

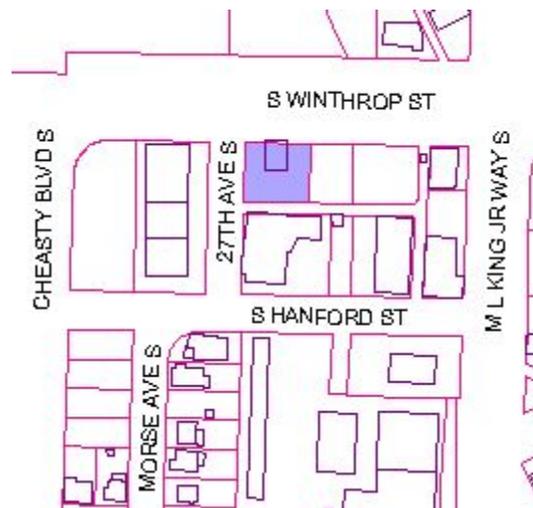
**FINAL RECOMMENDATIONS
OF
SOUTHEAST DESIGN REVIEW BOARD
Meeting Date: June 24, 2008
Report Date: August 8, 2008**

BACKGROUND INFORMATION:

Project Number: 3007831
Address: 2705 South Winthrop Street
Applicant: Matt Wasse, Case Design and Project Management, for Tony Case
Board Members present: John Woodworth, Chair
Steve Sindiong
Michele Wang
Robert Mohn
Board Members absent: Brett Conway
DPD Staff present: Tamara Garrett, Land Use Planner

SITE AND VICINITY DESCRIPTION

The site is located at 2705 South Winthrop Street. This approximately 7,298 square foot (sq. ft.) property is a corner lot with frontage along the south side of South Winthrop Street and the east side of 27th Avenue South. An unimproved 16' wide alley abuts the property's south boundary line. The site is currently occupied by a warehouse/garage with adjacent surface parking mainly situated on the unimproved South Winthrop Street right-of-way. This site is vegetated with shrubs mainly scattered along the site's easternmost property line.



South Winthrop Street-an unimproved boulevard with no curb or sidewalks-is owned and managed by the Seattle Parks and Recreation Department (SPAR). This street is considered an extension of Cheasty Boulevard. Cheasty Boulevard is part of the original 1903 Olmsted plan for Seattle's boulevard system and was intended to provide a connection between Jefferson Park and Mount Baker Boulevard.

The site's topography is relatively flat with a downward sloping condition from north to south resulting in a five foot grade change occurring from the low southeast corner where 27th Avenue South intersects with the alley. This property is located within the Lowrise 4 Residential-Commercial (L-4 RC) zone.

Surrounding property is also zoned as L-4 RC east, west and south of the subject property. Neighborhood Commercial 3 (NC3-65) is the sole zoning designation north of the proposal.

Existing development in the vicinity of the proposal includes a vacant lot to the east; a warehouse/office building to the west; a grocery store (Grocery Outlet) to the north; and a church

(Powerhouse Church of God) to the south. The Mount Baker light rail station and elevated tracks are situated less than a block northeast/east of the proposal.

PROJECT PROPOSAL

The proposal is to develop one (1) four-story building consisting of six (6) residential units and five (5) live-work units. Accessory parking for a maximum of nine (9) vehicles is proposed to be located in a surface parking area.

EARLY DESIGN GUIDANCE MEETING: OCTOBER 23, 2007

ARCHITECT'S PRESENTATION

At the Early Design Guidance Meeting, the proposal was presented to the Board as a PowerPoint presentation. The project architect, Matt Wasse, offered examples of past residential developments his firm (Case Design and Project Management) has designed and gave a description of the project site and surrounding development in the immediate area. He explained the following unique traits inherent to the site:

- Inclusion of planned improvements to South Winthrop Street and 27th Avenue South slated to be installed in conjunction with the light rail improvements. Ongoing coordination with various City departments (City Light, Seattle Public Utility (SPU), Seattle Department of Transportation (SDOT), SPAR) and other outside agencies/committees (SoundTransit, Friends of Olmsted, etc.) will be necessary.
- The close proximity of the property to the light rail station currently being constructed.

The architect presented three (3) project alternatives or schemes, all of which included a four-story development with two (2) floors of residential over two (2) floors of commercial (live-work units) and with a surface parking area situated at the southern portion of the site accessed from an improved alley. The alternative massing diagrams are distinguished by the orientation of the residential/commercial entries; and how both the ground level live work units and the upper level residential flats/townhomes relate to the streets. Building locations, elevation drawings, open space orientation and a SoundTransit streetscape/planting plan for South Winthrop Street (and draft alternative plans) were also shown. The diagrams incorporated the neighborhood context and future conditions based on area zoning.

The first scheme presented (Option 1 "Stack"), which the applicant identified as the code complying design, entailed a building consisting of four (4) live-work units and six (6) residential units. Accessory parking for eight (8) surface parking spaces is proposed. This scheme demonstrates live-work entries along the building's north façade facing South Winthrop Street. Additionally, each residential unit's private balcony would face this street. An egress balcony with open stairs at each end is depicted to provide access to the upper residential units along the south elevation. The massing is essentially the stacking of a common floor plate to a roof with an extensive green roof and solar collectors.

The second scheme (Option 2 "Split") included a structure with five (5) live-work units, four (4) residential units and accessory parking for eight (8) surface parking spaces. Alternatively, the massing is split into two (2) parts with a common green roof in the space oriented at the north westernmost corner and ground-related open space. Commercial entries and residential balconies oriented along both South Winthrop Street and 27th Avenue South are illustrated. A single stairwell and elevator core is proposed to access the residential units from an entrance

located on the south façade. There are departure requests from lot coverage, open space, front setback, side setback, structure depth, front modulation and side modulation that are proposed.

The third scheme (Option 3 “Slip”) showed a building consisting of five (5) live-work units, five (5) “townhouse-style” residential units and accessory parking for nine (9) surface park stalls. Similar to the “Stack” scheme, the design fronts along South Winthrop Street. Massing of the upper residential floor is set back from South Winthrop which allows for private green roof decks. Residential balconies are oriented along the south façade. An egress balcony with open stairs and a possible planted screen wall enclosure along the south elevation is depicted. Departures from lot coverage, open space, front setback, side setback, front modulation and side modulation are requested.

The architect presented the third alternative (Option 3 “Slip”) as the preferred scheme because it reduces the height impact along the street; provides for private green roof decks; and more easily permits the creation of an attractive building that complements the intent for future development of the Station Overlay in comparison to the other options.

BOARD CLARIFYING COMMENTS

The Board clarifying questions and comments with applicant response (*in italics*) are the following:

- What is the purpose of the narrow recessed rectangular boxes shown on the west façade of the building identified in the “Slip” scheme?
They represent photo windows.
- What is the purpose of the green wall identified on lower south elevation to the rear of the live-work spaces shown on the “Slip” scheme? Is that an opaque wall?
It could be a metal screen or wood as long as it would let light through and provide some level of screening from the parking area and add some architectural interest to the rear façade.
- Will your design include an elevator?
The inclusion of an elevator hasn’t been determined.
- Can you explain your rationale regarding onsite parking amounts?
The five (5) residential units require six (6) parking stalls & plan to provide some additional parking on site-mainly due to the lack of available parking along South Winthrop Street.
- Is it correct to anticipate large scale development across the street from the proposal?
Yes.
- Clarification of the open space departure requested for the “Slip” scheme.
- Clarification of the residential unit count differences between the three (3) schemes.
- The “Slip” scheme renderings include some half wall enclosures near the live-work entries. Is that proposed for all of the schemes?
Yes...want to provide some level of private courtyards for each live-work unit.
- In your opinion, do the courtyards further separate the commercial from the street?
Would prefer to push the courtyards closer to the street but the proposed South Winthrop boulevard plans prevents this from occurring....Plan to create low walls that would allow the businesses to spill out into their separate spaces...This would encourage the customers to use the sidewalk to transverse to each live-work entry....Goal is to not create a visual barrier.
- What are the raised “flippy” things?

They are little private roof deck sun shades.

- Will there be glazing from the live-work units from that end of the building to look across towards the parking area?
Yes...There will be some high openings for cross ventilation.
- Is there any street furniture proposed on the right-of-way as part of the street improvement?
Not that I am aware of.....Some street lamps and a monument are believed to be proposed.
- Currently SPAR will allow two (2) sidewalks to lead onto the property?
That is the tentative plan...still working with SPAR to come up with a viable solution.

PUBLIC COMMENTS

Three (3) members of the community attended the Early Design Guidance meeting. The comments and concerns offered (with applicant response in *italics*) were as follows:

- Clarification on whether or not live-work units are considered commercial.
Live-work units are considered commercial-a space where one could live and work in.
- Are you anticipating just artist living in the live-work spaces?
No...Owner anticipates these spaces would serve a business incubator to attract smaller start-up businesses.
- Clarification on the proposed exterior materials and how the architect's intent to build "green" will be performed.
Materials haven't been chosen yet.....Most of the "green" elements are part of the proposed mechanical system and water collection systems.
- Not supportive of the "Stack" scheme.
- Clarification on the maximum amount of stories proposed.
Four (4) stories which includes mezzanine areas.
- Why isn't parking required for the live-work units?
The proposal is located in a station overlay district.
- Questioned whether or not an extension of 27th Avenue South will be created just north of the project site in front of the existing grocery store.
No, it is vacated right-of-way.
- Do you have another proposal in the immediate area and what is the planned construction time?
No.....Owner plans to begin construction during 2008.

FINAL RECOMMENDATION MEETING:

JUNE 24, 2008

DESIGN PRESENTATION

The applicant applied for a Master Use Permit on February 22, 2008. On June 24, 2008, the Design Review Board reconvened for a Final Recommendation meeting regarding this project, at which time, site analysis, floor plans, landscaping details, elevation sketches, street-level vignettes, South Winthrop Street improvement plans, color board and material samples were presented by the project architect for the Member's consideration. The design presented at this meeting was most similar to the massing design of Option 3 ("Slip") where the upper two (2) floors slip back from the lower two (2) floors: However, it had been revised to now consist of six (6) live-work units at the lower level with five (5) of the live-work units facing South Winthrop Street and one (1) live-work unit facing 27th Avenue South; and five (5) "townhouse-

style” residential units at the upper level. Each residential unit includes an angled roofed clerestory and stair penthouses which access private roof deck areas which are separated from adjacent decks. The design includes a residential entry abutting 27th Avenue South leading to an elevator core and an egress balcony with open stairwell access to the upper level residential units was presented. The design also includes vehicular access to six (6) surface parking stalls via an existing alley.

PUBLIC COMMENTS

At the Initial Recommendation meeting, one (1) member of the public attended. Public comments and clarifying questions focused on the following items:

- Will the units be subdivided or will this be a rental?
There are no plans to subdivide the units.....Haven't decided whether or not it will be rentals or condominiums.
- The sixth live work unit-was that a bonus? Did you get to reduce the parking because of the proximity to the light rail station?
There was a change in the zoning code last year that doesn't require parking for a non-residential use in a multi-family zone...Live-work units are considered a non-residential use.
- Comment that the proposal is “awesome” and that there should be more developments that resemble this proposal in Seattle.

BOARD DELIBERATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified by letter and number those 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. **The guidance by the Board appears after the bold guidelines text and the recommendations from the final meeting follow in bold text.**

DESIGN GUIDELINES

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.

A-2 Streetscape Compatibility

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

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

A-4 Human Activity

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

A-7 Residential Open Space

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

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 Board emphasized the importance of developing a respectful and consistent relationship of the overall massing and design of the development to the future streetscape, pedestrian environment and general pattern of future development in the neighborhood. The Board acknowledges that due to the boulevard treatment of South Winthrop Street, any proposal at this property would be situated a substantial distance from the curb edge and the planned pedestrian sidewalk (which illustrates a substantial amount of landscaping between the site and the sidewalk). However the Board noted the design of the live-work entries should be as visible from South Winthrop Street as possible. The Board recognizes that this will be a challenge and encourages the applicant to continue to coordinate with SPAR in a collaborative fashion in order to achieve a design that allows for multiple points of access from the main sidewalk and accommodates future development along this block front. If possible, a separate sidewalk to each live-work unit is highly desirable by the Board.

The Board looks forward to reviewing a high-quality well programmed and well landscaped ground level open space design and upper-level green roof deck configurations. The Board further noted that they would be supportive of an open space departure for the size restriction due to the close proximity of the park to the proposal.

The Board emphasized the importance of the future development as it relates to the corner and public street fronts. All agreed extending the building further towards the alley along 27th Avenue South is highly desirable. This must be explored as an option and presented at the recommendation meeting. An additional commercial entry and a unique sculptural corner element along that right-of-way are also strongly encouraged to be incorporated in the proposal.

At the Recommendation meeting, the presented design illustrates an extension of the building further towards the alley along 27th Avenue South which now incorporates an additional three-story live-work unit and the main residential wall façade entry to the upper residential units. The updated design also includes minimally landscaped ground-level residential open space courtyards situated in front of the live-work units along South Winthrop Street and upper level balconies, green-roof terraces, and roof decks.

The Board was very pleased with the applicant's response to their guidance to extend the building and agreed that this new design enhances both street fronts and establishes a strong presence at the street/sidewalk edge. The Board was also supportive of the applicant's request to situate the majority of the required residential open space to the upper levels of the structure. The Board agreed that this would allow future residents maximum utilization and enjoyment of the proposed outdoor spaces. However, in regards to the proposed pavement treatment of the live-work units' courtyard areas, the Board would like to see a modular paving system as opposed to a poured surface.

Board Recommended Condition:

- 1. Install a modular or paving system for the live-work unit front courtyard areas instead of a poured surface.***

The Board reviewed the SoundTransit South Winthrop Street improvement plan (version 1, 3/7/08) and observed how these improvements were incorporated in the applicant's site plan. The board applauded the applicant's efforts to relocate the sidewalk closer to the building. In addition to separate sidewalks to each live-work unit, the Board stated wider access points (more than 4' in width) is highly desirable. The Board also strongly encourages the inclusion of bicycle parking within the right-of-ways. Therefore, the Board strongly encourages the applicant to work in a collaborative fashion with SPAR to allow for wider access points (more than 4' in width) and investigate with either SPAR or Seattle Department of Transportation (SDOT) the possibility of installing bicycle parking in the right-of-way for future customers who would frequent proposed/future commercial uses situated along either street. (See Also B-1, C-4, D-1)

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 applicant mentioned the Early North Rainer Town Center Plan (per the adopted neighborhood plan) during his presentation and included this plan in his EDG packet. This plan explains, "The proposed Town Center would put the hub in the North Rainier Hub Urban Village. It would be the heart of the community, creating opportunities for mixed-use housing, commercial retail, and civic and public places." The Board acknowledged that in concept the commercial/residential proposal meets the intent of this plan. The Board also recognized that future proposals along South Winthrop Street should be supportive of intense development; acknowledge the future Mount Baker light rail station and elevated rail tracks; and create a strong presence at the street/sidewalk edge.

The proposed massing configurations were discussed at length by the Board. The Board did not support the "Split" scheme with the eroding corner because it doesn't make a strong enough presence at the street edges. The Board debated the merits of the "Slip" scheme (preferred) versus the "Stack" scheme and which would achieve the strongest presence at the corner and along the street edge. One (1) Board member preferred the "Stack" scheme because the entire building's mass is right up to the street/sidewalk which allows for a strong street presence. Ultimately, the Board supported the "Slip" scheme because it both allows for a strong street presence and lends for a more interesting and unique building mass than the "Stack" scheme. The Board stated it would like to review a design that incorporates stronger form at the upper level (partial wall) instead of the open railing design if possible.

At the Recommendation meeting, the Board was satisfied that the railing design of the upper level terraces (which includes perforated metal panel guardrails) meets the goal of creating a strong form at the upper level of the proposed building. (See Also A-10, C-4)

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

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.

The Board did not highlight a single architectural expression to develop given the varied collection of buildings in the vicinity. Rather, the Board encouraged innovative residential and commercial design that is cohesive and applied evenly throughout the building. The Board did concur that this project will be setting the standard of future development along this block front.

No future building materials were presented during the meeting. However, the Board looks forward to reviewing a more detailed, high quality materials and color board at the next meeting.

At the Recommendation meeting, the materials proposed for the live-work unit base include stucco over concrete insulated form (CIF) block with aluminum storefront windows, doors and perforated metal screen shades; upper levels consisting of vertical “Parlex” (wood veneer) siding panels; perforated metal panels for the balcony and roof terrace railings; “Galvalume” metal panel siding accents for the residential bay windows and clerestory; “Kalwall” paneled stair penthouses; and solar panels affixed to various portions of the proposed building (clearstory, sloped roofs). In regards to the proposed color palette, the design includes a grayish color for the stucco base and upper levels predominantly of dark brown and light gray tones.

The Board was extremely pleased with the quality of the building materials presented. The Board was also pleased with the incorporation of sustainable features such solar panels that not only will enhance the energy conservation qualities of the building but also be interesting and an architectural feature as well. However the Board did note concern with the possibility that the solar panels may not be installed due to technical issues that can’t be foreseen in the near future. Therefore, the Board agreed that a high-quality well-finished metal roof should be installed if the solar panels aren’t feasible.

Board Recommended Condition:

- 2. If the solar panels aren’t feasible to install on the sloped roofs, a high-quality well-finished attractive metal roof would be an appropriate replacement for this sloped roof detailing.*

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.

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-3 Retaining Walls

Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where high retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscape.

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.

D-8 Treatment of Alleys

The design of alley entrances should enhance the pedestrian's 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 Board had positive comments regarding the conceptual green screen wall. However the Board is concerned that the green wall may block the residents' visibility to the vehicles. Therefore, the Board encourages the applicant to investigate this security concern and be prepared to present details of the screen wall at the next meeting.

The Board strongly agreed that in order for the live-work units to be successful, the work space storefronts must be as open and transparent as possible in order to allow for visibility to the activities occurring on the interior of the building. A conceptual lighting plan for the proposed live-work entries should be submitted at the next meeting.

The Board specified that the trash collection area should be enclosed and screened in an architectural form reflective of the development and not intrusive to pedestrian.

The Board is concerned that parking will be highly visible (from 27th Avenue South) to adjacent properties and pedestrians. Therefore, the design should incorporate elements (landscaping, building extension, etc.) that eliminate or minimize the visibility and light and glare impacts associated with vehicles maneuvering onto the site.

At the Recommendation meeting, the Board reviewed the proposed waste/recycling area contained within the building extension and agreed that the trash collection area is well screened from pedestrians' view. The Board also agreed the building extension greatly assists in minimizing the visibility of vehicles by pedestrians walking along 27th Avenue South.

The Board discussed at length the proposed green walls and expressed particular concern with the green wall proposed along the buildings south façade as it relates to future

residents' security. The Board noted the green screen material (4"x4" welded wire mesh) may serve as a "ladder" to climb up to the balcony level instead of its original intent which is to provide privacy and screening for the residents. The Board also commented that the lower hallway may take on a dark "zoo-like" cavernous effect once the green screen becomes fully planted. Ultimately the Board agreed that the following changes would assist in creating a safe and secure area and unify the overall design. (See Also E-2)

Board Recommended Conditions:

3. *Install different screening material (i.e... Perforated metal panels, heavier denser mesh layered and mounted offset) along the south façade hallway and possibly other portions of the building (stairwell) where it may be difficult to effectively install a green screen in order to minimize possible security issues.*
4. *Break up the green screen along the south façade hallway into smaller vertical panels in a natural rhythm to encourage more light.*

E. Landscaping

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.

E-3 Landscape 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.

Landscaping should enhance the prior guidelines, by creating a transition from the street, softening edge conditions and by helping create a green streetscape. The Board looks forward to reviewing a detailed landscape plan that includes landscaping and screening along the property lines, open space areas and residential entry. The plan should also include details regarding the future green screen and landscaping elements noted in the South Winthrop Street improvement plans.

At the Recommendation meeting, the design included landscaping along the property lines; in planter boxes situated at grade in the live-work entry courts and upper level deck area; green roof and garden area; and green walls at the residential entry, south façade hallway and exterior stairwell. Overall, the Board was satisfied with the landscape design. However, the Board expressed concern about the success of the proposed green screens because the landscape plan only identified one (1) narrow planting strip. Therefore, the Board noted that the design should incorporate a planter strip area at the base of all of the proposed green walls in order to accommodate plantings.

Board Recommended Condition:

5. *A planting strip area or alternative planting method (plant containers) at the base of the proposed green walls should be provided to accommodate plantings.*

DEPARTURES FROM DEVELOPMENT STANDARDS

Twelve (12) departures from the Code are requested at this time.

Departure Summary Table

STANDARD	REQUIREMENT	REQUEST	BOARD RECOMMENDATION
LOT COVERAGE (SMC 23.45.010.A.2)	50% maximum lot coverage allowed for townhouses and other structures.	Allow more than the maximum lot coverage allowed (62%).	An outcome of extending the building towards the alley along 27 th Avenue South which is consistent with the guidance given by the Board at EDG. Board voted 4-0 in favor of departure request.
STRUCTURE DEPTH (SMC23.45.011.A)	Maximum building depth is 65% of the lot depth (53'4").	Allow maximum building depth to be 87.6% of the lot depth (71'10").	An outcome of extending the building towards the alley along 27 th Avenue South which is consistent with the guidance given by the Board at EDG. Board voted 4-0 in favor of departure request.
FRONT FAÇADE MODULATION (SMC 23.45.012.A.1)	Front façade modulation of a minimum of 8' for every 30' of building length for facades without principal entrances and 40' with a principal entrance.	Allow no modulation on the front façade facing South Winthrop Street.	Board agreed the proposed modulation treatment creates a stronger commercial base along South Winthrop Street. Board voted 4-0 in favor of departure request.
SIDE FAÇADE MODULATION (SMC 23.45.012.B)	On corner lots, side facades greater than 30' in width shall have 8' modulation.	Allow no modulation on the side façade facing 27 th Avenue South	Board agreed the proposed modulation treatment creates a stronger commercial base along 27 th Avenue South. Board voted 4-0 in favor of departure request.
FRONT SETBACK (SMC 23.45.014.A.1)	10' front yard setback from South Winthrop Street.	Allow an 8' front yard setback.	Board agreed this setback reduction would maximize the visibility of the live-work storefronts along South Winthrop Street. Board voted 4-0 in favor of departure request.
REAR SETBACK (SMC	Rear setback to be 15% of lot depth,	Allow a 2' rear setback	A result of extending the building towards the alley

<p>23.45.014.B.1&2)</p>	<p>15' minimum. When property abuts alley along a rear lot line, the centerline of alley is used as the rear lot line for purposes of measuring a rear setback; provided that at no point shall the principal structure be closer than 10' to the actual property line at the alley.</p>	<p>measured from the rear property line-not the centerline of the 16' wide alley.</p>	<p>along 27th Avenue South to fully address this street and screen the surface parking area which is consistent with the guidance given by the Board at EDG. Board voted 4-0 in favor of departure request.</p>
<p>SIDE SETBACK (SMC 23.45.014.C.1)</p>	<p>Average side setback of 8', minimum 5'.</p>	<p>Allow a 3'-8" side setback along 27th Avenue South.</p>	<p>Board concurs that the reduced side setback will emphasize the commercial character of the development. Board voted 4-0 in favor of departure request.</p>
<p>LANDSCAPING (SMC 23.45.015.B.1.a)</p>	<p>Minimum 3' wide landscaping area along all street lot lines with breaks allowed for pedestrian and vehicular access.</p>	<p>Allow a 2' wide landscaping area along South Winthrop Street and omit a 6' long portion of landscaped strip in front of the live/work unit along 27th Avenue South.</p>	<p>The Board agreed that the reduction in landscaping onsite is more than made up by plans for substantial landscaping from the South Winthrop Boulevard street improvements. Board voted 4-0 in favor of departure request.</p>
<p>OPEN SPACE (SMC 23.45.016.A.3.b)</p>	<p>Maximum of 1/3 required open space is allowed above grade.</p>	<p>Allow more than the required amount of open space above grade (84%)</p>	<p>Give the increased lot coverage from the building extension along 27th Avenue South relocated some ground-related open space to private roof decks and terraces, the Board voted 4-0 in favor of departure request.</p>
<p>OPEN SPACE (SMC 23.45.016.B.2.a)</p>	<p>10' minimum dimension for ground-level open space.</p>	<p>Allow 8' dimension for ground-level open space along South Winthrop Street.</p>	<p>The Board agreed the location of the ground-related open space within the reduced front setback area is appropriate. Board voted 4-0 in favor of departure request.</p>

PARKING SPACE (SMC 23.54.030.B.1.b)	Minimum 60% of parking stalls to be for medium vehicles.	Allow 50% medium stalls and 50% small stalls.	Board recommends to allow 100% small stalls (except the required ADA stall must meet code) and two (2) stalls (AKA “2” & “3”) must each remain 8’ in width as shown on pg.12.
PARKING AISLES (SMC 23.54.030.E.1)	Minimum aisle width for medium sized parking stalls is 22’.	Allow a 21’ aisle width for proposed medium sized parking stalls.	Given the potential of creating a safety hazard, the Board voted 4-0 to <u>deny</u> this departure request.

1. LOT COVERAGE (SMC 23.45.010.A.2)

The Code states that the maximum lot coverage permitted for principal and accessory structures in L-4 RC zone is 50% of the lot area. The preferred design illustrates 62% lot coverage.

The Board unanimously supported this departure. They agreed this departure was the result of the Board’s guidance at EDG to extend the building towards the alley along 27th Avenue South. (A-1, A-2, A-10)

2. STRUCTURE DEPTH (SMC 23.45.011.A.2)

The Code states that the maximum building depth permitted for structures in L-4 RC zone is 65% of the lot depth (82’) or 53’4”. The preferred design illustrates 87.6% or 71’10” of the lot depth.

The Board unanimously supported this departure. They agreed this departure was the result of the Board’s guidance at EDG to extend the building towards the alley along 27th Avenue South. (A-1, A-2, A-10)

3. FRONT FAÇADE MODULATION (SMC 23.45.012.A.1)

The Code states for front façades, modulation shall be required at a minimum 8’ if the front façade width exceeds 30’ with no principal entrance facing the street, or 40’ with a principal entrance facing the street. No modulation is illustrated in the preferred design.

The Board unanimously supported this departure. Board agreed the proposed modulation treatment creates a stronger commercial base along South Winthrop Street. (A-1, A-4, B-1)

4. SIDE FAÇADE MODULATION (SMC 23.45.012.B)

On corner lots, the Code requires side facades which face the street shall be modulated at a minimum of 8’ if the façade is greater than 30’ in width for apartments. The presented design illustrates modulation beginning at 44’ for the side façade facing 27th Avenue South.

The Board unanimously supported this departure. Board agreed the proposed modulation treatment creates a stronger commercial base along 27th Avenue South. (A-1, A-4, B-1)

5. FRONT SETBACK (SMC 23.45.014.A.1)

The Code states the required front setback shall be the average of the setbacks of the first principal structures on either side. When the first principal structure within 100’ of a side lot line

of the subject lot is not on the same block front or when there is no principal structure within 100' of the side lot line, the setback depth used for averaging purposes on that side shall be 10'. The applicant requests that the front setback measured from South Winthrop Street be reduced from 10' to 8' for the proposed design in order to maximize the visibility of the live/work storefronts while retaining usable open space.

The Board unanimously supported this departure. They agreed the reduced front setback would maximize the visibility of the live-work storefronts while retaining usable open space. (A-1, A-2, A-3, A-10)

6. REAR SETBACK (SMC 23.45.014.B.1)

The applicant proposes a development standard departure to decrease the required rear setback, measured from the rear southerly property line (not the centerline of the existing 16' wide alley) to the proposed structure's southernmost façade, from 15' to 2'.

The Board unanimously supported this departure. They agreed this departure was the result of the Board's guidance at EDG to extend the building towards the alley along 27th Avenue South to fully address this street and screen the proposed surface parking area. One (1) Board member commented that this isn't a typical rear yard alley condition when one considers the alley. (A-1, A-2, A-10, D-6)

7. SIDE SETBACK (SMC 23.45.014.C.1)

The Code states the required side setback shall be an average of 8' and a minimum of 5'. The applicant requests a departure that would allow a 3'-8" average side setback along 27th Avenue South.

The Board unanimously supported this departure. The Board concurs that the reduced side setback will emphasize the commercial character of the development. (A-1, A-2, A-3, B-1)

8. LANDSCAPING (SMC 23.45.015.B.1.a)

A minimum 3' wide landscaping area along all street lot lines with breaks allowed for pedestrian and vehicular access is required by Code. The applicant proposes a development standard departure to allow a 2' wide landscaped area along South Winthrop Street and no landscaping area in front of the proposed live-work unit that fronts on 27th Avenue South.

The Board unanimously supported this departure. The Board agreed that the reduction in landscaping onsite is more than made up for by plans for substantial landscaping from the South Winthrop Boulevard street improvements. (A-7, D-7, E-2, see Board recommended conditions 1, 3, 4 and 5)

9. OPEN SPACE (SMC 23.45.016.A.3.b)

The Code states a maximum of 1/3 required open space is allowed to be located above grade. The applicant request a departure that would allow 84% of the open space to be located above grade; thus allowing 16% of the code required open space to be ground-related.

The Board unanimously supported this departure. The Board agreed the location of the ground-related open space within the reduced front setback area is appropriate. (A-7, see Board recommended condition 1)

10. OPEN SPACE (SMC 23.45.016.B.2.a)

The Code states no horizontal dimension for required ground-level open space shall be less than 10'. The applicant proposes a development standard departure that would allow the dimension for ground-level open space along South Winthrop Street be 8' in width.

Give the increased lot coverage from the building extension along 27th Avenue South relocated a substantial amount of ground-related open space to private roof decks and terraces, the Board unanimously supported this departure request. (A-1, A-2, A-7, A-10 see Board recommended condition 1)

11. PARKING SPACE (SMC 23.54.030.B.1.b)

The Code states when more that five (5) parking spaces are provided, a minimum of 60% of the parking spaces must be striped for medium vehicles. The applicant proposes a development standard departure to allow 50% of the parking spaces to be striped for medium vehicles and the remaining 50% of parking spaces to be striped for small vehicles.

The Board discussed this departure request and the parking aisles departure request simultaneously. The Board unanimously agreed to conditionally grant this departure with a recommendation to allow 100% small stalls (except the required ADA stall must meet code) and two (2) stalls (AKA "2" & "3") each remaining 8' in width as shown on pg.12 of the design packet. (A-10, D-6, D-7)

12. PARKING AISLES (SMC 23.54.030.E.1)

The applicant proposes a development standard departure to decrease the minimum required parking aisle width for medium sized parking stalls from 22' to 21'.

The Board collectively agreed to deny this departure due to the possibility of creating of a future safety hazard to the residents and neighboring properties.