

**EARLY DESIGN GUIDANCE PRIORITIES
OF THE
SOUTHEAST DESIGN REVIEW BOARD**

**Meeting Date: November 13, 2007
Report Date: November 27, 2007**

BACKGROUND INFORMATION:

Project Number: 3007798

Address: 4912 South Willow Street

Applicant: Mark Travers of Mark Travers Architect

Board members present: Ann Beeman, Chair
Robert Mohn
Steve Sindiong
Michelle Wang
John Woodworth

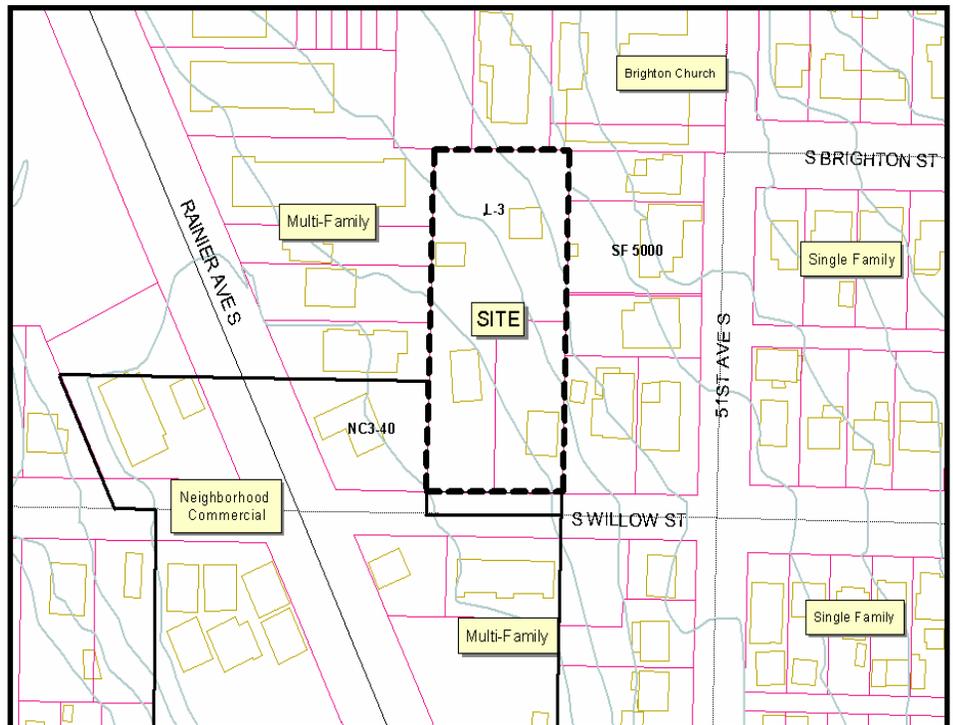
Board members absent: None

DPD staff present: Mike Reid, Land Use Planner

SITE & VICINITY

The 40,095 square-foot site is located east of the Rainier Avenue commercial corridor and immediately west of a single family residential zone. The site currently contains two vacant single family structures and two associated outbuildings, with street frontage to the south along South Willow Street. An automotive repair shop exists immediately west of the site, along Rainier Avenue South, while multi-family developments are present to the north.

The site exhibits a significant grade change



from west to east, trending towards the adjacent single family residences to the east. There are no environmentally critical areas (ECAs) located on the site. An identified ECA steep slope exists east of site; however, the subject property is located further west than any potential buffer for this area.

The site is zoned Lowrise 3 (L-3) with a density limitation of one dwelling unit permitted per 800 square feet of lot area. This zoning continues to the north and northwest. Neighborhood Commercial zoning (NC3-40) is located to the west and south, while Single Family zoning with a 5,000 square-foot minimum lot size (SF5000) exists east of the site. Surrounding land uses include a mix of multi-family and single-family residential structures, with commercial uses located along both sides of the Rainier Avenue.

The multi-family residential buildings in the vicinity of the site vary in the terms of construction age. Most of the single family homes to the east appear to be of mid-century to 1970's construction. The existing commercial structures along Rainier Avenue in this vicinity are of indeterminate age; however, the majority of the structures appear to have been constructed prior to 1980.

Sidewalks are located on the north side of South Willow Street, between Rainier Avenue South and 51st Avenue South although the existing right-of-way (ROW) for this portion of South Willow Street is substandard. East of 51st Avenue South, South Willow Street is fully improved with curbs, gutters, sidewalks, and landscape strips along both sides of the pavement. Limited on-street parking is available along South Willow Street. There is limited vegetation on this site, with the exception of overgrown grass and a few mature trees near the north and east property lines.

Bus stops are located on Rainier Avenue South, with a northbound stop immediately north of South Willow Street and a southbound stop immediately south of South Willow Street.

PROJECT DESCRIPTION

The proposed developed includes the demolition of existing on-site structures and the construction of 31-33 townhomes, with parking for one car contained at-grade within each unit. The proposed development would gain vehicular access from South Willow Street, utilizing one curb cut and a proposed motor court to serve the off-street parking for each unit. Pedestrian pathways within the development will connect residents to the entrances of each unit and to the public ROW along South Willow Street.

A Master Use Permit (MUP) to allow the construction of a new 17,130 square-foot mosque was previously approved for this subject property; however, the application has since been canceled.

DESIGN PRESENTATION

Three design schemes were presented at the Early Design Guidance meeting. All options included three-story residential structures with ground related private open space and at-grade parking within each unit.

The first option included nine residential buildings collectively containing 31 residential units. Vehicular access is proposed to each unit via a motor court which features a linear primary access driveway extending south to north, terminating in a "hammerhead", or "T", turnaround at

the northern-most units. The units immediately north of South Willow Street and east of the access driveway are street-facing, with proposed private open space abutting the South Willow Street ROW. The majority of the remaining units feature garages which face the primary access driveway, with pedestrian entrances proposed next to the garage doors. Several buildings east of the access driveway are oriented parallel to South Willow Street, with garage entries largely concealed from the primary access driveway. This design option features a concentration of private open space oriented along the west property line, intending to serve as a buffer the subject development from the automotive repair shop to the west. This design option also features nine on-site guest parking stalls and four common open space areas, at a minimum width of ten feet. One common area open space is located immediately north of South Willow Street and west of the access driveway along the front of the development. Contemplated materials and landscaping details were not provided during the presentation of this design option. The applicant noted that the positives of this option include the utilization of small buildings, street-facing units along South Willow Street, and provided guest parking. One drawback to this option, however, is the orientation of open space in close proximity to the adjacent light industrial use.

The second option includes eight residential buildings, collectively containing 32 residential units. The motor court proposed with this design option features a slight meander to the primary access driveway, which ultimately terminates in a "hammerhead" turnaround at the northern-most property line. Private open space is again provided solely at the ground level and on-site parking for one car is provided at-grade within each unit. Off-street guest parking was not an element of this design option. All 32 residential units are oriented so that the garage doors and entryways face the primary access driveway of the proposed motor court. This option also features six common areas of open space, several of which include substandard minimum widths of six feet. Private open space is located along both the east and west property lines and, as noted by the applicant, is intended to help buffer the adjacent single-family zone from the proposed development.

The third option ("preferred" alternative) proposes the construction of ten buildings, collectively containing 33 residential units. This alternative utilizes street-facing residential units along South Willow Street, with private open space for each abutting the ROW. This option also creates two "hammerhead" turnarounds within the motor court and minimizes the number of units taking both vehicular and pedestrian access immediately from the primary access driveway. The applicant noted that this option provides private open space abutting a majority of the north, east, and west property lines, intending to minimize impacts to the adjacent properties.

The applicant also noted that the three options feature a linear vehicular primary access driveway, designed as such in order to accommodate emergency vehicles. Further discussions between the applicant and the Seattle Fire Department (SFD) will occur to identify potential design alternatives which could realign the primary access driveway while still satisfying the requirements of the emergency responders.

Although the applicant did not provide a detailed zoning analysis for each design option at this meeting, the following development standards are required for this development.

Standard	L3
Height	30' with additional 5' peaked roof
Side yard/setback	Minimum 6', depending on structure depth
Front yard/setback	15' maximum
Rear yard/setback	25' maximum
Lot coverage	50%
Structure width/depth	Width: 75' with modulation; Depth: 65% of lot
Modulation	Required
Screening/Landscaping	Required pursuant to SMC 23.45.015
Open Space	Required at average of 300 sq. ft. per unit, with a minimum requirement of 200 sq. ft. per unit

Note: above chart is a brief summary of requirements; detailed development standards can be found in the Land Use Code online at <http://clerk.ci.seattle.wa.us/~public/toc/t23.htm>

BOARD QUESTIONS AND COMMENTS

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

- Please clarify the zoning of adjacent properties, as they are not identified in the design packet?
 - The subject property and those to the north and northwest are zoned L-3. Properties to the east and southeast are zoned SF5000, while properties to the south and west are zoned NC3-40.
- Please clarify the width of the proposed access driveway.
 - The access driveway needs to maintain a width of 22 feet, although the design will try to achieve a 25-foot width.
- Please clarify the dimensions for proposed open space
 - The open space dimensions vary, based on the three design options. The common area open spaces have not been officially dimensioned, while the private area open spaces will maintain a minimum 300 square-foot average.
- Please describe, from examples of your previous work, what elements you will be able to bring into this project.
 - The proposed development will strive to make the best use of a good space, which will serve to create an appealing transition between the redevelopment along Rainier Avenue South and the single-family zones to the east. The proposed development will also utilize quality landscaping.
- Will the proposed townhomes cantilever out over portions of the access driveway?

- It would be preferred not to have the townhomes cantilever over the access driveway. The design may utilize bay windows to accent the façade.
- Is the location and alignment of the internal access driveway driven by the direction of the SFD? Could the access driveway be aligned along one side of the site?
 - Yes. The SFD has indicated that the alignment in option two is the most acceptable alternative. The applicant will continue discussions with SFD to determine design options and whether site access is absolutely necessary, or if a 75' hose from the street would prove adequate.
- Where are the front doors for each unit and where will the mailboxes be located?
 - Page nine of the EDG packet offers the best example of where the front entrances will be located, while the location of the mailboxes is still undetermined. The applicant will engage the postal service to determine if a mailbox kiosk will be required for this development.
- How do you propose handling trash and recycling collection?
 - Individual containers will be provided for each unit, and stored in the individual garages when not set-out for pickup. This presumes that the waste management collector will be able to adequately maneuver the truck through the development, in order to serve each unit. The waste management company will need to be engaged in order to determine if a common area collection area and dumpsters are required, or if the residents will need to set their bins along South Willow Street on collection days.
- Please elaborate on the intent of the “hammerheads/T’s” related to the motor court in the proposed design options?
 - The “T’s” are part of the overall motorcourt and are intended to provide suitable maneuverability for vehicles accessing the site. These turnarounds also reduce the number of units which take both pedestrian and vehicular access from the primary access driveway, thus decreasing the homogeneity of the developed units.
- Why is guest parking not provided as a design alternatives for all three options?
 - The design layout for options 2 and 3 do not provide ample space for guest parking stalls and guest parking is not a requirement per the Seattle Land Use Code.
- Please elaborate on the intent and purpose of the common open spaces shown on all three options.
 - The exact intent of these open spaces has not been fully developed at this time; however, these spaces may be utilized as community gardens, or simply gathering locations for residents within the development.
- Shadows will be cast on the open spaces within this development, which could limit the feasibility of functional community garden space. The applicant should consider combining the common open spaces into one consolidated area.
- Will the units of this development have fences separating the private open space areas?
 - The development will feature either fences or landscaping to maintain separation among the units.
- Would pedestrian access to the street-facing units in options one and three take directly off of South Willow Street?
 - Yes.
- Will a common pedestrian path be provided to serve the units that take access immediately from the proposed access driveway?
 - Yes.

PUBLIC COMMENT

Six members of the public attended the Early Design Guidance meeting. The following comments were offered:

- Children in the vicinity of the development do not have consolidated play areas. Are you proposing the common open spaces to accommodate children as play areas?
 - The primary play areas for children will be within the provided private open spaces.
- Will these proposed units be sold as market-rate housing?
 - Yes.
- The applicant should consider providing more guest parking, as this portion of South Willow Street is already severely limited in the amount of available off-street parking.
- Please clarify parking and garage access for the proposed units.
 - Garage parking will be provided at grade, for one car, within each unit. Vehicular access to each garage will be achieved directly from the internal access driveway and motorcourt.
- Please make sure that the design avoids resembling barracks-housing. This location deserves a quality development.
- Have you considered pushing the development closer towards the adjacent commercial properties to the west, yielding more open space along the shared boundary with the single-family zone to the east?
 - Emergency access provides substantial limitations on the design of the access driveway, thus limiting the configuration of the units.
- Please clarify the setbacks required for this development, given the L-3 zoning designation.
 - The applicant identified the zoning regulations and limitations provided some of the information listed in the table on page three of this report.
- Where would the responsibility lie for maintaining common open space areas and the access driveway?
 - The residents of the development would share responsibility of the common areas within the development. This agreement would be documented and recorded as part of a joint use and maintenance agreement.
- A density of 30-33 units is very difficult to achieve while still providing adequate open space. The design should consider removing several units to create a better design.
- Please be sensitive and considerate to the single-family residents to the east of the site.
- Please consider building into the existing grade to the east, in order to minimize the impacts of this development on the single-family residents to the east. Utilize the existing change in grade on site to yield an advantageous design.
- Please complete a shading study in order to analyze the impacts that this development may have on the single family homes east of the site.

DESIGN GUIDELINE PRIORITIES

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

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 proposed massings, displayed in the three options presented during the initial EDG meeting, do not offer a satisfactory response to the significant grade change along the eastern portion of the site.

Public comments noted that the applicant should utilize the steep grade change to help minimize the impacts that the development may have on the single-family residences to the east. The Board requested that the applicant prepare north/south and east/west (from the middle of the site) section elevations to show how the proposal will work with adjacent surrounding properties and with the existing site conditions. These sections shall also extend through to the adjacent properties, to illustrate potential impacts posed by this development.

The applicant should maximize light and interest with this design, and minimize the canyon-effect along the primary access driveway. The Board recommended utilizing small blocks to maximize the amount of light able to pass into the long, narrow alley-like drive aisle.

The design should also avoid the homogenization of the units, in part by utilizing unique entrances and architectural treatments, which minimize uniformity yet carry forward a distinct design theme.

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

The Board requested that the applicant's design engage South Willow Street as much as possible, through the creative use of open space and strong street-facing façades to provide a desirable "eyes-on-the-street". The applicant shall clearly articulate the street-facing facades and sufficiently describe the design intent during the next meeting.

The applicant should strengthen the design presentation to include additional detail showing pedestrian access from South Willow Street to the street facing units. A landscape plan is also required, to help clarify the street-level perspective that will be created by this development. More details regarding this landscape plan are provided in A-7.

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

Entrances along South Willow Street should actively engage the street through utilizing creative landscaping, stoops, pedestrian walkways, open space, and other design features. Entrances along the primary access driveway should be limited and unique in order to minimize the homogeneity of the development. The applicant should consider implementing treatments, materials, and colors which both advance a design theme while also limiting the uniformity of the facades.

The applicant shall provide design details and supporting graphics which articulate the design themes and concepts which will be advanced by this proposal. The Board

requires that the applicant define the location and treatments of the primary pedestrian entrances to each unit and elaborate on the proposed design themes for this proposal.

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 proposed design should respond to the concerns of adjacent residents, particularly the single family residents to the east of the site.

The proposed development should create an acceptable level of screening between the project site and the existing residences to the east. The applicant must provide sufficient detail on how the proposed development will work with the existing grade change at this site. The Board requests that the applicant prepare section elevations, as detailed in the guidance for A-2, to identify how the proposal will work with the existing site conditions and adjacent properties. The applicant shall also prepare a shadow study to clarify potential impacts posed by this development.

The Board's requests detailed descriptions of the proposed design theme, architectural direction, and façade treatments. The applicant should develop and graphically document the design relationship with adjacent properties.

A-6 Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

The design alternatives should each highlight the connectivity and circulation patterns of residents along pedestrian pathways and through the motor court. The applicant should clearly articulate a transition between the pavement, pervious pavement, grasscrete, and pedestrian pathways as proposed by the three design options. The Board also requests a landscape plan which, in part, shall detail the entrances to each unit and the transition to the components of the motor court.

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

The Board requests that the applicant examine the potential for active use open spaces by increasing, or combining, the areas of common open space. The applicant needs to provide additional information detailing how on-site open space will be utilized and how pedestrian access to each proposed unit entrance will not encroach into any private restricted open space. The Board has serious concerns regarding the proposed measures for handling trash and recycling collection. The applicant should work with the appropriate waste management providers to develop a plan for handling such waste generated on-site. Should the waste management provider require the consolidation of waste into one area for pick-up, the applicant shall identify this location, and develop a design concept for integrating this function into the street-front design.

As previously noted, the applicant will need to consult with a landscape architect to develop a concept-level landscape plan which advances the design theme for this development. While specific plant sizes and exact statistics are not required at this time, the landscape plan should include a cohesive vision for including functional open space area on the site and feasible landscaping alternatives.

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.**

As previously noted in the responses to the Site Planning design guidelines in Section A, the applicant shall provide advanced details to highlight how this development will work with the sloping grade and how the proposal will successfully relate to the single-family residences to the east. The existing grade change could be utilized to ease transition between the site and the single-family properties to the east; however, insufficient detail was provided during this meeting.

The Board requests that detailed north/south and east/west section elevations be provided at the next meeting, to clarify height, bulk, and scale compatibility with adjacent properties. In addition, more clarification on potential design implementations, themes, and materials is required to fully assess the developments compatibility with 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 reiterates that the applicant should provide a substantial amount of additional detail regarding the design direction and character of the proposed units. The applicant shall also provide comparisons showing elements of completed projects that will be utilized in this design. The proposed design alternatives shall include, but are not limited to, details pertaining to the modulation, architectural treatment, reveals, materials, and colors proposed with each option.

The Board also feels that the components of the proposed development may be visually separate but should have a common theme of design for consistency. The design of the units shall strive to minimize homogeneity of the units and focus on maximizing the sense of place.

- 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.**

Guidance reflects the comments in response to items C-1. The applicant should provide additional details regarding this item at the next stage of review.

- 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.**

Guidance reflects the comments in response to items C-1. The applicant shall provide additional details regarding this item at the next stage of review.

- 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.**

Guidance reflects the comments in response to items A-3 and A-6. The applicant should provide additional details regarding this item at the next stage of review.

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.**

Guidance reflects the comments in response to items A-1 and A-7. The applicant should provide additional details regarding this item at the next stage of review.

- 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 notes that a retaining wall will most likely be necessary near the eastern property line to support soils and grade transition. The Board adds that the relationship between the retaining wall and the buildings should be well-considered, especially with the transition towards single-family properties to the east. The applicant should provide sufficient detail to clarify the scope and appearance of the retaining wall.

- D-6 Screening of Dumpsters, Utilities, 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.**

The Board notes that a common trash and recycling collection location may be required pursuant to the regulations of the Seattle Land Use Code and the appropriate waste management service providers. The Board requests that the applicant obtain letters detailing the preferred alternative from City of Seattle and the appropriate waste management providers.

The applicant shall revise the design options accordingly to include provisions for managing trash and recycling collection at the next stage of review. The updated plans should include the proposed location of trash and recycling areas, access to and from the site for collection trucks, and proposed screening as directed by DPD and the appropriate waste management providers.

The applicant shall also initiate all necessary coordination with the appropriate utility/service providers and detail all required provisions at the next meeting. Of particular note, the Board identifies that a mailbox kiosk and gas-meter cluster may be required to adequately serve the proposed units. Consultation with the postal service and the appropriate utility providers shall occur prior to the next meeting and the applicant shall include any requirements and potential design solutions in the next iteration of the design.

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

Personal security, loitering, and car prowling are common concerns in the vicinity of the project site. The proposed design should respond to security through methods such as securing safe and accessible vehicle and pedestrian access from South Willow Street, providing for “eyes on the street” via street facing facades, implementing sufficient lighting, and utilizing effective landscaping with clear sight lines in pedestrian areas.

E. Landscaping

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.

Guidance reflects the comments in response to items A-7. The applicant should provide additional details regarding this item at the next stage of review.

DEPARTURES

No departures have been requested by the applicant at this time. A complete zoning analysis will be completed once the design is advanced adequately to identify all potential development proposals. The proposed development shall adhere to the L3 development standards.

NEXT STEPS

The Board has recommended a 2nd EDG meeting in order to re-examine the applicant’s design direction prior to initiating the Master Use Permit (MUP) process. DPD feels that sufficient guidance was offered by the Board during the initial EDG meeting, and that the applicant should move forward into the MUP application stage.

MUP Application:

1. Submit application for Master Use Permit (MUP) application. Appointments for MUP intake may be made by calling (206) 684-8850. Please contact Land Use Planner Mike Reid at (206) 386-4646 or mike.reid@seattle.gov when you have scheduled your MUP intake appointment.
2. Please include a written response to the guidance provided in this EDG, as noted in CAM 238, Attachment B. Plan on embedding four 11x17 colored and shadowed elevations, landscape and right-of-way improvement plans into the front of the MUP plan set (4 per sheet). Label all sheets for design review and provide a table of contents at the front of the plan set. CAM 238 may be accessed at <http://www.ci.seattle.wa.us/dclu/Publications/cam/cam238.pdf>.

3. A traffic study or memo disclosing trip estimates may be required as part of the next phase of the MUP process.
4. Provide the following graphics, either in the MUP plan set or directly to Land Use Planner Mike Reid, following MUP intake:
 - a. Developed site plan of preferred scheme with surrounding context showing existing adjacent structures.
 - b. Plans of all significant floor levels including below grade parking. Include scale and north arrow.
 - c. Sections of the project (east-west and north-south), including adjacent structures (existing and proposed) and labeling of building heights at changes in the façade.
 - d. Elevation drawings, including proposed façade treatments, colors, and materials.
 - e. Elevation drawing for the southern elevation of the proposed development on the site to the north, and eastern elevation to the west.
 - f. Sketches of the street level facades, including canopies, entrances, materials, colors, etc.
 - g. Perspective sketches of the streetscape experience from the pedestrian's point of view (at South Willow Street).
 - h. Graphics demonstrating the proposed façade treatment for any blank facades.
 - i. Landscape plans, including plant species, size, and placement (including existing street tree locations, sizes, and species).
 - i. Communicate with SDOT Arborist Bill Ames regarding recommended street trees: bill.ames@seattle.gov or (206) 684-5693.
 - j. Conceptual lighting plan, including fixture locations and manufacturer cut sheets for proposed fixtures.
 - k. Conceptual waste collection plan, properly identifying the consolidated location of any and all waste bins for collections. Should signage be required on-site, a proposed signage detail should also be included.
 - l. Page with colors and materials shown.

Recommendation Meeting:

Using the design guidance provided by the Board and documented in this report, the applicant shall create an updated Design Review packet to include the following:

1. North/south and east/west section elevations are required to clarify the relationship between the proposed development and adjacent properties and to identify how the proposal will work with the existing grade. Section elevations should extend through the property lines in order to adequately analyze potential impacts resulting from this development. In addition, these section elevations shall also details the proposed design themes and associated architectural elements proposed with each design option.
2. A detailed shadow study to identify shadow patterns posed by this development onto the adjacent single-family residences to the east.
3. A significant increase in the design detail provided with the proposal. Revised design options shall include the proposed design themes and architectural details proposed, to include but not limited to the use of patterns, color, texture, articulation, and additional architectural details. Applicant should produce material boards at the next meeting to help clarify the design intent and themes exemplified by this project.
4. An updated design should include design options which feature increased/consolidated open space and information detailing objectives for common open space areas.

5. Street level perspectives from South Willow Street should be provided and should include the architectural details of the street-facing facades and landscaping proposed along South Willow Street.
6. Significant attention to the pedestrian and vehicular circulation for this development should be provided in future packets and presentations. Applicant should provide increased detail to clearly define all unit entrances, pedestrian walkways, and transitions between access driveway, pervious surface, grasscrete, and other hardscape features.
7. A Landscape plan should be included in the updated design packet and discussed at the next meeting. The applicant shall consult with a landscape architect to develop a design theme to advance effective landscaping at this site.
8. Documentation should be presented from the City and waste management providers proposed to serve the site, to detail their preferred location for trash and recycling receptacles and methods for waste collection. Should these providers require one consolidated location for pick-up, the applicant should develop the design options accordingly to reflect this location and measures of screening.
9. Documentation from the postal service clarifying the need for a mailbox kiosk is required. Should a mailbox kiosk be required, the applicant should update the design options accordingly to identify this location and measures of screening. The applicant shall also coordinate utility availability and requirements with the proper service providers, and shall include associated equipment in the revised design options.
10. Written response to the Early Design Guidance.
11. Diagrams and departure chart (including code sections) clearly describing the proposed departure(s) in contrast to the code requirement.
12. Provide an electronic copy of the recommendation packet to the DPD at the time of recommendation packet submittal (instructions posted on website under “design review going digital” http://www.seattle.gov/dpd/planning/design_review_program/Overview/).