



**FINAL EARLY DESIGN GUIDANCE OF THE
SOUTHWEST DESIGN REVIEW BOARD**

Record Number: 3037961-EG

Address: 7617 35th Ave SW

Applicant: Edi Linardic, Linardic Design Group Architects

Date of Meeting: December 7, 2023

Board Members Present: Gavin Schaefer (Chair)
Alan Grainger
Johanna Lirman

Board Members Absent: Brenda Baxter

SDCI Staff Present: Joseph Hurley, Senior Land Use Planner

SITE & VICINITY

Site Zone: Neighborhood Commercial 2P-55 (M)

Nearby Zones: (North) Neighborhood Commercial 2P-55 (M)
(South) Neighborhood Commercial 2P-55 (M)
(East) Neighborhood Commercial 2P-55 (M)
(West) Neighborhood Residential 3

Lot Area: 23,888 sq. ft.



Current Development:

The subject site is comprised of three existing tax parcels currently developed with two single-family residences built in 1922 and a single-story, wood frame service building built in 1978. A turfgrass lawn and shrubs complete the setback areas around the residences. A paved surface parking lot surrounds the service building. The site is irregular in shape and slopes downward north to south approximately twelve feet.

Surrounding Development and Neighborhood Character:

The subject site is located in the Gatewood neighborhood of West Seattle at the east end of a block bound by SW Ida St to the north, 35th Ave SW to the east, and SW Holden St to the south. Adjacent to the site are a religious institution to the north; an automotive service station, a gas station, and a fire station to the east; a multifamily residential building to the south; and single-family residences to the west. Principal arterial 35th Ave SW provides north-south circulation across the neighborhood of West Seattle and is flanked by a mix of lowrise single-family residential, multifamily residential, service, and commercial uses. Primarily single-family residential areas extend in the blocks to the east and west.

The site is located in the established neighborhood fabric. Single-family residences dominating the neighborhood composition are generally traditional style homes dating from the early 1900s while multifamily residential structures concentrated along 35th Ave SW were built later in the 1970s and 1980s and reflect the associated architectural styles of that time. Two examples of contemporary developments nearby are the fire station to the east, completed in 2010, and a multifamily residential building to the northeast built in 2016. Residential structures along 35th Ave SW are lowrise, up to four stories in height and increase in height and scale in the blocks to the north. Residential and commercial buildings commonly have a strong street wall with limited or no landscaped setback area along the pedestrian zone. Commercial and service buildings on 35th Ave SW are generally smaller, single-story masonry structures with surface parking access of the arterial. The proximate blocks along 35th Ave SW extending to the north were rezoned from Neighborhood Commercial 2P-40 to Neighborhood Commercial 2P-55 (M) on April 19, 2019. This is the first proposed development on this block under the new zoning.

Access:

Vehicle access is proposed from SW Ida St. Pedestrian access is proposed from 35th Ave SW.

Environmentally Critical Areas:

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

PROJECT DESCRIPTION

Design Review Early Design Guidance for a 6-story, 134-unit apartment building with retail. Parking for 50 vehicles proposed.

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

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

Any recording of the Board meeting is available in the project file. This meeting report summarizes the meeting and is not a meeting transcript.

FIRST EARLY DESIGN GUIDANCE – FEBRUARY 2, 2023

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Concerned that the scale of the proposed design was much larger than anything in the existing neighborhood.
- Requested high quality exterior materials similar to those already in this area.
- Stated that the design was too tall for the neighborhood. Noted that the height of this proposal was not the same as the church, it was the same as the top of the church steeple.

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

- Proposed changing the parking lot entry to 35th Ave to promote safety and traffic flow.

SDCI received non-design related comments concerning noise impacts on the residential use. These comments are outside the scope of design review.

The Seattle Department of Transportation offered the following comments:

- The project frontages on SW Ida St, SW Holden St, and 35th Ave SW are required to meet the minimum standards of a 6" curb, 6' sidewalk, 5.5' planting strip with street trees, and ADA-compliant curb ramps. The design packet appears to show these requirements being met.
- Supported reinstalling the curb on SW Ida St as proposed in the packet as it will provide space in the right-of-way between the curb and property line for a standard planting strip, street trees, and sidewalk.
- Improving the ADA-compliant curb ramps will require a Street Improvement Permit

Seattle Public Utilities offered the following comments:

- Requested the applicant submit a Solid Waste Storage and Access Checklist for Designers and site plans that detail solid waste storage and access.
- Supported solid waste collection off SW Ida St.
- Supported using 3 or 4 cubic yard dumpsters for combined garbage and residential recycle.
- Required truck turning studies for detached compacted containers.
- Supported uncompacted 2 cubic yard dumpsters for commercial recycle.
- Encouraged on-floor solid waste services for all three waste streams (garbage, compost and recycle).

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable Seattle Design Guidelines and Neighborhood Design Guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

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

PRIORITIES & BOARD GUIDANCE

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

1. Massing, Three Schemes, Height Bulk and Scale:

- a. The Board was disappointed with the limited range of schematic massing options presented in the first EDG packet, noting that the scheme they unanimously supported (Scheme 1) was described as not viable and that Schemes 2 and 3 were quite similar. (DC2)
- b. Recognizing and echoing public comment, the Board expressed concern regarding the project's height bulk and scale relative to existing context. The Board did not support Scheme 2 or 3 and recommended the project return for a second EDG meeting in response to the guidance provided. (CS2-D, DC2-A)
- c. The Board provided guidance to develop a viable massing scheme that incorporates positive qualities from Schemes 1 and 2, including the strong massing response to context; significant mitigation of scale; the creation of distinct scale elements that reflect and respond to context; the clear conceptual strength and wayfinding created with distinctly differentiated masses; the contextualizing gesture created by the gap between masses; and a hierarchically organized system of modulation and articulation that responds to context and strengthens the design concept. (CS2-D, CS2-C, DC2-A, DC2-B, CS2-A)
- d. The Board supported the conceptual strength and scale mitigation shown in the design precedents provided in the first EDG packet and suggested revisiting those images as the design is further developed for the second EDG meeting. (DC2, CS2)

2. Architectural Concept and Composition:

- a. The Board supported the clear expression of vertical circulation and primary residential entrance shown in Scheme 2, particularly the massing break provided at the entrance along 35th Ave SW and the differentiated modulation scheme of the north and south masses. (CS2, DC2)
- b. The Board agreed that it was difficult to see a clear design concept or overarching rationale for the modulation and material changes shown in both Scheme 2 and Scheme 3. The Board provided guidance to develop an ordering system for modulation and material changes that arises from and strengthens a clearly legible design concept. (DC2, CS2, DC4, CS3)

3. Ground Plane and Street Edges:

- a. The Board did not support the proposed street edge design in any of the schemes, noting the grade difference between inside and outside, and the lack of retail entrances along 35th Ave SW, as particularly problematic. (PL3, CS2-B)

- b. The Board provided guidance to revise the design to create a strong connection to the street, encourage human activity and interaction at the street-level, with clear connections to entries and interior spaces. (PL1, PL2, CS2-B, PL3)

4. Residential Entrance:

- a. The Board questioned the location of the principal residential entry at the center of the project on 35th Ave SW, as shown in each of the three schemes, where traffic volume and the lack of any standing or waiting area for vehicles would be challenging. The Board directed further study of incorporating secondary entrances at the two stair locations and exploration of moving the principal residential entrance to either SW Ida St or SW Holden St. The Board stated that the revised proposed solution should be supported with studies showing how the entrance functions relative to all modes of pedestrian and vehicle circulation. (PL3-A, PL4-A, DC1, PL2)
- b. The Board noted the bicycle infrastructure located at SW Ida St and requested study of locating the bicycle entrance and storage/parking at that edge of the project. (PL4-B, PL4-A)

5. Materials and Context:

- c. In response to public comment, the Board supported the use of brick at street level and high-quality integral texture and color concrete boards at the upper levels, noting that their composition and detailing would be critical for both facade composition and responding to context. (DC2-D-2, DC4-A)

FINAL EARLY DESIGN GUIDANCE – DECEMBER 7, 2023

PUBLIC COMMENT

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

- Preferred a 4- or 5-story building height to avoid overwhelming the lot.
- Argued that locating the building entrance on SW Holden St is safer than on SW Ida St.
- Suggested a 3-story building height would increase sunlight availability to plants and fit in better with the surrounding neighborhood.
- Stressed giving more consideration to providing sunlight and access to light for all of the units.
- Requested a small dog play area and community green space on the site.
- Favored building for long-term durability using LEED or similar green building standards.
- Requested the inclusion of secure bicycle parking and charging opportunities for electric vehicles.

SDCI received non-design related comments concerning the proposed use, parking quantity, traffic congestion, density, housing demand, labor, and right-of-way design.

The following public comments were offered at this meeting:

- Supported having the entrance on Ida Street and seconded the request from previous written comment for a public green space or dog space on site.

- Supported the additional housing and retail space this project would provide and encouraged the Board to move this project forward to the next process step.
- A former member of the Southwest Board noted that the applicant misspoke in their presentation when stating that the Board had supported development of option 3 at the previous meeting and that the Board had actually asked the applicant to incorporate the positive qualities in Options 1 and 2 into a revised design.
- Noted Design Guidelines CS2 and CS3 and expressed concerns about how the design would meet these Guidelines given its large bulk and mass in relation to its location along a key East-West corridor.
- Noted that Option 1 at the first EDG meeting featured massing that effectively responded to this location by breaking up building massing and providing views of the water, sky, and surrounding area to the west and in contrast, the current preferred design (Option 3) ignores the site's unique location.
- Noted that the building's visual weight appears unsupported, particularly due to the decking and modest ground floor treatment, suggesting the need for stronger vertical elements to prevent a perception of looming instability.
- Urged the board to consider the architect's proposals carefully and make decisions that respect the building's location.
- Expressed concern regarding the review process, asking what if anything has changed in the design since the initial review?
- Supported the additional housing and retail space this project would provide and supported the provision of parking within the project and the proposed vehicular drop off area.
- Supported the simplicity of materials palette and window pattern but requested additional visual interest be added, particularly at street level as these would help this large project better fit the smaller scale of the existing neighborhood.

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The Seattle Department of Transportation offered the following comments:

- The project frontages on SW Ida St, SW Holden St, and 35th Ave SW are required to meet the minimum standards of a 6" curb, 6' sidewalk, 5.5' planting strip with street trees, and ADA-compliant curb ramps. The design packet appears to show these requirements being met.

- Supported reinstalling the curb on SW Ida St as proposed in the packet as it will provide space in the right-of-way between the curb and property line for a standard planting strip, street trees, and sidewalk.
- Improving the ADA-compliant curb ramps will require a Street Improvement Permit

Seattle Public Utilities offered the following comments:

- SPU supports the project using 3 or 4 cubic yard dumpsters for combined garbage and residential recycle and also supports 2-3 cubic yard detached compacted dumpsters for combined garbage and residential recycle, all of which must be staged on private property for direct truck access on a flat paved surface. Alternatively, staging on SW Ida St. requires SDOT review and approval.
- SPU supports uncompacted 2 cubic yard dumpsters for commercial recycle.
- As a reminder, SPU does not support 2 cubic yard uncompacted dumpsters for garbage nor recycle. Noting that the project is too big for that service type and would require multiple collections of garbage and recycle per week. SPU and the applicant have discussed using detached compacted garbage and recycle dumpsters staged in SW Ida St ROW, which will require SDOT review and approval. SPU would also consider 3 or 4 cubic yard uncompacted dumpsters staged in the ROW.

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.

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PRIORITIES & BOARD GUIDANCE

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

1. Process:

- a. The Board did not support the massing options presented at this meeting but recognized that without any departure requests the Land Use Code limits the project to a maximum of two EDG meetings. The Board acknowledged that this would be the last EDG review and offered the following guidance.

2. Massing Schemes and Height, Bulk, and Scale:

- a. The Board agreed that the current design did not adequately respond to their previous guidance to mitigate the height, bulk, and scale of this project in response to existing context. (CS2-D, DC2)
- b. Echoing public comment, the Board noted the smaller scale of existing development surrounding the site and provided guidance to explore additional strategies to create an

- appropriate bulk and scale transition at the edges of this much larger building. (CS2-D, DC2-A)
- c. The Board agreed that the height and length of the project was exacerbated by the flat appearance of the East facade and provided guidance to modify the design with additional scale mitigation strategies (CS2-D, CS2-C, DC2-A, DC2-B, CS2-A). The Board suggested exploration of some combination of the following:
 - i. A massing setback tied to the principal residential entry,
 - ii. Areas of upper-level setback,
 - iii. Bay windows,
 - iv. Balconies (recessed, projecting, or a combination of both),
 - v. Variation in parapet heights,
 - vi. Unique corner elements,
 - vii. Different compositional orders for different massing elements, and
 - viii. The creation of legible and differently scaled compositional elements.
 - d. Revisiting guidance from the first EDG meeting, the Board agreed that these strategies should result in a hierarchically organized design of modulation and articulation that creates recognizably different compositional elements, mitigates scale, responds to context, and emphasizes a clearly legible design concept. (DC2, CS2, DC4, CS3)
 - e. The Board supported the scale mitigation shown in the design precedents shown on page 5 of the EDG-2 packet, noting how the modulation and distinct articulation of the corner elements in those precedents created smaller scaled compositional elements that helped break down the mass of the overall structure. The Board provided guidance to explore a similar strategy for this project. (DC2, CS2)

3. Street Edge and Residential Entrance:

- a. The Board supported the proposal to align interior floor elevations and exterior grade at the street edge and the create additional retail entries, in response to their earlier guidance. The Board agreed that these connections to entries and interior spaces would help encourage human activity and interaction at the street-level. (PL1, PL2, CS2-B, PL3)
- a. Echoing public comment, the Board stated that the uniformity of scale and expression at the street edge on 35th Ave SW, which included the principal residential entrance, did not create the variety, visual interest, human scale elements, and connection to the street called for in the Guidelines. The Board gave guidance to revise the design of the 35th Ave SW facade to resolve this issue. (PL3-A, CS2-B, CS2-C, PL1-B, CS3, PL3-B)
- b. The Board provided guidance that the entrance be revised to be obvious, distinctive, welcoming, and easily identifiable. (PL3-A)
- c. The Board agreed that the projection of upper-level massing over the entry in the current design weakened the legibility of the design concept and distinction of the residential entry. The Board repeated their support for the First EDG Scheme 2 massing, with a clear expression of vertical circulation and primary residential entrance, including a large building setback that created open space at grade and a significant massing break at the upper levels. (PL3-A, CS3, CS2-D)
- d. The Board agreed that meeting the intent of the Guidelines could be accomplished in a number of ways, and suggested exploration of the following (PL3-A, CS2-B, CS2-C, PL1-B, CS3, PL3-B):

- a. The reintroduction of a significant building setback to create a break in upper-level massing and entry plaza at street level,
- b. A larger-scaled and uniquely expressed entry canopy in contrast with the commercial street edge to the north and south,
- c. The addition of a unique glazing system or pattern for the entry and lobby, and
- d. A unique cladding material or detailing scheme for the entry area.
- e. The Board repeated their concern from the first EDG meeting, regarding vehicle circulation at the principal residential entry on 35th Ave SW, where traffic volume and the lack of any standing or waiting area for vehicles would be challenging for residents of the building. The Board supported the addition of secondary entrances on SW Ida St and SW Holden St. in response to their previous guidance, as shown in the current design. (PL4-A, DC1-B)

4. Materials and Context:

- a. The Board reiterated their previous support for the use of brick at street level and high-quality integral texture and color concrete boards at the upper levels, noting that carefully considered and high-quality detailing would be critical in helping the design respond to nearby context. (DC2-D-2, DC4-A)

DEVELOPMENT STANDARD DEPARTURES

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

At the time of the **FINAL** Early Design Guidance meeting, no departures were requested.

DESIGN REVIEW GUIDELINES

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

CONTEXT & SITE

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

CS1-A Energy Use

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

CS1-B Sunlight and Natural Ventilation

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

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

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

CS1-C Topography

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

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

CS1-D Plants and Habitat

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

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

CS1-E Water

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

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

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

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

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

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

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

CS2-C Relationship to the Block

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

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

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

CS2-D Height, Bulk, and Scale

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

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

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

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

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

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

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

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

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

CS3-B Local History and Culture

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

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

PUBLIC LIFE

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

PL1-A Network of Open Spaces

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

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

PL1-B Walkways and Connections

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

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

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

PL1-C Outdoor Uses and Activities

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

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

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

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

PL2-A Accessibility

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

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

PL2-B Safety and Security

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

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

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

PL2-C Weather Protection

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

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

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

PL2-D Wayfinding

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

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

PL3-A Entries

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

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

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

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

PL3-B Residential Edges

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

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

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

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

PL3-C Retail Edges

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

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

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

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

PL4-A Entry Locations and Relationships

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

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

PL4-B Planning Ahead for Bicyclists

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

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

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

PL4-C Planning Ahead For Transit

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

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

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

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

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

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

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

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

DC1-B Vehicular Access and Circulation

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

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

DC1-C Parking and Service Uses

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

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

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

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

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

DC2-A Massing

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

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

DC2-B Architectural and Facade Composition

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

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

DC2-C Secondary Architectural Features

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

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

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

DC2-D Scale and Texture

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

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

DC2-E Form and Function

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

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

DC3-A Building-Open Space Relationship

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

DC3-B Open Space Uses and Activities

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

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

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

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

DC3-C Design

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

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

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

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

DC4-A Exterior Elements and Finishes

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

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

DC4-B Signage

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

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

DC4-C Lighting

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

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

DC4-D Trees, Landscape, and Hardscape Materials

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

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

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

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

DC4-E Project Assembly and Lifespan

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

BOARD DIRECTION

At the conclusion of the FINAL Early Design Guidance meeting, the Board provided guidance for the project design. The Board did not recommend moving forward to MUP application based on the massing options shown in the 2nd EDG packet, but they acknowledged that the Land Use Code limits this proposal to two EDG meetings.