

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

Project Number: 3009156 (formerly 3004728)

Address: 1430 2nd Avenue

Meeting Date: May 27, 2008

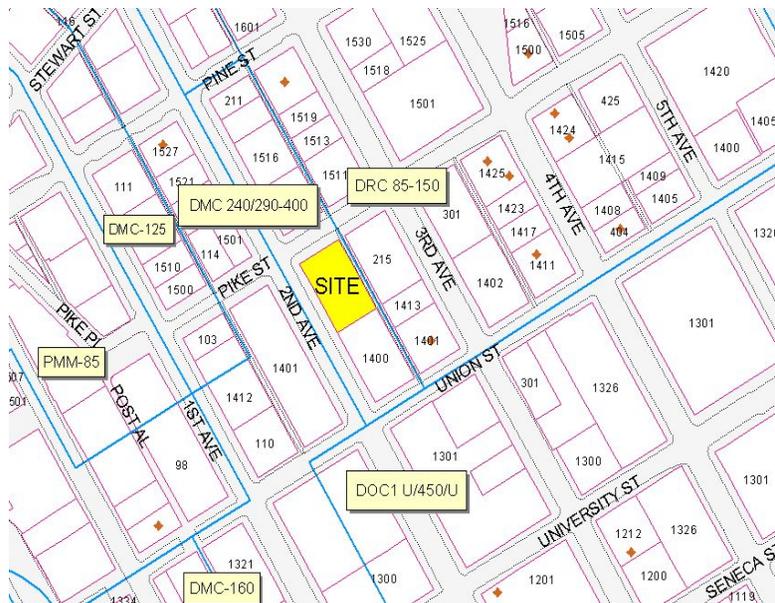
Report Issued: July 3, 2008

Applicant: Olson Sundberg
Kundig Allen
Architects for
Urban Visions

Board members present: Bill Gilland, Chair
Marta Falkowska
Dana Behar
Matt Allert
James Falconer

Board members absent: Kelly Mann

DPD Staff present: Jess Harris



Site & Vicinity Description

The 19,000 square foot site is located at the southeast corner of 2nd Avenue and Pike Street in Downtown Seattle. The site is zoned Downtown Mixed Commercial (DMC) with a height designation of 240 feet for non-residential, a base limit of 290 feet for residential and a maximum limit with bonus of 400 feet for residential (DMC-240/290-400). The site is currently developed with a surface parking lot. The site topography drops about 8 feet from north to south.

The site is situated at the edge of the downtown retail core near Pike Place Market. There are many City Landmark buildings in the area including the close by Doyle building and Mann building. Pike Place Market, a historic district, is located one block to the west.

Surrounding property to the west across 2nd Avenue is zoned Downtown Mixed Commercial (DMC) with the same height limit, and is developed with the 190 foot tall Newmark building. The property to the east across the alley is zoned Downtown Retail Core (DRC) with a maximum height limit of 150 feet, and developed with the 3-story Kress building and the Historic Mann Building on the other half of the block. The property to the north and south is zoned DMC-240/290-400, and developed with parking garages.

Pike Street is designated as a principal arterial street and Class 1 pedestrian street. Second Avenue is designated as principal transit street. A 16 foot alley abuts the site on the east. The project will be required to dedicate 2 feet of property to widen the alley.

Project Description

The project objectives consist of the development a 35 story building containing 98 condominium units and 130 hotel guest suites with an associated spa. The ground floor is proposed to contain about 7000 square feet of retail or restaurant. Parking is proposed to be below grade and provide space for 248 vehicles. The residential parking is proposed at a ratio of 1 space per bedroom (193 stalls). The proposed project also includes a semi-private garden courtyard and semi-private roof gardens on the 4th and 19th floors.

An excerpt from the applicant's EDG package is as follows which describes the project vision; *"Candela Hotel & Residencies will provide the missing link in the pedestrian intensive Pike/Pine corridor. The project will restore this once significant corner to its place as an iconic landmark and an extension of the region's ambition. In doing so, it will respond to its unique location and history with a multi-faceted building which is both transparent and dynamic.*

The Southeast corner of 2nd Avenue and Pike Street was the home to the MacDougall Southwick Department Store from the turn of the 20th century until 1964. Once the center of the Seattle Retail Core and across the street from the Bon Marche, the area began to experience a downturn once the core began to move East. The area eventually became neglected and urban renewal resulted in the destruction of many of the adjacent historic buildings. The 2nd and Pike intersection has since been relegated to serving the retail core by providing surface and garage parking. The goal of this project is to inject the site with a vitality and humanity it has not seen for decades.

Urban Visions has established itself as a leading force in large sustainable designed projects. The Candela Hotels & Residencies building will be the culmination of this commitment. The building will achieve LEED Gold certification and will gather sun and wind from the site.

The building will feature the flagship location of locally based Candela Hotels, a Seattle based company dedicated to constructing a hotel which will acknowledge the specifics of this place and its climate. Candela's commitment to building responsibly will not stop simply in its construction, but will serve as a foundation for its operations.

A large street level restaurant and below grade spa will further insure the buildings engagement with its neighborhood and contribute to the richness of the Pike/Pine corridor."

Public Comment

Three members of the public made comment. The owner of the proposed IGA grocery store to be located across the alley from the project requested that the alley be maintained for service and deliveries only, because deliveries will be made 7 days a week. Another comment made on behalf of the Wild Ginger restaurant was made about keeping the alley solely for deliveries in that the restaurant and the Triple Door receive numerous deliveries a day. Another comment made related to the design and praised the concept stating he liked the use of the landscaping, the

response to the regional context, doesn't like the mock 5-6 story masonry on many downtown buildings, not concerned about the width of the structure, and feels the Board needs to respect the architect's vision and reputation.

PRIORITIES:

The Design Review Board members provided the siting and design guidance described below after visiting the site, considering the analysis of the site and context provided by the proponents and hearing public comment. The Design Review Board set priorities for similar projects at this location under project numbers 2403964 and 3004728 on July 27, 2004 and July 25, 2006 respectively. The Design Guidelines of highest priority to this project are identified by letter and number below and are described in more detail in the City of Seattle's "*Design Review Guidelines for Downtown Development, April, 1999*".

Using the April, 1999 *Design Review Guidelines for Downtown Development:*

A

Site Planning & 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.

A-2 Enhance the skyline.

Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

The Board wants the design to respond to its location at this prominent intersection.

The Board appreciated the design goal to respond to the Pacific Northwest values by integrating an urban structure with nature. The Board wants this concept to succeed and needs to see this fulfilled in the design.

Because of the proposed height of the building, the Board wants the tower to promote interest and be designed to enhance the skyline. The Board wants to see how the multiple rooftops proposed will be articulated and how green roofs, wind machines or other methods for harnessing the sun or wind will be incorporated.

B

Architectural Expression

Relating to the Neighborhood Context

B-1 Respond to the neighborhood context.

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

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.

B-4 Design a well-proportioned and Unified Building

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

The Board expects the design to depart from the garage aesthetic of its immediate neighbors, but needs to relate to the massing of the neighboring buildings. The Board wants the building elements of the base, middle and tower to create a transition in bulk and scale relating to the scale of the neighboring development. The Board felt the cantilevered tower element on the south side should subtly express or relate to the courtyard below.

The Board wants the design to in some way signal a transition from the Pike Place Market to the retail core.

The Board expects to see consistent depictions of the façade articulation and finish materials at the next meeting.

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.

C-2 Design Façade 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.

C-3 Provide Active, Not Blank facades

Building should not have large blank walls facing the street, especially near sidewalks.

C-4 Reinforce Building Entries

To promote pedestrian comfort, safety, and orientation reinforce the building's entry.

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.

C-6 Develop the alley façade.

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

The Board likes the concept of expressing the program elements differently on the façades by interlocking modules, and wants to see this concept retained as the design evolves.

The Board wants retail and pedestrian interest maximized on Pike Street so that the project serves as a link from the Pike Place Market to the retail core. The Board raised questions about the design of the restaurant mezzanine along Pike and wants to ensure this space retains pedestrian interest and not result in blank wall.

The design concept shows the building entries along 2nd Avenue as “slots” and the Board wants the building entrances to be more generous and create a better transition from the street.

The Board wants overhead weather protection maximized even at locations where outdoor seating or landscaping is located. .

The retail or restaurant use needs to wrap the corner into the alley with glazing and pedestrian interest. The pedestrian comfort could be increased by wrapping the corner with the same pavement and detailing found on the Pike Street into the alley considering the street/alley intersection will be seen by many passing by. To encourage this idea, The Board feels that the dumpsters and service functions need to be located away from the corner. The Board also suggested that space be made in this project to accommodate dumpsters from its neighbors in order to enhance the quality of the alley.

D

Public Amenities

Enhancing the Streetscape & 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.

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.

The Board wants a better connection between the street and the proposed courtyard. The Board identified a unique challenge in that the proposed connection between the street and the courtyard is through the vehicular access ramp which is traditionally a place where pedestrians should not linger. The Board wants to see a design solution that creates a good place for public views into the courtyard, or a space that allows some public access into the semi- private courtyard space. The Board wants the courtyard more of a public space either visually or physically or preferably both. The Board identified challenges to creating a well- treed courtyard and providing appropriate light levels in the space. The Board needs to see how the courtyard connects to the street and other uses in the building. The Board identified that the abutting garage wall to the south could be highly visible and a good

design solution needs to be developed. The Board wants to see more detailed studies of all aspects of the courtyard, its proportions, elevations, light admitting quality, access, uses and landscaping.

The Board appreciates the unique green wall concept on 2nd Avenue, but feels there needs to be good transparency between the green walls. The Board needs to understand who will maintain the green wall and how will it be maintained.

E

Vehicular Access & Parking

Minimizing the Adverse Impacts

E-1 Minimize Curb Cut Impacts

Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E-3 Minimize the presence of service areas.

Locate service areas for trash dumpster, 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.

The Board indicated that the 2nd Avenue curbcut should be minimized by the design of the garage opening and the overall project quality. The Board indicated that the design relationship of how the garage opening interacts with the rest of the façade is important to consider in minimizing the curbcut impact.

See earlier comments about presence of service areas.

Departure from Development Standards

The applicant requested potential departures from the following Land Use Code development standards:

<i>Requirement</i>	<i>Extrapolated Rationale (applicant did not provide rationale)</i>	<i>Board Comment</i>
SMC 23.49.058D Tower floor area limits and tower width limits applies to structures that include portions in residential use above a height of 160 feet. Maximum façade width above 85 feet parallel to the Avenues shall be 120 feet.	Flexibility from the prescriptive requirement to create a more distinct hotel element.	The Board did not specifically address this departure.

SMC 23.49.056C Façade Transparency. 60% of the façade must be transparent between 2 and 8 feet.	Flexibility from the prescriptive requirement to better enable green wall along 2 nd Avenue.	The Board expressed a need to increase the identity of the entrances and increase the transparency.
SMC 23.49.056B Façade Setback Limits. In part, between the elevations of 15 and 35 feet, the façade shall be located within 2 feet of the street property line. .	Flexibility from the prescriptive requirement to enable the green wall along 2 nd Avenue.	The Board did not specifically address this departure
DPD IDENTIFIED SUBSEQUENT TO MEETING SMC 23.49.009 Street-level use. 75% of each street frontage must be occupied by a qualifying street level use. Based on the preferred plan, this requirement does not seem to be met along 2 nd Avenue.	Not identified at EDG meeting.	Not identified at EDG meeting.

Director’s Comment

Regarding curbcut location, the Land Use Code section SMC 23.49.019H indicates, “*when a lot abuts an alley, alley access shall be required, unless the Director otherwise determines under subsection H1c...c. The Director may allow or require access from a right of way other than one indicated...after consulting with the Director of Transportation on whether and to what extent alternative location of access would enhance pedestrian safety and comfort, facilitate transit operations, facilitate the movement of vehicles, minimize on-street queuing of vehicles, enhance vehicular safety or minimize hazards, the Director finds that an exception to the general policy is warranted...*”

The decision to allow street access is made by the Director, and there is no opportunity for the Design Review Board to grant a departure on this matter. Based on the design presentation, the Design Review Board as indicated above clearly indicated support for a curbcut on 2nd Avenue based on how access via the alley would effect the project design. The Board recommended that no further EDG meetings are necessary if DPD grants access from 2nd Avenue, but asked that the project receive further guidance if other access configurations are proposed or required that change the design concepts that were presented.

Note to the Applicant

The Design Review process contemplates that you will keep these guidelines firmly in mind when further developing the project design. The identification of these particular guidelines does not imply that other, non-identified guidelines in the City of Seattle's "*Design Review Guidelines for Downtown Development, April, 1999*" may not be called upon in the ultimate decision making regarding this project. However, these identified guidelines should encapsulate the principal concerns regarding this proposal at this time.

DPD anticipates making a decision regarding access prior to MUP submittal, but is awaiting additional transportation information from the applicant.

Contact me prior to scheduling a Master Use Permit intake appointment. We will need to make sure you have all the documents and fees needed for intake such as, SEPA checklist, large sign map, plan sets and a detailed response to this guidance (CAM 238 attachment B). A preliminary presentation package (11 x 17) depicting graphically how the design meets the Board guidance will be helpful to have at your earliest convenience so we can plan for the recommendation meeting.