



SECOND EARLY DESIGN GUIDANCE OF THE QUEEN ANNE/ MAGNOLIA/WEST DESIGN REVIEW BOARD

Project Number: 3015522

Address: 901 W McGraw Street

Applicant: Andrew Miller, of Camwest – Toll Brothers

Date of Meeting: Wednesday, March 19, 2014

Board Members Present: Mindy Black (Chair)
Katie Idziorek
Janet Stephenson

Board Members Absent: Boyd Pickrell
Jill Kurfirst

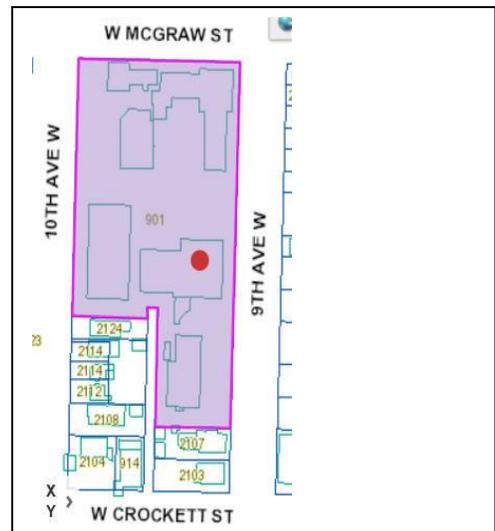
DPD Staff Present: Garry Papers, Senior Land Use Planner

SITE & VICINITY

Site Zone: Lowrise 1 (LR1)

Nearby Zones: (North) SF 5000
(South) LR1
(East) LR1
(West) LR1

Lot Area: 107,997 sf, sloping, half-block rectangle



Current Development:	Six existing 1-3 story institutional buildings for the former Seattle Childrens Home, plus two surface parking lots and landscaped courts. A small 2-story 'cottage' building from circa 1915 occupies the northwest corner of the parcel.
Access:	The half-block fronts on 3 streets, which all provide pedestrian access. The truncated alley to the south, and 2 existing curb cuts provide vehicular and service access.
Surrounding Development:	Surrounding blocks are predominantly single family homes, and several multi-family structures, typically 2-4 stories. Single family houses and garages occupy the rest of the block and alley to the south.
ECAs:	ECA Steep Slope; site slopes down 43 ft overall from the northeast street corner to the southwest property corner.
Neighborhood Character:	The neighborhood is mostly single family homes, with the LR1 zones transitioning from houses to scattered townhouses and multi-family structures. There are two small neighborhood commercial zones within walking distance to the east and south. West sloping topography and large trees characterize the vicinity.

PROJECT DESCRIPTION

The proposal is for three story residential rowhouses and townhouses (in 11 new structures), with a total of 62 units. One existing structure (McGraw Cottage) is to remain and contain two proposed residential units. Parking is to be provided within the structures, accessed off internal private drives, which link to the existing alley from W Crockett Street. 22 exceptional trees occupy and are adjacent to the site, 20-22 to be retained, depending on design scheme.

EARLY DESIGN GUIDANCE MEETING: December 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. or by contacting the Public Resource Center at DPD:

Address: Public Resource Center
700 Fifth Ave., Suite 2000
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

Approximately 120 members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

- Noted all three massing options were very similar, and all showed a long wall of structures along 9th Avenue, contrary to the building rhythm on the opposite side of that street; encouraged more gaps on 9th and more mass shifted to the middle of the block and along 10th Avenue.
- Supported the retention of all exceptional and large trees, on and off site, and expressed concern for the root zones of the street trees being impacted by new foundations (numerous agreeing with this).
- Objected to the repetitive massing wall along 9th Avenue and the massing not stepping down to the SF zoning across McGraw, and possible shadow impacts on that steep street in winter conditions (numerous agreeing with this).
- Suggested more generous and direct through-block pathways for residents and neighbors, similar to other Queen Anne stairways, especially aligning with the east-west public ROW at the mid-block (numerous agreeing with this).
- Noted the long massing walls are not compatible with the bulk and scale of the vicinity, which is more fragmented and diverse, even by the recent multi-family structures.
- Discouraged the reduction of front yard setbacks, or any departures in that street yard zone, which is important for neighborhood compatibility and a social space for the residents.
- Encouraged more open space within the site - lushly landscaped, usable by residents, connected to the perimeter - and less pavement devoted to vehicles.
- Noted the rowhouse type is rare and foreign in this vicinity, and suggested the buildings be more fragmented and exhibit a wide diversity of architectural styles.
- Suggested some on-site visitor parking to avoid spill-over onto crowded on-street spaces.
- Promoted density in this LR1 location as achieving city sustainability goals, and suggested focusing on superior materials, design and quality.
- Concerned the proposed curb cut onto McGraw is too far east and creates safety and sightline issues at a steep portion of roadway.

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PUBLIC COMMENT

Approximately 120 members of the public attended the second Early Design Review meeting. The following comments, issues and concerns were raised:

- Noted all three new massing options were very similar, and all showed the structures along 9th Avenue as too continuous, contrary to the building rhythm on the opposite side of that street; encouraged more gaps on 9th and perhaps 2-3 fewer units on the site.
- Supported the modulation and variation in the setback zone along 9th Avenue.
- Supported the retention of all Exceptional and large trees, on and off site, which should be the driving design generator, and expressed concern for the root zones of the street trees being impacted by new foundations (numerous agreeing with this).
- Objected to the repetitive massing wall along 9th Avenue and the massing not respecting all Exceptional Trees, and the low percentage of permeable green area on site (numerous agreeing with this).
- Advocated much less pavement and landscaped or pervious surfaces wherever possible (numerous agreeing with this).
- Suggested fewer units with highest quality amenity and material design would open up the site yet capture the same total price.
- Concerned there is no designated guest parking shown on site, and not every unit needs 2 parking spaces.

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 (the Board) members provided the following siting and design guidance. The Board identified the following **Citywide Design Guidelines** of highest priority for this project. Board comments are in **bold**; **both sets of EDG comments remain valid**.

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

Page references below are to the respective EDG Booklets, dated either December 18, 2013, or March 19, 2014.

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 (underline added).

At the First Early Design Guidance Meeting, the Board discussed this topic at length and as a prime determinant of the project; how the site plan works with the slope, retains trees, and maintains a selectively permeable perimeter for incidental westward views by pedestrians. The Board requested numerous east-west site cross sections, showing tree canopies and sightlines to scale, and also requested view simulations from key site locations, including points along the 9th Avenue sidewalks. A large format picture montage of the 9th Avenue view looking west is requested, including all trees.

At the Second Early Design Guidance Meeting, the Board carefully reviewed the preferred site plan and its response to topography, Exceptional Trees, landscape opportunities, and streetscape compatibility.

The Board cautiously supported the preferred option 6, but with numerous qualifications under A-6 and the recommendation to retain the Exceptional Tree on 10th Avenue, as it provides a needed break in the massing wall.

The Board recommended retention of the following key attributes:

- **Remodeling of the existing cottage and its associated corner landscape.**
- **Design of the internal tree grove as the primary resident gathering /open space.**
- **The mid-block stair hillclimb and alignment with the south 23 ft gap on 9th.**
- **The 4 unit rowhouse at the McGraw and 9th corner, turned to front McGraw (with comments under A-3)**
- **The two pocket parks and maximizing the landscape diversity and relief they provide.**

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

At the First Early Design Guidance Meeting, the Board agreed the length of masses along 9th Avenue should be shortened, with larger gaps included, and the massing along 10th could be more continuous, because it is downslope and on an arterial. To improve the permeability on 9th, the Board is receptive to even more density on the west and in the middle of the site (see Departure # 2), but not if it prevents all sightlines to sea and sky beyond from the key gaps along the 9th sidewalk; this is what the view studies requested in A-1 must confirm.

At the Second Early Design Guidance Meeting, the Board reviewed the 9th Avenue site plan and street montage provided, and agreed the location and dimensions of the 23 ft, 36 ft and 39 ft gaps are the minimum necessary to ensure a permeable frontage. The Board agreed the revised building lengths and spacing along 9th was supportable, but had numerous concerns about the landscape design and proposed setbacks described under E-2 and Departure #3. See comments under A-6 and E-3 for the 10th Avenue frontage.

To properly evaluate the compatibility of proposed setbacks and landscape along 9th, the Board requested a Composite Street Plan of the proposed site plan at grade (tree canopies shown as dashed lines, sidewalks and ALL setbacks dimensioned) and the existing streetscape on both sides of 9th, extending at least 2 lots north of McGraw and 2 lots south of Crockett Streets.

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

At the First Early Design Guidance Meeting, the Board assumed rowhouses will obviously have visible entrances to the three streets, but reinforced how these must be designed with care to create diverse, sociable spaces, with high-quality landscaping and materials (see A-6 below). The Board also requested the internal units have clear and generous paths to the adjacent sidewalks for visitors, and to offset the large pavement areas proposed (even if they are reduced per comments under A-8).

At the Second Early Design Guidance Meeting, the Board reiterated the concern that unit entries along all three streets have gracious and layered landscape designs and usable stoops (also see A-6). The Board agreed the rowhouse at the corner of McGraw and 9th should have its primary entrance address 9th, and exhibit an intentional corner architectural design, not simply a modified sidewalk.

The Board noted the internal townhouses appear to have only one pedestrian access route (the curved north path and non-ADA stair – about 12 ft climb – to 9th Avenue); other paths are minimal edges along or across driveways. The internal paths minimally dictate rather than accommodate natural movement; they should generously accommodate disabled visitors and multiple pedestrian desire lines, including from the northwest pocket park to the central park and ‘mews’, and safer crosswalks to the mid-block hillclimb. The primary address and pedestrian approach for the townhouses should be better announced at the level McGraw driveway gap.

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 First Early Design Guidance Meeting, the Board discussed how the proposed building at the southeast corner should be setback about 10 ft from the south property line to create a pathway from the alley to 9th, and a privacy buffer for the adjacent house.

At the Second Early Design Guidance Meeting, the Board requested the site landscape plan (pg 18) accurately show adjacent structures to the south, with dimensions from existing and proposed buildings to the property lines. (NOTE: the 9th Avenue elevation on pg 30 appears to show a much bigger south setback than the site plans; coordinate all drawings and show property lines on all elevations). The Board agreed the hillclimb pathway shown further north is fine, but is concerned the 5 ft setback proposed at the southeast corner is insufficient. Provide legible photographs of the north walls of the adjacent south structures. Well-designed low fences and/or landscaping are required to screen driveway headlights from impacting the adjacent structures.

- 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 First Early Design Guidance Meeting, the Board agreed the street edge transitions are crucial to make any long building masses (even if reduced per A-2) fit the street context and provide eyes on the street. The setbacks must be sized to afford sociable and quality landscaped spaces for project residents and neighbors to interact. The Board expects large scale cross sections and partial elevations to confirm such details at the next meeting. The 9th Avenue setbacks should be coordinated with the Exceptional tree grove and its required Protection Area (see E-3).

At the Second Early Design Guidance Meeting, the Board reiterated its concern about adequate and sociable setback transitions along all three streets, and again requested detailed, large scale ground floor/landscape plans of all frontages, and corresponding large scale - 1/4" minimum - sections from building to curblines (with complete dimensions and material/species notes). The plans on pages 19- 23 obscure ground level information, and the sections are too small and without material details. The plans should clearly show and dimension the verified root protection zone for all Exceptional Trees, and other significant trees. (The root protection zones shown on pg 24 are confusing as there appear to be building footprints overlapping the dashed line "protection zone")

The Board recommended all the primary unit entries along 10th Avenue be more visible and placed on the front facades (regardless of what uses are at street grade); 8 of the 11 units shown appear to have side entries, up 5-7 ft of stairs, and the long stair on the northern unit physically compromises the adjacent pocket park. Direct entries provide eyes on the street and neighborhood sociability, and are more ADA friendly (not all residents or visitors will arrive by car).

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

At the First Early Design Guidance Meeting, the Board applauded the northwest corner entry court, and the north/central interior court under the retained trees, both with lush landscaping. But the Board was concerned all other open spaces are narrow, residual and too small to afford usable space. At about 20 ft, the central north-south walkway between buildings appears too narrow, especially if filled with required stair transitions. The Board agreed some unit lengths and overall footprints might need to decrease to create pleasant and functional open space.

At the Second Early Design Guidance Meeting, the Board agreed the two pocket parks are well located but are minimal in size for 60-62 units. Every other open space should be optimized for active use and lushly landscaped, including the 36 ft gap on 9th, and the under-sized peninsula mid-way on the hillclimb.

The Board reiterated concern about the narrow width of the central mews (predominantly 17-21 ft per pg 21) and requested large scale plans and sections (at typical width) to verify the ground floors have reasonable privacy layering, and the upper floor bay encroachments are staggered and not continuous.

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 First Early Design Guidance Meeting, the Board discussed how the majority of the site interior is devoted to vehicle maneuvering driveways, and no matter how cleverly designed with pavers and patterns, these are basically dead spaces, fronted by continuous garage doors. The Board requested site studies that reduce the amount of paving area and increase landscaped area (see A-7), including one that explores a structured parking level with single access off 10th Avenue, the arterial. Shared parking for at least some of the units reduces garage door frontage, increases ground surface for open space, and shifts the curb cut off steep McGraw. A rowhouse precedent with shared parking was cited by the Board; individualized garages are not code required.

At the Second Early Design Guidance Meeting, the Board agreed that option 5 with covered garages was not a better design. The Board remained strongly in agreement the net paved area is too sizable and encouraged 100% pervious paving wherever required, and grasscrete or other pervious materials and variation to break up the large areas shown as asphalt. Detailed paving plans and material cut-sheets are requested at the next meeting. Tandem parking within the units (rather than side-by-side) would reduce the paved driveway aprons 50% and reduce the long walls of double garage doors, and/or pavement only at the tire tracks rather than 20 ft wide.

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.

At the First Early Design Guidance Meeting, the Board supported the basic LR1 zone density and 30 ft height as reasonable, provided the building forms, footprints and resulting ground plane treatment are refined to meet all the priority guidelines. The Board tentatively supported Option 3 as the better of 3 site plan schemes, but shorter building increments along 9th, deep modulations, and roofline breaks are the key to ensuring the bulk is mitigated. The Board stated the applicant-preferred FAR might be reduced, and that the code allowed FAR is a maximum depending on site specific design resolution, not an entitlement.

The Board agreed that retaining the 2-story house at the northwest corner is a superior bulk transition to the SF zone across the street, and any new structures along McGraw should follow a similar scale. The Board invited exploration of a building that intentionally turns the northeast corner (rather than a cut-off rowhouse) and steps down in height along McGraw, with any curb cut possibly more mid block.

At the Second Early Design Guidance Meeting, the Board mildly supported option #6, and applauded the revision that turned the northeast corner building and shifted the McGraw curb cut further west (see comments under Departure #1). For clarity and completeness, future drawings should show all three street elevations with and without tree canopies, including ALL building height and spacing dimensions, profile steps and other site elements.

The Board was concerned the west elevation of the four similar and closely spaced buildings facing 10th Avenue, does not exhibit enough roofline/profile variation or bulk break-down. The buildings read as one continuous structure. See comments under C-1 and about the Exceptional Trees under E-3.

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.

At the First Early Design Guidance Meeting, the Board discussed how the neighboring context is widely diverse in style, and the project should draw from examples in the surrounding context, but not attempt to break down into exact 30 or 40 ft single family stylistic increments. Yet, the large site warrants more than one repetitive style on all streets and for all buildings.

The applicants should refine the '3 styles' approach based on the revised building forms from A-2 and B-1 above, and devise a strategy informed by the patterns in this specific context. The Board suggested that some traditional elements might focus on 9th and McGraw, and the more 'contemporary' character be found along the arterial 10th Avenue. The Board was receptive to the two more contemporary expressions of the precedent images shown, but not the aggressively modern Galer 8 or Harbor Townhomes.

At the Second Early Design Guidance Meeting, the Board generally endorsed the three architectural styles presented, and their deployment on the site, with the following qualifications:

- **The four alternating styles along 9th are appropriate, but the brick and shingle colors should not repeat exactly. Other detail variations are also welcome.**
- **The four brick rowhouses along McGraw should step more with the slope, to reduce the height/bulk and the tall stem walls and stair climbs from the sidewalk to the west units.**
- **The four buildings along 10th Avenue are almost identical in profile, composition, material, and color. One should be deleted or modified significantly per E-3, and the remaining three should exhibit more façade variation and compositional interest. Possibly the north and south building can be similar but the middle ones should be distinctly different.**

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

At the First Early Design Guidance Meeting, the Board discussed how this guideline must be achieved in a sophisticated, non-repetitive way during future design development. The Board cautioned that human scale is especially important when rebuilding a half block with three different street frontages, and impacting such a large portion of a neighborhood fabric. In this specific setting, human scale means a variety of street edge and architectural treatments, not the repetitive east-coast rowhouse language.

At the Second Early Design Guidance Meeting, the Board cautiously supported the human scale and material richness suggested by the streetscape renderings on pages 32-38, but all is pending the Composite Street Plan (A-2), and detailed landscape and setback drawings (A-6), and a comprehensive design proposal with detailed large scale elevations and material samples.

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.

At the First Early Design Guidance Meeting, the Board supported the through-block pathway shown at the north end on pg 23 of the booklet, and encouraged a similar pathway be developed at the mid-block near the 16 ft east-west right of way. Also see comments under A-3 and A-7.

At the Second Early Design Guidance Meeting, the Board encouraged all the non-building space on site be considered pedestrian first, with clearly limited areas that vehicles can also carefully use. More and wider paths should be shown per A-3, and all pedestrian crosswalks of driveways should be demarked with materials, textures and/or grade changes ('crossing tables'). Also see comments under A-3, A-6 and A-7.

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 First Early Design Guidance Meeting, the Board requested a specific study of concealed trash locations (preferably not visible trash sheds) and the on-site pick-up routes.

At the Second Early Design Guidance Meeting, the Board reiterated the need for this study and site trash locations, with SPU concurrence.

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

At the First Early Design Guidance Meeting, the Board applauded the intention to not have a gated site, and discussed how a more permeable perimeter, more pronounced pedestrian paths and an activated building street frontage all provide added security. Typical lighting, sightline and CPTED principles will be essential throughout the project.

At the Second Early Design Guidance Meeting, the Board requested a complete site and building lighting scheme, including fixtures and night view renderings.

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 First Early Design Guidance Meeting, the Board discussed how the project does not need to match a single-family character or setback condition, but the perimeter landscaping should be lush and create sociable transitions to the sidewalk, incorporating stoops and other layering techniques.

At the Second Early Design Guidance Meeting, the Board emphasized the street setbacks should be landscaped and designed with usable and sociable stoops, plus carefully designed privacy layering per A-3 and A-6. The Board agreed the 23 ft gap on 9th aligns with the hill climb stair, but was concerned the north 39 ft gap looks into a driveway dead zone and garage doors, with an approximately 12 ft tall retaining wall and guardrail at the driveway cut. This driveway should be reduced and a more gracious landscape transition added for the adjacent stair and street edge along 9th Avenue.

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. [underline added]

At the First Early Design Guidance Meeting, the Board agreed the steep slopes and Exceptional trees warrant special technical care, and should inform and drive the design, not simply be constraints. For example, the Board suggested tree canopies and groves should inspire where open space amenities and building gaps and deep setbacks should be located. The Board also requested more detailed plan and section drawings of the arborist recommended Tree Protection Areas (SMC 25.11.050) for all city-classified Exceptional trees and groves, and how all the proposed structures fully respect these areas for all Exceptional trees. The incidental westward views are also a special condition of this site (also see A-1 and A-2 comments).

The Board must consider all Exceptional trees, especially any proposed to be removed. At the next meeting the applicants must provide a site plan alternative that retains ALL Exceptional trees, for Board review. Also provide comparative documentation (plans, perspectives, sections) of retained vs proposed removed trees, showing the quantitative impact to development area, design guideline impacts, and any departures needed to allow Exceptional tree retention and recovering development area elsewhere.

At the Second Early Design Guidance Meeting, the Board agreed the Exceptional Tree located at the internal townhouse area, and proposed for removal in option #6, is not contributing to a superior overall design. The quantified floor area and departure

analysis is still required, plus comparative perspectives, and a species-specific replacement plan and location. All are required for DRB and DPD staff evaluation.

But the second Exceptional Tree located along 10th Avenue provides a streetscape amenity and breaks up the proposed repetitive façade and building bulk (see B-1). The Board agreed this tree should be retained and a small landscaped amenity or ‘place’ be designed under and around it to promote resident and neighbor sociability.

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 Second Early Design Guidance meeting, the following departures were requested:

1. **Vehicle Access Width (SMC 23.53.025.D):** The Code requires any easement serving 10 or more units to be at least 24 ft wide. The applicant proposes the roadway width to be 20 ft wide.

The Board indicated preliminary support for a 20 ft wide roadway, as a traffic calming measure, but requested the sight triangles to the sidewalk be based on a 24 ft width, with special attention to generous pedestrian-vehicle sightlines on the upslope side. (D-7)

2. **Structure Width in Lowrise Zones (SMC 23.45.527 –Table A):** The Code requires a 60 ft maximum structure width for townhouses in LR zones. The applicant option #6 proposes the townhouse structures (located only in the middle of the site) to be 140, 160 and 200 ft wide.

The Board indicated preliminary support for increasing the interior townhouse widths, since they appear to not block residual sidewalk views or cause other design drawbacks to the site. This is pending complete elevations, renderings and site plans, and assumes the interior open space and landscaping will be maximized, the massing along 9th will remain permeable or increase the gaps, and the massing along 10th Avenues will be adjusted per B-1 and E-3 above. (A-2, A-6, B-1)

3. **Lowrise Front yard Setbacks (SMC 23.45.518.A):** The Code requires a rowhouse front yard setback of 5 ft minimum. The applicant proposes a 0 ft setback for limited portions of the 9th Avenue rowhouses, and greater than 5 ft in other locations, usually corresponding with code-required Exceptional Tree root protection zones.

The Board indicated hesitation on reducing any front setbacks, given the concern for adequate front yard transitions (A-6, E-2), tree and root protections (E-3), and a site plan

with too little open space (A-7). The Board rejected the argument that reduced setbacks are a 'trade-off' for code-required root protection zone setbacks. To evaluate any front setback reductions, the Board requested multiple perspectives, and large scale, dimensioned site plan drawings of all perimeter conditions, showing the following: curblines; trees, driplines and root protection zones; sidewalks; property lines; building ground floors; stoops and concept landscaping of all transition zones. The Board also requested a full site plan analysis of code-required open space, and any additional open space proposed. (A-7, E-3, A-6)

4. **Bay Window Projections (SMC 23.53.025):** In brief, the code requires a driveway easement width of 32 ft, but a driveway pavement of 24 ft width. The applicant proposes 2 ft wide by 16 ft bay window projections above 8 ft height on both sides of most driveways, resulting in a net width of 28 ft between bay faces.

The Board indicated preliminary support for reducing the easement width by 4 feet, pending detailed elevations and perspectives, as the bays provide architectural scale and interest to what might be large flat walls. (C-2, C-3)

BOARD DIRECTION

At the conclusion of the EDG meeting, the Board recommended the project should move forwards to MUP Application, fully responding to the specific concerns, requests, detailed drawings and studies described in detail above.

The Board reminded applicants and the public there may be more than one Recommendation meeting, and that the next meeting must include complete and detailed information, including (at minimum) the following requirements:

- A-2: Composite Street Plan.
- A-5: Site landscape plan (pg 18) accurately showing adjacent structures to the south.
- A-6: Detailed, large scale site landscape plans of all frontages, and corresponding large scale - 1/4" minimum – building/street landscape sections.
- A-7: Central walkway/mews large scale plans and sections (at the typical width).
- A-8: Detailed paving plans and material cut-sheets.
- B-1: All three street elevations with and without tree canopies.
- D-6: Trash truck pick-up study and site trash locations, with SPU concurrence.
- D-7: Site and building lighting scheme, including fixtures and night view renderings.
- E-3: Exceptional Tree; quantified floor area and departure analysis, comparative perspectives, and a species specific replacement plan and location.
- Departure 3: multiple perspectives, and large scale, dimensioned site plan drawings of all perimeter conditions.
- Departure 4: Driveway Bay encroachments; complete detailed elevations and perspectives.