



City of Seattle
Edward B. Murray, Mayor

Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3016764
Applicant Name: Jeff Reibman for Bellwether Housing
Address of Proposal: 4738 15th Avenue Northeast

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow a seven-story, mixed-use building containing 133 residential units, 1,404 square feet of commercial at ground level, 113 parking spaces both at-grade and below-grade garages. Two existing structures are to be demolished. Project also includes 6,500 cubic yards of grading.

The following approvals are required:

Design Review - Seattle Municipal Code (SMC) Section 23.41

SEPA - Environmental Determination pursuant to SMC 25.05

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions*

DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

* Notice of the Early Determination of Non-significance was published on October 6, 2014.

BACKGROUND

In 2012, the Seattle City Council approved a rezone of multiple parcels on 15th Ave NE south of NE 50th Ave including the four parcels that comprise the subject proposal (Ordinance Number: 123826/ Council File 309434). The Property Use and Development Agreement (PUDA) stipulates that “all building elements above 13 feet shall be set back 30 feet from the east

property line of parcels on the east side of 15th Ave NE provided that one-half the width of the abutting alley may be counted as part of the required setback.” It continues to read that “A development standard departure from the setback may be granted by the Department of Planning and Development through design review, as part of a master use permit, where it is found that any allowed reductions of this required setback adequately accomplish a sensitive and appropriate transition of height bulk and scale across the alley to the east.”

The PUDA also states that “Street-level commercial uses shall be limited to office space and support services for a religious facility-affiliated entity, or non-profit social or human service organization consistent with the mission of a religious facility-affiliated entity.” After a period of nine months, DPD may grant relief from these restrictions where it can be demonstrated that, despite best efforts, an owner has been unable to lease the ground floor commercial related areas at reasonable rental rates.

The PUDA prescribes that the first new project on Lots 24-30, Block 15 will include no fewer than 29 affordable residential units. This project will need to comply with the PUDA’s requirement described in Section 1.c of the Agreement.

PROJECT DESCRIPTION

The applicant proposes a seven-story mixed use building containing 133 residential units, and 1,404 square feet of office and support space for non-profit organizations. The project includes a 60 space principal use parking garage and a separate 53 space garage accessory to the residential dwelling units. Two existing residential structures are to be demolished.

At concept stage, the proponent provided three schemes for the public and the Board’s consideration. Each of the alternatives follows a similar programming model: a below and partially below grade garage; commercial space fronting 15th Ave NE; residential units also facing 15th Ave and five additional levels of dwelling units above the ground floor.

The proposed massing for Option One presents a mostly unarticulated façade along 15th Ave with a small projection at the center of the frontage noting the primary residential entrance and the circulation tower and another slight modulation at the corner of 15th Ave and NE 50th St. Meeting the PUDA requirements, the building sets back the full 30 feet above 13’ in height from the center line of the alley. The floor plans form an east facing “E” shape with two courts adjacent to a dining area and some of the large dwelling units at the second floor.

Option Two flips the “E” scheme to face west with the bulk of the mass resting on the commercial and parking plinth. This scenario provides greater relief along the 15th Ave frontage than the other schemes. It does not comply with the PUDA requirement that the upper portions of the eastern volume must be set back 30 feet from the centerline of the alley.

On the final option, # 3, the E-shape returns to its east facing position over the similar parking plinth. Similar to Option #2, the building mass extends into the 30’ set back area established by the PUDA. This attribute requires a recommendation for a departure from the PUDA by the Design Review Board as well as approval by the Department of Planning and Development (DPD). A series of bays extending from the ground plane to the roof modulate the 15th Ave façade. The greater detail on Option Three signals the applicant’s preference for this scheme.

The residential entry sits near the mid-point of the property's frontage on 15th Ave. and directly links to the circulation tower. Social or gathering spaces for the tenants occur on the second level.

In Option # 3 the applicant requests curb cuts accessing the two levels of parking garage from NE 50th St. and 15th Ave NE in addition to a garage entry on the alley. Open perpendicular parking also lines the length of the alley. According to the Seattle Municipal Code, the adjoining alley is considered improved (see SMC 23.53.030 C. (Table B) due to the width of the right of way. The alley right of way width to be considered improved is 12 feet for an NC2 zone. SMC 23.47A.032A.1.a states that access to parking for NC zones shall be from the alley.

An Arborist Report, provided to DPD after the EDG meeting, documents the presence of an exceptional tree, a Big Leaf Maple, located near the alley.

By the second EDG meeting, the applicant changed architects and submitted three design options. Option 1A and 1B have similar conditions with the exception of their response to the exceptional Big Leaf Maple tree situated close to the alley. Option 1A preserves the Big Leaf Maple whereas Option 1B replaces the maple with a smaller tree. The commonalities of the options include the programming of 1,500 square feet of non-profit office and support space near the corner of NE 50th St. and 15th Ave NE accessed by a partially covered plaza, grade related residential units fronting onto 15th Ave and two floors of parking behind the office and the dwelling units. Above the two lower floors, the plan resembles an "E" shape with a void between wings to the south accommodating the Big Leaf Maple and a smaller open area to the north. These deep modulations occur above open spaces above the parking plinth. Access to the bifurcated garage occurs from the alley and from 15th Ave NE. The proposed massing on 15th Ave is divided into a bipartite scheme with a corner volume separated from a series of large projecting bays by the residential entry and a glazed vertical gasket. The rhythm or patterning of the massing facing 15th Ave approximates A (A') B, C, C, C'. The grade level only slightly appears to correspond to the rhythm of the upper level.

Option 2 somewhat resembles the massing of Options 1A and 1B. In order to comply with city regulations, garage entries occur off the alley rather than on 15th Ave.

By the Recommendation meeting, the applicant had refined the project design and maintained the curb cut on 15th Ave NE in spite of objections to its placement by SDOT.

SITE & VICINITY

Located within the University District, the 30,240 sq. ft. rectangular site fronting the southeast intersection of 15th Ave NE and NE 50th St has an east to west declension of approximately ten feet and a descending slope of four feet from north to south. The property does not contain a mapped environmental critical area. The four parcel site includes a principal use parking lot and two residential structures to the south. The development site extends 280 linear feet along 15th Ave NE and has a depth of 108 feet.

Considered the northern portion of the University District, the vicinity's character attributes include the prominent north/south streets of 15th Ave, University Way, Brooklyn Ave NE and 17th Ave NE. The mixed use quality of the three avenues to the west caters to the greater

academic community as well as a more regional one. 15th Ave supports several ecumenical institutions including the University Christian Church across the street from the site, the mid-century designed University Presbyterian, the gothicized University Methodist Church and University of Washington buildings set back from the street within the pastoral reaches of the university's main campus. 16th Avenue NE to the east of the site has a residential scale with churches, some multi-family buildings and single family houses populating the street. University Lutheran Church at the corner of NE 50th And 16th Ave NE anchors the corner with its accretion of brick structures. The next street, 17th Ave NE, with its elegant boulevard, is also lined with churches and large residential structures several of which house U.W. fraternities and sororities.

The site has a zoning designation of Neighborhood Commercial Two with a 65' height limit (NC2 65). Rezoned in 2011, the site previously possessed a multi-family Lowrise Three (LR3) classification. In this portion of the University District, NC3 zone flanks University Way. To the east, the zones include NC2 40 and LR 3 along 15th Ave NE. Further to the east, across the alley, the zone is LR3 and to the northeast Single Family 5000.

Adjacent to the site 15th Ave NE serves as a principal arterial and NE 50th St. has a designation as a collector street.

ANALYSIS - DESIGN REVIEW

Public Comments

At the first EDG meeting, 29 members of the public affixed their names to the sign-in sheet. Speakers offered the following comments:

Parking and Access

- Use the alley for vehicle access to parking. Alleys are for vehicles.
- Traffic is heavy on both 15th Ave and 50th St. There should be right turn only upon exiting the alley to 50th St.
- Granting the requested departures will help meet the parking quantity required by the church.
- Parking access should be available on 15th Ave NE and NE 50th St.

Height, Bulk and Scale

- The proposal presents height, bulk and scale concerns. (Mentioned by several speakers.)
- The building mass will block eastern light. This will impact the neighbors.
- Neighbors opposed the rezone. The Hearing Examiner, in fact, denied the rezone. The proposal will have a fundamental impact on the neighboring residents.
- Preserve the language of the Property Use and Development Agreement (PUDA) to preserve the 30' setback at the rear.
- The project is overly ambitious for the space.

Trees

- Save the mature trees on the site.
- Preserve the iconic cherry tree at the corner of 15th Ave and 50th St. This is a gorgeous tree.

Programming

- The solid waste storage area needs to be secure from transients in the area.
- Place the bike storage area in the garage.

Streetscape

- Ensure a positive street experience.
- Add street trees. The proposal has no open space along the street frontage.

Other

- Option # 3 meets the social justice mission of Bellwether Housing.
- There is a vital need for affordable housing.

DPD received numerous letters commenting upon the proposal. Many of the letters reiterated statements from the public meeting. However, additional thoughts focused on the need for the design to match the collegiate buildings and churches, to ensure that non-profits occupy the commercial spaces, to create three distinct volumes so that the building appears to resemble multiple buildings, to reduce the number of parking space, and to respect the 30' setback from the centerline of the alley and traffic impacts. Several letters argued against student oriented commercial uses on 15th Ave.

At the Second EDG meeting, 19 members of the public entered their names on the sign-in sheet. The public voiced the following issues:

Parking and Access

- The alley is a poor place for alley access. All access should occur on 15th Ave.
- An internal parking ramp is preferred.

Height, Bulk and Scale

- The proposed design does not address bulk and scale issues. Most of the bulk is at the south end of the building near single family houses. The Board should recommend removing building height and bulk from the south portion of the building.
- The light wells (courtyards) provide a sense of scale.
- The PUDA provides a sensitive transition between the proposed site and the neighbors. A massive seven-story building is not sensitive. Maintain the 30' setback from the alley. The proposal is counter to the idea of the PUDA.

Trees

- The exceptional tree is the standout feature in the alley. The Board should not authorize its removal. The design should accommodate the tree. It is a huge piece of the transition between the zones.

Programming

- Options 1A and 1B better meet the PUDA requirements. There is more opportunity for green space. It retains the curb cut on 15th Ave for parking. These options have the same sensibility for the corner treatment as the existing corner with the cherry tree.
- The new development will not provide housing for students.

Streetscape

- Prefers the townhouses facing 15th Ave.

Other

- Options 1A and 1B both meet the University Christian Church’s social justice goals.
- The report failed to note the low income housing program. 18 low income college students reside in the houses to be demolished.

DPD received additional letters and a petition. Several letters support the applicant’s preferred option (1B). Another letter requests that garage/recycling storage occur on the alley, adequate bike parking and consideration of traffic impacts. The petition, signed by 49 individuals, asks the NE Design Review Board to consider traffic implications at the intersection, shadow impacts, preservation of both the trees on the site and two older houses.

GUIDELINES

After visiting the site, considering the analysis of the site and context provided by the proponent, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified highest priority by letter and number from the guidelines found in the City of Seattle’s “Design Review: Guidelines for Multi-family and Commercial Buildings”.

PRIORITIES

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-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.

University Supplemental Guidance:

CS1-II Landscape Design to Address Special Site Conditions

CS1-II-i. Existing Trees: Retain existing large trees wherever possible. This is especially important on the wooded slopes in the Ravenna Urban Village. The Board is encouraged to consider design departures that allow retention of significant trees. Where a tree is unavoidably removed, it should be replaced with another tree of appropriate species, 2 ½ inch caliper minimum size for deciduous trees, or minimum size of 4’ height for evergreen trees.

First EDG Meeting: A Big Leaf Maple tree near the alley and an attractive cherry tree at the corner of NE 50th St. and 15th Ave NE have the potential of qualifying as exceptional trees based on city of Seattle land use codes. The applicant will provide an arborist report to the DPD planner. If one or more of the trees is exceptional, the applicant will need to return to the Design Review Board for a second EDG meeting and provide a workable massing alternative that preserves the tree(s).

Second EDG Meeting: The Board preferred option 1A, which preserves the exceptional Big Leaf Maple. The proposal is not vastly improved by the non-preservation option. The applicant will need to make the open space work with the existing tree. Preservation of the tree will go a long way to making this development proposal sensitive to its surrounding context.

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.

First EDG Meeting: The NE 15th Ave corridor has several prominent churches and residential structures that endow the neighborhood with character and presence. The form, detailing and lighter brick of the collegiate gothic churches and the mid-century University Presbyterian church along with the understated, masonry clad apartment buildings form a visual ensemble for this proposal to match in spirit. The university buildings near 15th Ave (the law school, Burke Museum, and University of Washington School of Social Work) with their brick facades and attention to detailing contribute to the sense of place as well.

Second EDG Meeting: The diagrams illustrate the proposal's potential sensitivity toward the church's massing, by integrating the datum lines and creating an axial relationship with the tower.

The design's evolution will need to create viable and high quality street edges along 15th Ave. and 50th St. At the Recommendation meeting, the street edges should be represented in high detail. There should be viable soft edges along these rights of way.

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.

First EDG Meeting: Two nicely detailed structures moor the northwest and northeast corners of the 15th Ave and 50th St. Both three-stories, these buildings anchor a highly visible but understated intersection. Preserving the cherry tree at the corner by setting back the structure would recognize the mature landscaping of the neighborhood, tie into the greater campus setting and highlight the significance of the corner while keeping in the spirit of the non-ostentatious block. Brick along the facades that form its corner would link the building to the array of distinguished residential buildings along 15th Ave.

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.

First EDG Meeting: See guidance for CS2-11-i below.

University Supplemental Guidance:

CS2-II Respect for Adjacent Sites

CS2-II-i. Zone Edge Areas: Special attention should be paid to projects in the zone edge areas as depicted in Map 2 of the full Guidelines to ensure impacts to Lowrise zones are minimized.

First EDG Meeting: The transition between the NC2-65 and the lower intensity, multi-family LR3 zone occurs at the alley. The PUDA directs future develop to have a 30 foot setback (above 13' in height) from the center line of the alley. The applicant proposes a departure to allow portions of the structure into this setback. Please see the Board's discussion of the request in the Departure section near the end of the report.

Second EDG Meeting: Preservation of the Big Leaf Maple and the quality of the large open space surrounding the tree will help ensure a sensitive transition to the neighborhood across the alley. The Board's departure decision rests on the preservation of the tree and the quality of the open space surrounding it.

CS2-III Corner Lots

CS2-III-i. Special Site Features: For new buildings located on a corner, including, but not limited to the corner locations identified in Map 3 of the full Guidelines, consider providing special building elements distinguishable from the rest of the building such as a tower, corner articulation or bay windows. Consider a special site feature such as diagonal orientation and entry, a sculpture, a courtyard, or other device. Corner entries should be set back to allow pedestrian flow and good visibility at the intersection.

CS2-IV Height, Bulk, and Scale

CS2-IV-i. Reduce Visual Bulk: Special attention should be paid to projects in Map 4 of the full Guidelines to minimize impacts of increased height, bulk and scale as stated in the Seattle Design Guideline. In order to reduce the impacts of apparent building height and bulk at specified zone edges listed above, the following alternatives should be considered:

1. Along zone edges and specified streets, step back upper floors above 40', or modify the roofline to reduce the negative effects of the allowable height limit.

2. Along specified corridors, a gradual setback of the building's facade above 40' in height from the street, alley or property line may be considered.
3. In exchange for setting back the building facade, the Board may allow a reduction in the open space requirement.
4. Access to commercial parking on corner lots should be sited and designed in a manner that minimizes impact on adjacent residential uses.

First EDG Meeting: Consider strategies to respect the thirty to forty foot datum line established by the church and the apartment buildings along 15th Ave by setting the building back above the fourth level or changing the material or detailing to reduce the visual presence at the upper levels.

Second EDG Meeting: In general, the diagrams explaining the rationale behind the massing concept were well received. The bays facing 15th Ave appear over scaled. The architect must be cognizant of how materials, detailing and composition can reduce their scale to provide greater sense of intimacy and fine grain to match other buildings along the avenue.

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.

First EDG Meeting: The proposal represents one of the first major insertions along this corridor since the middle years of the last century with the exceptions of the University Square mixed use project at 15th Ave and 42nd St. and several university buildings. University Square represents an excellent example of a new building fitting into a much older context by use of similar materials brick and pre-cast concrete, acknowledgment of a datum line at the fourth story, detailing along the cornice and tiles set within the piers that all subtly reference the prevailing campus gothic architectural style.

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.

University Supplemental Guidance:

CS3-I Architectural Elements and Materials

CS3-I-i. Incorporate Local Architectural Character: Although no single architectural style or character emerges as a dominant direction for new construction in the University Community, project applicants should show how the proposed design incorporates elements of the local architectural character especially when there are buildings of local historical significance or landmark status in the vicinity.

CS3-I-iii. Historical Character: When the defined character of a block, including adjacent or facing blocks, is comprised of historic buildings, or groups of buildings of local historic importance and character, as well as street trees or other significant vegetation (as identified in the 1975 Inventory and subsequent updating), the architectural treatment of new development should respond to this local historical character. New buildings should feature a combination of traditional and contemporary materials employed in a manner that reflects the character of historic buildings in the vicinity.

First EDG Meeting: By the next meeting, the applicant shall clearly illustrate the significant design cues from the neighborhood and how the proposal begins to incorporate them in the design.

Second EDG Meeting: The Board praised the applicant's exercise into diagramming the contextual design cues. The next step for the architect requires development of the elevations (their materials, composition and detailing) to engage with the neighborhood context in a sympathetic manner.

The Board emphasized the desire for high quality materials both for long term maintenance and to match the quality of materials imbued in the nearby structures. See Board guidance for DC4-1 remarking on the potential risk of overusing cementitious panels.

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.

First EDG Meeting: The development site extends 280 linear feet along 15th Ave NE with the proposed structure stretching nearly the entire length. Other than slight modulations in the façade at street level, the concept design does not address the possibility of creating open spaces or plazas to enhance the right of way for social interaction. Meaningful spaces carved from the frontage at the corners and/ or at the residential entry would provide relief from the site's nearly football field length. The narrowness of the existing pedestrian realm should be augmented by discretely shaped open spaces that create a strong connection between the public realm and the semi-public/private realm on the property.

Second EDG Meeting: Several times during the EDG proceedings the Board mentioned the importance of developing the 15th Ave edge to provide a continuity of landscaping that provides interesting incidence and visual eddies that act to reduce the 280 linear feet along the right of way.

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.

First EDG Meeting: The Board emphatically emphasized this series of guidelines. By marrying plazas (see PL1-A above) or discrete open spaces with the sidewalks, both the public realm and the semi-private sphere are enhanced to create a lively pedestrian oriented streetscape.

Second EDG Meeting: See Board guidance for PL1-A. The streetscape should provide the discrete garden rooms and linear plantings that extend along the University District rights of way.

University Supplemental Guidance:

PL1-I Residential Open Space

PL1-I-i. Active, Ground-Level Open Space: The ground-level open space should be designed as a plaza, courtyard, play area, mini-park, pedestrian open space, garden, or similar occupyable site feature. The quantity of open space is less important than the provision of functional and visual ground-level open space. Successfully designed ground level open space should meet these objectives:

- a. Reinforces positive streetscape qualities by providing a landscaped front yard, adhering to common setback dimensions of neighboring properties, and providing a transition between public and private realms.
- b. Provides for the comfort, health, and recreation of residents.
- c. Increases privacy and reduce visual impacts to all neighboring properties.

First EDG Meeting: Design the street frontage to create distinct zones that relate to the corner conditions and the building program at the storefronts. These zones should vary in the treatment of the landscaping and in the type of open spaces. (Staff note: See the approved landscaping for project # 3014877 at 4745 40th Ave SW for a good example).

See PL1-A, Network of Open Spaces, and PL1-B, Walkways and Connections, for guidance on creating a pedestrian oriented streetscape with plazas that complement the network of open spaces fundamental to the University District community.

Second EDG Meeting: Use the guidance on active, ground-level open space to inform the landscape design.

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.

First EDG Meeting: On one hand the development should ensure the privacy of the residences across the alley, on the other hand, the programming of the building should encourage residents of the future building to feel as if they have ownership of the alley by providing “eyes on the alley”. The new mixed use project at 19th Ave. and Mercer St. has units with decks just above the alley.

Second EDG Meeting: Safety and security issues in the alley were not discussed at the meeting. It is important that the designer remain cognizant of these issues as the design evolves.

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.

First EDG Meeting: The Board encouraged the use of overhead weather protection which can also support the public good by supporting community gathering along the public realm.

Second EDG Meeting: The subject of overhead weather protection did not receive consideration. Plantings between the building and the sidewalk should not be covered by projecting bays or canopies.

University Supplemental Guidance:

PL2-I Pedestrian Open Spaces and Entrances

PL2-I-i. Residential Entries: On Mixed Use Corridors, entries to upper floor residential uses should be accessed from, but not dominate, the street frontage. On corner locations, the main residential entry should be on the side street with a small courtyard that provides a transition between the entry and the street.

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.

First EDG Meeting: The Board, noting the presence of residents on the other side of the alley, conveyed the importance of the proposal's ability to meet three of the four guidelines.

Second EDG Meeting: Privacy of the residents was not discussed. However, as the design evolves, the applicant should ensure the privacy of the residents across the alley as well as those tenants in the proposed building who will overlook the alley and the neighbors.

University Supplemental Guidance:

PL3-I Entrances Visible from the Street

PL3-I-i. Entrance Orientation: On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street. Secondary and service entries should be located off the alley, side street or parking lots.

PL3-I-ii. Walkways Serving Entrances: In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances. At least one building entrance, preferably the main one, should be prominently visible from the street. To increase security, it is desirable that other entries also be visible from the street; however, the configuration of existing buildings may preclude this.

PL3-I-iii. Courtyard Entries: When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street. Units facing the courtyard should have a porch, stoop, deck or seating area associated with the dwelling unit.

PL3-I-iv. Fences: In residential projects, front yard fences over 4 feet in height that reduce visual access and security should be avoided.

PL3-II Human Activity

PL3-II-i. Recessed Entries: On Mixed Use Corridors, where narrow sidewalks exist (less than 15' wide), consider recessing entries to provide small open spaces for sitting, street musicians, bus waiting, or other pedestrian activities. Recessed entries should promote pedestrian movement and avoid blind corners.

First EDG Meeting: By the next meeting, the applicant needs to focus on providing more detail along the street frontage. Given the project's length along 15th Ave, the creation of plazas and generous entries will provide relief along the streetscape.

Second EDG Meeting: The Board noted that the quality of both the landscaping and the building along the alley are critical to achieving a sensitive scale in relationship to the neighbors.

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.

First EDG Meeting: Ensure that the program provides for adequate bike facilities and their ease of access.

Second EDG Meeting: Discussion among the Board members did not focus on this issue.

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.

University Supplemental Guidance:

DC1-III Visual Impacts of Parking Structures

DC1-III-i. Ground-Level Commercial Use: The preferred solution for parking structures is to incorporate commercial uses at the ground level. Below-grade parking is the next best solution.

DC1-III-ii. Access to Street Network: There should be careful consideration of the surrounding street system when locating auto access. When the choice is between an arterial and a lower volume, residential street, access should be placed on the arterial.

DC1-III-iii. Residential Area Consideration: Structured parking façades facing the street and residential areas should be designed and treated to minimize impacts, including sound transmission from inside the parking structure.

First EDG Meeting: Nose-in parking spaces along the alley defeats the purpose of ensuring a safe alley for vehicles and pedestrians. The Board found this type of parking arrangement problematic due to the number of cars backing out into the alley and the unintended encouragement of undesirable behavior by creating hiding spots along the alley. The proposed parking configuration does not meet CPTED principles.

Second EDG Meeting: The revision to angled parking met with greater acceptance at the second EDG meeting as it provides for safer backing into the alley. The change did not entirely address CPTED principles.

The Board endorsed the two points of garage access from the alley and 15th Ave NE as the design distributes vehicles on the two rights of way.

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 Façade Composition

DC2-B-1. Façade Composition: Design all building façades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all façades 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 façades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

First EDG Meeting: The massing and façade composition on 15th Ave must have significant variation along the building's length to provide visual relief and maintain the kind of dignity that the streetscape possesses. The Board cited the Prescott mixed use building at N. 40th St. and Stone Way N. as an example of a building divided into three significant volumes that form a fairly intimate sense of scale and meets the desire for legibility, visual depth and texture. Option Three illustrates an extruded mass that rises from the base to the parapet without significant variation. The programmatic qualities of the parking and commercial spaces on the plinth are quite different than the residential uses above it. The treatment of the façade should vary in both the vertical and horizontal directions. As stated earlier in the guidance, the design should have two or three distinct zones along 15th Ave which are reflected both in the façade composition and in the treatment of the landscaping.

Second EDG Meeting: The Board reiterated its concerns from the first EDG meeting. The overall organization of the massing along 15th Ave includes a corner volume and a larger modulated volume separated by a gasket. This proposed arrangement has the potential to reduce the projects overall scale if the elaboration during design development continues to reduce the building's scale through the adept use of materials (and their texture), compositional arrangement of the fenestration, detailing and even ornament.

Preservation of the exceptional tree helps reduce the building mass along the alley by providing a large void in the façade. The two open spaces facing the alley allow portions of the building to exceed the 30 feet setback stipulated by the PUDA.

Extensive blank walls along any of the façades would not be welcome by the Board.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to façades 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.

First EDG Meeting: Given the dignity and stature of the churches and university buildings as well as the understated brick apartment buildings along 15th Ave., the proposed design should possess the same reserve. Avoid visual clutter by not relying on multiple colors, a plethora of balconies and changes in materials as a substitute for significant breaks in the building mass. Create, in essence, a respectable background building with good details and high quality materials.

Second EDG Meeting: The architect's challenge is the creation of a building possessing visual restraint at the same time providing an intimacy of scale that acts to reduce the overall size and massing as the structure relates to its surrounding context.

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.

University Supplemental Guidance:

DC2-I Architectural Elements and Materials

DC2-I-i. Modulate Facade Widths: On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on University Way and 100 feet on other corridors, corresponding to traditional platting and building construction. (Note: This should not be interpreted as a prescriptive requirement. Larger parcels may characterize some areas of the University Community, such as lower Roosevelt.)

DC2-I-ii. Fine-Grained Architectural Character: Buildings in Lowrise zones should provide a “fine-grained” architectural character. The fine grain may be established by using building modulation, articulation and/or details which may refer to the modulation, articulation and/or details of adjacent buildings. To better relate to any established architectural character encountered within the community, consider the following building features:

- a. Pitched roof;
- b. Covered front porch;
- c. Vertically proportioned windows;
- d. Window trim and eave boards;
- e. Elements typical of common house forms.

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.

First EDG Meeting: Decks on the east side of the building to be used for children's play and social areas need to be screened to ensure privacy and noise mitigation for the neighbors across the alley.

Second EDG Meeting: The guidance provided at the first EDG meeting remains relevant as the design of the open spaces evolve.

DC3-C Design

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.

University Supplemental Guidance:

DC3-I Pedestrian Open Spaces and Entrances

DC3-I-i. Plaza Location: Plazas should be centrally located, on major avenues, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.

DC3-I-ii. Plaza Proportioning: Plazas should be sensitively proportioned and designed. For example: not more than 60 feet across and no more than 3 feet above or below the sidewalk.

DC3-I-iii. Seating: Plazas should have plenty of benches, steps, and ledges for seating. For example: at least one linear foot of seating per 30 square feet of plaza area should be provided; seating should have a minimum depth of 16 inches.

DC3-I-iv. Plaza Frontage: Locate the plaza in a sunny spot and encourage public art and other amenities. For example: at least 50% of the total frontage of building walls facing a plaza should be occupied by retail uses, street vendors, building entrances, or other pedestrian-oriented uses.

DC3-I-v. Planting Beds: Provide plenty of planting beds for ground cover or shrubs. For example: one tree should be provided for every 200 square feet and at a maximum spacing of 25 feet apart. Special precaution must be taken to prevent trees from blocking the sun.

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.

First EDG Meeting: The applicant will need to provide a concept signage plan at the Recommendation meeting.

Second EDG Meeting: See guidance from the previous meeting.

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.

First EDG Meeting: The applicant will need to provide a concept lighting plan at the Recommendation meeting.

Second EDG Meeting: See guidance from the previous meeting.

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.

First EDG Meeting: Use landscaping elements to provide a better pedestrian environment on 15th Ave. The length of the development site lends itself to providing a rich opportunity to create attractive places along this significant corridor that leads to the university.

Second EDG Meeting: See guidance from the previous meeting. The Board prefers the inclusion of colorful plantings to replace the prized cherry tree at the corner.

University Supplemental Guidance:

DC4-I Exterior Finish Materials

DC4-I-i. Desired Materials: See full Guidelines for list of desired materials.

DC4-I-ii. Relate to Campus/Art Deco Architecture: Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.

First EDG Meeting: Relate the proposed structure to the collegiate gothic buildings along the 15th Ave corridor. Materials, datum lines, and massing volumes are clues to ensuring that the proposal fits into the neighborhood in a gracious manner and reserved manner.

Second EDG Meeting: The presence of the large projecting bays on 15th appears imposing (see p. 55 of the booklet). Even with fenestration, the design of the bays must possess a better sense of scale. The Board noted that the entire length of the structure could not be entirely glazing and cementitious panel. The major facades will need a fine grain of detail to match the church and other well detailed buildings along 15th Ave. and within the immediate neighborhood.

DC4-I-iii. Discouraged Materials: See full Guidelines for list of discouraged materials.

DC4-I-iv. Anodized Metal: Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.

DC4-I-v. Fencing: Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.

DC4-I-vi. Awnings: Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.

DC4-I-vii. Light Standards: Light standards should be compatible with other site design and building elements.

DC4-II Exterior Signs

DC4-II-i. Encouraged Sign Types: The following sign types are encouraged, particularly along Mixed Use Corridors:

- a. Pedestrian-oriented shingle or blade signs extending from the building front just above pedestrians.
- b. Marquee signs and signs on pedestrian canopies.
- c. Neon signs.
- d. Carefully executed window signs, such as etched glass or hand painted signs.
- e. Small signs on awnings or canopies.

DC4-II-ii. Discouraged Sign Types: Post mounted signs are discouraged.

DC4-II-iii. Sign Location: The location and installation of signage should be integrated with the building's architecture.

DC4-II-iv. Monument Signs: Monument signs should be integrated into the development, such as on a screen wall.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with Design Review and SEPA components on September 19, 2014.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a Final Recommendation Meeting on June 29, 2015 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meetings, site plans, elevations, floor plans, landscaping plans, and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

Public Comment

At the Recommendation meeting, 21 members of the public affixed their names to the sign-in sheet. Most of the speakers voiced their support of affordable housing in spite of its irrelevance to the Design Review Board's mission. One speaker supported Departure # 5. Another member of the audience favored the proposed garage access from 15th Ave. NE.

DPD received several letters supporting the project. One letter detailed the applicant's failure to address the projects height, bulk and scale issues at the zone transitions to the east and south. The same letter criticized the placement of parking garage access on the alley.

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. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

The Neighborhood specific guidelines 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-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.

University Supplemental Guidance:

CS1-II Landscape Design to Address Special Site Conditions

CS1-II-i. Existing Trees: Retain existing large trees wherever possible. This is especially important on the wooded slopes in the Ravenna Urban Village. The Board is encouraged to consider design departures that allow retention of significant trees. Where a tree is unavoidably removed, it should be replaced with another tree of appropriate species, 2 ½ inch caliper minimum size for deciduous trees, or minimum size of 4' height for evergreen trees.

Recommendation Meeting: The applicant has designed a building that preserves the exceptional Big Leaf maple near the alley. The modulation required to preserve the tree generates a modest amount of open space at-grade and above.

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.

Recommendation Meeting: Although the proposed design along 15th Ave NE lacks the emotional resonance of the church, the 15th Ave façade's brick base, syncopated rhythm of projecting bays and asymmetrical separation between masses appealed to the Board.

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-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.

University Supplemental Guidance:

CS2-II Respect for Adjacent Sites

CS2-II-i. Zone Edge Areas: Special attention should be paid to projects in the zone edge areas as depicted in Map 2 of the full Guidelines to ensure impacts to Lowrise zones are minimized.

Recommendation Meeting: The two open spaces at the rear of the building formed by the preservation of the Big Leaf Maple and the desire to provide natural light into units not facing the alley were acceptable to the Board members. Although portions of the east façade project into the setback approved in the PUDA, the fairly deep open spaces or large modulations totaling approximately 91 feet (or 33% of the east façade) are setbacks greater than what might have been expected.

CS2-III Corner Lots

CS2-III-i. Special Site Features: For new buildings located on a corner, including, but not limited to the corner locations identified in Map 3 of the full Guidelines, consider providing special building elements distinguishable from the rest of the building such as a tower, corner articulation or bay windows. Consider a special site feature such as diagonal orientation and entry, a sculpture, a courtyard, or other device. Corner entries should be set back to allow pedestrian flow and good visibility at the intersection.

CS2-IV Height, Bulk, and Scale

CS2-IV-i. Reduce Visual Bulk: Special attention should be paid to projects in Map 4 of the full Guidelines to minimize impacts of increased height, bulk and scale as stated in the Seattle Design Guideline. In order to reduce the impacts of apparent building height and bulk at specified zone edges listed above, the following alternatives should be considered:

1. Along zone edges and specified streets, step back upper floors above 40', or modify the roofline to reduce the negative effects of the allowable height limit.
2. Along specified corridors, a gradual setback of the building's facade above 40' in height from the street, alley or property line may be considered.
3. In exchange for setting back the building facade, the Board may allow a reduction in the open space requirement.
4. Access to commercial parking on corner lots should be sited and designed in a manner that minimizes impact on adjacent residential uses.

Recommendation Meeting: The use of brick at the base and varied width hardiplank between projecting bays of cementitious panels along with a plethora of window types provided enough texture and detail to warrant the Board's acceptance that these articulations would overcome the structure's ponderous size.

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.

Recommendation Meeting: Other than the brick application to the base and the glazed entry gasket across from the church tower the project only modestly relates to the architectural character of its immediate surroundings.

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.

University Supplemental Guidance:

CS3-I Architectural Elements and Materials

CS3-I-i. Incorporate Local Architectural Character: Although no single architectural style or character emerges as a dominant direction for new construction in the University Community, project applicants should show how the proposed design incorporates elements of the local architectural character especially when there are buildings of local historical significance or landmark status in the vicinity.

CS3-I-iii. Historical Character: When the defined character of a block, including adjacent or facing blocks, is comprised of historic buildings, or groups of buildings of local historic importance and character, as well as street trees or other significant vegetation (as identified in the 1975 Inventory and subsequent updating), the architectural treatment of new development should respond to this local historical character. New buildings should feature a combination of traditional and contemporary materials employed in a manner that reflects the character of historic buildings in the vicinity.

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.

Recommendation Meeting: The Board appeared satisfied with the landscaped edges along 15th Ave NE. Discussion focused on the design of the metal guard rails at the stoops (see PL3-B).

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.

University Supplemental Guidance:

PL1-I Residential Open Space

PL1-I-i. Active, Ground-Level Open Space: The ground-level open space should be designed as a plaza, courtyard, play area, mini-park, pedestrian open space, garden, or similar occupiable site feature. The quantity of open space is less important than the provision of functional and visual ground-level open space. Successfully designed ground level open space should meet these objectives:

- a. Reinforces positive streetscape qualities by providing a landscaped front yard, adhering to common setback dimensions of neighboring properties, and providing a transition between public and private realms.
- b. Provides for the comfort, health, and recreation of residents.
- c. Increases privacy and reduce visual impacts to all neighboring properties.

Recommendation Meeting: The north open space, the only semi-public gathering area for office workers and church members to congregate, is covered by a building overhang, placing it mostly in shadow.

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.

Recommendation Meeting: The amount of lighting along the pathway at the south property line did not appear sufficient. The Board recommends that the applicant provide adequate lighting to ensure safety and security.

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.

University Supplemental Guidance:

PL2-I Pedestrian Open Spaces and Entrances

PL2-I-i. Residential Entries: On Mixed Use Corridors, entries to upper floor residential uses should be accessed from, but not dominate, the street frontage. On corner locations, the main residential entry should be on the side street with a small courtyard that provides a transition between the entry and the street.

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.

Recommendation Meeting: The Board discussed the steel plate walls proposed to grace the entry stoops along 15th Ave. Their opaqueness would leave them vulnerable to graffiti and an

welcoming barrier to the activity along the sidewalk. Their thinness contrasts too much with the solidity of the brick walls both in the project and the church across the street. Each panel will need to be a “C” shape with a one inch minimum return. The corners must be bent so there are no sharp edges. The Board prefers a perforated rather than opaque wall to provide greater openness and texture. A high performance coating on the walls is also preferred.

University Supplemental Guidance:

PL3-I Entrances Visible from the Street

PL3-I-i. Entrance Orientation: On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street. Secondary and service entries should be located off the alley, side street or parking lots.

PL3-I-ii. Walkways Serving Entrances: In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances. At least one building entrance, preferably the main one, should be prominently visible from the street. To increase security, it is desirable that other entries also be visible from the street; however, the configuration of existing buildings may preclude this.

PL3-I-iii. Courtyard Entries: When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street. Units facing the courtyard should have a porch, stoop, deck or seating area associated with the dwelling unit.

PL3-I-iv. Fences: In residential projects, front yard fences over 4 feet in height that reduce visual access and security should be avoided.

PL3-II Human Activity

PL3-II-i. Recessed Entries: On Mixed Use Corridors, where narrow sidewalks exist (less than 15’ wide), consider recessing entries to provide small open spaces for sitting, street musicians, bus waiting, or other pedestrian activities. Recessed entries should promote pedestrian movement and avoid blind corners.

Recommendation Meeting: See recommended conditions and guidance from PL3-B.

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.

Recommendation Meeting: The Board, agreeing with the applicant, decided that SDOT's plan for a bike lane in front of the building is subordinate to facilitating access to a mostly principal use parking garage.

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.

University Supplemental Guidance:

DC1-III Visual Impacts of Parking Structures

DC1-III-i. Ground-Level Commercial Use: The preferred solution for parking structures is to incorporate commercial uses at the ground level. Below-grade parking is the next best solution.

DC1-III-ii. Access to Street Network: There should be careful consideration of the surrounding street system when locating auto access. When the choice is between an arterial and a lower volume, residential street, access should be placed on the arterial.

DC1-III-iii. Residential Area Consideration: Structured parking façades facing the street and residential areas should be designed and treated to minimize impacts, including sound transmission from inside the parking structure.

Recommendation Meeting: The Board accepted the proposed driveway access on 15th Ave NE over the objections of SDOT, which is planning a bike route in front of the building for University District residents.

The departure requests to allow the parking garage at the street fronts on 15th Ave NE and NE 50th St. was acceptable to the Board.

The applicant had eliminated exposed parking along the alley prior to the Recommendation meeting.

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.

Recommendation Meeting: The Board appeared satisfied with the composition of the facades.

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.

Recommendation Meeting: Contrary to the restraint exhibited by the church structure with its hierarchy of elements, homogenous materials, simple rhythms and emphasis on key elements by use of tracery, the proposal counterpoises this sense of calm by embracing a visual cacophony of building attributes comprising projecting bays, multiple colors and materials, variety of window types and lack of hierarchy to achieve a sense of scale.

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.

University Supplemental Guidance:

DC2-I Architectural Elements and Materials

DC2-I-i. Modulate Facade Widths: On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on University Way and 100 feet on other corridors, corresponding to traditional platting and building construction. (Note: This should not be interpreted as a prescriptive requirement. Larger parcels may characterize some areas of the University Community, such as lower Roosevelt.)

DC2-I-ii. Fine-Grained Architectural Character: Buildings in Lowrise zones should provide a “fine-grained” architectural character. The fine grain may be established by using building modulation, articulation and/or details which may refer to the modulation, articulation and/or details of adjacent buildings. To better relate to any established architectural character encountered within the community, consider the following building features:

- a. Pitched roof;
- b. Covered front porch;
- c. Vertically proportioned windows;
- d. Window trim and eave boards;
- e. Elements typical of common house forms.

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.

Recommendation Meeting: In following up the earlier guidance, the landscape architect provided little detail of the quality of the upper level open spaces. One diagram shows a play area but little of the quality of the space.

DC3-C Design

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.

University Supplemental Guidance:

DC3-I Pedestrian Open Spaces and Entrances

DC3-I-i. Plaza Location: Plazas should be centrally located, on major avenues, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.

DC3-I-ii. Plaza Proportioning: Plazas should be sensitively proportioned and designed. For example: not more than 60 feet across and no more than 3 feet above or below the sidewalk.

DC3-I-iii. Seating: Plazas should have plenty of benches, steps, and ledges for seating. For example: at least one linear foot of seating per 30 square feet of plaza area should be provided; seating should have a minimum depth of 16 inches.

DC3-I-iv. Plaza Frontage: Locate the plaza in a sunny spot and encourage public art and other amenities. For example: at least 50% of the total frontage of building walls facing a plaza should be occupied by retail uses, street vendors, building entrances, or other pedestrian-oriented uses.

DC3-I-v. Planting Beds: Provide plenty of planting beds for ground cover or shrubs. For example: one tree should be provided for every 200 square feet and at a maximum spacing of 25 feet apart. Special precaution must be taken to prevent trees from blocking the sun.

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.

Recommendation Meeting: No discussion addressed the signage types.

DC4-CLighting

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.

Recommendation Meeting: The Board requested additional security lighting along the south property line.

DC4-DTrees, 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.

Recommendation Meeting: Board deliberation did not address choice of plant and hardscape materials with the exception of the divider wall separating the 15th Ave sidewalk from the units. See PL3-B guidance.

University Supplemental Guidance:

DC4-I Exterior Finish Materials

DC4-I-i. Desired Materials: See full Guidelines for list of desired materials.

DC4-I-ii. Relate to Campus/Art Deco Architecture: Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.

Recommendation Meeting: At the earlier meeting, the Board's guidance focused on the need for human scale for this nearly 280 foot long structure. It needed more than glazing and cementitious panel. The result is a façade comprised of glazing (with vinyl), cementitious panel, brick and hardplank, all in roughly equivalent amounts.

DC4-I-iii. Discouraged Materials: See full Guidelines for list of discouraged materials.

DC4-I-iv. Anodized Metal: Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.

DC4-I-v. Fencing: Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.

DC4-I-vi. Awnings: Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.

DC4-I-vii. Light Standards: Light standards should be compatible with other site design and building elements.

DC4-II Exterior Signs

DC4-II-i. Encouraged Sign Types: The following sign types are encouraged, particularly along Mixed Use Corridors:

- a. Pedestrian-oriented shingle or blade signs extending from the building front just above pedestrians.
- b. Marquee signs and signs on pedestrian canopies.
- c. Neon signs.
- d. Carefully executed window signs, such as etched glass or hand painted signs.
- e. Small signs on awnings or canopies.

DC4-II-ii. Discouraged Sign Types: Post mounted signs are discouraged.

DC4-II-iii. Sign Location: The location and installation of signage should be integrated with the building’s architecture.

DC4-II-iv. Monument Signs: Monument signs should be integrated into the development, such as on a screen wall.

Board Recommendations: The recommendations summarized below were based on the plans submitted at the June 29th, 2015 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the June 29th public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the four Design Review Board members present unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Alley Setback Requirements PUDA	All building elements above 13’ shall be setback 30’ from east property line, provided that one-half of the width of the abutting alley may be counted as part of the required setback.	Allow three areas of encroachment into the 30’ setback for a total of 3,408 cubic yards.	<ul style="list-style-type: none"> ▪ Significantly deeper setbacks between three areas of encroachment provide open space and modulation along alley. 	Recommended approval
2. Parking Space Requirements for non-residential uses. SMC 23.54.030B.2.	Principal use commercial parking. When 20 or more spaces, a minimum of 35% of the parking spaces shall be stripped for large vehicles.	Applies only to the non-residential principal use parking. Applicant requested 3 spaces or 5% for large vehicles.	<ul style="list-style-type: none"> ▪ Allows for small amount of landscaping along 15th Ave NE. 	Recommended approval. Based on misapplication, applicant will need to provide 3 spaces on Level One.
3. Parking location. SMC 23.47A.032.	Parking within a structure shall be separated from street-level, street-facing facades by another permitted use.	Allow parking garage to abut NE 50 th St.	<ul style="list-style-type: none"> ▪ 	Recommended approval
4. Parking location. SMC 23.47A.032	Parking within a structure shall be separated from street-level, street-facing facades by another permitted use.	Allow parking garage to abut 15 th Ave NE 50 th .	<ul style="list-style-type: none"> ▪ 	Recommended approval

5. Minimum Non-residential height SMC 23.47A.008B.4	Non –residential uses at street level shall have a floor to floor height of at least 13’	Allow a minimum commercial height of 9’2” of 35% of commercial area.	<ul style="list-style-type: none"> ▪ Provides a mezzanine for more office users. 	Recommended approval
6. Minimum non-residential depth. SMC 23.47A.008.B.3	Non-residential uses shall extend an average depth of at least 30’ and a minimum depth of 15’ from the street-level, street-facing façade.	13’7” non-residential depth at the commercial space next to the elevator core.	<ul style="list-style-type: none"> • 	Recommended approval
7. Parking Access via Principal Arterial. SMC 23.47A.032A.1	Alley access if feasible.	Allow a 22’ driveway on 15 th Ave NE.	<ul style="list-style-type: none"> ▪ Avoids constructing a parking ramp to connect garage levels. ▪ Convenient access for a principal use parking garage. 	Recommended approval. (Not supported by SDOT.)

The Board recommended the following **CONDITIONS** for the project. (Authority referenced in the letter and number in parenthesis):

- 1) Provide more lighting at the south property line than what is shown in the Recommendation meeting booklet to ensure safety and security. (PI2-B, DC4-C)
- 2) Each metal panel along the 15th Ave NE street front will need to be “C” shaped with a one inch minimum return. The corners must be bent so there are no sharp edges. The Board prefers a perforated rather than opaque wall to provide a greater sense of openness and texture. A high performance coating on the walls is also a preference. (PL3-B)

DIRECTOR’S ANALYSIS - DESIGN REVIEW

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. The Director agrees with the conditions recommended by the four Board members and the recommendation to approve the design, as stated above.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated September 19th, 2014. The information in the checklist, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision. The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations and/or circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following is an analysis of construction-related noise, air quality, earth, grading, construction impacts, traffic and parking impacts as well as its mitigation.

Noise

Noise associated with construction of the mixed use building and future phases could affect surrounding uses in the area, which include residential and institutional uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Although there is adjacency to residential uses, the Noise Ordinance is found to be adequate to mitigate the potential noise impacts.

Air Quality

Construction for this project is expected to add temporarily particulates to the air that will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the nearby residential buildings.

Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. In order to ensure that PSCAA will be notified of the proposed demolition, a condition will be included pursuant to SEPA authority under SMC 25.05.675A which requires that a copy of the PSCAA permit be attached to the demolition permit, prior to issuance. This will assure proper handling and disposal of asbestos.

Earth

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geo-technical engineer prior to issuance of the permit.

The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

Excavation to construct the mixed use structure will be necessary. Excavation will consist of an estimated 6,500 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction Impacts

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Traffic and Parking

Duration of construction of the apartment building may last approximately 18 months. During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675 B and M). Parking utilization along streets in the vicinity is near capacity and the demand for parking by construction workers during construction could reduce the supply of parking in the vicinity. Due to the large scale of the project, this temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse. In order to minimize adverse impacts, the applicant will need to provide a construction worker parking plan to reduce on-street parking until the new garage is constructed and safe to use. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Approximately 6,500 cubic yards of soil are expected to be excavated from the project site. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 650 round trips with 10-yard hauling trucks or 325 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area; increased demand for parking; demolition of older structures, and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, green house gas emissions, traffic, parking impacts, historic preservation, and plants and animals warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Historic Preservation

The existing houses on the subject site were reviewed by the Department of Neighborhoods and determined that it is unlikely, due in part to a loss of integrity, that the existing structures would meet the standards for designation as individual landmarks.

Plants and Animals

The applicant identified an exceptional tree on the site. The Big Leaf maple sits on the east edge of the subject property near the alley. The applicant adjusted the building design to ensure preservation of the tree by creating an open space toward the rear of the site.

Traffic and Transportation

The applicant submitted a traffic and parking study by TranspoGroup documenting the likely transportation and parking impacts from the project. The project's 133 dwelling units and small office space is forecast to generate approximately 400 daily net vehicle trips. At the PM peak hour, the proposal will generate a net total of approximately 37 new trips in addition to the 50 vehicle trips generated at the principal use parking garage with its access on 15th Ave. These 50 trips during the PM peak hour currently occur due to the existing surface parking lot.

Vehicle ingress and egress for the residential component of the project would occur directly from the alley with the exception of spillover parking in which the vehicle owners could potentially use the principal use garage accessed from 15th Ave.

Traffic generated by the proposal would not degrade the Level of Service (LOS) at the 15th Ave NE and NE 50th St intersection beyond the 'C' classification that would occur without the project in a 2017 scenario. The alley intersection would receive a 'D' classification during the PM peak hour with a projected 28 second delay.

The applicant proposes several mitigation measures to improve access into the principal use parking garage on 15th Ave. These include restricting the driveway to right-turn in, right-turn out through signage and pavement markings, a change in concrete scoring pattern at the driveway to alert drivers and pedestrians of potential conflicts, and restricting parking on 15th Ave NE near the driveway to improve sightlines for drivers.

No SEPA mitigation of traffic impacts to the nearby intersections is warranted.

Parking

Seattle Municipal Code does not require any residential parking to be provided in the University District Northwest Urban Center Village. Based on the transportation consultant's analysis the number of vehicles owned per renter occupied unit ranges from .42 to .91. Therefore, the 133 residential units would generate a parking demand from 55 to 121 vehicles. By using the conservative estimate for parking demand, as suggested by the Transpo Group, the anticipated peak parking demand would be 121 vehicles and would likely experience an overspill of approximately 68 vehicles during the overnight periods. The low-income nature of the project would further reduce the demand minimizing off-site impacts. The small amount of commercial office space would contribute a demand for two parking spaces.

The on-street parking utilization is anticipated to rise to 96 to 107 percent within an 800 foot walking radius and 92 to 96 percent within a 1,200 foot walking radius. The future estimated effective on-street parking demand according to the consultant within the 800 and 1,200 foot walking radius is above the city's 85 percent threshold.

The vicinity has several off-street parking lots which can accommodate over 350 vehicles. In addition, the subject structure will have a separate 60 space garage available for overspill parking. As noted above, the Seattle Municipal Code does not require automobile parking in the University District Northwest Urban Center Village. No SEPA mitigation of parking impacts is warranted.

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are anticipated to be non-significant. The conditions imposed below are intended to mitigate construction impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2C.

[] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

CONDITIONS – DESIGN REVIEW

Prior to MUP Issuance

Revise plans sets to show:

1. Provide more lighting at the south property line than what is shown in the Recommendation meeting booklet to ensure safety and security.
2. Each metal panel along the 15th Ave NE street front will need to be “C” shaped with a one inch minimum return. The corners must be bent so there are no sharp edges. The Board prefers a perforated rather than opaque wall to provide a greater sense of openness and texture. A high performance coating on the walls is also a preference.

Prior to Commencement of Construction

3. Arrange a pre-construction meeting with the building contractor, building inspector, and land use planner to discuss expectations and details of the Design Review component of the project.

Prior to Issuance of a Certificate of Occupancy

4. Provide more lighting at the south property line than what is shown in the Recommendation meeting booklet to ensure safety and security.
5. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bruce P. Rips, 206.615-1392). An appointment with the assigned Land Use Planner must be made at least five (5) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.
6. Restrict driveway to right-turn in, right-turn out through signage and pavement markings; provide a change in concrete scoring pattern at the driveway to alert drivers and pedestrians of potential conflicts, and meet with SDOT to restrict parking on 15th Ave NE near the driveway to improve sightlines for drivers.

For the Life of the Project

7. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Bruce Rips, 206.615-1392). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

CONDITIONS – SEPA

Prior to Issuance of a Demolition, Grading, or Building Permit

8. Provide a construction worker parking plan to reduce on-street parking.

During Construction

9. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.
10. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Bruce Rips, (206-615-1392) at the specified development stage, as required by the Director's decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved.

Bruce P. Rips, Assoc. AIA, AICP
Department of Planning and Development

Date: October 29, 2015

BPR:rgc
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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered "approved for issuance". (If your decision is appealed, your permit will be considered "approved for issuance" on the fourth day following the City Hearing Examiner's decision.) Projects requiring a Council land use action shall be considered "approved for issuance" following the Council's decision.

The "approved for issuance" date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by DPD within that three years or it will expire and be cancelled (SMC 23-76-028). (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.