



City of Seattle

Department of Construction and Inspections
Nathan Torgelson, Director

DESIGN
REVIEW

EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3021406

Address: 5247 University Way NE

Applicant: Jeff Walls of Studio 19 Architects

Date of Meeting: Monday, April 25, 2016

Board Members Present: Ivana Begley, Chair
Julia Levitt
Blake Williams

Board Members Absent: Eric Blank
Laura Lenss

SDCI Staff Present: Magda Hogness

SITE & VICINITY

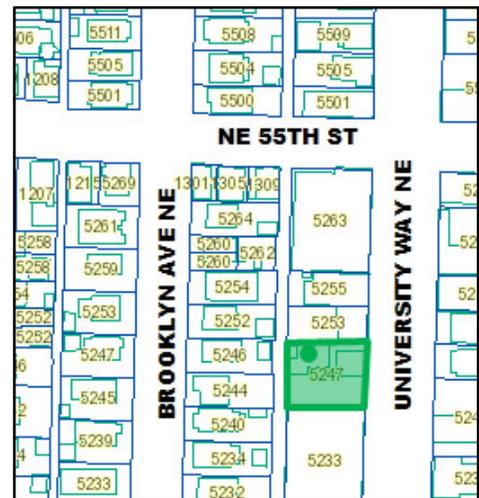
Site Zone: Neighborhood Commercial (NC3P-65)

Nearby Zones: (North) NC3P-65
(South) NC3P-65
(East) NC3P-65
(West) Lowrise (LR2)

Lot Area: 7,440 sf

Current Development:

Two buildings currently exist on the site. Originally constructed in 1950, both are wood frame type of construction and one story in height.



Surrounding Development and Neighborhood Character:

The 7440 sf site lies within the University District, an urban center village, which includes University of Washington and its surroundings. The vicinity includes a variety of uses from single family residences to commercial. The future link station is under construction.

Large-scale developments are currently being permitted or constructed. Directly north is a one story commercial structure. To the east across University Way, is a newly constructed seven story multifamily structure. New developments also include a seven story structure containing, 69 residential units under project number 3015604. South of the site is a five story multifamily building. Across the alley to the west, is a single family residential structure and a three story multifamily building.

Other new buildings in the immediate area typically range from five to seven stories. Early and mid-20th century structures in the area tend to be brick construction; while newer buildings are wood framed with a variety of finish materials.

Access:

For the existing development, access is taken from University Way NE and the alley. Vehicular access is proposed from the alley.

PROJECT DESCRIPTION

The applicant is proposing a six-story building containing 60 residential units above 1,460 sq. ft. of retail space, and below grade parking for 18 vehicles.

EARLY DESIGN GUIDANCE April 25, 2016

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

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

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

PUBLIC COMMENT

No public comments were offered at the meeting.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, the Design Review Board members provided the following siting and design guidance.

EARLY DESIGN GUIDANCE April 25, 2016

- 1) **Massing and Arrangement of Uses:** The Board deliberated the merits of the second and third massing options and ultimately preferred massing Option Two with consolidated retail and asymmetrical massing which has the most potential to create interesting and well-proportioned facades. The Board directed the applicant to proceed with this modified version of Option 2. (DC2-A, DC2-B)
 - a. While rearranging the street level uses to consolidate the retail, the Board recommended studying moving the elevator south to provide a better connection to the residential lobby. (PL3-A)
 - b. Recognizing that the retail trash will be carried through the elevator down to the garage, the Board agreed that the trash storage location should be better resolved to avoid the elevator used by residents. (DC1-A, DC1-C-4)
 - c. The Board was concerned with the north exit pathway and recommended pulling the hallway forward or providing a gate to avoid a blind corner. The Board requested more detail about access and steps taken to address safety at the next meeting. (PL2-B, PL3-A-1, PL3-A-4, PL3-C-1, DC3-A-1)
 - d. The Board encouraged additional amenity space and suggested providing the space on the second level where the massing shift occurs. (DC1-A-2, DC3)
 - e. The Board supported the separated bike storage, as long as circulation for the bicyclist was further developed with safe and convenient access points. (PL4-A, PL4-B)

- 2) **Respect for Adjacent Sites:** The Board gave the following guidance related to the zone transition.
 - a. The Board supported the stepped setback in response to the zone transition along the alley frontage. (CS2-D-3, CS2-D-4, CS2-D-5)
 - b. The Board agreed that individual decks would minimize disrupting the privacy of residents in the adjacent properties, compared to one common deck which would likely generate noise. (CS2-D-3, CS2-D-5)
 - c. For the screen walls between the individual decks, the Board supported screening composed from materials rather than a landscaped buffer which relies on maintenance. (DC4-A)

- 3) **Streetscape and Landscape:** The Board stressed the importance of the streetscape design especially since a departure is being requested.
 - a. The Board agreed the current rationale for the departure request to expand the amount of residential frontage from 16' to 20' does not provide a strong enough case for meeting the guidelines. The Board also indicated being open to a departure request as long as there is a benefit to the streetscape. Acknowledging the floor plans do not show the location of a leasing office or mailboxes, the Board requested more detailed floor plans of the lobby for the next meeting. (PL3-A, PL3-B)

- b. The Board agreed that the canopies should be located at the same height to provide a well-proportioned, consistent expression. (DC2-B-1, DC2-D)
 - c. The Board supported the proposed three street trees along the right of way and recommended focusing planting under the street trees instead of underneath overhead canopies. (CS2-B-3, DC4-D)
- 4) **Detailing and Materials:** The Board strongly recommended keeping the materials and detailing pure to express the strong massing gesture. (Guidelines DC2-B-2, DC2-D)
- a. The Board recommended thoughtfully considering durability, detailing and potentially boldly contrasting colors, consistent with the architectural expression. When further developing the design, the Board recommended reflecting on the different expressions a parapet versus rail would have. (DC2-B-1, DC2-C, DC4-A-1)
 - b. The Board indicated that higher quality fiber cement board is acceptable for the upper massing, provided that reveals articulate how it is put together and concealed fasteners are provided. The Board also encouraged consideration of higher quality materials such as Ceraclad. (DC4-A)
 - c. The Board supported the proposed storefront for the street level. The Board indicated fiber cement board is unacceptable for the street level and agreed that a material comparable to storefront should be provided for the entire level to address durability and maintenance. (DC4-A-1)

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-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-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.

PUBLIC LIFE

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.

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-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.

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-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-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.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

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-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-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.

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-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-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Façade Composition

DC2-B-1. Façade Composition: Design all building façades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all façades 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 façades 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.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle’s climate, taking special care to detail corners, edges, and transitions.

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-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.

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.

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

DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departure(s) 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(s). The Board’s recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance meeting the following departure was requested:

1. **Street-level Uses SMC 23.47A.005:** The Code stipulates that residential uses shall not occupy more than 20% of street-level, street-facing facade along designated principal pedestrian streets which amounts to 16’. The applicant proposes 20’ of residential uses for a larger lobby.

The Board stated the current rationale does not provide a strong enough case for better meeting the design guidelines, but indicated openness to a departure request as long as there is a clear enhancement and benefit to the streetscape. The Board acknowledged the floor plans do not show the location of a leasing office or mailboxes and requested more detailed floor plans for the next meeting.

BOARD DIRECTION

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