



EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3011758

Address: 12517 33rd Avenue NE

Applicant: Paul Hanson, SMR Architects

Date of Meeting: Monday, February 27, 2012

Board Members Present: Joe Hurley (Chair)
Peter Krech
Christina Pizana
Martine Zettle

Board Members Absent: Salone Habibuddin

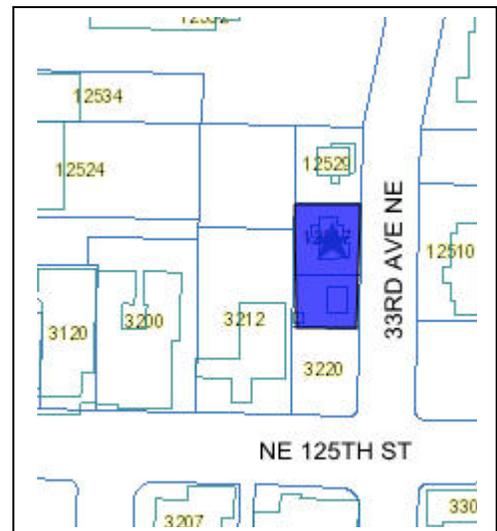
DPD Staff Present: John Shaw

SITE & VICINITY

Site Zone: C1-65

Nearby Zones: North: C1-65
South: C1-65
East: NC3-65
West: C1-65

Lot Area: 9,053 square feet



Current Development: Two single-family houses.

Access: All access is from 33rd Avenue NE

Surrounding Development: One single-family residence is located to the north, and a single-story office building to the south. Parking lots for retail stores and large commercial developments along Lake City Way abut the project site to the west. Multi-family housing predominates on the east side of 33rd Avenue NE; the site directly to the east of the project site is planned as a future park, to be developed by Seattle Parks and Recreation.

ECAs: Riparian Corridor

Neighborhood Character: The site is on the eastern edge of the Lake City Way commercial district. One-story commercial structures characterize Lake City Way west of the site. Large box retail stores and strip malls are located northwest of the site, with “auto row” to the southwest of the site. The primary residential structures in the vicinity are apartments and townhouses, with single-family houses further to the east.

A mix of architectural styles is found in the neighborhood. Many buildings from the mid-20th century are scattered among more modern structures.

PROJECT DESCRIPTION

The proposed project is for the design and construction of a four-story mixed use building with approximately 21 residential units located above 4,800 square feet of ground level commercial use. Two parking spaces will be accessed from 33rd Avenue NE.

EARLY DESIGN GUIDANCE MEETING: February 27, 2012

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

[http://www.seattle.gov/dpd/Planning/Design Review Program/Project Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design%20Review%20Program/Project%20Reviews/Reports/default.asp).

The EDG packet also is available to view in the 3011758 EDG file, by contacting DPD’s Public Resource Center at 700 5th Avenue, Suite 2000, P.O. Box 34019, Seattle WA 98104-4019, or at PRC@seattle.gov.

PUBLIC COMMENT

Approximately seven members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

- Site development should be aware of the presence of the (riparian) critical area, and the need to hold back water from the riparian corridor.
- The design should break up the long façade along 33rd Avenue NE.
- The proposed open space on both sides of the structure is a positive feature.
- The current sidewalk alignment has been bumped out into the street; it should be realigned as the site is developed.

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.

EARLY DESIGN GUIDANCE:

1. The Board approved of the preferred Scheme (#3).
2. The development program could be articulated through the building; the Board encouraged the architects to develop the architectural concept to exhibit the logic as to why things change, while noting that the shorter building could help reduce the scale of the building. A building designed to a larger scale could be acceptable, given the future park to be developed across the street. The residential use should be kept in scale with the rest of the building. The project should focus on the design of the edge between the sidewalk and the building.
3. The material palette is important; the material should be high quality, which doesn't necessarily mean expensive. How the material is used will be key to developing a successful design that is as simple as the illustrations presented. The street façade is not large, and the composition and material palette should be simple. The Board noted the general neighborhood context of mid-century modern.
4. Exterior lighting should provide safe and secure open spaces for passersby and building residents, such as along the east-west pass-through on the north side of the building.
5. The project should show how the van spaces will be integrated with building design, and how the rear yard will relate to the parking areas to the west of the project site.
6. Departure: The project is required to provide at least 60% transparency along the street façade of the non-residential space. The applicant is requesting a departure from this

standard, so that this area feels more like a secure space. Clerestory windows could let light in. The Board was open to considering this departure, but requested that additional transparency be provided along the non-commercial street façade. The project should identify the transparency percentage for the whole building façade along 33rd Avenue NE.

At the Recommendation meeting, the applicant should provide graphics and text to demonstrate responses to the Early Design Guidance. The Board specifically requested responses to Guidelines A-4 (Human Activity) and C-3 (Human Scale), noting that they haven't yet seen much character study of the proposed building.

DESIGN REVIEW GUIDELINES:

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

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.

North District/Lake City Guidelines (Civic Core):

Lake City Solar Corners. Within the Lake City Civic Core, street corners are key locations for pedestrian-oriented spaces with good solar exposure. This is especially true at the ends of triangular-shaped blocks, like at Northeast 125th Street and Lake City Way.

North District/Lake City Guidelines (Natural Areas):

- Consider expanding vegetated setbacks along both riparian edges, and by bringing more of the creek out of pipes and to the surface (daylighting) where possible.
- New development is encouraged to increase the protection of Thornton Creek and its tributaries by integrating this natural resource. Landslides, runoff and erosion should be reduced by avoiding development on steep slopes.
- New site development and structures should use sustainable building practices that reuse and retain surface water runoff on-site to recharge groundwater and reduce pollution before it enters the creek to improve the quality of the creek and the health of wildlife.
- Design departures may be considered when designing for the protective measures listed above (departures might include: lot coverage, reduced open space requirements, reduced setbacks, etc.).

- Provide open spaces, such as a pedestrian viewing area or platform(s) and/or landscaped setbacks along a ravine edge, possibly using both public sidewalk and adjacent private property setbacks where they are available. Design departures may be considered when designing to incorporate ground floor pedestrian activities that relate visually to the creek ravine, and incorporates similar native flora found in the adjacent creek ravine.
- Improve pedestrian and visual access to the ravine edge along Lake City Way and on the north and south sides of the creek where redevelopment occurs to enhance the planning area, providing pleasant pedestrian experiences and educational opportunities.

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

North District/Lake City Guidelines (Hub Urban Village):

- Encourage welcoming, slightly recessed main building or shop entrances consistent with a traditional storefront design.
- Clearly indicate main entries to new commercial and multiple family residential buildings through design, material changes, lighting and street visibility.

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

North District/Lake City Guidelines (Hub Urban Village):

- For large developments, consider pulling back from the street edge for open spaces, such as plazas or gracious fore-courts, provided continuity of the building definition of the street is not excessively interrupted along the majority of the block.
- Maximize the solar exposure of open spaces to the extent possible.
- Locate open spaces intended for public use at/or near street grade to promote a physical and visual connection to the street and sidewalk.
- Link outdoor spaces with walk ways to create a network of open spaces within and around the project site.

North District/Lake City Guidelines (NE 125th Street to NE 130th Street)

- Create diversity in the block building face or wall by adding small pedestrian indentations for seating, outdoor eating.
- Pedestrian-friendly building entrances should face 33rd Avenue Northeast. Consider orienting the building to define the public street and civic spaces in this area and to encourage walk-in traffic.

- Wider sidewalks are encouraged with planting strips and natural system approaches to drainage due to the proximity of Little Brook Creek.

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

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.

North District/Lake City Guidelines:

Buildings along Lake City Way from Northeast 130th Street to Northeast 123rd Street can reduce potential “canyon effects” by setting back upper level floors. Consider stepping back at least 5 feet above the 30-foot height; an additional 10 feet above the 50-foot height in NC-65’ zones; and an additional 5 feet above the 65-foot height in 85 foot zones. Other design features should also be considered for these buildings to reduce the appearance of height, such as bay windows, overhangs, decks, solar screens and other appendages at different heights along the building façade.

Combinations of edge factors can increase the need for design features to create a positive transition, especially when the lots in question are abutting. Sensitive edges can be partially mitigated when street rights-of-way or alleys can provide some of the needed transition. (see Neighborhood Guidelines for potential solutions). Within the Hub Urban Village, when design methods are used to create a positive transition along sensitive edges, departures from development standards may be appropriate to offset a significant loss of development opportunity.

North District/Lake City Guidelines (Hub Urban Village):

- Along commercial streets employ simple, yet varied masses, and emphasize deep enough window openings to create shadow lines and provide added visual interest.
- Monolithic buildings lacking articulation are discouraged.

- Consider stepping back upper stories to maintain scale compatibility, provide for light and air on streets and avoid a canyon effect for structures in 65-foot and higher zones.
- Design structures to appear less overwhelming at the street level, for example, consider giving emphasis to the horizontal dimensions of taller buildings
- Where there are zone edges between commercial and residential parcels, a vegetated buffer is encouraged between the differing zones. This, along with street trees and wider sidewalks, will be critical to creating the transition desired by the community that will make increased heights and densities compatible with surrounding areas.

North District/Lake City Guidelines (Civic Core):

While existing development in the Civic Core is varied in height, bulk and scale, the zoning generally allows new structures up to heights of 65 and 85 feet. The development potential of these zones should be utilized where possible to provide the density needed for a successful mixed-use area with retail and housing that is well served by transit. Focusing density in the Civic Core helps protect single family areas outside the Hub Urban Village. If not using the development potential on a site, developers are encouraged to provide the foundation and support for maximizing the zoning in the near future.

North District/Lake City Guidelines (Auto Row):

- Buildings along Lake City Way from Northeast 95th Street to Northeast 123rd Street and Northeast 130th Street to Northeast 145rd Street should reduce potential “canyon effects.” For example, this can be accomplished by setting back upper level floors at least 5 feet above the 30-foot height; an additional 10 feet above the 50-foot height in NC-65’ zones; and an additional 5 feet above the 65-foot height in 85 feet zones.
- These stepped-back buildings can add design features to reduce the appearance of height, such as bay windows, overhangs, decks, solar screens and other appendages at different heights along the building façade.

C. Architectural Elements and Materials
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- 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.

North District/Lake City Guidelines (Hub Urban Village):

- The proper articulation of a building’s façade should add to the quality and variety of Lake City’s Hub Urban Village architecture.
- Establish a building’s overall appearance based on a clear set of proportions. A building should exhibit a sense of order.
- Employ a hierarchy of vertical and horizontal elements. Use materials to unify the building as a whole. Façade articulation should reflect changes in building form and function, from the base, to the middle, to the top. Vertical lines should be carried to the base of a building.
- Provide a clear pattern of building openings. The pattern of windows and doors should unify a building’s street wall—not detract from it—and add to a façade’s three-dimensional quality. Recessed windows are encouraged to create shadow lines and further promote three-dimensional expression.
- Large expanses of blank walls should be avoided.

North District/Lake City Guidelines (Auto Row):

New structures built for auto sales are encouraged to depart from the conventional “box retail” approach to building design in order to create the look of multiple storefronts that would provide the design character desired or break up storefronts with architectural features such as a varied roof line.

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

North District/Lake City Guidelines (Hub Urban Village):

- Design buildings when possible to encourage multi-tenant occupancy and walk-in traffic at the street level.
- Generous street-level windows and entrances will animate the street.
- Use façade treatments and changes in materials to distinguish the ground level of a building from the upper levels, especially where a building orients to the street and/or defines public space.
- Establish a rhythm of vertical and horizontal elements along the street-level façade. For instance, the regular cadence of display windows and shop entrances enhances the pedestrian experience.
- Use design elements such as exterior light fixtures, blade signs, awnings, and overhangs to add interest and give a human dimension to street-level building façades.
- Provide continuous overhead protection for pedestrians in the core commercial areas between 28th and 35th Avenues Northeast, and between Northeast 123rd and 130th Streets.
- Transparent materials, allowing light to penetrate to the street, should be considered for overhead protection.

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.

North District/Lake City Guidelines:

Signs in the North District Neighborhoods. Design signs that are appropriate for the pedestrian scale and character that is envisioned for the area. Signs should be oriented and scaled for both pedestrians on sidewalks and persons in vehicles on streets within the immediate neighborhood.

North District/Lake City Guidelines (Hub Urban Village):

- Consider each building as a high-quality, long-term addition to the Lake City neighborhood; exterior design and building materials should exhibit permanence and quality appropriate to an urban setting. A well-built structure contributes to a more pleasant and humane built environment.
- Employ especially durable and high-quality materials at the street level, minimize maintenance concerns, and extend the life of the building. Examples of appropriate building materials for use at the street level include: brick, stone, terra-cotta or tile, and transparent glass. These materials should be applied at a scale appropriate for pedestrian use.
- Use materials, colors and details to unify a building's appearance; buildings and structures should be built of compatible materials on all sides.
- Consider limiting the number of materials and colors used on the exterior of an individual building so that there is visual simplicity and harmony. If intense color is used it should only be used as an accent in a carefully executed and balanced color scheme. Buildings sided primarily in metal are discouraged.
- Design architectural features that are an integral part of the building. Avoid ornamentation and features that appear "tacked-on" or artificially thin.

North District/Lake City Guidelines (Civic Core):

Consider using brick, cast stone, brick-like materials, and/or brick combined with other accent materials as the primary material for projects in the Civic Core. Brick is the preferred material to lend a sense of strength and permanence, and promote cohesiveness with existing brick structures.

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.

North District/Lake City Guidelines (Hub Urban Village):

- Plazas and courtyards or other setbacks should be located on sites at major entries into and within the Civic Core area.
- Plazas and vegetated setbacks should be considered on sites located immediately across from and adjacent to natural drainage areas including Thornton Creek.
- Public pedestrian mid-block passage-through sites, plaza and courtyards should be considered in long blocks of commercial or mixed-use developments. Open spaces with pedestrian access that include public art, art as landscape into the design, planted areas and seating areas are also encouraged.
- When portions of a building are set back, consider providing small pedestrian open spaces with seating amenities to create a lively streetscape.
- The use of opaque or highly reflective glass is discouraged.
- Define outdoor spaces using a combination of building and landscape. Scale outdoor spaces for human comfort. Outdoor spaces should be proportioned to their surroundings and envisioned use.
- Appropriate lighting, including at-grade lights, should be considered to help ensure safe pedestrian areas.

North District/Lake City Guidelines (Civic Core):

- New developments should augment Civic Core plazas and spaces by orienting their entrances to the public open spaces and by providing additional small open spaces or gathering spaces.
- Create strong aesthetic, visual and pedestrian connections between public space and neighboring development. Mid-block passages and dedicated easements are seen as ways to provide safe, pleasant and convenient alternatives to walking along Lake City Way.
- Incorporate civic art. Public spaces, private development projects, and infrastructure improvements are all encouraged to include a civic art component:
 - a. Use public art to identify areas with a unique identity or celebrate the entrance to a public place.
 - b. Make public art accessible to the public. Site public art to draw people through public spaces, but do not impede pedestrian flows.
 - c. Support the use of diverse media and art forms.
 - d. Encourage works of public art that celebrate local history and culture.
- Pedestrian-friendly building entrances should face all commercial streets in the Civic Core.
- Mini-Park (Intersection of Lake City Way NE & NE 125th Street). Walls adjacent to the Lake City mini-park (see map page XIII) should have entrances to the park and new developments should face the park and include windows on the wall facing the park to

increase visibility to the park. Other visual connections to the park through design, building form, landscaping and public art are encouraged.

- East-West pedestrian pass-through arcades should be considered for blocks along Lake City Way from Northeast 127th Street to Northeast 123rd Street. Passages should be of a reasonable width and well lighted to provide for the safe, and comfortable movement of people. For long blocks between Northeast 125th and Northeast 130th Streets, mid-block, east-west passages are desired to be incorporated into new, full-block developments connecting the Civic Core, residential areas and commercial sections. Maintain existing pedestrian passage at about Northeast 126th Street.
- Consider design departures for increased lot coverage on upper levels when this aids in designing for ground level pass-through arcades.

North District/Lake City Guidelines (North-South Streets)

- Pedestrian-friendly building entrances should face 28th Avenue Northeast.
- Wider sidewalks, limited vehicle access, street trees, planting strips, street furnishings, lighting and public art should be provided to define pedestrian connections between local parks, the library, the neighborhood service center and central shopping areas.
- East-west mid-block connection should be provided for pedestrian passage between 27th and 30th Avenues Northeast.
- Development along this street should be considered for mixed-uses, including space for cultural, social and artistic endeavors, as well as housing and small-scale retail.
- Consider providing signage that includes maps showing local parks and services.
- Pedestrian-friendly building entrances should face 30th Avenue Northeast.
- South Apex at intersection of Lake City Way and 30th Avenue Northeast. Consider a setback on the south property line for a new building at the apex to create 1) a pedestrian plaza-type open space within the private setback suitable for cafes; and, 2) a portion of a green entry into the heart of the Civic Core. In addition, an upper level setback can occur at the south apex of the block to further reinforce a gateway affect. (See diagram).
- Additional Southerly and Westerly corner “notches.” The block face along Northeast 123rd Street presents an opportunity to create two corner pedestrian “notches” or south-facing spaces as well as a special entry into the Civic Core.
- Provide a pedestrian arcade or pass-through from 28th Street Northeast and the Civic Core to Lake City Way at or near Northeast 126th Street to connect north/south streets.
- Pedestrian-friendly building entrances should face 31st Avenue Northeast.
- South of the intersection of Lake City Way and Northeast 31st Street facing Northeast 125th Street. This north facing site could provide an enclosed and transparent ground-level open space, such as an atrium. This space should be designed to take the “indoors” outdoors, and bring the “outdoors” into the building by opening the interior space to sunlight and sidewalk activity.
- New development should be sited and designed to aid in the development of the desired character of 31st Avenue Northeast as a pedestrian-oriented retail street and

gathering area. Wider sidewalks, limited auto access, plantings, lighting, street furnishings and public art are encouraged.

North District/Lake City Guidelines (NE 125th Street to NE 130th Street)

- Encourage a new development(s) to provide an open space pedestrian passageway, safe for pedestrians and secure for site tenants, which connects 33rd Avenue Northeast to 35th Avenue Northeast; and, 33rd Avenue Northeast to Lake City Way, preferably near Northeast 127th Street.
- Create visual interest in the block, building-faces or walls by adding small pedestrian indentations for seating and outdoor eating.
- New development is encouraged to support development of a new park mid-block to offset anticipated increases in low-income and affordable housing.

North District/Lake City Guidelines (Natural Areas):

Where Thornton Creek and its tributaries intersect with the Civic Core, Hub Urban Village or Auto Row, a site enhancement at daylighted portions(s) is strongly encouraged. Such enhancements could be incorporated as landscaped open space and as an opportunity to provide pedestrian passageways. Locations include the following:

- 33rd Avenue Northeast mid-block between Northeast 125th and Northeast 130th Streets (Little Brook)
 - Lake City Way between Northeast 117th and Northeast 120th Streets (Thornton North Fork)
 - Lake City Way between Northeast 95th and Northeast 98th Streets (Willow Creek)
 - Lake City Way between Northeast 98th and 100th Streets (Thornton South Fork)
- Other locations of creek crossings within the larger planning area that should be considered in connection with new development include the following:
- 35th Avenue Northeast between Northeast 123rd and Northeast 125th Streets (Little Brook)
 - 35th Avenue Northeast at Northeast 115th Street (Thornton North Fork)
 - Northeast 125th Street between 25th and 23rd Avenues Northeast (Thornton North Fork)
 - Northeast 133rd Street to Northeast 140th Street mid-block between 32nd and 30th
 - Avenues Northeast (Little Brook)

- 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.

North District/Lake City Guidelines:

- As sites with large surface parking areas, such as auto dealerships, are redeveloped, consider locating parking under, beside or behind new structures. If surface parking lots are located between structures and the sidewalk, vegetated areas should be provided along the sidewalk to provide pedestrians a buffer from the parking lot. Vegetation should be of a height that pedestrians can still see above it and/or spaced so they have visibility around it for safety.
- Vegetated islands that include trees and safe, well-defined pedestrian pathways should be considered at locations throughout large parking lots to enhance pedestrian activity, minimize storm runoff, and reduce the heat island effect of large parking lots.
- Pervious pavements should be considered to assist groundwater recharge and removal of pollutants.
- Green spaces at regular intervals can provide attractive surface parking areas and reduce drainage runoff in large parking lots.

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

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.

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.

North District/Lake City Guidelines:

- Use landscaping to further define and provide scale for open space. Lush plants, warm materials and pleasing details are encouraged. Retain existing mature trees wherever possible.
- Use lighting to emphasize landscaping where appropriate.

North District/Lake City Guidelines (Auto Row):

As auto dealerships relocate to other areas, and new mixed use developments occur within this area, consider incorporating front yard setbacks in the commercial area for a “green gateway” design feature. This setback and landscaping should coordinate and combine street plantings in the public right-of-way with landscaping elements on private front yard setbacks to increase the gateway affect. For example, one row of larger street trees may occur on the public right-of-way and two rows of smaller trees and/or flowering shrubs may occur in the private front yard setback, creating a deep visual gateway and a pedestrian promenade affect.

North District/Lake City Guidelines (NE 125th Street to NE 130th Street)

Little Brook Creek could be used to enhance landscaping of new developments on 33rd Avenue Northeast, and at the proposed park site nearby.

DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departure 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. The Board’s recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance meeting, the following departures were requested:

- 1. Reduced transparency for the non-residential street facing façade. (SMC 23.47A.008 B2):**
The Code requires that sixty percent of the street-facing façade between 2 feet and 8 feet above the sidewalk shall be transparent. The applicant proposes to reduce this amount below sixty percent of the non-residential street-facing façade. The Board indicated it was open to considering this departure, but requested that additional transparency be provided along the non-commercial street façade. At the Recommendation meeting, the project should identify the transparency percentage for the whole building façade along 33rd Avenue NE.

BOARD DIRECTION

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