# City of Seattle

**Department of Planning & Development**
D. M. Sugimura, Director

**EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD**

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| Project Number: | 3013235 |
| Address: | 4041 Roosevelt Way Northeast |
| Applicant: | Permit Consulting Northwest |
| Date of Meeting: | June 4, 2012 |
| Board Members Present: | Joseph Hurley<br>Martine Zettle<br>Salone Habibbuddin<br>Evan Bourquard (Substitute)<br>Kathryn Armstrong (Substitute) |
| Board Members Absent: | Peter Krech<br>Christina Pizana |
| DPD Staff Present: | Shelley Bolser for Bruce Rips |

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**SITE & VICINITY**

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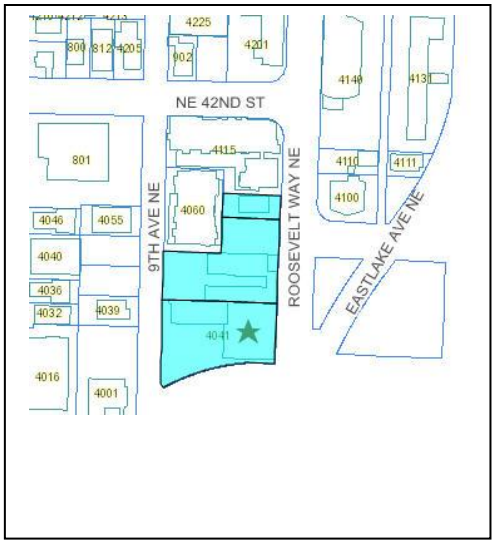
| Site Zone: | Commercial One with a 65' height limit (C1 65). University District Northwest Urban Center Village. |
| Nearby Zones: | North: C1 65<br>South: C1 65 north of NE Pacific St.<br>West: Multifamily Lowrise Three (LR3) west of 9th Ave NE.<br>East: C1 65 and Midrise (MR) with Major Institution Overlay (MIO) with a 105' height limit. |
| Lot Area: | A panhandle shaped lot of 46,500 sq. ft. |



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| Current Development: | The south parcel has abutting single and two story structures. The northern two most lots are vacant. |
| Access: | Roosevelt Way NE, 9th Avenue NE. and NE 40th Street |

Located in the University District just west of the University of Washington, the irregular shaped site has boundaries defined by Roosevelt Way NE on the east, Ninth Avenue NE on the west and NE 40th Street on the south. The "L" shaped Allegro Apartments to the north and west define the northern boundary. Existing structures on the site include an unoccupied one story brick building fronting Roosevelt Way and a two story, wood office building behind the lower building. A surface parking lot lies between NE 40th St. and the office building.

Land uses in the neighborhood comprise institutional, multifamily and single family residential uses to the west. The University of Washington Medical Center is to the north and south and the U.W. campus to the east. Commercial, entertainment and medical facilities lie close by. Recreational and scenic amenities, Lake Union and the Burke Gilman Trail, are within close proximity. Noted buildings in the vicinity include the elegant Japanese styled design University Friends Meeting (meeting house), the newly constructed Cedar Apartments, Hardwick and Sons hardware, the Watertown and the University Inn hotels.

Surrounding Development & Neighborhood Character:

One way street patterns surround the site. Roosevelt Way, a principal arterial, travels south bound, NE 40th St. is west bound and Ninth Ave moves traffic north bound. The east/west couplet NE Campus Parkway provides an axis from the campus and dives under Eastlake Ave E connecting to NE 40th St. to the west. Between the site's south property line and the Burke Gilman Trail / NE 40th St. lay rights of way lined with trees.

Roosevelt Way is the primary commercial corridor adjacent to the site. Roosevelt functions as a thoroughfare for vehicular traffic between the Eastlake neighborhood and University District. Roosevelt separates and creates a barrier for the east west pedestrian movement traveling from the University of Washington to the subject lot. Roosevelt Ave NE corner with NE 40th Street has been identified as a gateway by the University District Guidelines.

NE 40th Street is a one-way westbound section of street that serves as a connecter between the commercial and institutional districts on Roosevelt and the primarily residential neighborhood to the west.

9th Ave NE travels one-way northbound from the subject lot. The street, primarily residential in character, separates the subject lot, zoned C1-65, from the lower density zoning of LR3 across the street.

The site drops approximately 10 feet from the north to south across the site. There are mature trees and landscaping to the south of NE 40th Street.

ECAs: No mapped designated environmentally critical areas.

**PROJECT DESCRIPTION**

The applicant proposes a seven story structure with approximately 216 residential units above 8,720 square feet of commercial space and 200 parking stalls.

**DESIGN DEVELOPMENT**

The applicant presented three design scenarios at the early design guidance stage. Massing options A and C represent similar approaches to the site. Both options illustrate two parallel and linear rectangular volumes along the two north and south streets, Roosevelt Way NE and Ninth Ave NE, which form courtyards in the interstitial space between the two prominent masses. These linear bars contain double loaded corridors at the residential levels. Option A links these six to seven story volumes with hallways on each floor that divide the courtyard into separate realms. In Option C the upper floors of the Roosevelt spine inflect away from the street leaving a deck above grade and acknowledging the splitting of Eastlake into Roosevelt and 11$^{th}$ Ave NE.

Option B preserves the linear volume adjacent to Roosevelt and adds two perpendicular wings extending west from the spine. This solution forms an "F" shape plan with one courtyard between the two wings and a smaller second court between the stem of the spine and the western most portions of the neighboring Allegro Apartments.

The plinth common to each of these schemes contains similar configurations: shallow commercial use fronting onto Roosevelt Way NE (and a residential amenity area for Option C); a large residential lobby facing NE 40$^{th}$ St.; two garage entries facing Ninth Ave NE and lofts or townhouse-like units also lining Ninth Ave. These uses enclose one level of garage parking. The second garage access leads to a ramp that connects to lower parking levels. The schemes vary the height of the massing at the Ninth Ave and NE 40$^{th}$ St corner and incorporate slightly different approaches to the design of an entry plaza between NE 40$^{th}$ and the lobby. In plan and diagrammatic massing, the scale of the proposed complex roughly approximates the size of the Allegro Apartments.

**PUBLIC COMMENT**

Approximately twelve members of the public attended this Early Design Review meeting. The public raised the following issues:

- Opposes the two vehicular entrances off 9th Avenue NE. One entrance is sufficient for access.
- Reduce the number of parking spaces.
- The proposed height and mass of structure facing 9th Avenue NE is too big.

- Create setbacks in the 9th Avenue NE façade to better match the size and residential character of other structures on the block.
- Reduce the building massing along 9th Avenue NE similar to massing Option B.
- Make sure that the building façade along 9th Avenue NE does not have a large quantity of blank walls similar to the UW Medical Center at Roosevelt.
- How viable is ground level retail along NE 40th Street given the lack of pedestrian circulation in area and steepness of grade change along street?
- The project will increase traffic along 9th Avenue NE.

## 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.**

The Board directed the applicant to demonstrate at the Recommendation Meeting how the location of proposed uses, entries, open spaces, building massing, and articulation

reflect the three different adjacent street characters. The building should respond directly to the surrounding character of uses on each street frontage.

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

**University-specific supplemental guidance:**

**Context: Reinforcing the pedestrian streetscape and protecting public view corridors are particularly important site planning issues. Stepping back upper floors allows more sunlight to reach the street, minimizes impact to views, and maintains the low- to mediumrise character of the streetscape. Roof decks providing open space for mixed-use development can be located facing the street so that upper stories are, in effect, set back.**

**Guideline - Solar Orientation: Minimizing shadow impacts is important in the University neighborhood. The design of a structure and its massing on the site can enhance solar exposure for the project and minimize shadow impacts onto adjacent public areas between March 21st and September 21st. This is especially important on blocks with narrow rights-of-way relative to other neighborhood streets, including University Way, south of NE 50th Street.**

The 9th Avenue NE façade should respond to the adjacent residential uses. The Board liked the idea of the proposed ground related units along the 9th Avenue Street level frontage. These ground level residential uses should be clearly distinguishable from the massing on the upper levels. Use fine grain details to create a human scale façade. Architectural features ought to include a variable setback for the ground level units, incorporation of stoops, and upper level setback to accentuate the ground level plane.

**A-3 <u>Entrances Visible from the Street</u>. 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.**

Position the commercial and residential entries to directly correlate with the pedestrian circulation to the site.

Show how the grade change along the NE 40th Street property separates or combines the residential function to the west with the commercial uses to the east.

The siting of the commercial spaces to achieve maximum visibility particularly concerned the Board. Consider shifting the primary commercial entry from the NE 40th Street façade to the corner of Roosevelt and NE 40th Street. This corner location would then be visible to the pedestrian traffic along Roosevelt and the pedestrian traffic moving from the Urban Center to the west to the residential area to the east. The increased setback provided at this location should include the commercial outdoor courtyard. This location could be further maximized if the commercial space setback and 20' vertical clearance were incorporated into the corner gateway design.

The Board observed that the NE 41st Street corridor is the major corridor from the University of Washington campus to the site. The design of the building and pedestrian entries should use this visual corridor to attract more pedestrian traffic to the site.

The applicant must demonstrate that the entries are easily identifiable from the major pedestrian and vehicular corridors with the primary building entries acting as a natural terminus for the intended users.

**A-4 <u>Human Activity</u>. 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.**

The Board endorsed the increased setbacks provided on each street frontage. The wider sidewalks will accommodate the pedestrian traffic. The Board specifically requested additional ground-level setback along Roosevelt Way NE to provide a more generous sidewalk. The Board noted that the setback is not required to be uniform, but could be varied, similar to the movement and weaving proposed for the upper stories. The additional street level setback could incorporate landscape nodes that create a more humane streetscape.

The Board strongly encouraged the increased setback along the Roosevelt Way NE and NE 40th Street corner. This setback with 20 feet vertical clearance provides greater visibility for vehicular traffic while separating the pedestrian walkway from vehicular traffic.

**A-5 <u>Respect for Adjacent Sites</u>. 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.**

**University-specific supplemental guidance:**

**Context: This Citywide Design Guideline is particularly important where a building's back side, service areas or parking lots could impact adjacent residential uses. Map 2 (page 8) shows potential impact areas—these are where Lowrise zones abut commercial zones.**

**Guideline: Special attention should be paid to projects in the zone edge areas as depicted in Map 2 to ensure impacts to Lowrise zones are minimized as described in A-5 of the Citywide Design Guidelines.**

The Board supported the interior setback provided from the proposed building to the adjacent building to the north. The proposed setbacks range from 13 feet along the north facades and 16-20 feet along the shared property line between the east façade of the Allegro Apartment and the west façade of the proposed building. These generous setbacks should be maintained as the building massing evolves.

**A-6 <u>Transition Between Residence and Street</u>. 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 discussed increasing the setbacks along 9th Avenue NE at the ground level, as well as, providing sensitive landscaping at the ground plane between the ground related

units and the street. Use of stoops, landscaping or other fine grain architectural features was encouraged.

**A-7 <u>Residential Open Space</u>. 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.**

The Board appreciated the placement of the open space along the north south axis. This orientation incorporates the natural sunlight as a primary element in the open space design. Discussing the need to differentiate the private open space from the adjacent commercial courtyard, the Board recommended that the two spaces should read independent of one another. The private open space should be clearly identifiable by all users as residential in character and act as a terminus for residential pedestrian circulation.

**A-8 <u>Parking and Vehicle Access</u>. 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.**

The Board agreed that 9th Avenue NE was the preferred right-of-way for vehicular entry and strongly endorsed one driveway location as being safer and more pedestrian friendly.

The applicant would need to provide convincing information justifying the site specific consideration to make two driveways necessary.

The design of the driveway entry should minimize visual impacts from the 9th Avenue street frontage.

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

The Board appreciated the residential and commercial street frontages with the parking located behind the street level use or under the structure.

**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.**

The Roosevelt Way NE and NE 40th Street corner has been identified in the University District Guidelines as a gateway corner requiring additional design development or elaboration.

The Roosevelt facade incorporates a sense of movement into the façade by the alternating setbacks of each floor level creating an overall organic weaving of the façade. The Board directed the applicant to use this idea on the corner to create the required gateway. The gateway does not need to be a large iconic corner element, but, according to the Board, it could be effectively communicated with subtle design cues using architectural elements that emphasize movement and transition.

## 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.**

The 9th Avenue NE façade did little to respond to the adjacent residential uses and the University Design Guidelines. The Board recommended decreasing the overall building mass along 9th Avenue NE by reducing the height, using modulation, and increasing setbacks. An upper level setback above the street level units would reduce overall bulk while responding to the lower density, ground level character of units across the street in the LR3 zone. The upper level setback is specifically called out as an example for mitigation along a zone edge in the University District Guidelines.

In addition to use of modulation, the design should possess a smaller or finer grain of scale along the residential street. Incorporating architectural and landscape elements such as green screens would help to reduce the bulk of the structure.

The Board referred to massing Option B as an example of a technique to reduce massing. Option C incorporates open space by using the north/south axis orientation to maximize sun exposure. However, if the same large open space could be oriented along the east west axis, it would provide the needed break in the massing along 9th Avenue NE.

In sum, the Board recommended a 9th Avenue N. façade reduced in scale and bulk by reorienting the open space, using more modulation, varying the setback distances and providing greater articulation of the landscape and the lower residential facade in order to better respond to the residential context of 9th Avenue NE and the adjacent lowrise structures.

## C. Architectural Elements and Materials

**C-2** **Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.**

Guidance reflects comments in response to A-1 and A-2.

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

Guidance reflects comments in response to A-2, A-4, A-6 and B-1.

**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.**

**University-specific supplemental guidance:**

**Guidelines:**

1. **New buildings should emphasize durable, attractive, and well-detailed finish materials, including: Brick; Concrete; Cast stone, natural stone, tile; Stucco and stucco-like panels; Art tile; Wood.**
2. **Sculptural cast stone and decorative tile are particularly appropriate because they relate to campus architecture and Art Deco buildings. Wood and cast stone are appropriate for moldings and trim.**
3. **The materials listed below are discouraged and should only be used if they complement the building's architectural character and are architecturally treated for a specific reason that supports the building and streetscape character: Masonry units; Metal siding; Wood siding and shingles; Vinyl siding; Sprayed-on finish; Mirrored glass.**
4. **Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.**
5. **Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.**
6. **Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes. Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.**
7. **Light standards should be compatible with other site design and building elements.**

**Signs**

**Context: The Citywide Design Guidelines do not provide guidance for new signs. New guidelines encourage signs that reinforce the character of the building and the neighborhood.**

**Guidelines:**

1. **The following sign types are encouraged, particularly along Mixed Use Corridors – Pedestrian oriented shingle or blade signs extending from the building front just above pedestrians; Marquee signs and signs on pedestrian canopies; Neon signs; Carefully executed window signs; such as etched glass or hand painted signs; Small signs on awnings or canopies.**
2. **Post mounted signs are discouraged.**
3. **The location and installation of signage should be integrated with the building's architecture.**
4. **Monument signs should be integrated into the development, such as on a screen wall.**

At the Recommendation meeting, a materials and color board is required.

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

See A-8 guidance.

## D. Pedestrian Environment

**D-1 <u>Pedestrian Open Spaces and Entrances</u>. 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.**

Guidance reflects comments in response to A-2, A-3 and B-1.

**D-2** **<u>Blank Walls</u>. 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.**

Minimize blank walls on each façade by using glazing (or other means of achieving transparency) along the Roosevelt Way NE street front for both commercial storefronts and the residential amenity area. Roosevelt Way NE is intended as an active commercial corridor. The design of the storefronts should support an active streetscape.

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

All entrances should be designed to provide safe entry and passage by incorporating various Crime Prevention Through Environmental Design (CPTED) techniques which may include secure entries, lighting, landscaping to allow increased visibility and incorporating natural surveillance from building residents.

**D-11** **<u>Commercial Transparency</u>. 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.**

Guidance reflects comments in response to A-3 and D-2.

**D-12** **<u>Residential Entries and Transitions</u>. 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.**

See A-2, A-3, A-6, A-7 and D-7 guidance.

## E. Landscaping

**E-2** **<u>Landscaping to Enhance the Building and/or Site</u>. 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.**

Guidance reflects comments in response to A-6, A-7 and B-1.

**DEVELOPMENT STANDARD DEPARTURES**

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

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

1. **Street Level Development Standards (SMC 23.47A.008 D3):** The Code requires the floor of a dwelling unit located along the street-level street-facing façade be at least 4 feet above or below sidewalk grade or be set back at least 10 feet from the sidewalk. The applicant proposes a less than required setback or height in the southwest corner.

   The Board's reservations with this departure have to do with the blending of residential and commercial use in the south plaza. See Board guidance A-3.

2. **Street Level Uses (SMC 23.47A.005 C3 and SMC 23.47A.008 D1):** The Code requires no more than 20% residential use along an arterial street level façade. The applicant proposes more than 20% residential use along the Roosevelt Way NE street frontage to provide residential amenity space.

   The Board requested more information about the program and how it relates to pedestrian movement per A-3 and how proposed transparency and street activation techniques per D-2 are accomplished.

**BOARD DIRECTION**

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

At the Recommendation level of review the applicant should provide:

- More information about the pedestrian traffic circulation and volumes to the site from adjacent right-of-ways.
- Multiple street level sections for the NE 40$^{th}$ Street right-of-way to better understand the grade change along the property line and for 9$^{th}$ Ave N to show the building responds to the adjacent Lowrise zone.
- Information from SDOT on the viability of a mid block crosswalk from the NE 41$^{st}$ Street intersection with Roosevelt similar to the crosswalk provided along 11$^{th}$ Avenue.
- Details on how the open space location and design relates to the residential pedestrian flow.
- A design with one garage entrance.

- Details on the design of the gateway element. Including views from the site as wells as views from the major vehicular corridor heading north, west and east.
- A series of street level perspectives for each street from the pedestrian point of view.
- Material and colors board.
- Lighting and signage plan for each street frontage.

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