



City of Seattle

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



FINAL RECOMMENDATION OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3013750

Address: 900 NE 65th Street (includes 814, 902, 910, and 914 NE 65th; as well as 835, 839, 843 NE 66th Street.

Applicant: Rob Kiker of Weinstein A+U; Pat Foley of Lake Union Properties

Date of Meeting: Monday, September 09, 2013

Board Members Present: Joseph Hurley (Chair)
Salone Habibuddin
Martine Zettle
Christina Pizana
Patrick Doherty (substitute)

Board Members Absent: Ivana Begley

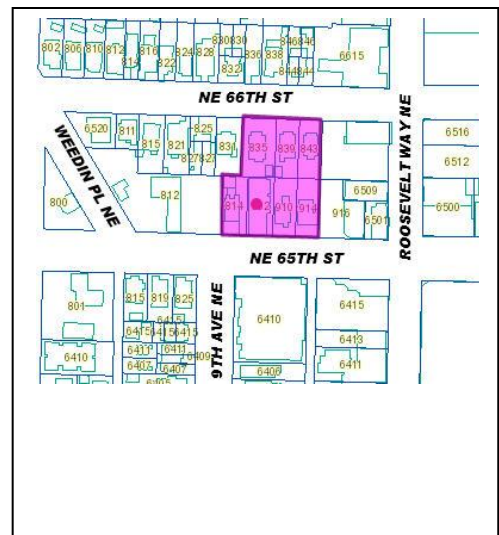
DPD Staff Present: Garry Papers, Senior Land Use Planner

SITE & VICINITY

Site Zone: NC3P-85 (majority) and NC3-65
Urban Village Overlay
P = Pedestrian Overlay (majority)

Nearby Zones: (North) MR
(South) NC3P-85
(East) NC3P-85
(West) NC3-65

Lot Area: 31,777 sf



Current Development: 140-170 ft wide by 205 ft deep mid-block site; occupied by four 2 story commercial structures facing south onto NE 65th, and three 2 story single family structures facing north onto NE 66th Street. Site slopes down approximately 17 feet from northeast corner to southwest corner, which is on NE 65th, directly across from the terminus of 9th Ave NE.

Access: No alley; vehicular access from the existing 2 streets, NE 65th and NE 66th.

Surrounding Development: 3 story office building and new 6 story apartment building adjacent to the east; 1-3 story houses across 66th Street to the north; 2 story residential houses and parking lots to west; 6 story commercial/apartment building across 65th Street to south. Site is 1.5 blocks west of future Light Rail station on 12th.

ECAs: None

Neighborhood Character: The site is 1 block east of I-5, on the busy commercial corridor of NE 65th Street. A mix of older commercial structures of various scales is adjacent to the east and west, while newer 5-6 story residential and commercial buildings are adjacent to the south and northeast. This site is in the heart of the Roosevelt Urban Village Overlay, with an existing bus transfer zone 1 block west, and a future light rail station 1.5 blocks east.

PROJECT DESCRIPTION

Construct a seven story apartment building with approximately 109 units and 2,800 sq. ft. of retail at street level on NE 65th St, and a seven story apartment building with approximately 88 units on NE 66th St (project total about 197 units). Parking for about 138 vehicles and about 51 bikes will be located in a 2 level below grade garage. Resident amenity spaces face onto NE 66th, and a landscaped roof deck is proposed. Three houses and 4 commercial structures to be demolished.

EARLY DESIGN GUIDANCE MEETING: November 26, 2012

DESIGN PROPOSAL

The Early Design Guidance (EDG) Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The booklet is also available to view in the DPD file, by contacting the Public Resource Center at DPD:

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

Approximately 15 members of the public attended this EDG meeting, and the following comments were raised:

- Encouraged the parking access and services be located as far east on 66th as possible, to minimize impacts on single family houses opposite and to the west.
- Strongly supported the residential density at this location adjacent to existing and proposed transit, and commercial frontage along 65th St.
- Applauded the height being held to 65 ft (and in numerous places even less), and the widened sidewalks/voluntary setbacks along the 2 streets.
- Concerned that dumpsters not remain on sidewalks, and that all utilities and services be concealed, and associated noise be mitigated.
- Strongly encouraged the design to support 66th St as an emerging “neighborhood greenway”, and that streetscape design to be a prototype for future continuation.
- Appreciated the setback along 66th, but questioned the best ground-floor use along that street/ greenway.
- Recommended the existing on-site tree canopies, if lost, be mitigated with lush and mature trees planted in any courtyard and along both street’s planting strips.
- Requested clarification of an access easement along the east property line.

FINAL RECOMMENDATION MEETING: September 9, 2013

DESIGN PROPOSAL

The Recommendation Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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PUBLIC COMMENT

Approximately 5 members of the public attended this Recommendation meeting, and the following comments were raised:

- Applauded the applicant's community outreach and strongly supported the commercial uses and transparent design along NE 65th.
- Strongly supported the scale and residential density in this urban village zone and at this location adjacent to existing and proposed transit.
- Supported the wider sidewalks, the level platforms on NE 65th, and the pedestrian treatment along NE 66th as supportive of a greenway.
- Concerned about the tall, blank west façade, and that it might invite large, tacky signage, and instead suggested community participation in a site-specific mural or other treatment.

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 (the Board) provided the following siting and design guidance. The Board identified the following **Citywide Design Guidelines** and **Roosevelt Urban Village Design Guidelines** (*in italics*) of highest priority for this project.

The priority guidelines are summarized below, while all guidelines are still applicable. For the full text of all guidelines please visit the [Design Review website](#).

All page references below are to the Recommendation Booklet dated September 09, 2013.

A. Site Planning

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

At the Early Design Guidance Meeting, the Board required detailed elevations and eye-level perspectives of both streets be provided at Recommendation to confirm compliance with this guideline, as the sketches suggest a fairly uniform curtain wall.

At the Final Recommendation Meeting, the Board appreciated the detailed elevations provided, but agreed the visibility and legibility of the primary residential entrance on NE 65th was weak from the street. The Board agreed that entry and its approach sequence from the sidewalk needs to be emboldened as a clearly identifiable address and primary entry, distinct from the adjacent commercial and exit doors. The Board

suggested a meaningful combination of the following techniques: double doors, perhaps directly into the lobby; enhanced door frames or transoms; integrated directory; larger address numbers; planters and/or lighting bollards in the entry forecourt; decrease the color emphasis on the adjacent exit doors; and/or a distinctive canopy treatment/color/dimension for just that lobby entry bay.

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

Roosevelt-specific supplemental guidance:

Roosevelt is looking for opportunities to encourage pedestrian activity along sidewalks within the Commercial Core. This is especially important because sidewalks along Roosevelt and 65th are considered too narrow. If not required with new development, applicants are encouraged to increase the ground level setback in order to accommodate pedestrian traffic and amenity features.

At the Early Design Guidance Meeting, the Board applauded the voluntary 8 ft setbacks and widened sidewalks on both streets, but requested floor plans which clearly describe the adjacent uses, and ensure building floor levels step with the sidewalk slopes. See also C-3.

At the Final Recommendation Meeting, the Board supported the proposed setbacks, street front uses, the transparent façade, and the 3 platforms that step with the sidewalk slope along NE 65th. The Board supported the sub-grade areaway along NE 66th, knowing the adjacent uses are active but not fully public, and as long as the sidewalk guardrail remains stepping, low (42 inches shown on pg 30) and as transparent as possible (pg 40).

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.

At the Early Design Guidance Meeting, the Board supported the 65 ft maximum height along all of NE 66th, and encouraged the west sidewalls facing the adjacent houses place windows carefully to respect privacy, and be given a material treatment of textures, plane shifts and/or material variety to create scale and visual interest. The vertical reveals shown on pg 15 of the presentation packet are valuable to support this guidance.

At the Final Recommendation Meeting, the Board supported the massing which stays below allowed maximum heights, but cautioned the west façade will be highly visible for the foreseeable future and should be refined to provide the visual scale and interest cited above; see further comments under C-3 below.

- 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.

Roosevelt-specific supplemental guidance:

1. *Encourage the incorporation of separate ground-related entrances and private open spaces between the residence, adjacent properties, and street, especially for multifamily developments west of Roosevelt Way.*
2. *Ground level landscaping can be used between the structure(s) and sidewalk.*

At the Early Design Guidance Meeting, the Board agreed that commercial uses are most appropriate to activate the length of NE 65th, and that residential uses along the emerging green street of NE 66th was promising if the privacy layering is carefully handled; this requires detailed plans and sections. Also, the Board encouraged easy pedestrian access from each street through the courtyard to the opposite bar of units, to maximize movement desire lines and social opportunities. Residents should be able to traverse the site and exit to either street without having to go through the parking levels.

At the Final Recommendation Meeting, the Board recognized the through-block circulation is proposed to be via the P1 parking level, and endorsed the distinguishing floor, ceiling, lighting and lobby treatments shown on page 57 of the Booklet.

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

Roosevelt-specific supplemental guidance:

- *The Roosevelt Neighborhood values places for residents to gather. For mixed use developments, provision of ground-related common open space areas in exchange for departures especially to the maximum residential coverage limit is encouraged, in addition to other allowable departures. Open space areas can also be achieved in a variety of ways including:*
 1. *Terraces on sloping land to create level yard space*
 2. *Courtyards*
 3. *Front and/or rear yards*
 4. *Roof tops*

At the Early Design Guidance Meeting, the Board discussed how the proposed courtyard of Option 3 is an essential open space for a large unit count, and it must be design with a mix of functional and visual landscape elements, with special care to the narrow, deep proportion, and the shade created. The Board suggested that perhaps the north edge of

the south bar can be stepped back to afford more daylight; dimensioned sections with accurate shadows at equinox-noon are required.

The applicants stated the courtyard would recover some of the tree canopy lost, as well as in the street planting strips. A complete landscape design must be provided, including a lost/proposed canopy tabulation. A graphical Exceptional Tree Analysis must also be provided, showing the parking and unit/floor area impact of retaining the 3 exceptional trees, in plan and in sections.

Note: the Board supported the concept of 2 story townhouses lining the courtyard.

At the Final Recommendation Meeting, the Board appreciated the detailed sections and that the north edge of the south bar had been crenulated to improve daylight into the courtyard. The Board endorsed the detailed landscape plans shown on pg 48-51, and the roof deck design with P-patches and amenity features described, especially as it is the only shared outdoor amenity space for residents. See below for Exceptional Tree Discussion.

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.

Roosevelt-specific supplemental guidance:

Minimize the number of curb cuts and width of driveways and curb cuts along Roosevelt Way NE and NE 65th Street by locating vehicle access onto alleys and/or side streets when feasible.

At the Early Design Guidance Meeting, the Board strongly supported no vehicle access from NE 65th, and preferred the proposed parking and service access on NE 66th be located as far east as possible. At the next meeting, the presentation materials should graphically demonstrate how the added approximately 7 ft slope affects the parking design, and also show where dumpsters and all other required service elements will be hidden on-site, and where placed on the sidewalk at pick up times to minimize pedestrian conflicts and mitigate noise to adjacent residents.

At the Final Recommendation Meeting, the Board understood the ground floor design would be highly compromised by shifting the parking ramp east, and supported the proposed ramp as shown, as well as the proposed trash pick-up strategy shown on pg 66.

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.

Roosevelt-specific supplemental guidance:

Careful siting, building design and building massing at the upper levels should be used to achieve a sensitive transition between multifamily and commercial zones as well as mitigating height, bulk and scale impacts. Some of the techniques already identified in the Citywide Design Guidelines are preferred in Roosevelt. These techniques include:

- 1. increasing building setbacks from the zone edge at ground level;*
- 2. reducing the bulk of the building's upper floors;*
- 3. reducing the height of the structure;*

At the Early Design Guidance Meeting, the Board strongly supported the 8 ft setbacks and tall “undercut” massing steps as shown and described on pg 15. They supported the 2 bar scheme of Option 3. They acknowledged it already was lower than the maximum allowed height, and that the adjacent parcels are not significantly lower density or height zones than the subject site, thus not requiring further bulk mitigation. Still, the Board requested to see design studies of possible adjustments to the north edge of the north bar, to moderate the scale and afford more daylight to NE 66th. These studies should inform the proposed design solution in the Recommendation booklet, and be included in the booklet.

At the Final Recommendation Meeting, the Board reviewed the shadow analysis provided and concluded the proposed massing and scale were less impacting than the maximum allowed, and shadow impacts on NE 66th were also less than a maximum allowed envelope.

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.

Roosevelt-specific supplemental guidance:

The architectural features below are especially important for new commercial and

mixed use developments in Roosevelt's commercial core: Multiple building entries, Courtyards, Building base, Attractively designed alley-facing building façades including architectural treatments, fenestration, murals, etc.

At the Early Design Guidance Meeting, the Board agreed they require more complete and detailed drawings of the architectural proposal, to be well- informed at the Recommendation stage; these include: large scale, color-rendered elevations with dimensions and material notes; several (4 minimum) photo-realistic eye-level perspectives of the entire building in context; and multiple cross sections with dimensions, landscaping and uses labeled.

At the Final Recommendation Meeting, the Board appreciated the multiple detailed elevations, perspectives and material notes provided, and supported the basic expression and composition proposed, with the two following minor recommendations (in particular response to “Buildings should exhibit form and features identifying the functions within the building”):

- a) Re-evaluate the placement of wood ‘screens’ on the street elevations to consistently function as balcony (or Juliette balcony) guardrails, or explore a different screen material in front of the non-balcony vent slots.
- b) Carefully specify, detail, construct and seal any exterior wood slats to ensure they weather and age well over time.

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

At the Early Design Guidance Meeting, the Board discussed how this guideline overlaps with Guideline A-4 at the street level, and while the preferred Option drawings suggest very stark boxes, the Board assumes the final detailed design will incorporate the scale and material character demonstrated in comparable projects on pg 23 and implied in the street perspectives on pg 20 and 21.

At the Final Recommendation Meeting, the Board agreed the corridor-end window slots provide important planer relief on the upper portions of the east and west walls, but the color and/or joint patterns of the end-walls should be re-evaluated to ensure they provide further scale. The color could be lightened to ensure the proposed joint shadows read clearly, and/or a more pronounced joint pattern could be explored, especially on the tall, highly visible west walls.

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.

Roosevelt-specific supplemental guidance:

Signs: Developments should accommodate places for signage that are in keeping with the building's architecture and overall sign program. Preferred sign types include:

- 1. Small signs incorporated into the building's architecture, along a sign band, on awnings or marquees, located in windows, or hung perpendicular to the building facade are preferred within the Commercial Core Area.*
- 2. Neon signs are also encouraged, while large illuminated box signs are discouraged.*
- 3. Blade signs hung from beneath awnings or marquees are especially favored in the Commercial Core Area.*

Large box signs, large-scale super graphics and back-lit awnings or canopies are less desirable, especially within the Commercial Core. Where awnings are illuminated, the light source should be screened to minimize glare impacts to pedestrians and vehicles.

At the Early Design Guidance Meeting, the Board stated they expect to review a color and materials board at the next meeting, with actual material samples where possible, and they require a Signage Plan, with well-integrated signs shown in relevant sections, elevations and perspectives.

At the Final Recommendation Meeting, the Board supported the proposed material and color palette, but cautioned the zero lot-line, ground level concrete walls on the east and west walls invite graffiti and other maintenance issues. The Board recommended a treatment there to mitigate problems, such as concrete textures, inlaid tiles, scoring patterns and/or other techniques. This is to provide scale and 'close-up, high quality detailing' on the approximately 30 ft high flat concrete walls, not simply applying anti-graffiti sealer. Reduce the height and width of the 15 ft high cedar screen wall at the southwest corner, which presents a harsh blank wall to pedestrians and a 2-sided graffiti target. These comments also address Guideline C-2.

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.

At the Early Design Guidance Meeting, the Board discussed how the parking entrance should be a minimal portal and sidewalk crossing, and wrapped by quality materials, yet provide for excellent sight lines onto the narrow NE 66th Street.

At the Final Recommendation Meeting, the Board supported the parking entrance and translucent overhead door panels as portrayed on pg 30, 31 & 45.

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.

Roosevelt-specific supplemental guidance:

Pedestrian amenities are encouraged where appropriate along sidewalks within the Core Commercial Area. Providing for sufficient pedestrian movement is necessary in order to provide pedestrian amenities. One way to accomplish this is by extending curbs to create opportunities for outdoor cafes and/or vending areas. Amenities could also be placed within small and larger setbacks along commercial streets. Curb extensions and any amenity feature proposed within the public right-of-way should be explored with SEATRAN (Seattle Transportation) very early in the design process.

At the Early Design Guidance Meeting, the Board confirmed the setbacks will afford widened and adequate sidewalk space on these busy sidewalks, but will verify the spacing of commercial and lobby entrances, and the location of stepped floor slabs. The Board supported the overhead glass canopies along NE 65th, but requested they be 10-15 ft high to provide protection. Canopies shown along the shaded side of NE 66th may be less critical, depending on the final height of the "undercut".

At the Final Recommendation Meeting, the Board supported the setbacks, platforms, seat walls and planters as shown, but with the refinements described under Departure #1 below. The Board supported the largely transparent storefronts and solid canopies (in two bays on NE 66th; continuous on NE 65th) as shown on both streets, with the refinements described under C-2 above and Departure #1 below.

- 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, the Board discussed how these elements shall be screened, and utility vaults underground and/or in the parking levels. Also see A-8.

At the Final Recommendation Meeting, the Board endorsed the indoor trash locations and the pick-up day, street-side location on NE 66th shown.

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

At the Early Design Guidance Meeting, the Board discussed how this vicinity requires maximum transparency and eyes-on-the-street, and required a Lighting Plan at Recommendation.

At the Final Recommendation Meeting, the Board endorsed the proposed lighting plan, and stressed that non-intrusive lighting for safety and security is crucial in this transitional location, especially in all recesses, along the east easement, and at the west edges.

E. Landscaping

E-2 **Landscaping to Enhance the Building and/or Site.** Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

At the Early Design Guidance Meeting, the Board required a complete planting and landscape plan of the courtyard, street planting strips, and any other locations.

At the Final Recommendation Meeting, the Board supported the detailed landscape design proposed, especially the lush planting plan along NE 66th and the seating edges along both streets, which should remain. The Board also supports the pledge to install mature “field stock” street trees, which will be the equivalent of 2.5 times the canopy area of the 2 Exceptional sequoias, and the overall site tree canopy area will be 5 times the sequoias canopy area.

EXCEPTIONAL TREE DISCUSSION:

Since the EDG, the applicants presented information that confirmed the 2 existing sequoia trees located in the middle of the block meet criteria to be city-classified Exceptional trees. Page 52 of the Recommendation booklet shows that preservation of the trees and their root radius would result in a reduced development potential on site of approximately 12,000 sf of residential space, or about 21 units in the proposed design. Page 53 shows the tree retention scheme, where the trees are in an enlarged, private central courtyard, surrounded by new construction, and the building form visible from all street locations would be the same as shown elsewhere in the booklet.

After discussion, the Board *unanimously* agreed the tree-retention scheme had few specific design guideline benefits (other than E-3, “Address specific Site conditions...such as...existing significant trees...”) since the building form visible to the public realm is identical if not retained, and the retained trees would be entirely ‘privatized’. The Board also agreed retention results in too much density and unit area impacts in the heart of a designated Residential Urban Village, 1.5 blocks from a future light rail station. The Board *unanimously* supported the proposed site plan that replaces the two exceptional trees with more tree canopy in the public realm, specifically 18 additional on-site trees (species, locations and numbers per booklet pg 52), which in total create a canopy area 5 times larger than the existing exceptional trees, at maturity.

DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departure(s) will be based upon the departure’s potential to **better meet** these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). At the time of the Final Recommendation meeting, the following departures were requested:

- 1. Street Level Residential Use Limit in P Designated Zones (SMC 23.47A.005.C.1.a):** This site is P (pedestrian) designated, and the Code limits any street-level residential uses on NE 65th to 20% of the street façade length. The applicant proposes 39.6% of the length for residential uses, including 20% for a lobby storefront, and the remainder for an entry vestibule, leasing office, and two residential fire exit doors.

The Board voted unanimously in recommendation of this departure, as long as the recommendations listed under A-3 are implemented to enhance the specific lobby entry door and identity, and the following recommendations are also implemented to improve the flexibility and character of the remaining commercial edges. These are very important considering the transit and pedestrian rich, commercial character of NE 65th, in a designated mixed use, Urban Village; ideally less than 20% of this frontage should read as a private, residential frontage.

- a) To improve the visibility and flexibility of the 2 commercial platforms, reduce the height and mass of the planter at the platform edges, and lighten the benches or any vertical elements at the sidewalk.**
- b) To emphasize the two commercial storefronts, ensure the leasing office and fire exits are visually subordinate to the commercial doors and primary lobby doors. Design the leasing office and vestibule to easily convert to commercial (easily demounted walls etc) should the project change management and/or future market forces prevail for more commercial.**

- c) **To maximize the human activity of the large lobby and ensure it activates the street similar to a commercial use: provide bright lighting, attractive seating near the glass, artwork, free wifi, game tables, and/or other amenities to ensure the lobby is occupied and comfortable. Consider reducing the obscuring bulk of the mailboxes so the activity at the stairs and elevators is visible to and from the street.**

- 2. **Driveway slope in excess of 15% (SMC 23.54.030.D.3):** The applicants propose a 17.1 % slope.

The Board voted unanimously in recommendation of this departure, with the following recommendations to ensure pedestrian visibility and safety at the top of the steeper driveway:

- a) **Reduce the height and length into the public sidewalk of the 30” wing walls shown.**
- b) **Add convex mirrors and a flashing “car approaching” light at the top of ramp.**

BOARD DIRECTION

At the conclusion of the Final Recommendation Meeting, the Board recommended approval of the project with a vote of 5-0, along with the following recommendations: For the full wording and context of these recommendations, the applicants should read all the above text, and retain all other design elements essentially as shown in the DRB Recommendation booklet.

- 1) **To ensure the visibility and legibility of the primary residential lobby entrance on NE 65th, (A-3, A-6) visually enhance that entry and its approach sequence from the sidewalk, as a clearly identifiable address and primary entry, distinct from the adjacent commercial and exit doors.**
- 2) **To improve the clarity of the façade expression and the long term material quality, (C-2) re-evaluate the placement of wood ‘screens’ on the street elevations to consistently function as balcony (or Juliette balcony) guardrails; and specify, detail, construct and seal any exterior wood slats to ensure they weather and age well over time.**
- 3) **To enhance the human scale of the upper east and west elevations (C-3), lighten the color and/or revise the joint patterns of the end-walls to provide further contrast, scale and pattern.**
- 4) **To improve the ground level scale and long term quality of the east and west end walls (C-4), redesign the ground level concrete walls on the east and west walls to add visual interest and mitigate vandalism, using concrete textures, inlays, scoring patterns and/or other techniques. Reduce the size of the southwest wood screen wall.**

- 5) To ensure safety and security (D-7), **provide detailed lighting plans and corresponding fixtures along the east wall easement, and the west walls, but which do not create glare or excessive light spillover into neighbor's windows.**

- 6) To provide the design benefit which is 'better than code' for the requested Departure #1, (A-3, A-4, D-1),
 - a)**Improve the visibility and flexibility of the 2 commercial platforms; reduce the height and mass of the planter at the platform sidewalk edge.**
 - b)**Emphasize the two commercial storefronts, and ensure the leasing office and fire exits are visually subordinate to the commercial doors and primary lobby doors.**
 - c)**Maximize the human activity of the large lobby, and redesign it and its interior features to ensure it activates the street similar to a commercial use**

- 7) To provide the extra pedestrian safety along with Departure #2 (D-1, D-7),
 - a)**Reduce the height and length into the public sidewalk of the 30" wing walls shown.**
 - b)**Add convex mirrors and a flashing "car approaching" light at the top of ramp.**

END