



City of Seattle

Department of Construction & Inspections

Nathan Torgelson, Director

DESIGN
REVIEW

RECOMMENDATION OF THE SOUTHEAST DESIGN REVIEW BOARD

Project Number: 3027973

Address: 4401 S. Trenton Street

Applicant: Spectrum Development Solutions

Date of Meeting: Tuesday, February 13, 2018

Board Members Present: Sharon Khosla (Acting Chair)
David Sauvion
Dawn Bushnaq (substitute)

Board Members Absent: Carey Dagliano Holmes
Charles Romero
Julian Weber

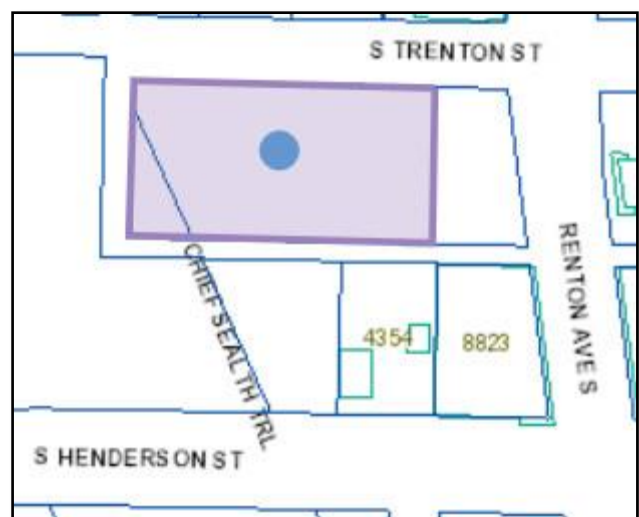
SDCI Staff Present: Sean Conrad

SITE & VICINITY

Site Zone: NC2P-40 (Neighborhood
Commercial/Pedestrian Overlay
– 40' height limit)

Nearby Zones: (North) Single Family
Residential 5,000 square foot
lot size (SF 5000)
(South) NC2P-40
(East) NC2P-40
(West) NC2P-40

Project site area: 29,961 square feet



Current Development:

The project site is on the south side of S Trenton Street, located between Renton Avenue S, to the east, and MLK Jr. Way S, to the west. Currently, the site is used as an outdoor storage area for a variety of vehicles and trailers. The site has two existing curb cuts onto S. Trenton Street. An unimproved alley is located along the project site's south boundary.

Surrounding Development and Neighborhood Character:

The project site is on the west side of the Rainier Beach Urban Village. North of the site, across S. Trenton Street, are single family homes. High tension power lines and the Chief Sealth Trail are located to the west of the site. A community cultural center and associated parking are located to the east and underdeveloped commercial property lies to the immediate south. The general area is a mix of commercial development that is situated between the high traffic volumes along MLK Jr. Way S and residential development in and around the Rainier Beach Community Center. The existing commercial and non-residential buildings in the area are single-story buildings with associated parking lots.

Access:

Access to the project site is provided by S. Trenton Street, on the site's north property boundary, and a currently unimproved alley on the site's south property boundary.

Environmentally Critical Areas:

There are no environmentally critical areas present on the site.

PROJECT DESCRIPTION

The applicant is proposing a one-story medical services building (Northwest Kidney Center) with surface parking for 22 vehicles to be provided onsite.

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

Email: PRC@seattle.gov

PUBLIC COMMENT

During the Early Design Guidance meeting the following comments were provided by the public:

- Several members of the Oromo Cultural Center, located east of the project site, were concerned about the alley improvements. The Center currently uses the alley as an area for community events and as a space for children to play.
- Preferred Option B because of the activated spaces and interesting roof lines.
- Appreciated the new development in the neighborhood adding that it will provide employment opportunities for the area.
- Requested the curb cuts remain onto S. Trenton Street to help with the functional aspects of the project.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify 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. Comments regarding the cultural center’s use of the alley and employment are beyond the scope of design review.

Summarize SDT recommendations/comments here

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 unanimously favored the proposed massing of Concept C, the applicant’s preferred option. The Board found Concept C was the best integrated into the urban form of this neighborhood; the building’s articulation and street frontage were also preferred over Concepts A and B. (CS2-D)

2. Access

- a. The Board acknowledged SDOT’s recommendation to eliminate the existing vehicle curb cut along S. Trenton Street and require all off-street parking via the alley on the project’s south boundary. However, the Board agreed that a curb cut on S. Trenton Street should be permitted and supported the proposed curb cut location and associated parking lot shown in Concept C. The Board supported the curb cut noting that:

- A curb cut will provide alternative entering and exiting from the site instead of funneling all vehicle and delivery traffic down the alley;
- The alley width is currently undersized for commercial uses;
- The mobility of many clients of the future clinic is limited and an easily identifiable and accessible off-street parking lot from S. Trenton Street would better accommodate the clinic's clients. (DC1-B, PL4-A)

3. Landscaping

- a. The Board requested more details with the proposed landscaping at the Recommendation meeting. The Board noted the landscape design details need to include:
 - General perimeter landscaping with special attention to the landscaping on the site's west side adjacent to the Chief Sealth Trail.
 - Interior landscape areas for patients.
 - Provide a visually pleasing and interesting space and be designed to complement the building. (CS1-D, DC3-B)
- b. The Board requested two renderings of the building and proposed landscaping from S Trenton Street. The first would show the building and landscaping at the time it is installed. The second would show the building with the landscaping at maturity. The landscaping depiction in the renderings will need to include the proposed landscaping in the internal landscape courtyards. (DC4-D)
- c. The Board was concerned with the appearance of the parking lot as it relates to S Trenton Street and neighboring properties. The Board recommended the landscaping plan include adequate screening of the parking lot from S Trenton Street. The Board also recommended that the internal landscape island be installed within the parking lot to break up the large amount of asphalt and the alley side of the parking lot should be well landscaped. (DC1-C)

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 no departures were requested.

RECOMMENDATION: February 13, 2018

PUBLIC COMMENT

No public comments were offered at the meeting.

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. Response to EDG:

- a. The Board approved of the further development of the applicant's preferred option from EDG and noted that the project had responded well to the Early Design Guidance meeting with respect to massing, access, and landscaping. (CS2.D, DC1.B, PL4.A, DC1.C)

2. Building entry:

- a. The Board approved of the building's entry sequence from S. Trenton Street noting that the combination of hardscape materials and landscaping created an attractive entrance. The Board was concerned about the staff entry located on the west side of the building, noting that the entry lacked the details provided for the main public entrance off S. Trenton Street. The Board also had concerns that the public traveling on the Chief Sealth Trail may inadvertently use this rear staff entry to access the building. To address this wayfinding issue the Board recommended a condition to add signage along the west side of the property, adjacent to the Chief Sealth Trail, directing the public to the main entry off S. Trenton Street. (PL2.D)

3. Building Features

- a. The Board noted the design of the building reflects design characteristics of a civic building with the use of high quality materials such as brick on the exterior façade. The Board approved of the landscaping plan around the building and the concept of introducing landscaping on the interior of the building which, as noted by the applicant, is intended to provide a therapeutic element for patients of the center. (CS1.D, DC4.A)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures was 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 departures. At the time of the Recommendation meeting the applicant requested the following departures:

- 1. Parking Location and Access (SMC 23.47A.032.D):** 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. The Code permits access from the street if, due to the relationship of the alley and street system, use of the alley would create a significant safety hazard as determined by the Director.

The applicant is requesting a 24-foot wide two-way curb cut to permit vehicle access off S. Trenton Street in addition to access from the parking lot via the alley on the south side of the project site. The applicant cites the following safety concerns if access to the parking lot is only provided by the alley:

- Requiring patients of the clinic to access the parking lot and front entry via the alley will be problematic for patient ease of access and wayfinding to parking
- Introducing more two-way traffic on a 16-foot wide alley will be problematic
- If service vehicles are stopped in the alley for loading and unloading all parking ingress and egress to the parking lot will be blocked
- Supply trucks will have an easier time access the site from a curb cut on S. Trenton Street than through the alley

The Board unanimously recommended approval of the departure request. In the Board's discussion, they noted the curb cut on S. Trenton Street will help to minimize vehicle/pedestrian conflicts with the adjacent community center and lessen the amount of traffic using the alley.

(DC1.C, DC1.B)

- 2. Parking Space Standards (SMC 23.54.030):** The Code requires a minimum of 35% of the parking spaces striped to small vehicle dimensions when 20 or more parking spaces are provided. The applicant is requesting a departure from this section of the code to permit large and regular size parking spaces and no small parking spaces.

To justify the departure request, the applicant states that due to the unique needs of the dialysis patient population, the desired quantity of large and regular size parking spaces will provide patients with the extra room for getting into and out of their vehicles. The design of the of the parking lot includes additional landscaping based on Board guidance during the EDG meeting. This includes the following:

- The project is providing a hedge along the entire east parking lot boundary, which because the site does not abut a residential zone on the east, is not required by code. The hedge will be installed at a height of 3' but could grow as tall as 10' to provide a full screen.

- The required landscape area for the proposed parking lot is 360 SF. The design provides 665 SF not counting the east boundary line screen or the gravel step off strips in the islands.
- The required number of parking lot trees has been exceeded.
- The landscape proposed in the planting areas along the street frontage includes a 36" high evergreen hedge to screen the parking lot but can also be maintained to comply with sight distance triangles.
- The minimum width of the plantings areas is required to 4' and we are providing almost twice that distance. The plantings will be layered on the sidewalk side to provide screening and seasonal interest for pedestrians.

The Board unanimously supported the departure request. In their deliberation, the Board found the departure would better meet design guideline DC1.C.2 with the applicant's proposal to provide additional landscaping and buffering for the parking lot in exchange for the larger parking stalls, thereby reducing the visual impact of the parking lot from S. Trenton Street. (DC1.C.2)

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.

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-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).

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

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-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

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.

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-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

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-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

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

DC4-A Building Materials

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-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

RECOMMENDATION

The recommendation summarized above was based on the design review packet dated Tuesday, February 13, 2018, and the materials shown and verbally described by the applicant at the Tuesday, February 13, 2018 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the three Design Review Board members recommended APPROVAL of the subject design and departures with the following condition:

1. Install wayfinding signs along the west side of the property, adjacent to the Chief Sealth Trail, directing the public to the main entry off of S. Trenton Street. (PL2.D)