City of Seattle

Department of Construction and Inspections
Nathan Torgelson, Director

DESIGN REVIEW

FIRST EARLY DESIGN GUIDANCE OF THE SOUTHWEST DESIGN REVIEW BOARD

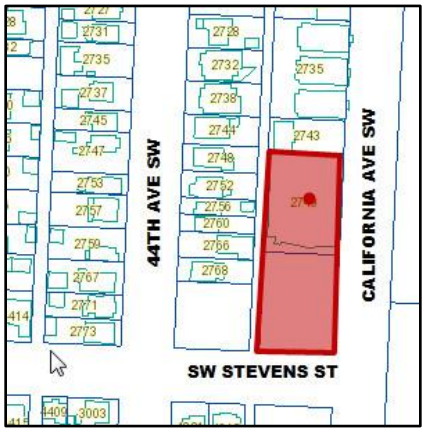
Project Number:	3024077
Address:	2749 California Ave SW
Applicant:	Sean Ludviksen (Presenter Julia Nagele), Hewitt
Date of Meeting:	Thursday, July 21, 2016
Board Members Present:	Todd Bronk, Chair Donald Caffrey Matt Zinski Alexandra Moravec
Board Members Absent:	T. Frick McNamara
SDCI Staff Present:	Crystal Torres, Land Use Planner

SITE & VICINITY

Site Zone: Neighborhood Commercial (NC2P-40)

Nearby Zones: (North) NC2P-40
(South) NC2P-40
(East) SF 5,000
(West) NC2P-40

Lot Area: 34,187 sq. ft.



Current Development:

There is currently occupied by a one-story building containing a grocery store (PCC) and associated parking lot.

Surrounding Development and Neighborhood Character:

The proposal is located on the northwest corner of California Ave SW and SW Stevens within the Admiral Residential Urban Village in West Seattle. Zoning along California Ave is Neighborhood Commercial with Single Family zoning surrounding the commercial corridor. Surrounding development includes Hiawatha Playfield across California Ave SW which fronts the entire block opposite the project site. In addition to this large recreational area there are other larger adjacent uses including West Seattle High School and Hiawatha Community Center. Further north along California Ave SW there are retail and commercial uses occupying one and two-story structures, many of which are brick. To the south along California Ave there is a mix of commercial and residential structures ranging from one to three-stories.

Access:

Existing access to the site is provided along California Ave SW, SW Stevens Street, and via the alley.

Environmentally Critical Areas:

There are no mapped ECAs.

PROJECT DESCRIPTION

The proposal is for a 4-story apartment building containing 112 units above retail space. Below grade parking for 152 vehicles to be provide. Existing structure to be demolished.

The design packet includes information 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 SDCI:

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

FIRST EARLY DESIGN GUIDANCE July 21, 2016

PUBLIC COMMENT

The following public comments were offered:

- Concerned with the design expression and intent in relation to the single family adjacency.
- Concerned with how the large scale building would relate to the single family adjacency.
- Concerned with potential vehicular conflicts between residential users and commercial use (loading truck) of the alley.
- Concerned with vehicular access and impacts of additional trips of the added residential use.
- Concerned with the location of the proposed loading and access.
- Supported the vehicular access in option B.
- Supported the pedestrian oriented option without the curb cut on California Ave.
- Encouraged further mitigation to adjacent single family zone by further pulling back the building.
- Concerned with activation of California Ave and suggested breaking up large retail frontage into smaller retail scaled entries.
- Supported greater setbacks of the upper stories along the alley.
- Suggested further reflecting the character of small retail along California Ave and encouraged breaking up the retail at the ground floor.
- Concerned with the truck loading, access, and turning radius.
- Concerned with the potential traffic impacts and conflicts between the proposed project and nearby schools including school bus circulation.
- Concerned with the traffic impacts and the intersection of SW Stevens St/45th Ave SW.
- Concerned with the pedestrian walkways and crossings and relationship to traffic lights.

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.

1. MASSING/HEIGHT, BULK, SCALE

The Board discussed the merits of each massing options, with the majority of the Board supporting massing Option C.

a. **Podium**. The Board further discussed the large street frontage and highly visisble presence that the proposed building will have on the neighborhood. The Board noted the need to further resolve the podium and provided the following direction:
    i. Breaks in the façade should focus on entries and thoughtful programming of the ground floor uses along California Ave in order to activate this street frontage, as well as reflect the small-scale retail character and architectural rhythm present along California Ave. **CS2-A; PL2-I; PL3-C; PL3-I**

ii. At the next meeting, provide further information to clarify design intent along California Ave, especially at the ground floor. **PL3-C**
iii. Explore creating an entry at the spine. **Admiral PL2-I; PL2-II**

b. **Corner.**
i. The Board supported the modest corner expression as the proposed design respects the larger urban fabric by not competing with the nearby high school and large open space across the street. **CS2-A; CS2-III; CS2-C-1**
ii. The Board discussed the importance of creating an at grade entry for the grocery use and recommended further resolution of the entry. **CS2-III**

c. **Form.**
i. The Board supported the undercut weather protection offered in options A and C. **PL2-C**
ii. The Board supported the concept of the open interior corridor as this maximizes light and air access. **CS1-B; DC2-A**
iii. The Board supported the setting back of the proposed massing along the rear in response to the adjacent residential zoning. **Admiral CS2-II; Admiral CS2-IV; DC1-III; DC2-A**
iv. The Board encouraged further analysis of the unique conditions of both California Ave and SW Stevens St. **CS2-B-1**
v. The Board supported the potential dramatic form of the projecting massing volume along California Ave SW to create a connection to the park across the street. **CS1-D; CS2-B; Admiral PL1-A**

2. MATERIALS/ FAÇADE COMPOSITION/ STREETSCAPE

a. The Board supported Option C provided that the material application is simple and of high quality in order to create a modest building which fits well into the existing urban fabric. **CS2-A; DC2-D; DC4-A**
b. The Board noted the existing urban fabric and architectural rhythm along California Ave should further inform the proposed design by taking into account entry patterns, materials, and secondary architectural elements in order to enhance the compatibility of the project with the character of the neighborhood. **DC2-B; DC2-D; DC4-A**
c. The Board encouraged further clarification showing how the design would evolve to respond to the intended pedestrian scale of California Ave SW through integration of fine-grained and legible pedestrian scaled materials. **DC2-B; DC2-D**
d. The Board encouraged further enhancing the public realm along California Ave SW by integrating attractive and thoughtful pedestrian scaled landscaping. **DC1-VI**

3. VEHICULAR ACCESS/ WALKWAYS/ SERVICE USES

a. The Board echoed the public's concern related to truck loading and access. The Board directed further resolution of loading truck circulation and encouraged early coordination with SDOT to ensure feasibility of the turning radius from the alley to SW Landers St. **DC1-B**

b. The Board discussed curb cuts presented in Option B (California Ave to alley) vs. Options A and C (alley access only). The Board favored the options which included alley access only, as this was more consistent with the vision for California Ave as the commercial core of the neighborhood with a strong street edge and pedestrian character. **DC1-B; DC1-C, Admiral DC1-I; Admiral DC1-II; DC1-B**
c. The Board encouraged further exploration of connecting the pedestrian walkways and crossings and respond to the existing bus stop adjacent to the site. **PL1-B; PL2-II**
d. The Board encouraged further resolving the location and functionality of service uses. **DC1-III; DC1-C; Admiral DC1-VI; PL4, PL2-B**

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 **First** Early Design Guidance the following departures were requested:

1. **Rear Setback (SMC 23.47.014.B.3):** For a structure containing a residential use, the Code requires a setback along any side or rear lot line that abuts a lot in a residential zone or that is across an alley from a lot in a residential zone to be set back 15' between the building height of 13' and 40'and two additional feet for every 10 feet of height above 40'. The applicant proposes the following:

Standard	Required	Proposed
Fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet	15'	Areas of departure ranges from zero to 7' from the property line (or 8' to 15' from the centerline of the alley).
For each portion of a structure above 40 feet in height, additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet	17'	Area of departure ranges from zero to 5'-4" from the property line (or 8' to 13' from the centerline of the alley).

The Board indicated concern related to this departure request and respecting the adjacent residential uses. The Board agreed that much more rigorous analysis and rationale would be needed for their continued consideration of this departure request. **Admiral CS2-IV-i**

2. **Street Level Development Standards (SMC 23.47.008):** The Code requires continuous overhead weather protection along a minimum of 60% of the street frontage of a

structure. The applicant proposes to provide continuous overhead weather protection along SW Stevens and a mix of overhead weather protection at the entries along California Ave SW as well as a building overhang for portions without overhead weather protection.

The Board indicated preliminary support granted that weather protection was provided by the building overhangs, however, additional information is needed at second EDG to clarify the coverage provided along California Ave. **PL2-C**

3. **Parking Location and Access (SMC 23.47A.32.F):** The Code requires access to a loading berth be from the alley if the lot abuts an alley improved to the standards of subsection 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate right-of-way impacts. The applicant proposed (Option B) a one way curb cut and loading dock door on California Ave SW to allow for truck egress with access to the loading berth from the alley.

   The Board indicated they were not in favor of creating a curb cut along California Ave SW as this would be in conflict with vision for California Ave SW to act as the commercial and pedestrian core for the neighborhood. **DC1-B**

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the First Early Design Guidance meeting, the Board recommended the project return for another meeting in response to the guidance provided.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified 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.

CS1-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and

natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

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-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

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-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

Admiral Supplemental Guidance:

CS2-II Respect for Adjacent Sites

CS2-II-i. Neighboring Overlooks (2,3): Reduce the number of windows and decks on proposed buildings that overlook neighboring residences.

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-II-iii. Stagger Windows (1,2,3,4): Stagger windows to not align with adjacent windows and minimize the impact of windows in living spaces that may infringe on the privacy of adjacent residents.

CS2-III Corner Lots

i. Corner Orientation (1,2,3,4): Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

CS2-IV Height, Bulk and Scale Compatibility

i. Upper-Level Setbacks (2,3,4): Provide a sensitive transition to less intensive zones by reducing the appearance of bulk by setting back upper floors using methods described in the Seattle Design Guidelines, CS2.

ii. Match Architectural Styles/Details (1,2,3,4): Use architectural styles and details (such as roof lines or fenestration), color or materials derivative from surrounding, less intensive structures.

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.

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-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

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-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-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

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

i. Visual/Pedestrian Access (1,3): Provide visual and pedestrian access (including barrier free access) into the site from the public sidewalk.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

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-C Planning Ahead For Transit

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

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.

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.

DC1-I-iii. Curb Cuts (1,2,3,4): Minimize the number and width of driveways and curb cuts.

DC1-II Location of Parking on Commercial Street Fronts

DC1-II-i. Minimize Streetfront Parking (1,2,3,4): Parking on a commercial street front should be minimized and where possible should be located behind a building.

DC1-VI Screening of Dumpsters, Utilities and Service Areas

DC1-VI-i. Screen Services/Utilities (1,2,3,4): Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

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 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-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

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.

Admiral Supplemental Guidance:

DC3-II. Landscaping to Enhance the Building and/or Site

i. Screen Blank Walls (1,2,3,4): Soften the form of the building by screening blank walls. The west wall of the Thriftway on 42nd Avenue SW is a good example of this type of treatment.

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.