CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS

Record Number: 3039169-LU

Applicant: Derrick Overbay, Encore Architects

Address of Proposal: 3020 NE 45th St

SUMMARY OF PROPOSAL

Land Use Application to allow 2, 7-story and 1, 8-story apartment buildings with retail (796 units total). Parking for 679 vehicles proposed. Existing building to be demolished. Early Design Guidance conducted under 3039209-EG.

The following approvals are required:

Design Review with Departures (Seattle Municipal Code - SMC 23.41)
Departures are listed near the end of the Design Review Analysis in this document.

Administrative Conditional Use in Commercial Zones (SMC Sections 23.42.042 and 23.47A.006) –
Allow residential use in a Commercial 2 (C2) zone.

BACKGROUND

SEPA Review

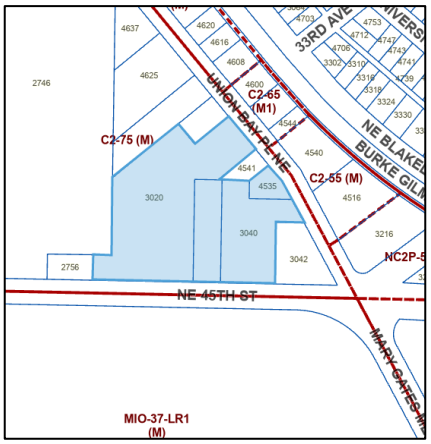
Recent changes to State Law (SB 5412) exempt certain development projects that include housing from environmental review effective July 23, 2023. This law applies to both current projects in review as well as future projects that would be required to go through the SEPA review process which is effective until September 30, 2025. As such the applicant team requested that the SEPA component of this proposal be withdrawn from their application which was done.

SITE AND VICINITY

Site Description: The site is located on the north side of NE 45th St, midblock between 25th Ave NE to the west and Union Bay Pl. NE (Union Bay) to the east in the University District. Additional street frontage is located at two points along the southwest side of Union Bay Pl. NE, between 30th Ave NE to the north and NE 45th St to the south near the Five Points intersection. Four tax parcels comprise the proposal site and house a recently closed grocery store (Safeway) built in 1975, a gym built in 1951, a restaurant (Burger Master) built in 1960, and surface parking. The irregular in shape site has a descending slope from the northeast to southwest of approximately 14 feet. Four Exceptional trees are on the site, a London planetree fronting NE 45th St, an Austrian Black Pine and a Pacific Madrone located adjacent to an existing rockery along the west edge of the site. A second Austrian Black Pine sits at the site's southwest corner.

Site Zone: Commercial 2-with a 75' height limit (M) (C2-75[M]

Zoning Pattern: (North) Commercial 2-with a 65' height limit (M1),
Commercial 2-75 (M1),
Commercial 2-with a 55' height limit (M)
(South) Commercial 2-75 (M),
Major Institution Overlay with a 37' height limit-Lowrise 1 (M) [MIO-37-LR 1 (M)]
(East) Commercial 2-65 (M1), Commercial 2-75 (M), Commercial 2-55 (M)
(West) Commercial 2-75 (M), and C1-75(M)



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 files will control.

Environmentally Critical Areas: The subject site is in a mapped liquefaction, peat settlement prone (category 2), and abandoned landfill buffer areas.

Overlay: University District Urban Center

Surrounding Development---Neighborhood Character Access:

Located to the west and northwest of the proposal site is the QFC grocery store and a recently constructed midrise, mixed-use building respectively. The University Village shopping center, a regional shopping center is located further to the west of the grocery store and includes a number of retail outlets and restaurants, with multiple parking garages and surface parking areas.

Located along Union Bay Pl. NE a collector arterial to the northeast are recently constructed midrise mixed-use structures along with older lowrise medical facilities, offices, and warehouse uses. A single-family residential neighborhood extends beyond the warehouse and office uses further east and northward toward Calvary Cemetery.

The larger University Village area has witnessed the construction of several apartment buildings along 25th Ave. Most of these cater to the University of Washington student population. Lowrise commercial structures dating from the mid-20th to the early 21st century is generally one- to two-stories in height, with varied materials and colors. The area generally retains an auto-centric character along NE 45th St, a principal arterial that divides the commercial area to the north from the university's open spaces and athletic fields to the south.

Existing access to the site is currently from four separate curb cuts turning north off NE 45th St and three curb cuts turning west off Union Bay Place. Future vehicular and pedestrian access are both proposed from NE 45th St and Union Bay Pl NE.

PUBLIC COMMENT

The public comment period initially ended on January 4, 2022, but the proposal was updated and SDCI re-noticed the project with a comment period ending January 9, 2023, which was then extended to January 23, 2024. The project was again updated with an initial comment period ending on April 5, 2023, but was later extended to April 19, 2023. In addition to the comment(s) received through the Design Review process, other comments were received and carefully considered, to the extent that they raised

issues within the scope of this review. These areas of public comment related to King County Metro's request for contractors to use Union Bay Place NE and a request for the developer to coordinate with Metro on the design of the bus stops adjacent to the project location.

I. ANALYSIS – DESIGN REVIEW

The design review packets include information presented at the meetings and are available online by entering the record numbers at this website:
http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx
The meeting reports and any recordings of the Design Review Board meetings are available in the project file. The meeting reports summarize the meetings and are not transcripts.

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

INITIAL EARLY DESIGN GUIDANCE July 25, 2022

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Verbalized a preference for Option 2 or possibly Option 3 without the added height.
- Suggested that the preservation of the exceptional trees should be in the design itself and not a gift of a departure request for adding 10 more feet of building height which is a guideline.
- Suggested that Option 2 provides a pool that faces outward instead of creating a wall around the development.
- Stated that Option 2 provides more functional ground space that could accommodate instead of displacing the existing retail establishments that are of dire need providing food access for the surrounding neighbors.
- Suggested that Option 3 adds a nine-story building which has no large commercial spaces, and it displaces two large food anchors.
- Stated that Option 3 removes two trees and retains two *but* adding the 10 feet of massing at this very small site that is already overpopulated falls short. Stated that per Design Guideline CS2-2b the design does not comply with the urban pattern and form that requires zone and height transitions at edges; so, no added 10 feet at the edge.
- Suggested that only one exceptional tree will be available to shade the 780 residences and it is not enough to receive the additional ten feet of height that will block existing view corridors and daylight to other residences.
- Stated that it is a great design, build it.
- Stated they really liked this plan, and it is a great use of space considering most of it is (currently) parking and it is not being used as efficiently as it can be.

- Stated that the location is also awesome for transit-oriented development with proximity to U Village and easy access to campus.

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

- Liked the proposed scope, scale, and size of this project.
- Supported the proposed open space.
- Preferred massing Option 3 however preferred increasing the retail space.
- Preferred a maximum of four or five stories instead of eight or nine stories.
- Felt the proposed eight and nine story towers are not proportional to the surrounding building heights.
- Noted this project will set a precedent for future development.
- Concerned about increased shade and shadow impacts.
- Requested the project contribute to safe access to the Burke-Gilman Trail with the addition of a sidewalk on one side of NE Blakeley and a paved entrance to the trail.

SDCI received non-design related comments concerning density, parking, the permitting process, unit size, traffic, pedestrian safety, zoning, views, housing affordability, property values, and infrastructure.

The Seattle Department of Transportation offered the following comments:

- Stated the project is required to meet the minimum standards of street trees in a 5.5' planting strip between a 6" curb and 6' sidewalk along both street frontages.
- Stated a 1' setback on Union Bay Place NE is required.
- Supported the indicated vehicle access from Union Bay Place NE.
- Strongly recommended a single vehicle access point on NE 45th St to reduce the opportunity for conflict between turning vehicles and pedestrians. Recommended maintaining the existing west curb cut and removing the second proposed curb cut.

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

All public comments submitted in writing for this project can be viewed using the following link and entering the record number 3039209-EG: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS

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

1. **Massing Options:**
    a. The Board initially agreed that the three massing options were varied enough not to require additional study. The Board verbalized their support for the third scheme Option 3. (CS1-C, CS1-1.a, CS2-D, CS2-1, PL1-B-1, DC2-A, DC2-B)

b. The Board agreed that Option 3 (Focal Point), the preferred alternative, with its south facing plaza and focal point on the exceptional tree was the strongest massing alternative. However, the Board was unclear about how the upper-level parking entry along Union Bay functioned in relationship to the proposed retail spaces, the lobby and the existing buildings near the intersection and therefor asked for additional information, sections, or studies for clarification. (CS2-B-2, CS3, PL1-B-1, PL1-1, DC2-D-1, DC4-D-2)
c. In their continued discussions the Board agreed that the approach to preserving the exceptional tree as featured in the plaza in the third option and its relationship to the building façade along NE 45th was good but wanted to note that they potentially agreed with the public comment that this strategy shouldn't automatically allow for an additional 10 feet in building height and ultimately asked for further justification of the requested departure. (CS2-A-1, CS3-A)
d. The Board did however agree with the design approach to break up the building massing into three distinct building elements, a strategy seen in all three massing options. (CS2-A-1, CS2-D-2, CS3-1-a, PL1-1-c, PL3-1, DC1-A-3, DC2-B)

2. Architectural Concept and Context:

a. In their brief discussion, the Board agreed that the applicant team had provided sufficient analysis of the site and surrounding context in their development of the three massing options. CS2-A-2, CS2-C, CS2-D, DC2-B)
b. The Board questioned the design team's 'philosophy' of creating a community with pedestrian connectivity when they have seemingly placed the people at the upper levels of development with everything else at ground level. The Board suggested that adhering to targeted design guidelines related to connectivity could aid in creating better pedestrian access from residences to other locations like University Village. In their continued discussion the Board suggested that current pedestrian movement requires walking some distance within the interior of the building and then coming out at specific points along the perimeter of the building in order to walk to U Village or gain access to on-site retail. Based on this discussion, the Board requested the design team provide further studies on how to create better pedestrian connections from the residences to both the onsite retail and U Village. (CS2-A-1, CS2-A-2, CS2-B-2, CS2-C-1, PL1-A, PL3, PL3-2-c, DC3-1)

3. Garage Access:

a. The Board briefly talked about the number of parking garage access points along NE 45th revisiting the public comment that there might be too many access points along NE 45th. In their conclusion, the Board agreed that the two access points for the lower parking garage off NE 45th and the one for the upper parking garage off Union Bay were adequate if not necessary given the scale of the garage. (CS2-B, CS2-C, DC2-B, DC3-1)

4. Ground Level and Facade:

a. The Board generally agreed that the design team did a good job in creating a strong retail edge along the street. (PL1-A, PL1-B.1, PL1-C)
b. The Board suggested that they would like to see how the application of materials and other elements like balconies will be developed as they evolve the design and move toward the Recommendation phase. Members pointing to precedent imagery on page 71 of the EDG packet were hopeful that this type of application of balconies might be applied to the facades along Union Bay and 45th to add character to the building and take advantage of

views. Board members also suggested that it would be nice to create that same type of articulation within the courtyard as well**.** (CS2-B-2, CS3-1, PL1-A, DC4-B)

c. The Board, in discussing access into the lower-level courtyard and amenity spaces at the podium level asked for additional information on how residents gain access from residential units into the amenity core zones. Members were also keenly interested in obtaining a clearer design rationale relating to pedestrian connectivity at ground level from both the residential units and from the surrounding pedestrian context and why connectivity to U Village is not feasible rather than simply saying the garage cannot be placed underground. (CS2-A-1, CS2-B-2, CS2-B-3, PL1-1, PL3-1.a, DC3-1)

d. In discussing the plaza area facing 45th, Board members stated that while creating a large gathering area around an existing tree exceptional tree that is being retained, they cautioned the design team to create a space with more than one tree and a better courtyard experience just in case primary prominent tree at some point goes into decline. (CS2-A-1, CS2-B-3, DC4)

5. Building Height:

a. In their deliberations Board members briefly wondered if the overall height requested for the northern building as it related to the departure request was appropriate. They continued this discussion during their review of the departure for additional building height below. CS1-B, CS1-1.a, CS2-D)

FINAL EARLY DESIGN GUIDANCE October 3, 2022

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Wanted to see what is better/(improved) for pedestrians along NE 45th St. and emphasized the importance of having larger commercial spaces as the project displaces two existing commercial spaces which support public life.
- The large number of new residents resulting from the project won't really walk to QFC as it is too far to carry groceries, resulting in individuals using their cars.
- There is no circulation that provides access to existing retail from the proposal site.
- Even with the addition of new development along Union Bay there is still the presence of large concrete massing *associated with* very large structures without much relief for the public. In terms of architectural details, less is more as what is seen on Union Bay Pl., is a lot of clutter, windows and balconies and the beauty of University Village is its very simple designs.

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

- Retain at least one mature tree and incorporate it into the design. (Site and Context)
- Opposes the 10-foot height departure, noting incompliance with height transitions at the zone edge. (Urban Pattern and Form)
- The massing is too bulky along the street edge and doesn't blend into the existing context at the five corners intersection. (Urban Pattern and Form)
- Requested more large commercial space at ground level to replace the current grocery and dining establishments. (Public Life)

SDCI received non-design related comments related to public outreach. These comments are outside the scope of design review.

The Seattle Department of Transportation offered the following comments:

- As this project is in an urban village, the project frontages on NE 45th St and Union Bay Place NE are required to have curbs, sidewalks, and planting strips. SDOT Streets Illustrated standards require a minimum 6'' curb, 6' sidewalk, and 5.5' planting strip with street trees. A one-foot setback on Union Bay Place NE is required.
- SDOT supports the proposed vehicle access from Union Bay Place NE.
- To reduce the opportunity for conflict between turning vehicles and people walking on the sidewalk, SDOT strongly recommends a single vehicle access point on NE 45th St.

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/

RIORITIES & BOARD RECOMMENDATIONS

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

1. Response to EDG 1 and Union Bay Massing:

a. The Board appreciated how the design team acknowledged the guidance provided at EDG 1 and now the team methodically worked through it and presented the results to the Board at EDG 2. (CS1-C, CS1-1.a, CS2-D, CS2-1, PL1-B-1, DC2-A, DC2-B)

b. Board members had questions about the relationship of the northern portion of the building and its relationship to the existing development at University Place as seen on page 22 of the EDG 1 packet. Members observed that there are six units multiplied by five stories that will face a wall which they felt would be problematic. Based on this discussion, the Board directed the design team to provide additional information and detail on what the space will look like including privacy studies or resolve the concern by potentially pulling the units back, provide a buffer between any blank wall condition and impacted units or otherwise show how the scale has been mitigated. (CS2-A-1, CS2-A-2, CS2-B-2, CS2-C-1, PL1-A, PL3, PL3-2-c, DC3-1)

c. The Board asked about the thinking on the open courtyard areas is related to but had no further questions or input after hearing that the spaces will be designed for passive activity.

d. Following up on the Board's request for additional information on how residents will gain access to amenity areas from residential units, the Board felt that design team had done a better job depicting a continuous route through the central core of the development which now is connected to the new plaza and street frontage along Union Bay. The Board also appreciated the inclusion of the stair access point from the plaza along Union Bay to the upper podium and residential units connected to private patios. (PL1-1-a, PL1-1-b, PL3-1-c, DC2-C, DC2-E)

2. **NE 45th St. Streetscape:**
    a. In discussing the street edge along NE 45th St. the Board suggested that the 'back of wall' of the main plaza needs to be treated with engaging materials as a way of hiding the visual impact of the garage. This could include the use of public art designed to draw the eye inward. (CS2-A-1, CS2-A-2, CS2-B-2, CS2-C-1, PL1-A, PL3, PL3-2-c, DC3-1)
    b. In their deliberations, the Board generally supported the serrated retail storefronts with the simplified transition to the residential units above. (PL1-A, PL1-B.1, PL1-C)

3. **Union Bay Street Frontage**:
    a. The Board appreciated the design of the new plaza and street frontage along Union Bay and its relationship to the lobby, the 'book ending' retail and the connecting exterior stair. (CS2-B-2, CS3-1, PL1-A, DC4-B)
    b. The Board voiced concern about the serrated building edge as it moves around the corner from Union Bay to 45th St and wondered what will happen with the associated retail spaces at ground level. As such the Board asked the design team to provide additional studies on the geometry for the retail space and design logic for how the frontage at southeast corner of the building has been shaped. (PL1-A, PL1-B.1, PL1-C)

4. **Building Height:**
    a. In their deliberations, the Board supported the additional height requested for the northern building as it relates to the departure request. The Board did, however, request continued discussion during its review of the departure for additional building height below. CS1-B, CS1-1.a, CS2-D)
    b. The Board asked the design team to provide more information on the relationship between the northern building receiving the additional height and U Place, especially in terms of the 'unit to unit' relationships (related to privacy. (CS1-B, CS1-1.a, CS2-B, CS2-D, DC1-A-4)
    c. The Board asked the design team for more information on how the additional height will affect the single-family residences to the northeast *as well as University Place* in terms of view impacts and privacy studies especially in relationship to. (CS1-B, CS1-1.a, CS2-B, CS2-D, DC1-A-4)

RECOMMENDATION April 10, 2023

PUBLIC COMMENT

No public comments were offered at this meeting.

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

- Strongly recommended using only native vegetation for landscaping.
- Requested retaining the existing uses and businesses in the new development.
- Felt the proposed development would promote pedestrian activation on the site.
- Opined that highrise buildings do not create livable neighborhoods as successfully as lowrise buildings.
- Supported the quality materials, landscaping, courtyard, balconies, gates, and plaza.
- Concerned about reduced sunlight to nearby buildings.

- Concerned the proposed 7- or 8-story building height would be detrimental to the neighborhood character and loom over nearby structures.
- Suggested a 5- or 6-story building height for consistency with other new developments in the immediate area.
- Unsupportive of gaining additional building height in exchange for retaining only two Exceptional trees.
- Felt the color palette, cement panels and matte finish, and brick are suitable for the site and compatible with neighboring structures.
- Reminded that NE 45th St is a Scenic View Route and impacts to the open view to Mt. Rainier should be studied and minimized.
- Opposed to the added driveway access points departure due to concerns it will create a traffic bottleneck.
- Suggested a taller 10- to 20-story building height.
- Encouraged changing the facade to different materials such as glazed terracotta panels, shingles, brick, and color to avoid the generic rain screen panels on every new building in Seattle.
- Supported the massing and layout.
- Noted the project does not provide a direct pedestrian connection to the Burke-Gilman Trail as called for in the Design Guidelines.
- Proposed a park or green space to balance the increased density and development.
- The Laurelhurst Community Club offered the following comments:
    - Stated the proposal is not compliant with University District Design Guidelines CS1 b & c related to planning for daylight and trees.
    - Felt the color palette is suitable except for the stark white exteriors, which do not meet DC2.e. and suggested earth-tone colors are more compatible with the existing context and University District Design Guidelines.
    - Supported the matte-finish of the cement panels and limited use of brick which are similar to the surrounding context and meet DC2.b.
    - Encouraged studying architectural details or roofline trims in a style that references the University District Design Guidelines and is more compatible with existing architectural styles found in the neighborhood, such as Collegiate gothic or craftsman.
    - Observed the contrasting color palette now proposed is unresponsive to Design Guidelines DC2 or previous public comment.
    - Unsupportive of the extra height departure as the proposal doesn't meet Design Guideline CS2.b. concerning height transitions at zone edges.
    - Suggested improving the pedestrian environment at this gateway location by eliminating the raised pedestal entrance, burying the utilities, and widening the sidewalks.
    - Suggested transitioning height at the site's edges to the shorter adjacent buildings and less intense zones and providing upper-level setbacks to better align with University District Design Guidelines CS2.
    - Requested using non-glare glazing and a glare study.

SDCI received non-design related comments concerning archeological review, demolition of the existing structures, construction impacts, climate, housing affordability, housing demand, unit size, density, wastewater infrastructure, public comment period, public transportation, parking quantity, SEPA, views,

noise, landmark designation, and traffic impacts. These comments are outside the scope of design review.

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 RECOMMENDATIONS

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

1. **Response to EDG 2:**
    a. In response to EDG 2 guidance, the Board acknowledged that the added information and relationship studies depicting proposed changes to the building including the removal of the stair, north wing reconfiguration to provide more open space and the additional courtyard space provided for the corner were helpful. While the Board thought that the revised design was an improvement, they voiced the concern that the revised changes may not have gone far enough to alleviate some window privacy concerns or completely reduce the impact to units facing blank walls. After realizing however that living units with windows facing blank walls were not the primary avenue for views and daylight but rather bedroom windows the Board's concerns were somewhat alleviated. Still the Board did suggest that some of the blank wall conditions could be further mitigated through additional building articulation and leaning more into the building fracture building design concept. As such the Board recommended a condition of approval for the design team to study ways to further reduce non-primary views into blank walls. (CS1-B, CS1-1.a, CS2-B, CS2-D, DC1-A-4)
    b. The Board discussed their previous guidance for the back wall of the main plaza facing NE 45th St and acknowledged that the garage behind the wall required ventilation. They praised the design team's use of the framed brick lattice designed to provide both texture and air flow and recommended approval of that design. The Board acknowledged that the brick lattice work was an elegant solution but asked how it might be backlit for operational and safety purposes. As such the Board suggested that the wall be properly backlit at appropriate hours but stopped short of making this a condition of approval. (CS2-A-1, CS2-A-2, CS2-B-2, CS2-C-1, PL1-A, PL3, PL3-2-c, DC3-1)
    c. The Board appreciated the additional visual studies on how the added building height will affect the single-family residences to the northeast and University Place to the north as it relates to view impacts and privacy. The Board's first reaction was that the added height as seen from the pedestrian scale and adjacent neighborhood would have a minimal affect. However, while briefly discussing how offsetting and/or relocating building mass in exchange for added height, it was suggested that bulk could be added elsewhere to building instead of the added height to the north and still maintain the south facing plaza and preserve the Exceptional tree. The Board finally acknowledged that the design approach from EDG 1 targeting the added building height on the north building has remained consistent throughout the review process which they gave direction for and supported during EDG 1and EDG 2, recommended approval as discussed in departure request number two below. (CS1-B, CS1-1.a, CS2-B, CS2-D, DC1-A-4)

2. Streetscape/Landscape and Exceptional Trees

a. In their continued discussion about streetscape, landscape, and parking access, the Board discussed the design team's strategy for eroding the southwest corner and creating a notch for café seating which they felt would not be very welcoming due to its proximity to an active motor vehicle access point. The Board suggested that the corner might be made to feel more welcoming and 'less back of house,' by adding landscaping or other method of activation but did not make this a condition of approval. However, the Board did recommend a condition of approval that the landscaping and building design be substantial consistent with the materials represented in the recommendation packet. (CS2-A-1, CS2-A-2, CS2-B-2, CS2-C-1, PL1-A, PL3, PL3-2-c, DC3-1)

b. In terms of the seating along the 45th St. frontage, the Board discussed whether the design could be stronger by providing specific zones for seating and other separate zones for planting, rather than providing a couple of tables at every notch along the building face. As such the Board suggested that the space could have more or a logical rhythm of placement of seating and landscaping. As an example, the non-restaurants retail spaces could use landscaping as a technique for framing the establishment in place of café seating where possible while the restaurant uses could feature outdoor café seating. The Board did not recommend a condition for this item. (CS2-A-1, CS2-A-2, CS2-B-2, CS2-C-1, PL1-A, PL3, PL3-2-c, DC3-1)

c. In their discussion about the public plazas, the Board recommended approval of the refinement of the spaces acknowledging that applicant team did a good job resolving previous concerns by introducing seating around planters, tables, and chairs, adding more greenery further activating the space per EDG2 guidance. The Board continued by asking that great care and consultation with the arborist be taken when using pavers or walls in proximity to the Exceptional trees to reduce any impact the root zone of the tree during and after construction but stopped short of making this a condition of approval. (PL1-1-a, PL1-1-b, PL3-1-c, DC2-C)

d. The Board agreed that the applicant team responded well to EDG2 guidance in terms of the design for the plaza along Union Bay place which now includes an accessible walkway and bike access, for which they recommended approval. (PL1-1-a, PL1-1-b, PL3-1-c, DC2-C)

e. In their discussion about the L2 interior courtyards the Board appreciated the inclusion of seating, pathways and vegetation but observed that the space would be stronger with more planting and recommended a condition of approval to use more and larger columnar shaped trees that will achieve greater height at maturity and provide greater visual buffering for courtyard facing units. (CS1-D, CS1-1, PL3-B, DC3-C)

3. Materials and Architectural Concept:

a. Initially the Board suggested the applicant team did a good job in working with a simplified palette and how the materials were applied around the project. However, some Board members questioned the use of six or seven stories of lap siding at the corner of Union Bay and NE 45th St. Board members recommended that more could be done to make the material application more consistent with their overall architectural concept and guidelines and recommended a condition as described in 3.g. (PL1-B-3, CS3-PL2-B, DC4-A, DC4-D)

b. Board members questioned how the overall design concept was being reinforced with the changing direction of the stitched panels. The Board recommended a condition as described in 3.g. (PL1-B-3, CS3-PL2-B, DC4-A, DC4-D)

c. The Board verbalized their support for how the materials terminated at the southwest corner with the lighter south facing façade meeting the darker west facing façade but wasn't sure how this treatment relates to the overall architectural concept of fracturing and the rift. The Board recommended a condition as described in 3.g. (CS2-A-1, CS2-A-2, CS2-B-2, CS2-C-1, PL1-A, PL3, PL3-2-c, DC3-1)
d. The Board appreciated how the building edge at the corner of 45th St has been simplified and becomes visually cleaner as it wraps around the corner along Union Bay Place, no longer dependent upon the serrated façade design seen at EDG 1. The Board noted that the revised design would lead to a more dynamic retail edge. However, Board members asked if the revised building face is consistent with the overall architectural concept characterized in the recommendation packet as tectonic rift; breaking up the masses, erosion, new growth, and finer granularity that influences materiality. The Board recommended a condition as described in 3.g. (CS2-A-1, CS2-A-2, CS2-B-2, CS2-C-1, PL1-A, PL3, PL3-2-c, DC3-1)
e. The Board also discussed how the architectural concept being translated into the materials and secondary articulation of the building, asking the applicant specifically about material patterning, and building openings as an example, which they felt was missing from the packet. The Board recommended a condition as described in 3.g. (CS2-A-1, CS2-A-2, CS2-B-2, CS2-C-1, PL1-A, PL3, PL3-2-c, DC3-1)
f. Board members suggested that the design team re-visit some of the tools already developed internally such as the pleating pattern, serrated form, patterning of the soffit or materials application on specific massing moves and apply them in a more cohesive manner which supports the overall architectural concept. The Board recommended a condition as described in 3.g. (CS2-A-1, CS2-A-2, CS2-B-2, CS2-C-1, PL1-A, PL3, PL3-2-c, DC3-1)
g. In response to the issues raised in items 3a through 3f, the Board recommended a condition of approval to provide additional studies/design details that demonstrate how the specific architectural concept is being translated into the proposed materials and secondary architectural articulation. The studies could be based on the team's early developed concept framework, including re-visiting previous research or further developing a more cohesive approach to the tectonic rift idea that better translates to all building elevations and facades holistically. (CS2-A-1, CS2-A-2, CS2-B-2, CS2-C-1, PL1-A, PL3, PL3-2-c, DC3-1)

4. Parking/Garage Access:

a. The Board in discussing the vehicle access points along NE 45th St voiced some concern about the potential high volume of traffic at the 'five points' intersection to the east and ho increased the volumes could affect vehicle flow into the project site. The Board agreed that the retail parking loop made sense and wondered if a one-way, one-way out might be more effective. The Board declined to request a study but recommended approval of the proposed number of parking access points, as further discussed in departure request number one below. (CS2-B, CS2-C, DC2-B, DC3-1)

5. Lighting:

a. The Board questioned if the pathway lighting could be lower than bollard lighting for better safety and reduced impact to the lower level living units but declined to make it a condition of approval, making it a suggestion instead. (CS2-2, PL1-1, PL1-2. PL2-B, PL3-A, DC1-1, DC2-3)

6. Signage

a. The Board was supportive and recommended approval of the placement and general sizing of the signage as presented in the recommendation packet. The Board did, however, question the design of the vertical building identification sign and stated that all signage should be architecturally integrated with the building design and that temporary vinyl signs would not be supported. (CS3-2-b, PL1-2-e, PL2-D, PL3-3-c, PL4-1)

DEVELOPMENT STANDARD DEPARTURES

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

At the time of the Recommendation meeting the following departures were requested:

1. **Access to parking (**SMC 23.47A.032.A.1.c): For development at this site, the Code states that when access is provided from a street instead of an alley, the curb cut shall be on a side street and only one curb cut is allowed.

   The site is not adjacent to an alley. The applicant team is proposing to provide curb cuts at three street frontages (two on NE 45th St and one on Union Bay Pl NE). The applicant's rationale is that a single point of site access will create a bottleneck for vehicles entering and exiting the garage during peak travel times. Providing access points on both street frontages will disperse the quantity of vehicles, reducing the impact to pedestrians on both NE 45th and Union Bay.

   The Board recommended approval of the departure request as the proposed departure better meets the intent of Design Guidelines **PL4-A ENTRY LOCATIONS AND RELATIONSHIPS, DC1-B-1 ACCESS LOCATION AND DESIGN.**

2. **Structure height to retain Exceptional Trees** (SMC 23.47A.012): The Code limits the structure height as designated on the Official Land Use Map, except as otherwise provided in Section 23.47A.012. The Code permits departures per SMC 23.41.012.B.11.f: "Departures of up to 10 feet of additional height may be granted if the applicant demonstrates that:
   1) The departure is needed to protect a tree that is located on the lot that is either an exceptional tree, as defined in Section 25.11.020, or a tree greater than 2 feet in diameter measured 4.5 feet above the ground; and
   2) Avoiding development in the tree protection area will reduce the total development capacity of the site;"

   The applicant is requesting a zoning height increase of 10 feet (from 75' to 85'), to compensate for building square footage loss as a result of preserving two Exceptional trees on site.

   The applicant stated that the additional height will allow for an additional floor to be added to one of the three proposed residential buildings (the north building), which compensates for a reduced footprint (around the plaza area) necessary to retain the two Exceptional trees without losing development capacity.

The applicant team noted that the additional height will only be used to add an additional floor to the north residential building, which is a full story and a half below street level at Union Bay Place NE. Due to this change in topography, they noted that the perceived height of this building as seen from the street will still only be 8 stories, the same as the street frontage along NE 45th street, and similar to what would be achievable if the north building was developed as a stand-alone project, due to the higher grade along Union Bay Place NE.

The Board supported the applicant's rationale related the addition of a floor to the north building designed to compensates for the reduced footprint necessary to retain the Exceptional trees without losing development capacity and the broader opening for the south facing courtyard space. The Board noted that the retention of the Exceptional Trees along with the proposed landscaping better meets the intent of the Design Guidelines, subject to condition #3. As such the Board recommended approval of the departure request as the proposed departure better meets the intent of Design Guidelines, subject to condition 3 at the end of this report. **CS2 - URBAN PATTERN AND FORM, DC2-B ARCHITECTURAL AND FAÇADE COMPOSITION, CS2-D HEIGHT, BULK, AND SCALE, CS2-2-b. PROVIDE ZONE TRANSITIONS**

Staff Note:

General Provisions for Exceptional tree determination **(**SMC 25.11.050**):** The Code states: Exceptional trees and potential exceptional trees shall be identified on site plans and Exceptional tree status shall be determined by the Director according to standards promulgated by the Seattle Department of Construction and Inspections.

1. The Director may require a tree protection report by a registered tree service provider who provides the following information:

a. Tree evaluation with respect to its general health, damage, danger of falling, proximity to existing or proposed structures, and/or utility services;

The proposal site is occupied by four Exceptional trees two of which appear to be in declining health and are targeted for removal.

The applicant team is requesting removal of two of the four existing Exceptional trees located on site. Their reasoning is that two of the Exceptional trees are located adjacent to an existing rockery along the east edge of the site. They state that it will be difficult to retain a viable portion of this rockery after development, which will affect the health and stability of these trees. They also state that one of the two trees is in poor health per their arborist report which has been provided to the City as part of their application material. Finally, they state that the location of the trees is such that if retained, would only be visible to a small portion of the residents within the project. They noted that retaining these trees will reduce the building area by approximately 18,000 square feet.

The SDCI Tree reviewer will need to review the arborist report and inspect the trees to determine their health and viability. This process has different criteria from design review.

The applicant demonstrated how a design with two of the four existing Exceptional trees removed meets the Design Guidelines better than a design with all four Exceptional trees retained.

The Board recommended approval of the design that includes a request to remove the two Exceptional trees located adjacent to the existing rockery, given the applicant's rationale.

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.

University Supplemental Guidance:

CS1-1 Plan for Daylight & Trees

CS1-1-a. Building Massing & Upper-Level Step-Backs: Arrange building massing and use upper-level step-backs to increase solar access into ground floors, shared amenity spaces, streets, and

the public realm, especially on narrow rights-of-way such as University Way NE. Use two-story or mezzanine layouts for residential or live-work units at or below-grade to increase daylight access to those units.

CS1-1-b. Recessed or Sunken Living Space: Avoid recessed or sunken living space, and minimize the distance that units are located below grade to provide direct access to daylight and air from above-grade windows for each unit.

CS1-1-c. Trees: Incorporate new and existing trees. Site the buildings and design building massing to preserve and incorporate existing mature trees, especially on slopes; this is especially relevant in the Ravenna Springs character area. Where removal is unavoidable, configure open space to accommodate large canopy trees that replace those removed.

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.

University Supplemental Guidance:

CS2-1 Character Areas & Corridor Character Areas

CS2-1-a. Cowen Park Corners: Use lush landscaping to carry the experience of Cowen Park down the north end of University Way NE. Incorporate generous sidewalks and seating areas.

CS2-1-b. University Park South & 17th Ave Boulevard: Reinforce the existing pattern of generous front setbacks. Incorporate occupiable amenity spaces into front setbacks with areas for large shade trees and landscaping. Take cues from the design, scale, and character of historic buildings, including grand entries; sloped roofs; the use of brick, masonry, and wood; vertical window proportions; and a high degree of architectural detailing.

CS2-1-c. Ravenna Springs: Design projects to create and reinforce the quality of a cohesive neighborhood with massing that is broken into multiple buildings, individual unit entries, ground-related housing, highly permeable blocks with walkways and open spaces, and a high degree of landscaping and pedestrian amenities.

CS2-1-d. University Village & 25th Ave NE: Prioritize active edges and direct pedestrian connections to 25th Ave NE and the Burke Gilman Trail. Development along 25th Ave NE should create an active, engaging building edge for pedestrians and create protected sidewalks by utilizing planter strips with lush landscaping.

CS2-1-e. The U District Core & The Ave: Express an urban character that is distinct to the U District and prioritize the pedestrian experience with human-scaled design and a high degree of visual interest. Foster an eclectic mix of businesses and architectural styles.

1. Reflect historic platting patterns by articulating and/or modulating buildings and design styles at 20–40-foot intervals.
2. Use upper-level step-backs that respond to predominant and historic datums in context.
3. Incorporate balconies or terraces in buildings with residential uses to contribute to passive surveillance and visual interest.
4. Use lush, layered landscaping at street level, especially in residential areas south of NE 43rd St.

CS2-2 Neighborhood Context

CS2-2-a. Contribute to Community Character: To enhance the eclectic character of the University District, plan and include elements that are easily customizable for tenants and businesses to individualize storefronts, kickplates, and streetscapes through paint colors, materials, lighting, signage, awning design, seating, or other pedestrian amenities. Use these features to express 20–40-foot storefront modules.

CS2-2-b. Provide Zone Transitions: When a project site abuts a zone with a height limit that is two stories shorter than the project site, provide upper-level setbacks that create a sensitive transition to the less intensive zone.

CS2-2-c. Activate Parks & Open Space: In development adjacent to open space and parks, activate the building edges by incorporating active uses, small public plazas or seating areas for ground-floor uses, as well as balconies or terraces at upper floors. Design adjacent projects to act as a deferential backdrop, with refined building facades that help frame the open space or

incorporate artistic features that complement the function of the open space and create an "outdoor room."

CS2-3 Gateways & Placemaking Corners

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

CS2-3-b. Gateways: Gateways identified on Map A are significant "entry" points in the U District Neighborhood.

1. Express a sense of arrival to a distinct area with distinctive forms, prominent massing, unique design concepts, and the highest attention to design quality.
2. Create pedestrian accommodating entries with wider sidewalks, significant landscaping features, public plazas, active uses, and art.

CS2-3-c. Placemaking Corners: Placemaking Corners identified on Map A are key nodes and pedestrian activity areas within the U District Neighborhood.

1. Design projects as part of a composition with the adjacent corner-facing sites to frame the space and balance strong spatial edges with adequate space for movement and activity, including small plazas, seating, and public art.
2. Incorporate special paving and surface treatments; art installations; seating; kiosks.

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.

University Supplemental Guidance:

CS3-1 University District Architectural Character

CS3-1-a. Architectural Styles: Foster the eclectic mix of architectural styles and forms on the block and throughout the neighborhood while maintaining articulated base designs that are pedestrian-oriented. Repetition of architectural forms and character, whether visually adjacent or within the U District, is strongly discouraged.

CS3-1-b. Predominant Styles: Complement and continue predominant styles or materials when the immediate context of a site is comprised of buildings or a collection of buildings with local significance or identifiable architectural styles or similar materials.

CS3-1-c. Historic Patterns: Articulate building forms and facades to respond to historic platting patterns to create compatibility between contemporary architecture and existing development**.**

CS3-1-d. Horizontal and Vertical Patterns: Respond to nearby predominant horizontal and vertical patterns and datum lines and take cues from design elements in older structures such as campus gothic style, punched windows, texture-rich materials, and thoughtful detailing.

CS3-2 Adaptive Reuse & Preservation

CS3-2-a. Existing Structures & Facades: Preserve or rehabilitate existing structures or facades, especially those with architectural merit, local significance, and/or quality materials including brick.

CS3-2-b. Repurpose Materials: Creatively repurpose materials, signage, and other physical pieces from existing development into new projects to create a connection with the neighborhood's past and contribute to a sense of place.

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.

University Supplemental Guidance:

PL1-1 Networks & Connections to Community Open Space

PL1-1-a. Engage the Public Realm: Include open space at grade that physically or visually engages the public realm: Options include plazas, public courtyards, play areas, gardens, and ground level patios.

PL1-1-b. Green Streets & Green Spines: Projects located on Green Streets and within the U District Green Spines: Include multiple types of publicly-accessible open spaces and private amenity spaces that address the public realm including: balconies and unit patios, pocket plazas, strategic setbacks at grade for seating areas and play areas, and upper-level setbacks with terraces or patios.

PL1-1-c. Burke-Gilman Trail: For projects adjacent to the Burke-Gilman Trail, provide physical and visual connections for pedestrians and cyclists. Design trail-facing facades with active uses, including retail, amenity space, and unit stoops or patios.

PL1-1-d. Alleyways: Treat all alleyways as potential pedestrian routes: Incorporate windows, entries, art, lighting, and active uses on alley-facing facades to activate and improve safety in alleys.

PL1-2 Shared Alleys & Mid-Block Pedestrian Connections

PL1-2-a. Pedestrian-Priority Network: Reinforce existing movement patterns and introduce connections that weave a pedestrian-priority network throughout the neighborhood with mid-block pedestrian pathways and shared alleys.

PL1-2-b. Connect Street to Alley: East-west mid-block pedestrian connections from the street to alley are strongly encouraged on blocks within the "Mid-block Pedestrian Pathway Priority Area." Projects within the approximate middle third of the block are the preferred location for mid-block pedestrian connections.

PL1-2-c. Activate Second "Fronts": Design facades adjacent to mid-block pedestrian connections and shared alleys as a second "front" with activating uses:

1. Locate active ground-level uses along shared alleys and pedestrian pathways, including secondary entrances for businesses and individual unit entries separated by grade or setbacks for residential uses.
2. Avoid long blank walls. Where unavoidable due to service uses, treat blank walls with artwork, interesting materials, lighting, and/or architectural features.

PL1-2-d. People-Friendly Spaces: Create usable, safe, people-friendly spaces:

1. Include upper-level balconies or terraces so that occupiable spaces overlook shared alleys and mid-block connections.
2. Strive for clear sightlines. Where mid-block connections do not cross the right-of-way or do not align across an alley or street, provide a focal point and wayfinding features at the visual terminus.
3. Incorporate secondary spaces for impromptu gatherings, play opportunities, outdoor seating, and bike racks.

PL1-2-e. Signage & Wayfinding: Create consistent signage & incorporate wayfinding elements:

1. Install wayfinding elements on street and alley facades to highlight entrances to alleys and midblock crossings including special architectural treatments, creative signage, ground treatments, lighting, and façade design. Strive for continuity of design features throughout the neighborhood.

2. Incorporate Street furniture, art installations, creative paving, paint patterns or lighting throughout shared alleys and mid-block connections.

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 the 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-2. 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.

a. overhead shelter: canopies, porches, building extensions;
b. transitional spaces: stoops, courtyards, stairways, portals, arcades, pocket gardens, decks;
c. ground surface: seating walls; special paving, landscaping, trees, lighting; and

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.

University Supplemental Guidance:

PL3-1 Entries

PL3-1-a. Prominent Design: Design prominent, accommodating entries with vertical emphasis and intricate architectural interest at a variety of scales. Use high-quality materials and detailing to create an identifiable entrance and welcoming experience for visitors and users.

PL3-1-b. Grade Separations: Avoid grade separations at retail entries: Step building floor plates along sloped sites to avoid raised or below-grade entries for commercial along the sidewalk.

PL3-1-c. Courtyard Entries: Courtyard entries should be physically and visually accessible from the street. Units facing the courtyard should have a porch, stoop, or deck associated with the dwelling unit to support community interaction. Any fences or gates should be set back from the sidewalk to incorporate a semi-public transitional space.

PL3-2 Ground-Level Residential Design

PL3-2-a. Articulate Units: Articulate individual dwelling units and provide usable stoops or patios for street-facing residential units. Include architectural detailing that expresses a residential use, such as contrasting trim, hardware, awnings, mailboxes, address numbers, and appropriately scaled materials. Provide opportunities for personalization.

PL3-2-b. Rowhouse-Style: Use rowhouse-style units at the base of residential structures to transition to the pedestrian sidewalk and street; they provide large windows, entries, patios, and other activating features.

PL3-2-c. Buffer Space: Provide adequate buffer space as a transition from the sidewalk to residential uses for visual connection and passive surveillance of the public realm. Raise units slightly above grade or provide an adequate setback. Use buffers of low walls, planters, and layered landscaping; avoid tall fences and patios below grade.

PL3-2-d. Shared Space: Where direct-unit entries are challenging due to a site's physical constraints, include a generous main entry with occupiable shared space or forecourt to create a "front porch" for residents. Provide ample space for bicycles, seating, furniture, and planters.

PL3-3 Mixed Use Corridors & Commercial Frontages

PL3-3-a. Street Wall: Maintain a well-defined street wall on mixed-use corridors to create an urban character. Incorporate strategic setbacks at corners and entries for seating, usable open space, and landscaping.

PL3-3-b. Human-Scaled Experience: Provide frequent entrances, expressed breaks, and architectural interest at regular intervals of 20-30 feet (regardless of uses/ tenants occupying ground-level spaces) to create a human-scaled experience and accommodate the presence or appearance of small storefronts. Add unique features to long sections of storefront systems.

PL3-3-c. Residential Entries & Signage: Residential entries for upper-floor residential uses and residential signage should not dominate the street frontage over commercial uses.

PL3-3-d. Non-Activating Uses: Minimize the size and presence of residential lobbies and other non-activating uses to maintain the commercial intensity and viability of mixed-use corridors.

PL3-3-e. Edge: Design a porous, engaging edge for all commercial uses at street-level. Include operable windows at all levels of the building and especially at the street level to maximize permeability and activate the streetscape. Design street-level facades that open to or near sidewalk level allowing uses to spill out and provide areas for outdoor seating.

PL3-3-f. Adaptability: Design live-work units and all other non-commercial spaces for conversion to street-accessed commercial uses over the life of a building. Provide a direct path to the entry from the sidewalk, transitional areas that can be used as outdoor seating, awnings, and pavement treatments. Avoid or minimize tall, structural sills that would inhibit future storefront flexibility. Use recessed entries and non-permanent solutions for privacy for residential uses, such as movable planters. Unit layout should separate living spaces from workspace, to provide appropriate privacy for living spaces.

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.

University Supplemental Guidance:

PL4-1 Bicycle Circulation & Parking

PL4-1-a. Efficient & Secure Parking: Design bicycle parking for efficiency and security. Bicycle use and parking should be encouraged to promote a healthy and active neighborhood and to support local businesses. Bicycle racks should be plentiful, and either be from the Seattle Department of Transportation's bike parking program or be an approved rack of similar "inverted U" or "staple style".

PL4-1-b. Placemaking: Integrate design features into bicycle facilities that enhance placemaking, such as having a uniform color for bike racks within the U District or having distinctive placenames designed into the racks.

PL4-1-c. Convenient Location: Locate bicycle parking and bicycle racks in convenient locations for residents and temporary users with easy access, weather protection, and minimal grade changes. Provide direct routes from bicycle lanes to bicycle parking in garages or bicycle racks and provide signage that directs bicyclists to these facilities. When bicycle parking is located indoors, minimize obstructions, and consider using sliding or automatic doors.

PL4-2 Connections and Facilities for Transit

PL4-2-a. Connections to Light-Rail: Ensure convenient connections to the light-rail station for development near the station or other high-volume transit stops. This might include voluntary setbacks to afford widened sidewalks, chamfered building corners, and/or recessed entries to facilitate higher pedestrian volumes near the stations.

PL4-2-b. Integrated Waiting Areas: Integrate waiting areas for transit and vehicle pick-up into the building design, rather than adjacent to the street, where possible and with approval of agencies. Include shelters, large canopies, lean bars, and benches.

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

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

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

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

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

DC1-B Vehicular Access and Circulation

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

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

DC1-C Parking and Service Uses

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

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

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

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

University Supplemental Guidance:

DC1-1 Activating Uses

DC1-1-a. Street Frontages: Maximize active uses along street frontages and minimize the amount of frontage dedicated to lobby/lounges, office, and leasing spaces - uses which can be located elsewhere in the building. Provide a high frequency of entries for both commercial and residential uses.

DC1-1-b. Commercial Spaces: Group commercial spaces (or live-work) at corners and clusters at street level rather than fragmenting them between lobbies and other ground-floor uses.

DC1-1-c. Passive Surveillance: Where residential uses face on-site or public open spaces, parks, or access drive, balance privacy layering with passive surveillance by incorporating stoops, patios, and balconies, lighting. Minimize garage frontages at these locations.

DC1-2 Visual and Safety Impacts

DC1-2-a. Service Entries & Trash Receptacles: Locate service entries and trash receptacles within the building, mid-block along shared alleys and away from pedestrian crossings or gathering spots at mid-block connections.

DC1-2-b. High-Quality Materials: Use high quality materials and finishes for all service screening and garage doors with artful treatments and architectural detailing that reinforces the design concept and contributes to visual interest at street level.

DC2-2-c. Above Grade Parking: Wrap any above grade parking with active uses to minimize 'dead facades'. Design any above-grade parking with a high degree of architectural detailing consistent with the non-vehicle design, possibly integrating changing displays or community artwork.

DC1-3 Shared Open Spaces

DC2-3-a. Access Drives: If access drives are provided on site, design them as shared space for pedestrians, cyclists, and vehicles to move slowly and safely. Include entries, windows, landscaping, and opportunities for personalization. Curbless drive aisles are desirable.

DC2-3-b. Layout: Design the layout of the open space and surrounding uses intentionally to function as shared community space. Include landscaping, pedestrian amenities, lighting, and paving treatments that clearly delineate paths from gathering areas.

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.

University Supplemental Guidance:

DC2-1 Massing & Reducing Bulk and Scale

DC2-1-a. Response to Context: Design building massing and form to express an intentional and original response to the context, streetscape, and all guidelines, not merely a reflection of the code-allowable building envelope.

DC2-1-b. Large Buildings: Reduce the bulk and scale of large buildings: A large building should be legible as a series of discrete forms at multiple scales to reduce perceived bulk, create interest, and help users understand how the building is occupied.

1. Break up larger development into multiple buildings and smaller masses with pass-throughs and pathways

2. Alternatively, give the impression of multiple, smaller-scale buildings by employing different facade treatments at intervals that complement the context by articulating the building at regular intervals

3. Employ purposeful modulation that is meaningful to the overall composition and building proportion, or that expresses individual units or modules. Avoid over-modulation. Changes in color and material should typically be accompanied by a legible change in plane and/or design language.

4. Opt for distinctive and sculptural forms and elements, especially in highly visible locations or corners.

DC2-1-c. Building Base: Design the building base to create a solid and "grounded" form that transitions to a human-scale at the street. The height of the base/podium should be proportional to and substantial enough to "anchor" the upper massing.

DC2-1-d. Upper-Level Step-Backs: Use upper-level step-backs to maintain a human scale along the street and respond to historic datums.

DC2-1-e. Addressing the Public Realm: Ensure that building massing does not dominate the public realm: Setbacks along the sidewalk should be open to the sky. Where overhangs create usable open space at grade, provide an adequate ceiling height—generally at least two stories—with lighting and design detail to create a welcoming space.

DC2-1-f. Stairs & Elevator Cores: Locate vertical stairs and elevator cores internally to minimize height impacts to the street. Stair cores visible to the street should be designed as a prominent feature with a high degree of transparency.

DC2-2 Architectural Concept & Façade Composition

DC2-2-a. Context-Sensitive Approach: Embrace contemporary design through distinctive, elegant forms that demonstrate a context-sensitive approach to massing and facade design.

DC2-2-b. Mix Styles: Create a finely grained mix of complementary buildings and architectural styles on a block, taking cues from established patterns such as frequent entries, the use of brick and other highly articulated materials.

DC2-2-c. Cohesive Design: Reinforce the massing and design concept with a deliberate palette that limits the number of materials, colors, and fenestration patterns to achieve design cohesion.

DC2-2-d. Base Materials: Use brick, stone, or other high-quality, durable, and non-monolithic materials as the predominant base material to reinforce a strong base massing.

DC2-2-e. Color Application: Employ a restrained and purposeful application of bold or high-contrast colors and moments of whimsy to contribute to the eclectic character of the University District, without overwhelming the streetscape.

DC2-2-f. Roof Lines: Provide architectural interest with legible roof lines or the top of the structure that is clearly distinguishable from the facade walls.

DC2-2-g. Large Masses: Avoid expanses of large panels with minimal detailing, and do not rely on the use of colored cladding alone to provide visual interest: Break down large masses or facades by 1) using quality materials that provide relief and interest through shadow lines, depth of fenestration, and detailing, and 2) delineating a base, middle, and top with architectural detailing and massing.

DC2-2-h. Detailing: Intentionally detail joints, reveals, and fasteners to articulate and reinforce the design concept.

DC2-2-i. Depth: Incorporate depth into building facades, especially those with minimal modulation and boxy massing. Integrate facade depth and shadow casting detail, including projecting elements, setbacks and expression of window reveals, to give visual richness and

interest. Recessed windows of 6-8 inches are preferable to window trims or fins applied to flush windows.

DC2-3 Pedestrian-Scaled Streetscape Design

DC2-3-a. Visual Interest: Design facades to a human-scaled rhythm and proportion and avoid monotonous repetition of the storefront or module by providing points of interest every 15-30 feet. Layer a hierarchical arrangement of articulation and detailing at a variety of scales to express a high degree of quality and visual interest by including features such as articulated mullions, setbacks, patios, intricate architectural detailing, art, light fixtures, entries, planters, and window groupings.

DC2-3-b. Retaining Walls: Limit the height and use of retaining walls along streets, open spaces, and in other areas of the public realm. Use stepped terraces as a preferred solution to resolve grade differences.

DC2-4 Service & Mechanical Elements

DC2-4-a. Design Concept: Intentionally design wall venting for commercial uses and other screening for mechanical equipment on the roof or affixed to the building into the overall design concept.

DC2-4-b. Façade Design: Integrate building service elements, such as drainage pipes, grilles, screens, vents, louvres, and garage entry doors into the overall facade design, and use these features as opportunities to provide artful or unique applications.

DC2-5 Blank Walls

DC2-5-a. Materials & Expression: Finish visible walls and rooftops with quality materials or artistic expressions that reinforce the design concept, avoiding simplistic treatments of cladding with only color changes.

DC2-5-b. Visual Scale & Interest: On party walls visible from streets, provide visual scale and interest with murals or other legible artistic or architectural expressions, including joint patterns, plane changes, and/or proportions that break down the scale of large walls.

DC2-6 Tall Buildings

DC2-6-a. Response to Context: Integrate and transition to a surrounding fabric of differing heights; relate to existing visual datums, the street wall and parcel patterns. Respond to prominent nearby sites and/or sites with axial focus or distant visibility, such as waterfronts, public view corridors, street ends.

DC2-6-b. Tall Form Placement, Spacing & Orientation: Locate the tall forms to optimize the following: minimize shadow impacts on public parks, plazas, and places; maximize tower spacing to adjacent structures; afford light and air to the streets, pedestrians, and public realm; and minimize impacts to nearby existing and future planned occupants.

DC2-6-c. Tall Form Design: Avoid long slabs and big, unmodulated boxy forms, which cast bigger shadows and lack scale or visual interest. Consider curved, angled, shifting and/or carved yet coherent forms. Shape and orient tall floorplates based on context, nearby opportunities, and design concepts, not simply to maximize internal efficiencies. Modulation should be up-sized to match the longer, taller view distances.

DC2-6-d. Intermediate Scales: To mediate the extra height/scale, add legible, multi-story intermediate scale elements: floor groupings, gaskets, off-sets, projections, sky terraces, layering, or other legible modulations to the middle of tall forms. Avoid a single repeated extrusion from building base to top.

DC2-6-e. Shape & Design All Sides: Because towers are visible from many viewpoints/distances, intentionally shape the form and design all sides (even party walls), responding to differing site patterns and context relationships. Accordingly, not all sides may have the same forms or display identical cladding.

DC2-6-f. Adjusted Base Scale: To mediate the form's added height, design a 1-3 story base scale, and/or highly legible base demarcation to transition to the ground and mark the 'street room' proportion. Tall buildings require several scale readings, and the otherwise typical single-story ground floor appears squashed by the added mass above.

DC2-6-g. Ground Floor Uses: Include identifiable primary entrances-scaled to the tall form - and provide multiple entries. Include genuinely activating uses or grade-related residences to activate all streets.

DC2-6-h. Facade Depth & Articulation: Use plane changes, depth, shadow, and texture to provide human scale and interest and to break up the larger facade areas of tall buildings, especially in the base/lower 100 feet. Compose fenestration and material dimensions to be legible and richly detailed from long distances.

DC2-6-i. Quality & 6th Elevations: Intentionally design and employ quality materials and detailing, including on all soffits, balconies, exterior ceilings, and other surfaces seen from below, including lighting, vents, etc.

DC2-6-j. Transition to the Sky & Skyline Composition: Create an intentional, designed terminus to the tall form and enhance the skyline (not a simple flat 'cut-off'). Integrate all rooftop elements and uses into the overall design, including mechanical screens, maintenance equipment, amenity spaces and lighting. Applicants should design and show how the tall buildings will contribute to the overall skyline profile and variety of forms.

DC2-6-k. Architectural Presence: Consider citywide visual appearance when designing tall buildings, both as an individual structure and as a collection with other tall buildings, as these will be visible from many vantage points throughout Seattle.

DC2-6-l. Landmarks & Wayfinding: Design tall buildings with memorable massing and forms, to serve as landmarks that enhance a sense of place and contribute to wayfinding in the U District.

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.

University Supplemental Guidance:

DC3-1 Open Space Organization & Site Layout

DC3-1-a. Arrangement: Design outdoor amenity areas, open space, and pedestrian pathways to be a focal point and organizing element within the development, break up large sites, and foster permeability. Arrange buildings on site to consolidate open space areas into designed, usable shared spaces or places for large trees instead of "leftover" spaces or drive lanes.

DC3-1-b. Pedestrian Routes: Extend pedestrian routes from entry courtyards or forecourts all the way through a project site to improve pedestrian walkability.

DC3-1-c. Street Orientation: Arrange residential development, especially townhouse and rowhouses, to orient units towards the street. Where units are oriented towards internal pathways or access drives, design these shared pathways that prioritize the pedestrian experience with paving, landscaping, lighting, stoops, and human-scaled design features.

DC3-2 Residential Open Space

DC3-2-a. Private Amenity Spaces: Provide a variety of types of outdoor private amenity space instead of only locating private amenity space on rooftops. Include usable patios, terraces, and balconies; opt for usable projecting or recessed balconies instead of flush railings.

DC3-2-b. Play Areas: Design shared play areas for children with sightlines to units.

DC3-2-c. Privacy: Design courtyards to incorporate layered planting and trees that provide privacy to units surrounding the courtyard as well as users.

DC3-3 Street-level Open Space

DC3-3-a. Welcoming Design: Design open spaces at street-level to be welcoming: Semi-public spaces such as forecourts should engage the street and act as a "front porch" for residents. Minimize the use of gates, or visual and physical barriers, especially those adjacent to the street. Any necessary fences or gates should be set far back from the street to create a semi-public transitional space.

DC3-3-b. Community Interaction: Open space design and location should support lively community interaction rather than passive space within a development, as well as the larger University District community.

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.

University Supplemental Guidance:

DC4-1 Durable, High-Quality Exterior Materials

DC4-1-a. Durable & Permanent: Use materials that provide and evoke durability and permanence: Avoid thin materials that do not age well in Seattle's climate, including those that deform or warp, weather quickly, or require paint as a finish. Use materials in locations that have a durability appropriate for an urban application, especially near grade.

DC4-1-b. Brick & Masonry: Brick or other masonry units are the preferred materials, especially for podiums and the first 30-50 feet from grade.

DC4-1-c. Texture & Complexity: Use materials with inherent texture and complexity: Limit the use of large panels or materials that require few joints, reveals, or minimal detailing. Use materials that provide purposeful transitions and reinforce the design concept and building proportions.

DC4-1-d. Technology & Innovation: Utilize emerging technology and innovative materials that inspire inventive forms, applications, and design concepts.

DC4-1-e. Sustainability: Consider the life cycle impacts of materials, and choose those that are renewable, recyclable, reusable, responsibly sourced, and have minimal impacts to human and environmental health.

DC4-2 Hardscaping & Landscaping

DC4-2-a. Placemaking: Incorporate artistic, historical, and U District-unique elements into landscape materials to define spaces and contribute to placemaking, including mosaics, wayfinding elements, reused materials, and lighting.

DC4-2-b. Fine-Grained Texture: Use hardscape materials that contribute a fine-grained texture through joint patterns, scoring, or inherent material qualities. Avoid areas with minimal texture, especially in areas with pedestrian traffic.

DC4-2-c. Delineate Uses: Use pavers and ground treatments to delineate uses, including building entries and seating areas within the public right of way.
DC4-2-d. Green Walls: Integrate purposeful green walls into the construction and design of the building and landscape to avoid appearing "tacked on" as an afterthought. To maximize plant survival and potential for success, provide permanent irrigation and choose locations with appropriate growth conditions.

RECOMMENDATIONS

The recommendations summarized above were based on the design review packet dated April 10, 2023, and materials shown and verbally described by the applicant at the April 10, 2023, Design Recommendation meeting. After considering the site and context, considering public comment, reconsidering the previously identified design priorities, and reviewing the materials, four (4) Design Review Board members recommended APPROVAL of the subject design, with the following conditions:

1. Study ways to reduce views into blank walls for units adjacent to University Place apartment building. (CS1-B, CS1-1.a, CS2-B, CS2-D, DC1-A-4)
2. The landscaping, materials, lighting and building design shall be substantially consistent with the materials represented in the recommendation packet for the lifetime of the project. (CS2-A-1, CS2-A-2, CS2-B-2, CS2-C-1, PL1-A, PL3, PL3-2-c, DC3-1)
3. Use more and larger columnar shaped trees that will achieve greater height at maturity and provide greater visual buffering for the L2 courtyards. (CS1-D, CS1-1, PL3-B, DC3-C)
4. Provide additional design details that demonstrate how the specific architectural concept is being translated into the proposed materials and secondary architectural articulation. (CS2 A-1, CS2-A-2, CS2-B-2, CS2-C-1, PL1-A, PL3, PL3-2-c, DC3-1)

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

The design review process prescribed in Section 23.41.008.F of the Seattle Municipal Code describing the content of the SDCI Director's decision reads in part as follows:

The Director's decision shall consider the recommendation of the Design Review Board, provided that, if four (4) members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board, unless the Director concludes the Design Review Board:

a. Reflects inconsistent application of the design review guidelines; or
b. Exceeds the authority of the Design Review Board; or
c. ~~Conflicts with SEPA conditions or other regulatory requirements applicable to the site; or~~
d. Conflicts with the requirements of state or federal law.

Subject to the recommended conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines.

At the conclusion of the Recommendation meeting held on April 10, 2023, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

Four (4) members of the Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny, or revise the Board's recommendations (SMC 23.41.014.F3).

The Director agrees with the Design Review Board's conclusion that the proposed project and conditions-imposed result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board.

Following the Recommendation meeting, SDCI staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board.

Applicant response to Recommended Design Review Condition(s): The applicant responded with a memo dated 5/24/23, noting that MUP plan sets have been dated to be consistent with the recommendation packet and conditions of approval provided by the Board. Refer to most recent plan set dated 1/22/24.

1. Study ways to reduce views into blank walls for units adjacent to University Place apartment building. (CS1-B, CS1-1.a, CS2-B, CS2-D, DC1-A-4).

   Response: the floor plans for units adjacent to the blank walls of the U Place Apartments We have been designed so that only secondary spaces with smaller windows such as bedrooms are directly facing these walls – while the primary living area of all units is oriented with the view towards wider courtyard space. Updated diagrams from the DRB packet illustrating the relationship with arrows identifying window locations at the units located near blank walls have been provided. Larger red arrows indicate the primary living room window for these units, and the smaller green arrow identify smaller windows located off secondary spaces. Reference memo document and MUP plan set upload 1/22/24.

2. The landscaping, materials, lighting and building design shall be substantially consistent with the materials represented in the recommendation packet for the lifetime of the project. (CS2-A-1, CS2-A-2, CS2-B-2, CS2-C-1, PL1-A, PL3, PL3-2-c, DC3-1).

   Response: A note was added to architectural and landscape building permit drawings. Reference MUP plan set upload 1/22/24.

3. Use more and larger columnar shaped trees that will achieve greater height at maturity and provide greater visual buffering for the L2 courtyards. (CS1-D, CS1-1, PL3-B, DC3-C).

   Response: Trees at the L2 courtyards have been identified to be "Aspen or Similar" species. See plan sheets L1.04 and L2.09.

4. Provide additional design details that demonstrate how the specific architectural concept is being translated into the proposed materials and secondary architectural articulation. (CS2-A 1, CS2-A-2, CS2-B-2, CS2-C-1, PL1-A, PL3, PL3-2-c, DC3-1).

   Response: The interior courtyard elevations have been updated, with cladding materials and colors modified for design continuity and consistency with the design concept. The "Tectonic Rift" concept is about the fracturing and separation of a larger mass into the final massing elements, resulting in a relationship between opposing faces of the "rift" spaces, where the elements were "pulled apart". Recognizing the difficulty in identifying these relationships among the individual building elevations within the MUP set, the applicant has provided additional diagrams illustrating how these relationships are expressed throughout the project in the updated building design and updated plan set. Reference MUP plan set upload 1/22/24.

The applicant shall be responsible for ensuring that all construction documents, details, and specifications are shown and constructed consistent with the approved MUP drawings.

The Director of SDCI has reviewed the decision and recommendations of the Design Review Board made by the four members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director is satisfied that all the recommendations imposed by the Design Review Board have been met.

DIRECTOR'S DECISION

The Director accepts the Design Review Board's recommendations and CONDITIONALLY APPROVES the proposed design and the requested departure(s) with the conditions at the end of this Decision.

II. ANALYSIS – ADMINISTRATIVE CONDITIONAL USE

SMC 23.42.042 CONDITIONAL USES

In authorizing a conditional use, the Director or City Council may impose conditions to mitigate adverse impacts on the public interest and other properties in the zone or vicinity.

The Director may deny or recommend denial of a conditional use if the Director determines that adverse impacts cannot be mitigated satisfactorily, or that the proposed use is materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.

SMC 23.47A.006.A.3 ADMINISTRATIVE CONDITIONAL USE IN COMMMERCIAL 2 ZONES

A. Residential uses may be permitted in C2 zones as a conditional use subject to the following criteria:

1. The residential use generally should not be located in an area with direct access to major transportation systems such as freeways, state routes and freight rail lines.

   While the proposal does not have direct access to a major transportation system such as a freeway or freight line, it does have access to SR 513 (NE 45th Street) a designated State Route that is only approximately 3.35-mile-long and located entirely within the City of

Seattle. The highway travels north as Montlake Boulevard from the interchange with SR 520 and over the Montlake Bridge north past the University of Washington stadium and play fields as it heads north/northeast. SR 513 continues past University Village then turns northeast onto Sand Point Way and ends near the entrance of Magnuson Park in the Sand Point neighborhood. However, according to Washington State Department of Transportation, (WSDOT), the state route no longer serves state transportation needs. During World War II, the highway was a vital link between state Route 99 and the former Sand Point Naval Air Station (now Magnuson Park), a key base for servicing aircraft carrier squadrons. When the Navy scaled back the base in the 1980s, the route was eventually reduced to its present distance. The Seattle Police Department patrols this highway and Seattle Department of Transportation is responsible for traffic lights, but the state must keep it paved and maintained, including the Montlake Bridge.

In 2021 WSDOT approved lowering speed limits on portions of state routes which travel along surface-level streets in the city. The first phase of changes includes State Route 513 (Sand Point Way NE, NE 45th St, and Montlake Blvd NE).

2) The residential use generally should not be located in close proximity to industrial areas and/or nonresidential uses or devices that have the potential to create a nuisance or adversely affect the desirability of the area for living purposes as indicated by one of the following:

   i. The nonresidential use is prohibited in the NC3 zone;

      The only nearby use that would be prohibited in an NC3 zone are the sports fields located to the south of NE 45th street, which are associated with the University of Washington and are in an MIO-37-LR1 (M) zone. These uses would not create a nuisance to the residential use but rather complement the residences and non-residential uses as users of the ball fields would mostly likely frequent the retail establishments in the area or reside in the immediate area including at this project site.

   ii. The nonresidential use or device is classified as a major noise generator; or

      The nonresidential uses in the area include grocery retailers, small manufacturing outlets, a general contractor, food and beverage establishments and banking outlet, none of which are considered major noise generators.

   iii. The nonresidential use is classified as a major odor source.

      Major land uses in the area include grocery retailers, small manufacturing outlets, a general contractor, food and beverage and banking outlet, none of which are considered major sources of odors.

3) In making a determination to permit or prohibit residential uses in C2 zones, the Director shall take the following factors into account:
   i. The distance between the lot in question and major transportation systems and potential nuisances;
      As stated earlier, the proposal site has access to SR 513 (NE 45th Street) a designated State highway which no longer functions as a state route and which WSDOT has

approved the lowering of speeds on portions of the route that travels along surface-level streets. The closest 'functional' freeway is SR-520 located approximately 1.4 miles to the south of the proposal site. Access to the freeway is via SR-513 which connects to SR-520 at Montlake Bridge just south of UW Huskie stadium.

Based on the lowered speed limits along SR 513 and the distance to SR 520, any perceived nuisance to the project site in relationship to any major transportation system would be less than significant based on the criteria above.

ii. The presence of physical buffers between the lot in question and major transportation systems and potential nuisance uses;

A portion of SR 513 (NE 45th Street) which functions as a surface street with reduced speeds runs parallel to the project site. The site along this stretch of road has been designed with a strong pedestrian edge which includes expanded sidewalks, added landscaping, and several new street trees in addition to a large plaza and retail spaces. These elements are designed to enhance the pedestrian experience and function as a physical buffer between traffic movement and pedestrian activity along the building edge of both NE 45th Street and Union Bay Place. Thus, the design offsets any potential nuisance to residential and retail uses.

iii. The potential cumulative impacts of residential uses on the availability for nonresidential uses of land near major transportation systems; and

Introducing this high-density residential development that includes commercial retail uses within proximity of an existing Urban Center with other commercial retail uses will aid in promoting a walkable community, reduce dependance on automobile use greenhouse gas emission, use less land than a single-family development while supporting the local retail community.

The cumulative impacts of this residential development on nonresidential land uses near a major transportation system would be less than significant since most of the surrounding redevelopment that includes a residential component are located in Neighborhood Commercial zones in which residential use is allowed. Specifically, development at 3215 NE 45th PL located to the southeast and mixed-use development located on the west side of 25th Ave NE further to the west of the commercial users at University Village.

iv. The number, size, and cumulative impacts of potential nuisances on the proposed residential uses.

None of the nonresidential uses would be considered a major source of noise or odor. Few sources of potential nuisances in the vicinity exist to impact the proposed residential use. Predominant uses are multifamily residences, retail and office uses. In sum, the proposed development is not near non-residential uses that are anticipated to create a nuisance or adversely affect the desirability of the area for living purposes.

CONCLUSION

Based on the above analysis, it is the Director's determination that the proposal will not be materially detrimental to the public welfare nor injurious to property in the zone or vicinity in which the residential use will be located and should be granted.

DECISION – ADMINISTRATIVE CONDITIONAL USE

This administrative conditional use application is APPROVED.

CONDITIONS – DESIGN REVIEW

Prior to Issuance of Demolition Permit

1. The demolition plans shall include the tree protection/preservation plan.

Prior to Certificate of Occupancy

2. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (David Landry, david.landry@seattle.gov) or a Seattle DCI assigned Land Use Planner.

3. All signage should be architecturally integrated with the building design, while temporary vinyl signs are not allowed, subject to approval by the Land Use Planner (David Landry, david.landry@seattle.gov) or a Seattle DCI assigned Land Use Planner.

For the Life of the Project

4. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (David Landry, david.landry@seattle.gov) or a Seattle DCI assigned Land Use Planner.

CONDITIONS - ADMINISTRATIVE CONDITIONAL USE

None.

David Landry, AICP, Sr., Land Use Planner Date: April 25, 2024
Seattle Department of Construction and Inspections

DL:bg

Landry/3039169-LU Decision