

**FINAL DESIGN REVIEW RECOMMENDATIONS
OF THE
NORTHEAST DESIGN REVIEW BOARD**

October 20, 2008

BACKGROUND INFORMATION:

Project Number: 3008142

Address: 3920 Stone Way North

Applicant: Tom Frye, Jr., Architect for Prescott Homes

Board members present: Susan Eastman Jensen
Craig Parsons
Thomas Nelson
Shawna Sherman

Board members absent: Tricia Reisenauer

DPD Staff Present: Bruce P. Rips, AICP

Project Description:

The applicant proposes to design and construct a mixed use building consisting of approximately 143 residential units, seven live-work units (5,100 square feet), 17,000 square feet of commercial space fronting on Stone Way North and a below grade parking garage (an estimated 192 parking spaces). Extending from North 39th Street to North 40th Street on Stone Way N., the proposed structure would rise four to five levels above Stone Way N. and the alley, creating a set of irregular terraces in response to the site's slope.

By the end of the early design guidance process, the applicant's preferred scheme envisions a sizeable retail space anchoring the corner of Stone Way N. and N. 40th Street, a smaller retail space at the corner of Stone Way N. and N. 39th St, seven live-work units facing Stone Way N. at mid-block and residential units front onto N. 40th St. Pulled back into the hillside, a parking garage would lie behind the retail spaces. Vehicular access in the applicant's preferred scheme would occur on N. 39th St. near the east property line, a revision from earlier schemes that showed a second means of access on Stone Way N. Although an improved alley extends from N. 40th St. to a point midway toward N. 39th St., the applicant's preferred scheme does not make use of the right-of-way as a means of vehicular access.

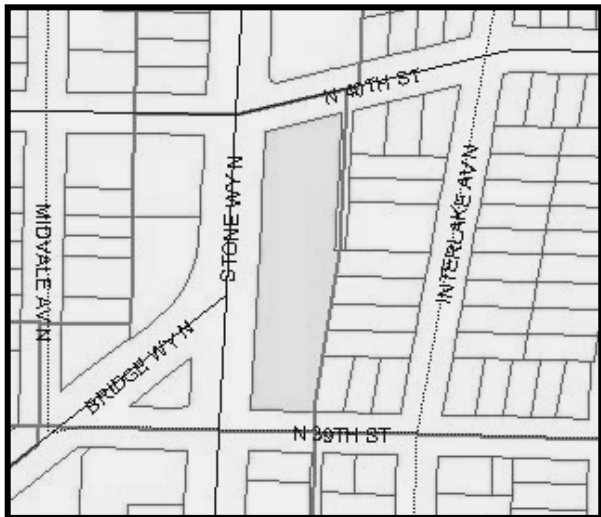
The preferred option divides the block long structure into five realms which respond to generalized architectural characteristics of the Wallingford and Fremont neighborhoods.

This architectural device informs design and massing decisions. Each realm (e.g. bungalow, warehouse loft) has distinctive coloration, materials and fenestration. Due to varying amounts of modulation of exterior walls and roof heights and forms, the separate realms suggest, according to the applicant, a series of incrementally constructed buildings reflective of the evolving Stone Way N. commercial and industrial streetscape.

The applicant proposes small pedestrian plazas at the two corners on N. 39th and N. 40th Streets. A third plaza would lie mid-block facing the terminus of Bridge Way N. On the east side between the proposed structure and the single family residences, the design illustrates residential terraces below grade and a 12 foot planted buffer tapering to eight feet. The buffer would act to screen the development from the backyard of the neighbors where there is no intervening alley. Mid-way between the two streets, a plaza on the east side would serve to modulate the east façade and create a gap between the house closest to the property line. On the roof, the landscape architects have proposed a roof deck and container garden.

Proposed changes to the right of way on N. 39th St. would serve to facilitate additional traffic produced by the future placement of the garage at the south property line. The applicant's proposed design expands the right of way by adding an additional lane from Stone Way N. to the depth of the property at the east property line. The result would create two west bound lanes, a through east bound lane and an east bound parking lane.

Site & Vicinity



The site fronts on North 40th Street to the north, N. 39th Street to the south and Stone Way North to the west. It abuts an improved alley in the rear that terminates at mid-block. This site's 1.04 acres slope approximately 20 feet from north to south. The bulk of the site is depressed into the surrounding topography resulting in sidewalk grades along N. 40th Street as high as 16 feet above the site surface. The eastern portion of the site has a concrete retaining wall along the property line that retains the grade of the adjacent properties. The site possesses a Neighborhood Commercial Three (NC3-40) zoning classification with a 40 foot height limit

The neighborhood is located in the Fremont Hub Urban Village near the southern border of the Wallingford Residential Urban Village. To the south of the site, properties along Stone Way N. are zoned Commercial Two with a forty foot height limit (C2-40); properties on Stone Way to the north are zoned Neighborhood Commercial Two (NC2-40) with a 40 foot height limit. Thus, the intensity of zoning increases along the Stone Way N. corridor to the south and decreases to the north. Zoning east of the subject site shifts to Single Family 5000 (SF5000). In general, the neighboring land uses correspond to the designated zoning. A mix of commercial and multifamily residences comprises the majority of land uses across Stone

Way North. The zones on the blocks beyond Stone Way N. are SF5000 to the west and north and NC2-40 to the south and west. Uses along Stone Way N. include mostly retail, office and wholesale businesses.

Project Background

In 2001, DPD initiated review of a proposal for a mixed use project housing a grocery store (QFC) and 26 residential units. This proposal would have replaced a vacant 17,000 square foot grocery store (Safeway). With MUP approval (2003) and approval of Phases I and II of a three phased building permit approval (2007), the applicant began grading and shoring then ceased construction leaving a deep hole.

DESIGN GUIDELINE PRIORITIES: EARLY DESIGN GUIDANCE MEETINGS, February 4, 2008 and May 5, 2008.

At the Early Design Guidance meetings held on February 4, 2008 and May 5, 2008 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*" of highest priority to this project:

- A-1 Responding to Site Characteristics.
- A-2 Streetscape Compatibility.
- A-3 Entrances Visible from the Street.
- A-4 Human Activity.
- 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-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-3 Retaining Walls.
- D-5 Visual Impacts of Parking Structures.
- D-6 Screening of Dumpsters, Utilities and Service Areas.
- D-7 Personal Safety and Security.
- D-9 Commercial Signage.
- D-10 Commercial Lighting.
- 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.

Summary: The Board focused on engaging the proposed storefronts and plazas with the pedestrian activity on the adjacent streets. The key design strategy of creating the appearance of a series of individually discrete volumes out of the larger mass should be done sensitively without losing the larger unity of the composition.

DESIGN REVIEW BOARD RECOMMENDATIONS SUMMARY: OCTOBER 20, 2008 MEETING

On October 20, 2008, the Northeast Design Review Board convened for the Recommendation meeting. Site, landscaping, and floor plans, models and elevations were presented for the Board members' consideration. The applicant requested five departures from the city's Land Use Code.

Public Comment: Sixteen individuals signed-in at the Recommendation meeting. The public commented on the following:

- N. 39th St. is essentially one way. Placement of the vehicular access on N. 39th is a poor idea. There are safety concerns as the neighborhood has many children.
- Parking generated by the proposal will crowd the already dense streets.
- Add light pole fixtures along Stone Way similar to the ones at Wallingford Center. Their presence would announce a sense of arrival and reinforce the pedestrian realm. These fixtures should be approximately 12 feet high and have globe or acorn fixtures. [Several members of the audience supported the idea.]
- The design of the live-work units leaves no opportunity for a larger tenant. Depress the floors for the northern units to create a large unit from the three proposed on the end. [Others in the audience echoed this sentiment.]
- Provide adequate space for a larger retail tenant in place of the live-work units.
- Set back the upper levels of the structure's southwest corner at N. 39th St. by 12 feet.
- Eliminate the gables on the east side of the proposed structure. [Several other members of the audience agreed.]
- Integrate the bus stop as part of the project. It should be a real architectural feature rather than a standard Metro bus stop. [Others in the audience supported this idea.]
- Add a flag pole to the roof of the central mass on axis with Bridge Way.
- The transom windows are not well thought out. These should resemble traditional storefront transoms.
- The overhead weather protection is too fanciful along the north end of Stone Way. Eliminate the upsweep. It also appears too high to provide protection from the weather.
- At the rooftop garden, attenuate spillover noise from the tenants using the roof.

- A single vehicular access point is problematic. Add a traffic signal at N. 39th St.
- The structure is too big and out of scale with the neighborhood.
- The design represents a genuine attempt to differentiate separate massing. It is a superior scheme.
- Thicken the eastern garage support to add heft to the design.
- The stair tower is awkward.
- Eliminate the use of corrugated metal. It doesn't reflect anything in the neighborhood. It represents one material too many.

Board Recommendations: After considering the proposed design and the project context, hearing public comment and reconsidering the previously stated design priorities, the Design Review Board members came to the following preliminary recommendations on how the applicant met the identified design objectives. Wallingford Neighborhood Design Guidelines are 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.

Wallingford-specific supplemental guidance. Upper level building setbacks and setbacks along the building base are encouraged to help minimize shadow impacts on public sidewalks. Design public and private outdoor spaces to take advantage of sun exposure. Development along Stone Way North south of N. 40th St. with water, mountain and skyline views should use setbacks to complement and preserve such views from public rights-of-way. :

Discussion of establishing a setback at the upper levels of the structure closest to the corner of N. 39th St. and Stone Way N. did not result in a recommendation by the Board.

The Board members requested modifications to the two corner plazas on Stone Way. At N. 39th St., the raised plaza should wrap around the corner from Stone Way N. to N. 39th St. This redesign will bring full southern exposure to the proposed plaza and help engage the sitting area with street activity. The plaza could also be widened at Stone Way N. to provide a more generous amount of seating.

The bus shelter on the plaza closer to N. 40th St. should be better integrated with the plaza design. The shelter should not be a standard Metro bus shelter but one that visually ties into the aesthetics of the plaza.

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

Wallingford specific supplemental guidance. Visually reinforce the existing street storefronts by placing horizontal or vertical elements in a line corresponding with the setbacks and façade elements of adjacent building fronts. These could include trees, columns, windows, planters, benches, overhead weather protection, cornices or other building features. Visually reinforce the existing street wall by using paving materials that differentiate the setback area from the sidewalk.

The Board offered no additional comments from its earlier guidance.

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

Wallingford specific supplemental guidance. Primary business and residential entrances should be oriented to the commercial street (for development along North 45th Street and Stone Way North).

Generally approving the changes to the formal residential entry on Stone Way N., the Board members, however, recommended two revisions to the “Gateway” element. The contractor should use a high quality concrete for the two “L” shaped frames that delineate the residential entry and for the larger mass of the “Gateway” element. Second, the materials of the façade defined by the larger, concrete “L” frame should appear less busy. The area between the larger “L” shaped frame and the projecting residential units should be continuous glazing with glass spandrels. This would emphasize the clean lines and the dramatic concrete frames in order to create visual interest along the Bridge Way N. axis.

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

Wallingford -specific supplemental guidance. If not already required by code for new development, applicants are encouraged to increase the ground level setback in order to accommodate pedestrian traffic and amenity features, where existing sidewalks tend to be too narrow. Outdoor dining, indoor-outdoor commercial/ retail space, balconies, public plazas and outdoor seating are particularly encouraged on lots located on Stone Way North.

The Board recommended wrapping the proposed southwest plaza around the corner to face onto N. 39th St. See Guidance A-1.

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 plaza adjacent to the alley should have plantings between the alley and the plaza to maintain privacy and mitigate noise between the proposal’s residents and the homes to the east. The area should be densely planted with trees and other vegetation with containers capable of allowing growth to reach considerable height at maturity.

The Board observed that the roof garden had enough plantings and was sufficiently distant from the adjacent properties to ameliorate potential noise from residential tenants.

Along the property line south of the alley, the applicant should plant a mix of deciduous and evergreen trees.

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

Wallingford -specific supplemental guidance. Maximize open space opportunity at grade (residential or mixed-use projects):

- *Terraces on sloping land that create level yard space, courtyards and front and/or rear yards are all encouraged residential open space techniques.*
- *Make use of the building setbacks to create public open space at grade. Open spaces at grade that are 20 x 20 feet or larger and include significant trees are encouraged in exchange for landscape departures.*

The Board reiterated its request for “P” patch containers for tenant use.

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.

The Board recommended that signage should be installed at the garage exit to require right turn exit only onto N. 39th St. Other techniques such as a raised curb to direct traffic to turn right are also recommended. The proposal to add a new lane along N. 39th St. for right turns to Stone Way N. was welcomed by the Board.

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

Wallingford -specific supplemental guidance.

- *Buildings on corner lots should be oriented to the corner. Parking and vehicle access should be located away from the corner.*
- *Provide definition at main gateways to Wallingford (Stone Way North and Bridge Way North). Redevelopment of lots at these intersections should include special features that signal and enhance the entrance to the Wallingford neighborhood including a tower, fountain, statue or other expression of local creativity that provides a physical transition for motorists and pedestrians and communicates "Welcome to Wallingford."*
- *Provide definition at other main intersections. • Developers are encouraged to propose larger setbacks to provide for wider sidewalks or plazas and to enhance view corridors at gateway intersections in consideration for departures from lot coverage or landscaping requirements.*
- *Typical corner developments should provide: 1) a main building entrance located at corner; 2) an entrance set back to soften corner and enhance pedestrian environment; and*

3) use of a hinge, bevel, notch, open bay or setback in the massing to reflect the special nature of the corner and draw attention to it. (Example: Julia's open bay with bevel.)

See Guidance A-1 and A-4. The raised plaza at the southeast corner should wrap around the building to face N. 39th St.

B. Height, Bulk and Scale Compatibility

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.

Wallingford specific supplemental guidance.

- *Cornice and roof lines should respect the heights of surrounding structures.*
- *Traditional architectural features such as pitched roofs and gables are encouraged on residential project sites adjacent to single-family and low-rise zones.*
- *To protect single-family zones, consider providing upper level setbacks to limit the visibility of floors that are above 30 feet.*
- *Consider dividing building into small masses with variation of building setbacks and heights in order to preserve views, sun and privacy of adjacent residential structures and sun exposure of public spaces, including streets and sidewalks.*
- *For developments exceeding 180 feet in length, consider creating multiple structures with separate circulation cores.*
- *Color schemes should help reduce apparent size and bulk of buildings and provide visual interest. White, off-white and pinky-beige buff on portions of buildings over 24 feet tall is discouraged.*
- *Consider additional setbacks, modulation and screening to reduce the bulk where there are abrupt changes which increase the relative height above grade along the street or between zones.*

Be sensitive to public views on Stone Way North:

- *Consider stepping back floors five feet per floor.*
- *Notching or setbacks at corners of buildings or ground floors are encouraged.*

The Board recommended the elimination of the gables on the east façade. These roof features add unnecessary height and appear out of context with the project's overall design. Defining the top of the projections with a low, unobtrusive parapet received the Board's support.

See A-1 for the Board's discussion of the proposed structure's southwest corner.

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.

Wallingford specific supplemental guidance.

Complement positive existing character and/or respond to nearby pre-World War II structures. Traditional early 20th Century commercial structures are primarily one story high and include:

- *solid kick panels below windows*
- *large storefront windows*
- *multi-pane or double hung windows with transoms or clerestories lites*
- *high level of fine grained detailing and trim*
- *high quality materials, such as brick and terra-cotta*
- *canopies*
- *variable parapets*
- *cornices*

New buildings should strive for a contextual approach to design. A contextual design approach is not intended to dictate a historicist approach, but rather one that is sensitive to surrounding noteworthy buildings and style elements.

Base

- *Ground floors or bases immediately next to pedestrians should reflect a higher level of detail refinement and high quality materials.*
- *Encourage transparent, open facades for commercial uses at street level (as an example, windows that cover between 50-80 percent of the ground floor façade area and begin approximately 24 to 30 inches above the sidewalk rather than continuing down to street level).*

Middle

- *Mid-level building façade elements should be articulated to provide visual interest on a bay-by-bay scale. Architectural features should include: belt courses or horizontal bands to distinguish individual floors; change in materials and color and/or texture that enhance specific form elements or vertical elements of the building; a pattern of windows; and/or bay windows to give scale to the structure.*
- *Consider using detail elements such as a cast stone, tile or brick pattern that respond to architectural features on existing buildings.*
- *Consider using spacing and width of bays or pavilions to provide intervals in the façade to create scale elements similar to surrounding buildings.*

Top

- *Clearly distinguish tops of buildings from the façade walls by including detail elements consistent with the traditional neighborhood buildings such as steep gables with overhangs, parapets and cornices.*

In an attempt to create one large structure with the appearance of a linear series of five distinct masses, each with a somewhat different stylistic identity ranging from bungalow "boho" to brick "main street" storefront, the design intent was to appeal to a range of stylistic tastes. Two of these five elements remain unconvincing for the Board: the curved wall delineating the "Bridge Way" mass and the one-story, masonry live-work units. The Board recommended that the applicant use another siding rather than metal along the upper curved wall and change the design of the windows to a system that more appropriately fits the architectural language of the curve. The goal is to amplify the curve and recognize that treatment of the curve is different from the orthogonal structures.

The one-story, masonry live-work mass lacks both the appearance of a commercial storefront and satisfactory proportions. The Board's response in guideline C-2 addresses the pertinent issues.

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.

Wallingford specific supplemental guidance.

- *The massing of large buildings should reflect the functions of the building and respond to the scale of traditional buildings by including major façade elements, which help to break the building into smaller pieces with distinctive appearances.*
- *Roof-top building systems (i.e., mechanical and electrical equipment, antennas) should be screened from all key observation points by integrating them into the building design with parapets, screens or other methods.*
- *Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest. Encourage pedestrian scale pole lights along streets and walks.*

The Board agreed that the live-work units appear most problematic. Primarily the small square footage and height of the individual units would not truly accommodate a work environment. Even though the potential tenants may possess a business license, the Board fears that the units would be used entirely as residences, thus the tenants' need for privacy would trump the importance of placing commercially active uses along the streetscape. The applicant's request for a code departure (from street level development standards) for the three northern most units best highlights the Board's concerns. Creating two-story units may not be possible. A concrete post tension slab separates the proposed live-work units with the wood frame structure above. This may prevent the architect from providing openings in the concrete, floor slab. The placement of power lines may also prevent the alignment of the second floor with the lower masonry façade with the intent of creating the appearance of a two-story, brick base.

To address these issues, the Board recommends that the three northern units be merged into one retail or office commercial space with a single floor plane and a more commercially appearing exterior facade. Adding extensive glazing, a higher parapet and a higher canopy will enhance the commercial appeal. The four other live-work units can remain the same type of use; however, the façade should be redesigned to appear more commercial and to

accentuate its height. The Board observed that the storefront system, its transom windows, and the overhead weather protection need considerable refinement.

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

Wallingford specific supplemental guidance.

- *Transom or clerestory windows above entrances, display windows and projected bay windows are encouraged.*

- *Multiple paned windows that divide large areas of glass into smaller parts are preferred because they add human scale.*

Use durable, attractive and well-detailed finish materials:

- *Finish materials that are susceptible to staining, fading or other discoloration are strongly discouraged.*

- *Encourage the use of brick.*

- *Discourage aluminum and vinyl siding, and siding with narrow trim.*

See Board comments for Guidelines C-1 and C-2 addressing the storefront design south of the major residential entrance.

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 Board recommended using a different material than metal siding for the upper floors of both the “Industrial Cube” and the “Bridge Way” volumes. Board members agreed that metal siding is one material too many. There are few older vernacular metal buildings in the general vicinity to justify the use of metal siding. Lap siding or shingles at the corner massing element would be an adequate substitute. The proposed metal siding for the stair tower should also be reconsidered.

The Board recommended use of a high quality, architectural concrete for the treatment of the “Gateway” volume.

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 discuss the garage entry on N. 39th St.

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.

Wallingford specific supplemental guidance.

Provide convenient, attractive and protected pedestrian entry for both business and upper story residential uses.

- *Entries for residential uses on the street (rather than from the rear of the property) add to the activity on the street and allow for visual surveillance for personal safety.*
- *Continuous, well-lighted, overhead weather protection is strongly encouraged to improve pedestrian comfort and to promote a sense of security.*
- *Overhead weather protection should be designed with consideration of: a. the overall architectural concept of the building; b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections); c. minimizing gaps in coverage, except to accommodate street trees; d. a drainage strategy that keeps rain water off the street-level façade and sidewalk; e. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character; f. the scale of the space defined by the height and depth of the weather protection; g. the illumination of light colored undersides to increase security after dark.*

Generally the Board liked the landscape treatment of the plazas and added the following recommendations: the brick or red pavers matching the brick walls as shown in the artistic illustration of the plaza in front of the residential entry on Stone Way should be added to the landscape drawings; an artistically designed bus shelter should be integrated into the plaza near N. 40th St.; and the colored tiles at the base of the storefronts should be incorporated into the benches and other landscape features in the plazas.

In addition, the Board recommended installation of pedestrian scaled street lamps (similar in spirit if not in kind to the Wallingford Center ones) along Stone Way N. These will help to create a sense of place and entry into Wallingford.

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.

Wallingford specific supplemental guidance.

- *Long, undifferentiated surfaces, facades or store frontages are strongly discouraged.*
- *In situations where blank walls are necessary, encourage their enhancement with decorative patterns, murals or other treatment.*

- *Locate and design ground floor windows to maximize transparency of commercial façade and attract pedestrian interest.*
- *Large windows that open to facilitate indoor-outdoor interaction with street are encouraged.*
- *Windows on walls perpendicular to the street are encouraged.*

The Board recommended approval of the applicant's departure request for blank walls along N. 40th St. however, coupling it with a recommended condition that the green screens along the N. 40th St. streetscape be maintained for the life of the project by the building owner.

Garage venting will not occur on the east side of the structure. An artistically designed cone (see Recommendation packet) will function as the exhaust vent for the garage.

D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

The garage structure will be mostly below grade or behind plantings closest to N. 39th St.

D-6 Screening of Dumpsters, Utilities and Service Areas. Building sites should locate service elements like trash, dumpster, 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 recommended design and construction of a flat platform or pad near the sidewalk to store the trash and garbage canister only on pick-up days.

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

Wallingford specific supplemental guidance:

- *In residential projects, discourage solid fences that reduce security and visual access from streets.*

Lighting:

- *Encourage pedestrian-scale lighting, such as a 12- to 15-foot-high pole or bollard fixtures.*
- *Consider installing lighting in display windows that illuminates the sidewalk.*
- *Fixtures that produce glare or that spill light to adjoining sites, such as "wallpacks," are discouraged.*
- *Installation of pedestrian light fixtures as part of a development's sidewalk improvements is strongly encouraged. The style of light fixture should be consistent with the preference identified by Wallingford through Seattle City Light's pedestrian lighting program.*

The addition of pedestrian scaled lighting along Stone Way N. in front of the commercial spaces should help alleviate security concerns. See guidance D-1 and D-10.

D-9 Commercial Signage. Signs should add interest to the street from environment and should be appropriate for the scale and character desired in the area.

The artistically designed signage and canopies, including hardware as shown in the Recommendation packet, should be added to the DPD approved MUP and construction drawings.

D-10 Commercial Lighting. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts evening hours.

The Board recommended the installation of pedestrian scaled street lamps along Stone Way N. These should resemble the fixtures at Wallingford Center.

D-11 Commercial Transparency. Commercial store-fronts 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.

The applicant requested a Land Use Code departure for the amount of transparency along N. 40th St. Given the grade's steepness, the preference for residential units with front doors along N. 40th, and the copious amount of landscaping along the street edge, the Board supported the departure from transparency requirements acknowledging that the proposal better meets the design review guidelines governing landscaping.

The Board recommended that the applicant redesign the storefronts south of the residential entry along Stone Way N. to enhance its commercial appearance at ground level and to provide better proportions to the masonry façade. Expanding the amount of glazing along the storefronts will increase the appeal of the storefronts.

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 a visually interesting street front 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.

Following up on earlier guidance, the Board reiterated its preference for commercial storefronts rather than residential appearing live-work units along Stone Way. See guidance D-11.

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.

Wallingford specific supplemental guidance:

- *Flower boxes on windowsills and planters at entryways are encouraged.*
- *Greening of streets lacking trees, flowers and landscaping is strongly recommended.*

The Board recommended a mix of deciduous and evergreen trees along the buffer between the project and the adjacent residential properties to the east. See guidance A-5.

Add plantings along the eastern edge of the plaza adjacent to the alley to provide privacy and to attenuate potential noise between properties. See guidance A-5.

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.

Wallingford specific supplemental guidance:

- *Thick evergreen hedges, non-invasive vines on fencing or low walls, and other substantial landscaping should be used to visually and physically buffer sidewalks and adjacent buildings from parking areas; camouflage exposed concrete walls; and buffer adjacent single-family houses and residential developments.*

The Board made the following recommendations: integrate the Metro bus shelter into the design of the adjacent plaza; carry the tiles at the base of the storefronts into the landscape features on the plazas along Stone Way N; and add the bricks or pavers in the Recommendation packet illustration at the residential entry to the MUP and construction drawings.

Recommendations: The recommendations summarized below were based on the plans and models submitted at the October 20, 2008 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the October 20, 2008 public 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 APPROVAL of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below). The Board recommends the following CONDITIONS for the project. (Authority referred in the letter and number in parenthesis):

Landscape

- 1) Provide pedestrian scaled light fixtures along Stone Way N. similar to those at Wallingford Center.
- 2) Integrate the bus stop with streetscape amenities: add benches, architecturally designed shelter (not a standard Metro shelter).
- 3) Wrap the southwest plaza around corner to face N. 39th St.
- 4) Add “subway” tile patterns to benches, planters and other landscape amenities along the Stone Way N. streetscape.
- 5) Use a combination of evergreen and deciduous trees in the buffer near east property line.
- 6) Screen the plaza nearest the alley with dense plantings able to achieve a considerable height at maturity.
- 7) The green screens along N. 40th St. should be regularly maintained for the life of the project by the building owner.
- 8) Add red brick pavers at the residential entry to the MUP and construction drawings similar to the Recommendation packet drawings.

Access

9. Provide additional traffic calming devices at or on N.39th St. and install a directional right turn only sign at the garage exit. Examples of traffic calming devices include but are not limited to the following: a raised curb at the garage exit, SDOT approval of one-way west bound lanes on N. 39th St., and community agreed upon traffic calming devices on N. 39th St.

Structure

10. Eliminate the proposed gables on the east side of the structure. Design of an unobtrusive, low parapet defining the lower bays would meet the Board’s expectations.
11. Modify the design of the upper level curved wall facing Stone Way N. by changing the metal siding and the type and shape of the widows.
12. Eliminate metal siding on the “industrial cube” mass at the southwest corner. Choose a siding from the existing material palette.
13. Use a high quality architectural concrete for the “L” shaped frames on the “Gateway” mass.
14. Emphasize the concrete “L” shapes that define the “Gateway” mass by glazing most of the non-projecting façade.
15. Redesign the masonry portion of “Warehouse Lofts” element in order to provide better proportions. Raise the overhead weather protection, revise the transoms, and expand the amount of storefront glazing.
16. Redesign the three northern most live-work spaces to accommodate one large retail or office commercial space on one level.
17. Ensure that the artistically designed signage, overhead weather protection and their hardware as shown in the Recommendation meeting packet is delineated in the MUP and construction drawings.

To ensure that the recommendations meet the Board’s expectations, the Board gives the DPD Land Use Planner the discretion to review and approve the applicant’s responses to the final recommendations.

DEPARTURES

STANDARD	REQUIREMENT	REQUEST	APPLICANT JUSTIFICATION	RECOM-MENDATION
1. Street level uses. SMC 23.47A.005D3c	Residential uses may not exceed in the aggregate 20 % of the street-level street-facing façade when facing an arterial.	To exceed the 20% requirement. Proposed to have 60 % residential at N. 40 th St.	<ul style="list-style-type: none"> ▪ 17% grade along N. 40th St. Pedestrians see residential entries rather than ceiling of commercial space. ▪ Represents an extension of the residential character east of site along N. 40th St. 	Recommended approval by a 4-0 vote
2. Street-level development standards. SMC 23.47.008B.2	60% of the non-residential, street facing façade shall be transparent.	To reduce the amount of transparency for commercial use to zero. Windows into the storefront would look directly into the ceiling.	<ul style="list-style-type: none"> ▪ Copious plantings on terraces. Green screens at the sidewalk. 	Recommended approval by a 4-0 vote
3. Parking location and access. SMC 23.47.032A.1.a	Access to parking must be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030C.	To allow vehicular access from N. 39 th St.	<ul style="list-style-type: none"> ▪ Allows parking garage to be completely below grade. ▪ Creates a better relationship between residential elements of proposal and properties to the east. 	Recommended approval by a 4-0 vote
4. Parking location and access. SMC23.47.032D	Direct access to a loading berth from a street is permitted only no alley improved to the standards of SMC23.53.030C.	To allow the loading berth access to occur from N. 39 th St.	<ul style="list-style-type: none"> ▪ Allows parking garage to be completely below grade. ▪ Creates a better relationship between residential elements of proposal and properties to the east. 	Recommended approval by a 4-0 vote
5. Street level development standards. SMC23.47A.008 B.3.b	Non-residential uses at street level must have a floor to floor height of at least 13 feet.	To allow live-work units to be accessed at sidewalk grade.	<ul style="list-style-type: none"> ▪ Places floor of each live-work unit at sidewalk level. 	Recommended denial by a 4-0 vote.

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