



# City of Seattle

Department of Construction & Inspections  
Nathan Torgelson, Director

DESIGN  
REVIEW

## SECOND EARLY DESIGN GUIDANCE OF THE WEST DESIGN REVIEW BOARD

Project Number: 3020197  
Address: 104 Denny Way  
Applicant: Scott Clark, Clark Design Group  
Date of Meeting: Wednesday, March 2, 2016  
Board Members Present: Katherine Idziorek  
Homero Nishiwaki  
Boyd Pickrell (Chair)  
Janet Stephenson  
Board Members Absent: Christine Harrington  
DPD Staff Present: Beth Hartwick, Senior Land Use Planner

### SITE & VICINITY

**Site Zone:** NC3-65 (Neighborhood Commercial 3-65)

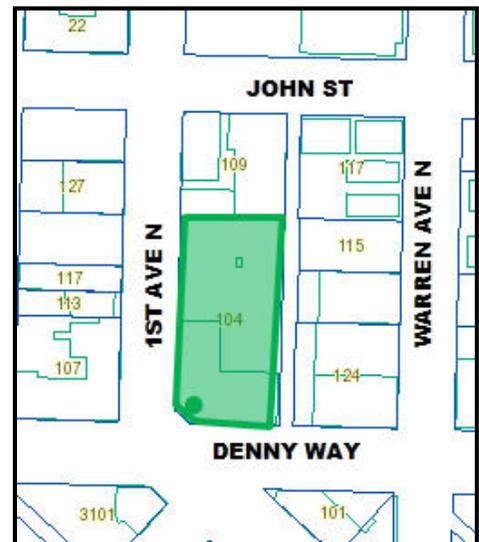
**Nearby Zones:** (North) NC3-65  
(South) DMC-65  
(East) NC3-65  
(West) NC3-65

**Lot Area:** 28,800 sq. ft.

**Current Development:** The southern portion of the site is currently developed with a single-story brick commercial structure built in 1929. The remainder of the site is surface parking.

**Access:** The site has access from Denny Way, 1<sup>st</sup> Ave N and an improved alley.

**Environmentally Critical Areas:** None



**Surrounding Development and Neighborhood Character:** Directly to the north along 1<sup>st</sup> Ave N, is a mixed use residential project, MUP #3010551, which is under construction. Behind this project is a 5-story brick apartment building constructed in 1922. Across the alley, to the east of the site, is a mixed use project permit #3015549 that just started construction, and a 6 story apartment building completed in 2007. Directly north of that development is a site with four, 2 to 4-story brick and terra cotta residential structures built in 1907. To the west across 1<sup>st</sup> Ave N. are a four story apartment structure built in 1908, a narrow two-story office building constructed in 1964, a narrow one-story office building originally constructed in 1947, and a surface parking lot. Across Denny Way in the DMC zone is a triangular site under construction, MUP #3015680, to build a six-story mixed use structure.

The site is located at the intersection of two busy important streets. Denny Way is a busy east/west arterial that is also the northern boundary of 'Downtown'. This part of Denny Way has mostly mixed use structures with small retail uses on the ground levels. 1<sup>st</sup> Ave N is a major access street from downtown into the heart of Uptown, Seattle Center and Queen Anne.

### **PROJECT DESCRIPTION**

The proposal is for a 6-story, 153 unit apartment building with 8 live-work units and 3,000 sq. ft. of retail at street level. Parking for 121 vehicles is to be located below grade, accessed from the alley. The existing building is to be removed.

<b>INITIAL EARLY DESIGN GUIDANCE November 18, 2015</b>
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The packet includes materials presented at the meeting, and is available online by entering the project number 3020197 at this website:

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp).

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

**Mailing Public Resource Center**

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

**Email:** [PRC@seattle.gov](mailto:PRC@seattle.gov)

### **DESIGN DEVELOPMENT**

#### **PRESENTATION**

The applicant presented three options which may be viewed in the EDG packet.

The applicant noted that the client wants retail commercial space only along Denny Way and is considering have retail space along the entire Denny Way frontage, which is different than what is shown in the packet.

## **PUBLIC COMMENT**

The following public comments were offered:

- Encouraged two parking entries.
- Stated that the proposed parking access location will conflict with the current parking access locations and the 124 Denny Way parking access location.
- Encouraged the alley parking access to be located at the center or north part of the site.
- Concerned about light and glare from vehicles given the slope of the alley.
- Concerned the design is not taking into consideration the amount of pedestrians and activity at the bus stop on 1st Ave. N.
- Encouraged that the design of the alley facade be treated as importantly as the street facing elevations.
- Concerned that lesser quality materials will be used on the alley façade.
- Preferred option C as that concept shifts the massing toward 1st Ave N.
- Encouraged less mass at the NE corner of the site.
- Concerned about traffic backing up in the alley and on Denny Way due to heavy use of the alley.
- Concerned about increased traffic in the alley as it is currently used as a 'street' during events at Seattle Center.
- Encouraged a speed bump in the alley.

## **PRIORITIES & BOARD RECOMMENDATIONS**

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

### **INITIAL EARLY DESIGN GUIDANCE November 18, 2015**

- 1. Massing and Design: The Board supported the preferred option and provided guidance to reduce the perceived mass, and provide an expression of two massing's, in response to the neighborhood context. The Board noted that buildings are usually smaller in this part of Uptown. Guidance was given to treat the south massing as a gateway, and move the north massing away from the NE corner. (CS2.A, CS2.C.1, CS2.D.1, CS2.D.5, CS2.II.i)**
  - a. Break down the massing to provide consistency with the scale of the neighborhood; respond to the context. (CS2.A.1, CS2.D.1)
  - b. Provide a design with a clear concept that has different north and south massing expressions and a stepped roof line. Use the massing, scale, voids and breaks of the existing buildings as a guide. (CS2.A.1, CS2.D.1, DC2.I.i)
  - c. Design the south massing to be special and designed as a gateway. (CS2.C.1, CS2.II.i)
  - d. Pull the north massing away from the northeast corner of the site. (CS2.D.5)
  - e. The upper story setback for the additional height should not randomly follow what would be allowed by the Land Use Code but instead needs to be consistent with the overall design composition. (DC2.B.1)
  - f. Encouraged the use of high quality materials on all elevations; consider the neighboring structures. (DC4.A.1)

- 2. Arrangement of Interior Uses: The Board conveyed that they supported retail use along the entire length of Denny Way and that the very visible and prominent Denny Way and 1<sup>st</sup> Ave N corner is not the appropriate location for the residential lobby. (CS2.B.2, PL3.C, DC1.A.1)**
  - a. Relocate the residential lobby to 1<sup>st</sup> Ave N, off the courtyard. (PL2.I.ii)
  - b. Strongly encouraged retail use instead of the residential lobby at the corner to activate and engage the corner. (PL3.C, DC1.A.1)
  - c. Provide at grade or above grade access to the live/work units along 1<sup>st</sup> Ave N. Below grade access is not supported. (CS2.B.2, PL1.I.i, PL3.C, DC1.A)
  
- 3. Streetscape: The Board was concerned about the proposed relationship of the development to the streetscape. They provided guidance to treat the bus stop on 1<sup>st</sup> Ave N as an asset and design the area around the bus shelter to be welcoming and well integrated with the project design through the treatment of paving and landscaping. The Board also stated that the courtyard in front of the live/work units along 1<sup>st</sup> Ave should not be below grade or fenced off. (CS2.B.2, PL1.I.i, PL2.I.ii, PL3.C, PL4.C.1, PL4.I.i, DC1.A)**
  - a. Study the relationship of the project to the bus stop to make sure enough space is being provided. Provide weather protection and design the area to be welcoming and civic and integrated into the building design. (PL2.C, PL2.I.ii, PL4.C.1, PL4.I.i)
  - b. Provide a design showing the paving of the streetscape from the curb to the building line, blurring the division between public and private space. (PL1.B.3)
  - c. Provide at grade or above grade access to the live/work units. Below grade access is not supported. (CS2.B.2, PL3.C, DC1.A)
  - d. Provide an overhang at the corner for weather protection. (PL2.C)
  - e. Maintain the setback along Denny Way to align with the development to the east. (CS2.B.2, PL3.C)
  
- 4. Service Uses and Activities: The Board indicated that the vehicle parking entry should not conflict with other access locations in the alley and should be designed for safety and with avoidance of vehicle glare to other properties. (DC1.B.1, DC1.C)**
  - a. Bike parking needs to be safe and accessible, and provided at grade, not at the lower garage levels. (PL4.B.2)
  - b. Provide for and show how bike parking, and solid waste storage and pickup will work. (PL4.B.2, DC1.C.4)
  
- 5. For the second EDG meeting provide the following:**
  - Provide an analysis of the relationship to the Bernard building, including a section.
  - Provide graphics showing how the northwest corner along 1<sup>st</sup> Ave N relates to the development under construction to the north.
  - Provide a study showing all the existing and proposed parking and other access locations in the alley.
  - Provide a study showing how the alley will work with the proposed and existing access points.
  - Show how bike parking, solid waste storage and pickup will work.
  - Show lighting and signage (no up lighting). Use the fixtures that are specific to Uptown.
  - Provide pedestrian scale signage.

## SECOND EARLY DESIGN GUIDANCE March 3, 2016

The packet includes materials presented at the meeting, and is available online by entering the project number 3020197 at this website:

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp).

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### DESIGN DEVELOPMENT

#### PUBLIC COMMENT:

Several members of the public offered the following comments:

- Concerned about the amount of traffic in the alley given the proximity to Key Arena
- Stated the alley is narrow north of the site and would like the alley to be designated as one way.
- Encouraged the retail entry at the corner to be a welcoming gateway similar to the existing corner entry.
- Concerned about how trash for the project to the north will be collected.
- Concerned about the loss of parking and no retail parking in the proposal.
- Stated the design will block views from their unit and the massing at the north portion of the building is not designed well.
- Suggested a curb cut on 1<sup>st</sup> Ave N and an 'alley' at the north portion of the site.
- Suggested access to the parking garage off of 1<sup>st</sup> Ave N.
- Concerned about the loss of the existing retail on the site.
- Wanted to make sure the tree near the end of the alley is preserved and protected.
- Supported the massing and proposed materials
- Encouraged the development to follow the proposed Uptown Urban framework goals of excellent pedestrian experience, affordable housing and expression of being in an art and cultural center.
- Concerned about corner retail and wants retail space that has an intentional retail strategy.
- Appreciated the bay windows that relate to the new building to the north.

### PRIORITIES & BOARD RECOMMENDATIONS

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

## **SECOND EARLY DESIGN GUIDANCE March 2, 2016**

- 1. Massing and Design: The Board appreciated the effort to break down the scale of the building but gave guidance to provide a design with further differentiation of the north and south massing. The Board noted the middle portion of the structure was successful in its design and supported the protruding frame above the street-level corner at the south mass. There was some discussion about having more massing at the street and less at the alley but the Board did not give guidance to move in that direction. (CS2.D.1, DC2.A.2)**
  - a. Design the north massing to be more graceful and different from the south massing. Provide a design of the north mass that is influenced by and relates to the design of the new building to the north. (DC2.A.2, DC2.C.3)
  - b. Consider moving the location of the balconies at the northeast corner to have less impact on the adjacent property. The balconies should, however, continue to be included. (CS2.D.5)
  - c. Design the setback at the residential entry as a gasket between the south and middle sections of the building, with a deep recess and different planes and materials from the abutting massing. (PL3.A.1, DC2.B.1)
  - d. Design the north portion of the alley facade with the same quality materials as the street-facing facades. (DC2.B.1)
  - e. Vary the parapet heights at the roof line to help further break down the massing. (DC2.B.1)
  - f. Continue to use the proposed exterior materials as shown in the packet. (DC4.A.1)
  - g. The solarium space on the roof needs further design to appear as a unique space and feature. (DC2.B.1)
  
- 2. Street-level Design: The Board was pleased with the retail space along Denny Way and the relocation of the residential entry and lobby from the corner to 1<sup>st</sup> Ave N. The Board expressed concern that the live/work units were being designed too much as residential units and not as true commercial space. They specifically noted that the raised portion of the 'courtyard' in front of the live/work units is preferable to the sunken portion. The Board also gave guidance to avoid blank walls and to treat the 'mews' at the north property with design elements different from the courtyard. (PL1.I.i, PL1.I.ii, PL3.B.3, DC1.A.1, DC2.B.2, DC4.D.2)**
  - a. Design the courtyard to be either at or above the grade of the sidewalk to meet security and commercial viability guidelines. Eliminate the sunken portion of the courtyard. (PL1.I.i, PL1.I.ii, PL2.B.1)
  - b. Design the courtyard and landscaping to discourage unwanted uses. Open up the courtyard instead of creating a buffer. (PL1.I.ii, PL2.B.1)
  - c. Design the courtyard, and street-level elevation as commercial space. (PL3.B.3)
  - d. Provide street furniture that encourages usability while discourages long term use. Examples would be designs that face benches toward the street or consideration of a lean rail. (PL2.I.ii)
  - e. Provide different street paving at the mews and the courtyard. (DC4.D.2)
  - f. If the entry to the 'northern' live/work unit is off the mews, design the mews as public open space, not a residential entry. (PL1.I.ii, PL3.B.3)

- g. Continue the commercial character language of the new building to the north. (DC2.C.3)
- h. Avoid blank walls on 1<sup>st</sup> Ave N. If transparency is not possible, art should be provided. (DC2.B.2)
- i. Provide a security gate at the back of the mews. (PL3.B.1)

**3. Street Corner Design: The Board was concerned that the sidewalk at the corner of Denny Way and 1<sup>st</sup> Ave N was pinched given the curved curb line and the proposed location of the structure at the corner. They indicated that the corner should appear as a gateway to the Uptown neighborhood and include art elements as well as a strong retail presence or entry. The Board suggested the applicant show different options as to how the corner design could be constructed or modified over the life of the building. (CS2.C.1, CS2.II.i, CS2.III.ii, DC2.E.1)**

- a. Erode the corner to provide more open space for pedestrians. (CS2.II.i, PL1.B.2)
- b. Provide multiple options for the design of the corner with the intention of a strong retail presence. (DC2.E.1)
- c. Use the Uptown specific design guidelines for informing the gateway design at the corner. Express the entry. (CS2.II.i, CS2.III.ii)
- d. Integrate the corner with art and the culture of the neighborhood. (CS2.II.i, CS2.III.ii)

**4. Garage Location and Alley Treatment: The Board noted the location of the access to the garage being directly across from the garage of the building across the alley was acceptable. The Board offered the following guidance for the design of the alley elevation:**

- a. Make the interior approach to the alley in the garage, as level as possible.
- b. Provide signage and lighting for security in the alley. (PL2.B.2)
- c. Keep the bike parking and solid waste holding areas as shown. (PL4.B.2)
- d. Provide a design where the at-grade units at the northeast alley corner are secure. (PL3.B.1)
- e. Design the north portion of the alley facade with the same quality materials as the street-facing facades. (DC2.B.1)

**For the Recommendation Meeting provide the following:**

- Provide a site plan with the proposed building massing footprint and an accurate location line of the two buildings to the north. Provide all setback dimensions from the property line and the dimension from the property line to the buildings to the north.
- Provide south elevations of the two building to the north with accurate window locations. Show these window locations in relationship to the north facade of the project.

#### **DESIGN REVIEW GUIDELINES**

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

<b>CONTEXT &amp; SITE</b>
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<b>CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.</b>
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**CS1-C Topography**

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

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

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

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

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

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

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

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

**CS2-C Relationship to the Block**

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

**CS2-D Height, Bulk, and Scale**

**CS2-D-1. Existing Development and Zoning:** Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

**CS2-D-5. Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

***Uptown Supplemental Guidance:***

**CS2-II Streetscape Compatibility**

**CS2-II-i. Gateways:** Throughout Uptown site identity features such as art, signage or major public open space at gateway locations as identified on the map on page v. Seek opportunities for welcoming signage that is specific to the Uptown neighborhood at gateway locations (see Map on page v). Architecture should also reinforce gateway locations.

**PUBLIC LIFE**

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

**PL1-A Network of Open Spaces**

**PL1-A-1. Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

**PL1-A-2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

**PL1-B Walkways and Connections**

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

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

***Uptown Supplemental Guidance:***

**PL1-I Streetscape Compatibility**

**PL1-I-i. Streetscape Continuity:** Site outdoor spaces in accordance with the location and scale of adjacent streets, buildings, and uses. For example, an on-site plaza should not unduly interrupt the retail continuity of a street.

**PL1-I-ii. Plaza Location:** Locate plazas intended for public use at or near grade to promote both a physical and visual connection to the street. Special paving materials, landscaping, and other elements can be used to provide a clear definition between the public and private realms.

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

**PL2-B Safety and Security**

**PL2-B-1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance.

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

**PL2-C Weather Protection**

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

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

**PL2-C-3. People-Friendly Spaces:** Create an artful and people-friendly space beneath building.

***Uptown Supplemental Guidance:***

**PL2-I Entrances Visible from the Street**

**PL2-I-ii. Street Life:** Streets throughout Uptown should be sociable places that offer a sense of security, and residential building projects should make a positive contribution to life on the street.

**PL2-II Pedestrian Open Spaces and Entrances**

**PL2-II-iv. Lighting:** Throughout Uptown the use of a pedestrian-scaled street lamp within all character areas is encouraged. In addition, streetscape features such as street clocks and benches are encouraged in Heart of Uptown and Uptown Urban character areas.

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

**PL3-A Entries**

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

**PL3-B Residential Edges**

**PL3-B-1. Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

**PL-B-3. Buildings with Live/Work Uses:** Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

**PL3-C Retail Edges**

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

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

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

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

**PL4-B Planning Ahead for Bicyclists**

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

**PL4-C Planning Ahead For Transit**

**PL4-C-1. Influence on Project Design:** Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

**PL4-C-2. On-site Transit Stops:** If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

***Uptown Supplemental Guidance:***

**PL4-I Pedestrian Open Spaces and Entrances**

**PL4-I-i. Transit Amenities:** Including amenities for transit riders in a building's design rather than the traditional use of curbside bus shelters generates a safer and more active street. In the Uptown Urban and Heart of Uptown character areas the elimination of curbside bus shelters is encouraged in retail areas as appropriate. These boxy shelters visually obstruct storefronts and provide cover for criminal activity. Building designs are encouraged that integrate canopies to accommodate transit riders and nurture stewardship of transit stops by property owners and businesses.

## DESIGN CONCEPT

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

#### DC1-A Arrangement of Interior Uses

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

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

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

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

#### DC1-B Vehicular Access and Circulation

**DC1-B-1. Access Location and Design:** Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

#### DC1-C Parking and Service Uses

**DC1-C-1. Below-Grade Parking:** Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

**DC1-C-2. Visual Impacts:** Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

**DC1-C-4. Service Uses:** Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

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

#### DC2-A Massing

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

#### DC2-B Architectural and Facade Composition

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

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

#### DC2-C Secondary Architectural Features

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

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

**DC2-E Form and Function**

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

***Uptown Supplemental Guidance:***

**DC2-I Architectural Context**

**DC2-I-i. Human-Scale Design:** The Uptown Park and Heart of Uptown character districts prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remains compatible with the existing community.

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

**DC4-A Exterior Elements and Finishes**

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

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

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

***Uptown Supplemental Guidance:***

**DC4-III Commercial Signage**

**DC4-III-i. Preferred Signage:** Throughout Uptown tasteful signs designed for pedestrians (as opposed to passing vehicles) are preferred. Backlit signs, animated reader boards and similar signs are discouraged. Blade signs, wall-mounted signs, signs below awnings, and similar signs are preferred.

**DEVELOPMENT STANDARD DEPARTURES**

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

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

- 1. **Street Level Uses (SMC.23.47A.008.3):** The Code requires that street-level street-facing facades shall be located within 10 feet of the street lot line, unless wider sidewalks, plazas, or other approved landscaped or open spaces are provided. The applicant proposed a 15’ deep courtyard in front of the live/work units along 1<sup>st</sup> Ave N.

The Board indicated they would be inclined to support this departure depending on the design and relationship to grade. See Design Guidance given earlier in the report.

2. **Structure Height (SMC.23.47A.012.A)** : The Code states the height limit for structures in NC zones or C zones is 30 feet, 40 feet, 65 feet, 85 feet, 125 feet, or 160 feet, as designated on the Official Land Use Map, Chapter 23.32. As the site is located within a NC-65 zone the height limit is 65 feet. Height limits are not usually departable, however SMC23.41.012.B.17.d allows that within the Uptown Urban Center, building height departures up to 3 feet of additional height may be granted if the top floor of the structure is set back at least 6 feet from all lot lines abutting streets. The applicant is requesting this departure for the additional 3' of height as the site is located within the Uptown Urban Center.

The Board indicated they would be inclined to support this departure, but the story with the additional height should not be gratuitous to the overall design concept. The upper story setback for the additional height should not simply follow the form allowed by the Land Use Code but instead needs to be intentional in design and consistent with the overall design composition.

3. **Structure Height (SMC.23.47A.012.C.2)**: The Code states open railings, planters, skylights, clerestories, greenhouses, solariums, parapets, and firewalls may extend as high as the highest ridge of a pitched roof permitted by subsection 23.47A.012.B or up to 4 feet above the otherwise applicable height limit, whichever is higher. The applicant is proposing an enclosed amenity space on the roof that would be defined as a solarium or have the attributes of a clerestory.

The Board indicated they would be inclined to support this departure if it provides a varied roof line. [Staff note: The zoning review of the submitted MUP plans will determine if the proposed design meets Code and if a departure is needed or allowed.]

4. **Street Level Development Standards (SMC23.47A.008.B.3)**: The Code requires a floor-to-floor height of at least 13' for street level non-residential uses. The applicant is proposing a reduced floor to floor height of 10' for the residential portion of the live/work units.

The Board indicated they would not be inclined to support this departure. The Board gave guidance to provide commercial space that will be viable and to provide the full floor to floor height for the entire unit.

## RECOMMENDATIONS

### BOARD DIRECTION

At the conclusion of the Final Early Design Guidance meeting, the Board recommended the project move forward with MUP application.