Seattle Department of Construction & Inspections

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

Project Number: 3034224-LU

Applicant Name: Jon O'Hare

Address of Proposal: 1415 NE 43rd St

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 14-story and a 22-story with 224-unit apartment, restaurant, and institution building on a shared podium (University Temple United Methodist Church). Parking for 126 vehicles proposed. Existing building to be demolished. Early Design Guidance conducted under Project #3033912-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.

SEPA - Environmental Determination (SMC 25.05)

SEPA DETERMINATION:

Determination of Non-significance

☐ No mitigating conditions of approval are imposed with the DNS but are recommended for consideration by City Council.

☒ Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts

SITE AND VICINITY

Site Zone: Seattle Mixed University – Height Limit 75 – 240 (M1) [SM-U 75-240 (M1)]

Nearby Zones: (North) SM-U 75-240 (M1)
(South) Major Institutional Overlay Height Limit 105 – Mixed Residential (M) [MIO-105-MR (M)]
(East) MIO-105-MR (M)
(West) Neighborhood Commercial 3 Pedestrian Designation 65 (NC3P-65)

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

Overlay Districts: University District Urban Center

Project Area: 32,960 Square Feet (sq. ft.)

Environmental Critical Area (ECA): None

Site and Surrounding Development and Neighborhood Character:

The site is located on the southwest corner of NE 43rd St and 15th Ave NE in the University District. The surrounding area includes residential, commercial, and institutional uses, with hospitality and arts venues scattered throughout. A parking lot is located north of the site, with the new Burke Museum to the northeast, the University of Washington School of Law to the east, and Parrington Lawn to the southeast. A mixed-use residential and religious institution is located to the south, with the University Station Post Office and four commercial structures to the west. The University of Washington campus stretches in the north south direction further to the east.

The neighborhood character outside the campus boundaries is eclectic with no one single dominating architectural style. Most development is made up of older buildings ranging from one to eight stories in height with the neighborhood expected to change to include new high-rise structures in the future. The area includes many details designed to enhance the pedestrian experience, including bright signage, awnings, small storefronts, material variation, glazing and developed alleys. Placemaking corners located at intersections are embraced by windows wrapping building facades. Newer construction similarly focuses on street connections and ground-level activity while buildings located directly to the west of the University grounds typically have brick facades, punched windows with mullion patterns and modest landscaping. By contrast, institutional buildings form strong urban walls with little modulation.

Multiple projects in the vicinity of the proposal site are currently in review or under construction, including the University District Light Rail Station at 4328 Brooklyn Ave NE, 1300 NE 45th St, 4519 Brooklyn Ave NE and 4105 Brooklyn Ave NE. Other notable sites in the vicinity include the University of Washington Bookstore, the University of Washington Tower and two pedestrian gateways into the University of Washington campus. 15th Ave NE is a principal arterial and NE 43rd St is a collector arterial and green street. One block west, NE University Way, or "The Ave," supports a variety of retail and dining establishments and is a community hub.

Public Comment:

The public comment period ended on January 20, 2020. In addition to the comments 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 concerns about the homeless being displaced if the church is torn down, and construction noise. Comments were also received that are beyond the scope of this review and analysis.

I. ANALYSIS – DESIGN REVIEW

EARLY DESIGN GUIDANCE MEETING: October 7, 2019

The design packet includes information presented at the meeting, and is available online by entering the record number (3033912-EG) at this website:
http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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

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

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Appreciated the development team's effort put into their public outreach and their willingness to listen to public feedback.
- Suggested that the loss of a visual icon from the neighborhood will be difficult to handle.
- Suggested that the placement of the towers back away from the street frontage and the scale and use of material will evoke a feeling of familiarity as opposed to a building designed simply as replacement.
- Appreciated that 15th Ave NE building edge will continue to be a center community gathering area.
- Agreed with how the corner along the alley edge and NE 43rd Street which has caused so much debate and consternation has been designed as student entry with a large glass opening that will improve the dynamic of the area.
- Suggested that activating the alley will make it more inviting which will be appealing to many users.
- Appreciated the neighborhood context of the design as depicted in the presentation drawings during the EDG presentation.
- Asked if there will be provisions for students moving into the residences to prevent disruption to the neighborhood.
- Appreciated the strong articulation of the design of the church as an anchoring institution, its streetscape presence on the south and the redesigned alley and the wrap around lantern element of the highly transparent student entry.
- Appreciated the indoor-outdoor relationship of the dining facility on the alley which allows for a lot of eyes looking out on the alley.
- Suggested that the open space makes an honest contribution to 15th Ave NE.
- Supported the requested departures.
- Appreciated the placement of the student lobby as indicated in the plan.
- Questioned the grade change as it relates to the alley suggesting that there is very limited opportunity to spill out into the alley.
- Suggested that there is a missed opportunity in the language of the church along 15th as the 90-foot distance between the two towers for pedestrians is extreme. Continued to

suggest they there should be additional ways of breaking down the massing and the scale along the street frontage.
- Suggested that there are opportunities for activating the roof.
- Suggested that there might be an opportunity to pull back the south massing as a way of opening views to the south.
- Stated that they liked how the proposed building is keeping a façade that looks like a church while moving from the past into the future.
- Stated that they liked that the design is providing housing for students and liked the glass view out toward NE 43rd St.

SDCI staff did not receive any design related comments in writing prior to the meeting.

The Seattle Department of Transportation offered the following comments:

- Recommended providing one designated vehicle loading space in the building off the alley and two solid waste staging locations on private property to maintain a clear alley on collection day.
- Recommended incorporating weather protection or other transit stop amenities at the building frontage.
- Recommended a paved step-off area adjacent to parking and wider landscaping and sidewalks where possible.
- Supported the project's design to orient open space towards NE 43rd 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. 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 3033912-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. EDG Packet:

a. The Board stated that the packet did a good job explaining how the two towers evolved into one lower tower to the south and a taller tower the north. The Board questioned why the packet could not provide additional shade and shadow studies, for an alternative that flipped the towers or other information that demonstrated why the current building configuration is the best design approach. This information should be provided in the Recommendation meeting packet. (CS1-I-a, DC2-VI)

b. The Board agreed with the placement of the Church Sanctuary as a center piece between the two towers. (CS1-I-a, PL1-I, DC2-VI, DC2-VI-k.)
c. The Board agreed that the Urban edge condition along 15th Ave NE is very successful. (CS2-B, CS2-C, PL1-I)
d. The Board said that it was helpful to understand the different church programming components and how they will interact with one another. (CS2-B, PL1-I, DC2-VI-k.)
e. The Board appreciated the sketch imagery in the EDG packet which aided in providing a better understanding as to which direction the design was going. (DC2-VI, DC2-VI-k)

2. Massing:

a. The Board stated that they were pleased how the design had progressed toward the preferred option. (CS1-I-a, DC2-A-2, DC2-C)
b. Board members suggested that the massing options appeared to be more of a design progression rather than three distinct massing options depicting three distinct massing ideas. (CS1-I-a, DC2-A-2, DC2-C)
c. The Board supported the third massing option, Option III, and the concept of the podium, the expression of the building along 15th Ave NE and the placement of the student housing entry on NE 43rd St. (DC2-A-2, DC2-C, DC2-I-c)
d. The Board supported the arrangement of uses as depicted in the third option and liked the strong base and programming along 15th Ave NE. (CS1-I-a, CS2-D-4)

3. Design Concept:

a. The Board applauded the duality of the project, taking on the requirements of the church and the developer's requirement for student housing. (DC2-II-b, DC2-II-b)
b. The Board appreciated the design of the corner at NE 43rd St and 15th Ave NE which features the student housing entry which they felt aided in defining the adjacent open space in relationship to the alley. (CS2-B-2, CS2-B-3, PL3-A, PL3-I)
c. The Board appreciated the design progression of the preferred option particularly at the base of the project, the use of the colonnade, its framing and rhythm, and how all the elements relate to the rest of the building structure. (CS1-I-a, CS3-I-a)
d. The Board discussed at length various concerns they had with the colonnade, its perceived height and scale of the open/gathering space and gave guidance that the space needs to be more inviting with a higher degree of comfort so that it does not feel so overwhelming. (PL3-I-c, DC3-A, DC3-B
e. The Board suggested that the landscaping along colonnade edge could be scaled back to open the space more which would help make the space more inviting. (PL3-I-c)
a. The Board stated that as the colonnade space becomes more developed, the design should consider specific detailed design elements such as lighting and how the ceiling/soffit will be designed. **(PL3-I-c, DC3-B)**
g. The Board appreciated how the overall design displayed both an ecclesiastical as well as a 'fun urban' feel. (CS3-I-a)
h. Board member suggested that the weakness of the project in terms of the third option are the tower pieces, which seem to emulate the typical tower placed on a podium as seen throughout Seattle. It was also stated that the strength of the base of the project was not necessarily being reflected in in the tower components. (CSI-I-a, CS2-B-2, CS3-1)
i. The Board stated that if the project is targeting a distinct, separate concept, then the towers should become even more stark in their contrast between the base and tower. Alternately, the base element could become one with the tower by interlocking or integrating the two elements together. (CSI-I-a, CS3-1)

j. Board members noted that the upper massing is not doing justice to the overall program. (CSI-I-a, CS2-B-2, CS3-1, DC2-I-d)
k. Board members suggested that the open space element along NE 43rdSt could potentially be a third design language that intersects with the two opposing design languages of the base and tower. (DC3, DC3-I)
l. The Board stated that at the Recommendation meeting they would like to see how the application of materials will work to create a distinct building identity. (CS3-1, PL1-II-c)
m. The Board stated that they will be looking to understand the final intention of the materials application as something unique and different and made note of the precedent imagery on page 88 of the EDG packet as examples of a successful composition. (CS3-1, PL1-II-c)

4. Landscape/Streetscape/Open Space Concept:

a. The Board generally supported the overall approach to the layout of the landscaping elements. (DC3-C-2, DC2-VI-k)
b. The Board appreciated how the design effectively deals with grade changes. (PL1-I-a, PL1-II -c, PL3-1-b)
c. The Board verbalized their concern about the colonnade and the perception of its extreme height. The design of the colonnade should relate to both the pedestrian scale and the overall building scale. (PL3-I)
d. The Board was also concerned with how the colonnade transitioned from the two-story space down to the one-story entryway which they thought to be constrained. The Board gave guidance to do as much as possible to make the transition space as inviting as possible. (PL3-A, PL3-I)
e. The Board requested additional information on how the grades work in relationship to the street and to the back wall of the colonnade. (CS2-B-1)
f. The Board was troubled by the constrained nature of the secondary entryway created by the landscaping planter element. The Board verbalized support for a potential departure to remove the landscaping planter make the secondary entry more inviting. (PL3-A, PL3-I, DC4-D-1, DC4-D-4)
g. The Board asked if other elements like benches could be installed in areas where there are windows along 15th Ave to help further activate the street frontage. (PL1-II-e, DC4-D)

5 Alley Scape:

a. The Board appreciated the activation of the south end of the alley and suggested continuing a similar design approach throughout a greater extent of the alley. (CS2-B-2, PL1-I-a, PL1-I-d)
b. The Board gave guidance for better integration with the alley by wrapping the corner of the student entry element further around the corner into the alley. (PL1-Ia, PL1-II, PL3-A)
c. The Board suggested that additional activation of the alley could facilitate more eyes on the street while also creating a feeling of ownership. (CS2-B-2, PL1-I-a, PL2-B-1)
d. The Board supported the idea of creating more access points into the alley which could make the building edge more permeable. (PL1-II, PL2-B-1, DC2-VI-k)
e. The Board discussed how more activation of the alley could be achieved by adding more upper-level elements or pulling in more design features used at the south end of the alley further inward. (PL1-II, DC2-I-d)

f. The Board was interested in seeing if the church program could create an activity or element within the confines of the alley which would allow other entities and individuals to contribute to it as a means of further activating the alley. The Board continued by suggesting that even a more celebrated bike entry at the northern portion of the alley could aid in activating the space so that it is not considered just a place for solid waste removal. (PL1-I-a, PL1-II, PL3-I, DC3)

6. Materials:

a. The Board suggested that in terms of material use the design team seemed to be heading in the right direction and appreciated the first look at some of the material ideas. **(PL1 II c, DC1-2-b, DC4-I)**
b. The Board stated that it will be important to see how the application of materials has progressed during the next phase of the review process. **(PL1-II c, PL3-I, DC1-2-b)**
c. The Board asked the design team to bring their studies and development diagrams that demonstrate how they arrived at their decisions on their material choices. **(PL3-I, DC1-2-b, DC4-II)**

INITIAL RECOMMENDATION MEETING: November 9, 2020

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Appreciated the outreach conducted by the applicant team and how the project has progressed.
- Supported the location of primary residential entry located at 43rd Street and the alley which will bring ground floor activity to the area.
- Supported the location of the dining area windows overlooking the alley and opportunities for mural art, which is important for the activation of that portion of the street.
- Believed that the entrances and landscaping along 43rd St. will integrate well with the redesigned streetscape by SDOT in anticipation of the opening of the light rail station.
- Supported the departure request as it relates to 43rd St.
- Concerned that the secondary entrance and open space could potentially become an attractive nuisance along 15th Ave NE but support the departure request for the related open covered space, height, and usage.

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

- Encouraged increasing the tower height to generate maximum public benefit.
- Concerned about changes to the existing neighborhood and city character.
- Suggested maintaining the exterior of the church building and adding an addition set back from 15th.
- Concerned that locating the taller tower on the north corner of the site will reduce sunlight exposure to the Burke Museum lobby and UW campus.
- Preferred reversing the tower placement by locating the taller 22-story tower on the south end of the site to minimize shade impacts.
- Stated the taller tower will dominate the intersection if it is located at the north end of the site.
- Opined that the intersection of 43rd and 15th will become the main entrance to UW after the light rail station opens necessitating thoughtful design for this project.
- Desired including childcare programming in the new building.
- Encouraged identifying alternative outdoor space solutions to meet licensing requirements for a childcare center.

SDCI received non-design related comments concerned with demolition of the existing University Temple United Methodist Church structure, parking, program displacement, environmental impacts, construction impacts, and housing affordability; and advocated for childcare use in the proposed building.

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. Design Concept:

a. The Board stated that the applicant team had done a stellar job in terms of design development and responding to Board guidance since EDG and identified areas where the design required further development. (CS1-I-a, DC2-A-2, DC2-C)

b. In their deliberation the Board verbalized two contrasting positions: (CS2-B-2, CS2-B-3, PL3-A, PL3-I)
   i. The design would be stronger if it brought the material language of the residential tower down to the ground plane to better express the clearer expression of the change of use at the residential entry and connection to the alley.
   ii. While it is a challenge to bring a primary residential entry point and identity on an alley, segmenting the tower and from the residential ground plane and the visibility and transparency works well.

c. While the Board verbalized their support for some of the larger massing moves, they also voiced concerns with some areas of minor modulation and questioned if there might be few too many pieces. The Board was confused by the rationale behind the use and location of the horizontal banding which appeared unrelated to massing moves. The Board suggested that the interlocking concept should be rethought possibly by strengthening concept. (CS2-B-2, CS2-B-3, PL3-A, PL3-I)

d. As discussed at EDG, the Board stated that the towers and podium should relate to each other more, by possibly strengthening the relationship of the vertical elements, columns, banding, or windows. (CSI-I-a, CS2-B-2, CS3-1)

e. The Board appreciated the design team's attempt to respond to the different sides, exposures, and corners of the building but observed that that many of the elements of the tower were too disjointed. The Board urged the team to revisit the sketch imagery seen on page 40 of the packet which does a better job depicting the building's overall design intent. (CS2-B-2, CS2-B-3, PL3-A, PL3-I)

f. The Board stated that there is greater clarity in the system applied to each massing form shown in the studies in the upper left sketch on page 40, compared to the proposed design. The upper left sketch on page 40 appears to have better proportion while relating better to the base of the building. However, the Board noted that if the intent is to create a distinct and separate concept between the base of the building and the towers, then there should be more of a stark contrast between the two as discussed at EDG. (CSI-I-a, CS3-1)

g. The Board was generally supportive of the street level development but added a request for additional clarification and development of the design language of the

towers, their relationship to the base, the relationship between the two towers and the language used within each tower. (CSI-I-a, CS2-B-2, CS3-1, DC2-I-d)

h. Finally, the Board requested that the design team modify the design to clarify the design language of the project, the relationship between the base of the building and the towers, the relationship of each tower to the other, and the specific design language within the towers themselves. (CS1-I-a, DC2-A-2, DC2-C)

2. Alley Scape:

a. The Board was troubled by how the base of the building turns the corner from 43rd into the alley as the use of materials and design language seems less relevant, unlike the expression along 15th Ave NE which features the brick base and punched bays. (DC2-A-2, DC2-C, DC2-I-c)

b. In agreement with public comments, the Board supported the location of the residential entry and the plaza at the corner of 43rd St. and the alley. The Board noted the materiality and the details seem less relevant as they wrap back into the alley. (DC2-A-2, DC2-C, DC2-I-c)

3. Streetscape and Open Space:

a. The Board generally supported the overall direction of the streetscape but was concerned that the open spaces demonstrated in the Recommendation packet do not read as public open spaces. The Board would like to see the design of these spaces appear more welcoming to the public. (PL3-I-c, DC3-A, DC3-B)

b. During EDG, the Board verbalized their support of the public open space and open connection to the sidewalk at the corner of 15th Ave NE and NE 43rd St, designed at grade and as an extension of the sidewalk. The Board was troubled with the latest iteration shown at the Recommendation meeting, which depicts the area as raised up with a ramp, stairs, and a planter. As such the Board directed the design team to return the space to the grade of the sidewalk and reconfigure the planter so that the space reads as a continuation of the public realm. (PL3-I-c, DC3-C-2, DC2-VI-k)

c. The Board verbalized their continued concern that the colonnade and open space along 15th Ave does not feel like a public open space. The Board stated that compared to EDG the design of the space had improved. However, the Board directed the design team to explore ways of making the space more open and inviting to the public, using street facing benches allowing users views to the street, or other techniques that would make the space welcoming to the public use. (PL3-A, PL3-I)

d. The Board directed the design team to revisit the open space along 43rd St and explore ways to make it more open and accessible by the public, directly from the sidewalk, without the use of stairs or having planters in the way. (PL3-A, PL3-I)

FINAL RECOMMENDATION MEETING: March 22, 2021

PUBLIC COMMENT

At the Final Recommendation meeting the following public comments were provided:

- Supported the use of brick for the building façade and how it is respectful to the neighbors and UW campus. Suggested that it should be used to a greater extent and perhaps even using different colors of brick.
- Suggested that the white color is too bright and that it stands out too much and that it will become dirty looking over time.

- Stated that the use of the orange color is too trendy and suggested that they would prefer the plum/purple color.
- Suggested that the building colors should be purple and gold/yellow in tune with the U.W. which would be more timeless than the trendy orange.
- Supported how the design team has addressed the activated alley with the art and lighting components.
- Stated for the record that the alley is not the same as having a storefront in the alley like Russell Hall.
- Suggested that the cafeteria overlooking the alley will not have much of a psychological affect as it seems too high to have an impact on safety and eyes on the alley.
- Disappointed that the porch on 43rd leads to a private space and not a public retail space, potentially becoming dead space.

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 siting and design guidance.

1. **Architectural Concept:**
   a. The Board applauded the design team's efforts in addressing their guidance from the first recommendation meeting using and recommended approval of the following approaches to the design. (CSI-I-a, CS2-B-2, CS3-1)
      i. Strengthening interlocking concepts on both tower by using a more simplified two story punched window approach,
      ii. Strengthening the relationship between the two towers by emphasizing the vertical frame accent and the simplified white wrapping elements on both towers, and
      iii. Improving the relationship between the base of the building and the towers by bringing the vertical elements of the north tower down to ground level at the residential entry and alley.
   b. The Board appreciated and recommended approval of how the tower language has been simplified by reducing the number of colors, by refining the window groupings and reducing the number of vertical framing elements on both towers, and the use of the two-story window expression. (CSI-I-a, CS2-B-2, CS3-1)
   c. The Board appreciated and recommended approval of how the language of the base of the building has now been refined especially at the ground plane and northeast corner which are now more approachable. (CSI-I-a, CS2-B-2, CS3-1, PL1-I-a, PL1-II, PL3-A)

2. **Streetscape and Open Space:**
   a. The Board recommended approval of the overall direction of the streetscape but had minor concerns about the area located below the sanctuary window. The suggested raising the sills of the windows to their greatest extent but declined to make this a condition of final approval. (PL3-I-c, DC3-A, DC3-B)
   b. The Board recommended approval of how the plaza and open space located at the corner NE 43rd and 15th has improved and become more open and public oriented based on the

Board's previous guidance. The Board asked the design team to consider making the plaza space more generous to accommodate more seating but declined to make this a condition of approval. (PL3-I-c, DC3-C-2, DC2-VI-k)

c. The Board recommended approval of the improvements and more public feel to the colonnade which includes making the space more open and public, by increasing the permeability into the space, revising the design of the planters, and adding fixed seating with outward looking vantage points. (PL3-A, PL3-I)
d. The Board recommended approval of the improvements and the more public feel to the secondary church entry and porch with the addition of the bench seating and vegetation**.** (PL3-A, PL3-I)
e. The Board voiced concerns about the height of the sanctuary windows at street level and suggested that the height of the sills be raised as much as possible but did not recommend it as a condition of approval. (PL1- II -e, DC4-D)

3. Alley:

a. The Board in their deliberation were much more excited about the improvements along the alley despite concerns that it has a lot of programming elements which may appear to be a bit 'fussy,' but finally recommended approval of those improvements. (DC2-A-2, DC2-C. DC2-I-c)
b. The Board recommended approval of the change of material and the extension of the vertical metal panel of the first two bays of the tower to the ground, at the corner of the alley and NE 43rd. (CS2-B-2, PL1-I-a, PL2-B-1)
c. The Board supported and recommended approval of the scored concrete and the specialized lighting in the alley as well as the orange framing around the dining hall and residential entry and the bike entry, and the added glazing above the residential entry that wraps around the corner to alley. (CS2-B-2, PL1-I-a, PL2-B-1)

4. Materiality:

a. The Board recommended approval of the reduction and simplification of colors which are now used to highlight programmatic areas. (PL1-II-c, DC1-2-b, DC4-I)
b. In their discussions about the white material façade and following up on public comment, the Board agreed that the contrast of the white material is important in reinforcing the interlocking concept on the towers and recommended approval of those changes. (PL1-II-c, DC1-2-b, DC4-I)
c. In discussing the public's concern about the use of orange, the Board collectively agreed that the orange color worked well with the wood soffits and recommended approval of the approach. (PL1-II-c, DC1-2-b, DC4-I)
d. The Board verbalized their concern on how the brick material terminates at the southeast corner of the colonnade as seen from UW campus. The Board recommended a condition of approval that the brick should wrap around the corner and terminate at a logical point at the base of the colonnade. (PL1-II-c, DC1-2-b, DC4-I)

5. **Lighting**

a. The Board recommended approval of the overall layered approach to the lighting plan which features accent and landscape lighting. (PL1-II-c, PL1-I-d, PL3- I-c, DC3-A, DC3-B)

6. **Signage**

a. The Board recommended approval of the overall signage program. (PL1-II-e, PL3-III-c, PL4-I-c)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) were 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).

1. **Rooftop Features (23.48.645.C.7.b):** The Code allows that the combined total coverage of all features listed in subsection 23.48.025.C.4 and 23.48.025.C.5 may be increased to 65 percent of the roof area, if all the following are satisfied:
    a. All mechanical equipment is screened
    b. No rooftop features are located closer than 10 feet to the roof edge.

    The applicant requests that a rooftop feature be located within 5 feet of the roof edge along the east face at the tower. In addition, a portion the rooftop feature will be aligned with the north face near the NE corner of the tower. The overall rooftop coverage for the project would be less than the permitted 65 percent coverage and all mechanical equipment would be screened. The applicant's design rationale is that the resulting design will help visually mark the corner of the building at 15 Ave NE and NE 43rd St, interlock the rooftop amenity to the overall tower design, and will result in a more visually interesting, and unique terminus that enhancement the skyline and provide a sense of arrival in the district. (DC2.6j-l).

    The Board recommended approval of the departure now that design has provided additional detail on the roof programming and the space has been designed to be an active space. With these changes, the design better meets the intent of Design Guidelines **CS2 Urban Pattern and Form, CS3-1 University District Architectural Character, and DC2 Architectural Concept**

2. **Required open space for large lot developments in SM-U zones (23.48.650.B.3):** The Code requires that the open space shall generally be provided as one connected area that is accessible at street level, with variations in elevation allowed to accommodate changes in topography or to provide for features such as ramps that improve access for persons with disabilities. If the required amount of open space exceeds 4,500 square feet, open space areas may be provided at separate locations on the lot, provided that no separate area is less than 2,000 square feet. The project is required to provide 15 percent of the lot area or 4,944 sf of open space per SMC 23.48.650.B.

    The applicant proposes three designated open space areas that include a total of 5,246 sf open space, exceeding the Code minimum requirement. Two of the open space areas meet the required 2,000sf minimum connected area.

    The applicant proposes to add a third open space area at the Secondary Entry Porch that is 401 sf and designed to enhance the secondary church entry. As such, the applicant requests a departure from the minimum 2,000 sf open space standard to allow for the smaller open space at the secondary entry porch. The applicant suggested that the sanctuary entry porch is part of the 15th Ave NE facade expression which provides an important opening in the street wall designed to frame the north edge of the sanctuary.

    It will also provide a smaller more intimate space that will counter the larger contemplative seating provided for the public.

The Board recommended approval of this departure and agreed that the scale and with the added bench seating appeared to be the right size in relationship to the secondary entrance, better meeting the intent of Design Guidelines **PL3 Street-Level Interaction, PL3-1-b Grade Separations.**

3. **Required open space for large lot developments in SM-U zones (23.48.650.B.6):** The Code requires that open space provided as unenclosed space covered overhead by the structure for weather protection shall abut a street lot line and be open and accessible to pedestrians along the sidewalk. The area shall have an average horizontal dimension of 10 feet and a minimum horizontal dimension of 5 feet, and the minimum vertical clearance of the covered space shall be 20 feet.

   The applicant is requesting to depart from the minimum vertical clearance of 20' at the covered open space to provide a 12-foot clearance at the 1,300-sf portion of the covered open space. The applicant team suggested that the 15th Ave NE Colonnade is designed to match the larger institutional scale of the surrounding context and will provide a large, welcoming porch for the church sanctuary. However, from a user experience the 20-foot minimum height would be excessive at the entry doors in their view. To provide a better transition to the sanctuary lobby, the colonnade soffit will step down to 12 feet at the entry doors. Stepping the soffit allows the colonnade to address the larger neighborhood scale as well as the more intimate scale when entering the building.

   The Board recommended approval of this departure based on their guidance given at EDG and followed and carried through to the Recommendation phase better meeting the intent of Design Guideline **PL3 Street-Level Interaction**

4. **Required open space for large lot developments in SM-U zones (23.48.650.B.2):** Open space required by subsection 23.48.650.B shall meet the following standards:
   a. Open space covered overhead by the structure, such as an arcade or building cantilever, and subject to a maximum allowed amount of 20 percent.

   Of the total 15% (4, 944sf) open space required for the site, per SMC 23.48.650.B, a maximum of 20% (989sf) may be covered.

   The applicant is requesting to depart from the maximum allowed coverage by an additional 42% which is a combined area of 1,853sf designed to accommodate the 15th Ave. colonnade and the sanctuary entry porch.

   The applicant stated that providing 80% of the open space as uncovered area is a challenge due to site geometry and fundamental church program requirements. To address the City's design guidelines, the preferred option will provide high quality, usable open space "carved" out of the solid, grounded podium at the project's base. The street presence and visibility along 15th Ave NE is fundamental to church's mission and therefore the 15th Ave colonnade and sanctuary entry porch will engage the surrounding community at the ground plane while remaining covered, allow the upper podium to hold the street edge along 15th.

   The Board recommended approval of this departure as it supports the design language set up for the colonnade, better meeting the intent of Design Guidelines **PL1-I Networks & Connections to Community Open Space, CS2 Urban Pattern and Form, DC2 Architectural Concept, DC3 Open Space Concept.**

5. **Upper-level development standards in SM-U zones (23.48.646 [Table B]):** The Code requires that for stories up to 45' height, the maximum length of unmodulated façade within 10’ of a street lot line is 160’.

   The applicant is requesting to be exempt from the maximum of 160ft of un-modulated façade length required at the podiums upper floor so it can have a continuous street wall presence along 15th Ave NW for the entire length of the façade which is 298 feet. The applicant indicates that street presence and visibility along 15th Ave NE is fundamental to the church’s mission and is critical for the upper podium to hold the street edge. Erosion of the podium as result of adhering to code requirements would weaken the church’s presence along 15th Ave NE. The proposed design meets the intent of the façade modulation and creates a solid base that grounds the towers and is designed to engage the public open space.

   The Board supported the departure and recommended approval as the departure would aid in enhancing the identity of the church program below, better meeting the intent of Design Guidelines **CS2 Urban Pattern and Form, DC2 Architectural Concept.**

6. **Upper-level development standards in SM-U zones (23.48.645.A.2 [Table A]):** The Code dictates the following for Highrise floor area limits in SMU 75-240 and SM-U 320 zones: for height greater than 160' but not exceeding 240' in height, average gross floor area for all stories above 45' shall not to exceed 10,500sf and maximum gross floor area shall not to exceed 11,500sf.

   The applicant is requesting to exceed the average gross floor area above 45', which will allow a 900sf circulation corridor located on Podium Level 3 to connect the towers and sanctuary roof area. The applicant team suggests that the corridor is not visible to pedestrians from the ground level and is designed for circulation purposes only.

   The Board recommended approval of the departure given the different program uses that the design team is trying to accommodate. The Board suggested that the departure would aid in enhancing the identity of the church program below and therefore recommended that it better meets the intent of Design Guidelines **CS2 Urban Pattern and Form, DC2 Architectural Concept.**

7. **Street-level development standards (23.48.040.C.1)** The Code requires that development standards for required street-level uses shall meet the following development standards:

   > Where street-level uses are required, a minimum of 75 percent of the applicable street-level, street-facing facade shall be occupied by uses listed in subsection 23.48.005.D.1 The remaining street-facing facade may contain other permitted uses or pedestrian or vehicular entrances.

   The applicant is requesting to be exempt from the street-level uses requirement as the slope and grade along NE 43rd St., made it difficult to meet this requirement. The applicant is requesting that the proposed open space along NE 43rd St be counted as public park, which is an acceptable required street-level use. The applicant is voluntarily providing 2,187sf of public open space along 100% of the NE 43rd St frontage, which his greater than the required 75%. The applicant states that the proposed open space is publicly accessible and a part of the neighborhood green street improvements. The park-like open space allows for outdoor

uses such dining, seating which benefits from a significant landscaped area and encompasses 100% frontage of the NE 43rd St.

The Board agreed with the applicant's rationale and recommended approval of the departure request as better meeting the intent of Design Guidelines **PL1- Connectivity, PL1-1.a Open Space at Grade, PL1-1-b Green Streets Open Space.**

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-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-I Plan for Daylight & Trees

CSI-I-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.

CSI-I-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.

CSI-I-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-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-D Height, Bulk, and Scale

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

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

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

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

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

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

CS3-A. EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

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

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

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

CS3-A-4. Evolving Neighborhoods: 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-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-I University District Architectural Character

CS3-I A, DC3-B). 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-I-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-I-c. Historic Patterns:** Articulate building forms and facades to respond to historic platting patterns to create compatibility between contemporary architecture and existing development**.**

CS3-I-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-II Adaptive Reuse & Preservation

CS3-II-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-II-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. Consider ways that design can enhance the features and activities of existing off-site open spaces. Open space may include sidewalks, streets and alleys, circulation routes and other open areas of all kinds

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life. Consider features such as widened sidewalks, recessed entries, curb bulbs, courtyards, plazas, or through-block connections, along with place-making elements such as trees, landscape, art, or other amenities, in addition to the pedestrian amenities listed in PL1.B3.

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. Visible access to the building's entry should be provided. Examples of pedestrian amenities include seating, other street furniture, lighting, year-round landscaping, seasonal plantings, pedestrian scale signage, site furniture, art work, awnings, large storefront windows, and engaging retail displays and/or kiosks.

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. These may include:

a. seasonal plantings or displays and/or water features;
b. outdoor heaters;
c. overhead weather protection;
d. ample, moveable seating and tables and opportunities for outdoor dining;
e. an extra level of pedestrian lighting;
f. trees for moderate weather protection and shade; and/or
g. 24-hour wi-fi service.

University Supplemental Guidance:

PL1-I Networks & Connections to Community Open Space

PL1-I-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-I-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-II Shared Alleys & Mid-Block Pedestrian Connections

PL1-II-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- II -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- II -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-II-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- II -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 non-residential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

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

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

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

PL2-D Wayfinding

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

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

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

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

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

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

PL3-B RESIDENTIAL EDGES

PL3-B-1. 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-B-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-B-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.

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-I Entries

PL3-I-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-I-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-III Mixed Use Corridors & Commercial Frontages

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

PL3-III-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.

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.

structure Design: Buildings adjacent to bus stops should integrate shelters or covered areas with seating/leaning rails into the facade of the building.

University Supplemental Guidance:

PL4-I Bicycle Circulation & Parking

PL4-I-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-I-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 place-names designed into the racks.

PL4-I-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.

DESIGN CONCEPT

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

DC1-AArrangement 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 paces.

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-BVehicular 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-CParking 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-I Activating Uses

DC1-I-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-I-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-I-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-II 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.

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. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies, or other elements; and/or highlighting building entries.

DC2-B. ARCHITECTURAL AND FAÇADE 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 through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building
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. These may include:

a. newsstands, ticket booths and flower shops (even if small or narrow);
b. green walls, landscaped areas or raised planters;
c. wall setbacks or other indentations;
d. display windows; trellises or other secondary elements;
e. art as appropriate to area zoning and uses; and/or
f. terraces and landscaping where retaining walls above eye level are unavoidable

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). Detailing may include features such as distinctive door and window hardware, projecting windowsills, ornamental tile or metal, and other high-quality surface materials and finishes.
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. Examples include shading devices and windows that add rhythm and depth as well as contribute toward energy efficiency and/or savings or canopies that provide street-level

scale and detail while also offering weather protection. Where these elements are prominent design features, the quality of the materials is critical.

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

a. considering aspects of neighboring buildings through architectural style, roof line, datum line detailing, fenestration, color, or materials,
b. using trees and landscaping to enhance the building design and fit with the surrounding context, and/or
c. creating a well-proportioned base, middle and top to the building in locations where this might be appropriate. Consider how surrounding buildings have addressed base, middle, and top, and whether those solutions or similar ones might be a good fit for the project and its context.

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. Pay special attention to the first three floors of the building in order to maximize opportunities to engage the pedestrian and enable an active and vibrant street front.

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 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-I Massing & Reducing Bulk and Scale

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

DC2-I-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-I-f. Stairs & Elevator Cores: Locate vertical stair 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-II Architectural Concept & Façade Composition

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

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

DC2-II-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-V Blank Walls

DC2-V-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-V-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 largewalls.

DC2-VI Tall Buildings

DC2-VI-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-VI-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-VI-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-VI-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-VI-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-VI-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-VI-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-VI-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-VI-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-VI-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-VI-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-VI-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 design of the building so that each complements the 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. For example, place outdoor seating and gathering areas where there is sunny exposure and shelter from wind. Build flexibility into the design in order to accommodate changes as needed; e.g., a south-facing courtyard that is ideal in spring may become too hot in summer, necessitating a shift of outdoor furniture to a shadier location for the season.

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces should connect with, or enhance, the uses and activities of other nearby public open space where appropriate. Look for opportunities to sup-port uses and activities on adjacent properties and/or the sidewalk.

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-I Open Space Organization & Site Layout

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

DC3-I-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-III Street Level Open Space

DC3-3-III-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-III-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 BUILDING MATERIALS

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. Highly visible features, such as balconies, grilles and railings should be especially attractive, well-crafted, and easy to maintain. Pay particular attention to environments that create harsh conditions that may require special materials and details, such as marine areas or open or exposed sites.

DC4-B Signage

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-I Durable, High-Quality Exterior Materials

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

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

DC4-I-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-II Hardscaping & Landscaping

DC4-II-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-II-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-II-c. Delineate Uses: Use pavers and ground treatments to delineate uses, including building entries and seating areas within the public right of way.

DC4-II-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 March 22, 2021, and materials shown and verbally described by the applicant at the March 22, 2021, Design Recommendation meeting. After considering the site and context, considering public comment, reconsidering the previously identified design priorities, and reviewing the materials, six Design Review Board members recommended APPROVAL of the subject design with the following condition:

1. Wrap the brick around the corner so that it terminates at a logical point at the base of the colonnade. (PL1-II-c, DC1-2-b, DC4-I)

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

The design review process prescribed in Section 23.41.014.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 March 22, 2021, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

The six (6) 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 Conditions:

The applicant responded with a memo dated July 15, 2021, noting that the MUP plan set updated and uploaded July 15, 2021, to be consistent with the recommendation packet and conditions of approval provided by the Board. The updates consist of the following items that were added to the latest MUP submittal plan set.

1. Wrap the brick around the corner so that it terminates at a logical point at the base of the colonnade. (PL1-II-c, DC1-2-b, DC4-I)

Response: Per the Board recommendation, the termination of the brick at the southeast corner has been moved 3'-6" to the west to align with the base of the colonnade. Refer to A2/A-203, south elevation.

The applicant's responses have resolved the Board's recommended design review conditions.

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 recommendations of the Design Review Board made by the six (6) members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director accepts the Design Review Board's recommendation.

DIRECTOR'S DECISION

The Director accepts the Design Review Board's recommendations and CONDITIONALLY APPROVES the proposed design and the requested departures.

II. ANALYSIS – SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated December 13, 2019. The Seattle Department of Construction and Inspections (SDCI) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or agents; and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans, and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The Overview Policy states, in part, "*Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation*" subject to some limitations.

Under such limitations or circumstances (SMC 25.05.665 D) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short Term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate

levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The following analyzes greenhouse gas emissions, and. construction parking/traffic and noise, impacts, as well as mitigation.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, and no further mitigation is warranted pursuant to SMC 25.05.675.A.

Construction Parking and Traffic

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The area is subject to significant traffic congestion during peak travel times along both 15th Ave NE to the east of the site and NE 43rd to the north. Large trucks turning onto these streets would be expected to further exacerbate the flow of traffic.

The area includes very limited, 2 hour, paid on street parking along the south bound lane of 15th Ave NE and along NE 43rd St. Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted, and a Construction Management Plan is required, which will be reviewed by Seattle Department of Transportation (SDOT). The requirements for a Construction Management Plan include a Haul Route and a Construction Parking Plan. The submittal information and review process for Construction Management Plans are described on the SDOT website at: http://www.seattle.gov/transportation/cmp.htm.

Construction Impacts - Noise

The project is expected to generate increased noise levels during demolition, grading and construction. The Seattle Noise Ordinance (SMC 25.08.425) permits increases in permissible sound levels associated with private development construction and equipment between the hours of 7:00 AM and 10:00 PM on weekdays and 9:00 AM and 10:00 PM on weekends and legal holidays in Seattle Mixed zones.

If extended construction hours are desired due to emergency reasons, the applicant may seek approval from SDCI through a Noise Variance request. The applicant's environmental checklist does not indicate that extended hours are anticipated.

A Construction Management Plan will be required prior to issuance of the first building permit, including contact information in the event of complaints about construction noise, and measures to reduce or prevent noise impacts. The submittal information and review process for Construction Management Plans are described on the SDOT website at: http://www.seattle.gov/transportation/cmp.htm. The limitations stipulated in the Noise Ordinance and the CMP are sufficient to mitigate noise impacts; therefore, no additional SEPA conditioning is necessary to mitigation noise impacts per SMC 25.05.675.B.

Construction Impacts – Mud and Dust

Approximately 21,061 cubic yards of soil will be excavated and exported. Where possible, existing soil will be reused onsite to reduce the total volume of exported soil. Transported soil is susceptible to being dropped, spilled, or leaked onto City streets. The City's Traffic Code (SMC 11.74.150 and .160) provides that material hauled in trucks are not spilled during transport. The City requires that loads be either 1) secured/covered; or 2) a minimum of six inches of "freeboard" (area from level of material to the top of the truck container). The regulation is intended to minimize the amount of spilled material and dust from the truck bed en route to or from a site.

No further conditioning of the impacts associated with these construction impacts of the project is warranted pursuant to SEPA policies (SMC 25.05.675.B).

Environmental Health (Air Quality)

Should asbestos be identified on the site, it must be removed in accordance with the Puget Sound Clean Air Agency (PSCAA) and City requirements. PSCAA regulations require control of fugitive dust to protect air quality and require permits for removal of asbestos during demolition. The City acknowledges PSCAA's jurisdiction and requirements for remediation will mitigate impacts associated with any contamination. No further mitigation under SEPA Policies 25.05.675.F is warranted for asbestos impacts.

Should lead be identified on the site, there is a potential for impacts to environmental health. Lead is a pollutant regulated by laws administered by the U. S. Environmental Protection Agency (EPA), including the Toxic Substances Control Act (TSCA), Residential Lead-Based Paint Hazard Reduction Act of 1992 (Title X), Clean Air Act (CAA), Clean Water Act (CWA), Safe Drinking Water Act (SDWA), Resource Conservation and Recovery Act (RCRA), and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) among others. The EPA further authorized the Washington State Department of Commerce to administer two regulatory programs in Washington State: the Renovation, Repair and Painting Program (RRP), and the Lead-Based Paint Activities Program (Abatement). These regulations protect the public from hazards of improperly conducted lead-based paint activities and renovations. No further mitigation under SEPA Policies 25.05.675.F is warranted for lead impacts.

Long Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including greenhouse gas emissions; parking; possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-

term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gases, height bulk and scale, and parking and traffic warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, no further mitigation is warranted pursuant to SMC 25.05.675.A.

Height, Bulk, and Scale

The proposal has gone through the design review process described in SMC 23.41. Design review considers mitigation for height, bulk and scale through modulation, articulation, landscaping, and façade treatment.

Section 25.05.675.G.2.c of the Seattle SEPA Ordinance provides the following: "The Citywide Design Guidelines (and any Council-approved, neighborhood design guidelines) are intended to mitigate the same adverse height, bulk, and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk, and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk, and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk, and scale policies on projects that have undergone Design Review shall comply with design guidelines applicable to the project."

The height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the Design Review process. Pursuant to the Overview policies in SMC 25.05.665.D, the existing City Codes, and regulations to mitigate height, bulk and scale impacts are adequate and additional mitigation is not warranted under SMC 25.05.675.G.

Public Views

SMC 25.05.675.P provides policies to minimize impacts to designated public views. The applicant has provided exhibits that can be seen in the Recommendation packet dated July 8, 2020, pages 12 and 13 showing the proposed development in relation to designated public views. The proposed development is in a manner that will block some views through the site. However, while the proposed project is 23 levels for an approximate height of 238 feet, it will not impact views to Mount Rainer, the Olympic and Cascade Mountains, the downtown skyline, or major bodies of water such as Lake Washington, from public places with specified viewpoints, parks, scenic routes, and view corridors.

The proposed development will not block views of any nearby historic landmarks and therefore additional mitigation is not warranted under SMC 25.05.675.P.

Parking

The proposed development will provide 126 off-street vehicular parking spaces located within the basement parking levels with access to the garage via the alley between University Way NE and 15th Avenue NE.

Based on the Trip Generation and Parking Analysis by Transpo Group, December 13, 2019, anticipated parking demand for the residential use, based on a proposal of 935 beds for the off-campus student apartment would be approximately 103 vehicles. The analysis also indicates that the weekday retail parking demand based on Parking Generation (ITE, 5th Edition, 2010) yields a rate of 1.95 stalls per 1,000 square feet, which can be reduced by the mode split of vehicles representing 15 percent of anticipated retail travel, giving an ultimate rate of 0.29 stalls per 1,000 square feet of retail. Using these rates, the anticipated peak parking demand is estimated to be 2 vehicles for the retail land use.

The analysis further states that depending on the location of the residential parking security gate the commercial parking could be accommodated on-site or utilize on-street parking in the area. Currently there is limited on-site parking facilities provided and are accessed via the alley with most parking associated with the church utilizing off-site parking facilities. The proposed project would provide a 126-stalls below grade which would leave approximately 23 stalls that could be utilized by the church and commercial use.

With that said, the proposal site is located within a high frequency transit service corridor with a bus stop located immediately adjacent to the development along 15th Ave NE and the U District Link light rail Station planned to open for service in 2021. The station is located less than a ¼-mile from the project site, between NE 45th Street and NE 43rd Street, east of Brooklyn Avenue NE. Per Seattle Municipal Code (SMC) 23.54.015, there is no minimum vehicle parking requirement as the project is located within the University Community Urban Center. As such no additional mitigation is warranted per SMC 25.05.675.M.

Transportation

The proposed project includes a mixed-use development with 40,102 square feet of religious institutional use, approximately 6,602 square feet of commercial space, and two residential towers totaling 224 residential units supporting up to 935 residents.

A Trip Generation and Parking Analysis prepared by Transpo Group, December 13, 2019, indicated that the project is expected to generate 546 new weekday daily trips with 19 occurring during the AM peak hour and 42 during the PM peak hour.

Per the analysis, signalized intersections at 15th Avenue NE/NE 42nd Street operate at LOS B under existing conditions. Under future with-project conditions, the signalized intersections are forecasted to continue to operate at LOS B or better with little change in delay. The alley access intersection (southbound approach) with NE 42nd Street currently operates at LOS F and the alley access intersection with NE 43rd Street operates at LOS D.

The proposed project is located in the University Community Urban Center within ½ mile of a future Link light rail station. As described in the SMC 23.52.004.B, developments located in the Urban Centers or within ½ mile of a light rail station are considered to meet concurrency

standards based on the location. Further the project would meet the City's concurrency requirements based on the proximity to the future light rail station.

The SDCI Transportation Planner reviewed the information and determined that no mitigation is warranted per SMC 25.05.675.R.

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

☒ Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2) (c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued after using the optional DNS process in WAC 197-11-355 and Early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.

CONDITIONS – DESIGN REVIEW

Prior to Certificate of Occupancy

1. 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.

For the Life of the Project

2. 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.

RECOMMENDED CONDITIONS – SEPA

Prior to Issuance of Demolition, Excavation/Shoring, or Construction Permit

3. Provide a Construction Management Plan that has been approved by SDOT. The submittal information and review process for Construction Management Plans are described on the SDOT website at: http://www.seattle.gov/transportation/cmp.htm.

David Landry, AICP, Land Use Planner
Seattle Department of Construction and Inspections

Date: November 4, 2021

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