City of Seattle

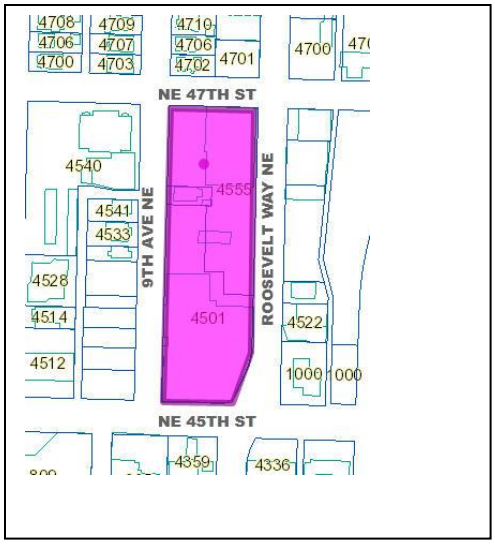
Department of Planning & Development
D. M. Sugimura, Director

EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number:	3015513
Address:	4555 Roosevelt Way NE
Applicant:	Leon Holloway, of GGLO Architects, for American Campus Communities
Date of Meeting:	Monday, November 18, 2013
Board Members Present:	Joseph Hurley (Chair) Ivana Begley Christina Pizana Martine Zettle
Board Members Absent:	Salone Habibuddin
DPD Staff Present:	Garry Papers, Senior Land Use Planner

SITE & VICINITY

Site Zone:	NC3-85 Residential Urban Village Overlay Light Rail Station Overlay
Nearby Zones:	(North) NC3-65 & LR2 (South) NC3-85 (East) NC3-85 (West) MR
Lot Area:	About 46,000 sf, rectangular, sloping about 23 ft down from northwest to southeast corners



Current Development:	Approximate 160 ft x 280 ft parcel is basically the north half of the block, abutting Roosevelt, 47th Street and 9th Avenue NE. The two story commercial building ("Trader Joes") on the northeast quadrant would remain. Surface parking occupies the northwest quadrant and a two story parking structure occupies the south half, both to be re-used.
Access:	Vehicular access is possible from the existing 3 streets; the two existing curb cuts on NE 47th and Roosevelt are proposed to be re-used. No alley.
Surrounding Development:	Townhouses and one-story commercial across street to the north; mixed commercial and parking to the east. Single family houses and one 24 story condominium tower to the west; a 2-4 story commercial and theatre structure occupies the south half of this block.
ECAs:	None
Neighborhood Character:	The site fronts on the transit/arterial of Roosevelt Way NE and is a block north of the busy commercial/mixed-use corridor of NE 45th St. A mix of commercial, theatres, and apartments under construction are to the east and south. Apartments and houses of various scales are nearby to the north and west, including the University Playground. This site is near the UW student concentration and a future light rail station to the southeast.

PROJECT DESCRIPTION

The applicants propose a 7-8 story structure with approximately 176,000 sf and 168 residential units. The existing 2 story retail (Trader Joes) and office building at the northeast corner would remain, and the existing two-level parking structure would be re-used. 110 existing parking spaces are added to about 150 new ones in above-grade locations = 260 total.

EARLY DESIGN GUIDANCE MEETING: November 18, 2013

DESIGN PROPOSAL

The 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:

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

Email: PRC@seattle.gov

PUBLIC COMMENT

The following comments and concerns were raised at this Early Design Guidance meeting :

- Encouraged the design to retain and improve the valuable mid-block walkway adjacent to the south line of the proposed project, and add activating uses for safety.
- Supported the proposed ground level townhouses and encouraged they be carefully designed to ensure eyes on the street and their blinds are not always closed.
- Supported an architectural language that takes cues from the existing commercial building adjacent to the south, which is a handsome design in their opinion.
- Suggested public access to the proposed courtyards, and ground level cafes and uses attractive for the tenants and neighbors to mix.
- Suggested a public plaza at the southeast corner, and improvements to pedestrian and traffic movements near there.
- Suggested the sightlines and pedestrian safety at the existing curb cuts needs study.
- Requested buffering of car light and noise spillover of any exposed perimeter parking.
- Encouraged the design to be less boxy and rectilinear, and to soften the facades.
- Cautioned the west side of the project to not amplify wind impacts on pedestrians, and suggested upper level stepbacks on that side.

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 ***University Community 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 submitted EDG Booklet presented at the November 18, 2013 meeting.

A. Site Planning

A-1 **Responding to Site Characteristics.** The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

University-specific supplemental guidance:

Context: The pedestrian-oriented street streetscape is perhaps the most important characteristic to be emphasized in the neighborhood. The University

Community **identified certain streets as "Mixed Use Corridors"- Roosevelt Way NE is one.** These are streets where commercial and residential uses and activities interface and create a lively, attractive, and safe pedestrian environment.

At the Early Design Guidance Meeting, the Board discussed the Roosevelt frontage at length, and was especially opposed to the proposed retention of parking spaces at grade along any of that key pedestrian frontage. The Board requested sincere exploration of the following options:

- **Replace those 9-10 parking spaces with a strip of approximately 20 ft deep commercial, opening onto the sidewalk, and recover the parking spaces in the new parking to be constructed (the Board recognizes the existing structural constraints and ramp functions, and accordingly suggested a commercial depth less than the ideal).**
- **Shift the parking entrance north and directly into the ramp, and backfill the southeast corner space (and existing south parking portal) with the primary residential lobby and vertical circulation. This eliminates a lobby cross-over conflict with the grocery patrons, and places that lobby on the student desire line to the southeast.**
- **Regardless of above resolution, add a more generous grocery entry 'covered plaza' (including better parking-to-entry shopper/cart flows), and more activating uses along portions of that length of Roosevelt (including removal of the concrete bulkheads), more refined surface materials, integrated lighting, and a continuous rain canopy.**

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

University-specific supplemental guidance:

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

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

At the Early Design Guidance Meeting, the Board greatly appreciated this proposal would infill an underdeveloped site, but discussed how the entire proposal fails to meet the street well, nor repairs the weaknesses of the existing street edges. The Board treats this substantial project as an opportunity to address and fix key aspects of

the existing structures that are not supported by current guidelines. See comments under A-1 and A-3.

The Board agreed upper level step-backs along 9th and especially along the zone-change along 47th are warranted. The Board supported a sizable massing response at the northwest corner - approximately 2-3 top stories - but not the same size or as a substitute for the proposed amenity deck at the southeast corner (pg. 28), which is well located for sun exposure and bulk transition to the south neighbor.

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

University-specific supplemental guidance:

Context: Another way to emphasize human activity and pedestrian orientation, **particularly along Mixed Use Corridors**, is to provide clearly identifiable storefront entries. In residential projects, walkways and entries promote visual access and security.

Guidelines:

1. On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street.
2. In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances.
3. When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street.
4. In residential projects, front yard fences over four (4) feet in height that reduce visual access and security should be avoided.

At the Early Design Guidance Meeting, the Board endorsed the proposed enlargement of the grocery entry along Roosevelt, and encouraged it to read as true 2-story, as suggested on pg.37, and to incorporate superior lighting and integrated signage.

The Board agreed the proposed (mid-block on Roosevelt) primary residential lobby for all units, was not convenient or easily located by visitors; it is too recessed and conflicts with the high-volume of grocery patrons at the same mid-block location. The Board suggested independent and alternative locations be explored, especially the southeast corner, which could visually tie into and reinforce the proposed vertical amenity spaces above (pg. 28), and create a clear 'residential marker' that reaches the ground. Other secondary entries on each face of this large, half-block project are welcome, but should be subordinate to the primary lobby. Also see comments under A-1.

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

University-specific supplemental guidance:

Context: Pedestrian orientation and activity should be emphasized in the University Community, **particularly along Mixed Use Corridors**. While most streets feature narrow sidewalks relative to the volume of pedestrian traffic, wider sidewalks and more small open spaces for sitting, street musicians, bus waiting, and other activities would benefit these areas. Pedestrian-oriented open spaces, such as wider sidewalks and plazas, are encouraged as long as the setback does not detract from the "street wall."

Guidelines: **On Mixed Use Corridors**, where narrow sidewalks exist (less than 15' wide), consider recessing entries to provide small open spaces for sitting, street musicians, bus waiting, or other pedestrian activities. Recessed entries should promote pedestrian movement and avoid blind corners.

At the Early Design Guidance Meeting, the Board agreed the townhouses proposed along 9th are promising, but the existing Roosevelt parking frontage, and its obstructing bulkheads are antithetical to this guideline. Adding a plaza and/or primary residential lobby at the southeast corner could create the human activity place cited by the guideline, especially if the adjacent high-traffic volumes are reduced or eliminated. See comments under A-1 for the Roosevelt frontage, and under A-6 for the 9th Avenue frontage.

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.

University-specific supplemental guidance:

Context: This Citywide Design Guideline is particularly important where a building's back side, service areas or parking lots could impact adjacent residential uses.

Guideline: Special attention should be paid to projects in the zone edge areas as depicted in Map 2 **[the northwest corner of the subject site, opposite the LR2 zone]** to ensure impacts to Lowrise zones are minimized as described in A-5 of the Citywide Design Guidelines.

At the Early Design Guidance Meeting, the Board discussed how the ground level townhouses proposed at the northwest corner, are a suitable use and street-level scale transition at the zone-edge. The comments under A-2 address the upper story scale transition. The Board advised a very complete screening of all exposed perimeter parking levels (existing and new), to block headlights and buffer noise and fumes from neighbors, especially along 9th Avenue opposite existing residential uses. The proposed fully-internal trash and service areas should be maintained, to not impact neighbors.

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.

At the Early Design Guidance Meeting, the Board strongly supported the proposed townhouses along 9th avenue, and suggested they continue the full-length of that frontage, since they buffer vehicles and activate the street. The townhouse cross-section on pg. 34 was generally supported, but the Board advised the ground floor of all townhouse be raised 3-4 risers minimum to afford some eye-level privacy to tenants, whose windows are about 7 ft from the sidewalk. This should provide vertical and horizontal privacy layering and prevent permanently closed blinds.

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.

University-specific supplemental guidance:

Context: In Lowrise residential developments, single-lane driveways (approximately 12 feet in width) are preferred over wide or multiple driveways where feasible.

At the Early Design Guidance Meeting, the Board supported the reuse of the 47th Street access/curb cut, and the absence of any vehicle access on 9th Avenue. The Board focused on the existing access curve at the southeast corner, which appears to create pedestrian/ vehicle safety issues. The Board suggested a more direct parking access further north be explored (see A-1, bullet 2), freeing up the existing curve for a plaza, lobby entrance, better resolution of the existing parking stair, and other pedestrian/building benefits (intermittent access to the existing trash and transformer adjacent could be maintained with a smaller and more permeable surface).

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

See comments under A-1.

A-10 **Corner Lots.** Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

University-specific supplemental guidance:

Context: The Citywide Design Guidelines encourage buildings on corner lots to orient to the corner and adjacent street fronts. Within the University Community there are several intersections that serve as "gateways" to the neighborhood **[Staff Note: this site is not an identified 'gateway'].**

Guideline: For new buildings located on a corner*, including, but not limited to the corner locations identified in Map 3,* consider providing special building elements

distinguishable from the rest of the building such as a tower, corner articulation or bay windows. Consider a special site feature such as diagonal orientation and entry, a sculpture, a courtyard, or other device. Corner entries should be set back to allow pedestrian flow and good visibility at the intersection.

See comments under A-2, A-3 and A-4 for the southeast corner and site. The Board also agreed the northeast corner is highly visible to southbound traffic, and the existing building form offers no acknowledgment of its corner position. The Board suggested the new upper levels accentuate this corner, and some new material and/or scale elements track down and enhance the lower two existing floors as well, helping create a cohesive building expression.

B. Height, Bulk and Scale

B-1 **Height, Bulk, and Scale Compatibility.** Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

University-specific supplemental guidance:

Context: The residential areas are experiencing a change from houses to block-like apartments. Also, the proximity of lower intensive zones to higher intensive zones requires special attention to potential impacts of increased height, bulk and scale. **The north edge of this site is one such "Bulk and Scale Impact area" (from Map 4, University Community Design Guidelines)**. The design and siting of buildings is critical to maintaining stability and Lowrise character.

Guideline: Special attention should be paid to projects in the [mapped areas on Map 4] to minimize impacts of increased height, bulk and scale as stated in the Citywide Design Guideline.

At the Early Design Guidance Meeting, the Board discussed how the preferred massing option #3, especially its large two-story courtyard street apertures, was generally supportable, with the following massing refinements:

- **Step-back upper floors on the north edge, to improve daylight to the north sidewalk and parcels opposite, including the NC3-65 along Roosevelt;**
- **Step-back the height and scale at the northwest corner, across from the LR2 parcels (also see comments under A-2).**

- **Consider adding a sizable full-height notch/recessed plane to the north and/or west façade, similar to the one shown on option #3 east façade.**
- **Consider the enhanced corner treatment cited under A-10, be combined with the upper floor stepback along 47th, to create a transition to the lower NC3-65 height on the north side of that street.**

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.

University-specific supplemental guidance:

Context: Buildings in the University Community feature a broad range of building types with an equally broad range of architectural character. Because of the area's variety, no single architectural style or character emerges as a dominant direction for new construction.

Guidelines:

1. Although no single architectural style or character emerges as a dominant direction for new construction in the University Community, project applicants should show how the proposed design incorporates elements of the local architectural character especially when there are buildings of local historical significance or landmark status in the vicinity.
2. On Mixed Use Corridors (Roosevelt Way NE), consider breaking up the façade into modules of not more than 50 feet (measured horizontally parallel to the street) on University Way **and 100 feet on other corridors,** corresponding to traditional platting and building construction.

At the Early Design Guidance Meeting, the Board agreed the proposed massing appears as one singular block, with one large courtyard aperture, but only staggered small scale 'bays' providing the relief. The Board encouraged more mid-scale compositional devices be layered onto the massing block, such as the upper level stepbacks (A-2), corner expression (A-3, A-10), recessed or shifted planes, and more deep notches as shown on the left side of pg.38. These techniques should be more than two-dimensional surface treatments, might present more corner window opportunities, and should implement the 100 ft modulation cited in the 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.

At the Early Design Guidance Meeting, the Board strongly agreed the project should result in a cohesive work of architecture that addresses all sides - bottom to top, not simply new layers sitting above a sub-standard existing base. The concept should fully incorporate the step-backs and corner expressions mentioned above, and have an activation strategy for the entire perimeter of the ground floor.

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 the townhouses provide a human scale and rhythm that should inform the entire perimeter, yet each frontage should acknowledge the three different contexts across each street. Scale should also be included in the upper levels, especially at the prominent corners.

C-4 **Exterior Finish Materials.** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

University-specific supplemental guidance:

Guidelines:

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

Signs

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

Guidelines:

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

At the Early Design Guidance Meeting, the Board discussed how important a complete and cohesive concept will be for verifying the material distribution and character.

The Board was mildly supportive of the lattice/screening shown on pg. 37/39, but cautioned it should not appear as cheap or a simple mask, and that it should allow for important portals and vertical counterpoint at key locations, such as corners, lobbies and entries.

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 agreed the portal height suggested on pg. 38 is too tall.

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.

University-specific supplemental guidance:

Context: The University Community would like to encourage, **especially on Mixed Use Corridors**, the provision of usable, small open spaces, such as gardens, courtyards, or plazas that are visible and/or accessible to the public. Therefore, providing ground-level open space is an important public objective and will improve the quality of both the pedestrian and residential environment.

Guidelines:

1. On Mixed Use Corridors, consider setting back a portion of the building to provide small pedestrian open spaces with seating amenities. The building façades along the open space must still be pedestrian-oriented.
2. **On Mixed Use Corridors,** entries to upper floor residential uses should be accessed from, but not dominate, the street frontage. On corner locations, the main residential entry should be on the side street with a small courtyard that provides a transition between the entry and the street.

At the Early Design Guidance Meeting, the Board encouraged the provision of a public plaza at the southeast corner; this could provide a visible terminus of the mid-block walkway, and reinforce other objectives described under A-2, A-3 and A-4.

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.

At the Early Design Guidance Meeting, the Board recognized a sizable portion of the existing north ground level façade is structural shear wall, and it might be retained pending how well the corner and rest of that street frontage is developed in a pedestrian supportive manner. While not promoting new blank walls, the Board encouraged all existing blank portions to be enhanced with artful surface treatments.

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.

University-specific supplemental guidance:

Guidelines:

1. The preferred solution for parking structures is to incorporate commercial uses at the ground level. Below-grade parking is the next best solution for parking.
2. There should be careful consideration of the surrounding street system when locating auto access. When the choice is between an arterial and a lower volume, residential street, access should be placed on the arterial.
3. Structured parking façades facing the street and residential areas should be designed and treated to minimize impacts, including sound transmission from inside the parking structure.

See comments under A-1, A-4, A-5 and A-8.

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 supported the fully internalized dumpsters and service areas described and shown on pg. 31. They requested details on how the "new trash" location on 47th will avoid being a blank wall and operations will not impact residential neighbors across the street.

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 the adjacent mid-block walkway deserves careful lighting, no hidden alcoves, and/or activating uses to ensure it is a welcoming and safe place to traverse, especially at night. Pedestrian safety is essential at all proposed vehicle crossings, especially the very busy one serving the grocery parking. The Board noted that extra-large sight triangles and other safety features should be considered.

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 discussed how the existing northeast corner is very bland, and the enhancement of this corner could include well-integrated signage for the anchor grocery tenant. Also see comments under A-10.

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 encouraged a very integrated lighting scheme be developed for safety on the entire project perimeter, and requested a detailed concept at the next 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.

See comments under A-2 and D-2.

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.

At the Early Design Guidance Meeting, the Board discussed how the proposed entry is recessed and hidden, with no transition amenities to the public realm, thus not meeting this guideline. See comments under A-3.

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 discussed how all the building edges should be softened by landscaping wherever possible, especially along the 9th Avenue edge, townhouses and elsewhere. See A-3, A-4 and D-1 for additional comments.

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). The Board's recommendation will be reserved until the final Board meeting.

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

1. **Street-level Development Standards (SMC 23.47A.008.A.2.b & c):** In brief, the Code requires a 20 ft maximum length of any blank wall, and the total of any blank walls to be 40% maximum of the respective façade length. The applicant proposes a continuous length of existing shear walls plus a proposed trash room to be about 60 ft, and the blank façade along 47th to be about 50% of the total façade length.

   The Board indicated cautious support for these departures at this time, considering the existing shear walls are in place, but requested artful surface treatments on those portions and the trash room, and they need to see that design in the context of the entire elevation. The Board agreed the trash room should not occupy a corner, and any blank walls should be located mid-block. See comments under D-2.

2. **Street-level Development Standards (SMC 23.47A.008.D.2):** In brief, the Code requires street-level residential uses to be setback 10 ft minimum from the sidewalk, OR to be 4 ft minimum above or below the sidewalk grade. The applicant proposes street-level townhouses basically level with the sidewalk, and about 7 ft behind the sidewalk.

   The Board indicated preliminary support for the 7 ft setback, if the townhouses are raised 18-24" above the sidewalk grade, to improve privacy. The Board agreed activating this corner is crucial, and some vertical separation would prevent eye-level to eye-level privacy incursion, and thus encourage more open drapes and eyes on the street. See comments under A-6.

3. **Light and Glare Standards (SMC 23.47A.022):** In brief, the Code requires a 5-6 ft tall wall, evergreen hedge or berm at the perimeter of any parking to prevent light spill-over on adjacent properties. The applicant proposes metal mesh and green screen to prevent light spill-over.

   The Board indicated cautious support for a more permeable, architectural screening approach that is not a solid blank wall, but needs to see more details of the specific design; they suggested layers of materials to ensure full light blockage but pedestrian scale and interest to those walking by. The Board strongly prefers active uses at all perimeter locations, but recognized this is mid-block; See comments under A-1 and A-6.

4. **Driveway Slope (SMC 23.54.030.D.3):** In brief, the Code requires a15% maximum slope for driveways. The applicant proposes a 20% slope for the driveway off 47th street, in order to clear the height of the existing parking structure that is being reused.

   The Board indicated support for this departure, pending reduction of the portal size to the street (see comments under C-5), and more detailed resolution of the curb cut sight triangles and pedestrian safety sightlines at the sidewalk. The applicants should provide complete section studies that verify the ramp slope is the lowest possible.

BOARD DIRECTION

At the conclusion of the EDG meeting, the Board recommended the project should return to the Board for an additional EDG meeting, responding to the specific concerns, requests and studies described above.