



FIRST RECOMMENDATION OF THE SOUTHEAST DESIGN REVIEW BOARD

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| Project Number: | 3017381 |
| Address: | 4561 Martin Luther King Jr. Way South |
| Applicant: | Chie Yokoyama with Nicholson Kovalchick Architects |
| Date of Meeting: | Tuesday, December 15, 2015 |
| Board Members Present: | Carey Dagliano-Holmes Drew Hicks Charles Romero Julian Weber |
| Board Members Absent: | David Sauvion |
| DPD Staff Present: | Bruce P. Rips |

SITE & VICINITY

Site Zone: Neighborhood Commercial One with a pedestrian overlay and a 40' height limit (NC1P 40).

Nearby Zones: Neighborhood commercial zoning extends north along the MLK Way corridor past S. Oregon St. The area of commercial zoning lies between the lowrise multifamily zones of Lowrise Three (LR3) and Lowrise Two (LR2). South of Alaska St. the zoning changes to Single Family 5000 (SF 5000) west of MLK Way. To the east of MLK, the zoning is predominantly multifamily lowrise.

Lot Area: 33,662 sq. ft. The nearly flat site has a small cluster of trees at its southwest corner. Irregular shaped, the site has two property lines of different lengths parallel to MLK Way. The diagonal path of the MLK right of way produces a wedge shaped corner at South Alaska St.

Current Development: The site is vacant.

Surrounding Development and Neighborhood Character: Located within the Columbia City Residential Urban Village, the project is part of the Seattle Housing Authority greater

redevelopment of Rainier Vista. Much of the MLK Way corridor to the north has been redeveloped recently with mixed-use projects. Neighboring development beyond the MLK Way Rainier Ave S. corridors is predominantly multi-family Lowrise and single family developments. Columbia City center with its mix of small commercial uses is several blocks to the east.

Among the surrounding uses are the Columbia City light rail station, Rainier Vista playfield, the Interagency Academy, and Seattle Housing Agency's Tamarack Place and Snoqualmie Pl.

Access: Adjacent rights of way include MLK Way S (principal arterial), S. Snoqualmie St. and S. Alaska St. (principal arterial).

Environmentally Critical Areas: The development site does not possess DPD mapped ECAs.

PROJECT DESCRIPTION

The applicant proposes a four-story structure containing 96 residential units, two live-work units and 7,226 sq. ft. of retail space on the ground floor with parking for 82 vehicles to be provided below grade.

DESIGN DEVELOPMENT

The three options share a similar program with commercial retail use facing the intersection of S. Alaska and MLK Way and at the corner of S. Snoqualmie St (options #1 and 3); a lobby and amenity area at mid-block fronting MLK Way and residential units facing west; service areas at the northwest portion of the ground floor and three residential floors above. A below-grade garage has its entry on S. Snoqualmie St. The variations occur mostly in the configurations of the plan and the shape of the open spaces or plazas. Options One forms a C-shape in plan with terraced open spaces facing west framed by the wings of the building. At the upper level, the residential units line a double loaded corridor that wraps around the west open space. A corner plaza fronts the S. Alaska and MLK Way intersection. A covered, shallow forecourt introduces the lobby and amenity space along MLK. The building mass for the most part appears extruded from the ground floor plan with the exceptions of small projections and recessions.

Option Two also has retail commercial facing the intersection but shows a cluster of four live-work units at the north end anchoring the Snoqualmie and MLK corner. A deep, linear forecourt of 28 feet extends along the MLK frontage. A smaller plaza at the southeast corner mediates the space between the S. Alaska / MLK corner and the commercial space. In plan, the building resembles an "I", particularly at the upper residential levels. The massing at the southern end of the proposed structure has chamfered walls that reflect the oblique street pattern. Option Three closely resembles Option Two with variations that include an arcade at street level which mediates the two open spaces at the corner and fronting MLK. In mass, Scheme Three has more modulations at street level. Vehicular access to the garage would occur from a driveway on the property to the west.

By the Recommendation meeting, the applicant had refined the massing and the composition of Option Three. The linear building has two wings on the north and south-ends that project toward the street and form a shallow mid-block plaza facing MLK Way. The south wing includes a public arcade in front of the commercial storefronts. At the north wing, a small commercial space wraps the corner of MLK Way and S. Snoqualmie. Three levels of residential units extend along a double loaded corridor. Two live/work units face S. Snoqualmie at street level and four residential units sit a few feet above grade fronting onto S. Alaska. The two wings announce themselves with the use of Prodema siding, a material resembling wood. A white fiber cement board adorns the recessed volume facing the central plaza. A bay projects outward from the recessed plane to signal the primary residential entrance. Storefront glazing defines the commercial spaces with the exception of the central commercial space which has concrete between the fenestration.

PUBLIC COMMENT: No one from the public fixed a signature to the sign-in sheet.

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.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees. habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

CS2-C-3. Full Block Sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-3. Established Neighborhoods: In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

Recommendation Meeting: The proposal attempts to continue the evolution of Rainier Vista into a pedestrian oriented, mixed use neighborhood located close to a light rail stop. The proposed design possesses materials and colors with less exuberance than earlier projects north of the site. The choice of Prodema and fiber cement panels in white and yellow shows more restraint and concern for aesthetics. The simpler massing displays the same restraint in light of the visual cacophony of projecting bays and variegated rooflines. The nearby Joel E. Smilow Teen Center is one exception to the plethora of materials and colors along MLK Way.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

Recommendation Meeting: The strength of the arcade on the southeast wing and the visual continuation of its rhythm by the use of tall, free-standing light fixtures to define the adjacent plaza warrant more design effort than the column spacing on the northeast storefront. The Board requests that the applicant develop a corresponding arcade on the northeast wing. The extended arcade would add needed weather protection at the MLK Way and S. Snoqualmie St. corner. It would produce a great visual connection along the MLK Way street front with the plaza and arcade at the south wing.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

Recommendation Meeting: The Board urged adding an arcade within the mass of the northeast wing. Its addition would add greater continuity to the design by visually linking

the north wing to the other two important at-grade elements -- the plaza and the south wing with its commercial arcade.

On S. Snoqualmie St., the live/work units would benefit from placing canopies over the doors to signify the intrinsic commercial character of their operations.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible

and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

Recommendation Meeting: The project team locates the restaurant use farthest from the solid waste storage area. This poses the same cumbersome challenges as the project across MLK by the same team. The awkward arrangement requires the restaurant worker to cart the waste across the plaza, around the corner of MLK and Snoqualmie St., down Snoqualmie St past the two live/work units, the bike room and then turn the corner to the shared access driveway to walk another 55 feet to the storage area. A somewhat shorter exterior route along S. Alaska St. has no path or access from the sidewalk to the storage area. Based on the plans, a third option would have the employee haul the trash across the front plaza, into the primary residential entry, down a hallway toward the bike room to access the storage area. The Board urges the applicant to find a suitable resolution.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

Recommendation meeting: Conveying a desire to distinguish the southeast volume from the northeast volume and to visually trigger the relationship between the proposed project and its sister building across MLK Way, the Board requested that the applicant explore distinctions in the residential portion of the two street facades to express subtle

relationship differences. The change in the design ought to communicate a kinship with the building across the street yet remain wedded to the northeast volume.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

Recommendation meeting: The Board fears that the S. Snoqualmie street-level façade beginning from the live/work units and extending to the alley will enervate its street presence. The live/work elevations fail to communicate the dual use within. The design ought to possess greater amounts of transparency, signage (as businesses will occupy the spaces) and canopies. The exterior walls of the bike room could better express the function through artistic means and a canopy over the entrance. These changes will enhance the pedestrian quality of the street as well provide considerably more visual interest.

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

Recommendation meeting: See Board comments for guidance DC2-C

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-B-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

DC3-C Design

DC3-C-1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

Recommendation meeting: The Board appreciated the plaza design at the corner of MLK Way and S. Alaska St. and noted the functional qualities of the mid-block plaza. The members did not ask for changes to the landscape plan.

DC3-C-3. Support Natural Areas: Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. 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.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

Recommendation meeting: The signage concept presented in the booklet and the applicant's comments at the meeting did not convey a convincing plan for commercial and building signage. Will the signage be attached to the continuous fascia above the storefronts as shown on p. 48 of the booklet or above the canopies as illustrated on p. 49? The applicant also mentioned the possibility of blade signs. Show locations and type of signage in the next Recommendation booklet. In general, the signage needs more visual presence than what was provided to the public and the Board.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

DC4-E Project Assembly and Lifespan

DC4-E-1. Deconstruction: When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) are 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).

| STANDARD | REQUIREMENT | REQUEST | JUSTIFICATION | RECOMMENDATION |
|--|---|--|--|--|
| 1. Setback. SMC 23.47A.014B.1 | 15' by 15' triangular setback required for a commercial lot abutting a side lot line in a residential zone. | 7' by 7' triangular setback. | <ul style="list-style-type: none"> A shared driveway between the proposed structure and the existing Seattle Housing Authority residential structure provides a buffer. | Board noted its preliminary inclination to recommend approval. |
| 2. Side Setback SMC 23.47A.014B.3 | 15' setback for portions of structure above 13' when a portion of the proposed structure contains a residential use. | 5' setback and average setback of 18'5" from ground to roof. | <ul style="list-style-type: none"> Modulation at center of west elevation provides 4 to 5 private patios and a small common patio for other residents. | Board requested better calculations. |
| 3. Driveway Width. SMC 23.54D.1.c | Minimum 20' for two-way residential traffic. | 16' wide driveway to be shared with adjacent apartment building. | <ul style="list-style-type: none"> Shared driveway reduces the number of curb cuts on S. Snoqualmie St. | Board noted its preliminary inclination to recommend approval. |
| 4. Residential Uses at Street Level. SMC 23.47.005 | In NC zones, residential uses may occupy, in aggregate, no more than 20% of the street-level, street facing façade. In pedestrian designated zones, all designated principal pedestrian streets specific uses are required along 80% of the street-level, street facing façade. | Proposes in aggregate 24% residential for the three streets. Note: DPD determined that calculations must be based on individual streets not as an aggregate. | <ul style="list-style-type: none"> Provides a gradual transition from commercial use to the neighboring residential zone. | Board noted its preliminary inclination to recommend approval based on evolution of the northeast storefront design. |

PRIOR TO THE 2nd RECOMMENDATION MEETING: Board direction

- Improve the renderings on the perspectives. Replace the sketch-like quality with greater photo realism.
- Show the calculations for the departures. This includes what is code compliant and how much linear feet or cubic volume of space is being gained. Each departure should all be well diagrammed. DPD staff has determined that residential use at street level will need to be calculated per street rather than as an aggregate. Please calculate each street frontage separately.

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

Mailing **Public Resource Center**

Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

Email: PRC@seattle.gov

Ripsb/doc/design review/REC.3017381.docx