



## RECOMMENDATION MEETING OF THE EAST DESIGN REVIEW BOARD

Project Number: 3023226

Address: 1525 11<sup>th</sup> Ave

Applicant: Phillip Bozarth-Dreher, Ankrom Moisan

Date of Meeting: January 25, 2017

Board Members Present: Curtis Bigelow, Chair  
Barbara Busetti  
Natalie Gualy  
Christina Orr-Cahall

Board Members Absent: Dan Foltz

SDCI Staff Present: Beth Hartwick, Senior Land Use Planner

### SITE & VICINITY

**Site Zone:** Neighborhood Commercial 3 Pedestrian – 65 (NC3P-65)

**Nearby Zones:** (North) NC3P-65  
(South) NC3P-65  
(East) NC3P-65  
(West) NC3P-65

**Lot Area:** 20,100 sq. ft.

**Access:** The site has access from 11<sup>th</sup> Ave.

**Environmentally Critical Areas:** None



**Current Development:** The northern two-thirds of the site are occupied by the Kelly-Springfield Motor Truck Co. Building which is a Landmark structure built in 1916. The building has been occupied by retail uses for many years. The southern portion of the site is used for surface parking and access to parking for a commercial building to the south.

**Surrounding Development and Neighborhood Character:**

Adjacent structures include early 20<sup>th</sup> century mixed-use buildings to the south, east and northeast (including a new development with an integrated character structure to the east), surface parking and a 1-story commercial building to the northwest. Directly to the north is another Landmark the

The site is located in the Pike Pine Overlay District, which includes additional regulations for structures older than 75 years old. Many of these structures exhibit the character of the early 20<sup>th</sup> century auto row building type, with tall floor to ceiling heights, and large windows.

The site is within the context of several land use, cultural, and civic districts: The First Hill/Capitol Hill Urban Center; the Pike/Pine Urban Center; and the Pike/Pine Conservation overlay District and Conservation Core. The immediate vicinity includes a variety of uses and ages of buildings. Several site are under construction or have been recently completed. Many of these projects have incorporated character structures into the development.

The site is located on 11<sup>th</sup> Avenue which along with 10<sup>th</sup> Ave. is a designated Green Street with a street concept plan. The intent of the plan includes strengthening pedestrian corridors between Cal Anderson Park to the north and the Seattle University campus, 3 blocks to the south.

Nearby Cal Anderson Park offers a wide variety of recreational opportunities. The recently opened Capitol Hill Light Rail Station is located approx. three blocks north of the site.

**Background Information**

The project is for the renovation of the Landmark Kelly-Springfield Building with a three story addition above the historic structure and a new 5-story structure in the surface parking area to the south. The entire site including the ‘pit lot’ is a designated Landmark so the Landmark Board has authority to give guidance to the entire development.

**PROJECT DESCRIPTION**

Renovation of an existing 2-story Landmark building (Kelly Springfield Building) including a 3-story addition above the existing structure and a new 5-story structure to the west. Proposal consists of 65,000 sq. ft. of office space and 12,000 sq. ft. of retail space. Parking for 31 vehicles to be provided below grade.

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

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

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

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

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

## EARLY DESIGN GUIDANCE June 8, 2016

### DESIGN DEVELOPMENT

The project has been before the Landmark Preservation Board ARC (Architectural Review Committee) 5 times. The concepts presented to the Design Review Board is the project design after those meetings.

### PUBLIC COMMENT

- Stated preference for a 'new' design different from the 'old' design of the Landmark structure.
- Questioned how the windows in structures to the south will be accommodated.
- Encouraged a minor setback at the south property line in consideration of the residential units on the NE side of the building to the south.
- Encouraged an elevation/window study be done to ensure privacy of the residential uses to the south.
- Concerned about having an audio system at the garage entry.
- Noted that the existing building to the south was not shown correctly.
- Stated that 11<sup>th</sup> Ave has more pedestrian active at night than the daytime.
- Concerned about safety at the garage entry and suggested using mirrors to provide sight lines. Encouraged the design to address loading, parking, and services thoughtfully so the design will function successfully.
- Stated that the residential windows of the building to the south should not be blocked and encouraged a design to solve the relationship to the existing structures and uses.

Public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

## PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

- 1. Massing and Design: The Board was in favor of the additional 10' story and the proposed '24'-hour office use, noting that the use will be compatible with the active neighborhood. The Board encouraged the design of the new building to be either**

**distinct from or similar to the Landmark structure. The Board supported the 21' setback of the upper levels above the Landmark structure. The following guidance was given;**

- a. Provide a design where the new portion is either distinct from or similar to the Landmark structure. (CS3.A.3, CS3.A.2, CS3.III.i.b, CS3.IV.i, DC2.II.i.a)
  - b. Consider designing the two lower floors of the new structure as an extension of the historic structure. (CS3.IV.i)
  - c. The Board would rather see a blank wall than a mural at the upper portion of the west facade that will not have windows. (DC2.B.1)
  - d. The layout of the ground floor is unresolved. Provide a design that minimizes the loading area and the parking access. (DC1.B.1)
  - e. Minimize the size of the garage door; consider a smaller loading or smaller garage opening. (DC1.C.2)
- 2. Relationship to Neighboring Structures: The Board conveyed, in response to public comments, that respect for the privacy and sight lines of the glazing on the south property line must be provided for in the design. The following guidance was given;**
- a. Make every effort to accommodate the existing windows in the residential structure to the south. (CS2.D.5)
  - b. Given the open floor plan and office use, consider pulling back to provide more space for the windows near the property line. (CS2.D.5)
  - c. The relationship to the buildings along the rear west property line is acceptable. (DC2.A.1)
- 3. Streetscape and Ground Floor: The Board noted that the facade of the lower two levels of the new building is not resolved. The Board expressed that the streetscape design should be more holistic and have less hardscape. The following guidance was given;**
- a. Design the entry to the office lobby to be more prominent. The design should be either distinct from or similar to the Landmark structure entry. (PL3.A.1, CS3.III.i.b, CS3.IV.i)
  - b. The entry design should be influenced by the entry of the Landmark building if the design is to be similar to the Landmark structure. (CS3.I.iii, CS3.IV.i)
  - c. Consider locating the office entry where the garage was located. (PL3.A.1)
  - d. Provide more green on the protrusions into the street, and a more thoughtful and green landscape plan. (DC4.D)
  - e. Maintain the angled street parking. (CS2.B.2)
- 4. Service Uses: The Board encouraged a design with minimal impact from the parking and loading entries. The following guidance was given;**
- a. Minimize the size of the garage door; consider a smaller loading or smaller garage opening. (DC1.C.2)
  - b. Make the bike access more user friendly. (PL4.B.3)

**For the Recommendation Meeting:**

- Provide a window study showing the relationship to the existing windows in the residential building to the south.

<b>RECOMMENDATION MEETING:</b> January 24th, 2017
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## **PUBLIC COMMENTS**

The following comments were either stated or read at the Recommendation Meeting;

- Supported the design with its glassy curtain wall above the Landmark structure, distinct look, and windows sizes.
- Stated concern about the back of the structure and encouraged the Board to revisit the idea of a mural to provide an opportunity for art. Consider an accent color on the dark corrugated metal.
- Supported the street level retail and preservation of the existing ceiling in the Landmark structure.
- Concerned on how the old columns and ceiling will come together.
- Encouraged wide sidewalks.
- Supported the project with its office use and the departure to allow the additional story.
- Supported the current design of the parking and loading and supports the departures for the sight triangle and loading berth size below grade.
- Commended the use of quality materials on the main viewed elevations and elegantly simple facade on the secondary elevations.
- Supported the preservation of the first-floor structure and salvageable materials and the attention to detail in preserving the facades.
- Stated the design is the most successfully integration of old and new that has been seen in the Conservation Overlay District.
- Concerned about the location of the solid waste storage and HVAC room.
- Concerned about the relationship of the south exterior wall in relationship to the existing buildings to the south which will impact light and air.
- Supports the project but is concerned about having an audio warning system at the garage exit.
- Concerned that truck parked for load/unloading will block the garage in the building to the south.
- Stated they did not support an audible warning device in lieu of sight triangles at the garage entry/exit which would be a disturbance to residents of nearby building and an alternative alerting method should be used.
- Encouraged a 10-foot setback along the south property line be incorporated into the final design to provide adequate light and air to the residents of the building to the south.
- Concerned about the proximity of two wide garage entries and encouraged the 10' building setback at the south property line extend to the lower level to further separate the garages.
- Encouraged that an adequate setback be provide along the south property line at the first floor to provide light and privacy for the existing office use at 106 East Pike.

Public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

## **PRIORITIES & BOARD RECOMMENDATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

1. **Massing, Design, and Materials:** The Board expressed their appreciation for the strong, well thought out design, and elegant materials, noting the development will be a benefit to the Pike/Pine neighborhood. The Board stated that the additional 10' of height allowed with the Additional Height above a Character Structure departure, provides for a well-proportioned building. The Board agreed with the Landmark Board request for less landscaping at the 3<sup>rd</sup> floor roof deck setback above the Landmark structure. They supported the north and west elevations (backside) design and appreciated the texture and historic frame at the Landmark structure. (CS3.A.1, DC2.B.1, DC2.II.ii)
2. **Relationship with the Neighboring Structures:** The Board discussed the proposed setback at the south property line from the existing structures to the south. The Board sympathized with the occupants of the residential structure to the south and said they would have liked to see an increased setback, but noted they all supported the proposed 5' setback as shown, as the Land Use Code has no setback requirements. (CS2.D.5, CS2.IV.iii)
3. **Office Entry Design:** The Board expressed that the office entry needed additional design consideration. The Board asked the design team to explore the depth and scale of the whole entry canopy, sign, and spandrel. (PL3.A.4) The following guidance was given:
  - a. Explore a design of the spandrel over the office entry doors that is either raised, lowered, or has a change of color. (DC2.D.1)
  - b. Consider the color and proportions of the protruding sign. The sign appears overly heavy and the yellow color does not relate to the rest of the facade. (DC4.B.1)
4. **Garage Location and Design:** The Board supported the “tire track” design of the garage door as shown on page 25 of the Recommendation packet. In response to public comments, the Board discussed the proximity of the garage entry to the garage entry of the existing structure to the south. The Board noted that the given the urban location most drivers are usually slow and careful and that the size and location of the garage door is suitable for the project. In response to public concern, the Board recommended a condition to not have any audible warning systems at the garage. (DC1.B.1, DC2.D.2) The following guidance and recommended condition was given:
  - a. Design the garage door with an application that is subtle, and is durable for an extended life span. Maintain the transparency that is shown in the Recommendation packet rendering. (DC2.D.2, DC4.A.1)
  - b. Do not use any audible warning system at the garage door. (DC1.B.1)

5. **Streetscape Design:** The Board debated the streetscape design in the right-of-way which had been modified from the EDG phase to follow SDOT's 10<sup>th</sup> and 11<sup>th</sup> Ave Street Concept Plan. There was both support for and concern about providing benches for public use. The Board also discussed the landscaping design and encouraged the streetscape design to select landscape plantings, that will allow clear sightlines to avoid hidden areas. (PL2.B.1):

**DESIGN REVIEW GUIDELINES**

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

**CONTEXT & SITE**

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

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

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

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

**CS2-C Relationship to the Block**

**CS2-C-2. Mid-Block Sites:** Look to the uses and scales of adjacent buildings for clues about how to design a mid-block building. Continue a strong street-edge and respond to datum lines of adjacent buildings at the first three floors.

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

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

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

**CS3-A Emphasizing Positive Neighborhood Attributes**

**CS3-A-1. Fitting Old and New Together:** Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

**CS3-A-2. Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

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

***Pike/Pine Supplemental Guidance:***

**CS3-I Height, Bulk, and Scale Compatibility and Pike/ Pine Scale and Proportion**

**CS3-I-iii. Opening Proportions:** Keep the proportions of window and door openings similar to those of existing character structures on the block or in the neighborhood. heights of at least 15 feet are encouraged.

### **CS3-III Conservation of Character Structures**

**CS3-III-i. Architectural Integrity:** Maintain the architectural integrity of the character structure.

- a. Avoid all but minor changes to the primary elevation(s) of the character structure.
- b. Make a visual distinction between old and new: new construction should be distinguishable from the character portion.
- c. Keep the addition compatible with the character structure in form, scale, massing, and proportion.
- d. Do not obscure significant features of the character structure.

**CS3-III-iv. Building Additions:** Sensitively locate additions so they do not dominate the appearance of the character structure. The Pike/Pine Conservation District Overlay encourages additions that enable reuse and preservation of the character structure. The compatibility of an addition is dependent on the design of the original building, its site and immediate context.

- a. Consider the size and location of the addition in order to minimize its visibility from the street and its impact on light to adjacent structures.
- b. Place the major mass of the addition on an inconspicuous side or rear elevation so the addition does not radically change the form and character of the character structure.
- c. Consider setting additional stories well back from the roof edge to ensure that the character structure's proportions and profile are not radically changed.
- d. For additions that abut a character structure, retain the original proportions scale, and character of the main facade. Consider a slight setback from the principal façade.

### **CS3-IV Architectural Context**

**CS3-IV-i. Scale and Modulation:** New buildings should echo the scale and modulation of neighborhood buildings in order to preserve both the pedestrian orientation and consistency with the architecture of nearby buildings. Architectural styles and materials that complement the light-industrial history of the neighborhood are encouraged.

Examples of preferred elements include:

- a. Similar building articulation at the groundlevel;
- b. Similar building scale, massing and proportions; and
- c. Similar building details and fenestration patterns.

**CS2-IV-iii. Setbacks:** Provide appropriate rear and side setbacks. Side and rear setbacks are most important on the upper floors of portions of the structure that do not face the street. Maintaining a continuous street wall to preserve the streetscape character at ground level generally takes precedence.

- a. Provide setbacks from side and rear lot lines to maximize access to light, air, and usable space between structures and to minimize exposed blank walls.
- b. Avoid blank walls on the sides of structures that abut neighboring lots, while recognizing the potential for abutting development in the future. In general, blank walls are discouraged.
- c. Use the rear of the lot for parking or other open areas. Rear setbacks may be used to create light courts, seating areas, or courtyards.

**PUBLIC LIFE**

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

**PL1-A Network of Open Spaces**

**PL1-A-1. Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

**PL1-B Walkways and Connections**

**PL1-B-2. Pedestrian Volumes:** Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

**PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.**

**PL2-B Safety and Security**

**PL2-B-1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance.

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

**PL3-A Entries**

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

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

***Pike/Pine Supplemental Guidance:***

**PL3-II Human Scale**

**PL3-II-i. Proportion:** In order to achieve human scale development, the existing neighborhood context encourages building entrances in proportion with neighboring storefront developments. In addition to the Seattle Design Guidelines, developments should successfully contribute to the vitality of the street level and pedestrian-scale relationships to the right-of-way.

**P3-II-ii. Ground-floor Design:** The design of the ground floor of new developments should include:

1. Pedestrian-oriented architectural elements.

2. A rhythm of building modulation comparable or complementary to adjacent buildings.
3. Transparent, rather than reflective, windows facing the street.

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

**PL4-A Entry Locations and Relationships**

**PL4-A-2. Connections to All Modes:** Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

**PL4-B Planning Ahead for Bicyclists**

**PL4-B-2. Bike Facilities:** Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

**DESIGN CONCEPT**

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

**DC1-A Arrangement of Interior Uses**

**DC1-A-1. Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

**DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

**DC1-B Vehicular Access and Circulation**

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

**DC1-C Parking and Service Uses**

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

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

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

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

**DC2-A Massing**

**DC2-A-1. Site Characteristics and Uses:** Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

**DC2-B Architectural and Facade Composition**

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

**DC2-B-2. Blank Walls:** Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

**DC2-C Secondary Architectural Features**

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

**DC2-C-2. Dual Purpose Elements:** Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

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

**DC2-D Scale and Texture**

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

***Pike/Pine Supplemental Guidance:***

**DC2-II Integration of Character Structures in New Development**

**DC2-II-i. Design Concept:** Consider different approaches for expressing the relationship between the character structure and new portions of the project. To avoid a superficial design treatment, the new project should not mimic the style of the character structure inappropriately. Approaches to consider include:

- a. Contrast: Design the new addition in a manner that provides differentiation in materials, color, ornamentation and detailing so that the new work does not imitate the character structure, but still responds to the essential elements of scale and character. For example, if the character structure provides a solid, sturdy base, the additional upper floors could have a high degree of transparency and glazing to give them an appearance of lightness.

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

**DC3-A Building-Open Space Relationship**

**DC3-A-1. Interior/Exterior Fit:** Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.  
courtyards.

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

**DC4-A Exterior Elements and Finishes**

**DC4-A-1. Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

**DC4-B Signage**

**DC4-B-1. Scale and Character:** Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

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

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

**DC4-D-2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

**DC4-D-3. Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

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

**DC4-E Project Assembly and Lifespan**

**DC4-E-1. Deconstruction:** When possible, design the project so that it may be deconstructed at the end of its useful lifetime, with connections and assembly techniques that will allow reuse of materials.

**DEVELOPMENT STANDARD DEPARTURES**

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

At the Recommendation meeting three departures were requested:

1. **Standards for Loading Berths (SMC23.54.035.C.1):** The Code requires each loading berth shall be not less than ten (10) feet in width and shall provide not less than fourteen (14) feet vertical clearance. The applicant proposes locating two of the three required loading berths in the below grade parking level. The height of the garage opening and below grade story will be less than 14’ to accommodate the height of the existing below grade level.

This departure would provide an overall design that would better meet the intent of Design Guidelines **CS2-B-2. Connection to the Street, and DC1-C-4. Service Uses** by locating two of the three required loading berths below grade and allowing opportunities for the project to make a stronger connection to the street and public realm.

The Board voted unanimously to recommend this departure.

2. **Sight Triangles (SMC23.54.030.G.2.):** The Code requires for two way driveways or easements 22 feet wide or more, a sight triangle on the side of the driveway used as an exit to be provided, that shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway with the sidewalk. The applicant is proposing to use mirrors and/or visible alarms instead of a sight triangle.

This departure would provide an overall design that would better meet the intent of Design Guidelines **PL3-II-i. Human Scale: Proportion and DC1-C-2. Visual Impacts.** By not requiring a sight triangle at the south side of the garage entry, it allows for more street frontage of the building devoted to pedestrian use which will provide a more human scale development that should successfully contribute to the vitality of the street level and pedestrian-scale relationships to the right-of-way, and reduce the visual impacts of the parking entry.

The Board voted unanimously to recommend this departure. The Board recommended a condition that no audible systems are to be used at the garage.

3. **Height Exceptions for Character Structures (SMC23.73.014.B):** In zones with a 65-foot mapped height limit, or with a 40-foot mapped height limit with provisions allowing for additional height up to 65 feet according to subsection 23.47A.012.A, 10 feet of additional height is allowed above the 65 foot height limit if the certain requirements are met. To allow the extra floor to be used for a non-residential use the allowable FAR must not be increased and one of three criteria must be met. The proposed project is office use above the commercial use at grade. The applicant is proposing that the criteria to maintain greater portions of the existing character structures on the lot through design treatments that exceed the minimum standards of subsection 23.73.015.A, is being met as the street facing facade, the ground level floor to the ceiling, portions of the side and rear walls and interior elements are being preserved in the Landmark structure.

This departure would provide an overall design that would better meet the intent of Design Guidelines **DC2-II-ii. Character Structure and DC2-B-1. Façade Composition.** The Board was supportive of the design and massing of the new structure with the extra floor as it creates a well proportioned design that respects the scale of the Landmark structure with its setback and massing, while creating attractive proportions that are compatible with the Landmark structure.

The Board voted unanimously to recommend this departure.

## BOARD DIRECTION

The recommendation summarized above was based on the design review packet dated Wednesday, January 25, 2017, and the materials shown and verbally described by the applicant at the Wednesday, January 25, 2017 Design Recommendation meeting. After considering the

site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following condition:

1. Do not use any audible warning system at the garage door. (DC1.B.1)