



SECOND EARLY DESIGN GUIDANCE MEETING OF THE WEST DESIGN REVIEW BOARD

(page 1 updated 6/24/14; page 7, Item 3 updated 6/30/14; pp.16,ff. added 8/7/14)

Project Number: 3016543

Address: 1207 Westlake Ave N

Applicant: Weber Thompson for Holland Partners, LLC

Date of Meeting: Wednesday, August 06, 2014

Board Members Present: Kate Idziorek (Acting Chair)
Christine Harrington
Boyd Pickrell
Matt Rowe (Substitute)

Board Members Absent: Mindy Black (recused)
Janet Stephenson

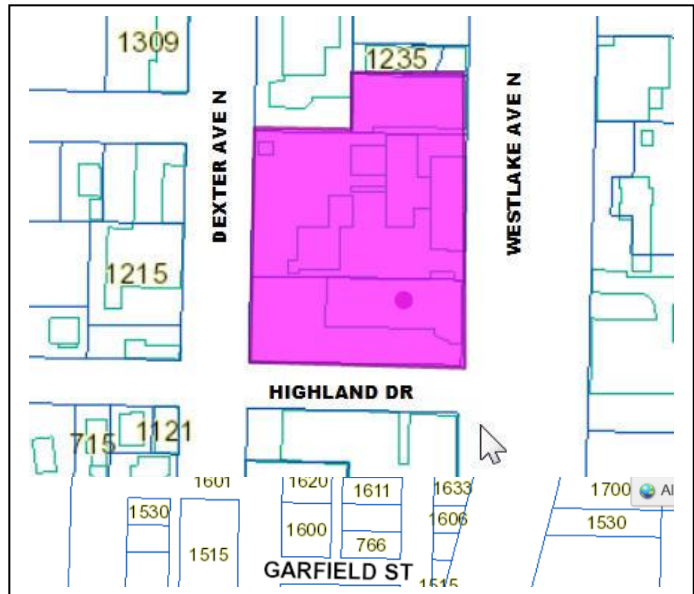
DPD Staff Present: Michael Dorcy

SITE & VICINITY

Site Zone: SM 85/65-125

Nearby Zones: (North) SM 85/65-125
(South) SM-85
(East) C2-40
(West) SM-85

Lot Area: 84,660 square feet



Current Development:

The existing site is a vacant fenced lot with remnant foundations from previously demolished structures. On-street parking is located on the section of Highland Drive immediately west of Westlake Ave N. The upper levels of the site include some mature vegetation, including three Exceptional Trees.

Surrounding Development and Neighborhood Character:

The site has street frontage on Dexter Ave N, Westlake Ave N, and Highland Drive. Highland Drive dead-ends between the east and west sites, due to the steep topography between Dexter and Westlake.

Dexter Ave is a bike corridor and recent improvements include a dedicated bike lane, with bus stops at islands between the bike lane and the vehicular lanes of travel. This street is also a busy north-south vehicle and transit corridor with large building masses lining the street frontage. Some older 1-2 story residential and commercial structures remain. This area of Dexter is dominated by larger office and more recently constructed large residential developments.

Westlake Ave N has fewer recent construction projects, although several sites nearby are proposed for development. Development on the west side of the street varies, ranging from early 20th century commercial to newer multi-story office and residential structures. Development on the east side of the street backs up to the shoreline of Lake Union, includes Lake Union Park, and is dominated by water dependent businesses. The busy traffic and lack of pedestrian amenities or pedestrian oriented retail results in limited pedestrian traffic on this street.

Both street frontages are near several sites that are proposed for development or currently under construction.

There are no east-west pedestrian access routes connecting Dexter Ave N and Westlake Ave N, between Galer St (approximately three blocks to the north) and Aloha St (approximately three blocks to the south).

Access:

The proposed development will take vehicular access from a curb cut at the lower portion of Highland Drive, with a second vehicular access via a shared driveway with the adjacent property.

Environmentally Critical Areas:

The site is mapped with Steep Slope Environmentally Critical Areas (ECAs) and Liquefaction Prone ECA. A Shoreline ECA is located over the northeast corner of the site.

PROJECT DESCRIPTION

The proposal is for two 6-story residential structures with a total of 413 units, above 1,400 square feet of ground floor retail and below grade parking for 270 vehicles.

EARLY DESIGN GUIDANCE June 4, 2014

The packet for the first Early Design Guidance meeting includes materials presented at the meeting, and is available online by entering the project number (3016543) 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 site, including a slope with approximately 35' of vertical difference between the east and west property lines. A shoreline overlay occupies the northeast corner of the site. The proposed massing has been developed to respond to the sloped site, avoid development in the shoreline overlay portion of the site, respond to the views of Lake Union to the east, and present strong architectural forms in response to the high site visibility.

Due to the size of the site and the location between two Avenues, a mid-block connection is required in an east-west direction.

The nearby context includes stepped massing, boxes with vertically aligned windows, uninterrupted rooflines, and symmetry. The consistency of this context indicates the need for a less repetitive architectural expression to create more variety in the neighborhood.

The applicant presented a massing option that showed the massing that might result from retention of the Exceptional Trees. The open space would be located in an inset area at the north property line and in a central courtyard, in order to maintain a development size comparable to the proposed development and retain the trees. The resulting mass would present increased building bulk at the site edges and locate the open space in areas that aren't as well connected to the street, so the applicant prefers a different massing option with removal of the trees.

Massing Option 1 showed a single building with a continuous wall at Dexter Ave N. The pedestrian path would be located at the north end of the site and would require an indirect path of travel, which might be confusing and discourage public use of the connection.

Massing Option 2 included a mid-block connection at approximately the center of the site, accessed via a breezeway through the building at Westlake Ave N.

Massing Option 3 showed two buildings separated by a mid-block connection near the south end of the site. The mid-block connection was not covered by building in any area, and provided a direct connection between Dexter Ave N to Westlake Ave N. The building would be set back at the mid-block entries at both street frontages to make the entrances welcoming and publicly obvious. The mid-block connection would be designed with a series of stairs and landings to respond to the large change in grade between east and west property lines. The stairs would be flanked by planters with residential patios beyond. The applicant noted that these planters may serve to treat storm water and may include flowing water and vertical vegetation. The lower portions of the mid-block connection would be flanked by residential amenities to activate the connection.

The applicant noted two aspects of the design that are different from the packets mailed to the Design Review Board: An additional 10' setback is proposed from the residential units on Westlake, and two-story units are proposed at Dexter Ave N.

The Westlake Ave N street frontage was shown with lobby uses on either side of the mid-block connection. The primary residential entries are proposed on either side of the mid-block connection entry at Westlake Ave N, with secondary lobbies on Dexter Ave N. One retail space is proposed at the southeast corner of the site. The applicant noted that in response to the potential for future street level retail on Westlake Ave N, all the street level residential units share the same slab, are level with grade, and have 13' minimum floor to ceiling heights. These strategies make it possible to easily convert the street level units to retail if the market changes.

Residential open space would be located in a courtyard and at roof decks.

The applicant explained that the intended design concept expresses asymmetry, to provide a counterpoint with nearby regimented symmetrical context and introduce more architectural diversity into the neighborhood. A "ribbon" element is proposed to unify the two buildings on the site, create a frame around the building articulation and larger massing forms, create open lighter areas of the façade, and create contrasting solid building edges with punched window appearances. On Dexter Ave N, the 'ribbon' is used to express more verticality than on Westlake Ave N. A solarium is proposed roof near the west façade, in order to break up the continuity of the roofline.

The applicant noted that the north end of the east façade is 'folded back' in response to the shoreline overlay area, resulting in a landscaped setback at that corner of the site. The setback would be landscaped with low height plantings such as ornamental grasses planted in a banding pattern to relate to the rooftop landscape plan patterns.

The landscape plan for the rest of the site includes larger 3.5" caliper street trees, along with landscaping at the upper edge of Highland Drive right of way. The stepped planters at the mid-block connection would be planted with vegetation to treat stormwater. The interior courtyard includes a 20' change in grade between upper and lower portions of the courtyard, so a planter wall may be used to separate the two levels. Roof decks are programmed to include more vegetation on the east portion of the site and more usable decking on the west portion of the site.

The applicant clarified that the mid-block connection location is a Type I decision made by the DPD zoning reviewer, rather than a Type II departure recommended from the Design Review Board. The applicant also noted there is a separate permitted MUP on the site south of Highland Drive.

PUBLIC COMMENT

- Concerned that views will be blocked from the west side of Dexter Ave N, across the site to Lake Union.
- Concerned about noise during construction.
- The street level residential windows on Dexter Ave N. should be larger to encourage flexibility for future retail use.
- The development to the south across Dexter is not a good example of materials near grade, since the cementitious panel is located at grade, adjacent to the sidewalk. This proposed development should include more durable materials near grade.
- The development to the south includes some entrances below grade.
- The proposed development should include more landscaping.

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.

EARLY DESIGN GUIDANCE June 4, 2014

- 1. Pedestrian Through-Block Connection.** Additional massing option(s) should be provided at a Second EDG meeting, with at least one option showing a mid-block connection adjacent to the Highland Drive public right of way and potential modulation to reduce the resulting increased bulk on the north portion of the property.
 - a. This site presents an interesting opportunity for pedestrians, given the lack of other east-west connections in the area. While the Land Use Code requires a mid-block connection to be located 100' from a public right of way, that likely anticipates pedestrian connections via the nearest public right of way. The nearby context offers no east-west pedestrian connections for a six block stretch, with this property located in the middle of that six block length. The applicant is already requesting a Type I zoning decision to reduce the distance from the public right of way, so the Board

- would like to see another option with the connection adjacent to the public right of way. (CS2-B, CS2-I, PL1-B, PL1-I, PL1-III, PL3-A)
- b. The Board discussed possible advantages of a mid-block connection at the south edge of the site:
 - i. Minimal shadows from adjacent buildings; (CS2-I-ii)
 - ii. Better view opportunities to Lake Union, since it would align with the public right of way locations; (CS2-I-I, DC3-III)
 - iii. Likely to appear more public than private. The preferred option gives the appearance of a private connection across the site; (PL1-B, PL1-I-i)
 - iv. A connection adjacent to the public right of way may be able to be open to the public 24/7, instead of closed in evening hours; and (CS2-B, PL1-I-i)
 - v. A more direct route between the crosswalk at Dexter Ave N and the bus stop at Westlake Ave N, as shown on page 42 of the EDG packet. (CS2-B, PL1-B, PL4-A, PL4-C)
 - c. The Board acknowledged potential challenges of a south edge mid-block connection could include:
 - i. A difficult design transition between the pedestrian stair and the driveway entrance below; (PL2-B)
 - ii. Increased bulk and scale over the northern portion of the site, although there may be other ways to reduce the appearance of bulk and scale such as deep modulation near the center of the site; and (CS2-D, CS2-II-ii, CS3-I-i)
 - iii. Potentially reduced transparency on the south edge, given the need for privacy for residential units near the grade of the mid-block connection. (PL3-B)
 - d. The Board recommended that if the walkway stays in the current location, the design of the entire connection should appear public rather than private. (PL1-I)
 - e. The edges of the mid-block connection should be designed with pedestrian amenities, and strategies to relate to human scale. (PL1-B, PL1-I, PL1-III)
 - i. The Board noted that a challenge will be the design of the proposed stormwater treatment planters and other Green Stormwater Infrastructure strategies. Required designs of stormwater planters may make it difficult to see plants that are set down within tall stormwater planters. The edges of the planters should be treated for human scale and pedestrian comfort. DC3-C-2, DC3-II)
 - ii. Landscaping, street furniture, and amenities such as a bike runnel should be located adjacent to the pedestrian experience in the mid-block connection. (PL4-B, DC3-II)
 - iii. The entries to the mid-block connection should be designed to respond to the adjacent transportation conditions. For example, the response could include a bike repair station to respond to the bicycle route on Dexter and amenities to enhance the bus stop on Westlake. (PL4-A, PL4-B, PL4-C)
 - iv. The Board supported the broader intent for human scale, pedestrian comfort, and landscaping in the mid-block connection, as described in the EDG meeting. (PL2-B, PL2-I, DC3-C-2, DC3-II)

- 2. Massing and Design Concept.** The Board offered preliminary support for the overall massing scheme, with more development of the massing on Dexter and further development of the architectural concept in the two buildings. Additional guidance will be provided after the Board reviews the additional massing option(s) with the mid-block connection at the south edge.
- a. The Board supported the asymmetrical massing across the site and the “ribbon” concept to express the asymmetry. The Board noted that more color than the conceptual sketches show is supported. (CS3-II, DC2-I, DC2-B, DC2-C, DC2-D, DC4-A)
 - b. The two buildings should be designed to be more distinct from each other. The Board noted that a consistent design theme across the site is acceptable, but the two buildings should be visibly different. (CS3-I, DC2-B, DC2-D)
 - c. The Board noted that the two different expressions on Westlake are more successful in creating a contrast between the buildings. The Board would like to see more evolution and create more contrast with the ribbon to create unity across the site. (DC2-B, DC2-D)
 - d. The Board supported the varied rooflines to help to reduce the mass and scale, the use of the solarium and ribbon in expressing the architectural concept, and the initial sketches of the Westlake Ave N facades. (DC2-I, DC2-B, DC2-D)
 - e. The Dexter Ave N edge of the site should include steps in the building mass for both buildings. The Board noted that the additional massing moves should relate to the larger site and program, and express the architectural concept. (CS2-II-ii, PL3-A, DC1-A, DC2-A)
 - i. For example, if the mid-block connection location is retained in the preferred location, the north building should step down adjacent to the connection entrance at Dexter Ave N, in order to better express the solarium and ribbon to residential entry.
 - f. The street level at Dexter should include more massing variation. The moves should relate to the architectural forms and expressions in the upper levels of the Dexter Ave N façade. (CS3-I, DC1-A, DC2-B)
 - g. The building program at Dexter Ave N should relate to the massing and to the location of proposed outdoor spaces. (PL3-A, DC1-A, DC2-A, DC2-I)
 - i. For example, the residential lobby should be near the Dexter Ave N mid-block entry, similar to the residential entries flanking the Westlake Ave N mid-block entry. The north building could step down to the mid-block entry and also signify the north building entry at that location.
- 3. Exceptional Trees.** The Board was interested in seeing and analysis of how the preferred massing option is the best response to the Design Review Guidelines, including consideration of the site planning response to existing vegetation and exceptional tree(s). A massing option including preservation of the exceptional tree(s) should be provided at the second EDG meeting. (CS2-D, DC2-A)
- 4. Street Level Development.** The Board supported additional retail uses at the street level, and directed the applicant to design the street level residential spaces for flexibility for future retail use.

- a. The Board acknowledged that design review can't require a different building program, but additional retail seems to be a more functional and preferred response to the large number of future patrons who will reside in this site and nearby developments. (PL3-I, DC1-A)
- b. If street level residential uses are pursued, the design of these spaces should be maximized to provide flexibility for future retail uses. Potential strategies include storefront windows, permanent durable materials conducive to commercial street level activity, moveable planters and railings between the units and the sidewalk, commercial scale canopies and light fixtures, and opportunities for tenant signage on the buildings or canopies. (PL2-I, PL3-B, PL3-III, DC1-A)
- c. The Board discussed whether some of the street level units should be designed with a more deliberate residential scale and treatment. The Board directed the applicant to design the street level spaces to respond to the massing and architectural moves in the upper levels, with most of the street level spaces designed for flexible future retail use. If the overall design composition results in a small portion of the streetscape that presents a more residential expression, that will be an acceptable response to EDG. (PL3-III, DC1-A, DC2-B)
- d. The Board supported the proposed 10' street level setback and noted 10' is a minimal buffer from the busy traffic context at Dexter Ave N. The Board strongly advised that the applicant consider an even greater setback at the ground level for residential units at grade. A street level condition that was recessed into the site, with building overhangs above would be acceptable. (PL3-B, PL3-III)
- e. The northeast shoreline overlay and related building setback should be intentionally designed in response to the program and context. (PL1-II, DC3-II, DC3-III, DC3-C-2)
 - i. The Board suggested the area could be designed with planting to respond to the nearby Lake Union Park landscaping, could be paved with an interesting paving treatment to encourage future retail use of the street level spaces, or could include some other intentional design move.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

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-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-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.

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-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.

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-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.

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.

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-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.

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-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-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.

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-C Design

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.

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.

DEVELOPMENT STANDARD DEPARTURE

At the time of the Early Design Guidance meeting, the following departure was requested:

1. **Permitted Setbacks From Street Lot Lines (SMC 23.48.014.3.B):** The Code allows maximum 12' setbacks from street lot lines. The applicant proposes to set back more than 12' along Dexter Ave N in order to allow for more landscaping and buffer between the sidewalk and the street level residential units, and to allow for a 95' deep courtyard at Westlake Ave N.

The Board indicated preliminary support for the departure provided the hillclimb entries are designed to maximize public appearance of the connection and the design includes a more purposeful landscape design of the shoreline setback area.

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.

EARLY DESIGN GUIDANCE August 6, 2014

EXCEPTIONAL TREES As the first item in its presentation the Design Team addressed the question of design of a project that would allow for retention of three trees (#82,92 and 96 on the site survey), identified according to the City's criteria as "Exceptional" trees, two near the middle and one at the southwest corner of the development site. It was noted that according to the certified arborist's report none of the three trees were rated above "low" quality, that attempts to preserve the trees would significantly reduce development potential on site (without commensurate prospects for tree longevity), and that there were no Code departures which would appreciably increase the development potential loss due to tree retention. In lieu of retaining the trees in question, the project would propose replacing the trees with large caliper trees at other locations on site.

During its deliberation, the Board unanimously recommended removal of the subject trees and their replacement as proposed as part of a landscape plan that would accompany full-site development.

BOARD'S ALTERNATIVE AND APPLICANT'S PREFERRED MASSING At the conclusion of the first Early Design Guidance meeting, the Board had requested that the proposal be returned for a second meeting, at which the applicant would explore, compare and contrast the design merits of the preferred massing option, albeit with some refinements, with a proposal that would locate a pedestrian pathway adjacent to the Highland Drive right-of-way. The preferred massing option had been for the pathway to be located further to the north, separating the proposed structure into two masses.

Each scheme was presented with shadow studies, view analyses through the prospective paths, and a tabulation and evaluation of how well the alternatives met the intentions of the Design Guidelines singled out for priority application to the project.

The packet for the second Early Design Guidance meeting includes materials presented at the meeting, and is available online by entering the project number (3016543) 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

After hearing the presentation, clarifying aspects of the proposal, the Board heard from one member of the public who reminded the applicants and Board members not to neglect the guidance from the first EDG meeting, especially as it related to quality of materials. Solicitude in this regard was singled out in particular for the Dexter Avenue N. façades. The Board then weighed and deliberated the main question before them—the location of the midblock connection. There were advantages to be had from the co-location of the public pathway along the Highland Drive right-of-way—access to sunlight, for instance and diminished effect of shadows, as well as the immediacy of the alignment of existing street crosswalks. The Board was agreed, however, that the applicants' preferred scheme was indeed demonstrably preferable in the way it broke up the overall massing of the proposal and fortuitously allowed and encouraged, even necessitated, an asymmetrical treatment of the frontages along the two north/south rights-of-way.

The Board acknowledged the spatial generosity afforded the through-block pathway in their preferred scheme and the erosions of the corners of the north building, especially on the Westlake side. These erosions, working in consort with appropriate internal uses could function to draw pedestrians into the space of the passageway. Nonetheless, it was the Board's consensus that the success of the pedestrian draw into that space would depend upon several factors, including the interface of pathway and landscaping and the facades of the two structures that comprised the walls of the passageway. The interaction of proposed retail spaces and amenity spaces with the passageway would also be of vital importance. Was there a way, for instance, to establish a better relationship between retail, amenity, and lobby spaces in the southeast corner of the south building that could more effectively engage both the streets and the pathway? Engagement was equally critical for the pathway opening at Dexter Avenue N. where the long-established heightened use as a bike corridor on this street called out for some kind of a bicycle relationship to the corners of the two buildings and the pathway, a challenge seemingly in need of some kind of response. Interestingly, the graphics that were presented illustrated a lure into the passageway primarily in the uphill direction, from Westlake rather than Dexter.

There was some discussion by the Board of the gates at the top and bottom of the pathway. They agreed should not be perceived as heavy. While acknowledging that the passageway would need to be closed for the night, the Board was concerned that when closed they be attractive and invite viewing through the pathway. When open they should be as unobtrusive as possible.

Finally, the Board noted that approval of the two-building massing scheme should not be taken as an excuse to neglect the south façade of the south building. Although a challenge to design, the south-facing façade still needed to engage the Highland Drive right-of-way in a meaningful way.

BOARD DIRECTION

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

H:dorcm/des rev/docs