City of Seattle

Department of Construction and Inspections
Nathan Torgelson, Director

DESIGN REVIEW

RECOMMENDATION MEETING OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number:	3019371
Address:	2301 7th Ave
Applicant:	Michael Medina, Graphite Design Group
Date of Meeting:	Tuesday, January 19, 2016
Board Members Present:	Anjali Grant Grace Leong Murphy McCullough (Chair) Alan McWain Gundula Proksch
DPD Staff Present:	Beth Hartwick, Senior Land Use Planner

SITE & VICINITY

Site Zone: DMC 240/290-400

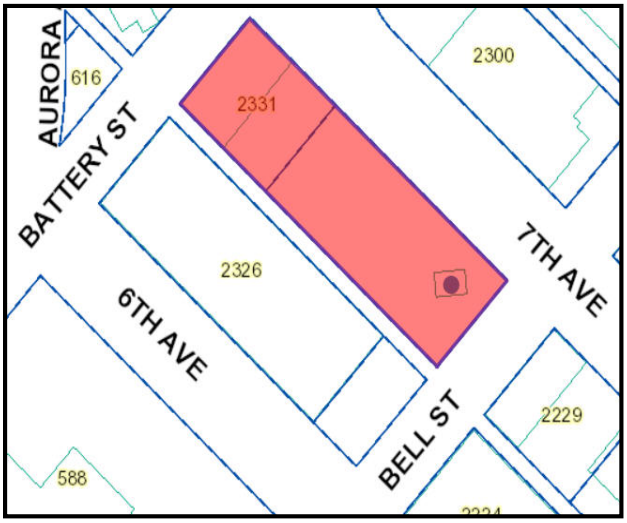
Nearby Zones: (North) SM 240/125-400
(South) DMC 340/290-400.
(East) DMC 340/290-400
(West) DMR/C 240/125

Lot Area: 38,880 Sq. Ft.

Current Development: On the north portion of the site is a single story commercial building constructed in 1936.

Access: The site has access from 7th Ave, Bell St, Battery St, and an improved alley.

Environmentally Critical Areas: None



Surrounding Development and Neighborhood Character: The nearby blocks and neighborhood are experiencing rapid transition from a low density under-used area of surface parking and smaller scale retail structures and former hotels. A block to the west, a large residential condo development is under construction. New high rise office development is under construction a few blocks to the south, with another block of office use planned for the block between Blanchard St. and Lenora Street between 7th and 8th Avenues. The block between Bell and Blanchard Streets and 7th and 8th Ave is currently under MUP review for office development. Other nearby project in MUP review are a data center on the corner of 6th Ave and Bell St and a mixed use project at Denny Way and Wall St.

Across the alley from the site is a two-story structure housing Antioch College which has a proposal in review under MUP #3020315 for two residential towers and a residential/commercial use podium. Across 7th Ave is a single story mid-century office building and surface parking. North of the site, across Battery St is the Pink Elephant car wash. To the south across Bell St is a single story retail structure and a 5-story parking garage. Near the northeast corner of the site, Dexter Ave splays off of 7th Ave and heads true north.

The site is served by multiple bus lines and 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 connecting to Dexter Ave N. 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

At the time of the Recommendation meeting the proposal is for a half block development in the Denny Triangle Urban Center Village, with two 39-story towers and a 10 story podium. The development will build approx. 638 residential units, approx. 174,233 sq. ft. of office space, and 10,470 sq. ft. of retail space at the ground level. Parking for approx. 747 vehicles will be located below grade and in 4 stories of above grade parking.

EARLY DESIGN GUIDANCE April 7, 2015

The packet includes materials presented at the meeting, and is available online by entering the project number (3019371) at this website:
http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

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

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

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

Three massing design options were presented.

Option 1, called 'The Cubist', proposed a two tower composition comprised of three nearly identical cubes forms stacking vertically over a podium of approx. 125'. At grade there were no setbacks along Bell St. and Battery St. and a minimal setback along 7th Ave was shown. The north tower was not set back from Battery St, but the south tower was set back from Bell St.

There would be two residential entries from 7th Ave and an office entry near the south tower residential entry. Retail space would be located midblock along 7th Ave and along both Bell and Battery Streets. Parking and loading functions would be accessed from the mid-section of the alley. Residential units would flank the above grade parking along Bell St. and Battery St.

Option 2, called 'The Angle', proposed a two tower composition comprised of two nearly identical building footprints that are angled 45 degrees to 7th Ave. At grade there were no setbacks along Bell St. and Battery St. or 7th Ave. Both towers were set back from Bell and Battery Streets.

There would be two residential entries from 7th Ave and an office entry near the south tower residential entry. Retail space would be located midblock along 7th Ave and along both Bell and Battery Streets. Parking and loading functions would be accessed from the mid-section of the alley. Residential units would flank the above grade parking along Bell St. and Battery St.

Option 3, called 'The Grid', proposed a two tower non-symmetrical composition with the intent to let the two towers look past each more than the two other options. At grade there was a skewed setback along Bell St. and no setback along Battery St. or 7th Ave. Both towers were setback from Bell and Battery Streets.

There would be two residential entries from 7th Ave and an office entry near the south tower residential entry. Retail space would be located midblock along 7th Ave and along both Bell and Battery Streets. Parking and loading functions would be accessed from the mid-section of the alley. Residential units would flank the above grade parking along Bell St. and Battery St.

PUBLIC COMMENT

The following public comments were offered at the meeting:

- Encouraged the Board to consider how development on the site could impact or restrict future development on the site across the alley.
- Concerned about shadow impacts to Denny Park by the development.
- Concerned that the design did not show sufficient pedestrian interaction along Bell St, which is a designated Green Street.

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.

EARLY DESIGN GUIDANCE: April 7, 2015

1. **Towers and Massing: The Board agreed they preferred the tower design as shown in Option 1. They also liked the asymmetry of Option 2 in the way the towers met the podium in different manners. The Board also noted that the towers in Option 1 were the skinniest and the towers in Option 2 appear as the largest massing due to the angles. The Board did not think it was important the towers needed to relate to the shifts in the street grid. (A2, B2, B4.1)**
    a. Provide a design with one of the towers eroding the podium and reaching the base. (A2.1, B4.1)
    b. Encouraged a design with the panelized modules, as it would allow for a very interesting design with differing materials. Use the reveals between the modules to bring the tower down to the base. (A2.1, B4.3, C2.1)
    c. Consider the capping of the towers as shown in Option 1. (A2, C2.1)

2. **Podium Design: The Board preferred the layers and stepping down of the levels of open space on the podium facing 7th Ave as shown on Option 3. The Board was concerned about how the four levels of above grade parking will appear along 7th Ave. (B4.1, D1.3, E2.1)**
    a. Provide a design with one of the towers eroding the podium to break up its massing as shown on Option 2. (A2.1, B4.1)
    b. Provide a design with the stepping down of the open space on the podium top of shown in Option 3. (B4.1, D1.3)
    c. Study the façade treatment of the retail space and above grade parking levels. Consider using the retail facade treatment at the parking levels. (C3.1, E2.1)

3. **Streetscape: The Board remarked that the amount of retail being proposed is positive for activating the street. The Board liked the proposed Battery St treatment with the extended curb bulb. Work with SDOT to get their approval and make sure the proposal addresses pedestrian safety concerns. (D1.2, D3.1, D6.1)**
    a. Along Bell St, push back or cant the podium façade at grade and above to be similar in spirit to what was proposed in Option 3. (B3.3, C1.3, D1.1)
    b. Activate the retail space along Battery St with the design of the street. (C1, D1.2, D6.1)

RECOMMENDATION MEETING January 19, 2016

The packet includes materials presented at the meeting, and is available online by entering the project number (3019371) at this website:
http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx

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DESIGN DEVELOPMENT

The applicant presented their design in response to the Board guidance.

PUBLIC COMMENT

The following public comments were offered at the meeting:

- Concerned that the design did not show the relationship of this project to the proposed project west of the site across the alley.
- Stated that the project was using its full massing potential while the proposed project across the alley had reduced the height of its podium and wanted the project conditioned to set back from the alley 7'-6" at the north tower.

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.

RECOMMENDATION MEETING: JANUARY 19, 2016

1. **Tower Design: The Board appreciated the design that is different than other nearby residential towers. The Board noted the rotating stacking cubes read as volumes creating interest without being overly complicated. They did express that the top cube of the north tower was too short and fragmented and doesn't read successfully as a cube. (A2.1, B4.1.b&c)**
    a. Design both towers with the strength of the south tower. (A2.1)
    b. At the north tower, design the vertical proportions of the cubes to be visually pleasing. A variety of heights of the 'cubes' is acceptable. (A2.1, B4.1.b&c)

2. **Podium Design: The Board was supportive of the deep modulations at the street facing office levels of the podium, the variety of the sizes of the modulations and the asymmetrical locations. The Board was supportive of the residential 'bookends' at the four levels of above grade parking. However, they remarked that the design language of the residential component was too different from the rest of the design. They also noted that the facade screening the parking needed further design effort and should give the illusion of activity. (B4, C3.1, E2.1.e) The Board gave the following guidance and recommended conditions:**

   Parking Area

   a. Design a facade with the 'solid' sections mimicking the modulation recesses of the office levels above. (B4)
   b. Consider back-lighting spandrel glass to create a subtle glow. (C3.1.g)
   c. Remove the white vertical panels which mimic the tower residential facade. (B4)

   Residential Area

   d. Design the terra cotta facade to be more modern and in the spirit of the office levels above, at a residential scale. (B4)
   e. Remove the metal frame that wraps the residential units. (B4)
   f. Push out the elevations to create a separate volume. (B4)

3. **Street-level floor: The Board was impressed with the layout and design of the ground floor. They appreciated the open space and cycle track along 7th Ave. (D1.1&2, D2.1.l) The Board recommended the following condition:**
   a. Design the project to be compliant with code requirements for canopies. (C5.1)

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.

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

B2.1. Analyzing Height, Bulk, and Scale: Factors to consider in analyzing potential height, bulk, and scale impacts include:

a. topographic relationships;

b. distance from a less intensive zone edge;

c. differences in development standards between abutting zones (allowable building height, width, lot coverage, etc.);

d. effect of site size and shape;

e. height, bulk, and scale relationships resulting from lot orientation (e.g., back lot line to back lot line vs back lot line to side lot line); and

f. type and amount of separation between lots in the different zones (e.g. , separation by only a property line, by an alley or street, or by other physical features such as grade changes); g. street grid or platting orientations.

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

h. use of architectural style, details (such as roof lines, beltcourses, cornices, or fenestration), color, or materials that derive from the less intensive zone.

i. architectural massing of building components; and

j. responding to topographic conditions in ways that minimize impacts on neighboring development, such as by stepping a project down the hillside.

B2.3. Reduction of Bulk: In some cases, reductions in the actual bulk and scale of the proposed structure may be necessary in order to mitigate adverse impacts and achieve an acceptable level of compatibility. Some techniques which can be used in these cases include:

k. articulating the building's facades vertically or horizontally in intervals that reflect to existing structures or platting pattern;

l. increasing building setbacks from the zone edge at ground level;

m. reducing the bulk of the building's upper floors; and

n. limiting the length of, or otherwise modifying, facades.

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.

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

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

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

C4.2. Residential Entries: To make a residential building more approachable and to create a sense of association among neighbors, entries should be clearly identifiable and visible from the street and easily accessible and inviting to pedestrians. The space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Provide convenient and attractive access to the building's entry. To ensure comfort and security, entry areas and adjacent open space should be sufficiently lighted and protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

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.

C6 Develop the Alley Façade: To increase pedestrian safety, comfort, and interest, develop portions of the alley facade in response to the unique conditions of the site or project.

C6.1. Alley Activation: Consider enlivening and enhancing the alley entrance by:
a. extending retail space fenestration into the alley one bay;
b. providing a niche for recycling and waste receptacles to be shared with nearby, older buildings lacking such facilities; and
c. adding effective lighting to enhance visibility and safety.

C6.2. Alley Parking Access: Enhance the facades and surfaces in and adjacent to the alley to create parking access that is visible, safe, and welcoming for drivers and pedestrians. Consider
d. locating the alley parking garage entry and/ or exit near the entrance to the alley;
e. installing highly visible signage indicating parking rates and availability on the building facade adjacent to the alley; and
f. chamfering the building corners to enhance pedestrian visibility and safety where alley is regularly used by vehicles accessing parking and loading.

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

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.

DEVELOPMENT STANDARD DEPARTURES

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

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

1. **Parking Location Within Structures** (**SMC23.49.019.B.3.a&b):** The Code requires that all parking provided above the street-level story of a structure shall be separated along all street lot lines by another use, and for parking that is allowed above the street-level story under the provisions of subsection 23.49.019.B.2.b, parking above the third story of a structure shall be separated from the street by another use for a minimum of 30 percent measured along each street frontage of the structure. The applicant is proposing four levels of parking above the street-level that will be separated from Bell and Blanchard Streets by residential units, and for a width of 202'-5" along 7th Ave. that will be screened from the street.

This departure would provide an overall design that would better meet the intent of Design Guidelines **B4.2.d Coherent Interior/Exterior Design, C3.1.g, Desirable Facade Elements and E2.1.d&3, Parking Structures.** The parking areas will be screened by a facade that the Board has conditioned to provide visual interest and be intragrated into the overall design concept of the structure. See the Boards guidance above and conditions below.

The Board voted, unanimously to recommend this departure.

2. **Facade Setback Limits** (**SMC23.49.056.A.1):** The Code requires a minimum facade height of 25' on designated green streets**.** Along Bell St. the applicant is proposing a facade that is below the minimum 25' height.

This departure would provide an overall design that would better meet the intent of Design Guideline **B4.3. Architectural Details:** by maintaining a strong horizontal line at the top of the street-level storefront, as the site slopes up Bell St from 7th Ave.

The Board voted, unanimously to recommend this departure.

3. **Facade Setback Limits** (**SMC23.049.056.B.2.b):** The Code requires on streets not requiring property line facades, that the maximum area of all setbacks between the street lot line and facade along each street frontage of a lot shall not exceed the area derived by multiplying the averaging factor by the width of the street frontage of the structure along that street. The averaging factor is ten on designated green streets. Along Bell St. the applicant is proposing a setback that varies from 10' to 23'-1" along a distance of 34'.

This departure would provide an overall design that would better meet the intent of Design Guideline **B3.3 Pedestrian Amenities at the Ground Level, C1.1. Street Level Uses, and C1.2 Retail Orientation.** The setback along Bell St is in keeping with the concept of providing generous open space along designated green streets, area for pedestrian amenities and area for usable space adjacent to commercial space.

The Board voted, unanimously to recommend this departure.

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 7th Ave and Bell St., with a setback of 20'-2" from Bell St. and 20' from 7th Ave.

This departure would provide an overall design that would better meet the intent of Design Guideline **B3.3 Pedestrian Amenities at the Ground Level, C1.1. Street Level Uses, and C1.2 Retail Orientation.** The setback along Bell St is in keeping with the concept of providing generous open space along designated Green Streets, area for pedestrian amenities and area for usable space adjacent to commercial space.

The Board voted, unanimously to recommend this departure.

5. **Upper Level Façade Modulation (SMC23.49.058.B&C):** The Code requires in certain downtown zones with certain uses, modulation above 85' in height. The applicant requested departures from modulation standards which the Board unanimously recommended.

   Staff note: the zoning reviewer on the project has determined that these departures are not needed.

RECOMMENDATIONS

BOARD DIRECTION

The recommendation summarized above was based on the design review packet dated Tuesday, January 19, 2016, and the materials shown and verbally described by the applicant at the Tuesday, January 19, 2016 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, five Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. Design the vertical proportions of the cubes at the north tower to be visually pleasing. A variety of heights of the 'cubes' is acceptable.
2. Design a facade at the above grade parking, with the 'solid' sections mimicking the modulation recesses of the office levels above.
3. Consider a facade at the above-grade parking that back-lights spandrel glass, to create a subtle glow.
4. Design the terra cotta facade at the residential units at the lower level, to be more modern and in the spirit of the office levels above, at a residential scale.
5. Remove the metal frame that wraps the residential units at the lower levels.
6. Push out the elevations of the residential units at the lower levels to create a separate volume.
7. Design the project to be compliant with code requirements for canopies.