



FINAL RECOMMENDATION OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number: 3015680

Address: 101 Denny Way

Applicant: Jay Janette for Johnson and Carr

Date of Meeting: Tuesday, November 04, 2014

Board Members Present: Alan McWain
Anjali Grant
Murphy McCullough
Gundala Proksch

Board Members Absent: Mathew Albores

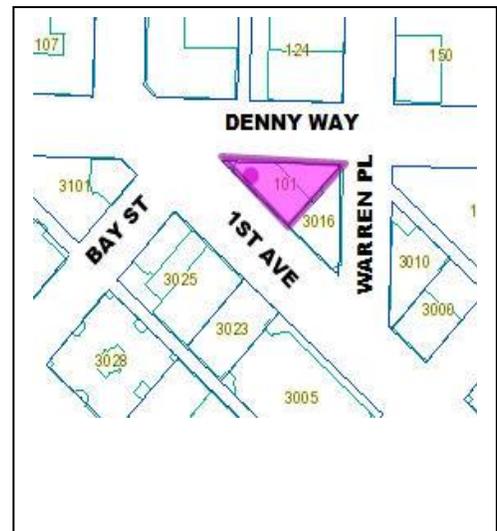
DPD Staff Present: Bruce Rips, Land Use Supervisor

SITE & VICINITY

Site Zone: Downtown Mixed Commercial with a 65' height limit (DMC 65)

Nearby Zones: (North) Neighborhood Commercial Three with a 65' height limit. (NC3 65).
(South) DMC-65
(East) DMC-65
(West) DMC-65

Lot Area: 5,811 sf triangle, sloping



Current Development: The site is currently a one story commercial building, abutting an adjacent four story apartment building, on a triangle shaped block with no alley.

Access: The site fronts onto Denny Way and 1st Avenue. No alley

Surrounding Development: A mix of older 1-3 story commercial structures is across Denny Way; newer 5-6 story mixed use buildings occupy the south side of Denny, to the east and west. A 4 story masonry apartment building occupies the rest of this triangular block.

ECAs: None

Neighborhood Character: The site lies on the seam of the Belltown and Uptown neighborhoods, both of which are being infilled with taller, mixed use structures of various styles. This prominent corner site is visible from various points and along Denny Way.

PROJECT DESCRIPTION

The applicant proposes a 6-story residential structure of approximately 80 studio rental units, and about 2,500 sf of ground level commercial uses. No parking is required or proposed.

PUBLIC COMMENT

Two members of the public affixed their names to the Recommendation meeting sign-in sheet. A speaker mentioned a preference for the brick portions of the proposed structure. He also mentioned the removal of a nearby bus stop and asked that the city evaluate public transportation issues.

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 (the Board) provided the following siting and design guidance. The Board identified the Downtown Development Design Guidelines & Belltown Neighborhood specific guidelines (as applicable) **of highest priority for this project.**

The Priority guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

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.

Belltown-specific supplemental guidance:

- A. Develop the architectural concept and arrange the building mass to enhance views. This includes views of the water and mountains, and noteworthy structures such as the Space Needle;
- B. The architecture and building mass should respond to sites having nonstandard shapes. There are several changes in the street grid alignment in Belltown, resulting in triangular sites and chamfered corners. Examples of this include: 1st, Western and Elliott between Battery and Lenora, and along Denny;
- C. The topography of the neighborhood lends to its unique character. Design buildings to take advantage of this condition as an opportunity, rather than a constraint. Along the streets, single entry, blank facades are discouraged. Consider providing multiple entries and windows at street level on sloping streets.

B. Architectural Expression

Relating to the Neighborhood Context

- 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.

Belltown-specific supplemental guidance:

The principal objective of this guideline is to promote scale and character compatibility through reinforcement of the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings.

- A. Respond to the regulating lines and rhythms of adjacent buildings that also support a street-level environment; regulating lines and rhythms include vertical and horizontal patterns as expressed by cornice lines, belt lines, doors, windows, structural bays and modulation.

- B. Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street.
- C. Pay attention to excellent fenestration patterns and detailing in the vicinity. The use of recessed windows that create shadow lines, and suggest solidity, is encouraged.

The notion of the masonry bookends on the facades did not gain traction with the Board. The adjacent brick building as it projects forward of the proposed structure better serves as this visual bookend to the proposal. See guidance for B-4.

The Board recommends implementation of #4 of the NE corner detail studies (p.41 of the Recommendation booklet) without the brick on the piers. For the south corner, the Board recommends study # 3 on p. 42 of the booklet. Each design improves the visual resolution of the proposed structure.

- 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.

The Board praised the overall composition of the two street facades. The brick added too many materials without any significant enhancement of the concept. The Board recommends eliminating all of the brick masonry to honor the simplicity and sophistication the parti warrants. Use concrete for the piers along the street frontages.

The second floor corner unit in the corten prow lacks the wrap around window facing the two streets. The Board recommends adding a window in this location as it enhances the connection between the resident and the street life.

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.

Belltown-specific supplemental guidance:

- A. reinforce existing retail concentrations;
- B. vary in size, width, and depth of commercial spaces, accommodating for smaller businesses, where feasible;
- C. incorporate the following elements in the adjacent public realm and in open spaces around the building: unique hardscape treatments, pedestrian-scale sidewalk lighting,

accent paving (especially at corners, entries and passageways), creative landscape treatments (planting, planters, trellises, arbors), seating, gathering spaces, water features, inclusion of art elements

- D. Building/Site Corners: Building corners are places of convergence. The following considerations **help reinforce site and building corners: provide meaningful setbacks/** open space, if feasible, provide seating as gathering spaces, incorporate street/ pedestrian amenities in these spaces, make these spaces safe (good visibility), and **iconic corner identifiers to create wayfinders** that draw people to the site.

See Board guidance for C-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.

Between the second and third floors add a channel or reveal to separate the corten steel from the fiber cement in order to visually separate the two distinct materials. Alternatively, the upper levels comprising the fiber cement panels could project forward of the steel.

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

The Board noted its satisfaction with the combination of doors and roll-up windows or doors along the two street frontages; however the members encouraged the architect to use folding nano doors on Denny.

- 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.

Belltown-specific supplemental guidance:

Overhead weather protection should be designed with consideration given to:

- A. the overall architectural concept of the building (as described in Guideline B-4);
- B. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
- C. minimizing gaps in coverage;
- D. a drainage strategy that keeps rain water off the street-level facade and sidewalk;
- E. continuity with weather protection provided on nearby buildings;
- F. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
- G. the scale of the space defined by the height and depth of the weather protection;

- H. use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
- I. when opaque material is used, the illumination of light-colored undersides to increase security after dark.

Although the yellow canopy stretched along First Ave found acceptance with the Board, reconsider the manner in which the canopy meets the corner column. As shown on page 20 of the Recommendation booklet, the canopy terminates at the column edge.

The use of the 18 foot building soffit along Denny received acceptance as departure from canopy heights. See p. 8 of this report.

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.

Belltown-specific supplemental guidance:

As a dense, urban neighborhood, Belltown views its streets as its front porches, and its parks and private plazas and spaces as its yards and gardens. The design and location of urban open spaces on a site or adjoining sidewalk is an important determinant in a successful environment, and the type and character of the open space should be influenced by the building's uses.

Residential open space: Residential buildings should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

The design of the useable roof top amenity area lacked visual interest. Redesign the roof top open space with the same design acumen as the rest of the proposal.

- 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.

Belltown-specific supplemental guidance:

Belltown is eclectic, diverse, eccentric and whimsical. New developments should **incorporate elements on building facades, within open space, or on the sidewalk that refer to the neighborhood's rich art and history to reinforce a sense of place in Belltown.**

- Art and Heritage: Art and History are vital to reinforcing a sense of place.
- Green Streets: Green Streets are street rights-of-way that are enhanced for pedestrian circulation and activity with a variety of pedestrian-oriented features, such as sidewalk widening, landscaping, artwork, and traffic calming. Interesting street level uses and pedestrian amenities enliven the Green Street and lend special identity to the surrounding area.
- Street Hierarchy: The function and character of Belltown’s streetscapes are defined street by street. In defining the streetscape for various streets, the hierarchy of streets is determined by street function, adjacent land uses, and the nature of existing streetscape improvements.

E. Vehicular Access & 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.

The Board recommended either revising the design of the circulation and mechanical penthouses to achieve a more sculptural expression or darkening the structures’ color to blend them into the sky.

Recommendations: The recommendations summarized below were based on the plans and models submitted at the November 4th, 2014 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the November 4, 2014 public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommended APPROVAL of the subject design with conditions and the requested development standard departure from the requirements of the Land Use Code (listed below). The Board recommends the following CONDITIONS for the project. (Authority referred in the letter and number in parenthesis):

- 1) Implement #4 of the northeast corner detail studies (p.41 of the Recommendation booklet) illustrating the corner next to the adjacent masonry building on Denny Way. This design eliminates the brick piers and balconies from the project. For the south corner, use study # 3 on p. 42 of the booklet which removes the brick from the west facade. (B-3)
- 2) Eliminate all of the brick masonry and use concrete for the piers along the street frontages. (B-4)

- 3) Add a window in the steel corten prow to wrap around the two facing streets at the second floor corner unit similar to those above it. (B-4).
- 4) Between the second and third floors add a channel or reveal to separate the corten steel from the fiber cement in order to visually separate the two distinct materials. Alternatively, allow the upper levels comprising the fiber cement panels to project forward of the steel. (C-2)
- 5) Redesign the roof top open space to create a more inviting and visually arresting amenity space. (D-1)
- 6) Either revise the design of the circulation and mechanical penthouses to achieve a more sculptural expression or darken the structures' color to blend with the sky. (E-3)

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) are based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Overhead Weather Protection SMC 23.49.018D	The lower edge of the overhead weather protection must be a minimum of 10' and a maximum of 15' above the sidewalk.	18' above the sidewalk.	<ul style="list-style-type: none"> ▪ A lower canopy on Denny would create redundancy as the building overhang on the north side of the structure should provide adequate weather protection 	Recommended approval 4-0.
2. Minimum sidewalk width	If a new structure is on lots abutting specific streets, sidewalks shall be widened, if necessary to meet the minimum standard.	To allow two 16" by 16" columns to encroach into the setback.	<ul style="list-style-type: none"> ▪ The columns would support an overhanging balcony. 	Recommended denial by 4-0.

DESIGN PROPOSAL

The Recommendation Meeting Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp or by contacting the Public Resource Center at DPD:

Address: Public Resource Center
700 Fifth Ave., Suite 2000
Seattle, WA 98124-4019

Email: PRC@seattle.gov

Ripsb/doc/design review/Rec.3015680.docx