



EARLY DESIGN GUIDANCE OF THE WEST DESIGN REVIEW BOARD

Project Number: 3019398

Address: 3230 16th Ave W

Applicant: Bryan Bellissimo of Encore Architects
for Lennar Multifamily Communities, LLC

Date of Meeting: Wednesday, March 25, 2015

Board Members Present: Mindy Black, Chair
Christine Harrington
Boyd Pickrell
Janet Stephenson

Board Members Absent: Katherine Idziorek

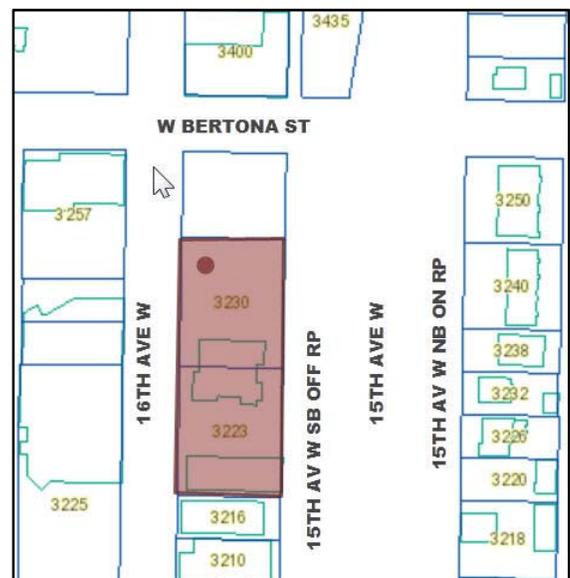
DPD Staff Present: Magda Hogness

SITE & VICINITY

Site Zone: Seattle Mixed/ Dravus with a base height limit of 40 feet or 85 feet if affordable housing is provided. (SM/D 40-85)

Nearby Zones: The Seattle Mixed (SM) zone extends north toward to W Ruffner St, east to 15th Ave W, south toward W Barrett St, west to 17th Ave W. Across the street to the west, the zone changes to Industrial General (IG 2 U/45). East of 15th Ave W, the zone is Neighborhood Commercial (NC3-40).

Lot Area: The 36,030 sf mid-block site has 300 feet of frontage along 16th Ave W as well as the alley/15th Ave W off ramp.



Access: The property currently has vehicular access from 16th Ave W, 15th Ave W off ramp, and off the alley.

Current Development:

Two buildings currently exist on the site; a 2-story brick religious structure originally constructed in 1967 and a steel framed commercial building constructed in 1960.

Surrounding Development and Neighborhood Character:

Located within the Interbay Neighborhood, the site’s surrounding area contains a mix of land uses, both industrial (manufacturing, warehousing, and services) and non-industrial (retail, housing, and office). The east edge of the neighborhood is defined by 15th Ave W, a heavily traveled, multi-functional route, served by transit routes. Currently, the character of the neighborhood is in transition with new residential and commercial development.

The site is surrounded by relatively auto-oriented development, predominately one and two story structures. An existing tow truck storage facility is directly north of the site. Adjacent to the east side of the alley/off ramp is a grouping of large trees which act as a buffer to 15th Ave W. Sites to the south currently contain one and two story commercial buildings. One of these sites, the corner of W Dravus St and 16th Ave W, is currently undergoing the permitting process for a 5-story residential/ commercial building, under project number 3017929. A national grocer occupies the site to the west.

PROJECT DESCRIPTION

The proposal is for a 6-story building containing 221 residential units. Parking for 161 vehicles to be provided in two additional, semi-below grade levels.

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The packet includes materials presented at the meeting, and is available online by entering the project number (3019398) 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 architect presented three main massing options. All of the massing options propose similar square footage and use; a six story-residential building above a series of two-story loft units and semi-below grade parking levels. Roof terraces were included in each option, in various locations to take advantage of views to the east, south and west.

Massing Option 1 is configured in a C-shape plan; open space is directed to a singular outdoor terrace on the west side of the building. The resulting massing creates a monolithic presence along 15th Ave W. Similarly, Option 2 shows the building organized in an E-shape plan. This option further breaks up the west façade with dual outdoor terraces on the west side of the building. Vehicular access is proposed from the alley for both options.

Massing is further refined in Option 3. Presented as the preferred option, this scheme is characterized by two main triangular voids along the east and west exposures, which reduces the perceived mass from both fronting streets. Along 16th Ave W, a multistory glass articulation of the lobby expresses the entry as a jewel box. Adjacent to this space, bike storage creates a visible connection to the street. This scheme proposes parking access from the alley in the NE corner of the site and a vehicular drop-off lobby fronting 16th Ave W. Another variation of this option was also presented, with the parking access and lobby moved along 16th Ave W toward the middle of the site.

PUBLIC COMMENT

DPD staff provided the following summary of the public comment received to date:

- Encouraged development of the site.
- Requested the design of the two story lofts to consider future mixed use.
- Concerned with the vehicular access on 16th Avenue W.

The following public comments were provided at the EDG meeting:

- Noted preference for Option 3.
- Commented on the current traffic patterns of 16th Ave W.

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.

- 1. Massing Options:** The Board unanimously preferred massing Option 3 as it provides a refreshing articulation of the façade and responds to both fronting streets. The Board directed the applicant to proceed with the preferred option. (Guidelines CS2-A, CS2-B2, CS3-A4)

- a) Noting that the facades are 300 feet long, the Board stated that massing is still a concern and stressed the importance of using secondary architectural elements and detailing to break down the massing. (Guidelines DC2-A2, DC2-B, DC2-D2)
 - b) Since this site visible from many areas in the city, the Board expressed interest in seeing roofscape design at the next meeting. (Guideline DC2-B1)
- 2. Ground Floor Uses & Pedestrian scale:** The Board deliberated over the proposed two story townhouse style, street level units and questioned whether or not these units should be designed and detailed for future mixed uses or residential character. Ultimately, the Board supported the residential articulation, with stoops and defensible spaces defining and contributing to the character of the street. (Guidelines CS3-A, PL2-B, PL3-A3, PL3-A4, DC3-A1)
- a) Related to these townhouse style units, the Board expressed concern over the long frontage and upper linear element. As part of moving the design forward, the Board would like to see the design of this area develop with fine grain detailing. Consider ways to break up this long linear element by defining the individual unit. (Guidelines PL3-A3, PL3-A4, PL3-B2, DC2-A2)
 - b) The Board directed the applicant to study the termination of the units at the northwest corner. Provide security and privacy for these residential units; consider the use of a buffer between the development and the neighboring property. (Guideline PL3-B1)
 - a) The Board recognized that the alley/15 Ave W exposure is a very visible façade, and indicated initial support for the rich vocabulary of screening elements proposed. (Guidelines DC1-C2, DC2-B2)
- 3. Entry/Wayfinding:** The Board supported the expression of the lobby as a “jewel box”, and noted that it has the potential to define the wayfinding for the site. The Board encouraged a strong design presence, one which would also contribute to the larger architectural expression of the building as a whole. (Guidelines PL2-D1, PL3-A2, PL3-A4, DC2-B1)
- a. In developing the lobby design, the Board suggested relating the façade composition of the lobby to the massing above and perhaps the terrace plane change at the roof. (Guidelines PL2-B3, PL2-D1, PL3-A2, PL3-A4, DC2-B1)
 - a) The Board commended the location of bike parking near the lobby and suggested this area be expanded to include bike parking for the entire building. (Guideline PL4-B)
- 4. Vehicular Access:** In the preferred concept, vehicular access is proposed at 16th Avenue W. and off the alley. This request requires a Type 1 Decision which will incorporate Board feedback with regard to the guidelines. The Board deliberated the location of the curb cut in relation to design guideline priorities and the project’s ability to achieve a better overall design.
- a) If access location is granted as part of the Type 1 decision, the Board indicated support of a curb cut location at the northwest corner of the site. This location would act as a buffer to the pedestrian residential uses and minimize the conflict between vehicles and non-motorists. The Board directed that the lobby should be adjacent to

residential units and bike parking, rather than vehicular access. (Guidelines PL3-B1, DC1-B1, DC1-C)

- b) If the Type 1 decision is not granted, the Board noted no preference for the breezeway and suggested exploring a curb bulb/ lay-by option, adjacent to the lobby. (Guideline DC1-B1)

DESIGN REVIEW GUIDELINES

The priority Citywide 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.

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-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-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

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-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-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

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-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

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-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-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.

DC2-D Scale and Texture

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

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.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

DEVELOPMENT STANDARD DEPARTURES

At the time of the Early Design Guidance, no departures were requested.

BOARD DIRECTION

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