



DESIGN GUIDANCE STREAMLINED DESIGN REVIEW

Project Number: 3019856

Address: 3215 California Avenue Southwest

Applicant: Einar Novion

Date of Report: Thursday, May 28, 2015

DPD Staff Present: Colin R. Vasquez

SITE & VICINITY

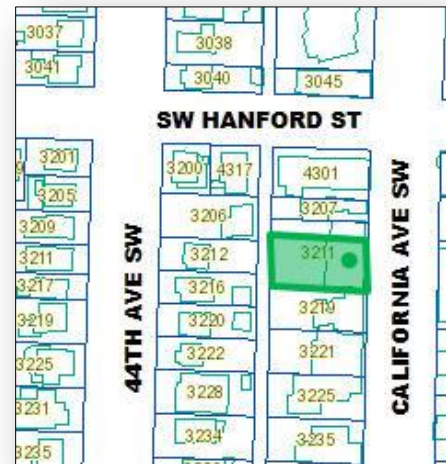
Site Zone: Neighborhood Commercial (NC2-40),
Admiral Residential Urban Village

Nearby Zones: (North) NC2-40
 (South) NC2-40
 (East) NC2-40
 (West) Single Family (SF) 5000

Lot Area: 5,532 square feet

Current Development:

The site is rectangular in shape with street frontage to the east and alley frontage to the west. As viewed from California Avenue Southwest, the development site's eastern dominant feature is the two-story retail and residential structure that occupies the street frontage; an overhead canopy is positioned above the retail space on the southern portion of the façade. The western portion of the development site is paved for surface vehicle parking.



Surrounding Development and Neighborhood Character:

The proposed development is located midblock on the west side of California Avenue Southwest between Southwest Hanford Street to the north and Southwest Hinds Street to the South. The site is situated between existing single-family structures to the west, and commercial and multi-family structures to the north, south, and east. Surrounding development consists primarily of one- and two-story commercial structures and single- and multiple-family structures. Future development east of the site will be five-story building with ground level commercial uses and four-stories of residential uses above. There is an established scale within the Admiral Residential Urban Village, as identified in the Admiral Design Guidelines, characterized by 1-3 story buildings.

Access:

Vehicular access is proposed via the alley to the west of the subject site. Parking for four vehicles is proposed, two within garages. Pedestrian access to the live-work units is proposed from California Avenue Southwest. Pedestrian access to the town house units is proposed via a shared walkway along the south property line.

Environmentally Critical Areas:

None.

PROJECT DESCRIPTION

The proposed project is for the design and construction of two buildings oriented along an east/west axis, the four-story street facing (east) structure will contain two live work units and two townhouse units. The second four-story (west) structure will contain two townhouse units (total of 4 residential units). The site slopes down from California Ave SW to the eastern alley by more than eight feet. Four vehicle parking spaces will be provided on the western portion of the site with vehicle access from the eastern alley. The existing structure is proposed to be demolished under a separate permit.

DESIGN DEVELOPMENT

The applicant's rendered drawings shown in the SDR packet to meet the DPD guidance can be found online. Visit DPD web site for prior design packets and meeting reports.

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The applicant proposes two, four-story structures for a total of four residential units and two live-work units. Access to the live-work units is provided via a recessed entry, mid-structure, along California Avenue Southwest. The entry is marked by modulation and change in material and color. Four vehicular spaces are proposed at the back (west) portion of the site, accessed via the alley. The developer has proposed similar projects abutting the subject lot to the south (see #3018817 and 3018857).

PUBLIC COMMENT

The public comment period ended May 6th 2015; no public comment was received.

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 Planner provided the following siting and design guidance. The Planner identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

EARLY DESIGN GUIDANCE

1. **Site Planning.** The site is located along an arterial street. The site slopes down from the street to the alley at the rear of the site. Building, vehicular access, and pedestrian access should relate to existing topography.
 - a. Retain unit siting configuration which divides four residential units and two live-work units into two structures. Separating units into two structures reduces the apparent bulk of the structure for residential units to the north and south by providing additional opportunities for light and landscaping at the center and perimeter of the site. (CS2-C, CS2-D, CS2-IV, DC2-A)
 - b. Maintain location of parking at the rear (west) of the site consistent with adjacent development (PL4-A, DC1-B, DC1-C, DC1-I).
 - c. Consider using a combination of landscape pavers and solid concrete slabs within the parking area. Incorporate greenery to minimize the large expanse of concrete and add visual patterning to the space. (DC1-C, DC4-D)
2. **Massing.** The proposed massing and modulation should be maintained and further developed to enhance the streetscape. The proposed street facing live-work units should clearly read commercial. The four residential units set behind the live-work units to the west, with primary entries off the central courtyard, should express a residential scale.
 - a. Maintain the three-story façade massing facing California Avenue Southwest. The three-story façade with upper level setbacks provided at the fourth floor relate well to the existing development along the California Avenue Southwest. (CS2-B, CS2-C, PL3-I, DC2-A)
 - b. Maintain building modulation on the front (east) structure to reduce the scale of the façade while identifying each unit (CS2-IV, PL2-I, PL3-A).
 - c. Maintain building modulation on the west façade of the rear (west) building to reduce the perceived height, bulk, and scale of the structure to the single-family development to the west. Add modulation, changes in texture, and/or color on the north, south, and west facades to further break the scale of the structure. (CS2-D, CS2-II, DC2-A, DC2-B, DC2-C)
3. **Design Concept.** The architectural concept should be developed with details such as materials, signage and lighting.
 - a. Utilize lighting in and around the central courtyard from the east/west walkways to provide a sense of security to building entries (PL1-B, PL2-B, PL2-II).
 - b. Provide visible signage identifying building addresses along the right-of-way as a functional and aesthetic consideration to compliment the proposed design concept. (PL2-II)

- c. Commercial entries are easily identifiable and create moments of pause, transitioning users from public space to work space. The southern residential access for this site and the southern site should have coordinated elements including ground surface and overhead features, lighting, and other features. Individual entries should be scaled and detailed to be welcoming and identifiable. (PL1-B, PL2-B, PL2-II, PL3-A)
- d. Provide more information on the location of the solid waste and recycling space. Specify material used to screen solid waste and recycling from adjacent residential uses. (DC1-C)
- e. The Building exterior materials will be a combination of cementitious panels and metal siding. Provide more information on the materials and colors. (DC4-A)

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines are summarized below. 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-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-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

CS2-D Height, Bulk, and Scale

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.

Admiral Supplemental Guidance:

CS2-I Streetscape Compatibility

CS2-I-i. Sensitive to ROW Context (1,2,3,4): The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

CS2-II Respect for Adjacent Sites

CS2-II-ii. Window Distances (2,3,4): Step back upper floors or increase side and rear setbacks to pull windows farther away from neighboring residences.

CS2-IV Height, Bulk and Scale Compatibility

iv. Facade Articulation (2,3,4): Articulate the building facades vertically or horizontally in intervals that conform to the existing structures or platting pattern in the vicinity.

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.

Admiral Supplemental Guidance:

CS3-I Architectural Context

CS3-I-i. Established Architectural Scale (1,2,3,4): There is an established scale within the Admiral Residential Urban Village, characterized by 1-3 story buildings.

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.

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-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

Admiral Supplemental Guidance:

PL2-I Entrances Visible from the Street

PL2-I-i. Clearly Defined Entries (1,3): Entries should be clearly identifiable and visible from the street.

PL2-II Pedestrian Open Spaces and Entrances

iii. Building Addresses (1,2,3,4): Provide visible signage identifying building addresses at the entrance(s) as a functional and aesthetic consideration.

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-B Residential Edges

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

Admiral Supplemental Guidance:

PL3-I Human Activity

PL3-I-i. Encourage Human Activity (1,3): New development should be sited and designed to encourage human activity on 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-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.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

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.

Admiral Supplemental Guidance:

DC1-I Parking and Vehicular Access

DC1-I-i. Locate Parking At Rear (1,2,3,4): Locate surface parking and access to parking at rear of lot. If this is not possible, locate parking in lower level or less visible portion of the site.

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-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-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

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-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DEVELOPMENT STANDARD ADJUSTMENTS

Design Review Staff’s recommendation on the requested adjustment(s) will be based upon the adjustment’s potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the adjustment(s).

At the time of Design Guidance, no adjustments were requested.

STAFF DIRECTION

At the conclusion of the Design Guidance, the DPD Staff recommended the project should move forward to building permit application in response to the Design Guidance provided.

1. Please be aware that this report is an assessment on how the project is meeting the intent of the Design Guidelines. This review does not include a full zoning review. Zoning review will occur when the MUP plans and/or building permit is submitted. If needed and where applicable, SDR adjustments may be requested in response to zoning corrections.
2. If applicable, please prepare your Master Use Permit for SEPA review with a thorough zoning analysis listing the 23.45 and SMC 23.54 code section criteria, showing both required and proposed information (include page number where you graphically show compliance). You may want to review Tip 201 (<http://web1.seattle.gov/dpd/cams/CamList.aspx>) and may also want to review the MUP information here:
<http://www.seattle.gov/dpd/permits/permittypes/mupoverview/default.htm>
3. Along with your building permit application, please include a narrative response to the guidance provided in this report.
4. All requested adjustments must be clearly documented in the building permit plans.