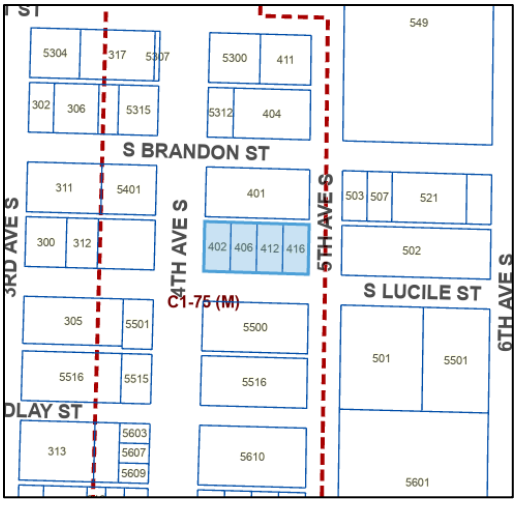
RECOMMENDATION OF THE SOUTHEAST DESIGN REVIEW BOARD

Record Number:	3039114-LU
Address:	402 S. Lucile Street
Applicant:	Steve Schmitz, Jackson Main Architecture
Date of Meeting:	Tuesday, March 14, 2023
Board Members Present:	May So, Chair Daniel Maier Gina Gage (substitute member) Jason Henderson (substitute member)
Board Members Absent:	Steward Germain Lisa Richmond Ben Maritz
SDCI Staff Present:	Greg Johnson

SITE & VICINITY



Site Zone:	Commercial 1- with a 75’ height limit (M) [C1-75 (M)]
Nearby Zones:	(North) C1-75 (M) (South) C1-75 (M) (East) General Industrial 2 with unlimited and 85’ height limit [IG2 U85] (West) C1-75 (M)
Lot Area:	21,055 sq. ft.

Current Development:

The subject site sits on the north side of S. Lucile St between 4th Ave S. to the west and 5th Ave S. to the east in the Georgetown neighborhood of southeast Seattle. The proposal site comprises four existing tax parcels located on a half-block surrounded by three streets to the

east, south, and west, and an alley to the north. The westernmost parcel has a commercial structure and a multifamily residential structure. The remaining three lots each contain a single-family dwelling. The rectangular shaped site has little slope.

Surrounding Development and Neighborhood Character:

Commercial structures and associated surface parking lots surround the site to the north, east, and south. A vacant lot lies across 4th Avenue S. to the west of the site. Principal arterial 4th Avenue S. provides north-south circulation, connecting the Georgetown neighborhood north to Downtown Seattle. S. Lucile Street is a minor arterial providing east-west circulation across the neighborhood. The surrounding area is developed with a mix of one-and-two-story commercial, warehouse, and residential structures.

The site is located within the established fabric of the Georgetown neighborhood. The architecture is a mix of commercial and residential buildings reflective of the varying eras of development over the past century. Relatively small single-story concrete and masonry manufacturing and warehouse structures with associated surface parking are the ubiquitous development type of the surrounding area. Less frequent building types include office or manufacturing buildings of 2-3 stories, full-block developments, and small residential structures. Several blocks to the north and south, the built character transitions to larger footprint commercial buildings with a less consistent street and block pattern. A railyard is located less than a quarter mile to the northeast, forming a distinct boundary to the neighborhood to the northeast.

Access:

Existing vehicular access is located along the alley running along the entirety of the north property line. Pedestrian access is available on existing sidewalks along all three street frontages.

Environmentally Critical Areas:

The site is located within a mapped liquefaction prone area.

PROJECT DESCRIPTION

Land use application to allow a 9-story, 144-unit apartment building with 8 live-work units and retail. Parking for 8 vehicles proposed. Existing buildings to be demolished. Early Design Guidance conducted under 3039305-EG.

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

Any recording of the Board meeting is available in the project file. This meeting report summarizes the meeting and is not a meeting transcript.

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

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

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE May 24, 2022

PUBLIC COMMENT

There were no public comments offered at this meeting.

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

- Supported the human-centered and pedestrian-friendly design.
- Supported the incorporation of landscaping, retail and art studio spaces into the design.

SDCI received non-design related comments concerning affordable housing.

The Seattle Department of Transportation offered the following comments:

- As the site is in a commercial zone, the project frontage is required to have street trees. The project packet does indicate the planting of street trees on each frontage.
- As 4th Ave S and S Lucile St are arterials, sidewalk, curb, and curb ramps are required. Streets Illustrated standards of a minimum 6'' curb, 5.5' planting strip, and 6' sidewalk are required. The project packet does not indicate that Streets Illustrated minimums are met on the project frontages abutting arterials.
- On 5th Ave S, sidewalk, curb, and curb ramps are required. As recommended in the pre-submittal conference, SDOT would like to see a 6'' curb, 5.5' planting strip, and minimum 6' sidewalk to meet Streets Illustrated standards. The project packet does indicate a curb, planting strip, and sidewalk on 5th Ave S.
- The project packet does not indicate required curb ramps.
- To meet Right-of-Way width minimums, a 5' dedication on the alley is required. The project packet does indicate a 5' dedication on the alley.

The following comments were received from SPU-Solid Waste:

- Solid waste collection will occur from the improved alley.
- SPU does not support the preferred design outlined in the EDG proposal with "tuck under parking" along the alley if this parking is the only location for solid waste to be collected.
- The commercial retail space can use uncompacted 2-cubic yard dumpsters that are transported by the Contracted waste hauler to the collection point on the alley.

Uncompacted 2 cubic yard dumpsters must be either staged or stored within 50' of the collection point.

- SPU strongly encourages the project to plan onsite roll-off compaction for residential solid waste services with access off the alley. Roll-off containers are both staged and stored in the same place inside the building, reducing the amount of storage and staging space necessary for solid waste containers. Roll-off service requires a 14' overhead clearance with containers stored on a 3' high dock and a 12' wide loading berth per container. If roll-off services are planned, SPU requires turning studies that accurately reflect onsite roll-off services.

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 3039305-EG: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS

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

1. Massing:

a. The Board preferred the applicant's preferred Option 3 over the other options due to several factors including its larger ground-level courtyard with strong solar orientation and its placement of commercial spaces to address street corners (CS1-B. Sunlight and Natural Ventilation, CS2-B. Adjacent Sites, Streets, and Open Spaces, PL3-C. Retail Edges, DC3-B. Open Spaces Uses and Activities).

b. The Board questioned the link between the angled building form in the southwest corner of the site and the design concept, as well as its relationship to context. The Board stated that this distinctive massing form should have a clear relationship to the design concept and context and should not just be a response to utility line clearance requirements (DC2-A-1. Site Characteristics and Uses, CS2-A. Architectural Presence, CS2-C. Relationship to the Block).

c. The Board expressed concern about the minimal façade modulation of the north façade, citing its length of more than 200 feet and its expected high-visibility from surrounding vantage points due to its 8-story height compared to the 1-2 story context. The Board stated the need for additional legible modulation to reduce the perceived mass of the building. Additionally, the Board encouraged the modulation of the north façade to provide residential unit privacy that accounts for the likelihood of a residential building on the north side of the alley of similar size in the future (CS2-A. Location in the City and Neighborhood, CS2-D.5. Respect for Adjacent Sites, PL3-B-1. Security and Privacy, DC2-A-2. Reducing Perceived Mass).

d. The Board stated the need for more contextual massing information in the review of the building/site design and requested inclusion of surrounding context in both street-level and bird's eye views of the project at the Recommendation phase (CS2. Urban Pattern and Form, CS3-A. Emphasizing Positive Neighborhood Attributes).

2. Outdoor spaces and Ground Floor Uses

a. The Board supported the deeper setback proposed along the east side of the site along 5th Avenue S. and encouraged the design of the street frontage space to complement the residential lobby location through residential-supporting features like additional seating and landscaping (CS2-B-2. Connection to the Street, PL1-A. Network of Open Spaces, PL1-B. Walkways and Connections, PL3-A. Entries, PL3-B-1. Security and Privacy, DC3-B-1. Meeting User Needs).
b. The Board emphasized the need for landscaping within the south-facing courtyard to soften the transition to building edges and to provide shade. The Board further encouraged the applicant to develop a landscaping plan that complements the intended function of the courtyard (CS1-B-3. Managing Solar Gain, DC3-A-1. Interior/Exterior Fit, DC3-C-2. Amenities and Features, DC4-D. Trees, Landscape, and Hardscape Materials).
c. The Board questioned the strategy of using shallow areas of double-height ceiling heights along the street frontages in the commercial spaces to compensate for relatively short commercial ceiling heights, stating that the shallow depth of the double-height spaces generally do not appear to allow for sufficient commercial legibility and light to the spaces. The Board pointed to a conceptual section drawing of the southwest commercial space on packet page 51 as potentially having sufficient depth for commercial legibility and light but cautioned that façade detailing would also be important for commercial space legibility (CS1-B.1. Daylight and Shading, DC2-E-1. Legibility and Flexibility).
d. The Board expressed concern about the safety and security of the alley-adjacent parking area due to its low ceiling height and enclosure by the building on the east and west sides and requested additional attention to the safety and security of this space at the Recommendation phase of review. The Board specifically requested a lighting plan that includes this area (PL2-B. Safety and Security, DC1-C-4. Service Uses).

3. Overall Materials

a. The Board acknowledged public comment related to the need for human scale to be addressed in this project design and emphasized the need for the relationship to human scale to be considered in choosing for exterior materials, as well as durability and texture (DC2-D. Scale and Texture, DC4-A. Building Materials).
b. The Board stated the need for the use of exterior materials to establish a link to the existing built form surrounding the site and also to set precedent for future redevelopment. The Board requested information to be provided at the Recommendation phase of review identifying the proposed exterior materials and their link to the character of the surrounding area (CS2-A-2. Architectural Presence, CS3-A. Emphasizing Positive Neighborhood Attributes, DC2-C-3. Fit with Neighboring Buildings).

c. The Board acknowledged the presence of unique signage and art in the surrounding area and promoted the incorporation of art, sculpture, and unique signage into the project design to further establish a link to the surrounding context (CS3-B. Local History and Culture, DC4-B. Signage).

RECOMMENDATION March 14, 2023

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Supported the proposal and its design, but also expressed concern about the interface of the proposal to adjacent businesses, specifically about traffic and truck movements in the alley and surrounding streets.

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

- Recommended using native plants only for the landscaping.
- Inquired about resident safety and building upkeep in this high-crime area.
- Noted the proposed uses will increase pedestrian activation in the neighborhood.
- Favored open truck access on 5th Ave S and the alley to service local businesses.
- Supported the proposed mural which adds visual interest, human scale, and fine-grained texture; breaks up the massing; and activates the parking lot.
- Liked the use of trees to transition the height.
- Liked how the brick base divides the massing, creates a platform for the apartments above, and gives the retail use a small-town feel.
- Appreciated the inclusion of two shades of brick to create visual interest.
- Supported breaking up the north façade with color and fenestration pattern.
- Felt the corner placement, large windows, and use of brick increases commercial legibility of the retail area.
- Discouraged raising the ceiling height for small café and work spaces.
- Preferred preserving the courtyard amenities by allowed decreased setbacks.
- Praised reusing onsite trees and existing building materials to honor the site's history.
- Commended involving artists and community members early on to inform the building design.

SDCI received non-design related comments concerning archeological review, proposed use, parking quantity, housing affordability, housing demand, food access, roadway design, freight traffic, air quality, crime, density, and unit size.

The Seattle Department of Transportation offered the following comments:

- The project is required to meet the minimum standards of a 6" curb, 5.5' planting strip with street trees, 6' sidewalk, and ADA-compliant curb ramps on each street frontage.
- SDOT is currently working with Georgetown Community Development Authority and the applicant to develop a streetscape concept plan for 5th Ave S, S Lucile St, and 5th Ave S.
- A 5' alley dedication is required and shown in the design packet.
- The scope of Right of Way improvements will require a Street Improvement Permit.

Seattle Public Utilities – Solid Waste Division submitted an approval letter for the current development proposal. The approval includes the following characteristics:

- Staging for collection in alley behind building between 4th Ave S and 5th Ave S.
- Collection for recycling and garbage on separate days.

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 3039114-LU: http://web6.seattle.gov/dpd/edms/

PRIORITIES & BOARD RECOMMENDATIONS

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

1. **Design Concept and Relationship to Context:**
    a. In response to public comment, the Board recommended approval of the massing design of the north façade, stating that although the depth of massing shifts along the north façade is relatively shallow, sufficient visual modulation is achieved using changes of color and materials (DC2-A-2. Reducing Perceived Mass, DC2-B-1. Façade Composition).
    b. In response to public comment, the Board recommended approval of the height and exterior materials of the two-story podium, stating that its height is appropriate related to surrounding development and establishes a human scale. The Board recommended a condition to maintain the two-story podium height around the base of the building (CS2-A. Location in the City and Neighborhood, CS2-D-1. Existing Development and Zoning, CS3-A-1. Fitting Old and New Together, DC2-C-3. Fit with Neighboring Buildings, DC2-D-1. Human Scale).
    c. The Board recommended approval of the proposed window design within the building's two-story podium at the southwest and southeast corners and along the east and west façades, citing the relatively large scale of the windows, their transparency, and their use of divided light mullion patterns as important characteristics that enhance human scale, commercial space legibility and access to light, as well as relate to the surrounding manufacturing character. The Board recommended a condition to maintain the scale, transparency, and mullion pattern characteristics of these windows (CS3-A. Emphasizing Positive Neighborhood Attributes, DC2-A-2. Reducing Perceived Mass, DC2-B-1. Façade Composition, DC2-C-1. Visual Depth and Interest, DC2-D. Scale and Texture).

2. **Ground Plane and Pedestrian Experience**:

a. The Board recommended approval of the proposed fence along the south courtyard for its incorporation into the site as artwork that provides a sufficient level of transparency between the courtyard and street frontage, for its ability to provide security to the courtyard space outside of business hours, and its incorporation of large doors to provide porosity into the site during business hours (PL2-B. Safety and Security, PL3-A. Entries, DC1-A-2. Gathering Places, DC3-B. Open Space Uses and Activities).
b. The Board expressed concern about the incorporation of landscaping along the southern edge of the courtyard and its potential to reduce visual connection between the courtyard and the street frontage. The Board recommended a condition to minimize the presence of landscaping along the south edge of the courtyard between 2 and 8 feet in height to allow visibility between the courtyard and the street frontage (CS2-B-3. Character of Open Space, PL3-A. Entries, DC1-A-2. Gathering Places, DC4-D-1. Choice of Plant Materials).
c. In response to public comment, the Board expressed concern about safety, security and visibility within the south courtyard and recommended a condition to refine the lighting plan to result in an evenly lit courtyard to eliminate glare and dark spots (PL2-B-2. Lighting for Safety, DC4-C. Lighting).
d. The Board encouraged refinement of the building and site design to induce pedestrians to enter and exit the site through the south courtyard instead of the alley. The Board acknowledged the applicant's intent to improve the pedestrian experience and safety within the alley and expressed support for future improvements to the alley that would support this intent. The Board, however, declined to add a condition related to pedestrian design within the courtyard and along the alley (PL1-B. Walkways and Connections, PL2-D-1. Design as Wayfinding).

3. Materiality:

a. In agreement with public comment, the Board recommended approval of the proposed brick material within the two-story base along the street frontages due to its inherent texture and durability. The Board recommended a condition to maintain the brick exterior material within the podium on all street-facing facades (DC2-C-3. Fit with Neighboring Buildings, DC2-D-1. Human Scale, DC4-A-1. Exterior Finish Materials).
b. The Board heard public comment and recommended approval of the locations, scale and themes of the artwork on the upper levels of the street-facing façades, stating that this artwork added to the development's identity and established a strong local cultural reference. The Board recommended a condition to maintain these characteristics for the upper façade artwork as the project design progresses. (CS3-B Local History and Culture, PL2-D. Design as Wayfinding, DC2-B-1. Façade Composition).
c. The Board heard public comment and recommended approval of the various art proposals throughout the building's base and ground plane, stating that these artwork proposals provide helpful wayfinding while also referencing local history and culture. The Board recommended a condition to maintain these characteristics for artwork at grade and within the building's base. (CS3-B Local History and Culture, PL2-D. Design as Wayfinding).

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures is 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. **Non-Residential Floor-to-Floor Height (23.47A.008.B.4):** The Code requires a minimum floor-to-floor height of at least 13 feet for non-residential uses at street level. The applicant proposes to allow a minimum floor-to-floor height of 10 feet within 40% of the street-level non-residential space.

   The Board heard public comment and recommended approval of the departure, stating that the resulting design better meets the intent of Design Guidelines by allowing for a consistent base height that transitions between commercial and residential uses rather than one that changes height at use transitions. (CS1-B.1. Daylight and Shading, DC2-E-1. Legibility and Flexibility).

2. **Upper-Level Setbacks for Street-Facing Facades (23.47A.014.C):** For zones with a height limit of 75 feet, the Code requires portions of a structure above 65 feet in height to be set back from the front lot line an average depth of 8 feet; no more than 20% of the portion of the structure that must be set back may have a setback of less than 5 feet. The applicant proposes to allow:

   a. An average setback of 3 feet above 65 feet along the west property line;
   b. Approximately 76% of the west facade above 65 feet to have a setback of less than 5 feet; and
   c. Approximately 42% of the south façade above 65 feet to have a setback of less than 5 feet.

   The Board heard public comment and recommended approval of this departure, stating the resulting design better meets the intent of Design Guidelines by placing additional floor area at upper levels along the street frontages thereby allowing for a larger courtyard along the S. Lucile Street frontage, which is a primary component of the design concept (DC2-A. Massing, DC2-B. Architectural and Façade Composition).

3. **Loading Berth Width and Clearance (23.54.035.C.1):** The Code requires a minimum vertical clearance of 14 feet. The applicant proposes to allow a minimum vertical clearance of 8'-4" for the required loading berth.

   The Board recommended approval of this departure and stated that the design resulting from the departure would better meet the intent of design guidelines by allowing the

loading zone to be placed in a location removed from defined pedestrian areas while also maintaining the consistent parking area height along the north façade (PL2-B. Safety and Security, DC1-C-4. Service Uses).

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.

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

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

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

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

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

CS2-C Relationship to the Block

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

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

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

CS2-D Height, Bulk, and Scale

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

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

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

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

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

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

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through

building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

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

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

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

CS3-B Local History and Culture

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

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

PUBLIC LIFE

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

PL1-A Network of Open Spaces

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

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

PL1-B Walkways and Connections

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

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

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

PL1-C Outdoor Uses and Activities

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

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

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

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

PL2-A Accessibility

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

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

PL2-B Safety and Security

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

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

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

PL2-C Weather Protection

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

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

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

PL2-D Wayfinding

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

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

PL3-A Entries

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

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

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

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

PL3-B Residential Edges

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

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

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

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

PL3-C Retail Edges

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

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

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

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

PL4-A Entry Locations and Relationships

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

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

PL4-B Planning Ahead for Bicyclists

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

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

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

PL4-C Planning Ahead For Transit

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

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

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

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

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

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

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

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

DC1-B Vehicular Access and Circulation

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

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

DC1-C Parking and Service Uses

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

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

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

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

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

DC2-A Massing

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

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

DC2-B Architectural and Facade Composition

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

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

DC2-C Secondary Architectural Features

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

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

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

DC2-D Scale and Texture

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

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

DC2-E Form and Function

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

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

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

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

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

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

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

DC3-C Design

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

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

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

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

DC4-A Exterior Elements and Finishes

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

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

DC4-B Signage

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

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

DC4-C Lighting

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

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

DC4-D Trees, Landscape, and Hardscape Materials

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

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

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

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

DC4-E Project Assembly and Lifespan

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

BOARD RECOMMENDATIONS

The recommendations summarized above were based on the design review packet dated March 14, 2023, and the materials shown and verbally described by the applicant at the March 14, 2023, Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions.

1. Maintain the two-story podium height around the base of the building (CS2-A. Location in the City and Neighborhood, CS2-D-1. Existing Development and Zoning, CS3-A-1. Fitting Old and New Together, DC2-C-3. Fit with Neighboring Buildings, DC2-D-1. Human Scale).
2. Maintain the scale, transparency, and mullion pattern characteristics of windows within the two-story podium (CS3-A. Emphasizing Positive Neighborhood Attributes, DC2-A-2. Reducing Perceived Mass, DC2-B-1. Façade Composition, DC2-C-1. Visual Depth and Interest, DC2-D. Scale and Texture).
3. Minimize the presence of landscaping along the south edge of the courtyard between 2 and 8 feet in height (PL3-A. Entries, DC1-A-2. Gathering Places, DC4-D-1. Choice of Plant Materials).
4. Refine the lighting plan to result in an evenly lit courtyard to eliminate glare and dark spots (PL2-B-2. Lighting for Safety, DC4-C. Lighting).

5. Maintain the brick exterior material within the podium on all street-facing façades (DC2-C-3. Fit with Neighboring Buildings, DC2-D-1. Human Scale, DC4-A-1. Exterior Finish Materials).
6. Maintain the locations, scale and themes of the artwork on the upper levels of the street-facing façades (CS3-B Local History and Culture, creating an identity, PL2-D. Design as Wayfinding, DC2-B-1. Façade Composition).
7. Maintain the locations and themes of artwork at grade and within the building's base (CS3-B Local History and Culture, PL2-D. Design as Wayfinding).

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