



Gregory J. Nickels, Mayor

Department of Planning and Development

D. M. Sugimura, Director

**RECOMMENDATION MEETING
OF
AREA 4, THE SOUTHEAST DESIGN REVIEW BOARD**

Meeting Date: August 11, 2009

Report Date: August 14, 2009

BACKGROUND INFORMATION

Project Number: 3009397

Address: 2800 Martin Luther King Way South

Applicants: Taine Wilton, Rolluda Architects, Inc, for owner North Sound Oral and Maxillofacial Surgery

Board Members Present: John Woodworth, Chair and Development Community Representative
Robert Mohn, Local Business Representative
Michelle Wang, Design Profession Representative
Brett Conway, Local Residential Representative

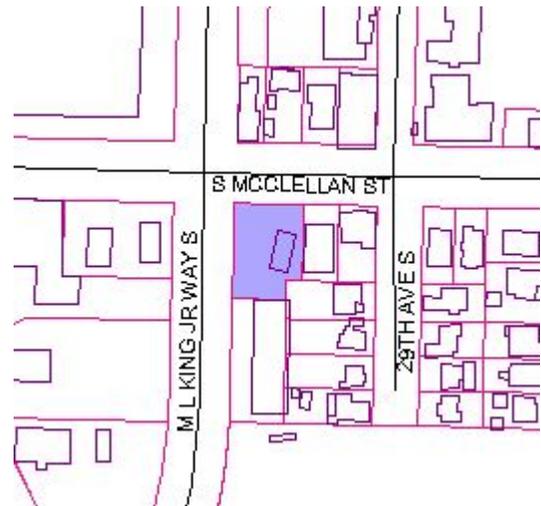
Board Member Absent: Steve Sindiong, Community Representative

DPD Planner Present: Art Pederson

PROJECT AND SITE DESCRIPTION

The proposed project is to develop a 7,000 square foot, 2-story medical office building consisting of an oral surgery office designed for the owner on the first floor and lease-able space on the 2nd floor. The floor plans show a 1st floor that includes a 2,700 square foot oral surgery office and lobby. The 2nd floor would consist of two spaces (1350 square feet and 1600 square feet) for lease. Surface parking for 18 vehicles is requested to be accessed from Martin Luther King Jr. Way South (MLK Way).

A substantially similar development proposal was presented to the Southeast Design Review Board on June 25, 2005, and received early design guidance under DPD project number 2502105. However, the owner chose not to pursue the project at that time and the project number was cancelled.



The 10,854 square foot site is zoned Neighborhood Commercial 1 with a height limit of 40 feet

(NC1-40). The site is located at the southeast corner of Martin Luther King Jr. Way South and South McClellan Street and developed with a former gas station / auto repair building.

The site slopes approximately 10 feet from its northeast corner to its southwest corner. The single family homes located southeast of the site are about 10 feet lower in elevation than the site; there is an existing rockery / retaining wall along the site's southeast property boundary. Several mature poplar trees are located southeast of the site in a neighboring yard. No significant vegetation is on site; it is mostly covered in asphalt or building.

The surrounding zoning and development is as follows: NC1-40 along the north and south sides of South McClellan Street on this block and to the south of the project site along MLK Way to the Franklin High School campus. To the north across McClellan Street the uses are a mix of single and multi-family and commercial structures of a variety of ages and sizes. Directly to the east the single-story buildings are used for medical offices. To the south of the project site there is a single-story multiple tenant commercial building. Across MLK Way the zoning is NC3-65 and contains a number of stand-alone single-business structures with extensive surface parking. To the northwest across the MLK Way and McClellan Street intersection is a large Loews home improvement store on land zoned Commercial 2 with a 65-foot height limit (C1-65). To the southeast the zoning is Single-Family 5000 (SF 5000) along both sides of 29th Avenue South. 29th Avenue S dead-ends at the north end of the Franklin High School track field, which is also zoned SF 5000.

ARCHITECT'S PRESENTATION-RECOMMENDATION MEETING

Linda Siau and Taine Wilton, architects with Rolluda Architects, described the design changes to their preferred EDG option, Option 3 (described in EDG Presentation below). The proposal continues the same interior program, basic architectural expression, building footprint, site plan and parking configuration. The design changes are:

- The previous pronounced separation of the concrete base from the upper level has been removed. The rusticated concrete base remains but is broken by the continuation of vertical columnar / pilaster elements between levels along the long McClellan Street façade and through unified fenestration on both levels of each facade.
- Rafter tails over laminated wood beams are exposed under the north and south eaves. Some rafter tails are paired and arranged over the pilaster elements.
- Substantial glazing has been added to both street frontages.
- To provide functional street-level transparency along the first 30 feet of the McClellan façade the staff lounge and office have been placed here instead of the previously proposed surgery rooms. Clear glazing will be included on the remaining spaces along this façade. (A *design departure* is still requested to provide less than the required transparency due to the slope along this street.)
- The diagonal bracing has been removed from the upper level.
- Materials are: corrugated mini-“V” beam horizontal metal siding (no exposed fasteners) at the clerestory levels on the southwest corner, northeast corner and north facade, horizontally oriented rectangular panel siding below (cementitious or metal to be determined).
- Multiple shed roof planes will break-up the building massing: a small area of roof is over the east facing façade to step the building down, the entry tower has its own roof and the main building area has the largest shed that rises to the north and includes an oppositely

sloped monitor facing south. Roof material will be standing seam metal.

- The clerestory glazing along McClellan Street has been continued along the MLK façade.
- Window systems are store front, not flanged, with green tint.
- The wall plane of the entry doors has been pulled back to form one lobby tower façade along MLK.
- The extensive OHWP (overhead weather protection) along both street frontages has been confined to over the south and west facing entries.
- The south and east facades will not appear as back facades but have fenestration and materials that continue those on the north and west facades. Dumpster gate screening will mimic the proposed second level balcony railing pattern and materials.
- Eighteen parking spaces will be provided.
- Pervious parking lot pavement will be used as a part of the Green Factor requirements.
- Planters with trellis green screens topped by arbors have been added to each street facing side of the parking lot along MLK. (A *design departure* is still requested to locate the parking entrance on MLK and not McClellan due to the slope on McClellan and related site constraints. A new *design departure* has been included to reduce the width of the curb-cut and driveway entry widths in order to reduce visual and pedestrian impacts from street front parking.)
- Green screen trellis' and 5-foot deep planting areas border both parking lot property boundaries with the abutting residential zone.
- Low and stepped planters are included along McClellan Street, while a planting area at grade is included along the MLK building façades. Dwarf English boxwood, a low growing plant variety, is proposed to assure functional transparency is maintained.

ARCHITECT'S PRESENTATION- EDG (partial)

Linda Siau, architect of Rolluda Architects, described the neighborhood context, as outlined in *Project and Site Description* above, discussed the proposed development, and presented three siting and massing design alternatives.

The project, which is a continuation of the previous EDG proposal (DPD # 2502105), was delayed due to the owner having to address site contamination issues from its original use as a gas station. Related site remediation will be undertaken prior to future construction.

The owner of the site is a maxillofacial surgeon who intends to use the ground floor level for his practice. All patient work (exams and surgery) is done on a drop-off basis; there would be no overnight patient accommodations. A ground floor office location is necessary due to the difficulty patients can have negotiating stairs or an elevator after surgery. The owner would like to build an energy efficient building, although not to LEED standards.

Three development alternatives were presented.

Option 3 (the applicant's preferred) places a 4,157 square foot foot-print structure along the length of McClellan Street and extending south approximately one-half of the MLK Way frontage with the remaining 60-foot frontage for a curb-cut and double loaded parking parallel to this frontage. The building entry would be at the proposed structure's southwest corner and facing MLK Way in an entry tower / circulation area that will access all building levels.

Because this was the second EDG meeting for this proposal, the applicant's were able to present a more developed design in response to the first Early Design Guidance. According to the applicants, the design responds to the previous guidance:

- Include a way finding element to guide users to the front door on MLK Way. This entry should be visible and prominent.
- Emphasize the corner, even if not the location of the entry.
- Create a good human scale to the pedestrian environment.
- The design should complement the character of the buildings identified in the presentation, especially Franklin High School (pictures of these were shown again at this recent presentation).
- Adequately screen dumpsters and provide for parking lot security.
- Provide substantial landscaping.

The presented design proposed a three story expression, although at this time the proposal is for a two story structure with a double height ceiling in the upper level with fenestration that reads three stories. The rectangular building has its long axis along McClellan Street and a shed roof sloping down to the south. At the southwest corner an entry, lobby, and circulation tower rises above this mass with another shed roof but sloping down to the north. The main roof would include two shed or flat roof clerestories. The first level of the south façade would be carved away in steps beginning approximately mid-point in the façade by a passenger pick-up area then further for the dumpster storage, storage room access and probably to accommodate extra parking, and hence below the overhanging upper level.

The proposed design and materials are: a cast in place concrete base with texture and strong horizontal reveal lines (to respond to the strong base at the older Franklin High School building); the fenestration along McClellan Street provides small windows for internal privacy (requires a Design Departure from commercial transparency requirements) but larger four light window assemblies along MLK Way; horizontal siding on the upper level(s) with expressed diagonal bracing; upper level fenestration that reads as two upper levels on McClellan Street with the MLK Way façade having one-level (row) of smaller four-light assemblies; the corner is chamfered on both levels to allow signage and respond to the corner; a large overhead weather protection (OHWP) assembly of frames and glass would wrap the corner and extend approximately one-third the length of McClellan and almost the entire length of MLK Way; the southwest tower element would have a modulated façade with a full height recess between the entry doors and the main building element; a large canopy would extend over an entry façade of extensive floor to ceiling glazing; the recessed portion would have vertical siding (with a board and batten appearance), which would extend south over horizontal siding or possibly brise-soleil section above the entry doors. No details of the south and east facades were provided.

DESIGN GUIDELINE PRIORITIES, EARLY DESIGN GUIDANCE MEETING OF OCTOBER 14, 2008.

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

- A-1 Responding to Site Characteristics
- A-3 Entrances Visible from the Street
- A-8 Parking and Vehicle Access
- A-9 Location of Parking on Commercial Street Fronts
- A-10 Corner Lots
- C-2 Architectural Concept and Consistency
- C-4 Exterior Finish Materials
- D-2 Blank Walls
- D-3 Retaining Walls
- D-4 Design of Parking Lots Near Sidewalks
- D-7 Personal Safety and Security
- D-9 Commercial Signage
- D-11 Commercial Transparency
- E-2 Landscaping to Enhance the Building and / or Site

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

DESIGN DEPARTURES FROM CODE STANDARDS

At the time of MUP application a request for the two *Design Departures* presented at EDG was continued. During project review two additional *Design Departures* were added: to reduce the curb cut width and to reduce the on-site vehicle parking aisle width. See *Design Departure* matrix at the end of this document for details.

PUBLIC COMMENT

Two members of the public attended the Recommendation meeting; one offered the following questions and comments:

- Can the applicant influence a reduction in the excessive number of utility poles being installed along McClellan Street for KC-Metro transit, SCL power and SDOT traffic cameras? If so, they should try to coordinate this with the building design.
- Placement of the vehicle access on MLK Way should not create traffic hazards from southbound, left turning vehicles from the parking lot.

RECOMMENDATIONS

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

A. Site Planning

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

EDG Meeting: The three predominant site characteristics the project should respond to are: the MLK Way / McClellan corner, raising grade along McClellan Street, and the grade changes between the project site and the location of the single-family structures to the southeast (a slight average grade drop of approximately 4 to 6-feet between these two but separated by an approximately 10-foot depression abutting the project site).

At the street corner, the building design should continue to be developed to assure the facades do not appear to be the back of the building. This is a prominent and visible intersection because of heavy pedestrian and vehicular traffic. The building entry does not have to be at the corner, however. Full required transparency must be included in at least the first 30-feet from the corner of the McClellan façade.

The rising grade (approximately 6-feet) along McClellan and desire for windows and privacy at the street level should not result in a featureless and uninteresting street level façade.

Any retaining walls at the southeast corner should be designed to be visually interesting and human scaled as viewed from the single-family properties to the southeast. Landscaping along the southeast corner of the proposed parking area should adequately and attractively screen this area from the single-family properties to the southeast.

Recommendation Meeting: The Board finds that the presented design changes for active uses at the corner and the inclusion of increased clear glazing will allow functional transparency and that the other presented design changes respond to this guidance and **Recommends** approval as proposed (see A-10 and D-11 below).

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

EDG Meeting The proposed entry tower responds to this guideline. However, the door location at the tower's forward façade and not in the recessed façade portion is confusing and should be transposed. Entry door relocation should resolve what now appears to be the out-swinging doors extending onto the sidewalk. The proposed entry canopy should be relocated as well.

The proposed overhead weather protection (OHWP) along part of McClellan Street and most of the MLK Way facade further confuses entry identification and exacerbates the lack of an entry at the corner. OHWP is appropriate at the corner for pedestrians waiting to cross the street, but it should not extend beyond the corner.

Recommendation Meeting: The Board finds that the presented design changes respond to this guidance and **Recommends** approval as proposed.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

A-9 Location of Parking on Commercial Street Fronts. Parking on a commercial street front should be minimized and where possible should be located behind a building.

EDG Meeting The Board could be supportive of the proposed Design Departure for vehicle access from MLK Way primarily because of the purported solar / sustainability benefits from the proposed building orientation. However, the applicant must provide a narrative quantifying exactly what these benefits would be. And the south façade, because of its visibility, must be designed as an attractive principal façade.

If MLK Way vehicle access is continued the street frontage must receive more than the minimum Code required landscaping and screening.

Recommendation Meeting: The Board finds that the presented design changes respond to this guidance. However, the location of the parking lot screening along the parking lots north side does not allow the required 10-foot by 10-foot sight triangle, which can have no visual blockage between 32” and 82 inches above ground. Because of the anticipated level of pedestrian activity along this frontage (from the King County / Metro transit transfer station across MLK and nearby light-rail station and other existing uses) the Board cannot recommend a *design departure* from the sight triangle requirement nor do they advise a reduction in height of the screening that is **Recommended** as a part of the vehicle access design departure. The Board discussed the solution of moving the screening wall eastward to comply with the sight triangle requirements. The area in front of the wall should be landscaped. (Note: The Board also discussed the likely need to remove one parking space along this north parking row to provide the 8-foot ADA van space access aisle. As presented there is a 5-foot aisle. This would facilitate moving the wall.) With this change, or another appropriate solution approved by the project planner, the Board **Recommends** approval of this design response and *design departure* for MLK Way vehicle access.

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.

EDG Meeting *The out of place OHWP and proposed signage and corner chamfer do not honestly create a building orientation to the corner. Although the entry does not need to be at the corner active uses must be visible through the façade. The proposed exam rooms and storage at the corner are not active enough spaces to create the visual interaction necessary between the building and the corner. A suggested solution is to shift the reception, waiting, and / or more active areas to the corner. More prominent signage, for example, perpendicular to the façade, may also be appropriate.*

Recommendation Meeting The Board finds that the presented design changes for active uses at the corner and the inclusion of increased clear glazing that will allow functional transparency responds to this guidance and **Recommends** approval as proposed. See D-9 below regarding signage recommendations.

C. Architectural Elements and Materials

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.

EDG Meeting *The EDG packet cover perspective drawing shows the roof eaves and the OHWP out of proportion with the building; the roof eaves are well over the street property lines and the OHWP almost to the curbs. These must be corrected.*

It was unclear to the Board whether the large eave shown on the east façade could be built, due to the proposed east wall already at the property boundary. If this eave must be removed, the continuation of the eave from this façade along the McClellan Street façade would be awkward.

The Board suggested that one alternative would be to have an eave over only the westerly two bays of the north façade (from the corner to the east). This would also allow for a varying of the north façade expression between the easterly two and westerly two bays proposed.

The Board also questioned the expressed diagonal bracing on both street facades. They noted that these confuse and diminish the otherwise appropriate proportions and relationship between the horizontal siding and fenestration and conflicts with the clean horizontality of the proposed design.

The proposed east façade second floor access stairs and balcony should be carefully thought through. If a building on the adjacent site is built to the lot-line, as is likely, the balcony and stairway could become unattractive as well as an area of minimal personal safety.

The proposed rusticated concrete base could be an attractive element to the overall design. However, the strong horizontal reveals proposed create too strong a separation between the base and upper levels. A possible solution would be bringing upper level vertical elements down to the ground, such as pilaster extensions of the vertical frame elements already proposed between the second floor level and the roof.

The north façade upper level (possible third level) windows should be continued along the MLK Way façade, appropriate to the sloping roof line here.

Recommendation Meeting: The Board finds that the presented design changes respond to this guidance and **Recommends** approval as proposed.

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.*

EDG Meeting *The Board is comfortable with the preliminary material and color choices presented and discussed.*

Recommendation Meeting: The Board supports most of the material and the color choices presented (store front window and door systems, metal sunshades and railings, glass canopies, mini “v” beam siding, metal standing seam roof, rusticated concrete, building and free standing luminaries, among other items as shown in the design presentation materials). However, because the choice between metal and cementitious siding panels has not been made due to cost considerations, the Board made numerous Recommendations for how each siding type should look. These are:

- Whether metal or cementitious, siding panels should be rectangular with a horizontal orientation with shadow reveals large enough to not appear flush (butted) and creating a singular façade skin. Reveal width will need to be wider for cementitious panels than for metal. For cementitious panels, the desired shadowing should not be created by battens.
- Between colors a wider reveal is preferred than the reveal between like colored panels.
- If artisan cementitious panels are used (with saw-cut reveals in the panel) these should be substantial enough to create shadowing and visual variety. Five-eighths to one inch were discussed as probably optimal.

Provided the additional guidance is followed, the Board finds that the presented design responds

to this guidance and **Recommends** approval.

D. Pedestrian Environment

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.*

EDG Meeting The first 10 to 20-feet of the east façade's first level at the property line and the upper level(s) will be very visible from the higher elevations descending McClellan Street. Material choices and articulation should be used to avoid blank walls.

Recommendation Meeting: The Board finds that the presented design responds to this guidance and **Recommends** approval as proposed.

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

EDG Meeting Due to the topographic depression to the southeast of the project site, any retaining wall system and fencing will be highly visible from the properties in that direction. A poured concrete wall with extensive articulation is preferred over an ecology block wall. Any fence above should be of a high quality. A suggestion is a low maintenance ornamental metal fence that would allow visibility of the adjacent parking lot landscape screening and allow solar exposure for that landscaping while not exacerbating the grade difference by a solid continuous combined retaining wall and fence.

Recommendation Meeting: No retaining wall is proposed; the existing stacked wall is largely off-site and will remain since no building foundation is proposed in this area. An attractive green screen wall and a wide ground area of landscape screening is proposed.

Impacts to the proposed parking and screening in this area to accommodate the possible retention of the off-site Lombardy poplar were discussed. Although off-site, this tree has extensive roots on the project site. The possibility of moving parking and paving further from the tree was raised. The applicant's recently submitted arborist report indicates the tree could be in questionable health with the implication that making development accommodation for its retention is not necessary since the tree should be removed. DPD's arborist has not had the opportunity to review the report as of the meeting. Without knowing if the tree will remain or not, the Board did state that no reduction in street front landscape screening should occur if the south side parking needed to shift to the west and further away from the tree. The Board feels the street front landscape screening as presented is the minimum necessary to support its related *design departure*.

With the outstanding tree issue, the Board finds that the presented design otherwise responds to this guidance and **Recommends** approval as proposed but that any site changes required for possible tree preservation must be approved by the project planner.

D-4 Design of Parking Lots Near Sidewalks. *Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.*

EDG Meeting If parking access continues to be proposed from MLK Way and flanked by double-loaded parking stalls, extensive and attractive landscape screening must be included. The screening will have to balance the needs for visual screening of parked cars, ensuring visual interest for pedestrians, and maintaining personal safety for street and parking lot users.

The addition of a seating bench should be considered at the north end of the landscape area by the proposed building walkway as a way to add another layer of potential activity along the street frontage.

Recommendation Meeting: Per the Board's discussion and Recommendation above in A-8, Parking and Vehicle Access and A-9, Location of Parking on Commercial Street Fronts, the Board supports the proposed landscape screening provided it is not reduced to comply with the sight triangle requirements. The Board also noted that the guidance for inclusion of a bench to bring a human (not vehicular) presence to the street front is still necessary. A bench should be included directly to the east of the south entry door and can be done by raising the proposed planter to a bench height and increasing its outside wall depth to a minimum 15 inch depth to serve as a sitting wall. Plant varieties that will not prevent the use of the planter seat for sitting must be included. An alternative (or additional) location could be on the north and west sides of the planter / trellis / arbor screening system if this element is moved to the east to accommodate the sight triangle. With these additions and the presented design changes, and relying on the project planner to approve the bench addition, the Board finds that the proposal responds to this guidance and **Recommends** approval for the related *design departures* requested.

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

EDG Meeting In addition to the guidance on parking lot safety in D-4 above, the recessed and minimally glazed eastern half of the lower level south façade could be an area lacking "eyes on the street" safety surveillance. The Board suggests the transposition of the proposed recovery room and the storage space to its south as one opportunity for creating greater outside oriented visibility. This option should also be looked at for moving the proposed windowless laboratory and sterilization rooms and replacing them with rooms that could benefit from windows.

Security lighting to address nighttime safety should not produce "light trespass" to the adjacent single-family neighborhood or to the street. Proposed approaches to lighting and security gating must be submitted with the MUP application for review by DPD and the Board.

Recommendation Meeting: The Board finds that the presented design changes respond to this guidance and **Recommends** approval as proposed.

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.

EDG Meeting The effort to integrate signage into the corner façade is appreciated. When responding to the guidance above regarding the building corner design, any signage should relate to the façade and building design. Angled signage, as shown on the building chamfer, should only be used if it can be shown it will be visible from passers-by. Visibility from northbound on MLK Way is a particular concern. Per A-10 above, an orientation perpendicular to the streets may be more effective.

Recommendation Meeting: The Board noted that the sign / addressing concept presented does not respond to the above guidance; the signs are parallel mounted on the west and north facades and will not be visible to the south or east. Only the west facing first level sign is pedestrian oriented, and no location for the building address (number) is shown. The concern is not only visibility but also integration with the proposed building design. For example, while the first level MLK facing “North Sound” sign appears integrated with the surrounding fenestration and panel siding layout, the other three signs seem randomly placed (second level facing MLK) or simply filling similarly sized areas but not effectively oriented for visibility, as mentioned above (second level facing McClellan Street).

Suggested changes include: the use of building mounted blade signs (on the façade, on the outer edge of the sun shades facing MLK, hanging beneath the entry canopy), a monument sign between the entry tower and driveway entry, and using the second level brown colored building corner as a backdrop for the building address. Signs do not have to be individual by business; a multi-tenant sign and/ or building name sign could be used. All proposed configurations must conform to the sign Code (SMC 23.55).

The Board **Recommends** that the applicant further develop a coordinated signage plan and submit it to the project planner for approval based on the above guidance.

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.*

EDG Meeting *The Board is not supportive of reduced transparency along the western 30 feet of the McClellan Street façade regardless of the interior programmatic desire for exam room privacy. This is of particular concern should the exam room function be discontinued and the building remain; the proposed cast in place concrete base material makes the proposed minimal fenestration permanent beyond the proposed dental office use.*

Also, when the nearby Sound Transit McClellan Street station opens, there will be many more pedestrians along this frontage, so a transparent street front is very important. The Code required glazing along the western 30-feet of McClellan Street and MLK Way should not use frosted glass or similar at the corner.

Recommendation Meeting: The Board finds that the presented design changes outlined above in A-1 and A-10 respond to this guidance and **Recommends** approval of the requested *design departure*.

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.*

Recommendation Meeting

EDG Meeting *The proposed surface parking area should include treatments to soften its heavily impervious character as seen from the adjacent residential zone and MLK Way.*

Recommendation Meeting: The Board finds that the presented design changes respond to this

guidance and *Recommends* approval as proposed.

SUMMARY OF DESIGN DEPARTURE REQUESTS

Land Use Code Standard	Proposed	Rationale for Request	Board Comments
<p>Transparency. 60% of a structure’s street level façade between 2’ and 8’ shall be designed and maintained to allow unobstructed views from the outside into the structure. (SMC 23.47A.008.B.)</p>	<p>The first 30 feet from the corner would have extensive clear glazing for the relocated staff lounge and office. The remaining glazing along the frontage would also be clear but the area would be reduced due to the raising sidewalk.</p>	<p>The ascending street grade from the corner would place the first floor level almost 7-feet below the sidewalk at the building’s easterly end. This would require windows on the upper half of the first level and the bottom portion of the second level, in this area. Toward the corner this problem diminishes but still remains. A-1, A-10, D-11</p>	<p>The Board <i>Recommends</i> approval of this departure due to the site’s topographic constraints and the applicant’s design response to the related guidance.</p>
<p>Vehicle Access. Site vehicle access must be from the street that has the least amount of commercially zoned frontage adjacent to the site (SMC 23.47A.032.A.1.c).</p>	<p>Although McClellan Street has less commercially zoned street frontage than MLK Way the project proposes access from MLK Way.</p>	<p>Access from McClellan Street would be made from a point on the uphill grade of this site and then downhill onto and across the subject site, which would be awkward and possibly dangerous. Also, the optimal building location would be along the full length of McClellan Street. A-8, A-9, D-4</p>	<p>The Board <i>Recommends</i> approval of this departure based on the better site plan than would be possible with McClellan access and the screening response to the guidance given.</p>
<p>Curb-cut and Parking Aisle Widths Non-residential curb-cuts must be a minimum width of 22 feet; large parking spaces require a 24-foot drive aisle. (SMC 23.54.030.F and E)</p>	<p>A 20-foot curb cut and 20-foot parking aisle extending from the street and a 22’2” aisle at the back of the lot.</p>	<p>The reduced curb-cut width will minimize the visual impacts of street front parking on the street environment. The reduced parking aisle does the same. There is only one large stall using the 20’ section and 5 stall using the 22’2” section. Because of the parking configuration vehicle maneuvering will not be compromised. A-8, A-9, D-4</p>	<p>The Board <i>Recommends</i> approval of these departures because they aid in reducing the visual impacts of parking on the street frontage and do not appear to compromise vehicle safety.</p>

Staff Comments

The applicant should develop design responses to the above outstanding issues and Board Recommendations and submit them to the project planner for review and approval. After that a MUP decision can be prepared for publication.

The issues are:

- Parking Lot Screening (A-8, A-9),
- Siding choice if known. Otherwise the recommendations would be a condition of MUP approval (C-4),
- Resolution of the Tree Issue (D-3),
- Bench (D-4),
- Signage response (D-9)