Seattle Department of Construction & Inspections

DESIGN REVIEW

RECOMMENDATION OF THE
NORTHWEST DESIGN REVIEW BOARD

Record Number:	3032702-LU
Address:	9712 7th Avenue Northwest
Applicant:	Sandy Wolf, Board and Vellum
Date of Meeting:	Monday, December 02, 2019
Board Members Present:	Emily McNichols, Chair Phoebe Bogert Andy Campbell Garrett Nelli Lauren Rock
Board Members Absent:	None
SDCI Staff Present:	Tami Garrett, Senior Land Use Planner

SITE & VICINITY

Site Zone:	Commercial 1-55 (M) [C1-55 (M)]* *The proposal is vested to C1-40 zoning.
Nearby Zones:	(South) Single Family 5000 (SF 5000) (North) Commercial 1-75 (M) [C1-75 (M)] (West) C1-55 (M) (East) Lowrise 2 (M) [LR2 (M)], SF 5000, C1-55 (M)
Lot Area:	20,702 square feet (sq. ft.)

Current Development:

The seven-side, L-shaped development site consists of three existing parcels. One parcel is currently developed with a single family structure; the other two parcels are vacant.

Surrounding Development and Neighborhood Character:
The site is situated between the Greenwood, Blue Ridge and Crown Hill neighborhoods, about one-quarter mile south of Carkeek Park. The site is located along the Holman Road Northwest commercial and transit corridor. A shopping center, anchored by the QFC grocery store, is located to the north of the site across Holman Road Northwest. Existing commercial and office uses in the vicinity are primarily one-story, auto-oriented structures with surface parking located along the perimeter of the site. The site is commercially-zoned and transitions to single family zoning along the south property line. Single family residences characterize the vicinity to the south.

Access:
The seven-sided site has frontage on 6th Avenue Northwest to the east, Holman Road Northwest to the northwest, and 7th Avenue Northwest to the west. An existing transit stop is located adjacent to the site on Holman Road Northwest. Existing vehicular access occurs from 6th Avenue Northwest. Vehicular access is proposed to occur from 6th Avenue Northwest and 7th Avenue Northwest.

Environmentally Critical Areas:
No Environmentally Critical Areas (ECAs) are mapped at the site.

PROJECT DESCRIPTION

The proposed project is for the design and construction of a residential development comprised of three, three-story townhouse buildings (21 units total). Parking for 17 vehicles is proposed. The existing structure is proposed to be removed. Early Design Guidance conducted under 3032701-EG.

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

Any recording of the Board meeting is available in the project file. This meeting report summarizes the meeting and is not a meeting transcript.

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

EARLY DESIGN GUIDANCE February 25, 2019

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Noted that there is a cluster of mature trees behind the existing residence on the site. These trees provide a benefit to the neighborhood and future residents of the proposed development, and new plantings do not replace the inherent value of mature trees. Tree preservation is consistent with the Urban Forestry Management Plan goals.
- Would like to see the trees preserved as part of the open space plan. Per the Design Guidelines, trees contribute to beautiful natural areas and are conducive to community gathering – more so than pavement. Tree preservation would increase aesthetic and environmental value of project.
- Concerned about locating the trash area next to the neighboring residence due to visual, odor and security impacts. Questioned how trash service will function.
- Concerned about the requested departure from screening requirements as the buffer helps accommodate drainage and debris rolling down from the adjacent site.

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

- Requested the developer coordinate the departure request from landscape buffer requirements with the adjacent property owner. Concerned about debris from the adjacent site rolling onto the site and damaging vehicles, due to loss of landscape buffer. Suggested increasing height of retaining wall.
- Concerned about lighting impacts on adjacent sites; light levels should be low. Recommended adequate lighting in the parking area along with a security system.
- Would like to see additional vegetative screening along the shared southern property lines.
- Supported massing option 3 as it presents the best relationship to existing residences to the south.
- Noted that muddy stormwater from adjacent sites runs-off onto the subject site, this should be factored into the design.
- Questioned if the gabled roof design adds extra unnecessary height. Suggested flat or lower peak rooftops.
- Did not support the departure request to eliminate the five-foot landscaped area without understanding what would be planted in the proposed one-foot landscaped area.
- Recommended incorporating individual trash storage for each unit street-side or moving the trash area to the space between parking spots 6 and 7.

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 Seattle Design Guidelines 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 (3032701-EG): 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 & Architectural Concept

a. The Board unanimously supported massing Option 3, the applicant's preferred massing option, as it responds well to site topography, maximizes the connection to the public realm by locating living spaces at the street-level, and includes thoughtful pedestrian circulation on site. (CS1-C, CS2-B, PL1-B)
b. The Board supported the clear and orderly articulation of the mass, the expression of individual units through the gabled roof form, and the design intent and precedent imagery on page 17 of the EDG Packet. The Board, however, directed further resolution of the mass at the corners along Holman Road Northwest in a manner consistent with the overall architectural concept. (DC2)
c. The Board was concerned that Unit 1C complicated the building form and recommended further development in a manner that provides relief to the pedestrian pathway and bus stop. (PL1-B, DC2)
d. The Board supported horizontal modulation expressed in the precedent imagery and noted that massing Option 3 appears to be developing in the right direction. The Board specifically prioritized Design Guideline DC2-B, Architectural and Façade Composition. (DC2, DC2-B)
e. The Board supported the move to shift the bulk of the mass away from the single family zone, as shown in massing Option 3. The Board specifically prioritized Design Guidelines CS2-D, Height, Bulk, and Scale, and DC2-A, Massing. (CS2-D, DC2-A)
f. The Board noted that massing Option 1 has a similar frontage along 6th Avenue Northwest and works without a departure from upper-level setback requirements. The Board questioned whether the requested departure for massing Option 3 was appropriate along the single family zone transition. The Board was not inclined to support the requested departure without further study and a stronger design rationale. Demonstrate that all alternative solutions have been explored. (CS2-D, DC2-A)
g. The Board specifically prioritized Design Guidelines CS1-B, Sunlight and Natural Ventilation, and CS1-C, Topography. The Board noted detailed sections will be critical to understanding the response to topography, and requested they be provided at the Recommendation phase. (CS1-B, CS1-C)
h. The Board supported the location of active living spaces at the ground-level along the street frontage. The Board specifically prioritized Design Guidelines CS2-B, Adjacent

Sites, Streets, and Open Spaces, and DC2-E-1, Legibility and Flexibility. (CS2-B, DC2-E-1)

2. Open Space, Circulation & Entries

a. The Board specifically prioritized Design Guidelines CS2-A-1, Sense of Place; PL2-D-1, Design as Wayfinding; DC3-B, Open Space Uses and Activities; and DC4-D, Trees, Landscape, and Hardscape Materials, to be applied to the development of the open space and landscape plan. (CS2-A-1, PL2-D-1, DC3-B, DC4-D)

b. The Board requested more information on the various individual entry experiences and site accessibility, including perspectives and sections. Particularly, at Building 2. The Board specifically prioritized Design Guideline PL3-A, Entries. (PL3-A)

c. The Board questioned the response to the bus stop on Holman Road Northwest and was concerned about impacts to the privacy of future residents. The Board requested more information regarding how the mass and entries are thoughtfully designed in response this concern. The Board specifically prioritized Design Guidelines PL4-C, Planning Ahead for Transit, and PL3-B, Residential Edges. (PL4-C, PL3-B)

d. The Board appreciated the massing gap and pedestrian pathway between Building 1 and Building 2, but noted the pathway felt pinched. The pathway should be well designed and the relationship to the adjacent structures should be thoughtfully considered. The Board specifically prioritized Design Guideline PL1-B, Walkways and Connections. (PL1-B, DC2-A-1)

e. In response to public comment, the Board was hesitant to support the departure request from landscape buffer requirements without additional information. The Board noted that light impacts on adjacent sites are partially mitigated by topography, but landscaping is also important in this location to improve the experience for future residents of the proposed development. The Board requested more information on how the reduced buffer would be designed and documentation of all alternative solutions explored. (CS2-D-2, DC4-D)

f. In response to public comment, the Board noted that the site should be well lit for safety and security, while minimizing lighting impacts on adjacent sites. The Board specifically prioritized Design Guidelines PL2-B, Safety and Security, and DC4-C, Lighting. (PL2-B, DC4-C)

3. Parking & Service Uses

a. The Board specifically prioritized Design Guideline DC1-C, Parking and Service Uses. (DC1-C)

b. The Board was concerned about the vast surface parking area and noted this area should be attractively designed with a special paving treatment to create a useable, common amenity. The Board supported the design intent and pervious surface treatment depicted in the precedent image on page 17 of the EDG Packet. Support for the requested departures from parking space and screening requirements is dependent on the resolution of this guidance. (DC1-C, DC3-B, DC3-C-2)

c. The Board indicated preliminary support for the requested departure to allow two curb cuts, as well as the creation of two separate parking area, as it prioritizes the pedestrian experience over the vehicle. (DC1-B-1, DC1-C)

d. The Board noted that the departure from parking space requirements results in reduced pavement onsite and allows for street-level living spaces to connect to the public realm; however, they were hesitant to support the request as proposed without additional information. The Board requested detailed turning studies and more information on the facades facing the east parking area. (DC1-C, DC3-B)
e. In response to public comment, the Board did not support the proposed location of the east trash storage area along the south property line and directed the applicant to explore alternative locations that minimize visual and odor impacts on the adjacent single family zone. (CS2-D-3, DC1-C-4)
f. In response to public comment, the Board requested more information on screening and security of the west trash storage area, including a section that depicts how the storage area will fit with site topography and relate to the adjacent site. (CS2-D-3, DC1-C-4)

RECOMMENDATION December 2, 2019

PUBLIC COMMENT

The following public comments were offered at this meeting (with Board/Applicant responses in *italics*):

- Referenced the existing mature trees behind the existing residence on the site shown on a photo distributed to the Board. Described the existing trees as the oldest, very robust and most beautiful trees remaining on the entire block. Explained that these trees provide a benefit to the neighborhood and to future residents of the proposed development. Encouraged a design that retained the existing trees on the project site. Asked the Board's support in preserving the onsite trees.
  The Board Chair directed this concern to the applicant, asking if a tree survey was completed and what was the outcome. The applicant explained that preservation of the noted existing trees is not required by code and has not been identified as a requirement by SDCI during their review of the project.

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

- Repeated concern about debris from the adjacent site during normal and routine maintenance landing onto the project site and possibly damaging vehicles in proximity to the shared property line. Felt that the proposed fence design is not adequate to address this concern. Asked the Board to consider this concern during their deliberation of the requested code departure from landscape buffer standards.

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 Seattle Design Guidelines 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 (3032702-EG): http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS

After considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following recommendations.

1. Massing, Architectural Concept & Façade Composition

a. The Board evaluated the final residential townhouse development design and voiced unanimous support for the modified version of the applicant's past preferred design scheme (Option 3). The Board's additional feedback and guidance concerning the presented design was as follows:

i. In general, the Board appreciated the massing strategy applied to the residential development resulting in a clear and orderly articulation of the mass and the expression of individual units through the gabled roof form. (DC2-A)

ii. The Board stated that past concerns pertaining to Building #1's corner massing abutting Holman Road Northwest, the transit shelter/stop and the pedestrian pathway had been addressed and resolved in the current design. (PL1-B, PL4-C, DC2-A)

iii. The Board understood the applicant's architectural concept that the three building forms have their own unique personalities and supported that concept in theory. However, the Board expressed that the differences in façade composition between the three buildings was too varied and should be simplified/refined. Upon review of the façade composition of each building, the Board stated that the clarity and materiality of the rhythm of Building #2 was a successful application of the presented architectural concept and should be emulated on the other building forms. Therefore, the Board recommended a condition that the applicant engage with the SDCI discretionary planner to evaluate the resolution of the application of the architectural concept to Building #1 and Building #3. The Board stated that key areas of Building #1 (street-facing façades and easterly facades abutting the interior parking area) and Building #3 (north façade) should be studied and refined. The Board offered the following design strategies that would address the Board's direction appropriately:

- The easterly facades of Building #1 facing the internal parking area should emulate the character of the north facades of Building #2 where windows are ganged together with the introduction of the wood element.
- The street-facing facades of Building #1 should be simplified by eliminating the shallow bay elements and not introducing a wood element to allow the gasket/end pieces to read clearly.

- The fenestration on north façade of Building #3 should emulate the orderly/stacking character of the fenestration planned on the east façade of Building #2. (DC2-A, DC2-B, DC2-C, See Departure #1)

b. At the Recommendation meeting, the Board evaluated the proposed materials and color palette identified in the design packet and on the physical material/color sample board. The Board voiced strong support for the overall materiality, color palette and secondary features. The Board emphasized the strength of the secondary features and stated that all metal features (deck railings, windows, flashing, etc.) are a black color tone as proposed. The Board declined to recommend this guidance as a condition. (DC2-I, DC4-A)

2. Circulation & Landscaping

a. The Board discussed the evolution of the internal pedestrian circulation throughout the project site. The Board was concerned that the presented main pathway leading to the parking area dead ends into a parking stall. Furthermore, the Board was concerned that the alternative pathway abutting the interior-facing facades of Building #1 would be impeded with bike parking (pg. 27). Thus, the Board recommended a condition to provide an interior pedestrian pathway into the south surface parking area that is clear from impediments. (PL1-B, PL4-A, PL4-B-2, DC1-B-1, DC1-C-3)

b. The Board's comments regarding the landscaping site design shown in the Recommendation design packet (pgs. 44-47) were very positive. (DC4-D)

c. The Board was satisfied with the conceptual lighting design as illustrated in the Recommendation design packet (pg. 45). (PL2-B, DC4-C)

3. Parking & Service Uses

a. The Board appreciated the evolution of the two separate parking areas and interior pedestrian circulation. The Board voiced support for the related code departures pertaining to vehicular access, vehicular parking and site triangles. (DC1-B-1, DC1-C, DC3-B, DC3-C-2, See Departures 3, 4 and 5)

b. The Board supported the consolidated design and location of the waste storage area as shown in the Recommendation design packet (pg. 21). (DC1-B-1, DC1-C-4)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures 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 departures.

At the time of the Recommendation meeting the following departures were requested:

1. **Setback Abutting a Residential Zone (SMC 23.47A.014.B.3.a):** An upper-level setback is required along any rear or side lot line that abuts a lot in a single-family zone as follows:
   a. 15' for portions of structures above 13' in height to a maximum of 40'; and

b. For each portion of a structure above 40' in height, additional setback at the rate of 3' of setback for every 10' by which the height of such portion exceeds 40'.

The applicant proposes a portion of the south façade of Building #3 (measured 3' in depth by 31' in width) above 13' be allowed to project into the south side setback. The applicant studied alternative designs that included shifting the Building #3 mass closer to the north property line and minimizing the building's width. The applicant explained that moving Building #3 would eliminate glazing on the north-facing facade resulting in a blank wall condition; and reducing the width of the units overall would result in substandard interior spaces and constricted interior stair circulation.

The Board reviewed the applicant's supporting graphics shown in response to the Board's direction delivered at the EDG phase of review and discussed the merits of various design modifications to Building #3 (reducing the presented building form from three units to two units and reorienting the building mass) that could result in a code-compliant design. Ultimately, the Board agreed that granting this departure would result in an overall design that would better meet the intent of Design Guidelines CS1-C-2 Elevation Changes, CS2-B-2 Connection to the Street, CS2-C-2 Mid-Block Sites, PL3-B-2 Ground-level Residential, and DC2-B-2 Blank Walls. The Board stated that the presented Building #3 massing is consistent with the massing of the overall project and prioritizes residential units facing the street. However, the Board explained that since a primary reason for the applicant seeking this departure is to mitigate a blank wall condition by providing glazing on the building's north façade, resolution of the appearance of the north façade of Building #3 should be prioritized. Therefore, the Board unanimously recommended that SDCI grant this requested departure, subject to the following condition:

The glazing patterning proposed on the north façade of Building #3 shall be revised to be consistent with the fenestration pattern planned for the overall project architectural concept and not solely determined by the arrangement of the interior uses.

2. **Surface Parking Screening (SMC 23.47A.016.D.1.d.2):** The Code states that surface screening is required for parking abutting or across an alley from a lot in a residential zone. Such parking shall have 6' tall screening along the abutting lot line and a 5' deep landscaped area inside the screening. The applicant proposes the landscaped area between the parking spaces abutting the site's east property line be less than 5' in depth (1' deep). The applicant explained that the existing change in topography retained by an existing concrete retaining wall and an existing 6' fencing on the adjacent neighboring residential property provides adequate screening from vehicle headlights and other vehicular impacts. Per the applicant, the reduced parking landscape buffer would result in increased landscaped building setbacks abutting 7th Avenue Northwest and Holman Road Northwest.

The Board considered public comment concerning this departure while reviewing the applicant's supporting graphics. The Board supported the applicant's rationale and agreed that this departure would result in an overall design that would better meet the

intent of Design Guidelines PL3-B-1 Security and Privacy, PL3-B-2 Ground-level Residential, DC1-C Parking and Service Uses, DC3-A-1 Interior/Exterior Fit, DC3-B Open Space Uses and Activities and DC3-C-2 Amenities/Features. The Board unanimously recommended that SDCI grant this requested departure, subject to the following condition:

A landscaped screening element as illustrated in the Recommendation design packet (pgs. 20, 44 and 49) shall be installed abutting the project site's east property line. The height of the screening should be approximately 6' in height or taller, as long as there is a significant overlap above the grade of the neighboring property east of the subject site.

3. **Parking Space Requirements (SMC 23.54.030.B.1.d):** For an individual garage serving a townhouse unit, the Code requires that the minimum size of a parking space shall be for a large vehicle. The applicant proposes to allow two townhouse units in Building #3 to have garages with medium-sized parking spaces.

   The Board reviewed this departure request and agreed that allowing this departure would result in an overall design that would better meet the intent of Design Guidelines PL3-B Residential Edges, PL4-C-1 Influence on Project Design, DC1-A Arrangement of Interior Uses, DC1-C-2 Visual Impacts, DC1-C-3 Multiple Uses and DC3-C Design. The Board supported the applicant's rationale about this departure and stated that the noted parking spaces should conform with medium stall requirements per the Code.

   The Board unanimously recommended that SDCI grant the requested departure.

4. **Access to Parking (SMC 23.47A.032.A.3):** The Code states that structures in Commercial zones with residential uses with shall meet the requirements for parking access for Neighborhood-Commercial (NC) zones. This Code further states that if two or more structures are located on a single site, then a single curb cut shall be provided according to the standards in SMC 23.47A.032.A.1, 23.47A. 032.A.2 and 23.54.030.F.2. The applicant proposes to allow access to parking via two curb cuts, one each on 6th Avenue Northwest and 7th Avenue Northwest.

   The Board stated that allowing this departure would result in an overall design that minimized area dedicated for vehicular parking and circulation: and maximized onsite opportunities for common space continuity, landscaping and shared circulation. The Board agreed that that granting this departure would meet the intent of Design Guidelines CS1-B Sunlight and Natural Ventilation, CS1-C Topography, CS2-B-1 Site Characteristics, PL1-B Walkways and Connections, PL2-B Safety and Security, DC1-B-1 Access Location and Design.

   The Board unanimously recommended that SDCI grant the requested departure.

5. **Sight Triangle Requirements (SMC 23.54.030.G.1):** The Code states that for exit-only driveways and easements, and two-way driveways and easements less than 22' wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10' from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk (10' x 10' triangle). The applicant proposed a 10' wide, two-way driveway with structure encroachment (the southeast corner of Building #3) of 1'-8" x 1'-8" resulting in a reduced sight triangle. The applicant explained that a code compliant design would involve chamfering the building's corner at this location which would negatively impact Building #3's well-composed facades. The applicant also provided graphics to demonstrate how shifting the Building #3 mass closer to the north property line and minimizing the building's width would also be impactful to structure's design.

   The Board reviewed applicant's graphics and discussed measures that would promote pedestrian safety if this departure was granted. In viewing these graphics and in consideration of the low quantity of vehicles planned to typically utilize this driveway (four vehicles), the Board agreed that granting this departure would result in an overall design that would better meet the intent of Design Guidelines CS2-B-2 Connection to the Street, PL3-B-2 Ground-level Residential, DC2-B-1 Façade Composition and DC2-B-2 Blank Walls provided that the safety of pedestrians is prioritized. Thus, the Board unanimously recommended that SDCI grant this requested departure, subject to the following condition:

   The landscaping proposed within the sight triangle footprint area near the southeastern corner of Building #3 shall be minimized and comprised of low height plant species (32" in height at maturity) to ensure that pedestrian safety is maintained.

DESIGN REVIEW GUIDELINES

The Seattle Design Guidelines and Neighborhood Design 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.

RECOMMENDATIONS

The recommendation summarized above was based on the design review packet dated Monday, December 02, 2019, and the materials shown and verbally described by the applicant at the Monday, December 02, 2019 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design with the following conditions:

1. Resolve the application of the architectural concept to Building #1 and Building #3. The Board stated that key areas of Building #1 (street-facing façades and easterly facades abutting the interior parking area) and Building #3 (north façade) should be studied and refined. The Board offered the following design strategies that would address the Board's direction appropriately:
    - The easterly facades of Building #1 facing the internal parking area should emulate the character of the north facades of Building #2 where windows are ganged together with the introduction of the wood element.
    - The street-facing facades of Building #1 should be simplified by eliminating the shallow bay elements and not introducing a wood element to allow the gasket/end pieces to read clearly.
    - The fenestration on north façade of Building #3 should emulate the orderly/stacking character of the fenestration planned on the east façade of Building #2. (DC2-A, DC2-B, DC2-C, see Departure #1)

2. Provide an interior pedestrian pathway into the south surface parking area that is clear from impediments. (PL1-B, PL4-A, PL4-B-2, DC1-B-1, DC1-C-3)

3. The glazing patterning proposed on the north façade of Building #3 shall be revised to be consistent with the fenestration pattern planned for the overall project architectural concept and not solely determined by the arrangement of the interior uses. (CS1-C-2, CS2-B-2, CS2-C-2, PL3-B-2, DC2-B-2)

4. A landscaped screening element as illustrated in the Recommendation design packet (pgs. 20, 44 and 49) shall be installed abutting the project site's east property line. The height of the screening should be approximately 6' in height or taller, as long as there is a significant overlap above the grade of the neighboring property east of the subject site. (PL3-B-1, PL3-B-2, DC1-C, DC3-A-1, DC3-B, DC3-C-2)

5. The landscaping proposed within the sight triangle footprint area near the southeastern corner of Building #3 shall be minimized and comprised of low height plant species (32” in height at maturity) to ensure that pedestrian safety is maintained. (CS2-B-2, PL3-B-2, DC2-B-1, DC2-B-2)