



City of Seattle

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Department of Planning and Development  
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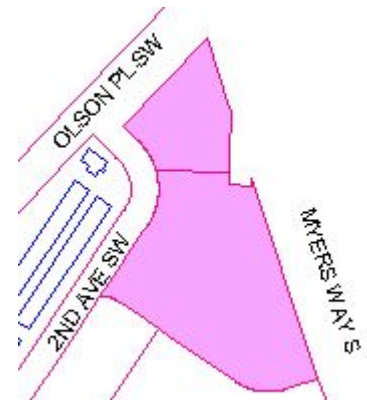
**RECOMMENDATION MEETING  
Of  
AREA 5, THE SOUTHWEST DESIGN REVIEW BOARD**  
Meeting Date: September 13, 2007  
Report Date: October 23, 2007

**BACKGROUND INFORMATION**

Project Number: 3006264  
Address: 9000 Olson Place SW & 9200 2<sup>nd</sup> Avenue SW  
Applicant: Bryan Park, Senior Housing Assistance Group  
Board Members Present: Deb Barker, Chair  
Christine Coxley  
David Foster  
Chris King  
Board Members Absent: Jeff McCord  
DPD Planner: Art Pederson

**PROJECT AND SITE DESCRIPTION**

The project proposes a four building senior housing “village” containing 449 units (originally 461), with ground floor commercial space in one structure facing 2<sup>nd</sup> Avenue SW. Each of three residential structures would contain approximately 150 units each and a fourth building would contain a community center. Parking for residents would be provided in below grade garages beneath two of the residential buildings. Surface parking would be provided for the project’s commercial use, residential visitor use, and for the adjacent City of Seattle Joint Training Facility per an existing parking covenant attached to the site. Approximately 269 (originally 293) total parking spaces would be provided.



The project site is two parcels totaling approximately 173,295 square feet in area with street frontage on three rights of way: Olson Place SW, 2<sup>nd</sup> Avenue SW and Myers Way South (Note: there is frontage on a small segment of undeveloped 1<sup>st</sup> Avenue S, which protrudes into the site. However, this extends off of Myers Way S and will be considered a part of Myers Way S for this project.). The site’s southern boundary extends along the northern edge of an existing access road on the site with easement rights for vehicle access to the adjacent Metro Transit Park and Ride lot and the Joint Training Facility (JTF). The northern parcel is undeveloped and wooded; the southern parcel is paved for surface parking and currently used as overflow parking for the adjacent Park and Ride lot.

The site is zoned Commercial 2 with a 65-foot height limit (C2-65). The parcels to the south are similarly zoned C2-65. Across 2<sup>nd</sup> Avenue SW is a commercial rental storage business with C2-40 zoning. Northwest across Olson Place SW the zoning is Single-Family 7200 (SF 7200). This area is wooded and undeveloped. To the east across Myers Way South the zoning is SF 5000. This area is also wooded and undeveloped.

## **DEVELOPER AND ARCHITECT'S PRESENTATION**

Similar to the EDG (Early Design Guidance) presentation, the project developer, Bryan Park, gave an overview of the work of the Senior Housing Assistance Group and the reasons for considering a development in West Seattle and on this site.

Diana Keys, architect, and Michael Brown, landscape architect of Johnson Braund Design Group LLC, the project's architectural firm, presented the design response.

The proposed project design continued the site plan and building configuration of EDG Option 3. Because of the site's relative isolation from West Seattle neighborhoods and commercial areas a project goal is to create a walkable community on site with extensive outdoor pathways and a "neighborhood commercial" area along 2<sup>nd</sup> Avenue Southwest. The pathways and commercial area located to create a connection to the adjacent Metro Transit Park and Ride lot.

Project design responses to the early design guidance were discussed. Building A includes a varied the roof line and building form to create a stepped appearance along the incline of Olson Place. Both Buildings A and C, which border the wooded areas along Olson Place and Myers Way, include vertical forms to reflect the vertical lines of the trees. Colors have been used that derive from the natural color palette of the adjacent trees and shrubs. In contrast, in the courtyards the colors become more vibrant to add vibrancy to these enclosed spaces.

The development's main entry will be from Olson Place and 2<sup>nd</sup> Avenue SW, which is reflected in a corner rooftop "arrowhead" feature on Building A. Beyond this and on 2<sup>nd</sup> Avenue is the main vehicle and pedestrian access to the center of the campus. This entry provides vehicle access to the below grade parking beneath Buildings A and C, as well as drop-off points for these buildings and Building B, the Village Center Building (the community center) and Building D.

There is a secondary entry from Myers Way through a private access easement.

To respond to the unusual site shape and create maximum building frontage along all rights of way while providing exterior open space areas, interior courtyards have been included between the three residential buildings. The courtyard within the three interior sides of Building A will have a direct pedestrian connection to Building B, the Village Center Building. Building B will connect across the entry plaza to an "L" shaped courtyard extending between Buildings C and D and terminating in a "P" Patch garden area facing south along the access easement road. The site will have pedestrian pathways or sidewalks around its entire perimeter that tie into the on-site circulation system. Because of a wetland in the Myers Way ROW, no sidewalk is possible there. Instead, a mostly on-site pathway will parallel the Myers Way ROW between the access easement entry with the proposed Olson Place pathway and existing sidewalk.

Building B will have a “northwest contemporary” architectural expression appropriate to a semi-public structure and to provide contrast to the adjacent Buildings A and C. A more urban “city street front” architectural expression was chosen for Building D, which contains 100 percent retail frontage along 2<sup>nd</sup> Avenue.

Two Design Departures have been requested for a better project design response to the site conditions. One request is to allow 100 percent residential use along both Olson Place and Myers Way. The other is to allow parking between Building C and the street. (See *Design Departure* matrix at the end of this document.)

The Land Use Code limits residential uses along arterials to 20 percent of the street-level street-facing façade. The project proposes allowing residential use along the entirety of the arterial facing facades of Buildings A and C. The through-highway character of these two streets is not conducive of the creation of neighborhood commercial street frontage envisioned by this Code requirement. Residential uses fronting this street is a better response to the site character and development potential.

Parking is generally permitted anywhere on a lot zoned C 1 or 2, such as this site, except when between the street and a structure containing a residential use, such as Building C. The intent of this Code provision is to create a pedestrian friendly street frontage supportive of a neighborhood commercial street character. However, Myers Way has a through-highway character (no curbs, sidewalks, street trees, but shoulders) and has an almost 75-foot wide undeveloped area between the roadway surface and the site property line, which contains a Category 4 wetland and an elevation gain of 16 to 22 feet from the ROW to the proposed parking location. Locating the surface parking (required as a part of an easement agreement with the adjacent Joint Training Facility [JTF]) along the site’s perimeter allows for the location of the proposed open space courtyard between Building C and Building D, instead of on the site’s perimeter and adjacent to a highway. The combination of the wooded wetland, SDOT (Seattle Department of Transportation) and DPD direction to avoid wetland disturbance by not doing traditional street improvements, and the grade change will achieve the intent of shielding parking from a commercial right of way that does not have the potential for a neighborhood commercial street character.

Regarding the signage for the commercial spaces, specific commercial tenants have not been identified. But it is anticipated that they will be types that will provide light services for residents as well as non-resident transit users, such as a café, hair salon, cloths cleaners, and similar. The expected signage styles and sizes for these types of tenants has been factored into the lower level commercial façade on Building D to be compatible with the final building design. One of the project development partners will be the long-term operator of the project and have control over allowed sign design to assure long-term project attractiveness.

### **DESIGN GUIDELINE PRIORITIES, EARLY DESIGN GUIDANCE MEETING OF JANUARY 25, 2007.**

The Early Design Guidance meeting was held January 25, 2007. After visiting the site, considering the analysis of the site and context provided by the proponents, the Design Review Board members identified by letter and number the following siting and design guidelines found

in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" of highest priority to this project:

- A-1 Responding to Site Characteristics.
- A-4 Human Activity
- A-7 Residential Open Space
- A-8 Parking and Vehicle Access
- A10 Corner Lots
- B-1 Height, Bulk and Scale Compatibility
- C-1 Architectural Context
- C-2 Architectural Concept and Consistency
- C-3 Human Scale
- C-4 Exterior Finish Materials
- C-5 Structured Parking Entrances
- D-1 Pedestrian Open Spaces and Entrances
- D-2 Blank Walls
- D-4 Design of Parking Lots Near Sidewalks
- D-7 Personal Safety and Security
- D-9 Commercial Signage
- D-11 Commercial Transparency
- D-12 Residential Entries and Transitions
- E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites
- E-2 Landscaping to Enhance the Building and / or Site
- E-3 Landscape Design to Address Special Site Conditions

The detailed EDG Guidance is included below in *Italics* along with the Board's Recommendations on the presented Master Use Permit design response.

### **DEPARTURES FROM CODE STANDARDS**

Two (2) Design Departures have been requested as part of the MUP proposal. (*At the time of the EDG meeting no Design Departures were anticipated.*) See *Design Departure* matrix at the end of this document.

### **PUBLIC COMMENT**

No public comments were received.

### **RECOMMENDATIONS**

At the September 13, 2007 *Recommendation* meeting the Design Review Board reviewed the design submitted in response to the EDG and further developed in conjunction with the project planner and discussed the two requested *Design Departures*. Following the clarifying questions deliberation, the Board provided the following additional guidance and recommendations. The Board's comments and recommendations follow EDG Guidance that is in *Italics*.

#### **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.**

*This site is uphill and prominently located at the intersection of Olson Place SW and Myers Way S, two arterial streets leading from the regional highway environment downhill to two different neighborhoods uphill to the south and west. As such, the site is in a transitional area and a serves as a gateway to the neighborhoods beyond.*

*The eastern edge of the site abuts and is partially in the buffer for a wetland in the Myers Way South ROW. The southern boundary of the site, currently occupied by the private driveway, is within the Hamm Creek riparian corridor.*

*The design of the buildings at the prominent intersection should respond to this gateway location through a contrast in design and / or materials and massing. A design that communicates the purpose and use of the buildings and development is also appropriate.*

*The buffer for the off-site wetland appears to extend into the proposed building and landscape area for the northern building and the open space and JTF parking area further south along the Myers Way South frontage. Besides any required buffer enhancements, the building and site design outside of the buffers should respond to these environmental elements. A suggestion is creating viewing opportunities from building interiors and on the ground and providing site landscaping that is compatible with a wetland buffer environment.*

#### Recommendation Meeting.

The Board supports the development's entry / gateway feature location at the intersection of Olson Place and 2<sup>nd</sup> Avenue. The wooded character of the Olson Place / Myers Way corner would not be conducive to a gateway expression here. The design of the street facing facades of Building A at this corner will positively interact with the very visible and public nature of these streets, through visual interest and communication of their residential character.

The siting and fenestration of the three buildings facing the Myers Way wetland (Buildings A and C and Village Center Building B) assure a visual connection to the wetland from the residential spaces. Landscaping is proposed along this area along with a pedestrian walkway that is outside of the small areas of on-site wetland buffer and enhances the buffer by creating a transition to the built portions of the site.

The Board feels the design meets the guidance given.

#### **A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.**

*The project proposes tenant supportive store front commercial uses in one building along 2<sup>nd</sup> Avenue SW. This Board strongly supports this direction and notes that the design of the commercial frontage should have frequent entries, extensive transparent window area, and a connection to the projects entry courtyard and the bus depot to the south. While the stated intent of the commercial use is to for tenants, patrons of the bus depot should be considered a customer source for the support and viability of these businesses.*

#### Recommendation Meeting.

Building D has commercial frontage along 100 percent of its 2<sup>nd</sup> Avenue frontage. The commercial space at the corner of 2<sup>nd</sup> Avenue across from the Park and Ride lot has been brought around the south façade for a distance of 47 feet to abut the building's south residential entry, which directly leads to the proposed cross walk connection to the bus waiting area. Overhead weather protection extends along the entire commercial frontage to the crosswalk. The north end of the 2<sup>nd</sup> Avenue commercial frontage wraps into the site's main courtyard entry.

The Board feels the design meets the guidance given.

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

*The linear open space between the two southern buildings is proposed to be approximately 60 feet in width and next to two 60 foot tall buildings. Given this steep 1 to 1 ratio, care should be given to assuring the space has a comfortable human scale for users.*

*All open space areas should be designed to support a year round resident presence and usability.*

Recommendation Meeting.

The proposed design continues the approximately 1 to 1 courtyard width to building height ratio previously presented. However, a human scale should be achieved by the proposed landscaping and Building C and D courtyard facade designs. The landscape plan includes meandering paths following a linear pond / water feature, a variety of heights of plantings, including tall tree species for an intermediate level between the courtyard grade and building height. The building designs include vertical modulation from bays and horizontal modulation from interspersed protruding shed roofs, balconies and terraces.

The landscape and space plan for the open space courtyard surrounded by Building A, in conjunction with the visual interest created by the Building A design should also create year round use by residents. This courtyard will connect to the site's main plaza entry by the community center, which is more hardscape than plant material, and then on to the Building C and D courtyard. Finally, the active open space plan for residents includes a pathway that rings the site. This varies in character depending on location: along Olson Place it moves through the wooded right of way, along Myers Way it parallels the wetland and buffer and connects to the community building, and then along the access easement façade of Building D it takes on a more urban character as it parallels the curb-side parking and stoop-like ground and second level decks. The open space pathway then becomes traditionally urban as it passes the commercial frontage on 2<sup>nd</sup> Avenue before returning to the central entry plaza.

The Board feels the design meets the guidance given.

**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.**

*A parking lot for approximately 47 vehicles is proposed to front the Myers Way South ROW. Although the parking area would be approximately 10-feet above the road surface, parked*

vehicles should not be visible along the frontage. The parking area as proposed may also intrude into the wetland buffer. Parking lot screening should respond to the wetland buffer environment. The possibility for expanding the parking area screening while enhancing the off-site wetland buffer should be explored with SDOT (Seattle Department of Transportation).

- The MUP submittal should include section views that include the Myers Way South ROW, the wetland, and the parking area for planner review and presentation at the Recommendation meeting.

The 47 car parking lot could be visually unappealing to residents of the adjacent building. The lot should be designed to break up its area and the visual harshness of the pavement. The proposed parallel parking abutting the building should help in reducing headlight glare on adjacent residential units.

#### Recommendation Meeting.

The parking and all site development is outside of the wetland and buffer. No enhancements were made to the wetland buffer on the request of the City. The parking area will be almost 16 feet above the Myers Way roadway and extensively screened by the existing vegetation in the wetland and buffer abutting the project site, which have an approximately 60-foot depth.

Landscaping and tree islands have been included in the parking area between Myers Way and Building C. The majority of the units facing the parking are above headlight level.

The location of parking along the Myers Way frontage requires a *Design Departure*. Based on the design response to the above guidance, the character of Myers Way, and the grade change between the parking lot and the ROW, the Board feels the design meets the guidance given and ***Unanimously Recommends Approval*** of this *Design Departure* request.

**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.**

*See relevant comments in A-1 above.*

#### Recommendation Meeting.

The Board feels proposed site and building designs responds to this guidance per the previous comments.

### **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 the anticipated development potential of the adjacent zones.**

*Height, Bulk and Scale impacts on adjacent uses are not major concerns. However, the bulk and massing of the building design should respond to the site's higher and prominent location*

*relative to the uphill approach on Myers Way South. The building design should not appear massive and should respond to the sites uphill slope.*

- *Provide building sections along Olson Place SW and Myers Way S with the MUP submittal and for the Recommendation meeting.*

Recommendation Meeting.

The Board feels that the design meets the guidance given. Building A, which is located in the area of greatest grade change, has been designed to reflect and follow the slope along its street frontages. See comments under C-2 below.

**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.**

*There is not well-defined or desirable architectural character. This can be an opportunity for the project design to establish a context that is interesting and note-worthy.*

Recommendation Meeting.

The Board feels that the design meets the guidance given. The project proposes an interesting and varied, but cohesive, campus of mainly residential buildings. The project design should establish a note-worthy context to which future development could respond. See additional comments below.

**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 façade walls.**

*The proposed project will be a large campus of buildings. The overall architectural concept should display a relationship between buildings but also provide variety to lessen the projects size. Building designs should indicate the uses inside: commercial store fronts for the commercial area, indications of a semi-public use for the community center, and a residential design for the residential structures.*

Recommendation Meeting.

The Board felt that the overall project design is a strong response to the guidance given. The buildings largely form a cohesive whole of a residential development. The design proposes a variety of materials, colors, and forms throughout to create variety and difference, but in varying degrees on different buildings. The overall composition, in conjunction with the integrated site and landscape plans, is “very playful”, and for such a large project, has substantially responded to this guidance throughout.



The Board noted the ways that the project design strays from its overall consistency and gave direction to achieve a more cohesive design.

- A variety of colors are used together throughout the project. The choice of colors are appropriate, but too many are used on some buildings and facades, particularly at the intersection of facades where the design expression changes. The design should be further developed to respond to this guidance by limiting the almost equal area given to a large number of colors and use two or three colors as the predominant palette with the remaining color choices as accents.
- Throughout the project, the balcony railings, sunscreens, and trellis' have too fine (narrow and delicate) of a structure. The design should be further developed and include a larger scale of materials and corresponding forms that will match the stronger lines of the building forms.
- Building D too starkly contrasts to the playfulness of the other structures in form and color. This building's concept is more "urban" because of its street front commercial component. However, it has extreme regularity with a regular spacing of windows and bay and too regular roofline. The concept, however, should not be so strongly differentiated in style from the other structures with their more playful unified overall concept.
- The materials and form of the southeast corner wing of Building C should make a better transition between the more modern Myers Way façade and the more traditional courtyard façade of this building.
- The second level façade of the terrace end elevation of Building B, which is substantially blank and uses only one material and color, is out of scale with the more varied facades on the remainder of the structure. The addition of more glazing or of additional materials and / or colors are suggested design directions.

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

*The size of the project campus requires the site and building designs both convey a human scale; many tenants will be pedestrians and be outside on the sidewalk, in the courtyards, and open space areas. Project human scale should also be communicated to those driving by in the ROW.*

Recommendation Meeting.

The Board feels that the design meets the guidance given.

**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.**

*The project's large size and prominent location require that high quality materials are used to assist in reducing the building bulk and creating a human scale, as well assure long-term building attractiveness and reduce maintenance costs.*

Recommendation Meeting.

A high quality and variety of materials is proposed. Recommended changes to Buildings B, C, and D in response to the guidance should continue this.

**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 project proposes two structured parking entrances. The parking entrance extending from the entry plaza should not create a division between the courtyard and its building or between its building and the 2<sup>nd</sup> Avenue S sidewalk. The parking entrance to the Myers Way S building is proposed to be located on the building's south end next to the surface parking entrance and not far from Myers Way S street access. This entry should also not be visually prominent from the private drive or the JTF to the south.*

Recommendation Meeting.

The east side garage entrance for Building C will be located north of the building wing and faces Myers Way, not the originally proposed orientation to the access easement road. It was located here to lessen the amount of pavement in the Hamm Creek riparian corridor area (although the creek and corridor in this area is in a culvert) and reduce its visibility from the Myers Way entry and access easement area. The Board feels the new location is a better design response as it is not visible from Myers Way and it does not affect the visual appearance of the Myers Way façade.

**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.**

*The adjacent Metro bus depot is expected to be an important source of mobility for many project residents. Access across the private drive and to the entry plaza for individual building entries should be easy, interesting, and supportive of transit use. However, no building entries for the southern two buildings and oriented toward the depot were shown at the presentation.*

*Because of the number of future tenants and anticipated reliance on transit for mobility, this development is similar to a TOD, or transit oriented development. The Board discussed several solutions to creating the needed connections including locating a residential entry for the commercial / residential building at the corner across from the transit depot and one for the Myers Way S building close to the private drive sidewalk that would serve the units at the far end of this structure (away from the entry plaza).*

*The Board also discussed the extension of some portions of the commercial area toward the interior open space to the east as a way to bring activity and vibrancy to this space. This arrangement could also create an active internal passageway for connectivity between the transit depot and the main entry plaza. An internal passageway would serve as an alternative to walking along the 2<sup>nd</sup> Avenue S frontage for tenants who may otherwise be discouraged from transit use during inclement weather or after hours.*

*The sidewalk width along the private drive should be adequate for two persons to walk comfortably.*

Recommendation Meeting.

The project places a resident only access on the south façade of Building D that will connect to a future pedestrian cross walk both directly across from the bus waiting area. This entry will connect through Building D to the main entry courtyard and all other buildings. No southern entry / exit is provided on Building C as the majority of tenants are expected to use the elevator, not stairs, which is located near the entry courtyard.

No extension of the commercial area has been provided between the 2<sup>nd</sup> Avenue South facade and the courtyard between Buildings C and D. The commercial area is intended to provide service for both residents and transit users. Because of the wider public that will use it, the project developers want to maintain a separation of the non-resident public from the resident-only open spaces and corridors. However, this courtyard proposes numerous entry connections between both buildings and the courtyard and provides a weather-protected connection from the transit area to the entry plaza and, from that, to all buildings. The Board feels that the presented design successfully responds to the guidance given.

**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.**

*Because of the site's topography, building design should avoid large areas of blank walls at ground level and visible from the ROW's. Buildings should be recessed into the ground or stepped to achieve this.*

Recommendation Meeting.

The Board feels the presented design responds to the guidance. Most buildings have occupied spaces with windows at ground level, even in sloped areas. Where it was not possible to have windows, texturing of concrete wall surfaces and architecturally designed green screens should be provided as shown.

**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.**

*Curb parking proposed along the private drive and in the Myers Way facing lots should include wheel stops or other positive measure to assure vehicles will not intrude onto the proposed sidewalks.*

Recommendation Meeting.

The Board feels that the design meets the guidance given. Parallel parking is proposed along the Myers Way perimeter pathway. Wheel stops are proposed for the head-in parking along the access easement road.

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

*Entries should be clearly visible and accessible. "Eyes on the street" techniques should be provided and utilized to assure a safe tenant connection between the project and the transit stop.*

Recommendation Meeting.

Windows and doors of residential units and common activity areas are placed throughout each building at ground level and facing both the passive outdoor areas as well as the more active courtyards and pedestrian pathways. The design presented therefore responds to the guidance given.

**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.**

*The quality of the commercial signage for the proposed commercial areas can affect the final design quality of the project. The Board would like to see anticipated signage designs and project signage guidelines at the next meeting, with the understanding that final tenant selection may not yet have occurred.*

Recommendation Meeting.

The Board feels the design presented and plans for future regulation of commercial signage responds to the guidance given.

**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.**

*Extensive transparency is necessary for the commercial frontage on 2<sup>nd</sup> Avenue SW. Per the guidance in D-1 above, transparency for the commercial presence facing the proposed corridor or a corridor expanded to be an interior connection between the transit area and the main entry plaza should be provided.*

Recommendation Meeting.

The project design proposes extensive commercial transparency along the commercial frontage, and therefore adequately responds to this guidance.

**D-12 Residential Entries and Transitions. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and visually interesting street for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops, and other elements that work to create a transition between the public sidewalk and private entry.**

*The proposed residential units facing the sidewalk and private drive in the commercial / residential building should be designed to create an interesting pedestrian environment. This area will have the same function and visibility as a street (right of way) frontage: it will be visible to adjacent properties, users of the private road and the proposed parking, and be a connection between the transit depot and the Myers Way facing structure.*

Recommendation Meeting.

An interesting residential street front has been provided along the access easement frontage. This façade is not designed as the back –side of a building, but as a street facing façade. On the

pedestrian level, a series of modulated bays break up the length of this façade. The recessed areas between the modulated facades contain pairs of unit balconies, which emulate the affect of street front balconies. The 90-degree angle parking along the sidewalk is broken up by tree wells as a means to provide “street” trees. As such, the proposed design responds to the guidance given.

Certain design elements may change in response to the guidance given on coordinating this building’s design concept with the remainder of the project (see C-2 above). The Board directs the project designers to continue to follow this guidance when making these changes.

### **E. Landscaping**

**E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.**

*The Myers Way South ROW wetland and buffer should be part of the datum informing the project’s proposed landscape design. The project’s landscape design should also respond to riparian management area requirements, if applicable, for the adjacent Hamm Creek riparian corridor.*

#### **Recommendation Meeting.**

The Board fees the design presented responds to the guidance given. The project proposes an on-site landscape plan along the site’s periphery that is integrated with the existing vegetation along Olson Place SW and the existing wetland vegetation along Myers Way SW.

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

*This is a large site and project with extensive landscape areas proposed. The landscape design should do multiple things: beautify the project as seen from the ROW, tie together the campus of buildings, and provide intimate and usable outdoor spaces for project residents.*

- *The Board would like to see fully developed landscape and pedestrian circulation plans at the next meeting.*

#### **Recommendation Meeting.**

Fully developed landscape plans were presented and discussed at the Recommendation meeting. Landscaping (a variety of plant and hard-scape) has been tailored to the character of each area of the site. Per E-1 above, landscaping along the site’s periphery responds to and enhances the existing ROW vegetation. Each building courtyard and the connecting areas have different characters for interest and variety. Courtyards offer a variety of passive and more active areas, such as seating, pathways, and a flower and vegetable garden area. The commercial frontage streetscape will have street trees and a more urban sidewalk character. As such, the project responds to this guidance.

**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 north corner of the site and adjacent ROW are sloped and contain numerous trees. The landscape design should respond to this condition, as well as the Myers Way South wetland, its buffer, and the Hamm Creek riparian management area.*

Recommendation Meeting.

The proposed design responds to this guidance (see E-1 and E-2 above).

**DEPARTURES FROM CODE STANDARDS**

<b>Land Use Code Standard</b>	<b>Proposed</b>	<b>Rationale for Request</b>	<b>Board Recommendation</b>
<b>Street Level Uses.</b> Residential uses may not exceed 20% of the street-level street-facing façade when facing an arterial (SMC 23.47A.005).	To provide no non-residential uses along the Myers Way frontage for Building C.	The intent of this Code requirement is to foster the creation of neighborhood commercial street frontages. This is not feasible due to these inherent site and contextual conditions: 1) Myers Way is a major arterial that does not now have, or can be expected to support the creation of a neighborhood commercial character in the foreseeable future, and 2) the topography and existing wetland in the Myers Way right of way. Instead, the project will provide 100% street-level non-residential use along 2 <sup>nd</sup> Avenue South in Building D, which has strong potential to become a neighborhood commercial area (see architect’s presentation for specifics). The Code does not require any non-residential uses along 2 <sup>nd</sup> Avenue SW. <i>Guidelines AI, A4, &amp; D1</i>	The Board recommends approval of this request based on the submitted MUP design.
<b>Parking Location.</b> Parking may not be	Allow surface parking (76 spaces) between	The site plan proposes several large areas of at	The Board recommends approval

<p>located between a structure and a street lot line (SMC 23.47A.032).</p>	<p>Building C and Myers Way.</p>	<p>grade common open space areas that are oriented toward the project buildings and generally away from the “highway” like character of Myers Way. This ROW is at least 16-feet below the project site and contains a heavily wooded swale, part of which is a wetland; the ROW character will screen the surface parking from the ROW. Placement of the surface parking (primarily for the adjacent JTF) on the site perimeter would allow an optimal site plan for the project. These factors in combination will better meet the overall design guidelines. <i>Guidelines A1, A7 &amp; A8</i></p>	<p>of this request based on the submitted MUP design.</p>
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**BOARD RECOMMENDATION**

The Board finds that the project design successfully responds to the design guidance given, with the recommendations outlined in this document. The applicant and architect shall make the recommended design changes in response to the recommendations noted in this document and submit the required drawings to the project planner for review and approval. These are:

- Limiting the almost equal area given to a large number of colors and use two or three colors as the predominant palette with the remaining color choices as accents.
- The balcony railings, sunscreens, and trellises should match the stronger lines of the building forms.
- The Building D design concept should have a stronger design relationship to the other structures and their playful unified overall concept.
- The materials and form of the southeast corner wing of Building C should make a better transition between the more modern Myers Way façade and the more traditional courtyard façade of this building.
- Additional glazing or additional materials and / or colors should be included on the second level façade of the terrace end elevation of Building B.

If the planner does not feel the design changes respond to the recommendations, review by the Board at a second *Recommendation* meeting may be required. When approved, design changes shall be included in the final MUP plans prior to MUP Permit issuance.

The Board recommends the approval of the two *Design Departure* requests.

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