City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

RECOMMENDATION MEETING
Of
AREA 7, THE CAPITOL HILL DESIGN REVIEW BOARD

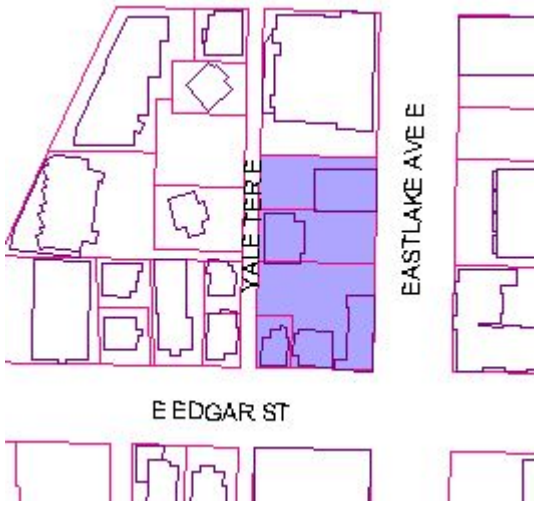
Meeting Date: September 17, 2008
Report Date: September 30, 2008

BACKGROUND INFORMATION

Project Number:	3001776
Address:	2701 Eastlake Avenue East
Applicant:	Mark Brennan, Callison Architects, for Hughes Northwest, owner and developer
Board Members Present:	Rumi Takahashi, Chair Jason Morrow Brian Cavanaugh Evan Bourquard
Board Members Absent:	Sharon Sutton
DPD Project Planner:	Art Pederson

PROJECT AND SITE DESCRIPTION

The project proposes a three to five story office and retail / commercial structure with two levels of parking (Approximately 45,300 sq. ft of office, 6,800 sq. ft. retail, and 84 parking spaces).



The grade change between Eastlake Avenue East and the named alley (Yale Terrace East) results in the Eastlake Avenue frontage having three levels: a retail / commercial level with office space behind and two stories of office above, while the alley frontage will have 5 levels, two of which would be parking. Access to the lowest parking level is proposed from the alley. Access to the 2nd level

parking is proposed from East Edgar Street (requires a *Design Departure* from the Code requirements).

The site slopes downward approximately 12 feet between Eastlake Avenue and Yale Terrace. North to south along the alley the site dips in its center approximately 8-feet. The southern portion of the site is currently vacant while the northern half contains vacant restaurant and automotive repair buildings.

Abutting the site to the north is a 4-story mixed use building at the corner of East Hamlin Street and between Yale Terrace and Eastlake Avenue. Across Yale Terrace to the east are a variety of sizes and ages of residential structures, some used for office use.

The project site and parcels along the west side of Eastlake Avenue to the north and south are zoned Neighborhood Commercial 2 with a 40 foot height limit (NC2-40). Directly across Eastlake Avenue from the project site the zoning is Lowrise 2-Residential Commercial (L-2 RC) but transitions to NC2-30 to the north. Across Yale Terrace the zoning is Lowrise 3-Residential Commercial (L-3 RC). The site and surrounding area are within the Eastlake Residential Urban Village.

ARCHITECT'S PRESENTATION-RECOMMENDATION MEETING

Mark Brennan, project architect, presented the proposed design and Mark Tilby, landscape architect of Murase Associates, discussed the proposed landscape plan. In response to Board questions, they offered additional information included below.

The proposed design builds on Alternative "C" shown at the EDG presentation. It continues the "collection of frames" concept, which is intended to break down the building mass to a neighborhood scale, unlike a structure with simply a curtain wall façade. To respond to the EDG and planner direction given, the frame material now varies by façade with two metal frames extending along the majority of the Edgar Street façade and almost one-half of the southeast Eastlake Avenue façade, and colored pre-cast concrete frames on the northern one-third of Eastlake Avenue and one on the remaining portion of Edgar Street and wrapping up approximately one-half the alley façade. Within the frames the façade will be a combination of vision and spandrel glass. The north façade and approximately northern one-half of the alley façade will also use the same colored pre-cast concrete but in a banded pattern between bands of vision glass.

Intermediate "gasket" or separation elements have been introduced to further break down the building scale. The southeast and northeast corners have recessed vertical divisions of vision glass and horizontal corrugated metal paneling. The two Eastlake Avenue frames are separated by a prominent curtain wall element to signal the main building entry for the office spaces. It is comprised of a metal frame with patterned glass that extends above the height of the adjacent frames. The extended portion may be a "light box" whereby the area where the roof and exterior wall meet is open to the glazing to allow in light. A narrow red metal accent panel extends to the top from the second level. A large blade sign from the second to the mid-third levels is

proposed. On the alley façade a separating element of similar width with both vision glass and horizontal corrugated metal panels is proposed that extends from the alley grade to the fourth level roof (street side second level roof). After a set back for the proposed roof garden, this element continues on the top level and into the proposed mechanical penthouse screening. The penthouse has been oriented east and west and reduced in size in response to the EDG. No green roof elements are proposed and a light colored roof membrane will likely be used.

The Eastlake Avenue ground level continues to propose two commercial spaces (approximately 3,400 square feet for the south and 3,200 square feet for the north, both 38 feet deep) separated by the central office entry. Beneath the metal clad frame section the façade is divided into three modulated bays separated by a repeating sequence of narrow banded stone columns, wider horizontal patterned glass, and finally metal storefront glass and glass door panels. At the entry element, the stone columns are wider and bridge to form a lintel across the entry. Beneath the northern Eastlake Avenue facing frame the pre-cast frame material extends to the sidewalk appearing as columns and is articulated by continuous horizontal bands. In between the two columns the storefront is vision glass in a metal frame system. A canopy system extends along the entire frontage approximately 10-feet above the sidewalk grade. Along the retail portions the canopy will be a painted steel frame with wood simulated panels along the outer edge and glass panels along the inner, or building, edge. At the entry the canopy is raised and would have a more delicate metal frame and only glass panels.

There are two ground level facades along Edgar Street due to the westerly downhill grade. Beneath the metal frame extending from Eastlake Avenue to the west the storefront window metal frame system continues. No canopy is proposed due to the overhang of the metal frame / second floor above. An eight-foot deep by approximately 30-foot long patio extends from the Eastlake Avenue grade to the west where it ends approximately three feet above the sidewalk grade. Beneath this metal framed section, a second window frame system begins after a separating stone column. In front of this window section and between the interior floor level and the lower sidewalk level an “eddy” seating area fronting the sidewalk is proposed on the project site. Further down this frontage the street façade is beneath the smaller pre-cast frame above and contains a garage level man-door and vehicle garage door separated by a small area of green-screen wall.

Along the alley, to create a pedestrian scale, a series of planters that terrace downward to follow the alley grade are proposed. At each step they are accentuated by vertical fins and separated at the lowest point of the alley by the garage entry and the façade’s central separating section of metal. To reduce the façade scale at this low point, the central element includes two horizontal metal frame and composite canopies.

The north façade at grade would be an approximately 15 foot horizontally banded concrete wall at the property line. This windowless section is to meet Fire Code requirements. The two office floors above would be set back from this to allow for full floor width windows. The top and wall of this windowless portion may include plant materials for screening since it is likely the existing evergreen hedge (Leyland Cyprus) on the property boundary will not survive construction; nor is it a desirable species of plant to retain.

The applicant discussed how the project design will better meet the priority guidelines through the two requested *Design Departures.* See *Design Departures* matrix below for rationale. (Three additional *Design Departures* have been added post presentation; see explanation below.)

DESIGN GUIDELINE PRIORITIES, EARLY DESIGN GUIDANCE MEETING OF DECEMBER 5, 2007.

The Early Design Guidance meeting was held December 5, 2007. After visiting the site, considering the analysis of the site and context provided by the proponents, the Design Review Board members identified by letter and number the following siting and design guidelines found in the City of Seattle's *"Design Review: Guidelines for Multifamily and Commercial Buildings"* of highest priority to this project:

A-1 Responding to Site Characteristics
A-2 Streetscape Compatibility
A-4 Human Activity
A-5 Respect for Adjacent Sites
A-8 Parking and Vehicle Access
A-9 Location of Parking on Commercial Street Fronts
A-10 Corner Lots
B-1 Height, Bulk and Scale Compatibility
C-2 Architectural Concept and Consistency
C-3 Human Scale
D-1 Pedestrian Open Spaces and Entrances
D-5 Visual Impacts of Parking Structures
D-6 Screening of Dumpsters, Utilities, and Service Areas

The detailed EDG Guidance is included below in *Italics* along with the Board's Recommendations on the presented Master Use Permit design response.

DESIGN DEPARTURES

Two *Design Departures* have been requested as part of the MUP proposal. *(At the time of the EDG meeting three Design Departures were anticipated.)* However, three additional *Design Departures* have been added to the MUP: one departure is to allow less street-level transparency along the Edgar Street façade due to the divergence of the interior floor plate and street /sidewalk grade; the second is to allow less than the 13-foot floor to floor height for street level non-residential spaces along Edgar Street (where the upper parking level is proposed); the third is to reduce the Edgar Street driveway / curb-cut width. See *Design Departure* matrix at the end of this document for details.

RECOMMENDATION MEETING PUBLIC COMMENT

Five members of the community attended the Recommendation meeting and submitted the following comments and concerns:

- Eastlake Avenue should not be relied upon for the truck loading area; the required loading area should be on site;

- The proposed dual vehicle entries is good because the alley access entry will naturally direct traffic north to Hamlin Street where there is a traffic signal at Eastlake Avenue, unlike Edgar Street;
- The notched corners are a strong addition to the building design. Also, the design "theme" is repeated throughout all facades and the materials presented are varied but not gaudy.

EARLY DESIGN GUIDANCE MEETING PUBLIC COMMENT

Fifteen members of the community attended the Early Design Guidance meeting and offered the following comments:

- Many of the newer commercial buildings along Eastlake Avenue don't present an invitation for interaction between the public and the interior uses. The project's proposed modern design should not continue this.
- Extensive building modulation and "greenery" should be included along the street façade for a human scale.
- The managing partner of the Remy Apartments to the north offered to work with the project proponents to make their mutual property boundary attractive and inviting.
- More building façade modulation should be added to the Eastlake Avenue East frontage.
- The proposed rooftop mechanical structure should be oriented east to west, not the view-blocking north to south proposed.
- What is the "trade-off" that the community will receive for the project receiving Design Departures giving the applicant cost savings and an increase in square footage?
- The proposed retail / commercial space at the corner of Edgar Street and Eastlake Avenue should be two-stories to be more open and inviting.
- Retail / commercial space should extend along the length of Edgar Street.
- Any proposed restaurant space should extend the east to west depth of the site to take advantage of westward views and an opportunity to use a rear terrace that is possible from building stepping along the alley.
- The proposed roof is large and will be visible from the east and uphill. A substantial area of green roof should be used to beautify this and lessen storm water run-off.
- Any alley vehicle access should be designed to be compatible with the alley's extensive use for walking and designation as a City bike route.
- A storefront should be included along Edgar Street.
- The project should not rely on using Eastlake Avenue for truck loading and unloading.
- The alley is too steep for truck access to an alley loading dock.
- The loading dock should be in the building's northeast corner and accessed from Eastlake Avenue.

RECOMMENDATIONS

At the September 17, 2008 *Recommendation* meeting the Design Review Board reviewed the design submitted in response to the EDG and further developed in conjunction with the project planner and discussed the requested *Design Departures*. Following clarifying questions and deliberation the Board provided the following additional guidance and recommendations. The Board's comments and recommendations follow EDG Guidance that is in *Italics*.

A. Site Planning

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

- *The Eastlake façade should include modulation and / or variety of materials to visually reduce the length of the building.*
- *The site's boundaries on three rights of way and location on a west facing slope should be taken advantage of to provide extensive interior day-lighting.*
- *The proposed north to south oriented mechanical penthouse is at odds with the westerly views to the lake and mountains from the general area uphill to the east. Alternatives showing this structure broken into smaller increments or re-oriented to not create a visual wall should be included with the MUP proposal.*

Recommendation Meeting. The Board feels the re-oriented and reduced size roof-top mechanical screening adequately responds to the guidance. However, they do not feel the continued "collection of frames", although now using a wider variety of materials, reduces the building length along Eastlake Avenue. See *A-5, B-1*, and *C-3* below for further discussion.

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

- *The design of the Eastlake and Edgar façades should acknowledge and respond to any positive datum and rhythm along these respective streets.*

Recommendation Meeting. The continued frame design does not indicate it was designed with any acknowledgement of the existing modulated structures to the north along the west side of Eastlake Avenue or the scale and rhythm of the existing residential structures to the east across Eastlake Avenue. See *A-5, B-1*, and *C-3* below for direction on how the design could respond.

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

- *Both street level façades should include multiple visible entrances to the different uses inside and transparency to create a connection between the street and interior uses.*

Recommendation Meeting. The Board feels the Eastlake Avenue street level largely meets this guidance. However, although the proposed Edgar Street corner patio has been expanded slightly and a hill-climb "eddy" / sitting space has been added, these need to be expanded to create the transparency and permeability between this important frontage and the building interior. The

Board emphasized that this area will only be an amenity if it activates the street level, such as, through integration with the building interior. Consequently, the design of this area should:

- Increase the interaction potential between the building's SE corner interior and sidewalk across the patio by removing or lowering the proposed landscaping at the railing area.
- Expand the patio width to as close to the sidewalk as allowable by SDOT, even if an annual Street Use Permit is required. (This may already be proposed but it is unclear from the site plan shown.)
- Go beyond the minimal single swinging door from the interior to the patio. A swinging door will reduce the usability of and access to a significant portion of the patio. Include generous overhead or sliding doors instead.
- Connect the patio with the "eddy" space by the addition of stairs. This will create a direct connection between the otherwise commercially bereft Edgar Street garage vehicle and man door areas and the Edgar Street commercial frontage.
- Seek ways to continue the inclusion of a seating area at the new stair landing.
- In response to the above stair and landing change, consider whether the adjacent horizontal window frame system should be changed to create a more natural visual interaction between the interior and stair landing.
- Consider providing an operable storefront door at the westernmost glass wall connecting to the "eddy" space.

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.

- *The proposed landscape screening along the alley and terraced set-back of an upper office level should be continued as a method to create a transition between this use and zone and the Lowrise zone to the west. An additional terraced set-back between the first and second office levels should also be explored (see B-1 Height, Bulk, and Scale below).*
- *The amount of glazing proposed for the west façade should be carefully considered for minimizing glare impacts on properties to the west, both immediately and across the lake, and from the lake itself. Results of this exploration should be presented with the MUP submittal (for SEPA) and for presentation at the Recommendation meeting (e.g. what is the anticipated level of glare in comparison to other high glare producing facades in this area? etc).*
- *See A-1 above regarding minimizing the loss of westerly views from all affected areas to the east.*

Recommendation Meeting The Board feels the terraced planter proposal, with a variety of evergreen plantings, is a responsive approach to both screening the building and creating a transition at the alley level. However, due to the narrow alley and likelihood of contact with vehicles, the planters should not be wood, but a durable material such as concrete. The exterior faces of the planters should include color and/or designs that make them visually appealing. Remember that the alley is a major pedestrian and bicycle thoroughfare for this section of the Eastlake neighborhood.

The Board was puzzled why no design response was shown to the guidance on stepping the building mass between the alley level and the third-level roof deck, and a large area of west facing vision and spandrel glass was proposed along almost one-half of the façade. The Board noted that:

- The presented design exaggerates the horizontality of this façade, which is not desirable;
- The use of spandrel glass is in direct conflict with the guidance on reflectivity. Regardless of the low reflectivity of the glass, it will still be more reflective than a non-glass material.
- Overall, the design insufficiently responses to the adjacent finer grained, lower scale multi-family / residential commercial zone (L3- RC) and the need to create an aesthetic transition to the residential area. See specific guidance in *C-2* below.

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.

Because of its proposed proximity to the alley, the proposed Edgar Street driveway and garage entrance could be reduced below the Code required width to a size that will minimize the disruption of the pedestrian environment, but still allow safe vehicle travel. A Design Departure for this would be considered by the Board.

Recommendation Meeting. The Board had mixed opinions about split vehicle access. On the one hand, if the alley functions more like a street (it is the only north to south connecting street west of Eastlake Avenue in this section of the Eastlake neighborhood) any vehicle access should be prohibited due to its narrow and steep character. On the other hand, full street access from Edgar Street is not desirable because the street is a dead-end, narrow, and meets Eastlake Avenue at the crest of a hill and an un-signalized intersection. Additionally, the Board feels the split access is substantially driven by the applicant's desire to avoid the internal ramping and consequent loss of parking spaces that would be required of any single-access scenario. However, the EDG guidance was generally supportive of dual access provided it met the overall *Design Guidelines* hence the Board feels its continued support of this *Departure* request is warranted.

The Board is concerned that vehicles exiting the lower garage and then alley to Edgar Street creates three problems: one is when exiting through steep grade out of the alley to Edgar Street there is minimal visibility of other vehicles, bicycles, pedestrians approaching from any direction, second is a left turn conflict with exiting vehicles from the Edgar Street garage entrance also turning toward Eastlake Avenue, and finally increased congestion on Edgar Street and difficulty entering onto Eastlake Avenue from Edgar Street. Consequently, the Board ***Recommends*** this *Departure* request with the ***Condition*** that the alley garage access be traffic controlled to allow only "right-out" turns. This would direct exiting traffic northbound in the alley to Hamlin Street and will avoid the south-end steep grade and utilize the signalized Hamlin / Eastlake intersection. This ***Condition*** is contingent on approval by DPD's transportation planner and SDOT.

The Board discussed three additional *Design Departures* associated with the split vehicle access and two level parking proposal (see *Design Departure Matrix* at the end of this document for specific Code references and details).

- Thirteen-foot Floor to Floor Height. Because the upper parking level faces a street and is a non-residential use, it is required to have a 13-foot floor-to-floor height. This general requirement is to support viable street front commercial use. The Board ***Recommends Approval*** of this request because it is unnecessary to provide that height for parking and the intent of the Code is to support commercial uses when provided. Not providing a commercial use here is a better design response for the alley and traffic related reasons given.

- Street Front Transparency. Due to the down-sloping grade change along the Edgar Street frontage and the *Design Departure* for Edgar Street vehicle access, it is not possible to meet the limit on blank façade areas between 2-feet and 8-feet above sidewalk level of no more than 20' feet in length and 40 percent of the overall façade. The Board ***Recommends Approval*** of this request ***Conditioned*** on making changes to the area between the garage man door and building's southeast corner as outlined in *A-4* above.

- Reduced Curb Cut Width. The required curb-cut width for two way traffic is 22 feet. However, reducing this width to 20 feet, if safe for vehicle movement etc, is preferred as it will reduce the area of vehicle movement across the sidewalk. The Board ***Recommends Approval*** of this request.

A-9 Location of Parking on Commercial Street Fronts. Parking on a commercial street front should be minimized and where possible should be located behind a building.

The proposed Design Departure from providing a loading berth could result in a loss of on-street parking (for an additional or expanded on-street loading zone), conflict with the current peak-hour no parking lane that would be used for loading, and negatively affect the desired synergy between the street-level commercial spaces and the pedestrian environment.

- *To pursue this departure request the applicant shall provide data with the MUP application on the loading berth needs of similar sized buildings with a similar tenant mix and the operational profile of on-street loading (entrance needs, traffic conflicts, etc).*

Recommendation Meeting The Board expressed frustration at not having any data on the traffic and transportation implications of this request other than the applicant's assertions that they do street-based deliveries at their other properties along Eastlake Avenue. Requests have been made to the applicant to provide this information during the MUP review process but have not been fulfilled.

The Board does see the difficulty for large trucks (of the size that would fit the required loading berth dimensions) accessing an alley located loading berth. It recognizes that the alternative locations of an Edgar Street garage access or directly from Eastlake Avenue are not desirable because of the negative impact on the pedestrian environment / streetscape.

Within this context, the Board ***Conditionally Recommends Approval*** of a reduction in the on-site loading berth size provided DPD transportation and traffic analysis demonstrates no unavoidable over-riding negative impacts will result from a reliance on street / curb-side deliveries.

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.

The character of the Edgar Street and Eastlake corner does not require building orientation to the corner. However, the design should continue and maximize the proposed extension of the street level commercial space along Edgar Street along with the proposed outside terrace.

Recommendation Meeting The Board supports the expanded corner patio presented but directs the design to incorporate the additional directions under *A-4* above.

B. Height, Bulk and Scale

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 near-by, 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 of the adjacent zones.

The site is uphill from the adjacent and downhill Lowrise zone.

- *To create a sensitive transition to this less-intensive zone, the design should continue the proposed stepping of the building's alley façade and add this between the office first and second levels, or other design technique to achieve this goal. The proposed alley façade landscaping should be pursued, but because it serve to screen more than reduce the height, bulk, and scale, can not be fully relied upon to address this guidance.*

Recommendation Meeting The presented design did not incorporate the first to second level set-back or address why this wasn't included.

While the Board did not question or continue this as an issue it did conclude the proposed design does not:

- Reduce the bulk (length) of the building along Eastlake Avenue (see discussion in *A-1* above),
- Make a successful transition between the site's NC zoning and the adjacent and lower-scaled L3-RC zone (see *A-5* above),
- To reduce the building bulk along Eastlake Avenue the frames need to be broken-down by strong vertical elements (if the frame concept will be continued). These need to be stronger than the vertical fins now proposed for the Eastlake and Edgar frame sections. The NE and SE corner modulations are positive examples of strong vertical elements. An approach could be to continue the street level columns upward. See additional guidance under *C-2* below.

C. Architectural Elements and Materials

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. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

C-3 Human Scale. The design of new buildings should incorporate architectural features, element and details to achieve a good human scale.

The Board noted that the selection of proposed materials has the potential to create a unified form and design expression but:

- *The proposed Eastlake façade design should include more modulation for a reduction in perceived building length.*
- *The proposed upper level frame expression now appears to tower-over and minimize the visibility of the street level commercial frontage; this should not occur.*

Recommendation Meeting As noted above, the Board does not feel the presented design responds to the guidance for *Context, Bulk,* and *Scale*. The Board did note that the greater array of materials (a broader palette of colors and textures) is a positive addition. However, these are inadequate in the context of the frame expression.

The architects contend that the frame concept has"clarity of design" and the MUP additions keep it "true to itself". However, the Board does not see it responding positively in the overall Eastlake context and the immediate surrounding context.

- The presented design is deficient in modulation to achieve the goals of *A-1* and *B-1* above; this should be added as below:
- Modulation provided on the retail level along Eastlake Ave. creates a rhythmic, human scaled experience along the sidewalk and should be carried up the building to provide vertical modulation to the Eastlake façade.
- The Board noted the exaggeration of the large scale frames by the use of a field of spandrel and vision glass within the frames, particularly the pre-cast frame sections,
- The proportions of the frame members on the west side of the building are not in keeping with the finer grain scale of the residential zone to the west and should be broken up with vertical elements and/or modulation (vertical stepping back of the building mass).

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.***

Recommendation Meeting The Board supports the selection of the proposed colors and materials; they are clean and modern. However, they are not sufficient for responding to the other issues as noted above.

The alley's terraced planters should not be constructed of wood railroad or landscaping ties but should be durable and attractive. The use of concrete is a suggestion (see *A-5* above).

D. Pedestrian Environment

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.

A priority for the commercial frontage along Eastlake Avenue and Edgar Street.

Recommendation Meeting The Eastlake Avenue frontage is responsive to the guidance given. See *A-4* and *A-10* above for continued guidance on the Edgar Street façade.

D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

All presented design alternatives showed a portion of the Edgar Street façade adjacent to the alley without an allowed use between the parking and the street level street facing façade as required by Code (SMC 23.47A.005.C). The inclusion of a vehicle entrance (by requested Design Departure) will address most of this area. The street grade across a substantial portion of this façade will make most, but not all, of this requirement moot. If the remaining portion of the façade above grade is proposed without a required intervening use a Design Departure must be requested and the street level landscape design and wall treatment should be attractive and supportive of the pedestrian environment.

Recommendation Meeting The Board ***Recommends*** approval of the *Design Departure* for Edgar Street parking access as ***Conditioned*** above. However, the street parking access then requires the other *Departures* for *non-residential floor-to-floor height*, which precludes a street-activating commercial use in this location, and partially drives the *façade transparency* request (because of the sidewalk slope a *Departure* from the *transparency* requirements could be necessary even with a commercial use). Because of the reduced street-front transparency it is important that the remainder of the street level façade and site at street level follow the guidance in *Human Activity* and *Pedestrian Oriented Open Space* (*A-4* and *D-1* above).

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.

- *Proposed alley facing garbage and recycling areas should be screened from view.*

Recommendation Meeting The design locates these service and utility areas within the garage levels. The alley garage entrance is presented with attractive roll down doors for garage and service area access.

- If garbage and recycling (or any) storage is within the Edgar Street garage, it should be screened from street view.

Summary of Board Recommendations

The Board noted the ways the design has not responded to the Early Design Guidance. However, it was willing to ***Recommend Conditional Approval*** of the project based on review of the required design changes and approval by the DPD project planner.

DEPARTURES FROM CODE STANDARDS

The proposed design requires five *Design Departures* from Code requirements as outlined below.

SUMMARY OF DEPARTURE REQUEST

Land Use Code Standard	Proposed Amount of Departure	Rationale for Request	Board Recommendation
Parking Location and Access. Vehicle access must be from an abutting alley. (SMC 23.47A.032).	The project proposes vehicle access from the alley and East Edgar Street.	The grade of the alley and the predominately residential uses across it to the west are not compatible with full alley access. Access to one level of parking from Edgar Street will keep evening hour commercial parking out of the alley and facilitate customer use of the parking garage instead of the limited on-street parking. *A-4*	The Board ***Conditionally Recommends*** approval of this request provided the Edgar Street frontage is further improved per the guidance in this document.
Loading Berths. Required based on size of proposed uses. One loading berth expected for proposed office use. (10'wide, 14' high, 35' long / 25'long with exception.) No berth required for expected retail or restaurant use, unless restaurant use > 10,000 square feet. (SMC 23.47A.030 & 23.54.035).	Reduced size of 13.5' x 20' x 9' high in the alley accessed garage.	The steep alley grade makes truck access very difficult and if accessed, would create noise and character impacts on the L3 zone and ped and bike alley users; applicant experience with this size of project and mix of uses is the berth requirement is excessive; the minimal deliveries expected with this project can be made from Eastlake Avenue; the delivery van sized space accessed from the alley will be	The Board ***Recommends*** approval of this request if DPD's transportation planner and SDOT approve of the majority of deliveries from the street.

		useable. *A-4*	
Height of Non-Residential Street-Level Space. Minimum of 13' floor to floor height. (SMC 23.47A.008)	Parking garage would have10' floor to floor height.	Because of the grade change along Edgar Street, it is not feasible to have a use requiring this floor to floor height except at the southwest corner. However, the parking entrance will be at this corner per the *Recommendation* under the Parking Location and Access departure above. *A-4*	The Board ***Recommends*** approval.
Blank Facades at Street-Level Maximum of 40% of façade blank; max. 20' blank length, transparency between 2' and 8'. (SMC 23.47A.008)	Approximately 60% blank; approx. 58' blank distance; approx. 11' length of full transparency, approx.29' partial transparency.	The grade change and planned parking garage entrance make these requirements unachievable. *A-4*	The Board ***Conditional Recommends*** approval based on the guidance given.
Curb-Cut Width Minimum 22' for two-way traffic. (SMC 23.54.030)	20' curb-cut width.	22' is not necessary. A reduced width would have less vehicular impact on the ped environment (less driveway across the sidewalk and then more landscaping opportunities). *A-4*	The Board ***Recommends*** approval.

Staff Comments

The project design should be revised to respond to the ***Recommendation*** guidance and ***Conditions*** in this document. It is recommended that a preliminary design response is submitted to the project planner prior to a full MUP plan set revision.

Before DPD review of any revised design the applicant must submit the outstanding traffic and transportation information previously requested. The feasibility of street-based loading and vehicle access from Edgar Street must be examined as a part of project SEPA review as well as from an urban design perspective.