

**DESIGN REVIEW RECOMMENDATIONS  
OF THE  
NORTHWEST DESIGN REVIEW BOARD**

**Meeting Date: December 10, 2007  
Report Date: December 26, 2007**

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**BACKGROUND INFORMATION:**

**Project Number:** 3004905

**Address:** 13023 Greenwood Avenue North

**Applicant:** Mark Withrow of Mithun  
for Foss Home and Village

**Board members present:** Mark Brands  
Joseph Giampietro – Acting Chair  
Guy Peckham  
Bill Singer

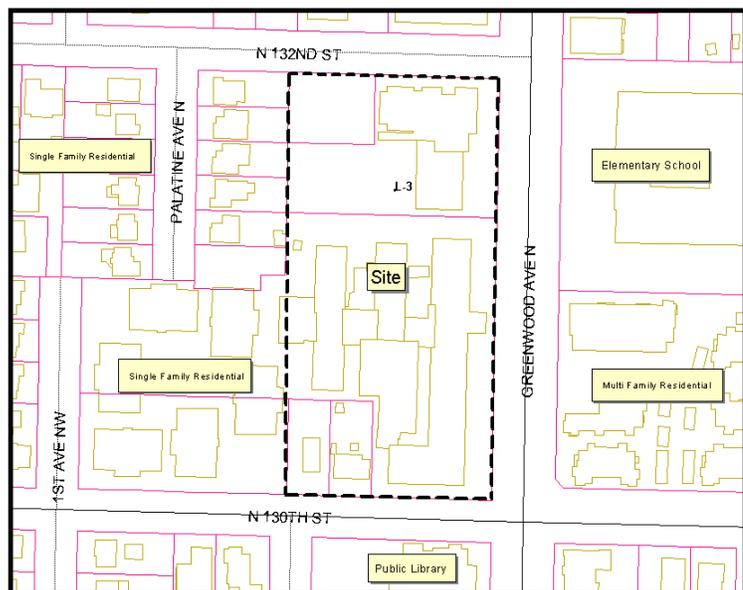
**Board members absent** Elizabeta Stachisin-Moura (excused)

**DPD staff present:** Paul Janos, Land Use Planner  
Mike Reid, Land Use Planner  
Vince Lyons, Design Review Program Manager

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**SITE & VICINITY**

The proposal site, entirely zoned Lowrise 3 multifamily residential (L3), consists of properties owned by either the Foss Home and Village or the Luther Memorial Church between NW 130<sup>th</sup> and 132<sup>nd</sup> Streets and Greenwood, 1<sup>st</sup> Avenue NW, and Palatine Avenues NW. Excepted from this proposal are the Foss Homes and Village property and the single-family residence sites on the east side of Palatine Avenue NW. These properties are zoned Single Family 7,200 (SF7200), which is also the primary land use designation for



properties west of Palatine Avenue North and 1<sup>st</sup> Avenue NW. Zoning east of Greenwood Avenue North is L3, and land uses include multi-family apartment buildings and a City of Seattle public elementary school.

The current Foss Home and Village existing on the subject property consists of one and two-story buildings from various eras, collectively housing 210 skilled nursing beds, 60 assisted living apartments, and associated support facilities. The site also contains surface parking for 118 cars shared with the existing adjacent church. Parking is also supplemented with on-street parking on Greenwood Avenue North.

The area includes sidewalks and nearby transit stops. One bus stop is located on Greenwood Avenue North at the intersection with North 132<sup>nd</sup> Street. There are nearby street trees along the subject property's frontage on Greenwood Avenue North. Some trees and vegetation also exist inside property lines adjacent to the sidewalk.

## **PROJECT DESCRIPTION**

The proposal provides a repositioning plan which will phase out the existing skilled nursing services and instead provide independent senior housing and related services. The proposal includes the demolition of the Luther Memorial Lutheran Church, located on the corner of Greenwood Avenue North and North 132<sup>nd</sup> Street, and subsequent construction of a new church to the west (as part of a separate application), demolition of the existing skilled nursing facility and related support buildings, construction of 179 senior apartments with related facilities, and an underground parking garage for approximately 250 cars.

## **DESIGN GUIDELINE PRIORITIES:**

### **EARLY DESIGN GUIDANCE MEETING (APRIL 9, 2007)**

At the Early Design Guidance meeting held on April 9, 2007 and after visiting the site, considering the analysis of the site and context provided by the proponents, the Design Review Board members provided the following siting and design guidance and identified by letter and number those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" and "*University Community Design Guidelines*" of highest priority to this project:

- A-1 Responding to Site Characteristics
- A-2 Streetscape compatibility
- A-3 Entrances Visible from the Street
- A-5 Respect for Adjacent Sites
- A-7 Residential Open Space
- A-8 Parking and Vehicle Access
- A-10 Corner Lots
- B-1 Height, Bulk, and Scale Compatibility
- C-1 Architectural Context

- C-3 Human Scale
- C-5 Structured Parking Entrances
- D-1 Pedestrian Open Spaces and Entrances
- D-3 Retaining Walls
- D-7 Personal Safety and Security
- E-2 Landscaping to Enhance the Building and/or Site
- E-3 Landscape Design to Address Special Site Conditions

The primary guidance from EDG included:

- Re-establish smaller block structures and the L3 residential building texture and variety associated with residential structures of multiple-ownership
- Spacing, setbacks, and sameness of buildings should be relenting
- The Greenwood Avenue North frontage should resolve the block into finer grain by employing variety in structures and maintaining separation of structures
- Transparent connectors, proposed between structures, should be set back as far to the west as possible
- Buildings should face and actively engage the street
- Buildings should be designed to have entrances facing the street
- Senior population should be provided special security needs
- Design should show the relationship of the proposed main north and south access ramps to the properties adjacent to the west, including plan and elevation details
- Design should not have drop-off locations along North 130<sup>th</sup> Street, to avoid creating an unsympathetic impact to the adjacent library
- Encourage strong block corners at North 130<sup>th</sup> Street and North 132<sup>nd</sup> Street
- Break the long frontage along Greenwood Avenue North into at least two blocks, featuring strong mid-block corners
- Bulk of proposed buildings should be minimized by limiting excessive structure length and width
- Development should serve as a good context-setter for the vicinity
- Development must take into account the pedestrian experience along Greenwood Avenue North
- Applicant should provide a clear diagram of the internal pedestrian circulation system
- Building connector corridors should maximize transparency
- The development should work to maintain and preserve, where possible, large trees located in the immediate project vicinity
- Development should carry forward the vision of a functional and prominent “headwaters of Piper’s Creek” design concept.

**DESIGN REVIEW BOARD RECOMMENDATIONS MEETING:  
SUMMARY – DECEMBER 10, 2007**

On July 17, 2007, the applicant submitted an application for a Master Use Permit. On December 10, 2007, the Northwest Design Review Board convened for an initial Recommendation meeting. Additional packet materials, display boards, PowerPoint presentation, and a scaled model presented for the Board members' consideration included perspective renderings, revised design departure requests, site plans, sections, courtyard details, materials and colors, and landscape plans.

**DESIGN PRESENTATION – DECEMBER 10, 2007**

Scott Harkey and Deb Guenther of Mithun led the applicant presentation and began by offering a brief site history and description of influences which helped shape the proposed design. In response to the priority guidelines from EDG, the presentation included the following proposed changes:

- Incorporation of progressive Piper's Creek headwaters plan, to bring public awareness to this creek and to effectively treat surface water runoff on-site
- Landscape theme developed to extend internal community spaces outward to enhance the public perspective
- Strong corners, featuring a public space and "café" (at North 130<sup>th</sup> Street and Greenwood Avenue North) and an arts studio (at North 132<sup>nd</sup> Street and Greenwood Avenue North), to advance project as a "Broadview" gateway
- Greenwood Avenue North block frontage has been divided and features a strong mod-block break which corresponds to access leading to the Broadview playground
- Increased transparency of the corridors connecting Buildings 1 and 2 and Building 7, 8, and 9, and at the mid-block entrance along Greenwood Avenue North
- Connector corridors, street-facing entrance courtyards, possible public art, and canting Building 1 to further engage Greenwood Avenue North
- Motor court designed to appear more pedestrian than vehicular – discourages parking and provides opportunities to serve as a public gathering location during special events
- Development designed to set the context for the vicinity
- Departures include elevated walkways, to allow enclosures at ground level, multiple walkways, and height of walkways; lot coverage, which primarily permit the enclosed walkways and larger building footprints; reduced setbacks; modulation, proposed less than that required; and building width and depth, in part exceeding the maximum allowable pursuant to the existing Land Use Code.

## **BOARD QUESTIONS AND COMMENTS – DECEMBER 10, 2007**

The Board had the following questions and clarifying comments, with responses from the applicant:

- Are the residential courtyard entrances along Greenwood Avenue North accessible to the public, or only to the residents of the development?
  - Access is available only to the residents, and accompanying guests, through the use of a security key card.
- Please clarify that unit entrances are directly accessible from Greenwood Avenue North.
  - Yes, certain unit entrances are accessible directly from Greenwood Avenue North.
- The motor court provides a nice plaza space along North 132<sup>nd</sup> Street. Has a similar space been considered along North 130<sup>th</sup> Street?
  - A similar motor court along North 130<sup>th</sup> Street has not really been investigated as a viable design alternative. The public courtyard at Greenwood Avenue North and North 130<sup>th</sup> Street will serve as a plaza space for that side of the development.
- Will the rain garden concept be supplemented by detention and how will the proposal address saturated water?
  - The rain garden concept will reduce the requirements for detention volume, but will eventually daylight and surface drain. This concept proposes to release the rain water more slowly after significant storms, thereby reducing erosion and sedimentation.
- Please describe the function of each building, since several Board members were not present during April's EDG meeting.
  - Buildings 1, 2, 3, 5, 6, 7, 8, and 9 serve to accommodate the residential functions of this proposed development. Building 2 also features an ancillary café at the intersection of Greenwood Avenue North and North 130<sup>th</sup> Street, accessible only to residents and their escorted guests. Building 4 features the dining hall/pub, while the common space connecting Buildings 6 and 7 provide the living room and reception area for the residents of this development. Building 7 also features a ground-level art studio at the intersection of Greenwood Avenue North and North 132<sup>nd</sup> Street.
- Please discuss why certain connecting corridors are three stories while others appear to be only one story.
  - The corridors connecting Buildings 3 and 4, and 4 and 5, are proposed as one-story since the Building 4 does not feature top floor uses which require a direct connection.
- Please explain why the design features largely blank walls along the Greenwood Avenue North facades of Buildings 7, 8, and 9?
  - The design intent is to create a strong presence to serve as a context setter for the greater project vicinity. The developed facades avoid the extensive use of windows as a measure of mitigating the noise impacts of Greenwood Avenue North.
- The ancillary café seems to serve as a “teaser” to the public, since it is located on a prominent corner and accessible only to the residents of the development. Perhaps the applicant should pursue a special exemption to allow the café to also serve the public.

## **PUBLIC COMMENT – DECEMBER 10, 2007**

Nine members of the public attended the Recommendation meeting. The following comments were offered:

- Respondent clarified that there is no Bitterlake Park located east of Greenwood Avenue North from the site; only a playfield associated with the elementary school.
- Respondent voiced concerns regarding the residential entries along Greenwood Avenue North.
  - Ground-level entries pose a security threat, even with the key card fences intended to limit access
  - Further investigate Crime Prevention through Environmental Design (CPTED)
  - Design should consider sound reducing glazing to minimize noise the Greenwood Avenue north frontage
- Materials and colors have not been clearly identified. Please pay careful attention to the building treatments so that buildings appear residential in design.
- Design and location of glazing should maintain privacy for residents, although it appears that residents will be able to look into adjacent neighboring units.
- Parking associated with the proposed development could potentially spill over onto adjacent streets already at capacity with street parking demands. Please make sure that your design accommodates all parking demands proposed by the development.
  - The school district recently received a grant to fund a study regarding the existing and future traffic conditions affecting the elementary school immediately east of the project site, along Greenwood Avenue North. The project team will consult with the school district and will participate, where possible, with the determinations of this study.
- How many parking spaces would be required if shared access with the new church was not proposed?
  - The traffic study commissioned by the applicant recommended 0.62 parking stalls for each residential unit
- The proposed development appears to have a large footprint. Is the proposed lot coverage, particularly with respect to the buildings footprints, allowed by the Land Use Code?
  - A departure for lot coverage has been requested as part of this application.
- Please explain the full-extent of where storm water runoff will travel once off-site.
  - A full drainage plan will be refined in the near future and will clearly define the path and termination point for all site stormwater runoff.

## **DPD BRIEFING**

Prior to initiating the Board deliberation period, Paul Janos, Land Use Planner with DPD, briefed the present Board members on the status of DPD's review of this project. This briefing noted the following:

- Scale of Buildings 8 and 9 appears inconsistent with the residential texture required in this zone and the scale of these buildings seems imposing to the residential experience

along Greenwood Avenue North. Facades along Greenwood Avenue North feel more institutional and do not fully address the guidance offered during April's meeting.

- A significant number of departures are being requested for this proposed development, and have been inaccurately or not fully identified by the applicant.
- Connecting corridors do not feature a suitable level of transparency necessary to create the impression of separate buildings along the Greenwood Avenue north frontage, based on the height of the corridors and the opaque columns on the street-facing façade.
- Graphics featuring the detail of the vehicle entrance ramps have not been adequately provided, nor has the mitigation intended to minimize the light/glare impacts in the proposed auto court facing North 132<sup>nd</sup> Street.

## **DESIGN GUIDELINES**

After considering the proposed design and the project context, hearing public comment and the DPD briefing, and reconsidering the previously stated design priorities, the four Design Review Board members came to the following conclusions on how the proposed design meets the identified design priority guidelines from City of Seattle's *Design Review: Guidelines for Multifamily and Commercial Buildings* and *University Community Design Guidelines*.

### **A. Site Planning**

**A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.**

The design, as proposed, features two prominent and well-developed corners at the Greenwood Avenue North/North 130<sup>th</sup> Street and Greenwood Avenue North/North 132<sup>nd</sup> Street intersections. The project spans the entire block between the aforementioned intersections, and the Board noted that design successfully breaks the previously "unrelenting" mass along Greenwood Avenue North. The design satisfactorily utilizes a mid-block break, maximizes views leading into the development, and accentuates the transparency of the connecting corridors.

**A-2 Streetscape compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right of way.**

The Board's comments focused largely on the Greenwood Avenue North facades of Buildings 8 and 9. The Board reiterated the need to enhance the residential texture of these facades and that the applicant should consider increasing the setback of these three buildings from Greenwood Avenue North.

The Board noted that reducing the footprint of these three buildings would offer an opportunity to enhance the setback from Greenwood Avenue North. The transparent connector corridors were deemed acceptable by the Board, who also commented that the opaque vertical planes within the corridors were "visually interesting" and functional.

**A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.**

Pedestrian entrances for Buildings 8 and 9 along Greenwood Avenue North have been enhanced and feature entry courtyards providing direct access to ground-level residential units with these buildings. The Board verified that these entrances would be regulated by key card security fencing

The Board supported the pedestrian entry courtyards for Buildings 8 and 9 and verified that the access to these entrances would be regulated by a key card security system. The residential entrances along 130<sup>th</sup> Street North and 132<sup>nd</sup> Street meet the Board's previous guidance and were noted as acceptable by the Board.

**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.**

The proposal properly locates the motor court along 132<sup>nd</sup> Street North, rather than along 130<sup>th</sup> Avenue North, allowing a more suitable zone transition towards the adjacent properties. The applicant has designed garage access such that the most significant entrance to the parking garage occurs in immediate proximity to the property to the west, also owned by the applicant; however, the Board's previous request to minimize the blank walls leading into the parking garage was not addressed during this meeting.

The design features a courtyard at the Greenwood Avenue North/130<sup>th</sup> Avenue north intersection, which was widely supported as a beneficial transition to and from the new public library. Additionally, the art studio proposed for the southwest corner of the Greenwood Avenue North/130<sup>th</sup> Street North intersection offers an agreeable transition to the adjacent properties to the north.

The Board noted that the proposed setbacks along 130<sup>th</sup> Street North and 132<sup>nd</sup> Street North are suitable to create good transitions to properties adjacent to the north and south. The building separations also provide views into the proposed interior landscape courtyard.

**A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.**

The Board commented that the interior courtyard and landscape theme are well-developed and functional for the residents of the development. The applicant has also accentuated the street-facing setback for Building 1, by canting the building to provide a suitable landscaped setback. The Board also noted that the transparent corridors provide suitable views from the adjacent streets into the interior courtyard.

**A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveway.**

Concern was expressed that parking from the proposed project could spill onto neighboring streets which are already at-capacity with regards to on-street parking. The

applicant noted that the on-site subterranean garage would exceed the code required minimum for a senior housing development.

**A-10 Corner Lots. Buildings on corner lots should be oriented to the corner and public front streets. Parking and automobile access should be located away from corners.**

The design features strong corners supporting the Broadview “gateway” concept, including a café element which the Board felt should pursue the necessary land use requirements to allow public use.

The Board also noted the successful refinement of the block along Greenwood Avenue North, particularly applauding the corners and the mid-block feature. Comments in A-8 identify that the design has located parking and automobile access away from the corners and towards the rear of the site.

**B. Height, Bulk and Scale**

**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.**

The mid-block separation successfully improves the rhythm of the Greenwood Avenue North facades, and creates a more human scaled set of structures along Greenwood Avenue North. The connecting corridors achieve distinct transparent breaks between the buildings, and feature opaque columns which offer visual appeal; however, the staff noted that these connecting corridors technically prohibit DPD from analyzing each building as “separate”. Rather, the buildings are viewed by zoning standards as one connected structure for the purposes of the zoning analysis and should be reflected as such in the departure requests.

The Board recommended that the applicant reduce the height of the connecting corridors to further reflect guidance provided during the EDG. Minimizing the height of the corridors would advance the transparency and further accentuate the building breaks. The Board feels that the Greenwood Avenue North facades of Buildings 8 and 9 present a lack of human activity and their consistent setback alignment detracts from their appearance as separate structures.. The relatively blank walls and the buildings’ proximity to Greenwood Avenue North present an appearance that will require additional refinement. Additional façade and roof modulation, additional upper story setbacks, additional façade setbacks, and/or additional fenestration at the front façade should be incorporated in design modifications in order to meet this design guideline.

The Board noted that the length and scale of the buildings along North 130<sup>th</sup> Street and North 132<sup>nd</sup> Street allowed an acceptable transition to adjacent properties.

## C. Architectural Elements and Materials

- 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.**

The Board reiterated that this project will serve as a context-setter for the vicinity, given the lack of design precedence on adjacent properties. Particular compliments were paid to the corner design treatments at the corners along Greenwood Avenue North.

- C-3 **Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.**

The Board complimented the proposed texture and scale along the North 130<sup>th</sup> Street and North 132<sup>nd</sup> Street frontages, adding that these facades offer a strong residential feel consistent with previously offered guidance.

The Greenwood Avenue North facades of Buildings 8 and 9 should be further explored in order to enhance the pedestrian experience and human scale along this frontage.

- C-5 **Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.**

The Board did not offer any design comments related to this guideline; however, the Board encouraged the applicant to show designs that meet this guideline.

## D. Pedestrian Environment

- D-1 **Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.**

The Board reiterated this previous guidance to focus on the pedestrian experience along Greenwood Avenue North and the importance of creating strong corners at the North 130<sup>th</sup> Street/Greenwood Avenue North and North 132<sup>nd</sup> Street/Greenwood Avenue North intersections. The pedestrian entrance courtyards between Buildings 8, and 9 were complimented by the Board, as were the effective applications of the ancillary café and art studio on the block corners. The Board noted that these pedestrian entrances along North 130<sup>th</sup> Street, North 132<sup>nd</sup> Street, and from the proposed motor court were appropriate and consistent with the Board's earlier guidance. The Board did identify that Buildings 8 and 9 should either apply increased setbacks, additional residential textures, material and color themes, or combinations of these moves to enhance the presence of these buildings and create a better streetscape and appearance of bulk along Greenwood Avenue North. As noted by the Board, increasing the setback for these buildings would yield additional pedestrian open space along Greenwood Avenue North and would further enhance the proposed entry courtyards.

- D-3 Retaining Walls. Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.**

The Board previously cited this guidance with respect to the cuts required to access the underground garage; however, the Board did not offer comments or recommendations during this meeting.

- D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.**

The Board commented that proposed regulated access to the buildings, active street-facing facades, and open and engaging corners provide sufficient response to this guidance.

<b>E. Landscaping</b>
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- 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.**

The Board was pleased with the landscape approach proposed with this design and applauded the headwaters concept carried forward with this design. The Board noted that the applicant should continue to work with DPD staff and Bill Ames (Forester with the City of Seattle) to ensure that tree retention efforts are acceptable to the City.

- E-3 Landscape Design to Address Special Site Conditions. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.**

The Board responded positively to the proposed landscape and headwaters concept plans. The landscaping appears to be appropriately selected for the site. Thus, the proposal meets these guidelines.

**DEVELOPMENT STANDARD DEPARTURES**

The following departure from the development standards was proposed at this phase:

**Departure Summary Table**

<b>Request</b>	<b>Standard</b>	<b>Proposal</b>	<b>Rationale</b>	<b>Staff and Board Recommendation</b>
<b>Exceed lot coverage</b>	per SMC 23.45.010.A.2 <b>45% of lot area</b>	<b>52%</b>	<b>Larger building footprint (2.48%)</b> , enclosed walkways (1.44%), balconies (.01%), canopies (.65%), and sun-shades/roof overhangs (1.45%)	Propose reduction in building footprints to minimize departure request and ease mass/bulk/scale concerns
<b>Provide connecting corridors between structures.</b>	Per SMC 23.45.014.D.4.b: <b>One permitted. 2<sup>nd</sup> permitted at discretion of Director</b>	<b>7 connecting corridors proposed</b>	Lets residents of Buildings 1, 2, 3, 7, 8 & 9 circulate at all levels in two directions. Corridors at the ground floor only provide circulation to and from Buildings 3, 4, 5, 6, and 7. Of note, the lobby connection between Buildings 6 and 7 is not considered a connecting corridor.	
<b>Enclose walkways at the ground level.</b>	Per SMC 23.45.010.D.4 <b>No enclosures permitted at ground level</b>	<b>Enclose ground levels between all buildings</b>	Protects elderly and infirm patients from exposure to weather	Height of corridors should be minimized to allow departure.
<b>Building depth</b>	Per SMC 23.45.011.A 65% of lot depth; 65% of 300 feet or <b>195-foot limit</b>	<b>300 feet</b> (measured from easternmost point of Building 2 to westernmost point of Building 4)	Connecting corridors require that all buildings proposed are analyzed as one collective building for purposes of zoning analysis	Height of corridors should be minimized to help minimize the impacts of the requested building depth. Design should also investigate other ways to minimize the mass impacts resulting from the proposed building depth.
<b>Building width</b>	Per SMC 23.45.011.A <b>30 feet, 40 feet with principal entrance, 75 feet w/modulation</b>	<b>566 feet</b> (measured from southernmost point of Building 3 to northernmost point of Building 7)	Connecting corridors require that all buildings proposed are analyzed as one collective building for purposes of zoning analysis	Height of corridors should be minimized to help minimize the impacts of the requested building depth. Design should also investigate other ways to minimize the mass impacts resulting from the proposed building depth.
<b>Front setback</b>	Per SMC 23.45.014.A <b>10-foot min/average</b>	<b>0 feet at café</b>		
<b>Rear setback</b>	Per SMC 23.45.014.B <b>25 feet</b>	<b>0 feet at Building 4</b>		
<b>Modulation (front)</b>	Per SMC 23.45.012.A <b>Front: 30 feet, 40 feet with principal entrance facing street; otherwise 4 feet x 5 feet</b>	<b>Buildings 1, 7, 8, and 9 do not meet standard</b>		Particular attention should be focused on the Greenwood Avenue North facades to enhance residential texture and intent of modulation.

Request	Standard	Proposal	Rationale	Staff and Board Recommendation
<b>Modulation (side)</b>	Per SMC 23.45.012.B <b>Side: 30 feet; otherwise 4 feet x 5 feet</b>	<b>Buildings 2, 3, 6, and 7 do not meet standard</b>		Particular attention should be focused on the Greenwood Avenue North facades to enhance residential texture and intent of modulation.
<b>Modulation (interior)</b>	<b>23.45.012.C</b> 30 feet max stretch, otherwise 4' x 5'	<b>Buildings do not meet standard</b>		Particular attention should be focused on the Greenwood Avenue North facades to enhance residential texture and intent of modulation.
<b>Notable Standards Not Requiring Departures</b>				
North side setback	Per SMC 23.45.014.C 39.2 feet (based on structure depth of 288 feet)	Average setback proposed 45.67 feet (Buildings 4, 5, 6, and 7)	Setback calculated based on depth of Buildings 4, 5, 6, and 7 – analyzed as one structure – proposed setback calculated per SMC 23.86.012.C.2	No departure required
South side setback	Per SMC 23.45.014.C 41 feet (based on structure depth of 300 feet)	Average setback proposed 29.135 feet (Buildings 2, 3, and 4)	Setback calculated based on depth of Buildings 2, 3, and 4 – analyzed as one structure – proposed setback calculated per SMC 23.86.012.C.2	No departure required

**RECOMMENDATION AND CONDITIONS**

The recommendations summarized below were based on the information shown and discussed at the December 10<sup>th</sup>, 2007 meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommended that the applicant modify the proposal to meet the recommendations below and return to the Design Review Board for a second recommendation meeting. Specifically, the applicant should update and modify as appropriate the following items:

1. Building Scale. (A-5, B-1, C-1, C-3, D-1)

- a. The Board felt that the proposed Building 8 and 9 should be modified to better meet the design guidelines. A combination of additional residential texture, modified materials and colors, façade modulation, reduced building footprints, and increased setbacks from property lines should be incorporated.

The purpose of these modifications is to create buildings in scale with the subject property size and proposed development, enhance the residential texture of the development, and improve the pedestrian experience along Greenwood Avenue North.

- b. The connector corridors should be lowered in height, such that a distinct break in height is apparent between the connectors and the proposed structures.

2. Pedestrian Experience (A-2, A-3, A-7, A-10, B-1, C-3, D-1)

- a. Buildings 8 and 9 should be designed to provide a more residential, articulated, and pedestrian-friendly façade along Greenwood Avenue North. Increased and/or staggered setbacks, reduced building footprints, modified materials and colors,

and/or modulation along the Greenwood Avenue North front façade may be tools to enhance the residential texture and create more adjacent open space to match the cant of Building 1. This is essential is maximizing the pedestrian experience along Greenwood Avenue North

3. Departures.

- a. In general, reassess and clarify the number and extent of departures. Departures should be further discussed with DPD and reviewed with the Board during the next meeting.
- b. Departures for building width and depth are significant
- c. Departures appear more supportable for building setbacks and building modulation.
- d. Departures for lot coverage would be more supportable if the applicant demonstrated that proposed departure better meets the intent of the design guidelines through enhanced design and/or massing tradeoffs in other areas rather than larger building footprints (ex. increased lot coverage departure combined with increased setbacks, increased modulation, enhanced residential texture for Buildings 8 and 9 Greenwood Avenue North along).

4. General.

- a. The applicant should provide a materials and color board proposed for this development.