



# City of Seattle

Department of Construction & Inspections  
Nathan Torgelson, Director

DESIGN  
REVIEW

## FINAL RECOMMENDATION OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number: 3018096 & 3020177 (Co-Development Blocks) \*

Address: 920 Olive Way & 1711 Boren Avenue

Applicant: LMN Architects, for Pine Street Group

Date of Meeting: Tuesday, January 16, 2018

Board Members Present: Belinda Bail  
Bradley Calvert  
Anjali Grant, Chair  
Peter Krech (substitute)  
Grace Leong

Board Members Absent: JP Emery

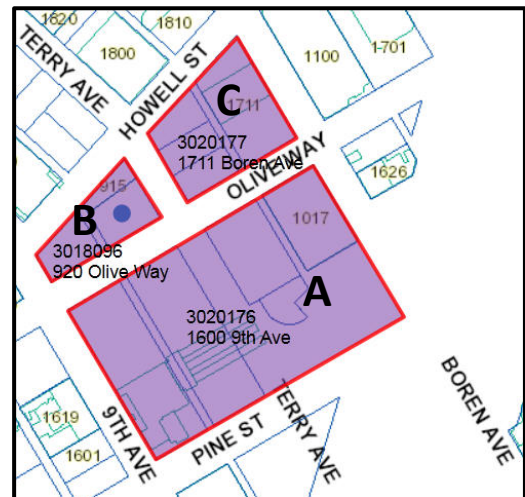
SDCI Staff Present: Lisa Rutzick

### SITE & VICINITY

Site Zone: DMC 340/290-400; Downtown Mixed Commercial, 340 ft non-residential maximum height

Nearby Zones: (North) DMC 340/290-400  
(South) DMC 340/290-400  
(East) DMC 340/290-400  
(NC3P-85 across I-5)  
(West) DOC2 500/300-500

Lot Area: 3020176 Site A: 202,509 sq ft.  
3018096 Site B: 25,551 sq ft.  
3020177 Site C: 50,979 sq ft.



\*This Recommendation report applies only to Sites B & C, referred to as the Co-Development Blocks. Site A has a separate report under #3020176.

### **Current Development:**

The majority of site A consists of a bus and light rail marshalling yard and station, mostly recessed below adjacent grades, plus a 2-story commercial building at the northeast corner. Site B consists of an alley and 2 one-story commercial buildings and surface parking lots. Site C consists of an alley and one, one story commercial building wrapped by surface parking lots.

### **Surrounding Development and Neighborhood Character:**

The largest site A has the Paramount Theatre at its southwest, and one 14 story apartment tower at its northeast, and the rest of the south and east sides face vacant land and the sunken I-5 freeway corridor. There are existing and proposed towers to the north and west of the larger 3-block project area, including office, hotel and residential projects 14-40 stories tall. The surrounding Denny Triangle neighborhood consists of mixed commercial structures and parking lots, rapidly transitioning to tall, dense mixed-use structures, consistent with zoning and planning policies.

The project site is a physical and urban design 'hole' in the dense downtown fabric, and is located between two connector streets (Pine and Olive) which bridge the I-5 trough, which is the edge between downtown density and the mid-rise, mixed use fabric of the Capital Hill and First Hill neighborhoods to the east and south.

### **Access:**

Pedestrian access is from the surrounding sidewalks on the following streets: Pine, Olive and Howell running east-west; 9<sup>th</sup> Ave, Terry and Boren running north-south. Terry Street and alleys were previously vacated from Site A, so vehicular access to it must be off one of the four surrounding street frontages. The two alleys and Terry segment between Olive and Howell are operational at the moment, but are proposed to be fully vacated concurrent with this project; those vacations are assumed to have occurred for the purposes of this Design Review.

### **Environmentally Critical Areas:**

None

**NOTE: This Recommendation report is for only the Co-Development projects on Sites B and C. The reports for the three Early Design Guidance (EDG) meetings combining all three sites A, B and C, start on page 3. The specific Recommendation report for Sites B & C begins on page 33 and the Final Recommendation on page 38.**

## **PROJECT DESCRIPTION**

**Site B:** The proposed development on the 25,551 sq ft site B is a 28 story, 290 ft tall structure containing 409 residential units, and 5,200 sq ft of ground level commercial. An approximately

2400 sq ft public benefit plaza is located at the west “point” of the site, at 9<sup>th</sup> and Olive. An internal service/loading zone is proposed off Terry Avenue.

**Site C:** The proposed development on the 50,979 sq ft site C, is a 16-story structure containing 510,000 sq ft of office use, and 13,600 sf of ground level commercial. The ground level also contains a large truck ramp going down to the below-grade loading zone serving the proposed Convention Center Addition on site A; truck portals are proposed off Boren and Terry Avenues.

The entire area below sites B and C is for the proposed Convention Center Addition loading docks. Parking for both sites B and C is located within the Convention Center Addition structure, as part of the 700-800 spaces there, with at-grade street crossings at the intersection of Terry Avenue and Olive Way.

### **FIRST EARLY DESIGN GUIDANCE (EDG) May 19, 2015**

The Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website: <http://web6.seattle.gov/dpd/edms/>

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

**Mailing Public Resource Center**  
**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

### **INTRODUCTION TO EDG #1:**

This EDG meeting intentionally focused on context and urban design analysis, for the public and Downtown Design Review Board (the Board) to provide early input and guidance about important contextual concerns, and how context might influence and inspire the building forms and/or program. At EDG#2, the applicants will provide the typical EDG massing options, respond to EDG#1 guidance, and the Board will identify the Priority Downtown Guidelines at that time.

NOTE: While the drawings and general Board comments refer to the co-development towers that may occur above Sites B and C, those two towers are not submitted for detailed review at this time. If and when they are proposed to move forward, they would receive separate reviews, public notice and MUP numbers.

### **PUBLIC COMMENT**

- Stated the project appears overly program-driven and not adequately responsive to context yet.
- Supported more pedestrian activating uses on all street level frontages, as they all are heavily used connectors between neighborhoods.

- Concerned that floor slabs and large blank walls appear to occur along many pedestrian eye levels, and the floors should adjust to prevent that.
- Stated the project lacks an overarching goal or idea for such a large and impactful structure.
- Regretted the urban analysis did not include emphasis on the smaller grain of the neighborhoods to the east.
- Emphasized that the sidewalks on Pine and Olive are key connectors and are crowded now, and the project should widen those sidewalks and add amenity to them.
- Reiterated the need for consistent pedestrian activation and practical uses along the sidewalks, since most pedestrians will not be attending actual conventions.
- Impressed by other convention centers designed by the architects (Vancouver, BC in particular) and stressed that Seattle deserves the same or better, particularly in terms of activation, transparency, sustainability and nighttime beauty.
- Emphasized that Pine Street should be lined with continuous retail, and that the ‘pop-up’ retail spaces shown were not viable.
- Requested the project develop how it functions as “a civic building”.
- Requested more public open space(s) and attention to the large roof.
- Stressed how the structure will be visible from streets and public viewpoints to the east, in particular 4 Columns Park.
- Stated the project should exhibit a smaller grain, compatible with the character and pattern of adjacent neighborhoods.
- Submitted the project is large but should not be a singular ‘icon’.
- Stated the terminus of the Terry Green Street should not be a parking or vehicle entrance.
- Opposed to the large truck portal on Boren, across from a residential building.
- Asked for more nature and green elements in the project, such as small parks and tree clusters, as there “are no parks in Denny triangle”.

## **PRIORITIES & BOARD RECOMMENDATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the five Design Review Board members (the Board) provided the following siting and design guidance for the Convention Center expansion (CCX):

All page references are to the EDG#1 booklet dated 5/19/2015; Citations in parenthesis are to the Downtown Design Guidelines.

### **1. Respond to Views & Influences from Adjacent Context:**

- a. **Context Analysis:** The Board appreciated the complete context inventory provided (especially the multiple perspectives, pg. 54-65), and applauded many of the applicant stated goals such as: “Engage the downtown urban framework...Create a welcoming street presence...Integrate mixed uses such as retail...Enrich urban diversity...Create a unique (Seattle and PNW) experience”. Tangible follow through on these commendable goals will be the applicant test for future Board meetings. (A1)

- b. **Viewpoints:** The Board noted this large building will be seen from many vantage points, with differing scales and fields-of-view; the Board was particularly concerned with the wide-angle views from neighborhoods to the east and south, where intervening buildings do not (and likely never will) moderate the size and bulk of the proposed structure (pg. 60/61). The Board supported the stated 'collage of S,M,L scales to mitigate an XXL building'. (B1; C2)
- c. **Street Grid:** The Board agreed the project should acknowledge the street grid shift at Howell, and recognize how the building form will be visible at the street end views down 9<sup>th</sup> & Terry Avenues from the north (pg 62/63). The Board emphasized these two streets are designated Green Streets, connecting the site to SLU and Lake Union with pedestrian, bike and landscaping enhancements. These Green Streets are the only 'public open space' contemplated in the rapidly densifying and open space deficient Denny Triangle district. (A1; B1)
- d. **Connections:** Pedestrian movement along all adjacent streets was a prime focus of Board considerations; special emphasis was on the Pine Street 'hillclimb' and 9<sup>th</sup> Avenue. Since some joint convention events will link the proposed Convention Center Expansion (CCX) and the existing Convention Center, the segment of 9<sup>th</sup> between Pike and Pine will be heavily loaded with pedestrian groups, and how those crowds of pedestrians are received at the southwest corner and along the 9<sup>th</sup> Ave frontage was emphasized. (B3, D1)

The Board suggested that streetscape improvements on 9<sup>th</sup> between Pine and Pike, and 'intersection repair' at Pike and 9<sup>th</sup> might become off-site Public Benefits through other city reviews.

NOTE: Since the project involves street vacations, it will receive Design Commission (DC) review of the public realm and benefits; the Board received a memo from DC staff based on the EDG booklet.

- e. **Landmarks:** The Board noted the adjacent Paramount Theatre is a designated city landmark and functions as a key way-finding marker; the project massing should respect and possibly defer to the Paramount (pg. 59), opening up light and views to the theatre's rich north facade (see #6 on pg. 11 and 63). This guidance might coincide with comments under 2d below. (B2; B3)
- f. **Prominent Corners:** The Board agreed the southwest corner should generously recess to accommodate crowds from Pine and 9<sup>th</sup> (see 1d), possibly with exterior decks above to optimize views up and down Pine Street (pg. 39, and building section shown at meeting). The Board agreed both east corners will be highly visible to many neighborhoods south and east (and to users of the freeway) and they should be 'pedestrian beacons' to help bridge the I-5 gap (pg. 60, 64); the Board supported the retail shown at those corners and encouraged they be larger (pg. 51/52). The northwest corner will be extra visible because of the grid shift, and should respond to the axial street view down 9<sup>th</sup> (pg. 63). Finally, the northeast corner also deserves

attention, as Olive Way is a key pedestrian link to Capitol Hill, regardless of the one-way, eastbound vehicular flows. (B1; B3; C1; C4)

## 2. Massing & Public Realm:

- a. **Vertical Programming:** The Board appreciated the complex building program and supported the challenge of a new ‘vertical convention center prototype’. The Board applauded retention of the existing streets rather than an even larger super block, but was concerned about the scale compatibility of even the resulting double-block form (347 ft x 565 ft footprint) in a fabric largely made up of quarter block and smaller masses (pg 10). (A1; B2)

Regarding the physical massing model shown, the Board was glad to hear that ‘carving of the CCX volume is possible’, to explore various ways to achieve the correct ‘collage of S,M,L scales’. The Board supported exterior decks to populate the large facades, and internal light-wells for the program, but not if such private assets are at the expense of street level needs for the public realm. This pivotal 3-block, 6.4-acre project will be an exercise in balancing a large internal program and external urban design priorities. (B4)

- b. **Mitigate the I-5 Gap:** The Board agreed the project should knit the adjacent neighborhoods together. The large and fully visible south and east walls will be seen within the fabric beyond of smaller, more vertical downtown buildings (pg 60/61), therefore massing modulation and façade scaling techniques will be especially critical on those elevations. (A1; B2; B4; C2)
- c. **Terry Street & ‘Truck Plaza’:** The stated reason for the full vacation of the segment of Terry between Howell and Olive was to enable sizable and multiple truck maneuvering options there (from block C onto Olive, Howell and possibly Terry northbound). The Board was strongly opposed to creating a compromised streetscape or ‘truck plaza’ on a Green Street, or as a terminus of a Green Street that links downtown to Lake Union. After learning the preliminary size and number of truck movements, the Board was especially concerned about compromising Green Street continuity and safe, direct pedestrian movements between Howell and the proposed CCX building across Olive Way (also see 3e). (A1-Green Street Policies; B1; B3; E3)
- d. **Lobby and 9<sup>th</sup> Avenue Interface:** The Board agreed that the primary CCX entries and lobby are best facing the southwest sun and along 9<sup>th</sup>, and they supported the stated intention to make that lobby highly permeable to the street and frequently open to the general public (the controlled zone being deep inside). The Board supported the two corners being described as transparent, tall and welcoming. However, the absence of a sizable setback or public open space along the 9<sup>th</sup> Avenue Green Street was a concern (pg 51), especially considering crowd surges from the proposed lobby. An open space ‘pearl’ (like Plymouth Pillars and Westlake Parks) on the Pine Street

link between Cal Anderson and the Pike Market, would be a valuable open space addition (see 1c, and pg 39/left). (C4; D1; D3)

The Board discussed this important frontage & public realm interface at length: additional ground level space for the Green Street treatment and CCX events to spill out was agreed to have potential; the proposed retail 'market hall' –if open typical hours –was supported in order to activate the 300+ ft long façade when no CCX events are happening. Even a tall, transparent wall looking into an often-empty lobby with just escalators was agreed to not be genuinely activating; the hours and degree of public porosity into the lobby and what public attractors are within will be critical. (C1-2)

- e. **Massing Options for EDG #2:** The Board looks forward to three massing options at the next meeting that respond to all major context influences, yet manifest three clear, and distinct design concepts; suggestions for those might be: a) Program-driven/code compliant; b) Subtractive, slices and notches; c) Additive, volumes and voids. A hybrid is certainly plausible, as the primary Block A is alone 4.5 acres in size, and this site has uniquely different east and west view prospects (see 1b). (A2; B4)
- f. **Roof Design:** The Board stressed the very large roof is a “5<sup>th</sup> Elevation” which will be visible from many adjacent towers and neighborhoods. The 4+ acres provides a major opportunity for a combination of: sizable sustainable strategies; useable open space for users; canvas for an exceptional landscape design; and/or possible public realm in a dense, park deficient district. The Board cautioned that these uses should determine roof structural considerations, rather than the structural cost being used to eliminate a superior design or use. (A2; D1; D2)

### 3. Perimeter Street Edges & Ground Floors: (B3-3; C1; C3; C4; D1-1; E1)

- a. **Ground Floor Edges:** The Board agreed all street edges in this central location must be done well, with no street sacrificed as a designated 'back-of-house'. To maximize pedestrian interaction and provide legitimate uses for all Seattleites not only CCX users, all ground level frontages should: minimize the number and length of blank walls; interject regular lengths of retail or porous, activating uses; reasonably step floors with the adjacent sloping sidewalks to permit regularly spaced doors; and integrate any mandatory services, exit doors or other blank elements in a highly artful manner. The Board agreed maximum transparency is good, but pedestrians looking into closed and frequently empty lobby spaces does not equal diverse and consistent activation.
- b. **Pine Street:** The Board agreed this sidewalk is a very heavily traveled link uphill to Capitol Hill, and it likely deserves additional width via a setback, a consistent curbside landscape amenity, and definitely requires more substantial retail activation than the small 'pop-ups' indicated on pg 52/left.

- c. **Boren Avenue:** The Board supported the 4 retail corners and stretching that activation along all of Boren, and visually minimizing any vehicle portals along both block fronts of Boren Avenue, particularly the east truck portal into site C.
- d. **Olive Way:** The Board was concerned this important pedestrian street lacked consistent retail activation. Any elevators or blank walls should be staggered with intermittent retail or similar activation. Perimeter services should be pushed inward rather than interior parking/services pushing out to the sidewalk.
- e. **Terry Avenue Green Street Terminus:** The Board was unanimously opposed to a vehicle portal as the terminus of the Terry Green Street (regardless of the outcome of the streetscape issues in 2c above), and instead advised a major pedestrian entry be on axis, and link into the public lobby facing 9<sup>th</sup>. Any parking portal on this frontage should be shifted east.
- f. **Howell Street:** Like Olive, this street is an important stitch between the CCX and the rapidly infilling district to the north, so it requires interesting uses and facades on all block faces that reinforce pedestrian movements both east-west and north-south.
- g. **Site C, Northeast Block:** The Board agreed the truck movements appear to overwhelm this block and retail should be maximized and fill in the corners and every available part of the perimeter. The Board seeks SDOT technical corroboration that the truck movements are absolutely the smallest necessary, and all curb cuts and portals should be minimized in width and façade presence.
- h. **Sites B & C; Co-development:** The Board supported planning ahead and requested more details to ensure viable cores, lobbies, and loading space will be possible on the two blocks. The potential for public open space at the interesting hinge of the two street grids should be explored on the west ‘point’ of the northeast Block B (see 1c/f).

#### 4. General:

- a) The Board was intrigued by the applicant’s statement that this CCX represented a 5<sup>th</sup> generation Convention facility, geared toward generation “z”, and requested more development of what that means for the physical form and expression of this project.
- b) The Board agreed the objective must be much more than filling the existing void with a large block of self-serving program; the site is at a crossroads of scales, views and neighborhoods and there is an obligation to also improve connections, enhance the public realm, and add substantial and dynamic uses that serve all pedestrians.

<b>SECOND EARLY DESIGN GUIDANCE (EDG) July 21, 2015</b>
---

The Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website: <http://web6.seattle.gov/dpd/edms/>



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

**Mailing Public Resource Center**  
**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019  
**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

## INTRODUCTION TO EDG #2:

This EDG#2 meeting focused on massing options for all 3 blocks, since the two co-development blocks between Olive and Howell are now full parts of the review. The Board also provided guidance on the design development of the primary convention center block, and those EDG#2 comments are listed in **BOLD** under each restated topic from the EDG#1 guidance.

## PUBLIC COMMENT

- Stated the project should include a public, pedestrian pass through of the double block, like the current Convention Center provides, preferably from Pine to Olive/Terry.
- Supported more pedestrian activating uses on all street level frontages, as they all are heavily used connectors between neighborhoods.
- Stated the project should incorporate an LRT station or bus stops that provide direct access for convention visitors and workers in the surrounding district.
- Stated the project turns its back on the Boren Street pedestrian experience; should design as though the I-5 noise and void will not be a permanent condition.
- Regretted the design did not include more emphasis on the smaller grain of the neighborhoods to the east, and that the project has 'no relationship to the east'.
- Stated the proposal lacks a vision merited by its critical location between downtown, Denny Triangle and Capitol Hill.
- Stated the project has minimal street level uses that would foster civic life and engagement; the program 'box' is too dominant.
- Regretted the large, expensive proposal does not do more to be a civic icon on par with others such as the Central Library, Olympic Sculpture Park, or Central Waterfront.
- Stated the proposal should better integrate with the surroundings and do more to heal the scar of the freeway, as the first Convention Center did with Freeway Park.
- Requested the applicants meet directly with PPUNC, 'as promised'.
- Emphasized that the 'micro-retail' on the existing Convention Center is not successful, and the proposal should have more consistent and deep retail on the street levels.
- Stated the Boren and Olive facades look like afterthoughts, and large detailed elevations are needed to confirm pedestrian scale, activation and interest.
- Noted the streetscape designs were not lush, and the highly visible roof had no design.
- Supported the deep modulations and warm tones of the visible ceilings and soffits shown on the 9<sup>th</sup> avenue perspectives.

- Concerned the highly transparent Pine street façade is too tall and flat, and it is highly visible to the east and south.
- Requested consistent pedestrian activation and unique shops for visitors along the sidewalks, especially Pine which is the prime connector, since ‘Pike is so unfriendly’.
- Stated the ground level looks ‘abandoned, with only 10% retail’, and the Terry terminus was ‘mean’.

## **PRIORITIES & BOARD RECOMMENDATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the five Design Review Board members (the Board) provided the following siting and design guidance for the Convention Center expansion (CCX):

All page references below are to the EDG#2 booklet dated 7/21/2015; citations in parenthesis are to the Downtown Design Guidelines.

### **1. Respond to Views & Influences from Adjacent Context:**

- a. **Context Analysis:** The Board appreciated the complete context inventory provided (especially the multiple perspectives, pg. 54-65), and applauded many of the applicant stated goals such as: “Engage the downtown urban framework...Create a welcoming street presence...Integrate mixed uses such as retail...Enrich urban diversity...Create a unique (Seattle and PNW) experience”. Tangible follow through on these commendable goals will be the applicant test for future Board meetings. (A1)

**At the EDG#2, the Board reiterated how centrally located and visible the structure will be, thus the project forms and architectural character should express a memorable and civic identity, yet not appear alien or out of scale.**

- b. **Viewpoints:** The Board noted this large building will be seen from many vantage points, with differing scales and fields-of-view; the Board was particularly concerned with the wide-angle views from neighborhoods to the east and south, where intervening buildings do not (and likely never will) moderate the size and bulk of the proposed structure (pg 60/61). The Board supported the stated ‘collage of S,M,L scales to mitigate an XXL building’. (B1; C2)

**At the EDG#2, the Board appreciated the multiple and detailed perspective views provided, and recommended additional views for the next meeting, from more distant viewpoints on Capitol Hill and First Hill, along the Boren and Olive facades, and other public viewpoints.**

- c. **Street Grid:** The Board agreed the project should acknowledge the street grid shift at Howell, and recognize how the building form will be visible at the street end views down 9<sup>th</sup> & Terry Avenues from the north (pg 62/63). The Board emphasized these two streets are designated Green Streets, connecting the site to SLU and Lake Union with pedestrian, bike and landscaping enhancements. These Green Streets are the

only 'public open space' contemplated in the rapidly densifying and open space deficient Denny Triangle district. (A1; B1)

**At the EDG#2, the Board supported the strong cantilevered form that punctuates the grid shift as viewed south down 9<sup>th</sup> Avenue (pg 62,63), and the setback, canted lower levels on the southeast corner of block B, which open views and pedestrian movement from Terry to the CCX lobby entry (pg 47). The applicants should provide massing studies which set back the entire tower form at that corner to improve those same views to the CCX, and enhance light to the Terry Plaza.**

- d. **Connections:** Pedestrian movement along all adjacent streets was a prime focus of Board considerations; special emphasis was on the Pine Street 'hillclimb' and 9<sup>th</sup> Avenue. Since some joint convention events will link the proposed Convention Center Expansion (CCX) and the existing Convention Center, the segment of 9<sup>th</sup> between Pike and Pine will be heavily loaded with pedestrian groups, and how those crowds of pedestrians are received at the southwest corner and along the 9<sup>th</sup> Ave frontage was emphasized. (B3, D1)

The Board suggested that streetscape improvements on 9<sup>th</sup> between Pine and Pike, and 'intersection repair' at Pike and 9<sup>th</sup> might become off-site Public Benefits through other city reviews.

NOTE: Since the project involves street vacations, it will receive Design Commission (DC) review of the public realm and benefits; the Board received a memo from DC staff based on the EDG booklet.

**At the EDG#2, the Board reiterated how the project forms, public realm and street edges must be generous and respond to the current (i.e. Pine Street) and projected increases (developments to north and west) in pedestrian street activity, and movement desire lines, especially through the double block. The sidewalk widths may need to be widened from the currently shown code minimums on Pine, Boren and Olive.**

- e. **Landmarks:** The Board noted the adjacent Paramount Theatre is a designated city landmark and functions as a key way-finding marker; the project massing should respect and possibly defer to the Paramount (pg 59), opening up light and views to the theatre's rich north facade (see #6 on pg 11 and 63). This guidance might coincide with comments under 2d below. (B2; B3)

**At the EDG#2, the Board supported the size and location of the southwest entry plaza, and the associated step backs on 9<sup>th</sup> Avenue (pg 69,79), which provide space and scale transitions to the landmark Paramount, with refinement guidance under 6d below.**

- f. **Prominent Corners:** The Board agreed the southwest corner should generously recess to accommodate crowds from Pine and 9<sup>th</sup> (see 1d), possibly with exterior

decks above to optimize views up and down Pine Street (pg 39, and building section shown at meeting). The Board agreed both east corners will be highly visible to many neighborhoods south and east (and to users of the freeway) and they should be 'pedestrian beacons' to help bridge the I-5 gap (pg 60, 64); the Board supported the retail shown at those corners and encouraged they be larger (pg 51/52). The northwest corner will be extra visible because of the grid shift, and should respond to the axial street view down 9<sup>th</sup> (pg 63). Finally, the northeast corner also deserves attention, as Olive Way is a key pedestrian link to Capitol Hill, regardless of the one-way, eastbound vehicular flows. (B1; B3; C1; C4)

**At the EDG#2, the Board agreed both east corner points remain visually weak. Although the southeast 40 ft. retail height is supported, the retail porosity of both corners should be enhanced, and there should be more vertical presence relative to the tall mass above. The ground level corner setback shown at 9<sup>th</sup> and Boren is essential; a similar one is possibly desirable at Boren and Olive.**

## **2. Massing & Public Realm:**

- a. **Vertical Programming:** The Board appreciated the complex building program and supported the challenge of a new 'vertical convention center prototype'. The Board applauded retention of the existing streets rather than an even larger super block, but was concerned about the scale compatibility of even the resulting double-block form (347 ft x 565 ft footprint) in a fabric largely made up of quarter block and smaller masses (pg 10). (A1; B2)

Regarding the physical massing model shown, the Board was glad to hear that 'carving of the CCX volume is possible', to explore various ways to achieve the correct 'collage of S,M,L scales'. The Board supported exterior decks to populate the large facades, and internal light-wells for the program, but not if such private assets are at the expense of street level needs for the public realm. This pivotal 3 block, 6.4-acre project will be an exercise in balancing a large internal program and external urban design priorities. (B4)

**At the EDG#2, the Board applauded the large scale physical model and its use as a dynamic study tool. The Board supported the preferred CCX concept of the central mass-box with three stepped and legible volumes on the north, south and west sides. The transparency of the west and south layers is critical to lightening the massive form (pg 69) however more information on the materiality of the north volume (along Olive) is needed. The multiple roof decks and balconies shown were supported, and strongly encouraged to be publicly accessible when an event is not occurring, or at least certain securable portions at typical (8-8 or 10-10) public hours (dedicated public elevator to balconies shown on Pine, etc).**

**The Board agreed the Pine Street elevation is a fully and highly visible wall to the community, and appears to be overly flat for a 500 ft long, 200 ft tall wall (pg 88). The balconies and vertical elevators shown are critical to create intermediate**

**scales. Additional modulation elements and ‘chiseling’ are also recommended especially at the lower levels. The specific materiality of this south-facing glass volume should be explained in detail at the next meeting, in terms of reflectivity, glass patterns/color, energy performance and shading.**

- b. **Mitigate the I-5 Gap:** The Board agreed the project should knit the adjacent neighborhoods together. The large and fully visible south and east walls will be seen within the fabric beyond of smaller, more vertical downtown buildings (pg 60/61), therefore massing modulation and façade scaling techniques will be especially critical on those elevations. (A1; B2; B4; C2)

**At the EDG#2, the Board agreed the proposed east façade (pg 88) presents an exciting super-window and visible ballroom ceiling to the neighborhood, but the middle and street levels are entirely too blank and lack intermediate scales. This elevation should be treated like any other pedestrian street, and not assume the I-5 culvert is a permanent condition. The Board also recommended the long meeting room balcony have greenery and/or glazing to make it attractive to users and the vicinity.**

- c. **Terry Street & ‘Truck Plaza’:** The stated reason for the full vacation of the segment of Terry between Howell and Olive was to enable sizable and multiple truck maneuvering options there (from block C onto Olive, Howell and possibly Terry northbound). The Board was strongly opposed to creating a compromised streetscape or ‘truck plaza’ on a Green Street, or as a terminus of a Green Street that links downtown to Lake Union. After learning the preliminary size and number of truck movements, the Board was especially concerned about compromising Green Street continuity and safe, direct pedestrian movements between Howell and the proposed CCX building across Olive Way (also see 3e). (A1-Green Street Policies; B1; B3; E3)

**At the EDG#2, the Board restated concerns about the quantity and timings of truck movements on the Terry plaza, and requested more detailed information on those operations (the 26 of 30 days per month shown on pg 116 was very concerning, but the actual hours and frequency of truck movements is needed). The Board generally endorsed the design approach to pedestrianize and minimize vehicular impacts on the plaza – to design for ‘pedestrians first’. The Board agreed this space is a critical visual and pedestrian link from the Terry Green Street to the CCX facility, and its streetscape and adjacent building walls must be fully composed; the street-level image on pg 47 presented many concerns about large, blank ground level loading doors, and visual terminus. Also see comments under 7e.**

**Staff NOTE: As a formal street vacation request, this portion of Terry Avenue will receive full future review by SDOT and the Design Commission, and they will have detailed input on the plaza surface and former ROW streetscape design; the Board has purview over the adjacent private building walls and thus are commenting on**

**the activation and materials of the frontages, regardless of the eventual streetscape design.**

- d. **Lobby and 9<sup>th</sup> Avenue Interface:** The Board agreed that the primary CCX entries and lobby are best facing the southwest sun and along 9<sup>th</sup>, and they supported the stated intention to make that lobby highly permeable to the street and frequently open to the general public (the controlled zone being deep inside). The Board supported the two corners being described as transparent, tall and welcoming. However, the absence of a sizable setback or public open space along the 9<sup>th</sup> Avenue Green Street was a concern (pg 51), especially considering crowd surges from the proposed lobby. An open space ‘pearl’ (like Plymouth Pillars and Westlake Parks) on the Pine Street link between Cal Anderson and the Pike Market, would be a valuable open space addition (see 1c, and pg 39/left). (C4; D1; D3)

The Board discussed this important frontage & public realm interface at length: additional ground level space for the Green Street treatment and CCX events to spill out was agreed to have potential; the proposed retail ‘market hall’ –if open typical hours –was supported in order to activate the 300+ ft long façade when no CCX events are happening. Even a tall, transparent wall looking into an often-empty lobby with just escalators was agreed to not be genuinely activating; the hours and degree of public porosity into the lobby and what public attractors are within will be critical. (C1-2)

**At the EDG#2, the Board strongly supported the southwest entry plaza, but recommended the two open sides slope or step with the adjacent sidewalks to maximize pedestrian access and diagonal desire lines. The Board also agreed both building plaza edges needed retail activation besides the retail and adjacent CCX entry doors shown (even if these doors are open during public hours to the ‘mixing zone’ as stated). Added retail activation at the southeast corner of this plaza will also address the recommendation for more Pine activation (7b).**

**The Board agreed the two-sided market hall along Pine Street will succeed only if the adjacent public ‘mixing zone’ has a natural flow-through circulation from Pine to Olive. The steep 14ft tall, narrow stairs shown on Olive and the recessed, hidden doors at the upper landing are not welcoming or easy to use. The Board recommended the Olive stairs be widened and possibly the ‘mixing zone’ volume project at that street, with the stairs internal. More gradual stepped floors of the mixing zone should be studied, even if impacting ceiling heights below. The narrow stairs to Pine were not essential, thus providing more retail continuity on that street.**

- e. **Massing Options for EDG #2:** The Board looks forward to three massing options at the next meeting that respond to all major context influences, yet manifest three clear, and distinct design concepts; suggestions for those might be: a) Program-driven/code compliant; b) Subtractive, slices and notches; c) Additive, volumes and

voids. A hybrid is certainly plausible, as the primary Block A is alone 4.5 acres in size, and this site has uniquely different east and west view prospects (see 1b). (A2; B4)

**At the EDG#2, the Board supported the applicant-preferred massing scheme for both the CCX structure and the two co-development blocks (pg 92-94), with important refinements to the co-development blocks found under 7g and 7h.**

- f. **Roof Design:** The Board stressed the very large roof is a “5<sup>th</sup> Elevation” which will be visible from many adjacent towers and neighborhoods. The 4+ acres provides a major opportunity for a combination of: sizable sustainable strategies; useable open space for users; canvas for an exceptional landscape design; and/or possible public realm in a dense, park deficient district. The Board cautioned that these uses should determine roof structural considerations, rather than the structural cost being used to eliminate a superior design or use. (A2; D1; D2)

**At the EDG#2, the Board restated the need for a creative and multi-purpose design for the large and visible roof (pg 95); a complete landscape design, preferably with some usable space and public access, should be provided at the next meeting.**

### **3. Perimeter Street Edges & Ground Floors: (B3-3; C1; C3; C4; D1-1; E1)**

- a. **Ground Floor Edges:** The Board agreed all street edges in this central location must be done well, with no street sacrificed as a designated ‘back-of-house’. To maximize pedestrian interaction and provide legitimate uses for all Seattleites not only CCX users, all ground level frontages should: minimize the number and length of blank walls; interject regular lengths of retail or porous, activating uses; reasonably step floors with the adjacent sloping sidewalks to permit regularly spaced doors; and integrate any mandatory services, exit doors or other blank elements in a highly artful manner. The Board agreed maximum transparency is good, but pedestrians looking into closed and frequently empty lobby spaces does not equal diverse and consistent activation.

**At the EDG#2, the Board agreed the street level program and design required the most attention, as the response to clear EDG#1 guidance was not sufficient on almost all frontages. The Board recommended frequent doors and actual porosity where humans move from sidewalks into building spaces, not simply ‘visual porosity’ or transparency. The 9<sup>th</sup> Avenue frontage design shown (pg 61) has the best potential; the Board supported the storefront modulation and setbacks shown, but recommended more depth for the street facing portions of the split-level retail (pg 66 shows 12 ft) to ensure this critical Green Street frontage is successful and lively. Large scale, detailed elevations are needed at the next meeting.**

- b. **Pine Street:** The Board agreed this sidewalk is a very heavily traveled link uphill to Capitol Hill, and it likely deserves additional width via a setback, a consistent curbside

landscape amenity, and definitely requires more substantial retail activation than the small 'pop-ups' indicated on pg 52/left.

**At the EDG#2, the Board strongly reiterated this street frontage is critical to provide consistent retail activation on a busy pedestrian link to Capitol Hill. The retail amount/consistency shown is a very inadequate link, as the context diagram on pg 71 clearly shows. The Board recommended more retail depth (where customers enter the space) and more linear retail frontage in the middle and west block face, well beyond the approximately 25% shown (pg 71; code requires 75%).**

**The Pine retail should read more as tall pavilions along the street that provide scale. Setbacks between them, for cafes and select smaller views into the pre-function atrium, which should possibly be narrowed to afford more retail depth, at least at sidewalk levels (see 6d). Daylight into the pre-function atrium can occur above the more contextually-critical retail pavilions, which can be interspersed between any escalators and landings; the pavilion roofs could provide public view decks, internally and to the street. Large scale, detailed elevations and sections of the pre-function atrium are needed at the next meeting.**

- c. **Boren Avenue:** The Board supported the 4 retail corners and stretching that activation along all of Boren, and visually minimizing any vehicle portals along both block fronts of Boren Avenue, particularly the east truck portal into site C.

**At the EDG#2, the Board strongly agreed the Boren street level is important to pedestrians and the nearly continuous blank walls shown were of major concern (pg 88, 93). The Board recommended shallow 'pop-up' retail here rather than on Pine, or at a minimum, a continuous layer for display windows, artful wall treatments, and narrow landscape planters at the building edge (plus the lush curbside planter). Large scale, detailed elevations are needed at the next meeting.**

- d. **Olive Way:** The Board was concerned this important pedestrian street lacked consistent retail activation. Any elevators or blank walls should be staggered with intermittent retail or similar activation. Perimeter services should be pushed inward rather than interior parking/services pushing out to the sidewalk.

**At the EDG#2, the Board strongly agreed the Olive street level should have more retail frontage, especially near the Terry intersection, and pedestrian activation along the length. The freight elevators might be exposed as pedestrian interest and a visual feature on the elevation, if they are of glass or a similar dynamic treatment. Wall treatments similar as described above for Boren, should be employed on any necessary blank walls. Large scale, detailed elevations are needed at the next meeting.**

- e. **Terry Avenue Green Street Terminus:** The Board was unanimously opposed to a vehicle portal as the terminus of the Terry Green Street (regardless of the outcome of the streetscape issues in 2c above), and instead advised a major pedestrian entry be



on axis, and link into the public lobby facing 9<sup>th</sup>. Any parking portal on this frontage should be shifted east.

**At the EDG#2, the Board was disappointed the parking portal did not move, and did not accept the rationale provided; the portal shown continues to be an unsatisfactory terminus for the Terry Green Street (pg 47). The Board restated it should be shifted, or further façade and scale techniques must be developed to mitigate the portal presence, yet provide a suitably scaled visual terminus. Large scale, detailed elevations are needed at the next meeting.**

**The Board supported the two pedestrian crosswalks of Olive at Terry, but agreed the ‘receiving uses’ of employee and parking entries are not suitable for a Green Street. The Board recommended replacing these with retail, or a prominent and gracious forecourt/entry that leads Green Street pedestrians west to the stairs/escalators at the north end of the ‘mixing zone’ (see comment 6d); this would truly implement the applicant diagram on page 36, blue arrow.**

- f. **Howell Street:** Like Olive, this street is an important stitch between the CCX and the rapidly infilling district to the north, so it requires interesting uses and facades on all block faces that reinforce pedestrian movements both east-west and north-south.

**At the EDG#2, the Board agreed the placement and linear amount of active uses along Howell (pg 92, left) appears sufficient, and expects the applicant to pursue further increases in the amount and depth of ‘retail orange’ graphically shown on both blocks B and C. The Board agreed the screening of the truck ramp portion in the middle of block C must be sophisticated and provide excellent pedestrian interest. Large scale, detailed elevations are needed at the next meeting.**

- g. **Site C, Northeast Block:** The Board agreed the truck movements appear to overwhelm this block and retail should be maximized and fill in the corners and every available part of the perimeter. The Board seeks SDOT technical corroboration that the truck movements are absolutely the smallest necessary, and all curb cuts and portals should be minimized in width and façade presence.

**At the EDG#2, the Board restated the above technical checks are still needed. The Board agreed the office massing shown was bulky and squat, and recommended studies that increase the reading of two more slender volumes that slip past each other, east-west. The offset at the top of each volume might be more substantial to improve the legibility, plus the south volume might register to Olive to enhance the grid shift, and thus create a consistent, sunnier podium step back along Olive. The Board agreed the tower should not lap down to grade on the Howell elevation, and the podium needs a clear expression, possibly taller than 1 story on the north and south sides.**

- h. **Sites B & C; Co-development:** The Board supported planning ahead and requested more details to ensure viable cores, lobbies, and loading space will be possible on the two blocks. The potential for public open space at the interesting hinge of the two street grids should be explored on the west ‘point’ of the northeast Block B (see 1c/f).

**At the EDG#2, the Board supported the basic massing of preferred block B, with a tall podium, expressed gasket and the tower proportions. The Board supported the generous set back at grade at the west with the adjacent activating retail, but agreed the overall form should better respond to the visual axis down Olive onto the ‘flat iron’ building and site condition. Also see comments under 5c.**

#### 4. General:

- a) The Board was intrigued by the applicant’s statement that this CCX represented a 5<sup>th</sup> generation Convention facility, geared toward generation “z”, and requested more development of what that means for the physical form and expression of this project.

**At the EDG#2, the Board heard the response to what 5<sup>th</sup> generation means, but still had difficulty seeing how this is tangibly expressed in the proposed building. The proposal does offer high transparency out to the context, but the building does not appear more ‘welcoming and open’ to the public than a typical facility, nor does the perimeter or land locked mixing zone provide ‘engagement between the event and the city’ (pg 117, last paragraph). More tangible follow through on these assertions is needed at future meetings.**

- b) The Board agreed the objective must be much more than filling the existing void with a large block of self-serving program; the site is at a crossroads of scales, views and neighborhoods and there is an obligation to also improve connections, enhance the public realm, and add substantial and dynamic uses that serve all pedestrians.

**At the EDG#2, the Board summarized that while the proposed CCX massing has improved, and has shifts, transparency and the beginnings of scale modulations that respond to context, it needs much more refinement, particularly on the south side. While the 9<sup>th</sup> Avenue street level and plaza have potential, the ground floor edges on all three other streets require substantially more program space and effort to provide genuine activation, porosity, and pedestrian scale. The Co-development proposals are promising, but also require massing refinements and more detailed design of all pedestrian level facades.**

#### **THIRD EARLY DESIGN GUIDANCE (EDG) October 6, 2015**

The Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website: <http://web6.seattle.gov/dpd/edms/>

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

**Mailing Public Resource Center**  
**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

### **INTRODUCTION TO EDG #3:**

This EDG#3 meeting focused on how the applicants responded to DRB guidance from the EDG#2, and other Board comments generated by the submittal exhibits. In addition to the EDG#3 booklet posted on the city site above, the applicants displayed two large scale models; one showing the entire 3 subject blocks with detailed surrounding context, and a second that showed the lower levels of the CCX building at a larger scale. The detailed comments from the Board provided at EDG# 3 are listed in **bold italic** under each restated topic from the EDG#2 guidance.

### **PUBLIC COMMENT**

- Stated that the buildings are too large and out of scale with the character of Capitol Hill.
- Suggested that the project needs a better transition to Capitol Hill.
- Concerned that the small changes are only at the sidewalk perimeter and do not address the need to break down the building bulk; the 'large and X-large' scales are not needed.
- Suggested the green/art wall along Boren is merely dressing up a bad design.
- Stated that the 'public mixing zone' dead ends on both ends, not reaching the streets.
- Felt the Capitol Hill facing façade is a negative.
- Concerned the Olive elevation is too flat and shows too many back of house facilities.
- Suggested the project should be brought back for a future EDG meeting.
- Questioned the viability of commercial retail space at the mid-block on Olive.
- Supported the publicly visible stairs along Pine but concerned that the stair soffit creates a wide, oppressive element overhanging the sidewalk.
- Stated that the full block of parking and a two-block long façade is oppressive.
- Stated that the project is a recipe for a huge night time dead zone.
- Suggested that retail alone is not persuasive in creating life in the city.
- Stated the visible parking plates along Olive are bad and the parking portal at the terminus of Terry is in the wrong location.
- Supported the southeast plaza as opening up a valuable corner and providing a generous welcome spot on the path between the two CC phases.
- Encouraged the integration of other civic and community, street-activating uses besides retail, such as childcare, hotel, branch library, police storefront, transit stops, etc.

## PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the five Design Review Board members (the Board) provided the following siting and design guidance for the Convention Center expansion (CCX):

All page references below are to the EDG#3 booklet dated 10/06/2015; citations in parenthesis are to the Downtown Design Guidelines.

### 1. Respond to Views & Influences from Adjacent Context:

- a. **Context Analysis:** At the EDG#1, the Board appreciated the complete context inventory provided (especially the multiple perspectives, pg. 54-65), and applauded many of the applicant stated goals such as: “Engage the downtown urban framework...Create a welcoming street presence...Integrate mixed uses such as retail...Enrich urban diversity...Create a unique (Seattle and PNW) experience”. Tangible follow through on these commendable goals will be the applicant test for future Board meetings. (A1)

At the EDG#2, the Board reiterated how centrally located and visible the structure will be, thus the project forms and architectural character should express a memorable and civic identity, yet not appear alien or out of scale.

***At the EDG#3, the Board discussed design elements at the pedestrian scale in great detail, and the recommendation to manifest pedestrian scale and interest at all locations on all perimeters of all three blocks, using varied materials, added activities or nodes for users near passive spaces, visual interest and texture at all loading doors (when closed), vehicle portals and non-retail frontages.***

***The Board agreed the building façade along Boren needs to be more visually compelling, at both the pedestrian levels and the middle zones which are seen from multiple vantage points. The full width green wall shown was not supported, and a greater use of vertical and horizontal compositional elements was recommended at both scales on this highly visible elevation.***

- b. **Viewpoints:** At the EDG#1, the Board noted this large building will be seen from many vantage points, with differing scales and fields-of-view; the Board was particularly concerned with the wide-angle views from neighborhoods to the east and south, where intervening buildings do not (and likely never will) moderate the size and bulk of the proposed structure (pg 60/61). The Board supported the stated ‘collage of S, M, L scales to mitigate an XXL building’. (B1; C2)

At the EDG#2, the Board appreciated the multiple and detailed perspective views provided, and recommended additional views for the next meeting, from more distant viewpoints on Capitol Hill and First Hill, along the Boren and Olive facades, and other public viewpoints.

***At the EDG#3, the Board appreciated the multiple perspective views provided, but recommended additional views along Terry Avenue looking toward the Olive façade that is the Terry Green Street terminus, developing an intentional and scaled elevation response to that terminus condition, and showing the pedestrian edges of Terry Avenue and the adjacent building ground floors in detail. This might require 2-3 perspectives.***

- c. **Street Grid:** At the EDG#1, the Board agreed the project should acknowledge the street grid shift at Howell, and recognize how the building form will be visible at the street end views down 9<sup>th</sup> & Terry Avenues from the north (pg. 62/63). The Board emphasized these two streets are designated Green Streets, connecting the site to SLU and Lake Union with pedestrian, bike and landscaping enhancements. These Green Streets are the only ‘public open space’ contemplated in the rapidly densifying and open space deficient Denny Triangle district. (A1; B1).

At the EDG#2, the Board supported the strong cantilevered form that punctuates the grid shift as viewed south down 9<sup>th</sup> Avenue (pg. 62,63), and the setback, canted lower levels on the southeast corner of block B, which open views and pedestrian movement from Terry to the CCX lobby entry (pg. 47). The applicants should provide massing studies which set back the entire tower form at that corner to improve those same views to the CCX, and enhance light to the Terry Plaza.

***At the EDG#3, the Board was generally in support of a sizable (approximately 38' x 59') public plaza at the northeast corner of 9<sup>th</sup> and Olive (as shown on pg. 45, upper right), as it occupies and marks a special pedestrian crossroads location. The Board will review the detailed design features of this plaza at subsequent meetings. See comments under 12h for the podium massing adjacent to this plaza. See Departure # 4 for Board comments about the projections proposed along the 9<sup>th</sup> Avenue Green Street.***

- d. **Connections:** At the EDG#1, the pedestrian movement along all adjacent streets was a prime focus of Board considerations; special emphasis was on the Pine Street ‘hillclimb’ and 9<sup>th</sup> Avenue. Since some joint convention events will link the proposed Convention Center Expansion (CCX) and the existing Convention Center, the segment of 9<sup>th</sup> between Pike and Pine will be heavily loaded with pedestrian groups, and how those crowds of pedestrians are received at the southwest corner and along the 9<sup>th</sup> Ave frontage was emphasized. (B3, D1)

The Board suggested that streetscape improvements on 9<sup>th</sup> between Pine and Pike, and ‘intersection repair’ at Pike and 9<sup>th</sup> might become off-site Public Benefits through other city reviews.

NOTE: Since the project involves street vacations, it will receive Design Commission (DC) review of the public realm and benefits; the Board received a memo from DC staff based on the EDG booklet.

At the EDG#2, the Board reiterated how the project forms, public realm and street edges must be generous and respond to the current (i.e. Pine Street) and projected increases (developments to north and west) in pedestrian street activity, and movement desire lines, especially through the double block. The sidewalk widths may need to be widened from the currently shown code minimums on Pine, Boren and Olive.

***At the EDG#3, the Board re-affirmed support for the various voluntary edge setbacks shown on pg 16/right, and for the southwest plaza and its east edge creating a welcoming seating terrace/steps as shown on pg 43. The project's public realm and street edges beyond the property line, within SDOT purview, should be generous and respond to pedestrian street activity.***

- e. **Landmarks:** At the EDG#1, the Board noted the adjacent Paramount Theatre is a designated city landmark and functions as a key way-finding marker; the project massing should respect and possibly defer to the Paramount (pg. 59), opening up light and views to the theatre's rich north facade (see #6 on pg. 11 and 63). This guidance might coincide with comments under 2d below. (B2; B3)

At the EDG#2, the Board supported the size and location of the southwest entry plaza, and the associated step backs on 9<sup>th</sup> Avenue (pg. 69,79), which provide space and scale transitions to the landmark Paramount, with refinement guidance under 6d below.

***At the EDG#3, the Board agreed the plaza, roof terrace, and setback box-form above the CCX entrance, as shown on pg 38, create a respectful massing relationship with the Paramount, however at the next meeting the Board will scrutinize the materials and flex hall level functions (pg 50 left) that define this key public open space, at all vertical levels. See 11 i for comments on the plaza.***

- f. **Prominent Corners:** At the EDG#1, the Board agreed the southwest corner should generously recess to accommodate crowds from Pine and 9<sup>th</sup> (see 1d), possibly with exterior decks above to optimize views up and down Pine Street (pg. 39, and building section shown at meeting). The Board agreed both east corners will be highly visible to many neighborhoods south and east (and to users of the freeway) and they should be 'pedestrian beacons' to help bridge the I-5 gap (pg. 60, 64); the Board supported the retail shown at those corners and encouraged they be larger (pg. 51/52). The northwest corner will be extra visible because of the grid shift, and should respond to the axial street view down 9<sup>th</sup> (pg 63). Finally, the northeast corner also deserves attention, as Olive Way is a key pedestrian link to Capitol Hill, regardless of the one-way, eastbound vehicular flows. (B1; B3; C1; C4)

At the EDG#2, the Board agreed both east corner points remain visually weak. Although the southeast 40 ft. retail height is supported, the retail porosity of both corners should be enhanced, and there should be more vertical presence relative to the tall mass above. The ground level corner setback shown at 9<sup>th</sup> and Boren is essential; a similar one is possibly desirable at Boren and Olive.

***At the EDG#3, the Board agreed the east retail corners are larger, have adequate transparency and porosity, and show taller, glass proportions to the overall mass; further increases of these attributes are welcome, as the pg 32 perspective demonstrates. Setbacks or notches at the 2 busy Boren sidewalk corners may still be warranted (pg 30), and the 'bakery' entry doors should shift a bit west off the busy corner. The Board strongly supported the large floor area, and taller, transparent northwest corner retail as shown on pg 42 and 46.***

## 2. Massing & Public Realm:

- a. **Vertical Programming:** At the EDG#1, the Board appreciated the complex building program and supported the challenge of a new 'vertical convention center prototype'. The Board applauded retention of the existing streets rather than an even larger super block, but was concerned about the scale compatibility of even the resulting double-block form (347 ft. x 565 ft. footprint) in a fabric largely made up of quarter block and smaller masses (pg. 10). (A1; B2)

Regarding the physical massing model shown, the Board was glad to hear that 'carving of the CCX volume is possible', to explore various ways to achieve the correct 'collage of S,M,L scales'. The Board supported exterior decks to populate the large facades, and internal light-wells for the program, but not if such private assets are at the expense of street level needs for the public realm. This pivotal 3 block, 6.4-acre project will be an exercise in balancing a large internal program and external urban design priorities. (B4)

At the EDG#2, the Board applauded the large scale physical model and its use as a dynamic study tool. The Board supported the preferred CCX concept of the central mass-box with three stepped and legible volumes on the north, south and west sides. The transparency of the west and south layers is critical to lightening the massive form (pg. 69) however more information on the materiality of the north volume (along Olive) is needed. The multiple roof decks and balconies shown were supported, and strongly encouraged to be publicly accessible when an event is not occurring, or at least certain securable portions at typical (8-8 or 10-10) public hours (dedicated public elevator to balconies shown on Pine, etc.).

The Board agreed the Pine Street elevation is a fully and highly visible wall to the community, and appears to be overly flat for a 500 ft. long, 200 ft. tall wall (pg. 88). The balconies and vertical elevators shown are critical to create intermediate scales.

Additional modulation elements and ‘chiseling’ are also recommended especially at the lower levels. The specific materiality of this south-facing glass volume should be explained in detail at the next meeting, in terms of reflectivity, glass patterns/color, energy performance and shading.

***At the EDG#3, the Board again appreciated the large models and restated the Pine Street elevation is highly visible, but agreed that the projecting stair form is effective at breaking up the previous flatness, and becoming the memorable, ‘signature’ for the CCX. It should be treated as a distinct sculptural move, possibly by adding a unique texture to that south glazing layer, and/or emphasizing the soffit color/material more. The Board was not convinced the soffit should be mirrored, but agreed this southeast facing elevation should remain bright and well-lit on all evenings (not only during events).***

- b. **Mitigate the I-5 Gap:** At the EDG#1, the Board agreed the project should knit the adjacent neighborhoods together. The large and fully visible south and east walls will be seen within the fabric beyond of smaller, more vertical downtown buildings (pg 60/61), therefore massing modulation and façade scaling techniques will be especially critical on those elevations. (A1; B2; B4; C2)

At the EDG#2, the Board agreed the proposed east façade (pg. 88) presents an exciting super-window and visible ballroom ceiling to the neighborhood, but the middle and street levels are entirely too blank and lack intermediate scales. This elevation should be treated like any other pedestrian street, and not assume the I-5 culvert is a permanent condition. The Board also recommended the long meeting room balcony have greenery and/or glazing to make it attractive to users and the vicinity.

***At the EDG#3, the Board supported the Boren corners, ground level modulations, layering and voluntary setbacks as shown on plan pg 30. However, the middle green wall façade garnered much Board concern: The Board stated smaller extents of green wall may be successful, but the entire wall needs to be visually compelling with distinct horizontal and vertical composition and material variation (possibly mixing the three options shown on pg 29 rather than all one), especially at lower levels. Shaped and textured forms or truly sound attenuating materials should be integrated into most of this facade to mitigate the freeway noise.***

- c. **Terry Street & ‘Truck Plaza’:** At the EDG#1, the stated reason for the full vacation of the segment of Terry between Howell and Olive was to enable sizable and multiple truck maneuvering options there (from block C onto Olive, Howell and possibly Terry northbound). The Board was strongly opposed to creating a compromised streetscape or ‘truck plaza’ on a Green Street, or as a terminus of a Green Street that links downtown to Lake Union. After learning the preliminary size and number of truck movements, the Board was especially concerned about compromising Green Street continuity and safe, direct pedestrian movements between Howell and the



proposed CCX building across Olive Way (also see 3e). (A1-Green Street Policies; B1; B3; E3).

At the EDG#2, the Board restated concerns about the quantity and timings of truck movements on the Terry plaza, and requested more detailed information on those operations (the 26 of 30 days per month shown on pg. 116 was very concerning, but the actual hours and frequency of truck movements is needed). The Board generally endorsed the design approach to pedestrianize and minimize vehicular impacts on the plaza – to design for ‘pedestrians first’. The Board agreed this space is a critical visual and pedestrian link from the Terry Green Street to the CCX facility, and its streetscape and adjacent building walls must be fully composed; the street-level image on pg. 47 presented many concerns about large, blank ground level loading doors, and visual terminus. Also see comments under 7e.

**Staff NOTE:** As a formal street vacation request, this portion of Terry Avenue will receive full future review by SDOT and the Design Commission, and they will have detailed input on the plaza surface and former ROW streetscape design; the Board has purview over the adjacent private building walls and thus are commenting on the activation and materials of the frontages, regardless of the eventual streetscape design.

***At the EDG#3, The Board restated the design approach for the plaza along Terry Avenue between Howell and Olive should be pedestrian first, ensuring north/south connections when vehicles are present and creating a usable space during CCX events. Therefore, the sidewalks on both sides should be consistent connectors and generous, outside any required truck movements (which should be minimized); the sidewalks, planting buffers and setbacks shown on pg 48 were supported. The Board also restated this space is a critical visual and pedestrian link from the Terry Green Street to the CCX facility.***

***The Board still had concerns about the quantity and timing of truck movements on the Terry plaza, and supported the eroded ground floor massing at the Block B southeast corner, but recommended the presence of the loading doors be more subordinate to the corner entrance lobby (pg 61).***

- d. **Lobby and 9<sup>th</sup> Avenue Interface:** At the EDG#1, the Board agreed that the primary CCX entries and lobby are best facing the southwest sun and along 9<sup>th</sup>, and they supported the stated intention to make that lobby highly permeable to the street and frequently open to the general public (the controlled zone being deep inside). The Board supported the two corners being described as transparent, tall and welcoming. However, the absence of a sizable setback or public open space along the 9<sup>th</sup> Avenue Green Street was a concern (pg. 51), especially considering crowd surges from the proposed lobby. An open space ‘pearl’ (like Plymouth Pillars and Westlake Parks) on the Pine Street link between Cal Anderson and the Pike Market, would be a valuable open space addition (see 1c, and pg. 39/left). (C4; D1; D3)

The Board discussed this important frontage & public realm interface at length: additional ground level space for the Green Street treatment and CCX events to spill out was agreed to have potential; the proposed retail 'market hall' –if open typical hours –was supported in order to activate the 300+ ft. long façade when no CCX events are happening. Even a tall, transparent wall looking into an often-empty lobby with just escalators was agreed to not be genuinely activating; the hours and degree of public porosity into the lobby and what public attractors are within will be critical. (C1-2)

At the EDG#2, the Board strongly supported the southwest entry plaza, but recommended the two open sides slope or step with the adjacent sidewalks to maximize pedestrian access and diagonal desire lines. The Board also agreed both building plaza edges needed retail activation besides the retail and adjacent CCX entry doors shown (even if these doors are open during public hours to the 'mixing zone' as stated). Added retail activation at the southeast corner of this plaza will also address the recommendation for more Pine activation (7b).

The Board agreed the two-sided market hall along Pine Street will succeed only if the adjacent public 'mixing zone' has a natural flow-through circulation from Pine to Olive. The steep 14ft tall, narrow stairs shown on Olive and the recessed, hidden doors at the upper landing are not welcoming or easy to use. The Board recommended the Olive stairs be widened and possibly the 'mixing zone' volume project at that street, with the stairs internal. More gradual stepped floors of the mixing zone should be studied, even if impacting ceiling heights below. The narrow stairs to 9th were not essential, thus providing more retail continuity on that street.

***At the EDG#3, the Board agreed the revised southwest plaza edges were more welcoming, but the 9<sup>th</sup> Avenue stair should be expanded. The Board supported the expanded retail at the northwest corner and the revised, gradual Olive stairs, as shown on pg 45, that provide a more welcoming entrance and Olive address for the Mixing Zone.***

***STAFF clarification: the Mixing Zone was stated to be fully open to the public when there are no CCX events, and during CCX events the ticketed demising line is at the yellow "registration" zone east of the Mixing Zone shown on pg 49; Board support for the entire CCX ground level strategy is contingent on this mixing zone being fully public, to activate the 9th Avenue corners and Green Street frontage with two-sided retail, and to create a viable 'public atrium', in lieu of any public terraces at upper levels.***

- e. **Massing Options for EDG #2:** The Board looks forward to three massing options at the next meeting that respond to all major context influences, yet manifest three clear, and distinct design concepts; suggestions for those might be: a) Program-driven/code compliant; b) Subtractive, slices and notches; c) Additive, volumes and

voids. A hybrid is certainly plausible, as the primary Block A is alone 4.5 acres in size, and this site has uniquely different east and west view prospects (see 1b). (A2; B4)

At the EDG#2, the Board supported the applicant-preferred massing scheme for both the CCX structure and the two co-development blocks (pg. 92-94), with important refinements to the co-development blocks found under 7g and 7h.

***At the EDG#3, the Board supported the overall massing scheme for the CCX structure as presented, with important revisions along Olive discussed under departure #1. The Board supported the Block B west plaza and massing as shown on pg 61, and more importantly via the model; the Board recommended more perspectives of this block from the west, to confirm a superior response to the 'flatiron' condition.***

***The Board supported the 3-part tower massing of block C, but recommended the vertical recesses be deeper. The Board agreed the block C office podium was less well resolved, and recommended the height, scale and stepping of the podium needs more study, possibly a more dramatic change of materials and/or taller, deeper offsets at the gasket to the tower. The two-story scale along Olive and part of Boren (shown on pg 27) was more successful than the one on Howell.***

- f. **Roof Design:** At the EDG#1, the Board stressed the very large roof is a "5<sup>th</sup> Elevation" which will be visible from many adjacent towers and neighborhoods. The 4+ acres provides a major opportunity for a combination of: sizable sustainable strategies; useable open space for users; canvas for an exceptional landscape design; and/or possible public realm in a dense, park deficient district. The Board cautioned that these uses should determine roof structural considerations, rather than the structural cost being used to eliminate a superior design or use. (A2; D1; D2).

At the EDG#2, the Board restated the need for a creative and multi-purpose design for the large and visible roof (pg. 95); a complete landscape design, preferably with some usable space and public access, should be provided at the next meeting.

***At the EDG#3, the Board acknowledged that the only public open spaces are at several 'at-grade' locations, and the upper roof terraces are exclusively for users of the CC events, or for rental by public organizations/events. Therefore, the Board stressed that each and every public space 'at grade' must be as permeable and welcoming as possible for the majority of event and non-event occasions (see 10d Clarification above). Regardless of public access, the Board will review the specific landscape design elements and other features for all roof decks (as diagrammatically shown on pg. 19) at subsequent meetings.***

### **3. Perimeter Street Edges & Ground Floors: (B3-3; C1; C3; C4; D1-1; E1)**

- a. **Ground Floor Edges:** At the EDG#1, the Board agreed all street edges in this central location must be done well, with no street sacrificed as a designated 'back-of-house'.

To maximize pedestrian interaction and provide legitimate uses for all Seattleites not only CCX users, all ground level frontages should: minimize the number and length of blank walls; interject regular lengths of retail or porous, activating uses; reasonably step floors with the adjacent sloping sidewalks to permit regularly spaced doors; and integrate any mandatory services, exit doors or other blank elements in a highly artful manner. The Board agreed maximum transparency is good, but pedestrians looking into closed and frequently empty lobby spaces does not equal diverse and consistent activation.

At the EDG#2, the Board agreed the street level program and design required the most attention, as the response to clear EDG#1 guidance was not sufficient on almost all frontages. The Board recommended frequent doors and actual porosity where humans move from sidewalks into building spaces, not simply 'visual porosity' or transparency. The 9<sup>th</sup> Avenue frontage design shown (pg. 61) has the best potential; the Board supported the storefront modulation and setbacks shown, but recommended more depth for the street facing portions of the split-level retail (pg. 66 shows 12 ft.) to ensure this critical Green Street frontage is successful and lively. Large scale, detailed elevations are needed at the next meeting.

***At the EDG#3, the Board re-affirmed that the project's street level programming and design elements require the most on-going attention and follow through. The building ground floor along 9<sup>th</sup> as shown in plan and elevation on pg 40, was improved and supported. The portion of Pine shown on pg 36 was supported, especially the number, amount and vertical scale of the five retail 'pavilions'.***

- b. **Pine Street:** The Board agreed this sidewalk is a very heavily traveled link uphill to Capitol Hill, and it likely deserves additional width via a setback, a consistent curbside landscape amenity, and definitely requires more substantial retail activation than the small 'pop-ups' indicated on pg. 52/left.

At the EDG#2, the Board strongly reiterated this street frontage is critical to provide consistent retail activation on a busy pedestrian link to Capitol Hill. The retail amount/consistency shown is a very inadequate link, as the context diagram on pg 71 clearly shows. The Board recommended more retail depth (where customers enter the space) and more linear retail frontage in the middle and west block face, well beyond the approximately 25% shown (pg. 71; code requires 75%).

The Pine retail should read more as tall pavilions along the street that provide scale. Setbacks between them, for cafes and select smaller views into the pre-function atrium, which should possibly be narrowed to afford more retail depth, at least at sidewalk levels (see 6d). Daylight into the pre-function atrium can occur above the more contextually-critical retail pavilions, which can be interspersed between any escalators and landings; the pavilion roofs could provide public view decks, internally and to the street. Large scale, detailed elevations and sections of the pre-function atrium are needed at the next meeting.

***At the EDG#3, the Board strongly reiterated that it is critical to provide a strong and consistent pedestrian link between Capitol Hill and 9<sup>th</sup> by activating the street with a continuous edge of retail or other elements that provide pedestrian interest. The Board supported the jogs and setbacks shown on pg 34 & 36, but was concerned about the approximately 130 ft long ‘vacant space’ between the west retail and plaza on pg 34. The Board recommended the two-bay green recess remain, but incorporate seating that allows pedestrians to look down into the pre-function spaces, while retaining some green relief. The Board also recommended all four bays of glass adjacent to the escalators incorporate elements of scale and visual interest, possibly integrated with a kinetic interior artwork or other feature to stimulate pedestrians; the Board did not consider escalators to qualify for that, but the stair shown next to windows is preferred.***

- c. **Boren Avenue:** At the EDG#1, the Board supported the 4 retail corners and stretching that activation along all of Boren, and visually minimizing any vehicle portals along both block fronts of Boren Avenue, particularly the east truck portal into site C.

At the EDG#2, the Board strongly agreed the Boren street level is important to pedestrians and the nearly continuous blank walls shown were of major concern (pg. 88, 93). The Board recommended shallow ‘pop-up’ retail here rather than on Pine, or at a minimum, a continuous layer for display windows, artful wall treatments, and narrow landscape planters at the building edge (plus the lush curbside planter). Large scale, detailed elevations are needed at the next meeting.

***At the EDG#3, the Board re-affirmed that Boren Avenue is an important pedestrian link, however the current design shown on pg 30 - especially below the meeting level balcony - is not supporting pedestrians or the mid-range visibility across the freeway (pg 32/33). Some elements are promising: the retail corners, adjacent deep reveals, the stepped low planting walls.***

***The central “large” scale green wall was not supported. The Board recommended the multiple exit doors be ‘hidden’ but other material, visual and compositional interest –rather than continuous greenery - occupy all the wall surface below the canopy levels. See 10 b for more comments on this wall above ground level.***

- d. **Olive Way:** At the EDG#1, the Board was concerned this important pedestrian street lacked consistent retail activation. Any elevators or blank walls should be staggered with intermittent retail or similar activation. Perimeter services should be pushed inward rather than interior parking/services pushing out to the sidewalk.

At the EDG#2, the Board strongly agreed the Olive street level should have more retail frontage, especially near the Terry intersection, and pedestrian activation along the length. The freight elevators might be exposed as pedestrian interest and a visual feature on the elevation, if they are of glass or a similar dynamic treatment. Wall treatments similar as described above for Boren, should be employed on any

necessary blank walls. Large scale, detailed elevations are needed at the next meeting.

***At the EDG#3, the Board strongly supported the addition of mid-block retail along Olive Way, and the highly transparent treatment of the nearby employee entrance and parking lobby (see pg 44). The Board did not support exposing the parking ramps to the Olive façade, but was enthusiastic about translucent glass at the exit stair towers, and especially at the northwest and larger northeast elevators, showing the movement behind. The Board agreed the Olive stair/ramp into the 'mixing zone' is a crucial activator, and widening/deflecting the east edge of the opening toward the Terry axis should be studied (see diagram pg 48, lower left).***

***The Board agreed the parking portal on Olive, shown at the Terry axis on pg 16, appears overly prominent because the rest of that terminus elevation is not a deliberate composition, responding to the visual axis of the Green Street. If this portal is not shifted off axis, the Board recommended further elevational studies and an intentional composition, confirmed by perspectives noted under 9b.***

- e. **Terry Avenue Green Street Terminus:** At the EDG#1, the Board was unanimously opposed to a vehicle portal as the terminus of the Terry Green Street (regardless of the outcome of the streetscape issues in 2c above), and instead advised a major pedestrian entry be on axis, and link into the public lobby facing 9<sup>th</sup>. Any parking portal on this frontage should be shifted east.

At the EDG#2, the Board was disappointed the parking portal did not move, and did not accept the rationale provided; the portal shown continues to be an unsatisfactory terminus for the Terry Green Street (pg. 47). The Board restated it should be shifted, or further façade and scale techniques must be developed to mitigate the portal presence, yet provide a suitably scaled visual terminus. Large scale, detailed elevations are needed at the next meeting.

The Board supported the two pedestrian crosswalks of Olive at Terry, but agreed the 'receiving uses' of employee and parking entries are not suitable for a Green Street. The Board recommended replacing these with retail, or a prominent and gracious forecourt/entry that leads Green Street pedestrians west to the stairs/escalators at the north end of the 'mixing zone' (see comment 6d); this would truly implement the applicant diagram on page 36, blue arrow.

***At the EDG#3, The Board supported the crosswalks and tabled intersection shown on pg 47, while those ROW improvements are for SDOT review and confirmation. See 11 e above for comments on the Terry terminus. The Board agreed the block B loading doors should be reduced and less prominent on Terry, and recommended additional perspective renderings (see comments under 9b).***

- f. **Howell Street:** Like Olive, this street is an important stitch between the CCX and the rapidly infilling district to the north, so it requires interesting uses and facades on all block faces that reinforce pedestrian movements both east-west and north-south.

At the EDG#2, the Board agreed the placement and linear amount of active uses along Howell (pg. 92, left) appears sufficient, and expects the applicant to pursue further increases in the amount and depth of 'retail orange' graphically shown on both blocks B and C. The Board agreed the screening of the truck ramp portion in the middle of block C must be sophisticated and provide excellent pedestrian interest. Large scale, detailed elevations are needed at the next meeting.

***At the EDG#3, the Board re-affirmed that the screening of the truck ramp in the middle of block C (pg 59), and any perimeter back-of-house on either block (pg 60), should be a sophisticated glass design, providing an excellent pedestrian experience and interest by using varying patterns or materials.***

- g. **Site C, Northeast Block:** At the EDG#1, the Board agreed the truck movements appear to overwhelm this block and retail should be maximized and fill in the corners and every available part of the perimeter. The Board seeks SDOT technical corroboration that the truck movements are absolutely the smallest necessary, and all curb cuts and portals should be minimized in width and façade presence.

At the EDG#2, the Board restated the above technical checks are still needed. The Board agreed the office massing shown was bulky and squat, and recommended studies that increase the reading of two more slender volumes that slip past each other, east-west. The offset at the top of each volume might be more substantial to improve the legibility, plus the south volume might register to Olive to enhance the grid shift, and thus create a consistent, sunnier podium 'step back' along Olive. The Board agreed the tower should not lap down to grade on the Howell elevation, and the podium needs a clear expression, possibly taller than 1 story on the north and south sides.

***At the EDG#3, the Board applauded the sizable decreases in the two truck portals (48 ft on Boren; 26 ft on Terry), and supported the approach of integrating the doors into the podium bays, as shown on pg 58/59. See 10 f for office podium comments.***

- h. **Sites B & C; Co-development:** At the EDG#1, the Board supported planning ahead and requested more details to ensure viable cores, lobbies, and loading space will be possible on the two blocks. The potential for public open space at the interesting hinge of the two street grids should be explored on the west 'point' of the northeast Block B (see 1c/f).

At the EDG#2, the Board supported the basic massing of preferred block B, with a tall podium, expressed gasket and the tower proportions. The Board supported the generous set back at grade at the west with the adjacent activating retail, but agreed

the overall form should better respond to the visual axis down Olive onto the 'flat iron' building and site condition. Also see comments under 5c.

**At the EDG#3, the Board supported the massing and development of block B, with a tall podium, expressed gasket and the tower proportions. Also see comments under 10 e.**

- i. **9<sup>th</sup> Plaza edge/greenery/steps:** At the EDG#3, the Board agreed *the stairs leading up to the plaza from 9<sup>th</sup> were too narrow, and the wide, long berm actually creates a barrier (see pg 43/left). The Board recommended widening the stairs, similar to those along Pine, incorporating smaller planters to maintain some Green Street character, and easing back the planter and bench at the corner to accommodate diagonal pedestrian desire lines from the busy crosswalks to the primary CCX entrance doors.*

#### 4. General:

- a) **5<sup>th</sup> Generation Facility:** At the EDG#1, the Board was intrigued by the applicant's statement that this CCX represented a 5<sup>th</sup> generation Convention facility, geared toward generation "z", and requested more development of what that means for the physical form and expression of this project.

At the EDG#2, the Board heard the response to what 5<sup>th</sup> generation means, but still had difficulty seeing how this is tangibly expressed in the proposed building. The proposal does offer high transparency out to the context, but the building does not appear more 'welcoming and open' to the public than a typical facility, nor does the perimeter or land locked mixing zone provide 'engagement between the event and the city' (pg. 117, last paragraph). More tangible follow through on these assertions is needed at future meetings.

***At the EDG#3, the Board appreciated the further clarification of the meaning of 5<sup>th</sup> generation, emphasizing an "open, welcoming facility". While the Board reluctantly acknowledged there are no places open to the general public (without paying rental) above the ground floor, the Board supported the following stated attributes which improve public welcome and porosity: the revised 'mixing zone' is genuinely public with generous openings on three sides; the street edges have consistent and variable voluntary setbacks that expand the sidewalk and layer the building edge; there are at least four sizable, usable corner plazas (9<sup>th</sup>/Pine; 9<sup>th</sup>/Howell; Boren/Howell; Olive/Terry), and others may emerge.***

- b) **Scaling a double-block in a central, fine grained location:** At the EDG#1, the Board agreed the objective must be much more than filling the existing void with a large block of self-serving program; the site is at a crossroads of scales, views and neighborhoods and there is an obligation to also improve connections, enhance the public realm, and add substantial and dynamic uses that serve all pedestrians.



At the EDG#2, the Board summarized that while the proposed CCX massing has improved, and has shifts, transparency and the beginnings of scale modulations that respond to context, it needs much more refinement, particularly on the south side. While the 9<sup>th</sup> Avenue street level and plaza have potential, the ground floor edges on all three other streets require substantially more program space and effort to provide genuine activation, porosity, and pedestrian scale. The Co-development proposals are promising, but also require massing refinements and more detailed design of all pedestrian level facades.

***At the EDG#3, the Board summarized that the project's site plan and massing have improved, the corners along Olive and Boren are stronger, and that some areas of transparency are adequate. However, the Board also stated that other areas still need additional refinement. Several key edges of the ground floor perimeter need more attention. The lower and middle façade along Boren should be much more visually compelling. The Board stated that the massing refinements to the Co-development blocks are going in the right direction, but need further refinement at the podium, gasket and facades along Howell and Olive for block C.***

**RECOMMENDATION: May 17, 2016 -- 3018096, 3020177**

The Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website: <http://web6.seattle.gov/dpd/edms/>

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

**Mailing Public Resource Center**  
**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

#### **INTRODUCTION TO RECOMMENDATION:**

This Recommendation meeting addressed only the residential structure on site B and the office structure on site C, consisting of the two blocks framing Terry Avenue, bounded by 9<sup>th</sup> and Boren Avenues, Howell Street and Olive Way. The meeting focused on how the applicants responded to DRB guidance from the EDG#3, and other Board comments generated by the 5/17/16 submittal exhibits. In addition to the Recommendation #1 booklet posted on the city website above, the applicants displayed a large-scale model, showing the 3 blocks A, B and C with detailed surrounding context.

## **PUBLIC COMMENT**

- Stated the residential project should support HALA efforts and therefore include affordable units on site.
- Supported both projects achieving LEED gold or platinum.
- Encouraged both projects to maximize ground level retail, which promotes pedestrian safety, and to include generous lighting and safe landscape design for all the surrounding streets.
- Supported design moves that promote pedestrian vibrancy, rather than vehicles, loading and parking.

## **PRIORITIES & BOARD RECOMMENDATIONS**

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the three Design Review Board members (the Board) provided the following design guidance for Sites B and C:

All [page] references below are to the Recommendation#2 booklet dated 5/17/2016; citations in parenthesis are to the Downtown Design Guidelines.

**General:** The Board agreed both blocks had evolved well, demonstrating good responses to EDG guidance, and were basically well resolved compositions. The Board recommended the following aspects be revised and strengthened:

### **SITE B – Residential, #3018096**

#### **1) Ground Floor:**

- a) True Commercial Uses on Olive Way:** The Board recommended the entire ground floor frontage facing Olive Way, except for the yellow lobby zone shown on pg 56, should consist of commercial uses (bright orange) with doors direct to the sidewalk and southeast corner plaza. The Board endorsed the interior design approach which blends commercial and amenity uses (similar to the Via 6 precedent), but unanimously agreed the Olive frontage should not be counted towards any Code-required “residential amenity” floor area; doing so compromises long-term flexibility on a key pedestrian/retail frontage, opposite the active entries of the CCX. The Board noted additional amenity space can be located on level 7 adjacent to the large amenity deck there [pg 57/right]. (C1, C3, C4)
- b) Uses on Howell Street Frontage:** The Board agreed that the 5 bays of mid-block frontage along Howell Street were an acceptable maximum amount of ground level “amenity”, only on that street, provided the corners contain the amount of true commercial shown in bright orange on pg 56/left. (C1, C3)

- c) Southeast Corner Plaza: The Board strongly supported the consistent street trees wrapping the block, especially the specimen curbside tree shown on pg 101 adjacent to the southeast plaza. The Board unanimously agreed that plaza lawn panel should be much more than turf, and redesigned to provide diverse pedestrian amenities such as seating, lighting and artwork, the north 'cut-through' paving should be widened to facilitate the true retail and doors adjacent, and the southeast corner should be eased to accommodate pedestrian desire lines. (C1, D1, D2)

## 2) Podium:

- a) Materiality: The Board supported the tower form and materiality tracking through the darker podium and reaching the level 2 floor line on Howell and Olive. The vertical transitions between the tower and podium should be clear and decisively detailed, possibly with deep and legible reveals. The Board agreed the western part of the brick podium on Howell overlapped too much over the tower form above, and the last two bays of podium [pg 67/top-middle] should be changed to correspond and reinforce the tower vocabulary. (B4, C2)
- b) Lower Level Tones: The Board supported the three vertical balcony 'cuts' in the brick podium, as shown on pg 61, 63 and 67, and agreed that these provide relief and a lighter color contrast, but recommended the level 2 spandrel cladding exposed on the Olive and Terry elevations [73], be a darker tone to complement the podium brick, and not dilute the light color tower coming to grade at the southeast entrance. (B4, C2)
- c) South Entrance Scale: The Board agreed the primary residential entrance shown on pg 61, 71 and 74, was under-scaled for the tower and not distinctive enough from the nearby retail door boxes [61, 70]. The Board recommended the entrance be scaled up to at least 2 stories height, corresponding with the interior volume, and detailed with materials, colors and forms not similar to the retail entry boxes. (C2, C4)
- d) "Flat-iron", West Podium Elevation: The Board supported the dark iron-spot brick proposed and recommended that brick should wrap the two west corners to frame the large 'glass bay' [65, 68]. The glass should be broken down with articulation, possibly darker framing or mullions, but spandrels should be minimized to emphasize this bay as a response to the angled street views from the west. The Board recommended the trellis material not be wood, but supported the wood soffit shown over the public plaza [68]. (B1, C2)
- e) Terry Avenue Loading Door: The Board supported the co-location of loading, trash and two exit doors at the mid-block on Terry, and the continued effort to minimize all those blank widths. The Board recommended the overhead doors be given an artful treatment, with pedestrian visual interest, and/or be translucent glass (the perforated gray image shown at the meeting was too generic; while the two orange examples were more visually interesting). Because it is a large opening onto a Green Street, the Board recommended quality materials consistent with the exterior design

return approximately 15 ft into the loading opening. Also see discussion under B departure #3. (C3, E3)

- f) Canopies: The Board supported the continuous canopies shown, and agreed the heights and framing styles should vary to express the tower/podium and other logical transitions; these provide scale and interest as shown on pg 70. However, the Board was unanimously opposed to canvas as a canopy material in a dense urban setting, and recommended translucent or fritted glass as a variation within a predominantly clear glass canopy wrap. (C5, C2)

### **3) West Public Plaza:**

- a) Massing and Daylight: The Board strongly supported the revised west elevation with the overhang raised to floor level 3, and the three slender columns shown on pg 65; these should be maintained. (D1)
- b) Ground Plane & Landscape Design: The Board agreed the plaza should be open to the sidewalk at least 50% of the north and west sides, and maintain a basically flat surface to accommodate movable café tables everywhere. The Board supported the basic design of the “Alternate 2” shown at the meeting, with a consistent 12ft wide sidewalk and one consolidated planter along 9<sup>th</sup> Avenue. The planter should include 3 medium height trees that work with the fourth tree at the southwest corner to vertically define the Green Street. Any steps from 9<sup>th</sup> to the plaza should be wide and as few risers as possible, and the steps at the southwest building corner should be widened to 6ft minimum. (D2, D3)
- c) Lighting, Materiality and Details: The Board strongly supported activation of the plaza edges, by adding multiple doors and/or a wide sliding opening on the west retail face, and integrated seating along both long edges of the west planter, and the bench shown along the south edge of the plaza. The Board supported the warm wood soffit shown on pg 50, provided it is light tone and incorporates generous lighting. The Board supported the wide ground level planter at the curb edge shown in Alternate 2, with lush, vertical plantings to reinforce the Green Street, and possibly surrounding/minimizing the intrusion of any required hatches or manholes. (D2, D5)

## **Site C – Office; #3020177**

### **4) Ground Floor Plan:**

- a) Corner Plazas: The Board strongly supported the two north corner plazas and associated building recesses [82] (see site C departures #1a, 1b), provided the adjacent retail spaces have doors that open onto the plazas, and the plaza landscapes are revised to improve pedestrian experience: the Board unanimously agreed each plaza lawn panel should be much more than turf, and redesigned to provide diverse pedestrian amenities such as seating, lighting and artwork. The ‘cut-through’ paving

on the northeast plaza [87] should be widened to facilitate the added retail doors adjacent, and the northeast corner should be eased to accommodate pedestrian desire lines. (C1, D1, D2)

- b) Retail and Transparency: The Board strongly endorsed the extent of retail shown and high amount of eye-level transparency for the perimeter, as shown on pg 87-93. The Board recommended the middle glass bay into the loading ramp on Howell Street [91/middle] be about 50% clear with frit or patterns at pedestrian eye-level for when truck movements do not provide interest. Explore recessing the glass lines between the 8 structural piers, to enhance depth and pedestrian interest on this long façade. (C1)

## 5) Podium:

- a) Materiality: The Board supported the distinction between the light gray, metal panel piers on the Howell Street volume [77], contrasted with the wide, deep, black stone piers on the other three street frontages. To improve the legibility of this distinction, the Board recommended the upper metal panel/louvers between the black piers [97] be revised to a darker tone, but not matching the stone. These 'spandrels' are highly visible from the sidewalks [see pg 95] as well as further away. (C2)
- b) Office Lobby: The Board supported the location, transparency and vertical proportions of the office lobby at the southwest corner [76, 89], but agreed the west vertical and top wrap elements should be thicker and strengthened to hold their own with the large dark piers nearby. (C4)
- c) Truck Portal Doors: The Board unanimously agreed the two large portal locations are well-integrated into the bay rhythm of the base, and continued effort should try to further reduce the opening widths. The Board recommended the overhead or sectional doors be given an artful treatment, with pedestrian visual interest, and/or be translucent glass (the gray door image shown on pg 76 was too generic; the two orange examples shown on pg 43 had promise). (C3, E3)
- d) Portal Returns: Because these are exceptionally wide and tall openings (one onto a Green Street) - where nearby pedestrians will see more interior than a typical loading door - the Board recommended wrapping quality materials consistent with the exterior design into the two large truck openings, approximately 15ft, regardless of how long or often the doors will be open. (E3)

## 6) Tower:

- a) Materiality: The Board strongly supported the basic 2-part massing of the tower volume, including the contrasting composition of vertical fins on the north volume [98] and horizontal emphasis on the south volume. The Board agreed the 2-level indented gasket below the south volume was a critical element, along with the

essential green relief of the 7 large, level 2 trees, and that gasket should possibly have a darker tone than the tower spandrels above. (B2, C2, D2)

- b) Modulation Legibility: The Board unanimously agreed the three reveals on the Terry, Howell and Boren tower facades were crucial, and should be made deeper if possible (in particular the south side of the Terry Green Street reveal, which appears to be only 2 ft), and they should be a consistent dark gray spandrel and glass, as shown on the updated renderings shown at the meeting. In particular, the Howell Street reveal should not include expressed horizontals, but one dark, vertical pilaster (as shown at the meeting) is acceptable. (B2, B4)

7) **Lighting:**

- a) The Board supported the overall lighting concept shown on pg 114, and especially supported integrated soffit and canopy lighting as shown on 115. More detailed, comprehensive lighting plans and fixture types for all ground levels are required in subsequent drawings, and for key reveals and gaskets in the upper levels to be legible at night. (D5)

8) **Signage:**

- a) The Board supported the signage concepts presented at the meeting, especially the canopy mounted and relatively modest tenant signs. The Board agreed the enhanced residential entrance described under 2c should obviate the need for any excessive signage at that location. The site C office lobby might also employ an architectural treatment that functions as a strong identifier to minimize overt signage, such as distinctive linear lighting outlining the box volume, and/or a rich material on the lobby walls or ceiling, visible through the large glass corner [76]. (D4)

**FINAL RECOMMENDATION: January 16, 2018 -- 3018096, 3020177**

The Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number at this website: <http://web6.seattle.gov/dpd/edms/>

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

**Mailing Public Resource Center**  
**Address:** 700 Fifth Ave., Suite 2000  
P.O. Box 34019  
Seattle, WA 98124-4019

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

## **INTRODUCTION TO RECOMMENDATION:**

Although the final recommendation meeting had already occurred, several design changes and departure requests necessitated the project returning to the Board for a second Recommendation meeting. The areas covered at the meeting included:

1. Response to the Board conditions from the previous Recommendation meeting.
2. Review other design changes that have occurred as part of the street vacation process and review by the Design Commission.
3. Review new departures (and confirm previously seen departures).

## **PUBLIC COMMENT**

The following comments were offered at the meeting:

- Supportive of the project evolution filling in this uniquely large site and providing street level activation and maximizing the pedestrian spaces. Would encourage more retail uses and maximizing flexibility of these spaces. Supportive of the proposed overhead canopies, widened sidewalks and landscaping as proposed.
- Community group was supportive of the approachable designs for the various public spaces with lush landscaping, public art elements, lighting and overhead canopies. Felt that the project vision will be well integrated into the neighborhood and be a positive addition.

The following written comments were received prior to the meeting:

- Concerned that pedestrian volumes cannot be accommodated on the sidewalks near the Convention Center.
- Sidewalks should exceed minimum code dimensions to address the pedestrian needs and enhance the public realm.
- More street trees should be provided.
- The overhead canopies should cover the entire project perimeter without gaps and deep enough to protect large groups of pedestrians. Preferred glass canopies with integrated lighting to increase sunlight and safety.
- More façade modulation and setbacks are needed at frequent intervals – especially along Pine Street and Olive Way. Entryways, retail spaces, exterior plazas and seating should be integrated with these modulations.
- Incorporate large, functional, open to the sky courtyards midway along the Pine and Olive streets to break up the length.
- Significant setbacks are needed to break the vertical height of the building.
- Retail spaces should also be concentrated along Pine and Olive, where the high pedestrian volumes occur.
- The proposed plazas should have ample permanent and moveable seating, lighting and landscaping features.

## 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 (the Board) provided the following design guidance for Sites B (residential tower) and C (office tower):

All page references below are to the Recommendation#2 booklet dated 1/16/2018 (unless otherwise noted); citations in parenthesis are to the Downtown Design Guidelines.

1. **Site B - Ground Floor Uses:** The recommended condition from the previous Recommendation meeting stated: *“Revise the entire ground floor frontage facing Olive Way, except for the yellow lobby zone shown on pg 56 (REC #1 packet), to consist of true retail/commercial uses with doors direct to the sidewalk and southeast corner plaza. These uses and area should not be counted towards any Code- required amenity area.”*

At the Final Recommendation meeting, the revised design included additional street level-use along Olive Way.

The Board recommended approval of this design resolution with an expanded retail use and a blended retail space concept [pages 8-9]. The Board recommended a condition that the wall/windows be operable as shown along the 9<sup>th</sup> Avenue street level. (C1, C3, C4)

2. **Site B & Site C - 3 Corner Plaza Landscapes:** The recommended condition from the previous Recommendation meeting stated: *“Revise the design of the three plaza lawn panels to be more than simple turf, and to provide diverse pedestrian amenities such as seating, lighting and artwork. Add retail access doors directly onto the plazas to activate them. The building edge paving should be widened to facilitate the retail and doors adjacent, and the intersection corners should be eased to accommodate diagonal pedestrian desire lines.”*

At the Final Recommendation meeting, the applicant demonstrated that the plaza landscape designs have been revised to allow for easier pedestrian flow along the building, provide direct access from retail doors onto the plaza when sidewalk elevations allow, and activate plazas with seating and connections to the retail.

The Board recommended approval of this design resolution [pages 10-11]. (C1, D1, D2)

3. **Site B - Howell Façade:** The recommended condition from the previous Recommendation meeting stated: *“The western part of the brick podium on Howell overlaps too much over the tower form above; revise the eastern two bays of brick podium [pg 67/top-middle, REC #1 packet] to the tower vocabulary.”*

At the Final Recommendation meeting, the applicant demonstrated that the western portion of the brick podium along Howell has been moved east to align with the tower edge above.



The Board recommended approval of this design resolution [pages 12-13]. (B4, C2)

4. **Site B - Level 2 Cladding:** The recommended condition from the previous Recommendation meeting stated: *“Revise the level 2 spandrel cladding exposed on the Olive and Terry elevations to be a darker tone to complement the podium brick and not dilute the light color of the tower coming to grade.”*

At the Final Recommendation meeting, the applicant demonstrated that the Level 2 spandrel color has been changed to a darker tone, consistent with the Board’s previous recommendation.

The Board recommended approval of this design resolution [pages 14-15]. (B4, C2)

5. **Site B - Lobby Entrance Scale:** The recommended condition from the previous Recommendation meeting stated: *“Scale up the main lobby entrance to at least 2 stories height, corresponding with the interior volume, and detailed with materials, colors and forms not similar to the retail entry boxes.”*

At the Final Recommendation meeting, the applicant demonstrated that the building entrance has been redesigned with a two-story expression. A related new departure is requested for the entrance canopy which is now above the maximum 15’ requirement.

The Board recommended approval of this design resolution [pages 16-17]. (C2, C4)

6. **Site B - West Elevation and Flat Iron Condition:** The recommended condition from the previous Recommendation meeting stated: *“Add brick to wrap the two west corners to frame the large ‘glass bay’ [65, 68 REC #1 packet]. Break down the glass bay with articulation, possibly darker framing or mullions, but spandrels should be minimal and few to emphasize this bay as a response to the angled street views from the west. Revise the trellis material to not be wood, but retain the wood soffit shown over the public plaza [p. 68 REC #1 packet].”*

At the Final Recommendation meeting, three alternatives were presented in response to this condition as follows:

- Option 1, the applicant’s preferred alternative of the West elevation, has a brick facade wrapping the building corners to frame the large glass bays. Dark mullions provide articulation within the glass bay. The wood trellis at Level 7 has been eliminated.
- Option 2. The design of the West elevation has a brick facade wrapping the building corners to frame the large glass bay with dark metal panel and dark mullions for articulation. The wood trellis at Level 7 has been eliminated.
- Option 3. The design of the West elevation has a brick facade wrapping the building corners to frame an extruded glass and metal bay. The glass balconies from the DRB

Recommendation meeting #1 design remain. The bay is articulated with dark metal panel and dark mullions per the Board's guidance. The wood trellis at Level 7 has been eliminated.

The Board was pleased to see the three options presented and agreed with the applicant's preferred option as the most successful in terms of resolving this prominent elevation of the podium projection. The Board also agreed that the elimination the wood trellis was preferred [pages 18-19]. (B1, C2)

- 7. Site B & Site C - Three Loading Doors:** The recommended condition from the previous Recommendation meeting stated: *"Design the three overhead or sectional doors be including an artful treatment, with high pedestrian visual interest, and/or be translucent glass (the gray door image shown on pg 76 was too generic; the two orange examples shown on pg 43 had more visual interest)."*

At the Final Recommendation meeting, the garage doors on Site B and C were presented with a custom design that provides pedestrian visual interest. The Site C doors will be at least 51% open to outside air. The Seattle Design Commission requested artist-designed garage doors as a street vacation condition.

The Board recommended approval of this design resolution and recommended a condition that all areas shown throughout Sites A and B showing perforated custom metal designs (garage doors, etc.) should have a minimum of 40% open area in the perforation design [pages 20-21]. (C3, E3)

- 8. Site B & Site C - Three Loading Door Portal Returns:** The recommended condition from the previous Recommendation meeting stated: *"Design quality materials consistent with the exterior design return approximately 15 ft. into the two large truck openings, regardless of how long or often the doors will be open."*

At the Final Recommendation meeting, the artist designed graphic was proposed for the south return wall of the Site C loading dock. No graphic or material return is planned on the north side of the loading entries on Site C, and the north wall does not return and is interrupted and not consistent for a material return. Site B is not proposing a quality material return, and there are no walls returning at the loading entrance. The Site B loading doors will fold inward, displaying the custom panel design at the portal returns. Loading openings are no longer located on Terry Ave (Green Street); the loading door is now located on Howell St. for Site B.

The Board recommended approval of this design resolution [pages 22-23]. (E3)

- 9. Site B & Site C - Canopies:** The recommended condition from the previous Recommendation meeting stated: *"Redesign to eliminate all canvas canopies and use only translucent or fritted glass for variation within a predominantly clear glass canopy wrap."*

At the Final Recommendation meeting, the applicant demonstrated that all canvas canopies have been eliminated from the design. Site B and Site C include clear glass canopies in the overhead weather protection.

The Board recommended approval of this design resolution [pages 24-25]. (C5, C2)

10. **Site B - Public Plaza:** The recommended condition from the previous Recommendation meeting stated: *“Revise the plaza design to match the basic design of the “Alternate 2” shown at the meeting, with a consistent 12ft wide sidewalk and one consolidated planter along 9<sup>th</sup> Avenue. The planter should include edge seating and 3 medium height trees that work with the fourth tree at the southwest corner to vertically define the Green Street. Any steps from 9<sup>th</sup> to the plaza should be wide and as few risers as possible, and the steps at the southwest building corner should be widened to 6ft minimum. Include a wide ground level planter at the curb edge shown in Alternate 2, with lush, vertical plantings to reinforce the Green Street.”*

At the Final Recommendation meeting, it was clarified that the 9th Avenue Plaza has been designated a Public Benefit Open Space. The proposed design has been approved by the Seattle Design Commission. The new design remains consistent with the Alternate 2 design (shown at EDG #1) with a wide sidewalk along 9th Ave, one consolidated planter, and wide steps down to the plaza and edge seating. A planter at the curb edge has been eliminated as proposed utilities do not allow sufficient soil depth for healthy planting.

The Board agreed that the design was improved but noted that there was an expansive area between the seating and landscape bed groupings across the plaza and ROW. Therefore, the Board recommended a condition to include additional seating and/or planting to help better define this expansive space and further knit the two plaza areas together. The Board understood that any proposed interventions in the ROW will require SDOT approval [pages 26-27]. (D2, D3)

11. **Site C - Ground Level Façade Revisions:** The recommended condition from the previous Recommendation meeting stated: *“Revise the middle bay glass into the loading ramp on Howell Street [91/middle, REC #1 packet] be about 50% clear with frit or patterns at pedestrian eye-level; revise the upper metal panel/louvers between the black piers [97, REC #1 packet] to a darker tone, but not matching the stone; revise and strengthen the edges of the southwest entry volume.”*

At the Final Recommendation meeting, the middle glass bay looking into the loading ramp along Howell St. was shown with a custom 50% glass frit, designed by an artist. The Seattle Design Commission requested artist-designed frit as a vacation condition. The artist has the option to extend the frit design east another bay if desired by artist and future retail tenant.

The metal panel/louver areas between the black stone piers along Terry Avenue, Olive Way and Boren Avenue were changed to a darker tone. Additionally, the lobby entry box edges have been widened to give it a stronger definition.

The Board supported this resolution, but recommended a condition that both of the center bays receive the custom-designed fritted glass treatment to better differentiate this middle bay from the two corners bays [pages 28-29]. (C2)

12. **Site C - Tower Modulation & Reveals:** The recommended condition from the previous Recommendation meeting stated: *“All three vertical reveals should be made deeper if possible (in particular the south side of the Terry Green Street reveal, and they should be a consistent dark gray spandrel and glass, as shown on updated renderings at the meeting. In particular, the Howell Street reveal should not include expressed horizontals, but one dark, vertical pilaster is acceptable.”*

At the Final Recommendation meeting, design details were provided showing that all tower reveals will have a transparent glazing that will appear deeper and read darker than the more reflective glazing of the typical curtain wall and spandrels. The vertical pilaster at the Howell Street recess has been eliminated from the design at the ground level and above in the tower. Removing the pilaster gives the recess a stronger presence on the facade and creates a clear separation between the tower massing.

The Board was satisfied with and recommended approval of this design resolution [pages 32-33]. (B2, B4)

13. **Site C – Alternate Design for Construction Phasing:** At this final Recommendation meeting, an alternate design for Site C was presented to address the possibility of an interim condition where the proposed office tower is not constructed at the same time as the Convention Center. The loading dock entrance and ramp are located in the podium of the Site C and these elements are required for the functionality of the Convention Center and will be built at the same time as the Convention Center. If such an interim condition occurs, the alternate design would include the construction of the podium section of the proposed design (with the tower to follow at a later date). The alternate design is shown on page 78-87. The Board recommended approval of this interim design condition agreeing it was well-considered.

## **DEVELOPMENT STANDARD DEPARTURES**

The Board’s recommendation on the requested departure(s) were 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 departures were requested:

**SITE B:**

- 1. Façade Setback Limit – Site B, 9<sup>th</sup> Avenue (SMC 23.49.058.B):** The Code requires setback limits to facades between an elevation of 15 feet and 25 feet.

The applicant proposes to further set back the façade along 9<sup>th</sup> Ave in the area between 15' and 25' in height for a two-foot deep section that is 10 feet long as shown on page 88.

The Board supported the increased set back that creates a larger outdoor space to accommodate seating, landscaping and space at this unique intersection. The proposed design better meets Design Guidelines B3.3: Pedestrian Amenities at the Ground Level and C1: Promote Pedestrian Interaction.

**The Board unanimously recommended that Seattle DCI grant this departure.**

- 2. Green Street Landscaping – Site B, 9<sup>th</sup> Avenue (SMC 23.49.058.F):** 9th Avenue is a designated Green Street. The Code requires the square footage of landscaped area be at least 1.5 times the length of the street lot line in linear feet. The total area of landscape required along this lot line 90.99 SF. The Code also specifies that the landscape area shall be at least 18 inches wide and located in the public right-of-way along the entire length of the street lot line for a total length of 30.33 linear feet.

The applicant proposes zero landscaping in the public right of way (ROW). 356.2 SF of landscaping is proposed within the lot line, adjacent to 9th Avenue ROW, and 34 linear feet of landscape is provided within the lot line. Page 89 details this departure request.

The Board supported the recommendation of the Seattle Design Commission and agreed that the public plaza design was improved. They noted, however, that there remains an expansive area between the seating and landscape bed groupings across the plaza and ROW. Therefore, the Board recommended a condition to include additional seating and/or planting to help better define this expansive space and further knit the two plaza areas together. The Board understood that any proposed interventions in the ROW will require SDOT approval [pages 26-27]. The Board agreed that subject to this condition, the proposed landscape design, location and quantity of vegetation (overall amount of landscaping proposed is greater than that required by Code) better meets Design Guidelines D1.2. Open Space Features D1.2: Open Space Features and D3: Provide Elements That Define the Place.

**The Board unanimously recommended that Seattle DCI grant this departure, subject to recommended condition #3.**

- 3. Façade Setback Limits – Site B, 9<sup>th</sup> Avenue (SMC 23.49.056.C):** The Code sets forth setback limits on both the setback area square footage and dimensions. The maximum setback on 9<sup>th</sup> Avenue is 592 square feet. The applicant proposes to increase the setback area on 9<sup>th</sup> Avenue to 1,931 SF square feet with a maximum depth of 33'-8". The applicant has detailed this departure request on page 90.

The Board supported the increased set back that creates a larger outdoor space to accommodate seating, landscaping and space at this unique intersection. The proposed design better meets Design Guidelines B3.3: Pedestrian Amenities at the Ground Level and C1: Promote Pedestrian Interaction.

**The Board unanimously recommended that Seattle DCI grant this departure.**

4. **Street Level Uses – Site B, Terry Avenue (SMC 23.49.009.B.1.a):** The Code requires a minimum of 75% length of each street frontage to be occupied by certain street-level uses listed in subsection 23.49.009.A, and those uses must be within 10 ft of the lot line. The applicant proposes the frontage along Terry to be 58% qualifying street-level uses. Since the last Recommendation meeting, the loading and garage access have been relocated to Howell Street, reducing the extent of the departure request. The applicant has detailed this departure request on page 91.

The building loses some street level frontage by creating a setback for a public benefit open space at the corner of Terry Ave. and Olive Way. The building generator is a necessary building use and has been reduced to a minimum dimension. Locating the intake in this location allows the project to provide more street level use along the Olive Way and Howell Street frontages. This departure allows the project to better meet the intent of the Design Guidelines C1: Promote Pedestrian Interaction and E3: Minimize the Presence of Service Areas.

**The Board unanimously recommended that Seattle DCI grant this departure.**

5. **Blank Façade Limits – Site B, Terry Avenue (SMC 23.49.056.D.2.a):** The Code limits the length of non-transparent or blank facades between 2 and 8 ft above the sidewalk grade, to a maximum of 15 ft width, separated by transparent areas at least 2ft wide. The applicant proposes a 32-foot wide blank façade consisting of louvers and exit doors at the midblock of the Terry Avenue Green Street façade. The applicant has detailed this departure request on page 92.

The Board agreed that the generator intake is a necessary building service and has been reduced to a minimum dimension. Concentrating the intake in this area allows for a more activated street frontage along Olive Way and Howell Street. To enhance the pedestrian experience, the louvers will be fronted with a custom metal screen design by a local artist. The Board recommended approval of this design resolution that is supported by Design Guidelines C3: Provide Active — Not Blank — Facades and E3: Minimize the Presence of Service Areas. To more fully support Design Guideline E3, the Board recommended a condition (discussed previously in this report) that all areas shown throughout Sites A and B showing perforated custom metal designs (garage doors, etc.) should have a minimum of 40% open area in the perforation design. This also includes the intake louver screening.

**The Board unanimously recommended that SDCI grant this departure, subject to recommended condition #2.**

- 6. Façade Setback Limits – Site B, Terry Avenue and Olive Street (SMC 23.49.056.B.2.d):** The Code requires façade corner definition at street intersections, with maximum 10 ft deep corner recesses for a minimum 20 ft length along each frontage of the corners. The applicant proposes at the northwest corner of Terry and Olive, an angled façade that leaves an open portion deeper than the Code maximum corner setbacks. The applicant has detailed this departure request on page 93.

The building is set back at the corner of Olive Way and Terry Ave. to provide a wider sidewalk and planted area along the Green Street with better solar access. The corner creates a transition to the north entry of the proposed convention center beyond and provides a generous terminus to the Green Street. The Board agreed that the corner recesses create valuable extensions of the sidewalk public realm, with sunlight and adjacent retail activation. The Board recommended approval of this design resolution that is supported by Design Guidelines C1: Promote Pedestrian Interaction, D1 Provide Inviting & Usable Open Space and D3: Provide Elements That Define the Place.

**The Board unanimously recommended that Seattle DCI grant this departure.**

- 7. Green Street Upper Level Setback – Site B, 9<sup>th</sup> Avenue (SMC 23.49.058.F.4):** Terry Avenue is a designated Green Street. The Code requires a continuous upper level setback of 15 feet for portions of the structure above 45 feet. Portions of the proposed design project into this setback area and are detailed on Page 94.

The entire tower is set back beyond what is required by Code to open up the Green Street and provide greater solar access. A portion of the podium is within the required setback in order to clarify the massing and intersection of building forms along the shift in the street grid at Howell street. This departure allows the project to better meet the intent of the design guidelines A1.1: Response to Context and B4: Design a Well-Proportioned & Unified Building.

**The Board unanimously recommended that Seattle DCI grant this departure.**

- 8. Overhead Weather Protection – Site B, Olive Way (SMC 23.49.018.D):** The Code requires continuous weather protection along all street frontages, at a height of 10 – 15 feet above the adjacent sidewalk. The applicants propose an overhead canopy at 17 feet at the main building entrance along Olive Way. The applicant has detailed this departure request on page 95.

The Board agreed the primary lobby entrance and volume deserved a taller scale of canopy, to create more presence and legibility in support of Design Guideline C3.1. Desirable Façade

Elements. This change was provided directly in response to the Board's condition from the previous Recommendation meeting.

**The Board unanimously recommended that Seattle DCI grant this departure.**

- 9. Overhead Weather Protection – Site B, Howell Street (SMC 23.49.018.D):** The Code requires continuous weather protection along all street frontages, at a depth of 8 feet. The applicants propose an overhead canopy with a 6'-6" depth along Howell Street. The applicant has detailed this departure request on page 96.

This departure is a response to SDOT's Urban Forestry's requirement that all overhead weather protection be a minimum of five feet from the center of a street tree, reducing the canopy width and allowing the appropriate space for the trees to grow will help ensure the health and growth of the trees and allow the project to better meet the intent of Design Guideline D2: Enhance the Building with Landscaping.

**The Board unanimously recommended that Seattle DCI grant this departure.**

- 10. Overhead Weather Protection – Site B, Olive Way (SMC 23.49.018.D):** The Code requires continuous weather protection along all street frontages, at a depth of 8 feet. The applicants propose an overhead canopy with a 6'-6" depth along Olive Way. The applicant has detailed this departure request on page 97.

This departure is a response to SDOT's Urban Forestry's requirement that all overhead weather protection be a minimum of five feet from the center of a street tree, reducing the canopy width and allowing the appropriate space for the trees to grow will help ensure the health and growth of the trees and allow the project to better meet the intent of Design Guideline D2: Enhance the Building with Landscaping.

**The Board unanimously recommended that Seattle DCI grant this departure.**

- 11. Minimum Sidewalk Width – Site B, Howell Street (SMC 23.49.022):** The Code requires the sidewalk width to be 10 feet. The applicant proposes a width of 15 feet. The applicant has detailed this departure request on page 98.

The Code provision is tied to the location along a bus transit corridor. The project is providing an 18-foot wide sidewalk in a designated area for a potential bus stop location. The combination of the proposed sidewalk width, landscape and canopy height promotes pedestrian comfort and scale described in the Design Guideline C1: Promote Pedestrian Interaction. The designated widened area allows people to congregate and wait at the building edge, out of the walkway path and protected from the elements by the building canopy above. Recessing the waiting area into the building also eliminates the need for a standalone bus shelter that can impede pedestrian traffic and create visual clutter along the



street frontage. There is no bus stop planned for this site, but an area is provided in the event that a future bus stop is needed.

**The Board unanimously recommended that Seattle DCI grant this departure.**

**SITE C:**

- 12. Façade Setback Limit – Site C, Howell and Boren (SMC 23.49.056.B):** The Code requires façade corner definition at street intersections, with maximum 10 ft deep corner recesses for a minimum 20 ft length along each frontage of the corners. The applicant proposes at the corner of Howell and Boren, a notch that leaves an open portion deeper than the Code maximum corner setbacks. The applicant has detailed this departure request on page 100.

The proposed design responds to the shift in the street grid at Howell Street, reflected in the massing of the tower. The form of the tower is carried through to the ground, adding clarity to the overall design and providing for a more generous sidewalk at an otherwise sharply angled intersection. The additional pedestrian space at grade eases the transition through the intersection and allows for better visibility across the changing street grid. The Board agreed that the corner recesses create valuable extensions of the sidewalk public realm, with sunlight and adjacent retail activation. The Board agreed that this departure allows the project to better meet the intent of Design Guidelines B1: Respond to the Neighborhood Context, C1: Promote Pedestrian Interaction, and D3: Provide Elements That Define the Place.

**The Board unanimously recommended that Seattle DCI grant this departure.**

- 13. Façade Setback Limit – Site C, Howell and Terry (SMC 23.49.056.B):** The Code requires façade corner definition at street intersections, with maximum 10 ft deep corner recesses for a minimum 20 ft length along each frontage of the corners. The applicant proposes at the corner of Howell and Boren, a notch that leaves an open portion deeper than the Code maximum corner setbacks. The applicant has detailed this departure request on page 101.

The proposed design responds to the shift in the street grid at Howell Street, reflected in the massing of the tower. The form of the tower is carried through to the ground, adding clarity to the overall design and providing for a more generous sidewalk at an otherwise sharply angled intersection. The additional pedestrian space at grade eases the transition through the intersection and allows for better visibility across the changing street grid. The Board agreed that the corner recesses create valuable extensions of the sidewalk public realm, with sunlight and adjacent retail activation. The Board agreed that this departure allows the project to better meet the intent of Design Guidelines B1: Respond to the Neighborhood Context, C1: Promote Pedestrian Interaction, and D3: Provide Elements That Define the Place.

**The Board unanimously recommended that Seattle DCI grant this departure.**

**14. Street Level Uses – Site C, Terry Avenue (SMC 23.49.009.B.1.a):** The Code requires a minimum of 75% length of each street frontage to be occupied by certain street-level uses listed in subsection 23.49.009.A, and those uses must be within 10 ft of the lot line. The applicant proposes the frontage along Terry to be 25% qualifying street-level uses, some located further than 10 feet from the lot line. Since the last Recommendation meeting, the loading and garage access have been relocated to Howell Street, reducing the extent of the departure request on Terry. The applicant has detailed this departure request on page 101.

The building is providing loading egress along Terry Ave. (reviewed under Type 1 application process) with the smallest building opening possible. The main pedestrian entrance is located at the corner of Terry Ave. and Olive Way with the desire to bring part of the lobby frontage along Terry to activate the facade at street level. The remaining frontages along Howell Street, Olive Way and Boren Ave. have been maximized for street level uses, where none are required by Code. This departure allows the project to better meet the intent of the Design Guidelines C1: Promote Pedestrian Interaction and E3: Minimize the Presence of Service Areas.

**The Board unanimously recommended that Seattle DCI grant this departure.**

**15. Blank Façade Limits – Site C, Terry Avenue (SMC 23.49.056.D.2):** The Code limits the length of all blank façade segments to not more than 40% of the street facing façade. The applicant proposes a 43% blank façade along the Terry Avenue Green Street façade. The applicant has detailed this departure request on page 103.

A wider than typical garage door is required to allow for the exiting of large semi-trucks from the Washington State Convention Center loading dock below the site. The door width has been reduced to the minimum required for the trucks to safely exit the building. The garage door will have a custom designed perforation that will add visual interest to the facade and some transparency to the door, providing a larger garage door in this location allows this project and the Washington State Convention Center to consolidate garage doors for loading, reducing the overall number and length of garage doors for both sites. This allows the project to provide more active frontages. The Board recommended approval of this design resolution that is supported by Design Guidelines C3: Provide Active — Not Blank — Facades and E3: Minimize the Presence of Service Areas. To more fully support Design Guideline E3, the Board recommended a condition (discussed previously in this report) that all areas shown throughout Sites A and B showing perforated custom metal designs (garage doors, etc.) should have a minimum of 40% open area in the perforation design. This also includes the intake louver screening.

**The Board unanimously recommended that SDCI grant this departure, subject to recommended condition #2.**

**16. Façade Transparency – Site C, Terry Avenue (SMC 23.49.056):** The Code requires a minimum of 60% of the street level facing façade shall be transparent. The applicant proposed 58% transparency along Terry Avenue. The applicant has detailed this departure request on page 104.

A wider than typical garage door is required to allow for the exiting of large semi-trucks from the Washington State Convention Center loading dock below the site. The door width has been reduced to the minimum required for the trucks to safely exit the building. The garage door will have a custom designed perforation that will add visual interest to the facade and some transparency to the door, providing a larger garage door in this location allows this project and the Washington State Convention Center to consolidate garage doors for loading, reducing the overall number and length of garage doors for both sites. This allows the project to provide more active frontages. The Board recommended approval of this design resolution that is supported by Design Guidelines C3: Provide Active — Not Blank — Facades and E3: Minimize the Presence of Service Areas.

**The Board unanimously recommended that SDCI grant this departure.**

**17. Overhead Weather Protection – Site C, Terry Ave and Olive Way (SMC 23.49.018.D):** The Code requires continuous weather protection along all street frontages, at a height of 10 – 15 feet above the adjacent sidewalk. The applicants propose portions of the overhead canopy at 19'-4", 21'-4" and 22'feet at the corner of Terry Ave and Olive Way. The applicant has detailed this departure request on page 95.

The Board agreed that the taller canopy serves to signal the pedestrian entrance to the building and over the loading door for truck exiting in support of Design Guideline C3.1. Desirable Facade Elements.

**The Board unanimously recommended that Seattle DCI grant this departure.**

**18. Overhead Weather Protection – Site C, Boren Ave (SMC 23.49.018):** The Code requires continuous weather protection along all street frontages, at a depth of 8 feet. The applicants propose an overhead canopy with a 4-foot depth along Boren Ave. The applicant has detailed this departure request on page 106.

This departure is a response to SDOT's Urban Forestry's requirement that all overhead weather protection be a minimum of five feet from the center of a street tree, reducing the canopy width and allowing the appropriate space for the trees to grow will help ensure the health and growth of the trees and allow the project to better meet the intent of Design Guideline D2: Enhance the Building with Landscaping.

**The Board unanimously recommended that Seattle DCI grant this departure.**

**19. Overhead Weather Protection – Site C, Howell Street (SMC 23.49.018):** The Code requires continuous weather protection along all street frontages, at a depth of 8 feet. The applicants propose an overhead canopy with a 6'-6" depth along Howell Street at the stone piers and middle bays. The applicant has detailed this departure request on page 107.

This departure is a response to SDOT's Urban Forestry's requirement that all overhead weather protection be a minimum of five feet from the center of a street tree, reducing the canopy width and allowing the appropriate space for the trees to grow will help ensure the health and growth of the trees and allow the project to better meet the intent of Design Guideline D2: Enhance the Building with Landscaping.

**The Board unanimously recommended that Seattle DCI grant this departure.**

**20. Overhead Weather Protection – Site C, Olive Way (SMC 23.49.018):** The Code requires continuous weather protection along all street frontages, at a depth of 8 feet. The applicants propose an overhead canopy with a 6'-6" depth along Olive Way at the stone piers. The applicant has detailed this departure request on page 108.

This departure is a response to SDOT's Urban Forestry's requirement that all overhead weather protection be a minimum of five feet from the center of a street tree, reducing the canopy width and allowing the appropriate space for the trees to grow will help ensure the health and growth of the trees and allow the project to better meet the intent of Design Guideline D2: Enhance the Building with Landscaping.

**The Board unanimously recommended that Seattle DCI grant this departure.**

**21. Minimum Façade Heights – Site C, Olive Way and Boren Avenue (SMC 23.49.056):** The Code requires minimum façade heights of 25 feet. The applicant proposes a 23-foot tall façade height at the corner of Olive Way and Boren Avenue. The applicant has detailed this departure request on page 109.

A one-story retail base is proposed along Olive Way to allow direct access to an open space above from the second-floor main building lobby. The ground floor facade is held at 23 feet to provide a solid 42" parapet wall at the second level terrace. If the facade is raised to the Code required 25' it would raise the parapet wall to 5'-6", blocking the view for people using the terrace. Large trees are proposed at the second level terrace along Olive Way to create a taller presence at the façade. The Board recommended approval of this design resolution that is supported by Design Guideline B4 Design a Well-Proportioned & Unified Building.

**The Board unanimously recommended that Seattle DCI grant this departure.**

**22. Minimum Sidewalk Width – Site C, Howell Street (SMC 23.49.022):** The Code requires the sidewalk width to be 10 feet. The applicant proposes a width of 15 feet. The applicant has detailed this departure request on page 110.

The Code provision is tied to the location along a bus transit corridor. The project is meeting the 18' sidewalk width requirement for the majority of the Howell St. facade. At the column locations, however, the sidewalk width is reduced to 15' to help break down the scale and length of the facade at the pedestrian level and meet Design Guideline C1.3: Street-Level Articulation for Pedestrian Activity.

At the mid-block of Howell St., the facade steps out 3' to align and strengthen the building mass and facade modulation of the tower above. The storefront glass in this area will be enhanced with an artist designed custom frit pattern. The project is providing the required 18 feet sidewalk width in a designated area for a potential bus stop location. This area allows people to congregate and wait at the building edge, out of the walkway path and protected from the elements by the building canopy above. Recessing the waiting area into the building also eliminates the need for a standalone bus shelter (6'-0' X 9'-0") that can impede pedestrian traffic and create visual clutter along the street frontage. There is no bus stop currently planned for this site, but an area is provided in the event that a future bus stop is needed.

**The Board unanimously recommended that Seattle DCI grant this departure.**

**23. Unmodulated Façade – Site C, Howell Street (SMC 23.49.058.C):** The Code requires facade modulation above a height of 85 feet above the sidewalk for any portion of a structure located within 15 feet of a street lot line. The maximum length of unmodulated facade within 15 feet of a street lot line is 155 feet at a height between 86-160 feet, 125 feet at a height between 161-240 feet, and 100 feet at a height between 241-500 feet. Any portion of a facade exceeding the maximum length of a facade prescribed above (listed in 23.49.058 table a) shall be set back a minimum of 15 feet from the street lot line for a minimum distance of 60 feet before any other portion may be within 15 feet of the street lot line.

The applicant is proposing a 55' -0" wide modulation that is setback 6' from the property line starting at 42'-6 1/8" (from Howell St. datum) and extending up to 240'. This provides an additional 1,700 sf of modulation along the full tower width at Howell Street. The design is proposing a 6-foot set back at the modulation rather than the required 15-foot setback.

The proposed facade modulation supports the overall building massing response to the shift in the street grid at Howell Street, by providing a clear frame of reference to both grids. The proposed modulation occurs over a larger area than required by Code, and creates the simplified singular move encouraged by the Board. The size and scale of the setback, a direct response to the building across Howell Street to the north, defines itself as a distinct element from the rest of the building facade. The Board agreed that the proposed design better meets Design Guidelines A1 Respond to the Physical Environment and B4.1. Massing.

**The Board unanimously recommended that Seattle DCI grant this departure.**

**24. Curb Cut Width – Site C, Terry Avenue (SMC 23.54.030.F):** The Code sets forth the minimum curb width for one-way traffic is 12 feet and the maximum is 15 feet. The applicant proposes a curb cut width of 30 feet on Terry Avenue. The applicant has detailed this departure request on page 112.

The curb cut is required for the exiting of both office and Washington State Convention Center loading trucks. The curb cut has been reduced to the minimum dimension required for the trucks to safely exit the building without interrupting the flow of traffic in adjacent vehicle lanes. Pedestrian safety features will be incorporated into the design, including landscape and diversion elements against the building facade to direct pedestrians away from the exiting trucks, mirrors and audible system. Providing a larger curb cut in this location allows this project and the Washington State Convention center to consolidate curb cuts for loading, reducing the overall number and length of curb cuts for both sites. This allows the project to provide more active frontages. The larger opening in the facade has been treated as a design feature with a feature wall spanning from Terry Avenue to Boren Avenue. The Board agreed that the proposed design better meets Design Guidelines C1.3. Street-Level Articulation for Pedestrian Activity.

**The Board unanimously recommended that Seattle DCI grant this departure.**

**25. Curb Cut Width – Site C, Boren Avenue (SMC 23.54.030.F):** The Code sets forth the minimum curb width for one-way traffic is 12 feet and the maximum is 15 feet. The applicant proposes a curb cut width of 58'-10" on Boren Avenue. The applicant has detailed this departure request on page 113.

The curb cut is required for the exiting of both office and Washington State Convention Center loading trucks. The curb cut has been reduced to the minimum dimension required for the trucks to safely exit the building without interrupting the flow of traffic in adjacent vehicle lanes. Pedestrian safety features will be incorporated into the design, including landscape and diversion elements against the building facade to direct pedestrians away from the exiting trucks, mirrors and audible system. Providing a larger curb cut in this location allows this project and the Washington State Convention center to consolidate curb cuts for loading, reducing the overall number and length of curb cuts for both sites. This allows the project to provide more active frontages. The larger opening in the facade has been treated as a design feature with a feature wall spanning from Terry Avenue to Boren Avenue. The Board agreed that the proposed design better meets Design Guidelines C1.3. Street-Level Articulation for Pedestrian Activity.

**The Board unanimously recommended that Seattle DCI grant this departure.**

## **DESIGN REVIEW GUIDELINES**

At the EDG#2, the Board identified the following **Downtown Design Guidelines of highest priority for this specific project**, while all guidelines remain applicable. The Priority Downtown

Guidelines are summarized below; for the full text please visit the [Design Review website](http://www.seattle.gov/dpd/aboutus/whoweare/designreview/designguidelines/default.htm) and <http://www.seattle.gov/dpd/aboutus/whoweare/designreview/designguidelines/default.htm>

## 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.

## 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.

**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.**

**B3.1. Building Orientation:** In general, orient the building entries and open space toward street intersections and toward street fronts with the highest pedestrian activity. Locate parking and vehicle access away from entries, open space, and street intersections considerations.

**B3.2. Features to Complement:** Reinforce the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings. Consider complementing the existing:

- a. massing and setbacks,
- b. scale and proportions,
- c. expressed structural bays and modulations,
- d. fenestration patterns and detailing,
- e. exterior finish materials and detailing,
- f. architectural styles, and
- g. roof forms.

**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.

## 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

**D1.3. Residential Open Space:** Residential buildings should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. In addition, the following should be considered:

- i. courtyards that organize architectural elements while providing a common garden;
- j. entry enhancements such as landscaping along a common pathway;
- k. decks, balconies and upper level terraces;
- l. play areas for children;
- m. individual gardens; and
- n. location of outdoor spaces to take advantage of sunlight.

**D2 Enhance the Building with Landscaping: Enhance the building and site with generous landscaping— which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.**

**D2.1. Landscape Enhancements:** Landscape enhancement of the site may include some of the approaches or features listed below:

- a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;
- b. include a special feature such as a courtyard, fountain, or pool;

- c. incorporate a planter guard or low planter wall as part of the architecture;
- d. distinctively landscape open areas created by building modulation;
- e. soften the building by screening blank walls, terracing retaining walls, etc;
- f. increase privacy and security through screening and/or shading;
- g. provide a framework such as a trellis or arbor for plants to grow on;
- h. incorporate upper story planter boxes or roof planters;
- i. provide identity and reinforce a desired feeling of intimacy and quiet;
- j. provide brackets for hanging planters;
- k. consider how the space will be viewed from the upper floors of nearby buildings as well as from the sidewalk; and
- l. if on a designated Green Street, coordinate improvements with the local Green Street plan.

**D2.2. Consider Nearby Landscaping:** Reinforce the desirable pattern of landscaping found on adjacent block faces.

- m. plant street trees that match the existing planting pattern or species;
- n. use similar landscape materials; and
- o. extend a low wall, use paving similar to that found nearby, or employ similar stairway construction methods.

**D3 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.**

**D3.1. Public Space Features and Amenities:** Incorporate one or more of the following as appropriate:

- a. public art;
- b. street furniture, such as seating, newspaper boxes, and information kiosks;
- c. distinctive landscaping, such as specimen trees and water features;
- d. retail kiosks;
- e. public restroom facilities with directional signs in a location easily accessible to all; and
- f. public seating areas in the form of ledges, broad stairs, planters and the like, especially near public open spaces, bus stops, vending areas, on sunny facades, and other places where people are likely to want to pause or wait.

**D3.2. Intersection Focus:** Enliven intersections by treating the corner of the building or sidewalk with public art and other elements that promote interaction (entry, tree, seating, etc.) and reinforce the distinctive character of the surrounding area.

**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.

**E3 Minimize the Presence of Service Areas: Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.**

**E3.1. Methods of Integrating Service Areas:** Consider incorporating one or more of the following to help minimize these impacts:

- a. Plan service areas for less visible locations on the site, such as off the alley.
- b. Screen service areas to be less visible.
- c. Use durable screening materials that complement the building.
- d. Incorporate landscaping to make the screen more effective.
- e. Locate the opening to the service area away from the sidewalk.

## **BOARD RECOMMENDATION**

The recommendation summarized below was based on the #3018096/3020177 design review booklet dated January 16, 2018, and the materials shown and verbally described by the applicant at the January 16, 2018 Design Recommendation meeting (unless required as a condition below, the design should not change).

After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the material samples, the five Design Review Board members recommended APPROVAL of the subject design and departures, with the following conditions:

1. Site B: The wall/windows should be operable as shown along the 9<sup>th</sup> Avenue street level. (C1, C3, C4)
2. Sites A & B: All areas shown with perforated custom metal designs (garage doors, etc.) should have a minimum of 40% open area in the perforation design. (C3, E3)
3. Include additional seating and/or planting to help better define this expansive space and further knit the two plaza areas together. Any proposed interventions in the ROW will require SDOT approval. (D2, D3)
4. Site C: Apply the custom-designed fritted glass treatment to both of the center bays to better differentiate this middle bay from the two corners bays. (C2)