



**FINAL RECOMMENDATION OF THE
SOUTHEAST DESIGN REVIEW BOARD**

Project Number: 3025113-LU

Address: 4215 South Trenton Street

Applicant: Christine Goodwin, Nicholson Kovalchick Architects

Date of Meeting: Tuesday, January 09, 2018

Board Members Present: Julian Weber (Chair)
Sharon Khosla
Robin Murphy
Charles Romero

Board Members Absent: Carey Dagliano Holmes
David Sauvion

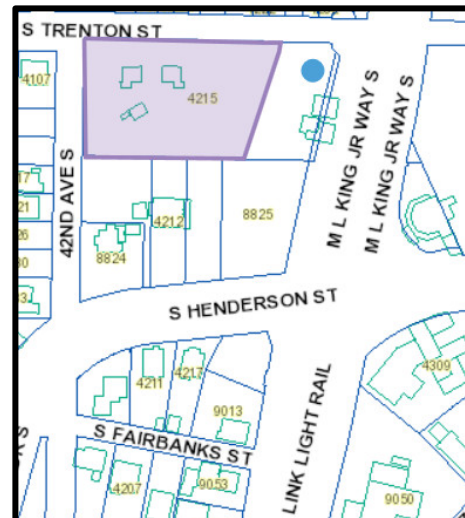
SDCI Staff Present: Tami Garrett, Senior Land Use Planner

SITE & VICINITY

Site Zone: Single Family 5000 (SF 5000)

Nearby Zones: (North) Lowrise 2 (LR2)
(East) SF 5000
(West) SF 5000
(South) SF 5000 and Neighborhood
Commercial 3 Pedestrian (NC3P-40)

Lot Area: 43,828 square feet (sq. ft.)



Current Development:

The project site contains an existing one-story single family residence.

Surrounding Development and Neighborhood Character:

Surrounding development includes residential (single family residences) and commercial use (retail) to the south; and residential uses (townhouse development and single family residences) to the north and the west. Vacant property exists east of the subject site.

This corner property is located within the Rainier Beach Residential Urban Village and is situated on the southeast corner of South Trenton Street and 42nd Avenue South. The character of this block along these two streets is residential. There is a mix of smaller one and two-story buildings comprised of institutional and commercial uses in immediate vicinity of the project along M L King Jr. Way South to the south. The neighborhood character is in transition. Varied architectural styles and building exteriors are present in this area which is moderately pedestrian and transit oriented due to its close proximity to bus transit, light rail and a light rail station (Rainier Beach) along M L King Jr Way South. A City of Seattle owned greenbelt (Chief Sealth Trail) is positioned one block across the streets north and east of the project site (South Trenton Street and M L King Jr Way South).

Access:

Vehicular access to the subject property is possible from both 42nd Avenue South and South Trenton Street.

Environmentally Critical Areas:

The site slopes from the southwest down towards the northeast. Existing vegetation consists of numerous mature trees and overgrowth. Portions of the site (south, west and east boundary areas) are mapped Environmentally Critical Areas (ECAs) Steep Slope.

PROJECT DESCRIPTION

The proposed project is for the design and construction of three, three-story townhouse buildings and three, four-story buildings (34 units total). A total parking quantity of 39 stalls is planned onsite. The existing structure is planned to be removed.

The subject site is proposed to be created under short plat application 3026975 which is currently being reviewed by SDCI. Another parcel subject to this short plat application is east of this project site and involves an EDG application for a townhouse development proposal at 8803 M L King Jr Way South (3027128). Shared vehicular access is also being proposed between the two projects.

This project includes a request to rezone the project site from SF 5000 to NC3-40. The applicant has outlined this rezone intent and related legislation information (identified as the Rainier Beach Neighborhood Plan Update) in the design packet for reference only.

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

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

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

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

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE April 25, 2017

PUBLIC COMMENT

The following public comments were offered at this meeting:

- Representative of the Rainier Beach Action Coalition (RBAC):
 - Felt that the proposed residential project fails to meet the Rainier Beach Neighborhood Plan's purpose and objectives as outlined in the EDG design packet (pg. 5).
 - Encouraged a development that has more opportunities for communal gathering spaces and amenities onsite.
 - Concerned that the development conflicts with the intent of a transit oriented development model.
 - In consideration of Design Guideline CS3.A.3, encouraged a design that does not emulate the townhouse development north of the project site but establishes a positive context for the neighborhood to build upon in the future.
 - Encouraged the design team to utilize neighborhood community groups as a resource to aid in creating a placemaking opportunity (Design Guideline CS3.B.1) for this site which supports the neighborhood's vision.
 - Felt that overall site security and the offsite waste area location should be scrutinized.
- In consideration of the project site's immense size and proximity to the Rainier Beach light rail station, stated it could accommodate non-residential development of a grander scale (i.e. community center, church, supermarket). Concerned that the proposed residential development would hinder the neighborhood's efforts to accommodate future commercial use that would create a vibrant, walkable experience in conjunction with the existing commercial business center surrounding the Station.
- Appreciated the applicant's thorough context analysis of the project site.
- Liked the acknowledgment of Chief Sealth Trail as an integral park site and encouraged further exploration of methods (bike parking, wider paths, etc.) that could establish circulation connections between the Trail and the project site; as well as throughout the site itself.

- Asked the design team to seek opportunities (allowances from the Code or code departures from the Board) that minimize the backing distance required for parking stalls with the intention of providing a greater buffer along South Trenton Street.
- Voiced support for a development that does not include vehicular access from 42nd Avenue South. Encouraged street improvements to the abutting streets to allow for enhanced pedestrian safety.
- Asked the design team to consider providing more affordable residential units on the subject site.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking, traffic and construction impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with building height calculations, affordable housing and bicycle storage standards are addressed under the City’s zoning code and are not part of this review.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

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.

- 1. Design Concept, Architectural Character and Massing:** The design and siting of the new residential development should create a sense of place and establish a desirable context in the Rainier Beach neighborhood and respect adjacent properties. (CS2.A, CS2.C.1, CS2.D.4, CS3.A)
 - a. The Board voiced unanimous support for the preferred design scheme Option 3 and proposed that design scheme Option 3 move forward to Master Use Permit (MUP) submittal with the following guidance:
 - i. In reviewing the Rainier Beach neighborhood context analysis outlined in the design packet (pg. 5) and given the project site’s proximity to the light rail station, the Board agreed with public sentiment that pursuit of a zoning designation that would allow for commercial use is appropriate. The Board acknowledged that it was beyond their purview to provide feedback concerning the rezone aspect of this proposal but did encourage the development team to consider pursuit of a zoning designation that would allow for commercial development at this site. (CS2.A, CS3.A, CS3.B)
 - ii. The Board agreed with public sentiment that it is important that the development be comprised of opportunities for communal gathering spaces and residential amenities. The Board observed in reviewing the conceptual landscape and floor plans illustrated in the design packet (pgs. 30, 32, 33 and

36), that the size/placement of the identified community amenity area on the neighboring residential property to the east and the arrangement of the interior spaces and residential units' ground-level entry locations would not encourage an environment conducive for year-round social interaction amongst all residents. The Board encouraged a development that has more opportunities for communal gathering spaces and amenities onsite and requested that this concern be strengthened in the next design iteration. (PL3.C, DC1.A, DC3.A)

- iii. The Board recognized that due to the existing sloped, vegetated topography and surrounding unimproved streets, development siting would be challenging. The Board requested to review detailed building/site sections and floor plans with focused attention to ground floor livability, accessible entries and second level/terrace connections to the adjacent streets, interior courtyard and south property line. (CS1.C, CS1.D, CS2.B, CS2.D)
- b. The Board stated that future design should be compatible with the existing architectural context and establish a positive context for others to build upon in the future. Thus, the Board advised the applicant to be mindful of the neighborhood context during the selection of exterior materials and color palette. (CS3.A, DC4.A)

2. 42nd Avenue South Streetscape:

- a. The Board stated that the residential development should create a positive connection to the 42nd Avenue South street edge. At the Recommendation meeting, the Board stated that they expect to see an ensemble of elements (lighting, fenestration, landscaping, entries, screening, hardscape, etc.) that addresses security, site connectivity and streetscape character appropriately. (PL1.B, PL2.A, PL2.B, PL2.D, PL3.B, DC2.B)

3. South Trenton Street Frontage:

- a. The Board appreciated the preliminary information concerning the waste/recycling storage location and access that had been illustrated in the design packet (pg. 36) and conveyed in the presentation. The Board observed that the waste storage area would be located offsite near the vehicular entrance abutting South Trenton Street. The Board also questioned if the waste storage area utilized by the residential units on the subject site would be allowed to be located offsite (east site) per the Land Use code. The Board requested that specifics concerning waste storage requirements, location, access and feedback from SDCI and Seattle Public Utilities (SPU) be presented to the Board at the next meeting. (PL1.B.1, DC1.C.4)
- b. The Board reviewed the edge treatment image examples in the design packet (pg. 34); questioned if those examples were an appropriate response to entry sequencing along South Trenton Street; and recognized that the layered access from South Trenton Street to the residential unit's entries required further refinement. It is important that the Board understands the overall streetscape experience along this street in the next design iteration. (CS2.B, PL1.B, PL3.A, PL3.B)

4. Vehicular/Bicycle Parking and Access:

- a. The Board voiced concern that the site circulation is primarily vehicular focused and emphasized that connective opportunities for pedestrians and cyclists is important. The Board stated that this aspect of the design should be strengthened throughout the site and looks forward to reviewing the next design iteration that addresses this concern. (PL2.B, PL2.D, PL4.B.3)

FINAL RECOMMENDATION January 9, 2018

PUBLIC COMMENT

The following public comments were offered at this meeting (with Board and applicant responses in *italics*):

- Commented that there is minimal on-street parking availability surrounding the subject site and asked if guest and/or customer parking spaces will be provided on the site.
The Board Chair clarified that parking requirements are beyond the Board's purview and explained that questions concerning parking requirements/standards should be directed to the SDCI Land Use Planner.
- Expressed concern regarding the safety of the bicycles located in the bike shelter that is being proposed on the neighboring property east of the subject site.
The applicant stated that there is no dedicated bike storage area within those units without garages. Explained that there are opportunities for residents to secure their bikes on their individual stoops.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design. Concerns with off-street parking impacts are reviewed as part of the environmental review conducted by SDCI and are not part of this review. Concerns with bicycle storage standards are addressed under the City's zoning code and are not part of this review.

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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.

- 1. Design Concept, Architectural Character and Massing:** The design and siting of the new residential development should create a sense of place and establish a desirable context in the Rainier Beach neighborhood and respect adjacent properties. (CS2.A, CS2.C.1, CS2.D.4, CS3.A)

- a. The Board evaluated the presented final residential design and concluded that the evolution of the favored massing scheme (Option 3) was an appropriate response to the anticipated scale of development east of the site; and the existing surrounding residential context north, south and west of the subject property. The Board stated that past concerns pertaining to community gathering areas and overall development siting had been addressed appropriately. (CS2.A, CS2.B, CS2.D, CS3.A)
- b. The Board reviewed and discussed the proposed materials and color palette identified in the design packet and on the physical material/color samples' board presented to the Board at the Final Recommendation meeting. Board discussion focused on whether the proposed materials and color palette were supportive of an existing/historic community identity. In general, the Board observed that the neighborhood's character is evolving, appreciated the warm color palette, and agreed that the proposed materiality was appropriate in this context. However, the Board stated that higher quality materials should be incorporated into the design to be compatible with the proposed neighboring development to the east and to establish a desirable precedent for future development to build upon. Thus, the Board recommended a condition that the high-quality base material proposed for the non-residential development immediately east of the project site (brick) be applied to the north elevations of the three residential buildings facing South Trenton Street (Buildings A, B and C) in a well composed manner. (CS3.A, DC4.A)
- c. The Board reviewed, compared and discussed the varied roof forms proposed for the townhouse buildings bordering South Trenton Street (Buildings A-C - flat rooflines) and the site's south boundary line (Buildings D-F - gabled rooflines). The Board focused on the gabled rooflines of Buildings D-F and suggested that this roof form and fascia be explored further; stating that all associated elements of successful drainage infrastructure (cricketing, downspouts, etc.) be shown on the MUP drawings. The Board declined to recommend this guidance as a condition. (CS3.A.1, DC2.B.1)
- d. The Board's comments pertaining to the conceptual lighting design were positive. (DC4.C)

2. 42nd Avenue South Streetscape:

- a. The Board appreciated that the proposed stairway at 42nd Avenue South and landscaping achieved a positive connection between the residential development and the 42nd Avenue South street edge. (PL1.B, PL2.A, PL2.B, PL2.D, PL3.B, DC2.B)
- b. The Board reviewed the west elevations of Buildings A and D. The Board was not supportive of the requested code departure pertaining to blank façade standards for Building D as presented, but recommended a condition as described in requested departure #4. (CS1.C, PL3.B, DC2.B, See Departure #4.b)

3. South Trenton Street Frontage and Streetscape:

- a. The Board reviewed the street-facing and interior facades of the townhouse buildings facing South Trenton Street (Buildings A-C) and offered the following feedback and recommendations:
 - i. The Board expressed concern about the symmetry of the windows on the buildings' east-west interior facades and asked the design team to explore offsetting the windows to further minimize direct sightlines between the

residential units. The Board declined to recommend this feedback as a condition. (PL3.B, DC2.B)

- ii. The Board voiced concern with the mirrored elevations of buildings A (west) and C (east) stating that those elevations should be simplified. Thus, the Board recommended a condition that the cedar siding stripe at the west elevation of Building A and the east elevation of Building C be removed. (DC2.B.1)
- b. The Board reviewed the trash/recycling storage enclosure near the driveway entry abutting South Trenton Street, arranged to straddle the shared property line between the subject site and the neighboring site to the east. The Board understood from the applicant that the presented waste storage enclosure's location/design was not compliant with the Land Use Code storage waste location requirements per SMC 23.54.040.E and confirmed that modifications to this code standard are within the purview of SDCl in consultation with SPU as a Type I Decision-not within the purview of the Board as a code departure request. However, the Board voiced support for the shared trash enclosure, observing that the shared trash enclosure for both properties was a more successful design and sited to accommodate better access for both future residents and service providers (pg. 49). The Board also appreciated the inclusion of high-quality materials (board-formed concrete, cedar siding, perforated metal panel, etc.) at the trash enclosure. (DC1.B, DC1.C.4, DC2.C)
- c. The Board reviewed the entry sequencing for the townhouse unit's primary entries abutting South Trenton Street and appreciated how the design had evolved. The Board learned from the applicant that the ground floor entrances weren't compliant with the Land Use Code street-level residential development standards per SMC 23.47A.008.D and confirmed that modifications to this code standard were being sought as a Type I Decision via SDCl-not as a code departure request to the Board (pg. 48). (CS1.C, PL3.B)

4. Bicycle Parking and Access:

- a. The Board encouraged the inclusion of additional bike parking/storage to be accommodated on the site and within the public realm-South Trenton Street or 42nd Avenue South. The Board understood that any bike racks proposed within the right-of-way (R.O.W.) must be authorized by SDOT. Thus, the Board asked the design team to contact SDOT to obtain authorization to install bike stalls within the public realm, preferably South Trenton Street. The Board declined to recommend this guidance as a condition. (PL4.B)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) were based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s).

At the time of the **FINAL** Recommendation the following departures were requested:

1. **Sight Triangle Requirements (SMC 23.54.030.G):** The Code states that for exit-only driveways and easements, and two-way driveways and easements less than 22' wide, a

sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for a distance of 10' from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb intersection if there is no sidewalk (10' x 10' triangle). The applicant proposed a 16' wide, two-way driveway with structure encroachment (proposed waste storage facility and the northeast corner of Building C resulting in the following reduced sight triangle dimensions:

- a. West side of the driveway – 10' x 6'-1" (departure amount equates to 0' x 3'-11")
- b. East side of the driveway – 10' x 5.5' (departure amount equates to 0' x 4.5')

The applicant explained that the waste storage space was placed in proximity to the street for ease of pickup by the waste provider and in consultation with Seattle Public Utilities (SPU). The proposed screening/landscaping between the storage area and the Trenton sidewalk reduced the impact of this area to the pedestrians and the widened sidewalk along South Trenton Street provides adequate visibility into the driveway.

The Board reviewed this departure request in conjunction with the applicant's departure request for a reduced driveway width (Departure #2) outlined below and supported the applicant's rationale noted above and illustrated in the recommendation design packet. Per the Board, allowing this departure would result in an overall design that would better meet the intent of Design Guidelines PL1.B Walkways and Connections, DC1.B.1 Vehicular Access Location and Design, DC1.C Parking and Service Uses and DC2.B.1 Façade Composition.

The Board unanimously recommended that SDCI grant the requested departure.

2. **Driveway Width Requirements (SMC 23.54.030.D.1.c):** The Code states that driveways of any length that serve more than 30 parking spaces shall be at least 10' wide for one-way traffic and at least 20' wide for two-way traffic. The applicant proposed a 16' wide, two-way driveway. The applicant rationalized that narrowing the driveway width from the code-required 20' width to a 16' width would assist with slowing vehicular movements (speeds) when circulating at the entry point and throughout the site: and the reduced driveway width would increase pedestrian safety near its entrance on South Trenton Street.

The Board considered this departure request and Departure #1 (reduced sight triangle dimensions) concurrently and agreed that this departure would also result in an overall design that would better meet the intent of Design Guidelines PL1.B Walkways and Connections, DC1.B.1 Vehicular Access Location and Design, DC1.C Parking and Service Uses and DC2.B.1 Façade Composition. Thus, the Board unanimously recommended that SDCI grant the requested departure.

3. **Parking Aisles Width Requirements (SMC 23.54.030.E.1 & 2):** The Code requires the minimum aisle width for large stalls to be 24' wide. The applicant requested that the minimum aisle width be reduced from 24' in width to 22' wide. Per the applicant, allowing this departure created a more standard townhouse typology along South 42nd Street with

larger, usable private patios abutting the vegetated sloped area to the south of townhouse buildings D-F. Alternatively, the patios would be reduced 2' in width (from 7.5' to 5.5') if this departure wasn't granted.

The Board considered this departure and communicated that the applicant's reasoning to compromise vehicular movements within the parking area in order to allow for more generous exterior patio spaces was not a strong justification grant this departure. The Board offered various design solutions that would potentially minimize impacts to the affected private patios while meeting this code requirement. Ultimately, the Board unanimously recommended that SDCI not grant this requested departure.

4. **Street-level Development Standards - Blank Facades (SMC 23.47A.008.A.2):** The Code requires blank segments of a street-facing façade between 2' and 8' above the sidewalk not exceed 20' in width. The total of all blank façade segments may not exceed 40% of the width of the façade of the structure along the street. The presented design identified the following buildings as not compliant with blank façade standards:
- a. Building A – the west street-level façade abutting 42nd Avenue South is comprised of blank segments exceeding 40% of the width of the applicable portion of façade (51.8%); and
 - b. Building D – the west street-level facade abutting 42nd Avenue South is comprised of blank segments exceeding 40% of the width of the applicable portion of façade (87.8%).

The applicant explained that the proposed departure for both buildings is appropriate for the residential character and steep grade of 42nd Avenue South. The applicant is also seeking this departure to allow for a design that maintains and promotes a sense of security for the residents.

The Board reviewed the design and agreed that this departure pertaining to Building A's west street-level street-façade abutting 42nd Avenue South would result in an overall design that would better meet the intent of Design Guideline CS1.C Topography and PL3.B Residential Edges. The Board agreed that this departure optimizes privacy while maintaining a simplified façade composition. The Board unanimously recommended that SDCI grant the requested departure for Building A (4.a).

The Board reviewed the design of Building D's west street-level street-facing façade abutting 42nd Avenue South included in the code departure request illustrated in the design packet (pg. 34) and unanimously recommended that no code departure be granted pertaining to blank facades for Building D (4.b) as presented.

Alternatively, the Board did agree that increased glazing within an expanded portion of Building D's west façade would achieve an overall design that would better meet the intent of Design Guideline CS1.C Topography, PL3.B Residential Edges and DC2.B Architectural and Façade Composition. Therefore, the Board unanimously recommended that SDCI grant the requested departure, subject to the following condition:

A code departure from the street-level development blank façade standards (SMC 23.47A.008.A.2) for Building D’s west street-level street-facing façade should be granted if the design is modified to provide increased glazing within 2’ to 8’ above the sidewalk along 42nd Avenue South that does not exceed a maximum blank façade of 60%.

DESIGN REVIEW GUIDELINES

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

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

CONTEXT & SITE

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-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-D Height, Bulk, and Scale

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

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

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

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.

CS3-B Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

PUBLIC LIFE

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

PL1-A Network of Open Spaces

PL1-A-1. Enhancing Open Space: Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

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.

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

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

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-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-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

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-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-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

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

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-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

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-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

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.

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

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-B-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

RECOMMENDATIONS - BOARD DIRECTION

The recommendation summarized above was based on the design review packet dated Tuesday, January 09, 2018, and the materials shown and verbally described by the applicant at the Tuesday, January 09, 2018 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. The high-quality base material proposed for the non-residential development immediately east of the project site (brick) shall be applied to the north elevations of the three residential buildings facing South Trenton Street (Buildings A, B and C) in a well composed manner to promote compatibility between the proposed neighboring development to the east and to establish a desirable precedent for future development to build upon. (CS3.A, DC4.A)
2. The cedar siding stripe at the west elevation of Building A and east elevation of Building C shall be removed with the intention of simplifying the architectural expression of these specific facades. (DC.B.1)
3. The west street-level street-facing façade for Building D shall be redesigned to provide increased glazing within 2' to 8' above the sidewalk along 42nd Avenue South that does not exceed a maximum blank façade of 60%. (CS1.C, PL3.B, DC2.B)