



## FINAL RECOMMENDATION OF THE NORTHWEST DESIGN REVIEW BOARD

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Project Number: 3012209

Address: 10201 Greenwood Avenue North

Applicant: Group Architect for GRE Crown Hill LLC

Date of Meeting: Monday, December 12, 2011

Board Members Present: Jerry Coburn  
Mike DeLilla  
Jean Morgan  
David Neiman

Board Members Absent: Ted Panton

DPD Staff Present: Bruce P. Rips

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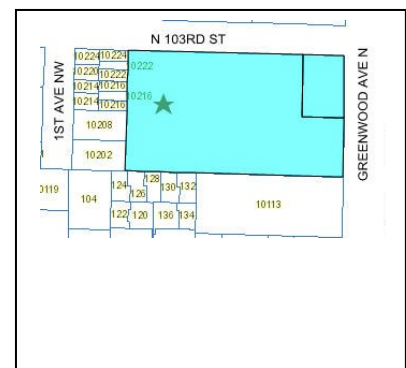
### SITE & VICINITY

Site Zone: Commercial One with a forty foot height limit. (C1-40)

Nearby Zones: North: C-40 until N. 107<sup>th</sup> St. and the zone changes to Lowrise Three (LR3).

South C1-40 fronting Greenwood Ave and Lowrise One (LR1) and Single Family 5000 (SF 5000) to the southwest.

East: C1-40 along the Greenwood Ave. N. corridor. Zoning changes to SF 5000 to the east of Greenwood Ave.



	West: Lowrise Two (LR-2) flanking Holman Road NW until the zone changes at the commercial node (QFC).
Lot Area:	94,604 square feet (2.17 acres). The project site forms a rectangle with its length extending 419.5 feet along N. 103rd St. Frontage on Greenwood Ave. N. totals 234.14'. The site descends from east to west approximately 32 feet and slopes downward along Greenwood Ave. by approximately 12 feet.
Current Development:	The site, once occupied by the Leilani Lanes bowling alley and a vehicle repair shop, lies vacant.
Access:	Curb cuts exist along Greenwood Ave N. and N. 103rd St. A 46' by 175.5' easement on the southern edge of the property provides access to a loading area for the adjacent storage building.
Surrounding Development and Neighborhood Character:	To the immediate west lie several properties developed with townhouses and single family houses. To the southwest, there is an adjacent patch of new small-scale residences developed in the former Lowrise Duplex, Triplex zone. The balance of the property to the south is zoned like the subject site, C1-40; the immediately adjacent southern, Greenwood property is developed with a warehouse. On the east side of Greenwood Ave. N., mixed use buildings (a newly constructed one to the north of N. 103rd St. and Greenwood Ave.) and small business related enterprises line the corridor. Along N. 103rd St., directly north of the subject site, new multi-family and mixed use development occupy the block from Greenwood Ave. to NW Holman Road.
ECAs:	No mapped Environmentally Critical Areas.

## PROJECT DESCRIPTION

The applicant proposes a mixed use complex consisting of three structures over a common parking garage (an estimated 212 spaces), approximately 263 residential units, six live/work units and 4,250 square feet of commercial space.

## **DESIGN GUIDELINE PRIORITIES: EARLY DESIGN GUIDANCE MEETING, June 13, 2011.**

At the Early Design Guidance meetings held on June 13, 2011 and after visiting the site, considering the analysis of the site and context provided by the proponents, the Design Review Board members provided the following siting and design guidance and identified by letter and number those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" of highest priority to this project:

- A-1 Responding to Site Characteristics.
- A-2 Streetscape Compatibility.
- A-3 Entrances Visible from the Street.
- A-4 Human Activity.
- A-5 Respect for Adjacent Sites.
- A-6 Transition Between Residence and Street
- A-7 Residential Open Space.
- A-8 Parking and Vehicle Access.
- A-10 Corner Lots
- B-1 Height, Bulk and Scale Compatibility.
- C-1 Architectural Context.
- C-2 Architectural Concept and Consistency.
- C-3 Human Scale.
- C-4 Exterior Finish Materials.
- C-5 Structured Parking Entrances.
- D-1 Pedestrian Open Spaces and Entrances.
- D-2 Blank Walls.
- D-3 Retaining Walls.
- D-5 Visual Impacts of Parking Structures.
- D-6 Screening of Dumpsters, Utilities and Service Areas.
- D-7 Personal Safety and Security.
- D-9 Commercial Lighting.
- D-11 Commercial Transparency.
- D-12 Residential Entries and Transitions.
- E-2 Landscaping to Enhance the Building and/or Site.
- E-3 Landscape Design to Address Special Site Conditions.

## **DESIGN DEVELOPMENT**

At the EDG meeting, the applicant presented three alternatives. The first option repeated an earlier design for the subject site by a different developer (the same architect, however). In the scheme, two large nearly interlocking masses form a central courtyard. The "L" shape of the western most structure extends along N. 103<sup>rd</sup> St. and parallel to the west property line. The eastern most structure forms a retail spine along Greenwood Ave. N. with two wings running parallel and close to N. 103<sup>rd</sup> St. and the southern property line. Live/work occupies a portion of the east building fronting on N. 103<sup>rd</sup>. The rest of the building has a mix of residential units.

Vehicular ingress to a common garage occurs at two locations on N. 103<sup>rd</sup> St. and one point on Greenwood Ave. close to the access easement. The mass steps slightly down the hillside toward the west.

Option # 2 employed three masses above a common garage. The same “L” shaped volume anchors the site on the west. Two parallel structures extending east and west form a terraced open space area between them which links to Greenwood Ave. N. at mid-block. Two commercial storefronts flank this open space. A driveway follows the access easement from Greenwood Ave. to the neighbor’s loading dock and then turns north to connect with N. 103<sup>rd</sup> St. Garage access occurs in the heart of the site beneath the open space between the two parallel structures. The final option combined the strategies of the earlier MUP and option #2. Three structures are variously staggered on the site. Again, an “L” shaped mass establishes the property’s northwest corner and western boundary. Two other masses form the parcel’s eastern half and central portions. Another smaller “L” shaped structure anchors the northeast corner with live/work units facing Greenwood Ave. and several more fronting N. 103<sup>rd</sup>. The third volume steps back from Greenwood Ave. Its rectangular form extends parallel to the south property line. Above grade, the structure encloses the access easement to the loading dock providing a garage entry on Greenwood. Garage access occurs here and off N. 103<sup>rd</sup> St. at mid-block between two of the volumes. The masses step down the hillside by one or two levels. The conceptual landscape plan shows a series of terraces, a pool and a waterfall. Little of the open space appears devoted to play.

The refinement of the proposal for MUP application used the third option maintaining the earlier configuration and massing of the three buildings above a common garage. The only significant alteration replaced live/work units along Greenwood Ave with commercial space. The west building shifted slightly toward N. 103<sup>rd</sup> St.

## **PUBLIC COMMENT**

Four members of the public affixed their names to the sign-in sheet at this Recommendation meeting. One person spoke raising the following issues:

- The complex has a mostly interior focus which turns its back upon the community.
- This inward focus is detrimental to building community.
- The dumpsters will block the main walkway into the complex from N. 103<sup>rd</sup> St.

## **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.

## **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.**

The Board did not expand upon earlier guidance.

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

The Board recommended engaging the lower level façade of the west building's north elevation with the street. The below grade units and the retaining wall both act as a barrier separating the life at the street and the complex. In contrast, the N. 103<sup>rd</sup> St. elevation of the north building has a much more successful relationship to the street. Transformation of the façade may include adding, steps, stoops and especially entries along N. 103<sup>rd</sup> St.

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

Acknowledging the complex's predominantly inward focus, due to placement of the residential lobbies within the courtyard, the Board recommended that the architect design more pronounced entrances to the three buildings. Similar to other conditions recommended by the Board, the applicant will need to work with the planner to meet the Board's expectations for the entrances.

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

In response to the Board's earlier guidance, the applicant redesigned the live/work space to be true commercial space facing Greenwood Ave. This met with the Board's satisfaction.

- A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.**

The Board considered the proposed structure's relationship to its neighbors and did not ask for modifications.

- 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.**

The Board recommended a revision to the west building's street level façade along N. 103<sup>rd</sup> St. See A-2.

The design of the live/work storefronts met with approval.

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

See E-2

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

A walkway will need to be developed designed to extend from the N. 103<sup>rd</sup> street sidewalk past the garage entrance to the lobby entrance of the north building. A change in paving pattern ought to distinguish the walkway from the concrete driveway at the garage. The Board stated that it did not expect pedestrians to cross over to the sidewalk to the pathway adjacent to the west building's east elevation.

- 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.**

No additional guidance or recommendations was given.

## **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.**

After reviewing the sections and the perspectives of the relationship between the complex and the neighboring residential structures, the Board accepted the massing along the property edges.

## **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.**

At the EDG meeting, the Board requested sections and other illustrations to show the relationship of the residential units to the north wall of the adjacent storage facility. The Board requested the installation of larger trees alongside the south property line as a means of obscuring the massive blank wall. See E-2.

- 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.

The Board noted the balance between the simplicity of the concept and its variations.

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

The Board did not expand upon its earlier comments urging the architect to create a structure sensitive to its lower scale neighbors to the west and south.

- 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.**

The Board members asked for clarification of the colors and materials but did not recommend changes from those presented at the Recommendation meeting.

- C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.**

The Board offered no further comment than those at the EDG review.

<b>D. Pedestrian Environment</b>
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- 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.**

The driveway, particularly the hammerhead turnaround, into the center of the courtyard detracts from the strong courtyard concept. Rather than function merely as a turnaround, this portion of the courtyard should complement, and function as a supplementary space, the active and passive portions of the courtyard. Changing the paving materials and enhancing the landscaping and planting around the hammerhead to lessen the extent of its association with the driveway will connect it to the court. If possible, the size of the hammerhead should be reduced as well.

- D-2 Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.**

To mitigate the impacts of the roughly 220 foot facing the south facing units, the Board recommended planting larger trees within the decks between the units and the wall of the storage facility. See E-2.

- D-3 Retaining Walls. Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable,**

**they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.**

The Board objected to the retaining walls between the right of way and the units facing N. 103<sup>rd</sup> St. To avoid creating a moat along the west building frontage, the Board recommended creating entrances and stoops along the street.

No follow-up discussion of the courtyard's retaining walls occurred.

- D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.**

No further discussion followed the EDG comments.

- 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.**

After considered deliberation, the Board averred the applicant's request to place the waste storage area at the N. 103<sup>rd</sup> St. entrance of the complex, recommending only to embellish the screen covering the blank wall with evergreen vines.

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

The Board did not expand upon earlier comments.

- D-9 Commercial Signage. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.**

The Board did not comment upon the type of signage and its general placement.

- 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.**

The Board tacitly approved the lighting plan presented at the Recommendation meeting.

- D-11 Commercial Transparency. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.**

The Board concurred with the amount of transparency for the live/work units.

- 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.**

Reiterating its earlier comments, the Board recommended revisions to the façade's interface with the street frontage along N 103<sup>rd</sup> St. See A-2 and A-3.

<b>E. Landscaping</b>
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- 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.**

The Board tacitly approved the design of the plaza at Greenwood Ave.

It recommended larger trees planted on the deck over the driveway easement in order to mitigate the height and breadth of the storage facility's north wall upon the units facing it. At installation, the trees planted in containers along the deck should be eight feet tall. In the lower area at grade along the south property line, the trees should be at least 12' high at installation.

Noting the number of fence types, the Board urged the applicant to reduce the variety of fences in the complex.

- E-3 Landscape Design to Address Special Site Conditions. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.**

The interiority of the scheme requires pedestrians and vehicles to share a significant portion of the courtyard. The hammerhead portion of the driveway needs revision to integrate this portion of the central drive into the court's pedestrian activity zone. See D-1.

**Recommendations:** The recommendations summarized below were based on the plans and models submitted at the December 12, 2011 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the December 12th, 2011 public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommended APPROVAL of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below). The Board recommends the following CONDITIONS for the project. (Authority referred in the letter and number in parenthesis):

- 1) Engage the street level façade of the west building's north elevation with the N. 103<sup>rd</sup> St. right of way. Because the below grade units and the retaining wall both act as a barrier separating the life at the street from the complex, transformation of the façade may include steps, stoops and especially entries along N. 103<sup>rd</sup> St.. (A-2, A-6, D-3, D-12)
- 2) Design more pronounced courtyard entrances to the three buildings. (A-3)
- 3) Design a walkway to extend from the N. 103<sup>rd</sup> street sidewalk past the garage entrance to the lobby entrance of the north building. A change in paving pattern shall distinguish the walkway from the concrete driveway at the garage. (A-8)
- 4) Redesign the hammerhead turnaround to complement, and function as a supplementary space, the active and passive portions of the courtyard. Changing the paving materials and enhancing the landscaping and planting around the hammerhead to lessen the extent of its association with the driveway will connect the turnaround with the court. (D-1, E-3)
- 5) Install at least eight foot trees on the deck over the driveway easement in order to mitigate the height and breadth of the storage facility's north wall upon the units facing it. Within the lower area at grade along the south property line, the trees should be at least 12' high at installation. (C-1, D-2, E-2)

## DEVELOPMENT STANDARD DEPARTURES

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

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMEND- ATION
1. Residential Use at Street Level SMC 23.47A.005C.3	Residential uses may not occupy more than 20% of the street-level, street facing façade when fronting an arterial.	Combined north and south buildings facing Greenwood Ave would have 27.8% in residential use.	<ul style="list-style-type: none"> <li>▪ Applicant replaced proposed live/work on Greenwood Ave with commercial space.</li> <li>▪ Leasing office and required driveway easement account for most of south building.</li> </ul>	Recommended approval.
2. Blank Facades— Segment Width & Total Façade Length. SMC 23.47A.008A.2.b&c	Blank segments between 2' and 8' above the sidewalk may not exceed 20' in width. Total of all blank façade segments may not exceed 40% of the width of the façade of the structure along the street.	Blank segment of 51'3" occurs at the west building's north elevation along N. 103 <sup>rd</sup> St. 56% of the façade is blank.	<ul style="list-style-type: none"> <li>▪ Upgraded landscaping between sidewalk and building.</li> </ul>	Recommended approval
3. Street Level Street Facing Facades. Distance to Street Lot Line. SMC 23.47A.008A.3	Street-level, street facing facades must be within 10' of the street lot line unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.	South Building. Has 42'5" setback from Greenwood Ave N.	<ul style="list-style-type: none"> <li>▪ Provides a central plaza along Greenwood Ave with art and fountain.</li> </ul>	Recommended approval.

4. Street Level Street Facing Facades. Distance to Street Lot Line. SMC 23.47A.008A.3	Street-level, street facing facades must be within 10' of the street lot line unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.	West Building. 10' modulation of north elevation along 103 <sup>rd</sup> St.	<ul style="list-style-type: none"> <li>Board recommended improved street presence on west building's north façade. Changes could include adding entries, stairs, and stoops.</li> </ul>	Recommended approval based on condition.
5. Street Level Street Facing Facades. Distance to Street Lot Line. SMC 23.47A.008A.3	Street-level, street facing facades must be within 10' of the street lot line unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided.	West Building. 10' modulation of north elevation along 103 <sup>rd</sup> St.	<ul style="list-style-type: none"> <li>Board recommended improved street presence on west building's north façade. Changes could include adding entries, stairs, and stoops.</li> </ul>	Recommended approval based on condition.
6. Street Level, Street Facing Facades—Residential Entry. SMC 23.47A.008D2	For all residential uses, at least one of the street-level, street-facing facades containing a residential use shall have a visually prominent pedestrian entry.	Along Greenwood Ave, a plaza and exterior entrance lead to courtyard of three building complex.	<ul style="list-style-type: none"> <li>Fountain and art in plaza along Greenwood announce formal exterior entrance into complex.</li> </ul>	Recommended approval.
7. Street Level, Street Facing Facades—Residential Entry. SMC 23.47A.008D2	For all residential uses, at least one of the street-level, street-facing facades containing a residential use shall have a visually prominent pedestrian entry.	No street facing primary entry for north building. Three residential entries are located off a central courtyard. Entries are clustered to create a visual relationship.	<ul style="list-style-type: none"> <li>Board recommended creating more visually pronounced entries, stairs and stoops along N. 103<sup>rd</sup> St.</li> </ul>	Recommended approval based on condition.
8. Street Level, Street Facing Facades—Residential Entry. SMC 23.47A.008D2	For all residential uses, at least one of the street-level, street-facing facades containing a residential use shall have a visually prominent pedestrian entry.	No street facing primary entry for west building.	<ul style="list-style-type: none"> <li>Three residential entries are located off a central courtyard. Entries are clustered to create a visual relationship.</li> </ul>	Recommended approval based on condition to create more visually pronounced entries.
9. Site Access. SMC 23.47A.032A.1.c	If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines.	Proposes vehicular access from both Greenwood Ave and N. 103 <sup>rd</sup> St.	<ul style="list-style-type: none"> <li>Density and size of project warrants two access points.</li> <li>One access determined by driveway easement with adjacent building.</li> </ul>	Recommended approval.
10. Transparency. SMC 23.47A.008B.2.a	60% of the street-facing façade between 2' and 8' above the sidewalk shall be transparent.	0% transparency at trash/recycling storage for 28'8".	<ul style="list-style-type: none"> <li>Green screen and building signage located on exterior wall. Board recommended evergreen vines to cover walls.</li> </ul>	Recommended approval with condition
11. Finish Floor Elevation & Setback. SMC23.47A.008D.3	Finish floor of dwelling units on street-level, street facing facades shall be at least 4' above or below sidewalk grade or at least 10' set back from the sidewalk.	At west building, unit one, 27'9" in width, has finished floor from 3'1" to 4'8".	Board recommended improved street presence on west building's north façade. Changes could include adding entries, stairs, and stoops.	Recommended approval based on condition.

11. Finish Floor Elevation & Setback. SMC23.47A.008D.3	Finish floor of dwelling units on street-level, street facing facades shall be at least 4' above or below sidewalk grade or at least 10' set back from the sidewalk.	At west building, unit two, 28'8" in width, has finished floor from 1'3" below grade to 0'5" above grade.	Board recommended improved street presence on west building's north façade. Changes could include adding entries, stairs, and stoops.	Recommended approval based on condition.
12. Location of Utility Uses. SMC 23.47A.005B	Utility uses may not abut street-level street facing facades where the structure contains more than one residential dwelling unit.	Refuse and trash collection located at prominent entrance to complex.	<ul style="list-style-type: none"> <li>Creates central location for trash pick-up.</li> </ul>	Recommended approval with condition to ensure evergreen vines covering walls.
13. Separation of Street Level Parking from Street Facing Façade. SMC 23.47A.032B.1.b	Street level parking shall be separated from the street level, street facing façade by another permitted use.	Three parking spaces located not separated by another use. Parking created by easement condition.	<ul style="list-style-type: none"> <li>Portion of elevation and landscaping visually separates use.</li> </ul>	Recommended approval.
14. Depth of Non-residential Uses. SMC 23.47A.008B.3.a	Non-residential uses shall extend an average of 30' (15' minimum) in depth from street facing façade.	North building SE corner commercial space: Average depth of 29'10". 2" reduction.	<ul style="list-style-type: none"> <li>Accommodates a required egress corridor.</li> </ul>	Recommended approval.
15. Depth of Non-residential Uses. SMC 23.47A.008B.3.a	Non-residential uses shall extend an average of 30' (15' minimum) in depth from street facing façade.	North building center commercial space on Greenwood Ave. Average depth of 28'3". 2'9" reduction.	<ul style="list-style-type: none"> <li>Accommodates a required egress corridor.</li> </ul>	Recommended approval.
16. Depth of Non-residential Uses. SMC 23.47A.008B.3.a	Non-residential uses shall extend an average of 30' (15' minimum) in depth from street facing façade.	North building live/work spaces with lofts on 103 <sup>rd</sup> St. Depth is 28'6". Reduction of 1'6".	<ul style="list-style-type: none"> <li>Small exterior space in front of units with stoop promotes pedestrian activity and stronger connection to street.</li> </ul>	Recommended approval.
17. Depth of Non-residential Uses. SMC 23.47A.008B.3.a	Non-residential uses shall extend an average of 30' (15' minimum) in depth from street facing façade.	North building live/work spaces without lofts on 103 <sup>rd</sup> St. Depth is 28'6". Reduction of 1'6".	<ul style="list-style-type: none"> <li>Small exterior space in front of units with stoop promotes pedestrian activity.</li> </ul>	Recommended approval.
18. Floor to Floor Heights for Non-residential Uses. SMC 23.47A.008B.3.b	Non-residential uses at street level shall have a floor to floor height of at least 13'.	35% of north building's commercial space has 9'6" floor to floor height.	<ul style="list-style-type: none"> <li>Most of commercial space has a 19' floor to floor height which exceeds requirement.</li> </ul>	Recommended approval.
19. Extent of Commercial Uses at Live/Work Units. SMC 23.47A.008E	Work portion of live/work units must be located between the principal street and the residential portion of the unit.	Three of six live/work units have separate commercial and residential uses at street side.	<ul style="list-style-type: none"> <li>Wider units than typically designed for live/work.</li> </ul>	Recommended approval.
20. Extent of Commercial Uses at Live/Work Units. SMC 23.47A.008E	Work portion of live/work units must be located between the principal street and the residential portion of the	Three of six live/work units have separate commercial and residential uses at street side.	<ul style="list-style-type: none"> <li>Wider units than typically designed for live/work.</li> </ul>	Recommended approval.

	unit.			
21. Extent of Commercial Uses at Live/Work Units. SMC 23.47A.008E	Work portion of live/work units must be located between the principal street and the residential portion of the unit.	Three of six live/work units have separate commercial and residential uses at street side.	<ul style="list-style-type: none"> <li>Wider units than typically designed for live/work.</li> </ul>	Recommended approval.

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