

GREYSTAR CAPITOL HILL



GREYSTAR

**WEBER
THOMPSON**

+ ARCHITECTURE
+ INTERIOR DESIGN
+ LANDSCAPE ARCHITECTURE

GREYSTAR C.H. DESIGN RECOMMENDATION MEETING

02.15.23 · 1410 E JOHN ST · SDCI #3038146-LU





CONTENTS

PROJECT & ZONING INFORMATION

Project Information 4-5

OUTREACH

PPUNC Outreach (May Meeting 2022, November Meeting 2022)..... 7-8
Voluntary Outreach (Two meetings in January 2023)..... 9

POST-EDG MASSING AND PROGRAM CHANGES

Massing and Program changes based on EDG guidance..... 11-16

15TH AVE E

Overall Design with EDG guidance and responses 18-40

SAFEWAY (E JOHN ST / 14TH AVE E)

Overall Design with EDG guidance and responses 42-66

14TH AVE E / E THOMAS ST

Overall Design with EDG guidance and responses 68-75

LEVEL 2/ROOF RELATED LANDSCAPE

Internal Courtyards and Roofdeck 77-80

FACADE MATERIALS

Photos of Materials.....82
Elevations..... 83-84

PROPOSED SIGNAGE

Signage..... 86-88

PROPOSED LIGHTING

Fixtures and Locations..... 90-97

INTEGRATED ARTWORK

Examples of Artist work and Locations..... 99-100

FLOORPLANS

Building Floorplans 102-104

DEPARTURES

Departure Summary Matrix 106
Departure 1 107-109
Departure 2..... 110-111
Departure 3 112-114
Departure 4..... 115-117

APPENDIX

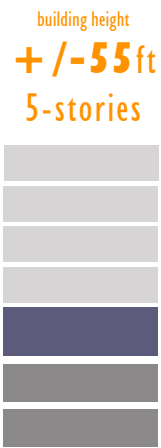
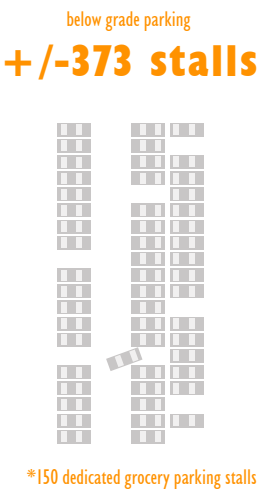
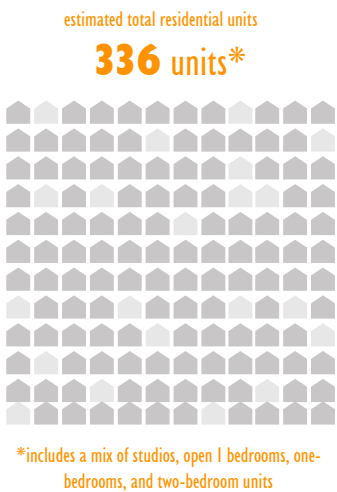
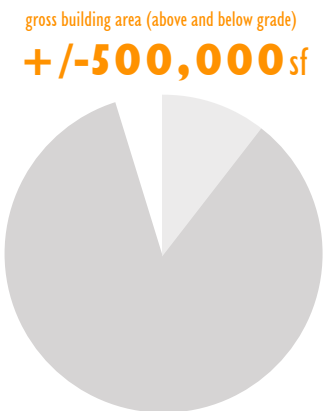
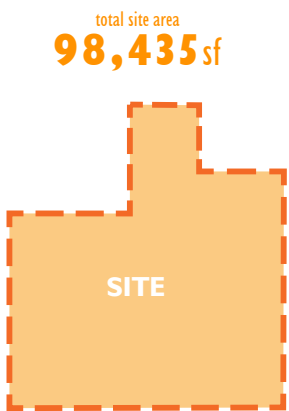
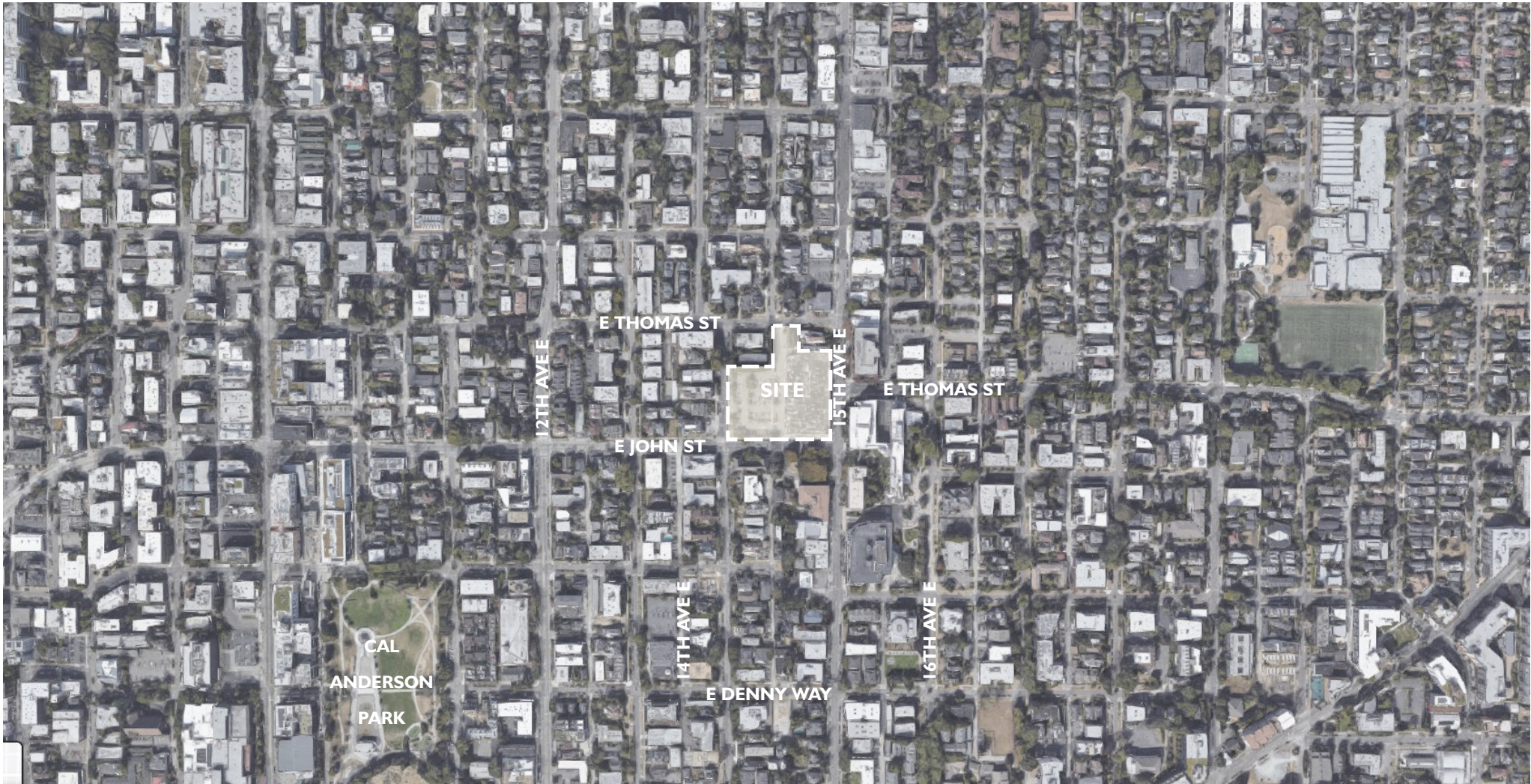
Color studies 119

PROJECT INFORMATION

PROJECT DESCRIPTION & VISION

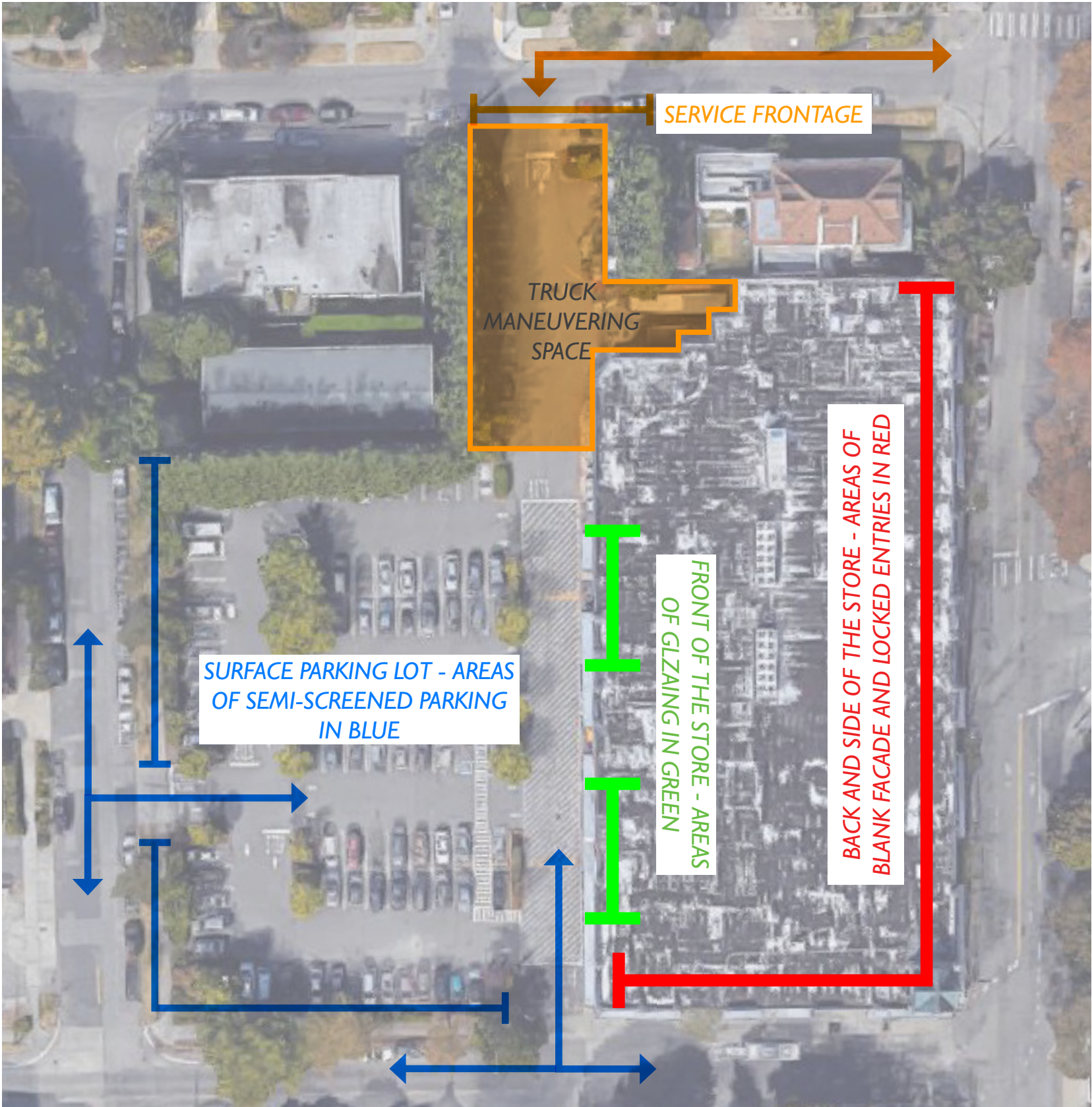
The project vision is to redevelop the existing Safeway store and parking lot into a five-level mixed-use building with a new Safeway store at the ground level.

The project team will strive to design the site layout and the building façade to integrate into the neighborhood context.



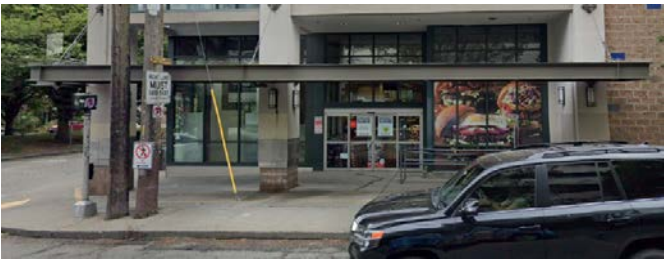
EXISTING CONDITIONS

With no alley, truck and service access is provided from E Thomas St. The entirety of the street frontage is devoted to truck access with an extra-wide curb cut.



With no alley, Vehicle access is provided via two curb cuts. One curb cut is located along 14th Ave E. The other curb cut is located mid-block of East John.

The existing store and parking lot follows a very vehicle-centric design. The Front of the store faces a surface parking lot. The back and side of the store is screened to conceal equipment and storage. Doors were provided along 15th Ave E when constructed, but subsequently permanently locked.



The existing Safeway (the store alone) requires one access point for services, and two access points for vehicles. This store is considered a high-functioning store by Safeway and recognizes its importance to this neighborhood. **Three access points is critical for a functional store.**



capitol hill

Corner Retail

OUTREACH

OUTREACH – POST EDG MEETING WITH PPUNC 5/23/22

Design-Related Comments

- PPUNC requested that we make sure to render the Kaiser buildings accurately



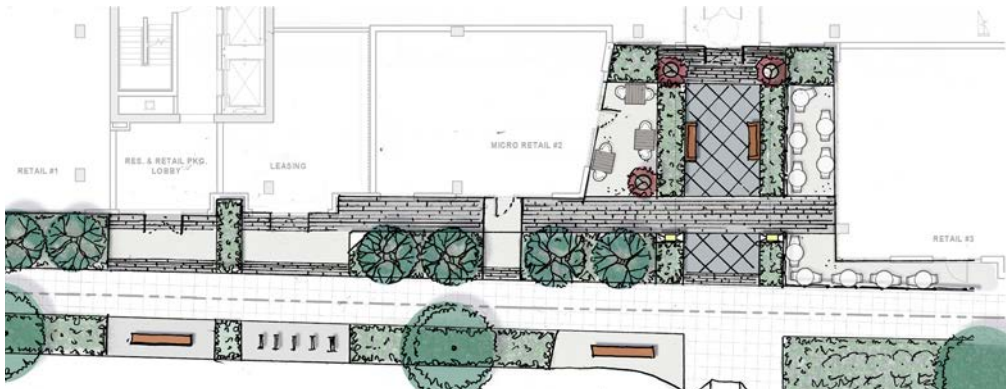
- One attendee liked the scale of the courtyard, referring to it as 'human-scaled'.



- Attendees liked the 'bump-outs' along 15th Ave E.

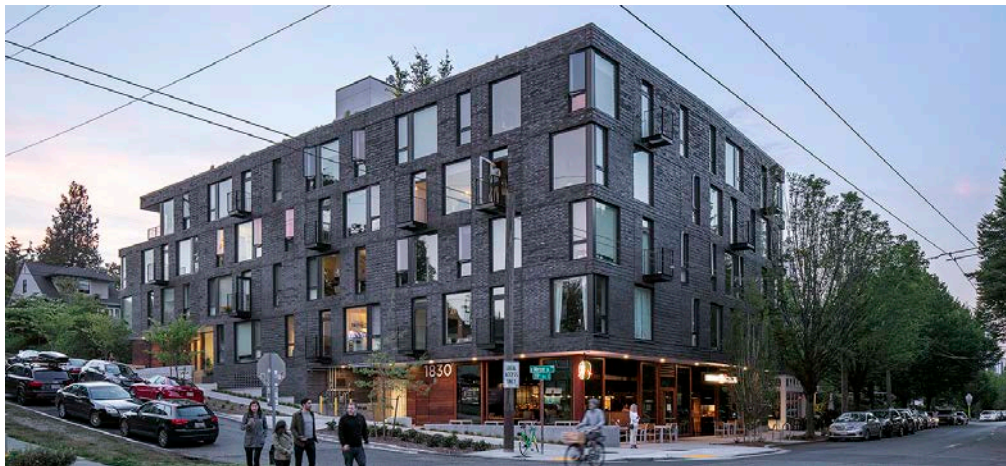
- Regarding landscape, attendees suggested a scheme with more 'lightness' to it.
- The planters, in places, were too consistent with the architecture, perhaps more differentiation could be achieved.

Response: The brick color, pattern, and detailing has evolved to be different from the brick of the architecture.



- Attendees provided comments that the landscaping plan illustrated is too heavy, with guidance to help foster the relationship of the retail with the pedestrians by making it feel more lively and active.

Response: The landscape design has been revised to include more space adjacent to the retail spaces for spill out uses.



- Reference was made to the brick building at 19th and Mercer – the building is much smaller, but 'out of control' with the brick patterning. The patterning is above the skill level of the masons.

Response: The brick pattern is designed to be simple, yet visually impactful.

- Materiality of the landscape and building are important – it will be more impactful in places where pedestrians can engage with it.
- Brick is desired along 15th Ave.



- **The teal colored brick is fantastic** – it takes bravery to use it.
- At the time, Safeway was less developed and not shared, but attendees wanted the design to 'keep the magic going' from what we shared along 15th.



- PPUNC commented that overall, **the team's 'heart is in the right place'**.

OUTREACH – MEETING WITH PPUNC 11/15/22



Design-Related Comments

- Attendees appreciated the amount of glazing incorporated into the Safeway Facade; encouraged the team to keep it free of posters or graphics.
- Attendees like the curb bulbs on E John Street.
- One attendee commented that the overall project has a good attention to detail.
- One attendee was hopeful that the project had good energy efficiency of the project and incorporated EV stalls.
- One attendee, a resident of 14th Ave E still had concern over the curb cuts along this street, and this facade not feeling active or residential, though was excited by the tree canopy and lack of power lines along 14th Ave E.
- One attendee asked if more balconies can be incorporated.
- One attendee requested that the team incorporate more finer grain architectural details into the Design Review package.
- One attendee appreciated the restrained material and color palette.

Response: The project incorporates many EV stalls and meets Seattle's stringent energy code.

Response: The design team has re-visited the facade of 14th Ave E to incorporate more glazing where possible, and has re-visited the landscaping in this area to address the concerns.

Response: The project team has added balconies and juliet-style balconies.

Response: Included in the Design Review packet are architectural details, such as the retail canopies, and the plinth elements within the Landscape design section, as these details will be closest and most tactile, and have a lot of visual impact at the pedestrian scale.

Non Design-Related Comments

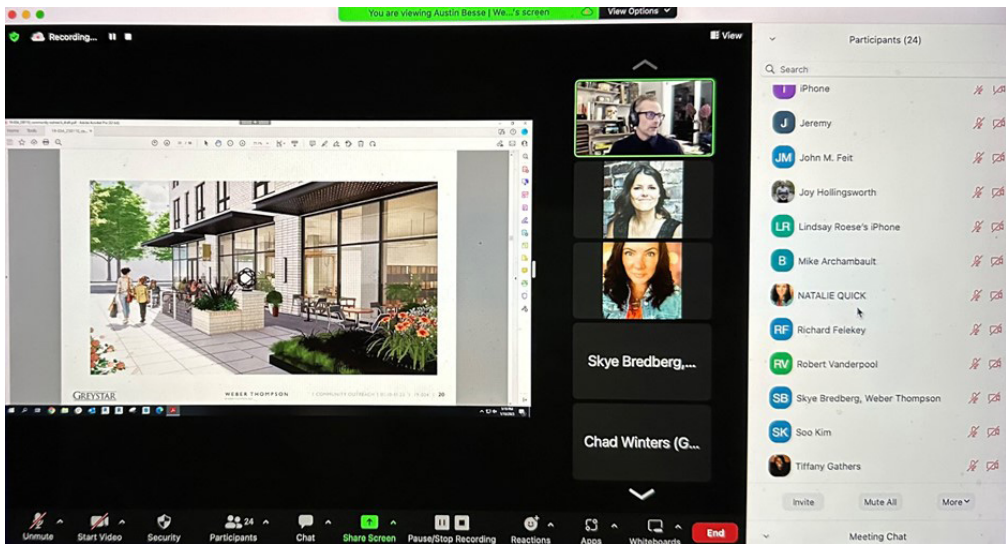
- One attendee thought the project looked great, but had concern over it being actually built in today's economic climate.
- One commentator requested that the development team prioritize local businesses in the retail spaces along 15th Ave E.
- PPUNC supported the idea of the development team pursuing the MFTE program.

Response: The development team is targeting a 2026 construction completion.

VOLUNTARY OUTREACH – INFORMATIONAL MEETINGS 1/10/23 AND 1/11/23

Background:

- The project team held a Virtual Open House from 5:00 – 6:00 p.m. on Tuesday, January 10th, 2023. About 19 members of the public attended.
- The project team held a Virtual Open House from 5:00 – 6:00 p.m. on Wednesday, January 11th, 2023. About 17 members of the public attended.



Design-Related Comments

- “I’m a big fan of the outside bike racks being the “staple” shaped ones. These are the best to fit different types of bikes including cargo bikes. I would prefer to see more benches with full seat depth. The sitting rails do not seem as comfortable/accessible for people waiting for transit or car pickups.”
- “Hello! I’m a homeowner and I’m pleased to see more density coming in. I’m really excited to see so much thought put into pedestrian friendly design! Are the lean rails an SDOT requirement or a design choice? Would it be possible to see more benches and proper seating, especially along John and along 15th?”
- “Safeway could incorporate some of that “beautiful limestone” that they have fronted on 15th onto 14th.”
- “The presentation of the “Safeway Red” at the first parking entrance is fairly prominent. Is it possible to be a bit more subtle?”

Response: The lean-rails and shallow benches are designed for short-term seating as people wait for transit. There is more full-depth seating in several areas along 15th Ave E.

General Questions and Comments:

- Being informational meetings, most of the questions and comments related to parking, rents, construction impacts, schedule, and the Multi-Family Tax Exemption program.
- Design related comments are to the right.

Design-Related Comments (received post-meeting)

- “May I suggest the use of brick in lieu of panels on this elevation in order to lessen some of the impacts of the blank facade and parking? I know this has cost implications, but it may show a good faith effort on the team’s part to do the best they can to ameliorate a difficult set of design challenges. It may provide an opportunity for an Anhalt homage brick pattern along the blank freezer wall - just a whimsical thought.”

Response: The team re-designed the portion of 14th Ave E facade to incorporate more brick and to break up the art from a single, long mural into smaller individual murals.



THIS PAGE INTENTIONALLY LEFT BLANK



EDG RESPONSE – MASSING CHANGES

PROJECT ORIENTATION – PREFERRED EDG MASSING



EDG Guidance

I. Massing

Ia. The Board deliberated over the merits of each of the three massing options. Four of the five Board members supported the project moving forward to MUP application with massing Option 3, the applicant’s preferred option, provided aspects of Option 2 are incorporated. The dissenting Board member generally supported Option 3, but was concerned the scope of guidance warranted a second EDG meeting. (DC2, DC3)



PROJECT ORIENTATION – PREFERRED EDG MASSING



Response: The project incorporates aspects of massing Option 2 (courtyard aligning with crosswalk, splayed building facade at courtyard) into the preferred massing Option 3. Moving the courtyard was good guidance and results in a design that fits better into its surroundings (DC2, DC3).



- RESIDENTIAL ENTRY
- RETAIL ENTRY
- GROCERY ENTRY
- VEHICLE ENTRY
- TRUCK ENTRY



POST EDG MASSING CHANGES



EDG Guidance

I. Massing

Ib. The Board supported the location and orientation of the courtyard as proposed in massing Option 2, specifically the alignment of the courtyard and crosswalk, and directed the applicant to revise Option 3 to incorporate these massing moves. (DC2, DC2-A-1, DC3)

Response: The courtyard has been shifted to align with the crosswalk emphasizing a strong pedestrian connection (DC2-A-1). The spaces around the courtyard have been re-programmed to provide three sides of active spaces (DC-3). Moving the Residential entry to face the courtyard, as opposed to being tucked into a facade perpendicular to the sidewalk at the back of the courtyard, emphasizes a sense of arrival (DC-2) and having retail flank the courtyard also provides more activation.

Ic. The Board supported the eastern upper-level courtyard configuration of the “A” portion of massing Option 3, which allows more afternoon sunlight at the street level courtyard than the other two massing options. (CSI-B-2)

Response: The proposed design provides a far stronger relationship of the L2 courtyards in that they directly overlook the plaza at the residential entry. The additional design evolution of the building facade that flanks the courtyard to the south has been angled in order to widen the courtyard at the sidewalk, which will allow for more sunlight earlier in the day. (CSI-B-2)



AERIAL VIEW – EDG



AERIAL VIEW – POST EDG

POST EDG MASSING CHANGES



EDG – VIEW FROM CROSSWALK



PROPOSED DESIGN – VIEW FROM CROSSWALK

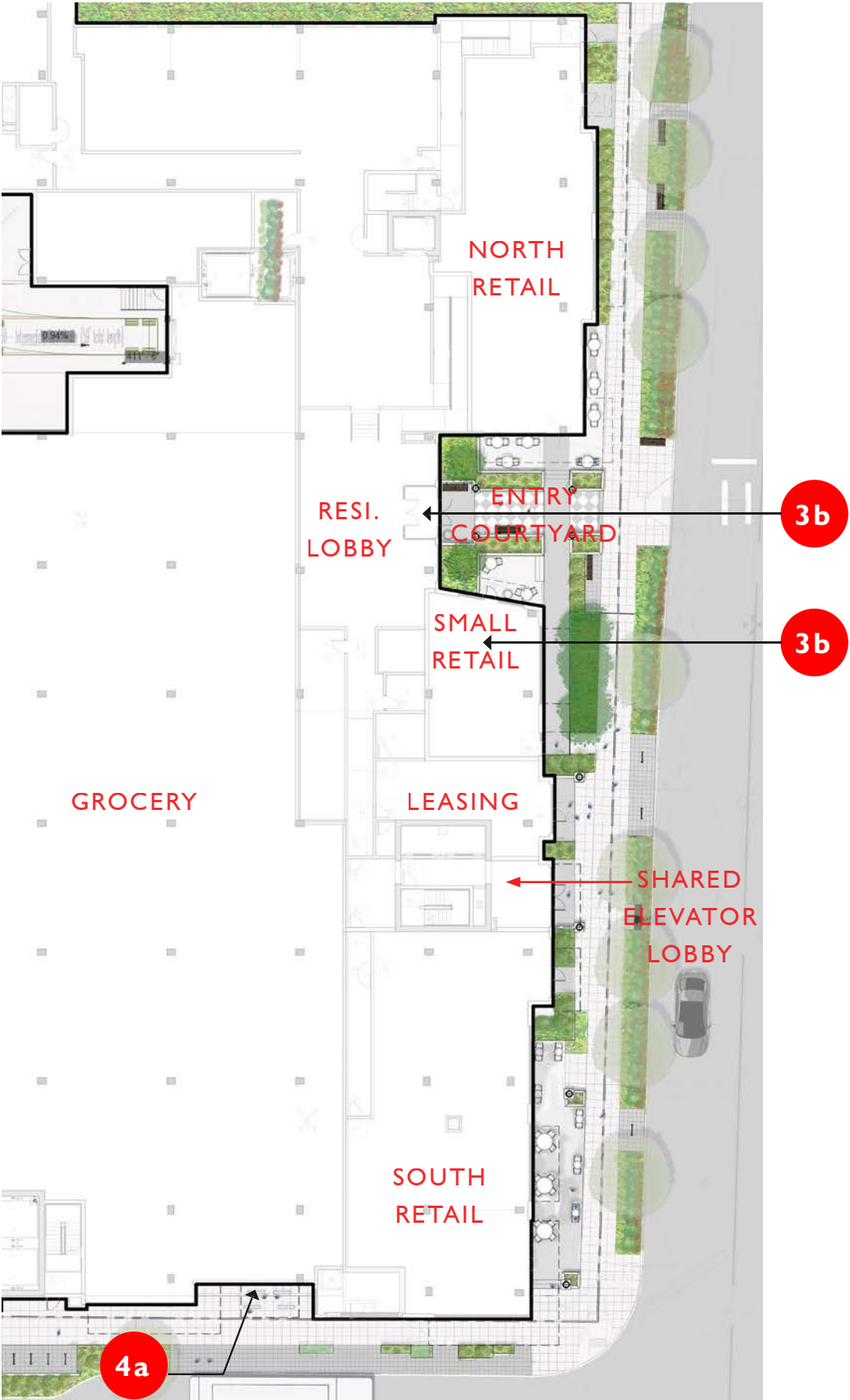
EDG Guidance

3. Street Level Uses & Frontage

3b. In response to public comment, the Board directed further study of relocating of the primary residential lobby within the courtyard or to E John St to allow for additional retail space to front and activate the courtyard. (PL3-C)

Response: Per Board guidance, the residential lobby has been reconfigured to allow retail spaces to occupy the spaces at the sidewalk that flank the courtyard (PL3-C). The residential lobby itself occupies the third facade of the courtyard, providing the maximum amount of activation and eliminating areas of blank facade within the courtyard itself (PL3-B-1, PL3-B-4).

POST EDG MASSING CHANGES



EDG Guidance

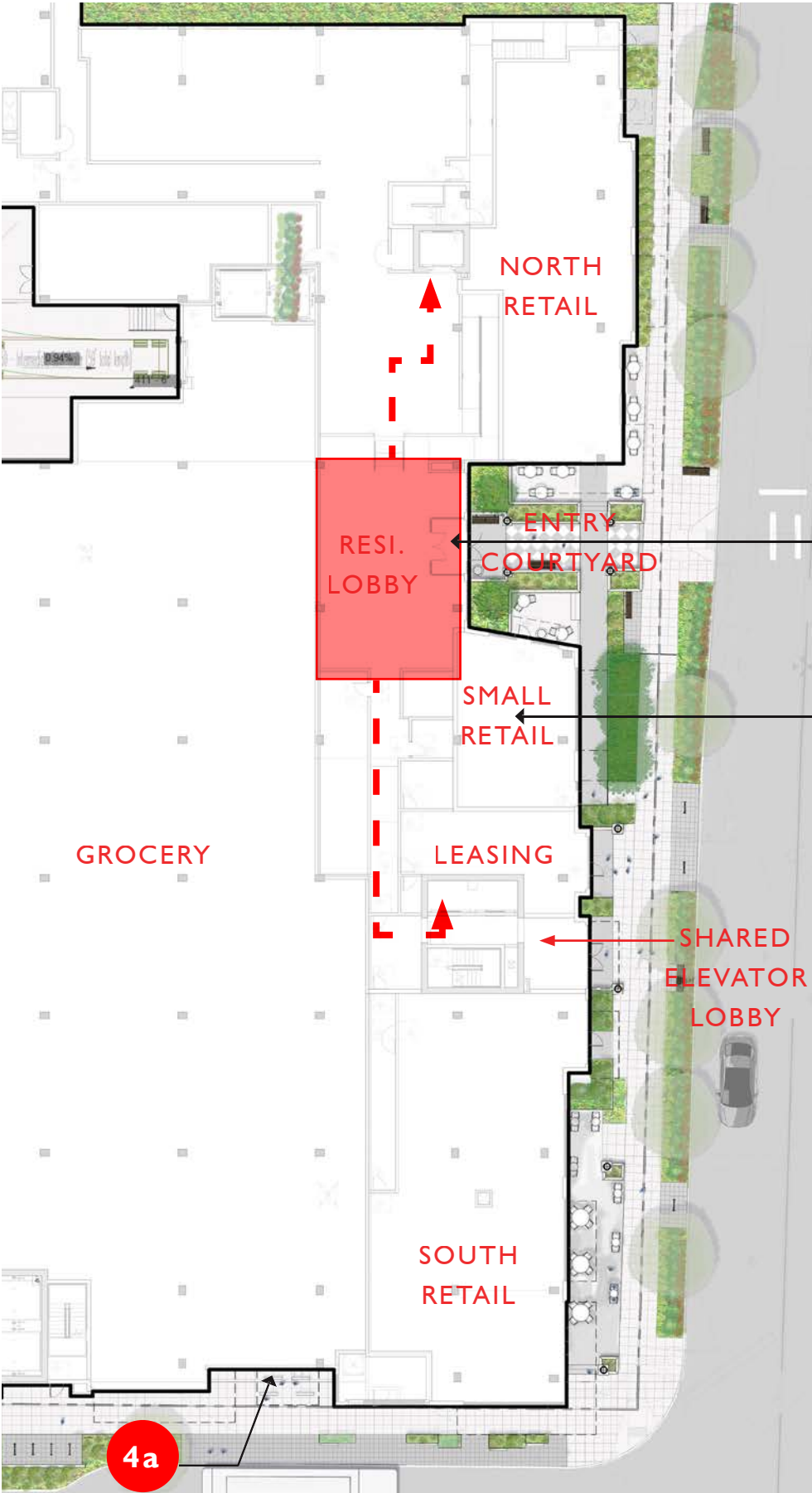
4. Entries & Access

4a. In response to public comment, the Board deliberated over the merits of a through-block connection; however, they ultimately acknowledged that the spatial constraints of a large grocery retail use impede a through-block connection. The Board encouraged further consideration of an additional long/linear courtyard activated by retail entries (like Chophouse Row) or a notched residential entry/lobby – similar to Option 1 – between the grocery and corner retail space on E John St to promote pedestrian permeability, respond to the park, and provide massing relief. (PLI-3-a)

Response: The residential portion of the project is best served by a single, easily identifiable entry that is adjacent to the primary elevator cores that serve the project. It is intended that these two buildings share amenities, the lobby space, and the mail services, and a single residential lobby allows all residents to identify with the building. This entry space is ideally located at 15th Ave E, accessed from the courtyard. Locating a residential lobby along E John Street does not meet the objectives of a centrally located lobby that is completely separate from the Grocery entry condition along E. John St.

The notched area along E John St provides massing relief and enhances the sidewalk and adjacent bus-stop with planting and seating opportunities for transit users. This recessed area also provides differentiation between the grocery, residential above, and adjacent corner retail use. (PLI-3-a)

POST EDG MASSING CHANGES



EDG Guidance

4. Entries & Access

4a. In response to public comment, the Board deliberated over the merits of a through-block connection; however, they ultimately acknowledged that the spatial constraints of a large grocery retail use impede a through-block connection. The Board encouraged further consideration of an additional long/linear courtyard activated by retail entries (like Chophouse Row) or a notched residential entry/lobby – similar to Option 1 – between the grocery and corner retail space on E John St to promote pedestrian permeability, respond to the park, and provide massing relief. (PLI-3-a)

Response: The residential portion of the project is best served by a single, easily identifiable entry that is adjacent to the primary elevator cores that serve the project. It is intended that these two buildings share amenities, the lobby space, and the mail services, and a single residential lobby allows all residents to identify with the building. This entry space is ideally located at 15th Ave E, accessed from the courtyard. Locating a residential lobby along E John Street does not meet the objectives of a centrally located lobby that is completely separate from the Grocery entry condition along E. John St.

The notched area along E. John St provides massing relief and enhances the sidewalk and adjacent bus-stop with planting and seating opportunities for transit users. This recessed area also provides differentiation between the grocery, residential above, and adjacent corner retail use. (PLI-3-a)



EDG – VIEW AT JOHN ST



PROPOSED DESIGN – VIEW AT JOHN ST

THIS PAGE INTENTIONALLY LEFT BLANK



15TH AVE E

AERIAL VIEW OF 15TH AVE E



EDG Guidance

2. Façade Treatment

2b. The Board stated that the material palette and façade articulation should be used to create the perception of different buildings and authentically break down the mass. The façade treatment, materiality, and character of the upper levels should carry down to the streetscape to create distinct frontage segments. (DC2, DC2-B-1, DC2-4, DC4-I-a)

Response: The massing has been sculpted to have a more vertical feel, reinforcing distinct massing elements that will feel like a collection of smaller buildings, with the character of the upper levels carrying down to the streetscape in places (DC4-I-a) – this is echoed elsewhere in the site, not just on 15th Ave E (DC2, DC2-B-1). The combination of this vertical articulation with protruding single-story elements will provide more break-up of the ground level facades, creating opportunities for variation within the ground-related facades (DC2-4) and differentiation between the retail, residential, and grocery components. The single story elements harken back to the existing single story buildings elsewhere along 15th Ave E. This approach is continued into the grocery facades, which is broken down into smaller areas for rhythm and modulation.

EDG Guidance

4. Entries & Access

4e. The Board heard public comment and specifically prioritized Capitol Hill Design Guideline PL4-2, Planning Ahead for Bicyclists; stating that bike access for residents and retail users should be clarified in the design. (PL4-2)

Response: The widened sidewalks and enlarged proposed curb bulbs will provide space for bike racks for visitor and retail users. There is also a secondary entry along 15th Ave E with elevator access to both the retail and residential bike parking areas within the below grade levels (PL4-2). Outdoor bike racks are provided generously around the site.



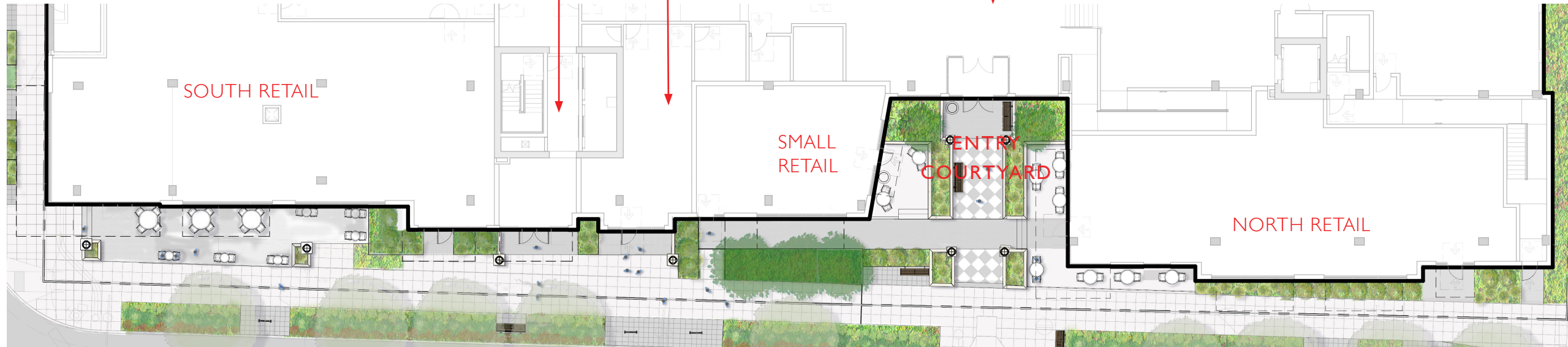
AERIAL VIEW OF 15TH AVE E



A RETAIL AND RESIDENTIAL HUB

Drawing inspiration from the most desirable aspects of 15th Ave E, the proposed design provides an eclectic mix of facade treatments, unique retail spaces, and a strong residential presence.

AERIAL VIEW FROM EAST



PLAN VIEW ALONG 15TH AVE E



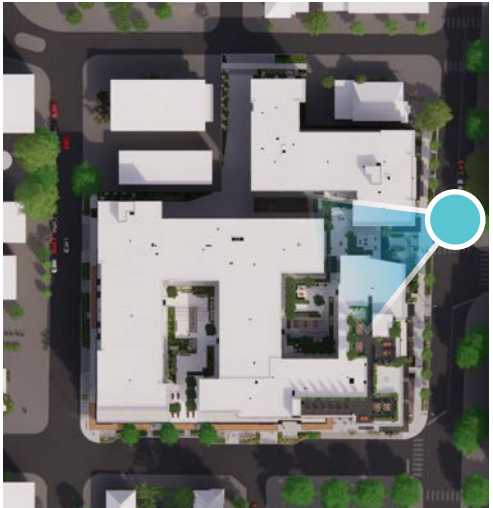
STREET VIEW OF 15TH AVE E



GROUND LEVEL VIEW FROM 15TH AVE E CROSSWALK

**A STRONG
RESIDENTIAL
IDENTITY AMONG
ACTIVE RETAIL
SPACES**

The residential portion of the site needs to be nestled into the collection of spaces along 15th Ave E – this portion of the site best aligns with having a residential identity. Other aspects of the site are devoted to large-scale grocery services, but 15th Ave E is dedicated to smaller scale neighborhood offerings.



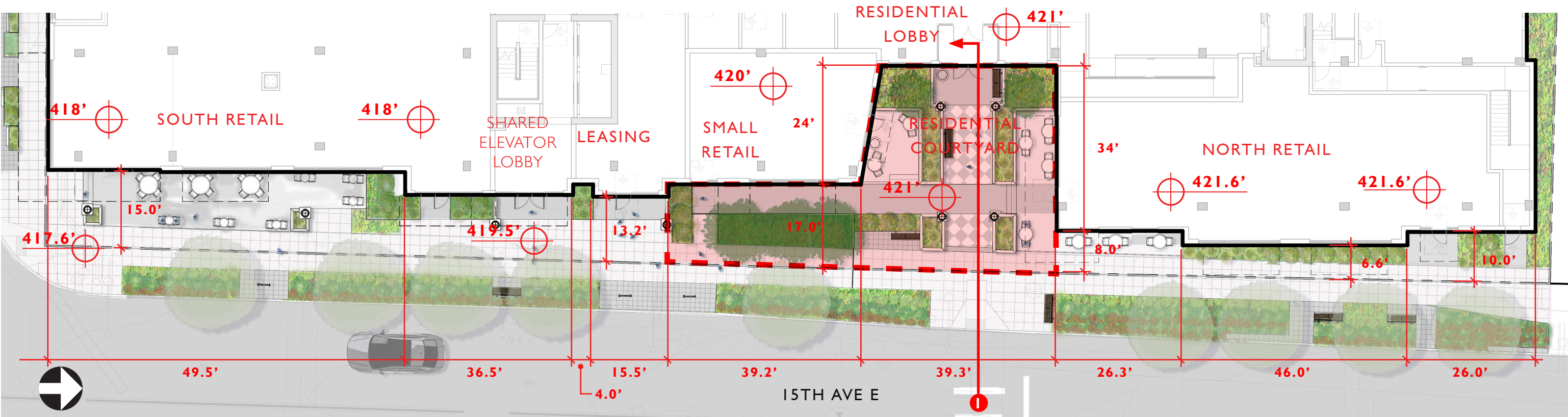
BRICK FACADE – SOUTH



COURTYARD PLAN & SECTION

A COURTYARD FOR RESIDENTIAL AND RETAIL

Scale and intimacy define the courtyard. Each of the retail spaces have dedicated outdoor spaces adjacent to their storefronts.



VIEW OF ENTRY COURT



VIEW OF COURTYARD FROM PROPOSED CURB BULB

EDG Guidance

4. Entries & Access

4b. The Board stated that common residential entries should be architectural focal points that are appropriately scaled for their location/frontage, and specifically prioritized Capitol Hill Design Guideline PL3-1-b, Residential Buildings. (PL3, PL3-1-b)

Response: By locating the primary residential entry as the third facade of the courtyard at 15th Ave E, it becomes an activated architectural focal point with a sense of arrival for residents (PL3). This small yet visually impactful facade is clad in a vibrant glazed brick in a teal color and warm, wood-clad glazing. (PL3-1-b).

A RETAIL AND RESIDENTIAL HUB

The mid-block courtyard provides the building with a distinct identity, that is derived from the vibrant character of areas of 15th Ave E.

Local Anhalt buildings inform the elements of the design such as a welcoming entry court, distinctive brickwork, and lighting plinths intended to mark entries and create a sense of arrival.

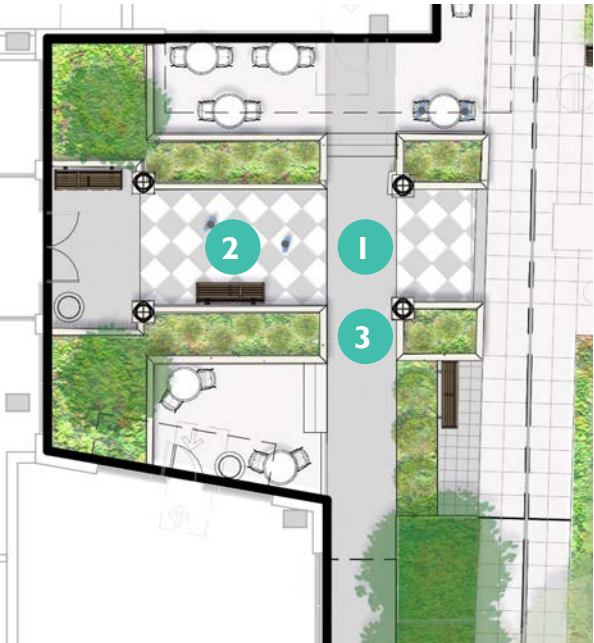
4b



ENTRY COURT AND 15TH STREET STREETSCAPE – MATERIALS



SCULPTURAL LIGHTING
FIXTURES – TBD



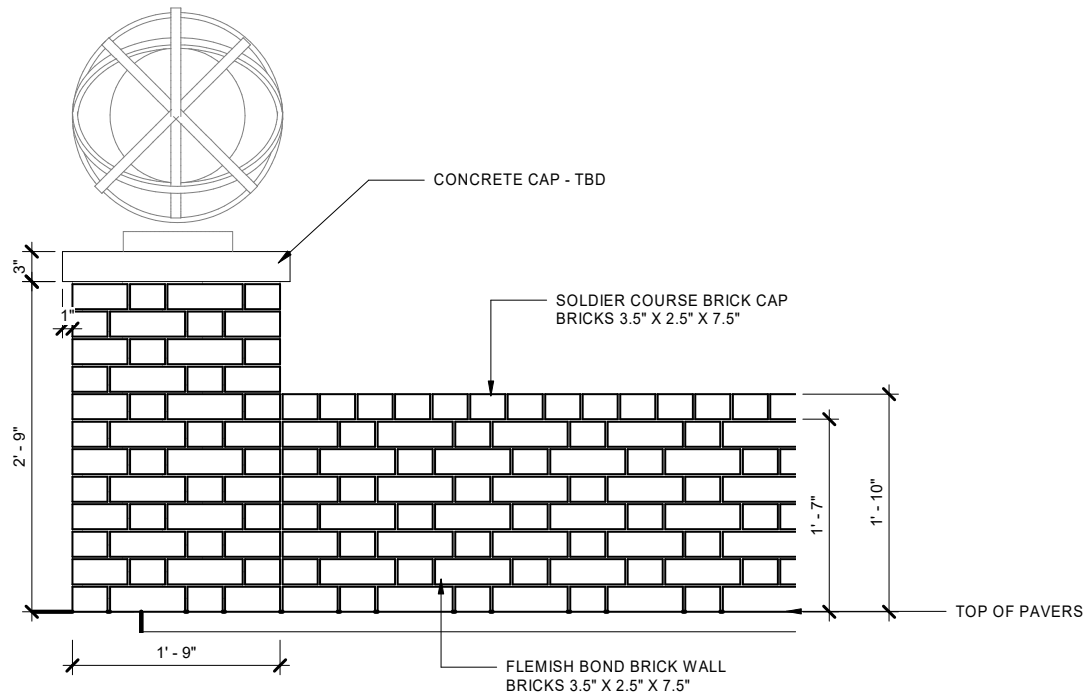
1 MUTUAL MATERIALS – PLANK PAVER



2 MUTUAL MATERIALS – VANCOUVER BAY PAVERS



3 MUTUAL MATERIALS – MEDITERRANEAN



3 FLEMISH BOND WALL AND PLINTH DETAIL

LANDSCAPE DESIGN – ENTRY COURT SPECIES SELECTION

A LUSH OASIS



The formality of the entry court is complemented by a lush planting spilling over the edges of the planters and creating a tapestry of deep greens, highlights and white flowers.

TREES



ACER PALMATUM
JAPANESE MAPLE

 **EVERGREEN**

UNDERSTORY



ACANTHUS MOLLIS
BEAR'S BREECHES



DAPHNE 'ETERNAL FRAGRANCE'
DAPHNE



BEEZIA DELTOPHYLLA
BEEZIA



ZANTEDESCHIA AETHIOPICA
CALLA LILY



HOSTA 'JUNE'
HOSTA



HELLEBORUS 'CINNAMON SNOW'
HELLEBORE



POLYSTICHUM SETIFERUM
ALASKAN FERN



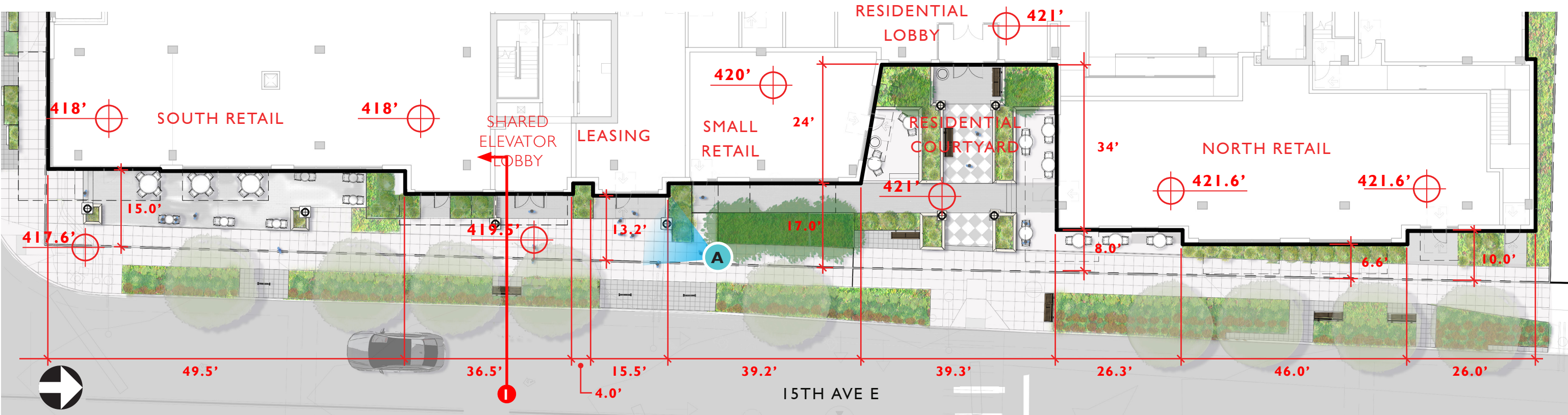
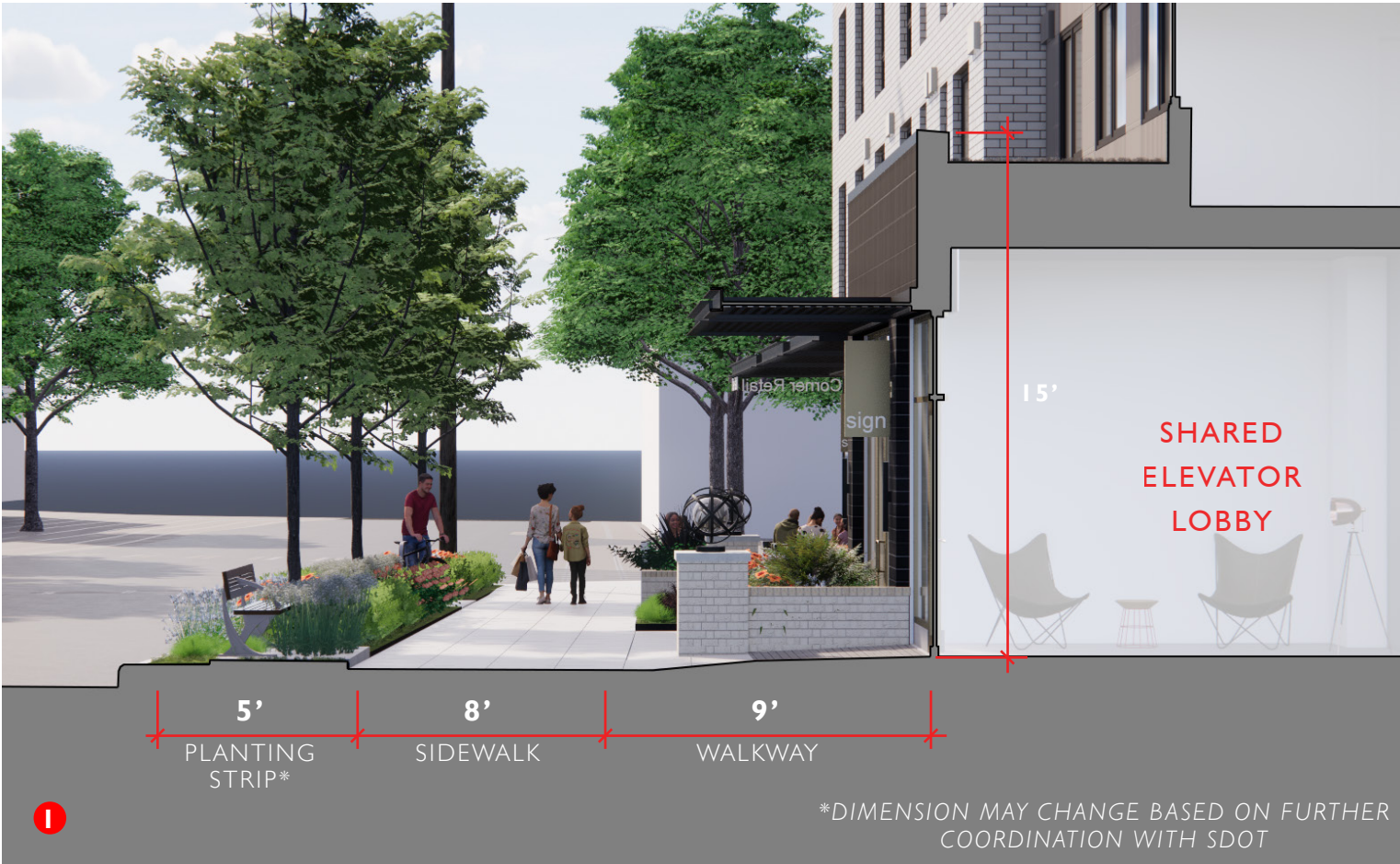
ASTILBE
FALSE GOAT'S BEARD



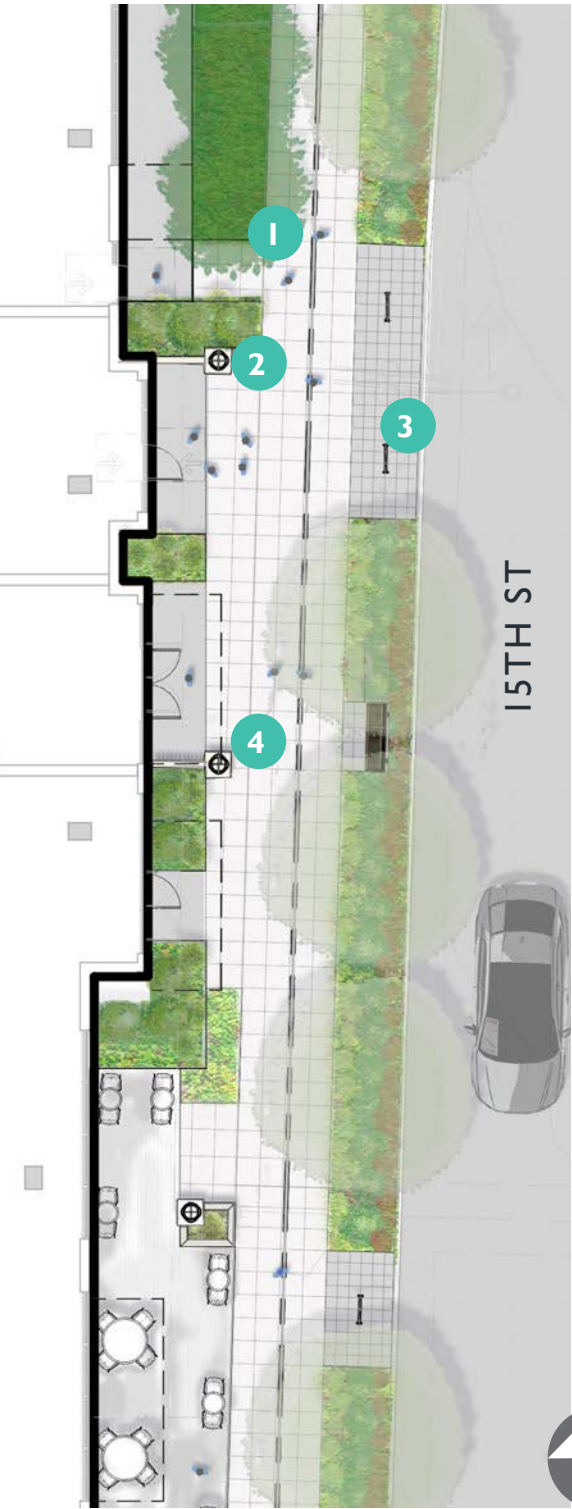
FRAGARIA CHILOENSIS
COASTAL STRAWBERRY



PEDESTRIAN EXPERIENCE AT 15TH AVE E



LANDSCAPE DESIGN AT 15TH AVE E



3 BIKE RACKS

4 BRICK PLINTHS
DEFINE ENTRIES
AND EDDIES IN
LANDSCAPE

2 METAL EDGING
PROTECTS
PLANTING BEDS

1 METAL PLANTERS

5. Pedestrian Realm & Landscape

5a. In response to public comment, the Board stated that the design of the pedestrian realm and landscape around the perimeter of the site and within the courtyard needs to be exceptional in order to balance the impacts of vehicular access and blank façade departures on the pedestrian experience. The Board supported a diverse planting palette, integrated stormwater features, and artistic façade treatments to add interest to the pedestrian realm, particularly where blank walls are proposed. (CSI -4-c, CSI-E-2, DC3-C, DC4-4)

Response: The landscape design has worked with the architecture to create some exceptional spaces around the entirety of the site (DC3-C) and includes a diverse planting palette (CSI -4-c, DC4-4) and artistic façade treatments to add interest to the pedestrian realm, particularly where non-transparent walls are proposed.

The team has engaged artists to provide local-influenced artwork to include in areas of the project where they can be appreciated more intimately.

15TH AVE E SPECIES SELECTION

BRIGHT EDGE



The parking strip complements the formality of the entry court with a tapestry of greens, apricot, maroon, gold and white. The colors and textures play off the sharp contrasts on the building facade and the richness of black and teal accent brick.

TREES



CORNUS KOUSA 'CHINENSIS'
FLOWERING DOGWOOD

EVERGREEN

UNDERSTORY



PINUS MUGO VAR. PUMILLO
DWARF MUGO PINE



GAURA LINDHEIMERI
WHIRLING BUTTERFLIES



PHORMIUM
NEW ZEALAND FLAX



DAPHNE 'ETERNAL FRAGRANCE'
DAPHNE



HEMEROCALLIS "FULL MOON MAGIC"
DAYLILY



PENNISETUM 'HAMELN'
DWARF FOUNTAIN GRASS



ROSA FLOWER CARPET 'AMBER'
FLOWER CARPET ROSE



CISTUS 'MACULATUS'
ROCK ROSE



FRAGARIA CHILOENSIS
COASTAL STRAWBERRY

BRICK FACADE – SOUTH



EDG Guidance

I. Massing, cont'd

Id. To help the new development fit within the neighborhood, the Board stated that the mass should be sculpted and articulated in a creative way that stays true to the architectural context of Anhalt buildings and the unique, small-scale commercial character of the 15th Ave E corridor. (CS2-I-c, CS3, CS3-I-a, DC2)

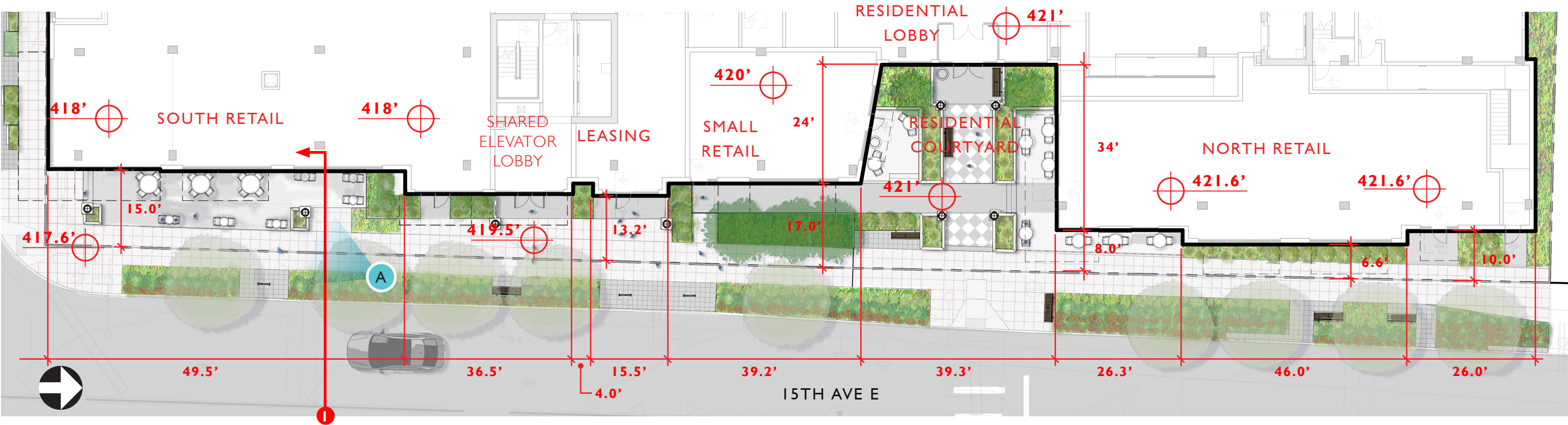
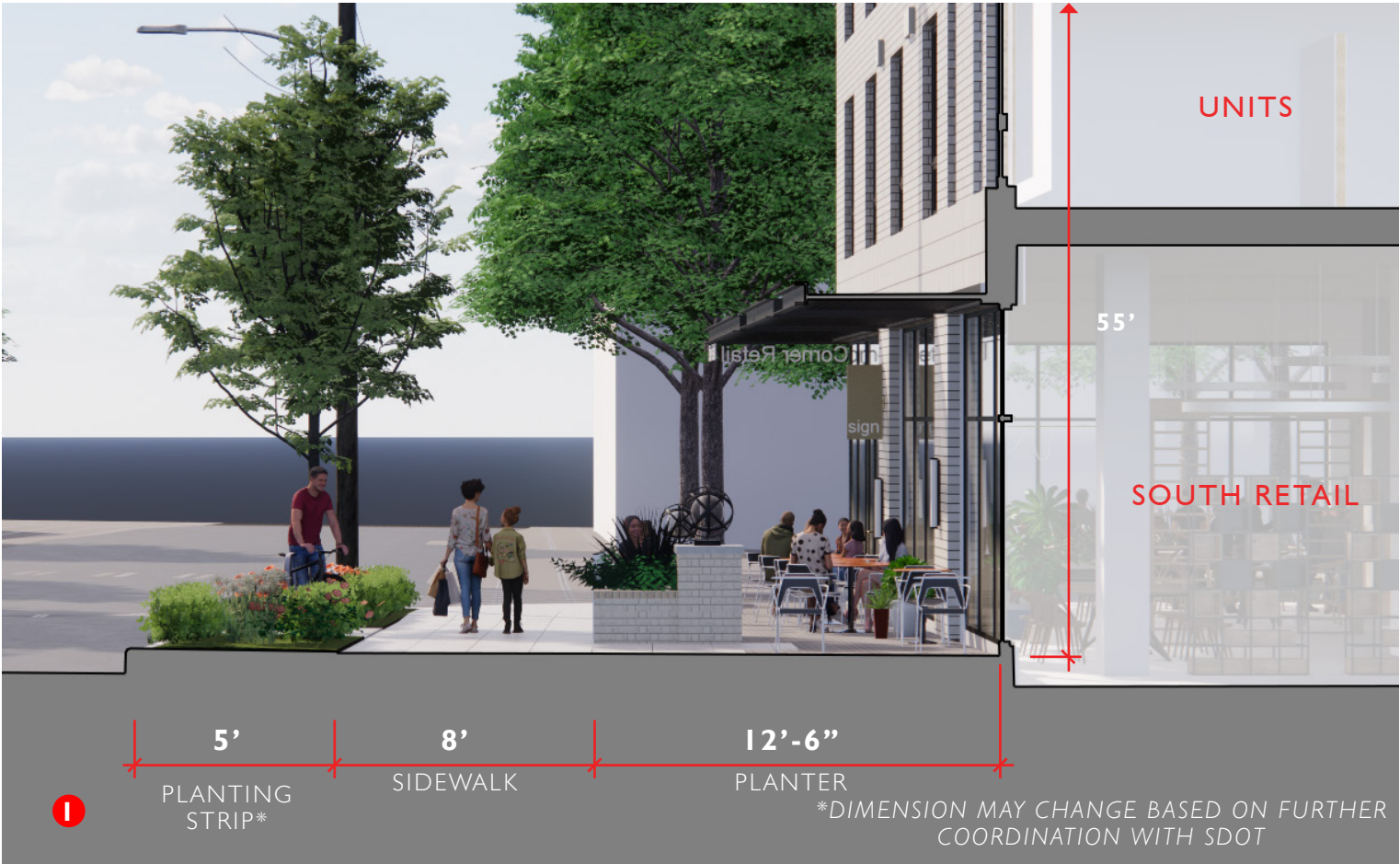
Response: The design has been sculpted such that there is more areas of widened sidewalk providing more opportunities for open space and opportunities for pedestrian amenities (CS2-I-c). The massing has been sculpted to have a more vertical feel in certain places, and incorporates single-story elements at different heights to reflect the existing pattern along 15th Ave E in which the blocks are made up of a variety of different buildings.

This reinforcement of distinct massing elements that will feel like a collection of smaller buildings (CS2-I-c). This collection of multiple scales will provide more break-up of the ground level facades, creating opportunities for variation and complementing the nature of 15th Ave E (CS3, CS3-I-b)

15TH AVE E ELEVATION



PEDESTRIAN EXPERIENCE – TRAVELLING SOUTH ON 15TH AVE E



SE CORNER LANDSCAPE DESIGN



VIEW FROM SE



VIEW OF SOUTHEAST CORNER

EDG Guidance

3. Street Level Uses & Frontage

3c. The Board directed further refinement of the expression of the retail space at the corner of E John St and I 5th Ave E so that the design lends itself successful retail use and responds to the Design Guidelines. (CS2-I-c, CS2-I-d, PL3-C, PL3-I-a, PL3-4)

Response: The retail space at the corner has been designed to include large glazed areas to increase porosity and activation (PL3-C). This space benefits from increased floor-to-floor height (CS2-I-c, CS2-I-d) to make this space desirable to future retailers. The deep setbacks along I 5th Ave E create opportunities for spill-out space and a lush planted area creating a good visual connection with the park across John (PL3-C).

The facade design of this corner element is based on a strong single story datum defined by vertical piers and a band of vertical stack-bond brick. The open corner of EDG has been retained to maximize glazing and visibility into the retail space beyond providing a larger presence to the retail space at the corner. This design is a complement to the approach to the facade design of the northern building.

A COLLECTION OF COMPLEMENTARY FACADES

This large project incorporates several distinct approaches to the facade design, yet brings a cohesive approach to the overall building.

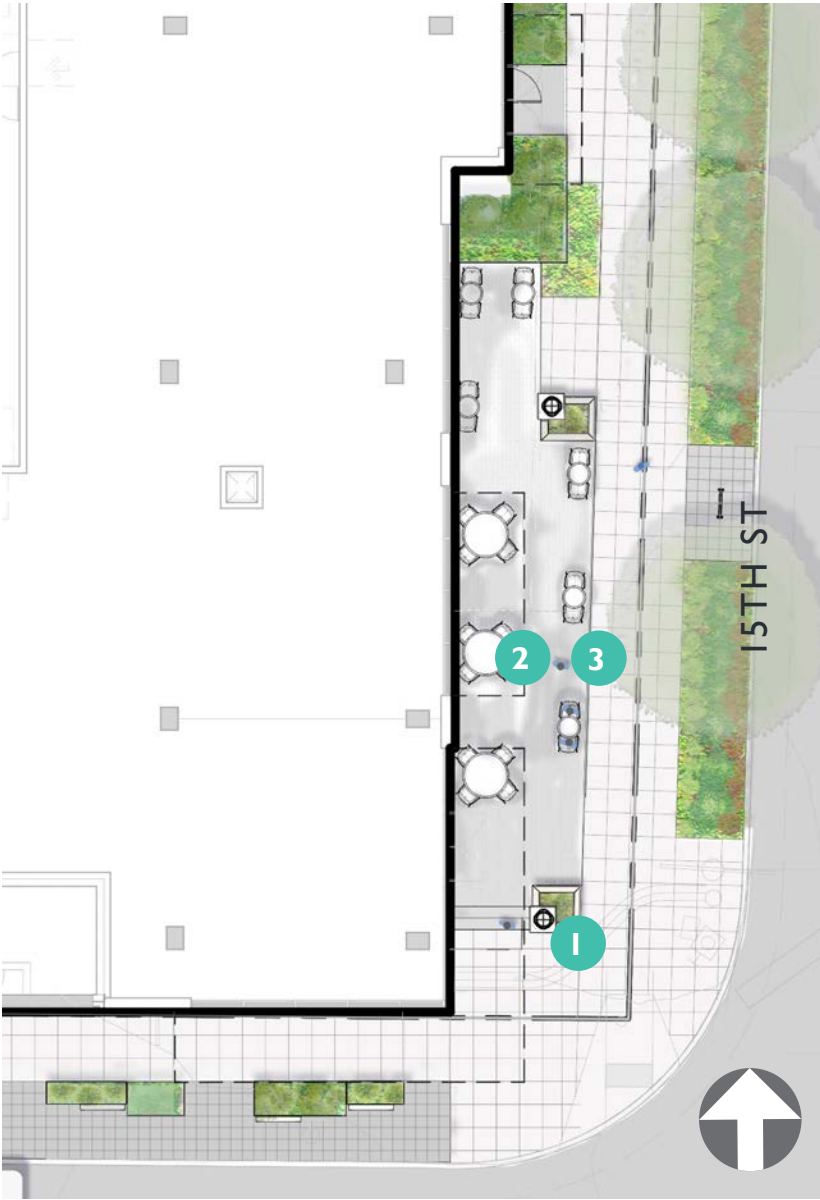
The deployment of facade languages aim to distinguish the southern collection of buildings from the northern collection of buildings.

The grocery store is separated by adjustments to the massing allowing each street to have a unique design approach.



SE CORNER LANDSCAPE DESIGN

- A generous stair, brick plinths and planters provide an anchor for this gateway corner. They also bracket a retail patio and provide a sense of remove from the busy corner.
- Weather protection over the retail patio adds refuge from sun and rain.



E JOHN ST



3 RAILING



2 CAFE SEATING

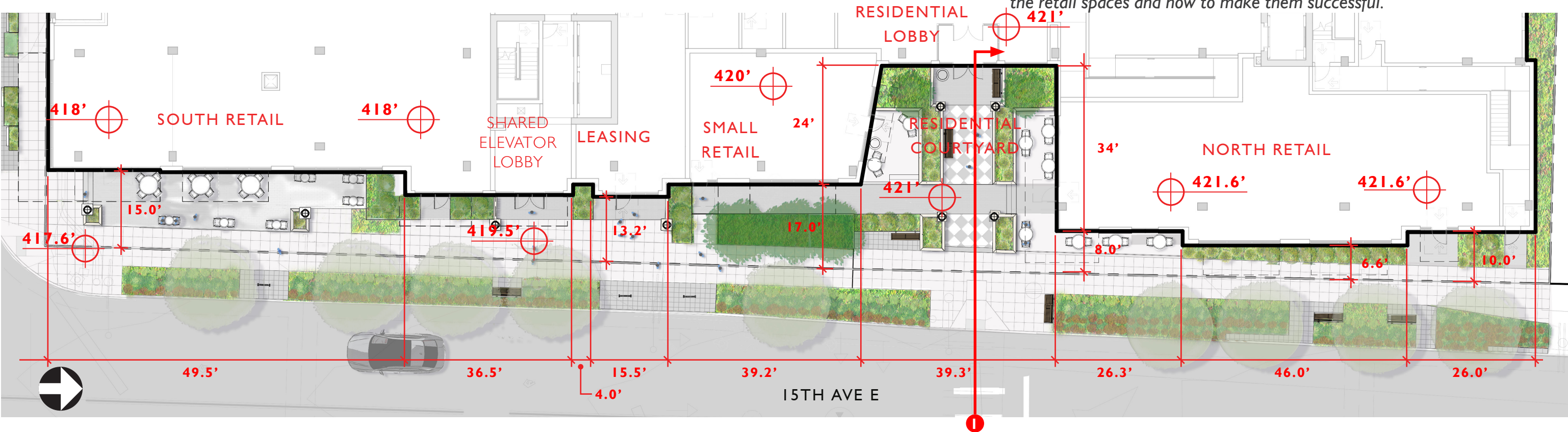


1 LOW WALLS AND PLINTH

PEDESTRIAN EXPERIENCE – TRAVELLING NORTH ON 15TH AVE E



SECTION THROUGH COURTYARD

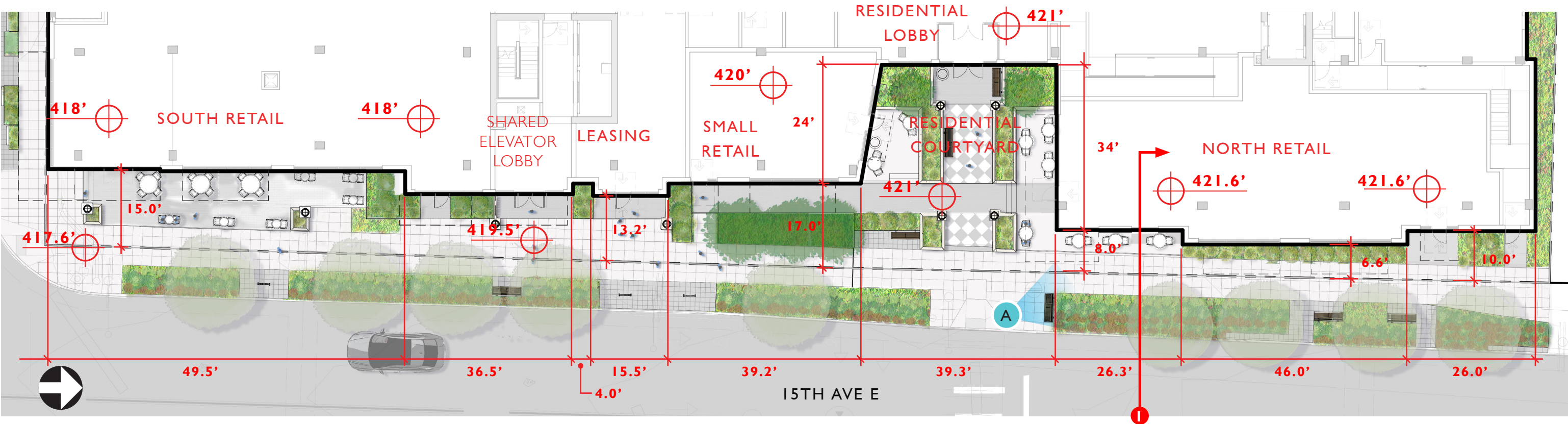


3. Street Level Uses & Frontage

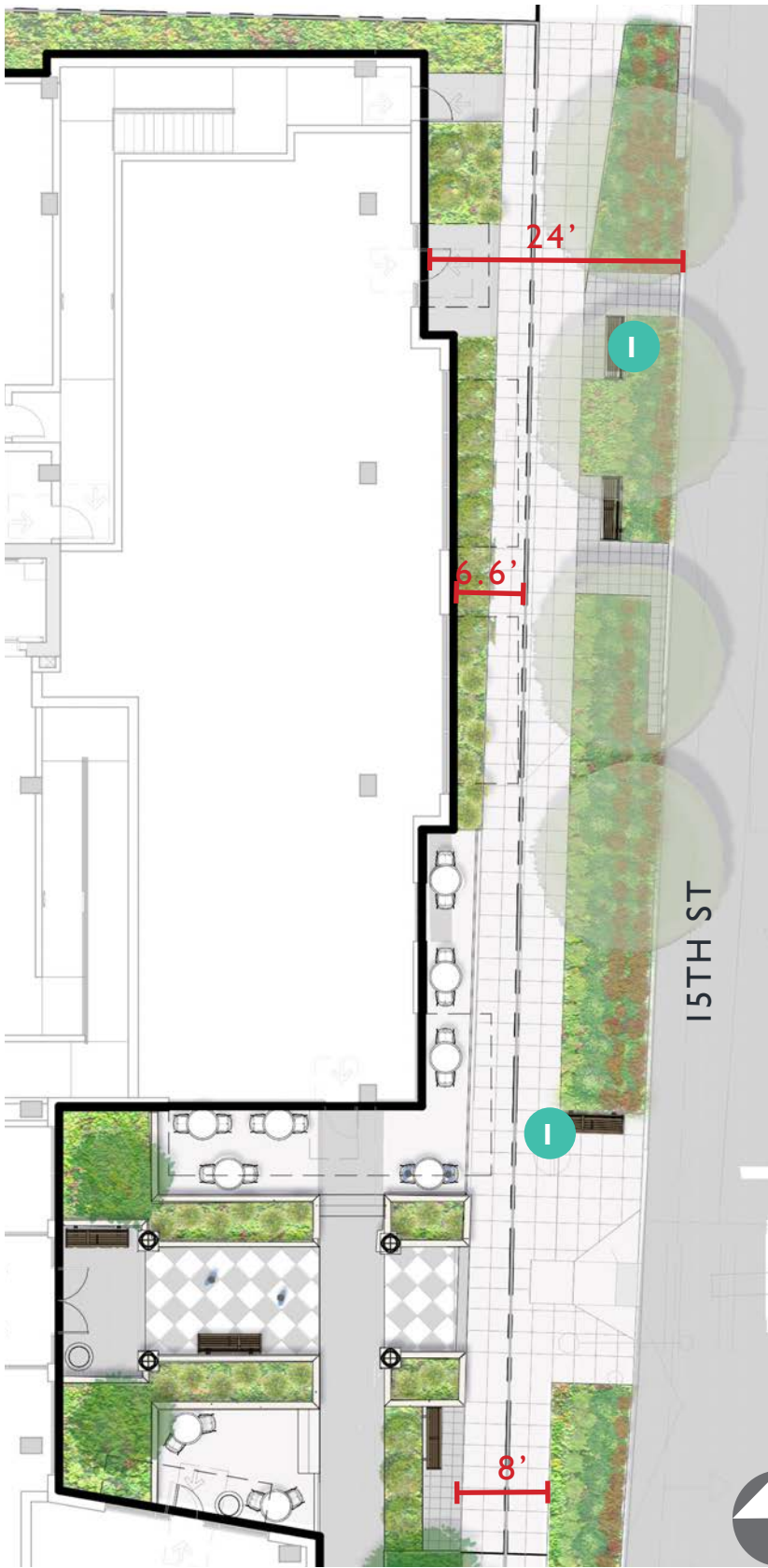
3d. The Board heard public comment regarding higher floor-to-ceiling heights within the Capitol Hill Neighborhood, and supported increasing floor-to-ceiling heights, breaking the floor plate, and/or creating a two-story commercial expression to respond to the context and resolve how the street level meets grade. The Board requested more information on how entries and retail spaces meet sidewalk grade in the Recommendation packet; the packet should include spot elevations around the perimeter to better understand how people access and experience the site. (CS2-B, CS2-I-c, CS2-I-d, PL3, DC2)

Response: Detail has been provided in this Recommendation packet that describes the various retail conditions around the site and how people experience the various public spaces. The floorplate has been manipulated to best serve the retail space's relationship to the sidewalk (CS2-B-2, CS2-I-c, CS2-I-d, PL3) with every effort made to increase the ceiling heights without sacrificing the units above (DC2). Based on grades and zoning height limitations, the project is height constrained on all sides and requesting additional height to enhance retail is not a departure option. However, as noted above, great consideration is being given to the design of the retail spaces and how to make them successful.

PEDESTRIAN EXPERIENCE – TRAVELLING NORTH ON 15TH AVE E



PEDESTRIAN EXPERIENCE – TRAVELING NORTH ON 15TH AVE E



- Eddies off the sidewalk provide seating and a place to rest with a good view of pedestrian traffic .
- Generous planting beds provide a soft street edge and a sense of shelter from the bustle of the street.

I SEATING EDDIES



I SEATING EDDIES

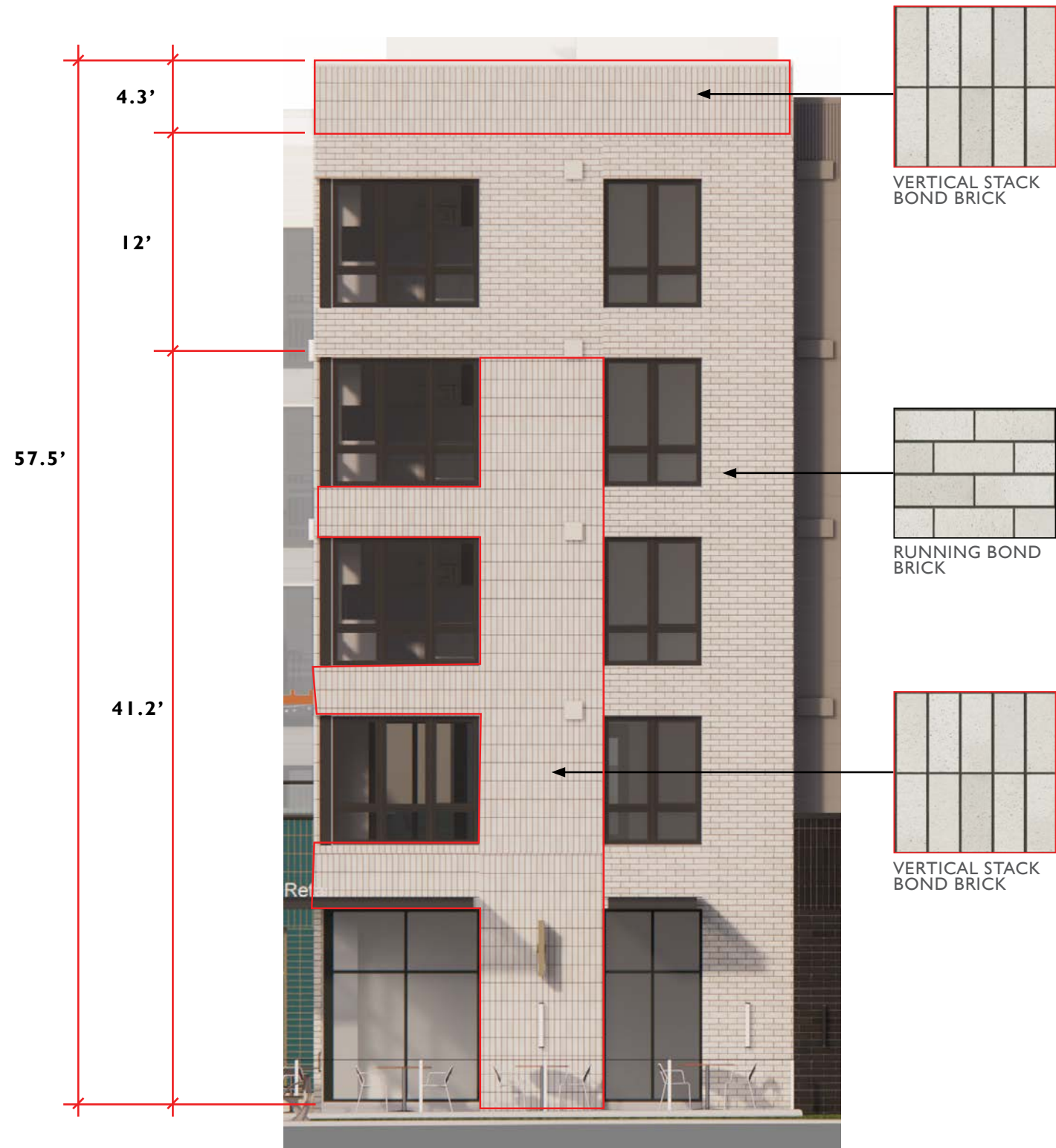


STREET VIEW OF 15TH AVE E



GROUND LEVEL VIEW LOOKING NW FROM 15TH AVE E

BRICK FACADE – NORTH

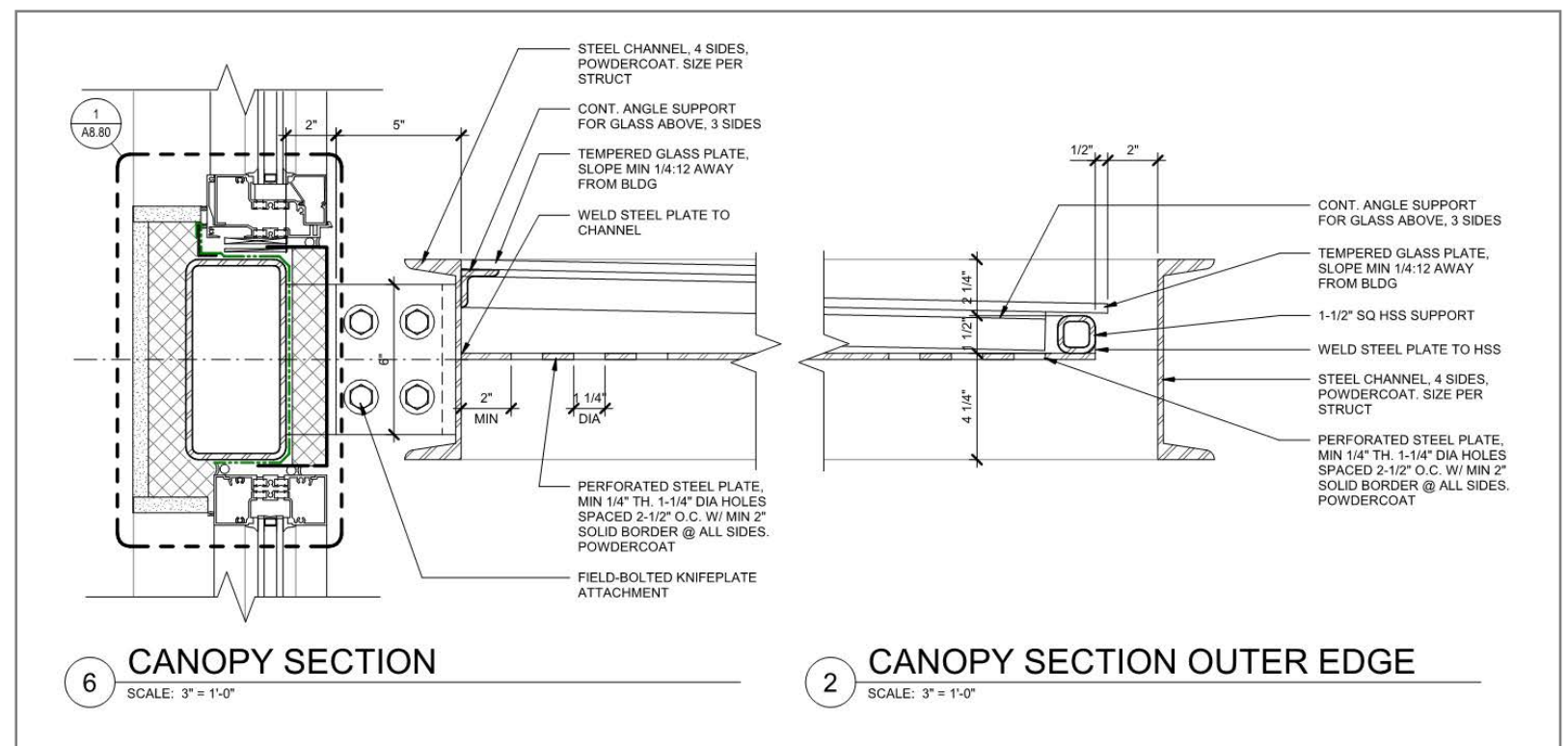


EDG Guidance

2. Façade Treatment

2c. The Board requested details on the window treatment and integration of venting in the Recommendation packet. The window composition should be variable, break down the scale of the façade, and add depth and visual interest. (DC2-B-1, DC2-3-a, DC4, DC4-1-a)

Response: The window composition is based on providing residents with window locations that make the most sense within the units themselves. The facades vary based on design approaches. In some places, corner windows wrap the facade. Elsewhere, the corners are solid, being flanked with punched windows. Facade design elements such as juliet balconies and full-depth balconies (DC2-3-a) further provide variation and visual interest. Neighborhood guidance has urged the design team to pursue simple designs with nice detailing (DC2-B-1, DC4), and large areas of brick and other materials with texture and pattern (DC4-A-1).



SETBACK AREAS ALONG 15TH AVE



EDG Guidance

3. Street Level Uses & Frontage

3a. In agreement with public comment, the Board stated that the retail frontage should be inspired by and enhance the existing small-scale commercial character of 15th Ave E. The Board directed further development of a variety of retail spaces with a high level of porosity and street activation, pedestrian-scaled frontages, and opportunities for storefront individualization. The Board strongly supported the top/right precedent image on page 43 of the EDG packet; specifically prioritized Capitol Hill Design Guideline CS2-I-c, 15th Ave Corridor, and CS3-I-b, Variation; and stated the resolution of this guidance is critical to the success of the project. (CS2-I-c, CS2-I-d, CS3-I-b, PL3-4)

Response: The massing variation, which includes a mix of areas of 5-story elements with distinct single story massing elements, allows the project to provide the variety and individualization desired (CS2-I-c). The sculpting of the massing breaks up the ground level facade into smaller facades, with different depths, and opportunities for differentiation based on program within (CS3-I-b). Porosity, activation and pedestrian scale is incorporated through large glazing areas. The residential entry points incorporate a light bronze colored storefront system, further adding texture and variety (CS3-I-b).



VIEW FROM NE



VIEW FROM NE

LINE OF POTENTIAL FUTURE
DEVELOPMENT AT CORNER –
A 55' TALL BUILDING

A COLLECTION OF
COMPLEMENTARY
FACADES

The design aims to bridge the neighborhood's historic past, while acknowledging the likely change that the future might bring.





SAFeway STORE DESIGN

AERIAL VIEW OF SAFEWAY AT E JOHN ST

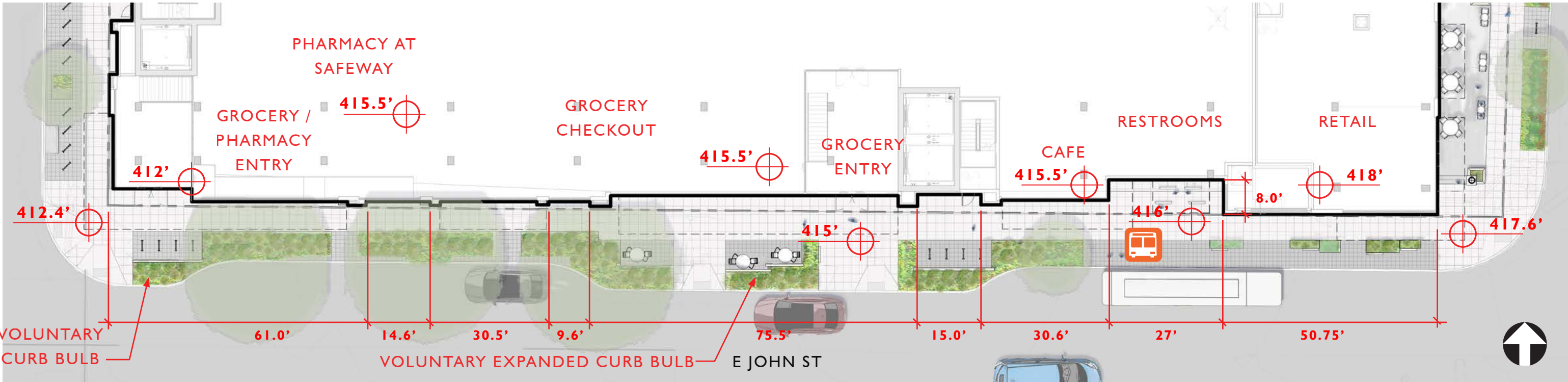


AERIAL VIEW OF E JOHN ST

A DISTINCT IDENTITY

The Safeway store is a major source of food for a large portion of this neighborhood. The design of the building allows this single story element to be distinct from the levels above and achieves the prominence and visibility desired by this neighborhood anchor.

The Pharmacy within the Safeway is a major community resource and accounts for much of the store’s activity. Located at the corner of E John St and 14th Ave E, the pharmacy’s location at this corner will be a true neighborhood anchor.



STREET VIEW OF SAFEWAY FROM JOHN ST

A NEIGHBORHOOD ANCHOR

Following Board guidance, a ‘notch’ was introduced into the building massing, creating a spacious area at a very critical and well-used bus stop. The ‘notch’ also provides differentiation between the grocery, residential above, and adjacent corner retail use.



EDG Guidance

2. Façade Treatment

2d. In response to public comment, the Board specifically prioritized Capitol Hill Design Guideline PLI - I-a, Parks; which states, “Design buildings facing a park ... to enliven and enhance the safety of the open space. Orient entries, windows, balconies, decks and other amenity spaces to face the park.” The Board encouraged adding balconies to create usable outdoor space for residents and connect to Williams Place Park. (PLI - I-a)

Response: The team has included juliet-style balconies along the south facade facing Williams Place Park (PLI - I-a). Due to the proximity of overhead powerlines, juliet-style balconies are a great solution. The balconies will allow for greater visibility to the park beyond while creating variation and secondary design features within the facade design. The grocery entry faces the park with a large mid-block curb bulb proposed that aligns with the crossing at Williams Place Park, strengthening the connection of the building to the park itself. The café with large areas of glazing facing the bus stop and park will attract customers and provide eyes on the street in this very busy part of the site.

PEDESTRIAN EXPERIENCE – JOHN ST

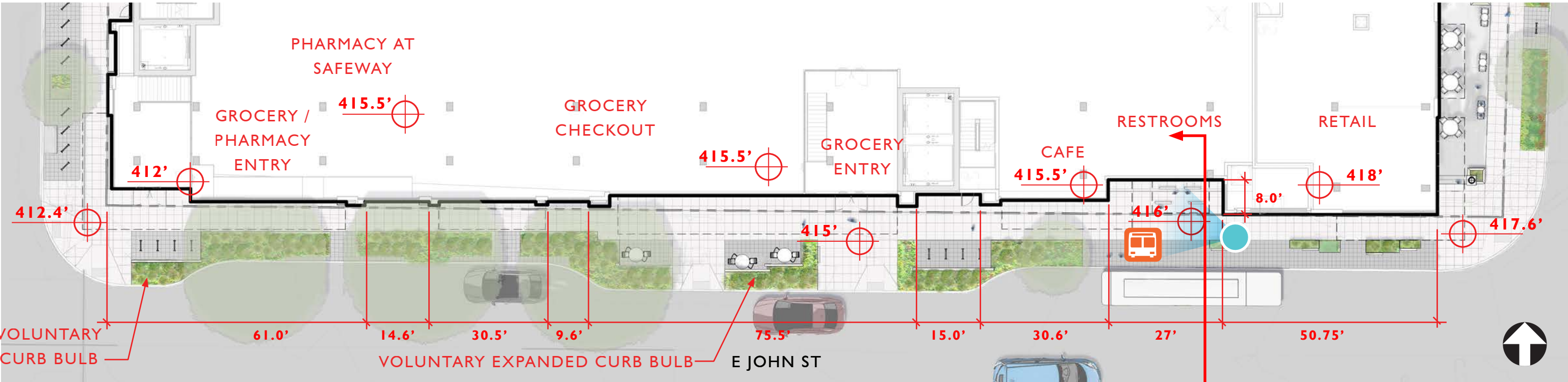


EDG Guidance

5. Pedestrian Realm & Landscape

5b. The Board heard public comment and directed further study of how the bus stop is integrated into the overall design as a safe, comfortable, and functional space. (PL4, PL4-C)

Response: The massing notch incorporated into the building expands the sidewalk near the bus stop and provides seating, planting, and pedestrian scale artwork in this area (PL4-C). The grocery store has located a cafe with large amounts of glazing adjacent to the bus stop to make this space a safe, comfortable, and active location for transit users.



PEDESTRIAN EXPERIENCE – JOHN ST



*PATTERN SHOWN FOR DESIGN INTENT ONLY

BUS STOP

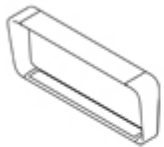


2

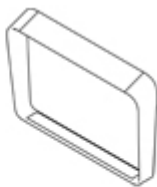
BUS STOP
FOCAL POINT
WITH WEATHER
PROTECTION

4

SITTING RAIL

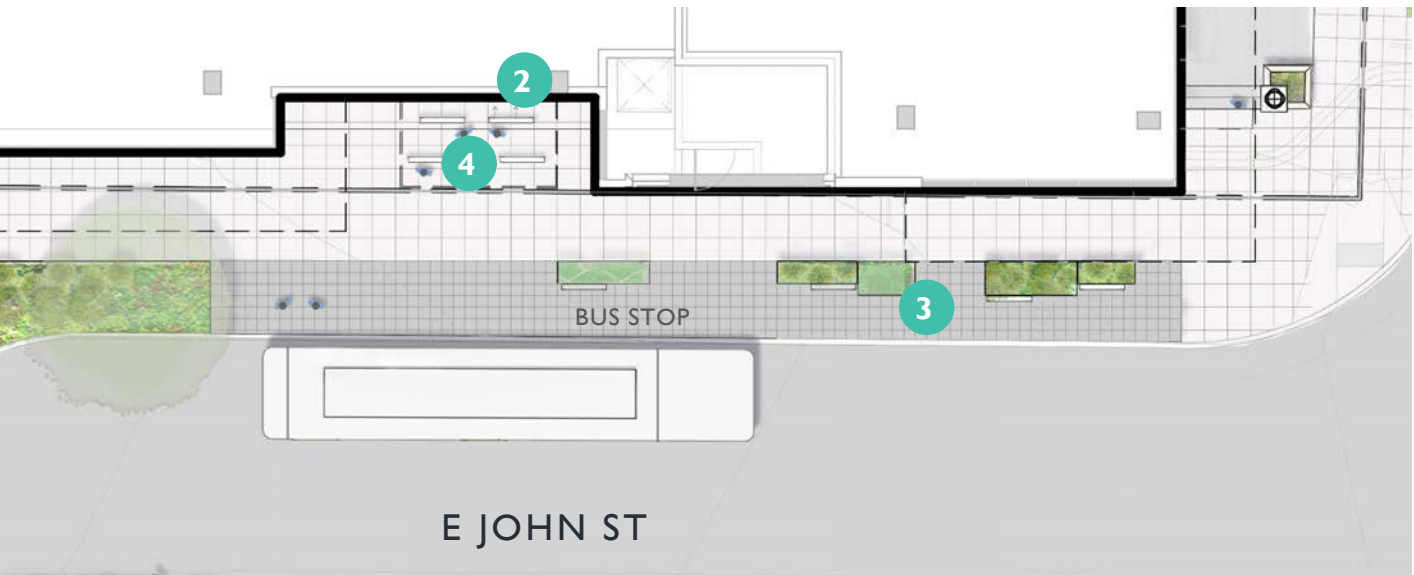


Sitting rail
7" x 45" x 18"



Leaning rail
6" x 45" x 30"

- A custom bus stop design provides weather protection as well as a focal point for pedestrians.
- Seat and leaning rails provide multiple seating options for passengers waiting for the bus.
- Steel planters beautify the bus stop, and provide a sense of both shelter and prospect.



2

4

BUS STOP

3

E JOHN ST



3

STEEL PLANTERS



3

LEANING RAIL

PEDESTRIAN EXPERIENCE – JOHN ST



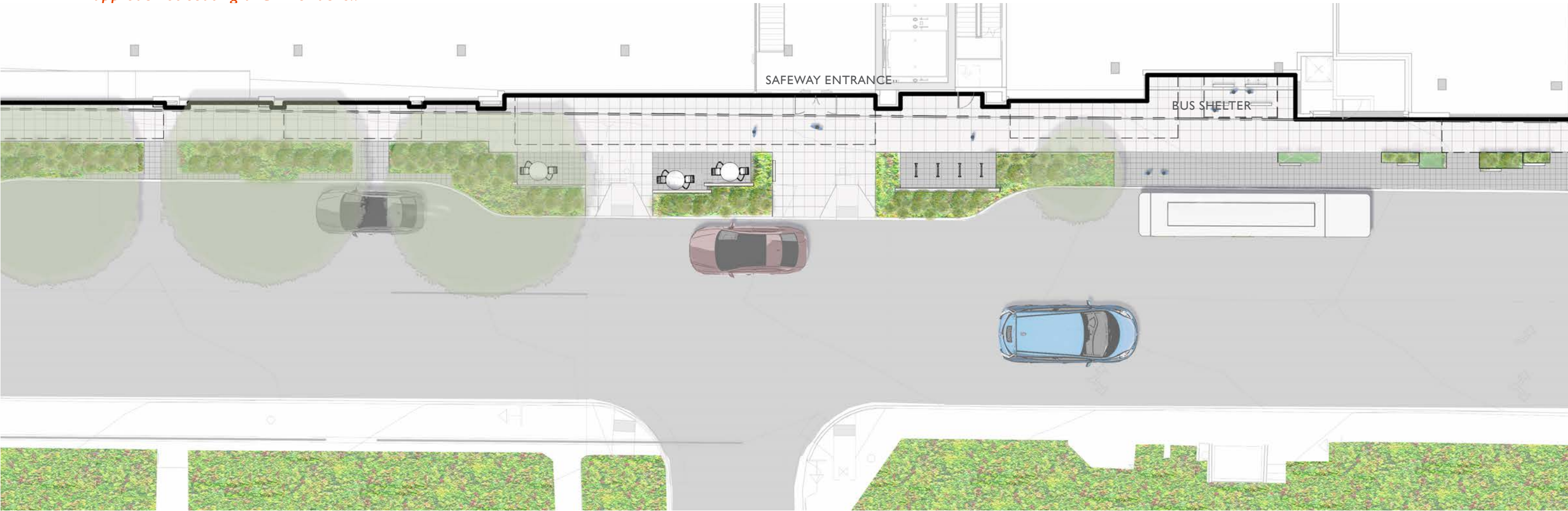
PEDESTRIAN EXPERIENCE – JOHN ST

4. Entries & Access

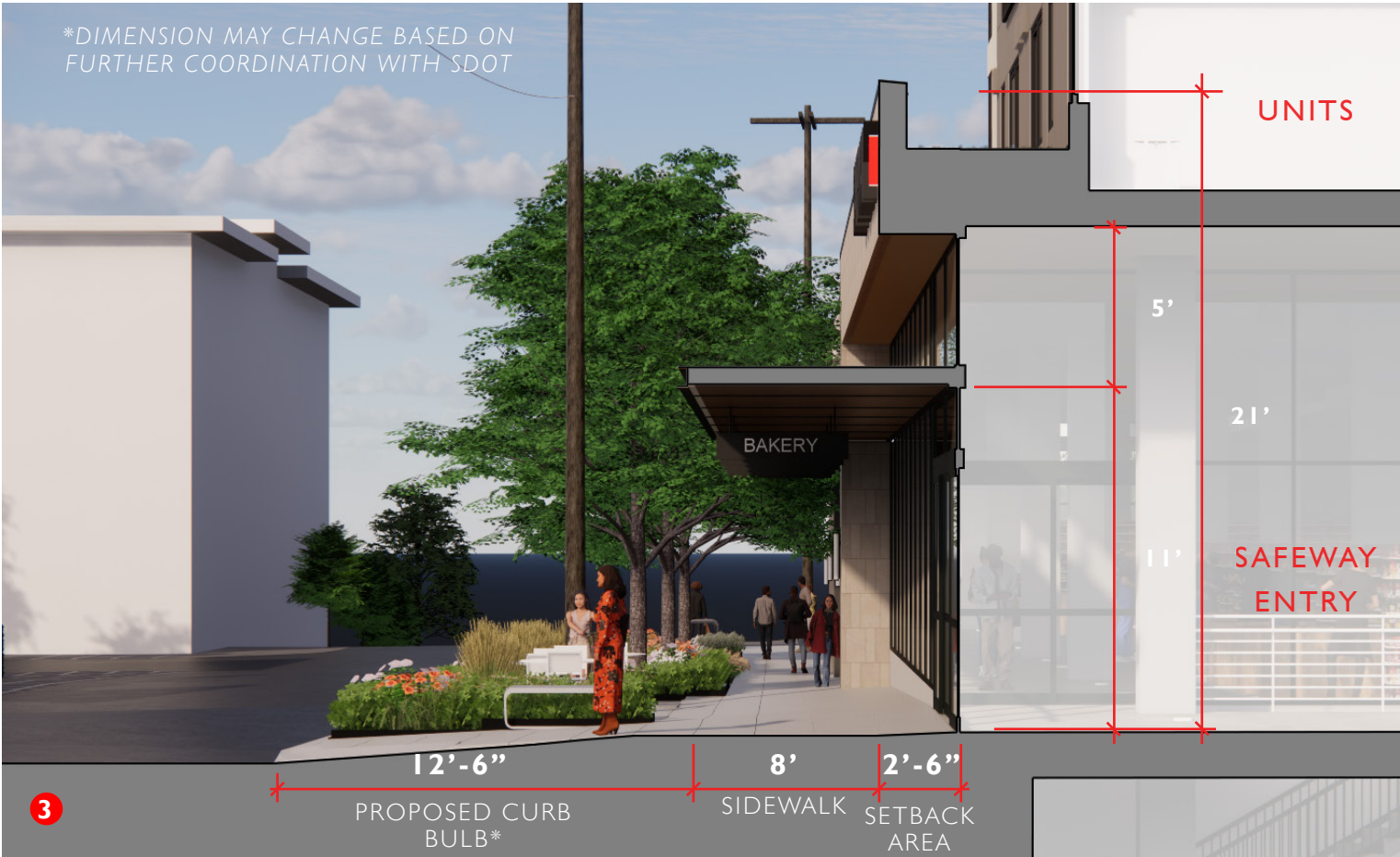
4d. In response to public comment, the Board requested more information on how the primary grocery retail entry on E John St will be designed to be welcoming, accommodate heavy pedestrian traffic, and promote connectivity with the park. (PL1-B-2, PL1-I-a, PL3, PL3-I-a)

Response: In coordination with SDOT, the proposed curb bulb at E John St expanded westward to capture both sides of E John Court, which increases the pedestrian space near the grocery entry (PL1-B-2). This expanded curb bulb will also include two striped crosswalks connecting to both sides of E John Court, enhancing the pedestrian connection between the store and Williams Place Park (PL1-B-2). The grocery entry itself will be largely transparent, with the store interiors designed such that there are no shelving or storage along E John St (PL3). The grocery entry includes a recessed area at the entry doors, with a deep canopy providing weather protection and integrated lighting (PL3-I-a).

**The curb bulb as illustrated is still under development with SDOT and subject to change. At the time of printing this document, SDOT is increasing the size of the curb bulb eastward, but may alter the approach of seating and bike racks..*



PEDESTRIAN EXPERIENCE – JOHN ST

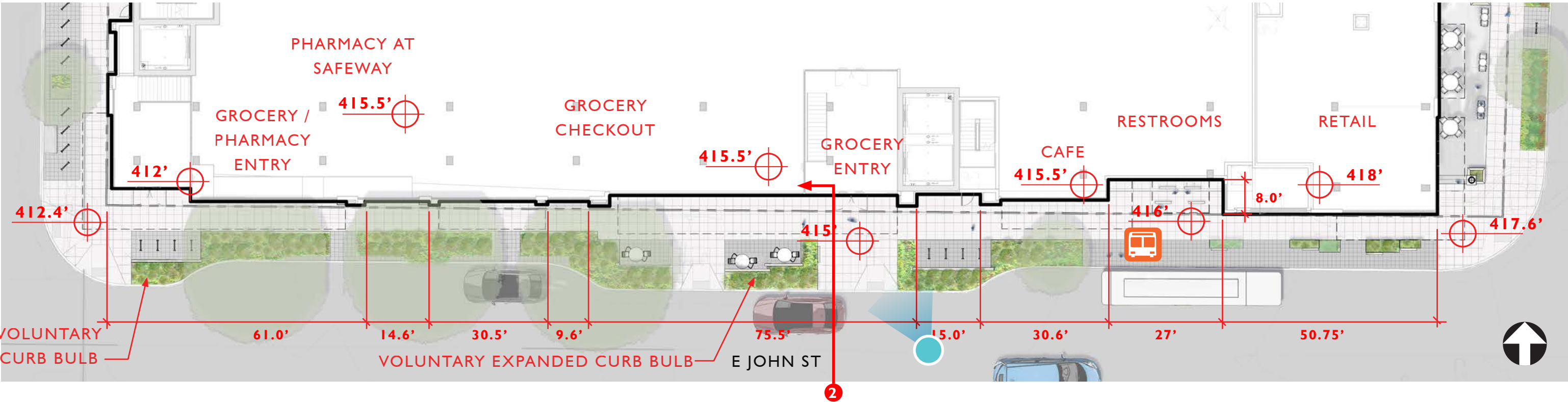


EDG Guidance

3. Street Level Uses & Frontage

3e. The Board specifically prioritized Capitol Hill Design Guideline CS2-I-d, E John St/E Olive Way Corridor, which identifies E John St as a major east/west pedestrian link and encourages “street level commercial activity and the addition of pedestrian amenities along the street edge”. (CS2-I-d)

Response: In addition to the refined design approach to the grocery store entry along E John St, a recessed area has been introduced near the bus stop which will provide planting within a seating height planter. The proposed curb bulb illustrated at EDG has grown westward to align with both sides of the intersection with East John Court, widening the sidewalk even more and providing pedestrian amenities at this very busy pedestrian area. The design of the grocery facade will be very transparent offering views into the store (CS2-I-d). The store is large, and a major neighborhood anchor - a second entry to the store is located at the corner of E John St and 14th Ave E. A small recessed area serves a walk-up café window. The grocery entry is also recessed, providing more space to accommodate shoppers and pedestrians.



STREET VIEW OF SAFEWAY FROM JOHN ST

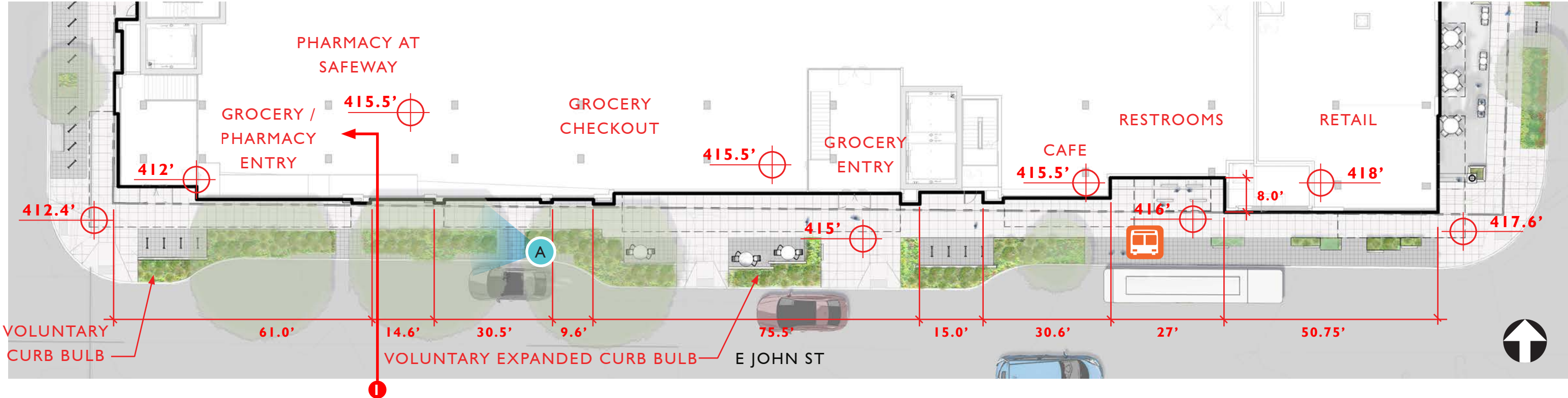
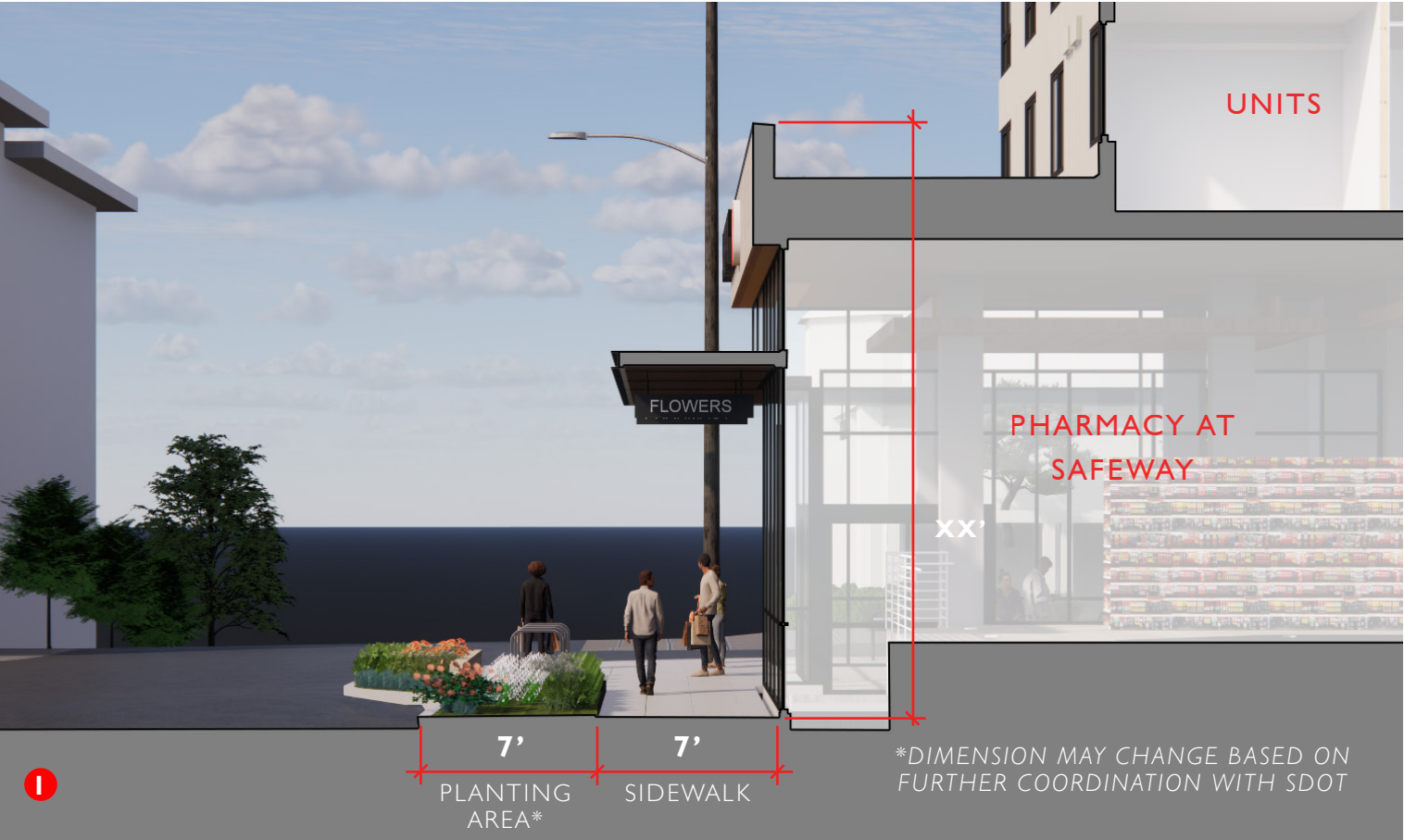


STREET VIEW LOOKING AT SAFEWAY ENTRY FROM WILLIAMS PLACE PARK

MATERIALS AT SAFEWAY AND UPPER LEVEL SETBACKS



PEDESTRIAN EXPERIENCE AT E JOHN ST



STREET VIEW OF SAFEWAY FROM JOHN ST



STREET VIEW FROM SOUTHEAST

A NEIGHBORHOOD ANCHOR

The Pharmacy at Safeway occupies a prominent space at the corner with a dedicated entry from E John St.

With the store’s proximity to the nearby hospital, this pharmacy serves the neighborhood and hospital visitors.

**signage is conceptual*



AREA OF ANTICIPATED INTEGRATION OF ART

VEHICLE RAMPS



MATERIALS AT SAFEWAY AND UPPER LEVEL SETBACKS



STREET VIEW OF SAFEWAY FROM JOHN ST



STREET VIEW FROM WEST AT E JOHN ST

AN ACTIVE CORNER

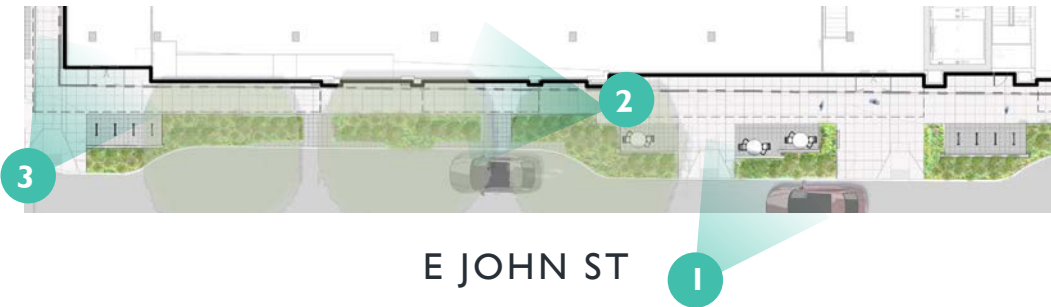
The secondary entry is flanked by a large proposed curb bulb at the corner that expands the pedestrian space and provides ample space for pedestrian amenities, such as bike racks and robust planting along E John St.



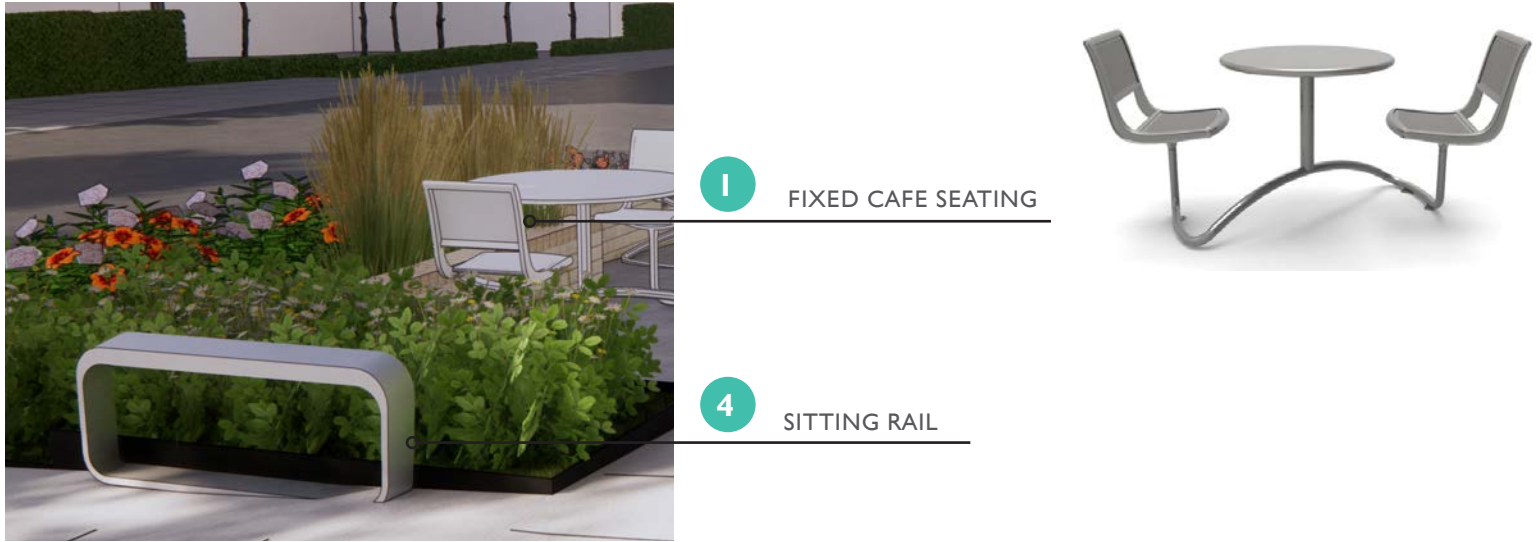
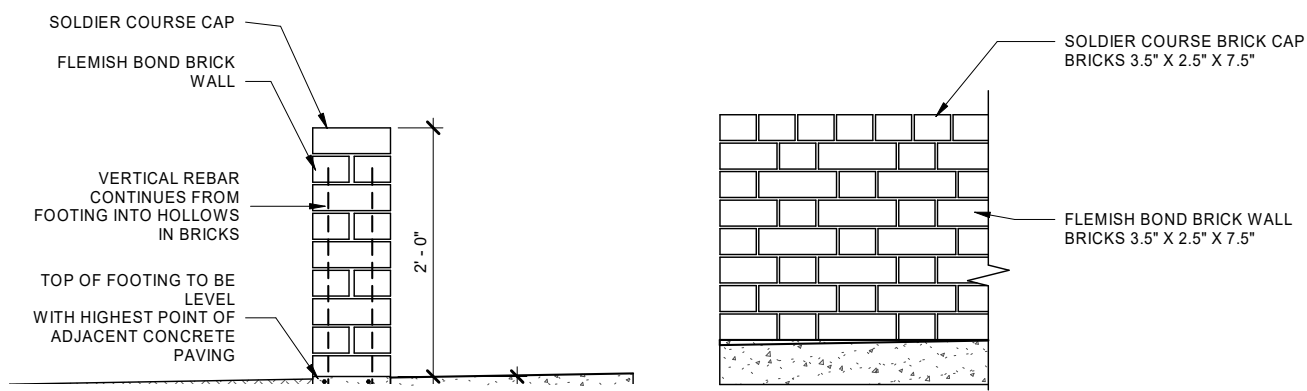
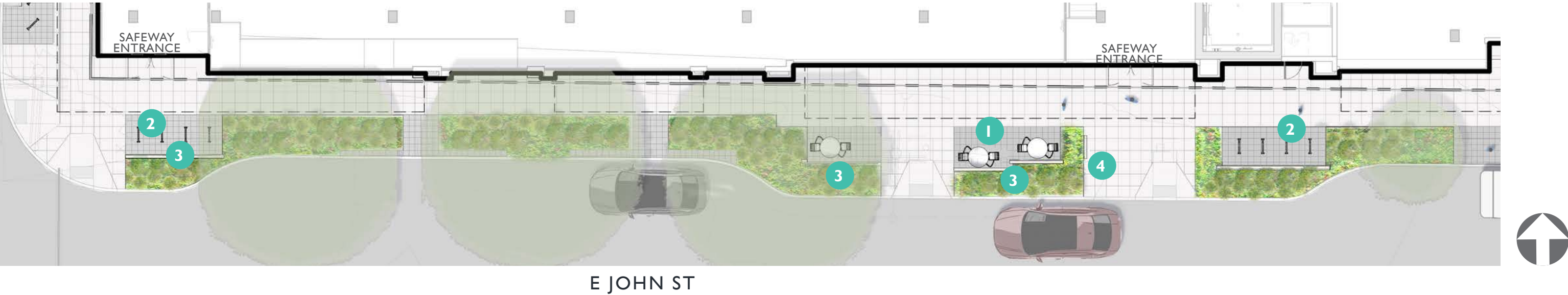
SAFEWAY ENTRANCE LANDSCAPE



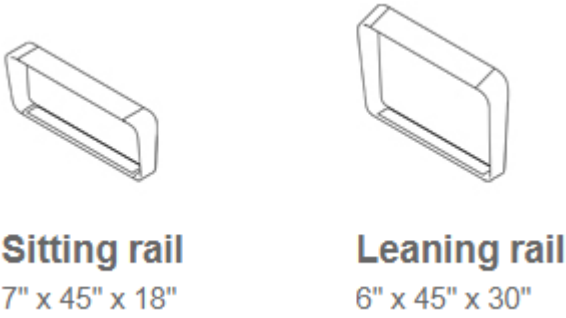
- Safeway is the central focus of the John St. landscape. Store entrances are flanked with generous plantings protected by low brick landscape walls. The main entrance offers customers comfortable seating nooks with durable furnishings. Safeway customers have the advantage of conveniently located bike racks and a thoughtfully designed bus stop for multi modal transportation to and from the store.



SAFEWAY ENTRANCE LANDSCAPE



**The curb bulb as illustrated is still under development with SDOT and subject to change. At the time of printing this document, SDOT is increasing the size of the curb bulb eastward, but may alter the approach of seating and bike racks..*



LANDSCAPE DESIGN – E JOHN ST. SPECIES SELECTION

A WARM WELCOME

This frontage has both a bus stop and the Safeway entrance. It draws the eye in with a sunny sweep of textured grasses, white sprays of flowers and hints of copper and gold.



EXISTING TREES

Three mature maples on this frontage are to be preserved and protected. The planting strip around them will be expanded and planted with shade tolerant species.



UNDERSTORY

EVERGREEN



PINUS MUGO VAR. PUMILLO
DWARF MUGO PINE



ABELIA 'KALEIDOSCOPE'
ABELIA



CALAMGROSIS 'KARL FOERSTER'
FEATHER REED GRASS



CAREX PRAEGRACILIS
CLUSTERED FIELD SEDGE



DRYOPTERIS ERYTHROSORA 'BRILLI'
AUTUMN FERN



ANEMONE 'HONORINE JOBERT'
JAPANESE ANEMONE



HEMEROCALLIS "FULL MOON MAGIC"
DAYLILY



CAREX TESTACEA
NEW ZEALAND SEDGE



AJUGA 'BLACK SCALLOP'
BUGLEWEED



SAFEWAY AT 14TH AVE E

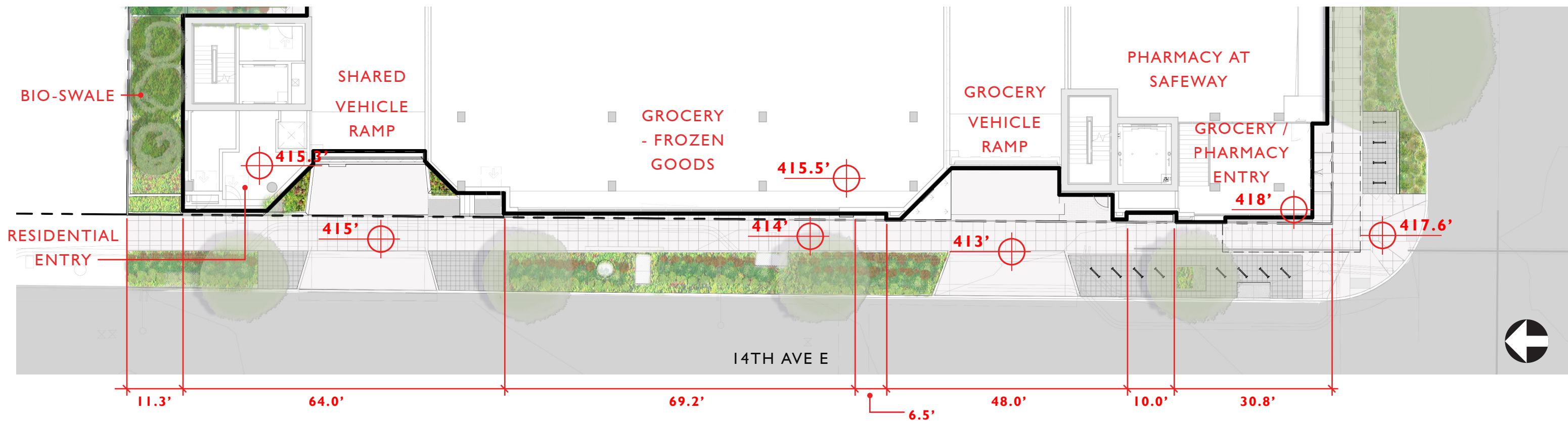


A FUNCTIONAL FACADE

The uniquely large footprint of the proposed design offers a rare opportunity to support a much needed new and modern large grocery store that this growing and changing communities needs.

Nationally, 88% of households use a car to go grocery shopping. The trade area for this store is a three mile radius and as a result, a significant amount of the store's customers will not be walking or using public transit to shop there, especially if they need to carry large amounts of groceries or perishable or frozen goods.

Given the difficulty of carrying groceries on foot, by bicycle, or on public transit, especially in inclement weather, vehicle access is one of the unique functional demands that make a grocery store of this size viable.



SAFEGWAY AT 14TH AVE E

EDG Guidance

4. Entries and Access

4f. In response to public comment, the Board directed further study of minimizing vehicular access impacts on the pedestrian experience and promoting safety along 14th Ave E. Suggestions included reducing the number of curb cuts to one, minimizing the width of curb cuts, providing two one-way curb cuts, etc. The Board indicated that support for the requested departure from vehicular access requirements is dependent on the resolution of this guidance. (DCI -B-1)

Response: The design team studied the following ramp scenarios:

One 2-way ramp

Two 1-way ramps

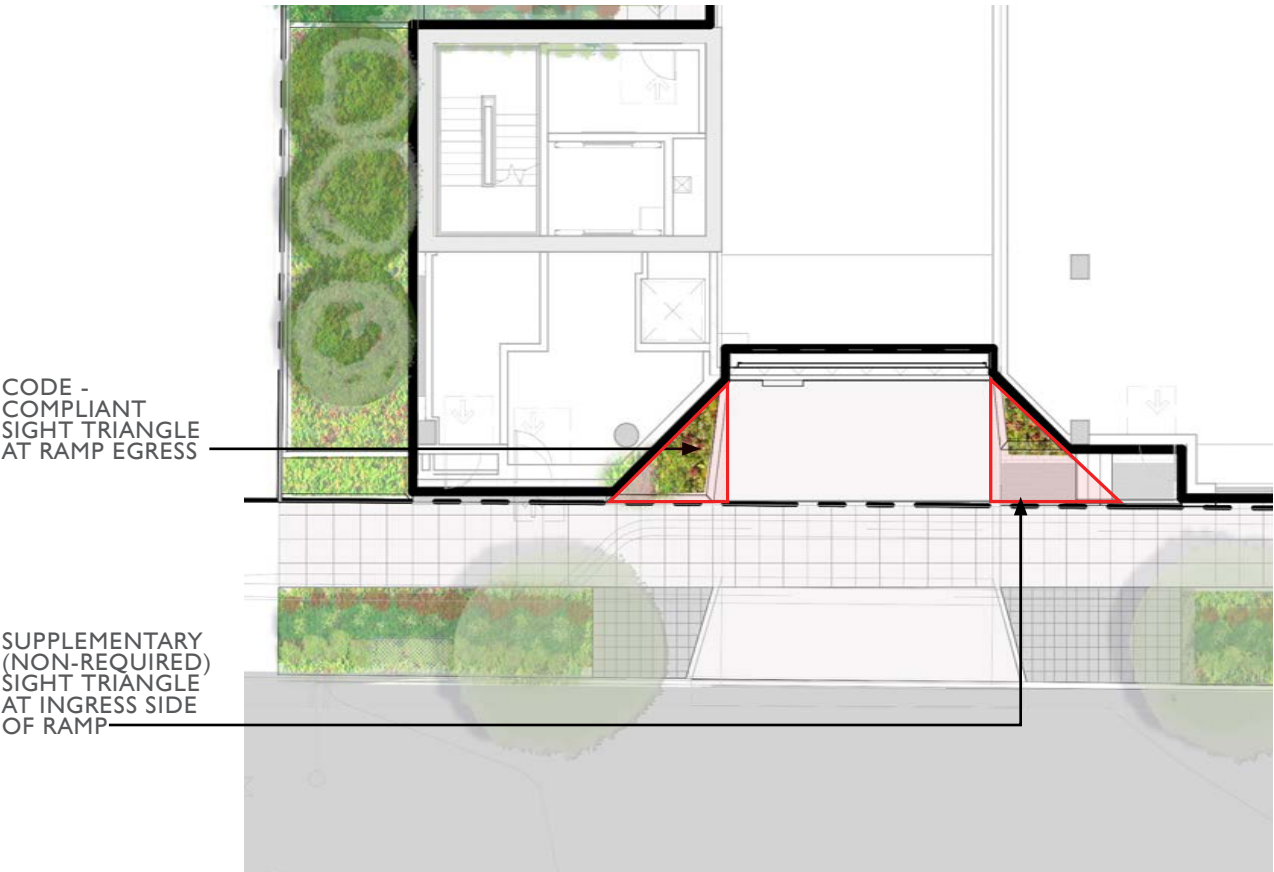
Two 2-way ramps

The conclusion is to maintain the proposed two 2-way ramps and provide the following assessment:

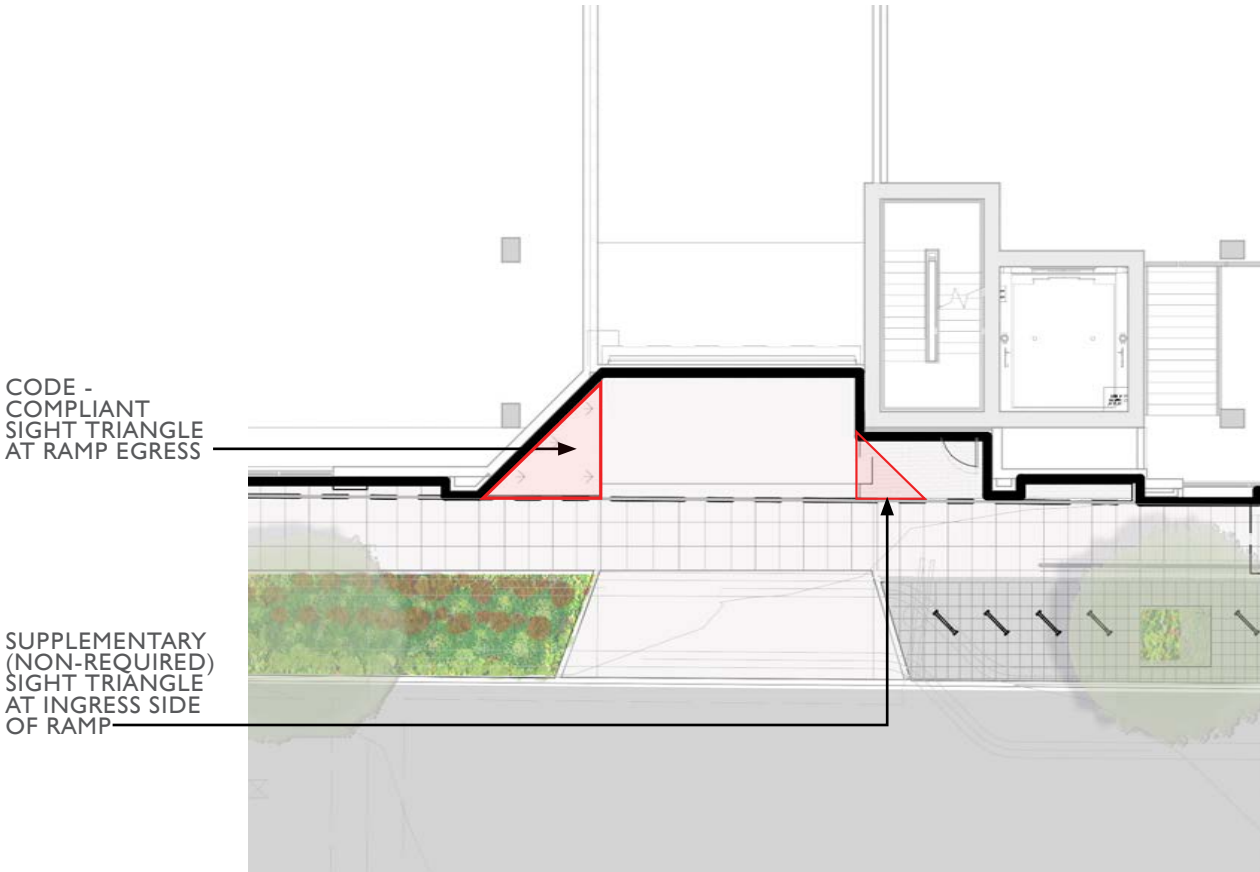
Driveway PM peak hour trips is estimated to be approx. 280 trips (138 in, 142 out). Concentrating this volume into a single ramp will cause congestion both in the garage, and in the nearby streets. The potential for on-street queing is higher given that all traffic is trying to access the single ramp. The increased traffic queing at the street causes more conflicts in other crosswalks, specifically the crosswalk at the intersection of 14th and John. As a result, driver aggression could be amplified by potential conflicts of increased congestion.



SAFEWAY AT 14TH AVE E



PLAN OF RAMP ENTRY AT 14TH AVE E (NORTH ENTRY)



PLAN OF RAMP ENTRY AT 14TH AVE E (SOUTH ENTRY)

A FUNCTIONAL FACADE

Two vehicle access ramps also prevent customers from driving around the neighborhood in search of parking, reducing traffic jams, vehicular trips and on-street queuing, and the probability of accidents and conflicts with other vehicles, pedestrians, and bicycles. This supports neighborhood goals for urban centers and transit station areas. The requested vehicular access plan will not cause an increase in vehicular traffic as the driveway curb cuts are to provide more efficient operations.

Additionally, customers who use their vehicles to shop are able to carry significantly more items thus limiting the frequency of trips they need to make to the store which results in less traffic and parking impacts.

To make this area of the site safer, Sight Triangles are incorporated onto both the Egress and Ingress sides of the ramps. **Sight triangles are the single-most effective tool to increase visibility between pedestrians and cars.**



VEHICLE VIEW OF NORTH GARAGE ENTRY



VEHICLE VIEW OF SOUTH GARAGE ENTRY

SAFEWAY AT 14TH AVE E

EDG Guidance

4. Entries & Access

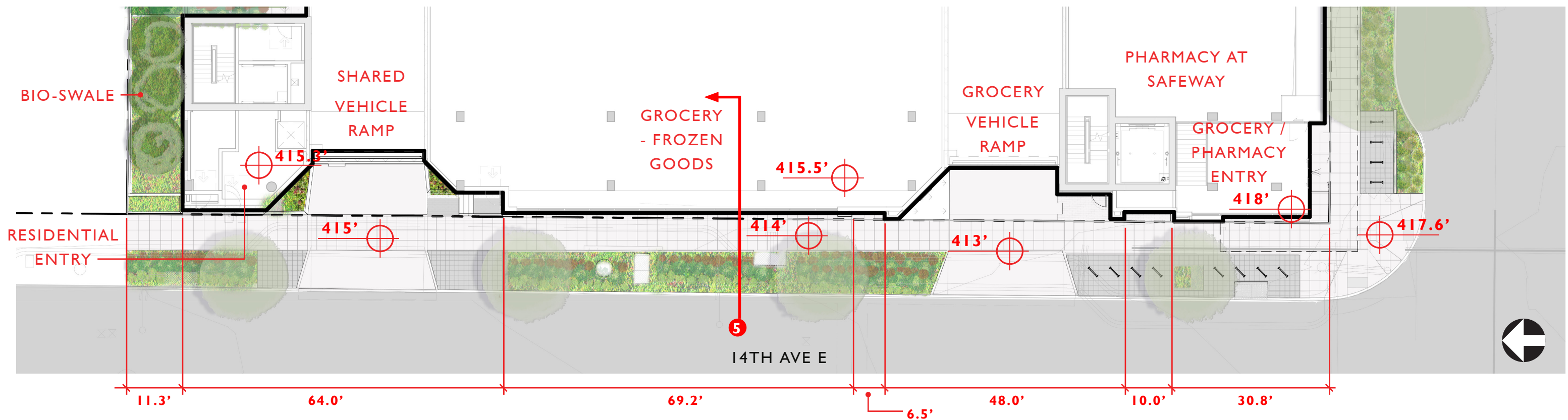
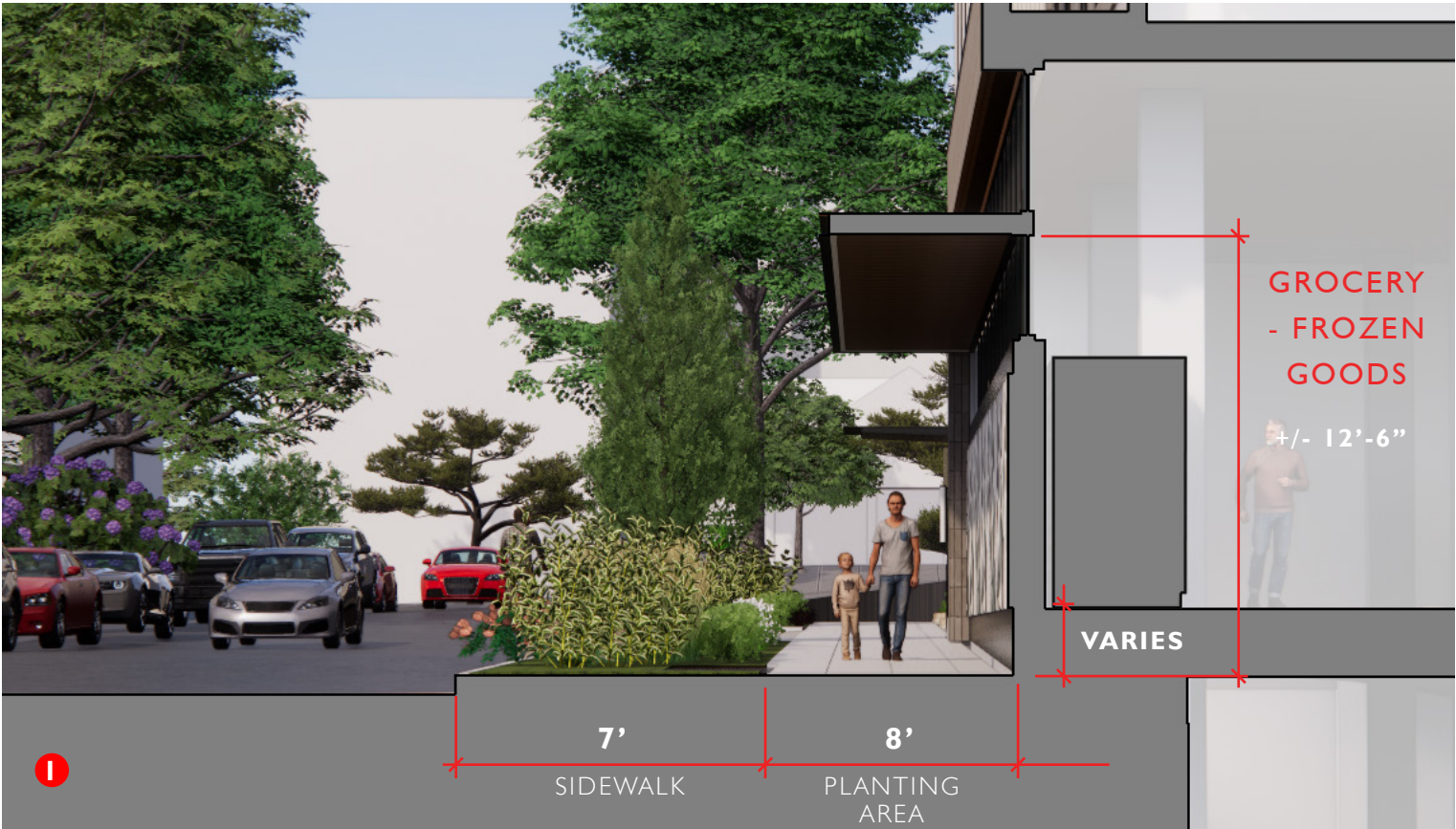
4f. In response to public comment, the Board directed further study of minimizing vehicular access impacts on the pedestrian experience and promoting safety along 14th Ave E. Suggestions included reducing the number of curb cuts to one, minimizing the width of curb cuts, providing two one-way curb cuts, etc. The Board indicated that support for the requested departure from vehicular access requirements is dependent on the resolution of this guidance. (DCI-B-1)



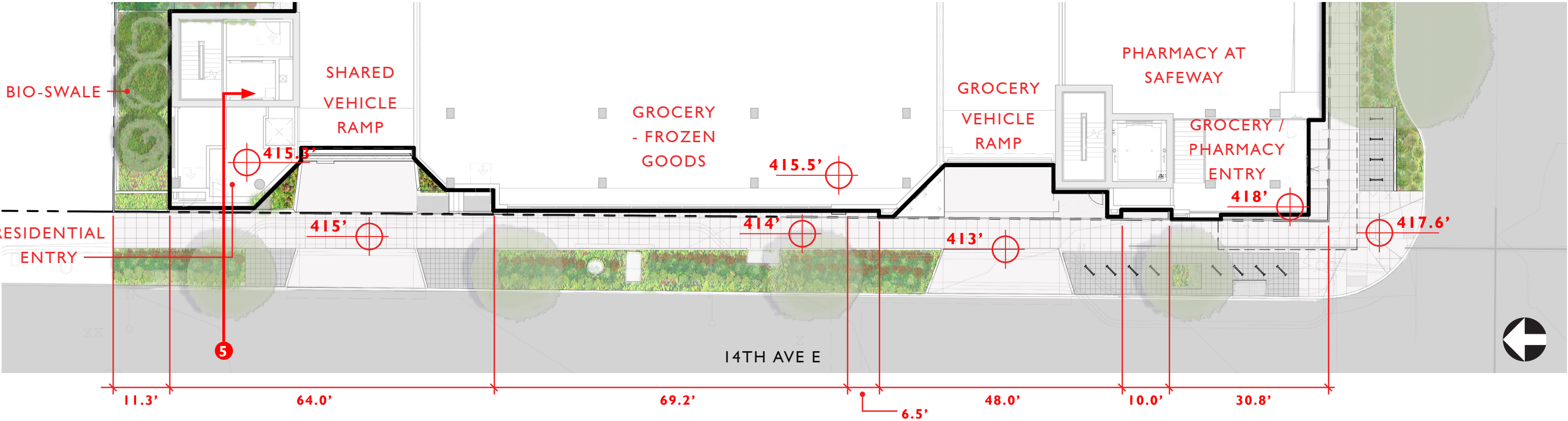
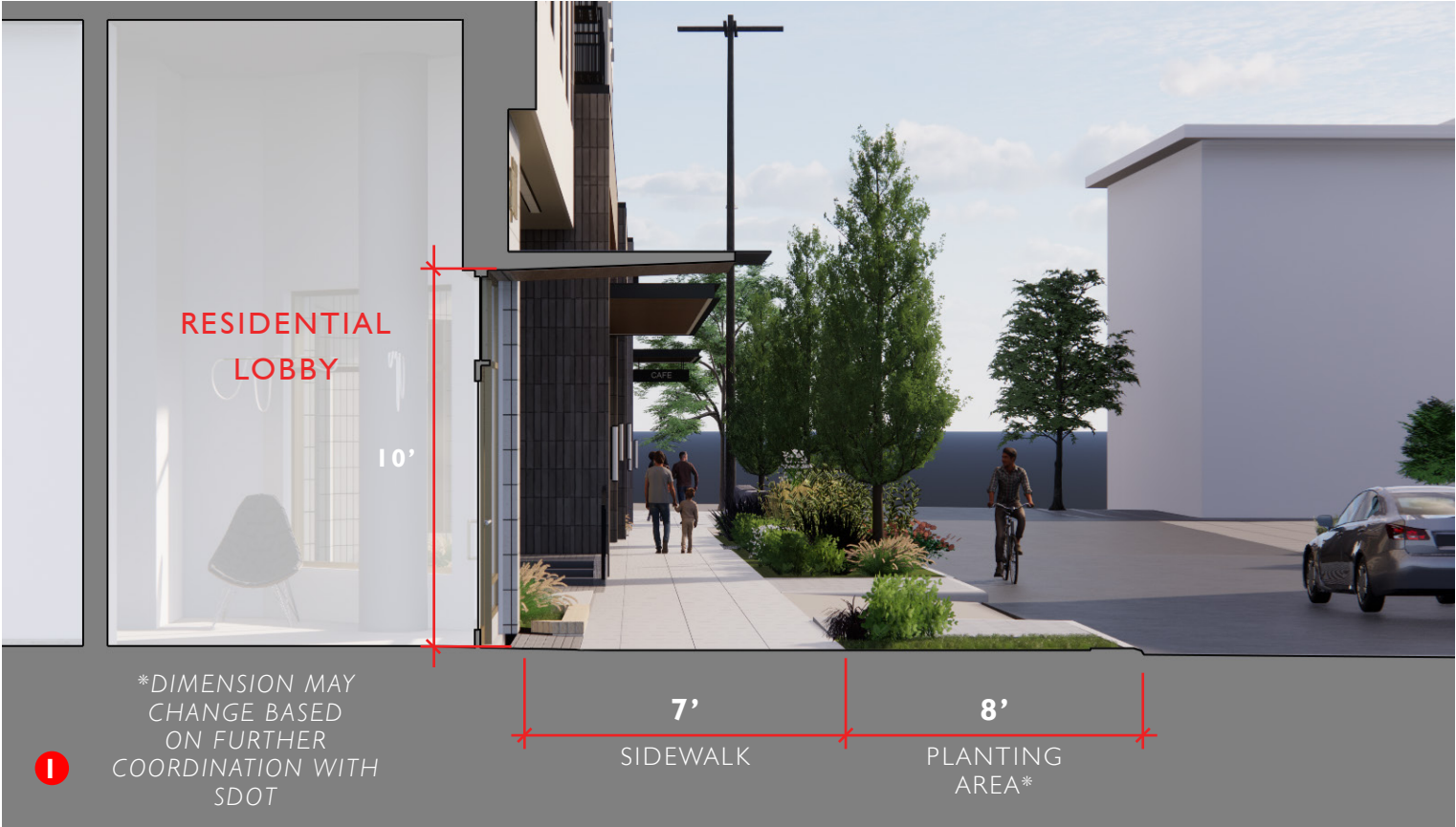
STREET VIEW AT 14TH AVE E

Response: This issue has been studied at length with the team’s traffic engineer, SDOT, and the grocery team. Based on discussions to-date, two two-way curb cuts/ramps are the best design response to prevent queuing, traffic backups, driver frustration, and safety issues. The board acknowledged the importance of maintaining a neighborhood grocery store with parking that works and understood that reducing the proposed curb cuts may not be feasible. The project is providing two code compliant curb cuts along 14th Ave E for residential and retail access to the below grade levels, similar to what was shown at EDG. While there are two ramps proposed, pedestrian safety is increased through the incorporation of 10’ x 10’ sight triangles on the egress side of the ramps (DCI-B-1) and additional sight triangles on the ingress sides of each ramp that increase visibility between pedestrians and vehicles. Like any large space, there should be two means of egress for the safety of the people in the below grade levels.

PEDESTRIAN EXPERIENCE AT E JOHN ST

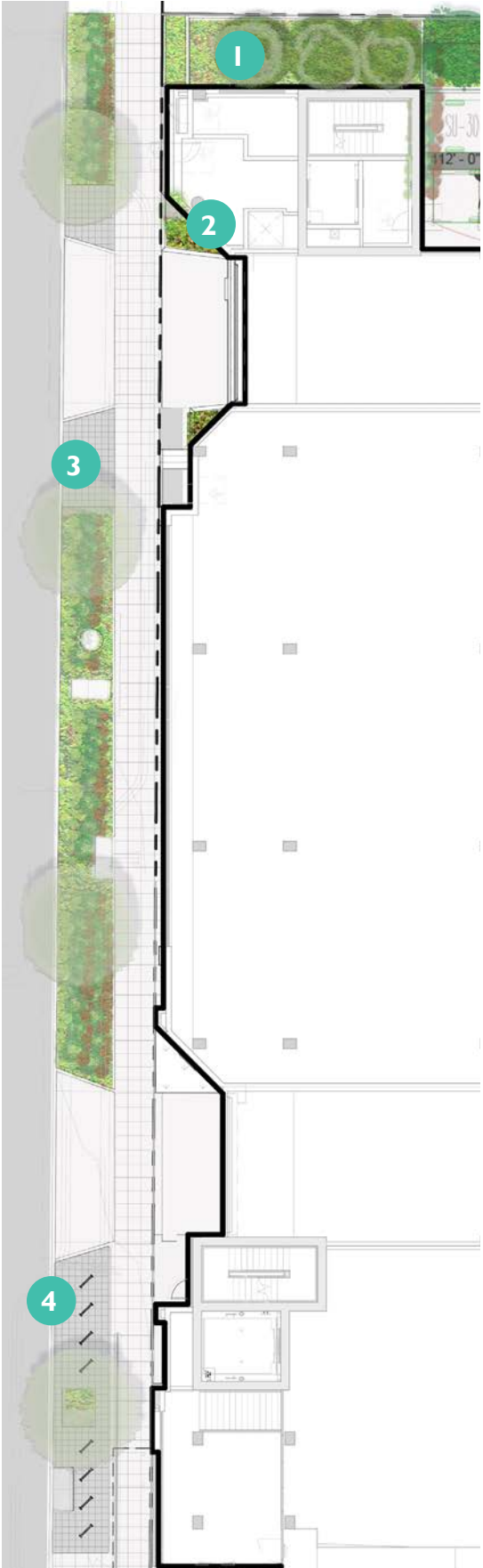


PEDESTRIAN EXPERIENCE AT 14TH AVE EAST



LANDSCAPE AT 14TH AVE EAST ENTRANCE

14TH STREET EAST



1 BIORETENTION PLANTER VISIBLE FROM SIDEWALK



2 SIGHT TRIANGLE PLANTERS



3 PAVING PAD FOR PARKING AND DROP OFF AREA

3

4 BIKE PARKING BY SAFEWAY CORNER ENTRANCE



LANDSCAPE DESIGN – 14TH STREET SPECIES SELECTION

COLORFUL SCREEN



This frontage, with its driveway entries has a planting design intended to soften views of the building and create a sense of shelter for pedestrians. Medium height shrubs and tall grasses soften the architecture while maintaining visibility and a sense of safety.

An emphasis on evergreen plants and a range of purples, bronze and orange creates a color palette that is interesting throughout the seasons.

TREES



FAGUS SYLVATICA "DAWYCK PURPLE"
PURPLE COLUMNAR EUROPEAN BEECH

 **EVERGREEN**

UNDERSTORY



PINUS MUGO VAR. *PUMILLO*
DWARF MUGO PINE



CORNUS SERICEA "SILVER AND GOLD"
YELLOW TWIG DOGWOOD



CALAMGROSIS "KARL FOERSTER"
FEATHER REED GRASS



CISTUS X CANESCENS 'ALBUS'
ROCK ROSE



PHORMIUM
NEW ZEALAND FLAX



HEMEROCALLIS "FULL MOON MAGIC"
DAYLILY



GEUM 'MANGO LASSI'
AVENS



CAREX TESTACEA
NEW ZEALAND SEDGE



CROCOSMIA
CROCOSMIA



RESIDENTIAL AREAS –
14TH AVE E + E THOMAS ST

RESIDENTIAL ENTRY AT 14TH AVE E



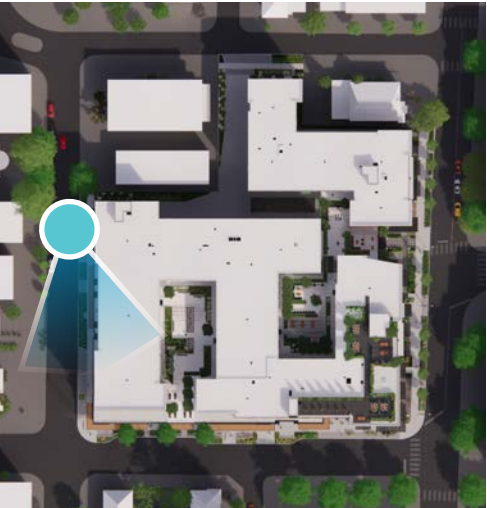
SIDEWALK VIEW LOOKING SOUTH AT 14TH AVE E

EDG Guidance

4. Entries & Access

4c. The Board heard public comment and directed further study of the incorporation of a common residential entry or private stoops on E Thomas St and **a common entry on 14th Ave, to enhance the residential character in response to the context.** (CS2, PL3-B-2, PL3-I-b, PL3-I-c)

Response: The design includes a second residential entry off 14th Ave E, clad in white brick and light bronze storefront. This provides a sense of consistency of the residential entry conditions.



14TH AVE E FACADE - MATERIALS



E THOMAS ST



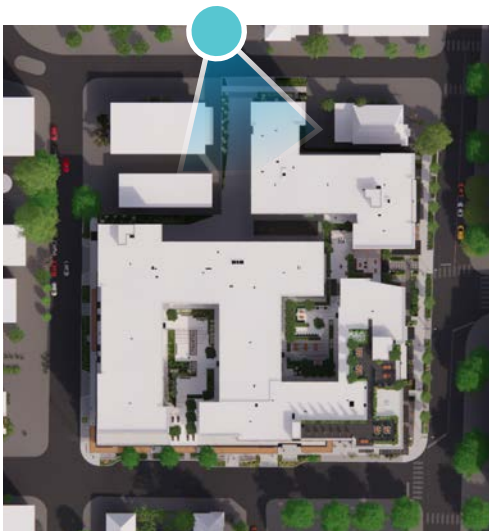
STREET LEVEL VIEW FROM E THOMAS ST

A MID-BLOCK PRESENCE

The building has a very narrow facade presence along E Thomas Street, and a very deep building setback to allow for truck access into the site.

This configuration allows back-of-house functions such as deliveries and trash collection to occur off of the street, deep in the site area.

Upper level full-depth balconies activate the upper levels and provide a sense of eyes on the street in this more residentially focused area.



E THOMAS ST FACADE



E THOMAS ST



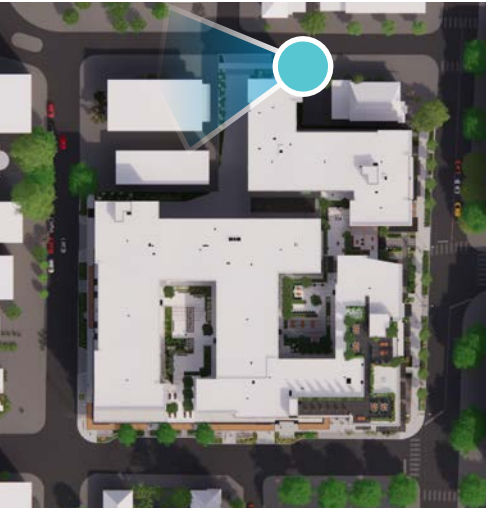
SIDEWALK VIEW LOOKING WEST ALONG E THOMAS ST

EDG Guidance

4. Entries & Access

4c. The Board heard public comment and directed further **study of the incorporation of a common residential entry or private stoops on E Thomas St** and a common entry on 14th Ave, to enhance the residential character in response to the context. (CS2, PL3-B-2, PL3-I-b, PL3-I-c)

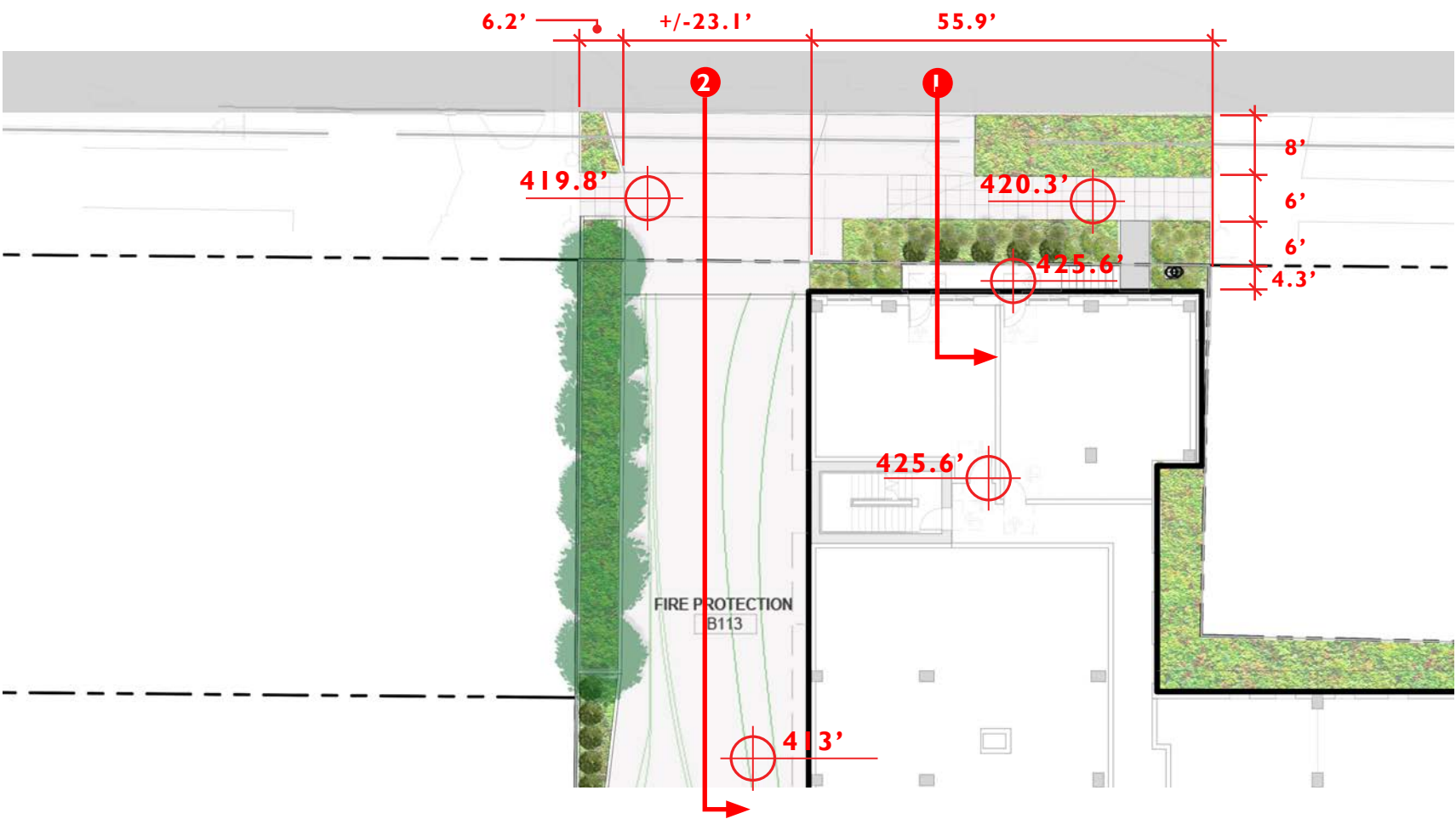
Response: A shared stoop element has been incorporated for the two units that face E Thomas St to relate to the residential character of this block. With the adjacent truck access, the shared stoop is accessed from the east, keeping residents away from trucks entering and leaving the loading area to the West. (CS2, PL3-B-2, PL3-I-b, PL3-I-c)



PEDESTRIAN EXPERIENCE AT E THOMAS ST



*DIMENSION MAY CHANGE BASED ON FURTHER COORDINATION WITH SDOT



LANDSCAPE AT E THOMAS ST AND DRIVEWAY



- 1 LAYERED PLANTING SOFTENS WALL
- 2 BRICK PLINTH

- 3 LAYERED PLANTING WITH COLUMNAR TREES FOR SCREENING
- 4 TONGUE AND GROOVE CEDAR FENCE FOR ADDITIONAL SCREENING



LANDSCAPE DESIGN – E THOMAS ST AND DRIVEWAY SPECIES SELECTION

SOFT SCREEN

Yews, Camellias and Abelias creates layered foreground for the tall stoop of the entrance on E. Thomas St. Across the sidewalk, colorful shade tolerant grasses and perennials fill the parking strip.

Tall columnar Magnolias line the planter between the busy driveway and the neighboring property creating a soft evergreen screen. Beneath the Magnolias shrubs, grasses and perennials create a lush understory. Where the planter narrows, Yews screen the driveway border.

TREES



MAGNOLIA 'LITTLE GEM'
DWARF SOUTHERN MAGNOLIA



TALL SHRUBS



TAXUS BACCATA 'FASTIGIATA'
COLUMNAR YEW

UNDERSTORY



CAMELLIA X 'FAIRY BLUSH'
FAIRY BLUSH CAMELLIA



PHORMIUM
NEW ZEALAND FLAX



SPIRAEA 'OGON'
BRIDALWREATH SPIRAEA



ABELIA 'KALEIDOSCOPE'
ABELIA



DAPHNE 'ETERNAL FRAGRANCE'
DAPHNE



CAREX TESTACEA
NEW ZEALAND SEDGE



GEUM 'MANGO LASSI'
AVENS



ANEMONE 'HONORINE JOBERT'
JAPANESE ANEMONE



CROCOSMIA
CROCOSMIA



LEVEL 2 RESIDENTIAL COURTYARDS / ROOFDECK

LEVEL 2 RESIDENTIAL COURTYARDS AND RI ROOFTOP DECK

EDG Guidance

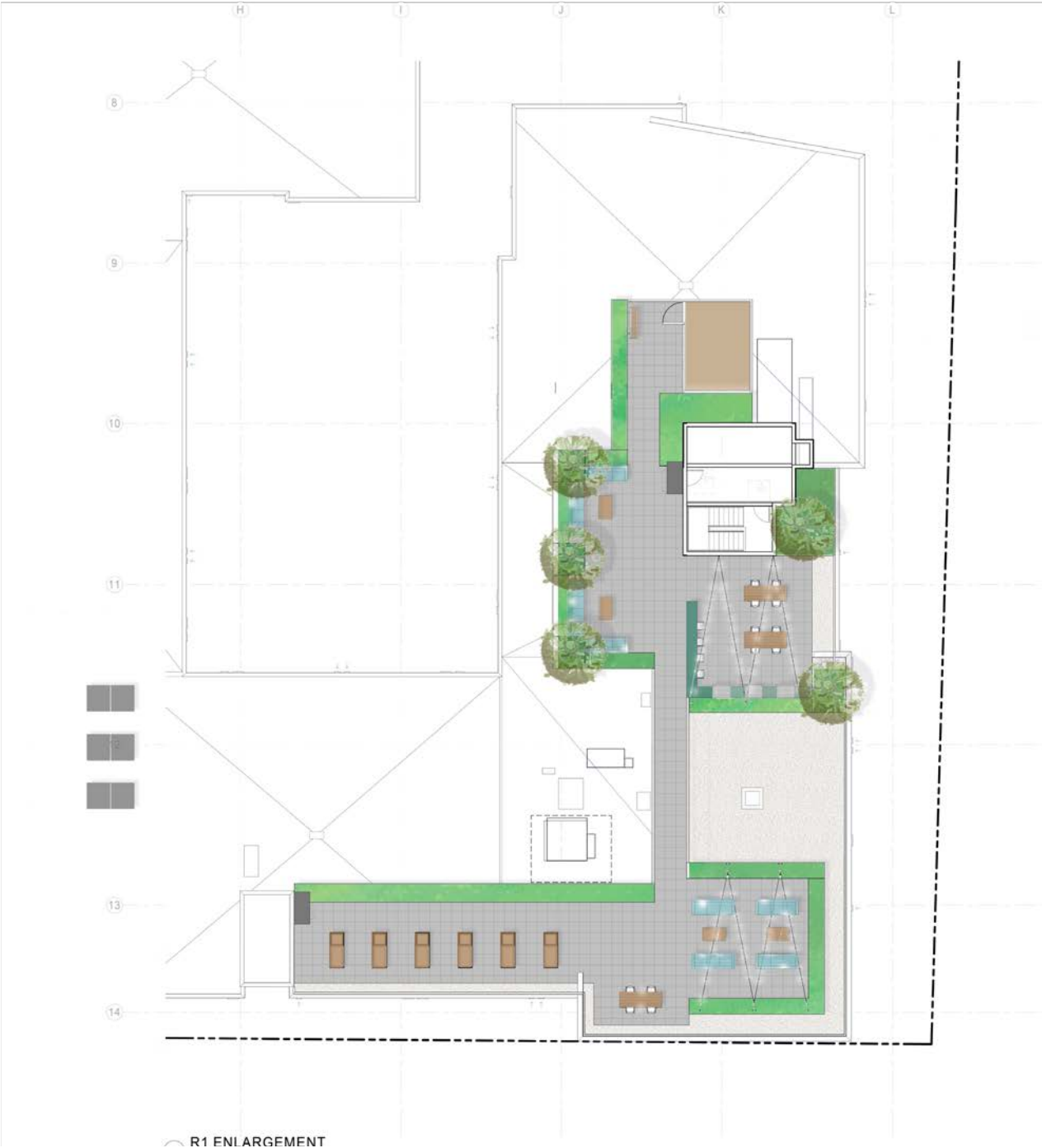
5. Pedestrian Realm & Landscape

5c. The Board requested more information on the design of the rooftop and courtyards in the Recommendation packet. (DC3, DC3-C)

Response: Detailed plans/sections/rendered views are included at this Recommendation phase (DC3, DC3-C).



L2 AMENITY COURTYARDS



RI AMENITY ROOF DECK

LEVEL 2 EAST COURTYARD



1 PERGOLA WITH TRANSPARENT WEATHER PROTECTION

2 SOFT SEATING

3 CATENARY LIGHTING

4 FIREPIT

5 COUNTER

6 TREE PLANTERS

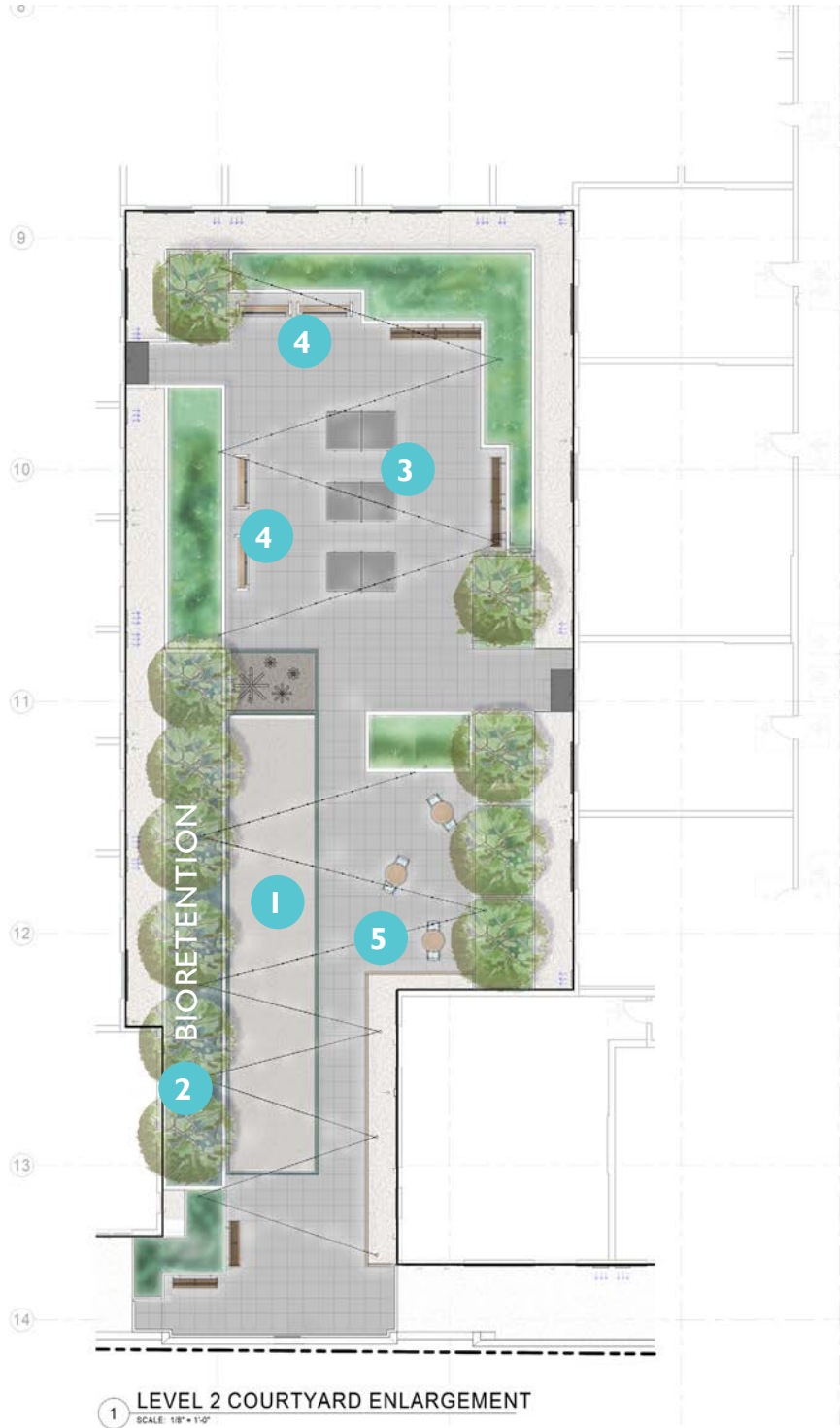


LEVEL 2 EASTERN COURTYARD VIEW LOOKING WEST



LEVEL 2 EASTERN COURTYARD VIEW LOOKING WEST

LEVEL 2 WEST COURTYARD



1 BOCCE COURT

2 BIORETENTION PLANTER

3 PING PONG TABLES

4 BENCH SWINGS

5 CATENARY LIGHTING



LEVEL 2 WEST COURTYARD VIEW FROM APARTMENTS



LEVEL 2 WEST COURTYARD LOOKING SOUTH

RI ROOF DECK AMENITY



1 PET RELIEF AREA

2 COUNTER WITH GRILLS

3 CATENARY LIGHTING

5 SOFT SEATING

6 LOUNGERS



RI BBQ AND DINING AREA



RI SOUTH SEATING AREA



MENT



EXTERIOR CLADDING MATERIALS

EXTERIOR CLADDING MATERIALS



2. Façade Treatment

2a. In agreement with public comment, the Board directed the use of high-quality materials that provide texture and pattern, such as brick; especially on highly visible facades. The Board specifically prioritized Design Guideline DC2-D, Scale and Texture, and Capitol Hill Design Guideline DC4-I, Exterior Finish Materials; and noted that brick should not just be applied at the corners of the mass as suggested by coloration of the rendered massing views in the EDG packet. (DC2-D, DC4-I)

Response: The design team is using a combination of brick (DC2-D), limestone, and a high-quality fiber cement panel system on street facing facades. The brick is designed to include different bonding patterns to differentiate smaller areas of detail within the larger brick areas. The fiber cement system is a ceramic-coated 5/8" thick panel system with a proprietary attachment system that results in no exposed fasteners. Panels that include surface modulation are paired with smooth panels to emulate the brick systems which differentiate smaller areas of detail within the larger brick areas.

STREET FACING ELEVATIONS



EAST ELEVATION (15TH AVE E)



SOUTH ELEVATION (E JOHN ST)

STREET FACING ELEVATIONS





CONCEPTUAL SIGNAGE

CONCEPTUAL SIGNAGE AT 15TH



1 WALL MOUNTED BLADE SIGN



2 CANOPY MOUNTED DIMENSIONAL LETTERING



1 WALL MOUNTED BLADE SIGN



3 BACK-LIT DIMENSIONAL LETTERING

CONCEPTUAL SIGNAGE AT 15TH



1 WALL MOUNTED BLADE SIGN



2 CANOPY MOUNTED DIMENSIONAL LETTERING



1 WALL MOUNTED BLADE SIGN



3 BACK-LIT DIMENSIONAL LETTERING

DIMENSIONAL LETTERING 'PARKING' SIGNAGE

CONCEPTUAL SIGNAGE AT SAFEWAY



- DIMENSIONAL LETTER STORE SIGNAGE WITH DIMENSIONAL LOGO
- DIMENSIONAL LETTERING 'PARKING' SIGNAGE
- DIMENSIONAL LOGO WITH 'DRIVE UP & GO' DIMENSIONAL LETTER SIGNAGE

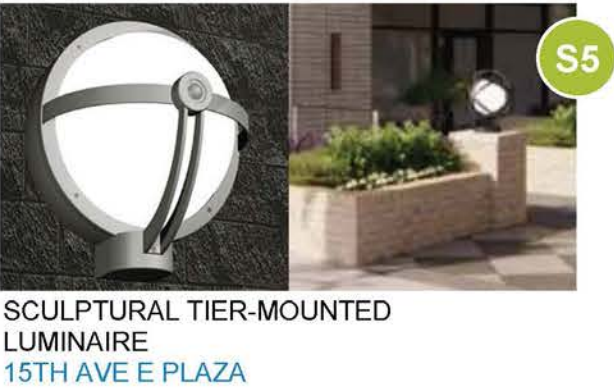
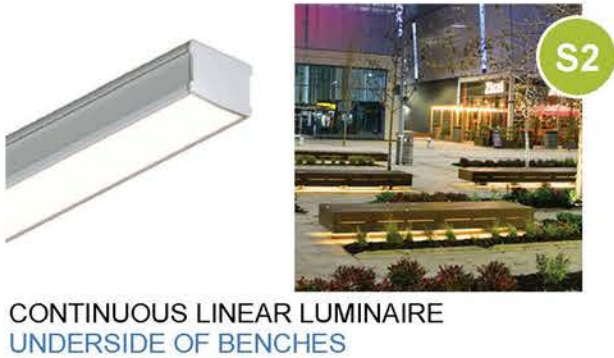


- DIMENSIONAL 'STARBUCKS' LOGO SIGN
- DIMENSIONAL LETTER STORE SIGNAGE WITH DIMENSIONAL LOGO

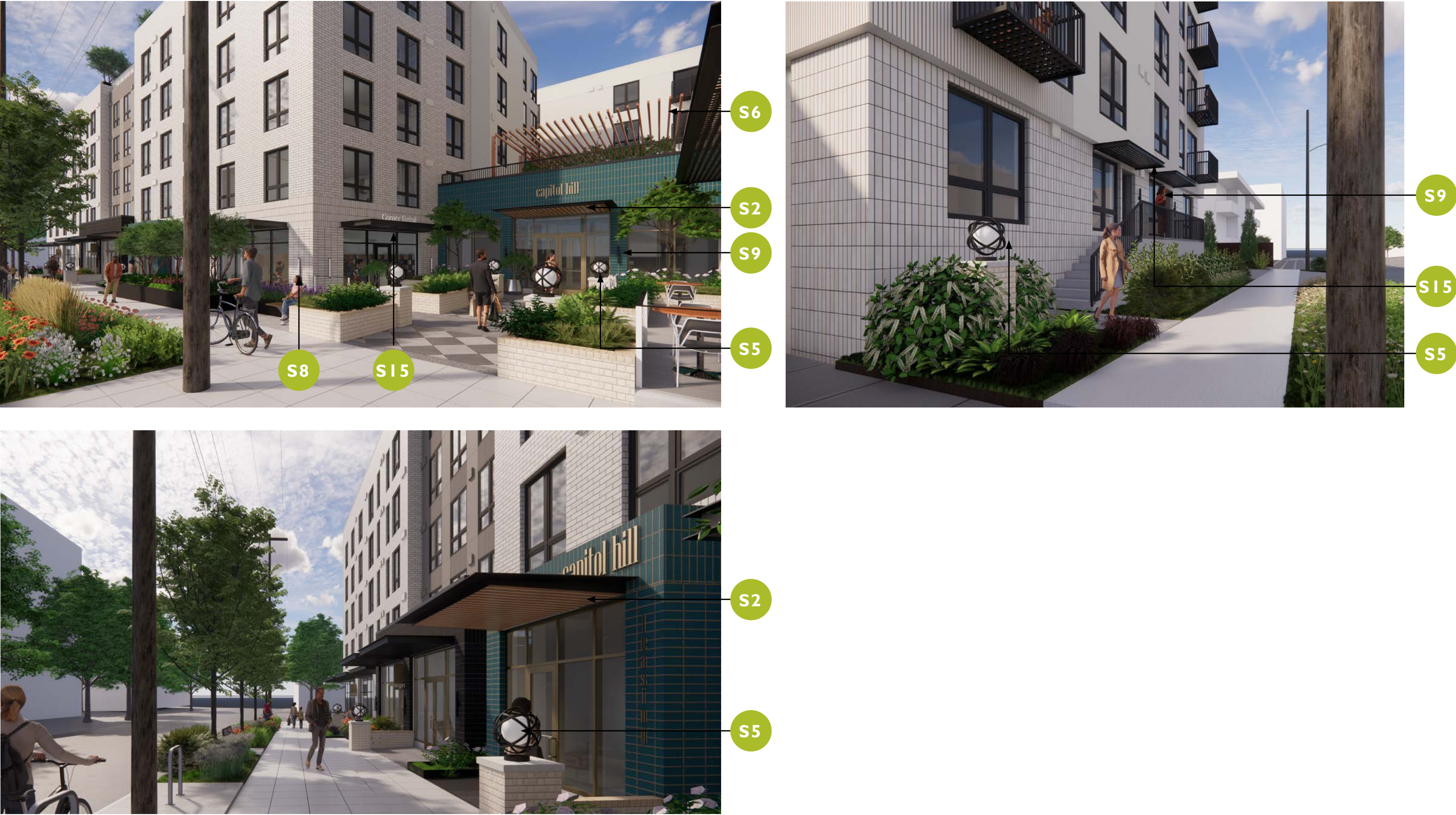


CONCEPTUAL LIGHTING DESIGN

LIGHTING AT 15TH AVE E



LIGHTING AT 15TH AVE E



LIGHTING AT E JOHN ST



SCULPTURAL TIER-MOUNTED LUMINAIRE
15TH AVE E PLAZA

S5



CONTINUOUS RECESSED LINEAR WITH NARROW APERTURE
SAFEWAY AWNINGS

S10



WALL-MOUNTED DOWNLIGHT WITH NARROW STEM AND APERTURE
ABOVE 15TH AVE E DOORS

S15



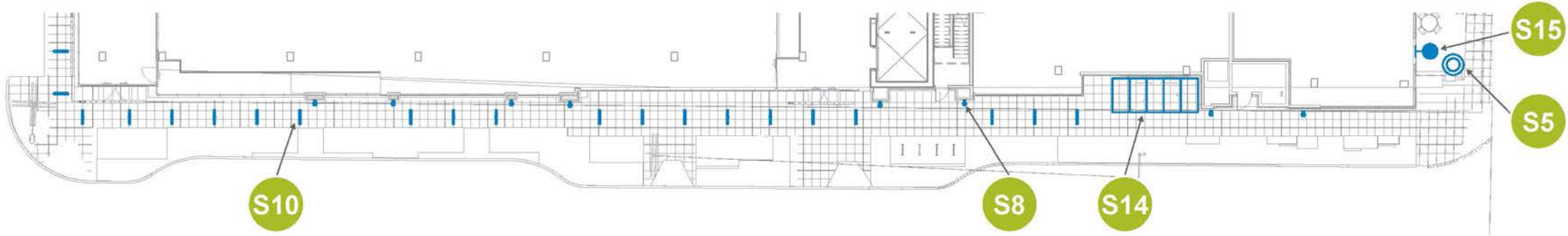
VERTICAL LINEAR WALL SCONCE
RETAIL ENTRIES INCLUDING SAFEWAY

S8



LIGHT PANEL ARRAY FOR BACKLIGHTING
E JOHN ST FEATURE WALL

S14



S10

S8

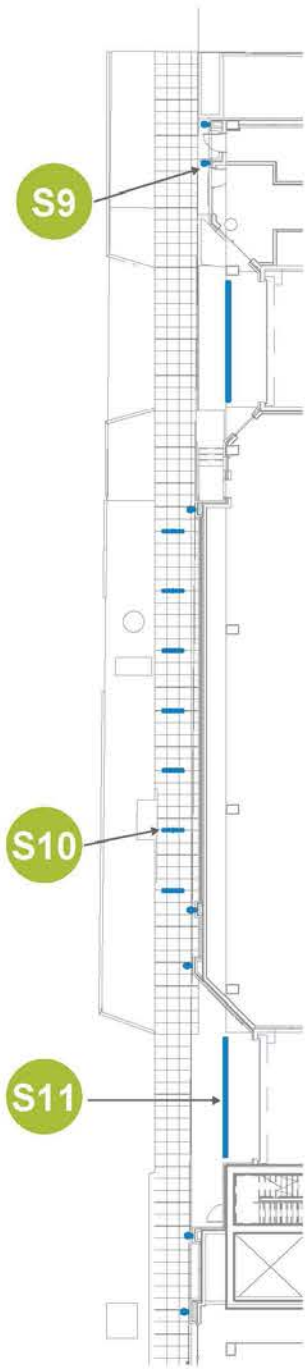
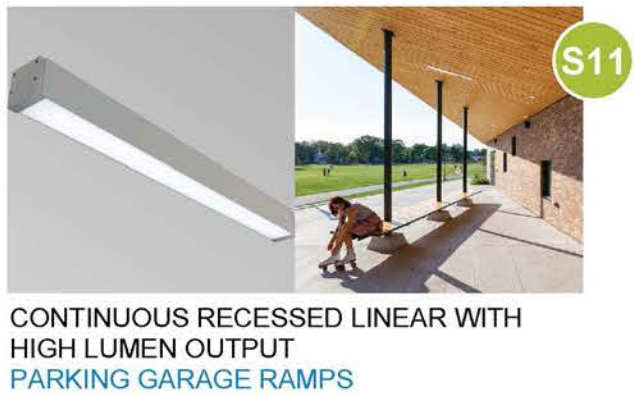
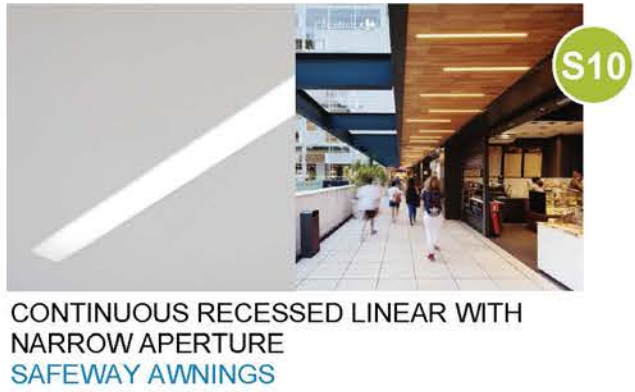
S14

S15

S5



LIGHTING AT 14TH AVE E



LIGHTING AT E JOHN ST / 14TH AVE E



LIGHTING AT L2 EAST



IN-GROUND LANDSCAPE FLOOD LIGHT
PLANTERS



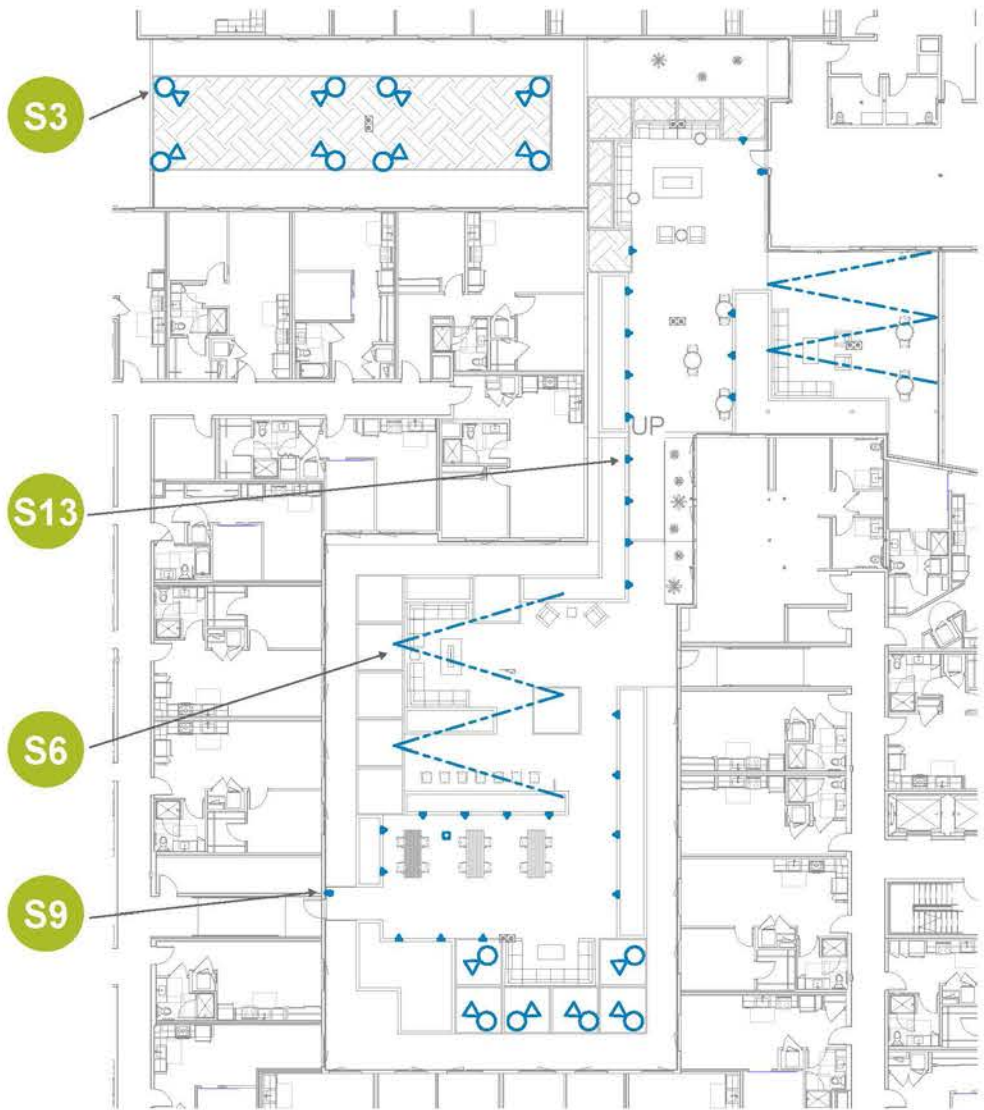
CATENARY LIGHTING WITH TOP HAT FOR
DIRECTING LIGHT DOWNWARD
COURTYARD SEATING



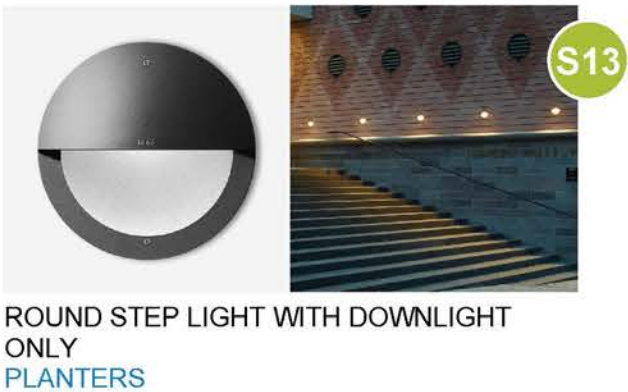
VERTICAL LINEAR WALL SCONCE
RESIDENTIAL ENTRIES



ROUND STEP LIGHT WITH DOWNLIGHT
ONLY
PLANTERS



LIGHTING AT L2 WEST



LIGHTING AT L2 WEST



IN-GROUND LANDSCAPE FLOOD LIGHT
PLANTERS



CATENARY LIGHTING WITH TOP HAT FOR
DIRECTING LIGHT DOWNWARD
COURTYARD SEATING



VERTICAL LINEAR WALL SCONCE
RESIDENTIAL ENTRIES



ROUND STEP LIGHT WITH DOWNLIGHT
ONLY
PLANTERS



THIS PAGE INTENTIONALLY LEFT BLANK



ARTWORK

INTEGRATION OF ARTWORK



EDG Guidance

I. Massing, cont'd

Ie. In response to public comment, the Board acknowledged the prominence of the site, its potential to function as a community hub, and the importance of Capitol Hill as an arts and culture district. The Board supported engaging local artists early in the design process so that art may be integrated into a cohesive design, rather than just applied, and specifically prioritized Capitol Hill Design Guideline CS3-2, Placemaking. (CS3-2)

Response: The team has engaged an art coordinator to work with local artists and organizations to provide artwork for the project (CS3-2); discussions and collaboration are on-going. The design incorporates a sculptural shelter near the bus stop and a mural along 14th Ave E. Additionally, the bus stop's covered seating incorporates sculptural elements within the design for a moment of joy and whimsy for transit users.



**ALL ARTWORK DEPICTED IS FOR DESIGN INTENT ONLY - FINAL ARTWORK TO BE DEVELOPED IN COORDINATION WITH ARTISTS AT A FUTURE DATE*



INTEGRATION OF ARTWORK



LINA CHOLEWINSKI



WAKUDA



MOSES SUN



JONATHAN CLARREN

SCULPTURAL LIGHTING

The lighting elements along I 5th Ave E are anticipated to be a collaboration with a sculptural artist.

ART THAT ACTIVATES THE BUS STOP



A sculptural bus shelter is anticipated to activate the area near the bus stop.

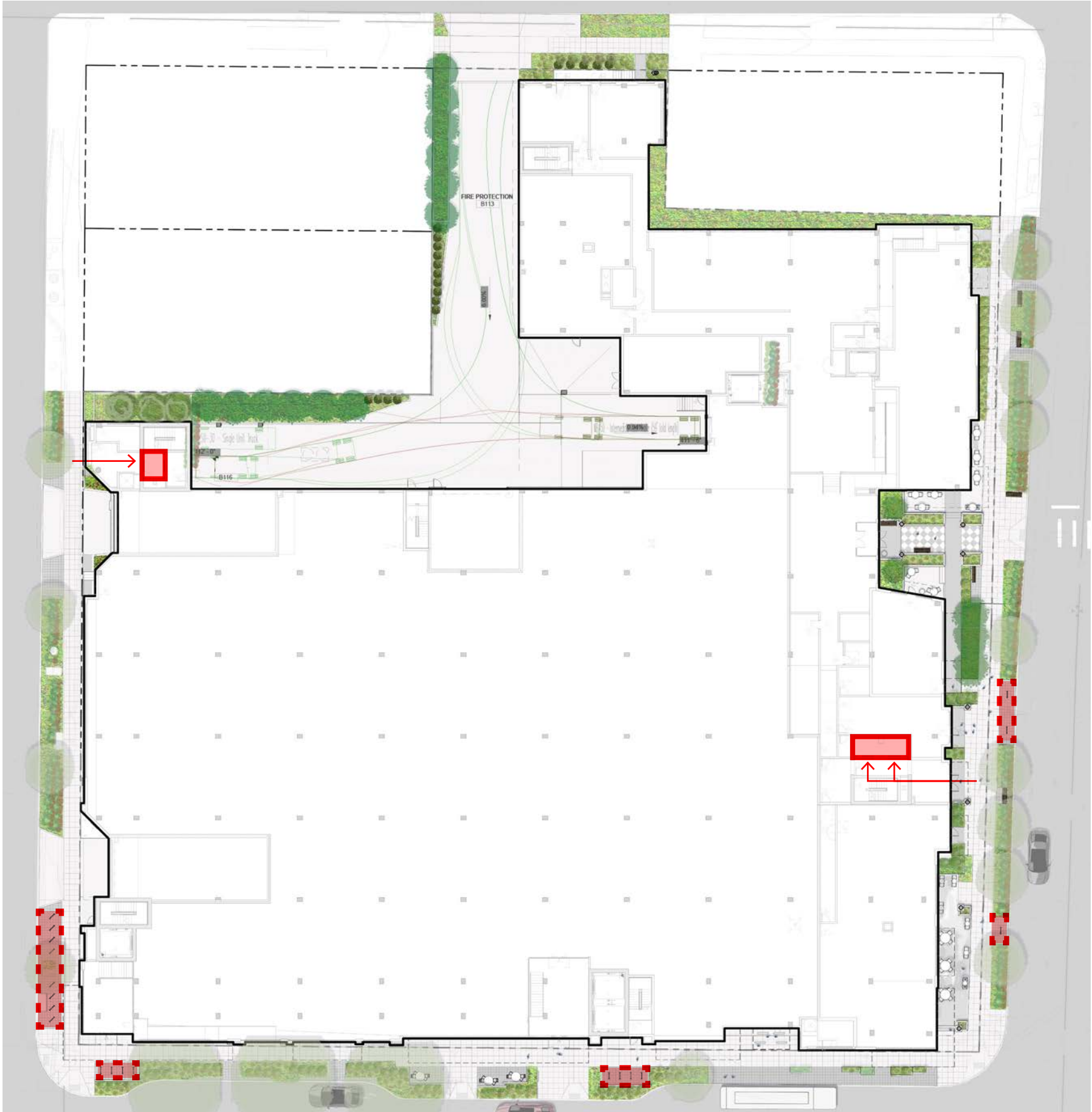
THIS PAGE INTENTIONALLY LEFT BLANK



PLANS

BICYCLE ACCESS AND PARKING

-  ELEVATOR TO BELOW GRADE BIKE PARKING AREAS
-  PUBLIC BIKE RACKS AT SIDEWALK



EDG Guidance

4. Entries & Access

4e. The Board heard public comment and specifically prioritized Capitol Hill Design Guideline PL4-2, Planning Ahead for Bicyclists; stating that bike access for residents and retail users should be clarified in the design. (PL4-2)

Response: The widened sidewalks and enlarged proposed curb bulbs will provide space for bike racks for visitor and retail users. There is also a secondary entry along 15th Ave E with elevator access to both the retail and residential bike parking areas within the below grade levels (PL4-2). Outdoor bike racks are provided generously around the site.

FLOORPLANS



LEVEL 1 PLAN



LEVEL 2 PLAN

FLOORPLANS



LEVEL 3 PLAN



DEPARTURES

DEPARTURE SUMMARY

#	Code Requirement	Departure Request and Difference	Explanation for Departure Request	Associated Guidelines
1	Facade Modulation (Supported at EDG)	SMC 23.47A.014.D: Facade modulation. For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line. At Street level, code requires a 30' wide by 15' deep setback area which provides 450 sf area. In lieu of a single setback area, the proposed design provides three setback areas that total 518 sf of area.	The proposed design distributes more than the code required area strategically across the area along E John Street to benefit key areas of the sidewalk with the most potential for congestion - at the Grocery Store Entries and at the Bus Stop.	CS2 – Urban Pattern and Form PL1 – Connectivity PL3 – Street Level Interaction PL4 – Active Transportation DC1 – Project Uses and Activities DC2 – Architectural Concept DC3 – Open Space Concept
2	Access across more than one Lot Line (Supported at EDG)	SMC 23.47A.032.A.1.c: If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F.2.a.1. The proposed design integrates a curb cut on a second street (of the four streets that bound the site) that is dedicated to truck access. Two curb cuts are permitted outright on 14th Ave E.	The proposed design accomodates a large grocery store that requires delivery of goods. This site does not have an alley. Providing access across a second lot line separates the truck access (also used for garbage collection) from the vehicular access to the site. Separating trucks and passenger vehicles will reduce conflict. The service area allows for deliveries and garbage pickup to happen within the site, keeping these services out of the public realm.	PL1 – Connectivity PL2 – Walkability DC1 – Project Uses and Activities PL4 – Active Transportation
3	Areas of Blank Facade (Supported at EDG)	SMC 23.47A.008.A.2.b/c: Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width. The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street. For purposes of this Section 23.47A.008, facade segments are considered blank if they do not include at least one of the following: 1)Windows; 2)Entryways or doorways; 3)Stairs, stoops, or porticos; 4)Decks or balconies; or 5)Screening and landscaping on the facade itself. The proposed design has areas of Blank Facade that exceed the limitation of 20 feet in width, though these areas equal less than a permitted 40% of facade being blank. Blank facades occur on E. John St, 14th Ave E., and E Thomas Street.	The majority of the city-block-wide facade is activated with retail and grocery uses and large amounts of glazing. Right of Way improvements such as pedestrian amenities near the bus stop and expanded curb bulbs provide an enhanced pedestrian experience to compensate for wider than allowed Blank Wall Areas. Significant building setbacks expand the right-of-way at key locations. While blank, the easternmost area still incorporates overhead weather protection near the bus stop for transit users. The areas considered blank on 14th Ave E are largely dedicated to Sight Triangles and setbacks devoted to increase visibility between cars and pedestrians. The facade that is screened with art is not considered blank and benefits the project by placemaking and providing overhead weather protection. The areas considered blank on E Thomas St actually conceal a trash area within the service access zone of the project.	CS3 – Architectural Concept and Character PL3 – Street Level Interaction DC1 – Project Uses and Activities DC2 – Architectural Concept DC4 – Exterior Elements and Finishes
4	Facade Transparency (Supported at EDG)	SMC 23.47A.008.B: In addition to the provisions of subsection 23.47A.008.A, the provisions of this subsection 23.47A.008.B apply to: a.Structures with street-level non-residential uses in NC zones; Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent. For purposes of calculating the 60 percent of a structure's street-facing facade, the width of a driveway at street level, not to exceed 22 feet, may be subtracted from the width of the street-facing facade if the access cannot be provided from an alley or from a street that is not a designated principal pedestrian street. The proposed design has areas of facade along 14th Ave E. and E. Thomas St. that do not comply with Transparency requirements. The requirement is to incorporate 60% of facades being transparent.	The facade that is screened with art is not considered blank and benefits the project by placemaking and providing overhead weather protection. The requested departure makes the project better by allowing the large grocery store to function optimally, while providing an area dedicated to large scale artwork on a street that doesn't need a retail presence. Art is a more fitting way to create a beautiful contribution to the neighborhood. The area along E Thomas St is an anomaly. Without an alley, the proposed design has created a service area accessed by delivery and garbage trucks. As a result, the non-residential facade in this area is very far away from the sidewalk and screens a trash room.	CS3 – Architectural Concept and Character PL3 – Street Level Interaction DC1 – Project Uses and Activities DC2 – Architectural Concept DC4 – Exterior Elements and Finishes

DEPARTURE I – FACADE MODULATION

Code Requirement

SMC 23.47A.014.D: Facade modulation. For structures with a width of more than 250 feet, at least one portion of the structure 30 feet or greater in width must be set back a minimum of 15 feet from the front property line.

Departure Request and Difference

At all levels code requires a 30' wide by 15' deep setback area which provides 450 sf area. The proposed design complies with this requirement at Levels 2, 3, 4 and 5.

The Departure relates to the Ground Level only: In lieu of a single setback area, the proposed design provides three setback areas that total 518 sf of area - more than what is required.

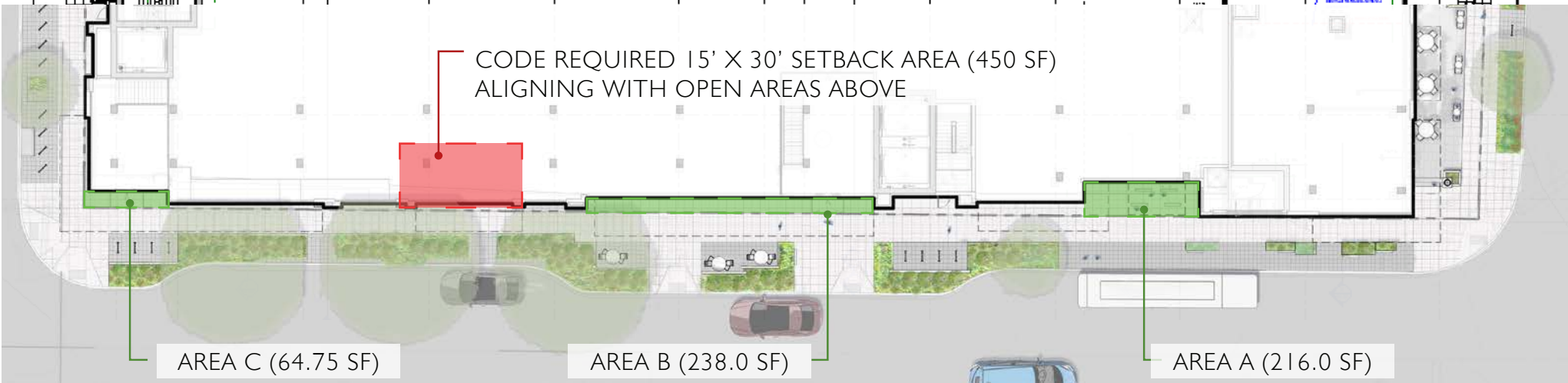
Explanation for Departure Request

The proposed design distributes more than the code required area strategically across the area along E John Street to benefit key areas of the sidewalk with the most potential for congestion - at the Grocery Store Entries and at the Bus Stop.

This is better because:

- In line with neighborhood guidance to set back the upper levels (DC-1)
- In line with neighborhood guidance to enhance the bus stop (PL4)
- Better retail activation along the sidewalk edge (PL1, PL3, CS1)
- Street wall and Retail space continuity (PL1.2, CS2, PL3)
- Better functioning of spaces within the store (DC1, DC)
- Weather protection and shading at southern facade (CS1-2.1.d, PL2)

THE PROPOSED DESIGN PROPOSES 110% OF THE AREA THAT IS REQUIRED AT GRADE, ONLY DISTRIBUTED ACROSS THE BLOCK TO BETTER SUPPORT AN ENHANCED PEDESTRIAN ENVIRONMENT.



The proposed departure better aligns with neighborhood guidance to setback and/or articulate the levels above Level 1, while also enhancing the bus stop area and retail experience. The proposed facade modulation across all levels provides far more articulation than a prescriptive 15' deep by 30' wide area, better enhancing the Urban Pattern and Form and Street Level Interaction per Guidelines CS2 and PL3.

Prescriptive at Level 1: 15' deep x 30' wide = 450 sq. ft.	Proposed at Level 1: Area A - 8' deep x 27' wide Area B - 3.5' deep x 68' wide Area C - 3.5' deep by 18.5' wide = 518.75 sq. ft.
---	--

DEPARTURE I – FACADE MODULATION



With the successful integration of curb bulbs and massing insets that add open space adjacent to the sidewalk, the proposed open space near the bus stop contributes to a rhythm of open spaces where the most people will congregate - at the bus stop and store entries.

DEPARTURE I – FACADE MODULATION

EDG Guidance

Departure I. Façade Modulation (SMC 23.47A.014.D):

For structures more than 250 feet wide, the Code requires a minimum 30 foot wide by 15 foot deep setback from the front property line. The applicant proposes an average setback of 2 feet for Option 2 and no setback for Option 3 at the ground level along E John St. Façade modulation requirements are met at levels two through five on this frontage for both massing options. The Board was divided in their preliminary support for the requested departure from façade modulation requirements. Two Board members indicated preliminary support based on the applicant’s design rationale, two Board members did not preliminarily support the request, and one Board member declined to comment. The two Board members that did not preliminarily support the request indicated that the required façade modulation at the ground level could be incorporated into the retail entries or a residential lobby along E John St, and help better respond to the park and provide relief at the along that frontage. (CS2, PLI-B-2, PL3)

Response: Setback area is strategically placed to separate the grocery facade from the retail facade at the corner of 15th Ave E and John St in an effort to provide each with a separate identity (CS2). The modulation above Level 1 far exceeds the code requirement and better aligns with community feedback. This area is located directly adjacent to the bus stop along E John St that serves the 8, 10, and 43 bus lines (PLI-B-2). The extra area provided in this portion of the sidewalk is further activated by a street-facing café with large amounts of glazing keeping eyes on the bus stop area.

The bus stop is enhanced with lean rails, benches, lighting and a sculptural enclosure that provides a strong focal point as well as weather protection for transit users.



DEPARTURE 2 – ACCESS ACROSS MORE THAN ONE LOT LINE

Code Requirement

SMC 23.47A.032.A.1.c: If access is not provided from an alley and the lot abuts two or more streets, access is permitted across one of the side street lot lines pursuant to subsection 23.47A.032.C, and curb cuts are permitted pursuant to subsection 23.54.030.F2.a.1.

Departure Request and Difference

The proposed design integrates a curb cut on a second street (of the four streets that bound the site) that is dedicated to truck access.

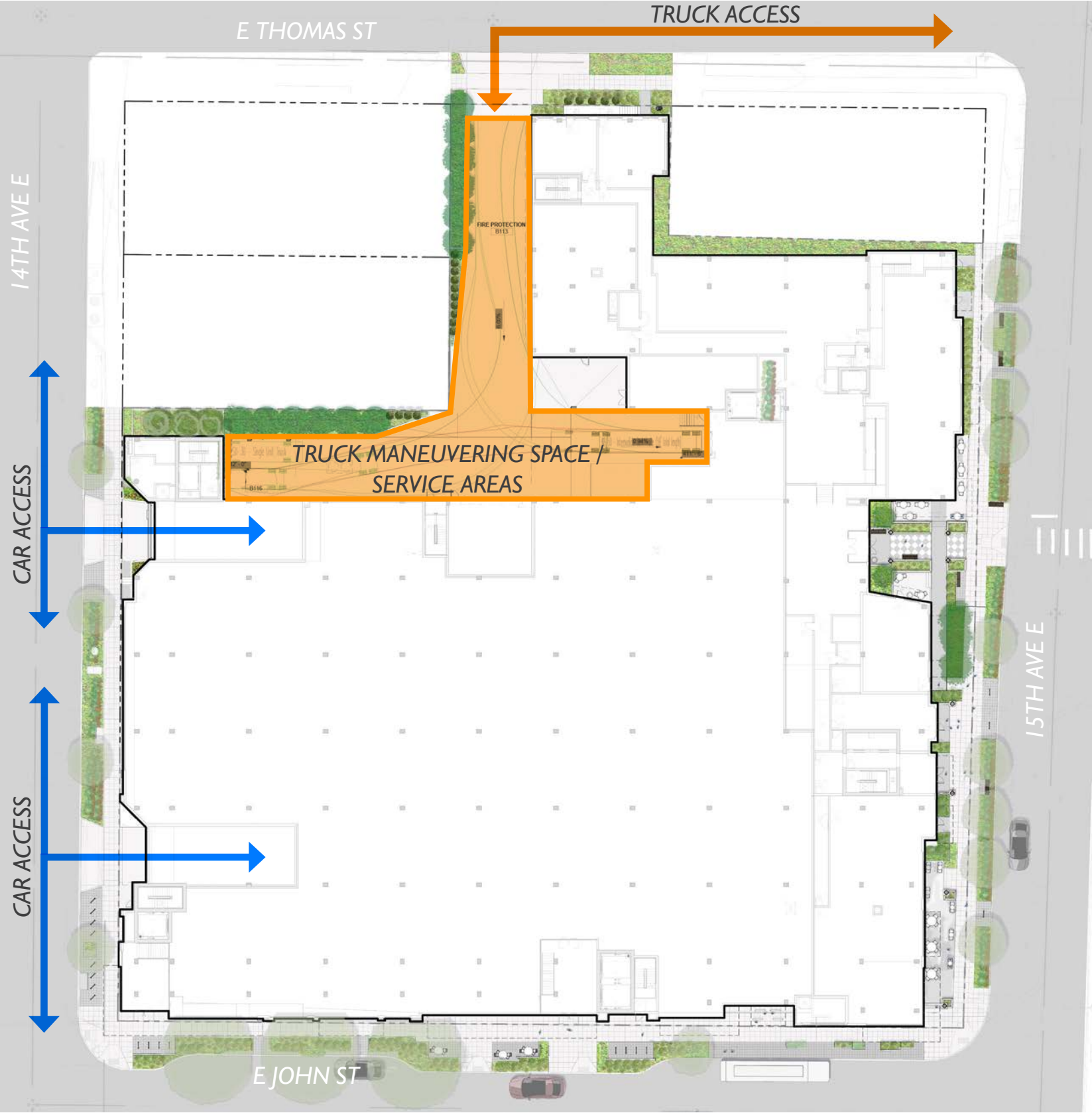
Two curb cuts are permitted outright on 14th Ave E.

Explanation for Departure Request

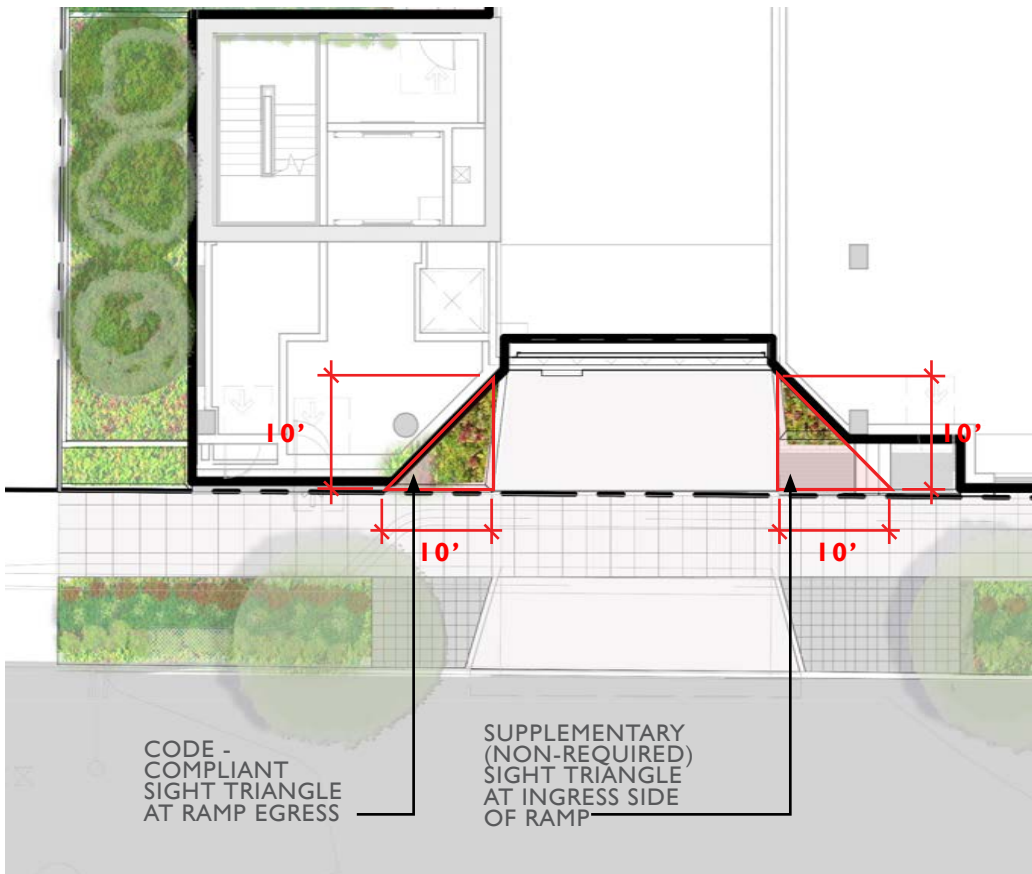
The proposed design accomodates a large grocery store that requires delivery of goods. This site does not have an alley. Providing access across a second lot line separates the truck access (also used for garbage collection) from the vehicular access to the site. Separating trucks and passenger vehicles will reduce conflict. The service area allows for deliveries and garbage pickup to happen within the site, keeping these services out of the public realm.

This is better because:

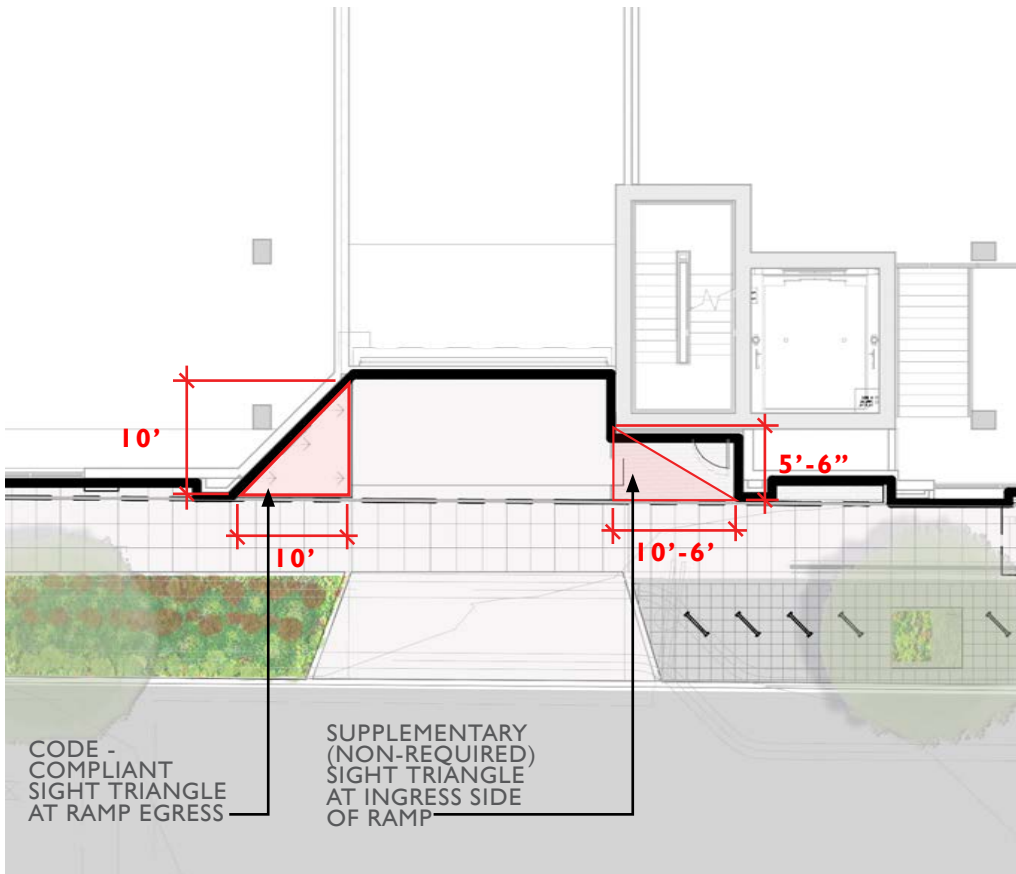
- Services are kept out of the pedestrian environment (DC-I.C.4)
- Access across two streets keeps a single street from accomodating all of the service functions and vehicular access (PL4)
- Parking is concealed below grade (DCI.C.1)



DEPARTURE 2 – ACCESS ACROSS MORE THAN ONE LOT LINE



PLAN OF RAMP ENTRY AT 14TH AVE E (NORTH ENTRY)



PLAN OF RAMP ENTRY AT 14TH AVE E (SOUTH ENTRY)

EDG Guidance

Departure 2. Vehicular Access (SMC 23.47A.032.A.1.c):

If access is not provided from an alley and the lot abuts two or more streets, the Code allows access across one of the side street lot lines. The lot abuts four streets. The applicant proposes access from two side streets for both massing options, 14th Ave E and E Thomas St. **The Board heard public comment and indicated preliminary support** for the requested departure from vehicular access requirements provided there is **further study of how to minimize pedestrian and vehicle conflicts on 14th Ave E**, as directed in the Priorities and Board Recommendations section above. (DCI-B-1)

Response: The two driveways along 14th Ave E are permitted by code as designed. While this departure request relates to providing access along a second street (Delivery truck and Garbage access from E Thomas St.) safety measures have been provided to increase the safety for pedestrians along 14th Ave E.

*Pedestrian safety has been addressed by in incorporation of **large sight triangles at the egress sides of each ramp** and **additional sight triangles on the ingress side** of the ramps to increase sightlines and visibility as vehicles come and go.*

*Other safety measures include a **robust lighting design that emphasizes visibility between vehicles and pedestrians** and **slope transitions at the top of the ramps to slow vehicles as they approach the sidewalk**.*

This departure request is based on the importance of separating loading/truck access from pedestrian/car access, which is much safer but also better limits loading impacts to the adjacent properties than what exists currently.



VEHICLE VIEW OF NORTH GARAGE ENTRY



VEHICLE VIEW OF SOUTH GARAGE ENTRY

DEPARTURE 3 – AREAS OF BLANK FACADE

Code Requirement

SMC 23.47A.008.A.2.b/c: Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.

The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.

For purposes of this Section 23.47A.008, facade segments are considered blank if they do not include at least one of the following:

1) Windows; 2) Entryways or doorways; 3) Stairs, stoops, or porticos; 4) Decks or balconies; or 5) Screening and landscaping on the facade itself.

Departure Request and Difference

E John St:

The proposed design has two areas that exceed the 20' width limitation for blank facades. These areas are located at areas of the facade blocked by functionally necessary elements such as elevators or electrical service areas.

Overall, only 24% of the facade is considered blank.

14th Ave E

The proposed design has two areas that exceed the 20' width limitation for blank facades. These areas are located at areas of the facade blocked by functionally necessary elements such as elevators or electrical service areas.

Overall, only 24% of the facade is considered blank.

E Thomas St:

The proposed design has a single area that is considered blank. This area is 154' from the adjacent sidewalk and 7' below the sidewalk surface.

The blank area of the facade conceals the trash area beyond. This area is too far from the pedestrian walkway to have a negative impact



24' WIDE (ONLY 20' IS PERMITTED):

BLANK AREA LOCATED AT ELEVATOR AND STAIR CORE

AREA IS SCREENED WITH SCULPTURAL BUS SHELTER PER 23.47A.008.A.2.B.5 - NOT CONSIDERED BLANK

27' WIDE (ONLY 20' IS PERMITTED):

BLANK AREA LOCATED AT REQUIRED SCL PULLING ROOM AND GARAGE EXHAUST TO ROOF

THE TWO HIGHLIGHTED AREAS = ONLY 24% OF FACADE (40% IS PERMITTED)

Explanation for Departure Request

The majority of the city-block-wide facade is activated with retail and grocery uses and large amounts of glazing. Right of Way improvements such as pedestrian amenities near the bus stop and expanded curb bulbs provide an enhanced pedestrian experience to compensate for wider than allowed Blank Wall Areas. Significant building setbacks expand the right-of-way at key locations. While blank, the easternmost area still incorporates overhead weather protection near the bus stop for transit users.

This is better because:

- Expanded pedestrian amenities within the adjacent street right-of-way (ROW) to enhance and energize the pedestrian experience.(PI-I.I.b.1)
- Planters, seating, and landscape are used to provide an inviting, attractive, and safe streetscape for pedestrians while ensuring adequate space for pedestrian circulation. (PI-I.I.b.2)
- Overhead weather protection is provided near the bus stop (PL-2.3)

DEPARTURE 3 – AREAS OF BLANK FACADE

Code Requirement

SMC 23.47A.008.A.2.b/c: Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.

The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.

For purposes of this Section 23.47A.008, facade segments are considered blank if they do not include at least one of the following:

1) Windows; 2) Entryways or doorways; 3) Stairs, stoops, or porticos; 4) Decks or balconies; or 5) Screening and landscaping on the facade itself.

Departure Request and Difference

E John St:

The proposed design has two areas that exceed the 20' width limitation for blank facades. These areas are located at areas of the facade blocked by functionally necessary elements such as elevators or electrical service areas.

Overall, only 24% of the facade is considered blank.

14th Ave E

The proposed design has two areas that exceed the 20' width limitation for blank facades. These areas are located at areas of the facade blocked by functionally necessary elements such as elevators or electrical service areas.

Overall, only 24% of the facade is considered blank.

E Thomas St:

The proposed design has a single area that is considered blank. This area is 154' from the adjacent sidewalk and 7' below the sidewalk surface.

The blank area of the facade conceals the trash area beyond. This area is too far from the pedestrian walkway to have a negative impact



AREA IS SCREENED WITH ARTWORK PER 23.47A.008.A.2.B.5 - NOT CONSIDERED BLANK

27' WIDE (ONLY 20' IS PERMITTED):
BLANK AREA LOCATED AT FROZEN FOOD SECTION OF GROCERY STORE

27' WIDE (ONLY 20' IS PERMITTED):
BLANK AREA LOCATED AT ELEVATOR AND STAIRS

THE TWO HIGHLIGHTED AREAS = 24% OF FACADE (40% IS PERMITTED)

Explanation for Departure Request

The areas considered blank on 14th Ave E are largely dedicated to Sight Triangles and setbacks devoted to increase visibility between cars and pedestrians. The facade that is screened with art is not considered blank and benefits the project by placemaking and providing overhead weather protection.

This is better because:

- The art is designed for human delight and the celebration of culture, spirit, and place. (CS3-2, PL-1.3.C.1, DC-2.2)
- Weather protection is provided as a pedestrian amenity. (PI-2)
- Overhead weather protection is provided near the bus stop (PL-2.3)

DEPARTURE 3 – AREAS OF BLANK FACADE

Code Requirement

SMC 23.47A.008.A.2.b/c: Blank segments of the street-facing facade between 2 feet and 8 feet above the sidewalk may not exceed 20 feet in width.

The total of all blank facade segments may not exceed 40 percent of the width of the facade of the structure along the street.

For purposes of this Section 23.47A.008, facade segments are considered blank if they do not include at least one of the following:

1) Windows; 2) Entryways or doorways; 3) Stairs, stoops, or porticos; 4) Decks or balconies; or 5) Screening and landscaping on the facade itself.

Departure Request and Difference

E John St:

The proposed design has two areas that exceed the 20' width limitation for blank facades. These areas are located at areas of the facade blocked by functionally necessary elements such as elevators or electrical service areas.

Overall, only 24% of the facade is considered blank.

I 4th Ave E

The proposed design has two areas that exceed the 20' width limitation for blank facades. These areas are located at areas of the facade blocked by functionally necessary elements such as elevators or electrical service areas.

Overall, only 24% of the facade is considered blank.

E Thomas St:

The proposed design has a single area that is considered blank. This area is 154' from the adjacent sidewalk and 7' below the sidewalk surface.

The blank area of the facade conceals the trash area beyond. This area is too far from the pedestrian walkway to have a negative impact



Explanation for Departure Request

The areas considered blank on E Thomas St actually conceal a trash area within the service access zone of the project.

This is better because:

- Service functions are incorporated deep within the project site, away from the pedestrian realm. (DCI-C)

26' WIDE (ONLY 20' IS PERMITTED):

BLANK AREA IS LOCATED 154' FROM THE ADJACENT SIDEWALK AND 7' BELOW THE SIDEWALK SURFACE

THE HIGHLIGHTED AREA = 32% OF FACADE (40% IS PERMITTED)

DEPARTURE 4 – FACADE TRANSPARENCY

Code Requirement

SMC 23.47A.008.B:

In addition to the provisions of subsection 23.47A.008.A, the provisions of this subsection 23.47A.008.B apply to:

a.Structures with street-level non-residential uses in NC zones;

Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent. For purposes of calculating the 60 percent of a structure's street-facing facade, the width of a driveway at street level, not to exceed 22 feet, may be subtracted from the width of the street-facing facade if the access cannot be provided from an alley or from a street that is not a designated principal pedestrian street.

Departure Request and Difference

14th Ave E

Along 14th Ave E, the amount of transparency looking into the store occupies 16% of the facade - 60% is required.

The functionality of the store requires freezer equipment to be located along the 14th Ave Street facing facade.

The proposed design incorporates high-quality materials, clerestory glazing, and locally produced artwork as an appropriate, engaging substitution for transparency.



Explanation for Departure Request

The facade that is screened with art is not considered blank and benefits the project by placemaking and providing overhead weather protection.

The requested departure makes the project better by allowing the large grocery store to function optimally, while providing an area dedicated to large scale artwork on a street that doesn't need a retail presence. Art is a more fitting way to create a beautiful contribution to the neighborhood.

This is better because:

- The art is designed for human delight and the celebration of culture, spirit, and place. (CS3-2, PL-1.3.C.1, DC-2.2)
- Weather protection is provided as a pedestrian amenity. (PI-2)

IN LIEU OF PROVIDING TRANSPARENCY INTO THE STORE IN THIS AREA, THE PROPOSED DESIGN INCORPORATES HIGH-QUALITY MATERIALS, CLERESTORY GLAZING, AND LOCALLY PRODUCED ARTWORK AS AN APPROPRIATE, ENGAGING SUBSTITUTION FOR TRANSPARENCY.

THIS AREA IS 73' WIDE.

DEPARTURE 4 – FACADE TRANSPARENCY

EDG Guidance

Departure 4. Transparency (SMC 23.47A.008.B.2):

The Code requires 60 percent of the street-facing facade between 2 feet and 8 feet above the sidewalk to be transparent. At the time of EDG, the applicant indicated that departures from transparency requirements may be sought at the Recommendation phase for a portion of the grocery frontage along E John St, 14th Ave E, and E Thomas St for both massing options; however, the applicant was unable to provide specific dimensions due to the level of design development at the EDG phase. **The Board was inclined to preliminarily support a departure from transparency requirements** provided there is further development of an exceptional design of the pedestrian realm and landscape plan in response to guidance. The Board, however, stated the departure request should be the absolute minimum necessary and noted it will depend on the final design and dimensions, which should be clearly documented in the Recommendation packet. The Board referenced the PCC Community Market at 23rd Ave and E Union St as a successful example of a large grocery retail with active, transparent facades. (CSI -4-c, CSI -E-2, DC3-C, DC4-4)

Response: E John St is totally compliant, in terms of transparency and not in need of a departure. 14th Ave E incorporates large scale artwork that will screen the areas of non-transparency. The artwork will be created by a local artist and reflect the food-centric nature of this area of the project. Above the artwork, clerestory glazing is provided based on the height of the equipment on the interior of the store – while not strictly compliant with SMC 23.47A.008.B.2, it does help activate the façade - this condition is also incorporated into the PCC on 23rd as suggested by the Board. The requested departure makes the project better by allowing the large grocery store to function optimally, while providing an area dedicated to large scale artwork on a street that doesn't need a retail presence. Art is a more fitting way to create a beautiful contribution to the neighborhood.



EXAMPLE ARTWORK BY WAKUDA



EXAMPLE ARTWORK BY MOSES SUN



LINA CHOLEWINSKI

DEPARTURE 4 – FACADE TRANSPARENCY

Code Requirement

SMC 23.47A.008.B:

In addition to the provisions of subsection 23.47A.008.A, the provisions of this subsection 23.47A.008.B apply to:

a.Structures with street-level non-residential uses in NC zones;

Sixty percent of the street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent. For purposes of calculating the 60 percent of a structure's street-facing facade, the width of a driveway at street level, not to exceed 22 feet, may be subtracted from the width of the street-facing facade if the access cannot be provided from an alley or from a street that is not a designated principal pedestrian street.

Departure Request and Difference

E Thomas St

The proposed design has a single area that is not residential, and not transparent. This area is 154' from the adjacent sidewalk and 7' below the sidewalk surface.

The area of non-transparency of the facade conceals the trash area beyond. This area is too far from the pedestrian walkway to have a negative impact



THIS NON-RESIDENTIAL
AREA IS LOCATED 154'
FROM THE ADJACENT
SIDEWALK

Explanation for Departure Request

This area is an anomaly. Without an alley, the proposed design has created a service area accessed by delivery and garbage trucks. As a result, the non-residential facade in this area is very far away from the sidewalk and screens a trash room.

This is better because:

- The proposed design locates services deep within the project site away from the pedestrian experience. (DC-I.C.4)

APPENDIX

COLOR STUDY – NORTH BUILDING A DARKER COLOR



ALSO STUDIED AT THIS TIME -
SINGLE STORY EXPRESSION AT
SOUTH BUILDING BRICK AREAS

ALSO STUDIED AT THIS TIME -
SINGLE STORY EXPRESSION AT SE
CORNER BRICK AREA