



# City of Seattle

Department of Construction and Inspections

Nathan Torgelson, Director



## RECOMMENDATION OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3027069

Address: 4612 Stone Way N.

Applicant: Tim Carter, CONE Architecture

Date of Meeting: Monday, March 26<sup>th</sup> 2019

Board Members Present: Eric Blank (Chair)  
James Marria  
Ivana Begley

Board Members Absent: Brian Bishop  
Anita Jeerage

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

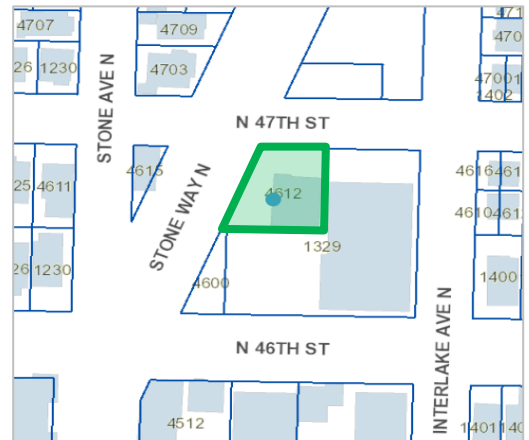
### SITE & VICINITY

Site Zone: Neighborhood Commercial 2 Pedestrian Designation Zone (NC P-30)

Nearby Zones: North – NC2 P-30  
 South – NC2 P-30  
 East – LR2  
 West - LR2 and SF 5000

Overlay Districts: Wallingford Residential Urban Village  
 Frequent Transit Corridor

Project Area: 8,800 square feet (sq. ft.)



**Current Development:**

The proposal site is located on the northeast corner of Stone Way N and N 47<sup>th</sup> St. The trapezoidal shaped parcel is currently occupied by a single-story masonry commercial building built in 1966.

**Surrounding Development and Neighborhood Character:**

The proposal site is located within the Wallingford neighborhood along a designated pedestrian zone in the Wallingford Residential Urban Village just north of Lake Union. Wallingford is generally considered residential in nature, although historically the neighborhood's southern edge which runs along Lake Union, has been known as an industrial and commercial business strip. The project site is located on the east side of Stone Way N., a north-south roadway that carries large volumes of vehicle traffic daily. The roadway connects to the Fremont area to the southwest and Green Lake area to the north. Numerous Metro bus routes run along or across the corridor. Adjacent land uses are a mix of residential, retail and commercial. Located within a five-block radius of this corridor are eight schools, two libraries, five parks, and the Burke-Gilman Trail and Gas Works Park at the southern end of the road corridor. Located to the north are Woodland Park, Woodland Park Zoo and Green Lake.

**Access:**

Existing driveways are located at Stone Way N., N 47<sup>th</sup> St, and N 46<sup>th</sup> St.

**Environmentally Critical Areas:**

The site is not located in an Environmentally Critical Area.

**PROJECT DESCRIPTION**

This is a proposal to construct a three-story, 43-unit apartment building (Small Efficiency Dwelling Units), along with three live-work units and retail located at street level. Existing structure to be demolished.

**EARLY DESIGN GUIDANCE June 12, 2017**

The packet includes materials presented at the meeting, and is available online by entering the project number (3027069) 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](mailto:PRC@seattle.gov)

## **PUBLIC COMMENT**

At the EDG meeting, the following comments were provided:

- Concerned that 40 apartment units were being introduced without any parking. Suggested there needs to be a parking sticker restriction introduced.
- Indicated a preference for Option 3 but suggested that the project needs more overhead weather protection, more porosity along the retail edges, distinctive retail edge, more attention to landscaping, hardscape, and open space per the City Wide Design Guidelines.
- Suggested that the massing on the corner Stone Way and 47<sup>th</sup> is awkward
- Suggested that Option 1 has a friendlier corner and suggested that the applicant needs to mitigate for parking impacts as there will be ‘many mobile people’ in the area.
- Verbalized that Option 3 seems to be the best option but the design should address safety at the intersection.
- Suggested that Wallingford have a specific aesthetic character and that the proposed buildings should have craftsman-style roofs.
- Verbalized that the project should be a well-designed scheme that creatively handles parking.
- Suggested that the project should have appropriately scaled parking.
- Verbalized approval of the small green spaces but thought it was a shame that the project could not take advantage of HALA.
- Asked what kind of apartment units would be introduced.
- Verbalized approval of the landscape planting along the street.
- Stated that this is a great location for public transit, with good bike connections and pending SDOT improvements to the bike lane. Stated with that there should be more commercial space and felt that the corner should be more modulated to help activate the commercial spaces.
- Concerned that the commercial spaces will not be used as the area has had difficulty ‘filling’ several commercial retail spaces.
- Would like to see some larger living units that could accommodate families.
- Concerned that the bike storage area appeared to be too small.
- Suggested that landscaping next to the sidewalk makes it difficult to turn especially at night when it is hard to see.
- Strongly supported the installation of a crosswalk and curb bulb.
- Suggested that the (neighborhood) needs more flexible commercial spaces.

## **PRIORITIES & BOARD RECOMMENDATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

1. **Massing and Design Concept:** The Board unanimously supported the preferred massing option (Option 3) and the open space concept on the second level. However, Board members stated that the façade at the corner of Stone Way and 47th was unresolved. The Board discussed different options as to how to make the corner stronger functionally and visually, including wrapping elements of the design around the corner, or recessing the corner. The Board gave no explicit direction, but gave guidance to design the proposal with a strong corner that relates to the overall design concept. **(CS2-III, DC2-C-3, DC2-C-3, DC2-II i)**
2. **Curb Cut:** The Board supported SDOT’s position in encouraging the applicant to install a curb bulb at Stone Way N. to reduce pedestrian crossing improve the line of sight. **(CS2-III iii, CS2-III v)**
3. **Commercial Space:** The Board was concerned about the function of the commercial spaces at Stone Way and the corner, given the unresolved corner design. The Board gave guidance that the design should be developed in response to the corner location and should respond to the following:
  - a. The commercial floor spaces should be flexible in terms of door placement and should be designed with the ability to break down the floor area into smaller usable spaces. **(PL3-B-4, CS3-I I, DC2-II)**
  - b. Increase modulation along the commercial frontages. **(CS3-I iii, CS3-I i)**
  - c. The overhead protection along Stone Way should extend a minimum of 8 feet from the building and be design in coordination with the placement and species of trees. **(DC2-C-2, DC2-II I)**
  - d. The truck loading zone should be carefully located in response to street level uses and context.
  - e. Demonstrate the location and amount of short term bicycle parking. **(PL4-B-3, PL4-B-3)**
4. **Aesthetics and Neighborhood Context:** Board gave guidance that the building design should respond to the Wallingford neighborhood context. The Board gave two examples of Wallingford neighbor character storefront design as the Blue Star Café & Pub and Archie McPhee. At the Design Recommendation meeting, the applicant should identify how the project satisfies the design elements within the Wallingford Supplemental Guidelines. **(CS3-I, DC2-C)**
5. **Materiality:** The Board gave guidance to use brick at the base of the building, given the context and visibility of the site. The Board also suggested that this project context and visibility warrants more high-quality material than cementitious fiber board cladding. **(DC2-C, DC2-II iii , DC4-A)**
6. **Visibility:** The Board briefly discussed the high degree of visibility of this site as seen from different locations, and gave guidance to the applicant to carefully design all sides of the building. **(PL3-I)**

## RECOMMENDATION March 26, 2018

The packet includes materials presented at the meeting, and is available online by entering the project number (3027069) at this website:

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](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

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### PUBLIC COMMENT

The following comments were offered at the Recommendation meeting:

- Verbalized that the building appears to be unfinished, possibly waiting for another story as the current design does not have a cornice that helps to terminate the building at the roof line as described in Wallingford Supplemental Neighborhood Guidelines.
- Suggested that the patches of wood (between the upper-story windows) is trite and has little contextual meaning.
- Prefers to see an all brick base instead of the intermittent patches of wood.
- Suggested that the planting at the corner would only survive for a period of six months and then the area would become a well-worn trail where people will walk.
- Suggested that the area between the sidewalk and the face of the building could be a darker concrete broken into sections with pavers or other elements which would be a better transition instead of the use of plants.
- Verbalized that there are a number of successful buildings that have down lighting; in particular the Walrus Building, in which the pavement and the front of the building is well lighted. The speaker did not agree with the concept of using small wall packs that cast light outward, a visual impact. Would prefer that the light is instead cast downward.
- Suggested that the departure request is simply for the purpose of more units into the building.
- Suggested that the courtyard should be located at grade.
- Stated that they did not agree with the use of the wood on the upper building façade and suggested that the use of brick would create more of a classic appearance.
- Stated that a brick façade should be integrated around all of the lower building façade.
- Verbalized that there is a disconnect between the applicant's statement that bike rooms in other projects are underutilized while this proposal is expect to have lots of with people with bikes, creating a need for bike storage.
- Stated that the corner of the building needs to be pushed back at the corner, away from the street, to accommodate a use like a coffee shop instead placing plants at the corner.

- Communicated that as of 2019, there will no longer be automobile parking on the east side of Stone Way as SDOT will be installing a protective bicycle lane. Suggested that from a delivery standpoint, that could pose a challenge to the new project.
- Asked the Board to consider reviewing potential impacts to the Red Oak trees and their root zone located on the adjacent Post Office property. Asked if there is any flexibility to moving the building further away from the root zone, as vegetation on adjacent sites needs to be given a higher priority.
- Stated that since the building will be placed ‘out to the lot line’, along with streets and parking, it will become more difficult for pedestrians to cross Stone Way.
- Liked the back side of the building but added they would like to see more family oriented units.
- Asked specifically how large the courtyard in the back might be.
- Asked what the demographic of the tenants might be.
- Wished that the street facing façade could be more interesting with more recessed areas and cavities similar to what the rear of the building looks like. The speaker suggested that street facing façade could be designed with vertical gardens or more articulations.
- Encouraged the applicant to provide more family sized living units as Wallingford is a family oriented neighborhood.
- Asked where individuals using the commercial amenities will park, as individuals won’t be able to park along street frontage.
- Stated that while they are not opposed to the project, they would like to make sure that it is efficient, neighborhood friendly and not modern in style.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic or construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

## 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.

1. **Early Design Guidance Response:** The Board noted that the applicant responded well to the guidance given at the EDG meeting. The Board agreed with the increased depth of the overhead protection along Stone Way and how it extended around the corner, over the residential entry along N 47<sup>th</sup> St. **(CS2-III, DC2-C-3, DC2-C-3, DC2-II i)**

- a. The Board asked about the viability of the ground floor commercial spaces, which was discussed at EDG, and asked the applicant if a restaurant use had been a consideration. The applicant indicated that the spaces would not be designed for restaurant use.
2. **Materiality:** The Board spent a great deal of time discussing the material finish at ground level and suggested that the material should be more durable than the wood finish represented in the Recommendation packet. The Board also agreed with public comments that suggested the base of the building clad in wood would read better if it were brick. However, the Board had difficulty gaining consensus on the language to be used in the final condition of approval. They verbalized contradictory views toward the close of the meeting; identifying that the west facing should be retained with a wood. However, based on the totality of their conversation, it is clear that the Board's intent was to see the reduction of the wood cladding along the Stone Way façade in favor of brick at the lower floor of the building, and leaving the wood finish at the residential entry.

Finally the agreed that the introduction of a horizontal cornice would aid in finishing or grounding the building visually.

- a. The Board while making the introduction of a cornice a condition of final approval, agreed that there are several ways of achieving this in terms of materials, depth and height, and left the details as to how to accomplish this up to the applicant. **(CS3-I i, CS3-I v, DC2-C, DC2-II iii , DC4-A)**
  - b. The Board requested the replacement of the wood located at the base of the building with brick but agree with leaving the wood finish at the residential entry. **CS3-I iii, DC4-A-2)**
3. **Streetscape:** The Board suggested that the vegetation located along the building edge, directly beneath the overhead protection will not survive and will eventually become dry dead dirt. The suggested that those b area should be replaced with hardscape which would then create a more of a patio area allow commercial activity to spill out onto the sidewalk. The Board suggested that this could be achieved by using different kinds of paving or benches which could also benefit tenants.
  - a. As a condition of approval the Board directed the applicant to remove all planting under the canopies and replace it with a different paving pattern that contrast with the sidewalk. **(CS2-III iv)**
4. **Lighting:** In response to public comment, the Board discussed light and glare. The Board noted that reducing glare from light fixtures is a code requirement. The Board recommended approval of the lighting as shown, since the project will use down lights in the canopy wall sconces for up and down lighting, which do not appear to be a large source of glare. **(PL2-III-ii-b, DC2-I iii)**

5. **Courtyard:** The Board recommended that the courtyard space is a positive amenity for tenants occupying the basement units of the building. The Board also agreed that the space is large enough to allow light and air. The Board also agreed that the courtyard also helps in blocking views to the back of the post office. **(DC4-D-2)**
  
6. **Existing Trees:** The Board acknowledged that the existing trees located on the adjacent Post Office property could have better informed the design of the building proposal by taking into account their close proximity to the property and potential impacts to their root zone. However, the Board acknowledged that a design response to trees on the adjacent site was not raised as a priority during EDG. The proposal includes retaining the existing tree at the southeast corner of the site. The proposed development doesn't include removal of trees on adjacent sites. Tree protection is regulated by SMC 25.11 and subject to review by SDCI. The Board stated they will defer tree protection on the adjacent site to the SDCI Director. **(CS1-D-1, CS2-B-3)**
  
7. **Departure:** The Board agreed that the departure is justified by creating a larger sidewalk with added pedestrian areas and a deeper space to get away from roadside traffic. The Board envisioned adding seating and other amenities and therefore supported approval. **(CS2-III-iv)**

## 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](#).

<b>PUBLIC LIFE</b>
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***Wallingford Supplemental Guidance:***

***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-III CORNER LOTS**

**CS2-III i. Corner Orientation:** Buildings on corner lots should be oriented to the corner. Parking and vehicle access should be located away from the corner.

**CS2-III ii. Neighborhood Gateway:** Provide definition, as described in CS2.C.2, at gateways to Wallingford (North 45th Street and I-5; North 45th Street and Stone Way North; and Stone Way North and Bridge Way North). Redevelopment of lots at these intersections should include special features that signal and enhance the entrance to the Wallingford neighborhood including a tower, fountain, statue or other expression of local creativity that provides a physical transition for motorists and pedestrians and communicates "Welcome to Wallingford."

**CS2-III iii. Intersection Definition:** Provide definition at other main intersections.



**CS2-III iv. Sidewalk Setbacks:** Developers are encouraged to propose larger setbacks to provide for wider sidewalks or plazas and to enhance view corridors at gate-way intersections in consideration for departures from lot coverage or landscaping requirements.

**CS2-III v. Corner Design Elements:** Typical corner developments should provide:

- a. a main building entrance located at corner;
- b. an entrance set back to soften corner and enhance pedestrian environment; and
- c. use of a hinge, bevel, notch, open bay or setback in the massing to reflect the special nature of the corner and draw attention to it. (Example: Julia’s open bay with bevel.)

***Wallingford Supplemental Guidance:***

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

**CS3-I ARCHITECTURAL CONTEXT**

**CS3-I i Complement positive existing character:** Complement positive existing character and/or respond to nearby pre-World War II structures. Traditional early 20th Century commercial structures are primarily one story high and include:

- a. solid kick panels below windows
- b. large storefront windows
- c. multi-pane or double hung windows with transoms or clerestory lites
- d. high level of fine grained detailing and trim
- e. high quality materials, such as brick and terra-cotta
- f. canopies
- g. variable parapets
- h. cornices

**CS3-I ii. Contextual Design Approach:** New buildings should strive for a contextual approach to design. A contextual design approach is not intended to dictate a historicist approach, but rather one that is sensitive to surrounding noteworthy buildings and style elements.

**CS3-I iii. Building Base Design:**

- a. Ground floors or bases immediately next to pedestrians should reflect a higher level of detail refinement and high quality materials.
- b. Encourage transparent, open facades for commercial uses at street level (as an example, windows that cover between 50-80 percent of the ground floor façade area and begin approximately 24 to 30 inches above the sidewalk rather than continuing down to street level).

**CS3-I iv. Building Middle-floor Design:**

- a. Mid-level building façade elements should be articulated to provide visual interest on a bay-by-bay scale. Architectural features should include: belt courses or horizontal bands to distinguish individual floors; change in materials and color

- and/or texture that enhance specific form elements or vertical elements of the building; a pattern of windows; and/or bay windows to give scale to the structure.
- b. Consider using detail elements such as a cast stone, tile or brick pattern that respond to architectural features on existing buildings.
  - c. Consider using spacing and width of bays or pavilions to provide intervals in the façade to create scale elements similar to surrounding buildings.
- CS3-I v. Building Top-floor Design:**
- a. Clearly distinguish tops of buildings from the façade walls by including detail elements consistent with the traditional neighborhood buildings such as steep gables with overhangs, parapets and cornices.

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

**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 non-residential 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.

***Wallingford Supplemental Guidance:***

**PL3-I. ENTRANCES VISIBLE FROM THE STREET**

**PL3-I-i. Orient Entrances on NE 45<sup>th</sup> St. and Stone Way N:** Primary business and residential entrances should be oriented to the commercial street (for development along North 45th Street and Stone Way North).

**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-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. Design bicycling access points so that they relate to the street grid and include information about connections to existing trails and infrastructure where possible. Also consider signage, kiosks, building lobbies, and bicycle parking areas, where provided, as opportunities to share bicycling information.

**DESIGN CONCEPT**

**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-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). Detailing may include features such as distinctive door and window hardware, projecting window sills, ornamental tile or metal, and other high-quality surface materials and finishes.

**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.

**Wallingford Supplemental Guidance:**

**DC2-I ARCHITECTURAL CONCEPT AND CONSISTENCY**

**DC2-II i. Building Massing:** The massing of large buildings should reflect the functions of the building and respond to the scale of traditional buildings by including major façade elements, which help to break the building into smaller pieces with distinctive appearances.

**DC2-I ii. Screen Rooftop Systems:** Rooftop building systems (i.e., mechanical and electrical equipment, antennas) should be screened from all key observation points by integrating them into the building design with parapets, screens or other methods.

**DC2-I iii. Architectural Lighting:** Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest. Encourage pedestrian scale pole lights along streets and walks.

**DC2-I iv. Signage:**

- a. Signage should reflect the pedestrian scale of the neighborhood.
- b. Generally, individualized, externally illuminated signs are preferred over internally illuminated, rectangular box signs.
- c. Signage should be integrated with the architectural concept of the development in scale, detailing, use of color and materials, and placement.
- d. Creative, detailed, artistic and unique signage is encouraged.
- e. The use of icons, symbols, graphic logos or designs that represent a service or occupation are preferable to standardized corporate logos.
- f. Pole signs of any type are discouraged.

**DC2-II HUMAN SCALE**

**DC2-II i. Storefront Windows:** Transom or clerestory windows above entrances, display windows and projected bay windows are encouraged.

**DC2-II ii. Paned Windows:** Multiple paned windows that divide large areas of glass into smaller parts are preferred because they add human scale.

**DC2-II iii. Durable Materials:** Use durable and well-detailed finish materials:

- a. Finish materials that are susceptible to staining, fading or other discoloration are strongly discouraged.
- b. Encourage the use of brick.

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

**DC4-A BUILDING MATERIALS**

**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. Highly visible features, such as balconies, grilles and railings should be especially attractive, well-crafted and easy to maintain. Pay particular attention to environments that create harsh conditions that may require special materials and details, such as marine areas or open or exposed sites.

**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. Signage should be compatible in character, scale, and locations while still allowing businesses to present a unique identity.

**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

**DEVELOPMENT STANDARD DEPARTURES**

The Board’s recommendation on the requested departures was 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 time of the Recommendation meeting the applicant requested the following departures:

1. **Street-Level Development Standards (SMC 23.47A.008.B.3):** The Code requires that non-residential 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 requesting approval of a departure request to allow the commercial floor depth to decrease from the required 30'-0" to 26'-3" (a 12% overall reduction). The applicant asserts that the departure will aid in creating additional exterior space for pedestrian circulation and a heightened walking experience. The decreased depth will help in reducing the perceived mass of the building as it focuses more on a pedestrian scale.

The Board unanimously supported the departure request, agreeing that the wider sidewalk would enhance the overall pedestrian experience at the street level. The Board envisioned that the widened sidewalk could be used for outdoor seating opportunities and for activity to spill outside from the commercial spaces. **CS2-III iv. Corner Lots (Sidewalk Setbacks)**

The four Board members unanimously recommended to approve the departure as currently shown.

## **BOARD DIRECTION**

The recommendations summarized below were based on the design review packet dated March 26, 2018 and materials shown and verbally described by the applicant at the March 26, 2018 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, all four Design Review Board members recommended APPROVAL of the subject design and departures, with the following conditions.

- a. Visually reinforce the street frontages and enhancing the building's overall appearance by placing a horizontal cornice element along both street facing façades. **(CS3-I i, CS3-I v, DC2-C, DC2-II iii, DC4-A)**
- b. Replace the wood on the exterior finish at ground level with brick and leave the wood finish at the residential entry to aid with wayfinding. **(CS3-I iii, DC4-A-2)**
- c. Remove all vegetative planting locate under the canopies and replace with a paving pattern that contrasts with the concrete, hardscape elements, or areas for bicycles. **(CS2-III iv)**