City of Seattle

Department of Construction & Inspections
Nathan Torgelson, Director

DESIGN REVIEW

RECOMMENDATION
ADMINISTRATIVE DESIGN REVIEW

Project Number:	3023764
Address:	1514 NW 52nd Street
Applicant:	Chip Kouba, Ecco Design
Date of Meeting:	Friday, February 17, 2017
SDCI Staff Present:	Josh Johnson

SITE & VICINITY

Site Zone: Commercial with a 65' Height Limit (C1-65)

Nearby Zones: (North) C1-65
(South) C1-65
(East) C1-65
(West) C1-65
(Northwest) LR-3

Lot Area: 5,000 sq. ft.

Current Development:

A single-family home and a detached garage occupy the site.

Surrounding Development and Neighborhood Character:

The neighborhood is predominantly multi-family residential. There are a few single-family residences in the general vicinity. Swedish Ballard, a large hospital complex located to the west across 17th Street. 15th Ave NW, a principal arterial, is a commercial corridor. Bus stops are located along 15th to both the south and north of the site. To the southwest around 20th and Leary there is a concentration of mixed use buildings.

Access:

The existing garage is accessed from a driveway off of 52nd Street. Pedestrians access the site via the established sidewalk.

Environmentally Critical Areas:

None

PROJECT DESCRIPTION

The proposed project is comprised of 61 units in a five-story building with no parking provided.

The design packet includes materials presented at the meeting, and is available online by entering the project number (3023764) 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 SDCI:

Mailing Address:	**Public Resource Center** 700 Fifth Ave., Suite 2000 P.O. Box 34019 Seattle, WA 98124-4019
Email:	PRC@seattle.gov

EARLY DESIGN GUIDANCE May 20, 2016

PUBLIC COMMENT

- The project should provide its own onsite parking.
- There needs to be an analysis of the cumulative impacts from multiple projects where no parking was required.
- 52nd is a street often used to get to the Swedish Hospital Complex located to the west. Excessive on-street parking could impede traffic flows to the hospital.

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 Seattle DCI Staff provided the following siting and design guidance.

EARLY DESIGN GUIDANCE May 20, 2016

1. **Massing.** Option C is staff's favored scheme as it reduces the street presence of the dumpster enclosure and contains a two-story lobby that gives a more prominent, welcoming entrance to the building. (CS2-B2) Staff recommends the following guidance in the design evolution of the building design:
    a. Cantilever the upper mass over the bike parking and eliminate structural columns to emphasize the project's contemporary design and make the outdoor bike parking more visible. (CS3-A2)
    b. Emphasize the building entrance to be more prominent through design features such as a wider door and/or material changes. Consider bringing it forward, even with the two-story lobby. (PL3-A-1C &2)

2. **Site Design.** Staff generally would like to see a more clear relationship between the building and street level that benefits both the future residents as well as the public pedestrian realm.
    a. If allowed by Building Code, remove the sidewalk on the east side of the building, north of the gate, to enhance privacy for basement units and possibly expand the window wells to allow more natural light into the units. (CS1-B2)
    b. The curb cut proposed for the load/unload area should be abandoned. It is unnecessary and detracts from the pedestrian environment. The applicant should work with the solid waste division for the dimensions required for concrete pad for dumpster pick-up. (DC1-C4)

3. **Building Elements.** Staff guidance is primarily focused on the treatment of the blank wall conditions, building materiality and quality, as well further development of the overall design concept.
    a. Include some artistic element for the wall behind the bike parking area to enhance the blank wall condition facing the street. Consider a back lit sculpture. (DC2-B2)
    b. As the project develops the applicant should include large, well-proportioned windows facing the street. (CS3-A2 & DC2-B1)
    c. High-quality materials, such as AEP, should be used and vary in type and color from the building to the east in order to differentiate this project from its neighbors. (DC4-A1)

RECOMMENDATION December 30, 2016

PUBLIC COMMENT

No public comments were received between the issuance of the EDG report and the date of this report.

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 Seattle DCI Staff provided the following siting and design guidance.

RECOMMENDATION February 17, 2017

1. **Response to EDG:** The applicant continued the development of the Staff supported massing option from EDG. A two-story aluminum storefront system creates visual emphasis for the main entrance. Window sizes along the street facing façade were increased. The curb cut for the dumpster was reduced in width. The sidewalk on the east side of the building was removed allowing more privacy for basement units. The size of windows on the street facing façade were increased. The applicant has used a simple material palette of mostly cementitious materials to provide durable finishes. Outstanding issues include the bike parking area, material detailing, and signage.

2. **Bike Parking Visibility:** Staff identified that the bike parking was visually obscured by a tall planter from the right-of-way. The planter also prevented direct pedestrian access from the bike parking area to the main entrance and there was minimal lighting. New drawings were received on January 25, 2017 showing a planter with reduced height and width. Bikes are now visible from the street and pedestrians have direct access to the front entrance from the bike parking area. Additional soffit lighting was included above the bike parking area to enhance

site security. Staff is pleased with the modifications made in response to concerns raised and support the revised design.(CS2-B-2)

3. **Material Application:** Staff raised concerns with the level of horizontal emphasis between the materials sidings parkfex and the hardie lap siding at the front facade. In response, the applicant submitted drawings on January 25, 2017, changing the parklex to a product with a vertical patterning called tru-grain and substituted the hardie lap on the front façade for solid parklex panel. These changes simplify the appearance of the facades and supports the verticality of the building's massing. Staff is in support of the revised design and material application that provides a better balance of the vertical and horizontal proportions. (DC2-B-1)

4. **Signage:** The level of signage depicted in all the materials is detrimental to the residential character of the building and is out of scale with surrounding uses. Staff recommends a condition that the applicant should reduce the signage to the wall sign on the southeast corner of the building and it should not be internally illuminated. (DC-4-B)

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.

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.

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

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

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-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.

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-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.

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-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DEVELOPMENT STANDARD DEPARTURES

1. **Street Level Development Standards (SMC 23.47A.008.A.2.b&c):** Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.

   The applicant proposes a blank façade 21.5' in length that constitutes 57% of the façade.

   Staff supports the departure as a majority of the blank façade is comprised of the area for the trash enclosure and the applicant has designed a two-story lobby storefront system that increases the amount of street level interaction the project and 52nd St. (PL3-A-1)

STAFF DIRECTION

The recommendations summarized below were based on the plans and models submitted on October 6, 2016 and additional drawings submitted on January 25, 2017. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available on October 6, 2016 additional drawings submitted on January 25, 2017. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, Staff recommends APPROVAL of the subject design with one condition and the requested development standard departures from the requirements of the Land Use Code.

Prior to MUP Decision modify the plan set subject to the following conditions:

1. Signage shall be limited to the vertical wall signage on the buildings southeast corner and shall not be internally lit. (DC4-B)