

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

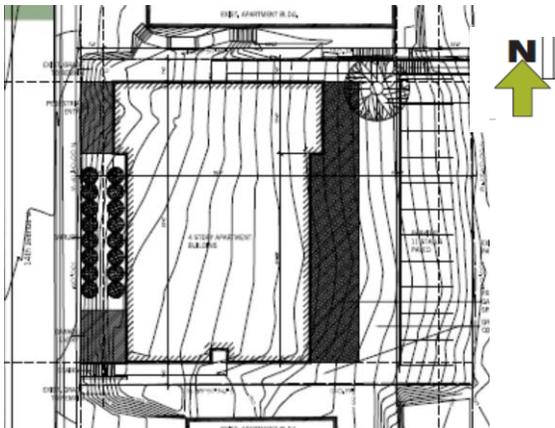
The proposed development includes construction of a four story apartment building with 28 units and 23 parking spaces. The parking would be located in structured parking accessed from 14th Ave W.

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.



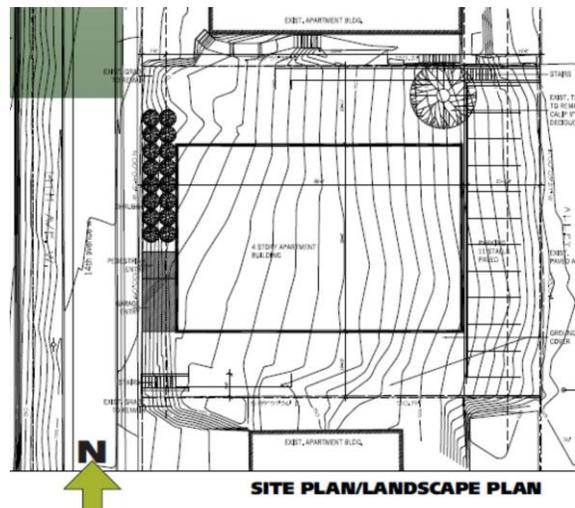
The first scheme and applicant-preferred scheme (Design Concept A) showed a wider building with more street frontage, located closer to the front property line. The massing allowed a larger open space at the east side of the building, with surface parking located close to the east property line. A 150 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

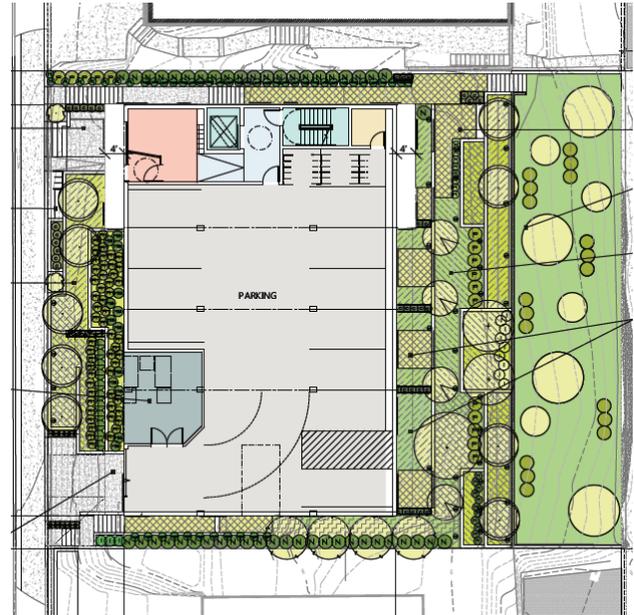


DESIGN DEVELOPMENT

The applicant described the development of the proposed design, based on the first scheme shown at EDG. Further development of this concept was based on responding to the context of nearby residential front setbacks, the context of slopes and vegetation at the alley, and minimizing impacts to the residences immediately to the north and south of the proposal.

The applicant noted a last minute change to parking, in response to the Land Use Code requirements. The parking was modified to be located entirely within the building, accessed from a single curb cut at 14th Ave W.

Landscaping was shown between the building and the alley.

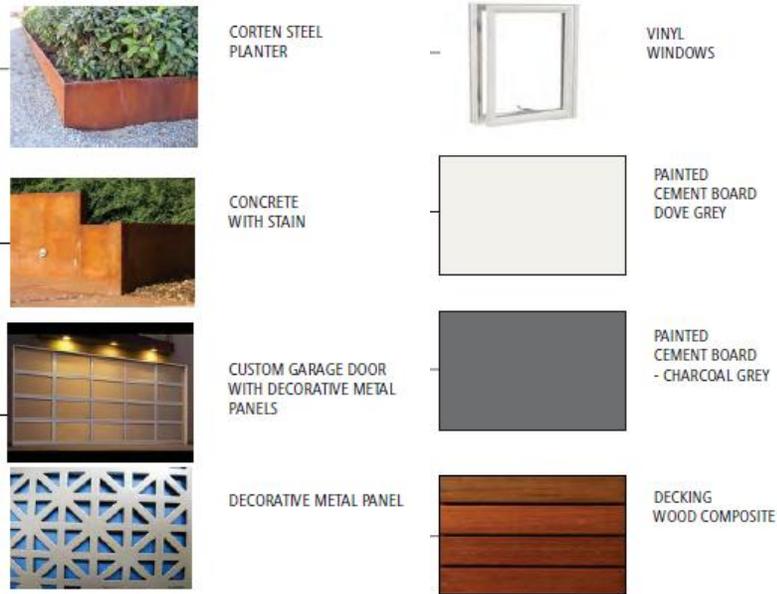


LANDSCAPE PLAN AT GROUND LEVEL



The proposed open space for the development was shown at grade and on the roof. The front setback was shown with stepped landscaping planters. The rear setback included private patios for residences at grade, with retaining walls and layered landscaping in the slope up to the alley. The north and south sides of the proposal were shown with bamboo to screen adjacent residences and provide privacy. The roof deck was shown on the north side of the building with a small green roof on the northeast corner.

The applicant explained that the proposal was designed to minimize impacts to privacy of adjacent residences. The majority of windows were shown on the east and west facades. On the north and south facades, windows were mostly off-set from adjacent residences' windows. Where the proposed windows are directly across from existing windows, frosted



glass would be used in that portion of the proposed windows.

The proposed material palette included cementitious siding in panels and lap siding application, vinyl windows, painted beams at the residential entry, concrete and corten steel planters, and a decorative metal mesh garage door.

PUBLIC COMMENT

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

- Opposed to the proximity of the proposed building to existing residential units to the north and south (impacts to light and air, views)
- Concerned about potential construction impacts such as pavement damage in the street and alley, construction noise, construction parking, etc.
 - DPD staff indicated that these are impacts that will be reviewed by DPD but are not within the Design Review Board purview. Any comments about these items should be sent separately to the Land Use Planner.
- The stairs on the north and south sides of the proposal will run directly in front of residential units at grade. The planting should be done to buffer existing residences from these privacy impacts
- Concerned about the potential noise from the garage door at the southwest corner of the building, given the proximity of existing residential units.

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 recommendations. The Board identified the Citywide Design Guidelines 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.

At the Final Recommendation Meeting, the Board extensively discussed the front setback. The Board was undecided about whether the front setback responded sufficiently to the context of nearby structures on 14th Ave W. The proposed front setback varied from 12-16'. The minimum required setback is seven feet. The average setback of nearby structures appeared to be approximately 22', with buildings as close as 5' to the front property line, or as far away as 34'.

Moving the building further back from the street would provide additional light, air, and views for the adjacent west-facing residents, and would provide a better pedestrian environment at the narrow sidewalk on 14th Ave W. However, moving the building back would create less light and air for east-facing residents and residents across the alley, and would place more of the building mass directly across from the residences to the north and south.

The Board also discussed the nearby context of street front development is building setback occupied by surface parking stalls, which is not a desirable street front condition. The proposed development including stepped planters and a well-designed entry will create the context for a well-designed streetscape.

The Board was undecided about whether increasing the front setback would provide a measurable overall benefit for nearby residents or the street front design, and therefore they declined to recommend any condition to increase the front setback.

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.

At the Final Recommendation Meeting, the Board expressed some concern about the height of the planters in the sight triangle area. The Land Use Planner explained that the zoning reviewer had indicated this will meet maximum height within the sight triangle as long as the plantings are kept very low.

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.

At the Final Recommendation Meeting, the Board expressed support for the efforts to minimize impacts to privacy of adjacent neighbors, such as off-set windows, frosted glass where windows are not off-set, and tall landscaping at the north and south property lines.

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.

At the Final Recommendation Meeting, the Board didn't discuss this item specifically, but was pleased with the overall landscape design concept.

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.

At the Final Recommendation Meeting, the Board noted that the choice of garage door operating system should be based on minimizing noise impacts to the adjacent residents,

but they noted that noise impacts may be conditioned through SEPA review for this application.

The Board was pleased with the pedestrian focus of the street frontage, including the stepped planters, interesting materials in the garage door, landscaping, and the pedestrian 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.

At the Final Recommendation Meeting, the Board didn't discuss this item specifically, but was pleased with the overall design concept and roof forms.

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.

At the Final Recommendation Meeting, the Board didn't discuss this item specifically, but was pleased with the overall design concept.

- 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.

At the Final Recommendation Meeting, the Board didn't specifically discuss this item, but expressed appreciation for the scale of the front façade. The proposal meets this Guideline.

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.

At the Final Recommendation Meeting, the Board was concerned with the proposed recycling and trash collection location, with the bins rolled out to the sidewalk for collection. Given the narrow sidewalk, it's particularly important that there is a space for the bins on trash collection days. The Board recommended that the applicant create an area adjacent to the sidewalk to allow storage of the bins on collection days, in an area clear of the sidewalk. The Board indicated that it would be acceptable to remove some of the landscaped planter areas in order to provide this staging area.

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.

At the Final Recommendation Meeting, the Board expressed some concern about the proposed use of bamboo at the north and south property lines, and the potential for this plant material to spread and cause damage to nearby structures. The Board

recommended a condition to use containers or impermeable barriers to prevent bamboo roots from spreading and causing damage.

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.

At the Final Recommendation Meeting, the Board felt that the retaining walls and building entries were sufficiently designed to provide human scale.

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.

At the Final Recommendation Meeting, the Board recommended a condition to prevent bamboo damage to adjacent structures or invasive spreading, as described in response to Guideline E-1.

DEVELOPMENT STANDARD DEPARTURES

No development standard departures were requested.

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review packet dated November 16, 2011, and the materials shown and verbally described by the applicant at the November 16, 2011 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and

reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design. The Board recommends the following CONDITIONS (Authority referred in the letter and number in parenthesis):

1. The proposed development shall include an area designed for storage of solid waste bins on collection days, where the bins will not obstruct the sidewalk. (D-6)
2. Any bamboo shall be non-spreading variety, or planted with containers or barriers to prevent spreading roots. (E-1, E-3)