

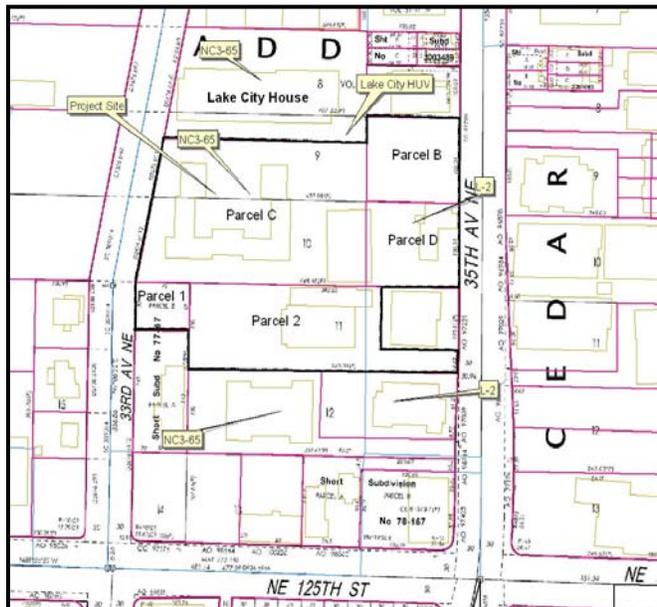
**FINAL RECOMMENDATIONS
OF THE
NORTHEAST DESIGN REVIEW BOARD**
Meeting Date: October 5, 2009
Report Date: October 30, 2009

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
Board Members Absent: 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-zoned 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 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 ninety vehicles will be located within the structure on one floor level below grade. The existing single family residence, triplex structure and retail building will be demolished.

EARLY DESIGN GUIDANCE MEETING: APRIL 6, 2009
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ARCHITECT'S PRESENTATION

At the Early Design Guidance (EDG) Meeting, the architect mentioned six proposal options (Options A-F): 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 **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. 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 **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-preferred scheme)** 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.

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

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.

FINAL RECOMMENDATION MEETING: OCTOBER 5, 2009

DESIGN PRESENTATION

The applicant applied for a Master Use Permit on July 16, 2009. On October 5, 2009, the Design Review Board reconvened for a Final Recommendation meeting regarding this project, at which time, site analysis, floor plans, landscaping details, elevation sketches, street-level vignettes, color board and material samples were presented by the project architect team for the Board’s consideration. The design presented at this meeting was most similar to the applicant’s preferred scheme, Option E: two building masses connected by an elevated corridor bridge situated away from the buried storm drain pipe area. The design has been altered from a “crescent-shaped two-to-five story structure” to represent a four-story with basement, “H-shaped” residential building. Vehicular access will be from both 33rd Avenue Northeast and 35th Avenue Northeast via an ingress/egress shared easement to a ninety stall parking garage. The design team altered the proposal to no longer include a secondary vehicle access from 35th Avenue Northeast. Alternatively, this existing driveway will serve as a gated emergency fire access.

PUBLIC COMMENTS

At the Final Recommendation meeting, one member of the public attended. Public comment focused on the following items:

- Comment that the outcome of project team’s design response to the design guidelines has created a very interesting design.

BOARD DELIBERATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment at the April 6, 2009 EDG meeting, 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 North District/Lake City Neighborhood design guideline documents for the full text. To assist in this endeavor the following highlights 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.)

EDG guidance by the Board appears after the bold guidelines text and the recommendations from the Final Recommendation meeting October 5, 2009 follow in bold text.

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 suspicious 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.

At the Recommendation meeting, the design presented a building configuration that situates the main building entrance closer to 33rd Avenue Northeast and closer to the proposed breezeway leading from Lake City House. The building shape creates two differing courtyard environments: the westernmost area being a public entry court and the easternmost area becoming more private with limited public accessibility. The landscape design articulated further refinement of the following planned open space areas: playground, vegetable gardens (Department of Neighborhoods (DON) Pea-Patch), barbeque area, ground-related trellised patios/decks and two courtyards.

Vehicular access occurs via a shared ingress/egress driveway situated between the SHA-owned properties extending between 33rd and 35th Avenue Northeast. The updated design includes a basement floor plan and a site plan identifying parking stalls contained in the parking garage and a surface parking area situated along a southerly portion of the site's drive. The sole entrance/exit ramp to the garage is orientated such to direct traffic to/from 33rd Avenue Northeast. The applicant clarified that the proposed parking areas are reserved for the future residents onsite and SHA staff, with surface parking areas intended for short-term parking needs (deliveries, load/unload, etc.). No parking is proposed for private service providers serving Lake City House residents on the proposal site. The applicant further explained that SHA plans to monitor onsite parking concerns after the

proposal is operational and would consider informal shared parking opportunities between the two neighboring SHA-owned properties in the future.

The Board was very pleased with the applicant's response to their guidance related to the creation of more distinguishable residential entrances and agreed that the new building configuration more clearly defines the 33rd Avenue Northeast street front and establishes a strong presence as the street/sidewalk edge. The Board was very supportive of the proposed residential outdoor residential amenity areas. The Board agreed that this would allow future residents maximum utilization and create a sense of community between the neighboring residential properties. (See Also B-1, D-1, D-12 and E-2)

<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.

At the Recommendation meeting, the preferred design massing had been revised to an “H-shaped” building with floor plans illustrating the main building entrance, circulation core and common facilities located in the center of the building. The visibility of roof surfaces and rooftop mechanical equipment from inside the residential units has been substantially minimized due to the massing reconfiguration, removal of terraced rooflines and the containment of equipment within a rooftop mechanical penthouse. The lower roofs, visible by residents, are planned to be standing seam metal. Additionally, equipment not housed in the mechanical penthouse will be screened by a pitched roofed trellised structure designed to house roof-mounted solar collectors.

The Board voiced strong support for the revised design and agreed that this massing option appropriately addresses the Board's concerns and the design guidance. (See Also C-2)

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.

At the Recommendation meeting, the design included a hierarchy of vertical and horizontal elements. The materials proposed for the residential building base and bays include fiber cement flat panel siding with vertical wood battens; upper levels consisting of horizontal fiber cement lap siding; and residential vinyl windows. The design includes a dark brown color at the base; upper levels predominately a light tan color and varying complimentary hues of brown on the bays and surrounding the windows.

The Board was extremely pleased with the quality of the building materials presented. The Board was also pleased with the incorporation of sustainable features such as the solar panels and rain gardens that not only will enhance the energy conservation qualities of the building but also be interesting and an architectural feature as well. (See Also A-1)

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.

At the Recommendation meeting, the architect presented grade-level vignettes, site sections, site plan and elevation views illustrating the pedestrian experience along the east-west mid-block connector, along 33rd and 35th Avenue Northeast and throughout the play/courtyard/community space areas. The design shows a continuous sidewalk with ADA accessible features (ramps with handrails and landings) extending the length of the connector. A raised crosswalk with flush curb was shown at the intersection between the Lake City House and Lake City Village building entries situated across the private drive. Large specimen trees situated among seating walls distinguished the main entry points into the proposed structure. Porous concrete paving or specialty pavers will be used in conjunction with lighting at the seating elements to provide a sense of entry and transition from the public street. Pathways will be a combination of concrete, porous concrete, gravel or pavers.

The Board reviewed a conceptual lighting and signage plan that show bollards, vehicular and pedestrian lighting, directory/monument signage along the connector, residential entries and pathways. The Board was very complimentary of the design elements incorporated throughout the proposal that assists in enhancing the pedestrian experience, providing personal safety and distinguishing residential entries.

The floor plans presented at the meeting identified a trash collection area within the northeast portion of the structure's ground floor. The applicant explained that the pickup location and arrangement has been designed to accommodate the weekly collection of trash

and recycling containers at the access driveway opposite the collection room. The Board agreed that enclosed trash collection area and program is appropriate. (See Also A-3, A-5, A-6 and A-7)

E. Landscaping (Review the North District/Lake City design guidelines for full text.)

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.

At the Recommendation meeting, the landscape design included ground-level open spaces along the property lines; within courtyards and residential amenity areas. It also proposes trees, shrubs and groundcovers to be native, drought tolerant and low-allergen plantings. Large canopy trees are planned along 33rd Avenue Northeast and the north side of the access drive. The design also proposes rain gardens, filled with water stemming from adjacent surface flow and roof cisterns, throughout the site in order to filter runoff before entering the proposed detention vault. Several existing mature coniferous trees, some meeting the criteria to be classified as exceptional tree status (Director's Rule (DR) 16-2008), are situated in the southeast area of the site and will be preserved.

The proposed street improvements along 33rd Avenue Northeast consist of SDOT standard sidewalk replacement and new street trees. The applicant explained that the community-sponsored study of street improvements for 33rd Avenue Northeast is not complete; therefore, preparation of the Street Improvement Plans have not commenced. SHA will continue to participate in this study.

The Board was pleased with the proposed landscaping design and particularly the residential amenity areas.

After further discussions with Parks, it was explained that Parks has not purchased the aforementioned property due to the lack of funds to purchase and develop the property appropriately.

DEPARTURE REQUESTS FROM DEVELOPMENT STANDARDS

Two departures from the Code were requested at this time.

Departure Summary Table

REQUIREMENT	REQUEST	APPLICANT'S JUSTIFICATION	BOARD RECOMMENDATION
<p>SETBACK REQUIREMENTS SMC 23.47A.014.B.3 A structure containing a residential use must be setback from a rear lot line that abuts a lot in a residential zone 15' for portions of structure above 13' in height to a maximum of 40'.</p>	<p>Allow the northeast wing to extend 8' into the setback.</p>	<p>The need for this departure is an outcome of providing additional modulation of the east façade adjacent to the L-2 zone which is consistent with the guidance given by the Board at EDG.</p>	<p>Board agreed the proposed modulation treatment creates a stronger residential base. Board voted 4-0 in favor of departure request and recommends approval. (B-1)</p>
<p>SETBACK REQUIREMENTS SMC 23.47A.014.E.2 Eaves, cornices and gutters projecting no more than 18" from the structure façade are permitted in the required setbacks.</p>	<p>Allow the eaves on the lower portion of the building's east façade to project more than 18" in to the required setback.</p>	<p>The need for this departure is an outcome of providing additional modulation of the east façade adjacent to the L-2 zone which is consistent with the guidance given by the Board at EDG.</p>	<p>Board agreed the proposed modulation treatment creates a stronger residential base. Board voted 4-0 in favor of departure request and recommends approval. (B-1)</p>