

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

**Meeting Date: June 2<sup>nd</sup>, 2008  
Report Date: June 10<sup>th</sup>, 2008**

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**BACKGROUND INFORMATION:**

**Project Number:** 3008972

**Address:** 2500 NE 45<sup>th</sup> Street

**Applicant:** Terry McCann of Blumen Consulting  
for University Village  
Perkowitz + Ruth (Architects)

**Board members present:** Craig Parsons, Chair  
Susan Eastman Jensen  
Tom Nelson  
Tricia Reisenauer  
Shawna Sherman

**Board members absent** None

**DPD staff present:** Shelley Bolser AICP, Land Use Planner

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**SITE & VICINITY**

The approximately 981,000 square foot corner site of University Village is located on a number of parcels bound on the south by NE 45<sup>th</sup> St and on the west by 25<sup>th</sup> Ave NE. The site is occupied by several retail structures and one retail/parking structure that are separated by walkways, plazas, and surface parking areas. The heights of the structures range from one to six stories.

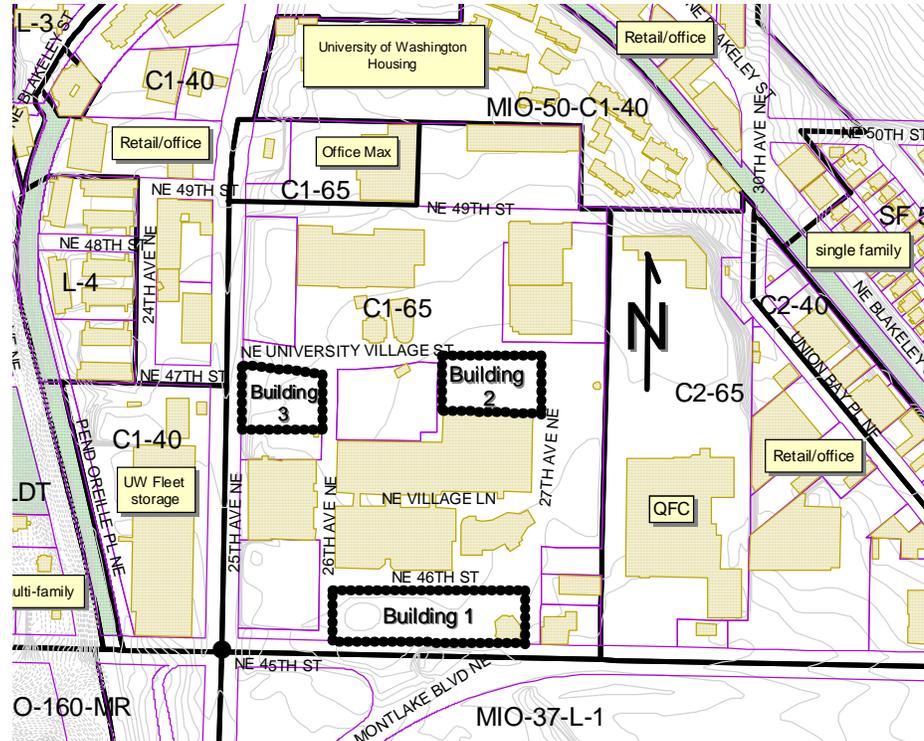
The site slopes slightly from the west to the south and is zoned Commercial 1 with a 65' height limit (C1-65). This zoning continues to the northwest and west. More intensive Commercial 2 zoning with a 65' height limit is located to the east. Lower height commercial zoning regulated under the University of Washington Major Institution Overlay (MIO-50-C1-40) is located to the northeast and southwest. Multifamily Lowrise 1 zoning, also within the University of Washington Major Institution Overlay (MIO-37-L-1) is located to the south across NE 45<sup>th</sup> St.

Surrounding uses are a mix of commercial and residential. Commercial areas flank 25<sup>th</sup> Ave NE and NE 45<sup>th</sup> St near the site. Multifamily residential development is located just north of the site and up the hill to the west. Nearby single family residential development is located primarily to the east of the site on the other side of NE Blakely St. Open space is located to the south across NE 45<sup>th</sup> St.

Most of the nearby retail and single family structures are 1-2 stories tall. Newer multi-family residential structures are around 4 stories tall. The subject properties are located in a low spot

between the hill to the west and the hill to the east. The NE 45<sup>th</sup> St viaduct rises from grade at the south property line up the hill to the west.

The area includes sidewalks and nearby transit stops. Bus stops are located on 25<sup>th</sup> Ave NE and NE 45<sup>th</sup> St. The NE 45<sup>th</sup> St bus stop near the site is accessed via a pedestrian path under the NE 45<sup>th</sup> St viaduct. Parking is predominantly in private surface parking lots, with some below grade and structured parking. There are no alleys adjacent to the site.



NE 45<sup>th</sup> St on the side of the subject property includes a sidewalk that is interrupted by the NE 45<sup>th</sup> St viaduct and does not include any vegetated buffer. 25<sup>th</sup> Ave NE on the side of the subject property includes a sidewalk with a small vegetated buffer between the sidewalk and the traffic.

## **PROJECT DESCRIPTION**

The applicant proposes to construct three new structures including 105,000 sq. ft. of new office and retail and 856 parking stalls. The proposed development would include demolition of 423 existing surface parking stalls for a net increase of 433 stalls. No existing buildings would be demolished.

12,000 square feet of the new retail/office space and removal of 21 parking stalls would be associated with additions to two existing buildings on site. Additions to existing buildings are not subject to design review. The review of total square footage and parking stalls will be considered during the Master Use Permit stage as part of the environmental review portion of the application.

The remaining 93,000 square feet of new office/retail and net addition of 433 parking stalls is associated with the three new proposed structures that are subject to both design review and environmental review.

Proposed building 1 is a 65' tall structured parking and retail building. Proposed building 1 would be located on the south property line adjacent to the NE 45<sup>th</sup> St viaduct and would include

48,000 square feet of retail at the ground floor with 792 stalls located on the floors above. This building would require demolition of 202 existing surface parking stalls.

Proposed building 2 is a 35' tall "Village Center" located in the center of the site north of the existing Barnes and Noble bookstore. Proposed building 2 would include approximate 20,000 square feet of retail/restaurant space on two levels. The area to the west of building 2 would include a cobblestone plaza/parking area with space for 29 vehicles. This proposed structure would require demolition of 99 existing surface parking stalls.

Proposed building 3 is a 48' tall "Gateway Building" located immediately south of the primary vehicular entry midblock at 25<sup>th</sup> Ave NE. The west façade of the building would face 25<sup>th</sup> Ave NE and appear approximately 2 stories tall at the west façade and 4 stories tall at the east façade, due to the grade change. The proposed structure would include 32,000 square feet of retail and office with 35 parking stalls inside the building. This building would require demolition of 101 existing surface parking stalls.

The environmental review at the Master Use Permit stage will also include consideration of buildings 1A and 3A, which are additions to existing buildings. These additions will include approximately 12,000 square feet of new floor area and demolition of 21 existing surface parking stalls.

### **DESIGN PRESENTATION**

Three schemes for each of the three proposed buildings were presented at the Early Design Guidance meeting. All of the options include the same amount of retail, office, and structured parking area. The primary differences between the three options for each building include placement of open space, and treatment of the façade and corner elements. No design review departures are requested with any of the options for any of the three proposed buildings.

The applicant noted that renovation of an existing retail building at University Village is currently underway. Although that building is not associated with this application, the applicant noted that it will be LEED certified. If the renovation is completed soon, it will be the first LEED certified retail building in Seattle. Their intent is to make future construction on site LEED certified, including this proposed development.

Primary goals for the proposed development in University Village include adding a hierarchy for pedestrian and vehicular circulation patterns to reduce pedestrian/vehicle conflicts, providing a large amount of landscaping on site, and designing traditional facades with a clear base/middle/top.

Building 1, the parking garage or "south building," would include retail at the ground level and parking in the levels above. The northwest corner element would include a high degree of transparency and would provide a step down in massing toward 25<sup>th</sup> Ave NE. The applicant intends to include a large amount of landscaping at grade and at the parking roof deck level.

Building 2, the "civic building," would provide a focal point and community gathering area in the center of the University Village site. The intent is to locate a restaurant on the second level, with terraced steps connecting the second level to the cobblestone activity/parking area at grade.

Building 3, the “gateway building,” would include a curved northwest façade, a corner architectural element, a pocket park facing the interior of University Village, and would exhibit a ‘whimsical feel.’

Design intent for the facades of these three buildings includes significant building entries, use of different types of brick, foliage, promotion of a strong sidewalk culture, soft kiosks, strong base/middle/top definition, a large amount of transparency at the street level, and whimsy such as chess tables and interactive decoration.

## **BOARD QUESTIONS AND COMMENTS**

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

- What is the elevation of the south building in relation to the NE 45<sup>th</sup> St viaduct; at what point does the building roof raise above the level of the viaduct?
  - On page 28 of the packet, there is a graphic demonstrating this relationship of the viaduct structure to Building 1 in the background. Approximately halfway down the viaduct from the hill, the building top would be level with the viaduct surface.
- Are any departures requested?
  - None
- Is there a diagram showing points of service for each of the buildings, such as loading?
  - No, but loading and service would be on the east side of each proposed structure. Most services are completed by 9am each day.
- It is unclear whether the surface adjacent to the west side of Building 2 would be parking or plaza.
  - It would be parking with cobblestone, and could be closed off for events and used as a plaza
- Would parking be located at the roof deck of the south building?
  - Yes, but building parapets and landscaping would soften the parking as viewed from above.
- Has the applicant considered how they might achieve Green Factor requirements?
  - The zoning reviewer is still discussing how to calculate Green Factor for this site. If it is by individual parcel, the applicant believes they would exceed the requirement.
- How would the south building link to the existing pedestrian access below the NE 45<sup>th</sup> St viaduct?
  - The proposed structure wouldn’t interrupt the current existing walkway. The south wall of the proposed south building would include lighting, openings, and interesting materials to improve the pedestrian environment.
- The proposed south building might not interrupt the raised walkway, but it will force pedestrians to walk north where they could previously walk south or west across the parking lot. Why is there no pedestrian connection created in these directions to replace that lost informal circulation?
  - The applicant would be willing to work with SDOT to examine the potential for providing a path to the west
- What direction is the vehicle circulation at the southwest driveway?
  - Right in from northbound lanes on 25<sup>th</sup> Ave NE
  - Right or left out from the site to 25<sup>th</sup> Ave NE

- No proposed change to circulation at this driveway. Building 1's vehicle entrance would be located at the west side of the building near this driveway.
- What is the size of the expansion compared to the overall size of University Village?
  - Approximately a 20% overall expansion of square footage, to be phased over time
- Would Building 1 garage areas include openings for passive ventilation, or would the garage include an exhaust system?
  - The intent is to passively ventilate the garage areas

## **PUBLIC COMMENT**

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

- The south garage shouldn't present a blank wall to NE 45<sup>th</sup> St or the walkway below
- Concerns about flooding in the site
- Concerns about the structural impact of the south garage on the footings of the NE 45<sup>th</sup> St viaduct (wet soils in the area)
- Concerns about the ecological impact to piped Ravenna Creek and the nearby wetlands
- Concerns about view blockage (NE 45<sup>th</sup> St is a SEPA Scenic Route for views to the south)
  - Views of Mount Rainier would be blocked for pedestrians traveling down 25<sup>th</sup> Ave NE and through the University Village site
- Concerns about pedestrian access under the viaduct – currently people can walk across the parking lot to the west and north from the pedestrian walkway under the viaduct. Building 1 would block that, and pedestrians couldn't go through the Building.

## **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* and *University Community Design Guidelines* of highest priority to this project.

"Hot Button Issues" are items initially discussed by the Board and include items of top importance for the design. For this project, the Board determined the hot button issue was:

1. **Height, bulk and scale of the proposed south building (garage structure).** Because of the proposed height and the location on the south property line adjacent to the NE 45<sup>th</sup> St viaduct, this structure would have the greatest height, bulk, and scale impact on the public realm. Even with parapets and building articulation, this will appear to be a very long structure. The proposed design should respond with tools to reduce the mass of the building and visually and physically connect it to the surrounding community context.
  - Consider stepping down the mass with the elevation of the NE 45<sup>th</sup> St viaduct; consider pulling back the top floor plate(s) to create a terracing effect
  - Consider modulating the south wall with inset sections at least 5' deep, combined with use of color and material to visually enhance any proposed modulation

- Provide a significant visual break in the building at street level to reduce the appearance of the length of the building
  - Other possible methods to reduce bulk and scale include providing building openings, transparency at the ground floor on all sides, use of various colors and materials, and landscaping.
  - On the south façade, consider incorporating materials and architectural treatments to reflect the context of nearby development in the neighborhood.
2. **Pedestrian connectivity.** The applicant has noted that this is one of the goals of the proposal, but the connections focus primarily on internal pathways. The pedestrian connections should strongly link to existing pedestrian pathways adjacent to the University Village site, especially the highly used pedestrian path below the NE 45<sup>th</sup> St viaduct and the sidewalks on 25<sup>th</sup> Ave NE.
- Provide a physical pedestrian path through proposed Building 1, if at all possible
    - This path could coincide with a visual connection through the University Village site, which would also assist with reducing the scale of Building 1
    - If it is not possible to provide this connection, the applicant will need to demonstrate strong reasons in support of not providing the connection
  - Provide a physical pedestrian connection from the walkway under the viaduct to the west. This may be in public right of way in coordination with SDOT, or it may be located on the subject property.
3. **Open space.** The proposed development will reduce visual open space, replacing surface parking with structures. The proposed open space associated with the new structures should therefore be functionally usable and connected to other well-used open space areas.

The applicant should address all priority guidelines and Board guidance below during the next stages of design review.

## 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.

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

Proposed Building 1 is adjacent to the NE 45<sup>th</sup> St viaduct which includes a pedestrian path below. The height and mass of Building 1 will have a significant visual effect on pedestrians and cars traveling up and down NE 45<sup>th</sup> St, and a significant circulation effect on pedestrians using the paths below the viaduct to access the bus stop and NE 45th St.

Proposed Building 1 should include methods to improve the visual effect of the structure on the adjacent public right of way (see Hot Button 1), and the applicant should strive to improve pedestrian connectivity between the proposed development and the existing pedestrian connections near the viaduct (see Hot Button 2).

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

Comments reflect those found in Hot Button 1, A-1 and A-2 regarding pedestrian paths near the NE 45<sup>th</sup> St viaduct.

**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 circulation around and through proposed Building 1 should minimize pedestrian/vehicle conflicts, provide maximum pedestrian circulation, and minimize vehicle circulation conflicts. The Board specifically noted concerns with the pedestrian circulation connection to the walkway under the NE 45<sup>th</sup> St viaduct, and the potential for vehicle circulation conflicts near the southwest driveway and vehicle entry to the west side of Building 1.

**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.**

In addition to the comments reflect those found in Hot Button 1 and the response to guidelines A-1 and A-2, the Board noted that the proposed corners of proposed Building 1 require further study. The building scale warrants a larger scale corner treatment at the northwest corner of the building, in order to match the scale of the rest of the building. The southwest corner of the building may be quite visible from both NE 45<sup>th</sup> St and 25<sup>th</sup> Ave NE and should be addressed in the proposed building design.

Building 3 is also a concern on the north façade. The grade change and inclusion of parking inside the structure may result in blank walls adjacent to the sidewalk at the “gateway” to the site. The grade change also translates to a tall façade at the north side of the building. The proposed design should include maximum transparency adjacent to the sidewalk at the north and west facades, and include articulation and modulation to reduce the height and scale of the north façade.

**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.**

**University Community Guideline #1 (augmenting C-1). Although no single architectural style or character emerges as a dominant direction for new construction in the University Community, project applicants should show how the proposed design incorporates elements of the local architectural character especially when there are buildings of local historical significance or landmark status in the vicinity.**

**University Community Guideline #2 (augmenting C-1). For areas within Ravenna Urban Village, particularly along 25th Avenue E, the style of architecture is not as**

important so long as it emphasizes pedestrian orientation and avoids large-scale, standardized and auto-oriented characteristics.

**University Community Guideline #3 (augmenting C-1).** On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on University Way and 100 feet on other corridors, corresponding to traditional platting and building construction. (Note: This should not be interpreted as a prescriptive requirement. Larger parcels may characterize some areas of the University Community, such as lower Roosevelt.)

The site is located in a Mixed Use Corridor (25<sup>th</sup> Ave NE) and within the Ravenna Urban Center Village. In addition to the comments found in Hot Button 1, the responses to A-1, A-2, and B-1, the applicant should demonstrate how the proposed design meets these guidelines for architectural context.

The proposed buildings should respond to newer architectural context within the area where the façade faces the public right of way (ex. The west façade of Building 3 and the west and south facades of Building 1). The Board mentioned newer residential and commercial development on 25<sup>th</sup> Ave NE, north of the site, as positive examples of newer architectural context.

**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.

Proposed Building 1 is a large structure and it will be a challenge to create a building design that responds to neighborhood context, reduces bulk and scale, and results in a unified building form and concept. The applicant should demonstrate how the proposed development meets this guideline at the MUP stage (also see comments from Hot Button 1, A-1, A-2, B-1, and C-1).

Proposed Building 3 would face 25<sup>th</sup> Ave NE and the southwest corner would be visually prominent because the adjacent development is set back far from the street. The proposed design of Building 3 should include attention to both the northwest and southwest corners of the building.

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

Comments reflect those found in Hot Button 1, A-1, A-2, B-1, and C-1.

**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.

**University Community Guideline #1 (augmenting C-4).** New buildings should emphasize durable, attractive, and well-detailed finish materials, including:

- Brick (especially appropriate)
- Concrete (if it features architecturally treated texture or color, other refined detailing, and/or complementary materials)
- Cast stone, natural stone, tile

- Stucco and stucco-like panels, if they feature an even surface and properly trimmed joints and edging around doors and windows. Heavily textured finishes with obvious trowel marks are not generally appropriate. Stucco should be avoided in areas that are susceptible to vandalism and graffiti. Stucco and stucco-like panels must be detailed and finished to avoid water staining and envelope failure. Overhangs and protective trim are encouraged to increase weather resistance
- Art tile or other decorative wall details
- Wood, especially appropriate for residential structures

**University Community Guideline #2 (augmenting C-4).** Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.

**University Community Guideline #3 (augmenting C-4).** The materials listed below are discouraged and should only be used if they complement the building's architectural character and are architecturally treated for a specific reason that supports the building and streetscape character:

- **Masonry units.** If concrete blocks (concrete masonry units or "cinder blocks") are used for walls that are visible from a public street or park, then the concrete or concrete block construction should be architecturally treated in one or more of the following ways:
  - Use of textured blocks with surfaces such as split face or grooved
  - Use of colored mortar
  - Use of other masonry types, such as brick, glass block, or tile, in conjunction with concrete blocks
  - Treated to avoid the gray "weeping" effect of wet concrete masonry
  - Provided with substantial wood or metal trellis and maintained vine planting such as flowering hydrangea vine, or other non-pest vine
- **Metal siding.** If metal siding is used as a siding material over more than 25% of a building's façade, the metal siding should have a matted finish in a neutral or earth tone, such as buff, gray, beige, tan, cream, white, or a dulled color such as barn-red, bluegray, burgundy, or ocher. If metal siding is used over 25% of the building façade, then the building design should include visible window and door trim painted or finished in a complementary color and corner and edge trim that covers exposed edges of the sheet metal panels.
- **Wood siding and shingles** except on upper stories or on smaller-scale residential projects.
- **Vinyl siding.**
- **Sprayed-on finish with large aggregate.**
- **Mirrored glass.** This is especially inappropriate when glare could be a potential problem.

**University Community Guideline #4 (augmenting C-4).** Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.

**University Community Guideline #6 (augmenting C-4).** Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.

The Board noted that it will be important to include a variety of quality materials and finishes, especially to reduce the scale of Building 1. The applicant should also demonstrate that the south wall of Building 2 would include quality finishes and would not represent a blank wall.

**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.

Comments reflect those in response to guidelines A-1 and A-2.

## **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.

**University Community Guideline #1 (augmenting D-1).** On Mixed Use Corridors, consider setting back a portion of the building to provide small pedestrian open spaces with seating amenities. The building façades along the open space must still be pedestrian-oriented.

Pedestrian-oriented open spaces should meet the objectives below as well as the Citywide Design Guidelines. Required open space may be reduced up to 50% if a substantial amount of the street-level open space (on the order of at least 200 square feet), meets the following objectives:

- Plazas should be centrally located, on major avenues, close to bus stops, or where there are strong pedestrian flows on neighboring sidewalks.
- Plazas should be sensitively proportioned and designed. For example: not more than 60 feet across and no more than 3 feet above or below the sidewalk.
- Plazas should have plenty of benches, steps, and ledges for seating. For example: at least one linear foot of seating per 30 square feet of plaza area should be provided; seating should have a minimum depth of 16 inches.
- Locate the plaza in a sunny spot and encourage public art and other amenities. For example: at least 50% of the total frontage of building walls facing a plaza should be occupied by retail uses, street vendors, building entrances, or other pedestrian oriented uses.
- Provide plenty of planting beds for ground cover or shrubs. For example: one tree should be provided for every 200 square feet and at a maximum spacing of 25 feet apart. Special precaution must be taken to prevent trees from blocking the sun.

The proposed development is located on a Mixed-Use Corridor (25<sup>th</sup> Ave NE).

Proposed Building 2 would be located north of an existing taller building. The applicant should demonstrate how the proposed open space at the terraced steps would be affected by the shadows cast from the existing building. Consider providing a connection from the top of the steps to the existing building to the south, in order to provide better connectivity and destinations at both the top and bottom of the stairs.

The courtyard at the bottom of the stairs would be normally occupied by parking, as currently proposed. The Board noted that in the overall scheme of University Village, the number of parking spaces provided in this area is negligible. Some part of the area may work well as a 'drop-off' circulation or valet temporary parking, but the parking spots would be better used as dedicated plaza area.

Proposed Building 3 includes a proposed plaza facing 25<sup>th</sup> Ave NE and another at the interior of the site facing east.

The Board noted that due to the existing use patterns of the site, the plaza at the interior of the site should be larger and more pedestrian-oriented. The proximity to the plaza across the internal street to the east (near Starbucks) will result in more consolidated usable open space for the site.

The applicant should clearly demonstrate how the proposed loading and vehicle access at Building 3 will not conflict with the pedestrian oriented open space, and how the open space will have clear pedestrian connections to existing sidewalks and stairways nearby.

The plaza on the 25<sup>th</sup> Ave façade could be smaller, and should include landscape and other means to buffer users from the traffic noise of 25<sup>th</sup> Ave NE. A street wall of retail would be a positive addition to that street front where many of the commercial storefronts are set back far from the sidewalk and not easily accessible to pedestrians.

**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.**

In addition to the comments regarding Building 1 in Hot Button 1, the applicant should also demonstrate how the other two proposed buildings meet this guideline. Areas of concern include the south wall of the staircase at Building 2 and the west and north facades of Building 3. Potential methods to mitigate blank walls include modulation, articulation, colors and material applications, and vegetation.

**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.**

If any retaining walls are proposed, the applicant should demonstrate how the proposed design meets this guideline.

**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.**

**University Community Guideline #1 (augmenting D-5). The preferred solution for parking structures is to incorporate commercial uses at the ground level. Below grade parking is the next best solution for parking.**

The applicant proposes to include retail at the ground floor of Building 1 and Building 3, the two proposed structures that include structured parking. Comments reflect those found in Hot Button 1, A-1, A-2, and D-2.

**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 applicant has noted that service areas would be located on the east façade of each building. The applicant should demonstrate how those areas meet this guideline.

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

Comments reflect those found in Hot Buttons 1 and 2 regarding connections to the pedestrian paths under the NE 45<sup>th</sup> St viaduct. The existing paths are already dark and somewhat enclosed by the NE 45<sup>th</sup> St viaduct. The paths would be further walled in and made darker by the proposed 6-story structure adjacent to the north side of the viaduct.

Proposed Building 1 design should include techniques to enhance safety and security in this area through methods such as storefront windows on the south façade, enhancing pedestrian connections between the site and that path, lighting, and visual connections through the building.

**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.**

**University Community Guideline Signage Guideline #1 (augmenting C-4, but pertains to D-9). The following sign types are encouraged, particularly along Mixed Use**

**Corridors:**

- Pedestrian-oriented shingle or blade signs extending from the building front just above pedestrians
- Marquee signs and signs on pedestrian canopies
- Neon signs
- Carefully executed window signs, such as etched glass or hand painted signs
- Small signs on awnings or canopies

**University Community Guideline Signage Guideline #2 (augmenting C-4, but pertains to D-9). Post mounted signs are discouraged.**

**University Community Guideline Signage Guideline #3 (augmenting C-4, but pertains to D-9). The location and installation of signage should be integrated with the building's architecture.**

**University Community Guideline Signage Guideline #4 (augmenting C-4, but pertains to D-9).** Monument signs should be integrated into the development, such as on a screen wall.

The applicant should demonstrate how the proposal meets these guidelines at the MUP stage of review.

- D-10 Commercial Lighting.** Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

**University Community Guideline #7 (augmenting C-4 but pertains to D-10).** Light standards should be compatible with other site design and building elements.

The applicant should demonstrate how the proposal meets these guidelines at the MUP stage of review.

- 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.

The applicant should demonstrate how the proposal meets these guidelines at the MUP stage of review.

## **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 applicant has noted that large amounts of landscaping would be provided at the street level and on the buildings. The landscaping at the property edges should respond to neighborhood context.

- 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.

- 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 applicant has noted the intent to provide landscaping to soften the proposed buildings and reduce the scale of Building 1 as viewed from the side and above. The proposed landscape plans should demonstrate how the proposal meets these guidelines.

## **DEVELOPMENT STANDARD DEPARTURES**

No development standard departures are proposed at this time.

## **NEXT STEPS**

### **MUP Application:**

1. Submit application for Master Use Permit (MUP) application. Please contact Shelley Bolser (at [shelley.bolser@seattle.gov](mailto:shelley.bolser@seattle.gov) or 206-733-9067) or when you have scheduled your MUP intake appointment.
2. Please include a written response to the guidance provided in this EDG (see CAM 238, available at <http://www.seattle.gov/dclu/publications/cam/cam238.pdf>).
3. 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 sheets "DR."
4. Provide small scale and large scale elevation drawings of each building façade. Proposed Building 1 drawings should also demonstrate the location of the NE 45<sup>th</sup> St viaduct and pedestrian access points.
5. Provide site plans with dimensions for each proposed building, including adjacent structures.
6. Please provide shadow studies demonstrating the impact of the Barnes and Noble building on the proposed "Civic Building" and plaza areas (Building 2). The study should demonstrate shadows at 9am, 12pm, 3pm, and 6pm on:
  - a. December 21<sup>st</sup> (6pm analysis not required; 9am, 12pm, and 3pm analyses required)
  - b. March 21<sup>st</sup>/September 21<sup>st</sup>
  - c. June 21st
7. The applicant should provide plans and diagrams to demonstrate how the proposed vehicular and pedestrian circulation will function around proposed Building 1.
8. Provide several views of the proposed development in context with surrounding structures, including the NE 45<sup>th</sup> St viaduct. The views should demonstrate the proposal both from several external points looking into University Village, and several internal points from within the Village looking out.
9. Provide clear diagrams of Building 3 demonstrating the internal spaces and the location of storefronts at the building facades.
10. Provide sections of the proposed building and adjacent structures.
11. Demonstrate the location and screening of any service areas.
12. Provide a conceptual signage plan, a conceptual lighting plan (fixture locations, pictures of proposed fixtures), and information regarding amount and location of transparency.
13. Provide landscape plans include plant location, size, and species.
14. Provide graphic demonstrations, including 3 dimensional, colored graphics, and any other methods, to demonstrate the design response to the guidance.

### **Recommendation Meeting:**

1. ***Note that per CAM 238, updated March 13, 2008 that it is now the applicant's responsibility to submit a pdf file of the 11 x 17 design proposal packet to DPD 5 days prior to the public meetings per the instructions in CAM 238 and on the DR web page [www.seattle.gov/designreview](http://www.seattle.gov/designreview)***
2. Provide items 1-14 described under "MUP Application" as well as any other materials specified by the Land Use Planner.
3. Please submit a color and materials board.
4. Three dimensional models including the NE 45<sup>th</sup> St viaduct would be very helpful.