



FINAL EARLY DESIGN GUIDANCE OF THE EAST DESIGN REVIEW BOARD

Record Number: 3039736-EG
Address: 2727 Boylston Ave E
Applicant: Scot Carr, PUBLIC47 Architects
Date of Meeting: Wednesday, October 19, 2022
Board Members Present: Gina Gage, Chair, Michael Cannon, Emily van Geldern, Joe Reilly
Board Members Absent: Christopher Bendix
SDCI Staff Present: David Landry

SITE & VICINITY

Site Zone: Midrise (M1)
Nearby Zones: (North) Midrise (M1), (South) Midrise (M1), (East) Neighborhood Residential 3, (West) Lowrise 2 (M)
Lot Area: 9,910 Square Feet (Sq. Ft.)



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

Current Development:

The subject site, located on the west side of Boylston Ave E, midblock between E Hamlin St to the north and E Edgar St to the south, lies within the Eastlake neighborhood. The development site comprises two existing tax parcels developed with two single-family residences built in 1908 and 1909 and two detached garages. The rectangular in shape the terrain descends east to west approximately 18 feet.

Surrounding Development and Neighborhood Character:

The proximate blocks in the eastern edge of the Eastlake neighborhood are largely developed with single-family and small-scale multifamily residential structures. The greater neighborhood additionally includes midrise multifamily residential structures and an array of mixed-use, office, retail, and townhouse development throughout. Principal arterial Eastlake Ave E, two blocks to the west, is the neighborhood's largest thoroughfare and commercial street which connects north to the University District and south to the South Lake Union and Downtown neighborhoods. Interstate 5 and Lake Union frame the neighborhood to the east and west respectively. The neighborhood topography slopes downhill to the west toward Lake Union.

The Eastlake neighborhood has witnessed the replacement of single-family and low-rise structures with larger-scale townhouse, multifamily residential, and mixed-use structures. The neighborhood consists of a variety of architectural styles reflecting the varying eras of development which span the twentieth and twenty-first centuries. Structures along the west side of Boylston Ave E maintain a residential character. Buildings are lowrise, up to four stories in height. Mature trees and landscaping on the west side of Boylston Ave E screen Interstate 5 which is otherwise visible opposite the residential area. The area was rezoned from Lowrise 3 to Midrise (M1) on in April 2019.

Access:

Vehicle access occurs from the alley.

Environmentally Critical Areas:

No mapped environmentally critical areas are located on the subject site.

PROJECT DESCRIPTION

Design Review Early Design Guidance for an 8-story, 83-unit apartment building. Parking for 41 vehicles proposed. This project is participating in the Living Building Pilot Program.

Vehicle access is proposed from the alley. Pedestrian access is proposed from Boylston Ave E.

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.

FINAL EARLY DESIGN GUIDANCE October 19, 2022

PUBLIC COMMENT

The following public comments were offered at this meeting:

Housing Density

- Many comments supported the project's higher density as it will provide needed housing in the Eastlake neighborhood. Comments affirmed the site's location near the University of Washington and downtown.

Massing and Relationship to Context

- Impressed with the scaling and relationship of the building to its surroundings.
- Stated that the preferred massing does a remarkable job at pulling back from the adjacent properties on the north and south and pushing the massing toward I-5 and the alley.
- Excited to see another responsible building joining the landscape
- Also appreciates the buildings tall and narrow shape which will minimize the impact to neighboring properties.

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

- Requested retaining the trees and shrubs between the site and adjacent properties to maintain privacy and an eco-friendly sensation.

SDCI received non-design related comments concerning parking and the alley condition. These comments are outside the scope of design review.

The Seattle Department of Transportation offered the following comments:

- The project is required to meet the minimum standards of a 6" curb, 6' sidewalk, and 5.5' planting strip with street trees along the Boylston Ave E frontage.
- The existing street trees in the planting strip are required to be retained.
- A 6" paved ROW dedication is required on the alley.

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

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

PRIORITIES & BOARD RECOMMENDATIONS

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

1. Massing:

- a. The Board appreciated how the development team is pursuing the Living Building Pilot Program. **(CS1, CS2, CS2-A-1)**
- b. The Board appreciated Option 3, the preferred alternative, but were also intrigued by elements of Option 2 given the related solar studies as this option seems to provide the most daylight for the building to the north. This option also pulls back from the alley to offer a setback which provides increased daylight and access to views as well. **(CS1-C-1, CS1-C-2, CS2, DC2-A-2)**
- c. The Board responded positively toward the curvilinear forms of Option 2 given the history of houseboats and boating and the center for wooden boats located in the general vicinity. **(DC2-A-2, DC2-B-1, DC2-C-1)**
- d. Some Board members suggested that they could potentially support a ‘squatter’ building favoring more dramatic angles or curvature like a boat shape in response to the local context. Board members reiterated that they wish to see a ‘fatter’ or more coffin or boat shaped building in response to (local) context and response to light. **(CS2-D, DC2-B-1)**
- e. The Board agreed with public comments about the need to pull the project back from neighboring buildings. They did not support Option 1 which is not as respectful to its neighbors to the north or south. **(CS2-D-5, PL1-B-3, PL2-D, PL3-A-4, DC3-C-2)**
- f. The Board seemed to agree with the design team’s approach of pulling the building back away from the side setbacks in Options 3 and 4 and while making the building taller as the correct approach for the site. **(CS2-D-5, PL1-B-3, PL2-D, PL3-A-4, DC3-C-2)**
- g. The Board ultimately agree to support the contemporary design approach of Option 3/4 with the caveat that the design is more reflective of the East Lake neighborhood and the angle points focused more on views to the lake. **(CS2-C-2, CS3-B-1)**

2. Entries:

- a. The Board in their discussions suggested that the sidewalk along Boylston is the most pedestrian friendly despite being next to the freeway thus supporting the location of the primary entry along this street. The Board directed the design team to investigate ways of making the primary entry more inviting by better integrating and/or creating opportunities for brief respites, adding a bicycle entry, creating a better indoor-outdoor connection with the lobby, enhancing the contemplative courtyard, etc., for a more pleasurable experience. **(CS2-C-2, CS3-B-1, PL2-B, PL2-C, PL3-A-4, PL4-A, DC2-D, DC4-D)**

- b. The Board encourage the use of evergreen green trees where appropriate along with a more expansive landscape plantings along the street as well as the side yards. **(CS2-D-5, PL1-B-3, PL2-D, PL3-A-4, DC3-C-2)**
- c. The Board discussed some of the difficulties associated with bicycle parking and access into the building (i.e., forcing individuals to bring bikes through a series of doors). The ease of bicycle access should be studied with an eye on giving it greater priority, but the Board did not give exact design details. **(CS2-A-1, CS2-A-2, PL2-B, PL4-B)**
- d. The Board briefly discussed the potential for noise impacts associated with the site's proximity to the freeway and directed the design team to develop ways of mitigating these impacts using materials, low walls, and other landscaping elements. **(PL2-B, PL2-D, PL3-B, DC1-A-3)**
- e. The Board requested additional study on how to include a 'respectful' alley entry which could benefit bike and watercraft users and others walking up from the lake seeking entry into the building. **(CS2-A-1, CS2-A-2, PL2-B, PL4-B)**

3. Building Façade and Views:

- a. In their deliberations the Board discussed their desire to see the applicant provide more views of the lake by potentially adjusting the angles of the building façade which was tempered by an additional desire to see more trees along the sides of the building. **(DC2-A-2, DC2-B-1, DC2-B-1, DC2-C-1)**
- b. The Board also questioned why the angle of the south facing facade is not prioritizing the City instead of focusing on the freeway. As described, the longest side of the southern facade is angled toward the freeway. Rather the facade should be angled toward the west which is more responsive to site conditions. As a result, the Board directed the design team to further study how the angles of the building can be revised to take better advantage of views. **(CS3-A-2, DC2-A-02, DC2-B-1, DC2-C-1)**
- c. In discussing how the finish materials will affect the building façade, the board members suggested that the horizontal bands depicted in the packet seem to be disjointed and need to be better integrated into the overall building design. **(CS3, DC2-B-1, DC4-A1, DC4-A2)**
- d. The materials should make the building look unified as one building with high quality materials. In addition, they suggested that high-quality materials should reflect the wood and boat history of Eastlake, possibly embracing some of the ship plank construction imagery. **(CS3-A-2, DC4-A1, DC4-A2)**
- e. The Board agreed also wanted to see the use of wood in the lobby and entryway in such a way that it reflects the Eastlake character or heritage. **(CS3, DC4-A1, DC4-A2)**
- f. The Board requested additional detail on the top of building and how the building will be finished as the EDG drawings seems to lack this details and somewhat vague. **(CS3-A-1, CS3-A-2, DC2-B-1)**

4. Lighting:

- a. The Board requested a lighting concept plan for both the alley and the entry for the next phase of the development. **(PL2-B-2, PL2-C, PL3-C-2)**

DEVELOPMENT STANDARD DEPARTURES

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

At the time of the **FINAL** Early Design Guidance meeting the following departures were requested:

1. **Setbacks and separations (SMC 23.45.518.B.1):** The Code requires that front and side setback from street lot lines shall be 7' average, 5' minimum and the rear setback 10' from a rear lot line abutting an alley.

The applicant proposes a front setback of 6" for upper stories and at the alley, garage is setback 4'-0". Project to significantly exceed all side setback requirements. The rationale is based on the fact that the proposed massing pulls in from the north and south property lines and exceeds the side setback requirements designed to provide greater relief to the adjacent neighbors. The volume of relief afforded by the proposed massing exceeds the amount of relief a code compliant scheme would offer.

The Board indicated their preliminary support for the departure request given the applicant's rationale. **CS2 - URBAN PATTERN AND FORM, CS2-D-5 RESPECT FOR ADJACENT SITES, DC2-B ARCHITECTURAL AND FAÇADE COMPOSITION**

2. **Setbacks and separations (SMC 23.45.518.B.1):** The Code requires that rear setback 10' from a rear lot line abutting an alley.

The applicant proposes a rear setback of 6" at the alley, garage is setback 4'-0". Project to significantly exceed all side setback requirements. The rationale is based on the fact that the proposed massing pulls in from the north and south property lines and exceeds the side setback requirements designed to provide greater relief to the adjacent neighbors. The volume of relief afforded by the proposed massing exceeds the amount of relief a code compliant scheme would offer.

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3. **Maximum Structure Depth (SMC 23.45.528.B):** The Code requires the depth of principal structures shall not exceed 80 percent of the depth of the lot. The exception to structure depth limit is as follows. To allow for front setback averaging and courtyards as provided in Section 23.45.518, structure depth may exceed the limit set in subsection 23.45.528.B.1 if the total lot coverage resulting from the increased

structure depth does not exceed the lot coverage that would have otherwise been allowed without use of the courtyard or front setback averaging provisions.

The applicant is requesting that the proposed structure depth of 109' be allowed to exceed 80% of the depth. The states that the proposed massing meets the intent of the exception, where the total lot coverage of the proposed massing is less than a code compliant scheme that meets the depth requirement.

The Board indicated their preliminary support for the departure request given the applicant's rationale. **CS2 - URBAN PATTERN AND FORM, CS2-D-5 RESPECT FOR ADJACENT SITES, DC2-B ARCHITECTURAL AND FAÇADE COMPOSITION**

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 Façade Composition

DC2-B-1. Façade Composition: Design all building façades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all façades 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 façades 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 façades 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 façades, 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 DIRECTION

At the conclusion of the FINAL EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application.