



## FINAL RECOMMENDATION OF THE EAST DESIGN REVIEW BOARD

Project Number: 3014468 / 3015480

Address: 1823 Eastlake Avenue East & 1903 Yale Place East

Applicant: Jim Daly

Date of Meeting: Wednesday, June 11, 2014

Board Members Present: Mike Austin  
Curtis Bigelow  
Dan Foltz  
Natalie Gualy  
Christina Orr-Cahall  
Kevin Price

DPD Staff Present: Bruce Rips

### SITE & VICINITY

Site Zone: Commercial One with a 40' height limit (C1 40). The site is located at the south end of the Eastlake Residential Urban Village.

Zoning Pattern: C1 zoning extends several blocks south toward E. Galer St. and north along Eastlake Ave E. until E. Newton St. where the zoning transitions to multi-family Lowrise (LR) and Neighborhood Commercial (NC) classifications. The LR zones lie on both sides of elevated I-5. To the west, the C1 zoning gives way to the General Industrial One (IG1 U/40) zone.

Eastlake site: 17,400 square feet with approximately 200 linear feet of frontage on Eastlake.

Yale site: 10,020 square feet with approximately 200 linear feet of frontage on Yale Pl.

Lot Area:

Current Development: A restaurant and surface parking occupy the two sites

Access: Eastlake Ave E. and the unimproved E. Howe St. form the borders for the site at 1823 Eastlake Ave. Yale Place E. and the unimproved E. Howe form two sides of the triangular shaped site at 1903 Yale Place E. Eastlake Ave E is an arterial with frequent transit and heavy vehicular traffic.

If improved, E. Howe St. would serve as a link in connecting Lake Union with the E. Howe Street hillclimb which runs from the base of Colonnade Park east of the site to 10<sup>th</sup> Ave on Capitol Hill.

Fairview Ave E. which does not have direct access to the site is also known as the Cheshiahud Lake Union Loop---a car/bike/pedestrian loop around Lake Union that provides public access to the lake and connects the lakefront parks.

Surrounding Development & Neighborhood Character: North and east on Eastlake Ave are three-story residential and commercial structures (KIRO TV, Lake Union Terrace apartments, Arts Conservation Service, Abbey Park apartments, and the Villa Capri apartments. South/southwest of the site, the remainder of the block is currently undeveloped. A master use permit application (MUP) under DPD review for the adjacent site to the west at 1818 Fairview Ave E. is for a four-story biotech building. South on Eastlake the buildings are larger scaled biotech and mixed use buildings.

Hart Crowser, WCI Voice and Data Service have offices situated between Yale Place, Fairview Ave E and E. Newton St.

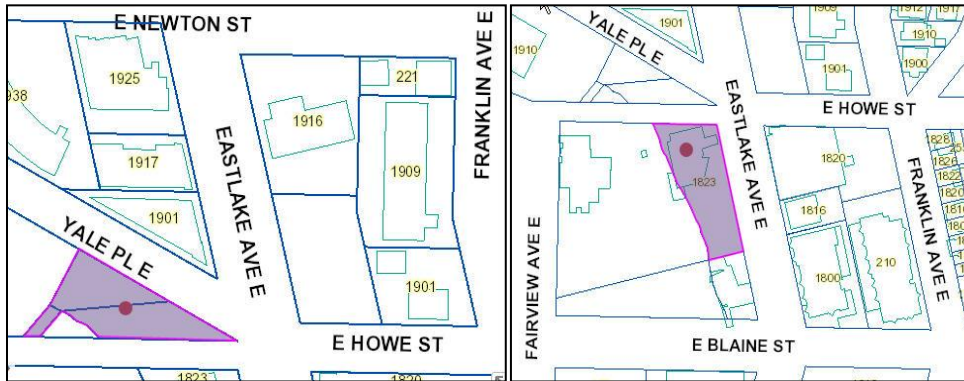
ECAs: Portions of the Yale Place site have a mapped steeped slope area. Most of both sites lie within a liquefaction zone.

**PROJECT DESCRIPTION**

Eastlake Ave site: The applicant proposes to build a four-story mixed use building with eight live/work units and 50 residential units with a below grade parking garage.

Yale Place site: The applicant proposes a four-story structure with four live/work units, a small commercial space and 30 residential units with a below grade parking garage.

A subterranean vacation of East Howe St. is proposed to enable a continuous below-grade garage.



## DESIGN DEVELOPMENT

The architect presented three concept alternatives or partis known as the “L” scheme, the “W” scheme and the “E” scheme due to the shape of their footprints. The three options arrange a series of live/work units at or near grade and a small commercial space near the intersection of Yale Place E. and E. Howe St. Each option responds to the existing (and future) larger scale buildings to the west and south, to the irregular-shaped sites on both sides of unimproved Howe St. and the heavily trafficked Eastlake corridor. The rhythmic pattern of small buildings form “L” shapes with a series of street facing courtyards facing Eastlake with open, single loaded corridors linking the structures and defining the courtyard elevations. As in all of the schemes, Howe St would be improved to create a park-like setting between the two development sites that would also serve as a corridor linking the Capitol Hill and Eastlake communities with Lake Union. Residential units in the “L” shaped scheme would look inward to the courtyards or to the rear toward the future research building.

The “W” scheme forms courtyards facing both Eastlake and the future research lab to the west. Open stacked walkways thread through the southern site connecting the upper level residential units along a north/south axis. In plan, the courtyards form truncated triangles that open wider to the street and the west property line. On the northern site, which does not form a “W”, the circulation runs east/west to connect the units. The inverse “E” scheme forms two walls fronting Eastlake Ave and Yale Pl. with portals at grade connecting to a series of courtyards facing the west. This scheme’s four wings in the east/west direction form three courtyards on the southern site. The majority of units would face either Eastlake Ave or the courtyards. The same theme carries through to the northern development site although due to the parcel’s shape the eastern edge of the structure responds to the triangular plan condition.

All three strategies attempt to mediate between the larger structures to the west and the south and the finer grain development that occurs to the north along the Eastlake corridor. This includes recognition of the future large research lab building in which the subject proposal appears to be nestled within.

The applicant outlined several approaches to providing access to a below-grade garage. The preferred scheme requires a subterranean vacation of E. Howe St. to enable a continuous garage underneath the separate development sites. Maximizing the number of parking stalls, providing more efficient construction and allowing for a single point of access on Yale Place East rather than Eastlake Ave represent the key benefits to the applicant. A request for a below-grade vacation of E. Howe would likely require a public benefit in the improvement at grade of the E. Howe right of way. The other access alternatives would have separate garages accessed from Eastlake and Yale Pl.

The applicant's Master Use Permit application submittal refined Option # 3, the inverse "E" scheme. The proposal seeks a subterranean right of way vacation for Howe St. to enable a common below-grade garage and point of ingress/egress linking the two sites and a landscaped pedestrian connector in the Howe St. right of way between the two buildings. The latter, not only helps complete a long sought passage between Capitol Hill and Lake Union, but adds a belvedere for a vista to Lake Union.

## **PUBLIC COMMENT**

Two members of the public attended the Recommendation meeting. One speaker praised the project and stated that it will serve as a focal point for the neighborhood. It should successfully link Capitol Hill with Lake Union.

## **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. The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

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

### **A. Site Planning**

**A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.**

**A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.**

At the earlier meeting, the Board noted the difficulty of determining entrances on the plans and elevations. By the Recommendation meeting, this issue did not elicit Board comments. The project received praise for how the building entrances step to meet sidewalk grade.

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

Following up on the desire to augment the crosswalk to ensure improved pedestrian safety, the applicant provided drawings with a curb bulb at the Howe St. intersection.

**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.**

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

Earlier discussion focused on the landscape quality of the multiple courtyards. The Board did not offer comment on the landscape design.

**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.**

The Board reiterated its endorsement of the subterranean street vacation to ensure the presence of only a single curb cut for the development.

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

**B. Height, Bulk and Scale**

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

## C. Architectural Elements and Materials

**C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.**

**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.**

Prior deliberation concentrated on the issue of transparency at the series of portals or openings along Eastlake looking into the courtyards. The architect's renderings provided at the Recommendation meeting illustrated views from the street or sidewalk into the courtyards. The drawings appeared satisfactory to the Board members.

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

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

Most of the deliberation addressed the nature of materials selected by the architect for the perforated metal screens, the white fiber cement panels and the wood trim at the Eastlake building corner. The Board preferred the black sliding screens to the silver color as being more aesthetically pleasing. Debate ensued on the potential starkness of the white panels. No resolution or condition occurred. However, the consensus of the Board felt the stark white panels emphasize the rhythm of the façades. Finally, the Board endorsed the architect's idea of using Shou-sugi-ban (charred wood siding) technique for the wood trim. It ensures the longevity of the material and successfully juxtaposes a rustic quality to the modernity of the design. The Board requested that the color of the wood have some contrast with the black brick.

**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.**

## D. Pedestrian Environment

**D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.**

- D-6 **Screening of Dumpsters, Utilities, and Service Areas.** Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.
- D-7 **Personal Safety and Security.** Project design should consider opportunities for enhancing personal safety and security in the environment under review.
- D-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-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.

<b>E. Landscaping</b>
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- 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.

The Board emphatically endorsed the proposed landscape improvements to the Howe St. right of way citing the reduction in curb cuts along with the project’s more efficient garage layout, the opening of a vista to Lake Union, and the potential cultural and commercial enhancement of this portion of Eastlake. The Board members encouraged the Department of Natural Resources to complete the rolling lawn adjacent to the complex.

- E-2 **Landscaping to Enhance the Building and/or Site.** Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

The porosity of the sliding screens at the street front represented the architect’s response to earlier consternation about the openness of the courtyards to pedestrians on Eastlake Ave.

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

**Recommendations:** The recommendations summarized below were based on the plans and models submitted at the June 11, 2014 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the June 11, 2014 public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommended APPROVAL of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below). The Board did not recommend any conditions for the project.

### DEVELOPMENT STANDARD DEPARTURES

The Board’s recommendation on the requested departure(s) are 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).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Commercial Space Minimum Depth. SMC 23.47A.008B.3	Nonresidential uses shall extend an average depth of at least 30’ and a minimum of 15’ from the street-level, street-facing façade.	Allow zero minimum depth at live-work unit at the northwest corner of the Eastlake Bldg.	<ul style="list-style-type: none"> <li>The building conforms to the irregular shape of the site. The triangular shape provides character and interest. Guideline C-2</li> </ul>	Recommended Approval
2. Commercial Floor to Floor Height SMC 23.47A.008B.3.b	Non-residential uses at street level shall have a floor-to-floor height of at least 13 feet.	Allow 12’ floor-to-floor height at live-work unit 154 and commercial space 153 in the Eastlake Bldg.	<ul style="list-style-type: none"> <li>The structure at the street front steps with the grade. In order to create at-grade entrances, the floor to floor needs to be reduced by 1’ in height. A-1</li> </ul>	Recommended Approval
3. Commercial Space Minimum Depth. SMC 23.47A.008B.3	Nonresidential uses shall extend an average depth of at least 30’ and a minimum of 15’ from the street-level, street-facing façade.	Allow 10’2” minimum depth at the commercial space on Yale Place E.	<ul style="list-style-type: none"> <li>The building conforms to the irregular shape of the site. The triangular shape provides character and interest. Guideline A-1, C-2, A-10.</li> </ul>	Recommended Approval
4. Commercial Space Minimum Depth. SMC 23.47A.008B.3	Nonresidential uses shall extend an average depth of at least 30’ and a minimum of 15’ from the street-level, street-facing façade.	Allow 27.92’ average depth for live-work and commercial space on Yale Place E.	<ul style="list-style-type: none"> <li>Permitting the departure supports active uses and eyes on the street on both sides of the building. A-4</li> </ul>	Recommended Approval
5. Structural Building Overhang SMC 23.53.035	Maximum length of each balcony shall be 15’ and shall be reduced in proportion to the distance from such line	Allow 14’ length at outside edge of structural building overhang along E. How St. right of way.	<ul style="list-style-type: none"> <li>The proposed design balcony matches the aesthetics of the overall building. C-2</li> </ul>	Recommended Approval



	by means of 45 degree angles.			
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