



## SECOND EARLY DESIGN GUIDANCE OF THE SOUTHWEST DESIGN REVIEW BOARD

Project Number: 3009518

Address: 4435 35<sup>th</sup> Avenue Southwest

Applicant: Jen Lien, GGLO

Date of Meeting: Thursday, June 13, 2013

Board Members Present: Myer Harrell (Chair)  
Laird Bennion  
Todd Bronk  
T. Frick McNamara  
Daniel Skaggs

Board Members Absent: None

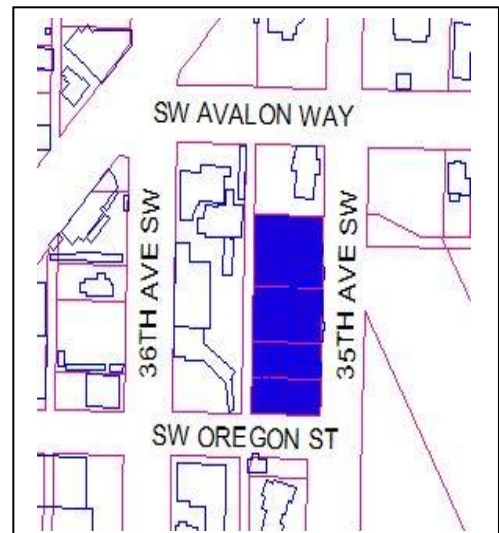
DPD Staff Present: Tami Garrett, Senior Land Use Planner

### SITE & VICINITY

Site Zone: Neighborhood Commercial 3 (NC3-65)

Nearby Zones: North: NC3-65  
South: NC3-65  
East: Single Family 5000 (SF 5000)  
West: NC3-65

Lot Area: 31,659 square feet (sq. ft.)



**Current Development:** The project site contains one existing one-story building.

**Access:** Vehicular access to the project site is possible from Southwest Oregon Street (unimproved), 35<sup>th</sup> Avenue Southwest (improved arterial) and an alley (unimproved).

**Surrounding Development:** Surrounding development includes a mix of single family homes, multifamily residential buildings, small to medium-sized commercial buildings and restaurants. A fast food restaurant (KFC) is located north of the site at the intersection of Southwest Avalon Way and 35<sup>th</sup> Avenue Southwest. The Alki Lumber business occupies property located across the alley to the west. A commercial/residential development (Avalon West Apartments), the West Seattle Stadium and West Seattle Golf Course are directly across 35<sup>th</sup> Avenue Southwest to the east. Two apartment buildings comprise the block due south of the development proposal. Single family homes are located along 35<sup>th</sup> Avenue Southwest, two blocks south of the site.

**ECAs:** The site's existing topography is characterized with grades ascending dramatically to the west and to south and the edges of the site. There are Environmentally Critical Areas (ECAs)-Steep Slope-mapped on and adjacent to the site within the platted alley and Southwest Oregon Street roadway.

**Neighborhood Character:** The project site is located within the West Seattle Junction Hub Urban Village, one block south of the intersection of Fauntleroy Way Southwest and 35<sup>th</sup> Avenue Southwest. The general character of this block along 35<sup>th</sup> Avenue Southwest is a mix of one-story drive-through fast food restaurants, multifamily structures, industrial uses and recreational areas. The neighborhood is in transition to becoming more pedestrian-oriented, and includes a West Seattle Rapid Ride Transit stop adjacent to the site. There are multiple small commercial businesses, restaurants and grocery stores all within walking distance of the site. The West Seattle YMCA is one block west of the site.

**PROJECT DESCRIPTION**

The proposed project is for the design and construction of a mixed-use commercial/residential building with 152 residential units above six ground-level live-work units and retail. Parking for 164 vehicles is proposed to be provided onsite within the structure.

**PROJECT BACKGROUND HISTORY**

On November 19, 2009, an applicant (Neal Thompson w/Roger Newell Architect) presented the following proposal for the project site to the Southwest DRB during an EDG meeting: *“A mixed use structure with ground floor retail commercial space of approximately 12,250 square feet, parking for approximately 158 vehicles, and five stories of residential development totaling anywhere from 100 to 150 units. Access to parking would be both from the alley connecting to Southwest Avalon Way and from a driveway connecting through the unopened Southwest Oregon Street to 35<sup>th</sup> Avenue Southwest.”* The Southwest DRB at that time identified the priority design guidelines and recommended that the applicant proceed to the Master Use Permit (MUP) application stage.

On July 1, 2011, the applicant submitted a MUP application to DPD *“to allow a six-story structure with 170 residential units above 10,799 sq. ft. of commercial. Parking for 187 vehicles will be located at and below grade. Existing structure to be demolished.”* DPD reviewers identified several concerns during correction cycles that needed resolution prior to the applicant proceeding to the Recommendation phase; those concerns being vehicular access, street improvements and allowed structure height measurement techniques.

DPD was notified this year that the property had been sold to a new owner which, in turn, had hired a new design team (GGLO). The current applicant (GGLO) requested to submit a revised proposal under the same project number. In consideration of the proposed revisions, changes to zoning (C1-65' to NC3-65') and applicable codes, and length of time since the first EDG meeting, the applicant was directed by DPD to pursue an additional EDG meeting.

<b>SECOND EARLY DESIGN GUIDANCE MEETING: June 13, 2013</b>
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## **DESIGN DEVELOPMENT**

The design team (GGLO) began their presentation by providing historical background of past development efforts at the project site (as noted above) and revisited the current architectural context of the neighborhood. Land use considerations associated with the West Seattle Triangle Planning as it relates to the project site were also discussed.

Several refinements of the past design scheme were presented to the Board, including a design packet supplement (code departure summary) that was not included in the EDG design packets initially provided to the Board. The project team's design development goals were to create building massing that was shaped into three distinct components, each with circulation core at their center and unique outward orientation and roofscape. The design presented included a six-story mixed-use commercial/residential structure with residential units, enclosed parking, and retail space and live-work units at grade. Onsite parking, accessed via 35<sup>th</sup> Avenue Southwest for the commercial uses and the alley for future residential tenants was proposed.

The applicant's preferred scheme included a public plaza and breezeway creating pedestrian access onsite from 35<sup>th</sup> Avenue southwest to the alley. The main residential lobby entrance was

facing 35<sup>th</sup> Avenue Southwest, setback from the sidewalk edge and transit area. Extensive streetscape improvements inclusive of a pedestrian hill climb stair in Southwest Oregon Street and a combined hill climb stair/turnaround in the alley were proposed. This scheme illustrated some ground-related residential units abutting and directly accessed from the alley. This design would necessitate design departures from parking location and access, alley improvements, and parking driveway slope.

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number (3009518) at this website:

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp).

The EDG packet is also available to view in the project file (project number 3009518), by contacting the Public Resource Center at DPD:

**Mailing Public Resource Center**

**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

## **PUBLIC COMMENT**

Approximately five members of the public attended this Early Design Guidance Review meeting. The following comments, issues and concerns were raised (with Board/applicant response in *italics*):

- Requested clarification regarding the current and proposed location of the Rapid Ride bus stop.
- Concerned about possible construction-related impacts to the existing Rapid Ride bus stop located in front of the project site at 35<sup>th</sup> Avenue Southwest.  
*[Staff Note: Such information/questions should be directed to the DPD discretionary planner (Tami Garrett) in writing once the applicant has submitted his/her Master Use Permit (MUP) application to DPD and the required public comment period has occurred.]*
- The Director of the YMCA and participant of the West Seattle Triangle planning committee:
  - Preferred the current proposal in comparison to the past project design. Stated the current proposal is better designed to take advantage of the site's complex conditions.
  - Strongly in favor of a design that includes the installation of the hill climb in Southwest Oregon Street and requested that the Board support this effort.
- Questioned if the project design included overhead weather protection at 35<sup>th</sup> Avenue Southwest and at the proposed hill climb at Southwest Oregon Street.  
*Code-required overhead weather protection will be provided in the form of canopies and at overhanging portions of the building along 35<sup>th</sup> Avenue Southwest. The goal is to provide a*

*dry means of travel along that street edge. Providing overhead weather protection over the hill climb in the Southwest Oregon Street is more problematic and will require approval from SDOT.*

## **PRIORITIES & BOARD RECOMMENDATIONS**

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. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

### **EARLY DESIGN GUIDANCE: June 13, 2013**

1. **Design Concept and Massing:** The design of the new building should respond to specific site conditions and opportunities, and massing should create a well proportioned and unified building form.
  - a. The Board expressed strong support for the applicant's preferred design scheme.
  - b. Upon review of the presented design sketches and vignettes, the Board stated the design concept was headed in a positive direction and encouraged the applicant to continue to explore architectural features, building materials, textures and colors to create a unified building form. (A-1, A-4, B-1, C-2)
  - c. The Board did not give specific direction regarding exterior finish materials. The Board did state that it expects to review physical materials and color samples at the Recommendation meeting. (C-3, C-4)
  - d. At the Recommendation meeting, the Board would like to review photo-realistic, eye level perspective renderings from several street and alley locations showing all corners of the building. The renderings should include design elements (walls, fencing, gates, landscaping, stairs, seating, bus operations, hardscape, blank wall treatments, etc.) that would be visible by pedestrians. (A-1, A-2, C-2, C-3, C-4, D-9, D-10, E-1, E-2)
  - e. The Board stated it expects to review a detailed landscape plan that includes location, size and species of proposed plantings and hardscape materials at the Recommendation meeting. (E-1, E-2)
  
2. **Southwest Oregon Street Frontage:** The design of the new building should incorporate architectural features, elements and details to be visually interesting for pedestrians, enhance the character of the streetscape, sufficiently lighted, create a transition between the public sidewalk and private entry, and reinforce the spatial characteristic of Southwest Oregon Street. (A-1, A-2, A-4, D-1, D-7)
  - a. The Board was in strong support for a design that included the installation of a pedestrian hill climb stairs on Southwest Oregon Street. The Board understood that the applicant hadn't acquired conceptual approval of the proposed street improvement from Seattle Department of Transportation (SDOT) prior to the meeting. Therefore, the Board requested the applicant provide street

improvement plans (60% SIP drawings) and feedback from SDOT regarding the status of the proposed street improvement.

- b. Conceptual residential lighting and signage designs proposed for the building's south-facing façade should be presented at the Recommendation meeting. (D-9, D-10)
3. **35<sup>th</sup> Avenue Southwest Frontage:** The design of the new building should incorporate architectural features, elements and details to enhance pedestrian comfort and safety, encourage human activity, discourage blank walls, and reinforce the existing spatial characteristic of 35<sup>th</sup> Avenue Southwest. (A-2, A-4, C-3, D-1, D-7, D-12)
- a. The Board was concerned that the proximity of future pedestrian traffic, and proposal-related vehicular traffic and the Rapid Ride Transit Stop to the ground floor commercial parking entrance/exit may cause access to the enclosed parking to be challenging and perilous. Additionally, the Board questioned if the same parking/loading area would be adequately sized/configured in a manner that would allow drivers that enter and are unable to park have the ability to turn around on site. The Board stated this concern must be resolved. At the Recommendation meeting, the Board expects to review a parking layout design and diagrams that clearly illustrate vehicular maneuverability within the parking area and discourages future vehicles from backing out onto 35<sup>th</sup> Avenue Southwest. (A-8, D-7)
  - b. The Board was concerned that the specialty paving illustrated in the mid-block plaza may signal to pedestrians an informal mid-block connection across 35<sup>th</sup> Avenue Southwest which should be discouraged. The Board expects to review the SDOT conceptual plans and landscaping elements pertaining to this area at the Recommendation meeting. The Board offered methods (extension of planting strip, accent walls, bike parking) that would successfully address this potential concern. (D-1, D-7)
  - c. The Board acknowledged that all visible blank walls (north wall façade) will need to be addressed. The Board expects to review details pertaining to any landscaping and/or design treatments (murals, green screening, etc.) proposed to address this concern at the Recommendation meeting. (D-2, E-2)
  - d. The Board emphasized the prominent Rapid Ride Transit Stop, shelters and associated equipment (pay station, etc.) should be located and designed to enhance pedestrian comfort and safety, contribute positively to the building design, accommodate both commuters and residents, and be protected from weather elements. The Board commented positively regarding the proposed placement of the bus station presented at the meeting. However, the Board recognized that further consultation with both SDOT and King County Metro is necessary before the Board could offer any feedback. Therefore, the Board expects the applicant to address this requirement with both agencies during the MUP process and provide feedback at the Recommendation meeting. (A-2, C-3, D-1)
  - e. Conceptual commercial/residential lighting and signage designs (retail, live-work, residential, parking) proposed for the building's east-facing façade should be presented at the Recommendation meeting. (C-3, D-9, D-10)

#### 4. **The Alley Design and Residential Entries:**

- a. The Board recognized that the proposed alley improvements, to create a combined hill climb stair/turnaround condition, are atypical-designed with more focus on pedestrians versus vehicles. Consequently, the Board encouraged an alley design that incorporates significant elements (bollards, special pavement, etc.) designed to protect pedestrians/residents from vehicular movements at the alley turnaround (see also 2.a). (A-8, D-1, D-7)
- b. The Board recognized that proposing residential townhouse entrances abutting the alley is unusual and, until the access improvement concerns are resolved with SDOT, it is difficult to visualize the building's functionality and appearance if a through-alley improvement design is required. Therefore, the Board expects to review an enhanced rendering of the design with the through alley build-out profile at the Recommendation meeting. (A-8, D-12).
- c. Conceptual residential lighting and signage (addressing) designs proposed for the building's west-facing façade should be presented at the Recommendation meeting. (D-9, D-10)

#### 5. **Pedestrian Open Spaces and Building Entrances:**

- a. The Board stated that it is critical that the paths and entry areas around the site (streets, alley) and through the site (mid-block plaza) be attractive, comfortable, well lit, and secure for pedestrians and residents. At the Recommendation meeting, the Board expects to review details of the open spaces (landscaping, seating, screening, stairs walls, etc.) specifically those associated with the ground level plaza, near the alley, and the proposed rooftop deck areas. (D-1)
- b. The Board stated the turnaround, which also serves as utility service access to the waste collection area, should be screened to minimize visibility. The screen/wall treatment (materiality, landscaping, and security) should be attractive and enhance the pedestrian/resident experience. (D-6, E-2)
- c. Conceptual lighting and signage (directional/wayfinding) designs proposed for the building's mid-block plaza should be presented at the Recommendation meeting. (D-9, D-10)
- d. The applicant explained that the design included: a primary residential entrance facing 35<sup>th</sup> Avenue Southwest; two secondary entrances-one from Southwest Oregon Street and one from the mid-block plaza corridor; and townhouse entrances abutting the alley. The Board liked the proposed location of the main residential entrance setback from the bus station at 35<sup>th</sup> Avenue Southwest; felt that it activated the corridor, allows for a more prominent commercial presence and permits for residents/visitors to safely access the building away from the bus zone. (See 4.b.) (D-1, D-12)

### **DESIGN REVIEW GUIDELINES**

The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

## 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.

West Seattle Junction - specific supplemental guidance:

A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction's mixed use areas (as previously defined). New development-particularly on SW Alaska, Genesee, Oregon and Edmunds Streets-will set the precedent in establishing desirable siting and design characteristics in the right-of-way.

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

West Seattle Junction - specific supplemental guidance:

An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realm. Particularly in the California Avenue Commercial Core, proposed development is encouraged to set back from the front property line to allow for more public space that enhances the pedestrian environment. Building facades should give shape to the space of the street through arrangement and scale of elements. Display windows should be large and open at the street level to provide interest and encourage activity along the sidewalk. At night, these windows should provide a secondary source of lighting.

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.

## 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 facade walls.

West Seattle Junction - specific supplemental guidance:

New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a



disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings - especially those zoned 65 ft. in height and higher - should reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to create a more substantial base.

The use and repetition of architectural features and building materials, textures and colors can help create unity in a structure. Consider how the following can contribute to a building that exhibits a cohesive architectural concept:

- façade modulation and articulation;
- windows and fenestration patterns;
- trim and moldings;
- grilles and railings;
- lighting and signage.

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

West Seattle Junction-specific supplemental guidance:

Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.

Overhead weather protection should be designed with consideration given to:

- continuity with weather protection on nearby buildings;
- when opaque material is used, the underside should be illuminated; and
- the height and depth of the weather protection should provide a comfortable scale for pedestrians.

**Signage:** Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Design signage that is appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on street.

The following sign types are encouraged:

- pedestrian-oriented blade and window signs;
- marquee signs and signs on overhead weather protection;
- appropriately sized neon signs.

- 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.

**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.

West Seattle Junction - specific supplemental guidance:

Design projects to attract pedestrians to the commercial corridors (California, Alaska). Larger sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the surrounding area. The Design Review Board would be willing to entertain a request for departures from development standards (e.g. an increase in the 64% upper level lot coverage in NC zones and a reduction in open space) to recover development potential lost at the ground level.

**Street Amenities:** Streetscape amenities mark the entry and serve as wayfinding devices in announcing to visitors their arrival in the commercial district. Consider incorporating the following treatments to accomplish this goal:

- pedestrian scale sidewalk lighting;
- accent pavers at corners and midblock crossings;
- planters;
- seating.

Pedestrian enhancements should especially be considered in the street frontage where a building sets back from the sidewalk.

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

- 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.

## **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.
- 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.

## **DEVELOPMENT STANDARD DEPARTURES**

The Board’s recommendation on the requested departure(s) will be based upon the departure’s potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). The Board’s recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance meeting, four departures were requested.

- 1. Vehicular Access (SMC 23.47A.032.A and C):** The Code states vehicular access is permitted from an improved alley. If access is not provided from an improved alley and the lot abuts two or more streets, access is permitted across one of the street lot lines as determined by the DPD. The applicant proposes vehicle access to parking from both the alley and from 35<sup>th</sup> Avenue Southwest. The applicant proposed this departure to allow for visible convenient access to parking at street level for the commercial uses and direct access to residential parking via the alley.

The Board indicated a willingness to entertain this requested departure, provided the commercial parking area will be configured to allow vehicles that enter and are unable to park, the ability to turn around onsite and not back out onto 35<sup>th</sup> Avenue Southwest. The applicant will need provide a garage floor plan denoting proposed parking layout with backing and maneuvering diagrams to demonstrate this departure is warranted. (A-8, D-7)

2. **Parking Location (SMC 23.47A.032.B.1.b):** The Code requires street-level parking within a structure be separated from street-level, street-facing facades by another permitted use. The applicant proposes street-level parking, within the southernmost area of the building, which abuts Southwest Oregon Street and not separated by another permitted use. The applicant explains that future parking to support the commercial uses, and provided at the ground floor level of the structure as measured from 35<sup>th</sup> Avenue Southwest, will be predominately below grade along Southwest Oregon Street and would not be visible from the public right-of-way.

The Board indicated a willingness to entertain this requested departure and stated that this departure is connected with the abovementioned departure for vehicular access. (A-8, D-7)

3. **Alley Improvements (SMC 23.53.030.E.1.b):** The Code states for certain projects the entire width of the portion of the alley abutting the lot, and the portion of the alley between the lot and a connecting street shall be paved. If the alley does not extend from street to street and the connecting street is a designated arterial, either the remainder of the alley shall be improved so that it is passable to a passenger vehicle, or a turnaround shall be provided.

The applicant proposal includes alley improvements consisting of a paved surface beginning at Southwest Avalon Way to a turnaround situated within the property boundary; connecting with a pedestrian hill climb; linking the turnaround to Southwest Oregon Street.

The Board indicated a willingness to entertain this requested departure, provided that, the applicant can demonstrate that SDOT has granted conceptual approval of this unique alley improvement and illustrate how the design will incorporate features designed to protect pedestrians and residents from vehicles. (A-1, A-4, D-1, D-6, D-7, D-12)

4. **Parking Driveway Slope (SMC 23.54.030.D.3):** The Code requires no portion of a driveway exceed a 15% slope except in certain instances. The applicant proposes vehicle access to the below grade parking garage via a ramped driveway with a 20% slope. The applicant explains increasing the ramp slope to 20% will minimize the amount of required vehicle turning movements within the garage structure and improves safety and visibility.

The Board indicated a willingness to entertain this requested departure, provided the maximum percentage of driveway slope requested is not more than 20%. At the Recommendation meeting, the applicant will need to demonstrate that the proposed driveway slope design wouldn't negatively affect vehicular movement and create an unsafe driving condition within the enclosed parking area. (A-8)

## RECOMMENDATIONS

### BOARD DIRECTION

At the conclusion of the Second EDG meeting, the Board recommended the project should move forwards to revision of the MUP Application in response to the guidance provided at this meeting.