Seattle Department of Construction & Inspections

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

**Record Number:** 3036533-LU

**Applicant:** Jodi Patterson-O'Hare

**Address of Proposal:** 8730 Greenwood Ave N

**SUMMARY OF PROPOSAL**

Land Use Application to allow a 7-story, 142-unit apartment building with retail. Parking for 22 vehicles proposed. Early Design Guidance conducted under 3036639-EG.

The following approval is required:

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

## BACKGROUND

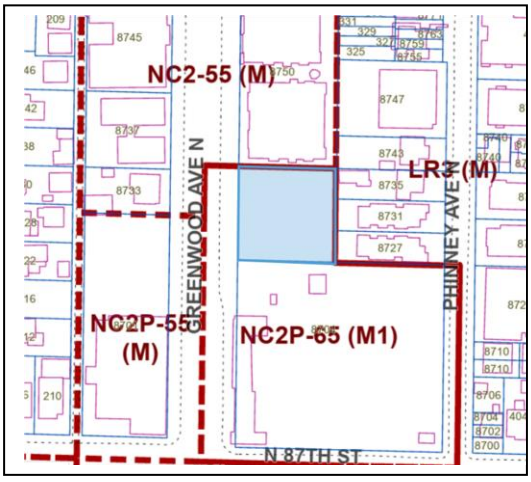
The site was granted relief on steep slope development by the SDCI Geotechnical Engineer on September 10, 2020:

*SMC 25.09.090.B. Approved Relief from Prohibition on Steep Slope Development*

*Environmentally Critical Areas (ECA) review is required for this project. Based on a review of the submitted information and the City GIS system, SDCI concludes that steep slope critical areas on and adjacent to the subject property were created by previous legal grading activities associated with site development(s). Consequently, this project qualifies for Relief from Prohibition on Steep Slope Development per SMC 25.09.090.B2b. No Steep Slope Area Variance is required for permit applications; however, the ECA Submittal, General, Landslide-Prone Area, and Steep Slope Development Standards will apply to this project.*

Site and Vicinity

Site Description: The subject site is a rectangular parcel comprising approximately 15,770 square feet. The site is currently developed with a surface parking lot and slopes downward northeast to southwest approximately 24 feet overall, with the greatest grade change concentrated in the northeast corner and along the east property line.




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

Site Zone: Neighborhood Commercial 2 P-65 (M1) [NC2P-65 (M1)]

Zoning Pattern:

(North) Neighborhood Commercial 2- 55 (M) [NC2-55 (M)]
(South) NC2P-65 (M1)
(East) Lowrise 3 (M) [LR3 (M)]
(West) NC2-55 (M) and Neighborhood Commercial 2 P-55 (M) [NC2P-55 (M)]

Environmental Critical Areas:

The site is located in a mapped Category 1 peat settlement prone critical area. A mapped steep slope area is located along the north and east property lines.

Current and Surrounding Development; Neighborhood Character:

Subject site is located on the east side of Greenwood Ave N, midblock between N 87th St and N 90th St in the Greenwood-Phinney Ridge Residential Urban Village. The proposal is Phase II of the six-story mixed-use structure under construction to the south. Adjacent to the site are a five-story mixed-use structure to the north; two five-story multifamily residential and one one-story single-family residential structures to the east; and a two-story multifamily residential structure, a six-story mixed-use structure, and a surface parking lot to the west. North-south connector Greenwood Ave N is a minor arterial, intersecting the Greenwood commercial area at N 85th St one block to the south. Sandel Park is located three blocks to the northwest. Greenwood Park is located three blocks to the east.

The immediate area is primarily comprised of residential uses. Larger-scale structures up to six stories along Greenwood Ave N transition to smaller scale single-family residential areas moving east and west. Commercial uses are concentrated near Greenwood Ave and N 85th St one block to the south. The retail corridor is characterized by small scale retail bays with high transparency storefronts, recessed entries, and transoms separated by frame elements, often built of masonry, stucco, metal, and wood materials. The area was rezoned from Neighborhood Commercial 2P-40 to Neighborhood Commercial 2P-65 (M1) on 4/19/19. The area has experienced a development trend in recent years of older lowrise structures being replaced by townhouse and multifamily residential buildings. Multiple projects in the vicinity are currently in review or under construction for proposed development, including 308 N 90th St and 8704 Greenwood Ave N.

Public Comment

The public comment period ended on April 16, 2021. No comments were received.

## I. ANALYSIS – DESIGN REVIEW

*The design packets include materials presented at the Early Design Guidance (EDG) and Recommendation meetings, and are available online by entering the record numbers (**Error! Reference source not found.** and 3036533-LU) at this website:*
*http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx*

*The meeting reports and any recordings of the Design Review Board meetings are available in the project file. The meeting reports summarize the meetings and are not transcripts.*

## EARLY DESIGN GUIDANCE September 14, 2020

### PUBLIC COMMENT

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

The following comments were received in writing after the meeting:

- Supported the preferred massing scheme due to the orientation of the courtyard, the setback of the residential entry, flexibility in the configuration of the retail space, screening of parking from the street, simple massing with large windows, proposed use of durable materials, overall responsiveness to neighborhood context and lack of departure requests.

SDCI also received non-design related comments concerning parking.

The Seattle Department of Transportation offered the following comments:

- Stated that Seattle's bicycle master plan recommends a future protected bicycle lane on the project frontage.
- Noted that the project is planning a curb extension and segment of protected bicycle lane south of this site which will transition to the existing bicycle lane.
- Supported that vehicle access and solid waste collection functions are consolidated to the planned shared curb cut with 8704 Greenwood Ave N.
- Stated that staging solid waste containers in the right-of-way is not a feasible option for this project.
- Stated that a minimum 8' clear sidewalk is required on the project frontage and the required street trees should be located in a 5.5' landscape area between the curb and sidewalk.
- Stated that all unused curb cuts on the frontage should be closed and the landscape area restored.

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 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: http://web6.seattle.gov/dpd/edms/

### PRIORITIES & BOARD RECOMMENDATIONS

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

1. **Massing Options & Response to Adjacencies.**
    a. The Board supported the applicant's preferred massing option A as the basis for further development for the following reasons:
        i. The canting of the massing along the north facade which provides a sensitive response to the neighboring buildings as well as retention of the line of trees along the north property line. (CS1-D-1 On-Site Features, CS2-D-2 Existing Site Features)

ii. The southern orientation of the courtyard and alignment with the courtyard of Phase I to the south. (CS2-D-2 Existing Site Features)
iii. The strong massing response to the Greenwood frontage. (CS2-I-i Reinforcement of Commercial and Residential Development Patterns, CS2-II-I impact of New Buildings on the Street, CS2-V-I Continuity)
iv. The arrangement of ground floor uses including the residential lobby to the north and grouping of the commercial space. (CS2-I-i Reinforcement of Commercial and Residential Development Patterns, CS2-II-I impact of New Buildings on the Street, CS2-V-I Continuity)

b. The Board discussed the northwest corner of the massing including the placement of the penthouse tower and the relationship with the neighboring residential building. The Board was concerned about potential impacts to the adjacent building including privacy and access to light and air. The Board provided guidance to design the proposal to resolve these concerns, while also ensuring that the corner is responsive to the overall neighborhood pattern of development and maintains a strong massing presence along Greenwood. (CS2-I-i Reinforcement of Commercial and Residential Development Patterns, CS2-V-I Continuity, CS2-D-4 Massing Choices)
c. The Board provided guidance to explore differentiation between the base and the upper levels, which could be key to resolving guidance regarding the northwest corner. (D2-B-2 Façade Composition, CS2-D-4 Massing choices)
d. The Board agreed that the east massing form was an appropriate response to the LR3 zone transition occurring at the east property line given the change in grade and the setback of the neighboring buildings. (CS2-D-2 Existing Site Features, CS2-D-4 Massing Choices, CS2-II-ii Zone Edges)

**2. Street Level**.

a. The Board supported the consolidation of the commercial spaces option and the continuity of the commercial expression along Greenwood Ave from Phase I. (PL3-C Retail Edges, CS2-I-i Reinforcement of Commercial and Residential Development Patterns, CS2-II-I impact of New Buildings on the Street, CS2-V-I Continuity)
b. The Board provided guidance to study how space can be allocated in the right-of- way landscape strip as “pocket amenity areas” and how the placement relates to the rhythm of the commercial spaces and residential lobby. (PL1-A Network of Open Spaces)
c. The Board provided guidance to further differentiate the residential entry from the commercial frontage. (PL3-A Entries, CS2-I-i Reinforcement of Commercial and Residential Development Patterns)
d. The Board noted the visibility of the southwest corner at the easement area as well as pragmatic needs and code requirements for egress and fire separation. The Board was highly supportive of wrapping storefront glazing around the southwest corner along the vehicular access easement and would like to review more details on the pedestrian experience of this area at the Recommendation phase. (CS2-I-i Reinforcement of Commercial and Residential Development Patterns, CS2-II-I impact of New Buildings on the Street, CS2-V-I Continuity)
e. The Board requested pedestrian level perspectives and detailed street-level drawings be provided in the Recommendation packet illustrating the pedestrian experience and street level detailing. (CS2-I-i Reinforcement of Commercial and Residential Development Patterns, CS2-II-I impact of New Buildings on the Street, CS2-V-I Continuity)

**3. Façade Composition, Secondary Features & Materiality.**

a. The Board was supportive of the intent to develop the proposal as a "background" building with a strong, simple massing form and agreed that large modulation of the façade didn't seem necessary. (CS2-VII-I Reducing Visual Mass, CS3-A-1 Fitting Old and New Together, CS3-I-i Architectural Concept and Consistency)

b. The Board was also generally supportive of the character sketch on pg. 37 of the EDG packet including the use of accent color as well as the pairing of windows. (DC2- B Architectural and Façade Composition, CS3-I-i Architectural Concept and Consistency)

c. The Board appreciated efforts to both respond to and differentiate the project from Phase I and requested the applicant provide an elevation study at the Recommendation phase showing the relationship of the proposal with the adjacent structures including datum lines and the overall streetscape composition. (CS3-I Architectural Concept and Consistency, CS3-A-1 Fitting Old and New Together)

d. At the Recommendation phase the Board would like to better understand the relationship of the material palette with the materials of Phase I to the south. (CS3-I Architectural Concept and Consistency, CS3-A-1 Fitting Old and New Together)

## RECOMMENDATION April 19, 2021

### PUBLIC COMMENT

No public comments were received prior to the meeting or provided at the meeting.

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

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

### PRIORITIES & BOARD 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. Greenwood Frontage.**

a. The Board discussed the overall response to the EDG guidance regarding the Greenwood frontage and recommended approval of the step in the massing, warm wood storefront and change in color scheme to differentiate the residential entry. (CS2-I-i Reinforcement of Commercial and Residential Development Patterns, CS2-V- I Continuity, CS2-D-4 Massing Choices)

b. However, the Board was concerned that the cladding treatment above the residential entry was too differentiated from the rest of the façade and that the horizontal lap siding conflicts with the strong vertical language established with the metal cladding. Therefore, the Board recommended a condition to remove the lap siding from

portions of the northwest corner visible from the street. (DC2-B-2 Façade Composition, CS3-I-i Architectural Concept and Consistency)

c. The Board recommended approval of the commercial base articulation, appreciating the rhythm, proportions and detailing of the brick frames. (CS3-I-i Architectural Concept and Consistency, CS3-II Compatibility, DC2-C-1 Visual Depth and Interest)
d. The Board discussed the location of the commercial entries in relationship to the brick frames. While the Board would prefer both entries to be placed within the brick frames, the Board ultimately recommended approval of the placement as proposed due to the relationship with sidewalk grade. (PL3-A Entries, DC2-B-2 Façade Composition, PL3-C Retail Edges)
e. The Board recommended approval of the lighting and signage proposed along the Greenwood frontage. (PL2-II Pedestrian Lighting, DC4-1 Architectural Context, DC4-B Signage)

**2. Façade Composition and Materials.**

a. The Board recommended approval of the use of lap siding on the other building facades and agreed that it was a nice gesture to the residential neighbors. The Board felt the application could be improved by further study of the proportions of the lap siding to reduce the overall busyness of the composition but declined to identify this as a condition. (DC2-B-1 Façade Composition, DC2-C-3 Fit with Neighboring Buildings, DC2-D-3 Texture)
b. The Board discussed the projecting bays on the east façade and supported the modulation and visual interest provided to the façade to break down the overall scale. Therefore, the Board recommended approval of the associated departure request to allow a reduction of the upper level setback to accommodate the bays. (CS2-VII Mass and Scale, CS2-D-4 Massing Choices, DC2-A-2 Reducing Perceived Mass, DC2-C-1 Visual Depth and Interest).
c. The Board strongly supported the integrated and camouflaged venting and recommended a condition that these details be maintained. (DC2-B-1 Façade Composition)

**3. Southwest Corner.**

a. The Board discussed the evolution of the southwest corner and supported the increased transparency and openness provided by eliminating the pilaster and continuing the storefront windows along the south facade. Therefore, the Board recommended approval of the associated departure request to allow the exit passageway of the façade be setback more than 10’ from the street lot line. (PL2-B-3 Street Level Transparency, CS2-B-2 Connection to the Street, PL3-C-1 Porous Edge, PL3-C-2 Visibility)
b. However, the Board felt the relationship between the canopy detailing and the overhang above the egress path was unsuccessful and recommended a condition to further study the detailing of this intersection. The Board’s preferred solution is to continue the canopy to the corner if permitted by code. (DC2-B-1 Façade Composition, DC2-C Secondary Architectural Features)
c. The Board recommended approval of the change in paving material at the exit passageway to differentiate the path from the sidewalk and driveway. (DC4-D-2 Hardscape Materials)

**4. Landscape Concept**.

a. The Board expressed overall support for the general landscape concept and discussed the specific elements as outlined below. (DC3-C-2 Amenities and Features)
b. The Board recommended approval of the landscaping along the north property line to provide a substantial buffer to the neighbors. (PL3-B-1 Security and Privacy)
c. The Board appreciated the paving differentiation and vine maple tree at the residential entry to signify the residential edge and recommended approval of these elements. (DC4-D Trees, Landscape and Hardscape Materials)
d. The Board was concerned that the north "hangout" zone in the right-of-way was not large enough to accommodate both bike parking and seating. The Board agreed that the priority is to accommodate seating space adjacent to the commercial entry and recommended a condition to further study the "hangout" zone to provide adequate space for the programming. This could include relocating the bicycle parking to another location. (PL1-I Pedestrian Open Spaces and Entrances, PL2-I-ii Pedestrian Amenities, PL1-B-3 Pedestrian Amenities)

**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).

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

1. **SMC 23.47A.014.B.2 (Upper Level Setback):** The Code requires an upper-level setback of 10' for portions of structures above 13' in height to a maximum of 65' is required along any rear or side lot line that abuts a lot in an LR, MR or HR zone. The applicant proposes to reduce the required setback along the east property line abutting the LR3 zone by a maximum of 2'-3".

   The Board unanimously recommended approval of the departure request, as it results in additional modulation and visual interest at the zone transition, reducing the perceived height, bulk and scale. The resulting design better meets Design Guidelines CS2-D-4 Massing Choices, DC2-A-2 Reducing Perceived Mass, DC2-C-1 Visual Depth and Interest.

2. **SMC 23.47A.008.A.3 (Street Level Development Standards):** The Code requires that Street-level street-facing facades are required to be within 10' of the street lot line. The applicant proposes to locate southernmost 5'-3 1/2" of the street-facing facade 25'-2" from the street lot line.

   The Board unanimously recommended approval of the departure request, as it allows for a more active and transparent of the southwest corner of the site. The resulting design better meets Design Guidelines PL2-B-3 Street Level Transparency, CS2-B-2 Connection to the Street, PL3-C-1 Porous Edge, and PL3-C-2 Visibility.

**DESIGN REVIEW GUIDELINES**

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

## CONTEXT & SITE

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

**CS1-A Energy Use**

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

**CS1-B Sunlight and Natural Ventilation**

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

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

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

**CS1-C Topography**

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

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

**CS1-D Plants and Habitat**

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

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

**CS1-E Water**

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

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

***Greenwood/Phinney Supplemental Guidance:***

**CS1-I Responding to Site Characteristics**

**CS1-I-i. Views:** Numerous east-west streets offer excellent views of Green Lake, Puget Sound and the Olympic and Cascade Mountains from Greenwood Avenue North. Where possible, buildings should be located to take advantage of these views and to enhance views from the public right-of-way. Examples of methods to do this include setbacks from view corridors, landscape elements and street trees to frame views rather than block them, and pedestrian spaces with views of the water and mountains.

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

**CS2-A Location in the City and Neighborhood**

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

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

**CS2-B Adjacent Sites, Streets, and Open Spaces**

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

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

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

**CS2-C Relationship to the Block**

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

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

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

**CS2-D Height, Bulk, and Scale**

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

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

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

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

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

***Greenwood/Phinney Supplemental Guidance:***

**CS2-I Streetscape Compatibility**

**CS2-I-i. Reinforcement of Commercial and Residential Development Patterns:**

a. Build commercial development up to the sidewalk where possible. Along North/Northwest 85th Street, new commercial buildings should be set back sufficiently to provide 12-foot minimum sidewalks (including street trees and other plantings). Commercial buildings may be setback off the street if pedestrian-oriented space is provided that is enhanced with humanizing components such as

trees and other plants, site furnishings and high-quality, well detailed pavements between the sidewalk and the building.

b. Residential buildings (on Greenwood Avenue North and North/Northwest 85th Street) should be setback where possible five to 15 feet from the sidewalk to provide extensive landscaping in the front yard. When possible, first floor residential units facing Greenwood Avenue North or North/Northwest 85th Street should be located at least three feet above the sidewalk level to provide a sense of privacy and surveillance over the street.

**CS2-I-ii. Treatment of Side Streets:** Some treatment of side-streets off of Greenwood Avenue North and 85th Street is important to create an effective transition to residential neighborhoods. Some options to consider include:

a. setbacks with view-framing landscaping (see CS1)

b. arbors with hanging plants

c. small outdoor spaces with trees and landscaping.

**CS2-II Height, Bulk and Scale Compatibility**

**CS2-II-i. Impact of New Buildings on the Street:** Consider the setback of upper stories of new mixed-use development on Greenwood Avenue North and North/Northwest 85th Street to reduce the dominance of new buildings on the street. Also, new commercial development should respect the small-scale historical pattern of storefronts on Greenwood Avenue North. Typically, the older storefronts are about 50 feet in width and feature brick, stone or other masonry units. Some also feature architectural details that provide interest and a human scale to the buildings.

**CS2-II-ii. Zone Edges:** Careful siting, building design and massing are important to achieve a sensitive transition between more intensive and less intensive zones. Consider design techniques including:

a. increasing the building setback from the zone edge at the ground level;

b. reducing the bulk of the building's upper floors nearest to the less intensive zone;

c. reducing the overall height of the structure; and

d. using extensive landscaping or decorative screening.

**CS2-II-iii. Design departures:** If alternative techniques are used to successfully achieve a sensitive transition between these zones, the following departures, as set forth at SMC 23.41.012, are suggested for consideration in the Design Review process, to offset the loss of any development opportunity within the Greenwood/Phinney neighborhood:

a. relax the minimum size limit for nonresidential uses—allow up to a 15 percent reduction in the required commercial area

b. relax the residential amenity or setback requirements.

c. allow for a building's ground floor to be built to the property line of the less intensive zone as long as the building wall is less than a single story, contains no windows and upper floors are stepped back appropriately.

**CS2-II-iv. Surrounding Open Space:** Contribute to the character and proportion of surrounding open spaces. Evaluate adjacent sites, streetscapes and open spaces for how they function as the walls and floor of outdoor spaces or "rooms" for public use to determine how best to support those spaces through project siting and design.

**CS2-III Architectural Context/Building Entrances**

**CS2-III-i. Entrances:** Even when the principal off-street parking areas are located on the side of the building, a primary building entrance should be located at the corner. This concept is consistent with traditional neighborhood commercial designs and important in facilitating pedestrian activity at the street corners.

**CS2-IV Mid-Block Connections**

**CS2-IV-i. Mid-Block Crossings:** Where relevant, consider incorporating and enhancing the mid-block connection concept. Mid-block connections should be visually open and activated by pedestrian lighting, landscaping and human scaled, pedestrian-oriented architectural features and details. Inclusion of public art and neighborhood signage is encouraged. These connections should align with the mid-block crosswalk and may vary in width.

**CS2-V Street Pattern**

**CS2-V-i. Continuity:** New development should respond to the existing street pattern to create pedestrian and visual continuity.

**CS2-VI Structure Orientation**

**CS2-VI-i. Orientation:** Buildings should generally be built to the edge of sidewalks without setbacks so that ground floor uses are visible and accessible from the pedestrian circulation system. The impacts of new structures on solar exposure should be considered. Buildings located on corners should be oriented to the corner and include entries, windows, canopies or other special architectural treatment. Automobile access, circulation or parking should not be located at the intersections of public streets. Blank walls should be avoided where possible and mitigated with architectural treatment where they are unavoidable.

**CS2-VII Mass and Scale**

**CS2-VII-i. Reducing Visual Mass:** Consider reducing the impact or perceived mass and scale of large structures by modulating upper floors; varying roof forms and cornice lines; varying materials, colors and textures; and providing vertical articulation of building facades in proportions that are similar to surrounding plat patterns.

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

**CS3-A Emphasizing Positive Neighborhood Attributes**

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

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

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

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

**CS3-B Local History and Culture**

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

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

***Greenwood/Phinney Supplemental Guidance:***

**CS3-I Architectural Concept and Consistency**

**CS3-I-i. Architectural Styles:** The Greenwood Avenue North/Phinney Avenue North and North/ Northwest 85th Street corridors are characterized by their utilitarian, non-flamboyant, traditional architectural styles (except for churches). Some important points to consider in making new development consistent and compatible with existing development include:

a. small-scale architectural details at the ground level, including color, texture/ patterns, materials, window treatment, sculptural elements, etc

b. landscaping is an important component of the overall character, particularly for residential development

c. personalization of individual businesses is a key feature of both corridors.

**CS3-II Compatibility**

**CS3-II-i. Existing Pattern:** Consider using the human-scale historical pattern of storefronts on Greenwood Avenue North as a guide in developing new structures abutting TownCenter streets. New development should respond to Greenwood's existing context by matching window and opening proportions, entryway patterns, scale and location of building cornices, proportion and degree of trim work and other decorative details, and employing a variety of appropriate finish materials.

## PUBLIC LIFE

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

**PL1-A Network of Open Spaces**

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

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

**PL1-B Walkways and Connections**

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

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

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

**PL1-C Outdoor Uses and Activities**

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

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

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

***Greenwood/Phinney Supplemental Guidance:***

**PL1-I Pedestrian Open Spaces and Entrances**

**PL1-I-i. Pedestrian Open Spaces:** Small, usable open spaces are an important design objective. Open spaces incorporating the following features are encouraged with new commercial and mixed-use development:

a. Good sun exposure during most of the year
b. Located in areas with significant pedestrian traffic
c. Storefront and/or residential windows face onto open space, at or above the ground level
d. There are a variety of places to sit
e. Pedestrians have something to look at, whether it is a view of the street, landscaping, a mural, etc.

**PL1-II Open Space**

**PL1-II-i. Urban Plaza:** Encourage a publicly accessible urban plaza, potentially incorporated into one of the north-south streets and any proposed midblock connection. This adjoining street could be temporarily closed to traffic for special public gatherings. The plaza could include seasonal landscaping and year-round green, seating walls, benches or other street furniture, and public art.

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

**PL2-A Accessibility**

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

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

**PL2-B Safety and Security**

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

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

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

**PL2-C Weather Protection**

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

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

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

**PL2-D Wayfinding**

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

***Greenwood/Phinney Supplemental Guidance:***

**PL2-I Pedestrian Open Spaces and Entrances**

**PL2-I-i. North/Northwest 85th Street Corridor and Greenwood Avenue North Corridor, North of North 87th Street:** New development should enhance the pedestrian environment and encourage pedestrian activity along the North/Northwest 85th Street corridor and the Greenwood Avenue North corridor, north of North 87th Street. The following measures should be encouraged:

a. Building entries facing the street
b. Pedestrian-oriented facades
c. Weather protection
d. Below-grade parking, when possible

**PL2-I-ii. Pedestrian Amenities:** When possible, new development should integrate pedestrian amenities including but not limited to street trees, pedestrian lighting, benches, newspaper racks, public art and bike racks to maintain and strengthen pedestrian activity.

**PL2-II Pedestrian Lighting**

**PL2-II-i. Safety and Comfort:** Pedestrian street lights should conform to the existing Greenwood lighting design plan (Lumec Z-14 Green finish GN8TX). New buildings are encouraged to incorporate custom lighting fixtures along sidewalks and public pathways. Special care should be made to not over-illuminate.

**PL2-III Street Elements**

**PL2-III-i. Public Art:** Small signs— especially blade signs that hang over sidewalks— should be incorporated. Signage for way-finding, especially parking, is encouraged. Coordinate signage plans with the Greenwood/Phinney Neighborhood Plan.

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

**PL3-A Entries**

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

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

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

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

**PL3-B Residential Edges**

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

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

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

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

**PL3-C Retail Edges**

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

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

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

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

**PL4-A Entry Locations and Relationships**

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

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

**PL4-B Planning Ahead for Bicyclists**

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

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

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

**PL4-C Planning Ahead For Transit**

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

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

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

## DESIGN CONCEPT

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

**DC1-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 spaces.

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

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

**DC1-B Vehicular Access and Circulation**

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

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

**DC1-C Parking and Service Uses**

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

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

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

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

***Greenwood/Phinney Supplemental Guidance:***

**DC1-I Blank Walls**

**DC1-I-i. Storefronts:** Storefronts are encouraged to be located at the sidewalk edge, particularly in neighborhood commercial districts, and should be continuous, minimizing blank walls. Where unavoidable consider treating blank walls with one or more of the methods suggested in the Seattle Design Guidelines, including:

1. installing vertical trellis in front of the wall with climbing vines or plant material;
2. employing small setbacks;
3. employing different texture, colors, or materials;
4. providing art or murals.

**DC1-II Parking and Vehicular Circulation**

**DC1-II-i. Parking adjacent to a public street**: Consider mitigating the visual impacts with street trees, landscaping or other design features.

1. Curb cuts along North/Northwest 85th Street should be consolidated where feasible.
2. Entrances to parking could include special paving and other sidewalk treatments and amenities, such as additional landscaping, signage or art.
3. Access to off-street parking around Palatine Avenue North, First Avenue North and Third Avenue North should be consolidated where feasible.
4. Access at Second Avenue Northwest's alignment is also acceptable to reinforce the grid pattern.

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

**DC2-A Massing**

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

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

**DC2-B Architectural and Facade Composition**

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

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

**DC2-C Secondary Architectural Features**

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

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

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

**DC2-D Scale and Texture**

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

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

**DC2-E Form and Function**

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

***Greenwood/Phinney Supplemental Guidance:***

**DC2-I Architectural Context**

**DC2-I-i. Residential:** Façade articulation and modulation in the Greenwood/Phinney Ridge Planning Area are most critical in multi-family residential buildings. Use of façade articulation and architectural elements is encouraged to make new construction compatible with the surrounding architectural context. Architectural features such as those listed below can add further interest to a building, and lend buildings a human scale:

1. Pitched roof
2. Covered front porch

3. Vertically proportioned windows
4. Window trim and eave boards

**DC2-I-ii. Commercial and Mixed-Use:** Façade modulation and articulation are less critical in commercial or mixed-use structures as long as appropriate levels of detail are present to break up the façade. Many of these structures are simple boxes that are well fenestrated and contain a number of details that add interest at the ground level and lend buildings a human scale. Modulation of commercial and mixed-use structures at the street level is discouraged unless the space or spaces created by the modulation are large enough to be usable by pedestrians.

**DC2-II Human Scale**

**DC2-II-i. Building Composition:** New multi-story developments should consider methods to coordinate a building's upper and lower stories. The parts should function as a composition—not necessarily requiring the top and bottom to be the same or similar.

**DC2-III Mass and Scale**

**DC2-III-i. Perceived Mass:** Consider reducing the impact or perceived mass and scale of large structures by modulating upper floors; varying roof forms and cornice lines; varying materials, colors and textures; and providing vertical articulation of building facades in proportions that are similar to surrounding plat patterns.

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

**DC3-ABuilding-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-BOpen Space Uses and Activities**

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

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

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

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

**DC3-CDesign**

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

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

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

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

**DC4-A Exterior Elements and Finishes**

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

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

**DC4-B Signage**

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

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

**DC4-C Lighting**

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

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

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

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

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

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

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

**DC4-E Project Assembly and Lifespan**

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

***Greenwood/Phinney Supplemental Guidance:***

**DC4-I Architectural Context**

**DC4-I-i. Signage:** The design and placement of signs plays an important role in the visual character and identity of the community. Key aspects of this effort are to ensure that the signs are at an appropriate scale and fit in with the building's architecture and the local district. Small signs are encouraged in the building's architecture, along a sign band, on awnings or marquees, located in windows or hung perpendicular to the building façade. The following signs are generally discouraged:

1. Large illuminated box (back-lit "can") signs, unless they are treated or designed to be compatible with the character of surrounding development. Back-lit awnings

should be limited to one horizontal-mounted lighting tube. Small neon signs are an alternative as long as they are unintrusive to adjacent residences.
2. Pole-mounted signs. Small monument signs are encouraged as part of low walls screening parking and abutting pedestrian-oriented space. Design should not present a visibility problem to a driver, pedestrian or bicyclist.

**RECOMMENDATIONS**
At the conclusion of the Recommendation meeting, the Board recommended approval of the project with conditions.

The recommendation summarized above was based on the design review packet dated Monday, April 19, 2021, and the materials shown and verbally described by the applicant at the Monday, April 19, 2021 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. Remove the lap siding from the portions of the northwest corner visible from the street. (DC2-B-2 Façade Composition, CS3-I-i Architectural Concept and Consistency)
2. Maintain the integrated and camouflaged venting as described at the Recommendation meeting. (DC2-B-1 Façade Composition)
3. Further study the detailing of the intersection of the canopy and overhang above the egress path at the southwest corner. The Board's preferred solution is to continue the canopy to the corner if permitted by code. (DC2-B-1 Façade Composition, DC2-C Secondary Architectural Features)
4. Further study the north "hangout" zone to provide adequate space for seating and alternate locations for bike parking. (PL1-I Pedestrian Open Spaces and Entrances, PL2-I-ii Pedestrian Amenities, PL1-B-3 Pedestrian Amenities)

**ANALYSIS & DECISION – DESIGN REVIEW**

Director's Analysis

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

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

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

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

At the conclusion of the Recommendation meeting held on April 19, 2021, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

Five members of the Northwest 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 23.41.008.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:

1. The lap siding on the subject portions of the northwest corner has been replaced with an alternate panel pattern; an additional vertical panel join has been added, per the planner's direction. The material change is reflected throughout the plan set (see sheets A3.01, A3.02, & A3.02A). The response satisfies Board recommended condition #1.
2. The integrated venting has been maintained, as detailed on sheet A5.01 of the plan set. The response satisfies Board recommended condition #2.
3. The corner canopy has been revised to extend to the southwest corner of the structure. The revised canopy is illustrated on sheets A3.01, A3.01A and A2.11 of the plan set. The response satisfies Board recommended condition #3.
4. The ground level programming has been revised to provide larger "hangout" areas and multiple locations for temporary bike parking. The revised configuration is reflected in sheets A2.11, L1.0 and L4.0 of the plan set. The response satisfies Board recommended condition #4.

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

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

## DIRECTOR'S DECISION

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

## CONDITIONS – DESIGN REVIEW

*For the Life of the Project*

1. 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 (Corey J. Buttry, 206-727-8607, corey.buttry@seattle.gov).

Corey J. Buttry, Land Use Planner
Seattle Department of Construction and Inspections

Date: January 23, 2023

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