FIRST EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD

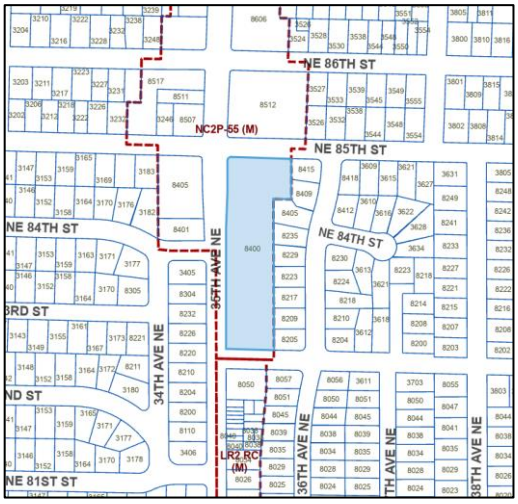
Record Number:	3040032-EG
Address:	8400 35th Ave NE
Applicant:	Brian Sanchez, SCB
Date of Meeting:	March 25, 2024
Board Members Present:	Katherine Liss, Chair Todd Lee Kun Lim Kayleigh Schickler
Board Members Absent:	Shabazz Abdulkadir
SDCI Staff Present:	Theresa Neylon

SITE & VICINITY

Site Zone: Neighborhood Commercial 2 Pedestrian-55' height limit (M) [NC2P-55 (M)]

Nearby Zones: (North) NC2P-55 (M)
(East) Neighborhood Residential 3 [NR3]
(South) Low Rise 2 Residential Commercial (M) (LR2 RC (M)]
(West) NC2P-55 (M) & NR3

Lot Area: 90,232 sq. ft.



Current Development:
The subject site, located in the Wedgwood neighborhood, occupies the west half of a block bound by NE 85th St to the north, 35th Ave NE to the west, and NE 82nd St to the south. Two single-story buildings occupy the property. The northern building, a masonry structure built in 1959, until recently housed a QFC grocery. The southern building, a wood-framed structure built in 1966, has multiple retail tenants including the Wedgwood Broiler. A surface parking lot fronts both buildings.

The site has approximately 570 linear feet of commercial frontage along 35th Ave NE, a minor arterial and classified as a principal Pedestrian street. The site also has frontage along NE 85th St along its north

property line and NE 82nd St along the south property line. Curb cuts occur on all three rights of way. The site does not border an alley. The grade along the 35th Ave NE frontage is relatively flat and slopes gently down towards the rear of the site. A Tier 2 Douglas fir tree and a Tier 3 Blue Weeping Alaskan Cedar tree are near the south property line.

Surrounding Development and Neighborhood Character:
Single-family residences are adjacent to the east, and across the public rights-of-way to the south and west. Low rise retail and dining establishments are located across the rights-of-way to the north and west. 35th Ave NE is a minor arterial providing north-south circulation through some neighborhoods of northeast Seattle and is bordered by a mix of low rise commercial, multifamily, townhouse, and single-family development. The surrounding blocks comprise an established single-family residential area. The west half of the block was rezoned from Neighborhood Commercial 2P-40 to Neighborhood Commercial 2P-55 (M) on April 19, 2019.

Wedgwood is a largely low scale residential neighborhood. The proximate blocks are primarily occupied by turn of the century craftsman and bungalow style single-family residences which include traditional architectural features and follow similar siting and massing patterns. Townhouse developments constructed along 35th Ave in the last two decades have introduced a verticality in contrast to the generally older single family and commercial buildings. Commercial and multifamily residential buildings constructed in the mid- to late-1900s are generally one- to two-stories in height and include masonry, stucco, or lap siding. Two blocks to the north, a larger-scale multifamily building built in 2012 is four-stories in height and occupies the full length of the block along 35th Ave NE. Vertical bays, massing shifts, and color are used to visually reduce the appearance of façade and massing bulk. Mature street trees along 35th Ave NE are a defining feature of the streetscape and neighborhood character. The 35th Ave NE streetscape is a mix of strong street walls of commercial and multifamily buildings disrupted by surface parking lots and landscaped setback areas separating single-family homes from the right-of-way.

Although the Wedgwood neighborhood does not have adopted Design Guidelines, the Wedgwood Community Council does have a completed Wedgwood Vision Plan (WVP):
https://www.wedgwoodcc.org/committees/vision-plan/
as well as a Future 35th Ave NE Plan:
https://wedgwoodcc.org/35thPlan/Future%2035th%20Ave%20Plan-FINAL.pdf

Access:
Vehicle and pedestrian access are both proposed from 35th Ave NE, NE 82nd St, and NE 85th St.

Environmentally Critical Areas:
No mapped environmentally critical areas are located on the subject site.

PROJECT DESCRIPTION
Design Review Early Design Guidance for a 6-story, 338-unit apartment building with retail. Parking for 356 vehicles proposed. Existing structures to be demolished.

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.

FIRST EARLY DESIGN GUIDANCE – MARCH 25, 2024

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Noted the importance of this project to the Wedgwood neighborhood's sense of connection and support of the goals to have common public open space and the preservation of trees.
- Has the applicant consider how well the exterior will age over time, noting natural materials, like brick, stone and wood, will look best? Suggested using darker colors, like earth tones, grays, etc., that will not only make a large building appear smaller and avoiding use of trendy colors that will soon go out of style.
- Install trees and plantings which can help to create scale and soften the harshness of a large building.
- Supports the proposed development which addresses the architecture, history and cultural identity of the neighborhood. The vicinity has a mix of uses and is changing, noting that six stories will fit into the neighborhood.
- New housing will bring vitality and vibrancy to the area and activate the street level.
- Eliminate surface parking and limit car access on the site.
- Supports the curb-cut on 35th Ave NE.
- Broad sidewalks with tree cover are the 'Wedgwood style' and suggested creating deep buffer zones and broad walkways for pedestrians.
- Several commenters supported Concept C.
- Support for Concept C that maximizes both pedestrian and vehicle access while promoting an inviting community space and harmonizing best with the neighbors.
- Supports the proposed grocery store project in Wedgwood for residents' well-being and convenience, enhancing livability and sustainability in Wedgwood.
- Believes the city and neighborhood will be more vibrant and accessible with increased housing density and small retail spaces.
- Several comments noted concerns regarding Departures 2 and 3 as they significantly impact the principal pedestrian street and do not support the concept of the plaza for pedestrian use, suggesting instead that the Plaza be pedestrian only to provide a true place to foster community, moving the cars to enter the garage through the southern alley entrance.
- Noted that having both residential units and a grocery within this space is vital to Seattle's greater vision of directing growth to existing urban centers, affordability and contributing to the vibrancy of our neighborhood.
- Concerns over vehicle and pedestrian safety on NE 85th St with loading shown in Concept C,
- Support for a walkable human scale business district.
- Support for layout that separates the different types of vehicle traffic and service areas
- Concern that a curb cut on 35th Ave NE that is aligned with NE 84th St will increase traffic into a residential neighborhood. Suggested a one-way entry at the curb cut.
- Supports retention of the mature trees.
- Study parking access and/or surface parking at the north end of the site.

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

- Retaining the existing structure and building around it.
- The proposed development could be an anchor for a "downtown village" of Wedgewood.
- Requested a community gathering area that could be used for entertainment.
- Favored massing concept C and supported the four requested code departures.
- Emphasized the need of requested code departure #1 to support a retail space the size needed for a grocer.
- Preferred a lower building height, noting that the proposed design does not fit the street-scale and the tallest building in the vicinity is four-stories in height.
- Believed concept C will create a better pedestrian environment and a more human-scale development along 35th Ave NE with the approval of the requested departures.
- Willing to accept the greater building height under Departure 1 in exchange for the protection of the significant trees, and asked the applicant to consider Design Guideline CS2.D.5 (Respect for Adjacent Sites) and DC2.A.1 (Reduce Perceived Mass: Stepback the Façade) to maximize privacy of adjacent properties and reduce the perceived building height along 35th Ave NE and NE 85th St, and asked to minimize the removal of the Raywood Ash or Flame Ash street trees along 35th Ave NE and NE 85th St.
- Concerned about having a curb cut directly across the street from the 84th St entrance.
- Make the curb cut one-way into the plaza and using the residential alley as the exit for retail.
- Supports Concept C with departures 2 and 3, as supported by the Wedgewood Community Council, as this design best support an anchor grocer and act as the heart of the community.
- Discourages granting the additional 10ft of building height.
- The preferred design seems to be the best option with plenty of modulation and movement into the site.
- Supports Concept C for tree preservation; traffic separation from grocer loading, resident parking, and commercial parking; and the mid-block connection to the alley (sic).
- The project must set a precedent for excellent design and public spaces, and employ a strong retail strategy that invites walkability, outdoor gathering, and amenities needed in the area.
- Encourages developing the alley (sic) as a strong pedestrian path for the east neighborhood to walk into the grocer without having to only enter on 35th.
- Requests a material palette that is aligned with the precedent images on page 50, including retail spaces with indoor-outdoor connections, brick and other high-quality materials, weather protection, lush plantings, outdoor seating, and a strong presence of high-quality material from all sides.

SDCI received non-design related comments concerning the proposed uses, public outreach, housing demand, the existing use, traffic congestion, parking quantity, public right-of-way design, density, infrastructure capacity, and environmental impacts. These comments are outside the scope of design review.

The Seattle Department of Transportation offered the following comments:

- SDOT does not support the requested vehicle access via 35th Ave NE. SDOT supports vehicle access being consolidated to two code compliant locations off the side streets of NE 82nd St and NE 85th St to minimize conflicts between people driving, walking, rolling, and biking.
- Each project street frontage is required to have curbs, planting strips with street trees, and sidewalks, as shown in the project packet.

- ADA-compliant curb ramps are required at the project site corners of 35th Ave NE and NE 85th St; 35th Ave NE and NE 84th St; and 35th Ave NE and NE 82nd St, as well as companion ramps, as shown in the project packet.
- On the NE 85th St frontage, SDOT supports moving the curb towards the centerline to align with the neighboring curb to the east, as shown in the project packet.
- The proposed width and location of the vehicle access on 35th Ave NE appears to conflict with existing ADA compliant curb ramps at the T-intersection of 35th Ave NE & NE 84th St.
- ADA-compliant curb ramp work and scope of new/improved impervious surface in the ROW requires a Street Improvement Permit.

Seattle Public Utilities offered the following comments:

- The project must submit a Solid Waste Storage and Access Checklist for Designers and site plans with solid waste storage, access, and collection details.
- SPU supports solid waste collection off the private drive between 82nd St and 85th St.
- SPU strongly recommends roll-off compaction for recycle and garbage. Roll-off service requires a minimum 14' overhead clearance with containers stored on a 4' high dock and a 12' wide loading berth per compactor.
- SPU strongly recommends each building have its own solid waste storage and collection service.
- SPU requires turning studies that demonstrate trucks can collect compactors with adequate clearance to protect private property.

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 unanimously supported the applicant's preferred massing, Concept C. Noting that the building would most commonly be viewed from north or south from 35th Ave NE, the Board supported the three-part massing, with additional modulations, that creates the appearance of a series of smaller buildings along the long block. **CS2-C-3. Full Block Sites, CS2-D Height, Bulk, and Scale, DC2-A-2. Reducing Perceived Mass**

b. The Board generally supported the increased setback along the south NE 82nd St façade where a Tier 2 and a Tier 3 tree are proposed to be retained. They commented that the setback of the building mass creates an effective massing response to the zone transition by retaining the mature trees and planning for introduction of a densely vegetated edge. **CS2-D-2. Existing Site Features, CS2-D-3. Zone Transitions**

2. 35th Ave NE Commercial frontage

a. The Board noted that development of the northwest corner of the building is an important opportunity to set design precedent at the important neighborhood commercial node noted in the Wedgwood Vision Plan. The Board questioned the notched-in ground floor that did not correlate to the building form above, creating a fully covered space. The Board requested studies to show how the design of the building and site will activate the corner. They noted the design of the corner should also aim to activate both adjacent street frontages by encouraging engaging activity and movement. The Board commented further that the design of the corner should fit the scale of the building and the level of neighborhood activities. **CS2-A-1. Sense of Place, CS2-C-1. Corner Sites, CS3 Architectural Context and Character,**

b. The Board discussed the curb cut access at 35th Ave NE and surface parking of Concept C at length. They voiced concerns regarding pedestrian safety as well as opportunities for pedestrian activation with active vehicle circulation crossing the sidewalk and in the 'plaza'. They questioned whether on-site surface convenience parking was necessary as there is available street parking. The Board discussed potentially removing the surface parking areas well as removing or reducing vehicle access from street into the center of the site to reduce impacts to pedestrians. They noted that the space currently indicated for pedestrians was very disconnected from the sidewalk environment and that that much of the 'plaza' was under building overhangs. While discussing the possibility of creating an outdoor gathering area that would be attractive to users and would eliminate vehicle/pedestrian conflict, several of the Board members indicated strong support for removing the surface parking, noting that if vehicles were not allowed, a large usable open space at the center of the development could be created that would add value to the development, as well as the greater community, as a flexible gathering space.

The Board noted they would prefer to see more area open to the sky to allow in more daylight. There was a further suggestion to include a retail unit to enclose the east side of the gathering space that could add further activation of the space. As the design of this space without vehicle access was not shown in any options, and there was still some lingering questions regarding whether vehicle access could be accommodated without impacting the pedestrian experience, the Board requested that the applicant present further studies of the space that focus on creating a pedestrian-prioritized space, minimizing impacts to the pedestrian experience along the sidewalk and in any plaza spaces with allowed vehicle traffic, including options that: retain access but remove parking; revise access to one-way (either entrance or exit); and remove all vehicle access and parking and design as a pedestrian-only plaza. **CS2-B-2. Connection to the Street, CS2-B-3. Character of Open Space, PL1-A Network of Open Spaces, PL1-B Walkways and Connections, PL1-C Outdoor Uses and Activities, PL2 Walkability , PL3 Street-Level Interaction, DC1-B-1. Access Location and Design, DC3-A-1. Interior/Exterior Fit, CS1-B Sunlight and Natural Ventilation**

c. The Board discussed the development of the 35th Ave NE commercial frontage, noting the layout needed further definition to show how the commercial frontage will be developed to encourage activation. The Board requested that the applicant provide studies of the sidewalk spaces along the retail edges to create more opportunities for spill out and interior/exterior connection, noting the spaces should be scaled to the neighborhood and uses. They commented that light and air at sidewalk level should be maximized by creating spaces that are open to the sky. The Board noted that in addition to creation of spaces along the sidewalk level, strategies to visually reduce the height of the building perceived from the pedestrian activity areas should be considered. **PL3-C Retail Edges, DC3-B Open Space Uses and Activities, DC3-A-1. Interior/Exterior Fit, PL1-C Outdoor Uses and Activities, CS1-B Sunlight and Natural Ventilation**

i. The Board noted that the below-grade level of the grocery was not overly concerning as long as sight lines into the space were maintained. They questioned if a second entrance could be added as egress would likely be required. Staff notes studies of the plaza development (noted in 1.b.) should include an option to provide access at sidewalk and plaza grade with stairs/ramps interior to the store (similar to the PCC Columbia City example shown). **PL3-C Retail Edges**

d. At the southwest corner of 35th Ave NE and NE 82nd St, the Board noted that some separation between the (west) commercial uses and the (south) residential uses was appropriate. They noted, however, that the spaces needed better definition of public vs. private uses. The Board supported activating the public realm at the corner on the commercial frontage to signal the change of use along the street edge, moving from a lower density zone into active retail zone. They also requested clarification of the design of the exterior patio to be more clearly publicly accessible or associated with the commercial unit. **DC3-B Open Space Uses and Activities, PL3-C Retail Edges, PL3-B Residential Edges**

3. NE 85th St frontage

a. The Board noted that the north façade, and especially the northeast corner of the building, was not clearly illustrated in the packet. They requested more information on this massing, specifically how the massing transitions along the north facade around to the east facade at the zone transition. **CS2-D-3. Zone Transitions**

b. The Board generally supported the commercial loading dock along the north property line accessed from NE 85th St but had concerns on how the function may impact both pedestrian safety at the sidewalk and vehicle safety within the right-of-way. The Board requested more thorough studies of truck access strategies to ensure safety in the public realm. Staff notes that it would be helpful if the applicant could provide information of how the service/loading area will be detailed along this façade for Board review. **DC1-B-1. Access Location and Design, DC1-C Parking and Service Uses**

c. In discussing removing vehicle access from the center west side of the site, the Board suggested adding vehicle access to below-ground parking to the north façade. The Board requested studies to show how vehicle access could be accommodated at the north façade. **DC1-B-1. Access Location and Design**

4. NE 82nd St frontage

a. The Board supported retaining the Tier 2 and Tier 3 trees that help add scale to the structure. **CS1-D-1. On-Site Features, DC3-C-3. Support Natural Areas, CS2-D-2. Existing Site Features**

5. East façade

a. The Board noted that they would like to see more study of the modulations, stepping height back, and other proposed detailing along the east façade to understand how height, bulk and scale were creating an appropriate zone transition. **CS2-D-3. Zone Transitions**

b. The Board had concerns about the design of the private drive along the east property line (accessed at the southeast corner of the site) and potential impacts to the adjacent lower density neighborhood. The Board requested studies to show how the design of the drive, including plantings, fencing, grade differential, etc., can help in buffering and screening vehicle access. **DC1-B-1. Access Location and Design, CS2-D-3. Zone Transitions**

c. The Board generally supported the private drive that could support pedestrian and bicycle access from NE 82nd St to the center of the development but had concerns about how safety for these modes would be accommodated. The Board requested studies showing how the design of

the private drive would support pedestrian and bicycle safety along with vehicle access. **PL4-A-1. Serving all Modes of Travel, PL2 Walkability, PL4-B Planning Ahead for Bicyclists**

d. The Board generally supported the residential units with access along the private drive that provides activation and relates well to the transition to the lower density residential zone. **PL3-A-3. Individual Entries, CS2-D-3. Zone Transitions**

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be 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). The Board's recommendation will be reserved until the final Board meeting.

At the time of the **FIRST** Early Design Guidance meeting, the following departure(s) were requested:

1. **An additional ten feet height (23.41.012.B.11.f.):** The Code allows that up to an additional 10 feet height may be granted if the applicant demonstrates that the departure is needed to protect an Exceptional (Tier 2) tree and that avoiding development in the tree protection area will reduce the total development capacity of the site.

   The applicant proposes retaining a Tier 2 tree near the south property line and increasing the allowable height by 10 feet.

   Staff clarified to the Board and meeting participants that during the MUP review, SDCI Zoning review will determine whether the proposed Tier 2 tree retention makes this proposal eligible for the design review departure for additional height, as currently requested. SDCI will make this determination before the Recommendation meeting is scheduled. At the Recommendation meeting, the Board can assess if the project better meets the Design Guidelines with the departures.

   The four Board members all indicated preliminary support for the departure as they noted the building massing of the preferred option appeared more proportional with the additional height. The Board also noted that the substantial setbacks at the south property line (approximately 23 feet with a deeper modulation around the Tier 2 tree to 34 feet) allows for additional planting to create a contextually appropriate transition to the existing use to the south in the LR2 RC zone and to the NR neighborhood to the east along NE 82nd St. **CS1-D-1. On-Site Features, DC3-C-3. Support Natural Areas, CS2-D-2. Existing Site Features, CS2-D-3. Zone Transitions**

2. **Surface parking abutting a principal Pedestrian street in a Pedestrian-designated zone (23.47A.032.B.2.):** The Code prohibits surface parking abutting the street lot line along a principal pedestrian street in a Pedestrian-designated zone.

   The applicant proposes a surface parking lot with eighteen parking stalls adjacent to the 35th Ave NE frontage.

   The Board did not indicate support for the departure request. Staff notes that this parking area is called out as a 'plaza' but also accommodates the only access drive to the retail parking

garage. The design accommodates through-traffic as well as parking for most of the day. The Board requested more studies to understand the impacts of surface parking to pedestrian safety in the center of the development proposal (see descriptions of studies requested in 1.b.). One Board member did not support this departure due to negative impacts to pedestrian activation and safety. **DC1-B-1. Access Location and Design, DC1-C-2. Visual Impacts**

3. **Curb cut on a principal Pedestrian street (23.47A.032.A.2.a.):** The Code requires that if access to a site is not provided by 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 to the site from 35th Ave NE, a principal Pedestrian street.

   The Board discussed the curb cut at length along with the proposed surface parking (Departure #2). Three Board members noted that they needed to see studies to show impacts to pedestrian activation and safety (see descriptions of studies requested in 1.b.); one Board member supported the curb cut. **DC1-B-1. Access Location and Design, PL2 Walkability**

   Staff notes that if the preferred massing option, Concept C, progresses as shown, the applicant may also need to request a departure from 23.47A.032.A.1.c. which allows access across only one of the side streets.

4. **Providing small commercial uses (23.47A.008.C.6.a.):** The Code requires that all structures abutting a principal Pedestrian Street that includes more than 5,000 square feet of street level commercial uses shall include small commercial spaces meeting requirements of 23.47A.008.C. This project would require eight small commercial spaces at a maximum size of 1,500 square feet each, per Table A for 23.47A.008.C, as part of the mix of retails spaces provided (Staff notes this requirement does not preclude the grocery shown).

   The applicant proposes no small retail spaces and instead proposes three retail spaces at 2,000 square feet each, one retail space at 3,000 square feet, and one retail space of 8,000 square feet in addition to the grocery space (approximately 20,600 square feet).

   The Board questioned the impacts on the neighborhood scale of the larger units. Three Board members did not support the departure request; one Board member supported the departure request. If this departure is to be requested in future submittals, studies of how the commercial frontages would be activated and relevant neighborhood scale created with larger units should be provided; Staff notes an option showing small units that meet the Code requirements but could be combined to create larger units, if desired, should be considered and presented in those studies. **CS2 Urban Pattern and Form**

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 DIRECTION

At the conclusion of the FIRST Early Design Guidance meeting, the Board recommended the project return for a second EDG meeting in response to the guidance provided.