TRAILSIDE PHASE 2

4907 25TH AVE NE



DESIGN RECOMMENDATION

NORTHEAST DESIGN REVIEW BOARD MEETING ON 04/27/2020

SDCI #3032268-LU / 6706731-CN

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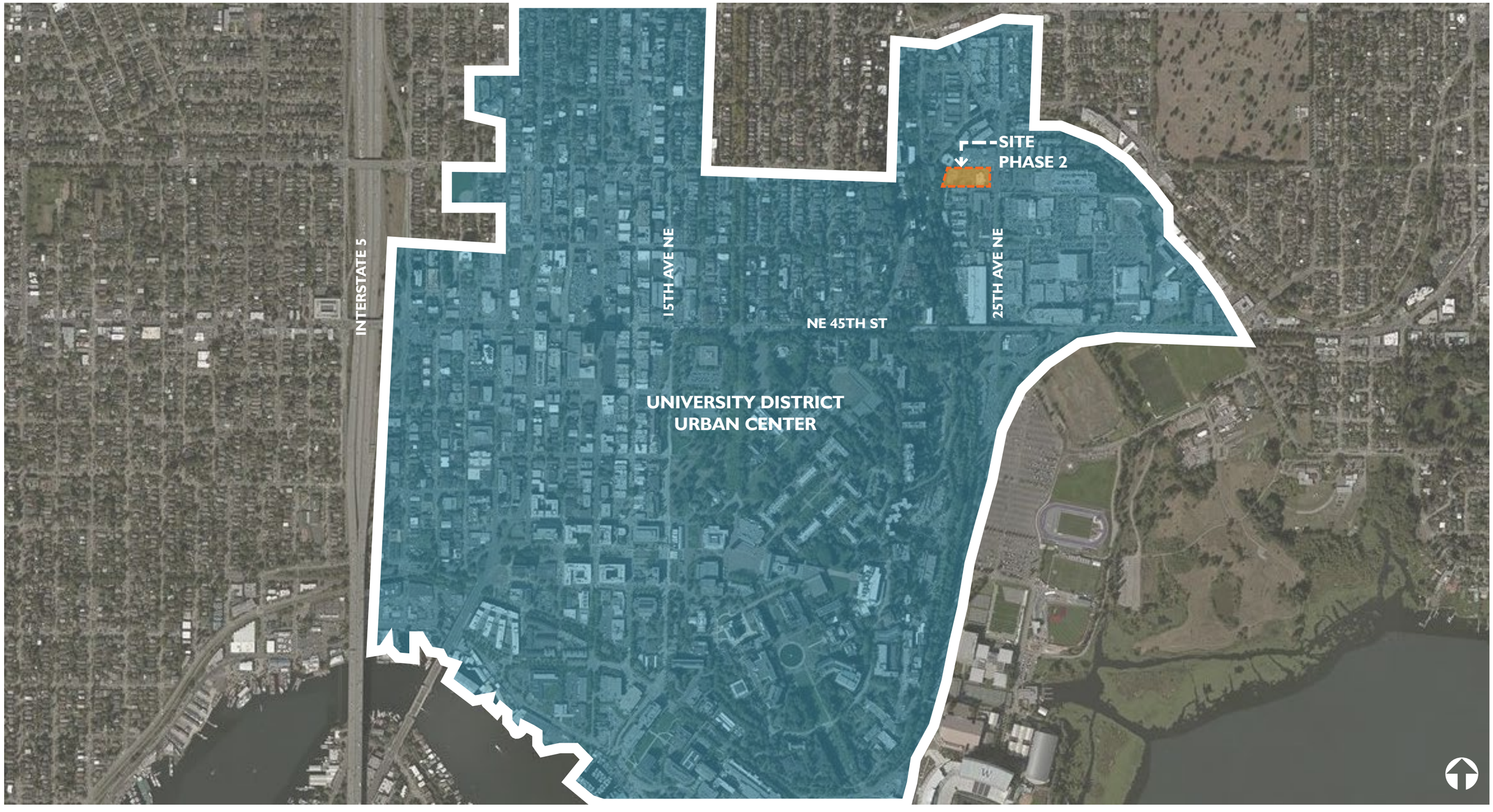
ANTICIPATED DEPARTURES

SIGHT TRIANGLE 92

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PROJECT & ZONING INFORMATION

NEIGHBORHOOD MAP



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PROJECT INFORMATION

PROJECT DESCRIPTION & VISION

Located at 4907 25th Ave NE, Trailside Phase 2 is the second phase of a multi-site development owned and operated by the same company. The project sits directly adjacent to the Burke-Gilman Trail and directly north of University of Washington property. Directly east of the site is University Village, and a commercial core, which will provide additional amenities to the project.

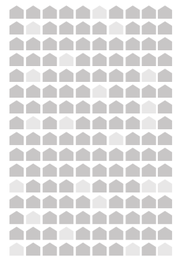
The goal of the project is to provide much needed student housing within close proximity to the campus. There is a strong desire from the development team to create a unique, cutting edge project that becomes a beacon for students at the northeast end of campus.

The adjacency to the Trail provides an enormous opportunity to create direct connections for students to the campus while also providing much needed connections from the Trail to the amenities directly east of the site. A critical component to creating these connections is providing porosity at the ground level, creating trail connections that are prominent features and safe for use, and designing buildings that are broken down in mass and scale. The ground level and site design is a critical component to the project – another primary goal of the team is to focus on better activating the pedestrian experience on a site that is currently very inactive.

Total site area
59,311sf

SITE

Gross building area
274,842sf



Residential units
171



Retail Parking
8 stalls

Building height
75ft



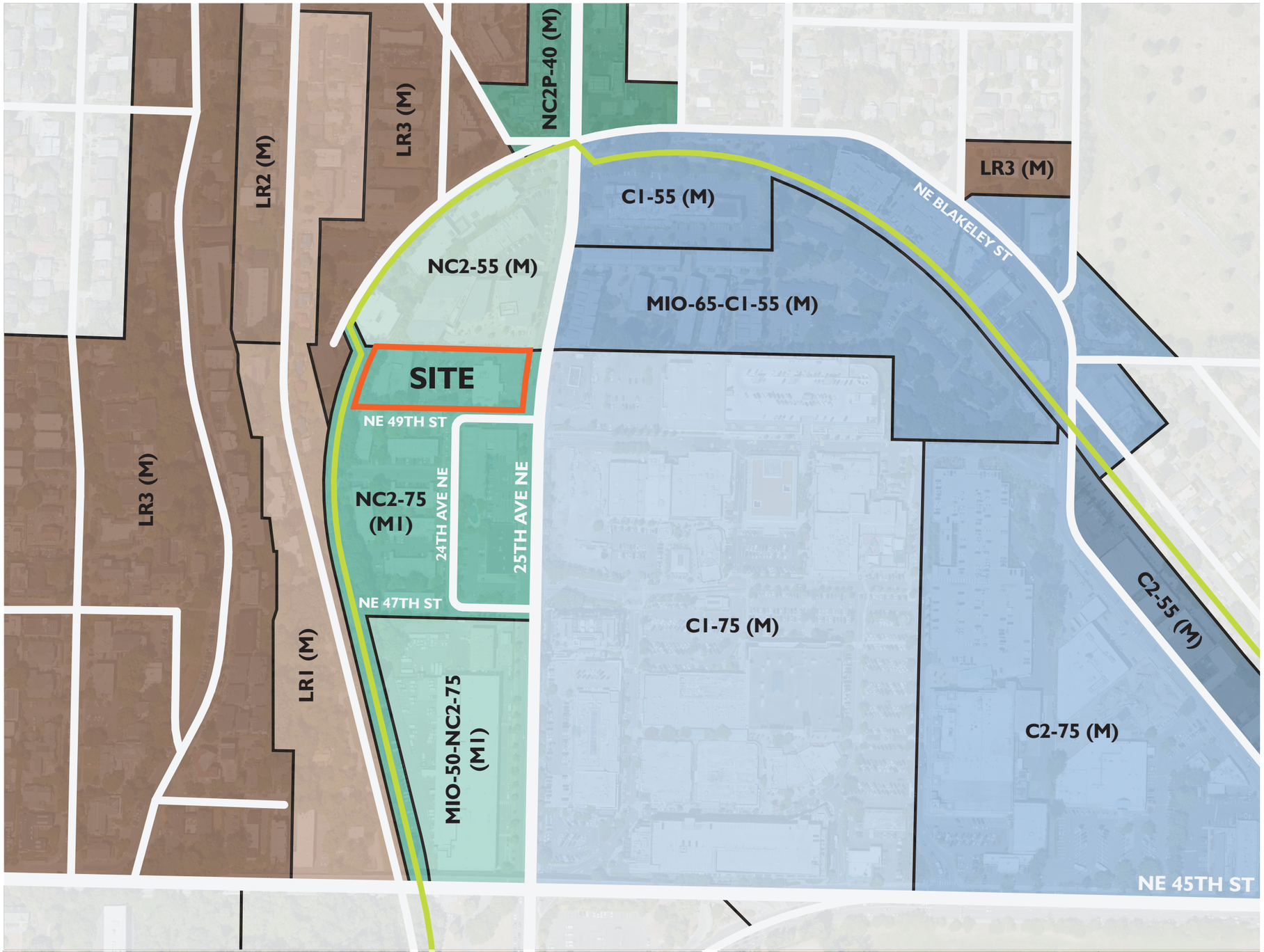


PROJECT STATISTICS

PROGRAM	AREA
PARKING (LEVEL 1)	3,587 SF
RETAIL	4,487 SF
RESIDENTIAL	222,192 SF
AMENITY / LOBBY SPACES	12,025 SF

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ZONING MAP (INCLUDES MHA ADOPTED ZONING CHANGES)



ZONING LEGEND

- NC2-55 (M)
- MIO-50-NC2-75 (M1)
- NC2-75 (M1)
- NC2P-40 (M)
- C1-75 (M)
- C2-75 (M)
- C1-55 (M) / MIO-65-C1-55 (M)
- C2-55 (M)
- LR1 (M)
- LR2 (M)
- LR3 (M)
- BURKE-GILMAN TRAIL

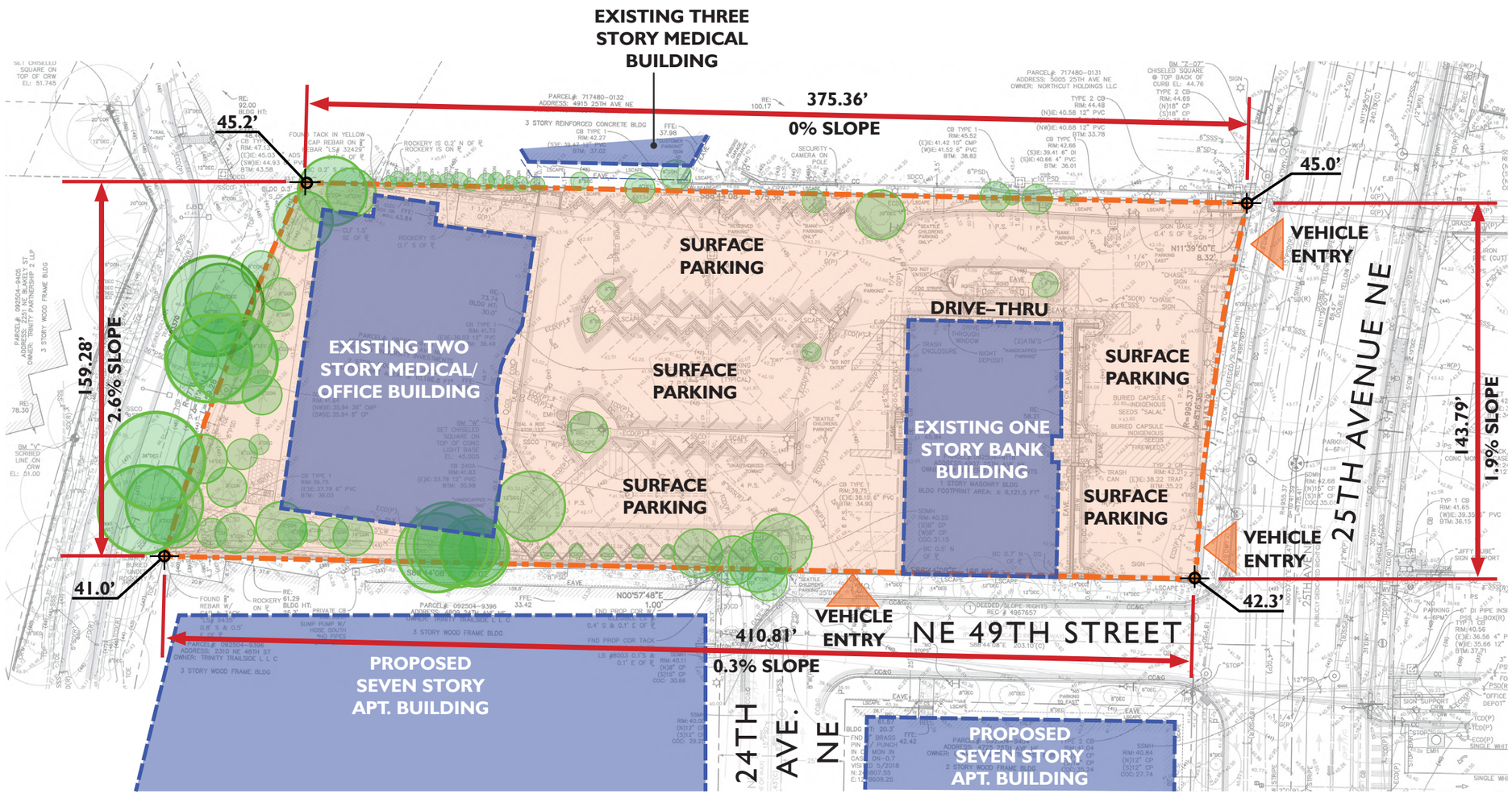
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EXISTING SITE PLAN



SITE INFORMATION

PARCEL #: 092504911808

LEGAL DESCRIPTION:

THAT PORTION OF THE NORTH 150 FEET OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 9,TOWNSHIP 25 NORTH, RANGE 4 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON, LYING EASTERLY OF THE NORTHERN PACIFIC RAILWAY COMPANY RIGHT OF WAY;

TOGETHER WITH THE SOUTH 1 FOOT OF THE NORTH 151 FEET OF THE EAST 188 FEET OF SAID SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER;

TOGETHER WITH THAT PORTION OF THE NORTH 151 FEET OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 25 NORTH, RANGE 4 EAST, WILLAMETTE MERIDIAN, LYING WESTERLY OF 25TH AVENUE NORTHEAST;

EXCEPT THAT PORTION THEREOF, IF ANY, CONVEYED TO THE CITY OF SEATTLE FOR STREET PURPOSES UNDER RECORDING NO. 4967657.

SURVEYED AREA:	59,311 SF
PREVIOUS ZONING:	C1–40
CURRENT ZONING:	NC2-75 (M1)
BASE BUILDING HEIGHT:	75'–0"
GRADE CHANGE:	VARIES
SETBACKS:	PER ZONING SUMMARY

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EDG SUMMARY

EDG MASSING OPTION COMPARISON

OPTION 1

An S-Shaped building, Option 1 provides upper level open space in both the northeast and southwest areas of the site in an effort to hold as far back from neighboring properties as possible.





OPPORTUNITIES

- Northern courtyard breaks up facade and offers relief to northern neighbors
- South courtyard optimal for solar exposure and increases buffer from adjacent property

CONSTRAINTS

- Northern courtyard in permanent shade
- Northern courtyard only accessible on l2, and only to residents
- Long facades abut 25th Ave NE and NE 49th st

OPTION 2

Two courtyard buildings flank an outdoor space that closely aligns with 24th Ave NE. Accommodating the courtyards pushes bulk out towards the streets, though both buildings are articulated to break up the massing.





OPPORTUNITIES

- Mid-block courtyard located to continue 24th Ave NE
- Building configuration widens sidewalk at 25th for majority of site width

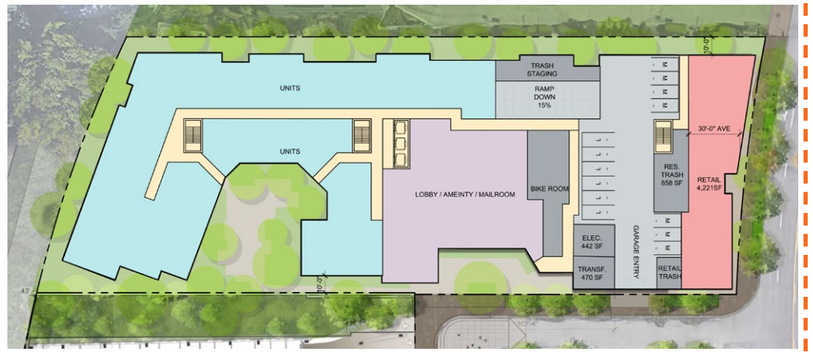
CONSTRAINTS

- Mid-block courtyard largely in shade throughout the year and doesn't connect to anything at the north property line
- Western building configuration requires removal of healthy trees at the southern property line
- Building bulk pushed outward towards property lines in oder to make viable interior courtyards

OPTION 3 (PREFERRED)

Option 3 continues the rhythm of outdoor space established along 24th Ave NE by the adjacent Trailside project.





OPPORTUNITIES

- 25th Ave facades modulated to step down between tall building to the south and shorter buildings to the north
- Building setback at 25th Ave NE property line to increase sidewalk width
- Open spaces are located to provide most benefit
- Building articulation reduces bulk and scale at key street corners

CONSTRAINTS

- Long facade along north property line – careful articulation will be required

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PROPOSED DESIGN

MASSING CONCEPTS

1. Massing Options.

a. The Board suggested that Options 1 and 3 are the most successful as they have a better physical relationship to the adjacent Trailside development while the 'doughnut shapes' of Option 2 seemed to be inappropriate for this site. (CS2-A-1, CS2-A-2, CS2-D)

b. It was suggested that Option 1 does a better job shifting the massing to either side of the building while Option 3 seems stronger in the quality of the outdoor spaces it creates. (CS2-D, CS2-1-c, CS2-2-c, PL1-A-1)

RESPONSE:

a. The proposed design reflects EDG massing Option 3 per Board guidance.

b. The proposed design maintains the location and quality of the outdoor spaces created by massing Option 3, but the design has evolved to evoke the diagrammatic clarity of Option 1, as commented upon by the Board.

EDG MASSING SCHEME 3

PROS

(1) Open spaces are located to provide most benefit

CONS

(2) Long facade along north property line – careful articulation will be required

EDG MASSING SCHEME 1

PROS

(1) Northern courtyard breaks up facade and offers relief to northern neighbors

(2) Strong massing diagram with three clearly articulated bars.

CONS

(3) Northern courtyard in permanent shade

FINAL MASSING SCHEME

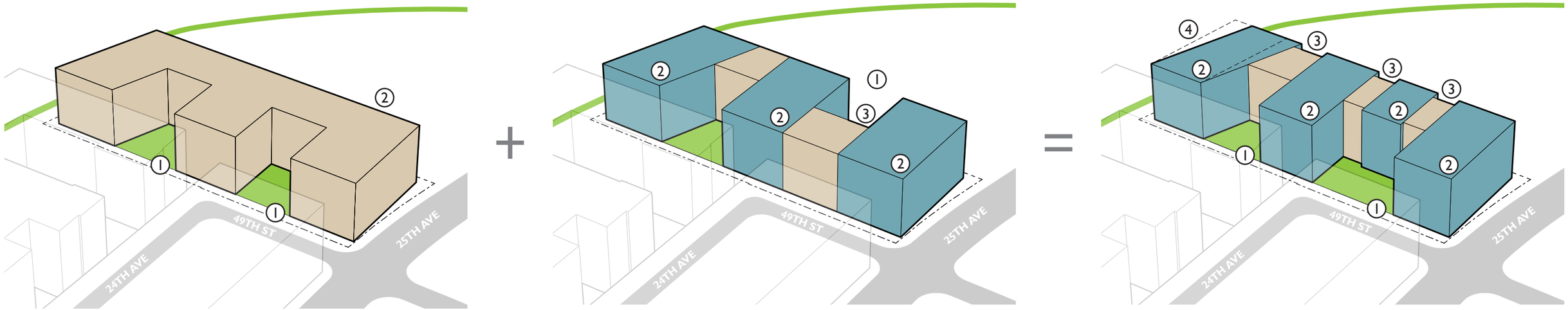
RESULTS

(1) Open spaces are located to provide most benefit

(2) Strong massing diagram with three clearly articulated bars.

(3) Strong relief along north facade

(4) West facade angled in response to trail



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NORTH FACADE MODULATION STUDY

2. North Building Edge.

a. The Board discussed the possibility of having an 'I' shape spine rather than an 'E' shaped spine that could provide massing relief along the northern building edge. The Board suggested that 'I' could be designed with a 60-foot-wide mass that could then step back 10-15 feet allowing for corner window conditions for a larger number of units which would ultimately result in a nicer rhythm of alternating ABABA facades elements. The Board suggested that this could be done by not sacrificing exposure of the south facing outdoor spaces, which are a higher design priority. (CS2-A-2, PL2-B-1,PL2-D)

RESPONSE:

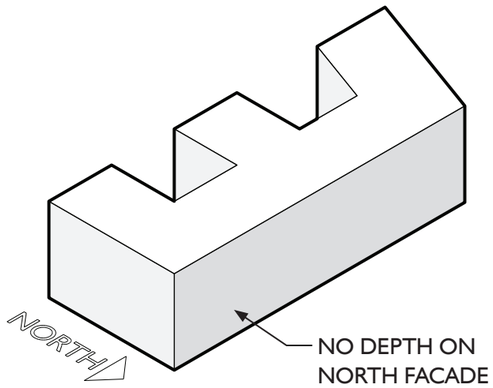
The design still maintains an 'E' shape, overall, but has evolved to incorporate more depth along the northern property line, as requested by the Board. In an effort to evoke the diagrammatic clarity of EDG Massing Option 1, the design evolved away from the ABABA rhythm and is now more varied and reflects/supports the broader massing diagram. With this approach, the south-facing courtyards maintain their size, proportion and location, reflecting the board's priority, while incorporating more depth within articulation of the North Facade.

1. Massing Options.

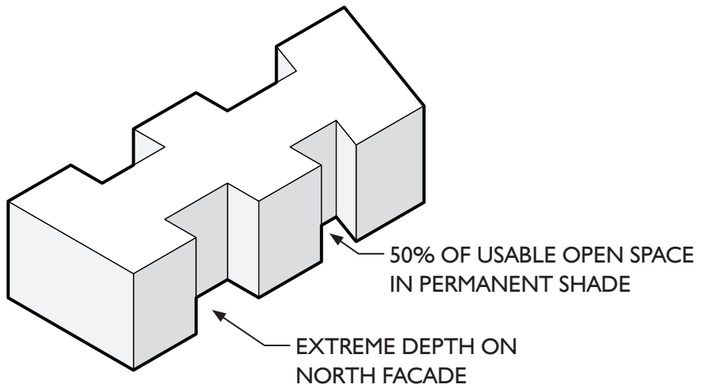
c. The Board ultimately supported Option 3 as it better relates to the proposed development along both sides of 24th Ave NE. In addition the Board voiced its concern with the northern edge condition of Option 3 and suggested that the option could accommodate a through block connection to the adjacent property which would result in an inner urban corridor or network of 24th Ave NE, opposed to a terminus at the end of 24th Ave NE. (CS2-B-2, PL1-B-1)

RESPONSE:

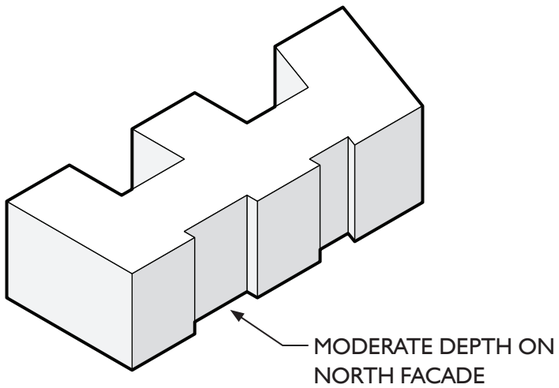
The proposed design reflects the established street grid created by NE 49th St and 24th Ave NE, in which pedestrian and vehicular traffic do not cross the site. A through block connection was not feasible for this site for multiple reasons. The southern edge of the adjacent property is 6 feet higher than the intersection of 24th Ave & 49th St and is also continuously lined with concrete walls, curbs, and vegetation. Additionally, the area that aligns with 24th Ave on the adjacent property is occupied by a concrete retaining wall and driveway ramp into the building's parking garage. For these reasons the design team felt it was best to design the project to best respond to the site context as it exists today and not add a through block connection.



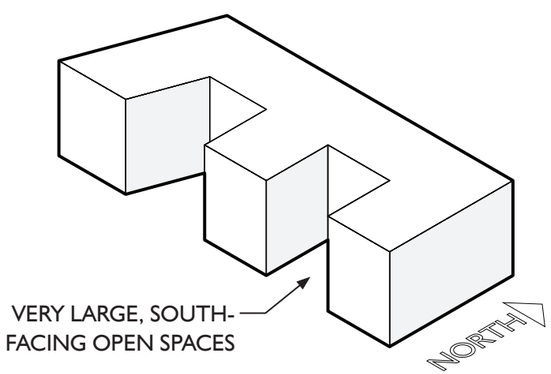
'E' SCHEME
(EDG MASSING OPTION 3)

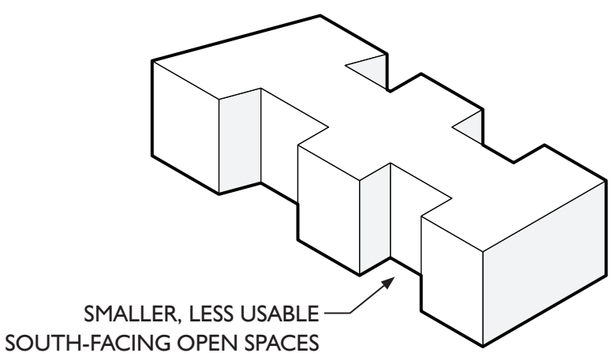


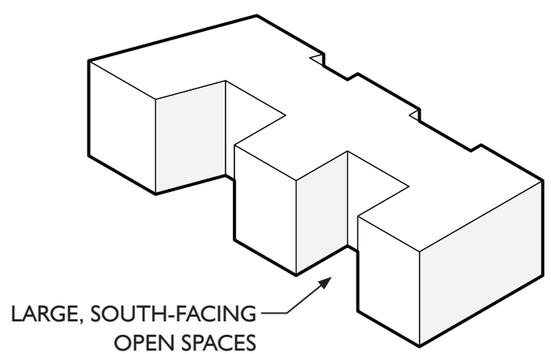
'I' SCHEME
(BOARD SUGGESTED)



MODIFIED 'E' SCHEME
(CURRENT DESIGN)

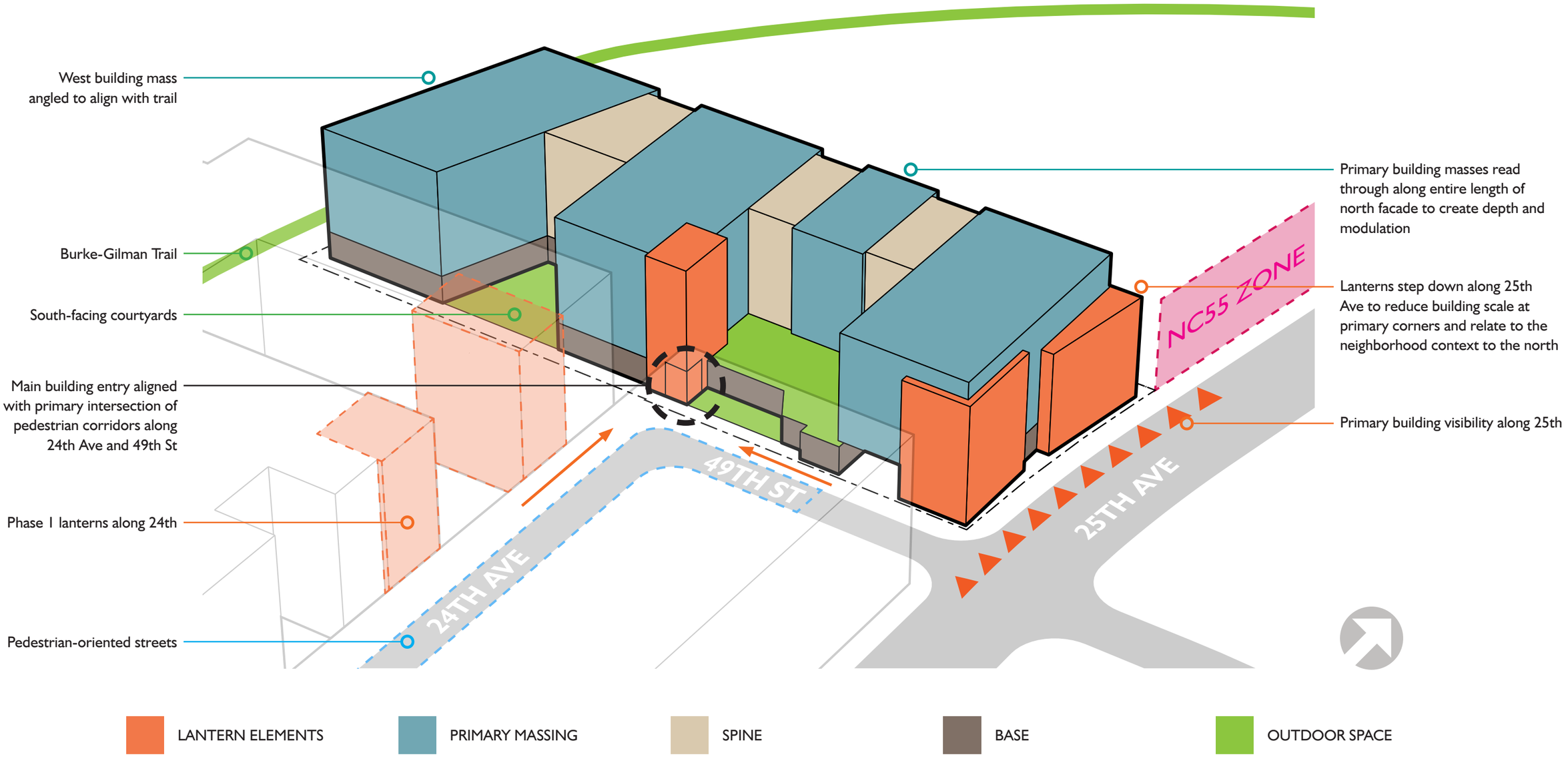






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MASSING & ARTICULATION DIAGRAM: MODIFIED 'E' SCHEME



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LANTERN DIAGRAM

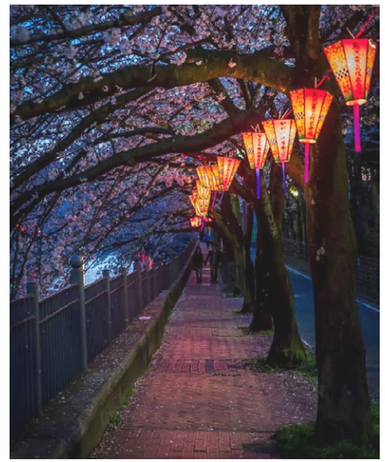
3. East Building Edge and Retail Frontage (The Lanterns):

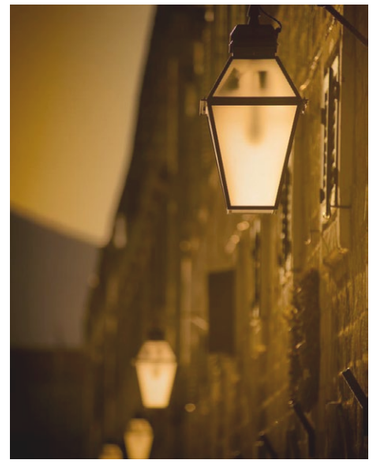
a. The Board liked the placement of the commercial retail (albeit modest given its location in a highly developed shopping area) and the vertical lantern element depicted in Options 1 and 3. The Board liked how the corners reflected a similar corner lantern element as Phase 1, designed to define entry points and act as a wayfinding element. The design team will need to continue exploration of the lanterns' design language as a wayfinding element. The lanterns should avoid repetition but rather define similar elements that can weave through the proposed structure. (CS2-1-c, DC4-D-4, PL2-D-1, PL3-2-c. PL3-2-d, DC4-2)

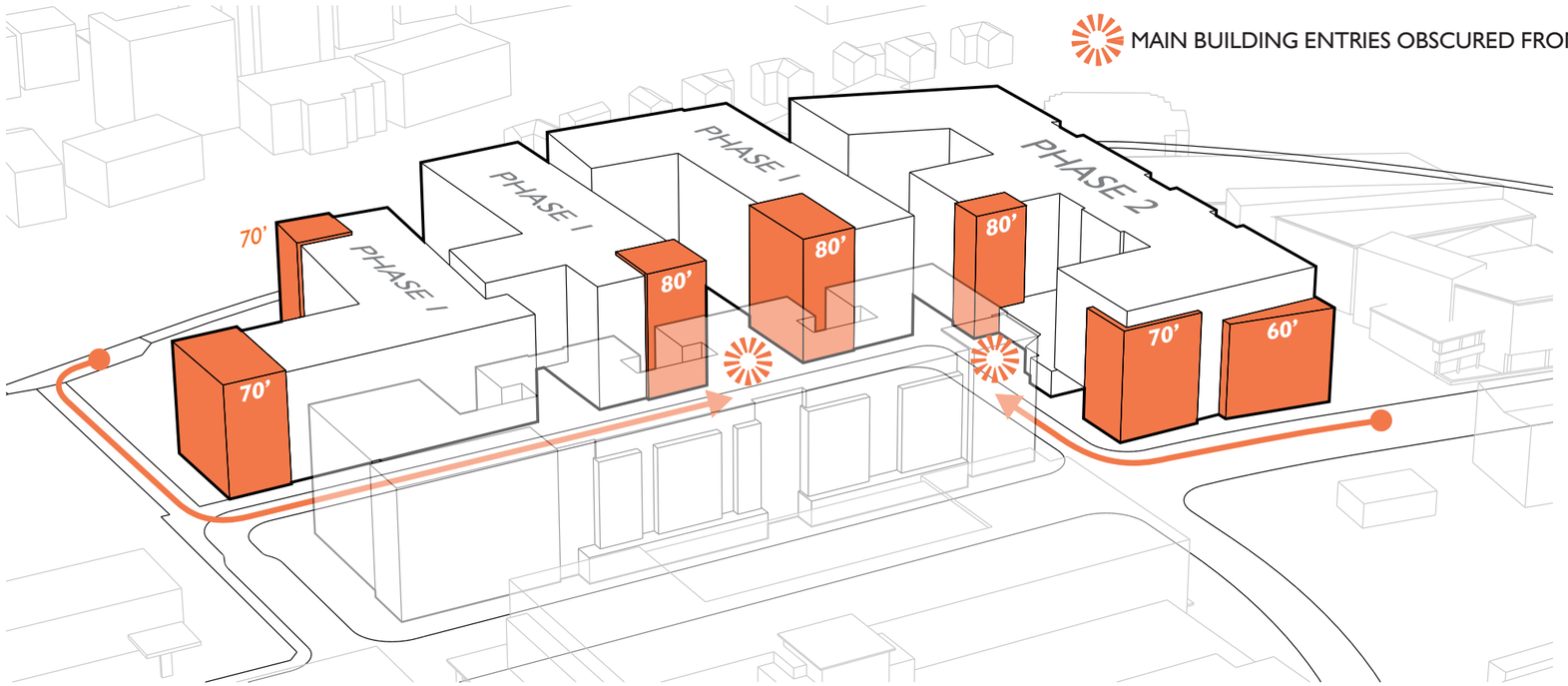
RESPONSE:

The design maintains the design language of the 'lantern' elements at the commercial corners of the building, as well as the primary building entry. The design of these visual anchors is stylistically reflective of the Lanterns of Phase 1, but have been adapted to better work with the very different urban conditions of the Phase 2 site. As in the EDG massing option, the lanterns are located at the most visually prominent locations of the site to support wayfinding and to define entry points. The design language adjacent to the lanterns provides a unifying language that weaves throughout the site.









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BUILDING MASSING & SETBACK PLAN



0' 8' 16' 32' 64'

SCALE: 1/32" = 1'-0"

LANTERN ELEMENTS

PRIMARY MASSING

SPINE

TERRACE

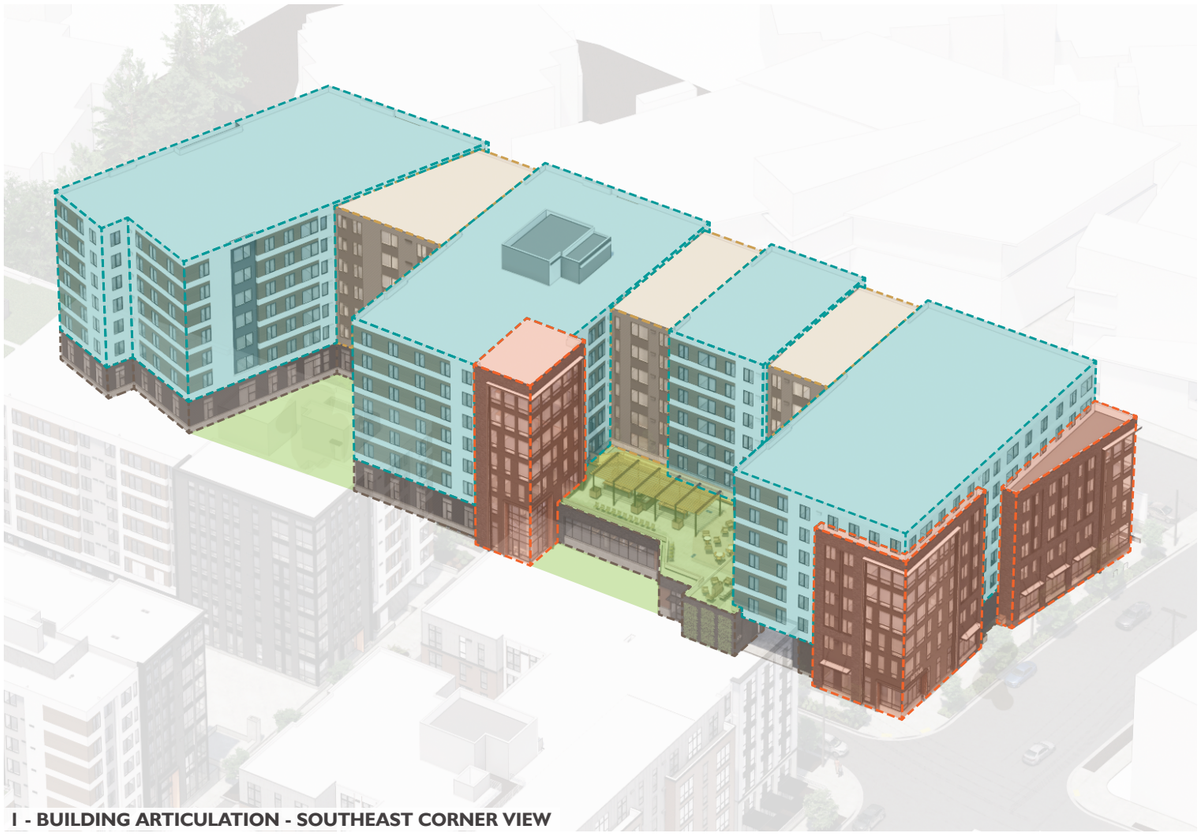
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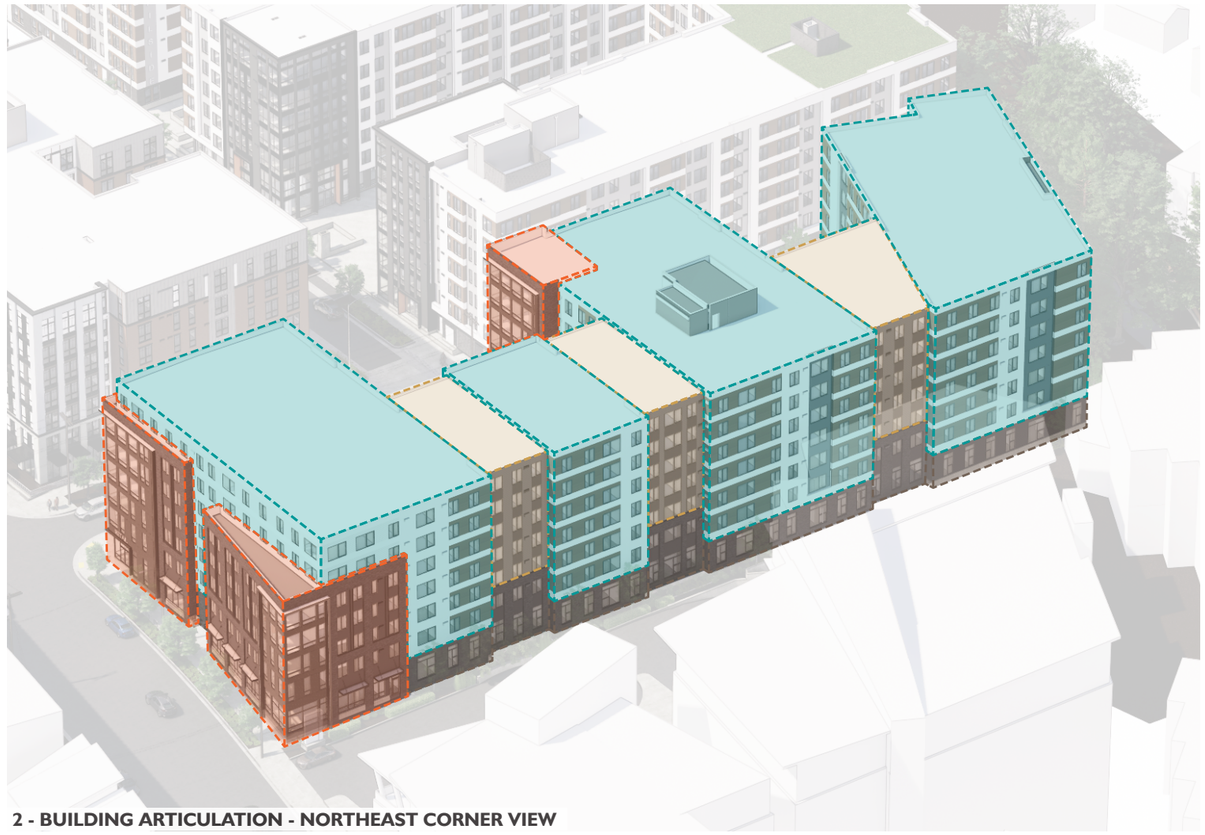
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BUILDING ARTICULATION



1 - BUILDING ARTICULATION - SOUTHEAST CORNER VIEW



2 - BUILDING ARTICULATION - NORTHEAST CORNER VIEW

LANTERN ELEMENTS

PRIMARY MASSING

SPINE

BASE

OUTDOOR SPACE

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BUILDING MASSING





Main building massing elements

Lantern elements within masonry frames

Brick base, typical at street frontages and north facade

Recessed 'spine' element

Primary building masses read through along entire length of north facade to create depth and modulation

Existing monument sign for adjacent property

1 - NORTHEAST CORNER VIEW FROM 25TH AVE

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BUILDING MASSING







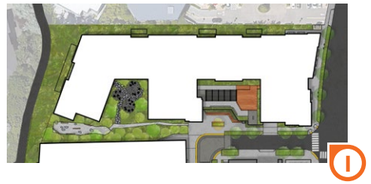
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BUILDING MASSING





1 - SOUTH EAST CORNER VIEW FROM INTERSECTION, LOOKING NORTHWEST

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BUILDING MASSING

SECTION A - LOOKING WEST



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BUILDING MASSING





1 - VIEW FROM 49TH ST, LOOKING NORTHWEST

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BUILDING MASSING

7. West Facing Facade:

a. The west facing facade and its relationship to the Burke-Gilman Trail generated Board discussion. Balconies, operable windows, patios, where security would not be an issue, and additional transparency will activate the western building edge to create a meaningful dialogue with the Burke-Gilman Trail. (PL3-B-1, PL3-B-2, PL2-B-3)

RESPONSE:

Greater articulation and depth have been provided along the western facade, in keeping with the overall massing diagram.



1 - WEST FACADE ARTICULATION, LOOKING SOUTH



2 - NORTHWEST CORNER VIEW FROM TRAIL, LOOKING SOUTHEAST



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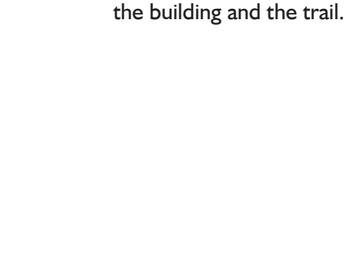
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BUILDING MASSING

Existing dense foliage creates a semi-permeable barrier between the building and the trail.

Visible connection between dog run and Burke-Gilman Trail.



1 - SOUTHWEST CORNER VIEW FROM TRAIL, LOOKING EAST

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BUILDING MASSING

2. North Building Edge.

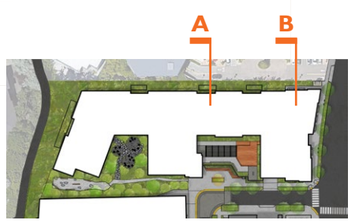
c. The Board also requested that the design team explore an internal connection through to the building that relates with any facade modulation along the north side resulting in a kind of back down that could speak to any future context or connections that could continue to the north. The Board wants to prevent any lost opportunities for a connection between the two sites. (CS2-A-2, CS2-B, CS2-1-c, CS2-2-b)

RESPONSE:

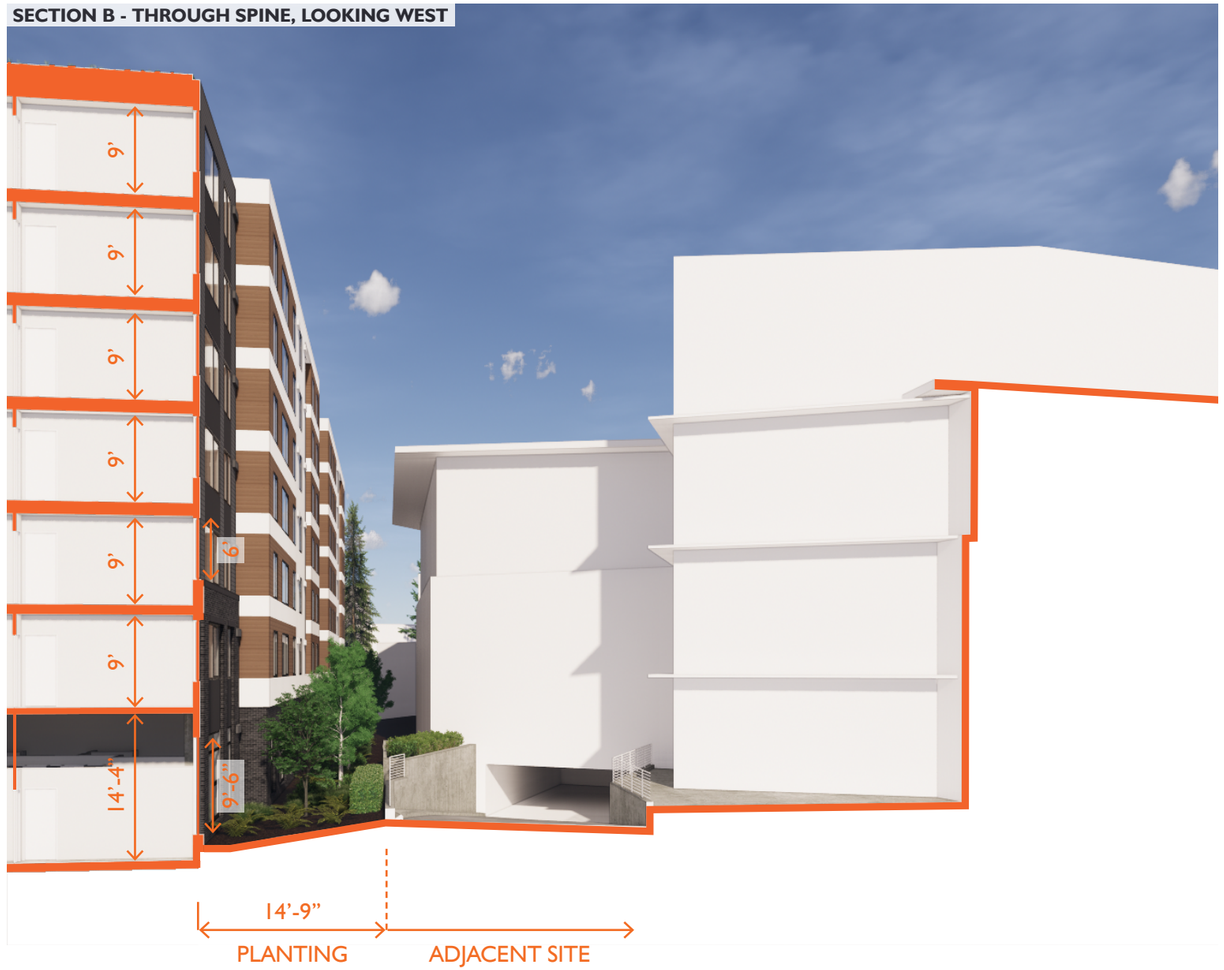
The design provides an internal connection from 24th Ave NE to a setback area along the north property line. At both the south and north access points, the legibility of the entry conditions has been amplified with a shared design language to help identify these entries to residents. The setback area has been designed to accommodate a small amount of pedestrian foot traffic. This space helps preserve the opportunity to connect to the site to the north in the future.

SECTION A - THROUGH LANTERN, LOOKING WEST





SECTION B - THROUGH SPINE, LOOKING WEST



2. North Building Edge.

b. While the Board did not agree on the applicant's approach for providing relief along the northern building edge or if the building layout should be an 'I' shape configuration, the Board was united in their request to see more building modulation along the northern building edge. (CS2-B, CS2-D-3, CS2-1-c)

RESPONSE:

The northern facade has been redesigned to increase the depth of the setbacks, while also supporting the broader massing diagram. The proportions have been studied to provide variation and legibility. The massing is reinforced by parapet heights that reinforce individual massing elements while providing visual breaks at the top of the building.

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BUILDING MASSING



Lantern element within masonry frame, 1'-4" proud of main building mass.

Parapets at the primary building masses are 18" taller than the spine.

Recessed 'spine' element, set back 4' from main building masses.

Primary building masses read through along entire length of north facade

Intermittent minor recesses in the main building masses create relief at larger facades. White bands remain continuous over the top and at the bottom of the recesses to ensure that they read as minor elements within the primary masses.

Existing monument sign for adjacent property

Adjacent property is separated with existing concrete walls, curbs, and planting

1 - NORTH FACADE FROM ADJACENT PROPERTY, LOOKING SOUTH



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LANTERN DESIGN

3. East Building Edge and Retail Frontage (The Lanterns):

b. For the Phase 2 design, the Board asked how the vertical lanterns will be stitched into the ground plane. It appears unclear whether the lantern meets the ground plane or culminates at a base element above the ground. The packet at the next meeting should clarify this relationship. (DC4-1-a, DC4-1-c, DC4-2-a)

RESPONSE

The Lanterns will be elements that meet grade, and frame critical entry points throughout the project. The design of these visual anchors is stylistically reflective of the lanterns of Phase 1, but have been adapted to better work with the different urban conditions of the Phase 2 site. The lanterns of Phase 2 are feature elements within a larger masonry field, whereas the lanterns of Phase 1 are primary massing elements. This reinforces the experiential progression at the urban scale – the Phase 2 lanterns are 'introductions' to the project and the design language at the neighborhood scale, being that Phase 1 is largely concealed from view. The Phase 1 lanterns are larger, stand-alone elements befitting the primary entry experience, and framing the larger scale public outdoor spaces within the site.



LANTERN STEPPING DIAGRAM

The lanterns in Phase 2 vary in height, starting at five stories at the northeast corner, stepping up to six stories at the southeast corner, and finally up to seven stories – full height – at the main building entry. This **stepping of the lanterns** helps blend the building massing with the context to the north and **creates a progression which guides people from 25th Ave back into the main hub of the Trailside campus.** The seven story lantern at the main entry – which is closest to Trailside Phase 1 – matches the height of the Phase 1 lanterns which march along 24th Ave and reach back toward the Burke-Gilman Trail.


MAIN ENTRY LANTERN VIEW FROM 49TH ST, EVENING, LOOKING NORTHWEST

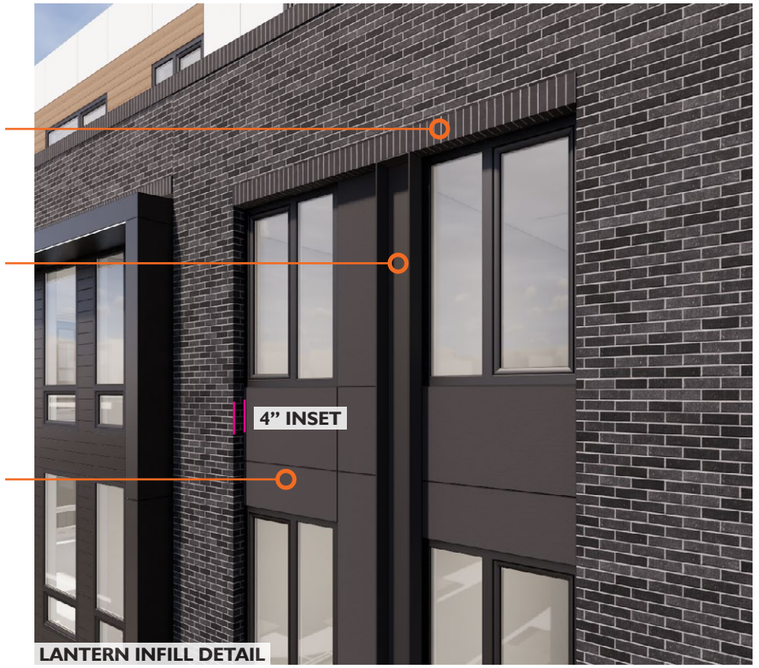
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LANTERN DESIGN

Brick soldier coursing

Black steel accents express verticality within the facade and add an additional level of detail to the building

Inset architectural panel infills give some relief within the masonry field



LANTERN INFILL DETAIL

LED strip lights frame overall lanterns and relate to Phase 1

6" Metal plank siding

LED strip lights also frame entry portals, matching Phase 1

6" Woodgrain metal plank siding highlights entry portals

Entry portals & lantern frames are elements that meet grade



1A - RETAIL ENTRY PORTAL



1 - SOUTHEAST CORNER LANTERN



Phase 2 lanterns are each set within a larger field of masonry.

Floor-to-ceiling windows line the faces of the lanterns and become larger as they approach the corners of the building, giving the lanterns a more open and dynamic feel.

Projecting black metal fins frame the lanterns within the field of masonry, tying the lantern language back to Phase 1.

Canopies provide weather protection and a pedestrian scale at street-level

Entry portals frame the retail entry as well as the main building entry

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LANTERN DESIGN

3. East Building Edge and Retail Frontage (The Lanterns):

d. In other words, the attributes of the lanterns and other building elements should be simple and constrained while weaving qualities from Phase I through the design to provide a subtle relationship or kinship between the two projects. (PL2-D-1, DC4-1-a, DC4-1-c)

RESPONSE:

The proposed design overtly pulls design language from Phase 1, yet is evolved to introduce a subtle differentiation between the two projects. Simplicity is achieved within the upper levels by pulling design queues from Phase 1. Differentiation is achieved by employing a more robust masonry language at primary corners and the ground level of the building. In so doing, the design achieves overall cohesion, with subtle differentiation.



1 - VIEW ACROSS INTERSECTION OF 24TH AVE & 49TH ST, LOOKING NORTH





2 - VIEW ALONG 24TH AVE, LOOKING NORTH

3. East Building Edge and Retail Frontage (The Lanterns):

c. The proposed lantern elements should possess an identity similar but distinct from the lanterns developed for the Phase I project. The proposed finish material may have its own color and material as long as they are deployed consistently throughout the development. (PL2-D-1 DC4-1-a, DC4-1-c)

RESPONSE:

The design of these visual anchors is stylistically reflective of the lanterns of Phase 1, but have been adapted to better work with the different urban conditions of the Phase 2 site. The lanterns of Phase 2 are feature elements within a larger masonry field, whereas the lanterns of Phase 1 are primary massing elements. This reinforces the experiential progression at the urban scale – the Phase 2 lanterns are 'introductions' to the project and the design language at the neighborhood scale, being that Phase 1 is largely concealed from view. The Phase 1 lanterns are larger, stand-alone elements befitting the primary entry experience, and framing the larger scale pubic outdoor spaces within the site.

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LANTERN DESIGN

The lanterns of Phase 2 are feature elements within a larger masonry field, whereas the lanterns of Phase 1 are primary massing elements.

Phase 1 lantern fenestration changes at the top floor. Phase 2 fenestration is consistent between floors and changes dynamically in the horizontal direction

Phase 1 lanterns have narrower windows and two colors of siding, which creates a vertically striped facade. Phase 2 uses much larger windows and one color of siding within the lantern frame so that the overall language of the lanterns is more transparent and horizontally dynamic



1 - VIEW FROM SECOND FLOOR TERRACE, LOOKING SOUTHWEST

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STREETSCAPE & PEDESTRIAN REALM – 25TH AVE FRONTAGE

3. East Building Edge and Retail Frontage (The Lanterns):

e. The Board appreciated how the scale and height of the northeastern corner of the building relates to the lower height of the adjacent north landing complex. The proposed development appears to become more pedestrian scaled at the base. The Board, however, requested additional details on how both commercial edges will be more human or pedestrian scaled at the base along the full length of the east facing facade.

RESPONSE:

The design incorporates a rhythm of two-story openings within the masonry language along the sidewalk and incorporation of canopies to provide a more pedestrian friendly scale along the eastern edge of the project. This general approach is reflected throughout the street-facing areas of the building.





1 - MID-BLOCK PATIO AT 25TH AVE, LOOKING SOUTHWEST

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STREETSCAPE & PEDESTRIAN REALM – 25TH AVE FRONTAGE

There is no entry portal at the base of the northeast lantern as this is not designed as an entry point into the retail space. This corner will remain **very open and transparent** to maintain the design language of the lanterns and give **maximum visibility between the retail space and the sidewalk,** while avoiding any language that would signify an entry point.



1 - NORTHEAST BUILDING CORNER, LOOKING SOUTHWEST



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STREETSCAPE & PEDESTRIAN REALM – 25TH AVE FRONTAGE



1 - SOUTHEAST BUILDING CORNER, EVENING, LOOKING NORTHWEST



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STREETSCAPE & PEDESTRIAN REALM – 25TH AVE FRONTAGE





1 - RETAIL TRANSPARENCY ALONG 25TH AVE, EVENING, LOOKING WEST

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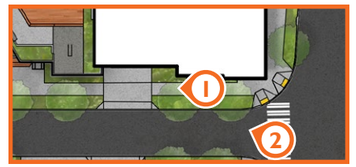
STREETSCAPE & PEDESTRIAN REALM – 49TH ST FRONTAGE

8. Trees:

a. The Board cited design guidelines which direct development to protect trees by siting buildings to protect and preserve them, especially in the right-of-way. The Board made special mention of the specimen trees that would allow activity to filter in and out of the arrival court and divide the area used for pedestrian and bikes traffic. Use of planters for trees could serve as way finding elements. (CS2-1-c, DC4-D-4, PL3-2-c. PL3-2-d)

RESPONSE:

Per SDOT the existing hornbeams are to be removed in order to design a sidewalk that meets the current city standards. New street trees will be planted along 49th Street per city standards and to allow for proper sightlines from the garage entry.







1 - NEW SIDEWALK ALONG 49TH ST, LOOKING WEST



2 - NEW STREET TREES ALONG 49TH ST, LOOKING WEST

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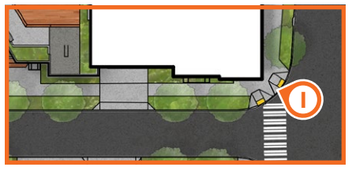
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STREETSCAPE & PEDESTRIAN REALM – 49TH ST FRONTAGE







1 - STREETSCAPE AT INTERSECTION OF 25TH & 49TH, LOOKING WEST

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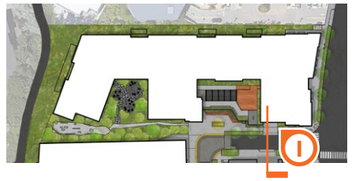
STREETSCAPE & PEDESTRIAN REALM – TRASH STAGING

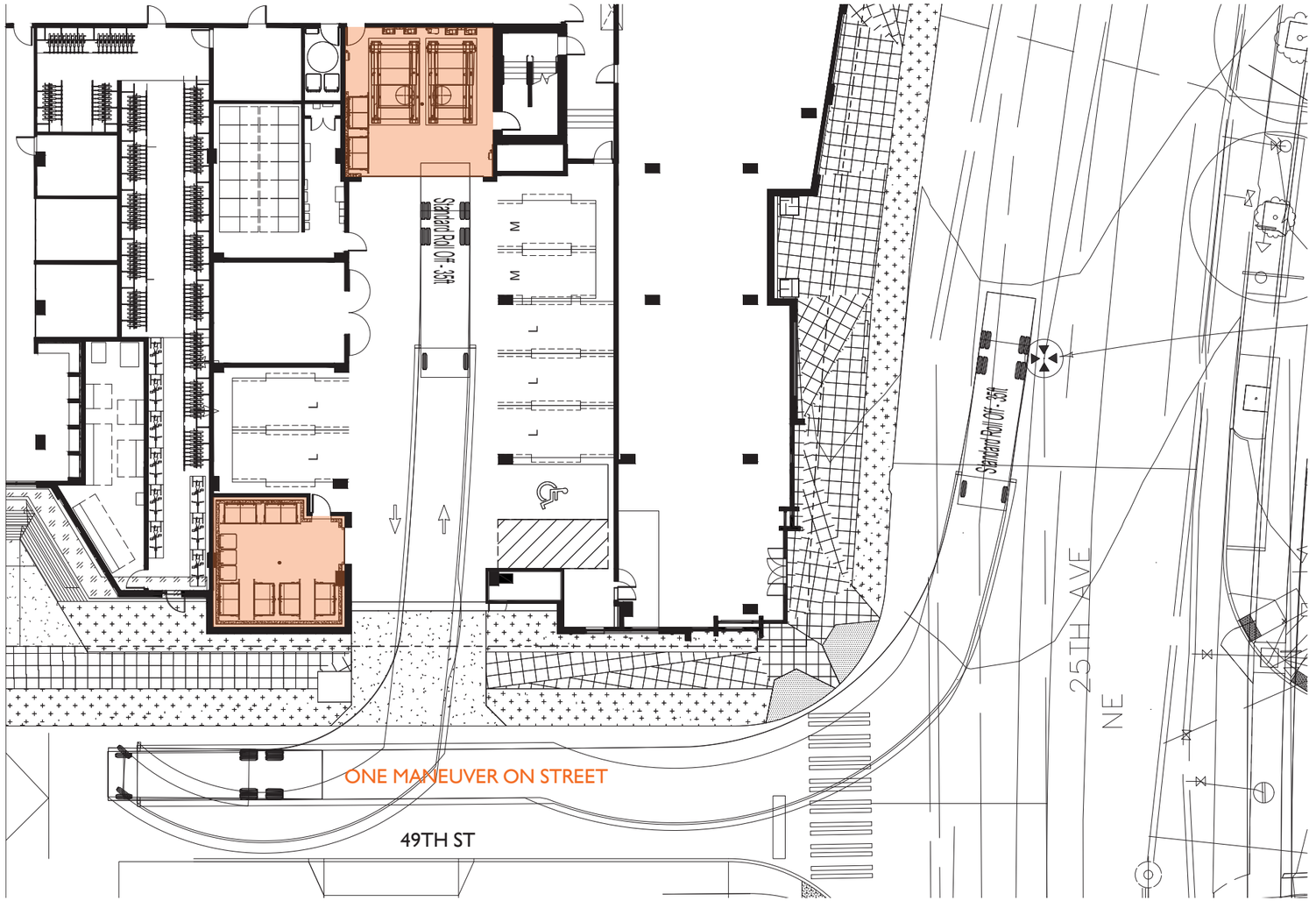
6. Trash Staging:

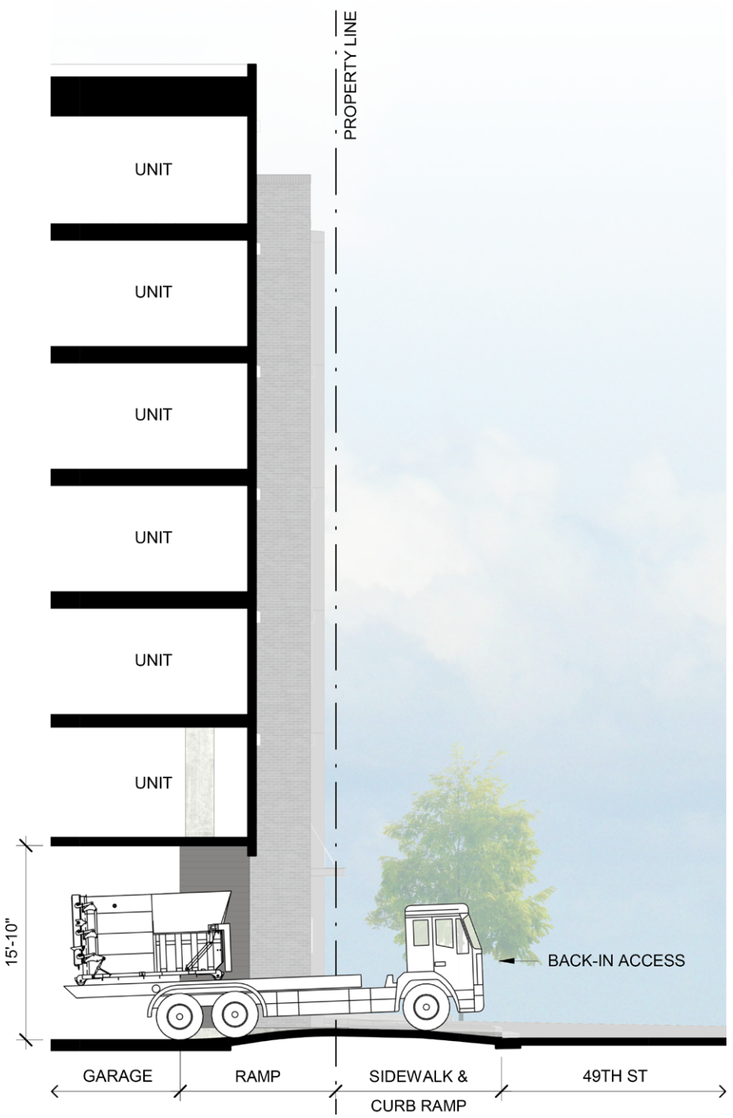
a. The location of the trash staging area is problematic as the Board requested that the trash be accessed from the garage entry opposed to direct access off NE 49th St. The Board urged the applicant to create a solid waste room or holding area that avoids staging trash and recycling outside. (DC1-C-4)

RESPONSE:

Per SDOT and SPU, the level 1 floor plan has been redesigned to incorporate all trash and trash staging facilities inside the level 1 garage. There will no longer be any dumpsters or pickup occurring on 49th Street, it will all occur inside the building.







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STREETSCAPE & PEDESTRIAN REALM – TRASH STAGING



1 - VIEW INTO GARAGE FROM 49TH ST, LOOKING NORTH

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STREETSCAPE & PEDESTRIAN REALM – BICYCLE ACCESS

4. Parking Access and Pedestrian Realm

c. The Board had questions about the flow of bicycle traffic along 24th Ave NE and whether it might impede other uses along the roadway and arrival plaza. The Board ultimately agreed with the placement of the bicycle entry point and parking area and suggested that bicycle circulation could be controlled by landscaping elements. (CS2-2-c, PL3-A-2, PL3-A-4, PL4-B-1)

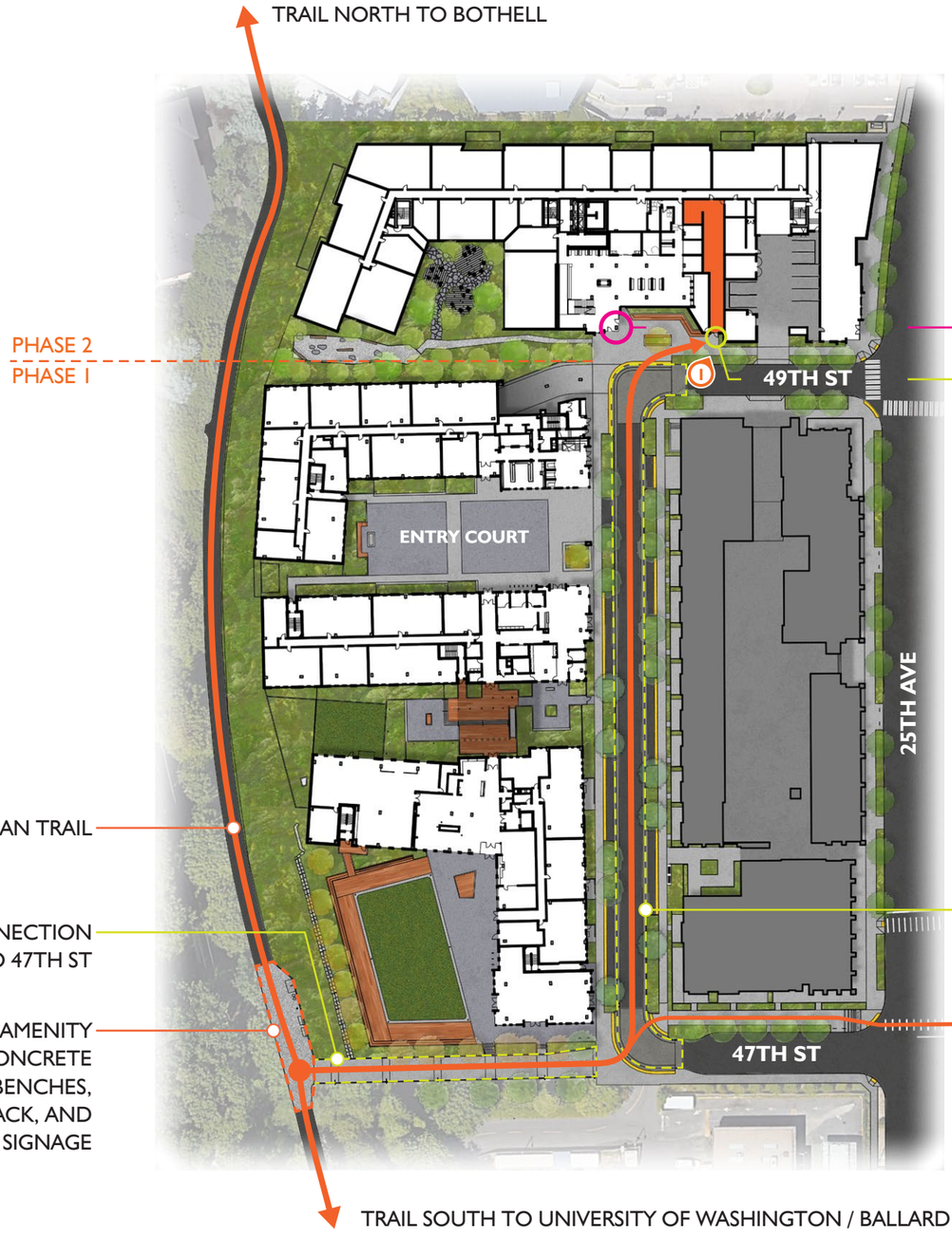
d. The Board asked for additional details on bike access. How will the entry plaza work and how will users will be directed through the transition area? (CS2-2-c, PL3-A-2, PL4-B-1)

RESPONSE:

A pedestrian and bike connection is being added between the trail and the intersection 47th St and 24th Ave as a part of Trailside Phase 1. The entire length of 24th St is designed as a curbless street and is intended to be open to pedestrians and bikes, as well as vehicles. The curbless design of the street is a traffic calming measure which will help create a safer zone for pedestrians and cyclists. With the entire width of the curbless street in addition to the sidewalks on each side, there is ample room for people utilizing all forms of transportation to utilize the space harmoniously.



1 - BIKE ROOM ENTRY, LOOKING NORTH



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STREETSCAPE & PEDESTRIAN REALM – BICYCLE ACCESS





1 - BIKE ENTRY AND ENTRY PLAZA, LOOKING WEST

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STREETSCAPE & PEDESTRIAN REALM – ENTRY PLAZA

4. Parking Access and Pedestrian Realm

a. The Board appreciated the termination of the 24th Ave NE at the open space and therefore supported the location of the garage entry as being the best location possible in spite of SDOT's reservations. The prioritization of 24th Ave NE as a pedestrian oriented space received the Board's enthusiasm. The pedestrian space, however, needs to be articulated in a manner that does not make it feel like a funneled end point. Rather the spatial and defining elements of 24th Ave. should connect to the amenity courtyard that contains special vertical landscaping elements. At this point, there is ambiguity of what constitutes building volume vs outdoor volume.

RESPONSE:

The pedestrian space along NE 49th St is intended to extend the rhythm of outdoor spaces established by the Phase 1 project, but also the Arista project to the south. The landscape design incorporates vertical plantings as advised by the Board and helps to define the ground-related outdoor space as an outdoor 'room'. The amenity space at L2 is designed to be clearly separate from the ground related space and delineated by the architecture.



1 - SPECIMEN TREE PLANTER WITH SEATING



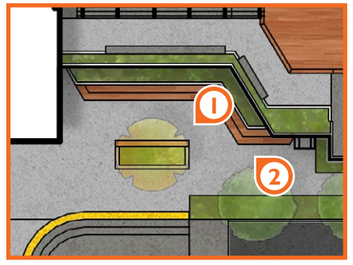
2 - ENTRY PLAZA SEATING ELEMENT

4. Parking Access and Pedestrian Realm

b. The residential lobby/outdoor space needs to be designed to encourage users to want to be in the space as opposed to merely being an end point. The space should have a degree of porosity and transparency which allows people to come and go into the private space in safe manner. (PL3-A-4, PL2-B-3, DC3-1-a)

RESPONSE:

Large glass openings with doors flank the outdoor space allowing access to the interior amenities at ground level. These entry points encourage pedestrian access and increase the porosity between the exterior and interior. The primary entry point is framed by a two-story entry that furthers the notion that this is an entry courtyard with multiple points of access to the building. The landscape design is inviting, providing areas to congregate and reinforces the social nature of this outdoor room.





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STREETSCAPE & PEDESTRIAN REALM – ENTRY PLAZA



1 - ENTRY PLAZA AERIAL VIEW, LOOKING NORTH

The intersection of 49th Street and 24th Ave is curbless and level with the sidewalk, as is all of 24th Ave along Phase 1. The intersection is paved in concrete to further express that the space is meant to serve as an extension of the Phase 2 entry plaza and sidewalk and connect both phases of the Trailside campus. While the intersection will serve vehicles in addition to pedestrians and cyclists, the sidewalk and entry plaza to the north are intended for foot and bike traffic only. The Phase 1 entry court, as well as vehicle zones along 24th Ave, will serve as loading zones for the entire Trailside campus.

Ramp to slow incoming traffic



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STREETSCAPE & PEDESTRIAN REALM – ENTRY PLAZA



1 - ENTRY PLAZA & LANTERN, EVENING, LOOKING NORTH

The facades framing the entry plaza are designed to be transparent and cohesive. A very large span of glazing runs the length of the southern wall of the interior amenity space and is bookended by the entry portal to the west and the bike entry to the east. The canopy over the bike entry shares a similar language to the entry portal in it's materiality and LED light strip. The proportions of the generous glazing into the bike room are meant to relate to the main entry portal, signifying that this is also an entry point.



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STREETSCAPE & PEDESTRIAN REALM – COURTYARD & OPEN SPACES





1 - STUDY COURT, EVENING, LOOKING NORTHWEST

The study court to the west is intended to be a much **quieter private space** for students to be able to **study and relax.** This space is physically and visually removed from the street to support that **feeling of privacy and serenity.**

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STREETSCAPE & PEDESTRIAN REALM – COURTYARD & OPEN SPACES

5. Courtyard and Open Space:

a. The Board voiced its interest in seeing a refinement of the courtyard spaces and how they become an extension of the street. In particular, the raised terrace space and open spaces need greater detail on how the spaces will be framed and activated. The degree of transparency associated with the design is key to their success. (CS2-2-c, DC1-A-4, DC3-2-c)



RESPONSE:

The massing of the building creates a two-tiered open space which aligns with 24th Ave and continues the rhythm of the open outdoor spaces of Phase 1. While the entry plaza at the lower tier of this open space is on grade and accessible to the public, the architecture reinforces that the raised amenity deck is a separate space from the outdoor room at grade. This raised terrace, along with the study court to the west, are secured outdoor spaces for the private use of Trailside residents. The level 2 terrace has a strong visual connection to the street and lower plaza through a completely open southern edge lined with countertops and seating. There is a large wood pergola, draped with festival lighting, in the center of the terrace that acts as a visual anchor and will activate the space even during the evening hours. This terrace is meant to embrace the connection to the street and adjacent residences while also remaining semi-private. The study court to the west is intended to be a much quieter private space for students to be able to study and relax. This space is physically and visually removed from the street to support that feeling of privacy and serenity.



1 - LEVEL 2 TERRACE, LOOKING EAST



2 - PATH TO STUDY COURT, LOOKING WEST

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STREETSCAPE & PEDESTRIAN REALM – COURTYARD & OPEN SPACES





3 - STUDY COURT, LOOKING NORTHEAST

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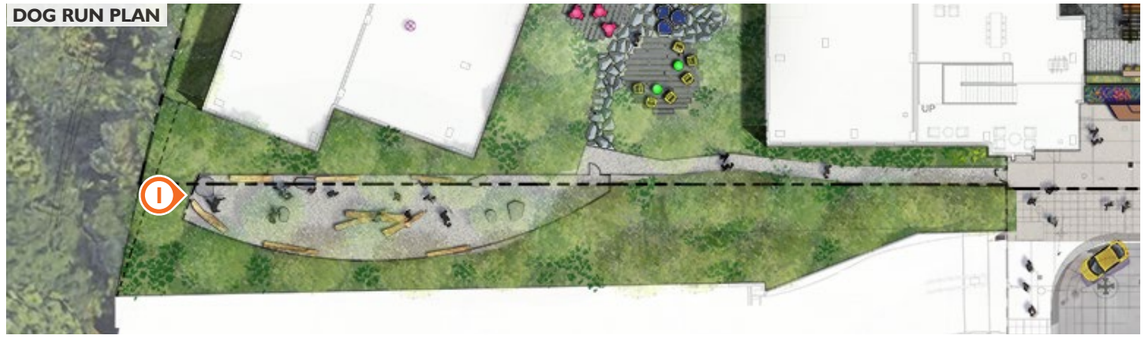
DOG RUN

9. Dog Run:

a. The Dog Run should have a degree of transparency in order to observe activity to the interior. (PL2-B-3)

RESPONSE:

The dog run will be enclosed by a relatively transparent fenced area that balances visibility with the safety of the animals within the space. Both the dog run and the trail leading to it are lit to provide visibility and security for access at any time. A highly transparent security fence is provided at the west edge of the property between the dog run and the trail to maintain a visible connection to the trail, but not allow anyone to walk directly from the trail down through the vegetation and into or along the dog run.





1 - DOG RUN, LOOKING EAST

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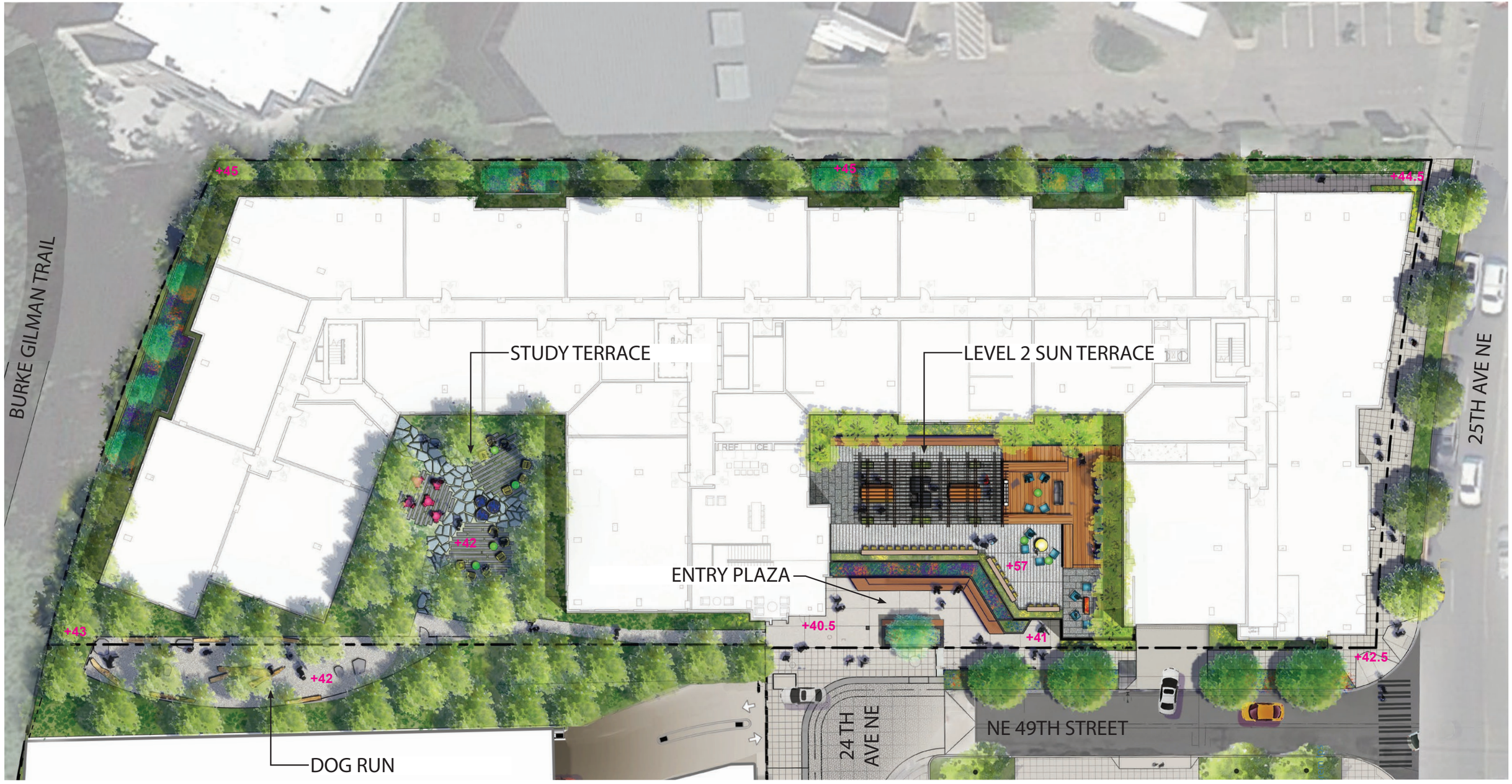
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LANDSCAPE DESIGN

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LANDSCAPE SITE PLAN



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PERIMETER LANDSCAPE



MATERIALS

1

Sidewalk Paving

2

Metal Planters

3

Concrete Walls at Bioretention

PLANTING

Acer circinatum
Vine Maple

Carpinus americana
American Hornbeam

Polystichum munitum
Sword Fern

Ribes sanguineum
Red Flowering Currant

Seslaria autumnalis
Autumn Moor Grass

Iris douglasiana
Douglas Iris

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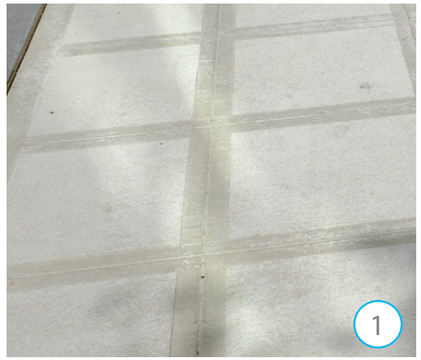
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25TH AVE NE AND 49TH ST NE STREETSCAPES

MATERIALS



Sidewalk Paving



Metal Planters



Concrete Walls



Bike Racks

PLANTING



Tilia tomentosa
Silver Linden



Quercus bicolor
American Dream Oak



Hydrangea quercifolia
Oak Leaf Hydrangea



Eurybia divaricata
Wood Aster



Hebe 'Western Hills'
Hebe



Achillea millefolium
Yarrow



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ENTRY PLAZA

MATERIALS

Concrete walls



CIP Concrete



Bike Rack



Wood Seat Tiers



Cantilever Bench



PLANTING

Specimen Japanes Maple
Acer japonicum



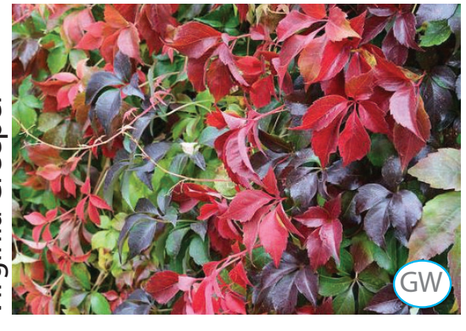
Hakonechloa macra
Japanese Forest Grass

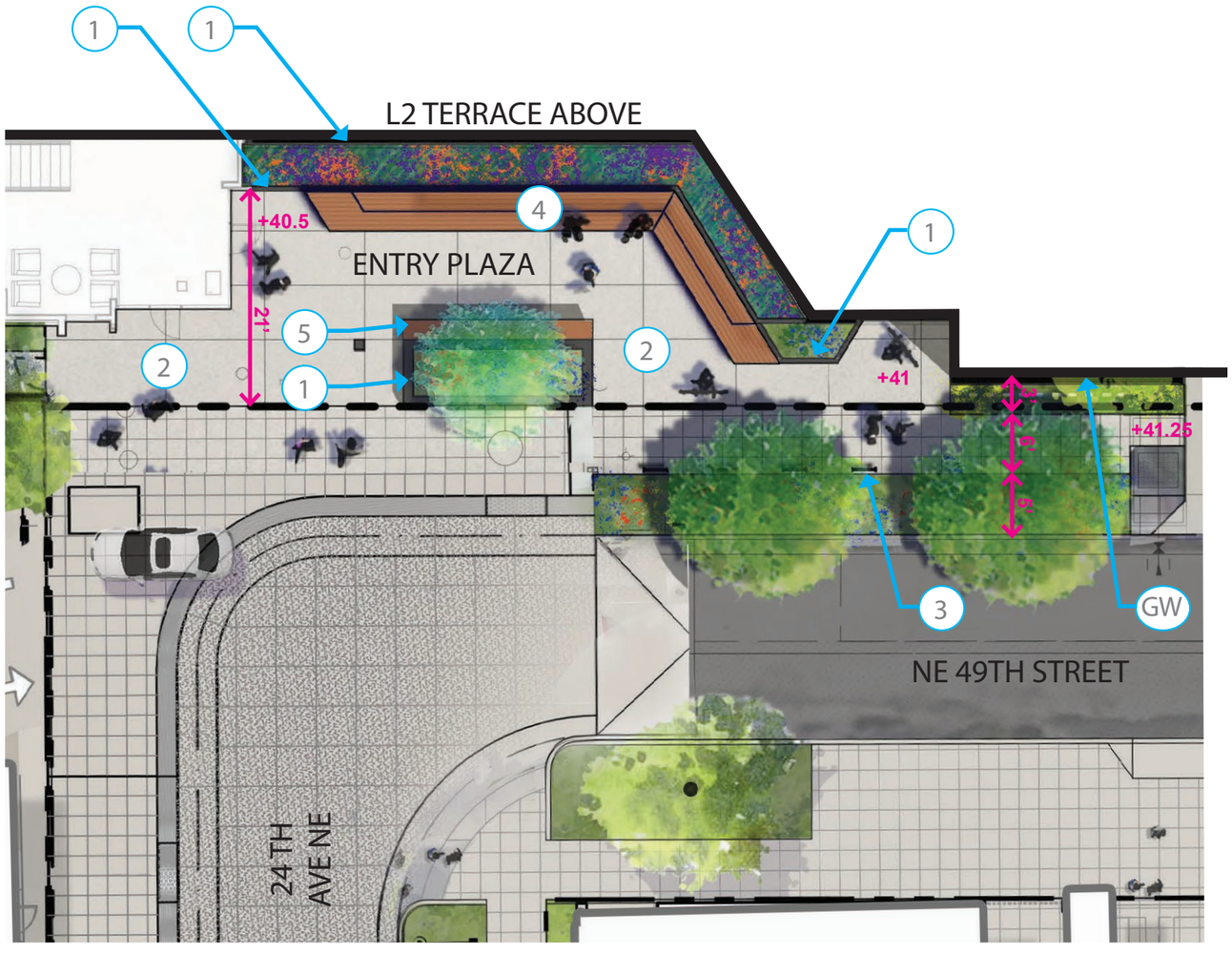


Juncus effusus
Soft Rush



Parth. quinquefolia
Virginia Creeper





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LEVEL 2 TERRACE

MATERIALS

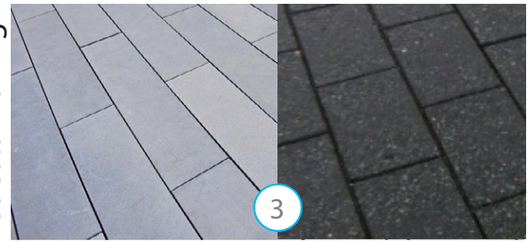
Banquette Seating



Wood Decking



Pedestal Paving



Fire Feature/BBQ



Pergola Structure



PLANTING

Amelanchier aln. 'Honeywood'
Honeywood Serviceberry

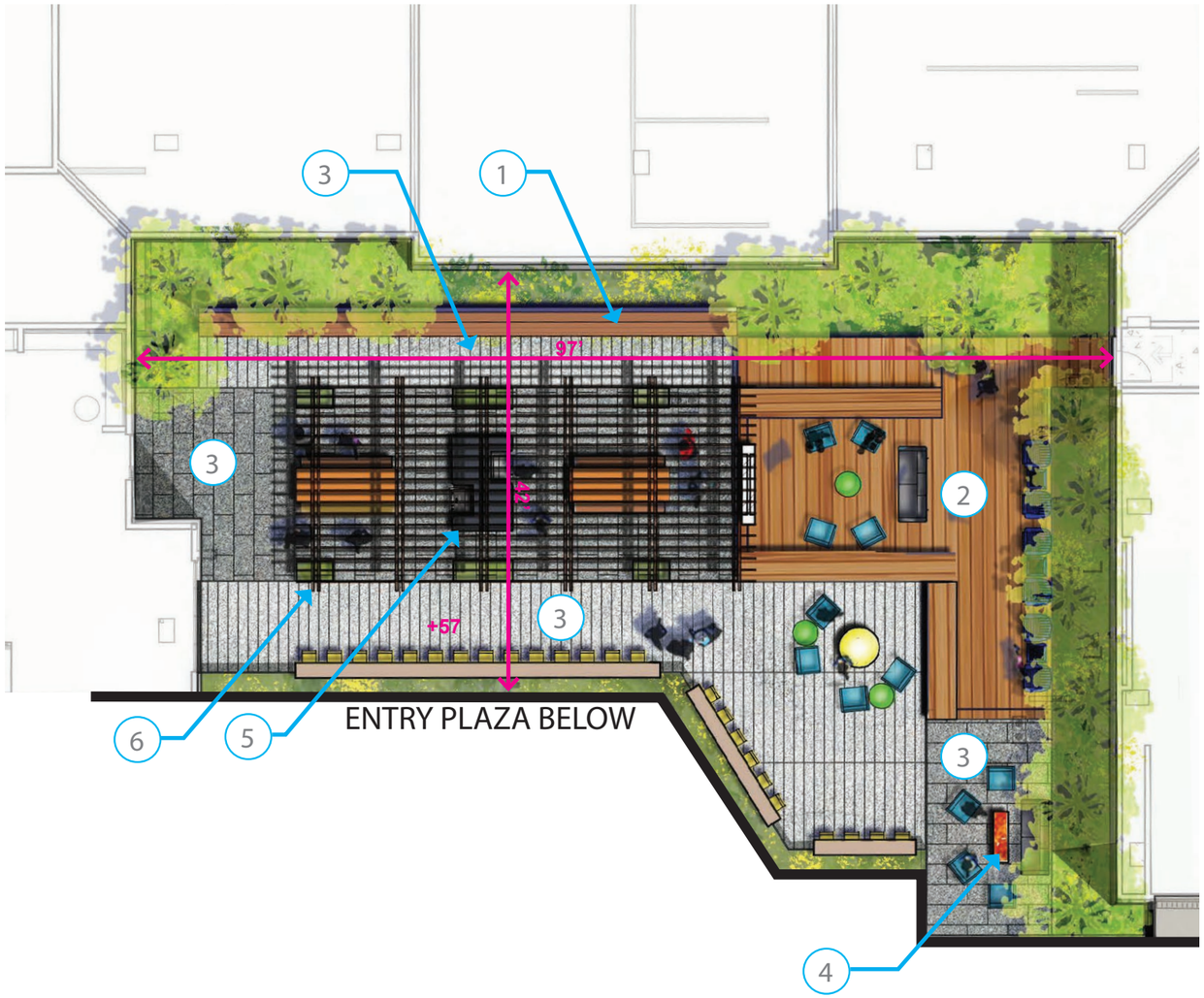


Seslaria autumnalis
Autumn Moor Grass



Anemone multifida
Windflower





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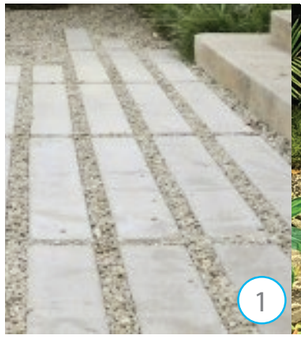
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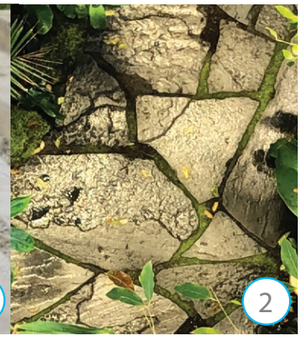
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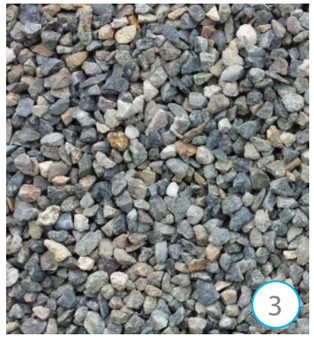
STUDY COURT AND DOG RUN

MATERIALS



Plank and Flagstone Paving

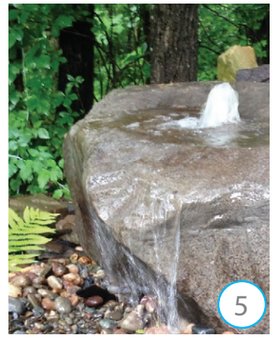




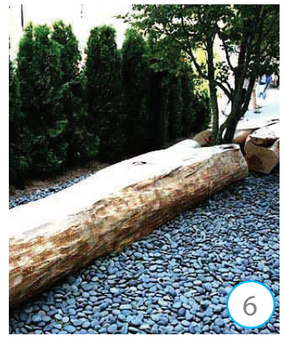
Crushed Rock Paving



Split Rail Fence



Water Feature



Logs and Boulders

PLANTING



Acer circinatum
'Monroe' Vine Maple



Fraxinus lat.
Oregon Ash



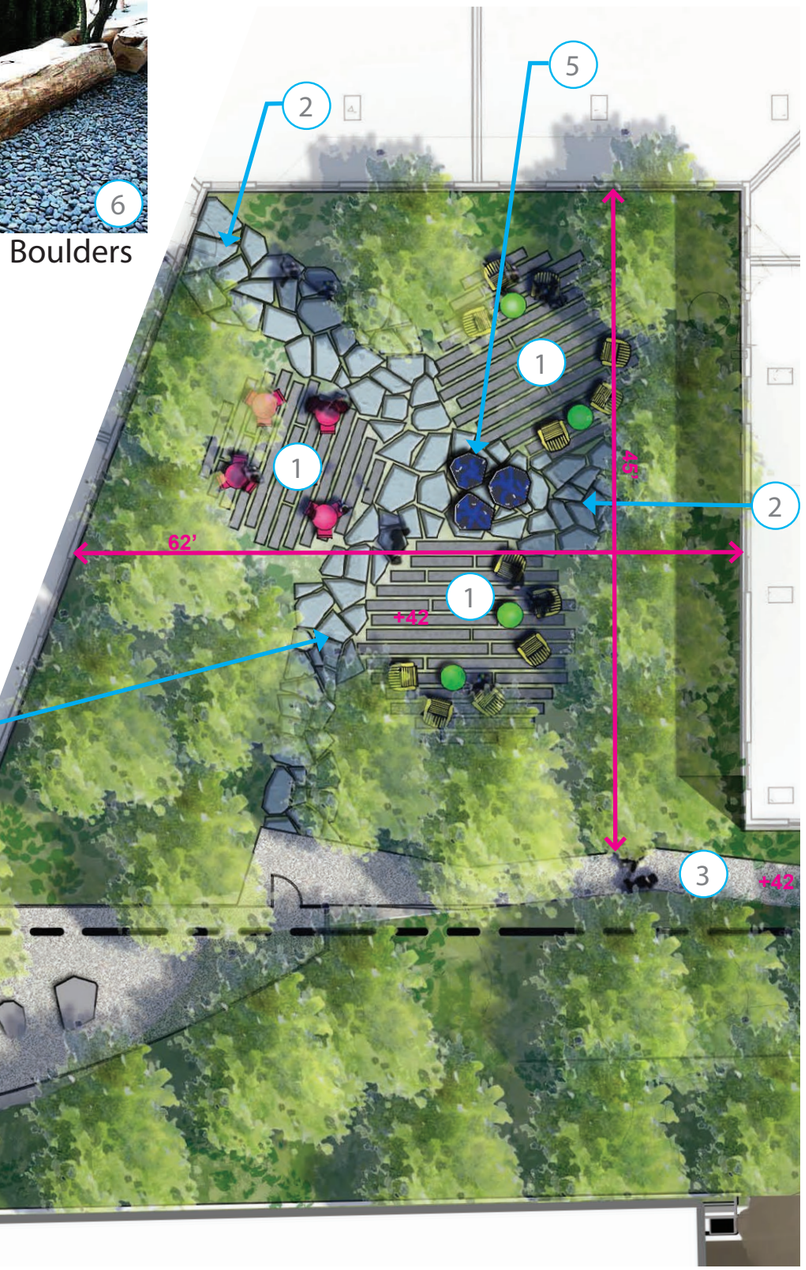
Polystichum plybleph.
Lace Fern



Hakonechloa macra
Japanese Forest Grass



Taxus brevifolia 'nana'
Dwarf Pacific Yew



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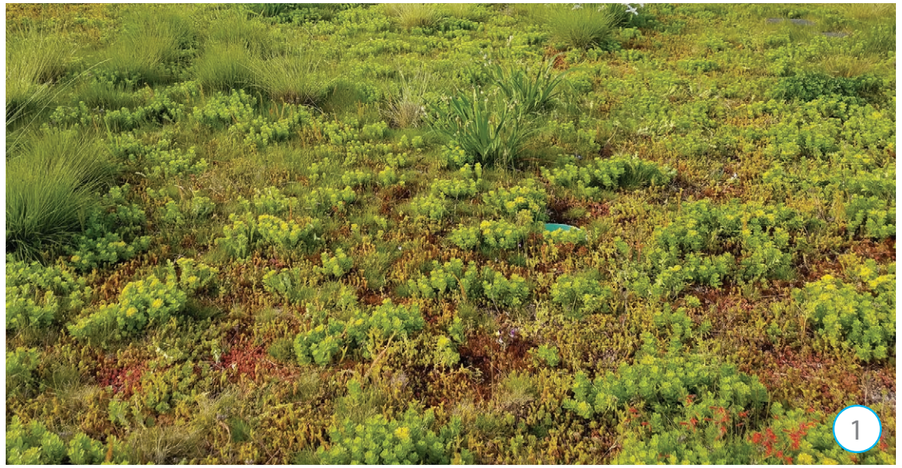
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GREEN ROOF

MATERIALS / PLANTS



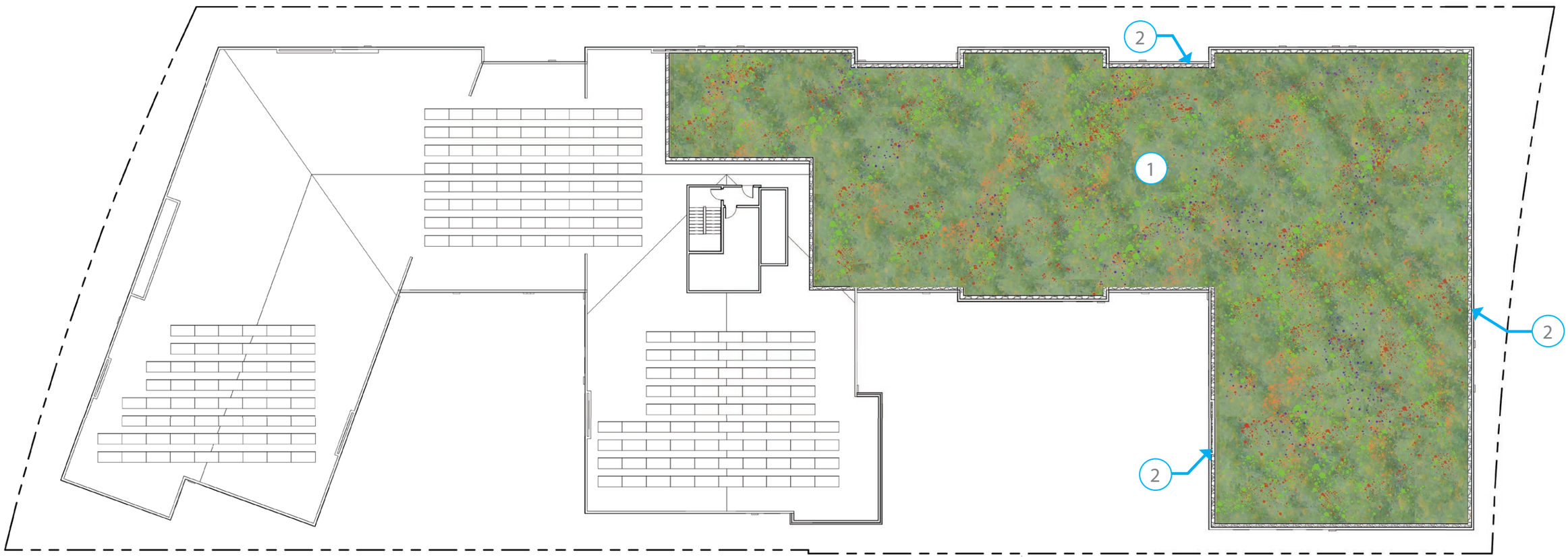
Sedum and grass spp.
Green Roof Sedum Mix



Sedum and grass spp.
Green Roof Sedum Mix



Pebble Edging



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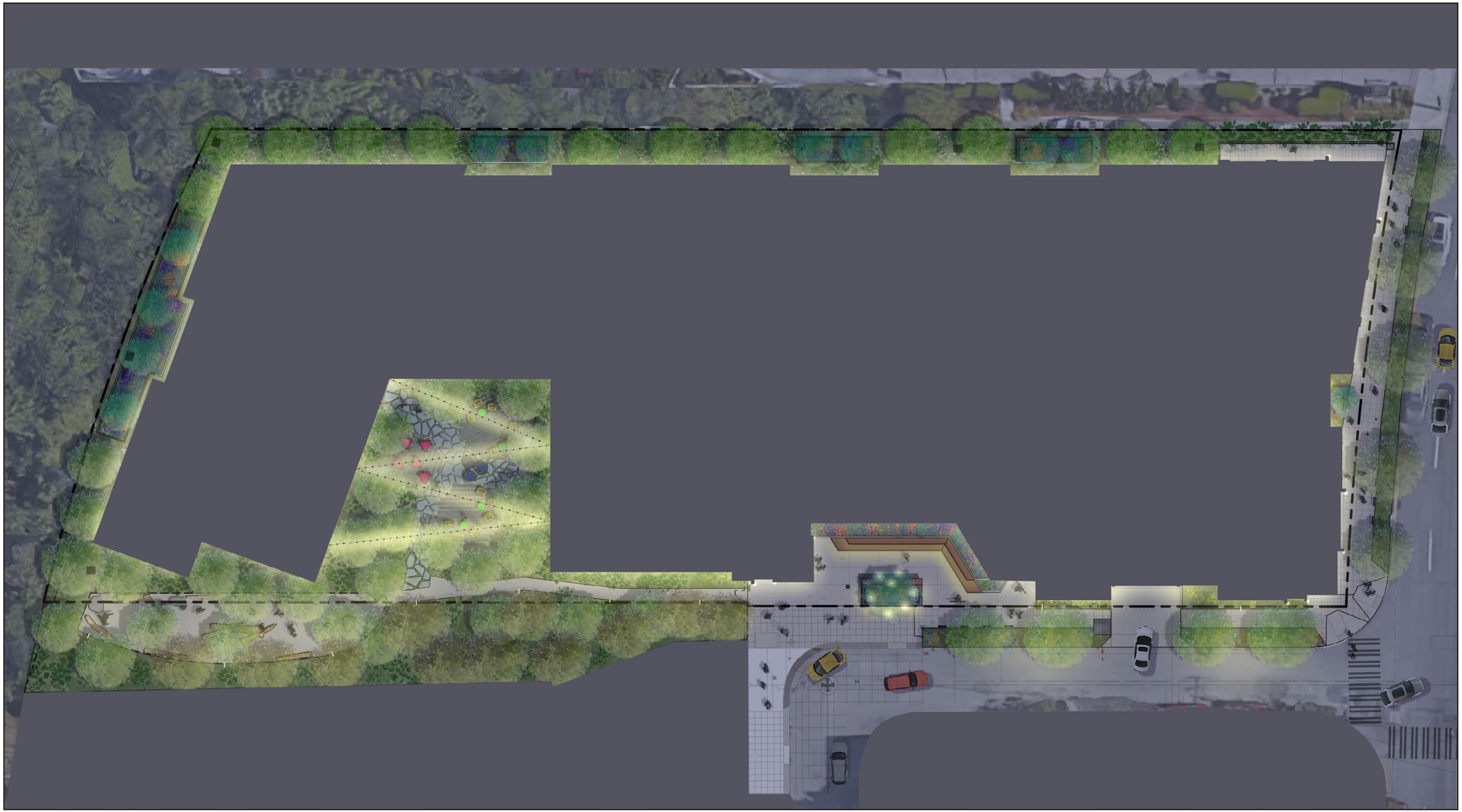
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LIGHTING DESIGN

GLOW PLANS

GLOW PLAN – OVERALL



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RUSHING

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GLOW PLAN – WEST



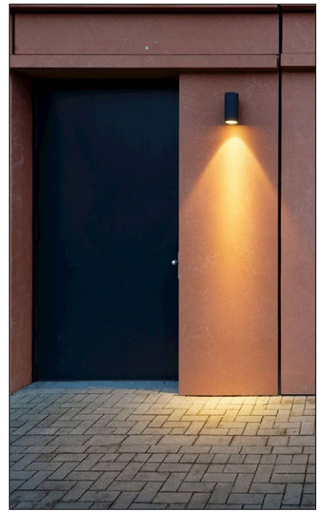
1 Catenary Lighting
Catenary lighting suspended across courtyard provides ambient illumination along walking path.



2 Pedestrian Pole Lights
Provides general illumination along sidewalks and dog run.



3 Wall Sconce
Provides general illumination at egress entrances & exits.



PHOENIX PROPERTY COMPANY

RUSHING

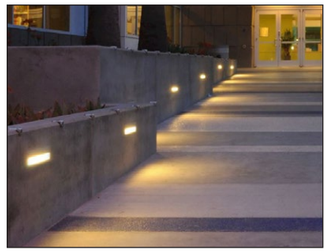
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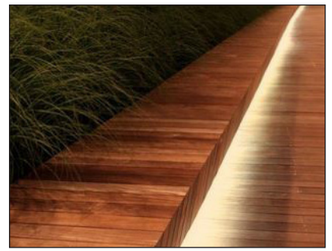
GLOW PLAN – EAST



1 Step Lights
Provide general illumination along walkways.



2 Underbench Light
Provides low level lighting along walkways.



3 Tree Pendants
Accent illumination, providing a soft glow in tree canopy.



4 Decorative Sconces
Provides general illumination along building facade and entrances/ exits.



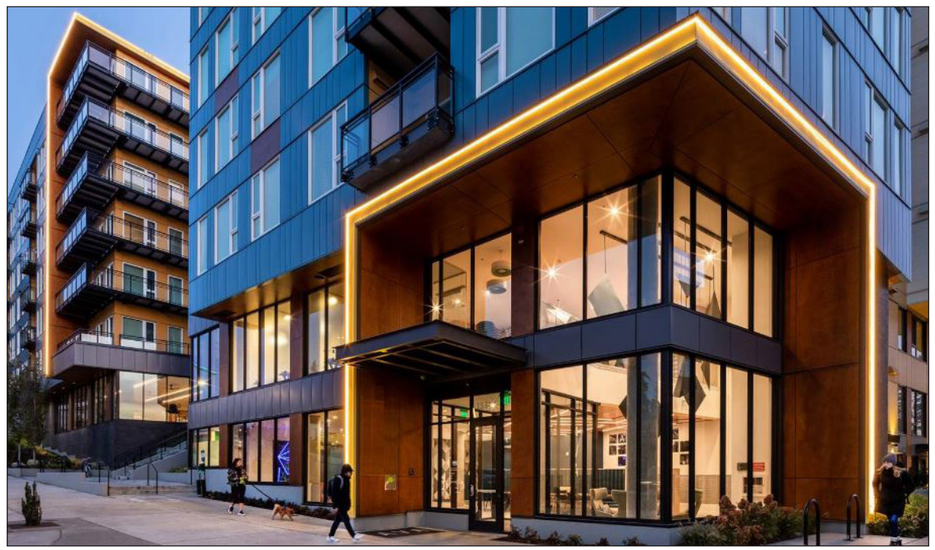
5 Pedestrian Pole Lights
Provides general illumination along sidewalks.



6 Wallpacks
Provides egress lighting at parking garage entrance.



7 Lantern & Portal Lights
Building portals are illuminated with lines of light, mounted within channels at (3) distinct corners.



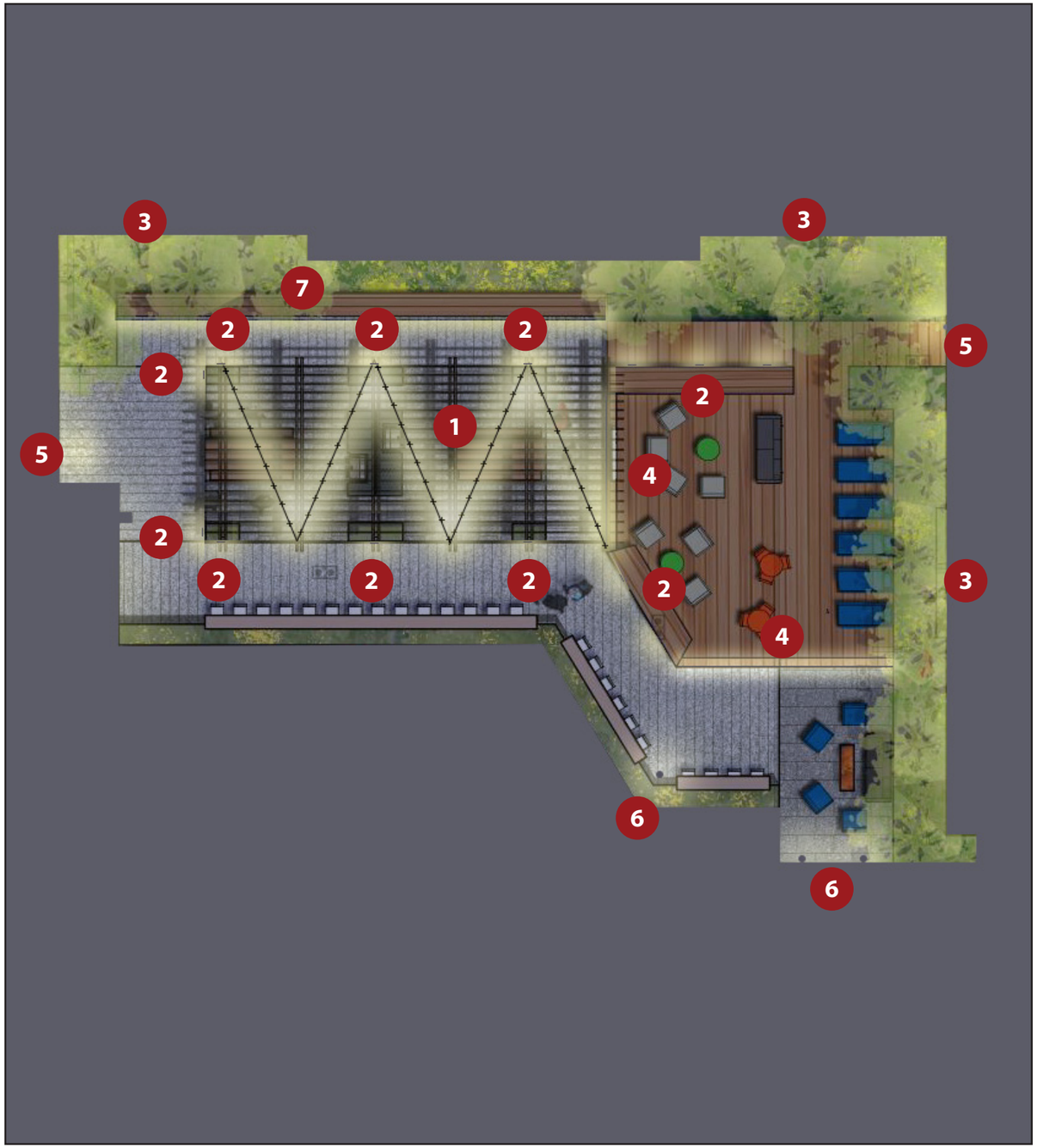
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RUSHING

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GLOW PLAN – LEVEL 2 TERRACE



1 Festoon Lighting
Round globes provide ambient light underneath wooden pergola.



2 Step Lights
Provide general illumination along walkways.



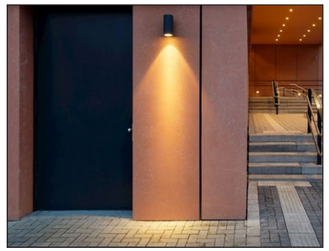
3 Landscape Uplights
Accent illumination, highlighting planter vegetation.



4 Stair Lights
Provides low level lighting along stair tread and decking.



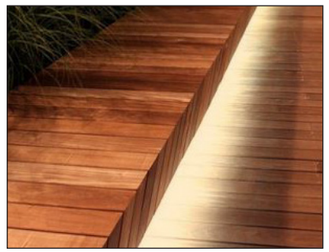
5 Wall Sconce
Provides general illumination at egress entrances & exits.



6 Illuminated Bollard
Provides general illumination along walkways and seating.



7 Underbench Light
Provides low level lighting along walkways.



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RUSHING

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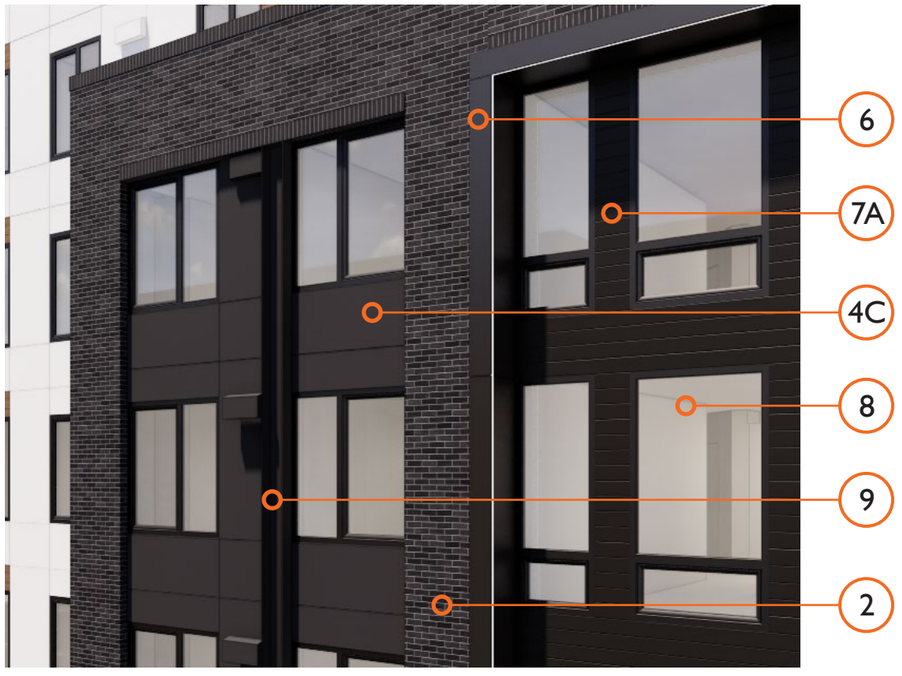
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ARCHITECTURAL MATERIALS & DETAILS

EXTERIOR MATERIAL PALETTE







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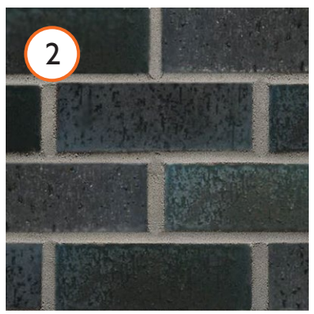
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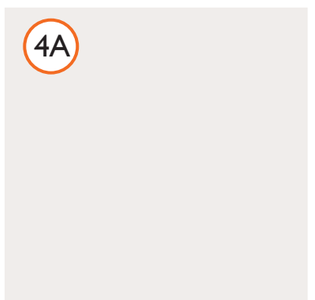
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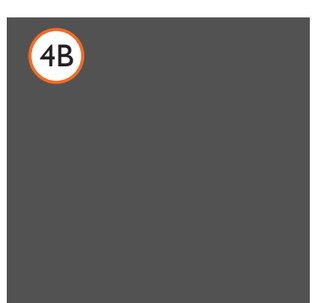
EXTERIOR MATERIAL PALETTE



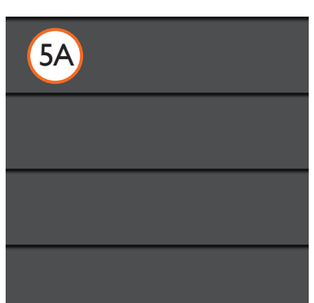


























LEGEND

1 ARCHITECTURAL CONCRETE

2 BRICK – IRON WASH

3 ALUMINUM STOREFRONT – BLACK

4A FIBER CEMENT PANEL SIDING – WHITE

4B FIBER CEMENT PANEL SIDING – GRAY

4C FIBER CEMENT PANEL SIDING – BLACK

5A FIBER CEMENT LAP SIDING – GRAY

5B FIBER CEMENT LAP SIDING – BLACK

5C WOOD GRAIN LAP SIDING

6 ALUMINUM PANEL SIDING – BLACK

7A ALUMINUM PLANK SIDING – GRAY

7B ALUMINUM PLANK SIDING – WOOD GRAIN

8 VINYL WINDOWS – BLACK

9 METAL ACCENTS

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EXTERIOR ELEVATIONS



EAST ELEVATION (25TH AVE)



SOUTH ELEVATION (NE 49TH ST / PHASE 1)

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EXTERIOR ELEVATIONS



WEST ELEVATION (BURKE-GILMAN TRAIL)



NORTH ELEVATION (NORTHCUT LANDING)

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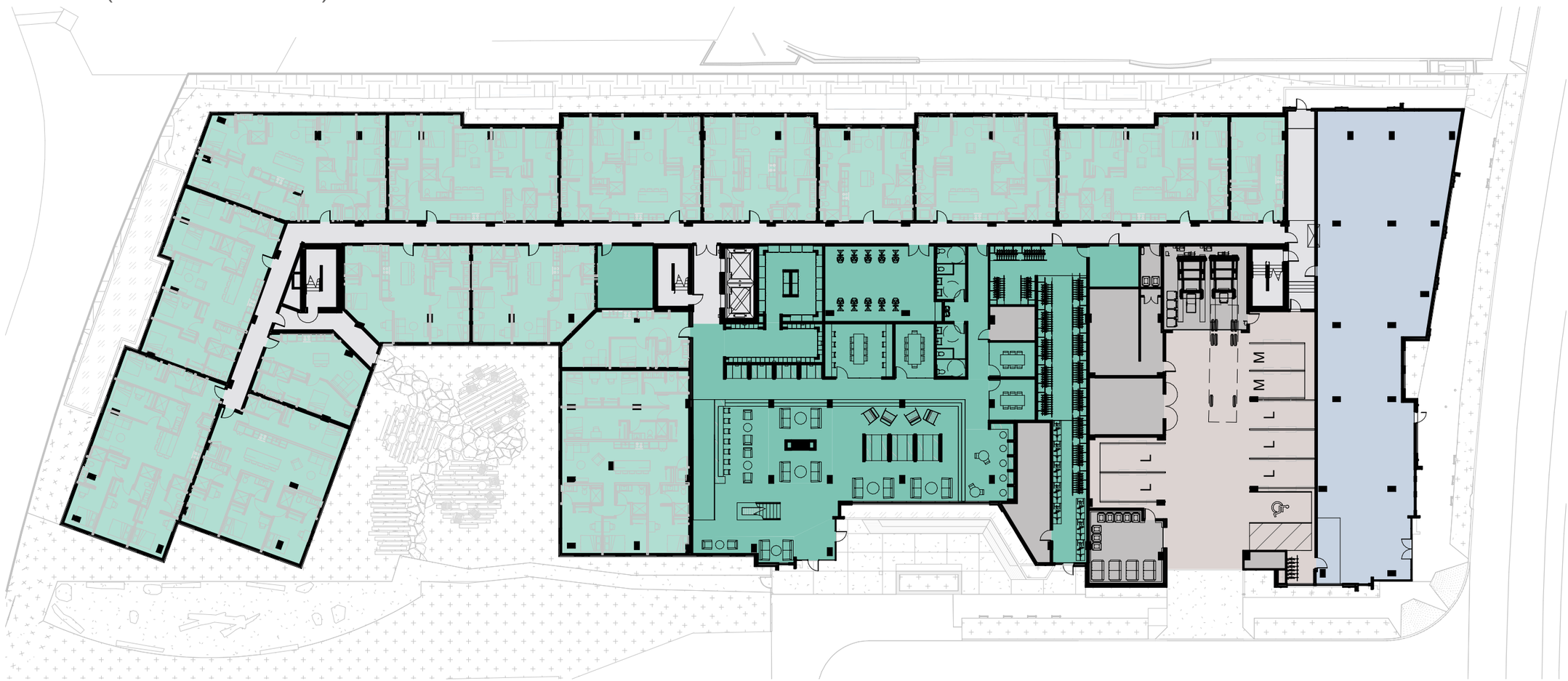
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FLOOR PLANS

LEVEL 1 PLAN (STREET LEVEL)



AMENITY **BACK OF HOUSE** **CIRCULATION** **PARKING** **RETAIL** **TERRACE** **UNIT**

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FLOOR PLANS

LEVEL 2 PLAN



AMENITY
BACK OF HOUSE
CIRCULATION
PARKING
RETAIL
TERRACE
UNIT

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FLOOR PLANS

LEVEL 3-5 PLAN



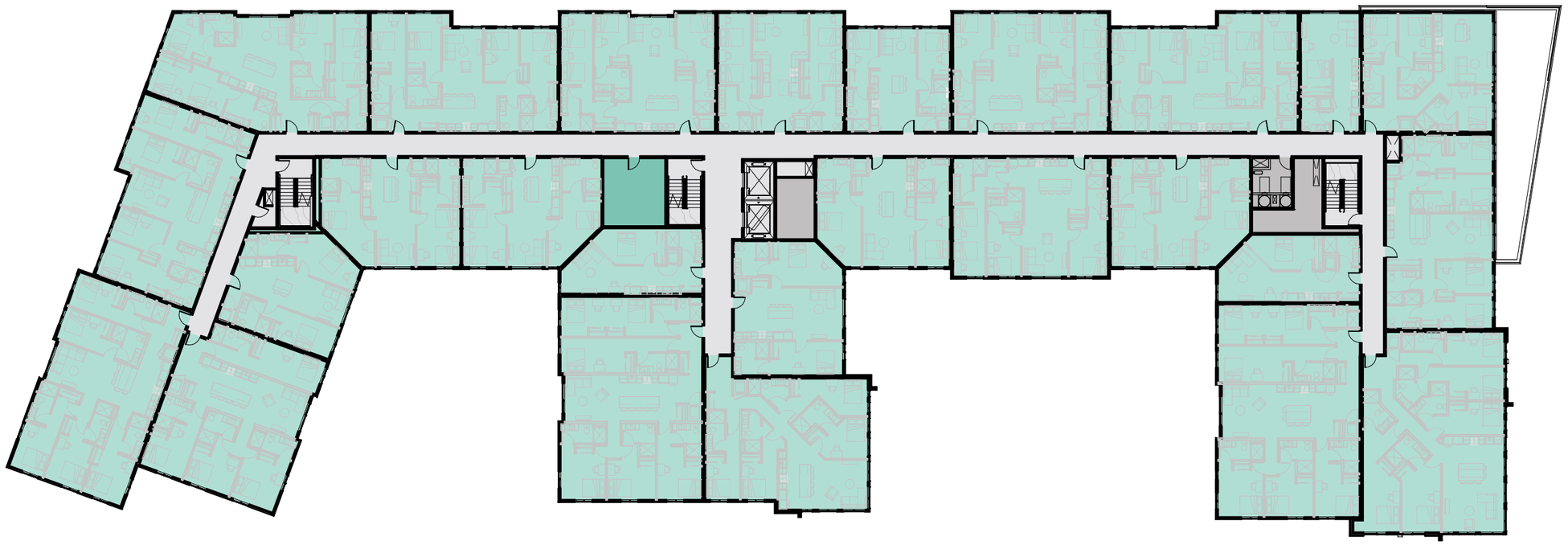
AMENITY
BACK OF HOUSE
CIRCULATION
PARKING
RETAIL
TERRACE
UNIT

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FLOOR PLANS

LEVEL 6-7 PLAN



AMENITY
BACK OF HOUSE
CIRCULATION
PARKING
RETAIL
TERRACE
UNIT

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FLOOR PLANS

LEVEL 7 PLAN

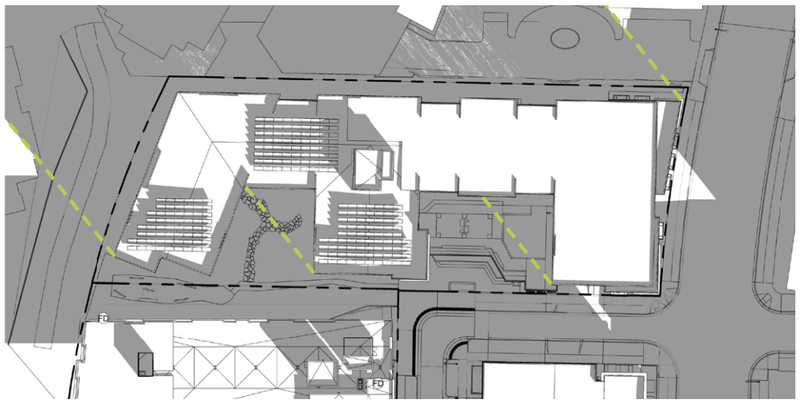


AMENITY
BACK OF HOUSE
CIRCULATION
PARKING
RETAIL
TERRACE
UNIT

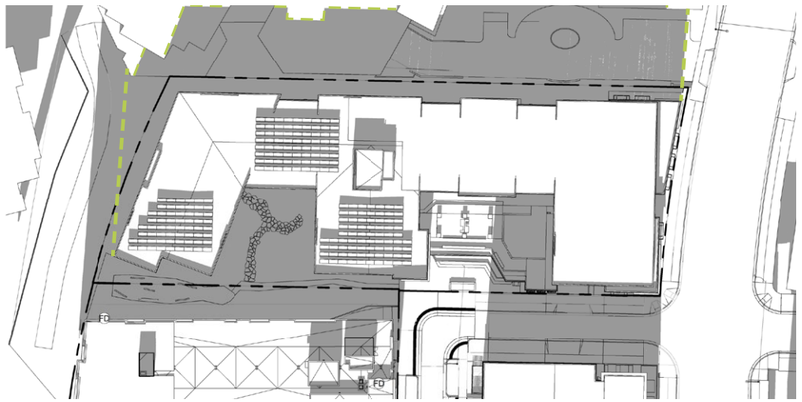
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SHADOW STUDIES

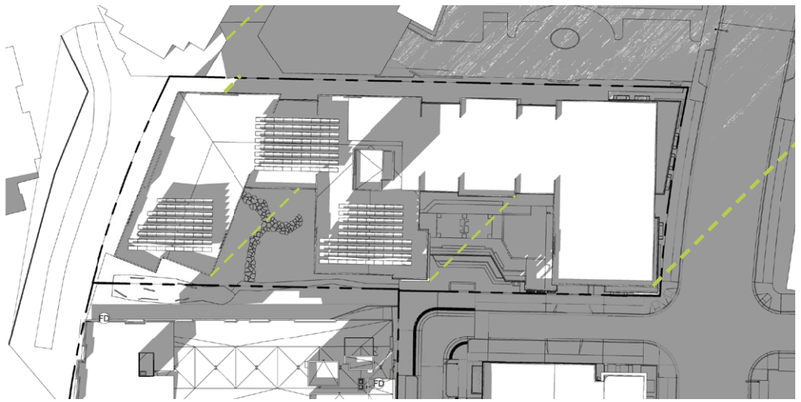
9AM WINTER



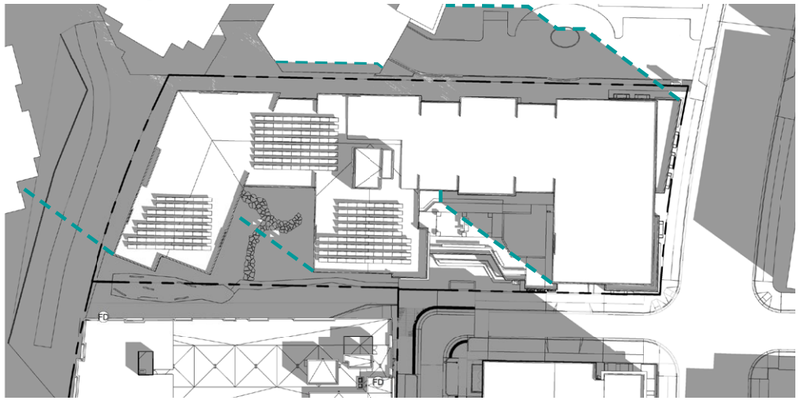
12PM WINTER



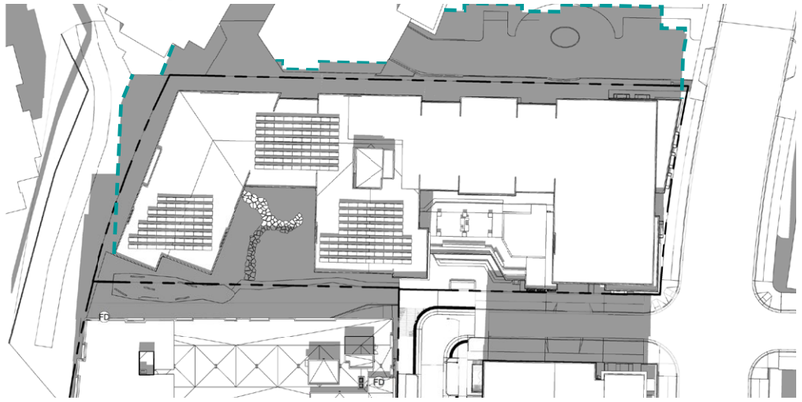
3PM WINTER



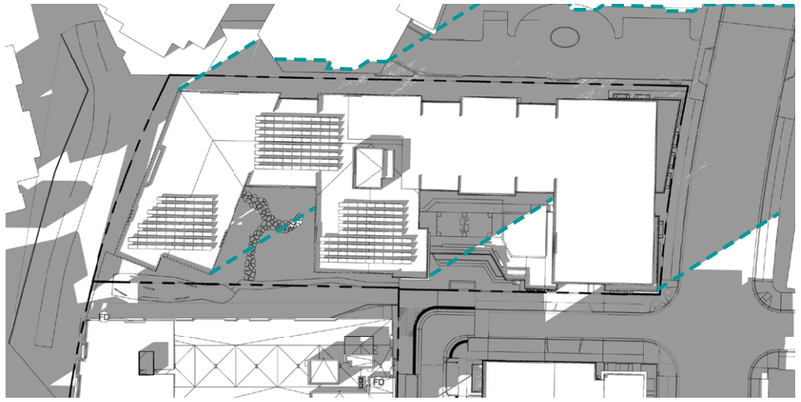
9AM EQUINOX



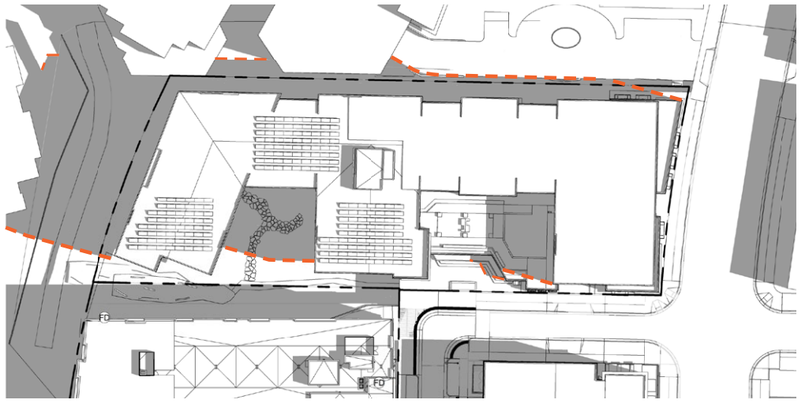
12PM EQUINOX



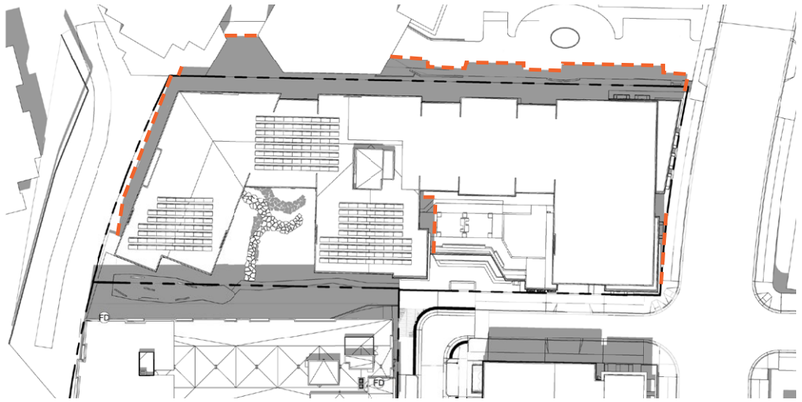
3PM EQUINOX



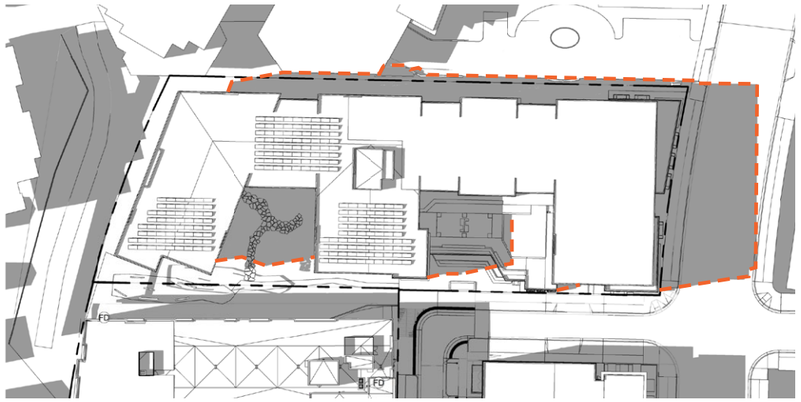
9AM SUMMER



12PM SUMMER



3PM SUMMER



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APPENDIX

ZONING SYNOPSIS

KING COUNTY PARCEL #'S	092504911 8
ZONING CLASSIFICATION	NC2-75 (M1) - NC ZONES WITH A MANDATORY HOUSING AFFORDABILITY SUFFIX ARE SUBJECT TO THE PROVISIONS OF 23.58B AND 23.58C
DEVELOPMENT AREA	59,311 SF
PERMITTED USES	ALL PERMITTED USES ALLOWED AS PRINCIPAL OR AN ACCESSORY USE PERMITTED USES = RETAIL SALES AND SERVICE, LIVE/WORK, PARKS AND OPEN SPACE, INSTITUTIONS, & RESIDENTIAL USES *DRINKING ESTABLISHMENTS CU–25, RESTAURANTS/RETAIL LIMITED TO 25,000/50,000 SF
STREET LEVEL USES	N/A - NO PRINCIPAL PEDESTRIAN STREETS OR APPLICABLE STANDARDS
DESIGNATED PEDESTRIAN STREETS / ZONES	N/A
STREET LEVEL DEVELOPMENT STANDARD	BLANK FACADE SEGMENTS BETWEEN 2FT & 8FT MAY NOT EXCEED 20 FT IN WIDTH & TOTAL OF ALL BLANK FACADES MAY NOT EXCEED 40% OF THE WIDTH ALONG THE STREET NON–RESIDENTIAL USE AT STREET LEVEL REQUIRES 60% OF STREET FACING FACADE TO BE TRANSPARENT BETWEEN 2FT & 8FT, DRIVEWAYS UP TO 22FT MAY BE SUBTRACTED NON–RESIDENTIAL USE SHALL EXTEND AN AVERAGE DEPTH OF 30FT AND A MIN. DEPTH OF 15FT WITH A MIN. HEIGHT OF 13FT WHEN RESIDENTIAL USES ARE ALONG THE STREET FACADE, AT LEAST ONE FACADE SHALL HAVE A PROMINENT PEDESTRIAN ENTRY AND THE FLOOR OF A DWELLING UNIT LOCATED ALONG THE STREET SHALL BE 4FT ABOVE OR 4FT BELOW SIDEWALK GRADE OR BE SET BACK 10FT FROM THE SIDEWALK (ADDITIONAL REQUIREMENTS FOR LIVE/WORK UNITS AT STREET LEVEL) STREET–LEVEL STREET–FACING FACADES SHALL BE LOCATED WITHIN 10 FEET OF THE STREET LOT LINE, UNLESS WIDER SIDEWALKS, PLAZAS, OR OTHER APPROVED LANDSCAPED OR OPEN SPACES ARE PROVIDED.
OVERHEAD WEATHER PROTECTION	N/A - ONLY REQUIRED IN PEDESTRIAN ZONES
STRUCTURE HEIGHT	75FT 4FT INCREASE FOR RAILINGS, PLANTERS, PARAPETS, ETC. ABOVE HIGHEST PITCHED ROOF OR APPLICABLE HEIGHT LIMIT 7FT INCREASE FOR SOLAR COLLECTORS 15FT INCREASE FOR MECHANICAL EQUIPMENT, PENTHOUSES, ETC. AT 20% OF TOTAL ROOF AREA OR 25% IF TOTAL AREA INCLUDES STAIR OR ELEVATOR PENTHOUSES 16FT INCREASE FOR STAIR/ELEVATOR PENTHOUSES SOLAR COLLECTORS, PLANTERS, CLERESTORIES AND GREEN HOUSES MUST BE LOCATED 10FT FROM THE NORTH ROOF EDGE UNLESS SHADOW DIAGRAM PROVIDED TO PROVE NO NEGATIVE IMPACTS ON NORTH PROPERTY
FLOOR AREA RATIO (FAR)	5.5
EXEMPT FAR	UNDERGROUND STORIES AND ALL PORTIONS OF A STORY THAT EXTEND NO MORE THAN 4FT ABOVE EXISTING OR FINISHED GRADE

SETBACK REQUIREMENTS	FOR ZONES WITH A HEIGHT LIMIT OF 75FT, PORTIONS OF STRUCTURES ABOVE 65FT MUST BE SETBACK FROM THE FRONT LOT LINE BY AN AVERAGE DEPTH OF 8FT. WHERE A PORTION OF THE FACADE IS SETBACK MORE THAN 15FT, THE SETBACK SHALL BE CONSIDERED 15FT FOR THE PURPOSE OF CALCULATING THE AVERAGE SETBACK FOR STRUCTURES WITH A WIDTH OF MORE THAN 250FT, AT LEAST ONE PORTION OF THE STRUCTURE 30FT OR GREATER IN WIDTH MUST BE SETBACK A MIN. OF 15FT FROM THE FRONT PROPERTY LINE
LANDSCAPE	GREEN FACTOR OF 0.3 REQUIRED STREET TREES REQUIRED
AMENITY AREA	5% OF TOTAL GROSS FLOOR AREA IN RESIDENTIAL USE AMENITY AREAS SHALL NOT BE ENCLOSED MIN. HORIZONTAL DIMENSION OF 10FT AND MIN. 250 SF PRIVATE BALCONIES 60 SF MIN. AND HORIZONTAL DIMENSION OF 10FT ROOFTOP AREAS EXCLUDED IF WITHIN PROXIMITY TO COMMUNICATION UTILITIES
PARKING REQUIREMENTS	LIMIT TO ONE CURB CUT IF NO ALLEY ACCESS PER SMC 23.47A.032; IF CONFLICT WITH 23.54.030.F, 23.54.030.F SHALL GOVERN PARKING SHALL NOT BE LOCATED BETWEEN A PRINCIPAL STRUCTURE AND A STREET LOT LINE PER SMC 23.47A.032 PER SMC 23.54, NO MIN. PARKING REQUIREMENT FOR RESIDENTIAL USE WITHIN URBAN CENTERS NO MIN. PARKING REQUIREMENT FOR NON–RESIDENTIAL USES IN URBAN CENTERS THE PROJECT FALLS WITHIN THE UW PARKING IMPACT AREA; CITY HAS CONFIRMED THE URBAN VILLAGE PARKING REQUIREMENTS OVERRIDE THE UW IMPACT REQUIREMENTS
PARKING SPACE STANDARDS	PARKING SPACE STANDARDS PER SMC 23.54.030
BICYCLE PARKING REQUIREMENTS	PER TABLE D FOR 23.54.015 SALES/SERVICE LONG TERM: 1 PER 4,000 SF SALES/SERVICE SHORT TERM: 1 PER 2,000 SF RESIDENTIAL LONG TERM: 1 PER DWELLING UNIT RESIDENTIAL SHORT TERM: 1 PER 20 DWELLING UNITS PER FOOTNOTE #3, AFTER THE FIRST 50 SPACES ARE PROVIDED, ADDITIONAL SPACES ARE REQUIRED AT 3/4 THE RATIO SHOWN IN TABLE D
ALLEY IMPROVEMENT	N/A
SIGHT TRIANGLE	REQUIRED; MAY BE PROVIDED BY MIRRORS AND/OR OTHER APPROVED SAFETY MEASURES IN COMMERCIAL 2 ZONES
TRASH / RECYCLING STORAGE REQUIREMENTS	RESIDENTIAL = 100+ DWELLING UNITS = 575 SF + 4 SF FOR EACH UNIT ABOVE 100 NON-RESIDENTIAL = 0-5,000 SF = 82 SF MIXED USE DEVELOPMENT THAT CONTAINS BOTH RESIDENTIAL AND NONRESIDENTIAL USES SHALL MEET THE STORAGE SPACE REQUIREMENTS SHOWN IN TABLE A FOR RESIDENTIAL DEVELOPMENT, PLUS 50% OF THE REQUIREMENT FOR NON-RESIDENTIAL DEVELOPMENT

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NEIGHBORHOOD

RAVENNA/UNIVERSITY DISTRICT

The University District is one of the designated Urban Centers in Seattle. Urban Centers are considered as the densest neighborhoods/areas for housing and employment but are also considered to be pedestrian-focused with direct access to public transportation and transportation networks. The site sits within the University District Urban Center. It is directly adjacent to the University Village, is one block east of the Burke-Gilman Trail, and just north of the University of Washington, which is designated as a major institution.

NEIGHBORHOOD PROFILE

The University District has a wide range of building types, including a variety of architectural styles and is very diverse demographically. The neighborhood is also quickly becoming more dense with new development to accommodate new employment hubs and additional housing for University students and empty nesters. There is a diverse mix of uses and an ever expanding demographic in the Ravenna Urban Center Village as well as in the larger University area.

NEIGHBORHOOD HISTORY

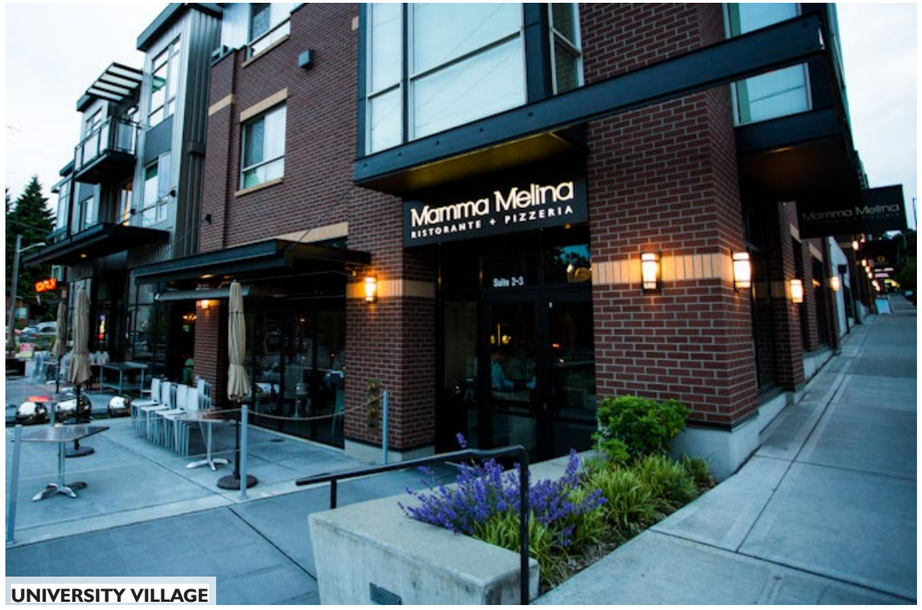
The neighborhood has been significantly influenced over the years by the University of Washington and development that has occurred to support the University and surrounding residential developments. The neighborhood has a mix of urban shopping areas, historic homes and architecture, cafes, restaurants, and theaters. The University Village shopping center has become a major urban shopping center destination.



UNIVERSITY VILLAGE


UNIVERSITY VILLAGE


BURKE-GILMAN TRAIL



UNIVERSITY VILLAGE



UNIVERSITY VILLAGE

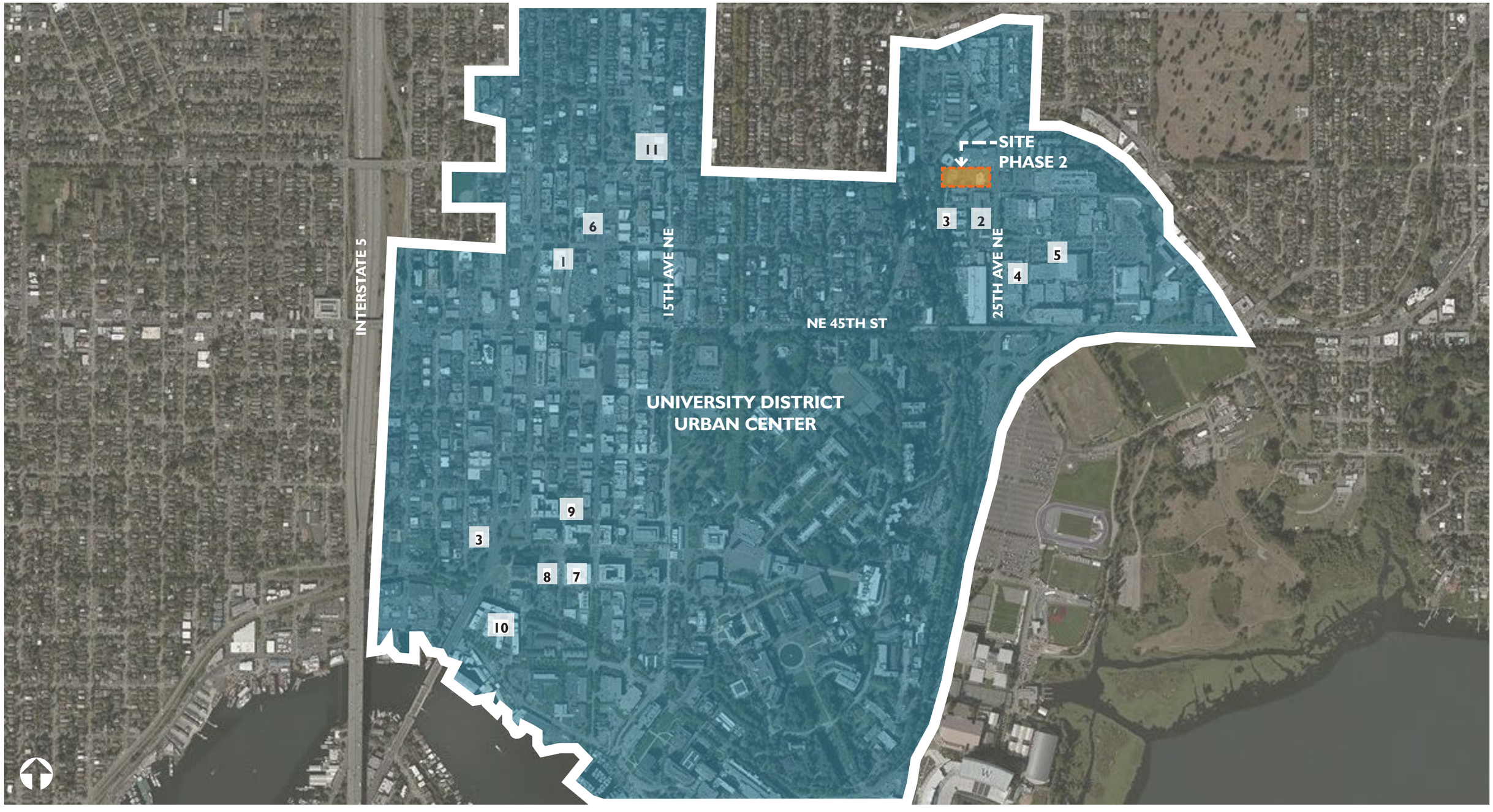
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NEIGHBORHOOD DESIGN CUES



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NEIGHBORHOOD DESIGN CUES



1

STRONG CORNER ELEMENT



2

DIFFERING FACADE STYLES AS COMPOSITION



3 TRAILSIDE PHASE I

UPPER LEVEL BUILDING MASS UPON MASONRY LOWER LEVEL

MULTIPLE BUILDING FACADES



4

SETBACKS WITH STRONG ROOF LINES



5

LARGE SCALE OPENINGS AT GRADE



6

MASS BROKEN BY SETBACK



7

INSET / MASSING CHANGE BETWEEN MATERIAL EXPRESSIONS



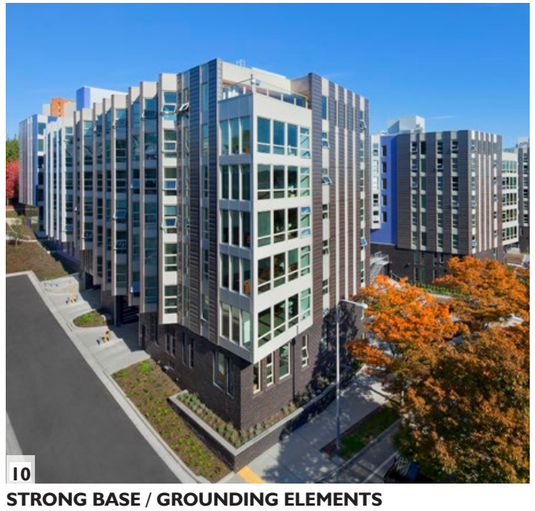
8

INTERESTING BRICK PATTERNING



9

DOUBLE HEIGHT EXPRESSIONS AT GROUND LEVEL



10

STRONG BASE / GROUNDING ELEMENTS



11

STRONG CORNER EXPRESSION

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EXISTING CONTEXT AND PLANNED PROJECTS



EXISTING CONTEXT

- Retail
- Residential
- Institutional

PLANNED PROJECTS

- Project Site
- Retail
- Residential
- Part of UW Seattle Campus Master Plan

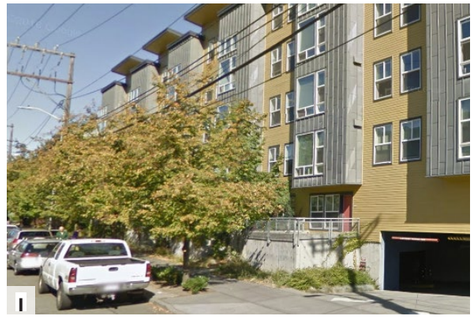
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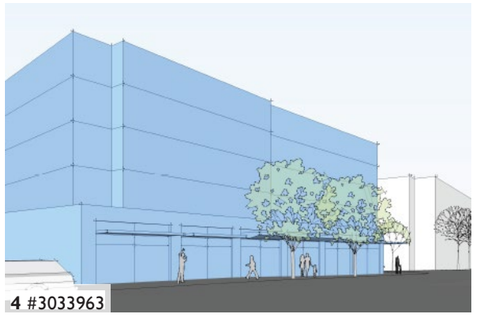
EXISTING CONTEXT AND PLANNED PROJECTS


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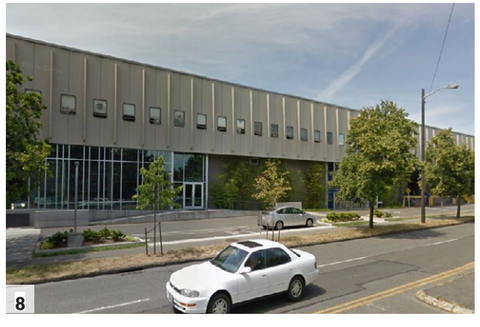

4 #3033963


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18 #3025629


19 #3027063


20 TRAILSIDE PHASE 1 #3027312

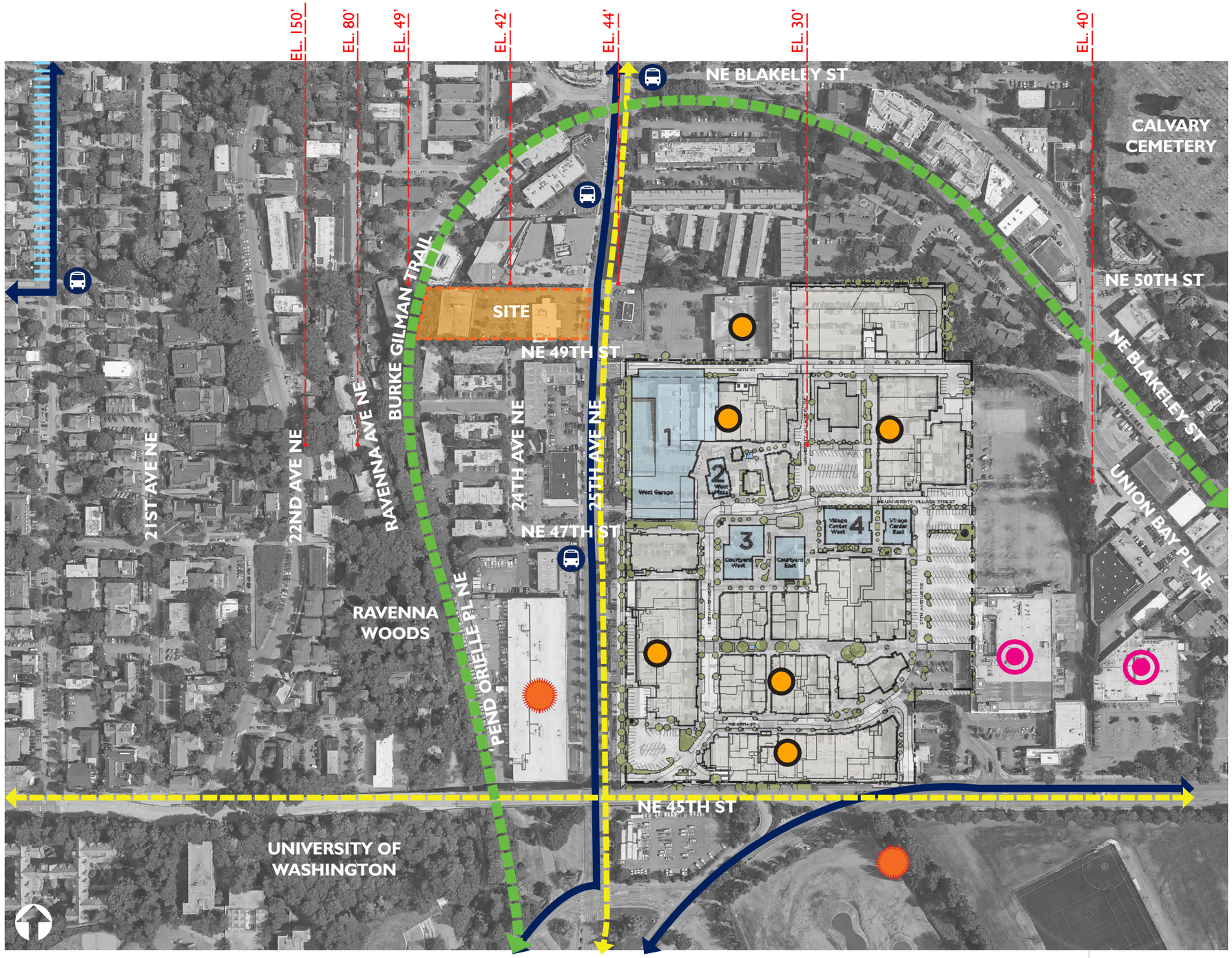
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NEIGHBORHOOD ANALYSIS



- Proposed U Village Buildings
- Project Site
- Grocery
- Schools / UW Property
- Shopping
- Bus Stop
- Main Transit Routes
- Burke-Gilman Trail
- Dedicated Bike Lane
- Main Arterial Streets

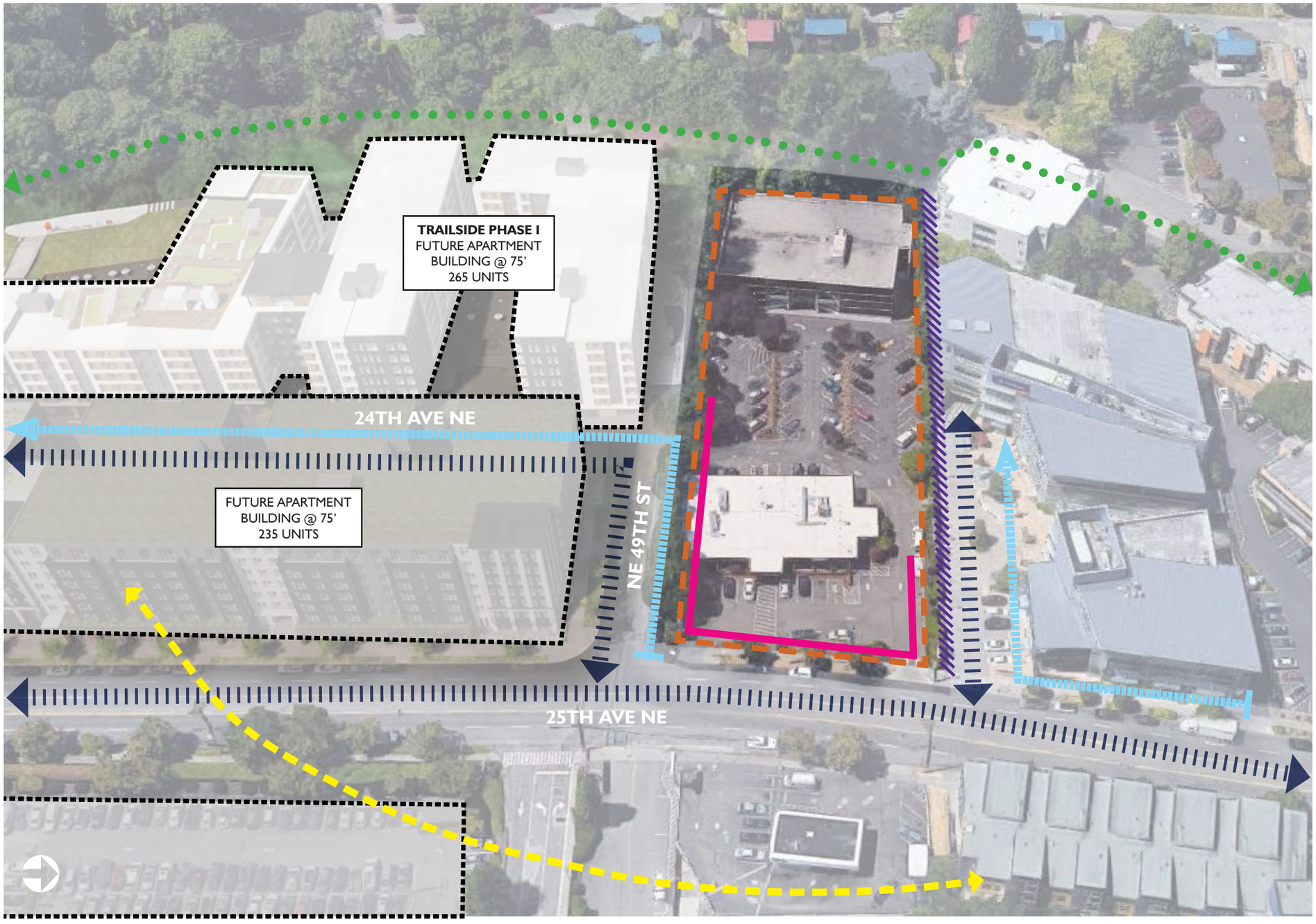
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STREET LEVEL ANALYSIS



- Site
- Future development
- Highly Visible Area of Site
- Burke-Gilman Trail
- Prime Solar Access
- Pedestrian Oriented Zone
- Vehicle Access
- Zoning Height Transition

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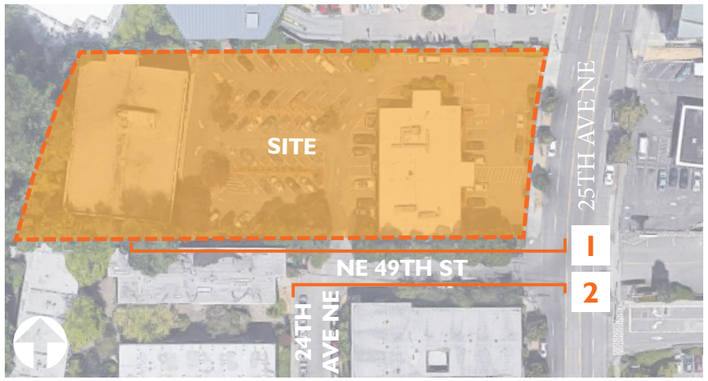
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STREET ELEVATIONS – NE 49TH ST



ELEVATION 1 – LOOKING NORTH ON NE 49TH ST





ELEVATION 2 – LOOKING NORTH ON NE 49TH ST

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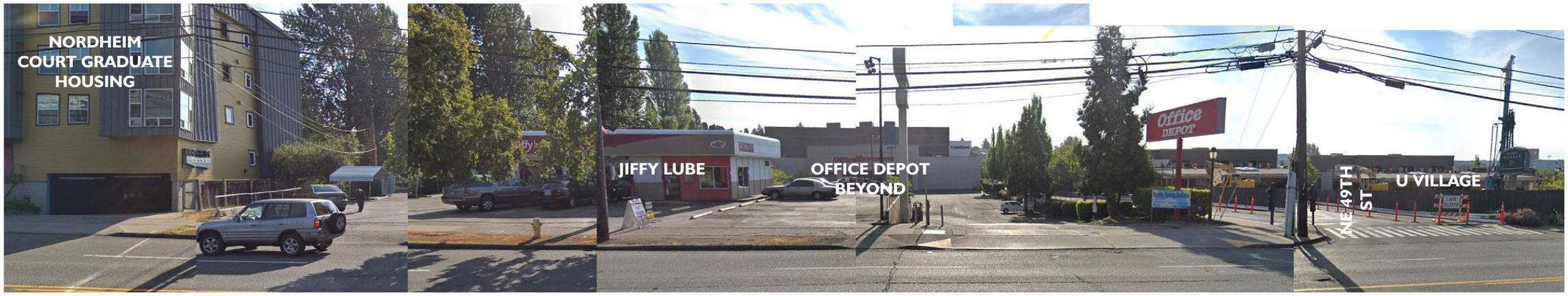
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STREET ELEVATIONS – 25TH AVE NE



ELEVATION 3 – LOOKING WEST ON 25TH AVE





ELEVATION 4 – LOOKING EAST ON 25TH AVE

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ANTICIPATED DEPARTURES

SIGHT TRIANGLE

CODE SECTION

SMC 23.54.030.G.2 - SIGHT TRIANGLE

CODE REQUIREMENT

For two way driveways less than 22 feet wide, a sight triangle on both sides of the driveway 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, as depicted in Exhibit E for 23.54.030.

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.

DEPARTURE REQUEST

In order to increase pedestrian safety at this driveway exit, the project will replace the sight triangle with mirrors and annunciator devices to warn pedestrians of exiting traffic.

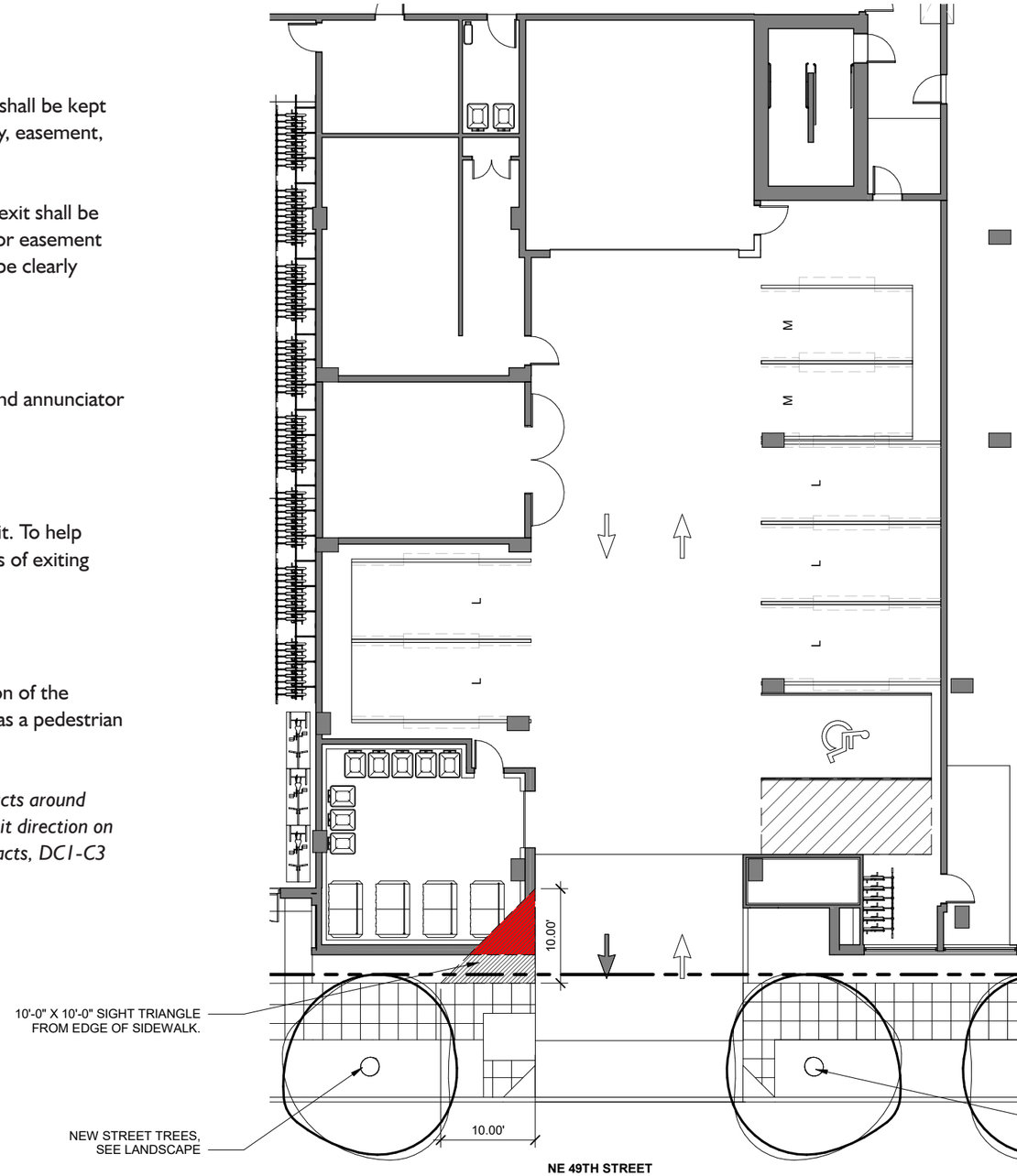
RATIONALE FOR REQUEST

The garage entry within the project is set back from the sidewalk edge, automatically slowing down traffic upon exit. To help facilitate safety and security, the project will employ the use of mirrors and annunciator devices to warn pedestrians of exiting traffic, which is a common method used in urban center / urban villages

BOARD RECOMMENDATION

"The Board appreciated the termination of the 24th Ave NE at the open space and therefore supported the location of the garage entry as being the best location possible in spite of SDOT's reservations. The prioritization of 24th Ave NE as a pedestrian oriented space received the Board's enthusiasm.

The Board verbalized initial support of the departure request but said they would like a better understanding of how impacts around the Reduced width or 'pinched' sidewalk and reduced site triangle configuration will be resolved. The Board gave no explicit direction on what they would like to see during the next review stage. (DC1-B Vehicular Access and Circulation, DC1-C-2. Visual Impacts, DC1-C3 Multiple Uses DC1-C2 Parking and Services Uses). "



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SIGHT TRIANGLE



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