Seattle Department of Construction & Inspections

DESIGN REVIEW

ADMINISTRATIVE EARLY DESIGN GUIDANCE
NORTHEAST

Record Numbers:	3032632-EG 3033152-EG 3033153-EG 3033151-EG
Address:	2020-2106 NE 85th Street
Applicant:	Summer McEneny, Cone Architecture
Report Date:	Tuesday, January 29, 2019
SDCI Staff:	Wayne Farrens

SITE & VICINITY

Site Zone:	Lowrise 2 (LR2)
Nearby Zones:	(North) LR2 (South) SF5000 (East) LR2 (West) C1-65
Lot Area:	23,974 square feet

Current Development:
The development site consists of four rectangular, contiguous lots which slope downward from NE 85th Street. Each of the four lots is currently developed with a single-story multifamily residence.

Surrounding Development and Neighborhood Character:
The development site is located within the Wedgwood neighborhood in northeastern Seattle. The adjacent property to the north is currently under construction and will contain 87 townhouse units upon completion. The adjacent property to the east is developed with a two-story multifamily residence, while the adjacent property to the west is also under construction and will consist of a six-story multifamily residence and three-story townhouse style developments upon completion. Although the development site is surrounded by multifamily developments on the north side of NE 85th Street, the zoning and development pattern

transitions to single-family on the south side of the street. No one particular architectural style dominates the neighborhood, but traditional forms and materials are prevalent.

Access:
Pedestrian and vehicular access is taken from NE 85th Street. Existing vehicle parking is located in the front yard.

Environmentally Critical Areas:
The development site is located within a steep slope area (ECA1) and a liquefaction prone soils area (ECA5).

PROJECT DESCRIPTION
The proposal includes demolition of the existing structures and construction of a three-story townhouse and rowhouse development containing up to 26 units. Parking for up to 26 vehicles is proposed with access taken from NE 85th Street.

The design packet includes information presented at the meeting, and is available online by entering the record 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

ADMINISTRATIVE EARLY DESIGN GUIDANCE January 30, 2019

PUBLIC COMMENT

The public comment period for the project began on December 27, 2018. The following comments were received:

- Concerned about pedestrian safety and lack of sidewalks
- Concerned about traffic and parking impacts
- Opposes new multifamily construction
- Feels unit sizes are too small
- Concerned about waste storage and pick-up locations
- Concerned that new development will result in increased crime and homelessness

One purpose of the design review process is for the 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 record number: http://web6.seattle.gov/dpd/edms/

PRIORITIES & RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and considering public comment, Staff provides the following siting and design guidance.

1. Massing:

a. Staff supports the applicant's preferred massing scheme, Option 3. The rowhouse massing at the street with pitched roofs continues the pattern established by the adjacent new development to the west and is appropriate for the single-family context that begins across the street to the south. The arrangement of the townhouses at the rear of the site fosters a sense of community by orienting the units around shared open space. However, this massing scheme fails to protect two of the three existing Exceptional trees on-site. Mitigation of this loss is necessary to respond to Design Guidelines and is further described below under the Open Space section. (CS1-C, CS3-A-1, DC3-B-4)

2. Architectural Concept:

a. The drive aisle that separates the two rowhouse structures provides a view into the interior of the site from the public realm. Study this view opportunity (as viewed from the sidewalk) and provide perspective renderings at Recommendation. Special attention is needed to design this visible portion of the site in a way that adds interest and is aesthetically pleasing. (PL1-C, DC1-A-4, DC1-C-2, DC2-B-1)

b. The proposed block of four, square-shaped townhouse units at the rear differ considerably from the proportions found throughout the rest of the project. Use significant modulation, material application, fenestration pattern, and other design elements to ensure that these units are contextual and attractive, especially given their high visibility through the central drive aisle. (DC2-B-1, DC2-C)

c. The raised entries proposed for the rowhouses provide an attractive urban aesthetic and opportunities for personalization, adding interest and life to the streetscape. Expand on this concept by increasing the size of the landing to the maximum extent possible, encouraging its use as an amenity space. Consider coupling entries as a way to extend landing areas, allowing some steps to be shared between units.

Coupled entries can also encourage increased social interaction between residents and should be considered for the townhouse units at the rear of the site as well. (PL1-A-2, DC3-A-1)

d. The character rendering of the rowhouse structure shows large glazing facing the street. While this composition is desirable and should be pursued, the interior uses proposed behind these windows are not appropriate. At a minimum, reprogram the third floor such that the bathroom does not front onto the street, since the current arrangement limits glazing at the street frontage. Reprogramming of the second floor to locate living or dining areas closer to the street is also encouraged as a way of better engaging the street. (PL2-B-1, DC2-A-1)

e. One of the benefits of Option 3 stated by the applicant is that the townhouses are oriented around communal green spaces instead of the parking lot. However, this benefit does not translate to the interior programming of these units which places the least active uses (bathrooms and kitchen) facing into these areas. This decision limits passive surveillance and diminishes the relationship between the green spaces and the townhouse units. Rearrange interior spaces, orienting the most active interior uses around the proposed green spaces. (PL2-B-1, DC2-A-1, DC3-A-1)

3. Open Space:

a. The cantilevered top floors on the northeast and northwest townhouse structures encroach into the shared courtyard areas, compromising the quality of these essential spaces. The amount of projecting mass is inappropriate and needs to be reduced significantly. Slight projections into the courtyard are acceptable and provide welcome modulation for the façade, but emphasis should be on openness. Balconies or decks are encouraged. (CS1-B-2, DC2-C-1, DC3-A-1)

b. The preferred massing scheme provides the most useable common amenity space for residents, but requires the removal of two Exceptional trees. An attention to detail and an emphasis on quality of these spaces will be necessary to justify the loss of these mature trees. Provide high quality landscaping and built-in features (e.g. benches, barbeques, water features, etc.). 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-1)

c. Mitigation for the loss of two Exceptional trees will need to be integrated into the MUP plan set and should include replacement trees of substantial size (36” box or larger) at time of planting. Select species that will reach similar heights at maturity to those that are proposed for removal so that the aesthetic benefits to the community are restored over time. (DC4-D)

4. Service Uses:

a. The proposed use of individual waste receptacles would result in 78 containers staged in the right of way on collection days and occupies excessive amounts of the site’s area. Consolidate into shared receptacles, as proposed in Option 2, and identify an area for staging. Ensure that storage areas are well screened and located away from amenity areas. (DC1-C-4)

5. Access and Circulation:

a. The proposed orientation of units around a central vehicle court results in a large, and highly visible, portion of the site covered in paving. Study alternative vehicle circulation options to be included in the Recommendation packet. If the proposed location is determined to be the most appropriate solution, special attention will be needed to diminish the visual dominance of this area. Abundant landscaping and attractive paving materials will be essential to the success of these areas. (DC1-B-1, DC1-C)

b. The proposed drive aisle width reduction assists in reducing the dominance of vehicle circulation areas. However, the reduced width results in a drive aisle that is too narrow to allow for simultaneous ingress and egress, potentially impacting on-street traffic. Traffic impacts will be assessed during SEPA review of the Master Use Permit and may necessitate a widening of the drive aisle or other circulation changes. (DC1-B-1, DC1-C-2)

c. The pedestrian path needs to be protected from vehicle traffic. Use a raised walkway, bollards, landscaping, and/or other methods to minimize conflicts between pedestrian and vehicular traffic. (DC1-B-1)

6. Bicycle Facilities:

a. Bicycle parking is not shown. Ensure that bicycle parking is provided in a safe and convenient location. Consider grouped bicycle parking areas as a way to encourage social interaction between residents. (DC1-B-2)

DEVELOPMENT STANDARD DEPARTURES

SDCI's preliminary recommendation on the requested departure(s) 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 departure(s).

At the time of the EARLY DESIGN GUIDANCE review, the following departures were requested:

1. **Vehicle Access Easement Standards (SMC 23.53.025.D):** The Code requires an access easement with a minimum width of 32 feet and a surfaced roadway of at least 24 feet in width. The applicant proposes an easement measuring 19 feet in width and a 12-foot wide surfaced roadway.

   Staff notes that the reduced driveway width helps to reduce the dominance of vehicle-related uses on the streetscape. However, traffic impacts will need to be studied further to determine if safety and traffic concerns are present and outweigh this benefit. Staff is supportive of the requested departure, pending the findings and recommendations of the SEPA review with the Master Use Permit.

2. **Projections Into Amenity Areas (SMC23.45.522.D):** The Code allows structural projections that do not provide floor area to extend up to two feet into an amenity area. The applicant proposes a roof overhang that extends five feet ten inches into the roof deck amenity area.

   The proposed overhang extends the usability of the amenity area by providing a small amount of overheard weather protection while largely remaining uncovered. In addition, the common amenity areas located at grade will be accessible to the rowhouse units, providing a desirable mix of amenity choices available to these residents. For these reasons, staff supports the requested departure.

3. **Projections Permitted in Required Setbacks (SMC 23.45.518.H):** The Code limits the location of unenclosed steps to no closer than four feet from a street lot line. The applicant proposes unenclosed steps within two feet of the street lot line.

   The raised entries provide an opportunity for additional connection to the public realm and a small amenity area that can be used by residents. These added benefits contribute positively to the streetscape, but are not fully realized in the current proposal. Landings should be extended to provide space for planters and/or small furniture, allowing for personalization and increased engagement with the public realm. Staff is supportive of the proposed departure, dependent on the design being further developed to accommodate more activity and engagement with the street.

4. **Amenity Area (SMC 23.45.522.A):** The Code requires that at least 50% of required amenity areas be provided at ground level. The applicant proposes to provide approximately 33% of the required area at ground level on Parcel A and approximately 42% on Parcel B.

   Staff agrees that the quality of open space provided can compensate for deficiencies in quantity. Staff recommends the improvements to the raised entries as described above as an adequate method of improving the ground-level amenity areas for these units. Staff is supportive of the proposed departure dependent on the design being further developed to accommodate more activity and engagement with the street.

5. **Façade Length (SMC 23.45.527):** The Code limits the maximum façade length of Parcel C to no more than 49 feet, five inches. The applicant proposes a façade length of 63 feet, nine inches.

   Staff agrees that the proposed departure results in a wider, more usable green space than a code compliant option. In addition, the location of the structure on the site is minimally visible from the public right of way, reducing the need for modulation on this particular façade. For these reasons, staff supports the requested departure.

6. **Front Setback (SMC 23.45.518):** The Code requires a front setback with a five-foot minimum depth and a seven-foot average depth. The applicant proposes a front setback with an average depth of five feet, four inches.

   Staff agrees that the proposed departure results in a wider, more usable green space than a code compliant option. In addition, the location of the structure on the site is minimally visible from the public right of way, reducing the need for modulation on this particular façade. For these reasons, staff supports the requested departure.

DESIGN REVIEW GUIDELINES

The Citywide guidelines recognized by Staff 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.

RECOMMENDATIONS

At the conclusion of the Administrative EARLY DESIGN GUIDANCE phase, Staff recommended moving forward to MUP application.