



## EARLY DESIGN GUIDANCE OF THE EAST DESIGN REVIEW BOARD

Project Number: 3018824

Address: 3272 Fuhrman Avenue East

Applicant: Bradley Khouri of *b9 Architects*

Date of Meeting: Wednesday, February 25, 2015

Board Members Present: Natalie Gualy (Chair)  
Curtis Bigelow  
Dan Foltz  
Christina Orr-Cahall  
Krystal Brun

Board Members Absent: Kevin Price

DPD Staff Present: Carly Guillory

### SITE & VICINITY

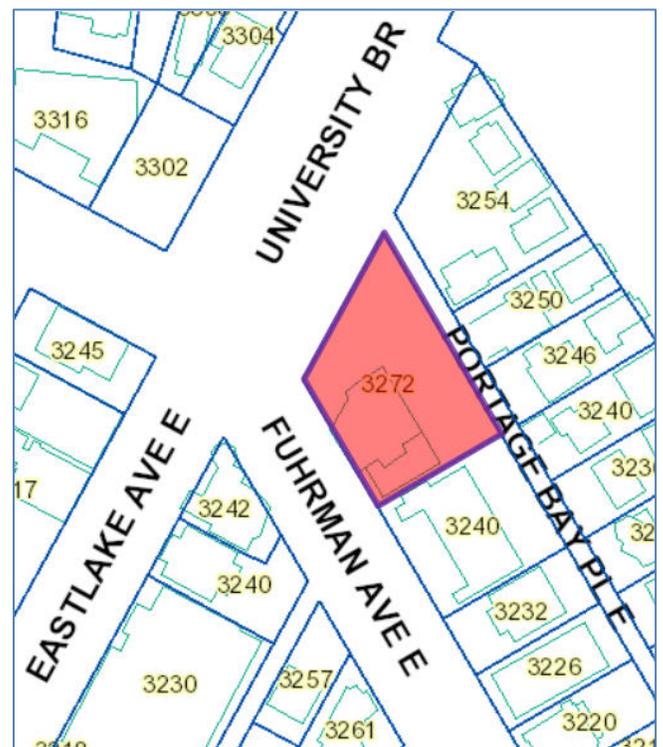
Site Zone: Neighborhood Commercial (NC2P-40), Shoreline Overlay

Nearby Zones: (North) Commercial (C1-40)  
(South) Lowrise (LR3)  
(East) Single Family (SF-5000)  
(West) NC2P-40

Lot Area: 15,620 square feet

### Current Development:

The subject site is currently vacant. The structure demolished was previously a restaurant with surface parking.



## **Surrounding Development and Neighborhood Character:**

Surrounding development consists of residential and commercial uses of a variety of architectural and siting patterns. Development along Eastlake Avenue East primarily consists of commercial uses, while residential uses line Portage Bay Place East and Fuhrman Avenue East.

## **Access:**

Access to the site is currently provided via Fuhrman Avenue East. Proposed vehicular access is via Portage Bay Place East, with pedestrian access provided via Fuhrman Avenue East.

## **Environmentally Critical Areas:**

Steep slope, liquefaction prone soils, shoreline habitat area

## **PROJECT DESCRIPTION**

The proposal is for two four-story buildings including 63 apartment units, 2,000 square feet of retail, and parking for 25 vehicles below grade.

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The packet includes materials presented at the meeting, and is available online by entering the project number (3018824) 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 applicant presented three design concepts. Each concept was designed to face Fuhrman Avenue East, contain residential and commercial uses, and provide on-site vehicular parking access from Portage Bay Place East.

Option 1 proposed two structures separated by a linear circulation courtyard. Residential entries are provided along Fuhrman Avenue East, and within the circulation courtyard. Entry to the commercial space is also provided from Fuhrman Avenue East. The project provides the

appearance of a three story structure from Fuhrman Avenue East, and a four story structure from Portage Bay Place East.

The second option increased the size of the commercial space and offered more residential units. The project was again divided into two structures, separated by a linear courtyard, with entries facing Fuhrman Avenue East and the courtyard.

Option 3, the preferred option, reduced the height of the structure, stepping it down as the site moved along Fuhrman Avenue East to the adjacent LR3 development to the southeast. Both structures had direct access to Fuhrman Avenue East.

## **PUBLIC COMMENT**

The following comments were expressed at the Early Design Guidance meeting:

- Encouraged removing the garage entrance from Portage Bay Place East;
- Noted that this is a vibrant corner in the neighborhood;
- Noted the unique character of the neighborhood, referencing the structure on the southeast corner of the intersection;
- Encouraged an architectural design that will complement the structure on the southeast corner of the intersection;
- Concerned about privacy impacts;
- Encouraged design that is compatible with the neighborhood;
- Concerned about height, bulk, and scale of the proposed structures;
- Supported maintaining the existing public stair climb from Portage Bay Place East to Fuhrman Avenue East;
- Concerned about conflict between vehicles and non-motorists on Portage Bay Place East;
- Support development at this site;
- Encouraged development along Fuhrman Avenue East to be setback as are adjacent structures on this block;
- Encouraged additional setbacks from Portage Bay Place East to allow for a wider travel lane;
- Supported parking for residential use only;
- Encouraged height, bulk, and scale that will not impact views of the University Bridge;
- Described the neighborhood as having an old, quaint residential character;
- Encouraged an architectural language that is compatible with development along Fuhrman Avenue East, not Eastlake Avenue East;
- Encouraged the preservation of views and landscaping;
- Supported a design that steps down the hill to maintain views and reduce shading to the north;
- Described the site as a gateway to the 1920's neighborhood full of bungalow style brick buildings;
- Encouraged the use of high quality, compatible building materials and massing;
- Encouraged pitched roofs;
- Discouraged flat roofs;
- Encouraged landscaping, setbacks, and a wider sidewalk along Fuhrman Avenue East;

- Encouraged development of townhouse units;
- Encouraged a small grocery store at this location;
- Encouraged a vibrant design;
- Encouraged a minimal setback to the commercial space on Fuhrman Avenue East;
- Concerns about glare;
- Encouraged landscaping to mitigate potential impacts from lighting;
- Supported vehicular access from Portage Bay Place East;
- Supported the massing proposal;
- Supported the massing proposed in Option 3;
- Supported the increased commercial space proposed in Option 3;
- Encouraged display windows at street level to enhance street level interaction;
- Encouraged placement of the commercial space at the southwest corner to serve as a gateway or focal point of the building;
- Encouraged a prominent residential entry and inviting lobby;
- Supported direct access to both structures from Fuhrman Avenue East;
- Encouraged street trees along Fuhrman Avenue East;
- Encouraged landscaping along the east property line and between buildings;
- Encouraged a restaurant at this location;
- Described the neighborhood as residential in character;
- Encouraged the use of brick;
- Concerned about shadow impacts;
- Described Fuhrman Avenue East as commercial in character;
- Described Portage Bay Place East as residential in character;
- Encouraged a project that is compatible with the character of both Fuhrman Avenue East and Portage Bay Place East;
- Concerned about conflicts between resident vehicles and services such as trash pick-up and emergency vehicles on Portage Bay Place East;
- Encouraged a view corridor;
- Encouraged large front and rear setbacks;
- Encouraged a 20-foot setback on Portage Bay Place East to allow for public surface parking;
- Encouraged the retention of an existing tree in the right-of-way abutting the University Bridge; and
- Encouraged a landscape buffer along Portage Bay Place East to provide privacy to the development to the north.

<p><b>PRIORITIES &amp; BOARD RECOMMENDATIONS</b></p>
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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.

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## 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

**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-C-2. Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site.

**At the Early Design Guidance Meeting, the Board discussed the topography of the site and the influence of project design. The Board supported the proposed massing of Option 3, finding it a good response to the existing site conditions. While the Board agreed that shadow impacts to the north are expected with any development on this site, a shadow study was requested to be presented at the Recommendation meeting.**

**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-B-3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces.

**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-2. Existing Site Features:** Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

**CS2-D-3. Zone Transitions:** For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

**CS2-D-4. Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone.

**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.

**At the Early Design Guidance Meeting, the Board discussed the corner site, and proximity to single- and multiple-family development. The Board agreed that an appropriate transition or complement to the adjacent zones is necessary, and Option 3 provides an appropriate response. The Board directed further refinement of the design and the use of articulation, materials, color, scale, and glazing to respond appropriately to the context. The use of balconies was suggested as an appropriate response. The Board requested perspectives from Portage Bay Place East and the University Bridge be presented at the Recommendation meeting. The Fuhrman Avenue East frontage was discussed, and the Board agreed that direct connection to both structures from the street makes a strong connection to the public realm.**

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

### **CS3-A Emphasizing Positive Neighborhood Attributes**

**CS3-A-3. Established Neighborhoods:** In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

### **CS3-B Local History and Culture**

**CS3-B-1. Placemaking:** Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

**At the Early Design Guidance Meeting, the Board supported the response to Fuhrman Avenue East and direct connection to both structures from the street. The Board agreed that the use of materials, colors, and articulation can produce a complement to or be compatible with the existing established neighborhood (see CS2 above).**

## 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.

**At the Early Design Guidance Meeting, the Board supported the direct access to both structures from Fuhrman Avenue East and the proposed stair climb in the public right-of-way adjacent to the site.**

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

**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.

**At the Early Design Guidance Meeting, the Board supported the response to Fuhrman Avenue East with direct connections to both buildings.**

**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.

**At the Early Design Guidance Meeting, the Board supported the proposed corridor/courtyard and direct access from the street to both buildings. The Board suggested widening the courtyard to provide safe and convenient access for residents.**

## 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-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

**At the Early Design Guidance Meeting, the Board agreed that the vehicular access on Portage Bay Place East was proposed in the best location, as far from the street curve 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-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-C Secondary Architectural Features**

**DC2-C-1. Visual Depth and Interest:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

**DC2-C-3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

### **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

**At the Early Design Guidance Meeting, the Board directed further refinement of the design and the use of articulation, materials, color, scale, and glazing to respond appropriately to the context. The use of balconies was suggested as an appropriate response. The Board requested perspectives from Portage Bay Place East be presented at the Recommendation meeting (see CS2 and CS3 above).**

**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-D Trees, Landscape, and Hardscape Materials**

**DC4-D-4. Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

**At the Early Design Guidance Meeting, the Board discussed the residential corridor/courtyard and recommended further development of this corridor/courtyard to provide a successful place for residents. The Board requested perspectives of the courtyard be presented at the Recommendation meeting.**

#### **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.

1. **Side Setback (SMC 23.47A.014):** The Code requires 325 square feet of trash and recycle area within 50-feet of the curb. The applicant proposes a reduction of this requirement to 130 square feet of area located 84-feet from the curb.

The Board indicated preliminary support for this departure with additional information presented illustrating how design better meets the intent of the design guidelines (CS2-A, CS2-B, CS2-C, CS2-D, CS3-A, DC2-A, DC2-B).

#### **BOARD DIRECTION**

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