



City of Seattle

Department of Construction and Inspections
Nathan Torgelson, Director



FINAL RECOMMENDATION OF THE NORTHEAST DESIGN REVIEW BOARD

Project Number: 3017439 & 3017341

Address: 3025 NE 130th St. & 3021 NE 130th St.

Applicant: Studio 19 Architects for Gaofeng Duan

Date of Meeting: Monday, April 04, 2016

Board Members Present: Eric Blank
Laura Lenss
Julia Levitt
Blake Williams

Board Members Absent: Ivana Begley

SDCI Staff Present: Colin Vasquez and Josh Johnson

SITE & VICINITY

Site Zone: The development site is split-zoned. The northern parcel is LR2 (Multifamily Residential – Lowrise 2) Lake City Hub Urban Village and C1-65-Commercial.

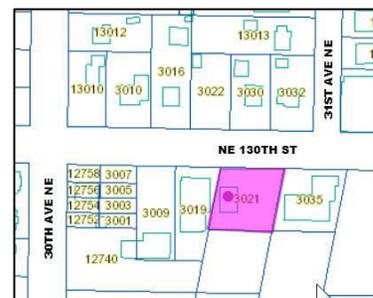
Nearby Zones: (North) Single Family 7200, SF7200
(South) Commercial 1-65, C1-65 (East) LR2
(West) LRC

Lot Area: 9,896 SF

Current Development:

The northern site (3017479)

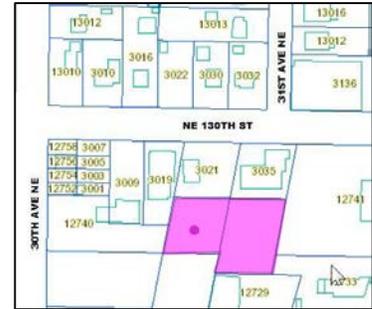
The site located mid-block between Lake City Way and NE 30th Ave on NE 130th St., is currently occupied by a single family house and abuts a low-rise apartment buildings to the east and west, and single family homes to the north.



The lot to the south, which is owned by the same developer, is currently vacant; however, plans are underway to develop a seven story apartment building there.

The southern site (3017341)

This two parcel site is located mid-block nearest to the corner of Lake City Way and NE 130th Street. The site abuts a bank to the east, office and retail buildings to the south, a six story apartment building to the west and small three story apartment buildings to the north. The lot is currently vacant.



Surrounding Development and Neighborhood Character:

Located on NE 130th St, this project sits along the northern edge of the Lake City Civic Core where the transition takes place between the commercial areas and single family neighborhoods. The area blends retail and office spaces and multi-family apartments along Lake City Way and NE 130th Ave with single family homes directly to the north. Existing retail is a mixture of restaurants and stores selling goods and services. The site is a short walk away from a frequent transit corridor, a major grocery outlet, and the center of the civic core.

Zoning and Overlay Designation

The project site is within the Lake City Hub Urban Village and is zoned LR2 and C1-65. Parcels to the east and west are also zoned LR2. The property to the south is with the Lake City Core and is zoned C1-65. To the north are primarily single family neighborhoods with commercial developments as one gets closer to Lake City Way.

Access and Parking:

Pedestrian and vehicle access is currently available from NE 130th Street. There is a 22' ingress/egress easement providing vehicular access to the southern parcel.

Environmentally Critical Areas:

None.

PROJECT DESCRIPTION

The project is comprised of 5 townhome units and 118 apartments with 87 underground parking spaces.

DESIGN DEVELOPMENT

At the Second Early Design Guidance meeting the architect presented three massing alternatives.



The northern site

Option A (viewed from the northeast) — is a staggered rectangular shaped structure with five townhouses in a north to south alignment. The residential entries are elevated on the east facades. The east façade projects on the first and second levels and the third level has a balcony area. The west façade is modulated to create architectural character. Vehicle parking is located within each unit at ground level.

Option B (viewed from the northeast) — is a staggered rectangular shaped structure with varying heights; the five townhouses are in a north to south alignment. The residential entries are elevated on the east facades. The east façade projects on the first and second levels and the third level has a balcony area. The west façade is modulated to create architectural character. Vehicle parking is located within the apartment structure to the south.

Option C (viewed from the northeast) — is a staggered rectangular shaped structure with varying heights; the five townhouses are in a north to south alignment. The residential entries are elevated on the east facades. The east façade projects on the first and second levels and the third level has a balcony area. The west façade is modulated to create architectural character. Vehicle parking is located within each unit at ground level.

The southern site

Option A (viewed from the southeast corner of the site) — is a 7-story, L-shaped structure with 112 dwelling units and no vehicle parking. The ground level residential entry is centered on the northern façade and is accessed by a pedestrian easement across the northern property to NE 130th St. The ground level for the structure would include a residential entry area, management office area, residential lounge, fitness area, and dwelling units. The ground level for the structure would include a trash/recycle and electric vault area, and vehicle parking. Levels 2 through 6 would be dwelling units. Level 7 would include an amenity area and dwelling units. The eastern rooftop area would include an amenity area.

All of the exterior facades have some level of modulation (see the application materials for more details).

Option B (viewed from the southeast corner of the site) — is a 6-story, L-shaped structure with 160 dwelling units and underground parking for 47 vehicles.

The ground level residential entry is centered on the northern façade and is accessed by a pedestrian easement across the northern property to NE 130th St. Vehicle ingress into the site would be from NE 130th across the northern property onto an underground garage and vehicle egress would be from the southeast corner of the structure by a vehicle easement across the eastern property to Lake City Way NE. The ground level for the structure would include a residential entry area, management office area, residential lounge, fitness area, retail space, and dwelling units. The below grade level for the structure would include a trash/recycle and electric vault area, and vehicle parking. Levels 2 through 6 would be dwelling units. The rooftop area would include an amenity area. All of the exterior facades have some level of modulation (see the application materials for more details).

Option C (viewed from the southeast corner of the site) the preferred option — is a 7-story, L-shaped structure with 162 dwelling units and underground parking for 47 vehicles. The ground level residential entry is centered on the northern façade and is accessed by a pedestrian easement across the northern property to NE 130th St. Vehicle access is from the southeast corner of the structure by a vehicle easement across the eastern property to Lake City Way NE. The ground level for the structure would include a residential entry area, management office area, residential lounge, fitness area, and dwelling units. The below grade level for the structure would include a trash/recycle and electric vault area, and vehicle parking. Levels 2 through 6 would be dwelling units. Level 7 would include an amenity area and dwelling units. The eastern rooftop area would include an amenity area. All of the exterior facades have some level of modulation (see the application materials for more details).

Access Opportunities

At the second EDG meeting the Board supported one-way ingress from 130th Street into a shared garage system. Cars would then exit to Lake City Way via an existing easement. The image below from the second EDG meeting illustrates this arrangement. The recommendation packet showed two separate underground parking garages for the townhomes and the apartments. Access is accomplished by two-way drives from 130th and Lake City Way respectively. The applicant's rationale was both a desire from the project developer to separate parking based upon ownership and building code constraints.



The Board reiterated its preference for a connected garage and asked SDCI and the applicant to examine building code alternatives to connect the two garages.

By the Recommendation meeting, the applicant had refined the massing, the composition of the elevations and the relationship to the adjacent uses.

PUBLIC COMMENT

The following comments were expressed at the First and Second Early Design Guidance meetings:

- Concerned about the orientation of the proposal. The units should front on the street and vehicle access should be behind the units.
- Concerned about the shared pedestrian vehicle access.
- Concerned about the volume of pedestrians from the southern adjacent site that would be using the proposed pedestrian/vehicle access. The southern adjacent site should have multiple pedestrian access points and a safe route to Lake City Way.
- Concerned about the proposed vehicle access into the site from NE 130th Ave and out of the site onto Lake City Way.

The following comments were received at the Recommendation meeting:

- The public would like to see an upper level setback for the façade facing Lake City Way. Staff comment: The Lake City guidelines only require this for buildings on Lake City Way between 130th and 123rd.
- 130th is too narrow, with on-street parking travel can be restricted to one lane.
- The public was divided on asking the City to explore making one side of the street no parking area to improve travel lane widths.

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.

FIRST EARLY DESIGN GUIDANCE: August 25, 2014

- 1. Structure Massing, and Site Response.** The Board noted that the proposal needs to give consideration to the existing development surrounding the site. They want the building to set a precedent for the neighborhood. (CS2, CS3, DC1, DC2, PL3-B)
 - a. The Board looks forward to seeing the details for the façade composition; proposed textures, articulation, and building materials to further express the residential units, retail, and ground level vehicle access. (DC1-A, DC1-2, D2-B, DC4-A)
 - b. The applicant needs to provide a ground level design that uses transparency to maximize activation and safe pedestrian experience along the ground level façades. (CS2, PL1)

c. DPD requests a privacy study documenting the visual relationship between the proposed façade fenestration and the adjacent sites. Elevation views should detail existing windows and outdoor space whose privacy will be impacted by proposed development. The location of existing windows should inform the location of proposed windows and landscape screening along the east façade. (CS2-D)

2. Significant/Exceptional Trees. The Board had no information at the Early Design Guidance meeting to address the trees on the site and the design concept. At the next meeting, the applicant needs to address how those trees can be relocated if retention is not feasible. (CS1-D)

a. The Board is unable to comment on the massing concept. The proposal should give particular attention to protecting the existing trees. (DC2, DC3-C)

3. Pedestrian/Vehicle Access and Solid Waste Collection. The Board expressed concern with the proposed pedestrian/vehicle access. They want to see a proposal with more than one option. (CS2-C, DC1-A, PL3-A)

a. The applicant provided no information to the solid waste storage location. The applicant needs to address this at the next design review meeting. (DC1-A, DC1-C, PL3-A)

4. Colors and Materials, Safety and Security. It is recommended that high quality elements, architectural features, details, and finishes are provided to the Board. Human scale elements provide a strong connection between the project and the public realm. A materials/colors board shall be provided at the next meeting. (DC2-D, DC4-A, PL2-B)

a. The Board noted that the overall design should set a context of visual interest and human scale for all four facades. (CS3-A, DC4-A)

b. Regarding blank walls, it is recommended that any blank walls should include design treatments of high quality elements and finishes to respond to human scale and visual interest. (DC2-B, DC4-A)

5. Security and Exterior Lighting.

a. At the next meeting, the applicant needs to address building security and exterior lighting for the building. (PL2-B-2, PL3-A, DC4-C)

SECOND EARLY DESIGN GUIDANCE: April 13, 2015

Applicant's recommendation response noted in italics.

1. Structure Orientation/Location, Massing, and Site Response. The Board noted that the residential units on NE 130th St need to be oriented to the street. (CS2-C, DC1-A, PL3-B)

a. The pedestrian and vehicle access on NE 130th St needs to be separated. They preferred a design that is a combination of Option A and Option B.

b. The vehicle access should be moved next to the west property line on the northern parcel.

c. Pedestrian access should be along the eastern portion of the northern parcel. Vehicles need to enter from NE 130th St and exit onto Lake City Way NE via easement.

- d. Underground parking for both the townhouses and apartment building should be as proposed under Option B.

The pedestrian and vehicular access has been separated as directed by the Board. The applicant has proposed an alternative vehicle circulation pattern. The townhomes and apartments each have their own garage with two-way access from 130th and Lake City Way respectively. The applicant cited two reasons for the change, a desire to segregate parking by product type and difficulties with the building code. The Board conditioned the SDCI planner and the applicant to work with the building department to resolve those issues and continue to pursue a unified garage system.

Board Response: *The Board still wanted to see the garages connected and directed the applicant to work with the SDCI planner and the building department to connect the two garages. If the garages connect, the Board encouraged the applicant to maintain one-way ingress from 130th with two-way access out to Lake City Way.*

2. **Significant/Exception Trees.** The Board would like to see the Saucer Magnolia (*Magnolia soulangiana*) and the Western White Pine (*Pinus monticola*) retained on the site (see tree #1 and #2, page 21 and 22 of the packet dated March 13th 2015). They also encouraged the preservation of two trees boarding on the east property line although they are not exceptional trees. The Board recognized there are challenges to keeping the Exceptional Trees because their root balls maybe in the way of the underground parking structure. (CS1-D)

Plans presented at the recommendation meeting preserve Tree #1 and the two trees along the eastern property line. The applicant stated they were not able to save tree #2 due to the impacts generated by the underground parking structure.

Board Response: *The Board accepted the applicant proposal regarding the preservation of trees.*

3. **Pedestrian/Vehicle Access and Solid Waste Collection.** The Board complimented the applicant for providing the pedestrian access from NE 130th St all the way through the site to the easement that leads to Lake City Way NE. The associated plaza was well received by the Board. (CS2-C, DC1-A, PL3-A)

Pedestrian connectivity was maintained through the site.

Board Response: *The Board discussed materials for the walkway. A condition was set requiring the pavers to have the appearance of modeled concrete.*

4. **Colors and Materials.** The Board was pleased with the massing, material and color combinations for the proposed design. It is recommended that high quality elements, architectural features, details, and finishes are provided to the Board at the next meeting. Human scale elements provide a strong connection between the project and the public realm.

A materials/colors board shall be provided at the next meeting. (DC2-D, DC4-A, PL2- B)

The applicant presented there elevations and materials board at the recommendation meeting.

Board Response: *Through questioning and deliberation the Board amended the applicant's material choices and set conditions to insure the integrity of the design. These are discussed in further detail in the meeting notes and conditions section of the report.*

5. **Security and Exterior Lighting.** The Board noted that the proposed pedestrian oriented open space along NE 130th St minimized the concern for the site security. The Board did not comment on the exterior lighting.

The applicant presented a lighting plan with ample lighting integrated in to the pedestrian pathway.

Board Response: *The Board discussed the lighting on the pedestrian pathway and noted there were standard code requirements limiting light and glare from a project's lighting.*

RECOMMENDATION MEETING April 4, 2016

1. **Materials.** The Board asked for further refinements to the applicants use and application of materials. (DC2-D, DC4-A, PL2- B)
- a. The recommendation packet shows a brick veneer. The Board conditioned the applicant to either use a thicker 3 5/8" brick material or pay careful attention to detailing, especially the corners of the townhome units.
 - b. Areas marked as Cobblestone or Artic White on the elevations should be replaced with a warmer color palette.
 - c. Three corners of the façade are wrapped in corrugated metal. The Board recommended a condition to strengthen the southeast corner of the building and suggested further use of the corrugated metal similar the building's other corners.
 - d. Members of the public asked for more attention to the apartment façade facing Lake City Way. The Board agreed and asked the applicant to consider a material change at the base or the top of the middle façade element, shown as Cementitious Panel Color: Cobblestone, to break up the building's bulk.
 - e. The Board asked for the concrete pavers used on the pedestrian walkways to have the appearance of modeled concrete.
 - f. The Board asked for a durable wood material where elevations show Composite IPE Plank Siding. They set a condition for a durable material with a 10-15 year color warranty.
 - g. The orange accent piece shown on the corners of the southeast façade should be a high-quality commercial grade exterior product.

- h. The Board asked that all cementitious panels used be Hardie 2.0, 5/8" thick, or a similar product thickness.
2. **Easement.** The Board discussed the use of the easement providing access to Lake City Way. (PL1-B1)
- a. The Board considered asking the applicant to pursue an easement across the bank property at the corner of 130th and Lake City Way, but was reminded that property is not under the applicant's ownership and the owner is unlikely to grant access.
 - b. The Board asked the applicant to consider pedestrian access onto the Lake City Way easement.
3. **Landscaping**
- a. The Board wanted to see a landscape plan with more layering along the pedestrian pathway. (DC3-C)
 - b. Residential entries onto the pedestrian pathway should feature shallow landscaping treatments to create separation between private and communal realms. (PL3-B-4)
4. **Apartment Garage Entry.** The Board discussed the safety of pedestrians crossing in front of the apartment parking garage. (PL2)
- a. Mirrors should be added at the garage entrance.
 - b. The wall dividing ingress and egress should be scaled back or reduced to a recessed column to increase visibility.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-C Relationship to the Block

CS2-C-2. Mid-Block Sites: Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-C Parking and Service Uses

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-C Design

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. 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.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

Recommendations: The recommendations summarized below were based on the plans and models submitted at the April 4, 2016 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the April 4, 2016 public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommended APPROVAL of the subject design with conditions and the requested development standard departure from the requirements of the Land Use Code (listed below). The Board recommends the following CONDITIONS for the project. (Authority referred in the letter and number in parenthesis):

1. Materials

- a. Brick depicted on the elevations shall either be at least 3 5/8" thick or, if veneer is used, careful attention shall be paid to detailing, especially the corners of the townhome units. (DC4-A-1)
- b. Areas marked as Cobblestone or Artic White on the elevations shall be replaced with a warmer color palette. (DC4-A-1)
- c. The applicant shall work with the SDCI planner to strengthen the southwest corner of the apartment building. This may be accomplished through the use of the AEP metal siding present on the other three corners. (CS2-A-2)
- d. The applicant shall either provide a material change at the base or the top of the middle façade, shown as Cementitious Panel Color: Cobblestone facing Lake City Way, to break up the building's bulk. (DC2-D-1)

- e. Concrete pavers used on the pedestrian walkways shall have the appearance of modeled concrete. (DC2-D-2)
- f. Areas marked as Composite IPE Plank Siding on the elevations shall be a durable material with a 10-15 year color warranty. (DC4-A-1)
- g. The orange accent piece shown on the corners of the southeast façade shall be a high-quality commercial grade product rated for exterior use. (DC4-A-1)
- h. Cementitious panels shall either be Hardie 2.0 or of similar thickness. (DC4-A-1)

2. Landscaping

- a. The applicant shall work with SDCI to revise the landscape plan to include more layering along the pedestrian pathway. (DC3-C)
- b. Residential entries onto the pedestrian pathway shall include shallow landscaping treatments to create separation between private and communal realms. (PL3-B-4)

3. Vehicular Access

- a. The applicant shall work with the SDCI planner and the building department to connect the two garages. If the garages connect, the Board encourages the applicant to maintain one-way ingress from 130th with two-way access out to Lake City Way.

4. Apartment Garage Entry

- a. Mirrors should be added at the garage entrance to improve visibility. (PL2)
- b. The wall dividing ingress and egress should be scaled back or reduced to a recessed column to increase visibility. (PL2)

5. Mailbox

- a. The applicant shall work with the neighbors on the placement of a shared mailbox.

6. Updated Plans

- a. Provide updated elevations and rendering prior to issuance of the MUP.

DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departure(s) are 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).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Setback. SMC 23.47A.014	15’ for portions of structures above 13’ in height to a maximum of 40’; and each portion of a structure above 40’ in height, additional setback at the rate of 2’ of setback for every 10’ by which the height of such portion exceeds 40’.	1’5” reduction of the required setback above 60’ for 16% of the north facade	<ul style="list-style-type: none"> ▪ The portion of the building within the ordinance proscribed setback is minimal. Removal of this element would create an oddly shaped apartment unit, detracting from the buildings rectilinear composition. 	Recommended approval

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

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

The packet is also available to view in the file, by contacting the Public Resource Center at SDCl:

Mailing Public Resource Center

Address: 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

Email: PRC@seattle.gov