



City of Seattle

Department of Construction and Inspections
Nathan Torgelson, Director



EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3022651

Address: 6717 Roosevelt Way N.E.

Applicant: Andy Paroline, Paroline and Associates
Jeff Pelletier, Board & Vellum Architecture and Design

Date of Meeting: Tuesday, May 02, 2016

Board Members Present: Ivana Begley (Chair)
Eric Blank
Blake Williams
Julia Levitt

Board Members Absent: Laura Lenss

DPD Staff Present: David L. Landry, AICP, Land Use Planner

SITE & VICINITY

Site Zone: Neighborhood Commercial 3, Pedestrian Designation 65' height limit
[NC3P-65 (40)]

Nearby Zones: (North) NC2-40
(South) NC3P-65
(East) LR3 (0.75)
(West) NC3P-65 (1.3)

Project Area: 14,656 square feet (sq. ft.)
Site A – 4,017 sq. ft.
Site B - 4,120 sq. ft.
Site C - 6,519 sq. ft.



Current Development:

The proposal site is located on the southwest corner of Roosevelt Way N.E. and N.E. 68th St. within the Roosevelt Neighborhood District. The site is comprised of three distinct and adjacent parcels totaling a combined area of 14,656 square feet. Parcel 'C' located on the corner of Roosevelt and 68th is currently occupied by an Auto Service/Retail building that was built in 1947, (*See Map*). Parcels 'A' and 'B' are occupied by single-family residential structures built in 1925 and 1924 respectively. Both residential structures are currently being used for commercial enterprises.

Background and Neighborhood Character:

The proposal site is located within the Roosevelt Residential Urban Village and Station Overlay, a Frequent Transit Corridor where the provision of off street parking is not a requirement. This stretch of Roosevelt Way NE was once considered somewhat of an "audio row", with a concentration of retail outlets selling high end car audio/video systems and components between 64th Street and 62nd in addition to a number of foreign and domestic auto repair shops located between 74th street and 67th street. Currently, however the neighborhood is undergoing a great deal of change with the construction of the new light rail station as well as a large number of mixed use residential and commercial projects. As such, portions of Roosevelt are transiting to a strong commercial destination district.

Access:

Primary vehicular access to the site is south on Roosevelt Way; one way from 74th, turning west onto NE 68th St., and then left or south onto the driveway ramp leading to the 26 below grade parking spaces.

Environmentally Critical Areas:

There are no mapped Environmentally Critical Areas onsite.

PROJECT DESCRIPTION

The applicant is proposing to construct a 7-story mixed-use residential/commercial development located on the southwest corner of Roosevelt Way N.E. and N.E. 68th Street. The development will consist of 95 residential units, 2,853 sq. ft. of at grade commercial floor space facing Roosevelt Way, and below grade parking. The existing structures are to be demolished.

It should be noted that parking is not required for this site since it is located in a frequent transit corridor, however the proposal includes between 34-38 parking spaces below grade.

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 SDCl:

Mailing Address: Public Resource Center
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 presented three massing options identified as Alternatives 1, 2, & 3 to the Board and the public for consideration described as follows:

Alternative 1 features a six story mixed use structure over one level of below grade parking designed to accommodate between 34 and 38 parking stalls. The first floor is designed with commercial floor space facing Roosevelt Way which is bisected hallway running perpendicular to the street leading into the lobby/vestibule, leasing office, or 'center' of the building. The first floor is also designed with three residential units located along the northern property line near the middle of the north facing façade and three more units located at the southwest corner of the building. The units at the southwest will have private outdoor amenity space with a southern orientation. Other amenities include a bike storage and workshop room located just to the west of the residential units along the northern façade, a second pedestrian access point just to the west of there, with the trash room, lobby/vestibule, leasing and mailroom located toward the center of the building.

The upper floors, levels 2-6 combine a variety of residential dwelling types placed around a centrally located corridor. The upper floors are designed so that the building mass steps back along the western portion of the southern property line to allow for access to light.

Alternative 2 features a seven story mixed use structure over below grade parking designed to accommodate the same number of parking stalls as Alt. 1. The first floor plan unlike Alt. 1, is designed with a continuous wall of commercial floor space facing Roosevelt Way NE. In addition, both residential entries are now located along the northern building façade; one immediately adjacent to the commercial floor area, toward the building's northeast corner with the second adjacent to the parking ramp closer to the buildings northwest corner. This alternative features five first floor residential units; three of which are located in the middle of

the northern building façade with two others located at the building's southwest corner designed to have an outdoor amenity space oriented to the west.

Other amenities include a bike storage and workshop room located near the buildings southwest corner, trash room, lobby/vestibule, leasing and mailroom oriented more toward the center of the building, situated adjacent to the southern building façade.

The eastern half of the second floor plan is now designed to be open to the floor below. Residential are also now placed primarily along the buildings western and north building facades around a south facing courtyard which is also open to the sky. The upper levels 3-6 are designed with a variety of residential dwelling types around the south facing air space created by the second level courtyard.

Alternative 3, the preferred option, features a seven story mixed use structure over below grade parking designed to accommodate the similar number of parking stalls as Alt. 1 and 2. The first floor plan, similar to Alt. 2 has commercial floor area facing Roosevelt Way but is now bisected by a diagonal corridor laid out on a northwest-southeast axis leading from Roosevelt into the building structure and intersecting with a second corridor or 'pedestrian alleyway' running in a more or less north-south direction.

Unlike the other two options, Alt. 3 also has a small amount of commercial floor space fronting NE 68th Street located toward the middle of the north facing building façade just west of the bike workshop and storage area which is located to the west of a secondary pedestrian corridor. The driveway ramp leading to the underground parking is located to the west of there; at the northwest corner of the building. This alternative has four first floor residential units located at the buildings southwest corner, three of which connect to a south facing amenity space. Most of the upper floor residential units along the southern building property line have been set back to allow for the creation of the first floor amenity space.

Other facilities such as the trash room, elevators, restrooms, and mailroom are centrally located within the core of building with the leasing office and green amenity space located immediately adjacent to the south facing building façade. Like the Alt. 2, the second floor are is designed to be open to the floor below with the residential units placed primarily toward the western half of the floor plate. The upper levels, floors 3-7 are designed to accommodate a variety of residential types stepped back along Roosevelt Way along with the upper level units along NE 68th also being stepped back as a means of reducing the visual mass of the building.

PUBLIC COMMENT

At the EDG meeting, a few members of the public provided comments mostly affirming their support of the project per the following:

- Supported the use of high quality materials.

- Supported commercial uses as a means of activating the neighborhood.
- Supported the project as a means of creating a relationship with the nearby high school.
- Supported the preferred alternative as a means of bringing neighbors into an open air courtyard.

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 EARLY DESIGN GUIDANCE May 2, 2016

1. **Alleyway/Retail:** The Board stated that they were not completely convinced that the alleyway would function the way that the design envisions. The Board was concerned that the presence of the gates could be problematic and suggested that they need to remain open during the daylight hours but could be closed at night. The Board acknowledged their concern about access to the restroom by the public. The Board was also concerned about the diagonal corridor and felt that this ‘muse’ like corridor needed to be more effective; designed pull users into the building space. The Board felt that in order to achieve this, the corridor should be widened to create a better line of sight between the entryways between Roosevelt NE and 68th. This would make the corridor feel safer, more secure and bring more airiness into the space. They also said that the design move needed to be bolder and give more of a visual cue. **(PL1-B, PL2-B, PL2-D, PL3-A, PL3-B, PL3-C, PL2-I, PL3-II)**

The Board was also concerned that the small commercial space located toward the northwest corner of the building may not be viable as a leasable space because of its isolated location and diminished physical depth which requires a departure. In addition, the Board also agreed that the design team needed to do a better job activating the commercial spaces along Roosevelt by making them more transparent or possibly making the back walls opaque. **(PL2-I, PL3-II)**

The Board felt that the design of these spaces really needs further exploration and understanding by creating more renderings – at least two streetscape views plus at least one of the corridor / alley. **(PL1-B, PL2-B, PL2-D, PL3-A, PL3-B, PL3-C)**

2. **Residential Access and Amenities:** The Board suggested further exploration of alternative locations for residential entries for greater safety. The Board also suggested relocating or pulling the leasing office to NE 68th as they felt that it is located too deep within the building.

The Board continued to note that they would like to see how the commercial spaces will actually work. Members suggested that until the light rail station is completed and open in 2021 leasing commercial space may be difficult. As such, they wanted to see more details as to how the back of house functions for the commercial spaces and to make sure that the design team has thought through how these spaces work. The Board also noted that the space would need to be well lit for safety. **(PL1-B, PL2-B, PL2-D, PL3-A, PL3-B, PL3-C, DC1)**

- 3. Height/Bulk/Scale:** The Board felt that Option 3 was the most compelling of the three schemes, but wanted to see a greater emphasis on the alley entry by widening and possibly using the north gasket to give it more emphasis. The Board thought that the façade should be more open. The Board was generally supportive of the upper level setback but wanted to see more modulation.

The Board verbalized that wayfinding for the residential lobby would be critical and looks forward to seeing details presented at the next meetings that consider wayfinding signage and secure entryways. The Board also wanted to see a proposal for differences between north façade and east façade of the building perhaps using varying high quality materials which are well detailed depicting clean elevations. **(CS2-D, DC2-A, DC2-B)**

- 4. Massing:** The Board agreed that they wanted to see a bolder expression in the massing with greater visual cues in the angles of the alley, which would aid in encouraging the user to continue to move through the space. The Board felt that the current expression along Roosevelt was too subtle, and the design should be bolder using more tilting or shifting of the angles. The Board stated that the break between the two building masses is an opportunity to explore a bolder interior move on the exterior of the building structure. **(CS2-D, DC2-A, DC2-B)**

Driveway Slope: The Board discussed the driveway slope, which is part of an administrative Type 1 decision outlined in the Land Use Code (*SMC section 23.54.030.D.3*) as follows:

No portion of a driveway, whether located on a lot or on a right-of-way, shall exceed a slope of 15 percent The Director may permit a driveway slope of more than 15 percent if specific conditions in subheadings a, b, and c are met.

The Board discussed the slope of the driveway ramp in relationship to the requested departure from the requirements for the site triangle. The Board felt that a stronger justification was needed to present why the site triangle departure should be granted from a design guideline perspective and how findings for the driveway ramp have been made to justify how the Director may permit a slope greater than 15%. The 24% slope with no site triangle would pose a safety issue for cars rising up out of the garage due to limited visibility to the sidewalk. **(PL1-B, DC1-B)**

DESIGN REVIEW GUIDELINES

The priority 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

CS2-A-1. Sense of Place: Emphasize attributes that give Seattle, the neighborhood, and/or the site its 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. Examples of neighborhood and/or site features that contributed to a sense of place include patterns of streets or blocks, slopes, sites with prominent visibility, relationships to bodies of water or significant trees, natural areas, open spaces, iconic buildings or transportation junctions, and land seen as a gateway to the community.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly. A site may lend itself to a “high-profile” design with significant presence and individual identity, or may be better suited to a simpler but quality design that contributes to the block as a whole. Buildings that contribute to a strong street edge, especially at the first three floors, are particularly important to the creation of a quality public realm that invites social interaction and economic activity. Encourage all building facades to incorporate design detail, articulation and quality materials.

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-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.

PUBLIC LIFE

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

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 through strategic placement of doors, windows, balconies and street-level uses.

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. Choose semi-transparent rather than opaque screening.

PL2-D. WAYFINDING

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible, and provide clear directional signage where needed.

Roosevelt Supplemental Guidance:

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

PL2-I. PEDESTRIAN ENTRANCES

PL2-I-i. Amenities could also be placed within small and larger setbacks along commercial streets. Curb extensions and any amenity feature proposed within the public right-of-way should be explored with SDOT (Seattle Department of Transportation) very early in the design process. Examples of amenities include

PL2-I-ii. Provide pedestrian scaled lighting on streets with direct access to the light rail station, near the High School, and on neighborhood green streets and/or greenways. These streets include 12th Ave NE, NE 66th, NE 67th, and NE 68th Streets.

PL2-I-iii. Pedestrian amenities are encouraged where appropriate along sidewalks within the commercial core. Amenities should be placed within setbacks.

Examples of amenities include:

- Trash & recycling
- Canopies
- Seating
- Drinking water fountains
- Artwork
- Special surface treatments
- Plantings
- Pedestrian scaled lighting
- Courtyards

PL2-I-iv. Minimize sidewalk obstructions, especially in consideration of non-sighted pedestrians.

PL2-I-v. If adjacent to an existing or planned bicycle facility, such as a cycle track, design building facades and streetscape improvements to minimize conflicts between transportation modes.

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

PL3-II. HUMAN AND COMMERCIAL ACTIVITY

PL3-I-ii. Encourage the incorporation of private open spaces between the residential uses and the sidewalk, especially for multi-family development west of Roosevelt Way, and for the frontages of development in neighborhood commercial zones that face non-arterial streets. Ground-level landscaping should be used between the structure(s) and sidewalk.

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. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specific to each.

- a. Office/commercial lobbies should be visually connected to the street through the primary entry and sized to accommodate the range and volume of foot traffic anticipated;
- b. Retail entries should include adequate space for several patrons to enter and exit simultaneously, preferably under cover from weather.
- c. Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk.
- d. Individual entries to ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry. The design should contribute to a sense of identity, opportunity for personalization, offer privacy, and emphasize personal safety and security for building occupants.

PL3-A-2. 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. Consider a range of elements such as:

- a. overhead shelter: canopies, porches, building extensions;
- b. transitional spaces: stoops, courtyards, stairways, portals, arcades, pocket gardens, decks;
- c. ground surface: seating walls; special paving, landscaping, trees, lighting; Above-grade residential entries and extensive and
- d. building surface/interface: privacy screens, upward-operating shades on windows, signage, lighting.

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. Consider design approaches such as elevating the main floor, providing a setback from the sidewalk, and/or landscaping to indicate the transition from one type of space to another.

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 and sidewalk. Consider providing a greater number of transition elements and spaces, and choose materials carefully to clearly identify the transition from public sidewalk to private residence. In addition to the ideas in PL3.B1, design strategies include:

- a. vertical modulation and a range of exterior finishes on the facade to articulate the location of residential entries;
- b. pedestrian-scaled building addressing and signage, and entry elements such as mail slots/boxes, doorbells, entry lights, planter boxes or pots; and
- c. a combination of window treatments at street level, to provide solutions to varying needs for light, ventilation, noise control, and privacy.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences that are required to orient the nonresidential portions of the unit toward the street. 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. Consider locating commonly used features or services such as mailboxes, outdoor seating, seasonal displays, children’s play equipment, and space for informal events in the area between buildings as a means of encouraging interaction.

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.

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 by considering the following:

- a. a location at the crossroads of high levels of pedestrian traffic;
- b. proximity to nearby or project-related shops and services; and
- c. amenities that complement the building design and offer safety and security when used outside normal business hours.

DC3-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.

DC3-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

DC1-B VEHICULAR ACCESS AND CIRCULATION

DC1-B-1. Vehicle Access and Circulation: 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 by:

- a. using existing alleys for access or, where alley access is not feasible, choosing a location for street access that is the least visually dominant and/or which offers opportunity for shared driveway use;
- b. where driveways and curb cuts are unavoidable, minimize the number and width as much as possible; and/or
- c. employing a multi-sensory approach to areas of potential vehicle pedestrian conflict such as garage exits/entrances. Design features may include contrasting or textured pavement, warning lights and sounds, and similar safety devices.

DC1-B-2. Vehicle Access and Circulation: Facilities for Alternative Transportation: Locate any facilities for alternative transportation such as shared vehicles, carpooling and charging stations for electric vehicles 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. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

DC2-B ARCHITECTURAL AND FAÇADE 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 through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement. On sites that abut an alley, design the alley façade and its connection to the street carefully. At a minimum, consider wrapping the treatment of the street-facing façade around the alley corner of the building.

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. These may include

- a. newsstands, ticket booths and flower shops (even if small or narrow);
- b. green walls, landscaped areas or raised planters;
- c. wall setbacks or other indentations;
- d. display windows; trellises or other secondary elements;
- e. art as appropriate to area zoning and uses; and/or
- f. terraces and landscaping where retaining walls above eye level are unavoidable.

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).

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. Examples include shading devices and windows that add rhythm and depth as well as contribute toward energy efficiency and/or savings or canopies that provide street-level scale and detail while also offering weather protection. Where these elements are prominent design features, the quality of the materials is critical.

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

- a. considering aspects of neighboring buildings through architectural style, roof line, datum line detailing, fenestration, color or materials,
- b. using trees and landscaping to enhance the building design and fit with the surrounding context, and/or
- c. creating a well-proportioned base, middle and top to the building in locations where this might be appropriate. Consider how surrounding buildings have addressed base, middle, and top, and whether those solutions or similar ones might be a good fit for the project and its context.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project **better meet both the City Wide and Roosevelt design guidelines**

priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

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

1. **Site Triangle (23.54.030.G1):** The Code requires that for two way driveways or easements 22 feet wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk, or curb intersection if there is no sidewalk. The entrance and exit lanes shall be clearly identified.

The Board was not generally supportive of the request for the requested departure for a reduction in the site triangle as the applicant did not make a good enough case as to why the departure would improve the overall design. The suggested that the design team further study the site and prove why the departure is needed. See also the related discussion regarding the driveway slope.

2. **Non-Residential Use Average Depth. (SMC 23.47.008.B.3):** The Code requires that nonresidential uses shall extend an average depth of at least 30 feet and a minimum depth of 15 feet from the street-level street-facing facade. The applicant is proposing a reduction in the required 30 feet minimum depth for the 426 square foot commercial space.

The Board was not generally supportive of this reduction as it was unclear why such a deviation would improve the overall design or better meet the design guidelines.

BOARD DIRECTION

At the conclusion of the EARLY DESIGN GUIDANCE EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application.