



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning & Development

Diane M. Sugimura, Director

RECOMMENDATION REPORT OF THE NORTHWEST DESIGN REVIEW BOARD

BACKGROUND INFORMATION

Project Number: 3006773
Address: 6010 Phinney Avenue North
Applicant: Todd Kilburn, Kilburn Architects, for Mike Strand

Date of Meeting: September 14, 2009
Date of Report: September 17, 2009

**NW Design Board
Members Present:** Mark Brands, Board Chair
Guy Peckham
Jean Morgan

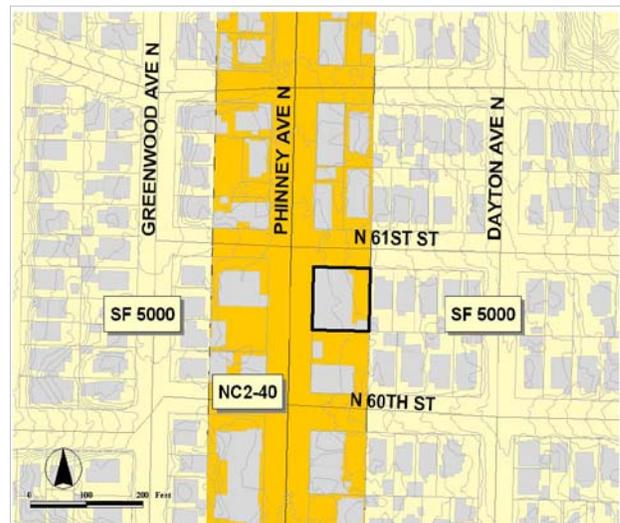
Members Absent: Joe Giampietro
Bill Singer

DPD Staff Present: Marti Stave, Land Use Planner

SITE & VICINITY

The subject site is located in Seattle's Greenwood/Phinney neighborhood, on the southeast corner of the intersection of Phinney Ave N and N 61st Street. The property is 10,000 square feet in area, and is currently developed with a single story commercial building, a small storage building, and surface parking for six vehicles.

The site is virtually flat, however the Phinney Ave N corridor rests on a natural ridgeline that extends north from the Fremont neighborhood to



Greenwood, near North 85th Street. East of the site is Green Lake and looking west are views of Ballard, the Puget Sound, and the Olympic Mountains.

The site is zoned Neighborhood Commercial with a height limit of 40 feet (NC2-40). This zoning designation extends approximately two blocks north and south of the site along the Phinney Ridge corridor. To the east and west of the commercial corridor the zoning changes abruptly to Single Family with a minimum lot area of 5,000 square feet (SF5000).



Development in the surrounding area includes a mix of structures and uses including single and multi-family residential, and retail and office commercial. At present, uses on-site include The Daily Planet (antiques), Rooster's Breakfast Club, Chef Liao Asian Garden, and the Phinney Ridge Cleaners.

PROJECT DESCRIPTION

The project proposal is for demolition of the existing structures and construction of a four-story commercial and residential structure with below-grade parking. The design concept presented includes approximately 2,706 square feet of ground level commercial space, 18 residential units, and below grade parking for 23 vehicles. Vehicle access to the site is proposed from N 61st Street.

DESIGN PRESENTATION

At this second Recommendation Meeting on **September 14, 2009**, the project team confined the bulk of their presentation to the manner in which they addressed the 14 recommendations from the initial Recommendation Meeting held on February 23, 2009. Key characteristics of the current design include relocation of the residential entry from N 61st to the Phinney Ave N side between the two commercial spaces; additional setback of the upper (4th level); increased use of brick at the base to better reflect traditional neighborhood building features; concrete lintels and window caps; glass canopies at staggered heights at the street for greater transparency and light penetration; relocation of rooftop patio; simplified color and material palette; and, reduction in height of north stair tower. Specifics of these details are found in the body of the discussion below and summarized at the end under the Board's recommendation from the February 23rd meeting.

PUBLIC COMMENT

Approximately forty members of the public attended the meeting. Additional public comment, forwarded by mail and email along with all project documents and reports may be found in the project file, MUP 3006773. The file is available for review at the Public Resource Center, Seattle Municipal Tower, 700 Fifth Avenue, Seattle WA, 98124. Design related packets and reports can be found on the Design Review Program website, [Design Review Program](#). While not all attendees signed the sign-in sheet, and not all attendees offered public comments, comments captured by the Board members and

DPD staff and are presented below. The Recommendation Meeting was scheduled for both of the available time slots. All public attendees to the meeting were present by 6:45 pm. No others arrived after this time.

- Design looks better, particularly the increased upper level setback; concern about ADA accessibility to trash room; concern about location of below grade garage exhaust vent at the southeast corner closest to single family homes; appreciate new material palette but would like concrete to be more like terra cotta; concern that Norway Maples at Phinney N are too large for that location; wants driveway access to be on Phinney Ave N; concern about lack of parking for commercial uses pointing to eight existing spaces for existing business.
- Architects have made a lot of improvements; would like to see a deeper recess at the corner for increased gathering space; wants access driveway to be from Phinney Ave N; concerned that updated plans not available before meeting to comment on width of proposed driveway and required site triangles; likes the glass canopies but would like to see them higher to prevent claustrophobic effect; commented that guideline A-8 [related to access] applies equally to 61st N as well as Phinney Ave N resulting in inconsistent application of guidelines; suggested there is evidence of historical curb cut on Phinney Ave N.
- Appreciates that architect studied the neighborhood and incorporated local design elements; particularly likes the increased use of brick, the increased setback of the upper level and the relocation of the rooftop garden; the access driveway needs to change; renderings provided by the architect do not show the view to the east down N 61st and the single family homes; the south stair tower still looks like a monolith; applicant needs to show code compliance for driveway slope, width and site triangles; wants the driveway to be located at the southwest corner of the property [on Phinney Ave N]; believes process is flawed because of confusing notice of Design Review board meeting time.
- Concerned about ADA access to trash room.
- No buildings look like proposed building; neighborhood buildings are all brick; doesn't like contemporary design, building doesn't fit into the neighborhood; concerned about location of trash room and garage exhaust close the adjacent neighbors; the driveway is in a dangerous location; doesn't like balcony railings; doesn't like parking strip plantings; wants artwork; wants a high-end building.
- Appreciates the changes made by the architects especially the increased brick; would like panelized wood material on the east façade to be all one color [maybe all green]; appreciates the extra setback at the top level; wants the driveway moved to Phinney Ave N; wants something similar to existing trees at east property line to be planted.
- Thanked architect for the design changes; corner commercial space needs to be bigger; driveway should be moved to Phinney Ave N; doesn't like wood panelized material on the east façade – would like more brick; wants the concrete plinths to be well done.
- Would like to see window [or other transparency] in the south stair tower.
- Wants to have driveway on Phinney Ave N and wants to see rationale from Board in this regard.
- Wants to have driveway on Phinney Ave N.
- Likes the design as proposed and thinks the access driveway is in the most appropriate location.

EARLY DESIGN GUIDANCE

The Early Design Guidance meeting was held on October 8, 2007, at which time board members visited the site, considered the analysis of the site and context, and identified design guidelines of highest priority for this project. The applicant applied for the MUP (Master Use Permit), July 29, 2008, which initiated early land use, zoning and SEPA review. The first Recommendation Meeting was held February 23, 2009.

Summary of Board Early Design Guidance, October 8, 2007

The Northwest Design Review Board unanimously agreed that the applicant should move forward to the recommendation stage of Design Review, with particular attention paid to the following important guidelines and guidance:

1. **The design needs to create a good transition from commercial site to single family zoned properties along the east lot line.** This will be a particularly important issue to address in the next iteration of project design. The residential units along the east property line should be above, rather than at, the (same) level as the single family residential uses to the east. The design should take more steps than shown in the EDG packet to further ease the transition in height, bulk, and scale above the ground level, facing the structures to the east. The bulk of the structure massing should be directed more towards Phinney Ave N, and should “to the fullest extent possible” mitigate and relieve the potentially “very harsh” scale conditions between the two distinct zones. **A-5: Respect for Adjacent Sites; B-1: Height, Bulk and Scale Compatibility.**
2. **Parking garage access should be from N 61st Street, rather than Phinney Ave N.** The Board was unanimous in this guidance. The curbcut should stay on the northeast corner of the lot, along N 61st Street. Phinney Ave N should be designed as a pedestrian, retail oriented, street with no curbcuts. **A-4: Human Activity; A-8: Parking and Vehicle Access.**

BOARD DELIBERATIONS AND RECOMMENDATIONS (February 23, 2009 and September 14, 2009)

For the purposes of this report, the Early Design Guidance given by the Northwest Design Review Board is followed by the February 23rd recommendation meeting discussion and recommendations in **bold** lettering. Board members had a number of priority concerns at this recommendation stage of design review (February 23, 2009), and all agreed that the design team should return for a second recommendation meeting. The following items/groupings were immediately identified in Board deliberations:

- The massing of the building
- Transparency along N 61st Street
- Residential entry and location
- Garage entry location on N 61st Street
- Building materials and color
- Viable commercial and pedestrian space along Phinney Ave N

The second Recommendation Meeting was held on September 14, 2009.

Summary of Design Review Board Recommendations, February 23, 2009

1. The corners and floating balconies, specifically the corner at N 61st Street and Phinney Ave N, are problematic and need more design exploration.
2. Explore other location options for the residential entry and the walkway area on N 61st Street.
3. Develop lower eye-level street level elevations and 3-D sketches for the next recommendation meeting.
4. Study the issue of upper level design along the east elevation in more depth and provide, at the next recommendation meeting, the following: (a) solar studies using solstice dates rather than equinox dates, (b) design studies that show the building stepped back at the upper level, and (c) different material and design options for the upper level(s).
5. The two tower elements, on the north and south elevations, currently create too strong of a visual image; the massing of these elements should be softened and/or reduced.
6. The materials palette, the varying heights of the building, and the numerous color exchanges appear to be too much for the relatively small scale of development and should be simplified and/or reduced. The applicant should combine the materials, add a stronger base, and create a greater simplicity of building form.
7. The Board recommended the applicants work more with the color and detail of the brick material.
8. Expand the brick masses and massing with treatments that offer variety and interest, and offer a more transparent and cohesive treatment of the brick openings.
9. The design of the canopies along the streets should be more welcoming, more accessible (transparent) and not one continuous flat element from end to end. The Board would like to see the façade designed in a way that weathers changes over time; more open, more flexible, more adaptable for various types of tenants over time.
10. Board members would like the applicants to explore other options for placement and location of the residential entry and walkway area.
11. The Board encourages the applicants and developer to work with the community or the existing tenants to design viable commercial areas that provide retail spaces the community would like to see more of, such as restaurant uses.
12. The Board encourages the applicant to incorporate a dedicated shaft in the building for the possibility of restaurant-type uses at the street level.
13. Plantings should continue to be continuous low level plantings, and the applicants should continue to work with SDOT to determine the types of trees, whether coniferous or deciduous.
14. Open space on the rooftop should shift to align more prominently along the west portion of the building to protect the privacy of eastern properties, to offer more sun exposure in the afternoon for rooftop patio users, and to locate residential noise closest to the noise of the arterial (Phinney Ave N).

Board deliberations and recommendations from the **September 14, 2009 Recommendation Meeting** follow those from the first Recommendation Meeting and are in *italics*.

A. Site Planning

- A-2 **Streetscape Compatibility** – The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

- A-3 **Entrances Visible from the Street** – Entries should be clearly identifiable and visible from the street.
- A-4 **Human Activity** – New development should be sited and designed to encourage human activity on the street.
- 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.
- A-8 **Parking and Vehicle Access** – Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.
- A-10 **Corner Lots** – Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The Board encouraged the applicant to reconsider the project concept with greater emphasis on a street level design that supports pedestrian activity along both Phinney Ave N and N 61st Street. The goal is to ensure that the corner is developed in a way that recognizes the need for pedestrian safety, comfort, protection from natural elements, and interest in the structure and (potential) use. The corner should also enhance and support vibrant retail-oriented street level activity; such as currently exists in the immediate vicinity.

The relationship of the proposed structure to the adjacent and lower residential zoned property is a major issue for this site. The design of the structure and its massing should be placed, as much as possible, along Phinney Ave N, and stepped back along the east property line to minimize not only bulk and scale issues along the single family zone, but to minimize shadow impacts on the adjacent structures and public areas (see Summary of Board Guidance, item no. 1).

The Board stated that Phinney Ave N is not a suitable location for a curbcut and garage access onto the site. The applicant should show options for placing the garage entrance at some point along N 61st Street, as in Scheme One (see Summary of Board Guidance, item no. 2).

Board members discussed the proposed design for the corner elements in detail. In general, the Board concluded that the corners and floating balconies, specifically the corner at N 61st Street and Phinney Ave N, are problematic and need more design exploration. The corners are symmetrical on both sides, the north and south ends are similar and the canopy and cantilevered deck above are unresolved. Earlier design guidance strongly suggested that the corners deserve special treatment, and Board consensus is that the design does not reflect a satisfactory corner entry and does not visually ground the building well.

The Board added that the design for the two corners detract from the architecture of the building and creates an unpleasant transition at the corner. A retail entry with a balcony overhead is not a desirable design from the pedestrian perspective – there should be more separation between commercial uses at the ground level and residential uses above; each use needs more privacy and

separation. The Board suggested that the applicants take cues from positive examples of corner treatment and transitioning that currently exists on Phinney Ridge and in other neighborhoods.

The proposed residential entry area on N 61st Street was also discussed at length. The Board wants the applicant to explore other location options for the residential entry and the walkway area on N 61st Street. A suggestion was that the residential entry could be pulled off N 61st Street and combined with the commercial space on Phinney Ave N in such a way that would be friendly and more inviting. This would enable the commercial space to extend around the street corner. The planter space along Phinney Ave N, shown between the commercial units, does not appear to be necessary to the design and could be removed to allow additional commercial space. The Board is concerned that the proposed upper shape of the building dictates how the retail space works at the street level, which limits the flexibility of the commercial space. The applicants should incorporate a strong (commercial) base in the entire design, and bring the building to the sidewalk along Phinney Ave N.

Board members agreed that the garage entrance should remain in the current location, along N 61st Street. The Board noted that the issue of access was extensively discussed at the EDG stage of design, and that, among other things, moving the garage entry from N 61st Street would constrict viable pedestrian and commercial frontage on Phinney Ave N.

The Board recommended the applicants develop lower eye-level street level elevations and 3-D sketches for the next recommendation meeting. The objective is to show more of what will truly be seen from a pedestrian standpoint.

For the benefit of members of the public, Board members explained that no off-street parking is required for commercial uses given the current design. The parking requirement is based on each individual space/business rather than the total provided commercial area, and since each of the commercial spaces is currently less than 1500 sq.ft. in area, no parking is required.

At the Recommendation Meeting of September 14, 2009:

While the two corners of the west façade remain symmetrical, the brick base has been extended upward to form the appearance of a two-story base creating greater separation of the residential balcony and the retail entry below. The balcony railings have been changed from cable to a more traditional metal picket type railing. The building design and materials now incorporates features found in more traditional buildings in the neighborhood such as concrete plinths and concrete window caps. The Board cautioned that, although these may traditional in nature, unless done well they will not stand the test of time.

The Board was pleased to see that the residential entry was relocated to the Phinney Ave N side between the two commercial spaces and recessed the required ten feet. This allows for a more viable and flexible commercial space at the corner.

The Board discussed at length the location of the garage entry and noted the neighborhood opposition to the location on N 61st. The Board concluded that given the Seattle Municipal Code development standard, the direction given by the Design Guidelines and their past recommendations on this issue

[vehicle access] for other projects, they prefer to remain consistent with their many past recommendations in which they have disallowed driveway access from commercial arterials where the pedestrian realm and sidewalk continuity is significantly interrupted. The Board agreed that locating the driveway access on Phinney Ave N would reduce the size and viability of any commercial space on the ground level and they also agreed that safety issues of locating the access on Phinney Ave N were equal or worse than locating it on N 61st.

B. Height, Bulk and Scale

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.

The project should develop alternative massing and setback schemes to clearly show how the design will create a good Height, Bulk and Scale relationship to the east. At the next stage of design review, the applicant should present solar studies with shadow diagrams of the site and surrounding area.

Two key height, bulk, and scale items were discussed during the deliberations portion of the meeting: the upper level design along the east elevation; and the two stair tower elements.

The upper level on the east side of the building could be stepped back (i.e., at least approximately 10' on the east side at the upper level as suggested by nearby residents), but at this point the Board feels more information is needed. The Board questioned whether stepping the building back at the highest level would make a positive difference in shadow and privacy improvements for single family residences to the east. It could be that any combination of design changes might positively affect properties to the east, such as material changes at the top level, the addition of a distinct cornice, and/or stepping the building back. However, in order to make a decision one way or the other about stepping the building back further at upper levels, the Board wants the design team to study this issue in more depth and provide the following at the next recommendation meeting: (a) solar studies using solstice dates rather than equinox dates, (b) design studies that show the building stepped back at the upper level, and (c) different material choices and design options for the upper level(s).

The two tower elements above the main roof, on the north and south elevations, currently create too strong of a visual image. The massing of these elements should not dominate the roof, but should be softened and/or reduced. This could be accomplished by a change in the color and materials of the stair towers, by shifting the towers inboard and away from the sidewalk (on the north side), by designing a stronger base into which the tower(s) could land, by adding glazing on the landing, and/or by bringing the parapet height of the tower(s) down.

The Board noted that it would be beneficial, from the pedestrian standpoint, to shift the stairwell and tower along N 61st Street back, thereby improving the pedestrian connection from Phinney to the lobby. This connection should be open and visible at-grade. The Board feels that this would activate the street better along N 61st Street and break up the massive feeling of the building. The Board added that the expression of the stair as an architectural element is not helping the building at present.

There was discussion about setting the building back, at any level, along Phinney Ave N. Some members of the public felt that situating the bulk of the mass of the building along Phinney Ave N presents a “canyon effect” along the arterial. Board members concluded that there is significantly more value in setting the building back on the east side to offer a transition for single family residences, and no need to change the elevation along the west side.

At the Recommendation Meeting on September 14, 2009:

The Board was pleased to see that the design of the upper (4th) level was further setback an additional four feet on the east façade providing more privacy for the adjacent neighbors. The solar studies provided as requested seemed inconclusive as to whether the additional setback resulted in any reduction of shadowing. However, the Board and the attendees appeared please with the result.

The reduction in the height of the north stair tower results in a more pleasing and less imposing design of the north façade. Because of building code requirements there appeared to be little that could be done to ameliorate the effect to the south stair tower. After considerable discussion of alternative design approaches the Board decided to accept the design of the south stair tower as presented.

C. Architectural Elements and Materials

- C-1 Architectural Context – New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.**
- 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 context.**
- C-3 Human Scale – The design of new buildings should incorporate architectural features, element and details to achieve a good human scale.**
- C-5 Structured Parking Entrances – The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.**

Board members stated that the types and quality of architectural elements and materials is particularly important in mixed-use structures. The Board wants to see conscious attention to design details and massing that clearly makes a good transition from commercial to residential use. This will go a long way in easing public concerns that the design of the structure is “too modern” for the Phinney neighborhood.

The Board wants to see the design maintain the current character that exists along Phinney Ave N as much as possible. This includes strong consideration for masonry materials at the ground level along both street frontages.

The Board agreed that vehicular access to the site should be visually minimized and cause as little disruption to pedestrian circulation around the site as possible. And as such, the Board stated that they would be inclined to grant a departure request that minimized such elements as driveway and curbcut width, and sight triangle standards that fall below normal code requirements.

The Board found the materials palette, the varying heights of the building, and the numerous color exchanges appear to be too much for the relatively small scale of development and should be simplified and/or reduced. Board members agreed with public input and recommended the applicants combine the materials, add a stronger base, and create a greater simplicity of building form – reduce the volumes of weight and materials. Strong elements, such as a firm base and a continuous cornice line, are needed to tie the design together. The Board suggested, for example, removing the option of metal siding and replacing with wood grain, or, shifting to three primary elements along with an associated shift in massing.

The Board is concerned with the proposed color of the brick samples as being too dark. As a response to public input and as reflected in the neighborhood, the Board recommended the applicants work more with the color and detail of the brick material (lighter hues and tones of the masonry). Additionally, related to the detail of the brick material, the Board would like the applicants to expand the brick masses and massing with treatments that offer variety and interest, and offer a more transparent and cohesive treatment of the brick openings, such as expressed headers across windows, brick patterning, continuous cornice line with detail, etc. This is particularly needed with the north and south elevations.

The Board would like to see the design of the canopies along the streets be more welcoming, more accessible (transparent), and not one continuous flat element from end to end. The Board would also like to see the façade designed in a way that weathers changes over time; more open, more flexible, more adaptable for various types of tenants over time (i.e., roll-up doors, more openings, etc.). Board members offered that a more traditional building design would function better over time.

At the Recommendation Meeting on September 14, 2009:

The Board was very pleased in the simplified palette of colors and materials. The design of the building now appears more substantial and attuned to neighborhood character. In response to neighbor comments, the Board recommended that the color palette on the east façade be reduced even further, eliminating the wood paneling in favor of a material the same color as the top level.

The canopies at street level are now glass in a metal frame increasing transparency and adding light to the storefronts. Removable concrete kick plates have been added to the commercial spaces to provide more flexibility for potential commercial tenants. Venting shafts are provided for each commercial space allowing for the possibility of restaurant tenants.

D. Pedestrian Environment

- 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.**
- D-2 Blank Walls – Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where high retaining walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.**
- D-5 Visual Impacts of Parking Structures – The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.**
- 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-11 Commercial Transparency – Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank wall should be avoided.**

The applicant should avoid blank surfaces along both street frontages, and the south façade. Where unavoidable they should be treated with landscaping (i.e., trellising); material texturing; employing small setbacks, indentations, form-board patterns, or other means of breaking up the wall; or adding special lighting or overhead treatments.

Commercial and residential entryways should be sufficiently lighted, present safe and secure areas, and offer protection from inclement weather. The residential entry should be pronounced and clearly defined, distinct from commercial entryways. Strong consideration should be given to street level pedestrian-scaled signage, lighting, and street furniture. Commercial spaces should be transparent and open to direct visual connection between pedestrians on the sidewalk and the activities occurring in the interior of a building. The applicant should show, in the updated design concept, maintaining the viability of the smaller retail spaces pattern along Phinney Ave North. Continuous overhead weather protection should be provided adjacent to all sidewalk areas.

Board members discussed, at length, the design of the residential entry. Board members would like the applicants to explore other options for placement and location of the residential entry and walkway area. The usable space for the residential area should be more people-oriented – more

friendly and inviting. Board members suggested changes such as moving the residential entry to the southwest corner of the building, thereby allowing the commercial space to extend around the northwest street corner. The Board is concerned that the upper shape of the proposed building dictates how the retail space works at the street level, which limits the flexibility of the commercial space. The proposed design for the housing entry does not present a noticeable value to the building or the design.

Board members concurred that the vehicle entry should not be moved from N 61st Street. The Board noted that moving the vehicle entry onto Phinney Ave N, as suggested by members of the public, would further constrict viable pedestrian and commercial frontage on Phinney. The issue was extensively discussed at the EDG stage of design, and at the time the Board gave clear direction to maintain street level and commercial viability along the Phinney frontage. The Board also noted, however, that design detail along the N 61st Street needs further work.

The commercial viability of the spaces as designed along Phinney Ave N was discussed. The commercial storefronts should be designed in a friendlier manner, such as with more openings to the street, roll-up doors, etc., (as noted in the previous section). The Board encourages the applicants and developer to work with the community or the existing tenants to design viable commercial areas that provide retail spaces the community would like to see more of, such as restaurant uses.

The Board recognized strong public sentiment for a restaurant in the commercial space. The Board encourages the applicant to incorporate a dedicated shaft in the building for the possibility of restaurant-type uses at the street level. The shaft should extend from the commercial space to the roof for ventilation of a high fire-related exhaust shaft. The Board also stated that this issue is less a design related issue and more a land use issue.

At the Recommendation Meeting on September 14, 2009:

As noted above, the refined design includes the relocation of the residential entry to the Phinney Ave N façade and is recessed to provide additional privacy. This removes the necessity for a ramped entrance which presented problems for accessibility. The relocation increases the viability of the corner commercial space adding more transparency and flexibility for commercial tenants.

See above for discussion of the location of the vehicle access driveway.

As noted above, in response to neighborhood desire to see a restaurant(s) occupy the commercial space, the design now includes restaurant standard exhaust shafts to the roof to enable that use.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites – Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

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.

The Board looks forward to reviewing a high-quality, well programmed and well landscaped residential amenity and right-of-way design. The design of the east side of the structure should be softened with setbacks and landscaping, and the Board wants the applicant to give strong consideration to the protection and retention of the existing vegetation to help mitigate adjacent privacy.

Board members support the current configuration of landscaping along both streets. Plantings should continue to be continuous low level plantings, and the applicants should continue to work with SDOT to determine the types of trees, whether coniferous or deciduous. (The Board noted that it is up to SDOT to determine whether coniferous trees should be planted in the public right-of-way. If the public is more interested in seeing conifers along the stretch of N 61st Street, SDOT should be consulted directly.)

Open space on the rooftop should shift to align more prominently along the west portion of the building to protect the privacy of eastern properties, to offer more sun exposure in the afternoon for rooftop patio users, and to locate residential noise closest to the noise of the arterial (Phinney Ave N). Board suggestions included mirroring the rooftop patio area in the greenroof module area, and/or including a public walk area around the rooftop. The priority, again, is to protect privacy along the east elevation.

At the Recommendation Meeting on September 14, 2009:

In response to the Board's direction to consult with the Urban Forester responsible for the city's street trees, the landscape design now includes the following street trees: Norway Sunset Maples for Phinney Ave N and Katsura trees for N 61st which the Board agreed were appropriate choices for those locations.

The design of the rooftop patio area has now shifted more to the west to help protect the privacy of the neighbors to the east. The applicant noted that the green roof area is not to be used for recreation but is for stormwater collection.

DEVELOPMENT STANDARD DEPARTURES

LAND USE CODE STANDARD	PROPOSAL	RATIONALE FOR REQUEST	BOARD GUIDANCE AND RECOMMENDATION
<p>Non-residential street level requirements 23.47A.008.B.2.a.</p> <p><i>60% of the street-facing façade between 2' and 8' above the sidewalk shall be transparent.</i></p>	<p>Requests reduction to 54% on the east façade adjacent to N 61st.</p>	<p>It is a less commercial area, and the transparency is concentrated on the commercial space; the necessity of locating the trash collection area on this façade.A-1; A-6</p>	<p>The Board agreed that with necessity of utility uses on the side of the structure that the departure is reasonable. The Board unanimously approved the request.</p>

After discussion of the 14 conditions imposed from the February 23, 2009 meeting, the Board concluded unanimously that the applicant had adequately met each of the conditions. The three Board members in attendance unanimously recommended approval of the project and the requested departure with the following conditions:

Condition #1: The Board directed the applicant to work with the adjacent neighbor to the east to reach a solution agreeable to both parties with regard to the property line landscape screening.

Condition #2: The color and material palette for the east elevation should be simplified, possibly by carrying the upper level green color to the lower levels.

Condition #3: The applicant is directed to find an alternative location for the garage exhaust that has less impact on the adjacent residential properties.

Condition #4: The applicant is directed to look for ways to increase the detail on the concrete elements at the base and lintels.

The Board noted the public comment regarding code compliance for the proposed driveway width, slope and site triangles and requested that the department ensure that these elements comply with the Land Use code development standards.

The Board noted the public comment regarding code compliance for ADA standards for the entire building including the trash room and requested that the department ensure that these elements comply with the Land Use and Building code standards.

Marti Stave
Land Use Planner
Department of Planning and Development