



# City of Seattle

Department of Construction & Inspections  
Nathan Torgelson, Director

DESIGN  
REVIEW

## RECOMMENDATION OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3024695  
Address: 6502 15<sup>th</sup> Ave NE  
Applicant: Jen Lien, GGLO  
Date of Meeting: Monday, October 30, 2017  
Board Members Present: Eric Blank, Chair  
Brian Bishop  
Anita Jeerage  
Board Members Absent: James Marria  
SDCI Staff Present: Abby Weber

### SITE & VICINITY

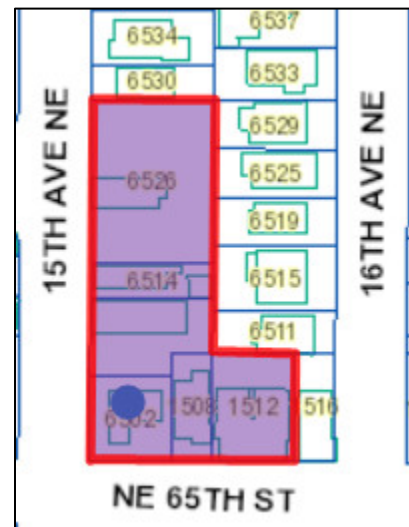
Site Zone: Neighborhood Commercial 2-40 (NC2-40)

Nearby Zones: (North) Single Family 5000 (SF 5000)  
(South) NC2-40  
(East) SF 5000 & NC2-40  
(West) NC2P-65 (4.0)

Lot Area: 36,708 SF

### Current Development:

The development site includes 6 parcels under singular ownership. Existing uses include a single family home and 5 single story, non-residential structures (retail and service uses); all existing structures are vacant and proposed to be demolished.



### Surrounding Development and Neighborhood Character:

The site is located within the Roosevelt neighborhood at the northeast corner of the intersection of 15<sup>th</sup> Ave NE and NE 65<sup>th</sup> St. Roosevelt High School is located northwest of the site, and the future Roosevelt Light Rail Station is located 4 blocks west of the site. Neighborhood character is

transitioning from small retail and single family residences to larger contemporary mixed-use development. The full-block site across 15<sup>th</sup> Ave NE is proposed to be developed with a 7-story, 220-unit mixed-use structure (under MUP Project #3013244).

Development immediately adjacent to the site to the north and east consists of single family residences. The adjacent NC2-40 parcel to the east on NE 65<sup>th</sup> St is developed with a mixed-use apartment structure containing a retail use (Silhouette Antiques and Gifts). Additional commercial uses are located at the intersection of 15<sup>th</sup> Ave NE and NE 65<sup>th</sup> St.

**Access:**

Existing pedestrian access is from 15<sup>th</sup> Ave NE and NE 65<sup>th</sup> St. The corner parcel had vehicular access and curb cuts on both streets. There is no alley.

**Environmentally Critical Areas:**

There are no mapped Environmentally Critical Areas on site.

**PROJECT DESCRIPTION**

Land Use Application to allow a 5-story structure containing 131 apartment units with 4,294 sq. ft. of ground level retail. Parking for 80 vehicles to be provided below grade. Existing structures to be demolished.

The packets include information presented at the Early Design Guidance and Recommendation meetings, and are available online by entering the project number at this website:

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp).

The packets are also available to view in the file, by contacting the SDCI Public Resource Center:

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

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

**EARLY DESIGN GUIDANCE August 29, 2016**

**PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Would like to see a sun/shadow study of a code compliant option.
- Concerned about the location of the bus stop; would like to see the bus stop located on 15<sup>th</sup> St NE south of the intersection to minimize the distance between stops on NE 65<sup>th</sup> St, decrease transfer time for seniors, and increase walkability.
- Concerned about the mid-block zone split and transition with single family zone.

- Supported the proposed setbacks along NE 65<sup>th</sup> St. However, concerned about the existing adjacent retail and its longevity, and whether the proposed development should be designing specifically for that existing structures setback. Prefers Option 2.
- Improve zone transition by stepping down the building; less jarring, less monolithic.
- Would like applicant to consider affordability and alternative energy.
- Would like to see wider sidewalks.

SDCI staff also summarized design related comments received in writing prior to the meeting:

- The project is located at a major gateway to the Roosevelt neighborhood, marking the beginning of the NC zone.
- Supported the proposed neighborhood connector to the north of the site.
- Supported Option 1 because it provides a large commercial area and continuous setback, however, would like to see a roof or awning over the commercial entries which provides a strong architectural element.
- Did not support the discontinuous set back of Option 3 because as it narrows to the east it will negatively impact the pedestrian character.

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. Massing:** The Board discussed the massing options and acknowledged that the L-shaped configuration of the site limits the possible building configurations. The Board was concerned with the lack of presentation of a code compliant option that would provide a baseline for comparison.
  - a. The Board discussed the requested departure for reducing the required 15' setback adjacent to the single family zone to 10', and did not think the justification and massing concept provided at this time was valid. As proposed, the continuous setback all the way to the ground creates a poor transition and monolithic structure. Ultimately, the Board was not opposed to a departure from setback requirements, but not as proposed and the applicant would need to provide further study of the setbacks to demonstrate that it would result in a reduced perceived height, bulk and scale along the eastern portion of the building. (CS2-D)
  - b. Echoing public comment, the Board directed the applicant to conduct additional sun/shadow studies and explore solutions to minimize the shadow, for instance, looking at a code compliant option or setting back the east edge of level 4. (CS2-D, CS1-B-2)
  - c. The Board did not state a specific preference for a single massing option, rather they discussed the strengths associated with each option and agreed they a hybrid result would be most successful – see further guidance below.

- 2. Zone Transition:** The Board expressed concern with the proposed building mass at the zone transition and directed the applicant to modify the massing along the eastern portion of the building with the intent of respecting and responding to the single family zone to the east.
  - a. The Board agreed with public comment and directed the applicant to explore measures to soften the zone transition and reduce the perceived height, bulk and scale of the building, including playing with the setbacks; increasing the proposed level four 2' setback to give the appearance of a 3-story façade and penthouse; or, reducing proposed lower level setbacks while increasing upper level setbacks. (CS2-D, DC2-A-2)
  - b. The Board identified respect for adjacent sites as a high priority and directed the applicant to better respond to the zone transition and increase privacy by incorporating secondary architectural features such as sun shades, frosted spandrel glass, Juliet balconies or full balconies. (CS2-D, DC2-A-2, DC2-B-1, DC2-C)
  
- 3. Frontages & Street Level Uses:** The Board appreciated the applicant's attention to establishing a walkable, pedestrian-friendly environment that is integrated with the proposed development to the west.
  - a. The Board agreed with public comments and strongly supported relocating the bus stop to the south of the NE 65<sup>th</sup> St on 15<sup>th</sup> Ave NE, however, they acknowledged this is outside their purview. They highly encouraged the applicant to work with SDOT and Metro to explore the matter further. (PL4-C)
  - b. The Board generally supported the proposed continuous setbacks along NE 65<sup>th</sup> St in Option 2, however, they indicated support for a hybrid alternative that minimizes the modulation of the ground level setbacks in Option 3. Specifically, the difference in setback where the ground level steps forward to meet the setback of the existing retail to the east should be reduced. (CS2-B-2, PL1-B-1, PL3-C)
  - c. The Board expressed concern regarding the northwest corner and the "pinch point" created by the 5' cantilever, 10' ground-level setback and grade change along the west property line. The Board indicated they would not support the massing at this corner as shown, but would be inclined to support a departure from residential street level separation requirements in order to resolve this undesirable condition. (CS1-C, CS2-B-1, PL3-B)
  - d. The Board was concerned with the proposed location of the trash room since it would require bringing the receptacles up the ramp from parking level one to the street level and staging the receptacles in the right-of-way. The Board requested the applicant explore alternative designs, or provide detailed information showing how the proposed design will successfully mitigate any negative impacts on the right-of-way and pedestrian realm. (DC1-C-4)
  
- 4. Exterior Materials & Detailing:** The Board acknowledged public comment and design guidelines and recognized the site as a gateway to the Roosevelt neighborhood, as well as a large development project in a neighborhood undergoing significant transition. Therefore, the Board stressed the importance of meeting the high standards of the Design Guidelines.
  - a. The Board strongly encouraged the applicant set a precedent for future development by designing a well-detailed building with durable, high quality materials, that are

proven to age well. All facades must be well documented in the recommendation packet. (CS2-A, CS3-A-4, DC2-B-1, DC2-D-2, DC4-A)

- b. The Board noted that material reflectivity should be considered and project lighting should avoid glare. (DC4-C)

## **RECOMMENDATION October 30, 2017**

### **PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Provided background information on the existing ghost bike located at the northeast corner of NE 65<sup>th</sup> St and 15<sup>th</sup> Ave NE. Would like to work with the applicant team to design an appropriate, artistic and functional memorial, such as a bike rack, onsite to replace the ghost bike.
- Supported the idea of a bicycle memorial onsite, and encouraged the design to make an artistic statement about community and bicycle safety.
- Concerned about shadow impacts on adjacent sites to the northeast.
- Supported the removal of the through-block pedestrian connection, as was proposed at the EDG meeting, as it previously raised safety and security concerns.
- Concerned about the setback along the north property line and potential access that open space provides to adjacent sites; would like to see a non-climbable fence along the north and east property line that prevents access to adjacent sites.
- Concerned that the proposed building material lacks durability and will appear dated in a short period of time. Stated a preference for brick material, would like to see brick applied to the portion of the NE 65<sup>th</sup> St façade proposed to be clad in cedar. Concerned that wood doesn't age well.
- Would like to see decks incorporated as they contribute to a residential character and provide valuable space for tenants.
- Stated a preference for ground-level commercial uses along both street frontages, and did not support ground-level residential along NE 65<sup>th</sup> St.
- Supported the proposed mix of residential unit types. Particularly, the two-bedroom, family-sized units.
- Supported the through-block pedestrian connection as shown at the EDG meeting, and did not support the removal of the pathway. Would like the pathway to be maintained for pedestrian and bicycle access.

SDCI Staff also summarized design related comments received in writing prior to the meeting:

- Concerned that the large structure blocks access to natural light and shadows adjacent single-family residences to the east.
- Concerned that the proposed height and bulk of the massing does not create an appropriate or sensitive zone transition.
- Concerned about the combined impacts of all proposed redevelopment in the neighborhood, and would like the project to consider the context of the redevelopment.
- Concerned about impacts to the privacy and security of residents on adjacent sites.

SDOT Staff also provided the following comments prior to the meeting:

- Supported vehicle access from 15<sup>th</sup> Ave NE as it minimizes impacts to future bicycle facility improvements planned for NE 65<sup>th</sup> St.
- Did not support the proposed relocation of the existing bus stop location as King County Metro prefers bus stops to be located close to signalized pedestrian crossings. Not concerned about vehicular conflicts between buses parked at the existing bus stop and proposed vehicular access.
- Recommended integrating the existing bus stop shelter into the weather protection of the proposed development.
- Recommended 8-foot sidewalks to enhance pedestrian safety and provide attractive transit-oriented land uses.
- Recommended installation of pedestrian scale lighting along NE 65<sup>th</sup> St, and encouraged the applicant to continue the lighting pattern established by the development to the west of 15<sup>th</sup> Ave NE.
- Noted street trees are required along either street frontage, and recommended trees be planted adjacent to the curb to calm traffic and enhance pedestrian safety.
- Encouraged trash storage and staging to occur outside of the right-of-way and pedestrian clear zone; supported trash pickup from 15<sup>th</sup> Ave NE, as proposed.

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 and bicycle storage standards 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 recommendations.

### **1. Response to EDG**

- a. The Board reviewed the evolution of the architectural concept and building mass, and generally felt the final design responded well to Early Design Guidance. The Board supported the massing reveal on the west façade as it draws attention to the primary residential entry, and noted that the reveal on the south façade should similarly draw attention to a prominent non-residential entry. The Board, however, declined to recommend this as a condition. (PL3-A-1)
- b. The Board noted the design responded well to earlier guidance regarding softening the zone transition and reducing the perceived height and bulk along the eastern

edge. The Board appreciated the landscape buffer, upper-level setbacks, and generous ground-level setbacks where none are required, and ultimately supported the requested departure from setback requirements. (CS2-D-3, CS2-D-4, CS2-D-5)

## **2. Landscape & Open Space**

- a. The Board generally supported the spacious corner plaza, however, they recommended further development of a cohesive landscape design in a manner that highlights the corner; provides visual interest; balances greenery and hardscape materials; anticipates pedestrian flow; and allows for future overflow of non-residential uses, such as sidewalk seating, while maintaining a generous pedestrian realm. The Board recommended this as a condition. (CS2-C-1, PL1-B-2, PL3-C-3, DC4-D)
- b. The Board generally supported the specimen tree, which is proposed to be located in the southwest corner of the site. The Board, however, was concerned about potential conflicts between the tree canopy, street trees, and overhead weather protection. If the specimen tree is maintained as part of the landscape concept, the Board recommended a condition that the tree be located on terra firma – not in a planter or over the garage level – and located to minimize canopy conflicts. (DC4-D-3, DC4-D-4)
- c. The Board acknowledged the conflicting public comments regarding the removal of the public through-block pathway along the north property line, but ultimately supported the design of the north setback as shown – without the pathway. To address security concerns, the Board recommended a condition to incorporate a non-climbable fence in the northeast corner of the site. The Board did not specify an exact length, but noted the fence should prevent access to adjacent sites from the north setback. (PL2-B, CS2-D-5)
- d. In response to public comment, the Board recommended incorporation of a gate between the sidewalk and amenity patio as a means to create a defensible space that is visually distinguished from the public realm. The Board recommended that the screening and gate should be a 3-4-foot, semi-transparent barrier that does not obscure sight lines. (PL2-B, PL3-B-1)

## **3. Residential Uses at Street Level**

- a. The Board was concerned with the proposed residential uses at street-level, particularly the sunken patio units, as it creates a massing “pinch point” between the upper-level mass and changing sidewalk grade. The Board, however, declined to recommend resolution of this item as a condition. (CS1-C-2, DC2-A-1)
- b. The Board approved of the 10-foot setback of the ground-level residential units along 15th Ave NE as it provides a buffer between the street and interior uses. (PL3-B-2, DC3-A-1)
- c. The Board approved of the stepped glass railing as shown in the west elevation on page 38 of the Recommendation packet as it better responds to the grade change, interior uses, and architectural concept. (CS1-C-1, DC2-B-1)

## **4. Vehicular Access, Service Uses & Transit Stop**

- a. In agreement with SDOT, the Board recommended removal of the existing bus stop shelter and integration of the shelter into the design of the building’s overhead

- protection. The Board, however, declined to recommend this as a condition. (PL4-C-1, PL4-C-2, PL2-C-1)
- b. In agreement with SDOT, the Board approved of the proposed vehicular access as shown. (DC1-B-1)
  - c. The Board supported the proposed increased driveway slope provided that the flat landing at the top of the slope is of a sufficient length to provide space for cars outside the pedestrian realm; thereby, increasing visibility and reducing vehicular impacts on the pedestrian experience. The Board, however, declined to recommend this as a condition. (PL4-A-1, DC1-B-1, DC1-C-4)
  - d. The Board supported the proposed trash storage room, service, and staging area as it minimizes negative impacts on the right-of-way and pedestrian realm. The design responded well to Early Design Guidance. (DC1-C-4)

## 5. Materials & Art

- a. The Board heard public comment, however, they approved the façade composition and material palette provided that the high-quality materials are maintained as shown in the Recommendation packet on page 44. The Board noted their support for the final design was dependent on the proposed use of integral color cementitious panel. (DC4-A)
- b. The Board supported the large-scale art mural as a means to mitigate the blank wall condition on the east façade. The Board encouraged the applicant to engage the community in the design of the mural. The design should be fun and attractive as it is a prominent and highly-visible façade which marks the transition to the Roosevelt commercial core. The Board recommended this as a condition. (CS2-A-2, CS3-B-1, DC2-B)
- c. In agreement with public comment, the Board directed further development of a publicly-accessible, artistic, and functional memorial bicycle facility, such as a bike rack. The applicant should engage the parties that were previously involved in the upkeep of the ghost bike in planning, development, and design. The Board recommended this as a condition. (CS3-B-1, PL4-B-2)

## DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure 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 departure.

At the time of the Recommendation meeting, the following departure was requested:

1. **Setback Requirement for Lots Abutting Residential Zones (SMC 23.47A.014.B.3.a):** The Code requires a 15-foot setback for portions of the structure above 13-feet in height to a maximum of 40-feet, and for each portion of the structure above 40-feet, an additional setback at the rate of 2-feet for every 10-feet of height gained. The application proposes to encroach 9.5-feet within the required setback above 13-feet for a distance of 50-feet



along the east façade, and to encroach 8-feet within the required setback above 40-feet for a distance of 31-feet along the north façade and 48-feet along the east façade.

The Board unanimously recommended approval of the requested departure as the proposed design establishes a sensitive zone transition by providing a landscaped buffer, upper-level setbacks, and a generous ground-level setback – where none is required; thereby, better meeting the intent of Design Guidelines CS2-D-4, Massing Choices, and CS2-D-5, Respect for Adjacent Sites.

## **DESIGN REVIEW GUIDELINES**

The priority Citywide 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-C Topography**

**CS1-C-1. Land Form:** Use natural topography and desirable landforms to inform project design.

**CS1-C-2. Elevation Changes:** Use the existing site topography when locating structures and open spaces on the 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-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-1. Site Characteristics:** Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

**CS2-B-2. Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and public realm.

**CS2-B-3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces.

#### **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-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.

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

#### **CS3-B Local History and Culture**

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

## **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-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.

**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-2. Common Entries:** Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

**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-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-A Entry Locations and Relationships**

**PL4-A-1. Serving all Modes of Travel:** Provide safe and convenient access points for all modes of travel.

**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.

**PL4-C Planning Ahead For Transit**

**PL4-C-1. Influence on Project Design:** Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

**PL4-C-2. On-site Transit Stops:** If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

**PL4-C-3. Transit Connections:** Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

## 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-B-2. Facilities for Alternative Transportation:** Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

#### DC1-C Parking and Service Uses

**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-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.

**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.

**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-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.

**BOARD DIRECTION**

The recommendation summarized above was based on the design review packet dated Monday, October 30, 2017, and the materials shown and verbally described by the applicant at the Monday, October 30, 2017 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 conditions:

1. Develop the design of the corner plaza in response to Board guidance. (CS2-C-1, PL1-B-2, PL3-C-3, DC4-D)
2. If the specimen tree is maintained as part of the landscape concept, locate the tree on terra firma – not in a planter or over the garage level – and locate the tree to minimize canopy conflicts between street trees and overhead weather protection. (DC4-D-3, DC4-D-4)
3. Incorporate a non-climbable fence at the northeast corner that prevents access to adjacent sites. (PL2-B, CS2-D-5)
4. Incorporate a gate between the sidewalk and amenity patio within the north setback. The screening and gate should be a 3-4-foot, semi-transparent barrier that does not obscure sight lines. (PL2-B, PL3-B-1)
5. Maintain the high-quality materials as shown in the Recommendation packet. (DC4-A)
6. Include a large-scale, fun, and attractive art mural on the east façade. (CS2-A-2, CS3-B-1, DC2-B)
7. Engage the community in the design and installation of a publicly-accessible, artistic, and functional bicycle facility at this site. (CS3-B-1, PL4-B-2)