City of Seattle

Department of Construction & Inspections

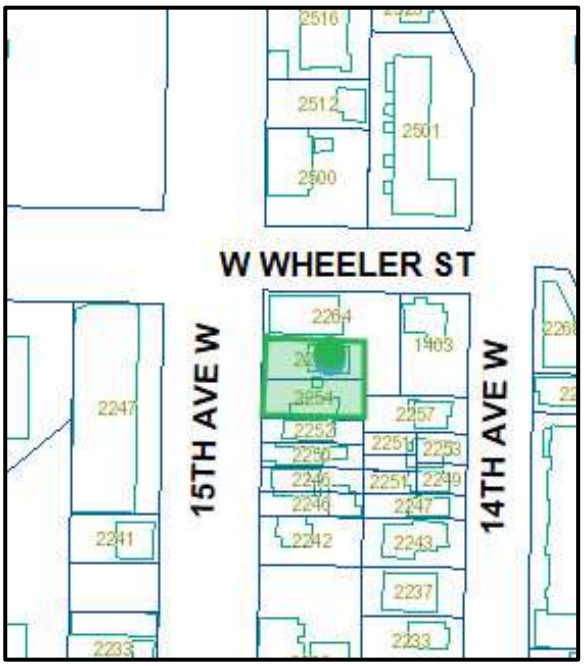
DESIGN REVIEW

RECOMMENDATION OF THE
WEST DESIGN REVIEW BOARD

Project Number:	3025828-LU
Address:	2258 15th Avenue West
Applicant:	Steve Bull, workshop AD
Date of Meeting:	Wednesday, April 18, 2018
Board Members Present:	Stephen Porter (Chair) Patreese Martin John Morefield Homero Nishiwaki Brian Walters
Board Members Absent:	None
SDCI Staff Present:	Brandon Cummings, Land Use Planner

SITE & VICINITY

Site Zone:	Commercial 1- 40’
Nearby Zones:	(North) C1-40 (South) C1-40 (East) LR3 (West) C1-40
Lot Area:	8,412 sq. ft.



Current Development:
The development site is comprised of two parcels, located mid-block on the east side of 15th Avenue West. There are currently two residential buildings located on the property which are to be

demolished. An Exceptional tree, a Douglas Fir, is located in the southwest corner of the site.

Surrounding Development and Neighborhood Character:
The development site is located along the 15th Avenue West corridor separating the primarily residential Queen Anne neighborhood from the more industrial Interbay area. There is a number of commercial uses, primarily located along 15th Avenue West, with a mix of small multifamily developments and single-family homes in the immediate vicinity. In general, the neighborhood consists of a mix of uses with a unique character, often influenced by the industrial infrastructure of Interbay.

Access:
The location of the development site makes it easily accessible to vehicles traveling along 15th Avenue West, a main thoroughfare connecting Downtown to Magnolia, West Queen Anne, and Ballard. There is no alley adjacent to this site. Several metro bus stops primarily located on 15th Avenue West are located within a ¼ mile of the development site and provide access to many areas of the city including Downtown, Greenwood, and the University District. There is also a strong network of existing sidewalks throughout the neighborhood, connecting the development site to these metro bus stops.

Environmentally Critical Areas:
Steep Slope, Potential Slide, and Historical Landfill Environmentally Critical Areas are present on site.

PROJECT DESCRIPTION

The proposal is for a five-story building containing 32 residential units and 1,860 square feet of commercial space located at ground level. Parking for 18 vehicles to be located at and below grade. Existing structures (2254 & 2258 15th Ave W) to be demolished.

The design packet includes information presented at the meeting, and is available online by entering the project number at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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

Mailing Address:	**Public Resource Center** 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:

- Concerned with the number of off-street parking spaces provided and the potential impact to on street parking.

The following comments from the Seattle Department of Transportation were submitted to SDCI in writing prior to the meeting:

- Along 15th Ave W, this site is located along a principal arterial with frequent transit (BAT) lanes in the PM peak hour. SDOT is encouraged that the development addresses that an enhanced pedestrian realm as a core principle for the project as buffering people walking from moving vehicles is ideal.
- It would be good to see the sidewalk dimensions to ensure that they meet the minimum SDOT standards of a six-inch curb, five-foot planting strip, and a six-foot sidewalk (for a total of 11.5-feet). It is unknown what the dimensions for each concept are at this time.
- Please ensure that the preferred concept follows the driveway adjacency clearance from the existing curb cut/garage on the parcel to the south of the project site.

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.

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 and Neighborhood Context:** Initial discussions on the massing of the structure focused on Option A, which proposed to retain the Exceptional tree. After discussing the tree and its impact on the massing and sidewalk, the Board focused their discussions on the proposed massing of Option B and Option C, which are similar in how the structure is located on site and in height, bulk, and scale.

    a. *Exceptional Douglas Fir.* The Board expressed concern for retaining the tree as it would create an unsafe condition for the pedestrian and the necessary pruning would yield unnatural results. The impact on the massing was also significant prompting the

Board to recommend proceeding with a different massing alternative. **(CS1-D-1. On-Site Features, CS2-D-2. Existing Site Features)**

b. The Board preferred Option C due to the expanded sidewalk, creating a wider pedestrian realm along 15th Avenue West. However, the Board was concerned with how the massing relates to the residential zone (LR3) to the rear and instructed the applicant to provide a section through the building to illustrate how the landscaping and shoring wall provides an adequate transition to this residential zone. **(CS1-C-2. Elevation Changes, CS2-D-3. Zone Transitions)**

c. The Board supported the proposed location of the amenity area on the roof, which is closer to 15th Avenue West and away from the residential zone. **(CS2-D-5. Respect for Adjacent Sites)**

d. The Board unanimously agreed that the applicant proceed with the development of Option C, which the Board decided was appropriate for the commercial zone in terms of height, bulk, and scale and allowed for a greater pedestrian experience. **(CS2-C-2. Mid-Block Sites, CS2-D-1. Existing Development and Zoning)**

2. Façade Composition and Architectural Character:

a. The Board strongly supported the design direction of the west (street-facing) façade which utilizes secondary architectural features and a floor to ceiling expression that alludes to the character of the Interbay neighborhood. The Boards supports the use of high quality materials other than fiber cement siding to strengthen this design language as the façade is developed further. **(CS2-A-1. Sense of Place, DC2-A-2. Reducing Perceived Mass, DC2-B-1. Façade Composition, DC4-A-1. Exterior Finish Materials)**

b. The Board instructed the applicant to develop a landscape plan that supports the overall design while providing a fine-textured, residential feel to the project. **(DC2-D-1. Human Scale, DC4-D-1. Choice of Plant Materials)**

3. Entries and Street Level Uses:

a. The Board was concerned with the size of the garage entrance as it is critical to the pedestrian experience along 15th Avenue West. The Board supported locating this entrance at the south end of the site as proposed, allowing the pedestrian entrance to be located closer to the park and transit. **(PL4-A. Entry Locations and Relationships)**

b. The Board instructed the applicant to explore methods to minimize the impact of the garage entrance and incorporate this into the full design of the structure. The Board also recommended providing more information on how the parking would function in terms of serving both the commercial and residential uses. **(DC1-B-1. Access Location and Design, DC1-C-2. Visual Impacts)**

c. The Board was concerned with overall visibility of the residential entrance and lobby and how it relates to the commercial space and public realm. The Board recommended rearranging the interior uses to bring the lobby forward, increasing its visibility, and locating the trash and recycling in the garage to free up more space on the ground floor. **(CS2-B-2. Connection to the Street, PL3-A. Entries, DC1-C-4. Service Uses)**

d. The Board was concerned with the depth of the commercial space and how the space interacted with the public realm. The Board recommended developing a design that increases visibility/interaction with the sidewalk while maintaining a depth that will be viable for a commercial tenant. The Board also recommended increasing the level of transparency into the commercial space. **(CS2-B-2. Connection to the Street, PL2-B-3. Street-Level Transparency, PL3-C-2. Visibility, PL3-C-3. Ancillary Activities)**

DEVELOPMENT STANDARD DEPARTURES

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

At the time of the Early Design Guidance meeting, the following departures were requested:

1. **Non-residential street-level depth provisions (SMC 23.47A.008.B.3):** The Code requires non-residential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade. The applicant proposes decreasing the depth of the street level commercial space to from 30'-0" to 26'-9".

   The Board indicated concern with this departure, arguing the commercial depth provision is necessary for a viable commercial tenant. The Board also stated that rearranging the interior uses could solve the design issues and eliminate the need for this departure. **(CS2-B-2. Connection to the Street, PL3-C-3. Ancillary Activities)**

2. **Rear Lot Line Setback (SMC 23.47A.014.B.3):** The Code requires a setback of fifteen feet for portions of structures above 13 feet in height to a maximum of 40 feet, and an additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet. The applicant proposes decreasing the depth of the setback along the rear property line from 15 feet to 13 feet.

   The Board indicated concern with the reduction of the rear setback and suggested the applicant provide additional justification on how it enhances the overall design of the project. The Board also stated that successful resolution of the ground level uses and configuration of the outdoor space and landscaping in the rear would be critical in

determining whether the Board would support this departure in the future. **(CS2-D-3. Zone Transitions, CS2-D-5. Respect for Adjacent Sites)**

RECOMMENDATION April 18, 2018

PUBLIC COMMENT
The following public comments were offered at this meeting:

- Concerned with the pedestrian experience along W Wheeler Street, walking towards 15th Avenue West.
- Supported modification to the proposed design that would allow for retention of the exceptional tree on site.

SDCI staff noted that no design related comments were received prior to the meeting.

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.

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. **Architectural Expression and Façade Composition**:

   a. The Board supported the project's response to the guidance provided at the Early Design Guidance (EDG) meeting concerning the overall architectural expression and the development of the building façades. The Board was very receptive to the material palette, the floor-to-ceiling window expression, and the framing concept established on the 15th Avenue West (street-facing) façade. **(DC2-B-1. Façade Composition, DC4-A-1. Exterior Finish Materials)**

   b. The Board supported concealing the venting behind the louvers in the transom above the storefront windows on the west façade. The Board suggested that a similar approach is used to conceal venting in other areas throughout the structure, but declined to recommend a condition for this item. **(DC2-B-1. Façade Composition)**

   c. The Board supported the articulated, rowhouse expression proposed on the east façade which also brings elements of the grid design established on the street facing

(west) elevation. The Board also viewed the use of articulation on this façade as a method to break down the building's scale, providing an appropriate response to the less intensive Lowrise 3 residential zone to the east. **(CS2-D-3. Zone Transitions, DC2-C. Secondary Architectural Features)**

d. Blank Wall on North and South Façades. The Board was concerned with the blank wall condition on both the north and south façades and recommended a condition to incorporate the frame expression and utilize color, rhythm, and scale to treat the blank walls. **(DC2-B-2. Blank Walls)**

e. Echoing public comment, the Board was concerned with potential view impacts to residents at a higher elevation to the east. The Board recommended a condition that any material used on the rooftop is non-reflective. **(DC4-C-2. Avoiding Glare)**

2. Street Level Experience:

a. The Board supported the reconfiguration of the interior uses to bring more prominence to the primary entrance and lobby and to increase the size of the commercial space and allow for spillover activity on the sidewalk. **(CS2-B-2. Connection to the Street, PL3-A. Entries)**

b. The Board was concerned with the proposed staging area (in front of the commercial space) for trash collection along 15th Avenue West and recommended a condition to explore alternative locations such as the southwest corner near the garage entrance. **(DC1-C-4. Service Uses)**

c. The Board was concerned with both the height of the canopy and its thickness, which could make areas underneath it feel more confined and less inviting. The Board suggested the applicant design the canopy to be as thin as possible and recommended a condition that the height of the canopy be a minimum of ten feet. **(PL2-C-2. Design Integration, PL2-C-3. People-Friendly Spaces)**

d. Garage Entrance

i. The Board supported the proposal to relocate the garage entrance at the south end of the site, allowing the pedestrian entrance to be located closer to the park and transit. **(PL4-A. Entry Locations and Relationships)**

ii. The Board was concerned with the potential conflict between pedestrians and vehicles at the garage entrance. The Board recommended a condition to incorporate some form of defensible space delineated by a bench, planter, or change in hardscape materials that is easily recognizable to the pedestrian. **(DC1-B-1. Access Location and Design)**

iii. The Board recommended a condition to explore design alternatives for the garage door that fit into the overall architectural design concept for the structure. **(DC1-C-2. Visual Impacts)**

3. **Signage Concept and Lighting Plan**: The Board supported the proposed signage concept plan which includes tall lettering marking the residential entry and smaller blade signage underneath the canopy for the commercial spaces. The Board also supported the proposed lighting plan which recommends down lighting underneath the canopy and on the rear patios. The Board recommended a condition that all lighting be oriented to shine away from neighboring properties and that no up-lighting be used on the roof top. **(DC4-B. Signage, DC4-C-2. Avoiding Glare)**

4. **Draft MHA Massing Alternative:** The Board discussed the proposed MHA massing alternative presented at the meeting which includes another floor of residential units. The Board was concerned with the perceived height of the structure adjacent to the Lowrise 3 zone, and informed the applicant that additional information would be required before the Board could recommend approval of this massing alternative due to the rear lot Line setback departure that would need to be revised. **(DC2-A. Massing)**

DEVELOPMENT STANDARD DEPARTURES

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

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

1. **Rear Lot Line Setback (SMC 23.47A.014.B.3):** The Code requires a setback of 15 feet for portions of structures above 13 feet in height to a maximum of 40 feet, and an additional setback at the rate of 2 feet of setback for every 10 feet by which the height of such portion exceeds 40 feet. The applicant proposes decreasing the depth of the setback along the rear property line from 15 feet to 13 feet.

   The Board recommended approval of this departure based on the improved design of the east façade when compared to the code compliant alternative. The Board also recommended that the use of landscaping as a buffer and the use of articulation on this rear façade to break down the building's scale provides a better design response to the less intensive Lowrise 3 residential zone to the east. **(CS2-D-3. Zone Transitions, CS2-D-5. Respect for Adjacent Sites)**

2. **Non-residential street-level height provisions (SMC 23.47A.008.B.4):** The Code requires non-residential uses at street-level have a floor-to-floor height of 13 feet within the required average depth of 30 feet. The applicant proposes an 18-foot height for the first 20' of depth and allow less than the required 13' of floor-to-floor height for the remaining depth.

The Board recommended approval of this departure based on the reconfiguration of the commercial space at the ground level, which proposes a floor-to-floor height of 18 feet exceeding what is required by the development code for the first 20 feet of depth. The Board argued that the reconfiguration of the space and introduction of the mezzanine allowed for a flexibility of uses for the space. **(DC1-A-3. Flexibility)**

DESIGN REVIEW GUIDELINES

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-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 Building Materials

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-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.

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the RECOMMENDATION meeting, the Board recommended approval of the project with conditions.

The recommendation summarized above was based on the design review packet dated Wednesday, April 18, 2018, and the materials shown and verbally described by the applicant at the Wednesday, April 18, 2018 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. Incorporate the frame expression and utilize color, rhythm, and scale to treat the blank wall condition on the north and south façades. **(DC2-B-2. Blank Walls)**

2. Any material used on the rooftop shall be non-reflective to minimize potential view impacts to residents at a higher elevation to the east. **(DC4-C-2. Avoiding Glare)**

3. Explore alternative locations for the trash staging area, such as the southwest corner near the garage entrance. **(DC1-C-4. Service Uses)**

4. Explore design alternatives for the garage door that fit into the overall architectural design concept for the structure. **(DC1-C-2. Visual Impacts)**

5. The height of the canopy shall be a minimum of ten feet to allow for areas under the canopy that are less confined and more inviting. **(PL2-C-2. Design Integration, PL2-C-3. People-Friendly Spaces)**

6. Incorporate some form of defensible space to separate pedestrians from the vehicle entrance. Delineate this area by a bench, planter, or change in hardscape materials that is easily recognizable to the pedestrian. **(DC1-B-1. Access Location and Design)**

7. All lighting shall be oriented to shine away from neighboring properties and no up-lighting shall be used on the roof top, to minimize glare impacts to the neighboring properties. **(DC4-B. Signage, DC4-C-2. Avoiding Glare)**