



**RECOMMENDATION OF THE
NORTHWEST DESIGN REVIEW BOARD**

Record Number: 3025968-LU

Address: 7001 15th Ave NW

Applicant: Diana Wellenbrink, Diagonal D Architectural and Structural Design

Date of Meeting: Monday, January 24, 2022

Board Members Present: Lauren Rock, Chair
Penn DiJulio
Brian Johnson
Adrienne Watkins

Board Members Absent: Phoebe Bogert

SDCI Staff Present: Greg Johnson

SITE & VICINITY

Site Zone: Neighborhood Commercial 2 with a Pedestrian Overlay, 55-foot height limit and “M” Mandatory Housing Affordability suffix (NC2P-55 (M))

Nearby Zones: (North) NC2P-55 (M)
(South) NC2P-55 (M)
(East) NC2P-55 (M)
(West) Single Family 5000 (SF 5000)

Lot Area: 13,321 sf

Current Development:

The rectangular site contains two existing parcels and slopes approximately 10-feet from the north to south property line. The northern parcel is currently developed with a single story commercial structure (dentist office), which is built to the east property line. The southern, corner parcel is currently developed with single story



commercial structure (coffee shop and auto repair shop), which is setback from the east property line with surface parking along the street frontage. There is an existing billboard located along the north property line.

Surrounding Development and Neighborhood Character:

The site is located at the northwest corner of the intersection of NW 70th Street and 15th Ave NW, 2-blocks north of the Ballard Hub Urban Village and 4-blocks south of the Crown Hill Residential Urban Village. The site is located 4-blocks east of Salmon Bay Park and 1-block north of Ballard High School.

Surrounding development includes a mix of uses and architectural forms. Commercial uses are concentrated at the intersection and along the 15th Ave NW corridor. Older commercial structures are primarily single-story, either built to the property line or setback with surface parking along the street frontage. Existing single-story single-family structures are located along 15th Ave NW, however, many of these structures have been converted to non-residential uses.

Several multi-family residential and mixed-use buildings are also located along 15th Ave NE, including a recently constructed 5-story structure of contemporary design containing 89-units above commercial – located across the street from the proposed development. Surrounding development transitions to single family residential to the west of the site, and lowrise and single family residential to the east of the 15th Ave NE commercial corridor.

The project is served by public transit along 15th Ave NW, including the RapidRide D line which provides frequent service to downtown. A neighborhood greenway is planned along NW 70th St, which would include traffic calming and other measures to prioritize the safety and comfort of people walking and biking.

Access:

Existing vehicular access occurs from NW 70th St and 15th Ave NE. Access is proposed to occur from NW 70th St. There is no alley adjacent to the site.

Environmentally Critical Areas:

There are no mapped Environmentally Critical Areas (ECAs) onsite.

PROJECT DESCRIPTION

Land use application to allow a 6-story, 67-unit apartment building with retail. Parking for 26 vehicles proposed. Early Design Guidance conducted under 3032621-EG.

At the time of the First EDG review, the proposal was for a 6-story, 151-unit apartment building (68 small efficiency dwelling units and 83 apartment units) with 12 live-work units and retail sales and services. Parking for 62 vehicles was proposed. The proposal also included a Contract Rezone from NC2P-40 to NC2P-55, which was subsequently withdrawn following the adoption

of citywide Mandatory Housing Affordability (MHA) upzones. Since the First EDG review, the size of the development site was reduced by about 50-percent – from 26,651 sf to 13,321 sf.

The design packet includes information presented at the meeting, and is available online by entering the record number at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

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

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019
Email: PRC@seattle.gov

FIRST EARLY DESIGN GUIDANCE November 5, 2018

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned the design is too bulky. Per CS2-B-2, the mass should be broken into 3-4 points to respond to the 15-foot grade change along the 300-foot street frontage and keep full height floor levels at the ground level. All massing options should work to break up the western façade better.
- Did not support the proposed contract rezone from 40 to 55-feet as the developer has not met the criteria for deviation from the standard.
- Concerned about the treatment of the transition to the single family zone, upper level massing setbacks and impacts to privacy per CS2-D-3, CS2-D-4, CS2-D-5, DC2-A-1, DC2-A-2, DC2-B-1 and DC2-B-2, and shadow impacts per CS1-B-2. The mass should be broken up in to 2-3 buildings with gaps, setbacks and variation in design per DC2-A and DC2-B.
- Concerned about the impacts to the privacy of residents in the adjacent single family residences and their rear yards. Did not support balconies on the west façade. The project should consider sight lines.
- Concerned about the exposed garage. Would like to see lid on top of garage and permanent evergreen landscaping in that location. Referenced DC1-C-1 and DC1-C-2.
- Stated the project should be designed with the intent to meet the aesthetic of the neighborhood. The project should start with an accurate assessment of the neighborhood design characteristics per CS2-A, CS2-B, CS3-A and CS3-B.
- Concerned about paint color fading. Stated the building should be constructed of durable permanent color materials, bricks or permanent color cladding.
- Would like to see a consistent use of materials. Noted that many existing projects along 15th Ave NW have too much material variation.

- Would like to see muted natural colors consistent with the character of the existing neighborhood.
- Concerned about the loss of Grumpy D's, a valuable community space. The future commercial space should be similarly designed. Referenced PL3-A.
- Per DC1-A-2, the corner commercial space should be at least the Code-required height. Noted there is the potential for an outdoor patio seating area with southern exposure at the southeast corner.
- Did not support the proposed vehicular entry on 70th as there is heavy pedestrian and bike traffic, it's a designated Safe Routes to School walking route, local parks contribute to heavy pedestrian traffic, and there's an existing heavily trafficked curb-cut on the opposite side to the south which contributes heavy traffic on NW 70th St. Referenced DC1-B-1.
- Would like to see the vehicular entry occur on NW 70th St at the northern edge of the development site.
- Concerned about traffic and parking impacts, the increased impacts will exacerbate an existing problem. Concerned about overflow commercial parking impacts on adjacent neighborhood streets.
- Concerned about the added density and proposed height.
- Did not support a 5-story structure located at the corner. The design should pull back from the corner, like the Lillehammar development across the street.
- Did not support the proposed exterior stair due to safety and security concerns.
- Concerned about blocked access to light and shadow impacts. Would like to see greater upper level setbacks.

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

- Stated that the proposal does not discuss how the departures result in a development that better meets the intent of the design guidelines, only why the departures are better for the project.
- Concerned that privacy and safety issues are not addressed. Windows and balconies should be located to minimize privacy impacts. Consider sight obscuring glass and reducing the size of windows. Noted that the proposed fencing and planters along the west property line are insufficient to address privacy concerns.
- Concerned about loss of sunlight and visibility of the sky to the east; neighboring homes to the west will be overshadowed.
- Noted that the proposed building will be taller than any other in the area.
- Several comments requested a better transition to the single family residences on the back side of the block to preserve daylight and privacy. Suggested setbacks at each floor of the development and breaking up the mass to include inner courtyards; referenced Design Guidelines CS2-D-3, Zone Transition, and CS1-B-2, Daylight and Shading.
- Suggested a setback from the street and vegetation to make it friendlier and walkable. Cited Vancouver BC's downtown core as an example.
- Several comments encouraged preserving Grumpy D's and providing spaces for small businesses.
- Several comments encouraged a community space for music, art and community gatherings.

- Noted that NW 70th St is heavily trafficked by pedestrian and bicyclists; would like to see a pedestrian and bike friendly design along this frontage. Recommended shifting vehicular access to 15th Ave NW to promote pedestrian and bicycle safety along NW 70th St.
- Noted that trees, shrubbery, and foliage are essential for a desirable neighborhood.
- Several comments noted the proposal mischaracterizes the neighborhood character as old, deteriorated, and abandoned when it is truly vibrant, cohesive, and includes many well maintained and characteristic craftsman homes. Requested the design aesthetic to draw from the existing buildings in the neighborhoods to the east and west of the project; referenced Design Guidelines CS2-A, CS2-B, CS3-A and CS3-B.
- Stated that the design appears to be too dark and blocky, more Cold War than Scandinavian.
- Several comments suggested locating the driveway on 15th Ave NW to avoid the prominent pedestrian and bicycle routes on NW 70th St. Noted that NW 70th St is a heavily trafficked route for kids walking to school.
- Several comments opposed locating balconies and a wall of windows on the west side of the building overlooking neighboring properties; referenced Design Guideline CS2-D. Would like to see the balcony depths reduced or eliminated.
- Several comments opposed to the additional height and the proposed upzone. The proposal is out of scale with the adjacent single family sites.
- Suggested the first floor should be mixed use commercial residential with at least the minimum heights.
- Would like to see overhead powerlines under-grounded.
- Would like to see an additional underground parking level incorporated.

SDOT Staff provided the following comments in advance of the meeting:

- Stated that vehicular access should be provided from NW 70th St due to the pedestrian designation and concern for vehicle and transit operations along 15th Ave NW.
- Noted that a neighborhood greenway, which would include traffic calming and other measures to prioritize the safety and comfort of people walking and biking, is planned along NW 70th St. Recommended the project consider external signage that identifies the vehicle exit point to people biking along the future greenway.
- Supported trash collection along NW 70th St. Trash must be stored within the building and staged in the ROW only at the time of collection.
- Stated that the project should meet SDOT's standards for frontage improvements, 6-foot sidewalk, 5.5-foot planting strip and 6-inch curb on both frontages. The planting strip should be installed adjacent to the curb. Encouraged wider 8-foot sidewalks along 15th Ave NW. These basic pedestrian amenities are vital due to the principal pedestrian street designation.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the

environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations are addressed under the City's zoning code and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number (3032621-EG): <http://web6.seattle.gov/dpd/edms/>

PRIORITIES & BOARD RECOMMENDATIONS

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

1. Massing Options & Zone Transition

- a. The Board unanimously recommended the project return for a second EDG meeting. The Board was disappointed that the massing options appear to be primarily developed in response to zoning and powerline constraints, rather than the shape of the site, zone transition and grade change. The Board ultimately recommended further development of a hybrid massing option, a combination of Option 1 and Option 3, that thoroughly responds to the following guidance. (CS2-D, DC2-A, CS1-C)
- b. The Board was not opposed to the upper-level terraced setback as a sensitive solution to the single-family zone transition, but would also like to see vertical recesses to break up the perceived length of the mass – similar to the examples provided in the EDG packet. Ultimately, the hybrid massing option should include the vertical recesses of Option 1 as the primary massing move and the upper-level horizontal setbacks of Option 3 as the secondary massing move. The Board specifically prioritized Design Guideline CS2-D, Height, Bulk and Scale, and DC2-A, Massing. (CS2-D, DC2-A)
- c. The Board prioritized Design Guideline CS2-C-1, Corner Sites, and noted massing concept and expression should wrap the southeast corner. The Board was concerned that the south façade along NW 70th St reads as the end of the building rather than a corner. (CS2-C-1)
- d. The Board specifically prioritized Design Guidelines CS1-C-1, Land Form, and CS1-C-2, Elevation Changes, and directed further development of a mass that steps with grade along 15th Ave NW. (CS1-C-1, CS1-C-2)
- e. In response to public comment, the Board directed further study of the single family zone transition and relationship to the existing single family structures. The Board encouraged the incorporation of vegetative and material screening. At the second EDG meeting, the Board would like to see dimensioned sectional studies through the proposed development, screening features and adjacent single family sites. (CS2-D)
- f. In agreement with public comment, the Board did not support the numerous balconies proposed along the west façade due to the sensitive zone edge transition and impacts to the privacy of residents on adjacent sites. The Board also recommended pulling back rooftop landscaping from the edge of the structure to further reduce impacts on the adjacent single family sites. There should be fewer places for residents to peer down into neighboring yards. (CS2-D-5)

- g. In agreement with public comment, the Board was concerned with shadow impacts on the adjacent single family sites. The Board specifically prioritized Design Guideline CS1-B-2, Daylight and Shading, and stated the west façade should be modulated to break up the mass and increase access to daylight on adjacent sites. Provide an updated shadow study at the second EDG meeting. (CS1-B-2, DC2-C-3)
- h. The Board directed further refinement of the roofline in a manner that breaks up the perceived length of the mass. (CS2-D-3, CS2-D-4, DC2-A, DC2-B-1)
- i. The Board specifically prioritized Design Guidelines DC2-B, Architectural and Façade Composition; DC2-C, Secondary Architectural Features; DC2-D, Scale and Texture; and DC2-E, Form and Function. The Board supported the design direction depicted in the rendering on page 51 of the first EDG packet, this level of detail is acceptable for the second meeting, including fenestration patterns, openings, and texture. (DC2-B, DC2-C, DC2-D, DC2-E)

2. Community Context

- a. In response to public comment, the Board prioritized Design Guidelines CS3-A, Emphasizing Positive Neighborhood Attributes, and CS3-B, Local History and Culture, and strongly encouraged the applicant team to continue public outreach efforts as the design develops. (CS3-A, CS3-B)

3. Pedestrian Experience & Street-Level

- a. The Board was concerned that the extreme horizontality of the mass has the effect of pushing down the ground level and necessitates the requested departure from floor-to-floor height requirements. The Board stated that the ground-level should appear to lift or open up, and was not inclined to support the departure. (CS2-B-2, PL3-C)
- b. The Board heard public comment about breaking down the long elevation and did not support the 300-foot unarticulated edge at the ground-level along 15th Ave NW. The Board directed further consideration of the pedestrian experience. The Board requested more detailed drawings depicting additional pedestrian-level and streetscape detail at the second EDG meeting, including ground-level sections and enlarged elevations. (PL1-B, PL2)
- c. In response to public comment, the Board stated the design should provide a strong community presence at the corner. (CS2-B-2, PL3)
- d. The Board specifically prioritized Design Guidelines CS2-B, Adjacent Sites, Streets, and Open Spaces; PL2-B, Safety and Security; PL3-A, Entries; PL3-B-Residential Edges; PL3-C, Retail Edges; and DC1-A, Arrangement of Interior Uses. (PL2-B, PL3-A, PL3-B, PL3-C, DC1-A)

4. Access & Service Uses

- a. In response to public comment, the Board encouraged the applicant to engage SDOT regarding the reconsideration of their recommendation for vehicular access. If their recommendation changes, the Board requested vehicular access alternatives be presented at the second EDG meeting. Each alternative should include more information on pedestrian impacts and sightlines. (DC1-B)

- b. In response to public comment, the Board specifically prioritized Design Guidelines DC1-B, Vehicular Access and Circulation, and DC1-C, Parking and Service Uses, and stated vehicular access should be designed to minimize impacts on the pedestrian experience. The project should incorporate landscaping and site design cues that promote pedestrian safety, particularly as it relates to the garage entry. (DC1-B, DC1-C)
- c. The Board encouraged designing and programming the trash room for once-weekly service to minimize the amount of truck traffic on NW 70th St and reduce impacts on the pedestrian experience. (DC1-C-4)
- d. The Board specifically prioritized Design Guideline PL4-B, Planning Ahead for Bicyclists, and directed further development of convenient, secure and accessible bike storage. (PL4-B)

SECOND EARLY DESIGN GUIDANCE February 1, 2021

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Multiple people appreciated the changes made since the first EDG meeting, particularly as it relates to the adjacent single family zone. Noted the exterior looks very nice and will complement the surrounding area, and the canopy over the sidewalk will be great in the rain.
- Multiple people supported and were excited about the design of the proposed development and noted it will add beauty and charm to the neighborhood.
- Supported the proposed retail space; noted the proximity to bus service will bring customers and will be good for commuters.
- Supported the design of the rooftop.
- Supported development of this location along 15th Ave NW; it needs attention and the right mix of uses have the potential to activate the area and inspire investment.
- Noted the proposed structure is in line with the character of other recent new construction.
- Supported underground parking as it is mindful of existing troubles faced by the neighborhood.
- Supported the proposed design as it fits well into what will be known as the architecture of the teens and twenties.
- Stated the building should include a variety of different sized commercial spaces, and bike and vehicular parking, as requested in Option 3.
- Appreciated the considerate, respectful, and thoughtful approach that the architect and developer has taken; the design appears sophisticated and professional that fits nicely in the neighborhood, without appearing overly modern or institutional.
- Multiple people were concerned about the garage entrance on NW 70th St rather than 15th Ave NW as NW 70th St is frequently used by pedestrians and bicyclists traveling from Salmon Bay Park and nearby schools; noted other multi-family buildings in the vicinity have garage entrances off of 15th Ave NW.

- Concerned the proposed height of 6 stories is too rather tall and inconsistent with other buildings along this stretch of 15th Ave NW, which are typically 3-4 stories high.
- Supported the proposed project, particularly the color scheme; would like to see overhead weather protection at the entries and above the sidewalk along 15th Ave NW.
- Would like to see the live-work spaces be designed for “work”, they should attract customers.
- Supported the rooftop garden and outdoor amenity.
- Applauded the response to many of the concerns from the first EDG meeting; however, would like to see the corner setback as much as possible to provide space for community gathering.
- Concerned about the treatment of the mass in response to the single family zone transition; noted the vertical modulation and muted color palette helps reduce the appearance of a giant wall and improves the design. Encouraged the applicant team to continue to work with the neighbors.
- Would like to see further study of traffic patterns exiting the garage.
- Would like to see the existing commercial use, Grumpy D’s, in the new space.

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

- Concerned about vehicular access from NW 70th St, which is a designated Greenway in the SDOT Bicycle Master Plan, and impacts on pedestrian and bicycle safety.
- Noted no features should be located on the rooftop other than HVAC, which should be shifted to the eastern edge.
- Requested that the colors of the back of the building should be muted, natural tones to blend with trees and be more unobtrusive, including the cement wall.

SDCI received non-design related comments concerning traffic, roadway modifications, environmental contamination, height, waste service, and construction impacts.

SDOT offered the following comments in writing prior to the meeting:

- Strongly supported providing vehicle access on NW 70th St from a curb cut at least 40-feet from the intersection; did not support vehicular access from 15th Ave NW due to traffic volume and RapidRide frequency.
- Noted potential specialty paving at the garage entry; SDOT generally requires projects to carry standard 2x2 scoring of the sidewalk across driveways to reinforce the pedestrian priority in this space.
- Recommended a minimum 8-foot sidewalk inside a 5.5-foot landscape area with street trees along 15th Ave NW, dimensions which are not currently depicted in the design packet.
- Solid waste should be serviced from NW 70th St; supported staging smaller dumpsters within 50-feet of the access point.
- Required to upgrade the corner ADA ramps to current standards.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept,

identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCl and are not part of this review. Concerns with building height calculations and bicycle storage standards are addressed under the City's zoning code and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number (3032621-EG): <http://web6.seattle.gov/dpd/edms/>

PRIORITIES & BOARD RECOMMENDATIONS

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

1. Massing & Response to Context

- a. In agreement with public comment, the Board appreciated the sincere response to earlier guidance and commitment to ongoing public outreach since the first EDG meeting. The Board acknowledged that the site size was reduced in response to public concerns and supported massing Option 3, the applicant's preferred massing option, as it was thoughtfully developed to ensure a good fit with the neighborhood. (CS2-D, DC2, DC2-A-1)
- b. The Board supported the concept sketches illustrated on page 56 of the second EDG packet, particularly, the clear division of residential, commercial and live-work uses. The Board recommending maintaining the essence of these concept sketches as the design evolves. (DC2)
- c. The Board was concerned that the composition of the south façade is too busy for such a small elevation and that the corner volume consists of too many elements, all of which – when combined – feel overly complex and lack clarity. The Board recommended further study of how these pieces come together and gave guidance to simplify the treatment in a manner that strengthens the commercial expression and draws attention to the corner; the overhead mass and ground plane should read as a singular and cohesive commercial element. The Board, however, noted the treatment of the corner in Option 1 is not the right solution. (CS2, CS2-C-1, DC2, DC2-B-1)
- d. In response to public comment, the Board recommended further articulating the west façade in a manner that breaks down the scale and improves access to daylight for adjacent sites, such as pulling away from the southwest corner or modulating the roof line. The Board recommended incorporating the vertical reveals on the west façade of Option 1 as it is a more sensitive massing response to the single family zone. The Board encouraged continued neighborhood outreach as the treatment of this edge evolves. (CS2-D-3, CS2-D-4, DC2-A-2)
- e. The Board supported the level of quality of the proposed material palette as it is attractive and appropriate for scale of development and context. In response to

public comment, the Board recommended further development of a neutral and muted palette that blends with the landscape and reduces height, bulk and scale impacts as perceived from the single family zone. The same guidance should be applied to the development of the materiality and composition of the north façade; it should fall to the background rather than call attention to itself. (DC2, DC2-B-1, DC2-B-2, DC2-C-3, DC4, DC4-A)

- f. The Board supported pulling the rooftop penthouses away from the west property line as it reduces massing impacts on the single family zone and promotes respect for privacy of residents on adjacent sites. The Board requested privacy studies of the west façade at the Recommendation phase. (CS2-D-4, CS2-D-5)
- g. The Board reiterated the following Design Guideline priorities regarding massing, context, and community engagement, as identified at the first EDG meeting, CS1-B-2, Daylight and Shading; CS2-C-1, Corner Sites; CS2-D, Height, Bulk and Scale; DC2-A, Massing; CS3-A, Emphasizing Positive Neighborhood Attributes; CS3-B, Local History and Culture; DC2-B, Architectural and Façade Composition; DC2-C, Secondary Architectural Features; DC2-D, Scale and Texture; and DC2-E, Form and Function. (CS1-B-2, CS2-C-1, CS2-D, CS3-A, CS3-B, DC2-A, DC2-B, DC2-C, DC2-D, DC2-E)

2. Streetscape & Pedestrian Experience

- a. The Board supported the eroded corner and recommended the street-level of the south façade provide a continuous setback at the corner open space, rather than jog, to promote active use. (DC3, DC3-B-1)
- b. The Board recommended eliminating the portions of the planting strip adjacent to the corner commercial use and residential entry to create a robust sidewalk zone with continuous occupiable spaces that can accommodate heavy pedestrian activity. Consider SDOT's revised recommendations for sidewalk width as the design evolves. (PL1-B-2, DC3, DC3-B-1)
- c. The Board was concerned that the proposed use of green screens along NW 70th St may present one too many elements – on top of the artistic panels – and recommended simplifying the landscape design and relying on plantings in that location. The artistic panels should be locally inspired. (DC3, DC3-C-2, DC4-D-1)
- d. In agreement with public comment, the Board supported the near continuous overhead weather protection along 15th Ave NW and at the entries. (PL2-C-1)

3. Street-Level Uses

- a. The Board noted that the primary residential entry is well-defined and identifiable, and supported the location between the commercial and live-work uses as it allows for the two separate non-residential volumes to balance each other. (PL3-A-1, PL3-A-2, DC2-A-1)
- b. The Board was inclined to support the requested departure from maximum frontage requirements for live-work uses, provided that there is greater articulation of the individual store fronts in a manner that establishes a rhythm and adds depth and texture to the street frontage, such as through the use of signage and inclusion of entry alcoves. The live-work units should not appear as a monotonous block. (DC2-C-1, DC2-D, DC2-E-1, DC4-B-1)

- c. In response to public comment, the Board stated the live-work units should emphasize the “work” use and achieve a true commercial expression at the street-level. The Board recommended providing a high level of glazing and landscape improvements that are commercial in nature. (DC1-A-1, DC2-E-1, DC4, DC4-D-1)
- d. The Board reiterated the following Design Guideline priorities regarding the street-level uses, as identified at the first EDG meeting, CS2-B, Adjacent Sites, Streets, and Open Spaces; PL2-B, Safety and Security; PL3-A, Entries; PL3-B-Residential Edges; PL3-C, Retail Edges; and DC1-A, Arrangement of Interior Uses. (PL2-B, PL3-A, PL3-B, PL3-C, DC1-A)

4. Vehicular Access & Service Uses

- a. The Board supported the proposed response to guidance from the first EDG meeting regarding vehicular access and service uses and, in response to public comment, suggested working with SDOT and SDCI on methods to reduce traffic in the neighborhood, such as restricting vehicle turns existing the garage. (DC1-B-1)
- b. The Board heard public comment and supported the proposed design features that seek to minimize impacts of the vehicular access and service uses on the pedestrian experience, particularly, the larger than required sight triangles, landscape buffers, and internalized solid waste storage and staging. (DC1-B-1, DC1-C-2, DC1-C-4)
- c. The Board supported the proposed external access to the bike storage room and recommended incorporating direct internal access from the residential lobby to maximize convenience and improve flow. (PL4-B-2)
- d. The Board reiterated the following Design Guideline priorities regarding vehicular access, service uses and bicycle facilities, as identified at the first EDG meeting, PL4-B, Planning Ahead for Bicyclists; DC1-B, Vehicular Access and Circulation; and DC1-C, Parking and Service Uses. (PL4-B, DC1-B, DC1-C)

RECOMMENDATION January 24, 2022

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Supported cedar siding, color palette, and the use of greenery on the façades.
- Supported commercial spaces at ground level.
- Supported the use of wood soffits.
- Supported the proposed ground-level exterior materials.
- Supported the outdoor seating area on the south side of the site.
- Supported the large planter on the west side of the site as a buffer to adjacent residential uses.
- Emphasized the need to ensure that quality materials are chosen so that they remain for the life of the project.
- Expressed concern about the building’s massing bulk along the zone transition and cited design guidelines that speak to that issue: DC2-A-2, DC2-C-3, CS2-D.
- Stated the need to modulate the roofline along the zone transition and added that no design options were provided that showed a modulated roofline.

- Expressed concern about the potential impact to privacy on adjacent residential buildings and cited design guideline CS2-D-5, which discusses privacy.
- Supported the modern design of commercial space.
- Supported the steel accents used in the building design.
- Supported the use of natural exterior materials.
- Supported the color scheme and the simple landscaping plan.

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

- Preferred locating vehicle access on 15th Ave NW.
- Discouraged taking vehicle access from NW 70th St due to safety concerns.
- Concerned about shadow impacts on neighboring properties.
- Concerned about the proposed height compared to the single-family zone residential zone to the west.
- Requested placing the HVAC and compactor thoughtfully to avoid noise pollution to adjacent residences.
- Suggested using materials which create minimal glare.
- Supported the proposed project design and its relationship to surrounding context.
- Satisfied with the proposed massing, shadow impacts, and glazing.
- Concerned that the proposal does not meet design guidelines related to zone transitions, specifically CS2-D-3. Zone Transitions, and added that the massing form lacks massing step-downs and appears to reflect the zoning envelope.
- Proposed additional façade modulation and roofline shifts to better address zone transition guidelines.
- Supported the material palette proposed on the west façade.
- Concerned that packet does not provide a description of the method of solid waste collection.

The following comments were provided by the Seattle Department of Transportation (SDOT):

- Commented that King County Metro’s RapidRide D line provides frequent transit service to Downtown along 15th Ave NW. A neighborhood greenway, which would include traffic calming and other measures to prioritize the safety and comfort of people walking and biking, is recommended by Seattle’s Bicycle Master Plan along NW 70th St.
- Commented that weather protection shown in the packet along 15th Avenue NW appears to step-back at specific locations to coordinate with required street trees. However, dimensions of canopy step-backs are not provided in the packet.

SDCI received non-design related comments concerning parking, traffic, and construction impacts.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part

of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations and bicycle storage standards are addressed under the City's zoning code and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the record number (3025968-LU): <http://web6.seattle.gov/dpd/edms/>

PRIORITIES & BOARD RECOMMENDATIONS

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

1. West Façade and Zone Transition:

- a. The Board recommended approval of the massing design of the west façade and specifically identified the visible relief provided by repetition of vertical recesses, complemented by color and materials changes, as an appropriate massing and materials response to the zone transition (CS2-D-3. Zone Transitions, CS2-D-4. Massing Choices, DC2-A-2. Reducing Perceived Mass, DC2-B-1. Façade Composition, DC2-C-3. Fit with Neighboring Buildings).
- b. Although the Board recommended approval of the massing and materials response on the west façade, it expressed concern about the intent to incorporate downspouts and landscaped trellises into the shallow recesses on the west façade and the impact on the legibility of the vertical recesses. The Board recommended a condition to ensure that the trellis and downspout elements will complement the façade relief provided by the vertical recesses and to provide additional study of these elements to staff (PL2-C-2. Design Integration, DC2-B-1. Façade Composition).

2. Building Design and Concept Expression

- a. The Board recommended approval of the organization of exterior materials within the south façade as an appropriate response to EDG guidance to simplify the façade treatment. Noting a discrepancy in the fenestration pattern between the elevations and renderings within the packet, the Board specifically recommended approval of the window design shown in the rendering on packet page 13, which shows a legible vertical cedar frame surrounding the south-facing windows, as opposed to the south elevation drawing, which shows fenestration extending the full width of the bays (CS2-C-1. Corner Sites, DC2-B-1. Façade Composition).
- b. The Board identified the awkward disruption of the roofline near the middle of the east façade caused by a visible column and recommended a condition to revise the design and detailing of the column to strengthen its relationship to the design concept of the roofline and to provide design options to staff for review (DC2-B-1. Façade Composition).
- c. The Board supported the use of perforated panels above the base on the east façade as a balcony railing but specified that the panels should have a lighter appearance than the panels shown in the materials board. The Board recommended a condition to further refine the panel design to achieve a lighter appearance and to provide options to staff. The Board referenced images of welded wire mesh railings in the

- Recommendation packet that achieved a lighter appearance (DC2-A-2. Reducing Perceived Mass, DC2-C. Secondary Architectural Features, DC2-D-2. Texture).
- d. On the east side of the building, the Board supported the design intent shown in the Recommendation packet renderings for a legible connection between the balcony railing and the upper-façade frame on the north side and top of the façade. However, the Board expressed concerns that the separate detailing of these elements with different panel types, illumination, and background materials would reduce the legibility of the visual connection. The Board recommended a condition to work with staff to refine the detailing of these elements to strengthen their visual connection (DC2-B-1. Façade Composition, DC2-C. Secondary Architectural Features).
 - e. The Board recommended approval of the setback for the residential entry along the east façade and recommended a condition to enhance the visibility of the residential entry on the east façade through additional differentiation from the adjacent commercial entries. The Board suggested distinct treatments for elements like lighting, signage, or other details at the residential entry to improve its legibility (PL3-A-4. Ensemble of Elements, DC2-C-2. Dual Purpose Elements, DC2-E-1. Legibility and Flexibility).

3. Exterior Materials:

- a. The Board recommended approval of the exterior materials board with the exception of the perforated panel material refinements described above in 2c (DC2-B-1. Façade Composition, DC4-A-1. Exterior Finish Materials).
- b. The Board recommended approval of the use of cedar as an exterior material throughout the building design. Citing the need for the cedar to remain a visually contrasting material, the Board recommended a condition to protect the cedar color with a protective product that will be long-lasting and/or easy to reapply (DC4-A-1. Exterior Finish Materials).
- c. The Board recommended a condition to finish and seal the textured metal materials shown throughout the project design to prevent staining of the facades and sidewalk (DC4-A-1. Exterior Finish Materials).

4. Streetscape:

- a. The Board recommended approval of the corner patio space adjacent to the commercial entry for the purpose of street activation and identification of the commercial entry (PL3-A-4. Ensemble of Elements, PL4-C. Planning Ahead for Transit, DC2-C-2. Dual Purpose Elements, DC2-E-1. Legibility and Flexibility, DC3-A-1. Interior/Exterior Fit).
- b. The Board encouraged the applicant to refine the depth of overhead weather protection along the ground level of the west façade to relate to street trees and to provide this information to staff for review. The Board declined to add a condition related to weather protection (DC3-C-1. Reinforce Existing Open Space).

DEVELOPMENT STANDARD DEPARTURES

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

At the time of the Recommendation meeting the following departure was requested:

1. **Street-Level Setbacks (23.47A.008.A.3):** The Code requires a maximum setback of 10 feet for street-level, street-facing facades. The applicant proposes a 26-foot setback from the east property line for a 9-foot-wide portion of the street-level façade along 15th Avenue NW at the southeast corner of the site.

The Board recommended approval of this departure, stating that the additional setback allowed by the departure will allow for the placement of an outdoor patio space between the commercial entry and the public sidewalk that will enhance the activation of the street frontage at the intersection of NW 70th Street and 15th Avenue NW and strengthen the legibility of the commercial entry. This departure allows the project to better meet the intent of the following Design Guidelines: PL3-A-4. Ensemble of Elements, PL4-C. Planning Ahead for Transit, DC2-C-2. Dual Purpose Elements, DC2-E-1. Legibility and Flexibility, DC3-A-1. Interior/Exterior Fit.

DESIGN REVIEW GUIDELINES

The Citywide and Neighborhood guidelines recognized by the Board as Priority Guidelines are identified above. All guidelines remain applicable and are summarized below. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-A Energy Use

CS1-A-1. Energy Choices: At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS1-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

CS1-D-2. Off-Site Features: Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

CS1-E Water

CS1-E-1. Natural Water Features: If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

CS1-E-2. Adding Interest with Project Drainage: Use project drainage systems as opportunities to add interest to the site through water-related design elements.

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

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

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

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

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

CS2-C Relationship to the Block

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

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

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

CS2-D Height, Bulk, and Scale

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

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

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

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

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

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

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

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

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

CS3-B Local History and Culture

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

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

PUBLIC LIFE

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

PL1-A Network of Open Spaces

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

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

PL1-B Walkways and Connections

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

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

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

PL1-C Outdoor Uses and Activities

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

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

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

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

PL2-A Accessibility

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

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

PL2-B Safety and Security

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

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

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

PL2-C Weather Protection

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

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

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

PL2-D Wayfinding

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

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

PL3-A Entries

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

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

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

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

PL3-B Residential Edges

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

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

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

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

PL3-C Retail Edges

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

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

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

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

PL4-A Entry Locations and Relationships

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

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

PL4-B Planning Ahead for Bicyclists

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

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

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

PL4-C Planning Ahead For Transit

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

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

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

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

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

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

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

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

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

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

DC1-C Parking and Service Uses

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

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

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

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

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

DC2-A Massing

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

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

DC2-B Architectural and Facade Composition

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

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

DC2-C Secondary Architectural Features

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

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

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

DC2-D Scale and Texture

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

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

DC2-E Form and Function

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

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

DC3-A Building-Open Space Relationship

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

DC3-B Open Space Uses and Activities

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

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

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

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

DC3-C Design

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

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

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

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

DC4-A Exterior Elements and Finishes

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

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

DC4-B Signage

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

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

DC4-C Lighting

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

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

DC4-D Trees, Landscape, and Hardscape Materials

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

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

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

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

DC4-E Project Assembly and Lifespan

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

RECOMMENDATION

The recommendation summarized above was based on the design review packet dated Monday, January 24, 2022, and the materials shown and verbally described by the applicant at the Monday, January 24, 2022 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the Design Review Board recommended APPROVAL of the subject design with the following conditions:

1. Design the trellis and downspout elements on the west façade to complement the façade relief provided by the vertical recesses and provide additional study of the incorporation of these elements into the design of the west façade to staff (PL2-C-2. Design Integration, DC2-B-1. Façade Composition).
2. Revise the design and detailing of the column near the center of the roofline on the east façade to strengthen its relationship to the design concept of the roofline and provide design options to staff for review (DC2-B-1. Façade Composition).
3. Refine the panel design on the east façade to achieve a light appearance and provide options to staff for review (DC2-A-2. Reducing Perceived Mass, DC2-C. Secondary Architectural Features, DC2-D-2. Texture).
4. Work with staff to refine the detailing of the balcony railing and the upper-façade frame on the east façade to strengthen the visual continuity between these elements (DC2-B-1. Façade Composition, DC2-C. Secondary Architectural Features).
5. Enhance the visibility of the residential entry on the east façade through additional differentiation from the adjacent commercial entries (PL3-A-4. Ensemble of Elements, DC2-C-2. Dual Purpose Elements, DC2-E-1. Legibility and Flexibility).
6. Protect the color of the proposed cedar material with a protective product that will be long-lasting and/or easy to reapply (DC4-A-1. Exterior Finish Materials).
7. Finish and seal the textured metal materials shown throughout the project design to prevent staining of the facades and sidewalk (DC4-A-1. Exterior Finish Materials).