



City of Seattle

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



SECOND EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number: 3018578

Address: 2200 7th Ave

Applicant: Peter Krech, Graphite Architecture

Date of Meeting: Tuesday, January 20, 2015

Board Members Present: Matthew Albores
Anjali Grant
Murphy McCullough (Chair)
Alan McWain
Gundula Proksch

DPD Staff Present: Beth Hartwick, Senior Land Use Planner

SITE & VICINITY

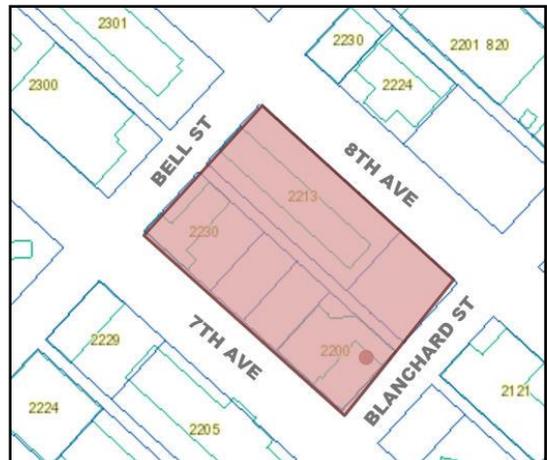
Site Zone: DMC 340/290-400

Nearby Zones: (North) DMC 240/290-400
(South) DMC 500/300-500
(East) DMC 240/290-400
(West) DMC 340/290-400

Lot Area: 77,760 Sq. Ft.

Current Development: On the west side of the alley the site is predominately surface parking with two single story structures occupied by a car rental company, and a restaurant. On the east side of the alley is a 3 story structure that was built as a hotel and is currently being used as housing for a college.

Access: The block is bound by streets on all four sides and an alley which bisects the block.



Environmentally Critical Areas: None

Surrounding Development and Neighborhood Character: The nearby blocks and neighborhood is experiencing rapid transition from a low density, under used area of surface parking and smaller scale retail structures and hotels. New high rise office development is under construction on the two blocks to the south, with another block of office use planned for the block across Blanchard St. from the site, under MUP #3013154. Across 8th Ave is a planned residential tower. A couple blocks to the west a large residential development is under construction. Across Bell St. is a single story mid-century office building and four story hotel and across 7th Ave is a 4-story hotel, and a single story retail structure.

The site is served by multiple bus lines and is within easy walking distance of Westlake Center and the Westlake Station of the downtown tunnel with metro bus and light rail service. The South Lake Union streetcar runs down Westlake Ave a few blocks to the east. 7th Avenue is a primary bike corridor, with a planned cycle track. Bike traffic crisscrosses the neighborhood on multiple streets, including Bell and Blanchard St.

Recreational opportunities and green space are available with Denny Park to the north and the proposed park at Westlake and 8th Ave.

PROJECT DESCRIPTION

The proposal is for a full block development in the Denny Triangle Urban Center Village, with approx. 835,000 sq. ft. of office space and approx. 35,000 sq. ft. of retail space at the ground level of three buildings. Approx. 835 parking spaces will be provided below grade. An alley vacation is required for approval of development.

Initial Early Design Guidance November 18, 2014

The packet includes materials presented at the meeting, and is available online by entering the project number (3018578) at this website:
http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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

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

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

The applicant presented three options.

Option 1 is the code compliant option, developed with one building containing 835,000 sq. ft. of office space, and 30,000 sq. ft. of at grade retail, over four full levels of below grade parking. The building is “L” shaped for the first seven stories, with a tower rising to 24 stories at the northern portion of the site. The structure is set back forty-five feet from Blanchard St., with ground level open space at the southern and southwestern portion of the site.

The pedestrian office entries are located mid-block, on 8th Ave and through the open space at 7th Ave. The entry lobby bisects retail space at the base of the office tower along 7th Ave, Bell St. and 8th Ave., and retail space facing south off the open space. Parking and loading functions are accessed from curb cuts along 8th Ave.

Option 2 is developed with two building containing 835,200 sq. ft. of office space, and 30,000 sq. ft. of at grade retail, over four full levels of below grade parking. The larger 24 story tower takes up the northern half of the block. The smaller 7-story building is located at the southwest portion of the site and is set back sixty-two feet from 8th Ave. providing ground level open space. The two structures are separated by fifty feet of open space connecting 7th and 8th Avenues creating a mid-block through block connection.

The office entries are located off the open space between the buildings, from Bell St and through the open space at 7th Ave. The entry lobby bisects retail space at the base of the office tower along 7th Ave, Bell St. and 8th Ave., and retail space facing south off the open space. Parking and loading functions are accessed from curb cuts along 8th Ave. and a curb cut on Bell St. is for exiting from the garage.

Option 3 is the applicants preferred option, developed with three building containing 835,200 sq. ft. of office space, and 30,000 sq. ft. of at grade retail, over four full levels of below grade parking. The 24 story tower takes up the northern portion of the block. The smaller 7-story building is situated at the southeast portion of the site and is connected to the tower with a two story bridge about 28’ above grade. A small single story retail building faces 7th Ave west of the 7-story structure. At grade the two smaller structures are separated from the tower by 75 feet of open space connecting 7th Ave. to a plaza along 8th Ave. that leads down to grade at Bell St. under the tower above, creating an angled through block connection. Open space between the two smaller structures provides a pedestrian connection from the corner of Blanchard St. and 7th Ave. to the mid-block open space.

The office lobbies are oriented towards 8th Ave with entries located off the mid-block open space and 8th Ave. In the tower, retail space faces Bell St., 7th Ave. and the mid-block open space. Retail space in the 7-story building fronts Blanchard St. and the open space between the three structures. Parking and loading functions are accessed from curb cuts along 8th Ave. and a curb cut on Bell St. is for exiting from the garage.

COMMENTS FROM THE DESIGN COMMISSION

The following comments were received from the Design Commission Staff and were read at the meeting by the DPD Land Use Planner:

The Design Commission had comments related to the following:

- The quality of the pedestrian environment along 8th Ave.
- High quality, functional and usable open space, there is concern that the amount of open space required to meet code may make it difficult to provide adequate public benefits on site.
- They will be interested in seeing more information about the proposed public benefit package and Green St. improvements, including how the proposed Bell St. curb cut will work on a Green street.

PUBLIC COMMENT

The following public comments were offered at the meeting:

- Encouraged the Board to ensure that the public benefits created by the alley vacation are a 'level above' what would normally be provided.
- Encouraged the Board to use their insight when providing guidance relating to the public interest and public spaces on the outside of the building, especially Bell St.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

INITIAL EARLY DESIGN GUIDANCE: November 18, 2014

As this project is requesting an alley vacation much of the Board's guidance was about how the proposed on site open space should interface with the streetscape. As the placement of the buildings on the site is what creates the opportunities for successful open space, much of the guidance on the massing was given in this context.

- 1. Massing at Grade: The Board gave guidance to pursue whatever massing option provides better public open space, but expressed they would support a version of the preferred Option 3 if it is well designed and provides well designed open space. (B3, B4)**
 - a. Pursue Option 3 with more transparency at the ground level open space and resolve how the through block connection will work to engage the development with the street. Erode the corner of the tower at Bell St. and 8th Ave. and the three-story plinth. (B4.1&2)
 - b. Consider development of Option 2 that incorporates a shifting and narrowing of the lower building to create better open space. (B4.1)
 - c. Consider combining Options 1 and 2 to provide an option with all open space accessible at grade. (B4.1)

- d. Consider a development of Option 1 that narrows the building to provide more open space along the two green streets, Bell and Blanchard St. (B4.1)
 - e. Consider moving the massing back at grade to provide relief on the green streets, Bell and Blanchard St.(B1.1, B3.3, C1.3)
- 2. Upper Massing: The Board gave the following guidance on the development of the upper level massing of the Options. (A2, B4.2, C2)**
- a. Provide significant modulation and strong articulation of the shaft and tower in Option 3.
 - b. The Board encouraged the ‘gap’ between the top of the podium and the tower in Option 3. (A2, B4)
 - c. Work with the ‘yellow ribbon’ concept presented in Option 3, which represents a two to three story ‘band’ wrapping around and through the site. Consider bringing the ribbon up the tower. (A2, B4)
 - d. Redesign the ‘odd’ proportions of the tower with modulation and façade treatment. (C2.1)
 - e. The Board indicated some support for the massing of the tower on Option 2, noting the massing of the preferred option 3 tower was bulky. (B4)
- 3. Relationship to the Street: The Board emphasized the importance of how the on-site uses will interface with the street and noted that any benefits need to be for the public. Direct connect to the street is key. (B3, B4, C1, D1.1&2)**
- a. Make the site porous and inviting to pedestrians along 8th Ave. (C1, D1)
 - b. Pursue an Option 3 design with more transparency at the ground level open space and resolve how the through block connection will work to engage more with the street. (C1.3, C3.1)
 - c. Consider lowering the through block open space in Option 3 so it accessible at grade on both 7th and 8th Avenues. The open space on the podium along 8th Ave will create a disconnect between the street and the sidewalk. (B3.1)
 - d. Consider placing uses other than offices at the lower floors that would provide a different design treatment near the street. (C1.3, C3.1)
 - e. Provide access to the open space at grade as presented in Option 2. (D1)
- 4. Open Space: The Board directed the applicant to program the on-site open space to enhance public benefits. (D1.1&2, D2, D3, D5, D6)**
- a. Design the access to all open space to be easily accessible and useable for the public. (D1.1&2)
 - b. Consider lowering the through block open space in Option 3 so it accessible at grade on both 7th and 8th Avenues. (B3.1)
 - c. Provide easily accessible public space. Program the open space and retail space to complement each other, and relate to the two green streets, Bell and Blanchard St. (B1.1)
 - d. Design the scale of the open space so that it will appear inviting when empty. (D2.1, D3, D5, D6)
 - e. Resolve the open space of the preferred Option 3 to meet the street, feel comfortable, and be activated. (D1.1&2, D2.1, D3, D5, D6)

At the second EDG Meeting the applicant is to provide the following:

- Provide a plan showing the proposed interior uses facing the ground level open spaces.
- Provide a study of what amenities are proposed in the open space.

Second Early Design Guidance January 20, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number (3018578) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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DESIGN DEVELOPMENT

The applicant presented three options.

PUBLIC COMMENT

The following public comments were offered at the meeting:

- Expressed that the project must have elements of public use if the project is getting an alley vacation.
- Expressed that not enough open space was being proposed and that the corners need to be open to the public.
- Expressed that the proposed treatment of Bell St. and Blanchard St. was not sufficient and more open spaces should be provided.
- Encouraged more public benefits on Bell St. and Blanchard St.
- Stated that the proposed massing does not meet Design Guidelines A1(Respond to the Physical Environment) and B1 (Respond to the Neighborhood Context). As Bell St is the more “sensitive” street, the building mass setback from the street should be increased.
- Stated that the tower is set back 15’ but is 215’ wide along Bell St. and will appear relentless and overbearing. Noted the design needs to meet the requirements of the design guidelines.
- Stated the 340’ height limit of the zone is across Bell St. from a 240’ height limit zone. Placing the tower near zone transition is not meeting Guideline B2 (Create a Transition in Bulk and Scale).

- Encouraged the Board to consider how the proposed development will cast shadows on Denny Park. Stated a real shadow study would look at more than 3 days a year.
- Noted that the Land Use Code determines curb cut access to sites and per code requirements, a curb cut on Bell St should not be allowed.
- Noted that Green Streets are meant to reduce traffic.
- Supported the plans for design treatment along 7th and 8th Avenues but not the two Green Streets, Bell and Blanchard. Encourage a design that is more pedestrian friendly and will calm traffic.
- Encouraged a city maintained Green Street along Bell St. from the waterfront to Denny Way.
- Encouraged the applicant to work with the City and community groups.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

SECOND EARLY DESIGN GUIDANCE: January 20, 2015

As the project site abuts two Green Streets (Bell St and Blanchard St) and will have open space providing a through block connection from 7th and 8th Ave, most of the Board deliberation was focused on open space and the design along the site edge, especially Bell St.

- 1. Tower and Massing: The Board stated that the massing of the tower is going in the right direction and is elegant, but the lower three story ‘zone’ is protruding above the ground floor in odd places. The applicant, in response to Board questioning, had indicated that at this time there was no program for the shared lower floors beyond being designated “office common area”. The Board directed the applicant to use this as an opportunity to study how to enhance and promote the Green Streets and let this objective inform the design of this space. (B1.1, B4.1,B4.2)**
 - a. Design and scale back the lower level zone of the building to respect the Green Streets and public space. (B1.1, B4.1, B4.2)
- 2. Treatment Along Bell Street: The Board conveyed that the curb cut decision and design should be handled by DPD and SDOT, and gave the following guidance:**
 - a. Design the street-level building facades, open space and landscaping along Bell St. with the same level of thought and detail as has been given to the open space of the through block connection. (C1, C3, D1.1, D2.1.I)
 - b. The curb cut on Bell St. should be exit only. (E2.2, E2.1.I)
 - c. Design Bell Street to minimize or discourage vehicle use. (C1)
- 3. Relationship to the Street: The Board remarked that the accessibility to the site was much improved from the first EDG meeting. However, it appeared the applicant**

concentrated on the design of the interior site open space at the expense of the site edges and treatment of the two Green Streets.(C1, C3, D1)

- a. The design of the public edge and central open spaces need to be well executed. (C1, C3, D1)
- b. Design the street-level building facades, open space and landscaping along the Green Streets with the same level of thought and detail as has been given to the open space of the through block connection. (C1, C3, D1.1)
- c. Design all of the site corners with the same level of attention and detail. (C1, C3, D1, D3.2)
- d. Provide more information about how ADA access at the corner of 7th Ave and Blanchard St. will work. (D1.2.a)
- e. Design all the open spaces and the edge of the right-of-way to be attractive to the public. (C1, C3, D1)

4. Open Space: The Board gave strong guidance to program and design all open space at the interior and the edge of the right-of-way to be attractive to the public. (C1, D1)

- a. Both the design of the public edge and the central open spaces need to be well executed. (C1, D1)
- b. Design and program the open space along 7th Ave and Blanchard St. for community public use. (C1, D1)
- c. The open space off 8th Ave and Bell St. under the building has good potential to act as a connection into the site but needs to be programmed and designed to be considerate of public use and space. Scale back the lower zone of the building to respect this public space. (B1.1, B3.3, D1)

At the Recommendation Meeting the applicant is to provide the following:

- Provide a ground plan model at a bigger scale than the current massing models. Provide a program of how the open spaces are intended to be used.
- Provide detailed sketches showing the building, open space and landscaping design along the Green Streets.
- Provide more information about how ADA access at the corner of 7th Ave and Blanchard St. will work.

DESIGN REVIEW GUIDELINES

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

SITE PLANNING AND MASSING

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

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

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

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

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

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

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

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

ARCHITECTURAL EXPRESSION

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

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

- a. a surrounding district of distinct and noteworthy character;
- b. an adjacent landmark or noteworthy building;
- c. a major public amenity or institution nearby;
- d. neighboring buildings that have employed distinctive and effective massing compositions;

- e. elements of the pedestrian network nearby, (i.e.: green street, hillclimb, mid-block crossing, through-block passageway); and
- f. direct access to one or more components of the regional transportation system.

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

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.

C5 Encourage Overhead Weather Protection: Project applicants are encouraged to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

C5.1. Overhead Weather Protection Design Elements: Overhead weather protection should be designed with consideration given to:

- a. the overall architectural concept of the building
- b. uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections);
- c. minimizing gaps in coverage;

- d. a drainage strategy that keeps rain water off the street-level facade and sidewalk;
- e. continuity with weather protection provided on nearby buildings;
- f. relationship to architectural features and elements on adjacent development, especially if abutting a building of historic or noteworthy character;
- g. the scale of the space defined by the height and depth of the weather protection;
- h. use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light; and
- i. when opaque material is used, the illumination of light-colored undersides to increase security after dark.

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

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 a 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.

D5 Provide Adequate Lighting: To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and on signage.

D5.1. Lighting Strategies: Consider employing one or more of the following lighting strategies as appropriate.

- a. Illuminate distinctive features of the building, including entries, signage, canopies, and areas of architectural detail and interest.
- b. Install lighting in display windows that spills onto and illuminates the sidewalk.
- c. Orient outside lighting to minimize glare within the public right-of-way.

D6 Design for Personal Safety & Security: Design the building and site to promote the feeling of personal safety and security in the immediate area.

D6.1. Safety in Design Features: To help promote safety for the residents, workers, shoppers, and visitors who enter the area:

- a. provide adequate lighting;
- b. retain clear lines of sight into and out of entries and open spaces;
- c. use semi-transparent security screening, rather than opaque walls, where appropriate;
- d. avoid blank and windowless walls that attract graffiti and that do not permit residents or workers to observe the street;
- e. use landscaping that maintains visibility, such as short shrubs and/or trees pruned so that all branches are above head height;
- f. use ornamental grille as fencing or over ground-floor windows in some locations;
- g. avoid architectural features that provide hiding places for criminal activity;
- h. design parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there, for pedestrians passing by, and for occupants of nearby buildings;
- i. install clear directional signage;
- j. encourage “eyes on the street” through the placement of windows, balconies, and street-level uses; and
- k. ensure natural surveillance of children’s play areas.

VEHICULAR ACCESS AND PARKING

E1 Minimize Curb Cut Impacts: Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

E1.1. Vehicle Access Considerations: Where street access is deemed appropriate, one or more of the following design approaches should be considered for the safety and comfort of pedestrians.

- a. minimize the number of curb cuts and locate them away from street intersections;
- b. minimize the width of the curb cut, driveway, and garage opening;
- c. provide specialty paving where the driveway crosses the sidewalk;
- d. share the driveway with an adjacent property owner;
- e. locate the driveway to be visually less dominant;

- f. enhance the garage opening with specialty lighting, artwork, or materials having distinctive texture, pattern, or color
- g. provide sufficient queuing space on site.

E1.2. Vehicle Access Location: Where possible, consider locating the driveway and garage entrance to take advantage of topography in a manner that does not reduce pedestrian safety nor place the pedestrian entrance in a subordinate role.

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.

E2.2. 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.

DEVELOPMENT STANDARD DEPARTURES

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

At the time of the Second Early Design Guidance the following departures were requested:

1. **Facade Setback Limits (SMC23.49.056.B.2.d):** The Code requires, on streets not requiring property line facades, that the maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. The applicant proposes a greater setback at the corner of 8th Ave and Bell St., along Bell St.

The Board indicated that they will be inclined to grant this departure if well designed open space is provided.

2. **Facade Setback Limits (SMC23.49.056.B.2.d):** The Code requires, on streets not requiring property line facades, that the maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. The applicant proposes a greater setback at the corner of 8th Ave and Bell St., along 8th Ave.

The Board indicated that they will be inclined to grant this departure if well designed open space is provided.

3. **Facade Setback Limits (SMC23.49.056.B.2.d):** The Code requires, on streets not requiring property line facades, that the maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. The applicant proposes a greater setback at the corner of 8th Ave and Blanchard St., along Blanchard St.

The Board indicated that they will be inclined to grant this departure if well designed open space is provided.

4. **Facade Setback Limits (SMC23.49.056.B.2.d):** The Code requires, on streets not requiring property line facades, that the maximum setback of the facade from the street lot lines at intersections is 10 feet. The minimum distance the facade must conform to this limit is 20 feet along each street. The applicant proposes a greater setback at the corner of 8th Ave and Blanchard St., along 8th Ave.

The Board indicated that they will be inclined to grant this departure if well designed open space is provided.

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the **Second Early Design Guidance** meeting, the Board directed the applicant to move forward with MUP application.