



**EARLY DESIGN GUIDANCE OF THE
SOUTHEAST DESIGN REVIEW BOARD**

Project Number: 3026286

Address: 2007 South State Street

Applicant: Seth Hale, Mas Architecture

Date of Meeting: Tuesday, January 30, 2018

Board Members Present: Carey Dagiliano Holmes (chair)
David Sauvion
Don Caffrey (substitute)

Board Members Absent: Julian Weber (recused)
Sharon Khosla
Charles Romero

SDCI Staff Present: Carly Guillory, Senior Land Use Planner

SITE & VICINITY

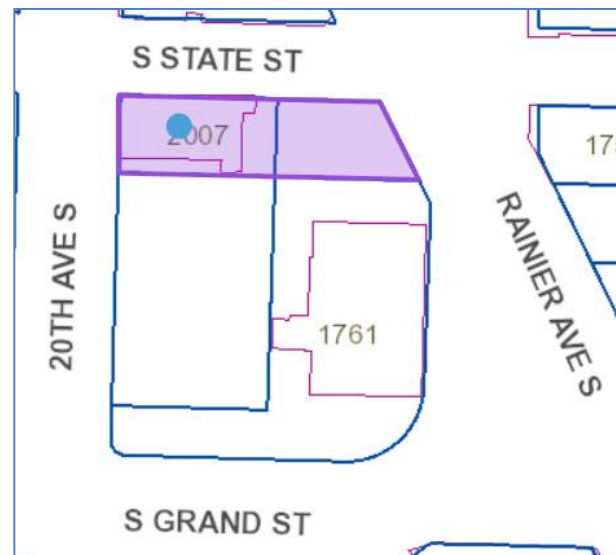
Site Zone: Commercial 1 – 65-foot height limit (C1-65)

Nearby Zones: (North) C1-65
(South) C1-65
(East) C1-65
(West) Lowrise 2 (LR2)

Lot Area: 8,852-square feet

Current Development:

The site is currently occupied by a surface parking lot and a single-story wood framed structure which previously housed a restaurant. The structure is now vacant. The site is relatively flat dropping approximately one-foot from west to east. Street trees are located along Rainier Ave S.



Surrounding Development and Neighborhood Character:

Surrounding development and neighborhood character consists of one- to three-story structures containing commercial, residential, and institutional uses of a variety of architectural styles. The predominant typology south of the site and along Rainier Ave S is that of one-story wood frame retail and commercial structures. Oberto Sausage is directly north the site, and Stewart Lumber is directly south. West, across 20th Ave S, the neighborhood transitions to residential of a contemporary architectural style. (See page 4-13 of the EDG packet)

Access:

Vehicular access to the site is currently provided from S State St. At the time the EDG packet was sent to the Board (10 days before the EDG meeting), Options 1 and 3 proposed parking in an underground garage, with access proposed from 20th Ave S. At the EDG meeting, the applicant presented a variation of Options 1 and 3 proposing zero parking.

The Seattle Department of Transportation (SDOT) reviewed the draft EDG packet and offered the following feedback: supported vehicular access from 20th Ave S or S State St; noted that a RapidRide expansion on Rainier Ave S in 2021 will likely remove service from the existing bus stop adjacent the site; and supported the conceptual street trees, curbs, and curb ramps shown (SDOT Email, January 22, 2017).

Environmentally Critical Areas:

None.

PROJECT DESCRIPTION

Design Review Early Design Guidance for a six-story 60-unit apartment building with retail at ground level. Parking for nine vehicles* to be provided below grade. Existing structures to be demolished.

*At the EDG meeting, the applicant presented modified versions of Options 1 and 3, each removing any proposed parking.

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 SDCl:

Mailing Public Resource Center

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

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE January 30, 2018**PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Described parking in the neighborhood, noting difficulty finding on-street available parking.

- Recommended that the 2010 North Rainier Neighborhood Plan Update inform the project.
- Recommended the implementation of sustainable building design principles.
- Supported Option 1 and recommended more units.

No public comments were received prior to this meeting.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site, and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations or bicycle storage standards, for example, are addressed under the City's zoning code and are not part of this review.

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.

In review of the three options presented, the Board supported Option 1 (the modified Option 1 as presented, with no parking) for its successful transition to the zone change at the west, modulation of the northeast and northwest corners, residential entry at S State St, ground level landscape buffer along Rainier Ave S, and bicycle parking as a residential amenity. The Board recommended that modified Option 1 move forward to the submittal of a Master Use Permit application with the following guidance.

1. Context and Site

- a. The preferred Option 1 proposed massing along the south property line with inset modulation at the center for floors two through six. The Board agreed this inset offered opportunity for cross ventilation, which spoke to the public comment suggesting the implementation of sustainable building design principles. See additional guidance below under DC4 related to the treatment of the south elevation. (CS1-B)
- b. The EDG packet described the development objective as creating a development that acts as a gateway to Rainier Valley (page 3). The Board agreed this objective was not successfully expressed in the massing but could be achieved using different methods, such as through materiality. One suggestion was to modulate the massing for a greater differentiation, while another suggested glazing. Include in the Recommendation packet details describing how the project achieves the development objective of being designed as a gateway. (CS2-C)
- c. Large existing street trees exist in the Rainier Ave S right-of-way. The Board noted that these trees will impact the visibility of the east façade, and the success of the building as a gateway. Include in the Recommendation packet details describing how the corner of Rainier Ave S and S State St is designed as a gateway and how the trees are considered in the design. An accurate rendering of the street trees and their relationship to the building was requested. (CS2-C)

- d. The subject site is located on the edge of an LR2 zone, across 20th Ave S to the west. An appropriate transition or complement to this zone was identified as a priority. In discussion of the three options, the Board agreed that all three offered a successful response to this zone transition, and that through architectural expression, the massing could be designed to be more sensitive to the transition. See additional guidance related to exterior elements and finishes (DC4-A) below. (CS2-D)
- e. While the Board agreed that each option provided a successful response to the zone transition at the west, the Board ultimately supported the preferred Option 1 (EDG Packet, pages 23-27), and encouraged deeper modulation of the northwest corner, closer to that shown in Option 3 (EDG Packet, pages 33-37). (CS2-D)

2. Public Life

- a. Creating a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features was identified as a priority. The Board discussed the busy nature of the Rainier Ave S corridor, and noted that the pedestrian environment here warrants careful consideration and detailing. Adequate space to accommodate pedestrian volumes along Rainier Ave S will be enhanced with the improvement of the sidewalk and planter strips, but the Board recommended landscaping at the building edge along Rainier Ave S to increase pedestrian safety and set a precedent for others to build upon in the future. A landscape buffer at the building edge along S State St was not recommended, as S State St was felt to be of a more comfortable condition for pedestrians due to lower traffic flow and the residential nature of the street. Each street frontage should provide sufficient room for clear passage for pedestrians. (PL1-B)
- b. The Board recommended exterior lighting for safety and security around the site to avoid dark pockets along the building. Include in the Recommendation packet a conceptual lighting plan with details describing proposed fixtures. Use lighting on S State St to create a welcoming experience for pedestrians. The Board agreed with public comment, recommending consideration of sustainability in the design of exterior lighting. (PL2-B)
- c. The preferred Option 1 included a residential amenity area at the northwest corner of the building, at grade. The Board supported this location for bicycle storage, noting the importance of maximizing convenience, security, and safety. This residential amenity would not be supported on Rainier Ave S. See additional guidance under DC2 related to the expression of this space. (PL4-B)

3. Design Concept

- a. The Board supported public comment recommending the project carefully consider the North Rainier Neighborhood Plan Update. Include in the Recommendation packet information demonstrating the project's design response to this Plan. (DC2-B)
- b. The preferred Option 1's inset at the south elevation offered opportunity for natural ventilation (as described in the guidance for CS1-B above), as well as an opportunity for the application of glazing. Ensure this south elevation is carefully designed, considering the composition and architectural expression of the building as a whole as this south elevation will be visible for some time. See additional guidance below under DC4. (DC2-B)
- c. The site abuts a zone transition to LR2 at the west, across 20th Ave S. In response to this condition, the Board recommended a treatment of the northwest corner of the building that expresses a residential character: this character should be applied from the ground to the top with particular emphasis on a four-story residential expression. (DC2-B)

- d. In consideration of the zone transition and recommended residential character of the northwest corner of the building, the Board noted that Juliet balconies and glazing details could add depth and texture to the facades and encourage an active street life. Include in the Recommendation packet details describing proposed secondary architectural features. (DC2-C)
- e. As noted above, the Board supported the residential amenity area (bike facilities) at the northwest corner of the building (PL4-B). The Board recommended this space be expressed as a residential amenity on the exterior. If not expressed on the façade, this bicycle storage area should be moved away from the street elevation. (DC2-C)
- f. As noted in guidance for CS2-C above, the Board requested further development of the gateway concept, noting that materiality is one strategy that could further express this concept. The Board recommended a change in glazing or material at this northeast corner to successfully articulate the gateway concept. (DC4-A)
- g. The Board agreed the south elevation will be prominent and visible from Rainier Ave S for some time, and therefore recommended treating this inset with glazing. Include in the Recommendation packet information describing the treatment of this façade, including graphics to illustrate how the treatment meets the ground. (DC4-A)
- h. Include in the Recommendation packet details illustrating the architectural expression/concept, including materials and colors. Bring a materials and color board to the Recommendation meeting. See the SDCI *Design Review Materials Boards Applicant Guide / Best Practices* guide. (DC4-A)
- i. The Board offered guidance related to ground level landscaping along Rainier Ave S (PL1) and the impact of existing street trees on the concept of a gateway expression (CS2). Include in the Recommendation packet a landscape plan containing details describing the project's response to this guidance. The landscape plan should include landscaping at grade and at the roof. (DC4-D)

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. **Blank Facades (SMC 23.47A.008.A.2.):** The Code allows for a maximum 40% blank façade along street-level, street-facing facades. The applicant proposes an increase to 43.3% along the north façade facing S State St.

The Board indicated preliminary support for this departure agreeing that the security of the residential amenity space/bicycle storage area at the northwest corner is an important consideration. However, as noted above, the residential amenity space/ bicycle storage area at the northwest corner of the building ought to be expressed on the exterior. If it's not expressed on the exterior design, the space should be moved to back of house.

*A second departure request was included in the EDG packet. At the EDG meeting, the applicant noted that this request was no longer necessary. The removed departure request was to SMC 23.47A.008, *Blank Facades*, for Option 1.

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. Board guidance is provided below each applicable Design Guideline.

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-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.

CS2-D Height, Bulk, and Scale

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.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-B Walkways and Connections

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

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-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

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-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.

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-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.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

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-D Trees, Landscape, and Hardscape Materials

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

BOARD DIRECTION

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