City of Seattle

Department of Planning & Development
D. M. Sugimura, Director

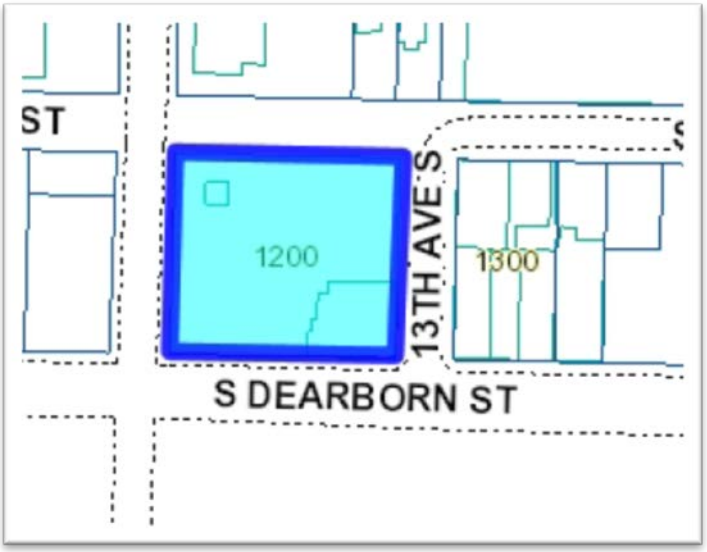
DESIGN REVIEW

RECOMMENDATION OF THE
SOUTHEAST DESIGN REVIEW BOARD

Project Number:	3017092
Address:	1200 South Dearborn Street
Applicant:	Kathryn Jerkovich of BCRA Design
Date of Meeting:	Tuesday, January 27, 2015
Board Members Present:	Stephen Yamada-Heidner (Chair) Drew Hicks Amoreena Miller David Sauvion
Board Members Absent:	Julian Weber
DPD Staff Present:	Carly Guillory

SITE & VICINITY

Site Zone:	DMC 85/65-150
Nearby Zones:	(North) DMC 85/65-150 (South) IC-65 (East) DMC 85/65-150 (West) DMC 85/65-150
Lot Area:	58,341 square feet



Current Development:

The subject site includes one 9,673 square foot commercial structure and one communication utility tower. Surface parking for the commercial structure is located off 13th Avenue South. All existing structures are proposed for demolition. The communication utility tower is to remain.

Surrounding Development and Neighborhood Character:

The development immediately surrounding the project site generally consists of one-story commercial structures with surface parking, and open or vacant space. To the south of the site is the *Mountains to Sound Greenway*, and Interstate 90 beyond.

Access:

Access to the subject site is currently from 13th Avenue South. The preferred design concept proposes vehicular access from both 13th Avenue South and South Dearborn Street, with the main pedestrian entrance on South Dearborn Street.

Environmentally Critical Areas:

Steep slope, potential slide area, known slide area

PROJECT DESCRIPTION

The proposal is for a six story commercial structure containing public storage units, retail space, one residential unit, and 19 vehicular parking spaces. The existing 9,673 square foot structure on site is proposed for demolition.

FIRST EARLY DESIGN GUIDANCE June 10, 2014 and

SECOND EARLY DESIGN GUIDANCE July 22, 2014

The packet includes materials presented at the meeting, and is available online by entering the project number (3017092) 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 Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

At the first Early Design Guidance Meeting, the architect presented three design concepts. All concepts propose retail along South Dearborn Street, and vehicular access from South Dearborn Street and 13th Avenue South.

Concept A proposes a massing option that flanks both South Dearborn Street and 13th Avenue South. A central tower component located on South Dearborn Street identifies the retail component and pedestrian entrance. Vehicular access is proposed from South Dearborn Street at the west end of the structure, and on 13th Avenue South midblock.

Concept B proposes two towers along the frontage of South Dearborn Street. The towers provide a type of bookend for the massing, with the retail component at the corner of South Dearborn Street and 13th Avenue South. Vehicular access is proposed at a similar location as Concept A, with access from both streets.

Concept C, the preferred option, features one tower, emphasizing the corner of South Dearborn Street and 13th Avenue South. The location of the retail is mid structure on South Dearborn Street, articulated by modulation mimicking the geometry of the corner tower. Vehicular access is again provided on both South Dearborn Street and 13th Avenue South.

At the second Early Design Guidance Meeting, the architect presented information in response to the guidance from the first Early Design Guidance Meeting.

A revised Concept C was presented, showcasing simple forms, durable materials, additional modulation and transparency, and a tower element at the corner. The main pedestrian entrance was located mid site on South Dearborn Street. One vehicular access was proposed on South Dearborn Street, and one on 13th Avenue South.

New Concept D adjusted its front façade presence from the corner to South Dearborn Street. The entrance was highlighted with modulation emphasizing horizontal forms. Relief is provided at the corner, lending itself to enhancement of the street level pedestrian environment. The main pedestrian entrance was located mid site on South Dearborn Street. One vehicular access was proposed on South Dearborn Street, and one on 13th Avenue South.

Concept E, the preferred concept, proposed simple forms, a corner emphasized with glazing, and horizontal modulations and transparency. A *floating* element is proposed along the second to fifth floors of the south and east facades, and projects two to five feet. The main pedestrian entrance was located mid site on South Dearborn Street. One vehicular access was proposed on South Dearborn Street, and one on 13th Avenue South.

PUBLIC COMMENT

The following comments were expressed at the First Early Design Guidance meeting:

- Concerned about the vehicular access on South Dearborn Street, and the interaction between the vehicle and pedestrian.
- Encouraged further modulation of the structure, especially above 35 feet.
- Suggested further articulation of all façades.
- Suggested articulation of the building along South Dearborn Street to respond to the pedestrian scale.
- Encouraged respect for the architectural character of the area.

The following comments were expressed at the Second Early Design Guidance meeting:

- Suggested giving further thought to roof elements and screening; a green roof element would be a nice addition.
- Supported the weather protection along South Dearborn Street.
- Concerned about signage, suggested subdued colors.
- Supported simple shapes and forms.
- Supported the retail use along South Dearborn Street.
- Encouraged awareness of the neighborhood context and existing and future neighborhood characteristics, specifically to the west.

RECOMMENDATION January 27, 2015

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DESIGN DEVELOPMENT

In response to the Early Design Guidance (EDG), the applicant described how the design concept for the preferred scheme had been further developed. The applicant specifically addressed the south façade, colors and materials, and streetscape.

The south elevation was modified to include additional articulation, color, material, and signage. The use of signage and change in color, material, and plane demarcate the vehicular entrance. Colors and materials proposed include orange, plum, cast-in-place concrete, metal panel, khaki split-face concrete masonry units, and aluminum storefront windows. The South Dearborn Street streetscape consisted of 15-foot sidewalks, street trees, canopies, awnings, lighting, façade transparency, and pedestrian access to the retail space.

PUBLIC COMMENT

No comments were received at the Recommendation meeting.

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 June 10, 2014

SECOND EARLY DESIGN GUIDANCE July 22, 2014

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

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

CS1-C Topography

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

CS1-D Plants and Habitat

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

At the first Early Design Guidance Meeting, the Board requested additional information regarding the intention of treatment of the open space on site. The Board identified this area as an opportunity to incorporate on-site landscaping elements.

At the second Early Design Guidance Meeting, the Board supported the conceptual landscape plan, and suggested exploration of adding a green roof element. Further refinement and

additions of landscaping along South Dearborn Street was recommended. The Board requested a landscape plan be presented at the Recommendation Meeting.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

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

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-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.

At the first Early Design Guidance Meeting, the Board recommended the use of material, modulation, and/or setbacks to break up the long façade along South Dearborn Street and better respond to the public realm.

At the second Early Design Guidance Meeting, the Board supported the simple forms of preferred Concept E and the vertical relief and modulations of Concept D. In summary, the Board supported Concept E, and recommended adding vertical elements along South Dearborn Street and 13th Avenue South. These vertical elements and modulations were encouraged to contain glazing. The Board also requested all right-of-way improvement dimensions be included in the Recommendation Meeting packet.

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.

At the first Early Design Guidance Meeting, the Board noted that the adjacent 12th Avenue South Bridge to the west provides a prominent presence in the area, and recommended the project further respond to the height, bulk, and scale of adjacent development. The Board

requested to see section drawing illustrating the relationship of the building to the 12th Avenue South Bridge at the Second Early Design Guidance Meeting.

At the second Early Design Guidance Meeting, the Board reviewed the context analysis of the bridge and the structure (page 31), and agreed that the size of the structure is in keeping with the neighborhood context of existing structures and projected future development to the west. The Board requested that the following be presented at the Recommendation Meeting: a north-south section drawing of the west wing of the structure, including the adjacent communication utility tower.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

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

At the first Early Design Guidance Meeting, the Board noted the evolving nature of the neighborhood, and felt the architectural relationship between the 12th Avenue South Bridge to the west and the *Goodwill* building to the west and the proposed building should be explored further.

At the second Early Design Guidance Meeting, the Board discussed the evolving nature of the neighborhood, and agreed that potential future development to the west suggests structures and uses similar to preferred Concept E. The Board encouraged development of a design that is compatible with projected future development to the west.

PUBLIC LIFE

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

PL2-A Accessibility

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

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

At the first Early Design Guidance Meeting, the Board agreed that ensuring eyes on the street will create a safe environment and natural surveillance. To achieve this, the Board recommended façade transparency on the ground level at the retail space.

At the second Early Design Guidance Meeting, the Board supported glazing at the ground level façade with the retail at the center along South Dearborn Street. The Board expects to see a lighting plan at the Recommendation Meeting.

PL2-C Weather Protection

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

At the first Early Design Guidance Meeting, the Board recommended the addition of weather protection at ground level where possible.

At the second Early Design Guidance Meeting, the Board supported the concept of weather protection along South Dearborn Street and 13th Avenue South. The Board requested the presentation of exterior materials at the Recommendation Meeting.

PL2-D Wayfinding

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

At the second Early Design Guidance Meeting, the Board discussed the importance of signage and wayfinding, and requested the presentation of a signage plan at the Recommendation Meeting.

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.

At the first Early Design Guidance Meeting, the Board agreed that Concept B provides the optimal location for the retail pedestrian entry and two towers. The Board found that the entry and tower creates an identifiable and distinctive entry and architectural feature.

At the second Early Design Guidance Meeting, the Board supported the location of the retail along South Dearborn Street and the vertical glazing element at the corner. Glazing along the street level façade is also encouraged. The Board recommended consideration of supplementing the South Dearborn Street façade with additional vertical elements such as glazing.

PL3-C Retail Edges

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

At the first Early Design Guidance Meeting, the Board discussed placement of the retail component, and recommended the design maximize visibility into the building interior to enhance street-level interaction.

At the second Early Design Guidance Meeting, the Board discussed the street level transparency, location of the retail along South Dearborn Street, and the active display element at the corner. Active display was used to describe the vertical corner element: the glazing and transparency will allow a visual connection to the interior of the space that will communicate forms and uses. This display area will be lit at night. The Board supported these elements, and recommended consideration of adding more active display elements along South Dearborn Street and/or 13th Avenue South. The Board requested floor plans to illustrate the uses and forms that will be translated at the exterior.

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.

At the first Early Design Guidance Meeting, the Board agreed that Concept B proposes the ideal location for the retail and pedestrian entry, and recommended it be visible and identifiable.

At the second Early Design Guidance Meeting, the Board agreed that the location of the retail proposed in Concept E is ideal, and supported the transparency and glazing along the street front.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

At the first Early Design Guidance Meeting, the Board acknowledged that the programming of the structure compels the design to include of two vehicular access points, and recommended the incorporation of design elements to minimize conflict between vehicles and non-motorists.

At the second Early Design Guidance Meeting, the Board requested exterior materials be presented at the Recommendation Meeting.

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.

At the first Early Design Guidance Meeting, the Board requested additional massing study and options to better respond to the site characteristics and uses.

At the second Early Design Guidance Meeting, the Board discussed the use of modulation and projections to contribute to the reduction of the perceived mass of the building. The Board liked the projections and relief proposed in Concept D, and recommended a similar consideration be applied to Concept E such that the corner element is further articulated. Suggestions offered include further projecting the horizontal *floating* elements, adding vertical elements within the *floating* element, and/or using accentuated awning forms at the corner.

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.

At the first Early Design Guidance Meeting, the Board requested additional study and development of the rooftop elements as the roof will be visible from the 12th Avenue South Bridge to the west. The Board requested a schematic view of the proposed structure from the 12th Avenue South Bridge.

At the second Early Design Guidance Meeting, the Board appreciated the additional information supplied by the applicant, and discussed the importance of the treatment of the roof. The Board suggested screening or other treatment, and requested further refinement of the roof. The Board asked that a roof plan be presented at the Recommendation Meeting. Perspectives from the 12th Avenue South Bridge, and access to/from the roof shall also be presented.

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.

At the first Early Design Guidance Meeting, the Board recommended articulation and other design solutions to provide attractive facades and avoid large blank walls.

At the second Early Design Guidance Meeting, the Board supported Concept E's simple shapes, transparent corner element, horizontal glazing at the top, and *floating* element between floors two and five. The Board recommended consideration of including additional vertical elements (similar to Concept D) within the *floating* portion of the façade to provider further relief of the perceived mass and blank walls.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept.

At the first Early Design Guidance Meeting, the Board recommended the use of materials and texture to enhance the pedestrian experience along South Dearborn Street. The Board requested additional information regarding the relationship between the structure and the pedestrian realm on 13th Avenue South.

At the second Early Design Guidance Meeting, the Board discussed the treatment of the street level façade along South Dearborn Street, and recommended the use of glazing, awnings, weather protection, and/or texture to enhance the pedestrian experience and create human scale. The Board requested exterior materials be presented at the Recommendation Meeting.

DC2-E Form and Function

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

At the first Early Design Guidance Meeting, the Board recommended the use of exterior material changes, articulation, or other design components translate the interior uses (retail, storage, and residential) to the exterior.

At the second Early Design Guidance Meeting, the Board discussed the residential unit, and agreed that its use is accessory, and its translation to the exterior is inconsequential. The active display described for the corner element was supported, and the Board recommended consideration of adding other opportunities for active display along South Dearborn Street

and/or 13th Avenue South. The Board requested that floor plans be presented at the Recommendation Meeting to illustrate the relationship between the interior and the active display elements at the exterior.

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.

At the first Early Design Guidance Meeting, the Board requested the use of durable materials that enhance the pedestrian experience along the street frontages.

At the second Early Design Guidance Meeting, the Board supported the use of durable materials to enhance the pedestrian experience along the street frontages. The Board requested that exterior materials be presented at the Recommendation Meeting.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

At the first Early Design Guidance Meeting, the Board requested additional information regarding proposed signage, and made note of the scale of signage shown.

At the second Early Design Guidance Meeting, the Board discussed the influence of signage, and requested that a signage plan be presented at the Recommendation Meeting.

DC4-C Lighting

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

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

At the first Early Design Guidance Meeting, the Board requested a lighting study be provided at the Recommendation Meeting.

At the second Early Design Guidance Meeting, the Board requested a lighting study be provided at the Recommendation Meeting.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

At the first Early Design Guidance Meeting, the Board recommended the use of landscaping on-site to provide visual depth and interest which will enhance the open space. The Board asked for a conceptual landscape plan at the Second Early Design Guidance Meeting.

At the second Early Design Guidance Meeting, the Board discussed the conceptual landscape plan and street trees. The Board agreed that there may be opportunity along South Dearborn Street to include landscaping in addition to the street trees, and recommended further consideration and refinement. The Board requested a landscape plan be presented at the Recommendation Meeting. This landscape plan shall include all required right-of-way dimensions for South Dearborn Street and 13th Avenue South. Additionally, the Board discussed the importance of the treatment of the roof, and suggested consideration of a green roof element.

RECOMMENDATION (JANUARY 27, 2015)

1. **Architectural Concept**. The Board agreed the roof will be highly visible from the 12th Avenue South Bridge and should be treated considering the composition and architectural expression of the building as a whole. All facades should be attractive and well-proportioned. (DC2-B, DC4-A)
    a. The Board recommended a condition to change the color of the roof from white to a color that is compatible with the proposed color palette identified in the Recommendation packet (DC2-B, DC4-A).
    b. The Board recommended a condition to change the color of the mechanical equipment screening from white to a color that is compatible with the proposed color palette identified in the Recommendation packet (DC2-B, DC4-A).
    c. The Board recommended a condition to screen the rooftop mechanical equipment should be screened with materials compatible with the proposed color and material palette identified in the Recommendation packet. Screening from view of 12th Avenue South and 13th Avenue South was of particular concern. (DC2-B, DC4-A)
    d. The Board agreed a condition that the letter signage appeared out of scale with the structure, and should be reduced in size. The Board recommended that the reduction of the letter signage on the east, west, and south facades should be more compatible with the scale and proportion of the structure. The Board supported the blade and canopy signs. (DC2-C, DC2-D, DC4-B)
    e. The proposed color palette was discussed. While the Board was sensitive to the concept of corporate colors, they encouraged consideration of using a subdued version of the color palette in response to nearby context. (CS2-B, DC2-B , DC4-A)

2. **Streetscape: South Dearborn Street**. The Board stated this is an evolving neighborhood where architectural character is in transition, and the project should contribute to the establishment of a positive and desirable context for others to build upon in the future. (CS2-D, CS3-A)
    a. South Dearborn Street is a Class II pedestrian street, and the Board noted that the project should contribute to a positive and safe pedestrian experience. The Board encouraged adding landscaping in the right-of-way along the curb, similar to the landscaping on 13th Avenue South, to enhance pedestrian safety and experience. (CS2-B, DC2-D, DC4-D)
    b. The Board supported the retail entrance in the proposed location, mid-site on South Dearborn Street, and suggested that the canopies at the pedestrian entrance be tipped up to further identify the entrance. (CS2-C, PL2-C, PL3-A, DC1-A)
    c. The Board supported the locations of the vehicular entrances on South Dearborn Street and 13th Avenue South (DC1-B, DC1-C).

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-C Topography

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

CS1-D Plants and Habitat

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

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

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

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

CS2-B Adjacent Sites, Streets, and Open Spaces

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

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-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.

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.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

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

PUBLIC LIFE

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

PL2-A Accessibility

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

PL2-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-C Weather Protection

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

PL2-D Wayfinding

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

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-C Retail Edges

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

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-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept.

DC2-E Form and Function

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

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DC4-C Lighting

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

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

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Recommendation meeting, the following departures were requested:

1. **Overhead Weather Protection and Lighting (SMC 23.49.018)**: The Code requires continuous overhead weather protection along the entire street frontage of a lot (except for those portions of the structure façade that are driveways into the structure). The applicant proposes to break the overhead weather protection on South Dearborn Street and 13th Avenue South, to provide elements of modulation and articulation along the façade. Overhead weather protection provided at the vehicle entrances and at the southeast corner is of a different style (tipped up, rather than horizontal to the façade).

At the Recommendation meeting, the Board unanimously recommended that DPD grant the departure. The Board indicated that the relief and articulation provided by the variety of overhead weather protection worked to identify the entries, reduce the perceived mass of the structure, and create human scale at the ground level. (PL3-A, DC2-A, DC2-D).

2. **Façade Setback Limits – South Dearborn Street (SMC 23.49.056.B.1.b.)**: The Code requires facades between 15 feet and the maximum height permitted, to be located within two-feet of the street lot line. The applicant proposes to increase this setback to 2.8-feet at the southeast corner on South Dearborn Street and 13th Avenue South to accommodate the tower feature.

At the Recommendation meeting, the Board unanimously recommended that DPD grant the departure. The Board indicated that this corner site requires careful detailing due to its high visibility from two or more streets, and agreed the increased setback for the tower feature creates an identifiable and distinctive architectural feature. (CS2-C, PL2-B, DC2-B)

3. **Façade Setback Limits –South Dearborn Street (SMC 23.49.056.B.1.b.2.b.iii.)**: The code requires facades between 15 feet and 35-feet, to be located within two-feet of the street lot line. A greater setback is permitted if no wider than 20-feet in length, measured parallel to the street lot line. The applicant proposes the setback for a length of 50-feet at the southeast to accommodate the tower feature.

At the Recommendation meeting, the Board unanimously recommended that DPD grant the departure. The Board indicated that this corner site requires careful detailing due to its high visibility from two or more streets, and agreed the length of the setback contributes to the creation of the tower feature as an identifiable and distinctive architectural feature. (CS2-C, PL2-B, DC2-B)

4. **Façade Setback Limits –13th Avenue South (SMC 23.49.056.B.2.d.)**: The code requires facades between 15 feet and 35-feet, to be located within two-feet of the street lot line. A greater setback is permitted if no wider than 20-feet in length, measured parallel to the street lot line. The applicant proposes the setback for a length of 50-feet at the southeast corner to accommodate the tower feature.

At the Recommendation meeting, the Board unanimously recommended that DPD grant the departure. The Board indicated that this corner site requires careful detailing due to its high visibility from two or more streets, and agreed the length of the setback contributes to the creation of the tower feature as an identifiable and distinctive architectural feature. (CS2-C, PL2-B, DC2-B)

5. **Façade Setback Limits – 12th Avenue South Bridge (SMC 23.49.056)**: The code requires facades between 15 feet and 35-feet, to be located within two-feet of the street lot line. The applicant proposes to increase this setback to 23.25-feet to avoid interference with the 12th Avenue South Bridge deck and the existing cell tower on site.

At the Recommendation meeting, the Board unanimously recommended that DPD grant the departure. The Board indicated that the structure does not make a physical connection to the 12th Avenue South Bridge that would necessitate a strong street edge. The Board agreed that the size of the structure is in keeping with the neighborhood context of existing structures and projected future development to the west. (CS2-D, CS3-A, DC2-B)

6. **Façade Transparency – 12th Avenue South Elevation (SMC 23.49.056.C.):** The Code requires that facades facing a Class II pedestrian street have a minimum of 30% transparency. The applicant proposes to reduce this requirement to zero along the west façade facing 12th Avenue South Bridge as it does not make a connection to the street, and is partially blocked from view.

At the Recommendation meeting, the Board unanimously recommended that DPD grant the departure. The Board indicated that due to the slope of the site, the adjacent 12th Avenue South Bridge, and the existing cell tower on site, façade transparency was not practical on the west elevation. The structure is setback 23.25-feet from the bridge, is inaccessible, and is partially blocked from view. The proposed design is a better response to the site and adjacent conditions. (CS1-C, CS2-A, DC2-B)

7. **Blank Façade Limits – 13th Avenue South Façade (SMC 23.49.056.D.3.)**: The Code requires that blank façade segments on Class II pedestrian streets be no more than 30-feet wide, and not exceed 70% of the street façade of the structure. The applicant proposes zero transparency along the north half of the east façade along 13th Avenue South due to the slope of the site.

At the Recommendation meeting, the Board unanimously recommended that DPD grant the departure. The Board indicated that the slope and interior use of the structure discourage transparency along the north half of the east façade. The Board supported the design of the streetscape and the east façade without the transparency. The Board agreed that the landscaping, materials, overhead weather protection, lighting, and structure modulation enhance the pedestrian experience and contribute to an attractive and well-proportioned facade. (CS2-A, CS2-C, PL2-C, DC2-B, DC2-C)

8. **Blank Façade Limits – 12th Avenue South Façade (SMC 23.49.056.D.3.):** The Code requires that blank façade segments on Class II pedestrian streets be no more than 30-feet wide, and not exceed 70% of the street façade of the structure. The applicant proposes zero transparency along the west elevation facing the 12th Avenue South Bridge due to the slope of the site, lack of access, and poor visibility.

At the Recommendation meeting, the Board unanimously recommended that DPD grant the departure. The Board indicated that due to the slope of the site, the adjacent 12th Avenue South Bridge, and the existing cell tower on site, façade transparency was not practical on the west elevation and blank walls were an appropriate response to the context. The structure is setback 23.25-feet from the bridge, is inaccessible, and is partially blocked from view. The Board agreed that the selection of color and materials contribute to an attractive and well-proportioned facade. (CS2-A, CS2-C, PL2-C, DC2-B, DC2-C)

BOARD RECOMMENDATION

The recommendation summarized above was based on the design review packet dated Wednesday, January 14, 2015, and the materials shown and verbally described by the applicant at the Tuesday, January 27, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions.

1. Change the color of the roof from white to a color that is compatible with the proposed color palette identified in the Recommendation packet (DC2-B, DC4-A).

2. Change the color of the mechanical equipment screening from white to a color that is compatible with the proposed color palette identified in the Recommendation packet (DC2-B, DC4-A).

3. Screen the rooftop mechanical equipment with materials compatible with the proposed color and material palette identified in the Recommendation packet.

4. Reduce visibility of the rooftop mechanical equipment from the right-of-way as much as possible. (DC2-B, DC4-A).

5. Reduce the letter signage on the east, west, and south facades to be more compatible with the scale and proportion of the structure. (DC2-C, DC2-D, DC4-B)