



FIRST EARLY DESIGN GUIDANCE OF THE WEST DESIGN REVIEW BOARD

Project Number: 3015693 and 3017232

Address: 1120 John Street and 1120 Denny Way

Applicant: Chris Dikeakos Architects for Evan Lewis of Onni Development

Date of Meeting: Wednesday, April 30, 2014

Board Members Present: Mindy Black, Chair
Patrick Doherty, substitute
Peter Krech, substitute
Jill Kurfirst
Janet Stephenson

Board Members Absent: Kate Idziorek (recused)
Boyd Pickrell

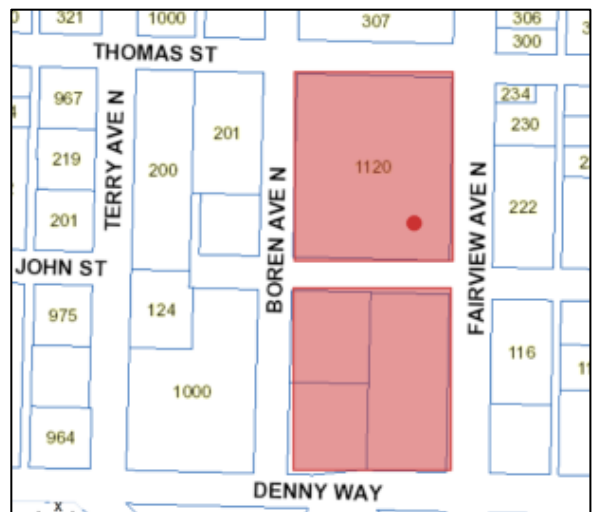
DPD Staff Present: Shelley Bolser

SITE & VICINITY

Site Zone: SM 160/85-240 (north lot)
SM 240/125-400 (south lot)

Nearby Zones: (North) SM 160/85-240
(South) DMC-240/125-400
(East) SM/R
(West) SM 160/85-240
and SM 240/125-400

Lot Area: 110,614 square feet (north lot)
109,773 square feet (south lot)



Current Development:

The north lot is currently developed with the historic Seattle Times landmark and non-landmarked Seattle Times office addition and Printing Plant. The south lot is developed with a landscaped open space at the northeast corner with several mature trees, surface parking lots, and a one-story commercial building at the southwest corner of the lot.

Surrounding Development and Neighborhood Character:

The site is located on the south edge of the South Lake Union neighborhood, transitioning to Denny Triangle to the south. One and two-story older commercial buildings are located to the south.

The Seattle Times offices, an older 1-story restaurant building, and a recently completed office building are located across the street to the west. John Street terminates on the block to the west, and continues after the steep transition in grade further to the west. The change in grade provides views of the Space Needle along John Street to the west.

The site across Thomas Street to the north is proposed for a new 16-story office building, integrated with the existing landmark structure (Troy Laundry). A newer office building is located to the northwest. Boren Ave N drops in topography to the north, affording views of Lake Union from the public right of way.

The 1-story Streetcar Depot is located across Fairview Ave N to the northeast. The blocks to the east include a proposed 7-story multi-family residential and retail development and the existing Mirabella condominiums.

The area is undergoing rapid reconstruction and many of the nearby structures have been built in the last 10 years, are under construction, or are in the permitting process for new construction. Several historic landmarks are located in the area, and new construction is often integrated with the historic landmark structure. The areas to the north and west are dominated by office uses. The blocks east of Fairview Ave N include several multi-family residential developments and Cascade Park.

The adjacent streets include two busy arterials with frequent transit service (Denny Way and Fairview Ave N), and three non-arterials with lower traffic volumes (John Street, Thomas Street, and Boren Ave N).

Access:

Existing access to the site is via several curb cuts on the street frontages. Neither site is adjacent to an alley.

PROJECT DESCRIPTION

The north site is proposed for two 25-story towers with 860 residential units, 22,000 sq. ft. of retail, and parking for 850 vehicles located below grade. The existing historic landmark would be retained and all other structures would be demolished.

The south site is proposed for two 42-story towers with 1,085 residential units, 22,000 sq. ft. of retail, and parking for 850 vehicles below grade. The existing structures would be demolished and the preferred option would remove the landscaped area at the northeast corner of this block.

The preferred option includes landscaping and paving improvements to the John Street right of way, creating a pedestrian-only street.

FIRST EARLY DESIGN GUIDANCE April 30, 2014

The packet includes materials presented at the meeting, and is available online by entering the project number (3015693 and 3017232) at this website:
http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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

Mailing Public Resource Center

Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

The applicant described the existing landscaped privately owned open space at the northeast corner of the south lot, referred to as the "Seattle Times Park," although it is not owned or maintained by the Seattle Parks Department. The applicant explained that preserving this open space would reduce the development potential on the south block. DPD and City Council are considering a Land Use Code text amendment that would allow additional density on the north block, which may make it possible to preserve the existing open space on the south lot.

The five options presented included various mid-block connection locations and various tower locations. The first option (1) included north-south mid-block connections, which would require a departure for the orientation of the connection, and stairs would be needed to address the mid-block grade change on the north lot. The second option (2) included east-west mid-block connections, with towers located at the southwest and northeast corners of the site. This option would result in a tower directly across the street from the historic landmark.

The third and preferred option (3A) included east-west mid-block connections with another connection between this path and John Street. Option 3A showed John Street as a pedestrian plaza and closed to vehicles, with garage access from Fairview Ave N. Towers were shown at the northwest and southeast corners of each block, which could result in additional shadows to John Street. The applicant noted that option 3A orients one of the retail spaces to face John Street, the mid-block connection, and the internal courtyard on the south site. The intent of this frontage is to activate the mid-block connection and the courtyard.

The fourth option (3B) was similar to option 3A, but included parking access at Boren Ave N, with John St left open to vehicular traffic.

The fifth option (4) was shown with the landscaped open space and Exceptional Trees preserved on the south lot. The mid-block connections were similar to options 3A and 3B, but with additional pedestrian paths through the south block open space. The towers were shown on the northwest and southeast corners of each block. The applicant noted that option 4 includes usable open space and exceptional trees, but is not the applicant's preferred option since it would require Land Use Code text amendments to achieve a comparable amount of density as option 3A.

The applicant clarified that the street frontage in all the options includes street level townhouses on Boren Ave N, Thomas St, and Fairview Ave N; retail on John Street; and a combination of retail and residential amenity space on Denny Way. Services and refuse collection would be located within the below-grade garage.

The applicant noted that the intent of the landscape plan is to provide usable open space with play areas, urban agriculture and other spaces for residential use on the podium levels. The street level and interior courtyard spaces would be designed to complement the public uses at the edges of the site and at the mid-block connections.

The applicant would like to develop John St as a public pedestrian space with seating, wi-fi hotspots, opportunities for food trucks, and special paving. Retail would front on John Street in order to activate the pedestrian street.

The applicant clarified that the mid-block connections would be covered by building at the edges of the sites and open to the sky in the center of the sites. These breezeways would be at least 2 stories tall and 25' wide, in order to maximize natural light and a welcoming public appearance. The applicant noted that these connections would be closed after hours, perhaps around 10-11pm.

The residential units would be set back 6-8' from the property lines on the north block to accommodate the grade change from sidewalk to stoop and front door. The interior units facing the courtyard would have approximately a 10' deep "yard" separating the units from the adjacent courtyard.

The proposed massing includes setbacks at the corners of the sites, in response to the Gateway location of the site described in the South Lake Union Design Guidelines, and the different condition of each street frontage. The southwest corner would include a 10'x50' plaza, the northeast corner would include a 15'x40' plaza, and the southeast corner would include a 25'x25' plaza. The John Street frontage would be designed without setbacks, but with wider sidewalks for seating and pedestrian use.

DPD staff noted that while some trees on the south site are Exceptional, the trees may be removed in Seattle Mixed zones, per SMC 25.11. Design review can consider how the trees relate to the Design Review Guidelines, but alternate designs to retain the trees will not be required to be considered through design review in order to meet the requirements of SMC 25.11.

PUBLIC COMMENT

Comments offered at the EDG meeting included the following:

- The Exceptional Trees should be retained since they are critical for clean air, oxygen, quality of life, and greenhouse gas reduction. The Seattle Times 'park' is the largest tree canopy in the South Lake Union neighborhood and an important resource that should be saved.
- Another potential massing option was shown as a part of the public comment, similar to Option 4, with the open space retained on the south lot.
- The existing open space provides habitat, pervious surface, and tree canopy with exceptional and rare trees.
- The public life, context, and site planning Design Guidelines are all a high priority for this site.
- Supported the Vancouver-style residential tower and podium development, but the applicant's goal of LEED Gold conflicts with the proposed removal of the park and trees.
- The reduction in development would be approximately 4% of the proposed development.
- The open space requirements should be met on the private property and not in the public right of way. Saving the 'park' can help to meet the open space requirements.
- Historic Seattle representative noted that The Seattle Times 'park' is historically significant and should be retained along with the designated historic landmark.
- The proposed mid-block connections and courtyards won't be as truly accessible to the public as the existing 'park.'
- Urban Forestry Commission noted that the City's goals for tree canopy will not be met if large canopy trees such as these are removed, or replaced with similar canopy trees and provided with room for those trees to grow. The City Codes should be creative and make it possible for projects to meet the housing goals along with retaining Exceptional Trees.
- The Comprehensive Plan includes policies to retain Exceptional Trees through design review.
- City Council passed a resolution for Seattle Times 'park' to be preserved as public open space.
- SEPA requires mitigation of projects to retain Exceptional Trees.

- Other nearby developments were required to consider Exceptional Trees through design review, and those sites were in the same Seattle Mixed zone.
- The zoning required 45% of the open space to be open to the sky and facing the street. The preferred option of narrow open space access isn't meeting the intent of this requirement.
- The access to the central public open space is covered for more than 50% and doesn't have retail facing the mid-block connections or interior courtyards. The lack of retail and the covered openings will discourage public use and the area will be used only as private open space.
- The 'park' helps to regulate local climate, creates a sense of place within the South Lake Union neighborhood, an opportunity for connection with nature, and nearby residents support retaining this space.
- A historic time capsule is enclosed under the concrete patio in the park, to be opened in 2089.
- The Design Guideline to "Use natural systems and features of a site and its surroundings" should be the starting point for redesign of this proposal.
- Supported Option 4 with retention of the 'park.'
- The park's permeable surface is critical to water infiltration, tree health, and is rare in this area.
- Supported parking access off Boren, not Fairview Ave N.
- The applicant noted that option 3A minimizes shadows to the historic landmark, but option 4 also minimizes shadows to the historic landmark.
- Additional parking could be excavated under the setbacks within private property, making it possible to save the 'park' and minimize impacts to parking garage areas.
- Most of the planned amenities are inaccessible to the public.
- The passageways should not be covered, since it makes the space appear private rather than public.
- The proposed development will reduce natural light, views from nearby private properties, and affect market values.
- The south block towers should be put on the west side near Boren Ave N instead of Fairview Ave N.
- The trees in the park absorb 1 ton of CO2 per year, and removing them will add 2 tons of CO2.
- The proposal should include at least 30% of the floor area as housing affordable at the workforce income level.

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.

FIRST EARLY DESIGN GUIDANCE April 30, 2014

- 1. Circulation and Streetscape Character.** John Street should remain open to pedestrians and vehicles; parking access should be from Boren Ave N, and the uses should be arranged to respond to the different character of each street frontage.
 - a. John Street should be designed for a balance of users, including pedestrians and vehicles.
 - b. The Board noted that nearby streets are very congested at peak travel hours and two of the adjacent streets are heavily traveled arterials (Fairview Ave N and Denny Way). Therefore, it's critical to retain 2-way vehicle functions on John Street.
 - c. The Board supported wider pedestrian areas on John Street, but the street needs to remain functional for both vehicles and pedestrians. A mix of pedestrians and vehicles has been shown to result in more active, vital, and successful streetscapes.
 - d. Parking access should be from Boren Ave N, and the garage access should be designed to minimize negative impacts to the pedestrian mid-block connections.
 - e. The Board discussed the balance of retail and residential uses around the site. John Street, Boren Ave N, and Thomas St are the quieter street fronts adjacent to these blocks. The pedestrian focus on John St would be complemented by retail, but given the traffic volumes and context of the Fairview Ave N and Denny Way developments, it may be a better response to include retail on those street frontages and residential on the quieter street frontages.
 - i. At the next EDG meeting, the applicant should provide studies of the street frontages and the 'park' frontage, and explore the possibilities of retail and residential on each of the frontages.
 - f. The Board supported concentrating the retail at strategic locations, rather than dispersing the retail around the site.
 - g. The southwest corner at Denny Way and Boren Ave N. offers a great opportunity for a larger retail tenant such as a grocery.
 - h. The Board would support a mid-block crosswalk at John St to connect the two proposed north-south legs of the mid-block connections. However, the Board noted that a crosswalk would require SDOT approval.
- 2. Mid-block Connections.** The mid-block connections should be designed to be inviting to the public, including maximizing light and air, and creating destinations at the interior of the site.
 - a. The Board was concerned that the mid-block connections were covered with building near the edges of the site. The Board noted that the proportion of the opening is important in the design of these spaces. The street entrances to the mid-block connections should be carved away. The design of the mid-block connections should be extremely legible as public space.
 - b. The mid-block connections should be open to the sky wherever possible. If overhead building area is proposed, it should be designed to make it feel as open and light as possible. The Board suggested delicate or glazed overhead elements such as those used in Alley 24.
 - c. The building program on either side of the mid-block connection and the breezeway is critical to activating the space. Including retail or a special and unique landscaping feature in the courtyard may help to activate the mid-block connections.

- d. The circulation of option 3B (a secondary connection to John St) should be maintained, even with the Option 4 massing.
 - e. The Board would be open to departures from the east-west requirement for the mid-block crossing if the configuration responds better to nearby opportunities and destinations.
- 3. Open Space.** The landscaped open space on the south block should be retained, since it includes significant mature landscaping and the location creates a vista to the historic landmark to the north.
- a. Three of the four Board members supported development of Massing Option 4.
 - b. The Board supported the idea of additional podium and tower height on the north block (except on John St), in exchange for preserving the landscaped open space on the south block.
 - c. The Board also supported the idea of differentiating the height of the towers, and creative design that could result from a Land Use Code text amendment to shift the development around between the north and south blocks.
 - d. The Board noted that the park's historic relationship to the landmark, and the physical relationship to the landmark are an important opportunity in the context and should be enhanced.
 - e. The Board noted that if possible, the additional height on the north block should be made possible through a design review departure, so it can be examined for the best response to the site and context.
- 4. Tower Locations.** The Board supported the proposed tower locations, but wanted to see different tower orientation, variety in height, and conceptual indication of how to vary the design of the towers.
- a. The Board requested additional studies showing the shadow impacts and response to context if the southeast tower on the south block were oriented east-west instead of north-south.
 - b. Generally speaking, the towers should not present a campus appearance. The design of the four towers and the podia should be differentiated to avoid a mega block appearance.
 - c. The Board supported the applicant's intent for verticality, referencing the historic landmark art deco design, and extruding this expression into the southeast tower on the north block. The Board would like to see study of the architectural response between the landmark and the north site. The Board noted that the southeast tower on this block has the opportunity to be 'special.'
 - d. The Board supported the intent for a more dramatic design of all the towers, as shown in the inspirational images in the packet
- 5. Residential Units at Street Level.** The Board was concerned that townhouse style units on Fairview Ave N. would be better located on a quieter street frontage, but careful design of these units could potentially resolve the issue.
- a. Residential units with tall stoops (8-10 steps) could create a desirable transition between the residences and the street level.

- b. Examine examples in Seattle, Vancouver, and elsewhere for potential solutions. The Board strongly supported fresh innovative design ideas that create successful residential street frontages.
- c. For local examples of residential street frontage design, the Board suggested 400 Boren Ave N, 430 8th Ave N, Stack House, and Alley 24.
- d. The townhouse style units should be architecturally expressed as 2-story units, using upper level setbacks or other strategies.

DESIGN REVIEW GUIDELINES

The Board reserved identification of the priority Guidelines for the next Early Design Guidance meeting.

The entire Citywide and Neighborhood guidelines are summarized below. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-A Energy Use

CS1-A-1. Energy Choices: At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS1-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

CS1-D-2. Off-Site Features: Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

CS1-E Water

CS1-E-1. Natural Water Features: If the site includes any natural water features, consider ways to incorporate them into project design, where feasible

CS1-E-2. Adding Interest with Project Drainage: Use project drainage systems as opportunities to add interest to the site through water-related design elements.

South Lake Union Supplemental Guidance:

CS1-I Responding To Site Characteristics

CS1-I-i. Sustainable Design: New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to the Leadership in Energy and Environmental Design* (LEED) manual which provides additional information

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-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

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-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

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-C-3. Full Block Sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

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.

South Lake Union Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-I-i. Views: Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.

CS2-I-ii. Shadows: Minimize shadow impacts to Cascade Park.

CS2-I-iii. Gateways: Reinforce community gateways through the use of architectural elements, streetscape features, landscaping and/or signage. Gateways can be defined through landscaping, artwork, and references to the history of the location that create a sense of place. Gateways are transition locations, places that mark entry or departure points to a neighborhood for automobiles and pedestrians. They are sites that create opportunities for identification, a physical marker for the community to notice they are entering a special place. Methods to establish gateways should consider the site’s characteristics such as topography, views or surrounding building patterns. Elements could include building out to meet the corner where appropriate, or tools such as:

- a. setbacks to allow for pedestrian friendly spaces;
- b. signage;
- c. landscaping;
- d. artwork;
- e. facade treatments.

CS2-I-iv. Heart Locations: Several areas have been identified as “heart locations.” Heart locations serve as the perceived center of commercial and social activity within the neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Development at heart locations should enhance their central character through appropriate site planning and architecture. These sites have a high priority for improvements to the public realm. A new building’s primary entry and facade should respond to the heart location. Special street treatments are likely to occur and buildings will need to respond to these centers of commercial and social

activity. Amenities to consider are: pedestrian lighting, public art, special paving, landscaping, additional public open space provided by curb bulbs and entry plazas. See full guidelines for Heart Locations

CS2-II Height, Bulk, and Scale Compatibility

CS2-II-i. Corridor Experience: Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.

CS2-II-ii. Upper-level Setbacks: Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.

CS2-II-iii. Width Ratios: Relate proportions of buildings to the width and scale of the street.

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.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

CS3-B Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

CS3-B-2. Historical/Cultural References: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

South Lake Union Supplemental Guidance:

CS3-I Height, Bulk, and Scale Compatibility

CS3-I-i. Facade Articulation: Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.

CS3-I-ii. Reduce Visual Bulk: Consider using architectural features to reduce building scale such as:

- a. landscaping;
- b. trellis;
- c. complementary materials;
- d. detailing;
- e. accent trim.

CS3-II Architectural Context

CS3-II-i. Mix of Building Style: Support the existing fine-grained character of the neighborhood with a mix of building styles.

CS3-II-ii. Preservation: Re-use and preserve important buildings and landmarks when possible.

CS3-II-iii. Historic Signage: Expose historic signs and vintage advertising on buildings where possible.

CS3-II-iv. Historic Aesthetic: Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.

CS3-II-v. Industrial Character: Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas. Examples of elements to consider include:

- a. window detail patterns;
- b. open bay doors;
- c. sloped roofs.

CS3-II-vi. Cascade Character: Respond to the unique, grass roots, sustainable character of the Cascade neighborhood. Examples of elements to consider include:

- a. community artwork;
- b. edible gardens;
- c. water filtration systems that serve as pedestrian amenities;
- d. gutters that support greenery.

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-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

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.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer’s markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

South Lake Union Supplemental Guidance:

PL1-I Human Activity

PL1-I-i. Open Connections: Keep neighborhood connections open, and discourage closed campuses.

PL1-I-ii. Pedestrian Network: Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.

PL1-I-iii. Lighting: Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

PL1-II Landscaping To Reinforce Design Continuity With Adjacent Sites

PL1-II-i. Spatial Hierarchy: Support the creation of a hierarchy of passive and active open space within South Lake Union. This may include pooling open space requirements onsite to create larger spaces.

PL1-III Pedestrian Open Spaces and Entrances

PL1-III-i. Public Realm Amenity: New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as:

- a. curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow;
- b. pedestrian-oriented street lighting;
- c. street furniture.

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

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

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.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

South Lake Union Supplemental Guidance:

PL2-I Streetscape Compatibility

PL2-I-i. Street Level Uses: Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.

PL2-I-ii. Streetscape Amenities: Provide pedestrian-friendly streetscape amenities

- a. tree grates;
- b. benches;
- c. lighting.

PL2-I-iii. Sidewalk Retail: Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).

PL2-II Personal Safety and Security

PL2-II-i. All-Day Activity: Enhance public safety throughout the neighborhood to foster 18- hour public activity. Methods to consider are:

- a. enhanced pedestrian and street lighting;
- b. well-designed public spaces that are defensibly designed with clear sight lines and opportunities for eyes on the street.

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-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

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.

PL3-B Residential Edges

PL3-B-1. Security and Privacy: Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

PL3-B-2. Ground-level Residential: Privacy and security issues are particularly important in buildings with ground-level housing, both at entries and where windows are located overlooking the street.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-B-4. Interaction: Provide opportunities for interaction among residents and neighbors.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

South Lake Union Supplemental Guidance:

PL3-I Streetscape Compatibility

PL3-I-i. Retail Location: Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful.

PL3-II Human Activity

PL3-II-i. Public/Private Transition: Create graceful transitions at the streetscape level between the public and private uses.

PL3-II-ii. Active Facades: Design facades to encourage activity to spill out from business onto the sidewalk, and vice-versa.

PL3-II-iii. Coordinate Retail/Pedestrian Activity: Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.

PL3-II-iv. Activity Clusters: Create businesses and community activity clusters through colocation of retail and pedestrian uses as well as other high pedestrian traffic opportunities.

PL3-III Transition Between Residence and Street

PL3-III-i. Residential Entries: Consider designing the entries of residential buildings to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas. Consider design options to accommodate various residential uses, i.e., townhouse, live-work, apartment and senior-assisted housing.

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-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

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-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

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.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

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-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

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-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

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-3. Multiple Uses: Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

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.

South Lake Union Supplemental Guidance:

DC1-I Design of Parking Lots Near Sidewalks

DC1-I-i. Below-Grade Parking: Providing parking below grade is preferred.

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-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

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

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

South Lake Union Supplemental Guidance:

DC2-I Architectural Concept and Consistency

DC2-I-i. Roofscape Design: Design the “fifth elevation” — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.

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

South Lake Union Supplemental Guidance:

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.

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-B-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

DC3-C Design

DC3-C-1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

DC3-C-3. Support Natural Areas: Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

South Lake Union Supplemental Guidance:

DC3-I Landscaping To Reinforce Design Continuity With Adjacent Sites

DC3-I-i. Sustainable Landscaping: Encourage landscaping that meets LEED criteria. This is a priority in the Cascade neighborhood.

DC3-I-ii. Native Vegetation: Where appropriate, install indigenous trees and plants to improve aesthetics, capture **water and create habitat**.

DC3-I-iii. Tree Retention: Retain existing, non-intrusive mature trees or replace with large caliper trees.

DC3-I-iv. Water Features: Water features are encouraged including natural marsh-like installations.

DC3-I-v. Lighting: Reference the City of Seattle Right Tree Book and the City Light Streetscape Light Standards Manual for appropriate landscaping and lighting options for the area.

DC3-II Landscaping To Enhance The Building and/or Site

DC3-II-i. Integrated Artwork: Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.

DC3-III Landscape Design To Address Special Site Conditions

DC3-III-i. View Orientation: Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.

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-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle’s climate, taking special care to detail corners, edges, and transitions.

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-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

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

At the time of the **FIRST** Early Design Guidance meeting, the following departures were requested:

1. **Street Level Development Standards (SMC 23.48.014.H.2.a):** The Code requires a continuous pedestrian passageway, running east-west to connect the Avenues on either side of a block. In Massing Option 1 proposes continuous north-south pedestrian passageways between the Streets (Thomas, John, Denny) rather than the Avenues (Fairview, Boren). This departure would not be required for the preferred massing option.

The Board indicated preliminary support for a departure from the direction of the mid-block connections, provided the paths are designed to connect destinations and points of interest at the edges of the sites, and are designed in response to the guidance in this report.

2. **Structure Height (SMC 23.48.010.H.2):** The Code lists certain features that are allowed to project up to 4' above the maximum height limit. The applicant proposes an open trellis structure at the southwest corner of the South Site, located 14' above the podium roof. The podium roof is 65' above grade. The intent is to provide an architectural feature on the corner of the podium level deck for residents.

The Board indicated preliminary support for the departure, depending on how the proposal better meets the intent of the Design Review Guidelines.

3. **Structure Height (SMC 23.48.010.H):** The Code lists certain features that are allowed to project up to 15' above the maximum height limit, so long as the total combined rooftop coverage does not exceed 20%. Elevator penthouses are permitted 25' above the maximum height where the structure is more than 85' tall. Total rooftop coverage may be increased to 65% if the mechanical equipment is screened and no rooftop features are closer than 10' from the roof edge.

The applicant proposes 100% rooftop coverage to allow a glazed 25' tall screen which would conceal the elevator penthouse and all other rooftop equipment and would be located at the roof edge. This departure is related to massing options 3A, 3B, and 4.

The Board indicated that they would like to see more information about the design of this area of the building before offering feedback on the proposed departure. The proposal should demonstrate that the departure would not just add to the appearance of additional building height. The Board noted that the departure offers the potential for a sculpted top and attractive screening, which would be a design benefit, but the overall proposed departure is unclear.

BOARD DIRECTION

At the conclusion of the FIRST EARLY DESIGN GUIDANCE meeting, the Board recommended the project return for another meeting in response to the guidance provided.