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

Project Number: 3034281-LU

Applicant Name: Matt Driscoll, d/Arch LLC

Address of Proposal: 7216 Aurora Avenue N

SUMMARY OF PROPOSAL
Land Use Application to allow a 5-story, 29-unit apartment building with commercial. Parking for 15 vehicles proposed. Existing building to be demolished. Administrative Design Review conducted under 3034392-EG.

The following approvals are required:

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

SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05)

SEPA DETERMINATION:
Determination of Non-Significance

☒ No mitigating conditions of approval are imposed.

☐ Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal has been conditioned to mitigate environmental impacts.

SITE AND VICINITY

Site Zone: Neighborhood Commercial 3 with a Pedestrian overlay and 55' height limit [NC3P-55 (M)]

Nearby Zones: (North) NC3P-55 (M)
(East) Neighborhood Residential 3 [NR3]
(South) NC3P-55 (M)
(West) NC3P-55 (M)

Lot Area: 8,526 square feet

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.

Current Development:
A small, one-story commercial structure occupies the site. A surface parking lot sits in front of the structure.

Surrounding Development and Neighborhood Character:
The site is located on the south corner of Aurora Avenue North and Keen Way North, northwest of Green Lake. A 7-Eleven sits north of the site across Keen Way North while a gas station sits south of the site, across an alley. Commercial uses along Aurora Avenue North are predominately one- and two-story wood frame and masonry buildings. Immediately east of the parcel begins a Neighborhood Residential (NR3) zone that extends east to Green Lake. This area marks a transition point of uses along Aurora Avenue North. South of the site, Aurora functions as an uninterrupted highway while north of the site, it transitions to a stop and go right of way with street parking and hosts many auto-oriented uses that the highway has historically been known for.

Access:
Vehicular access occurs from the alley south of the site while pedestrian access occurs from the alley, Aurora Avenue North, and Keen Way North.

Environmentally Critical Areas:
None mapped.

PUBLIC COMMENT:
The public comment period ended on January 27, 2021. In addition to the comment(s) received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to support for the project, concern about traffic and parking impacts during construction, impacts to the aesthetics of the adjacent single family neighborhood, impacts to views, impacts to sunlight and shading, impacts to privacy, and traffic impacts to safety especially in the alley.

I. ANALYSIS – DESIGN REVIEW

INITIAL ADMINISTRATIVE EARLY DESIGN GUIDANCE March 12, 2020

PUBLIC COMMENT

SDCI staff received the following design related comments:

- Concerned the proposed height does not fit in with the character of the neighborhood.
- Concerned about impacts to surrounding single-family neighbors such as privacy and access to sunlight.
- Stated that no windows should be allowed to face west due to privacy concerns of neighbors.
- Concerned about impacts to the adjacent single-family house during demolition.
- The project is subject to the Green Lake Neighborhood Design Guidelines and it's important the materials used reflect the existing context of the neighborhood.
- The proposed façade of 90-degree angles is harsh.
- Would like to see murals or iconic signage proposed to reflect the area.
- Suggestion to soften the building's wall along the east property line for the east adjacent single-family resident.
- Would prefer chamfering the northwest corner of the building so traffic at the intersection can see oncoming traffic.
- Would like to see greenery on the site plan and space for trees and shrubs.
- Suggested the building include public open space to enhance the community.
- Stated the building will set precedent in the neighborhood for new development and buildings of this scale.

SDCI received non-design related comments concerning the lack of notification and timing of the early community outreach process, parking, traffic, density, and safety.

The Seattle Department of Transportation offered the following comments:

This project fronts Aurora Ave N and Keen Way N in a NC3 pedestrian designated zone. It is difficult to assess the proposed development based on the contents of the design review proposal packet as it does not include a thorough site and landscape plan showing dimensions and details of the street improvements. Below is SDOT's guidance based on the Seattle Municipal Code and Seattle Streets Illustrated. All existing curb cuts should be consolidated to match the existing curb alignment along the development's frontage. The extent of the street improvements described below will trigger a SIP.

Aurora Ave N: Aurora Ave N is a designated safe route to school street, which prioritizes pedestrian access and safety throughout the pedestrian realm. This section of Aurora is also a pedestrian designated zone which requires street trees in a 5.5' planting strip between a 6" curb and an 8' sidewalk. Because of existing right-of-way limitations on Aurora, there are two options for sidewalk alignment:

1. SDOT and urban forestry prefer street trees in a 5.5' planting strip at the curb in tree pits following standard plan 424a. SDOT would conceptually approve a 6' sidewalk behind the street trees and the building could build back over some portion of the

sidewalk on private property above 8’ vertical clearance. This option would provide a buffer for pedestrians from traffic and appears to provide more development capacity. A 2’ pedestrian easement would be required for the sidewalk portion on private property.
2. The project could use the entire available ROW inside the 6” curb as the sidewalk (standard would be 10’ at curb, but code cannot force sidewalk wider than available ROW without a setback or dedication, which there is not currently one), and provide required street trees in a 5’ planting area clear to the sky behind the sidewalk on private property.

Keen Way N: This development is conditioned to provide street trees in a 5.5’ planting strip between a 6” curb and a 6’ sidewalk. This is the standard SDOT street cross-section. Additionally, SDOT recommends that the development square the street intersection at Keen Way N to make it perpendicular with Aurora Ave N using curb bulbs. A tighter turn radius is important to enhance pedestrian safety by reducing the speed of traffic turning off of Aurora onto Keen Way N. An ADA compliant curb ramp and companion ramp are required for the Keen Way N crossing. For guidance on ADA compliant curb ramp requirements and companion ramp requirements, please reference the following SDOT policy memorandums.

ADA Compliant Curb Ramps
Companion Ramp Requirements

Alley: A 2’ alley dedication is required to meet the required minimum width for alleys in an NC3 zone. This dedication is required to paved. All vehicle access and solid waste collection is required from the alley. Please let me know if you have any questions. I can be reached at hayden.campbell@seattle.gov.

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

All public comments submitted in writing for this project can be viewed using the following link and entering the record number (3034392-EG): http://web6.seattle.gov/dpd/edms/

PRIORITIES & RECOMMENDATIONS
After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, Staff provides the following siting and design guidance.

INITIAL ADMINISTRATIVE EARLY DESIGN GUIDANCE

1. Massing

a. Staff supports the two-story base proposed along Aurora Avenue North that runs congruent to the sidewalk and street shown in Massing Option 2. The two-story base successfully fits into the existing scale of the neighborhood. (CS3-A-1)
b. The proposed saw tooth massing along the street in Option 3 creates a harsh streetscape at the ground level, but presents a varied façade on levels 3-5 that offers visual interest and helps break down the scale of the building. (DC2-A-2)
c. Present a massing option that utilizes a two-story base along the street edge shown in Option 2 with varied upper levels that offer scale and legible forms on stories 3-5 shown in Option 3. Carry the two-story base to the southern mass and wrap it around the southwest corner of the structure to create an appropriate scale in response to context. This facade will be highly visible to those traveling north on Aurora Avenue North as well as the adjacent Single-Family zone. (CS3-A-1, DC2-A-2, CS2-II of the Green Lake Neighborhood Design Guidelines)
d. Staff supports development of a design similar to the precedent image #6 on page 48 of the Administrative Design Review packet, to create scale and depth while maintaining a continuous roof line. Draw inspiration from this image. (DC2-A-2)

2. Single-Family Zone Transition

a. The east adjacent parcel is zoned Single-Family 5000 (SF 5000) and the zone extends several blocks east to Green Lake. The north façade of the proposed structure serves as gateway to the Single-Family zone and should provide a soft transition to the zone. Study how to step and treat the façade to offer residential scale and character. (CS2-II of the Green Lake Neighborhood Design Guidelines)
b. A tall, harsh wall is shown in all three massing options along the east property line. The condition does not create an appropriate transition to the Single-Family zone. Analyze and identify opportunities for the structure to achieve a sensitive transition to the Single-Family scale. (CS2-II of the Green Lake Neighborhood Design Guidelines)
c. The balconies on the north facade facing Keen Way North shown in Massing Option 1 is one way a transition to the adjacent single-family zone is working well.
d. Show amenity space and a roof plan in the floorplans. Staff supports a base along the east property line with a generous setback in response to the Single-Family zone transition but does not feel amenity space on the roof of the base offers a necessary buffer to the Single-Family zone. (CS2-D-5, CS2-II-iv of the Green Lake Neighborhood Design Guidelines)

3. Ground Level Uses

a. Staff is concerned about the viability of the Live/Work units along Aurora Avenue North. A small commercial space would provide street level activation, receive patrons from the community, and continue Aurora Avenue's strong commercial edge. Staff encourages replacing the Live/Work space with a commercial use that will serve a purpose in the neighborhood. (PL3-C, DC1-A)

b. The Green Lake Neighborhood Design Guidelines speak specifically to street level interaction of mixed-use buildings with residential units over commercial ground floor uses. The primary residential entry should be located on a side street (Keen Way North) rather than in the main commercial area (Aurora Avenue North). This maintains a continuous commercial storefront while increasing privacy for residents. (PL3-II-ii of the Green Lake Neighborhood Design Guidelines)

4. Parking Access

a. SDCI has received public comment expressing concern over the added traffic to the alley the project will bring and the safety of the children that use the alley as a play space. Although SDOT requires vehicular access from the alley, consider designing the garage to exit to a right turn only and direct traffic onto Aurora Avenue North. (DC1-B-1)

SECOND ADMINISTRATIVE EARLY DESIGN GUIDANCE September 18, 2020

PUBLIC COMMENT

SDCI did not receive any additional public comments.

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

All public comments submitted in writing for this project can be viewed using the following link and entering the record number(3034392-EG) : http://web6.seattle.gov/dpd/edms/

PRIORITIES & RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, Staff provides the following siting and design guidance.

ADMINISTRATIVE SECOND EARLY DESIGN GUIDANCE

1. Massing

a. Staff supports the applicant's massing option that presents a two-story base along the street edge and varied upper levels that offer scale and legibility. (CS3-A-1, DC2-A-2)

2. Ground Level Uses & Entries

a. The ground level uses continue to be problematic in that several 'back of house' uses are located along the street such as circulation, stairwells, and bicycle parking. Staff recommends further study of the uses and their arrangement.

i. One of the two live/work units has direct access to the street while the other causes the visitor to walk through three doors before reaching the second live/work space. The tedious route through the entry vestibule and residential lobby makes the live/work space hard to find and takes away an opportunity for the project to make a strong connection to the street. Create direct street access for both live/work spaces. (CS2-B-2, PL2-I-i of the Green Lake Design Guidelines)

ii. The Design Guidelines speak to porous retail edges that engage passerby and make visual connections between the sidewalk and retail activities in the building. The bicycle storage, stairwells, and circulation should be de-emphasized at the ground level. Study how the ground level uses can offer ample transparency and a strong connection to the street. (PL3-C-1, DC2-A-1)

b. Staff appreciates the applicant relocating the residential lobby entry to front Keen Way North, as encouraged in the Green Lake Neighborhood Design Guidelines. (PL3-II-ii of the Green Lake Design Guidelines)

c. It is challenging to distinguish between the live/work entry and the residential lobby entry, nor is either entry easily identifiable. Design the entries to resolve this issue. (PL3-A)

3. Façade Composition

a. Although staff appreciates the applicant's efforts to provide scale and visual interest on the upper levels, staff acknowledges there appears to be little cohesion and hierarchy of elements and the application of materials should be simplified to strengthen the design concept. (DC2-B-1)

i. The precedent image on page 22 of the design review packet is successful in that the roofline is flush with carved voids clad in wood and the addition of balconies help accentuate the voids. Small revisions to the west façade to the concept and composition to help clarify the form will be successful in creating a simple, cohesive project. (DC2-B-1)

4. Single Family Zone Transition

a. The blank wall condition along the north façade, fronting Keen Way North, is problematic. Staff recommends replacing the wall with decorative metal screening to shield the parking while also providing visual interest and an opportunity for artwork as a transition to the single-family zone. (DC1-C-2, DC2-B-2)

b. Be mindful of the appearance of the single-story blank wall abutting the east property line. This wall will be highly visible to the adjacent single-family house and should be treated thoughtfully. (CS2-D-3, CS2-D-5, DC2-B-2)

c. Staff questions the need for stairs to the private amenity space from Keen Way North. (PL2-D-1)

RECOMMENDATION November 16, 2022

PUBLIC COMMENT

SDCI received the following design related comments:

- Overall support for the proposed design.
- Concerned about shadow and privacy impacts to nearby residences.
- Concerns with the appearance of the east façade.
- Stated the proposal lacks a design response to older architectural context.
- Stated the proposal does not meet the Green Lake Neighborhood Design Guidelines.

SDCI received non-design related comments concerning traffic in the alley, construction traffic, historic impacts, and support for the proposed minimal parking on site as the site is well served by transit and support for the added density in the neighborhood. These comments are outside the scope of design review.

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

All public comments submitted in writing for this project can be viewed using the following link and entering the record number (3034281-LU): http://web6.seattle.gov/dpd/edms/

SDCI PRELIMINARY RECOMMENDATIONS & CONDITIONS

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

1. **Design Development**
    a. Staff recommends approval of the overall design progression of the project. Staff acknowledges public comment about concerns with the appearance of the east façade, a lack of design response to older architectural context, and concern the proposal does not meet the Green Lake Neighborhood Design Guidelines but staff appreciates the applicant's response to guidance to address these issues and create meaningful improvements to help the project better fit into the existing context. (CS2, CS3)
    b. Staff recommends approval of the change from two live-work units to two commercial spaces which provides transparency and activation at the street. (PL2-B-3, PL3-C-1, PL2-I-i and PL3-I of the Green Lake Design Guidelines)

2. **Walkability of Aurora Avenue North**
    a. The Green Lake Design Guidelines specifically speak to making the Aurora Avenue North corridor more friendly to pedestrians. To meet these Guidelines, Staff recommends a condition to provide lush, dense landscaping in the planting

strip in the right of way in front of the building to help buffer pedestrians from the adjacent traffic. SDOT has specific rules around what is allowed in the planting strip. Work with SDOT and the planner, if needed, to create a lush planting strip with vegetation to act a buffer to the busy street. (DC4-D, PL2-I of the Green Lake Design Guidelines)

3. **Residential Entry**
    a. Staff recommends approval of the applicant relocating the residential lobby entry to front Keen Way North, as encouraged in the Green Lake Neighborhood Design Guidelines. However, the residential entry still appears challenging to locate. Staff recommends a condition to work with the planner to create a more easily identifiable residential entry. This can be achieved in several different ways including through signage or the differentiation of the canopy. (PL3-A, PL3-II-ii and DC4-I-i of the Green Lake Design Guidelines)
    b. In order to de-emphasize the stairwell entry at the street level off Aurora Avenue N, Staff recommends a condition to paint the door the same color as the gray metal siding of the stair tower. (PL3-A, DC2-B-1)

4. **Neighborhood Residential Zone Transition**
    a. Staff recommends approval of the decorative metal artwork proposed along the north façade at grade along Keen Way N to ease in the transition to the adjacent Neighborhood Residential zone and provide pedestrian scale and interest where there is blank wall next to the sidewalk. As proposed, the artwork terminates part way along the brick façade. Staff recommends a condition to maintain the art and extend it the length of the brick at the north façade. (CS2-D-3, DC2-B-1)
    b. Staff notes that the treatment of the single-story blank concrete wall abutting the adjacent east Neighborhood Residential property is not clear in the Recommendation packet. As mentioned in previous guidance, this wall will be highly visible from the adjacent residence. To meet Design Guidelines, this wall will need to be treated thoughtfully to aide in the transition to the Neighborhood Residential zone. A plain, blank concrete wall does meet the intent of the Seattle Design Guidelines regarding single-family zone transitions. Staff recommends a condition to work with the planner to resolve the treatment of the single-story concrete wall to create an appropriate treatment and transition to the adjacent neighborhood residential property and zone. (CS2-D-3, CS2-D-5) Items to be clarified and resolved include:
        i. Clarify the proposed wall material and demonstrate how it will be treated to provide visual interest while any vegetation is maturing. Staff notes that the elevations show architectural concrete, and the Recommendation packet renderings show lush vegetation along the wall.
        ii. Clarify if the proposed vegetation is being provided on the adjacent property to the east, or on the proposed development site.

5. **Materials**
    a. Staff recommends approval of the high quality, contextual material palette, particularly the use of brick and metal. At the construction permit, all exterior materials must be specifically identified, by either manufacturer and product name or with a complete specification that includes material composition, dimensions, thickness, gauge for metal, grade, color, etc. (DC4-A, DC4-II of the Green Lake Design Guidelines)

DEVELOPMENT STANDARD DEPARTURES
SDCI Staff's preliminary recommendation on the requested departures are based on the departures' potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departures.

At the time of the RECOMMENDATION review, the following departures were requested:

1. **Commercial Depth at Street Level (SMC 23.47A.008.B.3.b):** The Code requires commercial uses to have a minimum depth of 10 feet and an average depth of 20 feet.

    The applicant proposes one commercial space to have an average depth of 15.69 feet and the other commercial space to have an average depth of 16.92 feet.

Staff recommends approval of the requested departure as the applicant is providing viable commercial spaces with ample street level transparency which will provide activation along Aurora Avenue North, better meeting the intent of Design Guidelines PL2-B-3 Street Level Transparency, PL3-C-1 Porous Edge, and PL2-I-I Pedestrian Open Spaces and Entrances and PL3-I Human Activity of the Green Lake Design Guidelines.

2. **Pedestrian Uses at Street Level (SMC 23.47A.005.D.1):** The Code requires that along designated principal pedestrian streets, specific pedestrian-oriented uses are required along 80% of the street level, street facing façade.

    The applicant proposes pedestrian uses along 63.7% of the street level, street facing façade.

Staff recommends approval of the requested departure as the applicant is providing viable commercial spaces with ample street level transparency which will provide activation along Aurora Avenue North, better meeting the intent of Design Guidelines PL2-B-3 Street Level Transparency, PL3-C-1 Porous Edge, and PL2-I-I Pedestrian Open Spaces and Entrances and PL3-I Human Activity of the Green Lake Design Guidelines.

3. **Residential Uses at Street Level (SMC 23.47A.005.C.1.a):** The Code requires that residential uses occupy no more than 20% of the street level street facing façade in a pedestrian designation zone, facing a designated principal pedestrian street.

The applicant proposes residential uses to occupy 36.3% of the street level, street facing façade.

Staff recommends approval of the requested departure as the applicant is providing viable commercial spaces with ample street level transparency which will provide activation along Aurora Avenue North, better meeting the intent of Design Guidelines PL2-B-3 Street Level Transparency, PL3-C-1 Porous Edge, and PL2-I-I Pedestrian Open Spaces and Entrances and PL3-I Human Activity of the Green Lake Design Guidelines.

DESIGN REVIEW GUIDELINES

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

CONTEXT & SITE

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

CS1-A Energy Use

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

CS1-B Sunlight and Natural Ventilation

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

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

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

CS1-C Topography

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

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

CS1-D Plants and Habitat

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

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

CS1-E Water

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

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

Green lake Supplemental Guidance:

CS1-I Responding to Site Characteristics

CS1-I-i. Lakefront Orientation: In areas adjacent to Green Lake Park the building should be sited to acknowledge and orient to the lake and park.

CS1-I-ii. Views of Lake: Numerous streets offer views of, and pedestrian access to, the lake. Consider siting the building to take advantage of these views and to enhance views from the public right-of-way. Methods to accomplish this include setting the building back from lake views, placing landscape elements and street trees to frame views rather than block them, and providing pedestrian spaces with views of the lake.

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.

Greenlake Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-I-i. Curved and Discontinuous Streets: The community's street pattern responds to the lake by breaking with the city's standard north-south and east-west grid pattern. This creates numerous discontinuous streets, street offsets, and curved streets, which are an aspect of the community character. New development can take advantage of such street patterns by providing special features that complement these unique spaces.

CS2-I-ii. Entry Locations: Within the Green Lake Planning Area, certain locations serve as entry points into neighborhood and commercial areas. Development of properties at these "Entry Locations" should include elements suggesting an entry or gateway. Examples include a clock tower, turret or other architectural features, kiosks, benches, signage, landscaping, public art or other features that contribute to the demarcation of the area. For Entry Locations, see Map 1 on page 5 of Green Lake Guidelines.

CS2-I-iii. Heart Locations: Development at Heart Locations should enhance their central character through appropriate site planning and architecture. In addition to promoting pedestrian activity, these sites have a high priority for improvements to the public realm. A building's primary entry and facade should face the intersection. Other amenities to consider are special paving, landscaping, additional public open space provided by curb bulbs and entry plazas. For Heart Locations see Map 1 on page 5 of Green Lake Guidelines.

CS2-II Height, Bulk and Scale Compatibility

CS2-II-i. Zone Edges: In such cases where a property with more-intensive zoning is adjacent to a property that contains such split zoning, the following design techniques are encouraged to improve the transition to the split-zoned lot:

a. Building setbacks similar to those specified in the Land Use Code for zone edges where a proposed development project within a more intensive zone abuts a lower intensive zone.

b. Techniques specified in the Seattle Design Guidelines regarding height, bulk, and scale; and relationship to adjacent sites.

c. Along a zone edge without an alley, consider additional methods that help reduce the potential 'looming' effect of a much larger structure in proximity to smaller, existing buildings.
d. One possibility is allowing the proposed structure's ground floor to be built to the property line and significantly stepping back the upper levels from the adjacent building (see sketch in the left column). The building wall at the property line should be designed in a manner sympathetic to the existing structure(s), particularly regarding privacy and aesthetic issues.

CS2-III Streetscape Compatibility

CS2-III-i. Aurora Avenue North: A continuous street wall is less of a consideration on Aurora Avenue N, where numerous parking lots punctuate the streetscape. In this area, a more pleasant and consistent streetscape can be achieved by reinforcing the rhythm of alternating buildings and well landscaped vehicle access areas. Parking lots should be placed at the rear and to the sides of buildings, and the buildings should be located near the street. Parking lot landscaping and screening are particularly important in improving the appearance of the Aurora Avenue North corridor.

CS2-III-ii. Multifamily Residential Areas: Landscaping in the required front setbacks of new multifamily development is an important siting and design consideration to help reinforce desirable streetscape continuity.

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.

Greenlake Supplemental Guidance:

CS3-I Architectural Context

CS3-I-i. Aurora Avenue North Corridor: Recognize Aurora's 1920-1950 commercial character while making the area more friendly to the pedestrian. Specific architectural cues include creative and playful signage, simple post-WW II and flamboyant architecture.

CS3-I-ii. Residential Urban Village: Build on the core's classical architectural styles (e.g., community center, library, Marshall School, VFW building). Also, many of the existing buildings are simple "boxes," with human scale details and features (i.e., building at the NE corner of E. Green Lake Dr. and NE 72nd Street). Brick and detailed stucco are appropriate materials.

CS3-I-iii. Tangletown and 65th/Latona: Build on both commercial areas' human scale elements, particularly the traditional storefront details and proportions of early 1900s vernacular commercial buildings. A mix of traditional and contemporary forms and materials is appropriate provided there is attention to human scale detailing in elements such as doors, windows, signs, and lights.

CS3-I-iv. Facade Articulation of Multi-family Residential Structures: The façade articulation of new multifamily residential buildings (notably in Lowrise zones) should be compatible with the surrounding single-family architectural context. Architectural details similar to those found on single-family homes in Green Lake from the early 1900's can add further interest to a building and lend buildings a human scale. Consider the following features:

a. Pitched roof
b. Covered front porch
c. Vertically proportioned windows
d. Window trim and eave boards
e. Elements typical of neighborhood house forms

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.

Greenlake Supplemental Guidance:

PL1-I Residential Open Space

PL1-i. Required Open Space: The amount of open space required by the Land Use Code may be reduced if the project substantially contributes to the objectives of the guideline by:

a. Creating a substantial courtyard-style open space that is visually accessible to the public and that extends to the public realm.

b. Setting back development to improve a view corridor.

c. Setting upper stories of buildings back to provide solar access and/or to reduce impacts on neighboring single-family residences.

d. Providing open space within the streetscape or other public rights-of-way contiguous with the site. Such public spaces should be large enough to include streetscape amenities that encourage gathering.

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.

Greenlake Supplemental Guidance:

PL2-I Pedestrian Open Spaces and Entrances

PL2-I-i. Make Aurora More Pedestrian Friendly: Although Aurora Avenue North is likely to retain its automobile-oriented character, new development should make the entire Aurora corridor more friendly to pedestrians by encouraging:

a. Street-fronting entries.
b. Pedestrian-oriented facades and spaces.
c. Overhead weather protection.

PL2-I-ii. Streetscape Amenities: New developments are encouraged to work through the Design Review process and with interested citizens to provide features that enhance the public realm. Code departures, as set forth at SMC 23.41.012, will be considered for projects that propose enhancements to the public realm. The project proponent should provide an acceptable plan for, but not limited to, features such as:

a. Curb bulbs adjacent to active retail spaces
b. Pedestrian-oriented street lighting

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.

Greenlake Supplemental Guidance:

PL3-I Entrances Visible from the Street

PL3-I-i. Entrance Orientation: On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street. Secondary and service entries should be located off the alley, side street or parking lots.

PL3-I-ii. Walkways Serving Entrances: In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances. At least one building entrance, preferably the main one, should be prominently visible from the street. To increase security, it is desirable that other entries also be visible from the street; however, the configuration of existing buildings may preclude this.

PL3-I-iii. Courtyard Entries: When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street. Units facing the courtyard should have a porch, stoop, deck or seating area associated with the dwelling unit.

PL3-I-iv. Fences: In residential projects, front yard fences over 4 feet in height that reduce visual access and security should be avoided.

PL3-II Human Activity

PL3-II-i. Recessed Entries: On Mixed Use Corridors, where narrow sidewalks exist (less than 15’ wide), consider recessing entries to provide small open spaces for sitting, street musicians, bus waiting, or other pedestrian activities. Recessed entries should promote pedestrian movement and avoid blind corners.

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-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.

Greenlake Supplemental Guidance:

DC1-I Parking and Vehicle Access

DC1-I-i. Driveway Width: In Lowrise residential developments, single-lane driveways (approximately 12 feet in width) are preferred over wide or multiple driveways where feasible.

DC1-II Design of Parking Lots Near Sidewalks

DC1-II-i. Views to Businesses: Screening of surface parking lots should allow views of businesses.
DC1-II-ii. Screen Type: On Mixed Use Corridors, walls rather than shrub screens are generally preferred because walls require less space and landscaping can be difficult to maintain in congested areas. If walls are provided, they must be made of "permanent" materials such as masonry.
DC2-II-iii. Surface Lots: When adjacent to residential zones, surface parking lots adjacent to sidewalks should be screened with shrubs and double rows of street trees for a more sheltered, residential feel.

DC2-III Visual Impacts of Parking Structures

DC2-III-i. Ground-Level Commercial Use: The preferred solution for parking structures is to incorporate commercial uses at the ground level. Below-grade parking is the next best solution.
DC2-III-ii. Access to Street Network: There should be careful consideration of the surrounding street system when locating auto access. When the choice is between an arterial and a lower volume, residential street, access should be placed on the arterial.
DC2-III-iii. Residential Area Consideration: Structured parking façades facing the street and residential areas should be designed and treated to minimize impacts, including sound transmission from inside the parking structure.

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-AMassing

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.

Greenlake Supplemental Guidance:

DC2-I Architectural Elements and Materials

DC2-I-i. Modulate Facade Widths: On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on Greenlake Way and 100 feet on other corridors, corresponding to traditional platting and building construction. (Note: This should not be interpreted as a prescriptive requirement. Larger parcels may characterize some areas of the Greenlake Community, such as lower Roosevelt.)

DC2-I-ii. Fine-Grained Architectural Character: Buildings in Lowrise zones should provide a "fine-grained" architectural character. The fine grain may be established by using building modulation, articulation and/or details which may refer to the modulation, articulation and/or details of adjacent buildings. To better relate to any established

architectural character encountered within the community, consider the following building features:
a. Pitched roof;
b. Covered front porch;
c. Vertically proportioned windows;
d. Window trim and eave boards;
e. Elements typical of common house forms.

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

Greenlake Supplemental Guidance:

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.

Greenlake Supplemental Guidance:

DC3-I Pedestrian Open Spaces and Entrances

DC3-I-i. Plaza Location: Plazas should be centrally located, on major avenues, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.

DC3-I-ii. Plaza Proportioning: Plazas should be sensitively proportioned and designed. For example: not more than 60 feet across and no more than 3 feet above or below the sidewalk.
DC3-I-iii. Seating: Plazas should have plenty of benches, steps, and ledges for seating. For example: at least one linear foot of seating per 30 square feet of plaza area should be provided; seating should have a minimum depth of 16 inches.
DC3-I-iv. Plaza Frontage: Locate the plaza in a sunny spot and encourage public art and other amenities. For example: at least 50% of the total frontage of building walls facing a plaza should be occupied by retail uses, street vendors, building entrances, or other pedestrian-oriented uses.
DC3-I-v. Planting Beds: Provide plenty of planting beds for ground cover or shrubs. For example: one tree should be provided for every 200 square feet and at a maximum spacing of 25 feet apart. Special precaution must be taken to prevent trees from blocking the sun.

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

DC4-AExterior 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-BSignage

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-CLighting

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-DTrees, 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.

Greenlake Supplemental Guidance:

DC4-I Exterior Finish Materials

DC4-I-i. Desired Materials: See full Guidelines for list of desired materials.

DC4-I-ii. Relate to Campus/Art Deco Architecture: Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.

DC4-I-iii. Discouraged Materials: See full Guidelines for list of discouraged materials.

DC4-I-iv. Anodized Metal: Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.

DC4-I-v. Fencing: Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.

DC4-I-vi. Awnings: Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.

DC4-I-vii. Light Standards: Light standards should be compatible with other site design and building elements.

DC4-II Exterior Signs

DC4-II-i. Encouraged Sign Types: The following sign types are encouraged, particularly along Mixed Use Corridors:

a. Pedestrian-oriented shingle or blade signs extending from the building front just above pedestrians.
b. Marquee signs and signs on pedestrian canopies.
c. Neon signs.
d. Carefully executed window signs, such as etched glass or hand painted signs.
e. Small signs on awnings or canopies.

DC4-II-ii. Discouraged Sign Types: Post mounted signs are discouraged.

DC4-II-iii. Sign Location: The location and installation of signage should be integrated with the building's architecture.

DC4-II-iv. Monument Signs: Monument signs should be integrated into the development, such as on a screen wall.

RECOMMENDATIONS

The analysis summarized above was based on the design review packet dated Friday, September 30, 2022. After considering the site and context, considering public comment, reconsidering the previously identified design priorities and reviewing the materials, the Recommendation phase of the subject design and departures are APPROVED with the following preliminary conditions:

1. Provide dense, lush landscaping in the planting strip in the right of way in front of the building to help buffer pedestrians from the adjacent traffic of Aurora Avenue North. (DC4-D, PL2-I of the Green Lake Design Guidelines)
2. Work with the planner to create a more easily identifiable residential entry off Keen Way N. (PL3-A, PL3-II-ii and DC4-I-i of the Green Lake Design Guidelines)
3. Paint the stairwell entry door at the street level off Aurora Avenue N the same color as the gray metal siding of the stair tower. (PL3-A, DC2-B-1)
4. Maintain the decorative metal artwork along the north brick facade along Keen Way N and extend it the length of the façade. (CS2-D-3, DC2-B-1)
5. Work with the planner to resolve the treatment of the single-story concrete wall along the east property line to create an appropriate treatment and transition to the adjacent neighborhood residential property and zone. (CS2-D-3, CS2-D-5)

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

The design review process prescribed in Section 23.41.016.G of the Seattle Municipal Code describing the content of the SDCI Director's administrative design review decision reads as follows:

> 1. A decision on an application for a permit subject to administrative design review shall be made by the Director.
> 2. The Director's design review decision shall be made as part of the overall Master Use Permit decision for the project. The Director's decision shall be based on the extent to which the proposed project meets the guideline priorities and in consideration of public comments on the proposed project.

Subject to the preliminary conditions identified during the recommendation phase of review, the design of the proposed project was found by the SDCI Staff to adequately conform to the applicable Design Guidelines.

Staff identified elements of the Design Guidelines which are critical to the project's overall success.

SDCI staff worked with the applicant to update the submitted plans to address the preliminary design review conditions identified during the recommendation phase of review.

Applicant response to the preliminary Design Review Condition(s):

1. The level of density and mix of evergreen groundcover and shrub plantings (as indicated on sheet L100 of the MUP set) will provide dense, lush landscaping in the planting strip to help buffer pedestrians from the adjacent traffic of Aurora Avenue North. (DC4-D, PL2-I of the Green Lake Design Guidelines)
2. Revisions have made to the entry design on the north façade, including differentiation of the canopy from the office and retail spaces and the addition of prominent address signage (shown on sheet DR01, DR03 and A303 of the MUP plan set), that creates a more easily identifiable residential entry off Keen Way N. (PL3-A, PL3-II-ii and DC4-I-i of the Green Lake Design Guidelines)
3. The color of the stairwell entry door on Aurora Avenue N is now indicated as the same color as the gray metal siding of the stair tower (as shown on sheet DR02 and DR03 in the MUP plan set). (PL3-A, DC2-B-1)
4. The decorative metal artwork has been extended along the north facade to encompass the length of the brick façade that is adjacent to the sidewalk (as shown on DR01, DR03 and A303 of the MUP plan set). (CS2-D-3, DC2-B-1)
5. The applicant has included a continuous line of planters, with a trellis structure, at the top of the east concrete wall to add scale to the wall at the zone transition (as shown on Sheet C-5, L100, DR01, DR04, and A302). The planters are indicated to be planted with upright and cascading evergreen plants. (CS2-D-3, CS2-D-5)

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 finds that the proposal is consistent with the City of Seattle Design Review Guidelines.

DIRECTOR'S DECISION
The Director **CONDITIONALLY APPROVES** the proposed design and the requested departures with conditions listed at the end of this document.

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 (SMC) Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated 11/10/2020 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 D) 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/circumstances, 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 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, construction traffic impacts, construction-related noise, air quality, 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, no further mitigation is warranted pursuant to SMC 25.05.675.A.

Construction Impacts - 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 on nearby arterials. Large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic.

However, the amount of excavation and size of construction will result in a small and temporary increase in truck trips and demand for on-street parking. Any closures of the public right of way will require review and permitting by Seattle Department of Transportation. Additional mitigation is not warranted per SMC 25.05.675.B.

Construction Impacts - Noise

The project is expected to generate loud noise 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 7:00 PM on weekdays and 9:00 AM and 7:00 PM on weekends and legal holidays in Neighborhood Commercial zones.

If extended construction hours are necessary due to emergency reasons or construction in the right of way, 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.

Environmental Health
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 the following: greenhouse gas emissions; 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 gas, historic resources, height bulk and scale, and transportation 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.

Historic Resources
The existing structure on site is more than 50 years old. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structure on site is unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 75/22). Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

Height, Bulk, and Scale
The proposal completed 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.

Transportation
The Traffic Impact Analysis ('Traffic and parking Demand Study, by William Popp Associates, dated 8/31/2021) indicated that the project is expected to generate a net total of 167 daily vehicle trips, with 14 net new PM peak hour trips and 9 AM peak hour trips.

The additional trips are expected to distribute on various roadways near the project site, including Aurora Ave N and Winona Ave N and would have minimal impact on levels of service at nearby intersections and on the overall transportation system. 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).

☐ Mitigated 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

For the Life of the Project

1. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation packet and in the materials submitted after the Recommendation report, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Theresa Neylon, theresa.neylon@seattle.gov, 206-615-0179).

CONDITIONS – SEPA

None.

Theresa Neylon, Sr. Land Use Planner Date: March 16, 2023
Seattle Department of Construction and Inspections

TN:bg

Neylon/3034281-LU Decision