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PROJECT INFORMATION

ADDRESS:	1622 E YESLER WAY
DPD PROJECT #:	3015183
KING COUNTY ASSESSORS #:	982670-0695
LEGAL DESCRIPTION:	YESLER'S H L FIRST ADDITION PLAT BLOCK; 16, PLAT LOT; 6
ZONING:	NC1-40
OVERLAY DESIGNATION:	Urban Village: 23rd & Union-Jackson Urban Village Frequent Transit Corridor

PROJECT SUMMARY

The Early Design Guidance Meeting was held on October 2, 2013

The Master Use Permit was submitted on December 13, 2013

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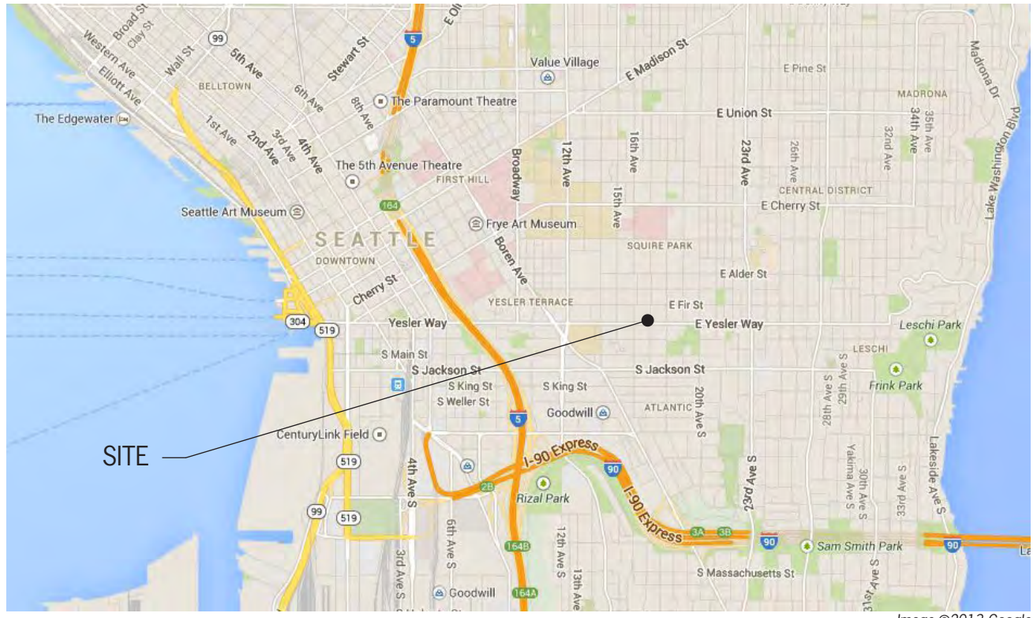
EXISTING SITE CONDITIONS



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VICINITY MAP

Image ©2013 Google

SITE CONTEXT

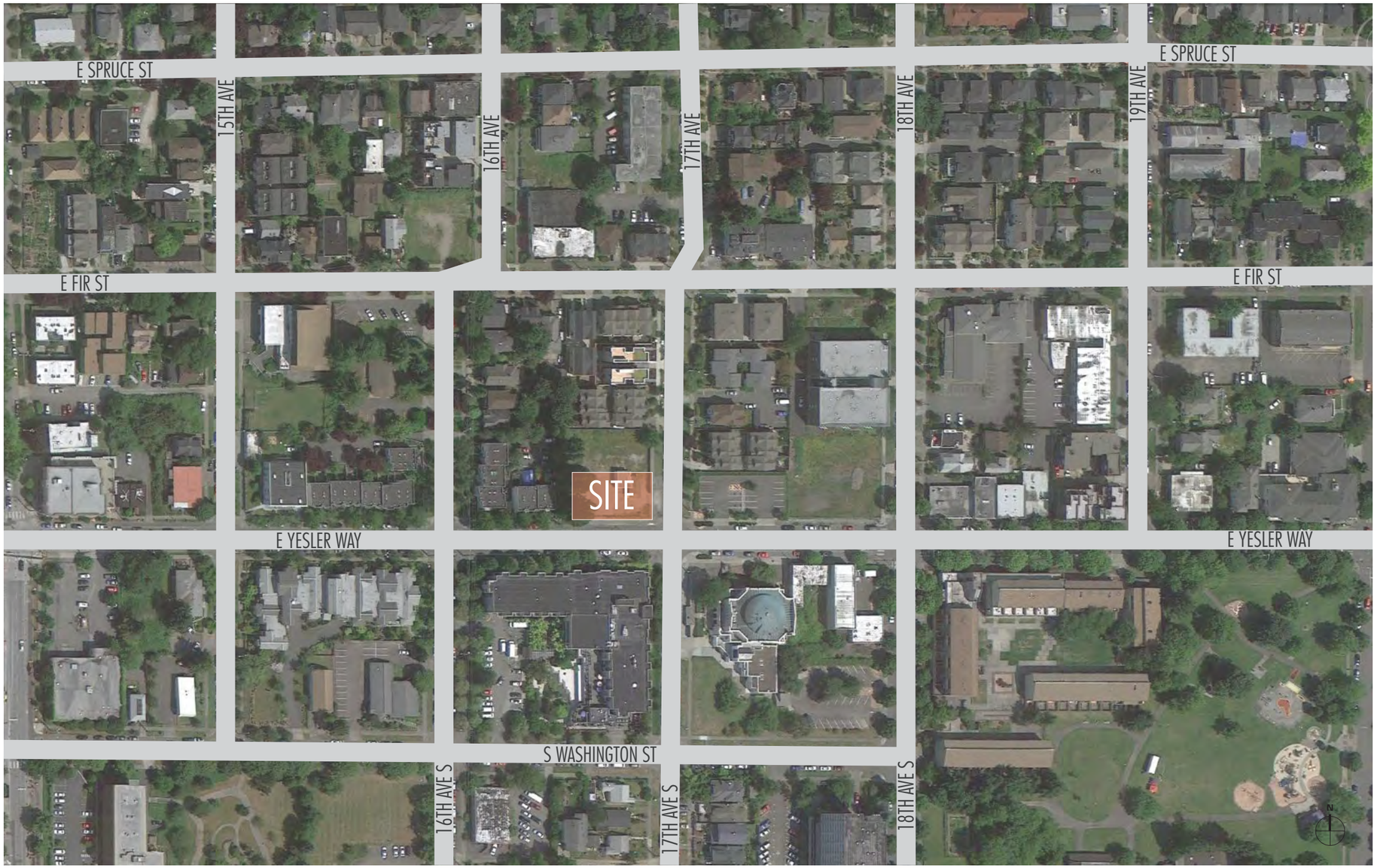
The project site is located in the northwest corner of the intersection of E Yesler Way and 17th Avenue in Seattle, Washington. It is approximately 8,000 SF and slopes downhill from the northeast corner to the southwest corner about 10 feet across the site.

The site was previously occupied by two vacant commercial structures: a former gas station and auto repair shop. Demolition of these structures was completed under DPD permit #6363781. Site remediation has been done and a No Further Action (NFA) letter from the Department of Ecology was issued on March 31st, 2014.

The lots to the north and west of the site are zoned LR-3, which require a 15' setback along those property lines.

Currently, west of the site there are low-rise apartment buildings. The vacant lot to the north has a townhome project proposed under a separate permit (#3015756).

The design proposal is to develop (7) four-story live-work units with approximately 2,500 SF of commercial use along E Yesler Way with parking accessed by a driveway from 17th Avenue. Six parking stalls will be provided in garages on the ground level, with one surface stall west of the building.



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DEVELOPMENT STATISTICS SUMMARY

Lot Size	8,025	SF
FAR	3.00	
Allowable SF	24,075	SF
Proposed SF	16,099	SF

FAR SF:

LEVEL	*AREA*		
Ground (Commercial)	*2,616*	*SF*	
Ground (Residential)	*1,458*	*SF*	
2nd	*4,210*	*SF*	
3rd	*4,339*	*SF*	
4th	*3,476*	*SF*	
Total Proposed	*16,099*	*SF*	*7 Live/Work Units*

PARKING:

LOCATION	*STALLS*
Garage	*6*
Surface	*1*
Total Proposed	*7*

PROJECT SUMMARY

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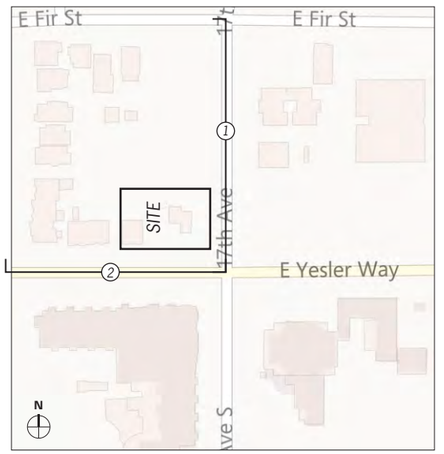
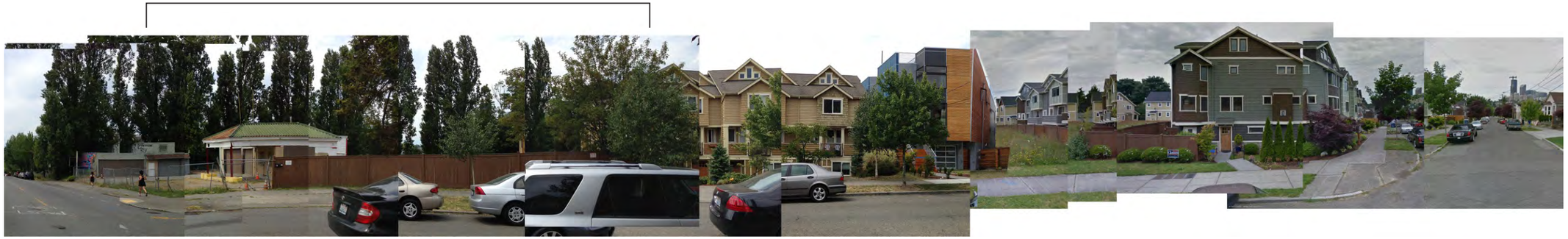


PROJECT SITE



1. 17th AVENUE E FACING WEST

PROJECT SITE

2. E YESLER WAY - FACING NORTH

STREET VIEWS

05.07.2014 DESIGN REVIEW: RECOMMENDATION PACKAGE

1622 E YESLER WAY / DPD PROJECT # 3015183

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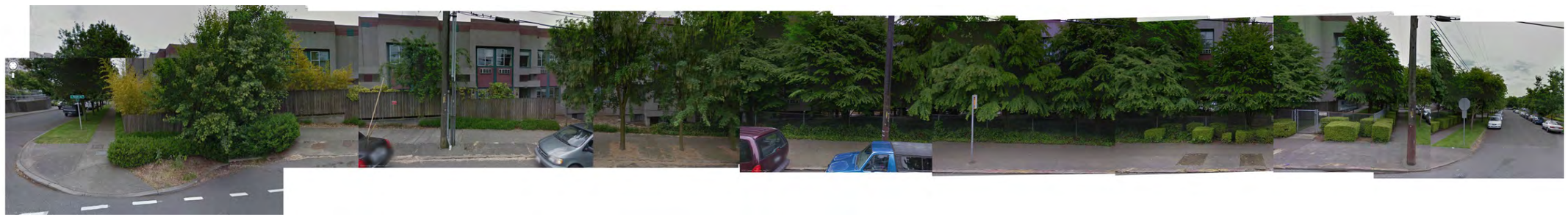
ACROSS FROM SITE



3. E YESLER WAY - FACING SOUTH

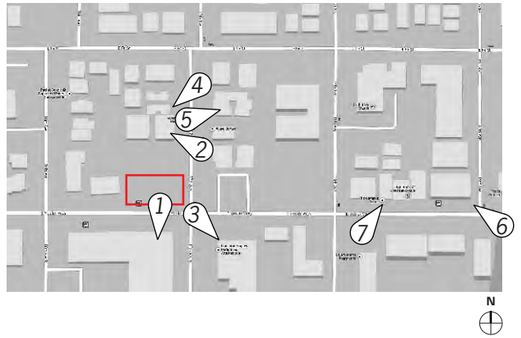
ACROSS FROM SITE

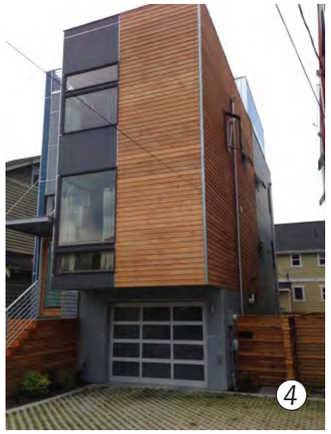
4. 17th AVE - FACING EAST

DESIGN CUES
- older apartment building directly across site
- facade responds to slope of site
- modulation creates visual interest

DESIGN CUES
- example of nearby townhome development
- warm, inviting exterior
- lush landscape along street

DESIGN CUES
- light brick facade softens building mass
- pedestrian seating incorporated on ground level
- variety of window shapes/sizes
- identifying signage





DESIGN CUES
- example of single family residence
- modern design
- narrow shape with depth and garage on ground floor
- variety of materials
- driveway made of permeable pavers

DESIGN CUES
- landscape buffer between public and private space
- use of color and modulation breaks up street facade
- decks out front promote interaction among residents and neighborhood

DESIGN CUES
- example of live-work development along E Yesler Way
- height and massing (4 levels, commercial on ground floor)
- combination of different materials to create visual interest

DESIGN CUES
- example of commercial development along E Yesler Way
- storefront scaled for pedestrian
-recesses allow protection from the elements

NEIGHBORHOOD ANALYSIS

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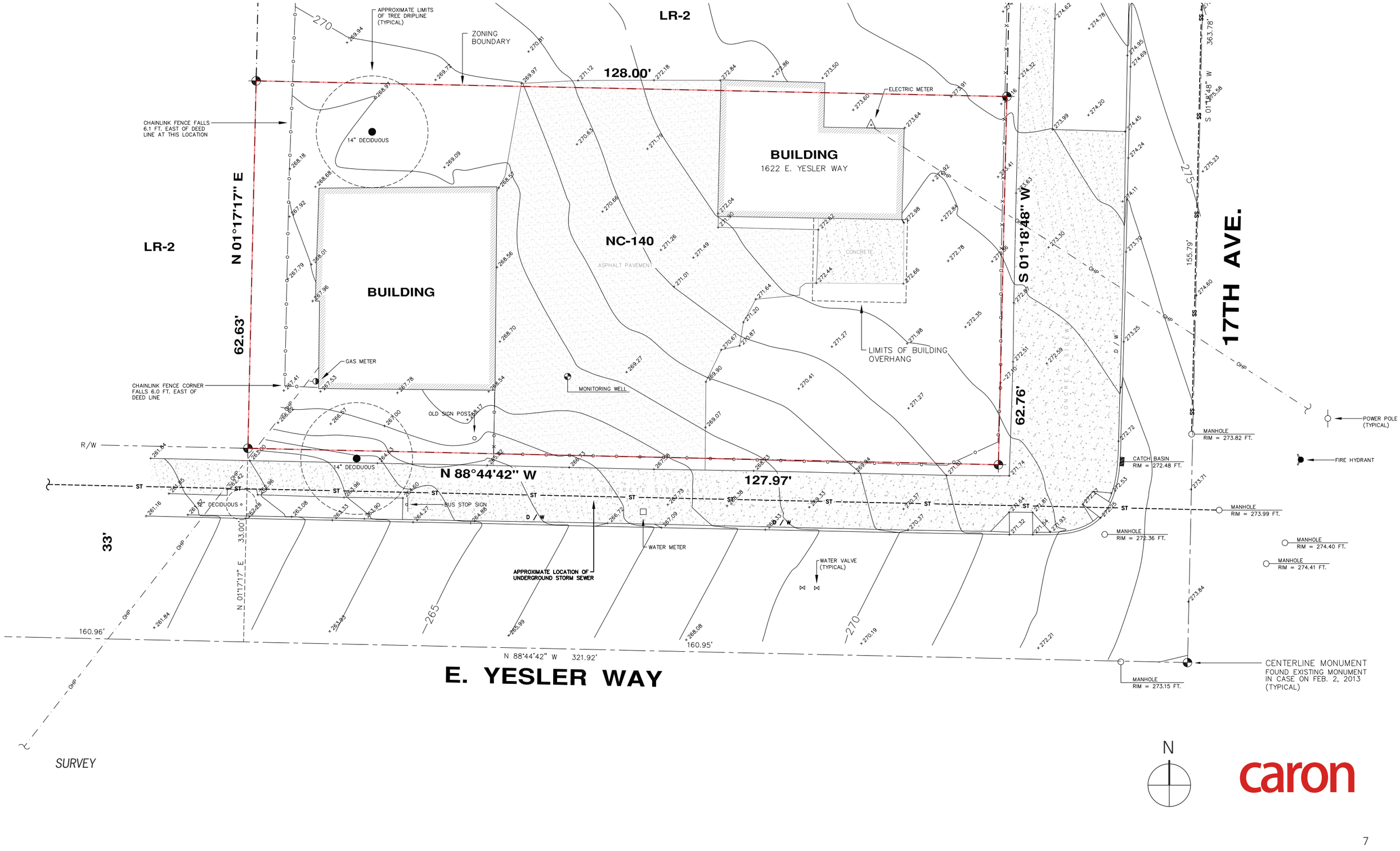

SURVEY

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SMC FOR NC1-40	REQUIRED	PROPOSED	COMPLIES
23.47A.004 PERMITTED AND PROHIBITED USES	COMMERCIAL USES INCLUDING EATING & DRINKING ESTABLISHMENTS, SOME ENTERTAINMENT USES, FOOD PROCESSING AND CRAFT WORK, LAB/ RESEARCH FACILITIES, LODGING, MEDICAL SERVICES, OFFICES AND SALES ARE ALLOWED. LIVE-WORK UNITS PERMITTED. RESIDENTIAL USES PERMITTED.	LIVE-WORK UNITS PROPOSED	COMPLIANT
23.47A.005 STREET-LEVEL USES	C1. IN ALL NEIGHBORHOOD COMMERCIAL AND C1 ZONES, RESIDENTIAL USES MAY OCCUPY, IN THE AGGREGATE, NO MORE THAN 20 PERCENT OF THE STREET-LEVEL STREET-FACING FACADE	LIVE-WORK UNITS PROPOSED	COMPLIANT
23.47A.008 STREET-LEVEL DEVELOPMENT STANDARDS	A.2.b: BLANK SEGMENTS OF THE STREET-FACING FACADE BETWEEN 2 FEET AND 8 FEET ABOVE THE SIDEWALK MAY NOT EXCEED 20 FEET IN WIDTH. A.2.c: THE TOTAL OF ALL BLANK FACADE SEGMENTS MAY NOT EXCEED 40% OF THE WIDTH OF THE FACADE OF THE STRUCTURE ALONG THE STREET. B.2.a: 60% OF THE STREET-FACING FACADE BETWEEN 2FT AND 8FT ABOVE THE SIDEWALK SHALL BE TRANSPARENT. B.2.b: TRANSPARENT AREAS OF FACADES SHALL BE DESIGNED AND MAINTAINED TO ALLOW UNOBSTRUCTED VIEWS FROM THE OUTSIDE INTO THE STRUCTURE OR, IN THE CASE OF LIVE-WORK UNITS, INTO DISPLAY WINDOWS THAT HAVE A MIN. 30 INCH DEPTH. B.3: NONRESIDENTIAL USES SHALL HAVE DEPTH GREATER THAN 50% OF THE STRUCTURE'S FOOTPRINT. B.3.b: NONRESIDENTIAL USES AT STREET LEVEL SHALL HAVE A FLOOR TO FLOOR HEIGHT OF AT LEAST 13FT. D.1: AT LEAST ONE OF THE STREET-LEVEL STREET-FACING FACADES CONTAINING A RESIDENTIAL USE SHALL HAVE A VISUALLY PROMINENT PEDESTRIAN ENTRY. E: WHEN A LIVE-WORK UNIT IS LOCATED ON A STREET-LEVEL STREET-FACING FACADE, PORTION OF EACH SUCH LIVE-WORK UNIT IN WHICH BUSINESS IS CONDUCTED MUST BE LOCATED BETWEEN THE PRINCIPAL STREET AND THE RESIDENTIAL PORTION OF THE LIVE-WORK UNIT.	NO BLANK FACADE EXCEEDING 20FT IS PROVIDED. MAX. BLANK FACADE SEGMENT PROPOSED IS 13FT. TOTAL OF ALL PROPOSED BLANK FACADE ALONG E. YESLER WAY IS 27%, AND ALONG 17TH AVE. IS 11%. 74% OF FACADE ALONG E. YESLER WAY AND 84% OF FACADE ALONG 17TH AVE. IS PROPOSED TO BE TRANSPARENT. TRANSPARENT AREAS ARE DESIGNED TO ALLOW UNOBSTRUCTED VIEWS INTO THE STRUCTURE. EACH LIVE-WORK UNIT HAS DEPTH OF 23FT. WHICH IS 58% OF THE STRUCTURE'S FOOTPRINT. EACH LIVE-WORK UNITS HAS MINIMUM OF 13FT FLOOR TO FLOOR HEIGHT. EACH LIVE-WORK UNIT HAS THEIR OWN PROMINENT ENTRY. LIVE-WORK UNIT IS PROPOSED TO HAVE THE PORTION IN WHICH BUSINESS IS CONDUCTED AT THE STREET FRONT.	COMPLIANT COMPLIANT
23.47A.012 STRUCTURE HEIGHT	A.1.a.1): THE HEIGHT OF A STRUCTURE MAY EXCEED UP TO 4FT IF a) A FLOOR-TO-FLOOR HEIGHT OF 13 FT OR MORE IS PROVIDED FOR NONRESIDENTIAL USES AT STREET LEVEL. C.2: OPEN RAILINGS, PLANTERS, PARAPETS AND FIREWALLS MAY EXTEND UP TO 4FT ABOVE HEIGHT LIMIT. C.4: MECHANICAL EQUIPMENT CAN EXTEND UP TO 15FT ABOVE HEIGHT LIMIT, STAIR AND ELEVATOR PENTHOUSES MAY EXTEND UP TO 16FT ABOVE HEIGHT LIMIT, AS LONG AS THE COMBINED TOTAL COVERAGE OF ALL FEATURES DOES NOT EXCEED 20% OF THE ROOF AREA, OR 25% OF THE ROOF AREA IF THE TOTAL INCLUDES STAIR OR ELEVATOR PENTHOUSES OR SCREENED MECHANICAL EQUIPMENT.	ALL NONRESIDENTIAL USES AT STREET LEVEL ARE PROPOSED TO BE MIN. 13FT. ALL PARAPETS, RAILINGS, PLANTERS AND FIREWALLS ARE MAX. 4FT ABOVE HEIGHT LIMIT. NO STAIR AND/OR ELEVATOR PENTHOUSES ARE PROPOSED.	COMPLIANT
23.47A.013 FLOOR AREA RATIO	B: 3.0 FAR ALLOWED.	TOTAL SITE AREA: 8,025 SF FAR ALLOWED: 24,075 SF FAR PROVIDED: 16,099 SF	COMPLIANT

ZONING DATA

SMC FOR NC1-40	REQUIRED	PROPOSED	COMPLIES
23.47A.014 SETBACK REQUIREMENTS	B.2: FOR A STRUCTURE CONTAINING A NON-RESIDENTIAL USE, A SETBACK IS REQURIED ALONG ANY SIDE OR REAR LOT LINE THAT ABUTS A LOT IN A RESIDENTIAL ZONE. a. 10FT FOR PORTIONS OF STRUCTURES ABOVE 13FT IN HEIGHT TO A MAX. 40FT. b. FOR EACH PORTION OF A STRUCTURE ABOVE 40FT IN HEIGHT, ADDITIONAL SETBACK AT THE RATE OF 2FT. B.5: NO ENTRANCE, WINDOW, OR OTHER OPENING IS PERMITTED CLOSE THAN 5FT TO AN ABUTTING RESIDENTIALLY ZONED LOT. E.3: RAMPS OR OTHER DEVICES NECESSARY FOR ACCESS FOR THE DISABLED AND ELDERLY, WHICH MEET SEATTLE BUILDING CODE, CHAPTER 11, ARE PERMITTED IN REQUIRED SETBACK.	NORTH & WEST PROPERTY LINES ABUT RESIDENTIAL ZONE. 15FT SETBACK PROPOSED FOR BOTH NORTH AND WEST PROPERTY LINES.	COMPLIANT. SEE SITE PLAN, PAGE 19
23.47A.016 LANDSCAPING AND SCREENING STANDARDS	A.2: GREEN FACTOR SCORE OF 0.3 OR GREATER REQUIRED. D.1.c.2: SURFACE PARKING ABUTTING A RESIDENTIAL ZONE MUST HAVE A 6' HIGH SCREENING AND 5' DEEP PLANTING AREA	GREEN FACTOR SCORE 0.3 OR GREATER PROPOSED. GREEN SCREEN ON FENCE IN LIEU OF PLANTING AREA PROPOSED.	COMPLIANT DEPARTURE REQUESTED. SEE PAGE 33
23.47A.022 LIGHT AND GLARE STANDARDS	A: EXTERIOR LIGHTING MUST BE SHIELDED AND DIRECTED AWAY FROM ADJACENT USES. B: INTERIOR LIGHTING IN PARKING GARAGES MUST BE SHIELDED TO MINIMIZE NIGHTTIME GLARE AFFECTING NEARBY USES. C: DRIVEWAYS AND PARKING AREAS FOR MORE THAN TWO VEHICLES SHALL BE SCREENED FROM ADJACENT PROPERTIES.	EXTERIOR LIGHTING WILL BE SHIELDED AND DIRECTED AWAY FROM ADJACENT USES.	COMPLIANT. SEE SITE PLAN, PAGE 19
23.47A.024 AMENITY AREA	A: 5% OF TOTAL GROSS FLOOR AREA IN RESIDENTIAL USE REQUIRED. B: REQUIRED AMENITY AREAS SHALL MEET THE FOLLOWING STANDARDS: 1. ALL RESIDENTS SHALL HAVE ACCESS TO AT LEAST ONE COMMON OR PRIVATE AMENITY AREA 2. AMENITY AREAS SHALL NOT BE ENCLOSED 3. PARKING AREAS, VEHICULAR ACCESS EASEMENT, AND DRIVEWAYS DO NOT COUNT AS AMENITY AREAS 4. MIN. HORIZONTAL DIMENSION OF 10 FT, AND MIN. SIZE OF 250 SF.	TOTAL RESIDENTIAL USE AREA: 13,317.94 SF AMENITY AREA REQUIRED: 665.90 SF PROPOSED AMENITY SPACE: 761.42 SF	COMPLIANT
23.53.035 OVERHANGS IN THE ROW	A.4.c: STRUCTURAL OVERHANG LENGTH MUST TAPER FROM 15' TO 9' USING 45° ANGLES AT THE EDGES	90° ANGLES PROPOSED AT EDGES OF STRUCTURAL OVERHANG IN ROW	DEPARTURE REQUESTED. SEE PAGE 33
23.54.015 REQUIRED PARKING	TABLE A.II.J & TABLE B.II.M: NO PARKING REQUIRED IN URBAN VILLAGES THAT ARE NOT WITHIN AN URBAN CENTER OR THE STATION AREA OVERLAY DISTRICT.	NO PARKING REQUIRED. HOWEVER, 7 SPACES PROVIDED.	COMPLIANT. SEE SITE PLAN, PAGE 19
23.54.040 SOLID WASTE AND RECYCLABLE MATERIALS STORAGE AND ACCESS	TABLE A: RESIDENTIAL DEVELOPMENT 2-8 DWELLING UNITS REQUIRE 87SF.	2' x 6' AREA PROVIDED PER EACH LIVE-WORK UNIT.	COMPLIAN. SEE SITE PLAN, PAGE 19
23.54.030 PARKING SPACE STANDARDS	D.2.a.2: THE MINIMUM WIDTH OF DRIVEWAYS FOR TWO-WAY TRAFFIC WITH NON-RESIDENTIAL USES SHALL BE 22 FEET AND THE MAXIMUM WIDTH SHALL BE 25 FEET. F.2.b.2: THE MINIMUM WIDTH OF CURB CUTS FOR TWO-WAY TRAFFIC WITH NON-RESIDENTIAL USES SHALL BE 22 FEET AND THE MAXIMUM WIDTH SHALL BE 25 FEET.	14'-0" MIN. DRIVEWAY WIDTH, 21'-2" MAX. DRIVEWAY WIDTH 10'-0" CURB CUT	DEPARTURE REQUESTED. SEE PAGE 32 DEPARTURE REQUESTED. SEE PAGE 32

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OPTION A (DEVELOPED)

Summary

The preferred option has been refined to expand the commercial space on the ground floor eastern-most unit, with its parking stall being relocated west of the building on surface, and is van accessible. The board requested that the two corner units be expanded to full commercial depth, but after various parking layout studies, there was not enough site surface to locate both parking stalls that would be eliminated with this option. The driveway along the north property line has been reduced in width, with access via a smaller curb cut and landscaped to create a more "park-like experience at the back" which the proposed project to the north will also utilize. Materials and finishes have been incorporated into the design that relate to the existing characteristic of the neighborhood, such as a light brick facade at the ground level which reflects the adjacent historical landmark, the Langston Hughes Performing Arts Institute.

MASSING OPTION A (PREFERRED)*

PROS:

- *Commercial entry recessed at street level encouraging pedestrian use and movement*
- *2 corner units create a stopping point and emphasize intersection*
- *Full commercial base*
- *Facade modulated at each unit*
- *Balconies along street generate interaction among residents and neighborhood*
- *Ground floor commercial spaces respond to sloped condition of site*
- *One parking stall/unit*

CONS:

- *Aligned roof creates taller structure*
- *Less individuality as units are aligned*

The Board suggested the preferred design scheme Option A should move forward to the Master Use Permit (MUP) submittal with their design guidance.

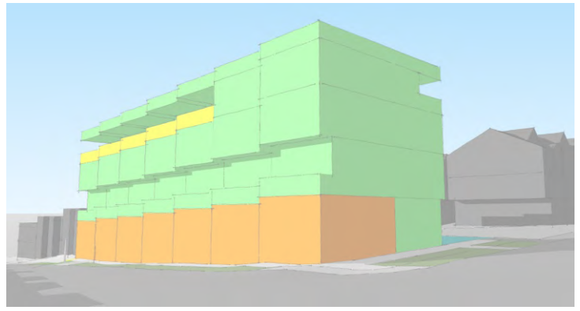
MASSING OPTION B

PROS:

- *Commercial entry recessed at street level encouraging pedestrian use*
- *Full commercial base*
- *Vertical modulation creates visual interest*
- *No departures required*
- *Fully zoning code compliant*

CONS:

- *Less emphasis on corner*
- *Needs more horizontal modulation*
- *Monotonous back facade*



MASSING OPTION C

PROS:

- *Each unit steps along E Yesler Street*
- *Creates rhythm for pedestrian*
- *Horizontal recess modulation*
- *Full commercial base*
- *Corner is emphasized by flipping two end units*
- *No departures required*

CONS:

- *Floors and openings will not align*
- *Less commercial feeling*
- *Structure becomes too busy*
- *More expensive to build*
- *Design loses cohesion*

EDG DIRECTION		RESPONSE
A-2 Streetscape Compatibility The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way. **EDG Report:** It is imperative that the Board understands more clearly how the design is cohesive as building form and relates to the established context.		**Response:** *The proposed project is part of NC1 zoning along E Yesler Way. While isolated from development on the 1900 block by vacant properties, the configuration of the project attempts to provide a continuation of small commercial spaces along E Yesler Way with individual entries directly from the street, each identified with signage and overhead canopies.*
A-4 Human Activity New development should be sited and designed to encourage human activity on the street. **EDG Report:** The Board felt it was important that the design reinforces desired streetscape characteristics which is commercial at the street-level and incorporates elements that achieve good human scale.		**Response:** *Human activity on the street will be encouraged through the use of landscaping elements and massing of the building at the street level. The entire building is set back from the property line 36" to allow for more pedestrian space at the ground level. A variety of materials and textures at the ground level provide visual interest as well.*
A-5 Respect for Adjacent Sites Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings. **EDG Report:** The design of the new building should incorporate architectural features, elements and details to enhance pedestrian comfort, discourage blank walls, are respectful of adjacent properties and reinforce the spatial characteristics of both East Yesler Way and 17th Avenue.		**Response:** *The proposed design has limited windows on the west elevation facing the adjacent apartment building to maintain privacy. The northern driveway will be enhanced with landscaping and pervious pavement to create more of woonerf experience, or predominantly pedestrian street with only access to residential parking.*
A-8 Parking and Vehicle Access Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety. **EDG Report:** The board stated that, in order to complete the composition, the live-work parking spaces in the structure should have garage doors and the open parking spaces in the structure should be screened from the street and adjacent properties. The board commented that it would support a code departure request that would reduce the curb cut, and parking aisle widths to create a more "park-like experience at the back".		**Response:** *Residential vehicular access onto the site will be from 17th Avenue. Per Review Board comments, the curb cut and driveway will be scaled down to 10' providing an opportunity for landscape buffer and screening. Individual residential parking stalls will be within the structure, screened by garage doors.* *One surface parking stall has been located at the end of the driveway to the western façade, where it would be screened from street view by a fence and landscaping.*
A-10 Corner Lots Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners. **EDG Report:** At the Recommendation meeting, the Board expects to review a design that creates a strong commercial presence at the corner.		**Response:** *The architectural concept emphasizes the intersection of 17th Avenue and E Yesler Way with a massing of 2 units which will have a different façade treatment to further enhance the SE corner of the lot. Here there will be a higher parapet and commercial glazing will wrap around the corner.* *Brick will also wrap the corner but then transition to "softer" materials at the point of residential entry to the corner unit.*

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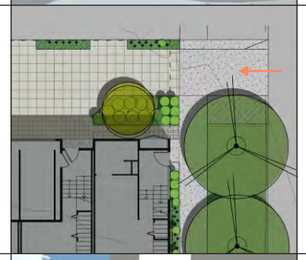
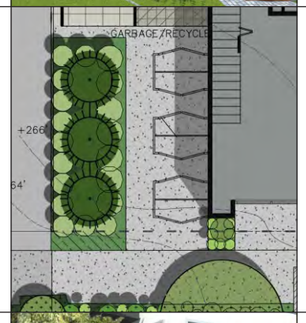
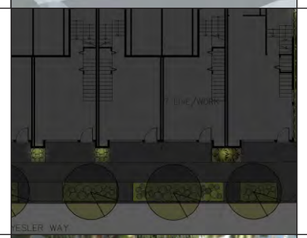
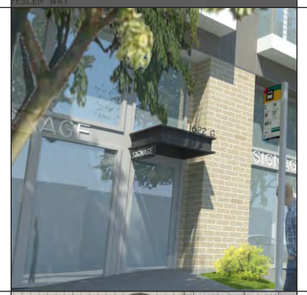
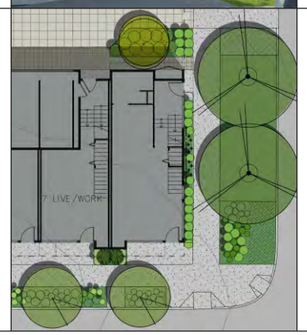
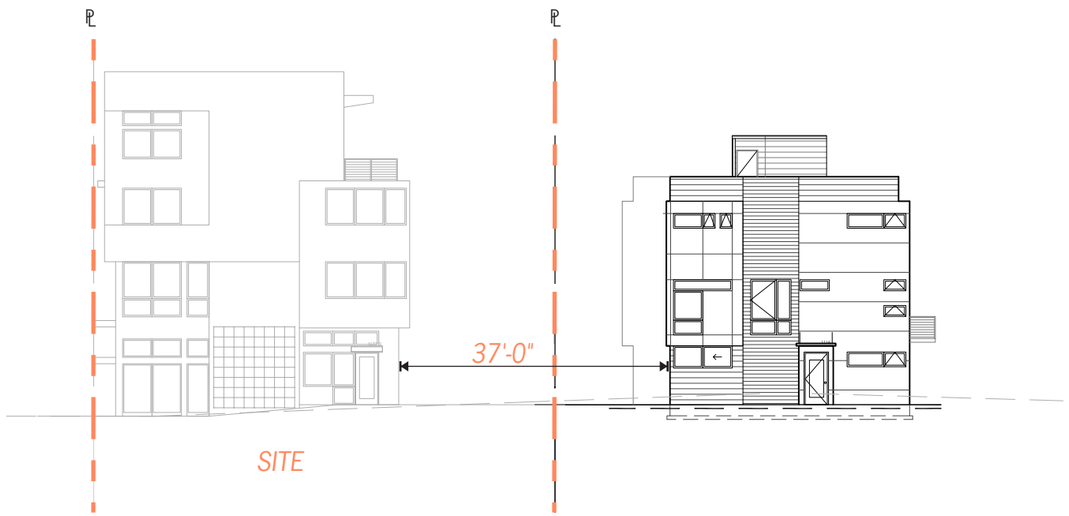
EDG DIRECTION		RESPONSE
B-1 Height, Bulk and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones. **EDG Report:** The design and siting pattern of the new live-work non-residential development should respond to specific site conditions and be compatible with the anticipated scale of development in the neighborhood.		**Response:** *The proposal is in-keeping with the height and bulk of existing buildings in the NC1-40 zone, however we have opted for unoccupied roofs in an effort to minimize additional height added by necessary roof elements such as a penthouse.* *We have also massed the project to step down along E Yesler Way at the ground level following the elevation of the street as it declines towards the west.* *The bulk of the project is significantly less than allowed by the zoning envelope. We have introduced a setback on the 4th level to provide visual relief and modulation making the project more compatible with the surrounding residential uses, while still maintaining the commercial character of the building.*
C-1 Architectural Context New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings. **EDG Report:** The board felt that the massing presented worked against the applicant's commercial design concept and did not relate well with the established neighborhood architectural context (Langston Hughes, adjacent residential uses and commercial buildings). It is imperative that the Board understands more clearly how the design is cohesive as building form and relates to the established context.		**Response:** *The majority of adjacent projects are residential, multi-family finished with painted fiber cement and wood siding in a variety of styles. Newer construction (less than 10 years old) is predominantly more contemporary in character with flat roofs and modern modulation.* *The Langston Hughes Performing Arts Institute, built in 1915 (originally as a synagogue) and located southeast of the project site across the intersection of 17th Avenue and East Yesler Way, features a light brick façade with white limestone trim. The project responds to this historic building by using a similar light brick on the lower portion of the commercial façade, extending it on the corner mass to the second story and providing a white accent color.*
C-2 Architectural Concept and Consistency Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls. **EDG Report:** At the Recommendation meeting, the Board expects to review a design that allows for flexibility in the commercial "work" spaces, and if there are changes in scale, it makes sense.		**Response:** *With the site being located on a corner, the focus of the design concept is emphasizing the 2 corner units by giving them a different architectural treatment and accenting the corner as much as possible. These units are taller (higher parapet) and create a bold corner element by flipping the top floor plan opposite of the other 5 units. The commercial use at the ground level also wraps around the corner, but transitions to residential as is consistent with development on 17th Avenue.*
C-3 Human Scale The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale. **EDG Report:** At the Recommendation meeting, the Board expects to review renderings showing how the live-work building, details, landscaping, and design relate to the spatial characteristics of the street. Images that illustrate design elements visible by pedestrians from the sidewalk should also be offered.		**Response:** *Textured, durable materials are used at the street level, along with canopies highlighting public entries and providing an opportunity for commercial signage.* *Projecting balconies on the second level allow for additional human interaction and observation of the street. A woonerf driveway in the back provides landscaping and allows this area to double as amenity space for the residents.*
C-4 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. **EDG Report:**The board encouraged the use of durable quality materials (specifically commercial materials) that reinforce the design concept and respond to the permanence of the Langston Hughes building. The board expects to review physical materials and color hues in keeping with the neighborhood context at the Recommendation meeting.		**Response:** *A combination of brick, aluminum storefront glazing and fiber cement will provide durability and longevity of the building exterior. Painted steel canopies, balconies, and railings will provide additional details on the facade. Top floor decks and residential entries are surrounded with stained wood siding to add some warmth.*

EDG DIRECTION		RESPONSE
D-2 Blank Walls Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest. **EDG Report:** The Board acknowledged that all visible blank walls (east and west facades) will need to be addressed. The Board expects to review details pertaining to any landscaping and/or design treatments proposed to address this concern at the Recommendation phase.		**Response:** *There are no street-facing blank walls exceeding code allowance. However, the segment of the wall between commercial and residential uses on 17th Avenue will be designed with a vertical green wall.*
D-4 Design of Parking Lots near Sidewalks Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment. **EDG Report:** The Board stated the proposal should mitigate parking both visually and spatially. Also, the Board felt that there was an opportunity to treat the driveway as a forecourt to assist in creating a more residential environment enhanced with screening and landscaping.		**Response:** *Although the residential-only parking that is provided is enclosed in garages, the driveway that is accessed from 17th Avenue will be adequately lit and designed with a woonerf-type aesthetic to lessen its impact and provide an opportunity for increased human activity. The surface parking stall located west of the building will be screened from street view.*
D-5 Visual Impacts of Parking Structures The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties. **EDG Report:** The Board stated that the open parking space should be screened from the street and adjacent properties.		**Response:** *One residential parking stall will be provided per unit and is enclosed on the north side of the ground floor in shared garages. There is one surface parking stall located west of the building and it will be screened from view on the street and adjacent properties by architectural fencing and landscaping.*
D-6 Screening of Dumpsters and Service Areas Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way. **EDG Report:** At the Recommendation meeting, the Board expects to review details/ feedback from Seattle Public Utilities (SPU)-Solid Waste Division and trash collector concerning waste/recycling collection program and screening.		**Response:** *Exterior screened enclosure for refuse storage will be provided on the west side of the building with pickup off 17th Avenue, as discussed with Liz Kain from SPU. (See "City Correspondence" page in this packet.)*
D-7 Personal Safety and Security Project design should consider opportunities for enhancing personal safety and security in the environment under review. **EDG Report:** The Board noted that pedestrians and surrounding residential properties will have direct views to the drive aisle/parking area.		**Response:** *Ground level lighting will be provided along the street as well as throughout the woonerf. Landscaping will be low in character to avoid opportunities for concealment. The adjacent project to the north (under separate permit) will also provide an overview of the woonerf to allow for more security. Parking stalls will be enclosed in garage doors to avoid deep, recessed, unsafe spaces.*

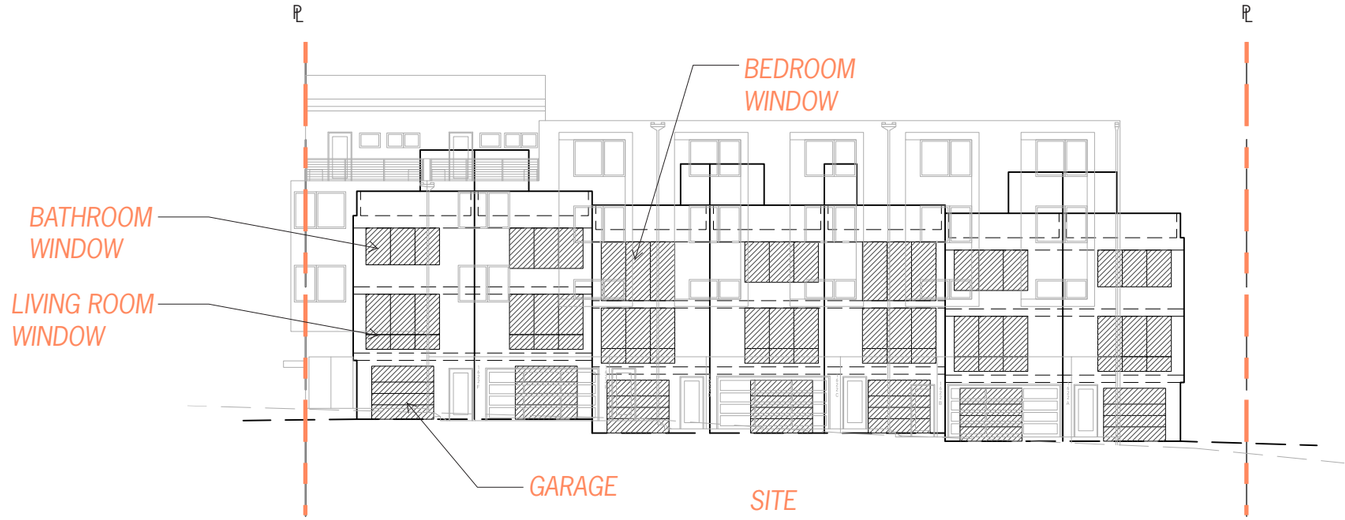
EDG DIRECTION		RESPONSE
D-9 Commercial Signage Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area. **EDG Report:** Conceptual commercial lighting and signage designs proposed for the building's facades should be presented at the Recommendation meeting.		**Response:** *Each commercial entry will be identified with a canopy featuring address numbers scaled appropriately. These canopies will allow for commercial signage, both horizontal and blade formats.*
D-10 Commercial Lighting Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage. **EDG Report:** See comments above for D-9.		**Response:** *All commercial entries will feature down-lights, accentuating the commercial entry as well and providing visual guidance in evening. All lights will also be shielded to prevent glare. unity for increased human activity. The surface parking stall located west of the building will be screened from street view.*
D-11 Commercial Transparency Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided. **EDG Report:** The design of the new building should incorporate architectural features, elements and details to enhance pedestrian comfort.		**Response:** *The ground floor commercial space of each live-work unit will have more than 70% transparency at the street level of both East Yesler Way and 17th Avenue, allowing direct visual connection between pedestrians on the sidewalk and activity occurring on the interior of the building.*
E-2 Landscaping to Enhance the Building and/or Site Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project. **EDG Report:** The Board noted that future landscaping within the right-of-way should relate to the commercial (structured, plantings, hardscape) character along East Yesler Way and around the corner on 17th Avenue, transition to a residential character when appropriate along 17th Avenue, acknowledge the bus zone and be designed.		**Response:** *The proposed landscaping will feature enhanced street planting strips on both East Yesler Way and 17th Avenue. The East Yesler Way scheme will be more hardscape/ urban in character, while transitioning to a softer, more residential character around the southeast corner of the lot. The woonerf will start to blend in landscaping from the proposed project to the north to create a mutually accessible urban space.*

EDG Report:
At the Recommendation meeting, the Board expects to view in both plan and elevation views the proposal, existing residential property to the west, and the new residential proposal to the north. The applicant should also provide similar information to demonstrate how the adjacent facades and proposed fenestration lines up with existing/proposed residential unit windows to the west and to the north of the subject site. (C-1, C-2)

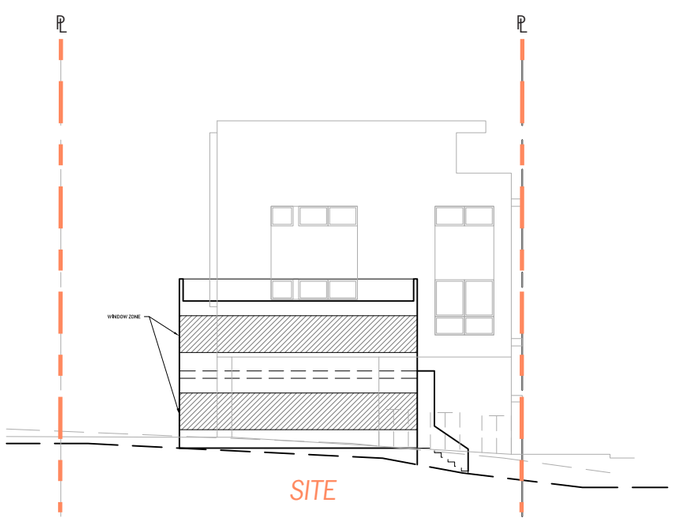
ADJACENT PROPERTY ANALYSIS



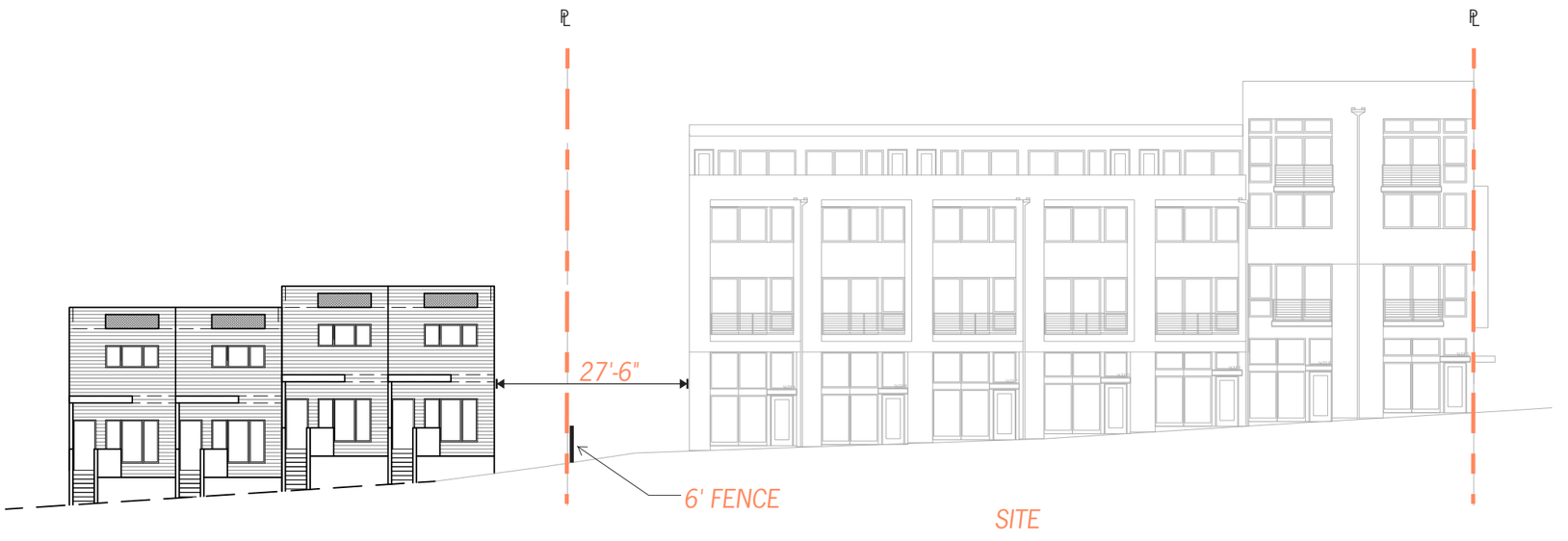
A. EAST NEIGHBOR ELEVATION



B. NORTH NEIGHBOR



C. WEST NEIGHBOR ELEVATION



D. SOUTH NEIGHBOR ELEVATION

ADJACENT PROPERTY ANALYSIS

caron

STREET TREES

EDG Report: *"The Board did acknowledge that further consulation between the applicant's landscape architect and the Seattle Department of Transportation (SDOT) is necessary before the Board could offer any additional feedback. Therefore, the Board requested the applicant to address this requirement directly with SDOT during the initial MUP review process and provide street improvement landscaping design specifics at the Recommendation meeting. (A-1, A-2, E-1)"*

The landscape architect, Neil Buchanan, contacted Bill Ames (SDOT) via email about planting trees along E. Yesler Way. There was an issue with an existing sewer line running along the sidewalk, but Bill confirmed that small-scale trees with a root barrier would be allowed. See email correspondence below.

Oct. 17th, 2013 9:50am, from Bill Ames to Neil Buchanan:
"Hi Neil,
I have heard back from SPU. They will allow small□scale trees here with root barrier. Paperbark maple (Acer griseum) will fit the bill, 25' OC. A section detail should show the location of the root barrier at the edge of the tree pit relative to the drainage mainline. Please send me a detail when you get a chance.
Thanks for your patience"

Oct. 17th, 2013 10:20am, from Neil Buchanan to Bill Ames:
"Bill,
Do you want to add a sheet of PVC 30 mil to the detail like we did for the trees along Greenwood Ave N and NE 143rd St. Those trees on Greenwood were adjacent to a storm drain line and you suggested the PVC sheeting. See revised SDOT standard detail attached for Yesler Way.
The survey I have from the developer shows the approximate location of the sewer line just under the south edge of the sidewalk along Yesler.
Thank you.
Neil"

Oct. 17th, 2013 1:52pm, from Bill Ames to Neil Buchanan:
"Yes, that would be excellent! Thank you, Neil.
Bill"

EXCEPTIONAL TREES

EDG Report: *"The Board confirmed the location of the identified trees and determined that the trees of concern would not affect their deliberations at the EDG phase; however, the Board's expectation is that applicant will provide feedback from DPD concerning the Exceptional Trees status determination at the next meeting. (E-3)"*

DPD tree expert, Seth Amrhein, had a chance to review the arborist's report identifying three large, exceptional poplar trees on site as hazardous and agreed with the report's findings. He emailed the land use planner, Tami Garrett, with his feedback via email on January 6th, 2014:

"Tami,
I reviewed the additional materials and agree with the consulting arborist's conclusions that trees 4, 5, and 6 meet the code definition of hazardous tree. Therefore, they do not need to be protected as exceptional trees. Should they wish, the owner of the trees could apply to remove them following the instructions in DPD Tip 331B. As the trees are not on 1622 Yesler Way, any approvals for development on this property cannot authorize the actual remove of these trees.
I approved my review in Hansen.
Seth Amrhein"

CITY CORRESPONDENCE

SPU

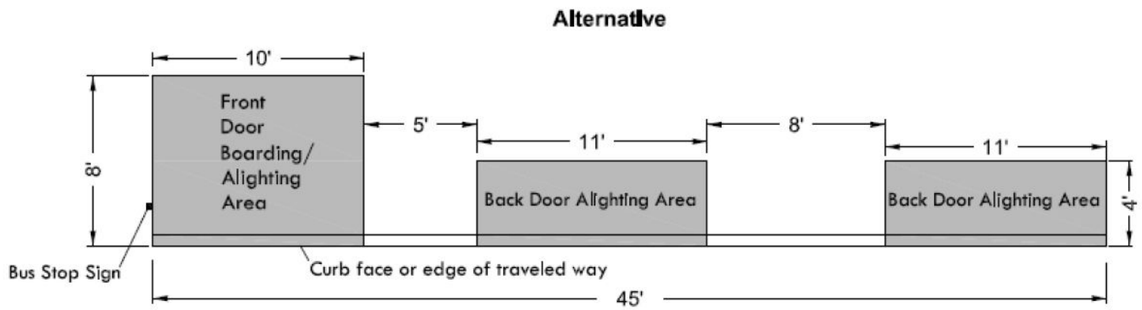
EDG Report: *"At the Recommendation meeting, the Board expects to review details/feedback from Seattle Public Utilities (SPU) - Solid Waste division and trash collector concerning waste/recycling collection program and screening. (D-6, E-2)"*

Liz Kain (SPU) confirmed on March 12th, 2014 via email that garbage/recycle containers must be put out on 17th Avenue.

"Amanda,
Sorry for the delay. Yes, the containers must be put out off of 17th Avenue due to a bus stop on E Yesler that is in front of the building."

KING COUNTY METRO

There is an existing bus stop located along E. Yesler Way at the southwest corner of the site. A site plan was sent to Colin Drake (KC Metro) for review and feedback. Colin requested, per email correspondence on March 6th, 2014, that we incorporate one of KC Metro's three preferred schemes for bus landing pads into our design. We will be using the "Alternative" option for our project.



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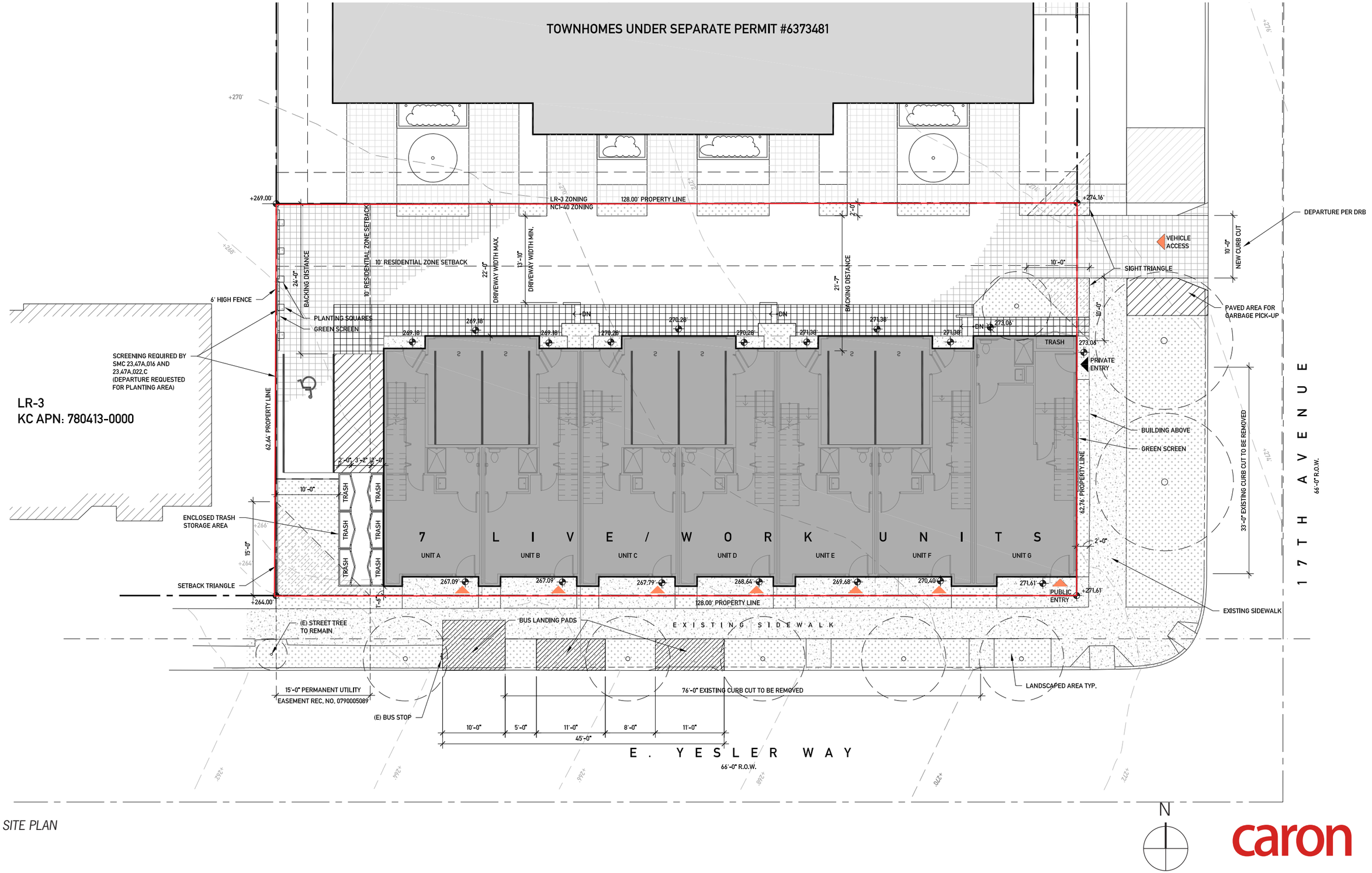


SITE PLAN

caron

MODULAR
WALL-HUNG TRELLIS

NANDINA COMPACTA

WESTERN RED CEDAR

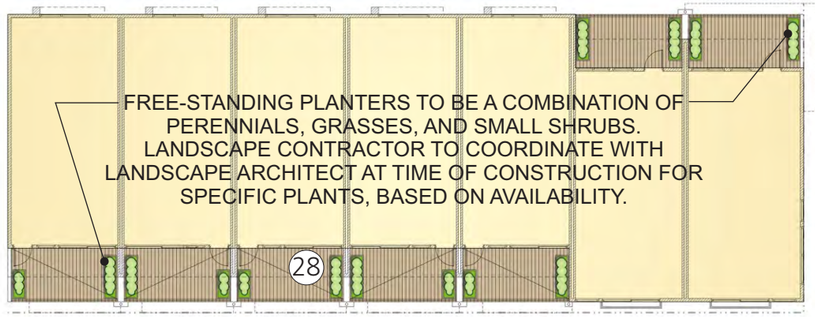
HEMEROCALIS HAPPY
RETURNS

ERICA SPRINGWOOD WHITE

ARBUTUS U. COMPACTA

PERVIOUS CONCRETE
PAVERS - DRIVEWAY

PERVIOUS CONCRETE
PAVERS - WALKWAY



BERBERIS BUXIFOLIA NANA

AKEBIA QUINATA

EUONYMUS GREEN SPIRE

ITEA LITTLE HENRY

NANDINA MOONBAY

OXYDENDRON ARBOREUM

HYDRANGEA PEE WEE

PHORMIUM JACK SPRATT

SEDUM AUTUMN JOY

JACQUEMONTII BIRCH

CLEMATIS HENRYII

LIRIOPE SILVERY SUNPROOF

PENNISETUM HAMELN

AMELANCHIER AUTMUMN BRILLIANCE

PRUNUS MT VERNON

SLENDER HINOKI CYPRESS

PYRACANTHA TETON

FIBERGLASS
FREE-STANDING
MODERN PLANTER

KINNIKINNICK
MASSACHUSETTS

DWARF PERIWINKLE

N

LANDSCAPE PLAN

05.07.2014 DESIGN REVIEW: RECOMMENDATION PACKAGE

1622 E YESLER WAY / DPD PROJECT # 3015183

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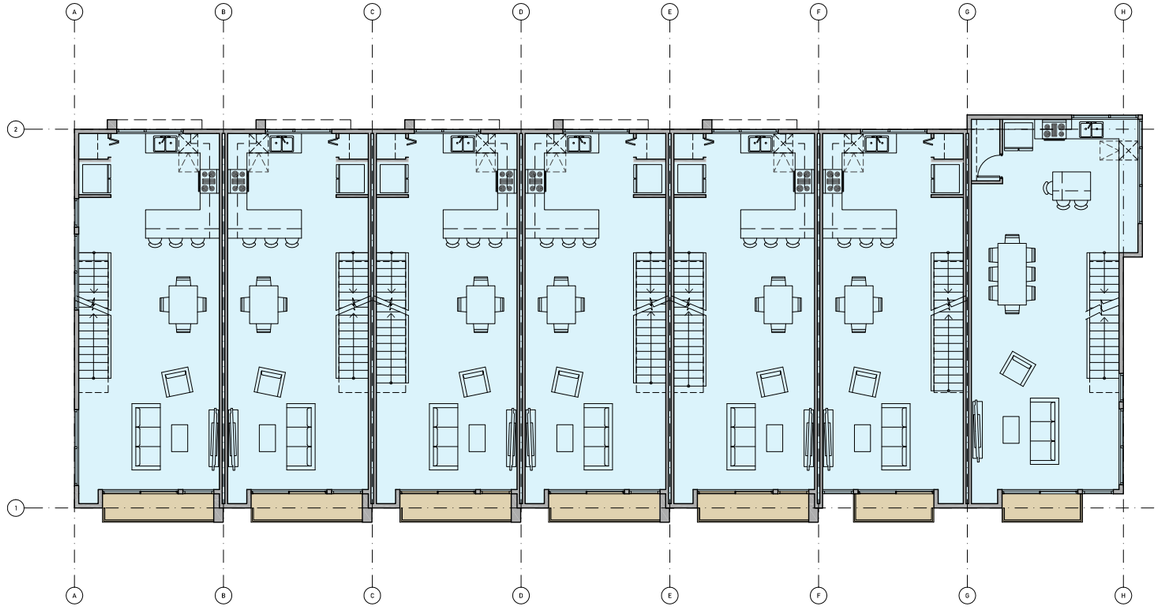
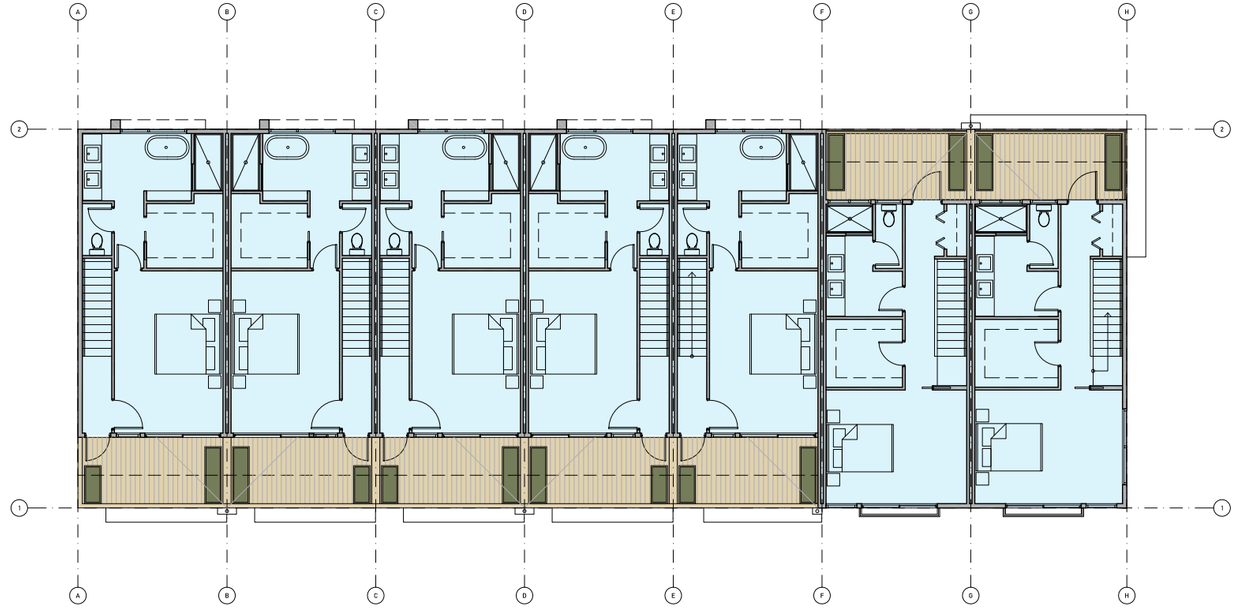
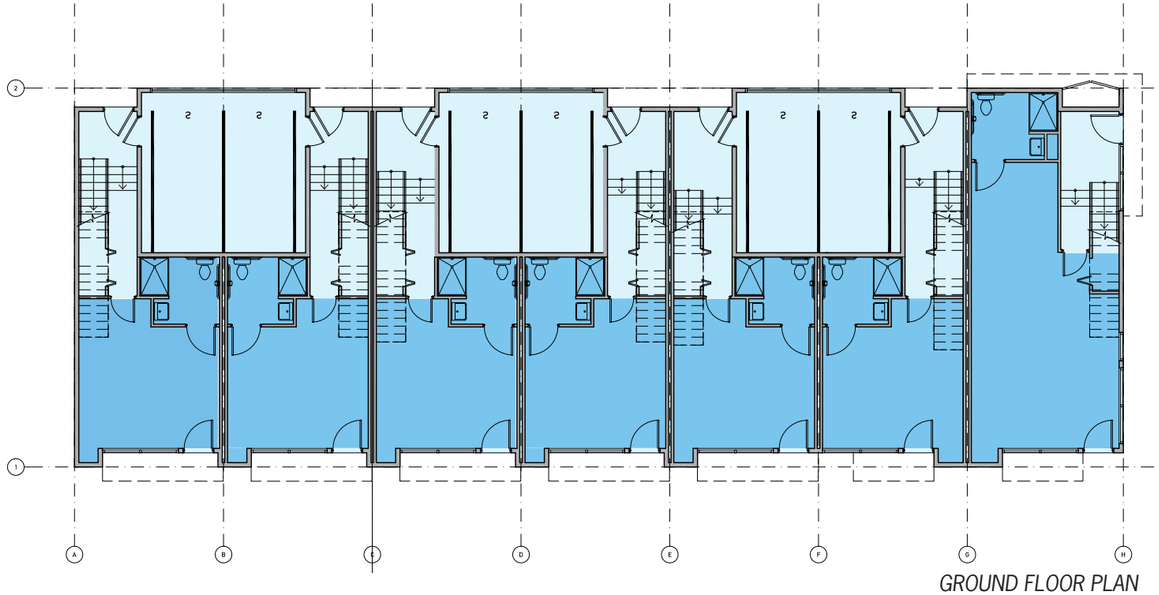


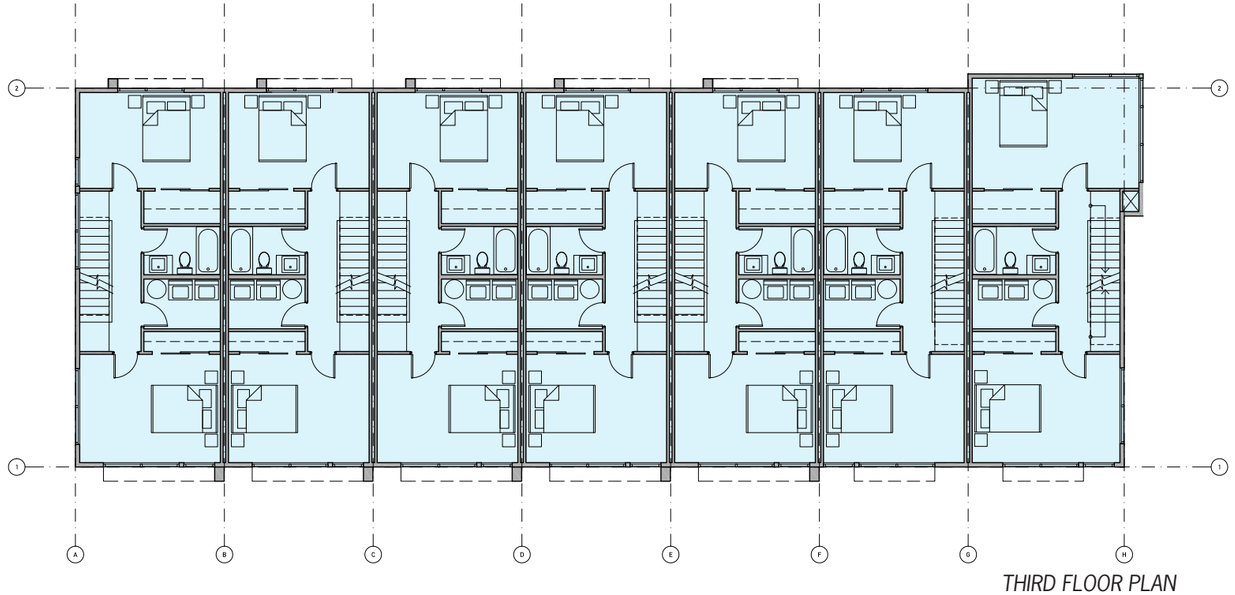
SECOND FLOOR PLAN



FOURTH FLOOR PLAN



GROUND FLOOR PLAN

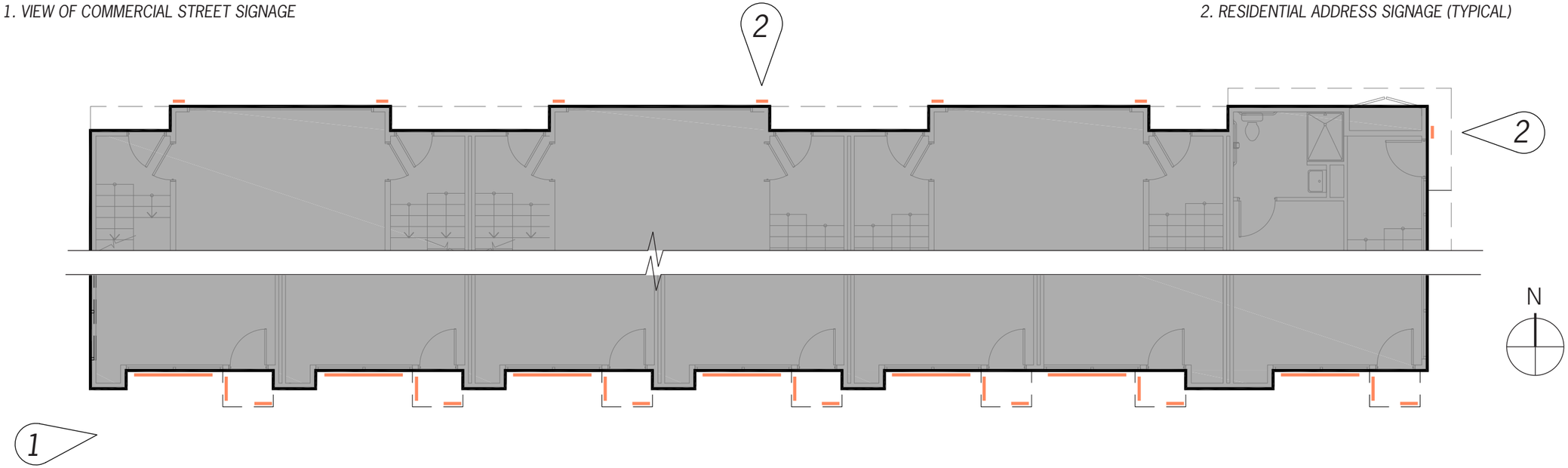


THIRD FLOOR PLAN

caron

1. VIEW OF COMMERCIAL STREET SIGNAGE

2. RESIDENTIAL ADDRESS SIGNAGE (TYPICAL)



SIGNAGE PLAN

05.07.2014 DESIGN REVIEW: RECOMMENDATION PACKAGE

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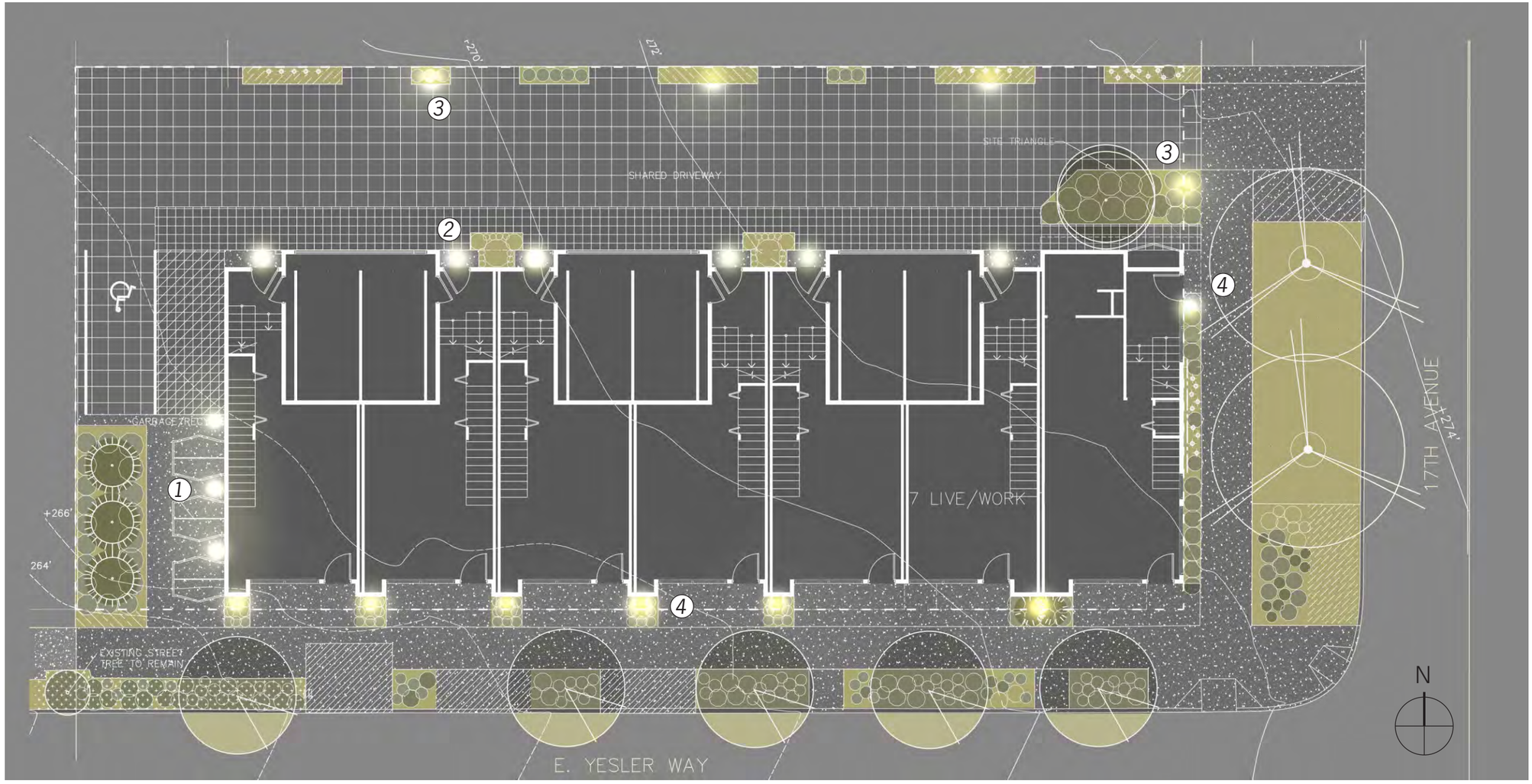


1 OUTDOOR WALL SCONCE

2 RECESSED LIGHTING

3 BOLLARD

4 OUTDOOR WALL SCONCE

LIGHTING PLAN

caron

HORIZONTAL FIBER CEMENT SIDING,
PAINT, SHERWIN WILLIAMS:
SW 7675 SEALSKIN

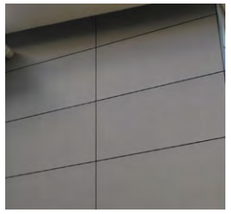
1

FIBER CEMENT PANEL,
PAINT, SHERWIN WILLIAMS:
SW 7005 SNOWBOUND

2

HORIZONTAL WOOD SIDING,
CEDAR

3



FIBER CEMENT PANEL,
PAINT, SHERWIN WILLIAMS:
SW 7018 DOVETAIL

4

BRICK CLADDING,
MUTUAL MATERIALS:
LIMESTONE, MISSION

5

PAINTED STEEL
BOLT-ON BALCONY
COLOR: SEALSKIN

6

MODERN ALUMINUM
OVERHEAD GARAGE DOOR

7

CANOPY, 4TH FLOOR DECKS

8

HORIZONTAL CEDAR WOOD
GARBAGE/RECYCLE SCREENING

9

FIBER CEMENT DECK
W/METAL RAILING

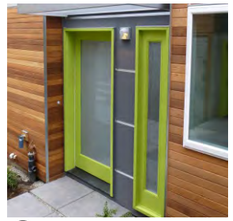
10

MODERN STEEL CANOPY,
PAINT TBD

11

JULIET BALCONY

12



MODERN FRONT DOOR,
RESIDENTIAL ENTRY
PAINT TBD

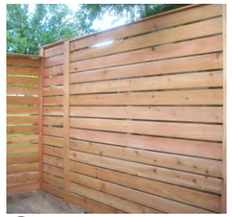
13

VINYL WINDOWS
& SLIDING GLASS DOORS

14

ALUMINUM STOREFRONT SYSTEM,
PAINT TBD

15



HORIZONTAL CEDAR WOOD
FENCING, SEE PERSPECTIVES FOR
LOCATION

16

METAL & CABLE
MODERN RAILING

17

MODULAR
WALL-HUNG TRELLIS

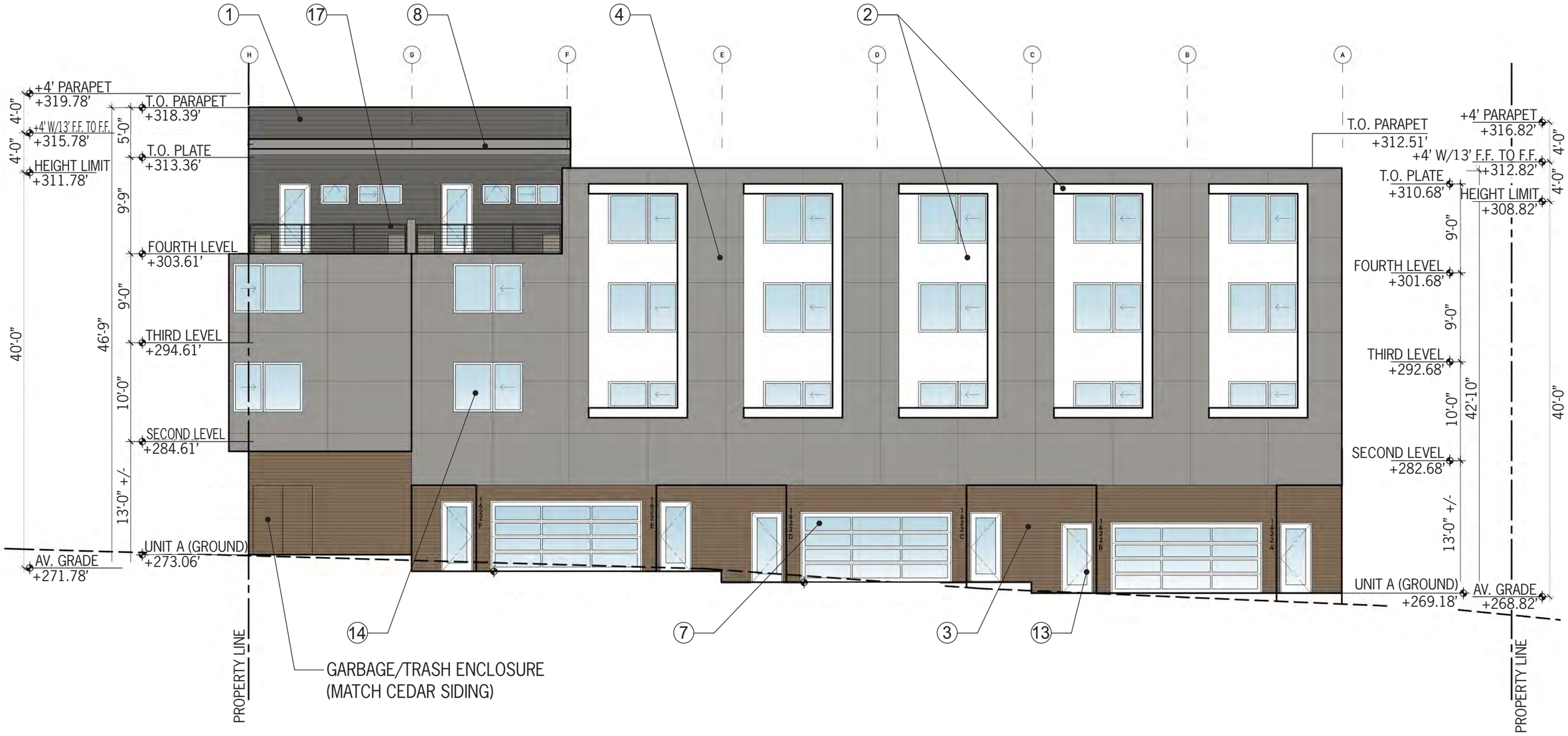
18

EXTERIOR COLORS/MATERIALS

SOUTH ELEVATION

COLOR ELEVATIONS

caron



SOUTH ELEVATION

COLOR ELEVATIONS

05.07.2014 DESIGN REVIEW: RECOMMENDATION PACKAGE

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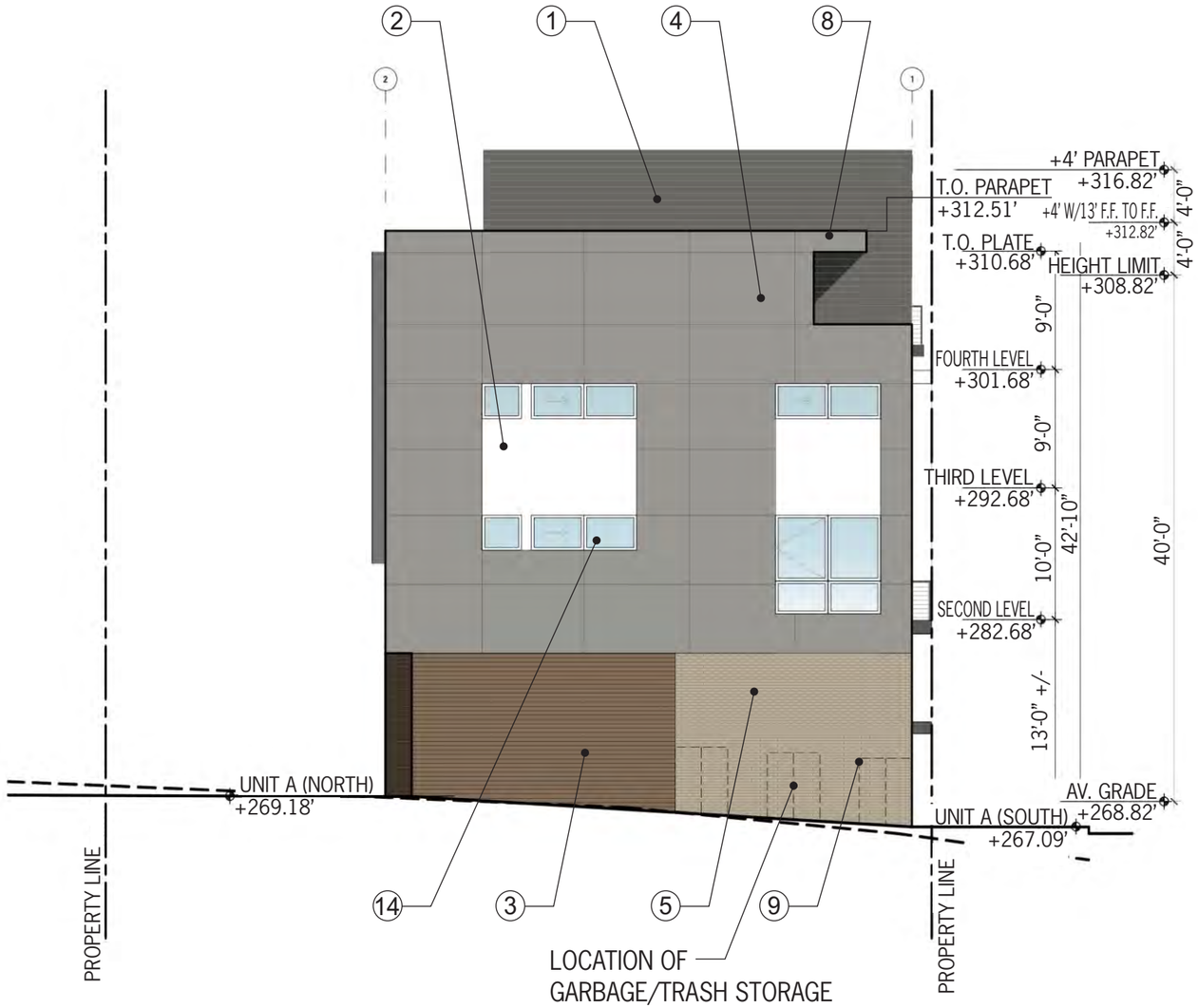
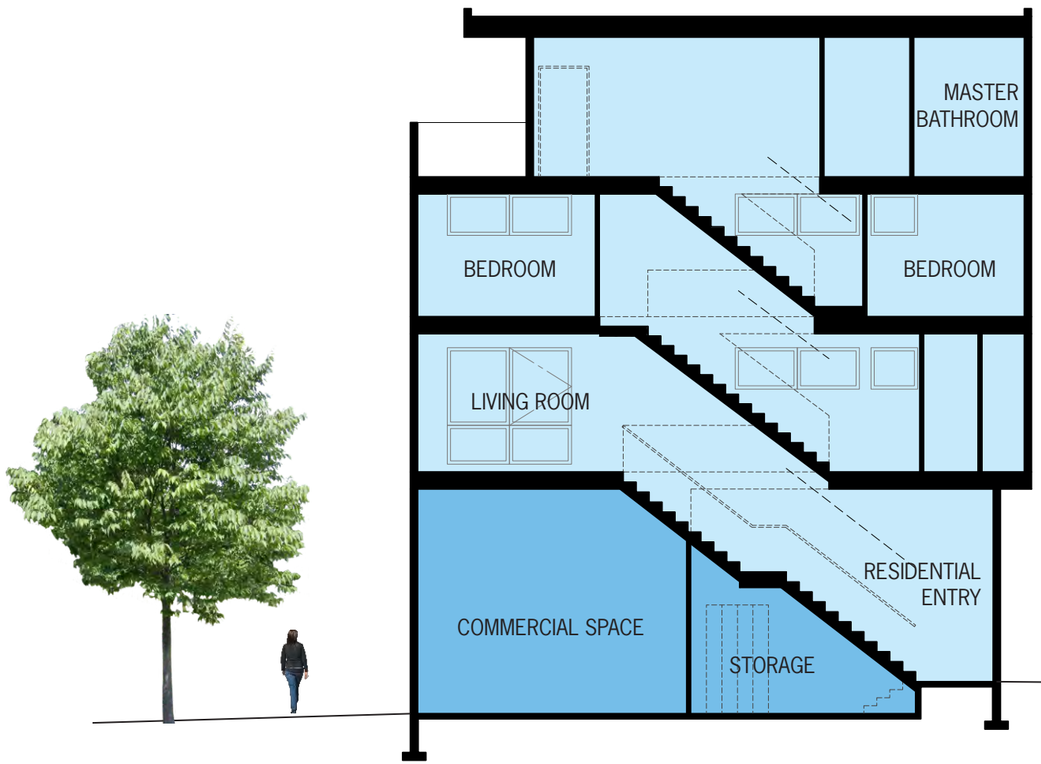


WEST ELEVATION

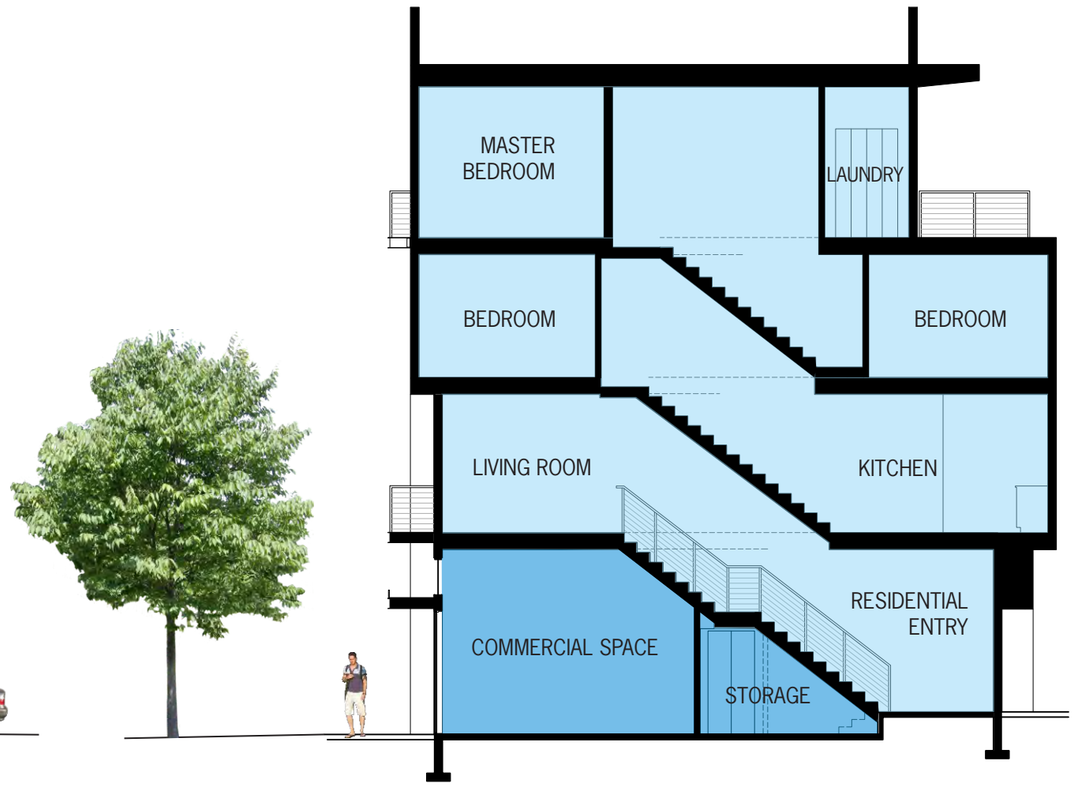
EAST ELEVATION

COLOR ELEVATIONS

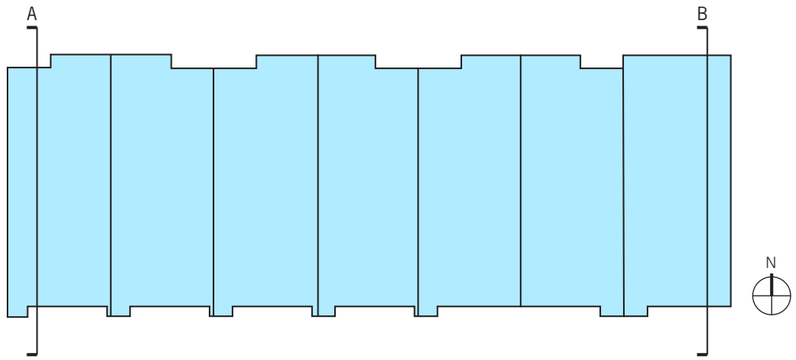
caron



SECTION A



SECTION B



SECTIONS

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SOUTHWEST VIEW

SOUTHEAST VIEW (STREET TREES REMOVED)

PERSPECTIVES

NORTHEAST VIEW

NORTH VIEW

PERSPECTIVES

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SOUTHEAST VIEW

OVERHEAD VIEW LOOKING SOUTHWEST

EYE-LEVEL VIEW LOOKING WEST ALONG E. YESLER WAY

EYE-LEVEL VIEW LOOKING EAST ALONG E. YESLER WAY

OVERHEAD VIEW LOOKING NORTHEAST

caron

SMC

23.54.030.D.2.a.2

REQUIREMENT

The minimum width of driveways for two-way traffic with non-residential uses shall be 22 feet and the maximum shall be 25 feet.

DEPARTURE

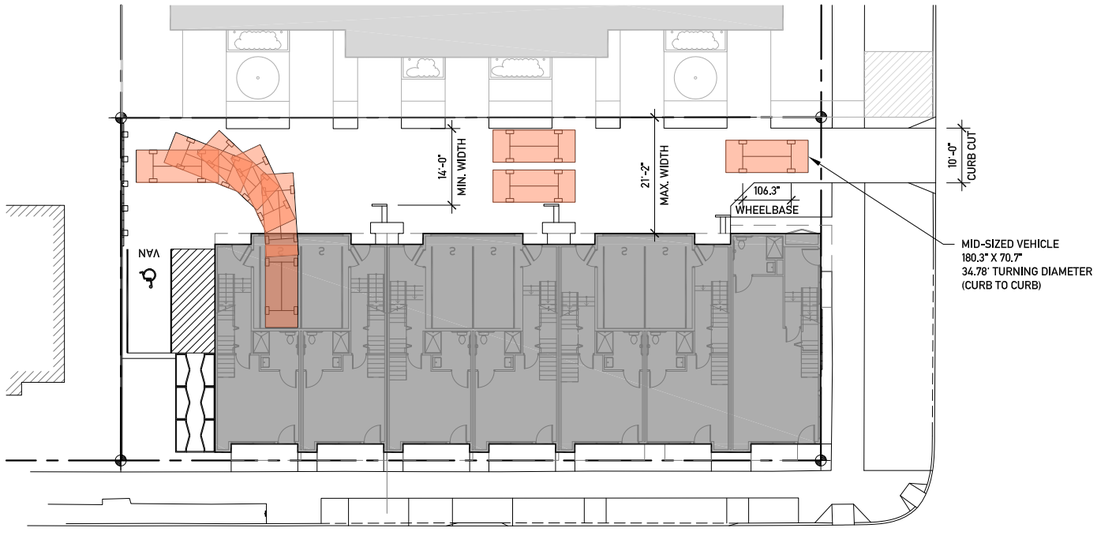
14'-0" min. driveway width,
21'-2" max. driveway width

JUSTIFICATION

The Design Review Board requested to minimize car use on the property and provide opportunities for landscaping and screening. Reducing the required width of the driveway will lessen the amount of hard surfaced areas, while still allowing vehicles to maneuver effectively and safely. The reduced size of the driveway also allows it to feel more residential which is characteristic of the neighborhood.

Applicable Design Guidelines:
***A-8**: Parking and Vehicle Access - Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.*
***D-5**: Visual Impacts of Parking Structures - The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape.*

DIAGRAM



DEPARTURES

SMC

23.54.030.F.2.b.2

REQUIREMENT

The minimum width of curb cuts for two-way traffic with non-residential uses shall be 22 feet and the maximum shall be 25 feet.

DEPARTURE

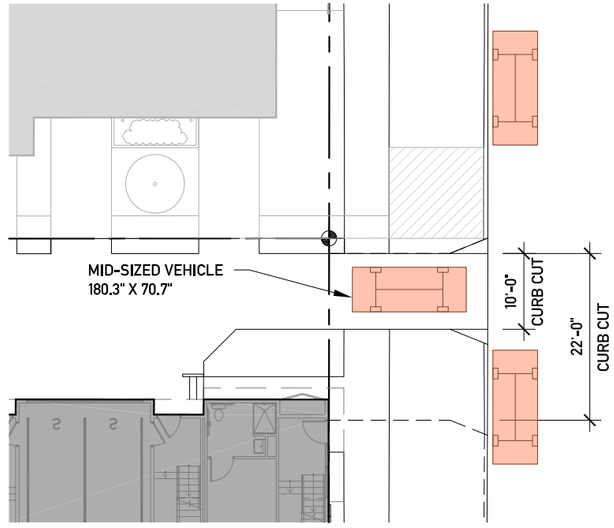
10'-0" curb cut

JUSTIFICATION

Per EDG design review board recommendation, a smaller curb cut will provide more street parking and lessen the impact on pedestrians in the neighborhood, while allowing more space for landscaping, creating a "park-like" atmosphere. The reduced curb cut size is also characteristic of the curb cuts along 17th Avenue which are typically for residential use.

Applicable Design Guidelines:
***A-4**: Human Activity - New development should be sited and designed to encourage human activity on the street.*
***A-8**: Parking and Vehicle Access - Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.*
***D-7**: Personal Safety and Security - Project design should consider opportunities for enhancing personal safety and security in the environment under review.*

DIAGRAM



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SMC
23.47A.016.D.1.c.2

REQUIREMENT

Surface parking abutting a residential zone must have a 6' high screening and 5' deep planting area

DEPARTURE

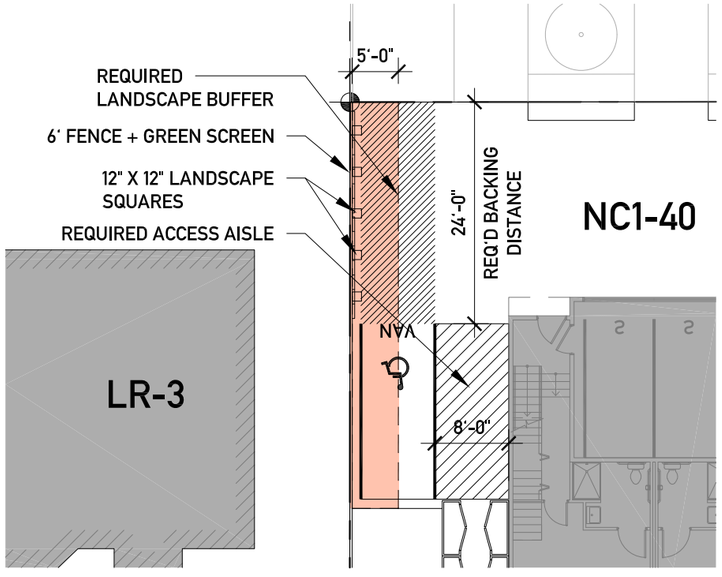
Use of green screen in lieu of required planting area

JUSTIFICATION

Per the Board's request, we removed parking from the corner unit to enlarge the commercial area at the corner of 17th Avenue and East Yesler Way. The 5' landscape buffer would conflict with the required backing distance of the accessible van stall. Small planting squares (12"x12") are incorporated to be utilized with a green screen mounted on the 6' high fence. This feature will enhance the project, providing some greenery on the fence and making the driveway more "park-like".

Applicable Design Guidelines:
***E-2**: Landscaping to Enhance the Building and/or Site - Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.*

DIAGRAM



SMC
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REQUIREMENT

Structural overhang length must taper from 15' to 9' using 45° angles at the edges

DEPARTURE

90° angles at overhang edges

JUSTIFICATION

Using the 45° angle does not reflect the overall modern architectural concept of the project. The use of 90° angles maintains a unified building form and is consistent with the rest of the deign.

Applicable Design Guidelines:
***C-2**: Architectural Concept and Consistency - Building design elements, details, and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building.*

DIAGRAM