



## RECOMMENDATION OF THE WEST DESIGN REVIEW BOARD

Project Number: 3018935

Address: 970 Denny Way

Applicant: Jodi Patterson-O'Hare, for the Holland Partner Group

Date of Meeting: Wednesday, August 19, 2015

Board Members Present: Boyd Pickrell (Chair)  
Christine Harrington  
Homero Nishiwaki  
Janet Stephenson

Board Members Absent: Katie Idziorek

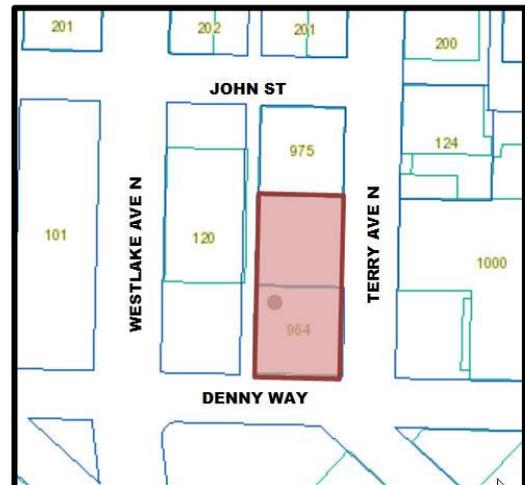
DPD Staff Present: Garry Papers, M.Arch, Senior Land Use Planner

### SITE & VICINITY

Site Zone: SM 240/125-400  
(Seattle Mixed, base height 240 ft;  
maximum height 125 – 400 ft depending on uses)

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

Lot Area: 28,264 sq ft



**Current Development:**

The site is occupied by a three story commercial structure, surface parking and a loading ramp.

**Surrounding Development and Neighborhood Character:**

A newer seven-story residential structure occupies the remainder of the half block to the north. An 11-story residential structure occupies the entire half-block to the west across the alley. A mix of commercial, hotel and educational buildings is found to the east and south. The block is located in a highly visible location between Downtown and the rapidly transforming South Lake Union (SLU) neighborhood.

**Access:**

Pedestrian access is from the two adjacent sidewalks of Denny Way and Terry Avenue N. Vehicular access is from the adjacent through-block alley.

**Environmentally Critical Areas:**

None

**PROJECT DESCRIPTION**

The proposed development includes a 400 ft residential tower and podium of 461 units, and 15,00 sq ft of lower level retail. Parking for 188 bikes and 374 vehicles would be in 6 levels below grade. All parking and loading would access off the alley.

**EARLY DESIGN GUIDANCE February 18, 2015**

The booklet includes materials presented at the meeting, and is available online by entering the project number (3018935) at this website:

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

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)

## **PUBLIC COMMENT**

During public comment, the following issues and concerns were raised:

- Concerned about shadow and wind impacts on alley residential units in the adjacent buildings.
- Supported the quantity and potential mix of local serving retail.
- Concerned about lighting, safety and CPTED issues along the alley and street frontage.
- Supported the north tower placement, and the curved tower design.
- Endorsed a crosswalk at Terry & Denny, and supported the building responding at that corner with pedestrian amenity.
- Opposed to blank walls or faux windows on the street facades, particularly along sloping Denny Way.
- Endorsed the generous setback and transparent, porous storefront shown along Terry.

### **EARLY DESIGN GUIDANCE February 18, 2015**

(South Lake Union (SLU) Design Guidelines referenced)

#### **1. MASSING & CONTEXT RESPONSE:**

- a) The Board strongly endorsed the north tower placement for this prominent and tall form, as it creates a south roof terrace and better scale along Denny (EDG booklet pages 23/24). The Board also endorsed the preferred massing option 3, with some aspects at the lower levels along Terry Avenue of option 2 being desirable. See comments under 3b below. (Guidelines CS2, DC2-A)
- b) The Board agreed the curving tower contrasted with the rectilinear 'industrial base' is a sound approach, but had comments about how the tower expression meets the street and interacts with the 'industrial base' along Terry (3c), and other refinements to the upper tower (4a & b below). (Guidelines CS3-II, DC2-)

#### **2. GROUND LEVEL USES & STREETScape:**

- a) The Board strongly endorsed the large quantity and full-depth retail shown on page 37, and especially endorsed the 2-story retail entry activating the alley corner, shown on page 47. (Guidelines DC1-A, PL3-C)
- b) The Board supported the option 3 voluntary setbacks along Terry (page 39, option 3), and the use of these setbacks (referred to as 'docks') as a café zone, as long as the public sidewalk remains 12 ft minimum wide along Terry, the docks stay as low to grade as possible, and the cafe 'fence' stays low and fully transparent as shown on page 46. The Board required color drawings at the next meeting that show the proposed Terry Avenue street design fully in the context of existing and proposed streetscapes 1 block to the south and 3 blocks to the north. (Guidelines PL2-I, PL3)

- c) The Board supported a ‘dock’ wrapping and activating the southeast corner, but as shown on pages 45 and 61, it encroaches too much on the sidewalk. It should be recessed onto the site and not overly encroach on the public, pedestrian realm. It appears the deeply recessed corner storefront could shift and accommodate this dock, plus maintain a generous level spot at the corner and the recommended sidewalk width of the Denny Way Streetscape Concept Plan. (Guidelines PL1-III, PL3)
  
- d) While not presented at the EDG meeting, the City Council adopted Denny Way Streetscape Concept Plan (DWSCP) has bearing on this site. The recommended typical street section on this portion of Denny (DWSCP page 13) shows the sidewalk on the north side of Denny Way (adjacent to this project) “should total 18 ft in width”, with about 8 ft of landscaped buffer element along the busy Denny curb, and about 10 ft net paving. This means a “6 ft setback” inside the property line, and the paved setback should have a canopy for pedestrian protection.

The proposed landscape plan on page 61 shows about 6ft paving. The Board concurred that pedestrian volumes along busy Denny warrant the 10 ft paved zone. Subsequent site plans and landscape plans should show the recommended setback and canopies, while retaining the corner dock element inside the setback. (Guidelines CS2-B, PL1-B, PL2)

- e) While outside the Design Review Board purview, the Board strongly supported implementation of a pedestrian crosswalk of Denny, so pedestrians can access bus stops on Denny and the Terry Avenue Green Street continuity from downtown to South Lake Union is walkable. Terry Avenue is a designated “Neighborhood Heart” in the SLU Design Guidelines (see CS2-I-iv, for specific Terry Avenue Streetscape recommendations), and the Board considers Terry and Denny to be a minor Gateway. The applicants are encouraged to work with SDOT for this item in their SIP plans. (Guidelines CS2-B, CS2-I-iv, PL1-B, PL4)

### **3. LOWER LEVELS & PODIUM EXPRESSION:**

- a) The Board endorsed the three-part massing for the Terry Avenue Façade as shown on page 48, but agreed the north ‘industrial’ mass should extend further south to better balance that street façade. The Board supported a portion of the southeast corner of the residential tower reaching grade along Terry. The Board suggested the glazed southeast corner, south of the vertical fin depicted on page 44, is logical and legible as the primary residential lobby entrance, and the ground floor program should adjust. (Guidelines CS2-C-3, CS3, PL2, DC2)
  
- b) The Board agreed the southeast corner of the option 3 tower lacked intermediate scale and plane shifts, such as those shown on option 2, page 25. The lower floors at this location should be refined to integrate overhangs, the adjacent fin, and/or cues of entry. (Guidelines DC2-C)

- c) The Board endorsed the cubic massing and the implied quality of masonry materials for the two ‘industrial’ blocks, and encouraged the applicants to not simply mimic historic architecture but rather interpret and distill key material and compositional principles for buildings of their own time. (Guidelines DC2, DC4-A)
- d) The Board agreed the southeast corner of the podium acts as a hinge for the Terry Avenue street kink, and that corner will be a ‘beacon’ for north-bound pedestrians and users. The Board supported the special corner column and extra tall, transparent storefront entry, as depicted on page 45, and encouraged further exploration of the corner and the upper podium for elements which acknowledge this pivotal location in the urban context. (Guidelines CS2-A, CS2-C-1, DC2)
- e) The Board endorsed high activation of the south podium rooftop, with diverse uses and a sophisticated and lush landscape palette. A complete landscape design for all roof terraces is required at the next meeting (no design was provided, however, the Board noted the precedent images on page 67 were a promising response to the guidelines). (Guidelines DC2-I-i, DC3-B-4, DC4-D)

#### **4. TOWER MATERIALITY & DESIGN:**

- a) The Board supported the curving east and west facades of the option 3 tower, and the interlocking ovoid form that breaks up the north and south elevations (as shown on pages 37 and 49). The Board encouraged all four tower elevations to be carefully composed as they will be highly visible from a distance and proximate views, in a largely lower height, built-out context. (Guidelines CS2-A, DC2)
- b) The Board encouraged the tower elevations to not be equal on all sides, and to respond to the distinct environmental factors and context cues that inform each different orientation. Consistent with SLU Design Guidelines, the Board emphasized environmental and sustainable factors for elevational design, as the applicant’s stated response to this guideline currently appears to rely on specifications and internal systems. The Board requires a complete explanation of sustainable strategies and response to Guideline CS1-I at the next meeting.(Guidelines CS1, DC2-B, DC4-A)

<b>RECOMMENDATION August 19, 2015</b>
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## **PUBLIC COMMENT**

There was no public comment at this meeting.

## **PRIORITIES & BOARD RECOMMENDATIONS**

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

All page references are to the Recommendation booklet dated August 19, 2015.

### **RECOMMENDATION August 19, 2015**

(South Lake Union (SLU) Design Guidelines referenced)

#### **5. MASSING & CONTEXT RESPONSE:**

- a) The Board reiterated support for the north tower placement for this prominent and tall form, as it creates a south roof terrace and better scale along Denny. (Guidelines CS2, DC2-A)

#### **6. GROUND LEVEL USES & STREETScape:**

- a) The Board strongly endorsed the large quantity and full-depth retail, and the revised four enclosed bays along Terry Avenue, as long as they retain the distinct metal framing with generous glass infill and large operable doors as shown on page 45. The guardrails near grade along Terry should be high quality, open air (not glass), with wood top rails, as shown on page 31 & 45.(DC4)
- b) The Board recommended the plinth at the sidewalk along Terry be board-formed concrete, and incorporate the guardrail uprights similar to how shown on page 35 along Denny, plus breaking the plinth and adding an at-grade planter 'notch' in the middle of the 4 bays as suggested on the plan page 33. (DC2-B,DC4)
- c) The Board supported the corner entry and setback along Denny which creates a generous sidewalk width as shown on page 19. (CS2, PL1)

- d) The Board strongly supported the streetscape landscape design shown on page 76, in particular the mix of accent pavers at the two key entry locations, one lapping over the sidewalk, and the pervious accent strips lapping over at a regular rhythm. (DC3-I,DC4 )

## 7. PODIUM EXPRESSION:

- a) The Board endorsed the revised massing for the Terry Avenue Façade as shown on page 33, but agreed the residential entry lobby and canopy needs a more distinct visual presence and identity to pedestrians and the street (the large address numbers shown on pg 46 help but are not sufficient). The Board supported retention of the V-shaped canopy support and planter, but suggested a more unique, distinctive canopy design and/or colors for the residential entry (it is shown on page 46 with the same soffit and gray as all other canopies and trim), and/or the gray fin-wall south of the lobby doors can be a unique translucent or color material, rather than the proposed gray metal which evokes the retail storefronts. (DC2-C,D,E )
- b) The Board agreed the height of the northeast parapet along Terry was too shallow relative to the vertical mass piers (pg 33), and should match the parapet height of the southeast portion, however this shall be accomplished (even if roof guardrail becomes solid or drops lower over the window openings) without exceeding height limits. (DC2-B)

## 8. TOWER MATERIALITY, DESIGN & DETAILS:

- a) The Board endorsed the tower massing diagram shown on page 53, but was concerned the colors and materials of both A and B were too similar, and the critical distinction of the forms would not be legible from a distance. The Board agreed the vertical B element should be light/whiter as proposed, but agreed the horizontals on the A masses needed more contrast and/or presence, especially to the south (see page 61 compared to 60, which appears to have sufficient horizontal distinction) (PL3-A)
- b) The Board agreed the signage proposed on page 88 was appropriate, but did not support any signage located far behind the transom glass, as shown in one image. (DC4-B)
- c) The Board did not support any free standing tree uprights or other uprights, as shown on page 87, fixture #2, but agreed accent up-washes of wall surfaces are acceptable as long as they do not spill into residential units on or off site. (DC4-C)

## DESIGN REVIEW GUIDELINES

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

## CONTEXT & SITE

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

### **CS1-A Energy Use**

**CS1-A-1. Energy Choices:** At the earliest phase of project development, examine how energy choices may influence building form, siting, and orientation, and factor in the findings when making siting and design decisions.

### **CS1-B Sunlight and Natural Ventilation**

**CS1-B-1. Sun and Wind:** Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

**CS1-B-2. Daylight and Shading:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

**CS1-B-3. Managing Solar Gain:** Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

### **CS1-C Topography**

**CS1-C-1. Land Form:** Use natural topography and desirable landforms to inform project design.

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

### ***South Lake Union Supplemental Guidance:***

#### **CS1-I Responding To Site Characteristics**

**CS1-I-i. Sustainable Design:** New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to the Leadership in Energy and Environmental Design\* (LEED) manual which provides additional information

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

### **CS2-A Location in the City and Neighborhood**

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

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

### **CS2-B Adjacent Sites, Streets, and Open Spaces**

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

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

**CS2-B-3. Character of Open Space:** Contribute to the character and proportion of surrounding open spaces.

**CS2-C Relationship to the Block**

**CS2-C-1. Corner Sites:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

**CS2-C-3. Full Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

***South Lake Union Supplemental Guidance:***

**CS2-I Responding to Site Characteristics**

**CS2-I-i. Views:** Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.

**CS2-I-iii. Gateways:** Reinforce community gateways through the use of architectural elements, streetscape features, landscaping and/or signage. Gateways can be defined through landscaping, artwork, and references to the history of the location that create a sense of place. Gateways are transition locations, places that mark entry or departure points to a neighborhood for automobiles and pedestrians. They are sites that create opportunities for identification, a physical marker for the community to notice they are entering a special place. Methods to establish gateways should consider the site’s characteristics such as topography, views or surrounding building patterns. Elements could include building out to meet the corner where appropriate, or tools such as:

- a. setbacks to allow for pedestrian friendly spaces;
- b. signage;
- c. landscaping;
- d. artwork;
- e. facade treatments.

**CS2-I-iv. Heart Locations:** Several areas have been identified as “heart locations.” [NOTE: Terry Avenue is mapped as a “Neighborhood Heart”] Heart locations serve as the perceived center of commercial and social activity within the neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Development at heart locations should enhance their central character through appropriate site planning and architecture. These sites have a high priority for improvements to the public realm. A new building’s primary entry and facade should respond to the heart location. Special street treatments are likely to occur and buildings will need to respond to these centers of commercial and social activity. Amenities to

consider are: pedestrian lighting, public art, special paving, landscaping, additional public open space provided by curb bulbs and entry plazas. See full guidelines for Heart Locations

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

**CS3-A Emphasizing Positive Neighborhood Attributes**

**CS3-A-1. Fitting Old and New Together:** Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

**CS3-A-2. Contemporary Design:** Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

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

***South Lake Union Supplemental Guidance:***

**CS3-I Height, Bulk, and Scale Compatibility**

**CS3-I-i. Facade Articulation:** Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.

**CS3-I-ii. Reduce Visual Bulk:** Consider using architectural features to reduce building scale such as:

- a. landscaping;
- b. trellis;
- c. complementary materials;
- d. detailing;
- e. accent trim.

**CS3-II Architectural Context**

**CS3-II-i. Mix of Building Style:** Support the existing fine-grained character of the neighborhood with a mix of building styles.

**CS3-II-v. Industrial Character:** Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas. Examples of elements to consider include:

- a. window detail patterns;
- b. open bay doors;
- c. sloped roofs.

**PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.**

**PL1-B Walkways and Connections**

**PL1-B-1. Pedestrian Infrastructure:** Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

**PL1-B-2. Pedestrian Volumes:** Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

**PL1-B-3. Pedestrian Amenities:** Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

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

**PL2-A Accessibility**

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

**PL2-A-2. Access Challenges:** Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

**PL2-C Weather Protection**

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

**PL2-C-2. Design Integration:** Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

***South Lake Union Supplemental Guidance:***

**PL2-I Streetscape Compatibility**

**PL2-I-i. Street Level Uses:** Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.

**PL2-I-ii. Streetscape Amenities:** Provide pedestrian-friendly streetscape amenities

- a. tree grates;
- b. benches;
- c. lighting.

**PL1-I-iii. Sidewalk Retail:** Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).

**PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.**

**PL3-A Entries**

**PL3-A-1. Design Objectives:** Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

**PL3-A-2. Common Entries:** Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

**PL3-A-3. Individual Entries:** Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

**PL3-A-4. Ensemble of Elements:** Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

**PL3-C Retail Edges**

**PL3-C-1. Porous Edge:** Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

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

**PL3-C-3. Ancillary Activities:** Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

***South Lake Union Supplemental Guidance:***

**PL3-II Human Activity**

**PL3-II-i. Public/Private Transition:** Create graceful transitions at the streetscape level between the public and private uses.

**PL3-II-ii. Active Facades:** Design facades to encourage activity to spill out from business onto the sidewalk, and vice-versa.

**PL3-II-iii. Coordinate Retail/Pedestrian Activity:** Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.

**PL3-II-iv. Activity Clusters:** Create businesses and community activity clusters through colocation of retail and pedestrian uses as well as other high pedestrian traffic opportunities.

**PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.**

#### **PL4-B Planning Ahead for Bicyclists**

**PL4-B-2. Bike Facilities:** Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

**PL4-B-3. Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project.

#### **PL4-C Planning Ahead For Transit**

**PL4-C-3. Transit Connections:** Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

### **DESIGN CONCEPT**

#### **DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.**

##### **DC1-A Arrangement of Interior Uses**

**DC1-A-1. Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

**DC1-A-2. Gathering Places:** Maximize the use of any interior or exterior gathering spaces.

**DC1-A-3. Flexibility:** Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

**DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

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

##### **DC2-A Massing**

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

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

##### **DC2-B Architectural and Façade Composition**

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

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

##### **DC2-C Secondary Architectural Features**

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

**DC2-C-2. Dual Purpose Elements:** Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

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

#### **DC2-D Scale and Texture**

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

**DC2-D-2. Texture:** Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

#### **DC2-E Form and Function**

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

#### ***South Lake Union Supplemental Guidance:***

#### **DC2-I Architectural Concept and Consistency**

**DC2-I-i. Roofscape Design:** Design the “fifth elevation” — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.

#### ***DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.***

#### **DC3-B Open Space Uses and Activities**

**DC3-B-4. Multifamily Open Space:** Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

#### ***South Lake Union Supplemental Guidance:***

#### **DC3-I Landscaping To Reinforce Design Continuity With Adjacent Sites**

**DC3-I-i. Sustainable Landscaping:** Encourage landscaping that meets LEED criteria. This is a priority in the Cascade neighborhood.

**DC3-I-ii. Native Vegetation:** Where appropriate, install indigenous trees and plants to improve aesthetics, capture **water and create habitat**.

**DC3-I-iv. Water Features:** Water features are encouraged including natural marsh-like installations.

**DC3-I-v. Lighting:** Reference the City of Seattle Right Tree Book and the City Light Streetscape Light Standards Manual for appropriate landscaping and lighting options for the area.

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

**DC4-A Exterior Elements and Finishes**

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

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

**DC4-C Lighting**

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

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

**DC4-D Trees, Landscape, and Hardscape Materials**

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

**DC4-D-2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

**DEVELOPMENT STANDARD DEPARTURES**

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

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

1. **To Exceed a Maximum Roof Coverage Provision (SMC 23.48.010.H.4 – exceed 25%):**  
The code requires a maximum rooftop coverage of 25% above the maximum height limit.

As part of a 3-part departure for rooftop composition, the applicants are requesting to use the 65% option and then requesting 84% coverage.

**The Board agreed the overall composition which results in 84% coverage is desirable, and provides a gracious transition to the sky. (CS3-I-ii; DC2-B-1)**

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

2. **To Exceed a Maximum Roof Coverage Provision (SMC 23.48.010.H.7- exceed 65%):** The code requires a maximum rooftop coverage of 65% with provisions. The applicants are requesting 84% coverage including two roof deck areas totaling 15% covered by canopy or roof (not open to sky).

**The Board agreed the overall composition which results in 84% coverage is desirable, as long as the 11% of the 84% coverage consists of the light frame and glass roof canopy exactly as portrayed on pg 65, and the 4% of the 84% consists of the roof overhang at the northeast corner, exactly as portrayed on page 65. (CS3-I-ii; DC2-B-1)**

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

3. **To Exceed a Maximum 65% Roof Coverage Provision (SMC 23.48.010.H.7- not comply with 10 ft setback):** The code requires a 10 ft setback from roof edge if using the maximum rooftop coverage of 65%. The applicants are requesting multiple locations not set back 10 ft from the roof edge below, to achieve the rooftop composition.

**The Board agreed the overall composition which expresses the central core straight up without setbacks, is desirable. (CS3-I-ii; DC2-B-1)**

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

4. **Exceed Maximum Setbacks (SMC 23.48.014.A.3.b):** The Code requires a maximum 12 ft setback along the Terry Avenue ground floor, with specific limits for any setbacks deeper than that; minimum 20 ft from the property corner, maximum 30% of lot frontage; the additional area must be landscaped to the provisions in SMC 23.48.024. The applicant proposes a 40 ft x 28 ft deep setback at the corner of Terry and Denny, and a 20 ft x 21 ft deep recess at the ground floor transition between retail and tower form.

**The Board agreed the generous corner setback is warranted by the busy pedestrian location and the primary retail entry there, and supported the other recess as a better expression of the building forms. The Board also supported the paved treatments shown on page 76 in both locations. (DC2-A, DC2-B)**

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

5. **Not meet Minimum Parking Requirements (SMC 23.54.030.B.2.b):** The Code requires a minimum of 35% of the non-residential parking spaces (6 in this case) be sized for large vehicles, and the associated drive aisle must be 24 ft wide. The applicant proposes those 6 spaces be medium size, and the drive aisle thus can be reduced to 22 ft .

**The Board agreed the overall commercial parking access and supply are reasonable and the reduced dimensions provide a nominally larger retail area, improving the retail viability . (DC1-A)**

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

## **BOARD RECOMMENDATION**

The recommendation summarized below was based on the #3018935 design review booklet dated August 19, 2015, and the materials shown and verbally described by the applicant at the August 19, 2015 Design Recommendation meeting (unless a condition below, the design should not change, especially aspects explicitly noted in the above narrative, which the applicant should carefully read through).

**After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the four Design Review Board members recommended APPROVAL of the subject design and departures, with the following conditions (Guidelines referenced): These conditions should be resolved prior to MUP issuance.**

- 1) Break the plinth on Terry, design it with board-formed concrete and integrated railing uprights, and add an at-grade planter 'notch' in the middle of the 4 bays as suggested on the plan page 33. (DC2-B,DC4)
- 2) Revise the residential entry lobby walls, materials and canopy to provide a more distinct visual presence and identity to pedestrians and the street. Retain the V-shaped canopy support and planter, and add a more unique, distinctive canopy design, materials and/or colors to provide street level legibility for the residential entry.
- 3) The northeast brick parapet height along Terry should match the parapet height of the southeast portion, however this must be accomplished (even if roof guardrail becomes solid) without exceeding height limits. (DC2-B)
- 4) To ensure legibility of the two tower material palettes, enhance the horizontals on the A masses to provide more contrast and/or presence, especially to the south (see page 61 compared to 60, which appears to have sufficient horizontal distinction).
- 5) Delete all free standing tree uprights or other uprights, as shown on page 87, fixture # 2.