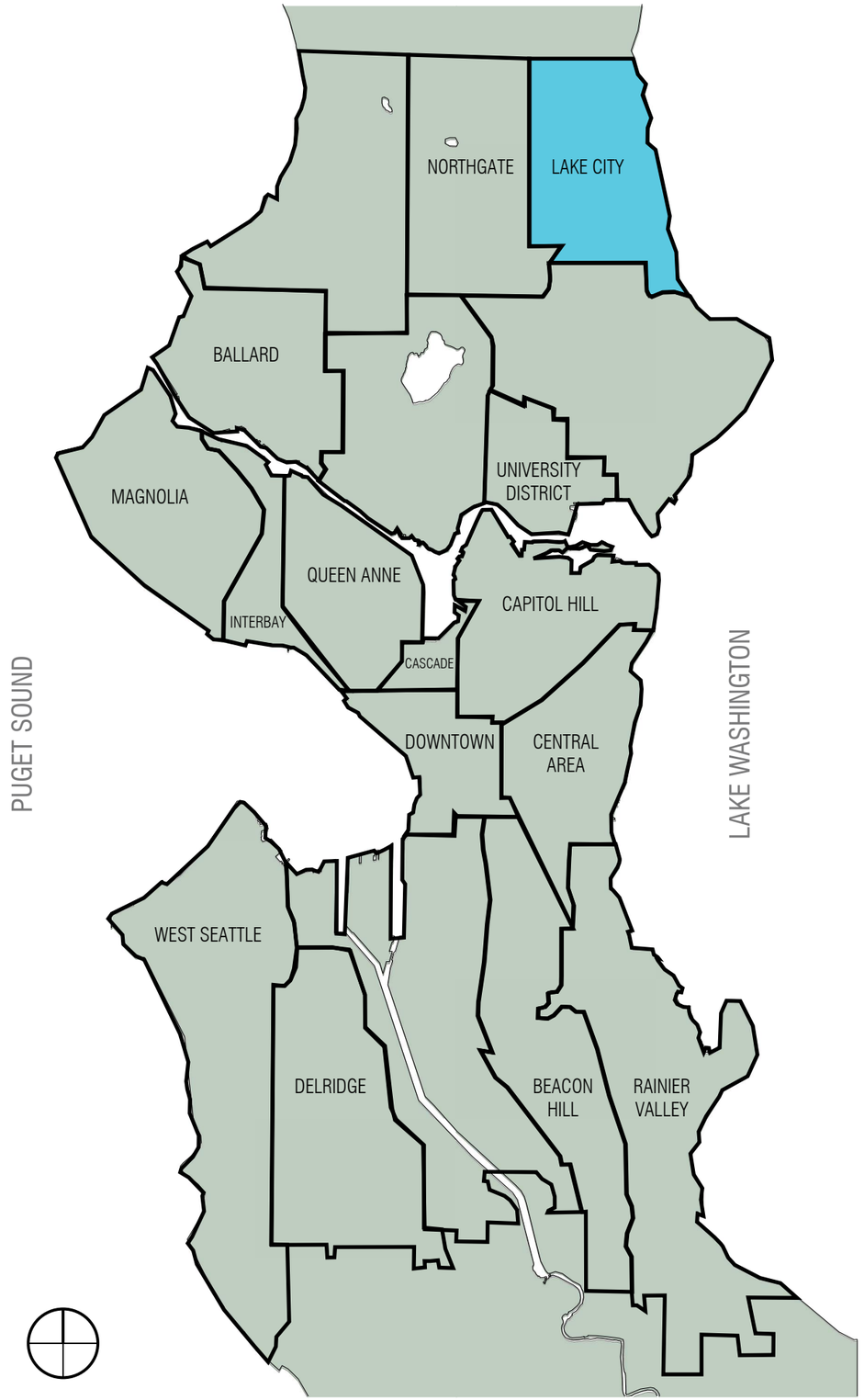
OLSON PROJECTS
3707 S GRAND, STE C SPOKANE, WA 99203

POLARIS AT LAKE CITY

12548 LAKE CITY WAY NE, SEATTLE, WASHINGTON 98125
ADMINISTRATIVE EARLY DESIGN GUIDANCE PACKAGE - SDCI No:3036046-EG
04.14.2020



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PROJECT TEAM

DEVELOPER:
POLARIS AT LAKE CITY, LLC
120 W CATALDO AVE.
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TODD WALTON

ARCHITECT:
OLSON PROJECTS
3707 S GRAND BLVD
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SPOKANE, WA 99203
CHRIS OLSON

ENGINEERS:
DCI ENGINEERS
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SPOKANE, WA 99201
509.455.4448
WADE GELHAUSEN

LANDSCAPE ARCHITECT:
AHBL
827 W 1ST AVE
SUITE 220
SPOKANE, WA 99201
509.252.5019
CRAIG ANDERSON

PROJECT SITE INFORMATION

PROJECT ADDRESS: 12548 LAKE CITY WAY NE
SEATTLE, WASHINGTON 98125

PARCEL NUMBER: 1453601281

SITE AREA: 64,819 SF (1.49 ACRES)

LEGAL DESCRIPTION: LOTS 20 AND 21 IN BLOCK 5 OF CEDAR PARK AS PER PLAT RECORDED IN VOLUME 26 OF PLATS ON PAGE 19, RECORDS OF KING COUNTY, WASHINGTON, EXCEPT, THAT PORTION OF LOT 20 IN BLOCK 5 OF CEDAR PARK AS PER PLAT RECORDED IN VOLUME 26 OF PLATS ON PAGE 19, RECORDS OF KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 20; THENCE NORTH 20°44'20" EAST ALONG THE WEST LINE THEREOF 53.83 FEET TO THE SOUTHWEST CORNER OF A TRACT OF LAND CONVEYED TO LOUISA C. FRYE, INC. BE DEED OF RECORD IN VOLUME 2044 OF DEEDS, PAGE 364, RECORDS OF SAID COUNTY; THENCE EAST ALONG THE SOUTH LINE OF SAID TRACT 209.81 FEET TO THE SOUTHEAST CORNER OF SAID LOUISA C. FRYE, INC. TRACT; THENCE WEST ALONG SAID SOUTH LINE 229.75 FEET TO THE POINT OF THE BEGINNING.



PROJECT VICINITY

The proposed site (indicated in blue) falls within both NC3P-95(M) and NC3-75(M) zones. The 95 foot height limit on the west portion of the site along the Lake City Way NE frontage and a 75 foot height limit to the east along the 33rd Avenue NE frontage. The neighboring properties to the north, south and west of the site are have a similar height limits and zoning designations of C3P-95(M), NC3P-75(M), and NC3-75(M) zoning. Retail, services, eating and drinking establishments, religious, and residential uses are found immediately adjacent to the proposed project site. Building types are small commercial structures, multi-story mixed use, and residential structures.

The site is located within the Lake City Hub Urban Village. Residential urban villages provide a focus of goods and services for residents and surrounding communities, but may not provide a concentration of employment." (Seattle's Comprehensive Plan 2008)

The site is located within the Civic Core Boundary and the 33rd Avenue Boundary

PROJECT DATA

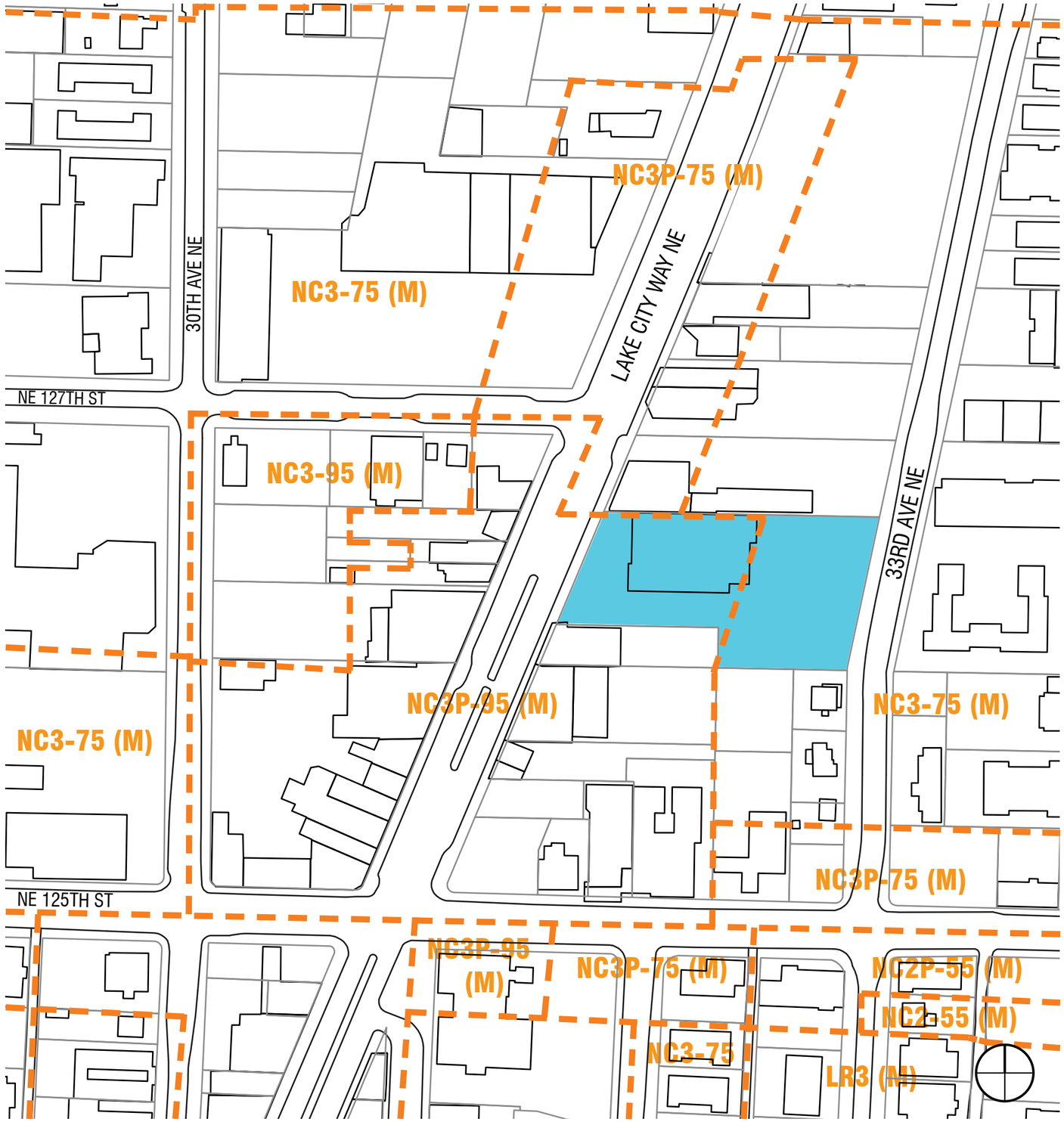
RESIDENTIAL UNITS:	
STUDIO:	41
1 BED 1 BATH:	103
2 BED 1 BATH:	29
2 BED 2 BATH:	32
3 BED 2 BATH:	51
TOTAL UNITS	256
INTERIOR AMENITY SPACE:	6,600 SF
COURTYARD AMENITY SPACE:	14,275 SF
COMMERCIAL SPACE:	7,050 SF
PARKING:	
SURFACE LEVEL (L1) PARKING:	0 STALLS
BELOW GRADE PARKING GARAGE:	68 STALLS

DEVELOPMENT OBJECTIVES

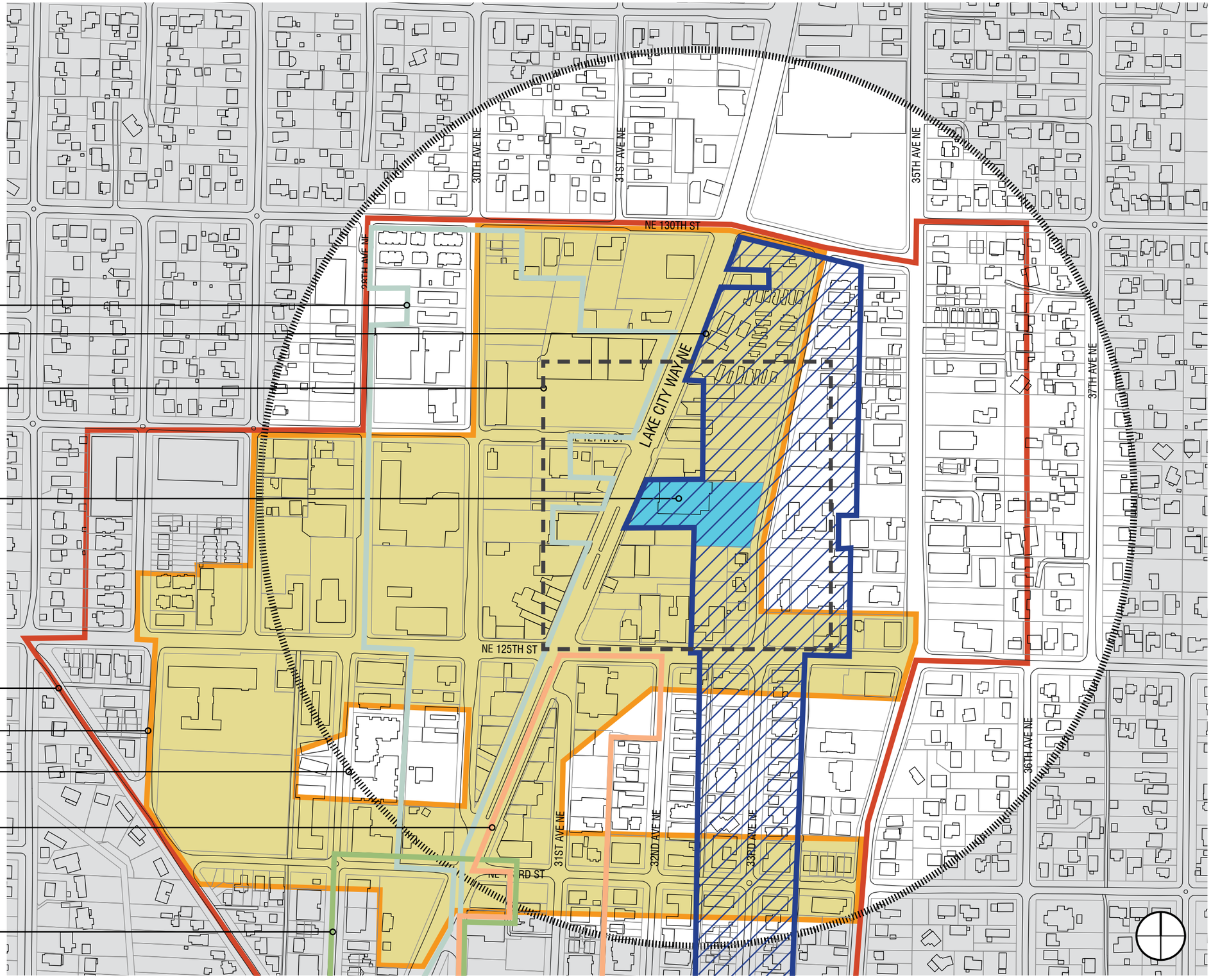
Polaris at Lake City is a proposed high-impact, large-scale affordable housing development that will help mitigate Seattle's continuing affordable housing crisis by adding approximately 250 to 260 units of new affordable housing for the area workforce earning up to 60% of AMI (AREA MEDIAN INCOME).

Polaris at Lake City infills a vacant former retail store and street facing parking lot. Several mixed use and multi-family projects have been constructed in recent years within a three block radius to the north, south, east, and west of the proposed project site. The proposed project creates a mixed use project consisting of street level commercial spaces fronting Lake City Way along with residential dwelling units and amenity zones.

The project is to comply with Evergreen Sustainable Development Standard (ESDS). The ESDS criteria enhances the quality of life of occupants, increases project durability, sustainability, and environmental consciousness through increased energy and water efficiency.



LAKE CITY BOUNDARIES



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SITE ZONING & OVERLAY DESIGNATIONS

	LAKE CITY WAY NE FRONTAGE		33RD AVENUE NE FRONTAGE	
ZONE:	NC3P-95(M)		NC3-75(M)	
OVERLAY:	None; Pedestrian Area; Parking-Flexibility Area		None; Parking-Flexibility Area	
HUB URBAN VILLAGE:	Lake City		Lake City	
R.O.W. DESIGNATION:	Lake City Way NE:	Principal Pedestrian Street. Street type: Urban Village Main; Street Class: Principal-Arterial; Existing ROW: 100 FT; Minimum ROW: 69ft; Curb-rAdii: 30ft; Bicycle Master Plan: None; Transit Master Plan: Frequent Transit Network; Freight Master Plan: Major Freight	33rd Avenue NE:	Street type: Urban Village Neighborhood Access; Street Class: Non-Designated; Existing ROW: 60ft; Minimum ROW: 52ft; Curb-Radii: 20ft; Bicycle Master Plan: None; Transit Master Plan: None; Freight Master Plan: None
Permitted Uses: *23.47A.004 (Table A), 23A7A.005*	Permitted Uses:	Residential	Permitted Uses:	Residential
	Street Level Uses:	Commercial, residential uses limited to 20% of street-level, street-facing facade). The following uses are required for a minimum 80% along Principal Pedestrian Streets: Arts facilities, eating & drinking establishments, entertainment uses, food processing & craft work, institutions, lodging uses, medical services, offices (limited to 30' street-facing width), open space, retail sales and services.	Street Level Uses:	Commercial, residential uses limited to 20% of street-level, street-facing facade). The following uses are required for a minimum 80% along Principal Pedestrian Streets: Arts facilities, eating & drinking establishments, entertainment uses, food processing & craft work, institutions, lodging uses, medical services, offices (limited to 30' street-facing width), open space, retail sales and services.
Lake City Area Requirements: *23.47A.009.E.1 - 5*	Max lot coverage:	80% lot area (51,855 sf)	Max lot coverage:	80% lot area (51,855 sf)
	Modulation required:	• All portions of structures up to 35 ft and located within 10 ft. of a street lot line • 100 ft maximum width of unmodulated facade • >100 ft requires stepped back facade 10 ft for a distance of 15 ft • Max structure width 250 ft	Modulation required:	• All portions of structures up to 35 ft and located within 10 ft. of a street lot line • 100 ft maximum width of unmodulated facade • >100 ft requires stepped back facade 10 ft for a distance of 15 ft • Max structure width 250 ft
	Upper level setbacks:	• Average 10 ft above 35 ft Maximum depth for calculation shall be 20 ft • Average 15 ft above 65 ft. Maximum depth for calculation shall be 25 ft	Upper level setbacks:	• Average 10 ft above 35 ft. Maximum depth for calculation shall be 20 ft • Average 15 ft above 65 ft. Maximum depth for calculation shall be 25 ft
	Structure within setbacks:	• Structures permitted in required setbacks are subject to subsection 23.47A.014.G	Structure within setbacks:	• Structures permitted in required setbacks are subject to subsection 23.47A.014.G

SITE ZONING & OVERLAY DESIGNATIONS

	LAKE CITY WAY NE FRONTAGE		33RD AVENUE NE FRONTAGE	
Allowable FAR *23.47A.013 (Table C)* *23.47A.013 (Table A)*	Min FAR: Max FAR:	2 (129,638 sf) 6.25 (405,118 sf)	Min FAR: Max FAR:	2 (129,638 sf) 6 (388,914 sf)
Structure Height: *23.47A.012.A* *23.47A.012.C.3.b* *23.47A.012.C.4*	Allowable height as zoned: 95’ Solar Collectors: Rooftop features:	May exceed limit by 7 ft with unlimited roof coverage May extend up to 15 ft above the height limit but shall not exceed 20% of the roof area or 25% if the total includes stair or elevator penthouses or screened mechanical equipment. Stair and Elevator penthouses may extend above the height limit up to 16 ft	Allowable height as zoned: 75’ Solar Collectors: Rooftop features:	May exceed limit by 7 ft with unlimited roof coverage May extend up to 15 ft above the height limit but shall not exceed 20% of the roof area or 25% if the total includes stair or elevator penthouses or screened mechanical equipment. Stair and Elevator penthouses may extend above the height limit up to 16 ft
Setbacks: *23.47A.014.A* *23.47A.014.C* *23.47A.014.D* *23.47A.014.G*	Rootop features are not allowed in setbacks. Open railings may project up to 4 ft above the height at which the setback begins. Parapets may extend up to 2 ft above the height at which the setback begins. Portions of the building above 75 ft must be setback from the front lot line an average of 8 ft. No more than 20% of the portion of the structure that must be set back may have a setback of less than 5 ft. Structures with a width greater than 250 ft shall provide at least one portion of the structure 30 ft or greater in width must be setback a min of 15 ft from the front property line. Projections into setbacks allowed: Decks and Balconies with open rails, Eaves, Cornices and gutters no more than 18 in. deep. Ramps fro ADA, Fences, freestanding walls and other similar structures 6 ft. or less in ht. Bulkheads and retaining walls used to raise grade shall not exceed 6 ft. Bulkheads and retaining walls used to cut grade shall not exceed 6 ft.		Rootop features are not allowed in setbacks. Open railings may project up to 4 ft above the height at which the setback begins. Parapets may extend up to 2 ft above the height at which the setback begins. Portions of the building above 75 ft must be setback from the front lot line an average of 8 ft. No more than 20% of the portion of the structure that must be set back may have a setback of less than 5 ft. Structures with a width greater than 250 ft shall provide at least one portion of the structure 30 ft or greater in width must be setback a min of 15 ft from the front property line. Projections into setbacks allowed: Decks and Balconies with open rails, Eaves, Cornices and gutters no more than 18 in. deep. Ramps fro ADA, Fences, freestanding walls and other similar structures 6 ft. or less in ht. Bulkheads and retaining walls used to raise grade shall not exceed 6 ft. Bulkheads and retaining walls used to cut grade shall not exceed 6 ft.	
Residential Amenity Area *23.47A.024.A* *23.47A.024.B*	Amenity areas are required in the amount equal to 5% of the total gross floor area in residential use. Amenity areas shall not be enclosed, Common amenity areas shall have a min horizontal dim of 10 ft. and no smaller than 250 sf. Private balconies and decks shall have a min area of 60 sf. and no horizontal dimension shall be less than 6 ft.		Amenity areas are required in the amount equal to 5% of the total gross floor area in residential use. Amenity areas shall not be enclosed, Common amenity areas shall have a min horizontal dim of 10 ft. and no smaller than 250 sf. Private balconies and decks shall have a min area of 60 sf. and no horizontal dimension shall be less than 6 ft.	

SITE CONTEXT

CURRENT LAND USE

- MIXED-USE
- MULTI-FAMILY RESIDENTIAL
- SINGLE FAMILY RESIDENTIAL
- COMMERCIAL RETAIL / OFFICE
- PUBLIC INSTITUTION USE
- SCHOOL / EDUCATION USE
- RELIGIOUS USE

NORTH HELPLINE FOOD BANK

3X3 BLOCK PROJECT ANALYSIS

FIRE STATION #10

PROPOSED MIXED-USE DEVELOPMENT
CURRENT USE: COMMERICAL RETAIL (VACANT)

LAKE CITY COMMUNITY CENTER

ALBERT DAVIS PARK

DEPT OF PARKS & RECREATION PROPERTY

LAKE CITY PUBLIC LIBRARY

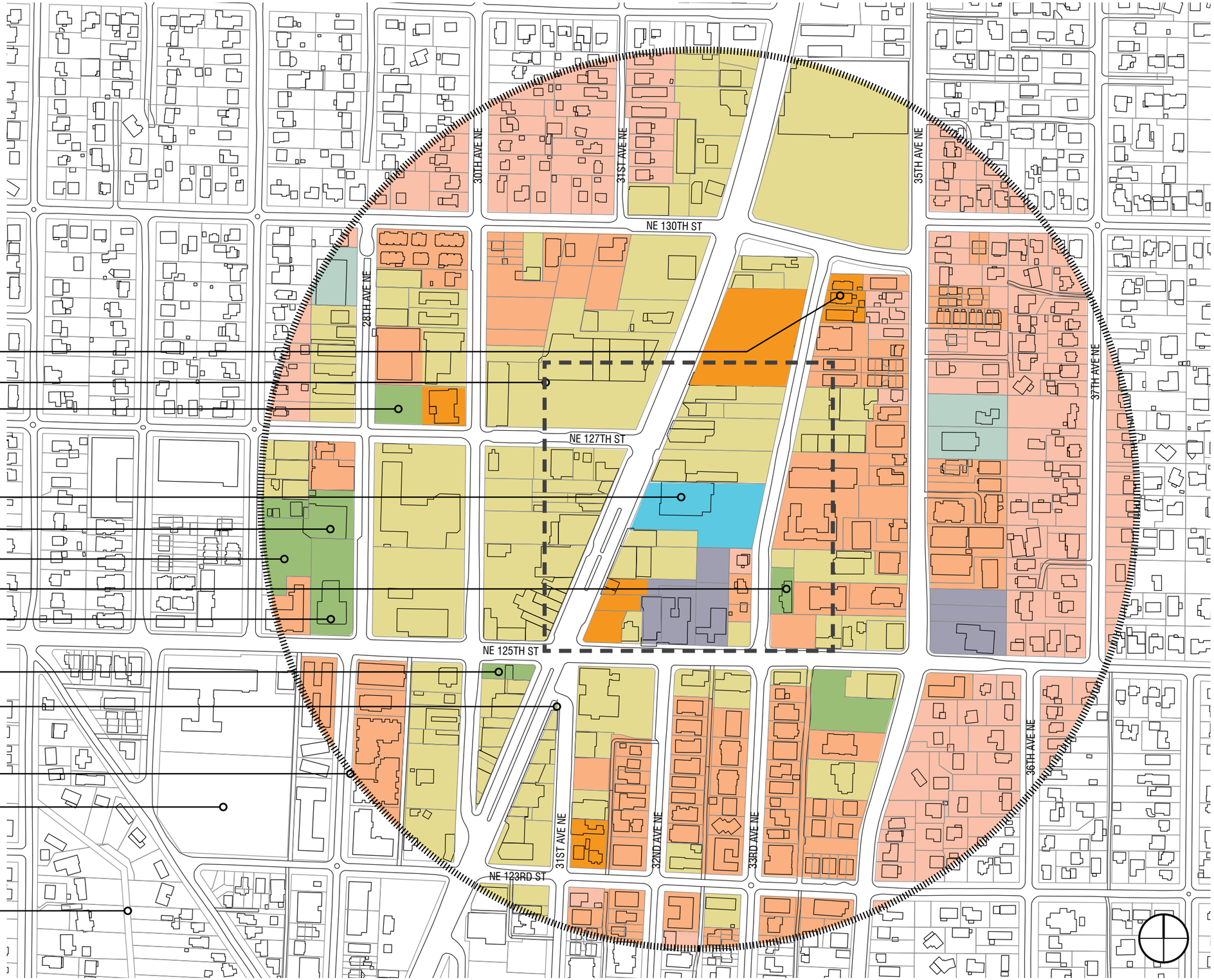
LAKE CITY MINI PARK

LAKE CITY MEMORIAL TRIANGLE

5 MIN WALK - 1/4 MILE RADIUS

VIRGIL FLAIM PARK

THORNTON CREEK



NEIGHBORHOOD AMENITY

Lake City has an established set of amenities that support the neighborhood. Amenities such as parks, libraries, farmers markets, and community centers can enhance lifestyles for residents, creating spaces that allow residents to gather and participate, bond, and increase a sense of well-being. The neighborhood amenites are an asset to this community.

Several significant amenities are found a few blocks west of the project site within a five minute walking radius including the Seattle Public Library Lake City Branch, Albert Davis Park, the Lake City Community Center, the Lake City Mini Park, and the Lake City Memorial Triangle. The community health and welfare is also supported by Fire Station #10 and the North Helpline Food Bank located nearby.

Potential opportuities have been identified to the northeast of the site and a Dept of Parks & Recreation property near the southeast corner of the property could grow the list of public amenities in the immediate area.

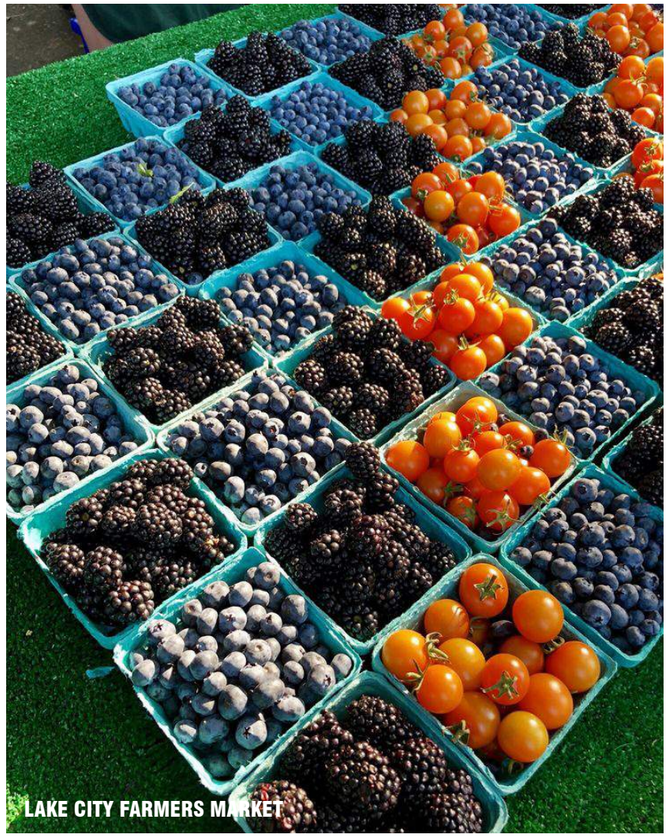
With a history of public festivals, parades, and other public events, the strength of community pride is regularly displayed.


SEATTLE PUBLIC LIBRARY LAKE CITY BRANCH



SEATTLE PUBLIC LIBRARY LAKE CITY BRANCH


ALBERT DAVIS PARK - PLAYGROUND


LAKE CITY FARMERS MARKET



LAKE CITY COMMUNITY CENTER


ALBERT DAVIS PARK

SITE CONTEXT

TRANSPORTATION & ACCESS

BUS ROUTE / STOP

BUS ROUTE / MAJOR TRANSFER POINT

RTE BUS ROUTE / NUMBER

PARK & RIDE

BIKE LANE

NEIGHBORHOOD GREENWAY

PEDESTRIAN CORRIDOR

IDENTIFIED PEDESTRIAN CONNECTION

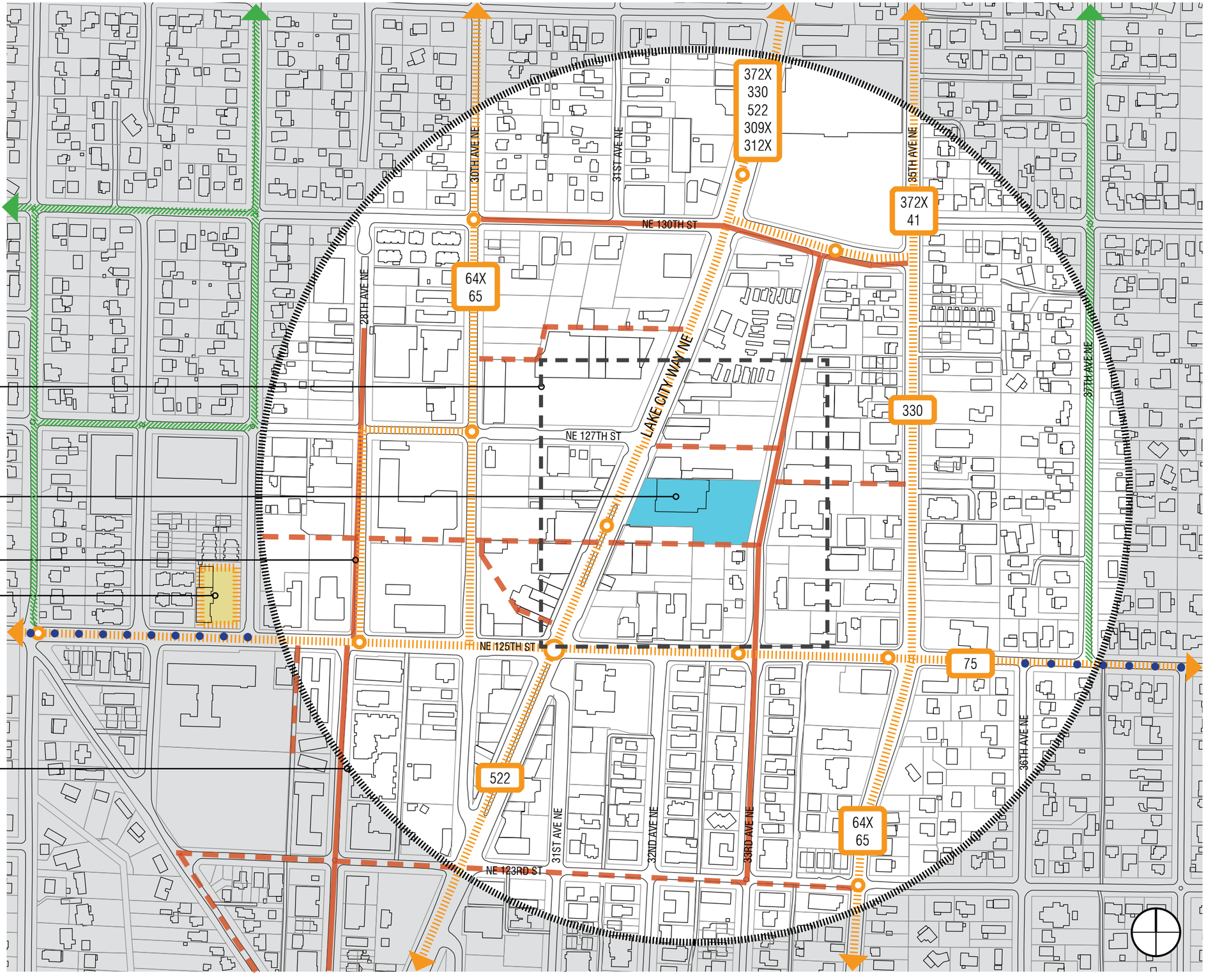
3X3 BLOCK PROJECT ANALYSIS

PROPOSED MIXED-USE DEVELOPMENT
CURRENT USE: COMMERICAL RETAIL (VACANT)

FESTIVAL STREET

LAMB OF GOD LUTHERAN CHURCH PARK & RIDE

5 MIN WALK - 1/4 MILE RADIUS



TRANSPORTATION & ACCESS

There are many options for public transit at the proposed project location. Within a short walk away, residents and users of the proposed project have access to multiple bus routes, neighborhood greenways, and bike lanes.

There are multiple neighborhood amenities within a 5 minute walk of the proposed project site. Public parks, library, community center, and a seasonal farmers market, as well as retail stores, grocery, and restaurants all can be found within a 1/4 mile of the proposed development.



KUOW PHOTO: GIL AEGERTER









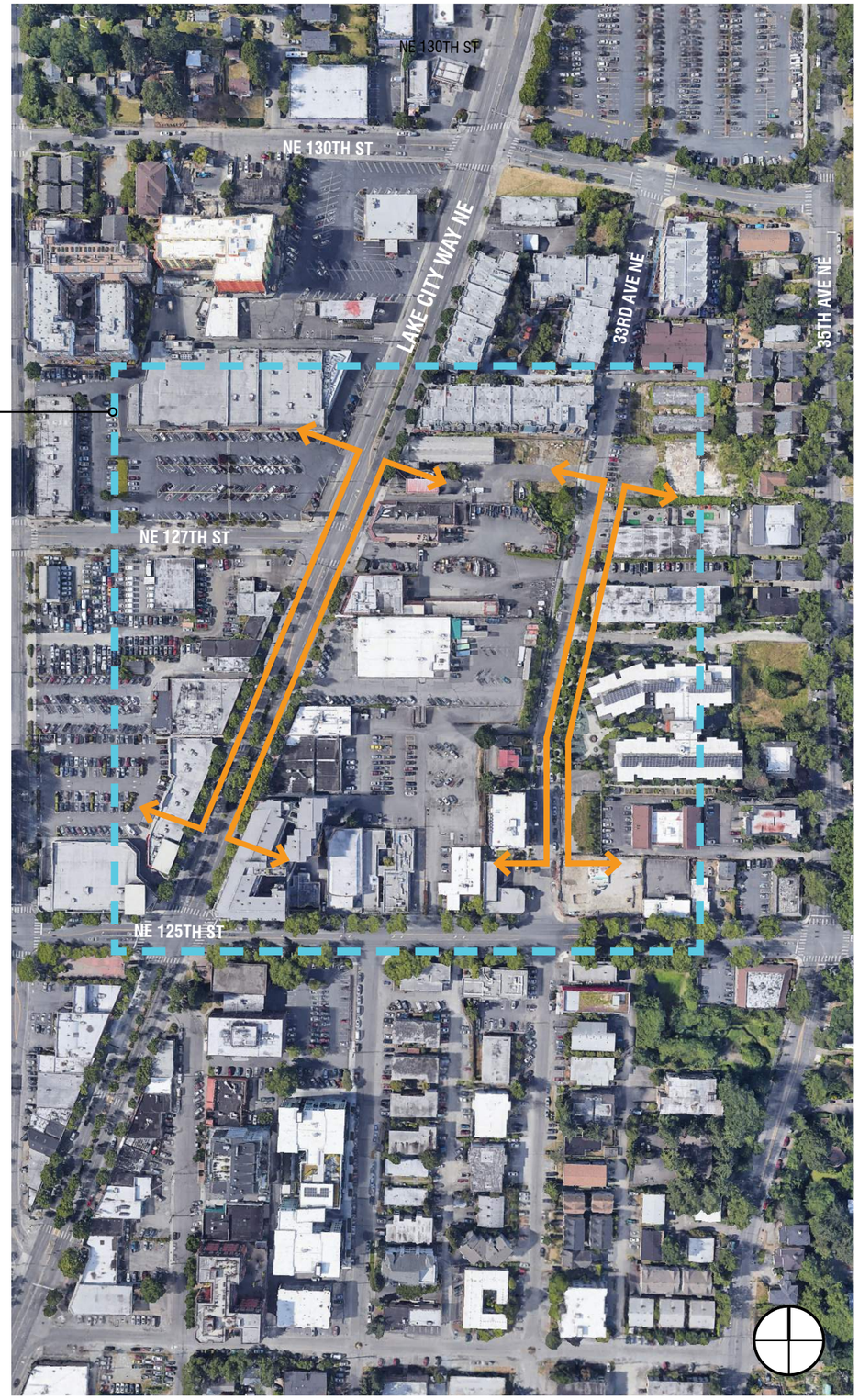


PHOTO: JANINE BLAELOCH

SITE CONTEXT

STREETSCAPE

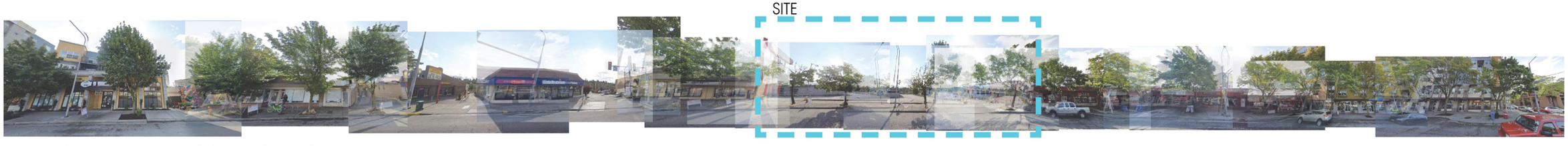
3X3 BLOCK PROJECT ANALYSIS



STREETSCAPE



LAKE CITY WAY - LOOKING WEST



LAKE CITY WAY - LOOKING EAST



33rd AVE. - LOOKING EAST



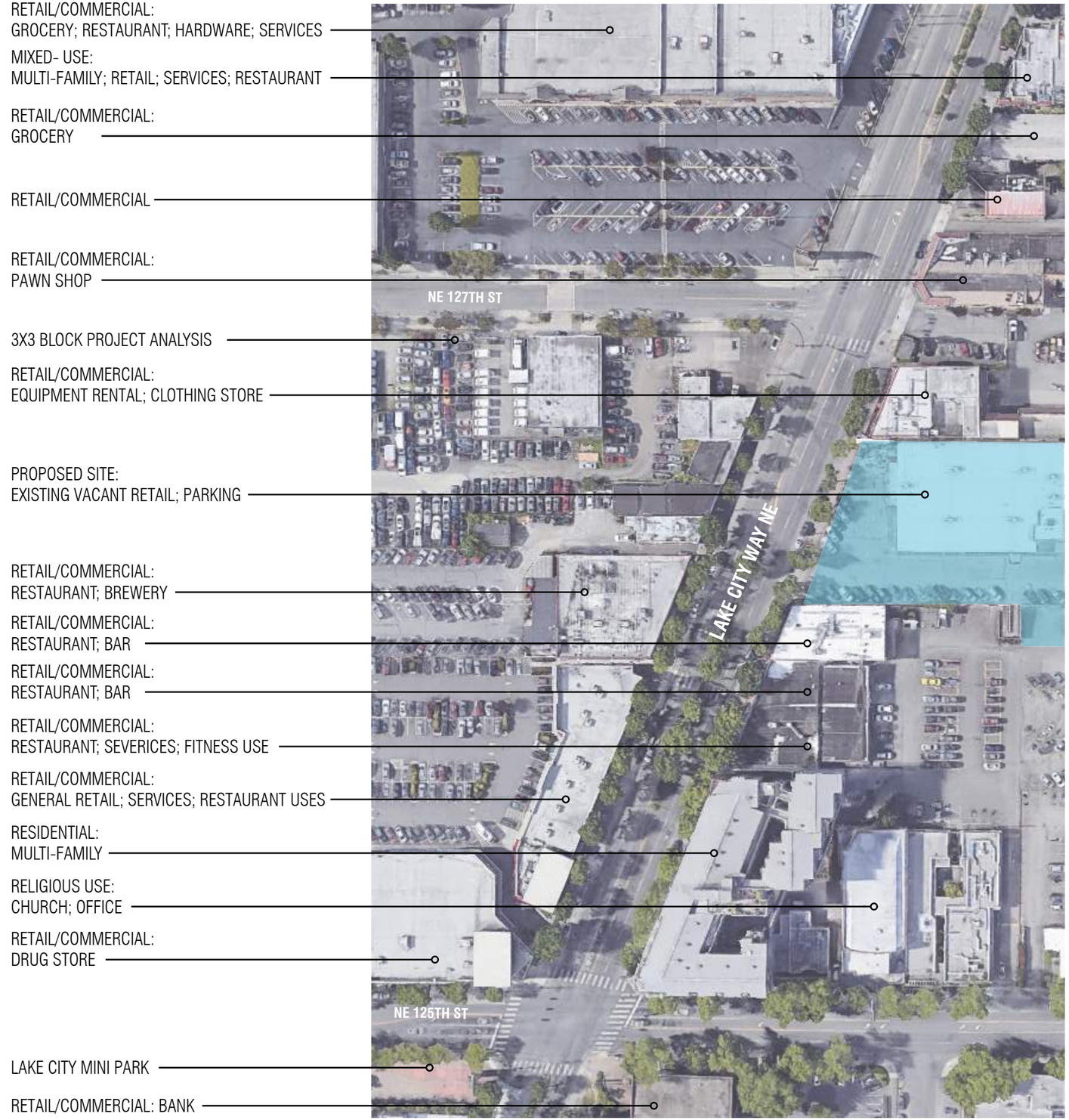
33rd AVE. - LOOKING WEST

PRESENT USES - LAKE CITY WAY

Lake City Way NE is a Principal Arterial identified as a Principal Pedestrian Street and is served by a frequent transit network.

The the proposed project site is sited within the Hub Urban Village which provides retail, offce, residential and other neighborhood services and uses within close proximity of the neighborhood users. Priority is placed on the public realm of Lake City Way NE.

The immediate portion of Lake City Way NE between NE 125th Street and NE 127th Street is characterized by pedestrian focused active streetfronts. An increasingly attractive retail core is drawing increased business and social activity at street level.
The mature tree canopy defines the pedestrian-friendly streetscape as a highligh and amenity of the neighborhood.



PRESENT USES - 33RD AVENUE NE



RESIDENTIAL:
MULTI-FAMILY

VACANT

VACANT

LITTLE BROOK CREEK DAYLIGHTS

COMMERCIAL/RETAIL

RETAIL/COMMERCIAL:
EQUIPMENT RENTAL STORAGE

RESIDENTIAL:
LOW INCOME MULTI-FAMILY

PRIVATE ACCESS DRIVE

PROPOSED SITE:
EXISTING VACANT RETAIL; PARKING

RESIDENTIAL:
LOW INCOME MULTI-FAMILY

RESIDENTIAL:
SINGLE FAMILY

RESIDENTIAL:
LOW INCOME MULTI-FAMILY

VACANT: DEPT OF PARKS & RECREATION PROPERTY

RESIDENTIAL:
MULTI-FAMILY

RESIDENTIAL:
MULTI-FAMILY (UNDER CONSTRUCTION)

RETAIL/COMMERCIAL

COMMERCIAL/OFFICE:
RELIGIOUS, CULTURAL USE

COMMERCIAL/OFFICE

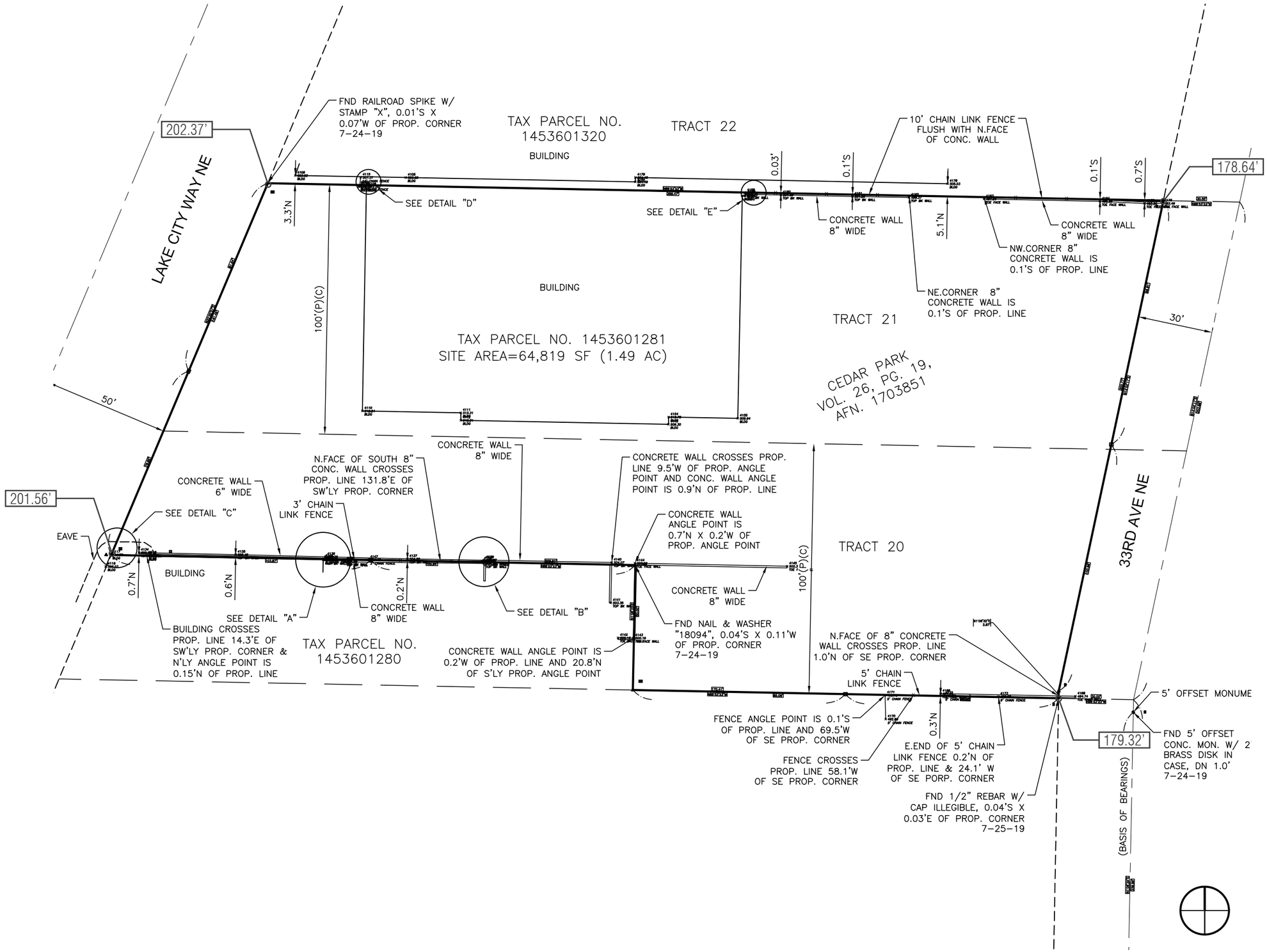
COMMERCIAL/OFFICE

The streetscape along 33rd Avenue NE is characterized by a growing amount of market rate and low-income multi-family residential use buildings However, vacant and under developed properties provide limited street presence, inactive street fronts, and supervision along the Urban Village Neighborhood Access street.

Street parking is nearly continuous along 33rd Avenue NE between NE 125th Street and NE 130th Street. A continuous sidewalk is provided along the west side of the street with areas of landscaping and street trees from the proposed project site southward as well as areas closer to NE 130th Street. Significant stretches of sidewalk can be found on the east side of the street with the exception of a few underdeveloped or vacant properties primarily to the north of the proposed project site.

A vacant lot owned by the Department of Parks & Recreation provides an opportunity to develop a park and enrich the neighborhood amenity. A possible opportunity has also been identified by the Lake City community to create an enhanced natural area along 33rd Avenue NE (north of the proposed project site) where Little Brook Creek daylights.

CURRENT LAND USE



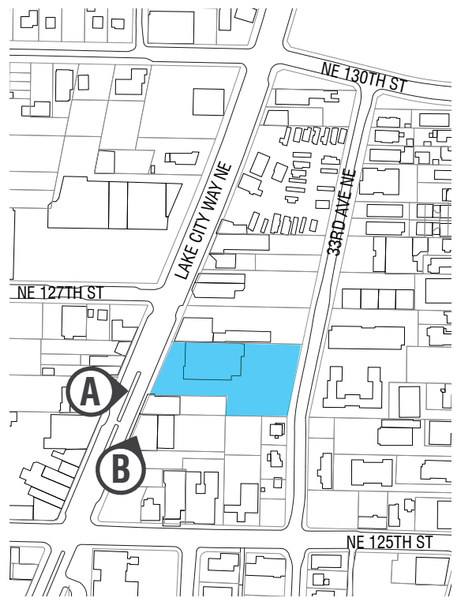
EXISTING SITE



A VIEW FROM LAKE CITY WAY NE OF EXISTING BUILDING



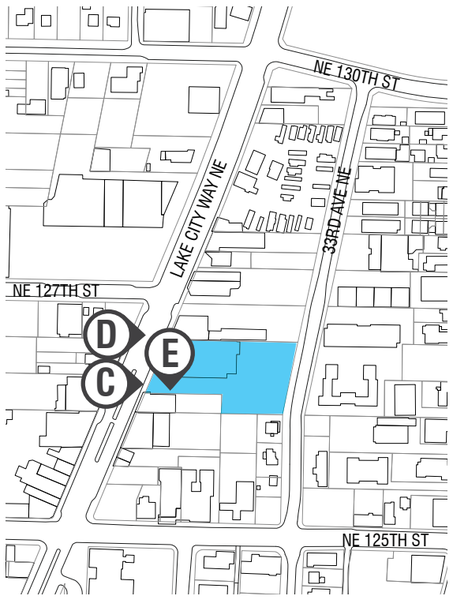
B VIEW FROM SOUTHWEST

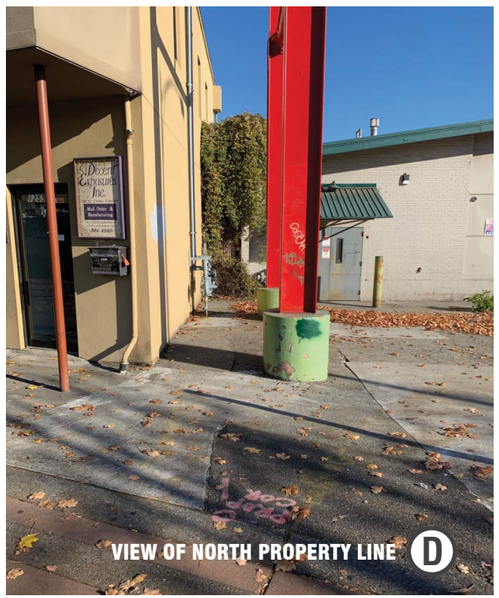


EXISTING SITE



VIEW OF SITE FROM LAKE CITY WAY NE (C)





VIEW OF NORTH PROPERTY LINE (D)

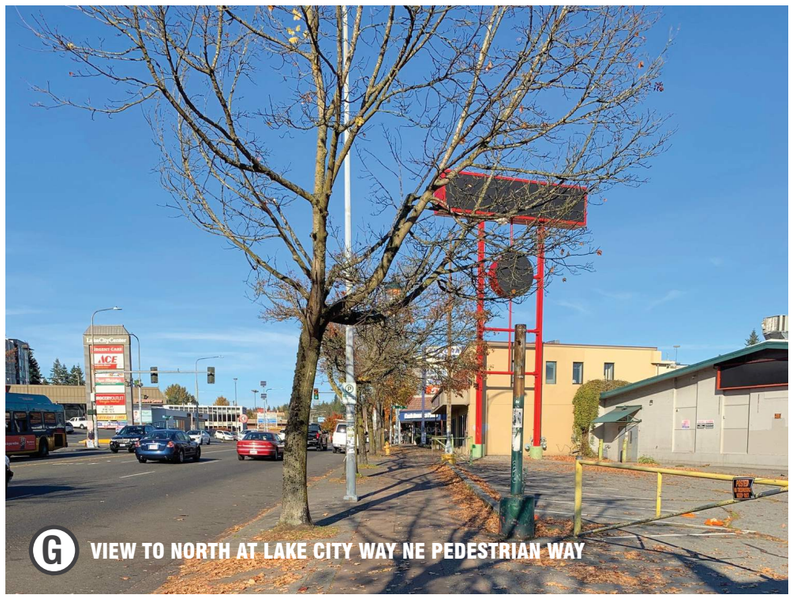


MURAL AT SOUTH PROPERTY LINE (E)

EXISTING SITE



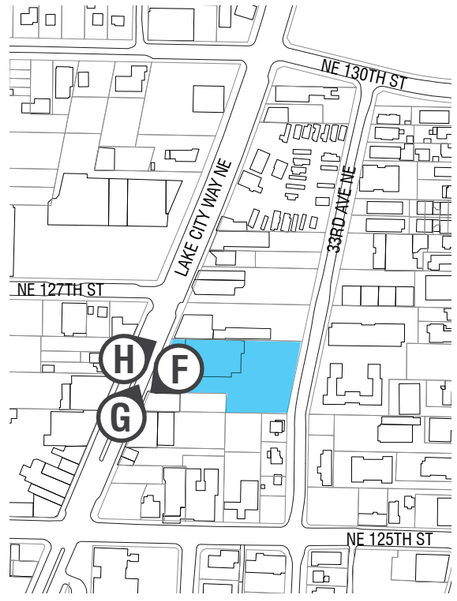
F VIEW SOUTH OF LAKE CITY WAY NE FROM SOUTHWEST PROPERTY CORNER



G VIEW TO NORTH AT LAKE CITY WAY NE PEDESTRIAN WAY



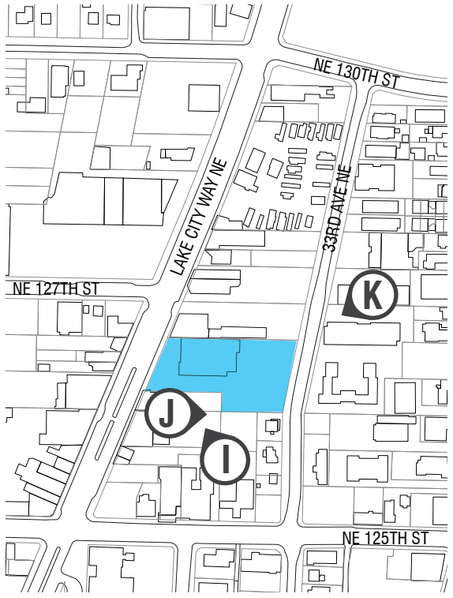
H NORTH AT ADJACENT LAKE CITY WAY FRONTAGE

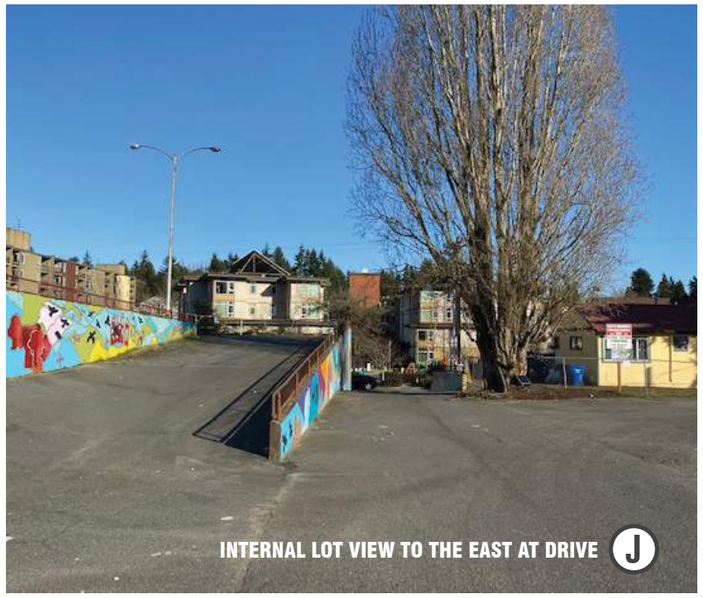


EXISTING SITE



VIEW OF SITE FROM ADJACENT PROPERTY TO SOUTH I





INTERNAL LOT VIEW TO THE EAST AT DRIVE J



VIEW FROM NORTHEAST K

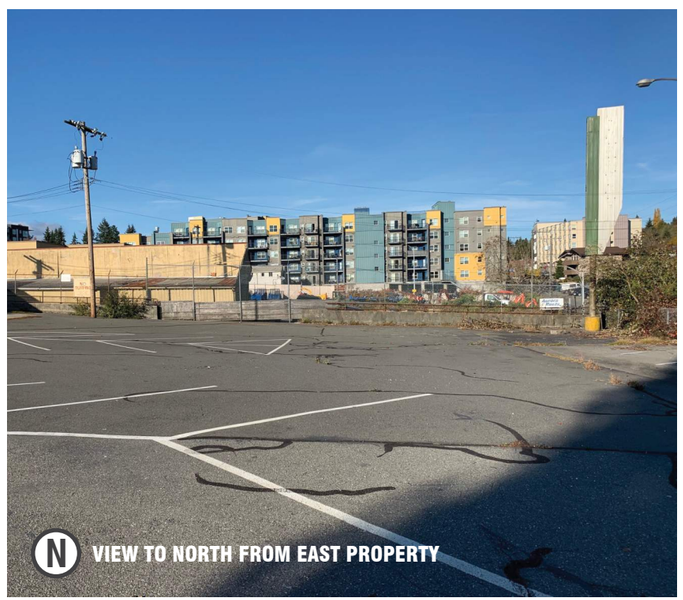
EXISTING SITE



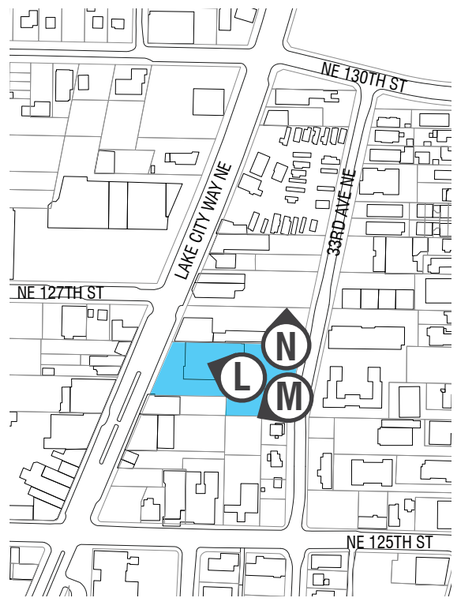
L VIEW OF EXISTING BUILDING FROM THE SOUTHEAST



M VIEW TO SOUTHWEST FROM EXISTING EAST SURFACE PARKING



N VIEW TO NORTH FROM EAST PROPERTY



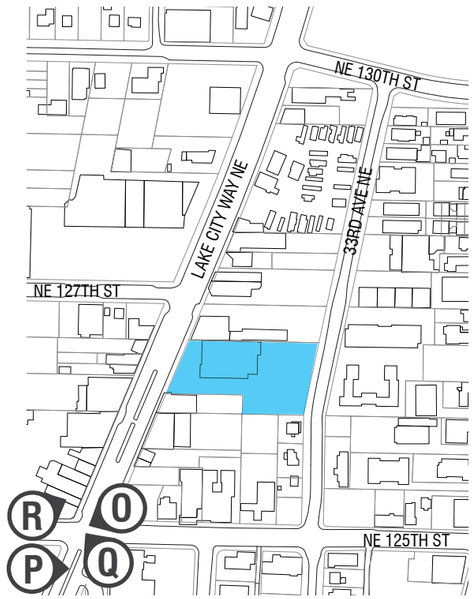
SITE CONTEXT



LAKE CITY MINI PARK AT CORNER OF LAKE CITY WAY NE & NE 125TH ST (O)



LAKE CITY MINI PARK (P)





VIEW TO NORTHWEST AT CORNER RETAIL & PEDESTIRAN CONNECTION (Q)



MIXED USE BULDING AT LAKE CITY WAY & 125TH ST (R)

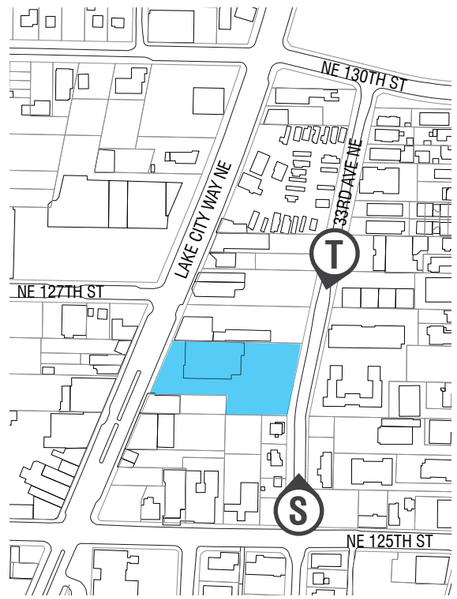
SITE CONTEXT



S VIEW FROM 33RD AVE NE TO NORTH



T VIEW FROM 33RD AVE NE TO SOUTH



EDG GUIDANCE SUMMARY

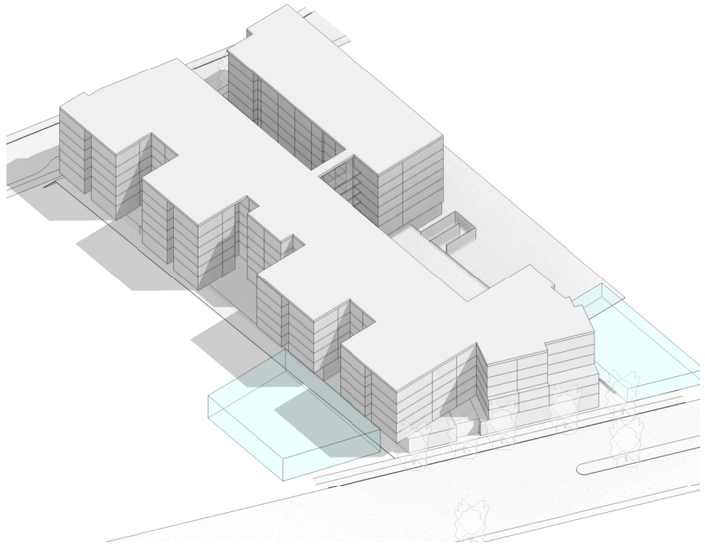
	GUIDANCE	RESPONSE
CS2 - Lake City Supplemental Guidance	Urban Pattern and Form: Buildings along Lake City Way from Northeast 130th Street to Northeast 123rd Street can reduce potential "canyon effects" by setting back upper level foors. Step the building back at least 5 feet above the 30-foot height; an additional 10 feet above the 50-foot height in NC-65' zones; and an additional 5 feet above the 65-foot height in 85 foot zones.	Reduce "Canyon Effect" by facade stepbacks along both Lake City Lay NE and 33rd Avenue NE..
CS2 - Seattle Design Guidelines	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 where it is already present, and respond to datum lines created by adjacent buildings at the first three floors. Where adjacent properties are undeveloped or underdeveloped, design the party walls to provide visual interest through materials, color, texture, or other means.	Pull datum lines from existing streetscape. Provide modulation and building cuts at party walls along underdeveloped adjacent properties.
PL1& PL2 - Lake City Supplemental Guidance	Connectivity & Walkability: 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. Create strong aesthetic, visual and pedestrian connections between public space and neighboring development. Mid-block passages and dedicated easements are seen as ways to provide safe, pleasant and convenient alternatives to walking along Lake City Way.	Mid-block pedestrian connectivity provided between Lake City Way NE and 33rd Avenue NE.
PL3 - Seattle Design Guidelines	Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges. Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street. Scale and detail them to function well for their anticipated use and also to fit with the building of which they are a part, differentiating residential and commercial entries with design features and amenities specifc to each.	At Lake City Way NE facade, remove two existing curb cuts and establish a pedestrian-oriented street edge with healthy mature street trees preserved. Provide an enhanced pedestrian plaza at residential entry and differentiated commercial entries. Storefronts and street level design will enhancing the pedestrian environment along the sidewalk.
DC1 - Lake City Supplemental Guidance & Seattle Design Guidelines	Project Uses and Activities: Place parking underground for all new development within the Civic Core. Where this is not feasible, parking lots should be located behind buildings or in the interior of a block.	Parking placed underground for building residents and users with access off of 33rd Avenue NE. Use existing shared access drive allowing for an off street garage entry while maintaining adjacent property access.
DC2 - Seattle Design Guidelines	Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding canopies or other elements; and/or highlighting building entries	Vertical breaks in all facades provide relief over length of elevation. Canopies placed along Lake City Way NE facade.
DC3 - Seattle Design Guidelines	Multifamily Open Space: Design common and private open spaces in multi-family projects for use by all residents to encourage physical activity and social interaction.	Large resident use courtyards for common gatherings/interaction and recreational functions.
DC4 - Seattle Design Guidelines	Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.	The base material of the building facades will be a masonry product. Use of masonry allows for the fine grain detailing and durability along the street.

EDG GUIDANCE SUMMARY

GUIDANCE	RESPONSE	

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DESIGN ALTERNATIVE A - PREFERRED



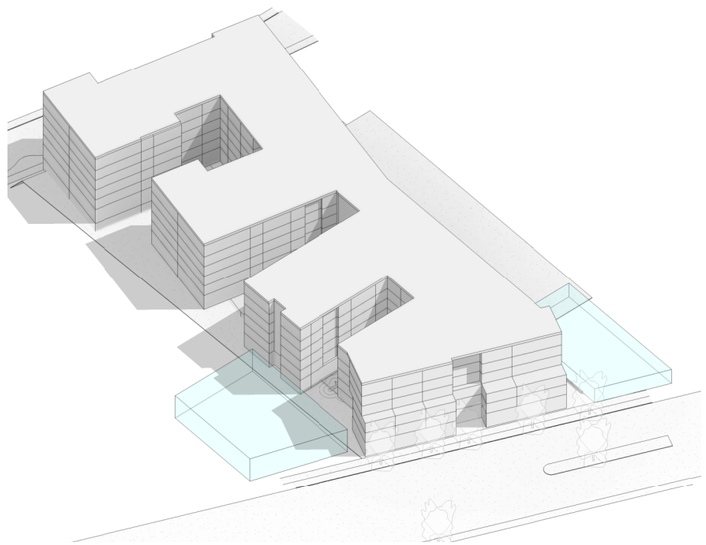
BUILDING FOOTPRINT: 40,230 sq. ft.
TOTAL BUILDING AREA: 235,203 sq. ft.
TOTAL GARAGE AREA: 30,700 sq. ft.
FAR: 3.15 (BELOW GRADE PARKING EXEMPT)

UNIT COUNT: 256
PARKING: APPROX 68 STALLS
HEIGHT: 67'-0" to top of roof structure
DEPARTURES REQUESTED: 1

OPPORTUNITIES
- CS2 - Lake City Supplemental Guidance: Reduce "canyon effect" by facade stepbacks.
- PL1& PL2 - Lake City Supplemental Guidance: Mid-block pedestrian connectivity provided between Lake City Way NE and 33rd Avenue NE.
- DC1 - Lake City Supplemental Guidance: Parking placed underground for with access off of 33rd Avenue NE.
- DC2: Reducing Perceived Mass: Vertical breaks in all facades provide relief over length of elevation.
- DC3-1: Residential Open Space: Large resident use courtyards for common gatherings/ interaction and recreational functions.
- MANDATORY AFFORDABILITY: 100% affordable dwelling units.

CONSTRAINTS
- DEPARTURE REQUEST: At 33rd Avenue NE, allow a height encroachment in the 35' level stepback in one location.

DESIGN ALTERNATIVE B



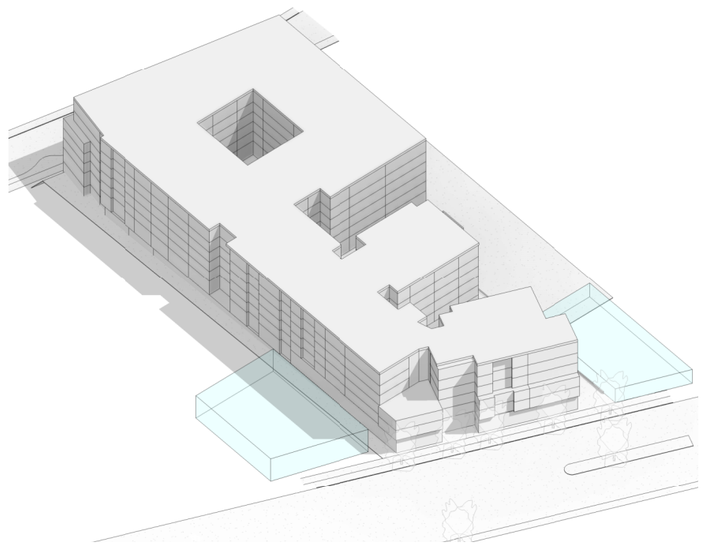
BUILDING FOOTPRINT: 35,965 sq. ft.
TOTAL BUILDING AREA: 231,028 sq. ft.
TOTAL GARAGE AREA: 24,445 sq. ft.
FAR: 3.19 (BELOW GRADE PARKING EXEMPT)

UNIT COUNT: 256
PARKING: APPROX 68 STALLS
HEIGHT: 67'-0" to top of roof structure
DEPARTURE REQUESTED: 1

OPPORTUNITIES
- CS2 - Lake City Supplemental Guidance: Reduce "canyon effect" by facade stepbacks.
- PL1& PL2 - Lake City Supplemental Guidance: Mid-block pedestrian connectivity provided between Lake City Way NE and 33rd Avenue NE.
- DC1 - Lake City Supplemental Guidance: Parking placed underground for with access off of 33rd Avenue NE.
- DC2: Reducing Perceived Mass: Vertical breaks in all facades provide relief over length of elevation.
- DC3-1: Residential Open Space: Large resident use courtyards for common gatherings/ interaction and recreational functions.
- MANDATORY AFFORDABILITY: 100% affordable dwelling units.

CONSTRAINTS
- DEPARTURE REQUEST: At 33rd Avenue NE, allow a height encroachment in the 35' level stepback in one location.

DESIGN ALTERNATIVE C



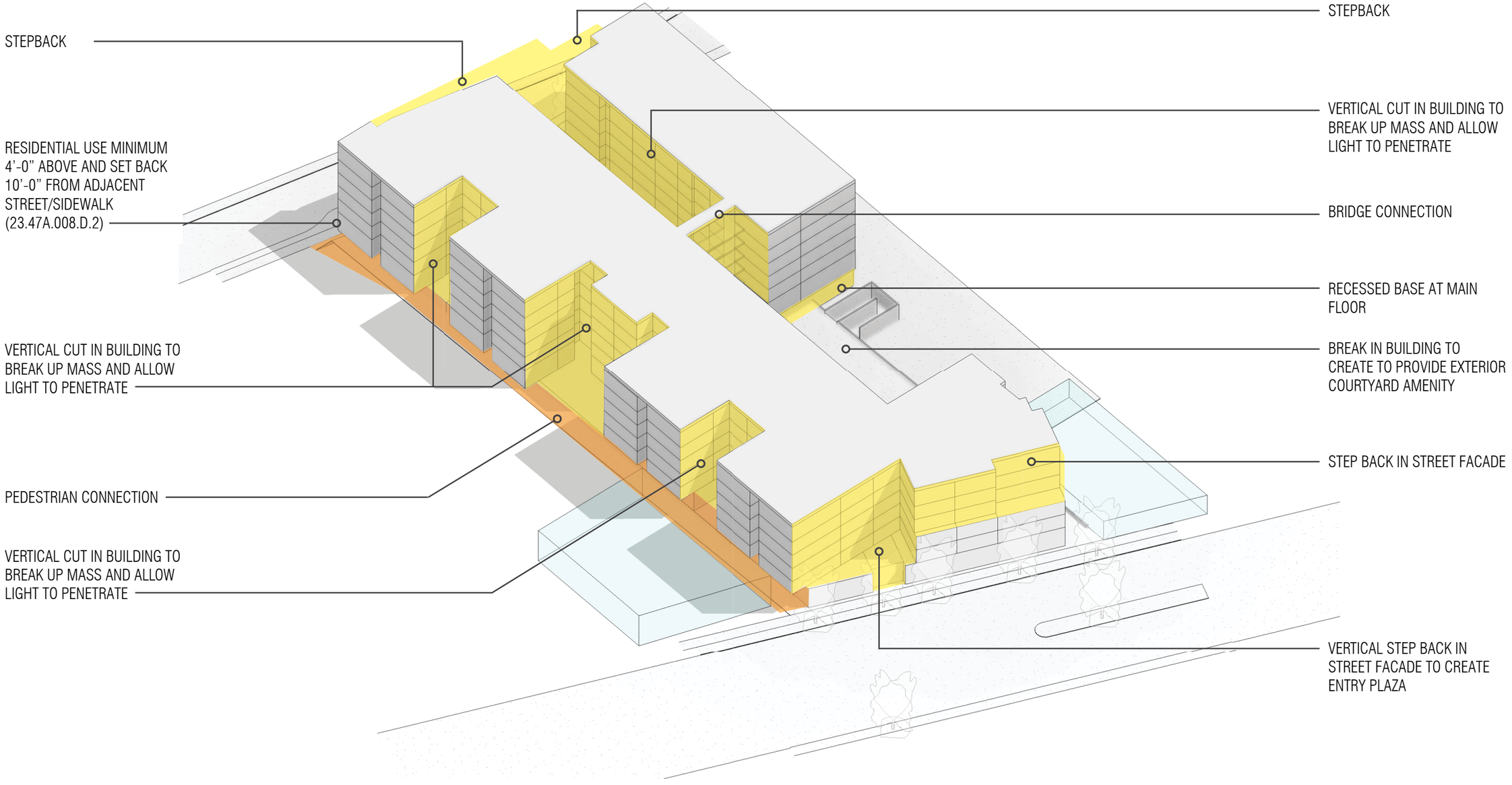
BUILDING FOOTPRINT: 37,910 sq. ft.
TOTAL BUILDING AREA: 242,627 sq. ft.
TOTAL GARAGE AREA: 26,152 sq. ft.
FAR: 3.34 (BELOW GRADE PARKING EXEMPT)

UNIT COUNT: 256
PARKING: APPROX 68 STALLS
HEIGHT: 67'-0" to top of roof structure
DEPARTURES REQUESTED: 1

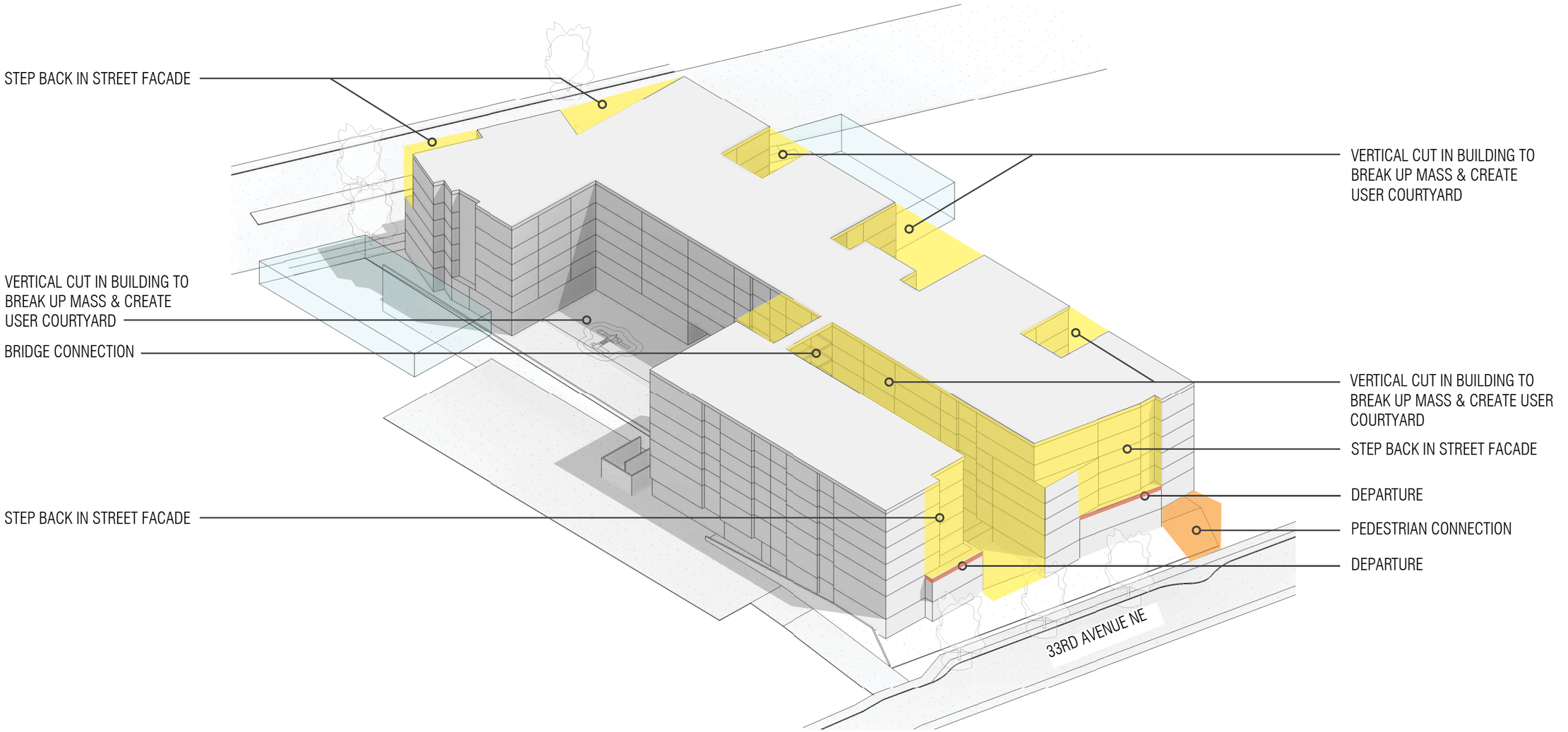
OPPORTUNITIES
- CS2 - Lake City Supplemental Guidance: Reduce "canyon effect" by facade stepbacks.
- PL1& PL2 - Lake City Supplemental Guidance: Mid-block pedestrian connectivity provided between Lake City Way NE and 33rd Avenue NE.
- DC1 - Lake City Supplemental Guidance: Parking placed underground for with access off of 33rd Avenue NE.
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- DC3-1: Residential Open Space: Large resident use courtyards for common gatherings/ interaction and recreational functions.
- MANDATORY AFFORDABILITY: 100% affordable dwelling units.

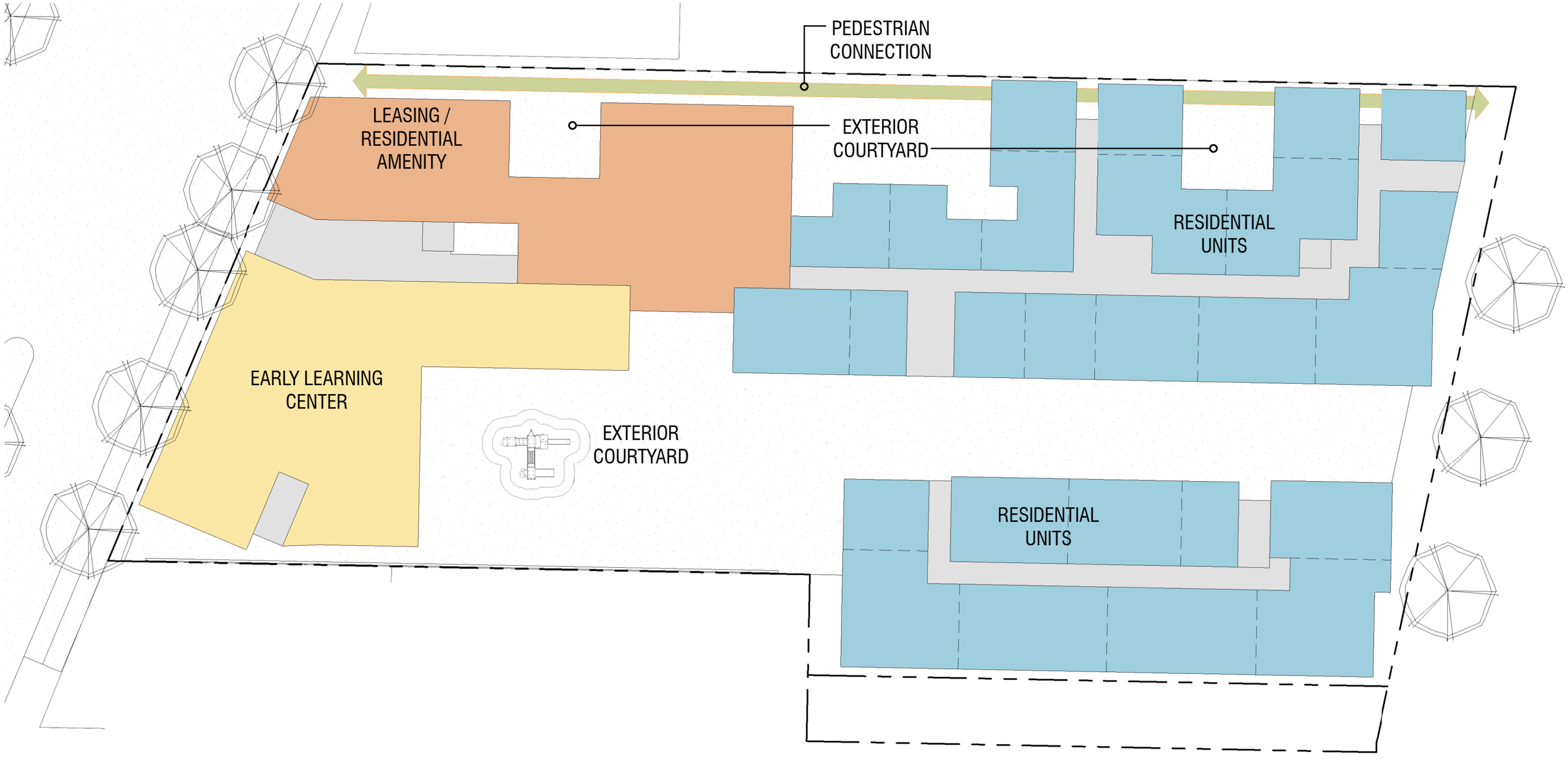
CONSTRAINTS
- DEPARTURE REQUEST: At 33rd Avenue NE, allow a height encroachment in the 35' level stepback in one location.

DESIGN ALTERNATIVE A - PREFERRED

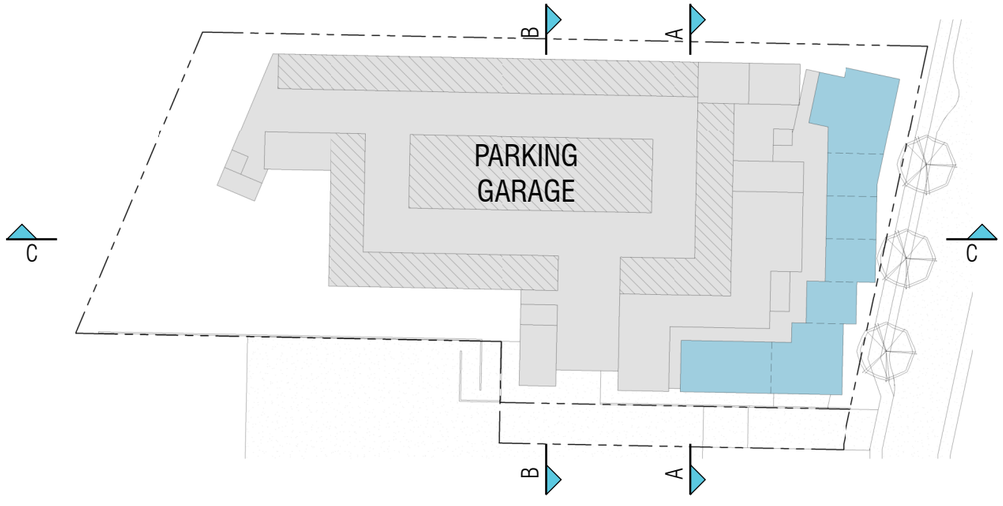


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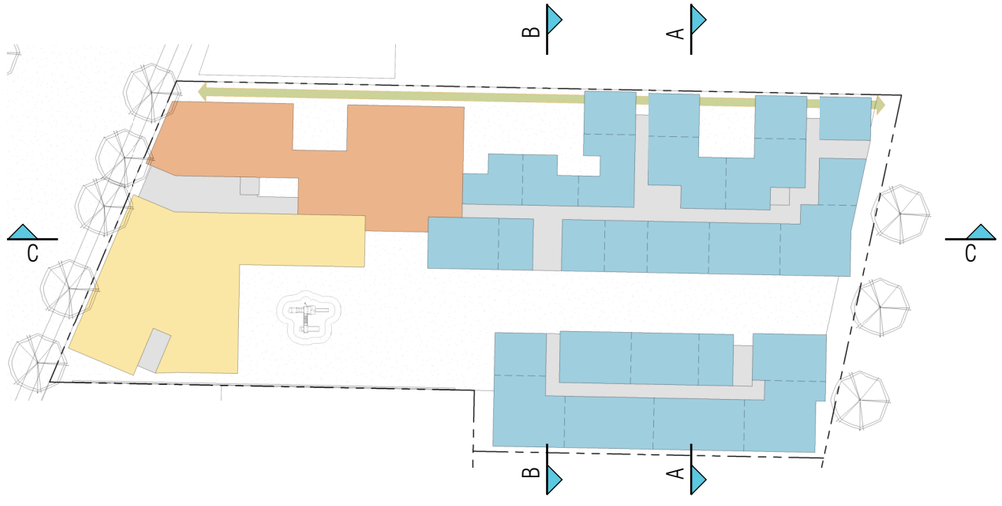




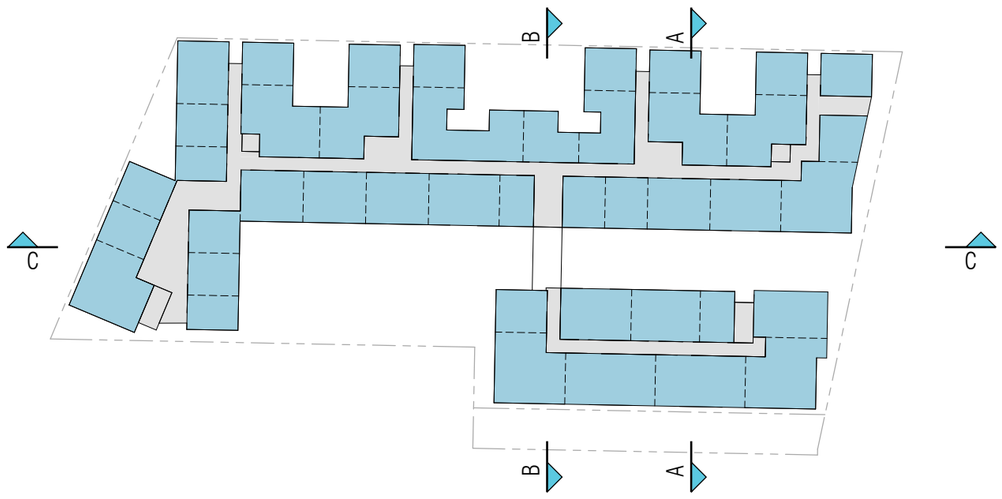
DESIGN ALTERNATIVE A: SITE PLAN
SCALE: 1" = 50'-0"



DESIGN ALTERNATIVE A: PARKING LEVEL



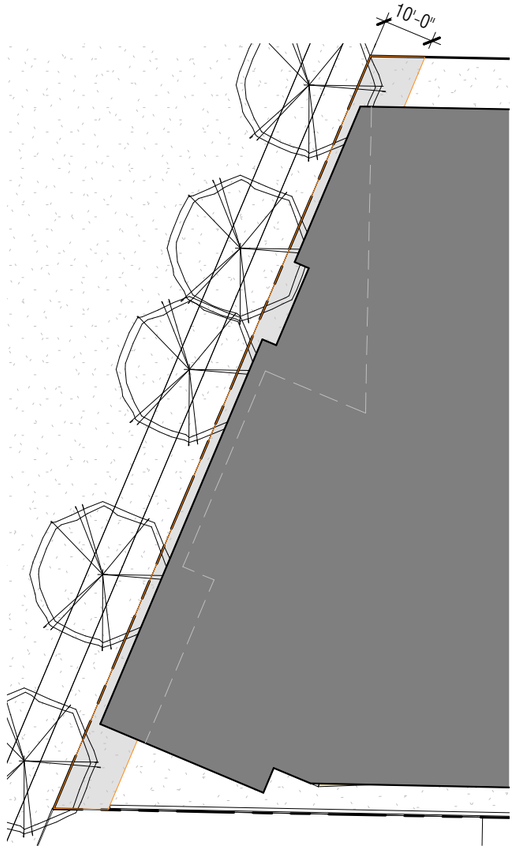
DESIGN ALTERNATIVE A: STREET LEVEL



DESIGN ALTERNATIVE A: RESIDENTIAL LEVEL (TYP)

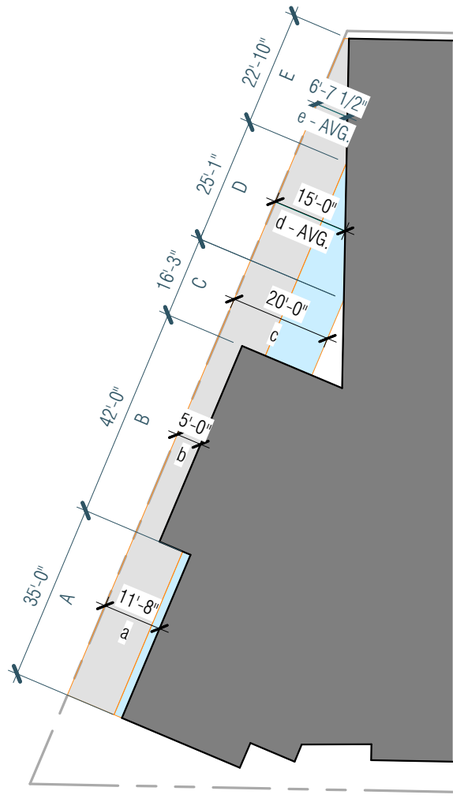
DESIGN ALTERNATIVE A - PREFERRED

LAKE CITY WAY NE FRONTAGE - STEPBACK DIAGRAMS



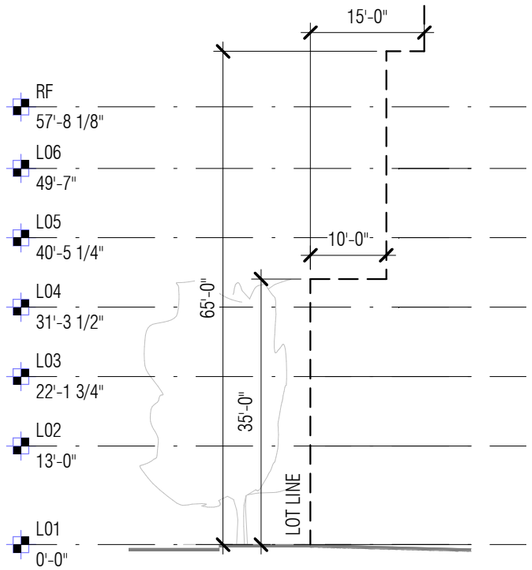
STREET LEVEL - LAKE CITY WAY

SCALE: 1" = 30'-0"



STEPBACK - LAKE CITY WAY - ABOVE 35'

SCALE: 1" = 30'-0"

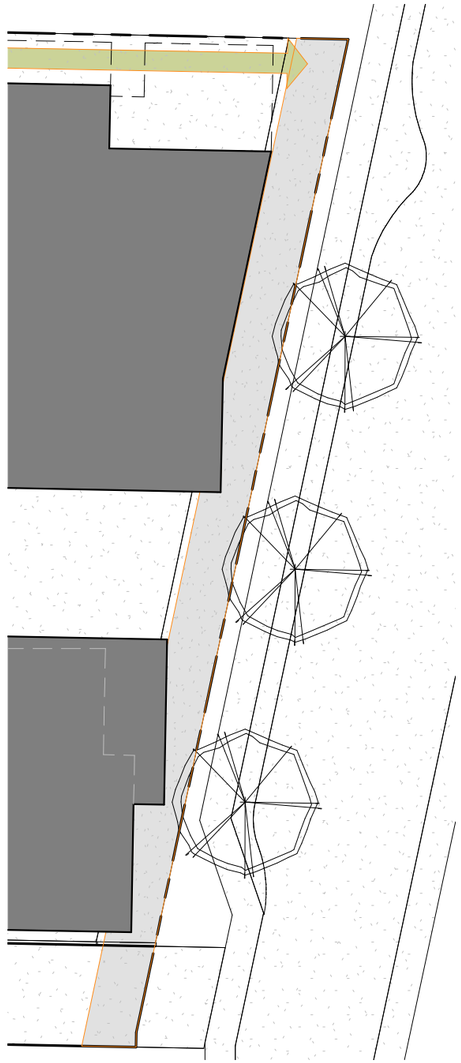


AVERAGE FACADE STEPBACK

$$\frac{(Axa)+(Bxb)+(Cxc)+(Dxd)+(Exe)}{A+B+C+D+E} = \frac{1470.5}{141.25} = 10.41'$$

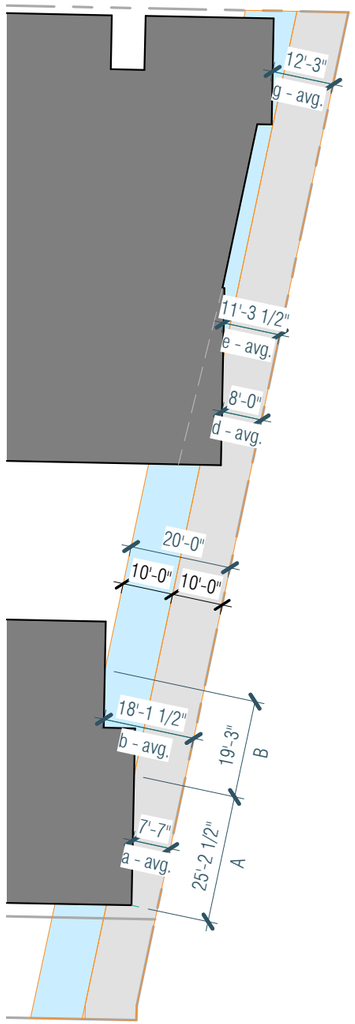
DESIGN ALTERNATIVE A

33RD AVE NE FRONTAGE - STEPBACK DIAGRAMS



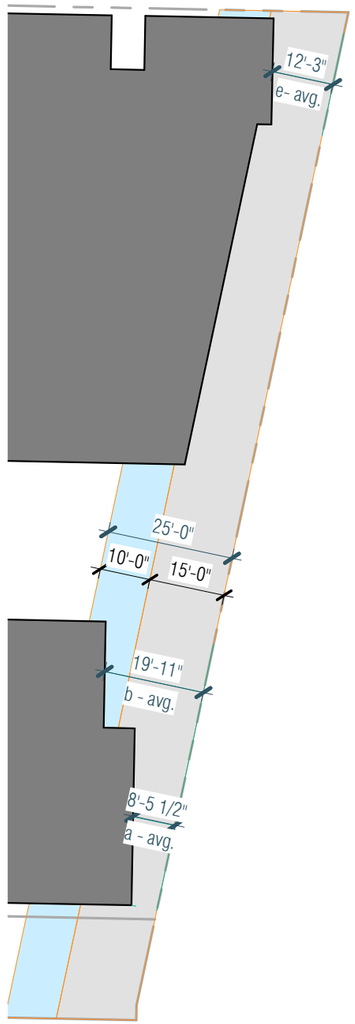
STREET LEVEL - 33rd

SCALE: 1" = 30'-0"



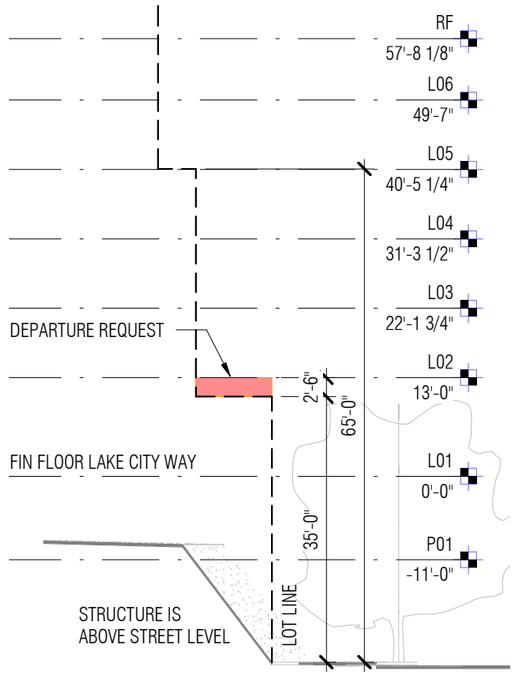
STEPBACK - 33rd - ABOVE 35'

SCALE: 1" = 30'-0"



STEPBACK - 33rd - ABOVE 65'

SCALE: 1" = 30'-0"



AVERAGE FACADE STEPBACK

$$35' \quad \frac{(Axa)+(Bxb)+(Cxc)+(Dxd)+(Exe)}{A+B+C+D+E} = \frac{2434.7}{177.33} = 13.73'$$

$$65' \quad \frac{(Axa)+(Bxb)+(Cxc)+(Dxd)+(Exe)}{A+B+C+D+E} = \frac{2671.1}{177.33} = 15.06'$$

DESIGN ALTERNATIVE A - PREFERRED

BUILDING FOOTPRINT: 40,230 sq. ft.
TOTAL BUILDING AREA: 235,203 sq. ft.
TOTAL GARAGE AREA: 30,700 sq. ft.
FAR: 3.15 (BELOW GRADE PARKING EXEMPT)

UNIT COUNT: 256
PARKING: APPROX 68 STALLS
HEIGHT: 67'-0" to top of roof structure
DEPARTURE REQUESTED: 1

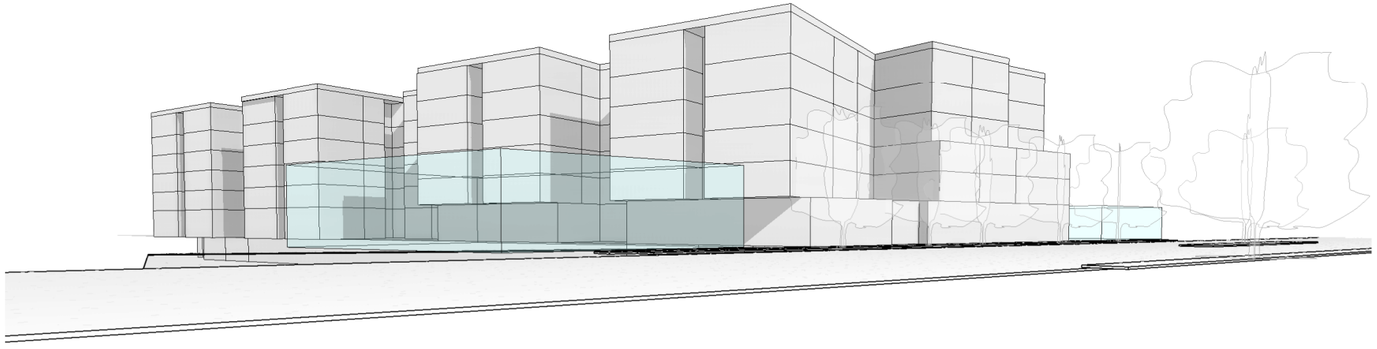
OPPORTUNITIES

- CS2 - Lake City Supplemental Guidance: Reduce "canyon effect" by facade stepbacks.
- PL1& PL2 - Lake City Supplemental Guidance: Mid-block pedestrian connectivity provided between Lake City Way NE and 33rd Avenue NE.
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- MANDATORY AFFORDABILITY: 100% affordable dwelling units.

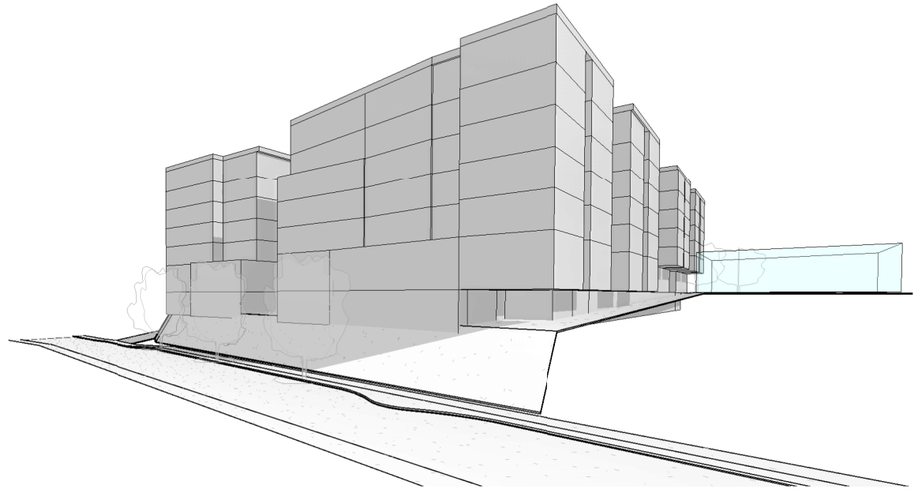
CONSTRAINTS

- DEPARTURE REQUEST: At 33rd Avenue NE, allow a height encroachment in the 35' level stepback in one location.

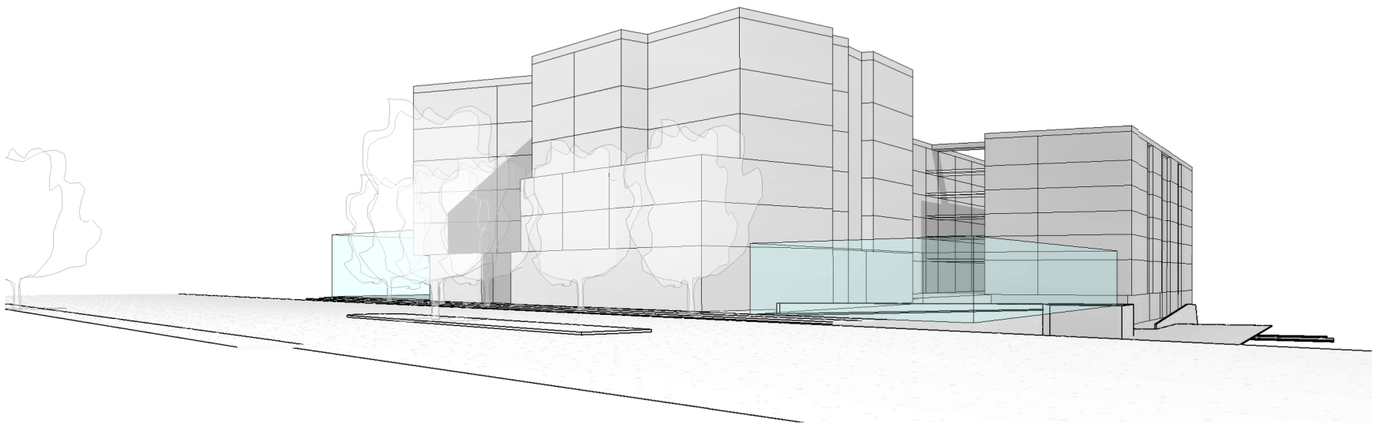
DESIGN ALTERNATIVE A



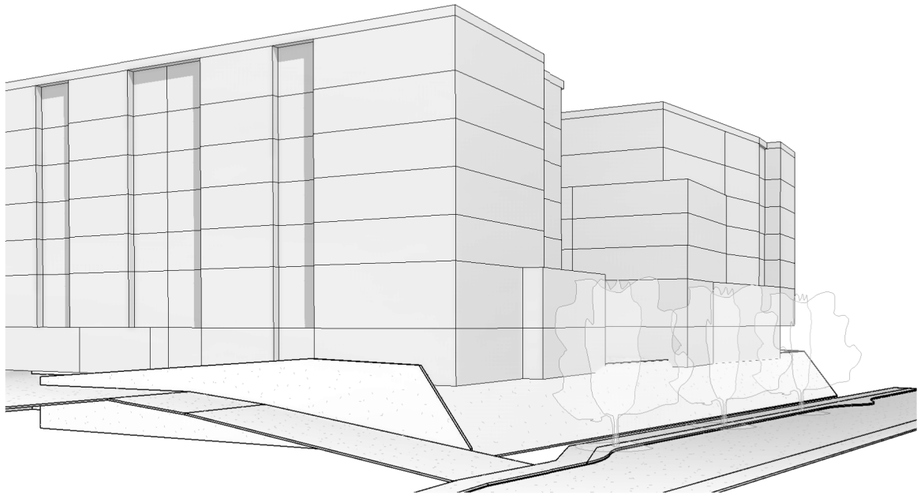
LAKE CITY WAY NE FRONTAGE - VIEW FROM NORTHWEST



33rd AVE NE STREETCAPE - VIEW FROM NORTHEAST

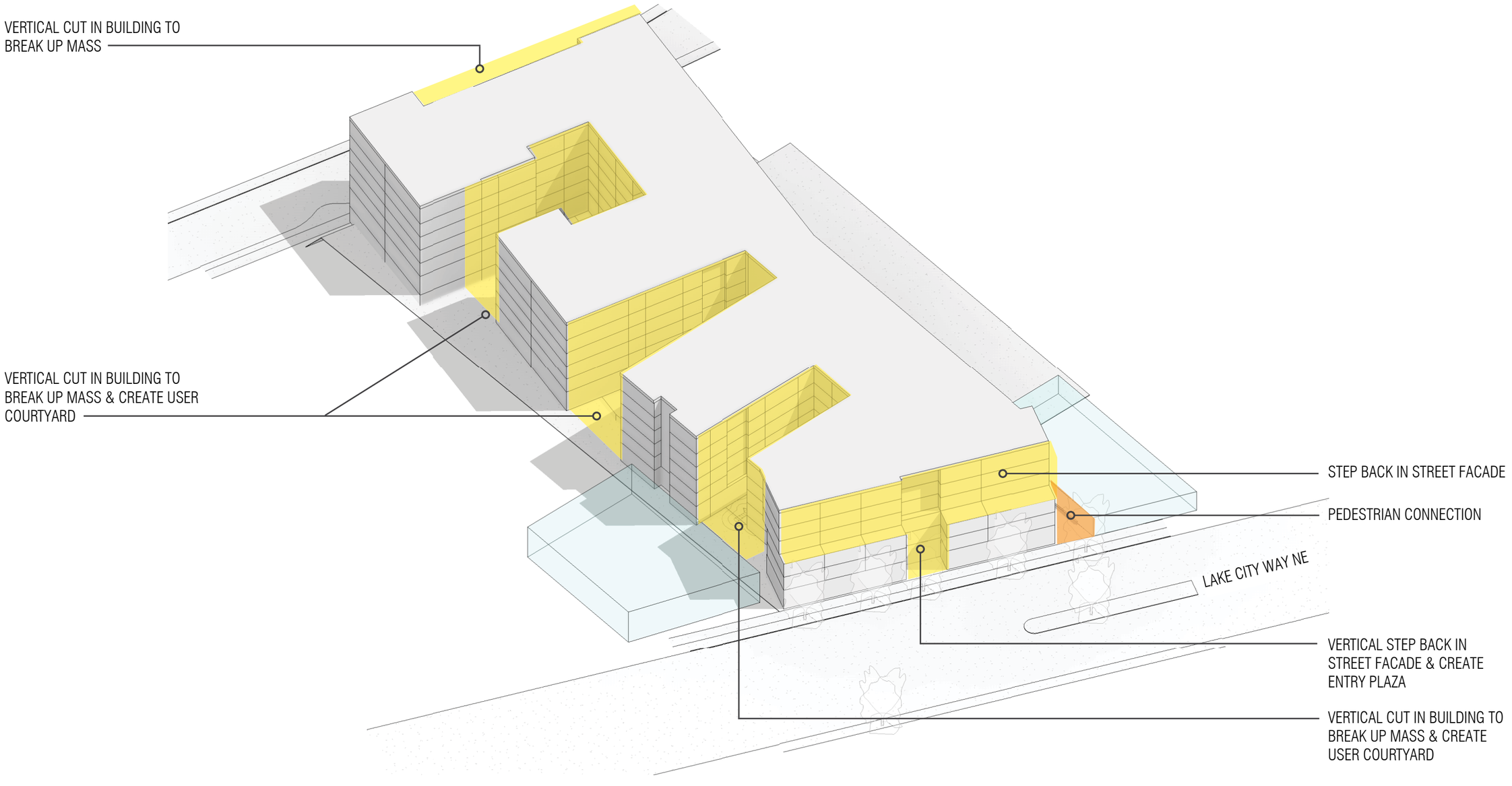


LAKE CITY WAY NE FRONTAGE - VIEW FROM SOUTHWEST

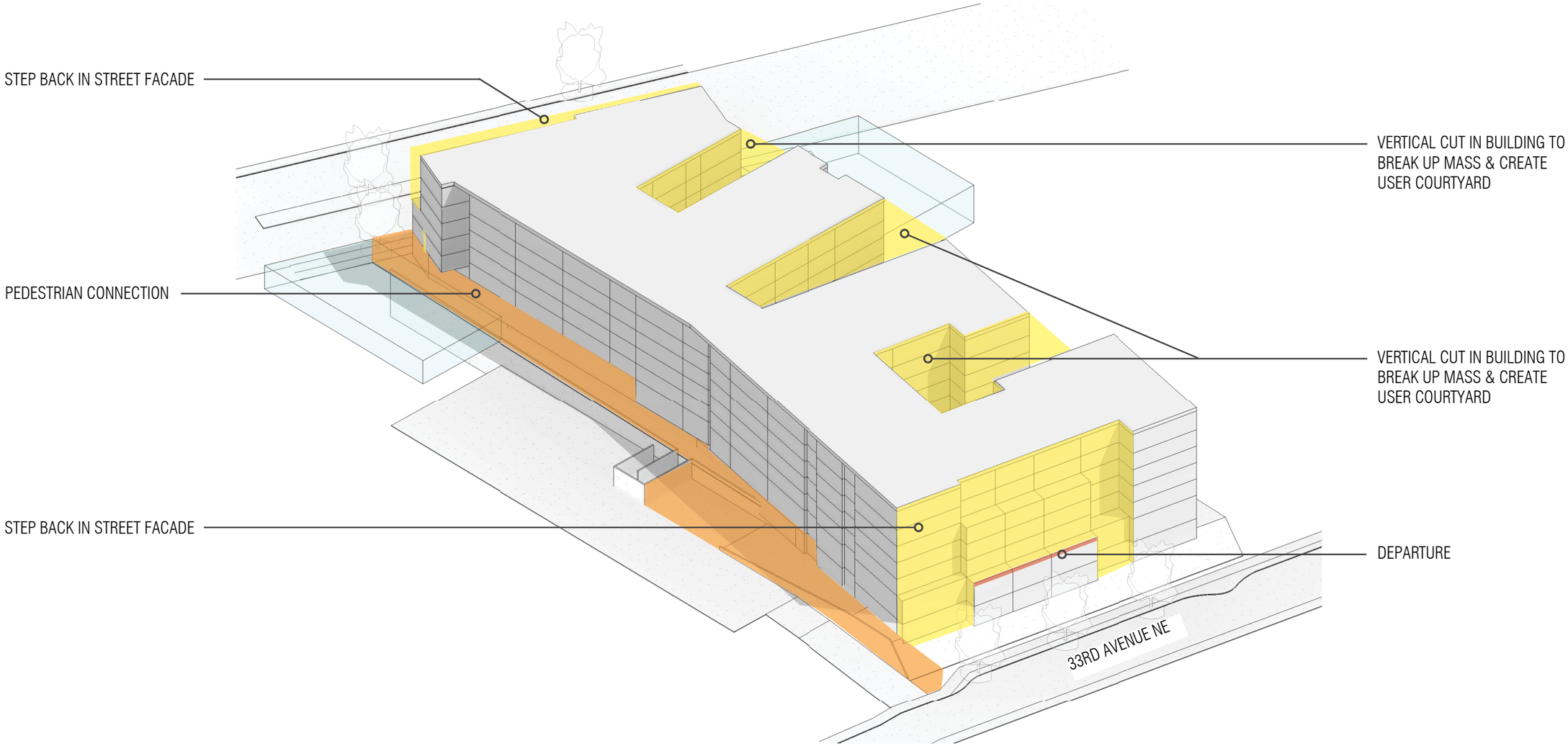


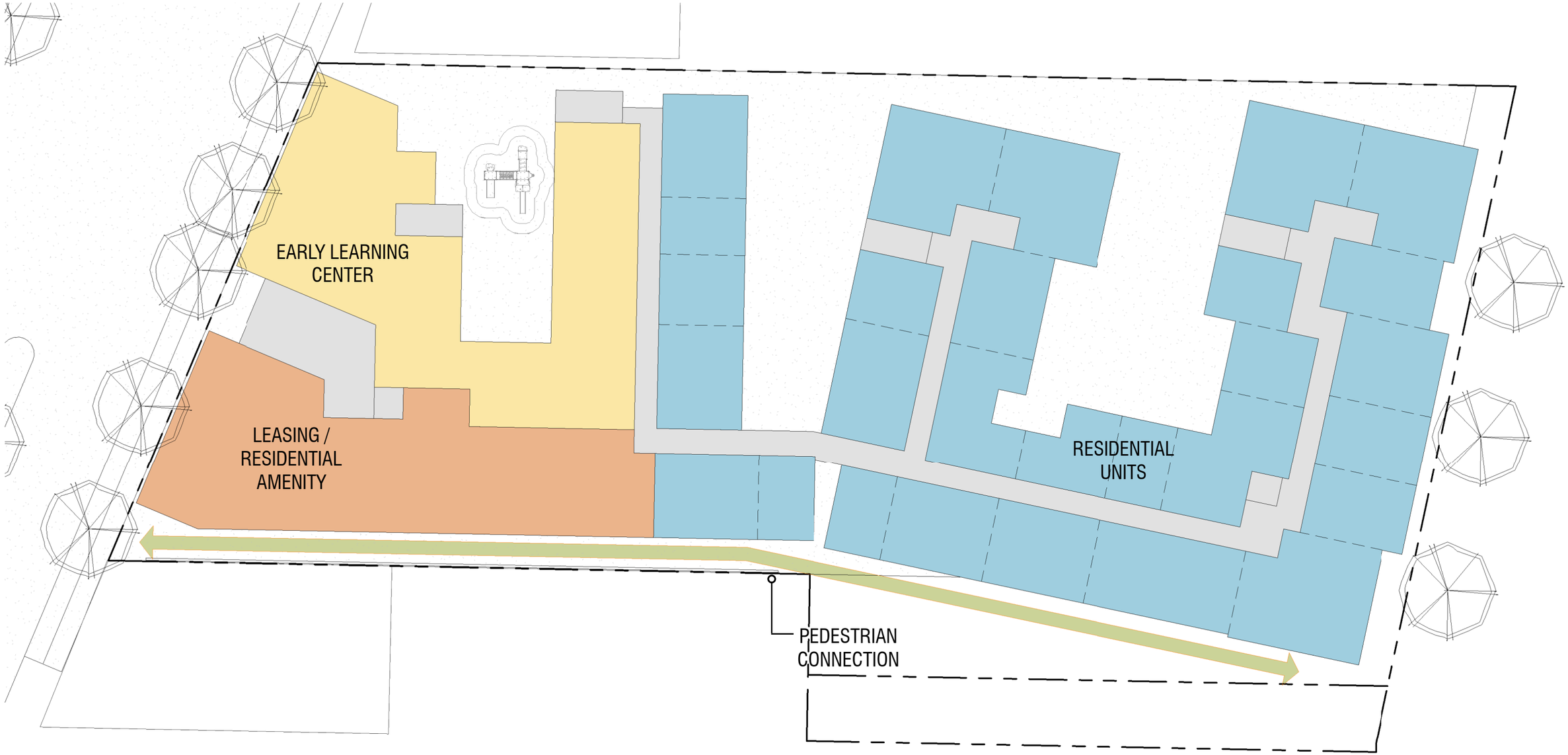
33rd AVE NE STREETCAPE - VIEW FROM SOUTHEAST

DESIGN ALTERNATIVE B



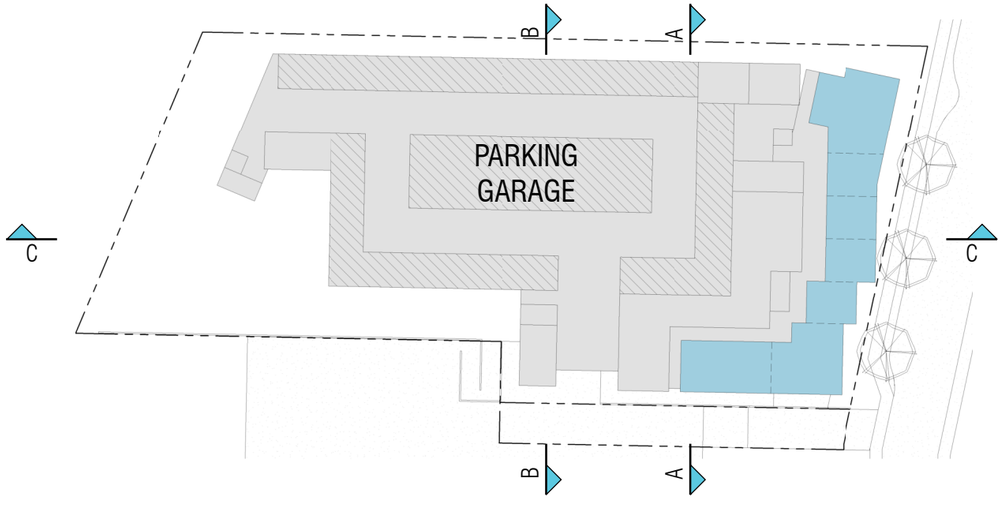
DESIGN ALTERNATIVE B





DESIGN ALTERNATIVE B: SITE PLAN

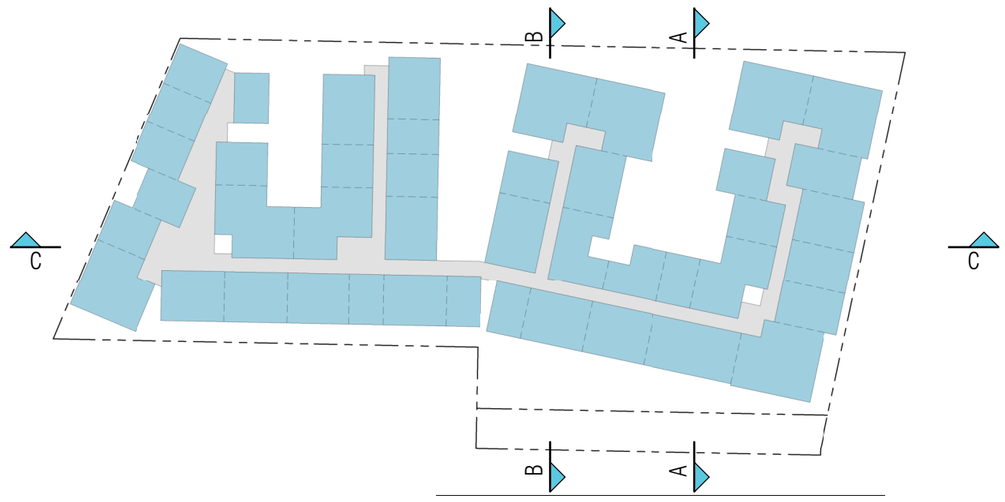
SCALE: 1" = 50'-0"



DESIGN ALTERNATIVE B: PARKING LEVEL



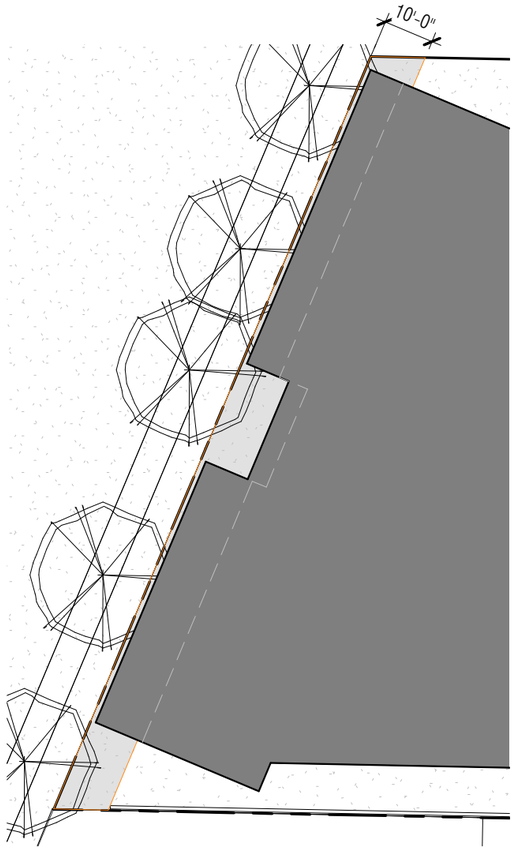
DESIGN ALTERNATIVE B: STREET LEVEL



DESIGN ALTERNATIVE B: RESIDENTIAL LEVEL (TYP)

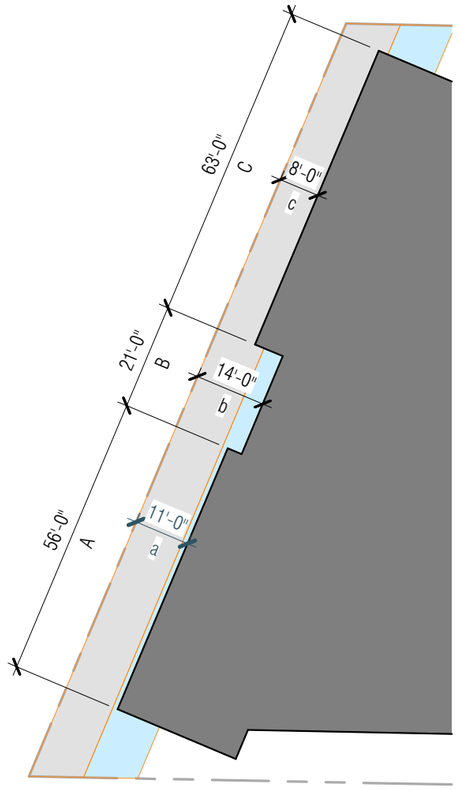
DESIGN ALTERNATIVE B

LAKE CITY WAY NE FRONTAGE - STEPBACK DIAGRAMS



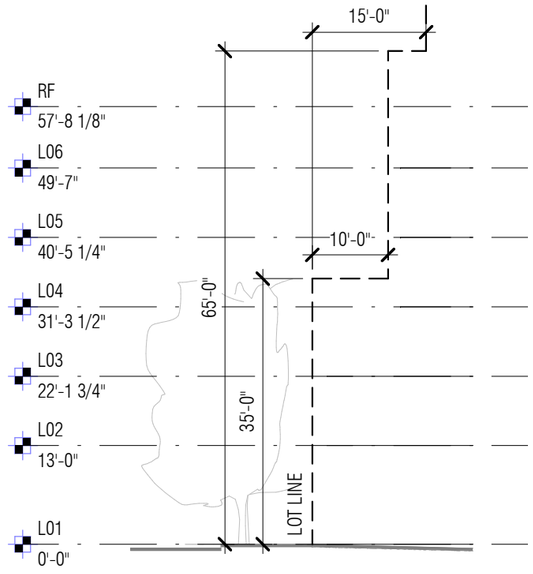
STREET LEVEL - LAKE CITY WAY

SCALE: 1" = 30'-0"



STEPBACK - LAKE CITY WAY - ABOVE 35'

SCALE: 1" = 30'-0"

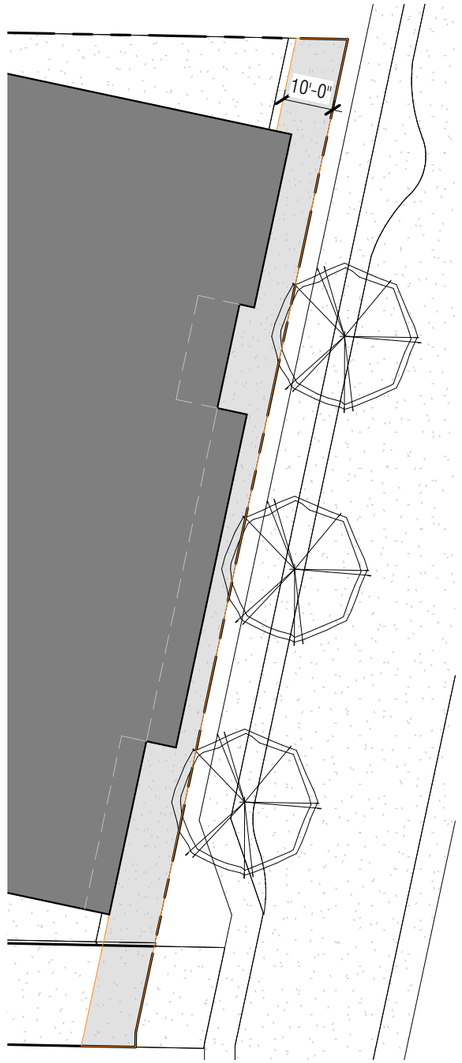


AVERAGE FACADE STEPBACK

$$\frac{(Axa)+(Bxb)+(Cxc)+(Dxd)+(Exe)}{A+B+C+D+E} = \frac{1414}{140} = 10.10'$$

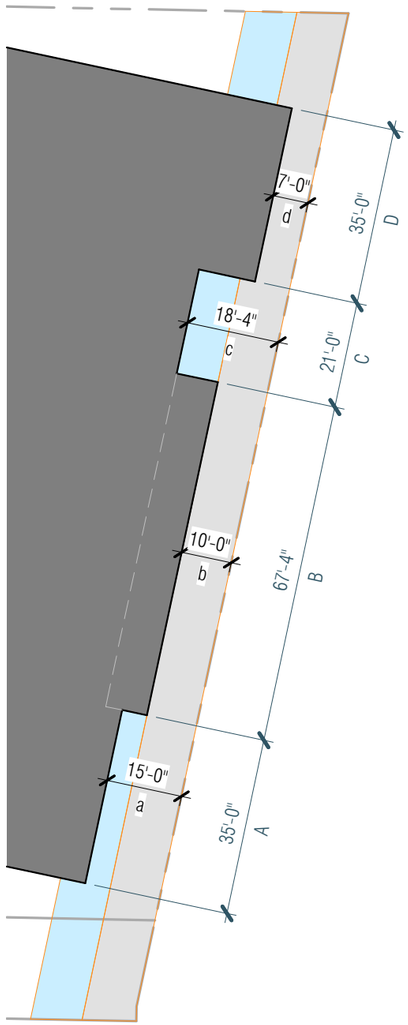
DESIGN ALTERNATIVE B

33RD AVE NE FRONTAGE - STEPBACK DIAGRAMS



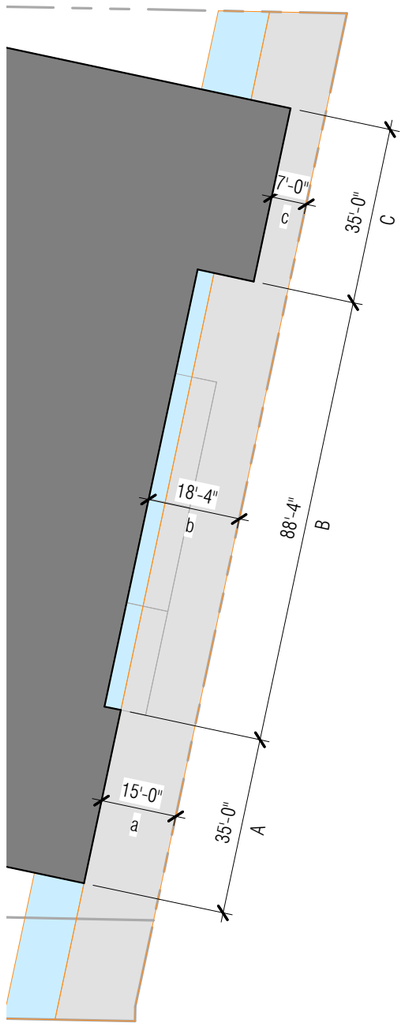
STREET LEVEL - 33rd

SCALE: 1" = 30'-0"



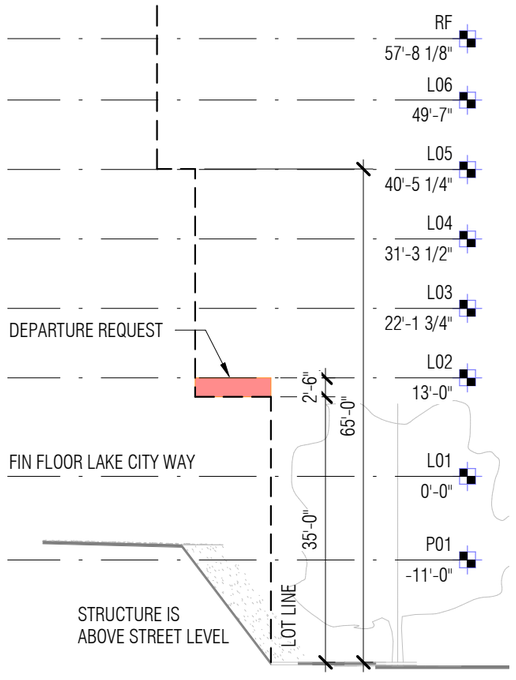
STEPBACK - 33rd - ABOVE 35'

SCALE: 1" = 30'-0"



STEPBACK - 33rd - ABOVE 65'

SCALE: 1" = 30'-0"



AVERAGE FACADE STEPBACK

$$35' \quad \frac{(Axa)+(Bxb)+(Cxc)+(Dxd)+(Exe)}{A+B+C+D+E} = \frac{1828.2}{158.33} = 11.55'$$

$$65' \quad \frac{(Axa)+(Bxb)+(Cxc)+(Dxd)+(Exe)}{A+B+C+D+E} = \frac{2671.1}{177.33} = 15.09'$$

DESIGN ALTERNATIVE B

BUILDING FOOTPRINT: 35,965 sq. ft.
TOTAL BUILDING AREA: 231,028 sq. ft.
TOTAL GARAGE AREA: 24,445 sq. ft.
FAR: 3.19 (BELOW GRADE PARKING EXEMPT)

UNIT COUNT: 256
PARKING: APPROX 68 STALLS
HEIGHT: 67'-0" to top of roof structure
DEPARTURE REQUESTED: 1

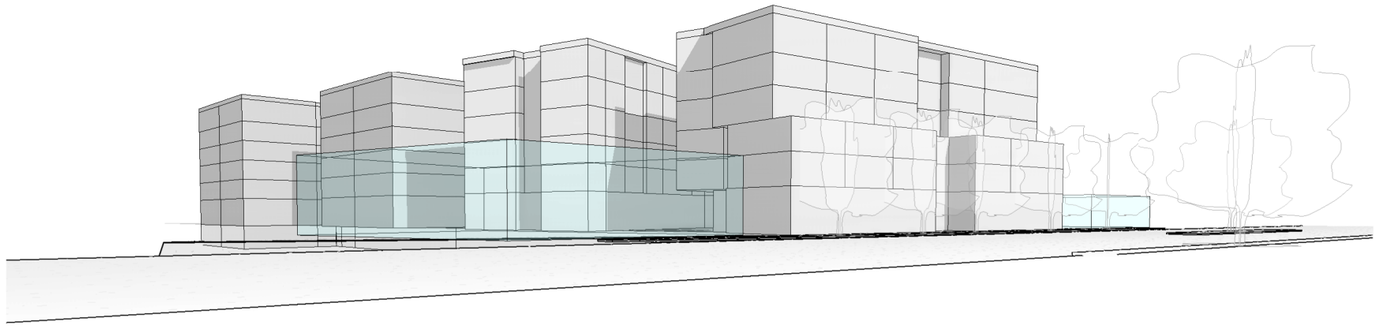
OPPORTUNITIES

- CS2 - Lake City Supplemental Guidance: Reduce "canyon effect" by facade stepbacks.
- PL1& PL2 - Lake City Supplemental Guidance: Mid-block pedestrian connectivity provided between Lake City Way NE and 33rd Avenue NE.
- DC1 - Lake City Supplemental Guidance: Parking placed underground for with access off of 33rd Avenue NE.
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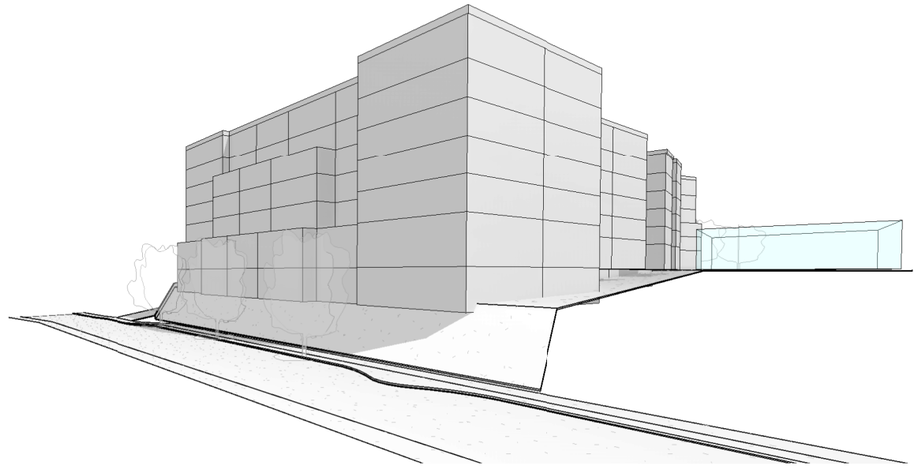
CONSTRAINTS

- DEPARTURE REQUEST: At 33rd Avenue NE, allow a height encroachment in the 35' level stepback in one location.

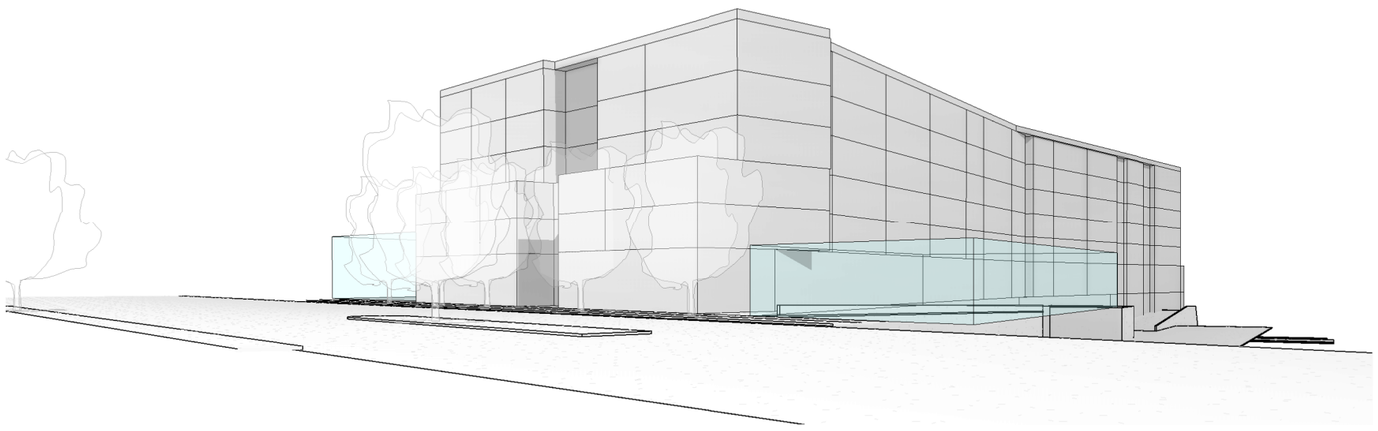
DESIGN ALTERNATIVE B



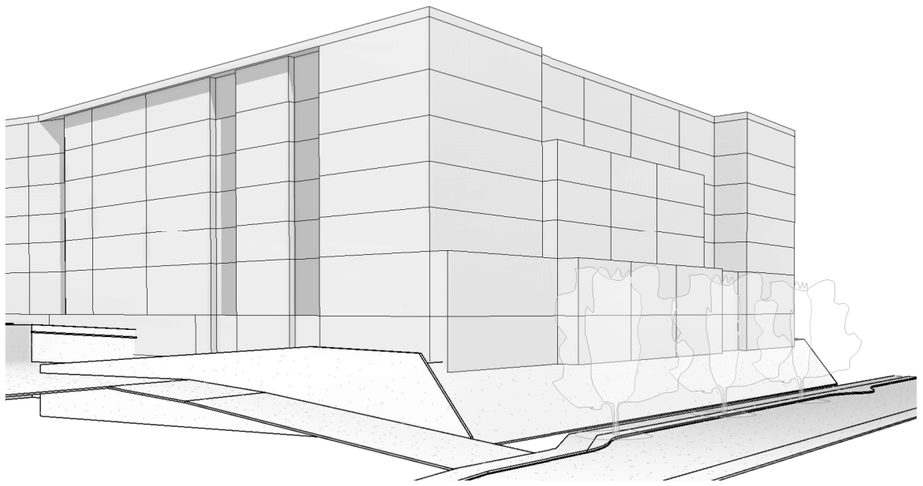
LAKE CITY WAY NE FRONTAGE - VIEW FROM NORTHWEST



33rd AVE NE STREETCAPE - VIEW FROM NORTHEAST

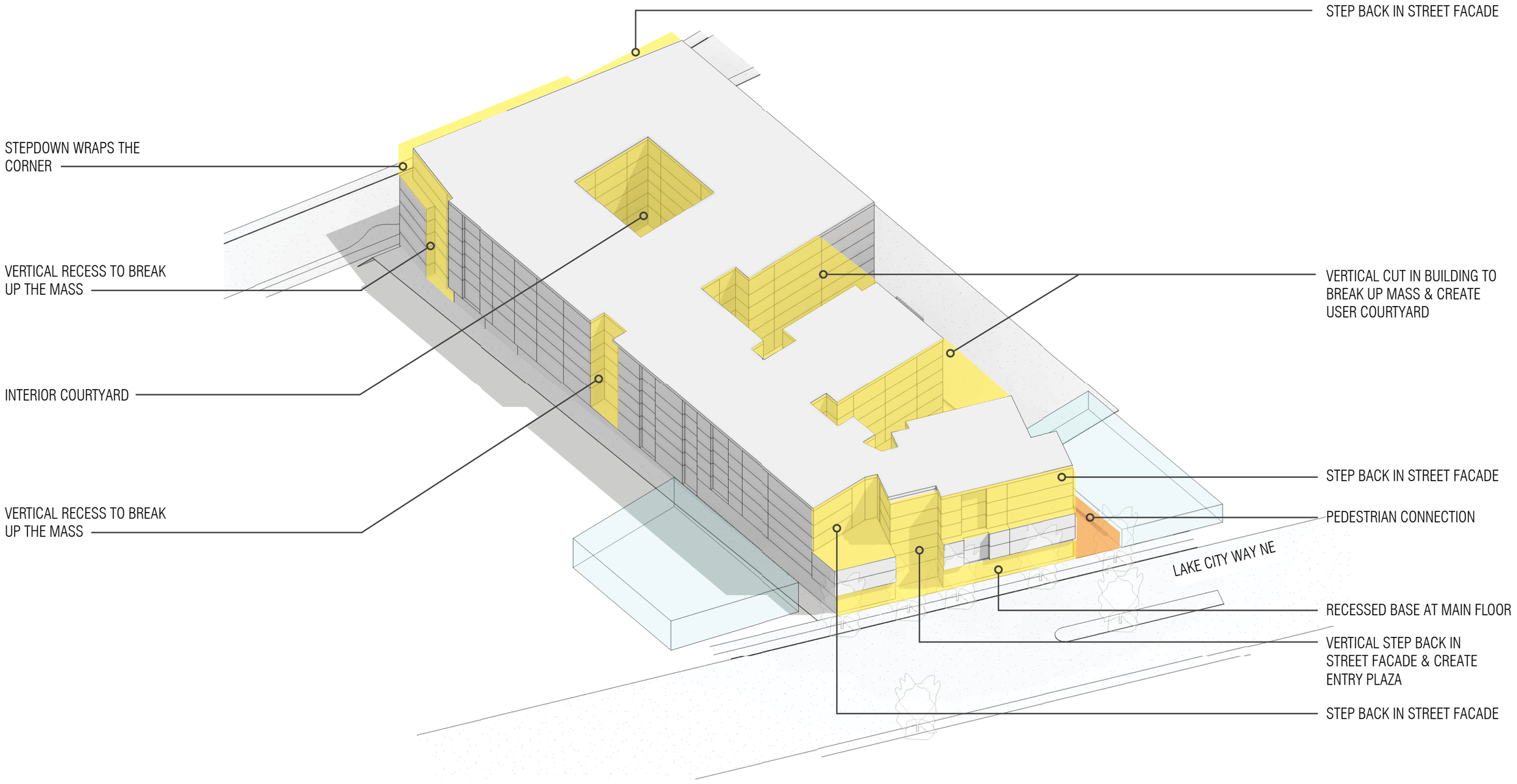


LAKE CITY WAY NE FRONTAGE - VIEW FROM SOUTHWEST

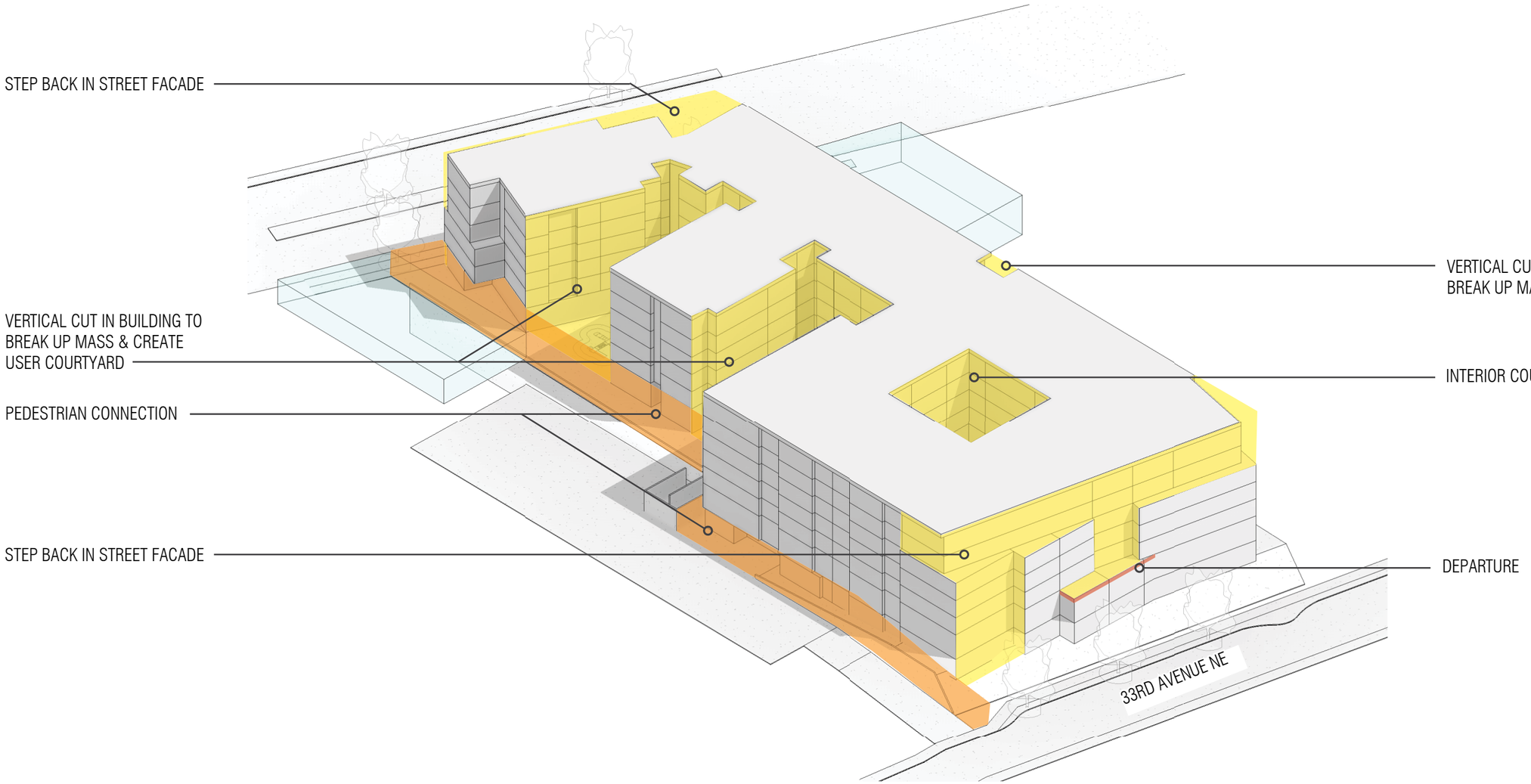


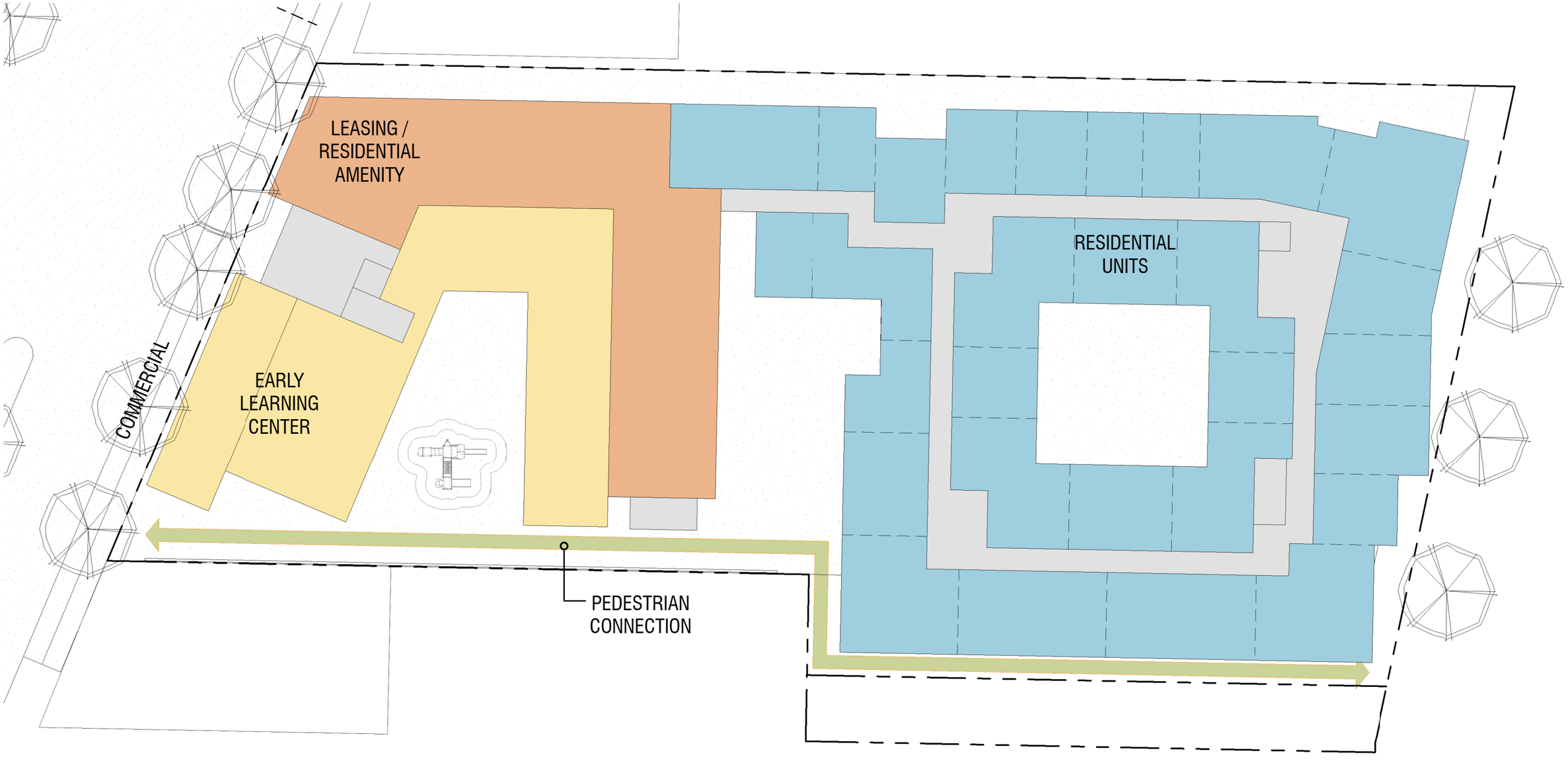
33rd AVE NE STREETCAPE - VIEW FROM SOUTHEAST

DESIGN ALTERNATIVE C

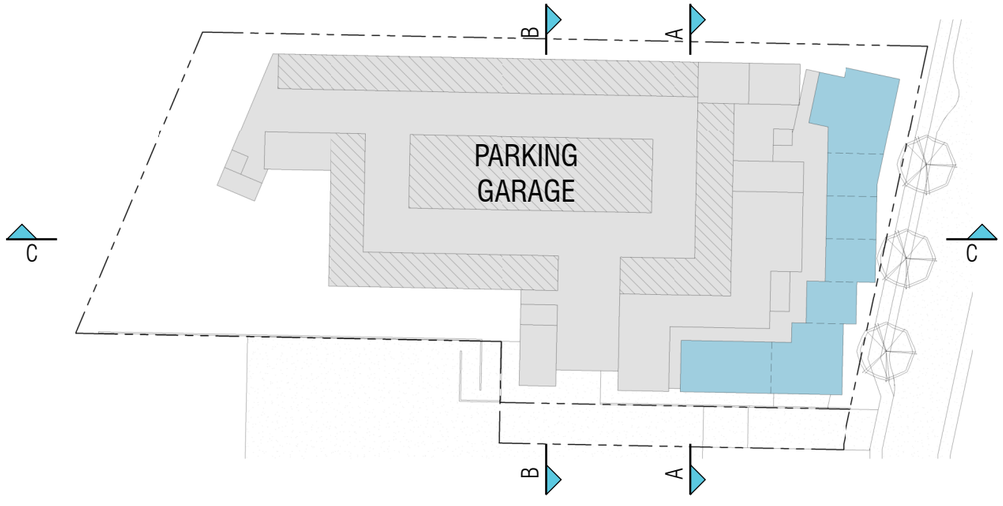


DESIGN ALTERNATIVE C

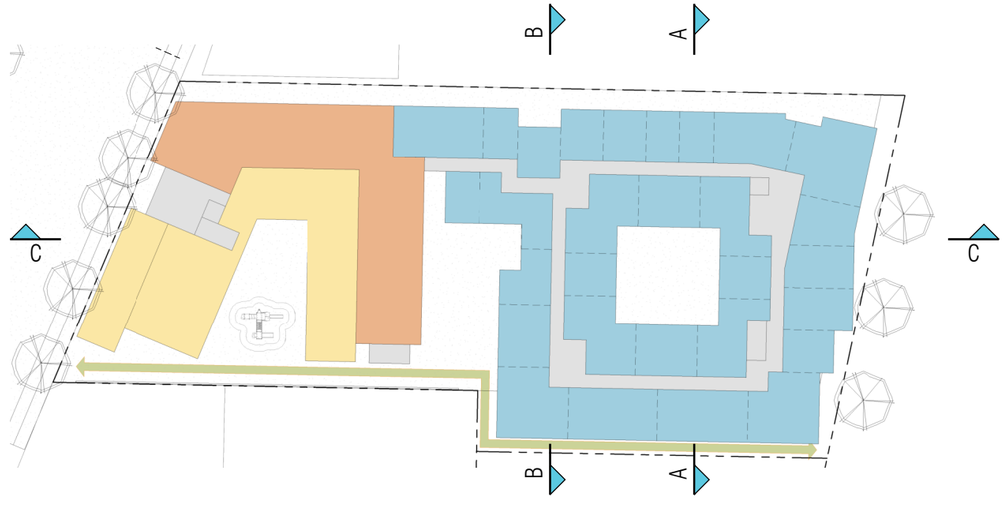




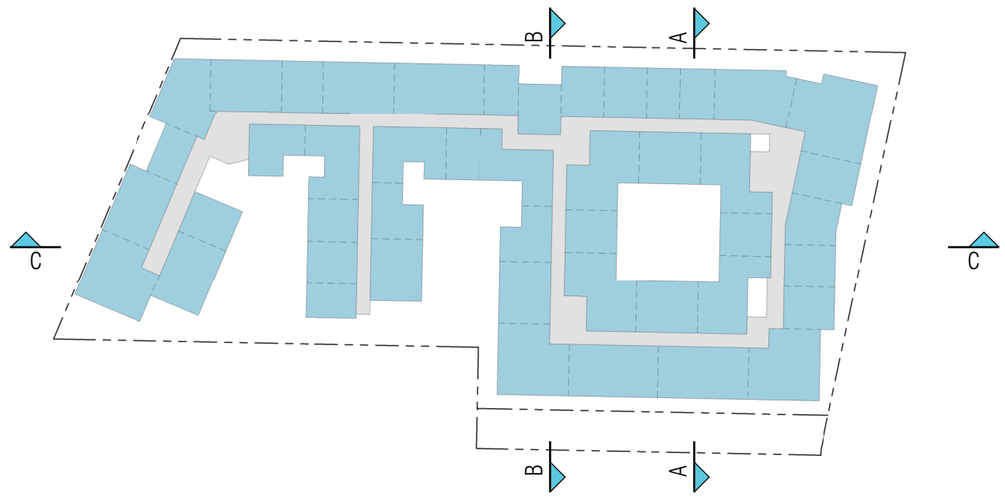
DESIGN ALTERNATIVE C: SITE PLAN
SCALE: 1" = 50'-0"



DESIGN ALTERNATIVE C: PARKING LEVEL



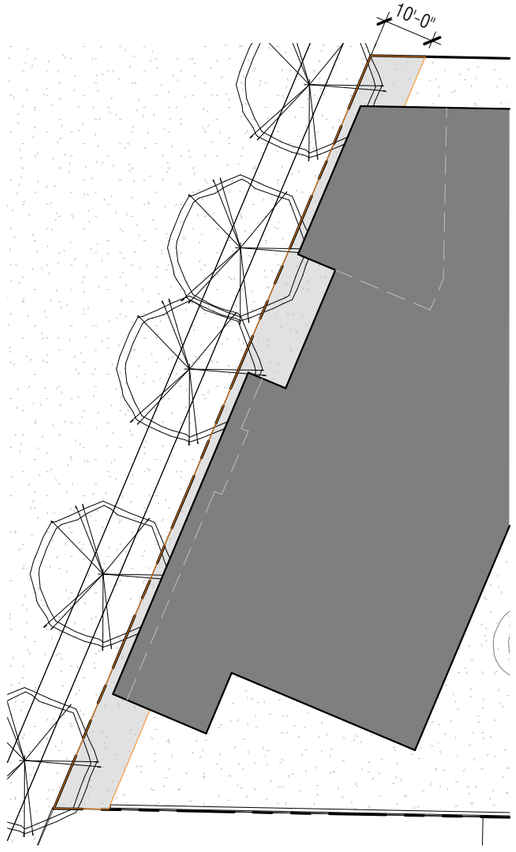
DESIGN ALTERNATIVE C: STREET LEVEL



DESIGN ALTERNATIVE C: RESIDENTIAL LEVEL (TYP)

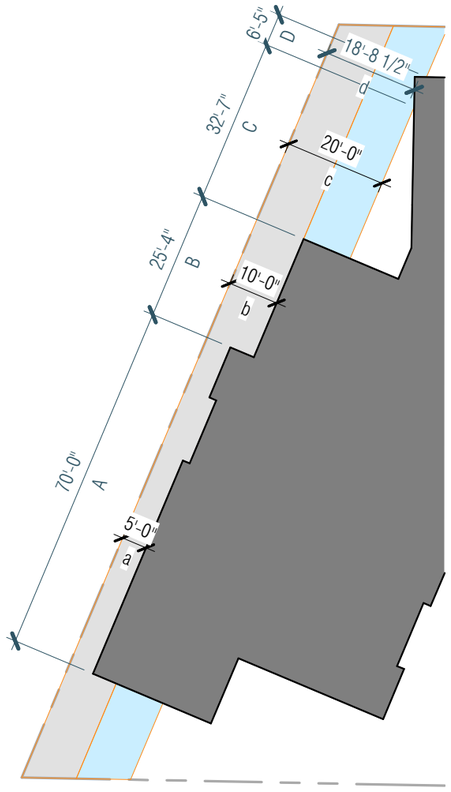
DESIGN ALTERNATIVE C

LAKE CITY WAY NE FRONTAGE - STEPBACK DIAGRAMS



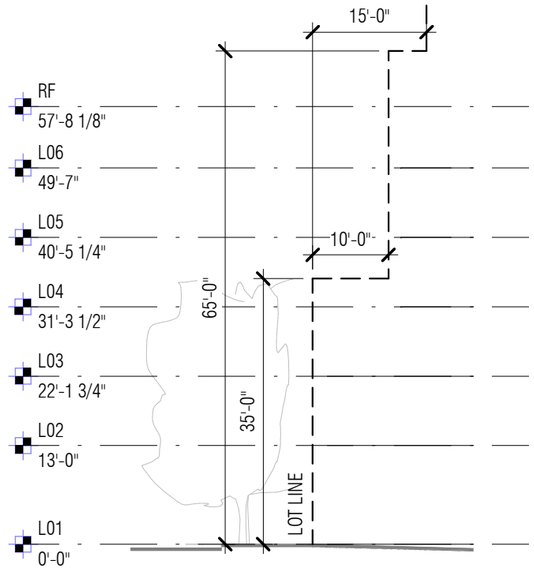
STREET LEVEL - LAKE CITY WAY

SCALE: 1" = 30'-0"



STEPBACK - LAKE CITY WAY - ABOVE 35'

SCALE: 1" = 30'-0"

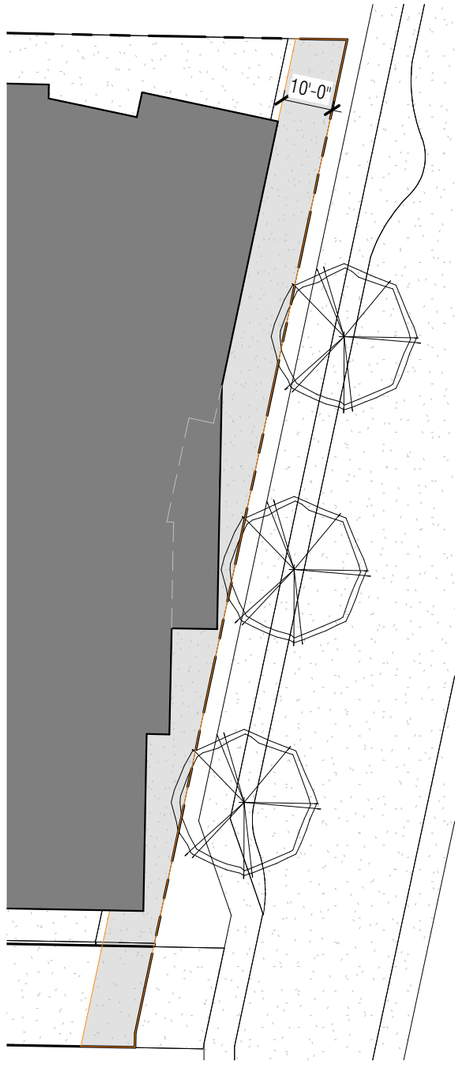


AVERAGE FACADE STEPBACK

$$\frac{(Axa)+(Bxb)+(Cxc)+(Dxd)+(Exe)}{A+B+C+D+E} = \frac{1374.4}{134.32} = 10.24'$$

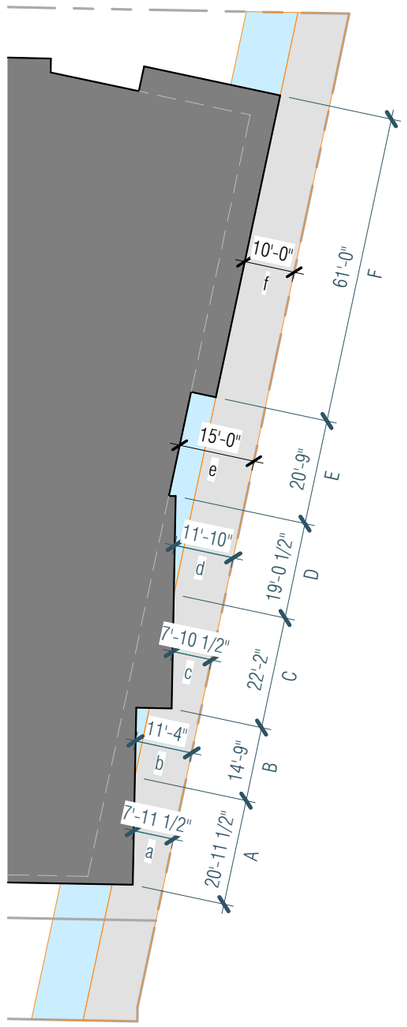
DESIGN ALTERNATIVE C

33RD AVE NE FRONTAGE - STEPBACK DIAGRAMS



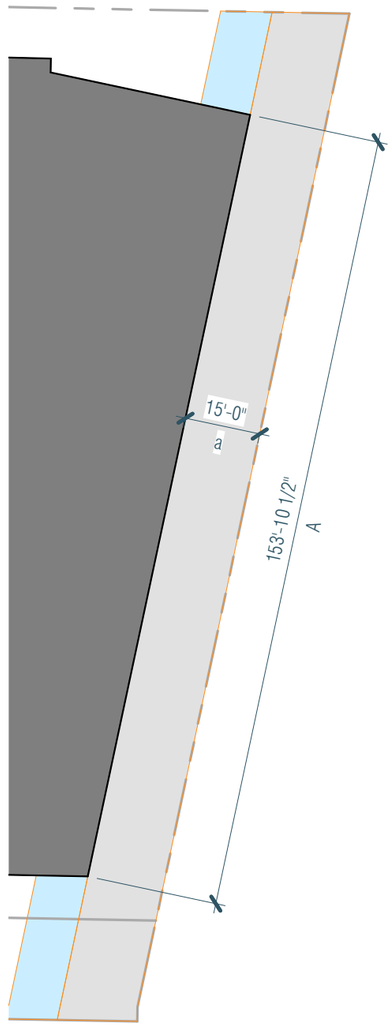
STREET LEVEL - 33rd

SCALE: 1" = 30'-0"



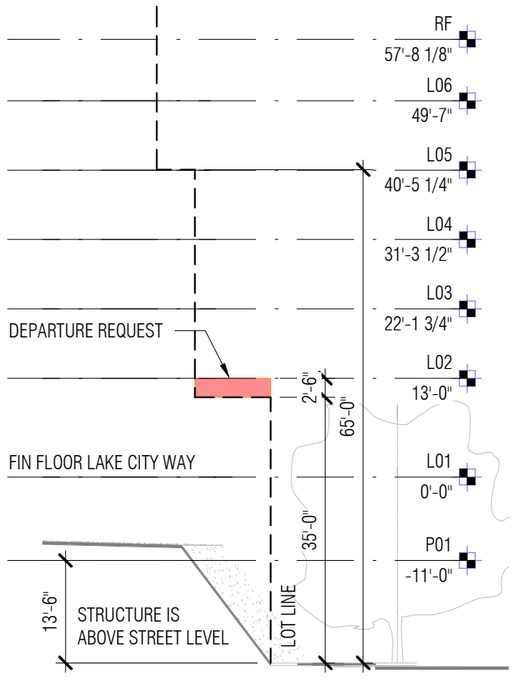
STEPBACK - 33rd - ABOVE 35'

SCALE: 1" = 30'-0"



STEPBACK - 33rd - ABOVE 65'

SCALE: 1" = 30'-0"



AVERAGE FACADE STEPBACK

$$35' \quad \frac{(Axa)+(Bxb)+(Cxc)+(Dxd)+(Exe)}{A+B+C+D+E} = \frac{1655.6}{158.68} = 10.43'$$

$$65' \quad \frac{(Axa)+(Bxb)+(Cxc)+(Dxd)+(Exe)}{A+B+C+D+E} = \frac{2308.4}{153.89} = 15.00'$$

BUILDING MASS ANALYSIS

DESIGN ALTERNATIVE C

BUILDING FOOTPRINT: 37,910 sq. ft.
TOTAL BUILDING AREA: 242,627 sq. ft.
TOTAL GARAGE AREA: 26,152 sq. ft.
FAR: 3.34 (BELOW GRADE PARKING EXEMPT)

UNIT COUNT: 256
PARKING: APPROX 68 STALLS
HEIGHT: 67'-0" to top of roof structure
DEPARTURE REQUESTED: 1

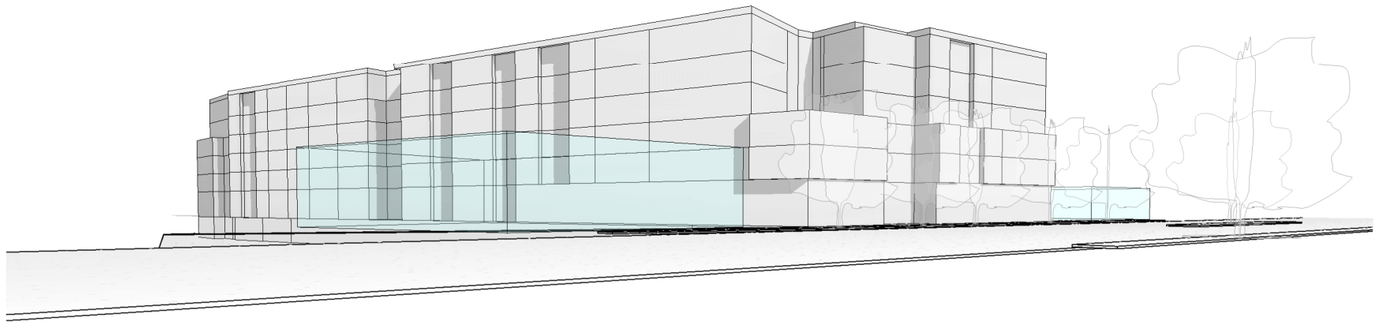
OPPORTUNITIES

- CS2 - Lake City Supplemental Guidance: Reduce "canyon effect" by facade stepbacks.
- PL1& PL2 - Lake City Supplemental Guidance: Mid-block pedestrian connectivity provided between Lake City Way NE and 33rd Avenue NE.
- DC1 - Lake City Supplemental Guidance: Parking placed underground for with access off of 33rd Avenue NE.
- DC2: Reducing Perceived Mass: Vertical breaks in all facades provide relief over length of elevation.
- DC3-1: Residential Open Space: Large resident use courtyards for common gatherings/ interaction and recreational functions.
- MANDATORY AFFORDABILITY: 100% affordable dwelling units.

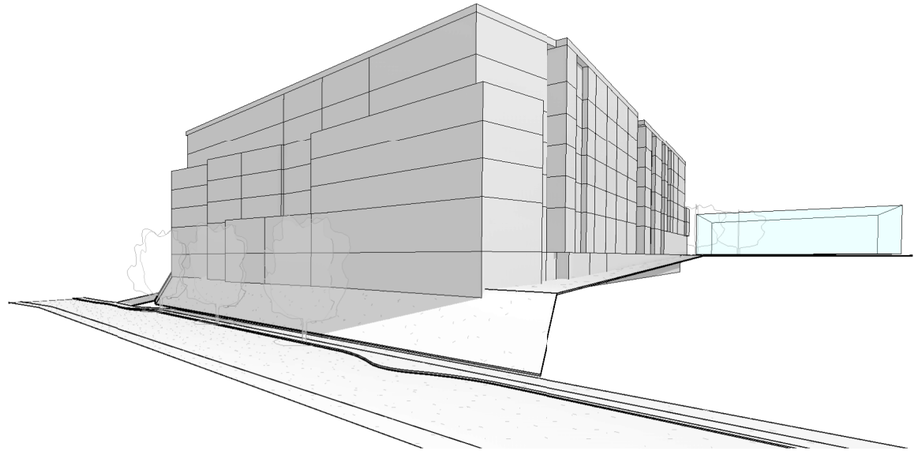
CONSTRAINTS

- DEPARTURE REQUEST: At 33rd Avenue NE, allow a height encroachment in the 35' level stepback in one location.

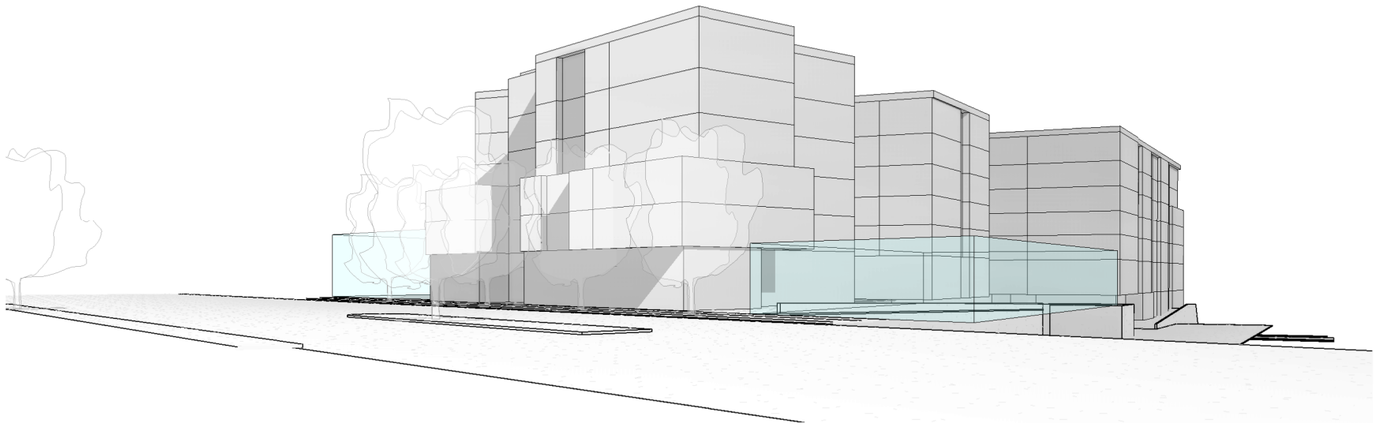
DESIGN ALTERNATIVE C



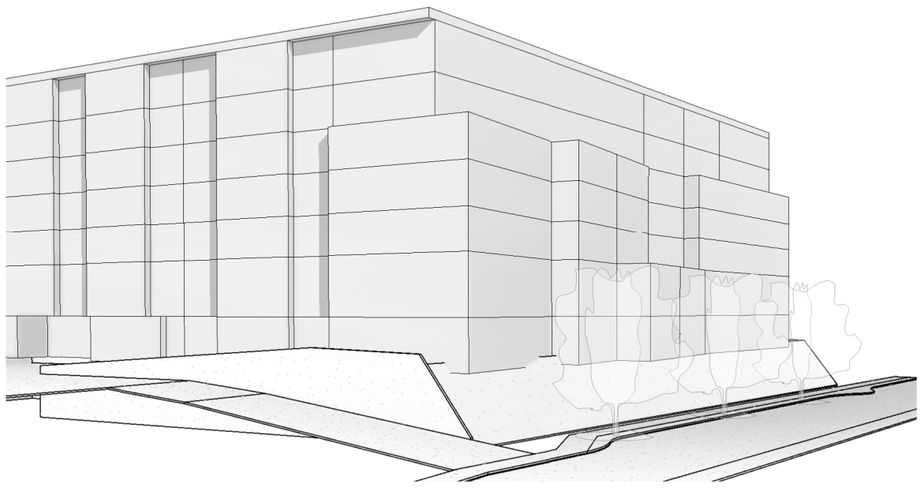
LAKE CITY WAY NE FRONTAGE - VIEW FROM NORTHWEST



33rd AVE NE STREETCAPE - VIEW FROM NORTHEAST



LAKE CITY WAY NE FRONTAGE - VIEW FROM SOUTHWEST



33rd AVE NE STREETCAPE - VIEW FROM SOUTHEAST

DEPARTURE REQUEST - 1

DESIGN STANDARD	DEPARTURE REQUEST	JUSTIFICATION FOR DEPARTURE	DESIGN GUIDELINES
SETBACKS: (23.47A.009.E.4) A SETBACK WITH AN AVERAGE DEPTH OF 10 FEET FROM ABUTTING STREET LOT LINES IS REQUIRED FOR PORTIONS OF A STRUCTURE ABOVE A HEIGHT OF 35 FEET. THE MAXIMUM DEPTH OF A SETBACK THAT CAN BE USED TO CALCULATE THE AVERAGE SETBACK IS 20 FEET.	ALLOW THE BUILDING TO ENCROACH THE 35' VERTICAL REQUIREMENT THIS IS ILLUSTRATED ON EACH OPTION IN THE 3D VIEWS PROVIDED	DUE TO THE ESTABLISHED EXISTING GRADE ON LAKE CITY WAY SETTING THE STREET LEVEL ELEVATION FOR THE BUILDING (LEVEL L01) AND A MINIMUM 13'-0" REQUIRED FLOOR TO FLOOR HEIGHT, LEVEL L02 IS SET AT APPROXIMATELY 37'-6" ABOVE 33RD AVENUE NE. THE STRUCTURE OF THE BUILDING IS POST TENSIONED CONCRETE AT THE LEVEL IN QUESTION. THE INTERNAL CIRCULATION AND EXIT PATHS AND REQUIRED ACCESSIBILITY PATHS REQUIRE THE LEVELS TO ALIGN.	CS2 - URBAN PATTERN AND FORM SENSITIVE EDGE TRANSITIONS - THE PROJECT PROVIDES AMPLE STEP BACK RELIEF FROM THE STREET AT VARIOUS LEVELS DC2-A - MASSING THE SCALE OF THE STEP BACK ELEMENTS ARE NOT SIGNIFICANT MOVES TO PROVIDE MODULATION. DC2-B - ARCHITECTURAL AND FACADE COMPOSITION THE LINEAR NATURE OF THE BUILDING MASS RELIES ON HORIZONTAL LINES TO REDUCE THE SCALE OF THE STRUCTURE. IN THE CONCEPT MAINTAINING THE HORIZONTAL LINES IS REQUIRED FOR A SUCCESSFUL SOLUTION

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OUTREACH METHOD

Early Community Outreach Plan:

- Printed Outreach – High-Impact Method
- Electronic Outreach – High-Impact Method
- In-Person Outreach – High-Impact Method

NEIGHBORHOOD OUTREACH

Polaris at Lake City - Community Meeting Notes
Lamb of God Church
February 13, 2020, 5:30 PM

Staff at the Lamb of God Church provided access to the meeting room at 5:15 PM and the meeting was a cooperative meeting with the Lake City Neighborhood Association meeting that began at 6:30. Approximately 40 people attended the Community Meeting, including 30 unique addresses representing households or other interests in the neighborhood.

Mr. James from the Inland Group welcomed all and thanked them for their interest and participation. A brief introduction to the developer was provided, followed by a presentation and summary of the site plan and proposed project improvements. The highlights of this presentation include the following points:

- One six-story building offering approximately 260 units of affordable housing, specifically for households earning up to 60% of area median income is proposed.
- Discussed proposed rents and qualification standards, and long-term ownership approach of Inland Group.
- Parking garage access provided off 33rd Avenue NE, primary pedestrian access off Lake City Way NE.
- Apartment community to offer common area amenity and office space along with a YMCA child-care facility at the street level.
- A description of the process was provided, with a special note that Administrative Design Review will be the process for approval rather than the more-standard Design Review Board. Explained that ample notice is still provided to the neighborhood and comments are encouraged.
- Indicated overall timing is to work through the process and begin construction by Year End.

Neighborhood input was gathered from many participants in the room. Comments and suggestions included:

- All in attendance agreed that a pedestrian connection from Lake City Way NE to 33rd Avenue NE is critically important. On this side of Lake City Way, there is no street between NE 125 Street and NE 130th Street, so pedestrian connections within this 5-block area are very important.
- Such a pedestrian connection should be safe and welcoming.
- Some neighbors were very excited to hear of the inclusion of the Daycare space. Their suggestions for making it successful included enlarging it from the planned 3,600 square feet, frosting the windows, ensuring adequate drop-off and pick-up space in a well thought out location, and some consideration (differing opinions) of having it from 33rd Avenue NE instead of Lake City Way NE.
- A comment that existing site lighting is out, creating a dangerous condition, encouraged both fixing it soon and ensuring adequate site lighting upon completion.
- The Lake City Intergenerational Mural Project encouraged consideration of a mural opportunity somewhere within the development project.
- The LCNA provided copies of the zoning code, design guidelines and Lake City Urban Design Framework.
- A neighbor expressed concern about the “canyon effect” along Lake City Way and asked for any design consideration to mitigate that impact.
- A neighbor expressed concern about the adequacy of the proposed number of parking stalls.
- A neighboring business owner expressed excitement over the project, looking forward to additional engagement.

Mr. James shared contact info and the Project’s website, promised a second neighborhood meeting upon furthering the conceptual design, and concluded the meeting at 6:30pm.