property line would be treated.
 - a) The Board agreed the setback should be treated as a buffer to the residential units. The buffer should balance security and privacy considerations while providing eyes to the street (PL3-B).
 - b) The setback space and right-of-way area should be designed consistent with Neighborhood Specific Guidelines and be coordinated with SDOT (PL2-I and II).
 - c) The Board felt the applicant should explore using water related design elements within the setback space (CS1-E).
3. **N 90th Street.** At the Recommendation Meeting, the Board would like clarity on the N 90th Street right-of-way improvements. The Board felt additional efforts were necessary to demonstrate how the building would meet the future right-of-way design.
 - a) The Board noted that the N 90th Street façade include access to solid waste and recycling, as well as, a residential unit. The Board felt the street setback should be designed to provide a successful transition between the building and the street for each of the uses provided (PL3-B, DC1-C).
 - b) The Board felt the design of the N 90th Street right-of-way should be coordinated with ongoing SDOT planning efforts in the neighborhood (PL1-B).
4. **Architectural Concept and Materials.** The Board encouraged use of durable, quality materials.
 - a) The Board noted that the existing neighborhood does not have a strong architectural context. The Board agreed that the new development should

establish a precedent that is positive and desirable to the neighborhood context (CS3-A).

5. Privacy and Respect for Adjacent Sites: The Board noted the north and east facades should be treated to mitigate privacy impacts for the existing residential units.

- a) The Board requested the applicant provide a privacy study for the north and east façade at the Recommendation Meeting. The applicant will need to demonstrate how the architectural concept and fenestration mitigate privacy concerns for adjacent residential structures (CS2-D5).
- b) The Board agreed that the north facade must be treated to avoid large, blank walls facing existing residential units (CS2-D5).
- c) The Board encouraged the applicant to locate the roof deck to maximize privacy for adjacent residential structures (CS2-D5).
- d) At the Recommendation Meeting, the Board requested additional information showing how the east facing ground level terraces would be treated to maximize privacy for adjacently residential units (CS2-D5).

6. Bike parking and Loading. At the Recommendation Meeting, the Board requested additional information on how the site design will accommodate bike parking and back of house functions.

- a) The Board felt the substantial setback space on Greenwood Avenue N should include bike parking for visitors (PL4-B).
- b) The Board agreed that long term bicycling parking for residents should be located to maximize convenience for residents (PL4-A and PL4-B).
- c) At the Recommendation Meeting, the Board would like to know how people will move into the building. The Board suggested co-locating the solid waste access and other utility access along N 90th Street (DC1-C).
- d) At the Recommendation Meeting, the Board would like further information on how solid waste and recycling staging will occur in the right-of-way (DC1-C).

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](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-E Water

CS1-E-2. Adding Interest with Project Drainage: Use project drainage systems as opportunities to add interest to the site through water-related design elements.

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-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.

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-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

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

PL2-A Accessibility

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.

Greenwood/Phinney Supplemental Guidance:

PL2-I Pedestrian Open Spaces and Entrances

PL2-I-i. North/Northwest 85th Street Corridor and Greenwood Avenue North Corridor, North of North 87th Street: New development should enhance the pedestrian environment and encourage pedestrian activity along the North/Northwest 85th Street corridor and the Greenwood Avenue North corridor, north of North 87th Street. The following measures should be encouraged:

- a. Building entries facing the street
- b. Pedestrian-oriented facades
- c. Weather protection
- d. Below-grade parking, when possible

PL2-II Pedestrian Lighting

PL2-II-i. Safety and Comfort: Pedestrian street lights should conform to the existing Greenwood lighting design plan (Lumec Z-14 Green finish GN8TX). New buildings are encouraged to incorporate custom lighting fixtures along sidewalks and public pathways. Special care should be made to not over-illuminate.

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.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

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.

PL3-B Residential Edges

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking 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-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

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-B Architectural and Facade Composition

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 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 **FIRST** Early Design Guidance the following departure was requested:

1. **Street Level Development Standards (SMC 23.47A.008 D2):** The Code requires residential uses at the street-level, street-facing façade be a minimum of 4 feet above or below sidewalk grade or be setback 10 feet from the sidewalk. The applicant proposed a residential unit along N 90th Street that will be located within 1'-2" of sidewalk grade without the required 10 foot setback.

The Board indicated concern toward the departure request. The Board felt that there was insufficient information demonstrating how the departure request, site, and right-of-way design would better meet the intent of adopted City Design Guidelines. The Board felt the unit should be revised to comply with development standards or a revised design should be provided showing how the intent of the code section had been satisfied while also providing

a robust argument on how the departure better meets specific City adopted Design Guidelines.

RECOMMENDATIONS

BOARD DIRECTION

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