



SECOND 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, July 16, 2014

Board Members Present: Mindy Black, Chair
Patrick Doherty, substitute
Peter Krech, substitute
Boyd Pickrell
Janet Stephenson

Board Members Absent: Christine Harrington
Kate Idziorek (recused)

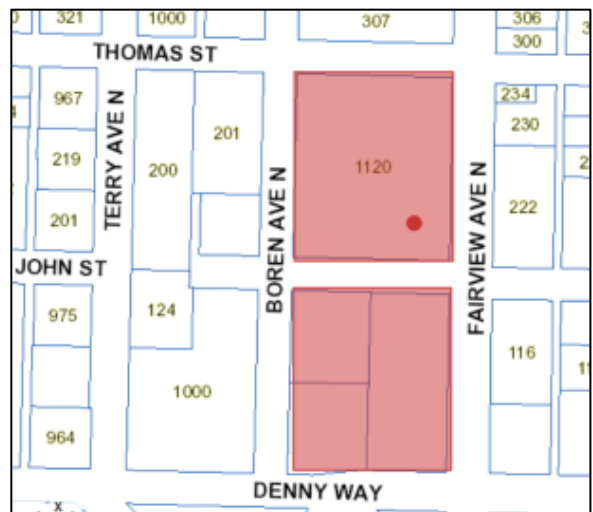
DPD Staff Present: Shelley Bolser

SITE & VICINITY

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

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 block)
109,773 square feet (south block)



Current Development:

The north block is currently developed with the historic Seattle Times landmark and non-landmarked Seattle Times office addition and Printing Plant. The south block 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 block.

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 towers (one at 280' and one at 320') with 865 residential units, 18,800 sq. ft. of retail, and parking for 865 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, 24,210 sq. ft. of retail, and parking for 1,085 vehicles below grade. The existing structures would be demolished and the privately owned open space with Exceptional Trees at the northeast corner of this block would be preserved ("Seattle Times Park").

The preferred option includes a woonerf-style street in the John Street right of way, with a narrowed curving raised roadway, curbless edges, larger pedestrian areas, landscaping, and special paving treatments.

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 block, 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 block.

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 block. 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 block. 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 block.
- 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.

<p>SECOND EARLY DESIGN GUIDANCE July 16, 2014</p>
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DESIGN DEVELOPMENT

Board member Janet Stephenson noted that the company she works for has an interest in potentially providing consulting engineering services to the development, but her company does not have a formal engagement with the applicant at this time. Ms. Stephenson noted that she has no personal financial interest or professional stake in the development, and can therefore provide an objective perspective to this proposed development.

DPD staff explained that since the last EDG meeting, the City is considering a Land Use Code text amendment that will allow additional tower height on the north block, provided that the Seattle Times private park and Exceptional Trees are retained on the south block. The text amendment will likely be considered by City Council in November 2014. DPD staff summarized the design-related issues of the text amendment, including:

- Provisions for a north tower up to 280' and a south tower up to 320' on the north block;
- Maximum 10,500 square foot floor plate for the additional height on the two north block towers;
- Requirement for the north block to meet Land Use Code open space requirements, even with retention of the Seattle Times private park on the south block;
- The Seattle Times private park would need to be open to the public in the same manner as Seattle City Public Parks' operating hours and requirements; and
- Some minor changes to the smaller ornamental trees and pedestrian paths in the Seattle Times private park could be made, subject to approval by the DPD and Seattle Parks Department Directors.

The applicant explained that since the previous EDG meeting, the preferred option now includes retention of all Exceptional Trees, limiting excavation to the edge of the Exceptional Tree driplines, retention of most non-Exceptional trees, retention of the fountain, and retention or relocation of the time capsule. Two trees are proposed for removal. These trees are not exceptional and are near the south edge, in the shade of the existing Exceptional Trees.

The intent for the park design is to honor the existing abstract organic forms, while updating the design. Additional paved and seating areas are proposed, to encourage use of the area. The applicant noted that the time capsule may be retained in place, or relocated to a better spot in the park. The existing plaque noting that the park is for Seattle Times employees use only may be reused in a manner that references the original park intent, while making it clear that the park is now for general public use.

A woonerf-style street is proposed for the John Street public right of way, with the intent of emphasizing pedestrian use over automobile use, but still allowing for two way vehicular travel. A 20' wide raised curving roadway for two-way traffic, public seating, bollards, special paving patterns leading to the sidewalks and mid-block connections, and other pedestrian amenities are proposed for this street. Loading/parking areas would be located between the pedestrian and vehicle areas, with the intent of providing spaces for food trucks. Rain gardens are also anticipated along John Street.

The historic landmark (Seattle Times building) is proposed for retail uses at the ground floor with residential use at the second story and a rooftop deck above. The occupiable deck area would be set back from the building edges, with green roof between the deck and the building edge. The north block interior courtyard would be located adjacent to 'front yards' for the ground level residences. The applicant noted that these 'front yards' would be approximately 10' deep, similar to the street fronting units.

In addition to the retail in the Seattle Times building, additional retail is proposed in concentrated areas, in response to the first EDG direction. Retail is proposed along both sides of John St, at the south edge of the Seattle Times private park, and wrapping around onto Denny Way. The applicant provided a study that showed it would be possible to provide a grocery sized retail space on Denny Way and loading areas on the south block, but the preferred option includes retail at the southeast and southwest corners, with residential amenity space along the rest of the Denny Way frontage.

In response to the first EDG direction, the applicant revised the design of the mid-block connections. The south block includes connections open to the sky on the south and west edges of the private park, with building above the connection at Boren Ave. The north block includes building above the connections at Boren Ave and Fairview Ave, and a narrow bridge over the connection to John St. The design intent is to create large openings at the street frontage where building structure is located above the mid-block connections. The street frontage openings are 30' wide at the entry point, 25' wide on average, the building area above the connection is set back 10' from the building façade on either side, the passageway would be clad in high quality materials to invite use, and paving patterns would be used to encourage connection from the sidewalks.

The street level residential units are proposed with a 5' building overhang above the second floor, 7' setbacks from the property line, landscape planters to buffer the street level residential units from the sidewalk areas, latched gates at the sidewalk, and raised stoops.

New massing options included Options 4+, 5A, 5B, and 5C. The applicant explained that these options were developed in response to the first EDG direction, direction from Seattle Department of Transportation, Department of Neighborhoods related to the historic landmark, and the proposed Land Use Code text amendment.

The applicant noted that the proposed development went before the Department of Neighborhoods Architectural Review Committee (ARC) for feedback on the design response to the historic landmark building (Seattle Times original building). The ARC requested that the

other two bays on the south façade be maintained, since they are virtually indistinguishable from the historic landmark portion of the structure. The ARC also requested that the Seattle Times Production Building façade be maintained as part of the design. The applicant noted that they are proposing to retain the additional two bays on the south edge, but they prefer not to retain the Production Building façade, since the elevations of the window sills would result in difficult design connections to the sidewalk level. The Seattle Times Production Building and the other buildings on the north block will be nominated for historic landmark designation by the applicant. If designated, modification of the designated portion of the structure(s) would require approval by the Landmarks Preservation Board.

Massing Option 4+ included retaining the private park, designing John St for 2-way traffic, proposed parking entries from Boren Ave N on both blocks, departures for open space, rooftop features, and a screen wall at the tower roofs. This option showed residential amenity space on Denny with retail on the southeast and southwest corners of the south block.

Option 5A included the possibility of retaining the Seattle Times Production Building façade, which is not a designated historic landmark, and is located along Fairview Ave N. Mid-block connections to the Fairview Ave N sidewalk may require modification of the Seattle Times Production building façade. Option 5A therefore showed an L-shaped mid-block connection on the north lot, connecting John Street to Boren Ave N. This option avoided modification of the Seattle Times Production Building façade.

Option 5B included preservation of the same areas as 5A, with the addition of a mid-block connection to the east. This option would require modification of the Seattle Times Production Building façade, which may not be approved if the Seattle Times Production Building is designated as a historic landmark.

Option 5C includes preservation of these same areas, with a diagonal mid-block connection to the northeast on the north block. This mid-block connection orientation would not require modification of the Seattle Times Production Building façade. Option 5C would relate better to the Troy block mid-block entry at the southeast corner of that site, across Thomas St.

The applicant also presented alternative tower design options for the site. One option included a rounded 'curled newspaper' as a foil to the historic landmark building. Other tower options includes a rectilinear expression, an extrusion of the Art Deco form, and an eroded version of the 'curled newspaper.' These various tower forms could be varied between the north and south blocks, to avoid a campus appearance and vary the tower forms in the two blocks.

An option for tower orientation on the south block included the southeast tower with the narrow side of the tower facing Fairview and Denny. The shadow studies indicated minimal difference between the two tower orientations.

The landscape plan included retention of all street trees and addition of street trees where there are existing gaps. Within the private park, all Exceptional trees would be retained, most of the other trees would be retained, and 16 trees would be added. The lighting plan would focus on evening safety and emphasize the plantings.

PUBLIC COMMENT

Comments offered at the 2nd EDG meeting included the following:

- Appreciated the proposed preservation of the time capsule and the use of the existing “Seattle Times employees only” sign in a way that shows that the park is open to the public.
- Appreciated the preservation of the Seattle Times private park, and the continued neighborhood amenity.
- Look to the recently completed Bell Street park/woonerf as an example for how to design John Street.
- The Land Use Code includes open space requirements for areas open to the sky, adjacent to the street, with minimum dimensions. The proposed design should meet that requirement.
- The passageways to the center of the blocks should be open to the sky. The additional height is compensation for the preservation of the private park. The open space areas should meet the Land Use Code requirements, in addition to the retention of the private park.
- The colonnades facing the south and west edges of the private park are a problem because they will be dark. These areas should be open to the sky.
- The south tower on the south block should be oriented with the narrow dimension facing Fairview Ave N. While the shadows aren’t appreciably different, the visual impact would be lessened to the neighbors across Fairview.
- The proposed departure for rooftop screening isn’t warranted and doesn’t enhance the design expression.
- The retail spaces should be carefully designed and marketed to ensure they are leased and not vacant.
- Questioned the project phasing.
 - The applicant responded that they may phase the construction permits, but development team hasn’t yet decided whether to phase, or how it might be phased.
- Questioned the tower separation and size.
 - The applicant clarified the towers as approximately 110’ wide with approximately 180’ spacing.
- The podium should be lowered and designed to preserve views from the east across the site.
- Questioned the size of the street trees on Fairview.
 - The applicant clarified that the proposed new street trees on Fairview Ave N would be approximately 4” diameter caliper at planting (about 20-25’ tall at the time of planting).

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

At the time of the First EDG meeting, the Board focused on providing preliminary guidance and postponed identifying the priority Design Guidelines to the Second EDG meeting. Applicable Design Guidelines are therefore identified in the Second EDG meeting guidance statements.

- 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.

SECOND EARLY DESIGN GUIDANCE July 16, 2014

- 1. Vehicle Circulation, Parking Access, and Streetscape Character.** The Board supported the proposed woonerf design of John Street and the parking access from Boren Ave N. The Board recommended that the street level spaces should be varied across the two blocks. (PL1-III, PL2-I, PL3-II, DC1-B, DC3-A, DC3-B)
- a. The Board was concerned that the proposed 20' roadway would be too narrow for two-way vehicle traffic, and suggested a 22' roadway. However, the Board acknowledged that the applicant is working with SDOT, and the Board will accept the minimum roadway width required by SDOT. (PL1-I, DC1-B)
 - b. Landscape design should be used to alert drivers and pedestrians to each others' presence at the driveway entries. (DC1-B)
 - c. The program and site/landscaping design should enhance the varied characters of the street level spaces, such as the woonerf, active pedestrian spaces, the private park, the north courtyard as a quiet designed space, etc. (DC1-A.2, DC3-A, DC3-B)
 - d. The Board observed that the historic landmark building could lack porosity to the John Street frontage. The Board therefore supported the intent for food trucks at John Street, since the activity could help to offset the lack of porosity in the landmark building. (PL1-I, PL3-II, DC1-A)
- 2. Mid-block Connections.** The mid-block connections should be designed to respond to adjacent destinations, draw users into the middle of the blocks, and maximize light and air in the mid-block connection.
- a. The Board preferred Massing Option 5C with the diagonal mid-block connection to the northeast corner of the north block. The Board noted that this connection leads to the Troy Laundry proposed mid-block connection across the street. This configuration also creates more pedestrian interest and may maximize pedestrian activity. The Board noted that while this option was based on preservation of the Seattle Time Production Building façade, it's a valid massing option response to context, separate from the preservation of that façade. (CS2-A, CS2-C, CS2-I, PL1-I-i)
 - b. The colonnade at the south and west edges of the park may create unnecessarily shadowed areas along the mid-block connection. This area should be designed to maximize light and air to the pedestrian areas. (CS1-A, CS1-B)

- c. The mid-block connection from John St to the north block provides an interesting vista, but the middle of the north block should be designed to provide a destination for pedestrians. The Board suggested a child play area, art feature, a bike corridor, or other focused use to draw people into the north block courtyard. (CS2-B, PL4-B, DC3-II)
 - d. The entry points to the mid-block passageways need to be designed to be strongly inviting to the public and encourage pedestrian use. (DC3-B)
 - e. The entry gates should be designed to relate to the design concept and pedestrian streetscape character. (DC2-D)
 - f. The design of the passageways where building areas above the mid-block connection, and the design of colonnades should be designed to be minimal, bright, inviting, interesting, and leading to a destination. Adjacent retail uses help with light and activation. The proposed building areas above the mid-block connections could be acceptable with a combination of design strategies. (CS2-I-iii, CS3-I, PL1-I, PL2-B, DC1-A)
- 3. Seattle Times Private Park.** Preserving the park is strongly supported, given the panorama to the historic landmark and the existing Exceptional Trees. (CS1-D, CS2-A, DC3-C)
- 4. Design Concept.** The towers should be differentiated within and across the blocks, at the base and the towers. (DC2-B, DC2-C, DC2-D, DC4-A)
- a. The Board supported the varied tower heights, and recommended that the podia should also be varied in height and design within and between the two blocks. The design of the various building elements should be both varied and harmonious. (CS2-C, CS3-I, CS3-II-i)
 - b. The tower above the landmark should be “special” and visibly different from the other three towers. The Board was hesitant about the concept with the extruded Art Deco expression, and suggested a more modern backdrop may be a better response to the landmark structure below. (CS3-II, DC2-B)
 - c. All towers should use solar control on the south and west facades. (CS1-B-3)
 - d. The tower expressions should be woven into the podium expression to relate to the street level experience and to visually ground the towers. (DC2-B, DC2-C, DC2-D)
 - e. The Board directed the applicant to study the possibility of integrating parts or all of the Seattle Times Production Building façade into the proposed design and program. The evolution of the preferred Fairview Ave N façade should be demonstrated at the Recommendation meeting. (CS2-A, CS2-C, CS3-II)
 - i. The Board acknowledged that the Seattle Times Production Building façade may be designated as a historic landmark. If that happens, then the Landmarks Preservation Board direction would override this particular Early Design Guidance item.
 - ii. If the façade is not designated as a historic landmark, then the Board noted that incorporating part or all of the Seattle Times Production Building façade could add texture, human scale, and a sense of place to the Fairview Ave N façade. The Board also encouraged efforts to create porosity along this façade. (CS2-A, CS3-I)

- iii. The Board noted that preserving the entire Seattle Times Production Building façade could result in a disconnect between the street facing façade and the sidewalk, and would create a design challenge in grounding the north block tower to the street level. (DC2-B)

- 5. Residential Units at Street Level.** The street level residential units should be designed to respond to the adjacent street conditions and provide usable residential stoops. (PL3-III)
- a. The distance between the Fairview curb edge and the residential units should be maximized, in order to separate residential units from the high traffic volumes and congestion. The proposed setback helps to respond to grade changes and traffic, but the Board recommended setting the residential units back a few more feet, in exchange for narrowing the north courtyard by a few feet. (PL3-III)
 - b. The overhang above the stoop should enhance the residential unit stoop relationship to the street. (DC3-B-4)
 - i. The Board appreciated the various studies of street level residential in the EDG presentation, but noted that the Vancouver examples don't include building overhang above the stoops, and Vancouver has strict street level design requirements for residential units at grade.

- 6. Natural Systems and Opportunities.** The design should integrate a Natural systems response to larger site and opportunities. (CS1-A, CS1-B, CS1-D)

DESIGN REVIEW GUIDELINES

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

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.

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-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-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.

South Lake Union Supplemental Guidance:

CS2-I Responding to Site Characteristics

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.

South Lake Union Supplemental Guidance:

CS3-I Height, Bulk, and Scale Compatibility

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-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.

PUBLIC LIFE

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-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-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.

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.

PL1-I-ii. Streetscape Amenities: Provide pedestrian-friendly streetscape amenities

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

PL1-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).

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

South Lake Union Supplemental Guidance:

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-B Planning Ahead for Bicyclists

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

DESIGN CONCEPT

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

DC1-A Arrangement of Interior Uses

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

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

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.

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-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-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-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.

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.

South Lake Union Supplemental Guidance:

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.

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.

DEVELOPMENT STANDARD DEPARTURES

At the time of the **SECOND** 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. Massing Options 5A and 5C show mid-block connections that don't connect the Avenues across the north block. This departure would not be required for the preferred massing option.

The Board indicated support for a departure from the direction of the mid-block connections, particularly the configuration shown in Massing Option 5A if it requires a departure.

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 and shading device on the southwest 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.5 and H.7):** For structures more than 85' tall, the Code allows elevator penthouses to project 25' above the height limit. The Code allows up to 65% rooftop coverage for screened mechanical equipment, providing all rooftop features are located at least 10' away from the roof edge.

The applicant proposes 35' tall elevator penthouses for options 4+, 5A, and 5C. The intent is to provide a 35' tall glazed screen wall that covers the entire rooftop. The glazed screen wall would completely screen all rooftop mechanical and penthouse areas. This may apply to all the towers.

The Board indicated possible support for the departure, depending on how the proposal better meets the intent of the Design Review Guidelines. The Board offered possible support for a rooftop design that creates an extraordinary design response to the Guidelines. The Board was concerned about the additional 10' height and the possibility of additional bulk at the upper building levels.

4. **Façade Requirements (SMC 23.48.014):** The Code requires that 15% of the lot shall be provided as usable open space at street level, with varied elevations permitted to accommodate a response to topography. The applicant proposes less than 15% open space on the South Block, excluding the Seattle Times private park area from both the lot size and the required open space.

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

BOARD DIRECTION

At the conclusion of the SECOND EARLY DESIGN GUIDANCE meeting, the Board recommended moving forward to MUP application.