



## SECOND EARLY DESIGN GUIDANCE OF THE NORTHWEST DESIGN REVIEW BOARD

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Project Number:	3029876-EG
Address:	12301 Stone Avenue North
Applicant:	Jeremy Febus   KPFF Consulting Engineers
Date of Meeting:	Monday, June 04, 2018
Board Members Present:	Christopher Bell Andy Campbell Emily McNichols Lauren Rock Keith Walzak
Board Members Absent:	None
SDCI Staff Present:	Brandon Cummings, Land Use Planner

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### SITE & VICINITY

Site Zone:	Commercial 1-65'
Nearby Zones:	(North) C2-65 (South) C1-65 (East) C1-40 (West) C1-65
Lot Area:	4.12 acres



### Current Development:

The development site is comprised of one parcel, located at the southwest corner of Stone Avenue North and N. 125<sup>th</sup> Street. This site is currently vacant and is currently used as a towing yard.

**Surrounding Development and Neighborhood Character:**

The development site is located just east of Aurora Avenue and falls within the Broadview - Bitter Lake – Haller Lake neighborhood plan. There is a mobile home park directly adjacent to the development site and a mix of commercial uses primarily located along Aurora Avenue. There are more single-family homes east of the development site as you move closer to Haller Lake.

**Access:**

The location of the development site makes it easily accessible to vehicles traveling along Aurora Avenue and N. 125<sup>th</sup> Street, main thoroughfares connecting the Bitter Lake neighborhood to Broadview, Greenwood, and Phinney Ridge. There is no alley adjacent to this site. Several metro bus stops are located within a ¼ mile of the development site, mostly located along Aurora Avenue. The stops provide access to many areas of the city including South Lake Union, Downtown, and Green Lake. There is also a strong network of existing sidewalks along N. 125<sup>th</sup> Street and Aurora Avenue, connecting the development site to these metro bus stops.

**Environmentally Critical Areas:**

Steep Slope and Historical Landfill Environmentally Critical Areas are present on site.

**PROJECT DESCRIPTION**

Design Review Early Design Guidance application for 14, 3-story townhouse buildings (125 units total) with three live-work units. Parking for 161 vehicles proposed. Existing buildings to be demolished.

The design packet includes information presented at the meeting, and is available online by entering the project number at this website:

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

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

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

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

**FIRST EARLY DESIGN GUIDANCE March 19, 2018**

**PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Prefers the design and residential/commercial mix of Option 1 and states that a 100 percent townhouse development could set a precedent for lower density in the community.
- Supports incorporating open space in the design of the project but has concerns with security.
- Supports commercial space to be included in the development proposal and supports all commercial and live-work spaces front N 125<sup>th</sup> Street.

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

- The project is required to install sidewalks, planting strip with street trees, a curb, and vehicle turnaround on Stone Ave N, and street trees are required along N 125th St. Curb cuts along N 125th St must be closed, and the planting strip reinstalled.
- Stone Way N is designated as an Urban Village Neighborhood Access Street in the Right-of-Way Improvements Manual. Street improvements, including potential curbless street options along Stone Way N, will be reviewed through the Street Improvements Permitting process with SDOT.
- SDOT does not support vehicle access from N 125th St. This street has a bicycle lane that provides an important connection between Haller Lake and the multiuse trail on Linden Ave N. Providing vehicle access to 165 vehicles for 125 residential units will introduce potential conflicts between people walking, biking, and driving along the street.
- SDOT supports Options A2 and A3, shown on page 16 of the EDG packet, which provide vehicle access from Stone Ave N only and eliminate potential conflicts along the N 125th St frontage.

The following comments were submitted to SDCI in writing prior to the meeting:

- Concerned with the lack of commercial space shown in Option 3 and how that conflicts with the concept of Urban Village.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

## **PRIORITIES & BOARD RECOMMENDATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

**1. Massing and Layout Configuration:** The Board discussed the three massing alternatives, which differ in the amount of non-residential (commercial space and live-work units) on the development site. Option 1 has the largest non-residential program with a mixed-use structure, characterized by a different height and bulk when compared to the townhouses and live-work units, located at the corner of Stone Avenue North and N. 125<sup>th</sup> Street. In general, the Board was supportive of the massing of the townhouse structures as the residential scale was more appropriate to the surrounding neighborhood context but was concerned with the layout of the structures on the development site. **(CS2-D-1. Existing Development and Zoning)**

- a. The Board was concerned with lack of diversity in the massing geometry if a departure was granted to maximize residential uses along the street frontages of both Stone Avenue North and N. 125<sup>th</sup> Street. The Board recommended including non-residential structures that front N. 125<sup>th</sup> Street and located at the northwest corner of the development site. The Board also indicated future support for a departure request to create smaller scale commercial spaces. **(DC2-A-1. Site Characteristics and Uses)**
- b. The Board supported the grouping of the residential townhouse units into structures that were more appropriate in height, bulk, and scale when compared to the neighboring context. The Board also supported the staggering of these units in each of these structures to break up the façades. **(CS2-C-3. Full Block Sites, DC2-C-1. Visual Depth and Interest, DC2-D-1. Human Scale)**
- c. The Board was concerned with the layout and entries of the townhouse structures located along the southern portion of the development site. The Board recommended reconfiguring these units to improve the primary entry conditions for these units. The Board requested additional information illustrating this design is shown at the next meeting. **(PL2-D. Wayfinding, PL3-A-1. Design Objectives)**

**2. Pedestrian and Vehicular Access:**

- a. The Board supported the use of pedestrian pathways to allow for pedestrian traffic to permeate the development site from the public right of way and to break up the massing of the proposal. The Board recommended a prominent pedestrian pathway connecting to N. 125<sup>th</sup> Street be used to organize the layout of the site and separate use types. The Board also suggested commercial activity could be primarily located west of this pathway and have it serve as a gateway into the community. **(PL1-B-1. Pedestrian Infrastructure, PL1-B-3. Pedestrian Amenities)**
- b. The Board was concerned with the potential conflict between pedestrian activity and vehicles accessing the site. The Board recommended developing a design that minimizes the impact of the drive aisles throughout the site. The Board also recommended incorporating traffic calming elements such as raised crosswalks or

including woonerfs to promote pedestrian safety. **(DC1-B-1. Access Location and Design, DC1-C-3. Multiple Uses)**

### 3. Landscaping and Open Space:

- a. The Board supported the design of the landscaping as shown, highlighting the treatment of the Stone Avenue North Street frontage and central open space areas. The Board recommended exploring how the layout of the structures on site can be designed to maximize the size and usability of the open space areas on the development site. **(PL1-A-1. Enhancing Open Space, PL1-C-1. Selecting Activity Areas)**
- b. The Board was concerned with the relationship between the central residential units and proposed open space. The board recommended exploring a different orientation of these units that would create more appropriate primary entries. The Board also recommended the open space is programmed to minimize conflict with the nearby units. **(PL3-A-3. Individual Entries, DC3-B-1. Meeting User Needs)**

4. **Safety and Security:** Echoing public comment, the Board was concerned with the overall safety of the public open space areas on the development site. The Board suggested the applicant utilize fencing or a gate to secure some areas of the site while keeping the others open. **(PL2-B. Safety and Security)**

### DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures 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 departures. The Board's recommendation will be reserved until the final Board meeting.

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

1. **Street Level Uses (SMC 23.47A.005.C):** The Code requires residential uses may occupy, in the aggregate, no more than 20 percent of the street-level street-facing façade In all NC and C1 zones within the Bitter Lake Village Hub Urban Village, except lots abutting Linden Avenue North, north of North 135th Street. The Code also requires live-work units shall not occupy more than 20 percent of the street-level street-facing façade in the Lake City and Bitter Lake Village Hub Urban Villages (SMC 23.47A.004.G.3). The applicant is requesting 100 percent residential street frontage along Stone Avenue North and N. 125<sup>th</sup> Street.

Echoing public comment, the Board was concerned with the overall scope of this departure and did not support a complete reduction of non-residential uses on site. The Board supported this departure for the street frontage along Stone Avenue North, arguing that residential uses along this street frontage was more appropriate to the neighboring context and zone transition. The Board recommended moving forward in the design of the street

frontage along N. 125<sup>th</sup> Street to include either commercial or live work uses or a combination of both. **(CS2-D-1. Existing Development and Zoning, CS2-D-3. Zone Transitions)**

## SECOND EARLY DESIGN GUIDANCE June 4, 2018

### PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned with design aspects of the proposal concerning safety and fire truck access.

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

- SDOT does not support vehicle access from N 125th St. This street has a bicycle lane that provides an important connection between Haller Lake and the multiuse trail on Linden Ave N. Providing vehicle access to 165 vehicles for 125 residential units will introduce potential conflicts between people walking, biking, and driving along the street.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

### PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

- 1. Massing and Layout Configuration:** The Board supported the design evolution of the overall site configuration as well as the incorporation of different massing typologies to provide more variation throughout the proposal. The Board also supported the inclusion of an outdoor amenity area/plaza, creating a major pedestrian connection from the interior of the development site to N. 125<sup>th</sup> Street. There were concerns over activating this space and the Board gave guidance to develop a design that will promote outdoor activity, suggesting the applicant explore relocating the public amenity space from the corner of Stone Avenue North and N. 125<sup>th</sup> Street to that central node. **(CS2-D-1. Existing Development and Zoning, CS2-D-2. Existing Site Features)**

- a. The Board supported the diversity in the massing geometry as proposed and the inclusion of non-residential structures that front N. 125<sup>th</sup> Street at the northwest corner of the development site. **(DC2-A-1. Site Characteristics and Uses)**
- b. The Board supported the gradual reduction in height, bulk, and scale of the massing as a response to the neighboring context. The Board also supported the staggering of the units in each of these structures to break up the façades. **(CS2-C-3. Full Block Sites, DC2-C-1. Visual Depth and Interest, DC2-D-1. Human Scale)**
- c. The Board remained concerned with the layout and entry location of the townhouse structures located along the southern portion of the development site. The Board acknowledged the updated design is an improvement upon the previous, but recommended that the issue be resolved through a change in massing type/orientation or through a design that is complementary to the property being developed to the south. **(PL2-D. Wayfinding, PL3-A-1. Design Objectives)**
- d. Corner Expression at Stone Avenue North and N. 125<sup>th</sup> Street:
  - i. The Board supported the glazing and commercial expression of the amenity space at the corner of Stone Avenue North and N. 125<sup>th</sup> Street but discussed locating this space adjacent to the public plaza to promote activation and strengthen the commercial feel at that portion of the site. **(PL2-D. Wayfinding, PL3-A-1. Design Objectives)**
  - ii. The Board recommended designing a structure to adequately hold the corner and block views to the garages on site. The Board also discussed potentially locating access for service vehicles off Stone Avenue North near this corner massing, which could serve as secondary flexible amenity space when not in use. **(CS2-C-1. Corner Sites, DC1-B-1. Access Location and Design)**

## 2. Architectural Concept:

- a. The Board encouraged the applicant to pay close attention to detailing in the development of an overarching architectural concept that can be applied to the individual structures. Areas of potential concern included the treatment of the entries and garages, the delineation of non-residential spaces, and overall user experience of the site. **(CS2-A-2. Architectural Presence)**
- b. The Board was concerned with the impact of the grade changes on the façades of the structures, specifically the potential for creating blank wall conditions. The Board recommended the applicant identify these problem areas and utilize design treatments to minimize their impact on the pedestrian experience. **(DC2-B-2. Blank Walls)**

### 3. Pedestrian and Vehicular Access/Circulation:

- a. The Board supported the proposed design elements used to address the potential conflict between pedestrian activity and vehicles accessing the site. These elements included raised crosswalks and pavement differentiation to slow vehicles and promote pedestrian safety. **(DC1-B-1. Access Location and Design)**
- b. The Board was concerned with the visibility of the garage doors to the individual units and their impact on the pedestrian experience throughout the site. The Board recommended utilizing landscaping and architectural detailing to minimize the visual impact and create a more pleasant experience. **(DC1-C-2. Visual Impacts)**
- c. The Board was concerned with the visitor experience navigating the large site and the location of visitor parking spaces. The Board recommended locating visitor parking so that the spaces are convenient to pedestrian access points and incorporate various wayfinding elements (lighting, signage, etc.) to aid in navigating the site. **(DC1-B-1. Access Location and Design, PL2-D-1. Design as Wayfinding)**

### 4. Landscaping and Open Space:

- a. The Board supported the design of the landscaping and open space as shown, highlighting the development of the public plaza, central open space, and smaller amenity areas. The Board recommended exploring the proposed concept of “vista points” and improve views to and from these open space areas. **(PL1-A-1. Enhancing Open Space, PL1-C-1. Selecting Activity Areas)**
- b. The Board was concerned with the relationship between the residential units and proposed open space located at the southwest corner of the site. The Board directed the applicant to provide additional graphics illustrating the relationship between the units, open space, and the change in grade at that location. The Board suggested this space may be best suited for private amenity area. **(PL3-A-3. Individual Entries, DC3-B-1. Meeting User Needs)**

### 5. Safety and Security:

- a. The Board was concerned with the separation of public and private spaces especially near the live work units at the plaza and along the interior amenity areas. The Board recommended utilizing landscaping and changes in topography to clearly delineate these areas and provide a buffer from public to private. **(PL2-B. Safety and Security)**
- b. The Board supported the proposed elevation of the primary residential entries to strengthen the separation of public and private throughout the site. **(PL2-B. Safety and Security)**



## DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures 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 departures. The Board's recommendation will be reserved until the final Board meeting.

At the time of the **SECOND** Early Design Guidance, the following departure was requested:

1. **Street Level Uses (SMC 23.47A.005.C):** The Code requires that residential uses occupy, in the aggregate, no more than 20 percent of the street-level street-facing façade In all NC and C1 zones within the Bitter Lake Village Hub Urban Village, except lots abutting Linden Avenue North, north of North 135th Street. The Code also requires that live-work units shall not occupy more than 20 percent of the street-level street-facing façade in the Lake City and Bitter Lake Village Hub Urban Villages (SMC 23.47A.004.G.3). The applicant is requesting 100 percent residential street frontage along Stone Avenue North and 80 percent residential street frontage along N. 125<sup>th</sup> Street.

The Board remained in support for this departure for the street frontage along Stone Avenue North, noting that residential uses along this street frontage are more appropriate to the neighboring context and zone transition. The Board also indicated support for this departure for the street frontage along N. 125<sup>th</sup> Street due to the inclusion of live-work uses and a public plaza, which is a more appropriate design response to the neighboring context and zoning. **(CS2-D-1. Existing Development and Zoning, CS2-D-3. Zone Transitions)**

## 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 Façade Composition**

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

### **BOARD DIRECTION**

At the conclusion of the SECOND EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application.