

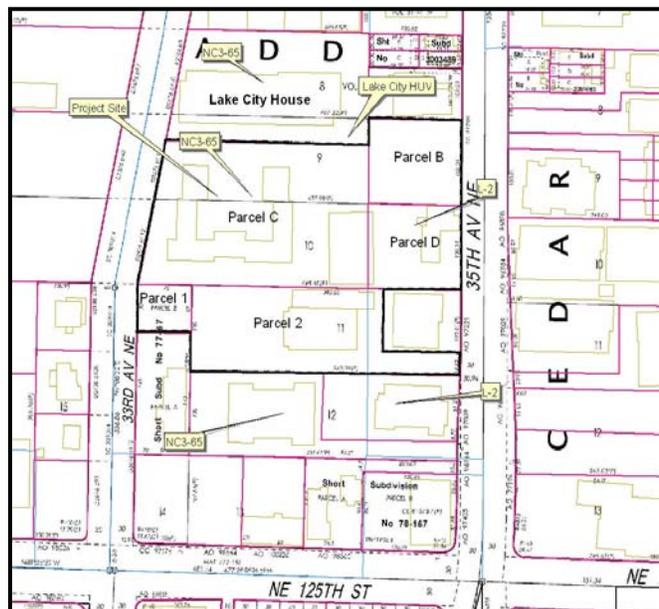
**DESIGN GUIDELINE PRIORITIES
OF
DESIGN REVIEW BOARD FOR AREA 2 NORTHEAST**
Meeting Date: April 6, 2009
Report Date: July 14, 2009

BACKGROUND INFORMATION:

Project Number: 3001672
Address: 12536 33rd Avenue Northeast
Applicant: Tom Eanes, Hewitt Architects, Inc.
Board Members present: Craig Parsons, Chair
Peter Krech
Sue Jensen
Shawna Sherman
Tricia Reisenauer
DPD Staff Present: Tamara Garrett, Land Use Planner

SITE AND VICINITY DESCRIPTION

The site is located at 12536 33rd Avenue Northeast. This approximately 102,548 square foot (sq. ft.) site is a lot with frontage along the east side of 33rd Avenue Northeast and the west side of 35th Avenue Northeast. It is a split zone property located within both the Neighborhood Commercial 3 (NC3-65') and the Lowrise (L-2) zones. The proposal site (comprised of several tax parcels) is currently occupied by a one-story concrete retail building (formerly the Salvation Army Thrift Store); a two-story single family residence; a one-story triplex building; and surface parking areas. Part of the site was originally developed by the Seattle Housing Authority (SHA) with sixteen townhomes, referred to as "Lake City Village" (see "u-shaped" building outline on Parcel C). These townhomes were demolished eight years ago as a result of recurring flooding on the site.



The topography of the western half of the site is generally flat with an upward sloping condition beginning in the middle of the site towards 35th Avenue Northeast resulting in a nineteen foot grade change occurring along the site's northeasterly boundary line. The site is modestly vegetated with mature trees, shrubs and grass cover throughout most of the site.

Surrounding property is zoned as NC3-65' north and south of the subject property. C1-65' zoning is west of the subject site and L-2 is the sole zoning designation east of the proposal. Existing development near the site includes multifamily housing to the east; apartments and a

medical office to the south; medical offices and retail to the west; and a seven-story elderly housing building (Lake City House) and apartments are north of the subject proposal.

PROJECT PROPOSAL

This proposal is the first phase of a low-income/moderate multifamily housing development. The proposal is to develop multiple buildings consisting of eighty-six low-income apartments. Accessory parking for eighty-six vehicles will be located within the structure on one floor level below grade. The existing single family residence, triplex structure and retail building are proposed to be demolished.

ARCHITECT'S PRESENTATION

The developer representative (Tom Phillips, Senior Development Manager with SHA) and design team consisting of Dave Hewitt and Tom Eanes were introduced to the audience. Mr. Phillips began the presentation by giving a brief overview of the current proposal and future projects planned for the property. He explained SHA has received a HOPE VI grant from the United States Department of Housing and Urban Development (HUD) to assist in the development of a mixed-income community on this site. SHA's current proposal is to provide eighty-six affordable housing units mainly situated within the NC3-65' zoned portion of the property (Parcels C, 1 and 2). Mr. Phillips also mentioned that in the future, market-rate housing intended for sale to households with moderate incomes is planned for the remaining property primarily situated within the L-2 zoned parcels. He further clarified that the market-rate housing was not included as part of this proposal but expects that it would be presented to the Board as a separate application.

Mr. Phillips discussed the historical aspects of the existing SHA Lake City property. He mentioned that Lake City Village, comprised of sixteen townhomes, was demolished in 2002 due to flooding on the site. He mentioned SHA, in coordination with the City of Seattle, recognized it would be challenging to redevelop this site with commercial uses. As a result, the Seattle City Council passed an ordinance that exempted the SHA property from the requirement to erect commercial uses in the commercially zoned area of this site. [Staff Comment: Ordinance #120374, effective May 24, 2001, amended the Land Use Code to exempt SHA property in commercial zones, owned by a date in 2001, from the requirement to obtain an administrative conditional use permit for a single purpose residential development and to allow such development without density limitations. Subsequent legislation inadvertently overwrote the intent of these provisions; thus current Land Use Code doesn't reflect this exact language or intent. DPD acknowledges this was done in error. As a result, legislation from DPD has been referred to the City Council to address this concern.]

Mr. Hewitt gave a detailed description of the project site and surrounding development in the immediate area. Examples of past residential developments his firm has designed were offered. He also explained the design objectives of the proposal: to create family housing; to create open space and community space for the future residents as well as the existing residents living at the Lake City Housing development; to provide buildings that interact well within the Lake City neighborhood district context both from architectural and urban design standpoints; and to address opportunities for sustainable development and stormwater improvements.

He explained the following unique traits inherent to the site:

- The Lake City House, an apartment occupied by elderly and disabled persons, is not part of this proposal. However, the redevelopment is being designed to incorporate Lake City

House and its residents into a coherent plan integrated with the larger neighborhood. Methods being explored to address this goal are enhancement of the existing driveway between the properties to accommodate visitor parking, deliveries, transportation (access van); creation of shared outdoor spaces (barbeque area); and shared community spaces.

- The topography and soil conditions of the site present challenges. Originally the western portion of the site was traversed by Little Brook Creek, a tributary of the Thornton Creek. In the 1960's, the creek itself was placed into a 24" diameter storm drain that still runs through the site. In the late 1990's, previous flooding was corrected by the installation of a 48" diameter storm drain perpendicular to the site along the west side of 33rd Avenue Northeast. This 48" pipe now carries the high flows while the 24" pipe continues to carry the base flows. It is expected that the 24" pipe will need to be repaired; however possible relocation of this pipe is also being explored by the applicant.

As portrayed in the applicant's design review packet and mentioned during the architect's presentation, six proposal options (Option A-F) were offered. However, the architect's presentation focused on three code complying project options or schemes, all of which included a combination of residential apartments and ground-related units in structures ranging from two stories to a maximum five stories in height with below-grade basement parking. Main vehicular access to the basement parking garage is proposed via an existing driveway that extends from 33rd Avenue Northeast to 35th Avenue Northeast. A secondary vehicle access driveway commencing from 35th Avenue Northeast is also being explored. The alternative massing diagrams are distinguished by the arrangement of the ground-related units with the apartment buildings; orientation of the residential entries, open space and play areas; how the proposed residential development relates to the Lake City House, future phased residential housing to the east and potential neighboring park site; varying roof forms; and the proximity of the development to the existing storm drainage line that traverses across the western area of the site. The diagrams incorporated the neighborhood context and future conditions based on the future phased housing development planned for this site.

The **first scheme (Option A)** is a cluster development consisting of two building masses; one two-story fourteen unit ground-related residential building and one "L-shaped" two-to-five-story seventy-two unit apartment building with a basement parking garage. This scheme illustrates several residential entries along the east and west facades of the ground related residential building and two main residential entries along the western facades of the "L-shaped" apartment building. A central open space oriented towards Lake City House and significant open space/play areas situated towards 33rd Avenue Northeast creating a visual extension of the potential park are shown. Versions of this scheme depict the smaller residential structure situated within close proximity to the existing 24" storm drain pipe and over this storm pipe (Option B)-thus necessitating relocation of the pipe. Another characteristic of this scheme is that the taller building elements are situated closer to the NC3-65' zoning edge where the grade is at a higher elevation. The one and two bedroom units would be primarily located in the "L-shaped" building and most of the three and four bedroom units would be located in the other residential building.

The **second scheme (Option C)** includes a development consisting of two parallel building masses; one four-to-five story fifty-two unit apartment building and one three-to-four story forty-four unit apartment building. This scheme illustrates residential entries more centrally located on the site and open space centrally oriented towards 33rd Avenue Northeast and the future market-rate development abutting 35th Avenue Northeast. Also, similar to the first scheme, considerable

open space and play areas are towards 33rd Avenue Northeast and allow for a visual connection to the future park area. Both proposed buildings are situated away from the buried storm drain pipe area. The applicant explains the placement of northernmost structure creates a “street-like relationship to the existing Lake City House complex”.

The **third scheme (Option E)** shows two building masses connected by a narrow elevated enclosed corridor bridge creating one “crescent-shaped” two-to-five story eighty-six unit apartment building. The canted orientation of the northwest wing opens Lake City House to 33rd Avenue Northeast. This scheme illustrates residential entries oriented to a central courtyard and significant open space within the courtyard and play areas oriented towards 33rd Avenue Northeast. The entire building mass is situated away from the buried storm drain pipe area. The building is described as, “A five-story building with elements that terrace down in scale to a two-story building as it relates to 33rd Avenue Northeast with a single elevator core”.

The architect presented the third scheme (Option E) as the preferred scheme because it encompasses the desired combination of design characteristics and meets the identified urban and environmental objectives including: formalization of a mid-block pedestrian connection to allow extension of the existing informal system of mid-block pedestrian connections in the neighborhood; enhancement of 33rd Avenue Northeast as a significant north-south pedestrian connection in the neighborhood; and improvement of the quantity and quality of stormwater runoff from the site.

BOARD CLARIFYING COMMENTS AND QUESTIONS

The Board clarifying comments and questions with applicant response (*in italics*) are below:

- Regarding these three-dimensional images, are they meant to just show the massing and not to suggest the roof forms as this point because it's early design or are you down a road that horizontal roofs will be the future roof form?
We are looking at horizontal roofs and as many green roofs as possible because they will be visible from the neighboring Lake City House apartment units....They will at least have a slope....want to use exterior downspouts sloped to the edge to make the downspouts an architectural feature and then use cisterns and other water gathering devices.
- Is the mid-block connection that you previously mentioned an existing condition at the Lake City House that you are trying to improve or is it something that you propose to create as part of this project?
It is something that will be created...Lake City House residents and the community wants this and it will be ADA accessible.
- Regarding the open space diagram for the preferred option, I read it as a more public court to the north of your new building and a more private court between the buildings. Is this how you envision it functioning?
Yes, but no gates for the center courtyard to avoid making it extremely private. We recognize the play area must be protected in some fashion...some clever means to assist in keeping the children contained/protected from the street...this is a challenge. Want to point out that some of the units will be ground related with porches; thus there will be eyes at grade all around. Want to ensure that the children residing at this development will have the ability to play outdoors. There is a clear differentiation between the semi-private areas of the units and the public areas and whether or not those will be courtyards with fencing or railing is still being determined.....For example, the High

Point development did a good job related to this concern-they used a simple fence that was continuous and the area behind the fence was more or less shared. More thought to this aspect of the design is needed.

- Is Lake City House an SHA property?
Yes.
- I love the different types of open space and how one enters the architecture-I think it is wonderful. But, for first time visitors, would you pass through the play area or are you directing them around the corner? Way finding seems a little tricky.
Yes it is tricky. We envision temporary visitor parking along the access drive and may also have some graphics and directory facing 33rd Avenue Northeast for those visitors parking on the street. Not clear at this point because future street improvements to 33rd Avenue Northeast may result in an unusual parking arrangement. It is an interesting dilemma but I think it can be handled with appropriate signing and design.
- Are all of the residential units single-story?
No some ground-related units and fourth story, four bedroom units are two stories high with bedrooms upstairs.
- For the south and northwest building wings, will there be points of entry for the residents to enter/exit without going through the courtyard to their units?
Yes there are....One of our studies will be is how to locate fire stairs or stairs that might be different than fire stairs so that children on the second floor will have direct means out of the building. There are some management issues that need to be reviewed.
- Will this be a LEED (Leadership in Energy and Environmental Design) building?
SHA will not pay the fees for LEED certification but the project will incorporate major sustainability green elements similar to what has been done at the High Point development.
- What is the unit mix?
The future unit mix will consist of eight one-bedrooms, sixty two-bedrooms, fourteen three-bedrooms and four four-bedrooms.
- What is the timeline for the future market-rate residential development and is the residential proposal we're discussing today contingent upon that development being built?
The timeline is dependent on outside forces. Hopefully we will put together some design guidelines and market it next year but it really depends on whether or not there is a market for such type of housing. The low income proposal is not contingent on the market-rate housing being built.
- The landscape plan depicts a buffer of trees along the zone boundary line and the property line that abuts the existing apartment building fronting on 35th Avenue Northeast. What else is envisioned there?
That may be a drainage swale...It will certainly be landscaped. The secondary two lane vehicular access road stemming from 35th Avenue Northeast is still being explored-it is dependent on requirements and cost.
- In terms with dealing with the grades, will the design incorporate retaining walls?
Not many....Currently the program allows us to create spaces within the apartment building along the lower easternmost façade and corners that don't require light in this location. So this would be a natural slope on both sides. Thus, there would be no retaining walls that we are contemplating along there except the foundation walls of the building at that point.

PUBLIC COMMENTS

Five members of the community attended the Early Design Guidance meeting. The comments, questions and concerns offered (with applicant response in *italics*) were as follows:

- A Lake City House resident voiced support of the project. This same person explained that the residents currently experience exhaust fumes from idling Access vans near the Lake City House south main entrance. She encouraged the design team to find a creative way to address this issue.
- A neighboring commercial property owner commented on the increased level of crime activity that he has observed and experienced in the past year. He encouraged the incorporation of preventative security measures in the design.
- The neighbor, whose residential property (apartment building) is situated between the SHA property lines abutting 35th Avenue Northeast (Parcel D and Parcel 2) and the future market-rate site, cited concerns related to impacts associated with the future secondary vehicular access from 35th Avenue Northeast, parking location and impacts to their future property values. This neighbor also asked if the proposal would accommodate onsite parking.
Eighty-six parking spaces will be accommodated on the subject property.
- An additional Lake City House resident complemented the design of the proposal. This same resident commented that most of the on-street parking on 33rd Avenue Northeast is being utilized by residents and visitors associated with the apartment complex north of the site (Solara Apartments @ 12724 Lake City Way Northeast). As a result, the Family Housing staff and caregivers serving Lake City House residents currently park at the visitor's surface parking area situated on the proposal site. Concern was voiced that the Lake City House building's surface parking area would not be able to accommodate parking for the residents, staff, visitors and healthcare providers once the future proposal is built.

BOARD DELIBERATIONS

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 siting and design guidance described below and identified by letter and number those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" and "*North District/Lake City Neighborhoods Design Guidelines*" of highest priority to this project.

A summary of the citywide design guideline priorities is provided and followed by any neighborhood specific guidance. Some neighborhood specific guidance is not applicable due to location of this site or project type, and only applicable excerpts are provided. Please refer to the design guideline documents for the full text. To assist in this endeavor the following describes the supplemental guidelines by applicable sub-area within the North District/ Lake City Neighborhood Design Guidelines:

Citywide Design Guidelines	North District/Lake City Area	Hub Urban Village Area	North/South Streets (33 rd Avenue Northeast)	Natural Areas
A-Site Planning	A-5, A-8	A-3, A-4, A-5, A-10	A-4	A-1
B-Height Bulk & Scale	B-1	B-1		
C-Architectural Elements & Materials	C-4	C-2, C-3, C-4	C-1	
D-Pedestrian Environment	D-4	D-1	D-1	D-1
E-Landscaping	E-1, E-2, E-3		E-2	E-1

(Note: This proposal is within the North Neighborhood Planning Area and Hub Urban Village; has natural areas; and abuts a North/South Street (33rd Street) as described in the North District/Lake City design guidelines.)

DESIGN GUIDELINES

A. Site Planning (Review the North District/Lake City design guidelines for full text.)

A-1 Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

North District/Lake City design Guideline (augmenting A-1)

- *New site development and structures should use sustainable building practices that reuse and retain surface water runoff on-site to recharge groundwater and reduce pollution before it enters the creek to improve the quality of the creek and the health of wildlife.*

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

North District/Lake City design Guideline (augmenting A-3)

- *Clearly indicate main entries to new commercial and multiple family residential buildings through design, material changes, lighting and street visibility.*

A-5 Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

North District/Lake City design Guideline (augmenting A-5)

- *Avoid locating exterior lights above the ground floor on the sides of structures facing residential uses.*

A-6 Transition Between Residence and Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

A-7 Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

A-8 Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent to properties and pedestrian safety.

North District/Lake City design Guideline (augmenting A-8)

“Cut through” traffic—coming from outside the neighborhood and driving on residential streets to reach a destination outside the neighborhood—is a significant concern to residents. Consider the following:

- *Vehicular traffic of the new development should ingress and egress toward the more intensive zoned area and not the lesser zoned area.*

The Board emphasized the importance of developing a respectful and consistent relationship of the overall massing and design of the development to the future pedestrian environment and general pattern of development in the neighborhood. The Board acknowledged the design challenge of relating the west-facing building facades to the street (33rd Avenue Northeast) and distinguishing the residential entries to make them as visible from the street as possible. At the next meeting, the Board expects to review a design that includes the development of a hierarchy of residential entrances and methods used (i.e. signage, architecture) to achieve delineation of those entrances.

The Board needs to more clearly understand how the future design will relate to the Lake City House, neighboring properties and the potential future City park. The Board requests enlarged site sections and shadow studies be provided at the next meeting to address this request.

The board was excited to learn about the varied residential open spaces-play areas, pea patch, barbeque area and terraces. However, the Board agreed that securing the play areas and privacy of ground floor open areas is very important and will be a design challenge. The Board looks forward to reviewing a high-quality well programmed and well landscaped open space design that will appropriately meet the needs of the residents and be secure. The Board requests a phase I schematic landscape plan be presented at the recommendation meeting.

The Board stated the design should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent to properties and pedestrian safety. The Board is suspects that the secondary access point from 35th Avenue Northeast will not be realized. The Board liked the implied differentiation of materials on the curb and cites that as an important feature. The Board discussed the concern related to removal of the visitor’s/staff parking area serving the Lake City House residents. The Board acknowledged the design, as the presenter alluded to in his presentation, incorporating visitor parking just off of the entry which is currently shown as landscaped area on the site plan. However, the Board felt that doesn’t solve issues related to staff parking needs. The Board suggested exploration of shared parking and reserved parking methods to address this concern. Ultimately, the Board wants to review details as to how the parking function between the two properties is resolved at the next meeting. Details related to the drop-off parking areas (location, signage and amount) should also be identified at the next meeting.

<p>B. Height, Bulk and Scale (Review the North District/Lake City design guidelines for full text.)</p>

B-1 Height, Bulk and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

North District/Lake City design Guideline (augmenting B-1)

Consider the following when a sensitive edge condition calls for design methods to provide a positive transition:

- *Varying color, texture and materials to break up the potential monolithic character of a large structure; perhaps create more of a townhouse look facing the lower-intensity residential neighborhood.*
- *Articulating the building façades vertically or horizontally in intervals that respond to the existing structures or platting pattern in the vicinity.*
- *Consider stepping back upper stories to maintain scale compatibility, provide for light and air on streets and avoid a canyon effect for structures in 65-foot and higher zones.*
- *Where there are zone edges between commercial and residential parcels, a vegetated buffer is encouraged between the differing zones. This, along with street trees and wider sidewalks, will be critical to creating the transition desired by the community that will make increased heights and densities compatible with surrounding areas.*

The proposed massing configurations were discussed at length by the Board. The Board debated the merits of the three schemes and which scheme would provide a sensitive transition to the near-by less intensive zoning edge and to the street; and appropriately differentiate between the future public and private community spaces. The Board agreed that the applicant's preferred massing option (Option E) seems to be the best option because of its sensitivity to the less intensive zone to the east (L-2) and its scale compatibility towards 33rd Avenue Northeast by providing a wide vegetated setback from the easterly zoning edge and terraced rooflines. Also the Board stated the preferred design more adequately addresses the public spaces and has more gravity as one structure in comparison to the other schemes presented at the meeting.

The Board voiced concern with the experience of the roof view from inside the residential units of the building. The Board suspects that if the design includes torch-down roof surfaces and visible mechanical equipment (i.e. plumbing stacks) instead of green roofs, it will be an unpleasant experience for the residents whose immediate views look directly onto the roofs. The Board believes the design should resolve this issue in an elegant fashion. Thus, the Board would like to review a design that addresses the enhancement of visible roof surfaces. Details related to roof surface materials and roof plans must be provided at the next meeting.

The Board also voiced concern with the length and expansiveness of the building's easternmost façade even though this façade is setback a substantial distance (more than 120') from the site's easternmost property line. The Board stated it would like to review a design that breaks down the scale of the building façade that abuts the L-2 zoning edge. The Board suggested modulation, differentiation of the upper floors and architectural treatment as possible methods to achieve this guidance. A site section and building elevations highlighting how this is achieved should be presented at the next meeting.

C. Architectural Elements and Materials (Review the North District/Lake City design guidelines for full text.)

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and

features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

North District/Lake City design Guideline (augmenting C-2)

The proper articulation of a building's façade should add to the quality and variety of Lake City's Hub Urban Village architecture.

- *Establish a building's overall appearance based on a clear set of proportions. A building should exhibit a sense of order.*
- *Employ a hierarchy of vertical and horizontal elements. Use materials to unify the building as a whole. Façade articulation should reflect changes in building form and function, from the base, to the middle, to the top. Vertical lines should be carried to the base of a building.*
- *Provide a clear pattern of building openings. The pattern of windows and doors should unify a building's street wall—not detract from it—and add to a façade's three-dimensional quality. Recessed windows are encouraged to create shadow lines and further promote three-dimensional expression.*
- *Large expanses of blank walls should be avoided.*

C-3 Human Scale

The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

North District/Lake City design Guideline (augmenting C-3)

- *Use façade treatments and changes in materials to distinguish the ground level of a building from the upper levels, especially where a building orients to the street and/or defines public space.*

C-4 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.

North District/Lake City design Guideline (augmenting C-4)

Design signs that are appropriate for the pedestrian scale and character that is envisioned for the area. Signs should be oriented and scaled for both pedestrians on sidewalks and persons in vehicles on streets within the immediate neighborhood.

Use materials, colors and details to unify a building's appearance; buildings and structures should be built of compatible materials on all sides. Consider limiting the number of materials and colors used on the exterior of an individual building so that there is visual simplicity and harmony. If intense color is used it should only be used as an accent in a carefully executed and balanced color scheme. Buildings sided primarily in metal are discouraged. Design architectural features that are an integral part of the building. Avoid ornamentation and features that appear "tacked-on" or artificially thin.

The Board did not highlight a single architectural expression to develop given the varied collection of buildings in the vicinity. Rather the Board encouraged innovative residential design that is cohesive, achieves a good human scale and is applied evenly throughout the building.

No future building materials were presented during the meeting. However, the Board looks forward to reviewing a more detailed, high quality materials and color board at the next meeting.

D. Pedestrian Environment
(Review the North District/Lake City design guidelines for full text.)

D-1 Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

North District/Lake City design Guideline (augmenting D-1)

- *Plazas and vegetated setbacks should be considered on sites located immediately across from and adjacent to natural drainage areas including Thornton Creek.*
- *Appropriate lighting, including at-grade lights, should be considered to help ensure safe pedestrian areas.*
- *Encourage a new development(s) to provide an open space pedestrian passageway, safe for pedestrians and secure for site tenants, which connects 33rd Avenue Northeast to 35th Avenue Northeast; and, 33rd Avenue Northeast to Lake City Way, preferably near Northeast 127th Street.*
- *Create visual interest in the block, building-faces or walls by adding small pedestrian indentations for seating and outdoor eating.*
- *New development is encouraged to support development of a new park mid-block to offset anticipated increases in low-income and affordable housing.*

D-2 Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

D-3 Retaining Walls

Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.

D-4 Design of Parking Lots near Sidewalks

Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.

North District/Lake City design Guideline (augmenting D-4)

- *As sites with large surface parking areas, such as auto dealerships, are redeveloped, consider locating parking under, beside or behind new structures.*

D-6 Screening of Dumpsters, Utilities and Service Areas

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

D-7 Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

D-12 Residential Entries and Transitions

For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small

gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

The Board strongly agreed that the applicant should create a positive pedestrian experience along 33rd Avenue Northeast; along 35th Avenue Northeast; the pedestrian passageway (mid-block connector) between 33rd Avenue Northeast and 35th Avenue Northeast; and through the courtyard/play areas. The Board commented that the access drive is serving many functions for vehicular usage and the pedestrian experience hasn't been given as much attention. Therefore, the Board wants to review a design that celebrates the pedestrian experience along the mid-block connector and highlights the pedestrian access points throughout the play areas and public gathering spaces as well. The Board would like to see grade-level vignettes and site sections showing the design character of the east-west pedestrian passageway, along 33rd and 35th Avenue Northeast, and through the play/courtyard/community space areas. The Board expects to see a description explaining how pedestrians will be able to differentiate between public and private spaces occur along these paths.

The trash collection area should be enclosed and screened in an architectural form reflective of the development and not intrusive to pedestrians. The Board recognizes that continual containment of trash collection areas onto the private property it serves is not being practiced in the immediate neighborhood. The Board understands, based on neighbors' comments heard at past design review meetings related to the neighboring commercial-residential development (12730 33rd Avenue Northeast), the Solara Apartment property is not containing their trash collection areas onto their site-specifically, trash dumpsters are being continuously situated on the street (33rd Avenue Northeast). The board wants reassurance that this guideline is adequately addressed with this proposal. Therefore the Board wants program details as to how the trash collection will occur (i.e. trash collection days, dumpster containers, collection pick-up location); as well as, details of the proposed location of the trash collection area and screening to be provided at the next meeting.

The Board felt that opportunities for enhancing personal safety and security within the play areas, courtyard and surrounding neighboring properties should be sought as part of this proposal. The Board also stated that providing high visibility of residential entries and building identity is priority. Therefore, the Board specifically requested signage and lighting concepts be developed and presented at the next meeting.

E. Landscaping (Review the North District/Lake City design guidelines for full text.)
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E-2 Landscaping to Enhance the Building and/or site

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

North District/Lake City design Guideline (augmenting E-2)

- *Use landscaping to further define and provide scale for open space. Lush plants, warm materials and pleasing details are encouraged. Retain existing mature trees wherever possible.*
- *Use lighting to emphasize landscaping where appropriate.*

E-3 Landscape Design to Address Special Site Conditions

The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

North District/Lake City design Guideline (augmenting E-3)

The landscape design should attempt to re-inject into the ground water resource the run-off from buildings, sidewalks, streets, parking lots and large paved areas by using surfaces which allow filtration, grassy swales or other types of water runoff courses, landscaped detention areas or permeable detention vaults and other associated treatments to filter run-off and retain it.

Landscaping should enhance the design, by creating a transition from the street/public areas, softening edge conditions, taking advantage of natural areas and by helping create a green streetscape. The Board liked the conceptual landscape plan presented at the meeting and looks forward to reviewing a more detailed schematic landscape plan that includes landscaping and screening along the property lines, open space areas (courtyards, patios, play areas, etc.), the future market-rate residential area (Parcels B and D), the mid-block pedestrian passageway and at residential entries. The plan should also include details regarding the preservation of the existing trees, as well as trees that may be deemed exceptional per the City of Seattle Tree Ordinance.

The Board encourages continued coordination with DPD and Seattle Department of Transportation (SDOT) regarding potential improvements along both 33rd Avenue Northeast and 35th Avenue Northeast (street trees); and consultation with Parks regarding their possible acquisition of the property (12510 33rd Avenue Northeast) immediately southwest of the site to allow the creation of a public park.

DEPARTURE REQUESTS FROM DEVELOPMENT STANDARDS

No departures from the development standards were proposed at this time.

NEXT STEPS

MUP Application:

1. Submit application for Master Use Permit (MUP) application. Please contact Tamara Garrett at (206) 684-0976 or tamara.garrett@seattle.gov once the intake meeting date for the MUP submittal has been determined.
2. Please include a written response to the guidance provided in this EDG per Attachment B in CAM 238. Plan on embedding four 11x17 colored and shadowed elevations, colored landscape plans, and three-dimensional street-level vignettes showing design character of the street facing facade into the front of the MUP plan set (4 per sheet) as Design Review sheets (DR-1,2,etc.)

Recommendation Meeting:

Please provide the following items at the recommendation meeting:

1. A signage concept plan.
2. Roof plans with equipment layouts and roofing materials.
3. The Board would like to see a demarcation line between the phase I and phase II proposal.
4. Building sections and site sections in several areas of the site-specifically how the proposed building relates to Lake City House, the L-2 zoning edge and immediate residential/commercial neighbors.
5. Shadow studies.
6. More details of the colored landscaping plan, screening and open spaces relating to the shared public areas (barbeque), mid-block connector passageway, courtyards, play areas and pea patch.

7. A detailed color and materials board with actual samples.
8. Details and elevations (south, north, east and west) of the building facades and residential entrances.
9. Colored renderings and/or graphics showing the proposed development from the pedestrian perspective along the property edges, through the public passage way (mid-block connector), and courtyard/play/community spaces.
10. Identify the trash collection program details, dumpster location and methods of screening.
11. A conceptual exterior lighting plan.
12. Details regarding future street improvements along 33rd Avenue Northeast and 35th Avenue Northeast.
13. Any correspondence from Parks regarding the potential establishment of a public park just south of the subject property.