



City of Seattle

Department of Planning & Development
D. M. Sugimura, Director



FIRST EARLY DESIGN GUIDANCE OF THE NORTHWEST DESIGN REVIEW BOARD

Project Number: 3020114

Address: 6726 Greenwood Avenue N

Applicant: Jay Janette, Skidmore/Janette Architects, for Johnson Carr LLC

Date of Meeting: Monday, October 19, 2015

Board Members Present: Ellen Cecil, Chair
Marc Angelillo
Chris Bell
Keith Walzak

Board member absent: Dale Kutzera

DPD Staff Present: Michael Dorcy

SITE & VICINITY

Site Zone: NC 2-40

Nearby Zones: (North) NC2-40
(South) NC2-40
(East) NC2-40/ SF 5000
(West) NC2-40

Lot Area: 8,036 sf



Current Development:

The lot at the corner of Greenwood Avenue n. and N. 68th Street is occupied by a one-story commercial building, which will be demolished.

Surrounding Development and Neighborhood Character:

The neighborhood is generally a mix of older commercial and residential buildings, several of distinguished character. New development, actual and proposed, generally has taken advantage of increases in allowable height. The development site is situated adjacent to two lots that are split by a zoning designation of NC2-40 to the west and Single Family 5000 to the east and currently occupied with single-family residences. The proposed site is a regularly shaped rectangle located adjacent to Greenwood and N. 68th Street. The site lies one half a block north of where the arterial that is Phinney Avenue N. jogs west to join Greenwood Avenue N. as a continuation of the arterial.

Access:

Vehicular access to the site is currently via a curbcut off N. 68th Street which allows access to a driveway and loading and parking space behind (to the east of) the commercial building that faces onto Greenwood Avenue N. In the applicants' preferred scheme, and in the other three massing options as well, there would be no parking or loading spaces located on site. The residential lobby would be located off N. 68th Street; pedestrian commercial entries would be located off Greenwood Avenue N.

Environmentally Critical Areas:

None. The site is relatively flat, with a slight rise from south to north. There is a pronounced declination, west to east, as one ventures east along N. 68th Street towards Green Lake. There are no environmentally critical areas on the site.

PROJECT DESCRIPTION

The proposal is a four story, mixed-use structure, with approximately 4,000 sq. ft. of ground-floor retail and approximately 57 residential apartment units. There would be no parking provided as part of the development.

FIRST EARLY DESIGN GUIDANCE October 19, 2015

The Early Design Guidance packet includes materials presented at the meeting, and is available online by entering the project number (3020114) at this website:
http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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

Mailing Public Resource Center

Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

The project proposes a 4-story structure, 44 feet in height, with residential units located above a ground floor of 4,000 square feet of commercial space. Four options were presented at the meeting with minor massing differentiation. The first floor space running the full extent of the building parallel to Greenwood Avenue N. in each of the schemes occupied approximately one half the depth of the lot. Common to each was a residential lobby off N. 68th Street, bordered by a brace of live/work unit spaces, one directly against the east property line. Three small ground floor residential units and mechanical and garbage rooms filled out the rest of the ground floor and east half of the lot without variation in individual locations. The differentiation in schemes occurred above the ground level, with Option A providing a second level court partially along the eastern property line (and a confusing first level court that did not appear to be aligned with the proposed first floor residential units). Option B had a second level central court open to the south. Option C was characterized by a ground floor chamfered northwest corner and an amenity area in the southeast corner. Option D was “T”-shaped, with both the east and west facades tucked in for their southern halves. A rooftop amenity area was spoken of but not delineated, set back from Greenwood Avenue N. and oriented to eastern views, at least in Option A. No departures would be needed for any of the proposed schemes, according to the presentation.

PUBLIC COMMENT

More than fifty individuals attended the EDG meeting, with 47 signing in to become parties of record. About 14 of those individuals signed in to speak at the EDG public meeting. The Department had received approximately 25 letters regarding the proposal prior to the public meeting. Among the primary concerns expressed, in both written and oral comments, was the lack of parking proposed for the development, a matter over which the Board has no jurisdiction. Among other concerns and issues were the following:

- While providing parking was a Code requirement for neither the commercial or residential components of the proposed building, there was still a legitimate need to provide for loading and unloading on site and not to rely on the public right-of-way for these essential building functions;
- No separate service entries were shown for the commercial parts of the building;
- Asserted that the design “options” were essentially the same box;

- It was thought that none of the options particularly embraced gestures that were apropos of the actual site, its adjacencies, or the neighborhood context;
- The planned retail spaces would be better in keeping with the neighborhood patterns and norms if conceived as marketable to smaller businesses;
- Wants it to fit into the neighborhood, be compatible with the “porch time” customs of neighbors to the east;
- All the proposed alternatives are out of proportion to their contexts since none show adequate deference to the single family residences to the east of the site;
- Requested that the Board bring the project back for a second EDG meeting since none of the proposed designs showed any acknowledgement of the single-family residences just east of the site;
- The proposed location of garbage storage on site for each of the four options did not appear to be kind to either the single family residence to the east nor to the multifamily structure due south of the site;
- Concerns were raised regarding shadows to be cast, safety, noise;
- Although four schemes had been presented, none seemed to have been true alternative designs;
- Don’t just consider what is allowable but what is right.

BOARD DELIBERATIONS

The Board thanked members of the public for their comments and noted that several of the expressed concerns were ones shared by members of the Board. The Board’s comments and discussion were focused on these major points:

- The relationship of the project to the single family residences to the east: massing and setback issues;
- The differences between Greenwood Avenue N., a commercial street, and N. 68th Street, a residential street, and how the building should respond to each streetfront in different ways;
- Requested a clarification of what real discrete choices were contained in the so-called options;
- The treatment of the northwest corner, both of the ground floor and the entire height of the structure;
- The question of How will the building be serviced by trucks;
- Privacy of the neighbors, south and east;
- Garbage storage and considerations for neighbors to the south and east.

Despite thinking that the proposed schemes lacked much difference, some Board members suggested that the scheme of two discrete bars shown in Option A suggested a useful and promising *parti* for a successful building on this site. Co-extensive with the ground floor retail space, and extending upward through three floors of residential units and the width of the lot on Greenwood, the front “mixed” bar suggested a differentiation and independence from the second bar to the east which could then be conceived as a residential block, including ground floor residential entry and street-facing residential units, rather than live/work units. The Board also thought it more appropriate that any rooftop amenity space be pushed forward to Greenwood Avenue N. and away from the single family homes to the east.

It was suggested by some members that the Board would be agreeable to entertain departure requests if such could facilitate the supplanting the proposed live/work units with residential units on N. 68th Street; it was thought that this could be a part of a solution to providing a better transition to the single family residential lots to the east of the subject site.

Difficult issues remained, however, regarding the proposed massing in relationship to the structures east of the site. Likewise, proper servicing of the site (loading and unloading space on site), locations of garbage storage, and appropriate division and appointments of the proposed retail commercial spaces were in need of further exploration and clarification.

Although not shown in the packet, the design team had noted that they had contemplated the possibility of providing basement space, which might accommodate bicycle storage, among other functions. Bike storage and access was an important issue for a successful building. If basement storage were to be seriously proposed, the Board would expect to see any basement area more fully developed and incorporated into the floor plans.

The Board thought it important for the applicants to study existing and proposed commercial and mixed-use building frontages in the area and to seek established or compatible patterns regarding size and treatment of building bays, fenestration and variations in the use of materials among other factors.

The applicants were encouraged by the Board to meet with neighbors who were concerned about the impacts and design of the proposal

BOARD PRIORITIES

At the conclusion of the First Early Design Guidance meeting, the Board recommended, by a vote of 4-0, that the project return for another meeting in response to the guidance provided, including the specific studies, revisions and drawings discussed above.

Specific, but not all-inclusive, items needed for the next EDG meeting:

- a) Include a site survey which includes elevational notations in the packet
- b) Show three alternative designs, Code compliant (or with departures clearly identified) and responsive to the Board's guidance from the first EDG meeting
- c) Include east/west sections of each alternative which include the entirety of the lots immediately to the east
- d) Light/shadow comparisons should be prepared for the alternatives
- e) Include a fuller streetscape analysis of existing commercial and mixed-use buildings in the area, an analysis that entails more than points of entry and deals with entry treatment, materials, windows, window treatments, lighting, signage, landscaping, etc. The analysis should go beyond a mere showing of pictures
- f) Include at least a preliminary, but detailed, landscape plan for the preferred option.

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. 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-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.

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

CS2-D Height, Bulk, and Scale

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

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

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

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

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

Greenwood/Phinney Supplemental Guidance:

CS2-I Streetscape Compatibility

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

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

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

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

- a. setbacks with view-framing landscaping (see CS1)
- b. arbors with hanging plants
- c. small outdoor spaces with trees and landscaping.

CS2-II Height, Bulk and Scale Compatibility

CS2-II-i. Impact of New Buildings on the Street: Consider the setback of upper stories of new mixed-use development on Greenwood Avenue North and North/Northwest 85th Street to reduce the dominance of new buildings on the street. Also, new commercial development should respect the small-scale historical pattern of storefronts on Greenwood Avenue North. Typically, the older storefronts are about 50 feet in width and

feature brick, stone or other masonry units. Some also feature architectural details that provide interest and a human scale to the buildings.

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

- a. increasing the building setback from the zone edge at the ground level;
- b. reducing the bulk of the building's upper floors nearest to the less intensive zone;
- c. reducing the overall height of the structure; and
- d. using extensive landscaping or decorative screening.

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

- a. relax the minimum size limit for nonresidential uses—allow up to a 15 percent reduction in the required commercial area
- b. relax the residential amenity or setback requirements.
- c. allow for a building's ground floor to be built to the property line of the less intensive zone as long as the building wall is less than a single story, contains no windows and upper floors are stepped back appropriately.

CS2-III Architectural Context/Building Entrances

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

CS2-V Street Pattern

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

CS2-VI Structure Orientation

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

CS2-VII Mass and Scale

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

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

CS3-A Emphasizing Positive Neighborhood Attributes

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

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

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

Greenwood/Phinney Supplemental Guidance:

CS3-I Architectural Concept and Consistency

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

- a. small-scale architectural details at the ground level, including color, texture/ patterns, materials, window treatment, sculptural elements, etc
- b. landscaping is an important component of the overall character, particularly for residential development
- c. personalization of individual businesses is a key feature of both corridors.

CS3-II Compatibility

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

PUBLIC LIFE

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-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.

Greenwood/Phinney Supplemental Guidance:

PL2-I Pedestrian Open Spaces and Entrances

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

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

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

PL2-II Pedestrian Lighting

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

PL2-III Street Elements

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

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

PL3-A Entries

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

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

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

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

PL3-B Residential Edges

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

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

PL3-B-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.

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-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-C Parking and Service Uses

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

DC2-D Scale and Texture

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

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

DC2-E Form and Function

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

Greenwood/Phinney Supplemental Guidance:

DC2-I Architectural Context

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

DC2-II Human Scale

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

DC2-III Mass and Scale

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

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

DC3-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.

Greenwood/Phinney Supplemental Guidance:

DC4-I Architectural Context

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

1. Large illuminated box (back-lit “can”) signs, unless they are treated or designed to be compatible with the character of surrounding development. Back-lit awnings should be limited to one horizontal-mounted lighting tube. Small neon signs are an alternative as long as they are unintrusive to adjacent residences.
2. Pole-mounted signs. Small monument signs are encouraged as part of low walls screening parking and abutting pedestrian-oriented space. Design should not present a visibility problem to a driver, pedestrian or bicyclist.

DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on any 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 **First** Early Design Guidance , no departures were requested.

BOARD DIRECTION

At the conclusion of the First Early Design Guidance meeting, the Board recommended the project return for another meeting in response to the guidance provided.

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EDG Report sent 11/2/15 KM

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