

DIEPENBROCK  
ARCHITECTURE

**OUTREACH MEETING REPORT**

JUNE 13, 2018

Project Number: 3032169-EG  
Address: 2617 Franklin Ave E.  
Applicant: Rudd Development Co.  
Date of Outreach Meeting: June 5, 2018

Attendees:

Eastlake Community Council:

Joyce Lane: Eastlake Community Council Board Member  
Chris Leman: Eastlake Community Council Board Member  
Ben Wildman: Eastlake Community Council Board Member

Rudd Development Co.:

Marc Rudd: Rudd Development Company President  
Marcus Rudd: Rudd Development Company Project Manger  
Jaclyn Rudd: Rudd Development Company Project Manger  
Jerome Diepenbrock: Diepenbrock Architecture

Eastlake Neighborhood Residents in Attendance:

Laurie Stusser McNeil  
Jules James  
Delight Roberts  
Tom Im  
Erika Lim  
Cathy Masar  
Janelle Jacobs

**SITE & VICINITY**

The site is located in the Eastlake neighborhood, approximately half a block from the Roger's Playground and the Seward Public School. The 5,506 sf site is located on Franklin Ave E. between Edgar Ave E. and Roanoke Ave E. The site is zoned LR-2 and is included in the Eastlake Residential Urban Village. The zoning changes to LR-2 RC across the alley to the west. The lot is rectangular and measures approximately 50 feet wide and 110 feet deep. There is an alley on this block. The lot slopes downhill to the west about 15 feet from Franklin Ave E. to the alley.

## **PROPOSED PROJECT**

The proposed project is for 10 apartment units in two buildings: one a 3 story building over a basement with 4 units on the street, the other a 2 story building over a basement garage with 4 levels (2 with mezzanines) for 6 units in the alley building. There are 4 parking stalls proposed in the basement garage off the alley. Also located in the basement garage is storage for 10 bicycles, 10 storage lockers, and a solid waste area.

The applicant's concept is to provide apartment living in units with 2 levels, one 2 level unit stacked over the other. All of the units will access directly from the street or courtyard; the lower units enter directly at grade and the upper units enter at grade and then must go up one flight of stairs. The two buildings are organized around a central courtyard. The alley (west) building has unit entrances accessed from the central courtyard. The pedestrian access will come from the street and vehicle access from the alley.

## **THE MEETING**

The project presentation took place on June 5<sup>th</sup> during the latter part of a public meeting hosted by the Eastlake Community Council. Roughly 10 residents attended the meeting. The project presentation lasted about 15 minutes, questions and discussion lasted about 35 minutes. The project presentation started around 7:50 and ended around 8:05. The question and answer session started around 8:05 and went to 8:40.

Rudd Development provided handouts to the participants, which included the following:

- Project mailer announcing the project and meeting
- Answers to questions about construction related impacts from the neighbors
- Seattle Design Guidelines (to provide information for the presentation and prompt discussion)
- Comment sheet (to be handed in afterwards)

## **PROJECT PRESENTATION**

Marc Rudd presented information about the history of the RUDD Company who is developing and building the project. He described that this meeting was part of the city's new community outreach process and that we were one of first projects to present in the new format. He said the purpose of the meeting is to get feedback about the project and listed the ways the attendees could do that.

The architect for the project, Jerome Diepenbrock, then showed examples of past projects that RUDD and the project architect had worked on together, including two which were also organized around a central courtyards and gardens that they wanted to emulate those

elements in this project. There was also an example of another Rudd apartment project under construction in the neighborhood.

Jerome then described the details of the project by showing the exterior elevations. The project has 2 buildings: one on the street (east building) and one on the alley (west building). The units are 2-story units, stacked one over the other with the upper units having a stair for access directly to the outside.

The building on the street has four (4) 1,000 sf 2 bedroom units. The street (east) elevation showed the street building: a 3 story building over a basement. The first floor is raised from 2 to 3 feet above the street to create semi-private patios overlooking the street and a center entrance for the upper 2 level units. The lower unit's living room is off the patios, the bedrooms are in the basement below. The upper units have their living rooms on the 2<sup>nd</sup> floor with their bedrooms on the top floor. All 4 units in the street building have front doors (main entrances) that are visible from the street.

The south elevation shows how the buildings step down the site: from the street (Franklin Ave E) to the alley and the location of the courtyard between the 2 buildings.

The alley (west) elevation shows the alley building is 4 levels over a basement garage with six (6) 700 sf one bedroom lofts. The 2 story space of the one bedroom lofts were expressed on the alley exterior with the three 2 level units below and the three 2 level upper units above them. The façade has a 2 story bay and balconies to break up the mass and relate to the adjacent buildings. Parking, storage, and solid waste are located in the basement garage off the alley.

Jerome then showed a bird's eye view of the central courtyard. He described that the courtyard is designed as a central garden where the residents can gather, and it will provide space for temporary bicycle parking and a bench. The courtyard is entered through the north side yard; the south side yard being all landscaped. All of the 6 entrances to the alley building, both the upper and lower loft units, enter off the courtyard. The lower units are entered through entrance patios and the upper units enter by the porches. All of the upper units of both buildings have roof decks with views of the lake.

Jerome then explained that the City's design guidelines prescribed how the project should fit into the neighborhood. Jerome said the design was required to follow 5 of the City's design guidelines and then explained how the design proposed to meet them. He then showed a streetscape of the site's block face with a diagram illustrating how the buildings on the block, starting with the neoclassic brick condo on the corner of Roanoke and Franklin, were articulated into a base, middle, and top. He then showed how the project's street building façade was proposed to be articulated into a base, middle, and top at similar heights as the

façade elements (datum lines) of the other buildings. He explained that the City has identified that matching and continuing this façade organization is an important way to connect to the adjacent buildings on the block face.

Jerome then identified the next design guideline called street level interaction. Pointing out in the same streetscape diagram how the living room windows and porches of the nearby condo building and adjacent bungalow in the streetscape diagram participate with the street.

Jerome then showed how the project proposes to continue the same design. The first 2 stories have large living room windows that overlook and provide a similar connection to the street. The raised porches create semi-private spaces that allow the residents to socialize and interact with their neighbors; while still maintain some privacy from the street.

The next slide was a perspective view of the street showing how the vertical and horizontal modulation of the proposed façade breaks down the bulk and scale of the building and helps it relate to the other buildings on the block including the adjacent 2 story bungalow.

He then showed how the entrance porticos of the Seward Public School and the neoclassic condo buildings from the neighborhood emphasized their front entrances to humanize and break up the bulk of the building as did many other brick apartments from this era of the 1920's. Then he pointed out how the proposed design uses a brick color with the same contrasting crème color as the Seward elementary to articulate its 2 street level entrances to accomplish a similar affect.

He then identified the final prioritized design guideline called 'Open Space Concept', which prescribes how interior and exterior spaces should support each other. Jerome identified the raised porches and the central garden courtyard as the major open spaces in the project, which support the resident's ability to socialize and interact as they come and go to their units.

He then clarified that the parking garage had 4 parking spaces, storage for 10 bicycles, 10 storage lockers, and the solid waste area. The roof decks have green roofs surrounding them.

## **PROJECT DISCUSSIONS (Questions from attendees) – Answered by Jerome, Marc and Marcus**

### **1. Design**

-How much space is there from the sidewalk to the building?

*Jerome: The building is set back from the property line approximately 9 feet. The property line is 6 feet back from the sidewalk. The total distance from the building to the sidewalk is approximately 15 feet. This distance helps screen the raised semi-private patios on the street and allow for social interaction.*

-The project appears to be higher than the project next door is it?

*Jerome: Yes the project is about 4' taller. It has utilized the 4' height bonus for a partially buried floor.*

-Does the extra height include the exceptions from the height limit?

*Jerome: Yes, the height limit plus the height for exceptions is 4' higher. The project proposes to use the exception for stair penthouse to access the roof decks. The adjacent project used open stairs to access the roof decks and not penthouses, therefore the stairs do not count towards the allowed FAR. We chose penthouses because they protect the stairs and provide better weather protections for the structure.*

-What are the square footages of the units?

*Jerome: There are four (4) 1,000 sf 2 bedroom units and six (6) 700 sf one bedroom loft units. The one bedroom lofts will have a 2 story high space.*

-Where will the garbage/recycle be located?

*Jerome: The solid waste will be located in the basement garage. We chose that location to reduce the noise and odor from that area to our residents and to our neighbors.*

-How many plantings/trees will be removed from the current site & how many will be replaced?

*Jerome: There are about 3 medium trees that will be removed and 6 to 8 new medium trees to be planted. We have to plant a certain number of medium trees to meet the City's landscaping requirements (green factor requirements).*

-Will the courtyard be secured with a gate; it would be difficult for the residents of the project to interact with their neighbors in a locked community?

*Jerome: We have not considered putting a gate on the project. The adjacent project does not have one.*

-Are the buildings connected?

*Jerome: No there is a building on the street and a building on the alley with a landscaped courtyard in the middle.*

One of the neighbors commented his view would be 100% blocked by the proposed building but that the proposed project was much nicer than he had expected.

## **2. Apartments or condos?**

-Will the apartments be for sale or for rent, if for rent will the design remain the same?

*Marc: They could be either depending on the market. He further discussed the history and likely legal challenges to building condos. For sale condos are the preferred product type but there are certain challenges that could be present: financing, potential lawsuits.*

*The design of the units will be the same for either apartments or condos and the finishes/products will be of high quality.*

-Does Rudd have other rental apartment projects? Who is your property manager?

*We have built a few other apartment buildings in the Seattle (Holgate12 Apartments in Beacon Hill and Denny 18 Apartments in Capitol Hill) both are professional managed by the property management firm Marathon Properties.*

### 3. Parking

There were concerns expressed about having only 4 on-site parking stalls for 10 units; Eastlake is very dense & parking is an issue.

*Marc: The city does not require any parking on-site in this zone, but we are providing 4 on-site stalls. The city requires parking to come off the alley (when present) and since the site is only 50 wide providing more than 4 on-site parking stalls is not feasible or cost efficient.*

*Millennials rely on many different modes of transportation, and the City is encouraging transit and bicycle use with their parking requirements.*

There was a comment that even though potential future occupants might take transit or bike to work many still might have cars that would compete for limited street spaces.

There was another comment that the city had issued more zone parking permits than there were street spaces available.

-Will there be a load zone in front of the completed project? If not where will deliveries take place, double parked in the street? **Clarification: The neighbors are strongly against a load zone, they want the street parking to stay open to the public.**

*Marcus: There will be no load zone in front of the building. We can not change the parking type in front of the building, it will stay open to the public.*

*If people living in the units need to make deliveries they will need to go on SDOT's website and get the applicable permit to no park the street for moving trucks etc. Deliveries may be able to occur in the alley, as there is 15 feet between the alley and the garage doors of the building.*

If the limited on-site parking does not cover their needs, residents of the project will have difficulty finding parking on-street because of the growing demand from other buildings, some of which have no on-site parking at all. Could you add more tandem parking, perhaps 3 deep?

*Marc: The cost for shoring is too much to afford extensive excavation under the site.*

#### **4. Construction Impacts**

-How long will construction take?

*Marc: About 14 months.*

When will construction begin?

*Marc: We anticipate a demolition permit and building permit in 9-12 months.*

-There was a comment from one of the neighbors stating that was happy to see the builder had answered questions about Construction Impacts in the handout.

-There was another comment expressing concerns regarding the school and children coming and going to school; truck drivers making deliveries for the project should slow down and take extra care given the school activity to avoid accidents.

-How will neighbors be notified about construction related activities? Want to be notified about disturbing events – noise, street blockages – in advance so that neighbors can plan ahead.

*Marcus: On the sign in sheet is a spot to put your email. We are creating an email distribution list to provide updates about the project. Notice will be provided about construction start date when we are closer to having a building and demolition permit. Our superintendents will provide timely notice to neighbors when there are day-to-day impacts. For example on other jobs if there is to be a street blocked for several days we have provided a letter to the adjacent neighbors on the block. It is our goal to have as little impact on the neighbors as possible.*

-Is there a possibility of a Facebook page for updates related to construction impacts?

*Marcus: A Facebook page would be nice but is probably not feasible or very helpful given the rapidly changing and unpredictable nature of construction. For example, when pouring concrete we could have a plan to pour on a certain day but then would need to reschedule because it was going to rain. What has worked best for us on jobs of this size is for the superintendents to be in constant contact with the neighbors and provide updates directly.*

*The street is the least busy between 10 am and 2 pm so we will plan to take our deliveries between those hours. This will help us avoid conflicts with the school and neighbors in hope to reduce stress on the street and neighborhood.*

-Does the city require builders to identify a 10 day window if they will be in the street?

*Marcus: Yes, SDOT requires contractors to rent spaces in 10-day periods. SDOT has a rate structure that significantly increases the longer a space is rented continuously. We have an incentive to get our work done ASAP to keep the rental fees to a minimum.*

-Concerns stated about the narrow alleys/streets & construction vehicles navigating through them and how long they would be blocked.

*Marcus: We will do our best to route deliveries in a manner that is safe for the neighbors and school/children. Since we are required to pay SDOT for blocking streets, we are motivated to block them the least amount possible.*

*Marc: Rudd's construction team of Mike, Bruce and Randy always do outreach to the neighbors at the beginning of the project. They will check in with them to make sure they are doing everything possible to mitigate the construction impact on the neighbors. If the residents want to meet them they were currently working on the apartment project*