City of Seattle

Department of Construction & Inspections
Nathan Torgelson, Director

DESIGN REVIEW

EARLY DESIGN GUIDANCE OF THE WEST DESIGN REVIEW BOARD

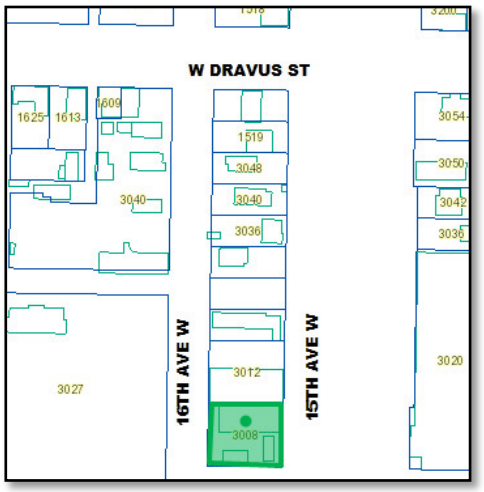
Project Number:	3026027
Address:	3008 16th Ave.W.
Applicant:	Urbal Architecture
Date of Meeting:	Wednesday, February 15, 2017
Board Members Present:	Katherine Idziorek (Chair) Christine Harrington Homero Nishiwaki Boyd Pickrell Janet Stephenson
Board Members Absent:	None
SDCI Staff Present:	Sean Conrad, Bruce Rips

SITE & VICINITY

Site Zone: Seattle Mixed – Dravus 40'-85' height limit (SM-D 40-85)

Nearby Zones: (North) SM-D 40-85
(South) Commercial 2 – 40' height limit (C2-40)
(East) C2-40
(West) C2-40

Lot Area: 11,993 square feet



Current Development:

The site is located on the western facing slope of a hillside, west of 15th Avenue W. The slope across the site is approximately 11% with a two-story commercial building, small wood structure and associated parking located on the site.

Surrounding Development and Neighborhood Character:

The project site is located at the south end of 16th Ave West at its termination with W. Barrett Street. An alley is located on the east side of the site however, the alley terminates into a private parking lot on the lot immediately to the north. The immediate neighborhood is developed with a mix of office and multi-family buildings with significant open space areas developed with sports playfields and golf driving range (Interbay Athletic Complex). One block north of the site, along W. Dravus Street, are a variety of retail shops including a QFC grocery store, restaurants, and gas station.

Access:

Access to the project site is provided by 16th Avenue West on the site's west boundary and West Barrett Street on the site's south boundary. A paved alley is located on the east side of the project site.

Environmentally Critical Areas:

The project site is located within a liquefaction zone with steep slopes located east of the site.

PROJECT DESCRIPTION

The proposal is for one, 8-story structure containing 94 residential units. Parking for 53 vehicles to be located below grade. 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

EARLY DESIGN GUIDANCE February 15, 2017

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Supported the project as presented.
- Felt that the project will bring life to this area of the block.
- The roof top amenity space looking over the playfields is a positive feature.
- Felt the building design was respectful to the neighboring building to the north.

One comment letter was received from the neighbor of the proposed development. Of the issues brought up in the comment letter the following two are related to design review:

- The proposed building will likely be built to the property line which can block sunlight on any redevelopment that my property may undergo in the future. It may also impact the alley to the East of the site that is used for deliveries to my business.

- Our HVAC system was designed for 60 foot height restrictions on surrounding buildings. The proposed building greatly exceeds this height and its impact on our HVAC system is undetermined and may require our relocation which would likely occur outside Seattle.

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 for the applicants:

1. **Massing**
   a. The Board favored Concept 3 (the "Jewel Box"), the applicant's preferred option, due to the vehicle and pedestrian separation, how the building massing positively affects the unit configuration and the rooftop common room. (CS2-C, DC2-A)

   b. The Board appreciated the applicant's response to 15th Ave. by orienting units to have both a north or south view in addition to a view of 15th Ave West. The Board acknowledge the applicant's thoughts that providing north or south views will enable future residents to have their curtains open and natural light in the units without having to look at constant vehicle traffic. (CS2-C, DC2-A)

   c. The Board agreed that the proposed rooftop amenity space was appropriate and encouraged the applicant to explore how the rooftop common room could become an identifying aspect or element of the project, fit in with the building's wayfinding strategy and make a connection to the adjacent playfields and open space. (CS3-B, DC2-A)

d. The Board encouraged the applicant to provide more understanding of how the rooftop decks (third story deck and rooftop deck) are incorporated into the building's bio-retention storm water system. (DC3-D)

2. Design Materials

a. The Board encouraged the applicant to consider maintaining a high level of lightness (soloar access) and glazing throughout the building. Board members acknowledged that an increase in glazing could be constrained on the west facing façade by the neighboring lights from the playfields and noise from the railroad tracks and are interested in seeing how the applicant proposes to address the situation. (DC2-A)

b. The Board encouraged the applicant to continue to develop an articulated, modulated and textured design expression so the simple lines of the 'Jewel Box' do not become a flat cube. The Board clarified that a flatter, less interesting façade would be the wrong direction for the building design. (DC2-A, DC2-B)

c. The Board felt the refined urban moves in the building made it attractive which was important because the building will be highly visible from 15th Ave. West. The Board recommended the applicant further develop the concept for the building with the intent of how the building itself could act as a wayfinding piece in the neighborhood. (CS3-B, DC2-A, DC2-B)

3. Streetscape

a. After much discussion, the Board felt the wide planting area illustrated in the conceptual plans between the sidewalk and property line along 16th Ave. West was heading in the right direction. (CS1-D)

b. The Board encouraged the applicant to further refine their design concept and incorporate some of the wilderness of the surrounding landscaping characteristics into the landscaping along 16th Ave. West to give the project a unique identity. (CS1-D, DC3-C)

c. The Board recommended that the applicant consider installing pedestrian scale lighting along W. Barrett St. to increase safety. (PL2-B)

4. Blank facade:

a. The Board found the potential blank façade on the north side of the building problematic. The north wall should provide visual interest as it may remain visible for some time. The Board requested the applicant further study how the building's north facade can anticipate future development and, until such development occurs, how to appropriately integrate art or other means that would reflect Seattle culture or that of Interbay. The Board felt the light well along the north façade was moving in the right direction. (CS3-B, DC2-B)

5. **Signage**
   a. The Board had concerns that building signage should not be designed towards vehicle traffic along 15th Ave. West, rather any building signage should be oriented to pedestrians, not vehicles, to be in keeping with the design guidelines. (DC4-B)

   b. The Board requested the applicant provide a full signage plan along at the recommendation phase. (DC4-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 Early Design Guidance the following departures were requested:

1. **Access (SMC 23.48.085):** The Code restricts access to parking and loading from an alley when a lot abuts an alley improved to the standards of SMC section 23.53.030.C and use of the alley for parking and loading access would not create a significant safety hazard as determined by the director.

   The applicant is proposing to locate the garage entrance off West Barrett Street, on the south side of the lot, as well as an alley access. The applicant requests a garage access off West Barrett Street to work with the change in topography on the site and in doing so increase the number of parking stalls provided. Alley only access would require a large expanse of ramping that would likely impact the quality of the streetscape along 16th Avenue W.

   The Board indicated preliminary support for the requested departure. In the Board's discussion, they appreciated how it was applied to the design resolution of the preferred option, Option C. The Board noted that with the departure request, the streetscape along 16th Avenue W. could potentially better meet several design guidelines regarding landscaping and streetscape treatment.

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-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.

CS1-D-2. Off-Site Features: Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

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-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.

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

CS3-B Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

CS3-B-2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

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.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

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

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-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.

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

DC3-C Design

DC3-C-3. Support Natural Areas: Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

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.

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-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application, with responses to all the guidance herein.