Seattle Department of Construction & Inspections

DESIGN REVIEW

EARLY DESIGN GUIDANCE OF THE
NORTHEAST DESIGN REVIEW BOARD

Project Number:	3032285-EG
Address:	4907 25th Avenue NE
Applicant:	Jodi Patterson O'Hare, Permit Consultants NW
Date of Meeting:	Monday, July 08, 2019
Board Members Present:	Katy Haima (Substitute Chair) Dan Rusler Anita Jeerage (Substitute)
Board Members Absent:	James Marria (Chair) Brian Bishop (Recused)
SDCI Staff Present:	David Landry, AICP

SITE & VICINITY

Site Zone: Neighborhood Commercial 2-75 (M1) (NC2-75 (M1))

Nearby Zones:

(North)	NC2-55 (M)
(South)	NC2-75 (M1)
(East)	Commercial One (C1-75 (M)
(West)	Multi-family Low Rise 3 (M) LR3 (M)

Project Area: Approximately 59,311 sq. ft.

Overlay District: University District Urban Center

Environmentally Critical Areas (ECA):
Steep Slope
Liquefaction Prone Area

The top of this image is north.
This map is for illustrative purposes only.
In the event of omissions, errors or differences,

Current Development:
The proposal site is located on at the northwest corner of NE 49th St and 25th Avenue N. The site is bound by the Burke Gilman Trail and Seattle Public Utility property to the west, the recently approved Trailside Phase I project (3027312-LU) and the Greystar project (3027063-LU) to the south, an existing commercial development to the north and 25th Ave NE to the east.

The proposal site's zoning recently changed from NC2-40 (with a 40' height limit) to NC2-75 (M1) (75' height limit) through the City's MHA HALA process. The City published an EIS to up-zone specific areas within the City for the purpose of providing additional affordable housing.

Two buildings currently occupy the site: a single-story wood framed commercial office building built in 1953, currently used as a bank office and a two-story medical office building housing the Seattle Children's Autism Center

The site has 33 trees with none meeting the exceptional tree criteria. Seventeen (17) trees were identified on an adjacent site of which eight were located within Seattle Department of Transportation (SDOT) right-of-way (ROW) and nine on Seattle Department of Parks and Recreation (SDPR) managed property along the Burke-Gilman trail.

Surrounding Development and Neighborhood Character:
The proposal site sits within the Ravenna Urban Center Village, which includes single and multifamily residential housing to the west, multifamily residences and commercial uses to the north, the University Village destination shopping center to the far east, which includes retail and office uses, community services, restaurants. 25th Avenue NE, located on the east side of the site serves as a principal arterial street connecting the University of Washington, Montlake and Capitol Hill to the south, with the Ravenna neighborhood to the north. The subject lot and lots to the south are going through the entitlement process to obtain approvals to construct residential mixed-use commercial development. Located further to the south is corporation yard owned by the University of Washington used for parking and storage purposes. The subject lot is located at the bottom of large hill to the west containing approximately 70 feet of grade change.

Access:
Current access occurs from 25th Ave NE onto NE 49th Street and then north or north along 24th Avenue NE to NE 49th Street.

Environmentally Critical Areas:
Steep Slope Environmentally Critical Area has been identified along the southern property line.

PROJECT DESCRIPTION
Design Review Early Design Guidance for a 7-story, 200-unit apartment building with retail. Parking for 130 vehicles proposed. Existing building to be demolished.

The design packet includes information presented at the meeting, and is available online by entering the project number at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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

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

Email: PRC@seattle.gov

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PUBLIC COMMENT
No public comments were offered at this meeting

SDCI summarized design related comments received in writing prior to the meeting:

- Requested clarification about the design area. Asked if both 4907 and 4909 25th Ave NE would be redeveloped.

SDOT provided the following written comments for inclusion into the record:

- Surrounding development context – adjacent parcels are redeveloping and making changes to NE 49th St and 24th Ave NE. The packet includes these changes.

- Vehicle access location – SDOT desires to see vehicle access aligned with 24th Ave NE in the location of the existing curb cut. This location preserves existing street trees and reduces the likelihood of vehicle delays and queuing immediately west of the 25th Ave NE intersection. We have requested more information from the project team, including a traffic study, to better understand the operation of the proposed driveway.

- NE 49th St Frontage – The curb and street trees are planned to remain, limiting the width of sidewalk. We encourage the project team to provide sidewalks as wide as possible, given these constraints.

- Solid waste – While this detail is up to SPU, it does not appear that this development will be able to allow solid waste collection on-site and will be looking to stage compacted solid waste containers on, or adjacent to, the roadway. As the sidewalk will be adjacent to the curb and there will be No Parking on NE 49th St, it is not clear where this project will place solid waste dumpsters for service. This is a key item that we hope the development team will take into consideration now as they refine their design.

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.**
    a. The Board suggested that Options 1 and 3 are the most successful as they have a better physical relationship to the adjacent Trailside development while the 'doughnut shapes' of Option 2 seemed to be inappropriate for this site. **(CS2-A-1, CS2-A-2, CS2-D)**
    b. It was suggested that Option 1 does a better job shifting the massing to either side of the building while Option 3 seems stronger in the quality of the outdoor spaces it creates. **(CS2-D, CS2-1-c, CS2-2-c, PL1-A-1)**
    c. The Board ultimately supported option, Option 3 as it better relates to the proposed development along both sides of 24th Ave NE. In addition the Board voiced its concern with the northern edge condition of Option 3 and suggested that the option could accommodate a through block connection to the adjacent property which would result in an inner urban corridor or network of 24th Ave NE, opposed to a terminus at the end of 24th Ave NE. **(CS2-B-2, PL1-B-1)**

2. **North Building Edge:**
    a. The Board discussed the possibility of having an 'I' shape spine rather than an 'E' shaped spine that could provide massing relief along the northern building edge. The Board suggested that 'I' could be designed with a 60-foot-wide mass that could then step back 10-15 feet allowing for corner window conditions for a larger number of units which would ultimately results in a nicer rhythm of alternating ABABA facades elements. The Board suggested that this could be done by not sacrificing exposure of the south facing outdoor spaces, which are a higher design priority. **(CS2-A-2, PL2-B-1, PL2-D)**
    b. While the Board did not agree on the applicant's approach for providing relief along the northern building edge or if the building layout should be an 'I' shape configuration, the Board was united in their request to see more building modulation along the northern building edge. **(CS2-B, CS2-D-3, CS2-1-c)**

c. The Board also requested that the design team explore an internal connection through to the building that relates with any façade modulation along the north side resulting in a kind of back down that could speak to any future context or connections that could continue to the north. The Board wants to prevent any no lost opportunities for a connection between the two sites. **(CS2-A-2, CS2-B, CS2-1-c, CS2-2-b)**

3. East Building Edge and Retail Frontage (the lanterns):

a. The Board liked the placement of the commercial retail (albeit modest given its location in a highly developed shopping area) and the vertical lantern element depicted in Options 1 and 3. The Board liked how the corners reflected a similar corner lantern element as Trailside One, designed to define entry points and act as a wayfinding element. The design team will need to continue exploration of the lanterns' design language as a wayfinding element. The lanterns should avoid repetition but rather define similar elements that can weave through the proposed structure. **(CS2-1-c, DC4-D-4, PL2-D-1, PL3-2-c. PL3-2-d, DC4-2)**

b. For the Phase II design, the Board asked how the vertical lanterns will be stitched into the ground plane. It appears unclear whether the lantern meets the ground plane or culminates at a base element above the ground. The packet at the next meeting should clarify this relationship. **(DC4-1-a, DC4-1-c, DC4-2-a)**

c. The proposed lantern elements should possess an identity similar but distinct from the lanterns developed for the Phase I project. The proposed finish material may have its own color and material as long as they are deployed consistently throughout the development. **(PL2-D-1 DC4-1-a, DC4-1-c)**

d. In other words, the attributes of the lanterns and other building elements should be simple and constrained while weaving qualities from phase I through the design to provide a subtle relationship or kinship between the two projects. **(PL2-D-1, DC4-1-a, DC4-1-c)**

e. The Board appreciated how the scale and height of the northeastern corner of the building relates to the lower height of the adjacent North landing complex. The proposed development appears to become more pedestrian scaled at the base. The Board, however, requested additional details on how both commercial edges will be more human or pedestrian scaled at the base along the full length of the east facing facade. **(CS2-B-2, PL2-D-1, DC1-A-4, DC3-1-c, DC3-1-b, DC4-2-b)**

4. Parking Access and Pedestrian Realm

a. The Board appreciated the termination of the 24th Ave NE at the open space and therefore supported the location of the garage entry as being the best location possible in spite of SDOT's reservations. The prioritization of 24th Ave NE as a pedestrian oriented space received the Board's enthusiasm. The pedestrian space, however, needs to be articulated in a manner that does not make it feel like a funneled end point. Rather the spatial and defining elements of 24th Ave. should connect to the amenity courtyard that contains special vertical landscaping elements. At this point, the ambiguity of what constitutes building volume vs outdoor volume

confuses the observer as the outdoor deck is elevated and not directly connected to the street. Clarification of this relationship is an important to the Board. **(PL3-3, DC1-B-1, DC1-C-4, DC2-C-1, DC1-C-2, DC3-1-b,)**

b. The residential lobby/outdoor space needs to be designed to encourage users to want to be in the space as opposed to merely being an end point. The space should have a degree of porosity and transparency which allows people to come and go into the private space in safe manner. **(PL3-A-4, PL2-B-3, DC3-1-a)**

c. The Board had questions about the flow of bicycle traffic along 24th Ave NE and whether it might impede other uses along the roadway and arrival plaza. The Board ultimately agreed with the placement of the bicycle entry point and parking area and suggested that bicycle circulation could be controlled by landscaping elements. **(, (CS2-2-c, PL3-A-2, PL3-A-4, PL4-B-1)**

d. The Board asked for additional details on bike access. How will the entry plaza work and how will users will be directed through the transition area? **(CS2-2-c, PL3-A-2, PL4-B-1)**

5. **Courtyard and Open Space:**

a. The Board voiced its interest in seeing a refinement of the courtyard spaces and how they become an extension of the street. In particular, the raised terrace space and needs greater detail on how the spaces will be framed and activated. The degree of transparency associated with the design is key to their success. **(CS2-2-c, DC1-A-4, DC3-2-c)**

6. **Trash Staging**:

a. The location of the trash staging area is problematic as the Board requested that the trash be accessed from the garage entry opposed to direct access off NE 49th St. The Board urged the applicant to create a solid waste room or holding area that avoids staging trash and recycling outside. **(DC1-C-4)**

7. **West Facing Façade**:

a. The west facing façade and its relationship to the Burke Gilman Trail generated Board discussion. Balconies, operable windows, patios, where security would not be an issue, and additional transparency will activate the western building edge to create a meaningful dialogue with the Burke Gilman Trail. **(PL3-B-1, PL3-B-2, PL2-B-3)**

8. **Trees**:

a. The Board cited design guidelines which direct development to protect trees by siting buildings to protect and preserve them, especially in the right-of-way. The Board made special mention of the specimen trees that would allow activity to filter in and out of the arrival court and divide the area used for pedestrian and bikes traffic. Use of planters for trees could serve as way finding elements. **(CS2-1-c, DC4-D-4, PL3-2-c. PL3-2-d)**

9. **Dog Run:**

a. The Dog Run should have a degree of transparency in order to observe activity to the interior. **(PL2-B-3)**

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) were based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s).

At the time of the Recommendation meeting, the following departures were identified:

1. **Sight Triangle (SMC 23.54.030 G2):** The Code requires that for two-way driveways or easements 22 feet wide or more a sight triangle shall be provided for ten feet from the intersection of the intersection of the driveway with a sidewalk.

   The design team proposes a multi-sensory approach to warning pedestrians of vehicles exiting the driveway, commonly used in urban center / urban villages.

   The design team states that there is a room dedicated to commercial refuse and recycling located at the parking and garage entry. The room is critical to the functioning of the proposed retail spaces which allows the retail recycling to be concealed within a dedicated room. It is reported that the room has been designed for the necessary number and size of bins based on input from a trash consultant.

The Board verbalized initial support of the departure request but said they would like a better understanding of how impacts around the reduced width or 'pinched' sidewalk and reduced site triangle configuration will be resolved. The Board gave no explicit direction on what they would like to see during the next review stage. **(DC1-B Vehicular Access and Circulation, DC1-C-2. Visual Impacts, DC1-C3 Multiple Uses DC1-C2 Parking and Services Uses)**.

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-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.

University Supplemental Guidance:

CS2-1 Plan for Daylight & Trees

CS2-1-c. Incorporate new & existing trees. Site the buildings and design building massing to preserve and incorporate existing mature trees, especially on slopes; this is especially relevant in the Ravenna Springs character area (see Map A). Where removal is unavoidable, configure open space to accommodate large canopy trees that replace those removed.

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-C Relationship to the Block

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-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.

University Supplemental Guidance:

CS2-1 Character Areas & Corridor Character Areas

CS2-1-c. Ravenna Springs: Design projects to create and reinforce the quality of a cohesive neighborhood with massing that is broken into multiple buildings, individual unit entries, ground-related housing, highly permeable blocks with walkways and open spaces, and a high degree of landscaping and pedestrian amenities.

CS2-2 Neighborhood Context:

CS2-2-b Provide zone transitions: When a project site abuts a zone with a height limit that is two stories shorter than the project site, provide upper-level setbacks that create a sensitive transition to the less intensive zone.

CS2-2-c. Activate parks & open space: In development adjacent to open space and parks, activate the building edges by incorporating active uses, small public plazas or seating areas for ground-floor uses, as well as balconies or terraces at upper floors. Design adjacent projects to act as a deferential backdrop, with refined building facades that help

frame the open space, or incorporate artistic features that complement the function of the open space and create an "outdoor room."

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-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-B Safety and Security

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-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-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.

University Supplemental Guidance:

PL3-2 Ground Level Residential Design

PL3-2-a Articulate individual dwelling units and provide usable stoops or patios for street-facing residential units. Include architectural detailing that expresses a residential use, such as contrasting trim, hardware, awnings, mailboxes, address numbers, and appropriately scaled materials. Provide opportunities for personalization.

PL3-2-c. Provide adequate buffer space as a transition from the sidewalk to residential uses for visual connection and passive surveillance of the public realm. Raise units slightly above grade or provide an adequate setback. Use buffers of low walls, planters, and layered landscaping; avoid tall fences and patios below grade.

PL3-2-d. Where direct-unit entries are challenging due to a site's physical constraints, include a generous main entry with occupiable, shared space or forecourt to create a "front porch" for residents. Provide ample space for bicycles, seating, furniture, and planters.

PL3-3. Mixed Use Corridors & Commercial Frontages

Mixed-use corridors (as indicated on Map B) should be designed as welcoming and lively pedestrian-oriented streetscapes with a fine-grained detail and ground-level activity that engages the public realm.

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-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.

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

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

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.
DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.
DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).
DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.
DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

University Supplemental Guidance:

DC3-1-Open Space Organization & Site Layout

DC3-1-a Design outdoor amenity areas, open space, and pedestrian pathways to be a focal point and organizing element within the development, break up large sites, and foster permeability. Arrange buildings on site to consolidate open space areas into designed, usable shared spaces or places for large trees instead of "leftover" spaces or drive lanes.

DC3-1-b Extend pedestrian routes from entry courtyards or forecourts all the way through a project site to improve pedestrian walkability. c. Arrange residential development, especially townhouse and rowhouses, to orient units towards the street. Where units are oriented towards internal pathways or access drives, design these shared pathways that prioritize the pedestrian experience with paving, landscaping, lighting, stoops, and human-scaled design features.

DC3-1-c. Arrange residential development, especially townhouse and rowhouses, to orient units towards the street. Where units are oriented towards internal pathways or access drives, design these shared pathways that prioritize the pedestrian experience with paving, landscaping, lighting, stoops, and human-scaled design features.

DC3-2. Residential Open Space

DC3-2-a. **Provide a variety of types of outdoor private amenity space** instead of only locating private amenity space on rooftops. Include usable patios, terraces, and balconies; opt for usable projecting or recessed balconies instead of flush railings.

DC3-2-b. **Design shared play areas for children** with sightlines to units.

DC3-2-c. Design courtyards to incorporate layered planting and trees that provide privacy to units surrounding the courtyard as well as users.

DC3-3. Street-level Open Space

DC3-3-a. **Design open spaces at street-level to be welcoming**: Semi-public spaces such as forecourts should engage the street and act as a "front porch" for residents. Minimize the use of gates, or visual and physical barriers, especially those adjacent to the street. Any necessary fences or gates should be set far back from the street to create a semi-public transitional space.

DC3-3-b. **Open space design and location should support lively community interaction rather than passive space** within a development, as well as the larger University District community

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

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

University Supplemental Guidance:

DC4-1 Durable, High-Quality Exterior Materials

DC4-1-a Use materials that provide and evoke durability and permanence:
Avoid thin materials that do not age well in Seattle's climate, including those that deform or warp, weather quickly, or require paint as a finish. Use materials in locations that have a durability appropriate for an urban application, especially near grade.
DC4-1-b Brick or other masonry units are the preferred materials, especially for podiums and the first 30-50 feet from grade.
DC4-1-c Use materials with inherent texture and complexity: Limit the use of large panels or materials that require few joints, reveals, or minimal detailing. Use materials that provide purposeful transitions and reinforce the design concept and building proportions.
DC4-1-d Utilize emerging technology and innovative materials that inspire inventive forms, applications, and design concepts.
DC4-1-e Consider the life cycle impacts of materials, and choose those that are renewable, recyclable, reusable, responsibly sourced, and have minimal impacts to human and environmental health.

DC4-2 Hardscaping & Landscaping

DC4-2-a. Incorporate artistic, historical, and U District-unique elements into landscape materials to define spaces and contribute to placemaking, including mosaics, wayfinding elements, reused materials, and lighting.
DC4-2-b. Use hardscape materials that contribute a fine-grained texture through joint patterns, scoring, or inherent material qualities. Avoid areas with minimal texture, especially in areas with pedestrian traffic.
DC4-2-c. Use pavers and ground treatments to delineate uses, including building entries and seating areas within the public right of way.
DC4-2-d. Green Walls: Integrate purposeful green walls into the construction and design of the building and landscape to avoid appearing "tacked on" as an afterthought. To maximize plant survival and potential for success, provide permanent irrigation and choose locations with appropriate growth conditions.

BOARD DIRECTION

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