Seattle Department of Construction & Inspections

DESIGN REVIEW

RECOMMENDATION OF THE
NORTHWEST DESIGN REVIEW BOARD

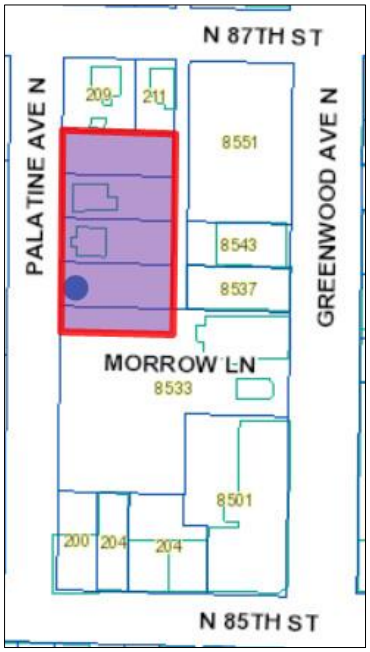
Project Number:	3026306
Address:	8612 Palatine Avenue North
Applicant:	Baylis Architects
Date of Meeting:	Monday, March 05, 2018
Board Members Present:	Christopher Bell, Chair Mark Angelillo Emily McNichols Keith Walzak
Board Members Absent:	Dale Kutzera
SDCI Staff Present:	Crystal Torres

SITE & VICINITY

Site Zone: Neighborhood Commercial 2 with a 65-foot structure height limit (NC2-65)

Nearby Zones: (North) NC2-65
(South) NC2-65
(East) NC2P-65
(West) NC2-65

Lot Area: 28,904 square feet (sf)



Current Development:
The project site is currently a vacant lot with several mature trees, none of which qualify as Exceptional. The site generally slopes down approximately four feet from south to north.

Surrounding Development and Neighborhood Character:
Single family homes are located north of the project site, with the northwest corner parcel proposed to be redeveloped as a six-story apartment building (project #3026717). Across Morrow Lane to the south is a surface parking lot. A mixed-use structure and vacant lot are located to the west across Palatine Avenue N. Located to the east across the alley is a six-story mixed-use structure and smaller one- and two-story commercial buildings.

The site is located within the Greenwood-Phinney Ridge Residential Urban Village and the Greenwood Town Center identified in the Greenwood/Phinney Design Guidelines. Primarily smaller scale commercial structures are located along Greenwood Avenue N, transitioning to a mix of larger multi-family and commercial structures to the west.

Access:
Vehicular access to the site is available from the adjacent improved dead-end alley along the east property line. There are currently no curb cuts on Palatine Avenue N or Morrow Lane. Pedestrian access to the site is via the adjacent sidewalks on Palatine Avenue N and Morrow Lane. Morrow Lane is a one-way private through-block connection.

Environmentally Critical Areas:
The site is located within a mapped Peat Settlement Prone environmentally critical area.

PROJECT DESCRIPTION

Design Review Early Design Guidance application proposing a seven-story, 145-unit apartment building above retail. Parking for 100 vehicles to be provided.

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:

- Would like to see vehicle access from Palatine Avenue due to congestion and safety concerns in the alley.
- Would like the structure to be set back from the east property line and adjacent residential building across the alley.
- Requested more attention be given to the alley façade.
- Concerned light, privacy and shadow impacts to the building to the east have not been adequately analyzed and considered.
- Expressed preference for massing Option A and the treatment of Morrow Lane frontage.
- Does not support the location of garage access at the northern property line.
- Expressed concern for the livability of alley units.

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 & Form:** The Board discussed the three massing alternatives proposed, noting the merits of Options A and C. The Board supported a hybrid massing option of both and provided the following guidance:
    i. The Board agreed with public comment and preferred the south façade of Option A, including the vertical modulation and parapet height which respects the datum line of the adjacent smaller scale commercial building context. (DC2-A-1 Site Characteristics and Uses, DC2-A-2 Reducing Perceived Mass)
    ii. The Board supported the west facing courtyard, deep upper level setback and vertical modulation of the Palatine Avenue facade of Option C. The Board suggested exploring increasing the height of the townhomes to reduce the perceived bulk of the tower massing. (DC2-A-1 Site Characteristics and Uses, DC2-A-2 Reducing Perceived Mass)
    iii. Agreeing with public comment, the Board stated that significant tower level setbacks are needed on the east elevation, respecting adjacent residential development across the alley. The Board suggested exploration of an H-massing at the upper stories. (CS2-D-1 Existing Development and Zoning, CS1-B-2 Daylight and Shading,)
    iv. The Board expressed concern regarding the large scale of the structure in relationship to the surrounding context, particularly as viewed from Greenwood Avenue, and agreed the perceived bulk of the upper levels should be minimized. The Board noted that other Piper Village projects successfully mitigated long facades by breaking the massing. (CS2-D-1 Existing Development and Zoning, DC2-A-1 Site Characteristics and Uses, CS2-VII Mass and Scale)

v. The Board was amenable to a massing option which held the southwest corner . (CS2-C-1 Corner Sites)
vi. In response to public comment, the Board requested analysis of impacts to access to light and air, privacy and shading of adjacent properties. At the Recommendation phase, a window overlay diagram should be provided. (CS1-B-2 Daylight and Shading)
vii. At the Recommendation phase, the Board would like to see cross-section drawings at different locations depicting the grade changes and the relationship of the building to the alley and adjacent development. (CS2-D-1 Existing Development and Zoning, DC2-A-1 Site Characteristics and Uses)

2. Street Level Uses and Entries:

a. The Board strongly supported commercial uses along Morrow Lane and at the southwest corner. (DC1-A Arrangement of Interior Uses)
b. The Board discussed the proposed vehicular access via Palatine versus the alley indicating they would be favorable for a departure to locate access off Palatine as the Board was concerned with vehicular conflicts due to the dead end alley. (DC1-B-1 Access Location and Design)
c. The Board acknowledged the public's concerns regarding the location of the parking garage entry at the northern property line and discussed possible alternate locations further south along Palatine. However, the Board commented that the current location offered a rather successful sequence of uses from commercial to the residential lobby and then townhomes. (DC1-B-1 Access Location and Design)
d. The Board requested further analysis of Palatine Avenue and the surrounding context, including the driveway access across the street, to determine the arrangement of ground level uses which best creates an active street edge, reduces impacts of the driveway, creates entry hierarchy and supports wayfinding. (DC1-B-1 Access Location and Design, DC1-A Arrangement of Interior Uses)
e. The Board agreed services uses should be internal to the building and accessed from the alley, regardless of where the parking garage entry is located. (DC1-C-4 Service Uses)

3. Neighborhood Compatibility

a. As the massing is refined, the Board stated the importance of compatibility with the surrounding neighborhood. The development should respect the smaller storefront scale, datum lines, modulation and materials found in adjacent structures. (CS3-A-3 Established Neighborhoods, CS3-I Architectural Concept and Consistency, CS2-3-II Compatibility)

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 departure was requested:

1. **Parking Access Location (23.47A.032.A.1a):** The Code requires parking access be provided from the alley if the lot abuts an alley improved to the standards of subsection 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts. The subject property abuts an improved alley. The applicant proposes parking access from Palatine Avenue.

   The Board indicated favorability towards the departure request as the traffic and circulation analysis supported access from Palatine Avenue as the safest option. The Board requested further analysis and design of the Palatine Avenue access to determine the most appropriate location for garage access which minimizes impacts of the driveway and conflicts with pedestrians. (DC1-B-1 Access Location and Design)

RECOMMENDATION March 5, 2018

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Preference for vehicular access along Palatine rather than the alley.
- Concerned with pedestrian/vehicle conflicts at alley/87th as a result of vehicular access at the alley.

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 recommendations.

1. Façade composition

a. **Palatine Townhomes.** At recommendation the Board was supportive of the townhome expression along Palatine, however recommended several conditions to further reduce the presence of the upper white massing volume above the townhomes and strengthen the brick base (DC2-B-1. Façade Composition, CS2-D Height, Bulk, and Scale, *Greenwood/Phinney* CS2-VII-i. Reducing Visual Mass):

i. Replace the taupe edge detailing with brick
ii. Bring the brick up along both side of the 3rd story balcony
iii. Increase the size of the gasket to reduce the width of the white upper bays

b. **South massing volume** (commercial base and brick upper stories) Though the Board was supportive of the southern massing expression fronting Morrow Lane and wrapping to Palatine, they were concerned with the material composition and limited relationship between the commercial bays and window expression in the brick massing above. As such, the Board recommended the following conditions (DC2-B-1. Façade Composition):
    i. The Board discussed the material application of the commercial base commenting on the need to reduce the number of materials and ground the brick expression. The Board recommended a condition to change the CMU to brick, capping the eastern corner of the south facing base with brick and applying brick to the CMU treated corner of the commercial base along Palatine. The Board further clarified the concrete columns should remain.
    ii. In addition, the Board discussed the relationship of the commercial bays and window expression within the brick volume above, commenting that the brick windows should relate more to the commercial bays then the upper white massing volume. As such, the Board recommended a condition to strengthen the relationship of the fenestration expression between the commercial bays and brick windows.
c. **Tower expression.** The Board supported the grey tower expression which marked the residential entry. In order to further strengthen and distinguish this expression the Board recommended a condition to raise the parapet of the grey tower (PL3-A Entries).
d. **Alley façade.** The Board was concerned with the lack of opening along the alley and recommending a condition increase the openings along the alley with the goal of improving safety of the alley through increasing the sightlines from the parking garage to alley. (PL2-B Safety and Security)

2. **Vehicular Circulation and Palatine Garage Entry.** The Board discussed the proposed vehicular access from Palatine noting SDOT and SDCI's preference for providing vehicular access at the alley. The Board also considered public comment which favored access along Palatine. After considering the impacts to pedestrians, including both visual impacts and safety concerns, the Board was unanimously opposed to providing two-way access solely from Palatine. The Board provided the following conditions related to access (DC1-B-1. Access Location and Design, DC1-C-2. Visual Impacts):
    a. Revise vehicular circulation to a one-way circular path for vehicles as suggested by SDOT. As such, the Board recommended a condition to revise the vehicular circulation to create one-way circulation with access points at the alley and Palatine.
    b. The Board noted that the garage entry along Palatine would decrease in width as a result of the one-way circulation change. As such, the Board recommended a condition to revisit the composition of the CMU wall along the garage entry at Palatine to increase the presence of a green screen and narrow the width of the exit.
3. **Lighting.** The Board had some concerns regarding the lighting plan and recommended the following conditions (PL2-B-2. Lighting for Safety, DC4-C Lighting):

a. Increase the lighting near the dead end condition of the alley
b. Demonstrate the 2nd level courtyard lighting is designed to have a low impact to adjacent units

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures was based on the departures' 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. **Street-level development standards (SMC 23.47.008.D.2):** The Code requires the floor of a dwelling unit located along the street-level street-facing facade to be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk. The applicant proposes zero setback for the townhome units.

The Board recommended approval of the departure as the design created a successful stoop design with a combination of 1-foot stoop, recessed entry, and landscaping buffer. (PL3-B-2. Ground-level Residential, PL3-A-4. Ensemble of Elements)

2. **Parking Access Location (23.47A.032.A.1):** The Code requires parking access be provided from the alley if the lot abuts an alley improved to the standards of subsection 23.53.030.C, or if the Director determines that alley access is feasible and desirable to mitigate parking access impacts. The subject property abuts an improved alley. The applicant proposes parking access from Palatine Avenue.

The Board recommended conditional approval of the departure request to allow access from Palatine, with the condition that the circulation be revised to accommodate date one-way traffic with one access point at the alley and allowing one access point along palatine. The Board also recommended a condition related to this departure, to revisit the composition of the CMU wall along the garage entry at Palatine to increase the presence of a green screen and narrowing the width of the exit. (DC1-B-1 Access Location and Design)

3. **Street-level development standards (SMC 23.47.008.A.3):** The Code requires street-level street-facing facades to be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided. The applicant proposes to set back the garage entry 15 feet.

The Board recommended approval of the departure as the setback allowed for improved sightlines, greater landscape opportunities, and grander approach to the main residential entry. (PL3-A Entries, DC1-B-1. Access Location and Design, DC1-C-2. Visual Impacts)

DESIGN REVIEW GUIDELINES

The Citywide and Neighborhood guidelines recognized by the Board as Priority Guidelines are identified above. All guidelines remain applicable and 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.

Greenwood/Phinney Supplemental Guidance:

CL1-I Responding to Site Characteristics

CL1-I-i. Views: Numerous east-west streets offer excellent views of Green Lake, Puget Sound and the Olympic and Cascade Mountains from Greenwood Avenue North. Where possible, buildings should be located to take advantage of these views and to enhance views from the public right-of-way. Examples of methods to do this include setbacks from view corridors, landscape elements and street trees to frame views rather than block them, and pedestrian spaces with views of the water and mountains.

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.

Greenwood/Phinney Supplemental Guidance:

CS2-I Streetscape Compatibility

CS2-I-i. Reinforcement of Commercial and Residential Development Patterns:

a. Build commercial development up to the sidewalk where possible. Along North/Northwest 85th Street, new commercial buildings should be set back sufficiently to provide 12-foot minimum sidewalks (including street trees and other plantings). Commercial buildings may be setback off the street if pedestrian-oriented space is provided that is enhanced with humanizing components such as trees and other plants, site furnishings and high-quality, well detailed pavements between the sidewalk and the building.

b. Residential buildings (on Greenwood Avenue North and North/Northwest 85th Street) should be setback where possible five to 15 feet from the sidewalk to provide extensive landscaping in the front yard. When possible, first floor residential units facing Greenwood Avenue North or North/Northwest 85th Street should be located at least three feet above the sidewalk level to provide a sense of privacy and surveillance over the street.

CS2-I-ii. Treatment of Side Streets: Some treatment of side-streets off of Greenwood Avenue North and 85th Street is important to create an effective transition to residential neighborhoods. Some options to consider include:

a. setbacks with view-framing landscaping (see CS1)

b. arbors with hanging plants

c. small outdoor spaces with trees and landscaping.

CS2-II Height, Bulk and Scale Compatibility

CS2-II-i. Impact of New Buildings on the Street: Consider the setback of upper stories of nsaew mixed-use development on Greenwood Avenue North and North/Northwest 85th Street to reduce the dominance of new buildings on the street. Also, new commercial development should respect the small-scale historical pattern of storefronts on Greenwood Avenue North. Typically, the older storefronts are about 50 feet in width and feature brick, stone or other masonry units. Some also feature architectural details that provide interest and a human scale to the buildings.

CS2-II-ii. Zone Edges: Careful siting, building design and massing are important to achieve a sensitive transition between more intensive and less intensive zones. Consider design techniques including:

a. increasing the building setback from the zone edge at the ground level;

b. reducing the bulk of the building's upper floors nearest to the less intensive zone;

c. reducing the overall height of the structure; and

d. using extensive landscaping or decorative screening.

CS2-II-iii. Design departures: If alternative techniques are used to successfully achieve a sensitive transition between these zones, the following departures, as set forth at SMC 23.41.012, are suggested for consideration in the Design Review process, to offset the loss of any development opportunity within the Greenwood/Phinney neighborhood:

a. relax the minimum size limit for nonresidential uses—allow up to a 15 percent reduction in the required commercial area

b. relax the residential amenity or setback requirements.

c. allow for a building's ground floor to be built to the property line of the less intensive zone as long as the building wall is less than a single story, contains no windows and upper floors are stepped back appropriately.

CS2-II-iv. Surrounding Open Space: Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes and open spaces for how they function as the walls and floor of outdoor spaces or "rooms" for public use to determine how best to support those spaces through project siting and design.

CS2-III Architectural Context/Building Entrances

CS2-III-i. Entrances: Even when the principal off-street parking areas are located on the side of the building, a primary building entrance should be located at the corner. This concept is consistent with traditional neighborhood commercial designs and important in facilitating pedestrian activity at the street corners.

CS2-IV Mid-Block Connections

CS2-IV-i. Mid-Block Crossings: Where relevant, consider incorporating and enhancing the mid-block connection concept. Mid-block connections should be visually open and activated by pedestrian lighting, landscaping and human scaled, pedestrian-oriented architectural features and details. Inclusion of public art and neighborhood signage is encouraged. These connections should align with the mid-block crosswalk and may vary in width.

CS2-V Street Pattern

CS2-V-i. Continuity: New development should respond to the existing street pattern to create pedestrian and visual continuity.

CS2-VI Structure Orientation

CS2-VI-i. Orientation: Buildings should generally be built to the edge of sidewalks without setbacks so that ground floor uses are visible and accessible from the pedestrian circulation system. The impacts of new structures on solar exposure should be considered. Buildings located on corners should be oriented to the corner and include entries, windows, canopies or other special architectural treatment. Automobile access, circulation or parking should not be located at the intersections of public streets. Blank walls should be avoided where possible and mitigated with architectural treatment where they are unavoidable.

CS2-VII Mass and Scale

CS2-VII-i. Reducing Visual Mass: Consider reducing the impact or perceived mass and scale of large structures by modulating upper floors; varying roof forms and cornice lines; varying materials, colors and textures; and providing vertical articulation of building facades in proportions that are similar to surrounding plat patterns.

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.

Greenwood/Phinney Supplemental Guidance:

CS3-I Architectural Concept and Consistency

CS3-I-i. Architectural Styles: The Greenwood Avenue North/Phinney Avenue North and North/ Northwest 85th Street corridors are characterized by their utilitarian, non-flamboyant, traditional architectural styles (except for churches). Some important points to consider in making new development consistent and compatible with existing development include:

a. small-scale architectural details at the ground level, including color, texture/ patterns, materials, window treatment, sculptural elements, etc

b. landscaping is an important component of the overall character, particularly for residential development

c. personalization of individual businesses is a key feature of both corridors.

CS3-II Compatibility

CS3-II-i. Existing Pattern: Consider using the human-scale historical pattern of storefronts on Greenwood Avenue North as a guide in developing new structures abutting TownCenter streets. New development should respond to Greenwood's existing context by matching window and opening proportions, entryway patterns, scale and location of building cornices, proportion and degree of trim work and other decorative details, and employing a variety of appropriate finish materials.

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.

Greenwood/Phinney Supplemental Guidance:

PL1-I Pedestrian Open Spaces and Entrances

PL1-I-i. Pedestrian Open Spaces: Small, usable open spaces are an important design objective. Open spaces incorporating the following features are encouraged with new commercial and mixed-use development:

a. Good sun exposure during most of the year
b. Located in areas with significant pedestrian traffic
c. Storefront and/or residential windows face onto open space, at or above the ground level
d. There are a variety of places to sit
e. Pedestrians have something to look at, whether it is a view of the street, landscaping, a mural, etc.

PL1-II Open Space

PL1-II-i. Urban Plaza: Encourage a publicly accessible urban plaza, potentially incorporated into one of the north-south streets and any proposed midblock connection.

This adjoining street could be temporarily closed to traffic for special public gatherings. The plaza could include seasonal landscaping and year-round green, seating walls, benches or other street furniture, and public art.

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.

Greenwood/Phinney Supplemental Guidance:

PL2-I Pedestrian Open Spaces and Entrances

PL2-I-i. North/Northwest 85th Street Corridor and Greenwood Avenue North Corridor, North of North 87th Street: New development should enhance the pedestrian environment and encourage pedestrian activity along the North/Northwest 85th Street corridor and the Greenwood Avenue North corridor, north of North 87th Street. The following measures should be encouraged:

a. Building entries facing the street
b. Pedestrian-oriented facades
c. Weather protection
d. Below-grade parking, when possible

PL2-I-ii. Pedestrian Amenities: When possible, new development should integrate pedestrian amenities including but not limited to street trees, pedestrian lighting, benches, newspaper racks, public art and bike racks to maintain and strengthen pedestrian activity.

PL2-II Pedestrian Lighting

PL2-II-i. Safety and Comfort: Pedestrian street lights should conform to the existing Greenwood lighting design plan (Lumec Z-14 Green finish GN8TX). New buildings are encouraged to incorporate custom lighting fixtures along sidewalks and public pathways. Special care should be made to not over-illuminate.

PL2-III Street Elements

PL2-III-i. Public Art: Small signs— especially blade signs that hang over sidewalks—should be incorporated. Signage for way-finding, especially parking, is encouraged. Coordinate signage plans with the Greenwood/Phinney Neighborhood Plan.

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.

Greenwood/Phinney Supplemental Guidance:

DC1-I Blank Walls

DC1-I-i. Storefronts: Storefronts are encouraged to be located at the sidewalk edge, particularly in neighborhood commercial districts, and should be continuous, minimizing blank walls. Where unavoidable consider treating blank walls with one or more of the methods suggested in the Seattle Design Guidelines, including:

1. installing vertical trellis in front of the wall with climbing vines or plant material;
2. employing small setbacks;
3. employing different texture, colors, or materials;
4. providing art or murals.

DC1-II Parking and Vehicular Circulation

DC1-II-i. Parking adjacent to a public street: Consider mitigating the visual impacts with street trees, landscaping or other design features.

1. Curb cuts along North/Northwest 85th Street should be consolidated where feasible.
2. Entrances to parking could include special paving and other sidewalk treatments and amenities, such as additional landscaping, signage or art.
3. Access to off-street parking around Palatine Avenue North, First Avenue North and Third Avenue North should be consolidated where feasible.

4. Access at Second Avenue Northwest's alignment is also acceptable to reinforce the grid pattern.

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.

Greenwood/Phinney Supplemental Guidance:

DC2-I Architectural Context

DC2-I-i. Residential: Façade articulation and modulation in the Greenwood/Phinney Ridge Planning Area are most critical in multi-family residential buildings. Use of façade articulation and architectural elements is encouraged to make new construction compatible with the surrounding architectural context. Architectural features such as those listed below can add further interest to a building, and lend buildings a human scale:

1. Pitched roof
2. Covered front porch
3. Vertically proportioned windows
4. Window trim and eave boards

DC2-I-ii. Commercial and Mixed-Use: Façade modulation and articulation are less critical in commercial or mixed-use structures as long as appropriate levels of detail are present to break up the façade. Many of these structures are simple boxes that are well fenestrated and contain a number of details that add interest at the ground level and lend buildings a human scale. Modulation of commercial and mixed-use structures at the street level is discouraged unless the space or spaces created by the modulation are large enough to be usable by pedestrians.

DC2-II Human Scale

DC2-II-i. Building Composition: New multi-story developments should consider methods to coordinate a building's upper and lower stories. The parts should function as a composition—not necessarily requiring the top and bottom to be the same or similar.

DC2-III Mass and Scale

DC2-III-i. Perceived Mass: Consider reducing the impact or perceived mass and scale of large structures by modulating upper floors; varying roof forms and cornice lines; varying materials, colors and textures; and providing vertical articulation of building facades in proportions that are similar to surrounding plat patterns.

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.

Greenwood/Phinney Supplemental Guidance:

DC4-I Architectural Context

DC4-I-i. Signage: The design and placement of signs plays an important role in the visual character and identity of the community. Key aspects of this effort are to ensure that the signs are at an appropriate scale and fit in with the building's architecture and the local district. Small signs are encouraged in the building's architecture, along a sign band, on awnings or marquees, located in windows or hung perpendicular to the building façade. The following signs are generally discouraged:

1. Large illuminated box (back-lit "can") signs, unless they are treated or designed to be compatible with the character of surrounding development. Back-lit awnings should be limited to one horizontal-mounted lighting tube. Small neon signs are an alternative as long as they are unintrusive to adjacent residences.
2. Pole-mounted signs. Small monument signs are encouraged as part of low walls screening parking and abutting pedestrian-oriented space. Design should not present a visibility problem to a driver, pedestrian or bicyclist.

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 Monday, March 05, 2018, and the materials shown and verbally described by the applicant at the Monday, March 05, 2018 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. Reduce the presence of the upper white massing volume above the townhomes and strengthen the brick base: Replace the taupe edge detailing with brick, Bring the brick up along both side of the 3rd story balcony, increase the size of the gasket to reduce the width of the white upper bays (DC2-B-1. Façade Composition, CS2-D Height, Bulk, and Scale, *Greenwood/Phinney* CS2-VII-i. Reducing Visual Mass)

2. Change the CMU to brick, capping the eastern corner of the south facing base with brick and applying brick to the CMU treated corner of the commercial base along Palatine. (DC2-B-1. Façade Composition).
3. Strengthen the relationship of the fenestration expression between the commercial bays and brick windows (DC2-B-1. Façade Composition).
4. Raise the parapet of the grey tower (PL3-A Entries).
5. Increase the openings along the alley with the goal of improving safety of the alley through increasing the sightlines from the parking garage to alley. (PL2-B Safety and Security)
6. Revise the vehicular circulation to create one-way circulation with access points at the alley and Palatine (DC1-B-1. Access Location and Design, DC1-C-2. Visual Impacts).
7. Revisit the composition of the CMU wall along the garage entry at Palatine to increase the presence of a green screen and narrowing the width of the exit (DC1-C-2. Visual Impacts).
8. Increase the lighting near the dead end condition of the alley (PL2-B-2. Lighting for Safety).
9. Demonstrate the 2nd level courtyard lighting is designed to have a low impact to adjacent units (DC4-C Lighting).