Garden District PUD
Compliance with PUD Design Standards
SMC17G.070.100

1. Plan and Code Conformance (17G.070.115)

B.1 Efficient and Functional Development Consistent with Surroundings (P):

The development is designed to create a small urban neighborhood (in the CC1 zone classification) than transitions to a low-density residential area to the south (in the RSF zone). The development has a FAR of .74 (1.5 permitted) in the urban center and 8.1 units per aces (4-10 units per acre permitted). Buildings in CC1 are higher density (many 3 story structures); mixed use and street facing to create urban context. The surrounding area and buildings are all commercial. In the southern portion of the site (south of 30th-31st) the density and building scale down to low-density residential standards (all two story or less) in a configuration of SF and small MF structures. Significant open space is retained in this area (over 8 acres) and density is about 8 units per acre (RSF density range is 4-10 units per acre).

B.2 Energy Conservation (C):

The community is designed as a walkable urban neighborhood in close proximity to services both within the development (banking, medical, restaurant) and within the adjacent Lincoln Heights district center. This proximity to services and easy access to transit (STA Park and Ride Facility on SE Boulevard) will reduce automobile use and related energy use. Street lighting in the community will use low energy LED fixtures and a solar array capable of powering the full street lighting system is planned.

B.3 Economy /Efficiency in infrastructure and Affordable Housing:

The clustering of density, both in the urban center and the low-density transition zone, allows for the efficient use of existing sewer and water lines and minimizes the requirement for new utility and road infrastructure. Clustering of SF and small MF buildings in the RSF zone enables the protection of open space while at the same time providing the opportunity to provide smaller efficient and affordable housing units. Using a standard SF lot layout in the transition area would not only eliminate nearly all open space, but it would inevitably lead to housing that was large and expensive.

2. Significant Features (SMC17G.070.120)

B.1 Preserve Unique Land Forms (P):

The clustering of low density residential in the transition zone of the site enable the preservation of over 8 acres of land (over 30% of the site area) as open space. The preserves existing urban forest land and sensitive hillside property. These would all be lost in a standard SF platting development. The preserved open space is a significant benefit to the community. The extension of Crestline through the site will reduce open space and cause the removal of many large trees.

B.2 Mitigate impact to Critical Areas (R):

There are no Critical Areas on the site. A wetland is located on adjacent property to the west. The entire Garden District project is outside of the buffer zone of the wetland. Much of the protected open space in the development is located in the drainage to the wetland. Protecting this drainage area provides protection to the wetland. A standard platting approach would eliminate all open space and native habitat.

B.3 Recognize and Incorporate Important Features (C):

The site does not have any historical or cultural features. The name of the project "Garden District", reflects is platting of the area as "Garden Addition" and the fact the project places in open space much of the native pine forest on the property. A topographical survey has been completed which locates the existing mature pine and deciduous trees in the development area. The design layout is intended to protect as many mature trees as possible. The Crestline extension would lead to the removal of mature pine and deciduous trees and is not recommended.

B.4 Building Placement/View Corridors (P):

Not applicable. No building are placed that impact view corridors. The higher elevations of the site are protected as open space.

B.5 Preserve Native Vegetation (P):

See response to B.3 above.

B.6 Minimize Impact on Natural Site Features (P):

See answers to B.1, B.2 and B.3 above.

3. Site Preparation SMC17G.070.125

B.1 Structures/Infrastructure Designed to Minimize Topographical Impact

All buildings, roads and utility infrastructure are generally being constructed at existing grade. There will be some cutting and fill necessary to make the road connection at 31st and Southeast Boulevard. This location is well removed from other existing uses. The steeper grades where cut and will would have been necessary are retained as open space. An typical platting development would required significant cut and fill for building constriction, especially along 32nd Avenue, west of Crestline, which is being vacated by the proposed development.

B.2 Transition Grading (P):

See response to B.1 above.

B.3 Solar Gain Orientation (C):

The bulk of the buildings in the development are oriented to the south and west to take advantage of solar gain.

B.4 Minimize Impervious Surfaces (P):

The clustering of density in the urban center and in the transition zone allows for the construction of fewer roads and impervious surface. The development will also use a shared and reciprocal parking arrangement, which will minimize the required parking on the site and the resulting impervious surfaces. The Crestline arterial extension will significantly add to impervious surfaces.

B.5 Integral Stormwater Management (R):

Greenstone has considerable experience in the design and use of innovative stormwater systems. Our approach in this development will be to not place stormwater treatment in roadside swales as it typical standard platting development. We will use a centralized system that will include rain gardens and bio-swales that back build into the design of community open space. Minimizing impervious surface is the first step in managing stormwater.

B.6 Open Space/Adequate Dimensions (P):

The open space within the community forms a central ribbon of green space and plazas that run through the site and tie the community together through shared gathering spaces and well designed pedestrian connections. While some of the open space will be used for community gardens, pocket parks and active recreational and gathering spaces, a significant portion of the open space will re retained in native vegetation. In the natives areas existing informal pathways will be retained and urban forest and native habitat will be protected. Some open space and existing pathways will be lost if Crestline is extended.

B.7. Service Area Screening (R):

In the urban town center area the service areas will be centralized and screened from view and landscaped. They will be located in the commercial portion of the site and will not be located in the mixed use or residential areas. In all of the areas located in the RSF zone (south of 30th avenue) there will be no outside service areas, All refuse will be in individual containers located inside garages.

8. Compatible Site Design (P):

The concept and vision for the Garden District development is to provide a compatible interface with the existing community. This is primarily an issue in the lower density RSF zoned portion of the development. On the north side of 32nd Avenue large custom home lots are planned to buffer and protect the large lot single-family homes on the north side of the street. Along Crestline single-family homes will line the west side of the right of way and screen from view the small MF structures behind then and to the west. All of the new streets will have a 6-foot planting strip separating the sidewalk from the ROW. This planting strip will be tree lines to provide screening. Crestline will have the feel of a low density SF residential neighborhood. The extension of Crestline as an arterial through the property would bisect the existing neighborhood and would be very disruptive to social cohesion and public safety.

4. Landscaping SMC17G.070.130

B.1 Retention of Native Landscaping (P)

As noted above substantial open space is protected by the design plan, much of which will retained in a natural state.. Existing large pine and deciduous trees have been surveyed and will be protected during the construction process where possible. As noted above, the Crestline extension will cause the loss of native landscape.

B.2 Fencing and perimeter treatment (P):

No fencing will be constructed that would act as a barrier between the project and any adjacent properties. Street tree planting are planned on internal street, notably Crestline, 30th Avenue and #1st Avenue that will provide a leafy streetscape and compatible transition to adjoining properties.

B.3 Screening Landscaping (R):

Screening around service areas is planned. In the RSF zone no trash dumpsters will be used.

B.4 Deciduous Trees in Parking Areas (R):

Deciduous trees are planned for all parking areas.

B.5 Native Landscaping (P):

As noted above, a large portion of the common areas will be kept in native landscaping. Additional native planting will be provided where feasible.

5. Compatibility with Surrounding Areas SMC.070.135

B.**1 Architectural Style and Entry Monuments (P)**

No chain link fencing is planned within the community. Entry monuments will only be provided within the CC1 zoned area and they will all be ground-mounted signs compatible with other commercial signage in the area. The surrounding residential neighborhoods are primarily post 1950 construction and lack any unique or consistent architectural design style. The mass and scale of adjacent residential buildings are smaller two story structures. The SF homes on north side of 32nd will be custom design homes similar to the homes on the south side of the street. The homes on the west side of Crestline will all have alley access with front porches and a traditional design character reflective of the neighborhoods. MF structures in the RSF zone will be two story small buildings consistent with the massing and scale of adjacent homes.

B.2 MF Structure Design Elements (R):

Buildings are subject to Design standards in SMC.

B.3 Common Building Design Elements

Common Building Design Elements are subject to design standards in SMC.

B.4 Parking Area Design (P)

Parking areas have been located to the rear of lots with the primary structures facing either the street ROW of common areas. Off street parking is directly located on street frontage and is generally not visible for street frontage.

B.5 Parking Structures

Not applicable.

B.6 Entrance Signage

No entrance signage is planned for areas with the RSF zone. In the CC1 zone the signage will be compatible with adjacent commercial uses. All entry signage will be ground mounted.

6. **Community Environment SMC17G.070.140**

B.1 Defined Building Entryways (P):

In the CC1 zone (town center portion of the development) the building entry will all face the street. In the RSF zone all building entryways with either face the street or will be easily identifiable for common areas. As noted above, all homes on 32nd Avenue will face the street in a similar context to the homes on the south side. On Crestline all of the homes will have alley access with front porches that define the entry.

B.2 Street Facing Facades (R):

All of the street facing street facing elevations of the buildings will contain architectural detail to provide visual interest. See application submittal for concept building designs.

B.3 Privacy (P)

There is an important balance that needs to be maintained between "privacy" and the creation of social fabric and a sense of shared community. The use of front porches, for example, provide a private out door space but retain the opportunity to interact with neighbors walking

on the street. In the same way, patios that open to share common space leave open the opportunity to interact with neighbors. Many of the open space area are "shared" in the sense that they are intended to create a sense of connection and community. Features such as public plazas, community gardens, and pocket parks serve this purpose. The buildings are oriented to provide privacy but at the same time provide opportunity for social interact that is so essential to a strong neighborhood.

B.4 Driveways and Parking (R):

See response to subsection 5 B.4 above.

B.5 Garages

No garages over 25 feet are planned in the community, with the possible exception of the custom homes located north of 32nd Avenue.

B.6 Energy Conservation (C):

See response to subsection 1 B.2 above.

B.7 Service Entrances (C):

All service entrances are located at the rear of buildings or from alleys.

B.8 Multiple Buildings/Integrated Design

The concept of the Garden District is to create a small urban neighborhood transitioning to the low-density residential neighborhoods to the south. This is accomplished with the design and orientation of the buildings to the street, scaling of buildings down in the transition to the south and connecting the uses within the development with a green ribbon of open space and pedestrian ways.

B.9 Common Areas Centrally Located (P):

You will note from the design that the common areas and the community building are focused to the middle of the development site with easy access for all occupants.

B.10 Intersection Design Elements (C)):

Not parking facilities are located near intersections. Street intersections are use to focus community amenities and open space elements..

B.11 Ground Level Parking in a Structure (P):

Many of the building in the development have ground floor internal parking. This serves to minimize parking lots within the community. All of the ground floor parking is accessed for alleys and none face the street.

7. Circulation SMC 17G070.145

The "purpose" statement of the Circulation element of the PUD Design Guidelines (SMC 17G.070.145) is to encourage design that "facilitates vehicular and pedestrian circulation to, and within a project, by utilizing existing systems and patterns wherever possible and be developed in a manner that establishes connections with adjacent areas". It goes on to say that PUDs are often designed to be "isolated from the surrounding community. This is the typical gated fenced and gated community. The Garden District takes the opposite approach….to create a design that integrates with the existing community. This has been achieved in a number of ways that are highlighted in the Circulation Element "purpose" statement:

- **Building have been sited to face existing streets and development in a manner that they become part of the existing neighborhood**
- **Sidewalk and pedestrian connections have been created to connect to existing adjacent neighborhoods**
- **Existing informal pathways through the property are retained**
- **A safe neighborhood environment is enhanced by "visible human activity"**

B.1 Pedestrian System (R):

The development concept for the Garden District is for a pedestrian oriented mixed use urban neighborhood. The pedestrian system is a very strong focus of the community. You will note in the site plan that every street has a 6-foot sidewalk separated form the street by a 6 foot planting strip. These sidewalks connect all of the buildings to the perimeter streets of the project (Martin, 29th,Southeast Boulevard and Crestline). The community is also tied together with a strong pathway system that connects the urban town center, community open space and the lower density transition to to the south. Within the common area the informal pathways that have been used by residents for walking will be retained were possible.

B.2 Circulation Connections (R):

The roadway system within the project creates a grid pattern that is consistent with the existing street network. The extension of 30th and

31st Avenues allows for a connection to Southeast Boulevard and will relieve the traffic pressures on the intersection of Martin and 29th Avenue, which is not signalized.

The project does not include the extension of Crestline to 31st Avenue through the project as either an arterial or a local access street. We are presenting an alternate design extending Crestline, however, we believe it is an inferior design and PUD design guidelines are better achieve without the road connection. The Crestline connection was reviewed during the Design Review process and the DRB recommended that Crestline not be extended.

There has been significant neighborhood opposition to this connection and they neighborhood believes, as do we, that the PUD design guidelines are best achieved by terminating Crestline at 32nd Avenue and enhancing the pedestrian and bicycle access through what would have been the Crestline road corridor. By eliminating vehicle traffic through the neighborhood and the project we are able to preserve important native trees and habitat, provide and enhanced pedestrian corridor that preserve existing pedestrian patterns and enhances the compatibility and safety in the existing neighborhood. The applicant has a strong preference for the site plan that terminates Crestline.

B.3 Understandable Circulation (P):

We are nit sure how this is measured or ascertained. We note that we are using a grid system that creates a clear traffic route while at the same time putting a premium on traffic calming and pedestrian movement.

B.4 Pedestrian Focus to Circulation (P):

This is the vision for the Garden District. A pedestrian focused urban community. Every element of the design has kept the important of pedestrians primary. The pedestrian system makes connections to 29th Avenue with transit service and the STA Park and Ride Facility on Southeast Boulevard. Also see response to B.2 above.

B.5 Enhanced Connectivity (P):

See response to B.2, B.3 and B.4 above.

B.6 Connection to Transit (C):

See response to B.4 above.

B.7 Parking Entrances (P):

See response to subsection 5 B.4 and subsection 6 B.11.

8. Lighting SMC 17G.070.150

B.1 Avoid Objectionable Glare

All of the street lighting in the project will be using pedestrian scale (less that 16 feet tall) full cut off energy conserving LED fixtures. The pedestrian pathway system through the project and the street in the town center element of the community will using this lighting. See attached exhibit of the location and design of proposed lighting fixtures. Within the parking areas full cut off light fixtures are proposed to avoid light and glare to adjacent property.

B.2 Full Cut-off Fixtures

See response to B.1 above.

B.3 Architectural Up lighting:

None is currently planned.

B.4 Period Lighting

None is planned. See response to B.1 above.

B.5 and B.6 Pole and Street Lighting Standards (P):

Project will fully comply with lighting standards

B.7 Outdoor Lighting (C):

See response to B.1 above.