

Current Development: The existing site is vacant with grass and a few ornamental trees and shrubs. The site slopes approximately 30 feet down from the alley to 14th Ave W.

Access: There is no vehicular existing access to the site. The site is bordered by an alley on the east and 14th Ave W on the west.

Surrounding Development: Surrounding development includes predominantly three to four story multi-family buildings with a few single family structures nearby. Most of the buildings have covered surface parking at the alley, and/or tuck-under structured parking accessed from 14th Ave W.

ECAs: The site is located in a Potential Slide Environmentally Critical Area, and a 1000' Abandoned Landfill Methane Buffer Environmentally Critical Area. These ECAs will require DPD Geotechnical review.

The area is characterized by a steady slope from the top of Queen Anne hill on the east, down to the Interbay area to the west. The immediate vicinity is dominated by 3-4 story multi-family structures constructed from approximately 1950 to the present. A few single family structures are located nearby. The architectural character is varied.

14th Ave W is a split street, separated by a vegetated embankment. A pedestrian stair crosses this embankment at W. Raye Street, north of the site. Although 14th Ave W is split, there is no indication that the street is a one-way street on either side of the split.

Neighborhood Character: The platting pattern in this area is irregular and follows the hillside. The blocks are relatively long measured north-south, and the alleys don't always intersect with the streets at a 90 degree angle. The alley behind this site is accessed via two entries from Gilman Drive W. and 13th Ave W. at the south, or Prosch Ave W. at the north.

The area includes sidewalk, curb, and gutter, and appears to have a high level of pedestrian activity in spite of the narrow sidewalks. Frequent transit service is located at 15th Ave W, one block to the west.

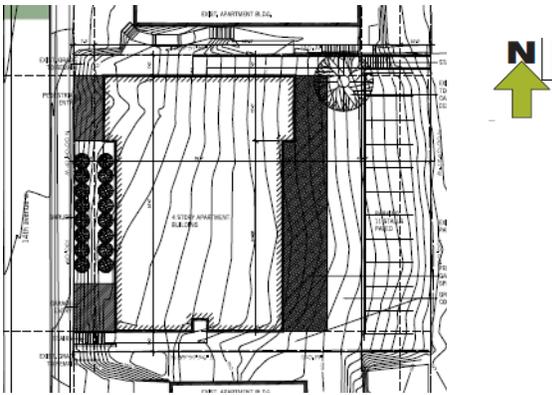
The slopes in this area offer views to the west, including Elliott Bay to the southwest.

PROJECT DESCRIPTION

The proposed development includes construction of a four story apartment building with 28 units and 23 parking spaces. Some parking would be located in structured parking accessed from 14th Ave W, and some parking would be surface parking accessed from the alley.

DESIGN DEVELOPMENT

Three alternative design schemes were presented. All of the options include a four-story stacked apartment building with a pedestrian and garage entry at 14th Ave W and surface parking at the alley. The applicant noted their sustainability goal is Built Green four star.

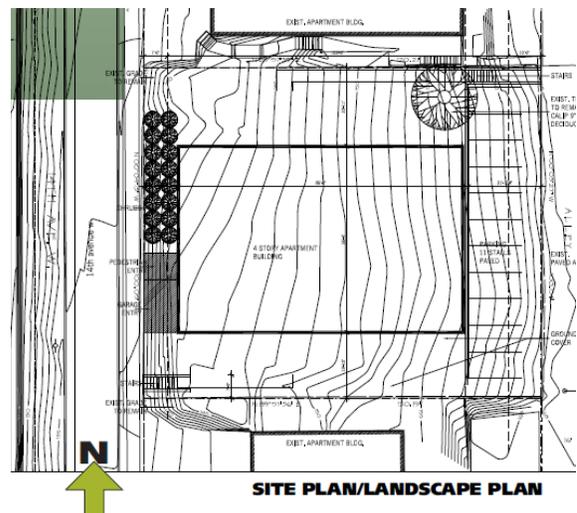


The first scheme and applicant-preferred scheme (Design Concept A) showed a wider building with more street frontage, located closer to the front property line. The massing allowed a larger open space at the east side of the building, with surface parking located close to the east property line. A 150 square foot rooftop deck was shown on the north portion of the building. The pedestrian entry was shown at the north side of the 14th Ave W street front, with the garage entry shown at the south side of this street front. Beneficial aspects of this

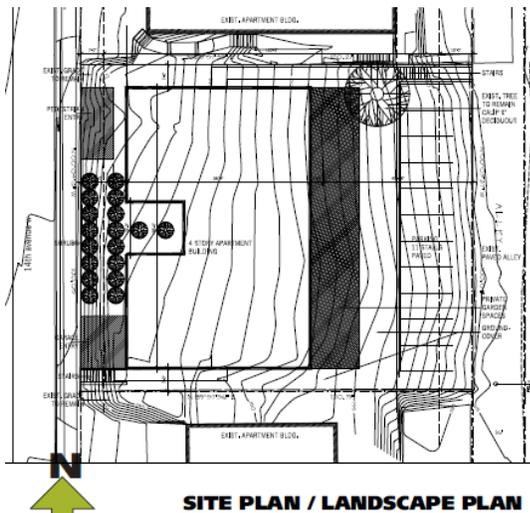
option include a defined street wall, large potential for views to the west for residents of this building, the larger building mass is located to the west to allow views across the site from above, the roof deck would be located to maximize views, and large open space on the east side of the site. Cons included a lack of views for rear-facing residents and a structure

closer to the side property lines.

The second scheme (Design Concept B) showed a structure with narrower street frontage that extended further toward the east property line. The pedestrian and garage entries were shown combined near the south end of the 14th Ave W street frontage. Beneficial aspects of this option include a greater light and air for adjacent neighbors to the north and south, and more views through the site on either side of the building. Cons included more units facing north and south with impacts to existing neighbors' privacy, limited views for proposed residences to the west, less opportunity for



combined open space areas on site, potential for blank walls on the west façade, and larger excavation impacts to the slope.



The third scheme (Design Concept C) showed a structure with similar massing and entries as Concept A, but with significant modulation in the center of the west façade. Beneficial aspects of this option included a reduction in bulk and scale, with more corners to allow views for future residents. Cons included an increase in the building envelope which results in cost and energy inefficiency, and fewer dwelling units could fit within the envelope.

PUBLIC COMMENT

Approximately three members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

- Objected to any proposed development on the site, aside from a park or public open space.
- Clarification that nearby structures include condos, not just apartments.
- Concerned about traffic safety at the alley and 14th Ave W, and the potential parking impacts from the proposal.
- Concerned about the lack of public open space in this area, and the loss of this site as an informal neighborhood open space.
- Concerned about the impacts to the slope and ensuring the construction maintains slope stability.
- Concerned about the potential noise impacts from the rooftop deck and parking garage access.
- Concerned about impacts to privacy (to the north and south)
- Clarification that trash is collected at 14th Ave W and at the alley
- The proposed building should be located at a west setback consistent with the street wall at 14th Ave W.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

A. Site Planning

- 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.**

At the Early Design Guidance Meeting, the Board directed the applicant to design the proposal to respond to the character of the streetscape and street wall on 14th Ave W. The proposed massing should be located to respond to existing conditions. For example, the Board noted that the front setback doesn't necessarily have to match the structures on either side, but should reflect the nature of the overall street wall for this block. At the Design Recommendation meeting, the Board would like to see a context analysis of the street wall and existing front setbacks for structures on the east side of 14th Ave W between Gilman Drive W. and W. Barrett St. The applicant should demonstrate how the proposed massing responds to this context.

The Board also discussed the applicant's intent to design for sustainability (Built Green four star). The applicant should indicate how sustainability goals relate to the proposed massing design and the slope.

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

At the Early Design Guidance Meeting, the Board noted that in addition to the comments for Guideline A-1, the applicant should design to provide adequate sight triangles at the 14th Ave W driveway. The sidewalk is narrow, and the retaining walls and high bank condition make clear sight triangles a necessity at this site.

- 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.**

At the Early Design Guidance Meeting, the Board directed the applicant to design in response to street wall context described in A-1, and also design the north and south facades of the building to sensitively address privacy impacts to the adjacent neighbors. The Board noted that the larger windows on the east and west facades and smaller windows on the north and south facades are a positive step in the right direction.

- A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.**

At the Early Design Guidance Meeting, the Board discussed the need for sufficient programmed residential open space on the site. The open space should be designed to provide usable gathering areas for residents.

- 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.**

At the Early Design Guidance Meeting, the Board noted that in addition to the sight triangles discussed in response to Guideline A-2, the driveway should be designed with pedestrian safety as a focus, and landscaping and other design efforts to reduce the visual appearance of the garage entry.

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 anticipated development potential of the adjacent zones.**

At the Early Design Guidance Meeting, the Board responded that the proposed height bulk and scale appears to be appropriate, but the placement of the massing needs additional consideration in response to the street wall context and slope. See Guideline A-1 for additional direction.

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.**

At the Early Design Guidance Meeting, the Board noted that in addition to comments for Guideline A-7, the applicant should include a green roof, given the visibility of the roof from properties uphill of the site. The pedestrian entry should be clearly identifiable from the garage entry and be designed as a building amenity. Possible enhancements include a bench, distinct canopy, landscaping, special paving, and interesting materials.

- 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.

At the Early Design Guidance Meeting, the Board directed the applicant to design the garage entry door in a high quality interesting material that is architecturally compatible with the overall building design. The garage entry door will be a highly visible component of the streetscape façade, making careful design of this element especially important.

- 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.**

At the Early Design Guidance Meeting, the Board noted this as an important item, given the narrow street and alley access, and the presence of the garage on the street front. The applicant should provide more information at the Recommendation stage of review about how recycling/trash collection will be stored and collected. The rooftop mechanical screening is also important, given the visibility of the roof from nearby properties.

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.**

At the Early Design Guidance Meeting, the Board directed the applicant to design landscaping to enhance privacy and mitigate visual impacts to the adjacent neighbors.

- 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.**

At the Early Design Guidance Meeting, the Board noted that in addition to the guidance for A-8, the retaining walls of the driveway and building entries should be designed to provide human scale and visual interest. This may include materials, surface treatment for concrete, or green walls.

- 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.

At the Early Design Guidance Meeting, the Board discussed the applicant's intent to design for sustainability (Built Green four star). The applicant should indicate how sustainability goals relate to the proposed design and the slope, with particular attention to stormwater detention/retention, vegetation, and green walls.

The slope introduces challenges for the site, including views from nearby properties, provision of usable outdoor open space at grade and on the roof, and pedestrian access across the site. The applicant should demonstrate how the proposed design responds to these challenges. The Board noted that the high bank condition at 14th Ave W should include a variety of plant materials.

DEVELOPMENT STANDARD DEPARTURES

No development standard departures were identified at the Early Design Guidance meeting.

BOARD DIRECTION

At the conclusion of the EDG meeting, the Board recommended the project should move forwards to MUP Application in response to the guidance provided at this meeting.