



EARLY DESIGN GUIDANCE OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3013913

Address: 12706 33rd Avenue Northeast

Applicant: Wayne Ivary, Ivary and Associates, Architects

Date of Meeting: Monday, May 20, 2013

Board Members Present: Joe Hurley (Chair)
Ivana Begley
Salone Habibuddin
Christina Pizana
Martine Zettle

Board Members Absent: None

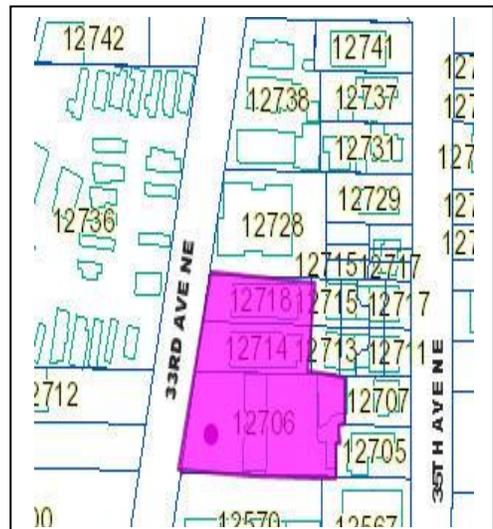
DPD Staff Present: Tami Garrett, Senior Land Use Planner

SITE & VICINITY

Site Zone: Neighborhood Commercial 3 (NC3-65) & Lowrise 2 (LR2)

Nearby Zones: North: NC3-65 & LR2
South: NC3-65 & LR2
East: LR 2
West: Commercial 1 (C1-65)

Lot Area: 37,492 square feet (sq. ft.)



Current Development: The project site contains three existing structures: a one-story recreational building (Aqua Dive Pool) and two one-story apartment buildings.

Access: Vehicular access to the project site is possible from 33rd Avenue Northeast and from an existing ingress/egress easement at the adjacent property immediately north of the project site (12728 33rd Avenue Northeast).

Surrounding Development: Surrounding development includes a mix of single family homes, multifamily residential buildings, and small to medium-sized commercial buildings. The site abuts single-family residences and townhouse developments to the east; a three-story apartment building and townhouse development to the north; and an office building and apartment building to the south. There are several commercial uses (retail, restaurants, grocery stores, etc.) in the immediate vicinity of the project along Lake City Way Northeast. A three-building mixed-use residential/commercial development (“Solara Apartments”) is across 33rd Avenue Northeast to the south. A multi-purpose store (“Fred Meyer”) is one block north of the site. Two multi-story Seattle Housing Authority (SHA) residential properties (“Lake City House” and “Lake City Village”) are south of the site abutting the 33rd Avenue Northeast block front.

ECAs: The site’s existing topography is characterized with grades descending gradually approximately 19’ from the east to the southwest corner of the property. The southwest corner of the site is mapped Environmentally Critical Areas (ECAs)-ECA3 Riparian Corridor.

Neighborhood Character: The project site is located within the Lake City Hub Urban Village, one block east of Lake City Way Northeast. The general character of this block along this street is a mix of small office buildings, multi-story multifamily residential developments and some newer mixed-use buildings containing commercial and parking at ground-level/below grade with residential units placed at the upper floor levels. At present, there is a modest amount of commercial activity along 33rd Avenue Northeast. Also, several surface parking areas accessory to commercial businesses fronting along Lake City Way Northeast are situated and accessed via 33rd Avenue Northeast. Consequently, the minimal amount of commercial business activity fronting along the west side of 33rd Avenue Northeast detracts from a pedestrian-friendly streetscape. The neighborhood is in transition to becoming more pedestrian-oriented, with pedestrian sidewalks installed along the west side of 33rd Avenue Northeast. There are civic buildings (library, community center, etc.), retail shops, restaurants and grocery stores in the area concentrated along or near Lake City Way Northeast: all within walking distance of the site.

PROJECT DESCRIPTION

The proposed project is for the design and construction of a mixed-use structure with five levels of residential use (161 units) over ground-related commercial (5 live-work units or retail), and two levels of parking (159 stalls) partially below-grade.

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DESIGN DEVELOPMENT

The applicant (Wayne Ivary with Ivary & Associates) began his presentation by providing a historical background of past development efforts at the project site. He explained that, on September 21, 2009, a mixed-use proposal (#3010576) was presented to the Northeast Design Review Board (DRB) by a different design firm (Myhre Group Architects). The Northeast DRB at that time supported the applicant's preferred design scheme (Option #3); identified the priority design guidelines; and, recommended that the applicant proceed to the Master Use Permit (MUP) application stage. Further development of the proposal was halted and no MUP application for that proposal was submitted to DPD. The project property was then sold to the current owner which, in turn, had hired a new design team (Ivary & Associates).

Three alternative design schemes were presented to the Board for their consideration. The project team's design development goals were to create a mixed-use residential building utilizing the initial design work along with past response comments/direction from the Board and City Staff. All three options presented included a six-story mixed-use structure with one ground-related level of commercial (retail/live-work) and five stories of residential above the base. Onsite parking, accessed via two locations abutting 33rd Avenue Northeast (garage drive and ingress/egress easement), was proposed for all three design schemes.

The first scheme (Option 1) was a refinement of the prior applicant's preferred design scheme previously identified as Option #3. Massing above the first street level depicts a modulated front façade offering some terraced upper level outdoor residential amenity area facing the street. This "C-shaped" building mass included upper level massing setback along all facades. Mass of the upper levels has two corridor ends that surround an upper level central courtyard oriented to the east. No portion of the proposed building mass extended into the identified LR2-zoned area. This option included 175 residential units, seven live-work units and a retail space at grade, 159 parking stalls within the partially below grade garage. This design would require code departures for vehicle access, live-work street-level street-facing façades and non-residential street-level floor-to-floor height requirements.

The second scheme (Option 2) also showed a "C-shaped" building mass with upper levels surrounding an upper level central residential courtyard oriented to the east. This building mass included modulated stepped offsets along the west-facing street-front façade that extended from the street-level continuing along the upper levels. This design illustrated a portion of the

building mass extending into the LR2-zoned area of the site. The scheme was comprised of 161 residential units, six possible live-work or commercial tenant spaces at grade and 136 parking stalls within the garage parking levels. This design would necessitate design departures from vehicular access and live-work street-level street-facing façades requirements.

The third and applicant preferred scheme (Option 3) also included a “C-shaped” building mass with design features similar to those mentioned above for option 2; however the upper levels surrounding an upper level courtyard area was oriented to the south. This scheme consisted of 161 residential units, five possible live-work or commercial tenant spaces at grade and 130 parking stalls within the two garage parking levels. This design would also necessitate design departures from vehicular access and live-work street-level street-facing façades requirements.

The EDG packet includes materials presented at the EDG meeting, and is available online by entering the project number (3013913) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The EDG packet is also available to view in the project file (project number 3013913), by contacting the Public Resource Center at DPD:

Mailing Public Resource Center

Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

Approximately thirteen members of the public attended this Early Design Guidance Review meeting. The following comments, issues and concerns were raised (with Board/applicant response in *italics*):

- Property owner and residents from the neighboring apartment development (12728 33rd Avenue Northeast) north of the project site:
 - Distributed photos showing existing site conditions between the project site and their property pertaining to the ingress/egress easement area.
 - Explained that the ingress/egress/utility easement was negotiated with the prior owner of the project site. Stated that the intent of easement was to encourage a more interior design to capture the light, allow service vehicle access (i.e. fire department) and utility service. Stated that the easement was not intended to be used as ingress or egress for 80 cars.
 - Concerned that increased vehicular traffic utilizing the proposed driveway will create a safety hazard to the residents at the apartment development-especially the children that play onsite.

- Concerned about light and glare impacts from vehicle headlights directed towards apartment units and vehicular noise disrupting existing residents' peaceful environment.
- Concerned about the proposed location of the trash room.
- Concerned about shadow impacts associated with the height of a seven-story building.
- Encouraged the creation of more courtyards to reduce the design's building mass and establish a softer building edge. Mentioned the Lake City Village development as a good example to emulate.
- Concerned about the commercial spaces-sense that commercial use may not be appropriate at the project site.
- Stated the proposal should accommodate parking for the proposed commercial uses onsite.
- Concerned the construction of the seven-story building will assist in creating a "canyon-like" effect along 33rd Avenue Northeast.
- Questioned where the proposed points of vehicular access would occur from.
Both points of access would occur from 33rd Avenue Northeast.
- Supportive of live-work as a proposed commercial use. Feels the commercial use with large storefront glazing would encourage more "eyes on the street" and would be highly desirable.
- Supportive of the applicant's preferred scheme (3rd Option) in comparison to what was originally proposed. Liked the larger courtyard with the exposure to the south.
- A representative from the Lake City Community Council:
 - Commended the architect for incorporating design elements (balconies, modulation, decks) that creates opportunities for people to be outside. Stated the design should activate the street and more eyes on the street will be beneficial.
 - Encouraged the inclusion of plaza and landscaping similar to the plaza and landscape design followed at the SHA property to create a continuity of providing a friendly pedestrian open space/landscape area along 33rd Avenue Northeast.

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.

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1. **Design Concept, Consistency and Massing:** The design of the new building should be compatible with the anticipated scale of development, respectful of adjacent properties and complement the architectural character and siting pattern of neighboring buildings.
 - a. The Board agreed that the preferred design scheme Option 3 is a good concept and supported the basic direction of the design development. However, the Board had several concerns related to height, bulk, scale, and architectural consistency:

apply required landscaping (green factor) to the front of the proposed building. (A-2, E-1)

- c. The Board acknowledged that all visible blank walls (north and south facades) will need to be addressed. The Board expects to review details pertaining to any landscaping and/or design treatments proposed to address this concern at the Recommendation phase. (D-2, E-2)
- d. The Board was very concerned about a downward sloping condition (pit) being created to manipulate grade to accommodate future non-commercial (live-work) and the main residential entrances at the northernmost portion of the building street-facing façade. The Board also recognized that this design could impact visibility of the entrances from the street, create an unsafe condition for pedestrians and create a challenging transition to the building entrances from the street. At the next EDG meeting, the Board expects to review drawings with details (finished floor levels shown in relation to sidewalk grades) to understand how all ground-level uses/entrances will relate to the street and resolves the abovementioned concerns. (A-6, D-1, D-7, D-12)

3. Vehicular Access:

- a. The Board voiced strong opposition for a design that includes two vehicular driveway access points and stated that the applicant needs to provide more information to justify a code departure to allow two access curb cuts from the street edge. Situating one vehicular access driveway to the south edge of the site is preferred. However, the Board acknowledges additional information is necessary before the Board can offer any design feedback. Therefore, the Board expects to review an enhanced site plan that clearly delineates the easement configuration/dimensions, turning radius, existing easement encroachments (gate location, parking spaces, etc.) and proximity of the existing residential building (lobby, entrance, stairs, etc.) to the north. (A-5, A-8, D-1)
- b. The Board supported a design that screened the trash/recycling within the structure and away from the pedestrian right-of-way. However, the Board voiced several concerns pertaining to the absence of information explaining how direct access to the aforementioned area would occur. The Board commented that sole access via the existing ingress/egress easement would potentially be problematic and may not be the optimal solution. The Board stated further analysis of the garage access by residents and non-residents (trash collection) and review of best practices in terms of trash/recycling removal is necessary. The Board expects a diagrammatic demonstration on the circulation concept for trash access at the next EDG meeting. The Board also requested that the applicant explore a design concept that also moves the trash/recycling service area to the south. (C-2, D-6)

DESIGN REVIEW GUIDELINES

The Neighborhood specific and supplemental guidelines by applicable sub-areas (North Neighborhood Planning Area, Hub Urban Village, North/South Street (33rd Avenue Northeast (NE

125th Street to NE 130th Street)), and Natural Areas) within the North District/Lake City design guidelines are summarized below. For the full text please visit the [Design Review website](#).

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.

North District/Lake City Guidelines – specific supplemental guidance (Natural Areas):

- Consider expanding vegetated setbacks along both riparian edges, and by bringing more of the creek out of pipes and to the surface (daylighting) where possible. New development is encouraged to increase the protection of Thornton Creek and its tributaries by integrating this natural resource. Landslides, runoff and erosion should be reduced by avoiding development on steep slopes.
- 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.
- Design departures may be considered when designing for the protective measures listed above (departures might include: lot coverage, reduced open space requirements, reduced setbacks, etc.).
- Provide open spaces, such as a pedestrian viewing area or platform(s) and/or landscaped setbacks along a ravine edge, possibly using both public sidewalk and adjacent private property setbacks where they are available. Design departures may be considered when designing to incorporate ground floor pedestrian activities that relate visually to the creek ravine, and incorporates similar native flora found in the adjacent creek ravine.
- Improve pedestrian and visual access to the ravine edge along Lake City Way and on the north and south sides of the creek where redevelopment occurs to enhance the planning area, providing pleasant pedestrian experiences and educational opportunities.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

North District/Lake City Guidelines – specific supplemental guidance (Hub Urban Village):

- Encourage welcoming, slightly recessed main building or shop entrances consistent with a traditional storefront design.
- Clearly indicate main entries to new commercial and multiple family residential buildings through design, material changes, lighting and street visibility.

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

North District/Lake City Guidelines – specific supplemental guidance (Hub Urban Village):

- For large developments, consider pulling back from the street edge for open spaces, such as plazas or gracious fore-courts, provided continuity of the building definition of the street is not excessively interrupted along the majority of the block.
- Maximize the solar exposure of open spaces to the extent possible.
- Locate open spaces intended for public use at/or near street grade to promote a physical and visual connection to the street and sidewalk.
- Link outdoor spaces with walkways to create a network of open spaces within and around the project site.

North District/Lake City Guidelines – specific supplemental guidance (33rd Avenue Northeast):

- Create diversity in the block building face or wall by adding small pedestrian indentations for seating, outdoor eating.
- Pedestrian-friendly building entrances should face 33rd Avenue Northeast. Consider orienting the building to define the public street and civic spaces in this area and to encourage walk-in traffic.
- Wider sidewalks are encouraged with planting strips and natural system approaches to drainage due to the proximity of Little Brook Creek.

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 Guidelines – specific supplemental guidance:

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

North District/Lake City Guidelines – specific supplemental guidance (Hub Urban Village):

Pay special attention to projects on the zone edges in the Hub Urban Village, such as between Northeast 125th and 130th Streets and on the eastern boundary of the urban village for example. Incorporate vegetation to buffer and provide significant visual screening where privacy for adjacent sites is an important concern.

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-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

North District/Lake City Guidelines - specific supplemental guidance:

“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.

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.

North District/Lake City Guidelines - specific supplemental guidance:

Sensitive Edge Transitions--Surrounding residential neighborhoods add immeasurably to the health and strength of the North Neighborhoods/Lake City Community. They are part of the essential mix that achieves neighborhood vitality, and as far as possible, these areas should be protected from intrusive design and use.

Careful siting, building design and massing at upper levels should be used to achieve a positive transition at sensitive edges. Factors that can lead to the need for transitions include:

- Zoned intensity – differences in intensity can result from allowed structure height, density and/or lot coverage (the map on page 2 shows where zone edges occur in the planning area).
- Topographic changes – when the more intensive zone is at a higher elevation than the less intensive zone.
- Larger lots adjacent to predominantly smaller residential lots.

Combinations of edge factors can increase the need for design features to create a positive transition, especially when the lots in question are abutting. Sensitive edges can be partially mitigated when street rights-of-way or alleys can provide some of the needed transition. 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.
- Including pitched roofs, sloping roofs, dormers and/or gables of a size compatible with adjacent residential structures.
- Using exterior siding materials that are compatible with residential structures.
- Locating features such as open space on the zone edge to create further separation and buffering from the less intensive zone.
- Avoiding placing decks, patios and windows in direct view of neighboring residences to preserve privacy.
- Planting dense, evergreen trees (such as Western Red Cedar or Douglas Fir) and other vegetation to create a continuous green buffer between the structure and adjacent less-intensive residential-zoned properties.
- Providing upper-level setbacks to limit visibility of floors above the height of existing smaller-scaled development (single family homes are typically 30 feet tall), adjusting accordingly for a specific site.
- Setting back the structure from the property line of less intensely zoned areas.

Departures--Within the Hub Urban Village, when design methods are used to create a positive transition along sensitive edges, departures from development standards may be appropriate to offset a significant loss of development opportunity.

North District/Lake City Guidelines - specific supplemental guidance (Hub Urban Village):

- Along commercial streets employ simple, yet varied masses, and emphasize deep enough window openings to create shadow lines and provide added visual interest. Monolithic buildings lacking articulation are discouraged.
- 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.
- Design structures to appear less overwhelming at the street level, for example, consider giving emphasis to the horizontal dimensions of taller buildings.
- 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.

C. Architectural Elements and Materials

- 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 facade walls.

North District/Lake City Guidelines - specific supplemental guidance (Hub Urban Village):

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 Guidelines - specific supplemental guidance (Hub Urban Village):

- Design buildings when possible to encourage multi-tenant occupancy and walk-in traffic at the street level.
- Generous street-level windows and entrances will animate the street.
- 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.
- Establish a rhythm of vertical and horizontal elements along the street-level façade. For instance, the regular cadence of display windows and shop entrances enhances the pedestrian experience.
- Use design elements such as exterior light fixtures, blade signs, awnings, and overhangs to add interest and give a human dimension to street-level building façades.
- Provide continuous overhead protection for pedestrians in the core commercial areas between 28th and 35th Avenues Northeast, and between Northeast 123rd and 130th Streets.
- Transparent materials, allowing light to penetrate to the street, should be considered for overhead protection.

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 Guidelines - specific supplemental guidance:

Signs in the North District Neighborhoods--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.

Signage should be designed to:

- integrate with the architectural concept of the development in scale, detailing, use of color and materials, and placement;
- reflect the pedestrian scale of the neighborhood;
- add interest to the street level environment; and
- reduce visual clutter.

Specific preferences include:

- Blade signs attached to a building façade
- Creative, detailed, artistic and unique signage
- Signs with lighting attached or monument signs (e.g., drop lights over a sign)
- Signs located no more than 20 feet from the ground

These types of signs are discouraged:

- Large illuminated or animated box signs
- Post-mounted signs

North District/Lake City Guidelines - specific supplemental guidance (Hub Urban Village):

- Consider each building as a high-quality, long-term addition to the Lake City neighborhood; exterior design and building materials should exhibit permanence and quality appropriate to an urban setting. A well-built structure contributes to a more pleasant and humane built environment.
- Employ especially durable and high-quality materials at the street level, minimize maintenance concerns, and extend the life of the building. Examples of appropriate building materials for use at the street level include: brick, stone, terra-cotta or tile, and transparent glass. These materials should be applied at a scale appropriate for pedestrian use.
- 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.

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.

North District/Lake City Guidelines - specific supplemental guidance (Hub Urban Village):

- Plazas and vegetated setbacks should be considered on sites located immediately across from and adjacent to natural drainage areas including Thornton Creek.
- Public pedestrian mid-block passage-through sites, plaza and courtyards should be considered in long blocks of commercial or mixed-use developments. Open spaces with pedestrian access that include public art, art as landscape into the design, planted areas and seating areas are also encouraged.
- When portions of a building are set back, consider providing small pedestrian open spaces with seating amenities to create a lively streetscape.
- The use of opaque or highly reflective glass is discouraged.
- Define outdoor spaces using a combination of building and landscape. Scale outdoor spaces for human comfort. Outdoor spaces should be proportioned to their surroundings and envisioned use.
- Appropriate lighting, including at-grade lights, should be considered to help ensure safe pedestrian areas.

North District/Lake City Guidelines - specific supplemental guidance (North/South Streets):

- Wider sidewalks, limited vehicle access, street trees, planting strips, street furnishings, lighting and public art should be provided to define pedestrian connections between local parks, the library, the neighborhood service center and central shopping areas.
- Consider providing signage that includes maps showing local parks and services.

North District/Lake City Guidelines - specific supplemental guidance (33rd Avenue Northeast):

- 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.

North District/Lake City Guidelines - specific supplemental guidance (Natural Areas):

Where Thornton Creek and its tributaries intersect with the Civic Core, Hub Urban Village or Auto Row, a site enhancement at daylighted portions(s) is strongly encouraged. Such enhancements could be incorporated as landscaped open space and as an opportunity to provide pedestrian passageways. Locations include the following:

- 33rd Avenue Northeast mid-block between Northeast 125th and Northeast 130th Streets (Little Brook)

- 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-10 **Commercial Lighting.** Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.
- 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 walls should be avoided.
- 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.

E. Landscaping

- 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 Neighborhoods - specific supplemental guidance:

- 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.

North District Neighborhoods - specific supplemental guidance (33rd Avenue Northeast):

Little Brook Creek could be used to enhance landscaping of new developments on 33rd Avenue Northeast, and at the proposed park site nearby.

- 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 Neighborhoods - specific supplemental guidance:

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.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance meeting, two departures were requested.

1. **Vehicular Access (SMC 23.47A.032.A.1.b.):** The Code states vehicular access is permitted from the street and limited to one two-way curb cut, if access is not provided from an alley and the lot only abuts one street. The applicant proposes two, two-way curb cuts: a curb cut situated across the property boundary line; and, widening an existing curb cut serving the neighboring property to the north in order to expand an existing 15' wide ingress/egress easement an additional 5' creating vehicular access that would straddle the north property line. The applicant proposed this departure to assist in reducing traffic congestion at 33rd Avenue Northeast associated with vehicles entering and exiting the development

The Board indicated they were not inclined to support this departure as proposed. The Board stated one point of vehicular access is preferred and more information is needed related to the existing easement configuration and the neighboring residential building to the north to demonstrate how the proposed departure better meets the intent of specific Design Review Guidelines. (A-5, A-8, D-1, D-7)

2. **Live-work Street Frontage Limitation (SMC 23.47A.004.G.3):** The Code states that in Lake City Hub Urban Villages, live-work units shall not occupy more than 20% of the street-level street-facing façade. The applicant proposes 50% of the street-front commercial space to be categorized as live-work units.

The Board noted that they would be inclined to entertain a departure to allow live-work units to occupy more than 20% of the street-level street facing façade provided that the live-work units are designed to read as commercial uses at the street front and not be residential in appearance. The applicant will need to demonstrate that the floor layout and street-level designs warrants this departure. (C-3, C-4, D-1, D-10, D11)

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the EDG meeting, the Board recommended the project should return to the Board for an additional EDG meeting.