



## EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD

Record Number: 3032229-EG

Address: 444 NE Ravenna Blvd.

Applicant: Amber French, Johnston Architects

Date of Meeting: Monday, September 24, 2018

Board Members Present: Brian Bishop (Substitute Chair)  
Anita Jeerage  
Dan Rusler  
Katy Haima

Board Members Absent: James Marria

SDCI Staff Present: David Landry, AICP, Land Use Planner

### SITE & VICINITY

**Site Zone:** Neighborhood Commercial 2, Maximum Height Limit 40' (NC2-40)

**Nearby Zones:** North: NC2-40, LR-3  
 South: LR-3  
 East: LR-3  
 West: NC3P-40

**Project Area:** 18,000 Square Feet (sq. ft.)

**Overlay Districts:**  
 Green Lake Residential Urban Village  
 Frequent Transit Service Corridor  
 (No Parking Requirement)



The top of this image is north.  
 This map is for illustrative purposes only.  
 In the event of omissions, errors or differences, the  
 documents in SDCI's file will control.

**Current Development:**

The proposal site is a through, midblock lot, between NE 70th St. to the north and NE 68<sup>th</sup> St. to the south, fronting NE Ravenna Blvd. to west and Oswego Pl NE. The site is located within the Green Lake Neighborhood which is within the Green Lake Residential Urban Village. The site is currently occupied by a four story, reinforced concrete structure built in 1965 and currently used as an office building with one floor of parking partially below grade. The primary frontage is along NE Ravenna Blvd., with the secondary frontage and access to the below grading along Oswego Pl NE.

**Surrounding Development and Neighborhood Character:**

The proposal site is located in the Green Lake neighborhood along NE Ravenna Blvd., a major east-west thoroughfare which provides bus, automobile and bicycle access to University Village to the east with Green Lake to the northwest. The section between NE Ravenna between 25<sup>th</sup> Ave NE and East Green Lake Way N. is a very popular jogging, biking, and walking route connecting users with both Cowen Park and Ravenna Park, who use the green way along NE Ravenna Blvd.

The area located to the east of Oswego Pl NE between NE 70th St. and NE 68<sup>th</sup> St. is residential in nature with a number of multi-family residential structures of varying ages, two single-family residential properties currently going through redevelopment, and Seattle Fire Department's landmark one-story firehouse, station number 16. Other development in the immediate area includes a three-story wood framed, brick clad multi-family residential structure, built in the 1929; two-story multi-family 4-plexes, built in 1952; 3-story apartment buildings built over a single floor of commercial office space; a three story condominium complex built in 2001; a smaller two story apartment built in 1971; a larger 62 unit apartment and ground floor commercial space completed in 2015; and a 4-story, 59 unit mixed-use condominium structure built in 2007.

Another notable building in the area is John Marshall elementary school built in 1946 and a located on the south side of NE 68<sup>th</sup> St.

**Access:**

Access to the site as a through lot is currently from either NE Ravenna via one short ascending driveway to above grade parking, or via Oswego Pl NE to one descending driveway to the below grade parking.

**Environmentally Critical Areas:**

The City's GIS layer indicates that the site is partially located within a steep slope Environmentally Critical Area.

**PROJECT DESCRIPTION**

Design Review Early Design Guidance for 7-story, 114 unit apartment building with retail. Parking for 24 vehicles proposed. Existing buildings to be demolished. Proposal relies on a Contract Rezone.

The design packet includes information presented at the meeting, and is available online by entering the record number (3032229-EG) 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 Address:**                    **Public Resource Center**  
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:

- Requested that the design team provide renderings.
- Suggested that the top two stories of the building appear to be narrower than the rest of the building which is misleading.
- Concerned with the massiveness of a seven story structure in comparison to structures to the north and the opposite side of the street.
- Liked the overall design of the proposed building aesthetically.
- Stated the mass of the building is out of place with the neighborhood.
- Asked if the proposal includes contingencies for venting in the event that the restaurant or other uses were to rent out the commercial space.
- Asked if there would be access to retail parking from the front of the building.
- Stated that the existing building height is proportionate to the neighborhood.
- Stated that there is not enough parking and that parking needs to be made accessible in light of the amount of volume being proposed for this project.
- Suggested that the design proposal will be three stories taller than any other building in the area and it will therefore stick out on NE Ravenna Blvd.
- Stated that the building size is disproportionate with the trees and the value of the boulevard will be lost.
- Asked what will happen if the up-zone does not occur.
- Asked if the building could be set back away from the boulevard which could help lead people into Green Lake park and Ravenna Boulevard, and add more greenery.
- Preferred to see the building set back away from the street to allow more room for users when they walk, ride their bikes, or sit at the sidewalk café.

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 Options:** The Board supported further development of the preferred Option C.
  - a. The Board noted Option C was the most successful option in terms of the ground floor layout and detailing, streetscape along Ravenna, and the placement of service and amenity areas off of Oswego PI NE. **(CS2-A-2, CS2-D-5, DC2-D, DC4-D)**
  - b. The Board appreciated options that maximized the amount of frontage for living units along the street. They suggested that getting at least three units across the full frontage of the building creates a successful response to the residential context. The Board stated that Option B did not do this and therefore was less successful. **(CS2-A-2, CS2-D-5, DC2-D, DC4-D)**
  - c. The Board questioned if a central courtyard approach had been considered during the development of the design. While the Board strongly welcomed a central courtyard approach, they did not give specific direction for development of this approach.
  - d. The Board was disappointed in how Options A and B were presented as negative, or less than favorable design solution. Board members suggested that they would have preferred to hear that these options also had some positive design attributes.
  - e. While the Board wished that Option B was fleshed out to a greater extent, they gave their support to further development of Option C.
  
- 2. Height, Bulk and Scale:** The Board observed the challenges for designing the proposal to respond to the context of nearby height, bulk, and scale.
  - a. As one of the first buildings to be seen while traveling into the area, the proposed building will act as a gateway structure due to its proposed height, no matter what happens in the future to the surrounding properties. **(CS2-A-1, CS2-A-2, CS2-D-5)**
  - b. The Board also noted that the design of the 200 foot, through block structure will be challenging from a contextual standpoint as most other surrounding buildings are 100 feet in depth and are not through blocks. The Board suggested that if the site were wider a courtyard scheme might fit better into the surrounding context. **(CS2-A-1, CS2-A-2, CS2-D-5)**
  - c. The Board would be supportive of a departure request that would reduce setbacks designed to add more space along Ravenna, change the frontage along

Oswego, or add modulation on the sides. The Board clarified that this would be especially welcomed along the south side of the building which could result in more of an “I” shaped design scheme. **(CS2-A-1, CS2-A-2, CS2-D-5)**

- 3. Response to Context:** The proposed design should enhance the design of the existing NE Ravenna Blvd, and respond to the street frontage context of both street frontages.
- a. The Board noted that it would have been helpful if the applicant had provided a street wall or a streetscape study of the adjacent buildings.
  - b. The Board stated that the design should respond to nearby buildings to the north that have been designed with a strong base and upper levels stepping back. **(CS2-B-1, CS2-B-2)**
  - c. The Board suggested that there should have been comparative studies to determine how the proposed design of this taller building fits in with the surrounding context of lower height development. The Board would like to see studies showing this information, including options with upper level step backs. **(CS2-B-1, CS2-B-2)**
  - d. The Board was also concerned that the center area overhang of the building looms too much over the sidewalk area. **(CS2-B-1, CS2-B-2)**
  - e. The Board agreed with the overall approach for activating the street and the use of trees that encourages emphasizes pedestrian and bike use throughout the area. **(CS2-B-1, CS2-B-2)**
  - f. They stated that NE Ravenna Blvd should remain a lush and welcoming Boulevard into the future and asked for more details as to how the design might enhance this street frontage and context. **(CS2-B-1, CS2-B-2)**
  - g. The Board recognized that Oswego Street has a completely different feel and scale and that this should be reflected in the character of that street frontage. The Board did not give specific direction as to how this should be approached but applauded the development for placing amenity area along this street frontage. **(CS2-A-1, CS2-B-2)**
  - h. The Board requested the design team to provide additional details for modulating the south side of the building or other design elements to give the building a greater sense of place as one moves northward along Ravenna. **(CS2-A-1, CS2-B-2)**
  - i. The Board requested additional studies on the areas the scale, setbacks, and edge conditions and how the proposed design relates to the neighborhood context. **(PL2-C-2, CS2-D-1)**

**4. Street Edge and Side Yards:**

- a. The Board acknowledged that the design team had done a good job designing the streetscape and street facing façades. However, the Board suggested that the proportions of the side yards were very challenging in light of potential future development, especially to the southeast, that might impact the usable space in the side yards. **(CS2-B, CS2-D-2, CS2-D-5, PL2-C-2)**
- b. The Board acknowledged that the ground floor and streetscape of scheme C seemed to be the most successful, including the front setbacks at the street which will allow for more landscaping. **(CS2-B, CS2-D-2, CS2-D-5, PL2-C-2)**

- c. The Board requested additional development analysis and design detail of the project's side yards, including adjacent buildings (both existing and future possible development). **(CS2-B, CS2-D-2, CS2-D-5, PL2-C-2)**
- 5. Solid Waste Storage Location:** The Board supported the storage and staging of the trash at grade next to the driveway on Oswego Pl NE, as seen in Option C, rather than locating it at the basement level. **(DC1-C-4)**
- 6. Bus Stop:** The Board recommended that the design respond to the bus stop on NE Ravenna Blvd, especially in terms of weather protection and sidewalk furniture such as seating and bike racks.
- a. The Board supported the setback triangle area designed as small pocket area that could be used for outdoor seating. **(CS2-B-3, PL1-B-1, PL1-B-3)**
  - b. The Board requested additional development analysis and design detail for the bus stop, the setback triangle area, and other elements such as overhead weather protection and bike parking. **(CS2-B-3, PL1-B-1, PL1-B-3)**
- 7. Materiality:**
- a. The Board supported development of a design of simple forms and high quality materials but not over articulation of the street facing facades. **(CS2-A-2, CS3-A-2, DC4-A)**
  - b. The Board also suggested that the design team study other forms along the street for material and design cues. **(CS2-A-2, CS3-A-2, DC4-A)**
  - c. The Board was interested in seeing how materials will relate to the box forms floating over the concrete pillars. Members suggested that the materials from the box elements should be brought down, helping to ground the building and make the box forms appear less looming. **(CS2-A-2, CS3-A-2, DC4-A)**
  - d. The Board also suggested that the brick could work to set the depth and frame the storefront façade. **(CS2-A-2, CS3-A-2, DC4-A)**
  - e. The Board further suggested that the choice of materials could also be used to establish a four over two building form that might set a precedent for other development in the area. **(CS2-A-2, CS3-A-2, DC4-A)**
  - f. The Board agreed that materials that appear more traditional and grounded would be positive approach to the building's material finish. **(CS2-A-2, CS3-A-2, DC4-A)**
  - g. The Board requested that the design team study other building forms along the street for queues on materiality. **(CS2-A-1, CS2-A-2, DC2-D-2, DC4-D)**
  - h. The Board requested that a materials analysis and design detail study, and balcony studies be provided for the Recommendation meeting. The material studies and details should be provided for both street facing facades. **(DC4-A-1, DC2-C-2, DC2-D-2, DC4-D)**
- 8. Bike Parking:**
- a. The Board briefly discussed bike parking and gave guidance to locate bike parking to be easily accessed from either Ravenna Blvd NE or NE Oswego Place,

and to increase the number of bike parking spaces as much as possible. (PL4-B , DC4-D)

## DEVELOPMENT STANDARD DEPARTURES

At the time of the Early Design Guidance meeting, no departures were requested.

## 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.

***Greenlake Supplemental Guidance:***

**CS1-I Responding to Site Characteristics**

**CS1-I-i. Lakefront Orientation:** In areas adjacent to Green Lake Park the building should be sited to acknowledge and orient to the lake and park.

**CS1-I-ii. Views of Lake:** Numerous streets offer views of, and pedestrian access to, the lake. Consider siting the building to take advantage of these views and to enhance views from the public right-of-way. Methods to accomplish this include setting the building back from lake views, placing landscape elements and street trees to frame views rather than block them, and providing pedestrian spaces with views of the lake.

**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.

### ***Greenlake Supplemental Guidance:***

#### **CS2-I Responding to Site Characteristics**

**CS2-I-i. Curved and Discontinuous Streets:** The community's street pattern responds to the lake by breaking with the city's standard north-south and east-west grid pattern. This creates numerous discontinuous streets, street offsets, and curved streets, which are an aspect of the community character. New development can take advantage of such street patterns by providing special features that complement these unique spaces.

**CS2-I-ii. Entry Locations:** Within the Green Lake Planning Area, certain locations serve as entry points into neighborhood and commercial areas. Development of properties at these "Entry Locations" should include elements suggesting an entry or gateway. Examples include a clock tower, turret or other architectural features, kiosks, benches, signage, landscaping, public art or other features that contribute to the demarcation of the area. For Entry Locations, see Map 1 on page 5 of Green Lake Guidelines.

**CS2-I-iii. Heart Locations:** Development at Heart Locations should enhance their central character through appropriate site planning and architecture. In addition to promoting pedestrian activity, these sites have a high priority for improvements to the public realm. A building's primary entry and facade should face the intersection. Other amenities to consider are: special paving, landscaping, additional public open space provided by curb bulbs and entry plazas. For Heart Locations see Map 1 on page 5 of Green Lake Guidelines.

#### **CS2-II Height, Bulk and Scale Compatibility**

**CS2-II-i. Zone Edges:** In such cases where a property with more-intensive zoning is adjacent to a property that contains such split zoning, the following design techniques are encouraged to improve the transition to the split-zoned lot:

- a. Building setbacks similar to those specified in the Land Use Code for zone edges where a proposed development project within a more intensive zone abuts a lower intensive zone.
- b. Techniques specified in the Seattle Design Guidelines regarding height, bulk, and scale; and relationship to adjacent sites.

- c. Along a zone edge without an alley, consider additional methods that help reduce the potential ‘looming’ effect of a much larger structure in proximity to smaller, existing buildings.
- d. One possibility is allowing the proposed structure’s ground floor to be built to the property line and significantly stepping back the upper levels from the adjacent building (see sketch in the left column). The building wall at the property line should be designed in a manner sympathetic to the existing structure(s), particularly regarding privacy and aesthetic issues.

### **CS2-III Streetscape Compatibility**

**CS2-III-i. Aurora Avenue North:** A continuous street wall is less of a consideration on Aurora Avenue N, where numerous parking lots punctuate the streetscape. In this area, a more pleasant and consistent streetscape can be achieved by reinforcing the rhythm of alternating buildings and well landscaped vehicle access areas. Parking lots should be placed at the rear and to the sides of buildings, and the buildings should be located near the street. Parking lot landscaping and screening are particularly important in improving the appearance of the Aurora Avenue North corridor.

**CS2-III-ii. Multifamily Residential Areas:** Landscaping in the required front setbacks of new multifamily development is an important siting and design consideration to help reinforce desirable streetscape continuity.

## **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.

## **Greenlake Supplemental Guidance:**

### CS3-I Architectural Context

**CS3-I-i. Aurora Avenue North Corridor:** Recognize Aurora’s 1920-1950 commercial character while making the area friendlier to the pedestrian. Specific architectural cues include creative and playful signage, simple post-WW II and flamboyant architecture.

**CS3-I-ii. Residential Urban Village:** Build on the core’s classical architectural styles (e.g., community center, library, Marshall School, VFW building). Also, many of the existing buildings are simple “boxes,” with human scale details and features (i.e., building at the NE corner of E. Green Lake Dr. and NE 72nd Street). Brick and detailed stucco are appropriate materials.

**CS3-I-iii. Tangletown and 65th/Latona:** Build on both commercial areas’ human scale elements, particularly the traditional storefront details and proportions of early 1900s vernacular commercial buildings. A mix of traditional and contemporary forms and materials is appropriate provided there is attention to human scale detailing in elements such as doors, windows, signs, and lights.

**CS3-I-iv. Facade Articulation of Multi-family Residential Structures:** The façade articulation of new multifamily residential buildings (notably in Lowrise zones) should be compatible with the surrounding single-family architectural context. Architectural details similar to those found on single-family homes in Green Lake from the early 1900’s can add further interest to a building, and lend buildings a human scale. Consider the following features:

- a. Pitched roof
- b. Covered front porch
- c. Vertically proportioned windows
- d. Window trim and eave boards
- e. Elements typical of neighborhood house forms

## 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.

**Greenlake Supplemental Guidance:**

**PL1-I Residential Open Space**

**PL1-i. Required Open Space:** The amount of open space required by the Land Use Code may be reduced if the project substantially contributes to the objectives of the guideline by:

- a. Creating a substantial courtyard-style open space that is visually accessible to the public and that extends to the public realm.
- b. Setting back development to improve a view corridor.
- c. Setting upper stories of buildings back to provide solar access and/or to reduce impacts on neighboring single-family residences.
- d. Providing open space within the streetscape or other public rights-of-way contiguous with the site. Such public spaces should be large enough to include streetscape amenities that encourage gathering.

**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.

### ***Greenlake Supplemental Guidance:***

#### **PL2-I Pedestrian Open Spaces and Entrances**

**PL2-I-i. Make Aurora More Pedestrian Friendly:** Although Aurora Avenue North is likely to retain its automobile-oriented character, new development should make the entire Aurora corridor more friendly to pedestrians by encouraging:

- a. Street-fronting entries.
- b. Pedestrian-oriented facades and spaces.
- c. Overhead weather protection.

**PL2-I-ii. Streetscape Amenities:** New developments are encouraged to work through the Design Review process and with interested citizens to provide features that enhance the public realm. Code departures, as set forth at SMC 23.41.012, will be considered for projects that propose enhancements to the public realm. The project proponent should provide an acceptable plan for, but not limited to, features such as:

- a. Curb bulbs adjacent to active retail spaces
- b. Pedestrian-oriented street lighting

### **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.

### **Greenlake Supplemental Guidance:**

#### **PL3-I Entrances Visible from the Street**

**PL3-I-i. Entrance Orientation:** On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street. Secondary and service entries should be located off the alley, side street or parking lots.

**PL3-I-ii. Walkways Serving Entrances:** In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances. At least one building entrance, preferably the main one, should be prominently visible from the street. To increase security, it is desirable that other entries also be visible from the street; however, the configuration of existing buildings may preclude this.

**PL3-I-iii. Courtyard Entries:** When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street. Units facing the courtyard should have a porch, stoop, deck or seating area associated with the dwelling unit.

**PL3-I-iv. Fences:** In residential projects, front yard fences over 4 feet in height that reduce visual access and security should be avoided.

#### **PL3-II Human Activity**

**PL3-II-i. Recessed Entries:** On Mixed Use Corridors, where narrow sidewalks exist (less than 15' wide), consider recessing entries to provide small open spaces for sitting, street musicians, bus waiting, or other pedestrian activities. Recessed entries should promote pedestrian movement and avoid blind corners.

**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.

#### **Greenlake Supplemental Guidance:**

##### **DC1-I Parking and Vehicle Access**

**DC1-I-i. Driveway Width:** In Lowrise residential developments, single-lane driveways (approximately 12 feet in width) are preferred over wide or multiple driveways where feasible.

##### **DC1-II Design of Parking Lots Near Sidewalks**

**DC1-II-i. Views to Businesses:** Screening of surface parking lots should allow views of businesses.

**DC1-II-ii. Screen Type:** On Mixed Use Corridors, walls rather than shrub screens are generally preferred because walls require less space and landscaping can be difficult to maintain in congested areas. If walls are provided, they must be made of “permanent” materials such as masonry.

**DC2-II-iii. Surface Lots:** When adjacent to residential zones, surface parking lots adjacent to sidewalks should be screened with shrubs and double rows of street trees for a more sheltered, residential feel.

##### **DC2-III Visual Impacts of Parking Structures**

**DC2-III-i. Ground-Level Commercial Use:** The preferred solution for parking structures is to incorporate commercial uses at the ground level. Below-grade parking is the next best solution.

**DC2-III-ii. Access to Street Network:** There should be careful consideration of the surrounding street system when locating auto access. When the choice is between an arterial and a lower volume, residential street, access should be placed on the arterial.

**DC2-III-iii. Residential Area Consideration:** Structured parking façades facing the street and residential areas should be designed and treated to minimize impacts, including sound transmission from inside the parking structure.



**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 façades 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 façades, 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.

***Greenlake Supplemental Guidance:***

**DC2-I Architectural Elements and Materials**

**DC2-I-i. Modulate Façade Widths:** On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on Greenlake Way and 100 feet on other corridors, corresponding to traditional

platting and building construction. (Note: This should not be interpreted as a prescriptive requirement. Larger parcels may characterize some areas of the Greenlake Community, such as lower Roosevelt.)

**DC2-I-ii. Fine-Grained Architectural Character:** Buildings in Lowrise zones should provide a “fine-grained” architectural character. The fine grain may be established by using building modulation, articulation and/or details which may refer to the modulation, articulation and/or details of adjacent buildings. To better relate to any established architectural character encountered within the community, consider the following building features:

- a. Pitched roof;
- b. Covered front porch;
- c. Vertically proportioned windows;
- d. Window trim and eave boards;
- e. Elements typical of common house forms.

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

***Greenlake Supplemental Guidance:***

**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.

***Greenlake Supplemental Guidance:***

**DC3-I Pedestrian Open Spaces and Entrances**

**DC3-I-i. Plaza Location:** Plazas should be centrally located, on major avenues, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.

**DC3-I-ii. Plaza Proportioning:** Plazas should be sensitively proportioned and designed. For example: not more than 60 feet across and no more than 3 feet above or below the sidewalk.

**DC3-I-iii. Seating:** Plazas should have plenty of benches, steps, and ledges for seating. For example: at least one linear foot of seating per 30 square feet of plaza area should be provided; seating should have a minimum depth of 16 inches.

**DC3-I-iv. Plaza Frontage:** Locate the plaza in a sunny spot and encourage public art and other amenities. For example: at least 50% of the total frontage of building walls facing a plaza should be occupied by retail uses, street vendors, building entrances, or other pedestrian-oriented uses.

**DC3-I-v. Planting Beds:** Provide plenty of planting beds for ground cover or shrubs. For example: one tree should be provided for every 200 square feet and at a maximum spacing of 25 feet apart. Special precaution must be taken to prevent trees from blocking the sun.

**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.

***Greenlake Supplemental Guidance:***

**DC4-I Exterior Finish Materials**

**DC4-I-i. Desired Materials:** See full Guidelines for list of desired materials.

**DC4-I-ii. Relate to Campus/Art Deco Architecture:** Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.

**DC4-I-iii. Discouraged Materials:** See full Guidelines for list of discouraged materials.

**DC4-I-iv. Anodized Metal:** Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.

**DC4-I-v. Fencing:** Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.

**DC4-I-vi. Awnings:** Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.

**DC4-I-vii. Light Standards:** Light standards should be compatible with other site design and building elements.

**DC4-II Exterior Signs**

**DC4-II-i. Encouraged Sign Types:** The following sign types are encouraged, particularly along Mixed Use Corridors:

- a. Pedestrian-oriented shingle or blade signs extending from the building front just above pedestrians.
- b. Marquee signs and signs on pedestrian canopies.
- c. Neon signs.

- d. Carefully executed window signs, such as etched glass or hand painted signs.
- e. Small signs on awnings or canopies.

**DC4-II-ii. Discouraged Sign Types:** Post mounted signs are discouraged.

**DC4-II-iii. Sign Location:** The location and installation of signage should be integrated with the building's architecture.

**DC4-II-iv. Monument Signs:** Monument signs should be integrated into the development, such as on a screen wall.

## **BOARD DIRECTION**

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