



FINAL RECOMMENDATION OF THE EAST DESIGN REVIEW BOARD

Project Number: 3014172

Address: 600 E. Pike St

Applicant: Ankrom Moisan Architects; Derek Bottles of Avalon Bay Communities

Date of Meeting: Wednesday, July 31, 2013

Board Members Present: Dan Foltz (Acting Chair)
Evan Bourquard, substitute
Christina Orr-Cahall
Lisa Picard, substitute

Board Members Absent: Dawn Bushnaq
Ric Cochran
Natalie Gualy

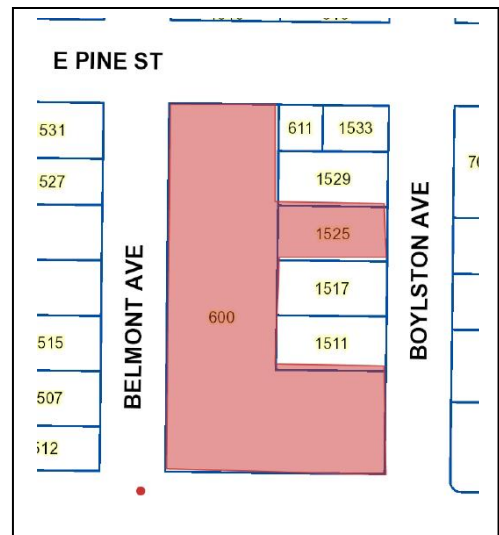
DPD Staff Present: Shelley Bolser

SITE & VICINITY

Site Zone: NC3P-65

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

Lot Area: 47,990 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 St. to the north. Boylston Ave. is located adjacent to the east and Belmont Ave. is located adjacent to the west. The site slopes downward from the southeast to the northwest.

Current Development: The site is currently occupied by four Pike Pine character structures associated with the Mercedes Benz dealership and service, and two structures that don't qualify as Pike Pine character structures (built in 1958 and 1983). The northwest corner includes surface parking areas separating the buildings from the sidewalk.

Access: Existing vehicular access is via curb cuts on the street frontages. Pedestrian access is from the street frontages near the south and east sides of the site.

Structures adjacent to the site include 2-3 story residential buildings on Boylston Ave. and 1-4 story commercial buildings on E. Pine St. These structures represent early 20th century architecture.

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 includes 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.

Surrounding Development and Neighborhood Character: Belmont Avenue has less traffic than Pike or Pine Streets, with residential uses and a bar. Boylston Avenue is also a quieter, predominantly residential street with early 20th century multi-family buildings and some surface parking lots. Across Boylston Avenue is a recently approved design for a new mixed-use development (MUP 3013283).

Broadway Avenue is located two blocks 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 three 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 four blocks to the northwest of the subject property, near the northwest corner of Cal Anderson Park.

PROJECT DESCRIPTION

The proposed development includes one building with up to 300 residential units, 20,000 square feet of retail use at grade, and 300 below-grade parking stalls accessed from Belmont Avenue. A second curb cut for loading access is proposed from Boylston Avenue.

The proposal includes conservation and restoration of the facades of three of the character structures (numbered 1, 2, and 3 in the packet). The proposal also includes preservations of the mid-block character structure on Boylston (numbered 4 in the Recommendation packet), with no addition above.

EARLY DESIGN GUIDANCE MEETING: January 16, 2013

Design Review Board member Chip Wall noted that he lives across the street, but he feels he can review the project without bias.

The packet includes materials presented at the meeting, and is available online by entering the project number (3014172) 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 indicated that the proposed includes 3 departures, compared with the original 6 departures shown in the initial EDG packet.

PUBLIC COMMENT

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

- The Pike Pine Urban Neighborhood Council (PPUNC) submitted a comment letter supporting the proposal, with caveats regarding the departures and expression of the architectural concept at the Recommendation stage of review. A copy of this letter is in the DPD file (3014172).
- Supported the proposal to completely save one of the character structures (building 6), with no additions to this building. This structure should include a publicly accessible use to activate the street level, rather than a private residential amenity.

- Noted that the design concept is interesting, but needs to be well-detailed and include quality fenestration and finishes to respond to nearby context.
- Supported removing the mansard roof on the character structures, since it doesn't seem to be original.
- Concerned that the center block courtyard isn't consistent with the context of transparent facades located at the street lot lines.
- Asserted that the folding plane concept is unrelated to nearby context.
- Supported breaking the upper mass on Pike St into two distinct masses.
- Stated that the rationale for the upper setback departure needs to be clear; the Pike Street façade needs to be treated to reduce scale. Reducing the setback locates the upper mass closer to the street and increases the scale.
- Recommended that rather than a closed off central courtyard, a pedestrian connection through the Pike St façade to the courtyard on Boylston should be provided.
- Appreciated the applicant's outreach to the neighborhood.

FINAL RECOMMENDATION MEETING: July 31, 2013
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The packet includes materials presented at the meeting, and is available online by entering the project number (3014172) at this website:

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

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Board member Dan Foltz disclosed that he was the lead designer for the BMW project across the street, but stated that he could review this proposal without conflict of interest.

PUBLIC COMMENT

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

- The material palette is very contemporary in comparison to nearby early 20th century context.
- The modulation works well to reduce the scale of the building.
- The Belmont residential stoops should include stairs that are perpendicular to the sidewalk, rather than parallel to the sidewalk.
- The Pine Street façade should not include balconies.

- The shadowed landscaped areas may not support the proposed landscape plan.
- The Pike Pine Urban Neighborhood Council (PPUNC) submitted a comment letter. The letter noted appreciation the applicant's outreach, supported the proposed design, recommended additional glazing on the E. Pine Street retail spaces, and expressed concern with the use of color and articulation at the building entry. The letter also included recommendations for high quality storefront design, careful sidewalk and streetscape design, taller street trees, and transparent and visually interesting entry gates.

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:

1. Preferred Scheme:

- a. The Board expressed support for the applicant's preferred scheme.
- b. The Board noted strong support for the proposed adaptive reuse of building 6.
- c. The applicant should continue working to design the proposal in response to the adjacent sites. (A-5, A-7, B-1, C-1, C-4, E-2)
- d. The residential units at grade should be designed in consideration for providing both human activity at the street level and responding to the need for residents' privacy. (A-2, A-4, A-6, B-2, C-4, D-9, D-10, D-11)
- e. The ground floor should be designed for porosity. (A-4, A-7, A-8, B-5, D-1, D-6, D-7, D-12, E-2)
 - 1) The Board offered more guidance about this item, in relation to the proposed departures described at the end of this report.

2. Architectural Concept:

- a. The Board cautioned that the folded plane concept may be challenging to pull off while creating a scale that relates to nearby context. (A-10, B-1, B-2, B-3, B-5, B-7, C-1, C-2, C-3, C-4)
 - 1) The Board noted that the inspiration images in the EDG packet (page 39) provide a better indication of how to achieve smaller scale and visual interest with the concept.
 - 2) The Board noted that the recently reviewed BMW site development held back the top floor at 65' as a way to reduce the scale of the building. The proposed development at this site proposes an upper level façade that carries through to the maximum height, without a step back at the top floor. The Board noted that the proposed folded plane concept could provide successful modulation in an alternative to upper level setbacks.

3. **Scale:** The upper levels of the building should relate to the scale of the character structures below as well as reflect the uses in the upper levels of the building. (A-2, A-7, A-10, B-1, B-2, B-3, B-5, B-7, C-1, C-2, C-3, C-4)
 - a. The Board noted that the upper levels should not just reflect the scale of the pilasters at street level. Instead, the upper levels should reflect the layering of both the horizontal and vertical scales in the character structures below.
 - b. The upper levels of the building should respond to the scale of individual buildings at each street frontage. For example, the upper levels of the building should appear to be two distinct masses on Pike Street, in response to the two different character structures at street level.
 - c. The upper portions of the buildings should respond to significant moves in the character structures below. For example, the building above the garage entry on Belmont should be designed to visually enhance that significant portion of the character structure at street level.

FINAL RECOMMENDATIONS:

1. **Architectural Concept and Treatment of Scale:** The Board appreciated the treatment of the upper levels to reduce the scale of the building, the use of materials and datum lines to provide visual interest, and the upper level setback to reduce the appearance of mass. (A-10, B-1, B-2, B-3, B-5, B-7, C-1, C-2, C-3, C-4)
 - a. The Board discussed the concept of the red vertical bay above the entry. The Board appreciated the inset bay, since it provides modulation to reduce the scale of the west façade and provides a visual cue of the primary residential entry location. The Board stated that the vertical element above the entry could be treated differently to be more consistent with the overall design concept, but they left resolution of this area to the discretion of the applicant. (B-1, C-2, C-4)
 - b. The Board noted that the use of different massing, building planes, and the high quality visually interesting materials are critical aspects in reducing the appearance of mass of the building. (A-10, B-1, C-2, C-3, C-4)
 - c. The Board discussed the street level design. They noted that the character structures provide visual interest and human scale on the southern portion of the site, and they expressed concern about the lack of visual interest and human scale in the areas where new construction is proposed at the street level. The Board recommended conditions to provide visual interest and human scale to encourage activity at the street level:
 - 1) The northwest corner retail should be modified to include soffit lighting and warmer colored materials to enhance the northwest corner retail space. (A-2, A-4, A-10, C-1, C-2, C-3, C-4, D-10)
 - 2) The E. Pine Street retail spaces should be modified to include increased glazing that is flush with the street front façade. (A-2, A-4, B-2, C-1, C-2, C-4, D-11)

2. **Residential Stoops.** The Board expressed concern that the residential stoops south of the primary residential entry are located approximately 7' above the sidewalk, creating the feel of a blank wall at the sidewalk.
 - a. The Board recommended a condition that the stairs, wall, panels, and landscaping for the stoops south of the residential entry be designed to create visual interest and human scale for pedestrians. (A-2, A-6, B-2, C-3, E-2)
 - 1) Possible treatments include stepping back the wall and planters, including additional landscaping, stamping/scoring concrete, clear glazed guardrails.
 - b. The residential stair handrails should be designed with open rail systems instead of panels, to reduce the appearance of blank walls near the sidewalk. (A-2, A-6, B-2, B-4, C-3)
3. **Character structures.** The Board discussed the proposed changes to the character structures, and noted that the modifications appear to be consistent with the Pike Pine Design Guidelines.
 - a. The mansard roof removal is consistent with the Pike Pine requirements, since this portion of the roof likely wasn't part of the original construction. (B-3, B-7)
 - b. Building 4 has been extensively modified so the original street facing façade could not be restored from the current condition. The existing character-defining elements consist of the street facing masonry piers and the wood trusses visible inside the building. The proposal to rebuild this structure with a modern street frontage including the masonry piers and glazing that visually emphasizes the original roof structure is consistent with the intent of the Pike Pine requirements. (B-3, B-7)
 - c. The Board also noted that the proposal to not build above this character structure is a positive aspect of the proposal and works to integrate the development into the street frontage. (A-2, B-1)
4. **Exceptional Tree.** This tree is located at the corner of E. Pine Street and Belmont Ave, which is a primary commercial corner. Retention of the tree would result in a setback of the building from this corner, which is inconsistent with the nearby streetscape and architectural context and interrupts the commercial corridor context of E. Pine St. The Pike Pine Guidelines identify potential for small street level gardens in certain areas of Pike/Pine, but the Guidelines specify that these are not recommended for any Avenues or Streets between E. Pine Street and E. Pike Street.
 - a. The Board recommended that the proposed design meets the Design Review Guidelines and the Pike Pine requirements better than the alternate design that includes retention of the exceptional tree. (A-2, A-10, B-2, C-1, E-2)

DESIGN REVIEW GUIDELINES

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

- A-2 **Streetscape Compatibility**. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.
- A-4 **Human Activity**. New development should be sited and designed to encourage human activity on the street.
- A-5 **Respect for Adjacent Sites**. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.
- A-6 **Transition Between Residence and Street**. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

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

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

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

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

- A-10 **Corner Lots**. Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

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

The following corner sites are identified as Pike/Pine gateways:

- *Pike/Boren: southeast corner*

- *Melrose/Pine: northeast corner*
- *12th/Pike intersection*
- *12th/Pine intersection*
- *Madison: between 11th/12th*
- *Madison entries onto Pike and Pine*

B-1 **Height, Bulk, and Scale Compatibility.** Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between the anticipated development potential on the adjacent zones.

B-2 **Pike/Pine: Neighborhood Scale and Proportion**

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

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

B-3 **Pike/Pine: Integration of Character Structures in New Development** (Supplemental guidance especially for properties located within the Pike / Pine Conservation Overlay District.)

- a. Develop a design Concept.*
- b. Do not overpower the character structure.*
- c. Express the relationship between the character structure and new portions of the project.*
- d. Emphasize the streetscape.*
- e. Align features of the character structure with features of new portions of the project*
- f. Consider design treatments that anchor the new structure to the streetscape.*

B-5. Through-Block Development

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

B-7. Conservation of Character Structures (Supplemental guidance especially for properties located in the Pike/Pine Conservation Overlay District.)

- a. Maintain the architectural integrity of the character structure.*
- b. Maintain Character-Defining Elements.*
- c. Recognize the priority for maintaining the original floor-to-ceiling heights in character structures, especially for the ground floor and for features visible from the exterior.*
- d. Sensitively locate additions so they do not dominate the appearance of the character structure.*

C-1 Architectural Context

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

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

C-2 Architectural Concept and Consistency.

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

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

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

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

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

- D-1 **Pedestrian Open Spaces and Entrances.** Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.
- D-6 **Screening of Dumpsters, Utilities, and Service Areas.** Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.
- D-7 **Personal Safety and Security.** Project design should consider opportunities for enhancing personal safety and security in the environment under review.
- Pike/Pine: Lighting installed for pedestrians should be hooded or directed to pathways leading towards buildings.*
- D-9 **Commercial Signage.** Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.
- Pike/Pine:*
- a. *Promote the pedestrian environment.*
 - b. *Reflect the special neighborhood character.*
- D-10 **Commercial Lighting.** Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.
- D-11 **Commercial Transparency.** Commercial 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.

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

DEVELOPMENT STANDARD DEPARTURES

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

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 applicant proposed to modify the floor to ceiling height in Buildings 1, 2, and 3 shown in the Recommendation packet. Building 1 would have an increased floor to ceiling height for most of the street level, with a reduction in the ceiling height near the rear of the space for a corridor in the second floor, and a reduction in the depth of the structure. Building 2 would have an increased floor to ceiling height. Building 3 would include a small reduction in the ceiling height and extensive changes inside the building to allow loading area and retail support spaces. The applicant noted that the total changes result in an increase of 5'9" to the average ceiling height for the retail areas, with a total increase of 22% in the volume of the retail spaces. One of the character structures (Building 4) would be remodeled to maintain the roof trusses, and no building area would be added above.

Granting this departure would provide an overall design that would better meet the intent of Design Review Guidelines B-3 and B-7 by maintaining the character-defining aspects of the existing character structures on site, modifying the existing structures to enhance the Pike Pine character, and designing the new construction to enhance the existing character structures.

The Board unanimously recommended that DPD grant the departure, based on the proposed design.

2. Setbacks above Character Structures (SMC 23.73.010.B.2.c.2 and 23.73.014.B.2.b): The Code requires a 15' setback above character structures. The applicant proposes a varied setback as shown in the Recommendation packet (smallest setback is 10'2").

This departure request would result in an overall design that would better meet the intent of Design Review Guidelines B-1, B-2, B-3, B-7, C-2, and C-4 by designing the new construction portion of the development in response to the character structures, and using high quality and visually interesting materials. The Board noted that the stainless steel shingles enhance the ‘tubes and connectors’ architectural context and are an important aspect of the overall design concept.

The Board unanimously recommended that DPD grant the departure, based on the proposed design.

- 3. Vehicular Access (SMC 23.47A.032.A.1.c):** The Code requires vehicular access from one of the side streets, when the site is not adjacent to an alley. The applicant proposes parking garage access from Belmont Avenue, and a second curb cut for loading access from Boylston Avenue.

This departure would result in an overall design that would better meet the intent of Design Review Guidelines A-2, B-2, and D-1 by providing a visually interesting garage door that is consistent with the character structure and using a scoring pattern in the loading access area that is similar to the rest of the sidewalk.

The Board unanimously recommended that DPD grant the departure, based on the proposed design.

- 4. Street Level Transparency (SMC 23.47A.008.B.2.A):** The Code requires 60% transparency for street facing facades between 2’ and 8’ above the sidewalk. The applicant proposes to restore the storefront to the existing openings on Character Structure 1, which will result in less than 60% transparency at this street frontage.

Allowing this departure request to be granted would provide an overall design that would better meet the intent of Design Review Guidelines B-7 and C-1 by restoring a character structure to the original Pike Pine condition.

The Board unanimously recommended that DPD grant the departure, based on the proposed design.

- 5. Street Frontage for Individual Businesses (SMC 23.73.008.C):** The Code requires a maximum street level frontage of 50 feet per business on E. Pike and E. Pine Streets. The applicant proposes to waive this requirement on both E. Pike and E. Pine Streets.

The Board noted that most of the retail street frontage is well suited to creating individual retail tenant spaces, and this departure doesn’t appear to be warranted for E. Pike and E. Pine Streets. Character structure 1 is located on Belmont Avenue, and is the only character structure that might be difficult to divide into retail spaces that are less than 50’ wide. The Board recommended denial of this departure, with the condition that multiple businesses

sharing one retail space could be allowed to exceed maximum 50' of street frontage. This may be permitted by the Land Use Code, and it's not clear that a departure would be required in this situation.

The Board conditionally recommended that DPD deny the departure, subject to condition 6 listed at the end of this report.

- 6. Loading Berth Dimensions (SMC 23.54.035.C):** The Code requires loading berths to be minimum 10' wide, 35' long and have minimum 14' clearance. The applicant proposes a loading berth that meets minimum length and width but has a vertical clearance of 13'7". The loading berth would be located inside of a character structure (Building 3) and would be accessed through an existing opening in that facade.

This departure would result in an overall design that would better meet the intent of Design Review Guidelines A-2, A-4, B-2, B-3, and B-7 by maintaining the existing character structure facade, rather than increasing the opening to accommodate additional loading clearance.

The Board unanimously recommended that DPD grant the departure, based on the proposed design.

- 7. Sight Triangles (SMC 23.54.030.G.1):** The Code requires sight triangles that are at least 10' on either side of driveways that are less than 22' wide. The applicant proposes to provide less than the required sight triangles at the loading entrance on Boylston Ave, as shown in the Recommendation packet (approximately 0' on the south side of the driveway and approximately 5' on the north side of the driveway). The loading berth would be located inside of a character structure (Building 3) and would be accessed through an existing opening in that facade.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-2, A-4, B-2, B-3, and B-7 by maintaining the existing character structure facade, rather than increasing the opening to accommodate additional loading clearance.

The Board unanimously recommended that DPD grant the departure, based on the proposed design.

- 8. Street Level Standards, Residential Uses at Grade (SMC 23.47A.008.D):** The Code requires street level residential uses to be located 10' back from the sidewalk, or 4' above or below grade. The applicant proposes to locate the street level uses 7' back from the property line and 1' to 3' above grade.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-6, C-3, D-7, and D-12 by incorporating screen panels, landscaping, and providing usable outdoor area for residents in the street level units.

The Board unanimously recommended that DPD grant the departure, subject to the conditions listed at the end of this report for treatment of the street level facades and residential stoops.

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review packet dated July 31, 2013, and the materials shown and verbally described by the applicant at the July 31, 2013 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures, with the following conditions:

1. The northwest corner retail should be modified to include soffit lighting and warmer colored materials to enhance the northwest corner retail space. (A-2, A-4, A-10, C-1, C-2, C-3, C-4, D-10)
2. The E. Pine Street retail spaces should be modified to include increased glazing that is flush with the street front façade. (A-2, A-4, B-2, C-1, C-2, C-4, D-11)
3. The Board recommended a condition that the stairs, the wall, the panels, and the landscaping for the stoops south of the residential entry should be designed to create visual interest and human scale for pedestrians. (A-2, A-6, B-2, C-3, E-2)
4. The residential stair handrails should be designed with open rail systems instead of panels, to reduce the appearance of blank walls near the sidewalk. (A-2, A-6, B-2, B-4, C-3)
5. The proposal should be modified to show that the retail spaces are designed for maximum 50' street frontage per businesses on E. Pike St and E. Pine St, except where multiple businesses share a retail space.