Seattle Department of Construction & Inspections

DESIGN REVIEW

RECOMMENDATION OF THE
WEST DESIGN REVIEW BOARD

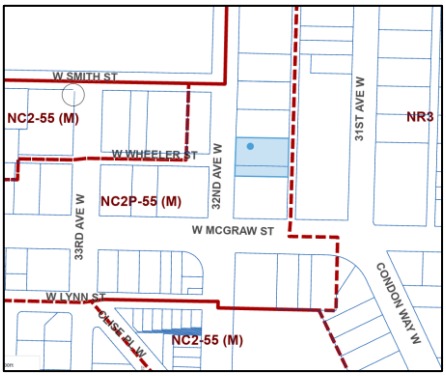
Record Number:	3035295-LU
Address:	2412 32nd Avenue West
Applicant:	Jeff Walls, Studio 19 Architects
Date of Meeting:	February 19, 2025
Board Members Present:	Tiffany Rattray, Chair Kinsley Ogunmola Steve Allwine Norie Sato Sarah Maas
SDCI Staff Present:	Greg Johnson

SITE & VICINITY

Site Zone: Neighborhood Commercial 2 with a Pedestrian Zone (P) and a height of 55 feet and an MHA suffix of M.

Nearby Zones: (North) NC2P-55 (M)
(South) NC2P-55 (M)
(East) Neighborhood Residential 3 (NR3)
(West) NC2P-55 (M)

Lot Area: 11,364 sq. ft.



The top of this image is north. This map is for illustrative purposes only. In the event of omissions, errors or differences, the documents in SDCI's files will control.

Current Development:

The subject site is located on the east side of 32nd Avenue W, midblock between W. Smith Street and W. McGraw Street in the Magnolia neighborhood. An alley borders the site along its east property line. The site comprises two existing tax parcels developed with two commercial structures built in 1946 and 1989 and an outbuilding on the eastern half near the alley. The rectangular site slopes downward northeast to southwest approximately ten feet.

Surrounding Development and Neighborhood Character:

The subject site lies on the eastern edge of Magnolia Village at the eastern terminus of W. Wheeler Street. Magnolia's commercial district of generally 1-2 story commercial buildings. Lowrise commercial structures are adjacent to the north, south, and west. A two-story religious institution (The Church of Jesus Christ of Latter-Day Saints) is adjacent to the east across an alley. A single-family residential area extends to the east beyond the church. Magnolia Playfield is located one block to the north of the site.

There are distinct transitions between the commercial district and the surrounding residential neighborhoods, which are predominantly comprised of single-family detached dwellings. To the east of the site, the character of development rapidly transitions to single-family building types. A small number of multi-family and townhouse dwellings exist within and surrounding the commercial district. Commercial buildings generally form a continuous street wall with a few locations for vehicle access and surface parking along W. McGraw Street and on the east side of 32nd Avenue W. Brick or other masonry materials are common within the street-facing facades of buildings that make up the street wall. Exceptions to the street wall include the garden center building located across 32nd Avenue W. from the site, which has surface parking lots on the north and south sides of the building. W. Wheeler Street to the west of the site appears to function as an alley serving commercial uses to the north and south. Much of the commercial area was upzoned in April 2019, to increase the maximum building height from 40 feet to 55 feet.

Access:

Vehicular access is currently available along an alley located along the eastern boundary of the site. Pedestrian access is provided by existing sidewalks along the 32nd Ave W. frontage.

Environmentally Critical Areas:

No mapped environmentally critical areas are located on the subject site.

PROJECT DESCRIPTION

Land use application to allow a 6-story, 45-unit apartment building with retail. Parking for 32 vehicles proposed. Existing buildings to be demolished. Early Design Guidance conducted under 3035563-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.

EARLY DESIGN GUIDANCE – OCTOBER 20, 2021

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Preferred carved design of Option 3.
- Supported the minimal impact on the proposed designs on surrounding buildings.
- Encouraged a four-sided design for the building.
- Encouraged a well-design east façade because it will be highly visible.
- Encouraged a project design that acknowledges pedestrian activity on the adjacent alley.
- Encouraged streetscape interaction with commercial ground-level
- Encouraged the use of large retail spaces to support active retail spaces.
- Encouraged access to light for all units.
- Discouraged blank unmodulated facades.
- Supported the use of parapet walls due to wind and discouraged open railings.
- Supported the proposed 5-story height as appropriate within the surrounding context.
- Identified the location of the site as terminus of W. Wheeler Street and encouraged the design of a strong visual and activated terminus.
- Encouraged active ground-level uses that will draw people to the site.
- Concerned about lack of retail activation.
- Encouraged taking cues from Safeway project in the use of masonry materials.
- Encouraged a ground-level street frontage design that supports the right-of-way beautification efforts within the Magnolia commercial area.
- Supported the recessed residential entry of Option 3, which helps to promote visibility of retail and provides street frontage relief.
- Concerned about Option 1 and lack of relief along the street frontage.
- Supported using the ground level of 19th and Mercer project shown in the packet as a model for this project for the design of retail spaces and the use of high-quality building materials with its use of wood and detailing of materials.
- Suggested that materials other than brick could be used as long as they are high-quality and well-detailed.
- Supported lack of setback at top of building along the west side of the building, stating that most of the building experience will be at or near ground-level.
- Supported the departure as minor and justifiable in order to create a step in the massing.
- Supported lowering height of building to improve the building scale at the street frontage.
- Discouraged the extensive use of fiber cement panels as an exterior building material. Supported the use of art in the form of a mural for the side walls facing north and south.

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

- Appreciated the overall massing options presented in the proposal.
- Preferred a massing that provides relief at the sidewalk.

- Supported Option 1 as the most appealing mass and form of the three options but added that the roof should overhang the floors below on east façade and that the top one or two floors should have a step-back from the lower floors.
- Stated that Option 3 has comfortable proportions, but the top floor setbacks appear unattractive for residential units.
- Opposed the Option 2 massing design.
- Stated that the east façade will be highly visible, possibly more visible to the surrounding area than the west façade.
- Concerned that alley-facing solid waste room does not allow a retail loading berth.
- Concerned that the proposed retail space is too small for an active retail space.
- Supported the proposed west façade setback from the west property line.
- Opposed the departure requests.
- Concerned that the green roof area is too small to support a greening effect and provide adequate space for building's inhabitants. Added that planting on roof needs materials around it to absorb heat and wind.
- Concerned that the ground-level commercial space will be occupied by an office use and not a more active type of commercial use.

SDCI received non-design related comments concerning public outreach. These comments are outside the scope of design review.

The Seattle Department of Transportation offered the following comments:

- Seattle's Bicycle Master Plan recommends a future protected bicycle lane on 32nd Ave W, but the project is not within SDOT's 5-year implementation plan, nor has a facility been designed or funded at this time.
- Most of the project frontage is within the intersection with W Wheeler Street. Parking is not allowed within intersections or within the 20-foot approach of unmarked pedestrian crossings.
- As reflected in the packet, there is a 6-foot right-of-way setback to accommodate current pedestrian standards and future right-of-way expansion.
- SDOT strongly encourages the project to provide an 8-foot minimum sidewalk width on the parcel frontage because of the site's location within a pedestrian zone overlay.
- SDOT strongly supports that vehicle access and solid waste collection are designed from the alley.

Seattle Public Utilities (SPU) Solid Waste Division provided a memo with the following information:

- Solid waste collection will occur along the alley. SPU is supportive of the project using uncompacted 2 cubic yard dumpsters due to the grade of the alley. The preferred design in the EDG proposal is consistent with this guidance.

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.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD GUIDANCE

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 preferred Design Concept 3 over the other two design options due to its stronger concept legibility over the other two options, its greater ability to transition to the shorter contextual building height through its lower projecting mass, and the provision of a legible residential entry setback along the street (DC2-A-2. Reducing Perceived Mass, DC2-B. Architectural and Façade Composition, DC2-C-3. Fit With Neighboring Buildings).
    b. The Board gave guidance to strengthen the legibility of the massing concept and better relating to surrounding contextual height, including the zone transition to the east, by reducing the height of the projecting yellow mass shown in the packet by one floor along all facades (CS2-A-2. Architectural Presence, CS2-D. Height, Bulk, Scale, DC2-A. Massing, DC2-D-1. Human Scale).
    c. The Board expressed concern at the lack of secondary massing expression shown in the concepts and requested the use of additional massing shifts and the use of secondary massing elements, such as legible window depth and alignment, to strengthen the link between the building and the surrounding commercial district (CS2-D-1. Existing Development and Zoning, CS2-D-5. Respect for Adjacent Sites, CS3-A. Emphasizing Positive Neighborhood Attributes).

2. **Street/Alley Frontage**:
    a. The Board acknowledged public comment that emphasized the need for an active street frontage and requested additional emphasis of the commercial frontage along the street frontage through the increase of commercial street frontage and reduction of the residential lobby width. The Board requested additional study at the Recommendation phase to examine increasing the length of commercial space along the street frontage both with and without widening the projecting commercial massing element (CS2-B-2. Connection to the Street, PL1-B-3. Pedestrian Amenities, PL2-B-3. Street-Level Transparency, PL2-D. Wayfinding, PL3-A. Entries, PL3-C-2. Visibility, DC1-A. Arrangement of Interior Uses).
    b. The Board echoed the sidewalk width recommendations of SDOT for a minimum 8-foot sidewalk width. The Board added that the expression of the concept and legibility of modulation shifts should not be compromised in achieving this additional sidewalk width (PL1-B. Walkways and Connections, PL4-A-2. Connections to All Modes).
    c. The Board expressed concern that extraneous vehicle movements in the alley, caused by the three separate access points to parking and solid waste collection, may interrupt pedestrian movements. The Board requested additional study, to be shown at the Recommendation phase of review, that examines the reduction of vehicle access points. Specifically, the Board requested study of a parking and solid waste organization that consolidates parking and solid waste collection access to one location. The Board requested a separate study showing two total access points: one for vehicle parking and another for solid waste access (DC1-B-1. Access Location and Design, DC1-C. Parking and Service Uses).

3. **Façade Design/Materials**:
    a. The Board emphasized the need for high-quality materials including masonry, and discouraged the use of fiber cement panels as an exterior material. The Board encouraged the examination of the surrounding commercial context for examples of materials that are responsive to context (DC4-A-1 Exterior Finish Materials).
    b. The Board expressed concern that the presence of the parking area would interrupt the concept expression of the south façade, and emphasized the need for the south façade to be treated with a consistent expression that achieves architectural unity between the lower floors along the parking area and the residential upper floors (CS2-D-1. Existing Development and Zoning, CS2-D-5. Respect for Adjacent Sites, CS3-A. Emphasizing Positive Neighborhood Attributes).

4. **Community Outreach**:
    a. The Board recognized design-related public comment and encouraged the applicant to perform additional community outreach prior to a future Recommendation meeting, citing Magnolia Safeway project as an example of how continuous discussion with the local community can benefit a development proposal and design through the examination of contextual cues and community needs. (CS2-A. Location in the City and Neighborhood, CS2-D. Height, Bulk, and Scale, CS3. Emphasizing Positive Neighborhood Attributes).

RECOMMENDATION – FEBRUARY 19, 2025

PUBLIC COMMENT

No public comments were offered at this meeting.

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

- Unsupportive of the proposed design.
- The size of the proposed project is out of proportion and character with the buildings in the Magnolia Village and surrounding neighborhood, which are generally 1- to 2-stories tall and feel proportional in size to the surrounding homes.
- Supported the proposed design.
- Opposed to the 6-story building height as it is out of proportion with the immediate neighborhood.
- Preferred a 2- or 3-story maximum building height.
- Suggested keeping to a 3- or 4-story building height.
- The images do not accurately depict the project's mid-block location.
- Recommended only native vegetation be used for any landscaping to enhance native avian life and native pollinators and to mitigate seasonal urban flooding.
- Noted this will be the first project to be built to this density and height in the Magnolia area so it will set a precedent for future development.
- Referenced the outdoor seating at Bellagio Condominium block and the Magnolia Professional Building as inspirational.
- Stated the alley is walkable.

- Consider potential retail space access and visibility; roll-up doors for retail; stepping back a portion of the covered retail to allow for more outdoor seating; residential balconies; integrated solid waste staging area; and façade material treatment on all four sides.
- Concerned about shadow impacts caused by the proposed building height and asked to consider building and street lighting in these areas.
- Proposed a setback from the sidewalk relative to the street trees and the retail use of the sidewalk to enhance pedestrian enjoyment.
- Will existing sidewalk benches be retained.
- In order to make this entire zone function as a pedestrian commercial district, the ground floor should be maximized for public pedestrian use, such as extending the pedestrian area into the building footprint as a gallery, portico, or colonnade.

SDCI received non-design related comments concerning parking. These comments are outside the scope of design review.

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.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS

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

1. Massing and Exterior Materials:

a. The Board recommended approval of the building massing and its relationship to the proposed material palette. Specifically, the Board recommended approval of the height of the shorter brick mass, which had been shortened since the Early Design Guidance meeting. Reducing the height of the shorter building mass was encouraged at EDG to better relate to the scale of surrounding development, including the zone transition to the east of the site (DC2-A-2. Reducing Perceived Mass, DC2-B. Architectural and Façade Composition, DC2-C-3. Fit With Neighboring Buildings).

b. The Board recommended approval of the proposed shadow boxes and their locations throughout the building design as secondary architectural features that add visual depth (DC2-B. Architectural and Façade Composition, DC2-C-1. Visual Depth and Interest, DC4-A. Building Materials).

c. The Board recommended approval of the residential entry design, including its placement within a recessed massing element, the proportion of the entry length in relationship to the overall building length, and the inclusion of overhead weather protection and seating to identify the entry. The Board encouraged the applicant to incorporate additional lighting to strengthen the entry's visibility, but did not recommend a related condition (PL2-C. Weather

Protection, PL2-D. Wayfinding, PL3-A. Entries, DC2-E-1. Legibility and Flexibility, DC4-C-1. Functions).

d. The Board recommended approval of the palette of exterior building materials. In this approval recommendation, the Board specifically cited the visual depth provided by the shadow boxes throughout the project design and the texture provided by the brick and corrugated metal materials as important design elements. The Board also cited the wrapping of these high-quality materials to all sides of the building in its approval recommendation (DC2-B. Architectural and Façade Composition, DC2-C-1. Visual Depth and Interest, DC4-A. Building Materials).
e. The Board recommended approval of the use of perforated metal panels in the window openings along the building's parking levels as a way to continue the rhythm of the building's apertures. However, they encouraged the applicant to enhance the visual strength of these panels by adding visual depth and artistic elements to the panel designs, rather than a simple repetitive panel design. The Board did not recommend a related condition (DC1-C. Parking and Service Uses, DC2-D. Scale and Texture, DC4-A-1 Exterior Finish Materials).
f. The Board recommended approval of the north façade design, which is proposed as a relatively large portion of façade without modulation or changes in materials other than the window pattern. The Board encouraged additional exploration into ways to visually segment the visual length of the upper façade (CS2-D-1. Existing Development and Zoning, CS2-D-5. Respect for Adjacent Sites, CS3-A. Emphasizing Positive Neighborhood Attributes, DC2-A-2. Reducing Perceived Mass, DC2-C. Secondary Architectural Features, DC2-D. Scale and Texture, DC4-A-1 Exterior Finish Materials).

2. Site and Landscaping:

a. The Board recommended approval of the design of the streetscape, particularly the additional sidewalk depth outside of the right-of-way as a precedent-setting example of strengthening the streetscape and pedestrian activity. The Board also identified the placement of a bench in the residential entry setback area as part of its streetscape approval (CS2-B-2. Connection to the Street, CS3-A-4. Evolving Neighborhoods, PL1-A-2. Adding to Public Life, PL1-B. Walkways and Connections, PL3-A. Entries, DC2-E-1).
b. The Board recommended approval of the landscaping layout and encouraged the applicant to utilize native plant materials but did not recommend a related condition (CS1-D-1. On-site Features, CS1-E-2. Adding Interest with Project Drainage, DC4-D-1. Choice of Plant Materials).
c. The Board recommended approval of the location of stormwater/bioretention areas at grade. The Board pointed out that the south façade and the bioretention planters at its base would be highly visible and encouraged the applicant to add visual interest to the project by emphasizing the design of the stormwater catchment system. (CS1-E-2. Adding Interest with Project Drainage, PL2-C-2. Design Integration).

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure was based on the departure's potential to help the project better meet these design guideline 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 departure(s) were requested:

1. **Residential uses at street level (23.47A.005.C.1):** The Code requires no more than 20 percent of the street-level façade to be occupied by a residential use in a pedestrian-designated zone, facing a principal street.

   The applicant proposes to increase the percentage of the street-level street-facing façade for residential use to 27.26 percent or 22.05 feet. This is departure of 7.26 percent or 5.9 feet.

   The Board recommended approval of the departure because the resulting design better meets the intent of Design Guidelines related to building entries. The Board recommended approval of the residential entry, citing its placement on a recessed massing element, the proportion of the entry length compared to the overall building length, and the use of other features such as overhead weather protection and seating to identify the entry. Specifically for this departure request, the Board added that the departure would improve the functionality of the lobby consistent with Citywide Design Guideline: PL3-A-1d. Common entries to multi-story residential buildings. With its approval recommendation of the departure, the Board encouraged the applicant to reduce the scale of the adjacent portion of the brick retail massing to better related to the residential entry scale, specifically suggesting the use of secondary architectural features and building detailing such as visible lighting hardware to achieve this transition. The Board did not recommend a condition with this suggestion. (PL2-C. Weather Protection, PL2-D. Wayfinding, PL3-A. Entries, DC2-E-1. Legibility and Flexibility, DC4-C-1. Functions).

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.

BOARD RECOMMENDATIONS

The recommendations summarized above were based on the design review packet uploaded to the master use permit documents on dated February 5, 2025, and the materials shown and verbally described by the applicant at the February 19, 2025, 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 and departure(s) with no conditions.