



RECOMMENDATION OF THE NORTHWEST DESIGN REVIEW BOARD

Record Number: 3027225-LU

Address: 10002 Holman Road NW

Applicant: Jodi Patterson-O'Hare for Aegis Living

Date of Meeting: Monday, October 22, 2018

Board Members Present: Christopher Bell, Chair
Emily McNichols
Keith Walzak
Lauren Rock

Board Members Absent: Andy Campbell

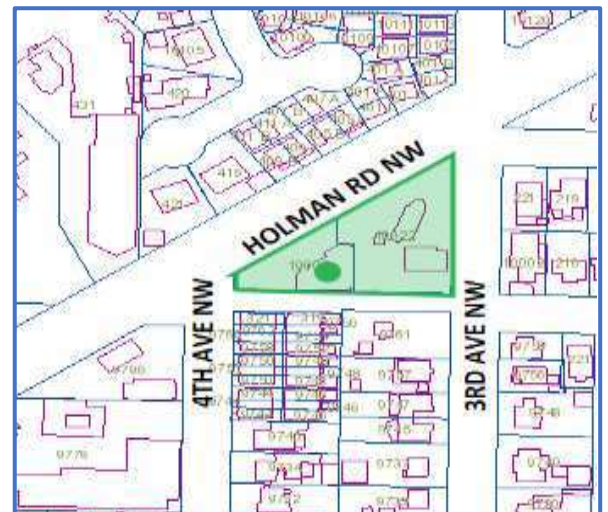
SDCI Staff Present: Holly Godard, senior planner

SITE & VICINITY

Site Zone: Commercial 1, with a 40-foot height limit. (C1-40)

Nearby Zones: (North) Lowrise 1
(South) Lowrise 1 and Single Family 5000
(East) Single Family 5000
(West) Lowrise 1

Lot Area: 32,480 square feet



Current Development:

Current development is several small-scale commercial businesses and associated surface parking.

Surrounding Development and Neighborhood Character:

The surrounding development is a mix of commercial one and two-story buildings and associated parking along Holman Road NW. A large grocery is one block away. The entrance to Carkeek park is one block to the west. The area is also characterized by lowrise residential apartment buildings with associated parking and open space. The single-family zone to the east is built up to single family density standards.

Access:

Vehicle and pedestrian access is available via Holman Road NW, NW 100th Street, or 3rd Avenue NW.

Environmentally Critical Areas:

There are no mapped environmentally critical areas (ECA) at the site.

PROJECT DESCRIPTION

The applicant proposes a five-story assisted living building with a 1,003 square foot commercial area. Underground parking for 47 vehicles is proposed. The existing buildings are proposed to be demolished.

The design packet includes information presented at the meeting, and is available online by entering the record 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 Public Resource Center
Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE December 4, 2017

PUBLIC COMMENT

No public comments were offered at this meeting.

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. Project relationship to the streets:** The northwestern plaza, NW 100th Street and small commercial area are good opportunities for positive street relationships.
 - a. The Board noted the important role of the relationships of building facades and sidewalk relationship to create a welcoming building in the neighborhood. The Board is not expecting many openings such as doors, patios and open passages, but where possible create opportunities for eyes on the street, light screening, good landscaping and where possible entry sequences that are visible and understandable for pedestrians as well as for those entering through the porte cochere via vehicles. The raised open space along Holman was acceptable to the Board, but they requested wall and landscape design to minimize the height of walls and to transition to the public realm. The other two facades have easier grades to work with and the Board asked that the façade to right of way relationships receive creative care and energy to blend the building into the neighborhood fabric. (CS1 and2, PL1 and 2C, PL3, DC1)

- 2. Project relationship entry sequence:**
 - a. The Board directed the applicant to provide a strong connection to Holman Road NW. The Board wants to see an entry to the building and to the commercial area that is recognizable from Holman and not only visible and accessible within the porte cochere. Pedestrian access from NW 100th should also be visible and separate from vehicles. (CS1 and2, PL1 and 2C, PL3, DC1)

- 3. Building materials:**
 - a. The Board directed the applicant to specify good quality durable materials including brick, stone, and other quality masonry. The Board was interested in seeing landscaping which filled the spaces at maturity with many native species to help ensure a healthy planting plan. (CS1 B, DC4 D)

PUBLIC COMMENT

The following public comments were offered at this meeting:

- The project appears to be well suited for the odd shaped site, busy Holman Road NW and its location near residential areas.
- The proposal is a large residential building and the architectural forms and materials carry the concept to a good resolution.
- 3rd Avenue NW is a popular bicycle route and so any design measures to make it a safer rout are encouraged.

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/>

1. Project relationship to the streets:

The Board deliberated on the project relationship to the three streets Holman Road NW, NW 100th Street, and 3rd Avenue NW.

On Holman Road NW the Board noted that the green wall treatment of the low wall at the north end of the Holman Street courtyard façade was a good treatment for the location and asked the applicant to specify an appropriate lighting if they were going to discontinue the lighting sconces at that end of the wall. They deliberated on the nature of the pedestrian entry to the porte cochere as part of the storefront opening rhythm along the facade. After discussion, the Board directed the applicant to redesign the pedestrian entry on Holman and redesign how the storefront rhythm meets the port cochere north and west facades, for a more identifiable entry and architecturally pleasing intersection of the forms. The Board decided to recommend a condition to work with the planner to update the lighting and redesign as noted above.

On 3rd Avenue NW the Board liked the façade composition and recommended conditions to retain several of the secondary architectural features. The Board approved the landscape design along the building base.

On NW 100th Street the Board focused on the loading dock entry and asked about the use and materials proposed for the large trash and loading dock door. The Board considered the applicant’s proposal and contemplated the departure request for a shorter loading dock. The Board approved the landscape design along the building base. (CS1 and2, PL1 and 2C, PL3, DC1)

2. Project relationships entry sequence:

The Board discussed several aspects of the Holman Road pedestrian entries. The Board directed the applicant to continue architectural design explorations to provide a strong pedestrian connection to Holman Road NW that is more recognizable. The Board approved the commercial entry on Holman Road NW. The Board pointed out that the west façade needs to have window systems similar to the rest of the building and shadow lines and dormer setbacks that are generous in scale. The Board recommended a project condition to work with the planner to re-examine the west façade to better match the window and venting architectural language of the rest of the building. The Board also recommended a condition to work with the planner to redesign the pedestrian entry for a more noticeable architecturally significant entry. (CS1 and 2, PL1 and 2C, PL3, DC1)

3. Building materials

The Board liked the building material selections and secondary architectural elements and complemented the design team on their choices. The Board recommended a condition to retain certain elements in the design package and to expand other elements. The Board recommended a condition to keep the landscape wall iron railing, the project masonry elements, the corbels at the bays, and PTAC screening. This applies to all locations where the elements are shown in the drawings.

The Board noticed that several of the “man doors” were different materials and colors across the project. They directed the applicant to specify door colors and materials to blend with the surrounding materials. The Board appreciated the herringbone brick patterns and the soldier courses above entryways. The Board recommended a condition to retain the secondary architectural elements project wide, update the man door materials, and to add the soldier course of brick above the trash/loading door to match other openings.

The Board discussed the form and materials of the mechanical screening and came to a consensus that the proposal blends with the project materials and is a superior form as a triangular tent-like screen rather than a box on top of the building roof. The Board recommended a condition to retain the screening as proposed and if departures are necessary the Board recommends approval. (CS1 B, DC4 D)

DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departures were 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 the following departures were requested:

1. **Loading Berth (SMC 23.54.035 C1):** The Code requires 14-foot height clearance. The applicant proposes 13-foot clearance at the loading dock location off of NW 100th.

The Board unanimously recommended approval of the departure citing good programmatic uses and locations and in response to the applicant's knowledge of their routine deliveries and loading dock uses. (DC1)

2. **Loading Berth (SMC 23.54.035 C1):** The Code requires 14-foot height clearance. The applicant proposes 10-foot 6 inches clearance at the vehicle turnaround and porte cochere.

The Board unanimously recommended approval of the departure citing good programmatic uses and locations and in response to the applicant's knowledge of their routine deliveries and loading dock uses. (DC1)

3. **Loading Berth Depth (SMC 23.54.035 C2c):** The Code requires 35-foot-long loading berth. The applicant proposes a 25-foot-long loading berth at the vehicle turnaround and porte cochere location.

The Board unanimously recommended approval of the departure citing good programmatic uses and locations and in response to the applicant's knowledge of their routine deliveries and loading dock uses. (DC1)

4. **Loading Berth Depth (SMC 23.54.035 C2c):** The Code requires 35-foot-long loading berth. The applicant proposes a 25-foot-long loading berth at the loading dock on 100th St. NW.

The Board unanimously recommended approval of the departure citing good programmatic uses and locations and in response to the applicant's knowledge of their routine deliveries and loading dock uses. (DC1)

5. **Façade transparency (SMC 23.47A.008 B2):** The Code requires blank segments of the street facing facade between 2 feet and 8 feet to not exceed 20 feet in width and to meet a minimum of 60% transparency measurement. The applicant proposes 21.9% transparency for a 38.1% departure on 100th Street NW.

The Board indicated that the façade is interesting, varied, and well landscaped. The Board recommended approval of the proposal citing the varied uses within the building and the sloping site. The Board unanimously recommended approval of the departure. (PL3, DC2, DC4)

6. **Façade transparency (SMC 23.47A.008 B2):** The Code requires 60% of the area between 2 and 8 feet to be transparent. The applicant proposes reduced transparent wall on 3rd Avenue NW Street NW, from 60% to 34.5% for a departure of 25.5 %.

The Board indicated support for the elements shown in the proposal which mitigate the reduced transparency including bay windows, interesting masonry, landscaping, interesting façades, etc. The Board unanimously recommended approval of the departure. (PL3, DC2, DC4)

7. **Façade transparency (SMC 23.47A.008 B2):** The Code requires 60% of the area between 2 and 8 feet to be transparent. The applicant proposes a reduced transparent wall on Holman Road, from 60% to 36.5% for a departure requires of 23.5%.

The Board unanimously recommended approval of the departure citing the challenges of the sloping site, the proposal programmatic needs, and activated commercial area and pedestrian entry. (PL3, DC2, DC4)

8. **Blank Façade (SMC 23.47A.008 A2):** The Code requires that blank segments of the street façade between 2 and 8 feet above the sidewalk may not exceed 20 feet in width. And not exceed 40% of the width of the façade on 3rd Ave NW. The applicant proposes 58.6% for a departure of 18.4%

The Board unanimously recommended approval of the departure. (DC1, PL3 B1 and B2, DC2, DC4)

9. **Commercial Depth (SMC 23.47A.008 B3):** The Code requires non-residential uses shall extend an average depth of at least 30 feet and a minimum of 15 feet from the street level street facing façade. The applicant proposes an area at the entry doors which is a triangular area attached to the main commercial area. The 14 linear feet depth at the entry ranges from approximately four to 32 feet.

The Board indicated that the departure request is minimal and helps the project better fit in the pedestrian realm at the entry location. The Board unanimously recommended approval. (PL2, PL3,)

10. **Structure Height and Mechanical Coverage (SMC 23.47A.012 C4):** Mechanical equipment may extend up to 15 feet above the height limit as long as the combined total coverage does not exceed 25% of the roof area including stair and elevator penthouses. The applicant received direction from the zoning planner that the proposed screening may not meet code and will need to receive departures where applicable. Thus, the applicant brought a new departure and packet descriptions for the Board. The amendment will be posted to the city website.

The applicant measures all area within the mechanical screening in submitted drawings and thus proposes a coverage of 55.3% and departure of 30.3%. Screening is proposed as a tent-like screen in similar materials to the roof.

The Board unanimously recommended approval of the increased coverage and the design of the mechanical equipment screen which is sloped and designed to match, as much as possible, the roof materials. The Board recommends approval of the departure and the design and noted that if there are other departures needed to realize the design then they are supportive and recommend approval to the director. (CS3A1,DC2A1)

DESIGN REVIEW GUIDELINES

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

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-A Energy Use

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

CS1-B Sunlight and Natural Ventilation

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

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

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

CS1-C Topography

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

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS1-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

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

CS1-E Water

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

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

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place.

Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

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

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

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

CS2-C-3. Full Block Sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

CS2-D Height, Bulk, and Scale

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

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

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

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

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

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

CS3-B Local History and Culture

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

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

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

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

PL1-C Outdoor Uses and Activities

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

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

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

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-A Accessibility

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

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

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

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

PL2-D Wayfinding

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

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

PL3-A Entries

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

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

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

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

PL3-B Residential Edges

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

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

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

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

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-A Entry Locations and Relationships

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

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

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

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

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

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

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

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

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

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

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

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

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

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

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

DC2-E Form and Function

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

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

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

DC3-A Building-Open Space Relationship

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

DC3-B Open Space Uses and Activities

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

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

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

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

DC3-C Design

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

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

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

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

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

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

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

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

DC4-E Project Assembly and Lifespan

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

RECOMMENDATIONS

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, October 22, 2018, and the materials shown and verbally described by the applicant at the Monday, October 22, 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. The Board decided to recommend a condition to work with the planner to update the lighting at the northeast end of the Holman Road wall. (DC4-C-1)

2. The Board recommended a project condition to work with the planner to re-examine the west façade to better match the window and venting architectural language of the rest of the building. (CS1 and2, PL1 and 2C, PL3, DC1)
3. The Board recommended a condition to specify man door materials to blend with surrounding materials. (CS1 B, DC4 D)
4. The Board recommended a condition to work with the planner to redesign the pedestrian entry for a more noticeable architecturally significant entry. CS1 and2, PL1 and 2C, PL3, DC1)
5. The Board recommended a condition to keep secondary architectural features including the landscape wall iron railing, the herringbone masonry, other project masonry elements, the corbels at the bays, and PTAC screening. This applies to all locations where the elements are shown in the drawings. (CS1 B, DC4 D)
6. The Board recommended a condition to add the soldier course of brick above the trash/loading door to match other openings. (CS1 B, DC4 D)
7. The Board recommended a condition to retain the rooftop mechanical screening as proposed and if departures are necessary the Board recommends approval. (DC2-E-1)