



City of Seattle

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



FINAL RECOMMENDATION OF THE NORTHWEST DESIGN REVIEW BOARD

Project Number: 3014209

Address: 101 NW 85th St.

Applicant: Clayton Smith, for Bumgardner Architects

Date of Meeting: Monday, March 10, 2014

Board Members Present: Ted Patton (Chair)
Ellen Cecil
Jerry Coburn
Mike DeLilla
David Neiman

DPD Staff Present: Beth Hartwick
Senior Land Use Planner

SITE & VICINITY

Site Zone: NC2-40

Nearby Zones: (North) NC3P-65 (3.0)
(South) SF 5000
(East) NC2P-40
(West) NC2P-40
1st Ave NW is a SDOT designated Green Street.

Lot Area: 29,390 sq. ft.



Current Development: A one-story commercial structure and two single family residences.

Access: There are two curb cuts off of NW 85th St. and one curb cut off of 1st Ave NW. The two residences have parking off of the alley.

Surrounding Development: Across NW 85th St. is a two-story retail structure. Directly to the west is a 1980's three-story mixed use building. Across 1st Ave NW is a 1960's two-story commercial structure. Across the alley to the south of the site is a single family zone.

ECAs: None

Neighborhood Character: This section of NW 85th St. is a busy arterial mostly fronted by one and two story commercial structures built in the mid 1900's. There are a few older one-story retail buildings closer to Greenwood Ave. There is no strong or consistent architectural style.

PROJECT DESCRIPTION

The proposed project is for the design and construction of a mixed use building with 4 floors containing 105 residential units located above a ground level floor with commercial use, residential services, such as the lobby, fitness room, bike room and lockers and parking for the commercial uses. One level of below grade parking with 66 spaces for the residents will be provided.

EARLY DESIGN GUIDANCE MEETING: June 24, 2013

DESIGN PRESENTATION

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number (3014209) at this website:
http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The EDG packet is also available to view in the project file (project number 3014209), by contacting the Public Resource Center at DPD:

Mailing Address: **Public Resource Center**
 700 Fifth Ave., Suite 2000
 P.O. Box 34019
 Seattle, WA 98124-4019

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

Three alternative design schemes were presented. All options showed an outdoor dining area along 1st Ave NW.

The first scheme (Option 1) showed the applicants preferred option. This option proposed pulling the residential floors towards NW 85th St providing a 24' plus setback from the south lot line. Twenty two parking stalls on the ground level would be accessed by a 24' extended alley curb cut from 1st Ave NW. Eighty four parking stalls would be accessed a driveway off NW 85th St. Two departures are required for access to parking.

The second scheme (Option 2) showed an option that pushed the residential floors away from NW 85th St and closer to the south lot line at the alley. Twenty two parking stalls on the ground level would be accessed by a 24' extended alley curb cut at 1st Ave NW. Eighty four parking stalls would be accessed from NW 85th St. Three departures are required, two for access to parking and one from the residential setback requirement.

The third scheme (Option 3) showed the code compliant option. This option proposed pulling the residential floors towards NW 85th St providing a 24' plus setback from the south lot line. Thirty parking stalls on the ground level and 78 stalls below grade would be accessed from the alley.

PUBLIC COMMENT

The following comments, issues and concerns were raised at the meeting:

- Stated that at a community meeting about the project people were supportive of having parking accessed from NW 85th St.
- Objected to allowing more height to the project.
- Concerned about the height of the project.
- Concerned about increasing the width of the alley as 1st Ave NW is a Green Street.
- Encouraged the applicant to be creative in providing privacy for the single family residences across the alley.
- Encouraged bioswales be part of the landscaping.
- Encouraged access to parking from NW 85th Street instead of the alley.
- Concerned about allowing access to the site from 1st Ave NW as it is a Green Street.
- Encouraged the residential floors be located towards NW 85th and away from the single family zone.

RECOMMENDATION MEETING March 10th, 2014

DESIGN PRESENTATION

The Recommendation packet includes materials presented at the Recommendation meeting, and is available online by entering the project number (3014209) at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The Recommendation packet is also available to view in the project file (project number 3014209), by contacting the Public Resource Center at DPD:

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DESIGN DEVELOPMENT

The applicant presented the project which was an evolution of the preferred scheme from EDG. The structure has four stories with 104 residential units atop the ground level, which has approximately 9,100 sq. ft. of retail space. The residential lobby will be accessed off of NW 85th St. A small covered open 'terrace' will be located at the corner of NW 85th St and 1st Ave NW. The residential floors are located towards NW 85th St. providing a 20' plus setback from the south lot line. Twenty commercial parking stalls are located at the back of the street facing ground level and are accessed by a 23' extended alley curb cut on 1st Ave NW. Sixty-six parking residential stalls are accessed off of NW 85th St. from a 23' wide curb cut. Two departures are requested for access to parking.

PUBLIC COMMENT

The following comments, issues and concerns were raised during the public comment portion of the Recommendation Meeting:

- Expressed that the proposal will enhance the neighborhood.
- Approved of the angled windows on the south elevation facing the SF zone.
- Questioned the use of the dark toned siding.
- Encouraged the design be built as presented at the meeting.
- Encouraged the Board to grant the departure for a curb cut on NW 85th St. to allow for vehicle access to parking.
- Encouraged all parking be accessed from NW 85th St. [The applicant noted that due to the high water table at the site, only one level of parking can be provided below grade.]
- Wanted clarification on how exiting from the commercial parking via the alley will work.
- Concerned about the angle of the parking entry/exit at the alley.
- Concerned that the commercial parking users will travel at fast speed. Suggested use of a speed bump. [The applicant noted that the curved entry to the parking will slow vehicles down.]
- Questioned how pedestrians will be kept off the ramp into the alley parking.
- Encouraged public art be included as part of the design.

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.

At the Early Design Guidance Meeting, the Board encouraged creative massing of the upper floors of the project while acknowledging the limitations of the rectangular site and the location of a residential zone to the south. See also Guideline B-1.

At the Recommendation Meeting, the Board expressed their approval of how the project has addressed their earlier guidance and this guideline.

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

Greenwood/ Phinney-specific supplemental guidance:

- A. Reinforcement of Commercial and Residential Development Patterns: Commercial development in the Greenwood/Phinney corridor has historically been oriented toward the street, with buildings up against the sidewalks. Most residential developments have modest landscaped setbacks and first floors are built slightly above grade to allow for privacy and a sense of transition from the street. Continuing this pattern will reinforce the character of both the business districts and residential areas.**
- B. Treatment of Side Streets: Some treatment of side-streets off of Greenwood Avenue North and 85th Street is important to create an effective transition to residential neighborhoods. Some options to consider include:**
- **setbacks with view-framing landscaping**
 - **arbors with hanging plants;**
 - **small outdoor spaces with trees and landscaping.**

At the Early Design Guidance Meeting, the Board encouraged the ground floor provide a design with a strong one-story 'banding' to mimic the scale of older nearby one-story retail structures. See also Guideline C-1.

The applicant is proposing a covered outdoor dining area off of 1st Ave NW. The Board encouraged this, but would like to see sketches and more information on how this space will function and interact with the pedestrian scale and activity.

At the Recommendation Meeting, the Board expressed their approval of how the project has addressed their earlier guidance and 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.

At the Early Design Guidance Meeting, the Board encouraged screening of the amenity space on the terrace adjacent to the alley and single family zone. The Board encouraged the applicant to orient windows on the south facing elevation so that sightlines are away from the single family residences across the alley.

At the Recommendation Meeting, the Board expressed their approval of how the project addressed this guideline and their guidance. As the south end of the alley will be used for access to and exiting from the commercial parking, the Board suggested the applicant use art to soften the concrete wall at the garage entry. Lighting should be shielded from spillover and glare into the single family lots to the south. Signage should not be intrusive. See Guideline A-8.

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

At the Early Design Guidance Meeting, the Board asked if the roof will be used to provide amenity space for the residents. The applicant stated that it had not been determined yet, amenity space will be provided at the terrace along the alley.

At the Recommendation Meeting, the Board expressed their approval of how the project addressed this guideline.

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

At the Early Design Guidance Meeting, the Board spent much time discussing this issue as the applicants preferred option will take access from NW 85th St and a widened alley curb cut off of 1st Ave NW, both of which will need departures.

The Board indicated that they need to see a traffic analysis of impacts to the surrounding area before they can make a decision to grant these departures. The traffic report should present analysis on the code compliant option where all access is from the alley and the applicants preferred option with access from NW 85th St. and 1st Ave NW.

The Board also indicated they would like to know more about the Green Street designation of 1st Ave NW and what implications the designation may have for the design of the project.

[Staff note: DPD has expressed concern about access from NW 85th St.]

At the Recommendation Meeting, the Board expressed that the developments vehicle use of the alley should be minimized to lessen the impact on the current pedestrian and vehicular use of the alley by the adjacent single family residents. The extended alley curb cut will provide access to 20 commercial use parking spaces right off of 1st Ave NW.

The Board noted that the location of the 23' curb cut on NW 85th St. will be close to the midpoint of the blockface and should not have much impact on pedestrian flow along the street. The Board stated that signage at the garage entrance must clearly indicate that the entry is for residential parking only.

The Board approved the two requested curb cuts for access to the residential parking from NW 85th St and the widened alley at 1st Ave NW for access to commercial parking. See the Departure section below.

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.

At the Early Design Guidance Meeting, the Board identified this guideline as high priority but did not discuss this guideline.

At the Recommendation Meeting, the Board expressed their approval of how the project addressed this guideline.

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.

Greenwood/ Phinney-specific supplemental guidance:

A. Impact of New Buildings on the Street: Consider the setback of upper stories of new mixed-use development on Greenwood Avenue North and North/Northwest 85th Street to reduce the dominance of new buildings on the street.

B. Zone Edges: Careful siting, building design and massing are important to achieve a sensitive transition between more intensive and less intensive zones. Consider design techniques including:

- increasing the building setback from the zone edge at the ground level;
- reducing the bulk of the building's upper floors nearest to the less intensive zone;
- reducing the overall height of the structure; and
- using of extensive landscaping or decorative screening.

Design departures: If alternative techniques are used to successfully achieve a sensitive transition between these zones, the following departures are suggested for consideration by applicants and board members to offset the loss of any development opportunity within the Greenwood/Phinney neighborhood:

- relax the minimum size limit for nonresidential uses—allow up to a 15 percent reduction in the required commercial area; and
- relax the residential amenity or setback requirements.

At the Early Design Guidance Meeting, the Board encouraged creative massing of the upper residential levels and to sensitively respond to the adjacent zone and residential neighborhood to the south.

At the Recommendation Meeting, the Board expressed their approval of how the project addressed this guideline and their guidance.

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.

Greenwood/ Phinney-specific supplemental guidance:

- A. Signage:** The design and placement of signs plays an important role in the visual character and identity of the community. Key aspects of this effort are to ensure that the signs are at an appropriate scale and fit in with the building’s architecture and the local district. Small signs are encouraged in the building’s architecture, along a sign band, on awnings or marquees, located in windows or hung perpendicular to the building façade. The following signs are generally discouraged:
- Large illuminated box (back-lit “can”) signs, unless they are treated or designed to be compatible with the character of surrounding development. Back-lit awnings should be limited to one horizontal-mounted lighting tube. Small neon signs are an alternative as long as they are unintrusive to adjacent residences.
 - Pole-mounted signs. Small monument signs are encouraged as part of low walls screening parking and abutting pedestrian-oriented space. Design should not present a visibility problem to a driver, pedestrian or bicyclist.
- B. Façade Articulation and Modulation:** Façade articulation and modulation in the Greenwood/Phinney Ridge Planning Area are most critical in multi-family residential buildings. Use of façade articulation and architectural elements is encouraged to make new construction compatible with the surrounding architectural context. Architectural features such as those listed below can add further interest to a building, and lend buildings a human scale:
- Pitched roof
 - Covered front porch
 - Vertically proportioned windows
 - Window trim and eave boards

At the Early Design Guidance Meeting, the Board encouraged the ground floor provide a design with a strong one-story ‘banding’ to mimic the scale of older nearby one-story retail structures. See also Guideline A-2.

The applicant is proposing a covered outdoor dining area off of 1st Ave NW. The Board encouraged this, but would like to see sketches and more information on how this space will function and interact with the pedestrian scale and activity.

At the Recommendation Meeting, the Board expressed their approval of how the project has addressed their earlier guidance and this guideline.

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

Greenwood/ Phinney-specific supplemental guidance:

- A. Architectural Styles:** The Greenwood Avenue North/Phinney Avenue North and North/Northwest 85th Street corridors are characterized by their utilitarian, non-flamboyant, traditional architectural styles (except for churches). Some important points to consider in making new development consistent and compatible with existing development include:
- small-scale architectural details at the ground level, including color, texture/patterns, materials, window treatment, sculptural elements, etc;
 - landscaping is an important component of the overall character, particularly for residential development; and
 - personalization of individual businesses is a key feature of both corridors.
- B. Building Entrances:** Almost all of the existing buildings located at corners along the Greenwood Avenue North/Phinney Avenue North and North/Northwest 85th Street corridors have entrances at the corner. Even when the principal off-street parking areas are located on the side of the building, a primary building entrance should be located at the corner. This concept is consistent with traditional neighborhood commercial designs and important in facilitating pedestrian activity at the street corners.

At the Early Design Guidance Meeting, the Board did not directly discuss this issue but did indicate that the project will need to provide a strong retail presence along NW 85th St. and provide for privacy for the residential zone to the south with creative treatment of the residential floors fenestration and amenity spaces.

The applicant is proposing a covered outdoor dining area off of 1st Ave NW. The Board encouraged this but would like to see sketches and more information on how this space will work.

At the Recommendation Meeting, the Board expressed their approval of how the project addressed this guideline and their guidance.

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

Greenwood/ Phinney-specific supplemental guidance:

New multi-story developments should consider methods to coordinate a building's upper and lower stories. The parts should function as a composition—not necessarily

requiring the top and bottom to be the same or similar.

At the Early Design Guidance Meeting, the Board indicated this as a highest priority but did not specifically discuss.

At the Recommendation Meeting, the Board expressed their approval of how the project addressed this guideline.

- 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.**

Greenwood/ Phinney-specific supplemental guidance:

New buildings should feature durable, attractive and well-detailed finish materials. Examples of structures in the neighborhood that feature desirable exterior finish materials are provided in the Appendix.

- A. Building Materials in the Greenwood Avenue North/Phinney Avenue North and North/Northwest 85th Street Corridors: Again, buildings within these corridors are characterized by their utilitarian, nonflamboyant, traditional architectural styles. Brick is the most common surface treatment in the commercial areas and should be encouraged. Plastic awnings should be strongly discouraged. As an alternative, architectural canopies are encouraged to provide weather protection and a place for business signage.**

At the Early Design Guidance Meeting, the Board did not discuss this guideline but indicated the applicant should provide a materials board at the Recommendation Meeting.

At the Recommendation Meeting, the Board expressed their approval of the projects material and color selection.

- 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 indicated this may be a priority guideline if access is granted from NW 85th St.

At the Recommendation Meeting, the Board noted that the location of the 23' curb cut on NW 85th St. will be close to the midpoint of the blockface and should not have much impact on pedestrian flow along the street. The Board stated that signage at the garage entrance must clearly indicate that the entry is for residential parking only. See Guideline A-8.

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.

Greenwood/ Phinney-specific supplemental guidance:

- A. **Pedestrian Open Spaces:** Small, usable open spaces are an important design objective. Open spaces incorporating the following features are encouraged with new commercial and mixed-use development:
 - Good sun exposure during most of the year
 - Located in areas with significant pedestrian traffic
 - Storefront and/or residential windows face onto open space, at or above the ground level
 - There are a variety of places to sit
 - Pedestrians have something to look at, whether it is a view of the street, landscaping, a mural, etc.
- B. **North/Northwest 85th Street Corridor and Greenwood Avenue North Corridor, North of North 87th Street:** New development should enhance the pedestrian environment and encourage pedestrian activity along the North/Northwest 85th Street corridor and the Greenwood Avenue North corridor, north of North 87th Street. The following measures should be encouraged:
 - Building entries facing the street
 - Pedestrian-oriented facades
 - Weather protection
 - Below-grade parking, when possible
- C. **Pedestrian Amenities:** When possible, new development should integrate pedestrian amenities including but not limited to street trees, pedestrian lighting, benches, newspaper racks, public art and bike racks to maintain and strengthen pedestrian activity.

At the Early Design Guidance Meeting, the Board was satisfied with and expects to see the design provide weather protection along NW 85th St. as a combination of a building cantilevers and canopies.

At the Recommendation Meeting, the Board expressed their approval of how the project addressed this guideline and their guidance.

- 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.

Greenwood/ Phinney-specific supplemental guidance:

Storefronts are encouraged to be located at the sidewalk edge, particularly in neighborhood commercial districts, and should be continuous, minimizing blank walls. Where unavoidable consider treating blank walls with one or more of the methods suggested in the Citywide Design Guidelines, including:

- installing vertical trellis in front of the wall with climbing vines or plant material;

- **employing small setbacks;**
- **employing different texture, colors, or materials;**
- **providing art or murals.**

At the Early Design Guidance Meeting, the Board did not discuss this guideline but indicated it of highest priority.

At the Recommendation Meeting, the Board expressed their approval of how the project addressed this guideline.

- D-6 Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.**

At the Early Design Guidance Meeting, the Board expects to see these functions located off the alley.

At the Recommendation Meeting, the Board expressed their approval of how the project addressed this guideline.

- 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 this guideline as highest priority but did not discuss.

At the Recommendation Meeting, the Board expressed their approval of how the project addressed this guideline.

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

At the Early Design Guidance Meeting, the Board discussed the applicants' proposal to widen the existing alley curb cut for access to parking. The Board instructed the applicant and DPD to discuss with SDOT if this is a feasible option. The public indicated that 1st Ave NW is an SDOT designated Green Street.

For the recommendation meeting The Board advised the applicant to provide perspective drawings of the project from the alley.

At the Recommendation Meeting, the Board encouraged the applicant to consider using art to soften the impact of the diagonal concrete wall at the entry to commercial parking at the extended alley curb cut. Lighting should be shielded from spillover and glare into the single family lots to the south. Signage should not be intrusive. See Guideline A-8.

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.

At the Early Design Guidance Meeting, the Board did not discuss this guideline but indicated it as highest priority.

At the Recommendation Meeting, the Board expressed that signage for both the residential and commercial parking garages needs to clearly state their use. The signage for the commercial parking entry at the extended alley curb cut on 1st Ave NW should not be intrusive to the single family lots south adjacent to the site.

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.

At the Early Design Guidance Meeting, the Board did not discuss this guideline but indicated they would like to see a lighting plan at the Recommendation Meeting.

At the Recommendation Meeting, the Board expressed their approval of how the project addressed this guideline. Commercial lighting should not have spillover into the single family lots adjacent to the site.

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

At the Early Design Guidance Meeting, the Board did not discuss this guideline but indicated it as highest priority.

At the Recommendation Meeting, the Board expressed their approval of how the project addressed this guideline.

E. Landscaping

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

At the Early Design Guidance Meeting, the Board stated they want to see a developed landscape plan. The Board encouraged using landscaping to create a separation from the single family zone and provide screening on the terraced amenity space.

At the Recommendation Meeting, the Board expressed their approval of how the project addressed this guideline and their guidance.

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 Recommendation meeting, the following two departures were requested:

1. **Access to Parking (23.47A.0321a):** The Code requires access to parking shall be from the alley if the lot abuts an improved alley. The applicant proposes access to below grade residential parking from a 23' wide curb cut on NW 85th St.

This departure would provide an overall design that would better meet the intent of Design Guidelines A-5 and A-8. By having the residential parking accessed from NW 85th St. vehicle impacts on the single family zone users privacy and pedestrian use of the alley, will be minimized.

The Board voted unanimously to grant this departure.

2. **Access to Parking (23.47A.0321a):** The Code requires access to parking shall be from the alley if the lot abuts an improved alley. The applicant proposes to extend the 14' alley curb cut on 1st Ave NW by 9' to 23'in total, to access the required commercial parking.

This departure would provide an overall design that would better meet the intent of Design Guidelines A-5 and A-8. By increasing the curb cut width the commercial parking entry will be accessed mostly from NW 1st Ave. Given the angle of the exit ramp vehicles will most likely exit directly onto 1st Ave NW. Vehicle impacts to the single family zone user's privacy and pedestrian and vehicle use of the alley will be minimized.

The Board voted unanimously to grant this departure.

RECOMMENDATIONS

BOARD RECOMMENDATIONS

The recommendations summarized below was based on the design review packet dated March 10, 2014 and the materials shown and verbally described by the applicant at the March 10, 2014 Design Recommendation Meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design.

- 1.) Consider art work along the concrete walls of the parking garage entry at the alley.
- 2.) Signage at the two parking garages needs to clearly state the allowable users of the parking garages.