



City of Seattle

Department of Planning & Development
D. M. Sugimura, Director



FINAL RECOMMENDATION OF THE EAST DESIGN REVIEW BOARD

Project Number: 3015370

Address: 601 E. Pike St

Applicant: Michelle Kinsch of Tiscareno Associates for IS Property Investments

Date of Meeting: Wednesday, May 28, 2014

Board Members Present: Natalie Gualy (Chair)
Michael Austin
Dan Foltz
Christina Orr-Cahall
Kevin Price

Board Members Absent: Curtis Bigelow

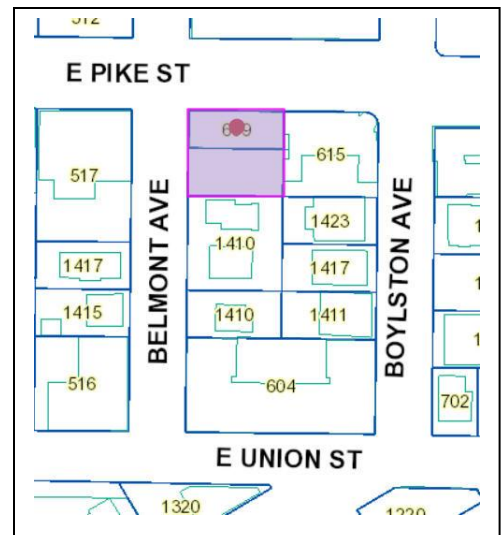
DPD Staff Present: Shelley Bolser

SITE & VICINITY

Site Zone: NC3P-65

Nearby Zones: (North) MIO-105-NC3P-65
(South) NC3P-65, MR further south
(East) NC3P-65
(West) NC3P-65

Lot Area: 10,000 square feet



The site is located in the Capitol Hill neighborhood on the southeast corner of East Pike St. and Belmont Ave.

Current Development: The site slopes downward from east to west. A mature street tree is located on E. Pike St, near the intersection. The site is occupied by a vacant one-story building constructed in the early 20th century that was used as a Mercedes-Benz showroom. The existing building qualifies as a character structure in the Pike Pine Overlay, since it is more than 75 years old.

Access: Existing vehicular access is via a curb cut on Belmont Ave.

Surrounding Development: Structures adjacent to the site include a newer multi-story mixed-use residential and retail building to the east, and early 20th century residential buildings to the south and southeast. Commercial and mixed-use development is located along E. Pike St. New construction is proposed across the street to the north (MUP 3013283 and MUP 3014172).

Nearby development includes theaters, Seattle Central Community College, and a mix of residential and commercial buildings. 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.

Neighborhood Character: Belmont Avenue has less traffic than Pike or Pine Streets, with residential uses increasing to the south.

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 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 proposal is for a seven-story structure containing a total of 60 residential units over 3,000 sq. ft. of retail space. Parking for 30 vehicles is proposed below grade, accessed via a curb cut at Belmont Ave. The existing structure is proposed to be removed.

EARLY DESIGN GUIDANCE MEETING: December 4, 2013

The packet includes materials presented at the meeting, and is available online by entering the project number (3015370) at this website:

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/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

PUBLIC COMMENT

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

- The external stair on the west façade doesn't appear to relate to the proposed architectural concept or the nearby context.
- The architectural concept that includes 2-story framing over a 1-story stacked flat program seems to be too busy for this small building and seems to be trying too hard to relate to nearby context. The proposed design should instead reflect the proposed building program.
- The parking access appears to be too wide and will negatively affect pedestrian safety on the west street frontage.
- The neighboring residential buildings to the south share an open space that is adjacent to the southeast portion of this building.

FINAL RECOMMENDATION MEETING: May 28, 2014

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The applicant noted that the 10' voluntary proposed setback from the Belboy Condominiums has been maintained, in response to Early Design Guidance.

The intent of the design concept is a simple box with highly glazed bays, colorful and well-detailed cementitious siding with hardwood at the residential entry and at the Belmont Ave secondary entry/exit. The cementitious siding would be thicker high quality panels with integrated hardware and reveals.

In response to EDG, the stair was moved internal to the building and incorporated into a terrace on Belmont Ave. The retail frontage was extended up Belmont Ave from the EDG scheme. The applicant noted that while the Board suggested an additional top floor setback, the applicant has instead focused design effort on materials, colors, and Juliet balconies on the south façade.

The applicant provided additional graphics indicating how the window placement is proposed to accommodate more flexible furniture placement inside the units.

A green wall is proposed near the garage entrance, to reference the high bank yard condition on Belmont Ave. A modern style metal screen is also proposed at the second floor terraces on the south edge, a secondary green screen fence is proposed at the south edge, and the roof deck is proposed near the north edge of the site, in order to minimize impacts to the neighbors to the south.

PUBLIC COMMENT

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

- PPUNC provided a comment letter, in support of the proposed design and departures, particularly:
 - Transparent ground floor;
 - Transparent bay windows;
 - Crisp and quality design; and
 - High quality fasteners.
- The windows should be set back several inches in plane from the siding.
- The high quality palette and detailing should be maintained.

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 (DECEMBER 4, 2013):

- 1. The architectural concept should be simply and clearly expressed, and should respond to the proposed development (stacked flats), rather than reflect the expression of adjacent loft building. (B-1, C-2, C-4)**

- a. The Board noted that a clear simplified and cohesive design concept should express the stacked flat building program. The design should include a hierarchy of clearly legible design moves, in response to the corner, adjacent conditions, and building program.
- b. The west stair should enhance the overall design concept. The Board noted that the exterior stair as shown on the conceptual design images appears to conflict with the design concept and nearby context.
- c. The bay windows should enhance the overall design concept. The Board noted that the bay windows shown at the EDG meeting appear to be placed to emphasize the residential entry, which isn't necessary on this small site with an entry on the primary street frontage.
- d. The Board noted that while the project is at an intersection, the small site size and specific location don't warrant a particular emphasis on the design of the corner.
- e. The Board agreed that while the existing structure qualifies as a character structure, it is not particularly representative of the Pike Pine character. The Board agreed with the proposal to replace the character structure with new construction.

2. The street level spaces should be designed to maximize human activity and human scale. (A-2, A-4, A-8, C-3, C-4, D-1, D-6, E-2)

- a. The Board noted that all the street level spaces should be designed to provide human scale for pedestrians.
- b. The Board was troubled by the Belmont street frontage, which appeared to include no active retail or lobby entries, and instead was dominated by the parking garage entry and a solid waste storage area.
- c. The proposed program should be reconfigured to enhance human activity on Belmont Ave. The Board noted that possible solutions include incorporating the stairs inside the building and extending the retail frontage further up Belmont, locating the lobby on Belmont Ave, and moving the solid waste storage into the building to allow the parking entry to shift to the south to make room for retail or lobby street frontage.
- d. The Board discussed the lobby location, and agreed that as long as it is placed to maximize contiguous retail frontage, then it's acceptable at either the Belmont Ave or E. Pike St frontages.
- e. The Board agreed that the general location of the parking access near the southwest corner is the best option. The Board would be supportive of departures to minimize the visual and physical impacts of the parking entry on the pedestrian environment.

3. The proposed development should maintain at least the proposed 10' setback from the adjacent site to the south. (A-5, B-1, C-2, C-4, E-2)

- a. The Board noted that the possible solutions to the Belmont Ave street frontage might affect the building massing. The Board clarified that the 10' setback from the south property line is strongly preferable, in order to maximize light and air to the much smaller residential buildings and open space to the south.

- b. The Board suggested an upper level setback on the south façade may help to reduce the appearance of bulk and scale to the south.

FINAL RECOMMENDATIONS (MAY 28, 2014):

1. **Architectural Concept:** The Board supported the overall design response but recommended conditions to refine the palette and concept, and to maintain important details.
 - a. Board commended the thoughtful design response and the applicant’s efforts to work with the neighborhood groups (PPUNC and the adjacent neighbor). However, the Board was concerned that the design evolution resulted in an over-simplification of the massing and scale. The Board recommended that the proposed design concept is an acceptable response to EDG, but the conditions related to the detailing will be critical for the building design to respond to massing and scale context.
 - b. The proposed palette is bold and the high contrast between colors may result in a contrast that detracts from the design concept. The Board recommended a condition that the applicant should investigate the potential for charcoal gray vinyl windows instead of black vinyl windows. If that’s not available, then the proposed palette is acceptable. (C-2, C-4)
 - c. The simple design concept requires careful material treatment to avoid the appearance of a ‘flat’ facade. The Board recommended a condition that the crispness of the flashing and fasteners as shown in the Recommendation packet and presentation are important for the success of the design and should be maintained. (B-2, C-2, C-4)
 - d. The Board recommended a condition to recess the windows from the siding to lend critical detail and texture to the façade. The Board noted that without a greater punch to the windows, the façade will appear too flat. (B-2, C-2, C-4)
 - e. The Board was concerned that the renderings represented too much contrast between colors and detracted from the expression of the design concept. The Board viewed the physical materials and colors board and recommended that the physical color samples sufficiently enhanced the design concept. The Board therefore recommended approval of the design based on the physical materials and colors board showing bronze windows and rust colored siding (depending on the outcome of the condition for window color). The Board noted that the recommendation for approval was not based on the colors shown in the renderings. (C-2, C-4)
 - f. The Board strongly approved of the design response at the southwest corner, where the stairs were incorporated into the building and the pedestrian gate, and the terrace was designed to transition to the sidewalk and relate to the adjacent context. (A-1, A-2, B-1, C-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-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 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.*
- 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.*
- 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-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.
- Pike/Pine: Incorporate vertical landscaping (trellises) or artwork as screens where feasible.*
- Parking structures should provide commercial or other pedestrian-oriented uses at street level.*
- 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-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-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 was based upon the departures' potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departures.

- 1. Structural Building Overhangs (23.53.035.A.4.c):** The Code requires that bay windows that extend into the public right of way do not exceed 15' in length, 3' in depth, and shall have angled sides of 45 degrees. The applicant proposes bay windows that measure 12' long, project 2'6", and have 90 degree angled sides.

This departure would provide an overall design that would better meet the intent of Design Review Guideline C-2 by providing a bay window design that enhances the architectural concept.

The Board unanimously recommended that DPD grant the departure.

- 2. Driveway Widths (23.53.030.D.2):** The Code requires a minimum driveway width of 22' for non-residential uses with two-way driveways. The applicant proposes to provide a 10' wide driveway for 14 commercial parking spaces on Level 2.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-4, A-8, C-5, and D-8 by minimizing the driveway impacts on the pedestrian environment and maximizing active retail storefront uses on the Belmont Ave street frontage.

The Board unanimously recommended that DPD grant the departure.

- 3. Sight Triangles (23.54.030.G.1):** The Code requires sight triangles on either side of a driveway that is less than 22' wide. The applicant proposes to provide mirrors or other safety measures instead of sight triangles.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-4, A-8, C-5, and D-8 by minimizing the driveway impacts on the pedestrian environment and maximizing active retail storefront uses on the Belmont Ave street frontage.

The Board unanimously recommended that DPD grant the departure, but recommended a condition to avoid audible alarms in the driveway alert system.

- 4. Parking Space Standards (23.54.030.B.2.d):** The Code requires minimum of 35% small size and 35% large size stalls, when more than 20 spaces are provided. The applicant proposes to provide all of the 14 commercial parking spaces as small size.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-4, A-8, and C-5 by reducing the parking garage area to allow more floor area in the retail mezzanines, thereby maximizing active retail storefront uses on the Belmont Ave street frontage.

The Board unanimously recommended that DPD grant the departure.

- 5. Street Level Development Standards (23.47A.008.B.3.b):** The Code requires minimum 13' floor to floor height for non-residential uses at the street level. The applicant proposes to include mezzanines in the non-residential spaces, with a floor to ceiling height of 9'.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-4, A-8, C-5, and D-8 by allowing mezzanines in the retail spaces and maximizing active retail storefront uses on the Belmont Ave street frontage.

The Board unanimously recommended that DPD grant the departure.

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review packet dated May 28, 2014, and the materials shown and verbally described by the applicant at the May 28, 2014 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the five Design Review Board members recommended APPROVAL of the subject design and departures, with the following conditions:

1. Investigate the potential for charcoal gray vinyl windows instead of black vinyl windows. If gray vinyl windows are not available, then the proposed palette as shown in the color and material board at the Recommendation meeting is acceptable. (C-2, C-4)
2. Recess the windows from the siding to lend critical detail and texture to the façade. (B-2, C-2, C-4)
3. The crispness of the flashing and fasteners as shown in the Recommendation packet and presentation are important for the success of the design and should be maintained. (B-2, C-2, C-4)
4. Use visual design cues and visual alerts in designing the safety measures at the driveway entrance. Audible alarms are not permitted. (A-5)