Seattle Department of Construction & Inspections

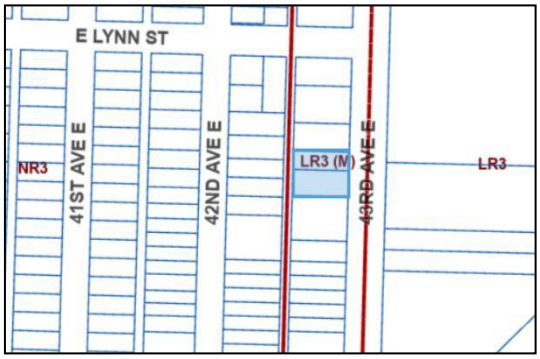
DESIGN REVIEW

ADMINISTRATIVE DESIGN REVIEW
RECOMMENDATION
EAST

Record Number:	3038537-LU
Address:	2043 43rd Ave E
Applicant:	Miller Hayashi Architects PLLC
Report Date:	Tuesday, May 09, 2023
SDCI Staff:	David Landry, AICP

SITE & VICINITY

Site Zone:	Lowrise 3 (M) [LR3 (M)]
Nearby Zones:	(North) Lowrise 3 (M) [LR3 (M)] (South) Lowrise 3 (M) [LR3 (M)] (East) Lowrise 3 [LR3] (West) Neighborhood Residential 3 (NR3)
Lot Area:	11,520 square feet (sq. ft.)
Overlays:	Shoreline Environment: Urban Residential



The top of this image is north.
This map is for illustrative purposes only.
In the event of omissions, errors or differences, the documents in SDCI's file will control.

Current Development:

The subject site is comprised of two existing tax parcels currently developed with two multifamily residential structures built in 1906 and 1952. The site is elevated approximately eight feet above the public right-of-way and slopes downward west to east approximately fourteen feet.

Surrounding Development and Neighborhood Character:
The proposal site is located on the east side of 43rd Ave E. between E. Lynn St. to the north and E. Newton St. to the south. The site is located within the Madison Park neighborhood, a

**On April 27, 2020, the Seattle City Council passed emergency legislation Council Bill 119769 which allows projects subject to full design review to opt into Administrative Design Review temporarily. As one of the projects impacted by Design Review Board meeting cancellations, this project has elected to make this change.*

residential community with a number of retail and restaurant uses along the northern confines of East Madison Street and Madison Park beach and recreation area located on the east side of 43rd just to the north and within walking distance of the project site.

Located to the north of the proposal site is a 4-story, 8-unit apartment building built in 1981. Located to the south is a 4-story 14-unit apartment building built in 1965 with 2 two-story duplexes located to the south of there. Located directly across the street from the project site is the six-story Lakeside West Condominium (Presbyterian Retirement Community) building and parking lot building in built in 1961 with Madison Park located to the north, all within close walking distance.

Access:
Primary access to the proposal site is either from the north traveling along 43rd Ave E., then turning west into the site or from the south along 43rd Ave E. turning west into the site. Secondary access would be from the north turning south along alley and then east into the site or turning north off E. Newton St. and then east into the site.

Environmentally Critical Areas (ECA):
The site is not located in an Environmentally Critical Area.

Background

The Early Design Guidance process began as Full Design Review and went through one Design Review Board meeting. On October 22, 2020, public notice was issued for Early Design Guidance record 3024825-EG, indicating the change to Administrative Design Review.

PROJECT DESCRIPTION

Administrative Design Review for 4-story, 14-unit apartment building. Parking for 17 vehicles proposed. Existing buildings to be demolished. Administrative Design Review Early Design Guidance conducted under 3024825-EG.

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 SDCI:

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

FIRST EARLY DESIGN GUIDANCE May 31, 2017

PUBLIC COMMENT

At the First EDG meeting, the following comments were provided:

- Felt that Alternative A is the better solution as it provides parking off of 43rd rather than the alley.
- Suggested that placing the driveway directly opposite of a driveway across the street would cause additional congestion and turning hazards. Suggested that it would be better to move the driveway further north.
- Concerned that the rooftop deck will impact adjacent rooftop decks.
- Concerned that the proposed building street frontage does not align with other buildings along the block as it protrudes forward disrupting the continuity of street and disrupts views of the adjacent properties.
- Concerned that the windows on the south side of the building will allow a direct line of sight into the neighboring building and create privacy issues.
- Concerned that the proposal will only have a 5-foot setback along the street, resulting in the building looming over the sidewalk and creating a less than favorable walking experience along this stretch of the block.
- Felt that the height of the building with the added stair and elevator tower will result in a building that is much taller than other buildings in the area.
- Suggested that angling the windows would take better advantage of the view.
- Concerned that the proposal would result in the loss of at least two on street parking spaces.
- Concerned with the side yard parking access to the underground parking in Alternative C would be an impact to the adjacent neighbor.
- Wondering why the parking cannot be placed to the rear of the proposed project.
- Concerned that the three massing options do not show much difference in their design approach as the layouts and floor designs look almost identical. Would like to see more differentiation in the massing alternatives.
- Suggested that because the street is such a pedestrian oriented street, more attention needs to be paid attention to the pedestrian experience.
- Stated that by combining these two lots, it will create the largest massing along this side of the block and that a breeze way or other gesture should be considered to break up the massing. EARLY DESIGN GUIDANCE #3024825 Page 4 of 13
- Stated that the existing buildings on the proposal site are historical in nature which should be taken into consideration.
- Suggested that because 43rd Ave is a one-way street, any vehicles exiting onto it would create additional congestion and that parking should be off of the alley where the reported congestion has not really been observed.
- Concerned that the new building ‘being very tall’ would cast additional shadows onto the North Beach park area.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations and bicycle storage standards are addressed under the City's zoning code and are not part of this review.

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

PRIORITIES & BOARD RECOMMENDATIONS

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

1. **Height, Bulk and Scale:** The Board felt that the massing options were so similar that they could not assess whether a full range of design possibilities had been studied or not. The Board agreed that there could be several other potential massing options that could work for this site. While the Board felt that the overall size was appropriate for the site, they felt that there was not enough information about the stair penthouse, the rooftop deck and other elements to support one option over another. **(CS2-B-1, CS2-D-1, CS2-D-4)**
   a. The Board requested more detailed landscaping, roof deck, balcony, and other information for all options proposed design alternatives. **(CS2-B-1, CS2-B-2, PL3-A-1, PL3-A-4)**

2. **Access and Massing Options:** The Board was concerned that the preferred option, Option A, provides parking off 43rd avenue via a 'narrow' curb cut that would eliminate what SDOT identified as five parking spaces. The Board agreed in general that parking access should be from the alley but did not support either of the massing options that showed parking access off alley. Specifically, the Board questioned the viability of the curvilinear parking driveway in Alternative C to the underground parking and asked why the driveway could not come directly off the alley and into the underground parking. The Board wondered why a departure for access is being requested rather than a departure for steepness of grade. Finally, the Board suggested that they would like to see more creative departure requests which could aid in informing different massing options. **(CS2-B-1, CS2-B-2, CS3-A-2, CS2-D-2, DC1-B-1)**
   a. The Board directed the applicant to develop different massing options including one that provides parking access from the alley. **(CS2-D-4, CS3-B-1, DC1-B-1)**
   b. The Board wanted the applicant to explore an option with a possible breezeway or a deeper center cut which could potentially provide a better connection to the street both physical and visually as well as break up the massing. **(CS2-S-4, PL3-A-1, PL3-A-4)**

c. The Board requested that the applicant provide additional documentation showing how a parking ramp with a slope of 20% may or may not work in contrast to the 15% ramp presented at EDG. **(PL3-A-4, PL4-A-1, DC1-B-1, DC1-C-1)**

3. **Street Setback:** The Board echoed public concern that all three options presented at EDG were designed to be closer to the sidewalk than other structures along 43rd Ave. The Board was also concerned that the drawings presented in the packet did not give dimensions or setback distances from the property line or sidewalk which would allow for a comparative analysis of the proposed building set back. The Board acknowledged that some compromise might be possible by modulating the upper stories of the proposed structure but holding the line of the lower level.
   a. The Board directed the applicant to provide actual dimensions from the property line and required setbacks in their next EDG packet. **(CS3-A-2, CS3-B-1)**

4. **Neighborhood Context:** The Board felt strongly that the further analysis demonstrating how the proposed project could better knit into the fabric of the existing neighborhood. **(CS2-D-5)**
   a. The Board requested a silhouette elevation of the whole street to get a better understanding of rooflines, streetscape, and the overall rhythm of the street. **(CS3-A1, CS3-A-3, CS3-B-1)**
   b. The Board requested revised site plans with dimensions, rooftop plan and other amenity areas, floor plans - indicating the locations for bike circulation and storage, garbage and recycling, privacy studies and how the project relates to neighboring buildings, distinct circulation drawings, and shadow diagrams. **(PL2-B-1, PL3-A-1, PL3- A-4)**

5. **Auto Access:** The Board agreed with public comment that motor vehicle access from the alley is preferred and that the preferred option with access from 43rd Ave as presented by the applicant did not demonstrate how it would avoid added traffic impacts or potential conflicts with pedestrians or how it is superior to access from the alley. However, the Board also stated that if it can be demonstrated how access off 43rd is superior to alley access, they could possibly support that approach. **(PL4-A, PL4-B, DC1-C)**
   a. In discussing non-motorized vehicular access; including bicycles and kayaks, the Board was disappointed that there were no details presented in packet that showed how access, circulation and storage of these items would work. **(PL4-A-1, PL4-B-2, PL4-B-2, PL4-B-3)**
   b. The Board asked the applicant to provide new floor plans depicting access, circulation and storage of bicycles, kayaks, and other items. **(PL4-A-1, PL4-B-2, PL4-B-2, PL4-B-3)**

6. **Rooftop/Amenity Space and Privacy Issues**: The Board agreed that there was no specific information about the roof top amenity space indicated in the EDG packet, but supported the concept as generally outlined in the packet, especially if is reasonably sized and placed within the requirements of the code. For privacy, however, the Board agreed with public comment and suggested that the roof top space be set back away from the edges of the building.

a. The Board directed the applicant to provide specific information about the roof top amenity space including dimensions, railings, etc. **(CS2-D-3, CS3-A-1)**

b. The Board directed the applicant to provide a window privacy study of the project proposal in relationship to neighboring buildings to the north and the south that might be impacted. **(CS2-D-5, CS3-A-1)**

c. The Board, in discussing the depiction of the balconies, said that they appear to be narrow and requested information that demonstrates that these are actual usable balconies. **(DC2-A-2, DC2-C-1)**

7. Materials: While the EDG packet had nice precedent photos which indicated the types of materials to be used on the project, there was no indication as to where the materials might be used. The Board did generally agree with the choice of materials palette as indicated in the EDG packet. Board members suggested that the use of cementitious board should be minimalized. **(DC2-B-2, DC4-A-1)**

8. Trash and Services:

a. The Board stated that it is unclear how the trash/recycling is accessed from the interior of the building and therefore requested additional information as to how the trash area relates to individual units. **(DC1-C-4**)

b. The Board requested additional information about how the garbage area is being screened. **(DC1-C-1, DC1-C-2)**

9. Topography and Site Connection: The Board wanted to get a better understanding of the street, the grade change to the street, and access to the building because of the inconsistencies in how these elements were depicted in the EDG packet. In some elevations there is a substantial cut which appears to be a major design feature. It also appears that the landscape plan does not always match the massing plan which leads to more confusion as to how these elements related to each other. **(CS1-C-1, CS1-C-2, DC2-A-1)**

a. The Board observed that many of the existing structures in the area have interesting rockery features and landscaping that directly relates to the changes in topography. The Board felt that the topography is important to the character of the street and should be more respected or reflected upon in the design. As such, members suggested that the front entry sequence should have more of a design concept with a possible winding approach to the front entry instead of just a hard cut. **(CS2-B-1, CS2-B-2, CS1-C-2)**

b. The Board was concerned how the building height is perceived in some of the graphics presented at the EDG. Members suggested that some of the exhibits represent a 3-story building while other represented a 4-story building. Members felt that a 3-story building should read as a three-story building visually and asked the applicant to remedy accordingly. **(DC2-A-2, DC2-C-1, DC1-C-2)**

c. The Board was concerned that the residential entry would be through what appeared to be the basement. The Board stated that the entry and lobby should not appear like a a basement entrance and space and should instead be gracious and welcoming. **DC2-A-2, DC2-C-1, DC1-C-2)**

d. Board members requested additional information in the form of revised drawings featuring landscaping, rock elements or other design elements for the purpose of evaluating whether the entry is a safe and pleasant transition into the building. **(CS1-C-2, DC2-A-1)**

SECOND EARLY DESIGN GUIDANCE (ADMINISTRATIVE) May 18, 2021

PUBLIC COMMENT

SDCI staff received the following design related comments:

- Encouraged a thoughtful design which complements the existing neighborhood character.
- Concerned the proposed development would diminish the unique history and beauty established by the existing structures and neighborhood character.
- Requested clarification of whether the project is three or four stories in height.
- Multiple comments were opposed to the demolition of the existing structure.
- Multiple comments were opposed to the proposed development.
- Opposed locating the parking entrance in the alley.
- Observed the proposed four-story height is inconsistent with the existing structures on the block.
- Asked if a fence barrier between properties is planned.
- Multiple comments were concerned the proposed height and lack of front setback are inconsistent with existing development patterns.
- Emphasized the importance of a setback on the south side of the building to minimize impacts to the adjacent building.
- Concerned the proposed height will disrupt airflow.
- Suggested additional modest design modifications such as setbacks from the street and faux pitched rooflines to avoid a large boxy design.
- Favored retaining all or some of the existing large trees on the site.
- Several comments opposed to demolishing the existing mid-century structures.
- Discouraged locating the garage entrance on 43rd Ave E.
- Requested taking vehicular access from the alley.
- Encouraged retaining the existing creek.
- Supported taking vehicle access from 43rd Ave E.
- Concerned about privacy impacts from the roof deck, south facing windows, and private patios.
- Preferred Option C, specifically locating the access drive away from the ground-level units of the neighboring building, the central location of the rooftop deck, and the landscaping plan.
- Felt that north-facing windows appear to be an issue.

SDCI received non-design related comments concerning parking, construction impacts, vehicle charging stations, public notice, density, street and alley traffic, housing affordability,

environmental impacts, historic designation, displacement, pedestrian safety, views, property values, gentrification, utilities, and noise impacts and general opposition to the development.

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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 & 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. **Massing:**
    - **a.** Staff is generally supportive of Alternative A, the preferred alternative, with some reservations. Staff is concerned that the primary pedestrian entry involves several steps leading upward due to the increased elevation which does not allow for an easy connection with street, or welcoming or identifiable entry. Further develop this option to resolve this design issue. **(PL1.B.3, DC2.A.1)**
    - **b.** Staff generally supports the location of the pedestrian entry located at the center of the building mass. However, Staff does not agree with the characterization of the pedestrian hallway as being a 'wide plaza-like' pedestrian entry into building. **(CS1-C-1, CS1-C-2, CS2-A, CS2-D, CADG)**
    - **c.** Staff supports continued exploration of the preferred option, Alternative A, which relies on residential access from the center of the building mass along the east facing building facade. **(PL1.B.3, DC2.A.1)**
    - **d.** Staff requests additional elevation and section drawings that better demonstrates the relationship of the lobby entry, the elevation change and the street edge. **(CS2-1, CS2-D, DC2-A-1, DC2-A-2, DC2-D, DC2-E)**
    - **e.** Staff does not support Alternative C which forces pedestrian traffic along a lengthy set of stairs along the southern face of the building, where there are few design cues that identify the location of the main lobby entry. **(CS2-B-1, CS2-B-2, PL3-A-1, PL3-A-4)**

2. **Auto Access**
    a. In agreement with the First EDG, Staff continues to question why the driveway cannot come directly off the alley and into the underground parking and why a departure for driveway slope is not being pursued. **(PL4-A-1, PL4-B-2, PL4-B-2, PL4-B-3)**
    b. Staff disagrees with the proposal to take automobile access off 43rd Ave E instead of the alley, given the proposal's impacts to the pedestrian realm. Staff directs the applicant team to re-examine access from the alley based on a reduced number of parking stalls instead of the proposed 18 parking spaces which is 2-4 more stalls than is required. **(PL4-A-1, PL4-B-2, PL4-B-2, PL4-B-3)**
    c. In agreement with the Board at the First EDG meeting, Staff requests that the design team provide additional documentation showing how a parking ramp with a slope of 20% may or may not work in contrast to the 15% ramp presented in the EDG packet. **(PL4-A-1, PL4-B-2, PL4-B-2, PL4-B-3)**

3. **Architectural Concept:**
    a. Staff supports the overall architectural concept of the preferred alternative that emphasizes strong rectilinear forms and secondary architectural elements designed to reduce the perceived mass of the building. **(DC2-A-02, DC2-B-1, DC2-C-1)**
    b. Staff recommends that the design team explore the use of secondary architectural features that add greater visual interest and reduce perceived mass. **(DC2-A-2, DC2-C)**

4. **Streetscape and Entries:**
    a. Staff generally supports the location of the primary residential entry along 43rd Ave S but is concerned that the large number of steps associated with the long curvilinear stair bifurcates land area that could be used as public and private amenity space and provide a greater connection to the street. Modify this aspect of the design to resolve these concerns. **(PL2-A, PL2-B, PL2-D-1, PL3-A-4, PL3-A-1, PL3-C-2, PL4-A)**
    b. The design team shall provide additional design details demonstrating how the residential entry will be designed to create an architectural statement, to create better visual cues that announces its location, and how light will penetrate common areas per EDG description. **(PL2-A, PL2-B, PL2-D-1, PL3-A-4, PL4-A, DC4-C)**

4. **Circulation:**
    a. The description in the EDG packet indicates that the driveway off 43rd Ave E maximizes green factor. The design team shall demonstrate graphically how this will be accomplished. **(PL4-A, PL4-B, DC1-C)**
    b. Signage will be critical for wayfinding purposes especially as it relates to the pedestrian entry. Design signage to add interest to the streetscape, relate to the design concept, and convey pedestrian access into the site. The applicant team should provide a conceptual signage plan for the next stage of the review. **(PL2-D, DC4-B, DC4-D)**

5. **Amenity Space:**
    a. Staff generally supports the landscaped and private amenity spaces as seen on page 21 of the EDG packet. **(CS2-D-5, PL1-B-3, PL3-A-4, DC3-C-2, DC4-C)**
    b. The design team shall provide additional design details demonstrating how the 'public amenity' space at the front entry will function as a viable passive or active space. The team shall also provide details on how the private amenity spaces will function. **(CS2-D-5, PL1-B-3, PL3-A-4, DC3-C-2, DC4-C)**
    c. The design shall provide further design detail on how the 'large public amenity spaces on both sides of the building' will function, as described on page 19 of the EDG packet. **(CS2-D-5, PL1-B-3, PL3-A-4, DC3-C-2)**

6. **Materials:**
    a. Staff generally supports the choice of materials palette as indicated in the EDG packet. The use of cementitious board should be minimalized. **(DC2-B-2, DC4-A-1)**
    b. Materials, window sizes and depths, and façade treatments will be critical to the success of the final preferred massing option. The design team shall explore different textures and materials designed to extend along all building façades to create visual interest and continuity for the entire project. **(DC2-A-2, DC2-B-1, DC2-C-1, DC2-D-1, DC2-D-2)**

7. **Trash:**
    a. The design team shall provide additional details demonstrating how trash/recycling is accessed from the interior of the building and how the trash area relates to individual units. **(DC2-B-1, DC1-C-4)**

ADMINISTRATIVE RECOMMENDATION May 9, 2023

PUBLIC COMMENT

SDCI received no additional design related comments after the completion of the Early Design Guidance phase.

SDCI received non-design related comments which related primarily to construction impacts; the presence of possible archaeological artifacts, potential impacts to an adjacent creek, and possible historic significance of the existing building structure.

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.

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/.

SDCI PRELIMINARY RECOMMENDATIONS & CONDITIONS

SDCI visited the site and considered the analysis of the site and context by the proponents. SDCI design recommendations are summarized below.

1. **Massing:**
    - **a.** Staff recommends approval of the preferred massing option Alternative A, which has been further developed to create a better entry transition between the building and street edge by providing an expanded landing area at the public sidewalk with seating and signage connecting the public realm to the private. Staff also recommends approval of the secondary accessible entrance off the street, through the lower level, allowing residents and visitors options for gaining access into the building. **(PL1.B.3, DC2.A.1)**
    - **b.** Staff recommends approval of the pedestrian entry located in the center of the building mass and the connecting stair leading to the street. **(CS1-C-1, CS1-C-2, CS2-A, CS2-D, CADG)**
    - **c.** Staff recommends approval of how the preferred alternative takes advantage of the grade change to provide a type of vista point at the entry by introducing an elevated terrace that projects east towards the Lake Washington and Madison Park. **(PL1.B.3, CS2-1, CS2-D, DC2-A-1, DC2-A-2, DC2-D, DC2-E)**

2. **Auto Access**
    - **a.** Staff appreciates additional documentation provided for a parking ramp off the alley resulting in a slope of 66%. The existing elevation difference from street to alley is approximately 15 feet. Staff recommends approval of the current building design which provides driveway access from the street and required site triangles, allowing the building to sit lower on the site for pedestrian experience and provide an accessible entry into the building from the sidewalk. **L4-A-1, PL4-B-2, PL4-B-2, PL4-B-3)**

3. **Architectural Concept:**
    - **a.** Staff recommends approval of the architectural concept of the preferred alternative which emphasizes a strong rectilinear forms and secondary architectural elements including the sizing and placement of windows, the refined brick masonry and wood siding along the street and alley frontages, and the further development of the entry sequencing from the public realm to the semi-private. **(DC2-A-02, DC2-B-1, DC2-C-1)**

4. **Streetscape and Entries:**
    - **a.** Staff recommends approval of the re-imagined entry stair leading to the semi-private terrace, elevated above street level, and which now affords views toward Lake Washinton, and a stronger visual connection to the street. **(PL2-A, PL2-B, PL2-D-1, PL3-A-4, PL3-A-1, PL3-C-2, PL4-A)**

b. Staff recommends approval of the re-designed primary residential entry sequencing which now features better architectural appeal and wayfinding elements including signage and seating. **(PL2-A, PL2-B, PL2-D-1, PL3-A-4, PL4-A, DC4-C)**

5. Circulation:

a. Staff recommends approval of the widened landing area connected to the curved retaining wall at the entry stair that now allows for a sizeable area for a wall mounted building identification signage and area for bench seating. **(PL2-D, PL4-A, PL4-B, DC1-C, DC4-B, DC4-D)**

6. Amenity Space:

a. Staff recommends approval of the overall landscape plan including paving and vegetative materials, along with the semi-private amenity spaces as seen on page 26 of the updated Recommendation packet dated 6/30/22. **(CS2-D-5, PL1-B-3, PL3-A-4, DC3-C-2, DC4-C)**

b. Staff recommends approval of the proposed landscape containers, varied seating options, and green buffer at the front entry terrace and the shared rear patio, designed to accommodate dining and seating areas. **(CS2-D-5, PL1-B-3, PL3-A-4, DC3-C-2, DC4-C)**

c. Staff recommends approval of the semi-private amenity spaces located on the west and east sides of the building, designed with landscaped buffers and privacy screening, areas for seating, and other functional spaces that could allow a BBQ at the rear patio or firepit at the front amenity terrace. **CS2-D-5, PL1-B-3, PL3-A-4, DC3-C-2)**

7. Materials:

a. Staff recommends approval of the added cream colored brick in place of the CMU seen during EDG as a way of reducing the perceived mass and creating a more residential scale of the building. Staff also recommends approval of the use of the metal panels in place of the previously proposed cementitious panels. **(DC2-B-2, DC4-A-1)**

b. Staff recommends approval of the added wood to the west facade that helps to break up the massing and provides a material continuity with the rest of the building facades. **(DC2-A-2, DC2-B-1, DC2-C-1, DC2-D-1, DC2-D-2)**

c. Staff recommends a condition of approval to submit a final materials and color sample board for final review and approval by staff. **(CS3, DC4-A1, DC4-A2)**

8. Trash:

a. Staff recommends approval of the enclosed solid waste storage area, located immediately adjacent to the alley, which is designed to be accessed from the secondary or rear entrance by all residential units. **(DC2-B-1, DC1-C-4)**

b. Staff recommends a condition of approval that the enclosed solid waste storage area shall be constructed with a side access door, in addition to a gate located off the alley to facilitate trash removal by service providers. **(DC2-B-1, DC1-C-4)**

c. Staff also recommends a condition of approval that the solid waste enclosure shall be constructed of wood or other material designed to emulate the precedent imagery depicted on page 38 of the Recommendation packet dated June 30, 2022. **(DC2-B-1, DC1-C-4)**

DEVELOPMENT STANDARD DEPARTURES

At the time of the Recommendation 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.

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.

RECOMMENDATIONS

The analysis summarized above was based on the revised design review recommendation packet dated June 30, 2022, and uploaded to the record on April 23, 2023. After considering the

site and context, considering public comment, reconsidering the previously identified design priorities and reviewing the materials, the Recommendation phase of the subject design is APPROVED with the following conditions.

1. Submit a final materials and color sample board for final review and approval by staff. **(CS3, DC4-A1, DC4-A2)**
2. The enclosed solid waste storage area shall be constructed with a side access door and a gate located off the alley. **(DC2-B-1, DC1-C-4)**
3. The solid waste enclosure shall be constructed of wood or other material designed to emulate the precedent imagery depicted on page 38 of the Recommendation packet dated June 30, 2022. **(DC2-B-1, DC1-C-4)**