



City of Seattle

Department of Construction and Inspections
Nathan Torgelson, Director



EARLY DESIGN GUIDANCE OF THE WEST DESIGN REVIEW BOARD

Project Number: 3023764

Address: 1021 6th Avenue N.

Applicant: Jason Andrews on behalf of Alison Boehm

Date of Meeting: Wednesday, June 01, 2016

Board Members Present: Boyd Pickrell
Christine Harrington
Katherine Idziorek
Homero Nishiwaki
Janet Stephenson

Board Members Absent: None

SDCI Staff Present: Josh Johnson

SITE & VICINITY

Site Zone: Low Rise (LR3)

Nearby Zones: (North) LR3
(South) LR3
(East) LR3
(West) LR3

Lot Area: 10,240 sq. ft.



Current Development:

The site is currently occupied by a duplex residence and multi-family residence.

Surrounding Development and Neighborhood Character:

A majority of the neighborhood is occupied by multi-family residences 2-4 stories in height. There are scattered single-family and duplex residences around the neighborhood as well. Transit is available on Taylor and Aurora Avenues. Bhy Kracke Park is located approximately 3/10 of a mile to the northwest and Ward Springs Park is located approximately 2/10 of a mile to the southwest. Taylor Avenue and 5th Avenue present opportunities for walkable commercial uses located to the south of the project.

Access:

Existing sidewalks provide pedestrian access to the site. Vehicular access is available by an alley located at the south end of the site.

Environmentally Critical Areas:

None

PROJECT DESCRIPTION

The project is a four-story 19 unit apartment building with 19 underground parking spaces.

The design 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 SDCl:

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

Several members of the public were in attendance and offered the following comments:

- Concerned that the project will result in excessive alley traffic.
- Felt the trees along the west property line should be preserved.
- Concerned that the height is out of character with the neighborhood and will impede views.
- Concerned that the project will leave surrounding buildings in shade.
- The front setback should match the existing house to the north and the townhomes across the alley.
- Concerned that the roof deck could cause privacy impacts.
- Concerned that the parking garage ramp will cause excessive vehicle noise at the west property line.
- Concerned that there will be privacy impacts from north walkway and balconies.
- Concerned that the project is too dense for the neighborhood.
- Concerned that there may not be enough sewer capacity.
- Felt that the departures for private amenity space and parapet height are not justified.
- Concerned that the 19 parking spaces for 19 units is not adequate.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

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 June 1, 2016

1. **Massing:** The Board members favored the applicant's preferred Option 3 for the ample application of brick and its asymmetrical design. They acknowledged the public concern regarding height, but stated the height is appropriate given the presence of other four story buildings in the neighborhood.
 - a. The Board felt that the entry is prominent and tied vertically to the asymmetrical design concept. (PL3-A1 &2)
 - b. The Board noted that if an elevator is required, the elevator tower should be integrated into the asymmetrical parapet over the main entrance. (DC2-A1)

2. **Exterior Elements:** The Board favored the vehicular access from the alley, but emphasized that the sight lines should be maintained from the ramp for safety. They also liked the porches of the ground level units addressing the alley.
 - a. The Board was strongly supportive of both the application and amount of brick shown on the Preferred Option.
This same level of brick should continue to be shown at the Recommendation phase and the applicant should consider lighter brick around the entry. This could help highlight the entrance. (Uptown DC-41i)
 - b. The Board clarified the parking garage ramp should maintain a clear vision triangle for vehicular safety.
 - c. The Board supported residential unit entries on the alley. They felt these porches added a positive residential presence that enhanced the pedestrian environment and contributed to the “eyes on the street” concept of security. (PL2-B1-2 & Uptown DC1-VI.i)
 - d. Ground level alley entrances/porches should be designed for site security. CPTED concepts such as sight lines and lighting should be employed and demonstrated in Recommendation materials. (Uptown PL2-II.ii)
 - e. The dumpster should be either be screened or located in the basement. (DC1-C4)
 - f. The Board encourage exploring lidding over the drive ramp to add to the amenity space and reduce noise from the underground parking garage. (DC-B1)

3. **Context:** The Board noted the project responded well to existing building and the overall neighborhood. At Recommendation, the applicant should provide a window study at recommendation for further privacy analysis.
 - a. The rooftop amenity should be moved to the south and screening elements such as landscape planters should be located on north side to prevent residents from congregating near the north edge. (DC3-B1)
 - b. A greater northern setback and a landscape buffer should be explored to minimize privacy impacts for the home to north. (CS2-D1 & 5)
 - c. Larger trees should be used around the entire site to create a more layered landscaping plan as outlined in the Uptown Guidelines. (Uptown DC3-I.i)
 - d. The ground level amenity should be passively programmed to minimize noise and convey the sense of open space around the building. (DC3-B1)

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](#).

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.

Uptown Supplemental Guidance:

PL2-II Pedestrian Open Spaces and Entrances

PL2-II-ii. Defensible Space: Individual or unit entrances in buildings that are accessed from the sidewalk or other public spaces should consider appropriate designs for defensible space as well as safety features (e.g., decorative fencing and gating). Landscaping should be consistent with these features.

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.

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-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.

DC1-VI Treatment of Alleys

DC1-VI-i. Clean Alleys: Throughout Uptown ensure alleys are designed to be clean, maintained spaces. Recessed areas for recyclables and disposables should be provided.

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.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

Uptown Supplemental Guidance:

DC3-I Landscaping to Enhance the Building and/or site

DC3-I-i. Varied, Integrated Landscaping: Throughout Uptown, but especially within the Uptown Park character area, landscaping should be substantial and include a variety of textures and colors, to the extent possible. Landscaping should be used to enhance each site, including buildings, setbacks, entrances, open space areas, and to screen parking and other less visually attractive areas. Encourage planted containers at building entries.

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.

Uptown Supplemental Guidance:

DC4-II Exterior Finish Materials

DC4-II-i. Brick/Tile Facades: Within the Uptown Park and Heart of Uptown character areas, the use of historic looking brick and tile facades are strongly encouraged to create a more consistent, unified, and historic appearance throughout the district. The use of decorative brick façade is consistent historically within the Uptown area, with a strong concentration just north of the district across W. Mercer St. Facade detailing is strongly encouraged and buildings may incorporate both materials to provide a richer finish.

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 the following departures were requested:

1. **Structure Height Rooftop Features (SMC 23.45.514.J):** The Code requires, *“Open railings, planters, greenhouses not dedicated to food production, parapets, and firewalls on the*

roofs of principal structures may extend 4 feet above the maximum height limit set in subsections A, B, E, and F of this Section 23.45.514.” The applicant proposes a possible additional four feet of parapet height less than 10 feet in width.

The Board indicated support towards this departure. They felt the stepped parapet helped to reduce the building’s bulk and contributed to the structure’s layered façade. (Uptown DC2-A2)

While height is not an allowed departure in most parts of the City, **SMC 23.41.012.B.17.d** *“Within the Uptown Urban Center building height departures up to 3 feet of additional height may be granted if the top floor of the structure is set back at least 6 feet from all lot lines abutting streets;”* Staff note: The additional height is limited to no more than three feet per the above mentioned code.

BOARD DIRECTION

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