



SECOND EARLY DESIGN GUIDANCE OF THE SOUTHWEST DESIGN REVIEW BOARD

Project Number: 3013803

Address: 4755 Fauntleroy Way Southwest

Applicant: Steve Sears

Date of Meeting: Thursday, November 08, 2012

Board Members Present: Laird Bennion
Myer Harrell
Robin Murphy
Daniel Skaggs
Norma Tompkins

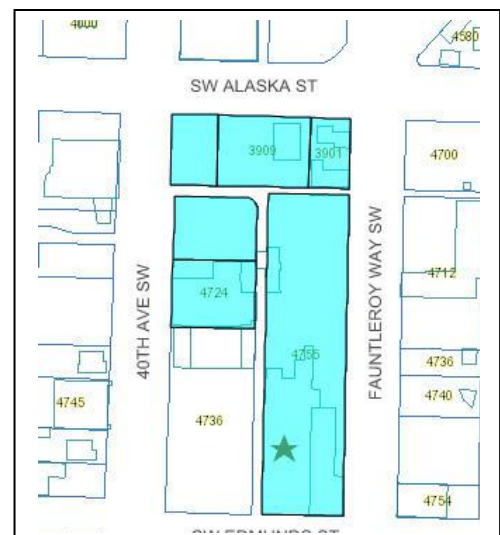
DPD Staff Present: Bruce P. Rips

SITE & VICINITY

Site Zone: Neighborhood Commercial Three with an 85' height limit (NC3 85). The northern portion of the site has a Pedestrian classification overlay (NC3P 85). The site lies within the West Seattle Junction Urban Village.

Nearby Zones: NC3 85 extends eastward to the alley between Fauntleroy Way SW and 38th Ave SW where zoning changes to Lowrise 2 (LR 2) and NC3 with a 40' height limit. South of SW Edmunds St., the zoning shifts to NC3 40 and to LR2 and LR3. To the west, the zoning transitions to NC3 65.

Lot Area: 115,223 square feet



Current Development:	A service station and a funeral home occupy two of the three parcels on the site's northern extent. A vacant auto dealership covers the majority of the development site.
Access:	A north/south bound alley and an east/west bound alley.
Surrounding Development & Neighborhood Character:	<p>The Masonic Temple and its parking lot occupy the southwest corner of the subject block. The West Seattle Triangle planning area possesses a gallimaufry of residential and commercial uses. Developments surrounding the immediate site include Trader Joe's and a large excavated area to the north; parking lots, a Bank of America branch, Safeway, and Highline Medical Plaza to the west; a childhood learning center, the Thunderbird apartment complex and a parking lot to the south; and the West Seattle Produce Market to the east. The West Seattle Golf Course and Recreation Center sits four blocks further to the east.</p> <p>New developments in the area include the Mural Apartments and a mixed use structure with a QFC grocery store on SW Alaska. A sizeable, mixed use project at the southeast corner of SW Oregon St and 42 Ave SW is currently under construction.</p> <p>The area terrain descends from west to east. At upper levels, the corner of Fauntleroy Way and Alaska St has potential views to Elliot Bay.</p>
ECAs:	The site does not have mapped environmental critical areas (ECA)

PROJECT DESCRIPTION

The applicant proposes a mixed use complex containing 66,000 square feet of grocery store, drugstore, and smaller commercial spaces; 370 apartment units above the commercial space; and a below grade garage containing 570 parking spaces for both the commercial and residential uses. The proposal at this preliminary stage has two separate structures above grade and a shared garage below grade. The proposed development would require alley vacations of the east/west alley and the northern most portion of the north/south alley. Design alternatives illustrate a pedestrian and vehicular mid-block passage between 40th Ave SW and Fauntleroy Way SW that provides ingress and egress for truck loading (grocery and drugstore), the customer and resident garage, and a drugstore drive-thru.

DESIGN DEVELOPMENT

The initial design packet offers four design options or alternatives. The first option illustrates a scheme without an alley vacation. Three separate structures border the two existing alleys. This alternative illustrates the notion that an ideal floor plate for a grocery store would not likely fit with the existing configuration of the block. The second option shifts the east/west alley

southward forming a rectangular parcel on the north and a panhandle shaped parcel to the south. On the north side of the complex, a grocery store forms the base for seven floors of residential use wrapped around a second floor courtyard. The second structure to the south consists of a north/south wing extended along Fauntleroy Way SW and a narrow east/west wing sitting between a new alley and the Masonic Temple. This structure houses a drugstore and small commercial tenants facing Fauntleroy and apartments above. Truck loading and a ramp to the garage occurs on both sides of the new 41 foot wide alley.

Alternative Three shifts the east/west alley farther to the south so that it meets the north property line of the Masonic Temple. The option increases the footprint of the grocery, maintains the seven floors of residential encircling a courtyard and utilizes a new 23' wide alley for loading. Similar to Alternative Two, loading occurs on both sides of the proposed alley and a second garage ramp closer to SW Edmunds St runs parallel to the north/south alley. The final option offers a 41 feet wide alley on the east that expands to 51 feet on the west half. All truck loading for the grocery and drugstore occurs on the alley as well as a drugstore drive-thru lane and one of two access ramps to the garage. At the upper levels, the architect opens the south wall of the residential floors to allow light into the upper level courtyard. The residential mass has five levels of units and modest modulations of the wall on each elevation.

By the second EDG meeting, the applicant had refined the massing of Alternative Three, added sections and presented landscaping concepts for the open spaces. The applicant also revised the dual use alley/ midblock pedestrian connector by relocating the drugstore loading zone and drive-thru from the east/west alley to an area parallel to the north/south bound alley.

PUBLIC COMMENT

Twenty-five members of the public affixed their names to the Early Design Review meeting sign-in sheet. The speakers raised the following comments.

Height, Bulk and Scale

- Keep the project in scale with the neighborhood. It should have a "Main Street" scale. Blend in the project with the contiguous neighborhood.
- The project needs another EDG meeting to discuss height, massing etc.
- This area is zoned for large commercial projects.
- The packet should have shown comparable projects as a basis for analysis.

Architectural Character

- The proposal will make West Seattle look like Ballard. Too boring.
- The proposal has too much aluminum and glass. It is cold and lacks personality. Use wood.
- We need a distinctive building, not a cliché. We want to be proud of this building.
- Seattle doesn't need another generic building.
- The new buildings in West Seattle are grey and boring. Use color. Create a presence.
- Provide more design options at the corner of Alaska and Fauntleroy. The corner needs to be activated by the uses surrounding it. Provide more choices in the design for the Board and the public to review.

- The entry portal at Alaska and Fauntleroy needs closer analysis.

Community Connection

- The booklet's neighborhood context section lacks accuracy.
- The booklet ignored the mural, a community landmark. What will happen to it?
- The site acts as the entrance to West Seattle. It represents a point of arrival.
- A pedestrian oriented connection linking W. Seattle Triangle and the Junction is key.
- This project is informed by the W. Seattle Triangle Plan. It has a lot of bang for the buck. It will bring significant improvements to the area.

Mid-block Connection (West Seattle Triangle Plan) / Alley Vacation

- Pedestrian safety is foremost in the alley or mid-block connector. It should be a two way alley.
- What are the public amenities gained from the alley vacation?
- The drawings presented do not show how the grades work on the north side.
- How do the grades work between the Masonic Temple and the project?
- Produce an analysis of how many vehicles will use both alleys.
- How are the large trucks and their maneuvering going to be compatible with the public walkway?
- The large retailers will have a significant impact on the alley.
- Alley serves as the main access to the Masonic Temple.
- What public benefit will occur from the alley vacation?

Street Design

- SW Edmunds St. is an arterial and carries significant amounts of traffic. Consider the pedestrian connections. SW Edmunds needs better crosswalks.
- Soften the streetscape with trees and plantings.
- There needs to be a better flow of traffic.
- Make the project as pedestrian friendly as possible.
- The east/west and north/south connections are important.

Other Issues

- The drawings presented do not show how the grades work on the north side.
- How do the grades work between the Masonic Temple and the project?
- The project proposal has too much parking. With the site's close proximity to the rapid ride stop, there is less need for the amount of parking proposed.
- Do we really need another grocery store?

At the second EDG meeting, nine people signed-in. Comments included the following:

Open Spaces/Landscaping

- Providing community based art in the plaza will build public interest. The northeast plaza and the surrounding structure should be a statement of what it means to live in W. Seattle. The design should "knock it out of the park".
- It is important that the residential lobby located at the northeast corner activate it. The proposal so far is a step in the right direction.

- Think about how to bring people down the street to the proposed park. The 40th Ave SW storefront should be activated.
- The landscaping overlooking the alley has no physical or visual connection to the community. It ought to be accessible.

Height, Bulk and Scale

- The massing of the project is inconsistent with the W. Seattle Triangle Plan. (This was mentioned several times.) It is a fortress like barrier to the community. It is more in keeping with the projects in South Lake Union.
- The proposed design does not break down the massive horizontal scale. There is token modulation.
- The revision does not satisfy the concern about the project's size.
- The massing at the northeast corner looks like a prison tower with a flag pole. The development team needs to work with the community.
- The scale is horrifying at the NE corner.

Architectural Character

- The northeast corner has not been designed. It doesn't meet standards for the West Seattle Triangle Plan. This important corner needs to have much more design development. Ensure that this will occur by requiring a third EDG meeting.
- The canopies should be continuous. Broken canopies do not protect the pedestrian from inclement weather.
- The project should connect in feel to the commercial development along California Ave. SW.

Community Connection

- The project should connect the entrance of the W. Seattle Triangle to the Junction.
- Ensuring the success of the northeast corner plaza is a big deal.
- The W. Seattle Triangle area is not pedestrian oriented. The project's design does not help pedestrian orientation. Pedestrians will have to contend with trucks at the Fauntleroy and Edmunds corner.
- The proposal is a huge improvement to what there is now. It is better to not over design it at this point. Use the community comments to make the project better.

Mid-block Connection (West Seattle Triangle Plan) / Alley Vacation

- The location of the solid waste storage area and the transformer takes away from the pedestrian experience along the mid-block connector.
- There is not an adequate trade-off for the proposed alley vacation.
- The alley as a true urban experience is not successful.
- The public benefit is not apparent in the proposal. (Stated by several speakers)
- The proposed city park across from the project on 40th Ave SW will need good pedestrian connections. Will truck maneuvering be problematic for the park?
- The walkway is a nice feature.
- The varying directions in traffic on the north/south bound alley are a problem.
- Proposed loading on the alley is not pedestrian oriented.

Traffic

- Traffic turning left onto Edmunds will block traffic.

Parking

- It is a benefit to have lots of parking.
- The project has too much parking for the amount of transit available.

Other Issues

- The increase in zoning height for this area was a contentious process.
- There has been no mention of the mural. Removal of it will set a poor precedence in West Seattle. There needs to be dialogue.
- Whole Foods' values are not those of the people who live in W. Seattle.

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.

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

West Seattle Junction -specific supplemental guidance:

A pedestrian-oriented streetscape is perhaps the most important characteristic to be achieved in new development in the Junction's mixed use areas (as previously defined). New development—particularly on SW Alaska, Genesee, Oregon and Edmunds Streets—will set the precedent in establishing desirable siting and design characteristics in the right-of-way.

EDG #1

- Provide continuous canopies along the three major streets.
- See the Board discussion of commercial transparency under guidance D-11.

EDG #2: The architect's and landscape architect's should design with the goal of producing a strong sense of place but one connected to the W. Seattle Triangle and the Alaska Junction.

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

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

West Seattle Junction -specific supplemental guidance:

An active and interesting sidewalk engages pedestrians through effective transitions between the public and private realm. Particularly in the California Avenue Commercial Core, proposed development is encouraged to set back from the front property line to allow for more public space that enhances the pedestrian environment. Building facades should give shape to the space of the street through arrangement and scale of elements. Display windows should be large and open at the street level to provide interest and encourage activity along the sidewalk. At night, these windows should provide a secondary source of lighting.

EDG # 1: Careful design attention to the plazas at the two corners on SW Alaska, ensuring adequate transparency along the commercial edges of the complex and to the landscaping in the rights of way, will create a streetscape that encourages pedestrian activity. Detailing of the building to a fine grain and texture should also provide a scale relatable to the pedestrian.

EDG #2: Continued refinement of the plazas and other landscape features with attention to their relationship to the storefronts will remain a critical element in meeting the expectations of this guideline.

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.

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

EDG #1: Elaboration of residential open spaces will occur during design development.

EDG #2: Board deliberation focused on the mid-block pedestrian connector, the alley and the corner plazas. Other residential open spaces, including those above grade, remain subject to further scrutiny as the design progresses as well.

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.

EDG #1: The design of the mid-block passage should minimize the impact of trucks and other vehicles on the pedestrian. See guidance for D-8.

EDG #2: The Board acknowledged the consolidation of the drugstore's loading area and drive-through lane adjacent to the north/south bound alley. With the newly proposed city park across 40th Ave SW roughly in alignment with the alley/mid-block pedestrian connector, the Board's concern focused on the link between these elements. A larger landscape area or curb bulb on 40th where the pergola meets the right of way would enhance this connection both visually and for pedestrian safety. The adjacency of the Masonic Temple places some constraints on the size of this connection.

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.

West Seattle Junction -specific supplemental guidance:

Pedestrian activities are concentrated at street corners. These are places of convergence, where people wait to cross and are most likely to converse with others. New development on corner lots should take advantage of this condition, adding interest to the street while providing clear space for movement. New buildings should reinforce street corners, while enhancing the pedestrian environment.

EDG #1: The site's highly visible corner at SW Alaska St/Fauntleroy Way SW warrants special treatment. For the next meeting, the Board requested alternative designs for this corner. Sketches should be produced to illustrate how these alternatives read from a distance (a vehicle traveling on Fauntleroy, for example) and from close up. The designs should address the larger neighborhood scale and the smaller pedestrian or human scale.

A considerable challenge is the desire to create at once a visual landmark signifying the entrance to the neighborhood and a useable open space. Consideration should be given to signage (the Board cited the Wallingford sign at the QFC on N. 45th St.), to a partially covered space for pedestrian activity that enables an animated streetscape, and an to armature or massing of the structure that defines the plaza but does not fall into the cliché architectural devices common in recent mixed use buildings. The massing may possibly warrant a higher structure or tower at the corner than what was presented at the meeting.

EDG #2: The Board endorsed the idea of soliciting community input to help design the plaza at the corner of SW Alaska St/Fauntleroy Way SW. See guidance D-1 for landscaping comments.

Continue design development of the tower at this prominent corner. The tower should stand proud of the larger mass. The Board noted that its height was not as dramatic a difference as it could be.

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.

West Seattle Junction -specific supplemental guidance:

Current zoning in the Junction has created abrupt edges in some areas between intensive, mixed-use development potential and less-intensive, multifamily development potential. In addition, the Code-complying building envelope of NC-65' (and higher) zoning designations permitted within the Commercial Core would result in development that exceeds the scale of existing commercial/mixed-use development. More refined transitions in height, bulk and scale—in terms of relationship to surrounding context and within the proposed structure itself—must be considered.

EDG #1: The overall massing concept of Alternative # 4 appeared suitable to the Board. Provide more modulation, however, on the two Fauntleroy elevations. As the design develops, the Board will continue to review height, bulk and scale issues.

EDG #2: With the exception of the northeast corner tower, the roofs of the two structures are quite planar or flat with little variation. Enhance the height and massing by making more significant modulations to the extensive roof plane.

Otherwise, the Board found the overall massing concept acceptable.

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.

West Seattle Junction -specific supplemental guidance:

- **Facade Articulation:** To make new, larger development compatible with the surrounding architectural context, facade articulation and architectural embellishment are important considerations in mixed use and multifamily residential buildings. When larger buildings replace several small buildings, facade articulation should reflect the original platting pattern and reinforce the architectural rhythm established in the commercial core.
- **Architectural Cues:** New mixed-use development should respond to several architectural features common in the Junction's best storefront buildings to preserve

and enhance pedestrian orientation and maintain an acceptable level of consistency with the existing architecture. To create cohesiveness in the Junction, identifiable and exemplary architectural patterns should be reinforced. New elements can be introduced - provided they are accompanied by strong design linkages.

- 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.

West Seattle Junction-specific supplemental guidance:

New multi-story developments are encouraged to consider methods to integrate a building's upper and lower levels. This is especially critical in areas zoned NC-65' and greater, where more recent buildings in the Junction lack coherency and exhibit a disconnect between the commercial base and upper residential levels as a result of disparate proportions, features and materials. The base of new mixed-use buildings – especially those zoned 65 ft. in height and higher - should reflect the scale of the overall building. New mixed-use buildings are encouraged to build the commercial level, as well as one to two levels above, out to the front and side property lines to create a more substantial base.

EDG #1: By the next EDG meeting, the architect must develop convincing character sketches of the facades that convey a strong and consistent architectural concept.

EDG #2: The proposed complex has numerous significant corners in which the architect uses the design to anchor the large site. The architect's strategy has been to increase the amount of glazing and lift the roof slightly at the corners. The architect should continue to refine these elements by increasing the perception of verticality. Allow these vertical volumes to step away from the larger mass by introducing reveals to separate the corner from the bulk of the mass. In addition, emphasize the opaque/transparent relationships to differentiate the masses in order to clarify the corner's relationship to the larger horizontal mass. The Board noted that the design shown on p.22 of the 2nd EDG booklet best represented the ideal condition. The detail and articulation of the various towers and corners should intimate that they belong to the same family.

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

West Seattle Junction-specific supplemental guidance:

- Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.

Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.

- **Signage:** Signs should add interest to the street level environment. They can unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Design signage that is appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on street.

EDG #1: Character sketches developed for the second EDG meeting should begin to intimate the architect's awareness that achieving a human scale mollifies the project's vast scale.

EDG #2: The deliberation did not focus on this guideline. As design development occurs, this will become an important Board consideration.

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.

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.

EDG #1: Integration of a mid-block pedestrian connection into the design elevates the importance of the building design at the alley/connector as it represents another street frontage.

EDG #2: The applicant presented several sketches illustrating possible truck maneuvering schemes based on variations in the angle of the grocery truck loading area and garage ramp as they meet the alley. The Board did not deliberate on this access issue.

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.

West Seattle Junction -specific supplemental guidance:

Design projects to attract pedestrians to the commercial corridors (California, Alaska). Larger sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and to the

surrounding area. The Design Review Board would be willing to entertain a request for departures from development standards (e.g. an increase in the 64% upper level lot coverage in NC zones and a reduction in open space) to recover development potential lost at the ground level.

EDG #1: The West Seattle Triangle Plan provides a broad framework for providing open spaces and landscaping along the site's perimeter and mid-block through the site.

EDG #2: The key open spaces (including the alley/pedestrian crossing) should possess a shared identity or common theme that forms a holistic connection, as if these significant plazas and the landscaping that connects them belonged to the same family.

Accomplishing this will produce a sense of place or relatedness to the large complex. Common materials, design motifs and pedestrian amenities will produce a strong relationship among these critical open spaces/entrances.

- 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.**

EDG #1: Attention to achieving a maximum amount of commercial level transparency along the rights of way would meet this guideline's intent.

EDG #2: The concept sections along the major streets proved helpful in understanding the relationship between grade and the building program.

- 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.**

West Seattle Junction -specific supplemental guidance:

- Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses.
- The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.

- 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.**

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

EDG #1: Ensuring commercial transparency, well designed plazas and sidewalks will begin to achieve this guideline.

EDG #2: The Board questioned the extent of pedestrian safety in the alley and how this could be achieved with the quantity of vehicles in the alley. See D-8.

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

EDG #1: The new east/west bound alley (connector) needs to be successful for pedestrians. The Board observed that the alley attempts to accommodate too many functions. All of the grocery and drugstore loading, garage access for commercial customers and residents, and the drugstore drive-thru assert the dominance of truck delivery and vehicle ingress and egress over the West Seattle Triangle Plan's desire for a mid-block connection to encourage pedestrian activity.

The Board requested that the architect's redesign the service functions providing greater emphasis on the pedestrian. Consider locating truck loading within the garage and shifting the drive-thru to the north/south alley. The vehicular access to the garage on the south portion of the site ought to accommodate most traffic. A traffic study should document that this would occur with two garage access points.

EDG #2: The mid-block pedestrian connection and the alley need further improvements. Develop a more robust landscape plaza to link to the mid-block pedestrian connector with the proposed park, add more landscaping in the pedestrian connection/alley, enhance the paving beyond that of brushed concrete, and strengthen the connections that cross the alley. The design of the north side of the east/west alley should not prohibit pedestrians from crossing in front of the truck loading area and garage ramp. While not ideal to cross in front, pedestrians will otherwise most likely walk in the alley rather than cross over 40 to 50 feet to the other side. The Board noted its skepticism regarding the efficaciousness of the green screens along the pedestrian corridor in the alley.

Staff note: consider the structure along the walkway as a pergola rather than a canopy resembling ones over commercial storefronts. Interesting metal or art work could enliven the southern portion of the pergola parallel to the north wall of the Masonic Temple. This could be potentially more interesting than a green wall. Instead of bollards populating the north side of the walkway consider landscaping to provide the protection needed from truck maneuvering.

Clarify the operations of the north/south alley. It appears one way in places and two ways in others. How will this function? How will it impact the operations of the Masonic Temple's parking and loading?

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.

EDG #1: Design of signage at the corner of Alaska and Fauntleroy ought to complement the massing and form of the architecture.

EDG #2: The retail signage should not dominate the identity of the building. The Board will want a careful consideration of the signage including placement, size and type.

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.

EDG #1: Commercial lighting will be an important consideration as the review process continues.

EDG #2: Provide a concept lighting plan by 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.

EDG #1: The significant grades surrounding the site, particularly along Alaska St. and 40th Ave SW, challenge the designers to achieve maximum transparency particularly the accommodation of a grocery store. The Board conveyed its desire for the project to achieve the code required transparency on the three major streets in order to ensure that the project generates animated street fronts. The Board noted that commercial transparency on Fauntleroy Way was no less important than the other streets. At the next EDG meeting, the applicant will need to produce multiple conceptual site sections in both directions showing the relationship of the proposed massing with the varying grades.

EDG #2: Following-up the Board's request at the earlier meeting, the applicant produced a series of sections showing the relationship of the massing, in particular the commercial level, with the grades. The Board did not request revisions.

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.

EDG #1: Consider creating a visible vertical connection between the residential lobby and the second level courtyard.

EDG #2: Where entrances occur at the significant open spaces, use a common material to visually join the interior residential lobby or commercial area, creating a seamlessness that allows building and plaza to reach into one another.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

EDG #1: After studying the open spaces, the Board conveyed its desire to have a larger at grade plaza occupying the Alaska St. and 40th Ave SW corner. Quieter, closer to the Junction, and possibly possessing better solar exposure, this space would likely attract users and achieve synergy with the grocery store and the “street park” concept along 40th Ave. This plaza should possess well designed pedestrian oriented amenities.

EDG #2: The Board did not offer specific comments on this guidance.

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.

EDG #1: The Board encouraged creating green infrastructure on all of the adjacent streets.

EDG #2: Design of green infrastructure was not discussed at the 2nd EDG meeting.

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.

EDG #1: See the Board’s A-10 guidance for the Alaska and Fauntleroy corner.

EDG #2: See A-7, A-10, D-1, and D-8.

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 applicant indicated an interest in requesting departures for street level development standards and blank façade/transparency requirements along Alaska St. The Board’s response asserted its expectation of achieving the maximum amount of commercial transparency along the three major streets.

The applicant did not request departures at the 2nd EDG meeting.

BOARD DIRECTION

At the conclusion of the 2nd EDG meeting, the Board recommended the project should move forwards to MUP Application in response to the guidance provided at this meeting.

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