



# City of Seattle

Department of Construction and Inspections  
Nathan Torgelson, Director

DESIGN  
REVIEW

## RECOMMENDATION OF THE EAST DESIGN REVIEW BOARD

Project Number: 3018824

Address: 3272 Fuhrman Avenue East

Applicant: Bradley Khouri of b9 Architects

Date of Meeting: Wednesday, March 16, 2016

Board Members Present: Natalie Gualy (Chair)  
Curtis Bigelow<sup>1</sup>  
Barbara Busetti  
Dan Foltz  
Christina Orr-Cahall

Board Members Absent: Amy Taylor

DPD Staff Present: Carly Guillory

### SITE & VICINITY

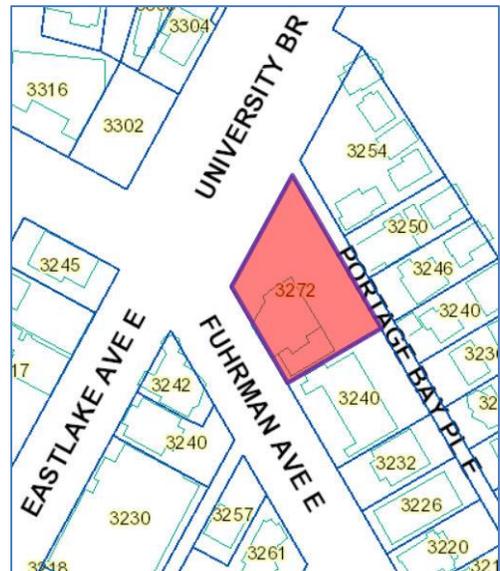
Site Zone: Neighborhood Commercial (NC2P-40), Shoreline Overlay

Nearby Zones: (North) Commercial (C1-40)  
(South) Lowrise (LR3)  
(East) Single Family (SF-5000)  
(West) NC2P-40

Lot Area: 15,620 square feet

### Current Development:

The subject site is currently vacant. The structure demolished was previously a restaurant with surface parking.



<sup>1</sup> Mr. Bigelow disclosed before the meeting that the owner of this project had recently become a client of *nk Architects* (Mr. Bigelow's employer).

### **Surrounding Development and Neighborhood Character:**

Surrounding development consists of residential and commercial uses of a variety of architectural and siting patterns. Fuhrman Ave E is approximately 75-foot wide and contains commercial and multiple-family residential uses. The structure immediately to the east is a three-story multiple-family building with surface parking between the building and the sidewalk: this is a common condition in a number of properties along Fuhrman Ave E heading east.

The intersection of Eastlake and Fuhrman is of a commercial character with uses such as retail, restaurant, office, and multiple-family. The University Bridge is located approximately 30-foot to the west of the subject site, and contains a staircase from Fuhrman Ave E to Portage Bay PI E.

The Portage Bay Place East right-of-way is located along the north property line and is 15-foot in width with an approximate 12-foot wide paved section. Portage Bay PI E separates the Urban Residential and Urban Commercial Shoreline Districts in this location. The paved section of Portage Bay PI E meanders onto the subject site with additional paved surface currently accommodating parked cars. Many existing single-family accessory structures are built within the right-of-way along the north portion of Portage Bay PI E and no parking is permitted.

### **Access:**

Access to the site is currently provided via Fuhrman Avenue East. Proposed vehicular access is via Portage Bay Place East, with pedestrian access provided via Fuhrman Avenue East.

### **Environmentally Critical Areas:**

Steep slope, liquefaction prone soils, shoreline habitat area

### **PROJECT DESCRIPTION**

The proposal is for two four-story buildings including 63 apartment units, 2,000 square feet of retail, and parking for 25 vehicles below grade.

### **EARLY DESIGN GUIDANCE February 25, 2015**

The packet includes materials presented at the meeting, and is available online by entering the project number (3018824 **Error! Reference source not found.**) 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).

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

**Mailing Public Resource Center**  
**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

## DESIGN DEVELOPMENT

The applicant presented three design concepts. Each concept was designed to face Fuhrman Avenue East, contain residential and commercial uses, and provide on-site vehicular parking access from Portage Bay Place East.

Option 1 proposed two structures separated by a linear circulation courtyard. Residential entries are provided along Fuhrman Avenue East, and within the circulation courtyard. Entry to the commercial space is also provided from Fuhrman Avenue East. The project provides the appearance of a three story structure from Fuhrman Avenue East, and a four story structure from Portage Bay Place East.

The second option increased the size of the commercial space and offered more residential units. The project was again divided into two structures, separated by a linear courtyard, with entries facing Fuhrman Avenue East and the courtyard.

Option 3, the preferred option, reduced the height of the structure, stepping it down as the site moved along Fuhrman Avenue East to the adjacent LR3 development to the southeast. Both structures had direct access to Fuhrman Avenue East.

## PUBLIC COMMENT

The following comments were expressed at the Early Design Guidance meeting:

- Encouraged removing the garage entrance from Portage Bay Place East;
- Noted that this is a vibrant corner in the neighborhood;
- Noted the unique character of the neighborhood, referencing the structure on the southeast corner of the intersection;
- Encouraged an architectural design that will complement the structure on the southeast corner of the intersection;
- Concerned about privacy impacts;
- Encouraged design that is compatible with the neighborhood;
- Concerned about height, bulk, and scale of the proposed structures;
- Supported maintaining the existing public stair climb from Portage Bay Place East to Fuhrman Avenue East;
- Concerned about conflict between vehicles and non-motorists on Portage Bay Place East;
- Support development at this site;
- Encouraged development along Fuhrman Avenue East to be setback as are adjacent structures on this block;
- Encouraged additional setbacks from Portage Bay Place East to allow for a wider travel lane;
- Supported parking for residential use only;
- Encouraged height, bulk, and scale that will not impact views of the University Bridge;
- Described the neighborhood as having an old, quaint residential character;
- Encouraged an architectural language that is compatible with development along Fuhrman Avenue East, not Eastlake Avenue East;
- Encouraged the preservation of views and landscaping;
- Supported a design that steps down the hill to maintain views and reduce shading to the north;

- Described the site as a gateway to the 1920's neighborhood full of bungalow style brick buildings;
- Encouraged the use of high quality, compatible building materials and massing;
- Encouraged pitched roofs;
- Discouraged flat roofs;
- Encouraged landscaping, setbacks, and a wider sidewalk along Fuhrman Avenue East;
- Encouraged development of townhouse units;
- Encouraged a small grocery store at this location;
- Encouraged a vibrant design;
- Encouraged a minimal setback to the commercial space on Fuhrman Avenue East;
- Concerns about glare;
- Encouraged landscaping to mitigate potential impacts from lighting;
- Supported vehicular access from Portage Bay Place East;
- Supported the massing proposal;
- Supported the massing proposed in Option 3;
- Supported the increased commercial space proposed in Option 3;
- Encouraged display windows at street level to enhance street level interaction;
- Encouraged placement of the commercial space at the southwest corner to serve as a gateway or focal point of the building;
- Encouraged a prominent residential entry and inviting lobby;
- Supported direct access to both structures from Fuhrman Avenue East;
- Encouraged street trees along Fuhrman Avenue East;
- Encouraged landscaping along the east property line and between buildings;
- Encouraged a restaurant at this location;
- Described the neighborhood as residential in character;
- Encouraged the use of brick;
- Concerned about shadow impacts;
- Described Fuhrman Avenue East as commercial in character;
- Described Portage Bay Place East as residential in character;
- Encouraged a project that is compatible with the character of both Fuhrman Avenue East and Portage Bay Place East;
- Concerned about conflicts between resident vehicles and services such as trash pick-up and emergency vehicles on Portage Bay Place East;
- Encouraged a view corridor;
- Encouraged large front and rear setbacks;
- Encouraged a 20-foot setback on Portage Bay Place East to allow for public surface parking;
- Encouraged the retention of an existing tree in the right-of-way abutting the University Bridge; and
- Encouraged a landscape buffer along Portage Bay Place East to provide privacy to the development to the north.

<b>PRIORITIES &amp; BOARD RECOMMENDATIONS</b>
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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.

## RECOMMENDATION March 16, 2016

The packet includes materials presented at the meeting, and is available online by entering the project number (**Error! Reference source not found.**) 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).

### PUBLIC COMMENT

The following comments were expressed at the Recommendation meeting:

- Supported the façade articulation, use of materials, and walkways.
- Concerned the north façade is too massive for context.
- Concerned about potential shadows on the shoreline.
- Supported the staircase in the public right-of-way connecting Fuhrman Ave E to Portage Bay PI E.
- Encouraged site design to honor local Native American heritage.
- Encouraged a 20-foot setback from the north property line.
- Concerned project is not compatible with neighborhood context.
- Concerned project is out of scale with adjacent development.
- Supported the use of high quality materials.
- Recommended the adjacent staircase include amenities for bicycles.
- Recommended additional setbacks from the north property line.
- Recommended full street improvements for Portage Bay PI E.
- Concerned project will be a looming presence on Portage Bay PI E and Fuhrman Ave E.
- Supported the Fuhrman Ave E façade.
- Recommended that garage access be from Fuhrman Ave E.
- Supported the building and encouraged unit windows overlooking Portage Bay PI E.

### DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

## CONTEXT & SITE

**CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.**

### CS1-B Sunlight and Natural Ventilation

**CS1-B-2. Daylight and Shading:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

### CS1-C Topography

**CS1-C-1. Land Form:** Use natural topography and desirable landforms to inform project design.

**CS1-C-2. Elevation Changes:** Use the existing site topography when locating structures and open spaces on the site.

At the Early Design Guidance Meeting, the Board discussed the topography of the site and the influence of project design. The Board supported the proposed massing of Option 3, finding it a good response to the existing site conditions. While the Board agreed that shadow impacts to the north are expected with any development on this site, a shadow study was requested to be presented at the Recommendation meeting.

**At the Recommendation meeting, the Board heard public concerns regarding the scale of the proposed building, however they agreed that the proposed design responds well to the unusual topography of the site and successfully adhered to the guidance provided at the EDG meeting by stepping the massing down the hill. A shadow study was included in the Recommendation packet illustrating shadow impacts on March 21/September 21, June 21, and December 21. The Board acknowledged public comment regarding shadow impacts and reviewed the diagrams showing that the impacts to the north include shadows reaching Portage Bay PI E and a number of residential garages, but do not reach the shoreline itself.**

**CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.**

**CS2-A Location in the City and Neighborhood**

**CS2-A-1. Sense of Place:** Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

**CS2-A-2. Architectural Presence:** Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

**CS2-B Adjacent Sites, Streets, and Open Spaces**

**CS2-B-2. Connection to the Street:** Identify opportunities for the project to make a strong connection to the street and public realm.

**CS2-B-3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces.

**CS2-C Relationship to the Block**

**CS2-C-1. Corner Sites:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

**CS2-D Height, Bulk, and Scale**

**CS2-D-1. Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

**CS2-D-2. Existing Site Features:** Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

**CS2-D-3. Zone Transitions:** For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

**CS2-D-4. Massing Choices:** Strive for a successful transition between zones where a project abuts a less intense zone.

**CS2-D-5. Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

At the Early Design Guidance Meeting, the Board discussed the corner site, and proximity to single- and multiple-family development. The Board agreed that an appropriate transition or complement to the adjacent zones is necessary, and Option 3 provides an appropriate response. The Board directed further refinement of the design and the use of articulation, materials, color, scale, and glazing to respond appropriately to the context. The use of balconies was suggested as an appropriate response. The Board requested perspectives from Portage Bay Place East and the University Bridge be presented at the Recommendation meeting. The Fuhrman Avenue East frontage was discussed, and the Board agreed that direct connection to both structures from the street makes a strong connection to the public realm.

**At the Recommendation meeting, the Board found that the proposed building articulation, materials, color, and glazing responded well to the EDG guidance provided. The Board commended the project for its strong connection to Fuhrman Ave E with access to both buildings and a strong use of durable materials. The site slopes approximately 30-feet in elevation from Fuhrman Ave E to Portage Bay PI E to the north. The Board agreed the project successfully responded to the site's change in topography by stepping down from Fuhrman to Portage Bay PI E and breaking the building into two masses which contributed to the reduction in perceived height, bulk, and scale. As shown on page 25 of the Recommendation packet, the north elevation has been setback approximately four- to nine-feet. This is an increase from the EDG meeting proposal and was supported by the Board as an appropriate response to public concerns about this north portion of the building. The balconies on the north façade were briefly discussed but no condition was imposed.**

### **CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.**

#### **CS3-A Emphasizing Positive Neighborhood Attributes**

**CS3-A-3. Established Neighborhoods:** In existing neighborhoods with a well-defined architectural character, site and design new structures to complement or be compatible with the architectural style and siting patterns of neighborhood buildings.

#### **CS3-B Local History and Culture**

**CS3-B-1. Placemaking:** Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

At the Early Design Guidance Meeting, the Board supported the response to Fuhrman Avenue East and direct connection to both structures from the street. The Board agreed that the use of materials, colors, and articulation can produce a complement to or be compatible with the existing established neighborhood (see CS2 above).

**At the Recommendation meeting, the Board supported the connection from Fuhrman Ave E to the buildings, and found the material, design, and siting were complementary and compatible with the architectural character and siting patterns of the neighborhood. Fuhrman Ave E is an appropriate location for commercial uses. Portage Bay PI E has a residential character, and the Board agreed the residential design response to Portage Bay PI E is an appropriate response.**

The proposal included gabled rooflines along the south and east portions of the project to respond to the architectural cues from adjacent structures. The Board discussed these gabled rooflines, some members supported the rooflines while others felt they resulted in an unresolved language. No consensus was reached and no condition was imposed.

## PUBLIC LIFE

**PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.**

### **PL1-B Walkways and Connections**

**PL1-B-1. Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

At the Early Design Guidance Meeting, the Board supported the direct access to both structures from Fuhrman Avenue East and the proposed stair climb in the public right-of-way adjacent to the site.

**At the Recommendation meeting, the Board agreed the connection to both buildings from Fuhrman was successful and would support pedestrian connections within and outside the project. The corner of Eastlake and Fuhrman is treated with hardscape and an outdoor seating area. Adjacent to the west is a 30-foot wide strip of right-of-way proposed to be improved with a staircase and landscaping. The Board echoed public comment and supported this design as it results in a strong connection to the street and public realm and provides convenient access to the shoreline beyond. The Board commended the refinement of the internal courtyard space, finding it responded well to all guidance provided at the EDG meeting.**

**PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.**

### **PL3-B Residential Edges**

**PL3-B-2. Ground-level Residential:** Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

### **PL3-C Retail Edges**

**PL3-C-2. Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

At the Early Design Guidance Meeting, the Board supported the response to Fuhrman Avenue East with direct connections to both buildings.

**At the Recommendation meeting, the Board agreed the connection to both buildings from Fuhrman was successful and would support pedestrian connections within and outside the project (see also CS3 and PL1 above). Direct access from the interior courtyard was not provided to the stair climb to the west to mitigate safety concerns for residents. This separation was supported by the Board. In response to public comment, the Board discussed the windows on the north façade overlooking Portage Bay PI E and found they were at an appropriate level above the street to provide privacy to residents and neighbors while also allowing for eyes on the street for safety.**

**The Board supported the street-level street-facing façade along Fuhrman Ave E was appropriately detailed using glazing and transparency to engage passersby with opportunities to interact visually**

with the building interior. The multiple entries make a physical and visual connection between people on the sidewalk and activities within the building.

**PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.**

**PL4-A Entry Locations and Relationships**

**PL4-A-1. Serving all Modes of Travel:** Provide safe and convenient access points for all modes of travel.

At the Early Design Guidance Meeting, the Board supported the proposed corridor/courtyard and direct access from the street to both buildings. The Board suggested widening the courtyard to provide safe and convenient access for residents.

At the Recommendation meeting, the Board agreed the courtyard responded well to the EDG guidance, responding to all concerns. Direct access from the interior courtyard is not provided to the stair climb to the west to mitigate safety concerns and was supported by the Board (see also CS3, PL1, and PL3 above). The Board agreed the improvements to Portage Bay PI E with bollards, setbacks, and access to the bicycle parking in the garage provided safe and convenient access for pedestrians and bicyclists. The Board discussed the structure's response to Portage Bay PI E and the condition and residential character of the street. The Board acknowledged public comment expressing concerns about pedestrian safety and agreed pedestrian safety is an important consideration. One member commented that a greater ground level setback may improve safety while another noted that sidewalks would not be practical in this location and the building is already providing gracious setbacks and pull out areas. The Board recommended Portage Bay PI E be designed with pedestrian safety as a key consideration.

**DESIGN CONCEPT**

**DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.**

**DC1-B Vehicular Access and Circulation**

**DC1-B-1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

**DC1-C Parking and Service Uses**

**DC1-C-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

At the Early Design Guidance Meeting, the Board agreed that the vehicular access on Portage Bay Place East was proposed in the best location, as far from the street curve as possible.

At the Recommendation meeting, the Board agreed again that the location of the access to the below-grade parking on Portage Bay PI E was proposed in the best, least intrusive and safest location, as far from the street curve as possible.

**DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.**

#### **DC2-A Massing**

**DC2-A-2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects.

#### **DC2-B Architectural and Facade Composition**

**DC2-B-1. Façade Composition:** Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

#### **DC2-C Secondary Architectural Features**

**DC2-C-1. Visual Depth and Interest:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

**DC2-C-3. Fit With Neighboring Buildings:** Use design elements to achieve a successful fit between a building and its neighbors.

#### **DC2-D Scale and Texture**

**DC2-D-1. Human Scale:** Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

At the Early Design Guidance Meeting, the Board directed further refinement of the design and the use of articulation, materials, color, scale, and glazing to respond appropriately to the context. The use of balconies was suggested as an appropriate response. The Board requested perspectives from Portage Bay Place East be presented at the Recommendation meeting (see CS2 and CS3 above).

**At the Recommendation meeting, the quality building materials, colors, and secondary architectural features were supported by the Board. The Board agreed that these elements add detailing to ensure all facades are attractive and well-proportioned and provide for interest for the pedestrian at ground level that is of a human scale. The balconies on the north elevation were discussed: one member questioned whether the enclosed balcony contributed to the height, bulk, and scale of the north façade. This point did not receive consensus as others agreed the balconies were an appropriate component of the architectural and façade composition and reduced perceived mass. Furthermore, only one balcony was enclosed, the balcony nearest the University Bridge. No condition was imposed.**

**DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.**

#### **DC4-A Exterior Elements and Finishes**

**DC4-A-1. 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.

#### **DC4-D Trees, Landscape, and Hardscape Materials**

**DC4-D-4. Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

At the Early Design Guidance Meeting, the Board discussed the residential corridor/courtyard and recommended further development of this corridor/courtyard to provide a successful place for residents. The Board requested perspectives of the courtyard be presented at the Recommendation meeting.

**The Board commended the refinement of the internal courtyard space, finding it responded well to all guidance provided at the EDG meeting (see also CS3, PL1, and PL3 above).**

#### **DEVELOPMENT STANDARD DEPARTURES**

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

1. **Floor to Floor Height, Fuhrman Ave E (SMC 23.47A.008):** The Code requires that non-residential uses at street-level have a floor to floor height of at least 13-feet. The applicant proposes a reduction of this requirement to 11-feet along Fuhrman Ave E.

The Board agreed that providing access to the structure at grade created a desirable condition along Fuhrman Ave E, rather than depressing the commercial space two-feet below the sidewalk to accommodate the height limit in the shoreline district. Furthermore, the strong street edge, with commercial and office spaces created a very transparent commercial expression and strong connection to Fuhrman Ave E and the corner with Eastlake Ave E, meeting the spirit of the code to design usable and viable commercial spaces (CS2-B, CS2-C, CS3-A )

The Board unanimously recommended that Seattle DCI grant this departure.

2. **Minimum Depth of Non-Residential Uses at Street Level, Fuhrman Ave (SMC 23.47A.008):** The Code requires that non-residential uses at street level shall extend an average depth of at least 30-feet and a minimum of 15-feet. The applicant proposes a reduction of this requirement to 28-feet, 7.75-inches average and 28-feet 0.58-inch minimum along Fuhrman Ave E.

In response to Board guidance provided at the EDG meeting, the project was refined to increase the width of the internal courtyard. As a result, the north wall of the commercial space shifted south, thereby reducing the average depth of this space. The Board agreed this refinement and the treatment of the street-level street-facing façade along Fuhrman Ave E created a porous edge that will engage passersby with opportunities to interact visually with the building interior, and the multiple entries make a physical and visual connection between people on the sidewalk and activities in the building, which better meets the intent of the Design Guidelines (PL3-C).

The Board unanimously recommended that Seattle DCI grant this departure.

3. **Side Setback (SMC 23.47A.014):** The Code requires a triangular shaped setback with front and side dimensions of 15-feet. The applicant proposes a reduction of this requirement to a front dimension of 5-feet, 1.75-inches, and a side dimension of 15-feet along Fuhrman Ave E.

The Board supported the departure as the strong street edge was particularly important to the creation of a quality public realm that invites social interaction and economic activity. The strong street edge and connection to the street was an appropriate response to the qualities and character of the streetscape (CS2-A, CS2-B, CS2-D).

The Board unanimously recommended that Seattle DCI grant this departure.

4. **Side Setback (SMC 23.47A.014):** The Code requires a 10-foot setback for portions of the structure above 13-feet. The applicant proposes a reduction of this requirement to 5-feet along the east property line for 75% of the structure length and 4-feet for the remaining 25%.

The Board agreed that the structure responded well to the existing topography of the site by stepping down the mass to reduce perceived height, bulk, and scale and provide a successful transition to the LR zoning to the east (CS1-B, CS2-D).

The Board unanimously recommended that Seattle DCI grant this departure.

5. **Residential Use at Street Level, Eastlake Ave E (SMC 23.47A.005):** The Code permits residential uses at street level for 20% of the street-level street-facing façade in a pedestrian designated zone. The applicant proposes an increase in this allowance to 67.1% of the structure along Eastlake Ave E.

The Board agreed that the topography of the site and distance from the Eastlake Ave E sidewalk (approximately 30-feet) precluded the project from providing successful non-residential space along the entirety of the frontage. In response to this condition, the project included a generous outdoor plaza and outdoor dining area that the Board agreed will foster human interaction and provide opportunity for lively, pedestrian oriented open space (PL1-A, PL1-B).

The Board unanimously recommended that Seattle DCI grant this departure.

6. **Blank Facades, Eastlake Ave E (SMC 23.47A.008):** The Code requires that blank segments of the street-facing façade between two and eight-feet above sidewalk not exceed 20-feet in width and that the total not exceed 40% of the width of the façade along the street. The project complies with the individual blank façade width requirement (of 20-feet) and proposes an increase in the total blank façade width allowance to 50.9% along Eastlake Ave E.

The Board agreed the treatment of the façade was consistent with the composition and architectural expression of the building as a whole, and was attractive and well-proportioned. Furthermore, the stepped landscaping adjacent this portion of the façade, in conjunction with the architectural concept, ensured that the interior and exterior spaces relate well to each other and support the functions of the development (DC2-B, DC3-A).

The Board unanimously recommended that Seattle DCI grant this departure.

7. **Transparency, Eastlake Ave E (SMC 23.47A.008):** The Code requires 60% of the non-residential street-facing facade between two and eight feet above the sidewalk to be transparent. The applicant proposes a reduction in this requirement to 45.3% along Eastlake Ave E.

The Board agreed the window placement, in conjunction with a robust landscaping buffer, provide security and privacy for the residential uses along this frontage through this use of semi-private space between the development and the public stair climb. The Board agreed privacy and security issues are particularly important for this edge and the use of transition elements and spaces clearly identified the public stair climb from the private residential units (PL3-B).

The Board unanimously recommended that Seattle DCI grant this departure.

8. **Overhead Weather Protection, Eastlake Ave E (SMC 23.47A.008):** The Code requires continuous overhead weather protection along at least 60% of the street frontage of a structure on a principal pedestrian street. The applicant proposes a decrease in this requirement to 18.2% along Eastlake Ave E.

The Board agreed the overhead weather protection at the southwest corner of the site above the outdoor seating area provided adequate coverage over the public sidewalk and that overhead weather protection adjacent the stair climb was not desirable especially as the stair climb is approximately 15-feet away from the building face. An appropriate response to existing site characteristics, the reduction in overhead weather protection in this area reinforced the qualities and characters of the streetscape and its function (CS2-A, CS2-B).

The Board unanimously recommended that Seattle DCI grant this departure.

9. **Floor to Floor Height, Portage Bay PI E (SMC 23.47A.008):** The Code requires that non-residential uses at street-level have a floor to floor height of at least 13-feet. The applicant proposes a reduction of this requirement to 5-feet, 4½-inches along Portage Bay PI E.

The Board supported the project's response to existing conditions with the placement of non-residential uses along Fuhrman Ave E and residential uses along Portage Bay PI E. The Board agreed that the characteristics of the site, including topography and existing development on, and function of, Portage Bay PI E would not support non-residential uses, and the building responded appropriately with window placement that provides opportunities for eyes on the street to ensure safety and security (CS2-A, CS2-B, PL2-B).

The Board unanimously recommended that Seattle DCI grant this departure.

10. **Blank Facades, Portage Bay PI E (SMC 23.47A.008):** The Code requires that blank segments of the street-facing façade between two and eight-feet above sidewalk not exceed 20-feet in width and that the total not exceed 40% of the width of the façade along the street. The project complies with the individual blank façade width requirement (of 20-feet) and proposes an increase in the total blank façade width allowance (of 40%) to 53.29% along Portage Bay PI E.

The Board agreed that non-residential uses along Portage Bay PI E was not an appropriate response to the existing neighborhood character, and that the qualities and function of Portage Bay PI E precluded the project from providing successful non-residential space along the entirety of the frontage. The Board supported the design of the north façade, including the window placement as it provided for eyes on the street to ensure safety and security (CS2-A, CS2-B, PL2-B).

The Board unanimously recommended that Seattle DCI grant this departure.

11. **Non-Residential Uses at Street Level, Portage Bay PI E (SMC 23.47A.008):** The Code requires that non-residential uses at street level shall extend an average depth of at least 30-feet and a minimum of 15-feet. The applicant proposes no non-residential uses along Portage Bay PI E.

The Board agreed that the characteristics of the site, including topography and existing development on, and function of, Portage Bay PI E precluded the project from providing successful non-residential space along the entirety of the frontage, and the building responded appropriately with window placement that provides opportunities for eyes on the street to ensure safety and security (CS2-A, CS2-B, PL2-B).

The Board unanimously recommended that Seattle DCI grant this departure.

12. **Residential Use at Street Level, Portage Bay PI E (SMC 23.47A.005):** The Code permits residential uses at street level for 20% of the street-level street-facing façade in a pedestrian designated zone. The applicant proposes an increase in this allowance to 100% of the structure along Portage Bay PI E.

The Board agreed that the topography of the site and existing qualities, character, and function of Portage Bay PI E precluded the project from providing successful non-residential space along the entirety of the frontage. In response to this condition, the project included a generous outdoor plaza and outdoor dining area at the corner of Eastlake Ave E and Fuhrman Ave E, and a strong street edge along Fuhrman Ave E. The Board agreed these conditions will foster human interaction and provide opportunity for lively, pedestrian oriented open space (PL1-A, PL1-B).

The Board unanimously recommended that Seattle DCI grant this departure.

13. **Side Setback, Portage Bay PI E (SMC 23.47A.014):** The Code requires a triangular shaped setback with front and side dimensions of 15-feet. The applicant proposes a reduction of this requirement to a front dimension of 4-feet, 8¼-inches, and a side dimension of 10-feet, 3¾-inches along Portage Bay PI E.

The Board agreed that eliminating the setback at this location resulted in a complete and appropriate architectural and façade composition that was attractive and well-proportioned. (DC2-B, DC2-C).

The Board unanimously recommended that Seattle DCI grant this departure.

## **BOARD DIRECTION**

At the conclusion of the RECOMMENDATION meeting, the Board recommended approval of the project.