

**EARLY DESIGN GUIDANCE
of
CAPITOL/FIRST HILLS DESIGN REVIEW BOARD**

January 21, 2009

BACKGROUND INFORMATION:

Project Number: 3002133

Address 1656 East Olive Way

Applicant: Brandon Nicholson, Architect for John Stoner

Board Members Present: Evan Bourquard
Brian Cavanaugh
Jason Morrow
Sharon Sutton
Rumi Takahashi

Staff Members Present: Bruce P. Rips, Senior Planner

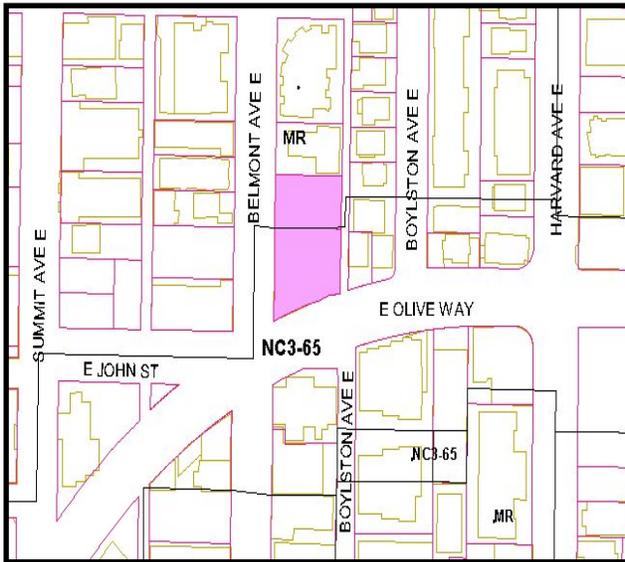
PROJECT DESCRIPTION

The applicant proposes a six-story, mixed-use building on East Olive Way at the northeast intersection of E. Olive Way and Belmont Avenue East. Uses would include street level commercial, five floors of apartments, and most likely a below parking garage. The site comprises two parcels containing two residential structures and one commercial building. The latter currently houses B & O Espresso a well known coffee house on Capitol Hill. Split zoned, the parcel with the commercial structure has a Neighborhood Commercial Three with a 65 foot height limit (NC3P 65) zone classification and the northern parcel with two, four-unit buildings has a Midrise designation with a 60' height limit. The development site lies within the Capitol Hill Urban Center Village and possesses a Pedestrian One (P-1) zone designation. The city of Seattle designated Olive Way as a SEPA scenic route. Neighborhood specific design review guidelines for Capitol Hill apply to the site. In addition, the parcels lie within the Capitol Hill Station Area Overlay District.

The two parcels, comprising approximately 14,630 square feet, rise nearly 13 feet from the southwest corner to the northeast corner of the site. The alley bordering the eastern edge of the site has a width of 12 feet. A two foot alley dedication may be required pending DPD and SDOT review.

At the Early Design Guidance meeting, the architect presented five options or scenarios. Option #1 illustrated two structures respecting the separate zoning designations. Parking would be separated; the Midrise zone would have a significant amount of ground level open space. As in all of the four options, storefront retail would occur along E. Olive Way and partially along

Belmont Ave. E. The other four options have one large building mass covering most of the two parcels. Option # 2 is distinguished by its “C” shaped scheme with a residential lobby and small open space in the hollow of the “C” facing Belmont Ave. E. The structure would likely rise six to seven stories above the adjoining streets. Option # 3, the “T” scheme, has the bulk of the mass at the short leg of its “T”. Parking would be accessed from Belmont Ave. E. at approximately the mid-point of the two parcels. The fourth option roughly resembles an “L” shape above the ground level with the short leg along E. Olive Way. Open space would occur above the parking garage parallel to the alley. Both the alley and Belmont Ave. E. would have access to the parking garage. The last option (# 5) returns to the “C” massing with garage access from the alley.



All of the schemes share a general approach to the building program. A commercial (probably retail) use would anchor the structure at ground level along E. Olive Way and turn the corner onto Belmont Ave. E. providing a space of 4,000 to 6,000 square feet (including potential live-work units). A residential entry for the upper level apartments would occupy a position somewhat at the midpoint of the combined parcels. Each option with the exception of #1 propose placement of two to four live work units facing Belmont Ave. E. on the northern portion of the site. Garage entry varies between the midpoint along Belmont and at the northern end of the MR zoned properties.

Options #2, 4, and 5 have secondary garage entrances at the alley. Above a mezzanine level, the plan depicts a double loaded corridor of apartment units.

Thumbnail sketches illustrate a variety of stylistic approaches. These represent a range of styles from a modernist, largely glass enclosure (option #2) to an eclectic approach with a mansard roof (option #3) to a vaguely historicist image with a distinct bottom, middle and top. All schemes emphasize the corner with chamfers, curves, and protruding balconies with the intent of producing a projecting prow over E. Olive Way. The presentation of the various stylistic approaches suggests the architect’s comfort or willingness to work in various contemporary and historic styles. The EDG packet provided little analysis of how the conditions around the site may have influenced the design.

Proposed departures focus on modifications to the Land Use Code standards in the Mid-rise zone. Depending upon the option (although some appear to request six departures), the applicant seeks greater structure width and/or depth, larger setbacks, less modulation and less open space. Additional departures involve parking location and access and the location and design of nonresidential uses in a mixed-use building (unclear is how this would apply to the portion of the structure in the MR zone).

Vicinity

The neighborhood is a dense and active commercial and residential district served by several commercial corridors. East Olive Way, a major vehicular and transit route, connects Capitol Hill and downtown. The character of the side streets leading to E. Olive Way comprise mostly multi-family buildings ranging in ages of over one hundred years to a few recently completed projects. Over a period of many years, the area has witnessed the conversion of single family houses to commercial uses along Olive Way and to multi-family housing on Belmont Ave. The latter has a series of traditional brick apartment buildings, international style inspired apartments constructed in the 1960s, and single family houses sitting above terrace garages. Nearby designated city landmarks include the San Remo Apartments, the Pantages House, and the Ward House. Notable views are of the downtown skyline, which can be seen from ground level along many of the streets and avenues including E. Olive Way. From upper levels, more distant views include the Space Needle, Queen Anne Hill and the Olympic Mountains.

To the north of the site lies a two-story, brick clad 12-unit apartment building; to the west across Belmont Ave. E. are several apartment buildings and a parking lot. The Sealth Vista Apartments contain 40 units and was built in 1923. Across E. Olive Way is a two-story glass, steel and masonry commercial structure (1966). On the east across the alley, a single family house and two office buildings front E. Olive Way and Boylston Ave. E.

The two major zoning designations (NC3 65 and MR) generally mirror the land use patterns. The commercial zone follows the curve of E. Olive Way extending east from I-5 to Broadway. Extensive areas of MR zoning sandwich the commercial corridor on the north and south.

BACKGROUND

The applicant introduced this project in the spring of 2006. The Capitol Hill Board provided early design guidance (April 19, 2006) followed by the Department of Planning and Development's EDG report. No other contacts occurred after the report's dissemination. Late in 2008, the applicant returned to DPD with the intent of continuing the project's review. DPD asked the applicant to start from the beginning in order to provide proper notice to the neighborhoods and parties of interest as well as to ensure that the Design Review Board members (all but one member was replaced in the meantime) would have the opportunity to review it. During the nearly three year period of inactivity, the city of Seattle revised the Land Use Code's commercial section. These changes would likely have bearing upon the future design of the NC3-65 portion of the site. DPD has the original EDG report available for public review.

PUBLIC COMMENT

Nineteen members of the public signed in at the Early Design Guidance meeting. The following outlines their comments. Written comments submitted at the meeting are summarized below and available at DPD.

- Provide sufficient amount of parking for the proposed commercial use.

- Design a quiet and dignified corner at E. Olive Way and Belmont Ave. E.
- Eliminate option #3's cap above the corner.
- Option #4 is too Disneyland-like.
- None of the options respect the neighborhood context. The proposed structure should be low with primarily commercial uses.
- Step the building gradually up the hill. None of the options are sensitive to the hillside.
- The proposals represent the architect's desire to create a monument to vanity. Options #2 and #3 are showy, modern architectural statements without any reference to the existing architectural context.
- Preference is for option #3 without the cap on top. (Reiterated by several individuals)
- Hold the project to a higher standard due to the loss of such a highly valued community asset as the B & O Espresso.
- The petition submitted (over 800 names) and the large crowd gathered at the meeting unequivocally demonstrate the high value this Capitol Hill community places on the existing community asset.
- Retail establishments can be considered a community asset in spite of their private nature. Therefore, if the beloved B & O Espresso is demolished, the building should be replaced with something equal if not better. Hold this project to a high standard. Let's get creative about how to give something back for what is about to be lost.
- The architect should provide photos of built projects of theirs. (Staff note: some are in the appendix of the project packet.)
- Page XIII of the Capitol Hill Neighborhood Priority design issues discusses preserving, enhancing and connecting Capitol Hill's existing attributes as fundamental goals of the Neighborhood Plan. Residents want to protect and augment the neighborhood's architectural qualities, historic character, pedestrian scale and natural features. Maintaining the special character and pedestrian orientation of the neighborhood's commercial corridor is important to their economic vitality.
- The Capitol Hill Neighborhood Priority Design Guidelines especially address commercial areas (p.3). Several points are particularly cogent to the project: 1) set back upper stories for mixed-use buildings to reduce bulk and keep in scale with the neighborhood. This does not restrict setbacks when located next to less intensively zoned areas but applies to all adjacencies; 2) provide distinctive entrances and detailing; 3) provide architecturally compatible signage with storefront buildings; and 4) provide landscaping and pedestrian-oriented open space.
- The following comments on specific guidelines have been submitted. A-2, increase the width of the sidewalk E. Olive Way. The two different streetscape characters should be reflected in the proposed design. A-4, the finish floor level of retail spaces should not be offset (vertically) from the sidewalk elevation by more than two or three feet. Small retail spaces and human-scaled detailing is critical to the proposed building's efforts to reinforce this desired character. A-5, reduce the amount of windows on the north and east elevations to respect the privacy of the adjacent properties. A-7, provide solar access to the sidewalk and neighboring properties. Set back the upper floor for all four primary elevations of the proposed building. This should be done to keep the proposal in scale with the neighborhood. Create an open space at the southeast corner to improve pedestrian and vehicular safety through open site lines.

- A8, all vehicular access to the parking garage should occur from Belmont. It is safer than the alley. A-10, apply the corner lot guideline.
- B-1, break up the building mass. The diagram on p. 13 shows 10-15 foot setbacks at 40 feet and above for an 80 foot wide ROW. Since E. Olive Way is a 66' wide ROW, the setback should be at 33 feet above the street. These are shown in the Capitol Hill Neighborhood guidelines.
- C-2, provide solid canopies. Brick and stone would be most compatible with structures in the vicinity. Use very high quality materials. C-3, similar to the human scale of the existing building, the proposed building must be very carefully detailed to replace the loss of that human scale. Rich visual details and materials must be provided to add interest and character at street level. C-4, use brick and stone. The choice of materials has everything to do with the expression of "permanence and quality appropriate to the capitol Hill neighborhood."
- D, the alley should be considered a pedestrian environment. E-3, require dedicated planter beds (not potted plants) along E. Olive Way to increase landscaped amenities for pedestrian safety. Incorporate substantial landscaping and trees to complement the street trees and significant landscape treatments at any open spaces to continue the outstanding tradition of landscape design on Capitol Hill.
- Prevent alley access for vehicles. Prefers access from Belmont Ave. particularly near the north property line.
- The safe removal of asbestos and lead paint is critical.
- Provide as much solar access as possible.
- Preference for the form of option #3 without its modern appearance.
- The structure should look like it was built in the 20s. It should look like it belongs there.
- The appearance of option #3 doesn't fit Capitol Hill. It looks too modern. (Reiterated by several individuals)
- The building will be a gateway to Capitol Hill due to its prominent site.
- The future light rail station will increase pedestrian traffic. The ground floor should be pedestrian oriented.
- Use high quality materials.
- Each option is aesthetically weak. Each concept is quite bland.
- The corner is the first element of the B & O that is seen.
- Keep the quality and character of the B & O building.
- Some of the options are too eclectic. The corner should be special. The corner should have a "wow" factor.
- Prefers the contemporary appearance of option #2. The Capitol Hill Library is a good example.
- Don't mess with the B & O. Leave the building alone.
- We like what we have on Capitol Hill. The project must respect humanity.

A web site devoted to the B & O Espresso, www.1650choice.org, hopes to redirect the typical course of development in the neighborhood. The intent of the organization is to gather support and preserve the existing 1650 East Olive Way building that houses the B & O Espresso. A petition with over 800 names and nearly 400 collected comments were submitted to DPD and the Capitol Hill Design Review Board. Many of the comments represented kind tributes to the

coffee house. Other comments focused on preservation of the building and the hope for its continued presence in the neighborhood. For many of those who wrote to the web site, the building should be designated as a landmark for its prominent role in the culture of Seattle coffee houses (its longevity and link to European coffee houses) and for the building's contribution to the sense of human scale and the character it provides the Olive Way commercial corridor. One comment noted that the famous playwright August Wilson wrote his Pulitzer Prize winning "The Piano Lesson" on napkins in the smoking section of the B & O.

Others wrote that the building stands as a counterpoint to the homogenization and the bland, generic looking mixed use buildings constructed all over Seattle. One heartfelt comment reads, "This makes me cry so, so hard. I really hope this building can be saved and I will pray with my heart that it does. Could we sue due to emotional distress that this demolition would cause all of Seattle??"

An email sent to DPD lists the following suggestions: reduce the building bulk; the "T" option or other shaped themes are preferable to a giant block; provide access at the alley; provide generous balconies; treat the corner nicely---no severe corners---and a well considered entrance for the business; prefers the density of the "T" shaped scheme, we need small affordable rooms; design commercial spaces for several tenants; and do not cheapen the building.

GUIDELINES

After visiting the site, considering the analysis of the site and context provided by the proponent, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified highest priority by letter and number from the guidelines found in the City of Seattle's "Design Review: Guidelines for Multi-family and Commercial Buildings". Capitol Hill Neighborhood Design Guidelines are in italics.

PRIORITIES

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 Board requested a much more expansive analysis of the vicinity. What aspects of the Olive Way corridor and the residential neighborhood behind the site could influence the project design? How can traditional apartment building typologies, frequently found on Capitol Hill, influence the design approach.

The Board agreed that at least one option submitted for the next early design guidance should depict a series of setbacks or terraces at the upper levels as the structure climbs the hill. Setbacks at the upper levels near the property edges (alley and north property line) should also be considered and presented at the next Board meeting.

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

Retain or increase the width of the sidewalks.

Vehicle entrances to buildings should not dominate the streetscape.

For buildings that span a block and “front” on two streets, each street frontage should receive individual and detailed site planning and architectural design treatments to complement the established streetscape character.

The Board requested a widening of the E. Olive Way sidewalk, which appears to be approximately 12 feet, in order to provide quality landscaping along the streetscape.

The vehicle entrance should be located close to the north property line in order to foster pedestrian activity and not place a large gap in the middle of the streetscape.

The base of the building should be richly detailed and draw inspiration from the Olive Way corridor and Belmont Ave. Use of other quality Capitol Hill precedents is encouraged. Study movement and scale patterns along the major commercial corridors.

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

Provide for sidewalk retail opportunities and connections by allowing for the opening of the storefront to the street and displaying goods to the pedestrian.

Provide for outdoor eating and drinking opportunities on the sidewalk by allowing for the opening restaurant or café windows to the sidewalk and installing outdoor seating while maintaining pedestrian flow.

Install clear glass windows along the sidewalk to provide visual access into the retail or dining activities that occur inside. Do not block views into the interior spaces with the backs of shelving units or with posters.

The floor plates of the storefronts should relate closely to the slope of the sidewalk on E. Olive Way. The height of the floor plates should be within two to three feet of the sidewalk grade. This may require stepping the floor of the commercial area.

The design of the fenestration should allow a maximum amount of transparency along both street fronts including the live-work units.

Any proposed live-work units must be generous (two floors are encouraged) to provide true commercial space at the Belmont street level and separate residential living area beyond those of a bedroom, bath and kitchen.

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 placement of windows should take into consideration the adjacent buildings to the north and east.

Upper levels of the proposed building should be setback away from the neighbors to provide solar access.

A-6 Transition Between Residence and Street. For residential projects, the space between the buildings and sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

The Board members preferred the proposed spacious outdoor entry area potentially shared by the residence and the commercial user as shown on Option 2 of the “C” shaped building. This strategy would visually extend the amount of open space into the sidewalk along Belmont Ave. E.

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

Incorporate quasi-public open space with new residential development or redevelopment, with special focus on corner landscape treatments and courtyard entries.

Create substantial courtyard-style open space that is visually accessible to the public view.

Set back upper floors to provide solar access to the sidewalk and/or neighboring properties.

See Board guidance for A-1, A-5 and A-6.

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.

Preserve and enhance the pedestrian environment in residential and commercial areas by providing for continuous sidewalks that are unencumbered by parked vehicles and are minimally broken within a block by vehicular access.

The Board supported access from Belmont Ave. E. rather than the alley, citing the difficulty of eastbound vehicles on E. Olive Way entering the alley as well as vehicles making a left turn exiting the alley. Nonetheless, a preliminary analysis of local traffic circulation patterns and the impacts of the proposed building on them will need to occur before the Board further considers access issues.

Any vehicle access on Belmont should occur along the northern edge of the assembled property. The Board strongly preferred proposed access illustrated in options #2 and 4 rather than at the midpoint in option #3.

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.

Provide for a prominent retail corner entry.

Approached from the west, the site’s southwest corner has considerable exposure. The Board expressed its dissatisfaction with the images of the prow illustrated in the three options sketched. General opinion among the Board members favored a much subtler and quieter corner treatment that maintained the continuity of the south and west elevations rather than the use of a separate material, color or assertive projecting balconies.

The Board requested a building base design with a high level of detail and a sober, background approach to the upper level.

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.

Design new buildings to maximize the amount of sunshine on adjacent sidewalks throughout the year.

Buildings serve to define streets spatially. Proper spatial definition of a pedestrian-friendly street (such as Broadway) can be achieved with an appropriate ratio of building height to the width of the street. Typically, auto-oriented areas have around 1:10 height-to-width ratios, whereas neighborhood commercial streets in urban places are closer to 1:3 or 1:2 (as shown above). As a general rule, the tighter the ratio, the stronger the sense of place. New developments that are 65 feet or taller in height are encouraged to be compatible with surrounding buildings, incorporating features such as stepping back at or near 40 feet and providing human scale materials and details on these levels to relate well to the pedestrian.

Design multifamily buildings to maintain a compatible scale with smaller surrounding structures, such as in the example at left, above.

The Board members generally preferred the “C” shaped option which in plan echoes some of Capitol Hill’s better residential apartment buildings. The “T” shaped proposal had less resonance for the Board although the placement of the garage entry, the mansard roof and the corner treatment were more off-putting than the form of the plan.

The Board, emphasizing the Capitol Hill specific guidelines above, requests that the design provide setbacks at the upper levels to reduce the mass of the structure and create a more desirable transition in height, bulk and scale to the lower scaled neighborhood surrounding much of the property. One idea for consideration is to give the proposed structure’s horizontal elements primacy over the vertical.

C. Architectural Elements and Materials.

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.

The design of the building’s base should emulate the charm and distinctiveness of the current B & O building.

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.

Solid canopies or fabric awnings over the sidewalk are preferred.

Use materials and design that are compatible with the structures in the vicinity if those represent the desired neighborhood character.

Consider designing a simplified loft, style structure.

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

Improve and support pedestrian-orientation by using components such as : non-reflective storefront windows and transoms; pedestrian-scaled awnings; architectural detailing on the first floor; and detailing at the roof line.

Emphasize human-scale design: the individual interacts with the street level of a building in an intimate fashion, and rich visual details at the street level add interest and character to the façade, setting the stage for an active street environment and reinforcing pedestrian comfort.

The Board added architectural elements to this listing of desirable scale-giving features such as solid canopies and pedestrian lighting (sconces) to convey a quality of intimacy between the building and the pedestrian at the streetscape. This intimacy is derived from the relationship of rich details and heightened human senses, producing a sense of pleasure in the urban landscape.

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.

Provide operable windows, especially on storefronts.

Use materials that are consistent with the existing or intended neighborhood character, including brick, cast stone, architectural stone, terracotta details, and concrete that incorporates texture and color.

Consider each building as a high-quality, long term addition to the neighborhood; exterior design and materials should exhibit permanence and quality appropriate to the Capitol Hill neighborhood.

High quality buildings materials should be used throughout the proposal. Masonry and concrete products are preferred over metal siding. The building elevations should possess texture and relief. The windows and the wall plane relationship should have depth. The Board wants to see solid canopies. The Board expressed misgiving about option #3's proposed materials.

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

The garage entrance should be discreet and reduced in size in order to both minimize vehicular imposition on pedestrian traffic and to maximize commercial space at the street front. Paving changes across the sidewalk should indicate the presence of the driveway.

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.

Provide entryways that link the building to the surrounding landscape.

Create open spaces at street level that link to the open spaces of the sidewalk.

Minimize the number of residential entrances on commercial streets where non-residential uses are required.

Intrigued by the possibilities of an open space along Belmont Ave. E, the Board encouraged further development of an entry court that could be used as residential open space, entry and outdoor sitting area for use of the commercial space.

D-2 Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

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.

The design should place service functions at the northeast end of the proposed structure at the alley in order to eliminate the need for lining up dumpsters and other trash and recycling canisters on Belmont Ave.

D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.

D-11 Commercial Transparency. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

The commercial floor plates should remain within two to three feet of the sidewalk grade.

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 be visually interesting 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.

Currently, option #2 represents the best attempt to achieve the intent of this guideline.

E. Landscaping.

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

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.

The Board wants to review preliminary landscape concepts of the ground level at the next early design guidance meeting.

The proposed design should include small gardens and art within the street right-of-way and adjacent to the ROW to enhance the pedestrian experience. This is especially desirable for residential and mixed use developments. Trellises or window boxes for plants contribute a secondary level of human scale to the pedestrian experience.

E-3 Landscaping Design to Address Special Site Conditions. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas and boulevards.

Maintain or enhance the character and aesthetic qualities of neighborhood development to provide for consistent streetscape character along a corridor.

Supplement and complement existing mature street trees where feasible.

Incorporate street trees in both commercial and residential environments in addition to trees onsite.

Commercial landscape treatments that include street trees.

REQUESTED CODE DEPARTURES

The Board requested a much more detailed analysis of the departure requests including a standard matrix. See below for information that will need to be provided in the next presentation packet and at the second early design guidance meeting. As in all requests, it is the responsibility of the applicant to show how the departure(s) allows the building to better meet the design review guidelines.

REQUESTS FOR THE NEXT MEETING

The Board determined that the applicant has not produced a sufficient analysis to warrant a Recommendation meeting at this time, and they recommend holding another EDG meeting. The next EDG meeting will serve as a completion of the Early Design Guidance process.

- Include 3-D drawings of the options from various angles that show the surrounding area similar to page 11 in the January 21, 2009 packet.
- A detail analysis of the proposed departures with approximate quantification of the amount of request in square feet and percentages in contrast to code requirements. Clear diagrams should show the location and dimensions of the request. In addition, use a standard departure matrix.
- More analysis of the surrounding built environment and how the architecture of Capitol Hill influences the design of the proposed options.
- A proposed massing option showing terraced setbacks at the upper levels.

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