



City of Seattle

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



FINAL RECOMMENDATION OF THE EAST DESIGN REVIEW BOARD

Project Number: 3021639

Address: 601 E. Pike St

Applicant: Michelle Kinsch of Tiscareno Associates for Solterra Pike LLC

Date of Meeting: Wednesday, December 16, 2015

Board Members Present: Natalie Gualy (Chair)
Curtis Bigelow
Barbara Busetti
Dan Foltz
Cristina Orr-Cahall
Amy Taylor

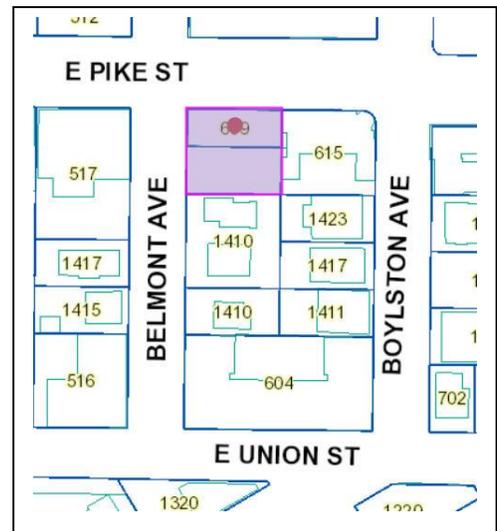
DPD Staff Present: Shelley Bolser

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



Current Development: The site is located in the Capitol Hill neighborhood at the southeast corner of East Pike St. and Belmont Ave.

The site slopes downward from east to west. The site is currently vacant and under construction for a building previously approved under MUP 3015370.

Access: MUP 3015370 approved vehicular access from 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 mixed-use buildings are nearing completion 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.

The proposal is a major revision to the design approved with MUP 3015370.

EARLY DESIGN GUIDANCE MEETING: December 4, 2013

Early Design Guidance was conducted under MUP #3015370.

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.

MUP 3015370 RECOMMENDATION MEETING: May 28, 2014

The MUP 3015370 design was reviewed at a Recommendation meeting on May 28, 2014.

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>

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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.

3021639 FINAL RECOMMENDATION MEETING: December 16, 2015

The proposed major revision to the previously approved design was considered at a Recommendation meeting on December 16, 2015.

The packet includes materials presented at the meeting, and is available online by entering the project number (3021639) at this website:

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.asp>
[X](#)

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

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Email: PRC@seattle.gov

DESIGN DEVELOPMENT

The applicant clarified that the proposed development continues to include the 10' setback from the south property line for the façade at floors three through seven, consistent with the direction from EDG.

The intent of the proposed changes is to create a design with a more porous street frontage, more durable materials with lower maintenance (integral color fiber cement panels; metal fins; aluminum upper and lower windows), and bold forms to respond to the neighborhood context. The intent is also for a high degree of sustainability, with the goal of LEED Platinum, which is consistent with the goals of the Capitol Hill Eco District.

The street frontage has also been redesigned for more interesting materials and varied uses including a large fish tank separating the lobby and large retail space, micro retail spaces to the east of the lobby, street level plank siding composed of bamboo and recycled bowling balls, and operable windows at most of the retail frontage). an improved response an integral color high quality cement board, and respond to neighborhood context such as bold forms. The overall intent is for a high level of sustainability (anticipated to be LEED Platinum)

The upper levels of the façade include curved metal fins that are 6" deep at the apex of the curve. These fins are intended to create visual interest, depth, and provide a shading function to reduce energy gain. Solar panels are proposed as window shades on the south facing windows.

Changes also include a large increase in the number of bicycle storage spaces (64 as opposed to the previously approved 13), and modifying the roof for more green roof area and locating the roof deck farther away from Belboy condo building to the south.

PUBLIC COMMENT

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

- Support for proposed design: provocative and sophisticated design, emphasis on sustainability, emphasis on a variety of retail for local business, and sensitive response to the adjacent condominium to the south.

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.

MUP 3015370 was vested to the 2013 Design Review Guidelines. The references below relate to that version of the Design Review Guidelines.

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.

MUP 3015370 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 oversimplification 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).

MUP 3021639 is a major revision to MUP 3015370 and is required to conform to the Design Review Guidelines in effect as of December 16, 2015. The references below relate to the 2014 Design Review Guidelines, applicable to the proposal on December 16, 2015.

MUP 3021639 RECOMMENDATIONS (DECEMBER 16, 2015):

- 1. Architectural Concept and Materials.** The Board supported the interesting design concept of the metal fins, street level interest, focus on sustainability, and well-designed green roof/roof deck. (DC2-A, DC2-B, DC2-C, DC3-C)
 - a. The Board discussed the use of both varied color and fins to provide visual interest and shading, and the detail of transition for the fins at the corners. The majority of the Board supported the design of the west and north facades as shown. The Board noted that the proposed design will create an interesting and compelling effect on Pike Street. (CS2-C, CS2-II, CS2-III)
 - b. The Board discussed the more monochromatic south façade in contrast to the north and west facades. While some members were concerned that south façade appeared to lack some of the scale and detail of the other facades, all Board members agreed that a more muted palette and form is an appropriate response to the adjacent residential building. The majority of the Board was satisfied with this façade, following clarification from the applicant that the south façade panels and reveals will be designed in a similar manner to the north and west facades. (CS2-D, CS2-II, DC2-B)
 - c. The Board noted that the south stairwell could have been designed to better transition between the exciting west facade and the calmer façade to the south. The Board encouraged the applicant to soften the stairwell and use it as a visual transition between these areas, but declined to recommend a condition for this item. The Board suggested that a modified stairwell design could incorporate techniques such as wrapping the inside of the stairwell with the bamboo material, increased green wall or vines, and increased lighting. (DC2-B, DC2-C, DC2-D, DC3-II)
- 2. Streetscape Design and Uses.** The Board strongly supported the proposed street level program and design.

- a. The Board supported the micro retail as a means to provide retail diversity in the neighborhood and enhance the lobby activity. (PL3-C, DC1-B)
- b. The Board emphatically supported the large fish tank as a streetscape feature and a method to provide a unique and special focus at the entry and the Pike Street frontage. (CS2-B, PL3-A)

DESIGN REVIEW GUIDELINES

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

CONTEXT & SITE

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-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

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

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-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.

Pike/Pine Supplemental Guidance:

CS2-II Corner Lots

CS2-II-i. Corner/Gateways: Buildings on corner lots should reinforce the street corner. To help celebrate the corner, pedestrian entrances and other design features that lend to Pike/Pine’s character may be incorporated. These features include architectural detailing, cornice work or frieze designs. See map 1, page 2 for intersections.

CS2-III Height, Bulk, and Scale Compatibility and Pike/Pine Scale and Proportion

CS2-III-i. Response to Scale/Form Context: Design the structure to be compatible in scale and form with surrounding structures. One, two, and three-story structures make up the primary architectural fabric of the neighborhood. Due to the historic platting pattern, existing structures seldom exceed 50 to 120 feet in width or 100 to 120 feet in depth. Structures of this size and proportion have been ideal for the small, locally owned retail, entertainment, and restaurant spaces that have flourished in this neighborhood. The

actual and perceived width of new structures should appear similar to these existing structures to maintain a sense of visual continuity.

- a. Respect the rhythm established by traditional facade widths. Most structure widths are related to the lot width. Typically, structures are built on one lot with a width of 50 or 60 feet; or on two combined lots with a width of 100 or 120 feet. If a proposed development is on a lot that is larger than is typical, it may be necessary to modify the rhythm of the building to maintain the existing scale at the street. Even in older buildings that may be massive, the mass is typically broken up by a rhythm of bays, humanizing the scale of the structure.
- b. Relate the height of structures to neighboring structures as viewed from the sidewalk. If a proposed structure is taller than surrounding structures, it may be necessary to modify the structure height or depth on upper floors to maintain the existing scale at the street, especially for larger developments.
- c. Consider full or partial setbacks of upper stories to maintain street-level proportions. Given the greater width and height possible for new structures, a more compatible massing may be achieved if portions of the upper floors set back from the street, with other portions extending to the street lot line, creating setbacks at intervals that reflect the typical facade widths of existing structures.

CS2-IV Small Lot Development

CS2-IV-i. Impact on the street environment:

- a. Maintain solid massing of the street wall.
- b. Site driveways and design vehicular garage entrances so that they do not dominate the street front.
- c. Orient the structure's street level uses, building entrances, and service areas so that street-level priorities for commercial and pedestrian activity are not compromised.

PUBLIC LIFE

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

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-C Retail Edges

PL3-C-1. 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.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

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.

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

Pike/Pine Supplemental Guidance:

DC1-III Visual Impact of Parking Structures

DC1-III-i. Vertical Landscaping: Incorporate vertical landscaping (trellises) or artwork as screens where feasible.

DC1-III-ii. Street-Level Activity: Parking structures should provide commercial or other pedestrian-oriented uses at street-level.

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-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

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-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

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-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

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

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-C Design

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

Pike/Pine Supplemental Guidance:

DC3-II Landscaping to Enhance the Building and/or Site

DC3-II-i. Public Space Enhancement: 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 listed streets.

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. 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 DC1-B, DC1-C, and DC1-III 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.

- 2. Street Level Development Standards (23.47A.008.B.3):** The Code requires that non-residential uses at street level have an average 30' and minimum 15' depth. The applicant proposes to provide an average 26'6" and minimum 11'7" depth for non-residential uses.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines CS2-B and PL3-C by allowing varied retail street level spaces including a large business at the corner (32'4-1/2" depth) and micro-retail spaces (as little as 11'7" depth) near the east edge of the site.

The Board unanimously recommended that DPD grant the departure.

- 3. Street Level Development Standards (23.47A.008.B.4):** 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 CS2-B and PL3-C 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.

- 4. Street Level Development Standards (23.73.008.C):** The Code requires that within new structures facing certain streets, including E. Pike Street, the maximum length of frontage for an individual business is 50'. The applicant proposes to allow a maximum length of 58'3" for an individual business on E. Pike St.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines CS2-B and PL3-C by allowing varied retail street level spaces, increased operable windows and entries, and including a large business at the corner and micro-retail near the east edge of the site.

The Board unanimously recommended that DPD grant the departure.

- 5. Demolition of Character Structure (23.73.024.B.1.b):** The Code requires that development on a Transfer of Development Rights (TDR) receiving site shall include retention of any character structures, unless a departure is approved.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines DC2-C and DC2-D with a design that responds to nearby context and provides a porous activated 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 December 16, 2015, and the materials shown and verbally described by the applicant at the December 16, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the six Design Review Board members recommended APPROVAL of the subject design and departures, with the following condition:

1. Any driveway alert system at the garage entry should be designed to avoid audible alarms. (CS2-D-5)