City of Seattle

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

DESIGN REVIEW

FIRST EARLY DESIGN GUIDANCE OF THE DOWNTOWN DESIGN REVIEW BOARD

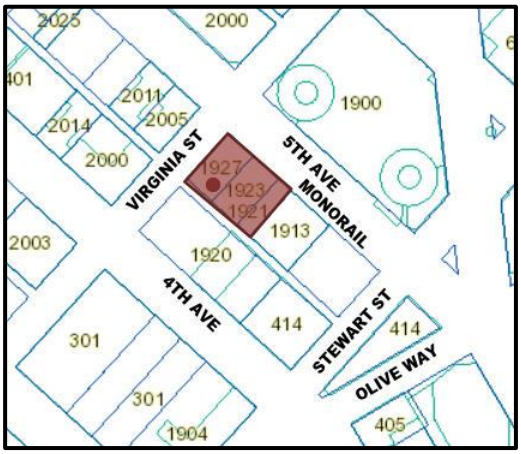
Project Number:	3019699
Address:	1933 5th Avenue
Applicant:	Gavin Smith of Perkins+Will Architects
Date of Meeting:	Tuesday, July 07, 2015
Board Members Present:	Murphy McCullough (Chair) Anjali Grant Grace Leong
Board Members Absent:	Alan McWain Gundula Proksch
DPD Staff Present:	Garry Papers, M.Arch, Senior Land Use Planner

SITE & VICINITY

Site Zone: DOC 2 500/300-500
Downtown Office Core 2, maximum height varies depending on uses

Nearby Zones: (North) DMC 240/290-400
(South) DOC 2 500/300-500
(East) DOC 2 500/300-500
(West) DOC 2 500/300-500

Lot Area: 16,200 sq ft.



Current Development:

The project site is occupied by 3 commercial buildings, 2-3 stories tall. None of them is a city designated Landmark.

Surrounding Development and Neighborhood Character:

A 6 level parking structure occupies the site immediately adjacent to the south, and a surface parking lot fills the remainder of the half block to Stewart Street. A newer 30 story residential tower (Escala Condominiums) is located to the west across the alley, and a 2 story commercial building fills out the remainder of that half block south to Stewart Street. The twin towers of the Westin hotel occupy the block across 5th Avenue to the east, and a 7 level parking structure is diagonally across the corner to the northeast. A 4 story commercial building and 9 story hotel occupy the opposite side of Virginia Street from the site. The surrounding mixed-use district has buildings of diverse scales, styles and vintage, with recent additions that add higher densities, consistent with adopted downtown zoning and policies.

Access:

Pedestrian access is from the two adjacent streets, Virginia Street and 5th Avenue. Vehicle access is from the adjacent through-block improved alley. The Seattle Monorail runs above grade along the 5th Avenue frontage, in the middle of the street right-of-way.

Environmentally Critical Areas:

None

PROJECT DESCRIPTION

The proposed development is a 46 story, 500 ft tall, hotel/residential structure of approximately 730,000 sf, 390 units, and 150 hotel rooms, with ground level retail. Parking for 326 cars is located in 6 below grade levels, and 2 above grade with valet operated elevators; all loading and parking is accessed off the alley.

FIRST EARLY DESIGN GUIDANCE July 7, 2015

The 'Design Proposal' booklet includes materials presented at the meeting, and is available online by entering the project number 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

PUBLIC COMMENT

- Stated the proposed 500 ft tower looms over the site and the adjacent residential tower (Escala), especially the cantilevered top portion of the preferred option (many concurred).
- Concerned the size and height of the tower will block light and air to the existing Escala units that occupy the alley-facing façade from proposed levels 4 – 33 (many concurred).
- Claimed that 88 Escala units face the proposed tower and will have compromised quality of life, because the tower is only 16 ft away from Escala balconies and windows.
- Asserted the design options were essentially the same 'shoeboxes', and none explored curvilinear or elliptical shapes, which better relate to nearby 'icons' like the Westin (many concurred).
- Concerned with privacy for Escala units, stating the current distance of about 200 ft separation to the Westin hotel is already not sufficient (many concurred).
- Stated sizable setbacks to the proposed tower are needed and tower separation code standards should be added to all downtown zones (many concurred).
- Stated support for downtown growth but it must be done carefully to ensure light, air and space for all residents (many concurred).
- Stated the tower top is a 'tumor' not a 'jewel'.
- Disappointed there are no warm, brick materials at the base, and no 'googie/futuristic' streetscape elements, as specified in the Belltown Guidelines.
- Stated the tower is out of proportion to context, and does not taper or transition to the sky (many concurred).
- Stated the concern is not about private views or proposed height, but bulk and tower floorplates being too large, realizing the zoning and code is adopted.
- Stated the proposed tower symbolizes an assault on downtown livability, and the size and FAR is simply too much, and too crowded to adjacent towers (many concurred).
- Stated that SEPA gives the DRB authority to reduce height, bulk and scale, when the proposal is inconsistent with adopted guidelines.
- Concerned the alley loading docks are too short and trucks cannot maneuver safely into the alley, and that cars will back up waiting for the valet elevators at busy times.
- Asserted the design is 'hyper contemporary' and does not integrate history or relate to the materials and character in the vicinity (many concurred).
- Requested the DRB require the project come back for another EDG after a total 're-design' (many concurred).
- Opposed to any above-grade parking, as the resulting facades are always 'terrible'.
- Stated the historic façade of #1923 5th avenue, although not Landmark designated, should be incorporated into the proposed design, to add scale and historic fabric.

- Wrote that the development will activate a currently dead part of streetscape, and the proposed tower setbacks sufficiently and voluntarily consider the Escala proximity.
- Wrote in support of the proposed tower and its 'fresh, contemporary design'.
- Wrote in support of the tower design, and that the proposed setbacks provide adequate light and air to neighbors, in a location everyone is aware is a high density zone.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Downtown Design Review Board members (the Board) provided the following siting and design guidance. (Downtown & Belltown-specific Design Guidelines citations)

All page references below are to the EDG#1 booklet dated July 07, 2015.

FIRST EARLY DESIGN GUIDANCE July 7, 2015

1. Massing & Building Form:

a. **Massing**: The Board agreed the preferred massing Option 3 created a more compelling form in the cityscape, stepped and offset at several places to create intermediate scales and logical joints for expressive cladding changes (pg 66). Option 3 also provided a consistent setback along the alley at the mid tower (as opposed to the 'notch' in Option 2). The Board agreed this Option still required further study of all plans and tower facades opposite all the occupied floors of the Escala residential tower (across the alley), to mitigate light, air and privacy impacts; see comments under 1c, 1d and 2b below. The Board agreed the proposed physical height is not the primary issue, but rather the satisfactory tower shaping, setbacks and mitigations. (Guidelines A1, B2, B4)

b. **Tower Top**: The Board supported the distinctive vertical 'jewel' at the tower top, and its association with the 5th Avenue face of the podium via its similar proportions, deep reveals and contrasting materiality (page 66). However, the Board agreed the jewel form cantilevering over the alley constricts light and air to both the proposed lower levels and the neighboring Escala tower (page 67). The Board recommended study of this element being shifted eastward to be in-plane, or shifted to the east street-side of the tower, and possibly being less than full length along 5th. Detailed light/shadow comparisons are required of these alternative studies, as well as perspectives similar to page 66 and additional distant street level ones. The more slender proportion of the 'jewel' on pages 70/71 should be maintained in all drawings. (A2, B1, B4)

c. **Detailed Plans & Sections**: The Board agreed the proximity of the proposed hotel rooms and façade along the alley poses a privacy concern opposite the neighboring Escala (pg 53/67), and additional setback and/or different hotel uses should be

studied at all of the residential levels of Escala. Detailed and dimensioned large scale sections through the alley showing all proposed and existing Escala floor levels, balconies and window sill conditions are required. Special emphasis on sightlines between the two buildings and the sections should show all proposed hotel or living room windows.

Also, to better understand all use proximities, balcony and window placements along the alley, detailed 1/16th inch plans are needed of the east half of Escala and the horizontally corresponding levels of the west half of the proposal, parking level L3 through upper level L33, (or whatever corresponds to the highest occupied Escala floor level). Plans should indicate balconies, living, bath and bedrooms, and horizontal extent of all windows, to accurately assess privacy issues. Cross reference the above sections on these plans. (B1)

d. **Plan Shaping:** Informed by the above detailed plans and sections, the Board agreed further studies that shape the alley façade of the proposed tower should be explored. The objective is to optimize ambient light and air penetration for both buildings, and reasonably maximize privacy for all units. The Board did not find the 90-degree alley corners as essential to the architectural unity of the massing, as these are alley and mid-block and not as visible to oblique street views (page 66/73). These studies should include all the proposed hotel and residential floors, both in plan and street level perspectives. (B1)

2. Tower Windows & Materiality:

a. **Materials and Composition**: The Board supported the preliminary cladding differentiation shown on pages 66, 70 and 71, as important to break up and give scale to a very tall form. The deep reveals, rhythms and mullion patterns suggested on page 66 are important to signify and distinguish this residential building from the numerous all-glass, vertical bias office buildings in the vicinity, and to "add richness and variety to Belltown" (Belltown B1-III) . Substantial, legible reveals should be retained (eg the vertical reveals shown on pg 73/74) - possibly increased in depth and height - and accurately shown on all relevant floor plans. (B1,B3)

b. **Alley Façade Privacy:** In combination with the studies under 1c and 1d above, the Board agreed the specific window placements and treatments along the proposed alley façade require careful design to reasonably ensure privacy for both buildings' occupants, especially living rooms to living rooms. Floor plans and windows should be arranged to offset sightlines and orient windows away from neighboring balconies and living rooms. Overlay elevations that offset existing and proposed windows are needed, and other privacy techniques such as special glass, louvers etc should be explored. The elevations, sections and plans should be combined for a clear presentation on light, air and privacy mitigation at all subsequent meetings. (B1)

3. Podium:

a. **Podium Façade Composition**: The Board supported a contemporary expression, but agreed design development of the composition (especially the podium levels) should use devices such as operable windows, spandrels, multi-floor groupings, plane shifts, shadow lines,etc to "reinforce desirable patterns of massing and façade composition found in the surrounding area" (Belltown B3). The Board agreed the elevations and composition should better reference the "regulating lines, rhythms and fenestration patterns" found in this Belltown vicinity, and context studies that illustrate how the proposal responds are recommended. (B1,B1-III, B3, C2)

b. **Amenity Floor(s**): The Board supported the basic vertical stacking shown on page 40, but required a complete floor plan of the amenity level 13, including the landscape design of any outdoor decks and details about privacy screening to the neighboring Escala. (D1)

c. **Above Grade Parking Levels**: The Board appreciated the inclusion of car elevators and valet-only operations, but remained concerned the exterior expression of any above grade parking must be fully integrated into the largely transparent podium architectural character, yet fully conceal cars. Detailed elevations and accurate renderings of all podium materials should be provided at subsequent meetings. The highly transparent (pg 74), separating use shown on level 4 at the street corner was endorsed by the Board.

The Board suggested a façade composition at the parking levels that provides visual interest to monorail users, but which is integrated into the entire podium, and cars should not be visible. The Board required additional information on the delivery speeds and waiting times for the valet elevators, to ensure cars do not back up into the alley, plus accurate car sizes and maneuvering lanes should be shown on the plans. (B4, C3)

4. Ground Floor & Streetscape Design:

a. **Commercial Height & Transparency:** The Board strongly supported the 2 story height and transparency of the 5th frontage, corner and majority of the ground floor, including the mezzanine that creates a very open volume at the lobby. The Board was not supportive of the fully solid, blank wall along Virginia at the alley corner (pg 74); explore replacing that with an activating use or at minimum add a layer for display windows or a similar treatment that provides pedestrian scale and interest. (C1, C3)

b. **Retail Depth and Porosity:** The Board supported the retail depths shown in white on page 50, and recommended they should be genuine retail and the non-qualifying lobby portion not expanded outside the one entrance bay indicated. The Board recommended adding more doors (pivot, sliding, retracting, or overhead) directly

into the retail corner north of the 5th Avenue lobby, to increase direct access and sidewalk activation, especially at the corner. (Belltown C1)

c. **Canopy Continuity:** The Board supported the light, continuous canopies shown on page 72, and more continuity along Virginia should be explored in concert with the comments under 4a. (C5)

d. **Materiality and Belltown Heritage:** The Board appreciated highly transparent ground levels, but noted they appeared too 'office-like'; they should also display scale, depth and interest, and relate to patterns and datums in the vicinity. The materiality should be more than butt glass and columns, including a modern execution of quality materials found in the vicinity, such as terra cotta or masonry, possibly as a legible layer in front or behind the glass. The Board encouraged exploration of the re-use of the non-designated façade elements from #1923 5th Avenue, plus fully integrated signage and lighting. (B1, C1, Belltown D3)

e. **Sidewalks and Streetscapes**: Numerous guidelines reinforce the diverse and memorable Belltown streetscapes, yet the site drawing on page 49 showed only paving and typical street trees. The Board recommended a complete and artful streetscape design be submitted at the next meeting, incorporating themes found under Belltown guideline D3-II and III.f, and possibly existing elsewhere along 5th. (D2, D3)

f. **Alley Design Treatment:** In addition to the comments under 4a, the alley façade off Virginia is especially visible because the adjacent Escala façade curves back (pg 49), showing at least the first 40 ft of the proposed alley facade, which should receive a complete, high quality treatment like a street façade. The remainder of the alley façade should also be well composed and have quality materials, lighting and pedestrian scaled doors. (C6, D5,E3)

Staff NOTE: the zoning map shown on page 8 of the 7/07/2015 EDG booklet contains an error; the half block north of the yellow 'subject site' (between alley and 5th Avenue, north of Virginia) should be light blue for zone DMC 240/290-400 (not the purple DOC2 500/300-500 shown).

DESIGN REVIEW GUIDELINES

The Downtown and Belltown-specific guidelines identified by the Board as **Priority Guidelines** are summarized below, while all guidelines remain applicable. For the full text of all guidelines please visit:

http://www.seattle.gov/dpd/aboutus/whoweare/designreview/designguidelines/default.htm

SITE PLANNING AND MASSING

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

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

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

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

Belltown Supplemental Guidance:

A1.I. Views: Develop the architectural concept and arrange the building mass to enhance views. This includes views of the water and mountains, and noteworthy structures such as the Space Needle.

A1.II. Street Grid: The architecture and building mass should respond to sites having nonstandard shapes. There are several changes in the street grid alignment in Belltown, resulting in triangular sites and chamfered corners. Examples of this include: 1st, Western and Elliott between Battery and Lenora, and along Denny;

A1.III. Topography: The topography of the neighborhood lends to its unique character. Design buildings to take advantage of this condition as an opportunity, rather than a constraint. Along the streets, single entry, blank facades are discouraged. Consider providing multiple entries and windows at street level on sloping streets.

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.

Belltown Supplemental Guidance:

B1.I. Compatible Design: Establish a harmonious transition between newer and older buildings. Compatible design should respect the scale, massing and materials of adjacent buildings and landscape.

B1.II. Historic Style: Complement the architectural character of an adjacent historic building or area; however, imitation of historical styles is discouraged. References to period architecture should be interpreted in a contemporary manner.

B1.III. Visual Interest: Design visually attractive buildings that add richness and variety to Belltown, including creative contemporary architectural solutions.

B1.IV. Reinforce Neighborhood Qualities: Employ design strategies and incorporate architectural elements that reinforce Belltown's unique qualities. In particular, the neighborhood's best buildings tend to support an active street life.

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.

B2.3. 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.

Belltown Supplemental Guidance:

B3.I. Respond to Nearby Design Features: The principal objective of this guideline is to promote scale and character compatibility through reinforcement of the desirable patterns of massing and facade composition found in the surrounding area. Pay particular attention to designated landmarks and other noteworthy buildings.

a. Respond to the regulating lines and rhythms of adjacent buildings that also support a street-level environment; regulating lines and rhythms include vertical and horizontal patterns as expressed by cornice lines, belt lines, doors, windows, structural bays and modulation.
b. Use regulating lines to promote contextual harmony, solidify the relationship between new and old buildings, and lead the eye down the street.

c. Pay attention to excellent fenestration patterns and detailing in the vicinity. The use of recessed windows that create shadow lines, and suggest solidity, is encouraged.

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.

Belltown Supplemental Guidance:

C1.I. Retail Concentration: Reinforce existing retail concentrations;

C1.II. Commercial Space Size: Vary in size, width, and depth of commercial spaces, accommodating for smaller businesses, where feasible;

C1.III. Desired Public Realm Elements: Incorporate the following elements in the adjacent public realm and in open spaces around the building:

a. unique hardscape treatments
b. pedestrian-scale sidewalk lighting
c. accent paving (especially at corners, entries and passageways)
d. creative landscape treatments (planting, planters, trellises, arbors)
e. seating, gathering spaces
f. water features, inclusion of art elements

C1.IV. Building/Site Corners: Building corners are places of convergence. The following considerations help reinforce site and building corners:

a. provide meaningful setbacks/open space, if feasible
b. provide seating as gathering spaces
c. incorporate street/pedestrian amenities in these spaces
d. make these spaces safe (good visibility)
e. iconic corner identifiers to create wayfinders that draw people to the site.

C1.V. Pedestrian Attraction: 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. 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).

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.

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.

Belltown Supplemental Guidance:

C6.I. Address Alley Functions:

a. Services and utilities, while essential to urban development, should be screened or otherwise hidden from the view of the pedestrian.
b. Exterior trash receptacles should be screened on three sides, with a gate on the fourth side that also screens the receptacles from view. Provide a niche to recess the receptacle.
c. Screen loading docks and truck parking from public view using building massing, architectural elements and/or landscaping.
d. Ensure that all utility equipment is located, sized, and designed to be as inconspicuous as possible. Consider ways to reduce the noise impacts of HVAC equipment on the alley environment.

C6.II. Pedestrian Environment:

e. Pedestrian circulation is an integral part of the site layout. Where possible and feasible, provide elements, such as landscaping and special paving, that help define a pedestrian-friendly environment in the alley.
f. Create a comfortably scaled and thoughtfully detailed urban environment in the alley through the use of well-designed architectural forms and details, particularly at street level.

C6.III. Architectural Concept:

g. In designing a well-proportioned and unified building, the alley facade should not be ignored. An alley facade should be treated with form, scale and materials similar to rest of the building to create a coherent architectural concept.

PUBLIC AMENITIES

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

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

a. All open space elements should enhance a pedestrian oriented, urban environment that has the appearance of stability, quality, and safety.

b. Preferable open space locations are to the south and west of tower development, or where the siting of the open space would improve solar access to the sidewalk.

c. Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs, and umbrellas to provide shade in the warmest months. Design such spaces to take advantage of views and solar access when available from the site.

d. The design of planters, landscaping, walls, and other street elements should allow visibility into and out of the open space.

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

a. visual and pedestrian access (including barrier- free access) into the site from the public sidewalk;

b. walking surfaces of attractive pavers;

c. pedestrian-scaled site lighting;

d. retail spaces designed for uses that will comfortably "spill out" and enliven the open space;

e. areas for vendors in commercial areas;

f. landscaping that enhances the space and architecture;

g. pedestrian-scaled signage that identifies uses and shops; and

h. site furniture, art work, or amenities such as fountains, seating, and kiosks. residential open space

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

i. courtyards that organize architectural elements while providing a common garden;

j. entry enhancements such as landscaping along a common pathway;

k. decks, balconies and upper level terraces;

l. play areas for children;

m. individual gardens; and

n. location of outdoor spaces to take advantage of sunlight.

Belltown Supplemental Guidance:

D1.I. Active Open Space: As a dense, urban neighborhood, Belltown views its streets as its front porches, and its parks and private plazas and spaces as its yards and gardens. The design and

location of urban open spaces on a site or adjoining sidewalk is an important determinant in a successful environment, and the type and character of the open space should be influenced by the building's uses.

a. Mixed-use developments are encouraged to provide usable open space adjacent to retail space, such as an outdoor cafe or restaurant seating, or a plaza with seating.

b. Locate plazas intended for public use at/or near street grade to promote physical and visual connection to the street; on-site plazas may serve as a well-defined transition from the street. Take views and sun exposure into account as well.

c. Define and contain outdoor spaces through a combination of building and landscape, and discourage oversized spaces that lack containment.

d. The space should be well-buffered from moving cars so that users can best enjoy the 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.

Belltown Supplemental Guidance:

D2.I. Belltown-Specific Landscape Character: Landscape enhancement of the site may include some of the approaches or features listed below, where appropriate:

a. emphasize entries with special planting in conjunction with decorative paving and/or lighting;

b. use landscaping to make plazas and courtyards comfortable for human activity and social interaction;

c. distinctively landscape open areas created by building modulation, such as entry courtyards;

d. provide year-round greenery — drought tolerant species are encouraged to promote water conservation and reduce maintenance concerns; and

e. provide opportunities for installation of civic art in the landscape; designer/ artist collaborations are encouraged (e.g., Growing Vine Street).

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.

Belltown Supplemental Guidance:

D3.I. Art and Heritage: Art and History are vital to reinforcing a sense of place. Consider incorporating the following into the siting and design:

a. vestiges of Belltown Heritage, such as preserving existing stone sidewalks, curbs

b. art that relates to the established or emerging theme of that area (e.g., Western, 1st, 2nd, 3rd Avenue street specific character.

c. install plaques or other features on the building that pay tribute to Belltown history.

D3.II. Green Streets: Green Streets are street rights-of-way that are enhanced for pedestrian circulation and activity with a variety of pedestrian-oriented features, such as sidewalk widening,

landscaping, artwork, and traffic calming. Interesting street level uses and pedestrian amenities enliven the Green Street and lend special identity to the surrounding area.

D3.III: Street Furniture/Furnishings along Specific Streets: The function and character of Belltown's streetscapes are defined street by street. In defining the streetscape for various streets, the hierarchy of streets is determined by street function, adjacent land uses, and the nature of existing streetscape improvements.

f. 5th Avenue: Installations on 5th Avenue are encouraged to have a futuristic or "googie" architectural theme to reflect the presence of the monorail as part of the streetscape.

D3.IV. Street Edge/Furnishings: Concentrate pedestrian improvements at intersections with Green Streets (Bell, Blanchard, Vine, Cedar between 1st and Elliott, Clay, Eagle, and Bay Streets). Pedestrian crossings should be "exaggerated," that is they should be marked and illuminated in a manner where they will be quickly and clearly seen by motorists.

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 demonstrated ability to 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 Early Design Guidance meeting, no departures were requested.

RECOMMENDATIONS

In addition to the guidance and priority guidelines described above, the Board strongly recommended the applicants work through the items under 1a-d, and especially 2b, and then meet with representatives of Escala to review drawings and responses to the Board Guidance, **prior to the next Board meeting.**

BOARD DIRECTION

At the conclusion of the First Early Design Guidance meeting, the Board unanimously recommended the project return for another meeting in response to the guidance provided, including the specific studies, revisions and drawings described in items 1a – 4f above.

Specific, but not all inclusive, items needed for the next EDG meeting (please read pages 4-7 for the full context of the abbreviated list below):

a) Studies of the top 'jewel' element being shifted eastward to be in-plane, or shifted to the east street-side of the tower, and possibly being less than full length along 5th
b) Detailed light/shadow comparisons are required of the above alternative studies.
c) Perspectives similar to page 66 for above alternative studies and additional distant street level ones.
d) Detailed and dimensioned large scale sections through the alley showing all proposed and existing Escala floor levels, balconies and window sill conditions.
e) Additional setback and/or different hotel uses should be studied opposite all of the residential levels of Escala, to mitigate direct visual privacy concerns.
f) Detailed 1/16th inch plans are needed of the east half of Escala and the horizontally corresponding levels of the west half of the proposal, parking level L3 through upper level L33, (or whatever corresponds to the highest occupied Escala floor level). Plans should indicate all balconies, living, bath and bedrooms, and horizontal extent of all windows, to accurately assess privacy issues.
g) Studies that shape the alley façade of the proposed tower; The objective is to optimize ambient light and air penetration for both buildings, and reasonably maximize privacy for all units.
h) Substantial, legible reveals should be retained (eg the vertical reveals shown on pg 73/74) - possibly increased in depth and height - and accurately shown on all relevant floor plans.
i) Overlay elevations that offset existing and proposed windows are needed, and other privacy techniques such as special glass, louvers etc should be explored. The elevations, sections and plans should be combined for a clear presentation on light, air and privacy mitigation at all subsequent meetings.
j) Elevations and composition should better reference the "regulating lines, rhythms and fenestration patterns" found in this Belltown vicinity, and context studies that illustrate how the proposal responds are required.
k) Complete floor plan of the amenity level 13, including the landscape design of any outdoor decks and details about privacy screening to the neighboring Escala.
l) Detailed elevations and accurate renderings of all podium materials should be provided at subsequent meetings.
m) Replace the Virginia blank wall with an activating use or at minimum add a layer for display windows or a similar treatment that provides pedestrian scale and interest.
n) A complete and artful street landscape design be submitted at the next meeting, incorporating themes found under Belltown guidelines.
o) Additional information on the delivery speeds and waiting times for the valet elevators, to ensure cars do not back up into the alley, plus accurate car sizes waiting at the elevators and maneuvering lanes should be shown on the plans.