



**ADMINISTRATIVE EARLY DESIGN GUIDANCE # 2  
NORTHWEST**

Record Number: 3036131-EG  
 Address: 7705 15<sup>th</sup> Ave NW  
 Applicant: Emily Morgan, Cone Architecture  
 Report Date: Friday, November 06, 2020  
 SDCI Staff: Theresa Neylon

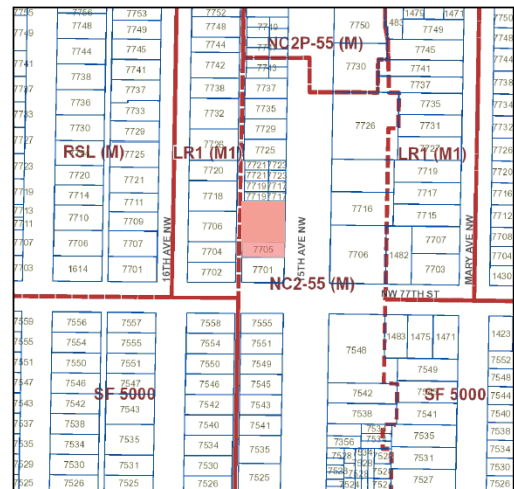
**SITE & VICINITY**

Site Zone: Neighborhood Commercial 2 with a 55' height limit [NC2-55 (M)]

Nearby Zones: (North) NC2-55 (M)  
 (South) NC2-55 (M)  
 (East) NC2-55 (M)  
 (West) Multi-family Lowrise 1 (M1) [LR1 (M1)]

Lot Area: 8,997 sq. ft.

Overlays: Crown Hill Residential Urban Village  
 Frequent Transit Service Area



**Current Development:**

Three tax parcels comprise the subject site in which a 2-story multifamily residential structure (built in 1960), a single-family residence (built in 1925), and a 1-story commercial structure (built in 1947) occupy the parcels. The site's topography descends north to south approximately six feet.

**Surrounding Development and Neighborhood Character:**

The project site is located on the west side of 15<sup>th</sup> Ave NW, midblock between NW 77<sup>th</sup> St and NW 80<sup>th</sup> St in the Crown Hill Residential Urban Village. Adjacent to the site is a newer 3+ story multifamily residential structure to the north and a 1-story commercial structure to the south. On the east side of 15<sup>th</sup> Ave NW are several older 1-story commercial structures with large surface parking lots. To the west, across an alley, is an established single-family neighborhood.

This area was rezoned in 2019. Along 15<sup>th</sup> Ave NW, the NC zoning height was raised from 40 to 55 ft. The SF neighborhood to the west was changed to the LR zone. Like many areas in the greater Ballard neighborhood, the neighborhood is rapidly redeveloping. On 15<sup>th</sup> Ave NW, there are several new developments to the north of this site (built prior to the change in height), but there are still many older 1-2 story commercial uses and surface parking lots in the vicinity. Many of the recent developments are townhouses, with architectural expressions emphasizing the vertical units. They are distinguished by variation in planes, a variety of rich materials at the sidewalk level, and setbacks at the upper levels. As this is in an NC zone, many of these developments have live-work units at the ground level. As is evident in the many units that have window shades drawn, creating privacy in living units directly adjacent to a sidewalk can be difficult.

Principal arterial 15<sup>th</sup> Ave NW is an auto-oriented street and one of the primary commercial and transit arterials in northwest Seattle, providing connections south to Ballard and downtown and northeast to Northgate. Minor arterial NW 85<sup>th</sup> St, three blocks to the north of the site, connects Crown Hill to the Greenwood neighborhood and Aurora Ave N to the east. Nearby recreational opportunities exist at Loyal Heights Playfield.

Multiple projects in the vicinity are currently in review or under construction for proposed development, including 8311 15<sup>th</sup> Ave NW, 8521 15<sup>th</sup> Ave NW, and 8530 15<sup>th</sup> Ave NW.

**Access:**

Pedestrian access is along 15<sup>th</sup> Ave NW and vehicular access occurs from the alley. 15<sup>th</sup> Ave NW has a dedicated morning and afternoon bus lane that accommodates street parking mid-day and evenings. The site is two blocks away from the 17<sup>th</sup> Ave NW Neighborhood Greenway bicycle route.

**Environmentally Critical Areas:**

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

**PROJECT DESCRIPTION**

Administrative Design Review for a 5-story apartment building with 80 small efficiency dwelling units, 2 live-work units and retail. Parking for 2 vehicles proposed. Existing buildings to be demolished.

The design packet includes materials that are 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 SDCl:

**Mailing Public Resource Center**  
**Address:** 700 Fifth Ave., Suite 2000

P.O. Box 34019  
Seattle, WA 98124-4019

Email: [PRC@seattle.gov](mailto:PRC@seattle.gov)

## ADMINISTRATIVE EARLY DESIGN GUIDANCE September 1, 2020

### PUBLIC COMMENT

SDCI staff received the following design related comments:

- Stated that the proposed development is taller than neighboring structures.
- Concerned the proposed height will block views from adjacent buildings.
- Requested the alley design incorporate adequate space and/or design features to protect west-adjacent fences and structures from damage during vehicle backing and trash collection.
- Suggested the street-level commercial spaces be large enough for a coffee shop or other retail establishment that will enhance the neighborhood, and not just be limited to live-work spaces.
- Opposed to reflective surfaces, particularly on the west façade.
- Encouraged a design that protects the privacy of neighboring structures.
- Stated the proposed building appears massive and blocky.
- Suggested the design should be revised to incorporate more visually appealing northwest-contemporary and craftsman features that break up the building envelope, fit in with surrounding building styles, and do more to enhance the neighborhood appeal.

SDCI received non-design related comments concerning parking and property values.

One purpose of the design review process is for the 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.

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

### PRIORITIES & RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, Staff provides the following siting and design guidance.

## ADMINISTRATIVE EARLY DESIGN GUIDANCE

### 1. Architecture - Massing along 15th Ave NW

a. Option 1 presents the most rational massing proposal along the 15th Ave façade. The upper level massing modulates asymmetrically near the center, creating well-proportioned breaks in the bulk along the street. On the ground level, the corresponding center setback emphasizes the residential entry lobby, with the recess creating an eddy out of the sidewalk circulation. The combined entrances to the two southern live-work units presents a legible minor entrance; the entrance to the live-work unit to the north needs more definition to be more identifiable as an entrance.

Option 2 employs a unified canopy strategy to divide the ground floor commercial uses from the upper level residential uses. The consistent line of the canopy ties the street façade together well while providing consistent weather protection along the sidewalk. The upper and lower massing forms in this option, however, do not clearly create a hierarchy of use or proportional massing.

Option 3 is the least desirable of the three options for massing. The upper level mass has no modulation of form. Although the detailing shown in the renderings helps to add interest, the large unbroken plane is out of proportion to the ground level massing and nearby developments. **CS2-D Height, Bulk, and Scale**

b. Although this general area is undergoing rapid redevelopment, this block does have several newer buildings that provide an existing architectural context. Elevational studies that survey bulk, massing and other datum lines to show the project in relation to the existing and new/proposed projects along the 15th Ave NW frontage need to be included in the next design review proposal to relate massing options to context. **CS2-D-1. Existing Development and Zoning, CS2-C-2. Mid-Block Sites, CS3-A-4. Evolving Neighborhoods**

### 2. Architecture - Massing relationship to LR Zone to the west:

a. The LR1 zone to the west of the site has a height limit of 30' (compared to a potential of 55' in the NC zone). As the grade drops lower than 15th Ave NW, any redevelopment in the LR1 zone will have significantly reduced scale in contrast to the development on this project site. East-west site sections indicating massing at LR zone should be refined to show existing development and accurate potential future build out to present a more realistic comparison to proposed massing options. **CS2-D-3. Zone Transitions, CS2-D-4. Massing Choices**

b. Although each option presents minor variations in massing on the façade facing the LR zone, none of the options illustrate a compelling response to the zone transition. All three options show a recessed ground floor at the alley so the upper floors appear to loom over the structure below, without any indication of the setbacks prescribed in the Code requirements or the intent of several Design Guidelines addressing zone transitions and context. Include at least one building massing option that encompasses the western ground level square footage. Include at least one option where building massing is shown to step back from the zone transition.

**CS2-D-3. Zone Transitions, CS2-D-4. Massing Choices, DC2-A-2. Reducing Perceived Mass**

### 3. Architecture - Materials

a. Option 1 massing offers the best opportunities to take advantage of building modulation to

change materials to assist in visually breaking down the building mass as viewed from the 15th Ave NW corridor. Material variations at the ground level modulation will also assist in distinguishing the live-work units from the residential entry at the pedestrian scale. **DC2-B-1. Façade Composition, DC2-A-2. Reducing Perceived Mass**

b. From the rendering supplied, it is not possible to identify where materials are proposed to be used. In general, brick and metal siding at the street level are appropriate. Fiber cement panels should be heavy gauge and detailed to prevent warping. **DC4-A-1. Exterior Finish Materials, DC2-D Scale and Texture**

#### **4. Architecture - Layout**

a. The relationship of main residential entry, resident lounge, and access to services (including bike storage) to create a logical entry sequence generally works well in each the options. **PL3-A-1. Design Objectives**

b. Inclusion of a commercial space along with live-work units at the frontage, as in Option 3, is supported. **DC1-A-3. Flexibility**

c. The live-work units proposed are one level and immediately adjacent to the sidewalk. Providing transparency necessary for a commercial zone at the same time as providing privacy into the main living areas must be carefully considered. **PL3-C-1. Porous Edge, PL3-B-2. Ground-level Residential**

d. All three options have a direct interior corridor connection from the street to the alley. In the context of this building form and the layout of uses, it is unclear why this connection is necessary or desirable. Include justification for connection in option descriptions (see below for comments regarding clarification of parking and uses at alley). **DC1-A Arrangement of Interior Uses**

#### **5. Site – Streetscape**

a. Option 1 represents the best of the three options for crafting legible and logical spaces for the pedestrian realm. At the northeast corner, adjacent to a recently redeveloped site, the building has a zero lot line and aligns along the sidewalk edge with the adjacent building, extending the continuous street edge. Moving south, the residential entry is set back approximately 10' for a 30' length along the sidewalk, creating a noticeable change in the volume along the sidewalk. The two live-work units to the south are then setback approx. 2' from the sidewalk and they have a combined recessed entry. This building edge creates a varied, but coherent, pedestrian experience. **PL2-D-1. Design as Wayfinding**

b. Despite this area having a potential for being a busy pedestrian corridor, the sidewalk width in the ROW is minimal, with approx. 10' between curb and property line; the sidewalk width is further reduced by periodic cutouts for street trees. Enhancements to the sidewalk environment can provide a high level of benefit for the pedestrian experience along streetscape and should be emphasized in the description of each option. **PL1-B Walkways and Connections**

#### **6. Site - Interior/Exterior spatial relationships**

a. There is a 4% slope along the sidewalk, creating a 4'6" grade change along the frontage from the northeast to southeast corners. The stepped ground floor level is supported in order that ground level uses relate to the pedestrian realm. **CS2-B-2. Connection to the Street**

b. Parking, although not required, is shown in all options. Indicate what the parking is to be used for (ADA parking for residents? Limited time parking for the commercial uses?) so it can be assessed for connections to other project uses. **PL4-A-1. Serving all Modes of Travel**

c. The parking shown is driving a building form that has a recessed ground level creating a fair amount of open ground level space along the alley. Although open space 'uses' are now shown on the plans, it is unclear whether the alley is an appropriate location for outdoor seating or gathering. If usable open space for residents is included along the alley, ensure access from the building interior to the spaces is clear and intentional. There is fair amount of ground space given over to the loading path for the solid waste room - explore ways to incorporate that space into multi- or shared use (part of the pet run? access to bike room?). Include detailing to ensure open spaces are not used for parking overflow. **PL1-C-1. Selecting Activity Areas, PL1-A-2. Adding to Public Life**

d. The ground level side setbacks do not appear to have a clear purpose. These setbacks in the commercial zone detract from creating a strong street frontage. It is questionable whether a through path from street to alley is necessary or desirable in this location. Expand description of how the side areas contribute to the commercial or residential uses. Explore an option where the building expands to both side lot lines. **PL1-C-1. Selecting Activity Areas**

#### **DEVELOPMENT STANDARD DEPARTURES**

SDCI's preliminary recommendation on the requested departure(s) 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(s).

At the time of the EARLY DESIGN GUIDANCE review, the following departures were requested:

#### **Option 2, Departure 1 - Reduction to 10' upper level setbacks (SMC 23.47A.014.B.2.a)**

The departure requests a 20% reduction of the upper level setback facing the LR zone (on the west side of the building) from 10' to 8'. The design rationale is that modulation on the street-facing façade (on the east side of the building) and the recessed corner design necessitate the need to move the massing of the units to the west.

Design Guideline CS2-D-3 indicates new development should provide transitions between the bulk and massing at zone changes. SDCI staff has indicated that the transition from Neighborhood Commercial massing on this site to the Low Rise zone to the west has not been clearly shown or studied in the design proposal. With a recessed ground floor along the west facade, the upper level bulk appears to step towards the lower density zone instead of addressing the concept of the Code and Design Guidelines to step bulk from the lower density zone. As presented, the departure request is not supported.

**Option 2, Departure 2** – Reduction to 30’ depth for non-residential uses at street level (SMC 23.47A.008.B.3)

The departure requested reduces the required 30’ depth of non-residential uses from 30’ to 28’-6”. The design rationale is that the departure is needed so that the building can align with the project to the north and have room for an ADA accessible egress.

SDCI staff has indicated that this option has not fully built out the ground level so there is room to move elements to provide the minimum depth. Additionally, the interior circulation core is shown in the same location for all 3 options so an exploration of the reconfiguration of this use should be explored before a departure would be considered. As presented, the departure request is not supported.

**Option 3, Departure 1** – Reduction to 30’ depth for non-residential uses at street level (SMC 23.47A.008.B.3)

The departure requested reduces the required 30’ depth of non-residential uses from 30’ to 28’-6”. The design rationale is that the building has set back from the property line to give over more space to the sidewalk to improve the pedestrian experience and provide spill-out space for e commercial uses.

SDCI staff has indicated that this option has not fully built out the ground level so there is room to move elements to provide the minimum depth. Additionally, the interior circulation core is shown in the same location for all 3 options so an exploration of the reconfiguration of this use should be explored before a departure would be considered. Any potential uses for the exterior space at commercial units should be more fully illustrated to show utility of that space. As presented, the departure request is not supported.

<b>ADMINISTRATIVE EARLY DESIGN GUIDANCE #2    November 6, 2020</b>
--

The second Early Design Guidance package presented a clear and thorough exploration of neighborhood context in relation to proposed massing along the street frontage on 15<sup>th</sup> Ave NW as well as to the zone transition to LR2. The addition of elevation and cross-section studies assisted greatly in evaluation of massing choices. The ground floor architectural layouts presented with these options coordinate well with the site plans and show integrated plans of ground level interior and exterior uses connected by clarified circulation.

The 3 massing options presented in this package were all based upon the preferred massing of Option 1 from the first EDG package.

There were no public comments received on the second Early Design Guidance proposal.

## **1. Architecture – Massing and Street frontage along 15th Ave NW**

a. The upper level massing of Options 5 & 6 is the preferred massing in this revised proposal. The bays are scaled well in relation to the existing, and potential future, structures along 15<sup>th</sup> Ave NW. Emphasis on the center massing, where the residential entry is located, is supported. Material choices that emphasize depth of massing breaks should be studied. **CS2-D-1. Existing Development and Zoning, CS2-C-2. Mid-Block Sites, CS3-A-4. Evolving Neighborhoods**

b. This upper massing of Options 5 & 6 also relates well to the base forms proposed. The ground floor massing of Options 5 is preferred. Similar to Option 1 of the first submittal, the breaks of massing create a legible building response to different uses while also creating a more gracious sidewalk environment with varying setbacks. The north edge of the frontage responds to the setback at the adjacent project, then steps back to create a more spacious sidewalk area at the residential entry, then steps back towards the sidewalk at the commercial use. There is a generous area of weather protection (under the building overhang) at the residential entrance as well as at the commercial frontage. **CS2-D Height, Bulk, and Scale, PL1-B-1. Pedestrian Infrastructure**

c. The development of vertically oriented massing is supported. Continue developing ways to link upper and lower massing with material choices and detailing, especially at center residential form. **CS2-D Height, Bulk, and Scale**

d. Continue development of identification of the main residential entry vs. commercial/live-work entries along the street frontage. **PL3-A-1. Design Objectives**

e. Inclusion of a commercial space along the 15<sup>th</sup> Ave NW frontage is supported to complement the current uses along the street. **DC1-A-3. Flexibility**

## **2. Architecture - Massing relationship to LR Zone to the west:**

a. The studies of upper level massing along the alley at the zone transition to lowrise show two good options of stepping the building back in response to the homes to the west. Option 6 is the preferred response with a setback of the upper 2 floors that has a relationship to the potential massing of any townhouse developments to the west. **CS2-D-3. Zone Transitions, DC2-A-2. Reducing Perceived Mass**

## **3. Architecture - Materials**

a. The use of high-quality materials at the street level, such as brick, metal panels and wood, is supported. Material for the underside of the overhang along the sidewalk should be integrated into material choices. Continue to develop materials and detailing that support the vertical bays of the massing. **DC4-A-1. Exterior Finish Materials, DC2-D Scale and Texture**

#### **4. Architecture – Layout**

a. The ground floor layouts on each of the options has evolved to show integration with exterior uses and improved circulation. Options 6 is the preferred ground floor layout. Live/work, residential and commercial areas are logically oriented along the streetscape. Four residential units are located on the ground floor and help to anchor the building's uses to the site. Services are segregated to the edges of the building to allow active uses towards the building's central core. Clarify where any interior grades changes occur (due to the stepped slab). **PL3-A-1. Design Objectives, DC3-A-1. Interior/Exterior Fit, PL3-B-4. Interaction**

b. Optimize views available from the common roof deck. For the views to the west, pull the edge of the accessible roof deck back from the building edge to discourage the ability to look directly down on properties to the west. Consider wrapping the deck surface to south and east to take advantage of view towards downtown. **PL1-C-1. Selecting Activity Areas DC3-B-4. Multifamily Open Space, CS2-D-5. Respect for Adjacent Sites**

d. Creation of small private patios at the upper building step back is supported. Study of railing material that does not emphasize height/mass at the step but also can limit views down on to properties to the west is suggested. **PL1-C-1. Selecting Activity Areas, CS2-D-5. Respect for Adjacent Sites**

#### **5. Site – Streetscape**

a. Option 5 is the preferred streetscape layout, providing a varied, but legible, pattern of spaces along the frontage. Providing space within the property that expands the limited sidewalk space in this location is supported. Continue to develop detailing of hardscape, building facade and other potential streetscape amenities to further enhance the pedestrian experience at the streetscape. **PL2-D-1. Design as Wayfinding, PL1-B Walkways and Connections**

#### **6. Site - Interior/Exterior spatial relationships**

a. The stepped ground floor level is supported in order that ground level uses relate positively to the pedestrian realm. **CS2-B-2. Connection to the Street**

b. Providing small patios/yards as private amenity space for the four residential units located on the ground floor is supported. **PL3-B-2. Ground-level Residential**

c. Consider moving the loading spot to the south so the pet run area can be expanded. **PL1-C-1. Selecting Activity Areas**

d. Provide an exterior entrance to the bike room from the alley for ease of access. Ensure short term bicycle parking is integrated into pedestrian uses and circulation at sidewalk. **PL4-A-1. Serving all Modes of Travel**

#### **DEVELOPMENT STANDARD DEPARTURES**

At the time of the second EARLY DESIGN GUIDANCE review, no departures were requested.

## DESIGN REVIEW GUIDELINES

The Seattle Design Guidelines and Neighborhood Design Guidelines recognized by Staff 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.

<b>DESIGN CONCEPT</b>
-----------------------

**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 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.

**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.

**DC2-D Scale and Texture**

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

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

**DC2-E Form and Function**

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

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

**DC3-A Building-Open Space Relationship**

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

**DC3-B Open Space Uses and Activities**

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

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

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

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

**DC3-C Design**

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

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

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

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

**DC4-A Exterior Elements and Finishes**

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

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

**DC4-B Signage**

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

**DC4-B-2. Coordination with Project Design:** Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design,

lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

#### **DC4-C Lighting**

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

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

#### **DC4-D Trees, Landscape, and Hardscape Materials**

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

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

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

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

#### **DC4-E Project Assembly and Lifespan**

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

### **RECOMMENDATIONS**

At the conclusion of the second Administrative EARLY DESIGN GUIDANCE phase, staff recommends the project to move forward to MUP application.