



FIRST EARLY DESIGN GUIDANCE OF THE NORTHWEST DESIGN REVIEW BOARD

Record Number: 3032621-EG
Address: 7001 15th Ave NW
Applicant: Diana Wellenbrink, Diagonal D Architectural and Structural Design
Date of Meeting: Monday, November 05, 2018
Board Members Present: Andy Campbell, Chair; John Morefield, Substitute; Keith Walzak
Board Members Absent: Chris Bell; Emily McNichols; Lauren Rock
SDCI Staff Present: Abby Weber

SITE & VICINITY

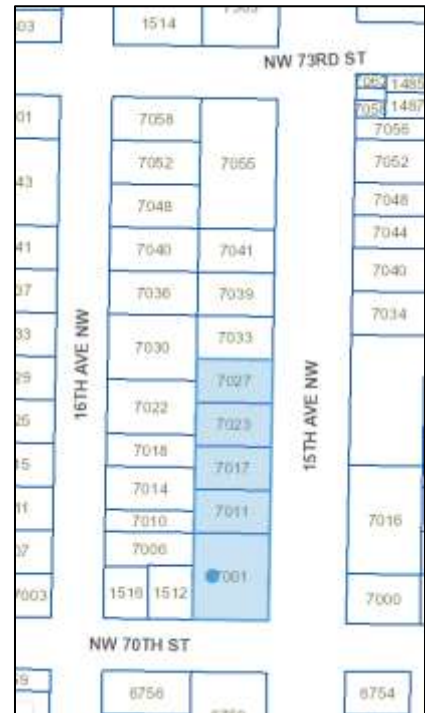
Site Zone: The existing zoning is Neighborhood Commercial 2P-40 (NC2P-40). The applicant proposes a contract rezone to rezone the property to NC2P-55.

Nearby Zones: (North) NC2P-40; (South) NC2P-40; (East) NC2P-40; (West) Single Family 5000 (SF 5000)

Lot Area: 26,651 SF

Current Development:

The rectangular site contains five existing parcels and slopes approximately 16-feet from the north to south property line. The two southernmost parcels are developed with single story commercial structures; uses include a coffeeshop, auto repair shop and dentist office. The existing structure located



on the corner parcel is setback from the east property line with surface parking along the street frontage. The three northernmost parcels are developed with single family structures that have been converted to commercial and office uses. There is an existing billboard located onsite.

**Surrounding Development and Neighborhood Character:**

The site is located at the northwest corner of the intersection of NW 70<sup>th</sup> St and 15<sup>th</sup> Ave NW, 2-blocks north of the Ballard Hub Urban Village and 4-blocks south of the Crown Hill Residential Urban Village. The site is located 4-blocks east of Salmon Bay Park and 1-block north of Ballard High School.

The area is in transition. Surrounding development includes a mix of uses and architectural forms. Commercial uses are concentrated at the intersection and along the 15<sup>th</sup> Ave NW corridor. Older commercial structures are primarily a single-story, either built to the property line or setback with surface parking along the street frontage. Existing single-story single family structures are located along 15<sup>th</sup> Ave NW, however, many of these structures have been converted to non-residential uses.

Several multi-family residential and mixed-use buildings are also located along 15<sup>th</sup> Ave NE, including a recently constructed 5-story structure of contemporary design containing 89-units above commercial – located across the street from the proposed development. Surrounding development transitions to single family residential to the west of the site, and lowrise and single family residential to the east of the 15<sup>th</sup> Ave NE commercial corridor.

The project is served by public transit along 15<sup>th</sup> Ave NW, including the RapidRide D line which provides frequent service to downtown. A neighborhood greenway is planned along NW 70<sup>th</sup> St, which would include traffic calming and other measures to prioritize the safety and comfort of people walking and biking.

**Access:**

Existing vehicular access occurs from NW 70<sup>th</sup> St and 15<sup>th</sup> Ave NE. Access is proposed to occur from NW 70<sup>th</sup> St. There is no alley adjacent to the site.

**Environmentally Critical Areas:**

There are no known ECAs onsite.

**PROJECT DESCRIPTION**

Design Review Early Design Guidance for a 6-story apartment building with 12 live-work units, 68 small efficiency dwelling units, 83 apartment units with retail sales and services. Parking for 62 vehicles proposed. Existing buildings are proposed to be demolished. The project includes a proposed Contract Rezone from NC2P-40 to NC2P-55.

The design packet includes information presented at the meeting, and is available online by entering the record number (#3032621-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 Public Resource Center**  
**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

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

## FIRST EARLY DESIGN GUIDANCE November 5, 2018

### PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned the design is too bulky. Per CS2-B-2, the mass should be broken into 3-4 points to respond to the 15-foot grade change along the 300-foot street frontage and keep full height floor levels at the ground level. All massing options should work to break up the western façade better.
- Did not support the proposed contract rezone from 40 to 55-feet as the developer has not met the criteria for deviation from the standard.
- Concerned about the treatment of the transition to the single family zone, upper level massing setbacks and impacts to privacy per CS2-D-3, CS2-D-4, CS2-D-5, DC2-A-1, DC2-A-2, DC2-B-1 and DC2-B-2, and shadow impacts per CS1-B-2. The mass should be broken up in to 2-3 buildings with gaps, setbacks and variation in design per DC2-A and DC2-B.
- Concerned about the impacts to the privacy of residents in the adjacent single family residences and their rear yards. Did not support balconies on the west façade. The project should consider sight lines.
- Concerned about the exposed garage. Would like to see lid on top of garage and permanent evergreen landscaping in that location. Referenced DC1-C-1 and DC1-C-2.
- Stated the project should be designed with the intent to meet the aesthetic of the neighborhood. The project should start with an accurate assessment of the neighborhood design characteristics per CS2-A, CS2-B, CS3-A and CS3-B.
- Concerned about paint color fading. Stated the building should be constructed of durable permanent color materials, bricks or permanent color cladding.
- Would like to see a consistent use of materials. Noted that many existing projects along 15<sup>th</sup> have too much material variation.
- Would like to see muted natural colors consistent with the character of the existing neighborhood.
- Concerned about the loss of Grumpy D's, a valuable community space. The future commercial space should be similarly designed. Referenced PL3-A.
- Per DC1-A-2, the corner commercial space should be at least the Code-required height. Noted there is the potential for an outdoor patio seating area with southern exposure at the southeast corner.

- Did not support the proposed vehicular entry on 70<sup>th</sup> as there is heavy pedestrian and bike traffic, it's a designated Safe Routes to School walking route, local parks contribute to heavy pedestrian traffic, and there's an existing heavily trafficked curb-cut on the opposite side to the south which contributes heavy traffic on 70<sup>th</sup>. Referenced DC1-B-1.
- Would like to see the vehicular entry occur on 70<sup>th</sup> at the northern edge of the development site.
- Concerned about traffic and parking impacts, the increased impacts will exacerbate an existing problem. Concerned about overflow commercial parking impacts on adjacent neighborhood streets.
- Concerned about the added density and proposed height.
- Did not support a 5-story structure located at the corner. The design should pull back from the corner, like the Lillehammar development across the street.
- Did not support the proposed exterior stair due to safety and security concerns.
- Concerned about blocked access to light and shadow impacts. Would like to see greater upper level setbacks.

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

- Stated that the proposal does not discuss how the departures result in a development that better meets the intent of the design guidelines, only why the departures are better for the project.
- Concerned that privacy and safety issues are not addressed. Windows and balconies should be located to minimize privacy impacts. Consider sight obscuring glass and reducing the size of windows. Noted that the proposed fencing and planters along the west property line are insufficient to address privacy concerns.
- Concerned about loss of sunlight and visibility of the sky to the east; neighboring homes to the west will be overshadowed.
- Noted that the proposed building will be taller than any other in the area.
- Several comments requested a better transition to the single family residences on the back side of the block to preserve daylight and privacy. Suggested setbacks at each floor of the development and breaking up the mass to include inner courtyards; referenced Design Guidelines CS2-D-3, Zone Transition, and CS1-B-2, Daylight and Shading.
- Suggested a setback from the street and vegetation to make it friendlier and walkable. Cited Vancouver BC's downtown core as an example.
- Several comments encouraged preserving Grumpy D's and providing spaces for small businesses.
- Several comments encouraged a community space for music, art and community gatherings.
- Noted that NW 70<sup>th</sup> St is heavily trafficked by pedestrian and bicyclists; would like to see a pedestrian and bike friendly design along this frontage. Recommended shifting vehicular access to 15<sup>th</sup> Ave NW to promote pedestrian and bicycle safety along NW 70<sup>th</sup> St.
- Noted that trees, shrubbery, and foliage are essential for a desirable neighborhood.
- Several comments noted the proposal mischaracterizes the neighborhood character as old, deteriorated, and abandoned when it is truly vibrant, cohesive, and includes many well maintained and characteristic craftsman homes. Requested the design aesthetic to

draw from the existing buildings in the neighborhoods to the east and west of the project; referenced Design Guidelines CS2-A, CS2-B, CS3-A and CS3-B.

- Stated that the design appears to be too dark and blocky, more Cold War than Scandinavian.
- Several comments suggested locating the driveway on 15<sup>th</sup> Ave NW to avoid the prominent pedestrian and bicycle routes on NW 70<sup>th</sup> St. Noted that NW 70<sup>th</sup> St is a heavily trafficked route for kids walking to school.
- Several comments opposed locating balconies and a wall of windows on the west side of the building overlooking neighboring properties; referenced Design Guideline CS2-D. Would like to see the balcony depths reduced or eliminated.
- Several comments opposed to the additional height and the proposed upzone. The proposal is out of scale with the adjacent single family sites.
- Suggested the first floor should be mixed use commercial residential with at least the minimum heights.
- Would like to see overhead powerlines under-grounded.
- Would like to see an additional underground parking level incorporated.

SDOT Staff provided the following comments in advance of the meeting:

- Stated that vehicular access should be provided from NW 70<sup>th</sup> St due to the pedestrian designation and concern for vehicle and transit operations along 15<sup>th</sup> Ave NW.
- Noted that a neighborhood greenway, which would include traffic calming and other measures to prioritize the safety and comfort of people walking and biking, is planned along NW 70<sup>th</sup> St. Recommended the project consider external signage that identifies the vehicle exit point to people biking along the future greenway.
- Supported trash collection along NW 70<sup>th</sup> St. Trash must be stored within the building and staged in the ROW only at the time of collection.
- Stated that the project should meet SDOT's standards for frontage improvements, 6-foot sidewalk, 5.5-foot planting strip and 6-inch curb on both frontages. The planting strip should be installed adjacent to the curb. Encouraged wider 8-foot sidewalks along 15<sup>th</sup> Ave NW. These basic pedestrian amenities are vital due to the principal pedestrian street designation.

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. Concerns with building height calculations are addressed under the City's zoning code 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 record 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 & Zone Transition**

- a. The Board unanimously recommended the project return for a second EDG meeting. The Board was disappointed that the massing options appear to be primarily developed in response to zoning and powerline constraints, rather than the shape of the site, zone transition and grade change. The Board ultimately recommended further development of a hybrid massing option, a combination of Option 1 and Option 3, that thoroughly responds to the following guidance. (CS2-D, DC2-A, CS1-C)
- b. The Board was not opposed to the upper-level terraced setback as a sensitive solution to the single-family zone transition, but would also like to see vertical recesses to break up the perceived length of the mass – similar to the examples provided in the EDG packet. Ultimately, the hybrid massing option should include the vertical recesses of Option 1 as the primary massing move and the upper-level horizontal setbacks of Option 3 as the secondary massing move. The Board specifically prioritized Design Guideline CS2-D, Height, Bulk and Scale, and DC2-A, Massing. (CS2-D, DC2-A)
- c. The Board prioritized Design Guideline CS2-C-1, Corner Sites, and noted massing concept and expression should wrap the southeast corner. The Board was concerned that the south façade along NW 70<sup>th</sup> St reads as the end of the building rather than a corner. (CS2-C-1)
- d. The Board specifically prioritized Design Guidelines CS1-C-1, Land Form, and CS1-C-2, Elevation Changes, and directed further development of a mass that steps with grade along 15<sup>th</sup> Ave NW. (CS1-C-1, CS1-C-2)
- e. In response to public comment, the Board directed further study of the single family zone transition and relationship to the existing single family structures. The Board encouraged the incorporation of vegetative and material screening. At the second EDG meeting, the Board would like to see dimensioned sectional studies through the proposed development, screening features and adjacent single family sites. (CS2-D)
- f. In agreement with public comment, the Board did not support the numerous balconies proposed along the west façade due to the sensitive zone edge transition and impacts to the privacy of residents on adjacent sites. The Board also recommended pulling back rooftop landscaping from the edge of the structure to further reduce impacts on the adjacent single family sites. There should be fewer places for residents to peer down into neighboring yards. (CS2-D-5)
- g. In agreement with public comment, the Board was concerned with shadow impacts on the adjacent single family sites. The Board specifically prioritized Design Guideline CS1-B-2, Daylight and Shading, and stated the west façade should be modulated to break up the mass and increase access to daylight on adjacent sites. Provide an updated shadow study at the second EDG meeting. (CS1-B-2, DC2-C-3)
- h. The Board directed further refinement of the roofline in a manner that breaks up the perceived length of the mass. (CS2-D-3, CS2-D-4, DC2-A, DC2-B-1)

- i. The Board specifically prioritized Design Guidelines DC2-B, Architectural and Façade Composition; DC2-C, Secondary Architectural Features; DC2-D, Scale and Texture; and DC2-E, Form and Function. The Board supported the design direction depicted in the rendering on page 51 of the first EDG packet, this level of detail is acceptable for the second meeting, including fenestration patterns, openings, and texture. (DC2-B, DC2-C, DC2-D, DC2-E)

## **2. Community Context**

- a. In response to public comment, the Board prioritized Design Guidelines CS3-A, Emphasizing Positive Neighborhood Attributes, and CS3-B, Local History and Culture, and strongly encouraged the applicant team to continue public outreach efforts as the design develops. (CS3-A, CS3-B)

## **3. Pedestrian Experience & Street-Level**

- a. The Board was concerned that the extreme horizontality of the mass has the effect of pushing down the ground level and necessitates the requested departure from floor-to-floor height requirements. The Board stated that the ground-level should appear to lift or open up, and was not inclined to support the departure. (CS2-B-2, PL3-C)
- b. The Board heard public comment about breaking down the long elevation and did not support the 300-foot unarticulated edge at the ground-level along 15<sup>th</sup> Ave NW. The Board directed further consideration of the pedestrian experience. The Board requested more detailed drawings depicting additional pedestrian-level and streetscape detail at the second EDG meeting, including ground-level sections and enlarged elevations. (PL1-B, PL2)
- c. In response to public comment, the Board stated the design should provide a strong community presence at the corner. (CS2-B-2, PL3)
- d. The Board specifically prioritized Design Guidelines CS2-B, Adjacent Sites, Streets, and Open Spaces; PL2-B, Safety and Security; PL3-A, Entries; PL3-B-Residential Edges; PL3-C, Retail Edges; and DC1-A, Arrangement of Interior Uses. (PL2-B, PL3-A, PL3-B, PL3-C, DC1-A)

## **4. Access & Service Uses**

- a. In response to public comment, the Board encouraged the applicant to engage SDOT regarding the reconsideration of their recommendation for vehicular access. If their recommendation changes, the Board requested vehicular access alternatives be presented at the second EDG meeting. Each alternative should include more information on pedestrian impacts and sightlines. (DC1-B)
- b. In response to public comment, the Board specifically prioritized Design Guidelines DC1-B, Vehicular Access and Circulation, and DC1-C, Parking and Service Uses, and stated vehicular access should be designed to minimize impacts on the pedestrian experience. The project should incorporate landscaping and site design cues that promote pedestrian safety, particularly as it relates to the garage entry. (DC1-B, DC1-C)

- c. The Board encouraged designing and programming the trash room for once-weekly service to minimize the amount of truck traffic on NW 70<sup>th</sup> St and reduce impacts on the pedestrian experience. (DC1-C-4)
- d. The Board specifically prioritized Design Guideline PL4-B, Planning Ahead for Bicyclists, and directed further development of convenient, secure and accessible bike storage. (PL4-B)

## **DEVELOPMENT STANDARD DEPARTURES**

The Board's recommendation on the requested departures will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departures. The Board's recommendation will be reserved until the final Board meeting.

At the time of the first Early Design Guidance meeting, the following departures were requested:

1. **Non-Residential Street-Level Requirements – Floor-to-Floor Height (SMC 23.47A.008.B.4):** The Code requires non-residential uses at street level to have a floor-to-floor height of at least 13-feet. In massing Option 1 and Option 3, the applicant proposes to reduce the floor-to-floor height to between 11.5-feet and 12-feet for three of the live-work units.

The Board was not inclined to support the requested departure from floor-to-floor height requirements. In agreement with public comment, the Board noted that the resulting design does not respond well to the grade change or better meet the Design Guidelines. (CS1-C, DC2-A-1)

2. **Non-Residential Street-Level Requirements (SMC 23.47A.008.B.3):** The Code requires non-residential uses to extend an average depth of at least 30-feet and a minimum depth of 15-feet from the street-level street-facing façade. In massing Option 2, the applicant proposes to provide an average depth of less than 30-feet (24-feet) from 15<sup>th</sup> Ave NW for the corner commercial space and an average depth of less than 30-feet from 15<sup>th</sup> Ave NW for one live-work unit.

This departure request only pertained to massing Option 2, which the Board did not support. Therefore, this departure request is no longer relevant.

## **DESIGN REVIEW GUIDELINES**

The Citywide and Neighborhood guidelines recognized by the Board as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. For the full text please visit the [Design Review website](#).



## CONTEXT & SITE

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

#### **CS1-A Energy Use**

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

#### **CS1-B Sunlight and Natural Ventilation**

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

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

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

#### **CS1-C Topography**

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

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

#### **CS1-D Plants and Habitat**

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

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

#### **CS1-E Water**

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

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

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

#### **CS2-A Location in the City and Neighborhood**

**CS2-A-1. Sense of Place:** Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

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

**CS2-B Adjacent Sites, Streets, and Open Spaces**

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

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

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

**CS2-C Relationship to the Block**

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

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

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

**CS2-D Height, Bulk, and Scale**

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

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

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

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

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

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

**CS3-A Emphasizing Positive Neighborhood Attributes**

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

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

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

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

**CS3-B Local History and Culture**

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

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

**PUBLIC LIFE**

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

**PL1-A Network of Open Spaces**

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

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

**PL1-B Walkways and Connections**

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

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

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

**PL1-C Outdoor Uses and Activities**

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

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

**PL1-C-3. Year-Round Activity:** Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in

neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

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

**PL2-A Accessibility**

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

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

**PL2-B Safety and Security**

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

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

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

**PL2-C Weather Protection**

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

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

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

**PL2-D Wayfinding**

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

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

**PL3-A Entries**

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

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

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

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

### **PL3-B Residential Edges**

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

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

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

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

### **PL3-C Retail Edges**

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

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

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

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

### **PL4-A Entry Locations and Relationships**

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

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

### **PL4-B Planning Ahead for Bicyclists**

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

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

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

### **PL4-C Planning Ahead For Transit**

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

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

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

## DESIGN CONCEPT

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

#### **DC1-A Arrangement of Interior Uses**

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

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

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

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

#### **DC1-B Vehicular Access and Circulation**

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

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

#### **DC1-C Parking and Service Uses**

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

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

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

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

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

#### **DC2-A Massing**

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

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

#### **DC2-B Architectural and Facade Composition**

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

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

#### **DC2-C Secondary Architectural Features**

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

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

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

#### **DC2-D Scale and Texture**

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

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

#### **DC2-E Form and Function**

**DC2-E-1. Legibility and Flexibility:** Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

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

#### **DC3-A Building-Open Space Relationship**

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

#### **DC3-B Open Space Uses and Activities**

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

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

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

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

### **DC3-C Design**

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

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

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

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

### **DC4-A Exterior Elements and Finishes**

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

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

### **DC4-B Signage**

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

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

### **DC4-C Lighting**

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



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

**DC4-D Trees, Landscape, and Hardscape Materials**

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

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

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

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

**DC4-E Project Assembly and Lifespan**

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

**BOARD DIRECTION**

At the conclusion of the FIRST EARLY DESIGN GUIDANCE meeting, the Board recommended the project return for another meeting in response to the guidance provided.