



City of Seattle

Department of Construction & Inspections
Nathan Torgelson, Director

DESIGN
REVIEW

FIRST RECOMMENDATION OF THE DOWNTOWN DESIGN REVIEW BOARD

Project Number: 3019699

Address: 1933 5th Avenue

Applicant: Gavin Smith of Perkins+Will Architects

Date of Meeting: Tuesday, June 28, 2016

Board Members Present: Murphy McCullough (Chair)
Anjali Grant
Grace Leong
Gundula Proksch
Michele Wang (substitute)

Board Members Absent: Alan McWain

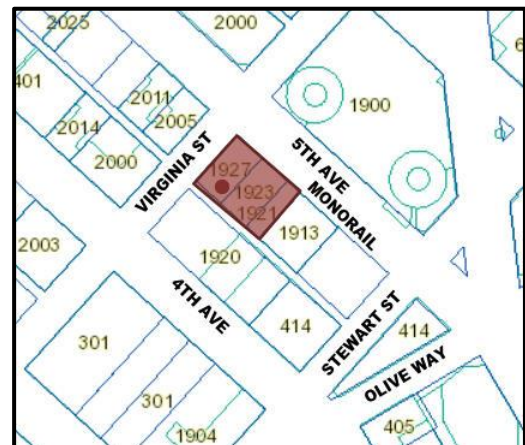
DPD Staff Present: Garry Papers, RA, M.Arch, Senior Land Use Planner

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 47 story, 500 ft tall, hotel/residential structure of approximately 730,000 sf, 431 units, and 155 hotel rooms, with ground level retail. Parking for 253 cars is located in 7 levels below grade (to be 100% valet parked with all staging at level P1); 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://web6.seattle.gov/dpd/edms/>

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

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

Email: PRC@seattle.gov

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).

SECOND EARLY DESIGN GUIDANCE November 3, 2015

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PUBLIC COMMENT

- Stated the applicants met with Escala representatives but did not have drawings and there was little dialogue.
- Stated the revised proposal is actually more FAR (37) and larger floor plates than shown at EDG#1; asserts maximum floor size exceeds code thus triggers a departure not shown.

- Stated the 500 ft tower -even without a cantilevered portion - still looms over the site and remains out of scale with context (many concurred).
- Stated the tower shows no indentations, curves or shaping, and is 'neuvo brutalist'.
- Stated the DRB does have SEPA code authority to mitigate height, bulk and scale.
- Concerned the revised tower will block too much 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 privacy, because the tower is only 24 ft away from Escala balconies and windows.
- Asserted the 16 tower design options were essentially the same boxes, and none explored curvilinear or elliptical shapes, which better relate to context (many concurred).
- Concerned the retail corner has no doors to the street, and there are no setbacks for sidewalk open space (many concurred).
- Concerned about blank walls at the alley corner and visible loading dock areas (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 the proposal has no distinctively Belltown characteristics (many concurred).
- Claimed this project and another on the half block would make this the highest density residential block in downtown, and 'manhattanize' Seattle.
- Stated the project should make some concessions to neighbors but not decrease the population, eyes on street security and vibrancy it will add to Belltown.
- Stated the tall, transparent base would activate a currently dead portion of 5th Ave.
- Supported the full mix of uses which will activate the streets 24/7.
- Stated the project should not be reviewed in isolation, but together with the 2-3 other proposals on the block for a complete, cumulative evaluation (many concurred).
- Supported the deletion of above grade parking, but felt the design was too rectilinear and angles or curves would add interest and address the privacy concerns.
- Stated this one block should not be 'punished' because of a 'bad code' that did not have tower spacing requirements (many concurred).

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#2 booklet dated November 03, 2015.

SECOND EARLY DESIGN GUIDANCE November 3, 2015

5. Massing & Building Form:

- a) The Board enthusiastically endorsed the proposed elimination of all above-grade parking. The mid-zone street facades will benefit and enliven the public realm. (B3.2)

- b) The Board supported the reshaped south and north tower plans from floor 4 up, as they resulted in a more slender and vertical proportion, as best depicted on pg 30. The Board noted this basically uniform massing extrusion is completely contingent upon the legible and successful resolution of the façade and material distinctions described under 5d and 7a below. (A1, B1, B3)
- c) The Board strongly supported the stepped form at level 47, as it sets off the east portion as the proposed ‘lantern’ at a proper proportion (eg, the step can occur lower but not higher). The 2 layer glass enclosure of mechanical equipment is a critical compositional element on the skyline, as shown on pg 53, and should not become a generic louvered screen. See 7b for the Board recommended treatment for both the floor 12 reveal and the building top ‘lantern’. (A2.1.c; A2.2)
- d) The Board continued to focus on the west façade and ‘saddlebag’ element, for both architectural and adjacency concerns. The Board agreed that the full height of this projecting element, whatever its final shape, should be expressed with a different and more solid character to clearly distinguish it from the east tower extrusion it abuts (also see comments under 7a). The Board agreed the west corner notches shown (pg 45 etc) should be increased, double notched and/or reshaped back to the recessed corner columns, to afford more light and air in the alley zone for both buildings. Additional stepping, angling and/or indentations to the middle of this wall between columns should also be considered. Lighter material colors should be employed here to amplify daylight.

Since the Board recommends this element is fundamentally a different mass, its shape does not need to match the 90 degree corners of the east extrusion. [Staff NOTE: the mid tower floor plans 13-32 shown on page 47 are larger areas than the corresponding plans shown on pg 68 at EDG#1, when the Board also recommended shaping of this west elevation: EDG#1, item 1d] (B3, C6.III)

6. GROUND FLOORS & STREETScape:

- a) The Board supported the 3-level tall and transparent base as basically depicted on pg58/59/61, assuming canopies, entries and other scale elements are fully developed beyond the faint lines shown. The Board agreed the northeast street corner is a dynamic pedestrian location, and recommended the addition of doors and/or generous sliding windows on both street frontages to fully activate the corner. (C1.IV)
- b) The Board strongly supported the 3 ft setback shown (more encouraged) and the code requirement for 75% of the frontage along 5th to be authentically retail/commercial uses with direct street access. Therefore, the Board recommended the south retail be expanded north, the second bay from the corner also have doors to the sidewalk, and the lobby function be reduced to 25% or less street frontage. Retail that also opens into the lobby is acceptable, as long as sidewalk activating doors are provided. (C1)

- c) The Board agreed the loading dock door/opening is much too visible to Virginia Street, as shown on pg 60, and recommended the door be shifted at least one truck bay south. If the trash room then occupies that location, its door should face into the loading bay or the trash door must be fully integrated into the elevation design; this visible corner deserves an architecturally sophisticated design like any other façade. (C6, C6.I, E3)
- d) The Board agreed the west half of the Virginia frontage and the alley corner were far too blank as shown on pg 60, and regardless of proposed layering strategies, should show more transparency at the street and wrapping the corner, such as glass walls at the staff, security and corner stair shown on page 42. Shifted and perforated loading doors have potential, and more opaque layering techniques are acceptable on the southern part of the alley façade, beyond the part visible to Virginia. (C3, C6)
- e) The sidewalk paving and landscape design shown on page 35, appears to be downtown standard, other than one 'googie style bike rack' in deference to the monorail and Belltown Guideline D3.III.f. The Board supported a more complete exploration of streetscape, tree planters, lighting, signage and design elements that define place and reference the Belltown Neighborhood, the art and heritage of this specific site, and a generally more robust response to several guidelines that stipulate more than the generic, minimal streetscape shown. (D2.I, D3.I, D3.III)

7. ELEVATION COMPOSITION & MATERIALITY:

- a) The Board strongly endorsed the basic 3 part vertical articulation of the primary tower as diagrammed on pg 31, as a crucial context response and important to adding scale to the unchanging form. The Board agreed the cladding of floors 3-11 should be more solid and deep than shown on pg 58, be legibly distinct from the cladding above the floor 12 'reveal', and reflect more compositional cues and proportions from nearby Belltown buildings. The floors above the "#4 blue line" on pg 31 should be the most transparent, but not a 100% glass box that reads as an office.

The Board focused on precedent image #3 on page 55 to illustrate the degree of façade depth, composition and differentiation recommended for the base and upper portions of the east tower; the left side displays 50-60% solidity (recommended for subject base), and the right side about 10-20% solid (recommended for mid-tower). The Board also noted the less static, double story groupings and vertical proportions of that precedent. NOTE: This precedent image shows depth from typical face of cladding to face of glass of 12-16 inch minimum; this depth is the minimum required for the subject base. (B3.I)

- b) The Board supported the 14ft tall (more is encouraged) and recessed reveal on 3 sides of level 12, as well as its overhang and columns on the south; this provides critical relief to the form and should not be reduced from the stated 3 foot depth (more is encouraged to ensure legibility). The Board agreed the day and night legibility of this reveal is critical, and recommended the 2 layer approach described for the "luminous top" mechanical screen of the building (pg 54/56) also be executed at this reveal. To ensure this legibility,

special lighting details and large scale sections of all layers will be required. Expressing the reveal is not needed on the west 'saddlebag', given the recommendations under 5d. (A2.1)

- c) Consistent with the comments under 5d above, The Board agreed the entire west 'saddlebag' projection, should be a different cladding from the adjacent east tower portion, and that cladding should be as solid as the base (as described under 7a) or more. That cladding material should be lighter in color (but not reflective) to amplify light in the alley zone, and be high quality and attractive to regularly see from the close proximity of the adjacent building across the alley. (B1)

- d) The Board regretted the applicants did not provide the specific, small scale façade design studies requested at EDG#1 (EDG#1 report pg 5), to address privacy and light concerns at the west adjacency. Whatever the final shape of the west wall (5d above), the Board strongly reiterated the guidance under EDG#1, item 2b, and further recommended the following to ensure reasonable privacy between the two buildings: First- the proposed hotel rooms and units at the west corners of the tower should have windows mostly - if not entirely- oriented to the south or north. Second - the west wall depth should be substantial (14-24" advised) to provide for canted windows and other techniques to ensure unit to unit privacy, especially between living rooms and at the central portions of floors 4-19, where corner re-orientation is not possible. Other techniques such as louvered privacy windows, one-way films, vertical slot windows, etc should also be considered. (B1.I)

FIRST RECOMMENDATION June 28, 2016

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PUBLIC COMMENT

- Stated the 500 ft tower, while slightly improved, is still bulky, too large for the site and remains out of scale with context (many concurred).
- Stated the tower is not graceful, even with the curved west portion; requested more substantive shaping and larger scale revisions (many concurred).
- Concerned the revised tower will still block too much light and air to the existing Escala units that occupy the alley-facing façade from proposed levels 4 – 33 (many concurred).

- Concerned the glass in the proposed tower will not ensure privacy, and questioned the accuracy of applicant exhibits on the “T-rex box”.
- Stated there was little attempt to re-orient, or minimize non-corner units on the alley, to better preserve privacy and livability in the existing Escala units on the alley.
- Stated the proposed setback on 5th does not represent meaningful open space.
- Concerned about traffic congestion and delivery trucks parked in the alley, and inadequate depth of existing and proposed loading docks (many concurred) [Staff clarified that alley circulation and capacities are part of the ongoing SEPA analysis].
- Stated sizable setbacks to the proposed tower and 10 ft at the alley are needed.
- Stated the design is not specific to Belltown or reinforce the specific place in context.
- Stated the main entrance on 5th is too flush and hidden.
- Questioned where the historic façade elements are being integrated? [Staff note: there is no binding requirement from the Landmarks Preservation Board to reuse elements]
- Questioned how the project is providing the required on-site open space, and any related departures that are needed?
- Claimed this project and another on the half block would make this the highest density residential block in downtown; pleaded with DRB to ‘right this wrong’.
- Stated the project has made some concessions to neighbors but to not further decrease the size, population, eyes on street security and vibrancy it will add to Belltown.
- Stated the height and massing are appropriate at this transition location to downtown.
- Believes the designers responded well and did a major redesign.
- Supported the infill housing and improved streetscape proposed.
- Strongly supported the full mix of uses which will activate the streets 24/7.
- Stated the project is beautiful and buildings will always be close together in urban cores.
- Supported the design as reflecting neighborhood character, and will activate 5th Avenue.
- Stated people should know what adjacent zoning is and anticipate urban bulk impacts.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the five 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 Recommendation booklet dated June 28, 2016.

- 8. Massing & Building Form:** The Board heard the public concerns about building positioning, bulk and setbacks, and considering the tower shaping that had taken place since EDG, the Board endorsed the proposed forms and massing, and did not recommend any further shaping, setbacks or reduction of the floorplates. The primary issues remaining are to revise and refine the materiality and composition of the façade treatments. (A2, B4)
- 9. West Volume:** The Board agreed the proposed west, curved volume provided a positive form interlock with the east tower [23]. The Board heard the public concerns about adequate light, air and privacy along the alley façade, and recommended the following revisions to the

facades of the west form to better differentiate it from the east volume, and address the adjacency across the alley. The Board did not accept the applicant rationale that the entire building needs to be visually unified, and the Board agreed that the currently proposed variations between the two forms were far too subtle, based on overly abstract graphical models, and almost imperceptible [47, 96-99]. (B1.2, B4, C2)

- a) **Material Softening and Opacity:** The three facades of the entire curved, west volume should be redesigned with more percentage of opaque and less reflective materials, so the form reads legibly different from the east volume. The proposed glass spandrels, which constitute a large percentage of the west elevation [50-66% per p 61], in combination and co-planer with the vision glass, create a uniform, semi reflective, hard image to the residents across the alley [68, 99]. More use of opaque, non-glass and discernably textured and/or matte finish spandrels was recommended, to variegate the large alley wall, and possibly produce depth and interest. The Board did not support efforts to increase the appearance of vision glass on the west facade, as suggested by the amount of “vision-matched spandrel glass” shown on pg 47. The Board also recommended more warm tones and colors be explored for the west volume, in contrast to the cool and blue character for the facades and materials of the east volume.
- b) **Multiple Perspective Studies:** The Board recommended several options be studied and all shown to staff and the Board (not just the applicant preferred one) showing various levels of opacity, color and material options on the west volume. The test perspectives for each option should include at minimum the perspectives shown on the following pages: 68, 110, 112 and 115. One option should start with all non-vision portions being an opaque, non-metallic, non-reflective material, and other options should show different materials and degrees of opacity. To be clear, the Board was not recommending just slightly more spandrel percentage, or mere color changes in spandrel glass; the inherent material, reflectivity and extent of glass spandrels was unanimously questioned.
- c) **Glass Verification:** In response to public comment and the importance of the proposed vision glass on the west volume, the Board requires more information to understand and better verify its transparency characteristics. The “T-rex box”/simulation shown on pg 64 should be brought to the next meeting and also have an interior light source for testing by the Board. Other glass samples should be provided besides the applicant preferred one, which can be tested in the same box simulation.

10. East Volume & Podium: The Board supported the basic rectilinear form, the reveals, the upper tower composition and materiality of the east volume, and the upper balconies as shown on pages 96,110, 125 and elsewhere. The Board also supported the materials and composition of the lowest three floors –especially the folding nanawall and corner frame at 5th and Virginia - as shown on pg 100 and 104, but the Board recommended the following facade revisions to floors 3-11 of the podium: (C2, B1.III, B3.I)

- a) **Podium Scale and Differentiation:** Consistent with public comments and EDG comments 3a and 7a, the Board agreed the east podium floors 3-11 should display more scale, depth and/or visual interest to the street, and is too similar to the tower above, as

evidenced by pg 111. The Board did not accept the applicant rationale that the gradient of opacity is perceptible, or adequate enough [96, 97]. The Board recommended more opacity, more distinctive colors, more mullion depth or variation, and/or a less staggered composition that would establish a transition from the base to the upper tower. The primary aim is to add scale to the street, and better differentiation from the upper tower; a legible but not dramatic change is recommended.

b) Multiple Perspective Studies: The Board recommended several options be studied and all shown to staff and the Board (not just the applicant preferred one) showing various levels of opacity and material options on floors 3-11 of the east volume. The test perspectives should include at minimum, the perspectives shown on the following pages: 111, 112/left and 115.

11. Lighting: The Board reiterated the importance of the tower top lantern having sufficient glow and presence at dusk and dark night conditions [the image on p 125 was minimally acceptable pertaining to amount of glow/presence]. The Board recommended more details on that element be provided to staff and at the next meeting, including large scale sections with fixtures shown, reflected ceiling plans, and specific fixture cut-sheets. The Board supported the stated intent to up-light the important soffit at the level 12 recess. (D5, A2)

12. Signage: Acknowledging public concerns related to this building contributing to the Belltown context, the Board supported the “Alweg monorail font” being used in the sidewalk paving, and supported other uses of distinctive fonts and/or bold neon/ lighting to add scale and interest [examples on 127/129]. The Board recommended specific, preliminary sign scripts (“Café XYZ”) and proposed sizes be shown on elevations (rather than the generalized location balloons shown on 126/128) for staff and the Board at the next meeting. (D3.I, D4)

DESIGN REVIEW GUIDELINES

The Downtown and Belltown-specific guidelines identified by the Board as **Priority Guidelines** at EDG#1 are summarized below, while all Downtown and Belltown guidelines remain applicable. For the full text of all guidelines please visit:

<http://www.seattle.gov/dpd/aboutus/howeare/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:

B3.1. 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:

D1.1. 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 First Recommendation meeting, the following departures were requested by the applicants. Departures may be identified in the future by the applicants or through DPD review, and will be described in the MUP drawings and the booklets prepared for the DRB Recommendation meeting(s).

1. **Facade Setback Limits (SMC 23.49.056.B.1):** The Code requires a consistent streetwall along 5th Avenue, with a maximum 2 ft deep setback. The applicant proposes a 7 ft deep recess for 9ft 6” of frontage near the 5th Avenue party wall, and a 4ft 10” setback for the remainder of the 5th avenue frontage to the corner with Virginia.

The Board supported the additional setback, as it increases sidewalk width and usable exterior public open space, consistent with Belltown Guidelines. (D1.I)

The Board indicated receptivity to this departure.

2. **Weather Protection (SMC 23.49.018):** The Code requires continuous weather protection along all street frontages, 8ft minimum width, at a height 10 – 15 ft above the adjacent sidewalk. The applicants proposed code compliant canopies except at the following location: a 22 ft long and 8 ft wide canopy over the secondary entry on Virginia Street, between 17 and 19 ft above sidewalk grade.

The Board supported this relatively short extent of canopy slightly higher than the 15 ft maximum, because it marks the Virginia entrance and provides scale and interest on the podium. (C2, C4)

The Board indicated receptivity to this departure.

BOARD DIRECTION

At the conclusion of the First Recommendation meeting, the Board unanimously recommended the project return for another Recommendation meeting, with responses to all the specific Board guidance and recommendations described herein. Multiple options and perspective tests of specific revisions are required at the subsequent meetings, as described herein.