



EARLY DESIGN GUIDANCE OF THE EAST DESIGN REVIEW BOARD

Project Number: 3013283

Address: 714 E. Pike St

Applicant: Jeff Reibman from Weber Thompson

Date of Meeting: Wednesday, June 20, 2012

Board Members Present: Wolf Saar (Chair)
Ric Cochran
Chip Wall
Boting Zhang

Board Members Absent: Dawn Bushnaq
Lisa Picard

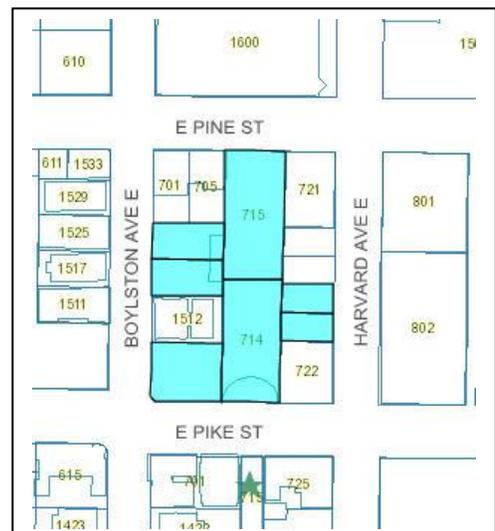
DPD Staff Present: Shelley Bolser and Lindsay King from DPD

SITE & VICINITY

Site Zone: NC3P-65

Nearby Zones: (North) MIO-105-NC3P-65
(South) NC3P-65
(East) NC3P-65
(West) NC3P-65

Lot Area: 54,000 square feet



The site is located in the Capitol Hill neighborhood bounded by the designated principal pedestrian streets of East Pike St. to the south and East Pine Street to the north, and Boylston Ave. and Harvard Ave. to the east and west.

Current Development: Due to the unique configuration of the lot, there is some limited street frontage on all four streets. The site slopes downward from east to west approximately 19 feet, and from north to south approximately ten feet.

The site is occupied by two one-story buildings and surface parking. One of the existing buildings (the curved façade BMW building on Pike Street) is a character building in the Pike Pine Overlay District. The existing buildings have been used for automotive sales and services for their entire lifespan.

Access: Existing vehicular access is via curb cuts on each of the street frontages. Pedestrian access is from the street frontages on E. Pine St and E. Pike St.

Structures adjacent to the site include a three-story early 20th century residential building and several early 20th century one-story commercial buildings.

Surrounding Development: Nearby development includes theaters and Seattle Central Community College offices across the street to the east, Seattle Central Community College to the north, residential buildings to the west, and a mix of residential and commercial buildings to the south.

Nearby areas include a wide range of uses, architectural styles, and age of buildings.

The site is located in the Pike Pine Overlay District, which includes additional regulations for structures older than 75 years old.

Pike Street is a commercial corridor connecting downtown with the eastern areas of Capitol Hill. This section of Pike Street is slightly quieter, with smaller scale retail and mixed-use development.

Pine Street is another commercial corridor connecting downtown and eastern Capitol Hill. This area of Pine Street includes a large amount of pedestrian and vehicular traffic moving in an east-west direction. Nearby development includes 1-5 story commercial and mixed-use structures, as well as Seattle Central Community College. This street includes a high level of transit service.

Neighborhood
Character:

Harvard Avenue has less traffic than Pike or Pine Streets, with theater uses, offices, restaurants, and bars.

Boylston Avenue is a quieter predominantly residential street with early 20th century multi-family buildings and some surface parking lots.

Broadway Avenue is located one block to the east. The Pike Pine corridor continues past Broadway, with a large variety of retail, restaurant, commercial, and residential uses.

Cal Anderson Park is located two blocks to the east and offers a wide variety of recreational opportunities. The future Capitol Hill Light Rail Station is under construction and will be located approximately three blocks to the northwest of the subject property, near the northwest corner of Cal Anderson Park.

PROJECT DESCRIPTION

The proposal is for two seven-story structures containing a total of 270 residential units over 6,000 sq. ft. of retail space. Parking for 190 vehicles is proposed below grade, accessed via a curb cut at Boylston Ave. The existing facade (on Pike Street) is proposed to remain. One east-west mid-block connection and one north-south mid-block connection is proposed through the site.

EARLY DESIGN GUIDANCE MEETING: June 20, 2012

Design Review Board Chair Wolf Saar began the meeting by disclosing his past professional connections to the applicant and developer. Mr. Saar stated that he did not feel he had a conflict of interest and could fairly review the proposal.

Design Review Board member Chip Wall noted near the end of the meeting that he considered recusing himself because he lives across the street, but he feels he can review the project

without bias. DPD will check with Ethics and Elections to make sure there are no potential ethics violations due to his residential proximity to the site.

The packet includes materials presented at the meeting, and is available online by entering the project number (3013283) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

Mailing Public Resource Center

Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

The applicant provided a physical model to demonstrate the proposed massing in the context of the adjacent blocks.

The proposed mid-block connections would be open to the public and intentionally designed to invite people into the site. The north-south connection would be flat. The east-west connection includes some grade change across the site, with direct visual connections through the site. The separation between buildings in this area would range from approximately 42' to 70'.

The façade of the character structure on Pike Street would be modified with skylights to increase visibility into the storefront area from the street front.

The interior of the site would be designed with glassy retail spaces at grade and upper level residential units set back from the retail spaces. "Flexible commercial" spaces would be located at the street frontages on Boylston Ave and Harvard Ave. The applicant noted that they are considering a retail and commercial program that will suit this site and proposed circulation. The spaces labeled "flexible commercial" would be intended to serve as retail that could easily be configured into smaller or larger tenant spaces, or serve as live-work spaces. The goal is to maximize commercial or live-work functionality and human activity at the street level.

The upper level street facades would include a setback at the top floor in order to reduce the appearance of mass and relate the scale to the nearby context.

The proposed design concept would be contemporary, with façade references to adjacent datum lines.

Departures were proposed related to retention of the character structure, as described in the Departures section at the end of this document. Departures related to retention of Pike Pine character structures are subject to the criteria in SMC 23.41.012.E.

PUBLIC COMMENT

The following comments, issues and concerns were raised during public comment:

- Pike Pine Urban Neighborhood Council (PPUNC) submitted a letter to follow up on the discussions with the applicant in advance of the EDG meeting.
 - The letter included support for the proposal as meeting the intent of the Pike Pine Overlay, the modifications to the character structure are reasonable, the massing is appropriate to the neighborhood fabric, and the mid-block connections are a positive aspect of the design.
 - The letter recommended that the applicant carefully design the mix of commercial uses (a “curatorial and entrepreneurial” approach), supported mid-block connections clearly open to the public and activated with uses around the clock (residential and commercial), and encouraged that the plazas create opportunities to linger.
 - The letter advised that the open space next to the character structure should be designed to be responsive to context, included recommendations for flexible retail space design, and advised that the applicant should strive to address the Capitol Hill Housing Eco-District Report in this design.
 - Staff note: A copy of the full letter is available in the application file at DPD.
- Support for the proposed design concept and preservation of the BMW façade.
- The column in the center of the character structure with catenary lights should not obscure views of the façade.
- Typically a strong street wall is desirable, but carving away the façade at the arcade entries on Pine, Harvard, and Boylston is a positive design move at this location.
- The upper building mass should be set back at least to the second or third floor in order to create light bright open areas.
- The design should provide light and air to the Starbird residential building.
- The mid-block connection can help to enhance the area as a shopping district, but the entry points and interior will have to be carefully curated to create active retail.
- The mid-block connections should be guaranteed to remain public spaces in perpetuity.
- The new building between Olive-Bellevue-Denny with an entry on Olive is a good example of how to design new construction in context with older adjacent structures.
- The mid-block connections need to be designed for light and air.
- The Pine St entry point to the arcade needs to have visual cues to bring shoppers inside the site (perhaps a shop would visually cue to internal retail, instead of a restaurant).
- This site is most important to the history of the auto row area in the Pike Pine neighborhood and the proposal isn’t doing enough for historic preservation of the iconic building; the design needs to reflect the auto row history.
- The mid-block passages are inconsistent with the character of the Pike Pine District.
- The monolithic mass will dominate the neighborhood, the modulation is insufficient, and the building will take away the view of the church to the south.
- The proposed departure for additional height on the north building is inconsistent with the Pike Pine Overlay.
- Asserted that Design Review Board Chair Wolf Saar should recuse himself.

- The facade treatment should include high quality materials for the entire height of the building, rather than change to a cheap material above the fourth story or similar strategy.
- The site could be developed with one building and not require any departures. The proposed departure is directly related to providing mid-block connections, so it appears to be warranted.
- The mid-block connections need to be carefully designed and maintained to create active retail spaces and avoid unsafe loitering.
- The Pike Pine conservation overlay intended preservation of more of the character structure than this proposal. The interior spaces with the high ceilings and timbers are the type of development that foster retail in the Pike Pine area, and these spaces should be preserved for the full depth of the character structure.

PRIORITIES & BOARD RECOMMENDATIONS

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 following siting and design guidance.

EARLY DESIGN GUIDANCE:

Dennis Meier from DPD attended to answer questions about the Pike Pine Overlay requirements and related departures.

DPD Clarification: the character structure is only half the depth of the block. The northern structure was constructed later and is not part of the character structure.

Character Structure: The existing skylights and clerestory with the tall ceiling heights and timbers are characteristic of the types of retail spaces that flourish on Capitol Hill. The proposed modification to the character structure would result in a lower ceiling height in the mid-block connection from Pike Street.

1. The Board encouraged the mid-block connections to maximize the clearance from grade to any building areas above the walkways, in order to provide light and air and encourage human activity in the mid-block connections. (A-1, A-4, D-1)
2. The Board noted that preserving the full height of the character structure for the depth of the structure could be combined with an internal circulation point for the residences, as well as provide commercial spaces that may be better suited for small local retailers. (A-4, D-12)

Massing/Height Bulk Scale:

3. The upper levels of the building should be designed consistent with the overall building quality. (B-1, C-2)
4. The design should not 'marginalize' the upper building levels in order to reduce the appearance of upper mass at the exterior or interior facades. (C-2)

5. Use techniques such as upper level setbacks, modulation, high levels of glazing, or other efforts to reduce the scale at the interior facades. The techniques should result in a scale that approximates the height that would be allowed without proposed Departure #1. (B-1, C-1, C-2)
6. Demonstrate how the interior facades will provide human scale appearance. (C-3)
7. On the north building, the Board noted that it will be more challenging to reduce the scale of the large L-shaped building with materials and articulation. The Board recommended that the north building should be carefully treated to reduce the scale, and that articulation and materials should relate to the overall design and building mass. (B-1, C-2)

Through Block Connections; Gateway/Entry Design – Signage, etc.:

8. The entries to the mid-block connections from the street frontages should be designed to maximize visual height, create an inviting space, and enhance retail uses. (A-2, A-3, D-7)
9. The entries to the mid-block connections should be designed to enhance the streetscape with both current and future adjacent development. (A-2)
10. The Pike Pine mid-block connection needs more design development to demonstrate that it will be clearly open to the public as a connection for the public. The entry points from the street to the Pike-Pine mid-block connection should be clearly distinguishable from the rest of the street level façade, similar to the BMW entry design concept. (A-3)

Retail/Live-Work:

11. All commercial uses at grade (retail and “flexible commercial”) should be designed with maximum transparency for human activity at the street and mid-block connections. (A-2, A-4, D-9 ,D-10, D-11)
12. If live-work uses are proposed, the applicant should demonstrate how the design will achieve maximum transparency at grade, while being sensitive to the need for residents’ privacy in these units. (A-4, D-11)
13. The commercial spaces should be designed to be truly flexible over time. (A-2)
 - One strategy is to design the spaces for easy separation to small tenant spaces, or combination to larger tenant spaces.
 - Minimum depths and ceiling heights are important aspects of flexible commercial spaces.
14. The commercial spaces should be designed to have a comparable granularity to nearby Pike Pine commercial development, such as small storefronts and grouped entries with areas to ‘pause’ between grouped entries. (A-2, A-4, C-1, D-1)

Respect for Adjacent Sites:

15. The proposal should be designed to maintain privacy, light, and air for the residential building on Boylston (Starbird Apartments). (A-5)
16. The facades facing the adjacent residential building should be articulated and set back to create a human scale for Starbird residents facing the proposal. (A-5, B-1, C-2, C-3)
17. The west courtyard entry should be designed to create a sensitive transition to the Starbird Apartment building and entry on Boylston, as well as create a transition opportunity for any future development at that site. (A-2, A-3, A-5, C-1, C-2, E-2)

Materials:

18. Materials should be permanent, durable, and graffiti-resistant. The Board noted that large areas of glazing, steel, and brick, are examples of desirable nearby contextual materials. (C-1, C-4)
19. The application of materials to the façade should be consistent with the design strategy. (Ex. material changes should occur consistent with articulation and modulation.) (B-1, C-2, C-4)
20. The materials palette should be simple and provide for a cohesive design, but differentiate the two buildings to avoid the impression of a campus. (B-1, C-2, C-4)
 - On the south building, the Board directed that the materials should accentuate the design as three distinct modules rather than one large building. (B-1, C-2)

At the Recommendation meeting, the applicant should provide the following information:

1. Demonstrate a design that preserves the height of the structure for the entire depth of the structure. (Pike Pine Overlay, A-3, A-4, D-1)
2. Show detailed design graphics demonstrating how the Pike Pine mid-block connection will be clearly visible and evident as public connection through the site. (A-3, A-4)
3. Provide a signage plan, demonstrating residential building signage, a plan for commercial signage, and any signage for public spaces and mid-block connections. (D-9)
4. Demonstrate how the retail/commercial program can provide maximum flexibility and human activity at the street and mid-block connection level. (A-2, A-4)
5. Demonstrate how the proposed building elevations facing the Starbird Apartments will be designed to maximize light, air and privacy for Starbird residents. (A-5)
6. Demonstrate the design of the proposed parking access and trash/recycling/service areas (A-8, D-6)
7. Provide a lighting plan with fixture location and design (D-10)
8. Provide a landscape plan that demonstrates landscaping details that respond to the different conditions on site (entry points, adjacent sites, plaza interior, rooftop deck areas, etc.). (E-2)
9. Clarify if any portion of the below grade parking will be visible above grade. If so, demonstrate how these areas will be designed to meet Design Guidelines. (D-5)
10. Clarify if any blank walls are proposed. If so, demonstrate how these areas will be designed to meet Design Guidelines. (D-2)

DESIGN REVIEW GUIDELINES

The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

- 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.

Capitol Hill-specific supplemental guidance:

- Retain or increase the width of sidewalks.
- Provide street trees with tree grates or in planter strips, using appropriate species to provide summer shade, winter light, and year-round visual interest.
- Vehicle entrances to buildings should not dominate the streetscape.
- Orient townhouse structures to provide pedestrian entrances to the sidewalk.
- 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.
- New development in commercial zones should be sensitive to neighboring residential zones. Examples include lots on Broadway that extend to streets with residential character, such as Nagle Place or 10th or Harvard Avenues East. While a design with a commercial character is appropriate along Broadway, compatibility with residential character should be emphasized along the other streets.

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.

Capitol Hill-specific supplemental guidance:

- 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 the 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.

A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

Capitol Hill-specific supplemental guidance:

- 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.

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 anticipated development potential of the adjacent zones.

Capitol Hill-specific supplemental guidance:

- Break up building mass by incorporating different façade treatments to give the impression of multiple, small-scale buildings, in keeping with the established development pattern.
- Consider existing views to downtown Seattle, the Space Needle, Elliott Bay and the Olympic Mountains, and incorporate site and building design features that may help to preserve those views from public rights-of-way.
- Design new buildings to maximize the amount of sunshine on adjacent sidewalks throughout the year.

Broadway-specific supplemental guidance:

- Help maintain and enhance the character of Broadway by designing new buildings to reflect the scale of existing buildings.
- Masonry and terra cotta are preferred building materials, although other materials may be used in ways that are compatible with these more traditional materials. The Broadway Market is an example of a development that blends well with its surroundings and includes a mixture of materials, including masonry.
- The pedestrian orientation of Broadway should be strengthened by designing to accommodate the presence or appearance of small store fronts that meet the sidewalk and where possible provide for an ample sidewalk.

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.

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 facade walls.

Capitol Hill-specific supplemental guidance:

- Incorporate signage that is consistent with the existing or intended character of the building and the neighborhood.
- Solid canopies or fabric awnings over the sidewalk are preferred.
- Avoid using vinyl awnings that also serve as big, illuminated signs.

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

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

Capitol Hill-specific supplemental guidance:

- Incorporate building entry treatments that are arched or framed in a manner that welcomes people and protects them from the elements and emphasizes the building's architecture.
- 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.

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.

Capitol Hill-specific supplemental guidance:

- Use wood shingles or board and batten siding on residential structures.
- Avoid wood or metal siding materials on commercial structures.
- 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.
- The use of applied foam ornamentation and EIFS (Exterior Insulation & Finish System) is discouraged, especially on ground level locations.

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.

Capitol Hill-specific supplemental guidance:

- Provide entryways that link the building to the surrounding landscape.
- Create open spaces at street level that link to the open space of the sidewalk.
- Building entrances should emphasize pedestrian ingress and egress as opposed to accommodating vehicles.
- Minimize the number of residential entrances on commercial streets where non-residential uses are required. Where residential entries and lobbies on commercial

streets are unavoidable, minimize their impact to the retail vitality commercial streetscape.

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-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.

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.

Capitol Hill-specific supplemental guidance:

- Consolidate and screen dumpsters to preserve and enhance the pedestrian environment.

Broadway-specific supplemental guidance:

- For new development along Broadway that extends to streets with residential character—such as Nagle Place or 10th or Harvard Avenues East—any vehicle access, loading or service activities should be screened and designed with features appropriate for a residential context.

D-7 **Personal Safety and Security.** Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Capitol Hill-specific supplemental guidance:

- Consider: pedestrian-scale lighting, but prevent light spillover onto adjacent properties; architectural lighting to complement the architecture of the structure; transparent windows allowing views into and out of the structure—thus incorporating the “eyes on the street” design approach’
- Provide a clear distinction between pedestrian traffic areas and commercial traffic areas through the use of different paving materials or colors, landscaping, etc.

D-9 **Commercial Signage.** Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

D-10 **Commercial Lighting.** Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building

façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

- D-11 **Commercial Transparency.** Commercial 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.
- D-12 **Residential Entries and Transitions.** For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.
- E-2 **Landscaping to Enhance the Building and/or Site.** Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance meeting, the following departures were requested:

1. **Floor Area Ratio and Height for retaining character structures (23.73.010.B.2.c.3 and 23.73.014.B.2.c):** The Code requires that in order to qualify for a 25% increase in floor area and a 10' increase in height, the original floor to ceiling height of the ground story of the character structure must be maintained for the full depth of the structure. The floor to ceiling height of the existing structure ranges from 18' near the north and south edges to 24' in the middle of the structure. The applicant proposes to increase the floor to ceiling height in the first 38' depth of the ground floor. Beyond that point, the floor to ceiling height would be reduced to 12' to allow residential corridor and units above.

The Board indicated that the existing 24' interior ceiling height of the character structure should be retained as part of the rationale for proposed departure #2. The Board noted that the existing ceiling heights in this character structure are more conducive to supporting retail uses in the Pike Pine corridor. The Board indicated they were not inclined to support this departure as currently proposed.

2. **Floor Area Ratio and Height for retaining character structures (23.73.010.B.2.b):** The Code requires that one character structure must be retained in order for one building to qualify for

a 25% increase in floor area and 10' additional height. The applicant proposes to retain the only character structure on site, but distribute the 25% increase in floor area and 10' height among both proposed new structures on site.

The Board indicated that they would continue to entertain this departure at the Recommendation stage of review. The applicant should demonstrate how the proposed departures better meet the intent of the Design Review Guidelines and the requirements for departures from the requirements of 23.71, as described in SMC 23.41.012.E.

- 3. Setbacks Between Floor Size Limits (23.73.010.A.3):** The Code requires that two structures on site must be separated by 40'. Otherwise, the floor size of the two structures must be combined to count towards maximum floor size. The applicant proposes in Massing Option A to reduce the separation between buildings to less than 40', but count the floor plates separately for each building.

The Board did not discuss this departure, since it related to Massing Option A. The Board focused comments on the preferred Massing Option C.

BOARD DIRECTION

At the conclusion of the EDG meeting, the Board recommended the project should move forwards to MUP Application in response to the guidance provided at this meeting.