FIRST EARLY DESIGN GUIDANCE OF THE SOUTHWEST DESIGN REVIEW BOARD

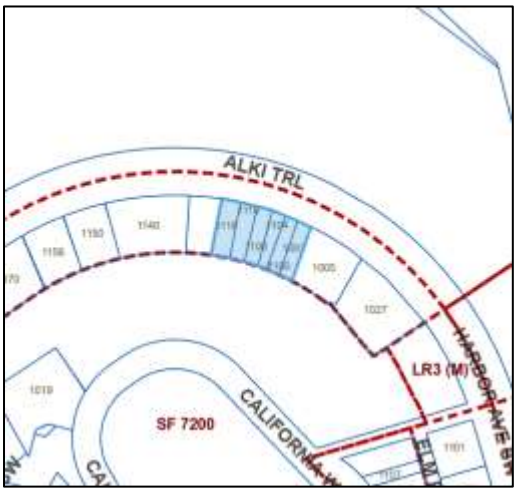
Record Number:	3037493-EG
Address:	1116 Alki Ave SW
Applicant:	Evette Yu, MZA Architecture
Date of Meeting:	Thursday, April 07, 2022
Board Members Present:	Scott Rosenstock, Chair John Cheng Alan Grainger Johanna Lirman
Board Members Absent:	Patrick Cobb
SDCI Staff Present:	Theresa Neylon

SITE & VICINITY

Site Zone: Multi-family Midrise (M) [MR(M)]
Shoreline Urban Residential District (UR)

Nearby Zones: (North) MR(M)
(South) Single-family 7200 [SF 7200]
(East) MR(M)
(West) MR(M)

Lot Area: 22,534 sq. ft.



Current Development:

The subject site is comprised of six existing tax parcels currently developed with six one- to two-story wood frame residences, four which were built in 1915 with the others built in 1960 and 1979. The consolidated site is slightly wedge-shaped as it curves in response to the shoreline of Elliott Bay. The street frontage faces north/northeast across Alki Ave SW with unobstructed views towards downtown. The site is relatively flat along the street frontage and through most of the north portion of the site but steep slopes are present along the south property line. There is one exceptional tree and one significant tree on the site.

Surrounding Development and Neighborhood Character:

The subject site is located on the south side of Alki Ave SW on the Duwamish Head in southwest Seattle. Six-story multifamily residential structures are adjacent to the east and west. Elliott Bay is to the north across Alki Ave SW; to the south, a steep vegetated hillside ascends to Hamilton Viewpoint Park and the North Admiral residential neighborhood. The immediate vicinity is primarily comprised of multifamily residential uses along Alki Ave SW and Harbor Ave SW with pockets of older single-family residential development. Multiple recreational spaces border the neighborhood fronting the waterfront, including the Alki Trail adjacent to Alki Ave SW, Luna Park to the west, and Don Armeni Boat Ramp and Public Park to the east. Minor arterial and SEPA Scenic Route Alki Ave SW provides circulation along the northwest edge of the Duwamish peninsula southwest to the Alki neighborhood and connects to Harbor Ave SW and the West Seattle Bridge to the southeast. One half mile to the southeast, the Alki Water Taxi provides local service from the Seacrest Ferry dock to Downtown Seattle.

The subject site is located within the established residential fabric of this neighborhood of West Seattle. The area is characterized by its topography and proximity to Elliott Bay. Existing residential structures respond to this context through their orientation towards the water and the inclusion of abundant glazing and balconies. Residential structures range in age from single-family turn of the century structures to recently built higher density mid-rise multi-family buildings, up to six-stories in height. Street parking is located along both sides of Alki Ave SW.

Access:
Vehicular and pedestrian access are both proposed from Alki Ave SW.

Environmentally Critical Areas:
A mapped steep slope area is located in the southeast corner of the site, continuing across the southern property line. The subject site is located in mapped potential landslide and liquefaction-prone areas; known landslide areas are mapped near the southern property line.

The majority of the site is also located within the Urban Residential (UR) Shoreline District.

PROJECT DESCRIPTION
Design Review Early Design Guidance for a 6-story, 65-unit apartment building. Parking for 102 vehicles proposed.

The design packet includes information presented at the meeting, and is available online by entering the record number at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx
Any recording of the Board meeting is available in the project file. This meeting report summarizes the meeting and is not a meeting transcript.

The packet is also available to view in the file, by contacting the Public Resource Center at SDCI:

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

Email: PRC@seattle.gov

FIRST EARLY DESIGN GUIDANCE April 7, 2022

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Expressed concern that the 'code compliant option' shown does not appear to meet the required parking requirements with the mechanical parking shown.
- Expressed concern that the 'preferred option', which is proposing removing the two site trees, is maximizing square footage without focus on providing benefit for that allowance.
- Noted that good design, which focuses on appropriate massing and response to context (including providing privacy to the adjacent residences), can be achieved without variances or departures.

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

- Supported the proposed development and residential use.
- Appreciated the aesthetic and functional aspects of the building.
- Preferred Option 3.
- Requested the applicant provide a code-compliant option.
- Encouraged the project to incorporate principals of good design and compliance with City requirements for massing, articulation, building size, and privacy without variance or departure.
- Discouraged granting variance from development on the steep slope and preservation of protected trees.
- Opposed to the parking variance and the car sharing program.
- Objected to a variance from the 150' building length requirement, however noted that if a variance is granted, the project should meet the same design criteria used at 1250 Alki Ave, 1027 Harbor Ave SW, and 1037 Harbor Ave SW.
- Supported the mid-building courtyard in Option 2, however requested increasing the depth to be consistent with nearby buildings.
- Felt the multiple, smaller modules utilized in Option 3 do not justify a variance from the building length requirement.
- Appreciated the preservation of the tree setback and steep slope buffer in Option 1, however requested articulating the street facades and preserving the privacy and view corridors of the adjacent building to the south.
- Appreciated the preservation of the tree setback and steep slope buffer in Option 2 and suggested increasing articulation to improve views and access to light and air.

- Commended the splaying and articulation on the front and sides of Option 3, however encouraged increasing articulation.
- Concerned that planting trees in the side yard may not be practical due to size.
- Requested more information regarding how rooftop light and noise pollution will be mitigated.

SDCI received non-design related comments concerning becoming a party of record, housing demand, parking, zoning requirements, landslide mitigation, environmental impacts, and views.

The Seattle Department of Transportation offered the following comments:

- Confirmed that street trees are required.
- Stated the proposed 13' planting strip and 6' sidewalk meet pedestrian access and circulation standards.
- Stated that ADA-compliant curb ramps are required at the east half of the frontage, crossing Alki Ave SW.

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 3037493-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. Architecture: Massing

a. The Board noted that the three massing options did not appear to offer much visible differentiation.

   i. One Board member noted that Option 1, with its massing simplicity, appeared to be most responsive to neighborhood scale. Another Board member noted, however, that locating the parking as a separate massing on the west property line was not an acceptable design approach at the street edge to meeting the parking requirement. The Board recommended that parking be integrated into the building massing so it is not so visually prominent along the street frontage. **DC2-B-1. Façade Composition, DC1-C-2. Visual Impacts, DC2-B-2. Blank Walls**

   ii. Discussion on massing Option 2 centered around the effectiveness of the 'courtyard' layout. It was noted that the 'courtyard' did not appear to add identifiable modulation to the massing. The Board also questioned how well the 'entry courtyard' at the ground level would function at this location (see further

comments in the Site section). **CS2-B-2. Connection to the Street, PL3-B Residential Edges**

iii. Echoing public comment, The Board noted that Option 3, the preferred option, proposed removing the trees at the rear of the site but did not appear designed to 'give back' any specific benefit along the visible frontage massing. The Board questioned if the massing was achieving the view corridors as indicated in the departure diagrams. They questioned why a side setback was requested when this option already gained floor area with the removal of the trees. The Board unanimously indicated a lack of support for Option 3's massing proposal. **DC2-A Massing, DC1-A-4. Views and Connections**

b. The Board agreed with public comment that departures should not be necessary to achieve responsive and appropriate design solutions at this location. The Board asked to see three new alternate massing options. The Board noted that the options should refine massing proposals within typical Code requirements as much as possible. The Board clarified that any departure requests should be described of how the departure aids the design in better meeting the Design Guidelines. They noted that the options should include the following:
   - Massing options that are visually distinct from each other at the street frontage;
   - Layout options that address streetscape and entry sequence development;
   - Options for creating respectful relationships to neighboring buildings, including studies of privacy, view protection, etc.; and
   - Parking that is integrated into the building massing, located to the rear of the site and below ground, in order to remove parking from the street frontage. **DC2-C-3. Fit With Neighboring Buildings, CS2-B-2. Connection to the Street, CS2-D-5. Respect for Adjacent Sites, DC1-C-2. Visual Impacts, DC2-B-2. Blank Walls**

c. The Board noted that this site is in a very visually prominent location. Consideration of how the massing options enhance the architectural context, respond to existing adjacent uses, and respect the natural environment of the water's edge and forested hillside should be highlighted in the description of the options. **CS2-A-2. Architectural Presence, DC2-C-3. Fit With Neighboring Buildings, DC3-C-3. Support Natural Areas**

2. Architecture: Layout

a. The Board supported development of the building frontage that enhances and encourages an active public realm. One Board member noted that there is a balance between number of units and number of parking stalls required and noted that parking should not be dominating the frontage design. The Board did not support parking along the street frontage, as shown in Option 1. **DC2-A-1. Site Characteristics and Uses, CS2-B-2. Connection to the Street, DC1-C-2. Visual Impacts,**

b. The Board supported the development of an identifiable and attractive pedestrian entry to the front door along the sidewalk. **PL3-A Entries**

c. The Board discussed the ground-related entries shown in the Options 2 and 3. They noted that unit entries and related private outdoor space could help to activate the streetscape but asked that this edge be studied further (see further comments in the Site section). **PL3-B-1. Security and Privacy, PL3-B-2. Ground-level Residential**

d. The Board questioned the layout limitations associated with the mechanical parking structures. They generally agreed with public comment that the parking layout needed clarification and simplification of access and use. **DC1-B Vehicular Access and Circulation, DC1-C Parking and Service Uses**

3. Site

a. The Board emphasized that future massing options should clarify how the proposals connect to the public realm and how the streetscape was being enhanced with each option. **CS2-B-2. Connection to the Street, DC3-A Building-Open Space Relationship**

b. The Board generally supported units along the streetscape (as shown in Options 2 and 3) but questioned how the transition zone between busy sidewalk to private unit would be designed. They noted that there would need to be a balance in the site design between creating an active streetscape and providing privacy and safety at the private unit entry. **PL3-B-1. Security and Privacy**, **PL3-B-2. Ground-level Residential**

c. There was discussion about how a 'courtyard' entry area could work, as shown in Option 2. It was noted that high fences and gates, as seen on some other nearby developments, did not engage or add to an active streetscape environment. The Board noted any courtyard massing option should be thoughtfully designed to create a transition between public and private realms. They requested that details of any proposed courtyard entry be illustrated in the package to show development of the entry sequence. **PL3-A Entries, DC3-A Building-Open Space Relationship**

d. The Board enquired how the parking was proposed to be screened from the sidewalk environment. They supported inclusion of a garage door at the parking entry. The Board did not support locating parking along the street frontage as this does not create an active street wall. **DC1-B-1. Access Location and Design, DC2-B-2. Blank Walls**

e. The Board unanimously supported removal of the two trees on site (including one exceptional tree). They noted that their support, which allows development to move into space at the rear of the site, is tied to the project providing enhancements along the streetscape. It was noted that the replacement trees should be thoughtfully located on the site as a meaningful replacement for removal of mature trees. Additionally, as removal of the trees will allow a more consolidated ground floor layout, a parking layout that is integrated with the building massing and that does not rely on mechanical parking should be provided. **DC1-A Arrangement of Interior Uses, DC1-C Parking and Service Uses, DC4-D-3. Long Range Planning**

DEVELOPMENT STANDARD DEPARTURES

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

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

1. **Increase to width and depth limits on lots over 9000 sq ft in an MR zone (SMC 23.45.528):** The Code requires that the width of principal structures shall not exceed 150 feet and the depth shall not exceed 80 percent of the depth of the site (96' depth allowed on this site). The applicant proposes to increase the width to 185' 5" on Option 2 (a 23 percent increase). The applicant proposes to increase the width to 181' 9" on Option 3 (a 21 percent increase) and increase depth to 108' 5" (a 13 percent increase).

2. **A reduction to setbacks and separations (SMC 23.45.518):** The Code requires a 5' minimum/7' average front setback, a 5' minimum/7' average site setback below 42' height, and a 7' minimum/10' average site setback above 42' height. For Option 2, the applicant proposes 2' minimum front setback (a 40 percent reduction), a 2' minimum side setback below 42' height (a 40 percent reduction) and a 2' minimum/7' average side setback above 42' height (an 80 percent reduction). For Option 3, the applicant proposes a 2' minimum side setback below 42' height (a 40 percent reduction) and a 2' minimum setback above 42' height (an 80 percent reduction).

The Board did not comment specifically on any of the departures as neither Option 2 nor Option 3 were supported. The Board noted that request for departures should be focused on improving the overall design approach in order to respond to context, site conditions, etc. Departures should not focus on development benefit, such as enhancing FAR opportunities.
DC2-A Massing, CS2-D-5. Respect for Adjacent Sites, DC2-C-3. Fit With Neighboring Buildings

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.

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

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

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

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

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

CS2-C Relationship to the Block

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

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

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

CS2-D Height, Bulk, and Scale

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

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

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

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

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

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

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

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

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

CS3-B Local History and Culture

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

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

PUBLIC LIFE

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

PL1-A Network of Open Spaces

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

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

PL1-B Walkways and Connections

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

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

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

PL1-C Outdoor Uses and Activities

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

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

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

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

PL2-A Accessibility

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

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

PL2-B Safety and Security

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

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

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

PL2-C Weather Protection

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

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

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

PL2-D Wayfinding

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

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

PL3-A Entries

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

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

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

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

PL3-B Residential Edges

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

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

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

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

PL3-C Retail Edges

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

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

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

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

PL4-A Entry Locations and Relationships

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

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

PL4-B Planning Ahead for Bicyclists

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

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

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

PL4-C Planning Ahead For Transit

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

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

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

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

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

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

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

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

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists

wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

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

DC1-C Parking and Service Uses

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

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

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

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

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

DC2-A Massing

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

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

DC2-B Architectural and Facade Composition

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

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

DC2-C Secondary Architectural Features

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

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

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

DC2-D Scale and Texture

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

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

DC2-E Form and Function

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

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

DC3-A Building-Open Space Relationship

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

DC3-B Open Space Uses and Activities

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

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

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

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

DC3-C Design

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

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

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

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

DC4-A Exterior Elements and Finishes

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

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

DC4-B Signage

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

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

DC4-C Lighting

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

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

DC4-D Trees, Landscape, and Hardscape Materials

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

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

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

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

DC4-E Project Assembly and Lifespan

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

RECOMMENDATIONS

BOARD DIRECTION

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