City of Seattle

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

DESIGN REVIEW

FINAL RECOMMENDATION OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number: 3017317

Address: 1931 2nd Ave

Applicant: Steve Jones, Ankrom Moisan Architects for Columbia West Properties

Date of Meeting: Tuesday, June 02, 2015

Board Members Present: Dawn Bushnag (substitute)
Anjali Grant
Murphy McCullough (Chair)

Board Members Absent: Matthew Albores
Gundula Proksch
Alan McWain

DPD Staff Present: Beth Hartwick

SITE & VICINITY

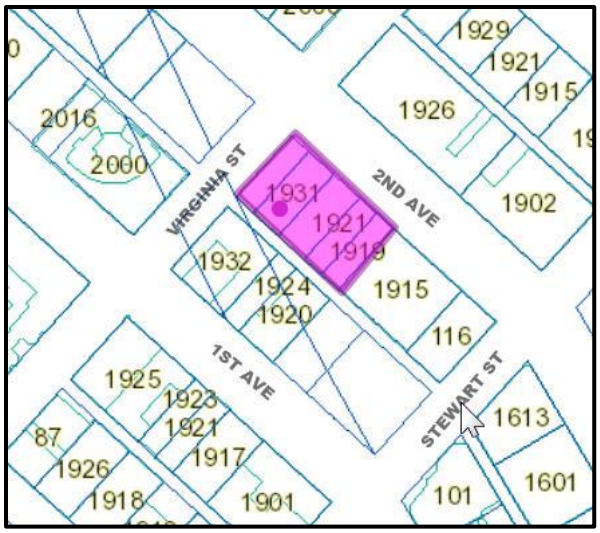
Site Zone: DMC 240/290-400

Nearby Zones:
(North) DMC 240/290-400
(South) DMC-125
(East) DMC 240/290-400
(West) DMC 240/290-400

Lot Area: 19,440 sq. ft.

Access: The site has access from 2nd Ave, Virginia St and an improved alley.

Environmentally Critical Areas: None



Current Development: The site contains three buildings; 1919 2nd Avenue, a four story building, 1923 2nd Avenue, a one story building and the Terminal Sales Annex, which is a City of Seattle Landmark structure. There are also two surface parking lots on both sides of the Terminal Sales Annex.

Surrounding Development and Neighborhood Character: The site is located just northeast of the Pike Place Market Historical District and is across 2nd Ave from the Moore Theatre, The Josephinum and the Palladian Apartments, all landmark structures. A landmark structure, Terminal Sales Building is across the alley. Newer development has occurred within the past few years with the construction of a residential structure just to the south of the site. Current construction of a hotel is occurring at the southwest corner of the block, on 1st Ave. The site has easy access to the downtown retail core as well as Pike Place Market. Construction is also starting across Virginia St. to the north.

PROJECT DESCRIPTION:
Land Use Application to allow a 16 story, 135,884 sq. ft., 200 room hotel building with 2,450 sq. ft. of retail located on ground level. Parking for 47 vehicles will be located at and below grade. Two structures will be fully demolished. The façade of a Landmark structure (Terminal Sales Annex) will be preserved with the rest of the structure being demolished. Environmental Review and Early Design Guidance have been conducted under Project #3007606.

PROJECT HISTORY:
A project for this site went through Design Review and MUP review in 2007 and 2008. A MUP decision was issued in 2008. The project was for the proposed development for a 38 story structure with 185 residential units, 117 hotel rooms and 2,000 sq. ft. of retail commercial use at grade and parking for 316 vehicles located both below and above grade. This site and the site across Virginia St. were reviewed at the same meeting. At the time of the EDG, the Terminal Sales annex was not a designated Landmark, but was designated as such in Jan 2008 and was integrated into the final design that was approved.

As the current proposed development is for a smaller project it was determined that the project would not need to go through EDG review again but would go back before the Design Review Board at the Recommendation phase.

The following documentation of the two EDG meetings is from the Second Design Guidance of the Downtown Design review Board report dated December, 19, 2007 documenting the November 27, 2007 meeting. The project number at the time was 3007606.

INITIAL EARLY DESIGN GUIDANCE October 9, 2007

The packet includes materials presented at the meeting, and is available online by entering the project number 3007606 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 PRESENTATION

A joint site review for both towers was provided through the presentation of graphics, photos and computer modeling showing the allowed zoning envelope for the project and massing of in relationship to the surrounding built environment. The presentation materials included three separate concepts for each project, including massing diagrams, location of parking, pedestrian and vehicular access and possible departures. However, the options were paired so that Option 1 north was coupled with Option 1 South. No specifics concerning materials were provided due to the early stage of design development and the overall purpose of this meeting.

The program of the south site included a residential lobby along Virginia Street, a hotel entrance on Second Avenue and ground level retail uses. Five floors of below grade parking and three floors of above grade parking limited to the south half of the site in order to maximize hotel use along Virginia were presented. The program incorporates a corner retail space at 2nd and Virginia, along with potential sidewalk widening along 2nd Avenue. Access is proposed from the alley. Currently the proposal does not anticipate any existing buildings or portions of existing buildings will be reused on site.

The program of the north site included a residential lobby along 2nd Avenue with four floors of below grade parking and four floors of above grade parking. Access is proposed from the alley. The program incorporated a corner retail space at 2nd and Virginia. All of the schemes proposed a base that is eroded at the corner of 2nd and Virginia to include space for the retail entry and possible spillover of commercial activity. For the south tower options, the base steps back to relate to adjacent datum lines and reinforce the hotel program, while also creating landscaped terraces. For all of the north tower alternatives, the base relates to the adjacent architectural datum line established by Cristalla's base.
The first scheme (Option 1S) for the south site showed a rectilinear base with a tower that uses angled and fractured rectilinear forms compositionally to break down the tower massing and create long slenderizing lines on the façade. A distinctive, faceted vertical bar rises from the corner at 2nd and Virginia along Virginia St. which works with a similar bar on the north tower. The tower is approximately 57 feet from 1915 Second Avenue to the south.

The first scheme (Option 1N) for the north site showed a rectilinear base with a tower that uses angled and fractured rectilinear forms compositionally to break down the tower massing and create long slenderizing lines on the façade. The Base element on Virginia is

expressed at 2nd. A distinctive, faceted vertical bar hovers above the base and rises from the corner at 2nd and Virginia along 2nd which works with a similar bar on the south tower. The tower holds back from Virginia property line as a neighborly gesture, but aggressively holds the alley property line for a significant length of the west façade. The tower is approximately 77 feet from the Cristalla to the north and 16 feet from OPT's property line.

The second scheme (Option 2S) for the south site showed a rectilinear base with a tower that uses a base with a tower that mixes curved and angled rectilinear forms compositionally to break down the tower massing and create long slenderizing lines on the façade. A distinctive, faceted vertical bar rises from the corner at 2nd and Virginia along Virginia St. which works with a similar bar on the north tower. The tower's south façade is faceted to capture views while providing more relief to 1915 2nd Avenue. The tower is approximately 49 feet from 1915 Second Avenue to the south.

The second scheme (Option 2N) for the north site showed a rectilinear base with a tower that mixes curved and angled rectilinear forms compositionally to break down the tower massing and create long slenderizing lines on the façade. A distinctive, faceted vertical bar rises from the corner at 2nd and Virginia along 2nd which works with a similar bar on the south tower. The tower angles back from the Virginia property line, but aggressively holds the alley property line for a moderate length of the west façade. The tower is approximately 72 feet from the Cristalla to the north and 16 feet from OPT's property line.

The third and preferred scheme (Option 3S) for the south site showed a rectilinear base with a tower that mixes slightly curved and angled rectilinear forms compositionally to break down the tower massing and create long slenderizing lines on the façade. The tower's south façade is faceted to capture views while providing more relief to 1915 2nd Avenue. The tower is expressed at the corner. The tower is approximately 61 feet from 1915 Second Avenue to the south.

The third and preferred scheme (Option 3N) for the north site showed a rectilinear base with a tower that mixes slightly curved and angled rectilinear forms compositionally to break down the tower massing and create long slenderizing lines on the façade. The tower angles back from alley property line touching the west property line at only one point, but approaches the Virginia property line at points on the south façade. The tower is expressed at the corner. The tower is approximately 71 feet from the Cristalla to the north and 16 feet from OPT's property line.

A conceptual plan for the right-of-way improvements along both Second Avenue and Virginia Street included widened sidewalks, open space at the entry points, special paving, landscaping, curb bulbs at the corners and alley intersections, street trees, seating and overhead weather protection.

PUBLIC COMMENT

Approximately 42 members of the public attended the Early Design Guidance meeting. Several additional comment letters were received. The following comments were offered:

- Concerned with the overwhelming impact of the canyon effect created by locating both towers close to Virginia.
- The design should be responsive to the historical buildings near to the sites. As proposed, the designs do not appear to recognize this aspect of the context in a significant way. The carving back of the proposed towers seems random.
- While the south side of the south tower has been narrowed, it appears to slam into the north façade of the approved 1915 2nd Avenue building. The north façade of the 1915 2nd Avenue building is primarily solid due to the proximity to the property line and the inability to secure an easement over the abutting property (the south tower). This design of this north façade may be revisited as a result of this proposed development.
- Wondering why the hotel use is proposed for the south tower and not the north tower.
- Neighbors appreciate outreach efforts of the design and development team.
- Strongly concerned that the 80' tower spacing requirement does not apply to the site. That the Code reduced the tower spacing to zero in this circumstance is indicative of a defective code. As a result, these projects should seek to limit the damage created by the problematic code.
- Important guidelines to consider are A1, B1, B2 and B3 which address reduction of the bulk and scale impacts and being sensitive to the three historic buildings in the immediate vicinity.
- Views of the project from neighboring units should be provided in future presentations. Shifting the north tower further to the north would preserve many views to the southeast.
- The neighborhood context has been built keeping view corridors down the east west streets in mind. This objective should be continued in these projects.
- Commend the alley improvements made along with the neighboring Cristalla development, which widened the alley, included lighting and provided space to have a dumpster-free alley.
- Concerned with the wind at these corners due to the hill in conjunction with the height and closeness of the towers.
- Additional graphics showing the proposed building footprints in context would be helpful.
- The 18' distance between the proposed north tower and the OPT building is very compact.
- The Terminal Sales Annex, located on the site, is an important building that represents an architectural style that is relatively rare in Seattle.
- The two towers represent significant impacts, particularly with regard to bulk and scale as viewed from certain vantage points. The unprecedented height of both buildings is difficult to comprehend. Therefore, increased separation between the two towers is critical.
- Residents of the Cristalla are concerned about the loss of light due to the proposed structure.
- Want to see more examination of the light and shadow impacts on the streets and nearby residential units.
- The safety of hotel workers is affected by building design. Therefore, the design of the hotel units should consider how the design may be improved to prevent unnecessary worker injury. The Unite Here Union is available for consultation on the design of the hotel units.
- Request to be listed as a Party of Record.

- Objections to the proposed building height.
- Request graphic studies of the site and context showing figure grounds, open spaces, shadows, zoning allowances and photos towards the site from neighboring buildings.

SECOND EARLY DESIGN GUIDANCE November 27, 2007

The packet includes materials presented at the meeting, and is available online by entering the project number 3007606 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**
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P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

DESIGN PRESENTATION

At the second EDG meeting, extensive site review for both tower sites was provided through the presentation of graphics, photos and computer modeling exploring architectural relationships to adjacent structures, street context including across 2nd Avenue, massing in relationship to the surrounding built environment, and architectural responses to the previous EDG meeting direction in relation to adjacent structures.

The major ramifications and opportunities stemming from 15 iterations of tower placement combinations and scenarios were presented and discussed, with 2 acceptable alternatives identified. Also, the preferred design direction for tower shaping was discussed, and explained relating to the positives and negatives of each move affecting adjacent structures.

The towers were presented separately with the south tower first and the north tower second. The presentation materials built on the preferred alternative identified in the first EDG for each project, with modifications to address key issues of bulk, light and air relationships to adjacent structures. Three base studies were presented exploring a range of ideas more than presenting definitive options. No specifics concerning building materials were provided due to the early stage of design development and the overall purpose of this meeting. Landscape was deferred to a later meeting per the direction of the Board in the first EDG.

All of the options had similar assumptions regarding the proposed building programs as was presented at the previous EDG meeting.

PUBLIC COMMENT

Approximately 11 members of the public attended the Second Early Design Guidance meeting. An additional comment letter was also received. The following comments were offered:

- Compliments to the applicant for responding so thoroughly to the EDG comments. Despite a defective city code with regard to tower spacing, the proposed schemes are extraordinarily sensitive to the neighbors. Would like to see a figure ground study of how the spaces are shaped to show views to the west.
- Appreciates the response by the design team to address neighbor's concerns with results that are both positive and creative. Feels that the two towers are spaced too closely across Virginia (76') and would encourage the south building to round off the sharp corners to increase this distance. Prefers rounded edges, rather than corners. Five residential floors of OPT face the alley and proposed alley façade of the north building. The design of this west elevation is therefore critical. The garage exhaust should not be dumped into the alley and these residential units. Encourage the developer to reach across 2nd Avenue and contact the property owners (Moore, Catholic Archdiocese, Josephinum) to look for opportunities to improve the east side of the street. Interested to see the materials, colors, streetscape treatment, as well as environmental studies associated with the proposed developments.
- Found this to be an excellent urban design analysis and supports the proposed tower placement locations. At the podium level is where the human scale is affected most. As such, the podium design must offer a substantial form that grounds the towers; the base should not look applied. And within the substantial base, the form should further break down to favor the pedestrian scale. Encourage the design to work for simpler, calmer, more consistent approach to the podium designs that complement (not compete with) neighboring buildings.
- The architectural expression of the two buildings should reflect the different sites and programs. Two similarly executed buildings will exacerbate the height, bulk and scale impacts. These should be treated as two different buildings that look like they were developed independently. Supports the proposed departure request given the public improvements proposed at the ground level.
- The alley raises a security issue with a blank façade offering no activity or views to the alley. Would like to see details of how the alley will be designed in terms of lighting, active uses, increased width, stairwell design and dumpster accommodation. Uses at the sidewalk level should offer multiple storefronts with generous and active pedestrian spaces, especially at the alley corners. The tower spacing and location of the south building appears well considered. The north building, however, should eliminate the bulge at the southeast corner towards the Cristalla. Such a projection is not respectful of the Cristalla residences. The Cristalla has a 23rd floor roof deck and common open space which should the design should be sensitive towards. The building footprint has become wider from east to west and would encourage a return to the previous small tower footprint. The maximum tower footprint is not guaranteed by the Code. Not concerned with the wind issues if the design is responsive to the studies.
- Agree that the bulge towards the Cristalla is detrimental. The towers look too unrelieved and monolithic without significant changes between them.
- This section of Second Ave feels uncomfortable for the pedestrian and needs to have more outdoor restaurant seating to activate the streetscape.
- Need to make the tower design friendly given the numbers of neighbors who will be viewing the buildings.
- The design has generally been responsive to the comments from the first EDG. The

northeast corner of the south tower should be rounded off to soften the appearance and increase the distance between the towers. The alley design of the north building should be enhanced adjacent to OPT residential floors. Specifically, blank walls should be eliminated and special design enhancements should be included. Additionally, building venting and other noise generators should not be included along this façade.

DESIGN GUIDELINE PRIORITIES

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 and identified by letter and number those siting and design guidelines found in the City of Seattle's *Design Review Guidelines for Downtown Development* of highest priority to this project.

A. Site Planning

A-1 Respond to the physical environment. Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

Belltown-specific supplemental guidance: (a) Develop the architectural concept and arrange the building mass to enhance views. This includes views of the water and mountains, and noteworthy structures; (b) The architecture and building mass should respond to sites having nonstandard shapes. There are several changes in the street grid alignment in Belltown, resulting in triangular sites and chamfered corners; and (c) The topography of the neighborhood lends to its unique character. Design buildings to take advantage of this condition as an opportunity, rather than a constraint. Along the streets, single entry, blank facades are discouraged. Consider providing multiple entries and windows at street level on sloping streets.

The Board discussed at length the spacing of the towers on each of the sites. The Board felt that the two schemes presented did not reflect the possible range of alternatives for tower spacing. The Board agreed they would like to see additional alternatives that explore the towers being located towards the center of their respective sites, rather than at the edges. At the next meeting, the Board would like to see greater exploration of the siting of the towers on the base.

The Board also raised concerns with the canyon effect of having both towers situated against Virginia Street. They suggested that a wind tunnel analysis be completed to better understand the impacts of wind on the pedestrian realm.

<u>At the Second Early Design Guidance</u> meeting, a detailed study of tower spacing was presented exploring the balance between the two towers and their relationship to each other and nearby buildings. Intervals of 0', 5', 10', 15', 20' and 30' setbacks for each building were shown.

In the preferred scenario, the tower of the south site was moved eight feet from the north property line. The applicant explained that greater than eight feet would necessitate full plate parking which was undesirable as it creates frontage of the parking use along Virginia. The Board agreed that screening this façade with active hotel uses is preferable. The top of the tower was modified to step away from Virginia Street, down to adjacent structures and the massing was modified to step down to adjacent structures including OPT. The Board confirmed that the shifting of the tower by eight feet seemed a reasonable and realistic resolution

On the north site, the building core was shifted ten feet to the north. The tower was reshaped to angle away from OPT reducing the bulk and proximity of the two towers to each other and opening up OPT to more light and air. Responding to the reshaping along the south and west facades, additional massing was added to the north façade. This mass was also reshaped to angle away from Cristalla, reducing the profile and proximity of the tower to Cristalla and allowing for greater light and air. The Board agreed that the sculpted curves of the north building provides a sensitive response to the OPT and Cristalla residents. They also felt that the additional bulge is acceptable given the balance achieved by all five towers considered together. The Board noted that perhaps the pointed edge at the southeast corner could be further setback.

The Board noted that the while the shaping of the north tower has been revised and the south tower has shifted to the south, as seen from a distance, the beveled condition of the north tower will not be evident – only the edges will be apparent – thus making the bulk seem greater.

An analysis of the building typologies in the immediate vicinity was presented showing patterns of frames, structural rhythm, taller datum lines, terra cotta detailing, masonry and concrete materials that can help inform the design of the two proposed buildings. The Board strongly agreed that the design of the two buildings should steer away from concepts or designs that are similar to each other. The two towers will appear as a pair from and that alone is a sufficient commonality. The Board encouraged different building profiles that will read from a distance.

The applicants noted that a wind study is underway for the two sites and the preliminary results agree that shifting the towers away from each other and projecting the podiums outward is helpful in reducing adverse wind conditions.
The Board was pleased with the extensive studies responding to the EDG, particularly with tower spacing and shape.

A-2 Enhance the skyline. Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

The Board recognized that the proposed towers will be highly visible against the existing downtown skyline, especially given the grade at this intersection and the increased

height limits. These two towers are proposed in such close proximity to each other and they will both reach a height not yet experienced in Belltown. The Board cautioned against treating these towers as twins; rather they should be designed as distinctive buildings in their own right. The also mentioned they would like to see greater contextual analysis that extends far enough to show other towers (existing and in proposed) in the vicinity. The Board also would like to see *fly-bys* of the site and vicinity that show what the permitted zoning would allow in the area. As well as the view provided from the water of the downtown skyline, the Board was interested in the view of the proposed structures from West Seattle and Victor Steinbrueck Park. The roofscape designs will be important considerations as the building forms develop.

At the Second EDG meeting, the Board agreed the at the tower placement has sufficiently responded to the context and allowed prominent views down Virginia toward the water.

B. Architectural Expression

B-1 Respond to the neighborhood context. Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

Belltown-specific supplemental guidance: (a) Establish a harmonious transition between newer and older buildings. Compatible design should respect the scale, massing and materials of adjacent buildings and landscape; (b) Complement the architectural character of an adjacent historic building or area; however, imitation of historical styles is discouraged. References to period architecture should be interpreted in a contemporary manner; (c) Design visually attractive buildings that add richness and variety to Belltown, including creative contemporary architectural solutions; and (c) Employ design strategies and incorporate architectural elements that reinforce Belltown's unique qualities. In particular, the neighborhood's best buildings tend to support active street life.

The Board would like to see consideration of the buildings across Second Avenue in the design development of the two buildings. The Board sees the built context to the east as more influential on these two sites, than the context to the west. The rich historical context of the area, especially the Moore Theatre and Josephinum buildings, should help inform the design. The Board struggled with the severe streetscape along the east side of Second Avenue in contrast with the lush streetscape improvements proposed and existing along the west side of Second Avenue. The two corners on the west side should endeavor to relate to the east side and bridge this gap.

The Board noted that they are waiting to learn about the landmark potential of the Terminal Sales Annex building and are not weighing in the landmark review or status.

The Board suggested that photos of the proposed towers from neighboring residences would be useful in understanding the view, light, shadow and bulk impacts. *Staff Note: While such an analysis will be helpful in understanding the light, shadow and bulk impacts resulting from the proposed structures, it is not appropriate to assess this from private nearby residences, since the City does not have the authority to preserve or protect views from private property (SMC 25.05.675.P).* ***Instead, staff has recommended that the architects prepare fly-by analyses (similar to that shown at the EDG) from lower elevations in order to capture a better understanding of the bulk, scale, light and shadow impacts as experienced from the pedestrian perspective, as well as from the broader environment. This understanding and response to patterns of urban form found nearby should inform the composition and massing of the proposed structures. Efforts should be made to enhance view opportunities from and around the proposed towers.***

At the Second EDG meeting, the Board discussed the emerging forms of the two tower designs. The south building has more regularity, while the north building is responding to multiple conditions, thus the result is a somewhat tortured form. The Board recommended shaving back the point at the southeast corner back by five feet to see whether this change results in a better relationship between the buildings and between the tower and the podium.

The Board was satisfied that the explorations of distances between the two buildings were well analyzed and they agreed with the preferred option.

The Board also noted at the datum lines established by the Cristalla and 1218 Second Avenue should endeavor to be reflected in the design as a series of buildings. For both buildings, the Board would like to see more integration of the base design into the tower. The Board looks forward to reviewing three-dimensional images of the podium and tower designs and how they relate. See A.1

B-2 Create a transition in bulk and scale. Compose the massing of the building to create a transition to the height, bulk and scale of development in neighborhood or nearby less-intensive zones.

The Board discussed the shape of the proposed towers and would like to see how various iterations of the building form would affect the pedestrian realm in terms of light and shadow impacts, as well as views down Second Avenue and Virginia Street. The Board encouraged consideration of the neighbors by softening the impacts to nearby residences through sculpting the building form. See also B-1.

The Board agreed that the design of the two buildings should be approached as separate structures and not as related twins. The close proximity and height of the two buildings will automatically create a common vocabulary. See A.1

B-3 Reinforce the positive urban form & architectural attributes of the immediate area. Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

Belltown-specific supplemental guidance: (a) Respond to the regulating lines and rhythms of adjacent buildings that also support a street-level environment; regulating lines and rhythms include vertical and horizontal patterns as expressed by cornice lines, belt lines, doors, windows, structural bays and modulation; (b) Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street; and (c) Pay attention to excellent fenestration patterns and detailing in the vicinity. The use of recessed windows that create shadow lines, and suggest solidity, is encouraged.

B-4 Design a well-proportioned & unified building. Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

At the EDG meeting, this was not addressed in detail by the Board.

<u>At the Second Early Design Guidance</u> meeting, three conceptual design options for each building base were presented. For the south building, Option 1 included a solid, grand frame that articulates and accentuates the entry to the hotel along 2nd Avenue. Material accents in the frame reappear as columnar elements along the retail portion of the façade, supporting a trellis or wing feature framing the hotel terrace at level 5. The parking is treated with translucent channel glass, mixed with accent panels. The ground level retail and work studios are glazed with vision glass. The hotel is treated as a frame of punched windows with dominant verticals, recalling some elements of the neighboring Terminal Sales Building. Some of the solid horizontals are visually broken (spandrel glass) allowing some “punches” to become elongated vertically creating a pleasantly random window pattern. This treatment alludes to some of the features of the TSB, but is decidedly contemporary in its treatment. The tower anchors itself at the corner of 2nd and Virginia, where the building is pulled back to provide extra area for sidewalk activation and utilization by the retail.

Option 2 for the base of the south building showed a stout frame element that articulates and accentuates the entry to the hotel along 2nd Avenue and is repeated at in the bay structure of the retail frontage. The parking is treated with translucent or colored glass in a random mullion pattern. The ground level retail and work studios are glazed with vision glass. The hotel is treated as a frame of punched windows with dominant horizontals, recalling some elements of the neighboring Terminal Sales Building (TSB). Some of the solid verticals are visually broken (spandrel glass) allowing some “punches” to become elongated vertically creating a pleasantly random window pattern. This

treatment alludes to some of the features of the Terminal Sales Building, but is more contemporary. The tower anchors itself at the corner of 2nd and Virginia, where the building is pulled back to provide extra area for sidewalk activation and utilization by the retail.

Option 3 for the base of the south building was a series of exposed decks that accentuate the hotel elevator lobbies and entrance, which is further defined by a grand canopy. The hotel and parking are treated with a similar, consistent frame of punched windows. Bays of colored glass overlay the grid, so that it is masking the grid behind. This treatment alludes to some of the features of the TSB, but is more contemporary in its treatment. The tower anchors itself at the corner of 2nd and Virginia, where the building is pulled back to provide extra area for sidewalk activation and utilization by the retail.
Option 1 for the base of the north building allows the tower to simultaneously hover above and meets the ground plane as layers of the façade are expressed at different levels. Solid and void are expressed as a study of program, with more solid elements occurring where parking would otherwise be visible and voids occurring where work studios and retail occurs. A layered façade is imagined to provide horizontal shading elements that further break down the façade and provide functional shading for the work studios. Spandrel and translucent glazing also provide a mechanism to break down the "solid" portions of the façade, specifically at night.

Option 2 for the base of the north building also allows the tower to simultaneously hover above and meets the ground plane as layers of the façade are expressed at different levels. Solid façade elements are wrapped in lighter "framing elements", accentuating and expressing the solid vs. the void. Solid elements are composed with deep reveals, overlapping the curved tower elements, expressing the residential entry. Punched openings articulate the locations of work studios and help break down the façade.

Option 3 for the base of the north building again allows the tower to simultaneously hover above and meet the ground plane as layers of the façade are expressed at different levels. A major bay structure is superimposed with framed elements, exposed columns and horizontal fins defining the base. The framed elements define parking bays, building entries, and work studios. The glazing within each bay responds to program. Spandrel, translucent or art / colored glass at parking, and glass accentuating the entry as well were shown.

The Board agreed that the strong commercial appearance and uses at the ground level is critical. The Board looks forward to reviewing conceptual ideas of how the designs will weave together the tower and podium designs. The Board felt unclear as to the factors driving the different base designs. Generally, the Board agreed that the architectural expression of the various base designs were too busy. The podium should respond to the scale and datum lines of the neighboring buildings.

C. The Streetscape

C-1 Promote pedestrian interaction. Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming, and open to the public.

Belltown-specific supplemental guidance: Sidewalks should (a) reinforce existing retail concentrations; (b) Vary in size, width, and depth of commercial spaces, accommodating for smaller businesses, where feasible; (c) Incorporate the following elements the adjacent public realm and in open spaces around the building: unique hardscapes, pedestrian-scale sidewalk lighting, accent paving, seating, water features, art and landscape elements; and (d) Building corners are places of convergence.

The Board noted that this guideline will be a critical consideration for future reviews and that the details of the pedestrian level.

C-4 Reinforce Building Entries. To promote pedestrian comfort, safety and orientation, reinforce the building entrance.

This priority guideline was added at the Second EDG meeting.

C-5 Encourage overhead weather protection. Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

Belltown-specific supplemental guidance: Overhead weather protection is an important design consideration in Belltown to provide human scaled proportions and pedestrian comfort in the public realm. Pedestrian activity and pedestrian oriented uses are facilitated when weather protection is provided adjacent to the public sidewalk.

The Board noted a desire for continuous overhead weather protection along the street facing facades.

At the Second EDG, the Board noted a preference for stepped canopies to help reinforce the entries and uses.

C-6 Develop the alley facade. To increase pedestrian safety, comfort and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

The Board felt that the mid-block curb bulbs shown for both sites at the alley was an excellent concept and that the building treatment should wrap around the corners to the alley facades. The Board encouraged rich, human-scaled materials, lighting and

landscaping to be considered at the bulbs and alley. The configuration of ground level uses at the northwest corner of the south tower especially lends itself to activating and wrapping the corner. The Board also encouraged taking cues from the successful ally treatment established by the Cristalla building in terms of dumpsters and lighting.

At the Second EDG meeting, the Board agreed that the design of the alley façade is critical both from a safety standpoint, but also because several residential floors of OPT will face the proposed podium. The lighting and nighttime illumination plan for the alley is important. The Board reiterated support for having active uses and views of the alley from the proposed buildings, as well as developing the alley corners with curb bulbs, creating mini plaza spaces that are landscaped and extend into the alleyways**.**

D. Public Amenities

D-1 Provide Inviting and Usable Open Space. Design public open spaces to be visually pleasing, safe and active environment for residents, workers and pedestrians. Views are solar access to the principal are of the open space should be especially emphasized.

This priority guideline was added at the Second EDG meeting. The Board noted string support for the concept of curb bulbs at the alley corners and using this opportunity to provide vegetation and streetscape enhancements.

D-2 Enhance the Building with Landscaping. Enhance the building and site with substantial landscaping, which includes special pavements, trellis, screen walls, planters and site furniture, as well as living plant material.

Belltown-specific supplemental guidance: Mixed-use developments are encouraged to provide useable open space adjacent to retail space, such as an outdoor café or restaurant seating, or a plaza with seating. Residential buildings should be sited to maximize opportunities for creating useable, attractive, well-integrated open space.

The Board unanimously supported the efforts to design the right-of-way to Green Street standards and concepts, particularly the widened sidewalks and the corner and mid-block curb bulbs. The Board was very pleased with the streetscape concepts presented at this meeting and supported the notion that this intersection is a gateway to Belltown.

At the Second EDG meeting, the Board encouraged the applicant to explore extending the landscaping and right-of-way improvements across Second Avenue.

D-3 Provide elements that define the place. Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable "sense of place" associated with the building.

Belltown-specific supplemental guidance: Art and History are vital to reinforcing a sense of place. Consider incorporating the following into the siting and design:(a) vestiges of Belltown Heritage, such as preserving existing stone sidewalks, curbs;(b) art that relates to the established or emerging theme of that area; and (c) install plaques or other features on the building that pay tribute to Belltown history. Green Streets are street rights-of-way that are enhanced for pedestrian circulation and activity with a variety of pedestrian-oriented features, such as sidewalk widening, landscaping, artwork, and traffic calming. Interesting street level uses and pedestrian amenities enliven the Green Street and lend special identity to the surrounding area.

The Board was very pleased with the conceptual streetscape improvements and encouraged the streetscape design to integrate information about the re-grade history through informational signage, artwork, etc. that communicate the unusual history of the intersection and these sites. These four corners provide a critical juncture between downtown and Belltown due to the shift in the grid one block to the south.

D-6 Design for personal safety and security. Design the site to enhance the real and perceived feeling of personal safety and security in the immediate area.

This priority guideline was added at the Second EDG meeting.

E. Vehicular Access

E-2 Integrate parking facilities. Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

The Board discussed the above grade parking levels proposed for each of the two buildings. They agreed that the parking levels shown on the north tower would have more exposure to the street and pedestrian environment. In particular, the portion that wraps the southeast corner of the building near the main entry. While the proposed screening is helpful, the uses along the corner should be as active as possible. The Board suggested shifting the work studios to the corner to help activate the space. The Board applauded the configuration of uses on the south tower and felt that it successfully minimizes the presence of parking along these facades. If solid material is selected to screen the above grade parking in both buildings, it should receive special treatment that provides visual interest to the pedestrian while remaining cohesive with the building design.

At the Second EDG meeting, the Board reiterated their support for taking all access from the alley. The Board was also very supportive of the efforts to screen the presence of parking uses in the above grade parking levels with active uses such as hotel rooms and work studios

E-3 Minimize the Presence of Service Areas. Locate service areas for trash dumpsters, loading docks, mechanical equipment and the like away from the street where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.

The Board was very pleased that the access has been proposed from the alley for both projects. The Board reiterated that accommodating the dumpsters within the buildings is strongly encouraged, so as to leave the alley less constrained. See also C-6.

At the Second EDG meeting, the Board was very pleased to hear that the proposed north tower intends to accommodate the existing dumpsters from the alley within the proposed structure. The Board agreed that the proposed buildings should either accommodate the existing dumpsters within the buildings or set back the building face more than the two feet that is required along the alley by Code.

INITIAL RECOMMENDATION March 3, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number 3017317 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
The project architects presented the project as shown in the Recommendation packet.

PUBLIC COMMENT
No public comments were offered.

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.

INITIAL RECOMMENDATION March 3, 2015

1. **Building Tower: The Board noted that compared to the project permitted in 2008, the proposed tower massing and location allows breathing room for the Terminal Sales annex and surrounding sites. (A1, B1, B4)**
    a. The roof overhang or 'cap' at the top of the building is not a bold enough design move, and should become either make bigger or bolder to reference the residential development directly to the south. (A2, B1, B4)
    b. The 2nd Ave east facade is elegant; design all the facades with the same character and elegance. (B4)
    c. Study the relationship of the cap at the elevator and consider making a bolder architectural statement. (A2, B4)
    d. Better integrate the elevator into the north facade and the cap. Consider recessing the elevator to be a 'seam' of the building. (B4)
    e. The Board noted the west façade will be visible and remarked that the façade had a patch work quality and looked more like an office than a hotel. They questioned why the projection at the upper floors did not extend to the corner. They directed the applicant to study the west elevation, and design a version with the projection revisited. (A1, B1, B4)

2. **Podium: The Board was concerned about the hotel kitchen being located along the 2nd Ave façade on the second floor, as this use is not conducive to transparency and street activation. The Board was also concerned that the deck facing the alley at the southwest corner would not be utilized given its location and lack of solar exposure. They asked the applicant to revisit the location of these uses and to locate them considering activation of the street and usable open space. The Board gave guidance that the 2nd Ave treatment of the podium should create an urban façade different from the relationship of the building to Virginia St. (B4.2, C1)**
    a. Design the interior layout for the best activation of 2nd Ave. Consider relocating the back-of-house-functions. (B4.2, C1)
    b. Explore pushing activation on 2nd Ave with meeting rooms. (B4.2, C1)
    c. Consider high retail spaces with glass along 2nd Ave. (C1)
    d. Choose materials, and locate program functions that will provide an urban/active facade. (B4.2, B4.3)
    e. Consider filling in the 3rd level podium setback. (B4.2)
    f. Consider an outside area covered by a roof at the 3rd level. (B4.2)

3. **Street Interaction and Open Space: The following guidance was given;**
    a. Avoid corridors breaking up the retail space along 2nd Ave. (C1)
    b. Consider the pedestrian flow across the open space at the northeast into the building. (B3.1, C1.1, D1.2)
    c. Provide a grander entry at the corner. (C4.1)
    d. Consider closing the entry on Virginia St. (C4.1)

e. Consider the pedestrian experience and sight lines along Virginia Ave and use to design the façade treatment and signage. (B4.1, C2, D4)
f. The landscaping appears to be blocking the lobby. Landscaping should enhance the open space, not hide the landmark façade and elevator. (D1.2)
g. Consider designing the porte cochere at Virginia St and the alley to read as a pavilion. (E2.1, E2.2)

4. **Landmark: The Board liked the setback at the north side of the Terminal Sales Annex Building. They encouraged the applicant to embrace the landmark wall and not to hide it with landscaping.**
   a. There was some concern about the awkwardness of the blank walls, and the Board urged the applicant to create a special relationship at the intersections of the Landmark facade and the new construction. [Staff note: the Landmark structure and all design treatment of the facades must be approved by the Landmark Board.]

5. **At the next meeting provide the following**:
   - Show how elevator will look and meet the sidewalk.
   - Provide a detail of how the cladding of the Landmark façade will meet the ground.
   - Provide an elevation of the back wall and of the porte cochere and sketches showing what the interior of the porte cochere will look like**.**

FINAL RECOMMENDATION June 2, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number 3017317 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
The project architects presented the project as shown in the Recommendation packet.

PUBLIC COMMENT
The following public comments were offered.

- Stated the project should have gone through EDG review.
- Stated the vesting date of the residential tower to the south is not correct and tower spacing requirements should be followed.

Sara Sodt from the DON (Department of Neighborhoods) gave a brief report of the status of the Landmark review.

- The Landmarks Board would like the tower to fade into the background.
- The sidewalks should be historically compatible to the Terminal Sales Annex.
- Encouraged by what is to be presented to the Landmarks Board.

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.

FINAL RECOMMENDATION June 2, 2015

1. **TOWER: The Board commended the applicant on listening to the Board's guidance to design an elegant, simplified tower and complimented the frame wrapping the tower and the unified west elevation.**
    a. The Board was concerned about the 'windows' at the top of the north elevation, and asked the applicant to explore making subtle change to the proportions of the metal panel/curtainwall at the two large upper glazed areas on the north elevation, to strengthen the concept of the wrapped frame. (A2.1, B4.2)
    b. Explore revising the protrusion at the upper levels of the west elevation to be asymmetrical. (A2.1, B4.1)
    c. The Board approved of the recessed elevator on the south elevation. (B4.1, B4.2)
    d. Simplify the form of the roof penthouse. Revise the stepped form into a rectangle. [Staff note, the applicant stated that the material at the penthouse will be standing seam metal.] (A2.2)

2. **PODIUM AND STREET INTERACTION: The Board was pleased with the podium design and the "screening" of the back of house functions (like the kitchen) from 2nd Ave. The following comments and guidance were made:**
    a. The Board was pleased with the corner entry on 2nd Ave into the hotel. (B4.2)
    b. The Board stated that the formal landscaping compliments the design. (D1.2.f)
    c. The Board approved of the proposed design to continue the limestone siding into the port cochere. (B4.3.j)
    d. Remove the vertical wall mounted lights as they will conflict with the blade signage. Revise the proposal to show down lighting instead. (B4.3.k&o)

3. **LANDMARK: The Board approved of the framed curtianwall recess around the Terminal Sales Annex at the tower.**
    a. For the exposed sidewalls of the Terminal Sales Annex street facade, consider 4' by 8' board formed concrete. (B4.3.j)

DESIGN REVIEW GUIDELINES

The priority Citywide and Belltown 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.

SITE PLANNING AND MASSING

A1 Respond to the Physical Environment: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site.

A1.1. Response to Context: Each building site lies within a larger physical context having various and distinct features and characteristics to which the building design should respond. Develop an architectural concept and arrange the building mass in response to one or more of the following, if present:

a. a change in street grid alignment that yields a site having nonstandard shape;
b. a site having dramatic topography or contrasting edge conditions;
c. patterns of urban form, such as nearby buildings that have employed distinctive and effective massing compositions;
d. access to direct sunlight—seasonally or at particular times of day;
e. views from the site of noteworthy structures or natural features, (i.e.: the Space Needle, Smith Tower, port facilities, Puget Sound, Mount Rainier, the Olympic Mountains);
f. views of the site from other parts of the city or region; and
g. proximity to a regional transportation corridor (the monorail, light rail, freight rail, major arterial, state highway, ferry routes, bicycle trail, etc.).

A1.2. Response to Planning Efforts: Some areas downtown are transitional environments, where existing development patterns are likely to change. In these areas, respond to the urban form goals of current planning efforts, being cognizant that new development will establish the context to which future development will respond.

A2 Enhance the Skyline: Design the upper portion of the building to promote visual interest and variety in the downtown skyline. Respect existing landmarks while responding to the skyline's present and planned profile.

A2.1. Desired Architectural Treatments: Use one or more of the following architectural treatments to accomplish this goal:

a. sculpt or profile the facades;
b. specify and compose a palette of materials with distinctive texture, pattern, or color;
c. provide or enhance a specific architectural rooftop element.

A2.2. Rooftop Mechanical Equipment: In doing so, enclose and integrate any rooftop mechanical equipment into the design of the building as a whole.

ARCHITECTURAL EXPRESSION

B1 Respond to the neighborhood context: Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

B1.1. Adjacent Features and Networks: Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

a. a surrounding district of distinct and noteworthy character;
b. an adjacent landmark or noteworthy building;
c. a major public amenity or institution nearby;
d. neighboring buildings that have employed distinctive and effective massing compositions;
e. elements of the pedestrian network nearby, (i.e.: green street, hillclimb, mid-block crossing, through-block passageway); and
f. direct access to one or more components of the regional transportation system.

B1.2. Land Uses: Also, consider the design implications of the predominant land uses in the area surrounding the site.

B2 Create a Transition in Bulk and Scale: Compose the massing of the building to create a transition to the height, bulk, and scale of development in nearby less-intensive zones.

B2.2. Compatibility with Nearby Buildings: In some cases, careful siting and design treatment may be sufficient to achieve reasonable transition and mitigation of height, bulk, and scale impacts. Some techniques for achieving compatibility are as follows:

h. use of architectural style, details (such as roof lines, beltcourses, cornices, or fenestration), color, or materials that derive from the less intensive zone.
i. architectural massing of building components; and
j. responding to topographic conditions in ways that minimize impacts on neighboring development, such as by stepping a project down the hillside.

B3 Reinforce the Positive Urban Form & Architectural Attributes of the Immediate Area.: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.

B3.3. Pedestrian Amenities at the Ground Level: Consider setting the building back slightly to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining. Reinforce the desirable streetscape elements found on adjacent blocks. Consider complementing existing:

h. public art installations,
i. street furniture and signage systems,
j. lighting and landscaping, and
k. overhead weather protection.

B4 Design a Well-Proportioned & Unified Building: Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

B4.1. Massing: When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

a. setbacks, projections, and open space;
b. relative sizes and shapes of distinct building volumes; and
c. roof heights and forms.

B4.2. Coherent Interior/Exterior Design: When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

d. facade modulation and articulation;
e. windows and fenestration patterns;
f. corner features;
g. streetscape and open space fixtures;
h. building and garage entries; and
i. building base and top.

B4.3. Architectural Details: When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

j. exterior finish materials;
k. architectural lighting and signage;
l. grilles, railings, and downspouts;
m. window and entry trim and moldings;
n. shadow patterns; and
o. exterior lighting.

THE STREETSCAPE

C1 Promote Pedestrian Interaction: Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

C1.1. Street Level Uses: Provide spaces for street level uses that:

a. reinforce existing retail concentrations;
b. vary in size, width, and depth;
c. enhance main pedestrian links between areas; and
d. establish new pedestrian activity where appropriate to meet area objectives. Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity.

C1.2. Retail Orientation: Where appropriate, consider configuring retail space to attract tenants with products or services that will “spill-out” onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

C1.3. Street-Level Articulation for Pedestrian Activity: Consider setting portions of the building back slightly to create spaces conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining. Further articulate the street level facade to provide an engaging pedestrian experience via:

e. open facades (i.e., arcades and shop fronts);
f. multiple building entries;
g. windows that encourage pedestrians to look into the building interior;

h. merchandising display windows;
i. street front open space that features art work, street furniture, and landscaping;
j. exterior finish materials having texture, pattern, lending themselves to high quality detailing.

C2 Design Facades of Many Scales: Design architectural features, fenestration patterns, and material compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

C2.1. Modulation of Facades: Consider modulating the building facades and reinforcing this modulation with the composition of:

a. the fenestration pattern;
b. exterior finish materials;
c. other architectural elements;
d. light fixtures and landscaping elements; and
e. the roofline.

C3 Provide Active — Not Blank — Facades: Buildings should not have large blank walls facing the street, especially near sidewalks.

C3.1. Desirable Facade Elements: Facades which for unavoidable programmatic reasons may have few entries or windows should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

a. small retail spaces (as small as 50 square feet) for food bars, newstands, and other specialized retail tenants;
b. visibility into building interiors;
c. limited lengths of blank walls;
d. a landscaped or raised bed planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall's blank surface;
e. high quality public art in the form of a mosaic, mural, decorative masonry pattern, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;
f. small setbacks, indentations, or other architectural means of breaking up the wall surface;
g. different textures, colors, or materials that break up the wall's surface.
h. special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest;
i. seating ledges or perches (especially on sunny facades and near bus stops);
j. merchandising display windows or regularly changing public information display cases.

C4 Reinforce Building Entries: To promote pedestrian comfort, safety, and orientation, reinforce building entries.

C4.1. Entry Treatments: Reinforce the building's entry with one or more of the following architectural treatments:

a. extra-height lobby space;

b. distinctive doorways;
c. decorative lighting;
d. distinctive entry canopy;
e. projected or recessed entry bay;
f. building name and address integrated into the facade or sidewalk;
g. artwork integrated into the facade or sidewalk;
h. a change in paving material, texture, or color;
i. distinctive landscaping, including plants, water features and seating
j. ornamental glazing, railings, and balustrades.

PUBLIC AMENITIES

D1 Provide Inviting & Usable Open Space: Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

D1.1. Pedestrian Enhancements: Where a commercial or mixed-use building is set back from the sidewalk, pedestrian enhancements should be considered in the resulting street frontage. Downtown the primary function of any open space between commercial buildings and the sidewalk is to provide access into the building and opportunities for outdoor activities such as vending, resting, sitting, or dining.

a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.
b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.
c. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.
d. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

D1.2. Open Space Features: Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building's setting. Examples of desirable features to include are:

a. visual and pedestrian access (including barrier- free access) into the site from the public sidewalk;
b. walking surfaces of attractive pavers;
c. pedestrian-scaled site lighting;
d. retail spaces designed for uses that will comfortably "spill out" and enliven the open space;
e. areas for vendors in commercial areas;
f. landscaping that enhances the space and architecture;
g. pedestrian-scaled signage that identifies uses and shops; and
h. site furniture, art work, or amenities such as fountains, seating, and kiosks. residential open space.

D4 Provide Appropriate Signage: Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.

D4.1. Desired Signage Elements: Signage should be designed to:

a. facilitate rapid orientation
b. add interest to the street level environment
c. reduce visual clutter
d. unify the project as a whole
e. enhance the appearance and safety of the downtown area.

D4.2. Unified Signage System: If the project is large, consider designing a comprehensive building and tenant signage system using one of the following or similar methods:

a. signs clustered on kiosks near other street furniture or within sidewalk zone closest to building face;
b. signs on blades attached to building facade;
c. signs hanging underneath overhead weather protection.

D4.3. Signage Types: Also consider providing:

d. building identification signage at two scales: small scale at the sidewalk level for pedestrians, and large scale at the street sign level for drivers;
e. sculptural features or unique street furniture to complement (or in lieu of) building and tenant signage;
f. interpretive information about building and construction activities on the fence surrounding the construction site.

D4.4. Discourage Upper-Level Signage: Signs on roofs and the upper floors of buildings intended primarily to be seen by motorists and others from a distance are generally discouraged.

VEHICULAR ACCESS AND PARKING

E2 Integrate Parking Facilities: Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

E2.1. Parking Structures: Minimize the visibility of at-grade parking structures or accessory parking garages. The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape. Where appropriate consider incorporating one or more of the following treatments:

a. Incorporate pedestrian-oriented uses at street level to reduce the visual impact of parking structures. A depth of only 10 feet along the front of the building is sufficient to provide space for newsstands, ticket booths, flower shops, and other viable uses.
b. Use the site topography to help reduce the visibility of the parking facility.
c. Set the parking facility back from the sidewalk and install dense landscaping.
d. Incorporate any of the blank wall treatments listed in Guideline C-3.
e. Visually integrate the parking structure with building volumes above, below, and adjacent.
f. Incorporate artwork into the facades.

g. Provide a frieze, cornice, canopy, overhang, trellis or other device at the top of the parking level.
h. Use a portion of the top of the parking level as an outdoor deck, patio, or garden with a rail, bench, or other guard device around the perimeter.

E2.2. Parking Structure Entrances: Design vehicular entries to parking structure so that they do not dominate the street frontage of a building. Subordinate the garage entrance to the pedestrian entrance in terms of size, prominence on the street-scape, location, and design emphasis. Consider one or more of the following design strategies:

i. Enhance the pedestrian entry to reduce the relative importance of the garage entry.
j. Recess the garage entry portion of the facade or extend portions of the structure over the garage entry to help conceal it.
k. Emphasize other facade elements to reduce the visual prominence of the garage entry.
l. Use landscaping or artwork to soften the appearance of the garage entry from the street.
m. Locate the garage entry where the topography of the site can help conceal it.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) was 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).

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

1. **Overhead Weather Protection (SMC23.49.018):** The Code requires continuous overhead weather protection along 2nd Ave for the facade south of the Landmark structure. The applicant proposed canopy coverage that is not continuous but breaks with the rhythm of the 'columns' on the street-facing facade, producing a gap of about 4'-7" between the canopies.

The Board expressed that the proposed dimension of the gaps between the canopies was too large and directed the applicant to work with the Land Use planner on providing a design that would reduce the gap between canopies to a dimension closer to 2'. This departure would provide an overall design that would better meet the intent of Design Guideline **B1.I. Compatible Design: Establish a harmonious transition between newer and older buildings. Compatible design should respect the scale, massing and materials of adjacent buildings and landscape.** A broken canopy will provide a design more compatible with the design of the existing Landmark facade of the Terminal Sales Annex by avoiding a long continuous horizontal element.

The Board voted unanimously to recommend the departure with condition to reduce the dimension of the gap between the canopies closer to 2'.

2. **Facade Setback Limits (SMC23.49.56.B.1.b):** The Code requires along 2nd Ave that the facade between 15 and 35 feet above sidewalk grade be located within 2' of the street lot line with certain limitations. The applicant proposes setbacks greater than the maximum allowable setback of 10' (approx. 23'), and a setback wider than the allowed 20' parallel to the street (approx. 29'). The area of these setbacks frames the Terminal Sales Annex street elevation which is a Landmark.

This departure would provide an overall design that would better meet the intent of Design Guideline **B1.1.b Adjacent Features and Networks: Arrange the building mass in response to one or more of the following, if present: an adjacent landmark or noteworthy building.** By setting back the building on both sides of the Landmark facade the distinct features and character of the facade will not be engulfed by the new development.

The Board voted unanimously to recommend this departure.

RECOMMENDATIONS

BOARD DIRECTION

The recommendation summarized above was based on the design review packet dated Tuesday, June 2, 2015, and the materials shown and verbally described by the applicant at the Tuesday, June 2, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the three Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. Simplify the form of the roof penthouse. Revise the stepped form into a rectangle. (A2.2)
2. Explore making subtle change to the proportions of the metal panel/curtainwall at the two large upper gazed areas on the north elevation, to strengthen the concept of the wrapped frame. (A2.1, B4.2)
3. Explore revising the protrusion at the upper levels of the west elevation to be asymmetrical. (A2.1, B4.2)
4. Do not use vertical wall mounted lights as they will conflict with the blade signage. Revise the proposal to show down lighting instead. (B4.3.k&o)
5. Reduce the gap between the canopies along 2nd Ave from 4'-7" to be closer to 2'. (B1.I)