



# City of Seattle

Department of Planning & Development

D. M. Sugimura, Director



## FINAL RECOMMENDATION OF THE EAST DESIGN REVIEW BOARD

Project Number: 3014325

Address: 1424 11th Avenue

Applicant: Wing-Yee Leung, Architect for Sundberg, Kennedy, Ly-Au Young

Date of Meeting: Wednesday, March 20, 2013

Board Members Present: Wolf Saar (Chair)  
Substitute Board Member: Dan Foltz (Substitute)  
Ric Cochran  
Dawn Bushnaq

Board Members Absent: Lisa Picard  
Chip Wall

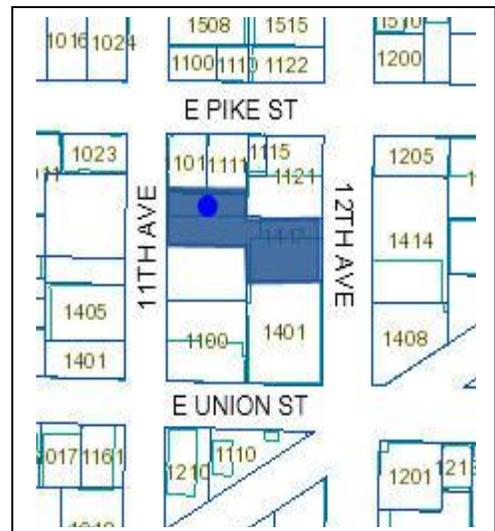
DPD Staff Present: Bradley Wilburn

### SITE & VICINITY

Site Zone: NC3P-65 (inclusive of Pike/Pine Urban Center Village, and Pike/Pine Conservation Core Overlay Districts)

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

Lot Area: 20,303 sq. ft.



Current  
Development:

The site is currently occupied by three buildings and an accessory surface parking lot for the existing commercial uses. The two buildings (commonly known as; Retrofit Home and Pacific Supply) with frontage along 12th Avenue have recently been renovated, and will not be altered as part of this project. The west half of the development site which is the proposed area of new development, contains a two-story building and surface parking lot. The existing two-story commercial building is located on the north side of the surface parking lot. The asphalt surface parking lot sits approximately eight feet below street level. Parking is accessed off 11th Avenue through a two-way driveway approximately 84 feet south of the intersection of 11th Avenue and East Pike Street. The driveway also provides vehicle access to the adjoining development site (addressed; 1121 East Pike Street) to the northeast. The site moderately slopes downward, dropping approximately 12 feet, west to east, over a distance of approximately 120 feet, there are no other distinguishable characteristics associated with the development site.

Access:

11th Avenue

Surrounding  
Development:

Zoning in the immediate vicinity is currently NC3P-65, supporting a number of commercial uses including restaurants, manufacturing, retail, and surface parking lots. To the south, across East Madison Street the zone intensifies to Commercial Two with a height limit of 65 feet (C2-65) within the Major Institutional Overlay District for Seattle University with a height limit of 105 feet (MIO-105), for Seattle University owned projects. Development in the area is predominantly commercial with an increasing number of residential uses located throughout. Development on either side of the subject site includes a 3-story commercial building to the north, and a surface parking lot between the subject site and a 4-story commercial building to the south, at the corner of 11<sup>th</sup> and E Union street. Across 11<sup>th</sup> Avenue is a surface parking lot occupying just over one third of the block, the remaining area hosts a 3-story commercial/residential use to the north and a 1-story warehouse building anchoring the block's south corner. Pike Street is a significant street connecting downtown to this area of Capitol Hill. Twelfth Avenue is a heavily traveled street for vehicle traveling north and south.

ECAs:

None

The neighborhood includes a variety of architectural styles: adjacent buildings range in style from turn-of-the-century brick apartments, Queen Anne single family residences, townhome development, to 1980's and 1990's multi-family development. A common thread in the areas older apartment stock is a rectilinear shaped box design. Generally consisting of a single material used on the building's façade with accents around entries, windows and cornice.

Neighborhood Character: Massings are oriented to the street with street facing entries. Horizontal datum lines are produced by window patterns, trim, and flat roof lines.

The west slope of Capitol Hill provides views to both Downtown and the Olympic Mountains. The area offers high levels of pedestrian and vehicular traffic with excellent access to transit and amenities.

## **PROJECT DESCRIPTION**

The proposal is for a five-story structure with 7,700 sq. ft. of retail, 21,000 sq. ft. of office use, and three residential units on the top floor. Accessory parking is proposed below grade parking for 12 vehicles, with underground access to approximately 24 parking spaces in garages of adjacent buildings. Portions of existing structure to be incorporated in new structure.

<b>EARLY DESIGN GUIDANCE MEETING: November 21, 2012</b>
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## **DESIGN DEVELOPMENT**

Three Alternative design schemes were presented. Two of the options included retention of at least a portion of the existing character structure, with the mix of residential and commercial uses on a lot integrated into a larger expanded development site. Access to below grade parking will not only serve the development site but is proposed to serve one adjacent parcel.

Under the first scheme, (Alternative #1) would entail demolishing the existing character structure to allow the construction of a new building to maximize the development envelope. The rear of the building would setback 10 feet to allow an expanded open space plaza area to be shared within the expanded development site and by adjacent parcels. One key feature includes a mid-block pedestrian corridor connecting the plaza to 12th and 11th Avenues through the center of the proposed structure.

The second scheme, (Alternative #2) showed a similar design scheme to Alternative #1 with the exception of a portion of the existing character structure, 15 feet deep, as measured from the street frontage, being retained with a Code required vertical modulation above. Under this proposal the new building gains an additional 10 feet in height bonus for saving a portion of the existing character structure.

The third scheme, (preferred, Alternative #3) proposed a more significant portion of character structure being maintained and incorporated into the project. The pedestrian connection would shift to the north along the property line to integrate into an existing easement to widen the width of the connection creating a “Post alley” vibe with commercial retail storefronts openings along the proposed structure’s base. The building’s mass be will modulated to open up more solar access to adjacent uses to the east, north and west. Under this proposal, the new building gains an additional 10 feet in height bonus for saving a portion of the existing character structure.

## **PUBLIC COMMENT**

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

- Clarification whether existing access to below surface parking will be maintained.
- Micro retail space should be considered high value.
- Alley-like pathway should not be used as storage area for trash and recycling.
- Arrangement and placement of windows and decks should minimize impacts on the privacy of adjacent uses to the north.
- The south façade is highly visible and attention should be directed to scaling it down with design detailing. Be creative, this south wall could be visible for sometime in the future.
- Liked the preferred design option.
- Maintain adjacent plaza sense of openness were possible, create spatial separation.
- Building height should be sympathetic to adjacent structures.
- Pedestrian pathway connecting 11<sup>th</sup> to 12<sup>th</sup> must be secured to control for noise, inappropriate behavior and trash accumulation.
- Proposal should provide light details and shadow studies.
- Recognized this is a small infill project and should fit in with the surrounding context.
- The project site is unique and requires nuanced design consideration.
- Loves maintaining the front façade with opening for the walkway connection to 12th Avenue.
- Since the upper level will be stepping away from the north property line, the building should be designed to provide visual interest and minimize intrusion on adjacent uses privacy.
- Like the preferred design option, but would like to understand impacts, if any, on the rooftop deck of the adjacent building to the north.

The full accounting of the EDG phase (including EDGS report and packet materials presented at the meeting is available online by entering the project number (3014325) at this website:

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp).

## **DESIGN PRESENTATION**

The design presentation included an overview of a master plan for the expanded development site, analysis of the site context, design sensitivity to the existing character structure, forms and styles in the surrounding neighborhood. Detailed elevations, thru block connection analysis, plaza level connections, floors plans and landscape plans were shown along with a color and material palette.

The project incorporates a transformed character structure, commonly referred to as the “Chophouse” into the integrated design proposal. The Chophouse will undergo a seismic retrofit with eroded walls to open up a passageway “mews” to create a more dynamic pedestrian experience along the through block connection between 11<sup>th</sup> and 12<sup>th</sup> Avenues. The street facing façade will be restored with new storefront windows in keeping with the historical character of the building. Salvaged wood from the partial deconstruction of the Chophouse will be incorporated into the project. The new structure features simplified massing taking cues from the Chophouse in a modernist form and is intended to provide a design that does not visually overshadow the existing neighborhood context. The proposed new building carries forward datum lines of the Chophouse and the adjacent building to the north as viewed from 11<sup>th</sup> Avenue to give the building a subtle design aesthetic respecting the past. In response to comments from the abutting tenants to the north, the upper level massing has been designed to create a greater sense of privacy and openness with a gracious setback and height modulation from the north property line.

The south façade is adjacent to a surface parking lot that may not be developed for a number of years and possesses the greatest design challenge in how to treat the exposed wall. Two schemes were proposed to the Board, the first includes artwork laminated on panel siding that would visually enhance the south façade with vibrant colors. The second scheme included a material palette of panel siding, accented by subtle color patterning and modulation to give contrast and vibrancy. The street facing façade includes modulation, metal siding in dark grays, large window openings to provide visual interest and pedestrian engagement at street level. To give the building added warmth, reclaimed wood siding and splashes of color is proposed to be included at street level along the Mews and 11<sup>th</sup> Avenue street frontage.

Primary access to residential and commercial will be taken off The Mews. The 11<sup>th</sup> Avenue street frontage with a more commercial emphasis will have limited access from the street facing storefronts. The design objective is to pull people into The Mews. Access to vehicle loading and parking will be taken from the 11<sup>th</sup> Avenue.

## **PUBLIC COMMENT**

Approximately eight members of the public attended the Final Recommendation meeting. The following comments, issues and concerns were raised:

- Supported the design direction, a fabulous project that will be a beautiful infill addition to the neighborhood. The south wall is what it is, some day a new project eclipse the wall.

- Noted that design team listened to the neighboring tenants concerns by demonstrating proposed widows would be outset to protect privacy and the 2<sup>nd</sup> floor garden wall would soften hard surfaces.

## **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.

### **RESPONSE TO DESIGN GUIDANCE:**

#### 1. Master Plan:

At the Early Design Guidance meeting:

- a. In a prior presentation, the developer mentioned the development site is part of a larger integrated half block Master Plan that has been designed comprehensively to functionally connect existing and proposed uses. In order to better understand the specific proposal as it relates to the expanded development site, with its proposed pedestrian connection between 11<sup>th</sup> and 12<sup>th</sup> Avenue, through a multi layered plaza level with access to several buildings, the Board directed the architect to present The Master Plan for the expanded development site at the Recommendation meeting with the following guidance (A-1, C-2, and C-3).

At the Final Recommendation Meeting:

- a. The Board unanimously agreed this was an optimum presentation to understand the full scope of the development proposal. The analysis was thoughtful, well executed within the expanded development site and within its neighboring context. (A-1, C-2, and C-3).

#### 2. Massing:

At the Early Design Guidance meeting

- a. (Preferred) Alternative 3 visually reduces the massing from a street perspective while also emphasizing the pedestrian circulation pathway interior to the development. The design responds well to the adjacent (north) structure's mass. The Board directed the architect to develop the preferred option for the recommendation meeting with the following guidance (B-1).
- b. The adjacent structure to the north along 11<sup>th</sup> Avenue has a three-story street facing façade. The proposed structure will step back approximately 10 feet from the north property line at the roof height of the existing two-story Character Structure and from the west exterior wall. The Board directed the applicant to be respectful and develop a street façade incorporating the existing datum lines. (A-2).

At the Final Recommendation Meeting:

- a. The Board overwhelmingly supported the design direction of reducing the building's mass within the development site. The massing includes horizontal and vertical shifts in the building's mass on the upper level, to allow a greater sense of privacy to neighboring properties to the north and solar penetration directed into the plaza levels. (B-1)
- b. The Board agreed that the proposed integrated building (Chophouse and new structure) was sympathetic in scope and scale to its surroundings with the continuation of datum lines of the adjacent structure to the north, and noted its roof line was slightly sloped to decrease the area of shadows upon adjacent buildings. In the context of the surrounding buildings, the proposed building continued is well composed. (A-2)

### 3. Character Structures:

At the Early Design Guidance meeting

- a. The Board requested clarification on how the development standards are being met to achieve additional height for maintaining the Character Structure. The Board does not want to set a precedence of allowing a design without proper documentation of presentation of the Character Structure per SMC 23.041.

At the Final Recommendation Meeting:

- a. The Board was pleased with the Design Team's thorough analysis of the Character Structure's integration into the proposal. With several questions surrounding floor heights and deconstruction details addressed during the presentation, the Board acknowledged support and focused on other design elements. (B-1, B-2, B-3, B-5, B-7)

### 4. Street Level Façade:

At the Early Design Guidance meeting

- a. The Board would like to see clarification on the location and readability of pedestrian entries; "mews", entry into building and parking access along street-level street facing façade (A-4, C-3, & D-1).
- b. Detailed documentation resolving pedestrian circulation and vehicular access is required at the next Board meeting. Pedestrian access to retail and lobby should be emphasized while simultaneously minimizing vehicular access (C-3, C-4, & D-11).
- c. The opening to the mews is a gateway through the development site and should be designed to create a safe defensible space for pedestrians accessing 11<sup>th</sup> and 12<sup>th</sup> avenues through the mid-block connection (B-5, D-1, & D-7).

At the Final Recommendation Meeting:

- a. The Board agreed that the large storefront windows along 11<sup>th</sup> Avenue, a heavily traveled pedestrian corridor, would provide opportunities to engage the public realm. The

gateway entry into “The Mews” will feature a decorative gate that will remain open during business hours. The intention is to draw pedestrians into The Mews with the majority of entries into the building taken off The Mews with further connection to adjacent uses and 12<sup>th</sup> Avenue. A limited number of building access entries is programmed off 11<sup>th</sup> Avenue. (A-4, C-3, & D-1)

- b. The Board noted that the garage door and opening may prove detrimental to the pedestrian experience and wanted to know what mitigating measures were proposed to allow pedestrians to feel safe. The garage door would be recessed and the area would be well illuminated with down lighting. Overhead weather protection would only extend over the garage door and to the building’s south façade. (C-3, C-4, & D-11)
- c. The Mews is set within a portion of the eroded Character Structure with structural elements retained to provide a framework for lighting, landscaping and other treatments to establish a unique experience creating a warm and welcoming pedestrian experience. The Design Team’s presentation included a multilayered visual tour of The Mews to the plaza levels with access connections to other businesses on adjacent parcels. The Board recognized this unique opportunity to allow the public access thru this mid-block connection with multiple ways to access the central plaza would be a huge asset to the neighborhood. The Board supported a street-level design along 11<sup>th</sup> Avenue featuring a gateway entry into The Mews, large storefront windows, warm exterior wood materials, lighting and other details to engage the public. (A-4, B-5, C-3, C-4, D-1, D-7 & D-11).

#### 5. Landscaping:

At the Early Design Guidance meeting

- a. At the Recommendation meeting a landscape plan locating all proposed landscaping in setbacks and courtyard should be presented (D-1, E-2).
- b. Explore opportunities to provide landscaping in the circulation areas and plaza (A-7, E-2).

At the Final Recommendation Meeting:

- a. The landscape design included a roof top green roof element, 5<sup>th</sup> floor residential decks, a 2<sup>nd</sup> floor green wall at street level along The Mews and at the plaza level outdoor decks vegetated walls and planter boxes. On the upper level landscaping features are mostly designed to provide visual relief for neighboring tenants whether on the roof top or affixed to an exterior wall. (A-7, D-1, & E-2)
- b. At street-level, along the 11<sup>th</sup> Avenue two street trees and ground cover will be placed in the realigned curb bulb to help establish a sense of place. The street improvements will be coordinated with the new 11<sup>th</sup> avenue green street design standards. A number of landscape layers are presented in The Mews and plaza. Vegetated walls will be installed on existing concrete walls with overhead hanging planters softening the Mews. Reclaimed wood, planter boxes and vegetated walls will be installed in the plaza to help define a sense of place. The Board noted satisfaction with the execution of the landscape plan and was supportive of the proposed landscaping improvements. (A-7, D-1, & E-2)

6. Plaza (public/private):

At the Early Design Guidance meeting

- a. Design and integrate the courtyard plaza levels to address privacy issues for existing and proposed commercial and residential uses while reinforcing opportunities for light, air and ventilation (B-5, C-3, D-1, & E-2).

At the Final Recommendation Meeting:

- a. The Board enthusiastically agreed this was an optimum use of a multilayer and integrated plaza space. (See comment #4) (B-5, C-3, D-1, & E-2)

7. Interior Lot Façade:

At the Early Design Guidance meeting

- a. Provide more detail on location and design of the adjacent residential structure to the north. Clarify upper level setbacks depths, location of roof top decks of the abutting structures to the north (A-5, B-2).
- b. Design north façade to maximize privacy for existing residents by providing sufficient setback and locating windows to minimize direct line of site between existing and proposed residential units (A-5).
- c. Use materials to create a dynamic façade treatment, 3-D element if possible, to minimize the appearance of a blank wall facing an adjacent surface parking lot (A-5, D-2).

At the Final Recommendation Meeting:

- a. The Board generally agreed this was an optimum presentation with lapses in the design execution of the south facade. The applicant clearly responded well to addressing spatial and privacy concerns upon adjacent properties to the north. Window placement and building mass were designed with a deft hand sensitive to the concerns of the tenants expressed during Early Design Guidance. (A-5, B-2)
- b. The real design challenge is the exposed party wall along the south property line. As viewed from the south along 11<sup>th</sup> Avenue, a perspective that will feature the greatest visibility, the proposed building introduces a 3-D relief by inserting two vertical steel channels with bright color on its inner face to create a striking visual element. The exterior wall is otherwise clad in painted hard panel rainscreen to help scale down the blank wall. Another more vibrant south façade treatment was presented but it is dependent upon securing funding to support lamination of an art piece on the panels. If the artwork is financially unattainable, the Board encouraged the Design Team to evolve design composition along the south façade to be more visually stimulating through increased color variations and/or greater intentionality. (A-5, B-2, & D-2)

8. Solid Waste Recyclable Materials Storage and Access

At the Early Design Guidance meeting

- a. At the Recommendation meeting the Board would like the applicant to present materials to demonstrate how the solid waste materials will be managed; location of storage, pick-up days, etc. for the proposed development and for the entire development site (D-6).

At the Final Recommendation Meeting:

- a. The Board concurred that the applicant provided detailed information demonstrating no adverse impacts at the development site. (D-6)

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

**Pike/Pine-specific supplemental guidance:**

- **B-2 Pike/Pine Neighborhood Scale and Proportion**
  - 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.  
For structures that exceed the prevailing height, reduce the appearance of bulk on upper stories to maintain the established block face rhythm.

- d). Design the first floor façade to encourage a small-scale, pedestrian-oriented character
- **B-3. 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.** The Pike/Pine “vernacular” architecture is characterized by the historic auto row and warehouse industrial buildings featuring high ground-floor ceilings, articulated ground-floor commercial space, display windows, detailed cornice and frieze work, and trim detailing.

(Pike/Pine-specific supplemental guidance)

**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.

**C-3** **Human Scale.** In order to achieve good human scale, the existing neighborhood context encourages building entrances in proportion with neighboring storefront developments. In addition to the Citywide Design Guidelines, developments should successfully contribute to the vitality of the street level and pedestrian scale

relationships to the right-of-way. Thus, the design of the ground floor of new developments should include:

- Pedestrian-oriented architectural elements.
- A rhythm of building modulation comparable or complimentary to adjacent buildings.
- Transparent, rather than reflective, windows facing the street.

This is important throughout the neighborhood. It is preferred that ground floor development echoes the patterns established by adjacent buildings in this area, including high bays and glazing along the ground floor. To this regard, cues can be taken from the Odd fellows and Elliott Bay Bookstore buildings on 10th Avenue E. between Pike and Pine and from the buildings on the south side of Pike Street between Boylston and Harvard Avenues.

(Pike/Pine-specific supplemental guidance)

**C-4** Exterior Finish Materials. New development should complement the neighborhood's light-industrial vernacular through type and arrangement of exterior building materials. Preferred materials and approaches include:

- Brick, masonry, textured or patterned concrete, true stucco (Dryvit is discouraged), with wood and metal as secondary or accent materials.
- Other high quality materials that work well with the historic materials and style of neighboring buildings.
- Limited number of exterior finish materials per building.
- High quality glazing and trim as a vital component of exterior finish.

(Pike/Pine-specific supplemental guidance)

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

(Pike/Pine-specific supplemental guidance)

**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.

(Pike/Pine-specific supplemental guidance)

**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.

Lighting installed for pedestrians should be hooded or directed to pathways leading towards buildings.

- a). Promote the pedestrian environment
- b). Reflect the special neighborhood character

(Pike/Pine-specific supplemental guidance)

- 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.
- E-1 **Landscaping to Reinforce Design Continuity with Adjacent Sites.** Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.
- E-2 **Landscaping to Enhance the Building and/or Site.** The creation of small gardens and art within the street right-of-way is encouraged in the Pike/Pine neighborhood in order to enhance and energize the pedestrian experience. This is especially desirable for residential and mixed use developments as well as a means to distinguish commercial areas from institutional areas. Providing vertical landscaping, trellises or window boxes for plants is also desirable. *Street greening* is specifically recommended along the following streets:
- Avenues between Union and Pike Streets, from Minor Avenue on the west to Harvard Avenue on the east;
  - Along Bellevue, Summit, Belmont, and Boylston (except from Pike to Pine)
  - Union Street from Boren to Broadway
  - Avenues between Pike and Olive Streets from 11th Ave. on the east to 14th Ave. on the west including Pine from 14th and 15th and Olive from 11th to 15th (except along 14th Ave. from Pine to Pike).

## DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) is 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).

At the Recommendation meeting, the following departures were requested:

- 1. Site Triangle (SMC 23.54030.G.518):** The Code requires a site triangle on both sides of a two-way driveway with a width 22 feet or less. The site triangle shall be kept clear of any obstructions for a distance of 10 feet from the intersection of the driveway with the intersection of the sidewalk. The applicant proposes to erode the building on either side of the driveway entrance and introduce pedestrian safety devices at the property line.

The Board unanimously recommended approval of the proposed departure with the understanding that mirrors and/or lighting will be deployed to protect pedestrian safety in the 11th Avenue right-of-way. The Board specified that no audible warning signals shall be installed. (A-8, C-5, B-5, D-1, & D-7)

- 2. Incorporation of Character Structure (SMC 23.73.014.B.2):** The Code requires if a project incorporates a character structure on the lot, the Director may permit the height of a structure to exceed the height limit by 10 feet, if the project meets the following conditions: a) all street-facing facades of the character structure shall be retained; b) all portions of the new structure above the height of the street-facing facades of the character structure shall be setback a minimum of 15 feet from all street property lines that abut the character structure; and c) the original floor to ceiling height of the ground story shall be maintained. The applicant proposes to erode a portion of the street-facing façade to allow a pedestrian outdoor through block connection to 12th Avenue, and removal of portion of the second floor to allow a double height space facing the street and rear facing plaza.

At the Recommendation meeting, the revised design with detail renderings capturing a design aesthetic incorporating neighboring uses to invite the public to experience a dynamic mid-block connection through a central plaza area is truly inspired, the Board voted unanimously in favor of the requested departure. (A-2, B-1, B-3, B-5, B-7, C-1, C-2, C-3, & E-1)

## **BOARD RECOMMENDATIONS**

**The Board recommended approval of the proposed design with the requested departures along with the following conditions:**

1. The south façade should provide greater visual as viewed from neighboring buildings and sites. The south expanse of the exterior wall is underwhelming with slight movements to create visual interest. An artistic move is required to add vibrancy to the exposed wall. If the lamination of the artwork is not feasible, then a more intentional design move with the finish

material and color is required. This could be a subtle move to give the exposed wall more refinement. (A-5, B-2, C-2, & D-2)

2. The street-level façade surrounding the opening into the parking garage along 11<sup>th</sup> Avenue should put greater emphasis on the pedestrian experience by framing the development site with a continuous sidewalk experience unbroken by the curb cut to. (A-8, C-3, C-5, D-1, & D-7)
3. Installation of mirrors and/or lighting or other devices are required at the garage entry to safeguard pedestrians in the in the right-of-way. (A-8, C-3, C-5, D-1, & D-7)