

**EARLY DESIGN GUIDANCE OF THE
SOUTH WEST DESIGN REVIEW BOARD**

Project Number: 3015371

Address: 3824 California Ave SW

Applicant: Radim Blazej, Caron Architecture

Date of Meeting: Thursday, April 17, 2014

Board Members Present: Laird Bennion (Chair)
Todd Bronk
Daniel Skaggs
T. Frick McNaramara
Matt Zinski

DPD Staff Present: Beth Hartwick

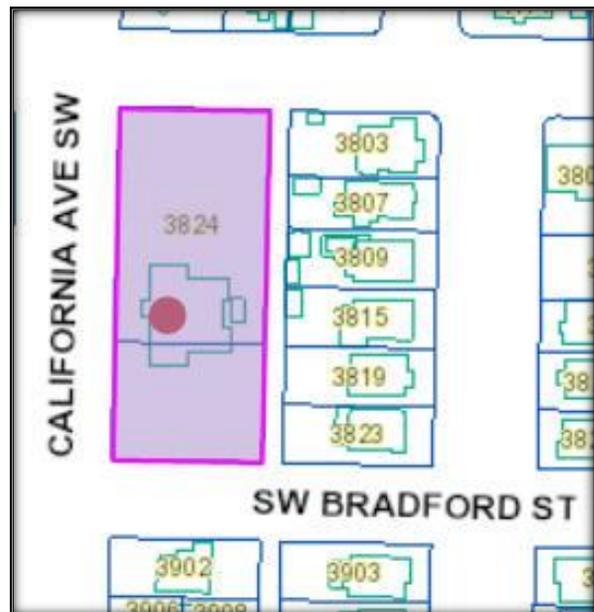
SITE & VICINITY

Site Zone: NC1-30 (Neighborhood Commercial 1 -30)

Nearby Zones: North: NC1-30 & LR3 RC
South: LR3 RC
East: SF 5000
West: NC1-30, LR3 RC & SF5000

Lot Area: 31,050 sq. ft.

Current Development: The site is currently occupied by a single story commercial building and surface parking.



Access: The site has street frontage along California Ave SW, SW Bradford St., SW Charleston St. and the unimproved alley. There are currently three curb cuts along California Ave SW and one curb cut off of SW Bradford St.

Surrounding Development: Across SW Bradford St. to the south is a single family structure with a commercial use. East, across the alley are six single family residences built between 1914 and 1927. To the north across SW Charleston St. is a single story commercial structure built in 1995 and two single family residences. Across California Ave SW is a gas station with a convenience store, a brick single-story four-plex built in 1927, and townhouses built in the last decade. To the northwest of the site in the small NC1 zone is a two-story commercial building constructed in 2008.

ECAs: None

Neighborhood Character: This section of California Ave SW is a busy arterial with a mixture of one to three story residential structures and lower scale commercial uses, that lack a consistent character due to the wide range of architectural styles and time of construction. In contrast, the grid of single family zoned blocks, east and west of California Ave SW provide a strong residential neighborhood character.

PROJECT DESCRIPTION

The half block site is 270 feet in length along California Ave SW, by 115 feet. The site is relatively flat except for the eastern portion where the site slopes upwards to the alley approximately two to eight feet. Overall grade rises about 16 feet from the lowest point near the southwest corner to the highest point near the northeast corner.

The proposed project is for the design and construction of 17-21 three-story live/work units and 9-12 three-story townhouses located behind the live/work units. Thirty parking spaces are being provided for the residential townhouses.

Early Design Guidance Meeting January 30, 2014

DESIGN PRESENTATION

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number (3015371) at this website:
http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The EDG packet is also available to view in the project file (project number 3015371), by contacting the Public Resource Center at DPD.

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

The following comments, issues and concerns were raised during the public comment portion of the Early Design Guidance meeting:

- Not opposed to development but stated the project should not diminish the livability of the existing neighborhood.
- Concerned about the proximity to the single family residences across the alley and the possibility of structures looming into the backyards.
- Stated that trees were planted on the project site with the permission of the previous property owner, and would like the trees preserved.
- Expressed concern about preserving the solar access into adjacent yards.
- Stated that they were glad the project was not a mixed use structure.
- Encouraged a thoughtful design that will relate to the neighborhood.
- Encouraged improvement of the alley but was concerned about a paved alley being hard to use given the grade changes.
- Concerned about potential noise from mechanical equipment.
- Concerned about the proposed location of the solid waste collection given the topography of the alley.
- Concerned about loss of privacy from east facing fenestration of the townhomes.
- Encouraged roof decks to face west.
- Concerned about the height and location of the stair penthouses.
- Concerned about head light from cars using the alley to park.
- Would like to see shadow studies from later in the day.
- Encouraged a design that respects the neighborhood character.
- Encouraged screening of alley uses.
- Encouraged a more craftsman style of architecture, and discouraged flat concrete like materials or metal siding.
- Stated the proposed development feels crammed into the site and suggested creating a central open space.
- Preferred the parking access be provided on the site via a central access drive verses the “suburban” surface parking off the alley.
- Stated the solid waste collection location is unimaginative and hostile and out of the scale with the proposed development.
- Stated the applicant did not submit three different massing options.
- Concerned the project is not following the intent of the commercial zoning designation and is instead proposing essentially a residential development.
- Concerned the proposed development is missing an opportunity to provide a true commercial use and is not developing the site to its full potential.

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.

EARLY DESIGN GUIDANCE:

1. **Massing and Design:** The Board felt that three different massing options were not presented and directed the applicant to return for a second EDG showing massing options that follow the guidance below. (A-5, A-6, A-7, A-10, B-1, C-1, C-4)
 - a. Provide an option that transitions at the corner of California Ave SW and SW Charleston St. from a massing and design that compliments the existing commercial development to the northwest to a less “commercial” design along California Ave SW and SW Charleston St. (A-6, A-10, B-1, C-2)
 - b. Design the live/work units so that they may easily be converted to retail use in the future. (C-1)
 - c. The Board is not supportive of the proposed location of solid waste collection and wants to see other options. (A-5, D- 6)
 - d. Provide a design that represents the current neighborhood character and uses materials consistent with the neighborhood. (C-1, C-4)
 - e. Consider using brick along the street front and more traditional materials at the corners. (A-10, C-1, C-4)
 - f. Provide design concepts that are not so repetitive and that have movement and a variation of scale along California Ave SW. Consider a variation in the size of the units and massing of the buildings. (C-1)
 - g. Lay out the structures to allow for setbacks and create useable open space. (A-6,
 - h. The Board would like the applicant to consider an option providing residential uses over retail use at the street level. [*Note: the Board can make suggestions about uses and/or use locations to the applicant, but has no authority to dictate project uses.*]
2. **Height, Bulk & Scale:** The site is across the alley from single family residences. (B-1)
 - a. The Board encouraged lowering the height of, or grouping the stair penthouses on the townhouses to make them minimally intrusive. (A-5, B-1)
3. **Parking:** Parking was shown being located either off of and accessed by an improved alley or located with the townhouses and accessed by curb cuts and a parking aisle/driveway on site between the live/work structures and townhouses. (A-8)
 - a. Provide an option that shows the parking partially underground by taking advantage of the grade change at the back of the site. Ideally access would not extend through the length of the site. (A-8)
 - b. Provide screening of surface parking. (A-8, D-5)
4. **Open Space and Trees:** The Board felt the site was crammed and the proposed open space and landscaping at grade was not adequate. (A-6, A-7, D-12, E-2)
 - a. Provide quality open space on the site that includes variety. (E-2)

- b. Lay out the structures to allow for setbacks and create useable open space. (A-7, D-12)
 - c. Try to maintain the existing trees on site. (E-3)
 - d. Provide access through the site that transitions from the public to the private realm. (A-6, A-7, D-12)
5. **At the Second EDG meeting, the applicant should provide the following information:**
- a. Provide three different massing options responding to the guidance above.
 - b. Provide shadow studies of the proposed options at 5:00pm.
 - c. Provide a study along the alley showing the location and massing of the existing structures. Show the locations of all windows.
 - d. Provide sketches of the alley façade and appearance for the options using alley access.

The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

A. Site Planning

- A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.**
- A-6 Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.**
- A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.**
- A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.**
- A-10 Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.**

B. Height, Bulk and Scale

- B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.**

C. Architectural Elements and Materials

- C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.**

- C-4 **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.

D. Pedestrian Environment

- D-1 **Pedestrian Open Spaces and Entrances.** Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.
- D-5 **Visual Impacts of Parking Structures.** The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.
- D-9 **Commercial Signage.** Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.
- D-6 **Screening of Dumpsters, Utilities, and Service Areas.** 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.
- D-8 **Treatment of Alleys.** The design of alley entrances should enhance the pedestrian street front.
- D-12 **Residential Entries and Transitions.** For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry

E. Landscaping

- E-2 **Landscaping to Enhance the Building and/or Site.** Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.
- E-3 **Landscape Design to Address Special Site Conditions.** The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

SECOND EDG MEETING on April 17th, 2014

DESIGN PRESENTATION

The Second EDG packet includes materials presented at the meeting, and is available online by entering the project number 3015371 at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The Recommendation packet is also available to view in the project file (project # 3014898), by contacting the Public Resource Center at DPD:

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

During the presentation the applicant stated that the live/work units will be sized for retail and will have knock out panels between the units. The intent is to design the units on the northwest corner to appear commercial.

Solid waste storage locations were proposed in two areas and will be in a covered space. The areas will help screen the parking from the street. SPU has indicated preliminary approval of the proposed locations.

The applicant investigated preserving existing trees but determined that saving them will decrease the open space as the proposed resulting configuration of the structures will be crowded together.

PUBLIC COMMENTS:

- Supported the live/work units along the street as they will promote activity.
- Stated that the live/work use is not suitable for the site.
- Concerned that no real common open space is being provided.
- Preferred Option A as the parking is internally located and there is a common amenity area.
- Stated that locating parking off the alley will not prevent crime.
- Encouraged the use of brick along California Ave SW.
- Preferred Option B as it appeared to propose more open space.
- Encouraged the design to repeat the rhythm of older classic urban neighborhoods.
- Encouraged the project to promote interesting design, not the sameness and lack of originality of other recent projects.
- Supports parking located in the alley as a buffer between the single family zone and the proposed structures.
- Supports Option C as development will be located away from the alley.
- Encouraged the "M" shaped stair penthouses.
- Encouraged greater setbacks along SW Charleston St. and SW Bradford St.
- Encouraged less density.
- Discouraged providing tandem parking.
- Encouraged providing parking for potential future commercial uses on the site.

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.

SECOND EARLY DESIGN GUIDANCE on April 17, 2014

1. **Massing and Design:** The Board expressed that the massing options presented had not responded to the guidance provided at the first EDG meeting and directed the applicant to return for a third EDG showing massing options that follow the guidance below as well as the initial guidance. The Board encouraged the applicant to let the topography and trees on the site inform the design of a quality project that will enhance the neighborhood. The Board directed the applicant to continue to respect the transition to a single family zone. (CS1.C.1, CS2.D, DC2.A.1, DC2.E.1)
 - a. The massing options need more variation and variability. Avoid a design that is repetitive in form and materials. (CS2.A.2, DC2.B.1)
 - b. Provide setbacks on the side streets to differentiate the units from those facing California Ave SW and facilitate the transition to the single family zone. (CS2.B.2, CS2.D.4)
 - c. Design the structures to have vertical variation in their height from one another with greater height at the two corners. The townhouse units should be lower than the live/work units. (DC2.C.3)
 - d. Investigate options that show variations in the way the structures are set back from the street along California Ave SW. (CS2.C.3, PL3.A.4, DC2.B.1)
 - e. Consider canopies on the live/work units at the corners that is different than the overhead weather protection at the center units along California Ave SW. (PL2.C.1&2)
 - f. The Board encouraged the project to provide eyes on the 'interior street' of the site with ample glazing. (PL2.B.1)
 - g. The Board strongly encouraged the use of brick as the exterior building material. (DC4.A.1.)

2. **Parking, Solid Waste Storage and Use of the Alley:** The Board was concerned about the visibility of the proposed surface parking along the length of the alley and the access to solid waste storage areas in the alley. As well, the Board was concerned that an accessible route for residents and users would require walking out to the sidewalk and up the side streets to access the proposed solid waste storage areas to avoid the use of stairs. They expressed that the solid waste storage location needed further study and encouraged providing better access. (DC1.B.1, DC1.C.1)
 - a. The Board encouraged the applicant to use the topography of the site to inform the design and location of parking and the solid waste storage. (CS1.C.1, DC1.C.)
 - b. The Board preferred one solid waste storage area that is easily accessible to the users. Given the topography change, the Board encouraged consideration of a lift to an enclosed trash area if located off the alley. (DC1.C.4)
 - c. Provide screening of the parking off the alley. (DC1.C.2)
 - d. Provide lighting in the alley. (PL2.B.2, DC4.C.1&2)

3. **Open Space and Trees:** The Board expressed that the applicant had not responded to the concerns expressed at the first EDG that the site was overly cramped and providing quality open space was a critical consideration. They noted that the gap along California Ave SW in Option B was heading in the right direction. (DC3.A.1, DC3.B.4)
 - a. Use the site to inform the design. (CS1.C.1)
 - b. Provide better usable open space. (DC3.A.1)
 - c. Preserve and design around the existing trees on SW Charlestown St. and SW Bradford St. (CS1.D.1.)
 - d. Design the open space between the structures to be usable and provide interaction on the site. (DC3.B.4)

4. **At the Third EDG meeting, the applicant should provide the following information:**
 - a. As stated in the previous guidance, provide three different massing options responding to the guidance provided.

DESIGN REVIEW GUIDELINES

The Board carefully considered the design guidelines and determined the following guidelines should be considered in addition to the guidance listed above.

The priority Citywide and Neighborhood guidelines are summarized below. 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-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform 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-A Location in the City and Neighborhood

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-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-3. Full Block Sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

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.

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

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.

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.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer’s markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

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.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL2-D Wayfinding

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

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

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

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.

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

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

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.

DC1-C-3. Multiple Uses: Design parking areas to serve multiple uses such as children’s play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

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.

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-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).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose—adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

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.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same

time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

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

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-B-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

DC3-C Design

DC3-C-1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

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-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

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.

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.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

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

DC4-E Project Assembly and Lifespan

DC4-E-1. Deconstruction: When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departure will be based upon the departure’s potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure. The Board’s recommendation will be reserved until the final Board meeting.

1. **Landscaping and Screening Standards (SMC23.47A.016.D.1c.2):** The Code requires a 6’ high screening and a 5’ wide landscaped area inside the screening, for surface parking abutting or across an alley from a residential zone. The Director may waive or modify this requirement for required parking. Options B and C are providing 30 parking spaces, of which 10 to 12 are required for the townhouses, with the remaining 18 to 21 space not required. The applicant is proposing no screening for the non-required parking spaces.

The Board indicated they are not inclined to grant this departure. The applicant should investigate ways to screen parking provided along the alley. (CS2.D.5, PL3.B.1, DC1.C1&2)

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the EDG meeting, the Board recommended the project should return for a third EDG meeting.