



City of Seattle

Department of Construction and Inspections
Nathan Torgelson, Director



RECOMMENDATION OF THE NORTHWEST DESIGN REVIEW BOARD

Project Number: 3019360

Address: 1718 NW 56th St

Applicant: Brenda Barnes, Clark Design Group, PLLC

Date of Meeting: Monday, April 04, 2016

Board Members Present: Dale Kutzera (Chair)
Christopher Bell
Emily McNichols

Board Members Absent: Marc Angelillo
Keith Walzak

SDCI Staff Present: BreAnne McConkie, Land Use Planner

SITE & VICINITY

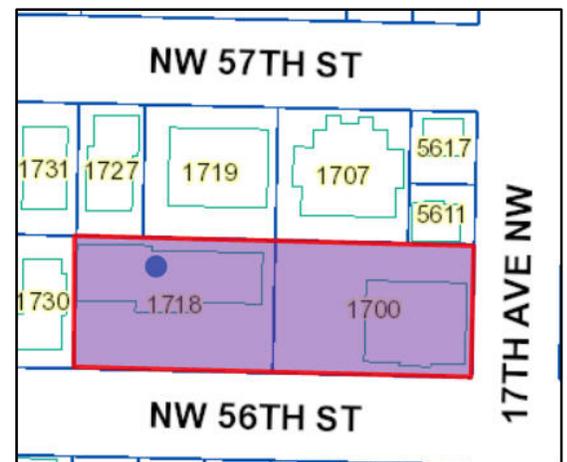
Site Zone: Neighborhood Commercial 3 – 65’ height limit (NC3-65)

Nearby Zones: (North) NC3-65
(South) Neighborhood Commercial 3 – 85’
height limit (NC3-85)
(East) NC3-65
(West) NC3-65

Lot Area: 30,000 square feet (sq. ft.)

Current Development:

The site consists of two parcels, each of which is occupied by commercial office buildings and surface parking. The site is located on the northwest corner of 17th Ave NW and NW



56th St and occupies approximately 300 ft. of frontage along NW 56th St and 100 ft. of frontage along 17th Ave NW.

Surrounding Development and Neighborhood Character:

The site is located within the Ballard Urban Center Village and is on the eastern edge of the Ballard Civic Core. The neighborhood context includes a mix of traditional, single family wood framed structures, mid-century low-rise commercial and office development, and contemporary mid-rise residential and mixed use development. South of the site across NW 56th St. the developer is proposing a seven story mixed use development with live/work units and retail at grade and 177 residential apartments on level two through level seven.

Access:

Vehicle access to underground parking is proposed from NW 56th St. Pedestrian access is proposed from NW 56th St and 17th Ave NW.

Environmentally Critical Areas:

There are no mapped Environmentally Critical Areas on the site.

PROJECT DESCRIPTION

The applicant is proposing to build a six-story, 150 unit apartment building with retail and 17 live-work units at street level. Parking for 125 vehicles will be located below grade. Existing structures are to be demolished.

EARLY DESIGN GUIDANCE August 3, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number at the following website:

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

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

DESIGN DEVELOPMENT

At the Early Design Guidance meeting, the applicant provided three schemes for the public and Board's consideration. All three options presented a similar programming model with a six story building containing approximately 17 live/work units on the ground floor and approximately 150 units on levels two through six. All three options featured retail located on the corner of NW 56th St and 17th Ave NW and underground parking for approximately 125 vehicles. All options presented were code compliant.

Option One featured minimal modulation along NW 56th St. with two sets of three vertical bays located near the middle of the NW 56th St. façade. The ground floor included a 8 ft. setback along the NW 56th St, with no setback at the upper levels, creating an overhang for a majority of the NW 56th St. façade. This option included the most generous setback along the northern edge, ranging from 10 ft. at the east and west portions of the building to 26 ft. along the center. Vehicle access was proposed at the center of the site with the primary multi-family residential lobby located at the southwest corner.

Option Two featured larger breaks in the massing with larger volumes at the corners of the building. The building was setback 8 ft. at ground level adjacent to the live/work units. Levels two through six included a 15 ft. setback in the center of the building along NW 56th St. and no setback at the upper levels at the southeast and southwest corners. Vehicle access was proposed at the center of the site with the multi-family residential lobby located near the southeast corner adjacent to the retail.

Option Three featured larger breaks in the massing with three larger vertical massing shifts along NW 56th St. At ground floor the building setback varied from 5 ft. to 14 ft. along the live/work units fronting NW 56th St. The upper levels included a more uniform 13 ft. setback at two locations, creating three larger volumes along the NW 56th frontage. The northern edge of the building featured a 14 ft. 2 in. setback at the ground floor and a 16 ft. setback at the upper levels. Vehicle access was proposed at the southwest corner of the site with the primary multi-family residential lobby located near the southeast corner adjacent to the retail.

PUBLIC COMMENT

At the EDG meeting, several members of the public were present. Speakers provided comments and raised the following issues:

- Desired greenspace/landscape buffer along the western property line adjacent to the existing residential building and associated parking.
- Supported removal of existing curb cuts.
- Stated that waste pick-up in the area is very frequent and impacts should be minimized.
- Stated that three large scale development projects on this block face may be under construction simultaneously and expressed concern with the potential for cumulative construction impacts on the right-of-way, circulation, parking, and noise.
- Stated the live/work units should be ADA accessible from the street and interiors should be designed to comfortably accommodate ADA accessibility.

- Supported the ADA clearance and inclusion of ADA van stalls.
- Commented that 17th Ave NW is a well-used bicycle corridor and development should take into consideration the potential cycle track on 17th Ave NW in the future.
- Concerned that the proposal would be too similar to the building across the street (56th) and stated a preference for this proposal.
- Signage is important and should fit into the neighborhood context, should not be flashing.

RECOMMENDATION April 4, 2016

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PUBLIC COMMENT

At the Recommendation meeting, several members of the public were present. Speakers provided the following comments:

- Concerned with the potential light pollution from signage; noted that the sign should be smaller scaled and signage lighting should be minimized.
- Questioned the timing of demolition and construction and expressed concern with the cumulative impacts from construction of this proposal and several concurrent projects also being developed.
- Appreciated the inclusion of greenspace and landscaping and noted that several large trees and other vegetation will be lost.
- Noted ground floor security in this area should be a concern and the project design should include security measures such as gates.

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.

EARLY DESIGN GUIDANCE August 3, 2015

1. Massing & Height/Bulk/Scale: At EDG, the Board supported the applicant's preferred option including the building siting and setbacks along both the north and south edges, the variety of apartment sizes, and the inclusion of underground parking. The Board expressed concern with the large scale and perceived mass of the proposal considering the 300 ft. length of frontage along NW 56th St. and expressed concern that it will read as one large building.

- a. The Board directed the applicant to look at ways to further break down the scale and mass of the building through additional emphasis on the vertical articulations and exploration of larger volumes with smaller, deeper recesses to better integrate and emulate the smaller scale of established development in the area. **(DC2-A-2, DC2-C-1, CS2-C-3, CS2-D-1, & CS3-A-1)**
- b. The applicant should incorporate finer grain, pedestrian scale details and materials to enhance the pedestrian experience and further break down the mass of the building. **(CS2-C-3, DC2-A-2, DC2-C-1, DC2-D-1, DC2-D-2)**
- c. The Board expressed concern with the 300 ft. long parapet on both the north and south edges. For the next meeting, the applicant should incorporate ways to breakdown the scale and length of the north and south parapets. **(CS2-A-2, DC2-B-1, CS2-D-5)**
- d. The eastern massing should respond to the transition from a higher zone to the south and lower zone to the north. **(CS2-D-1, CS2-D-3)**
- e. The Board supported the further articulation and emphasis of the southeast corner. **(CS2-A-2, CS2-C-1)**

2. Arrangement of Uses, Streetscape, & Landscaping:

- a. The Board directed the applicant to explore ways to enliven the southeast corner and make the ground floor, specifically along NW 56th St, more permeable. **(CS2-B-2, PL1-B-3)**
- b. The Board generally supported the live/work units and setback located along the northern edge of the building but requested additional information on the concept for the units and walkway area. This area should be a well programmed space, designed to match the intended use and should include landscaping designed with the function in mind. The walkway should not be hardscape only.

For the next meeting the applicant should provide additional information on the intended function and programming of this space, as well as details on the landscape/hardscape, safety elements, lighting, public/private accessibility and circulation. **(PL1-B-3, PL3-A-1, PL3-B-1&3, DC1-A-3, DC2-E-1, DC4-D)**

- c. The Board supported the live/work units located on NW 56th St. and the 9.5'+ setback as a transition between the public and private spaces. **(PL1-A-2, PL1-B-2, PL1-B-3, PL1-C-2, PL3-B-3)**
- d. The Board identified this project as an opportunity to create a unified landscape along NW 56th Street and noted that it should set precedent for landscaping and pedestrian elements for the area. The streetscape design should tie back to the neighborhood and the NW 56th corridor west of the site and should look to the

Greenfire Campus and Ballard Library as precedent landscaping to draw on. **(CS2-B-2, CS2-B-3, PL1-A-2, PL1-B-2, DC4-D)**

- e. The applicant should incorporate elements to enhance the permeability of the ground floor. **(DC1-A-all, PL3-C-1, PL3-C-2, PL3-C-3, PL3-B-3, CS2-B-2)**
- f. For the next meeting, the applicant should provide window studies for the properties to the west and north of the proposal. **(CS2-D-5, PL3-B-1)**
- g. For the next meeting, the applicant should provide visualizations of the NW 56th St streetscape (both a westward and eastward perspective). Visualizations should include both sides of the right-of-way including the proposed Valdok I development. **(CS2-A-1, DC3-C-1, DC4-D)**

3. Vehicular/Bicycle Access & Service Uses:

- a. The Board expressed general support for the parking location and supported the eroding at the southwest corner adjacent to the parking garage ramp. The Board directed the applicant to study ways to minimize impacts on the neighboring property along the western edge. **(DC1-B-1, PL3-B-1)**
- b. The applicant should study ways to minimize negative impacts from service uses on the right-of-way and provide additional information on how waste collection will function. **(DC1-B-1)**
- c. The applicant should locate the bicycle facilities to maximize safety and minimize potential conflict between vehicles and cyclists. **(PL4-B-2, DC1-B-1)**
- d. The building and streetscape should respond to and enhance the existing bicycle circulation and proposed greenway on 17th Ave NW.

4. Architectural Concept & Materials:

- a. The proposal should respond to proposed development (Valdok I) across the street, but should not be a “twin” or too similar. Architectural cues should be drawn on from Valdok I but cues from the larger neighborhood context and established neighborhood character should equally be drawn on to inform the design. **(CS2-A-1, CS2-B, CS2-C-3, DC2-B-1, CS3-A-1&2)**
- b. The development should include durable, high quality materials as were presented in the materials inspiration page in the EDG packet. The Board noted fiber cement panel should not be the primary cladding material and stated support for wood, metal, and architectural concrete. **(DC4-A-1, DC2-D-1, DC2-D-2)**
- c. Weather protection was identified as an important element should be integrated into the overall design of the building. **(PL2-C, PL3-A, DC2-C-2)**

RECOMMENDATION April 4, 2016

- 1. **Massing, Façade Composition, & Rear Live/Work Corridor (“Mews”):** The Board discussed the massing at length and whether or not the building had been sufficiently broken up into distinct, separate volumes per the Board’s early design guidance. While one member of the Board noted that the proposal lacked needed scale hierarchy to break down the massing, the majority of the Board generally supported the proposed massing and composition. **(DC2-A-2, DC2-B-1, DC2-C-1)**

- a. The Board noted that the upper level recess at the NE corner was unsuccessful because it was not substantial enough or well-integrated enough to provide a meaningful design gesture and recommended a condition to modify the NE upper corner to better integrate into the eastern facade. This resolution should be tied to the entry into the Mews. Some possible solutions could be to omit the recess or carry it down to grade, peeling the entire massing back at the NE corner. **(DC2-A, DC2-B-1, CS2-D-1)**
- b. There was general support for the location of the co-work space adjacent to the Mews entry. **(DC1-A, CS2-B-2, PL3-B-3, PL3-C)**
- c. The Board felt the entry to the Mews was not substantial enough and recommended a condition to enhance the visual prominence and identity of this entry. The entry should be a strong cut in the massing and larger gesture to have more of an identifiable presence from the street.

As part of the condition, the co-work space should be integrated and more directly connected to the Mews entry and identity. As proposed, the sunken co-work space was hidden and disconnected. Some possible solutions may be to include an external entry from 17th and/or more direct connection to the Mews. In general, the co-work space should have a commercial/retail aesthetic.

Resolution of the upper levels should be incorporated into the design solution for the Mews entry. **(DC1-A, DC2-E-1, CS2-B-2, PL3-A)**

- d. There was general support for the synthetic wood material proposed but the Board recommended that the fiber cement panel detailing be highly detailed to give a quality aesthetic. **(DC4-A-1, DC2-D)**
- e. The Board strongly recommended the parapets along the north be reduced and/or pulled back as much as possible. **(DC2-A-2)**

2. Signage & Security

- a. The Board acknowledged the public comments regarding signage and expressed similar concerns with the signage design. Specifically, the Board noted that the halo sign mounted on a glass railing would be problematic and the retail signage was too small and nondescript, lacking meaningful pedestrian engagement. There was support for alternatives, such as pulling up the metal volume in lieu of the glass railing at the upper SE corner.

The Board recommended a condition that the signage be modified to better integrate into the building design and lighting for signage should be subtle to minimize glare. **(DC4-B, CS2-D-5)**

- b. The Board acknowledged and agreed with the public comments regarding security as a concern, recommending a condition that the entry to the Mews be well lit and highly transparent. Lighting at the entry should be enhanced to promote safety while still mindful of the neighboring properties. **(CS2-D-5, PL3-A-2, PL3-B-1)**

3. **NW 56th Street Frontage/Vehicle Access/Landscaping:** In general, there was support for the proposed landscape design along NW 56th St.
 - a. The Board recommended a condition to modify the railings and landscaping along the live/work units at grade to create more of a buffer. The stoop railings should be more opaque with taller and/or wider landscaping, and in general the railing design could be more interesting. **(PL3-B-1, DC4-D, DC2-C-2)**
 - b. The Board agreed with the public concerns regarding the proposed one-lane driveway design because of the number of cars accessing the garage and noted that it would not be used that way. There was unanimous support for a two-lane driveway to the garage.

The Board noted that they thought this could be resolved without a departure but would support departure for an egress sight triangle if needed over a one lane driveway. **(DC1-B-1)**

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

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-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-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-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-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.

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-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-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-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.

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

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.

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.

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-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-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-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.

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.

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.

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

DC2-B Architectural and Façade Composition

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

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to façades 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).

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-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building façades, 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.

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

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.

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

DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departure will be based on the departure’s potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departures.

At the Recommendation meeting the following departure was identified as a possible departure needed based on the applicant’s design:

1. **Sight Triangle (SMC 23.54.030.G.1):** For two way driveways less than 22 feet the Code requires a 10 foot sight triangle on both sides of the driveway be kept clear of any obstruction. At the time of the Recommendation meeting, the applicant proposed a 20 foot wide driveway, striped as a 10 foot wide driveway with sight triangles proposed on-site.

The Board did not support the proposed design noting that it was impractical based on the number of vehicles anticipated to use the driveway and would likely be used as a two-way driveway. The Board noted, however, that a design solution with a two-way, code compliant driveway may be feasible but if it was not possible, they would unanimously support a departure to omit the egress sight triangle to minimize the size and presence of the driveway on the right-of-way, consistent with Design Guideline DC1-B, Vehicular Access and Circulation. **(DC1-B-1)**

Staff Note: Based on the Board's previous comments related to minimizing the potential negative impacts from vehicle and service uses on the right-of-way and enhancing pedestrian and bicycle safety, safety features should be incorporated into the driveway design.

RECOMMENDATIONS

BOARD DIRECTION

The recommendation summarized above was based on the design review packet dated Monday, April 04, 2016, and the materials shown and verbally described by the applicant at the Monday, April 04, 2016 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, two of the three Design Review Board members present recommended APPROVAL of the subject design with the conditions outlined below. One of the Design Review Board members recommend the project return for additional guidance.

1. Modify the NE upper corner massing to better integrate into the eastern façade as a whole and Mews entry below. **(DC2-A, DC2-B-1, CS2-D-1)**
2. Enhance the visual prominence and identity of the Mews entry by including a larger gesture, stronger cut in the massing, and better integration and connection to the co-work space. **(DC1-A, DC2-E-1, CS2-B-2, PL3-A)**
3. Lighting and high levels of transparency must be included at the entry to the Mews with the intent of promoting pedestrian safety. Lighting at this location should be down lit and mindful of the neighboring properties. **(CS2-D-5, PL3-A-2, PL3-B-1)**
4. Signage be modified to better integrate into the building design and lighting for signage should be subtle to minimize glare. **(DC4-B, CS2-D-5)**
5. The railings and landscaping along the live/work units at grade should be modified to create more of a buffer for the occupants. The railings should be more opaque with

added visual interest and the adjacent landscaping should be taller and/or wider. (**PL3-B-1, DC4-D, DC2-C-2**)