



**RECOMMENDATION OF THE  
NORTHWEST DESIGN REVIEW BOARD**

Record Number: 3033219-LU

Address: 8704 Greenwood Ave N.

Applicant: GGLO and Steffenie Evans, Washington Holdings

Date of Meeting: Monday, December 16, 2019

Board Members Present: Emily McNichols (chair)  
Andy Campbell  
Lauren Rock

Board Members Absent: Phoebe Bogert  
Garrett Nelli

SDCI Staff Present: Joseph Hurley, Senior Planner

**SITE & VICINITY**

Site Zone: Neighborhood Commercial 2 with a 65' structure height limit (NC2P-65(M1))

Nearby Zones: (North) NC2P-65(M1)  
(South) NC2P-65(M1)  
(East) LR3(M), SR5000  
(West) NC2P-65(M1)

Lot Area: 82,845 SF

**Current Development:**

The site is occupied by a single-story partially below grade supermarket. Corner elevations indicate an approximately 35-foot grade change from the southwest corner to the northeast.



**Surrounding Development and Neighborhood Character:**

The site is located within the Greenwood-Phinney Ridge Residential Urban Village and the Greenwood Town Center as identified in the Greenwood/Phinney Design Guidelines. Primarily commercial uses are located along Greenwood Avenue N, generally transitioning to a mix of

multifamily structures at the N 87th St. intersection. Development to the east and west of the Greenwood Avenue corridor transitions to single family residences. The Greenwood Town Center is characterized by generally utilitarian, traditional architectural styles and a historic pattern of small-scale storefronts.

**Access:**

Existing vehicular access to the site is via curb cuts on N 87th Street and Greenwood Ave. N. Pedestrian access is via sidewalks on N 87th St., Greenwood Ave. N and Phinney Ave. N

**Environmentally Critical Areas:**

The site is located within a Category 1 Peat Settlement Prone Environmentally Critical Area and is mapped with Steep Slope Environmentally Critical Areas.

**PROJECT DESCRIPTION**

Land Use Application to allow a 6-story, 285-unit apartment building with retail. Parking for 228 vehicles proposed. Existing buildings to be demolished. [Early Design Guidance Review conducted under 3033218-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 SDCl:

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

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

**FIRST EARLY DESIGN GUIDANCE February 25, 2019**

**PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Six stories are too many for a courtyard; it is too tall.
- Non continuous awnings are not good for weather protection; protection should be continuous.
- N. 87<sup>th</sup> St. is already very congested, this new development will make it worse. (multiple comments)
- Would like to see the street trees retained.

SDCI staff also summarized comments received in writing prior to the meeting:

- Expressed concerns regarding the stability of existing soil and groundwater. (multiple comments)
- Requested an east-west pedestrian connection through the site.
- Felt the project is too big for the neighborhood.
- Requested that a mid-size grocery store be the retail tenant.
- Suggested that a sky-way be built over Greenwood from this project.
- Requested fewer parking spots be built, to make the apartments more affordable and to support more car-free lifestyles.
- Concerned that the meeting venue is too far from the site, requiring two bus rides and long walk. The meeting should take place near the site.

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 and bicycle storage standards 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-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:**

- a. The Board supported the stepping of the project upward with grade to the east and agreed that the three 'bars' of massing of Option 3, the applicant's preferred massing option, could provide the scale-mitigation needed for this large project. (CS1-C, CS2-D)
- b. The Board supported the applicant's preferred massing strategy (Option 3) for both potential zoning conditions with the guidance that follows.

### **2. Height, Bulk and Scale:**

- a. The Board agreed that the larger courtyard in Option Two was a strong feature, as occupiable space and particularly for its clear legibility from the R.O.W. (CS2-VII)
- b. The Board agreed that the massing parti was strong but broke down at the northeast stair element, where the legibility of the composition became unclear. (DC2)

- c. The Board recommended that the middle bar hew to its own geometry rather than the property line, as this would result in a stronger and more legible massing scheme. (DC2)
- d. The Board was concerned that the massing moves in Option 3 would not be perceptible from street level and agreed that the base would need to be broken or revised to make this strong move legible. (CS2-II CS2-VII), CS2-VII)

### **3. Phinney Avenue N:**

- a. The Board did not support the continuous and monolithic massing at this edge finding it out of scale for this street. (CS2-II-ii, CS2-II-i)
- b. The Board agreed that the setbacks at this edge were insufficient to mitigate the bulk and scale of the massing. (CS2-II-i, CS2-VII)
- c. The Board pointed out the projects directly across the street where the height and bulk are successfully mitigated by setbacks and breaks in the massing. (CS2-II)
- d. The Board expressed concern regarding the scale of the project at the northeast corner, where a minimal setback separates it from the neighboring building.
  - i. The Board agreed that some sort of scale mitigation would likely be needed and requested privacy studies be included in future drawings. (CS2-II)
- e. The Board also requested street sections through Phinney and 87<sup>th</sup> showing the proposed project and including context across the street. (CS2-II)

### **4. Materials and Expression:**

- a. The Board recognized that the different conditions (street-facing, interior, etc.) could result in varying expressions, but were concerned by the many different descriptions they heard of the intended character of this project. (DC2-B, DC2-I-i)
- b. The Board suggested that editing these architectural expressions down would better achieve the sort of coherent and ordered composition called for in the Design Guidelines. (DC2-E, DC2-B)
- c. The Board voiced their appreciation for the character sketches showing pedestrian level experience along Greenwood Avenue but were concerned as to how the more traditional character at the street-edge would carry up to the more modern expression of the residential levels above. (DC2-II-i)
- d. The Board recognized that the design was in early-stage development but expressed concern regarding the apparent simplicity of the upper level 'three boxes' massing. The Board recommended that these elements receive a high level of attention and care in their composition and detailing. (DC2-II, DC2, DC2-C)

### **5. N. 87th Street:**

- a. The Board agreed that they did not have enough information about how the project meets N. 87th Street and asked for complete details of existing conditions and the resulting design response. (CS2, CS3)

**PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Supported curb cut departure to allow a grocery store tenant.
- Requested that trash not be staged on Phinney Ave. N.
- Concerned that the project is too big, and that the neighborhood would prefer to remove the eighth floor
- Concerned regarding two curb cuts on 87<sup>th</sup> and the additional congestion caused on a street that is already not big enough.
- Supported the provision of a grocery store on this site.
- Concerned for pedestrian safety on 87<sup>th</sup>
- Noted the character of Phinney Avenue: it is a mess; anti-urban and unpleasant.

SDCI staff also summarized comments received in writing prior to the meeting:

- Supported minimizing vehicle traffic on 87<sup>th</sup> street.

Additional written comments were received by SDCI that were not design related.

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**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. Height, Bulk and Scale at Phinney Avenue N.** The Board agreed that there had been a lack of meaningful change in the massing of the project in response to their previous guidance at EDG.
  - a. The Board continued to support the “Three Bars” design concept but suggested that a strong secondary concept be developed for Phinney in response to existing development and the zone transition along this edge. (DC2, CS2-II-ii., CS2-D, CS2-VII-i.)

- b. The Board noted that the revised design had not gone far enough in breaking down the scale of the project on Phinney Avenue, and that this scale breakdown was not possible with secondary elements alone. (CS2-II-ii, CS2-D, DC2-III)
  - c. The Board agreed that while they supported the thinking behind some of the secondary modulation, those elements seemed to occur only at the surface, and that larger massing moves would be required to mitigate the length, scale and bulk of the project. (CS2-II-ii., CS2-D, DC2-III)
  - d. While not supporting its architectural character, the Board identified the east side of Phinney as setting important precedents, where a variety in height, depth and width create an assembly of small, medium and large elements. CS2-D-1, CS2-II-ii.
  - e. The Board supported the development of stoops along Phinney and suggested that the scaling elements emerging from that component could be tied to and inform the larger massing moves. (DC2, DC2-II)
  - f. The Board noted that a response to the grade change along Phinney could generate massing shifts that would help mitigate the bulk and scale issues at this edge. (CS2-D-2, CS2-B)
  - g. The Board suggested that variations in depth as well as height be used in mitigating the bulk and length of the project along this edge. (CS2-II, DC2-III)
  - h. Noting that this should not be treated as the back of the building, the Board suggested the use of brick (or another high-quality material with depth and texture) in the composition of elements along this edge. (DC2-B-1)
- 2. N. 87th Street Edge:** The Board expressed their appreciation for the changes to this edge and agreed that they were an appropriate response to their guidance from EDG.
- a. The Board offered their particular support for the squaring of the center bar, the connection to grade and transparency of the western stair and the human scale elements added to the street edge. (DC2, DC2-II, CS2-I)
  - b. The Board agreed that two vehicle access curb cuts along 87<sup>th</sup> Street would compromise the pedestrian experience and gave guidance that a solution with an internal ramp should be explored (if two parking levels were to be accessed from 87<sup>th</sup> Street). (DC1-B, PL3)
- 3. Corner of 87<sup>th</sup> Street and Greenwood.** The Board noted the particular importance given to corner lots as articulated in both the Citywide and Greenwood Design Guidelines.
- a. The Board agreed that the composition, character and detailing of this corner was critically important to the success of this project and gave guidance to explore strategies better expressing its unique character. The Board suggested a change in bay composition, or the way materials are used and/or additional secondary elements and detailing. (CS2-C-1)
  - b. The Board expressed concern about the programming of the corner retail space, agreeing that a leasing office was not an active use that would foster human interaction. (CS2-C-1, CS2-B-2)

- c. The Board recognized the challenges presented by subsurface conditions and topography at this corner but agreed that engaging the street and creating opportunities for human interaction should be prioritized, citing the Flint Creek building as an appropriate precedent. (PL2-B-3)
  - d. The Board supported the incorporation of art into the project but agreed that it currently appeared tacked-on and gave guidance that its location and expression be clearly tied to the design concept and have an understandable order. (DC1-I, DC2-B)
- 4. Greenwood Avenue North:** The Board continued to support the schematic idea of this façade but agreed that it did not yet exhibit a clear compositional order.
- a. The Board suggested carrying some of the first-floor bay organization through to the upper level, as well as organizing the fenestration pattern (by ‘ganging’ units together) to create a legible hierarchy. (DC2-B, CS3-II-i)
  - b. Echoing public comment regarding the flatness and lack of character of the upper massing, the Board gave guidance to explore the use of a cladding material with greater texture, and the development of window detailing that would create depth and shadow. (DC4-A-1, DC2-D-2)
  - c. The Board continued to support the idea of the horizontal gasket but had questions about its proportions relative to the larger façade and relationship to the ‘slot’ expression above the entry. (DC2, DC2-B)
  - d. The Board agreed that the simplicity of the upper massing could strengthen the first two floors, but that that it needed further development. (DC2)
  - e. The Board agreed that while the proposed materials and proportions of the ground-level façade clearly reference the Flint Creek precedent, the solution worked less well here and suggested further exploration. (DC2-B, CS3-II-i)
  - f. The Board noted that the primary residential entrance is located in the narrowest bay on Greenwood and that although the ‘slot’ expression above would add emphasis, further development may be required to make the entry obvious, identifiable, and distinctive. (PL3-A-1)
  - g. The Board agreed that the canopy over the residential entrance should be articulated differently than those over the other bays to strengthen and distinguish this entry. (PL3-A-1)
  - h. The Board agreed that both the expression of the corner and the identification of this primary entry should be considered together in developing a comprehensive solution. (DC2, DC2-B)
- 5. Pedestrian Access and Wayfinding**
- a. The Board agreed that the relationship between the two entries was confusing from both a programming and wayfinding perspective. The Board gave guidance to explore options for clarifying this relationship, ideally by establishing an understandable hierarchy that is supported by wayfinding clues embedded in the architectural design. (PL3-A)

- b. The Board agreed that the resolution of this question should be tied to their guidance regarding corner development (see above). (DC)

## **RECOMMENDATION December 16, 2019**

### **PUBLIC COMMENT**

The following public comments were offered at this meeting:

- Noted that pedestrian activity required destinations which this project would provide.
- Supported the project as designed and noted that it met criteria in the Greenwood Neighborhood Design Guidelines.
- Encouraged the development of sidewalk seating areas.

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

- Concerned with the loss of light to existing neighbors caused by the height and bulk of the project.
- Requested landscaping with large trees and not just small grasses and bushes.
- Concerned about pedestrian safety on Greenwood Avenue. Noted that the main business street needs to be pedestrian friendly.
- Requested that public art be incorporated into the design.

SDCI received non-design related comments regarding traffic congestion, quantity of parking and in support of a mid-sized grocery store with vehicle access from Greenwood Avenue.

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### **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. Greenwood Avenue North:**

- a. The Board agreed that this facade now exhibited a clear compositional order and that the deep shadow lines created by the recessed windows on the upper levels provided appropriate scale mitigation. (DC2-B, CS2-II, CS3-II-i)
- b. The Board agreed that the corrugated metal panels proposed for the upper levels provided the additional texture specified in their previous guidance and recommended a condition that the material be a high quality product of sufficient gauge to appear and remain flat, plumb and true, as represented in the design review packet. (DC4-A-1, DC2-D-2)
- c. The Board agreed that the horizontal gasket was well proportioned relative to the larger facade and the 'slot' expression above the entry. (DC2, DC2-B)
- d. The Board noted the strong composition of the principal residential entry and the upper-level slot modulation and recommended a condition that they remain as shown in the design review packet. (DC2, PL3-A-1)
- e. The Board agreed that the brick masonry proposed for the first floor was a contextually appropriate choice but expressed concern regarding the brick course pattern at the corner and the thin appearance of the columns on Greenwood Ave. N. The Board recommended a condition to revise and simplify the pattern and detailing of the brick masonry to create one well-proportioned and harmonious and heavier expression. (DC2-B, DC4, CS3-II-i)
- f. In agreement with public comment for activation along Greenwood, the Board agreed that the corner should be programmed with active uses and recommended a condition that the proposed retail use of a co-working space on the first floor at the corner of Greenwood Ave. N. and N. 87<sup>th</sup> St. remain a shared amenity space. (DC2, DC2-B, CS2-C.1)

## **2. Pedestrian Access and Wayfinding:**

- a. The Board agreed that the wayfinding questions created by the proximity of the residential entrances had been successfully resolved by creating a clear hierarchy between the two entries. (PL3-A)

## **3. Height, Bulk and Scale at Phinney Avenue N.:**

- a. The Board heard public comment regarding bulk and scale concerns but agreed that there had been sufficient change in the massing and modulation of this facade in response to their previous guidance, and recommended its approval as designed. (DC2, CS2-II-ii., CS2-D, CS2-VII-i.)
- b. The Board agreed that the board and batten siding proposed for portions of this elevation was compositionally appropriate and recommended a condition to provide drawings and notes specifying layout and attachment details to ensure agreement with window locations. (DC2-D, DC4)

## **4. N. 87th Street Edge:**

- a. The Board expressed their appreciation for the composition of elements at this edge of the project and agreed that they were an appropriate response to their earlier guidance. (DC2, DC2-II, CS2-I)
- b. The Board agreed with public comment and supported the incorporation of public art into the project as proposed and recommended a condition that the design team work with SDCI staff in its selection. (DC1-I, DC2-B)

## 5. Materials

- c. The Board recommended approval of the exterior materials shown in the design review packet, including the specification of 7/16" thick cementitious fiber panels in all areas except those shown as board and batten. (DC4-A)

## DEVELOPMENT STANDARD DEPARTURES

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

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

1. **Ground Level Residential (SMC 23.47A.008.D.2):** The Code requires the floor of a dwelling unit located along the street-level, street-facing facade to be at least 4 feet above or 4 feet below sidewalk grade or be set back at least 10 feet from the sidewalk. The applicant proposes a total of nine square feet of floor area that is within 10-feet of the sidewalk.

The Board unanimously agreed that the provision of bays and entry stoops as designed better met the intent of Design Guideline PL3-A Entries than a code-compliant solution, and recommended approval of the requested departure.

2. **Vehicle Access from Principal Pedestrian Street (SMC 23.47A.032.A.2.a):** The Code requires that if access is not provided from an alley and the lot abuts two or more streets, access to parking shall be from a street that is not a principal pedestrian street. The applicant proposes access from Greenwood Ave. N., a principal pedestrian street, for retail parking, loading and waste collection.

The Board noted the memo from the Seattle Department of Transportation in support of this departure and agreed that the provision of on-site waste collection, the provision of retail use at the sidewalk, and particularly the voluntary enhanced right-of-way improvements better met the intent of Design Guidelines CS2-I Streetscape Compatibility, DC1-B Vehicular Access and Circulation, and PL4-C Planning Ahead For Transit and unanimously recommended approval of this departure.

3. **Maximum Width Limits (SMC 23.47A.008.C.5):** The Code requires that the maximum width and depth of a structure, or of a portion of a structure for which the limit is

calculated separately according to subsection 23.47A.008.C.5.b, is 250 feet. The applicant proposes a building width of 260’.

The Board agreed that the massing shifts in the proposed “Three Bar” scheme provided scale mitigation that better met the intent of Design Guideline CS2-D Height, Bulk, and Scale and unanimously recommended approval of the requested departure.

## **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.

### ***Greenwood/Phinney Supplemental Guidance:***

#### **CL1-I Responding to Site Characteristics**

**CL1-I-i. Views:** Numerous east-west streets offer excellent views of Green Lake, Puget Sound and the Olympic and Cascade Mountains from Greenwood Avenue North. Where possible, buildings should be located to take advantage of these views and to enhance views from the public right-of-way. Examples of methods to do this include setbacks from view corridors, landscape elements and street trees to frame views rather than block them, and pedestrian spaces with views of the water and mountains.

### **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.

### ***Greenwood/Phinney Supplemental Guidance:***

#### **CS2-I Streetscape Compatibility**

##### **CS2-I-i. Reinforcement of Commercial and Residential Development Patterns:**

a. Build commercial development up to the sidewalk where possible. Along North/Northwest 85th Street, new commercial buildings should be set back sufficiently to provide 12-foot minimum sidewalks (including street trees and other plantings). Commercial buildings may be setback off the street if pedestrian-oriented space is provided that is enhanced with humanizing components such as trees and other plants, site furnishings and high-quality, well detailed pavements between the sidewalk and the building.

b. Residential buildings (on Greenwood Avenue North and North/Northwest 85<sup>th</sup> Street) should be setback where possible five to 15 feet from the sidewalk to provide extensive landscaping in the front yard. When possible, first floor residential units facing Greenwood Avenue North or North/Northwest 85<sup>th</sup> Street should be located at least three feet above the sidewalk level to provide a sense of privacy and surveillance over the street.

**CS2-I-ii. Treatment of Side Streets:** Some treatment of side-streets off of Greenwood Avenue North and 85th Street is important to create an effective transition to residential neighborhoods. Some options to consider include:

- a. setbacks with view-framing landscaping (see CS1)
- b. arbors with hanging plants
- c. small outdoor spaces with trees and landscaping.

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

**CS2-II-i. Impact of New Buildings on the Street:** Consider the setback of upper stories of new mixed-use development on Greenwood Avenue North and North/Northwest 85<sup>th</sup> Street to reduce the dominance of new buildings on the street. Also, new commercial development should respect the small-scale historical pattern of storefronts on Greenwood Avenue North. Typically, the older storefronts are about 50 feet in width and feature brick, stone or other masonry units. Some also feature architectural details that provide interest and a human scale to the buildings.

**CS2-II-ii. Zone Edges:** Careful siting, building design and massing are important to achieve a sensitive transition between more intensive and less intensive zones. Consider design techniques including:

- a. increasing the building setback from the zone edge at the ground level;
- b. reducing the bulk of the building's upper floors nearest to the less intensive zone;
- c. reducing the overall height of the structure; and
- d. using extensive landscaping or decorative screening.

**CS2-II-iii. Design departures:** If alternative techniques are used to successfully achieve a sensitive transition between these zones, the following departures, as set forth at SMC 23.41.012, are suggested for consideration in the Design Review process, to offset the loss of any development opportunity within the Greenwood/Phinney neighborhood:

- a. relax the minimum size limit for nonresidential uses—allow up to a 15 percent reduction in the required commercial area
- b. relax the residential amenity or setback requirements.
- c. allow for a building's ground floor to be built to the property line of the less intensive zone as long as the building wall is less than a single story, contains no windows and upper floors are stepped back appropriately.

**CS2-II-iv. Surrounding Open Space:** Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes and open spaces for how they function as the walls and floor of outdoor spaces or "rooms" for public use to determine how best to support those spaces through project siting and design.

### **CS2-III Architectural Context/Building Entrances**

**CS2-III-i. Entrances:** Even when the principal off-street parking areas are located on the side of the building, a primary building entrance should be located at the corner. This concept is consistent with traditional neighborhood commercial designs and important in facilitating pedestrian activity at the street corners.

### **CS2-IV Mid-Block Connections**

**CS2-IV-i. Mid-Block Crossings:** Where relevant, consider incorporating and enhancing the mid-block connection concept. Mid-block connections should be visually open and activated by pedestrian lighting, landscaping and human scaled, pedestrian-oriented architectural features and details. Inclusion of public art and neighborhood signage is encouraged. These connections should align with the mid-block crosswalk and may vary in width.

### **CS2-V Street Pattern**

**CS2-V-i. Continuity:** New development should respond to the existing street pattern to create pedestrian and visual continuity.

### **CS2-VI Structure Orientation**

**CS2-VI-i. Orientation:** Buildings should generally be built to the edge of sidewalks without setbacks so that ground floor uses are visible and accessible from the pedestrian circulation system. The impacts of new structures on solar exposure should be considered. Buildings located on corners should be oriented to the corner and include entries, windows, canopies or other special architectural treatment. Automobile access, circulation or parking should not be located at the intersections of public streets.

Blank walls should be avoided where possible and mitigated with architectural treatment where they are unavoidable.

## **CS2-VII Mass and Scale**

**CS2-VII-i. Reducing Visual Mass:** Consider reducing the impact or perceived mass and scale of large structures by modulating upper floors; varying roof forms and cornice lines; varying materials, colors and textures; and providing vertical articulation of building facades in proportions that are similar to surrounding plat patterns.

## **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.

## ***Greenwood/Phinney Supplemental Guidance:***

### **CS3-I Architectural Concept and Consistency**

**CS3-I-i. Architectural Styles:** The Greenwood Avenue North/Phinney Avenue North and North/ Northwest 85th Street corridors are characterized by their utilitarian, non-flamboyant, traditional architectural styles (except for churches). Some important points to consider in making new development consistent and compatible with existing development include:

- a. small-scale architectural details at the ground level, including color, texture/patterns, materials, window treatment, sculptural elements, etc
- b. landscaping is an important component of the overall character, particularly for residential development
- c. personalization of individual businesses is a key feature of both corridors.

### **CS3-II Compatibility**

**CS3-II-i. Existing Pattern:** Consider using the human-scale historical pattern of storefronts on Greenwood Avenue North as a guide in developing new structures abutting TownCenter streets. New development should respond to Greenwood’s existing context by matching window and opening proportions, entryway patterns, scale and location of building cornices, proportion and degree of trim work and other decorative details, and employing a variety of appropriate finish materials.

## 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.

### ***Greenwood/Phinney Supplemental Guidance:***

#### **PL1-I Pedestrian Open Spaces and Entrances**

**PL1-I-i. Pedestrian Open Spaces:** Small, usable open spaces are an important design objective. Open spaces incorporating the following features are encouraged with new commercial and mixed-use development:

- a. Good sun exposure during most of the year
- b. Located in areas with significant pedestrian traffic



- c. Storefront and/or residential windows face onto open space, at or above the ground level
- d. There are a variety of places to sit
- e. Pedestrians have something to look at, whether it is a view of the street, landscaping, a mural, etc.

**PL1-II Open Space**

**PL1-II-i. Urban Plaza:** Encourage a publicly accessible urban plaza, potentially incorporated into one of the north-south streets and any proposed midblock connection. This adjoining street could be temporarily closed to traffic for special public gatherings. The plaza could include seasonal landscaping and year-round green, seating walls, benches or other street furniture, and public art.

**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.

**Greenwood/Phinney Supplemental Guidance:**

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

**PL2-I-i. North/Northwest 85th Street Corridor and Greenwood Avenue North Corridor, North of North 87th Street:** New development should enhance the pedestrian environment and encourage pedestrian activity along the North/Northwest 85th Street corridor and the Greenwood Avenue North corridor, north of North 87th Street. The following measures should be encouraged:

- a. Building entries facing the street
- b. Pedestrian-oriented facades
- c. Weather protection
- d. Below-grade parking, when possible

**PL2-I-ii. Pedestrian Amenities:** When possible, new development should integrate pedestrian amenities including but not limited to street trees, pedestrian lighting, benches, newspaper racks, public art and bike racks to maintain and strengthen pedestrian activity.

## **PL2-II Pedestrian Lighting**

**PL2-II-i. Safety and Comfort:** Pedestrian street lights should conform to the existing Greenwood lighting design plan (Lumec Z-14 Green finish GN8TX). New buildings are encouraged to incorporate custom lighting fixtures along sidewalks and public pathways. Special care should be made to not over-illuminate.

## **PL2-III Street Elements**

**PL2-III-i. Public Art:** Small signs— especially blade signs that hang over sidewalks— should be incorporated. Signage for way-finding, especially parking, is encouraged. Coordinate signage plans with the Greenwood/Phinney Neighborhood Plan.

## **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 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.

### ***Greenwood/Phinney Supplemental Guidance:***

#### **DC1-I Blank Walls**

**DC1-I-i. Storefronts:** Storefronts are encouraged to be located at the sidewalk edge, particularly in neighborhood commercial districts, and should be continuous, minimizing blank walls. Where unavoidable consider treating blank walls with one or more of the methods suggested in the Seattle Design Guidelines, including:

1. installing vertical trellis in front of the wall with climbing vines or plant material;
2. employing small setbacks;
3. employing different texture, colors, or materials;
4. providing art or murals.

## **DC1-II Parking and Vehicular Circulation**

**DC1-II-i. Parking adjacent to a public street:** Consider mitigating the visual impacts with street trees, landscaping or other design features.

1. Curb cuts along North/Northwest 85th Street should be consolidated where feasible.
2. Entrances to parking could include special paving and other sidewalk treatments and amenities, such as additional landscaping, signage or art.
3. Access to off-street parking around Palatine Avenue North, First Avenue North and Third Avenue North should be consolidated where feasible.
4. Access at Second Avenue Northwest's alignment is also acceptable to reinforce the grid pattern.

**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.

### ***Greenwood/Phinney Supplemental Guidance:***

#### **DC2-I Architectural Context**

**DC2-I-i. Residential:** Façade articulation and modulation in the Greenwood/Phinney Ridge Planning Area are most critical in multi-family residential buildings. Use of façade articulation and architectural elements is encouraged to make new construction compatible with the surrounding architectural context. Architectural features such as those listed below can add further interest to a building, and lend buildings a human scale:

1. Pitched roof
2. Covered front porch
3. Vertically proportioned windows
4. Window trim and eave boards

**DC2-I-ii. Commercial and Mixed-Use:** Façade modulation and articulation are less critical in commercial or mixed-use structures as long as appropriate levels of detail are present to break up the façade. Many of these structures are simple boxes that are well fenestrated and contain a number of details that add interest at the ground level and lend buildings a human scale. Modulation of commercial and mixed-use structures at the street level is discouraged unless the space or spaces created by the modulation are large enough to be usable by pedestrians.

#### **DC2-II Human Scale**

**DC2-II-i. Building Composition:** New multi-story developments should consider methods to coordinate a building's upper and lower stories. The parts should function as a composition—not necessarily requiring the top and bottom to be the same or similar.

#### **DC2-III Mass and Scale**

**DC2-III-i. Perceived Mass:** Consider reducing the impact or perceived mass and scale of large structures by modulating upper floors; varying roof forms and cornice lines; varying materials, colors and textures; and providing vertical articulation of building facades in proportions that are similar to surrounding plat patterns.

### **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.

**RECOMMENDATIONS**

At the conclusion of the RECOMMENDATION meeting, the Board recommended approval of the project with conditions.

The recommendation summarized above was based on the design review packet dated Monday, December 16, 2019, and the materials shown and verbally described by the applicant at the Monday, December 16, 2019 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the three Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. At upper levels specify high-quality metal siding material of sufficient gauge to appear and remain flat, plumb and square as represented in the design review packet.
2. **The** principal residential entry on Greenwood Ave. N. to remain as shown in the design review packet.
3. Revise and simplify the pattern and detailing of the brick masonry to create one well-proportioned harmonious and heavier expression.
4. The coworking area shown on the first floor at the corner of Greenwood and N. 87<sup>th</sup> St. should remain a shared amenity space.
5. The slot venting scheme shown for the upper level residences to remain as shown in the design review packet.
6. Provide drawings and notes specifying the layout and attachment details for the board and batten siding to insure agreement with window locations.
7. Work with SDCI staff in the selection of public art pieces.
- 8.