



## EARLY DESIGN GUIDANCE OF THE SOUTHEAST DESIGN REVIEW BOARD

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Project Number: 3029887-EG

Address: 2710 Beacon Avenue South

Applicant: Mancong Lin, Bumgardner Architecture

Date of Meeting: Tuesday, May 01, 2018

Board Members Present: Charles Romero (Chair)  
David Bader  
Chris Colley  
Carey Dagliano Holmes  
Jhomar Small

Board Members Absent: None

SDCI Staff Present: Brandon Cummings, Land Use Planner

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### SITE & VICINITY

Site Zone: Neighborhood Commercial 2  
65' (Pedestrian Overlay)

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

Lot Area: 7,166 sq. ft.

### Current Development:

The development site is comprised of two parcels at the northwest intersection of Beacon Avenue South and S McClellan Street. The development site is currently vacant.



**Surrounding Development and Neighborhood Character:**

The development site is located in the North Beacon Hill neighborhood, adjacent to the Beacon Hill Light Rail Station and characterized by a mix multifamily developments and single-family homes in the immediate vicinity. The commercial activity in this area is primarily located along Beacon Avenue South, with residential uses (multifamily and single-family structures) located to the east. A similar multi-family project is being considered on an adjacent parcel across the alley.

**Access:**

The North Beacon Hill location of the development site makes it easily accessible to vehicles traveling along Beacon Avenue South, a main thoroughfare connecting the neighborhood to South Beacon Hill and nearby neighborhoods New Holly and Rainier Valley. There is an alley adjacent to this site. Several metro bus stops primarily located on Beacon Avenue South and 15<sup>th</sup> Avenue South are located within a ¼ mile of the development site and provide access to many areas of the city, including downtown. The Beacon Hill Light Rail station is also located adjacent to the development site and provides additional connections to the University District and SeaTac airport. There is an existing network of sidewalks throughout the neighborhood, connecting the development site to the numerous metro bus stations and the link light rail station.

**Environmentally Critical Areas:**

There are no Environmentally Critical Areas present on site.

**PROJECT DESCRIPTION**

Design Review Early Design Guidance for a 6-story, 40 unit apartment building with general retail.

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    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)

## **PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Supported opportunity for cultural arts space in the neighborhood.
- Supported incorporating a mural on the north facing blank wall.
- Supported activation of the alley.
- Supported retention of the existing street trees along Beacon Avenue South.

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

- Encouraged the project to consider widening the pedestrian clear zone up to 8', to provide more space for people walking to the station.
- Existing street trees on Beacon Ave S should be preserved and protected.
- Consider providing prominence to the Colina West residential entry way through design treatments to improve the entry legibility and make pedestrian movements more predictable.
- SDOT supported the plaza in Option 3 that responds to the existing station plaza layout. Spillover of outdoor seating will likely prevent the plaza from accommodating additional pedestrian flow. However, it will still provide good sightlines for pedestrians and enhance the pedestrian experience along Beacon Ave S by providing visual interest and opportunities for activation.
- SDOT encouraged overhead weather protection where possible along the Beacon Ave S frontage of the development. This would benefit pedestrians passing by along Beacon Ave S, as well as provide shelter to the alfresco dining area.
- Provide details (including zoomed in plans and cross sections) on the area to accommodate the art installation. Ensure good sightlines by limiting its height and/or bulk.
- Propose to Sound Transit to thin out the three groves of bamboo trees to improve sightlines, or replant with other low-lying ground cover. The community has indicated personal safety concerns around these bamboo trees that block visibility and create unsafe spaces around them. Low-lying ground cover will also increase the visibility of the businesses on the ground floor.
- Consider providing seating (or other street elements such as bike parking) between the street trees along Beacon Ave S, oriented so that the additional new street elements and those who are sitting don't impede the pedestrian flow on the sidewalk and away from the vehicular traffic.

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 Façade Composition:** The Board discussed the three massing alternatives, which are similar in height, bulk, and scale due to site constraints but differ in the massing and modulation of the upper levels. The preferred massing alternative (Option 3) also differs in the setback provided along Beacon Avenue South, creating ground level open space to complement the light rail plaza. The Board supported moving forward in the development of the preferred option based on this connection to the existing light rail station and on the massing treatment at the corner of Beacon Avenue South and S McClellan Street. **(CS2-B-1. Site Characteristics, CS2-D-1. Existing Development and Zoning, PL4-C. Planning Ahead For Transit)**
  - a. The Board was concerned with the potential façade treatment at the southern corner of the site due to its prominence to those traveling north. The Board recommended developing a façade that is both visually appealing and adequately holds the corner. The Board also recommended the design promote pedestrian activity along the alley by providing a high level of transparency on the ground floor, and look to the adjacent development for design cues. **(CS2-A-2. Architectural Presence, CS2-C-1. Corner Sites)**
  - b. The Board supported the upper level massing modulation and façade articulation which break down the massing and provide visual depth and interest to the façade facing Beacon Avenue South. The Board also supported the setback provided at the ground level, allowing for an outdoor plaza that connects to the light rail station. **(PL4-C. Planning Ahead For Transit, DC2-A-2. Reducing Perceived Mass, DC2-C-1. Visual Depth and Interest)**
  - c. Echoing public comment, the Board was concerned with the blank wall condition at the north end of the site. The Board recommended some form of wall treatment (green wall, art installation, mural, etc.) to minimize visual impact. **(DC2-B-2. Blank Walls)**
  - d. The Board recommended selecting a material palette that draws inspiration from local history and culture, and fits well into the neighboring context. The Board also recommended that the application of the materials be used to reinforce the

proposed shifts in the massing, especially along the alley. **(CS3-B. Local History and Culture, DC4-A-1. Exterior Finish Materials)**

## **2. Alley Activation and Pedestrian Safety:**

- a. Echoing public comment, the Board supported activation of the alley, establishing a connection to the proposed structure to the east of the development site. However, the Board expressed concern for the potential conflict between pedestrian and vehicular traffic, which is dependent on how the alley is programmed. The Board also noted that successful activation of the alley will depend on some form of restricted access or guiding of traffic away from the programmed areas. **(DC1-B-1. Access Location and Design)**
- b. The Board supported the use of catenary lighting to create a vibrant space along the alley and connect it to the proposed courtyard on the adjacent site. The Board recommended the lighting is installed in a manner that eliminates conflict with service vehicles using the alley for access. Contact the Seattle Department of Transportation to discuss potential options. **(PL2-B-2. Lighting for Safety)**
- c. With no parking proposed, the Board recommended locating the on-site bike parking so that it is easily identifiable and accessible. The Board also recommended this area be well integrated into the layout of the ground level uses and programmed elements in the alley. **(PL4-B. Planning Ahead for Bicyclists)**

**3. Primary Residential Entry:** The Board supported the proposed location of the primary residential entry which is adjacent to the Beacon Hill Light Rail Station but was concerned with the proposed entry conceptual design. The Board recommended developing an entry design that is more pronounced and easily identifiable. Provide some form of buffering to separate the residential entry from the pedestrian activity related to the retail entries and the light rail station. **(PL3-A-1. Design Objectives, PL3-B-1. Security and Privacy)**

## **4. Landscaping and Plaza Circulation**

- a. The Board was concerned with the proposed layout of the outdoor plaza in regards to the outdoor seating and landscaping. The Board recommended rearranging the outdoor seating and landscaping to minimize any pinch points that interfere with pedestrian traffic. **(PL1-B-2. Pedestrian Volumes)**
- b. The Board recommended the outdoor furniture and landscaping be used to separate the public sidewalk from the semi-public outdoor seating areas. **(PL3-C-3. Ancillary Activities, DC4-D-4. Place Making)**
- c. The Board recommended that careful attention is given to the selection of landscaping in the plaza. Choose landscaping that will stand up to the high traffic

near the light rail station. **(DC4-D-1. Choice of Plant Materials, DC4-D-3. Long Range Planning)**

### **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 Early Design Guidance, the following departure was requested:

1. **Overhead Weather Protection (SMC 23.47A.008.C.4):** The Code requires continuous overhead weather protection for at least 60 percent of the street frontage of a structure on a principal pedestrian street and the covered area shall have a minimum width of 6 feet. The applicant is requesting no weather protection where there is conflict with the existing street trees.

The Board was concerned with the elimination of the overhead weather protection along Beacon Avenue South which they envisioned could be used as a wayfinding element. Echoing comments from the Seattle Department of Transportation, the Board supported retaining the existing trees along Beacon Avenue South and indicated support for a departure for the minimum reduction in canopy depth needed for tree retention. The Board directed to the applicant to provide additional details illustrating the scope of this departure at the next meeting. **(PL2-D-1. Design as Wayfinding)**

### **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](#).

<b>CONTEXT &amp; SITE</b>
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**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.

**BOARD DIRECTION**

At the conclusion of the EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to Master Use Permit application, responding to the guidance provided in this report.