



City of Seattle

Department of Construction & Inspections
Nathan Torgelson, Director



RECOMMENDATION OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3025827

Address: 4020 NE 55th St

Applicant: Jim Bodoia, Via Architecture

Date of Meeting: Monday, December 18, 2017

Board Members Present: Eric Blank (chair)
Brian Bishop
Anita Jeerage
James Marria

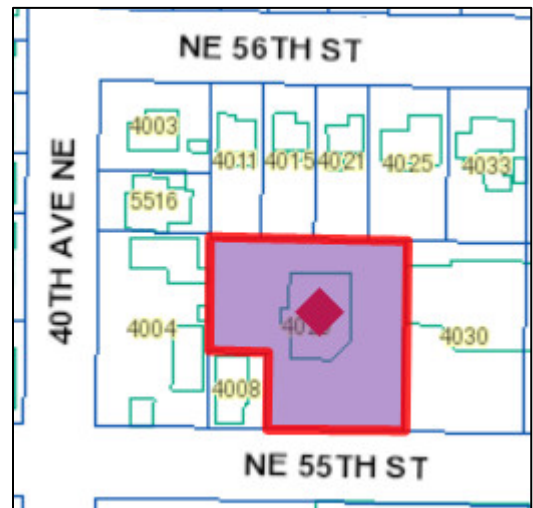
SDCI Staff Present: Abby Weber

SITE & VICINITY

Site Zone: Neighborhood Commercial 2P-30 (NC2P-40)

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

Lot Area: 22,900 SF



Current Development

Existing development onsite consists of a single-story veterinary clinic. Surface parking is located on the perimeter of the site, surrounding the existing structure. There are three Exceptional Trees located on site. There is a transit stop located in the right-of-way adjacent to the site.

Surrounding Development and Neighborhood Character

The site is located in a small Neighborhood Commercial-zoned area of the Laurelhurst neighborhood. Beyond the immediate commercial area, single family homes largely characterize the neighborhood. Single family zoning begins mid-block, directly north of the site. To the south,

east, and west, the land use intensity transitions from Neighborhood Commercial land uses to low-rise residential to single family.

Surrounding development includes a contemporary-designed fire station, several 2-4 story multi-family residential structures, and a large grocery retailer; a 2-story office building is located adjacent to the site to the west; and a single-story restaurant is located on the small site in the crook of the proposed L-shaped development site. Several of these existing uses have surface parking on site.

There is a bus stop located in the adjacent right-of-way. The site is also located approximately one-block north of the Burke Gilman Trail, which provides non-motorized connections along the shoreline to the north towards Bothell and to the west towards the University of Washington and Puget Sound.

Access

Existing vehicular and pedestrian access is off NE 55th St. There is no alley.

Environmentally Critical Areas

There are no mapped Environmentally Critical Areas (ECAs) on site.

PROJECT DESCRIPTION

The proposal is for a 3-story assisted living facility with 74 units and 524 sq. ft. of commercial space. Parking for 30 vehicles will be located below grade. Existing structure is proposed to be demolished. There are three Exceptional Trees on site that are proposed to be removed.

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

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

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

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

Email: PRC@seattle.gov

PUBLIC COMMENT

The following public comments were offered at this meeting:

- In favor of an assisted living facility project, however, the design needs work.
- Concerned about privacy and noise, would like the design to buffer noise and minimize vibrations.
- Concerned about emergency vehicle access and pick up locations, such as ambulances, which the current options do not appear to accommodate.
- In support of the roof top garden, but concerned with the overall height of structure.
- Would like the lack of parking to be considered in the context analysis.
- Concerned about heavy traffic associated with existing uses, and would like the design to consider driveway access and the relationship to the Metropolitan Market driveway access points.
- Identified the Exceptional Trees onsite as neighborhood “treasures” and urged the Board to not underestimate the impact of cutting down these trees, particularly the magnolia tree in the southeast corner.
- Concerned about the appearance of the proposed project as an enormous box that is too large next to small single family homes and looms over them. Noted that the 15-foot setback will not resolve the issue.
- Concerned about existing and future traffic problems, and noted that proposed parking will not be sufficient.
- Concerned about emergency vehicle access.
- Concerned that the building is out of scale and character with the existing neighborhood context. Noted that existing structures in the area are setback from the street with surface parking.
- Concerned that the shade produced by building mass will keep its neighbors in the dark.
- Concerned that the proposal is not appropriate for this neighborhood.
- Concerned about overflow parking into the adjacent office and Metropolitan Market parking lots, and on-street parking.
- Supported the project and proposed 3-story structure. Noted that the proposal fits with the existing Neighborhood Commercial zone context, just not with the single family context or great vicinity context.
- Concerned about pedestrians crossing the street mid-block to access Metropolitan Market, would like to see a crosswalk in front of the site.
- Concerned about noise resulting from construction activity and mechanical systems.
- Would like the Exceptional Trees to be protected.

SDCI staff summarized the following design-related comments at the opening of the public comment period. These comments were received in writing prior to the meeting. Several members of the public stated their support and agreement with the summarized comments throughout the comment period.

- Concerned about the single family zone transition; the 3-story structure plus the penthouse was too large and tall adjacent to the SF residences. Two stories, similar to

the adjacent office building and fire station, provides a better transition. The 15' setback is insufficient to mitigate this transition.

- Commented that the overall appearance of the structure is too large and the mass is too "square", and imposing on adjacent single family sites to the north.
- Concerned that the proposed 3-story project does not show respect for adjacent sites which have structures lower in height. The proposed options do not relate to adjacent structures and street frontage, rather it overwhelms them.
- Concerned that the "maximized building envelope" approach ignores impacts to the neighbors.
- Would like to see an accurate cross section through the proposed mass and adjacent single family homes.
- The landscaping should be further developed to better buffer the single family zone. Landscaping should include a combination of fencing and trees at the rear of the site to obscure the building.
- Concerned that the proposed massing options overshadow adjacent lots throughout most of the year, particularly the adjacent single family homes and their rear yards, and the offices to the east.
- Would like access to light and impacts of shading to be considered along the east and west property lines, in addition to the north.
- Would like the design to mitigate impacts of overshadowing the site to the east, as offices will receive no direct sunlight. The applicant should consider the building color palette, plantings, and other means to reduce darkness.
- Concerned that the windows and the roof top deck are not positioned in a manner that shows respect for adjacent sites, impacts on privacy to the north should be considered as the windows look down onto private yards.
- Concerned about the location of kitchen ventilation and odors that may impact the property and offices to the east.

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. Landscaping & Exceptional Trees:** The Board discussed the challenge of maintaining all three trees, particularly the centrally located pine tree. The Board noted, however, that the two magnolia trees appear to be great specimens, a lovely part of the residential landscape, and should not be dismissed.
 - a. In agreement with public comment, the Board was concerned about the "all or nothing" approach to saving the Exceptional Trees. The Board requested further study of the preservation of the two magnolias and prioritized the preservation of the

magnolia tree in the southeast corner due to its quality, visibility to the street and community value. (CS1-D-1)

- b. The Board acknowledged that the basement level occupies the entire site thereby limiting landscaping. If the intention is to remove the magnolia tree in the northeast corner, then the garage level along the rear property line should be stepped down to allow for larger and more robust plantings to buffer the single family homes to the north. (CS1-D-1, DC4-D-3)

2. Massing & Façade Composition: The Board discussed the three massing options and façade composition in the context of the zone transition and respect for adjacent sites. The Board generally supported Option 3 with the expectation that the massing will be revised to respond to the following design guidance:

- a. The Board heard public comment regarding the impact of the height on the back yards of properties to the north, however, noted that the townhouses to the east were also 3-stories in height and adjacent to single family homes, and did not appear too tall. While the Board directed the applicant to show greater sensitivity to the zone transition, they thought this could be achieved through façade composition and landscape buffers rather than upper level setbacks. (CS2-D-3, CS2-D-4)
- b. The Board supported the 15-foot ground-level rear setback as proposed in Option 3. At the recommendation phase, the Board would like to see a cross section through the proposed mass, adjacent single family homes to the north, and topography. (CS2-D-3, CS2-D-4)
- c. Responding to public comment, the Board encouraged careful consideration of secondary design elements to obscure views from upper level units to the adjacent single family homes. Suggestions included integration of sunshades, juliette balconies, obscured glass and to play with sill height and window location. (CS2-D-5, DC2-A-2, DC2-B-1, DC2-C-1)
- d. The Board agreed that while projecting window bays may be appropriate for the south façade, the bays may not be appropriate for the north façade. The Board directed further study of how the massing and façade compositions could show more sensitivity to the sites to the north, such as recessed windows. (DC2-B-1, DC2-C-1)
- e. The Board encouraged refinement of the proportions of the window bays along the street façade, and preferred the façade composition as proposed in the EDG packet renderings rather than those images distributed at the EDG meeting as a supplemental handout rendering. (DC2-B-1)
- f. At the recommendation phase, the Board would like to see sections showing the rooftop mechanical systems and screening. Screening should visually obscure and buffer noise. (DC1-2)

3. Street Frontage, Entries & Vehicular Access: The Board considered public comment and offered the following guidance in regards to the street-facing façade and vehicular access.

- a. In agreement with public comment, the Board directed the applicant to resolve the vehicular access issue and requested further exploration of creative solutions. The Board encouraged further discussion with SDOT regarding a dedicated space that would accommodate emergency vehicles and a pick-up/drop-off location. (DC1-B-1, DC1-B-2)

- b. The Board was concerned about the lack of entry hierarchy and noted that the front residential entry should be clearly identifiable, as proposed it appears lost in the commercial storefront. (PL3-A-1, PL2-D-1)
- c. At the recommendation phase, the Board would like to see a higher level of detail in the plan of the lobby space, dining room, and public bistro in order to better understand how that space will function, relate to the street and provide opportunities for interaction. (PL3-B-4)
- d. The Board would like to see the canopy carried over garage entry as it provides an opportunity for lighting and signage while visually minimizing the garage entry. (PL2-C-1, DC4-C)
- e. The Board supported the proposed integration of the bus stop into the design and encouraged communication with SDOT. (PL4-C-2)
- f. The Board was not inclined to support the requested sight triangle departure as proposed. While the Board understood the desire to visually anchor the building in the southeast corner, they did not support the solid walls along either side of the parking entrance. The Board encouraged the applicant to explore creative solutions that may only partially obscure the sight triangle, such as punching openings through the solid wall or wrapping commercial glazing around the corner. The Board requested two alternatives for review at the recommendation phase, one option that only partially obscures the sight triangle and a second option that does not require a departure. (DC1-C-2, DC2-B-1, DC2-C-1)

RECOMMENDATION December 18, 2017

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned about the use of bamboo along the north property line, as it may spread onto neighboring properties. Would prefer to see tall skinny evergreens.
- Concerned about impacts of activities on the roof deck on adjacent sites to the north.
- Questioned the height of the proposed development in comparison to existing structures in the neighborhood.
- Concerned about blocked access to sunlight and shadow impacts on sites to the north/northwest. Would like to see updated shadow studies.
- Concerned about impacts to privacy of residents on adjacent sites; questioned whether there were windows on the west façade.
- Noted that the site is located in the Bryant Neighborhood.

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

- Concerned about height and bulk impacts on properties to the north of the proposed development, as well as blocked access to sunlight and shadow impacts.
- Concerned about the bulk and scale as perceived by the pedestrian along NE 55th St; the bulk of the proposed development visually overwhelms the corner. Would like to see a front setback incorporated.
- Concerned about on-street emergency vehicle access to the site.

- Concerned about loss of Exceptional Trees; removal would change the character and livability of the neighborhood.
- Supported the use of brick.

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 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. Massing & Zone Transition

- a. The Board noted that the proposed development responds well to the existing residential context and different adjacency conditions, and applauded to the modulated bays and material treatment as they successfully reduce the perceived bulk and scale and contribute to a lowrise expression that is compatible with the residential context. For these reasons, the Board supported the proposed design with the removal of the centrally located Exceptional Tree. (CS2-A-2, CS2-D, CS3-A-1)
- b. The Board acknowledged public comment regarding an increased front setback. However, the Board ultimately supported the front setback as proposed as the material treatment and modulation contribute to a textured and human-scaled pedestrian realm, and the high level of ground-level transparency creates a strong connection to the street. (CS2-B-2, DC1-A-1, DC2-D)
- c. The Board supported the treatment of the north façade as it is attractive and well-proportioned. The modulated bays succeed in reducing the perceived scale of the proposed development, achieve a successful zone transition and fit the existing residential context. (CS2-D-3, DC2-B-1, DC2-C-3)
- d. The Board supported the 15-foot setback along the north property line as it provides an appropriate and respectful massing transition to the adjacent single family zone. (CS2-D-3)
- e. The Board heard public comment regarding the use of bamboo along the north property line, however, the Board acknowledged that the neighbors directly to the north were engaged in the plant selection and therefore supported bamboo as a vegetative buffer. The bamboo, which is proposed to be planted at a height of 20-feet, will successfully obscure sightlines and promote privacy between the proposed development and the existing single family residences. For these reasons, the Board

supported the proposed design with the removal of the Exceptional Tree in the northeast corner. The Board also noted that the use of concrete and steel planters will prevent the bamboo from spreading, thereby mitigating some of the public concerns. (CS2-D-5, DC4-D-1, DC4-D-3)

2. Façade Composition & Materiality

- a. The Board supported the proposed material palette as shown on pages 25-29 of the Recommendation Packet. Particularly, the extent of the use of brick, the soldier course brick above the windows and along the roofline, the masonry sill, the treatment of the cornice, and the use of metal Longboard siding on the underside of canopies and bays. (DC4-A)
- b. The Board questioned the treatment of the northern half of the west façade as it is a highly visible blank façade due to the location of the fire station on the adjacent site. However, the Board noted that the adjacent neighbors did not oppose the design and ultimately supported the proposed material treatment due to the extent of brick used elsewhere on the building. (DC2-B-2, DC4-A)
- c. The Board recommended a condition that the windows on the street-facing façade be centered between the projecting bays for greater consistency with the overall architectural expression. (DC2-B-1)

3. Entry & Pedestrian Experience

- a. The Board discussed the design of the primary entry in response to Early Design Guidance, and noted that the design development failed to achieve an entry hierarchy and prominence per the earlier direction. The Board questioned whether the 2-story glazed recess could relate to the entry or whether the western-most bay could be different to signify the entry below. The Board, however, ultimately supported the entry as proposed and noted that the pedestrian-scaled signage would draw attention to the entry. (PL3-A, DC4-B-1)
- b. The Board supported the proposed signage plan as shown on page 54 of the Recommendation Packet, particularly the blade signs as they are appropriately scaled and contribute to an identifiable entry. (PL3-A-1, DC4-B-1)
- c. The Board supported the 2-story glazed recess on the street-facing façade. Particularly, the bench as it integrates the bus shelter per SDOT's recommendation, while also providing a visual/physical cue that the recess is not the primary entry. (PL4-C-1, DC1-A-1, DC2-B-1)
- d. The Board recommended approval of the requested departure from street-level use requirements as the resulting design better meets Design Guidelines, as well as the intent of the Code, by providing active uses behind a highly-transparent street-facing façade. (CS2-B-2, DC1-A-1)
- e. The Board supported the wider entry vestibule that results from the requested departure from street-level use requirements, as it contributes to a more transparent street frontage and creates a more prominent entry. (PL3-A-1, DC1-A-1)
- f. The Board supported the proposed pruning and soil amendments for the Exceptional Tree located in the southeast corner of this site. (DC4-D-4)

4. Vehicular Access

- a. The Board recommended approval of the requested departure from sight triangle requirements provided that a window is incorporated along the western edge of the driveway, as shown in Option 2 on page 57 of the Recommendation Packet; the freestanding brick column in the southeast corner is maintained, as shown in the Recommendation Packet; audio and visual signals are incorporated at both ends of the driveway ramp; and mirrors are incorporated at the intersection of the driveway and sidewalk. The Board noted that these features provide greater visibility, thereby reducing potential conflicts between vehicles and pedestrians. The Board recommended these items as conditions. (DC1-B-1)
- b. The Board indicated support for the rationale for the Type I Decision request for a reduced loading berth length as it appears to be a viable size to prevent vehicles from extending into the pedestrian realm, and visual impacts are minimized. (DC1-B-1, DC1-C-2)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures was based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departures.

At the time of the Recommendation meeting, the following departures were requested:

1. **Sight Triangle (SMC 23.54.030.G.1):** The Code requires a sight triangle on both sides of the driveway to be kept clear of obstruction for 10-feet from the intersection of the driveway with the sidewalk. The applicant proposes to obstruct the sight triangle on either side and provide visual warning devices.

The Board recommended approval of the requested departure provided that the sight triangle is only partially obscured, and the recommended conditions are resolved. The resulting design creates a stronger connection to the street by increasing ground-level transparency, better meeting the intent of Design Guidelines CS2-B-2 and PL3-C-2.

2. **Street Level Uses Along Principal Pedestrian Streets (SMC 23.47A.005.D.1):** The Code requires a limited selection of non-residential uses along at least 80-percent of the street-level street-facing façade along principal pedestrian streets in pedestrian-designated zones, including retail and/or eating/drinking establishments. The applicant proposes non-residential uses along only 23-percent of the NE 55th St façade.

The Board recommended approval of the requested departure as the proposed design activates the pedestrian realm and creates a strong connection to the street by maintaining a high-level of transparency, better meeting the intent of Design Guidelines CS2-B-2, PL2-B-3, and PL3-C-2. The design resulting from the requested departure also includes a more transparent entry that is visually connected to the street, better meeting the intent of Design Guideline PL3-A-1.

3. **Street Level Uses Along Principal Pedestrian Streets (SMC 23.47A.008.C.1):** The Code requires a limited selection of non-residential uses along at least 80-percent of the street-level street-facing façade along principal pedestrian streets in pedestrian-designated zones. Allowable uses are listed in subsection SMC 23.47A.008.C.1, including retail and/or eating/drinking establishments. The applicant proposes non-residential uses along 23-percent of the NE 55th St façade.

The Board recommended approval of the requested departure as the proposed design activates the pedestrian realm and creates a strong connection to the street by maintaining a high-level of transparency, better meeting the intent of Design Guidelines CS2-B-2, PL2-B-3, and PL3-C-2. The design resulting from the requested departure also includes a more transparent entry that is visually connected to the street, better meeting the intent of Design Guideline PL3-A-1.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

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-A Energy Use

CS1-A-1. Energy Choices: At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

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.

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.

CS1-D-2. Off-Site Features: Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

CS1-E Water

CS1-E-1. Natural Water Features: If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

CS1-E-2. Adding Interest with Project Drainage: Use project drainage systems as opportunities to add interest to the site through water-related design elements.

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-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

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-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

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.

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

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

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.

CS3-B-2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

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-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

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-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-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-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-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

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.

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-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

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-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

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

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.

DC3-C-3. Support Natural Areas: Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

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.

BOARD DIRECTION

The recommendation summarized above was based on the design review packet dated Monday, December 18, 2017, and the materials shown and verbally described by the applicant at the Monday, December 18, 2017 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. Center the windows on the street-facing façade between the projecting bays. (DC2-B-1)
2. Incorporate a window within the obscured sight triangle along the western edge of the driveway, as shown in Option 2 on page 57 of the Recommendation Packet. (DC1-B-1)
3. Maintain the freestanding brick column in the southeast corner. (DC1-B-1)
4. Incorporate audio and visual signals at both ends of the driveway ramp, and mirrors at the intersection of the driveway and sidewalk. (DC1-B-1)