



FINAL RECOMMENDATION OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3011958 and 3011959

Address: 4535 12th Ave NE and 4550 11th Ave NE

Applicant: Derek Bottles for Avalon Bay Communities

Date of Meeting: Monday, August 15, 2011

Board Members Present: Joe Hurley (Chair)
Salone Habibudden
Christina Pizana
Martine Zettle

Board Member Absent: Peter Krech

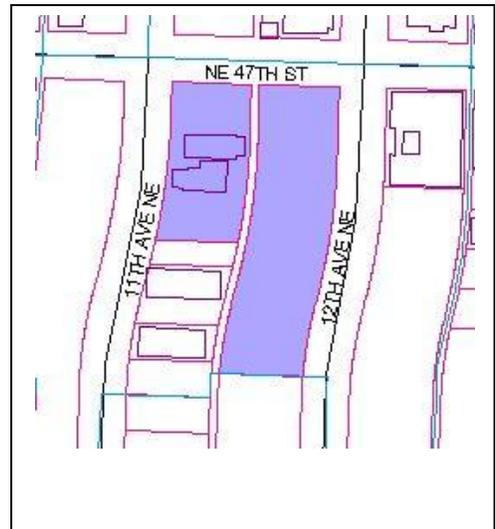
DPD Staff Present: Lisa Rutzick, Interim Design Program Lead,
substituting for Shelley Bolser, Senior Land Use Planner

SITE & VICINITY

Site Zone: Neighborhood Commercial 3, with an 85' height limit (NC3-85)

Nearby Zones: (North) NC3-65, across the street
(South) NC3-85
(East) NC3-85
(West) NC3-85

Lot Area: East Parcel : 37,516 square feet
West Parcel : 20,253 square feet



The west site is occupied by approximately 3,336 square feet in two buildings (Hatha Yoga Center, and 4 apartments) and 50 surface parking spaces. The existing buildings were constructed in 1912, according to King County records. Seattle Landmarks Preservation Board recently denied a nomination for landmark status for any of the structures on site. There are 9 trees located near the north and west property lines.

Current Development: The east site is occupied by a paid parking lot with 146 surface parking spaces. A King County Metro bus layover area is located on the street adjacent to the east property line.

The sites are located on a long north-south block, bounded by the busy one-way arterial 11th Ave NE on the west, and the two-way non-arterial 12th Ave NE on the east. NE 47th St borders the north side of the site and is a lower traffic two-way arterial.

The platting pattern curves in this block, visible in the long curved east and west property lines.

Access: Vehicular access to the site is from the alley separating the two lots, as well as curb cuts on 12th Ave NE, NE 47th St, and 11th Ave NE. Pedestrian access to the commercial use and apartments is from 11th Ave NE.

Surrounding Development: The area includes a mix of uses and age of structures. To the north are newer mixed-use apartment and commercial structures, built to the maximum zoning height. To the east is an early 20th-century institution (church) structure, and surface parking spaces. To the south are office structures and a vacant grocery store. To the west are surface parking lots with 1-2 story automotive sales and service buildings.

ECAs: There are no Environmentally Critical Areas on the site. There are mapped steep slope areas to the east in the public right of way for 12th Ave NE, and on the site across 12th Ave NE to the east.

The University of Washington campus is located a few blocks to the southeast. The future light rail station (to open in approximately 2020) is located one block to the south and one block to the east. University Way (“The Ave”) is located one block to the east. NE 45th St is located one block to the south.

Neighborhood Character: The site is approximately in the center of the University Urban Center. Urban Centers are intended to be neighborhoods with higher density development, taller structures, and a variety of commercial uses and services near transit. The University Urban Center exhibits many of these characteristics, although some of the parcels are underdeveloped when compared to the zoned heights and intensity of uses. Most of the commercial uses and services are located on the main arterial streets.

The nearby neighborhood is fully developed with sidewalks, but often lacks planting strips and street trees. Transit service is very good, and the future light rail station will increase the frequency and choice of modes of transit. The nearby streets are heavily used by pedestrians, cyclists, transit, and other vehicles.

PROJECT DESCRIPTION

The east site (adjacent to 12th Ave NE) would include a 7-story mixed-use structure with below grade parking. The west site (adjacent to 11th Ave NE) would include a 7-story mixed-use structure with below grade parking. The entire development would include 290 apartments, 13,724 square feet of commercial space, 4 live-work units, and 330 below grade parking spaces accessed from the alley.

EARLY DESIGN GUIDANCE MEETING: April 4, 2011

DESIGN DEVELOPMENT

Three alternative design schemes were presented. All of the options included seven story buildings with alley vehicular access and below grade parking. The east building also included a step down at the roofline, in response to the grade changes across the site.

The first scheme (Option 1) showed a continuous street wall with no modulation at the street frontages. An interior publicly accessible courtyard was shown between the east and west parcels, with additional open space at a private terrace on the east parcel adjacent to the alley. The primary residential lobby was located near the northeast corner facing 12th Ave NE. The secondary residential lobby was located at the west façade, facing 11th Ave NE. This option offers a continuous commercial base, but could also result in long un-modulated street facades. The northeast corner residential entry responds to the context of nearby building entries at that intersection.

The second scheme (Option 2) showed a continuous ground level street wall with modulation in the upper stories, providing second story open space at three major openings along 12th Ave NE and 11th Ave NE. The applicant described these spaces as private terraces for the residents. This option also included a step in the roof line along 12th Ave NE, creating the appearance of two separate structures on 12th Ave NE. The 12th Ave NE façade also included a mid-block ground level courtyard. The primary residential entry was shown at the north façade, with a secondary lobby entry below a large modulation in the 11th Ave NE façade. The step in the roof level would allow a rooftop amenity space. Positive aspects of this design include a continuous commercial base, rhythmic massing that responds to nearby building masses, and a ground level courtyard at 11th Ave NE. Challenges include a lack of modulation at street level, minimal light and air for units facing the alley and lack of a prominent entry for the east parcel.

The third scheme (Option 3) showed three distinct masses at the 12th Ave NE façade, providing two areas of open space at grade and one large opening adjacent to the primary residential entry. This opening led through to a courtyard adjacent to the alley. The courtyard would be open to the public, and would be separated from the 12th Ave NE sidewalk by a set of stairs. The applicant explained that this opening would be a 24' tall, two-story high space with residential units above. The garage access points were shown south of the courtyard and at the south end of the east parcel. Vehicles would pass through the courtyard to the garage access, and the alley surface could be treated to reflect the multiple uses in that area. Positive aspects of this option include usable ground level open space, more light and air for alley facing units, rooftop amenity space, the large interior courtyard, the opening to the courtyard allows visual connection through the site, and the stepped mass responds to the curved street and emphasizes the primary residential entry. Challenges include a stepped massing that doesn't emphasize the curve in the 12th Ave NE property line, and the retail spaces on 12th Ave NE would be adjacent to a bus layover area.

No departures were proposed by the applicant at this stage in review.

PUBLIC COMMENT

Approximately 31 members of the public signed in at this Early Design Review meeting. The following comments, issues and concerns were raised:

- Several people were concerned with the loss of the existing yoga studio and apartments on site, and recommended that the applicant find a way to build the business back into the proposed development
- Encouraged the applicant to design to encourage community based businesses, including flexible commercial spaces
- Recommended that the design include natural materials, such as wood (an example on the Alcione building in South Lake Union or Tempo in the Interbay neighborhood)
- Encouraged the applicant to design any publicly accessible spaces with safety in mind (lighting, visibility), and manage the area to prevent unsafe activities
- Noted the challenges with each street frontage, such as the high level of traffic on 11th Ave NE, and the noise from the bus layover areas on NE 47th St and 12th Ave NE.

- Encouraged massing like the third option, which breaks up the long street frontage
- Noted concerns with the lack of foot traffic in the area and viability of commercial spaces
- Questions about the mix of units, and affordability of units and commercial spaces (the applicant responded that the project will be market rate studio, 1 bedrooms, and live-work units)
- Encouraged the applicant to restrict the alley to pedestrians and cyclists
- Encouraged the applicant to include affordable housing units
- Recommended the design include a better connection between the open spaces on site and the retail/commercial spaces
- Noted the challenges from the grade changes on site, including the transition from sidewalk down to interior courtyard, how the courtyard transitions to the retail spaces, etc.
- Concerns with trash collection if the courtyard will be a gathering area
- Questions about whether the parking will be open for use by commercial tenants (the applicant responded that it would)

<p>SECOND EARLY DESIGN GUIDANCE MEETING: May 2, 2011</p>

DESIGN DEVELOPMENT

Two alternative design schemes were presented, supplementing the information shown at the April 4, 2011 EDG meeting. All of the options included seven story buildings with alley vehicular access and below grade parking. The applicant provided additional context analysis, in response to Board requests at the first EDG meeting.

The first scheme (Massing Alternative 4) showed a stepped street wall on 12th Ave NE, with a large courtyard facing 12th Ave NE and a large courtyard facing 11th Ave NE. The stepped street wall responded to the 100' wide building modules preferred by the Neighborhood Design Guidelines. Benefits of this massing included large courtyards on each street frontage. Challenges included a 'canyon' effect for residential units facing the alley, a lack of pedestrian connection between the two sites, less opportunity for non-residential activity at the alley, and shallower courtyards with maximum exposure to traffic and bus layover noise.

The second scheme (Massing Alternative 5) showed a similar street wall on the southern portion of 12th Ave NE, with a covered courtyard near the building entry at the center of the lot. The 11th Ave NE façade included a covered pedestrian connection between the alley and 11th Ave NE. A large courtyard was shown on either side of the alley, with the intent of the area functioning as a single combined open space. Positive aspects of this design include a mid-block pedestrian connection from 11th Ave NE to 12th Ave NE, maximum light and air for residents facing the alley, and opportunity for 24/7 activities at the alley to provide safety via 'eyes on the street.' Challenges include creating a functional area for both pedestrians and vehicles and emphasizing the visual and physical connections across the site.

In addition to these design schemes, the applicant discussed their analysis of open space options, trash/recycling areas, safety issues, and the design response to the characteristics of the 11th Ave NE and 12th Ave NE street frontages.

Other options for placement of open space included a plaza at the northeast corner. Challenges with this location included shadowing from the proposed development, less light and air for the residential units facing the alley, and a lack of response to nearby residential open space. The small size of the open space possible at this location also creates a challenge in activating the plaza that might be possible there.

Similar plaza sizes to the proposed alley facing plazas were shown, including the nearby UW tower (formerly Safeco tower), 2200 Westlake, Pike Place plaza, and Thornton Place. 2200 Westlake and Pike Place plaza were shown as two examples of similar size plazas that combine pedestrians and vehicles in the same space.

In the preferred alley-facing open space, the proposed design included paving materials as a wayfinding device directing pedestrians through the site. The 12th Ave NE plaza was shown at two levels, with an architectural stair open to the public and connecting the upper street level with the alley level. The height of the courtyard was shown as varying from 20' to 30'. The total width of the combined courtyards and alley would be approximately 94', with the intent of providing maximum light and air in this area.

The street level plaza included the primary residential entry. The alley level plaza included a resident's fitness center, a bicycle storage area, and active 'flex spaces' that could be leased or available to residents. These spaces included glass front garage doors that could be opened to further activate the plaza areas. Canopy lighting was shown as an idea for the courtyard areas, with lights strung across the courtyards.

At the first EDG, the Board requested more information about trash/recycling location and storage, especially given the proposed activities adjacent to the alley. Trash and recycling would be stored inside the building and brought out to the alley for a maximum of 2 hours for weekly pickup. A loading area for residents moving in and out was shown at the south end of the east building, facing the alley. The garage entries were shown south of the courtyards, facing the alley.

In response to safety concerns at the first EDG meeting, the applicant explained that Avalon Bay Communities will operate the building after construction and intends to provide security patrols as necessary.

In response to the street frontage concerns from EDG, the applicant has been discussing the bus layover area at 12th Ave NE. King County Metro has a long term agreement for bus layover at this location, but apparently was willing to consider methods to minimize impacts of this area, such as parking busses away from the residential entry plaza. The applicant explained that the street level development at 11th Ave NE and 12th Ave NE is currently proposed for live-work, with

retail spaces facing NE 47th St. Residential storage areas were shown below the retail, with the retail level at grade.

No departures were proposed by the applicant at this stage in review.

PUBLIC COMMENT

Approximately 21 members of the public signed in at this Second Early Design Review meeting. The following comments, issues and concerns were raised:

- The design of the courtyard needs to consider the use of the alley by delivery trucks from nearby businesses, as well as the proposed traffic from the below grade parking garages proposed here
- The fitness center should be located at the rooftop open space, for resident's safety
- Building ventilation noise should be designed not to impact residents at the alley
- The alley courtyards should be designed to open up more to the south for additional light and air
- The street facing facades should step down in height at the north and south ends of the building, to reduce the appearance of bulk and scale
- Residences at the alley should be staggered in the floor plans or window placement to maximize privacy across the alley
- Signage should be provided to guide the public through the site and let people know it's a public space
- ADA access should be provided between the upper and lower portions of the courtyard
- Bicycle storage at the alley is a great idea
- The mid-block connection should feel open and interesting to bring people into the courtyards
- The design should include additional residential entries to activate the street frontage and allow residents easy access at the south end of the east building
- Solar panels, gardening area for residents, and gathering areas should be included in the rooftop open space
- The courtyard should be on NE 47th St and combined with the retail spaces
- The street level design should minimize any shadowed areas to discourage crime
- The proposed movable screens for the courtyards at the alley should be designed to minimize vandalism
- Parking is needed for the proposed retail uses
- Are there any requirements for the developers in response to the tenants at this site?
 - Yes, DPD responded that the Tenant Relocation Assistance Ordinance includes requirements, and the applicant will have to demonstrate they have met those requirements.
- The proposed design should maximize vegetation and green walls
- Concerned about the potential for sound reflecting from the walls at the alley
- Live security patrols are needed and the courtyards should be able to be fully blocked off at night

FINAL RECOMMENDATION MEETING: August 15, 2011

The proposed development has been modified since the Second EDG meeting in May. Changes include a reduction in the number of apartments, live-work units, and parking, and an increase in the amount of retail. The building was also been reduced to 7 stories to allow more light and air to the internal courtyard.

The courtyard facing the alley would be activated by the prominent 12th Ave NE entry, the pedestrian walkway adjacent to the alley from NE 47th St, and the pedestrian connection from 11th Ave NE. The courtyard area was shown surrounded by active uses, including flexible spaces for residents' use, fitness center, bicycle maintenance, live-work unit patios, coffee shop, residents' DIY workspace, and flexible outdoor spaces. The grand staircase from 12th Ave NE was also designed to function as a stage for performances at the courtyard level. Catenary lighting was shown over the courtyard areas for safety and a sense of space and a 'ceiling' for the courtyard.

The courtyard was shown as closed from the alley in the evening by a 5' tall decorative metal fence and gate system. Translucent panels within the landscape planters were also shown, as a less intrusive method of placing barriers between the alley and the courtyard. Landscape planters were placed in areas to funnel pedestrians across the alley for safe crossing. The entire alley was shown in patterned/stamped concrete. Accent paving would emphasize pedestrian connections across the courtyard from 12th Ave NE to 11th Ave NE. Artwork would be installed to draw people from 12th Ave NE.

The applicant noted they are continuing to work with Metro on the bus layover needs and requirements on 12th Ave NE. The landscape plan is intended to respond to these requirements and provide some separation from the bus layover area for the live-work residents at that street frontage. The street level development near the bus layover area is now live-work with some landscaping buffer areas, a change from the retail shown at EDG.

Pedestrian circulation would bring residents and visitors up an ADA ramp or stairs to the 12th Ave NE entry area, where they could access an elevator or stairs to the courtyard below.

The applicant presented a materials and colors board, which included the following:

- Masonry brick base to enhance the pedestrian and retail areas (grey and dark grey)
- Cementitious panel in various subdued colors
- Corrugated red metal siding
- Decorative panels in accent color/material (bright green resin or perforated metal panel)
- Metal panel siding in a random pattern
- Exposed concrete at the alley
- Translucent glass on the curved 12th Ave NE lobby wall
- Dark bronze aluminum storefront system
- White vinyl windows

The design concept included use of the light and dark grey cementitious panels and grey metal on the east and north facades. The east and south facades included angled bays, curved balconies and beige color palette with green accent colors. The south façade included a combination of glazing and blank wall mitigated by patterned materials, signage, and artwork. The alley facades include a lighter color palette to reflect light. The southeast area of the development was intended to be a calmer design. The NW corner included angled modulation and a red panel.

The rooftop uses included a “treehouse” feature on the roof of the east building. The applicant explained that this is a covered outdoor rooftop area to allow outdoor use for residents when it’s raining. This element would be clad in metal siding.

The northeast area of the site included a strong corner design concept for to activate the alley entry from NE 47th St. The lower level included retail glazing wrapped into the alley and an at-grade pedestrian connection adjacent to the alley. A visual screen stretching over the alley would visually tie the buildings together and announce the intent for people to access the alley.

PUBLIC COMMENT

Two members of the public signed in at this Final Recommendation meeting. The following comments, issues and concerns were raised:

- Concerned about design for safety and active monitoring of safety
- Concern for the welfare of the feral cat community in the alley

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.

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.

University-specific supplemental guidance:

Context: The pedestrian-oriented street streetscape is perhaps the most important characteristic to be emphasized in the neighborhood. The University Community

identified certain streets as “Mixed Use Corridors”. These are streets where commercial and residential uses and activities interface and create a lively, attractive, and safe pedestrian environment. The Mixed Use Corridors are shown in Map 1. Another important site feature in the University Community is the presence of the Burke Gilman Trail. The primary goal is to minimize impacts to views, sunlight and mixed uses while increasing safety and access along the trail.

Guideline: For properties facing the Burke Gilman Trail, new buildings should be located to minimize impacts to views of Mount Rainier, Cascade Mountains and Lake Washington, and allow for sunlight along the trail and increase safety and access for trail users.

At the Early Design Guidance Meeting on April 4, 2011, the Board expressed confusion about the grade changes across the site, including the transition from the 12th Ave NE sidewalk to the interior courtyard, the transition in grade from courtyard to adjacent retail spaces, and the transition of commercial spaces along 12th Ave NE. The Board requested that the applicant return for a second EDG meeting with this information. Section drawings may be helpful to describe these transitions.

The Board also noted that the proposed site plan placing commercial space at the 12th Ave NE façade doesn’t appear to consider the impact of the bus layover area at that street front. The applicant should indicate how the design will conceptually respond to this condition.

The Board requested that the applicant return for a second EDG meeting with additional analysis showing how the preferred alternative and program will respond to the site characteristics.

The Board noted that the grade changes and the long street front present challenges for live-work entries at grade on 12th Ave NE. Detailed information about this relationship will be required at the Recommendation stage of review.

At the Second Early Design Guidance Meeting, the Board reiterated that the grade changes and the long street front present challenges for live-work entries at grade on 12th Ave NE. Detailed information about the response to grade changes, plazas, retail, and live-work spaces will be required at the Recommendation stage of review.

The applicant should continue to work with King County to minimize bus layover impacts on 12th Ave NE.

At the Final Recommendation Meeting, the Board noted appreciation for the level of graphic information related to grade changes, connections, and overall design. The landscape design responds well to the nature of the live-work units at 12th Ave NE. The retail has been shifted to the south, away from the bus layover area, and the applicant continues to work with Metro on the bus layover area requirements. The 11th Ave NE

live-work units are highly glazed and include patios facing the interior courtyard. The pedestrian access to the alley courtyard provides safety and security.

The proposal meets this design guideline.

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

University-specific supplemental guidance:

Context: Another way to emphasize human activity and pedestrian orientation, particularly along Mixed Use Corridors, is to provide clearly identifiable storefront entries. In residential projects, walkways and entries promote visual access and security.

Guidelines:

- 1. On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street.**
- 2. In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances.**
- 3. When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street.**
- 4. In residential projects, front yard fences over four (4) feet in height that reduce visual access and security should be avoided.**

At the Early Design Guidance Meeting on April 4, 2011, the Board commended the applicant for proposing an entry design that takes advantage of the sight line in the curved street front on 12th Ave NE, and maximizes the view of the building entry. The applicant should further develop this concept at the Recommendation stage. The design should include a significant high quality architectural element to highlight the change in the street grid pattern and emphasize the building bay at that location.

At the Second Early Design Guidance Meeting, the Board noted a positive direction with the conceptual design of the entry. The Board also reinforced comments from the first EDG meeting about further developing the primary residential entry design element at 12th Ave NE. The design should include a significant high quality architectural element to highlight the change in the street grid pattern and emphasize the building bay at that location.

Detailed graphics should be provided at the design recommendation stage of review, including street level design for live-work and the residential entries.

At the Final Recommendation Meeting, the Board noted that the 12th Ave NE entry and north half of the east building are critical to the overall design. The Board felt that the design of the 12th Ave NE entry bay didn't adequately express the importance of the

element in the design, either at a pedestrian scale or as an important visual element in the overall façade. The Board also expressed concern with the color scheme related to the overall design concept of this building ‘corner,’ the emphasis of this vertical building element in the 12th Ave NE facade, and the scale of the bolt-on balconies related to the façade. The Board noted that the scale of the treatment shown in the preliminary EDG drawings is one example of appropriate scale for this element.

The Board recommended conditions to:

- Demonstrate how the proposed color palette and accent colors relate to the overall design concept. Particular attention is needed for this item related to the design of the 12th Ave NE entry bay.
- Modify the blank wall north of the 12th Ave NE entry bay to be either glazed or translucent to emphasize this important design element.
- Modify the design of this building bay to design a façade expression scale that relates well to the overall design.



12th Ave NE entry bay

The proposal meets this guideline, subject to the conditions listed below.

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

University-specific supplemental guidance:

Context: Pedestrian orientation and activity should be emphasized in the University Community, particularly along Mixed Use Corridors. While most streets feature narrow sidewalks relative to the volume of pedestrian traffic, wider sidewalks and more small open spaces for sitting, street musicians, bus waiting, and other activities would benefit these areas. Pedestrian-oriented open spaces, such as wider sidewalks and plazas, are encouraged as long as the setback does not detract from the “street wall.”

Guidelines: On Mixed Use Corridors, where narrow sidewalks exist (less than 15’ wide), consider recessing entries to provide small open spaces for sitting, street musicians, bus waiting, or other pedestrian activities. Recessed entries should promote pedestrian movement and avoid blind corners.

At the Early Design Guidance Meeting on April 4, 2011, the Board stated that the reasons for the central courtyard location were unclear. The Board was unsure how this open space location related to the building program and the context of nearby development.

The Board requested that the applicant return with this information, and examine potential alternative locations for the proposed courtyard and residential entry. Possible options could include:

- *A courtyard for each building at the street front or alley*
- *A courtyard/entry at the northeast corner*
- *Modification of Alternative 2 with the open space at the street front, or*
- *A courtyard that connects through from 11th Ave NE to 12th Ave NE*

The Board asked that the applicant return for a second EDG and conceptually demonstrate how the proposed open space and entry location will encourage human activity.

At the Second Early Design Guidance Meeting, the Board stated that activation of the courtyard will be key to the success of the development and addressing the safety issues. The courtyard needs to draw people into the site, and encourage people to “pause” in the courtyard areas, in order to truly activate the courtyard and address safety concerns.

Challenges for the proposed courtyard design include residents’ desire for privacy in the fitness center which could reduce transparency, and operation of the flex spaces.

The proposed moveable gates separating the courtyard from the alley at night seem to be a positive response to safety concerns. The Board requested additional information at the design recommendation stage, including the appearance of these gates and methods and hours of operation in relation to hours of operation for uses at the courtyard. The applicant should also provide information about how the 11th Ave NE and 12th Ave NE access points might function with the alley courtyard closures.

The flex spaces could be commercially leased spaces, or they could be open to resident’s use. The applicant should provide additional information at the design recommendation stage about how the flex spaces will enhance the courtyard as a gathering space.

The Board also discussed the street front design in relation to human activity. The street front live-work spaces should be designed to activate the street front, and not just function as additional residences at grade. The commercial areas at the street frontages need to be clearly defined and designed to enhance the flow of human activity into the courtyard areas. The live-work spaces need to include a high amount of street level transparency.

At the Final Recommendation Meeting, the Board expressed appreciation for the modifications to the design since EDG. The courtyard activation strategies appear to be well thought-out, the safety issues have been thoughtfully designed, the pedestrian

access points are appropriately scaled and well-designed, and the live-work units with access to the courtyard will further activate the space.

The Board also appreciated the street front design. The commercial space on 12th Ave NE has been relocated to the south, away from the primary bus layover area. The live-work units near the bus layover area have some privacy at the street front, allowing for less retail-like live work areas. The live-work spaces on 11th Ave NE are highly glazed and more urban in design. The commercial spaces have been designed to encourage pedestrian activity at the street front and into the alley.

The proposal meets this design guideline.

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.

Comments reflect the guidance in response to A-4, for both the first and second EDG meetings. The applicant should demonstrate how the courtyard and residential entries will meet this guideline.

At the Final Recommendation Meeting, the Board expressed appreciation for modifications to the street front design and courtyard entries, as described in response to guideline A-4. The proposal meets this design guideline.

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

University-specific supplemental guidance:

Context: There is a severe lack of both public and private open space in the community. Small open spaces—such as gardens, courtyards, or plazas—that are visible or accessible to the public are an important part of the neighborhood’s vision. Therefore, providing ground-level open space is an important public objective and will improve the quality of the residential environment.

Guidelines:

- 1. The ground-level open space should be designed as a plaza, courtyard, play area, mini-park, pedestrian open space, garden, or similar occupiable site feature. The quantity of open space is less important than the provision of functional and visual ground-level open space.**
- 2. A central courtyard in cottage or townhouse developments may provide better open space than space for each unit. In these cases, yard setbacks may be reduced if a sensitive transition to neighbors is maintained.**

At the Early Design Guidance Meeting on April 4, 2011, the Board comments reflected the guidance in response to A-4. The applicant should demonstrate how the courtyard and other open space will meet this guideline. The Board asked the applicant to return for a second EDG meeting with analysis about the proposed open space. The analysis should indicate how the open space will relate to the uses facing the courtyard and indicate destinations in the program that will encourage pedestrians to enter or exit the interior courtyard.

At the Second Early Design Guidance Meeting, the Board comments reflect the guidance in response to A-4. The applicant should demonstrate how the courtyard and other open space will meet this guideline.

At the Final Recommendation Meeting, the Board expressed appreciation for the thoughtful courtyard design, as described in response to guideline A-4. The proposal meets this design guideline.

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.

University-specific supplemental guidance:

Context: In Lowrise residential developments, single-lane driveways (approximately 12 feet in width) are preferred over wide or multiple driveways where feasible.

At the Early Design Guidance Meeting on April 4, 2011, the Board discussed concerns with how the courtyard separated by the alley will function as usable open space, given the use of the alley by vehicles accessing the parking garage. The Board requested that the applicant return for a second EDG meeting with additional information about how the courtyard and alley will function as both pedestrian gathering space and vehicular access.

At the Second Early Design Guidance Meeting, the Board repeated guidance related to the combined pedestrian and vehicular use of the courtyards adjacent to the alley. In addition to the guidance in response to Guideline A-4, the applicant should demonstrate how the proposed design will meet this guideline.

The design should prevent vehicles from entering the primary courtyard spaces. The idea of a woonerf that uses landscaping, special paving, and other visual cues to alert pedestrians and vehicles of the shared use may be an appropriate approach to this design. The Board noted that large visual cues are warranted here, such as large changes in paving materials/colors and planter boxes at the edge of the alley/courtyard.

At the Final Recommendation Meeting, the Board expressed appreciation for the thoughtful courtyard design, as described in response to guideline A-4. The proposal meets this design guideline.

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

University-specific supplemental guidance:

Context: The Citywide Design Guidelines encourage buildings on corner lots to orient to the corner and adjacent street fronts. Within the University Community there are several intersections that serve as “gateways” to the neighborhood.

Guideline: For new buildings located on a corner, including, but not limited to the corner locations identified in Map 3, consider providing special building elements distinguishable from the rest of the building such as a tower, corner articulation or bay windows. Consider a special site feature such as diagonal orientation and entry, a sculpture, a courtyard, or other device. Corner entries should be set back to allow pedestrian flow and good visibility at the intersection.

At the Early Design Guidance Meeting on April 4, 2011, the Board described the massing break at the primary residential entry as an “additional building corner.” The curved property line offers a clear sight line and the opportunity to emphasize this point in the façade. The Board directed the applicant to provide a major architectural element at this point in the façade, as described in response to A-3. The Board also noted that the NE 47th St & 12th Ave NE and NE 47th St & 11th Ave NE corners will be important to the design.

At the Second Early Design Guidance Meeting, the Board directed the applicant to continue developing the design of the “fifth corner,” the main residential entry building bay on 12th Ave NE. The curved property line offers a clear sight line and the opportunity to emphasize this point in the façade. The Board directed the applicant to provide a major architectural element at this point in the façade, as described in response to A-3. The Board also noted that the northeast, northwest, and 11th Ave residential entry corners will be important to the design. They may be secondary corners in the overall design, but should be designed to meet this guideline. The entries may not be necessary at the building corners, as long as the architectural design responds to the corner orientation.

The applicant should provide detailed graphics describing the proposed design at the edges of the building and the building corners at the design recommendation stage.

At the Final Recommendation Meeting, the Board recommended conditions for the 12th Ave NE entry bay (the ‘fifth corner’), as described in response to guideline A-3. The proposal meets this guideline, subject to the conditions listed below.

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.

University-specific supplemental guidance:

Context: The residential areas are experiencing a change from houses to block-like apartments. Also, the proximity of lower intensive zones to higher intensive zones requires special attention to potential impacts of increased height, bulk and scale. These potential impact areas are shown in Map 4 . The design and siting of buildings is critical to maintaining stability and Lowrise character.

Guideline: Special attention should be paid to projects in the following areas to minimize impacts of increased height, bulk and scale as stated in the Citywide Design Guideline.

At the Early Design Guidance Meeting on April 4, 2011, the Board asked the applicant to return for a second EDG meeting with additional information demonstrating how the preferred alternative could break up the long façade and respond to building mass of nearby development. The Board advised the applicant to provide analysis of nearby context (building module dimensions, bay widths, etc.) and demonstrate how that context influences the proposed modulation.

The Board also noted the need for shadow studies in the courtyard. The placement of building mass should maximize the opportunities for light and air to the open space. The Board noted that one possibility is to reduce the building mass at the south side of the courtyard.

At the Second Early Design Guidance Meeting, the Board noted that the proposed design should create human scaled development at the courtyard spaces and the street fronts. The pedestrian entry to the courtyard at 11th Ave NE felt tight, and the applicant should examine the scale of that entry. The interior spaces may feel crowded because of the

height of the building, so the applicant should use reflective and translucent materials at the alley courtyards.

The Board discussed the appearance of bulk at the street frontages and directed the applicant to provide additional vertical and horizontal modulation, especially in the east building. The Board noted that they would be open to considering departures to provide additional modulation and stepping the upper levels of the building.

At the Design Recommendation stage, the applicant should provide a materials and colors board, sufficiently detailed elevation drawings for all sides of the buildings, and shadow studies of the proposed open spaces.

At the Final Recommendation Meeting, the Board was satisfied with the use of modulation and articulation to reduce the appearance of the building bulk and scale. The Board noted that the courtyard entries are appropriately scaled, and recommended conditions related to the 12th Ave NE entry bay scale and treatment, as described in response to guideline A-3. The Board also recommended conditions related to the 11th Ave NE entry materials as described in response to guideline C-2. The proposal meets this guideline, subject to the conditions listed below.

C. Architectural Elements and Materials

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

University-specific supplemental guidance:

Context: Buildings in the University Community feature a broad range of building types with an equally broad range of architectural character. Because of the area's variety, no single architectural style or character emerges as a dominant direction for new construction. As an example, the University of Washington campus sets a general direction in architectural style and preference for masonry and cast stone materials, however, new buildings on and off campus incorporate the general massing and materials of this character, rather than replicating it.

Guidelines:

- 1. Although no single architectural style or character emerges as a dominant direction for new construction in the University Community, project applicants should show how the proposed design incorporates elements of the local architectural character especially when there are buildings of local historical significance or landmark status in the vicinity.**
- 2. For areas within Ravenna Urban Village, particularly along 25th Avenue NE, the style of architecture is not as important so long as it emphasizes pedestrian orientation and avoids large-scale, standardized and auto-oriented characteristics.**

3. On Mixed Use Corridors, consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on University Way and 100 feet on other corridors, corresponding to traditional platting and building construction.
4. When the defined character of a block, including adjacent or facing blocks, is comprised of historic buildings, or groups of buildings of local historic importance and character, as well as street trees or other significant vegetation (as identified in the 1975 Inventory and subsequent updating), the architectural treatment of new development should respond to this local historical character.
5. Buildings in Lowrise zones should provide a “fine-grained” architectural character.

Comments reflect the guidance in response to A-4 for the first and second EDG meetings. The applicant should demonstrate how the courtyard and other open space will meet this guideline.

At the Final Recommendation Meeting, the Board expressed appreciation for modifications to the courtyard design, as described in response to guideline A-4. The proposal meets this design guideline.

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.

At the Early Design Guidance Meeting on April 4, 2011, the Board didn't comment on this guideline.

At the Second Early Design Guidance Meeting, the Board noted that in addition to the comments in response to A-4 and A-8, the landscaping should complement the design of the courtyard and open spaces.

At the Final Recommendation Meeting, the Board listed concern with the application of the color scheme and materials as it relates to the overall design concept. In addition to the design concept recommendations listed in response to guideline A-3, the Board recommended conditions to:

- Demonstrate how the proposed color palette and accent colors relate to the overall design concept.
- Modify the drawings to reflect the



- proposed glazed or translucent wall at the 11th Ave NE courtyard entry.
- Demonstrate the durability and long term appearance of the proposed material palette.
- Simplify the base colors palette.

The proposal meets this guideline, subject to the conditions listed below.

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

Comments reflect the guidance in response to A-4 and B-1 for the first and second EDG meetings.

At the Final Recommendation Meeting, the Board recommended conditions to modify the 12th Ave NE entry bay, as described in response to guideline A-3, and modify the graphics to accurately reflect the 11th Ave NE courtyard entry, as described in response to guideline C-2. The proposal meets this guideline, subject to the conditions listed below.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building’s entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

University-specific supplemental guidance:

Context: The University Community would like to encourage, especially on Mixed Use Corridors, the provision of usable, small open spaces, such as gardens, courtyards, or plazas that are visible and/or accessible to the public. Therefore, providing ground-level open space is an important public objective and will improve the quality of both the pedestrian and residential environment.

Guidelines:

- 1. On Mixed Use Corridors, consider setting back a portion of the building to provide small pedestrian open spaces with seating amenities. The building façades along the open space must still be pedestrian-oriented.**
- 2. On Mixed Use Corridors, entries to upper floor residential uses should be accessed from, but not dominate, the street frontage. On corner locations, the main residential entry should be on the side street with a small courtyard that provides a transition between the entry and the street.**

Comments reflect the guidance in response to A-3 and A-4 and B-1 for the first and second EDG meetings.

At the Final Recommendation Meeting, the Board expressed appreciation for modifications to the courtyard design and pedestrian spaces, as described in response to guideline A-4. The proposal meets this design guideline.

- 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.**

At the Early Design Guidance Meeting on April 4, 2011, the Board discussed the need for this information at a conceptual level, in order to provide adequate guidance. The applicant should provide conceptual information about dumpsters and service areas at the second EDG meeting.

At the Second Early Design Guidance Meeting, the Board noted that detailed information about mechanical equipment and service areas location and screening should be provided at the design recommendation stage.

At the Final Recommendation Meeting, the Board didn't list any concerns with the proposed trash and recycling areas located inside the building and accessed from the alley. The proposal meets this design guideline.

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

Comments reflect the guidance in response to A-4 for the first and second EDG meetings. Any proposed open space should be designed with clear sight lines, adequate lighting, 'eyes on the street,' and other strategies to increase safety and security.

At the Final Recommendation Meeting, the Board noted the thoughtful design responding to safety issues, as described in response to guideline A-4. The proposal meets this guideline.

- D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.**

At the Early Design Guidance Meeting on April 4, 2011, the Board comments reflected the guidance in response to A-4 and D-7.

At the Second Early Design Guidance Meeting, the Board noted that in addition to the guidance in response to A-4 and D-7, the applicant should demonstrate how the alley entry will respond to the pedestrian activity on NE 47th St and at the courtyards in the alley. One possible technique could include wrapping the retail transparency into the alley.

At the Final Recommendation Meeting, the Board approved of the additional pedestrian access point from NE 47th St, wrapping the retail transparency into the alley, the alley lighting, visual interest, and transparency. The proposal meets this guideline.

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.

At the Early Design Guidance Meeting on April 4, 2011, the Board didn't comment on this guideline.

At the Second Early Design Guidance Meeting, the Board noted the importance of commercial transparency for the live-work units as described in response to Guideline A-4, and the importance of transparency at the alley as described in response to Guideline D-8.

At the Final Recommendation Meeting, the Board noted that the live-work units are differently designed at 11th Ave NE and 12th Ave NE, which is appropriate for each street frontage. The proposal meets this design guideline.

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.

Comments reflect the guidance in response to A-3 and A-4 for the first and second EDG meetings.

At the Final Recommendation Meeting, the Board recommended conditions related to the 12th Ave NE entry bay design, as described in response to design guideline A-3. The proposal meets this guideline, subject to the conditions listed below.

E. Landscaping

- 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.

University-specific supplemental guidance:

Context: The retention of existing, large trees is an important consideration in new construction, particularly on the wooded slopes in the Ravenna Urban Village. The 17th Avenue NE tree-lined boulevard is an important, visually pleasing streetscape.

Guidelines:

- 1. Retain existing large trees wherever possible. This is especially important on the wooded slopes in the Ravenna Urban Village.**
- 2. The 17th Avenue NE (boulevard) character, with landscaped front yards and uniform street trees, is an important neighborhood feature to be maintained.**

At the Early Design Guidance Meeting on April 4, 2011, the Board described how the landscape design should be integrated with the design. The landscape and hardscape should also enhance the courtyard relationship to grade changes, the access to the building, and integrate the pedestrian gathering areas and vehicular uses in the courtyard.

At the Second Early Design Guidance Meeting, the Board expressed appreciation for the conceptual landscape plan. The Board directed the applicant to further develop the landscape design in response to guidance for A-4, A-8 and C-2. The landscape and hardscape should also enhance the courtyard relationship to grade changes, the access to the building, and integrate the pedestrian gathering areas and vehicular uses in the courtyard.

At the Final Recommendation Meeting, the Board noted the positive elements of the landscape plan, especially the landscaping on 12th Ave NE. The proposal meets this design guideline.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) was based upon the departure's potential to help the project better meet the design guideline priorities and achieve a better overall design than could be achieved without the departure(s).

- 1. Non-residential parking stall size (23.54.030.B.2):** The Code requires minimum of 35% of the non-residential parking spaces to be “Large” (8.5’ x 19’) size stalls. This would apply to 6 of the parking stalls in the proposed development. The applicant proposes six parking spaces that measure 8’ x 18’. The provision of parking spaces is voluntary due to the proximity to a future light rail station.

This departure would provide an overall design that would better meet the intent of Design Review Guideline A-8.

The Board unanimously recommended that DPD grant the departure.

- 2. Parking aisle (23.54.030.E):** The Code requires large car spaces to have a minimum parking aisle width of 24’. The applicant proposes a 22’6” aisle width. The provision of parking spaces is voluntary due to the proximity to a future light rail station. This departure relates to departure request #1. If departure request #1 is granted for smaller stall sizes, it reduces the need for a wider parking aisle.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-8.

The Board unanimously recommended that DPD grant the departure.

- 3. Driveway width (23.54.030.D):** The Code requires minimum driveway width and turning radii, in this case 24’ wide. The applicant proposes a 20’ wide driveway at the alley, and a 22’6” wide driveway at the bottom of the garage entry ramp. The provision of parking spaces is voluntary due to the proximity to a future light rail station. The proposed driveway would include traffic markings and signage to alert motorists to use caution at these ramp areas.

This departure would provide an overall design that would better meet the intent of Design Review Guideline A-8, as conditioned below, by minimizing visual impacts of a wider driveway on the pedestrian environment at the alley courtyard.

The Board unanimously recommended (as conditioned below) that DPD grant the departure, provided that the applicant can demonstrate to DPD that safe maneuvering of vehicles is possible with the proposed departure.

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review packet dated August 15, 2011, and the materials shown and verbally described by the applicant at the August 15, 2011 Design Recommendation meeting. After considering the site and context, hearing public

comment, reconsidering the previously identified design priorities and initial recommendation conditions, and reviewing the plans and renderings, the four Design Review Board members recommended APPROVAL of the subject design and the requested development standard departure from the requirements of the Land Use Code (listed above). The Board recommends the following CONDITIONS (Authority referred in the letter and number in parenthesis):

1. Modify the design of the 12th Ave NE entry building bay to present a scale that relates well to the overall design and emphasizes the importance of this vertical element. (A-3, A-10, B-1, C-3)
2. Demonstrate how the proposed color palette and accent colors relate to the overall design concept. Particular attention is needed for this item related to the design of the 12th Ave NE entry bay. (A-3, A-10, B-1, C-2)
3. Modify the blank wall north of the 12th Ave NE entry bay to be either glazed or translucent. (A-3, A-10, B-1, C-3)
4. Modify the drawings to reflect the proposed glazed or translucent wall at the 11th Ave NE courtyard entry. (C-2, C-3)
5. Demonstrate the durability and long term appearance of the proposed material palette. (C-2)
6. Simplify the base colors palette. (C-2)
7. The applicant shall demonstrate to DPD that safe maneuvering of vehicles is possible with the proposed departure for driveway width. (A-8)