

600 E Pike

Design Review Board Recommendation Meeting

600 E Pike Street, Seattle, WA 98122

DPD #3014172

AVALONBAY COMMUNITIES, INC.
ANKROM MOISAN ARCHITECTS, INC.
31 JULY 2013

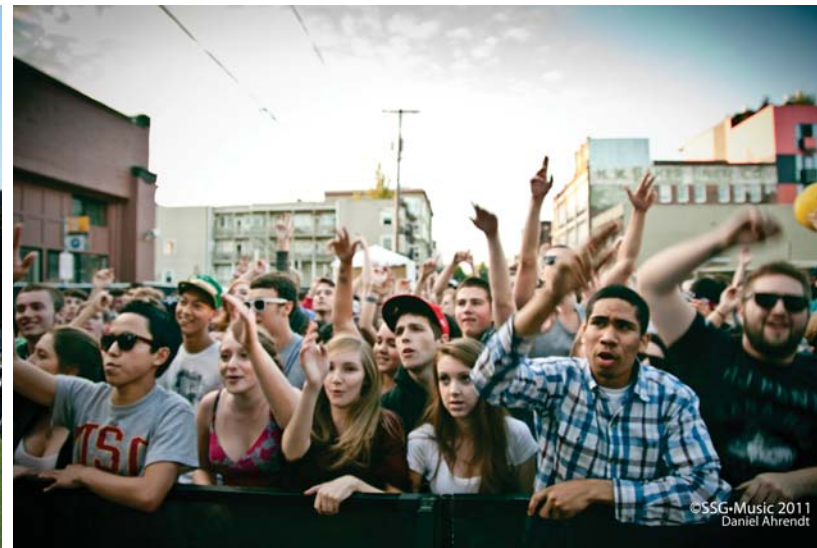


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Project Address

600 E Pike Street
Seattle, WA 98122

Project Team

OWNER / APPLICANT

AvalonBay Communities, Inc.
600 108th Avenue NE, Suite 840
Bellevue, WA 98004
425.576.2123
Contact: Derek Bottles
derek_bottles@avalonbay.com

ARCHITECT

Ankrom Moisan Architects, Inc.
117 South Main Street, Suite 400
Seattle, WA 98104
206.576.1600
Contact: David Kelley
davidk@ankrommoisan.com

LANDSCAPE

Brumbaugh & Associates
600 North 85th Street, Suite 102
Seattle, WA 98103
206.782.3650
Contact: Mark Brumbaugh
markb@brumbaugh-assoc.com

Program Goals

- Approximately 250-300 residential apartments with a diversity of sizes and rent levels
- Distinctive retail spaces that are appropriate for the neighborhood
- Approximately 15,000-20,000 sf of retail
- Approximately 300 parking stalls

Project Goals

MAKE IT CAPITOL HILL

We respect the unique qualities of the neighborhood and want this project to integrate effortlessly into its context. Sustainability is a key consideration as we continue to develop the design.

MAKE IT CONNECT

Our project strives to provide opportunities for residents and neighbors to interact at a variety of scales. We intend to continue the established pattern of neighborhood streetscapes: north-south avenues are quieter with abundant landscaping, while east-west streets are vibrant urban edges with high transparency.



Conservation Strategy



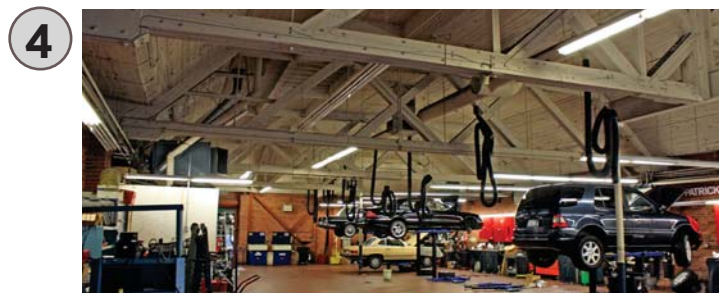
1 Conserve historic facade of Bldg #1



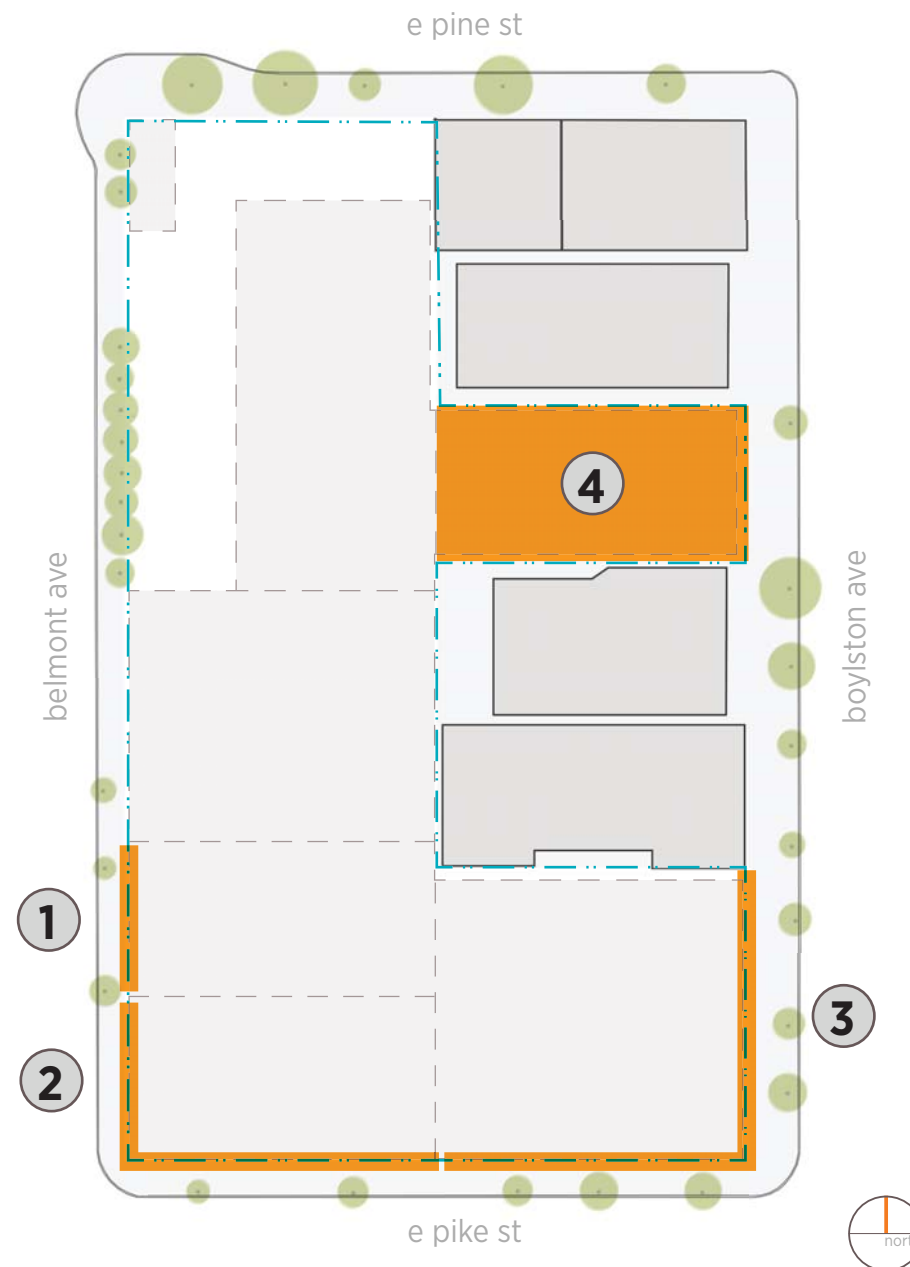
2 Conserve historic facades of Bldg #2



3 Conserve historic facades of Bldg #3



4 Conserve internal structure of Bldg #4



Community Outreach

Over the last eleven months the development team has engaged the community to help shape the design of the project. We have toured the site with interested parties from the neighborhood and attended multiple neighborhood meetings to share our design progress and seek input. The development of the design has been a collaborative process with the neighborhood. They have offered input at five separate community presentation meetings. We feel that the design has been strengthened by the input of the neighborhood.

SEPTEMBER 5, 2012. Site Walk. A dozen members of the community, including architects and developers, neighbors, and activists walked around the site with the development team. The development team shared some of the project goals and invited input from the group as the group walked the site.

NOVEMBER 20, 2012. Presentation to P/PUNC. The development team attended a P/PUNC meeting and presented three preliminary massing options and strategies for the preservation of character structures.

JANUARY 10, 2013. Presentation to P/PUNC. The development team attended a P/PUNC meeting and presented a draft of the Early Design Guidance Package and gained support for the preferred massing and initial design concepts.

JANUARY 16, 2013. Letter of Support for Project. Members of P/PUNC read a letter of support during the public comment period of the Early Design Guidance meeting.

MAY 21, 2013. Presentation to P/PUNC. The development team attended a P/PUNC meeting and presented the current progress of the design. Members of the community asked the team to develop several aspects of the design. Important topics for investigation by the team included:

- Investigate the relationships between existing character structures and the new buildings.
- Make sure that the mid level of scale exists and is evident in the new building.
- Investigate how the building along Belmont Avenue is perceived from the street.
- Plan and massing work, but team needs to develop the 'expression'.

JUNE 18, 2013. Presentation to P/PUNC. The development team attended a P/PUNC meeting and presented a response neighborhood topics' of investigation voiced at the May 21st meeting. The neighborhood response to the presentation was extremely positive.

JULY 16, 2013. Presentation to P/PUNC. The development team attended a P/PUNC meeting and presented a further refinement of the design and draft of the Design Review Presentation.

Response to Design Guidelines

Board & Community Priorities

EDG Summary

1 Architectural Concept

2 Scale

3 Adjacent Sites

4 Pedestrian Experience

5 Existing Tree

Board & Community Priorities

Design Guideline Priorities of the Board and Pike/Pine Community, as identified in the EDG Meeting.

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

A-4 Human Activity

New development should be sited and designed to encourage human activity along the street.

A-5 Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-6 Transition Between Residence and Street

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

Pike/Pine: Residential entry ways that feature heavy or contrasting trim, distinctive materials and a link to the surrounding streetscape are encouraged.

A-7 Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Pike/Pine: Locating a significant amount of open space on rooftops is discouraged. Open space at street level that is compatible with established development patterns and does not detract from desired, active street frontages is encouraged. While not characteristic of the historic warehouse, commercial, or apartment development in the area, usable balconies may be appropriate on streets where a more residential character is intended, to provide both open space and visual relief on building facades. In other areas, if balconies are provided, it is preferable that they not be located on street-facing facades, but rather on facades facing the side or rear of the lot, or internal courtyards.

A-8 Parking and Vehicle Access

Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

A-10 Corner Lots

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Pike/Pine: Buildings on corner lots should reinforce the street corner. To help celebrate the corner, pedestrian entrances and other design features that lend to Pike/Pine's character may be incorporated. These features include architectural detailing, cornice work or frieze designs.

B-1 Height, Bulk, and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between the anticipated development potential on the adjacent zones.

B-2 Pike/Pine: Neighborhood Scale and Proportion

New buildings should generally appear similar in height, mass, and scale to other buildings to maintain the visual integrity and unique character of the neighborhood. Although current zoning permits structures to exceed the prevailing height and width of existing buildings in the area, structures that introduce increased heights, width and scale should be designed so their perceived scale is compatible with the existing neighborhood character. The following guidelines address scale and proportion for new structures:

- Design the structure to be compatible in scale and form with surrounding structures.
- Relate the scale and proportions of architectural features and elements to existing structures on the block face to maintain block face rhythm and continuity.
- Address conditions of wide or long structures.
- For structures that exceed the prevailing height, reduce the appearance of bulk on upper stories to maintain the established block face rhythm.
- Design the first floor façade to encourage a small-scale, pedestrian-oriented character.

B-3 Pike/Pine: Integration of Character Structures in New Development (supplemental guidance for the Pike/Pine Conservation Overlay District)

- Develop a design concept.
- Do not overpower the character structure.
- Express the relationship between the character structure and new portions of the project.
- Emphasize the streetscape.
- Align features of the character structure with features of new portions of the project.
- Consider design treatments that anchor the new structure to the streetscape.

B-5 Through-Block Development

- Avoid monolithic development on through lots.
- On blocks bounded by designated principal pedestrian streets, take advantage of opportunities to include through-block connections.
- Capitalize on opportunities to provide utility functions in through-block development.

B-7 Conservation of Character Structures (supplemental guidance for the Pike/Pine Conservation Overlay District)

- Maintain the architectural integrity of the character structure.
- Maintain character-defining elements.
- Recognize the priority for maintaining the original floor-to-ceiling heights in character structures, especially for the ground floor and for features visible from the exterior.
- Sensitively locate additions so they do not dominate the appearance of the character structure.

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

Pike/Pine: The Pike/Pine vernacular architecture is characterized by the historic auto row and warehouse industrial features of high ground floor ceilings and display windows, detailed cornice and frieze work, and trim detailing. Architectural styles and materials that reflect the light-industrial history of the neighborhood are encouraged.

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building.

C-3 Human Scale

The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

Pike/Pine: In order to achieve good human scale, the existing neighborhood context encourages building entrances in proportion with neighboring storefront.

Board & Community Priorities

C-4 Exterior Finish Materials

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Pike/Pine: New developments should respond to the neighborhood's light-industrial vernacular through type and arrangement of exterior building materials. Preferred materials include: brick, masonry, textured or patterned concrete, true stucco (DryVit is discouraged) with wood and metal as secondary, or accent materials.

D-1 Pedestrian Open Spaces and Entrances

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

D-6 Screening of Dumpsters, Utilities, and Service Areas

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

D-7 Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Pike/Pine: Lighting installed for pedestrians should be hooded or directed to pathways leading towards buildings.

D-9 Commercial Signage

Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

Pike/Pine:

- a. Promote the pedestrian environment.
- b. Reflect the special neighborhood character.

D-10 Commercial Lighting

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

D-11 Commercial Transparency

Commercial store fronts should be transparent, allowing for a visual connection between pedestrians on the sidewalk and activities occurring on the interior of a building. Blank walls are to be avoided.

D-12 Residential Entries and Transitions

For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

E-2 Landscaping to Enhance the Building and/or Site

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

Pike/Pine: The creation of small gardens and art within the street right-of-way is encouraged to activate and enliven the public realm. Vertical landscaping, trellises or window boxes for plants is also desirable. Please see the Design Guidelines document for specific streets along which such treatment is emphasized.

EDG Summary

1 ARCHITECTURAL CONCEPT

(A-10, B-1, B-2, B-3, B-5, B-7, C-1, C-2, C-3, C-4)

- “Folded plane concept may be challenging to pull off while creating a scale that relates to nearby context.”
- “Inspiration images...provide a better indication of how to achieve smaller scale and visual interest.”
- “Recently reviewed BMW site development held back the top floor as a way to reduce the scale of the building...proposed folded plane concept could provide successful modulation in an alternative to upper level setbacks.”

2 SCALE

(A-2, A-7, A-10, B-1, B-2, B-3, B-5, B-7, C-1, C-2, C-3, C-4)

- “Upper levels should relate to the scale of the character structures below as well as reflect the uses in the upper levels of the building.”not just reflect the scale of the pilasters at street level.”
- “Upper levels should reflect the layering of both the horizontal and vertical scales in the character structure below.”
- “Upper levels...should respond to the scale of individual buildings at each street frontage.”
- “Upper portions...should respond to significant moves in the character structures below.”

3 ADJACENT SITES

(A-5, A-7, B-1, C-1, C-4, E-2)

- “Expressed support for the applicant’s preferred scheme.”
- “Noted strong support for the proposed adaptive reuse of [1525 Boylston].”
- “Continue working to design the proposal in response to the adjacent sites”

4 PEDESTRIAN EXPERIENCE

(A-2, A-4, A-6, A-7, A-8, B-2, B-5, C-4, D-1, D-6, D-7, D-9, D-10, D-11, D-12, E-2)

- “Residential units at grade should be designed in consideration for providing both human activity at the street level and responding to the need for residents’ privacy.”
- “Ground floor should be designed for porosity.”

5 EXISTING TREE

(A-2, C-1, C-3, D-7, D-11)

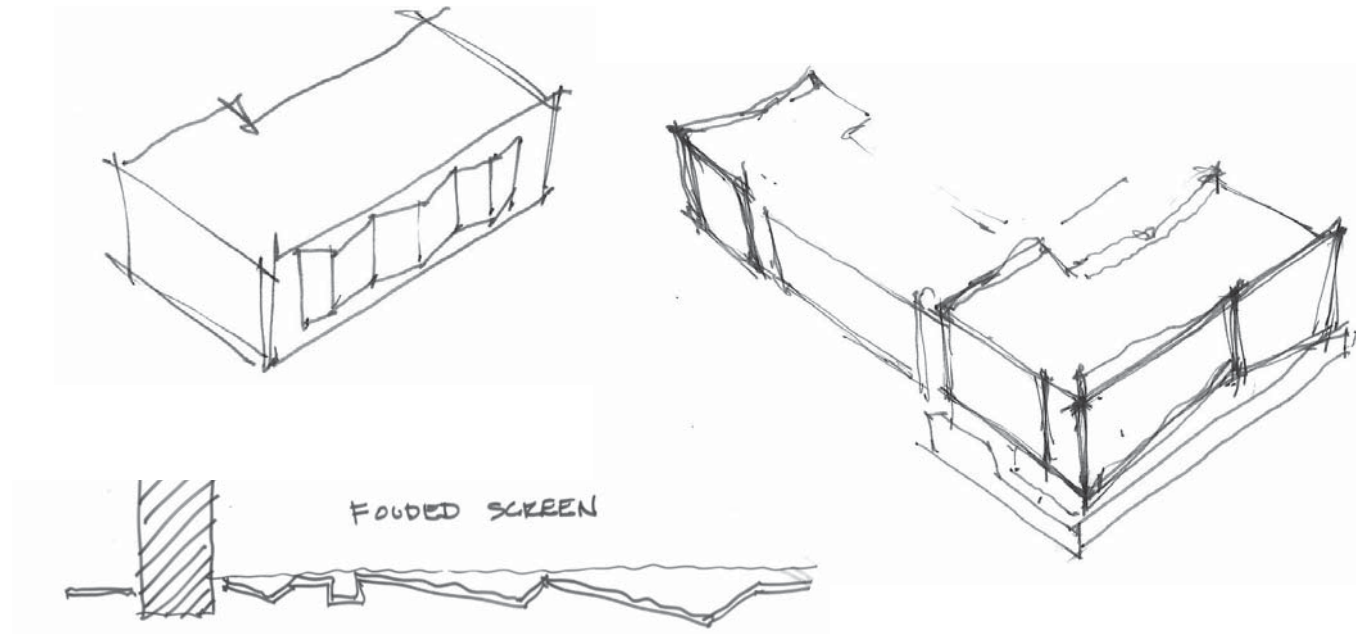
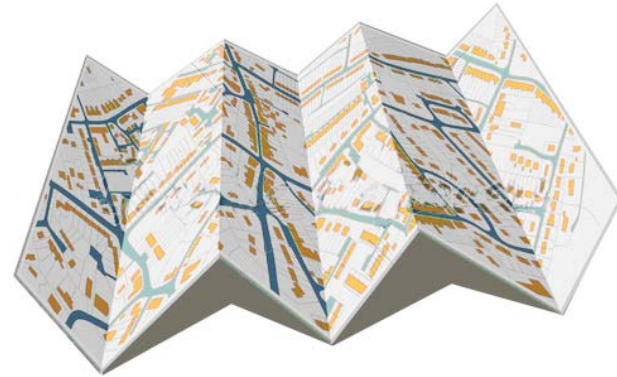
- There is a multi-stemmed maple at the northwest corner of the site, defined as an “exceptional tree” by the City of Seattle due to the combined diameter of its multiple small trunks.
- The design team feels that by removing the tree, this project will better meet the Design Guidelines than an alternative design that requires departures to retain the tree. We request the Design Review Board to recommend the proposal as such.

1 ARCHITECTURAL CONCEPT

(A-10, B-1, B-2, B-3, B-5, B-7, C-1, C-2, C-3, C-4)

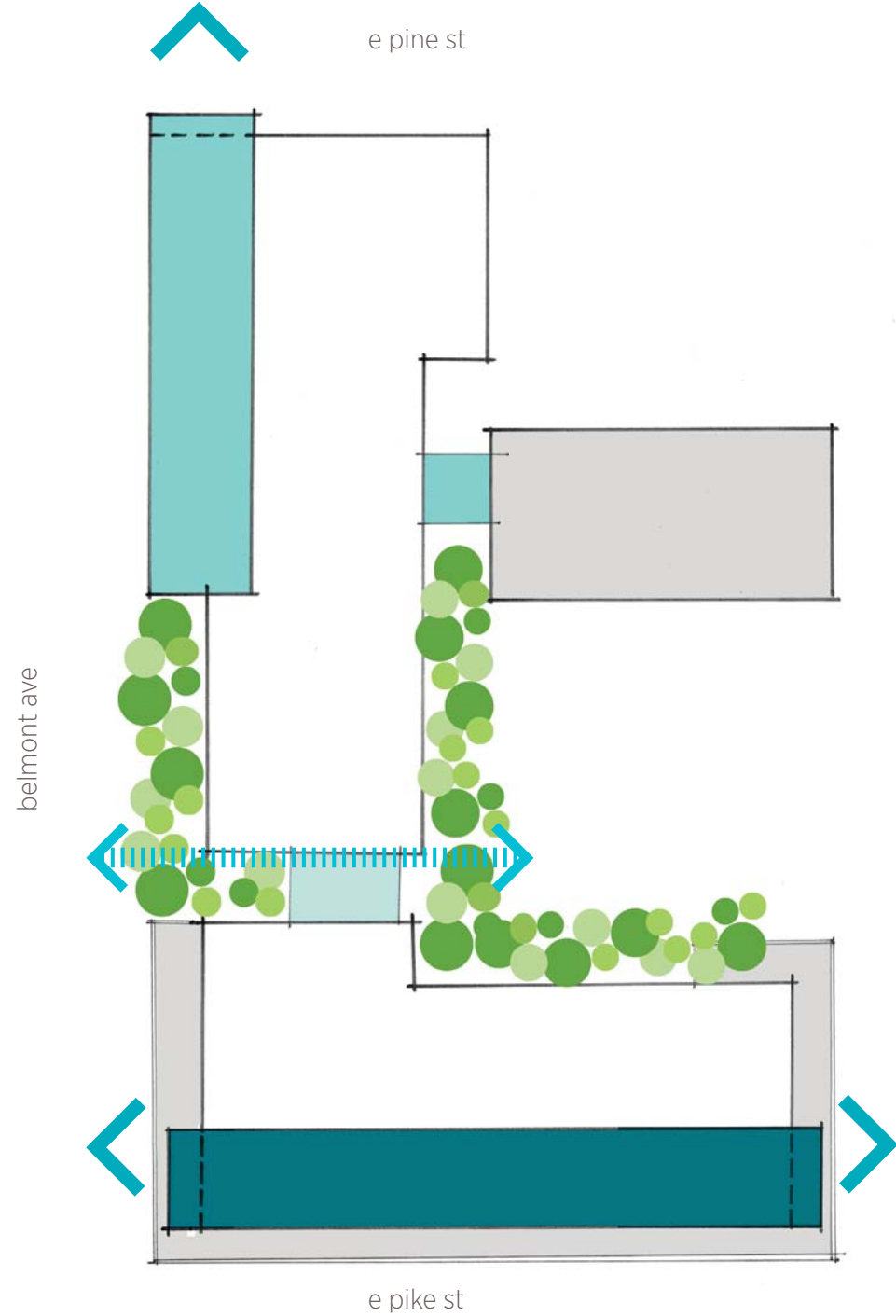
- “Folded plane concept may be challenging to pull off while creating a scale that relates to nearby context.”
- “Inspiration images...provide a better indication of how to achieve smaller scale and visual interest.”
- “Recently reviewed BMW site development held back the top floor as a way to reduce the scale of the building... proposed folded plane concept could provide successful modulation in an alternative to upper level setbacks.”

Previous Architectural Concept: Folded Plane

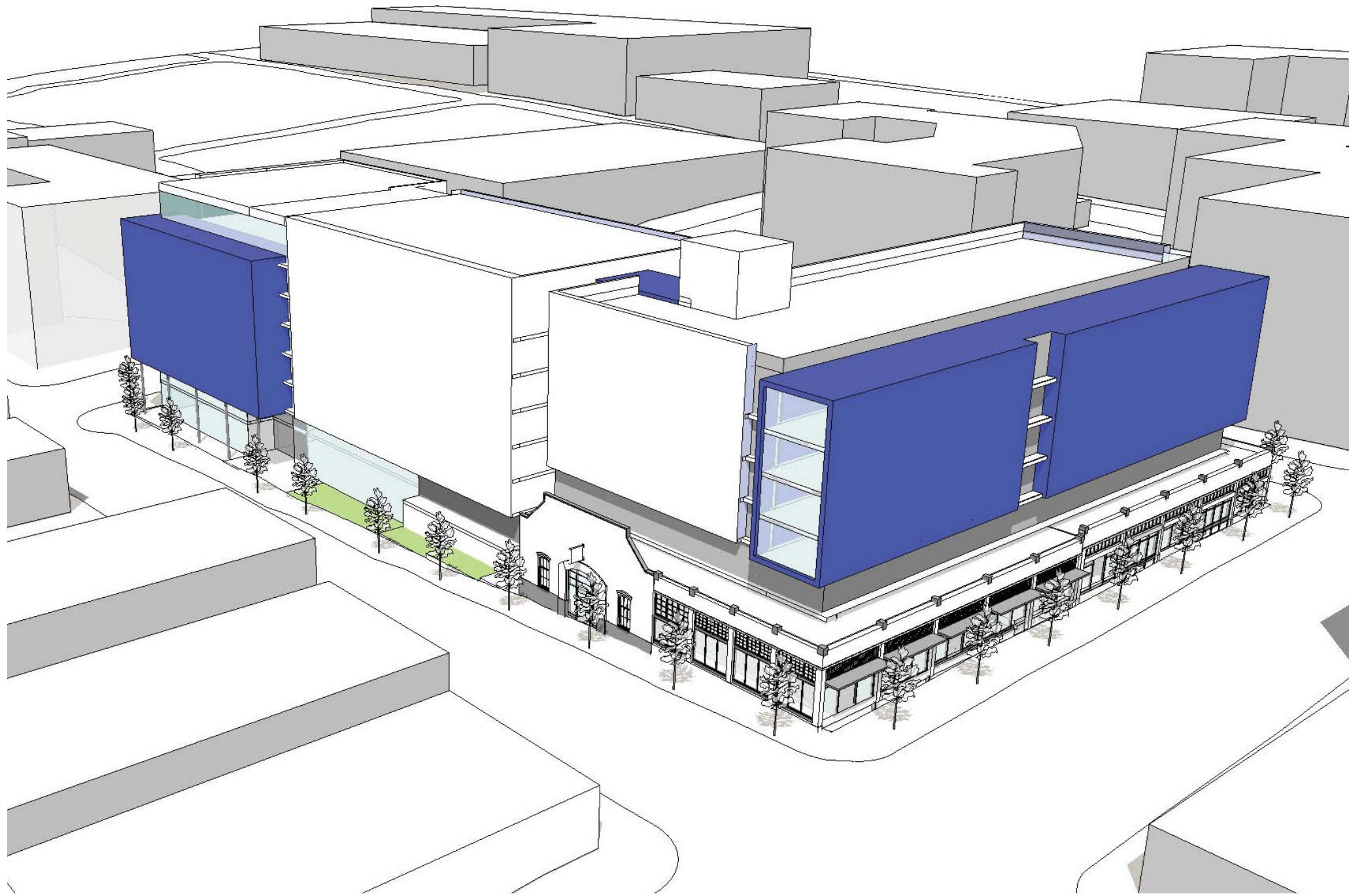


Revised Architectural Concept: Connectivity & Tension

REVISED PARTI:



Revised Architectural Concept: Massing



The design team kept the strong ideas of connectivity and tension and found a more appropriate expression.

- Distinct floating connectors are attached to the north building along Belmont and on the south building above the Pike facades.
- The connectors are clad in a stainless steel panel to recall the auto row heritage and the ends of the connectors are highly transparent.
- The transparent connector is a prominent element at the pedestrian plaza on Belmont and ties the north and south buildings together.
- The metal and glass gasket element separates the new elevation from the historic facades.
- All building masses are treated similarly and are background to the connectors and the retained character structures.

Revised Architectural Concept: Upper Level Setback



Following the recommendation of the Board, the design team added upper level setbacks on E Pine and Belmont to help reduce the scale of the project. The team also began to explore a variety of pedestrian experiences along Belmont.

2 SCALE

(A-2, A-7, A-10, B-1, B-2, B-3, B-5, B-7, C-1, C-2, C-3, C-4)

- “Upper levels should relate to the scale of the character structures below as well as reflect the uses in the upper levels of the building.”
- “Upper levels should reflect the layering of both the horizontal and vertical scales in the character structure below.”
- “Upper levels...should respond to the scale of individual buildings at each street frontage.”
- “Upper portions...should respond to significant moves in the character structures below.”

Conservation Strategy: Building #1 (1510 Belmont Ave)

Historic:



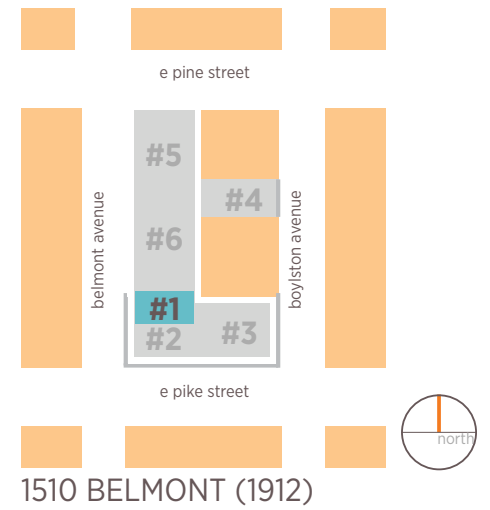
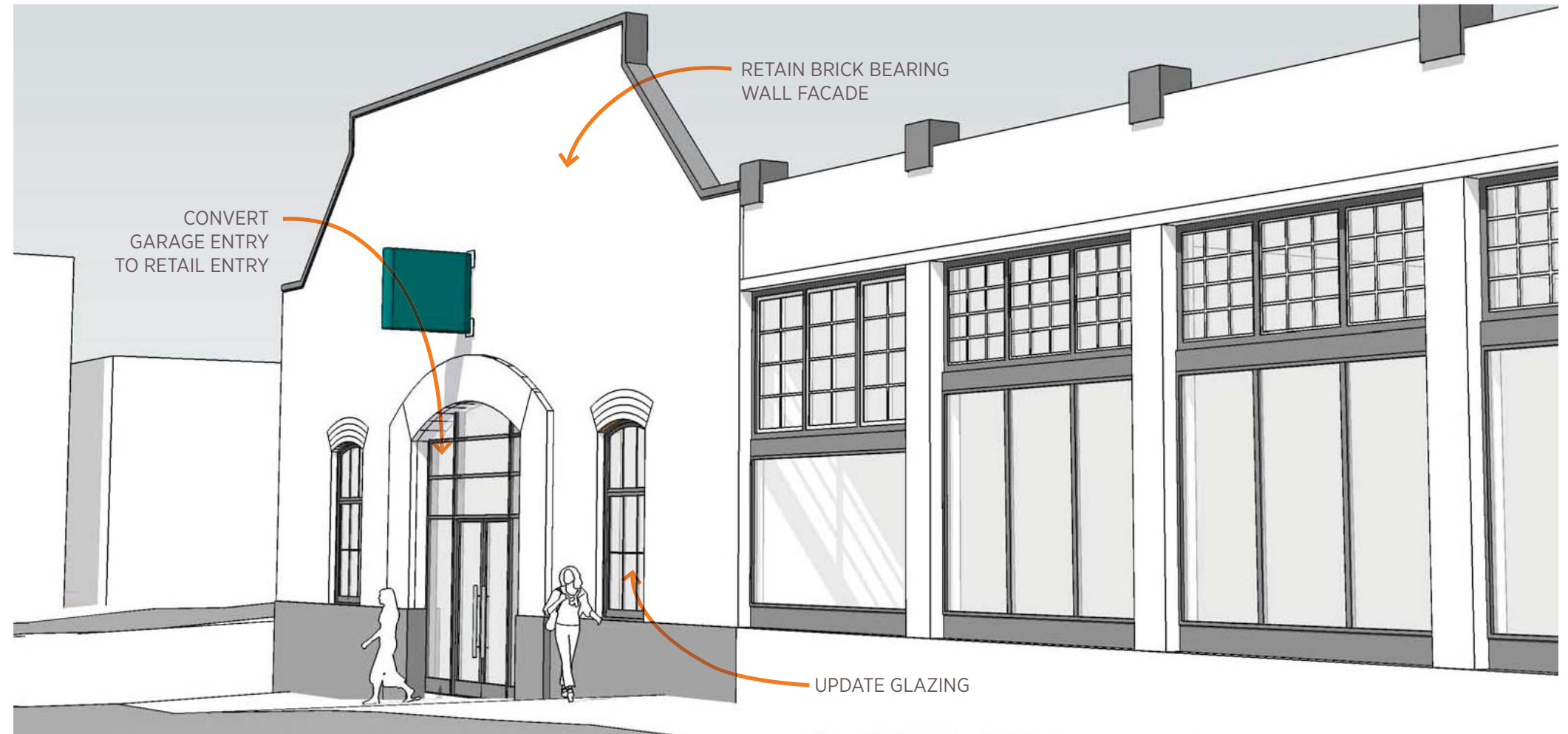
Existing:



KEY ARCHITECTURAL ELEMENTS

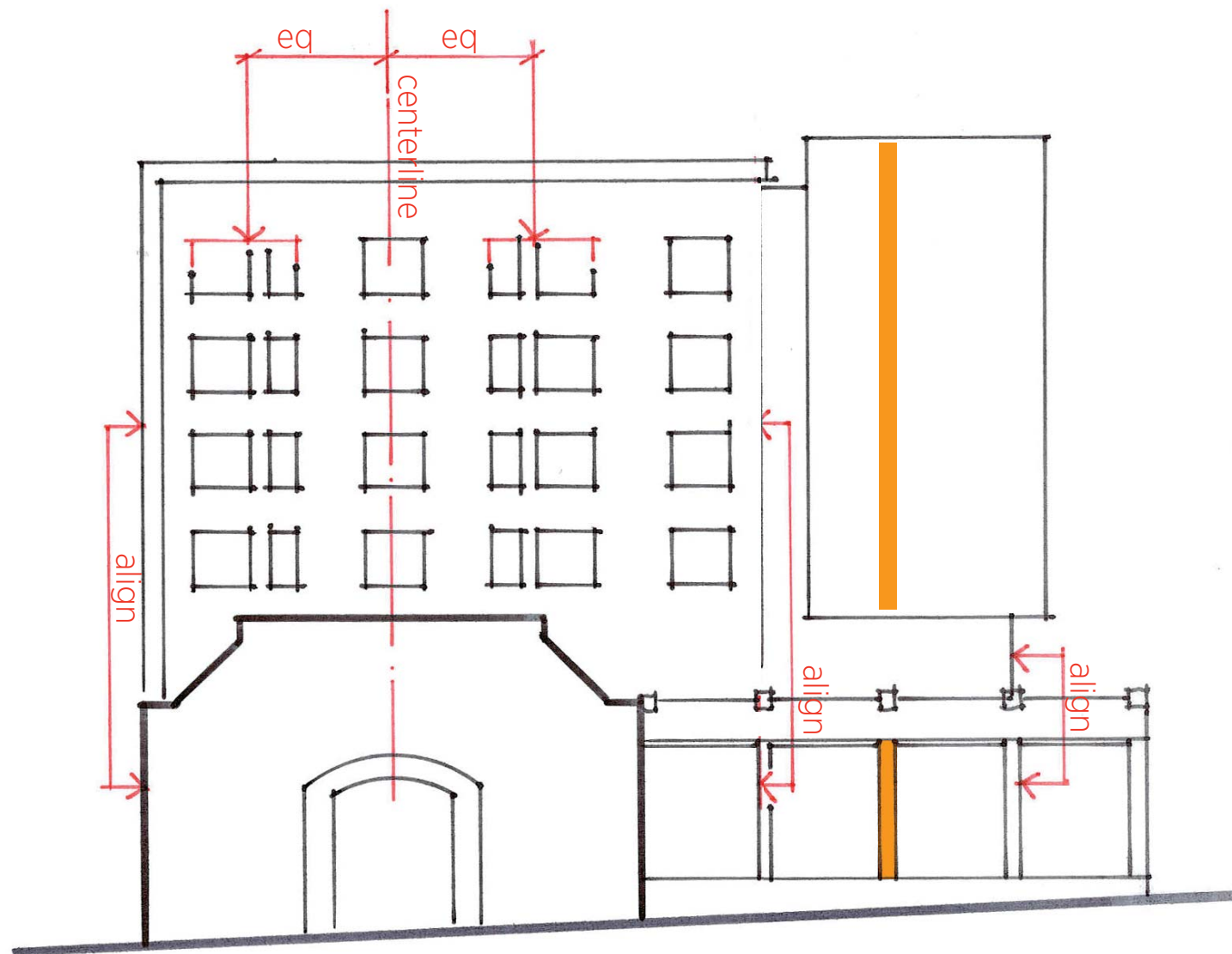
- Arched garage entry
- Arched punched windows
- Exposed exterior brick bearing wall
- Familiar facade shape of garages of this time

Proposed:



Scalar Relationships on Belmont Ave

- Windows centered on garage character structure (1510 Belmont)
- Vertical elements align at brick piers to stitch new and old together
- Mid-level scale in windows and mullions take cues from character structures
- Separation between “connector” and backdrop facade



Conservation Strategy: Building #2 (600 E Pike St)

Historic:



Existing:

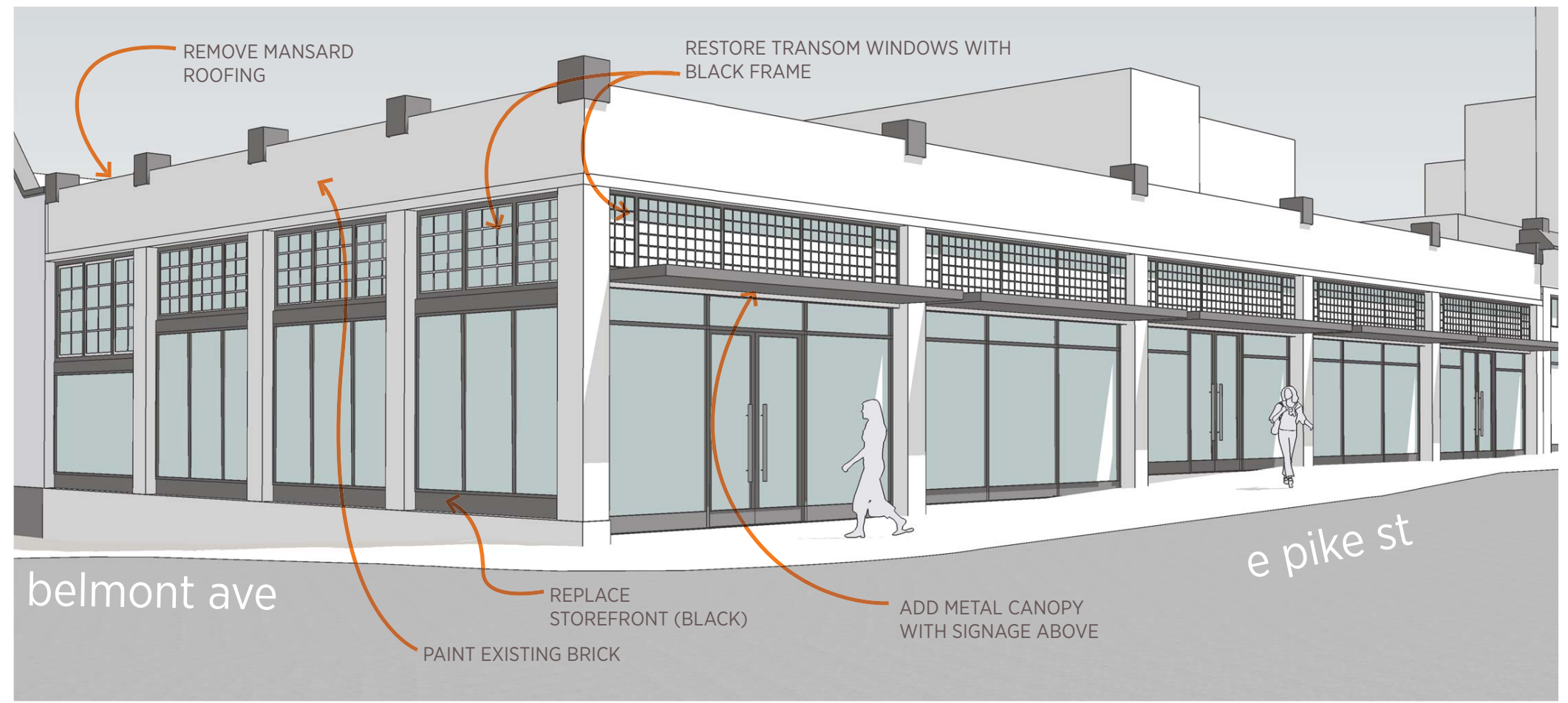


KEY ARCHITECTURAL ELEMENTS

- Simple one-story building
- Showroom bays with glass storefront
- Glass transom windows
- Exposed exterior brick bearing walls



Proposed:



Painted Brick Precedents on Capitol Hill



Conservation Strategy: Building #3 (616 E Pike St)

Historic:



Existing:

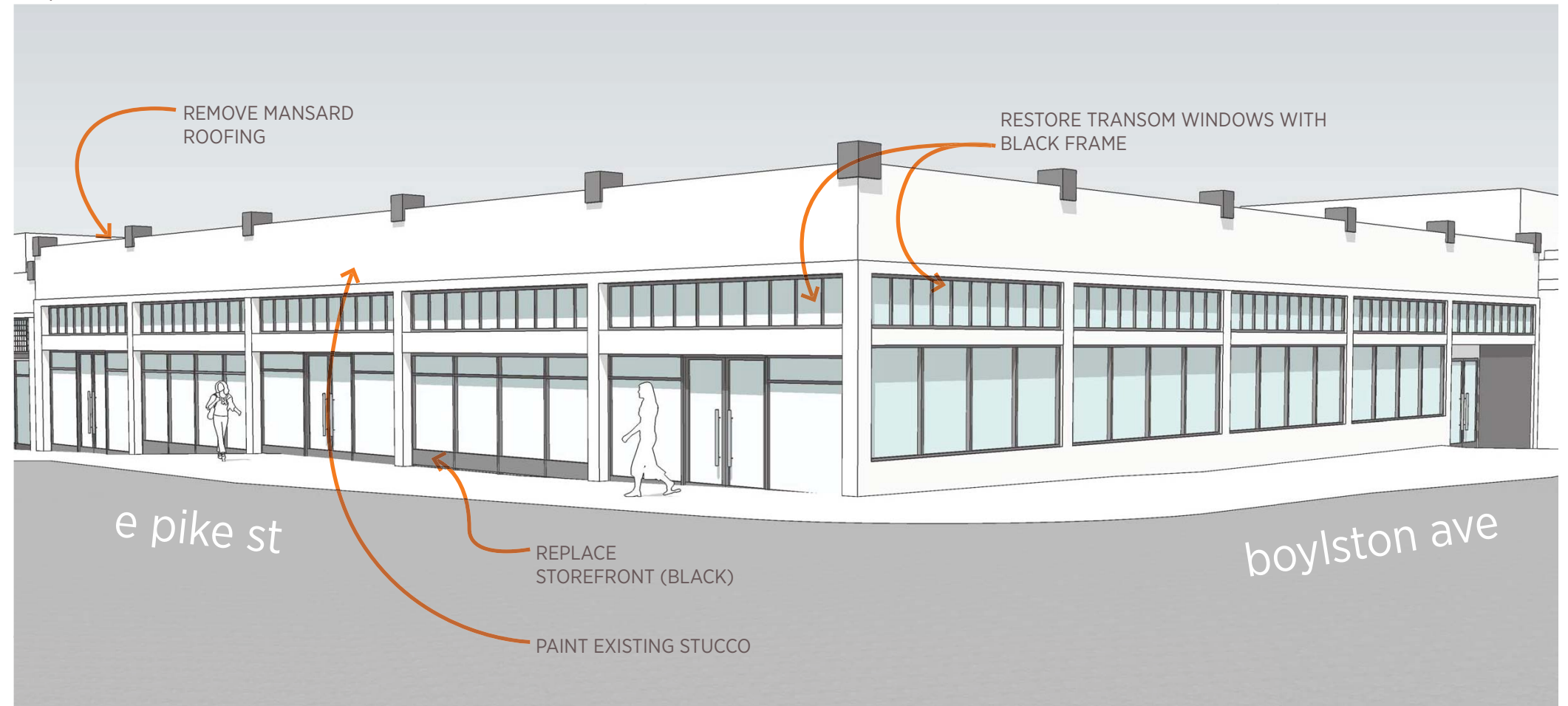


KEY ARCHITECTURAL ELEMENTS

- Simple one-story building
- Showroom bays with maximum glazing

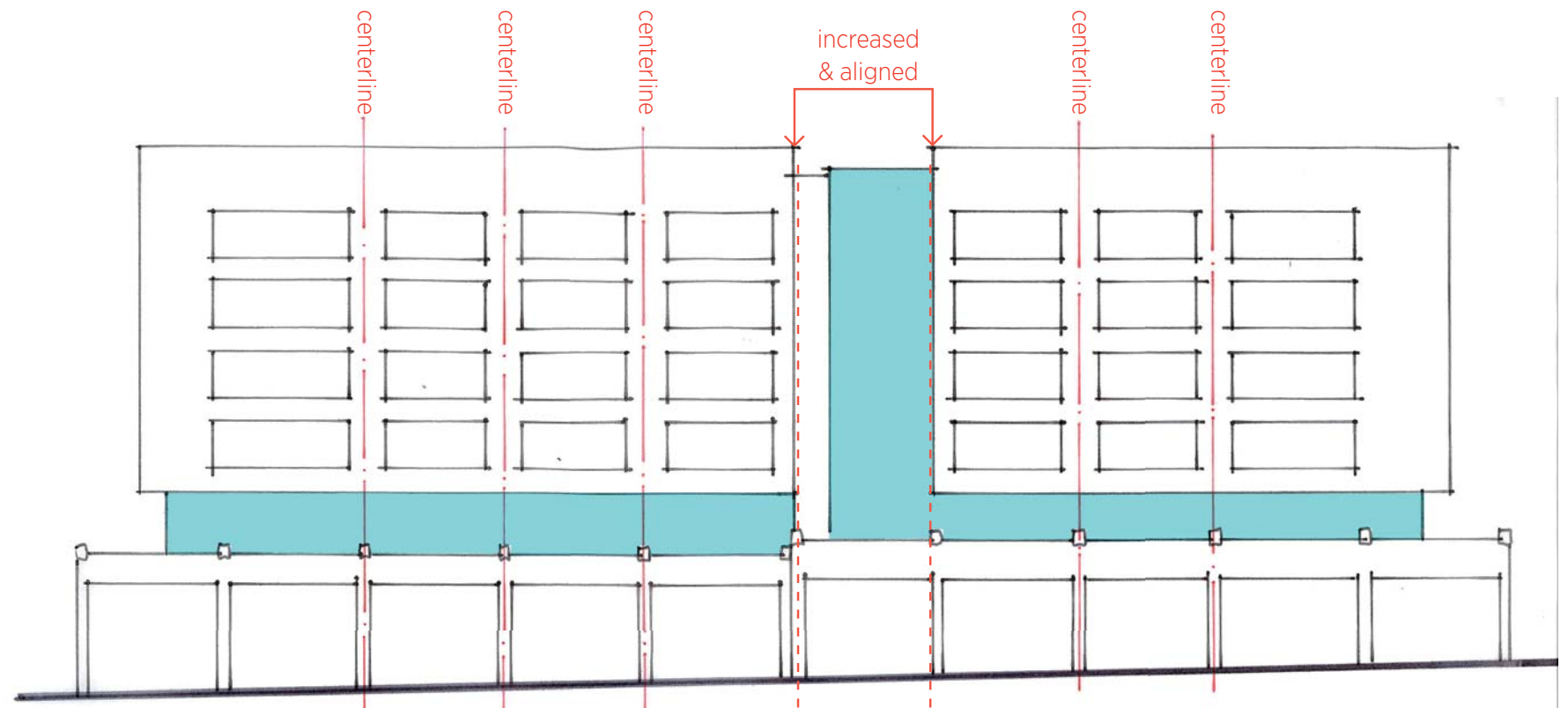


Proposed:



Scalar Relationships on E Pike St

- Rhythm of windows match cadence of existing brick bays
- Mid-block notch aligns with existing bay below
- Pronounced asymmetry helps reduce scale of new building
- Mid-level scale provided by window variation within larger openings
- Regular decks respond to character structures below



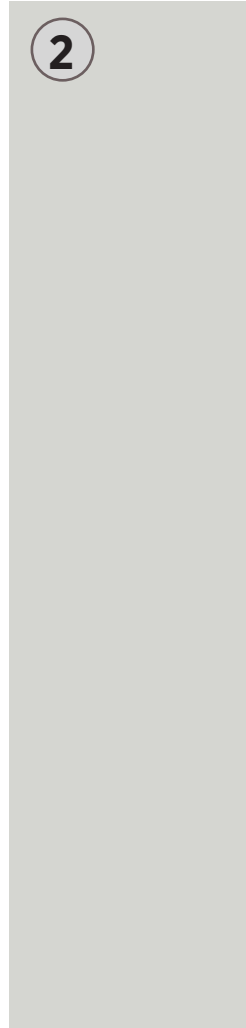


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South Building: Exterior Materials (C-2, C-4)



Fiber Cement Panel



Metal Panel



Stainless Steel Tile - Blue



Fiber Cement Lap Siding



Vinyl Window



Dark Storefront



Painted Brick + Accent Paint (Bldgs 2 and 3)



8



Stainless Steel Tile - Blue



North Building: Exterior Materials (C-2, C-4)

5



Vinyl Window

6



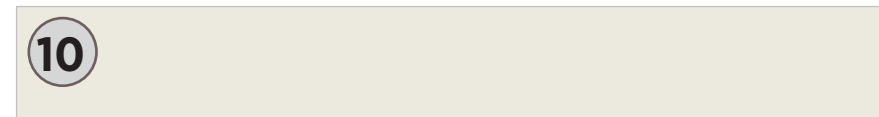
Dark Storefront

9



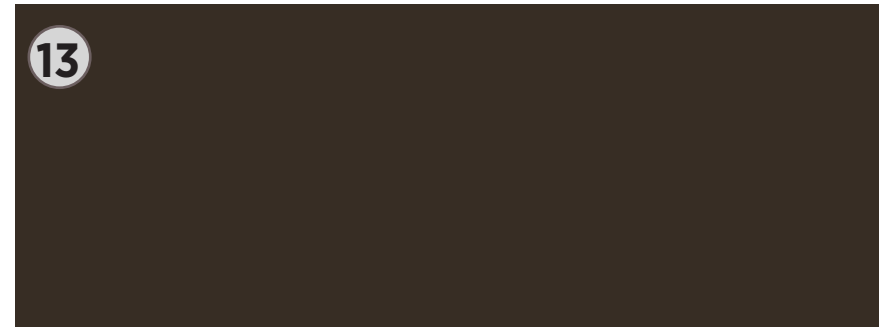
Metal Panel

10



Fiber Cement Panel

13



Fiber Cement Panel with Concealed Fasteners

14



Brick - Dusty Rose

11



Stainless Steel Tile - Natural

12



Aluminum Composite Panel



Fiber Cement Panel with Concealed Fasteners



Stainless Steel Tile - Natural



3 ADJACENT SITES

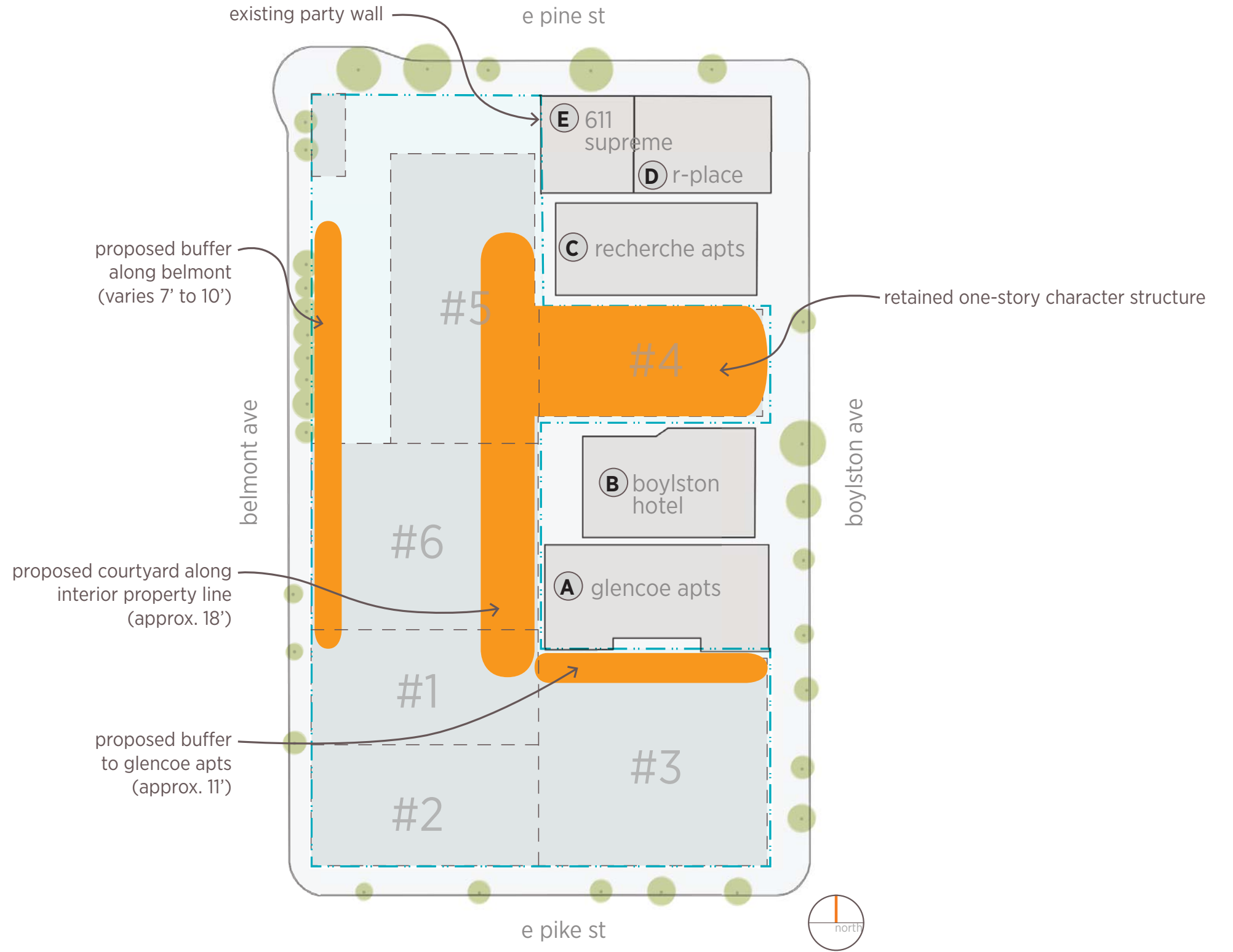
(A-5, A-7, B-1, C-1, C-4, E-2)

- “Expressed support for the applicant’s preferred scheme.”
- “Noted strong support for the proposed adaptive reuse of [1525 Boylston].”
- “Continue working to design the proposal in response to the adjacent sites.”

Relationship to Adjacent Sites



Image from Google Earth



Conservation Strategy: Building #4 (1525 Boylston Ave)

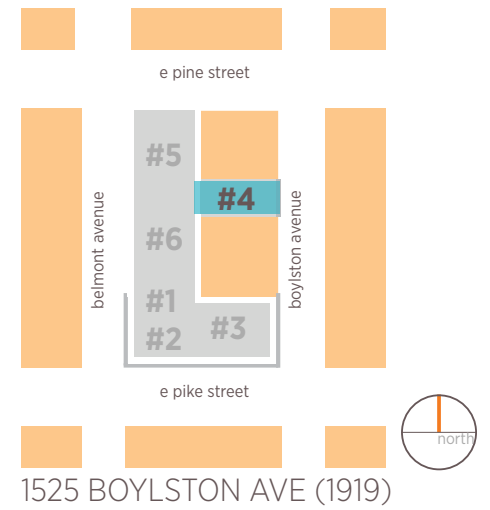
Historic:



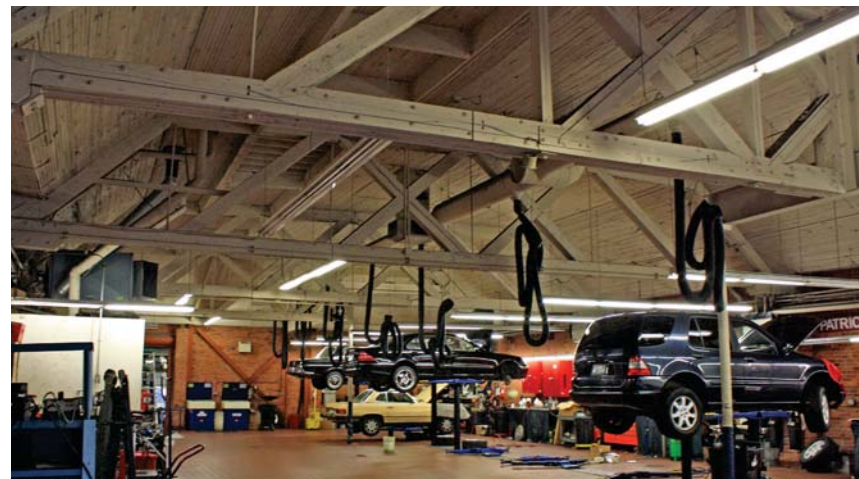
Historic image from the WA State Archives Northwest Regional Branch.

KEY ARCHITECTURAL ELEMENTS

- Facade heavily altered
- Exposed internal structure



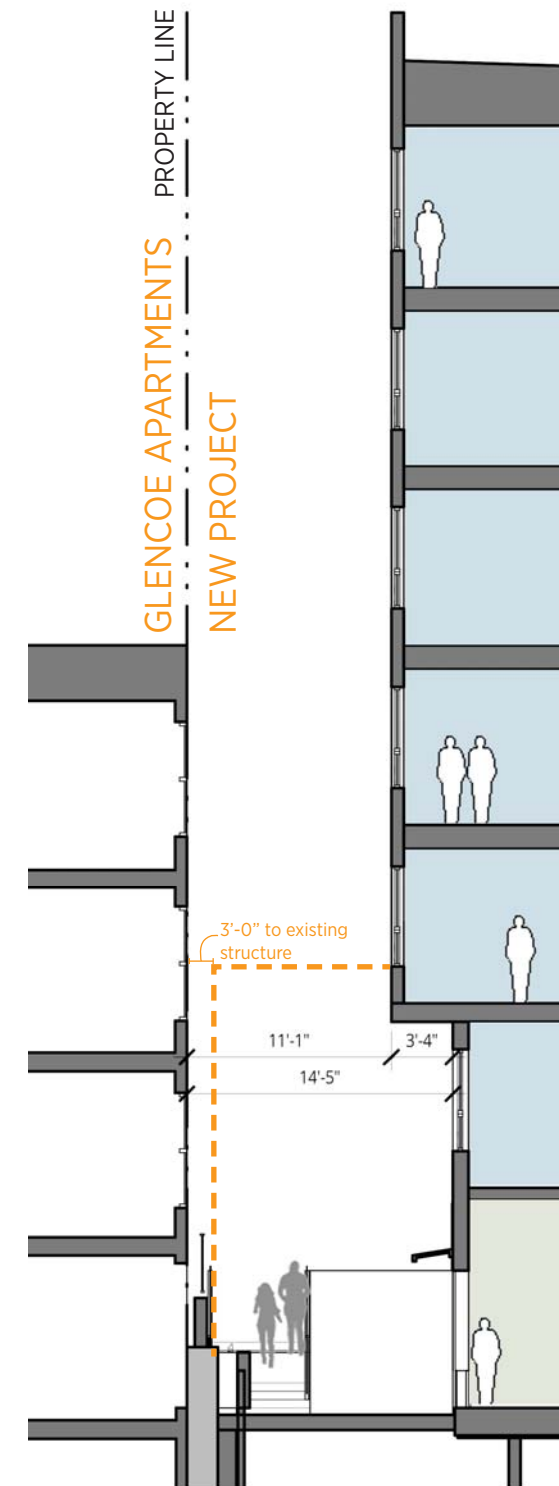
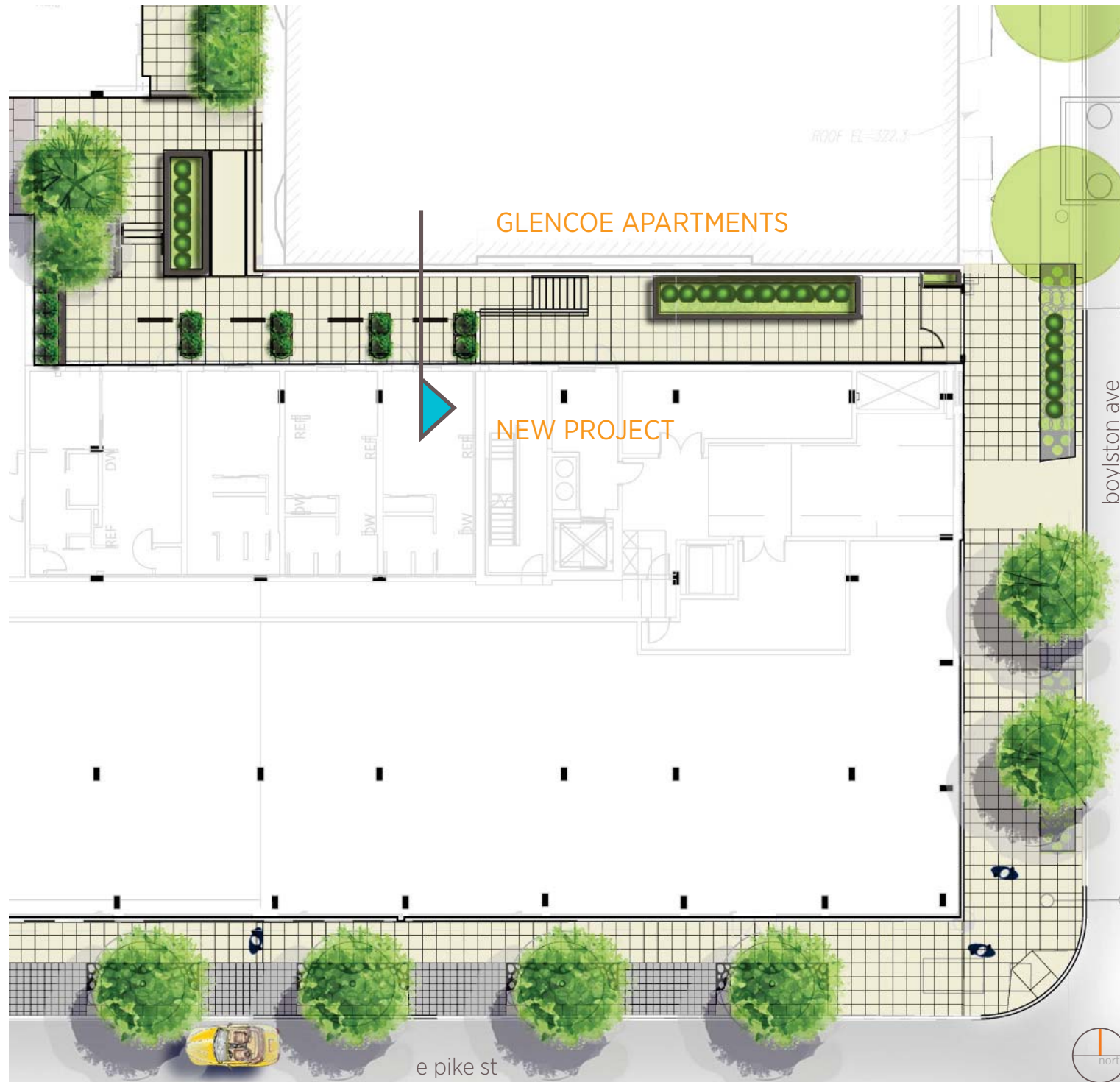
Existing:



Proposed:



Relationship to Glencoe Apartments



- Landscaping and private courtyards provide a visual screening and interest for the new project and the existing Glencoe apartments.
- Proposed project offers more light and air than current condition.
- Secure access provided from Boylston Ave into courtyard.

Relationship to Glencoe Apartments



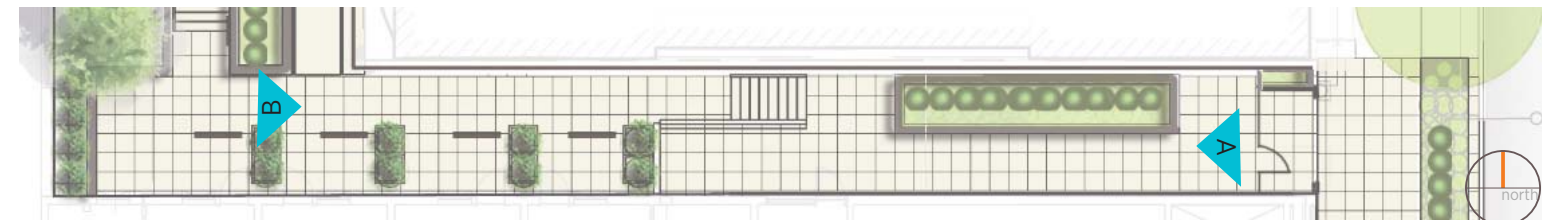
Existing Condition - View A



Proposed Connection - View A



Proposed Connection - View B



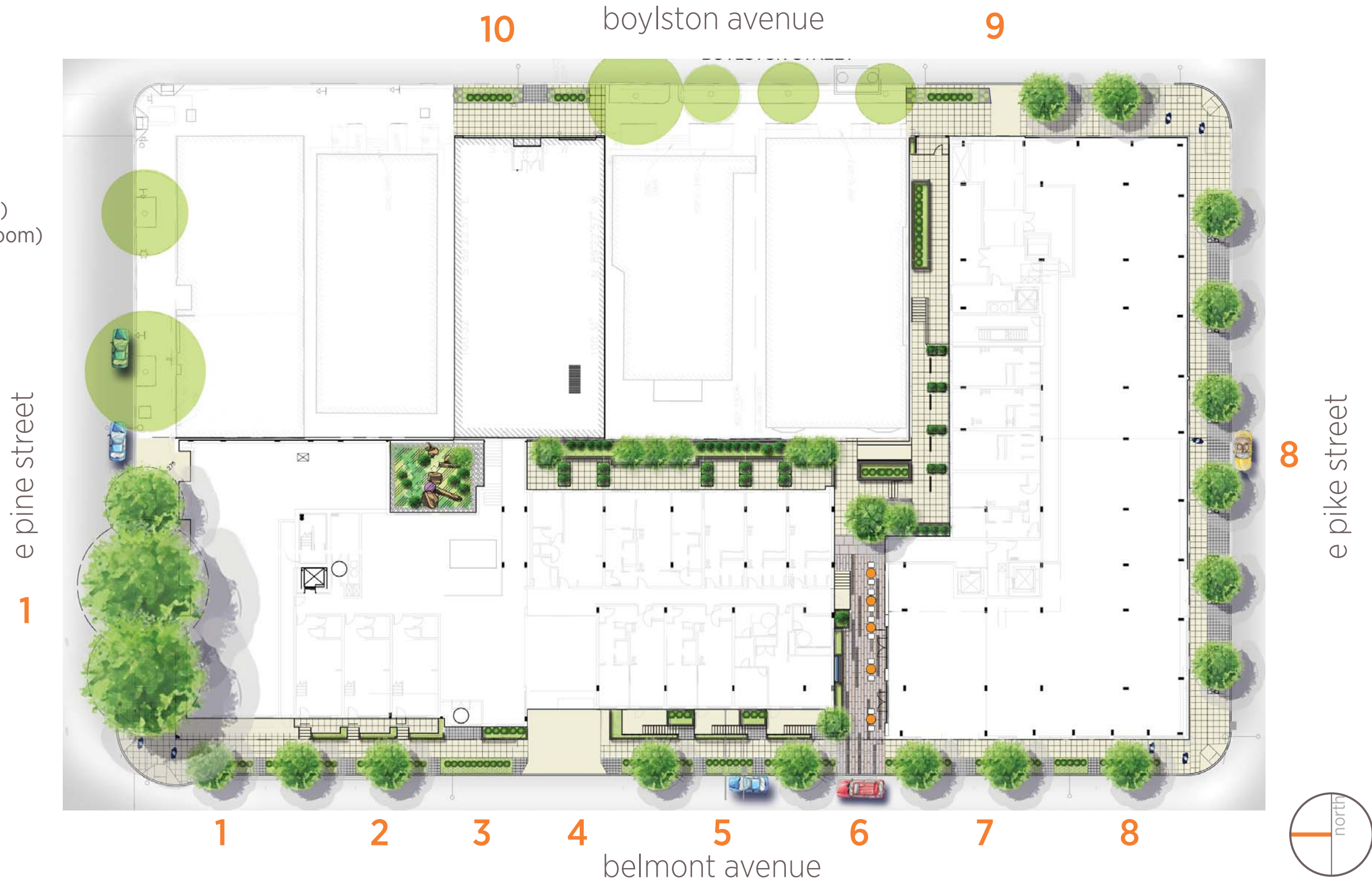
4 PEDESTRIAN EXPERIENCE

(A-2, A-4, A-6, A-7, A-8, B-2, B-5, C-4, D-1, D-6, D-7, D-9, D-10, D-11, D-12, E-2)

- “Residential units at grade should be designed in consideration for providing both human activity at the street level and responding to the need for residents’ privacy.”
- “Ground floor should be designed for porosity.”

Pedestrian Experience

- 1 Retail
- 2 Townhomes
- 3 Lobby
- 4 Auto Entry
- 5 Elevated Stoops
- 6 Public Plaza
- 7 Character Structure Retail (Garage)
- 8 Character Structure Retail (Showroom)
- 9 Resident Entry
- 10 Amenity



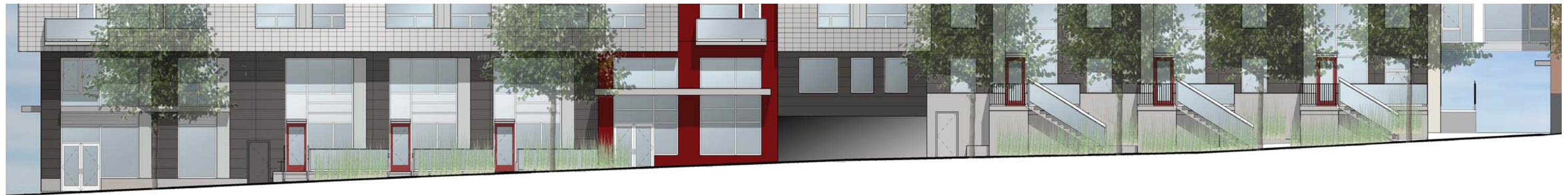
Pedestrian Experience: North Building

North Elevation



1
RETAIL

West Elevation



1
RETAIL

2
TOWNHOMES

3
LOBBY

4
AUTO ENTRY

5
ELEVATED
STOOPS

6
PUBLIC
PLAZA

North Building: Retail at E Pine & Belmont



North Elevation



West Elevation

1
RETAIL

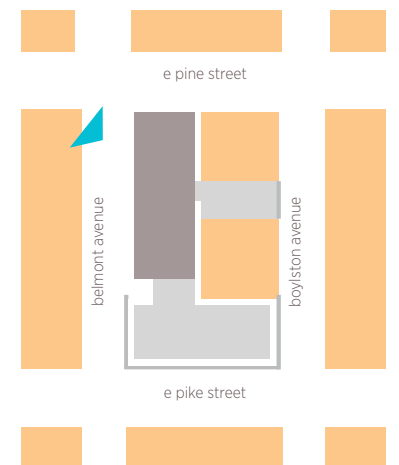


North Building: Townhomes on Belmont

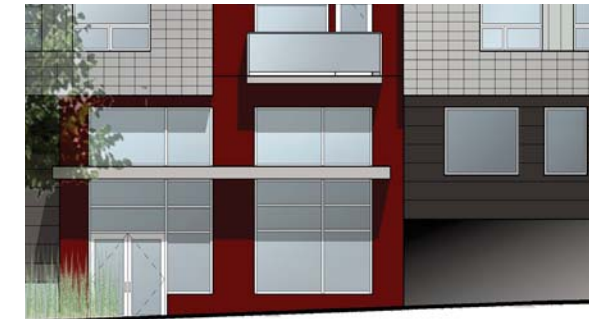


West Elevation

2
TOWNHOMES



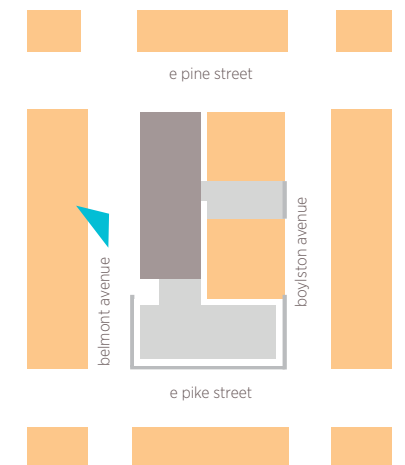
North Building: Lobby & Auto Entry



West Elevation

3
LOBBY

4
AUTO ENTRY

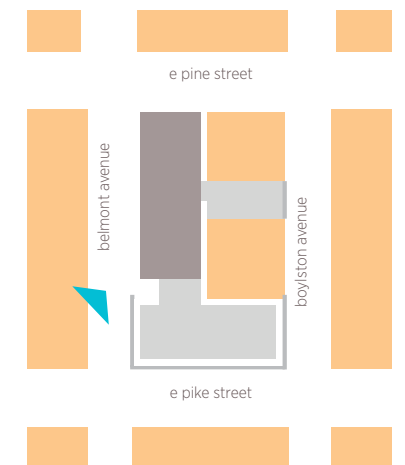


North Building: Elevated Stoops on Belmont

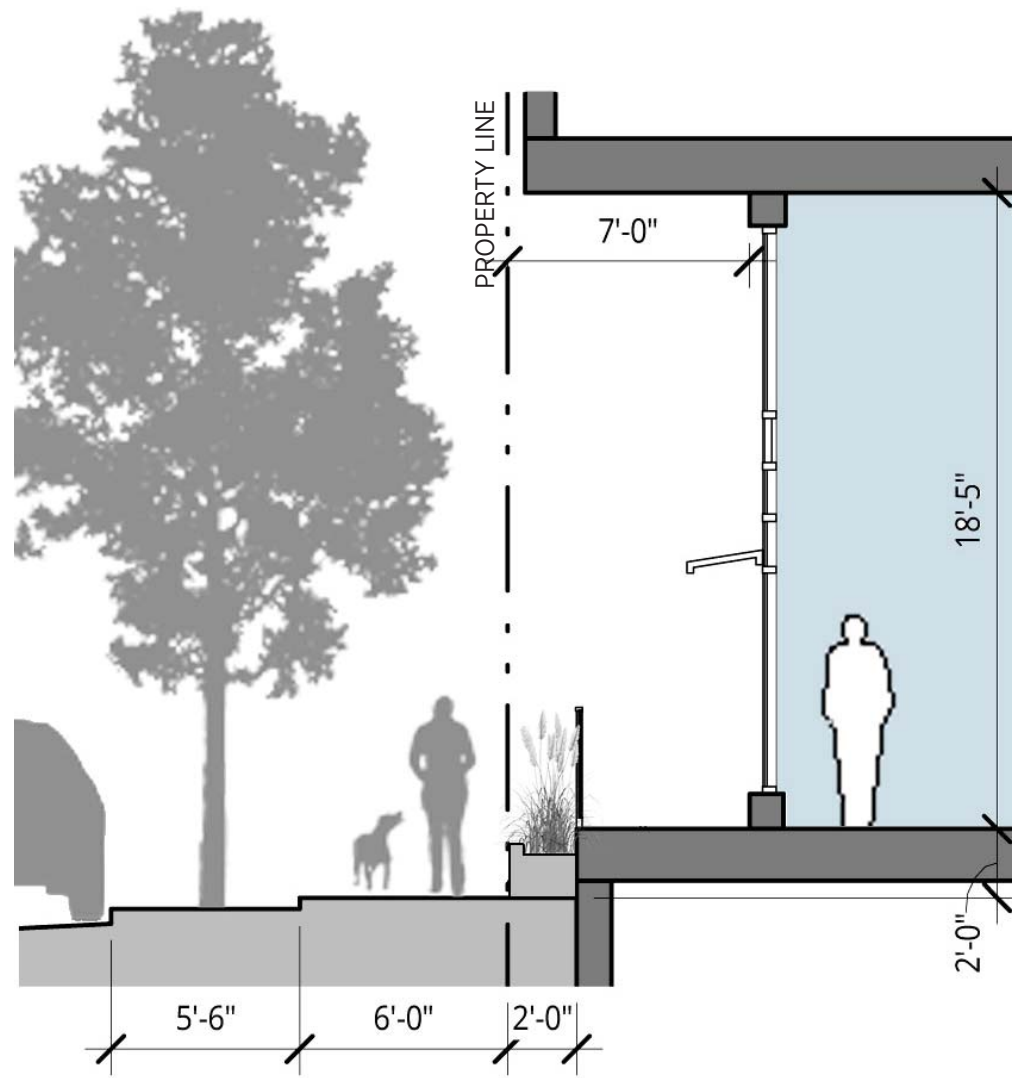


West Elevation

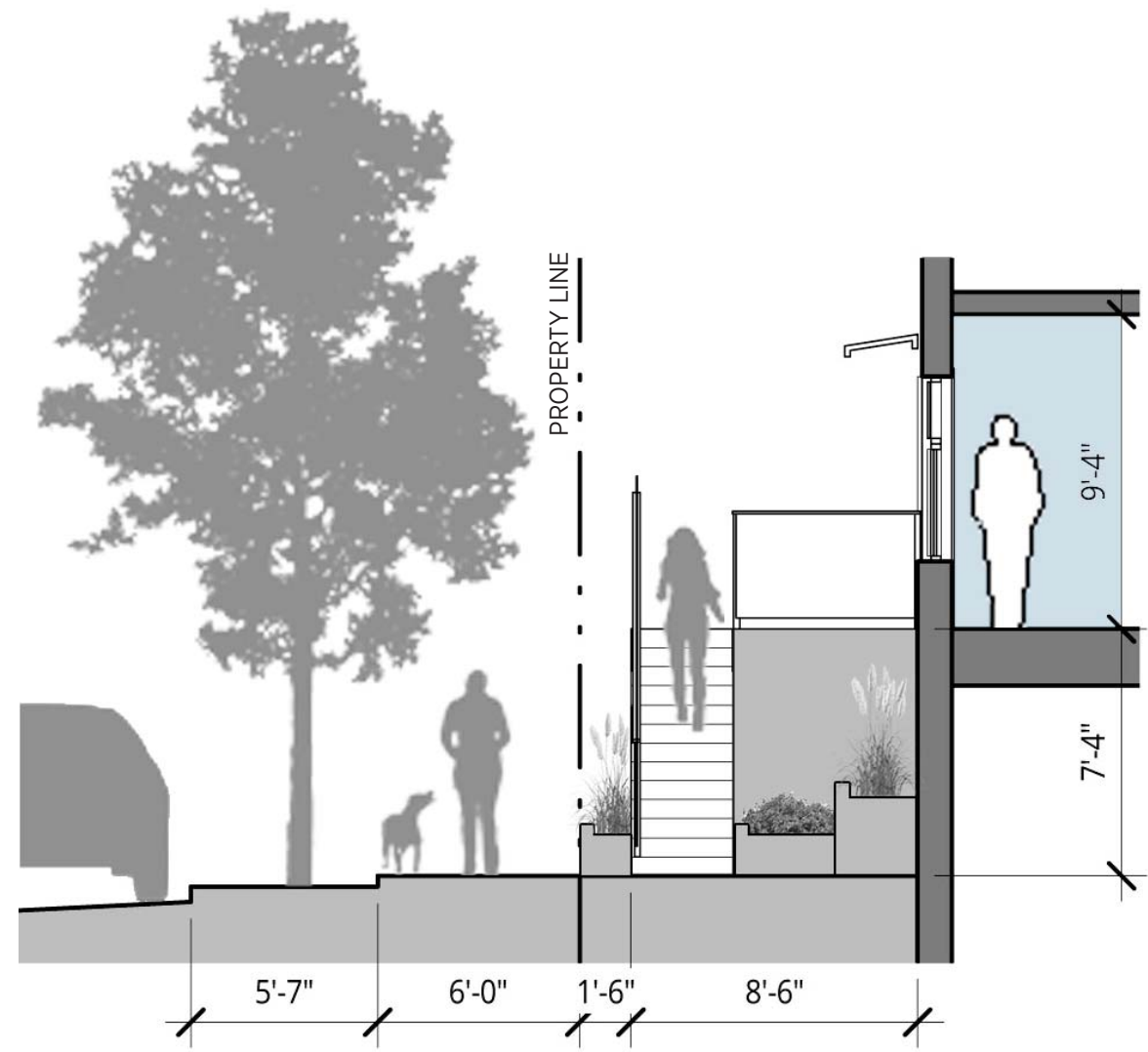
5
ELEVATED
STOOPS



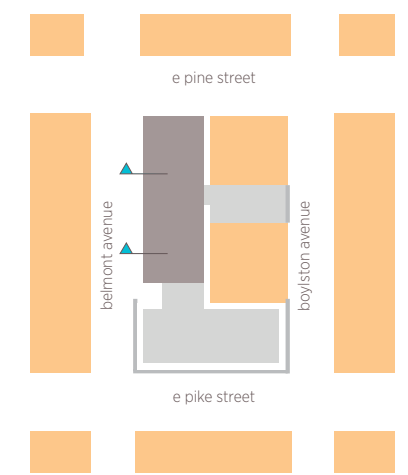
North Building: Sections at Street-Level Units



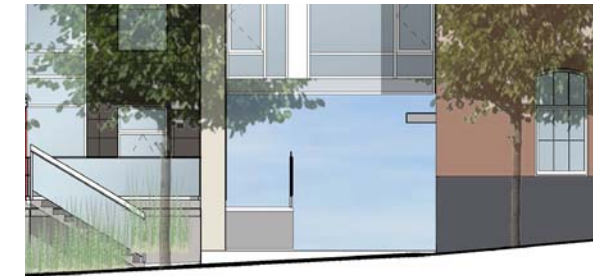
2 TOWNHOMES - Section at townhome



5 ELEVATED STOOPS - Section at walk-up unit

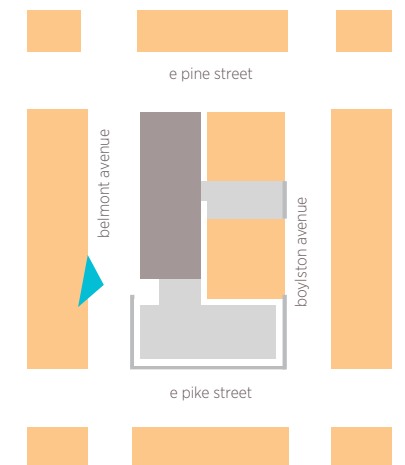


Public Plaza



West Elevation

6
PUBLIC
PLAZA



Pedestrian Experience: South Building



6
PUBLIC
PLAZA

7
CHARACTER
STRUCTURE
RETAIL
(GARAGE)

8
CHARACTER
STRUCTURE
RETAIL
(SHOWROOM)



8
CHARACTER
STRUCTURE
RETAIL
(SHOWROOM)

9
RESIDENT
ENTRY



8
CHARACTER
STRUCTURE
RETAIL
(SHOWROOM)

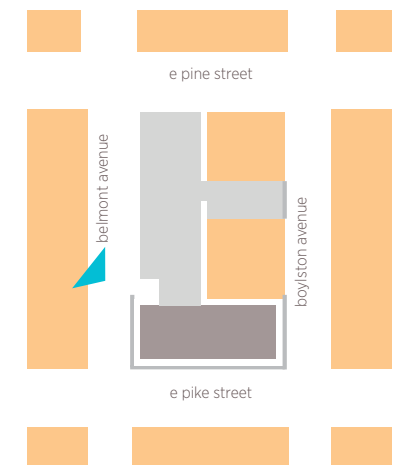
South Building: Retail at Garage on Belmont



West Elevation

7

CHARACTER
STRUCTURE
RETAIL
(GARAGE)

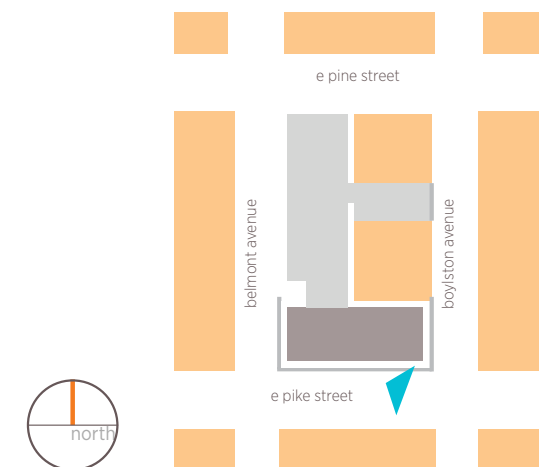


South Building: Retail on E Pike



South Elevation

8
 CHARACTER
 STRUCTURE
 RETAIL
 (SHOWROOM)



South Building: Retail at E Pike & Boylston



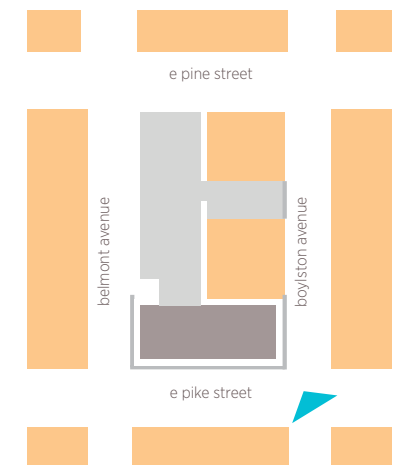
South Elevation



East Elevation

8

CHARACTER STRUCTURE
RETAIL (SHOWROOM)



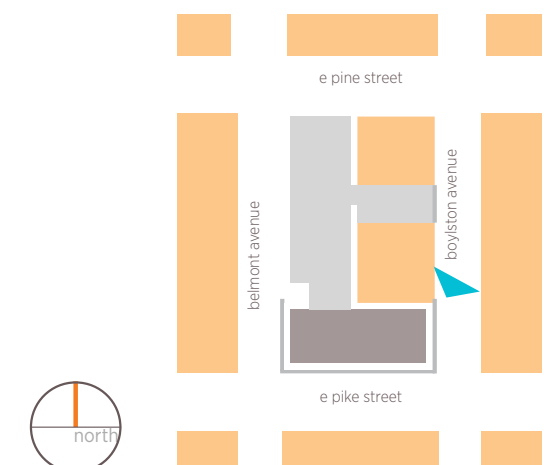
South Building: Resident Entry



East Elevation

9

RESIDENT ENTRY

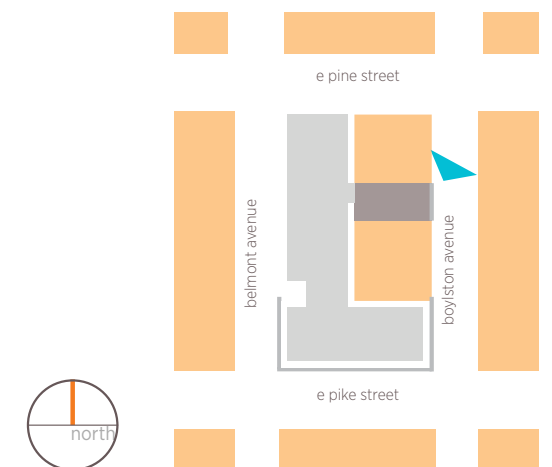


Amenity



East Elevation

10
AMENITY



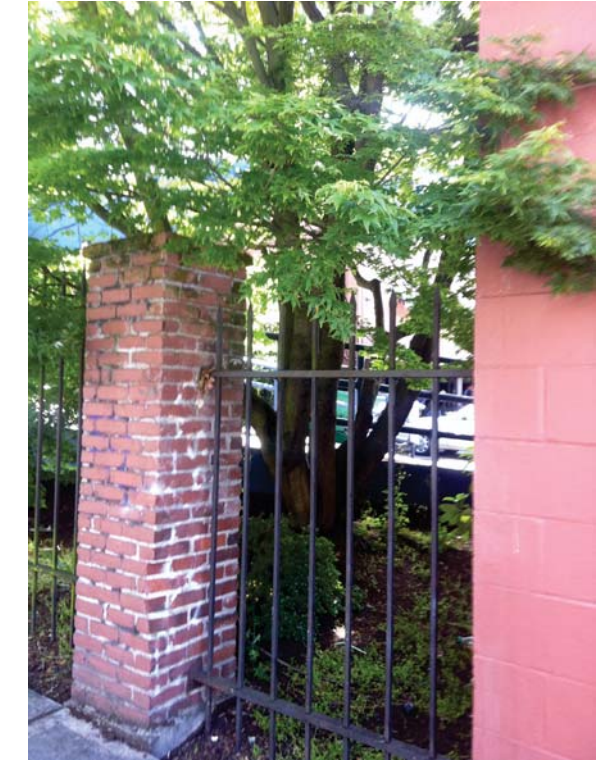
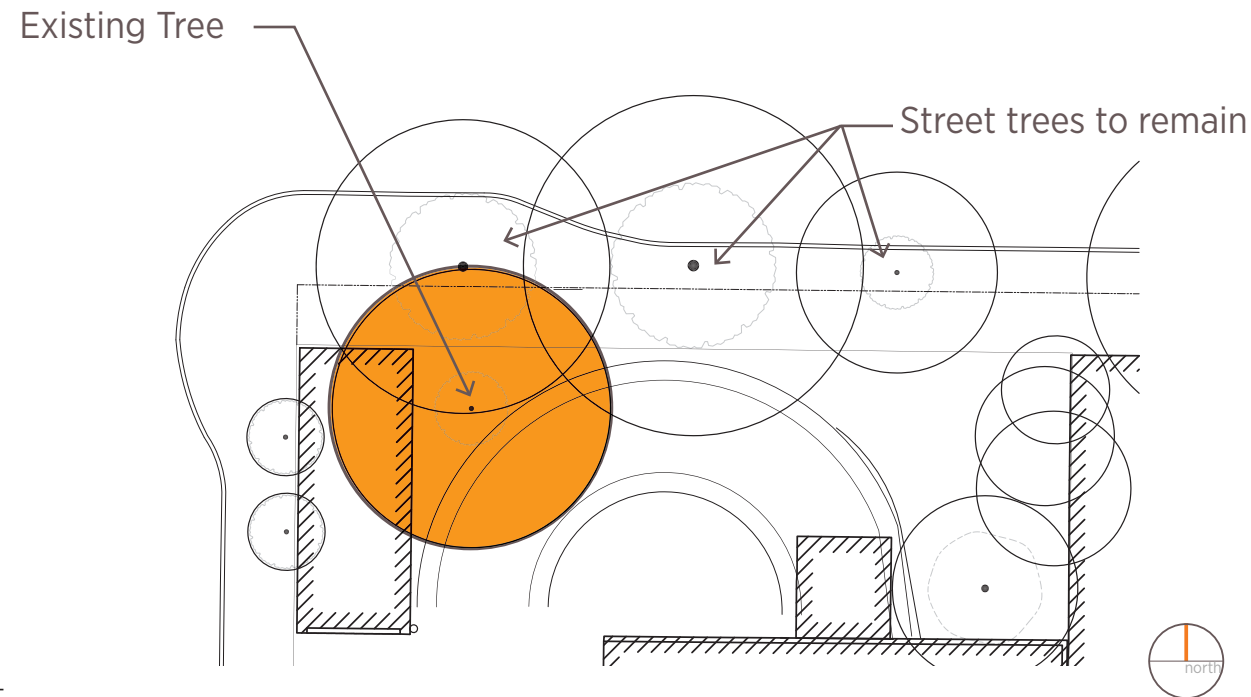
5 EXISTING TREE

(A-2, A-10, C-1, C-3, D-7, D-11)

- There is a multi-stemmed maple at the northwest corner of the site, defined as an “exceptional tree” by the City of Seattle due to the combined diameter of its multiple small trunks.
- The design team feels that by removing the tree, this project will better meet the Design Guidelines than an alternative design that requires departures to retain the tree. We request the Design Review Board to recommend the proposal as such.

Existing Conditions

The subject site condition that made space for this tree is uncharacteristic of the neighborhood. Currently, the car dealership does not interface with E Pine Street and is a gap in the retail uses that line the street and make a pedestrian-oriented environment. This tree, a Japanese maple, is neither a unique species nor a part of a larger, cohesive landscaping scheme. Due its low, sprawling branching, this tree is not appropriate for the urban, pedestrian-oriented environment it now resides in.



Existing Tree

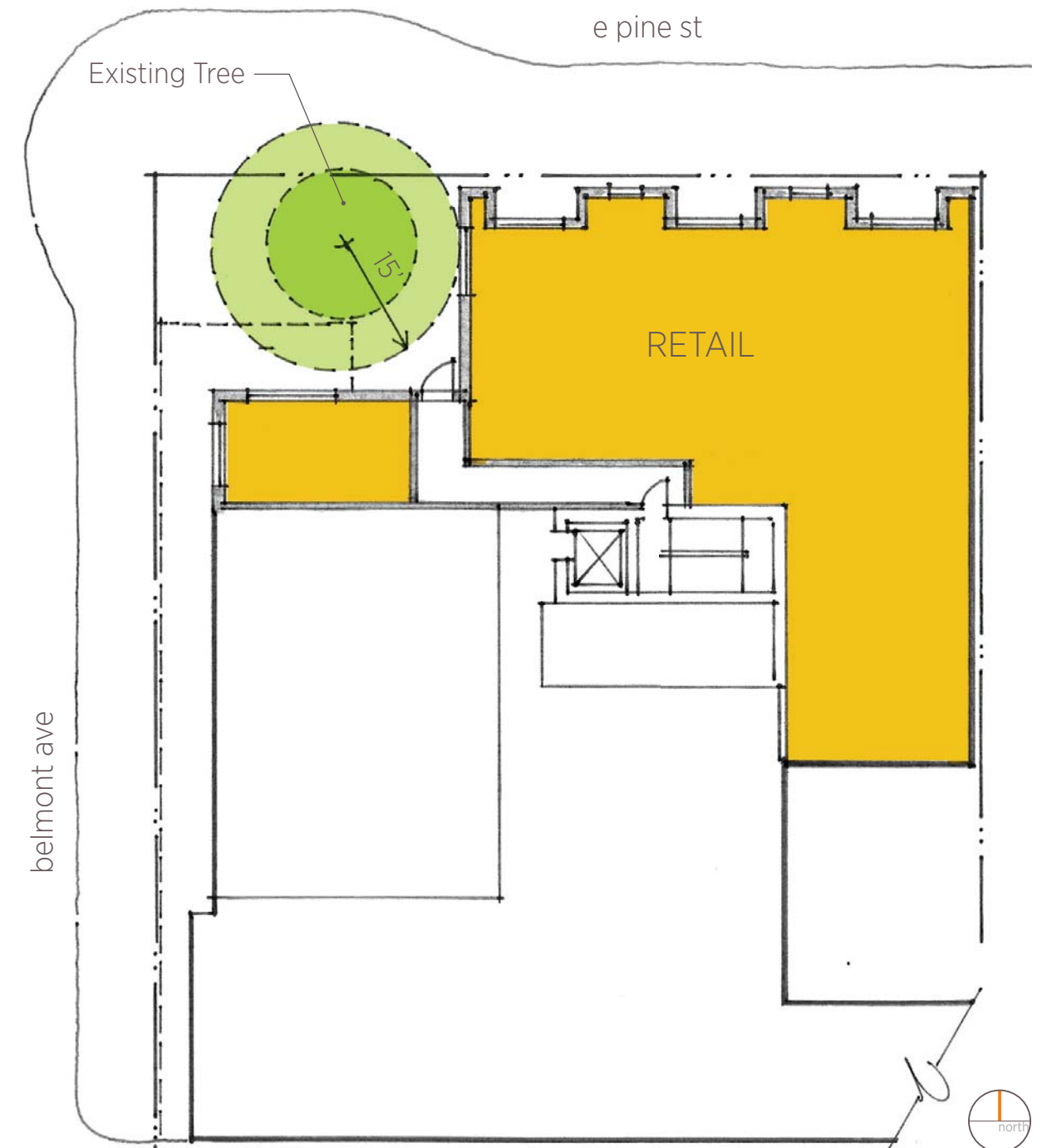
Design Option Retaining the Tree

Both east and west of our site along Pine Street, retail uses open directly to the public sidewalk. Pine Street is a lively commercial corridor with active and transparent retail facing the street. Any design option which retains the tree would push the proposed building away from the sidewalk, hindering its desirability to retail tenants and limiting visibility and access into the proposed retail for pedestrians. We want to strengthen the streetscape along Pine Street with transparent retail built at the back of the sidewalk, which we've accomplished in the proposed design.

In order to retain the existing tree, we would need to depart the following code requirements:

- 23.47A.008. Street-level street-facing facades must be located within 10' of the street lot line unless wider sidewalk plaza or other approved landscaped or open spaces are provided.
- 23.47A.008.B.3. Retail spaces must be a minimum of 15' in depth.

These departures, however, would not be warranted as they do not better adhere to the relevant design guidelines.



Current Design

The typical pattern of corner lot development in the neighborhood is currently different at our site. Our site currently has a one-story car wash structure, landscaping and surface parking meeting the corner at Pine and Belmont. Elsewhere in the neighborhood, buildings with retail and housing are placed directly at the back of the public sidewalk with entries often addressing the corner. Buildings built to the sidewalk reinforce a strong urban presence. Pedestrian activity is also encouraged where retail is located at the back of the public sidewalk. An inaccessible landscaped zone at the corner runs counter to the existing development patterns in the neighborhood. Taller plantings in front of the prominent retail corner limit its viability and visibility. We want to celebrate the urban corner with viable and active retail that reinforces and completes the active edges at Pine Street and Belmont Avenue.

Our current design incorporates thoughtful and active landscaped experiences throughout the ground floor, and without the existing corner tree, it better meets the neighborhood guidelines and creates a stronger project and streetscape for the neighborhood. (See Design Guidelines A-2, A-10, C-1, C-3, D-7, D-11)

Design Guideline A-2

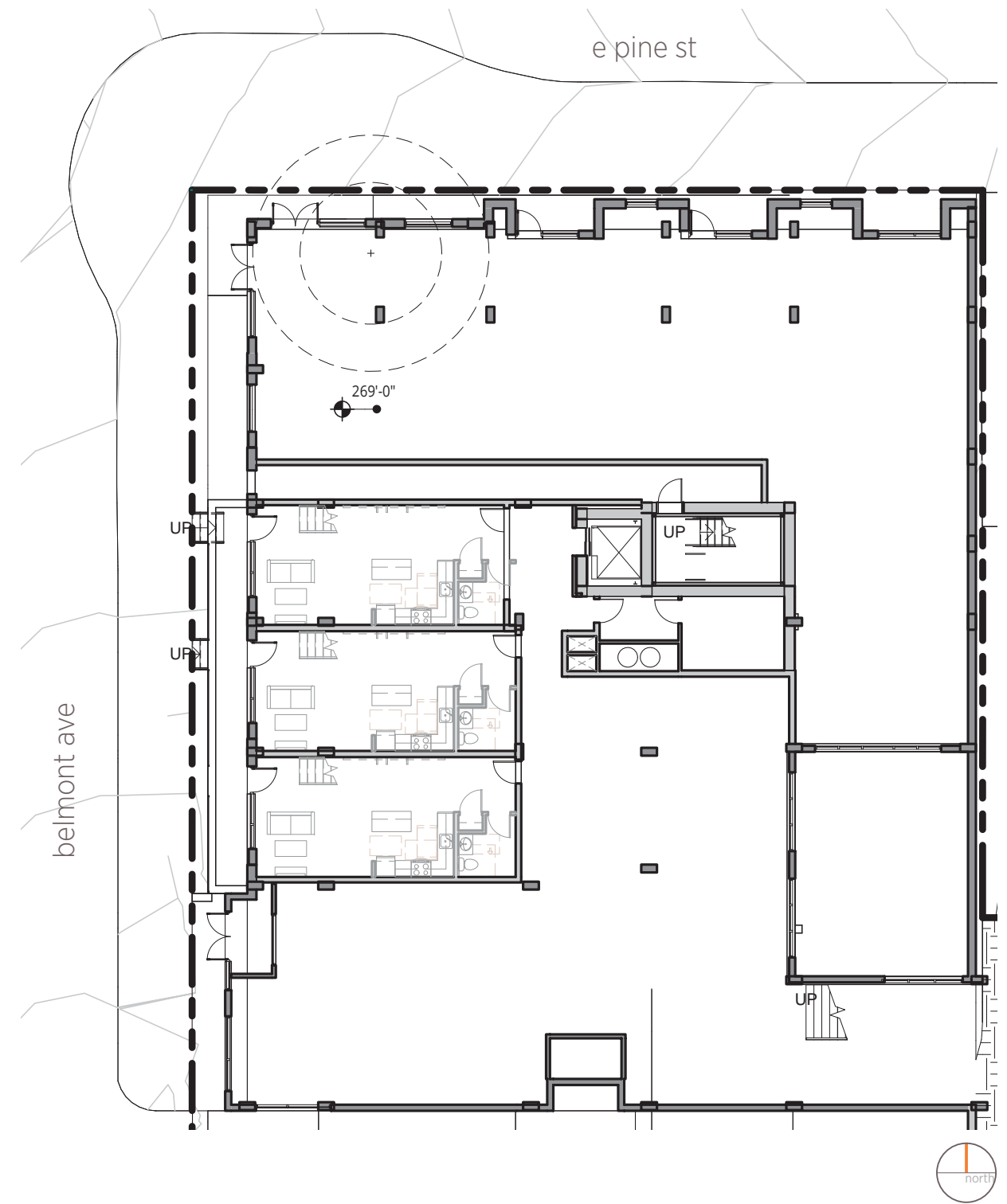
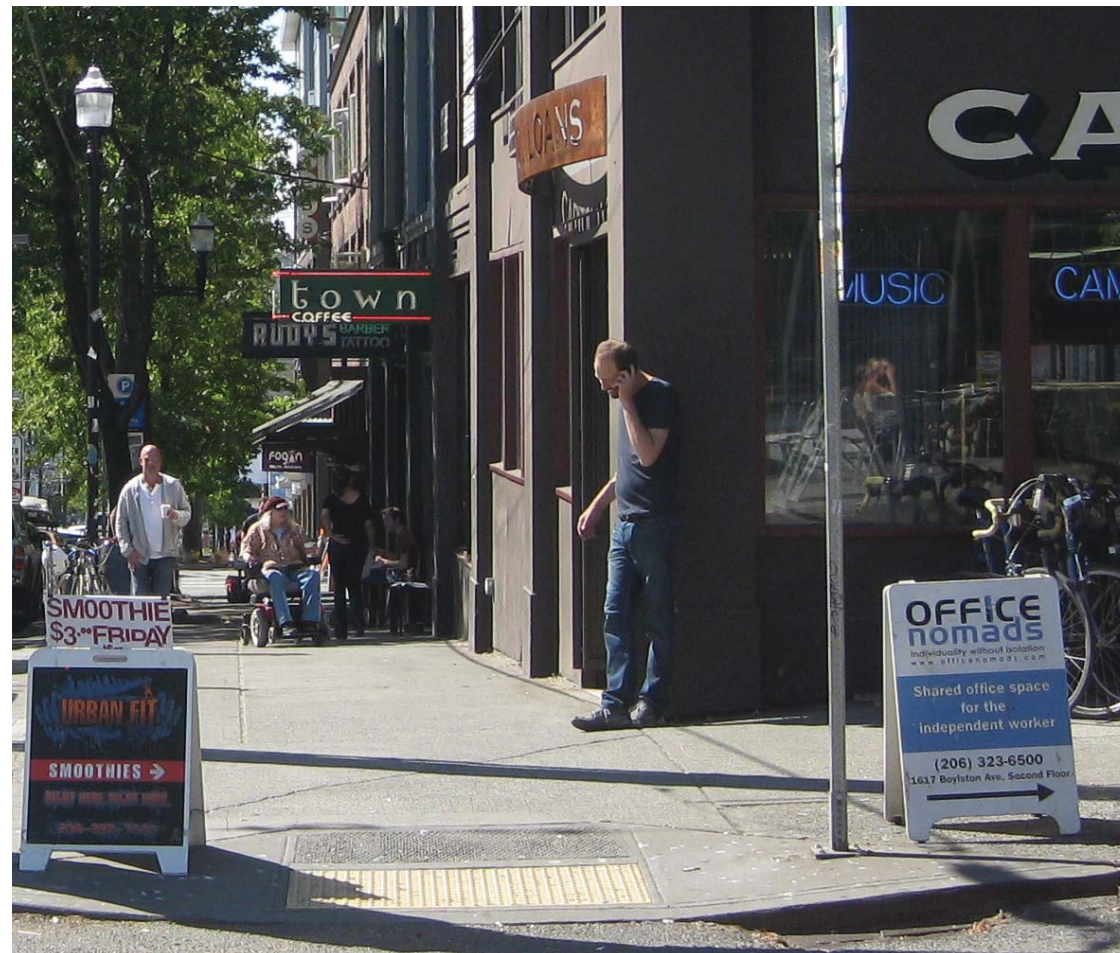
“The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.”

Design Guideline A-10

“Buildings on corner lots should be oriented to the corner and public street fronts.”

Design Guideline A-10, Pike/Pine

“Buildings on corner lots should reinforce the street corner.”



Departures

Departure Matrix

Floor-to-Ceiling Heights in Character Structures

Setback Above Character Structures

Vehicle Access and Maneuvering

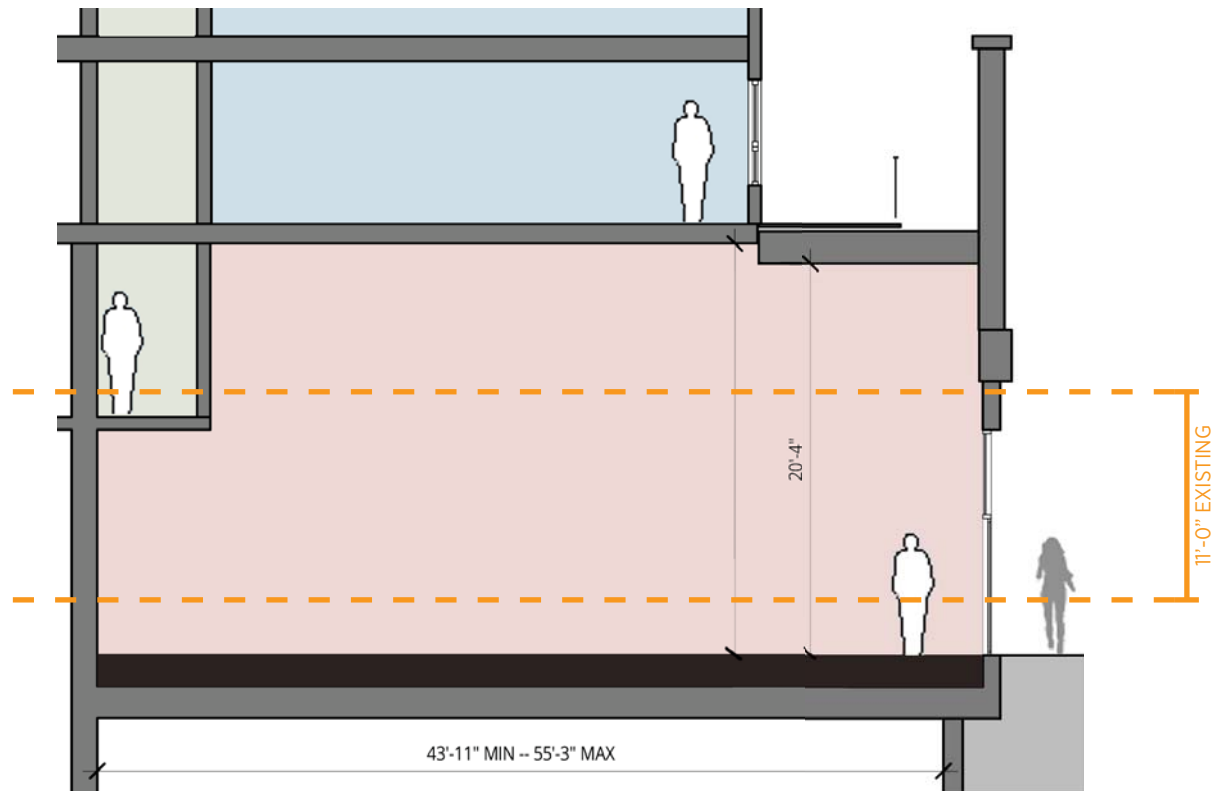
Street-Level Standards

Departure Matrix

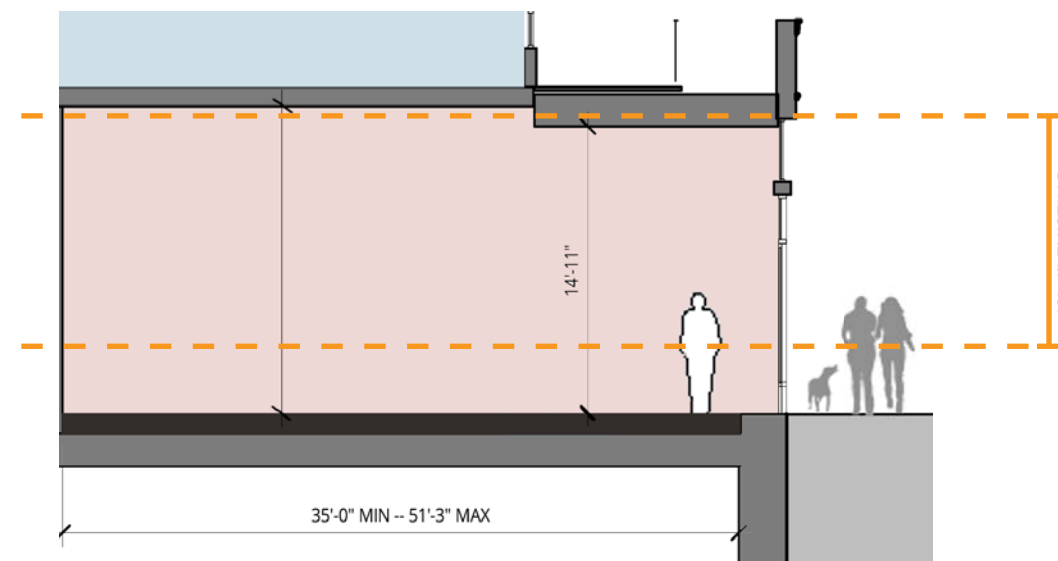
	DEVELOPMENT STANDARD	REQUIREMENT	REQUEST
1	23.73.010.B.2.C.3, 23.73.014.B.2.C	“For a project that incorporates portions of a character structure...the original floor-to-ceiling height of the ground story [shall be] maintained [through the full depth of the character structure].”	The design team proposes to alter the current floor, ceiling, and depth of character structures 1, 2, and 3.
2	23.73.010.B.2.C.2, 23.73.014.B.2.B	“For a project that incorporates portions of a character structure...all portions of the new structure above the height of the street-facing facades of the character structure are set back a minimum of 15 feet from all street property lines that abut the character structure.”	The design team proposes less than a 15’ setback above the character structures.
3	23.47A.032.A.1.C	“If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1.”	The main automobile entry would be located on Belmont Ave and an additional curb cut on Boylston Ave would serve the loading berth providing truck parking for both retail tenants and residents moving in.
4	23.47A.008.B.2.A	“Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.”	Although the existing garage character structure facade has been modified to be more transparent, this standard is not met along Belmont Avenue.
5	23.73.008.C	“The length of street frontage permitted for an individual business at street level within a new structure on Pike and Pine Streets is limited to 50 feet.”	The design team wants to depart this standard to give the owner the most flexibility for future retail tenants.
6	23.54.035.C.1	“Each loading berth shall not be less than 10’ in width and shall provide not less than 14’ vertical clearance and they shall be a minimum of 35’ in length”	The requirement for the 14’ vertical clearance is not met at the loading berth located within the facade of character structure 3 on Boylston Avenue.
7	23.54.030.G.1	“For two way driveways less than 22’, a sight triangle on both sides of the driveway shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection.”	The sight triangle requirement is not met at the loading berth located within the facade of character structure 3 on Boylston Avenue.
8	23.47A.008.D	“The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or below sidewalk grade or be set back at least 10 feet from the sidewalk.”	The design team requests less than the code-required setback. The proposed solution incorporates both a setback of 7’-0” and a vertical separation which varies from 1’-0” to 3’-0”.

NEW

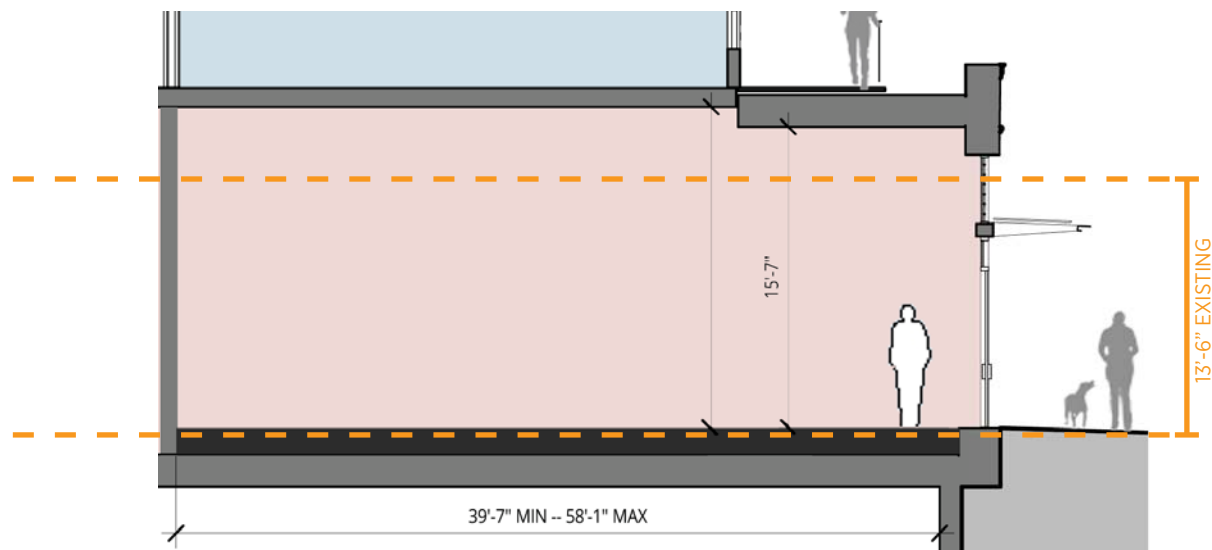
Floor-to-Ceiling Heights in Character Structures: Departure 1



Section A at Bldg #1 - Proposed



Section C at Bldg #3 - Proposed



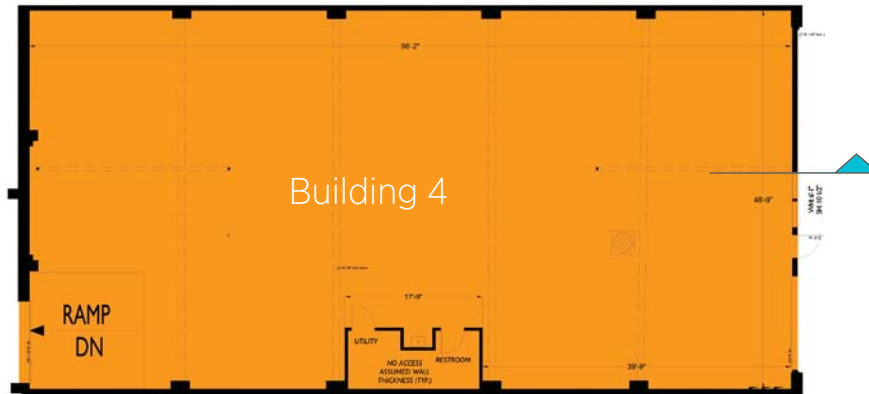
Section B at Bldg #2 - Proposed

Design Guideline B-3

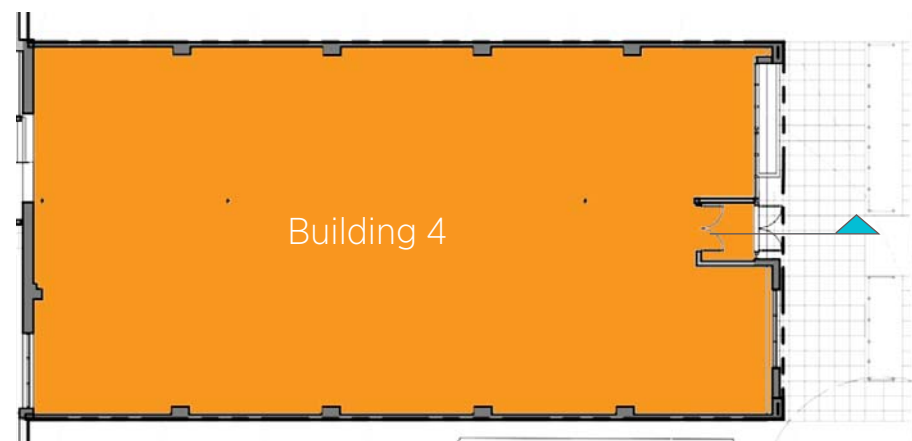
“Consider how elements of the character structure’s original design can be adapted to the functions of the new structure, such as major entries to the structure, public areas and internal circulation... and ground floor uses that are oriented primarily to the street...”

Floor-to-Ceiling Heights in Character Structures: Departure 1

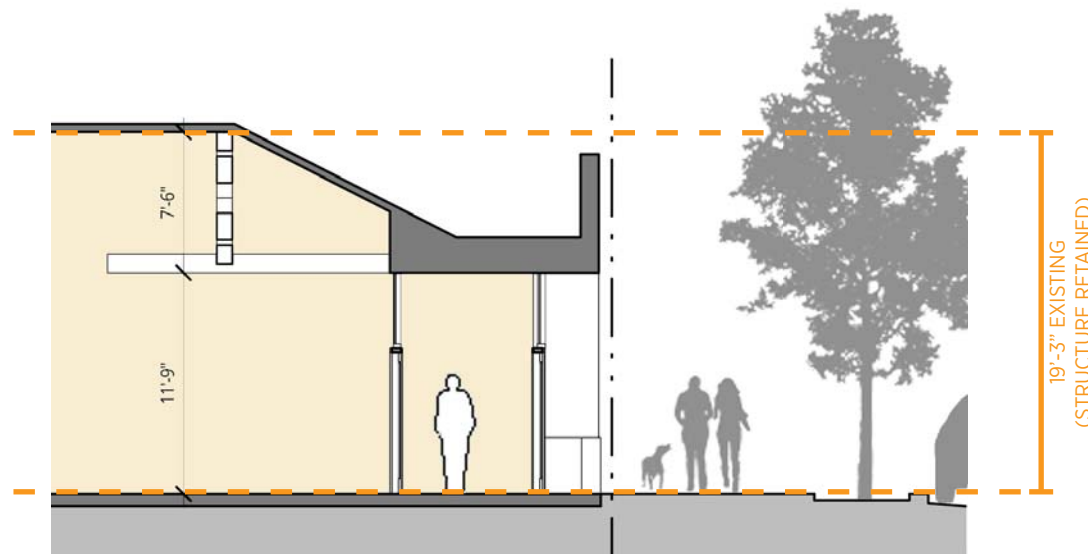
Note: No departure is required for Building 4.



Level 1 - Existing

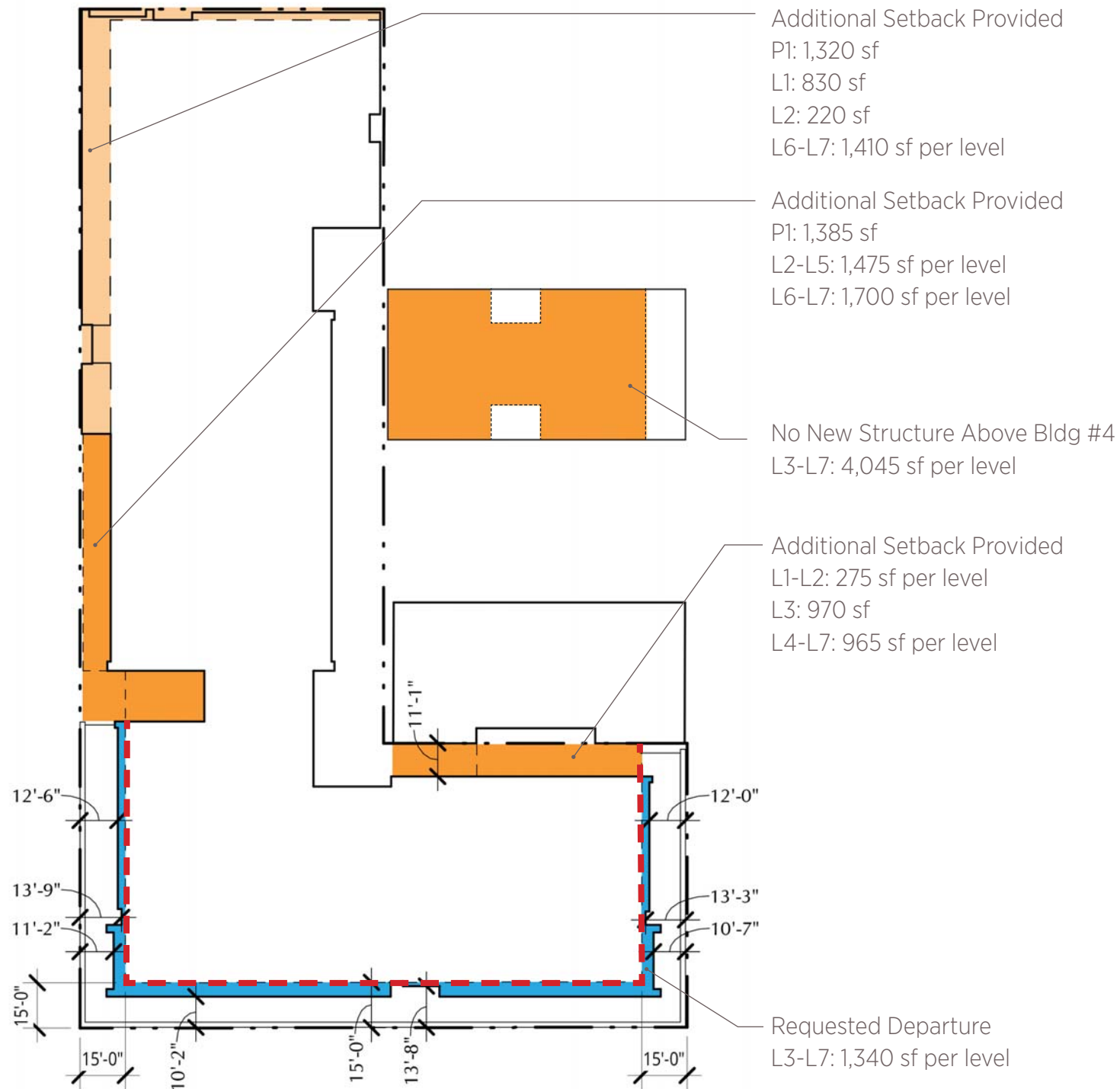


Level 1 - Proposed



Proposed Section at Bldg #4

Setback Above Character Structures: Departure 2



Code-Compliant 15' Setback
 Total Volume: 282,200 ft³

Proposed Setbacks
 Total Volume: 393,000 ft³
(+39% to Code-Compliant Alternate)

CODE
 23.73.010 All portions of the new structure above the height of the street-facing facades of the character structure are set back a minimum of 15 feet from all street property lines that abut the Character Structure

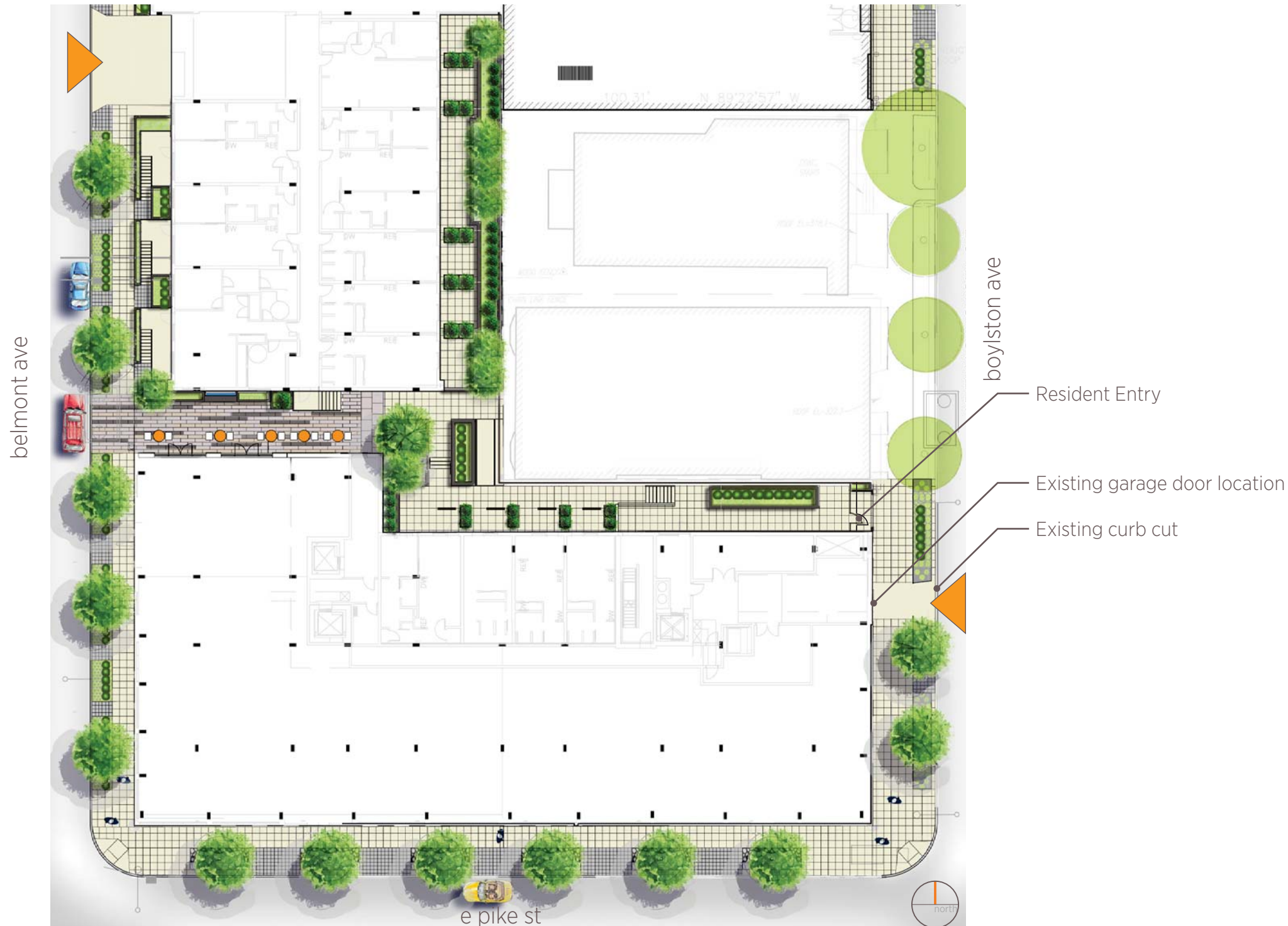
REQUEST
 The design team wishes to vary the setbacks above the character structures. Setbacks along Belmont Ave vary from 8'-6" to 12'-6". Setbacks along E Pike St vary from 10'-0" to 13'-6". Setbacks along Boylston Ave vary from 8'-6" to 12'-6". This is a major increase from the EDG setbacks of 5'-0" to 10'-0".

WHY THIS DEPARTURE BETTER MEETS THE INTENT OF THE DESIGN GUIDELINES

- An additional setback of 11'-0" is added between our project and the adjacent property to the north (Glencoe Apartments) as well as a ground level setback along Belmont Ave.
- The plaza between our buildings will be open to the public.
- An upper level setback is provided on both Belmont and E Pine St.
- Rather than develop over it, we have also chosen to retain the ENTIRE character structure of Building 4 with no building above.
- Design Guidelines A-5, A-6, A-7, B-1, B-2, C-3 D-12, E-2



Vehicle Access and Maneuvering: Departure 3

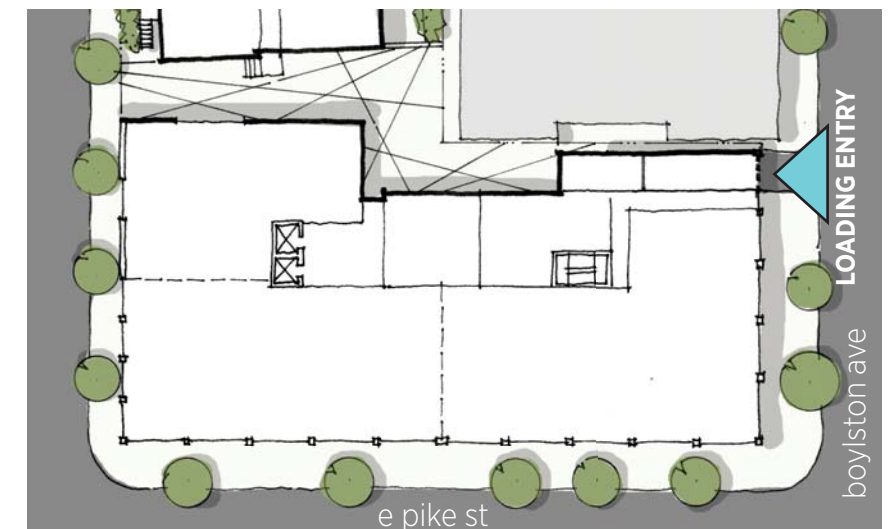


CODE
 23.47A.032.A.1.C. "If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1."

REQUEST
 The main automobile entry would be located on Belmont Ave and an additional curb cut on Boylston Ave would serve the loading berth providing truck parking for both retail tenants and residents moving in.

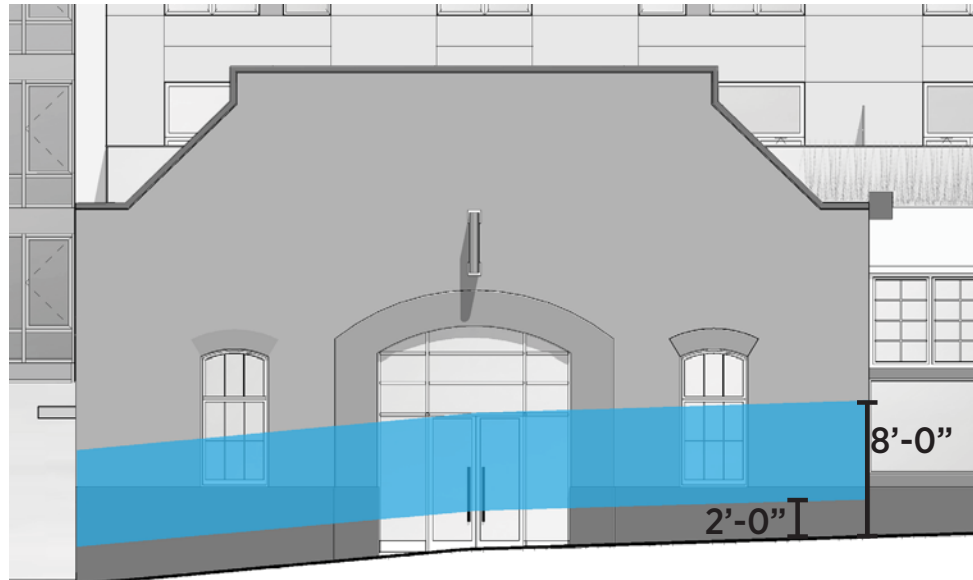
WHY THIS DEPARTURE BETTER MEETS THE INTENT OF THE DESIGN GUIDELINES

- The building is pulled away from the Glencoe Apartments, creating a small courtyard and pedestrian entry off Boylston Avenue.
- The loading berth will be used frequently by both the future retail and the apartment renters; locating the berth internally will help keep pedestrians safe and shield the loading and trash uses from the neighborhood.
- Design Guidelines A-2, A-5, A-8, D-6, D-7



Loading Entry, as shown at EDG

Street-Level Standards: Departures 4, 5



West Elevation

Departure 4

CODE

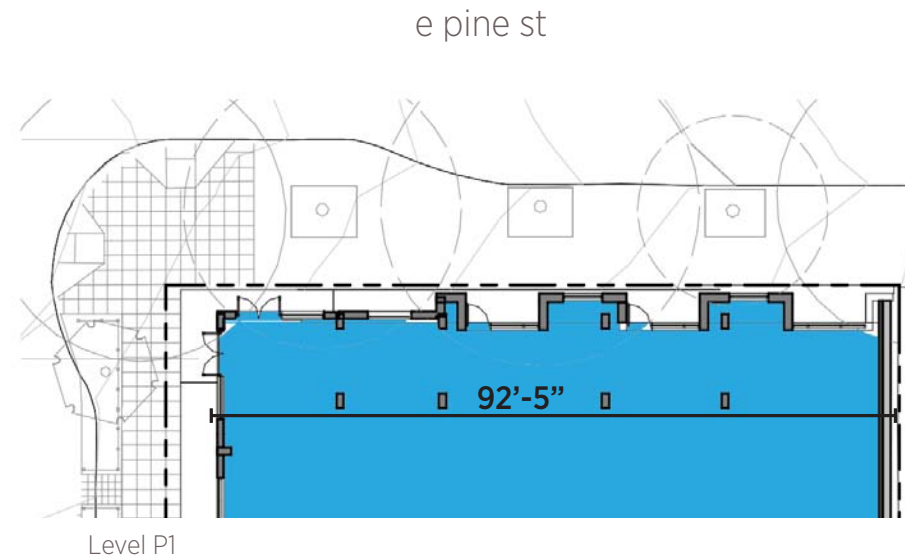
23.47A.008.B.2.A. "Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent."

REQUEST

The retained facade of the garage character structure (Building 1) does not meet the street-level transparency requirement. We request that the transparency requirement be waved at the character structure facade.

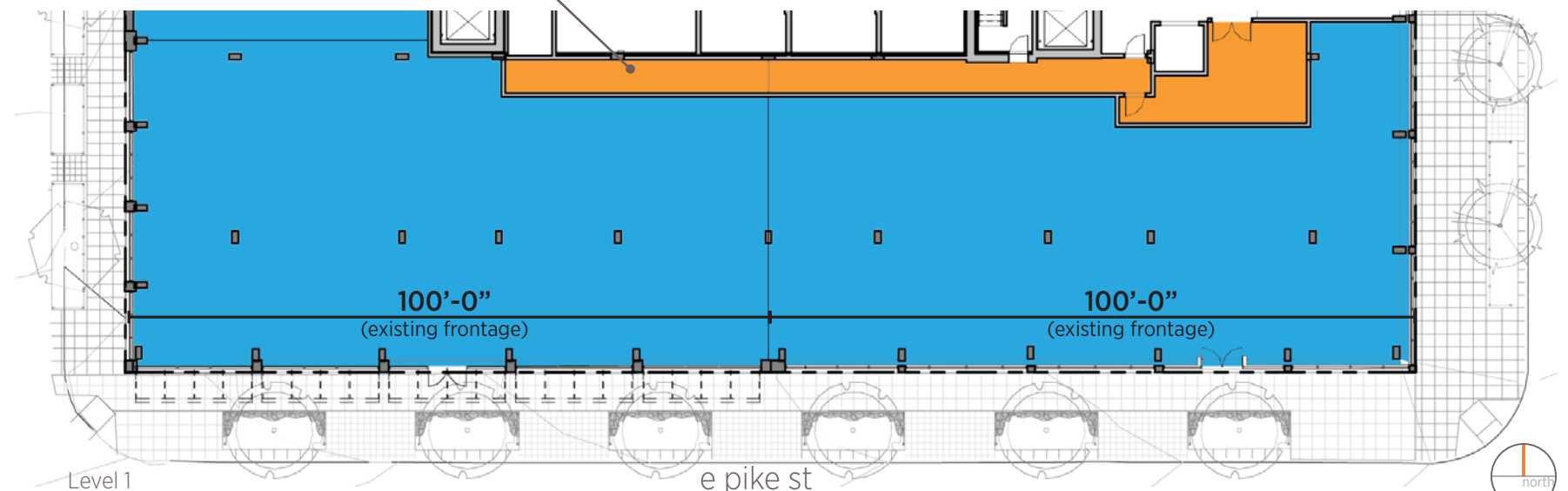
WHY THIS DEPARTURE BETTER MEETS THE INTENT OF THE DESIGN GUIDELINES

- The design team proposes to restore storefront to the existing openings in the character structure facade.
- Further modification to this facade will compromise the integrity of the character structure.
- Design Guidelines: B-7, C-1



Level P1

Back-of-house corridor to serve multiple retail spaces



Level 1

Departure 5

CODE

23.73.008.C. "The length of street frontage permitted for an individual business at street level within a new structure on Pike and Pine Streets is limited to 50 feet."

REQUEST

The design team requests that the maximum 50' frontage requirement be waived on both E Pike and E Pine St.

WHY THIS DEPARTURE BETTER MEETS THE INTENT OF THE DESIGN GUIDELINES

- The existing showroom spaces are currently large volumes, which is a key part of their character that we wish to retain.
- The newly proposed Pike/Pine Overlay would also allow the larger volumes to remain based on the current configuration.
- Flexibility in layout of retail spaces provides the best opportunity for successful retail.
- Design Guidelines A-2, A-4, Pike/Pine Design Guidelines B-2, B-3, B-7

Street-Level Standards: Departures 6, 7

CODE

23.54.035.C.1-2. "Each loading berth shall not be less than 10' in width and shall provide not less than 14' vertical clearance and they shall be a minimum of 35' in length."

23.54.030.G.1. "For two way driveways less than 22', a sight triangle on both sides of the driveway shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection."

REQUEST

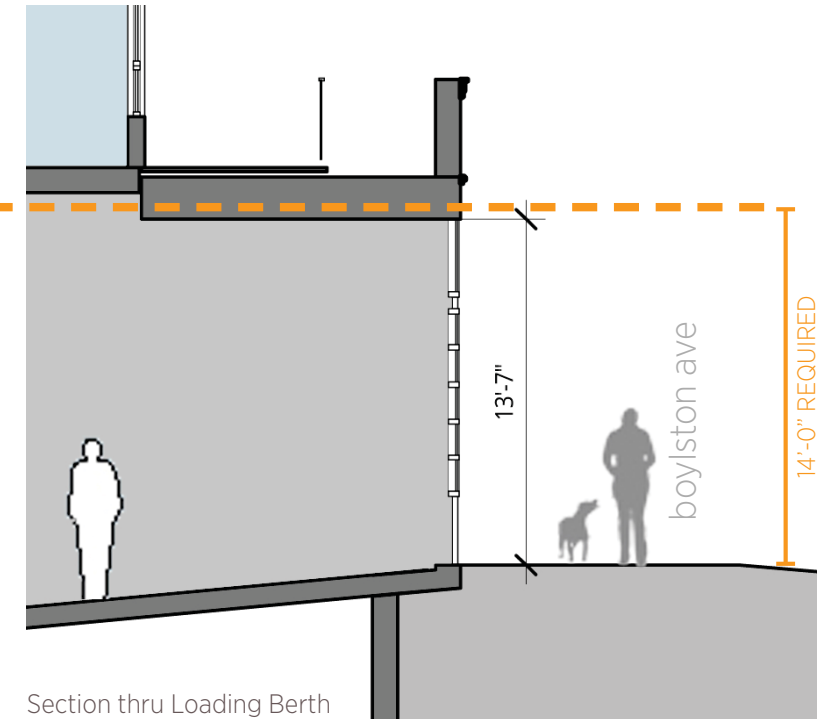
The vertical clearance and sight triangle requirements are not met at the loading berth on Boylston Avenue.

WHY THIS DEPARTURE BETTER MEETS THE INTENT OF THE DESIGN GUIDELINES

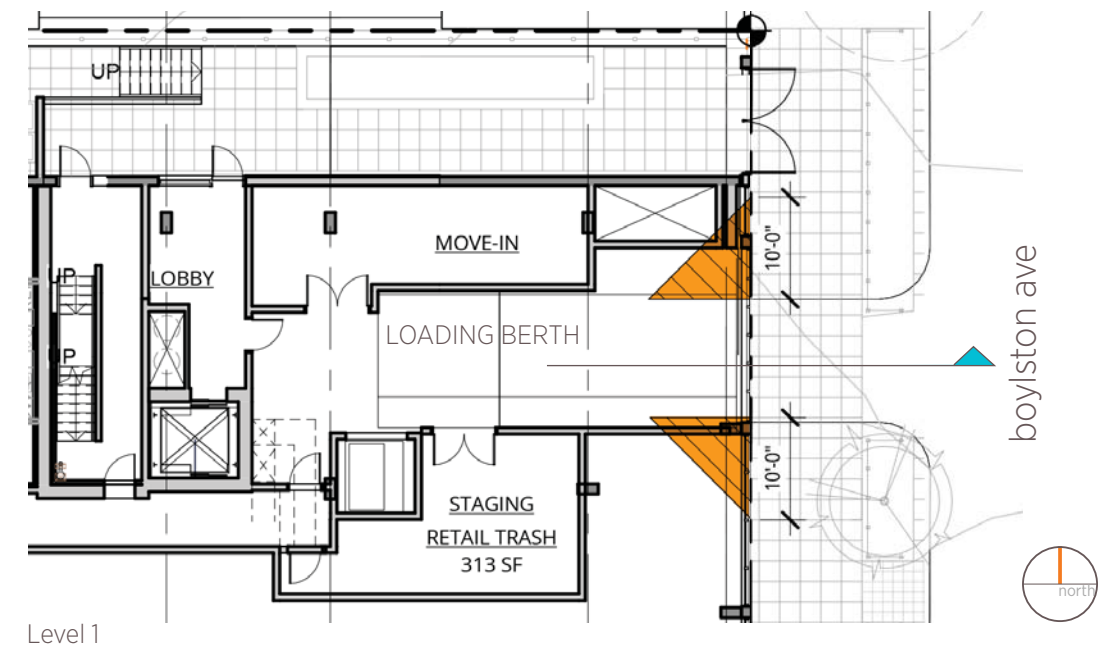
- The location of the current curb cut and garage door on Boylston Avenue will be reused for the loading berth. The height of the existing opening is 0'-5" short of the required vertical clearance.
- The retained facade of the character structure does not allow for the required sight triangles.
- Altering the facade of Building 3 will compromise the integrity of its character.
- Design Guidelines A-2, A-4, A-5, B-2, B-3, B-7, D-7



East Elevation

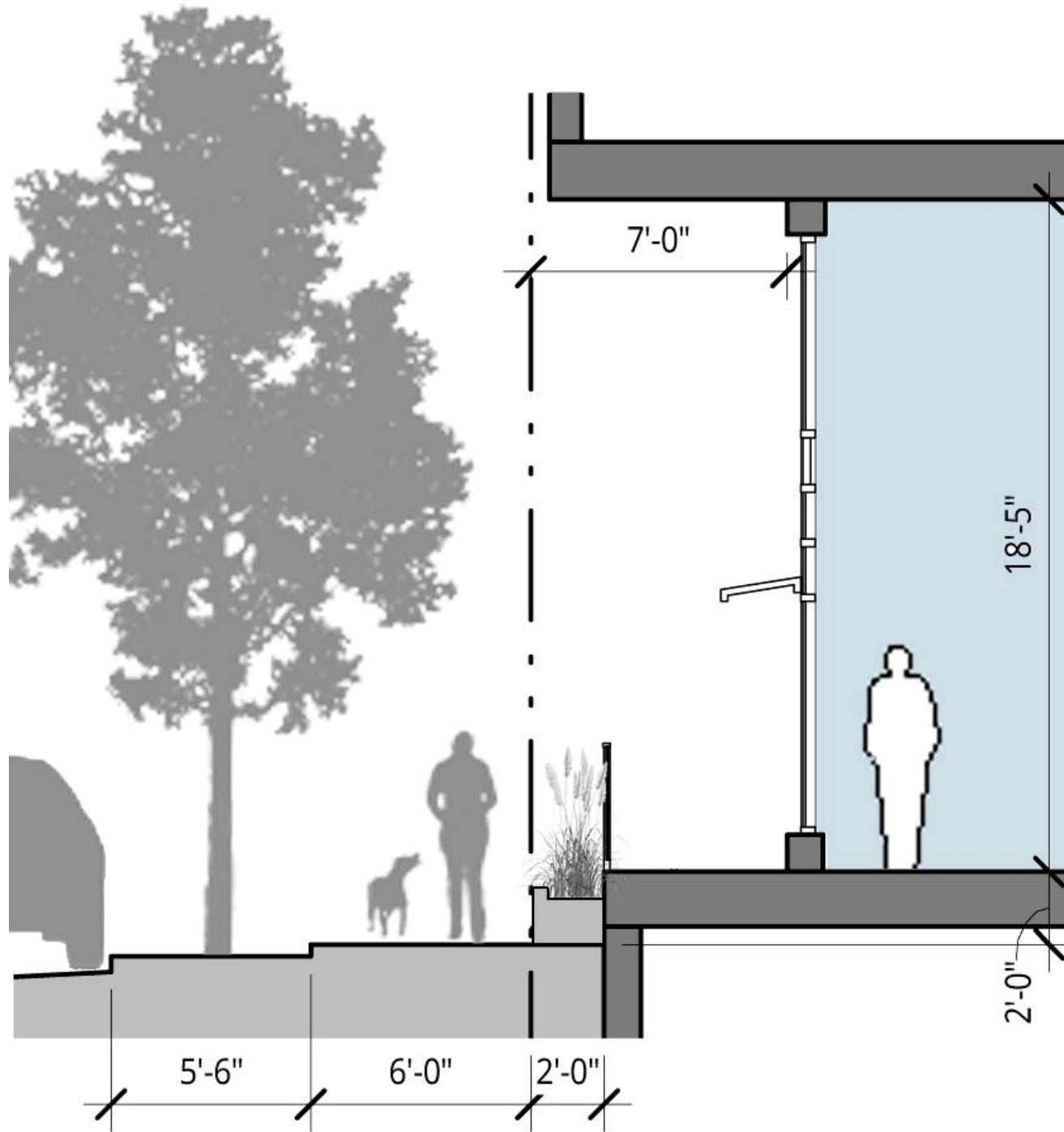


Section thru Loading Berth

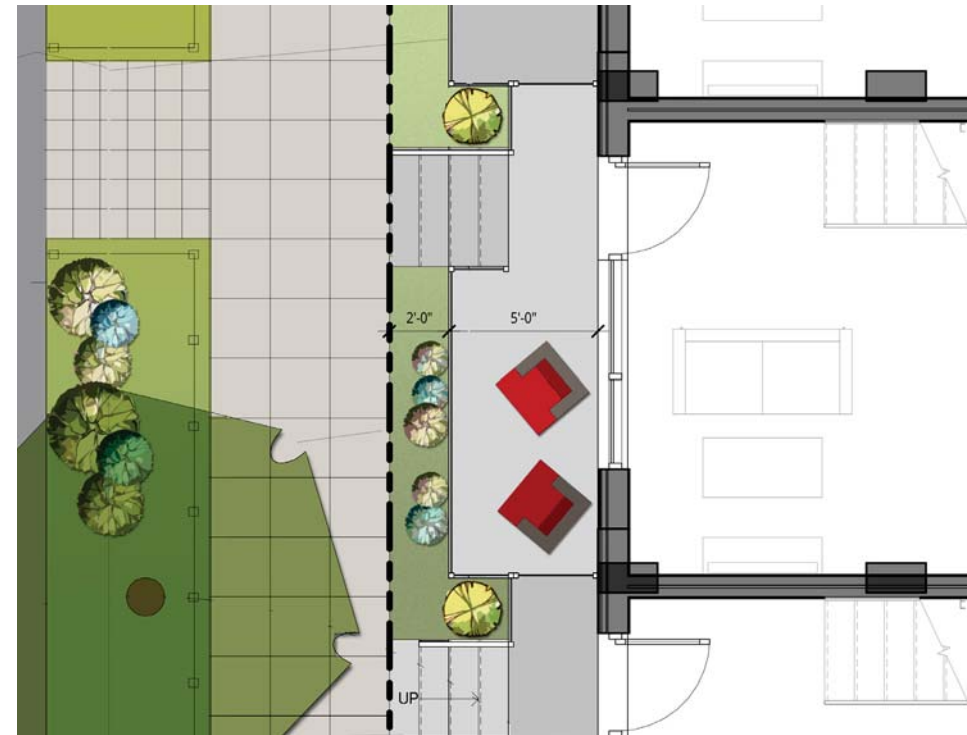


Level 1

Street-Level Standards: Departures 4, 8



Section at Townhome Unit



Level P1 Plan



Street View

CODE

23.47A.008.D "The floor of a dwelling unit located along the street-level street-facing facade shall be at least 4 feet above or below sidewalk grade or be set back at least 10 feet from the sidewalk."

REQUEST

The design team requests less than the code-required setback. The proposed solution incorporates both a setback of 7'-0" and a vertical separation which varies from 1'-0" to 3'-0".

WHY THIS DEPARTURE BETTER MEETS THE INTENT OF THE DESIGN GUIDELINES

- The combination of a horizontal setback and a change in elevation from street level work together to distinguish private residences from the public realm.
- Strips of landscaping and frosted guardrails define the edge between the public sidewalk and private decks.
- The setback allows plenty of room for a comfortable outdoor space with these three street-facing loft units.
- Design Guidelines A-6, C-3, D-7, D-12



Appendix

Zoning Summary

Floor Plans

Building Elevations

Landscape Design

Lighting Design

Signage Design

Zoning Summary

BASE ZONE: NC3P-65

OVERLAYS: Pike/Pine Urban Village Center Overlay, Pike/Pine Conservation Overlay District, Principal Pedestrian Streets (E Pike St, E Pine St, Boylston Ave)

SITE AREA: 48,190 sf

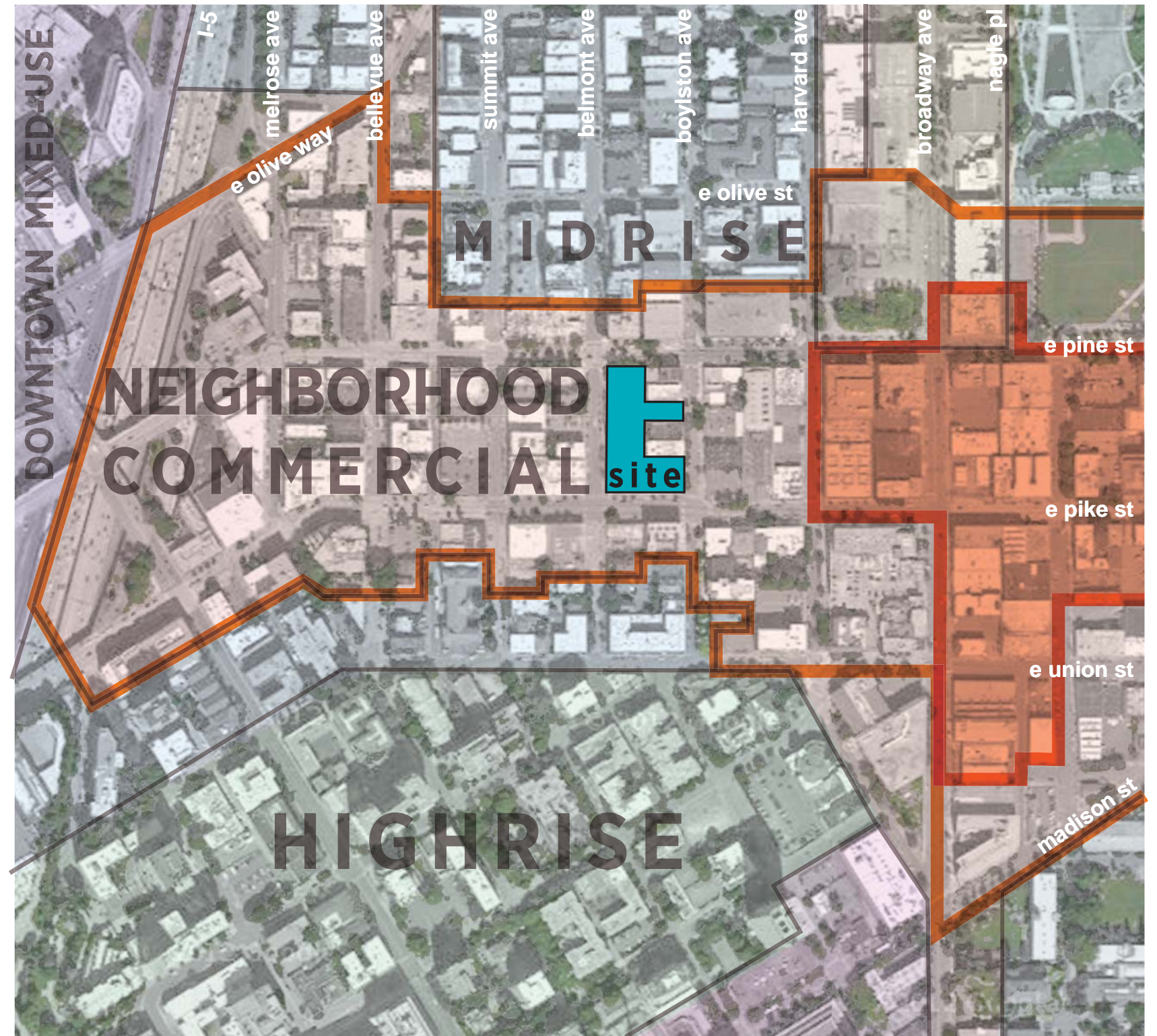
FAR: 4.75 (total)

BASELINE ZONING

- No more than 50% block length per structure along Pike or Pine
- No more than 15,000 GSF per portion above 35'
- 40' Separation req'd between portions
- 65' height limit

CONSERVATION OVERLAY

- Set back 15' from all street-facing character structure facades
- No more than 18,750 GSF per portion outside character structure(s) footprint above 35' in height.
- 75' height limit



Conservation Overlay
 Conservation Core



Zoning Summary

Land Use Code Section	Description	Comments
23.47A.004	Permitted and Prohibited Uses:	Retail Sales: Permitted Residential Use: Permitted
23.47A.005	<p>Street-Level Uses:</p> <ul style="list-style-type: none"> 80% of street level street facing facades to be retail, eating and drinking establishments, arts, or other approved uses. For purposes of calculating the 80 percent of a structure's street-level facade, the width of a driveway at street level, not to exceed 22 feet, may be subtracted from the width of the street-facing facade if the access cannot be provided from an alley or from a street that is not a designated principal pedestrian street. Parking Garage occupying any portion of the street-level street-facing facade between 5' - 8' above sidewalk is to be screened by a 5 foot deep landscape screening or the exterior wall. 	<ul style="list-style-type: none"> Pike Street and Pine street are principal pedestrian streets. Boylston Avenue is listed in the NC zone as a principal pedestrian street per 23.47A.005D, however not in the Pike/Pine overlay district in 23.73.008, and therefore is not a principal pedestrian street. Pike Street has 0% residential and Pine Street has 0% residential. No street-level parking facing these streets.
23.47A.008	<p>Street Level Development Standards:</p> <ul style="list-style-type: none"> Blank segments of the street-facing facade between 2' and 8' above the sidewalk may not exceed 20' in width. The total of all blank facade segments may not exceed 40% of the width of the facade of the structure along the street. Facade Segments are considered blank unless they contain at least one of the following: windows, doorways, stairs, stoops, decks, screening and landscaping. Street-level street-facing facades must be located within 10 feet of the street lot line unless plazas or other open spaces are provided. <p>Nonresidential Street Level Requirements:</p> <ul style="list-style-type: none"> 60% of the street-facing facade between 2' and 8' shall be transparent. Transparent areas shall allow unobstructed views from the outside into the structure. Non-residential uses must extend an average of 30' deep and a minimum of 15' deep and have a minimum floor to floor height of 13'. <p>Residential Street Level Requirements:</p> <ul style="list-style-type: none"> Residential uses are limited to 20% of the street-level, street-facing facade. At least one street-facing facade must have a visually prominent pedestrian entry when residential uses are located along a street level, street facing facade. Floor of a dwelling unit shall be 4 feet above sidewalk grade, 4 feet below sidewalk grade, or setback 10 feet from the sidewalk. 	<ul style="list-style-type: none"> See Blank Segment Diagrams on sheets A0.11a and A0.11b for compliance. See Level 2 Plan for Compliance. See Transparency Diagrams on sheets A0.11a and A0.11b for compliance. No Street Level Uses on Principal Pedestrian Streets There are no Residential Uses on E. Pike and E. Pine Streets (Principal Residential Streets) on the project. Pedestrian entry on Belmont Avenue is visually prominent. See Elevations and Level P1 plan for compliance.

Land Use Code Section	Description	Comments
23.47A.012 (23.73.014)	<p>Structure Height:</p> <ul style="list-style-type: none"> May not exceed 75' (measured from average grade level) Open railings, planters, parapets may extend up to 4' above the height limit. Solar collectors and mechanical equipment may extend up to 7' above the height limit. Stair and Elevator Penthouses may extend up to 16' above the height limit provided that the combined elements do not exceed 25% of the roof area. <p>Height Exceptions:</p> <ul style="list-style-type: none"> For lots that include a character structure, the structure may exceed the height limit of the zone by 10' provided that the character structure is incorporated per the following conditions: <ul style="list-style-type: none"> All street-facing facades of the character structure are retained, All portions of the new structure above the height of the street-facing facades of the character structure are set back 15' minimum from all street property lines abutting the character structure, and The original floor-to-ceiling height of the ground story of the character structure is retained. The additional floor area above the 65' base zoning height limit may only be occupied by residential use. The project shall not result in the demolition of a character structure listed in Section 23.73.005 or a designated landmark. One character structure must be retained for each new portion of a structure subject to the floor size limit in Section 23.73.010.A in order for the new portion of a structure to qualify for the 10' height increase. 	<ul style="list-style-type: none"> See Sheet A0.10 for average grade level calculations, Elevations, and Full Building section for height limit compliance. Proposed structure conserves four character structures (see Site Plan for Compliance). Departure requested for setbacks (see Departure Diagrams). Departure requested: original floor-to-ceiling height retained only through street-facing retail use (see Departure Diagrams). All floors above L1 & 2 are in residential use. See floor plans for compliance. Project does not result in the demolition of noted character structure or designated landmark. <p>Character structures are retained; therefore, two portions of the new structure qualify for 10' height increase. See site plan.</p>

Zoning Summary

Land Use Code Section	Description	Comments
23.47A.013 (23.73.009)	<p>Floor-Area Ratio:</p> <ul style="list-style-type: none"> Measure area bounded by the inside surface of the exterior wall Total permitted for all uses within a mixed-use structure: 4.75 Total permitted for any single use within a mixed-use structure: 4.25 <p>Floor-Area Ratio Exceptions:</p> <ul style="list-style-type: none"> Gross floor area of non-residential use is limited to less than 50% of the total gross floor area for structures greater than 30' high. All residential floor area exempt in a development preserving a character structure, provided that no specially listed character structures are demolished (SMC23.73.009.C.5) The gross floor area of non-residential use is limited to a maximum of 2 FAR, except for the following: <ol style="list-style-type: none"> For all structures greater than 30 feet in height, the gross floor area in non-residential use is limited to the lesser of 50 percent of the total gross floor area of all structures on a lot, or 2 FAR. (SMC 23.73.009.B.1) 	<ul style="list-style-type: none"> See Sheet FAR sheet for diagram and calculations. <p>Lot area = 48,193 SF 4.75 x 48,193 = 228,917 SF allowed (Total FAR) 4.25 x 48,193 = 204,820 SF allowed (Single-use FAR)</p> <p>See FAR Diagrams for Compliance.</p> <ul style="list-style-type: none"> Not a compliance issue on this project. All residential floor area uses are exempt. Non-residential Use Area Allowed = 96, 386 SF Non-residential Use Area Proposed = 15, 318 SF
23.47A.016	<p>Landscaping Requirements:</p> <ul style="list-style-type: none"> Requires green area factor score of .30 or greater. Street trees are required. 	See Landscape Plans for compliance.
23.47A.020	<p>Odor standards:</p> <ul style="list-style-type: none"> The venting of odors, vapors, smoke, cinders, dust, gas and fumes shall be at least 10' above finished sidewalk grade, and directed away to the extent possible from residential uses within 50' of the vent. 	<ul style="list-style-type: none"> Mechanical shafts to be located; exhaust shall be at least 10' above finished sidewalk grade, and directed away to the extent possible from residential uses within 50' of the vent.
23.47A.024	<p>Residential Amenity Areas:</p> <ul style="list-style-type: none"> Required in an amount equal to 5 percent of the structure's gross floor area in residential use. Amenity area may not be enclosed. Common recreation area must have a minimum horizontal dimension of at least of 10' and cannot be less than 250 SF Private balconies and decks must have minimum area of 60 SF and no horizontal dimension can be less than 6 feet. Rooftop areas within 8' of antennas cannot qualify as residential amenity areas. 	<ul style="list-style-type: none"> See Sheet A0.12 for diagrams: 209, 103 x 0.05 = 10, 455 SF required <p>L1: 10, 991 SF Roof: 4, 810 SF 15, 801 SF proposed</p>

Land Use Code Section	Description	Comments
23.47A.030 (23.54.015-.030)	<p>Vehicle Parking:</p> <ul style="list-style-type: none"> Parking is required for residential uses in commercial zones by Table B. Parking is required for nonresidential uses in commercial zones by Table A. No parking for motor vehicles is required for residential or non-residential uses (other than institutions) in commercial and multi-family zones within urban centers or within the Station Area Overlay District (23.54.020.M). <p>Bicycle Parking:</p> <ul style="list-style-type: none"> Bicycle parking is required for specified uses by Table E. Sales and Service, General – 1 per 12,000 SF Long Term; 1 per 2,000 SF Short Term (in Urban Center) Residential – 1 per 4 units. Once the first 50 bicycle spaces are provided, additional spaces are required at .5 the ratio shown in Table E. <p>Vehicle Parking Stall Requirements:</p> <p>Residential</p> <ul style="list-style-type: none"> 60% of stalls to be medium stalls (8'x16') <p>Nonresidential</p> <ul style="list-style-type: none"> 35% of stalls to be small stalls (7.5'x15') 35% of stalls to be large stalls (8.5'x19') <p>Accessible Stalls</p> <ul style="list-style-type: none"> (1) 19' Accessible Stall Required <p>Driveway Width for Non-Residential:</p> <ul style="list-style-type: none"> 22' min- 25' max width <p>Driveway Width for Residential:</p> <ul style="list-style-type: none"> 20' min when all small stalls, 22' min when medium or large stalls 	<ul style="list-style-type: none"> No minimum parking requirement for residential and non-residential uses. The site is located in the Pike/Pine Urban Center Overlay. Total Residential Stalls provided: 189 Total Retail Stalls provided: 44 on Level P1 <ul style="list-style-type: none"> 2 long-term stalls required, 8 short-term stalls required; 10 stalls provided at plaza. 25 stalls provided, see Sheet A2.P1b and A1.01b for compliance 245 units/ 4 = 64 residential bike stalls required; Total bike stalls provided = 82, see Sheet A2.P2 b <ul style="list-style-type: none"> 18 small retail stalls 10 medium retail stalls 15 large retail stalls, including 19' accessible stall on Level P1

Zoning Summary

Land Use Code Section	Description	Comments
23.47A.030 (23.54.035)	<p>Loading Berth Requirements:</p> <ul style="list-style-type: none"> Loading berths required per Chart A and Table 23.54.035 Each loading berth shall be minimum 10' wide and provide minimum 14' vertical clearance Each loading berth shall be minimum 35' long Per Director's approval, if the site design and property use will not result in vehicles extending beyond the property line, loading berth length requirement may be reduced to 25' 	<ul style="list-style-type: none"> 15, 318 SF <i>Personal and household sales and services</i> Medium Demand – 1 Loading Berth Required 1 Provided (See Sheet A2.01 for size compliance)
23.47A.032 (23.73.018)	<p>Parking Location and Access:</p> <ul style="list-style-type: none"> Access to parking shall be from the alley if the lot abuts an alley improved to the standards of Section 23.53.030 If lot abuts only principal pedestrian streets, access is permitted from the principal pedestrian street, and limited to one two-way curb cut (23.47A.032.A.2.b). Accessory parking is not permitted if the parking would result in the partial or total demolition of a character structure. 	<ul style="list-style-type: none"> Lot is not adjacent to alley. See Sheet A1.01 for compliance. Parking; does not require demolition of a character structure. The zoning code allows us 4 vehicular entries on Belmont but the design team is proposing the main parking entry on Belmont and loading on Boylston.
23.54.040	<p>Solid Waste and Recyclable Materials Storage Space:</p> <ul style="list-style-type: none"> Residential Development more than 100 dwelling units – 575 square feet plus 4 square feet for each additional unit above 100. Mixed use development that contains both residential and non-residential uses shall meet the storage space requirements shown in Table A for 23.54.040 for residential development, plus 50 percent of the requirement for nonresidential development – 5,001-15,000 square feet non-residential area requires 125 square feet storage space. In mixed-use developments, storage space for garbage may be shared between residential and non-residential uses, but separate spaces for recycling shall be provided. For residential development over 100 dwelling units, the required minimum area for storage space may be reduced by 15% if the storage area provided has a minimum horizontal dimension of 20'. Collection location shall not be within a bus stop or within the street right-of-way area abutting a vehicular lane designated as a sole travel lane for a bus; 	<ul style="list-style-type: none"> Residential Development: 245 units Total 575 + (145 Units x 4 SF) = 1155 SF required Non-residential Development in a mixed-use project: 50% of 175 SF = 87.5 SF required TOTAL: 1,242.5 SF base required Minimum horizontal dimension of 20' provided, reducing required amount by 15% 1242.5 * .85 = 1056.1 SF required with 15% reduction Total Proposed Residential Trash = 1,717 SF North = 919 SF South = 798 SF Total Proposed Retail Trash = 313 SF Pine St. is a two-lane two-way road with a bus route running in each direction, therefore trash collection on Pine St. is not allowed.
23.73.008	<ul style="list-style-type: none"> For a project providing between 12,000 and 16,000 square feet of retail at street level, Table A calls for 3 required commercial spaces for businesses averaging 2,000 square feet or less. 	<ul style="list-style-type: none"> Proposed: 3 spaces See Level P1 and 1 for compliance.

Land Use Code Section	Description	Comments
23.73.010	<p>Floor limits outside the Conservation Core:</p> <ul style="list-style-type: none"> On lots greater than 15,000 SF, the maximum gross floor area of any single story above 35' in height is 15,000 SF; this limit does not apply to non-residential uses in a structure developed per 23.73.009.B.2. Floor size limit applies to portions of each structure above 35' in height. If the separation between portions of a structure above 35' in height is less than 40', the floor area of each story in the separated portions of the structure shall be combined to determine the floor area subject to the floor size limit. If an entire character structure is retained on the lot, any floor area above 35' in height within the character structure, whether connected to a new structure or not, is not included in the calculation of floor area subject to floor size limit. Exceptions to floor size limit: <ul style="list-style-type: none"> A 25% increase in the floor size limit is permitted for projects incorporating a character structure on the same lot, provided that: <ul style="list-style-type: none"> the project will not result in the demolition of a designated Seattle landmark or of a character structures listed in the Director's rule according to 23.73.005, one character structure is retained for each new structure or portion of a structure to qualify for the 25% increase in floor size. 	<ul style="list-style-type: none"> 18,750 SF allowed with 25% increase to floor size limit with incorporated character structure. Total Floor Plate Area Proposed = 31,702 SF 13, 488 SF exempt per floor over Character Structure 31, 702 - 13, 488 = 18, 214 SF See Floor Size Limit Diagram on Sheet A0.14

Level P1 Plan



Level 01 Plan



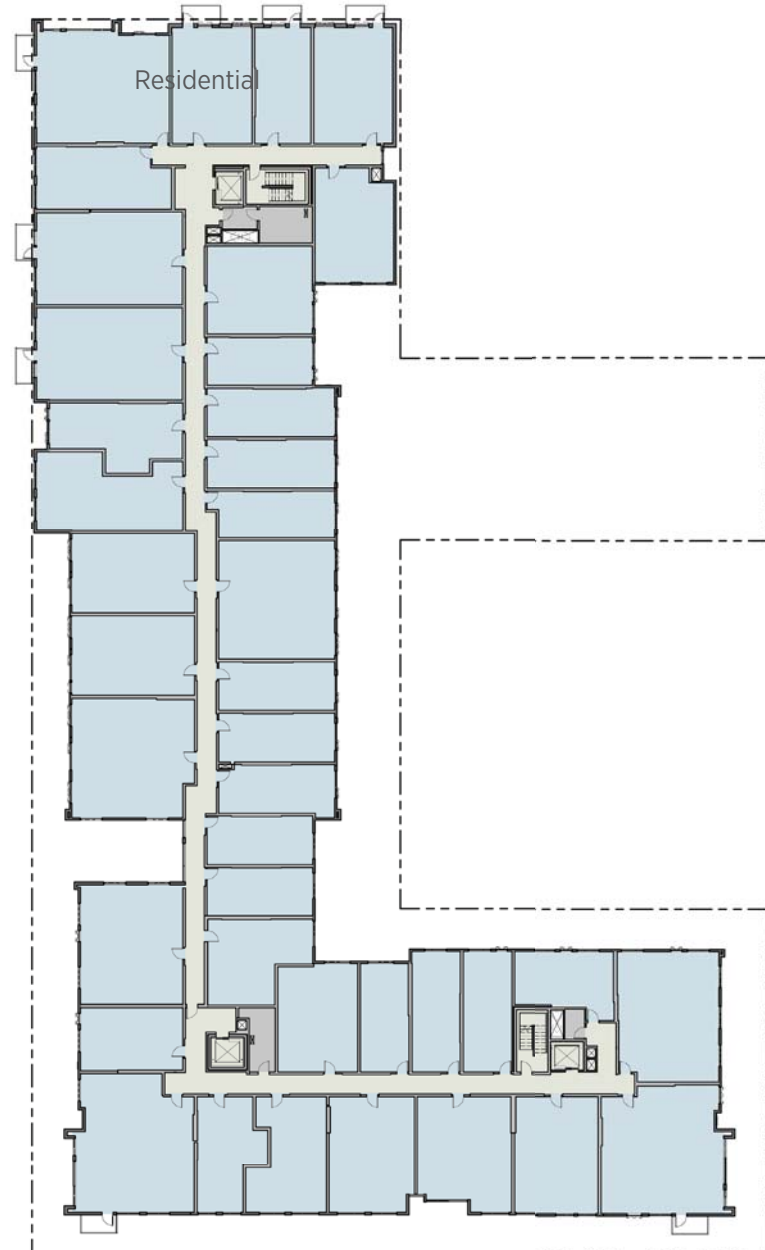
Level 02 Plan



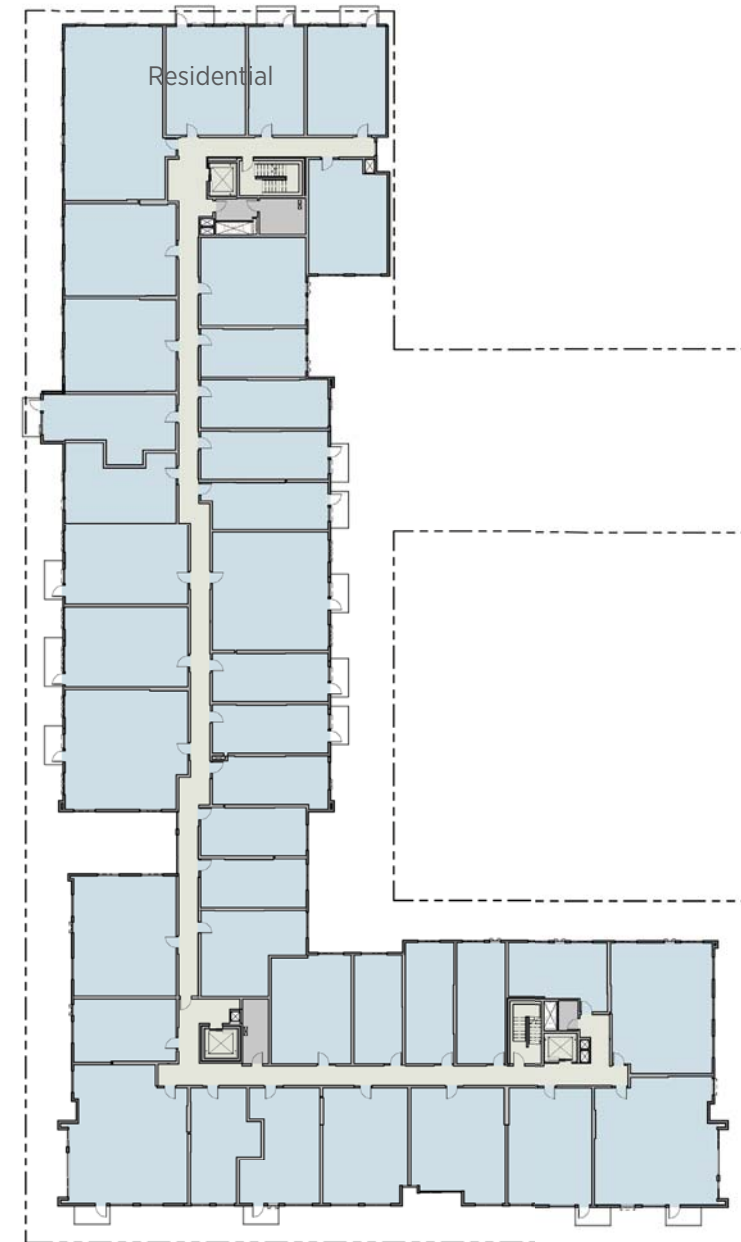
Level 03 Plan



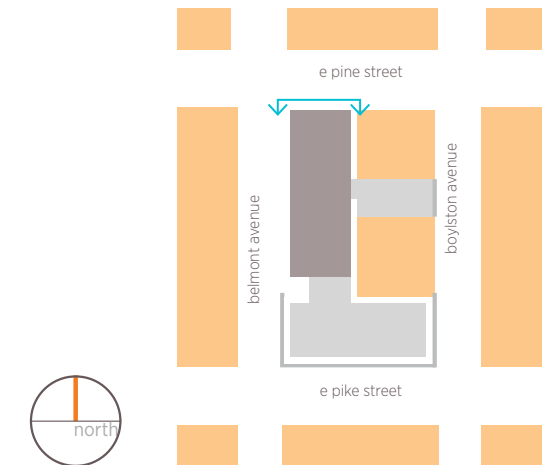
Level 04-06 Plan (Typical)



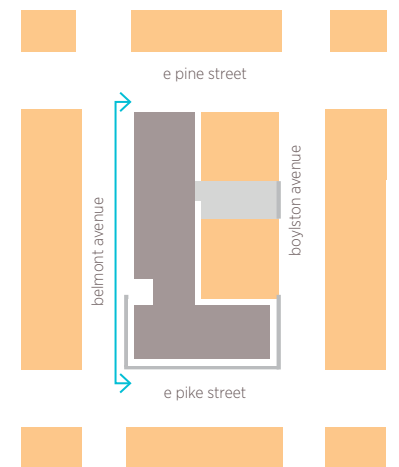
Level 07 Plan



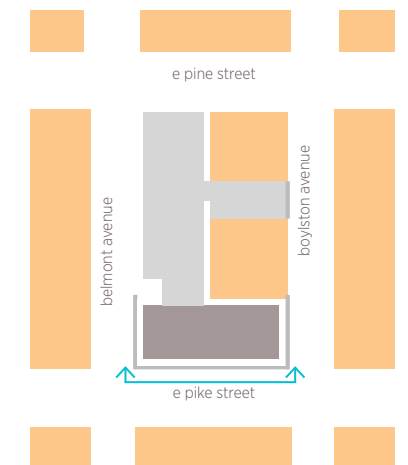
North Elevation



West Elevation



South Elevation



East Elevation

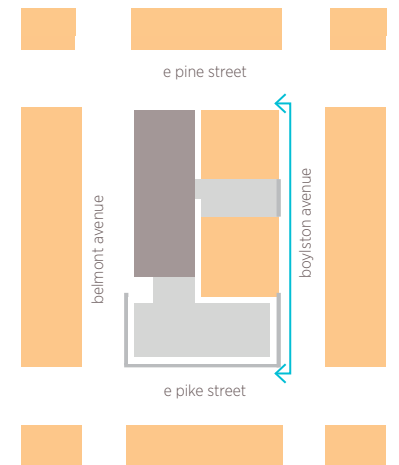


Glencoe Apartments

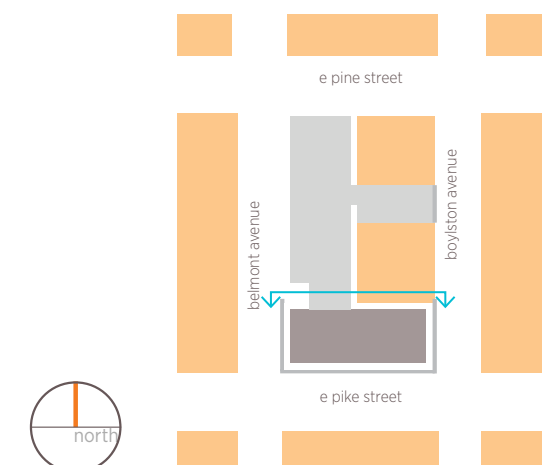
Boylston Hotel

Recherche Apartments

R-Place



Courtyard North Elevation



Species Description

Trees



ACER GRISEUM
VINE MAPLE



ACER NIGRUM 'GREEN COLUMN'
GREEN COLUMN MAPLE



TILIA CORDATA 'GREENSPIRE'
LITTLELEAF LINDEN



JUNIPERUS C. 'TORULOSA'
HOLLYWOOD JUNIPER



FRAXINUS AMERICANA 'AUTUMN APPLAUSE'
AUTUMN APPLAUSE WHITE ASH



STYRAX JAPONICA
JAPANESE SNOWBELL



ACER PALMATUM
JAPANESE MAPLE

Shrubs



HEBE PINGUIFOLIA 'SUTHERLANDII'
SUTHERLAND'S HEBE



HYDRANGEA MACROPHYLLA 'NIKKO BLUE'
BIGLEAF HYDRANGEA



FARGESIA RUFA 'GREENSCREEN'
CLUMPING BAMBOO



FARGESIA RUFA 'GREENSCREEN'
CLUMPING BAMBOO



HAMAMELIS X INTERMEDIA 'JELENA'
JELENA WITCH HAZEL



BERBERIS THUNBERGII 'CRIMSON PYGMY'
CRIMSON PYGMY BARBERRY



EUONYMUS JAPONICA 'GREENSPIRE'
GREENSPIRE EUONYMUS

Perennials, Ornamental Grasses, Vines, & Groundcovers



LUCIFER CROCOSMIA



LIRIOPE MUSCARI 'BIG BLUE'
BIG BLUE LILY TURF



CALAMAGROSTIS A. 'KARL FOERSTER'
FEATHER REED GRASS



HELICTOTRICHON SEMPERVIRENS
BLUE OAT GRASS



ARCTOSTAPHYLOS UVA-URSI
KINNIKINNICK



PARTHENOCISSUS TRICUSPIDATA
BOSTON IVY



SEDUM RUPESTRE 'ANGELINA'
ANGELINA STONECROP

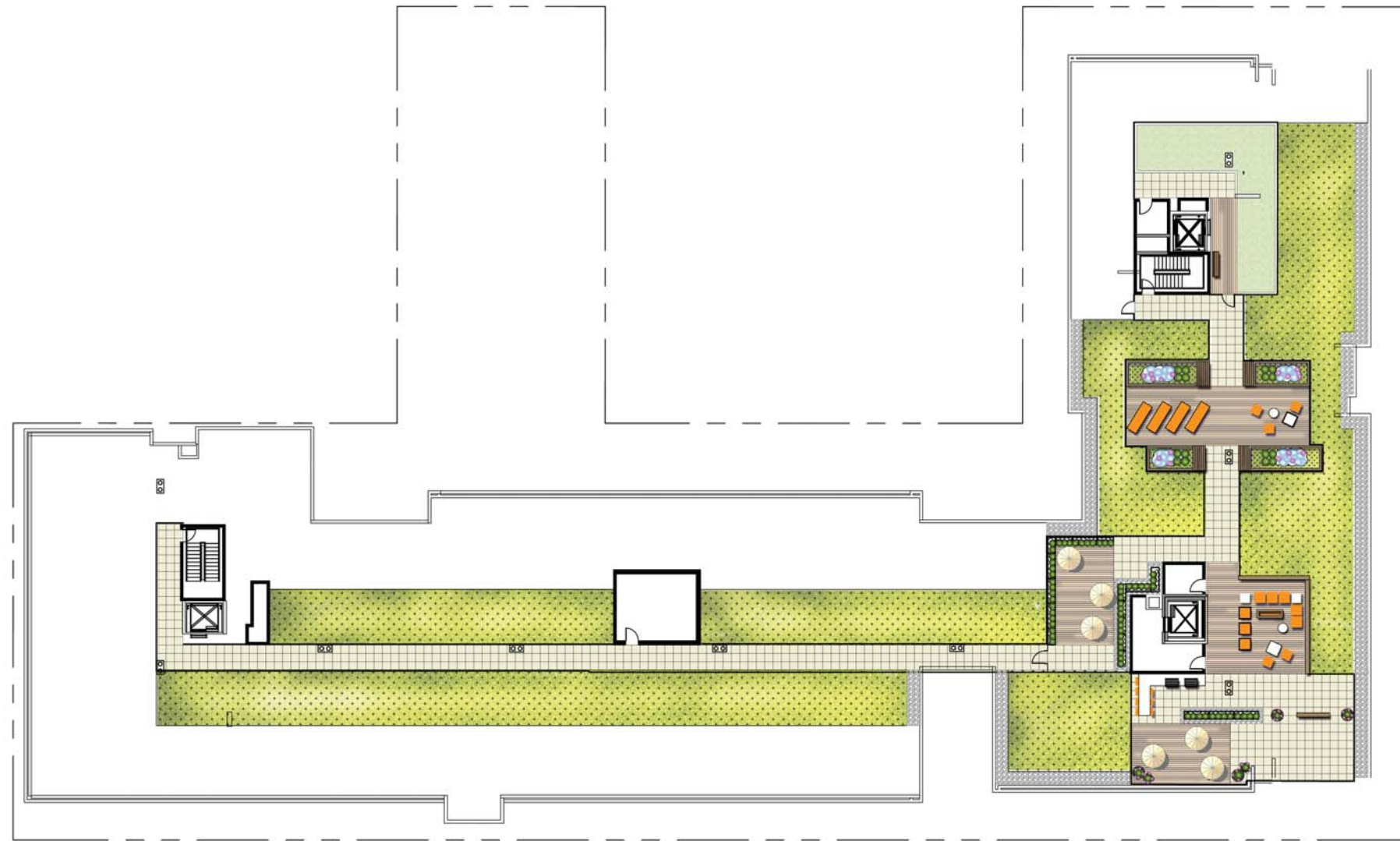


HELLEBORUS A. 'SILVER LACE'
SILVER LACE LENTON ROSE

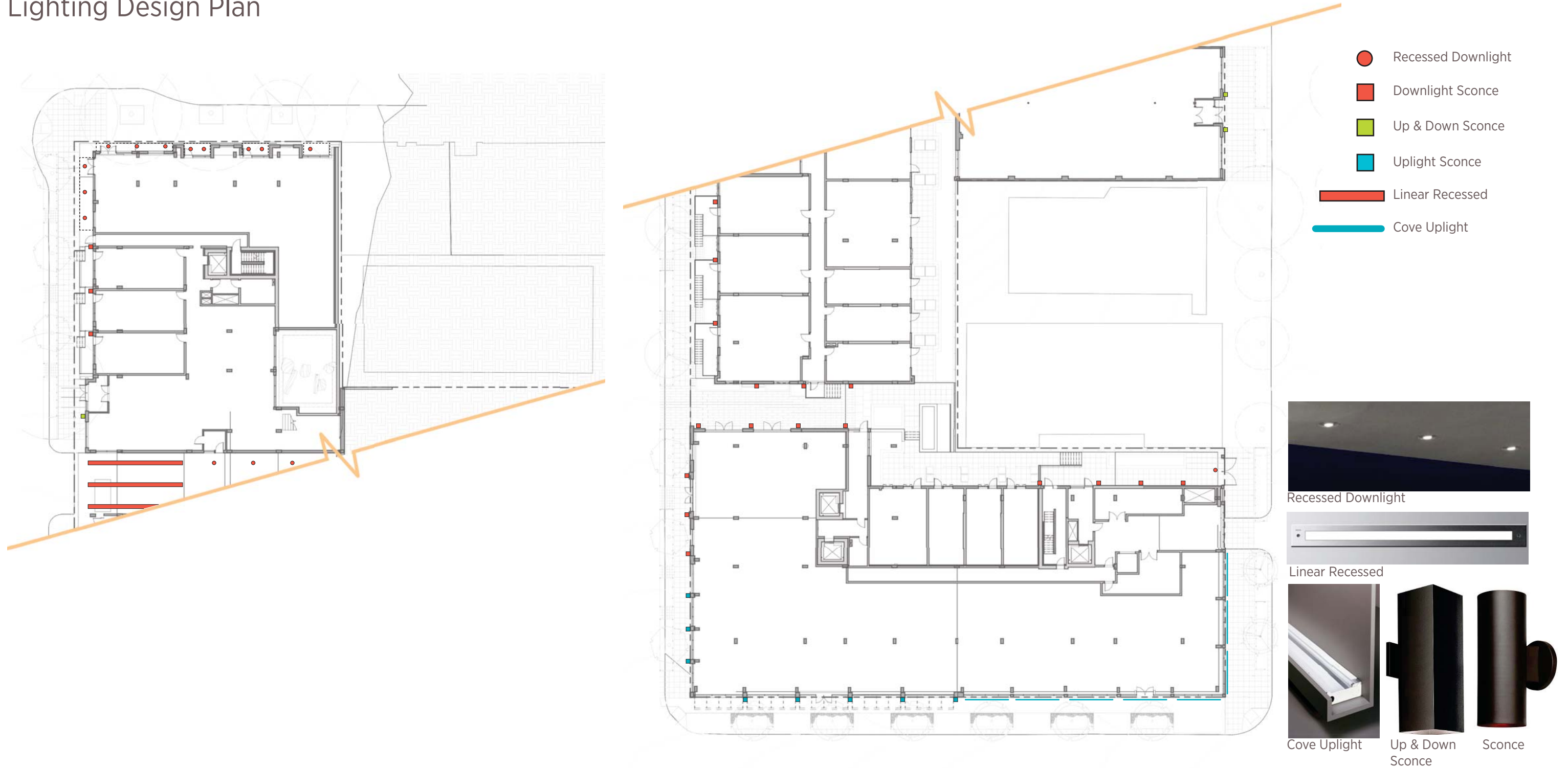
Overall Street Level & Courtyard Plan



Roof Level Landscape Plan



Lighting Design Plan





Signage Precedents



