

**EARLY DESIGN GUIDANCE PRIORITIES
OF THE
DOWNTOWN DESIGN REVIEW BOARD**

Meeting Date: October 30th, 2007
Report Date: November 7th, 2007

BACKGROUND INFORMATION:

Project Number: 3007569

Address: 2105 6th Avenue

Applicant: Jeffrey Pelletier, Architect for GGLO and representative for Sixth and Blanchard Apartments LLC

Board members present: Wilmot Gilland, Chair
Matt Allert
Dana Behar
Jim Falconer
Marta Falkowska

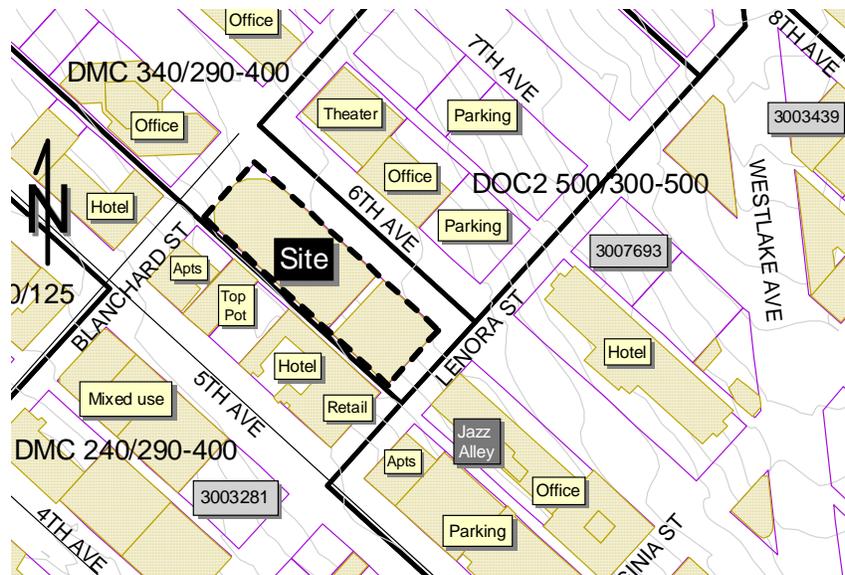
Board members absent: Kelly Mann (excused)

DPD staff present: Shelley Bolser, Land Use Planner

SITE & VICINITY

The 38,917 square foot site occupies a half block area bounded by Blanchard St on the northwest, 6th Avenue on the northeast, Lenora Street on the southeast, and an alley on the southwest. The site is currently occupied by a vacant gravel lot and a liquor store.

The site is located north of downtown, in the Denny Triangle Urban Center, immediately northeast of the Belltown Urban Center. The dividing line between the two urban centers is the alley bordering the southwest property line of the site. The site is located in a pedestrian-oriented area with frequent transit service. The area is in the process of redevelopment, with



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several projects under construction or in the permitting process. The existing streetscape reflects a mix of early 1900's to mid-century construction including a diverse mix of uses such as hotel, office, retail, and residential. East of the subject property the area is dominated by more surface parking lots that will likely experience major development changes in the near future.

The subject property is located on Blanchard Street, a designated green street per the Seattle Land Use Code. Green streets should include a combination of design features that favor the pedestrian environment over the automobile environment. These design features may include increased traffic calming, wider sidewalks, higher quality landscaping, pedestrian-scaled light fixtures, retail at the street front, overhead pedestrian weather protection, and sidewalk furniture such as benches and sculptures.

The proposed development would be placed on the half-block sized development parcel, located in a Downtown Mixed Commercial zone with height limits that vary based on proposed uses and bonus programs (240', 290' and 400'; DMC 240/290-400). The zoning of the subject property and the area to the west has a maximum height of 400' (using height bonus programs). The zoning immediately to the east of the subject property (across 6th Ave) has a maximum height of 500' using the bonus programs.

The site slopes slightly down to the east. Surrounding development consists of various styles of newer mixed-use residential buildings, office buildings, older apartment buildings, commercial structures of varying ages, and surface parking lots. Architecture of adjacent buildings varies based on age. Older residential buildings are primarily brick or stucco. Newer development is primarily glass, metal, concrete and stone finish with modern style architecture. Other commercial and hotel structures are a mix of stucco, metal, masonry, glass, and wood, facades.

Fifth Avenue exhibits older commercial masonry structures. Sixth Avenue exhibits a mix of mid-century and more recent commercial structures. Several projects either under construction or in the permitting process are located within a one-block radius of the project. The area is experiencing a high level of development and the overall area reflects a wide variety of architectural styles and finishes.

PROJECT DESCRIPTION

The proposal includes the construction of one mixed-use residential retail building with below grade parking. The proposed building consists of a six-story continuous base with two 18-story towers above the base. The towers would be located above the north and south ends of the base. The base would include five floors of apartments with ground floor retail and structured parking. The towers would be separated by a sixth floor open space area for residents. The towers would be entirely residential. In addition to the structured parking adjacent to the alley, three floors of underground parking would be provided. The applicant wishes to obtain LEED Silver certification for the project and develop the units as market rate apartments.

The proposal includes a total of approximately 650 residential units, 20,400 square feet of retail and/or restaurant area at the street level, and 400 parking stalls.

DESIGN PRESENTATION

Three schemes were presented at the Early Design Guidance meeting. All of the options included two 18-story tall towers above a six-story base with retail at grade and parking from the alley. The 'roof' of the base level would include outdoor amenity space for residents of the building. The primary residential entry would be located at the corner of Lenora St and 6th Ave, with a secondary residential entry mid-block at Blanchard St. Commercial entries would be located at Blanchard and Lenora and at several points along 6th Ave. A 'move in' area for residents would be provided at the alley. The colors shown on pages 4.0 to 4.1 of the packet indicate the applicant's intent to use different materials and façade treatments.

The variations in the three massing schemes focused more on modulation of the base and towers above, and less on alternative placement of the towers, combining the project into a single tower of a different shape, or alternative uses.

The first scheme (Scheme A) proposed a continuous six-story base with upper story setbacks at Blanchard Avenue, the green street. The towers include vertical modulation on each side. The applicant stated that this scheme would present three distinct massing elements: tower 1, tower 2, and the base. The massing would emphasize the horizontality of the base, but would provide little variation at the street level.

The second scheme (Scheme B) proposed less modulation at the towers and more modulation at the base between the towers. The applicant noted that this option would result in five massing elements: tower 1, tower 2, and the three portions of the base. The benefits of this option include reduction in the visual weight of the overall building and the opportunity to vary façade base materials at the modulation changes. The applicant also noted that this option offers a symmetrical façade, which may not work well with a building of this size. The symmetry also offers less opportunity for variety at the towers.

The third (and applicant preferred) scheme (Scheme C) proposed vertical modulation carried from the base up through either tower, with additional modulation at the base. The applicant noted that this proposed massing scheme brings the vertical expression from grade to the top of the towers, which gives the impression of three components: two towers flanking a shorter third middle section. The additional modulation provides the opportunity for a variety of materials and treatments at the base. The intent is to provide a "feature" at the building top to enhance the skyline.

Option C includes two departure requests. The first request is to reduce the requirement to have at least 60% of the parking stalls provided at a "medium" size (8' wide x 16' long). This departure would allow the applicant to provide a larger number of compact stalls in a smaller garage footprint, which would also encourage residents to use smaller more fuel efficient vehicles. The mix of vehicle stalls would include 24% medium sized stalls and 76% compact stalls (total of approximately 398 stalls).

The second request is to increase the height of the residential base from 65' to 69' (an upper level development standard). The applicant explained that this request is due to the grade change across the site (sloping down from the alley to 6th Avenue) and the challenge of accommodating loading and service entrances at the alley due to this grade change. The increase in base height would accommodate the loading and service areas and allow for higher ceiling heights in the retail spaces at Blanchard St, 6th Ave, and Lenora St without losing residential units in the 6-story base. The higher ceiling heights would also improve the building

proportions, since the taller street level retail would improve the balance with the larger massing above.

Landscaping for the project would include development of Blanchard St consistent with the Green Street requirements. The applicant noted that only one other project on Blanchard St has provided green street improvements and those improvements were minimal. The intent is to add curb bulbs at the corner of 6th Ave and Blanchard St, and also near the intersection of the alley and Blanchard St. The applicant is working with Lyle Bicknell of DPD and Seattle Department of Transportation to achieve this design. The curb bulbs would provide the opportunity for clustered planting and seating areas and create a “meandering effect” at the sidewalk on that street front. Rain gardens may be incorporated in these planting areas, with special paving and accents at the residential entry on that façade. The applicant noted that the green street is on the north side of the project and would be in shadow most of the time. Plantings would be chosen as appropriate to those conditions, with high airy tree canopy and low lush planted beds to increase light to the sidewalk.

Landscaping on 6th Ave would respond to the large open right of way along that street. The applicant noted that the planting would include large trees in 15-20' long planting beds, encouraging a “boulevard” feel to the streetscape. The wide sidewalk area along 6th Ave provides the opportunity for a paved 3-4' wide strip adjacent to the curb, with longer planting strips between that paved area and the primary sidewalk area adjacent to the building. The longer planting strips provide opportunity for mature significant planting areas.

Landscaping on the corner of 6th Ave and Lenora St would frame the intersection and the primary residential entry. Landscaping at the top of the 6-story building base would provide a quieter area for residents, including ‘outdoor rooms,’ barbeque areas and patio spaces.

The applicant noted that the project is focused on the following design elements:

- Development of an interesting building top to complement the skyline (A-2)
- Emphasizing vertical proportions (B-4)
- Modulation with materials (B-4, C-2)
- Use of materials with a sense of permanence (B-1, C-2)
- Promoting an active streetscape (C-1)
- Reinforcing the corner of Lenora St and 6th Ave (B-3, C-4)
- Providing robust landscaping (D-2, D-3)
- Achieving LEED silver standards (B-1, D-3)

BOARD QUESTIONS AND COMMENTS

The Board had the following questions and clarifying comments, with responses from the applicant:

- How does the applicant propose to respond to a visual connection with Jazz Alley to the south?
 - The intent is to wrap the retail store front onto Lenora. The applicant would like to wrap the retail store front into the alley, but the grade change is a challenge – at the alley, the Lenora St retail would appear below grade.
- The amount of retail space is a very positive aspect of this proposal. Does the applicant know how much of the ground floor area would be occupied by retail spaces?
 - Approximately 40% of the ground floor would be occupied by services; the remaining 60% would be retail space and lobby area.

- Are there any residential units proposed at grade?
 - No, lobby areas are the only residential use proposed at grade.
- What are the elements shown on the top of the building in Scheme C?
 - That is the conceptual screening for mechanical equipment.
- Why is the proposal to favor the residential entry and corner at Lenora over the residential entry at Blanchard?
 - Lenora is closer to downtown and the Trolley that will travel down Westlake between downtown and South Lake Union, as well as several bus lines that circulate through the downtown area. Placing the primary residential entry closer to these transit options, as well as providing less parking (approximately one stall per 2 residential units) may encourage residents to access transit instead of driving. The Blanchard residential lobby will still be a residential lobby and residents may access the entire building through either lobby.
- The entire development appears to be more oriented to the east than to the west. Most development in the area has been developed with orientation to the west. How will this appear as viewed from the west? Will there be a “face” to each side of the building, or will it appear as the “back” of the building when viewed from the west?
 - The intent is to provide a “face” on each façade
- Would the construction be sequenced for each tower, or built as one single project?
 - The proposal would be built as a single project.
- What is the nature of the connection through the six-story base and on the top of the base?
 - Residents from either tower would be able to access an internal connection through the base levels and the ‘rooftop’ garden area at the top of the base between the two towers. The outer edges of the sixth story would include private patios/gardens adjacent to those residences. The shared open space between the towers would likely include amenities such as a club room, barbeque areas, workout rooms, etc.
- Why is the proposed development being built at 240’ height, when this zone allows up to 290’ without height bonuses and up to 400’ with height bonuses?
 - The applicant wishes to build market rate apartments, and a higher building would cost more per square foot (both for construction methods required above 240’, and then additional cost for bonuses above 290’)
 - Also, if more units were built, more parking would be needed to rent the units. The applicant didn’t wish to provide additional parking
 - Finally, the proposed 650 units may be the most the market can bear in this area, given the area-wide development that is occurring

PUBLIC COMMENT

Three members of the public attended the Early Design Guidance meeting:

- The applicant has met with the Belltown Housing and Land Use Committee regarding this project. Although the proposal is not located inside the Belltown design guideline area, it is adjacent to the border and would therefore have some effect on the area. The Committee appreciated the applicant’s initiative to approach the group for feedback. The comments from the Committee included:
 - The below-grade parking and vehicular access from the alley are positive aspects of the proposal
 - The green street development appears to be going in a positive direction. If the applicant continues to work with Lyle Bicknell, the outcome should be good.

- The landscaping on 6th Ave is consistent with the Belltown goals.
- A curb bulb is more helpful on an Avenue than on a Street, due to the length and traffic volume of the Avenues.
- The use as market rate rental apartments is a positive addition to this area
- The towers should not be “twins” and should be slender and spaced as far apart as possible.
- There is a challenge in treating the residential units that would face the alley. This should be done with potential future development in mind.
- The different street design response at Lenora St is appropriate.
- The proposed departure for a taller base height is positive because it will allow for residences in the base
- The Committee was generally in favor of the proposal.
- The proposal is under built, in comparison to what would be allowed under zoning (proposed 240’ height; zoning allows 290’ height without bonuses and 400’ height with bonuses)
- The EDG packet doesn’t really include three separate schemes – the three options shown are small variations on a single massing scheme
- There is little shown in the way of plans for the “roof” garden at the top of the 6th story
- There is little provided in regards to neighborhood analysis
- The proposal should analyze and respond to neighborhood icons such as Jazz Alley as well as context of future development currently in the permitting process.

DESIGN GUIDELINE PRIORITIES

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 and identified by letter and number those guidelines found in the City of Seattle’s *Design Review: Guidelines for Downtown Development* of highest priority to this project.

The Board had the following general comments:

- Proposal to place all parking below grade, vehicle access from the alley, and smaller parking ratios are strongly positive aspects of the proposal; if this changes, guidance statements below may change
- The Board noted that the EDG packet and/or presentation should have included more context analysis (not just pictures, but actual analysis of what the context reveals), as well as three significantly different massing options. Sections through the project would have been helpful in understanding the grade changes described.

“**Hot Buttons**” are items initially discussed by the Board and include items of top importance for the design. For this project, the Board determined the hot buttons were:

1. Scale

- The sheer size of the proposal will affect the streetscape from the pedestrian’s point of view
- The project will also be visible in the skyline from both the east (Capitol Hill, etc) and the west (downtown and Belltown)
- The proposed structures should include at least two scales in massing and façade treatment:
 - Larger scale visible from further vistas (ex. Capitol Hill): massing, expression of the towers as different ‘pieces’, the feature top of each tower, etc.

- Smaller scale perceived at the streetscape (pedestrian point of view): how the towers meet the ground, vertical expression between the base and the towers, etc.

2. Context

- The proposal should also respond to the context of existing and proposed development, such as Jazz Alley and the proposals currently in permit review stage
- The subject property is located in an area that is undergoing changes and development. The applicant should work to “set a good example” for future development in the immediate vicinity and create positive context.

The applicant should address all priority guidelines and Board guidance below during the next stages of design review.

A. Site Planning and Massing – Responding to the larger context

A-1 **Respond to the physical environment. Develop an architectural concept and compose the building’s massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.**

In addition to Hot Button #1 and Hot Button #2, the proposed development should respond to the zone change adjacent to this site. The proposed development is located in a zone with a maximum height of 400’ and the proposed towers will be only 240’ above grade. The zone to the east, across 6th Ave, has a 500’ maximum height. The proposed building design should respond to the existing environment, projects currently in the permit review stage, and the potential for nearby future development based on zoning.

B. Architectural Expression – Relating to the Neighborhood Context

B-2 **Create a transition in bulk & scale. Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less intensive zones.**

As described in the guidance in A-1, future development in that area may be more than twice as tall as the proposed development. The proposed development height of 240’ will present a visual transition from the lower brick buildings on 5th Ave up to the 500’ tall future development east of 6th Ave. The proposed development should include an interesting building top, since it will be viewed as part of this transition in the skyline, as well as viewed from the street below and from future taller buildings across the street.

B-3 **Reinforce the positive urban form & architectural attributes of the immediate area. Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.**

The proposed design approach for the structure and streetscape design should include contextual analysis of existing conditions and projects currently under review. The analysis should recognize positive context and reflect that in the proposed project. The analysis should also recognize less positive context and examine ways to improve overall area context by providing good examples in this project.

- B-4 Design a well-proportioned & unified building. Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.**

In addition to the guidance in Hot Button #1 and B-2, the applicant should examine additional methods to reduce the horizontal scale of the building. Providing additional setback at the street level adjacent to the six-story base between the two tower elements may achieve this. Providing additional setback at this area would also provide the opportunity for outdoor café areas adjacent to restaurants, etc.

The Board noted that the applicant's stated preferred method of asymmetrical tower treatments is a positive direction. The project should read as a whole but the towers will better enhance the skyline and context of the area if they have different character.

The façade treatments and articulation should visually "weave" the tower and the base elements.

C. The Streetscape – Creating the Pedestrian Environment

- C-1 Promote pedestrian interaction. Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.**

The applicant's conceptual development of the pedestrian environment is positive. The Board added that providing additional building articulation at the street level may further enhance the streetscape, as described in B-4.

- C-2 Design facades of many scales. Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.**

Guidance reflects the comments found in response to Hot Button #1 and Guideline B-4.

- C-4 Reinforce building entries. To promote pedestrian comfort, safety, and orientation, reinforce the building's entry.**

The proposed development includes a large amount of retail space. It may take some time to find tenants for all these spaces; in the interim, the residential entries will serve as the primary source of streetscape activity. Both the Lenora and the Blanchard St entries should be developed in a scale proportional to those facades (ex. The entry should not be just a slight recess in the building base). The entry should provide articulation consistent with other portions of the building façade. The Board recognized the reasons for making Lenora the primary residential entry, but also directed the applicant to make the Blanchard entry a fully functioning entry that enhances the Blanchard St facade. The Blanchard entry will likely be well used by residents of the north tower.

- C-5 Encourage overhead weather protection. Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.**

Continuous overhead weather protection should be provided adjacent to all sidewalk areas. Articulation of the overhead weather protection, including a change in height, depth, material, or shape, can be used to emphasize building and façade changes and “ground” the two towers.

C-6 Develop the alley facade. To increase pedestrian safety, comfort, and interest, develop portions of the alley façade in response to the unique conditions of the site or project.

In addition to the comments found in Hot Button #2, the applicant should provide visual reference to the active uses found across Lenora Street at Jazz Alley. This may include wrapping the retail storefront into the alley at the subject property, moving the vehicle entrance and services further north into the alley, use of lighting, interesting façade treatments, and/or public art.

The alley should be developed as an example of positive context for future development in the area.

D. Public Amenities – Enhancing the Streetscape and Open Space

D- 1 Provide inviting & usable open space. Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

D- 2 Enhance the building with landscaping. Enhance the building and site with substantial landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

The Board supports the conceptual direction of the landscape plans, including full development of the Green Street at Blanchard St with a curb bulb, development of substantial “boulevard” plantings at 6th Ave, enhancing the residential entries, and providing landscape and patio areas at the 6th story outdoor area. The applicant should provide more information regarding the landscaping at the MUP stage of review. Creating curb bulbs on 6th Ave would be supported by the Board, provided they can be approved by SDOT.

D- 3 Provide elements that define the place. Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.

Each street frontage has a different character, which the applicant has started to acknowledge through the conceptual landscaping ideas presented at the EDG meeting. Elements to provide a sense of place may be done through landscaping and paving treatments, façade treatments at the street level, and incorporating references to the context of this site (ex. Next to Jazz Alley, the site of a former theater, a location at the junction of Denny Triangle /Belltown / Downtown).

The Board noted that the last page of the EDG packet (page 7.0) shows good examples that provide a sense of place.

D-4 Provide appropriate signage. Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

The applicant should provide a conceptual signage plan at the MUP stage of review, demonstrating compliance with this guideline.

- D-5 Provide adequate lighting. To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, and on signage.**

The applicant should provide a conceptual lighting plan at the MUP stage of review, demonstrating compliance with this guideline.

- D- 6 Design for personal safety & security. Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.**

The applicant should provide information regarding this item at the MUP stage of review, demonstrating compliance with this guideline.

E. Vehicular Access and Parking – Minimizing the Adverse Impacts

- E-3 Minimize the presence of service areas. Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.**

In addition to the comments in Hot Button #1, the applicant should place the vehicle entrance and service areas at the alley as far away as possible from the intersection of the alley and Lenora St.

DEVELOPMENT STANDARD DEPARTURES

The following departures from the development standards were proposed at this phase:

Departure Summary Table

STANDARD	REQUIREMENT	REQUEST	APPLICANT'S JUSTIFICATION	BOARD RECOMMENDATION
Upper level development standards SMC 23.49.058 Maximum 65' tall facade at the building base	The "base" is defined as the area up to 65' if it contains residential use and occupies the whole block front	Allow the "base" to extend up to 69' without having it considered part of the 'tower'	This will allow taller retail level at grade to provide a more visually balanced base, and accommodate services behind.	DPD has determined that this is not a departable item. The applicant should examine the departures needed for the "tower" between 65' and 69' building height.
Parking space dimensions SMC 23.54.030.B.1.b Minimum 60% of stalls shall be 'medium' size	If more than 5 residential parking spaces are provided, at least 60% shall be "medium" size (8' wide x 16' long)	Provide 24% medium and 76% compact stalls (total of 398 stalls)	Smaller parking stalls encourages more fuel efficient cars and allows a smaller parking structure footprint	The Board will continue to entertain this request, provided the applicant can demonstrate proposal would better meet the intent of the adopted design guidelines.

- 1. Upper level development standards – height of a residential base (SMC 23.49.058):**
The applicant proposes to increase the residential ‘base’ of the building from 65’ to 69’ height.

The Board indicated that they would continue to entertain the request for this departure as more information is received. Additional information in the form of sections, diagrams and other graphics will be needed at the MUP stage of review in order to review this request.

Upon further research within DPD, it appears that this is not a departable item, since it is a description of the base and tower, and not a development standard. The applicant should instead examine which development standards apply to the “tower” (the area above 65’ height) and request departures from those standards.

- 2. Parking space dimensions – minimum 60% medium stalls (SMC 23.54.030.B.1.b):** The applicant proposes to provide fewer than required medium stalls, and more compact parking stalls.

The Board indicated that they would continue to entertain the request for this departure as more information is received. Generally, the Board is supportive of the departure.

NEXT STEPS

MUP Application:

1. Submit application for Master Use Permit (MUP) application. Appointments for MUP intake may be made by calling (206) 684-8850. Please contact Land Use Planner Shelley Bolser at (206) 733-9067 or shelley.bolser@seattle.gov when you have scheduled your MUP intake appointment.
2. Please include a written response to the guidance provided in this EDG, as noted in CAM 238, Attachment B.
 - a. Plan on embedding four 11x17 colored and shadowed elevations, landscape and right-of-way improvement plans into the front of the MUP plan set (4 per sheet).
 - b. Label all sheets for design review and provide a table of contents at the front of the plan set.
 - c. CAM 238 may be accessed at <http://www.ci.seattle.wa.us/dclu/Publications/cam/cam238.pdf>.
3. A traffic study or memo disclosing trip estimates may be required as part of the next phase of the MUP process.
4. Provide the following graphics, either in the MUP plan set or directly to Land Use Planner Shelley Bolser, following MUP intake:
 - a. Developed site plan of preferred scheme with surrounding block context showing other proposed structures
 - b. Plans of all significant floor levels including below grade parking. Include scale and north arrow.
 - c. Sections of the project (east-west and north-south), including adjacent structures (existing and proposed) and labeling of building heights at changes in the façade.
 - d. Graphics of the four facades, rendered to provide a sense of the depth of proposed façade treatments, colors, and materials (include proposed treatment for expression of loft levels)
 - e. Detailed sketches of the street level facades, including canopies, entrances, materials, colors, etc.
 - f. Detailed sketches of any proposed alley treatments

- g. Detailed graphics of the building top and roof level (mechanical equipment location and screening, amenity space, sculptural elements, etc)
 - h. Perspective sketches of the streetscape experience from the pedestrian's point of view
 - i. Graphics demonstrating the proposed façade treatment at the street level for the alley
 - j. Landscape plans, including plant species, size, and placement
5. The applicant can meet with the Land Use Planner prior to MUP intake to discuss the developing design in reference to the guidance from EDG.

Recommendation Meeting:

Include the following items in your design recommendation meeting submittal packet:

1. Graphic details of the building base, rooftop, façade articulation
2. Perspective sketches or perspective graphics including:
 - a. Adjacent development
 - b. Projects currently in the permitting process
 - c. Existing conditions
 - d. Proposed development in the larger scale skyline (viewed from Capitol Hill, etc)
 - e. Proposed development from the pedestrian point of view at Lenora/6th/Blanchard
 - f. Detailed sketches of significant streetscape elements (residential entries, gathering areas, alley development, etc) – including indication of fenestration, façade treatment, landscaping, canopies, lighting, signage, etc.
3. Written response to the Early Design Guidance
4. Developed site plan of preferred scheme
5. Landscape plans for all streetscapes, including plant sizes/species/placement, paving materials, etc.
6. Landscape plans for “podium level” open areas at the 6th story – include plants, paving techniques, seating, lighting, etc.
7. Plans of all significant floor levels including below grade parking. Include scale and north arrow
8. Sections of the project (east-west and north-south), including adjacent structures (existing and proposed) and labeling of building heights at changes in the façade. Include the alley and 6th Avenue elevations in the east-west sections.
9. Elevations of the facades, rendered to provide a sense of the depth of proposed façade treatments, colors, and materials (including attention to the alley near Lenora St)
10. More detailed elevations demonstrating the streetscape elevation and the first 20-30' of building height
11. Graphics indicating further development of the tower-podium-grade intersections
12. Detailed graphics of the building top and roof level (mechanical equipment location and screening, amenity space, sculptural elements, etc)
13. Materials and colors board
14. Graphics demonstrating night illumination of the building (light coming from inside and light sources on the outer facades) and lighting fixture information
15. Any 3-dimensional studies and/or models will help the Board in their review
16. Diagrams clearly describing the proposed departure(s) in contrast to the code requirement